

Vernon Boulevard

Queens East River North Shore Greenway

Summer
2013



Commissioner Janette Sadik-Khan New York City Department of Transportation
Presented May 8, 2013 to Community Board 1



Vernon Boulevard

Queens East River North Shore Greenway

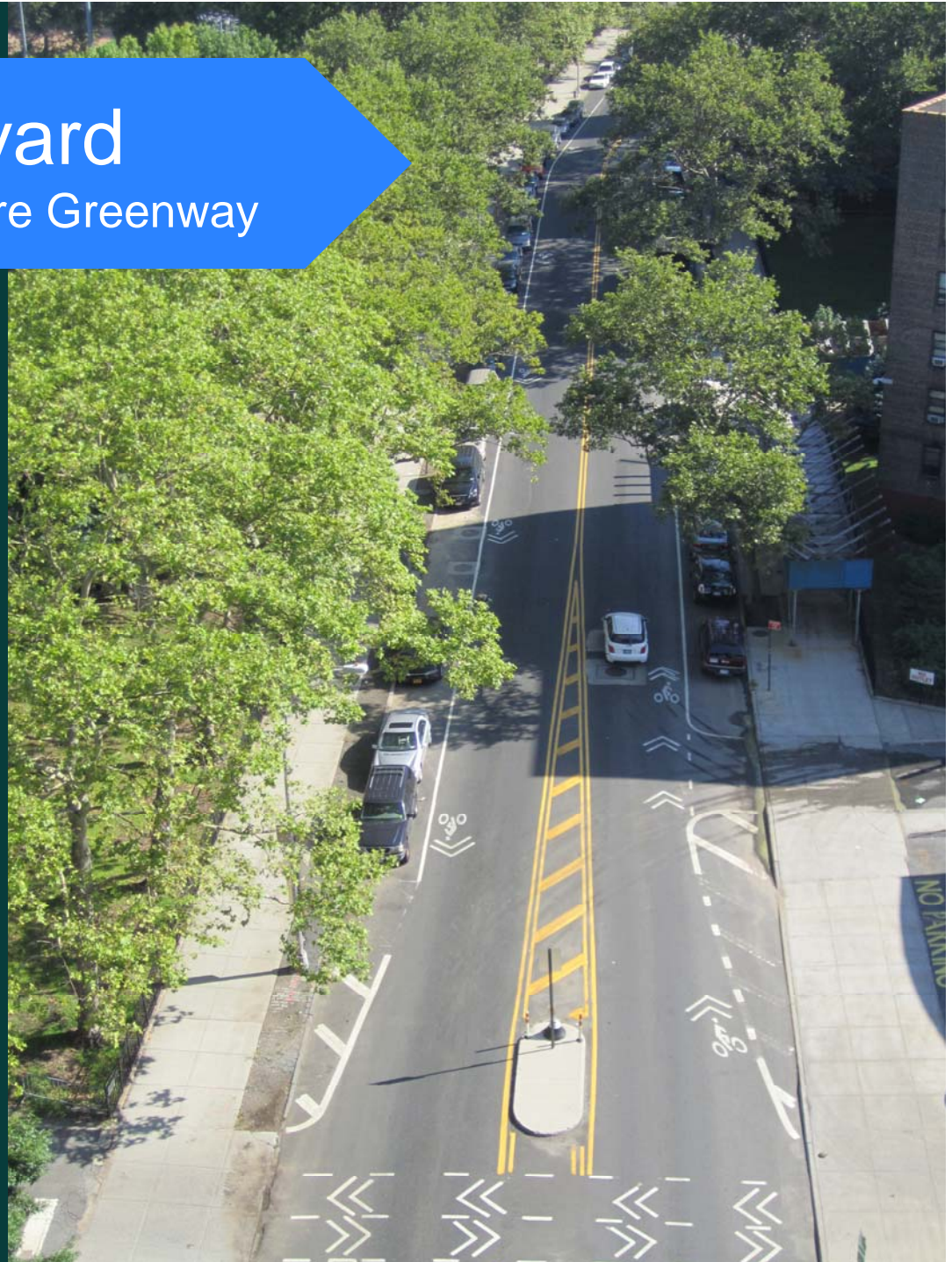
Background

- Queens East River Greenway
- Queens Plaza
- Vernon Boulevard

Design Issues

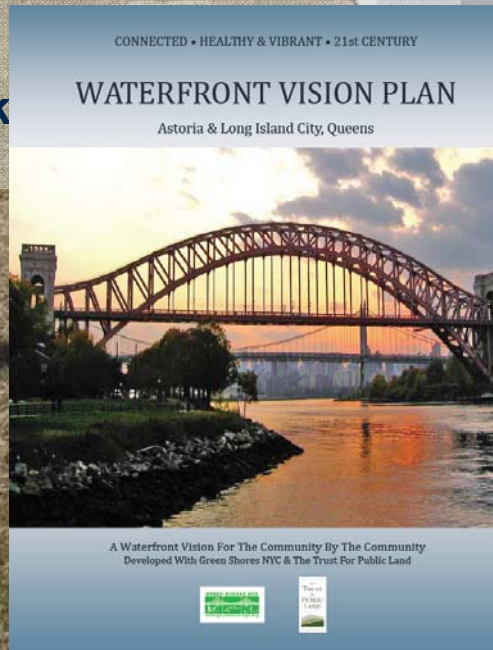
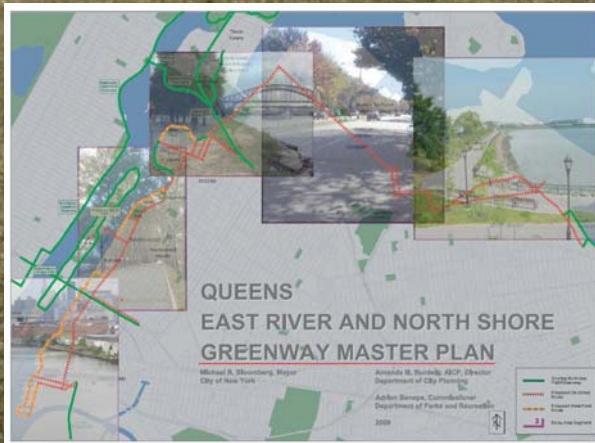
1. Parking
2. Continuous Park Path
3. Waterfront Context

