



WOODHAVEN-CROSS BAY BICYCLE CORRIDOR STUDY

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Woodhaven – Cross Bay Bicycle Corridor Study



Michael R. Bloomberg, Mayor
City of New York



Amanda M. Burden, FAICP, Director
New York City Department of City Planning

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Executive Summary

The *Woodhaven - Cross Bay Bicycle Corridor Study* recommends a variety of bicycle facilities that would improve bicycle and greenway connections in Southern Queens. The purpose of this study is to develop a series of bicycle routes that would link the various communities in and around the study area and enhance connections to local parks and greenway paths along the Woodhaven - Cross Bay corridor.

New York City has seen remarkable growth in bicycle ridership with a doubling of bicycle commuters in the last seven years and, in June of this year, the City completed an ambitious 3-year project of creating 200 miles of new bicycle facilities. The Mayor's *PlaNYC 2030* has numerous transportation, sustainability and health goals related to bicycling and greenway development. Bicycling contributes to a reduction in traffic congestion and air pollution and whether you are riding for recreation, commutation, or for a quick trip to the store, bicycling promotes a healthy and active lifestyle. However, while the City continues to expand the bicycle network and related infrastructure, there are a number of gaps or connections between facilities that can be improved. The *Woodhaven - Cross Bay Bicycle Corridor Study* addresses these critical issues in Southern Queens.

The objectives of this study are:

- Enhance the bicycle and greenway links between Forest Park Greenway, Shore Parkway Greenway, and Rockaway Greenway and connect the expanding New York City greenway network.
- Improve greenway connections to parkland and open space such as Gateway National Recreation Area, Jamaica Bay Wildlife Refuge, Fort Tilden and Jacob Riis Park, and Rockaway Beach.
- Provide better non-motorized transportation options for residents in Southern Queens.
- Examine and assess existing traffic conditions within the study area including a level of service analysis of a selection of streets along the corridor.
- Recommend a variety of bicycle facilities taking into account safety, suitability of the route, accessibility, and potential conflicts with other modes of transportation.

The report presents detailed analysis of the proposed bicycle routes based on data collected from field visits including street and intersection geometry, bicycle and pedestrian movements, street design and neighborhood context. In addition, this report includes an analysis of existing land use, zoning, demographic and socioeconomic profiles, and a literature search. Vehicle traffic volume counts were also conducted at eight (8) intersections within the study area along the proposed bicycle corridor. The report proposes the following recommendations: fourteen miles of on-street bicycle lanes and signed bicycle routes; innovative street treatments such as pigmented bicycle lanes, advanced stop boxes; pegga-tracked (dashed) markings through certain intersections; and a new, separate greenway path at the Rockaway Peninsula waterfront next to Jacob Riis Park (see a general map of existing and proposed bicycle routes in Figure E-1 on following page).

