

A group of people are gathered around a table in a community meeting. They are looking at a large map spread out on the table. The room is filled with other people, some standing and some sitting at tables, suggesting a large-scale community event. The background shows a large screen and other participants.

QUEENS COMMUNITY DISTRICT 7

Bike Network Planning, Next Steps

March, 2019

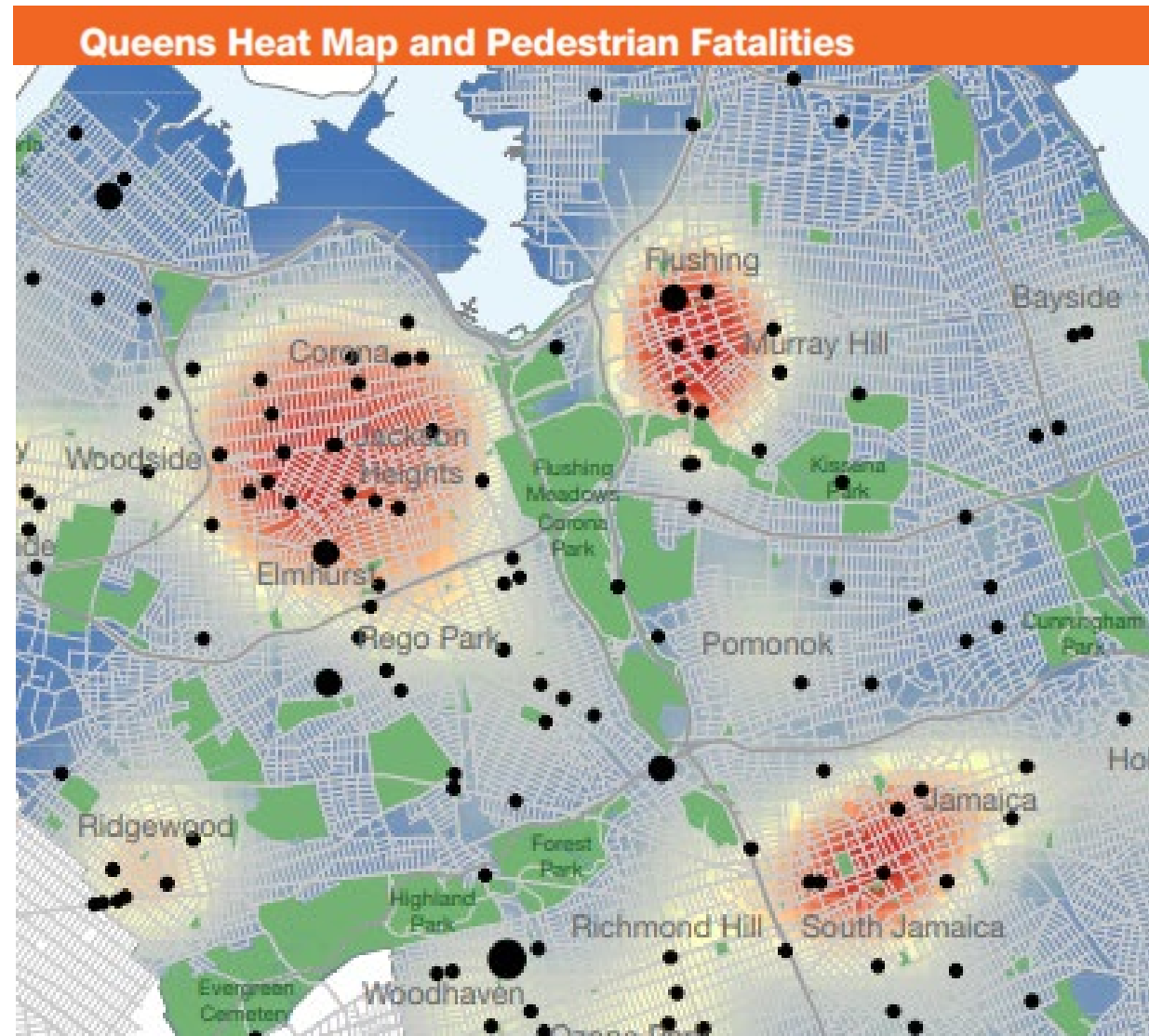


Vision Zero

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



Community Outreach

Recent requests for bike lanes from:

