



CB11 AREA, QUEENS

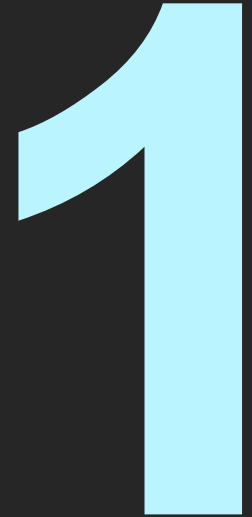
BICYCLE LANE NETWORK DEVELOPMENT REVISED PROPOSAL

Presentation to Community Board 11

June 15, 2022



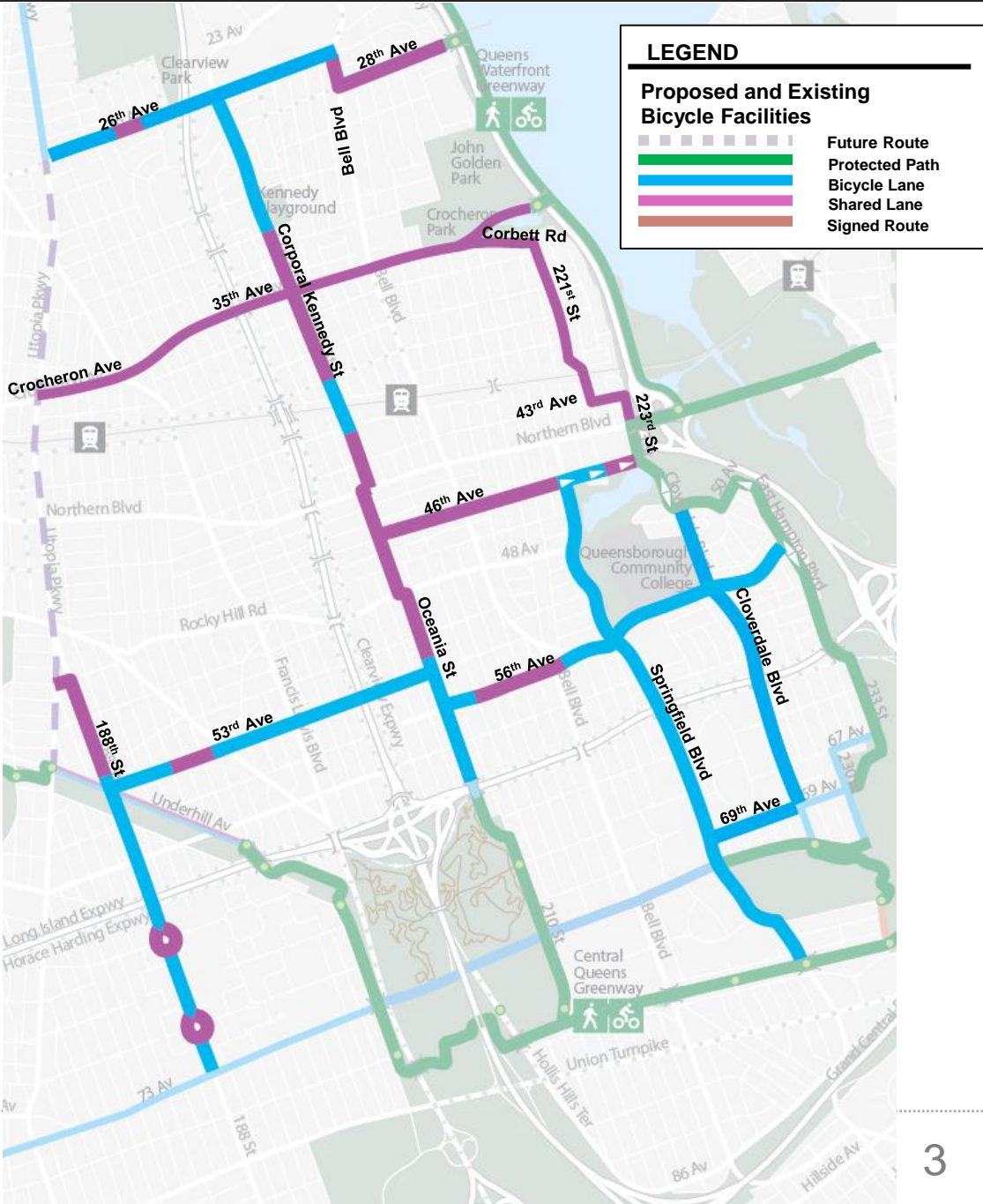
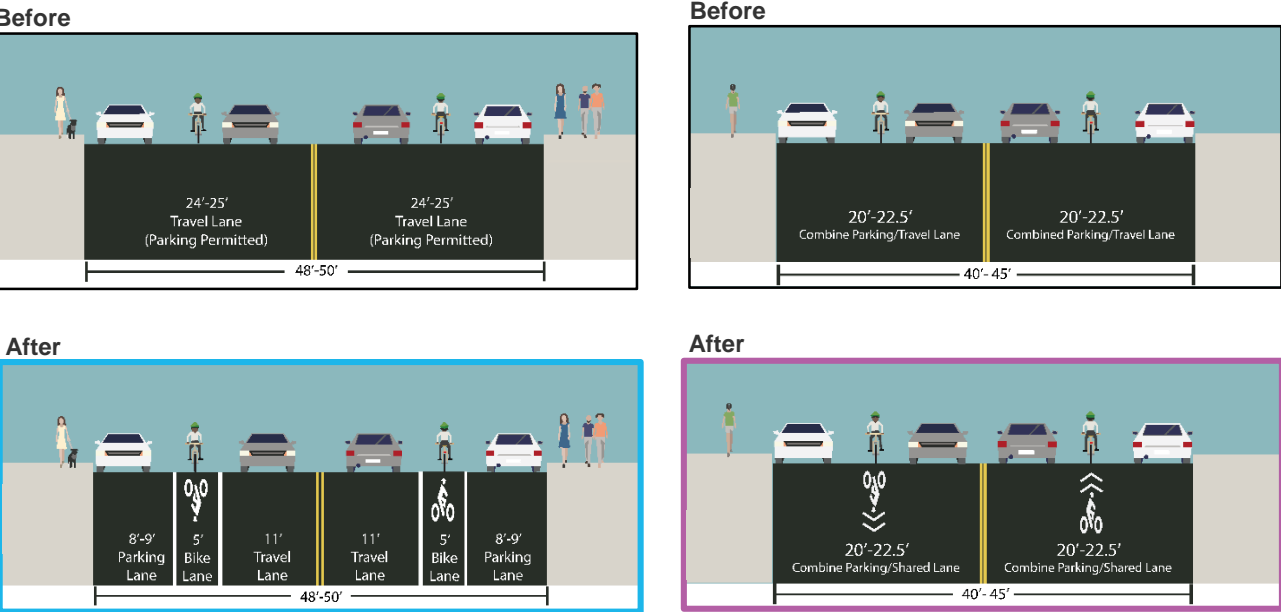
Background



