LIC/Hunter’s Point

Protected Bike Lane Network

Presented by the NYC DOT Bike Unit to Queens Community Board 2 on April 5, 2022
OVERVIEW
Background
Existing Conditions
Green Wave Plan

Proposed Upgrades:
• 44 Dr, Vernon Blvd to 23 St
• 11 St, 44 Dr to Jackson Ave
• Jackson Ave, 54 Ave to Pulaski Br

Summary of Benefits:
BACKGROUND
Cycling in Numbers:

- **85,000+ Citi Bike trips** in CB2*
- **6,400+** Bike trips across the QBB** (highest increase of daily riders of ER Bridges)
- **2,000+** Bike trips across the Pulaski Br***

Bicycle Network:

- Continued growth in cycling despite the lack of protected bicycle infrastructure
- Gaps in the Protected Bike Lane Network
- Lack of protected lanes between waterfront, bridges, and downtown LIC

*Q4, 2020, **24-hr daily average, 2021, ***12-hr count, 2019
Background

Community Requests

Neighborhood Safety Improvements and Protected Bike Network
- Elected Officials
- Court Square Civic Association
- Murano Condominium Association
- City Rise Neighborhood Bike Network Action
Analysis of fatalities key factors (2014-Present):
• 60% of fatalities happened at intersections; 23% involved a vehicle turn; 16% involved a driver’s failure to yield the right of way
• Nearly 90% of fatalities happened on streets without bike lanes

Citywide Protected Bicycle Lane (PBL) Network
• Build 30 miles of protected bicycle lane annually, guided by a PBL vision document.

Better Design:
• Implement new design standards based on national & international best practices to enhance safety at intersections.
• Continue piloting new designs with rigorous safety analysis

Education and Outreach:
• Launch next phase of Vision Zero public awareness campaign, educating drivers with a focus on cyclist safety — and expand the “Get There” bicycle encouragement/rules of the road campaign
• Educate all street users about safe truck operation on city streets
• Increase helmet giveaways and helmet use encouragement.
Background

Safety Benefits of Protected Bike Lanes

Street designs that include protected bike lanes increase safety for all users

-15% drop in all crashes with injuries, -21% drop in pedestrian injuries

on streets where protected bike lanes were installed 2007-2017

Injuries to cyclists increase only 3%, despite a 61% bike volume increase

Data from 25 separate protected bicycle lane projects installed from 2007-2014 with 3 years of after data. Includes portions of 1 Ave, 2 Ave, 8 Ave, 9 Ave, Broadway, Columbus Ave, Hudson St, Lafayette St / 4 Ave, Sands St, Allen/Pike St, Kent Ave, Prospect Park West, Flushing Ave, Bruckner Blvd & Longfellow Ave, Imlay St / Conover St, Paerdegat Ave. Only sections of projects that included protected bike lanes were analyzed. Source: NYPD AIS/TAMS Crash Database
BIKE NETWORK UPGRADES
**LIC/Hunter’s Point Protected Bicycle Network Proposal**

**Improved connections between protected bike paths on Vernon Blvd and Pulaski Br**

**Upgrade existing facilities:**
- 44th Dr, Vernon Blvd to 23 St
- 11th St, 44th Dr to Jackson Ave
- Jackson Ave, Vernon Blvd to Pulaski Bridge

**Survey new facilities:**
- Borden Ave, Center Blvd to Jackson Ave
Protected Bike Network

44 DR, VERNON BLVD TO 23 ST

Existing/Issues:
- No protected bike connections between Court Sq and QN Waterfront
- Bike lanes are often blocked by double parked vehicles
- Wide two-way street with long pedestrian crossings
- Curb regulations don’t address need for curb access
EXISTING

- Upgrade existing bike lane to parking protected
- Install painted pedestrian islands at 11 St and 23 St
- Remove EB left turn lane at 23 St to maintain parking protection (Peak Hour: AM - 44, PM – 34)
- Survey loading at targeted locations
- Install bike parking where feasible
- Proposed pedestrian spaces, turn conflict mitigation, and transition space for turn lanes require the removal of an average of 10 spaces per block (39 spaces total)

