43rd Avenue, Skillman Avenue
Street Safety Improvement Project
Presented at Community Board 2 - April 9, 2018
Presentation Overview

- Background

- Summary of Project proposal

- Addressing Community Concerns
  - Speeding and Safety
  - Parking Loss
  - Signal Request and Design Treatment at PS 11
Background:

*Why Are We Proposing the Project*
Background

Project History and Timeline

• **2008**: Bicycle lanes installed on Skillman Ave and 43\textsuperscript{rd} Ave

• **2011**: 2-way bicycle path striped on Queens Blvd Bridge

• **2015-2017**: Protected bicycle lanes installed on Queens Blvd between 50\textsuperscript{th} St and Yellowstone Blvd

• **April 2017**
  • 1 bicyclist serious injury and 1 death at 43\textsuperscript{rd} Ave and 39\textsuperscript{th} St
  • Majority Leader Van Bramer and Community Request Traffic Safety Improvements and Call for Analysis of Protected Bike Lane on 43\textsuperscript{rd} Ave/Skillman Ave

• **Spring 2017**
  • 108\textsuperscript{th} Precinct walkthrough
  • Traffic data collection

• **Summer 2017**: DOT design and analysis of protected bicycle lanes on Skillman Ave and 43\textsuperscript{rd} Ave

• **August 2017**
  • 2-way bicycle path painted green on Queens Blvd Bridge
September, 2017: Request from Assembly Member Catherine Nolan for protected bike lanes in Sunnyside

October 6, 2017: DOT meets with businesses to discuss loading zone requests

October/November, 2017: DOT Street Ambassadors survey 81 merchants

November 6, 2017: DOT provides area electeds with briefing on the project

November 6, 2017: Street Safety Improvement Project presented to Community Board 2

December 1, 2017: DOT provides project proposal presentation to CM Van Bramer

December 4, 2017: DOT meets with PS 11 Administration to observe dismissal and discussed proposal

December 11, 2017: DOT attends CB 2 Transportation Committee to provide update on Community Outreach

December 13, 2017: Observe dismissal with PS 11

December 13 & 14, 2017: DOT meets with businesses on Skillman Avenue to discuss project proposal

December 18, 2017: DOT attended PS 11 PTA meeting

March 26, 2018: DOT hosted Town Hall
Background

Safety

Project Area

- Vision Zero Priority Area
- 283 People Injured 2012-2016 including
  - 61 Pedestrian
  - 34 cyclists

Cyclist fatality and Severe Injury
Spring 2017

Citywide, fewer than 0.5% of pedestrian fatalities involved a bike (0.38%)
2004 - 2017
Bike lights, bell, and Bike Smart giveaway:
While distributing giveaways, NYPD and DOT have the chance to talk to cyclists about traffic laws and safe cycling

Background
2017 Cycling Safety Study – Educational Programs and Enforcement

Action Plan
- DOT, NYPD, and NYC DOHMH developed a comprehensive set of enforcement and education initiatives to continue to improve bicycle safety
- Focus and deploy enforcement resources to intersections with high rates of cyclist KSI
- Tailor enforcement to address the most dangerous driver and cyclist behaviors

NYPD: Bicycle Moving Violations
Background

Cycling

1400+ bikes counted in 12-hour period
- Skillman Ave/43rd Ave (39th ST to 39th PI)
- Weekday, May 2017

Project connects Queens Blvd protected bike lanes to Queensboro Bridge
- Would create 7+ mile protected bike route from Forest Hills to LIC and Manhattan
- Builds on success of Queens Blvd redesign
- Anticipated growth in cycling with improved connectivity

On Average, **5,406 cyclists use the Queensboro Bridge bike lane daily** (between April and October)
Summary of Project Proposal

*Presented to CB 2 on November 6, 2017*
Proposal Overview

**Higher Volume Locations**
- Maintain vehicular capacity
  - Install parking protected bike lane with pedestrian islands

**Lower Volume Locations**
- Remove one travel lane
  - Install parking protected bike lanes with pedestrian islands

**Skillman Ave at Sunnyside Yards**
- Create peak period travel lane
  - Install angled parking protected two-way bike lane
Summary of Project Proposal

