



# 263<sup>RD</sup> ST / 73<sup>RD</sup> AVE, 74<sup>TH</sup> AVE, 82<sup>ND</sup> AVE

TRAFFIC CALMING AND BICYCLE LANES

New York City Department of Transportation

Presented by the Bicycle and Greenway Program on Dec 6, 2016 to the CB 13 Transportation Committee



**263<sup>rd</sup> St / 73<sup>rd</sup> Ave,  
74<sup>th</sup> Ave, 82<sup>nd</sup> Ave,  
Commonwealth Blvd**

## **Traffic Calming & Bicycle Lanes**

**(1) Project  
Background**

**(2) Proposal**

**(3) Summary &  
Questions**



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# PROJECT BACKGROUND

# 1



Project Location





## ISSUE 1: 263<sup>rd</sup> ST/73<sup>rd</sup> AVE FLUSH MEDIAN

**Painted median installed in 2011  
to address safety concerns**

**Community members concerned  
that wide median forces drivers  
close to parked cars**

**Glen Oaks Village Owners  
requested road reconfiguration**



73<sup>rd</sup> Ave looking south



## ISSUE 2: ACCESS TO GLEN OAKS OVAL

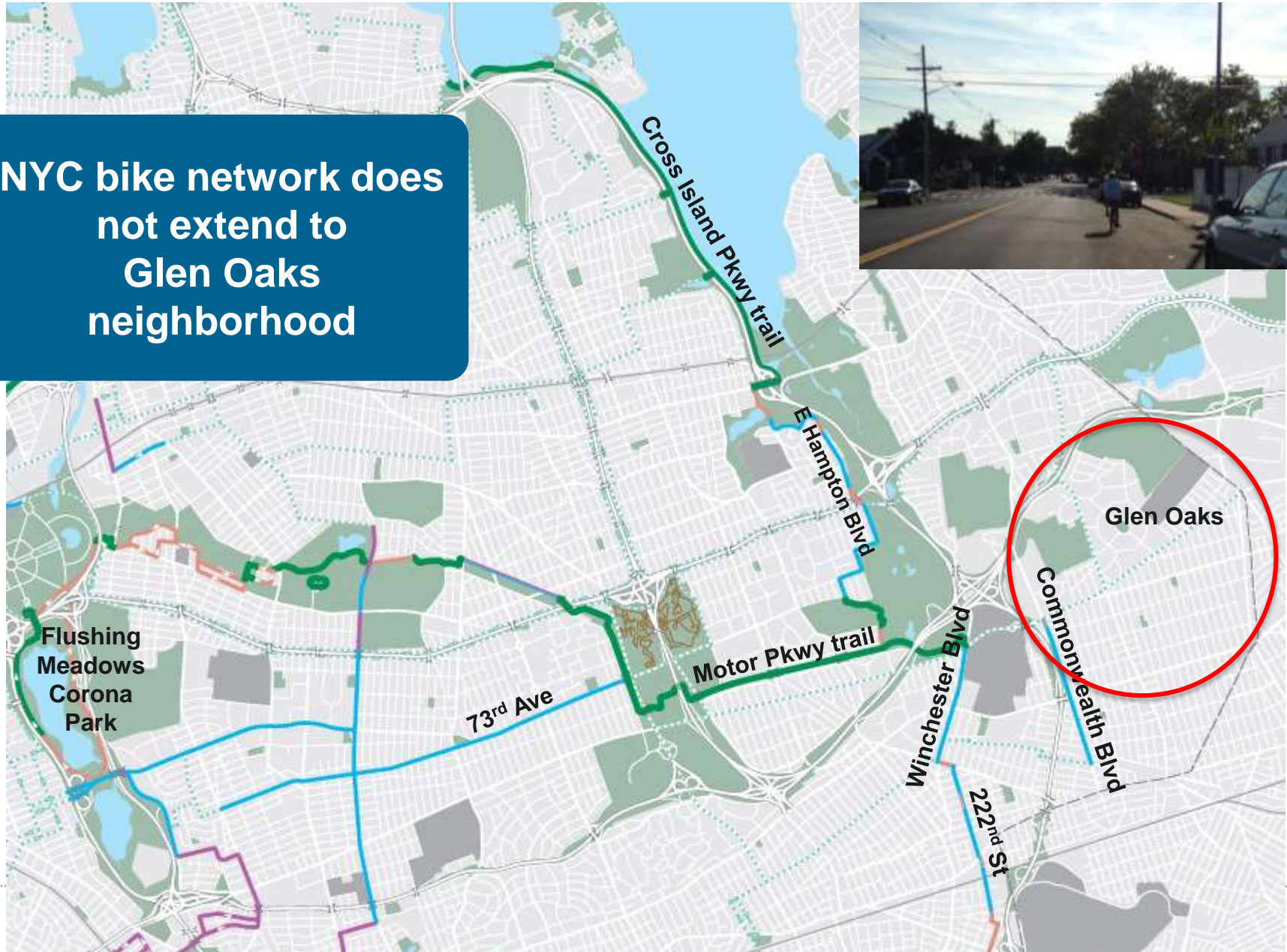


**No existing crosswalks  
for pedestrians to  
access park**



## ISSUE 3: BIKE NETWORK

NYC bike network does  
not extend to  
Glen Oaks  
neighborhood



# ROADWAY MARKINGS INCREASE SAFETY FOR ALL USERS



Markings ***organize the roadway*** and establish standard lane widths that ***discourage speeding***

High visibility crosswalks ***increase visibility*** of pedestrians crossing and discourage drivers from encroaching into crosswalk

Bike lanes provide ***dedicated space*** for cyclists and ***increase predictability*** of cyclist location



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**PROJECT  
PROPOSAL**

2

# PROJECT GOALS

1. **Maintain traffic calming benefits**
2. **Address concerns about median on 263<sup>rd</sup> St/73<sup>rd</sup> Ave**
3. **Make roadway markings more consistent**
4. **Enhance pedestrian safety**
5. **Improve bike access**

**Increase safety for all road users**





## PROJECT AREA

- ① 263<sup>rd</sup> St/73<sup>rd</sup> Ave
- ② 263<sup>rd</sup> St (south of Union Tpke)
- ③ 82<sup>nd</sup> Ave
- ④ 74<sup>th</sup> Ave
- ⑤ Glen Oaks Oval / 260 St
- ⑥ Commonwealth Blvd (refurbishment)



