NORTHERN BLVD, E HAMPTON BLVD
ALLEY POND PARK TO JOE MICHAELS MILE, DOUGLASTON

Queens CB 11 Community Board
June 5, 2017
PRESENTATION

• **Background**
• **Proposal** – updated since 5/17
• **Summary**
Overview

- Joe Michaels Mile & Alley Pond Park bike routes are part of greenway network connecting Queens parks

- Community requests for safety improvements and increased bicycle connections to parks and LIRR

- 2012 Douglaston LDC request for traffic calming and bicycle access, based on community outreach
Project Goals
Improve safety for all road users
Increase bicycle access to parks and LIRR

1. Northern Blvd
   From 223rd St - Douglaston Pkwy

2. Douglaston Pkwy & 235th St
   From Northern Blvd to LIRR

3. Alley Pond Park edge
   From Northern Blvd to Springfield Blvd
Northern Blvd
223rd St – Douglaston Pkwy
Northern Blvd near Cross Island Parkway

**Northern Blvd**

**223rd St - Douglaston Pkwy**

- Only road that connects Douglaston to Bayside
- Q12 Bus route, 2 stops each side
- Through truck route
- Provides access to Joe Michaels Mile and Alley Pond Park for joggers, walkers, cyclists
- Current road design encourages speeding even during rush hour
- Speed limit: 40 MPH
### Safety Issues

#### Northern Blvd

**Vision Zero Priority Corridor**

*top 10% of borough corridors in KSI/mile*

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#### Northern Blvd (223rd St – Douglaston Pkwy), QN

**Injury Summary, 2010-2014 (5 Years)**

<table>
<thead>
<tr>
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<th>Total Injuries</th>
<th>Severe Injuries</th>
<th>Fatalities</th>
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<tr>
<td><strong>Pedestrian</strong></td>
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<td>3</td>
<td>0</td>
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<tr>
<td><strong>Bicyclists</strong></td>
<td>10</td>
<td>1</td>
<td>0</td>
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<tr>
<td><strong>Motor Vehicle Occupant</strong></td>
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<td>1</td>
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<tr>
<td><strong>Total</strong></td>
<td>210</td>
<td>5</td>
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**Fatalities, 2010 – 2016 : 1**
Heavy turns at 223rd St and Douglaston Pkwy to access commercial & residential areas.
Few intersections in middle of the corridor.
EB vehicle volumes higher than WB volumes.
Existing

3 vehicle lanes in each direction during rush hour (2 during non-rush)
Speed Limit: 40 MPH; Left turn bays help traffic flow

Proposed

2 vehicle lanes WB
3 vehicle lanes EB
Speed Limit: 30 MPH
Left turn bays maintained
at **223rd St / Cross Island Pkwy**

- WB right turn bay onto NB Cross Island Parkway maintained
- No change in Level of Service

at **Douglaston Pkwy**

- Signal timing adjustments improve vehicle throughput and provide safer crossing for pedestrians
- Reduced vehicle delay at intersection, improved Level of Service
Northern Blvd Level of Service (LOS) Impact

223rd St

<table>
<thead>
<tr>
<th>AM</th>
<th>Existing</th>
<th>Proposed</th>
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<tbody>
<tr>
<td>LOS: B</td>
<td>Delay: 13.2s</td>
<td>LOS: B</td>
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<tr>
<td>PM</td>
<td>LOS: C</td>
<td>LOS: C</td>
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<td>Delay: 20.4s</td>
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</table>

- No signal timing changes
- Minimal increase in average vehicle delay
- No change in LOS

Douglaston Pkwy

<table>
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<tr>
<th>AM</th>
<th>Existing</th>
<th>Proposed</th>
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</thead>
<tbody>
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<td>Delay: 56.3s</td>
<td>LOS: C</td>
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<td>Delay: 24.5s</td>
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<tr>
<td>PM</td>
<td>LOS: E</td>
<td>LOS: C</td>
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<tr>
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<td>Delay: 55.9s</td>
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- Existing: EB left turns proceed during protected (green arrow) and permitted (green ball) phases
- Proposed: EB left turns proceed during a longer protected (green arrow) phase only
- Improves LOS, EB left turns no longer wait for gaps in oncoming traffic
- Removes left turn conflict with north leg pedestrian crossing
Northern Blvd 223rd St – Douglaston Pkwy

