



84th ST, 165th AVE

HOWARD BEACH GREENWAY CONNECTOR

Traffic Calming and Protected Bike Lanes

Presented to Queens Community Board 10
December 10, 2019



PRESENTATION OVERVIEW

1. Background
2. Proposal
3. Next Steps
4. Summary



Background

1

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

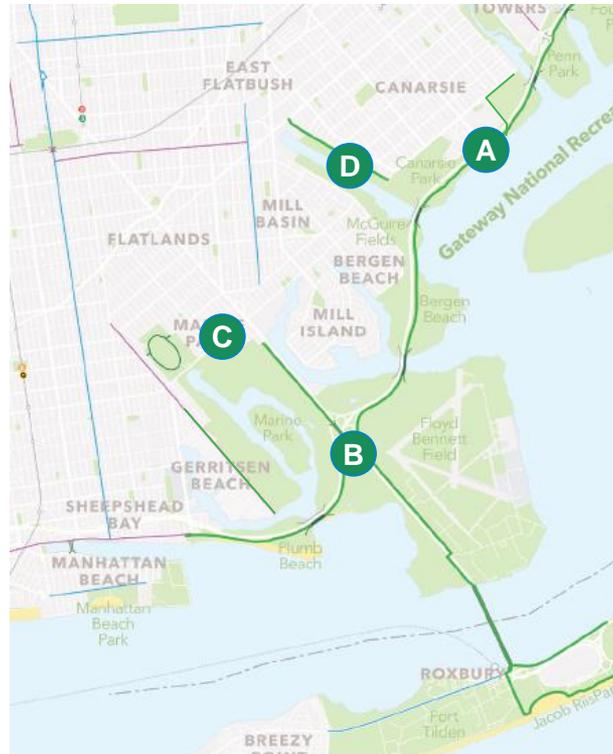
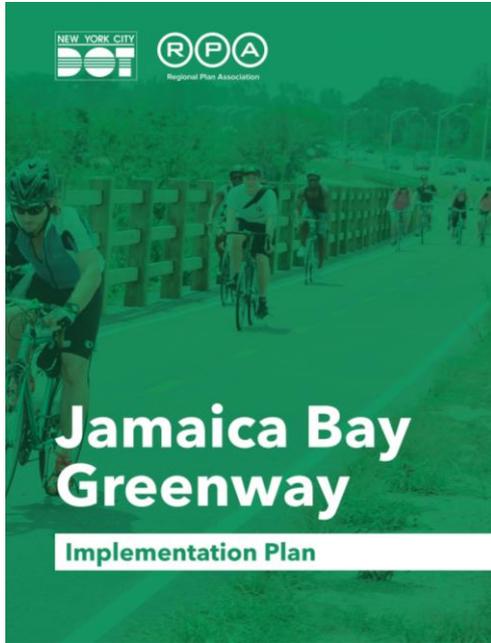
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Round 2 - Fall 2014
Route Alternatives

