QUEENS CB 8 BIKE NETWORK

Proposed Upgrades

Presented to Queens Community Board 8, June 20, 2017

VISION ZERO nyc.gov/visionzero

NEW YORK CITY DOT

Background

1

NEW YORK CITY MOBILITY

Growth in NYC (2010-2015)

+370,000
New York City residents

+520,000
new jobs

+20%
growth 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

New York City Mobility Report 2015. Bike Data 2010-2014. Other Data 2010-2015

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)
- **70,000 Citi Bike trips daily** (2015)

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

Tremont Ave, BX

Project Proposal

2

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

Proposal Overview

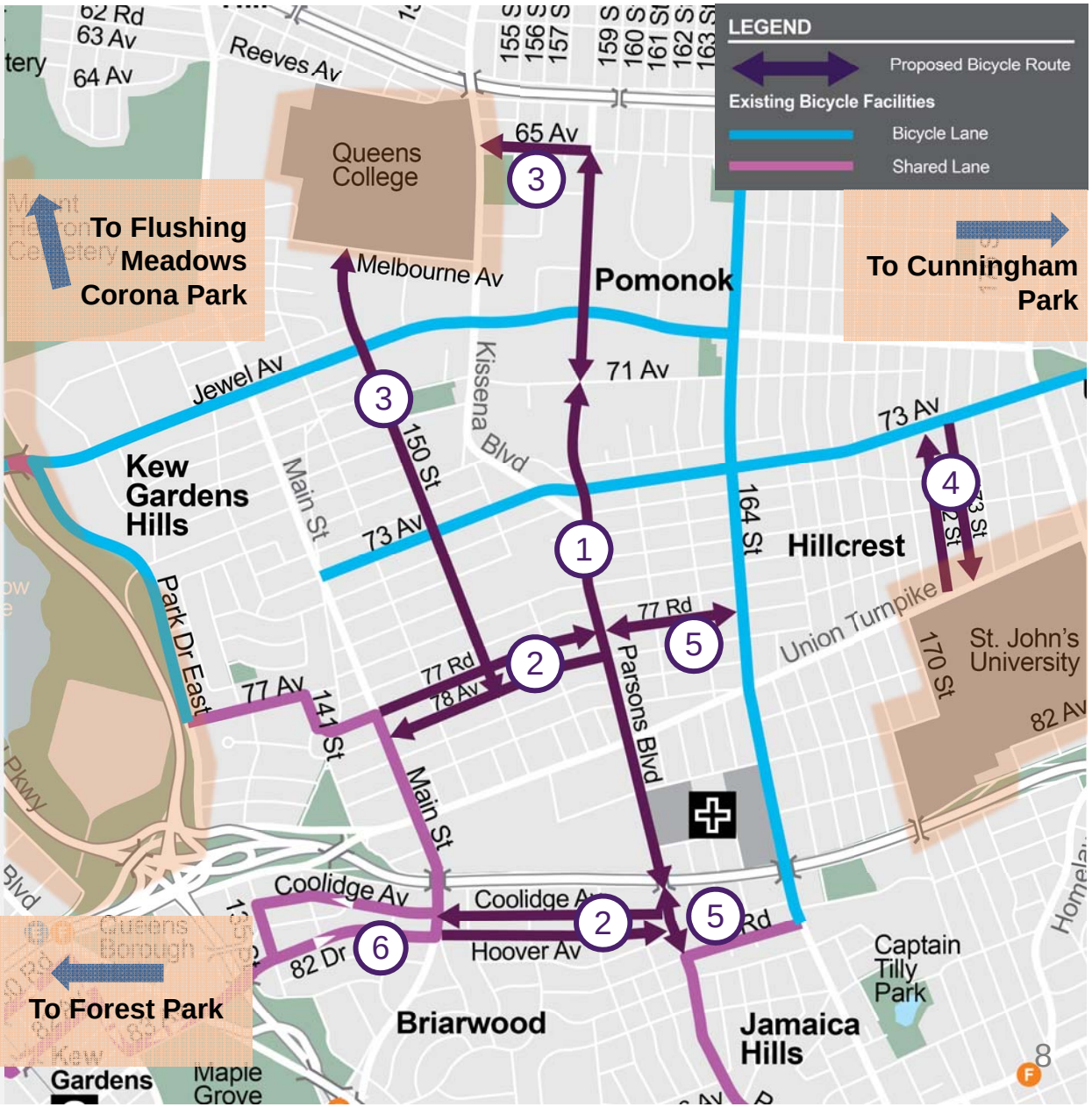
Project Goals

- Close gaps in bicycle network
- Improve access to destinations
- 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 impact on motor vehicle capacity or parking