Overview



Background: Greenway Development

- **Queens East River North Shore Greenway Master Plan (2006)**
- **Greenshores / Trust for Public Land Greenway Vision**
- **New Waterfront Park Paths (2012)**
 - Rainey Park
 - Astoria Park
 - Queensbridge Park



Background: Queens Plaza Path

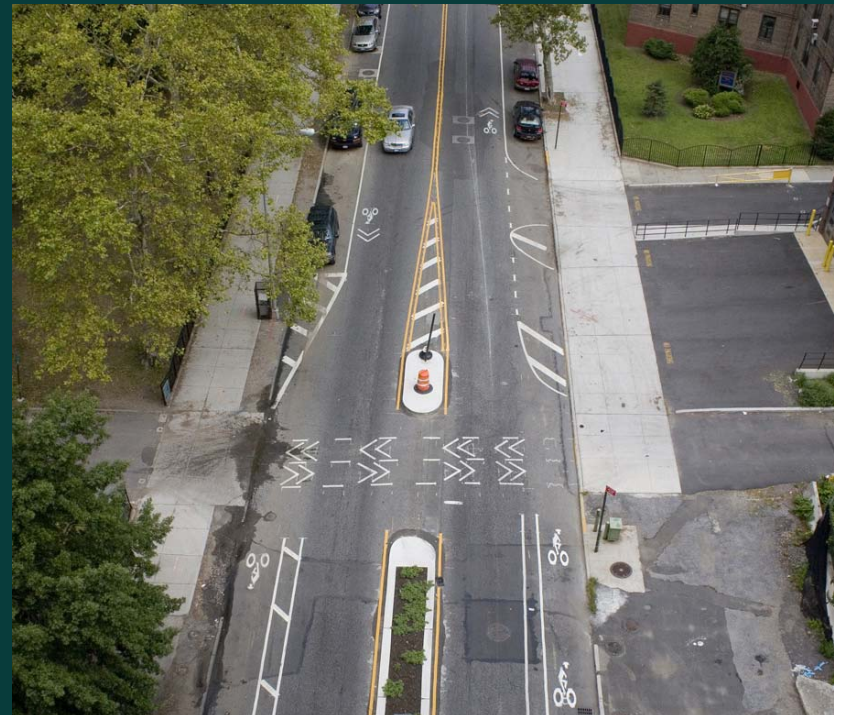
- **Completed 2011**
- **Connects Vernon Boulevard to:**
 - **Queens Plaza**
 - **Queens Waterfront Destinations**
 - **Manhattan Waterfront**



Background: Vernon Boulevard

'Complete Streets' roadway design

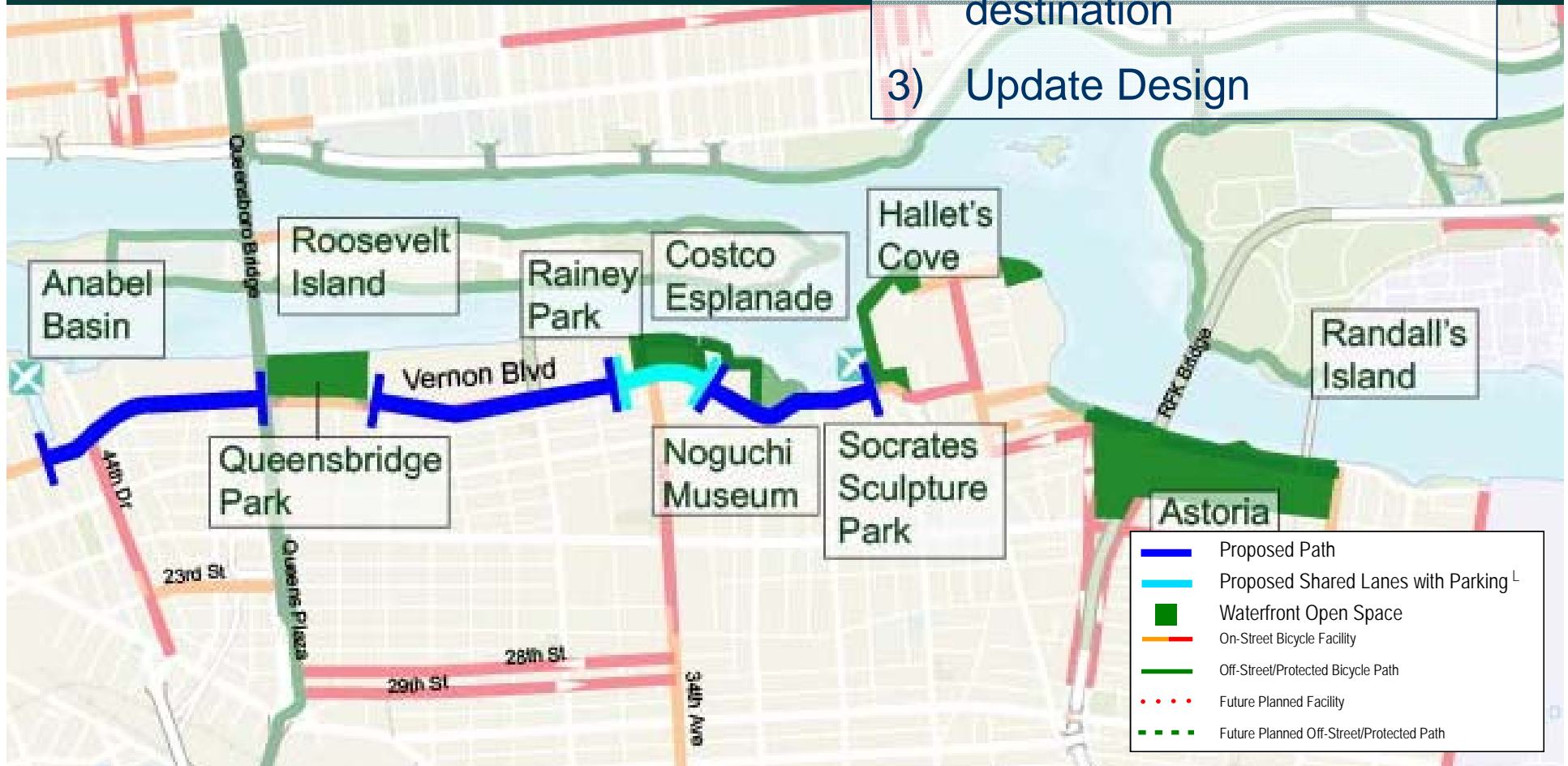
- Pedestrian safety improvements at entrance to Queensbridge Park
- Bike Lanes: Halletts Cove to Long Island City
- Shared Lanes: in front of Queensbridge Park and through commercial corridor in LIC



