

Street Network

Street Network – Major Arterials

Within the study area, there is one highway, the Belt Parkway, and thirteen (13) major collector roadways: Myrtle Avenue, Jamaica Avenue, Atlantic Avenue, Liberty Avenue, Rockaway Boulevard, Linden Boulevard, North Conduit Avenue, South Conduit Avenue, Beach Channel Drive, Rockaway Beach Boulevard, Woodhaven Boulevard, Cross Bay Boulevard, and Lefferts Boulevard that join the study area with the metropolitan region and adjacent communities.

These roadways are described below. The following Figures 13 - 15 map out the location of the highways and major collector roadways in the study area.

East – West Roadways

Belt Parkway is a six-lane, two-directional highway that travels through the study area with the North and South Conduit adjacent and parallel to this highway (North Conduit Avenue running on the north side and South Conduit Avenue running on the south side). It also has a grassy right-of-way on both sides of the highway that includes the Shore Parkway Greenway Path located only on the south side.

Myrtle Avenue is an east to west roadway that serves the study area. It's roadbed is about 35 feet wide with one travel lane and a parking lane in each direction. In the study area it travels through a quiet residential neighborhood in contrast to the stretch west of Forest Park in Glendale and Ridgewood where it is a primary shopping strip.

Jamaica Avenue is a major east-west arterial. This roadway measures approximately 38 – 45 feet wide with a travel and a parking lane per direction of traffic. It is a major commercial strip in the central part of Queens that serves the community of Woodhaven and its surroundings.

Atlantic Avenue is a major arterial that extends across the entire borough of Brooklyn and parts of Queens. It is one of the area's busiest streets carrying many trucks and commercial vehicles, as it is one of the most direct routes to the Van Wyck Expressway. The roadbed is generally 90 feet wide with a 24-foot center median, which includes grates above the Long Island Railroad underground tunnel.

Liberty Avenue is 40 - 50 feet wide with one travel lane and a parking lane per direction of traffic. It is a busy commercial corridor lined with small to medium sized retail stores and businesses.

Rockaway Boulevard's roadbed varies from 60 to 70 feet in width. It has two travel lanes and a parking lane in each direction with limited parking in front of the John Adams High School (near 101st Street). There is a center marked median on Rockaway Boulevard, which becomes a left turn bay at the approach of a few intersections.

Linden Boulevard is generally a very busy through truck route from Brooklyn into Long Island. But the segment within the study area is quiet with a simple two-lane street. This street is 40 – 50 feet wide. It has a travel lane and a parking lane in each direction of traffic.

Beach Channel Drive is a major east-west roadway that travels along the northern shore of the Rockaway Peninsula offering a scenic view of Jamaica Bay. This road generally measures 70 – 80 feet wide between Beach 98th Street to Beach 116th Street. It narrows to 52 feet between Beach 116th

and Beach 145th Streets. An open space emerges along the waterfront on the north side of the road at Beach 143rd Street, which includes a paved route for pedestrians.

Rockaway Beach Boulevard runs through most of the Rockaway Peninsula and travels through quiet residential neighborhoods. The roadbed generally measures 40 to 70 feet wide. Beyond Beach 127th Street Rockaway Beach Boulevard width varies between 60 – 70 feet and has an attractive landscaped center median.

North – South Roadways

Woodhaven Boulevard is a wide and busy major arterial that proceeds in the north-south direction often used as alternate route to bypass the Van Wyck Expressway. It consists of a main road and a service road in each direction separated by medians. The total width of the roadway is approximately 130 feet. The main road has six central lanes and each service road has two lanes of traffic.

Cross Bay Boulevard is a continuation of Woodhaven Boulevard starting where Woodhaven Boulevard intersects Rockaway Boulevard and Liberty Avenue. It is the only roadway to Broad Channel and the Rockaway Peninsula from Queens. It is generally 90 – 110 feet wide with a center median and three travel lanes and a parking lane in each direction of traffic.

Lefferts Boulevard is a 40 - 60 feet wide north-to-south roadway that extends to the south of the Belt Parkway within the vicinity of John F. Kennedy Airport.

Truck Routes

There are five designated through truck routes and eight designated local truck routes in the area of study as illustrated in Figures 13, 14 and 15. The five designated through truck routes are Atlantic Avenue, Beach Channel Drive, Linden Boulevard, Myrtle Avenue, and North and South Conduit Avenues. The eight designated local truck routes are Atlantic Avenue, Beach Channel Drive, Cross Bay Boulevard, Linden Boulevard, Myrtle Avenue, North and South Conduit Avenues, Rockaway Boulevard, and Woodhaven Boulevard.

