Safety

- Pedestrian Safety Study & Action Plan
- Reduce fatalities by half by 2030
- High Crash Corridor Program
Project Background

- High crash corridor (92nd percentile ranking in Queens)
- Community request for traffic calming
Existing Conditions

- 60-foot-wide street, two lanes in each direction
- Substandard median between Hunter Street and 21st Street
- Primarily industrial land uses
- Heavy truck routes on 21st Street, Jackson Avenue, Thomson Avenue and Vernon Boulevard
- Subway stations: E/M/G at 23rd St/Ely and 7 at Courthouse Square

**Ranks in 92nd percentile for pedestrian crashes**

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<table>
<thead>
<tr>
<th></th>
<th>Total Injuries</th>
<th>Avg Inj/Yr</th>
<th>Avg Inj/Mile/Yr</th>
<th>Severity Percentile of Boro Corridors</th>
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<tbody>
<tr>
<td>Pedestrian</td>
<td>13</td>
<td>2.6</td>
<td>4.2</td>
<td>92%</td>
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<tr>
<td>Bicyclist</td>
<td>9</td>
<td>1.8</td>
<td>2.9</td>
<td>N/A</td>
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<tr>
<td>Motor Veh Occupant</td>
<td>86</td>
<td>17.2</td>
<td>28.2</td>
<td>87%</td>
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<tr>
<td>Total</td>
<td>108</td>
<td>21.6</td>
<td>35.4</td>
<td>92%</td>
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</tbody>
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Source Data: NYS Dept. of Motor Vehicles / NYS Dept. of Transportation

Fatalities (2005-Present):
1 Pedestrian
Need: Why 44th Drive?

- Long crossing distances
- Faded markings
- Multiple pedestrian/vehicle conflict points
- Low vehicular volumes on wide street

44th Drive and 23rd St, west crosswalk, looking northwest

44th Drive and 11th Street, west crosswalk, looking west

44th Drive and 21st Street, south crosswalk, looking west

Highest peak hour volumes are: E/B 430 and W/B 283 approaching Jackson Avenue
Proposal Details

- Upgrade to high visibility crosswalks
- New left turn bays for westbound 44th Drive
- Mark wide curb lane to create standard width moving lanes
- New left turn bays for eastbound 44th Drive
- Remove one travel lane in each direction
**Proposed Design**

**EXISTING**
- 19’ Combined Parking/Moving Lane
- 11’ Moving Lane
- 11’ Moving Lane
- 19’ Combined Parking/Moving Lane

**PROPOSED**
- 13’ Wide Parking/Bicycle Lane
- 11’ Moving Lane
- 11’ Moving Lane
- 13’ Wide Parking/Bicycle Lane

60’
Alternate Design – Bike Lane

**EXISTING**

Sidewalk → 19’ Combined Parking/Moving Lane → 11’ Moving Lane → 11’ Moving Lane → 19’ Combined Parking/Moving Lane → Sidewalk

60’

**PROPOSED**

Sidewalk → 8’ Parking Lane → 5’ Bicycle Lane → 11’ Moving Lane → 12’ Turn Bays → 11’ Moving Lane → 5’ Bicycle Lane → 8’ Parking Lane → Sidewalk
Benefits of Proposal

- Reduces speeding / calms traffic
- Redesigns 0.61 miles of a high crash corridor
- Creates simpler, safer turns
- Provides safer pedestrian crossing

- Injury crashes decreased by 46%
- Pedestrian crashes decreased by 57%
- Speeding decreased by 30%
Questions?

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Thank You