



39TH AVE BIKE BLVD

Presented to Queens Community Board 2 – June 1, 2021



PRESENTATION 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

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PLANNING 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

Pandemic Response – Open Streets

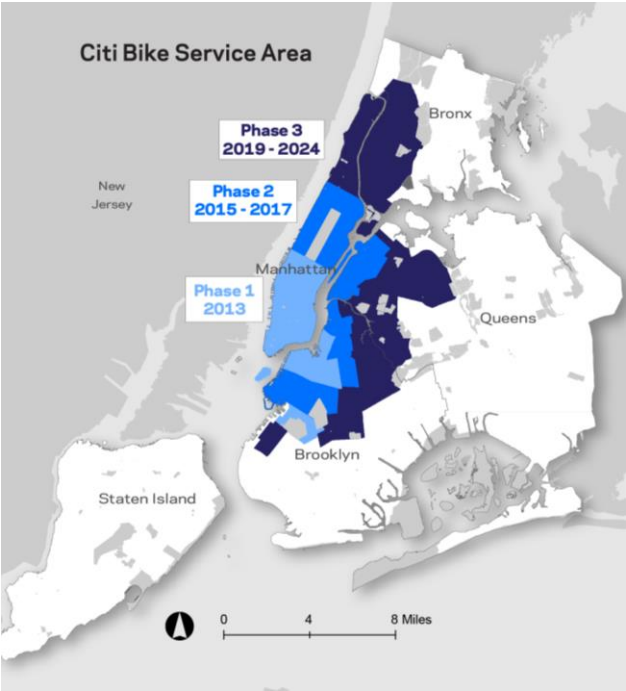
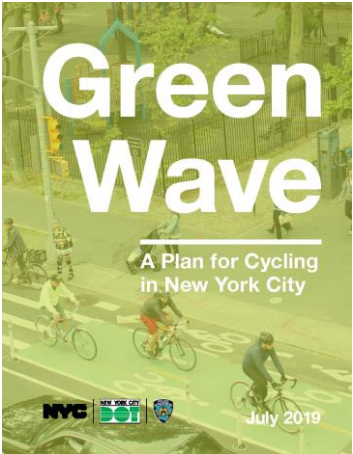
- **Open Streets** program initiated (2020) to provide greater social distancing and made permanent (2021)
- DOT to convert an Open Street to a **Bike Blvd** in every borough (2021)

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

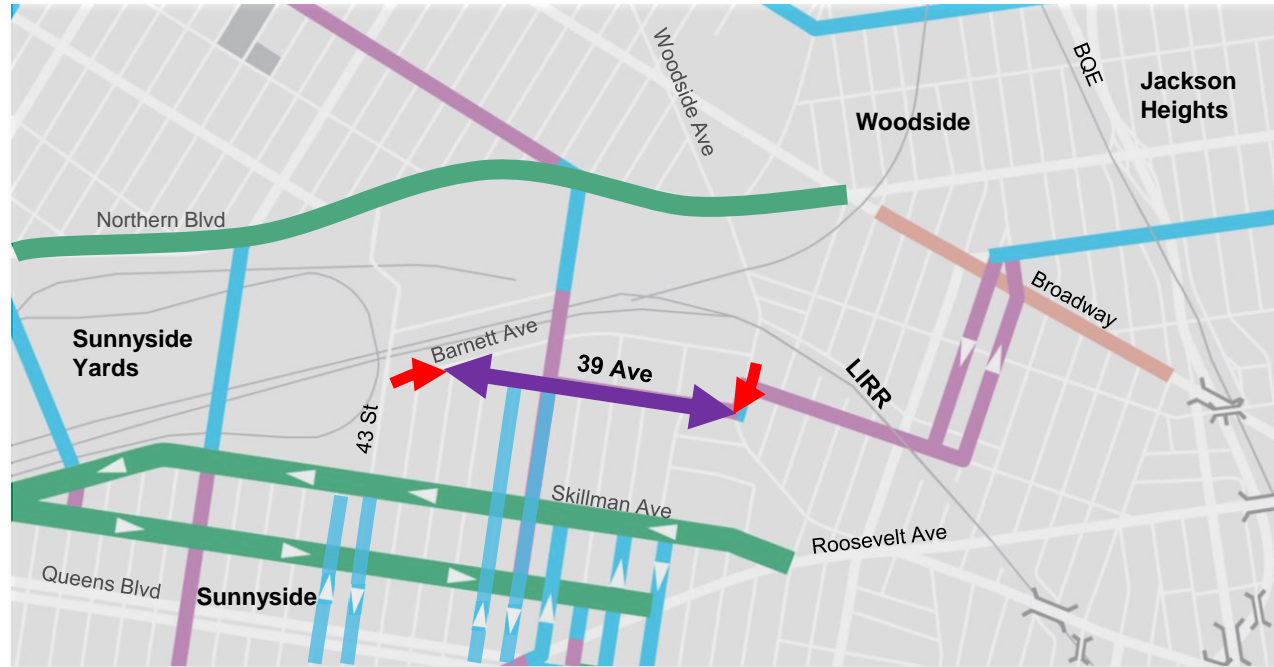
- Existing Open Street
- Lack of pedestrian crossings
- Difficulty crossing at busy intersections - Barnett Ave and Woodside Ave

