



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

Queens CB 11 Transportation Committee

May 17, 2017



PRESENTATION

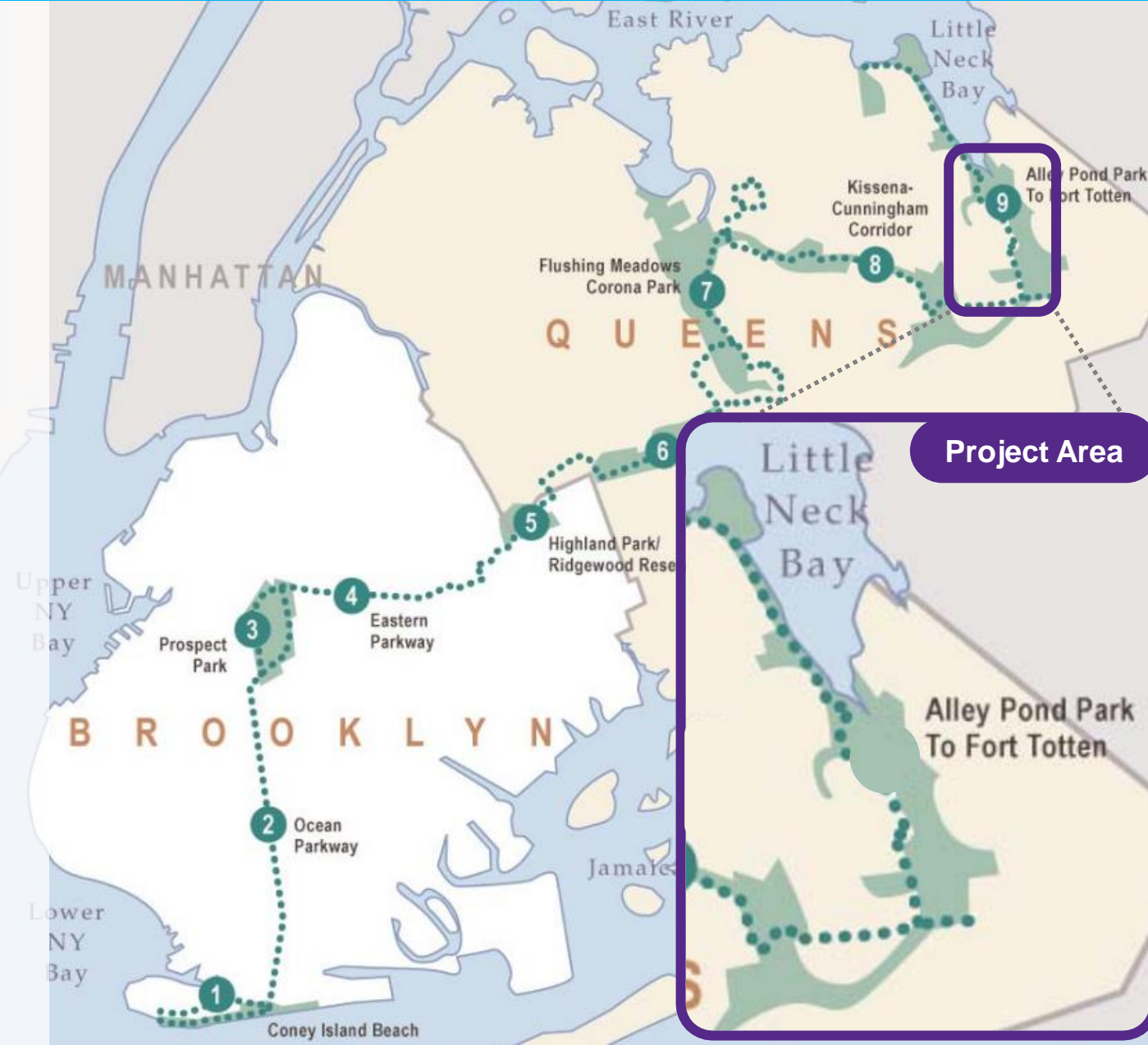
- **Background**
- **Proposal**
- **Summary**



73rd Ave at Cloverdale Blvd, bicycle entrance to Alley Pond Park

Overview

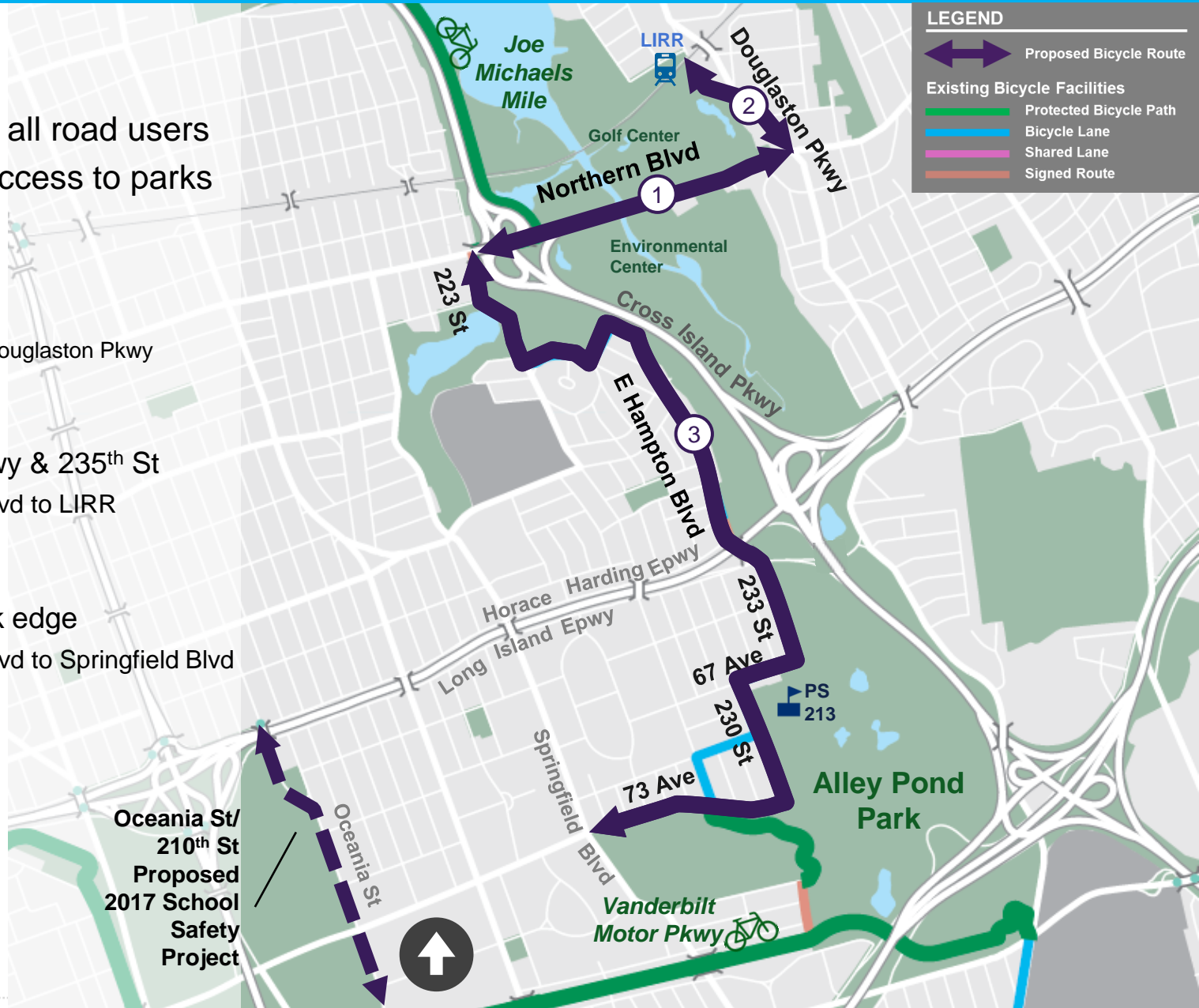
- Joe Michaels Mile & Alley Pond Park bike routes are part of greenway network connecting Queens parks
- Community requests for safety improvements and increased bicycle connections to parks and LIRR
- 2012 Douglaston LDC request for traffic calming and bicycle access, based on community outreach



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

1



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

Safety Issues

Northern Blvd Vision Zero Priority Corridor top 10% of borough corridors in KSI/mile

Northern Blvd (223rd St – Douglaston Pkwy), QN
Injury Summary, 2010-2014 (5 Years)

	Total Injuries	Severe Injuries	Fatalities
Pedestrian	12	3	0
Bicyclists	10	1	0
Motor Vehicle Occupant	188	1	0
Total	210	5	0

Fatalities, 2010 – 2016 : 1



Northern Blvd 223rd St – Douglaston Pkwy

Existing

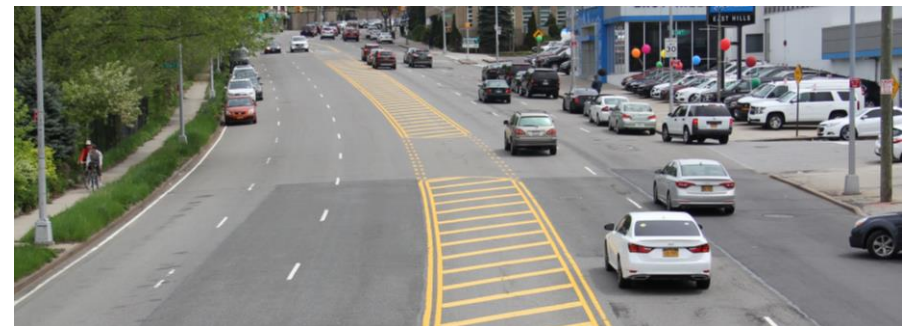


- Heavy turns at 223rd St and Douglaston Pkwy to access commercial & residential areas
- Few intersections in middle of the corridor
- EB vehicle volumes higher than WB volumes

