



# Jewel Avenue & 164<sup>th</sup> Street

## Traffic Calming for *Complete Streets*

June 25, 2007

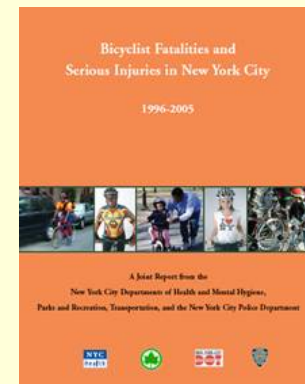
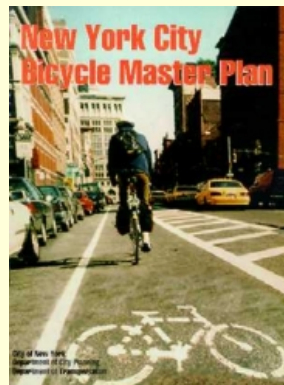


Presentation to CB 8 Transportation Committee, Queens

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

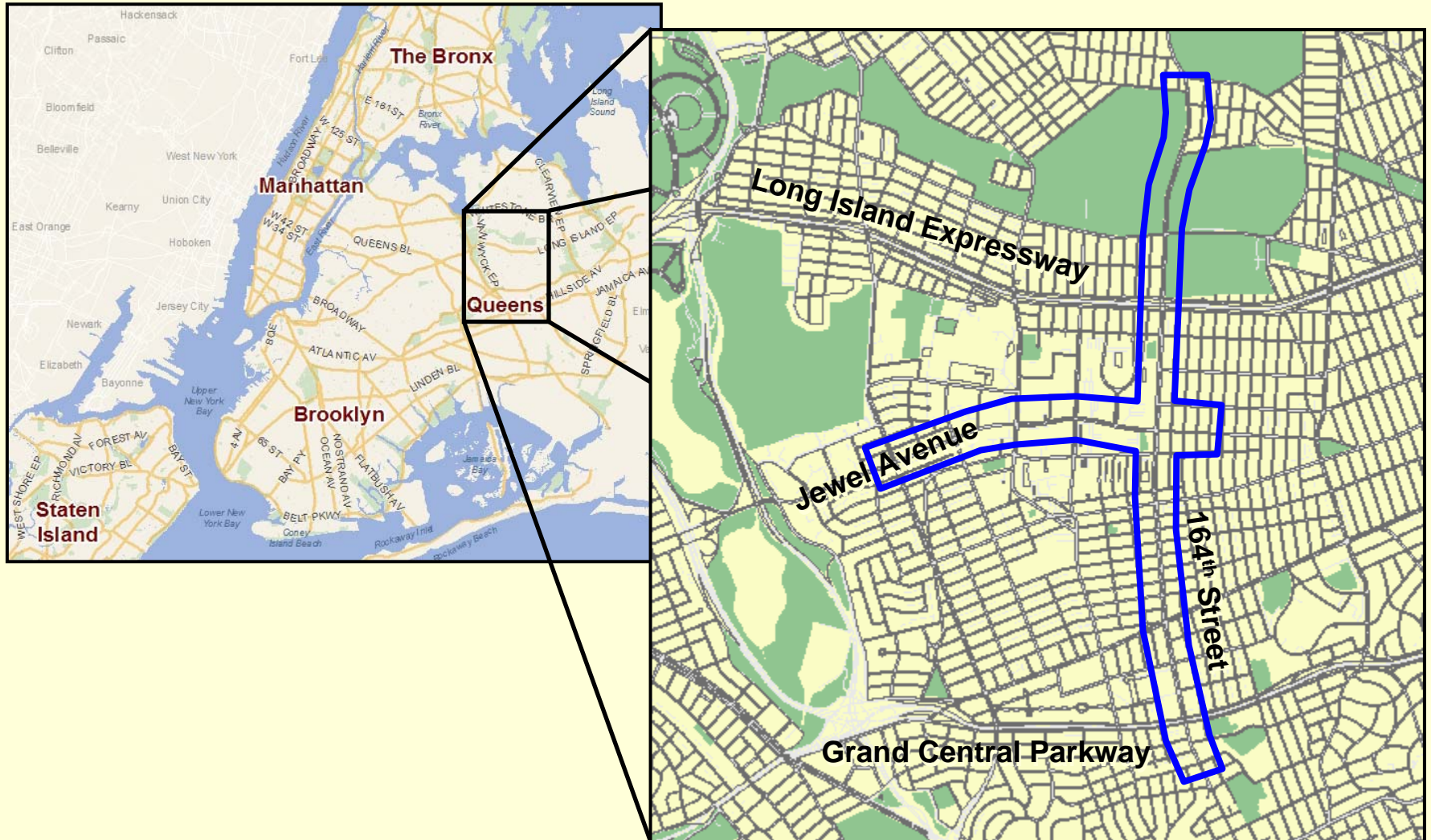


# Timeline

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- **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

