

Queens Community Board 5 - Phase 2



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

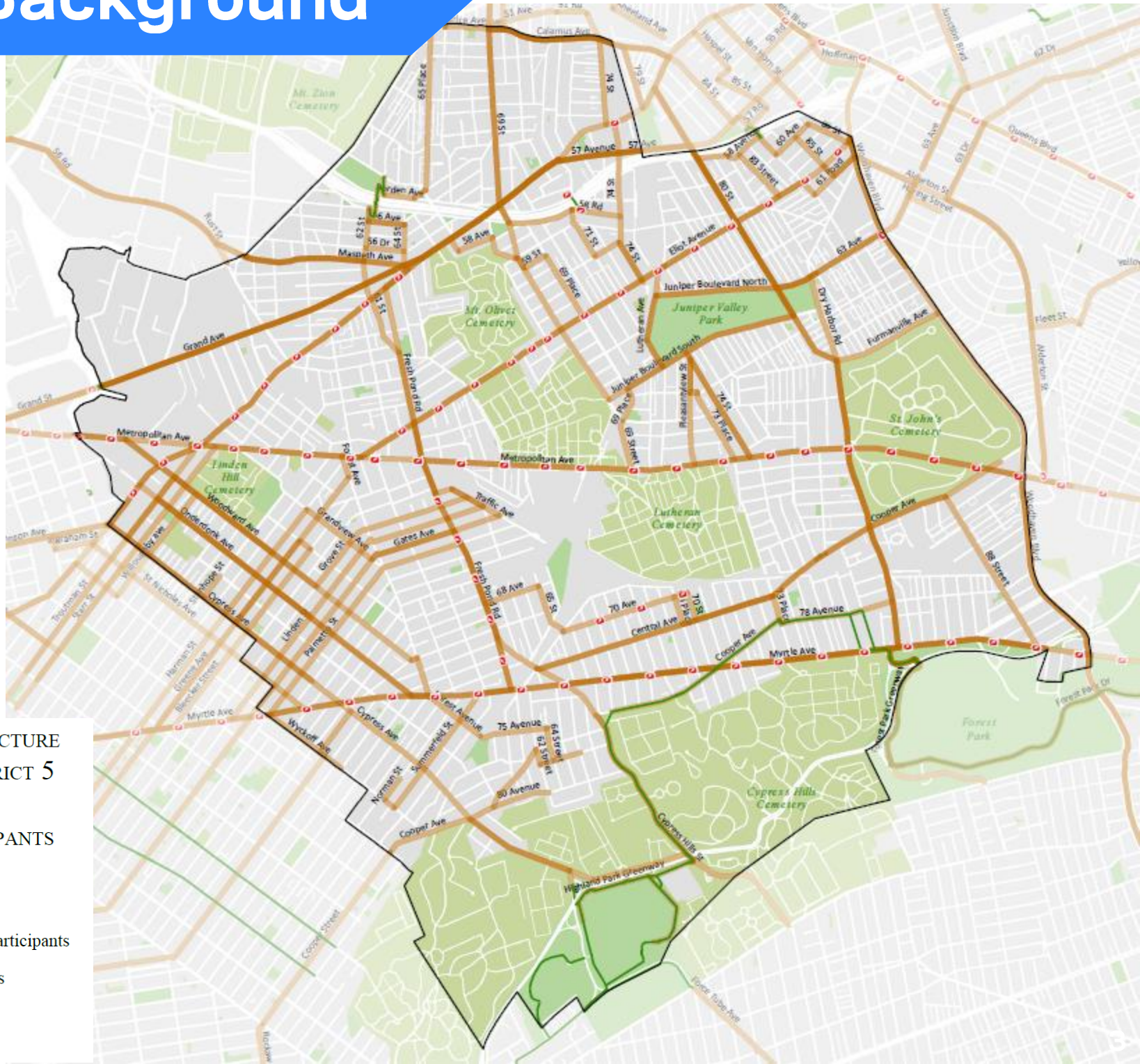
2015

- Phase 2 planning and implementation

Project Background

2013

- Results from the bicycle network forum, showing the community's "Typical Routes Traveled"



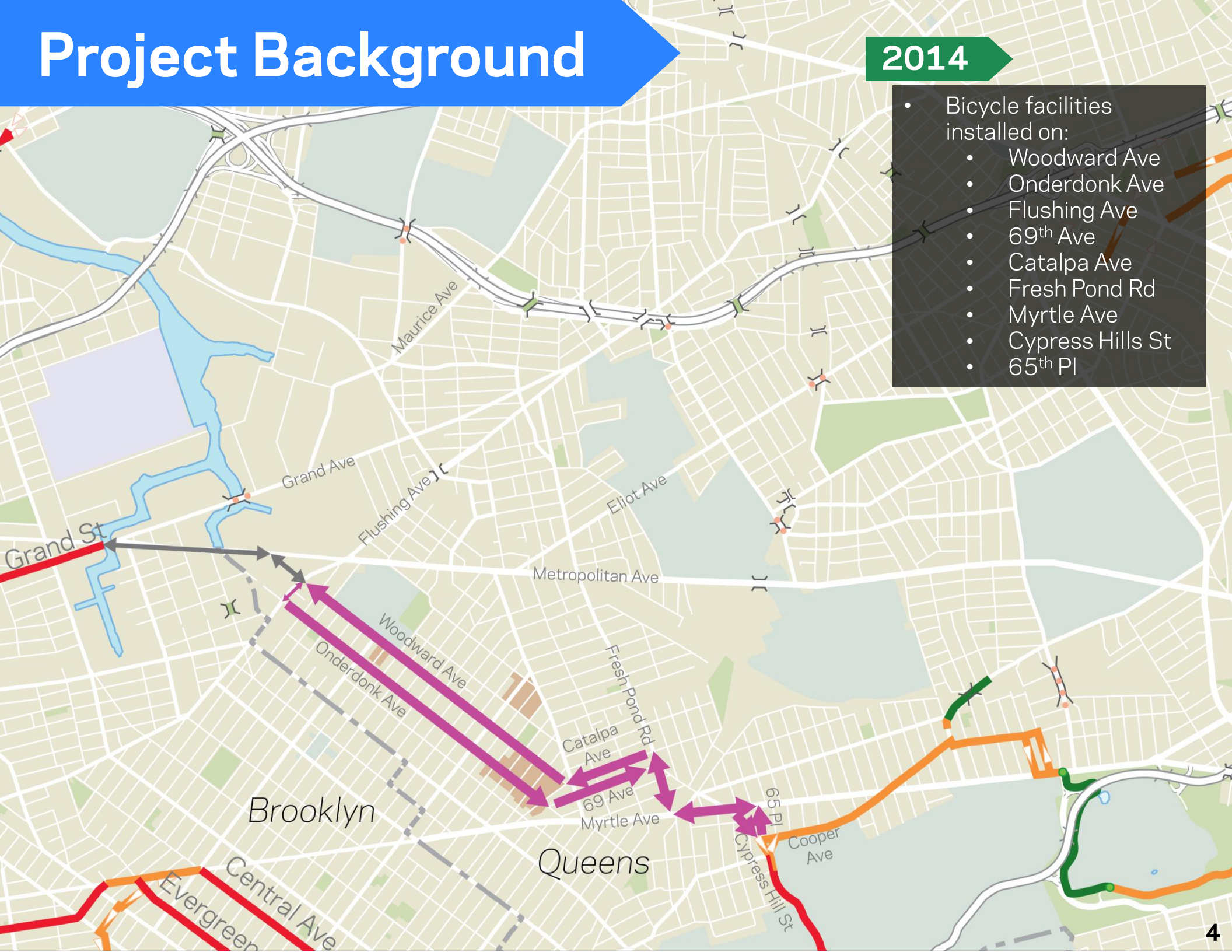
DESIGNING BICYCLE INFRASTRUCTURE
FOR QUEENS COMMUNITY DISTRICT 5
PUBLIC FORUM MAY 11, 2013
MAP COMMENTS FROM PARTICIPANTS

- Routes that are typically used by participants
- Routes or intersections identified as hazardous by participants
- Existing bike infrastructure

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

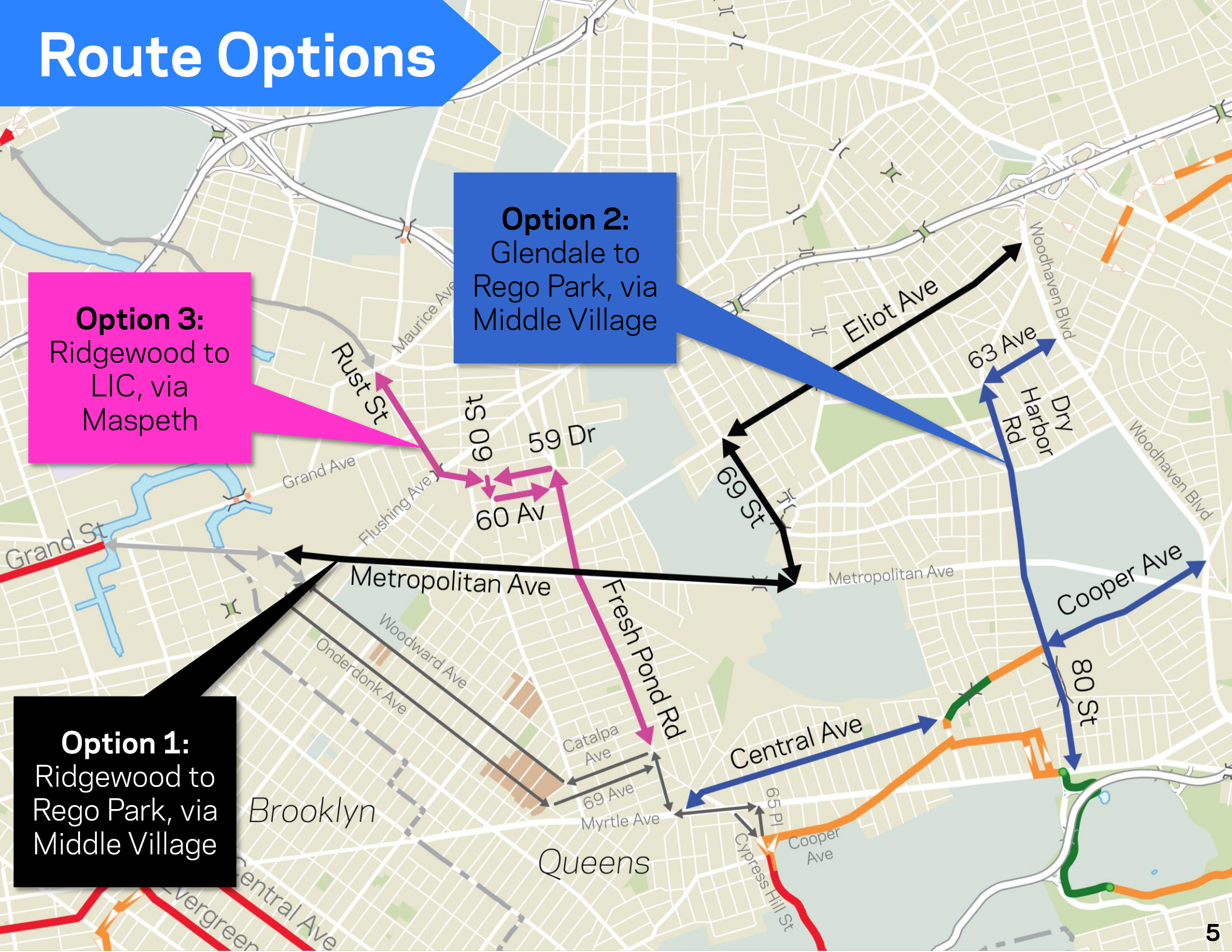


Route Options

Option 2:
Glendale to
Rego Park, via
Middle Village

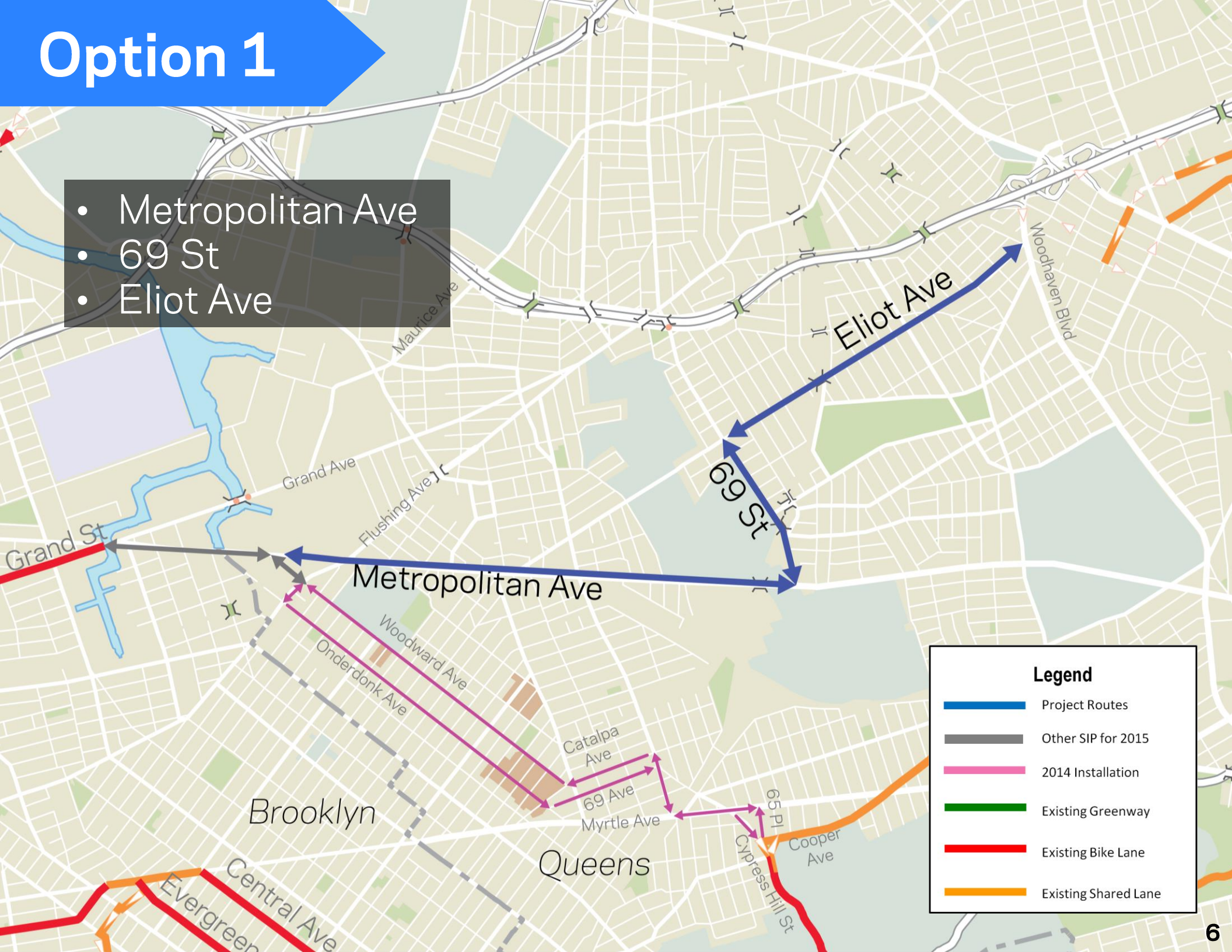
Option 3:
Ridgewood to
LIC, via
Maspeth

Option 1:
Ridgewood to
Rego Park, via
Middle Village



Option 1

- Metropolitan Ave
- 69 St
- Eliot Ave



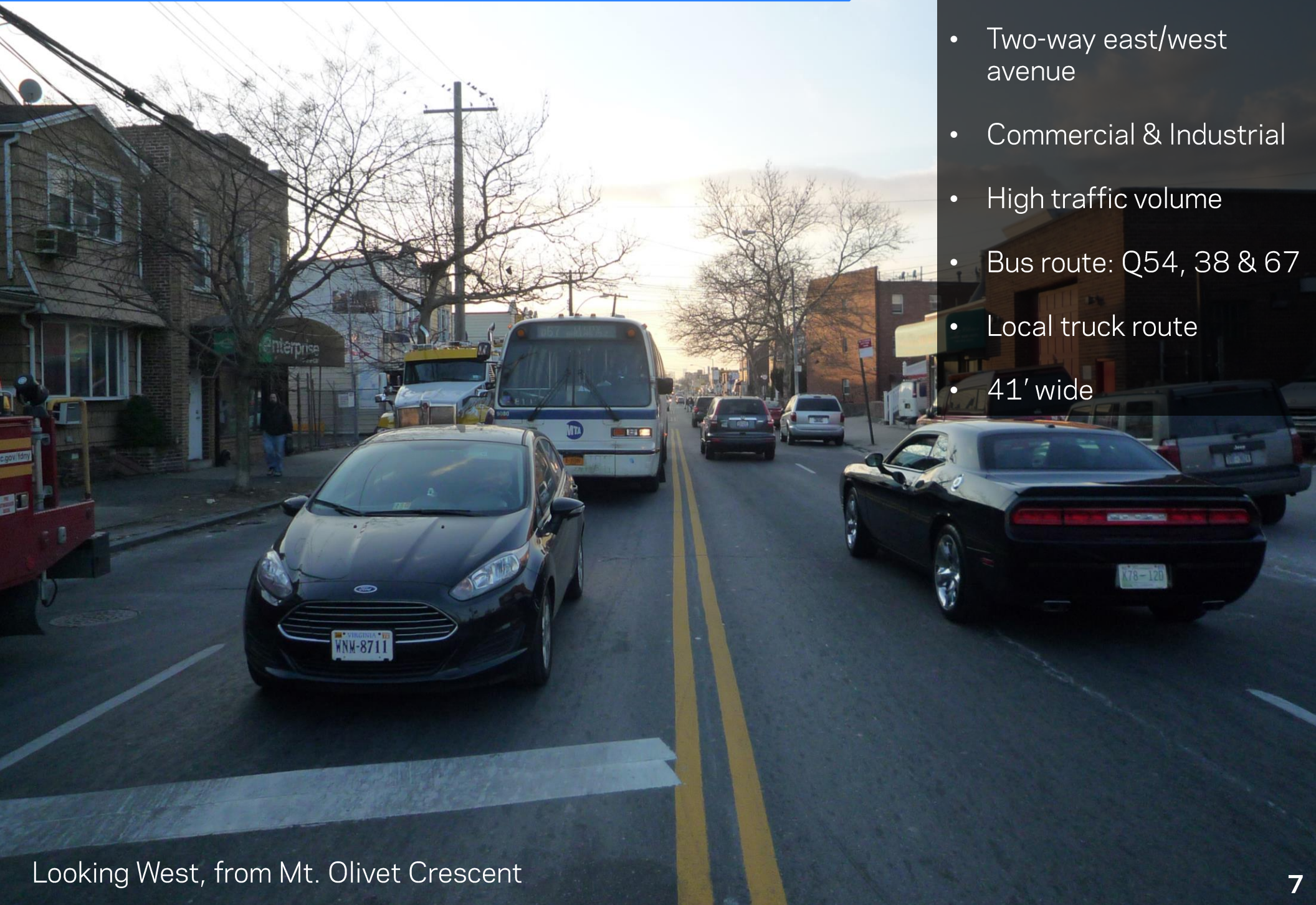
Legend

- Project Routes
- Other SIP for 2015
- 2014 Installation
- Existing Greenway
- Existing Bike Lane
- Existing Shared Lane

