

# Vernon Boulevard

Queens East River North Shore Greenway

Summer  
2013



Commissioner Janette Sadik-Khan New York City Department of Transportation  
Presented June 6, 2013 to Community Board 2





# Vernon Boulevard

Queens East River North Shore Greenway

## Background

- Queens East River Greenway
- Vernon Boulevard

## Waterfront Context

- Continuous Path Experience
- Updated Design

## Proposal

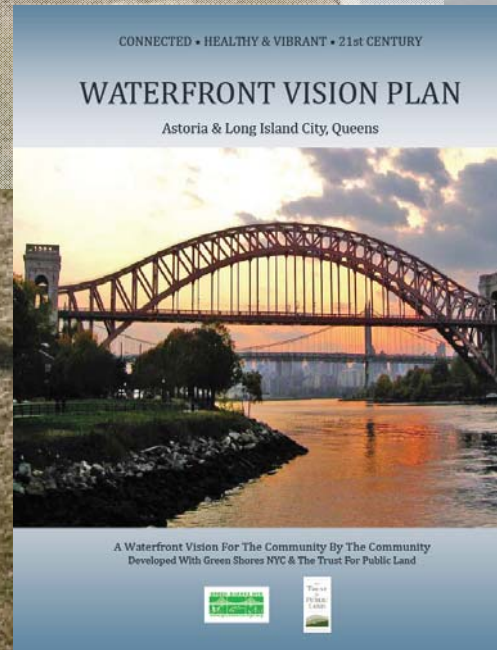
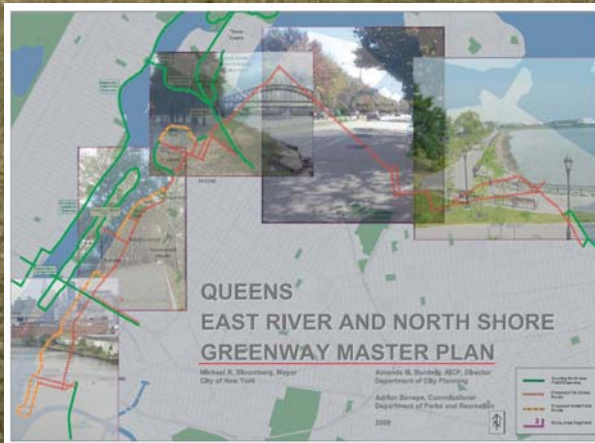
- Two-way Bike Path – Hallet's Cove to Long Island City
- Connection to Hunters Point





# 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: Vernon Boulevard Bike Route

- **Bike Lanes:** Halletts Cove to Long Island City
- **Shared Lanes:** in front of Queensbridge Park and through commercial corridor in LIC



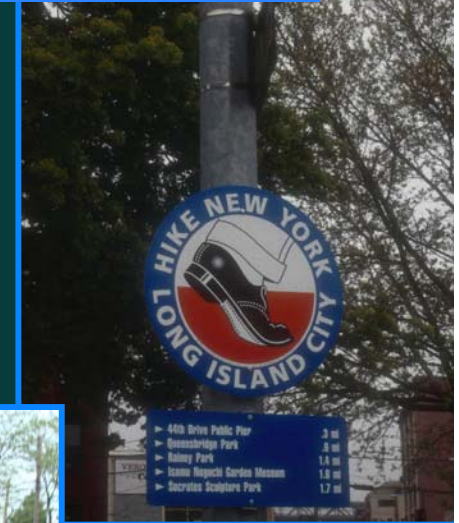
# Waterfront Context: Continuous Path Experience



