

39TH AVE BIKE BLVD

Presented to Queens Community Board 2 – June 1, 2021



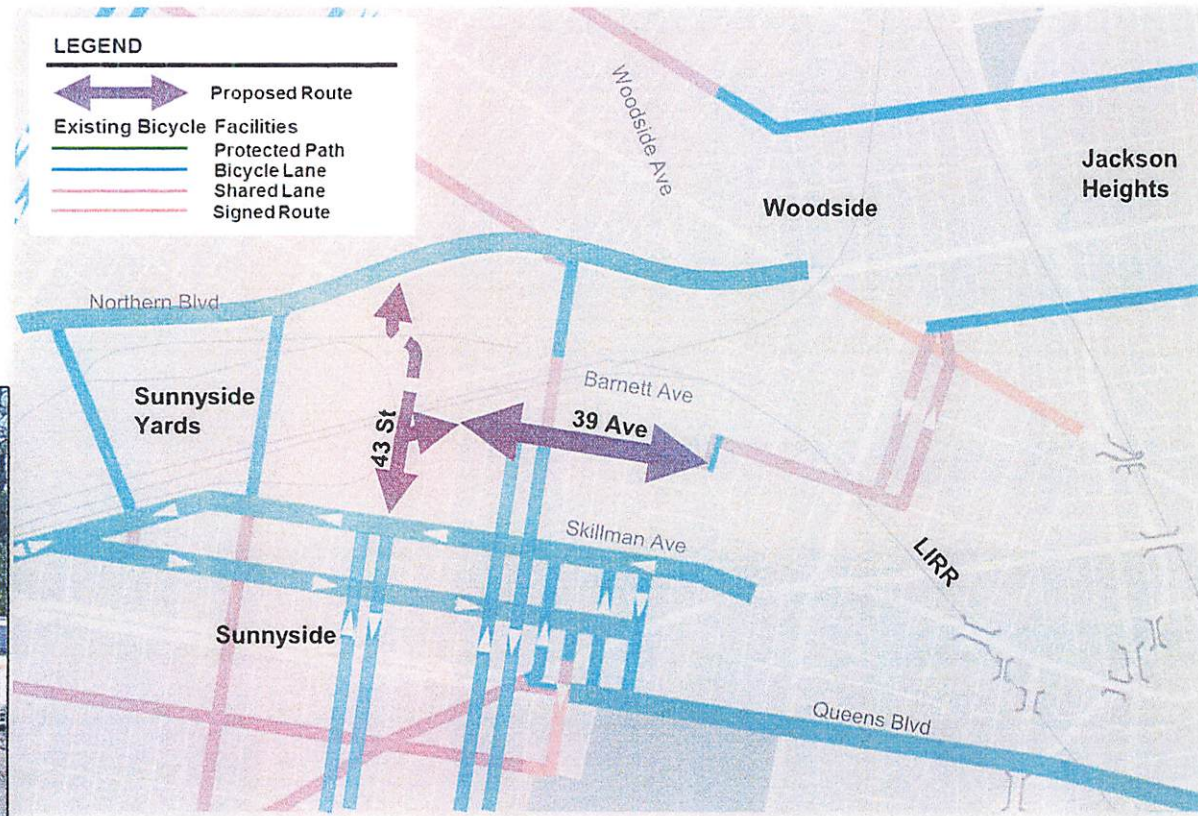
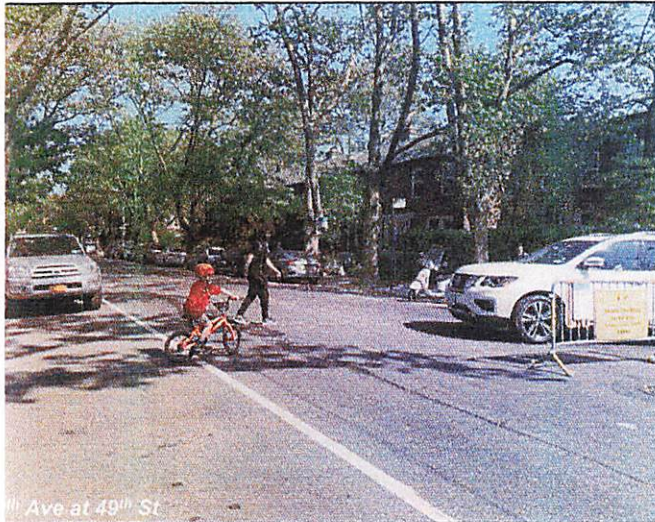
RESENTATION OVERVIEW

1. Background
2. Proposal – 39th Ave Bike Blvd
3. Summary



PROJECT LOCATION & GOALS

- Enhance open street and bike network
- Improve safety, reduce conflicts, and speeding on neighborhood street
- Improve connection between Sunnyside and Woodside, Jackson Heights





Background

LANNING CONTEXT

Project Motivation

Community request open street Summer 2020
Open street in operation with movable barriers
Requests for more permanent, durable materials
New movable barriers delivered May 2021



PLANNING CONTEXT

Endemic Response – Open Streets

Open Streets program initiated (2020) to provide greater social distancing and made permanent (2021)

DOT to convert an Open Street to a **Bike Blvd** in every borough (2021)

