



OCEANIA ST – 210 ST

HORACE HARDING EXPY TO BROOKLYN-QUEENS GREENWAY

School Safety Improvements

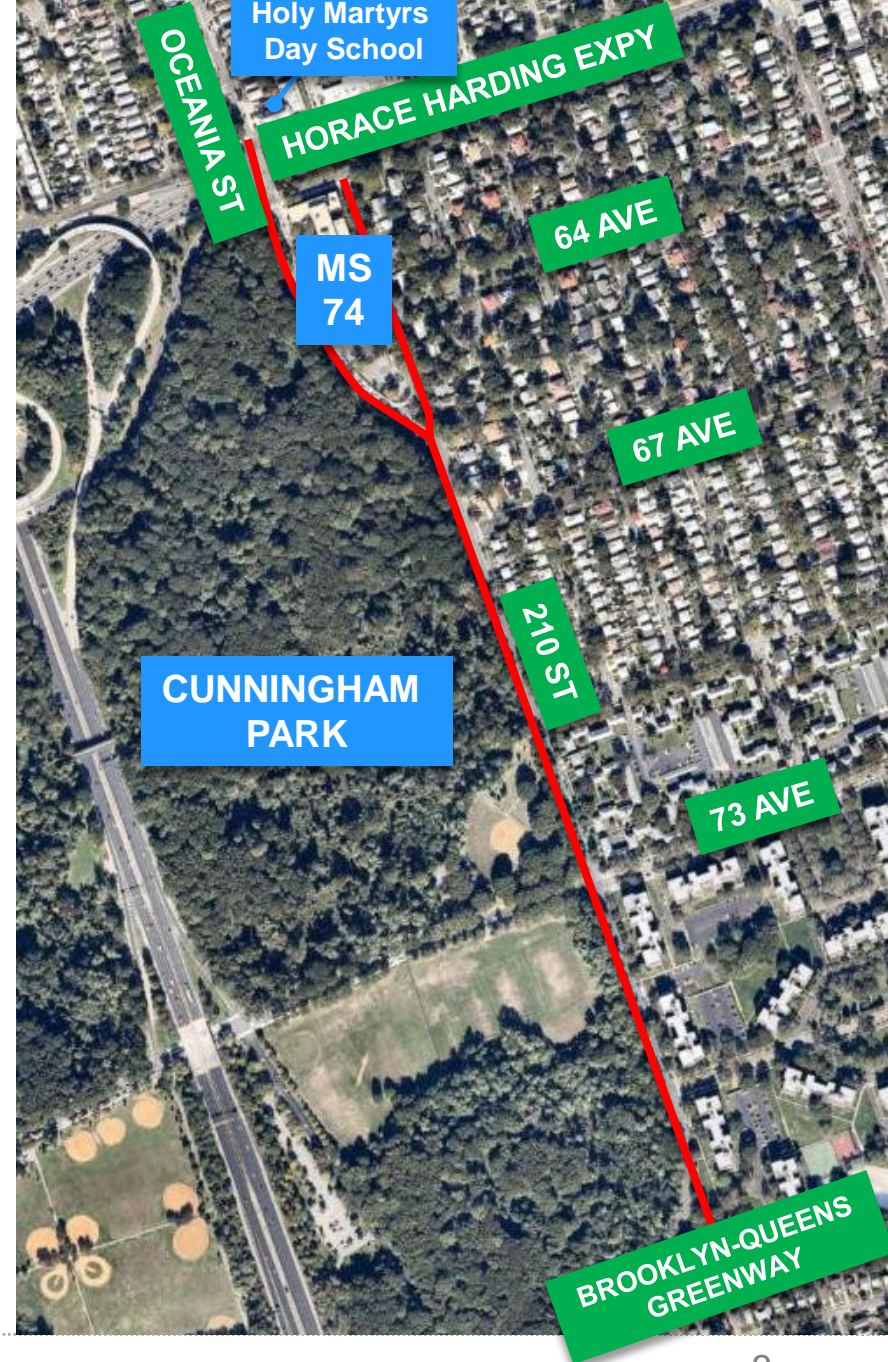
Presentation to CB 11 Transportation Committee – February 27, 2017



PROJECT LOCATION AND BACKGROUND

PROJECT LOCATION

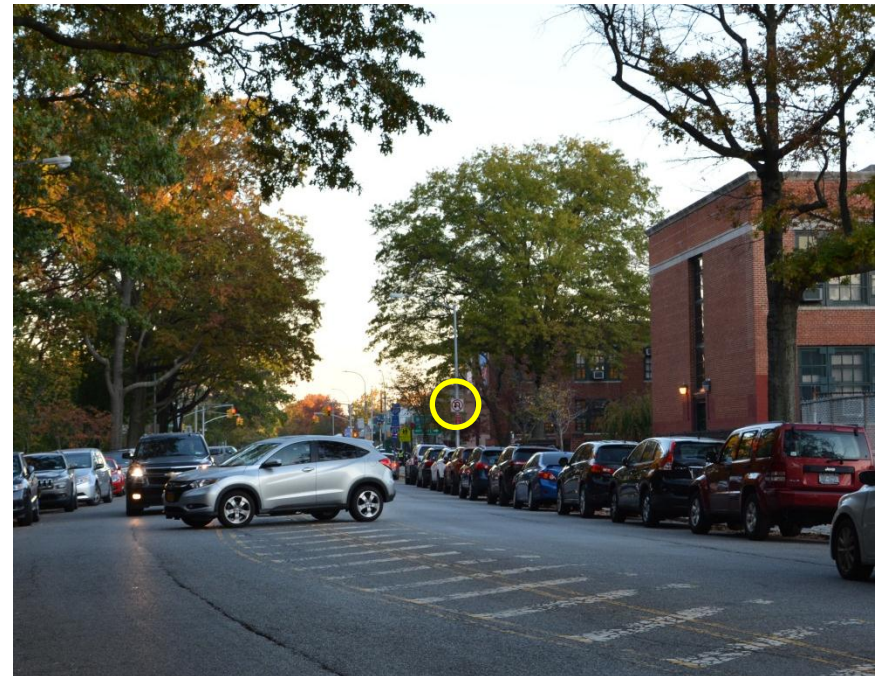
- Oceania St – 210 St from Horace Harding Expy to Brooklyn-Queens Greenway
- Project area heavily used by students accessing MS 74
- Adjacent to Cunningham Park
 - Mountain bike trail entrance located on 210 St at 67 Ave
- Nearby MTA bus routes include:
 - Q30 on Horace Harding Expy
 - Q88 on 73 Av



