FLUSHING, QUEENS

Bike Network Planning, Next Steps

January, 2019
Vision Zero

Downtown Flushing crash stats (2009-2013)

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

Queens Heat Map and Pedestrian Fatalities

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

- 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
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
Potential 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
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

Before

West Sidewalk 21’ Moving/Parking Lane 21’ Moving/Parking Lane East Sidewalk

42’

After

West Sidewalk Parking Lane Moving Lane Moving/Parking Lane East Sidewalk

8’ 11’ 18’ 42’

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

Before

Parsons Blvd, Queens

Before

25’ Combined Travel and Parking Lane

After

11’ Travel Lane

11’ Travel Lane

5’ Parking Lane

Sidewalk

50’

9’ Parking Lane

5’

Before

25’ Combined Travel and Parking Lane

After

11’ Travel Lane

11’ Travel Lane

5’ Parking Lane

Sidewalk

50’

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**

Queens Botanical Garden
THANK YOU!

Questions?