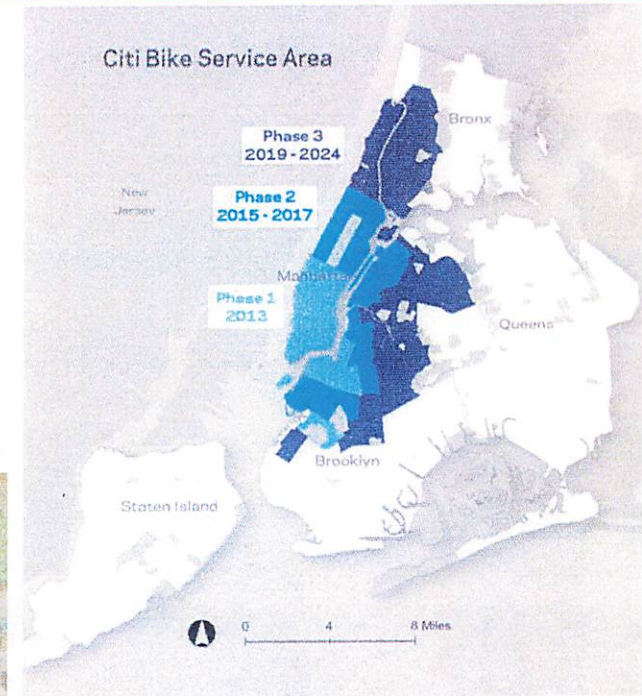
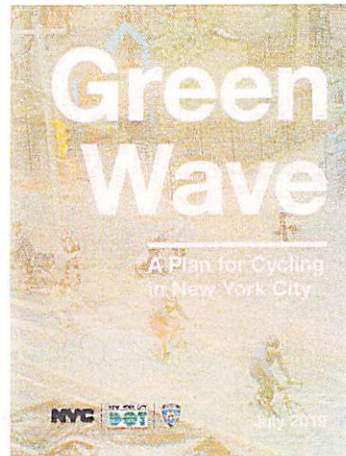
Green Wave: A Plan for Cycling in NYC

Citywide protected bike lane network: Build **30 miles of protected bicycle lanes** annually

Integrate and install new street design treatments, including **bike boulevards** to prioritize cyclists and limit vehicles

Citi Bike Expansion

Phase 3 Expansion plan includes **Sunnyside** (2022)



PLANNING FOCUS AREA

Pedestrian safety

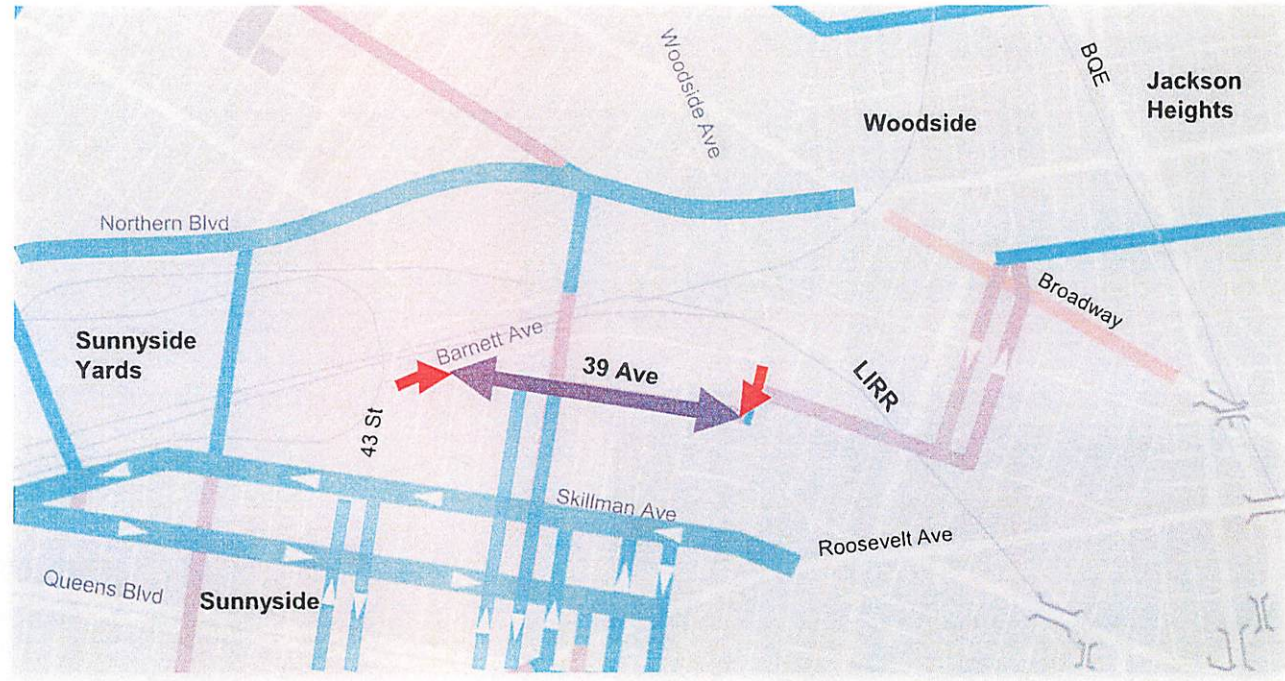
- Existing Open Street
- Lack of pedestrian crossings
- Difficulty crossing at busy intersections - Barnett Ave and Woodside Ave

Bike connection

- Only direct bike connection between Sunnyside and Woodside due to LIRR and major corridors
- Pending Citibike expansion

