Vernon Boulevard
Queens East River North Shore Greenway

Background
- Queens East River Greenway
- Queens Plaza
- Vernon Boulevard

Design Issues
1. Parking
2. Continuous Park Path
3. Waterfront Context

Overview
Background: Greenway Development

- Queens East River North Shore Greenway Master Plan (2006)
- Greenshores / Trust for Public Land Greenway Vision
- New Waterfront Park Paths (2012)
  - Rainey Park
  - Astoria Park
  - Queensbridge Park
Background: Queens Plaza Path

- Completed 2011
- Connects Vernon Boulevard to:
  - Queens Plaza
  - Queens Waterfront Destinations
  - Manhattan Waterfront
Background: Vernon Boulevard

‘Complete Streets’ roadway design

• Pedestrian safety improvements at entrance to Queensbridge Park
• Bike Lanes: Hallets Cove to Long Island City
• Shared Lanes: in front of Queensbridge Park and through commercial corridor in LIC
Proposal

Issues
1) Install parking where waterfront path is available
2) Create a continuous path that connects all waterfront destination
3) Update Design

Proposed Path
- Proposed Shared Lanes with Parking
- Waterfront Open Space
- Off-Street/Protected Bicycle Path
- Future Planned Facility
- Future Planned Off-Street/Protected Path
Issue 1: Requests for Parking

- Community concerns about lack of parking
- 45’ width/truck route required buffered bike lanes
- New path in Rainey Park allows for around 35 new parking spaces
Issue 1: Requests for Parking

45’ Wide Waterfront Street
- 10.5’ NB and SB Vehicular Lanes
- NB and SB Bike Lanes
- SB Parking Lane
- Truck Route
Solution 1: Install New Parking Lane
between 34th Ave and 33rd Road

45’ Wide Waterfront Street
(between 34th Ave and 33rd Road)
- Bike path in park
- +35 parking spaces
- Wider lanes with shared markings for large vehicles and bikes

Queensbridge Park
45’ Wide Waterfront Street
(between 34th Ave and 33rd Road)
- Bike path in park
- +35 parking spaces
- Wider lanes with shared markings for large vehicles and bikes

Queensbridge Park
Issue 2: Continuity between Parks

- Parks paths end, causing bikers/joggers to use sidewalk
- Unskilled riders do not feel comfortable using class 2 lanes
Issue 2: Continuity between Parks

45’ Wide Waterfront Street
- 10.5’ NB and SB Vehicular Lanes
- NB and SB Bike Lanes
- SB Parking Lane
- Truck Route
Solution 2: Protected Path on West Curb

45’ Wide Waterfront Street
(between Hallet’s Cove and 33rd Rd / 34th Ave and 40th Ave / Queens Plaza N and 45th Rd)

- 2-Way, protected bike path on west side of roadway
- Slightly wider vehicular lanes
Issue 3: Update Design

- Vernon Boulevard redesigned in 2008
- Separated paths have increased ridership of all demographics
- Waterfront uses demand specialized treatment

Note: Data from the average of two single weekday counts between 7a & 7p on 7/24/2007 and 7/17/2008 compared to a single weekday count on 7/12/11.
Solution 3: Appropriate Waterfront Lane

Separated paths increase ridership

- More riders on Kent Avenue, cycling increased by roughly 300% on weekends
- Different types of users
- Appropriate for truck routes
Solution 3: Appropriate Waterfront Lane

**Rider Benefit**
Novice users are More comfortable

**Jogger/Rider Benefit**
“Edge Condition” / Continuity

**Vehicle Benefit**
Less conflict With cyclists

**Vehicle Benefit**
Cycle path always In the same place

**Pedestrian Benefit**
Vehicles are farther from sidewalk

**Community Benefit**
Width of roadway consistent with Neighborhood streets

**Community Benefit**
Parks connected to neighborhoods

**Rider Benefit**
Separated Path
Overview: Existing

- Greenway Not Separated from Traffic
- New Park Path Exits onto Roadway
- No Parking on West Side
Overview: Proposed

- 2-Miles of Queens Waterfront Path from 45th Rd to 30th Rd
- +35 Parking Spaces
- Greenway Design Compatible with Park Paths