FLUSHING, QUEENS

Bike Network Planning, Next Steps

January, 2019
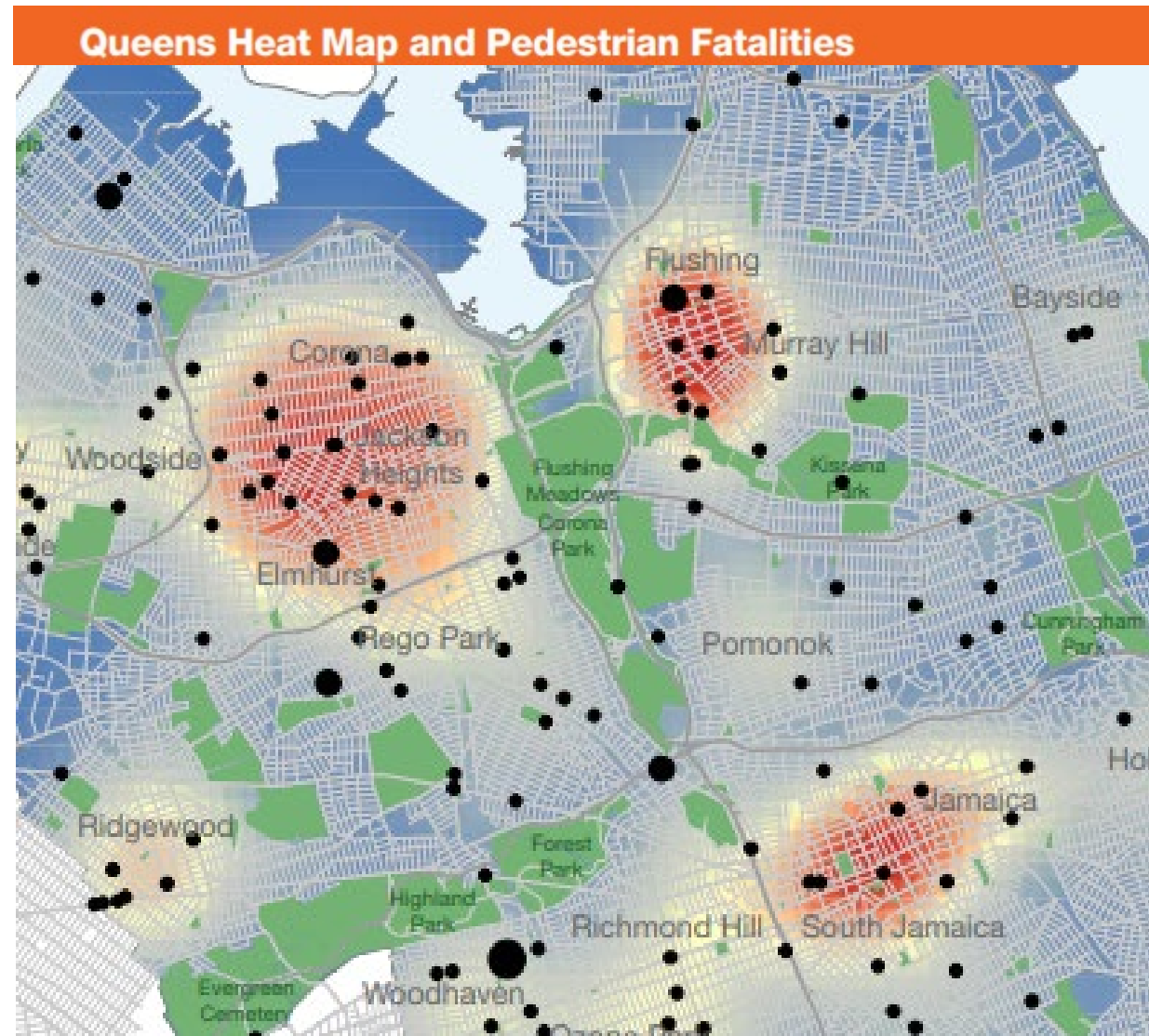
Vision Zero

Downtown Flushing crash stats (2009-2013)