Option 1 - Metropolitan Ave

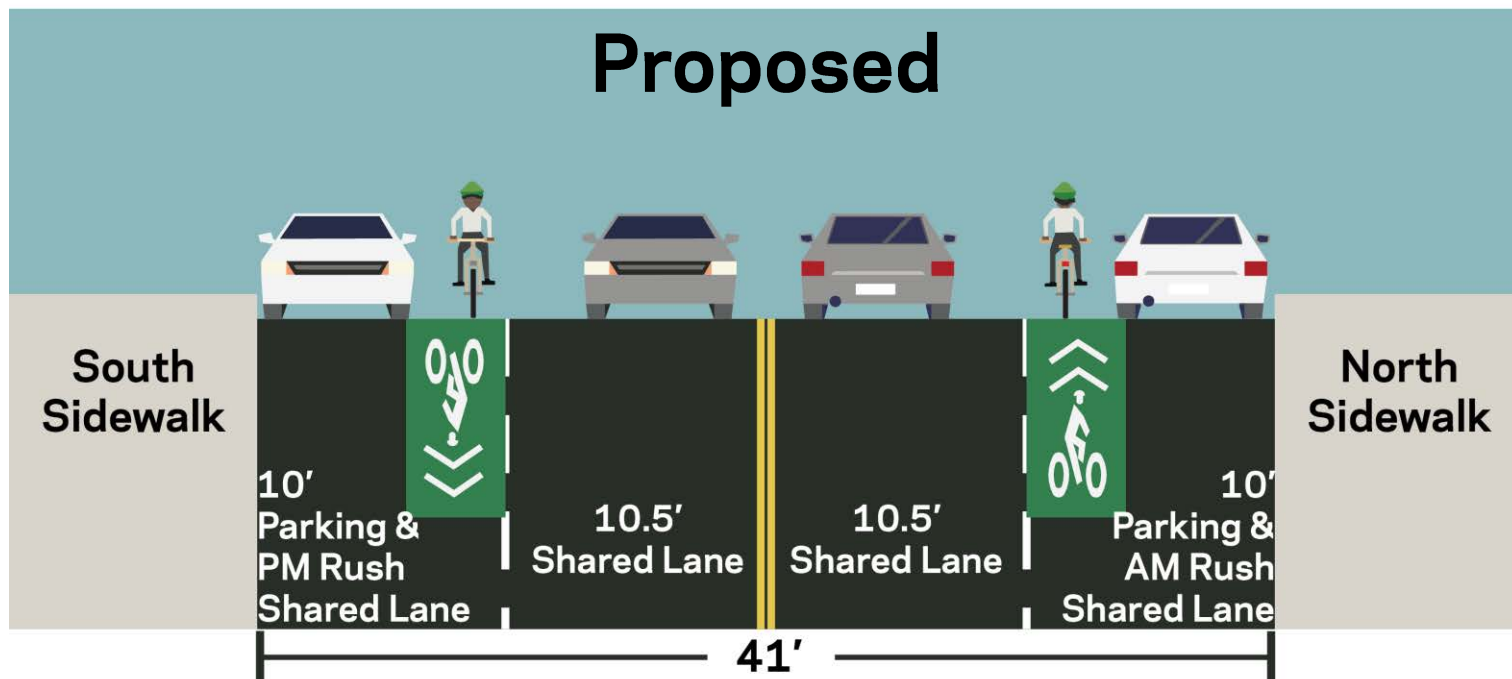
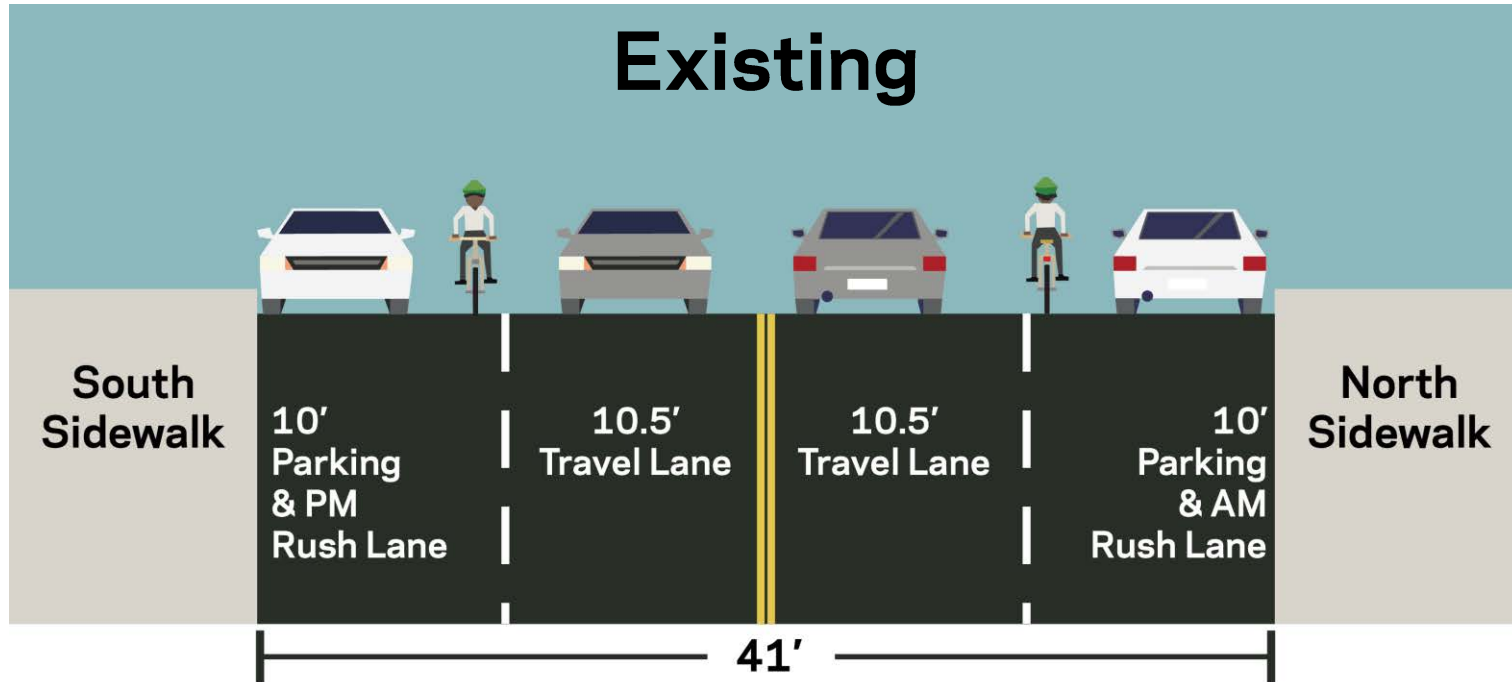
Woodward Ave to 69th St

- 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

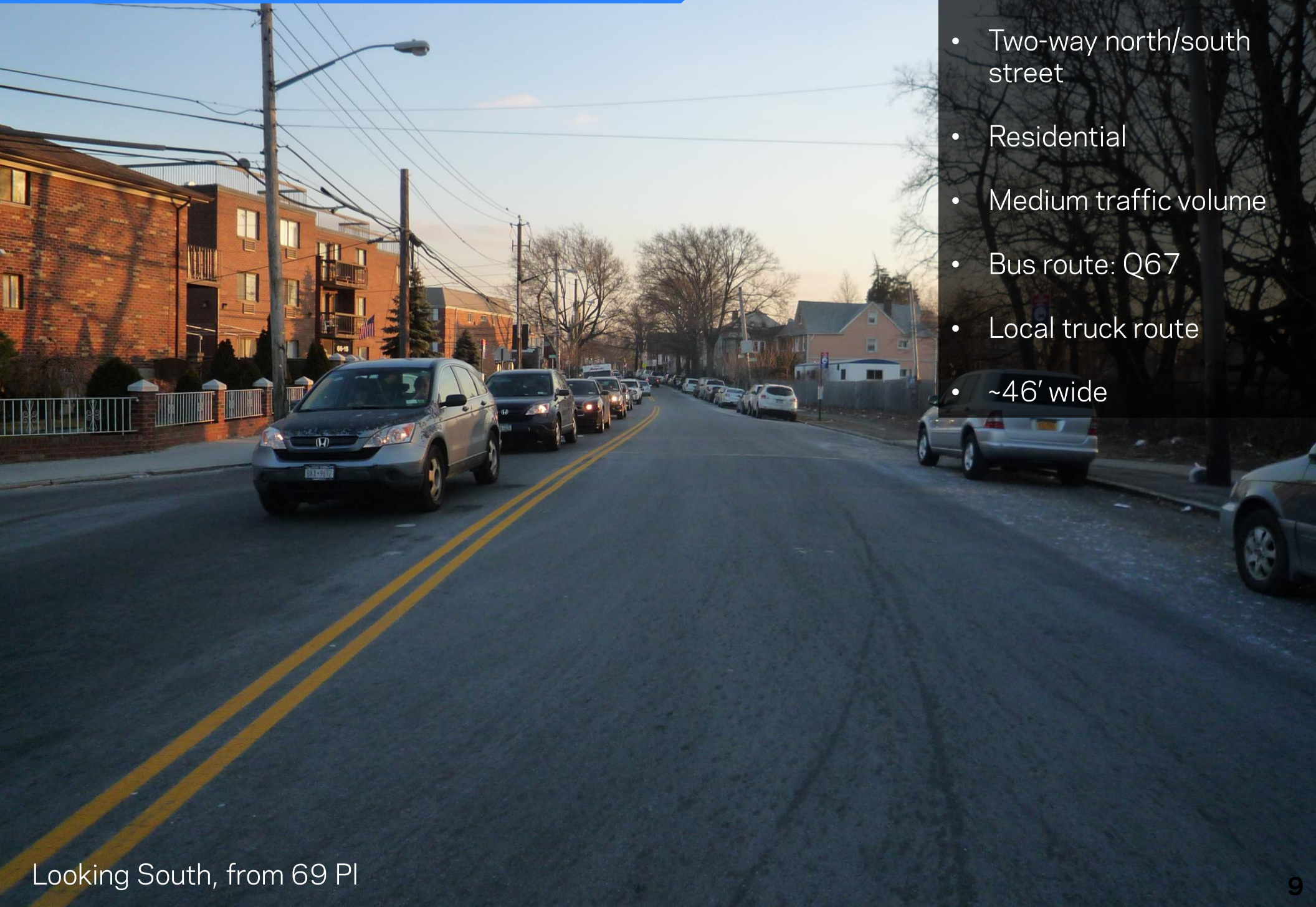
Option 1 - Metropolitan Ave



Option 1 - 69th Street

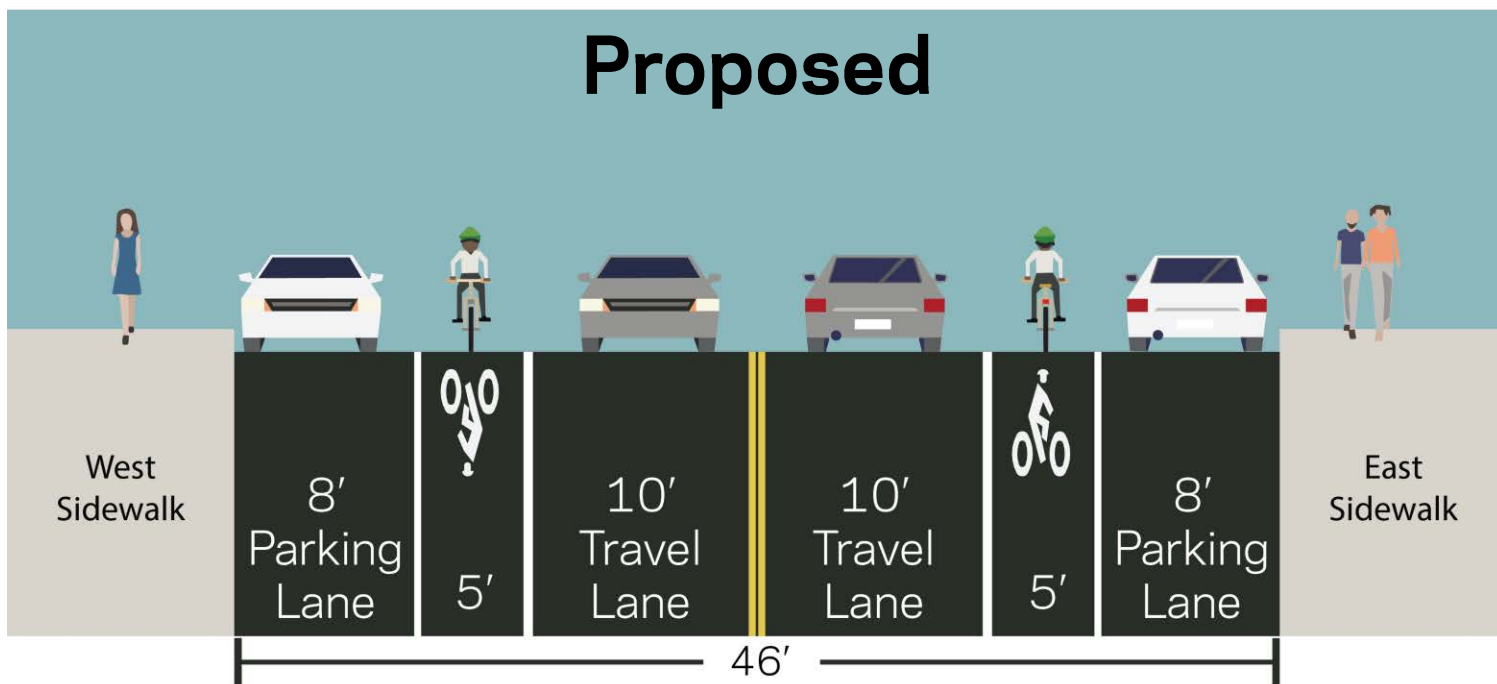
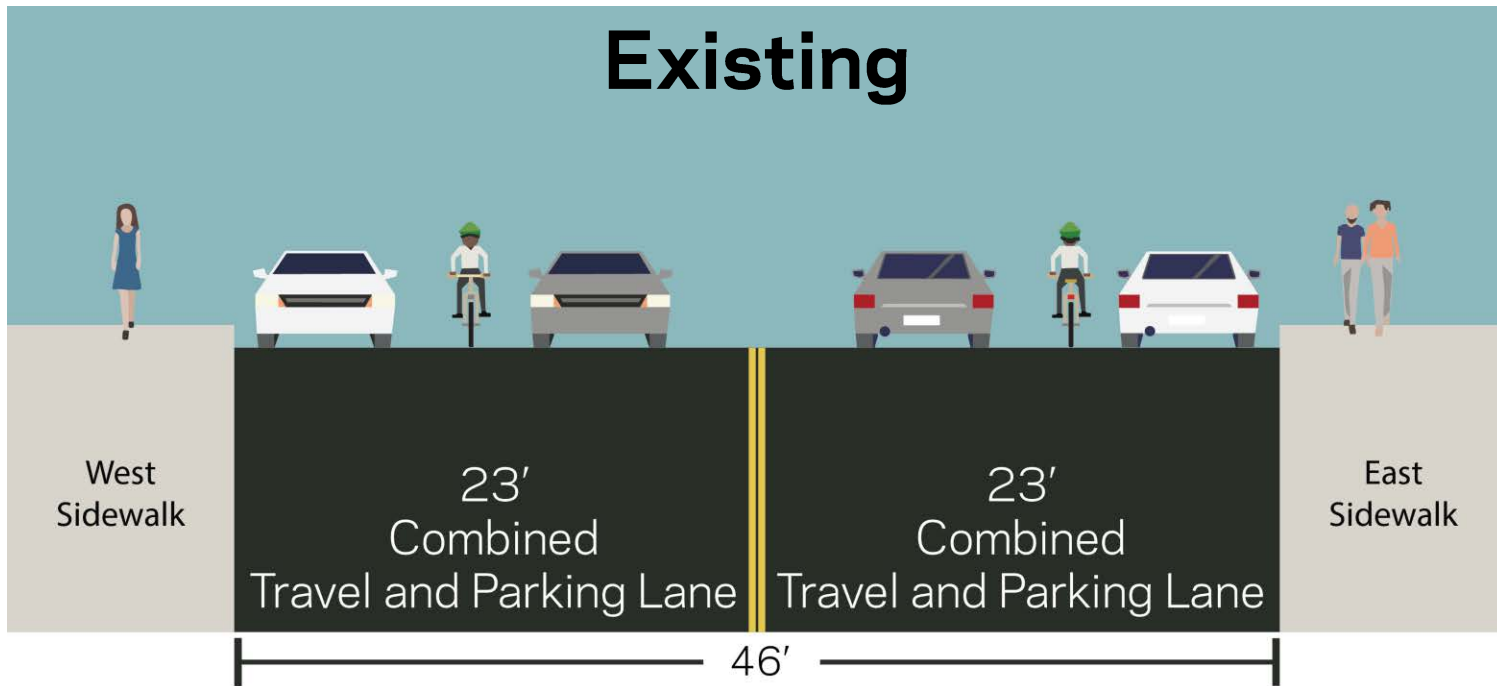
Metropolitan Ave to Eliot Ave

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

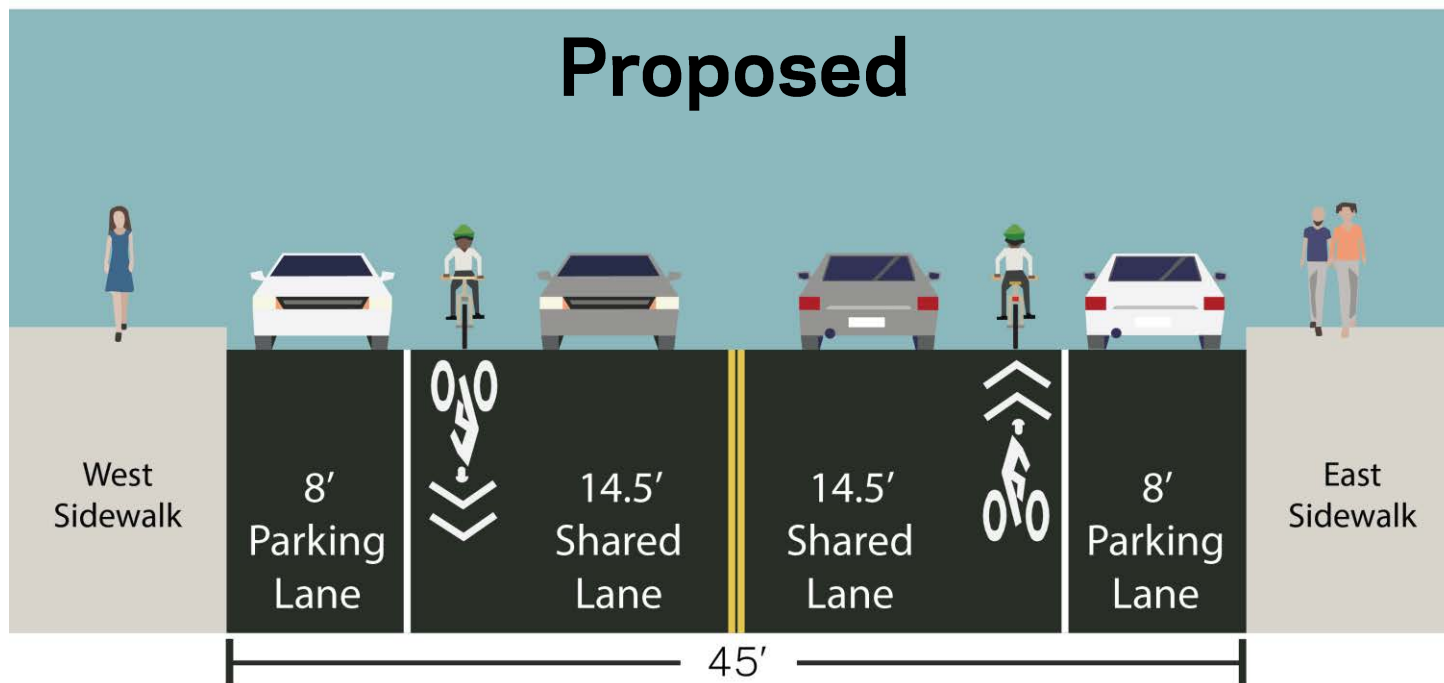
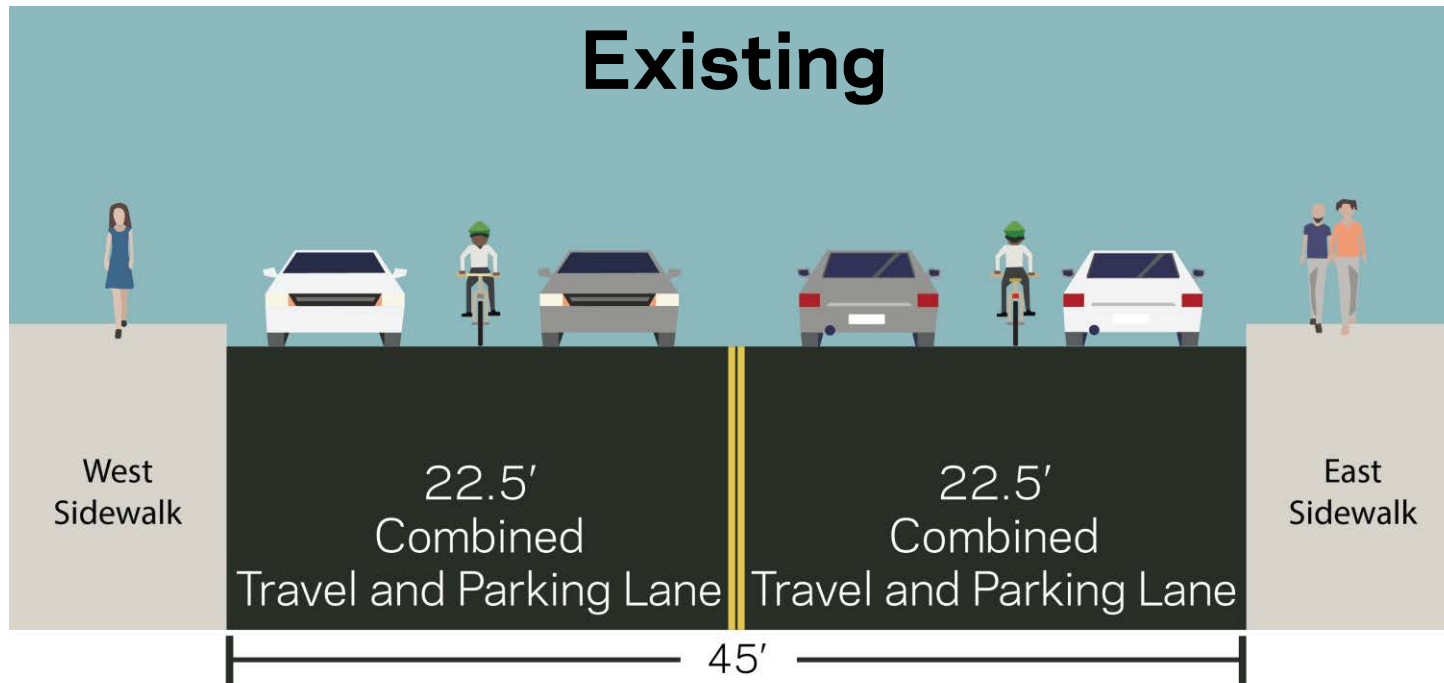


