

JACKSON HEIGHTS
NEIGHBORHOOD TRANSPORTATION STUDY

***Street
Classification
Workbook***



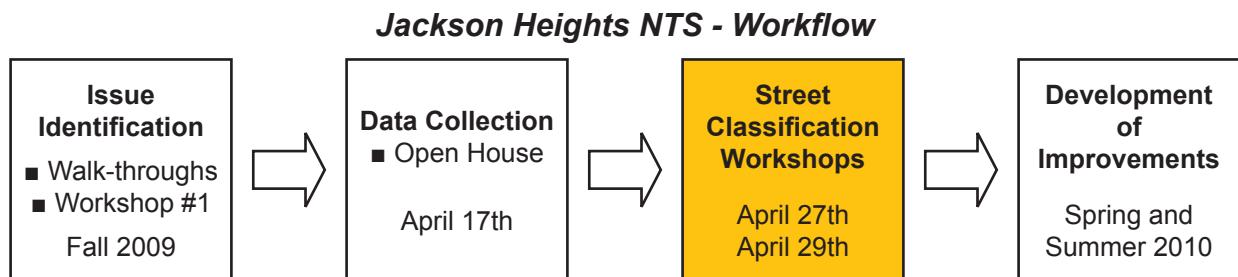
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April 17, 2010

No one knows their neighborhood better than those who call it home or have a business here. We value your thoughts and input and have structured this workbook and the April workshops to work with you in planning transportation improvements in Jackson Heights.

Jackson Heights Workshops



As shown in the Open House, many streets in Jackson Heights are trying to serve too many uses all at the same time – resulting in congestion, conflicts and quality of life issues. We believe that the streets can operate more effectively if they are asked to perform the right functions at the right times.

In the Street Classification Workshops, you will help decide the future of Jackson Heights and:

- » Establish your vision of how the streets will look and function
- » Create a framework for the development of transportation improvements
- » Come to consensus with your fellow community members

The Street Classification Workbook

This workbook guides you through the “field work” that will help you prepare for the workshop. You will be asked to report about two blocks that you are familiar with.

Section 1: Existing Conditions – Determine functions, features and problems

Section 2: Your Vision – What would you like to see?

Appendix: Reference Materials – Background information and options for NYC

Please bring this workbook with you to the small group meetings.



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Section One

Existing Conditions

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Section Two

Your Vision

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Appendix

Reference Materials



Fordham Road, The Bronx

General Street

With a mixed roadway, curbs, and sidewalks, General Streets are the most prevalent street design and can be tailored to serve both local and through street contexts.

Although this design frequently emphasizes motor vehicle access and movement, the street may also include dedicated facilities for buses and/or bicyclists. Unlike a shared street, vehicles and pedestrians are typically separated rather than cooperatively sharing the street space.

Typical Treatments

- o Mixed Roadway
- o Sidewalks
- o Individual Tree Pits
- o Standard roadway, sidewalk and curb materials

Other Common Treatments

- o Curb Extensions
- o Median
- o Bike Lane/Bike Path
- o Greenstreet/Planted Area
- o Tinted concrete and/or exposed aggregate sidewalk
- o Granite Curb
- o Unit paver furnishing zone



Grand Concourse, Bronx

Boulevard

A wide street with multiple roadways and medians and an emphasis on greening and design quality.

The term "boulevard" has often referred to wide streets that act as grand promenades between important destinations. They typically have two or more roadways separated by medians, with the inner roadway(s) intended for through traffic and the outer for local traffic, and an exceptional level of landscaping, public open space, and visual quality. The medians sometimes include pedestrian and bicycle paths.

In New York City, not all streets designed as boulevards are named "Boulevard" (for example Ocean Parkway in Brooklyn), and vice versa.

Typical Treatments

- o Mixed Roadways
- o Sidewalks
- o Medians
- o Individual Tree Pits/Connected Tree Pits
- o Standard roadway, sidewalk and curb materials
- o Unit paver sidewalk or furnishing zone

Other Common Treatments

- o Curb Extension
- o Bike Lane/Bike Path
- o Bus Lane/Busway
- o Greenstreet/Vegetated Area
- o Shared Street (in service roadways)
- o Distinctive crosswalk materials
- o Tinted concrete and/or exposed aggregate sidewalk
- o Granite curb



Tokyo, Japan (Credit: Rob Ketcherside)

Slow Street

A local street which makes extensive use of traffic-calming measures to discourage vehicular through-traffic, reduce vehicle speeds, and green and beautify the streetscape, creating a comfortable environment for bicycling and walking.