OCEANIA ST – 210 ST

Background

- Community requests by CM Grodenchik, Community Board 11 and MS 74 for safety improvements in response to:
 - Illegal U-turns on Oceania St
 - Driving/stopping on the painted median in front of school to drop off children
- CB 11 request to convert 210 St to one-way northbound operation adjacent to Greenstreet
- Fatal head on crash occurred on 210 St mid-block between Horace Harding Expy and 64 Av in 2015 involving an intoxicated motorist



Oceania St and 210 St

- ## 210 St/Oceania St

Injury Summary, 2010-2014 (5 Years)

	Total Injuries	Severe Injuries	Fatalities	KSI
Pedestrian	4	0	0	0
Bicyclist	1	0	0	0
Motor Vehicle Occupant	20	0	0	0
Total	25	0	0	0

Fatalities, 01/01/2010-2/20/2017 :	3
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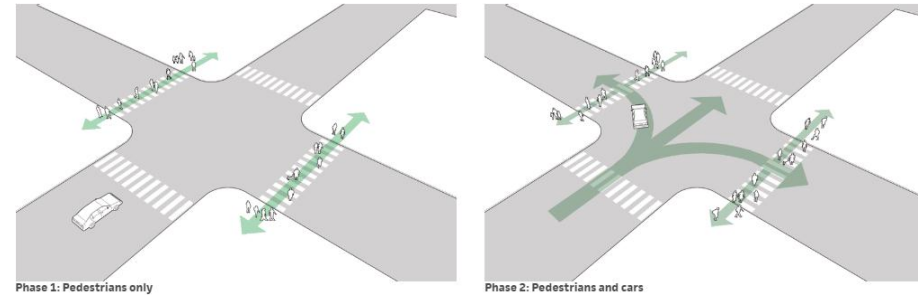
A map of Cunningham Park and surrounding areas in Queens, New York. The map shows major roads including Horace Harding Expressway (N and S SR), Clearview Expressway (I-295), and L.I.E. (Long Island Expressway). Cunningham Park is highlighted in green. Various streets are labeled, including 64th Ave, 67th Ave, 69th Ave, 73rd Ave, 75th Ave, 210th St, 213th St, 215th St, 217th Ave, 219th Ave, and 221st St. Accident locations are marked with colored circles and numbers: 4 (red), 3 (red), 3 (orange), 3 (orange), 2 (orange), 2 (orange), 9 (orange), 1 (orange), and 1 (orange). A legend at the bottom left indicates that red circles represent 'Fatality' and orange circles represent 'Total Injuries'.

INSTALLED SIGNAL SAFETY IMPROVEMENTS

Leading Pedestrian Intervals (LPI)

Installed on both north and south service roads of Horace Harding Expy at Oceania St

- Pedestrians are given a 7 second (minimum) head start to cross the street
- Pedestrians can establish right of way and are more visible to turning motor vehicles
- Mitigates failure to yield crashes between turning vehicles and pedestrians