# Project Area





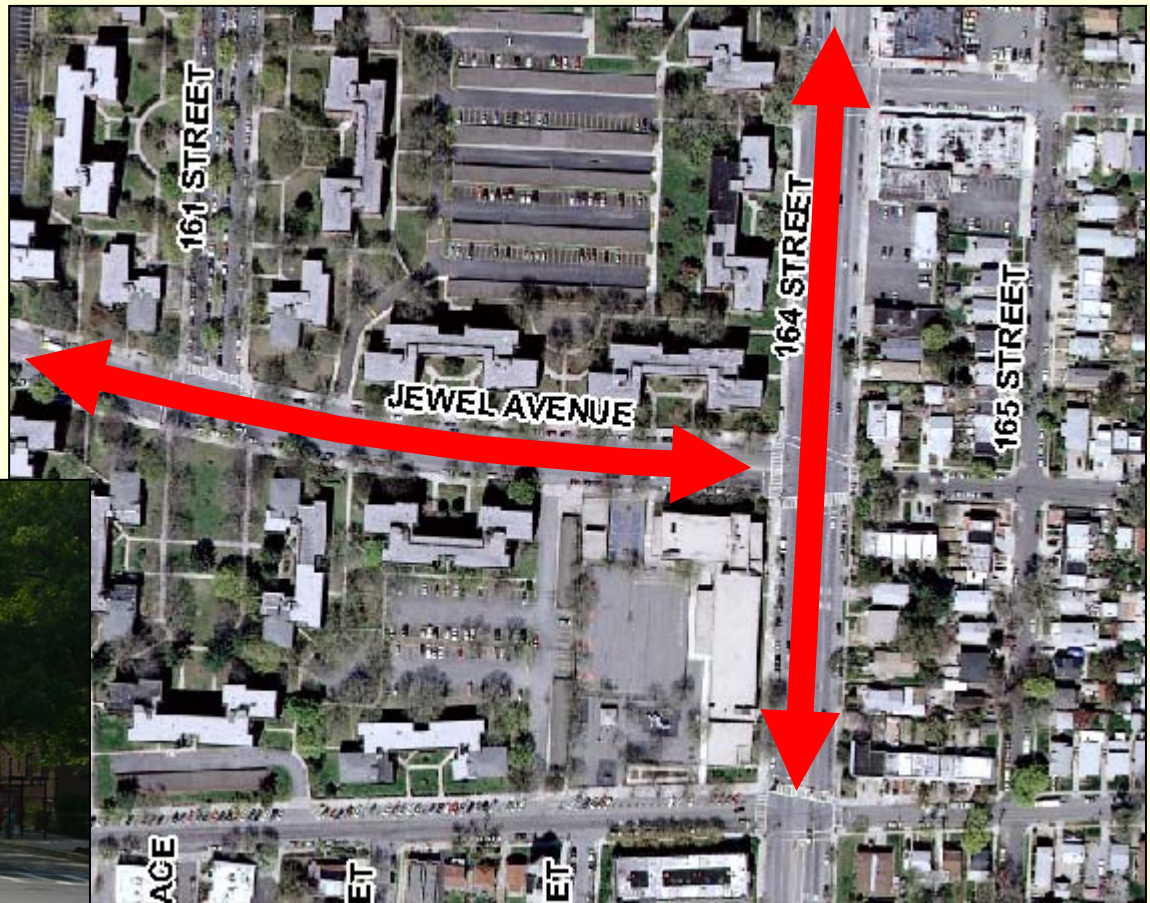
# Jewel-164<sup>th</sup> Intersection



# Major Issues

- Speeding
  - Jewel Ave
  - 164<sup>th</sup> St

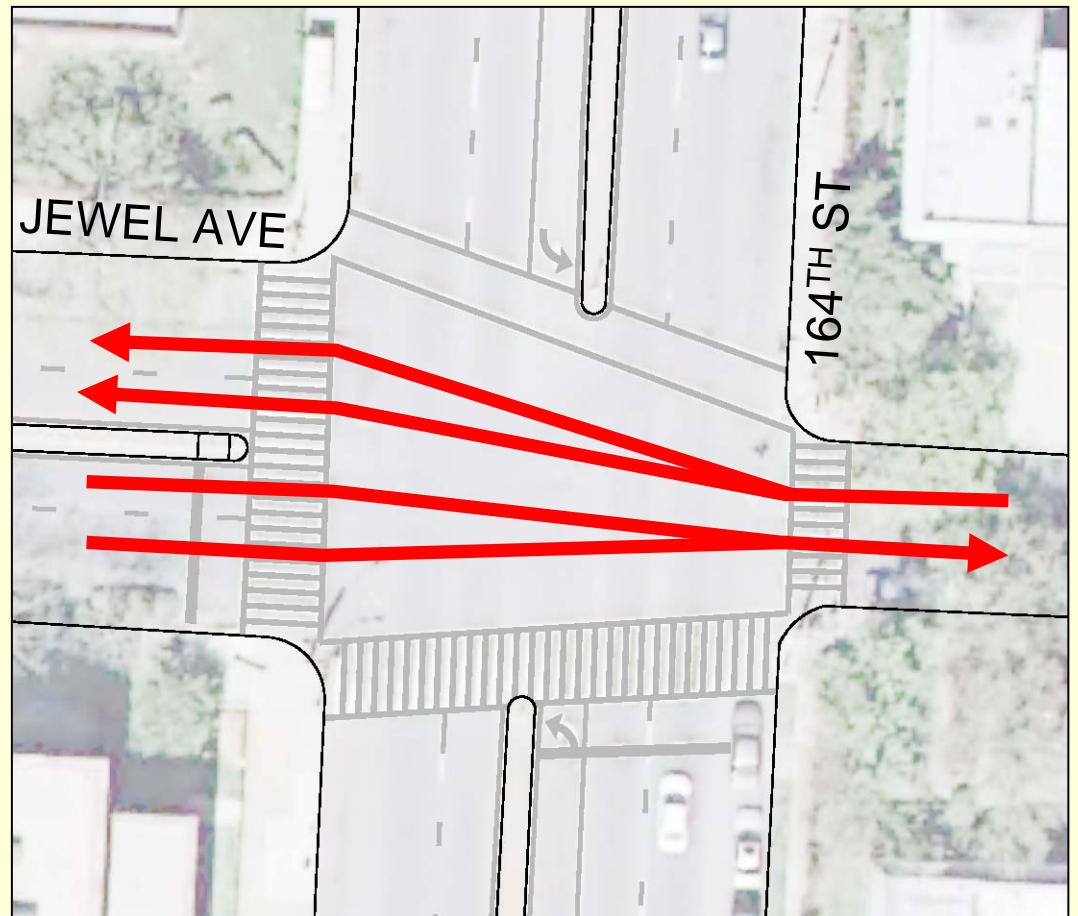
Jewel Ave (looking west)