What DOT Proposed

In October 2021, DOT presented a bicycle lane network with standard and shared lanes.

Typical Cross Sections



What CB11 Asked For

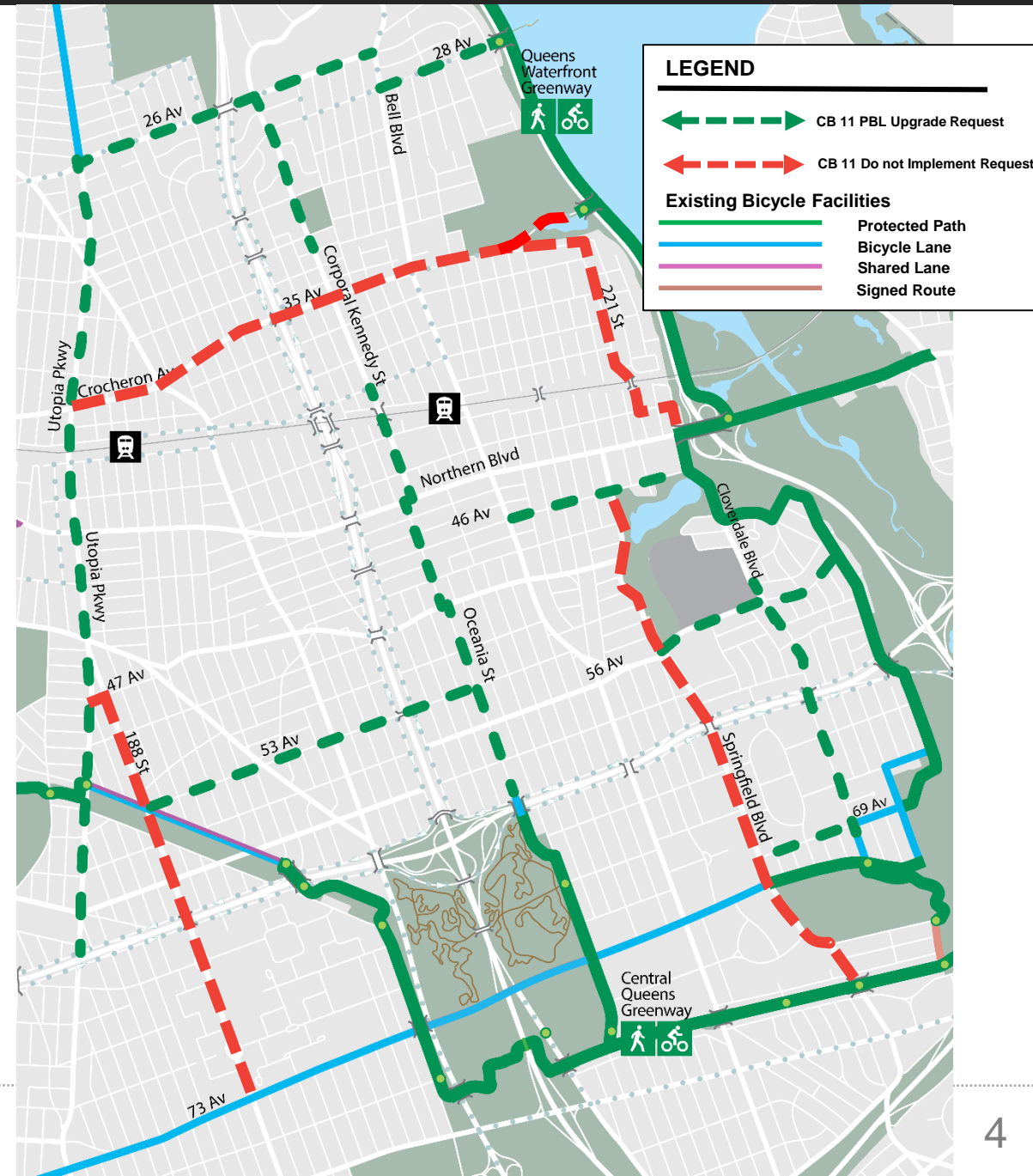
In January 2022, CB11 Transportation Committee sent a letter to DOT with recommendations for parking protected bicycle lanes, and requests to not implement certain proposed routes.

