KINGSLAND AVENUE AND MONITOR STREET
PROTECTED AND STANDARD BIKE LANES

Presented to Brooklyn Community Board 1 Transportation Committee
May 23, 2022
• 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
  o Opened in 2021
  o Access on Kingsland Ave
  o Request from Newtown Creek Alliance to add bike connections

• Area work includes:
  o Buffered bike lane on Greenpoint Ave Bridge, Protected bike lane on Pulaski Bridge, Bike lane on Greenpoint Ave
  o Meeker Ave bike and ped path development
  o 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
Kingsland Avenue and Monitor Street Protected and Standard Bike Lanes

**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
### Project Area Safety

**Kingsland Avenue and Monitor St**  
**Crash History 2015-2019**

<table>
<thead>
<tr>
<th></th>
<th>Total Injuries</th>
<th>Severe Injuries</th>
<th>Fatalities</th>
<th>KSI</th>
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</thead>
<tbody>
<tr>
<td>Pedestrian</td>
<td>9</td>
<td>2</td>
<td>0</td>
<td>2</td>
</tr>
<tr>
<td>Bicyclists</td>
<td>13</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Motor Vehicle Occupant</td>
<td>60</td>
<td>9</td>
<td>0</td>
<td>9</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>82</strong></td>
<td><strong>11</strong></td>
<td><strong>0</strong></td>
<td><strong>11</strong></td>
</tr>
</tbody>
</table>

- 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

<table>
<thead>
<tr>
<th></th>
<th>Before</th>
<th>After</th>
<th>Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Injuries</td>
<td>1,477</td>
<td>1,263</td>
<td>-15%</td>
</tr>
<tr>
<td>MV Occupant Injuries</td>
<td>627</td>
<td>533</td>
<td>-15%</td>
</tr>
<tr>
<td>Pedestrian Injuries</td>
<td>628</td>
<td>499</td>
<td>-21%</td>
</tr>
<tr>
<td>Cyclist Injuries</td>
<td>224</td>
<td>231</td>
<td>3%</td>
</tr>
</tbody>
</table>

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, Inlay 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
  - Expand pedestrian spaces
  - Shorten pedestrian crossing distances
- Develop north/south bike connections
  - Provide protected space for people biking
  - Add new dedicated spaces for biking
- Configure Kingsland Ave parking to optimize for passenger vehicles
  - Eliminate opportunities for illegal vehicle storage
  - 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
Kingsland Avenue and Monitor Street Protected and Standard Bike Lanes

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
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 St – Greenpoint Ave to Meeker Ave

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

Existing

Proposed
Kingsland Avenue and Monitor Street Protected and Standard Bike Lanes

Proposed Design: Kingsland Ave at Meeker Ave

- 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