Proposal

Issues

- 1) Install parking where waterfront path is available
- 2) Create a continuous path that connects all waterfront destination
- 3) Update Design



Issue 1: Requests for Parking

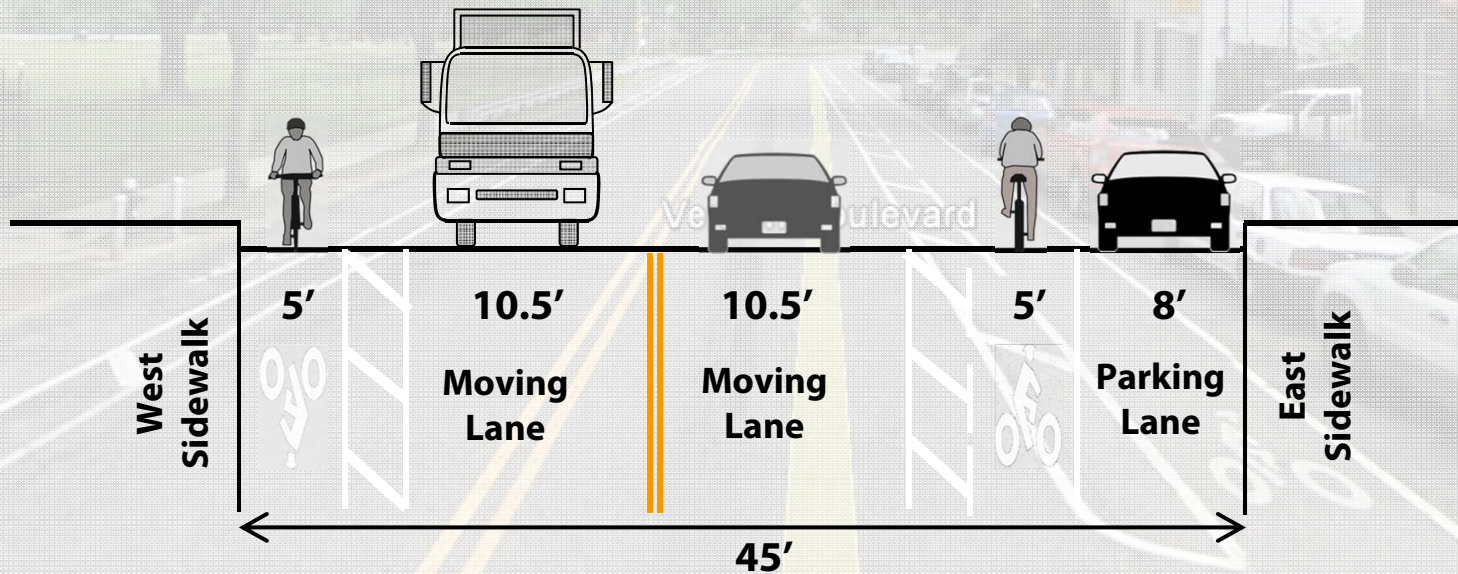
- Community concerns about lack of parking
- 45' width/truck route required buffered bike lanes
- New path in Rainey Park allows for around **35 new parking spaces**



Issue 1: Requests for Parking

45' Wide Waterfront Street

- 10.5' NB and SB Vehicular Lanes
- NB and SB Bike Lanes
- SB Parking Lane
- Truck Route