Parsons Blvd: 65th Ave – Grand Central Parkway SR

1 Parsons Blvd Extension

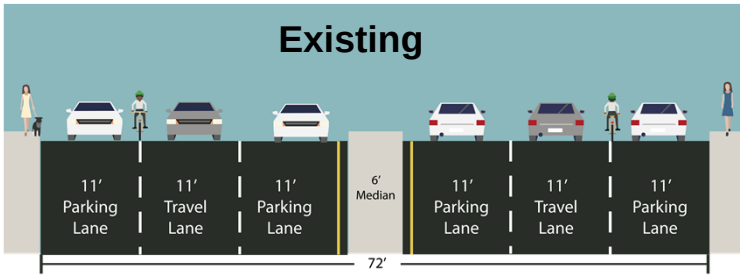
Bike lanes create a north-south connection

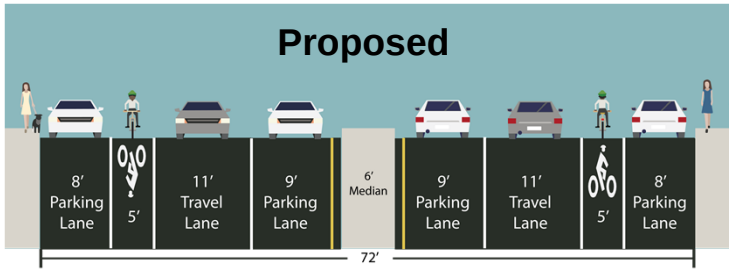
- Organize roadway, calm traffic
- Provide dedicated space for cyclists
- No impact on capacity or parking

Parsons Blvd is a Vision Zero Priority Corridor

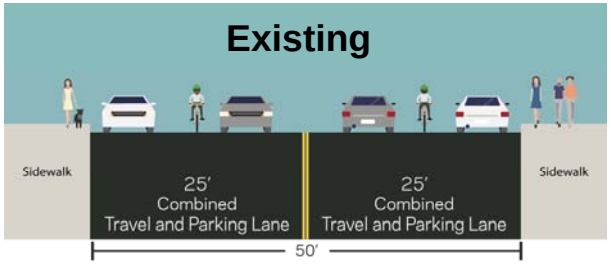
- 3.8 ped KSI / mile
- Build on previous safety improvements (speed humps, LPIs)
- Opportunity to calm traffic and upgrade 17 crosswalks to high visibility

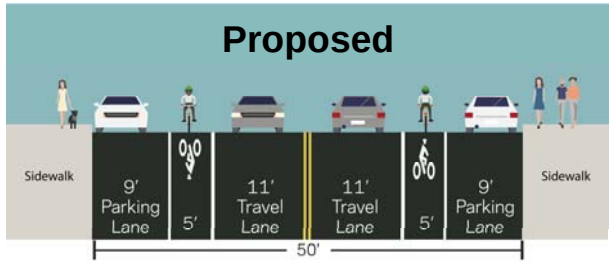
A Parsons Blvd (65th Ave – 71st Ave)





B Parsons Blvd (71st Ave – Grand Central Pkwy SR)





Parsons Blvd: 65th Ave – Grand Central Parkway SR

1 Parsons Blvd Extension

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

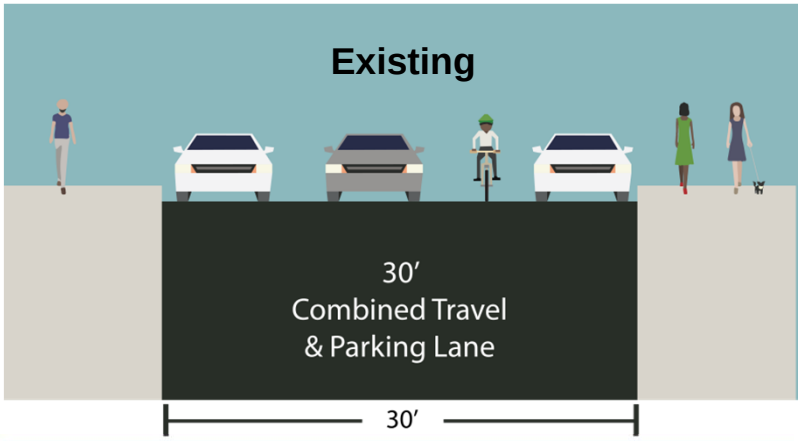
77th Rd & 78th Ave, Coolidge Ave & Hoover Ave