Looking South, from 69 Pl

Option 1 - 69th Street



Option 1 - 69th Street



Option 1 - Eliot Avenue

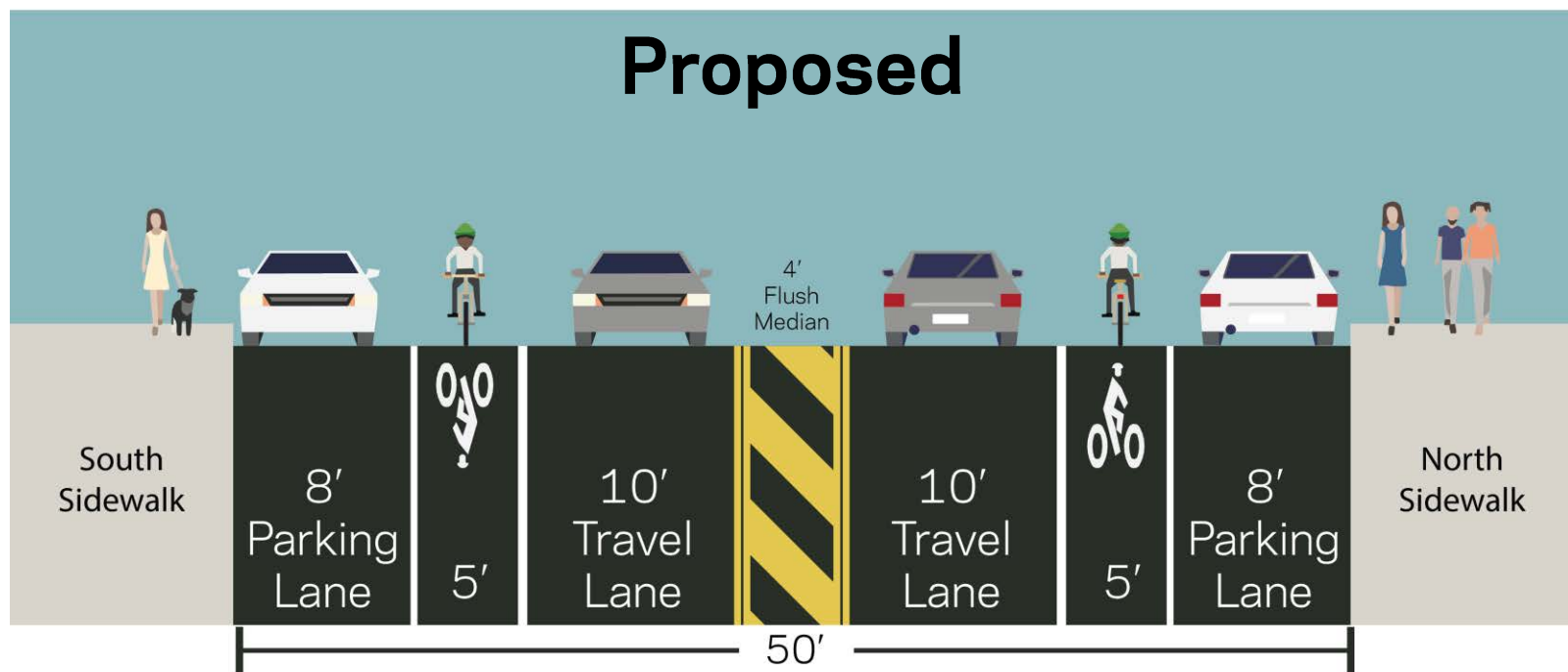
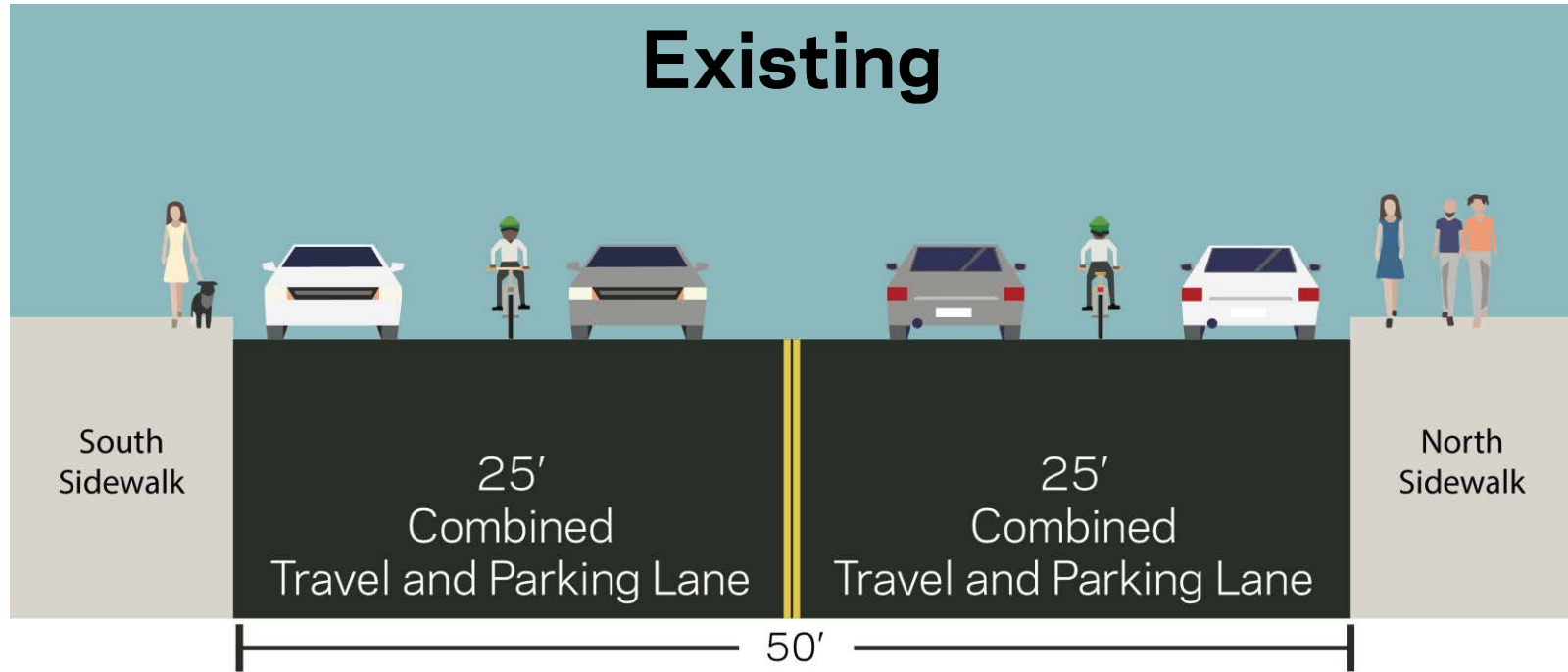
69th St to Woodhaven Blvd

- 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

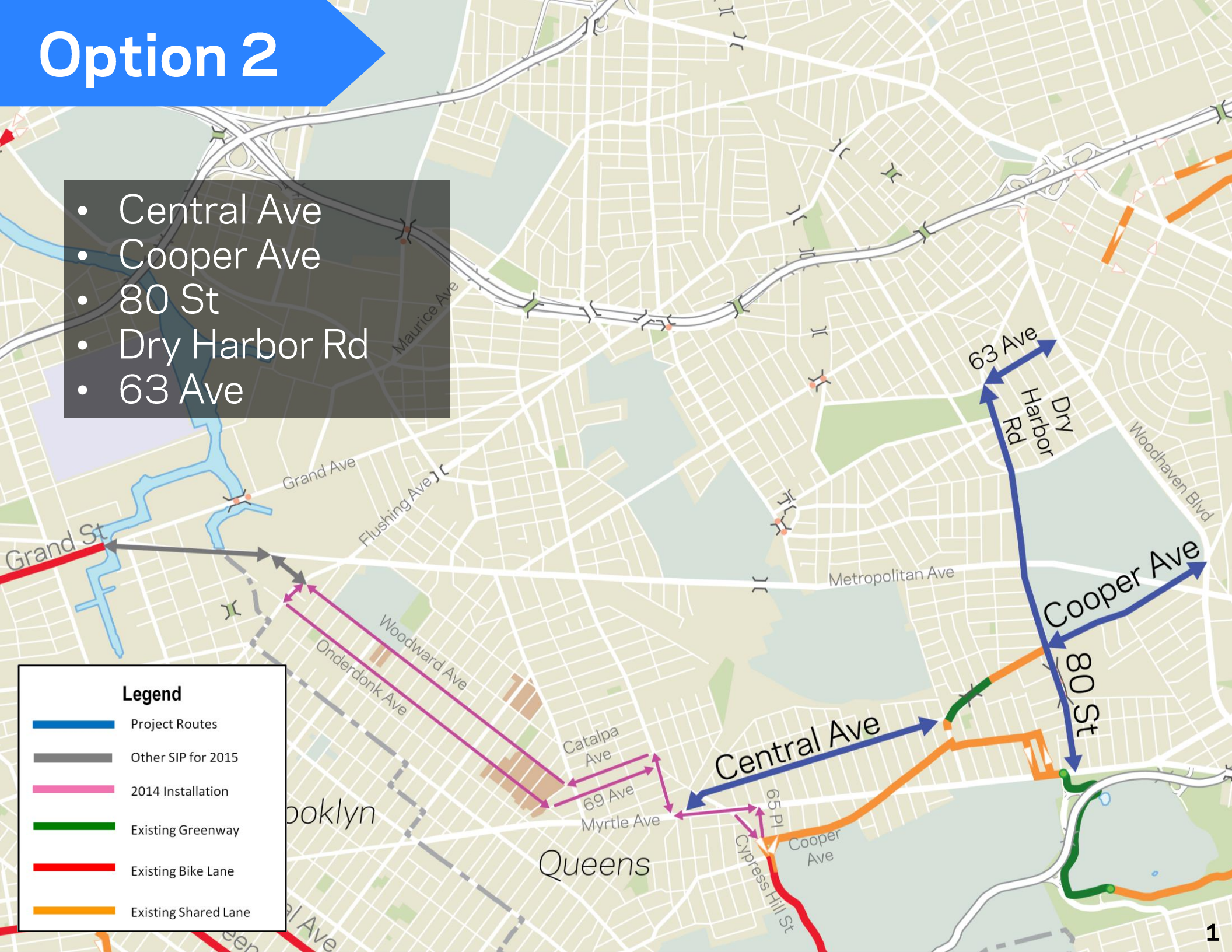


Option 2

- 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

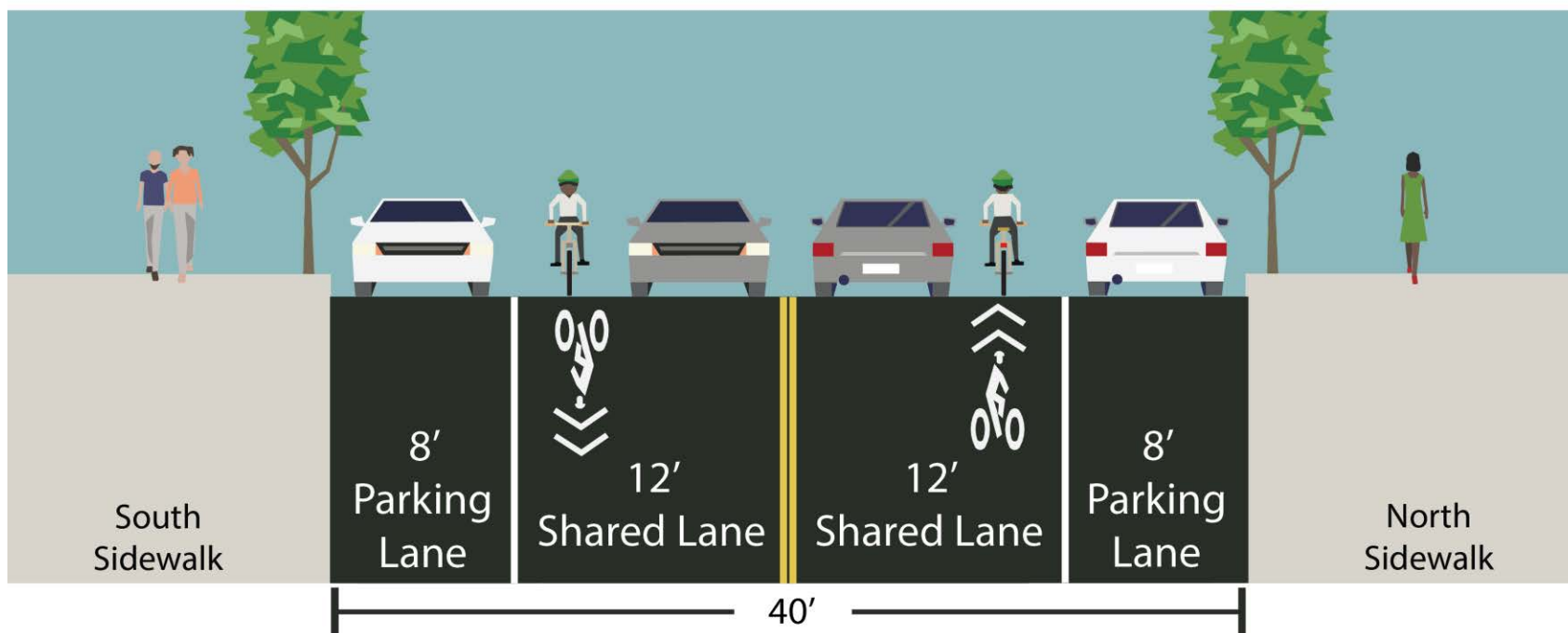
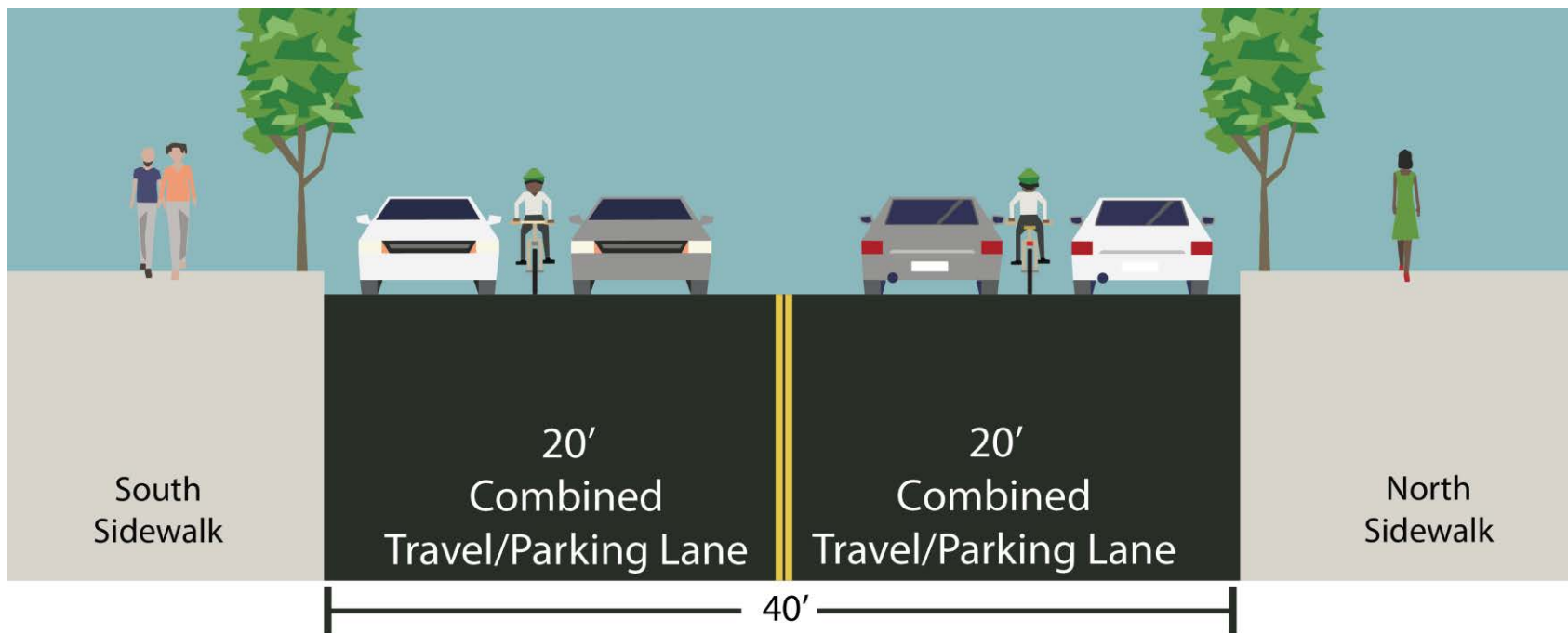
Myrtle Ave to 73rd Pl

