39TH AVE
BIKE BLVD

Presented to Queens Community Board 2 – June 1, 2021
PRESENTATION OVERVIEW

1. Background
2. Proposal – 39th Ave Bike Blvd
3. Summary
PROJECT LOCATION & GOALS

- Enhance open street and bike network
- Improve safety, reduce conflicts, and speeding on neighborhood street
- Improve connection between Sunnyside and Woodside, Jackson Heights
Background
Project Motivation

- Community request open street Summer 2020
- Open street in operation with movable barriers
- Requests for more permanent, durable materials
- New movable barriers delivered May 2021
PLANNING CONTEXT

Pandemic Response – Open Streets

- Open Streets program initiated (2020) to provide greater social distancing and made permanent (2021)
- DOT to convert an Open Street to a Bike Blvd in every borough (2021)

Green Wave: A Plan for Cycling in NYC

- Citywide protected bike lane network: Build 30 miles of protected bicycle lanes annually
- Integrate and install new street design treatments, including bike boulevards to prioritize cyclists and limit vehicles

Citi Bike Expansion

- Phase 3 Expansion plan includes Sunnyside (2022)
PLANNING FOCUS AREA

Pedestrian safety
- Existing Open Street
- Lack of pedestrian crossings
- Difficulty crossing at busy intersections - Barnett Ave and Woodside Ave

Bike connection
- Only direct bike connection between Sunnyside and Woodside due to LIRR and major corridors
- Pending Citibike expansion

Neighborhood Street
- Local street (not a truck or bus route)
- Access to major corridors (Northern Blvd, Queens Blvd, Roosevelt Ave, Broadway, and BQE)
- Vehicles forced on to 39th Ave from both directions at eastbound Barnett Ave and at southbound Woodside Ave
EXISTING CONDITIONS & ISSUES – 39th Ave

Neighborhood Street, actively used by vehicles, pedestrians, and cyclists

- Narrow two-way shared route with no dedicated space for cyclists installed from 48 St to Woodside Ave in 2008
- Lack of pedestrian crossings
- Movable barriers do not discourage through vehicles, require maintenance, and create unpredictable movements
OPEN STREETS – 39th Ave

Streets Opened for Social Distancing

- **May 2020**: Open Street program begins operating. Pedestrians and cyclists to use the roadbed of the street while maintaining social distancing when Open Streets in effect.

- **January 2021**: Mayor outlined in his State of the City address, DOT will create a Bike Boulevard in each borough in 2021

- **April 2021**: New York City Council passes bill to make Open Streets program permanent

- **May 2021**: Mayor announces an Open Street in each borough selected to be a Bike Boulevard.

The Open Streets initiative is a collaboration between the Mayor's office, NYC Council, NYPD, Parks, NYC DOT, BIDs and local community organizations.
BIKE BOULEVARD

What is a Bike Blvd?

Corridor designated and designed for bicycle travel

- **Enhance** conventional, shared and signed bicycle routes
- **Calms traffic** with design interventions

Design elements include:

- **Route planning**: direct access to destinations
- **Speed and traffic volume management**: slow vehicle speeds and reduce vehicle volumes
- **Signs, wayfinding, pavement markings**: easy to find / follow
- **Street crossings**: minimal cyclist delay at minor street crossings. Safe and convenient crossings at major streets

Background
Proposal: 39th Ave Bike Blvd
PROJECT LOCATION

Project Segments

1. Re-orientate Entrances
   Rethink intersections to reduce cut through traffic and improve pedestrian and bike connections

2. Divert Cut Through Traffic
   Reduce through traffic with mid corridor diversion

3. Traffic Calming Measures
   Slower, safer speeds using design elements

4. Bike Network Connection
   Connect to existing bike facilities

LEGEND

- Existing Bicycle Facilities
  - Protected Path
  - Bicycle Lane
  - Shared Lane
  - Signed Route

- Proposed Route

Project Segments Map
Re-orientate Entrances

Barnett Ave - Rethink intersection with numerous, unclear vehicular movements

- Improve safety with clear, simplified one-way vehicular movements at Barnett Ave
- Maintain access to 48 St by converting Barnett Ave one-way NB from 45 St island
- Remove unsafe turns and reduce conflicts by converting 39th Ave one-way WB from 47th St to 45th St
- Use extra space to normalize intersection with safer pedestrian and bike improvements while maintaining neighborhood access
- Provides opportunity for programming
# Proposal

1. Re-orientate Entrances

**Woodside Ave - Rethink intersection with uncontrolled movements**

- New signal to be installed at 52nd St
- Improve safety by reducing conflicts and discouraging vehicles cutting through neighborhood
- Convert 39th Ave one-way WB from Woodside Ave to 52nd St
- Use extra space to make safer pedestrian and bike improvements while maintaining neighborhood access with Woodside Ave NB, 52 St, and 39th Rd
- Improve pedestrian safety with crosswalks and ped space where feasible

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[Image of a map showing the proposed changes at Woodside Ave and 52nd St]
Proposal

2. **Divert Cut Through Traffic**

Reduce through traffic with mid-corridor vehicle diversion

- Prioritize cyclists and pedestrians with reduced vehicular conflicts, while maintaining neighborhood access
- Maintain 50 St directions and two-way sections for local access
- Add pedestrian crossings where feasible

49th St to 50th St
51st St to 50th St
Traffic Calming Measures

Slower, safer speeds using design elements

- Improved safety for all road users with slower speeds and better visibility
- Prioritize pedestrian movements with new crossings where feasible

- Reduced Speed Limit
- Bike Share Station
- Curb Extensions
- Pedestrian Island
- Traffic Diverters
- Bike Corral
- Enhanced Crossings
- Signal Timing
Proposal

Bike Network Connection
Connect to existing bike facilitates

- Install bike lane on Barnett Ave and 43 St
- Install shared lane on 43 St

Barnett Ave: 45 St to 43 St
43 St: Barnett Ave to Midblock

43 St: Midblock to Skillman Ave
Summary
Next Steps

**Spring 2021**
- Community Board feedback and ongoing stakeholder engagement about Bike Blvd
- Open Street new barriers arrangement and adjustments

**Summer – Fall 2021**
- Begin implementation of Bike Blvd
Summary

39th Ave Bike Blvd

- Enhance Open Street treatment with Bike Boulevard design elements
- Simplify entrance intersections and improve pedestrian and bike connections
- Reduce through traffic and conflicts with mid corridor diversion
- Slower, safer speeds
- Improve connections to existing bike facilities

At 49 St

At 46 St

At 50 St

At 52 St
Questions?

THANK YOU!