263<sup>rd</sup> ST / 73<sup>rd</sup> AVE, 74<sup>th</sup> AVE, 82<sup>nd</sup> AVE
TRAFFIC CALMING AND BICYCLE LANES

New York City Department of Transportation

Presented by the Bicycle and Greenway Program on Dec 6, 2016 to the CB 13 Transportation Committee
Traffic Calming & Bicycle Lanes

(1) Project Background

(2) Proposal

(3) Summary & Questions
PROJECT BACKGROUND
Background

ISSUE 1: 263rd ST/73rd AVE FLUSH MEDIAN

Painted median installed in 2011 to address safety concerns

Community members concerned that wide median forces drivers close to parked cars

Glen Oaks Village Owners requested road reconfiguration

73rd Ave looking south
ISSUE 2: ACCESS TO GLEN OAKS OVAL

No existing crosswalks for pedestrians to access park
Background

ISSUE 3: BIKE NETWORK

NYC bike network does not extend to Glen Oaks neighborhood
Background

ROADWAY MARKINGS INCREASE SAFETY FOR ALL USERS

Markings organize the roadway and establish standard lane widths that discourage speeding.

High visibility crosswalks increase visibility of pedestrians crossing and discourage drivers from encroaching into crosswalk.

Bike lanes provide dedicated space for cyclists and increase predictability of cyclist location.
Project Proposal

PROJECT GOALS

1. Maintain traffic calming benefits
2. Address concerns about median on 263rd St/73rd Ave
3. Make roadway markings more consistent
4. Enhance pedestrian safety
5. Improve bike access

Increase safety for all road users
PROJECT AREA

1. 263rd St/73rd Ave
2. 263rd St (south of Union Tpke)
3. 82nd Ave
4. 74th Ave
5. Glen Oaks Oval / 260 St
6. Commonwealth Blvd (refurbishment)
**Proposal**

263rd ST / 73rd AVE - Existing Conditions

**Wide roadway**

**Low traffic volumes**

### 263rd St Injuries, 2010-2014

<table>
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<th>Category</th>
<th>Total Injuries</th>
<th>Severe Injuries</th>
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<tr>
<td>Pedestrian</td>
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<tr>
<td>Bicyclist</td>
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<td>1</td>
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<tr>
<td>Motor Vehicle Occupant</td>
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<tr>
<td>Total</td>
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Proposed Design

**263rd ST / 73rd AVE**

### Existing

- 19’ Combined Travel / Parking Lane
- 12’ Turn Bay / Flush Median

### Proposed

- 9’ Parking Lane
- 5’
- 11’ Travel Lane
- 11’ Travel Lane
- 5’ Parking Lane

#### Changes

- **Remove Flush Median**
- **Add Bike Lanes**

  - Shift travel lanes away from parked cars
  - Maintain traffic calming effect of standard width lanes
  - Provide dedicated space for cyclists
  - No parking loss
Proposal

263rd ST / 73rd AVE – Example of Proposed Design

Bedford Ave, Brooklyn
1 263rd ST – Existing Conditions

Wide roadway
Low traffic volumes
Existing parking buffer
Convert Parking Buffer to Bike Lanes

- Calm traffic by creating standard width lanes
- Maintain space between travel lane and parked cars
- Provide dedicated space for cyclists
- No parking loss
263rd ST (South of Union Tpke) – Existing Conditions

- Wide roadway
- Low traffic volumes

236rd St looking north
**263<sup>rd</sup> ST (South of Union Tpke) – Proposed Design**

**Existing**

- 25’ Combined Travel/Parking Lane

**Proposed**

- 9’ Parking Lane
- 9’ Travel Lane
- 9’ Parking Lane

**Add Bike Lanes**

- Calm traffic by creating standard width lanes
- Shift travel lanes away from parked cars
- Provide dedicated space for cyclists
- No parking loss
82nd Ave - Existing Conditions

Wide roadway
Low traffic volumes

82nd Ave Injuries, 2010-2014

<table>
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<th>Severe injuries</th>
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</thead>
<tbody>
<tr>
<td>Pedestrian</td>
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<tr>
<td>Total</td>
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</table>
82nd AVE – Proposed Design

**Existing**

- 25’ Combined Travel/Parking Lane

**Proposed**

- 8’ Parking Lane
- 0’
- 0’
- 10’ Travel Lane
- 10’ Travel Lane
- 8’ Parking Lane

**Add Flush Median**

- Calm traffic by creating standard width lanes

**Add Bike Lanes**

- Shift travel lanes away from parked cars
- Provide dedicated space for cyclists
- No parking loss
82nd AVE – Example of Proposed Design
74th Ave provides access to the Glen Oaks Oval from 263rd St / 73rd Ave
4 74th AVE – Proposed Design

**Existing**
- 30’ Combined Travel/Parking Lane
- Central Concrete Median
- North Sidewalk
- South Sidewalk

**Proposed**
- 7’6” Parking Lane
- 10’ Travel Lane
- 7’6” Parking Lane
- Central Concrete Median
- North Sidewalk
- South Sidewalk

**Add Bike Lanes**
- Calm traffic by creating standard width lanes
- Shift travel lanes away from parked cars
- Provide dedicated space for cyclists
- No parking loss
Wide one-way road
No markings
Bus route
No crosswalks from neighborhood to park
Add Buffered Bike Lanes

Add Enhanced Pedestrian Crossing to Park

- Calm traffic by creating standard width lanes
- Shift travel lanes away from parked cars
- Provide dedicated space for cyclists
- Enhance pedestrian safety
- No parking loss
Proposal

HIGH VISIBILITY CROSSWALK to improve access to Glen Oaks Oval (pending further study)

High Visibility Crosswalks

- Increase visibility
- Enhance safety
Commonwealth BLVD – Proposed Refurbishment

**Add Flush Median**

- Calm traffic by creating standard width lanes
- No parking loss

**Refurbish Bike Lanes**

- Existing
- Proposed

### Existing

- West Sidewalk
- 9’ Parking Lane
- 5’ Travel Lane
- 11’ Travel Lane
- 11’ Travel Lane
- 9’ Parking Lane
- East Sidewalk

### Proposed

- West Sidewalk
- 8’ Parking Lane
- 5’ Travel Lane
- 10’ Travel Lane
- 10’ Travel Lane
- 8’ Parking Lane
- East Sidewalk
Proposal

EXAMPLE OF CURB EXTENSIONS (additional study needed)

Community concerns about crossing 263rd St at 74th Ave and Langston Ave

Possibility to reduce pedestrian crossing distance with painted curb extensions and flexible delineators
SUMMARY
SUMMARY OF BENEFITS

- Improve safety for all road users
- Respond to community concerns about the wide median
- Improve pedestrian crossings and access to Glen Oaks Oval park
- Provide dedicated space for people who bike in the neighborhood
THANK YOU!

Questions?