Bike connection

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

Neighborhood Street

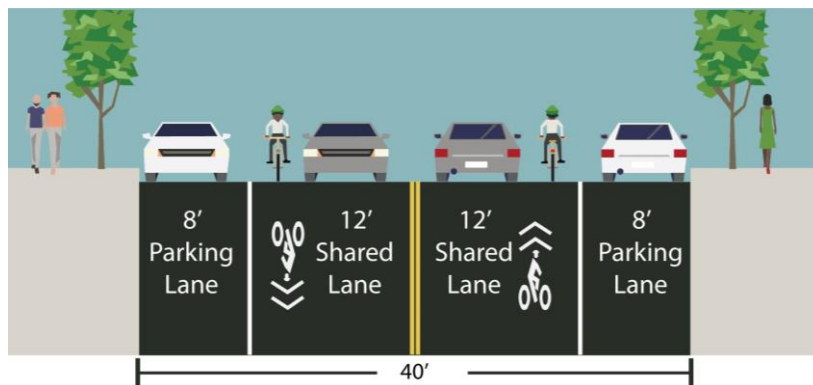
- Local street (not a truck or bus route)
- Access to major corridors (Northern Blvd, Queens Blvd, Roosevelt Ave, Broadway, and BQE)
- Vehicles forced on to 39th Ave from both directions at eastbound Barnett Ave and at southbound Woodside Ave