Request for protected bicycle lane utilizing floating parking:

1. Corporal Kennedy St
2. 26th Av, 28th Av
3. 46th Av
4. 53rd Av, 56th Ave
5. Cloverdale Blvd, 69th Av
6. Utopia Pkwy

Request to not implement:

- Springfield Blvd
- 35th Ave, Crocheron Av, Corbett Rd, 221st St, 43rd Av, 223rd St
- 188th St, 47th Av



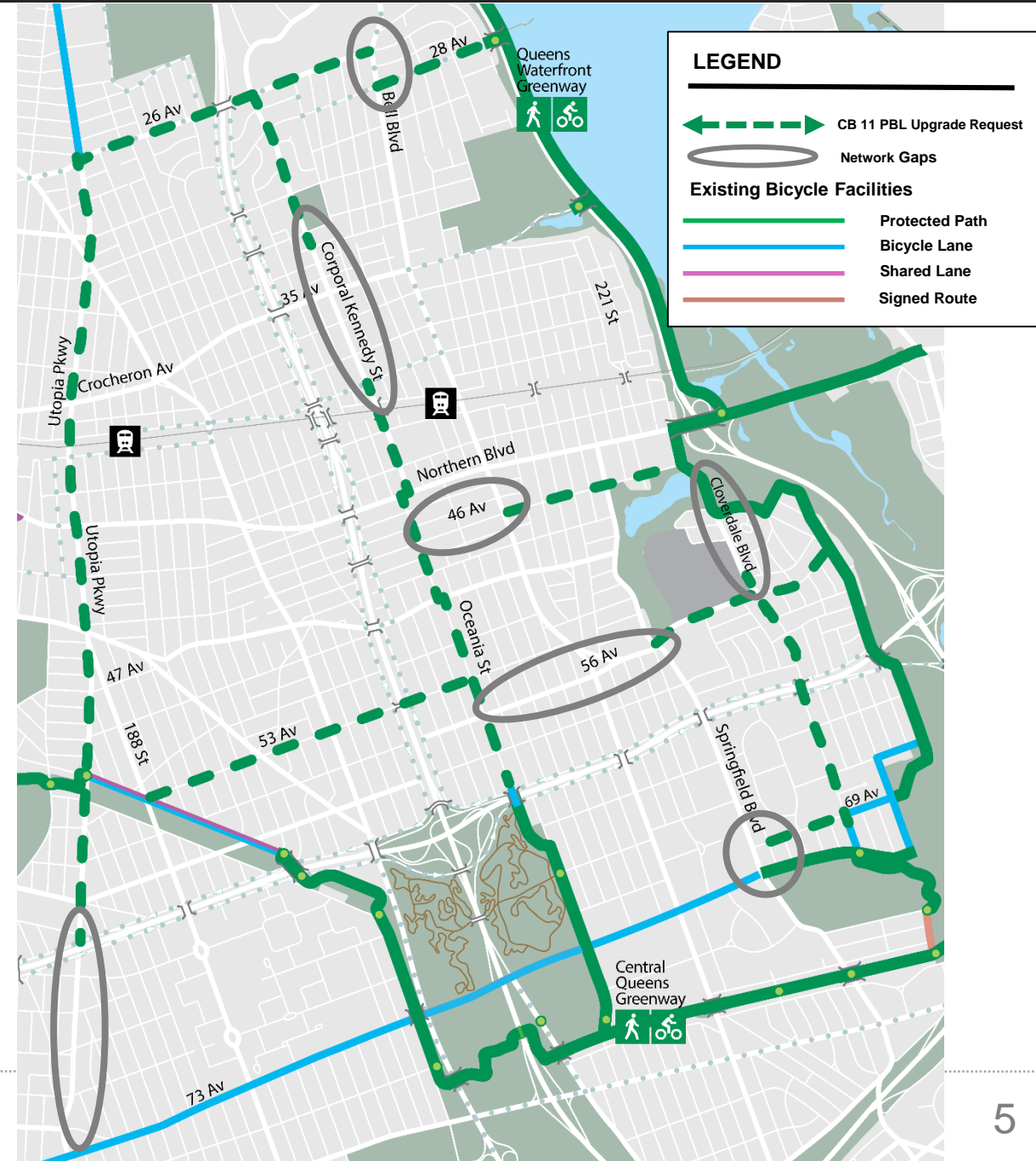
Trade Offs

Benefits

- More protected bicycle lanes (PBLs)
- Utopia Parkway – DOT is currently studying corridor for potential addition of PBL
- Connections to Greenways

Drawbacks

- Gaps in the network are disorienting for cyclists
 - Standard and shared lanes can provide wayfinding and dedicated space for cyclists where PBLs are not feasible
- Lack of east-west connection
- Cut off connection to Vanderbilt Motor Pkwy
- Parking impact or travel lane removal necessary



What Goes Into a PBL

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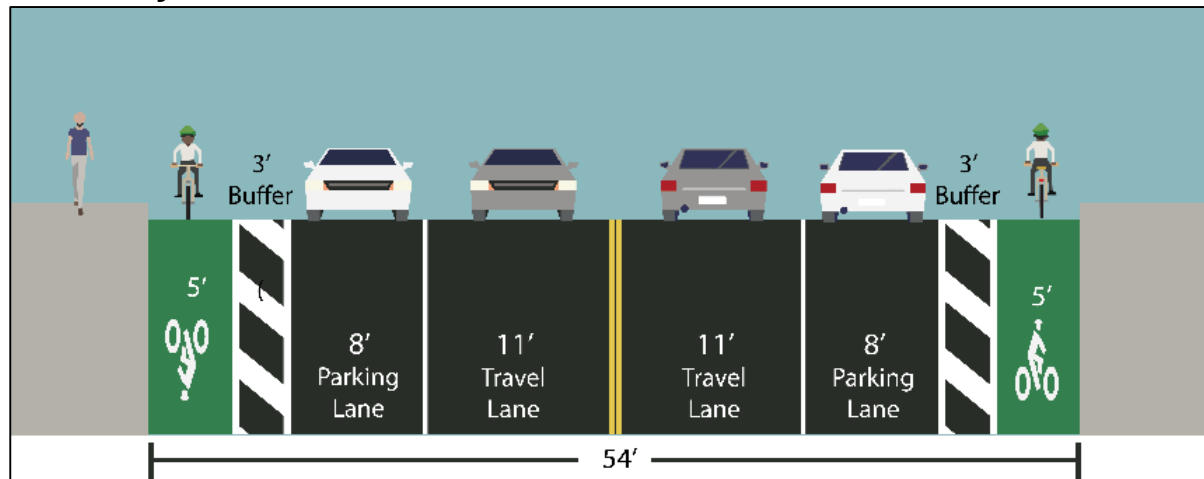
Typical PBL Design

Protect bike lanes fully separate cars and bikes, increases safety for all road users by shortening pedestrian crossing distances and improving visibility for pedestrians.