Neighborhood Street

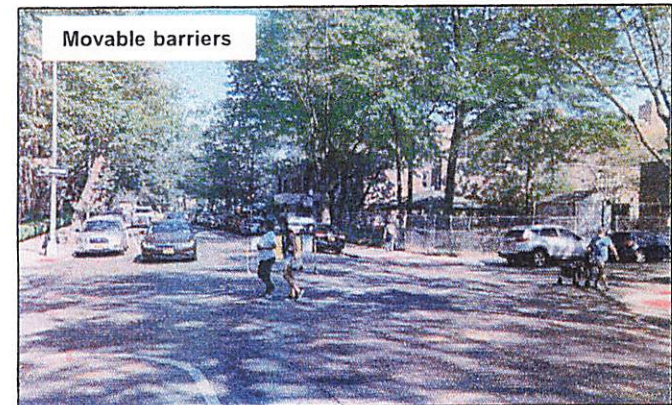
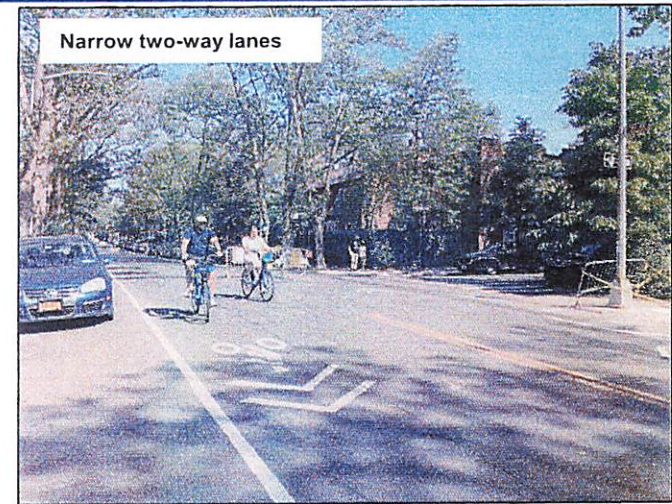
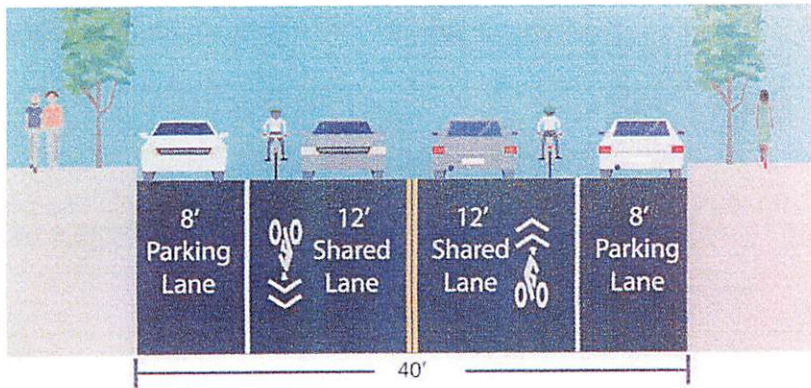
- Local street (not a truck or bus route)
- Access to major corridors (Northern Blvd, Queens Blvd, Roosevelt Ave, Broadway, and BQE)
- Vehicles forced on to 39th Ave from both directions at eastbound Barnett Ave and at southbound Woodside Ave



EXISTING CONDITIONS & ISSUES – 39th Ave

Neighborhood Street, actively used by vehicles, pedestrians, and cyclists

- Narrow two-way shared route with no dedicated space for cyclists installed from 48 St to Woodside Ave in 2008
- Lack of pedestrian crossings
- Movable barriers do not discourage through vehicles, require maintenance, and create unpredictable movements

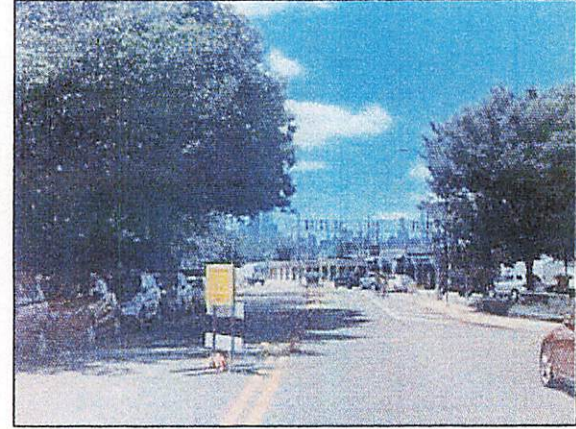
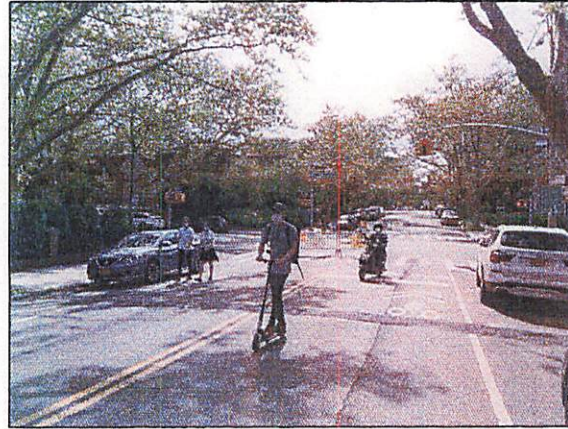
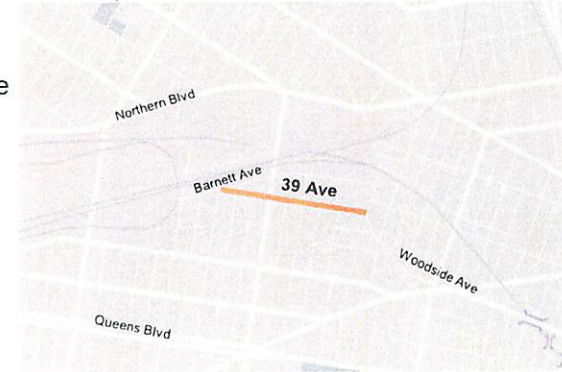


OPEN STREETS – 39th Ave

Streets Opened for Social Distancing

- **May 2020:** Open Street program begins operating. Pedestrians and cyclists to use the roadbed of the street while maintaining social distancing when Open Streets in effect.
- **January 2021:** Mayor outlined in his State of the City address, DOT will create a Bike Boulevard in each borough in 2021
- **April 2021:** New York City Council passes bill to make Open Streets program permanent
- **May 2021:** Mayor announces an Open Street in each borough selected to be a Bike Boulevard

39th Ave (Barnett Ave to Woodside Ave)



BIKE BOULEVARD

What is a Bike Blvd?