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



Looking East, from 70th St

Option 2 - Central Avenue



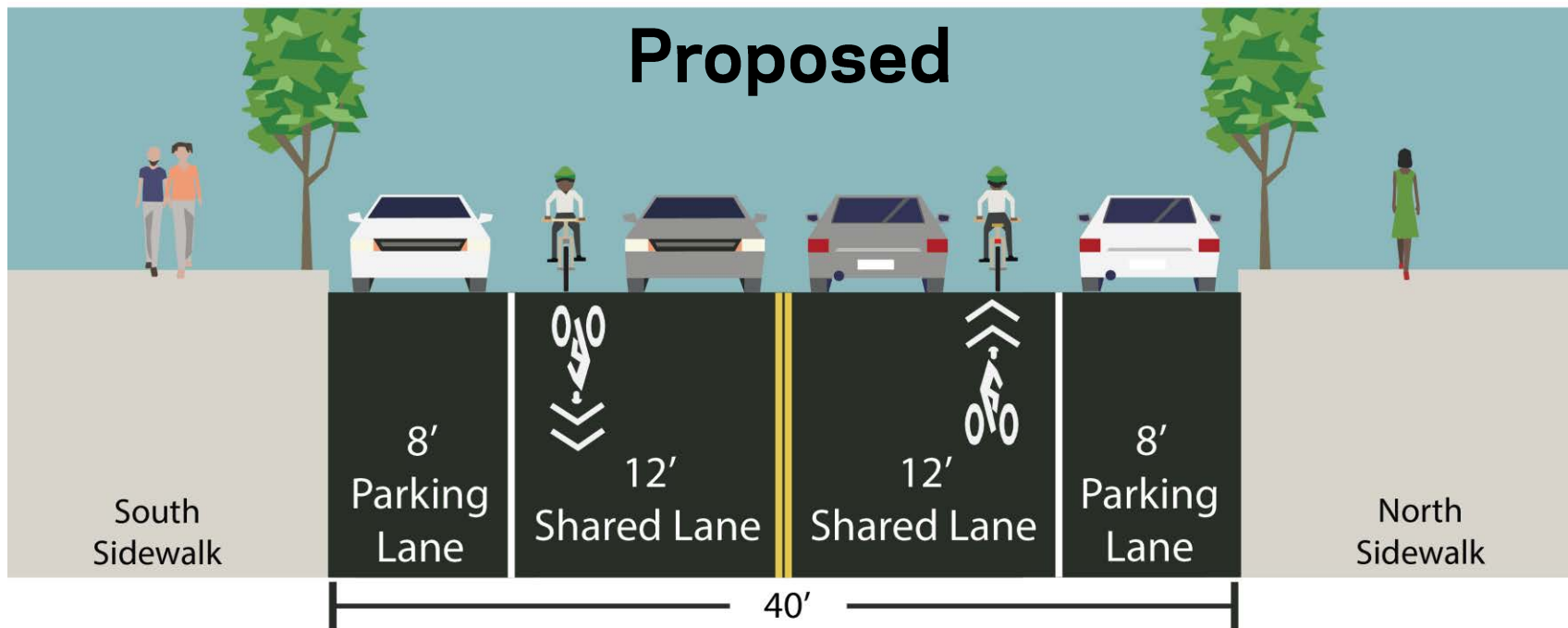
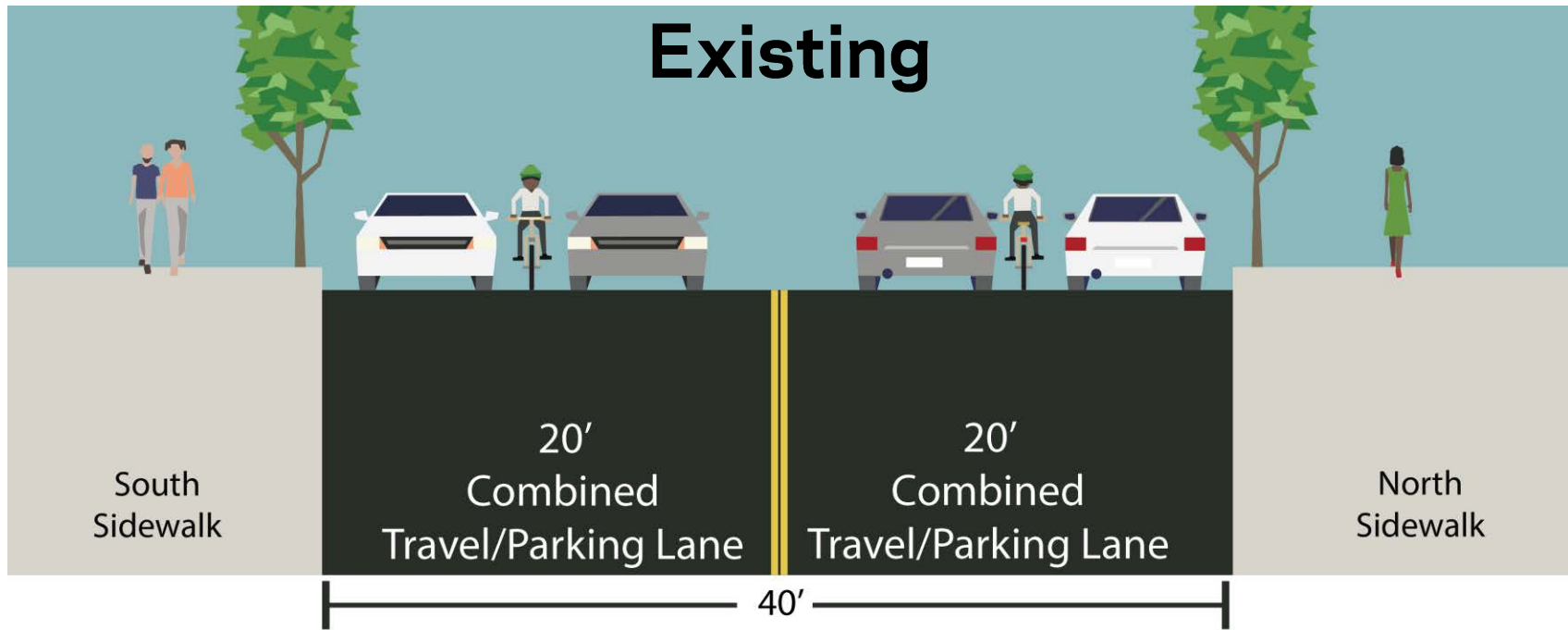
Option 2 - Cooper Avenue

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

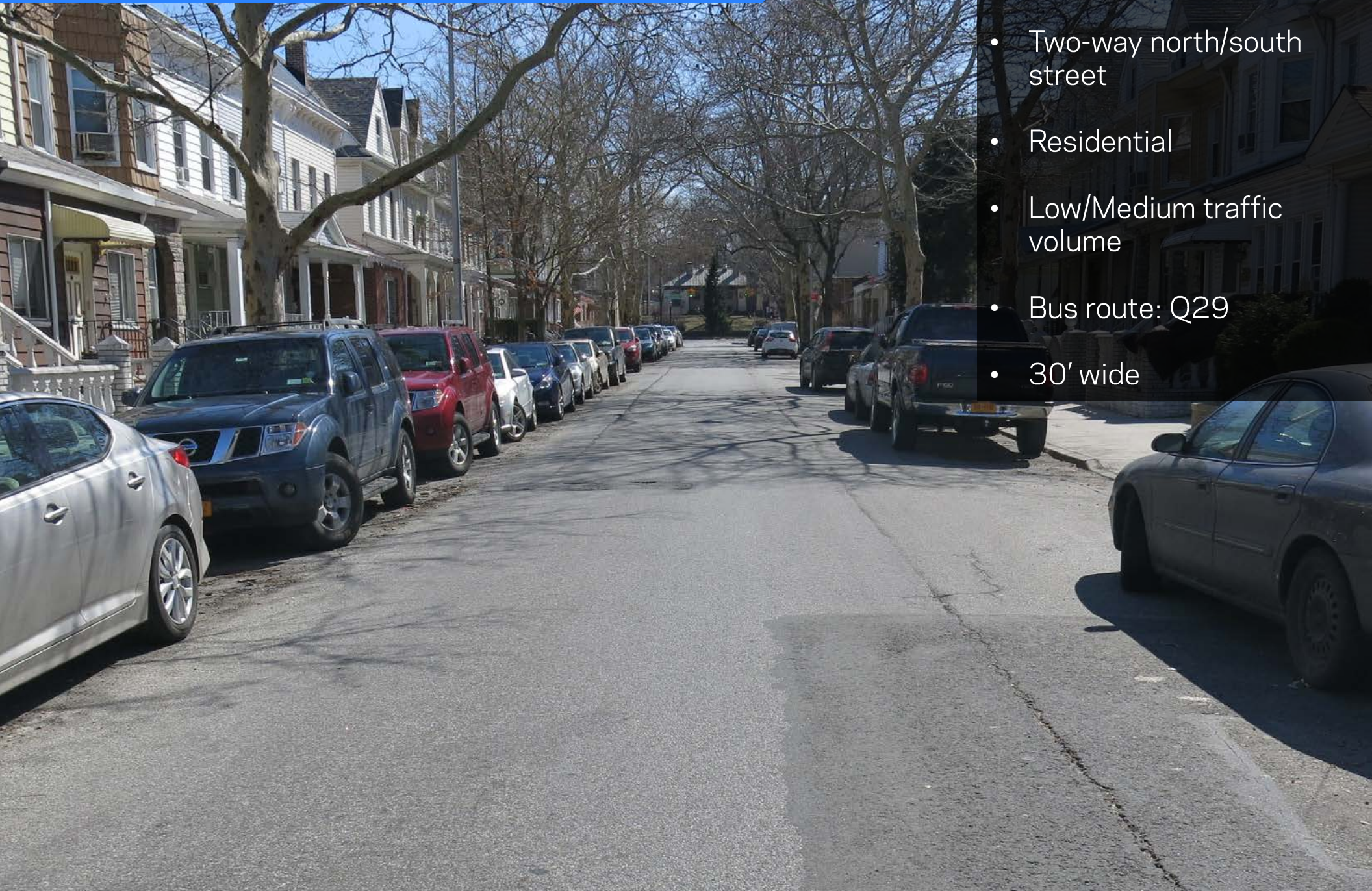
Option 2 - Cooper Avenue



Option 2 - 80th Street

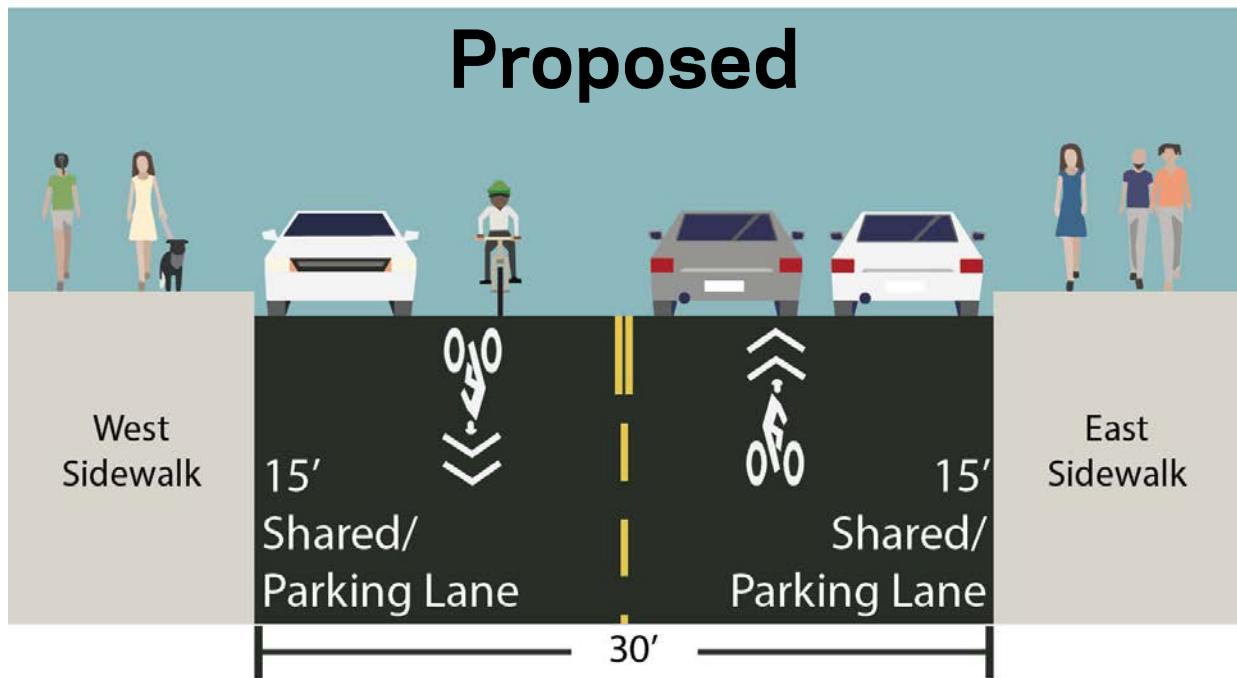
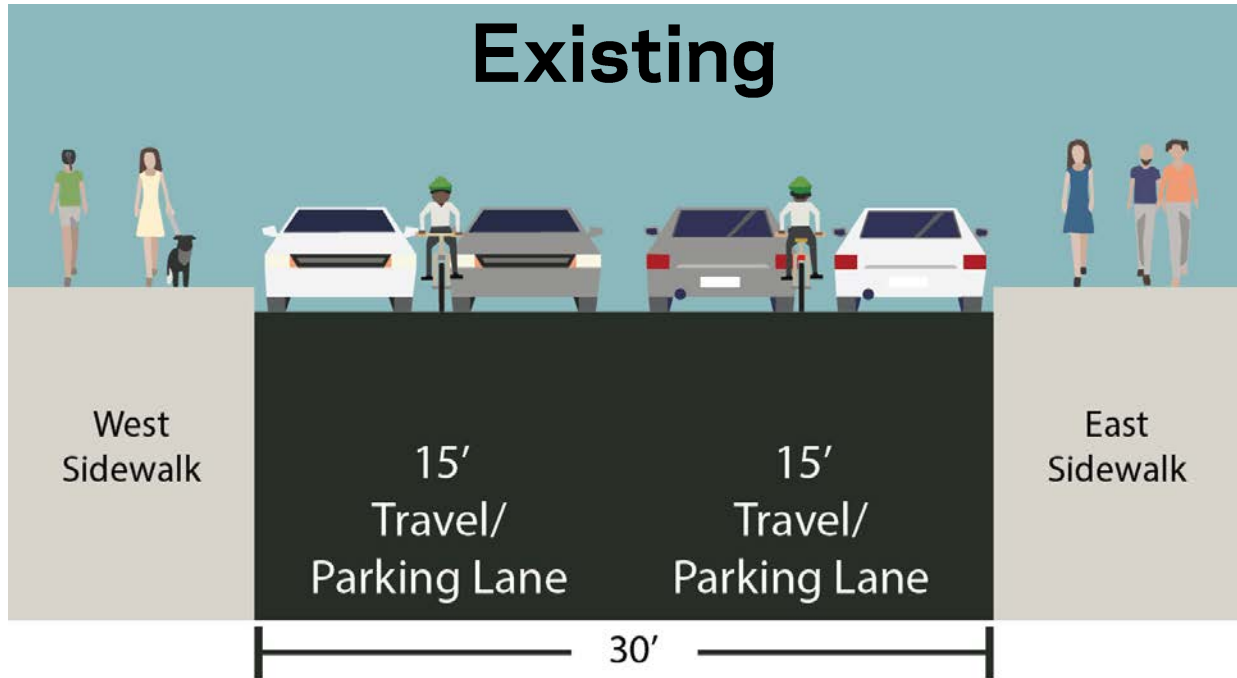
Myrtle Ave to 78 Ave

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



Looking South, from 78th Rd

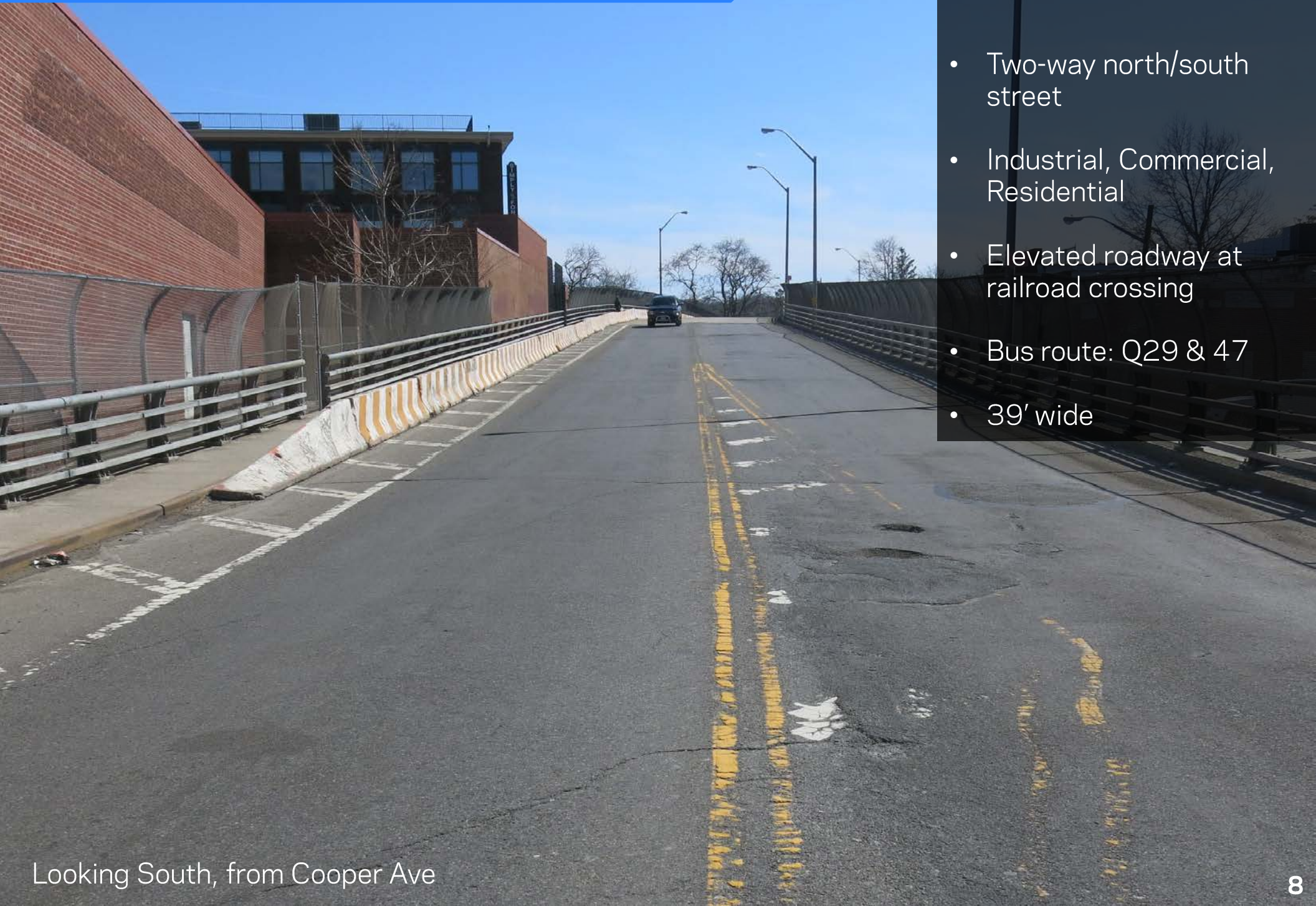
Option 2 - 80th Street



Option 2 - 80th Street

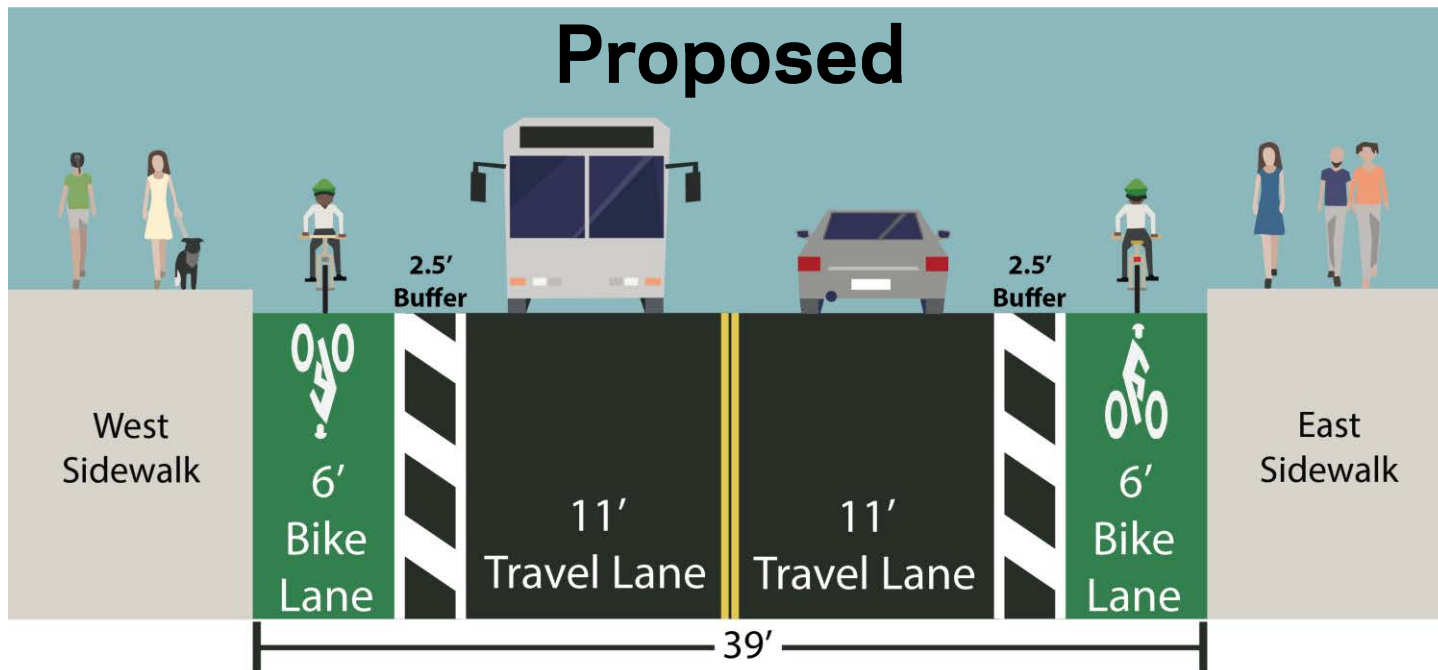
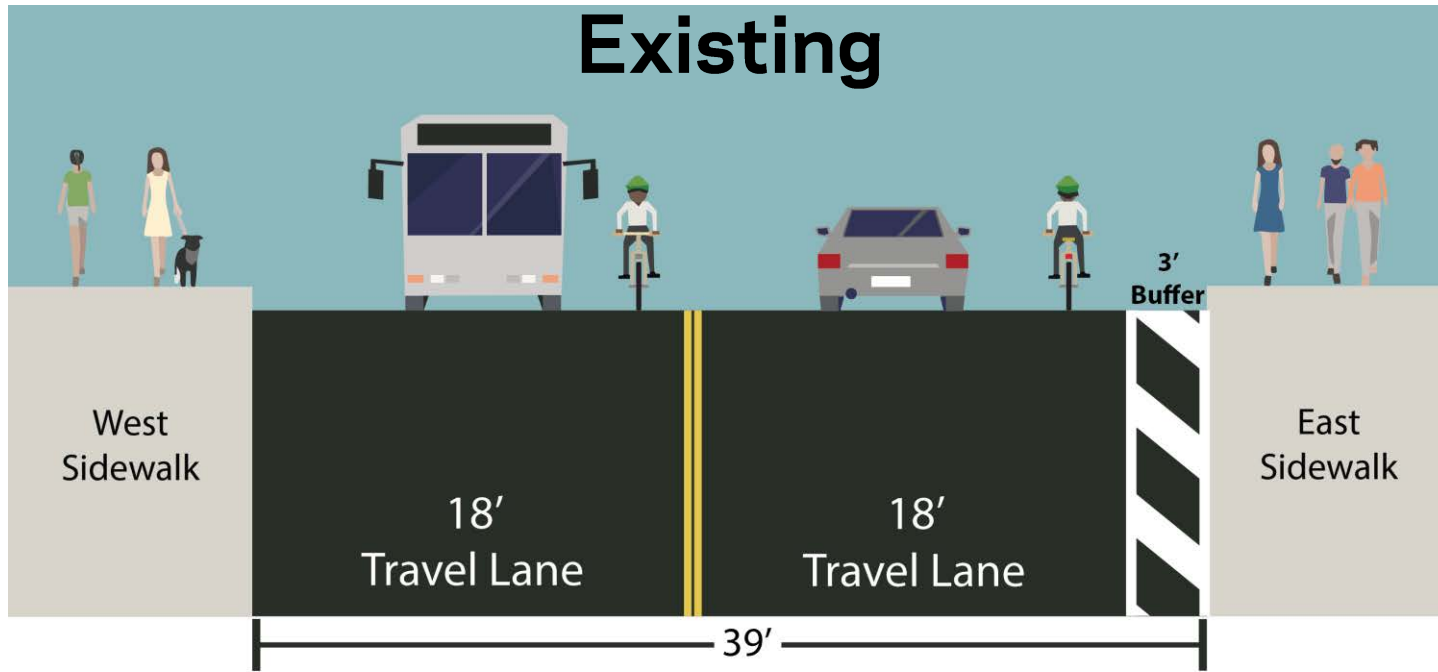
78 Ave to Cooper Ave