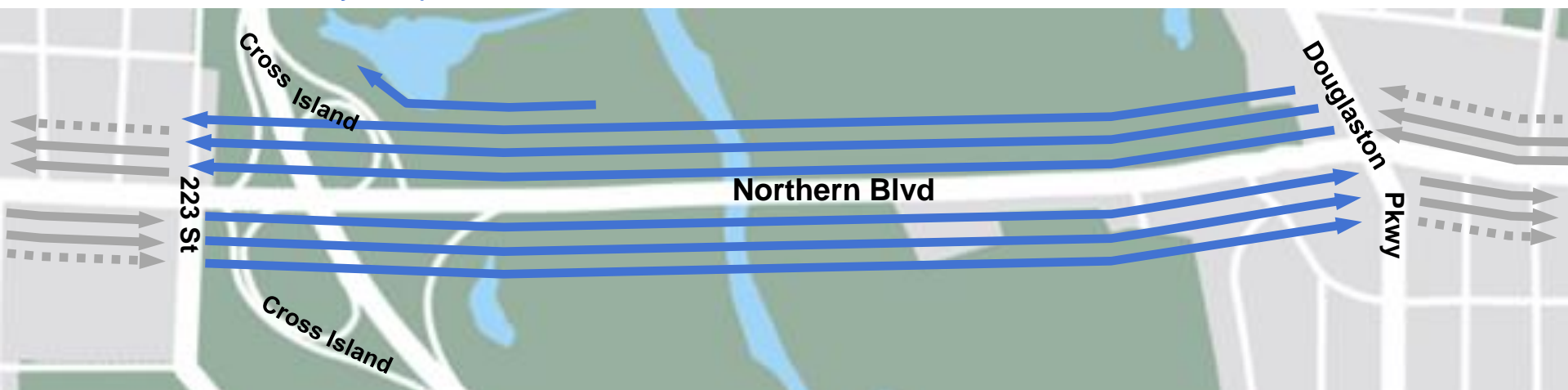
Towards 223rd St



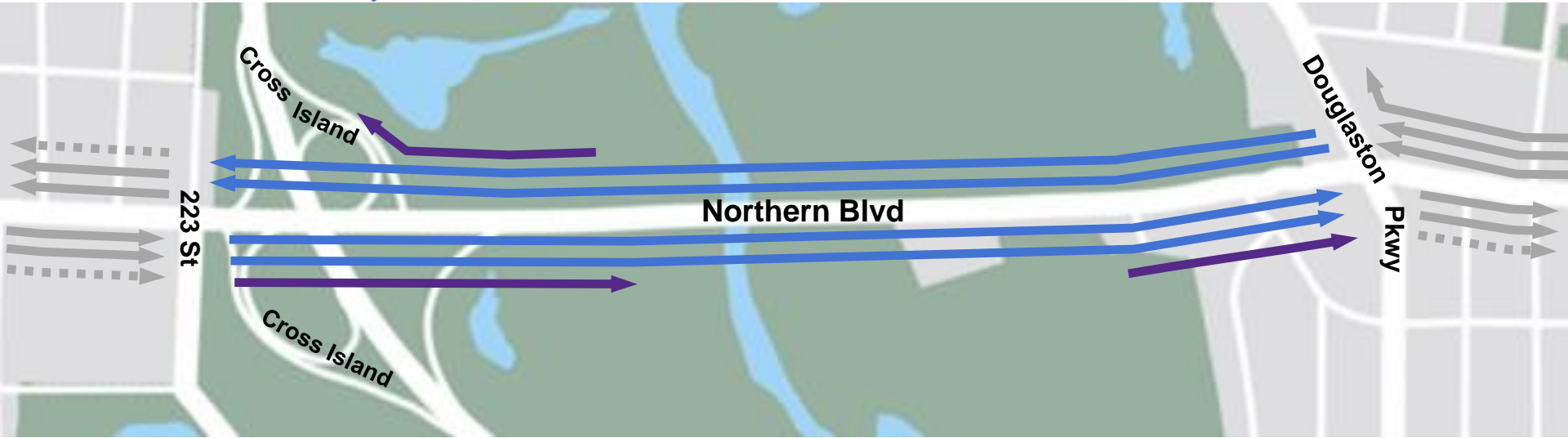
Towards Douglaston Pkwy



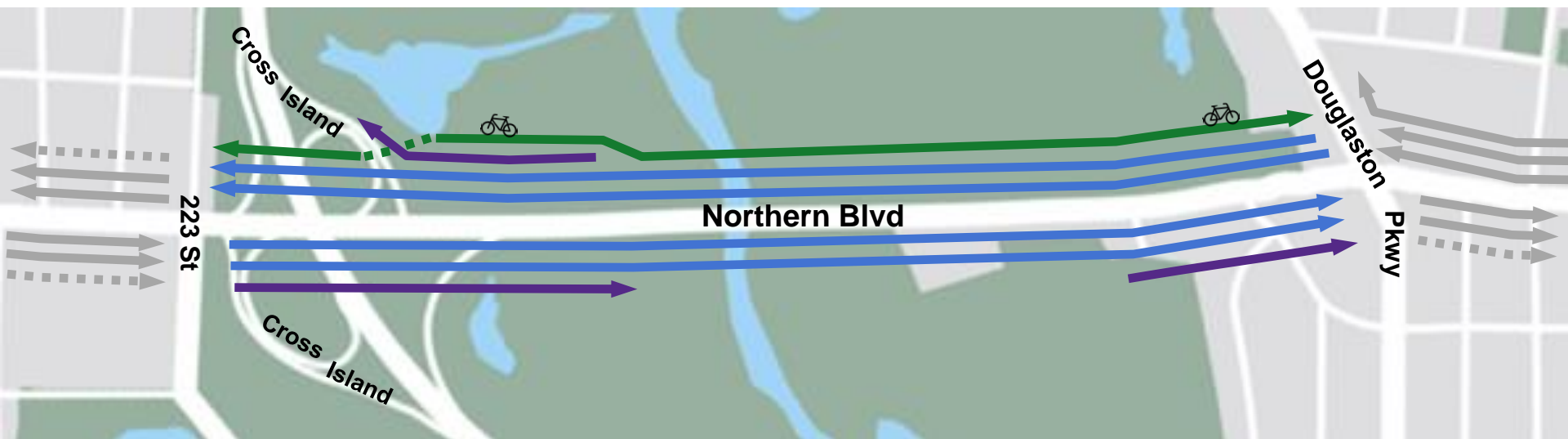
Existing 3 vehicle lanes in each direction during rush hour (2 during non-rush)
Left turn bays help traffic flow



Proposed 2 vehicle lanes WB and middle EB corridor, 3 lanes at key intersections
Left turn bays maintained



Northern Blvd Proposed



at 223rd St

- EB capacity maintained to accommodate Cross Island on/off ramp volumes
- WB right turn bay onto NB Cross Island Parkway maintained
- 2 second average increase in vehicle delay at intersection, no change in Level of Service

at Douglaston Pkwy

- EB capacity maintained to accommodate Douglaston Pkwy turn volumes
- Signal timing adjustments improve vehicle throughput and provide safer crossing for pedestrians
- Reduced average vehicle delay at intersection, improved Level of Service

Northern Blvd Level of Service (LOS) Impact



223rd St

	Existing	Proposed
AM	LOS: B Delay: 13.2s	LOS: B Delay: 16.5s
PM	LOS: C Delay: 20.4s	LOS: C Delay: 20.9s

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

Douglaston Pkwy

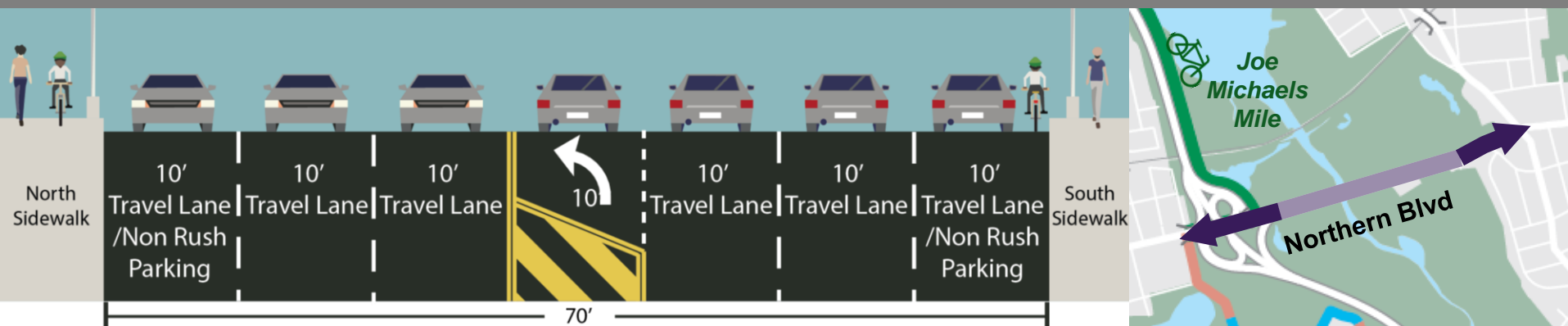
	Existing	Proposed
AM	LOS: E Delay: 56.3s	LOS: C Delay: 24.7s
PM	LOS: E Delay: 55.9s	LOS: C Delay: 23.5s

- 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

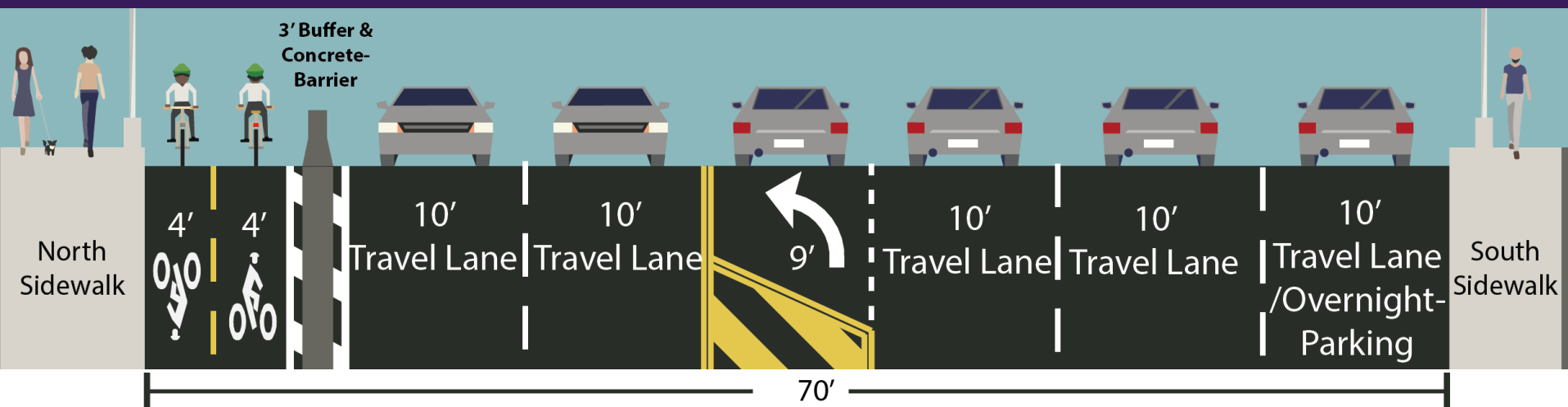
Improves LOS, EB left turns no longer wait for gaps in oncoming traffic
Improves north leg pedestrian crossing, EB left turns occur separately