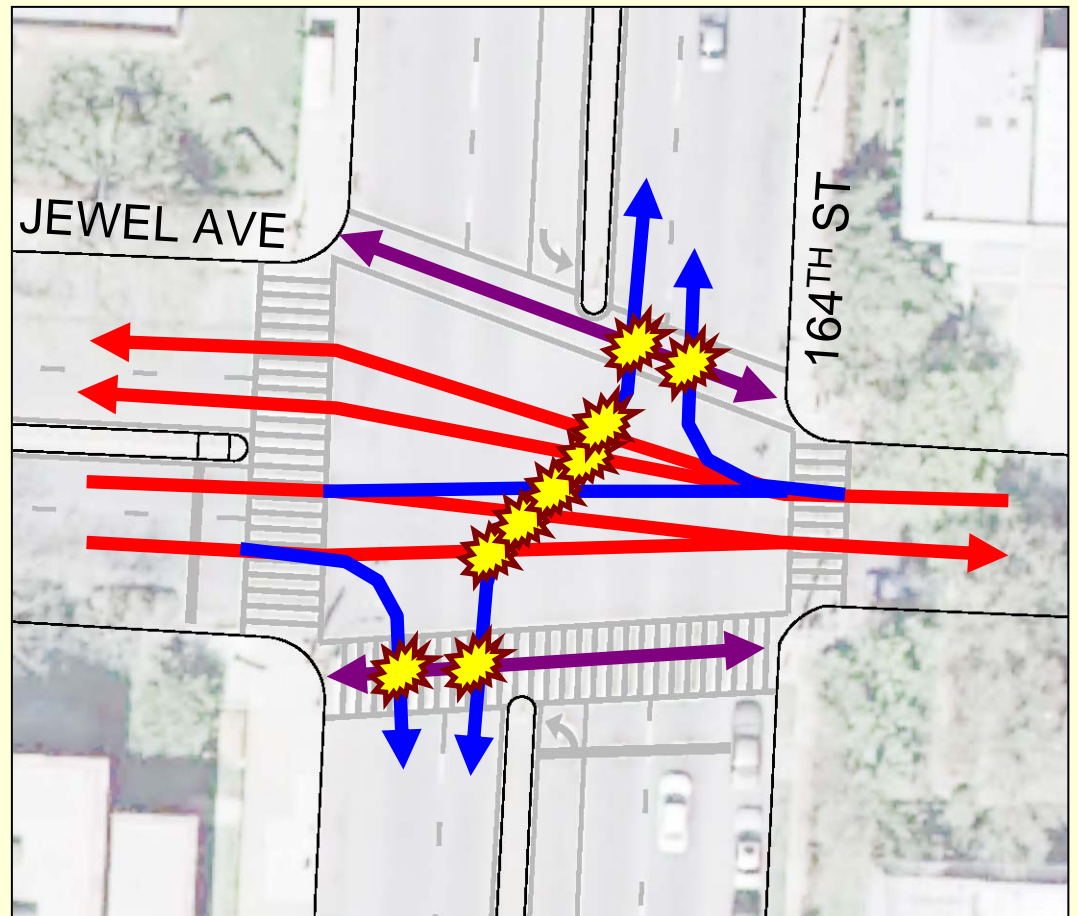
# Major Issues

- Turning conflicts at 164th St/Jewel Ave
  - Poor alignment



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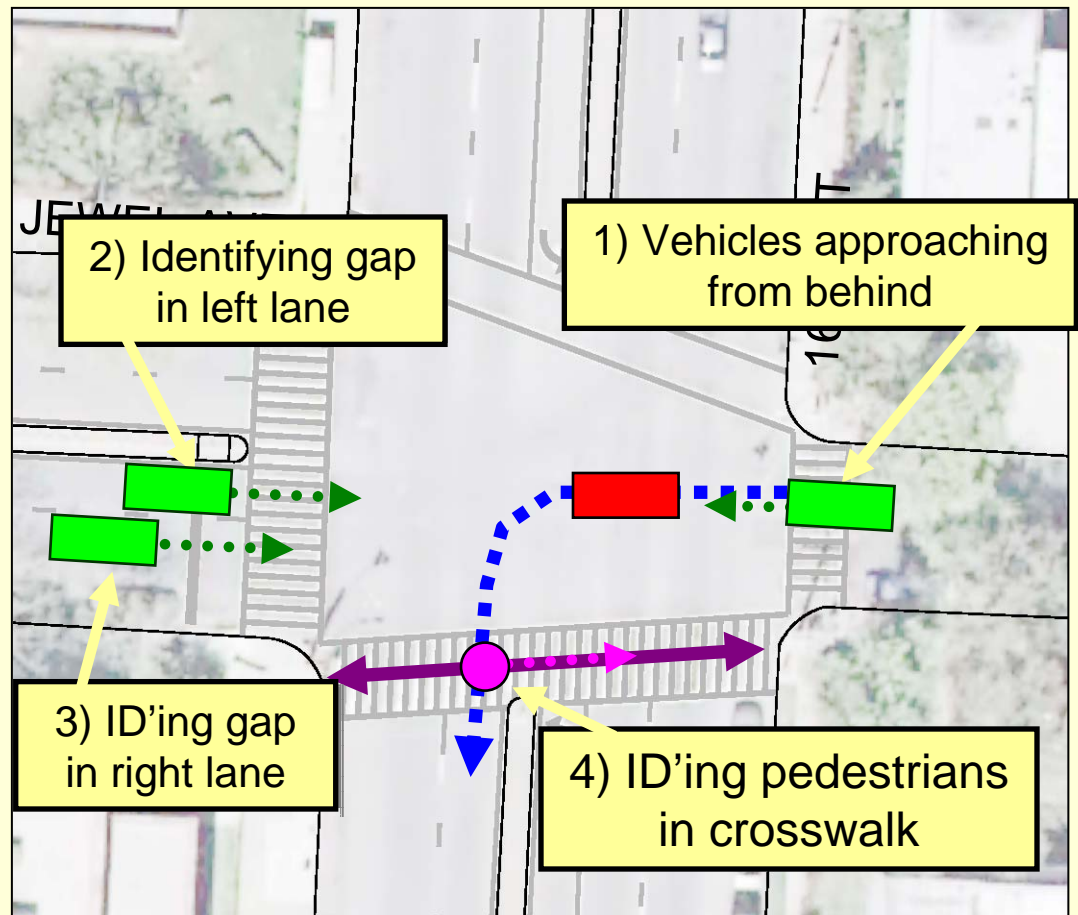
- Turning conflicts at 164th St/Jewel Ave
  - Poor alignment
  - Multiple conflict points





