

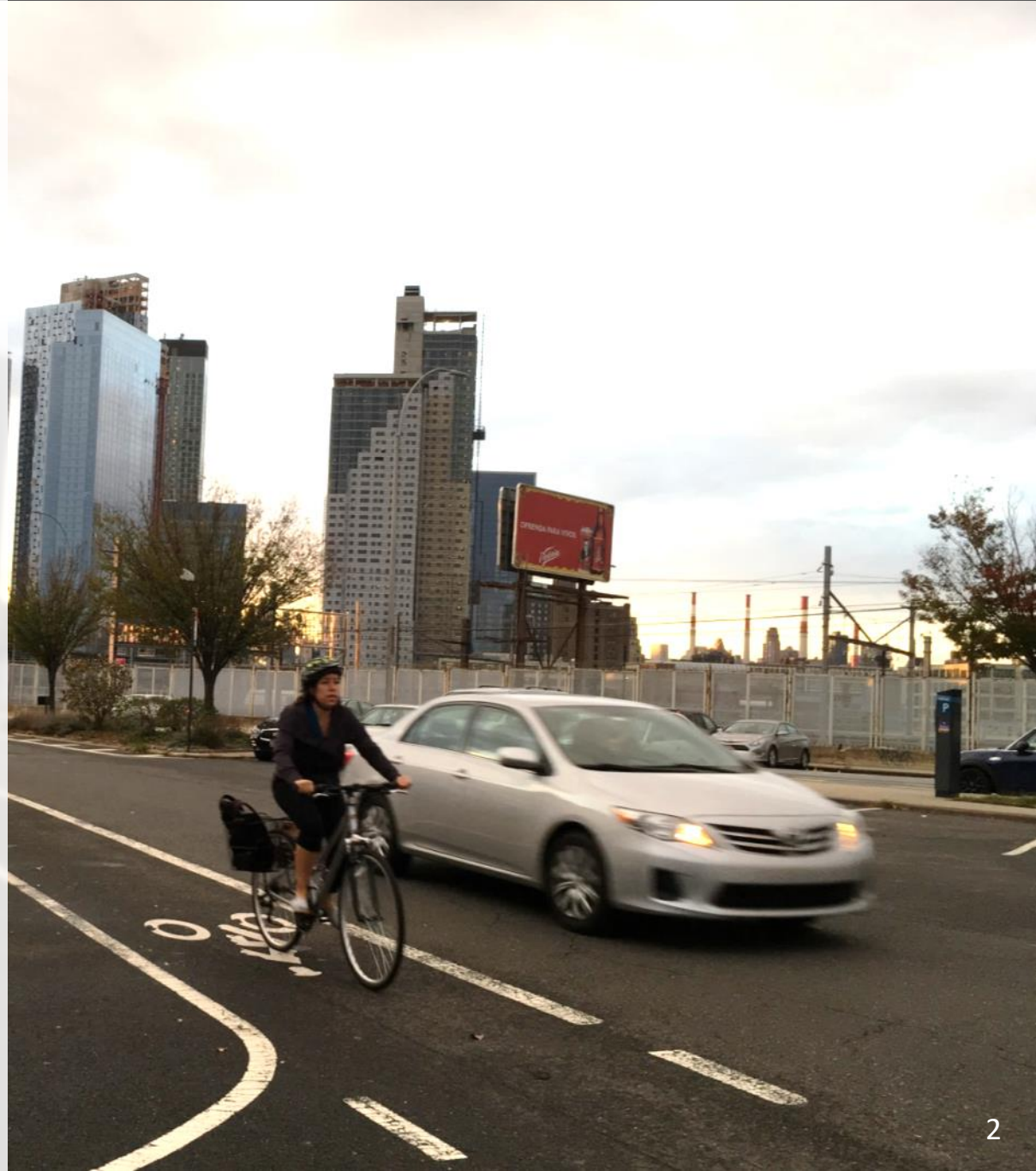


43rd Avenue, Skillman Avenue

Street Safety Improvement Project

Presented at Community Board 2 – June 7, 2018

- **Background**
- **Summary of Project proposal**
- **Addressing Community Concerns**
 - Speeding and Safety
 - Parking Loss



Background:

Why Are We Proposing the Project

1

Project History and Timeline



- **2008:** Bicycle lanes installed on Skillman Ave and 43rd Ave
- **2011:** 2-way bicycle path striped on Queens Blvd Bridge
- **2015-2017:** Protected bicycle lanes installed on Queens Blvd between 50th St and Yellowstone Blvd
- **April 2017**
 - 1 bicyclist serious injury and 1 death at 43rd Ave and 39th St
 - Majority Leader Van Bramer and Community Request Traffic Safety Improvements and Call for Analysis of Protected Bike Lane on 43rd Ave/Skillman Ave
- **Spring 2017**
 - 108th Precinct walkthrough
 - Traffic data collection
- **Summer 2017:** DOT design and analysis of protected bicycle lanes on Skillman Ave and 43rd Ave
- **August 2017:**
 - 2-way bicycle path painted green on Queens Blvd Bridge

Project Timeline Update – Public Outreach Fall 2017

- **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
- **April 5, 2018:** DOT meets with Congressman Crowley
- **April 9, 2018:** Street Safety Improvement Project update presented to Community Board 2





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



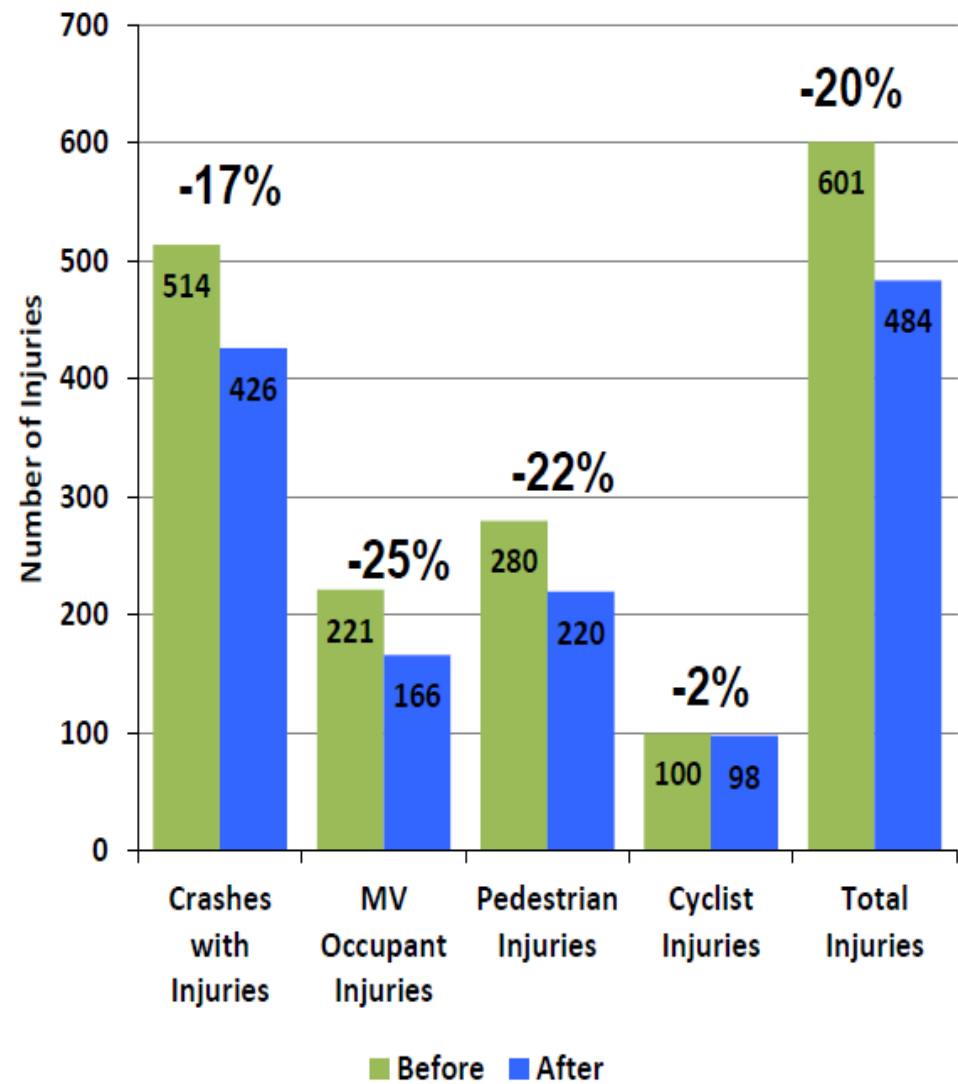
Background

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 (16th-31st), 8th Ave (Bank-23rd, 23rd-34th), Broadway (59th-47th, 33rd-26th, 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