Typically require trade-offs such as removing parking, reducing travel lane/s, or converting a street to one-way.

Few roadways in CB 11 are 54' wide, additional options explored.

Two-Way Street PBL Standard



Before



Typical Two-Way Street

After



Example: Vernon Blvd, QN



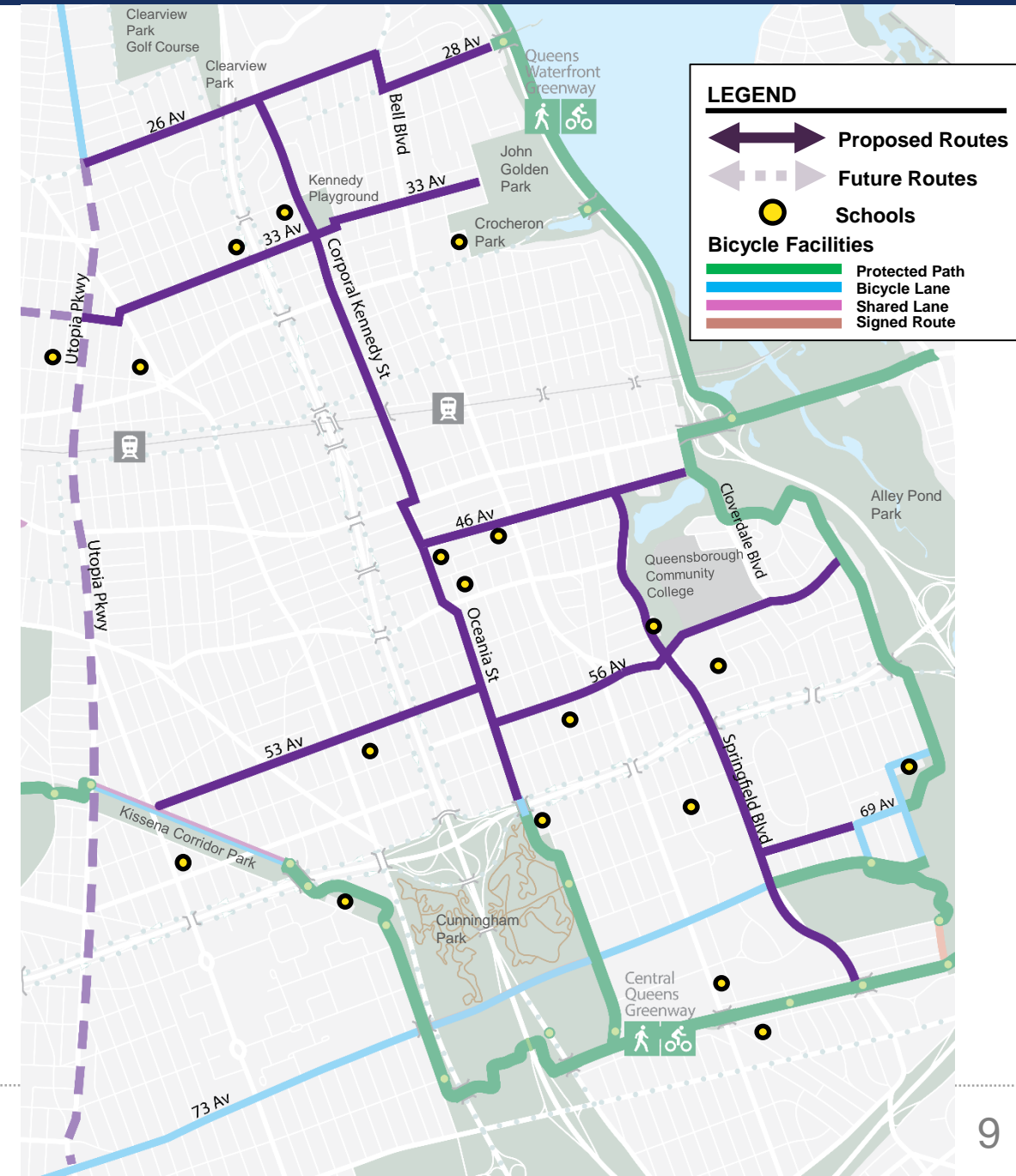
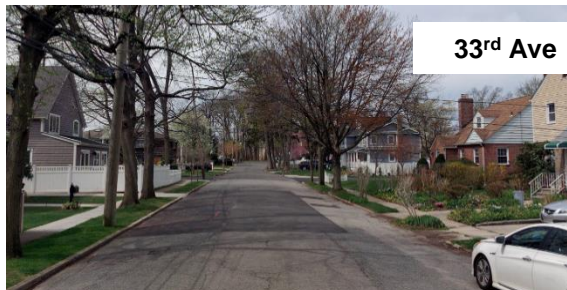
Example: Fountain Ave, BK

Proposal

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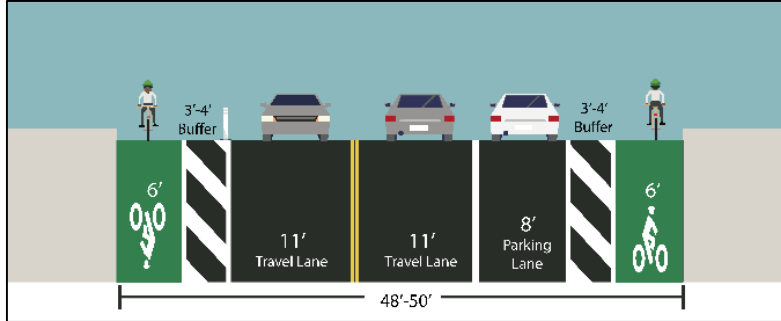
Making it work

- **Build** on CB11 feedback and upgrade previous proposal
- **Keep** Corporal Kennedy St/Oceania St and Springfield Blvd to maintain North-South connection
- **Add** 33rd Ave for East-West connection
- **Take out** 188th St and Cloverdale Blvd from proposal