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

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

Queens Heat Map and Pedestrian Fatalities

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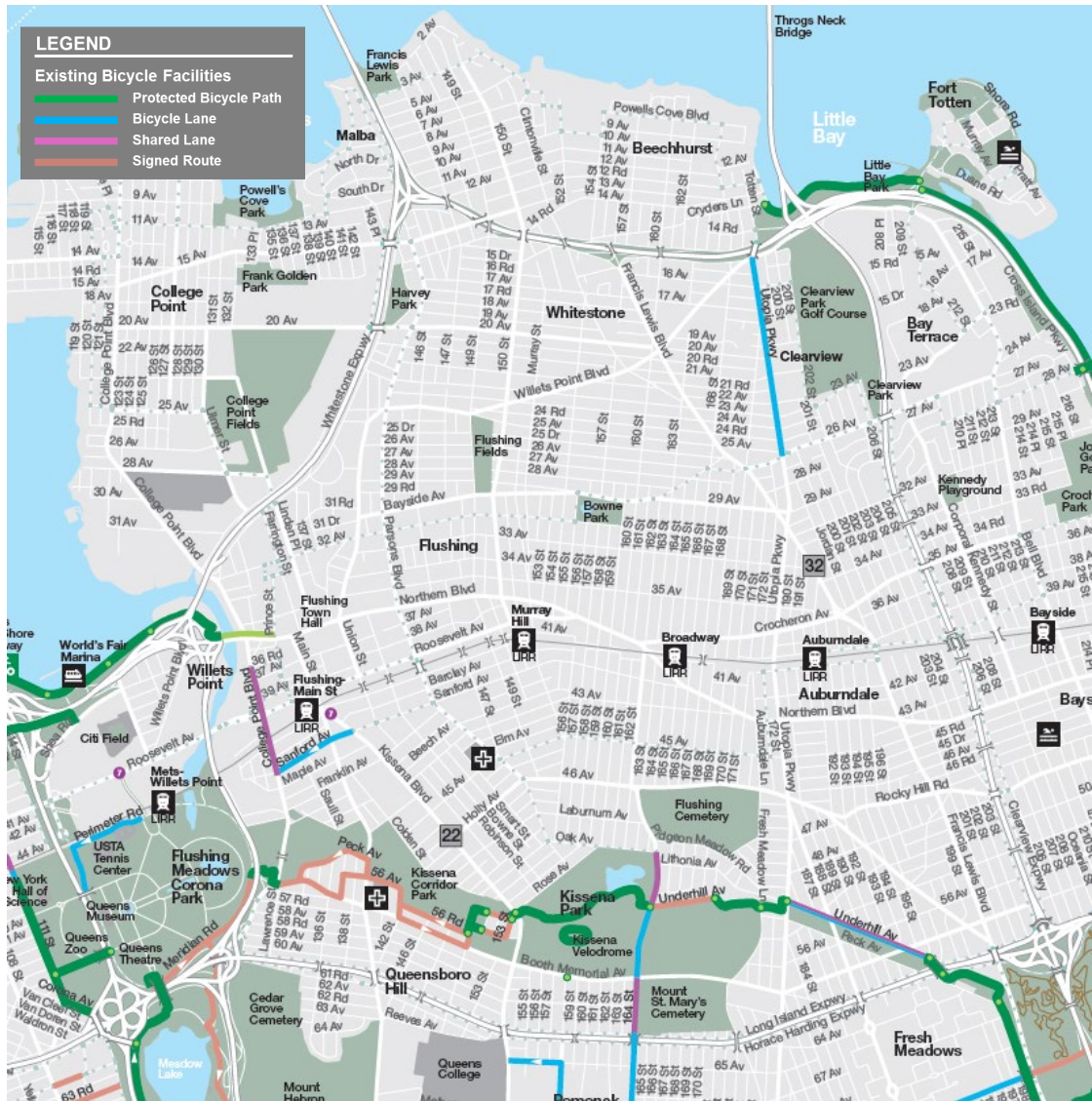
Streets with bike lanes are safer for people walking, biking and driving
*Crashes on streets with bicycle lanes found to be **40% less deadly***

LEGEND

Existing Bicycle Facilities
- Protected Bicycle Path
- Bicycle Lane
- Shared Lane
- Signed Route