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



Charles B. Wang Health Fair March 31, 2018
50+ Participants at booth

Summary of Community Requests:

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



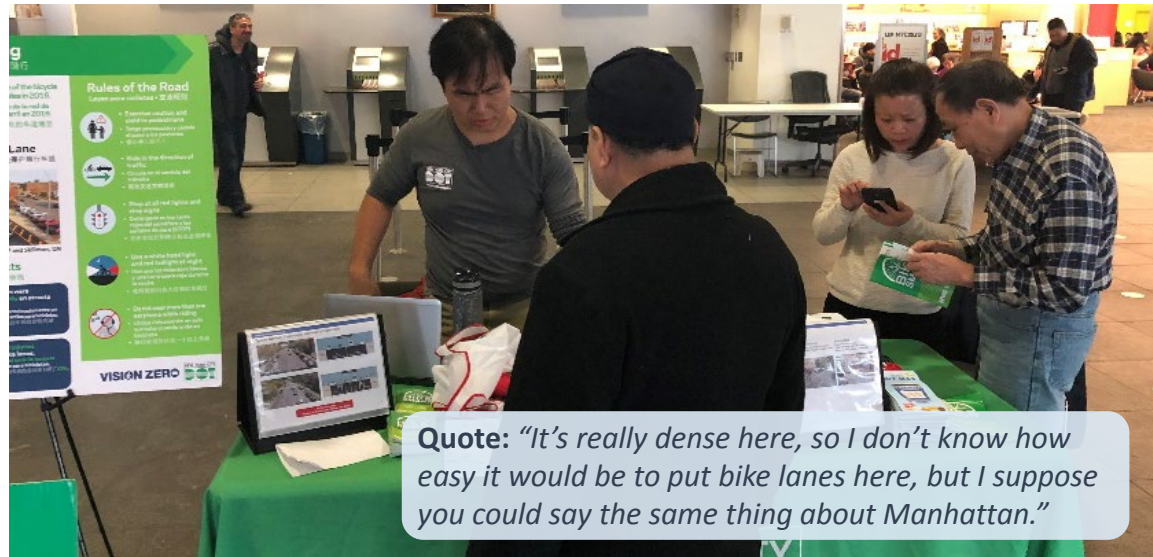
Bicycle Network Planning Workshop May 24, 2017
Initially requested by Flushing Chamber of Commerce . 70+ participants

Community Outreach

Continuing the conversation

Survey:

- **120** respondents
- **69%** Flushing residents
- **46%** of surveys conducted in Mandarin or Cantonese



Queens Public Library – Flushing, February 22 & 27, 2019
120+ participants surveyed

