Greenpoint Avenue LIC Crossing

Transportation Alternatives Queens Volunteer Committee
Introduction - Why We’re Here

The cyclist fatality at the intersection of Greenpoint Avenue and Borden Avenue last spring sparked a intense discussion of just how dangerous this intersection is for pedestrians, cyclists and even motorists.

Prompted by the response to this discussion volunteers made three trips to the intersection to identify problems and track the volume of Vulnerable Users.
Northbound Greenpoint

- Unclear markings
- Cars making right turn from left lane
- Cars going straight from right lane
- Southbound left into oncoming traffic
- 2 to 4 lanes of traffic converging
- Cyclists crossing to Southbound lane
Southbound Greenpoint

• Motorists turn left into oncoming traffic
• Southbound through traffic gets stuck behind drivers making left out of 2\textsuperscript{nd} left turn lane and then veer out into the one through lane
• Zero Visibility of Borden Eastbound traffic
Northbound Cyclist Traffic

When there is insufficient bike infrastructure at a dangerous intersections, cyclists are left to their own devices to find the safest option, even if it means crossing illegally.
Road Design Proposals

• Eastbound Borden & Greenpoint: Leading Pedestrian Interval is necessary and should extend to cyclists
• Southbound Greenpoint Left Turn onto Borden: Delayed southbound left turn light
• Northbound Greenpoint at Eastbound Borden: Defined Right Turn bay or clearly marked single lane of traffic
• Make Hunters Point One-Way Westbound to Van Dam
• Northwest corner of Eastbound Borden: Replace concrete wall with fencing
• Northbound and Southbound Bike Lanes
Additional Proposals

• Enforce Stop line on Eastbound Borden
• Stricter enforcement to prevent drivers from using the gas station to cut-through from Hunters Point to Greenpoint Ave
• Tolls on Queensboro Bridge would keep traffic on LIE instead of surface streets
THANK YOU