Northern Blvd 223rd St – Cross Island Parkway, Alameda Ave – Douglaston Pkwy

Existing



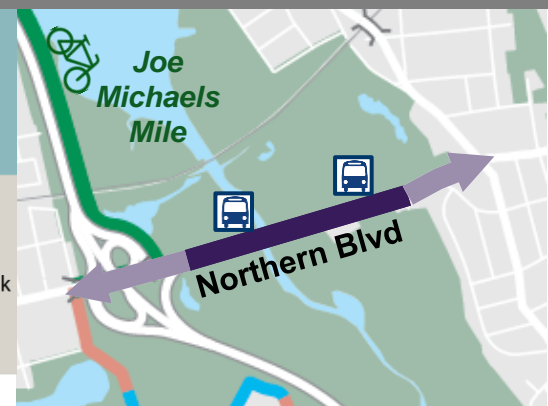
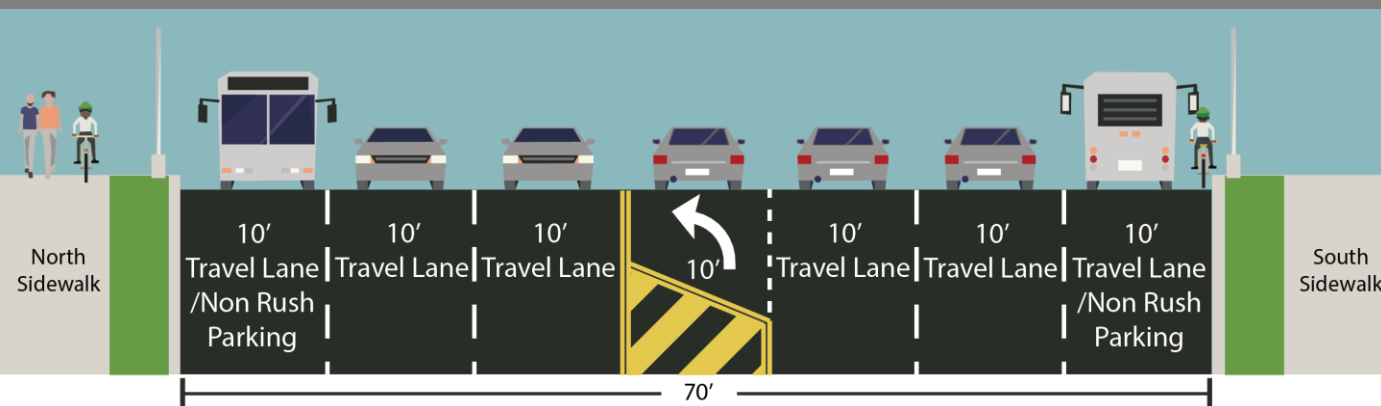
Proposed *Install two-way protected bike lane on north curb*



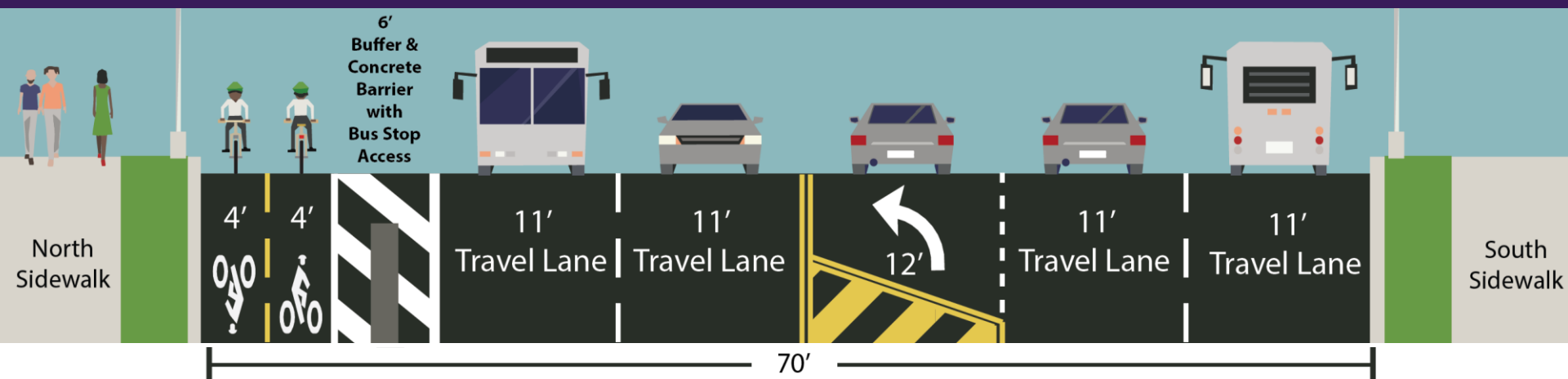
- Maintains queueing space and vehicle flow at approaches to intersections
- Overnight parking maintained on south curb between Alameda Ave and Douglaston Pkwy
- Approximately 25 non rush hour parking spaces removed from north curb between Alameda Ave and 243rd St
- Creates a safe, clear bike route, safer crossings and a path that is comfortable for all skill levels

Northern Blvd Cross Island Parkway - Alameda Ave

Existing



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



- Vehicle lanes re-installed at standard width for trucks and buses
- Few signals along corridor help maintain traffic flow
- 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

