QUEENS CB11
BICYCLE NETWORK DEVELOPMENT

Presentation to Community Board 11
October 2021
Background
Project Location and Goals

- **Build** on-street bicycle network
- **Create** new connections to key destinations in Bayside, Oakland Gardens, Auburndale, Bay Terrace, Clearview, and Fresh Meadows
- **Improve** cyclist safety without removing parking or vehicular lanes
- **Gather feedback** on route opportunities
PLANNING CONTEXT

Project Motivation

• NYC Parks Eastern Queens Greenway planning process started September 2020

• Community requests to expand the on-street bike network and create safe connections to the greenway

• CB 11 Transportation Committee passed resolution requesting safety study on Utopia Parkway and to expand bike lane from 26th Avenue

• Initiate the planning process for developing an on-street bicycle network for CB 11
NYC Parks began planning process for capital improvements to the Eastern Queens Greenway connecting Downtown Flushing to the Joe Michael's Mile.

NYC Parks, in partnership with NYC DOT, working with a design team to create community-approved concept plans.

NYC Parks is focused inside the parks, while DOT is prioritizing on-street connections between parks to create a cohesive system.

### Greenway Route Stats:
- 13+ miles
- 8 bridges
- 4 underpasses
- Connecting northeast Queens communities to its network of parks
BICYCLE ROUTE SELECTION

Existing Bicycle Lane Network

- Greenways provide pathway connections between waterfront and inland parks
- Few on-street bike facilities make it difficult to access some destinations

Street Network Issues

- Discontinuous streets & irregular street grid
- Narrow street widths
- Physical barriers created by Clearview Expressway, Cross Island Parkway, Long Island Expressway, LIRR
- Few bridges over expressways and railroad

Area Destinations

- **Parks:** Fort Totten, Little Bay Park, Crocheron Park, Alley Pond Park, Cunningham Park, Vanderbilt Motor Parkway, and Kissena Park
- **Bridges:** Whitestone, Throgs Neck, and Little Neck Bridges
- **Transit:** Auburndale & Bayside LIRR, bus routes
- **Schools:** Queensborough Community College
Toolkit
Safety Benefits of Bicycle Infrastructure

Bike Lane Projects Increase Safety for All Road Users

- Markings organize the roadway
- Standard width lanes discourage speeding
- Bike lanes provide dedicated space for cyclists, increase predictability of cyclist location for drivers + pedestrians
- Upgraded crosswalks improve visibility and pedestrian safety

Parsons Blvd, QN
**Shared Bicycle Lanes**

*Edgecombe Ave, Wash. Heights.*

**Sharrow markings** guide cyclists where to ride on the street

- Alert drivers & cyclists of shared space
- Provide wayfinding for cyclists
- Guide cyclists away from car doors

**Standard Bicycle Lanes**

*E 216th St, Bronx*

**Striped bicycle lane** provides dedicated space in the road

- Discourage speeding by visually narrowing the road
- Increase predictability by clearly defining road space for each user

**Protected Bicycle Lanes**

*Queens Blvd, QN*

**Striped bicycle lane protected** by bollards or floating parking

- Maximizes traffic calming by physically narrowing roadways
- Increases safety for all road users by shortening crossing distances for pedestrians, & separating people driving and biking
Bike Route Opportunities
PROPOSED BICYCLE NETWORK DEVELOPMENT

Add new cycling routes to key destinations
• North South connections
• East West connections

Goals
• Create connections to Greenways

Route Selection Criteria
• Continuity
• Width
• Connectivity
• Road Typography

Proposed Route Groups:
1 Standard Bicycle Lanes
2 Shared Bicycle Lanes

Goals:
Create Connections to Greenway and Increase Safety for All Road Users
Bicycle lanes create new neighborhood connections

- Provide dedicated space and wayfinding for cyclists
- Connects to existing Greenways and standard lanes
- Crosses barriers: Clearview Expwy, Long Island Expwy, LIRR, Vanderbilt Motor Pkwy
- No parking loss or travel lane removal

**Route Opportunities**

**Standard Bicycle Lanes**

**Standard Bicycle Lane Connections**

**Existing Typical Conditions:**
Springfield Blvd, QN

**Proposed Typical Design Example:**
150th St, QN
**Route Opportunities**

**2 Shared Bicycle Lanes**

### Shared Bicycle Lane Connections

**Existing Typical Conditions:**
35th Ave, QN

**Proposed Typical Design**

- **Shared bicycle lanes connect to network**
  - Organize roadway
  - Provide wayfinding for cyclists – fill gaps in proposed bike network where standard bicycle lanes do not fit
  - Connect between north-south & east-west routes
  - No parking loss or travel lane removal

**Project Corridors**
- 26th Ave
- Bell Blvd
- 28th Ave
- 35th Ave
- Crocheron Ave
- Corbett Ave
- Corporal Kennedy St
- Oceania St
- 46th Ave
- 188th St
- 47th Ave
- 53rd Ave
- 56th Ave
- 43rd Ave
- 221st St
- 223rd St
Summary
CB11 Area
BICYCLE NETWORK DEVELOPMENT

Benefits

• Expand the bicycle network with standard and shared bicycle lanes
• Close gaps within bike network
• Create safer, more convenient cycling connections to parks, the Eastern Queens Greenway, and other districts
• Create new connections to multiple neighborhood schools, including Queensborough Community College
• Set the footprint for further on-street network connections
Next Steps

• Tonight, discuss standard and shared bicycle lane network opportunities
• Share this network expansion plan with CB8 and CB7
• Analyze potential protected bike lanes for Utopia Pkwy and other east-west connecters

Protected
Fully separates cars and bikes; Requires farther analysis, most space, & trade-offs
Questions?

THANK YOU!