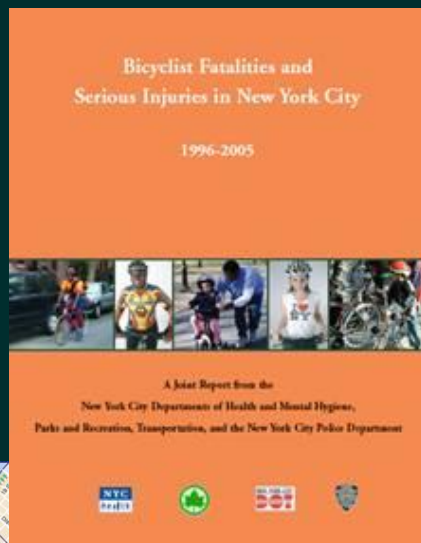
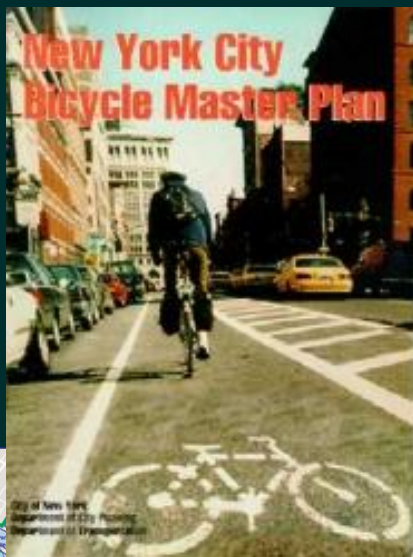


Astoria: Bicycle Network Connections



Summer
2010

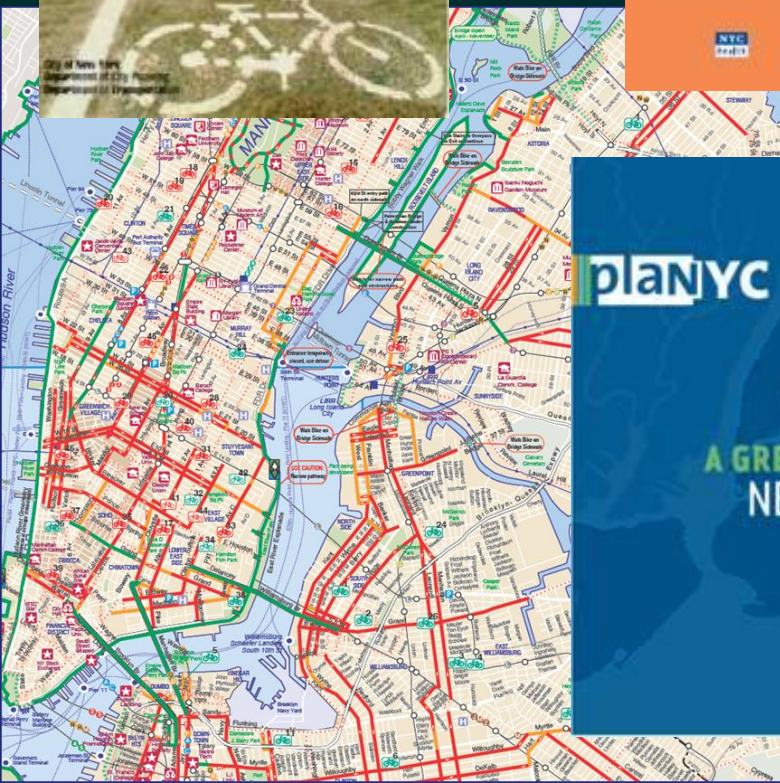
NYC Cycling Background



Sustainable Streets
Safety
Mobility
World Class Streets
Infrastructure
Greening
Global Leadership
Customer Service

**Strategic Plan
for the New York City
Department of
Transportation
2008 and Beyond**

- 200 miles of bike routes installed in last 3 years
- 79% increase in commuter cycling (2006-2009)
- 5 lane miles of on-street protected bicycle paths



Ridership Rates

New York City Cyclist Counts at Selected Commuter Locations Weekday, 7AM to 7PM, 1980-2009

