Jewel Avenue & 164th Street
Traffic Calming for Complete Streets
June 25, 2007

Presentation to CB 8 Transportation Committee, Queens
Division of Street Management & Safety
Traffic Operations Bureau
Why are we here?

- 140+ signature petition from school community
- Letter from Assemblywoman Mayersohn
- PlaNYC 2030 initiative to add 200 miles of new bicycle lanes by 2009
- Community input to improve designs
Timeline

• **11/06**: A/M Mayersohn contacts DOT with parents’ petition requesting safety improvements in front of PS 200
• **12/06**: Initial DOT response to A/M Mayersohn; DOT study of location begun
• **12/15/06**: Fatal crash
• **12/06**: Input received from DOE
• **4/07**: Design finalized; initial signal improvements made
Jewel-164th Intersection

Site of fatality

PS 200
Major Issues

- Speeding
  - Jewel Ave
  - 164th St

Jewel Ave (looking west)
Major Issues

• Turning conflicts at 164th St/Jewel Ave
  – Poor alignment
Major Issues

- Turning conflicts at 164th St/Jewel Ave
  - Poor alignment
  - Multiple conflict points
Major Issues

• Turning conflicts at 164th St/Jewel Ave
  – Poor alignment
  – Multiple conflict points
  – Left turns
    • Multiple focus points for turning vehicles
    • Wide arc

1) Vehicles approaching from behind
2) Identifying gap in left lane
3) ID’ing gap in right lane
4) ID’ing pedestrians in crosswalk
Major Issues

• Pedestrian Crossing Times
  – Long distances
  – Turning vehicles

South crosswalk (looking west)
Crash History

- 82 crashes from 1998-2006
- 8 included pedestrian injury or fatality
Goal: Safe Streets for All Users

- First Priority: Safety
- Other Objectives:
  - Improved connections between schools, parks & greenways
  - Road Diet: Manage excess roadway capacity
    - Reduce high speeds
    - Organize vehicle movements
  - Provide quality bicycle routes
Project Highlights

• Safety Improvements at Jewel Ave/164th St Intersection
  – One-way conversion of Jewel Ave
  – Increased pedestrian crossing times
  – Improved school crossing signage

• “Road Diet” on Jewel Ave
  – 4→2 lanes
  – Striping to widen median

• Bicycle Lanes on Jewel Ave & 164th St
Traffic Calm 164th St

- Bike lanes added; no lane removal
Traffic Calm Jewel Ave

New Marking Plan

• Auto lane removed in each direction
• Buffered bike lanes added
• Median widened w/ markings

Existing

Proposed

Bike lanes added
Traffic Calm Jewel Ave

• Jewel Avenue has excess capacity:
  – Jewel Ave: 9,100 vehicles per day (vpd)
    • 2 lanes per direction
  – 164th St: 16,300 vpd
    • 2 lanes and left turn bays per direction

• Thru Lane Removal
  – 1 Lane: lead vehicle sets pace
  – Past successes
    • e.g. – Shorefront Parkway
Traffic Calm Jewel Ave

- One lane of traffic can accommodate >500 Vehicles
Traffic Calm Jewel Ave

- Roadway width unchanged
- MTA buses accommodated

Stopped vehicles can be passed

MTA bus stop
New Bike Lanes

• Create a Queens network:

- Connection to Kissena Park Greenway
- Connection to 73rd Avenue bike lane
- Connection to existing Jewel Ave bike lane → Flushing Meadow Corona Park
- Queens College
- St. John’s University
- Future connection to Jamaica hub
Bike Lanes

• Jewel Avenue

Jewel Avenue (Existing)  Oriental Boulevard, Brooklyn
Bike Lanes

- 164th Street

164th Street (Existing)  Cross Bay Boulevard
Jewel Ave One-way Conversion

• Turning conflicts eliminated
Jewel Ave One-way Conversion

- Turning conflicts eliminated
Jewel Ave One-way Conversion

- Between 164th and 168th St
  - Low vehicle volumes (300 WB in peak hour)
  - Narrow road (30’)
  - No Standing Anytime regulations
- Parking could be added if made one-way
Jewel Ave One-way Conversion

- Between 164\textsuperscript{th} and 168\textsuperscript{th} St
  - Low vehicle volumes (300 WB in peak hour)
  - Narrow road (30’)
  - No Standing Anytime regulations
- Parking could be added if made one-way
Jewel Ave One-way Conversion
Increased Pedestrian Crossing Time

- Pedestrian crossing times increased at Jewel Ave/164th St intersection

<table>
<thead>
<tr>
<th>Crossing:</th>
<th>Before</th>
<th>After</th>
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<tbody>
<tr>
<td>Jewel Ave</td>
<td>33 sec</td>
<td>50 sec</td>
</tr>
<tr>
<td>164th St</td>
<td>27 sec</td>
<td>40 sec</td>
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</tbody>
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- Implemented in April
Summary

**Project Goal:** A Safer and More Comfortable Jewel Ave & 164th St for **ALL** Street Users

- **Pedestrians** –
  - Substantially safer with slower vehicle speeds, reduced conflicts with vehicles, and longer crossing times

- **Motorists** –
  - Safer operations with minimal impact
  - Potential for added parking

- **Cyclists** –
  - Improved experience
  - New connections to schools and parks

**Next Steps:** Refine Plans Based on Community Input
Summary of Safety Improvements

1. Signalization –
   – Additional crossing time to cross both streets

2. Jewel Ave – Main St to 164th St
   – Lane removal with buffered bike lane and median widening

3. Jewel Ave – 164th St to 168th St
   – Conversion to one-way westbound

4. 164th St – Oak Ave to 84th Rd
   – Bicycle lane

5. School Signs & Regulations
   – Signage restoration
   – Monitoring curb regulations
End of Presentation