



Old Astoria Neighborhood Association (OANA)  
www.OANA-NY.org

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## Traffic Controls: Bike Lanes in NYC.

As our transportation network evolves, many changes are in the horizon. This is especially true with the habits of our younger citizens.

Non-traditional forms such as Bicycles, Electric Scooters, skateboards, roller blades, one-wheel scooters, and many other innovative vehicles are gaining in popularity!

To this end, the city has recently passed legislation to build 250 more miles of protected lanes!

Given the increased popularity of these vehicles, we feel the creation of these lanes is justified.

We also think it would be irresponsible to create these lanes without instituting proper traffic control specific to the “Bike” lanes. We are heartened that the bill envisions a [“bicycle network \[that\] would be connected by intersections with mixing zones, fully split phases, delayed turns, offset crossing designs, or similar street treatments designed to improve safety and reduce conflicts for all street users at intersections.”](#)

Installing dedicate stop signs and traffic and turning lights on the bike lanes would be just as important as any concrete barrier. Perhaps more so!

We also call for the installation of these traffic controls on all existing bike lanes! We need to catch up!

Today many users of Alternative transport tend to ignore the traffic controls that are currently in place to protect cars and pedestrians. If each “bike” lane was to have its own controls, it would be impossible for the “Bike” rider to ignore them.

From Steve Scofield (Member of Transportation Alternatives, however not speaking for T.A.):

“For cyclists, often obeying traffic signals designed for cars is less safe than doing something technically illegal. Having a green light that both allows cyclists to proceed straight and cars to turn across the bike lane is a recipe for disaster, as we've seen all too frequently. For example. cyclists often go through a red signal if there's no cross



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traffic, to get a jump on cars lined up behind the red. This is because these cars will often turn into a cyclists' path once the light is green. Also, it's frequently safer for a cyclist to make a left from the left lane on a red light if there's no cross traffic, than it is waiting for the green and having cars whizzing by him on both sides while waiting for an opening to turn.

An example of what works (or at least, should if everyone does what they should) is at several lights on Second Ave where several intersections have a green arrow for turning cars and a red bike signal, and vice-versa."

The lights can be timed so that there would be no conflicting turns that would cause an accident. Also, it would allow vehicles to enter an intersection at different time, eliminating the possibility of a collision.

Automobile usage in the city will probably be declining, and these alternative forms of transit will increase. An investment in the common sense traffic controls will pay dividends for years to come.

We also need to deal with the aggressive, entitled street culture we have out there. This applies to all users of the roadways. Bikes, cars, Trucks, Skateboards. etc: Everyone!! And everyone must remember that whatever vehicle or apparatus they are driving or riding, abusive behavior can turn it into a lethal weapon.

Too much rhetoric on this issue worries about blame. Who causes what. This is not what is needed. An accident causing serious injury or death is life changing to all involved. Even if someone did not cause the accident, they are still scarred for life.

Therefore, we should stop worrying about blame, and instead put in place common sense solutions that make the streets safer for all.

"No block should have a bike lane installed without the appropriate traffic controls"  
"All blocks currently with bike lanes should have the appropriate traffic controls"

Richard Khuzami, President