# Major Issues

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

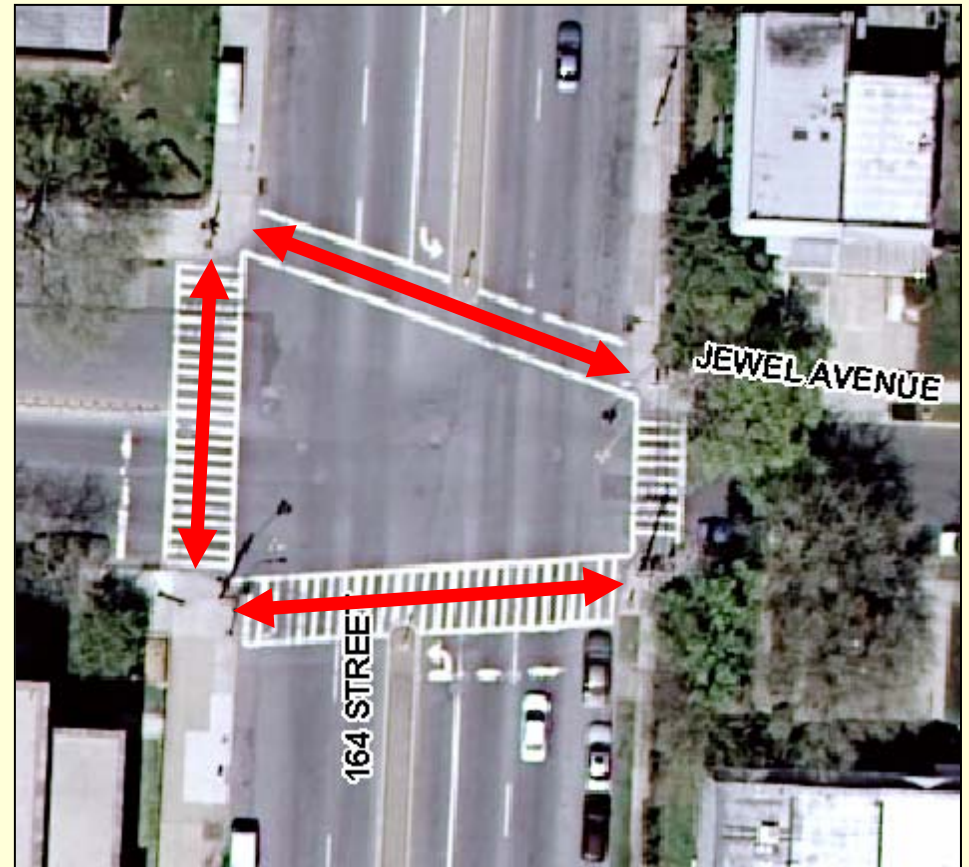


# Major Issues

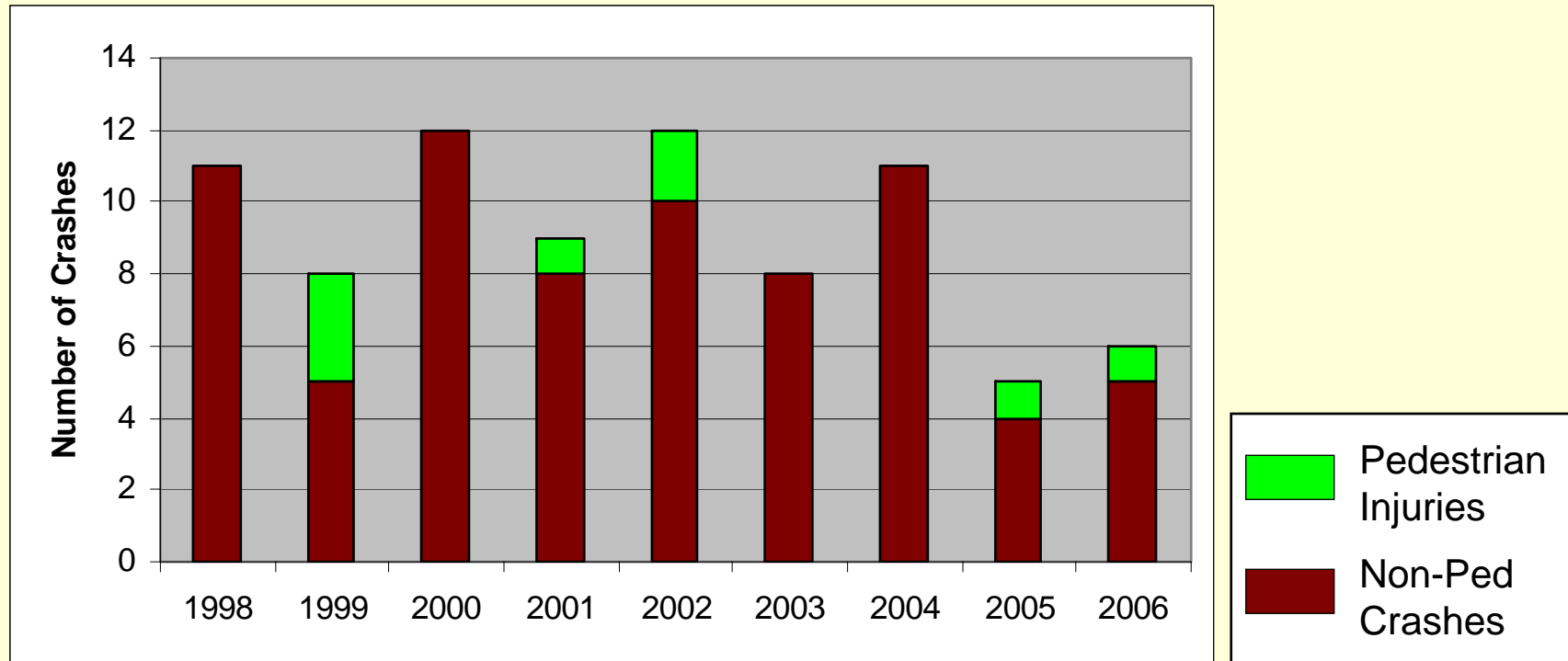
- Pedestrian Crossing Times
  - Long distances
  - Turning vehicles



South crosswalk (looking west)



# Crash History



- 82 crashes from 1998-2006
- 8 included pedestrian injury or fatality



# Goal: *Safe Streets for All Users*

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- 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