Joe Michaels Mile Entrance

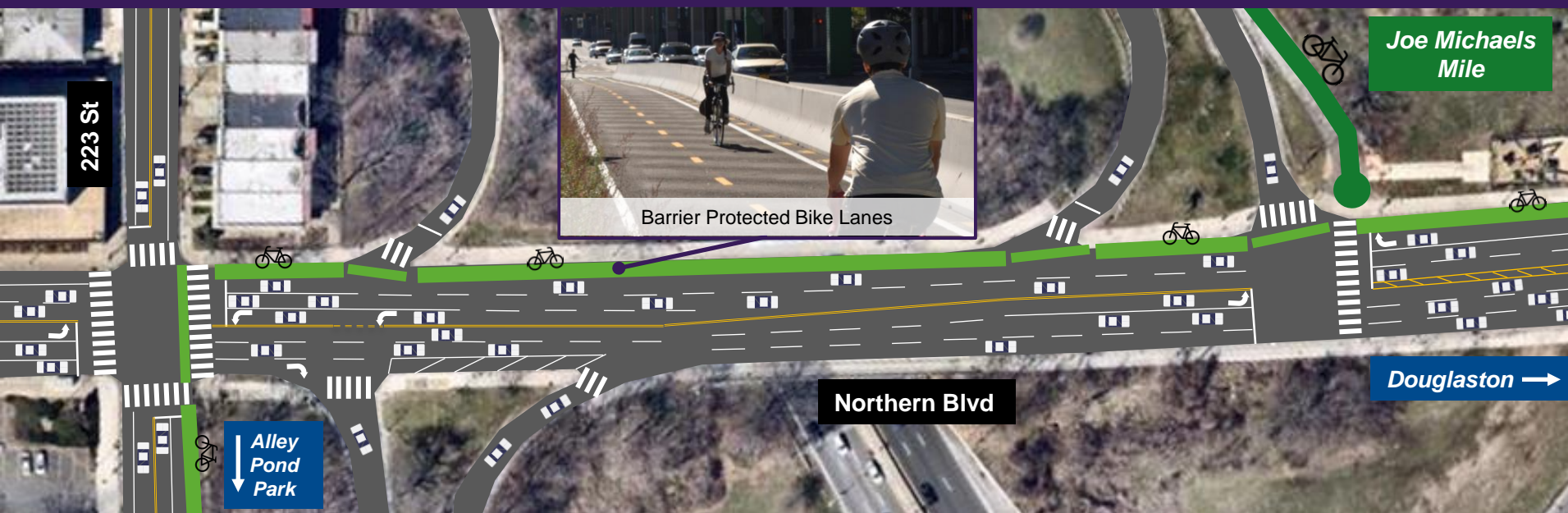
Existing



- 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

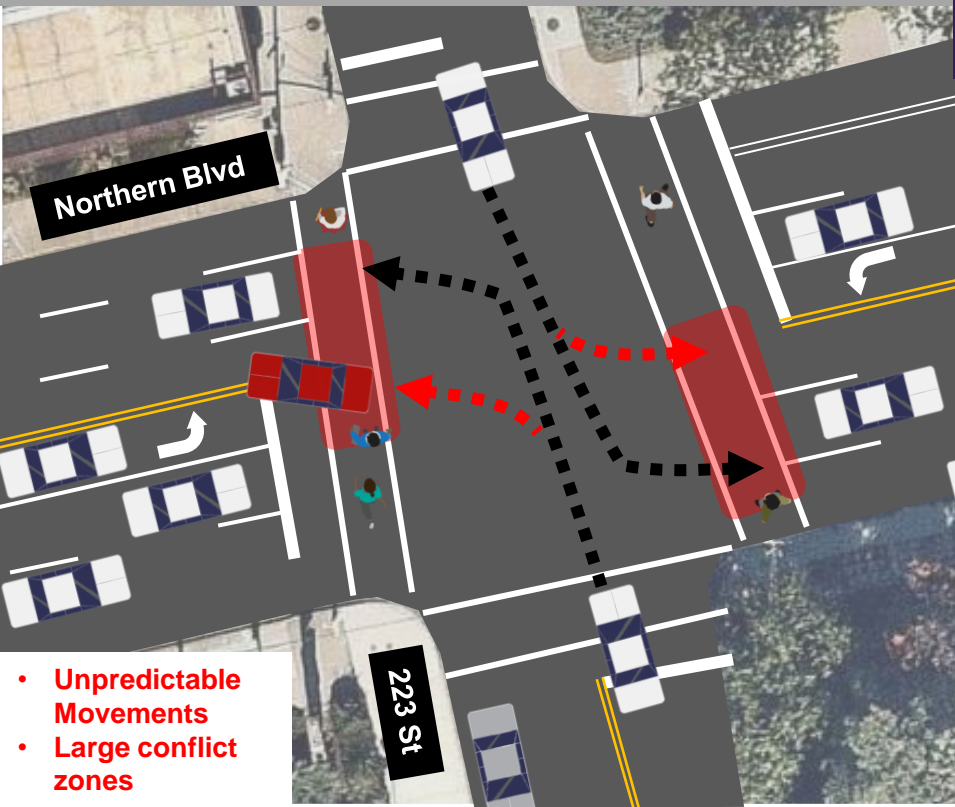
Proposed

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

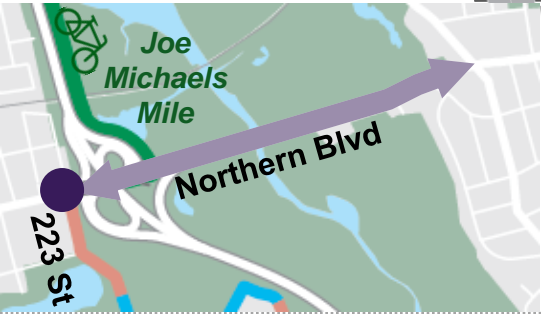
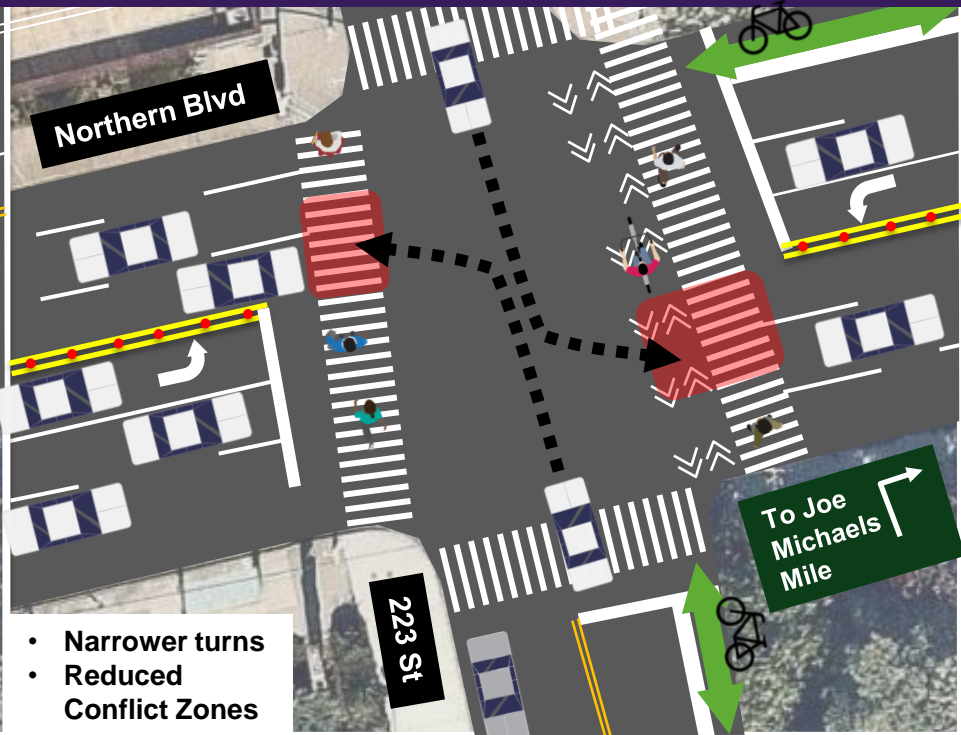


Northern Blvd At 223rd St – Additional Safety Improvements

Existing



Proposed *Install Left Turn Treatment on both sides of intersection*



“Hardened center line” calms left turning vehicles

Benefits

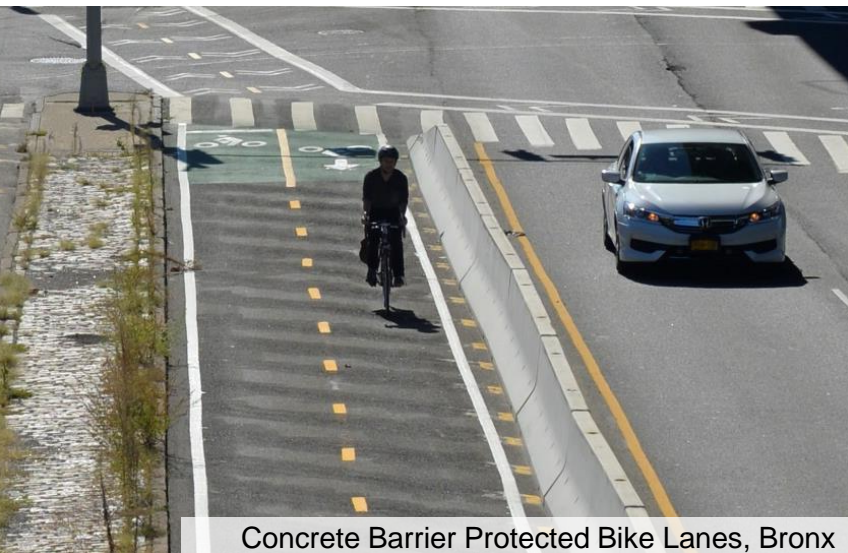
① Over 1.5 lane miles of new protected bike lanes – more than doubling Joe Michaels Mile path length

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 between Alameda and Douglaston Pkwy



Concrete Barrier Protected Bike Lanes, Bronx



Douglaston Connections

Douglaston Pkwy and 235th St: Northern Blvd - LIRR

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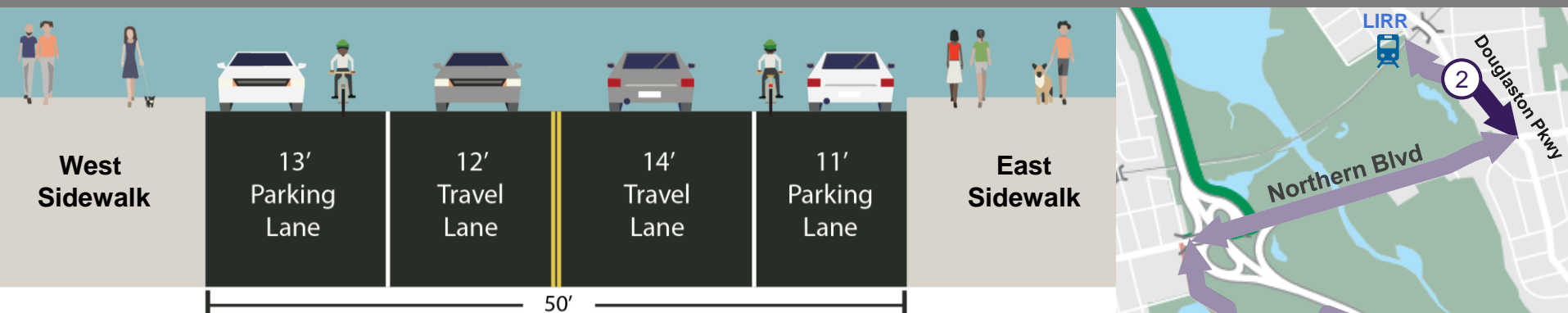


Douglaston Pkwy Northern Blvd – 235th St

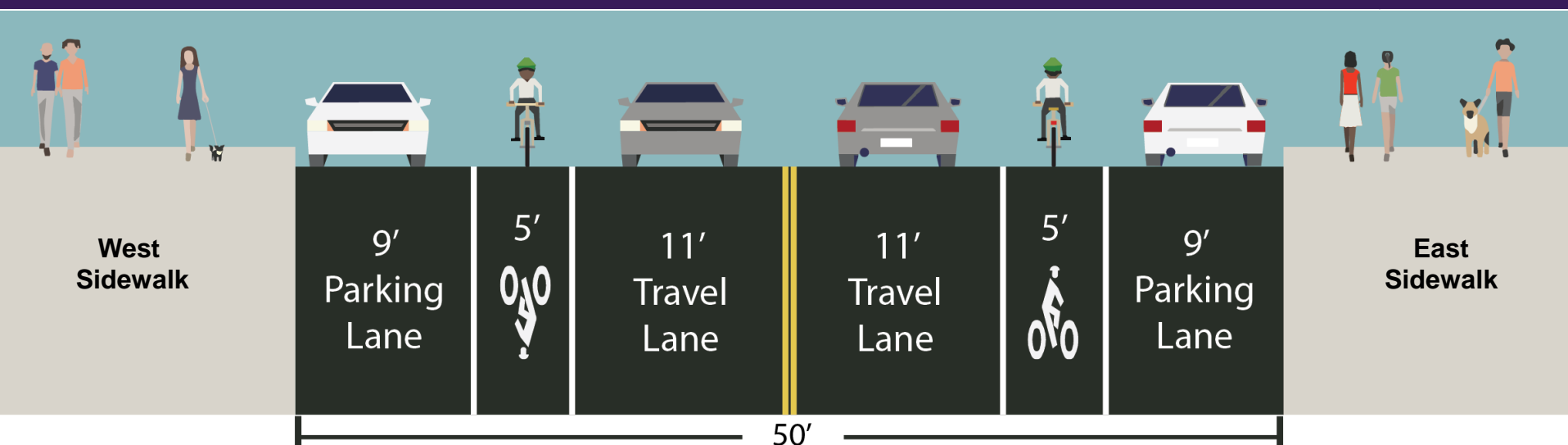
- 50' roadway is wider than needed
- Community requests for bike access, traffic calming at Northern Blvd
- No designated bike access to LIRR station, commercial uses

Douglaston Pkwy Northern Blvd – 235th St

Existing



Proposed *Install standard bike lanes*

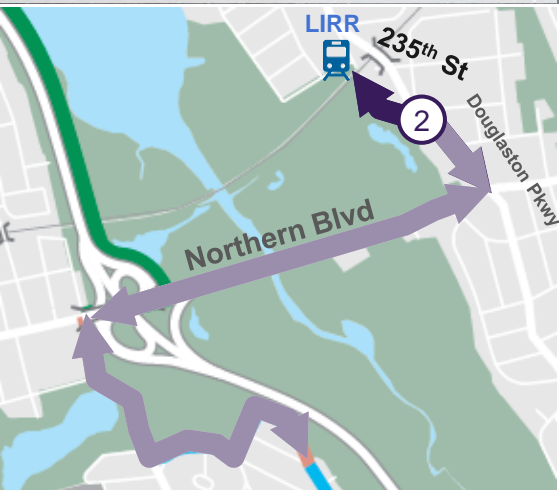


- Uses existing roadway, narrows travel lanes to calm traffic
- Maintains curbside parking
- Creates a safe, clear bike route to Douglaston LIRR station, local businesses