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

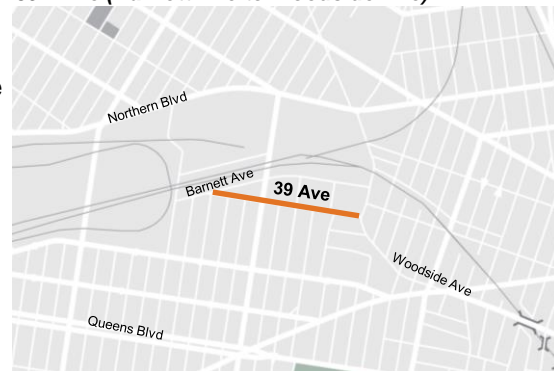


OPEN STREETS – 39th Ave

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

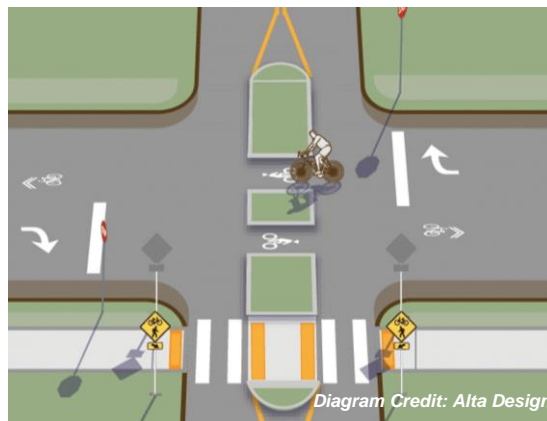


Diagram Credit: Alta Design



Bike Blvd in San Luis Obispo, CA

Proposal: 39th Ave Bike Blvd

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PROJECT LOCATION

Project Segments

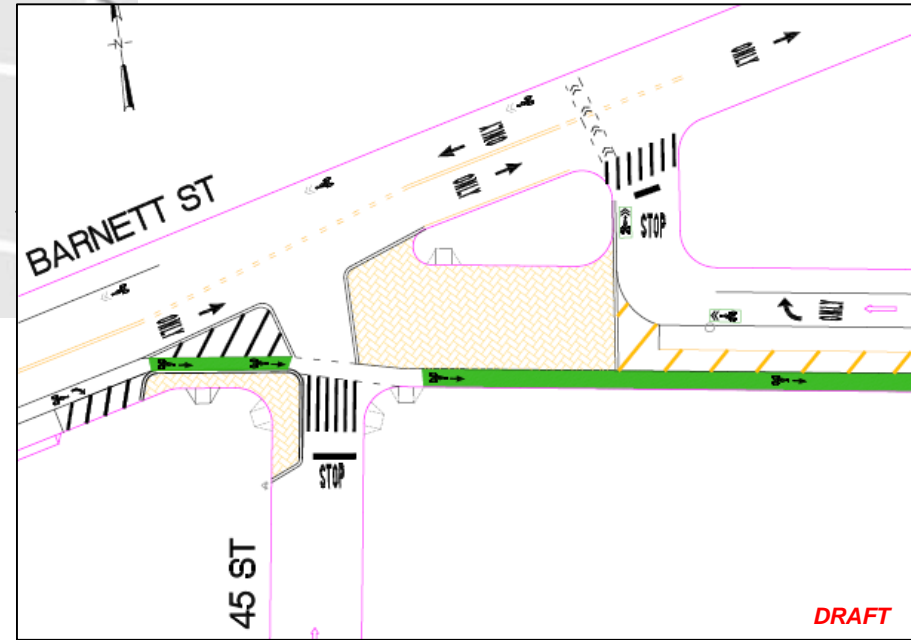
- 1** Re-orientate Entrances
Rethink intersections to reduce cut through traffic and improve pedestrian and bike connections
- 2** Divert Cut Through Traffic
Reduce through traffic with mid corridor diversion
- 3** Traffic Calming Measures
Slower, safer speeds using design elements
- 4** Bike Network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



① Re-orientate Entrances

Barnett Ave - Rethink intersection with numerous, unclear vehicular movements

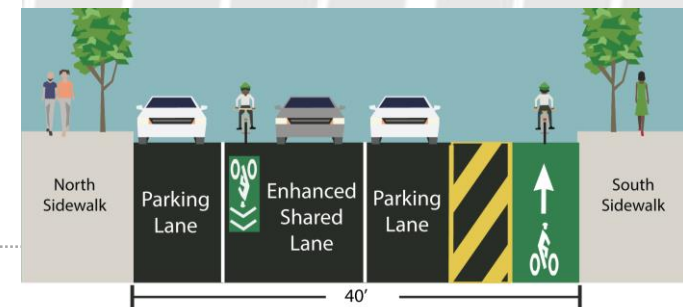
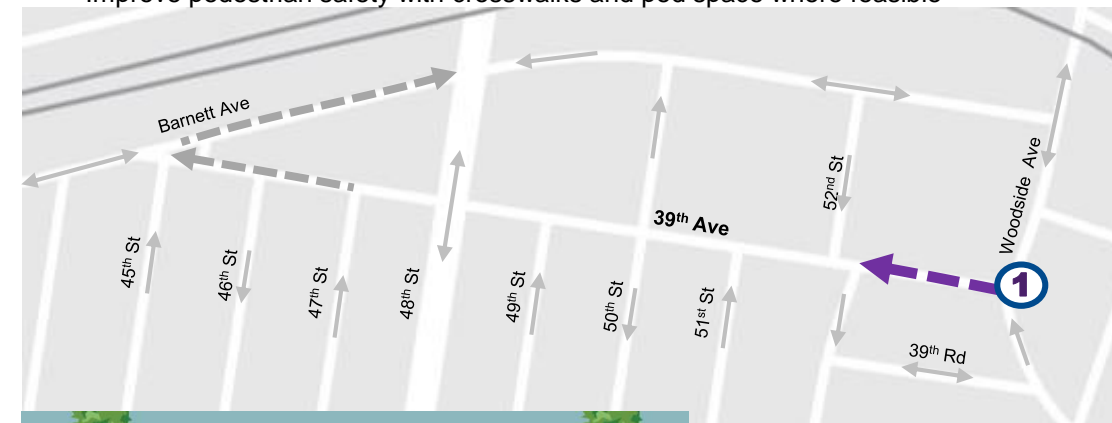
- Improve safety with clear, simplified one-way vehicular movements at Barnett Ave
- Maintain access to 48 St by converting Barnett Ave one-way NB from 45 St island
- Remove unsafe turns and reduce conflicts by converting 39th Ave one-way WB from 47th St to 45th St
- Use extra space to normalize intersection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



