



# 165<sup>th</sup> AVE, HOWARD BEACH

## JAMAICA BAY GREENWAY CONNECTOR

### Traffic Calming and Protected Bike Lanes

Presented to Queens Community Board 10 & Howard Beach-Lindenwood Civic Association  
September 9, 2020



## PRESENTATION OVERVIEW

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



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Background

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## 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

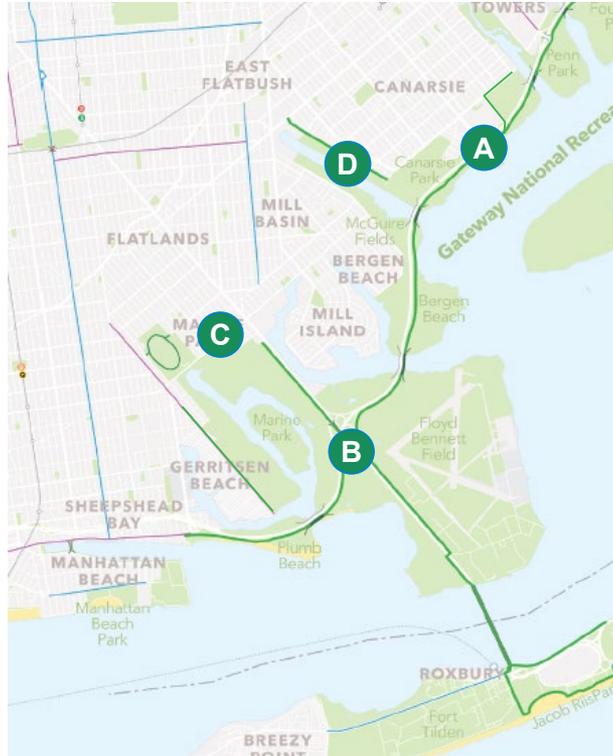
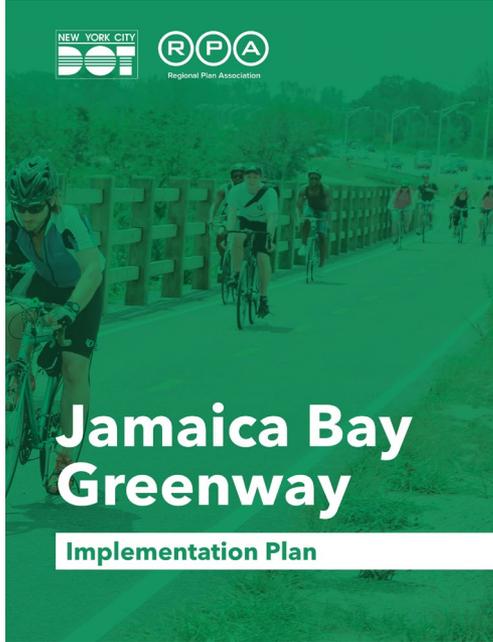
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**Round 2 - Fall 2014**  
Route Alternatives

●  
**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 157<sup>th</sup> Ave & 84<sup>th</sup> St
- Jamaica Bay Wildlife Refuge (Gateway National Recreation Area)
- Conduit Ave Parks
- Rockaway Beach

### Priority projects include

- 84<sup>th</sup> St / 165<sup>th</sup> 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



## JAMAICA BAY GREENWAY ACCESS UPDATES

### Projects Installed in 2020

- 84<sup>th</sup> St (157<sup>th</sup> Ave to 165<sup>th</sup> Ave)
- Cross Bay Blvd (Addabbo Bridge to E 6<sup>th</sup> St)
- Cross Bay Blvd, E 21<sup>st</sup> Rd (20<sup>th</sup> Rd to Van Brunt Rd)

### Proposed Projects

- 165<sup>th</sup> Ave (84<sup>th</sup> St to Cross Bay Blvd)



