Project Background

2011
- Bicycle routes were requested by the Ridgewood Property Owners & Civic Association

2013
- DOT, DCP, and Community Board 5 conducted a bicycle network forum to gather input from the community
  - Phase 1 routes were identified

2014
- Phase 1 routes were installed

2015
- Phase 2 planning and implementation
2013

- Results from the bicycle network forum, showing the community’s “Typical Routes Traveled”
Project Background

2014

- Bicycle facilities installed on:
  - Woodward Ave
  - Onderdonk Ave
  - Flushing Ave
  - 69th Ave
  - Catalpa Ave
  - Fresh Pond Rd
  - Myrtle Ave
  - Cypress Hills St
  - 65th Pl
Option 1: Ridgewood to Rego Park, via Middle Village
Option 2: Glendale to Rego Park, via Middle Village
Option 3: Ridgewood to LIC, via Maspeth
• Metropolitan Ave
• 69 St
• Eliot Ave
Option 1 - Metropolitan Ave

Woodward Ave to 69th St

- Two-way east/west avenue
- Commercial & Industrial
- High traffic volume
- Bus route: Q54, 38 & 67
- Local truck route
- 41’ wide

Looking West, from Mt. Olivet Crescent
Option 1 - Metropolitan Ave

Existing

South Sidewalk: 10’ Parking & PM Rush Lane  
10.5’ Travel Lane  
10.5’ Travel Lane  
North Sidewalk: 10’ Parking & AM Rush Lane

Proposed

South Sidewalk: 10’ Parking & PM Rush Shared Lane  
10.5’ Shared Lane  
10.5’ Shared Lane  
North Sidewalk: 10’ Parking & AM Rush Shared Lane

41’
Option 1 - 69th Street

Looking South, from 69 PI

Metropolitan Ave to Eliot Ave

- Two-way north/south street
- Residential
- Medium traffic volume
- Bus route: Q67
- Local truck route
- ~46' wide
Option 1 - 69th Street

Existing

- West Sidewalk
- 23’ Combined Travel and Parking Lane
- 46’
- East Sidewalk

Proposed

- West Sidewalk
- 8’ Parking Lane
- 5’
- 10’ Travel Lane
- 10’ Travel Lane
- 5’
- 8’ Parking Lane
- 46’
- East Sidewalk
Option 1 - 69th Street

Existing

- West Sidewalk
- 22.5’ Combined Travel and Parking Lane
- East Sidewalk

Proposed

- West Sidewalk
- 8’ Parking Lane
- 14.5’ Shared Lane
- 14.5’ Shared Lane
- 8’ Parking Lane
- East Sidewalk
Option 1 – Eliot Avenue

69th St to Woodhaven Blvd

- Two-way east/west street
- Residential
- Medium traffic volume
- Bus route: Q38, QM24, QM25
- 50’ wide

Looking North, from 67th St
Option 1 – Eliot Avenue

Existing

South Sidewalk

25’ Combined Travel and Parking Lane

50’

North Sidewalk

25’ Combined Travel and Parking Lane

Proposed

South Sidewalk

8’ Parking Lane

5’

10’ Travel Lane

4’ Flush Median

10’ Travel Lane

5’

North Sidewalk

8’ Parking Lane
Option 2

- Central Ave
- Cooper Ave
- 80 St
- Dry Harbor Rd
- 63 Ave

Legend:
- Project Routes
- Other SIP for 2015
- 2014 Installation
- Existing Greenway
- Existing Bike Lane
- Existing Shared Lane
Option 2 – Central Avenue

Myrtle Ave to 73rd Pl

- Two-way east/west street
- Commercial, Residential
- Medium traffic volume
- Local truck route
- 40’ wide

Looking East, from 70th St
Option 2 – Central Avenue

South Sidewalk

20’ Combined Travel/Parking Lane

North Sidewalk

40’

South Sidewalk

8’ Parking Lane

0’ 12’ Shared Lane

12’ Shared Lane

8’ Parking Lane

North Sidewalk

40’
Option 2 – Cooper Avenue

80th St to Woodhaven Blvd

- Two-way east/west street
- Commercial, Residential
- Medium traffic volume
- Bus route: Q54
- Local truck route
- 40’ wide

Looking East, from Metropolitan Ave
Option 2 – Cooper Avenue

Existing

South Sidewalk

20’ Combined Travel/Parking Lane

20’ Combined Travel/Parking Lane

North Sidewalk

40’

Proposed

South Sidewalk

8’ Parking Lane

12’ Shared Lane

12’ Shared Lane

8’ Parking Lane

North Sidewalk

40’
Option 2 – 80th Street

Myrtle Ave to 78 Ave

- Two-way north/south street
- Residential
- Low/Medium traffic volume
- Bus route: Q29
- 30’ wide