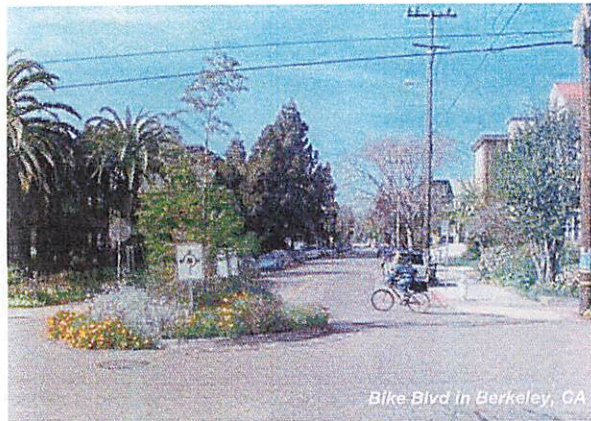
Corridor designated and designed for bicycle travel

Enhance conventional, shared and signed bicycle routes

Calms traffic with design interventions

Design elements include:

- **Route planning:** direct access to destinations
- **Speed and traffic volume management:** slow vehicle speeds and reduce vehicle volumes
- **Signs, wayfinding, pavement markings** easy to find /follow
- **Street crossings:** minimal cyclist delay at minor street crossings. Safe and convenient crossings at major streets