●
Round 3 - Spring 2015
Final Route Selection

●
Plan Release -
Summer 2016

JAMAICA BAY GREENWAY IMPLEMENTATION PLAN

RECENTLY COMPLETED PROJECTS



JAMAICA BAY GREENWAY ACCESS IN COMMUNITY DISTRICT 10

Map is excerpt from Jamaica Bay Greenway Plan

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

2

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*

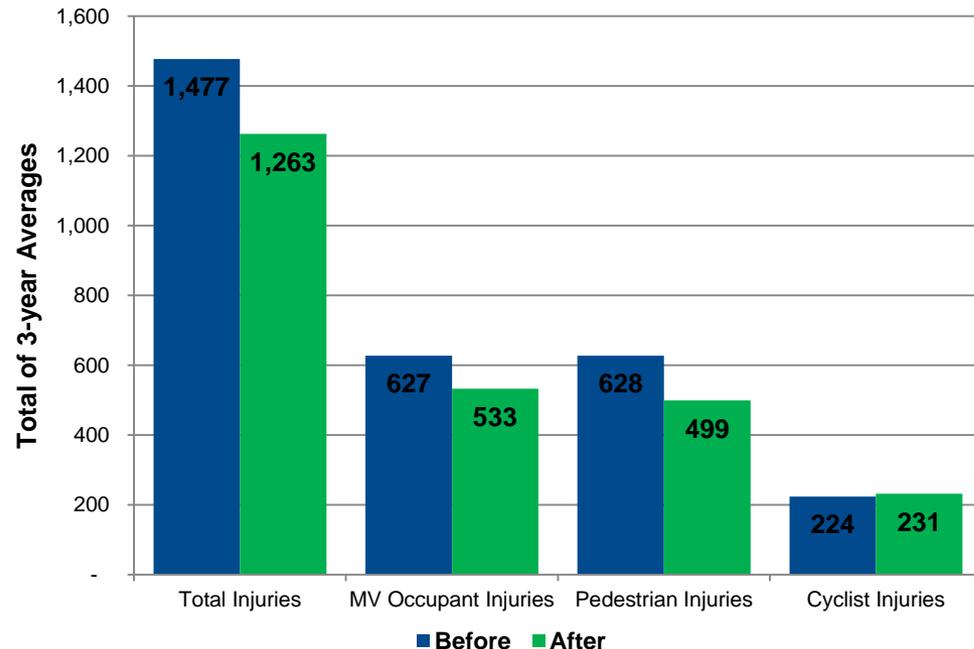


Data from 25 separate protected bicycle lane projects installed from 2007-2014 with 3 years of after data. Includes portions of 1 Ave, 2 Ave, 8 Ave, 9 Ave, Broadway, Columbus Ave, Hudson St, Lafayette St / 4 Ave, Sands St, Allen/Pike St, Kent Ave, Prospect Park West, Flushing Ave, Bruckner Blvd & Longfellow Ave, Imlay St / Conover St, Paerdegat Ave. Only sections of projects that included protected bike lanes were analyzed.

Source: NYPD AIS/TAMS Crash Database

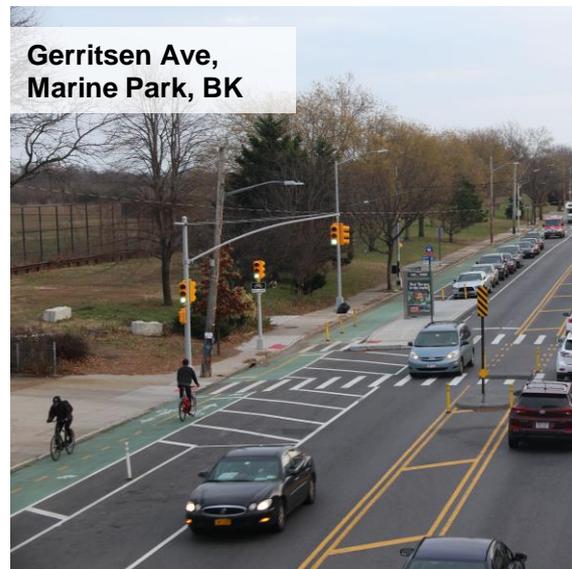
Protected Bike Lanes

Before and After Crash Data, 2007 - 2017



Examples: Two-way Parking-Protected Bike Lanes Adjacent To Parks

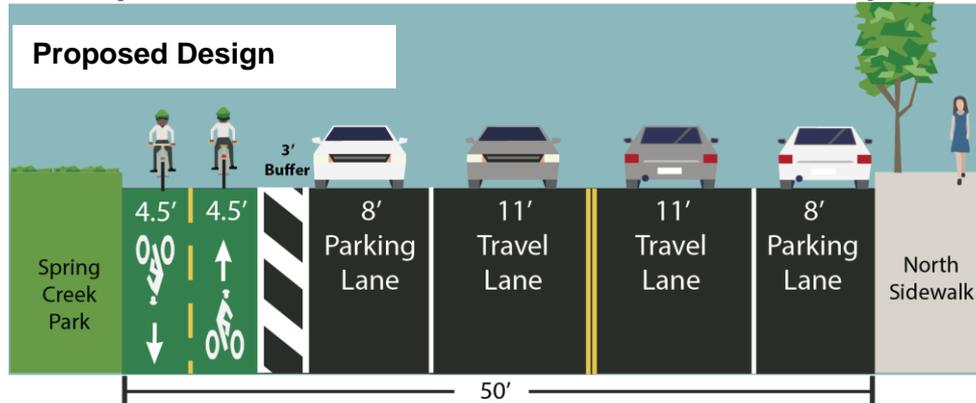
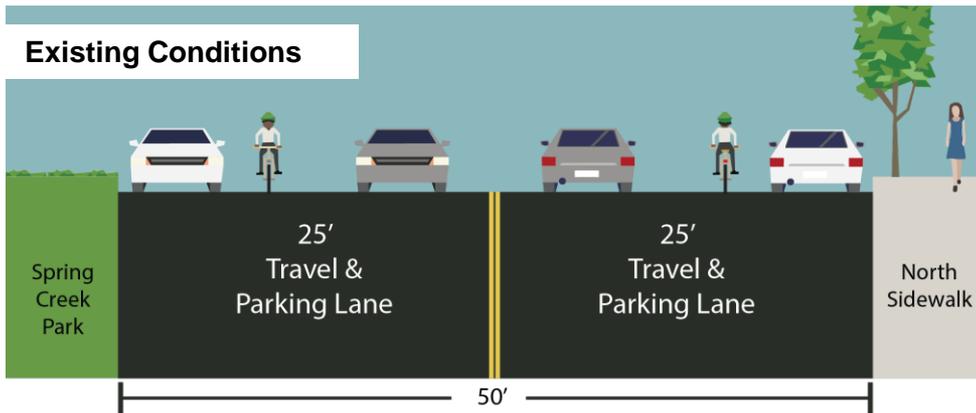
Similar projects have been installed at parks throughout NYC