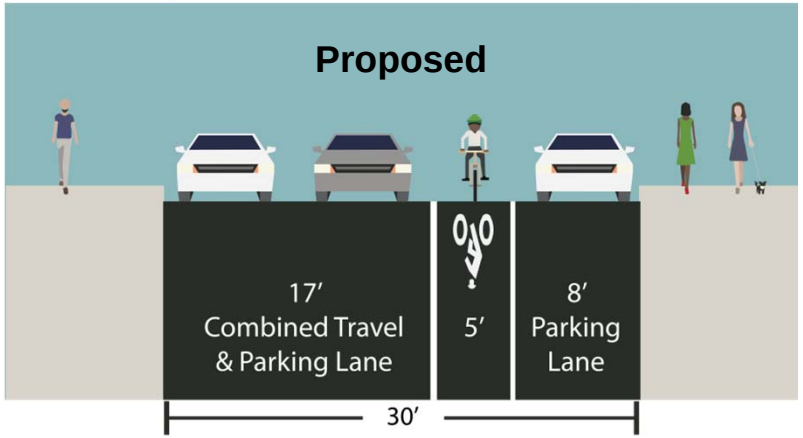
2 East-west Connections

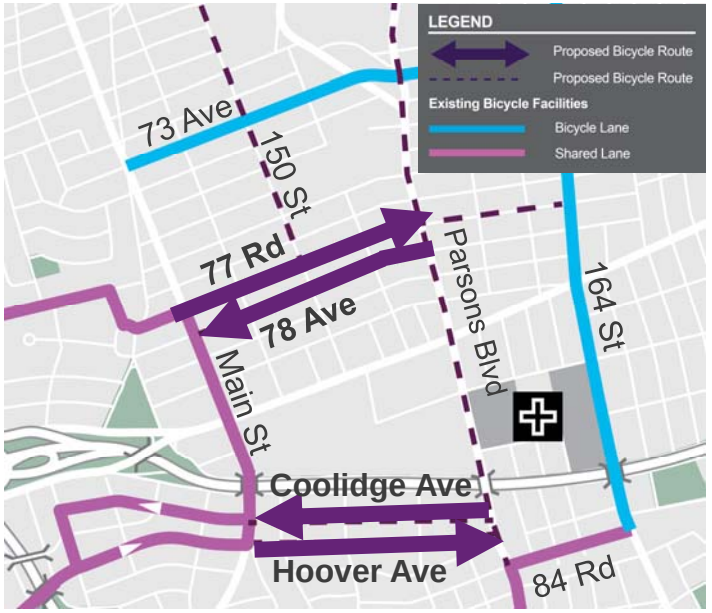
Bike lanes create new connections within network

- Organize roadway, calm traffic
- Provide dedicated space for cyclists
- No impact on capacity or parking

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







91 St, QN

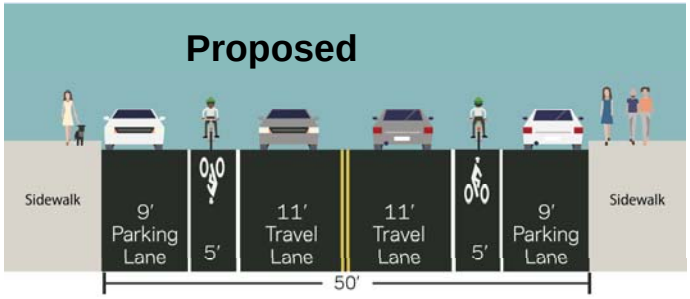
150th St & 65th Ave

3 Queens College Connections

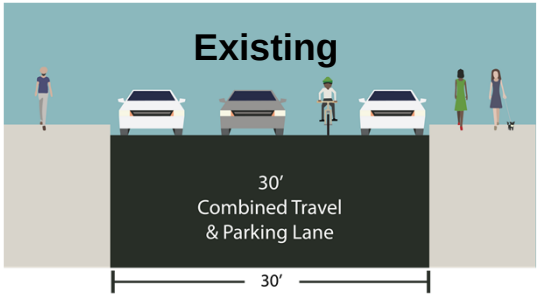
Bike lanes create a connection from Queens College