**Existing**

- North Sidewalk: 10' Travel Lane / Non Rush Parking
- South Sidewalk: 10' Travel Lane / Non Rush Parking
- Width: 70'

**Proposed**

- **Install two-way protected bike lane on north curb**

  - North Sidewalk: 10' Travel Lane, 3' Buffer & Concrete Barrier, 10' Travel Lane, 3' Buffer & Concrete Barrier, 10' Travel Lane / Overnight Parking
  - South Sidewalk: 10' Travel Lane / Overnight Parking
  - Width: 70'

- **Benefits**
  - Maintains queueing space and vehicle flow at approaches to intersections
  - Overnight parking maintained on south curb; Rush hour spaces removed from north curb
  - Buses will pull to curb at clearly marked bus stops with gap in bike lane barrier
  - Creates a safe, clear bike route, safer crossings and a path that is comfortable for all skill levels
**Existing**

- Existing 1 mile long waterfront path for runners, walkers, cyclists
- No designated bike access to Joe Michaels Mile from east
  - **160 weekend** and **50 weekday** cyclists use busy roadway or narrow sidewalk (7am – 7pm, June 2016)
- Uncomfortable, unclear bike access from west

**Proposed**

*Install two-way protected bike lane on north curb to safely access JMM*

- **Barrier Protected Bike Lanes**
- **Joe Michaels Mile**
- **Northern Blvd**
- **Alley Pond Park**
- **Douglaston**
Proposed: Improve crossings at Cross Island Parkway on ramp

- ‘LPI’ Leading Pedestrian Interval:
  - Gives pedestrians and cyclists head-start to cross

- Actuated/Push Button Signal:
  - Signal repaired
  - Signage facing both directions

Northern Blvd at Joe Michaels Mile entrance
1 Northern Blvd  223rd St – Douglaston Pkwy

Northern Blvd  At 223rd St – Additional Safety Improvements

Existing

• Unpredictable Movements
• Large conflict zones

Proposed  Install Left Turn Treatment on both sides of intersection

• Narrower turns
• Reduced Conflict Zones

“Hardened center line” calms left turning vehicles
Benefits

1. Over 1.5 lane miles of new protected bike lanes – more than doubling Joe Michaels Mile path length

Safer pedestrian crossings at intersections

Slows speeding without causing traffic

Requires removal of rush hour parking on north curb.
Overnight parking maintained on south curb.
Douglaston Connections
Douglaston Pkwy and 235th St: Northern Blvd - LIRR
Douglaston Pkwy
Northern Blvd – 235th St

- 50’ roadway is wider than needed
- Community requests for bike access, traffic calming at Northern Blvd
- No designated bike access to LIRR station, commercial uses
2 Douglaston Connections

Douglaston Pkwy Northern Blvd – 235th St

Existing

Proposed

Install standard bike lanes

• Uses existing roadway, narrows travel lanes to calm traffic
• Maintains curbside parking
• Creates a safe, clear bike route to Douglaston LIRR station, local businesses
235th St
Douglaston Pkwy - LIRR

- 38’ wide roadway
- Slower moving traffic
- No designated bike access to LIRR station
2 Douglaston Connections

235th St Douglaston Pkwy – LIRR Station

**Existing**

- South Sidewalk
- 8’ Parking Lane
- 11’ Travel Lane
- 11’ Travel Lane
- 8’ Parking Lane
- North Sidewalk

38’

**Proposed**

*Install shared use markings*

- South Sidewalk
- 8’ Parking Lane
- 11’ Shared Lane
- 11’ Shared Lane
- 8’ Parking Lane
- North Sidewalk

38’

- Uses existing roadway, Maintains curbside parking
- Creates clear bike route to LIRR station appropriate for traffic volumes and street type
Benefits

2. Safe bicycle connection to Douglaston LIRR

Over 0.5 lane miles of new bike routes

No parking removal
Alley Pond Park
Park Edge Greenway Upgrade
Existing Bike Route – Alley Pond Park edge