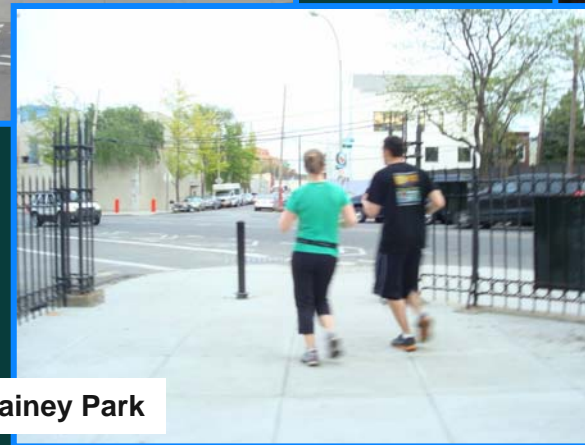
Gantry State Park



Queensbridge Park



Queens Plaza Path



Rainey Park



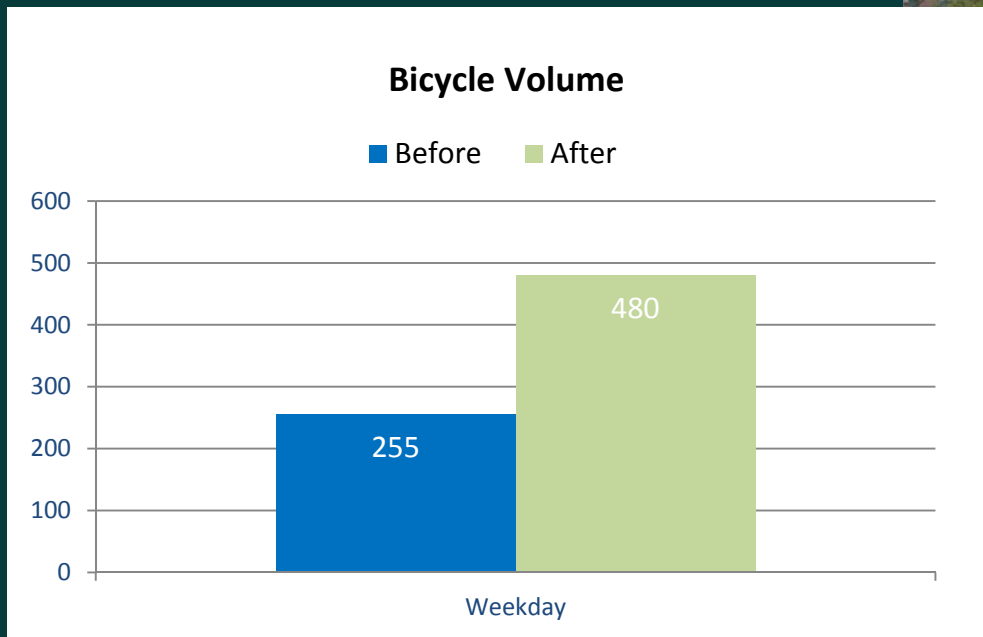
Socrates Park

- Parks paths end at street, causing bikers/joggers to use sidewalk
- Unskilled riders not comfortable using standard bike lanes