1 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



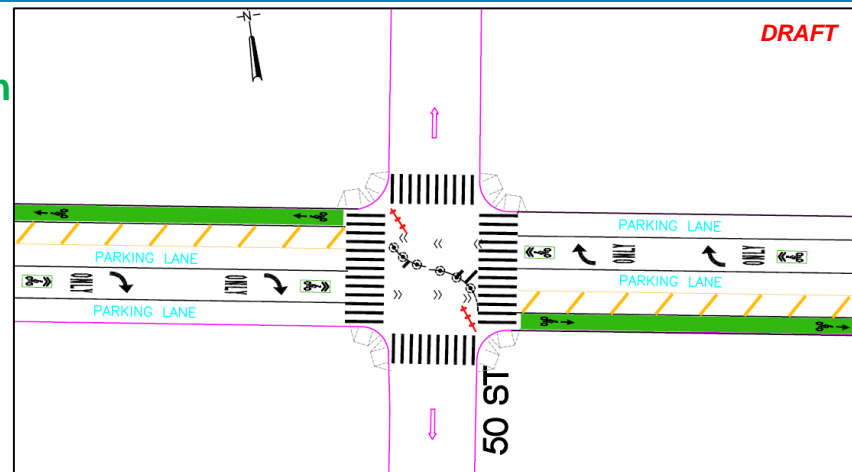
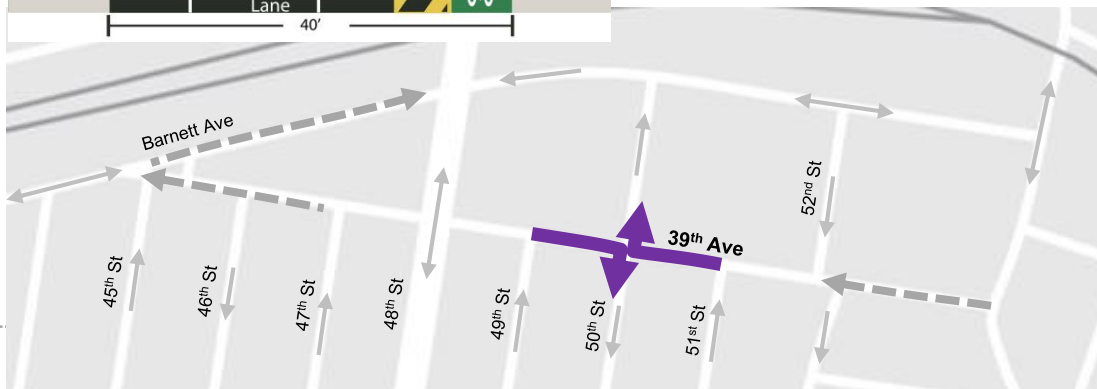
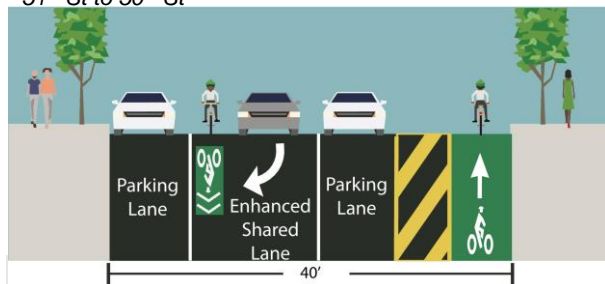
② Divert Cut Through Traffic