Northern Blvd, E Hampton Blvd, Douglaston Pkwy



235th St near LIRR

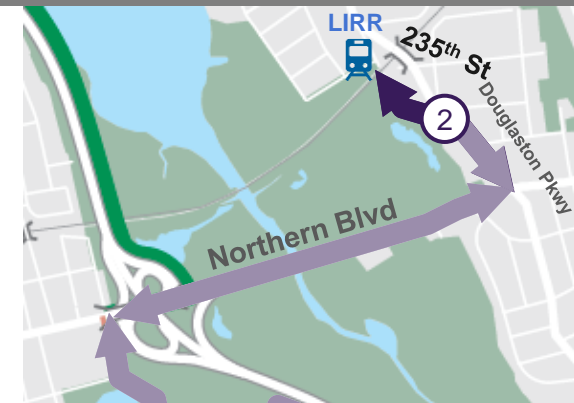
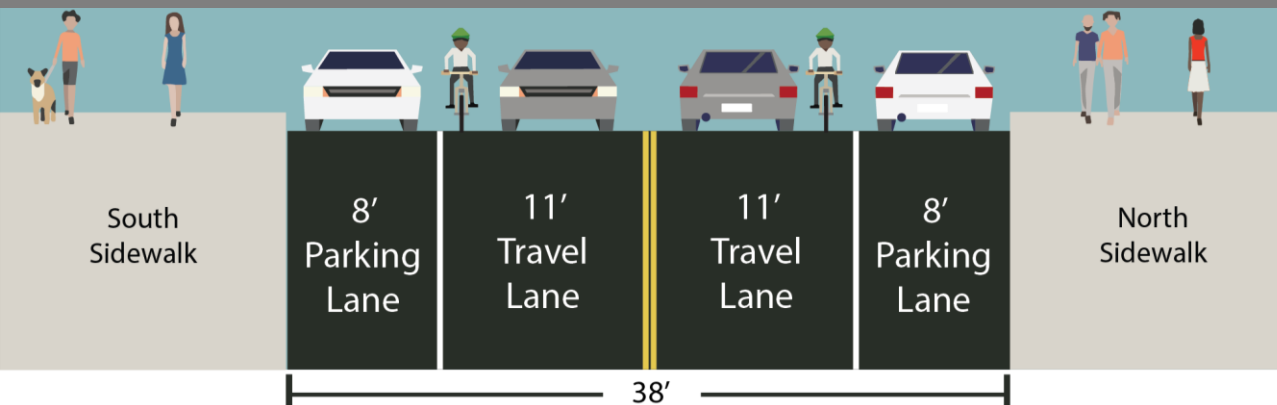


235th St Douglaston Pkwy - LIRR

- 38' wide roadway
- Slower moving traffic
- No designated bike access to LIRR station