3

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

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

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

4

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;
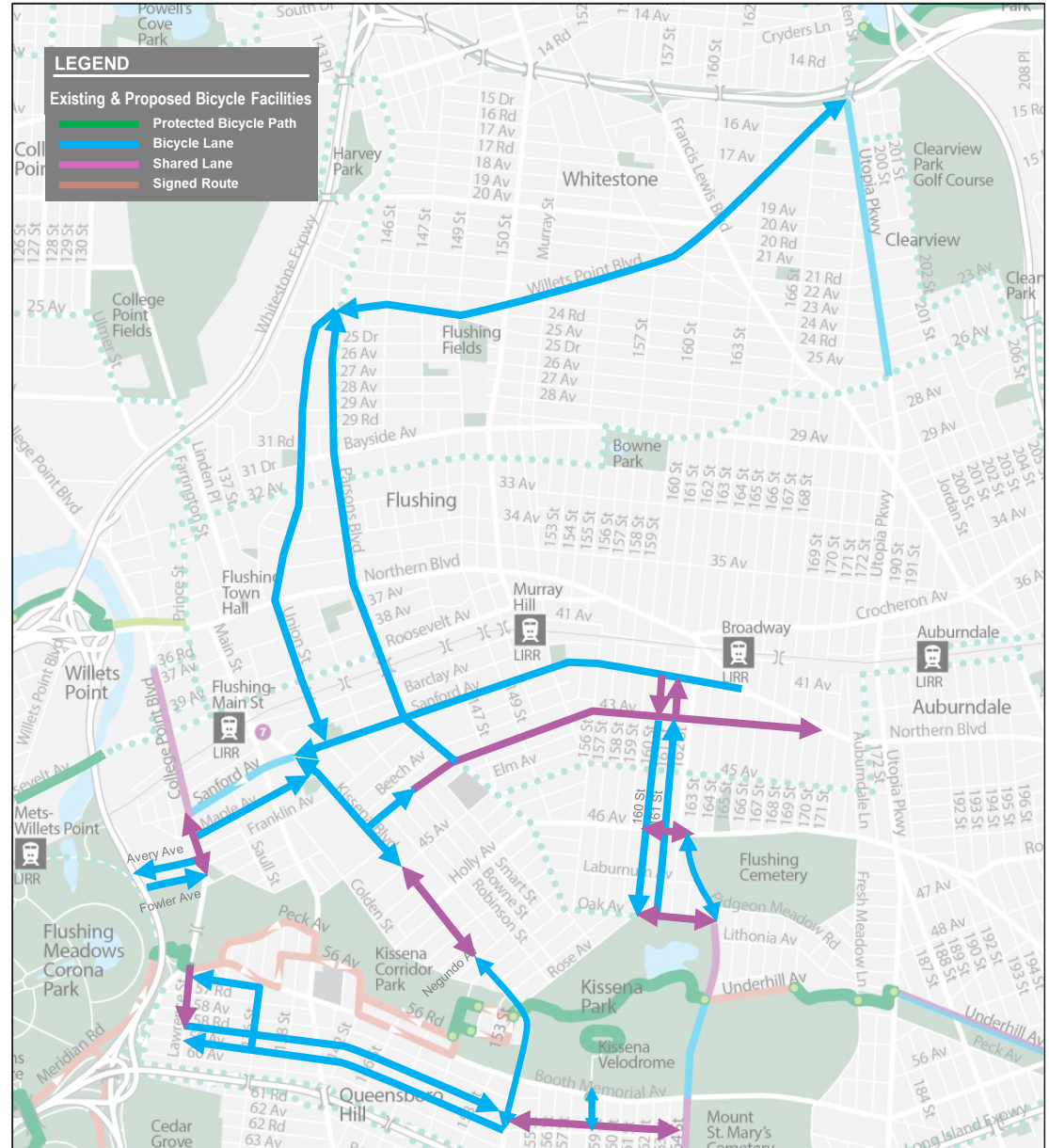Requires most space & trade-offs