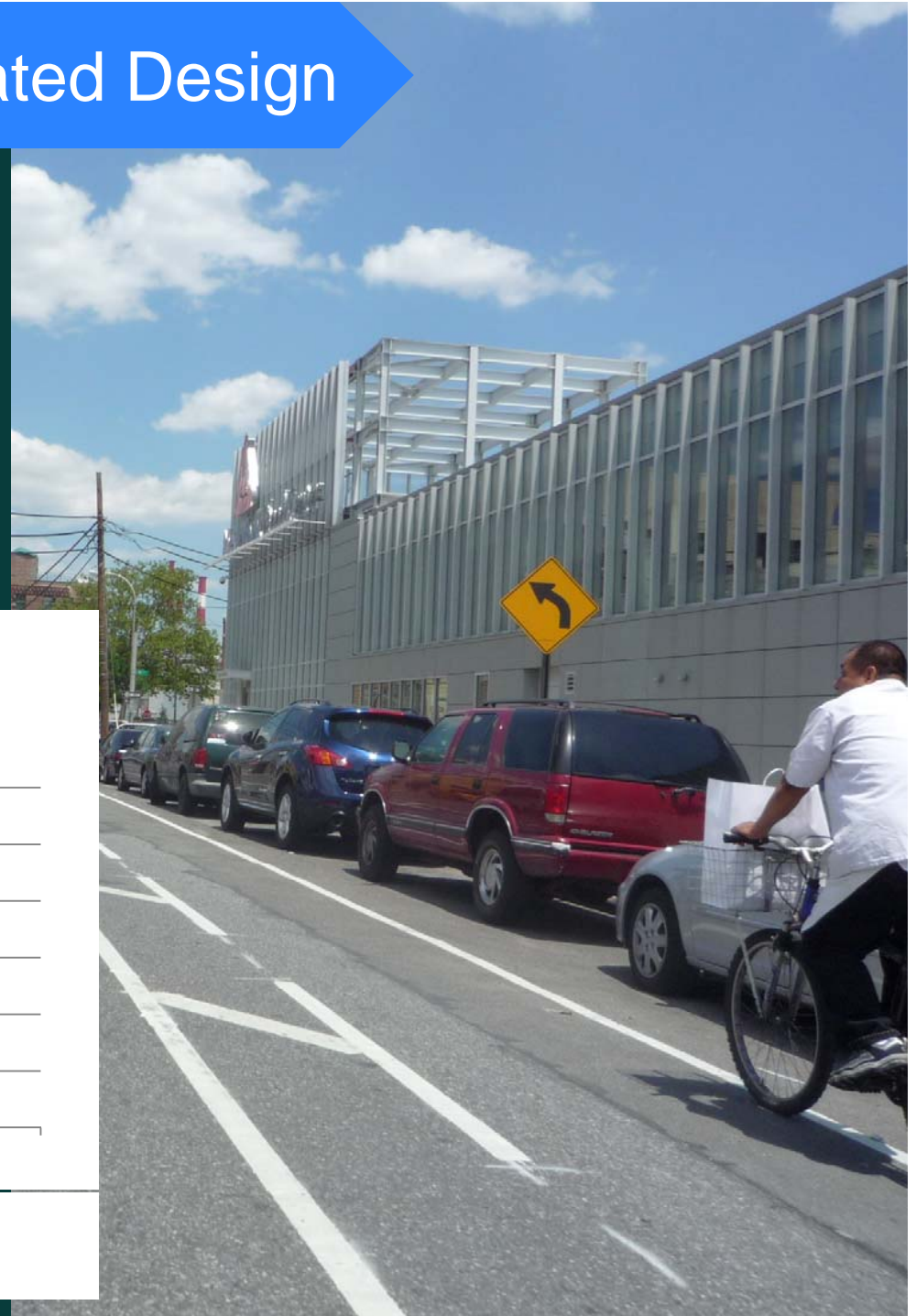


# Waterfront Context: Updated Design

- Vernon Boulevard redesign - 2008
- Updated two-way path design appropriate along waterfront:
  - Edge condition
  - Recreational use