Cyclist
Volume

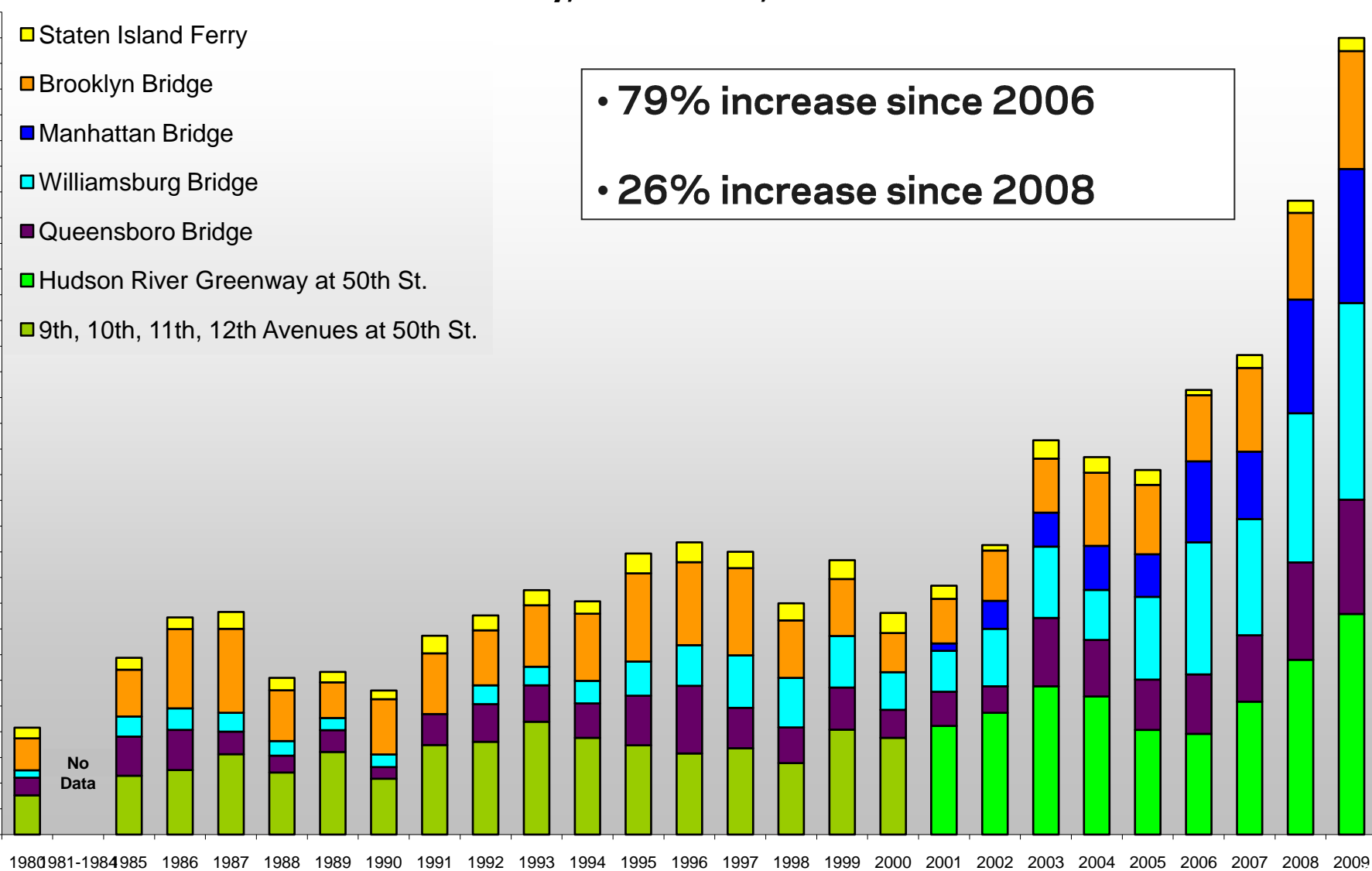
16,000
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500
0

- Staten Island Ferry
- Brooklyn Bridge
- Manhattan Bridge
- Williamsburg Bridge
- Queensboro Bridge
- Hudson River Greenway at 50th St.
- 9th, 10th, 11th, 12th Avenues at 50th St.