Potential New Routes
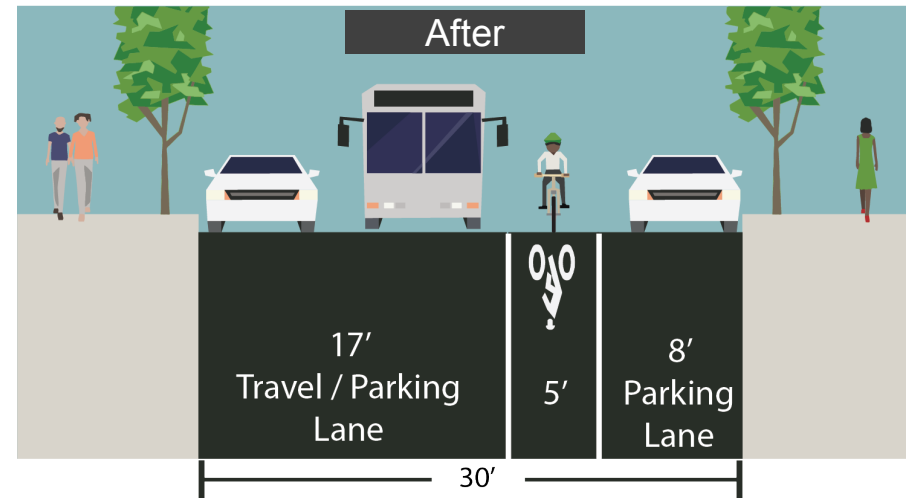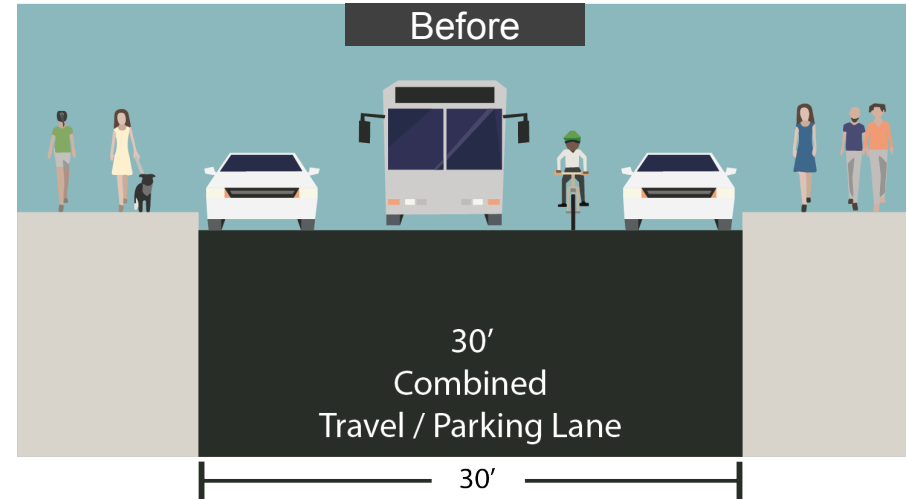
Project Goals

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')
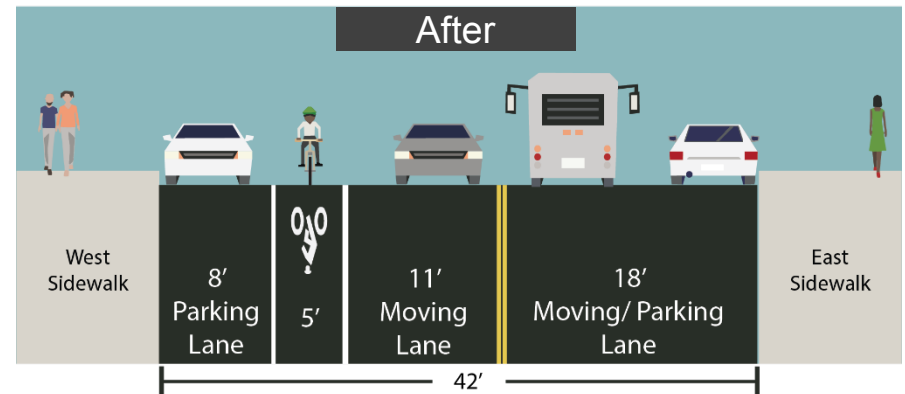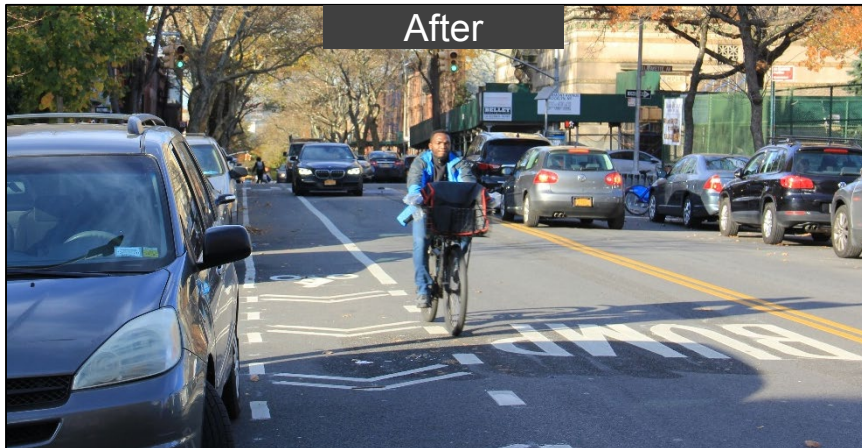
- Connections to parks and greenways