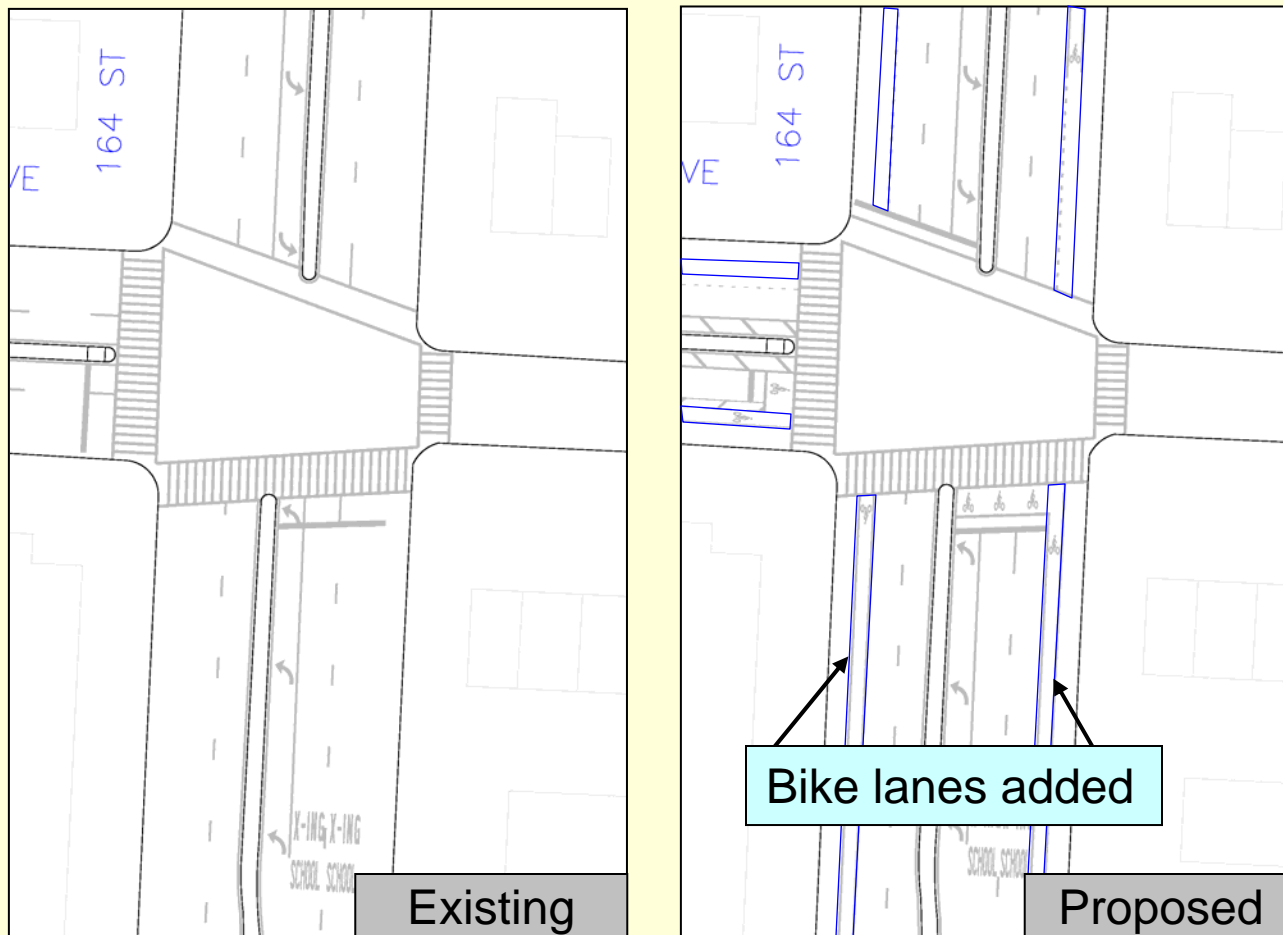
# Project Highlights

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- Safety Improvements at Jewel Ave/164<sup>th</sup> 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 & 164<sup>th</sup> St