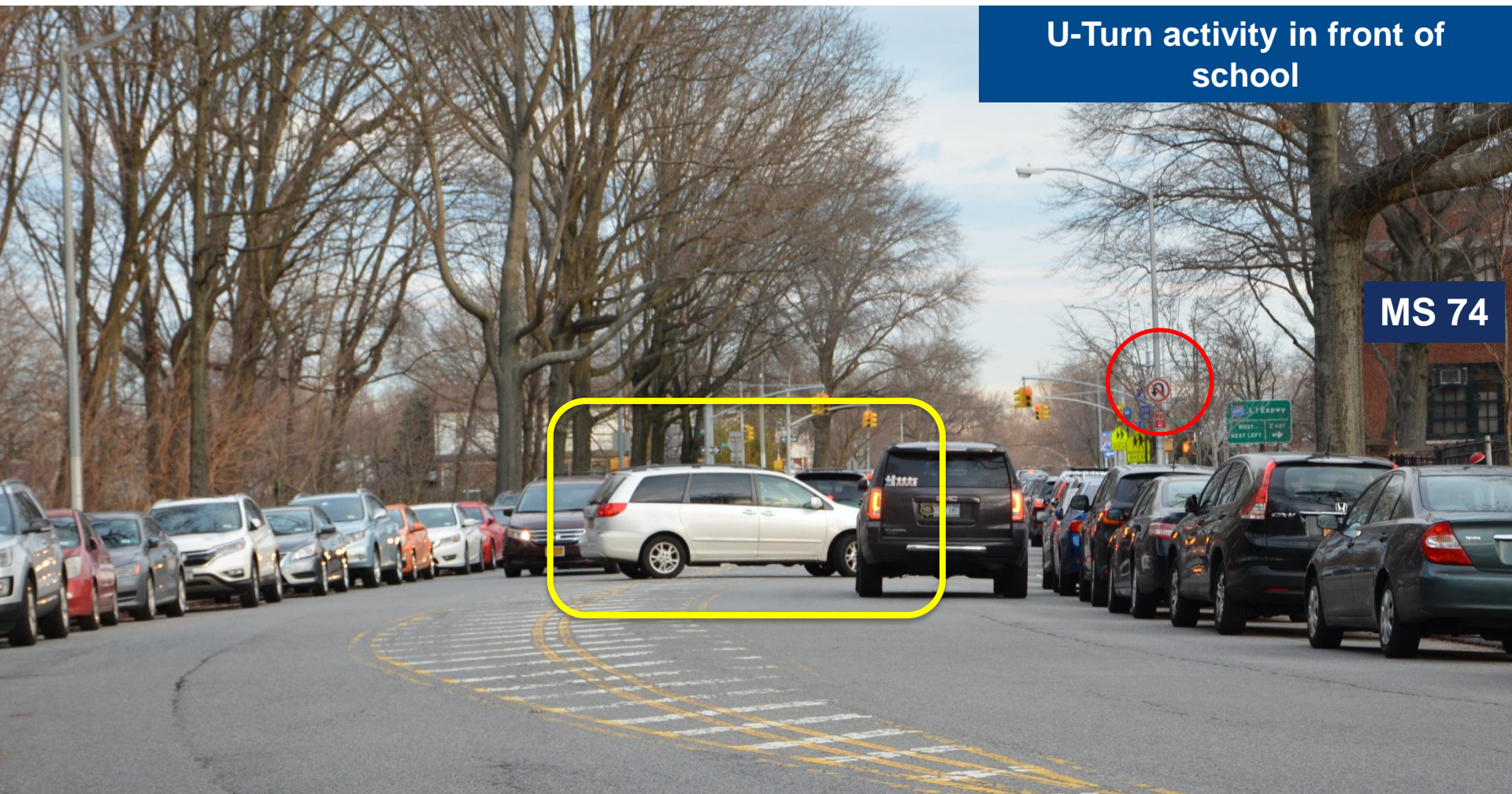


**Installed
December
2016**

EXISTING CONDITIONS: OCEANIA ST AND 210 ST

OCEANIA STREET-210 ST: EXISTING CONDITIONS

Illegal U-Turns



OCEANIA STREET-210 ST: EXISTING CONDITIONS

Parking and driving on
center median



Oceania St, facing north

OCEANIA ST/210 ST: EXISTING CONDITIONS

Double Parking

Double parking forces students to emerge between vehicles to access sidewalk



OCEANIA STREET-210 ST: EXISTING CONDITIONS

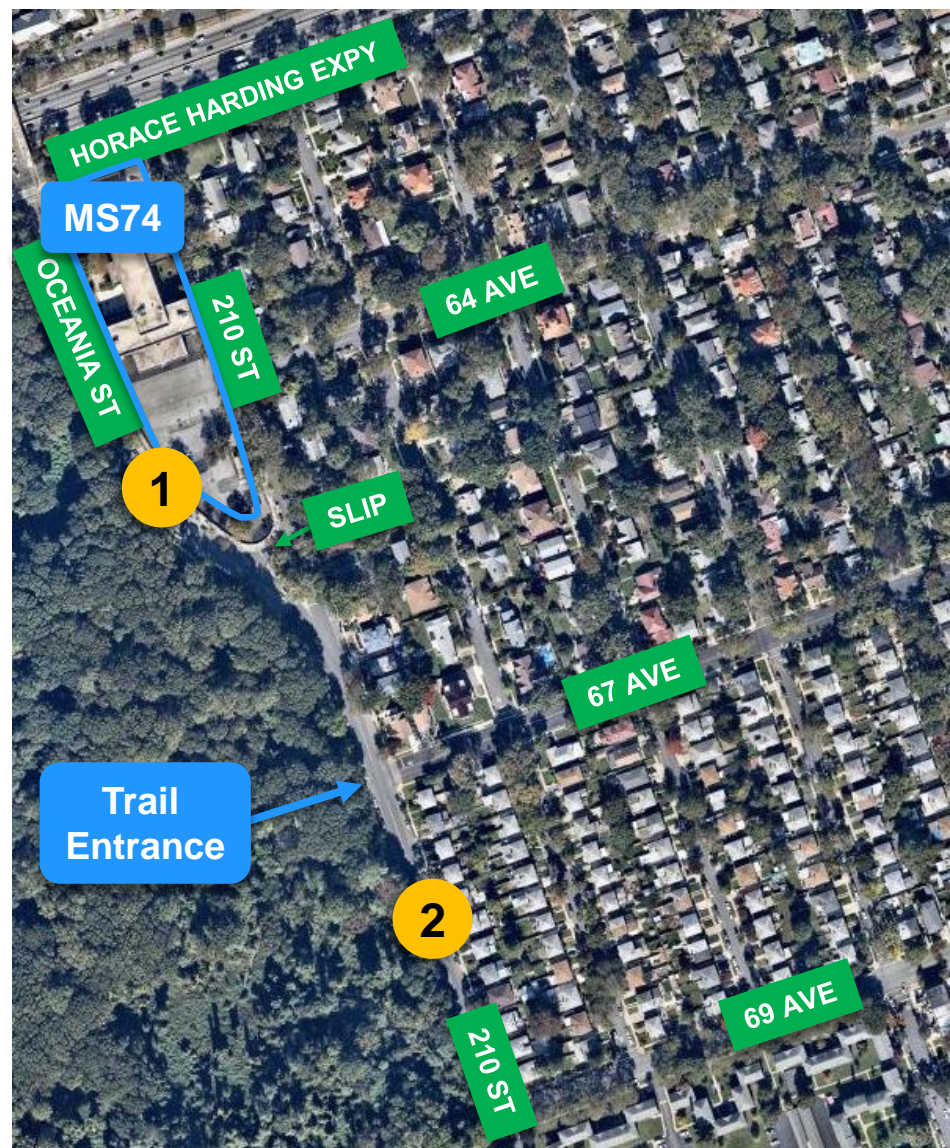
Speeding