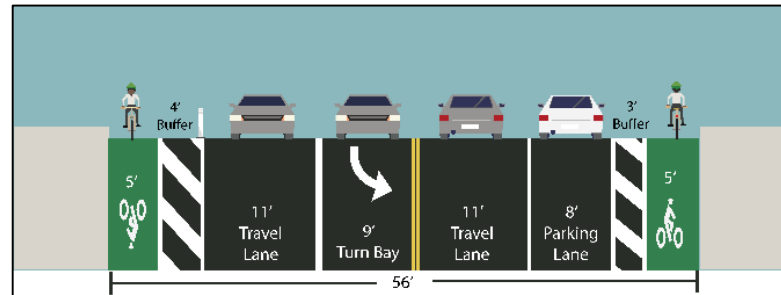


Protected Path Cross Section

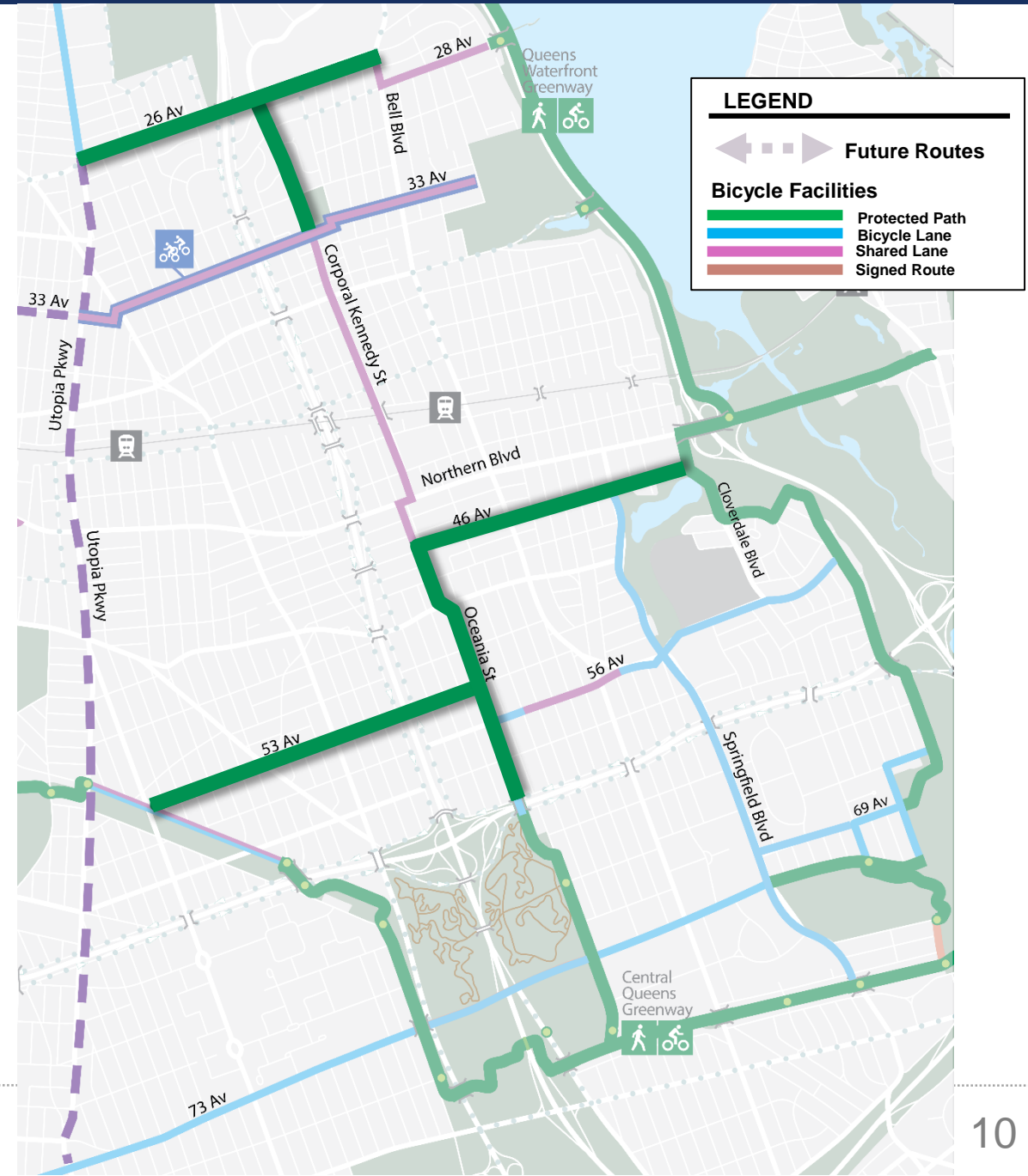
- 26 Av, Utopia Pkwy to Clearview Expy
- 53 Av, Underhill to Oceania St
- Corporal Kennedy, 26 Av to 33 Av
- Oceania St, 46 Av to Horace Harding Expy



- 26th Ave, Clearview Expy to Bell Blvd



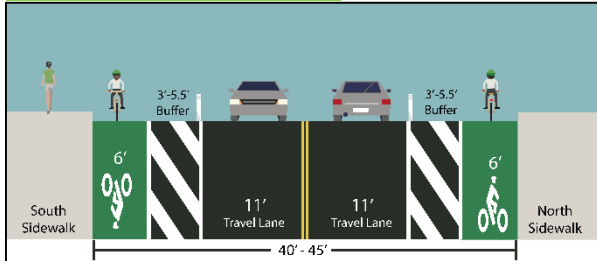
- Installation of protected bike lanes requires repurposing parking along half of each corridor due to narrow streets
- Residential corridors feature driveways/off-street parking options