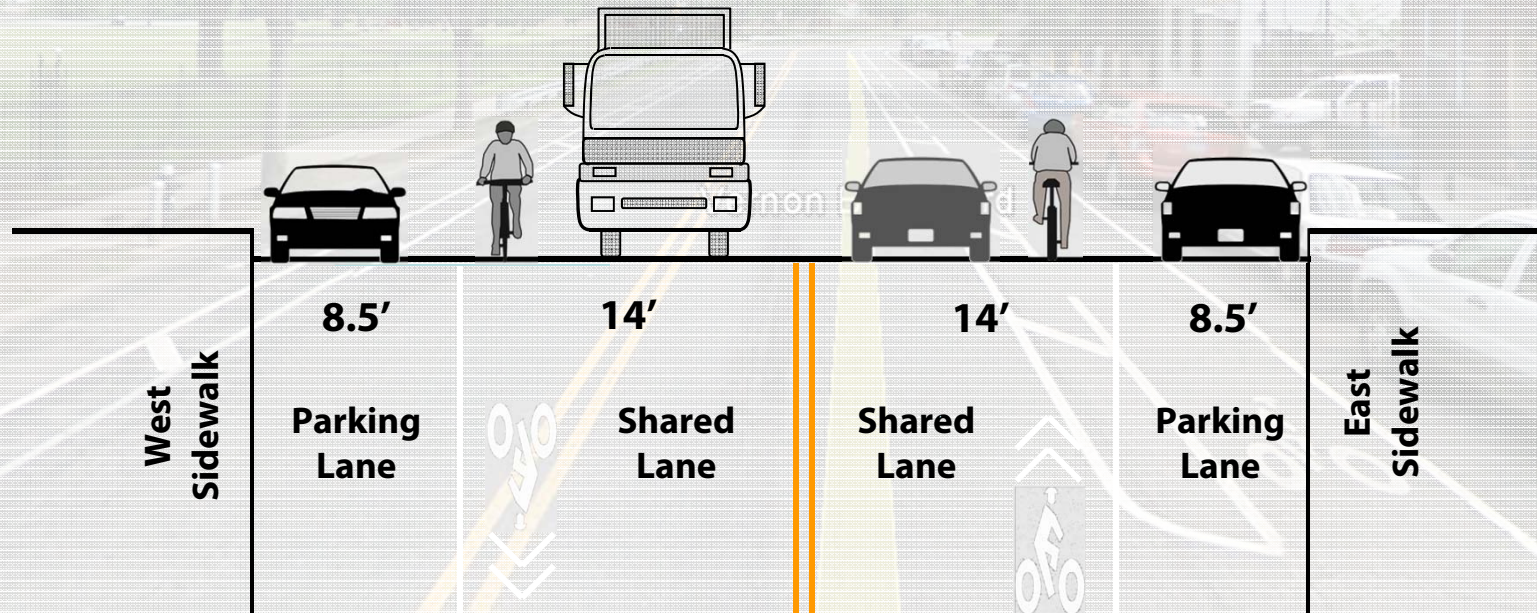
Solution 1: Install New Parking Lane

between 34th Ave and 33rd Road

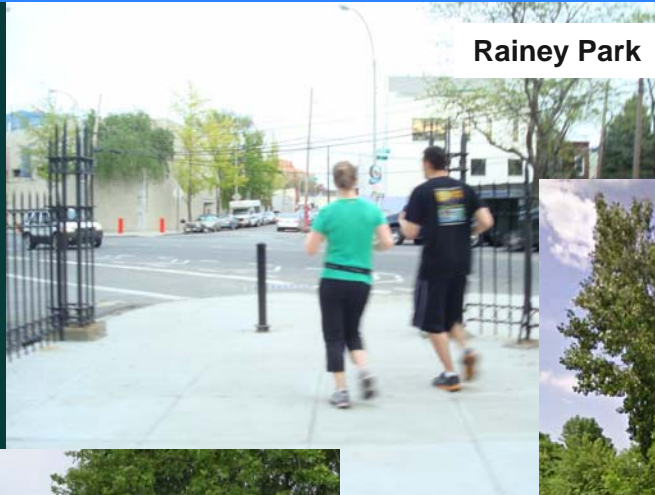
45' Wide Waterfront Street
(between 34th Ave and 33rd Road)

- Bike path in park
- +35 parking spaces
- Wider lanes with shared markings for large vehicles and bikes