Location 1 *Oceania St, from Horace Harding Expy S Service Rd to Slip*

- 89% above 25 MPH speed limit
- Maximum speed recorded = 40 MPH

Location 2 *210 St, from 67 Av to 69 Av*

- 94% above 25 MPH speed limit
- Maximum speed recorded = 49 MPH



OCEANIA STREET-210 ST: EXISTING CONDITIONS

Used by Cyclists



OCEANIA STREET-210 ST: EXISTING CONDITIONS

Used by Cyclists

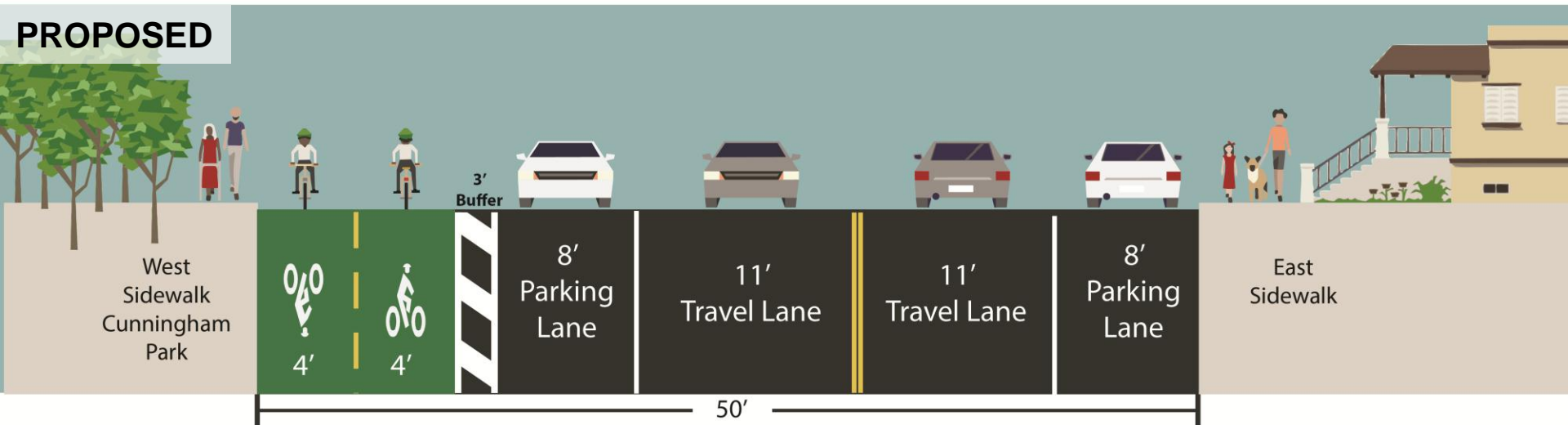
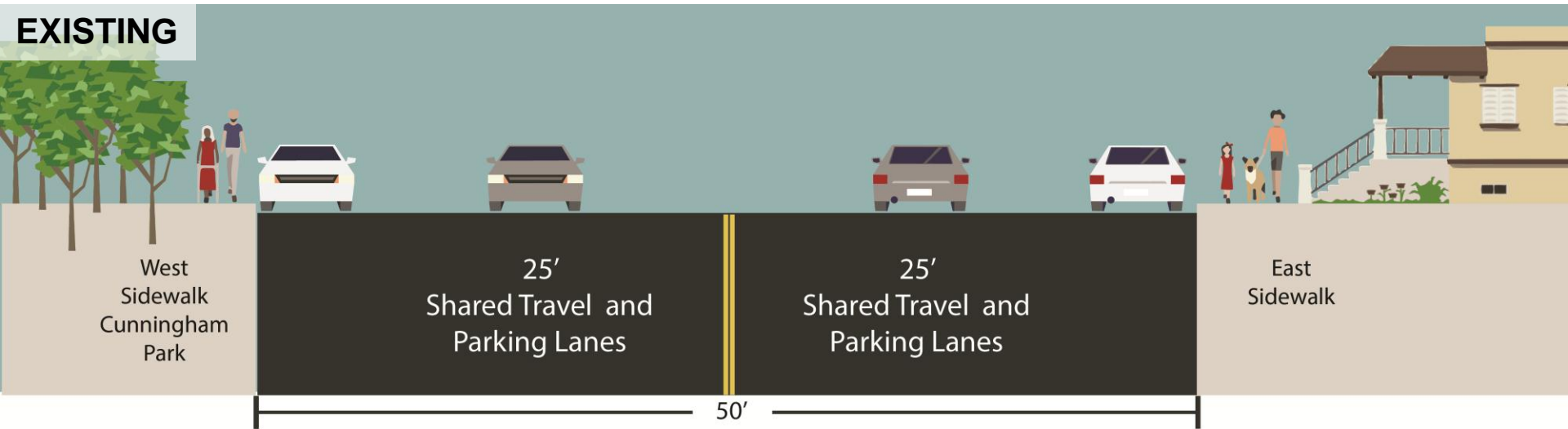


Nearby Parks and Greenways

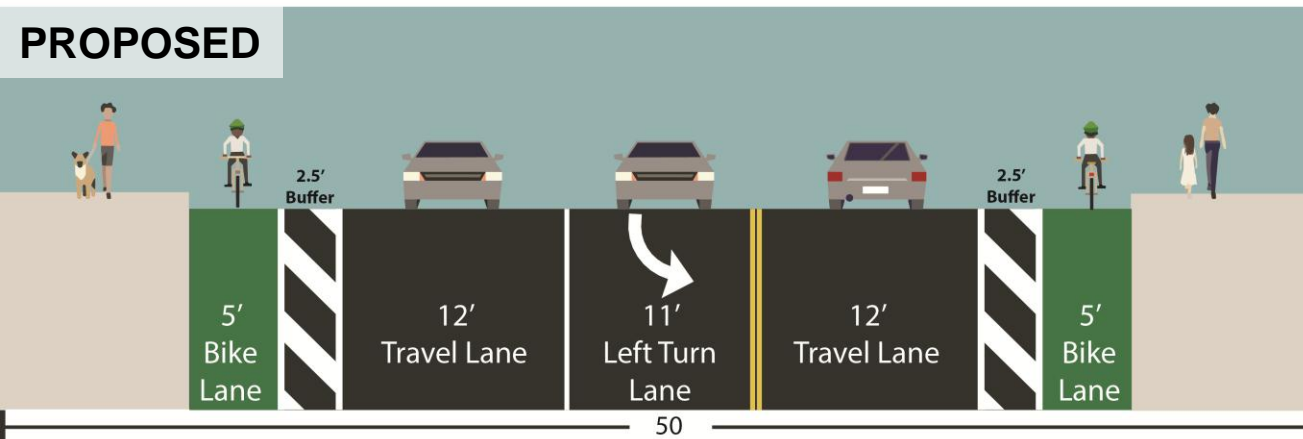
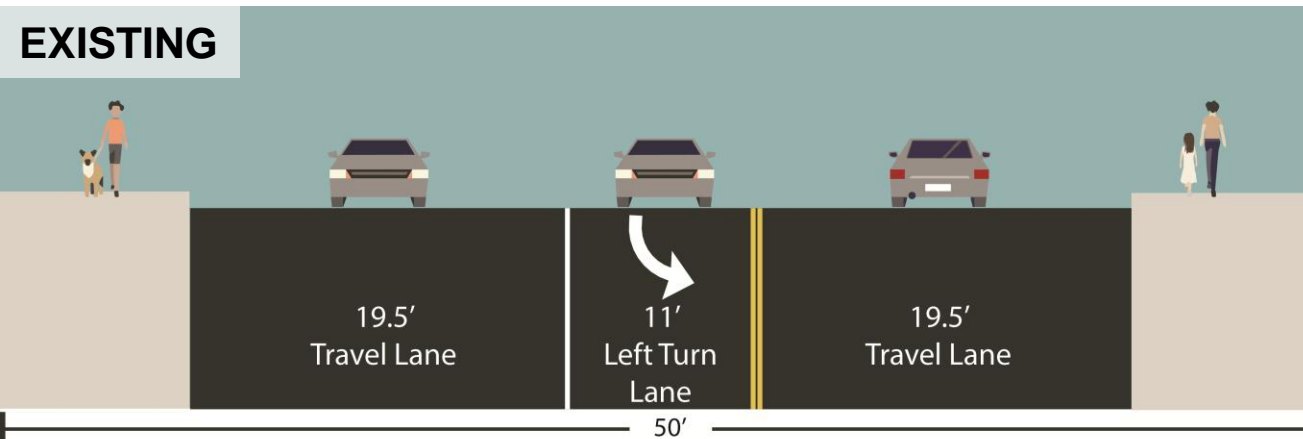