# 1 263<sup>rd</sup> ST / 73<sup>rd</sup> AVE - Existing Conditions



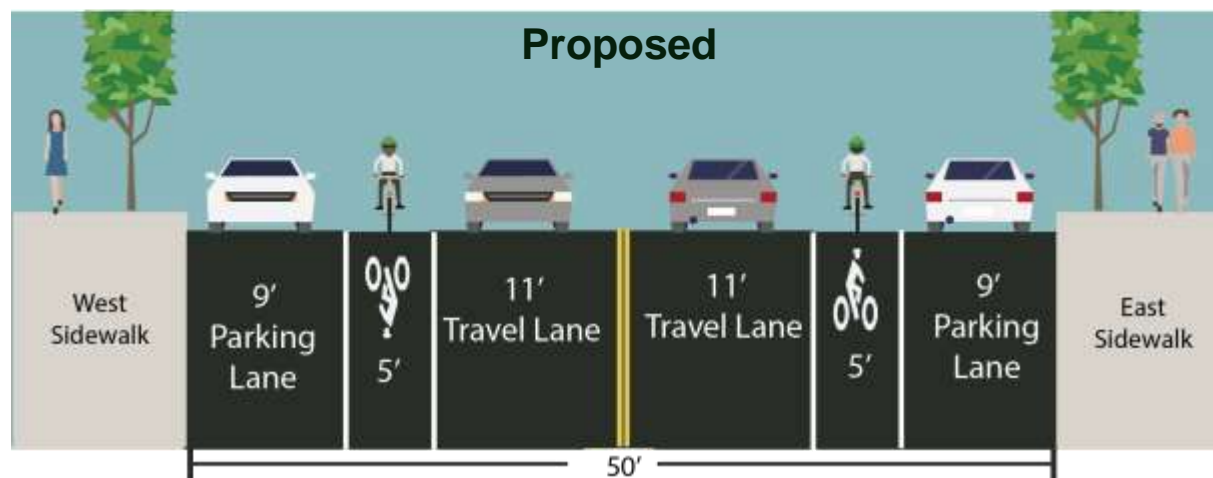
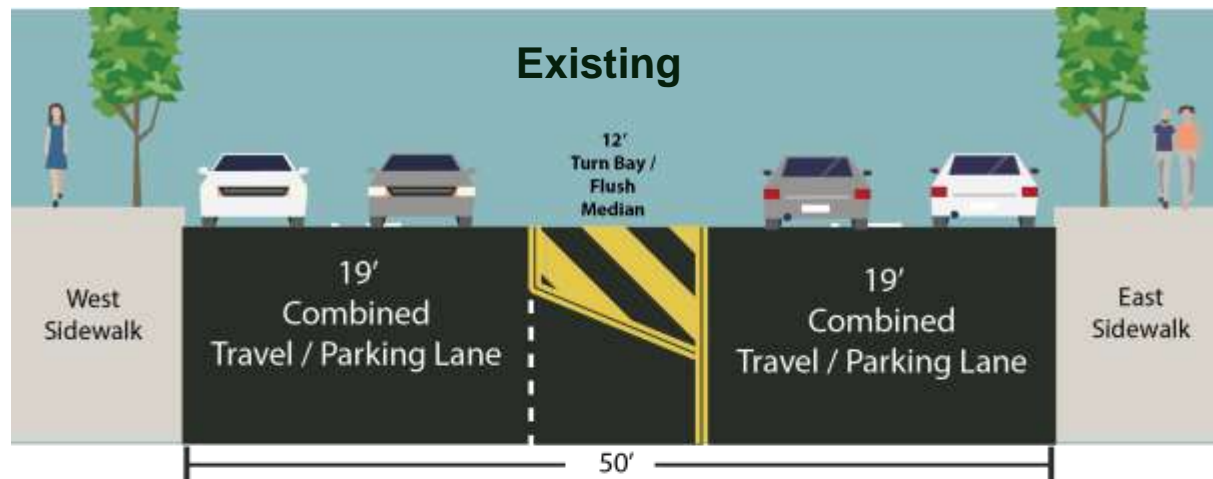
263 <sup>rd</sup> St Injuries, 2010-2014		
	Total injuries	Severe injuries
Pedestrian	6	2
Bicyclist	2	1
Motor Vehicle Occupant	66	0
Total	74	3



Wide roadway  
Low traffic volumes



## ① 263<sup>rd</sup> ST / 73<sup>rd</sup> AVE – Proposed Design



**Remove Flush Median**

**Add Bike Lanes**

- Shift travel lanes away from parked cars
- Maintain traffic calming effect of standard width lanes
- Provide dedicated space for cyclists
- No parking loss

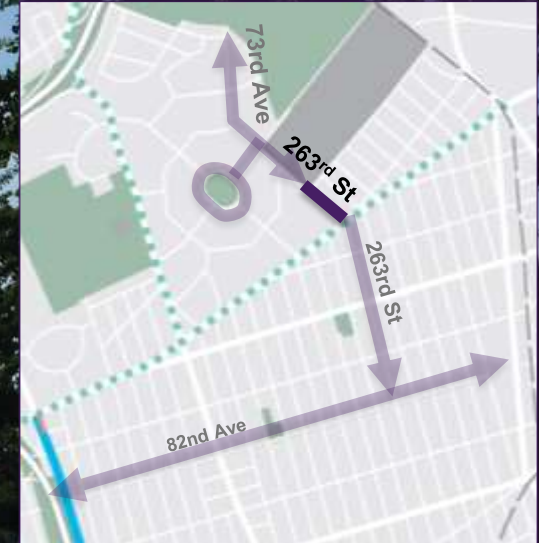
# ① 263<sup>rd</sup> ST / 73<sup>rd</sup> AVE – Example of Proposed Design