Queensbridge Park



Issue 2: Continuity between Parks



Rainey Park



Socrates Park



Queensbridge Park



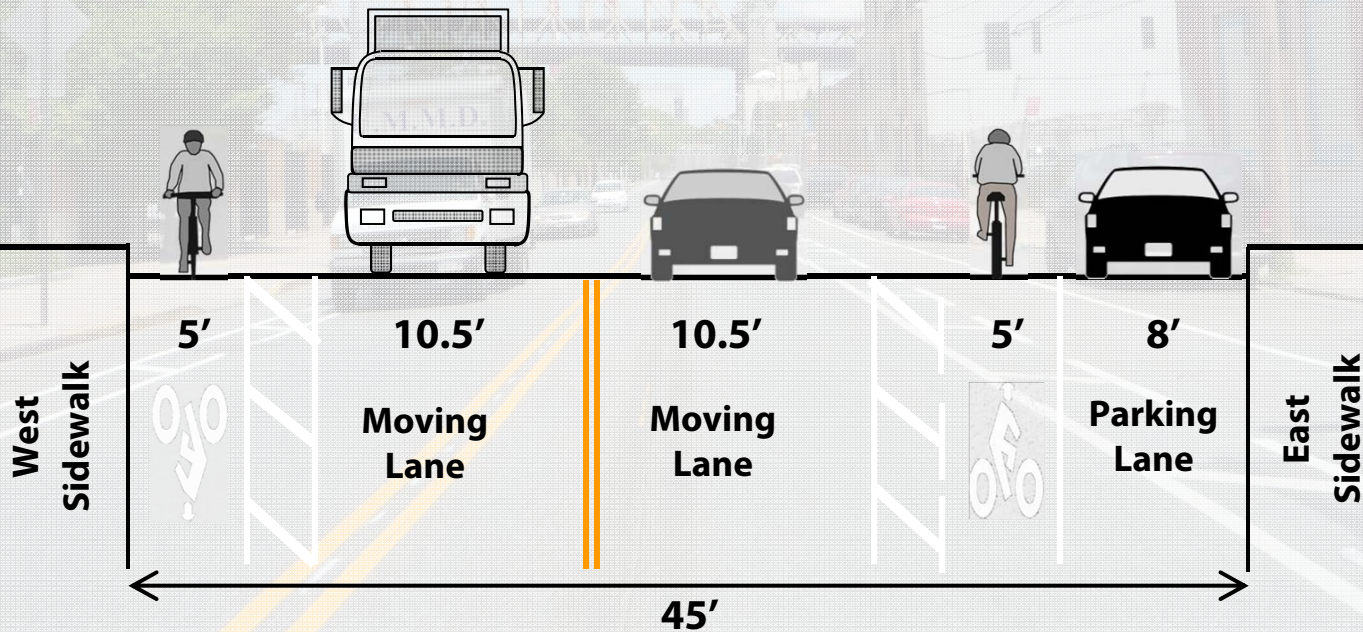
Halletts Cove

- Parks paths end, causing bikers/joggers to use sidewalk
- Unskilled riders do not feel comfortable using class 2 lanes

Issue 2: Continuity between Parks

45' Wide Waterfront Street

- 10.5' NB and SB Vehicular Lanes
- NB and SB Bike Lanes
- SB Parking Lane
- Truck Route