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



Looking South, from Cooper Ave

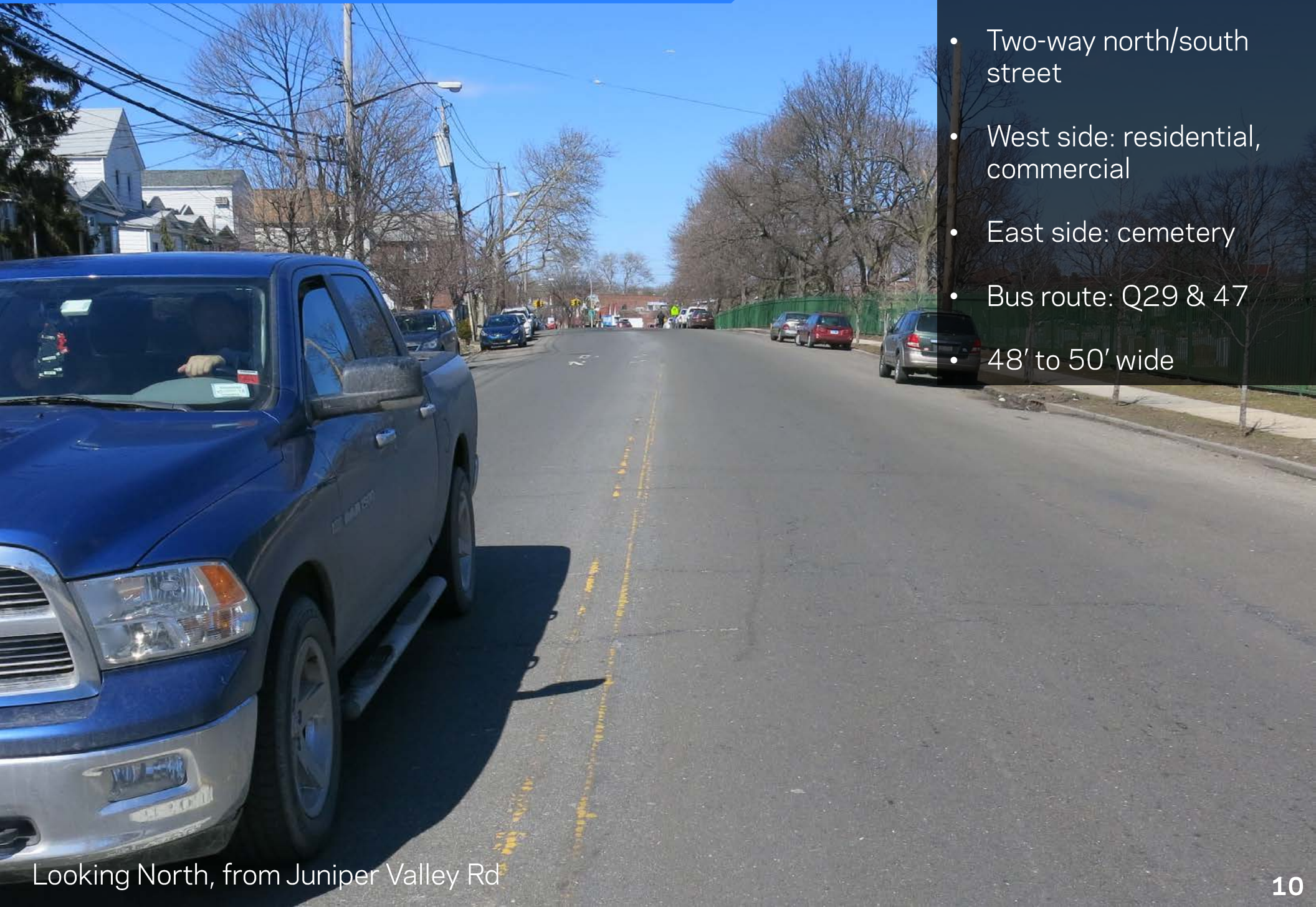
Option 2 - 80th Street



Option 2 - 80th Street

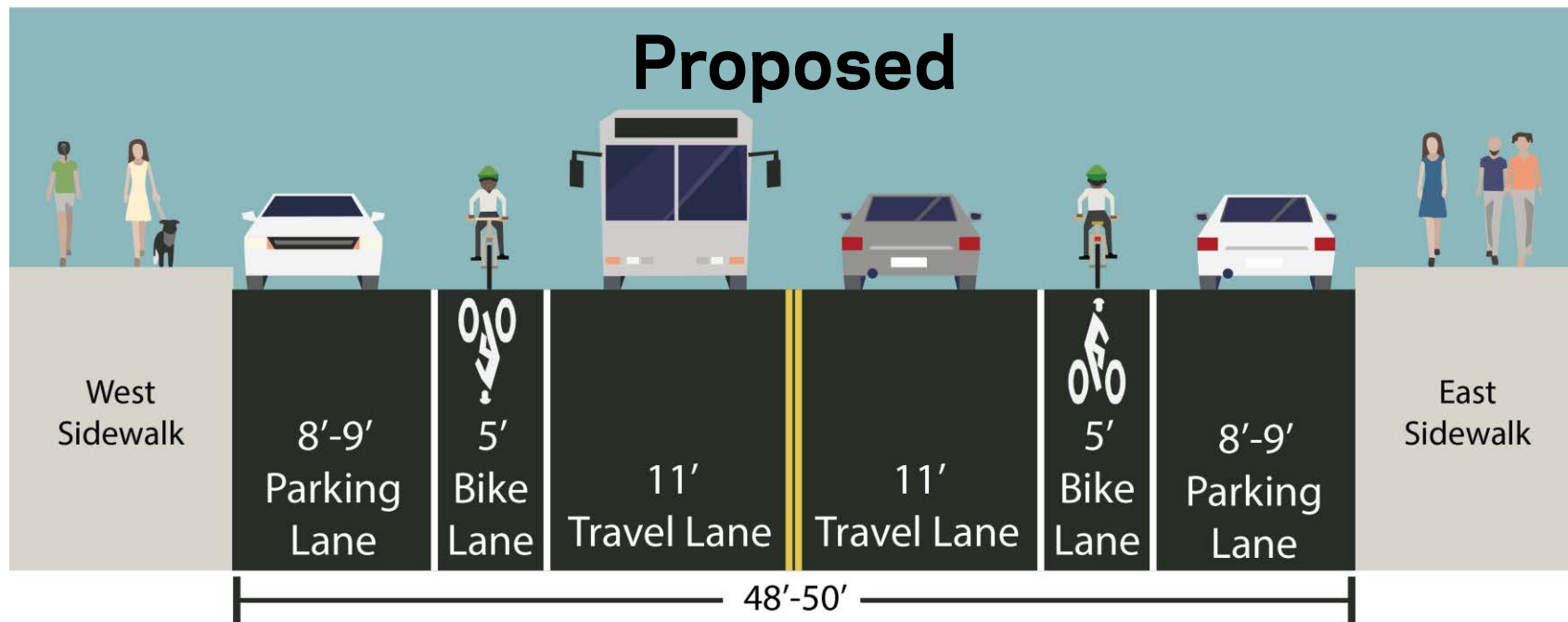
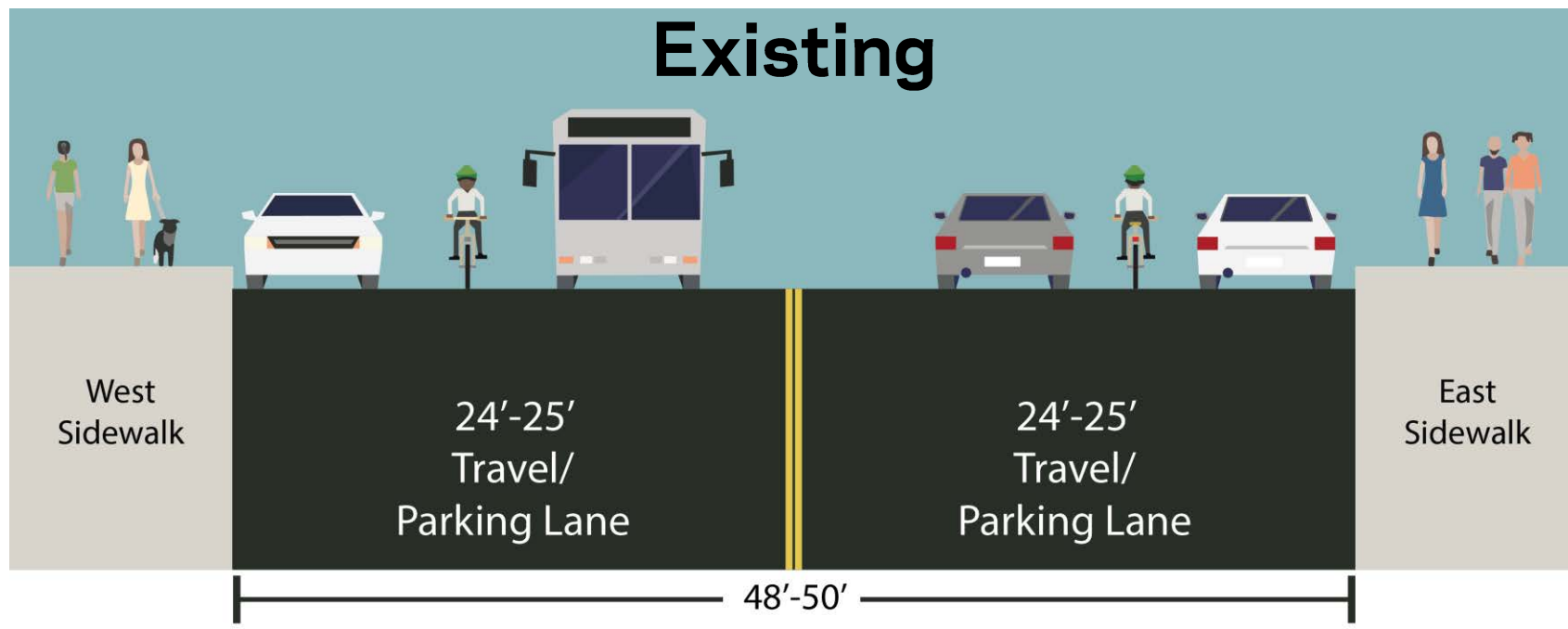
Cooper Ave to Dry Harbor

- 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

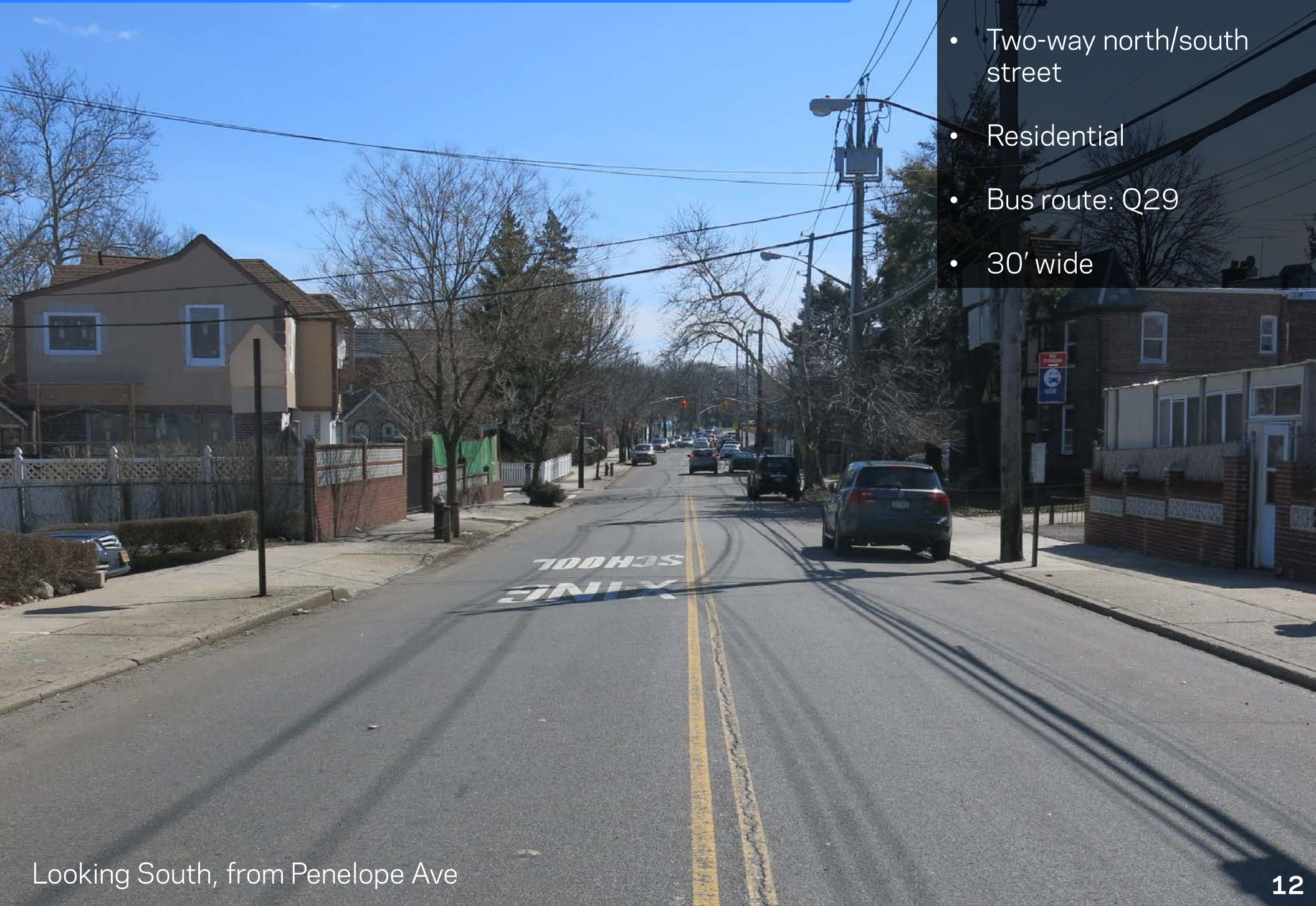
Option 2 - 80th Street



Option 2 - Dry Harbor Road

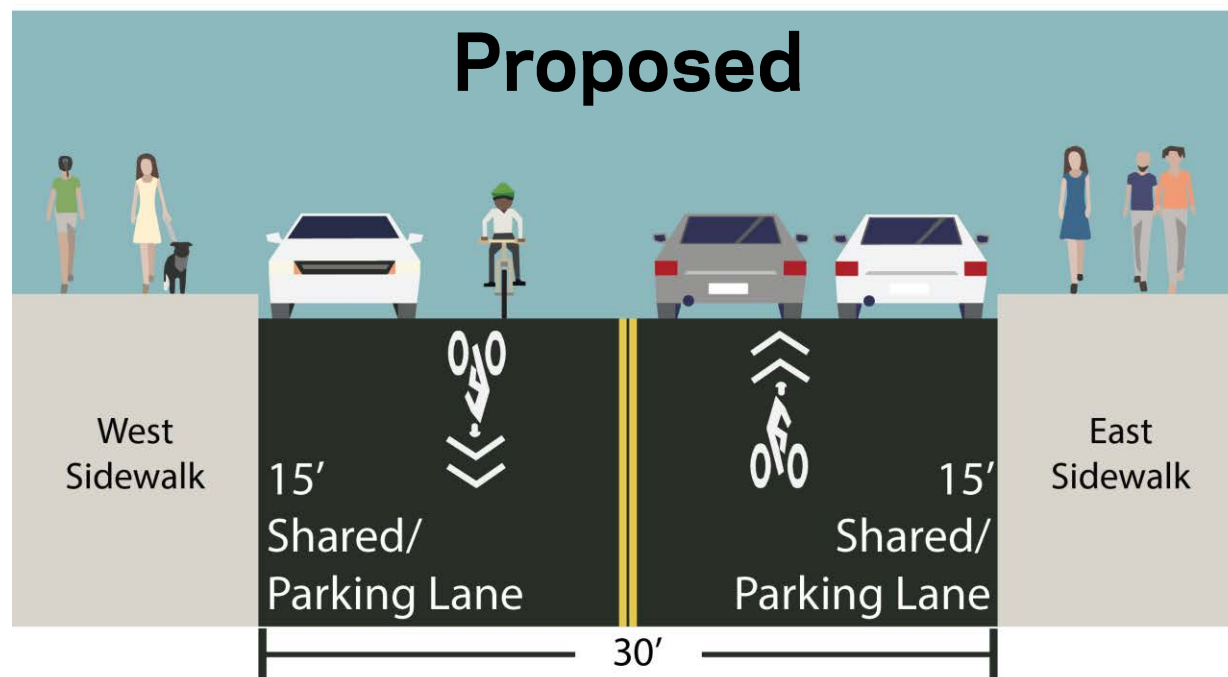
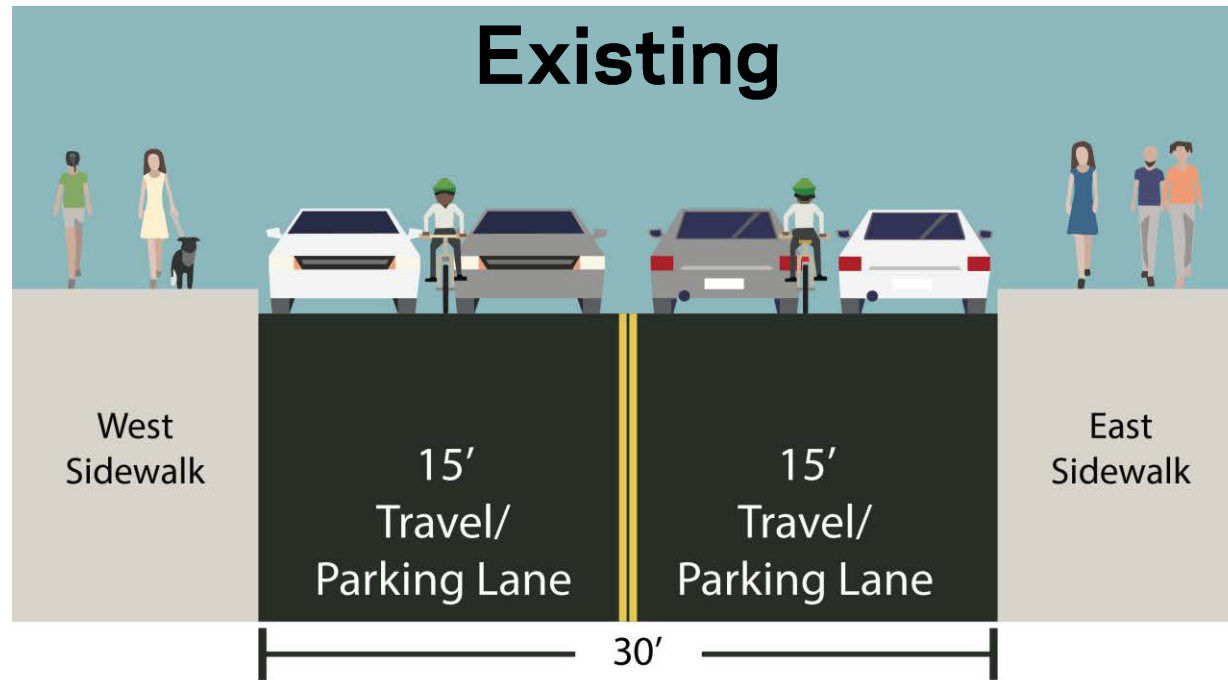
80th St to 63rd Ave