1 - Safety Improvements at Higher Volume Locations

- Protected space for bicyclists
- Two moving lanes maintained
- Narrowed roadway discourages speeding
- Pedestrian islands reduce crossing distance from 44’ to 28 ft
  - Lou Lodati Park
  - PS 150
- High visibility crosswalks improve visibility along corridor

Existing

- 44’ pedestrian crossing distance

Proposed

- 28’ pedestrian crossing distance
Summary of Project Proposal

2 - Safety Improvements at Lower Volume Locations

• Protected space for bicyclists

• One moving lane removed
  Traffic analysis indicates one lane is adequate

• Removal of excess capacity discourages speeding

• Wide parking lane allows traffic to flow even if a vehicle double parks

• Pedestrian islands reduce crossing distance from 44’ to 24 ft
  • PS 11

• High visibility crosswalks improve visibility along corridor
Summary of Project Proposal

3 – Safety Improvements on Skillman Ave at Sunnyside Yards

- Two-way protected bike path from Queens Blvd Bridge to 43rd Ave
- One full-time travel lane
- One 7am-10am curbside travel lane
- Angled parking
- Protected bike lane

![Existing vs Proposed Diagrams](image-url)
Approaching Queens Blvd  Skillman Ave

16% of the parking spaces would be removed due to:

- Angled parking adjustments (28 spaces)
- Daylighting/increased visibility (17 spaces)

Peak period travel lane would use an additional 40 parking spaces on weekday mornings

Neighborhood Corridor  Skillman Ave/43rd Ave

17% of the parking spaces would be removed:

- 45 parking spaces along 18 blocks of Skillman Ave
- 69 parking spaces along 21 blocks of 43rd Ave

would be repurposed to increase safety to create:

- Mixing zones
- Pedestrian islands
- Daylighting/increased visibility
Addressing Community Concerns
1. Speeding and Safety
2. Design Updates:
   A. Pedestrian Islands
   B. Turn Treatments
   C. Driveway Clearances
3. Parking Regulation Updates
4. Signal Request and School Drop Off/Pick up
1 - Speeding and Safety

- **Comprehensive redesign** of nearly 2.5 miles of roadway improves safety for all street users
- **Traffic calmed** by narrowing lanes, eliminating excess lanes

### Protected Bicycle Lanes in NYC (Fall 2014 Report)

- Crashes with injuries dropped **17%**
- Pedestrian injuries dropped **22%**
- Vehicular travel times have remained steady

Protected bicycle lane projects with 3 years of after data include the following: 9th Ave (30th-31st), 8th Ave (Bank-23rd, 23rd-34th), Broadway (50th-47th, 33rd-36th, 23rd-18th), 1st Avenue (Houston to 34th), 2nd Ave (Houston-34th), Columbus Ave (96th-77th) Note: Only sections of projects that included protected bicycle lanes were analyzed
Design Update: Shorter Pedestrian Islands

- Pedestrian islands shorten crossings distances and improve visibility
- Must maintain minimum width of 7 ft
- Islands can be shortened in some locations

Parking Returned: 11 spaces
Design Update:
Pilot Innovative Turn Treatment

- Offset crossing can be installed at some locations in place of mixing zone
- Requires less parking removal
- Requires "deflection" space, therefore only possible where removing travel lane
- Adds pedestrian islands

Parking Returned:
12 spaces
Addressing Community Concerns

2B Turn Treatments

Design Update: Modified Mixing Zones

- Original design accommodated higher volumes on Manhattan Avenues
- 43rd Ave, Skillman Ave have lower volume of turns
- Retains space to negotiate conflicts
- Retains visibility for cyclists
- Creates left turn vehicle storage
- Removes left turns from through lanes

Parking Returned:
11 spaces
Design Treatments:

- **Modified Mixing Zone** for turn treatments where there are two travel lanes

- **Updated Pedestrian Islands** retain safety benefit of shorter crossing distances

- **Offset Crossings** for turn treatments where there is one travel lane
Design Update: Residential Driveway Clearance

- Channelization on either side of driveways maintains visibility
- In non-industrial areas daylighting length can be reduced