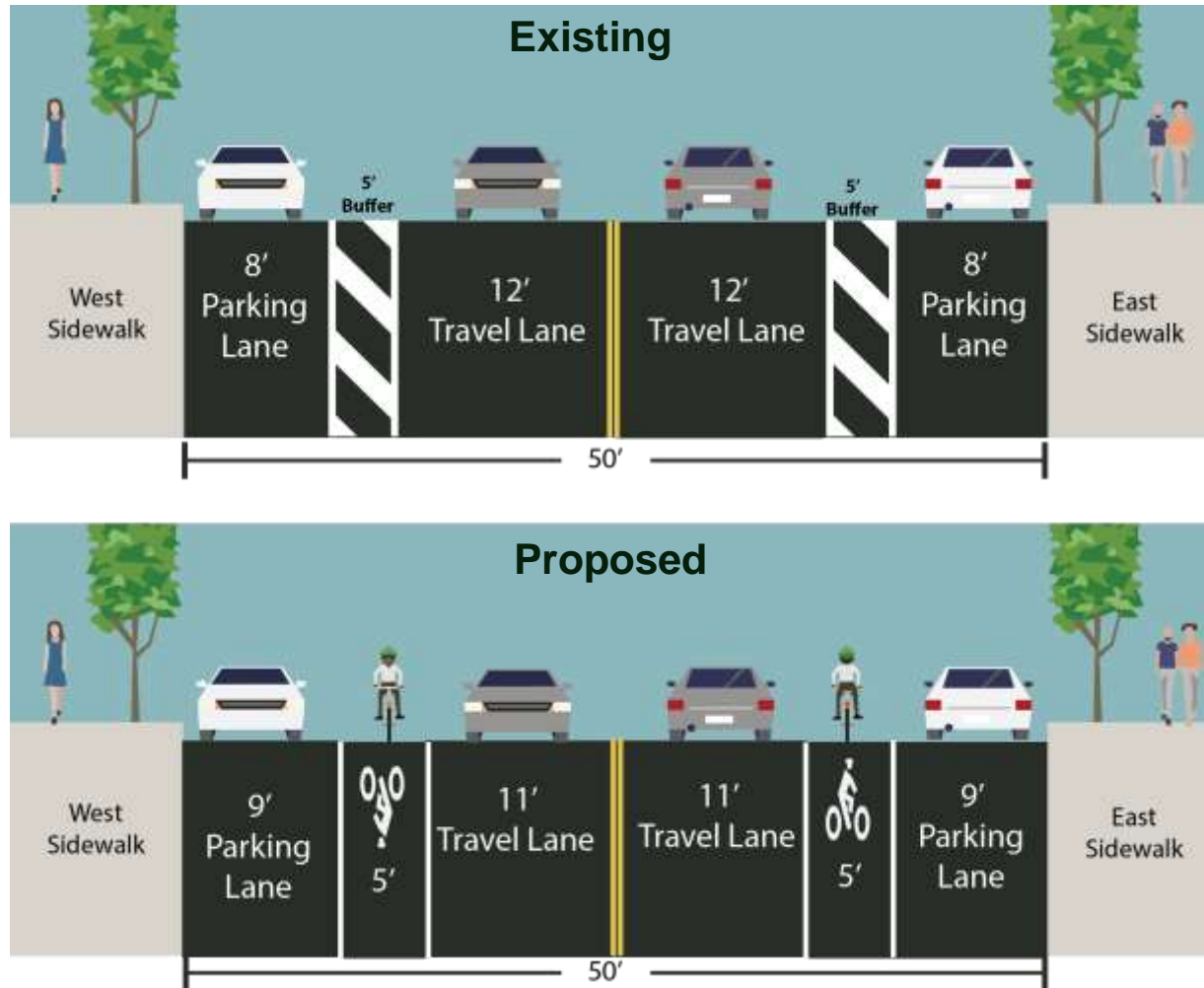


## 1 263<sup>rd</sup> ST – Existing Conditions

Wide roadway  
Low traffic volumes  
Existing parking buffer



## 1 263<sup>rd</sup> ST – Proposed Design



### Convert Parking Buffer to Bike Lanes

- Calm traffic by creating standard width lanes
- Maintain space between travel lane and parked cars
- Provide dedicated space for cyclists
- No parking loss

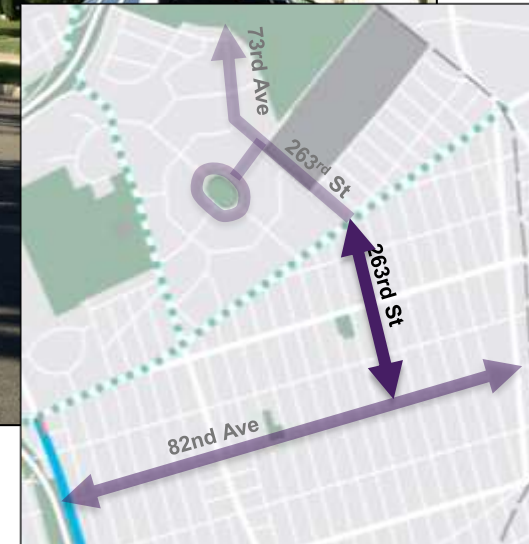


## ② 263<sup>rd</sup> ST (South of Union Tpke) – Existing Conditions

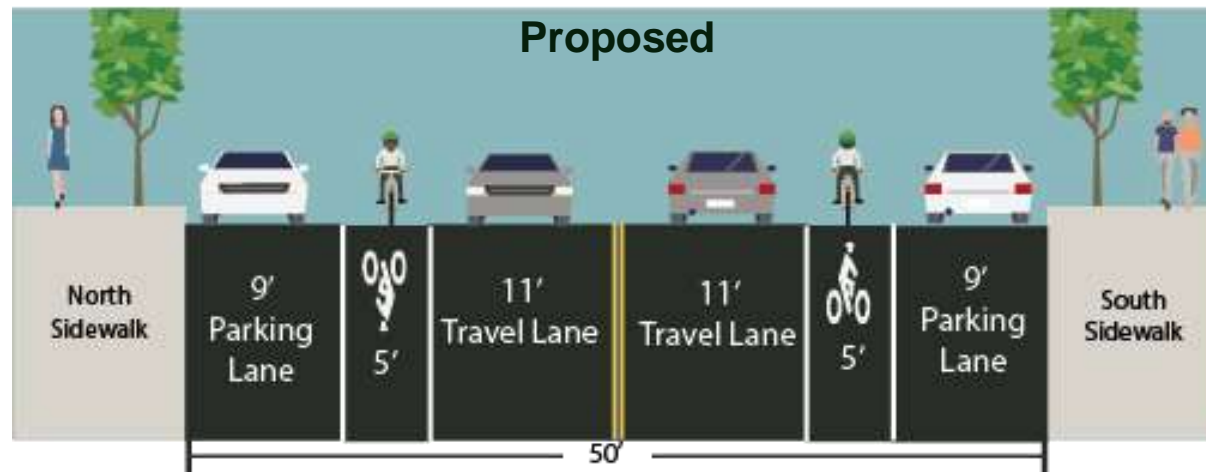
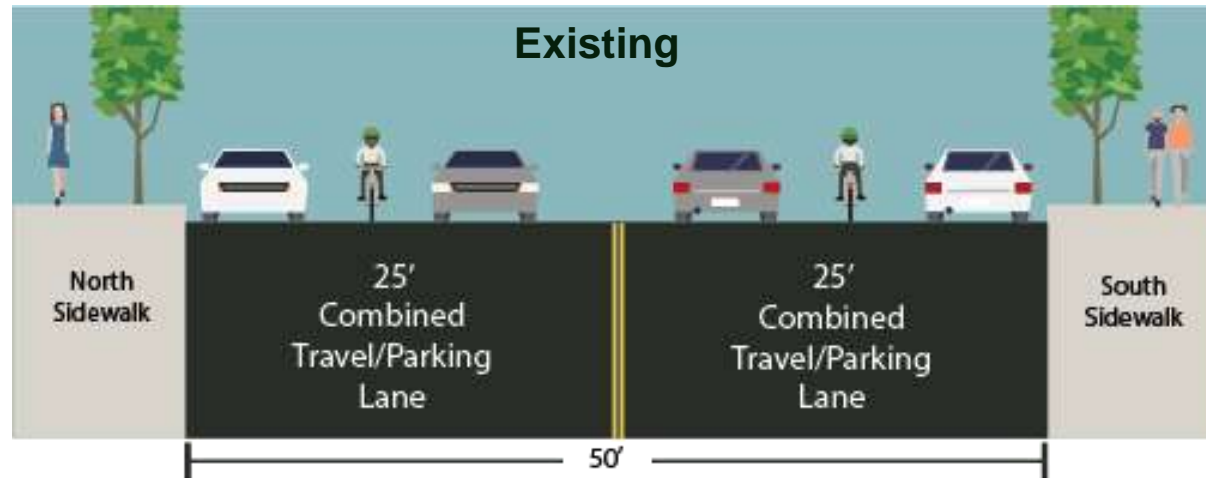
Wide roadway  
Low traffic volumes