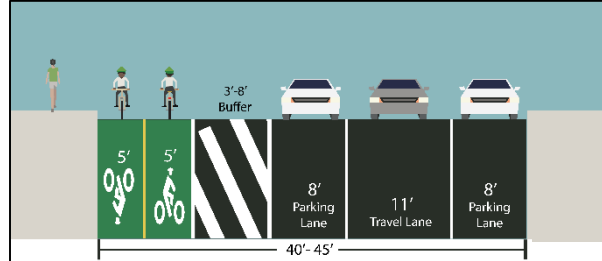
Protected Path, Narrower Cross Section

○ 46 Av, Oceania St to Cloverdale Blvd

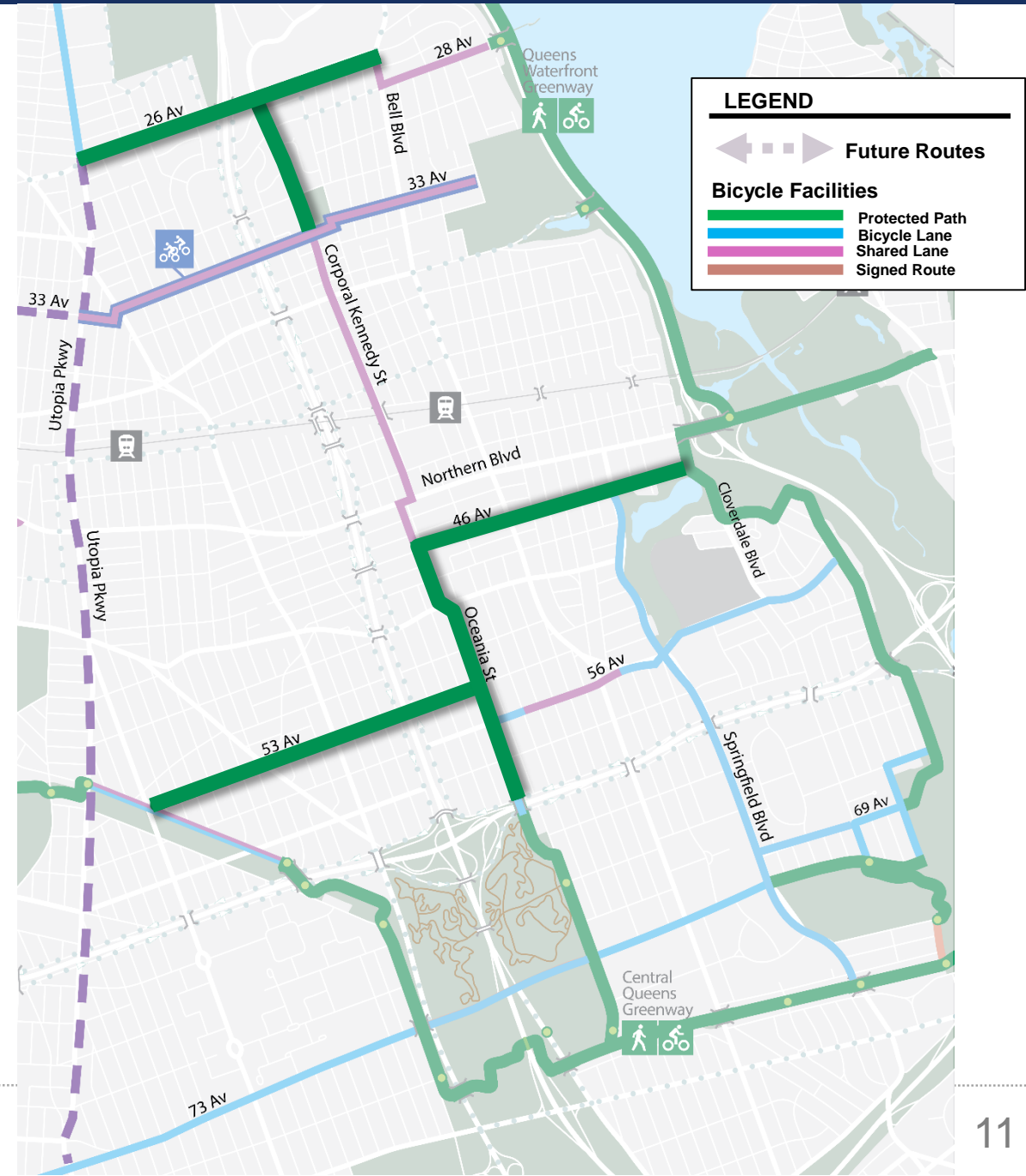
Scenario A: Parking Removal



Scenario B: One-Way Conversion/Lane Removal

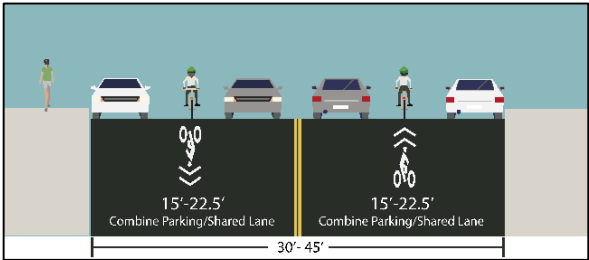


- Scenario A:
 - Curbside protected bike lanes require repurposing parking on both sides of the corridor
- Scenario B:
 - Two-way bike lane maintains parking on both sides of the corridor
 - Requires conversion from two-way street to one-way street

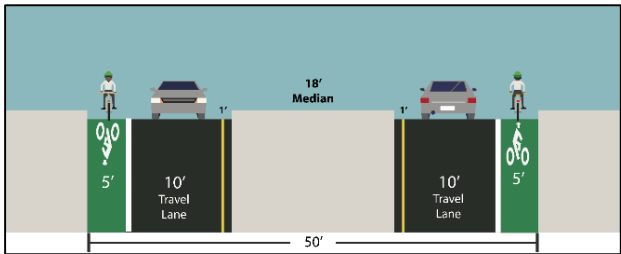
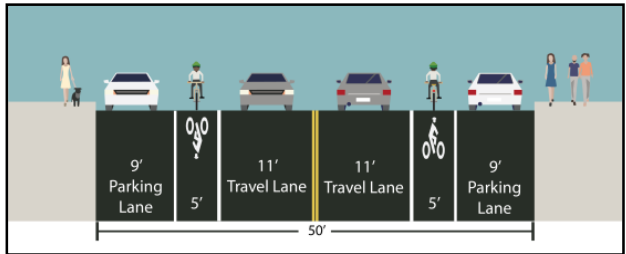