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

Additional outreach scheduled for the week of **March 25, 2019**



Go! Queens Ride – Kissena Park November 3, 2018

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



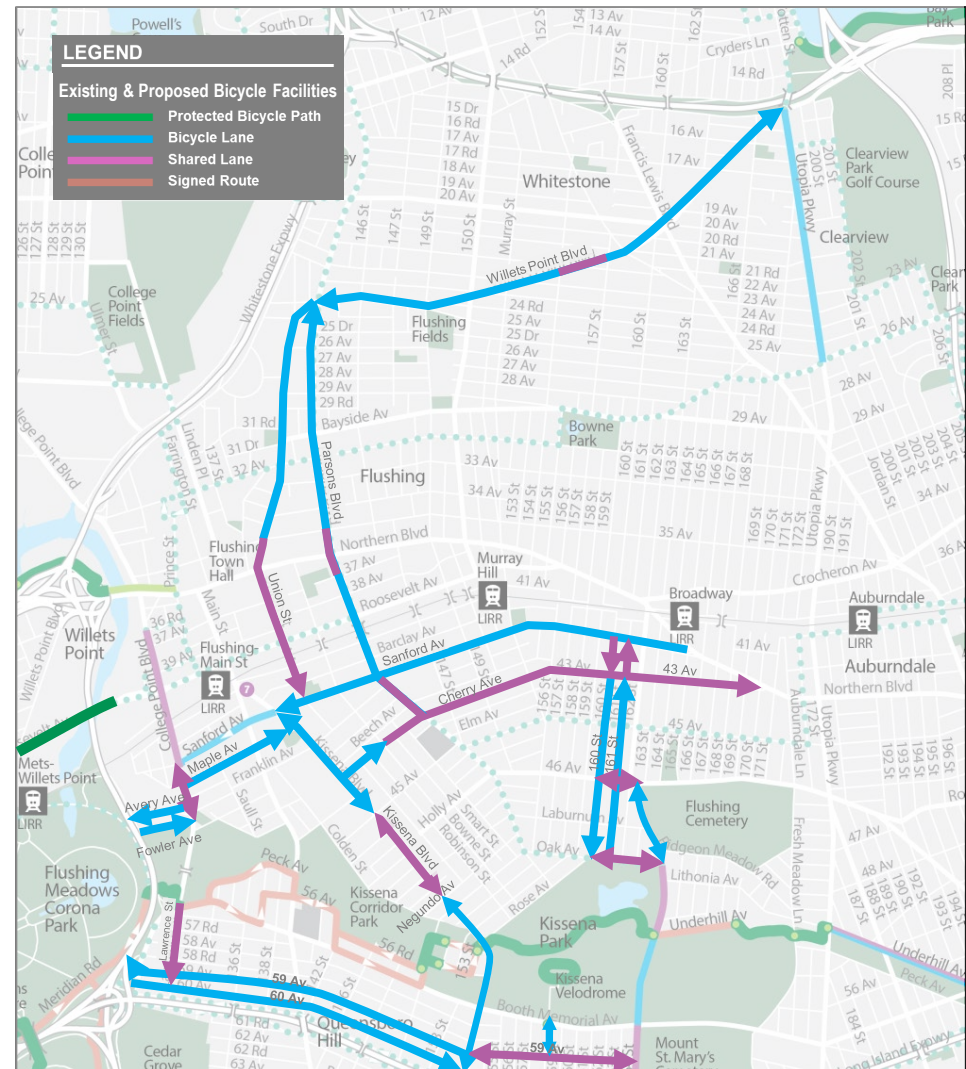
New Routes

Project Goals

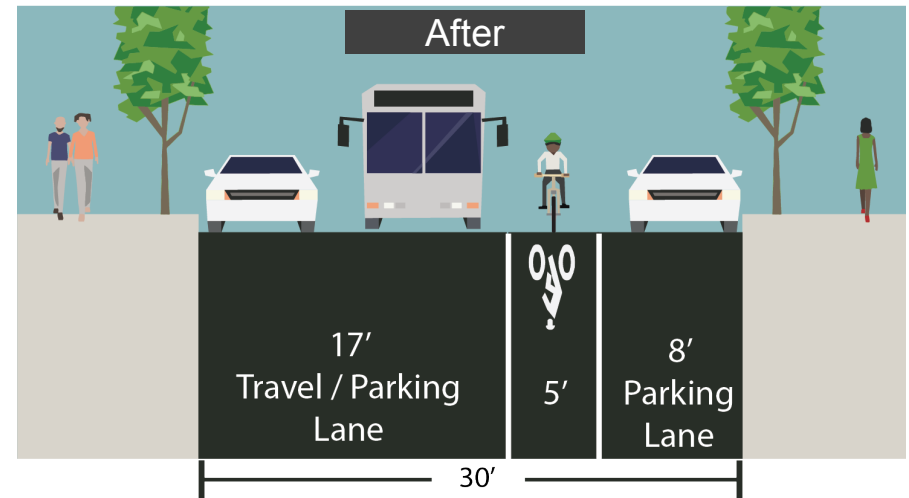
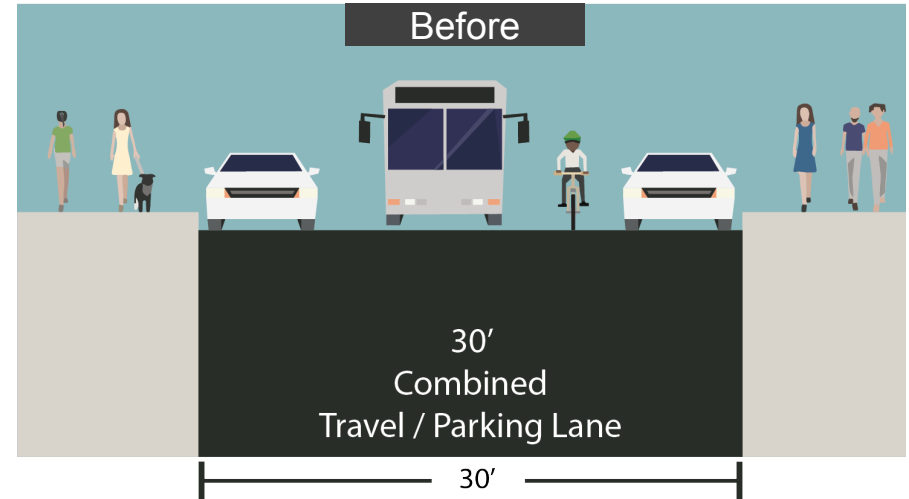
1. Decrease speeding and improve safety for all street users
2. Create safe places for riding in the neighborhood
 - Improve access to parks for bikes and pedestrians
3. Maintain or improve traffic flow and parking