236rd St looking north



## 2 263<sup>rd</sup> ST (South of Union Tpke) – Proposed Design



### Add Bike Lanes

- Calm traffic by creating standard width lanes
- Shift travel lanes away from parked cars
- Provide dedicated space for cyclists
- No parking loss



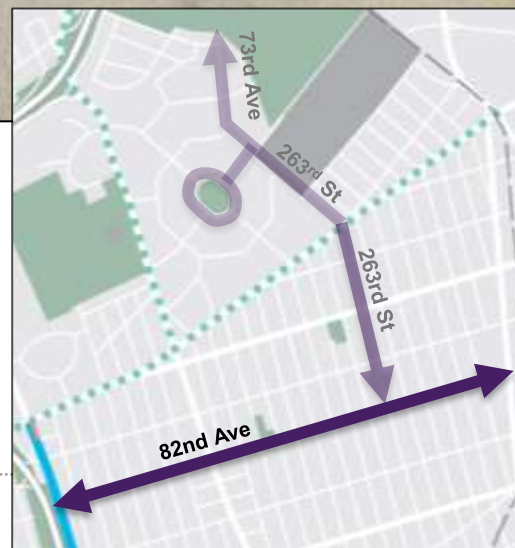
## 3 82<sup>nd</sup> AVE - Existing Conditions

82nd Ave looking east

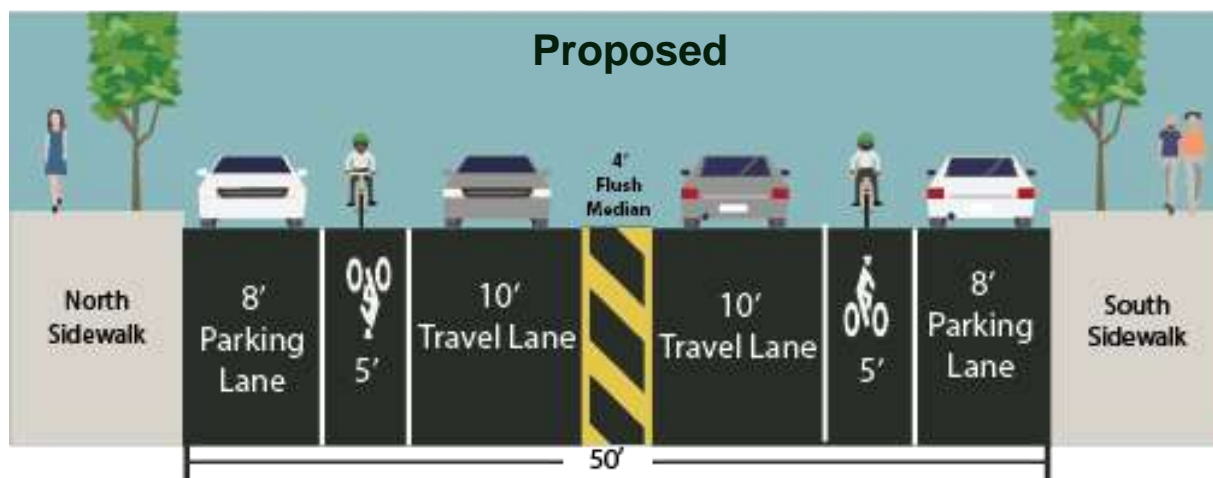
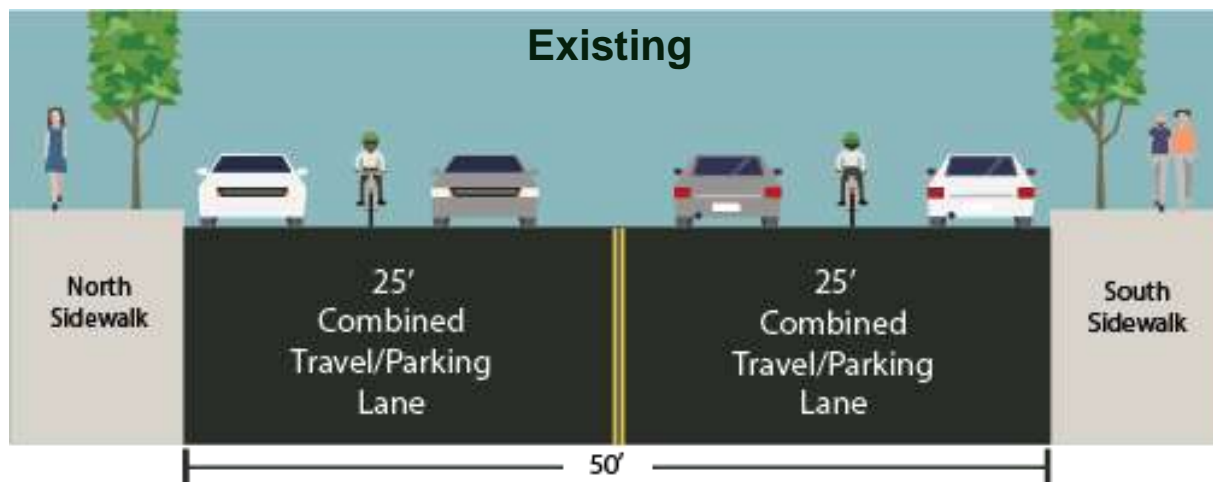
**Wide roadway**  
**Low traffic volumes**

**82<sup>nd</sup> Ave Injuries, 2010-2014**

	Total injuries	Severe injuries
Pedestrian	2	1
Bicyclist	1	0
Motor Vehicle Occupant	17	0
<b>Total</b>	<b>20</b>	<b>1</b>



## 3 82<sup>nd</sup> AVE – Proposed Design



**Add Flush Median**

**Add Bike Lanes**

- Calm traffic by creating standard width lanes
- Shift travel lanes away from parked cars
- Provide dedicated space for cyclists
- No parking loss