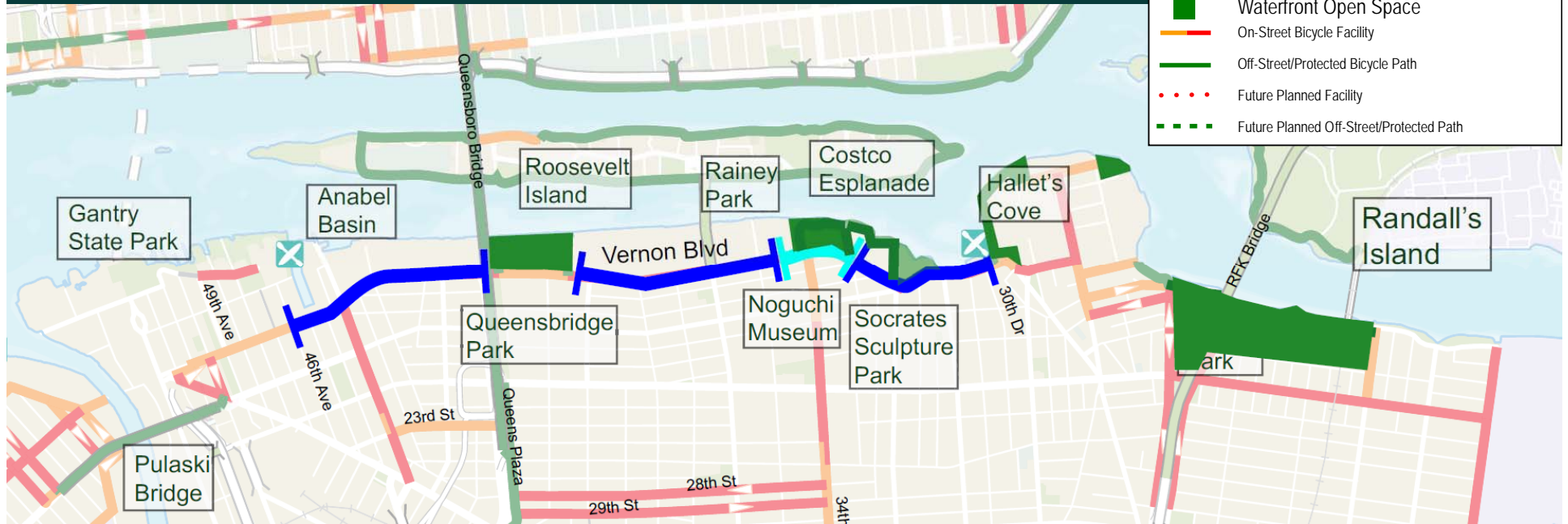


Note: Data from the average of two single weekday counts between 7a & 7p on 7/24/2007 and 7/17/2008 compared to a single weekday count on 7/12/11.



# Proposal

- Over 2 miles of separated path along the waterfront
- Continuous path linking parks
- Creating a safer bike facility for all users