• **79% increase since 2006**
• **26% increase since 2008**

1980 1981-1984 1985 1986 1987 1988 1989 1990 1991 1992 1993 1994 1995 1996 1997 1998 1999 2000 2001 2002 2003 2004 2005 2006 2007 2008 2009

No
Data



Project Background



Project Proposed Bicycle Lanes

- Bicycle safety issues
 - 7 bicycle injuries around Astoria Blvd Station
 - 7 bicycle injuries along 21st St. corridor
 - Vast majority of citywide bicycle injuries and fatalities occur outside bicycle lanes
- Bicycle connections to RFK Bridge Pedestrian Path, Astoria Park, and existing bicycle lanes
- Excessively wide traffic lanes promote speeding and reckless driving

- Bicycle Path
- Bicycle Lane
- Bicycle Route
- - - Master Planned Bicycle Path
- • • Master Planned Bicycle Route

Proposed Design Treatments



Buffered
Bicycle Lane



Bicycle
Lane

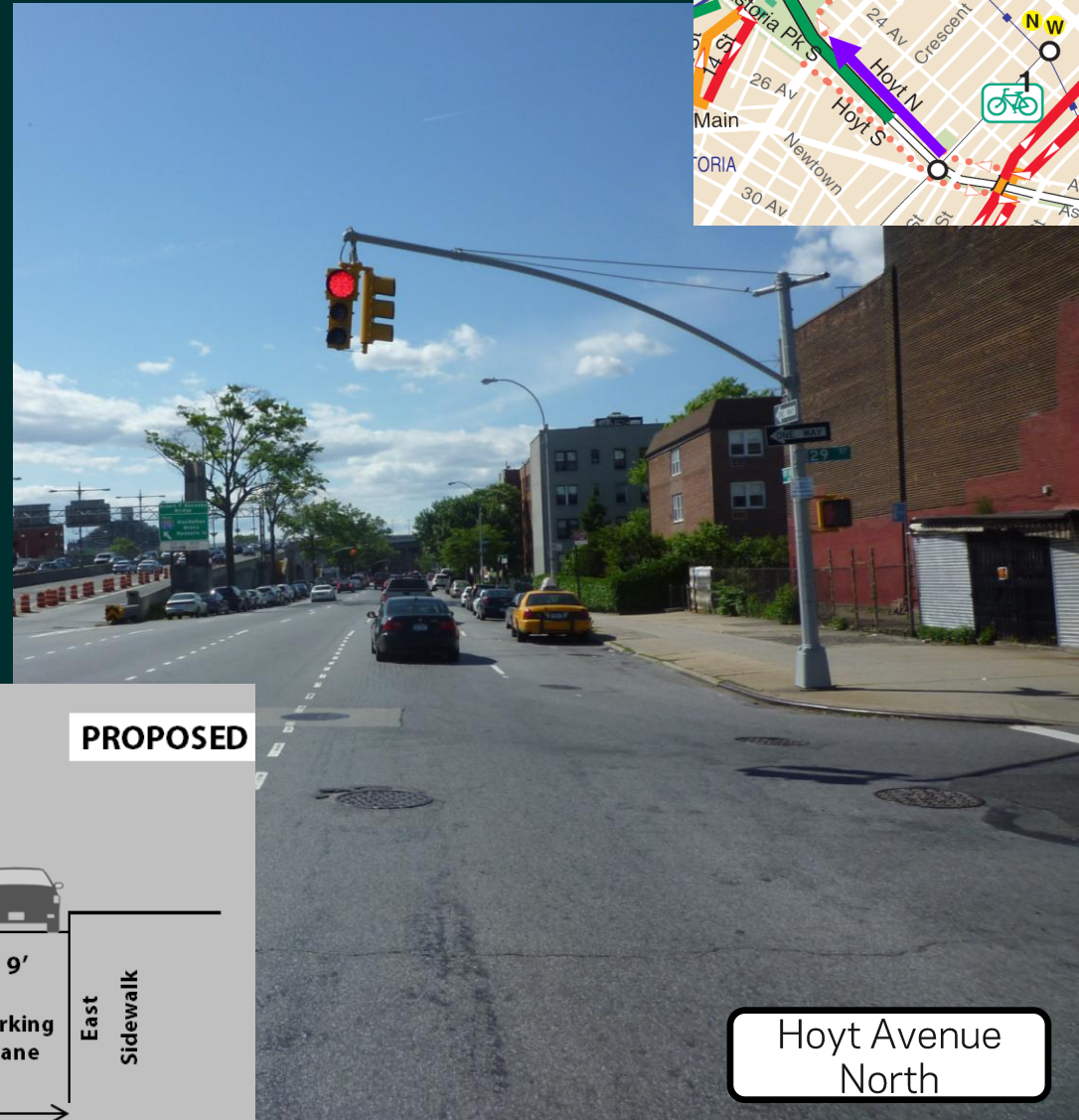
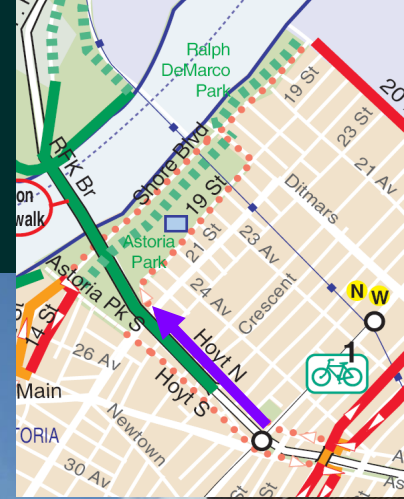