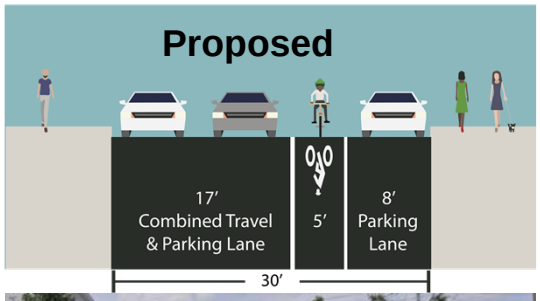
- Organize roadway, calm traffic
- Provide dedicated space for cyclists
- No impact on capacity or parking

A 150th St (Melbourne Ave – 78th Ave)



B 65th Ave (Parsons Blvd – Kissena Blvd)





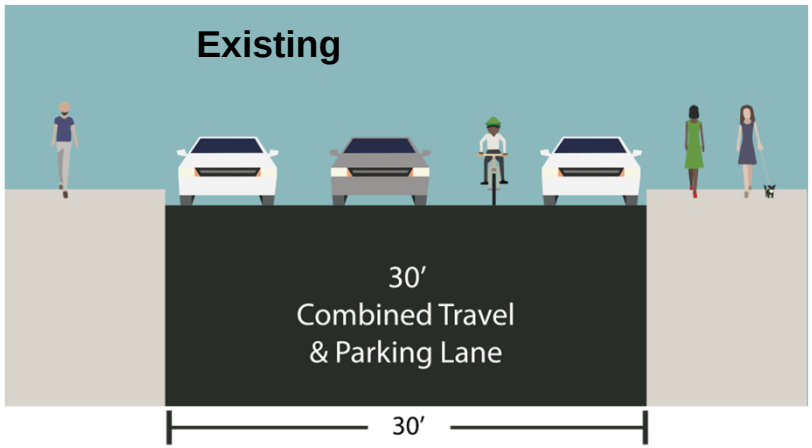
172nd St & 173rd St

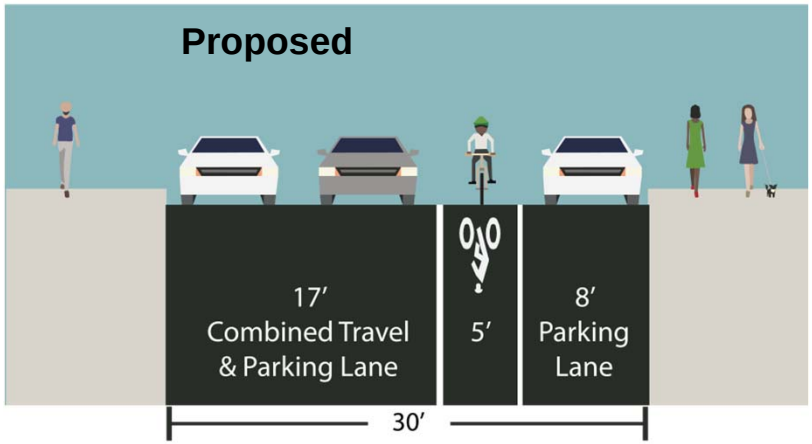
4 St. John's University Connection

Bike lanes create new connections from 73 Ave bike lanes to St. Johns University

- Organize roadway, calm traffic
- Provide dedicated space for cyclists
- No impact on capacity or parking

172nd St & 173rd St (73rd Ave – Union Tpke)





