Kingsland Avenue and Monitor Avenue Protected and Standard Bike Lanes

Project Area Location

- Buffered bike lane on Greenpoint Ave Bridge, protected bike lane on Pulaski Bridge, bike route on Greenpoint Ave
- Meeker Ave bike and ped path underway
- McGuinness Blvd planning
Background

- Newtown Creek Nature Walk Phase 3
  - Opened in 2021
  - Access on Kingsland Ave
  - Request from Newtown Creek Alliance to add bike connections

- Area work includes:
  - Buffered bike lane on Greenpoint Ave Bridge, Protected bike lane on Pulaski Bridge, Bike lane on Greenpoint Ave
  - Meeker Ave bike and ped path development
  - McGuinness Blvd safety planning

- Kingsland Ave is a truck route from Norman Ave to Greenpoint Ave

- No North/South bike connections through eastern Greenpoint
Issues Kingsland Ave Industrial Uses

- Trucks and heavy vehicles can cause added risk for pedestrians and people riding bikes
- It is necessary to safely accommodate industrial operations
- Lack of street markings leads to unpredictable movements
Issues Kingsland Ave Illegal Truck Storage

- Lack of parking regulations contributes to long-term vehicle storage
- Parking for visitors and employees is taken by illegally parked vehicles
Issues Kingsland Ave Pedestrian Access

- Intersections lack crosswalks and pedestrian ramps
- Pedestrian crossings are frequently blocked by vehicles
- Wide intersections permit unpredictable vehicle movements
- South sidewalk of Kingsland Ave is 8 feet wide with only 5 feet clear
- Trucks parked along south sidewalk block street lighting and create unsafe feeling passage
Issues North-South Bicycle Connections

- There are a number of east-west connections through Greenpoint, but few existing north-south routes
- Planned improvements on Meeker Ave, McGuinness Blvd, and Review Ave
Kingsland Avenue and Monitor St Crash History 2015-2019

<table>
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<th>Total Injuries</th>
<th>Severe Injuries</th>
<th>Fatalities</th>
<th>KSI</th>
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<tr>
<td>Total</td>
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- 6.2 Killed or Severely Injured (KSI) per mile puts the corridor in the middle 33% of dangerous corridors in Brooklyn
SAFETY – 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

Protected Bike Lanes
Before and After Crash Data, 2007 - 2017

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
Green Wave: A Plan for Cycling in New York City

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.
 Proposed Design Goals

• Improve pedestrian experience between Greenpoint Ave and Newtown Creek Walk
  o Expand pedestrian spaces
  o Shorten pedestrian crossing distances

• Develop north/south bike connections
  o Provide protected space for people biking
  o Add new dedicated spaces for biking

• Configure Kingsland Ave parking to optimize for passenger vehicles
  o Eliminate opportunities for illegal vehicle storage
  o Size spaces for passenger vehicles

• Maintain motor vehicle circulation
Proposed Design Kingsland Ave, 82’ Street Width, North of Greenpoint Ave

- Protected bike lane connects to Newtown Nature Walk
- New pedestrian space improves walking experience of narrow sidewalk
- Angled parking increases number of parking spaces by up to 20 spaces
- Wide moving lanes maintain flexibility for industrial operations
Proposed Design  Kingsland Ave, 82’ Street Width, North of Greenpoint Ave

Existing

Proposed Configuration: Paerdegat Ave, Brooklyn
Proposed Design Kingsland Ave, 82’ Street Width, North of Greenpoint Ave

DRAFT
Proposed Design Kingsland Ave, 48’ Street Width, North of Greenpoint Ave

- Protected bike lane connects to Greenpoint Ave
- ~12 parking spaces converted on west curb
- Wide parking and moving lanes accommodates truck movements
Proposed Design  Kingsland Ave, 48’ Street Width, North of Greenpoint Ave

Existing

Proposed: Chrystie St, Manhattan
Proposed Design

Kingsland Ave, 48’ Street Width, North of Greenpoint Ave
Proposed Design:
Kingsland Ave and Monitor Ave – Greenpoint Ave to Meeker St

- Maintains traffic capacity
- No impact to parking
Proposed Design:
Kingsland Ave and Monitor Ave – Greenpoint Ave to Meeker St

Existing

Proposed
Proposed Design: Kingsland Ave at Meeker St

- Excess width at intersection:
  - Increased crossing distance
  - Unpredictable traffic movements
- Normalizing intersection provides opportunities for additional pedestrian space
Summary  Project Benefits

Protected bike lanes benefit all street users:

- Crashes with Injuries  Down 15%
- Motor Vehicle Occupant Injuries  Down 15%
- Pedestrian Injuries  Down 21%

- Creates north-south bike connections in neighborhood with few other options
- Increases pedestrian safety by shortening crossing distances
- Increases pedestrian space approaching Newtown Creek Nature Walk
- Preventing illegal truck parking increases available parking for employees and visitors to northern Kingsland Ave
- Maintains traffic capacity