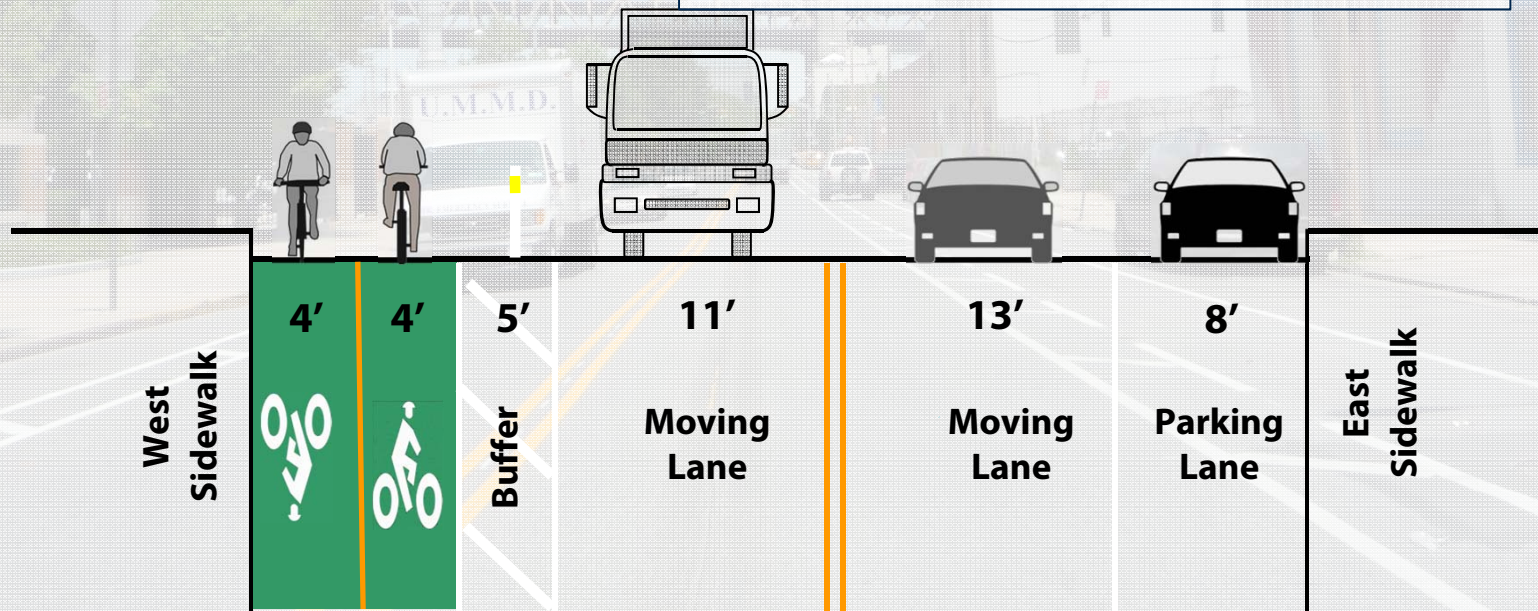


Solution 2: Protected Path on West Curb

45' Wide Waterfront Street

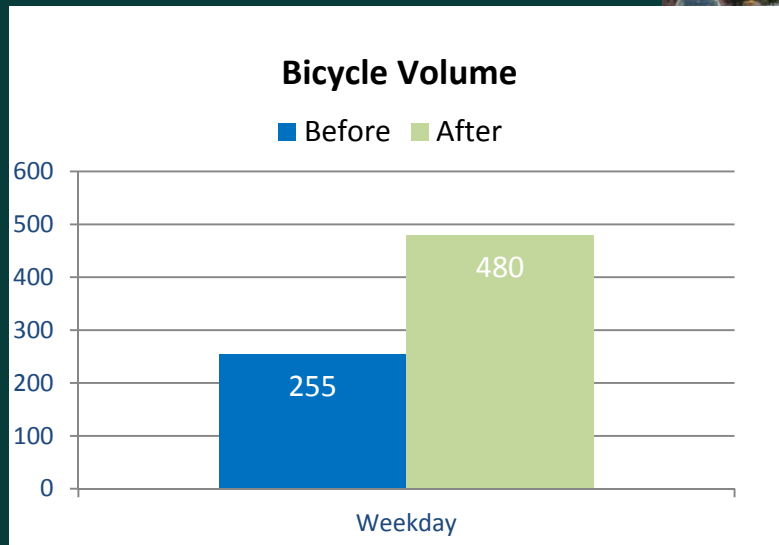
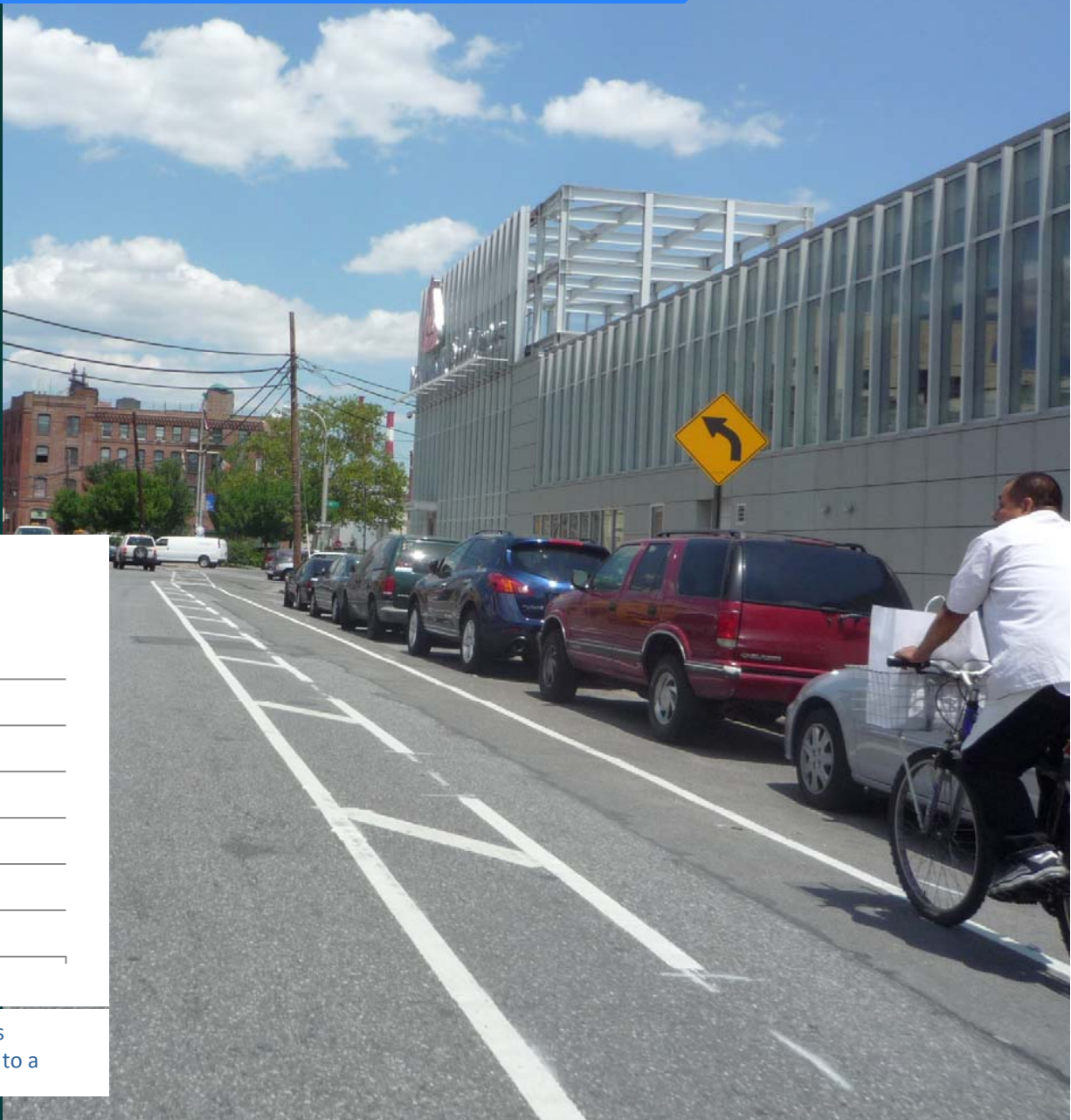
(between Hallet's Cove and 33rd Rd /
34th Ave and 40th Ave / Queens
Plaza N and 45th Rd)

- 2-Way, protected bike path on west side of roadway
- Slightly wider vehicular lanes



