84th ST, 165th AVE
HOWARD BEACH GREENWAY CONNECTOR
Traffic Calming and Protected Bike Lanes

Presented to Queens Community Board 10
April 9, 2019
PRESENTATION OVERVIEW

1. Background
2. Proposal
3. Next Steps
4. Summary
Background
11 miles of recreational path for biking and jogging

Provides access to 10,000 acres of parks and beaches

Gaps in route

Difficult to get to from adjacent neighborhoods

100,000+ people use Jamaica Bay Greenway to visit park sites each year (National Park Service)
JAMAICA BAY GREENWAY IMPLEMENTATION PLAN

GOALS + PROCESS

- Improve access & connectivity to Greenway for adjacent neighborhoods
- Outreach began in 2014
  - 3 series of workshops
  - Multiple events including guided bicycle rides
- Released Plan Summer 2016
  - 26 potential projects
  - 19 miles of new or enhanced greenway

Round 1 - Spring 2014
Existing Conditions

Round 2 - Fall 2014
Route Alternatives

Round 3 - Spring 2015
Final Route Selection

Plan Release - Summer 2016
Background

JAMAICA BAY GREENWAY IMPLEMENTATION PLAN

RECENTLY COMPLETED PROJECTS

A Canarsie Pier (2015)

B Flatbush Ave Ramps, Marine Park (2017)

C Ave V, Marine Park (2016)

D Paerdegat Ave N., Canarsie (2014)
Projects were identified to improve local access to

- Jamaica Bay Greenway entrance at 157th Ave & 84th St
- Jamaica Bay Wildlife Refuge (Gateway National Recreation Area)
- Conduit Ave Parks
- Rockaway Beach

Priority projects include

- 84th St / 165th Ave
- Addabbo Bridge

- Direct route was the preferred route identified through community planning process
- All projects will be reviewed with Community Boards before implementation
Project Goals:

Provide access to Jamaica Bay Greenway from Howard Beach

Create new bike network connection & close gap

Extend greenway experience to increase cyclist safety and comfort
PROTECTED BIKE LINES

Benefits

Reduces conflicts, increases safety
- **Separates bikes** from moving vehicles
- Design **calms traffic** with standard width travel lanes
- Increases **predictability** of cyclist location for drivers and pedestrians

Creates new neighborhood amenity
- **Extends greenway** experience
- Provides **comfortable** space for cyclists of varied ages and experience levels
- Encourages **physical activity** – recreational bike rides, walking, jogging
Safety – Complete Street Redesign
Street designs that include protected bike lanes increase safety for all users

-15% drop in all crashes with injuries
-21% drop in pedestrian injuries

on streets where protected bike lanes were installed 2007-2017

Injuries to cyclists increase only 3%,
despite a 61% bike volume increase

Protected Bike Lanes
Before and After Crash Data, 2007 - 2017

Data from 25 separate protected bicycle lane projects installed from 2007-2014 with 3 years of after data. Includes portions of 1 Ave, 2 Ave, 8 Ave, 9 Ave, Broadway, Columbus Ave, Hudson St, Lafayette St / 4 Ave, Sands St, Allen/Pike St, Kent Ave, Prospect Park West, Flushing Ave, Bruckner Blvd & Longfellow Ave, Imlay St / Conover St, Paerdegat Ave. Only sections of projects that included protected bike lanes were analyzed.
Source: NYPD AIS/TAMS Crash Database
165th Ave: from 84th St to Cross Bay Blvd
Parking Protected Bicycle Path

- Separate cyclists from moving vehicles – designate space for cyclists separated by parked cars
- Organize roadway, calm traffic
- Shorten pedestrian crossing at Cross Bay Blvd with painted island
- Maintain all travel lanes

**Existing Conditions**

- Spring Creek Park
- 25' Travel & Parking Lane

**Proposed Design**

- Spring Creek Park
- 4.5' Buffer
- 3' Parking Lane
- 8' Travel Lane
- 11' Travel Lane
- 11' Travel Lane
- 8' Parking Lane

**Example: Ave V, Marine Park**

- Remove approximately 10 parking spaces along Park / south side to provide entrances to the proposed path. Parking is underutilized along this segment, design will retain 100+ parking spaces along Park side.
**2. 84th St: from 157th Ave to 165th Ave**

**Standard Bicycle Lanes**

- Wayfinding to guide cyclists to Jamaica Bay Greenway & proposed protected path along 165th Ave
- Organize roadway, calm traffic
- Provide dedicated space for cyclists
- **No parking removal or travel lane removal**

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**Existing Conditions**

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<tr>
<th>West Sidewalk</th>
<th>25’ Moving &amp; Parking Lane</th>
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<th>East Sidewalk</th>
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<tbody>
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<td>50’</td>
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**Proposed Design**

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<th>0’ 5’</th>
<th>11’ Travel Lane</th>
<th>11’ Travel Lane</th>
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**Proposal**

**Improved Bike and Pedestrian Safety and Access to Jamaica Bay Greenway**

**Summary & Project Benefits**

- Improve access to the Jamaica Bay Greenway, recreational, and waterfront destinations
- Shortened pedestrian and bicycle crossings
- Better organize streets for bicycles, pedestrians, vehicles

![Map of Proposed Bicycle Routes](image)
Future Analysis: Addabbo Bridge
Addabbo Bridge & Cross Bay Blvd

Existing: On-street buffered bike lanes
- Adjacent to high speed bridge traffic
- Comfortable only for experienced cyclists
Future Analysis: Addabbo Bridge

Addabbo Bridge & Cross Bay Blvd

NY State DOT to review feasibility of updating bridge design to include separated bicycle path

- Direct route to Broad Channel & Rockaways
- Traffic calming on a wide bridge

Example: Pulaski Bridge separated bike path
Summary
Improved Bike and Pedestrian Safety and Access to Jamaica Bay Greenway

Project Benefits

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Questions?
THANK YOU!