Summary of Project Proposal
Presented to CB 2 on November 6, 2017

2

Summary of Project Proposal

Proposal Overview

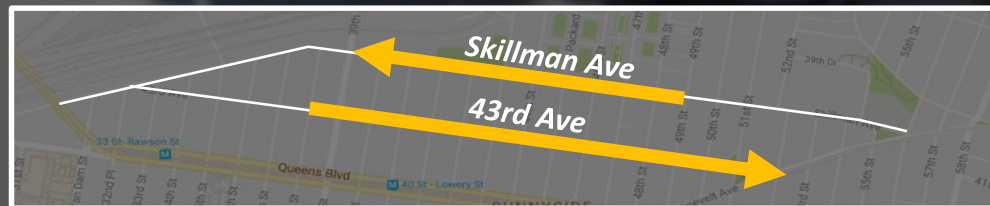
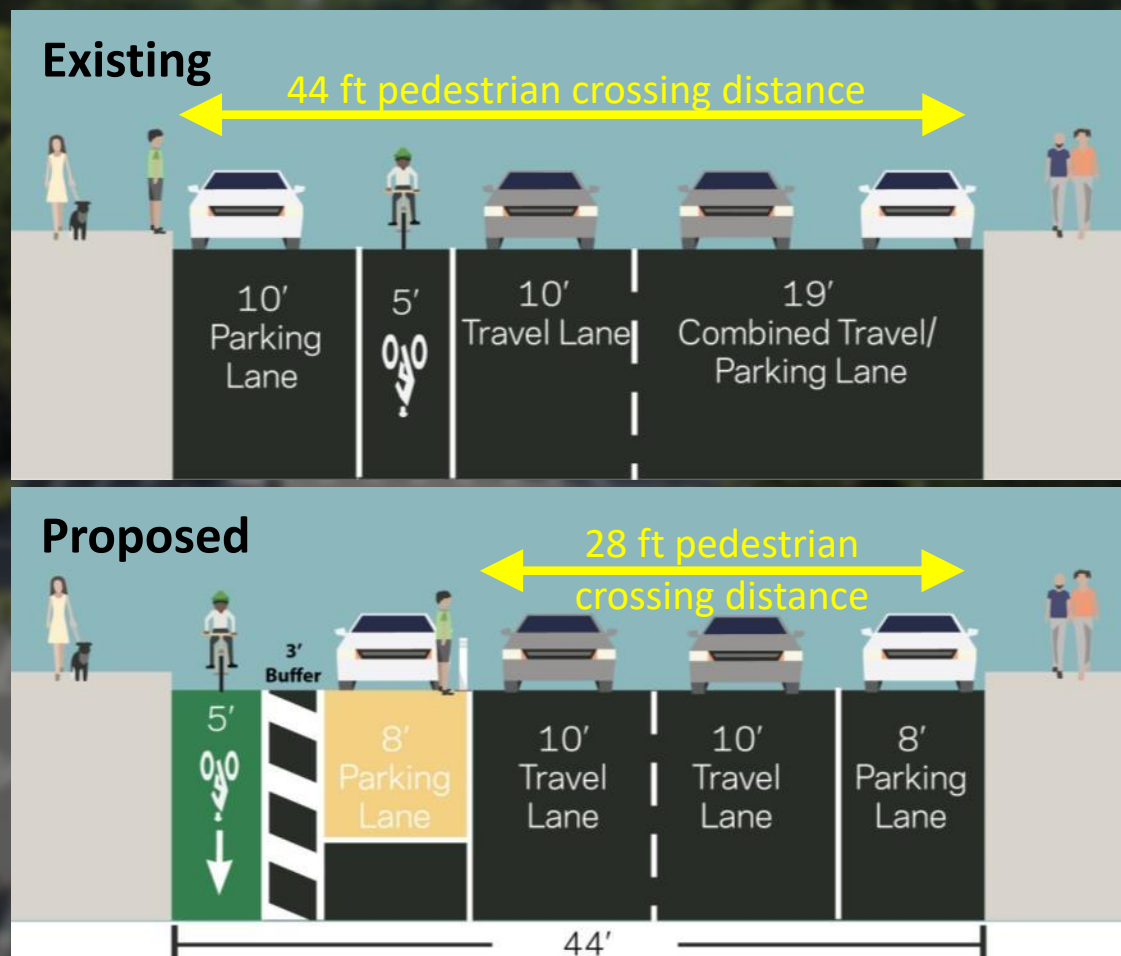