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

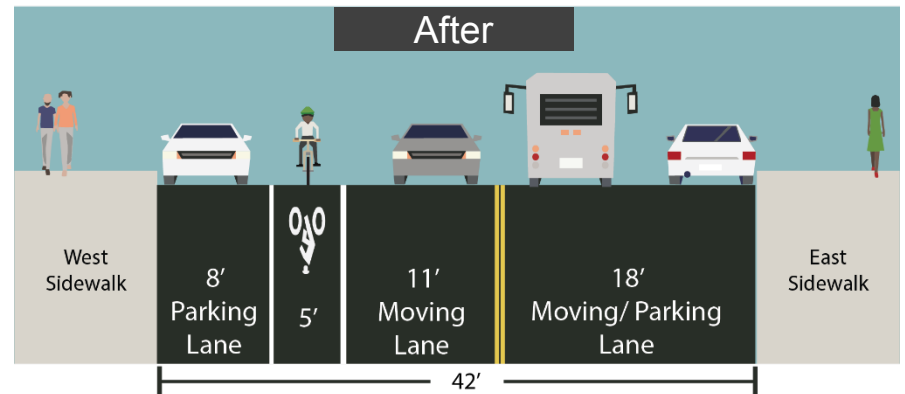
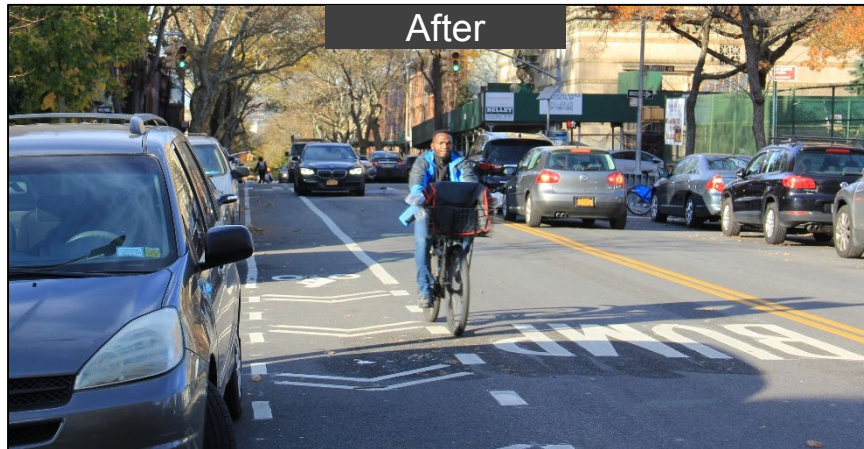
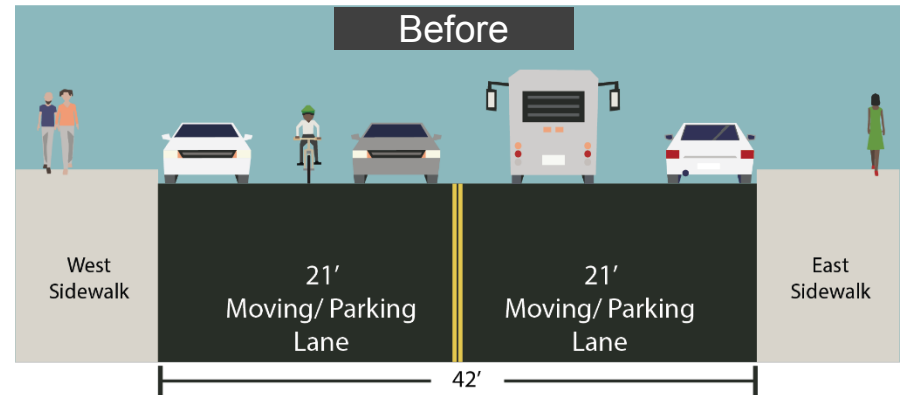