Standard and Shared Lanes Cross Section

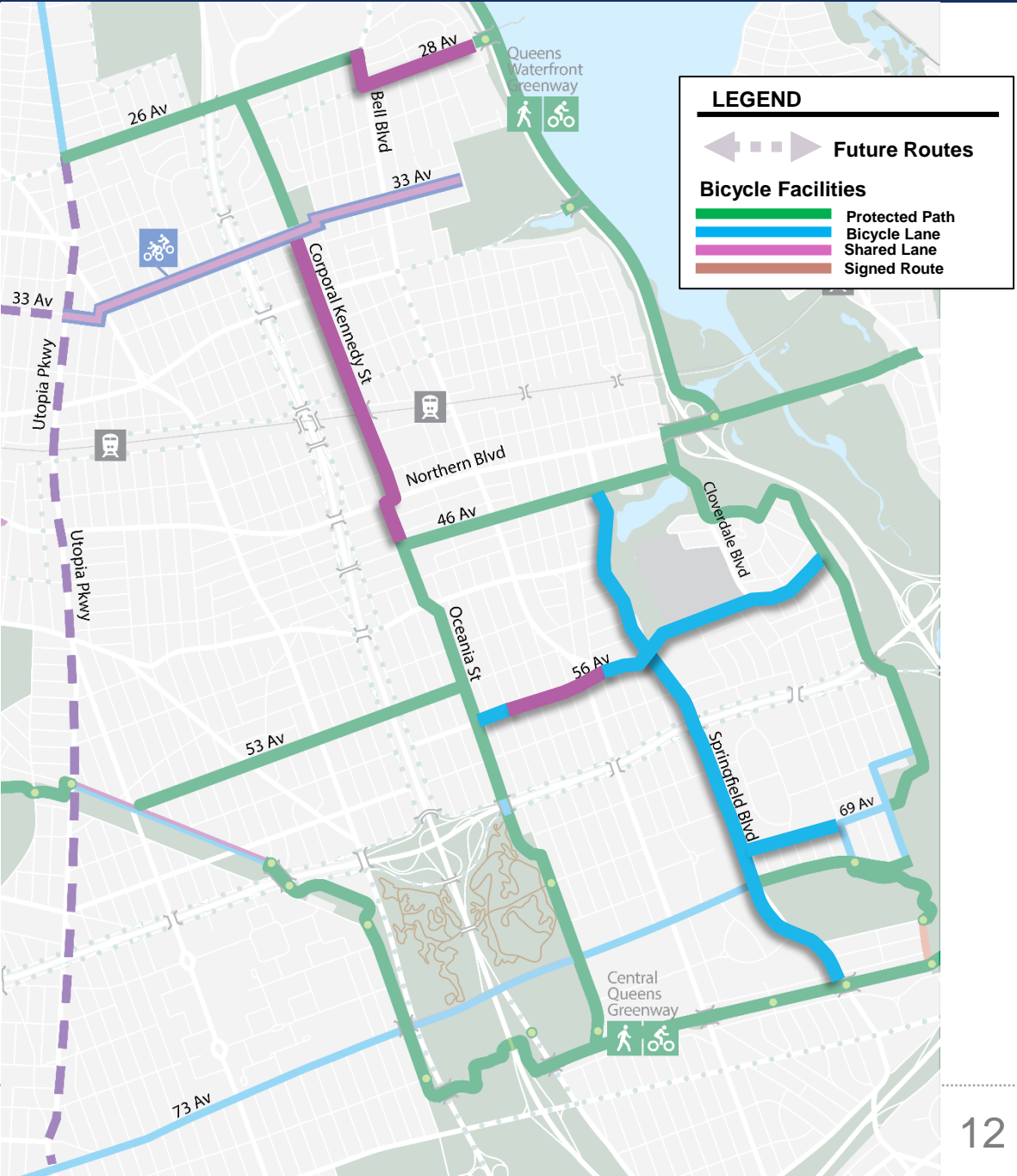
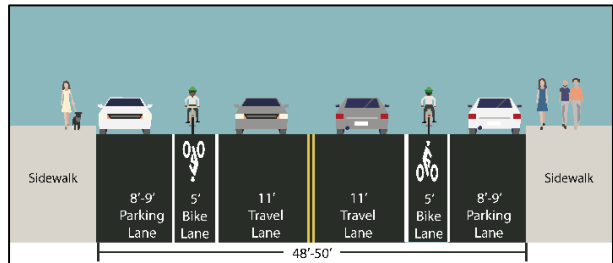
- 28th Ave (35')
- Corporal Kennedy St and Oceania St (30'- 45')