Bike Blvd In Berkeley, CA

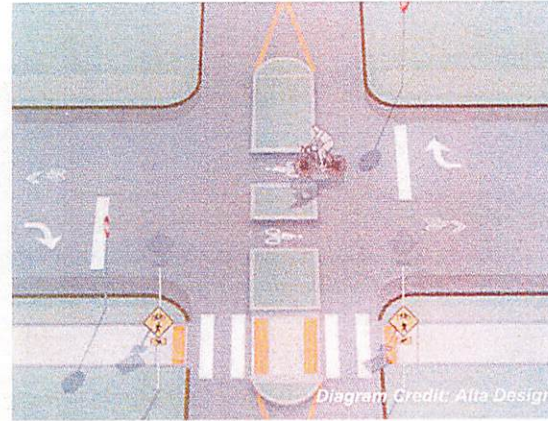


Diagram Credit: Alta Design



Bike Blvd In San Luis Obispo, CA

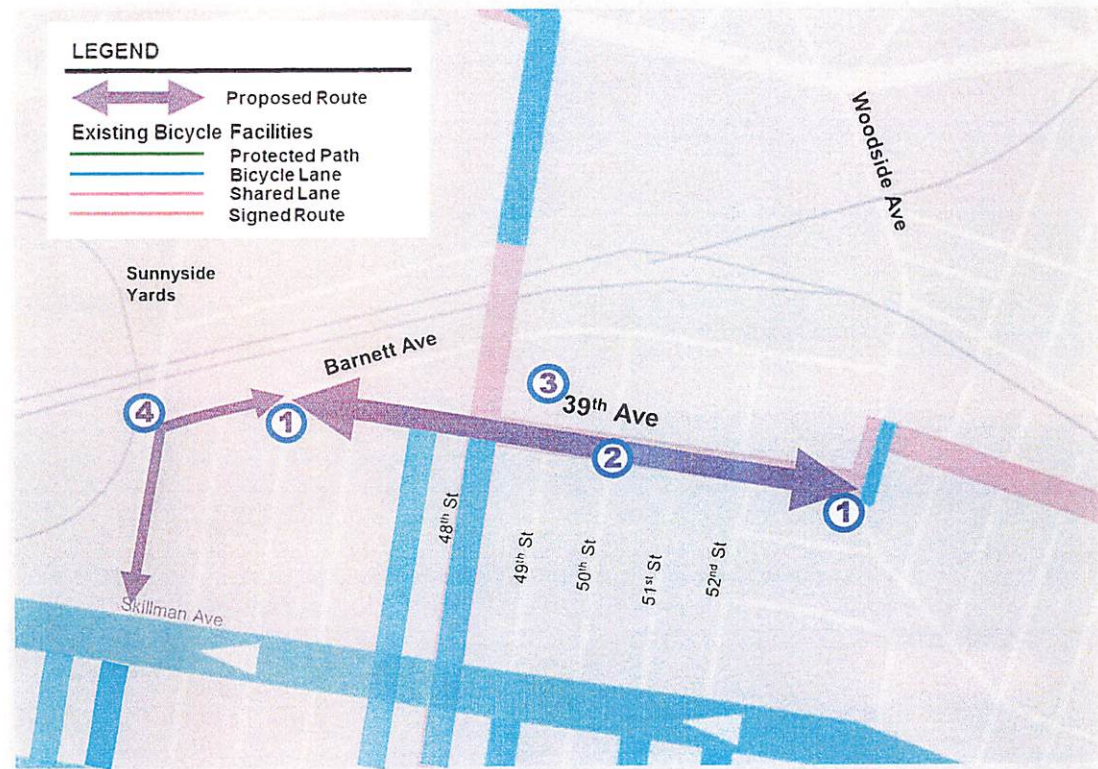
Proposal: 39th Ave Bike Blvd

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PROJECT LOCATION

Project Segments

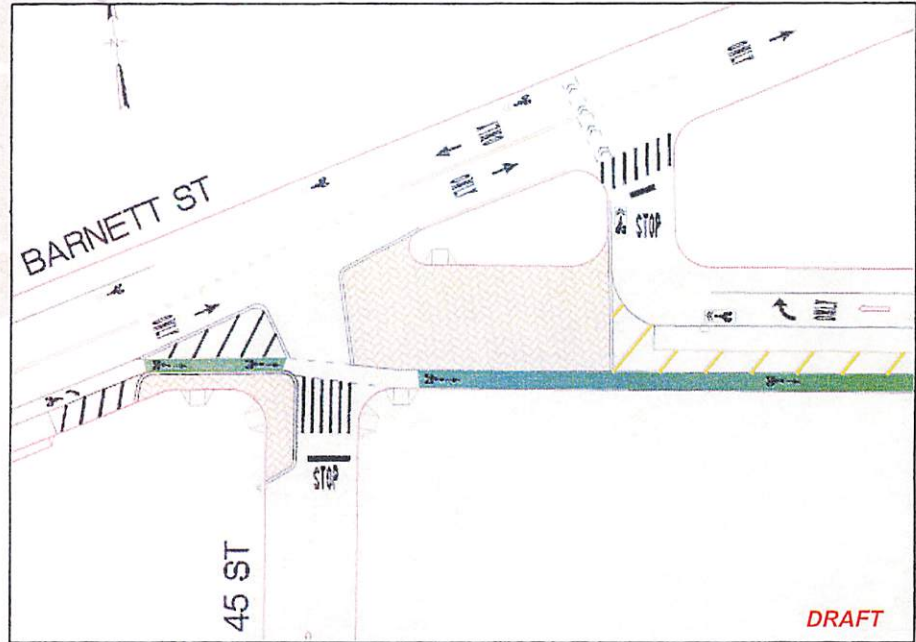
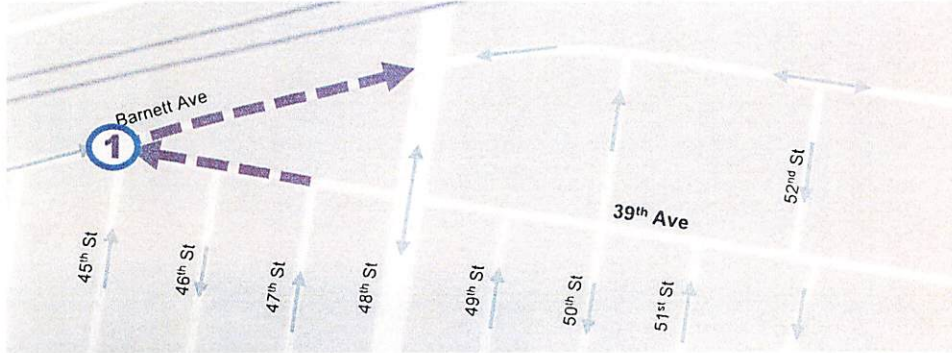
- 1** Re-orientate Entrances
Rethink intersections to reduce cut through traffic and improve pedestrian and bike connections
- 2** Divert Cut Through Traffic
Reduce through traffic with mid corridor diversion
- 3** Traffic Calming Measures
Slower, safer speeds using design elements
- 4** Bike Network Connection
Connect to existing bike facilities



Re-orientate Entrances

Barnett Ave - Rethink intersection with numerous, unclear vehicular movements

- Improve safety with clear, simplified one-way vehicular movements at Barnett Ave
- Maintain access to 48 St by converting Barnett Ave one-way NB from 45 St island
- Remove unsafe turns and reduce conflicts by converting 39th Ave one-way WB from 47th St to 45th St
- Use extra space to normalize intersection with safer pedestrian and bike improvements while maintaining neighborhood access
- Provides opportunity for programming



Re-orientate Entrances

Woodside Ave - Rethink intersection with uncontrolled movements

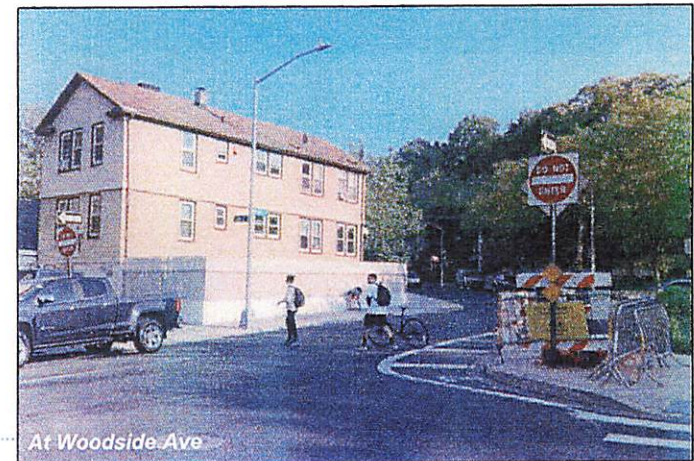
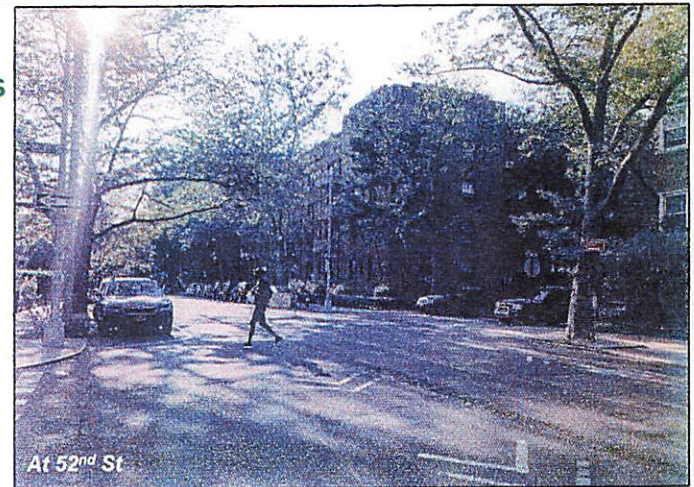
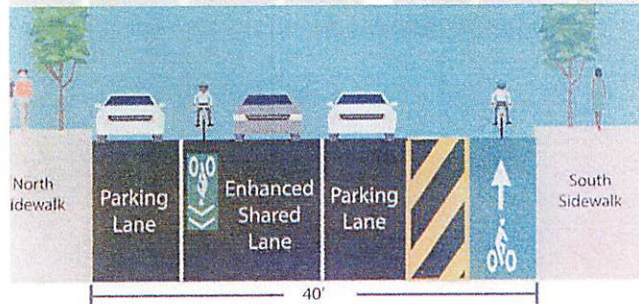
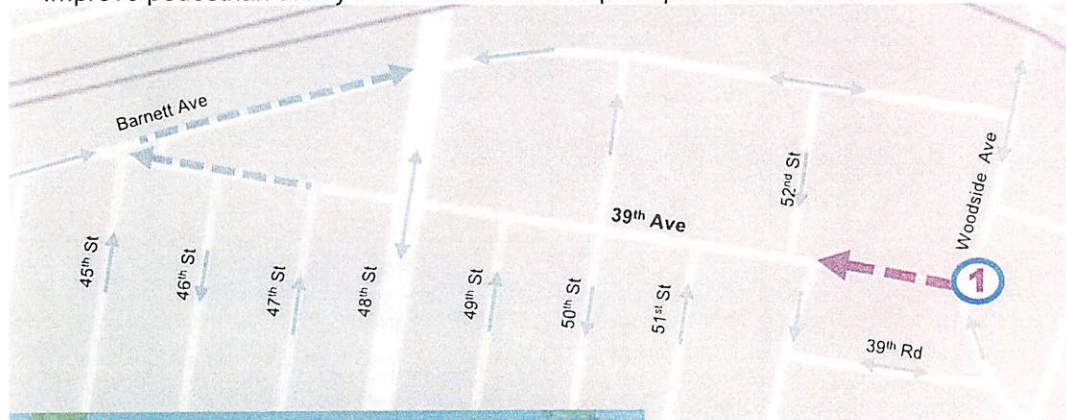
New signal to be installed at 52nd St