1 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**



- **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.

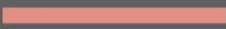
1 165th Ave: from 84th St to Cross Bay Blvd

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



	Protected Bicycle Path
	Bicycle Lane
	Shared Lane
	Signed Route



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

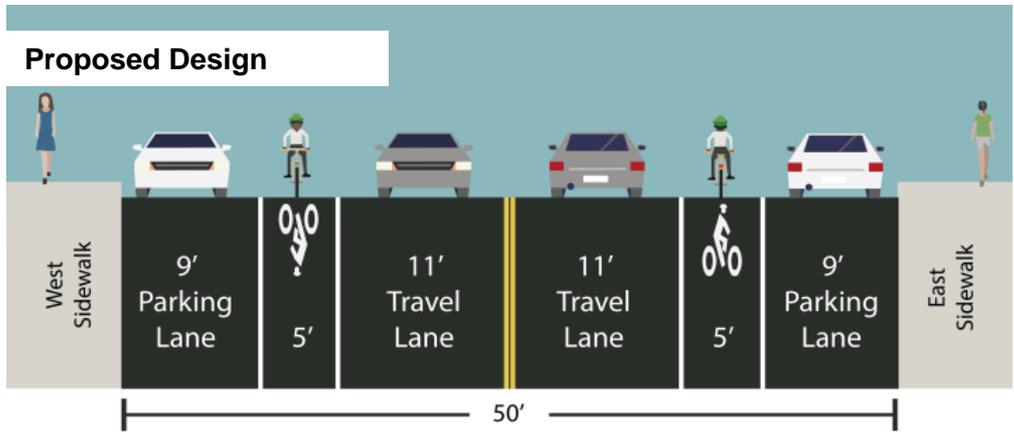
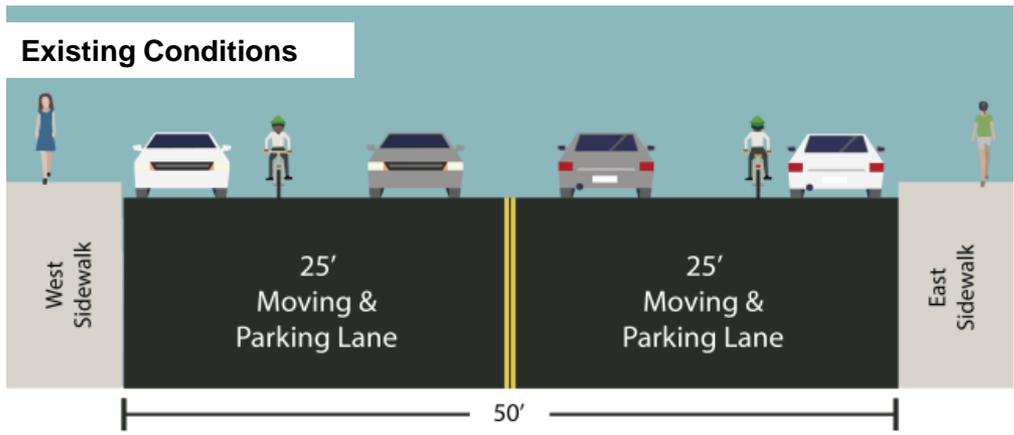


