CB11 AREA, QUEENS
BICYCLE LANE NETWORK DEVELOPMENT REVISED PROPOSAL

Presentation to Community Board 11
June 15, 2022
Background
What DOT Proposed

In October 2021, DOT presented a bicycle lane network with standard and shared lanes.

Typical Cross Sections

Before

24' - 23" Travel Lane
(Parking Permitted)

24' - 23" Travel Lane
(Parking Permitted)

20' - 22.5" Combined Parking/Travel Lane

20' - 22.5" Combined Parking/Travel Lane

After

6' Parking Lane

5' Bike Lane

11' Travel Lane

11' Travel Lane

8' Parking Lane

LEGEND

Proposed and Existing Bicycle Facilities

Future Route

Protected Path

Bicycle Lane

Shared Lane

Signed Route

nyc.gov/dot
What CB11 Asked For

In January 2022, CB11 Transportation Committee sent a letter to DOT with recommendations for parking protected bicycle lanes, and requests to not implement certain proposed routes.

Request for protected bicycle lane utilizing floating parking:
1. Corporal Kennedy St
2. 26th Av, 28th Av
3. 46th Av
4. 53rd Av, 56th Ave
5. Cloverdale Blvd, 69th Av
6. Utopia Pkwy

Request to not implement:
- Springfield Blvd
- 35th Ave, Crocheron Av, Corbett Rd, 221st St, 43rd Av, 223rd St
- 188th St, 47th Av

LEGEND
- Protected Path
- Bicycle Lane
- Shared Lane
- Signed Route
- Existing Bicycle Facilities
- CB 11 PBL Upgrade Request
- CB 11 Do not Implement Request
Trade Offs

Benefits
- More protected bicycle lanes (PBLs)
- Utopia Parkway – DOT is currently studying corridor for potential addition of PBL
- Connections to Greenways

Drawbacks
- Gaps in the network are disorienting for cyclists
  - Standard and shared lanes can provide wayfinding and dedicated space for cyclists where PBLs are not feasible
- Lack of east-west connection
- Cut off connection to Vanderbilt Motor Pkwy
- Parking impact or travel lane removal necessary
What Goes Into a PBL
Typical PBL Design

Protect bike lanes fully separate cars and bikes, increases safety for all road users by shortening pedestrian crossing distances and improving visibility for pedestrians.

Typically require trade-offs such as removing parking, reducing travel lane/s, or converting a street to one-way.

Few roadways in CB 11 are 54’ wide, additional options explored.

Two-Way Street PBL Standard
Proposal
Making it work

- **Build** on CB11 feedback and upgrade previous proposal
- **Keep** Corporal Kennedy St/Oceania St and Springfield Blvd to maintain North-South connection
- **Add** 33rd Ave for East-West connection
- **Take out** 188th St and Cloverdale Blvd from proposal
Proposal

Protected Path Cross Section

- 26 Av, Utopia Pkwy to Clearview Expy
- 53 Av, Underhill to Oceania St
- Corporal Kennedy, 26 Av to 33 Av
- Oceania St, 46 Av to Horace Harding Expy

- 26th Ave, Clearview Expy to Bell Blvd

- Installation of protected bike lanes requires repurposing parking along half of each corridor due to narrow streets
- Residential corridors feature driveways/off-street parking options
Proposal

Protected Path, Narrower Cross Section

- **Scenario A:**
  - Curbside protected bike lanes require repurposing parking on both sides of the corridor

- **Scenario B:**
  - Two-way bike lane maintains parking on both sides of the corridor
  - Requires conversion from two-way street to one-way street

46 Av, Oceania St to Cloverdale Blvd

LEGEND
- Bicycle Facilities
- Protected Path
- Bicycle Lane
- Shared Lane
- Signed Route
- Future Routes

46 Av, Oceania St to Cloverdale Blvd
**Proposal**

**Standard and Shared Lanes Cross Section**

- 28th Ave (35’)
- Corporal Kennedy St and Oceania St (30’- 45’)

- 56th Ave

- Springfield Blvd
- 69th Ave

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**LEGEND**

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

- Future Routes

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**33rd Ave Calm Corridor: Prioritizing Pedestrian-Cyclist Safety**

**Volume and Speed Management**
- Low vehicular volumes
- Three existing breaks along the corridor that serve as “natural” traffic diverter
  - 210th St: dogleg intersection
  - Clearview Expwy: existing at-grade pedestrian bridge
  - Francis Lewis Blvd: EB 33 Av is forced right turn onto SB Francis Lewis Blvd

**Wayfinding and Markings**
- Reduce speed limit signage, bike lane markings, pedestrian spaces
39th Ave in Sunnyside, Queens

Traffic Calming Design Elements

- Reduced Speed Limit
- Curb Extensions
- Enhanced Crossings
- Signal Timing
- Traffic Diverters
Summary
Revised Proposal

• Expand the bicycle network
  • Protected bicycle lanes increase safety for all road users
  • Standard and shared bicycle lanes provide wayfinding
  • Traffic calming measures foster pedestrian-cyclist safety

• Benefits
  • Organize the roadway, increase predictability of cyclist location for drivers and pedestrians
  • Improve access to community amenities
  • Create safer, more convenient cycling to parks, the Eastern Queens Greenway, and surrounding neighborhoods
  • Close gaps within bike network and build out the spine for future on-street connections
Thank You!

Questions?