- Greenway route established to connect Joe Michaels Mile to Vanderbilt Motor Pkwy
- Conventional bike lanes with some sections of signed route (no markings)
- “Edge condition” along Alley Pond Park for approximately 2 miles

Alley Pond Park entrance at 73rd Ave
### Proposed

**Install two-way parking protected bike lane along park edge**

- Uses existing roadway, narrows travel lanes to calm traffic
- Maintains curbside parking
- Creates a safe, clear bike route separated from traffic and a path that is comfortable for all skill levels

**Park-edge segments of**
- 223rd St
- Cloverdale Blvd
- Horatio Pkwy
- 50th Ave
- 232nd St
- E Hampton Blvd
- 233rd St
- 67th Ave
- 230th Ave
- 73rd Ave

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**Alley Pond Park Edge - Typical**

- **Existing**
  - Sidewalk
  - 8’-9’ Parking Lane
  - 5’ Travel Lane
  - 11’-12’ Travel Lane
  - 5’ Parking Lane
  - 8’-9’ Parking Lane

- **Proposed**
  - Sidewalk
  - 8’ Parking Lane
  - 11’ Travel Lane
  - 11’ Travel Lane
  - 8’ Parking Lane
  - 4’ Buffer
E Hampton Blvd – Residential Driveways

Existing

Proposed

Install two-way parking protected bike lane along east curb

- Uses existing roadway, narrows travel lanes to calm traffic
- Maintains curbside parking with minimal markings
- Creates a safe, clear bike route and a path that is comfortable for all skill levels
67th Ave – In front of PS 213

Existing

Proposed

Establish shared space for safe pick-up/drop off and bike access to school

Potential design

- Uses existing roadway, narrows travel lanes to calm traffic in front of school
- Enhances school pick up/drop off access, increased space for safer bus loading
- Creates a safe, clear bike route and a path with access to PS 213
Benefits

Over 4 lane miles of new protected path

Upgraded bicycle connection to JMM/Northern Blvd, Vanderbilt Motor Pkwy

Some parking removal at corners for daylighting and emergency vehicle access
Project Summary

Safety Improvements for all users

Enhances greenway access and safety from Vanderbilt Motor Pkwy to Douglaston by:

- Reducing speeding along corridors, while maintaining needed traffic capacity
- Improving pedestrian crossings
- Installing 7 miles of bicycle routes connecting to parks, greenway paths, LIRR
- Adding over 6 protected bike lane miles as new neighborhood recreational amenity
THANK YOU!

Questions?
**E Hampton Blvd at Long Island Expwy overpass**

**Existing**

- 10’ Travel Lane
- 10’ Travel Lane
- 10’ Travel Lane
- 10’ Travel Lane

- 50’

**Proposed**  
*Install bike markings on northeast sidewalk*

- 10’ Travel Lane
- 10’ Travel Lane
- 10’ Travel Lane
- 10’ Travel Lane

- 50’

- Separates bikes from faster moving traffic
- Maintains all existing travel lanes
- North side avoids off ramp slip lanes. Wide sidewalk meets shared use standards
Install two-way parking protected bike lane along park edge

- Uses existing roadway, narrows travel lanes to calm traffic in front of school
- Maintains school bus loading
- Creates a safe, clear bike route and a path with access to PS 213
Existing

- Use existing roadway, narrows travel lanes to calm traffic on narrow street
- Maintains continuous bike path along park edge

Proposed

Install two-way protected bike lane along park edge

- Uses existing roadway, narrows travel lanes to calm traffic on narrow street
- Maintains continuous bike path along park edge
Protected bicycle lane projects with 3 years of after data include the following: 9th Ave (16th-31st), 8th Ave (Bank-23rd, 23rd-34th), Broadway (59th-47th, 33rd-26th, 23rd-18th), 1st Avenue (Houston to 34th), 2nd Ave (Houston-34th), Columbus Ave (96th-77th) Note: Only sections of projects that included protected bicycle lanes were analyzed

Source: NYPD AIS/TAMS Crash Database