Study Area - Existing and Proposed Bicycle Routes

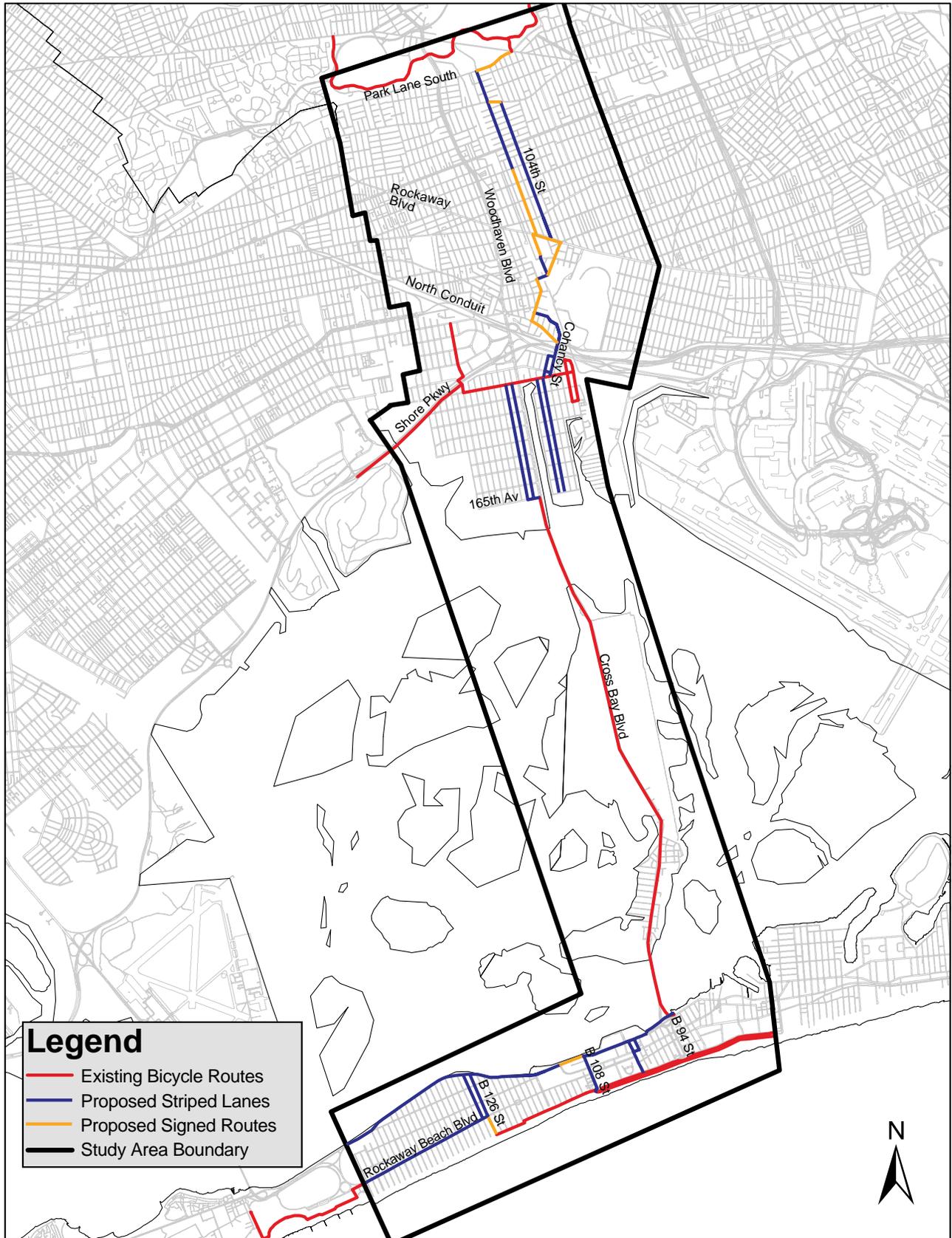


Figure E-1

Introduction

The Woodhaven – Cross Bay Bicycle Corridor is a study undertaken by the Transportation Division of the New York City Department of City Planning to develop a bicycle route from Forest Park to Jamaica Bay in Queens and to encourage cycling in the southern section of Queens by providing a safer and better travel option for cyclists.

The Woodhaven – Cross Bay corridor was identified in the New York City Bicycle Master Plan as a priority corridor and can serve as a recreational route taking cyclists from Forest Park to the Shore Parkway Greenway, and also guiding riders through the Jamaica Bay Wildlife Refuge area to the waterfront and parks of the Rockaway Peninsula.

This large study area in Queens is bordered to the north by Forest Park, to the south by Rockaway Beach, to the west by the borough's boundaries (generally by Eldert Lane) and to the east by Lefferts Boulevard.

The main objective of this study is to develop connections and links to the recreational components of the study area. It is essential for an increase in bicycle usage and to improve access for cyclists to the parklands and waterfront areas in the Woodhaven/ Cross Bay area.

This report is divided into three parts:

- Study Area, which includes a description of the study area; a depiction of its neighborhoods and population; zoning and land uses; the street network; bicycle network; public transportation; and the accidents trends and patterns;
- Evaluation of Selected Corridor and Recommendations, which assesses and proposes a series of recommended bicycle routes along the selected corridor;
- Appendices, which contain additional zoning information in terms of the permitted floor area ratio (FAR) per zoning district; the level of service analysis of typical intersections along the proposed bicycle routes; a description of subway lines and bus routes within the area of study; a literature search on design guidelines and innovative solutions for bicycle facilities.

STUDY AREA

Study Area Location and Neighborhoods

The Woodhaven - Cross Bay Boulevard Bicycle Corridor Study Area is situated in southern Queens. Figures 1 and 2 indicate the study area. This large study area consists of three land segments which are separated by water. The northern segment (the Woodhaven area) is north of Jamaica Bay, the middle segment (Broad Channel area) lies within Jamaica Bay, and the southern segment (Rockaway Peninsula area) is between Jamaica Bay and the Atlantic Ocean. The entire study area lies within portions of Queens Community Districts 9, 10, and 14.

Northern Segment – Woodhaven Area

The Woodhaven area is the largest of the three segments. It includes the communities of Woodhaven, Richmond Hill, Ozone Park, Lindenwood, and Howard Beach. Major land, water and major features, which surround this area are Forest Park on the north; Aqueduct Race Track, John F. Kennedy International (JFK) Airport, and the MTA subway right of way on the southeast; Jamaica Bay, Shellbank Basin, Hawtree Basin, and Spring Creek Park part of the Gateway National Recreational Area (GNRA) on the south; and the boundary between Queens and Brooklyn boroughs on the west.

Middle Segment - Broad Channel Area.

The middle segment of the study area is an island land mass that lies within Jamaica Bay. The Broad Channel residential community is located on the southern end of the island, and a wildlife refuge (part of the Jamaica Bay Unit of GNRA) is located on the northern end of the island. The small geographical area of the Broad Channel community includes a limited number of local streets, most of which intersect Cross Bay Boulevard.

Southern Segment - Rockaway Peninsula Area.

The southern segment comprises a portion of the Rockaway Peninsula. It is bounded by major land and water features, which include Rockaway Inlet/Beach Channel, Rockaway Beach, Atlantic Ocean, and Jacob Riis Park. This segment includes the communities of Seaside, Rockaway Park, Belle Harbor, and Neponsit, all located west of the bridge, and Hammels, located just east of the bridge.



Regional Context

Figure 1