# Traffic Calm 164<sup>th</sup> St

- Bike lanes added; no lane removal

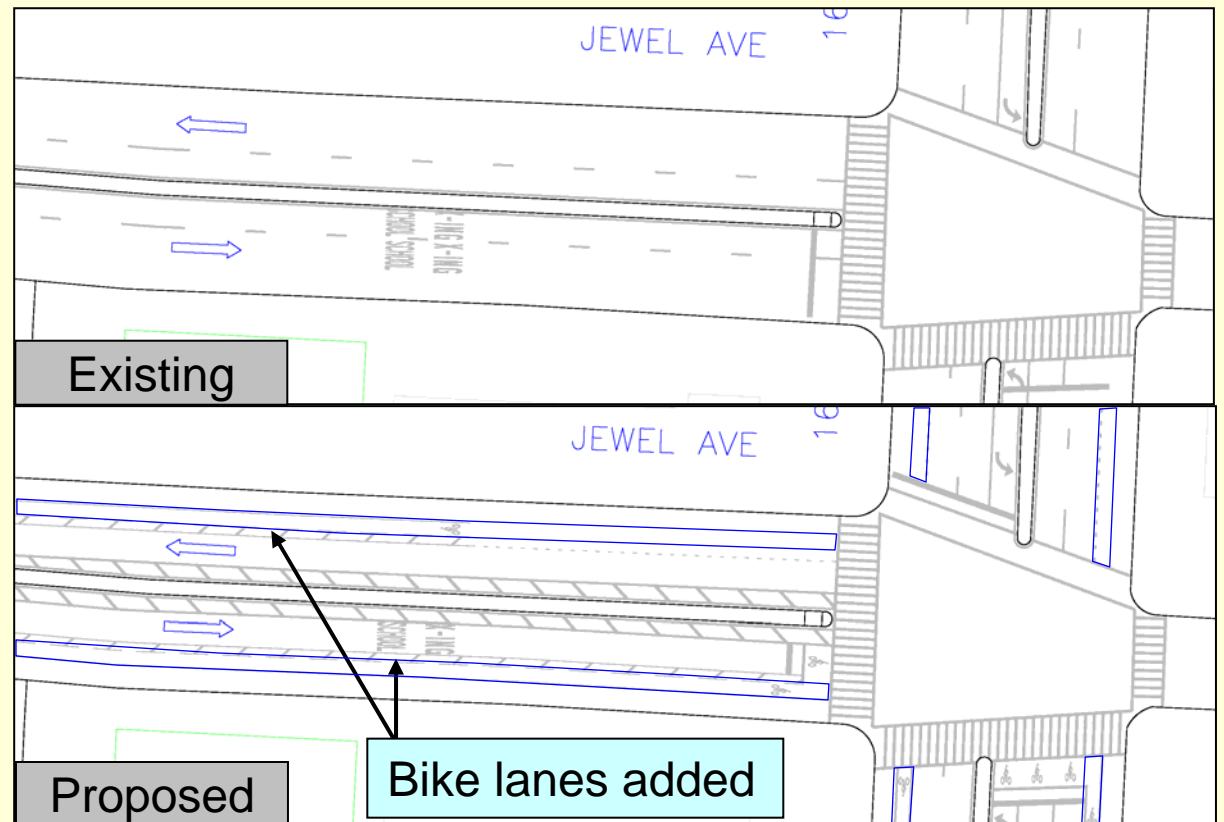




# Traffic Calm Jewel Ave

## New Marking Plan

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

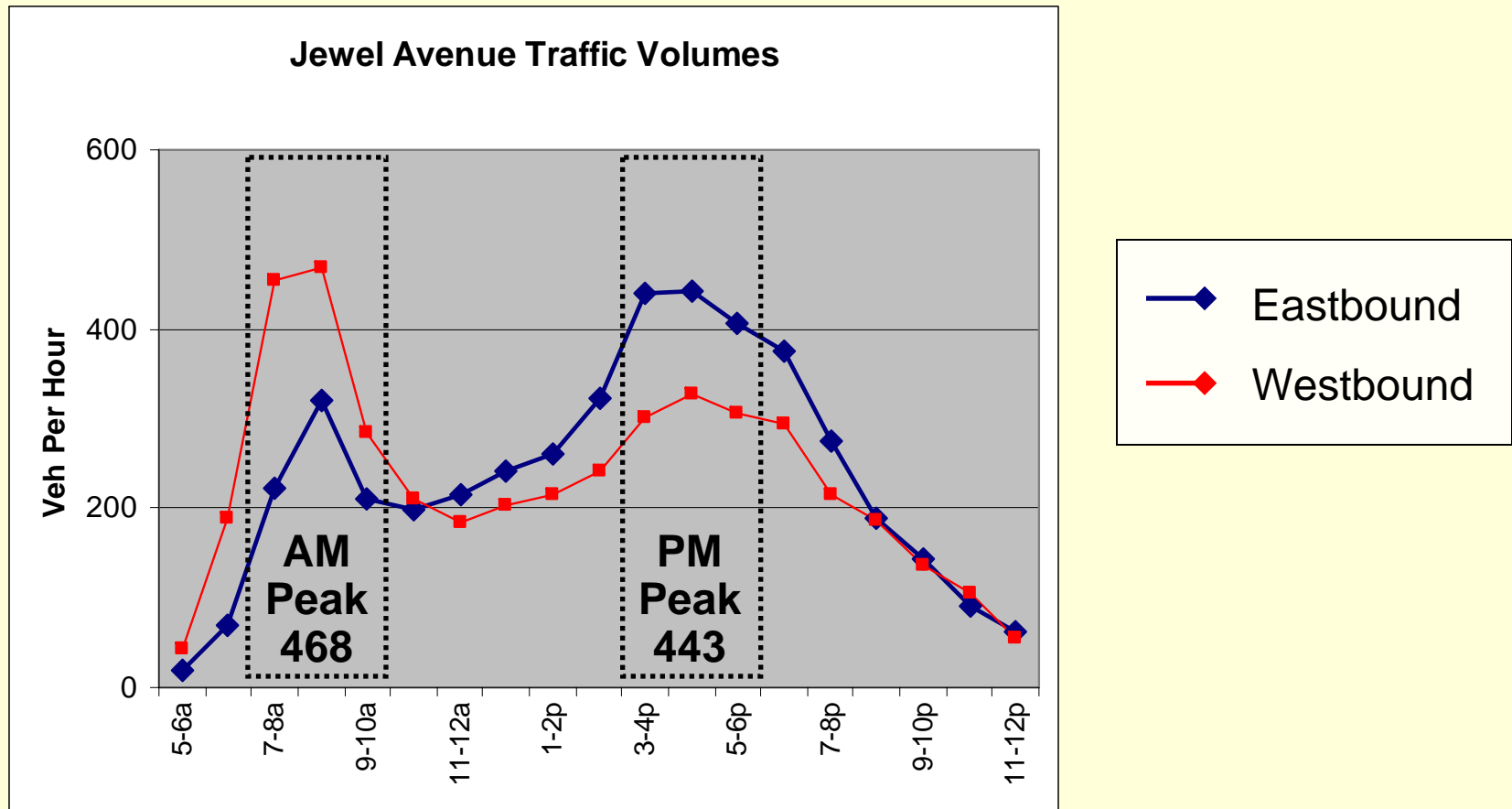


# Traffic Calm Jewel Ave

- Jewel Avenue has excess capacity:
  - Jewel Ave: 9,100 vehicles per day (vpd)
    - 2 lanes per direction
  - 164<sup>th</sup> 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