PROPOSAL: OCEANIA ST AND 210 ST

PROPOSAL: TWO-WAY PROTECTED BIKE LANE



PROPOSAL: BUFFERED BIKE LANES OVER L.I.E.



PROPOSAL: TWO-WAY PROTECTED BIKE LANE

Limits Speeding, U-Turns, Double Parking, & Identifies Space for All Users

- Install a two-way parking protected bike path on west side of Oceania St/210 St adjacent to Cunningham Park
- Narrows roadway to reduce speeding and eliminate dangerous U-turn actions
- Provides a designated and protected space for cyclists
- Connects to the:
 - Cunningham Park Mountain Bike Trail
 - Brooklyn-Queens Greenway
- Limited removal of parking spaces
 - 19 full-time spots removed to accommodate vehicle turns and increase visibility
 - 18 spots converted to “No Standing School Days, 7am-4pm” to reduce double parking

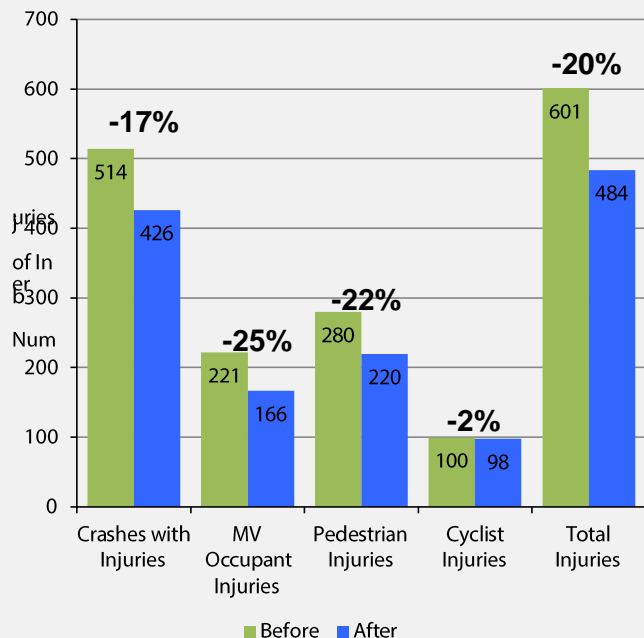


Prospect Park West, Brooklyn

PROPOSAL: TWO-WAY PROTECTED BIKE LANE

Protected Bicycle Lanes Provide Safety Benefits for All Road Users

**Protected Bicycle Lanes with
3 years of After Data:
Before vs After**



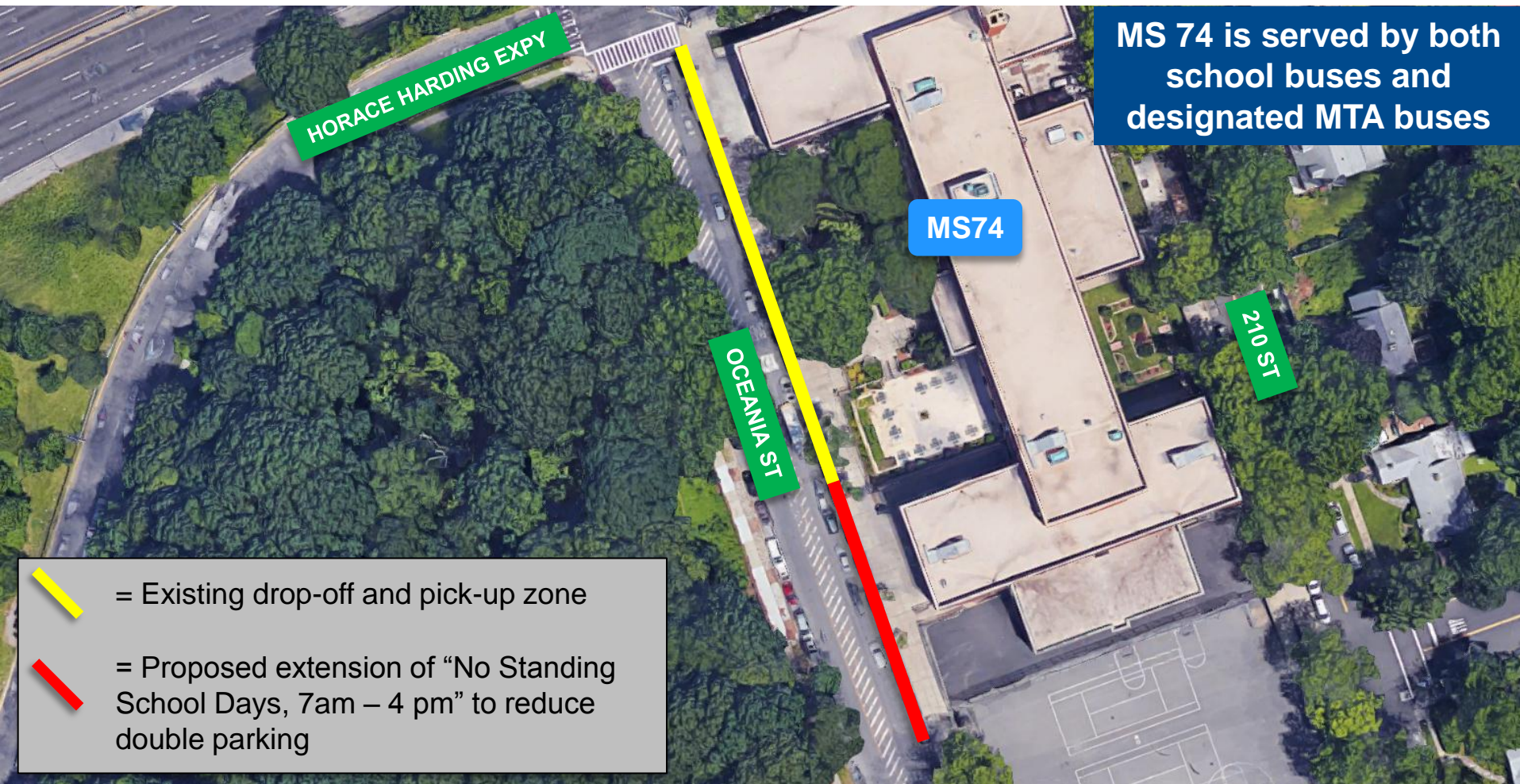
Protected bicycle lane projects with 3 years of after data include the following: 9th Ave (16th-31st), 8th Ave (Bank-23rd, 23rd-34th), Broadway (59th-47th, 33rd-26th, 23rd-18th), 1st Avenue (Houston to 34th), 2nd Ave (Houston-34th), Columbus Ave (96th-77th) Note: Only sections of projects that included protected bicycle lanes were analyzed
Source: NYPD AIS/TAMS Crash Database