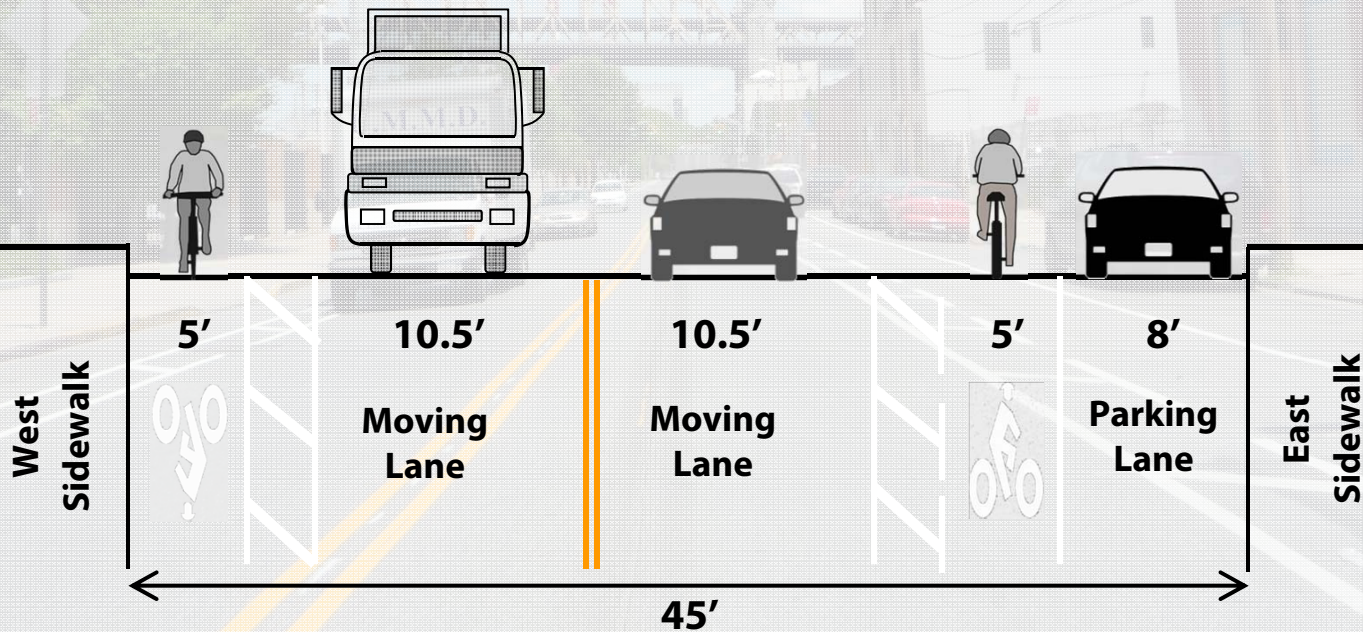


# Existing Conditions – North of 45<sup>th</sup> Road

Hallet's Cove to Long Island City

## 45' Wide Waterfront Street

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



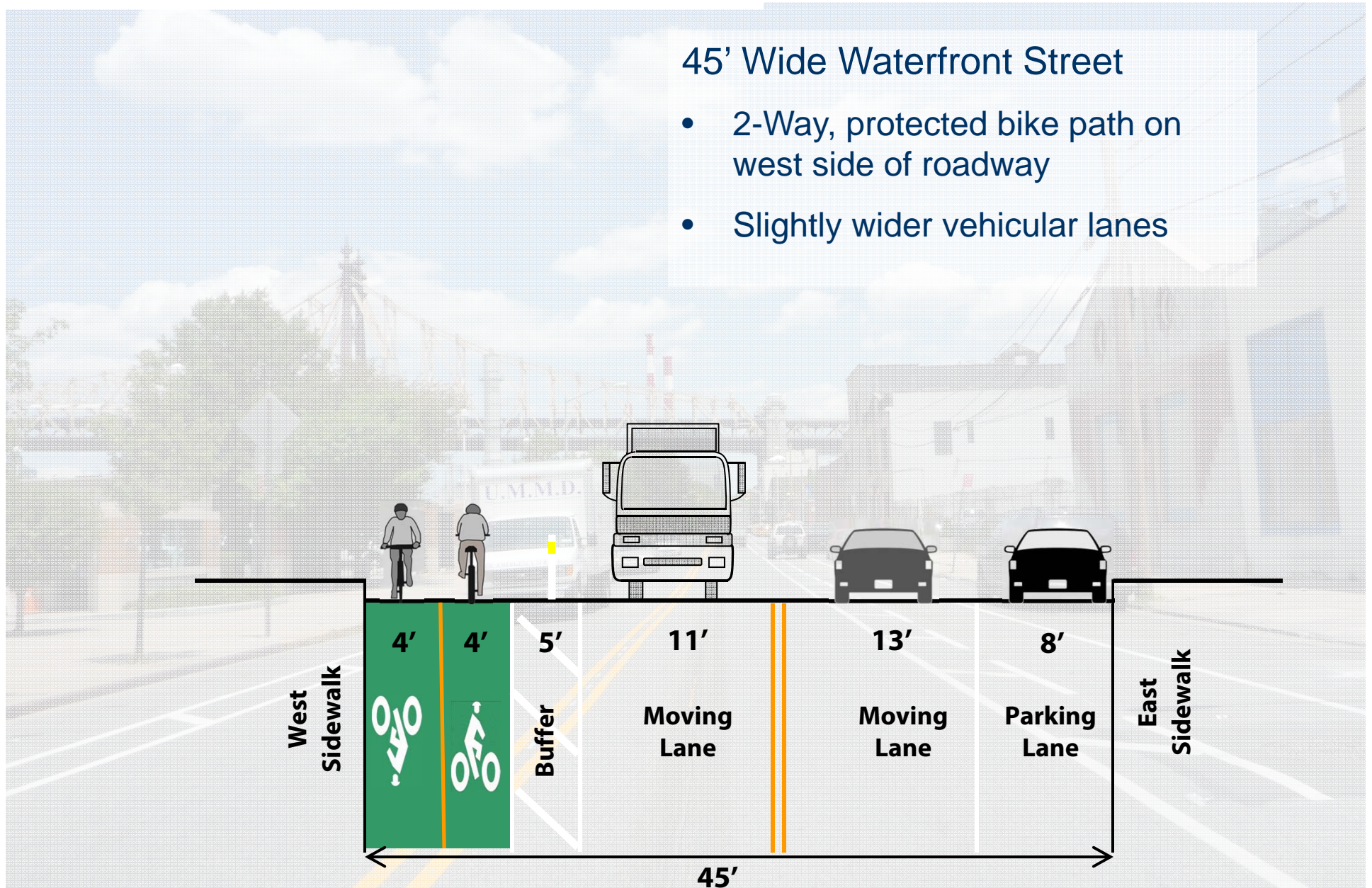


# Proposed Configuration – North of 45<sup>th</sup> Road

Hallet's Cove to Long Island City (On-street)