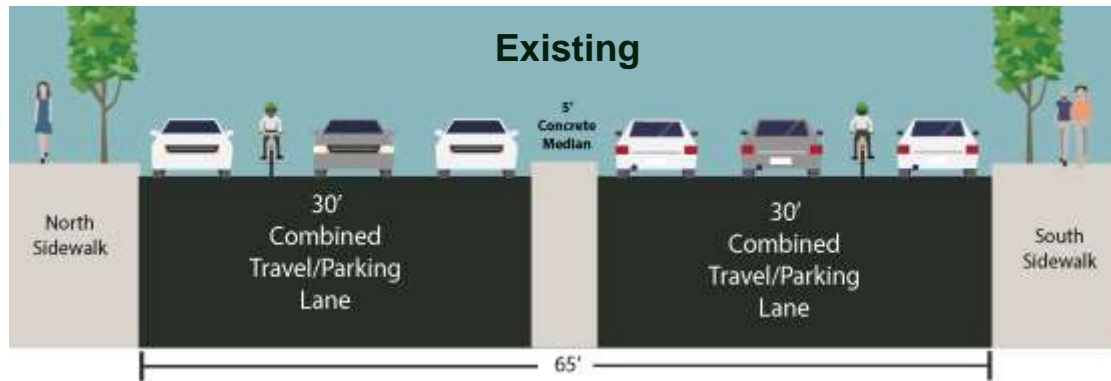


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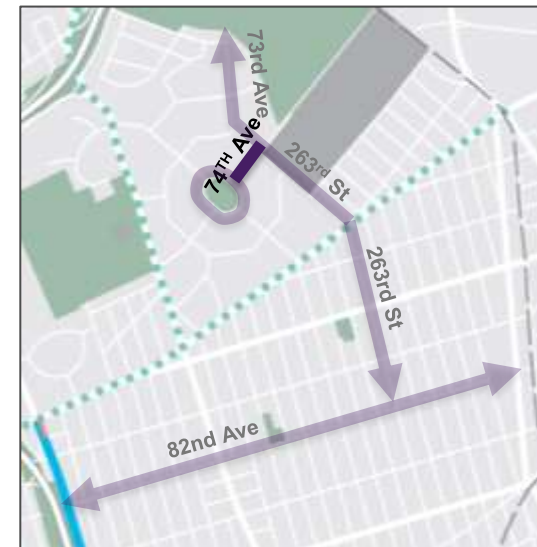
## 82<sup>nd</sup> AVE – Example of Proposed Design