Improve safety by reducing conflicts and discouraging vehicles cutting through neighborhood

Convert 39th Ave one-way WB from Woodside Ave to 52nd St

Use extra space to make safer pedestrian and bike improvements while maintaining neighborhood access with Woodside Ave NB, 52 St, and 39th Rd

Improve pedestrian safety with crosswalks and ped space where feasible

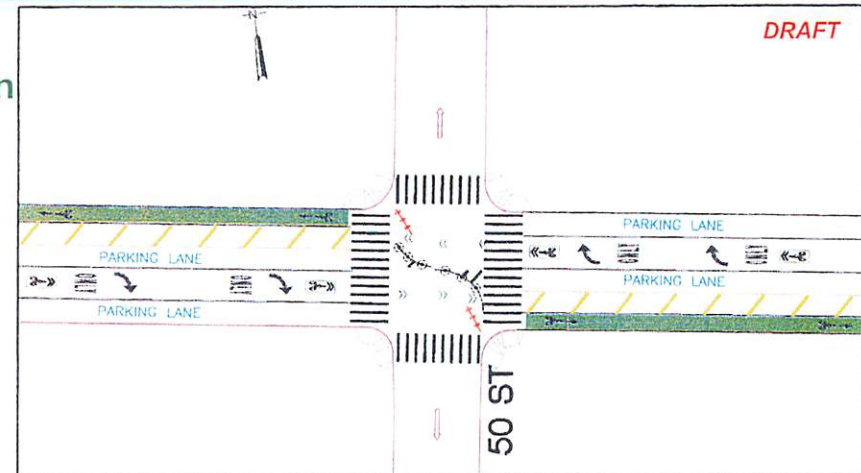
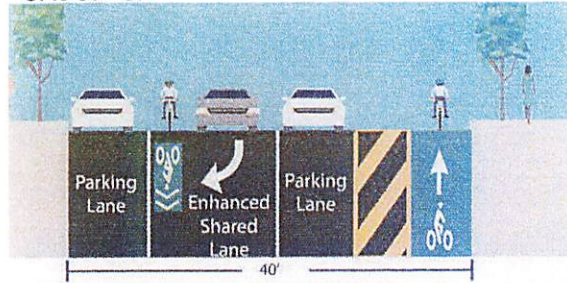


Divert Cut Through Traffic

Reduce through traffic with mid-corridor vehicle diversion

Prioritize cyclists and pedestrians with reduced vehicular conflicts, while maintaining neighborhood access
 Maintain 50 St directions and two-way sections for local access
 Add pedestrian crossings where feasible

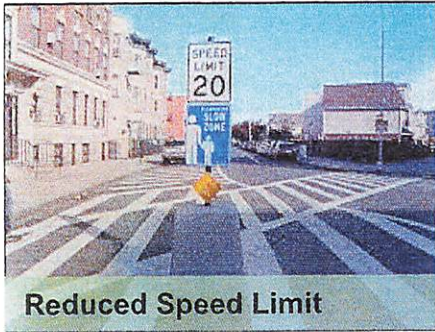
h St to 50th St
 st St to 50th St



Traffic Calming Measures

Slower, safer speeds using design elements

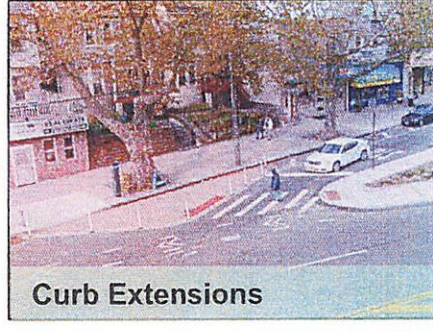
Improved safety for all road users with slower speeds and better visibility
Prioritize pedestrian movements with new crossings where feasible