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



Looking South, from Penelope Ave

Option 2 - Dry Harbor Road



Option 2 - 63rd Avenue

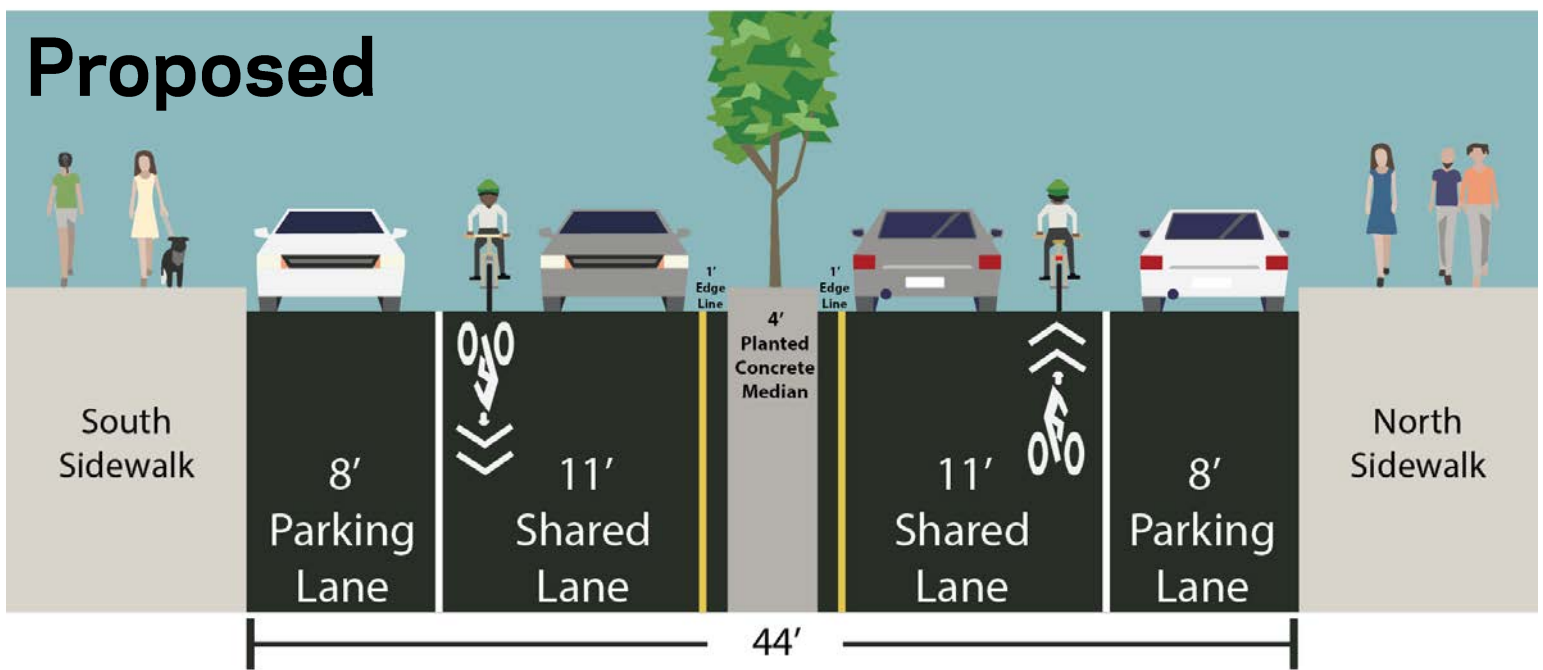
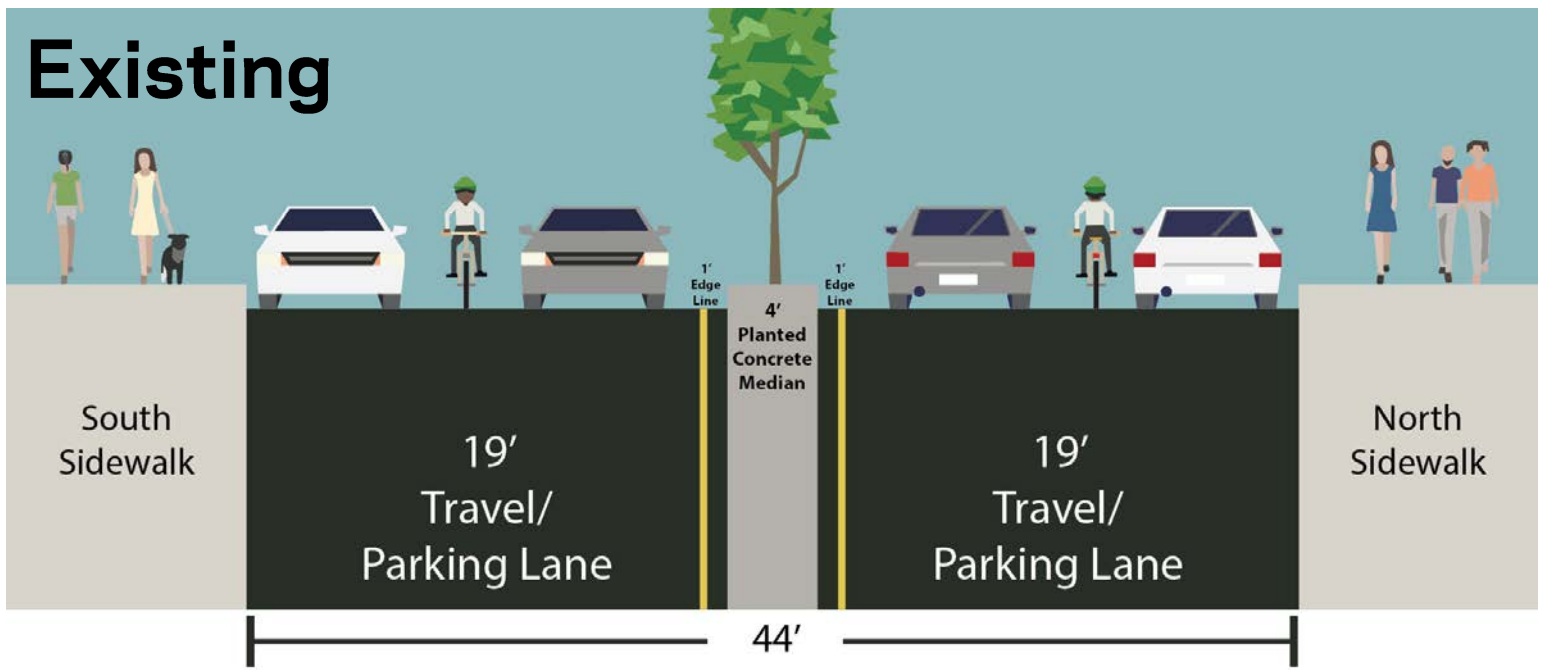
Dry Harbor Rd to Woodhaven Blvd

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



Looking East,
from 82nd Pl

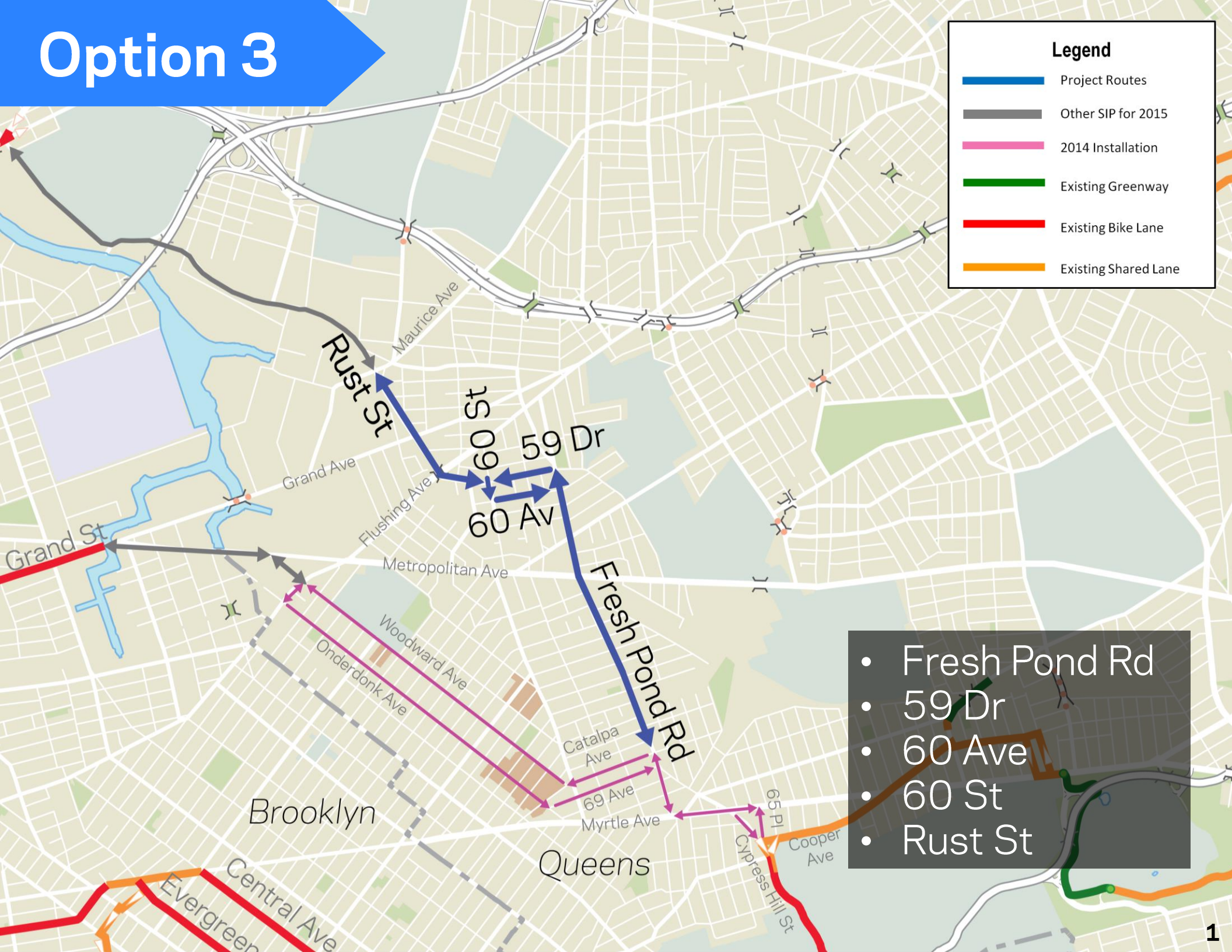
Option 2 - 63rd Avenue



Option 3

Legend

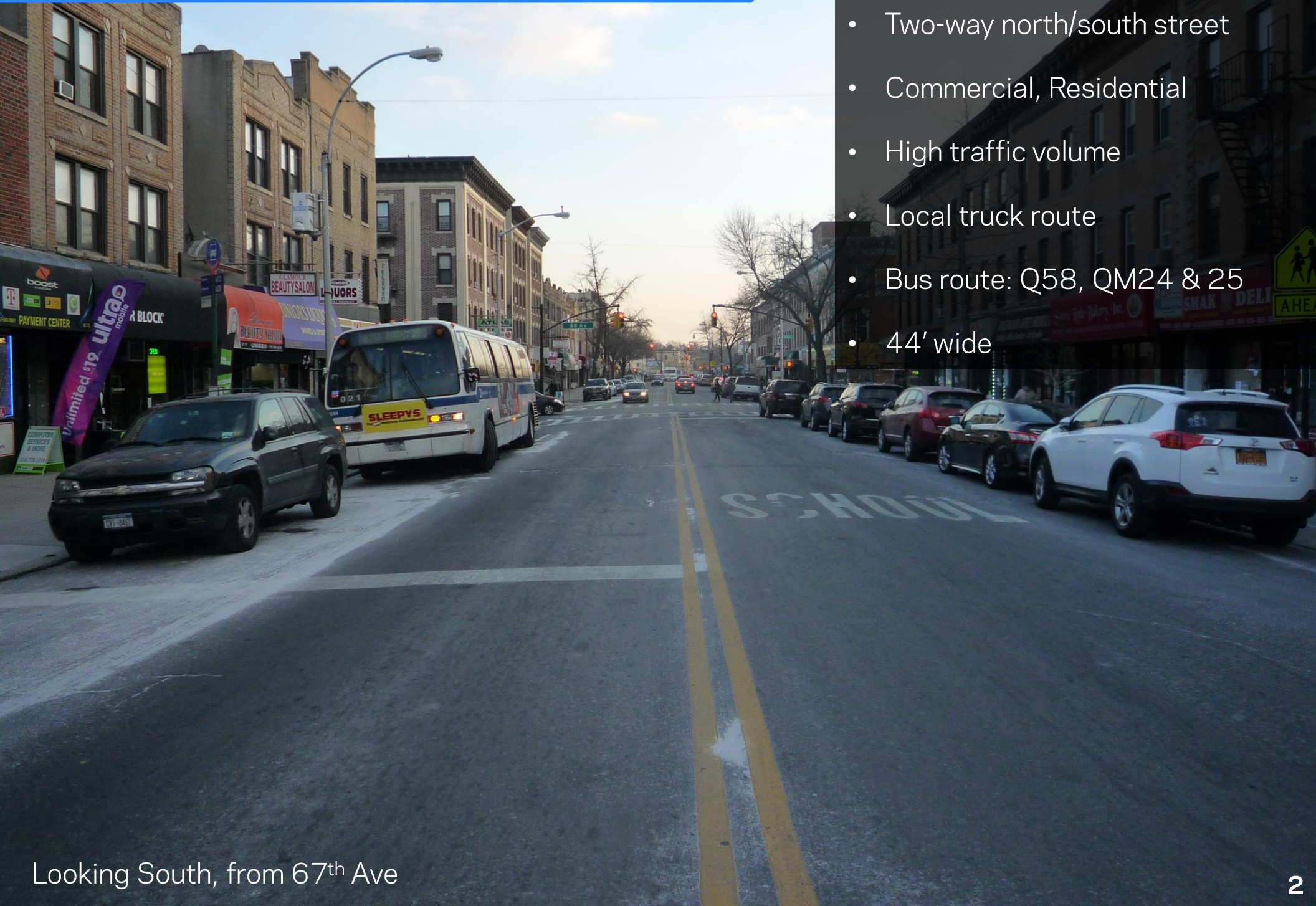
- Project Routes
- Other SIP for 2015
- 2014 Installation
- Existing Greenway
- Existing Bike Lane
- Existing Shared Lane



- Fresh Pond Rd
- 59 Dr
- 60 Ave
- 60 St
- Rust St

Option 3 - Fresh Pond Rd

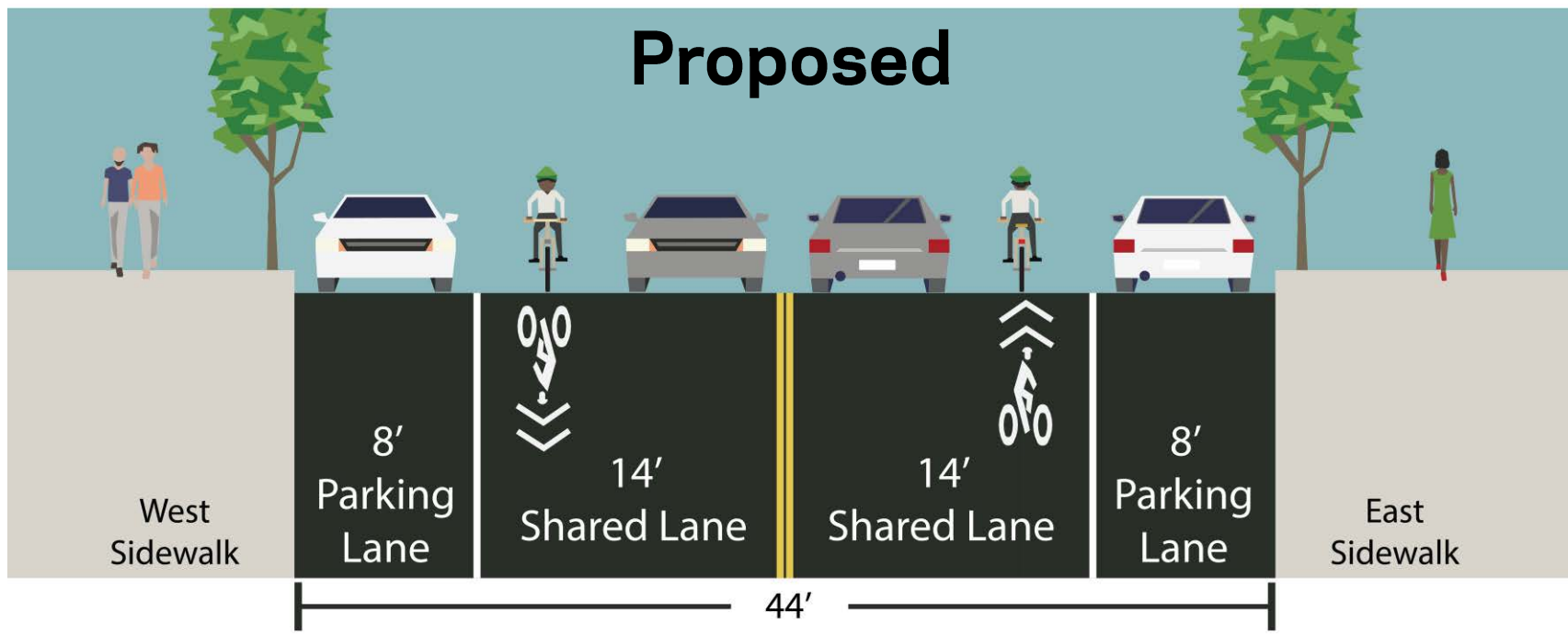
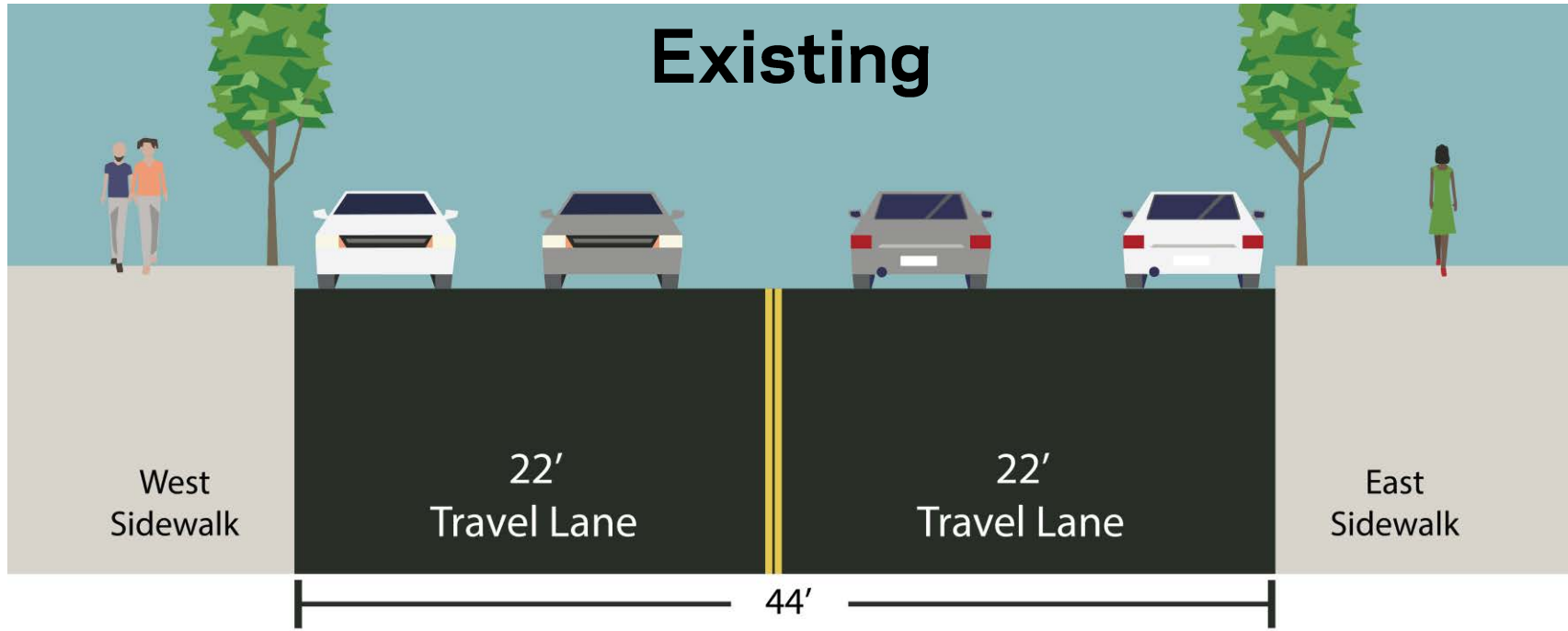
Catalpa Ave to 59th Dr