## 4 74<sup>th</sup> AVE – Existing Conditions

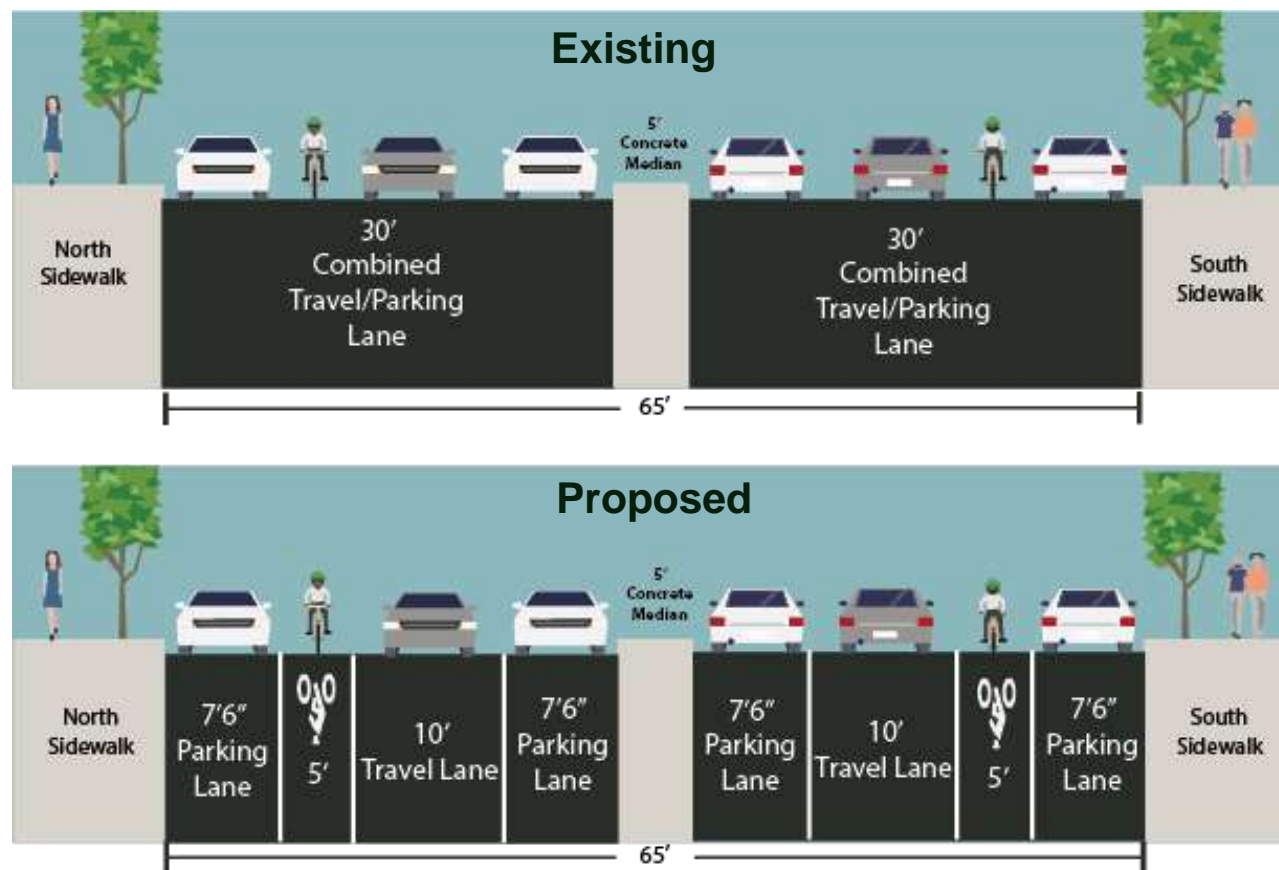


**74th Ave provides access to the Glen Oaks Oval from 263<sup>rd</sup> St / 73<sup>rd</sup> Ave**





## 4 74<sup>th</sup> AVE – Proposed Design

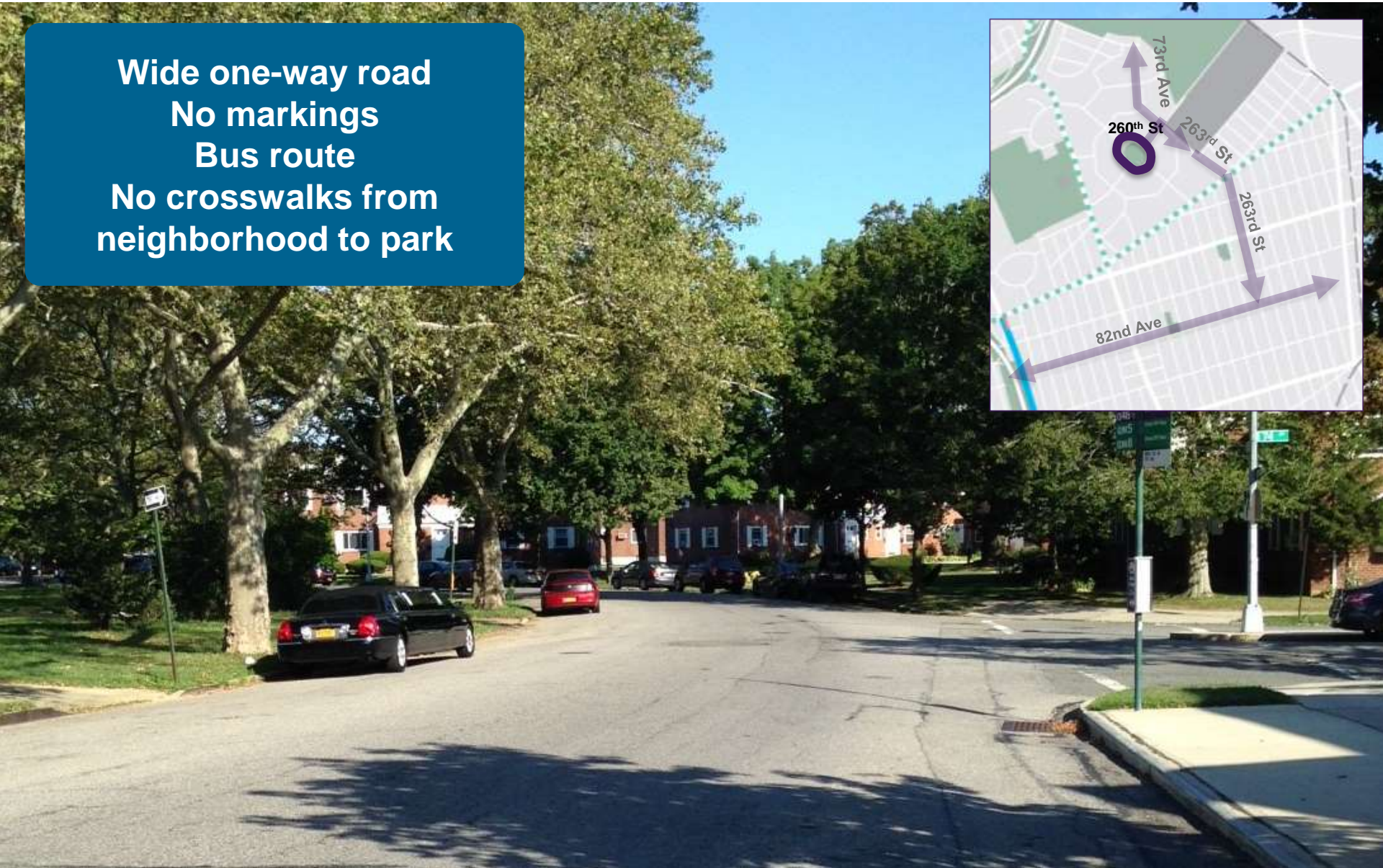
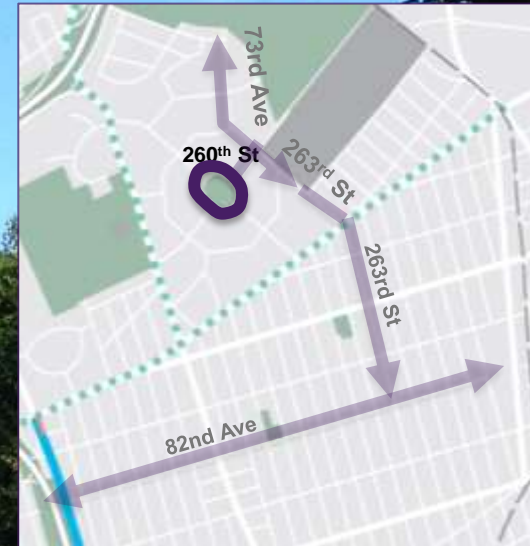


### Add Bike Lanes

- Calm traffic by creating standard width lanes
- Shift travel lanes away from parked cars
- Provide dedicated space for cyclists
- No parking loss

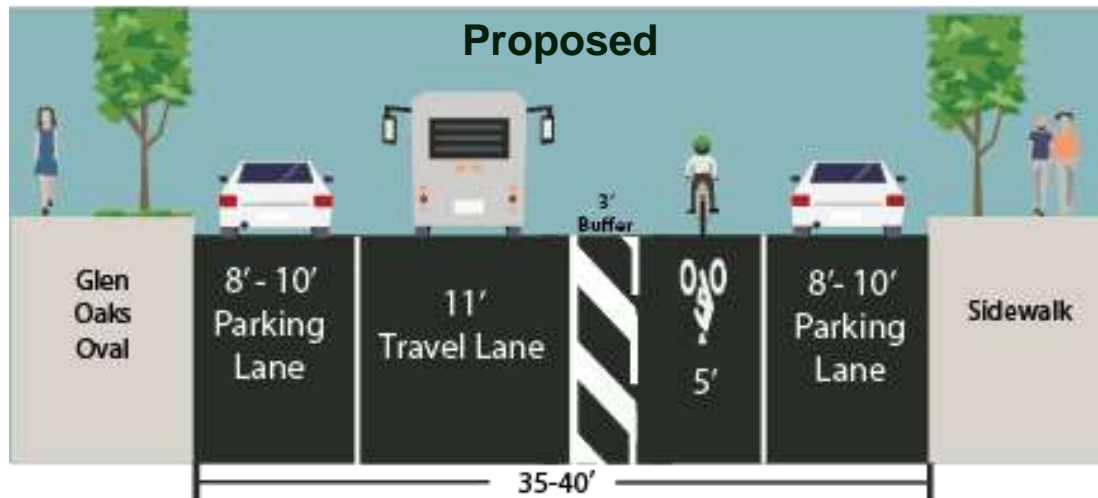
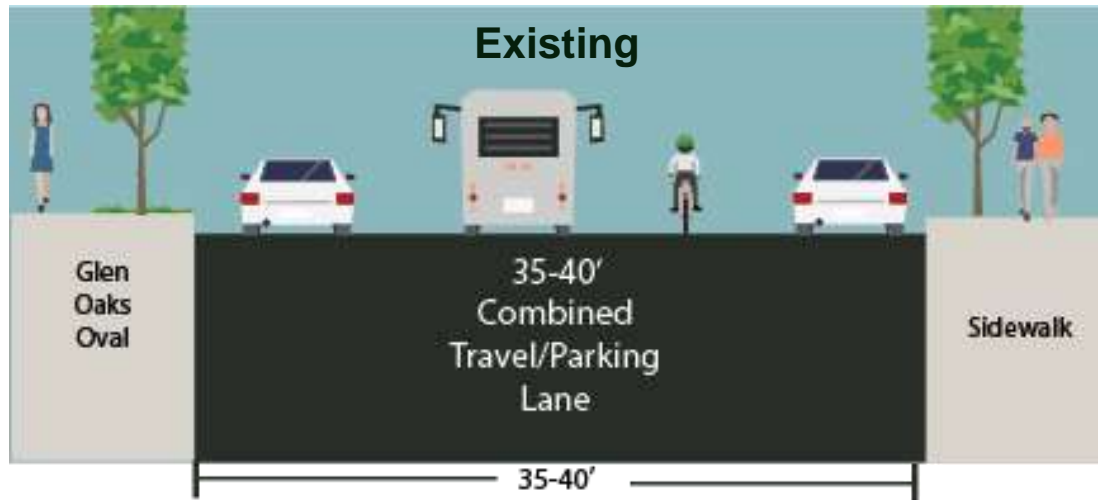
## 5 260<sup>th</sup> ST – Existing Conditions