Typical Section: 1-way street, bike lane in 1 direction



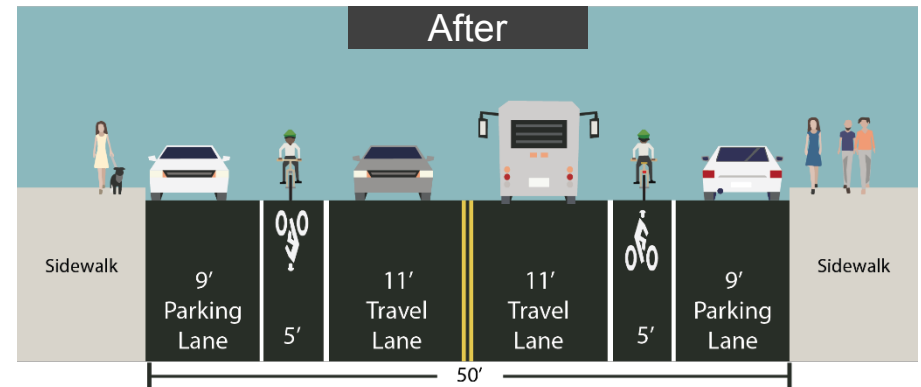
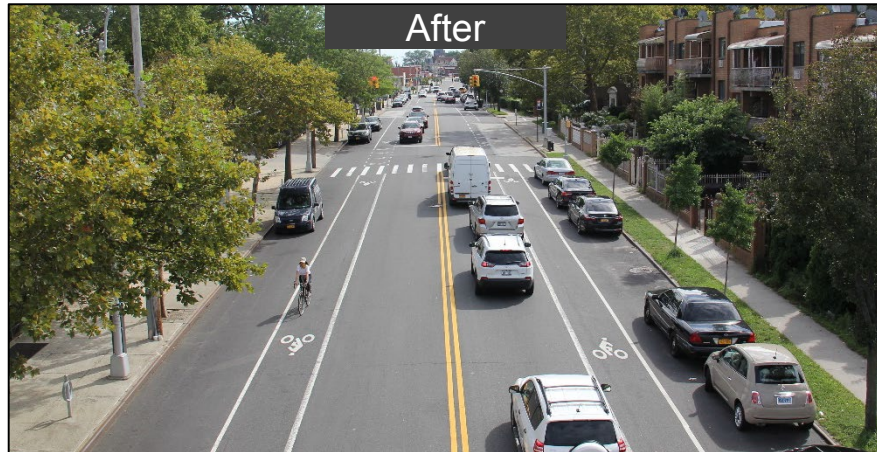
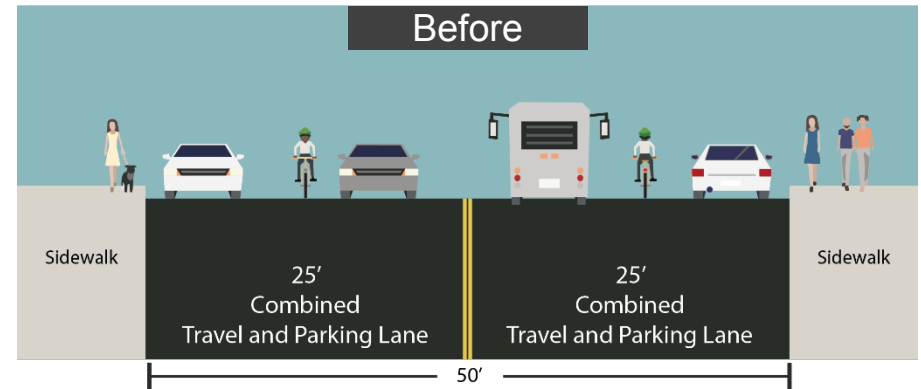
**No Parking Loss
Number of Travel Lanes Remain The Same**