Shared
Lane

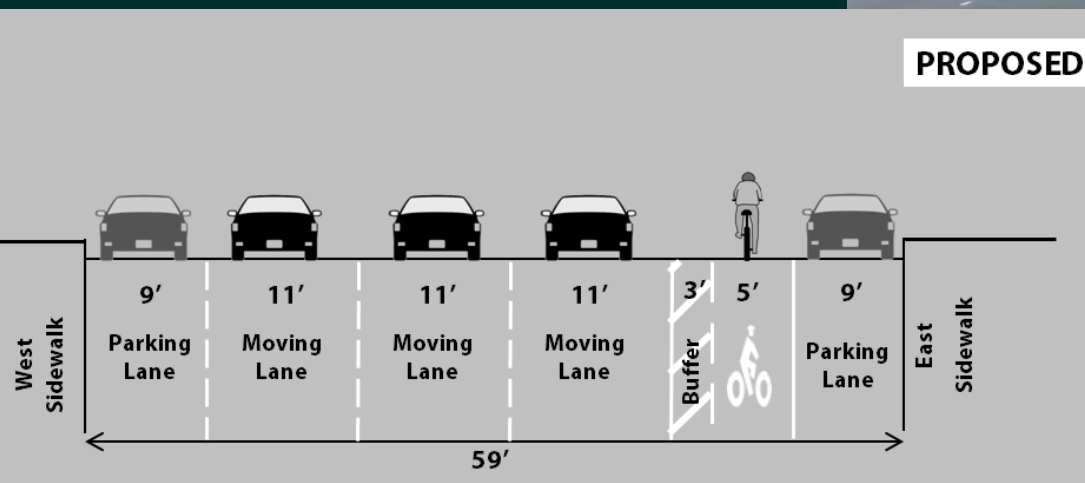
- Increased safety for all users
- Creates bicycle routes on high demand corridors
- Marked lanes alert drivers and promote safer behavior from all users
- Proposed design treatments are sensitive to existing parking

Hoyt Avenue N

- Proposed buffered bicycle lane
- No reduction in traffic capacity or parking
- Provides safe separated bicycle connections to RFK Bridge pedestrian path and Astoria Park