- 1 Higher Volume Locations**
Maintain vehicular capacity
Install parking protected bike lane with pedestrian islands
- 2 Lower Volume Locations**
Remove one travel lane
Install parking protected bike lanes with pedestrian islands
- 3 Skillman Ave at Sunnyside Yards**
Create peak period travel lane
Install angled parking protected two-way bike lane

Summary of Project Proposal

1 - Safety Improvements at Higher Volume Locations

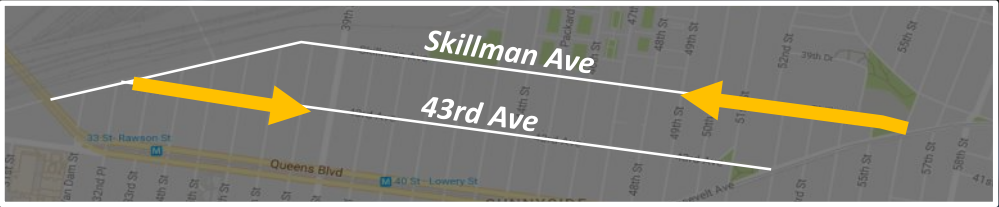
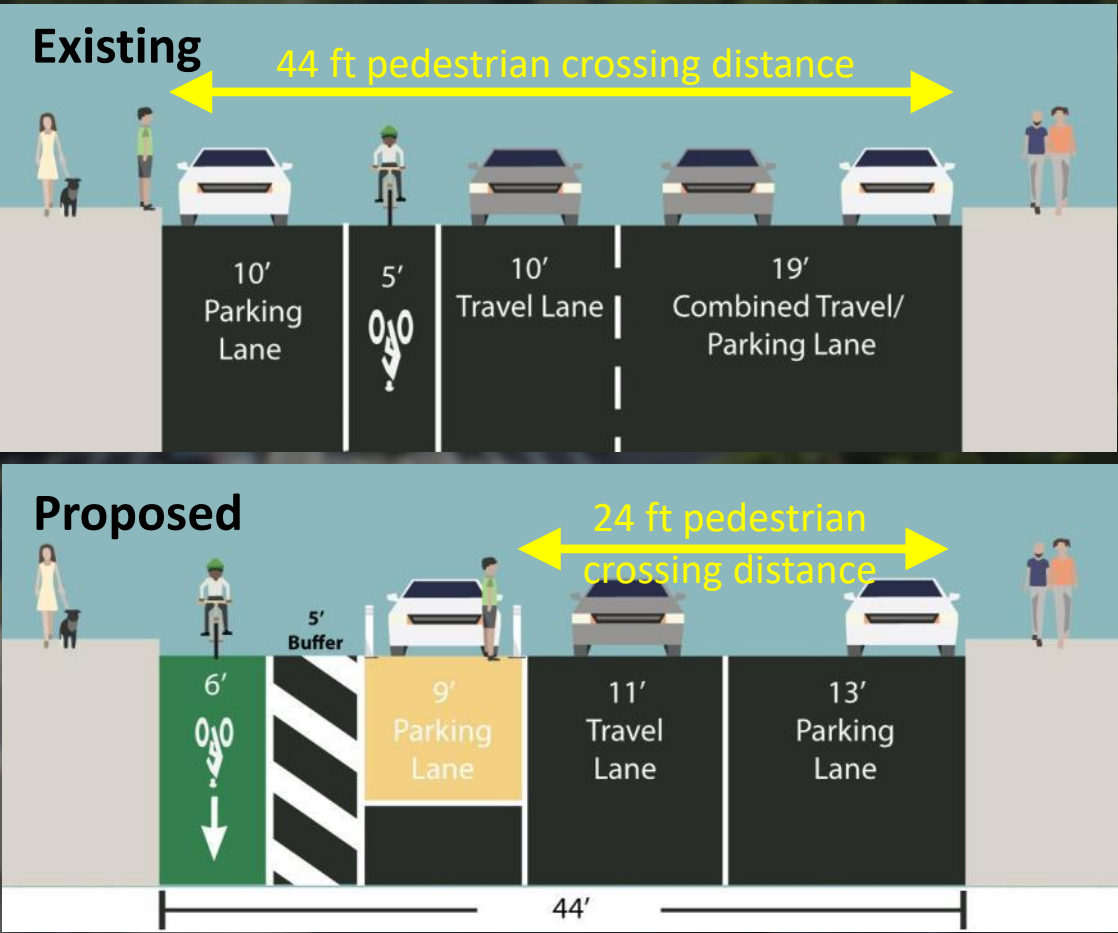
- Protected space for bicyclists
- Two moving lanes maintained
- Narrowed roadway discourages speeding
- Pedestrian islands reduce crossing distance from 44 ft to 28 ft
 - Lou Lodati Park
 - PS 150
- High visibility crosswalks improve visibility along corridor



