Background

- April 2010 DOT proposed safety changes over bridge as part of bridge component rehabilitation, which included buffered bike lanes; implementation was delayed due to construction and utility work
- Existing Greenpoint Ave bike lanes end at Kingsland Ave on Brooklyn side
- No connection over Newtown Creek
- Identified as a bicycle connection through bicycle workshop in Long Island City
- DOT has received numerous requests for bike facilities on the bridge over the years
- Complaints about speeding
- Assembly Member Joseph Lentol & Council Member Jimmy Van Bramer requested improvements
Project Map

- **BK CB 1**
- **QN CB 2**

Legend:
- Project Route
- LIC Phase II Proposed Routes
- Existing On-Street Bicycle Facility
- Bicycle Path
- Potential Route
Existing Conditions

- Vehicles in Bike Lane/Bus Stop
- Limited Visibility Due To Curvature & Elevation Change
- Two Travel Lanes
- Two Travel Lanes
- Median

Between Review Av and Kingsland St
14-Hour Bicycle Volumes

June 2014
Weekday: 606
Weekend: 577
Existing Conditions

- Bicycle Riders Stop and Dismount
  Walk Bike

- Sidewalk Riding

- Sidewalk Conflicts

- Limited Visibility Due To Curvature & Elevation Change

- Unclear Signage and No Markings
Westbound left turn volumes are very small.

Protected westbound left turn phase receives a disproportionate amount of green time (2% of volume, 13% of signal time).

<table>
<thead>
<tr>
<th>AM/PM Nov 2014</th>
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<tr>
<td>Peak Hour Vehicle Volumes:</td>
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<tr>
<td>750/900</td>
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Peak Hour Vehicle Volumes: AM/PM Nov 2014
Existing Conditions - Queens Side

Bridge Approach from Review Av & Van Dam St, Queens
Proposed Design – Queens Side

**Existing**

- **Queens Bound**
  - 12' Travel Lane
  - 12' Travel Lane
  - 6' Median
- **Brooklyn Bound**
  - 12' Travel Lane
  - 12' Travel Lane

**Proposed**

- **Queens Bound**
  - 6' Travel/Turn Lane
  - 11' Travel/Turn Lane
  - 11' Travel Lane
- **Brooklyn Bound**
  - 11' Travel Lane
  - 11' Travel Lane
  - 6' Travel/Turn Lane
Proposed Design – Mid-Bridge Span

**Existing**
- **Queens Bound:** 12' Travel Lane
- **Brooklyn Bound:** 12' Travel Lane
- **Median:** 6'
- **Shoulder:** 1'
- **South Sidewalk:**
- **North Sidewalk:**
- **Total Width:** 56'

**Proposed**
- **Queens Bound:** 6' Buffer, 11' Travel Lane
- **Brooklyn Bound:** 6' Buffer, 11' Travel Lane
- **Median:** 3'
- **South Sidewalk:**
- **North Sidewalk:**
- **Total Width:** 56'
Westbound left turn volumes are very small. Protected westbound left turn phase receives a disproportionate amount of green time (2% of volume, 13% of signal time).

Peak Hour Vehicle Volumes:

- Kingsland Ave: 750/900
- Greenpoint Ave Bridge: 850/850
- Van Dam St: 154/78
- 112/105
- 1841/1184
- 805/850
- 66/83
- 850/850
- 61/272

Peak Hour Vehicle Volumes: AM/PM Nov 2014
Proposed Design
Summary of Proposal

- **Bridge Span**
  - Two travel lanes for Queens bound traffic
  - One travel lane for Brooklyn bound traffic
  - 6’ curbside bike lanes in both directions with 4’ buffer

- **Approaches**
  - Two travel lanes in each direction
  - 6’ curbside bike lanes in both directions

- Establishes a connection between the bicycle network in Brooklyn to the expanding network in CB 2
- Improves bicycle circulation throughout the community and to major employment centers
- Improves safety for cyclists by designating space for riding & addressing sight line issues on the bridge
- Increases awareness of the presence of cyclists