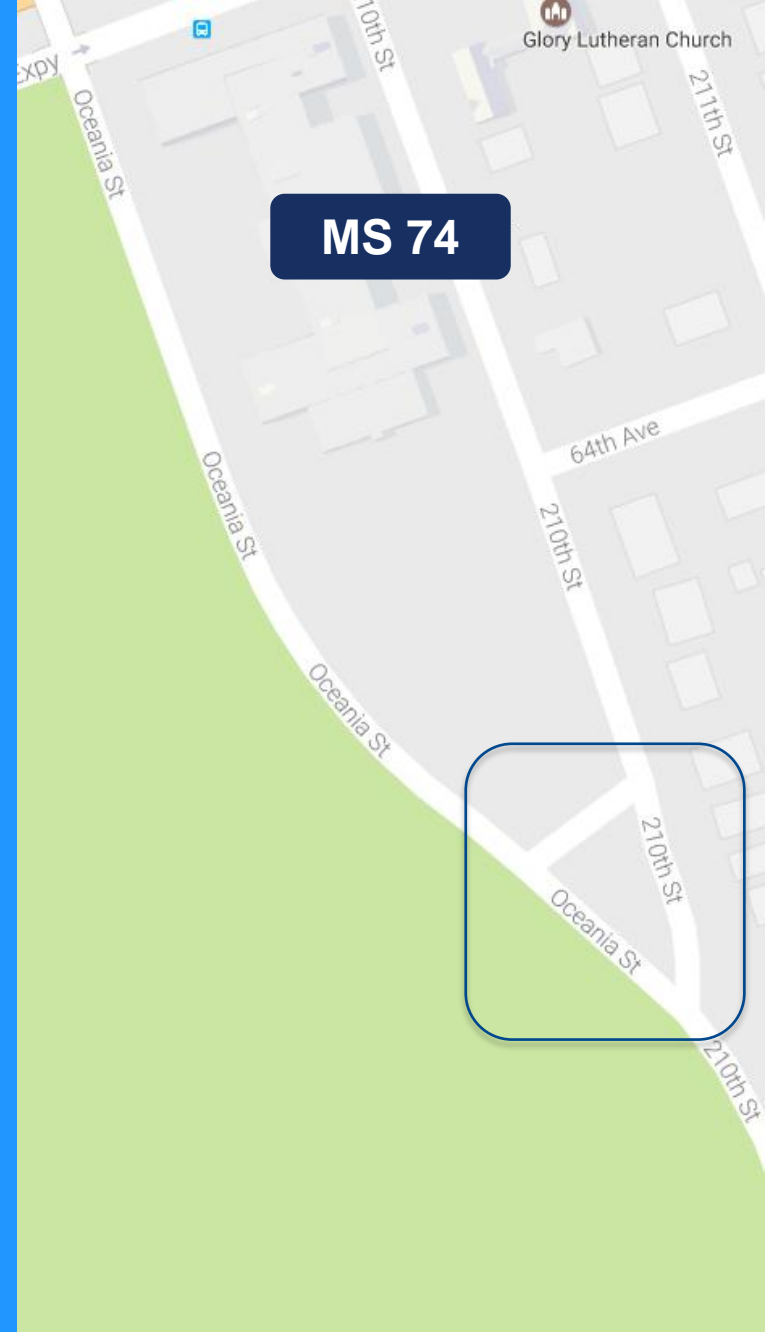
Prospect Park West, Brooklyn

PROPOSAL: EXTEND PARKING REGULATIONS

Increase Space for Drop-Off and Pick-Up Activities along Oceania St



EXISTING CONDITIONS: MERGE OF OCEANIA ST AND 210 ST

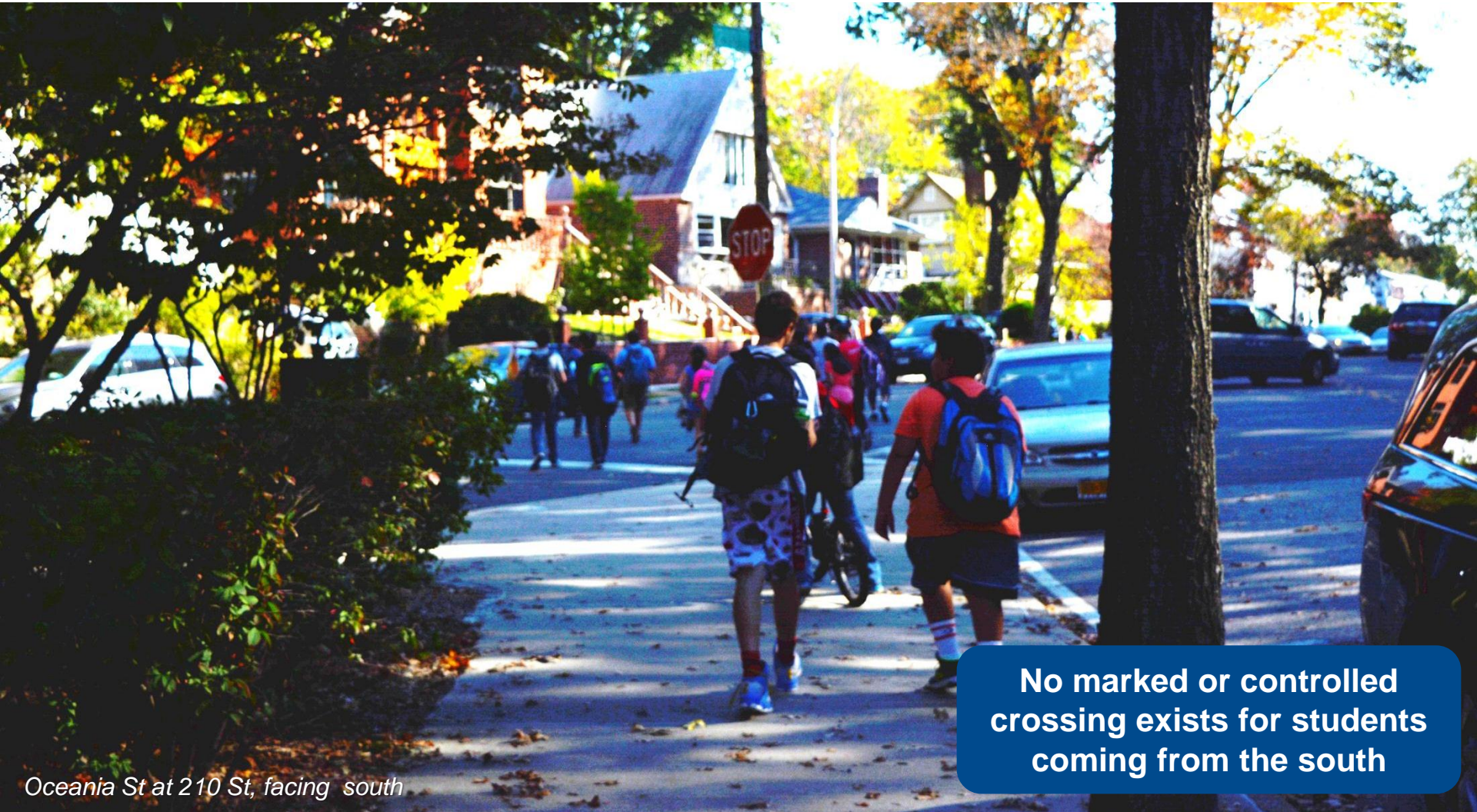


EXISTING MERGE AT OCEANIA STREET & 210 ST