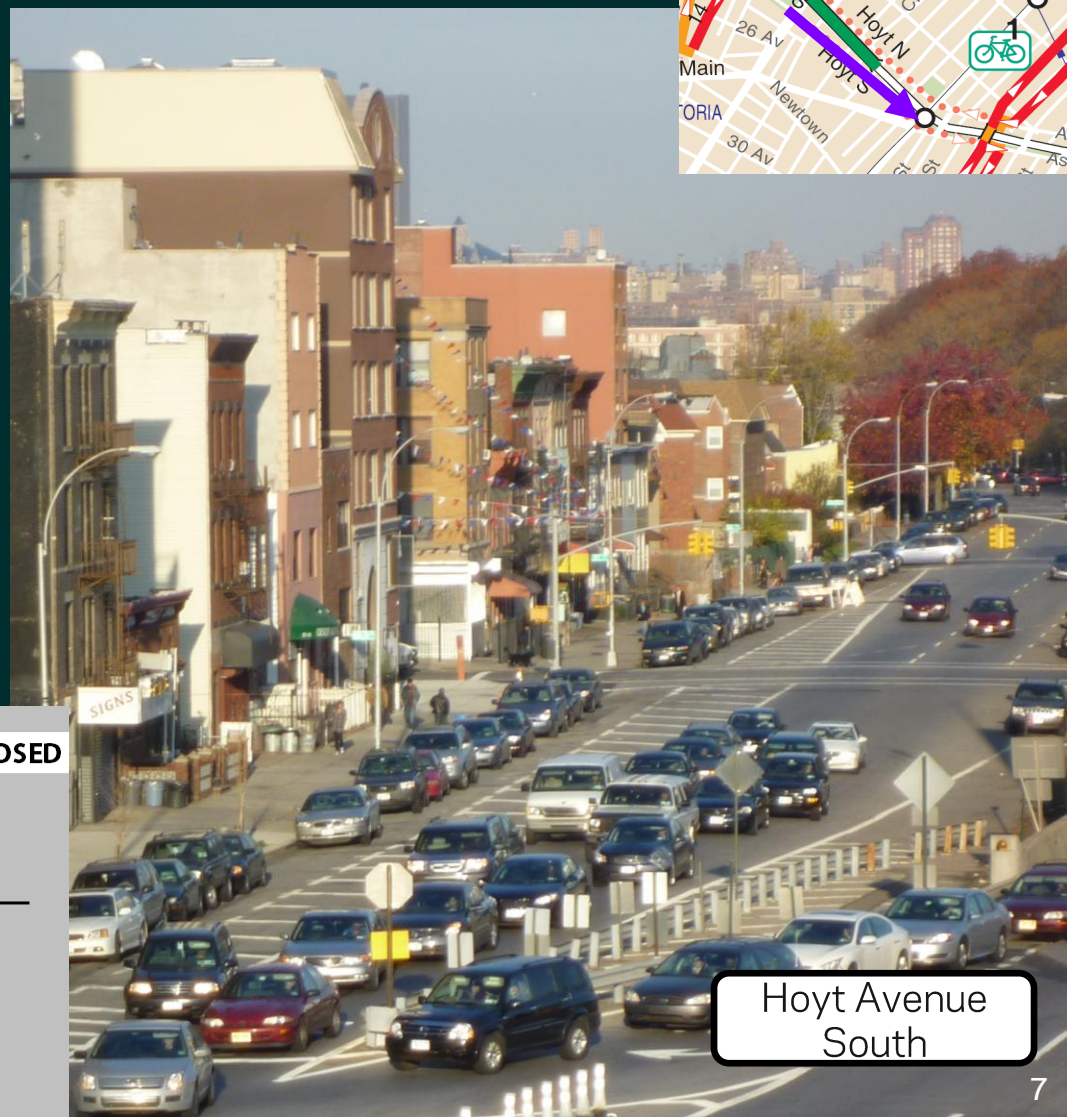
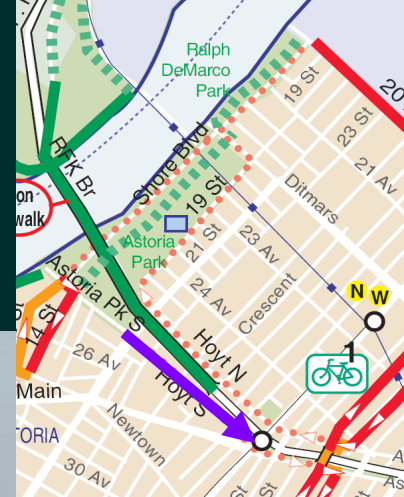
PROPOSED



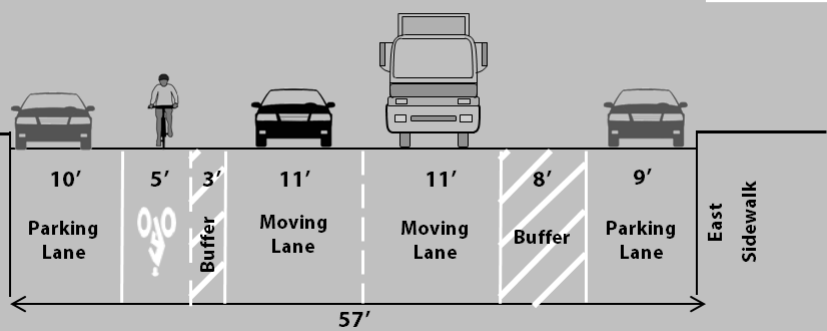
Hoyt Avenue North

Hoyt Avenue S

- Proposed buffered bicycle lane
- Simplified lane configuration
- Reduced merge congestion
- Provides safe separated bicycle connection to existing bicycle lanes on 35th & 36th St.