Benefits:
- Builds on previous safety improvements
- Provides space for cyclists that is protected from moving vehicles
- Shortens pedestrian crossings
- Improves curb accessibility and addresses double parking
Intersection Upgrades:

- Shortens pedestrian crossing
- Safer turns
**Proposed:**
- Survey loading at targeted locations

**Benefits:**
- Improves curb accessibility and addresses double parking
- Maintains clear bike path
Protected Bike Network

11 ST, 44 DR TO 47 AVE

Existing/Issues:
- No protected lanes connecting to the Pulaski Br
- High volume of cyclists: 655 weekday, and 715 on weekend (12-hr, 7am-7pm)*
- Bike lanes are often blocked by double parked vehicles
- Wide two-way street with long pedestrian crossings

*Sept, 2019
Proposed:
- Install parking protected bicycle lanes
- Install painted pedestrian islands at targeted intersections
- Replace NB right turn at 44 Dr with mixing zone (123 vehicles during the AM peak)
- Install bike parking where feasible

Proposed pedestrian spaces, turn conflict mitigation, transition space for turn lanes and existing medians require the removal of an average of 5 spaces per block (27 spaces total)

Benefits:
- Builds on previous safety improvements
- Provides space for cyclists that is protected from moving vehicles
- Shortens pedestrian crossings
Existing/Issues:

- Complex intersection at the entrance of the Pulaski Bridge
- No dedicated space for cyclists mixing with high volume of vehicular traffic
Proposed:
- Upgrade shared lane to separate cyclists from vehicles with buffer and vertical elements

  - Dedicated bike access to the Pulaski Br, and safety improvements requires the repurpose of 25 parking spaces

Benefits:
- Builds on previous safety improvements
- Provides dedicated space for cyclists that is separated from moving vehicles
- Maintains two travel lanes in each direction to accommodate exiting vehicular volumes
Protected Bike Network

JACKSON AVE, 54 AVE AND PULASKI BR

Existing/Issues:

- No protected bike connections between Pulaski Bridge and QN Waterfront
- Existing standard bike lanes are often blocked by double parked vehicles
- Wide two-way street with long pedestrian crossings

Jackson Ave and 50 Ave, facing south
**Protected Bike Network**

**JACKSON AVE, VERNON BLVD AND PULASKI BR**

**Proposed:**
- Upgrade existing standard bike lanes to parking protected on Jackson Ave between 51 Ave and 11 St
- Upgrade EB bike lane between 50 Ave to 11 St from vehicles with buffer and vertical elements
- Install painted pedestrian islands at targeted intersections

* Dedicated bike access, and safety improvements requires the repurpose of 16 parking spaces

**Benefits:**
- Builds on previous safety improvements
- Provides space for cyclists that is protected from moving vehicles
- Maintains two travel lanes in EB direction at Pulaski Bridge approach to accommodate vehicular volumes
Protected Bike Network

DESIGN ELEMENTS

9 St, BK
Protected Bike Network
DESIGN ELEMENTS

4 Ave, BK
SUMMARY
Protected bike lanes benefit all street users:

- Provides **protected bike network** for LIC/Hunter’s Point that is comfortable for all ages and ability levels
- Builds on previous **safety improvements**
- Shorter, **safer pedestrian crossings**
- Expands and improves **access** to community amenities
- Provide **bike parking** where feasible

**Summary of Benefits**

<table>
<thead>
<tr>
<th>Category</th>
<th>Data</th>
</tr>
</thead>
<tbody>
<tr>
<td>Crashes with Injuries</td>
<td>Down 15%</td>
</tr>
<tr>
<td>Motor Vehicle Occupant Injuries</td>
<td>Down 15%</td>
</tr>
<tr>
<td>Pedestrian Injuries</td>
<td>Down 21%</td>
</tr>
</tbody>
</table>

Protected bike lanes benefit all street users: Provide **protected bike network** for LIC/Hunter’s Point that is comfortable for all ages and ability levels. Builds on previous **safety improvements**. Shorter, **safer pedestrian crossings**. Expands and improves **access** to community amenities. Provide **bike parking** where feasible.
Thank You!