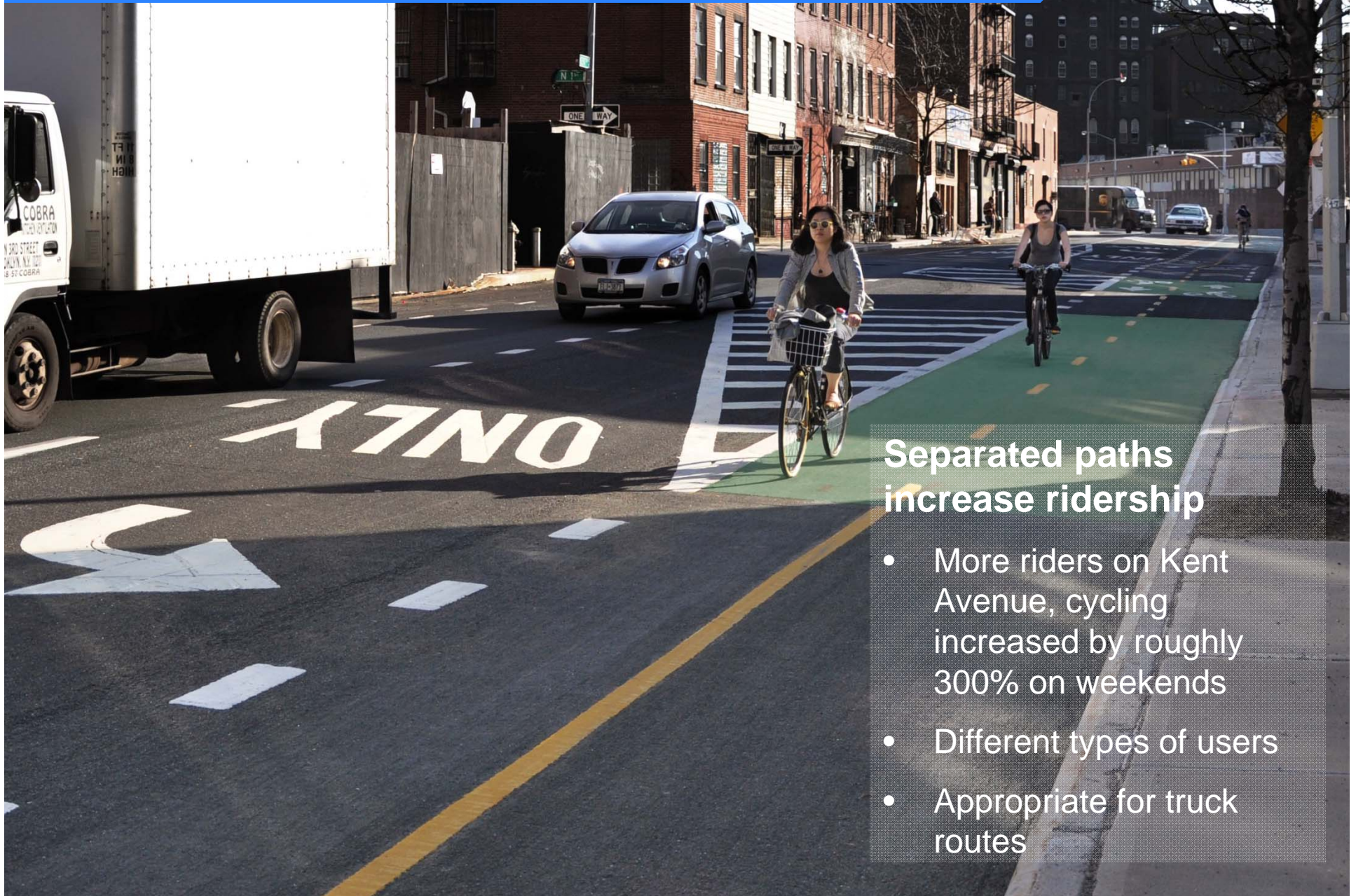
Issue 3: Update Design

- Vernon Boulevard redesigned in 2008
- Separated paths have increased ridership of all demographics
- Waterfront uses demand specialized treatment



Note: Data from the average of two single weekday counts between 7a & 7p on 7/24/2007 and 7/17/2008 compared to a single weekday count on 7/12/11.

Solution 3: Appropriate Waterfront Lane



Separated paths increase ridership

- More riders on Kent Avenue, cycling increased by roughly 300% on weekends
- Different types of users
- Appropriate for truck routes