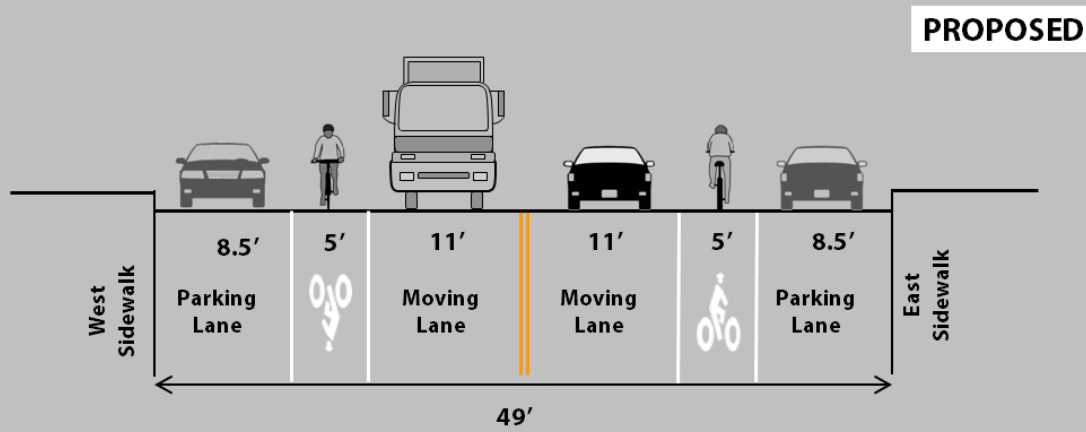
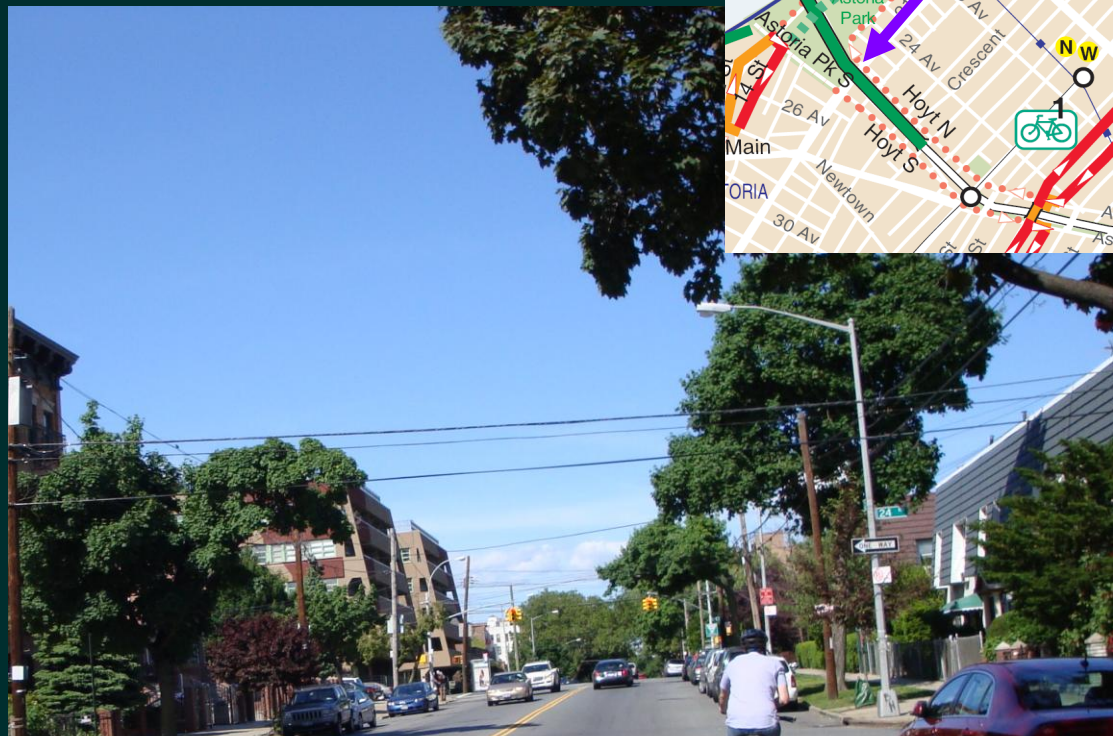
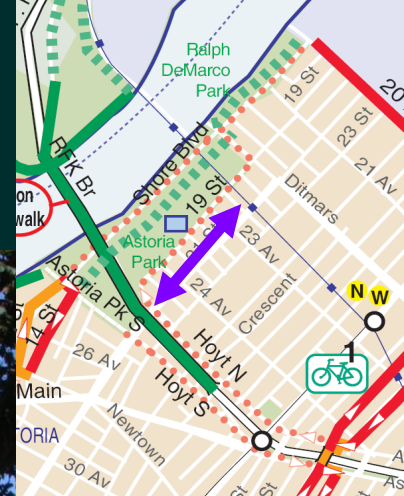


