84th ST, 165th AVE
HOWARD BEACH GREENWAY CONNECTOR
Traffic Calming and Protected Bike Lanes
Presented to Queens Community Board 10
December 10, 2019
Howard Beach Greenway Connector

PRESENTATION OVERVIEW

1. Background
2. Proposal
3. Next Steps
4. Summary
Background
JAMAICA BAY GREENWAY

11 miles of recreational path for biking and jogging

Provides access to **10,000 acres** of parks and beaches

**Gaps** in route

**Difficult to get to** from adjacent neighborhoods

100,000+ people use Jamaica Bay Greenway to visit park sites each year (National Park Service)
JAMAICA BAY GREENWAY IMPLEMENTATION PLAN

GOALS + PROCESS

- Improve access & connectivity to Greenway for adjacent neighborhoods

- Outreach began in 2014
  - 3 series of workshops
  - Multiple events including guided bicycle rides

- Released Plan Summer 2016
  - 26 potential projects
  - 19 miles of new or enhanced greenway

Round 1 - Spring 2014
Existing Conditions

Round 2 - Fall 2014
Route Alternatives

Round 3 - Spring 2015
Final Route Selection

Plan Release - Summer 2016
Background

JAMAICA BAY GREENWAY IMPLEMENTATION PLAN

RECENTLY COMPLETED PROJECTS

A Ave V, Marine Park (2016)

B Flatbush Ave Ramps, Marine Park (2017)

C Canarsie Pier (2015)

D Paerdegat Ave N., Canarsie (2014)
Projects were identified to improve local access to

- Jamaica Bay Greenway entrance at 157th Ave & 84th St
- Jamaica Bay Wildlife Refuge (Gateway National Recreation Area)
- Conduit Ave Parks
- Rockaway Beach

Priority projects include

- 84th St / 165th Ave 12
- Addabbo Bridge 13

- Direct route was the preferred route identified through community planning process
- All projects will be reviewed with Community Boards before implementation
Proposal
PROJECT LOCATION & GOALS

Project Goals:

Provide access to Jamaica Bay Greenway from Howard Beach

Create new bike network connection & close gap

Extend greenway experience to increase cyclist safety and comfort
PROTECTED BIKE LANES

Benefits

Reduces conflicts, increases safety
- Separates bikes from moving vehicles
- Design calms traffic with standard width travel lanes
- Increases predictability of cyclist location for drivers and pedestrians

Creates new neighborhood amenity
- Extends greenway experience
- Provides comfortable space for cyclists of varied ages and experience levels
- Encourages physical activity – recreational bike rides, walking, jogging
Safety – Complete Street Redesign

Street designs that include protected bike lanes increase safety for all users

-15% drop in all crashes with injuries
-21% drop in pedestrian injuries

on streets where protected bike lanes were installed 2007-2017

Injuries to cyclists increase only 3%, despite a 61% bike volume increase

Protected Bike Lanes
Before and After Crash Data, 2007 - 2017

Data from 25 separate protected bicycle lane projects installed from 2007-2014 with 3 years of after data. Includes portions of 1 Ave, 2 Ave, 8 Ave, 9 Ave, Broadway, Columbus Ave, Hudson St, Lafayette St, 4 Ave, Sands St, Allen/Pike St, Kent Ave, Prospect Park West, Flushing Ave, Bruckner Blvd & Longfellow Ave, Imlay St / Conover St, Paerdegat Ave. Only sections of projects that included protected bike lanes were analyzed.
Source: NYPD AIS/TAMS Crash Database
Examples: Two-way Parking-Protected Bike Lanes Adjacent To Parks

Similar projects have been installed at parks throughout NYC

111 St, Flushing Meadows Corona Park, QN

E 233 St, Alley Pond Park, QN

Oceania St, Cunningham Park, QN

Prospect Park West, Prospect Park, BK

Gerritsen Ave, Marine Park, BK

Ave V, Marine Park, BK
165th Ave: from 84th St to Cross Bay Blvd
Parking Protected Bicycle Path

- Separate cyclists from moving vehicles – designate space for cyclists separated by parked cars
- Organize roadway, calm traffic
- Shorten pedestrian crossing at Cross Bay Blvd with painted island
- Maintain all travel lanes

**Existing Conditions**

<table>
<thead>
<tr>
<th>Spring Creek Park</th>
<th>25' Travel &amp; Parking Lane</th>
<th>25' Travel &amp; Parking Lane</th>
<th>North Sidewalk</th>
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**Proposed Design**

<table>
<thead>
<tr>
<th>Spring Creek Park</th>
<th>4.5' Parking Lane</th>
<th>8' Parking Lane</th>
<th>11' Travel Lane</th>
<th>11' Travel Lane</th>
<th>8' Parking Lane</th>
<th>North Sidewalk</th>
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**Example: Ave V, Marine Park**

- Repurpose approximately 10 parking spaces along Park / south side to provide entrances to the proposed path. Parking is underutilized along this segment, design will keep existing 100+ parking spaces in place along Park side.
1 165th Ave: from 84th St to Cross Bay Blvd

Parking Changes

165th Ave: Protected Two-way Path
Approximately 10 spaces would be repurposed along the south side (park side), parking is underutilized here

More than 100 spaces would stay in place along the south side of the street
**Proposal**

1. **165th Ave**: from 84th St to Cross Bay Blvd

**Parking Changes**

*Approximately 10 spaces would be repurposed along the south side (park side)*

*More than 100 spaces would stay in place along the south side of the street*

*No change to the north side of the street*

*Low parking usage along south side of 165th Ave, weekday evening*
84th St: from 157th Ave to 165th Ave

Standard Bicycle Lanes

- Wayfinding to guide cyclists to Jamaica Bay Greenway & proposed protected path along 165th Ave
- Organize roadway, calm traffic
- Provide dedicated space for cyclists
- No parking removal or travel lane removal

**Existing Conditions**

- West Sidewalk: 25’ Moving & Parking Lane
- East Sidewalk: 25’ Moving & Parking Lane
- 50’

**Proposed Design**

- West Sidewalk: 9’ Parking Lane, 5’ Travel Lane, 11’ Travel Lane, 5’ Parking Lane
- East Sidewalk: 50’

**Example: 150 St, QN**
GREENWAY CONNECTION AT 84th ST

- Greenway end meets sidewalk at 84th St
- Limited sightlines for bikes at end of path with curve
- Proposed signs “Stop Ahead” and “Stop” (bike sized)
- Proposed markings on greenway: painted bicycle rumble strips
GREENWAY CONNECTION AT 84th ST
GREENWAY CONNECTION AT 84th ST

Potential Signs
Summary & Project Benefits

- Improve access to the Jamaica Bay Greenway, recreational, and waterfront destinations
- Shortened pedestrian and bicycle crossings
- Better organize streets for bicycles, pedestrians, vehicles
Future Analysis: Addabbo Bridge
Addabbo Bridge & Cross Bay Blvd

Existing: On-street buffered bike lanes

- Adjacent to high speed bridge traffic
- Comfortable only for experienced cyclists
Future Analysis: Addabbo Bridge

Addabbo Bridge & Cross Bay Blvd

NY State DOT to review feasibility of updating bridge design to include separated bicycle path
  • Direct route to Broad Channel & Rockaways
  • Traffic calming on a wide bridge

Example: Pulaski Bridge separated bike path
Summary
Improved Bike and Pedestrian Safety and Access to Jamaica Bay Greenway

Project Benefits

- Improve access to the Jamaica Bay Greenway, recreational, and waterfront destinations
- Shortened pedestrian and bicycle crossings
- Better organize streets for bicycles, pedestrians, vehicles