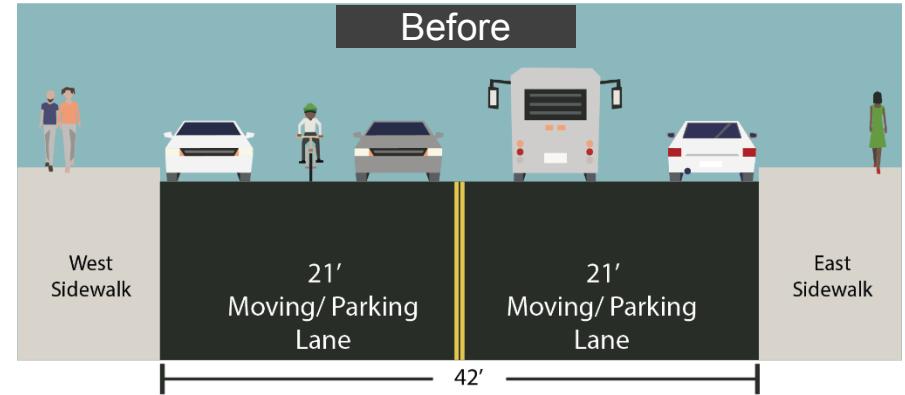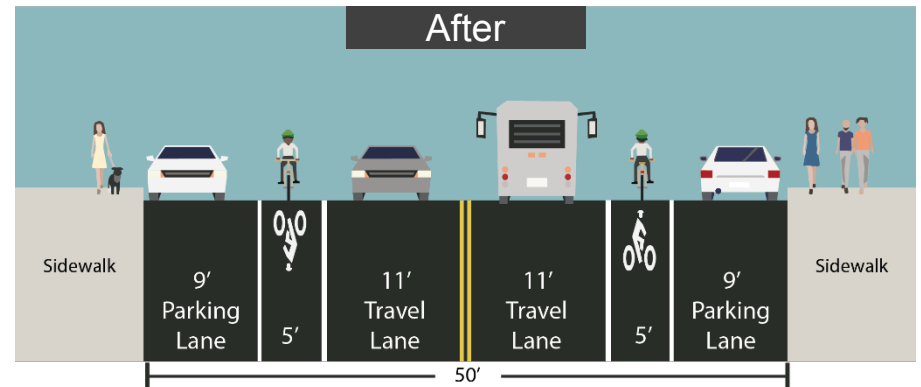# **Typical Section:** 1-way street, bike lane in 1 direction

Before

69 Av, Queens

After

Before

30'
Combined
Travel / Parking Lane

30'

After

17'
Travel / Parking
Lane

5'

8'
Parking
Lane

30'

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

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

Before

Clermont Av, Brooklyn

Before

West Sidewalk | 21' Moving/Parking Lane | 21' Moving/Parking Lane | East Sidewalk

42'

After

After

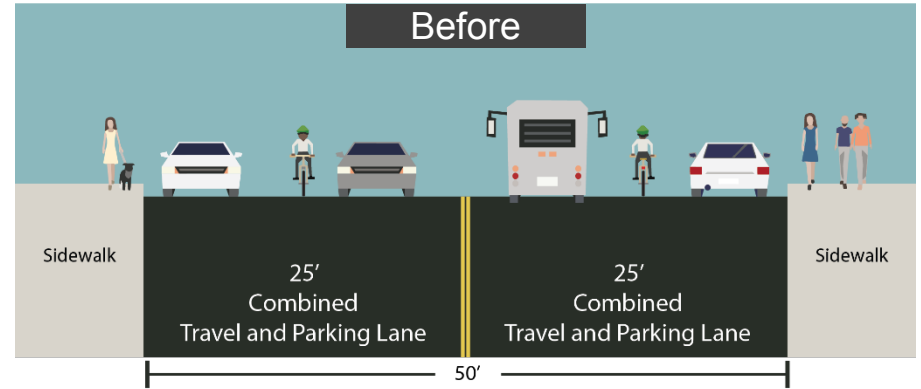West Sidewalk | 8' Parking Lane | 5' | 11' Moving Lane | 18' Moving/Parking Lane | East Sidewalk

42'