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



No Parking Loss
Number of Travel Lanes Remain The Same

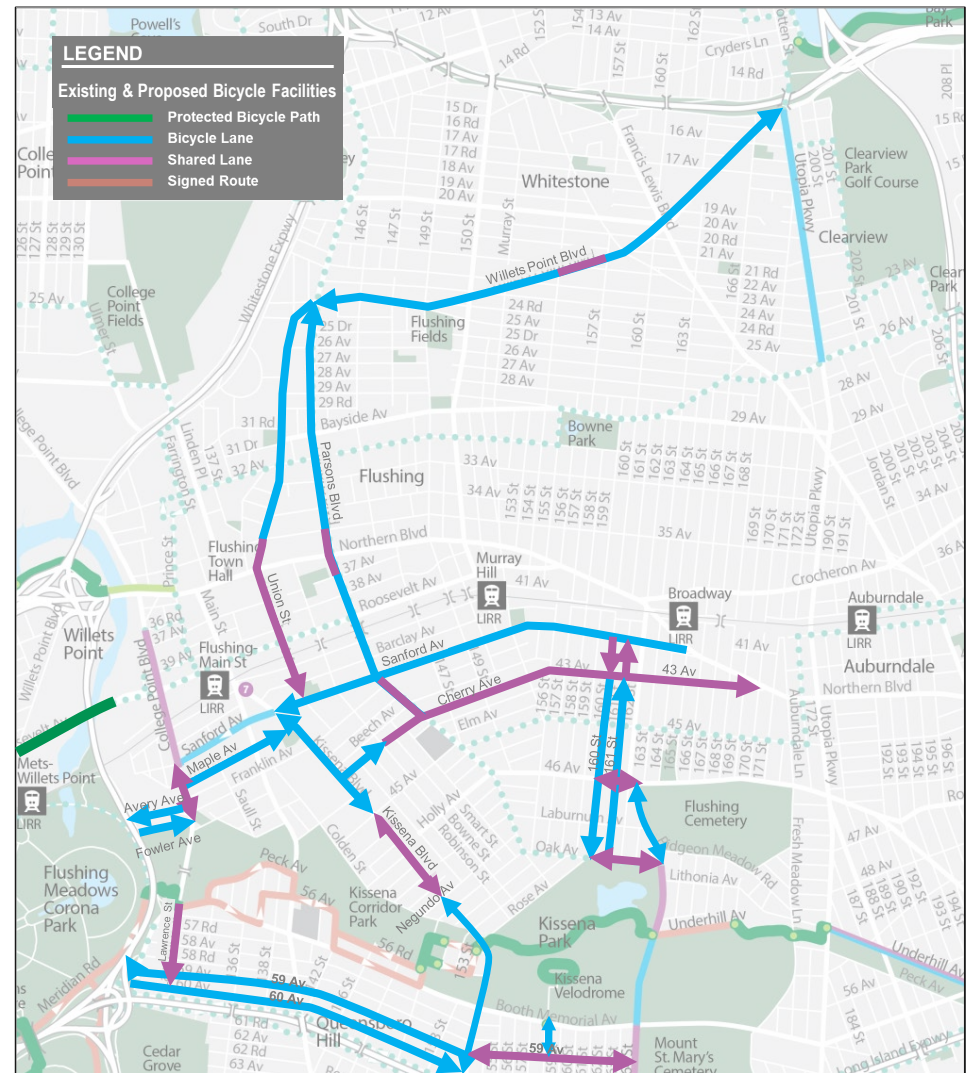
Typical Section: 2-way street, bike lane in 2 directions



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?



NYC DOT



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