Solution 3: Appropriate Waterfront Lane



Jogger/Rider Benefit
"Edge Condition" / Continuity

Vehicle Benefit
Less conflict
With cyclists

Rider Benefit
Novice users are
More comfortable

Vehicle Benefit
Cycle path always
In the same
place

Pedestrian Benefit
Vehicles are
farther from
sidewalk

Community Benefit
Width of roadway
consistent with
Neighborhood
streets

Community Benefit
Parks
connected to
neighborhoods

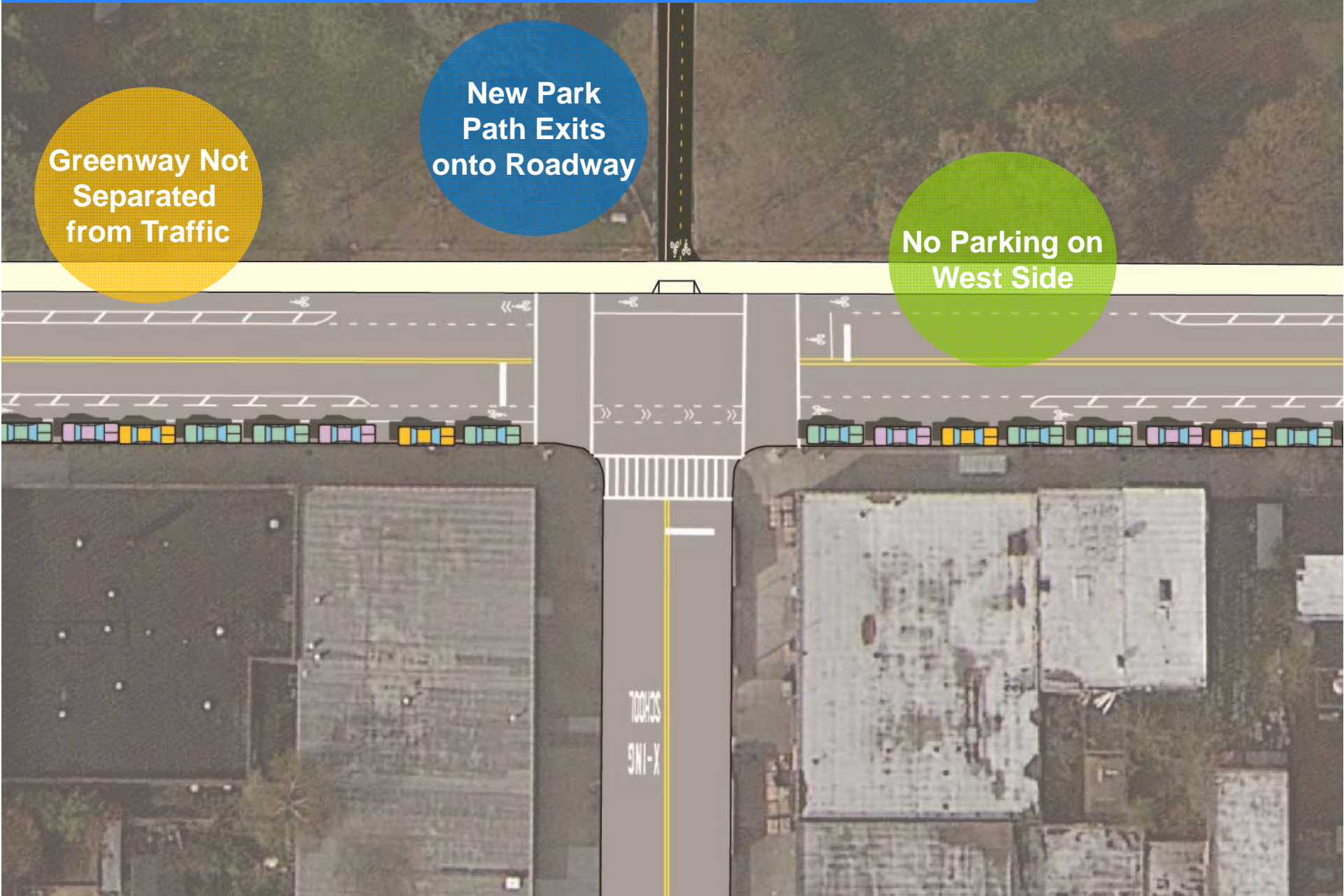
Rider Benefit
Separated Path

Overview: Existing

Greenway Not Separated from Traffic

New Park Path Exits onto Roadway

No Parking on West Side

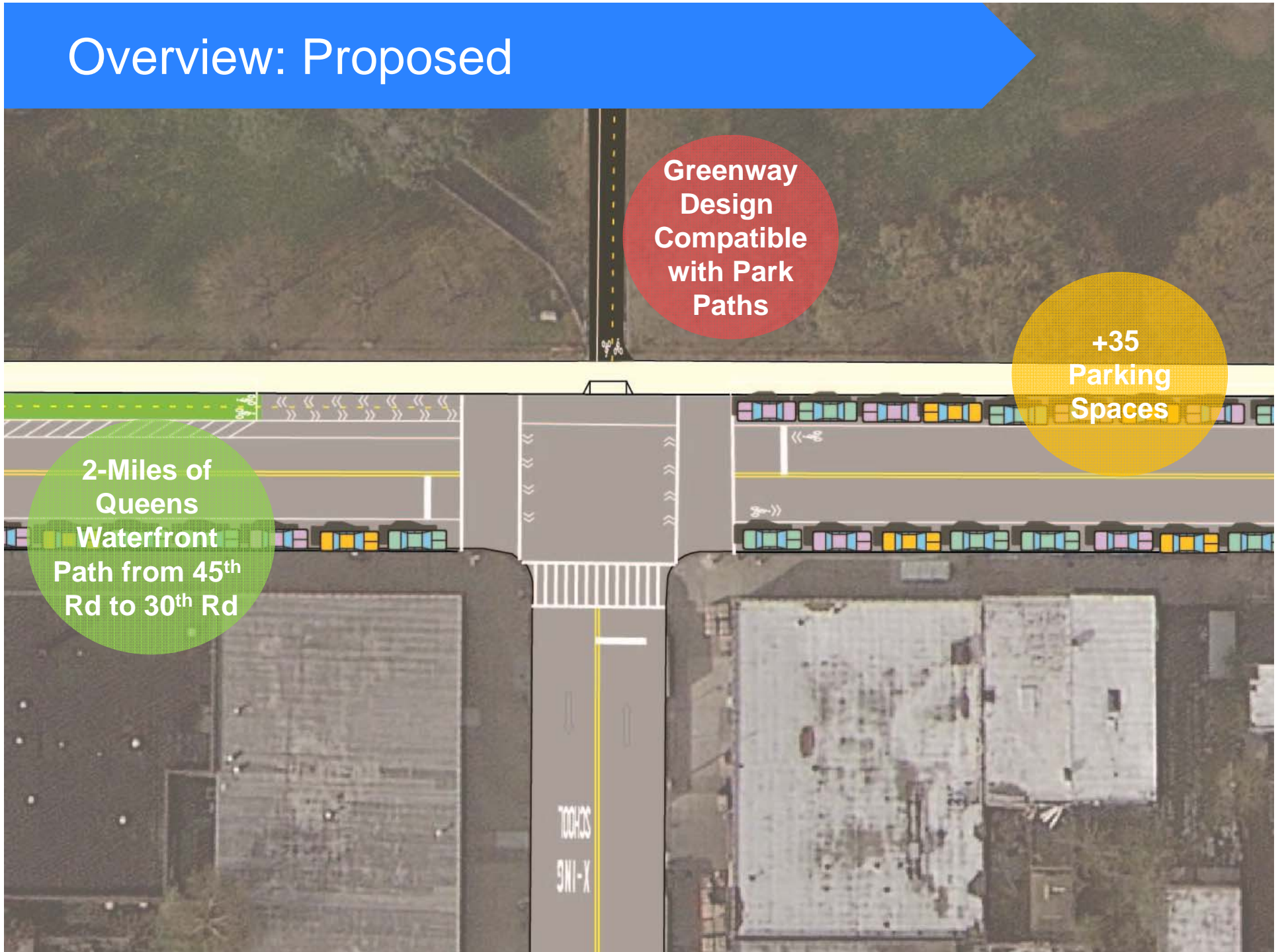


Overview: Proposed

Greenway
Design
Compatible
with Park
Paths

+35
Parking
Spaces

2-Miles of
Queens
Waterfront
Path from 45th
Rd to 30th Rd



Questions?

Thank
You