Unsafe Merge between Southbound and Northbound Traffic



EXISTING MERGE AT OCEANIA STREET & 210 ST



Oceania St at 210 St, facing south

PROPOSAL: MERGE OF OCEANIA ST AND 210 ST

PROPOSAL: ONE-WAY CONVERSION

Northbound Conversion of 210 St Adjacent to Greenstreet



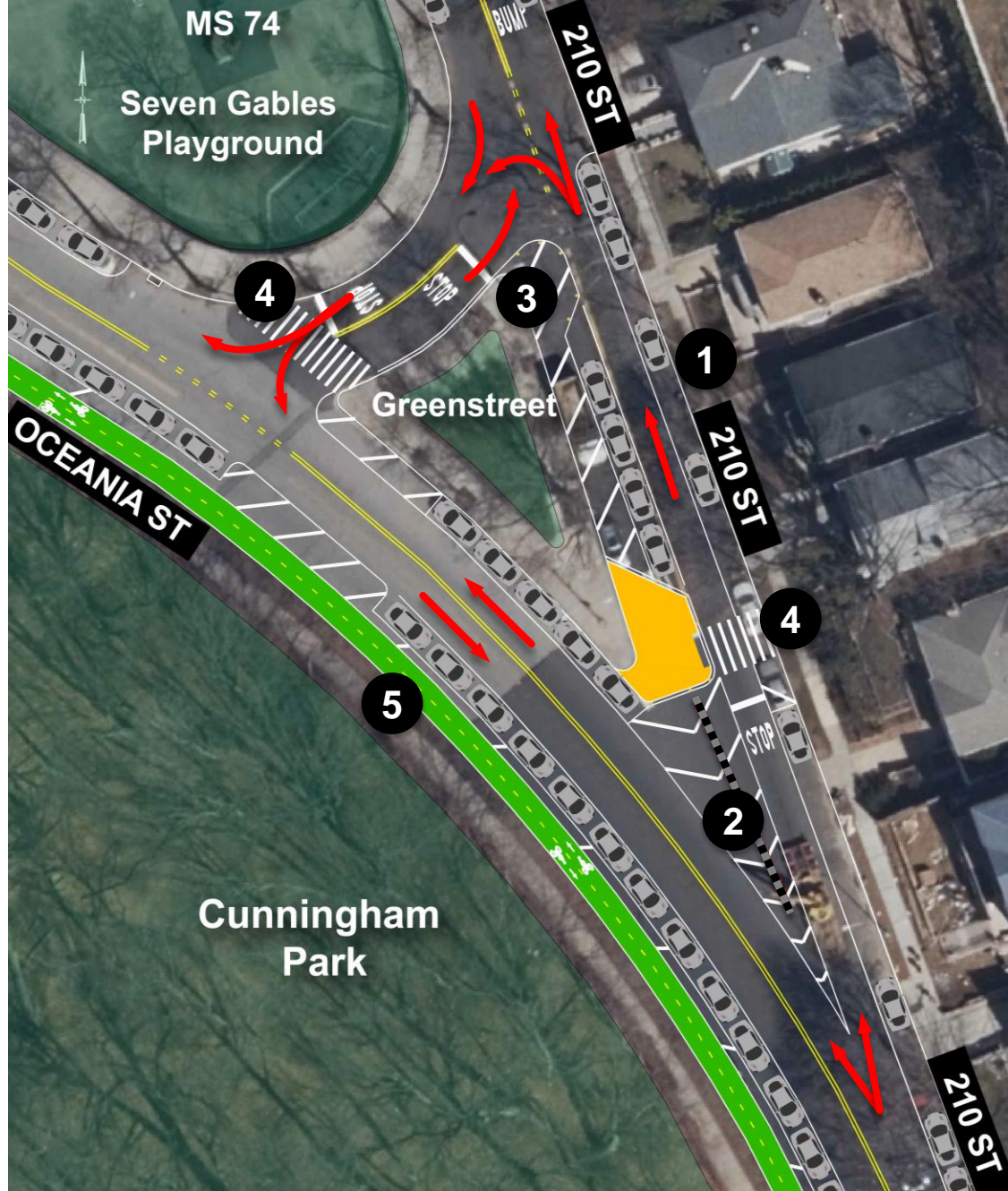
Poor lines of visibility for southbound traveling vehicles