PROPOSED



21st St - Hoyt Ave to Ditmars Ave

- Proposed bicycle lane
- Calm speeding traffic
 - 43% of vehicles speed on 21st Street
- Provides north-south bicycle connection between Hoyt Ave and 20th Ave



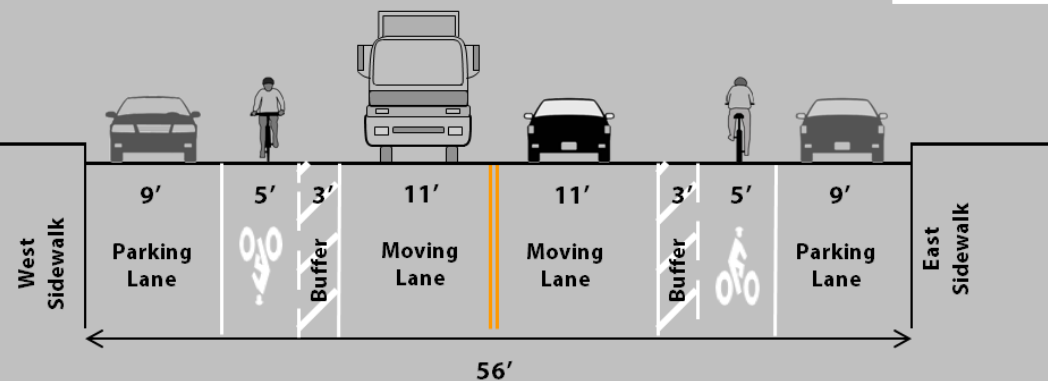
21st Street

21st St -Ditmars Ave to 20th Ave

- Proposed buffered bicycle lane
- Calm speeding traffic by reducing travel lanes
 - 43% of vehicles speed on 21st Street
- Provides north-south bicycle connection between Hoyt Ave and 20th Ave



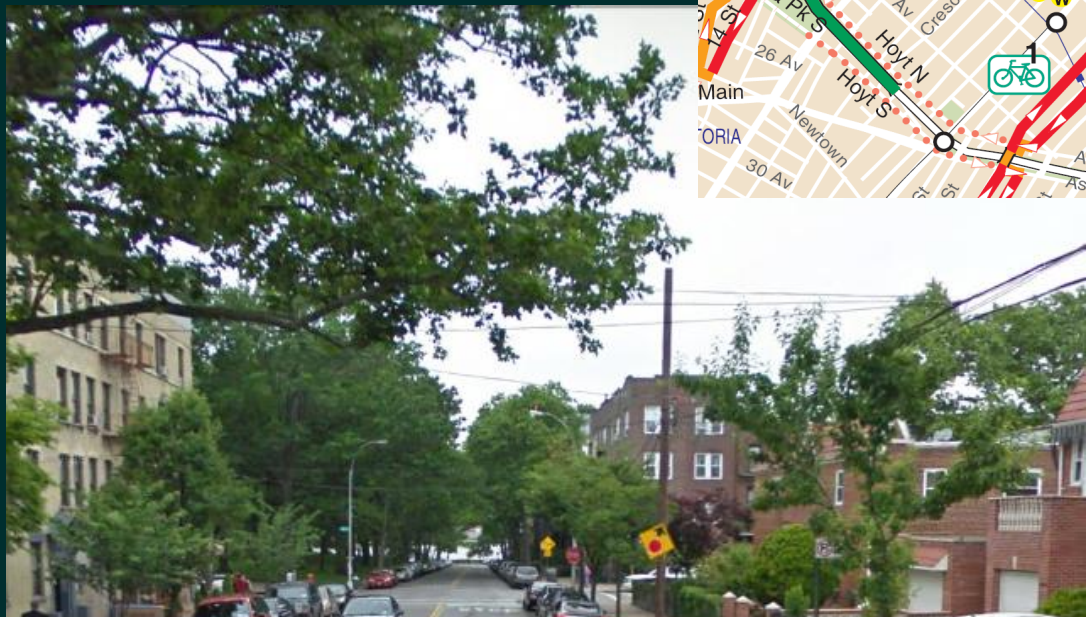
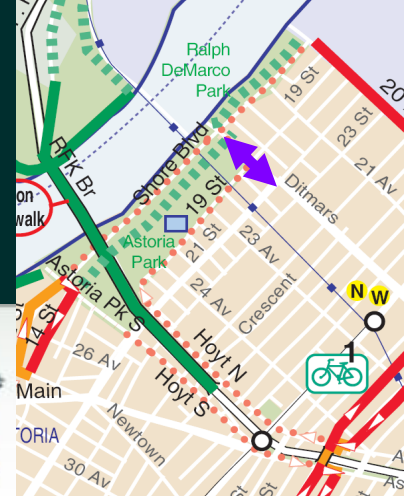
PROPOSED