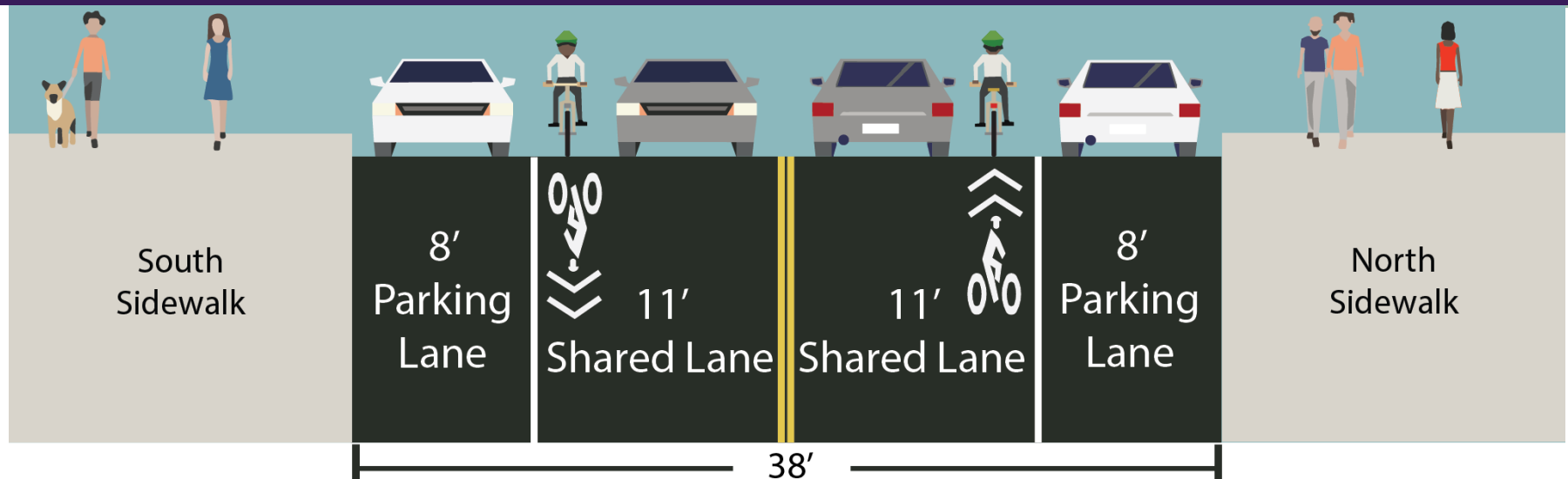
235th St Douglaston Pkwy – LIRR Station

Existing



Proposed

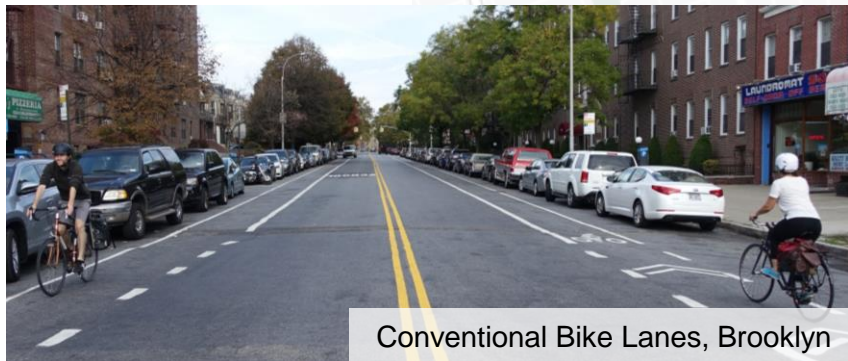
Install shared use markings



- 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



Conventional Bike Lanes, Brooklyn



Shared Use Markings, Brooklyn



Alley Pond Park Park Edge Greenway Upgrade

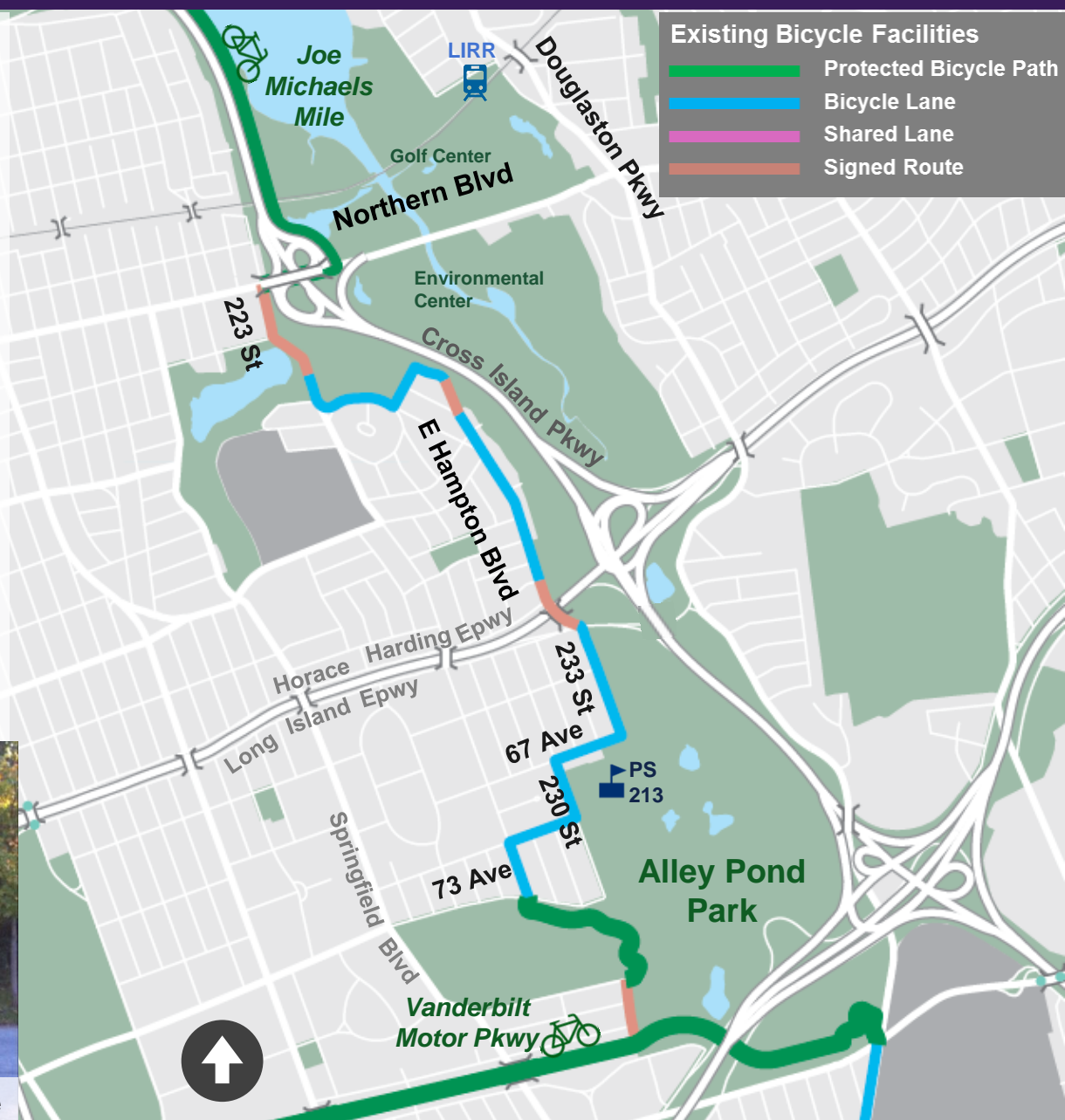
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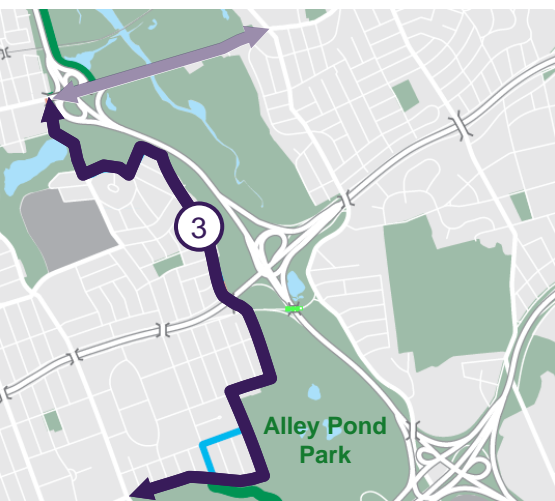
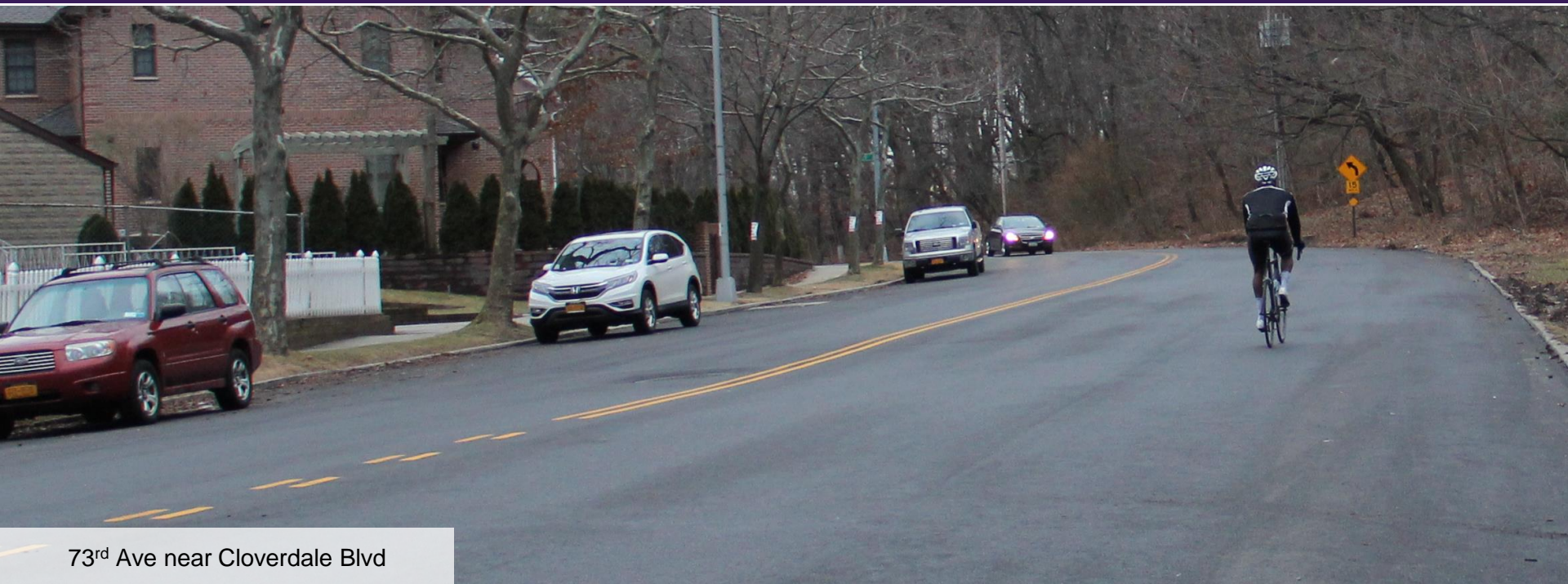
Existing Bike Route – Alley Pond Park edge

- 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





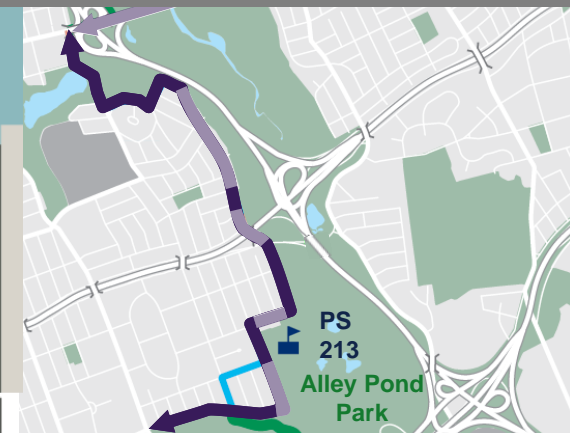
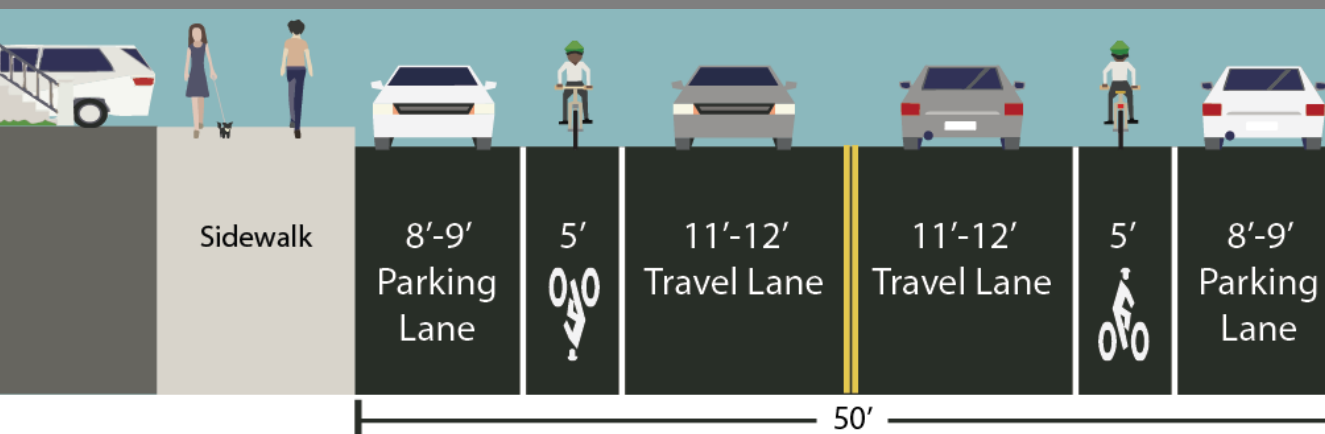
Alley Pond Park Edge

223rd St to 73rd Ave

- Existing conventional bike lanes in poor condition, missing markings
- Wide travel lanes
- Community requests for bike lane upgrades and traffic calming and safer alignment for all road users
- Very little cross traffic along park edge
- Successful park edge bike paths throughout city

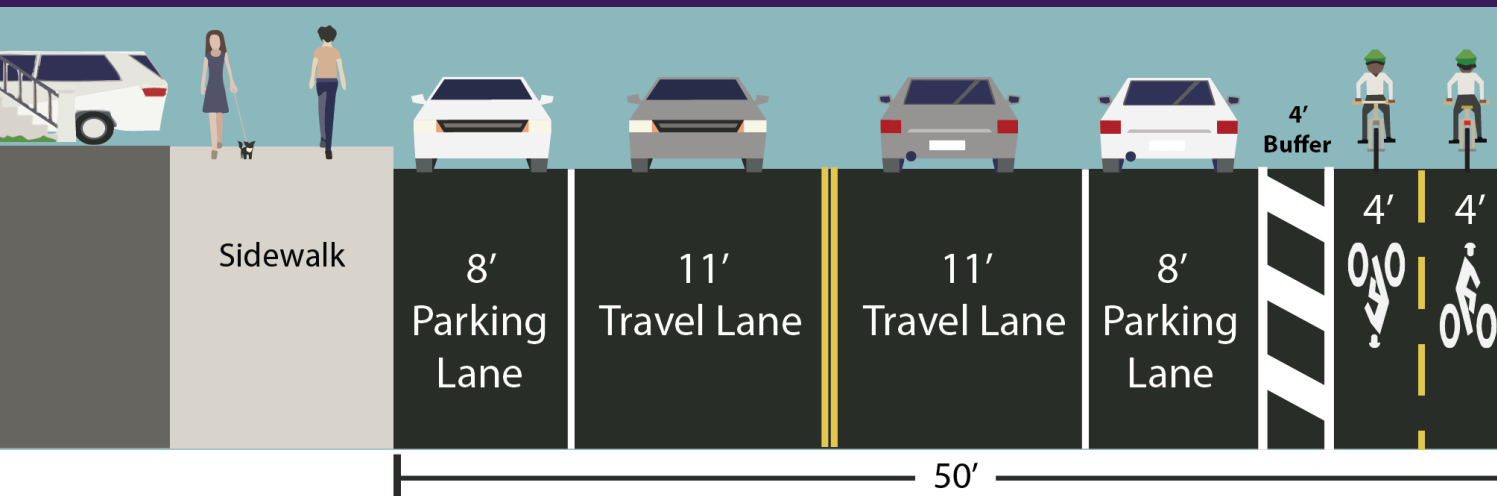
Alley Pond Park Edge - Typical

Existing



Proposed

Install two-way parking protected bike lane along park edge



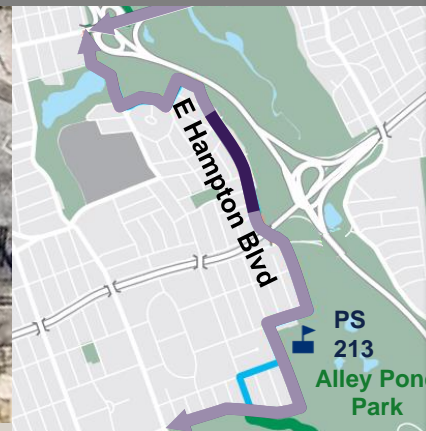
Park-edge segments of

- 223rd St
- Cloverdale Blvd
- Horatio Pkwy
- 50th Ave
- 232nd St
- E Hampton Blvd
- 233rd St
- 67th Ave
- 230th St
- 73rd Ave