Eliminates southbound merge across northbound traffic

IMPROVE SAFETY AT MERGE

Shortens Crossing Distance,
Provides New Crosswalks, and
Defines Moving Lanes

1. Convert 210 St to one-way northbound to eliminate merge at Oceania St
2. Channelization and quick curb to improve safety as northbound vehicles continue on 210 St
3. Channelization to clarify that southbound drivers must turn
4. New crosswalks and painted curb extension on 210 St
5. Two-way parking protected bike lane



EXISTING CONDITIONS: 210 ST AND 64 AV

210 ST AT 64 AVE: EXISTING CONDITIONS

No Marked Crossings on 210 Street



210 St at 64 Ave, facing north

PROPOSAL:

210 ST AND 64 AV

PROPOSAL: ENHANCED CROSSING ON 210 ST

Increase Pedestrian Visibility to Approaching Vehicles



Maspeth Ave, Brooklyn

PROPOSAL: ENHANCED CROSSING ON 210 ST

Increase Pedestrian Visibility to Approaching Vehicles

1. High visibility crosswalk on the north and south legs on 210 St at 64 Av
2. Channelization in existing “No Standing Anytime”
3. “No Standing Anytime” and channelization at top of T
4. 15 MPH speed bump south of intersection

Removal of 3 parking spots



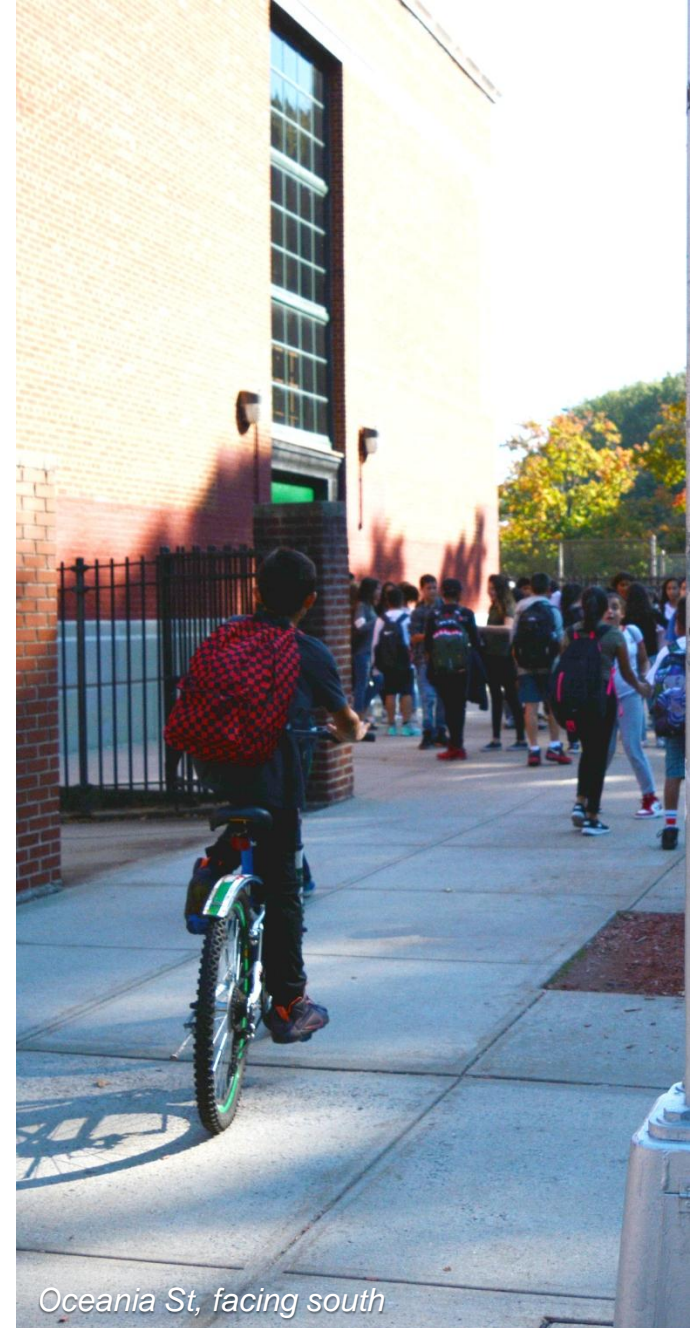
SUMMARY AND BENEFITS OF PROPOSALS

SUMMARY OF PROPOSAL

- Install two-way parking protected bike path along the west sidewalk of Oceania St/210 St from Horace Harding Expy S Service Rd to Brooklyn-Queens Greenway
- Install buffered curbside bike lanes over the Long Island Expy
- Convert 210 St to one-way northbound from Oceania St to slip
- Install new stop-controlled crosswalks and painted sidewalk extension to Greenstreet located between 210 St and Oceania St
- Install channelization and quick curb at the merge of Oceania St and 210 St
- Extend “No Standing, School Days, 7am – 4pm” on Oceania St to improve pick-up and drop-off operations
- Install 20 MPH School Slow Zone on Oceania St adjacent to MS 74
- Install 15 MPH School Slow Zone on 210 St adjacent to MS 74
- No reduction in the number of travel lanes on Oceania St and 210 St
- Removal of 22 full-time parking spots
- Conversion of 18 spots to “No Standing School Days, 7am – 4pm”

BENEFITS OF PROPOSAL

- Prevents U-Turns and unsafe student drop-off and pick-up activity in center median in front of MS 74
- Provides safe, convenient cycling routes connecting to MS 74, Cunningham Park, and the Brooklyn-Queens Greenway
- Marks designated space for all users
- Increases pedestrian visibility and provides more pedestrian space
- Increases driver visibility and eliminates northbound-southbound merge conflict at 210 St and Oceania St



Oceania St, facing south

THANK YOU!

Questions?

Contact: NYCDOT Queens Borough Commissioner's Office – (212) 839-2510



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