Street Network Map Woodhaven Area

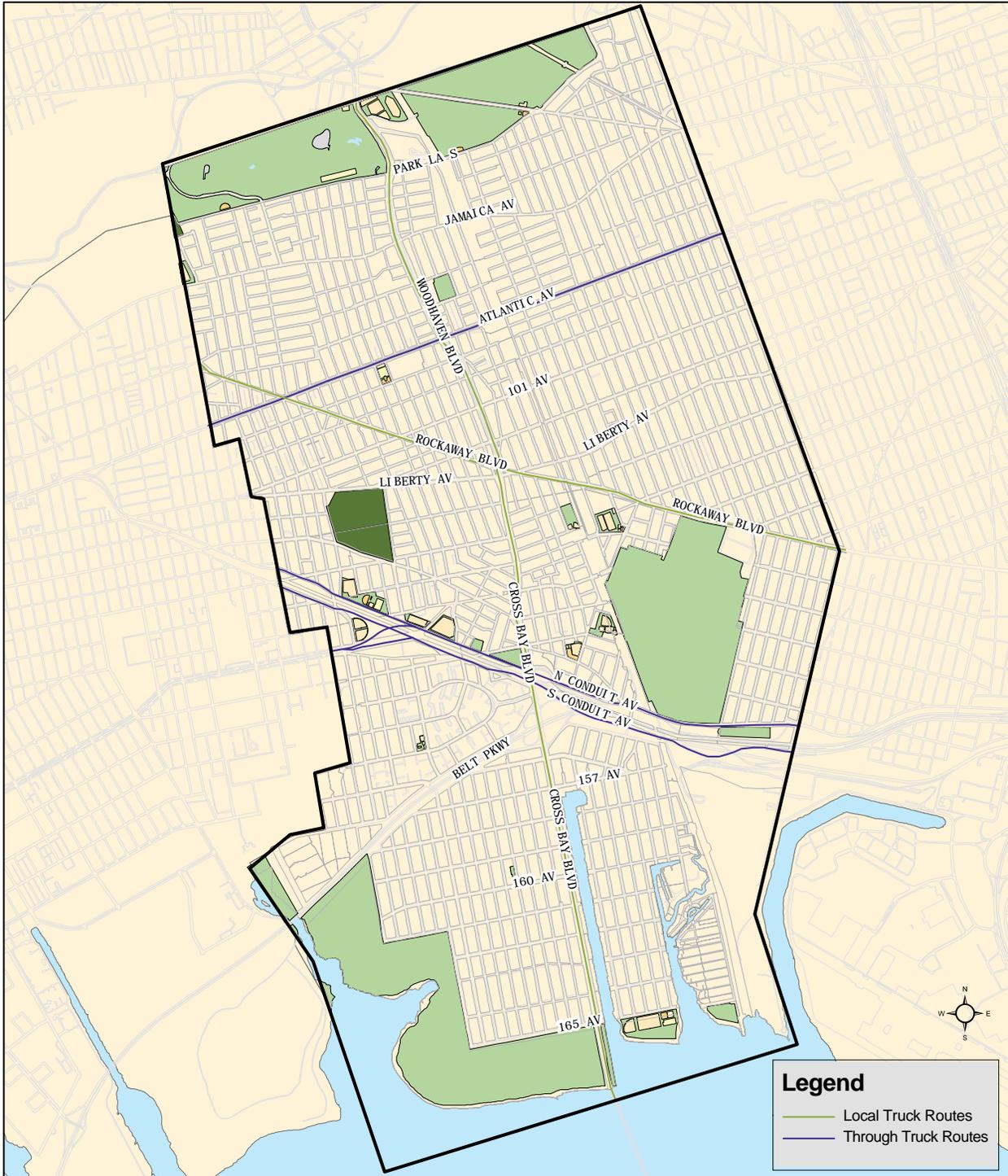


Figure 7

Street Network Broad Channel Area

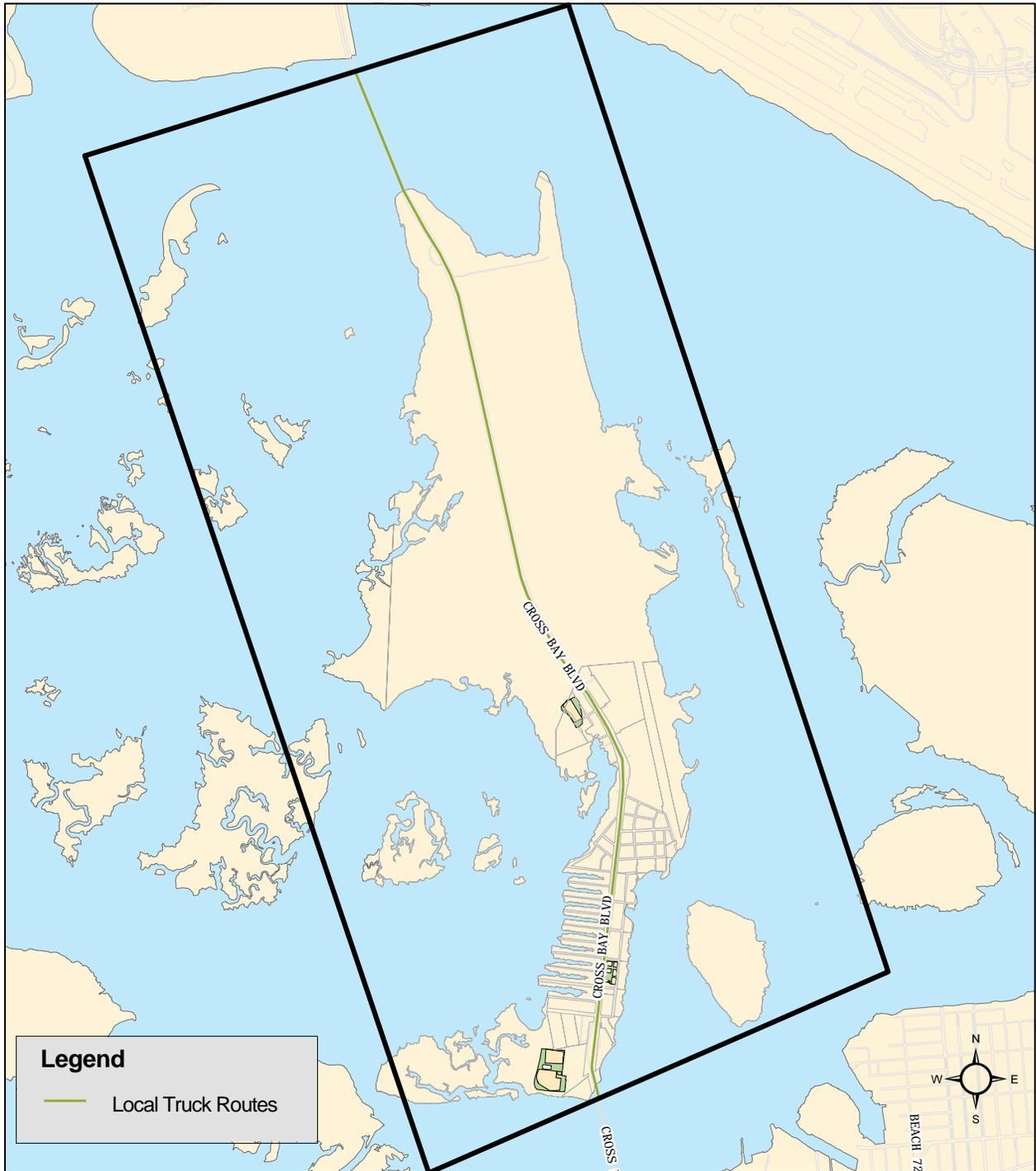


Figure 8

Street Network Map Rockaway Peninsula Area

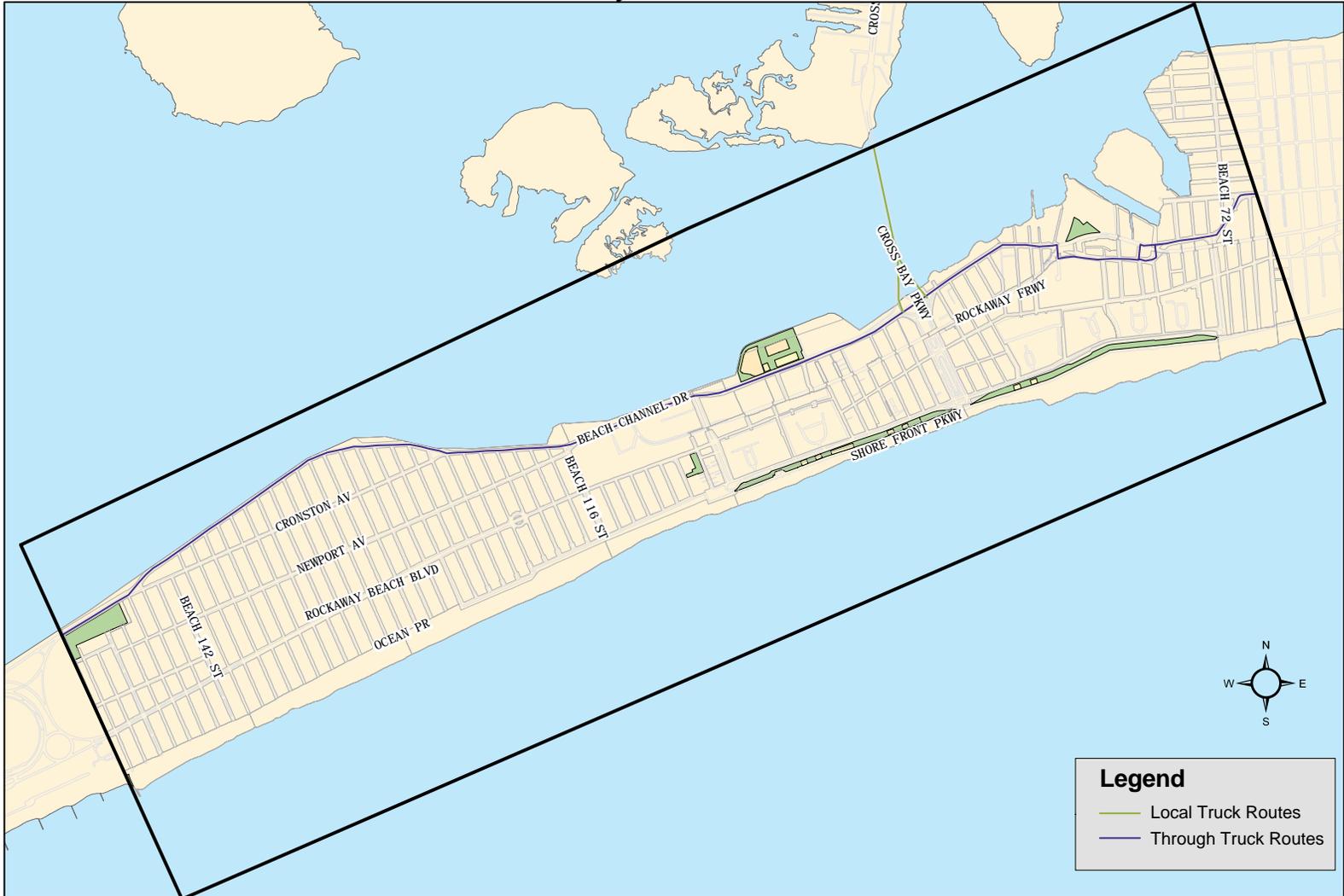


Figure 9

Bicycle Network

Existing Bicycle Network

The New York City Bicycle Master Plan published in 1997 represents the first phase of the Bicycle Network Development program and articulates the city's action plan to encourage cycling as a mode of transportation. In this comprehensive plan, a 900-mile bicycle network has been identified and is gradually being implemented to increase the level of cycling.

The existing network of bicycle routes in New York City has expanded to approximately 530 miles and is distributed throughout the five boroughs. It includes 290 miles of on-street bicycle lanes, 50 miles of on-street signed bicycle routes and 190 miles of off-street bicycle paths¹.

Bicycle use has also been on the rise as new bicycle facilities are installed. Based on the data collected along the bicycle routes in Manhattan by the Transportation Division of NYCDCP, the daily bicycle ridership increased by 30% on-street (bike lanes) from 2001 to 2008 and by 21% off-street (greenways) from 2002 to 2008. The number of greenway users increased by 50%.

