Vernon Boulevard
Queens East River North Shore Greenway

Background
• Queens East River Greenway
• Vernon Boulevard

Waterfront Context
• Continuous Path Experience
• Updated Design

Proposal
• Two-way Bike Path – Hallet’s Cove to Long Island City
• Connection to Hunters Point
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: Vernon Boulevard Bike Route

- **Bike Lanes**: Hallets Cove to Long Island City
- **Shared Lanes**: in front of Queensbridge Park and through commercial corridor in LIC
Waterfront Context: Continuous Path Experience

- Parks paths end at street, causing bikers/joggers to use sidewalk
- Unskilled riders not comfortable using standard bike lanes
Waterfront Context: Updated Design

- Vernon Boulevard redesign - 2008
- Updated two-way path design appropriate along waterfront:
  - Edge condition
  - Recreational use

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.
Proposal

• Over 2 miles of separated path along the waterfront
• Continuous path linking parks
• Creating a safer bike facility for all users
Existing Conditions – North of 45th Road
Hallet's Cove to Long Island City

45’ Wide Waterfront Street
• 10.5’ NB and SB Vehicular Lanes
• NB and SB Bike Lanes
• SB Parking Lane
• Truck Route
Proposed Configuration – North of 45th Road
Hallet’s Cove to Long Island City (On-street)

45’ Wide Waterfront Street
- 2-Way, protected bike path on west side of roadway
- Slightly wider vehicular lanes
Two-way Path Benefits – All Users

- **Rider Benefit**
  - Novice users
  - More comfortable

- **Vehicle Benefit**
  - Bike path always in the same place

- **Community Benefit**
  - Parks connected to neighborhoods

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

- **Vehicle Benefit**
  - Less conflict with cyclists

- **Pedestrian Benefit**
  - Vehicles are farther from sidewalk

- **Community Benefit**
  - Width of roadway consistent with neighborhood streets

- **Rider Benefit**
  - Separated Path

---

**Two-way Path Benefits – All Users**

- Rider Benefit
  - Novice users
  - More comfortable

- Vehicle Benefit
  - Bike path always in the same place

- Community Benefit
  - Parks connected to neighborhoods

- Jogger/Rider Benefit
  - “Edge Condition” Continuity

- Vehicle Benefit
  - Less conflict with cyclists

- Pedestrian Benefit
  - Vehicles are farther from sidewalk

- Community Benefit
  - Width of roadway consistent with neighborhood streets

- Rider Benefit
  - Separated Path
Connection to Hunters Point

- Existing bike lanes end at 45th Ave (Commercial Corridor)
- Two-path necessitates signal
- 46th Ave is a natural connector to the waterfront
Existing Conditions
Connection to Hunters Point

- Parking on west curb begins south of 45th Road where configuration changes
Avoids Complex Intersection At 10th St
Keeps cyclists on west curb

Removes +/-200 feet Parking (10 spaces)

Improves Connection to Waterfront
Continues path Treatment past Anabel Basin

Proposed Configuration
Connection to Hunters Point
Questions?

Thank You