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 ft to 24 ft
 - PS 11
- High visibility crosswalks improve visibility along corridor



Summary of Project Proposal

2 - Safety Improvements at Lower Volume Locations

Higher Volume Locations

Maintain two travel lanes for the majority of the corridors

Offset Crossing

Turn treatments with one travel lane

Pedestrian Islands

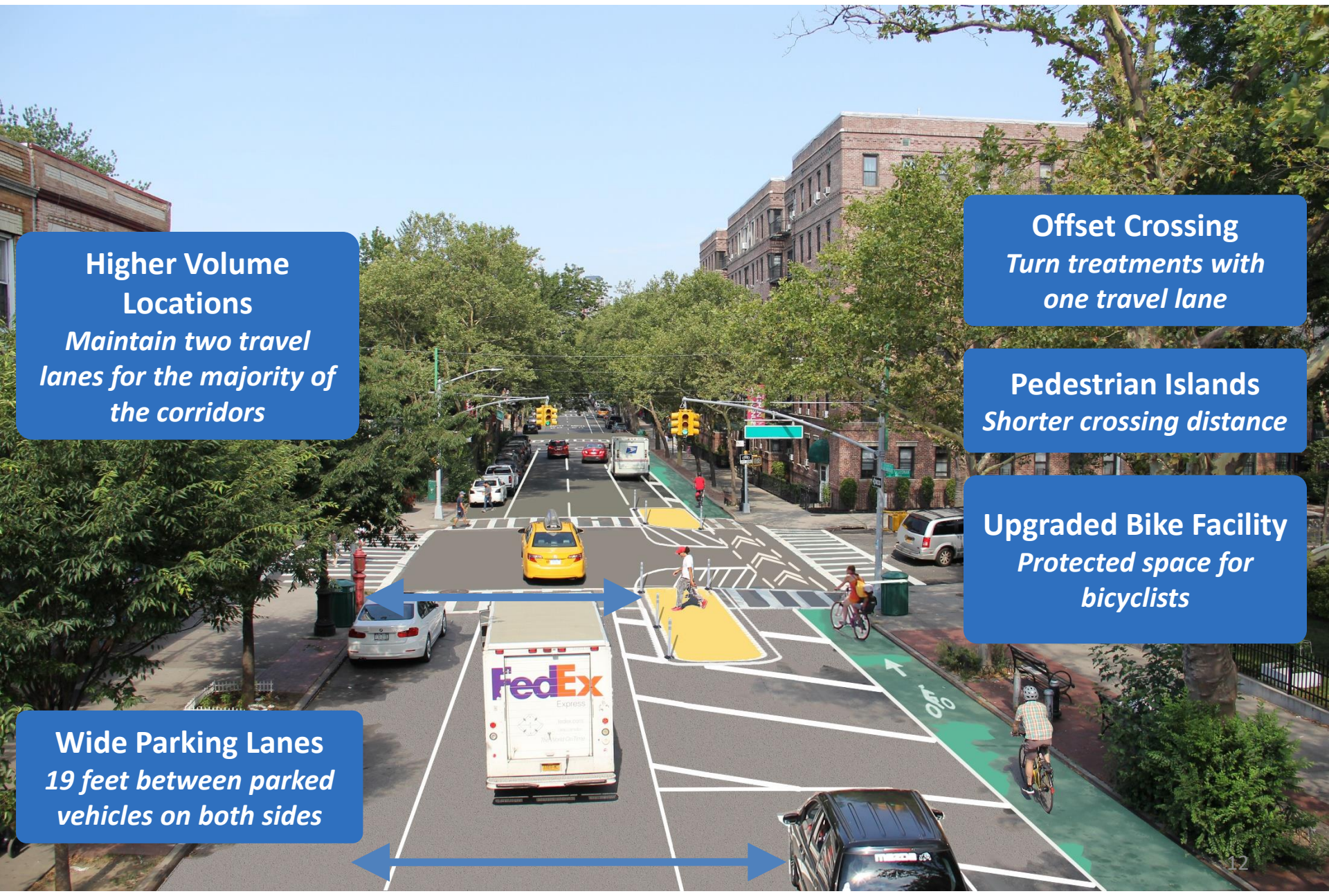
Shorter crossing distance

Upgraded Bike Facility

