MASPETH AREA-WIDE STREET DIRECTIONAL EVALUATION
Community Board 5
March 27th, 2018
Background and Study Area
BACKGROUND / STUDY AREA:

Request to DOT:
- June 2017: CB 5 requested a study for the feasibility of converting streets in area #1 to a one-way operation.
- September 2017: Council Member Crowley requested a study for street directional changes in area #2 on behalf of residents, after seeing the benefits of the 70th Street one-way conversion.

Land Uses in this Area:
- Primarily residential (one-family and two-family houses).
- Most commercial establishments are located along Grand Ave.
- A few industrial business along 74th Street.
DOT Evaluation Process and Criteria
STREET DIRECTIONAL CHANGES STUDY PROCESS:

DOT receives request through local Community Board (CB) or Elected Official

DOT conducts Initial Investigation (qualitative evaluation):
- Reviews crash data.
- Measures street widths.
- Reviews existing parking regulations.
- Identifies land uses in area.
- Identifies major traffic generators (e.g., schools, businesses, etc.)
- Conducts field visits and traffic observations.
- Solicit input from community, key stakeholders, elected officials, B/C, B/E, other DOT units, etc.

Based on findings of Initial Investigation, DOT may conduct a more in-depth quantitative study:
- Detailed field data collection:
  - Volume counts (including motor vehicles, pedestrians, bicycles)
  - Speed surveys (radar gun)
- Detailed intersection capacity/delay analysis

Note: This study requires more time to conduct.

DOT sends letter to local CB to review and consider any proposed street direction changes.

If CB approves, DOT begins implementation process (weather-permitting).
Key considerations for street direction changes:

- **Community Input**
  - What are the key issues and concerns facing residents and businesses?

- **Traffic Safety**
  - **Reduce conflicts** (“vehicle-to-vehicle” and “vehicle-to-pedestrian”)
  - **Eliminate “head-on” conditions** at intersections (eliminate opposing vehicle flows and streamline traffic flow in one direction)
  - **Accommodate sensitive user groups** (prefer right-side drop-off/pick-up at curb)
    - Schools, day care centers, churches, senior centers, etc.

- **Traffic Operations**
  - **Traffic controls at intersections** (traffic signals provide safer/easier access onto major streets from high-volume side-streets)
  - **Simplify intersection operations** (reduce number of traffic signal phases)
  - **Minimize travel times to extent possible** (alternating street directions)
  - **Traffic volumes** (peak and off-peak times)
  - **Intersection delay and capacity** (requires more detailed quantitative study and traffic modeling)
Existing Conditions
ISSUE: NARROW STREET WIDTHS

Narrow streets, with parking on both sides…

a) Prevent opposing vehicles from passing easily and safely.

b) Force vehicles in opposing direction to pull over to pass.

c) Create potential for sideswiping of parked vehicles.
ISSUE: PEDESTRIAN / VEHICLE CONFLICTS

- Conflicts between vehicles turning from 72nd Place / 57th Ave and pedestrians crossing Grand Ave, near school.
ISSUE: CONSTRAINED INTERSECTION GEOMETRIES

- Vehicles waiting to turn onto Grand Ave at stop signs and traffic signals block vehicles turning from Grand Ave onto the side streets.
ISSUE: CONSTRAINED INTERSECTION GEOMETRIES

- Tight turning radius inhibits vehicles on the side streets from easily turning onto the north/south streets.
- Leads to blocked crosswalks and localized traffic congestion.
CRASH DATA:

Corridor Traffic Safety Report

71 St to 74 St - Garfield Ave to Grand Ave, QN

Injury Summary, 2012-2016 (5 Years)

<table>
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<th>Total Injuries</th>
<th>Severe Injuries</th>
<th>Fatalities</th>
<th>KSI</th>
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<tr>
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<tr>
<td>Total</td>
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</tbody>
</table>

Fatalities, 01/01/2012-2/5/2018: None

Route Length: 2.3 miles

Corridor with 0 KSI per mile, ranking in the lowest third of Queens corridors (2012-2016).
Suggestions for Changes
SUGGESTED CHANGES:

Recently converted street:

Proposed street direction:

Traffic Signal:

All-Way Stop:

Stop:
BENEFITS OF ONE-WAY STREET CONVERSIONS:

Based on DOT’s past experience…

- **SAFETY:**
  - Reduced pedestrian-vehicle conflicts.
  - Reduced opposing vehicle conflicts.

- **TRAFFIC OPERATIONS:**
  - Reduced congestion and delay at intersections.
  - More efficient and orderly movement of traffic along city streets.

- **PARKING:**
  - No loss of on-street parking spaces (in most cases).
  - Possible restoration of on-street parking spaces in certain locations (due to changes in vehicle turning paths and required sight distance).
THANK YOU!

Questions?