- 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 - Fresh Pond Rd



Option 3 - 59 Dr

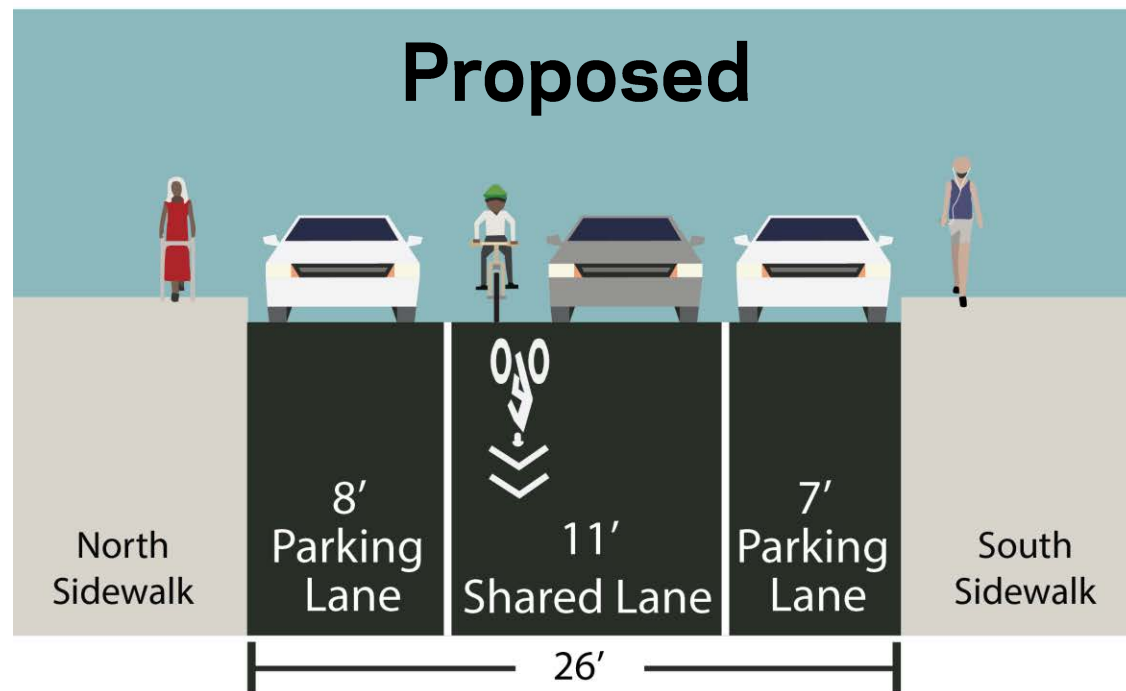
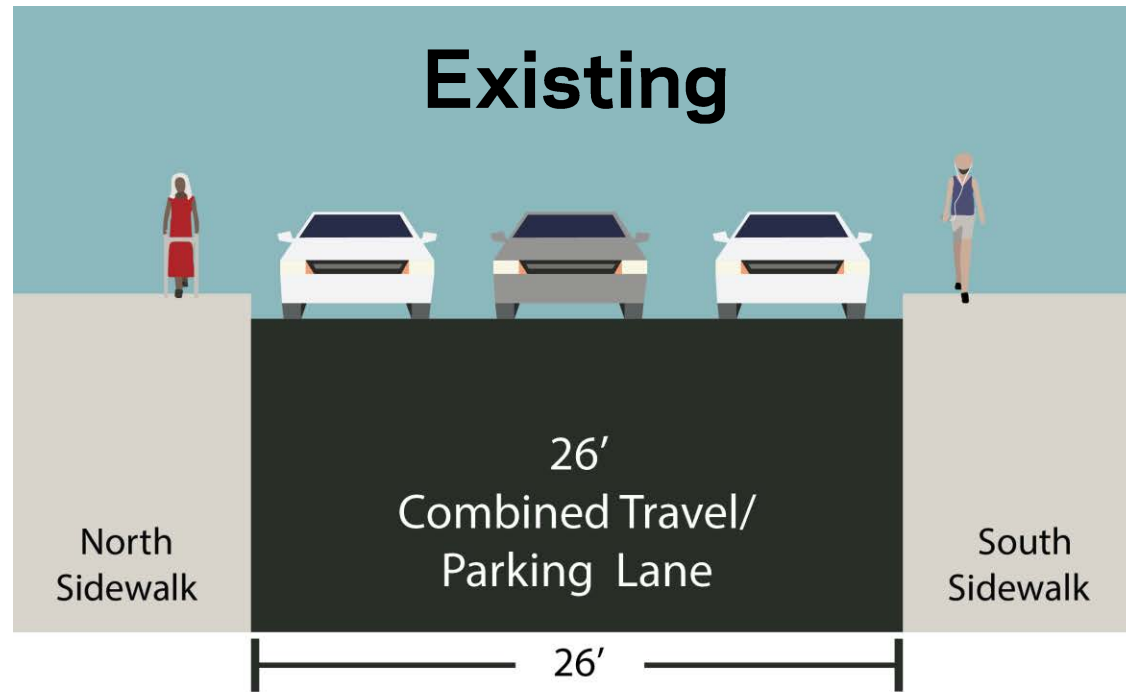
Fresh Pond Rd to 60th St

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



Looking West, from Fresh Pond Rd

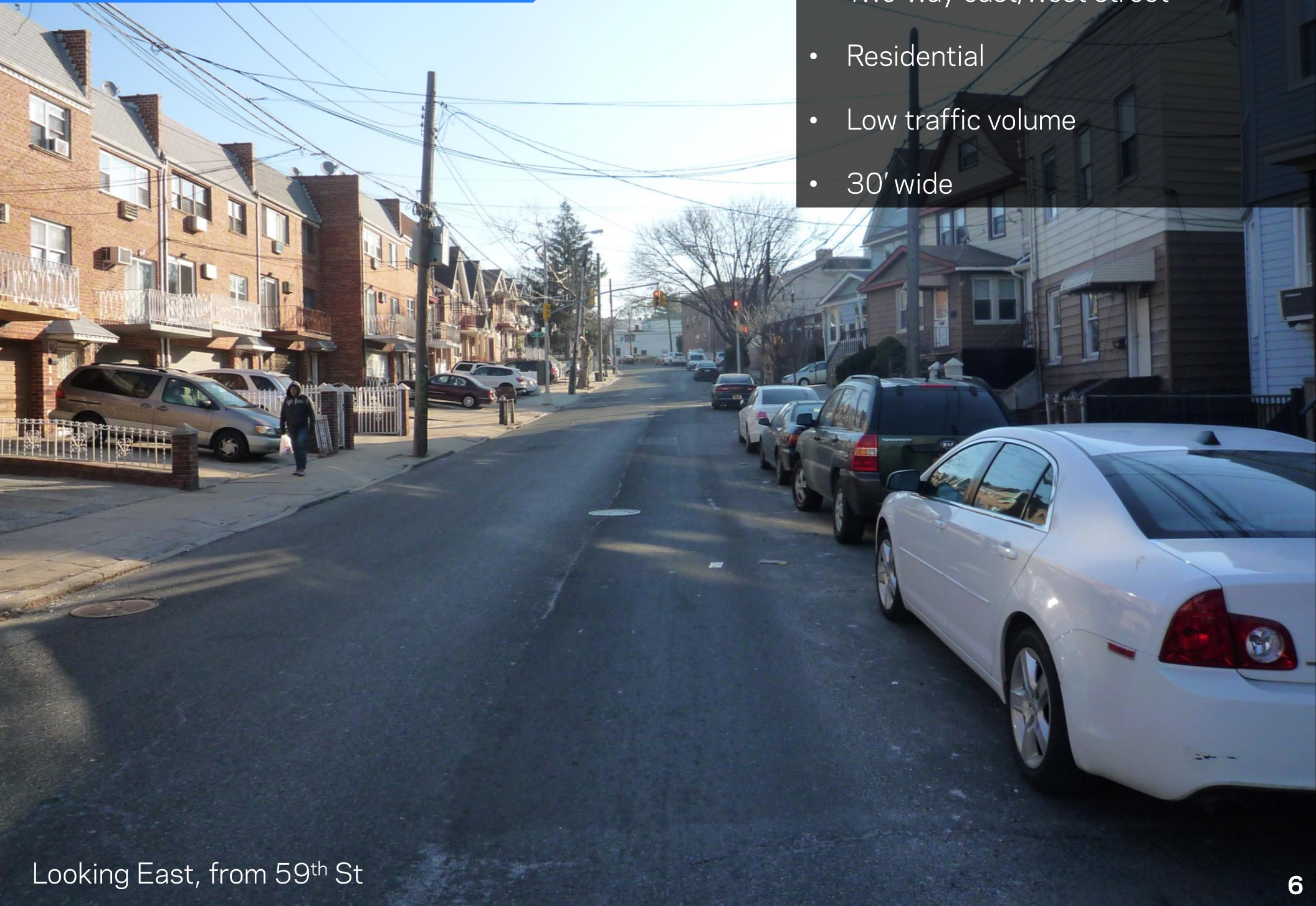
Option 3 - 59 Dr



Option 3 - 59 Dr

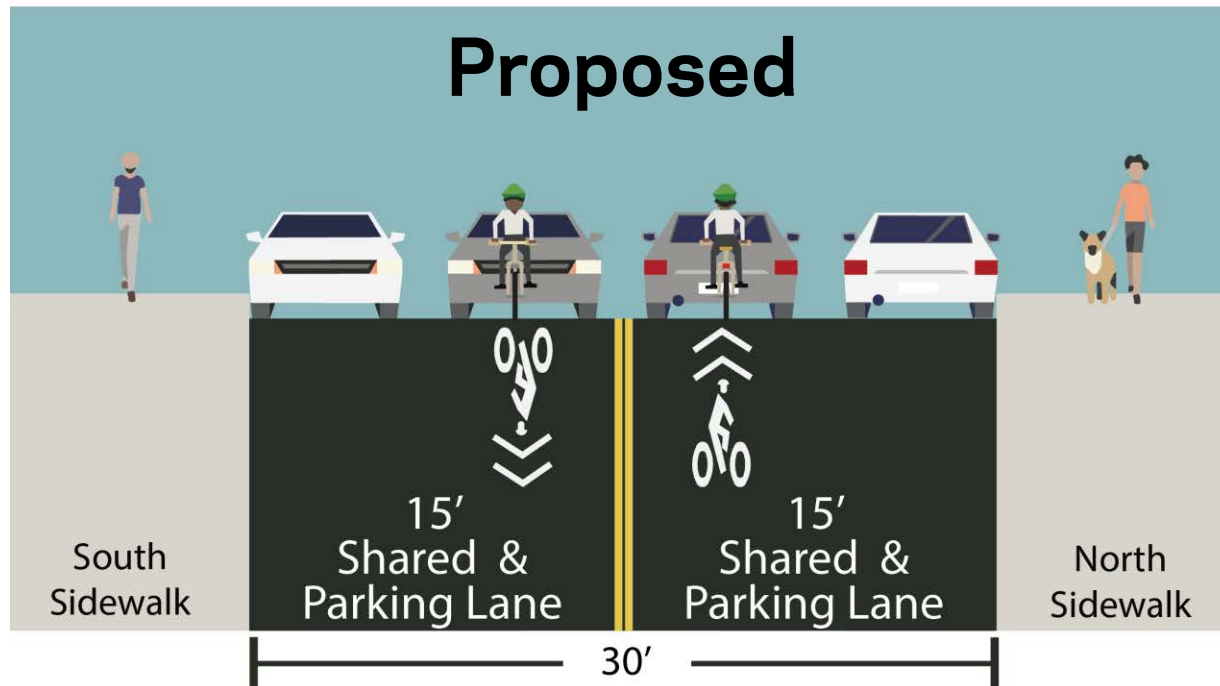
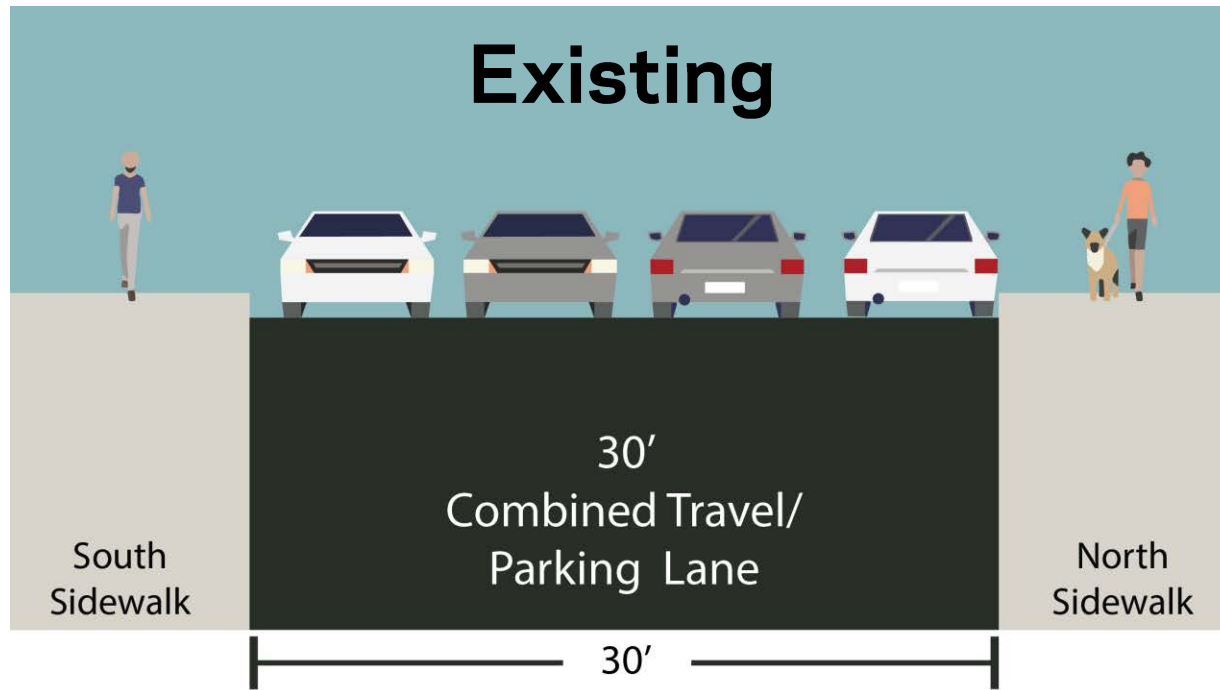
60th St to Flushing Ave