Looking South, from 78th Rd
Option 2 – 80th Street

Existing

West Sidewalk

15’ Travel/Parking Lane

30’

15’ Travel/Parking Lane

East Sidewalk

Proposed

West Sidewalk

15’ Shared/Parking Lane

30’

15’ Shared/Parking Lane

East Sidewalk
Option 2 – 80th Street

78 Ave to Cooper Ave

- Two-way north/south street
- Industrial, Commercial, Residential
- Elevated roadway at railroad crossing
- Bus route: Q29 & 47
- 39’ wide

Looking South, from Cooper Ave
Option 2 – 80th Street

Cooper Ave to Dry Harbor

- Two-way north/south street
- West side: residential, commercial
- East side: cemetery
- Bus route: Q29 & 47
- 48’ to 50’ wide

Looking North, from Juniper Valley Rd
Option 2 – 80th Street

Existing

- West Sidewalk
- 24’-25’ Travel/Parking Lane
- East Sidewalk

- 48’-50’

Proposed

- West Sidewalk
- 8’-9’ Parking Lane
- 5’ Bike Lane
- 11’ Travel Lane
- 11’ Travel Lane
- 5’ Bike Lane
- 8’-9’ Parking Lane
- East Sidewalk

- 48’-50’
Option 2 – Dry Harbor Road

80th St to 63rd Ave

- Two-way north/south street
- Residential
- Bus route: Q29
- 30’ wide

Looking South, from Penelope Ave
Option 2 – Dry Harbor Road

Existing

West Sidewalk

15’ Travel/Parking Lane

30’

15’ Travel/Parking Lane

East Sidewalk

Proposed

West Sidewalk

15’ Shared/Parking Lane

30’

15’ Shared/Parking Lane

East Sidewalk
Option 2 – 63rd Avenue

Dry Harbor Rd to Woodhaven Blvd

- Two-way east/west street
- Residential
- Two 20’ roadbeds and 4’ median (44’ total width)

Looking East, from 82nd Pl
Option 2 – 63rd Avenue

Existing

South Sidewalk

19’ Travel/Parking Lane

19’ Travel/Parking Lane

North Sidewalk

44’

Proposed

South Sidewalk

8’ Parking Lane

11’ Shared Lane

11’ Shared Lane

North Sidewalk

8’ Parking Lane

44’
Option 3 – Fresh Pond Rd

Catalpa Ave to 59th Dr

- Two-way north/south street
- Commercial, Residential
- High traffic volume
- Local truck route
- Bus route: Q58, QM24 & 25
- 44’ wide

Looking South, from 67th Ave
Option 3 – 59 Dr

Fresh Pond Rd to 60th St

- One-way westbound street
- Residential
- Low traffic volume
- 26’ wide

Looking West, from Fresh Pond Rd
Option 3 – 59 Dr

Existing

26’
Combined Travel/
Parking Lane

26’

Proposed

North Sidewalk

8’ Parking Lane

11’ Shared Lane

7’ Parking Lane

South Sidewalk

26’
Option 3 – 59 Dr

60th St to Flushing Ave

- Two-way east/west street
- Residential
- Low traffic volume
- 30’ wide

Looking East, from 59th St
Option 3 – 59 Dr

Existing

30'
Combined Travel/Parking Lane

Proposed

15’ Shared & Parking Lane

15’ Shared & Parking Lane

30’
Option 3 – 60 Street

59th Dr to 60 Ave

- One-way southbound street
- Residential
- Low traffic volume
- 34’ wide

Looking South, from 59th Dr
Option 3 - 60 Street

Existing

Combined Travel/Parking Lane

Proposed

9’ Parking Lane 11’ Travel Lane 5’ Bike Lane 9’ Parking Lane

West Sidewalk

East Sidewalk

West Sidewalk

East Sidewalk
Option 3 – 60 Avenue

60th St to Fresh Pond Rd
- One-way eastbound street
- Residential
- Low traffic volume
- 30’ wide

Looking East, from 60th St
Option 3 - 60 Avenue

**Existing**

South Sidewalk

29' Combined Travel/Parking Lane

North Sidewalk

30'

**Proposed**

South Sidewalk

18' Combined Travel/Parking Lane

5' Bike Lane

7' Parking Lane

North Sidewalk

30'
Option 3 – Rust St

Flushing Ave to Maspeth Ave

- Two-way north/south street
- Industrial
- Medium traffic volume
- Local truck route
- 42’ wide

Looking North, from Flushing Ave
DOT: Original Route Proposal

**Option 1:** Ridgewood to Rego Park, via Middle Village

**Option 2:** Glendale to Rego Park, via Middle Village

**Option 3:** Ridgewood to LIC, via Maspeth
CB5: Proposed Route Modifications

Option 1: Ridgewood to Rego Park, via Middle Village

Option 2: Glendale to Rego Park, via Middle Village
Questions?

Thank You