

## TRI-STATE TRANSPORTATION CAMPAIGN



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Contact: Ryan Lynch, Associate Director

[Rlynch@tstc.org](mailto:Rlynch@tstc.org)

631.742.7528

### **Comments on Route 112 Reconstruction from Granny Road to NY 25**

Tri-State Transportation Campaign, a non-profit organization dedicated to creating a more environmentally friendly, equitable and balanced transportation system in New York, New Jersey and Connecticut writes to submit comments on the design of the New York State Department of Transportation's project, **PIN 0016.25—NY Route 112 Reconstruction from Granny Road to NY Route 25**—in Suffolk County and the Town of Brookhaven.

Tri-State supports this project, which is a good example of a 'fix-it-first' initiative that maintains existing road infrastructure while also improving mobility by redesigning Route 112 into a more complete street. The project entails the removal and replacement of existing pavement; providing one lane of travel in the southbound and northbound direction and a mutual left turn lane with landscaped medians; upgrading traffic signals and providing pedestrian facilities including continuous sidewalks along the roughly 1.5 mile corridor as well as pedestrian crosswalks and pedestrian signals. The project also includes bicycle facilities along the shoulder of the roadway.

While these shoulder bicycle facilities are welcomed, **a better way to encourage safe cycling for residents and visitors would be for NYSDOT to include buffered and physically separated bike lanes in the final design of the project.** Along the majority of this stretch of Route 112, there are very few turns and long lengths of roadway with few, if any, user conflicts (e.g. turning vehicles) that would allow for protected infrastructure. This is particularly true along the eastern section of Route 112. In fact, the lack of conflicts along this stretch could allow for a two-way protected lane on the eastern side of the road. Despite the proposed traffic calming measures in the project, there will remain few traffic lights allowing automobiles to gather speed which often serves as a detriment to cycling even with cycling shoulders. Physically separated infrastructure would create a safer feeling for cyclists and help serve as further traffic calming for automobiles. In addition, physically separated bike infrastructure would fit seamlessly into a growing network of bike lanes in this part of Suffolk County, including the new bicycle infrastructure along Granny Road in Gordon Heights.

Physically separated or protected bike lanes have been documented to improve the safety of all users of the roadway and increase cycling ridership. According to the New York City Department of Transportation (NYCDOT), upon completion of protected bicycle infrastructure on 9<sup>th</sup> and 8<sup>th</sup> Avenues injuries decreased for all modes of transportation by 58 percent and 35 percent, respectively. According to a study of road injuries in Vancouver and Toronto—conducted by the American Journal of Public Health—roads with protected bicycle infrastructure saw the risk of injury reduced by 90 percent when compared to wide roads with no cycling infrastructure.

According to a recently released study from Portland State University's National Institute of Transportation and Communities, protected bicycle lanes increased ridership by an average of 75 percent in their first year alone.

While the New York City Department of Transportation has been a leader in implementing protected on-street bicycle lane infrastructure in the region, protected on-street bike lanes have been successfully implemented in various land use contexts from across the country. Suburban communities that have land uses and contexts akin to the Town of Brookhaven have been advancing similar protected infrastructure. Images have been included below to highlight possible protected infrastructure in land uses and contexts that resemble Route 112 and the broader town.

Tri-State Transportation Campaign supports the proposed reconstruction of Route 112 from Granny Road to NY 25, but urges NYSDOT to incorporate more robust, protected cycling infrastructure into the project. Doing so will truly transform the 1.5 mile corridor into a model complete street for Long Island.



Bollard and buffer protected bike lane in suburban Chicago. (Source: *Streetsblog Chicago*)



Two-way bollard and buffer protected bike lane in suburban San Diego. (*Source: bikesd.org*)



Bollard and buffer protected bike lane in Boise, Idaho. (*Source: Ada County Highway Department*)