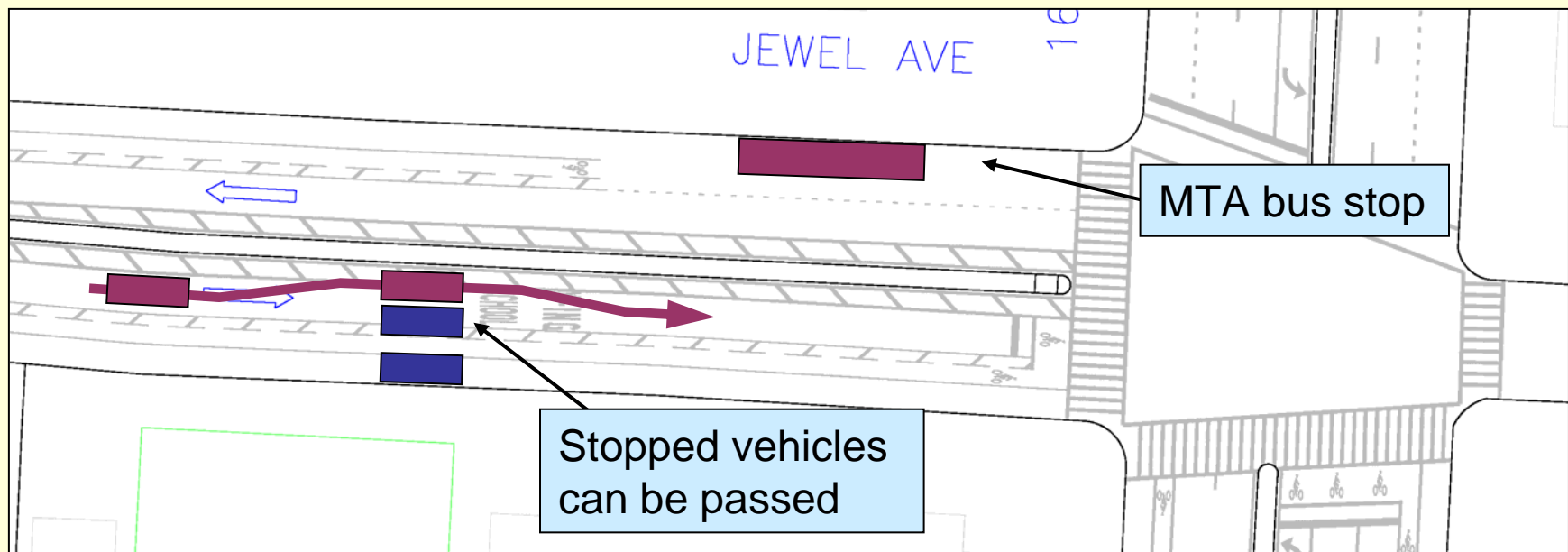


- One lane of traffic can accommodate >500 Vehicles



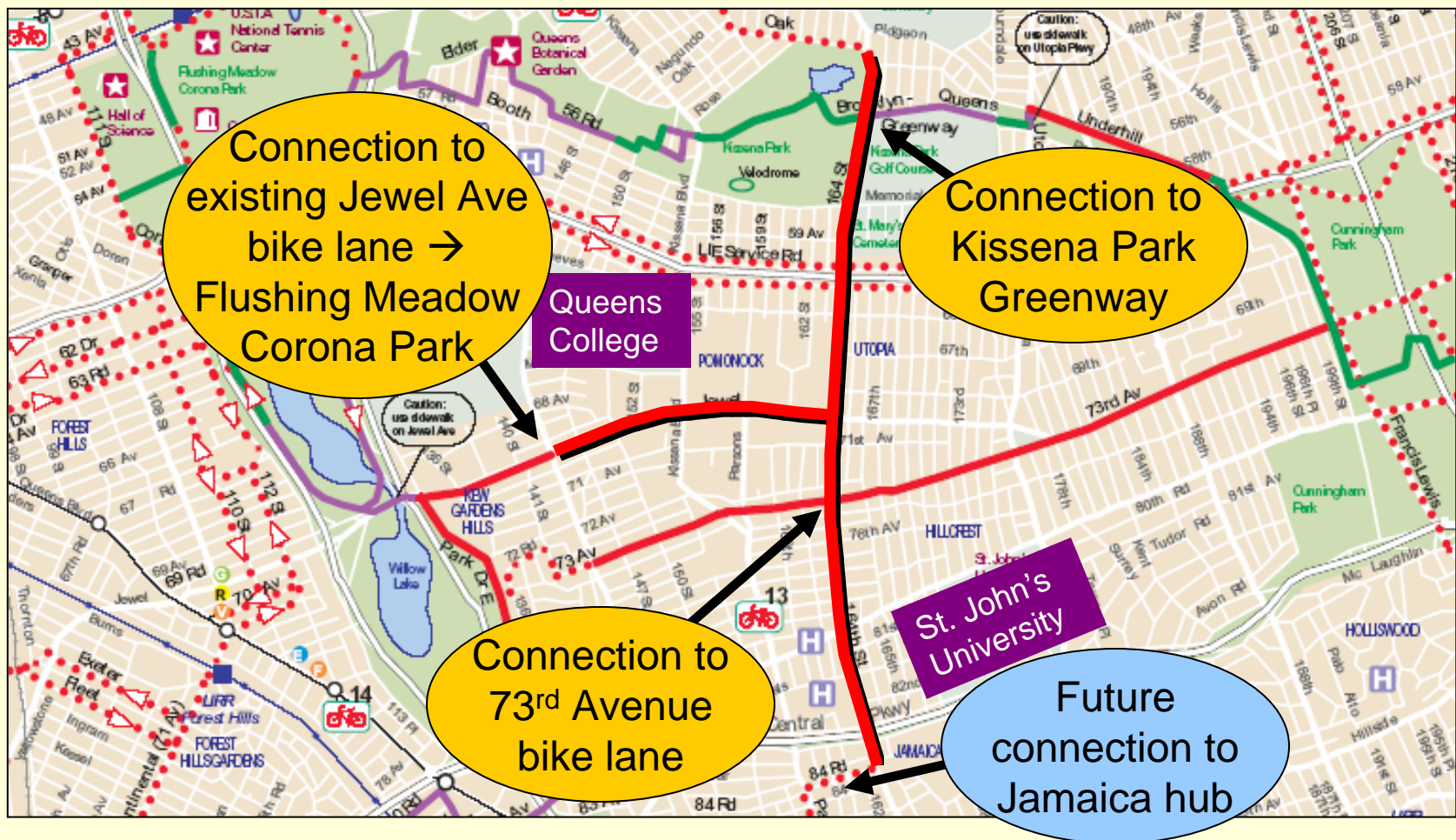
# Traffic Calm Jewel Ave

- Roadway width unchanged
- MTA buses accommodated



# New Bike Lanes

- Create a Queens network:



# Bike Lanes

- Jewel Avenue



Jewel Avenue (Existing)



Oriental Boulevard, Brooklyn



# Bike Lanes

- 164<sup>th</sup> Street



164<sup>th</sup> Street (Existing)