- 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

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

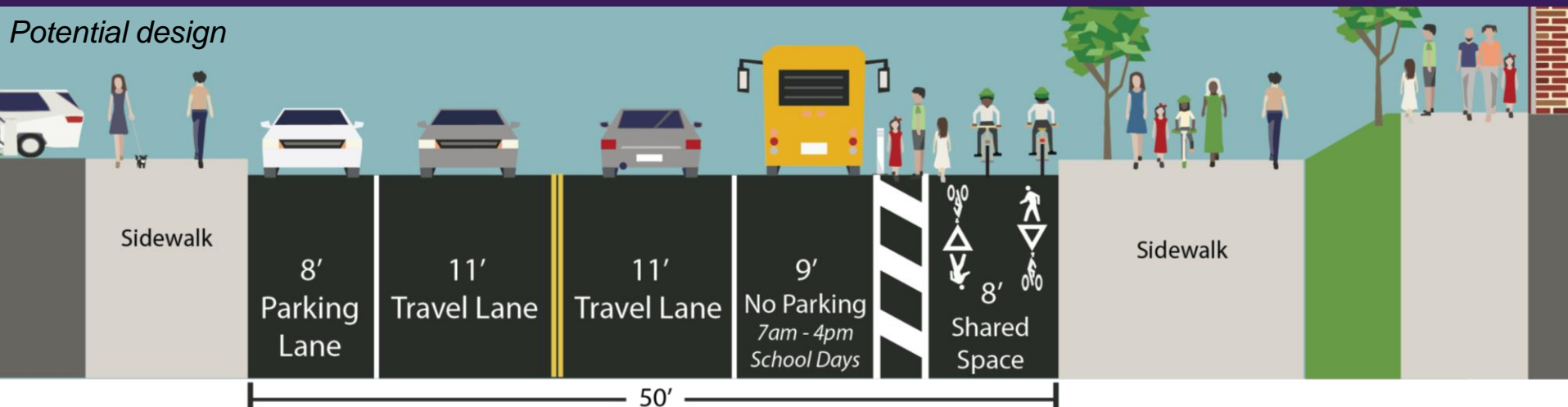
67th Ave – In front of PS 213

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

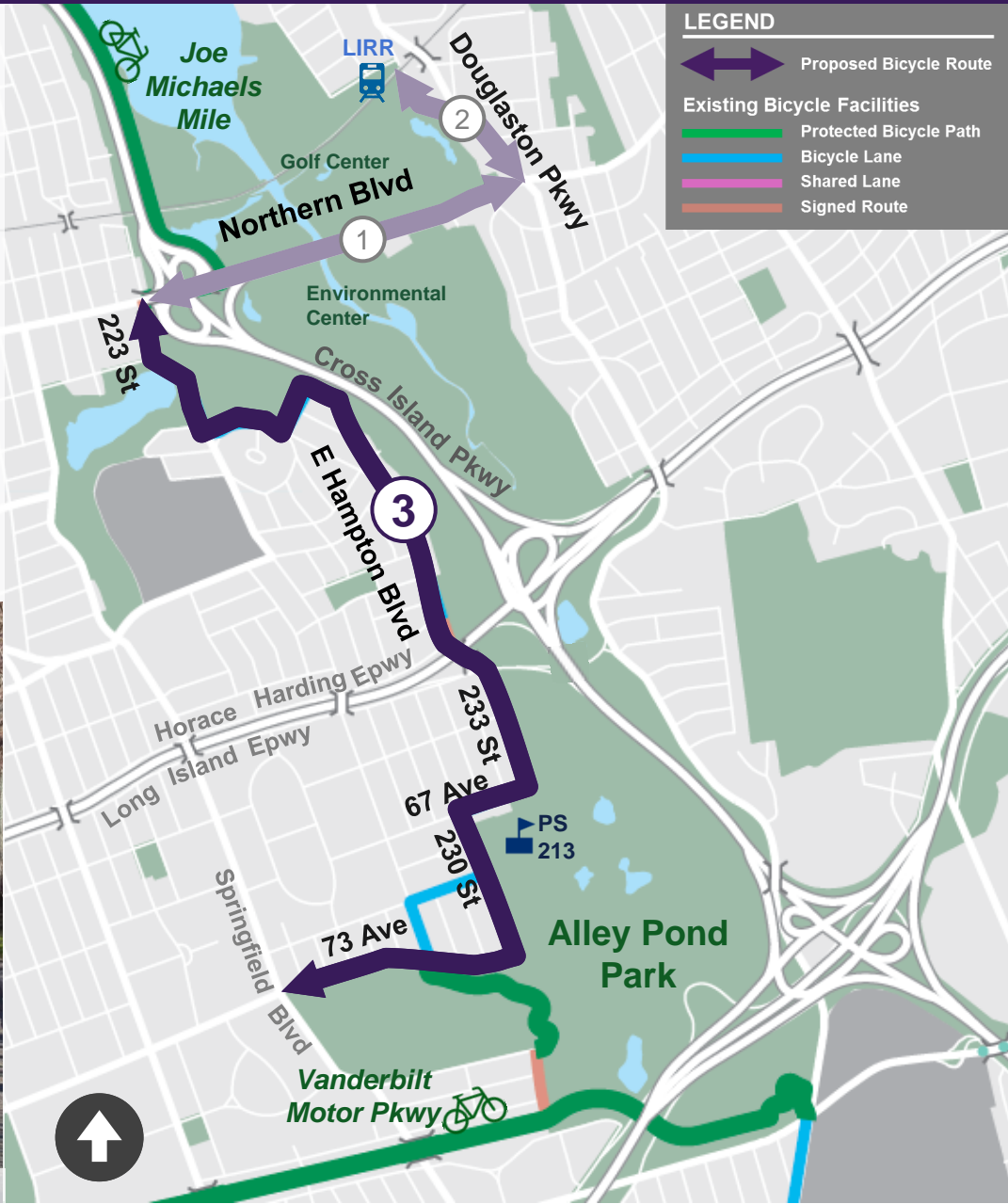
3 Over 4 lane miles of new protected path

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

Some parking removal at corners for daylighting and emergency vehicle access



Parking Protected Bike Lanes, Brooklyn



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?



