QUEENS COMMUNITY DISTRICT 7

Bike Network Planning, Next Steps

March, 2019
Vision Zero

Downtown Flushing crash stats (2009-2013)

- 835 crashes involving pedestrians
  - 80 Severely injured
  - 11 fatalities
- Vision Zero Priority Area

Downtown Flushing and its vicinity account for among the densest concentration of pedestrian KSI crashes in the borough
Queens Community District 7

Existing Bike Network

- Very low network coverage
- Greenways along edges of community
- Very tight grid, many streets do not go through close to Downtown

Background

Streets with bike lanes are safer for people walking, biking and driving. Crashes on streets with bicycle lanes found to be 40% less deadly.
Community Outreach

Recent requests for bike lanes from:

- DOHMH - Building Healthy Communities (2015-Present)
- Chamber of Commerce (2017)
- Eastern Queens Greenway (Walkthrough 2018)

Summary of Community Requests:

- Direct bike routes between major destinations
  - Downtown
  - Parks/Greenways
  - Transit
- More bike parking
- No impact to buses, parking, or congestion
Community Outreach
Continuing the conversation

Survey:
• 120 respondents
• 69% Flushing residents
• 46% of surveys conducted in Mandarin or Cantonese

Safety education:
• Get There campaign
  • Bike laws/ riding tips
• NYC Bike Map & Bike Smart
• Go! Queens Rides
  • Partnership with The Fund for Public Health (FPHNYC), and DOHMH’s Building Healthy Communities (BHC) initiative

Quote: “It’s really dense here, so I don’t know how easy it would be to put bike lanes here, but I suppose you could say the same thing about Manhattan.”
Bicycle lane types

**Shared**
Primarily serve as wayfinding; Alert drivers to watch for bikes; Mark space to pass

**Conventional**
Discourage speeding; Increase predictability; Space to pass in lane

**Protected**
Discourage speeding; Fully separates cars and bikes; Requires most space & trade-offs
New Routes

Project Goals
1. Decrease speeding and improve safety for all street users
2. Create safe places for riding in the neighborhood
   • Improve access to parks for bikes and pedestrians
3. Maintain or improve traffic flow and parking

Route Selection Criteria
• Continuous, through-routes
• Wide enough to fit a bike lane without removing parking/travel lanes (at least 30’)
• Connections to parks and greenways
Potential Project Proposal

Typical Section: 1-way street, bike lane in 1 direction

Before
69 Av, Queens

After

No Parking Loss
Number of Travel Lanes Remain The Same
Potential Project Proposal

Typical Section: 2-way street, bike lane in 1 direction

Before

Clermont Av, Brooklyn

After

No Parking Loss
Number of Travel Lanes Remain The Same
Typical Section: 2-way street, bike lane in 2 directions

Before

[Image of before scene]

After

[Image of after scene]

No Parking Loss
Number of Travel Lanes Remain The Same
PROJECT BENEFITS AND SUMMARY

- Improve safety of all road users
- Respond to community-driven planning process
  - Increase bicycle network coverage
  - Create new connections to jobs, parks, neighborhoods, and existing bicycle facilities
- No parking or lane removal
THANK YOU!

Questions?