## 45' Wide Waterfront Street

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





# Two-way Path Benefits – All Users



**Rider Benefit**  
Novice users  
More comfortable

**Jogger/Rider Benefit**  
“Edge Condition”  
Continuity

**Vehicle Benefit**  
Less conflict  
With cyclists

**Pedestrian Benefit**  
Vehicles are  
farther from  
sidewalk

**Vehicle Benefit**  
Bike path always  
in the same  
place

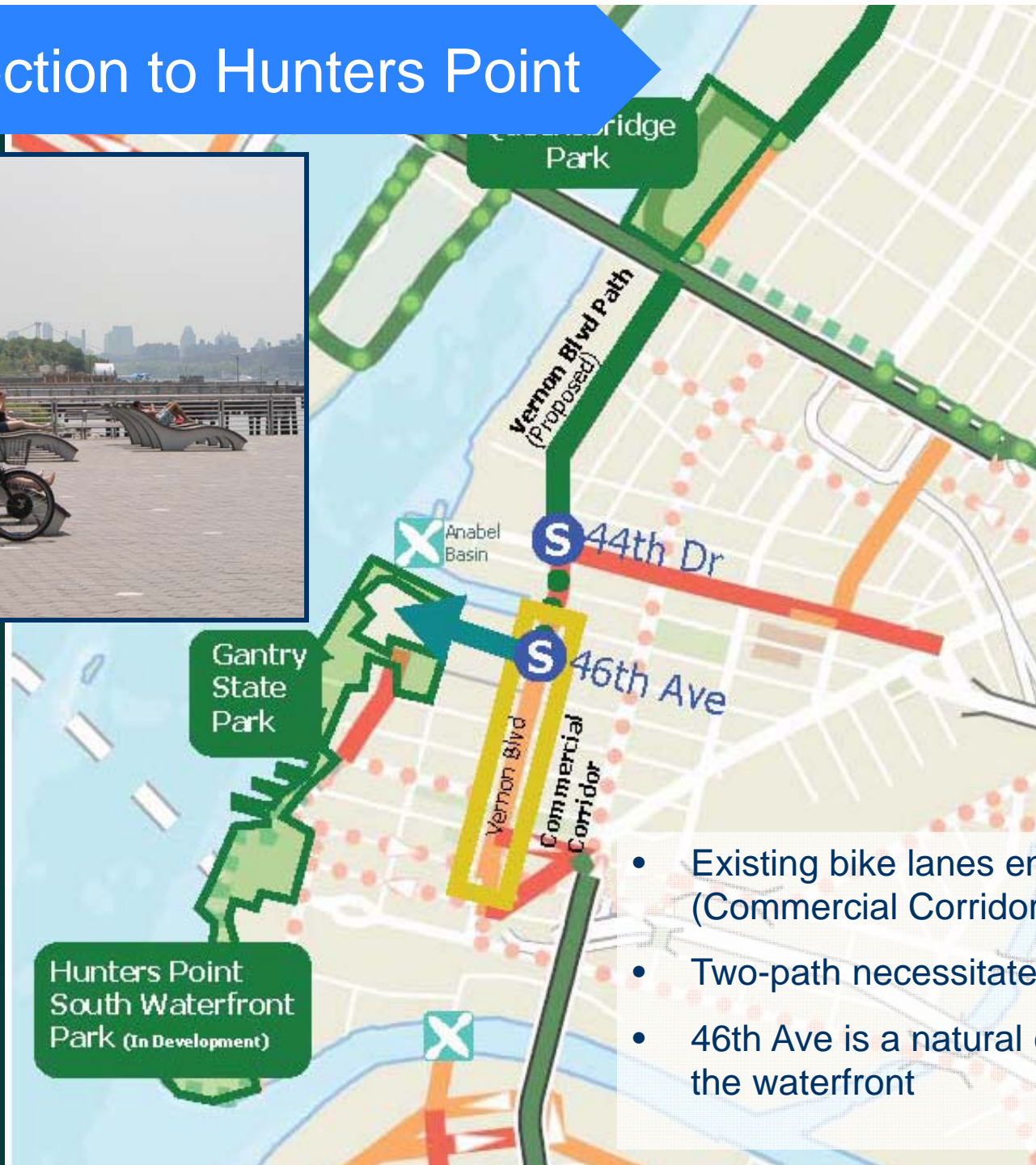
**Community Benefit**  
Parks  
connected to  
neighborhoods