Reduced Speed Limit



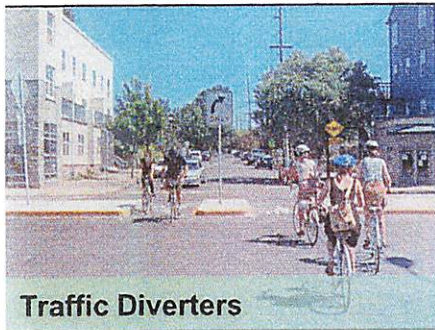
Bike Share Station



Curb Extensions



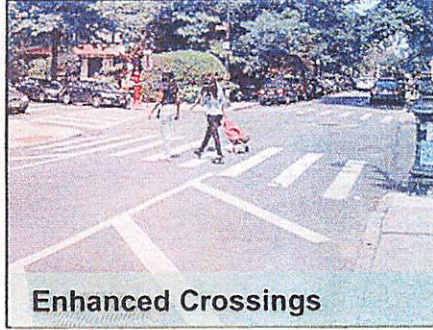
Pedestrian Island



Traffic Diverters



Bike Corral



Enhanced Crossings



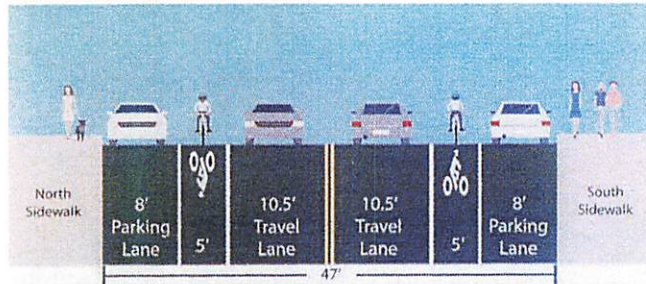
Signal Timing

Bike Network Connection

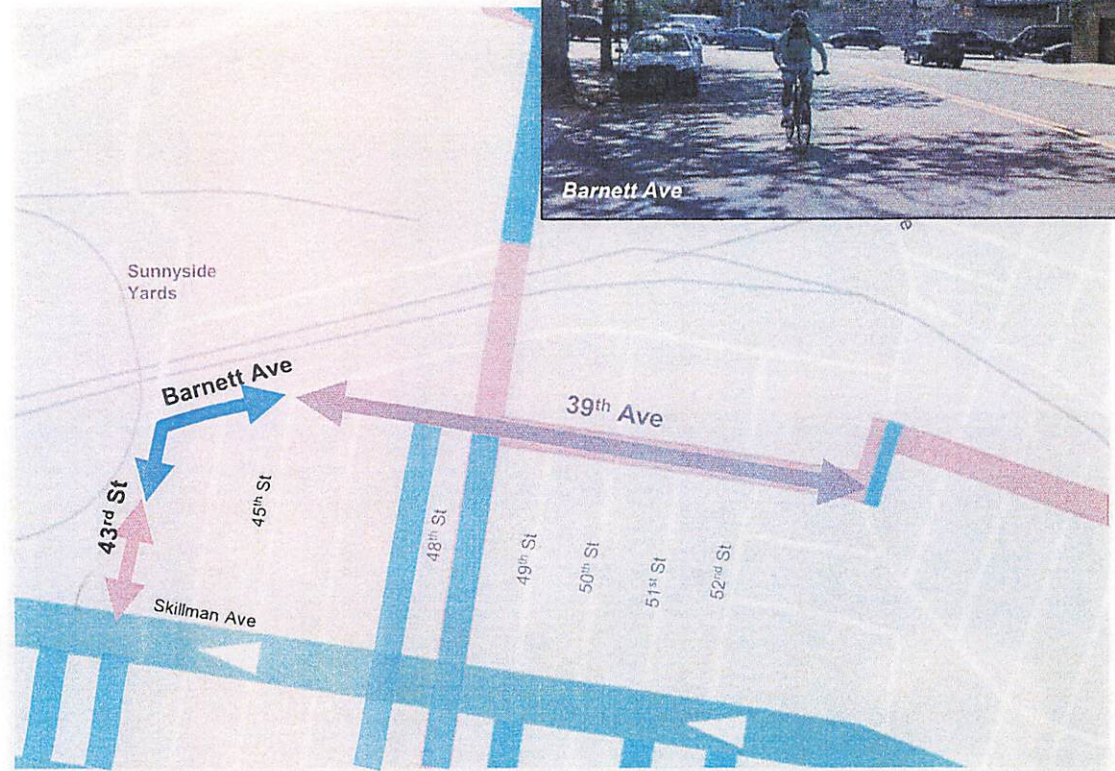
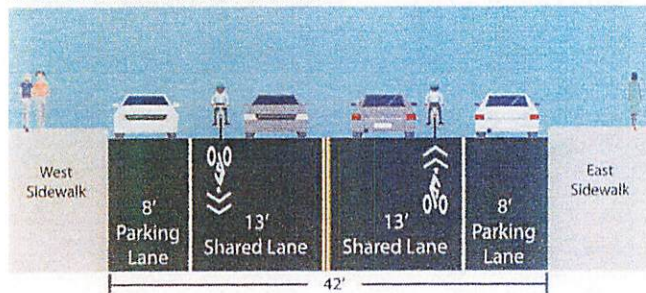
Connect to existing bike facilitates