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

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

Before
Parsons Bl, Queens

Before
Sidewalk | 25' Combined Travel and Parking Lane | 25' Combined Travel and Parking Lane | Sidewalk
50'

After

After
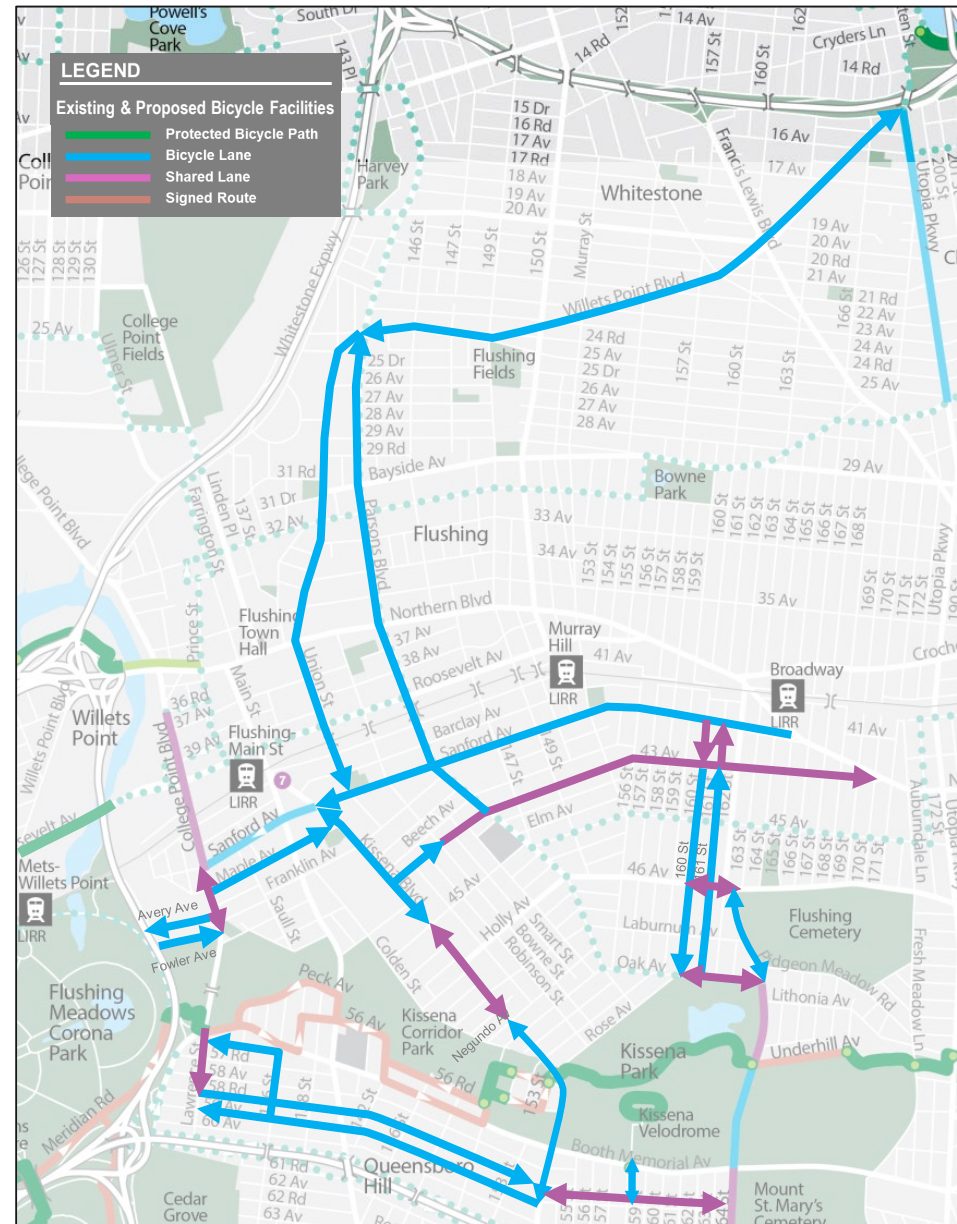Sidewalk | 9' Parking Lane | 5' | 11' Travel Lane | 11' Travel Lane | 5' | 9' Parking Lane | Sidewalk
50'

**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

10

THANK YOU!

Questions?

VISION ZERO
nyc.gov/visionzero

NEW YORK CITY DOT

NYC DOT   NYC DOT   nyc_dot   NYC DOT