**Rider Benefit**  
Separated Path

**Community Benefit**  
Width of roadway  
consistent with  
neighborhood  
streets



# Connection to Hunters Point



- Existing bike lanes end at 45th Ave (Commercial Corridor)
- Two-path necessitates signal
- 46th Ave is a natural connector to the waterfront

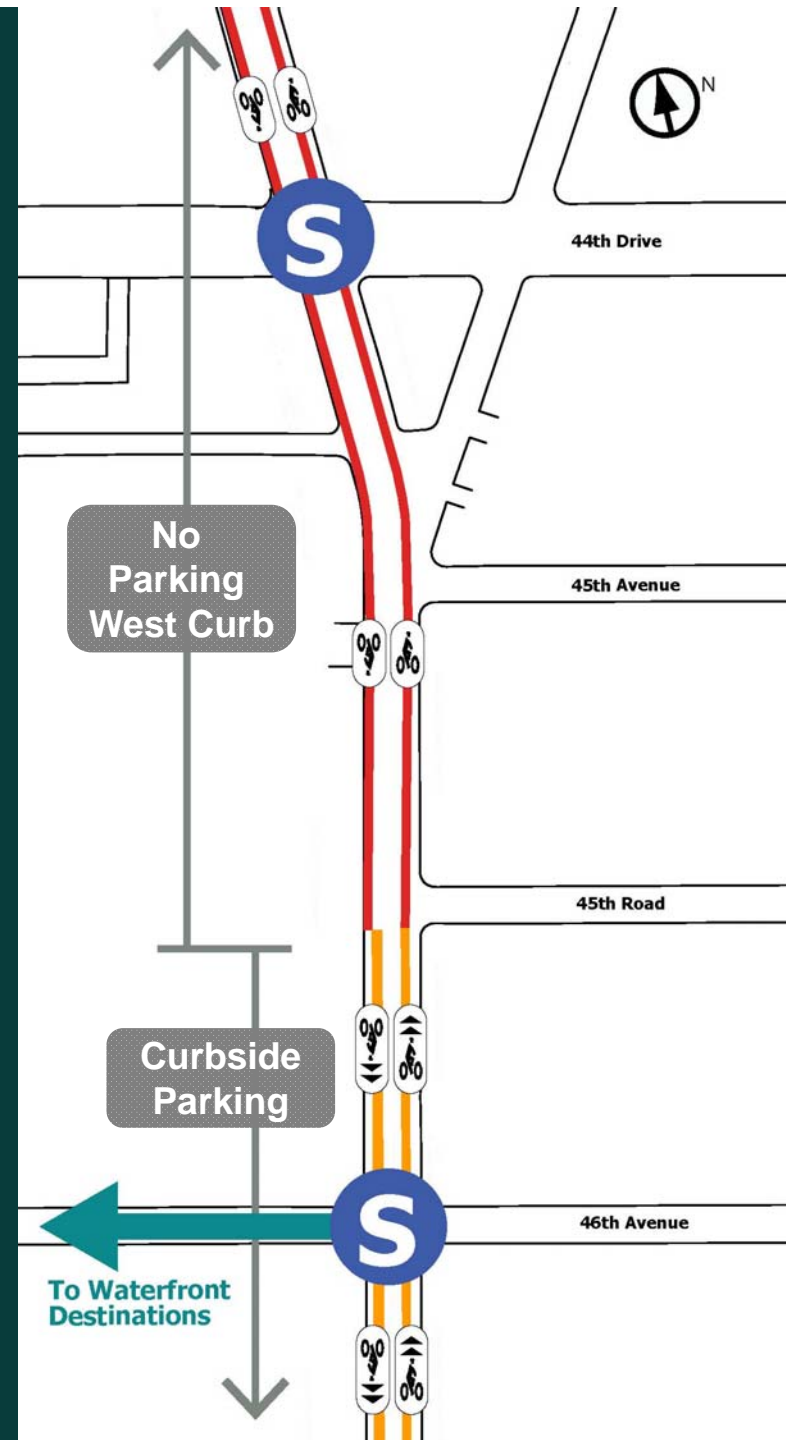