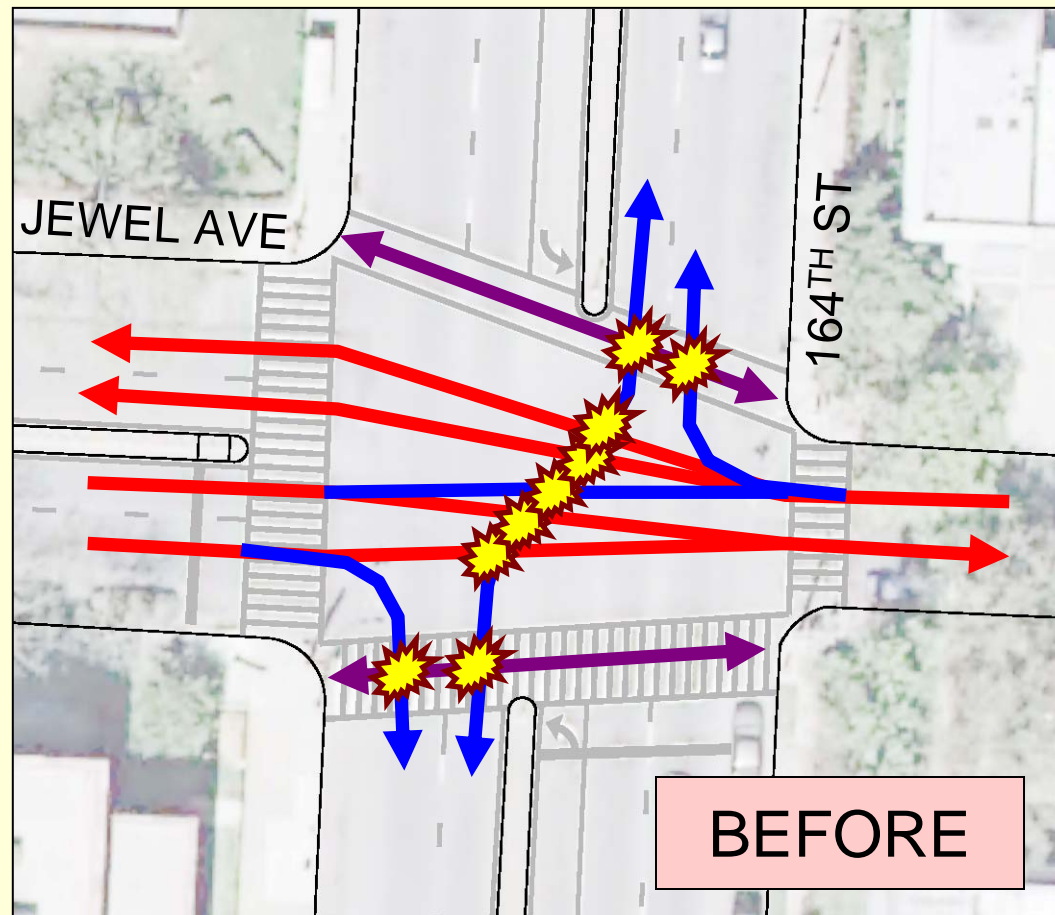


Cross Bay Boulevard



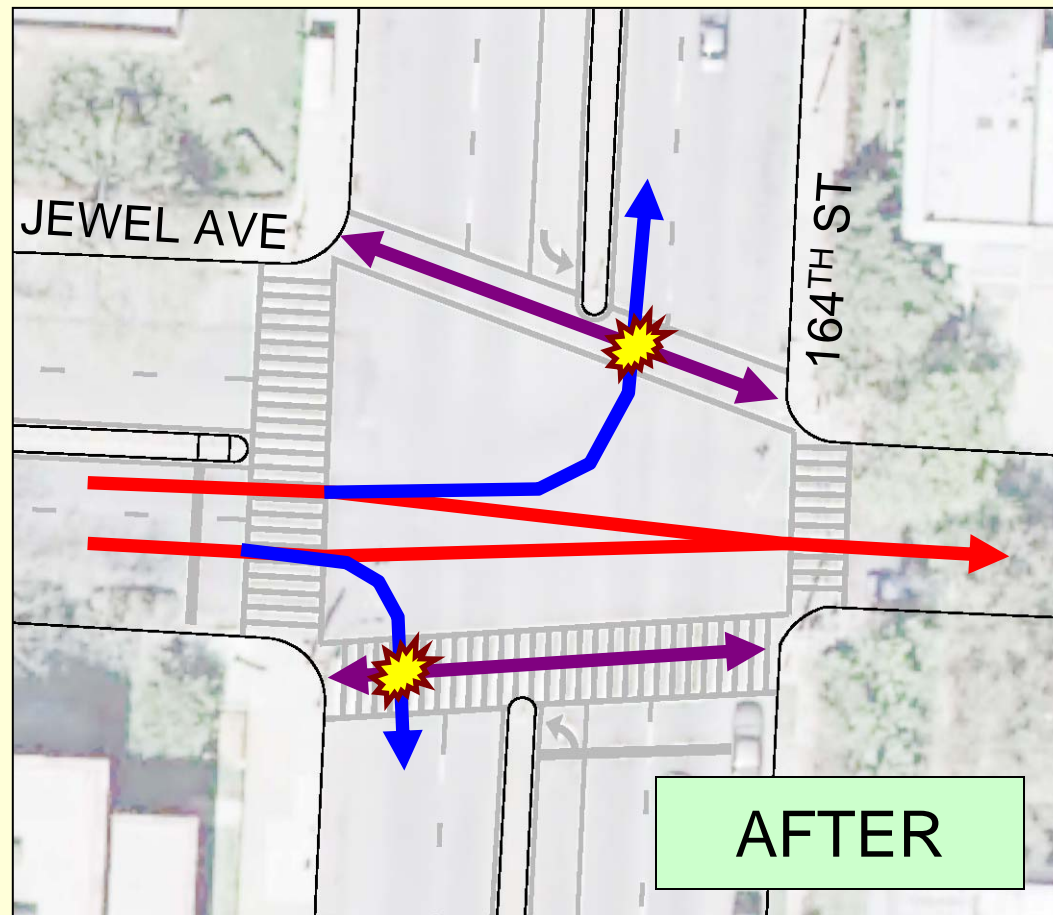
# Jewel Ave One-way Conversion

- Turning conflicts eliminated



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# Jewel Ave One-way Conversion

- Between 164<sup>th</sup> and 168<sup>th</sup> St
  - Low vehicle volumes (300 WB in peak hour)
  - Narrow road (30')
  - No Standing Anytime regulations
    - Parking could be added if made one-way



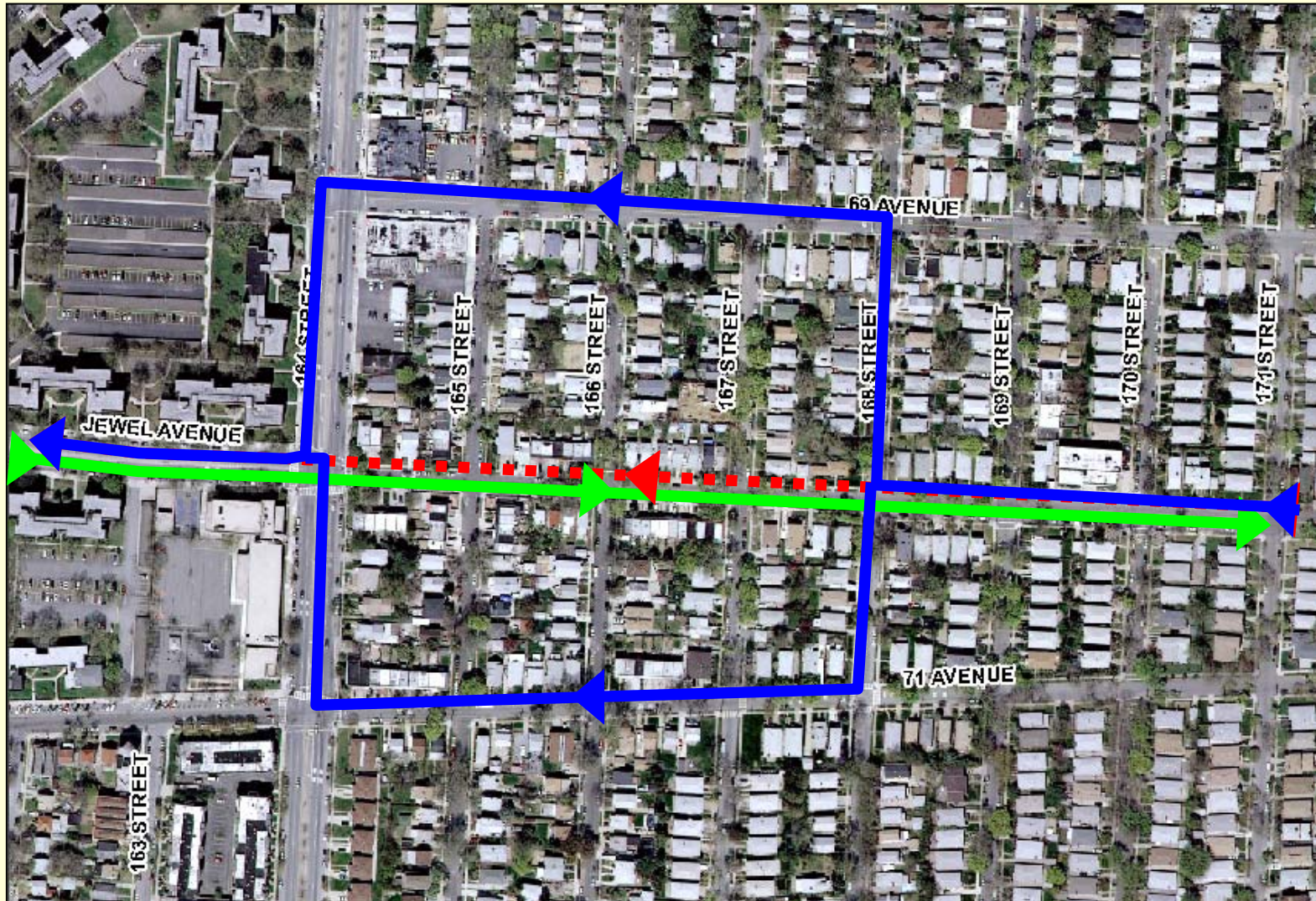
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- Between 164<sup>th</sup> and 168<sup>th</sup> St
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# Jewel Ave One-way Conversion





# Increased Pedestrian Crossing Time

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

| Crossing:            | Before | After  |
|----------------------|--------|--------|
| Jewel Ave            | 33 sec | 50 sec |
| 164 <sup>th</sup> St | 27 sec | 40 sec |

- Implemented in April

# Summary

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**Project Goal**: A Safer and More Comfortable  
Jewel Ave & 164<sup>th</sup> 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

# P.S. 200 – Jewel/164<sup>th</sup>

## Summary of Safety Improvements

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1. Signalization –
  - Additional crossing time to cross both streets
2. Jewel Ave – Main St to 164<sup>th</sup> St
  - Lane removal with buffered bike lane and median widening
3. Jewel Ave – 164<sup>th</sup> St to 168<sup>th</sup> St
  - Conversion to one-way westbound
4. 164<sup>th</sup> St – Oak Ave to 84<sup>th</sup> Rd
  - Bicycle lane
5. School Signs & Regulations
  - Signage restoration
  - Monitoring curb regulations



End of Presentation