Onderdonk Ave, QN

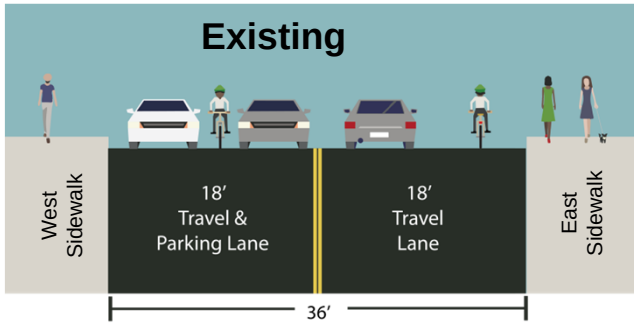
Parsons Blvd & 77th Rd

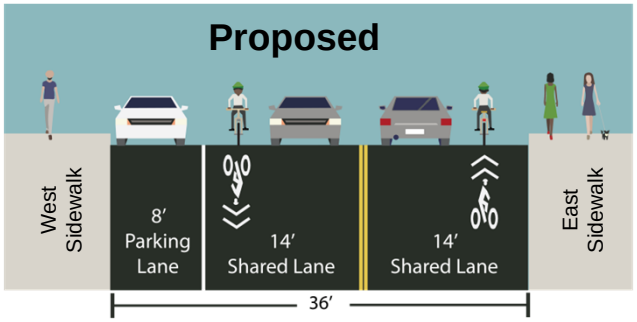
5 Shared Lane Connections

Shared lanes provide wayfinding for short distances

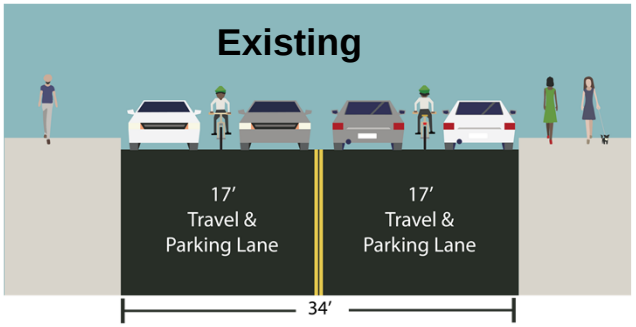
- Organize roadway, calm traffic, guide cyclists
- Indicate to motorists to expect cyclists
- No impact on capacity or parking

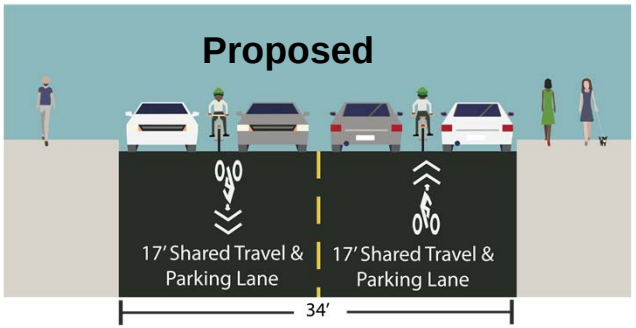
A Parsons Blvd (Grand Central Pkwy SR – 84th Rd)





B 77th Rd (Parsons Blvd – 164th St)





84th Rd, QN

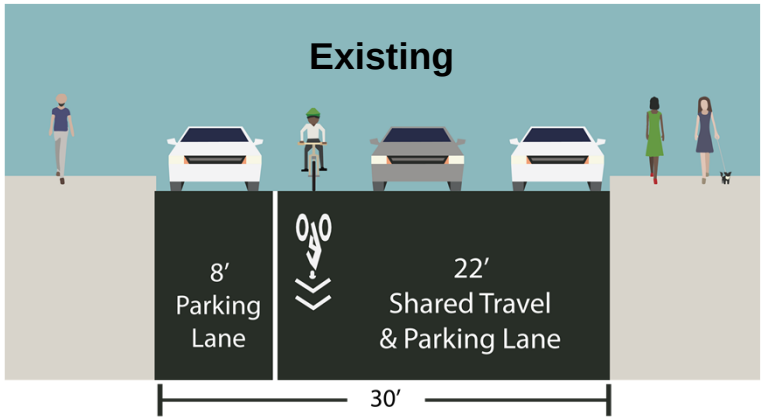
Hoover Ave, 135 St, Coolidge Ave

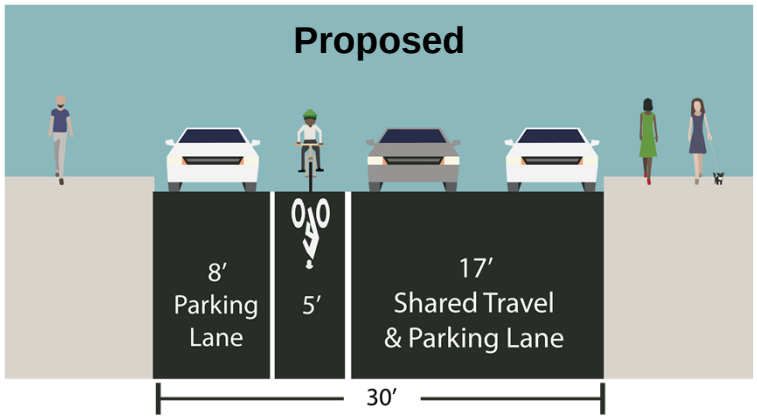
6 Shared Lane Upgrades

Upgrading facilities adds dedicated space for cyclists

- Organize roadway, calm traffic, guide cyclists
- Indicate to motorists to expect cyclists
- No impact on capacity or parking