Sometimes called “bicycle boulevards” or “Home Zones”, Slow Streets are especially well-suited to local residential streets and streets adjacent to schools.

Slow streets should be paired with a reduced speed limit.

Typical Treatments

- o Mixed Roadway
- o Sidewalks
- o Gateways and Curb Extensions
- o Traffic Diverters
- o Neighborhood Traffic Circles
- o Individual Tree Pits/Connected Tree Pits
- o Greenstreets/Planted Areas
- o Unit paver roadway
- o Standard sidewalk and curb materials

Other Common Treatments

- o Shared Street
- o Raised Intersections
- o Street Swales
- o Distinctive crosswalk materials
- o Unit paver sidewalk
- o Granite curb



Fulton Mall, Brooklyn

Transit Street

A street for exclusive or near-exclusive surface transit (bus) use or where transit operations are given priority.

Transit streets are streets where private vehicles have limited or no access, and bus use is prioritized. Delivery access may be allowed at all times or in off-hours, and bicyclists are sometimes allowed to share the bus lanes.

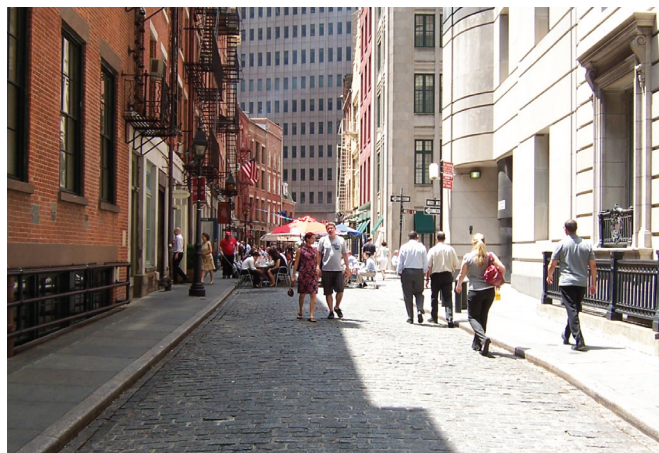
Transit streets often emphasize urban design and transit-supportiveness by including outdoor seating, landscaping, attractive street materials, and well-designed bus queuing areas and off-board fare collection. These measures help create an appealing street environment in the presence of high numbers of buses.

Typical Treatments

- o Mixed Roadway (vehicle access totally or mostly limited to buses)
- o Bus Lane/Busway
- o Sidewalks
- o Individual Tree Pits/Connected Tree Pits
- o Concrete or unit paver roadway
- o Tinted concrete and/or exposed aggregate sidewalk
- o Standard curb materials

Other Common Treatments

- o Curb Extensions
- o Gateways
- o Medians
- o Greenstreets/Planted Areas
- o Unit paver sidewalk or furnishing zone



Stone Street, Manhattan

Pedestrian-Only Street

A street exclusively for pedestrian use.

Pedestrian streets usually involve the full-time restriction of vehicle access to a street, however delivery access may be allowed in off-hours. Bicyclists can either be allowed to ride through or be required to dismount and walk. The design can be as simple as a typical General Street without vehicle access or can be more intensively designed with attractive street materials, furniture, landscaping, and plaza treatments.

Typical Treatments

- Individual Tree Pits
- Unit paver roadway
- Imprinted asphalt roadway
- Standard sidewalk and curb materials

Other Common Treatments

- Sidewalks
- Gateways
- Raised Intersections
- Connected Tree Pits
- Greenstreets/Planted Areas
- Unit paver sidewalk
- Granite curb

Sample Streets

The two diagrams on pages 34–37 illustrate how different combinations of elements from the manual can be tailored to accommodate varied street uses and contexts. Like many New York City streets, these examples do not reflect any one of the previously described typologies, but rather contain elements of them all.

Figure 1 depicts treatments that are often appropriate on multi-lane through-streets and/or retail corridors. Figure 2 depicts treatments that are often appropriate on local streets and/or residential streets.

The images are illustrative rather than literal depictions of street designs and are not intended to be used as design guidance.

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For more information visit: <http://www.nyc.gov/html/dot/html/about/jacksonheights.shtml> or

email: jacksonheights@zetlin.com