Low parking usage along south side of 165th Ave, weekday evening

2 84th St: from 157th Ave to 165th Ave

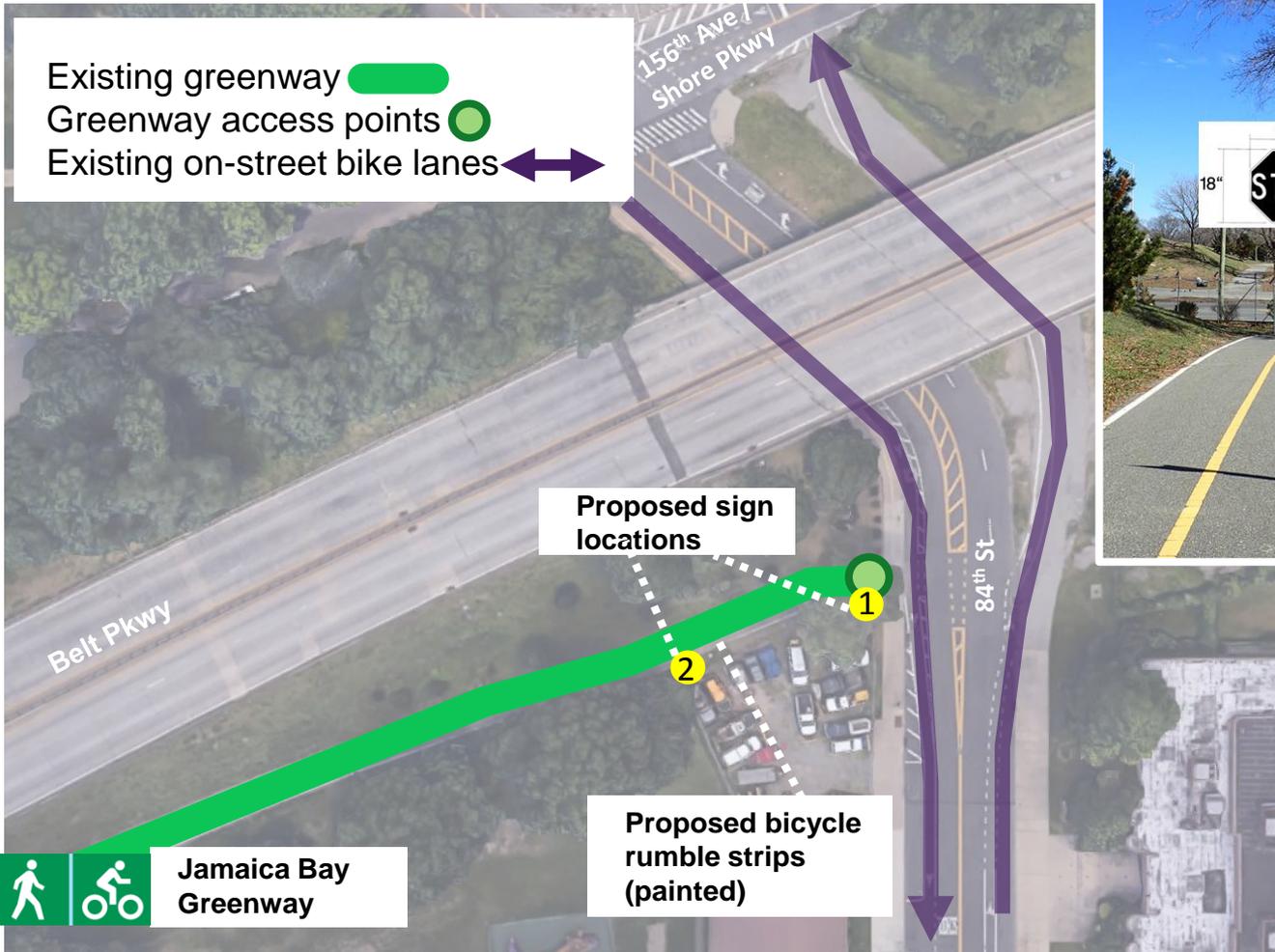
Standard Bicycle Lanes

- 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**



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



Improved Bike and Pedestrian Safety and Access to Jamaica Bay Greenway

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

3

Addabbo Bridge & Cross Bay Blvd

Existing: On-street buffered bike lanes

- Adjacent to high speed bridge traffic
- Comfortable only for experienced cyclists

Addabbo Bridge facing north



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

Analysis Area

Summary

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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

Questions?
THANK YOU!



NYC DOT



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