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





Summary of Benefits

Create better connected neighborhood bike network

- Dedicated space for cyclists
- Fewer gaps in network

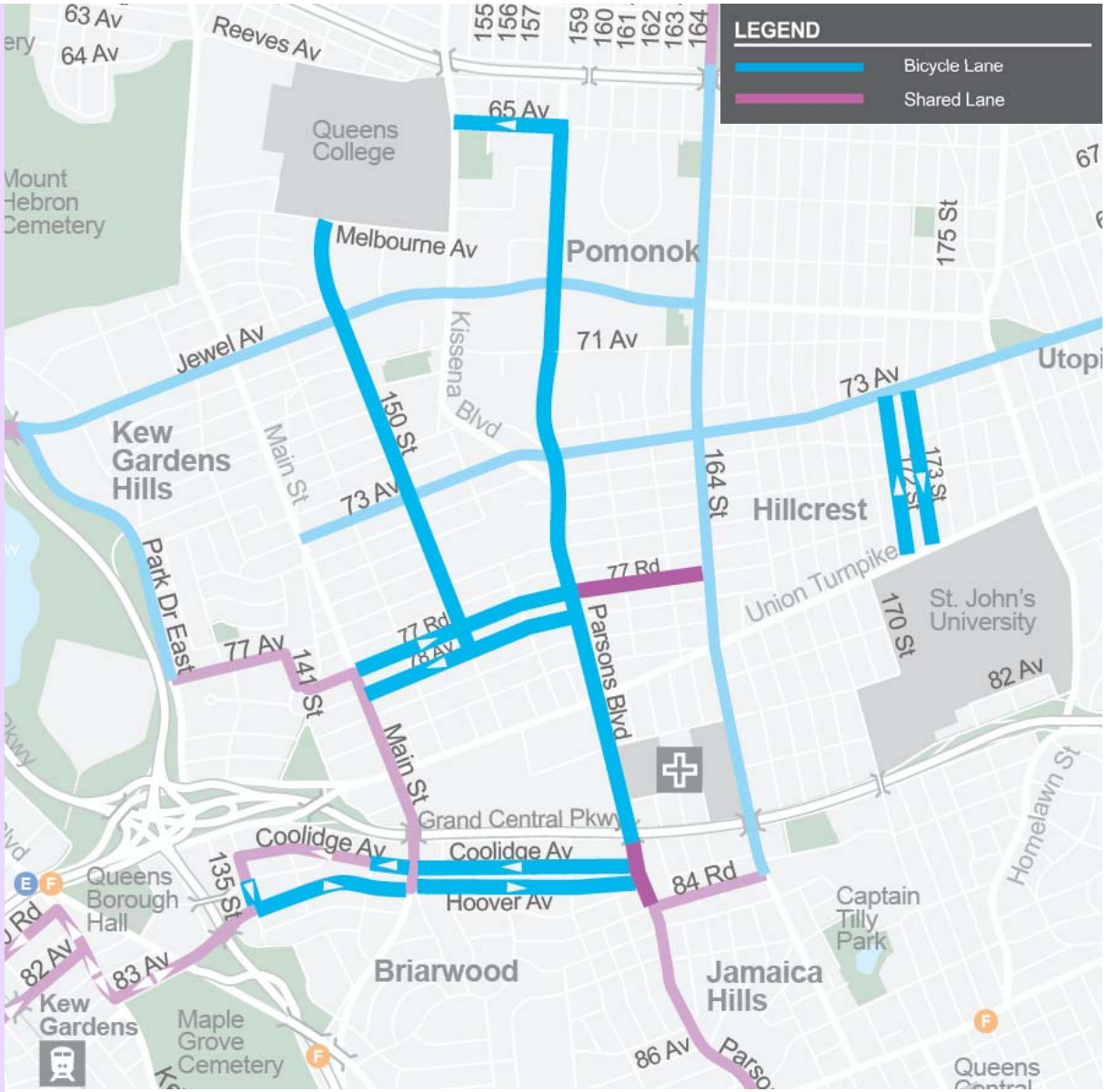
Connect neighborhood to parks and colleges

- New lanes link more residents to existing park connections
- New connections to colleges
- Wayfinding guides cyclists

Improve safety for all modes

- Organizes the roadway
- Discourages speeding
- Increases predictability of cyclists location
- Creates more visible, safer pedestrian crossings

Maintain motor vehicle capacity and parking



Questions?
THANK YOU!

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