NYC DOT



NYC DOT



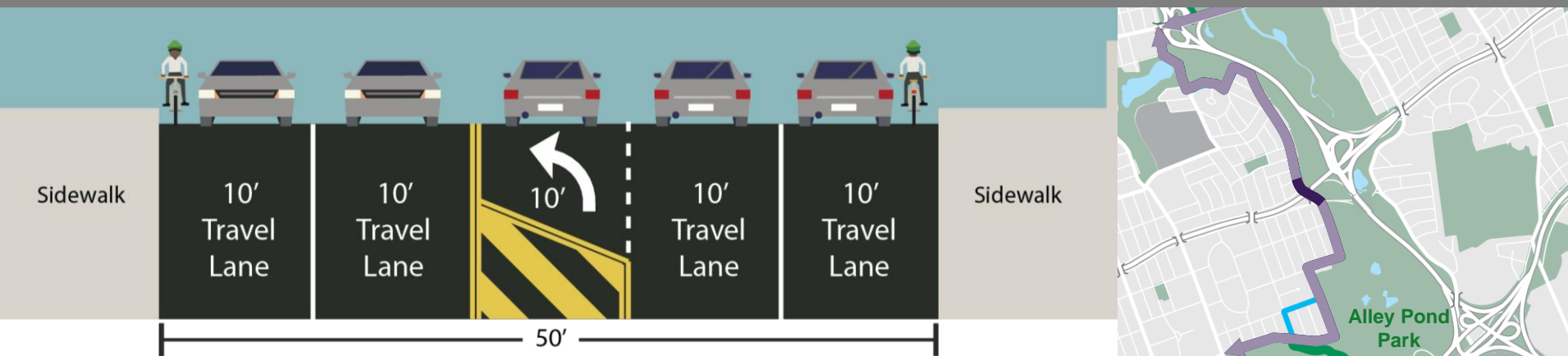
nyc_dot



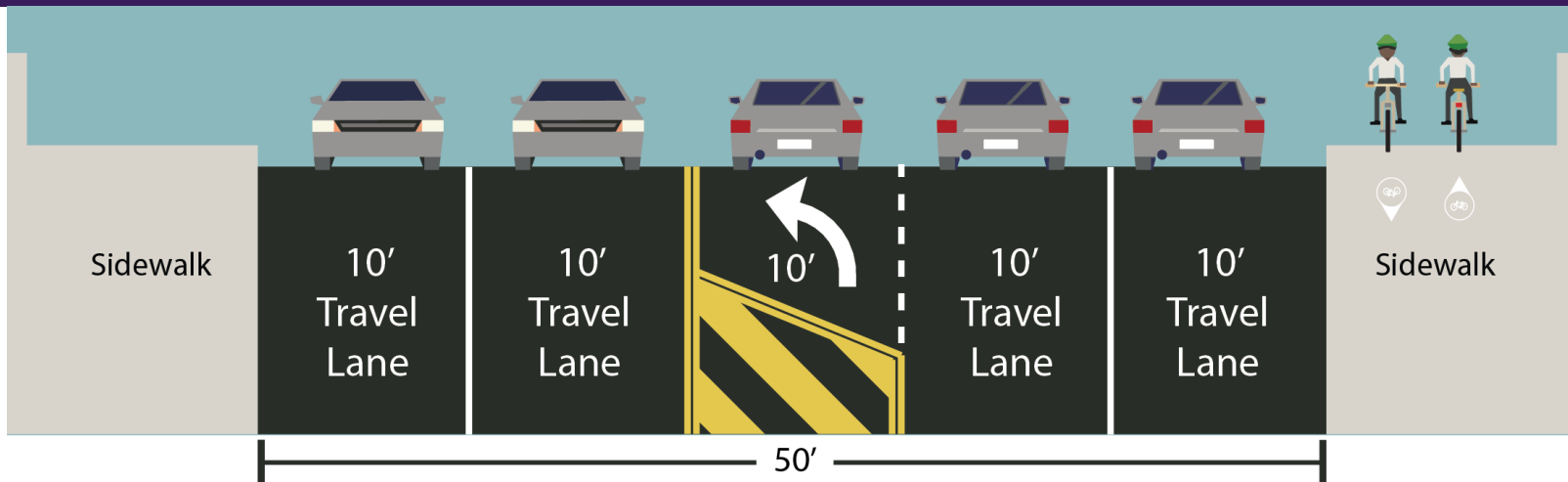
NYC DOT

E Hampton Blvd at Long Island Expwy overpass

Existing



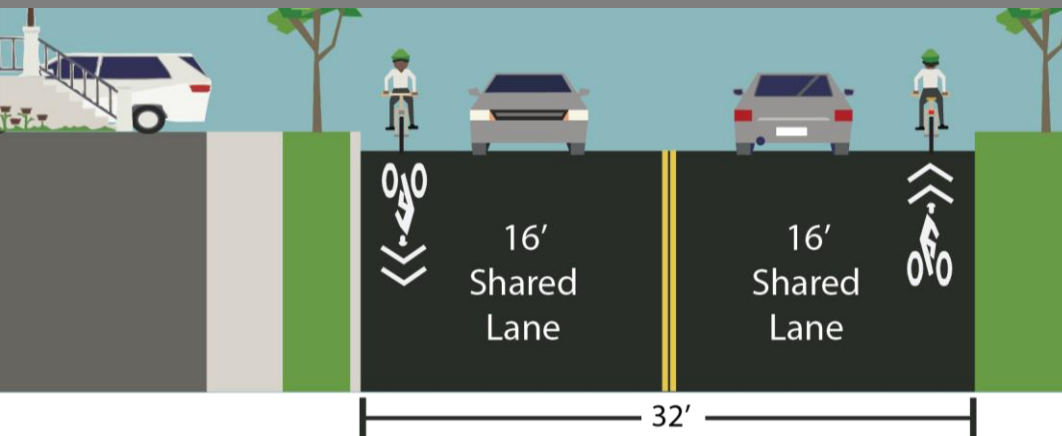
Proposed *Install bike markings on northeast sidewalk*



- Separates bikes from faster moving traffic
- Maintains all existing travel lanes
- North side avoids off ramp slip lanes. Wide sidewalk meets shared use standards

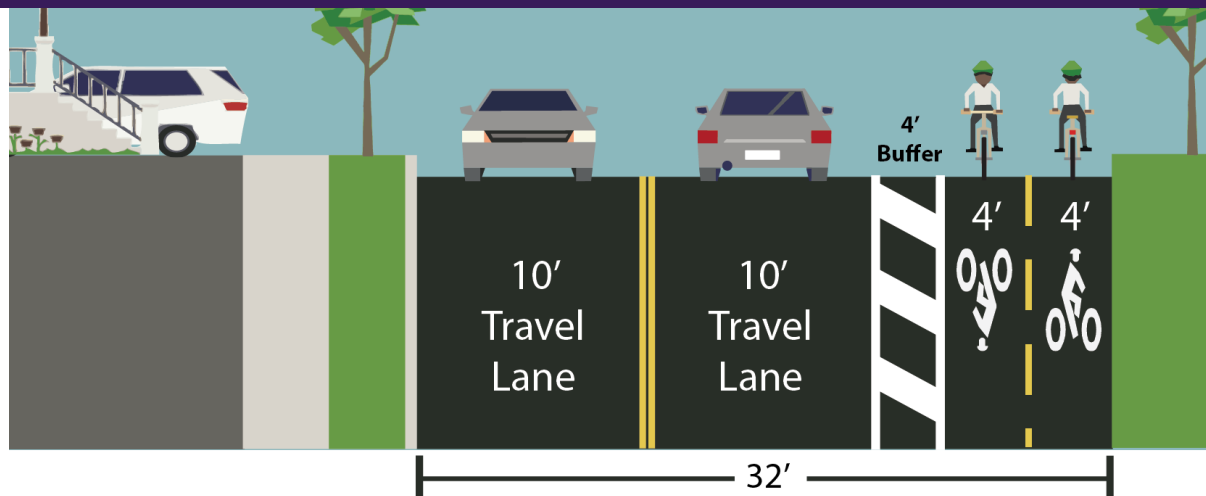
230th St 73rd Ave – 69th Ave

Existing



Proposed

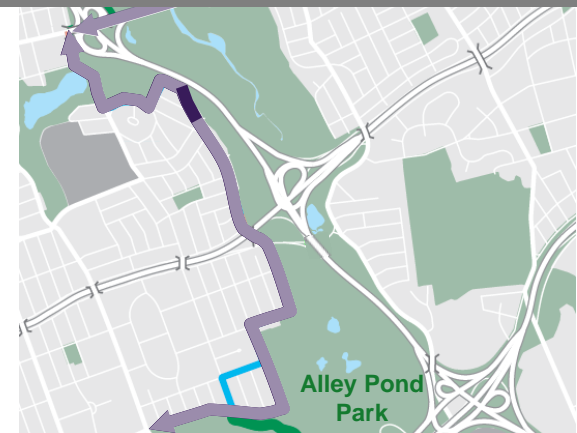
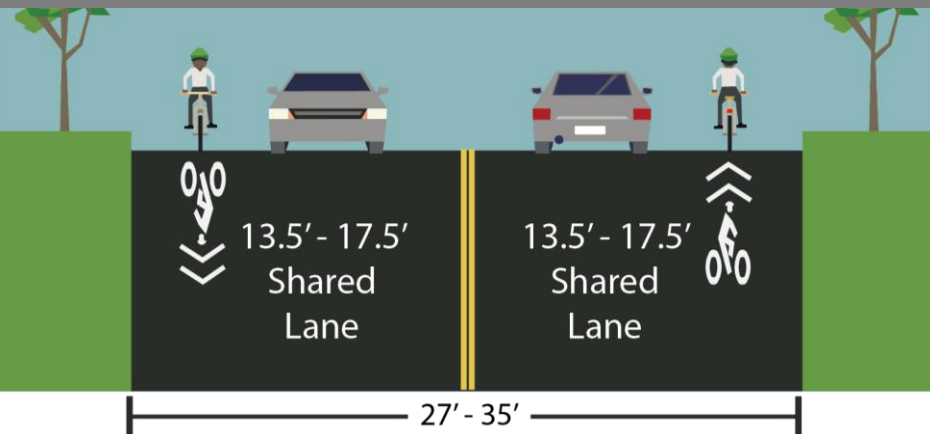
Install two-way parking protected bike lane along park edge



- 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

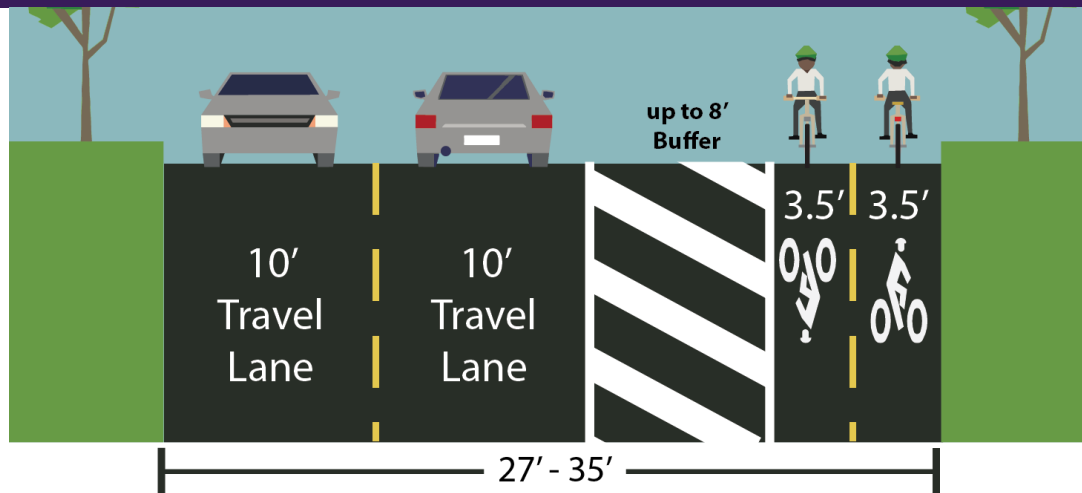
E Hampton Blvd at 231st St

Existing



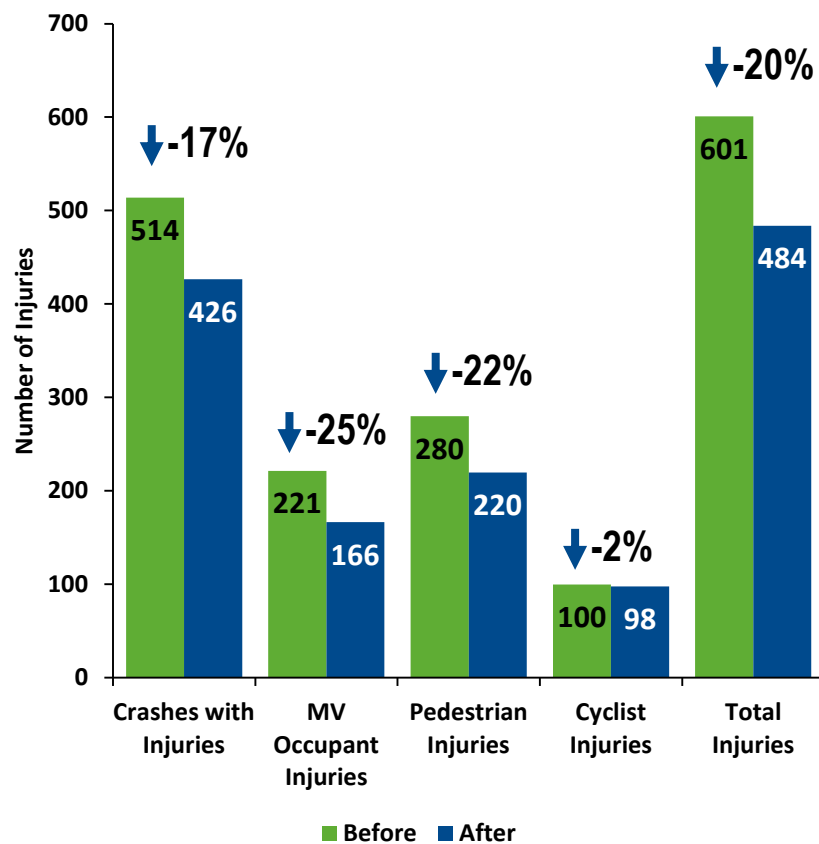
Proposed

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 Lanes with 3 years of After Data: Before and After



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