# Existing Conditions

## Connection to Hunters Point



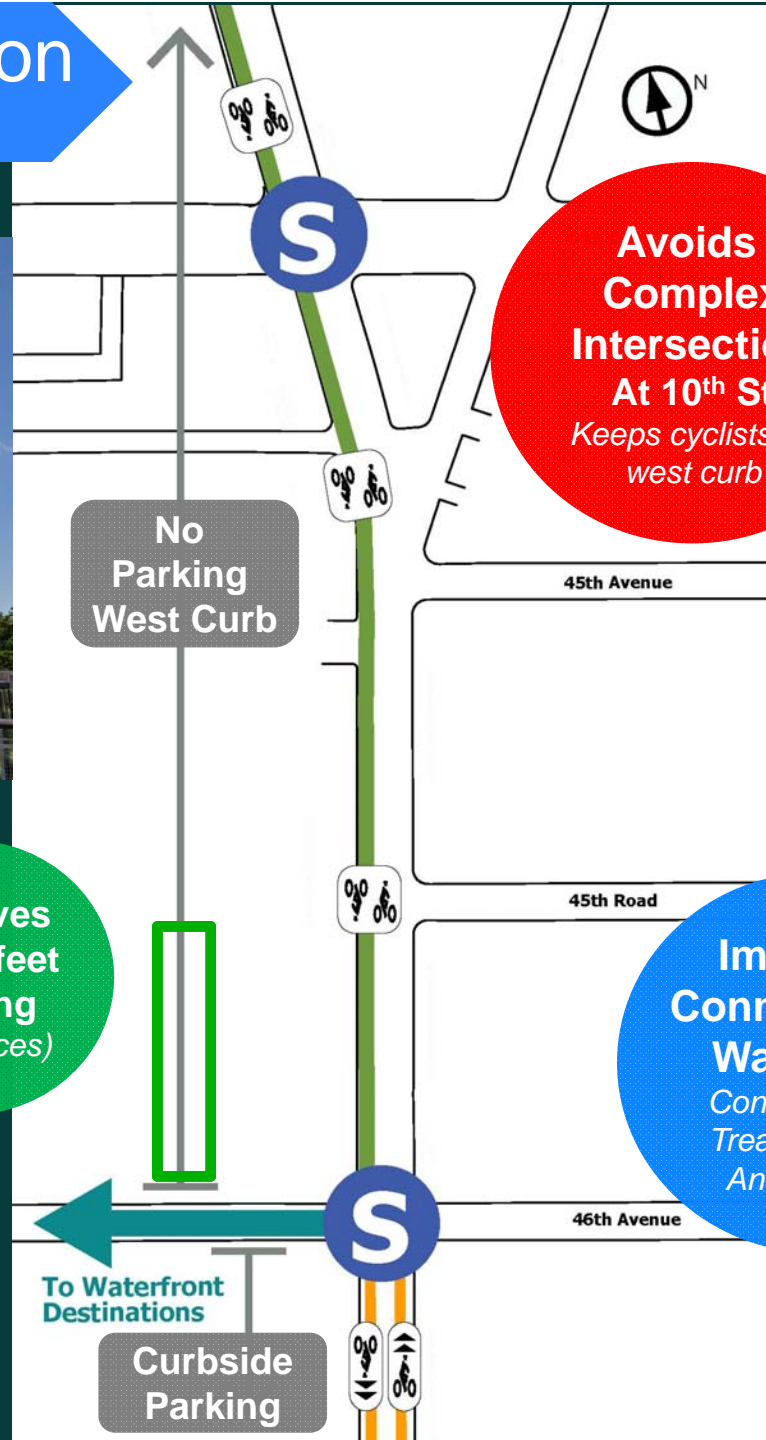
- Parking on west curb begins south of 45<sup>th</sup> Road where configuration changes





# Proposed Configuration

Connection to Hunters Point



Removes +/-200 feet Parking (10 spaces)

Improves Connection to Waterfront  
Continues path Treatment past Anabel Basin



Questions?

Thank  
You