Wide one-way road  
No markings  
Bus route  
No crosswalks from neighborhood to park





## 5 260<sup>th</sup> ST – Proposed Design

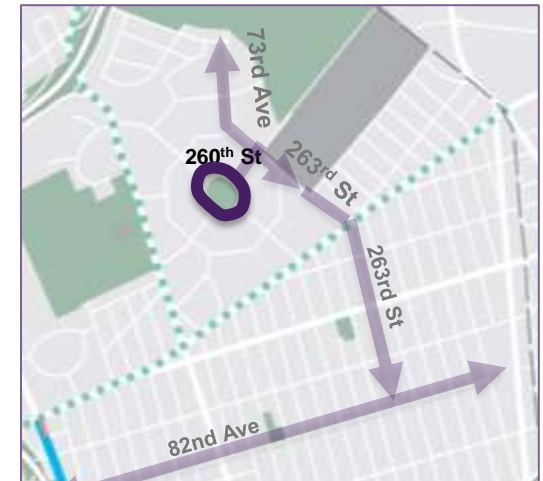
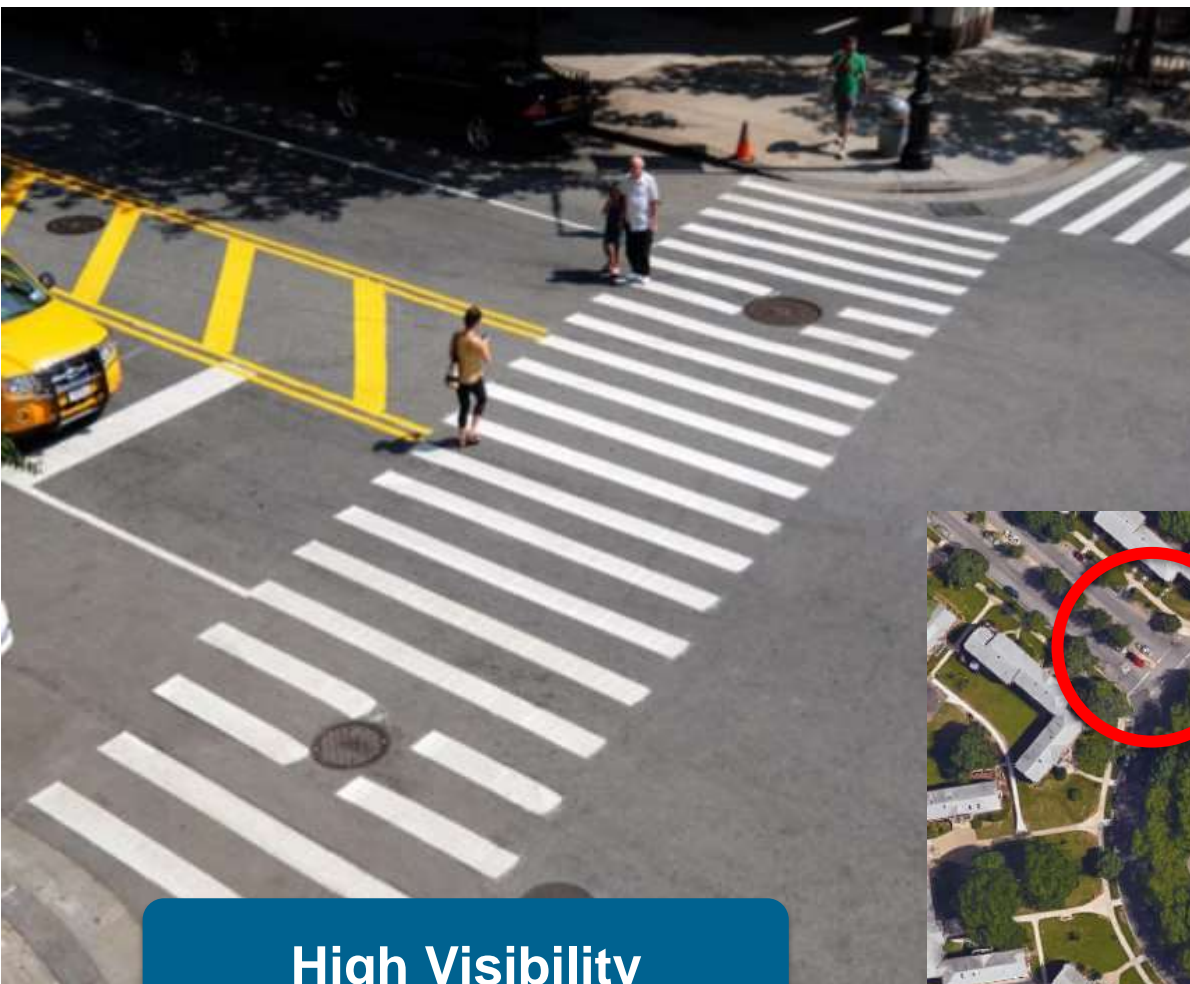


**Add Buffered  
Bike Lanes**

**Add Enhanced  
Pedestrian Crossing  
to Park**

- Calm traffic by creating standard width lanes
- Shift travel lanes away from parked cars
- Provide dedicated space for cyclists
- Enhance pedestrian safety
- No parking loss