- 56th Ave



- Springfield Blvd
- 69th Ave



33rd Ave Calm Corridor: *Prioritizing Pedestrian-Cyclist Safety*

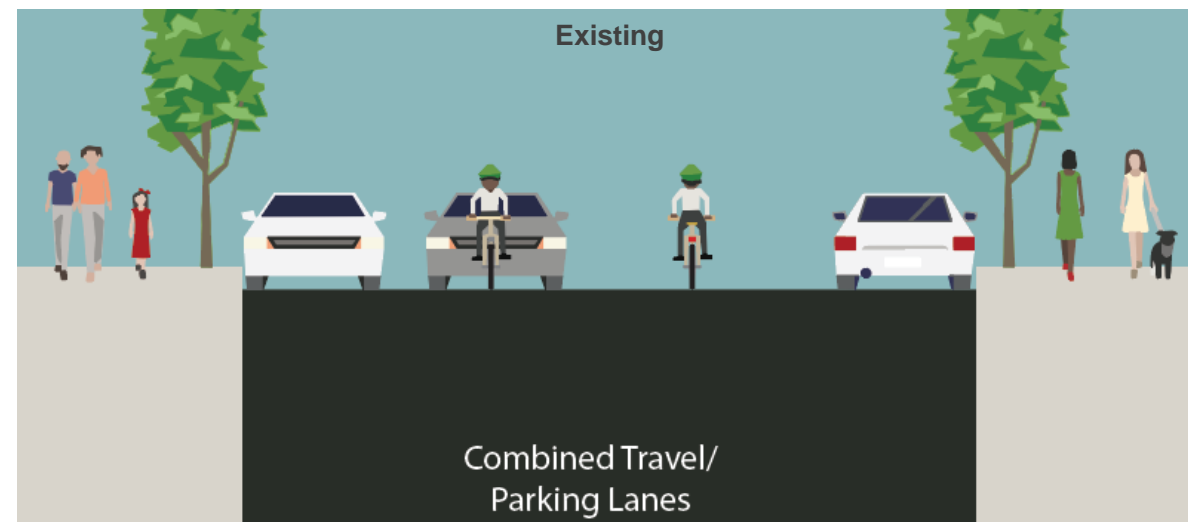


Volume and Speed Management

- Low vehicular volumes
- Three existing breaks along the corridor that serve as “natural” traffic diverter
 - **210th St:** dogleg intersection
 - **Clearview Expwy:** existing at-grade pedestrian bridge
 - **Francis Lewis Blvd:** EB 33 Av is forced right turn onto SB Francis Lewis Blvd

Wayfinding and Markings

- Reduce speed limit signage, bike lane markings, pedestrian spaces



39th Ave in Sunnyside, Queens



Traffic Calming Design Elements



Reduced Speed Limit



Curb Extensions



Enhanced Crossings



Signal Timing



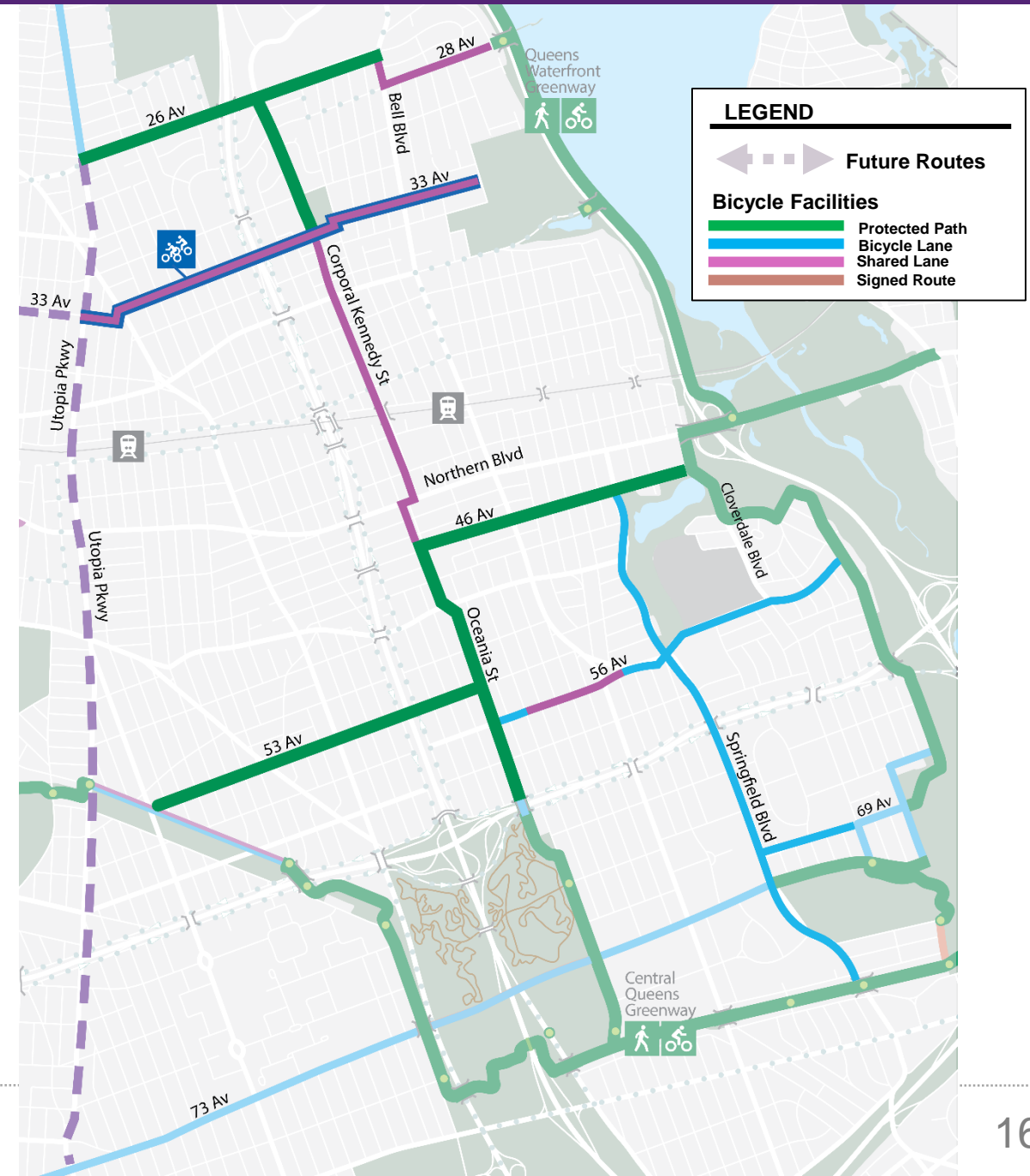
Traffic Diverters

Summary

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Revised Proposal

- Expand the bicycle network
 - Protected bicycle lanes increase safety for all road users
 - Standard and shared bicycle lanes provide wayfinding
 - Traffic calming measures foster pedestrian-cyclist safety
- Benefits
 - Organize the roadway, increase predictability of cyclist location for drivers and pedestrians
 - Improve access to community amenities
 - Create safer, more convenient cycling to parks, the Eastern Queens Greenway, and surrounding neighborhoods
 - Close gaps within bike network and build out the spine for future on-street connections



Thank You!

Questions?



NYCDOT



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