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

49th St to 50th St

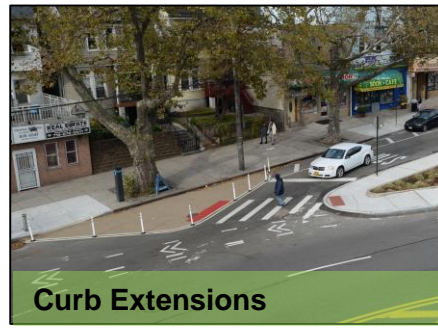
51st St to 50th St



③ 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



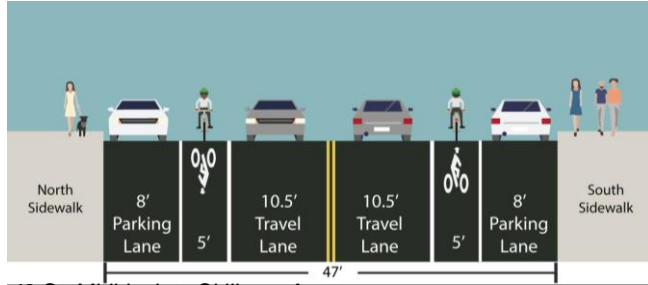
4 Bike Network Connection

Connect to existing bike facilitates

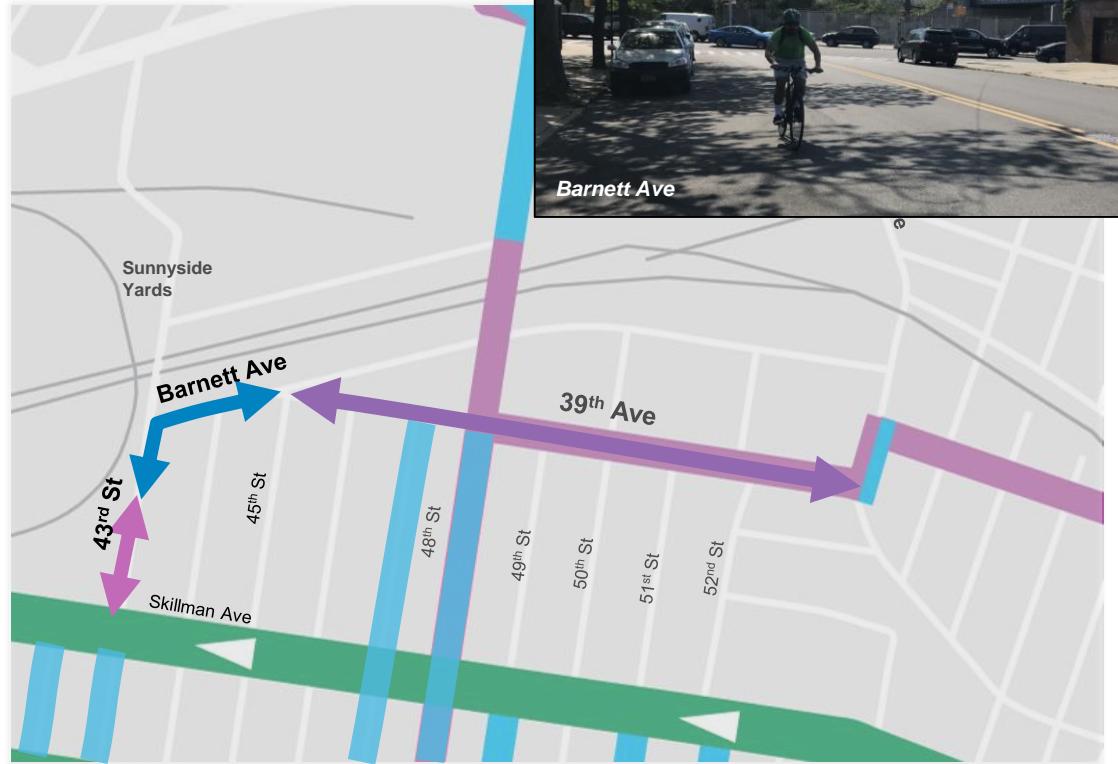
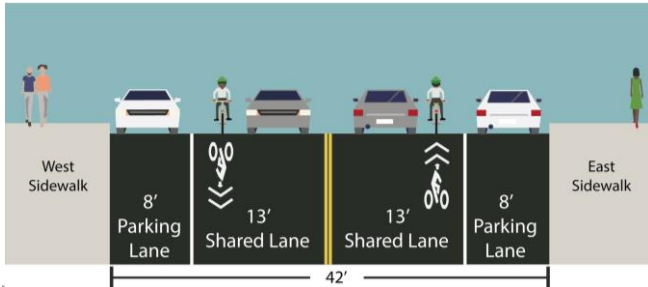
- Install bike lane on Barnett Ave and 43 St
- Install shared lane on 43 St