Install bike lane on Barnett Ave and 43 St
Install shared lane on 43 St

Barnett Ave: 45 St to 43 St
43 St: Barnett Ave to Midblock



43 St: Midblock to Skillman Ave



Summary

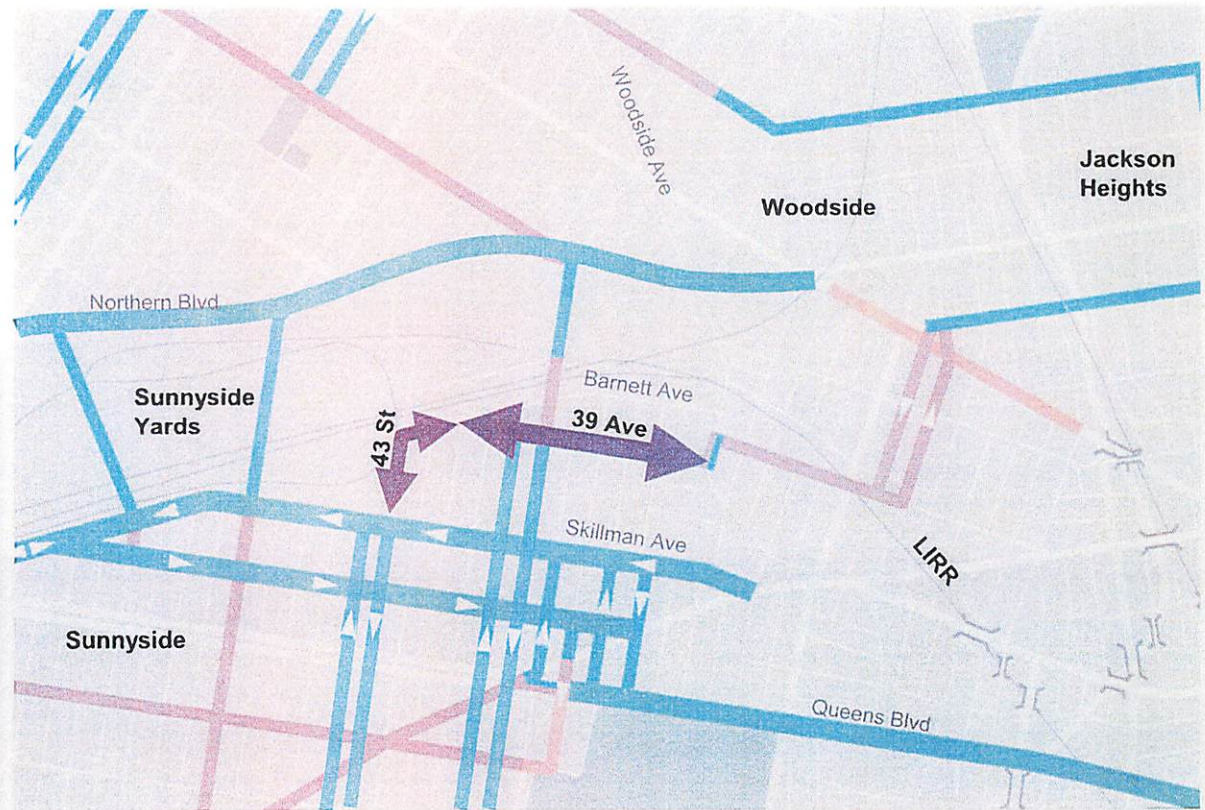
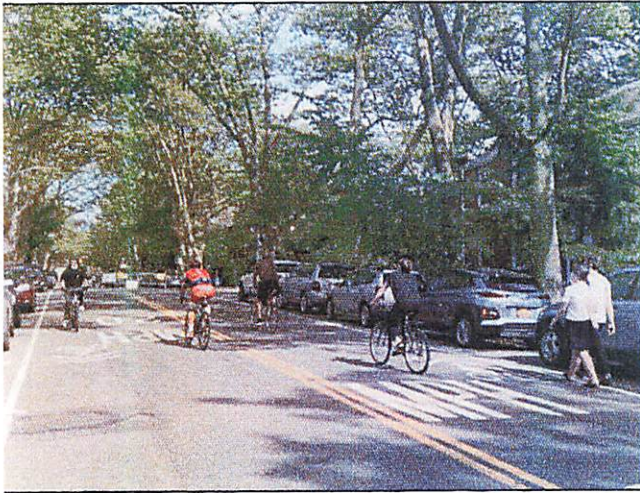
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Spring 2021

- Community Board feedback and on-going stakeholder engagement about Bike Blvd
- Open Street new barriers arrangement and adjustments

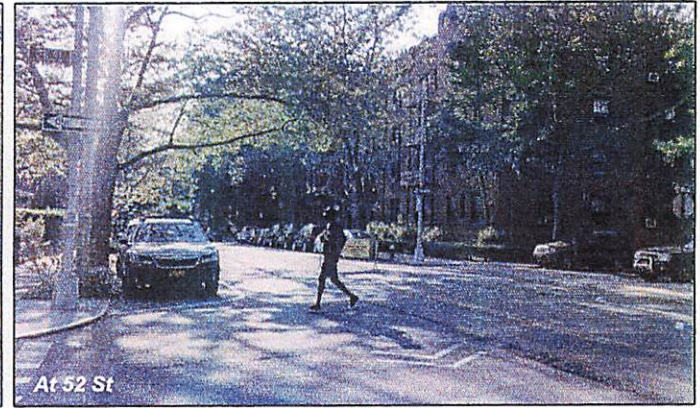
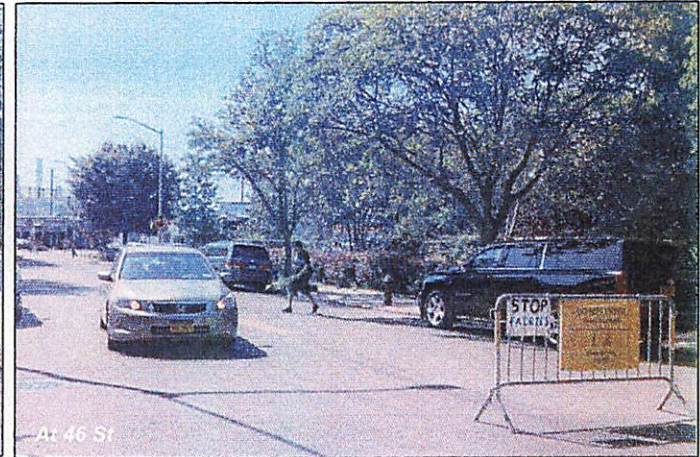
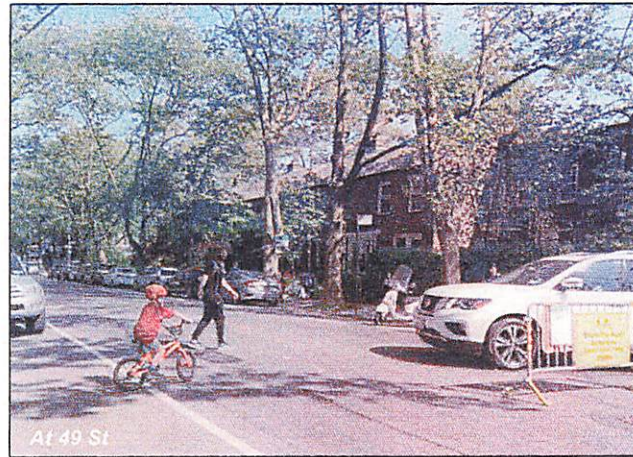
Summer – Fall 2021

- Begin implementation of Bike Blvd



39th Ave Bike Blvd

- Enhance OpenStreet treatment with Bike Boulevard design elements
- Simplify entrance intersections and improve pedestrian and bike connections
- Reduce through traffic and conflicts with mid corridor diversion
- Slower, safer speeds
- Improve connections to existing bike facilities



Questions?
THANK YOU!



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