Background
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)

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
## NEW YORK CITY MOBILITY

### Growth in NYC (2010-2015)

| +370,000 | New York City residents |
| +520,000 | new jobs |
| +20% | growth in 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

Trends Over Time

**COMMUTERS BY BOROUGH**

Percent Growth: 2010-2015

- +98% Manhattan
- +83% Brooklyn
- **+59%** Queens
- +22% Staten Island
- +19% Bronx

**BIKED IN THE PAST YEAR**

NYC Community Health Survey: 2014

17%

Rode a bicycle in the past year

Fresh Meadows, Bayside, Little Neck

COMMUTE TO WORK

Rolling 3 Year Average from ACS by Borough
Bicycle Counts in Queens Community District 8 (2015 & 2017)

Background

12 Hour Bicycle Counts

**Existing Bike Lanes Counts from 2015**
- 164th St at Jewel Ave
- 73rd Ave at 164th St
- Jewel Ave at Park Dr East
- Meadow Lake Dr
- Flushing Meadow Park Dr
- Motor Parkway at 73rd Ave

**Potential Bike Lanes Counts from 2017**
- 150th St at 72nd Ave
- Parsons Blvd at 77th Rd
- Hoover Ave at Daniels St
Backward

Additional Outreach

Elected & Stakeholder Briefings

• Council Member Lancman
  – July & Sept 2017

• Queens College
  – Sept 2017

• St. Johns University
  – Sept 2017

Cyclist Education

NYC DOT Street Ambassadors

Planned street safety education & bell/light giveaways

• Queens College
• St. Johns University
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

Project Focus Area, Issues & Opportunities

Limited access to subway by foot, potential to improve access by bike

[Map showing access points and distances]
Project Proposal

Proposal Overview

Project Goals

- Close gaps in bicycle network
- Improve access to destinations and transit
- 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 parking loss or travel lane removal
Parsons Blvd: 65th Ave – Grand Central Parkway SR

1 Parsons Blvd Extension

No Parking Loss

Bike lanes create a north-south connection
- Organize roadway, calm traffic
- Provide dedicated space for cyclists
- No parking loss or travel lane removal

Parsons Blvd is a Vision Zero Priority Corridor
- 3.8 ped KSI / mile
- Build on previous safety improvements
- Opportunity to calm traffic and upgrade 17 crosswalks to high visibility

Parsons Blvd Extension

- Parsons Blvd: 65th Ave – Grand Central Parkway SR
- Parsons Blvd Extension

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Parsons Blvd: 65th Ave – Grand Central Parkway SR

1 Parsons Blvd Extension

No Parking Loss

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
2  East-west Connections

No Parking Loss

Main St – Parsons Blvd:
77th Rd & 78th Ave
Coolidge Ave & Hoover Ave

Bike lanes create new connections within network
- Organize roadway, calm traffic
- Provide dedicated space for cyclists
- No parking loss or travel lane removal

Existing

Proposed

LEGEND

- Proposed Bicycle Route
- Existing Bicycle Facilities
- Bicycle Lane
- Shared Lane

91 St, QN
Bike lanes create a connection from Queens College
- Organize roadway, calm traffic
- Provide dedicated space for cyclists
- No parking loss or travel lane removal
**St. John’s University Connection**

**No Parking Loss**

**172nd St & 173rd St**

Bike lanes create new connections from 73 Ave bike lanes to St. Johns University
- Organize roadway, calm traffic
- Provide dedicated space for cyclists
- No parking loss or travel lane removal
Parsons Blvd & 77th Rd

Shared Lane Connections

No Parking Loss

Shared lanes provide wayfinding for short distances
- Organize roadway, calm traffic, guide cyclists
- Indicate to motorists to expect cyclists
- No parking loss or travel lane removal

**Parsons Blvd**
(Grand Central Pkwy SR – 84th Rd)

**77th Rd**
(Parsons Blvd – 164th St)

**Existing**

- East Sidewalk
  - 18’ Travel & Parking Lane
  - 18’ Travel Lane
- West Sidewalk
  - 18’ Travel & Parking Lane

**Proposed**

- East Sidewalk
  - 17’ Shared Travel & Parking Lane
  - 17’ Travel & Parking Lane
- West Sidewalk
  - 8’ Parking Lane
  - 14’ Shared Lane
  - 14’ Shared Lane
Hoover Ave, 135 St, Coolidge Ave

Shared Lane Upgrades

No Parking Loss

Hoover Ave (135 St – Main St)
Coolidge Ave (Main St – 141 St)
135 St (82 Ave – Hoover Ave)

Upgrading facilities adds dedicated space for cyclists
• Organize roadway, calm traffic, guide cyclists
• Indicate to motorists to expect cyclists
• No parking loss or travel lane removal

LEGEND
 Proposed Bicycle Route
 Existing Bicycle Facilities
 Bicycle Lane
 Shared Lane

Existing

Provisional

22’
Shared Travel & Parking Lane

Existing

8’
Parking Lane

30’

Proposed

8’
Parking Lane

5’

17’
Shared Travel & Parking Lane

30’
Summary of Benefits

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

Connect neighborhood to parks, colleges, subway
- New lanes link more residents to existing park connections
- New connections to colleges
- Improved access to subway for multi-modal trips
- Wayfinding guides cyclists

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

No parking loss or travel lane removal
Questions?
THANK YOU!