Barnett Ave: 45 St to 43 St

43 St: Barnett Ave to Midblock



43 St: Midblock to Skillman Ave



Summary

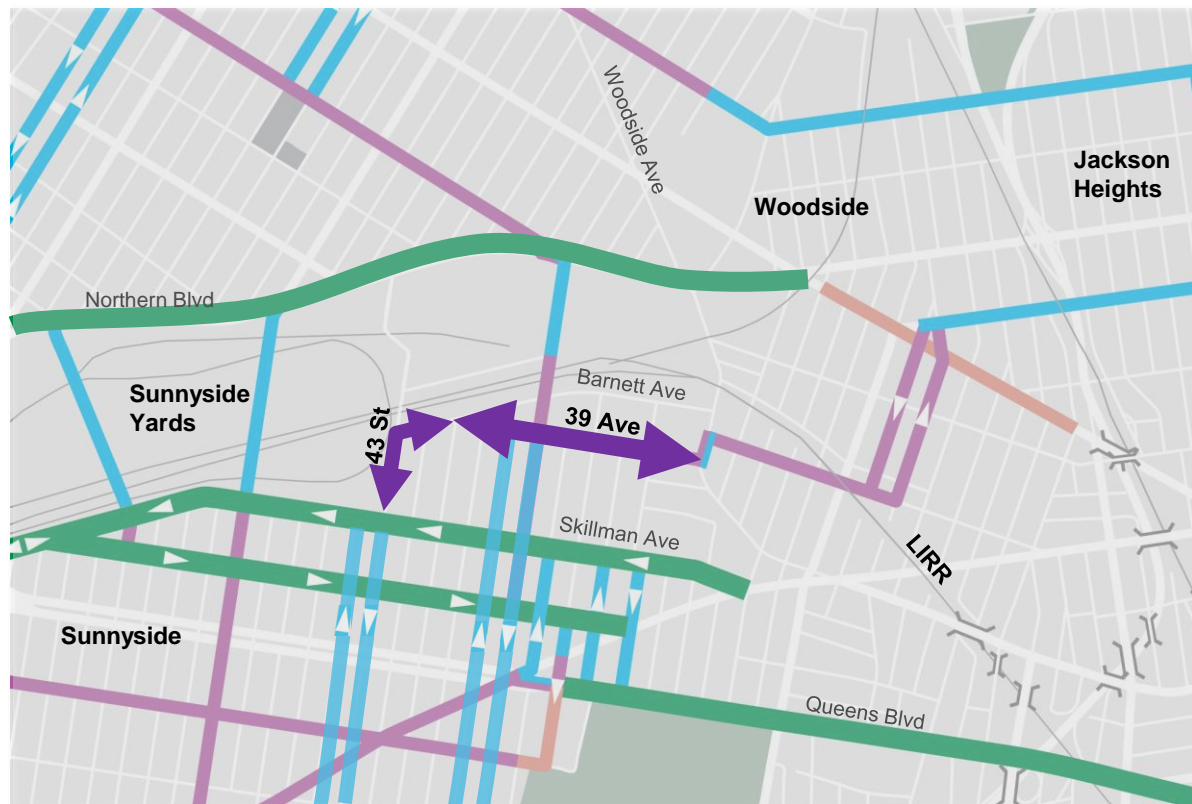
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Spring 2021

- 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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