To sustain the growing number of cyclists in the city of New York and to encourage cycling as a form of transportation, City Planning recently approved a text amendment to the Zoning Resolution to require indoor, secure, long term bicycle parking in new developments, substantial enlargements, and residential conversions. This applies to multi-family residential, community facility and commercial buildings, including public parking garages, in all zoning districts.

The most critical components that influence the use of bicycle facilities are the continuity of the facilities to the network and the connectivity to major destinations. There is potential to connect neighborhoods and to fill in the gaps in the existing bicycle network citywide. This report will look at one of the priority routes in Queens "Woodhaven/Cross Bay corridor" identified in the master plan with limited connectivity for cyclists and make recommendations that can improve cycling conditions.

The bicycle facilities within the study area are spread out and lack connectivity to the local parks, the Shore Parkway Greenway path, the Rockaway Beach Waterfront area and the rest of the bicycle network as indicated on the following pages in Figures 16 and 17.

The bicycle facilities are discontinuous. There are gaps of at least a mile in between bicycle facilities, and cyclists arriving into this area do not have dedicated lanes or clear signage to get to the major attractions or to connect to the existing bicycle network.

A total of four bicycle lanes and three multi-use paths exist within the study area as indicated in Figures 16 and 17. In the Woodhaven area, there are two on-street striped bicycle lanes: the first on-street bicycle lane exists on 84th Street from 149th Avenue to 157th Avenue; the second lies on 157th Avenue from 84th to 102nd Streets. They both connect to the Shore Parkway Greenway path. However for two miles north of 149th Avenue there are no bicycle facilities that connect to this segment, which would allow cyclists from Woodhaven to access the greenway path along Shore Parkway. In addition the multi-use path located in Forest Park, north of the study area, also lack

¹ Source: NYC Department of City Planning (Transportation Division), GIS Bicycle Map of New York. It should be noted that on-street bike facilities with two lanes of bicycle traffic were measured only once from start to end.