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



Looking East, from 59th St

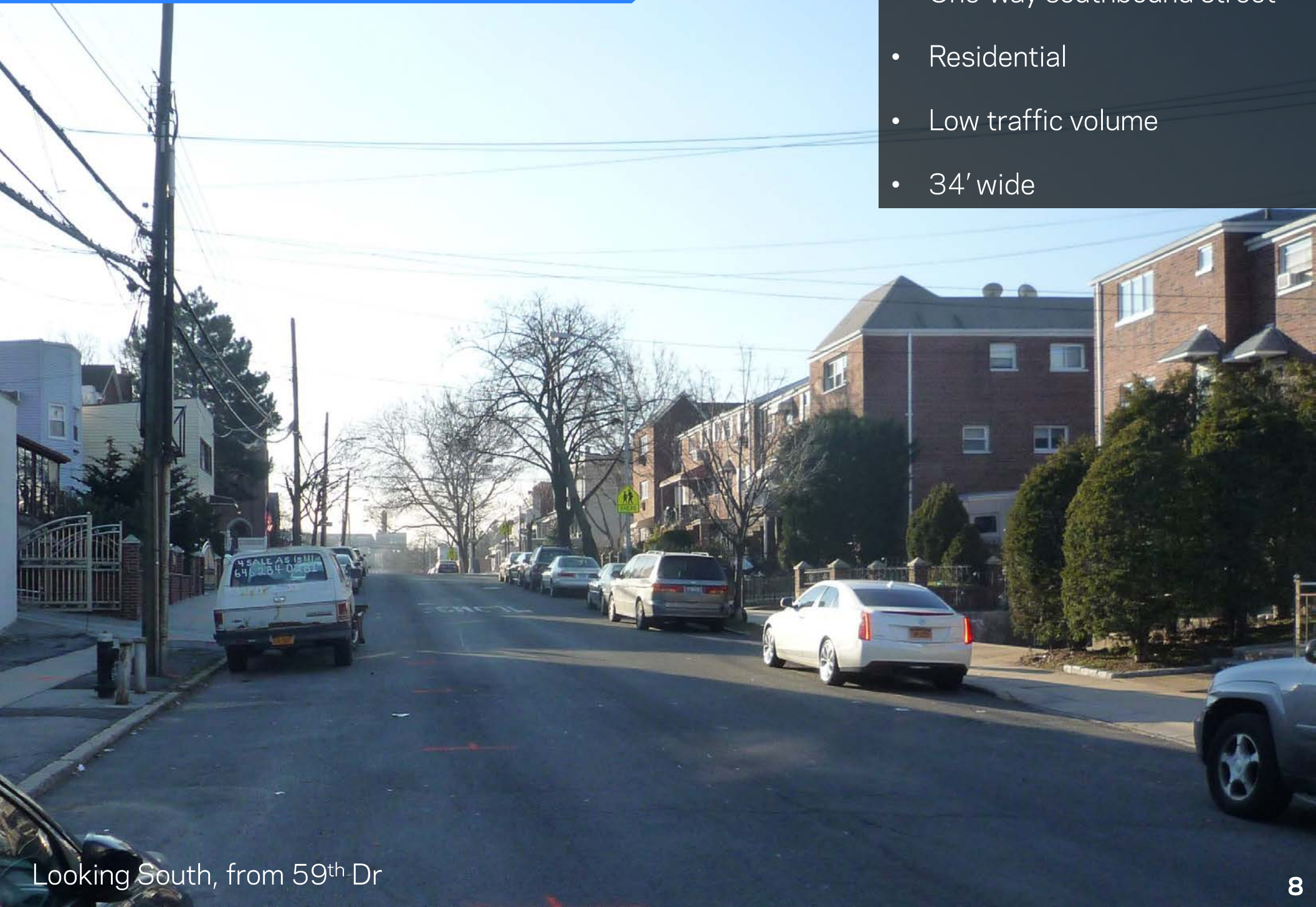
Option 3 - 59 Dr



Option 3 - 60 Street

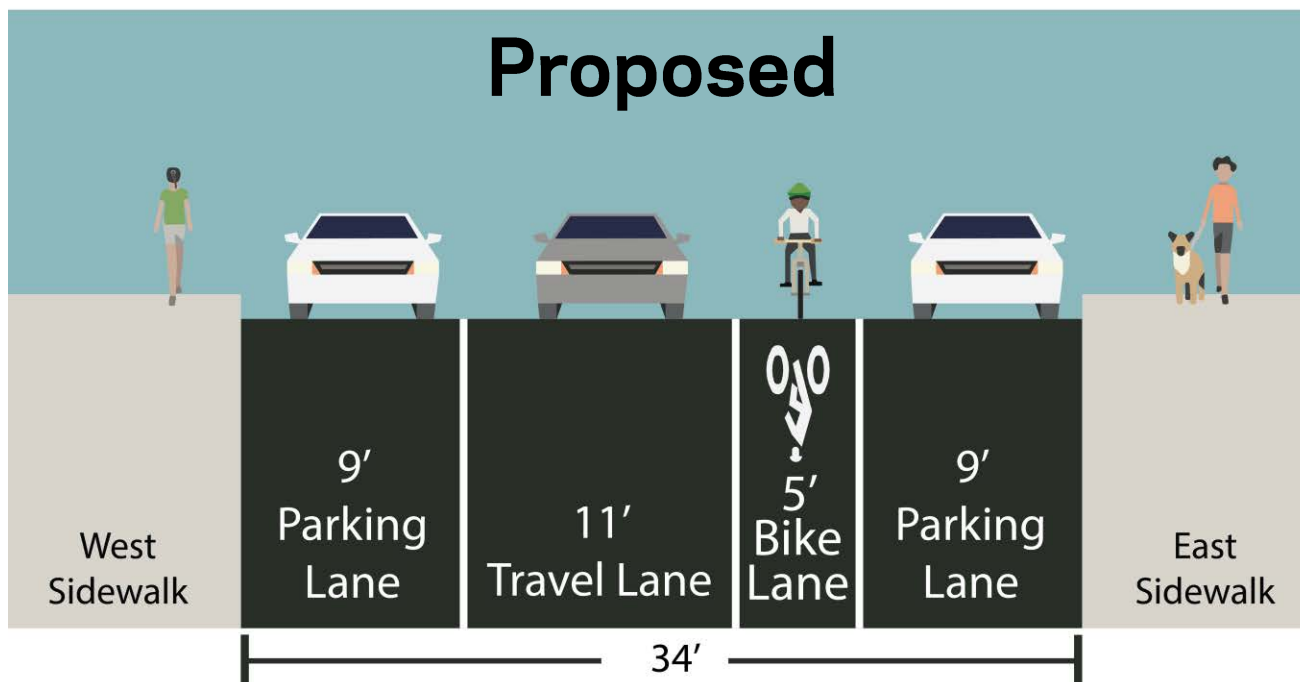
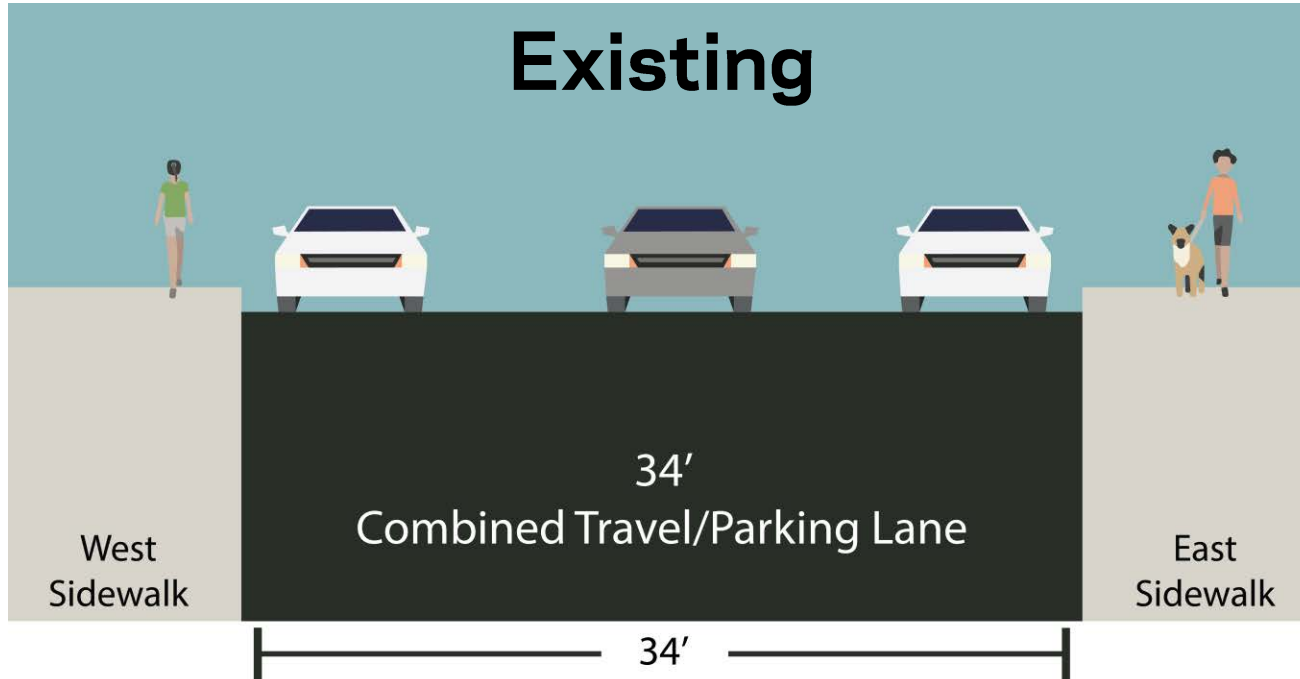
59th Dr to 60 Ave

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



Looking South, from 59th Dr

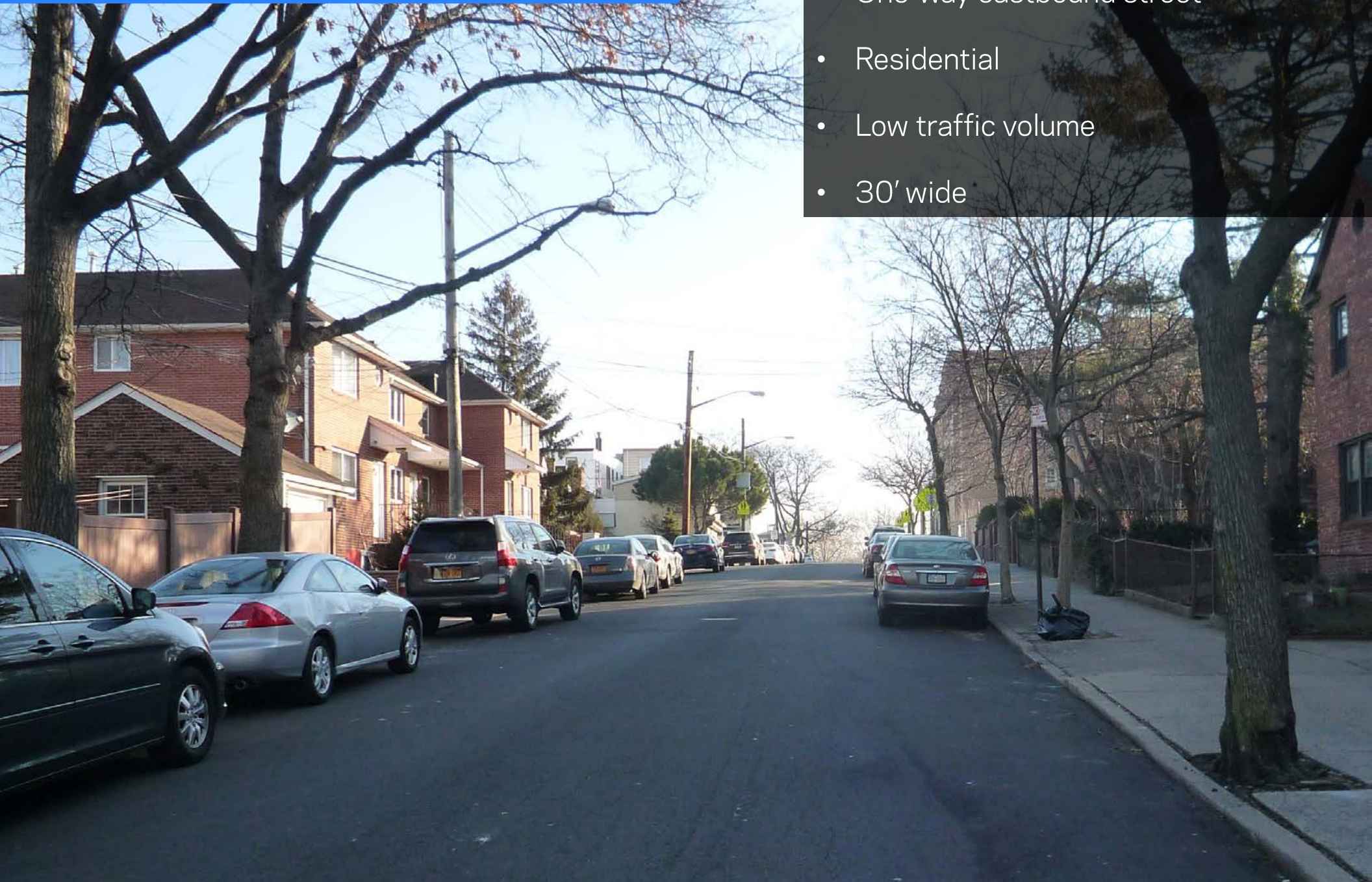
Option 3 - 60 Street



Option 3 - 60 Avenue

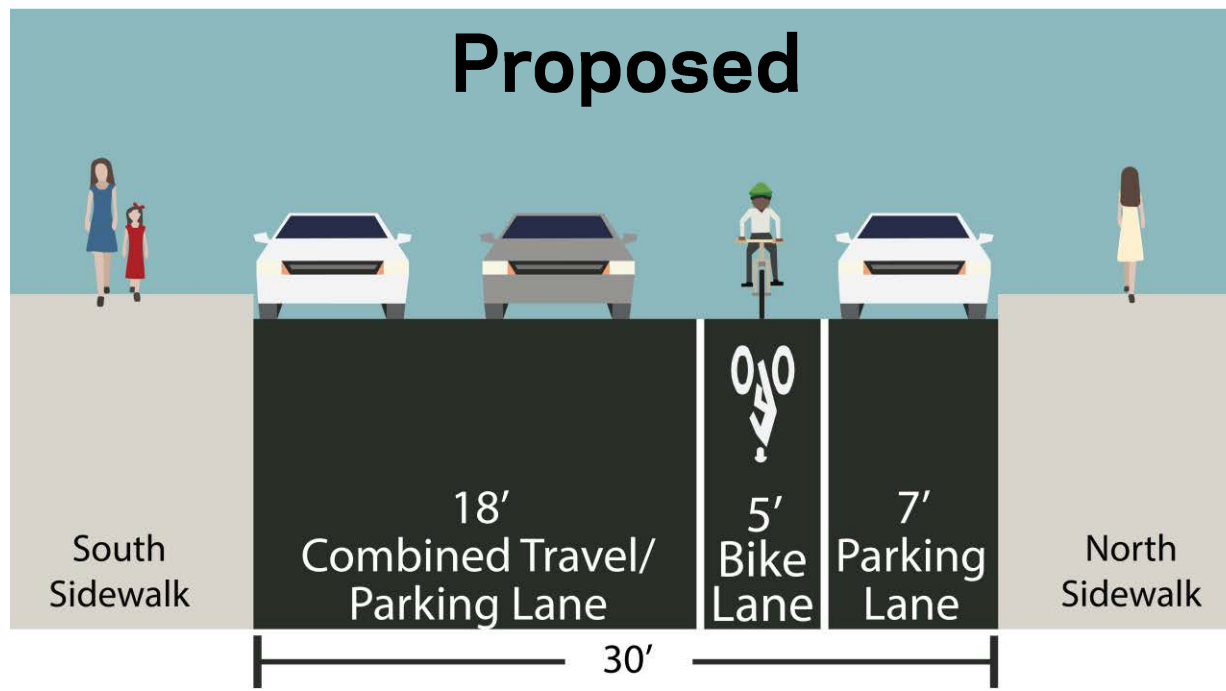
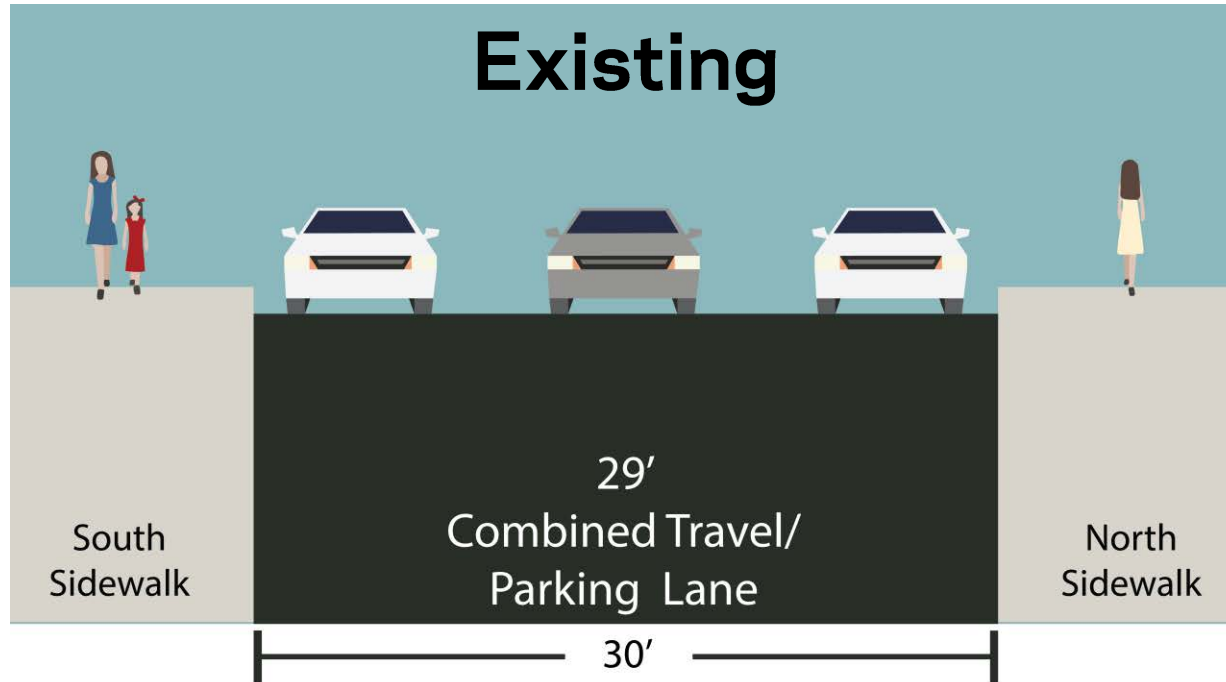
60th St to Fresh Pond Rd

- One-way eastbound street
- Residential
- Low traffic volume
- 30' wide



Looking East, from 60th St

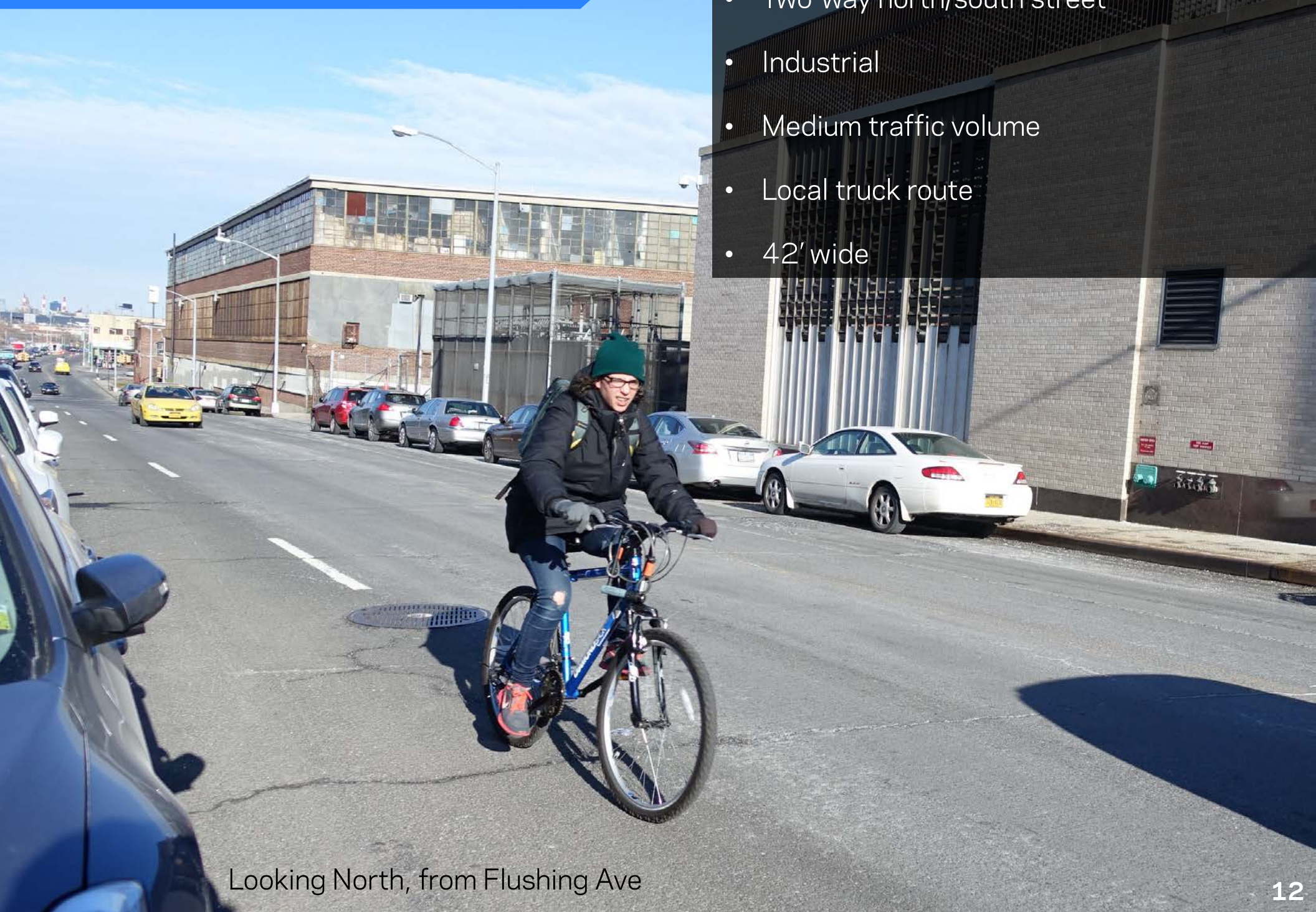
Option 3 - 60 Avenue



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 2:
Glendale to
Rego Park, via
Middle Village

Option 3:
Ridgewood to
LIC, via
Maspeth

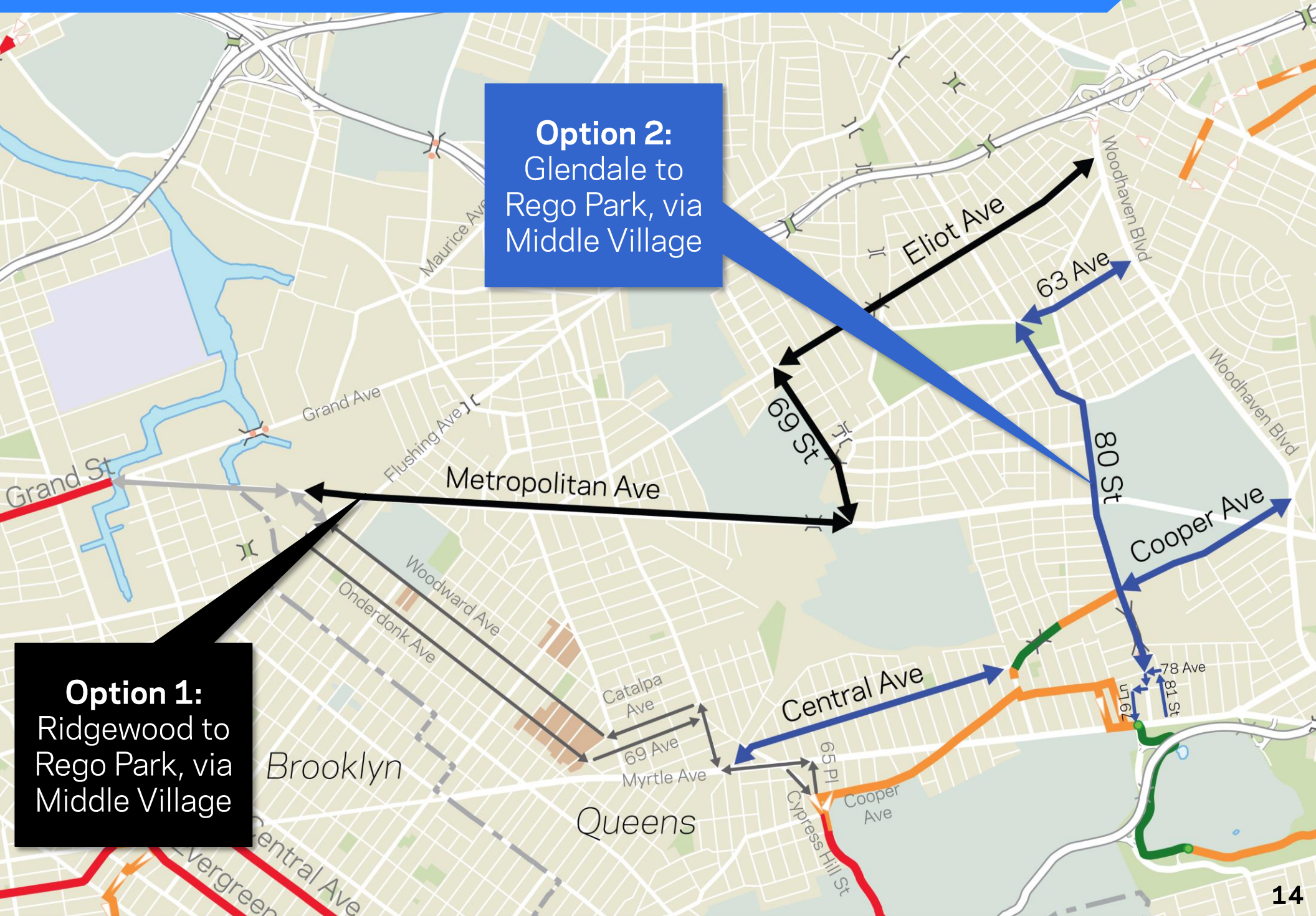
Option 1:
Ridgewood to
Rego Park, via
Middle Village



CB5: Proposed Route Modifications

Option 2:
Glendale to
Rego Park, via
Middle Village

Option 1:
Ridgewood to
Rego Park, via
Middle Village



Questions?

**Thank
You**