**Parking Returned**
4 spaces

3 Parking Regulation Updates

**Regulation Update:** Potential New Parking Spaces

- Skillman Ave
  - Queens Blvd to Van Dam St (7 spaces)
- Roosevelt Ave
  - 51st St to 43rd Ave (2 spaces)
  - 55th St to Skillman Ave (5 spaces)

**Parking Returned:**
14 spaces
Design Update: New Signal Approved at PS 11

- New signalized pedestrian crossing will be installed at Skillman/54th Street
- Design will address school drop-off and pick-up needs

Parking Removed for pedestrian crossing:
- 4 spaces
Addressing Community Concerns

4 – Signal Request and School Drop Off/Pick Up

- New Signal + Crossing at 54th St under design
- Additional Pedestrian Islands shorten crossing
- Wide parking lanes allows for pick up and drop off
- Removed green paint + add School Crossing signage to increase awareness

Traffic calming

+5 parking spaces
NYC DOT has installed a number of different bike facilities in front of schools including protected bike lanes.

Protected Bike Lanes in front of Schools:

Williamsburg Montessori
450 Kent Ave, BK

P.S. 227
2529 Gerritsen Ave, Brooklyn

United Nations International School
24-50 FDR Drive, New York

Coalition School for Social Change
2351 1st Avenue, MN

Manhattan Comprehensive Night and Day High School
240 2nd Ave, MN

P.S. 19
185 1st Avenue, MN

Solomon Schechter School of Manhattan
805 Columbus Ave, New York
### Parking Impacts – Revised

#### Addressing Community Concerns

**Parking Supply**

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<th>Section</th>
<th>Existing</th>
<th>Proposed</th>
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<tr>
<td>39th St to Roosevelt Ave</td>
<td>338 spaces</td>
<td>310 spaces</td>
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<tr>
<td>39th St to Roosevelt Ave</td>
<td>324 spaces</td>
<td>300 spaces</td>
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**Metered Parking**

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<tr>
<th>Avenue</th>
<th>Existing</th>
<th>Proposed</th>
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</thead>
<tbody>
<tr>
<td>43rd Ave</td>
<td>59 spaces</td>
<td>47 spaces</td>
</tr>
<tr>
<td>Skillman Ave</td>
<td>62 spaces</td>
<td>61 spaces</td>
</tr>
</tbody>
</table>

**Loss of spaces**

- **43rd Ave**: 12 spaces
- **Skillman Ave**: 1 space

**Non-metered business and/or residential**

<table>
<thead>
<tr>
<th>Avenue</th>
<th>Existing</th>
<th>Proposed</th>
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<tbody>
<tr>
<td>43rd Ave</td>
<td>438 spaces</td>
<td>454 spaces</td>
</tr>
<tr>
<td>Skillman Ave</td>
<td>438 spaces</td>
<td>444 spaces</td>
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**Loss of spaces**

- **43rd Ave**: 27 spaces (8%)
- **Skillman Ave**: 24 spaces (7%)
Approaching Queens Blvd  Skillman Ave

18% of the parking spaces would be removed due to:

- Angled parking adjustments (30 spaces)
- Daylighting/increased visibility (20 spaces)

Peak period travel lane would use an additional 40 parking spaces on weekday mornings

Neighborhood Corridor  Skillman Ave/43rd Ave

10% of the parking spaces would be removed:

24 parking spaces along 18 blocks of Skillman Ave
42 parking spaces along 21 blocks of 43rd Ave

66 spaces along 2 miles (was 114) would be repurposed to increase safety to create:

- Mixing zones
- Pedestrian islands
- Daylighting/increased visibility
Proposed Project Benefits

Motor Vehicles
- Compared to the original proposal DOT was able to reduce parking loss along the neighborhood corridor by 42%
- Discourages speeding
- Maintains necessary traffic capacity
- Balancing parking changes while preserving safety benefits

Pedestrian Safety
- Traffic calming along corridor
- Shorter pedestrian crossings
- Upgrade crosswalks to “high visibility” crosswalks

Bicycling
- Safety for cyclists
- Establishes continuous 7+ mile protected bike network from Forest Hills to Midtown

Summary Update
Questions?

THANK YOU!