84<sup>th</sup> St at Jamaica Bay Greenway



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Proposal

2

# 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

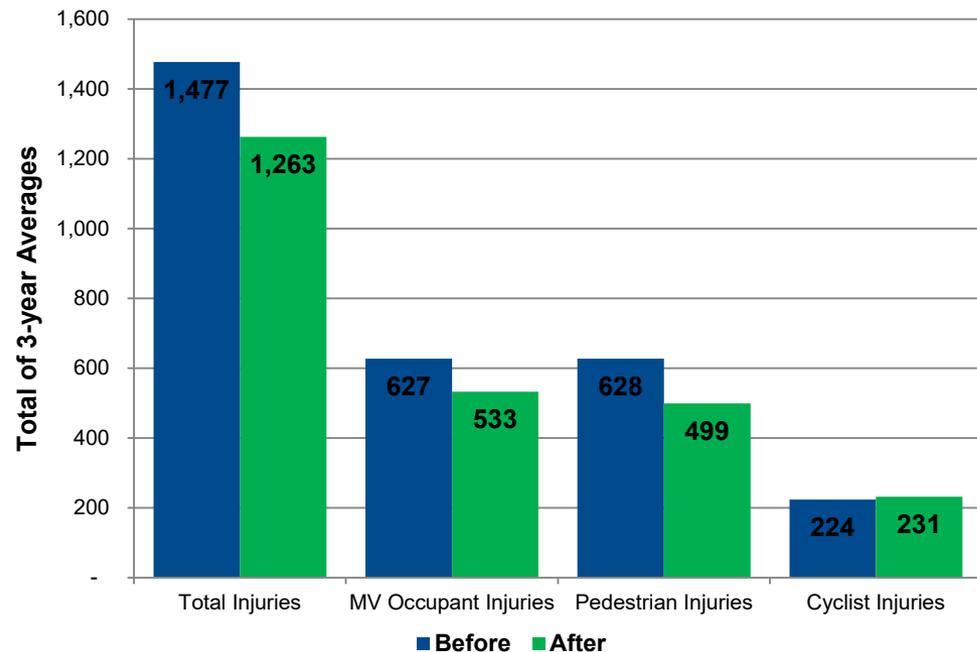
**-21%** drop in pedestrian injuries

*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*

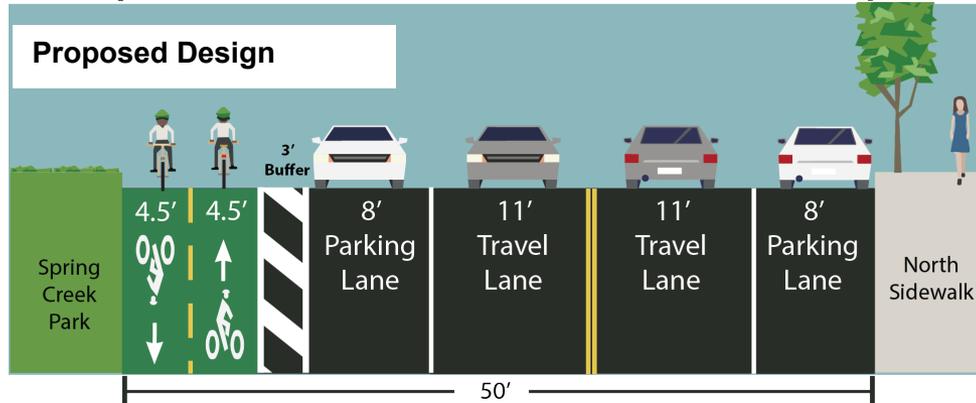
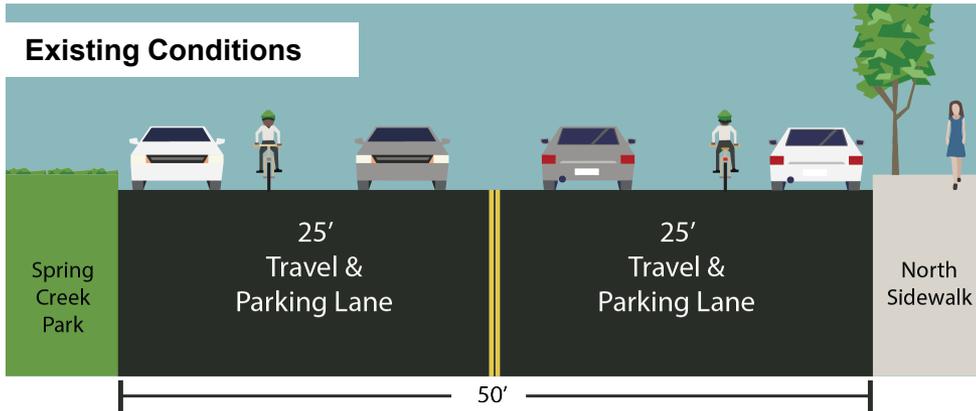


Data from 25 separate protected bicycle lane projects installed from 2007-2014 with 3 years of after data. Includes portions of 1 Ave, 2 Ave, 8 Ave, 9 Ave, Broadway, Columbus Ave, Hudson St, Lafayette St / 4 Ave, Sands St, Allen/Pike St, Kent Ave, Prospect Park West, Flushing Ave, Bruckner Blvd & Longfellow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

# 165<sup>th</sup> Ave: from 84<sup>th</sup> 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.

# 165<sup>th</sup> Ave: from 84<sup>th</sup> St to Cross Bay Blvd

## Parking Changes

### 165<sup>th</sup> Ave: Protected Two-way Path

*Approximately 10 spaces would be repurposed along the south side (park side), parking is underutilized here*

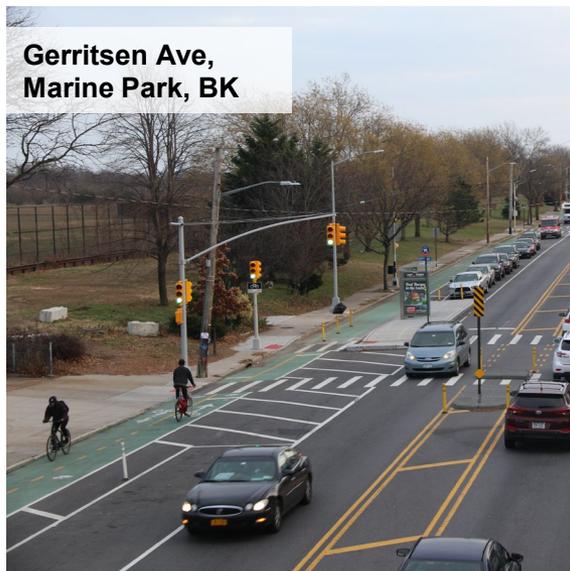
*More than 100 spaces would stay in place along the south side of the street*



	Protected Bicycle Path
	Bicycle Lane
	Shared Lane
	Signed Route

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

Similar projects have been installed at parks throughout NYC



# 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



↓ To Broad Channel & Rockaways ↓

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## 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

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Summary

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## Improved Bike and Pedestrian Safety and Access to Jamaica Bay Greenway

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Questions?  
**THANK YOU!**



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