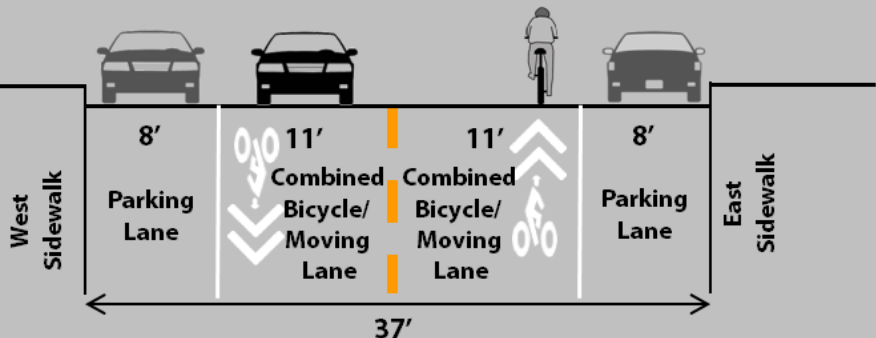
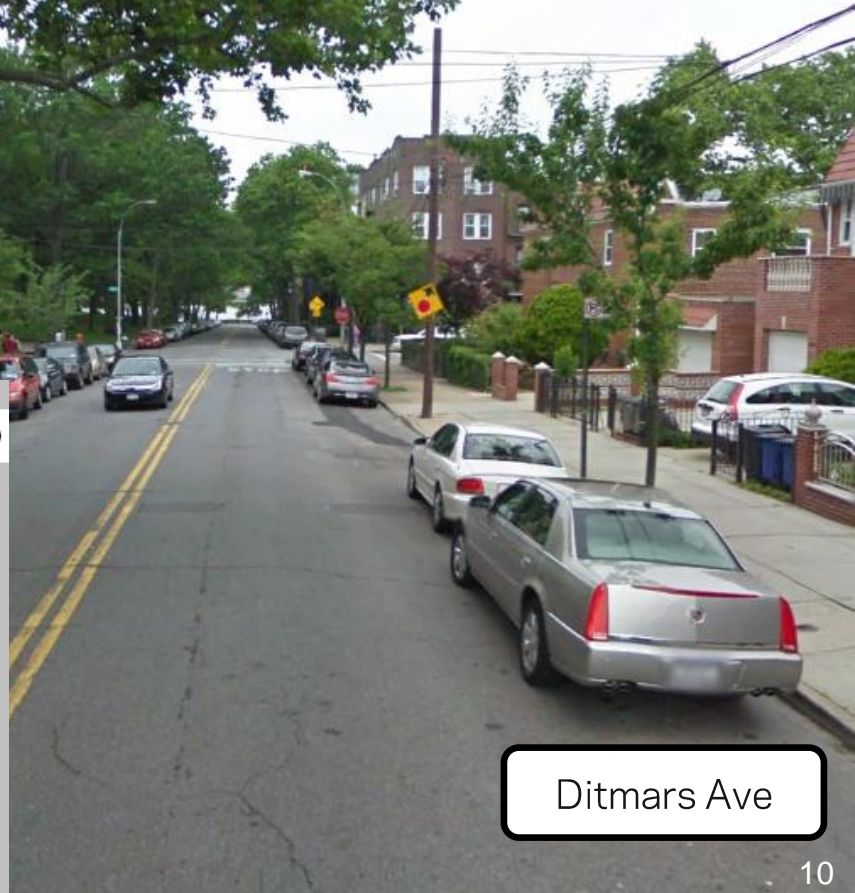
21st Street

Ditmars Ave

- Alerts drivers to presence of cyclists
- No parking affected
- Connects 21st St to Astoria Park and Shore Blvd



PROPOSED



Ditmars Ave

Project Summary

- Enhances safety for all street users
- Improves bicycle network connectivity
- Calms traffic
- Maintains vehicle traffic capacity
- No parking lost
- For more information on bicycle safety in New York City please click on the link below.

<http://www.nyc.gov/html/dot/downloads/pdf/bicyclefatalities.pdf>



Questions?

Thank
You