QUEENS CB 8 BIKE NETWORK

Proposed Upgrades
Presented to Queens Community Board 8, June 20, 2017
Background
**NEW YORK CITY MOBILITY**

**Growth in NYC (2010-2015)**

- **+370,000** New York City residents
- **+520,000** new jobs
- **+20%** growth Tourists

**Recent Travel Trends (2010-2015)**

- **+10%** growth in subway trips
- **+80%** growth in daily cycling trips (Including 60,000 Citi Bike trips daily)

Biking provides an efficient and affordable transportation option for a growing city.
NYC DOT BICYCLE AND GREENWAY PROGRAM

Responsible for building on-street bike network and increasing bike safety

Largest bike network in North America
- 1000+ lane miles

NYC Bike ridership growing every year
- 450,000 bike trips per day (2016 estimate)
- 70,000 Citi Bike trips daily (2015)

Aim to improve network connectivity and increase transportation options to access key neighborhood destinations

Street redesigns provide opportunity to improve safety for all road users
- Cyclists
- Pedestrians
- Drivers
- Bus Riders
Bicycle Safety in Community Board 8

Bike Lane Projects Increase Safety for All Road Users

- Markings organize roadway
- Standard width lanes discourage speeding
- Bike lanes provide dedicated space for cyclists and increase predictability of cyclist location for drivers and pedestrians
- Upgraded crosswalks improve visibility and pedestrian safety
Project Proposal
Project Focus Area, Issues & Opportunities

Existing Bike Network
- Gaps in network
- Connections to parks
- Not connected to other key destinations (Queens College, St John’s University)
- Street network challenging to navigate

Interest in Improved Bike Access to Jamaica
73% of survey respondents indicated better bike access needed (Jamaica Now)

Safety
1 cyclist killed and 15 cyclists severely injured in CB 8 2010-2014
Project Proposal

Proposal Overview

Project Goals

- Close gaps in bicycle network
- Improve access to destinations
- Improve safety for all road users

Proposed Routes

1. Parsons Blvd Extension
2. East-west Connections
3. Queens College Connections
4. St. John’s Univ. Connection
5. Shared Lane Connections
6. Shared Lane Upgrades

No impact on motor vehicle capacity or parking
Parsons Blvd Extension

Bike lanes create a north-south connection
- Organize roadway, calm traffic
- Provide dedicated space for cyclists
- No impact on capacity or parking

Parsons Blvd is a Vision Zero Priority Corridor
- 3.8 ped KSI / mile
- Build on previous safety improvements (speed humps, LPIs)
- Opportunity to calm traffic and upgrade 17 crosswalks to high visibility
Parsons Blvd: 65th Ave – Grand Central Parkway SR

1. Parsons Blvd Extension

A. Proposed Design: Parsons Blvd (65th Ave – 71st Ave)

Example: Carlton Ave, BK

B. Proposed Design Parsons Blvd (71st Ave – Grand Ctrl Pkwy SR)

Example: 73 Ave, QN
East-west Connections

Bike lanes create new connections within network
- Organize roadway, calm traffic
- Provide dedicated space for cyclists
- No impact on capacity or parking
Bike lanes create a connection from Queens College
- Organize roadway, calm traffic
- Provide dedicated space for cyclists
- No impact on capacity or parking

Queens College Connections

150th St & 65th Ave

A 150th St
(Melbourne Ave – 78th Ave)

Existing

Proposed

B 65th Ave
(Parsons Blvd – Kissena Blvd)

Existing

Proposed

LEGEND
- Proposed Bicycle Route
- Proposed Bicycle Route
- Bicycle Lane
- Shared Lane

Queens College
Melbourne Ave

Jewel Ave
Kissena Blvd
Parsons Blvd
73 Ave
77 Rd
78 Ave
164 St

73 Ave, QN

91 St, QN
Bike lanes create new connections from 73 Ave bike lanes to St. Johns University
- Organize roadway, calm traffic
- Provide dedicated space for cyclists
- No impact on capacity or parking
Shared lane connections provide wayfinding for short distances:
- Organize roadway, calm traffic, guide cyclists
- Indicate to motorists to expect cyclists
- No impact on capacity or parking
Hoover Ave, 135 St, Coolidge Ave

6 Shared Lane Upgrades

Upgrading facilities adds dedicated space for cyclists
- Organize roadway, calm traffic, guide cyclists
- Indicate to motorists to expect cyclists
- No impact on capacity or parking

Hoover Ave (135 St – Main St)
Coolidge Ave (Main St – 141 St)
135 St (82 Ave – Hoover Ave)
Summary of Benefits

Create better connected neighborhood bike network
- Dedicated space for cyclists
- Fewer gaps in network

Connect neighborhood to parks and colleges
- New lanes link more residents to existing park connections
- New connections to colleges
- Wayfinding guides cyclists

Improve safety for all modes
- Organizes the roadway
- Discourages speeding
- Increases predictability of cyclists location
- Creates more visible, safer pedestrian crossings

Maintain motor vehicle capacity and parking
Questions?
THANK YOU!