## HIGH VISIBILITY CROSSWALK to improve access to Glen Oaks Oval (pending further study)



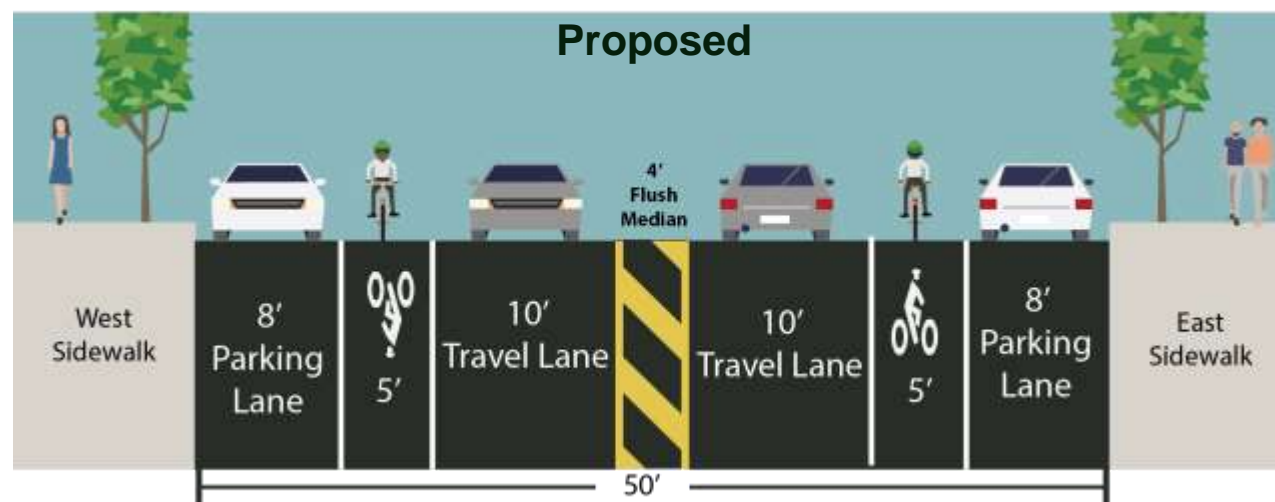
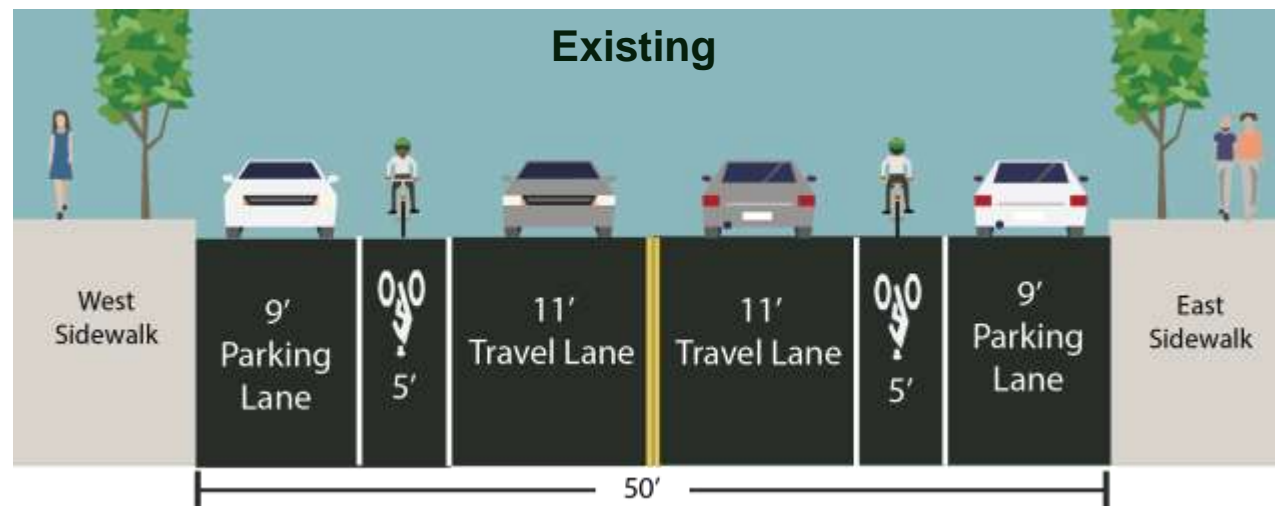
### High Visibility Crosswalks

- Increase visibility
- Enhance safety





## ⑥ Commonwealth BLVD – Proposed Refurbishment



**Add Flush Median**

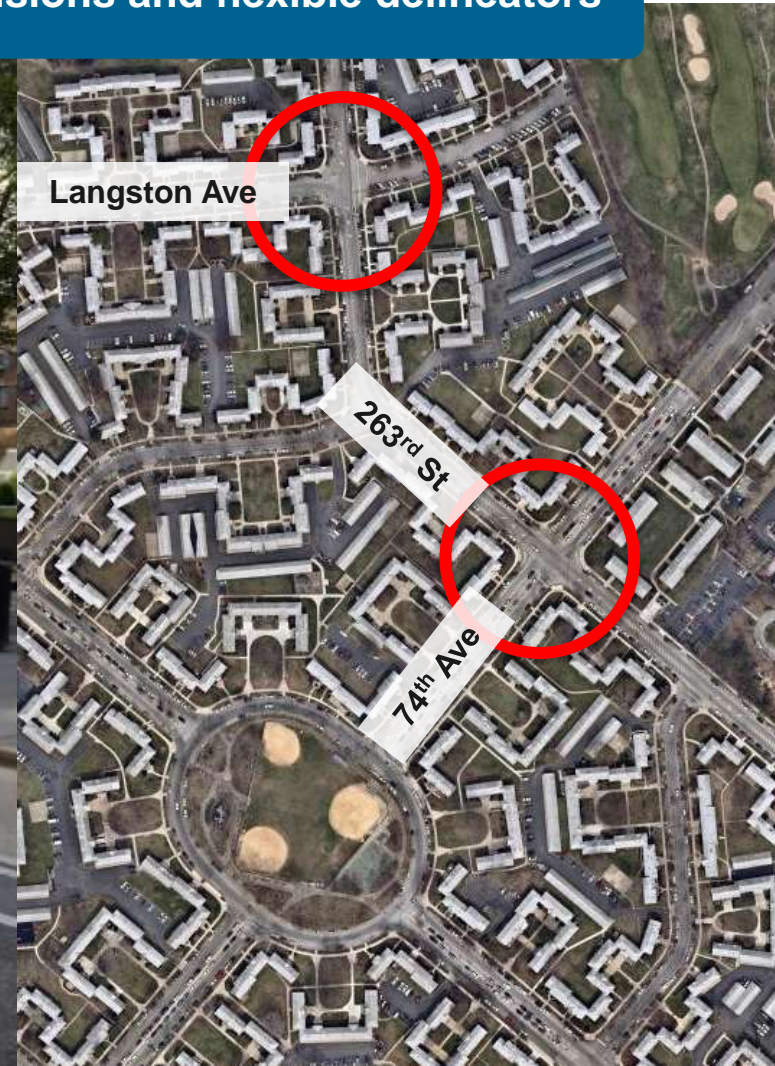
**Refurbish Bike Lanes**

- Calm traffic by creating standard width lanes
- No parking loss

## EXAMPLE OF CURB EXTENSIONS (additional study needed)

Community concerns about crossing 263<sup>rd</sup> St at 74<sup>th</sup> Ave and Langston Ave

Possibility to reduce pedestrian crossing distance with painted curb extensions and flexible delineators





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## SUMMARY

# 3

# SUMMARY OF BENEFITS

- **Improve safety for all road users**
- **Respond to community concerns about the wide median**
- **Improve pedestrian crossings and access to Glen Oaks Oval park**
- **Provide dedicated space for people who bike in the neighborhood**





# THANK YOU!

## Questions?



NYC DOT



NYC DOT



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