Protected space for bicyclists

Wide Parking Lanes

19 feet between parked vehicles on both sides

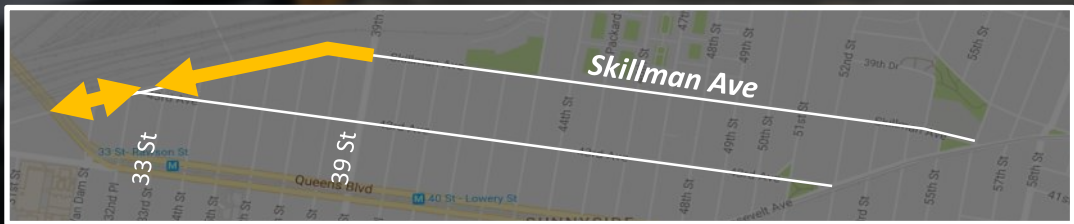


Summary of Project Proposal

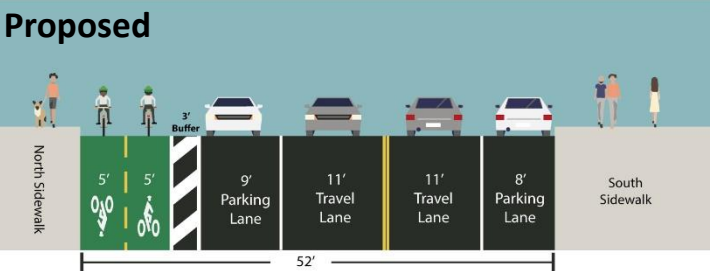
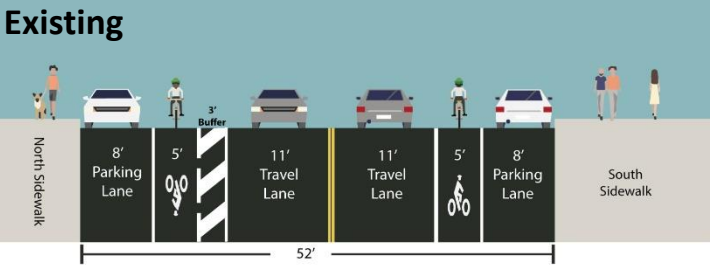
3 – Safety Improvements on Skillman Ave at Sunnyside Yards

- 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

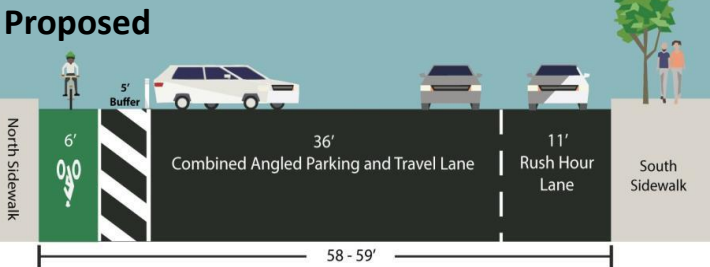
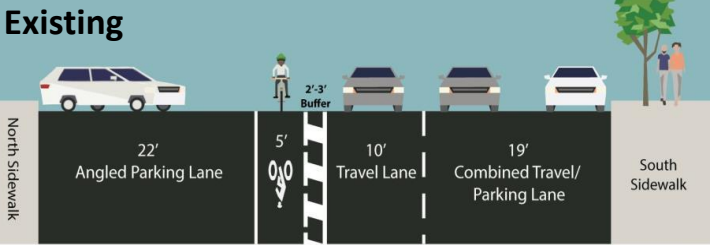
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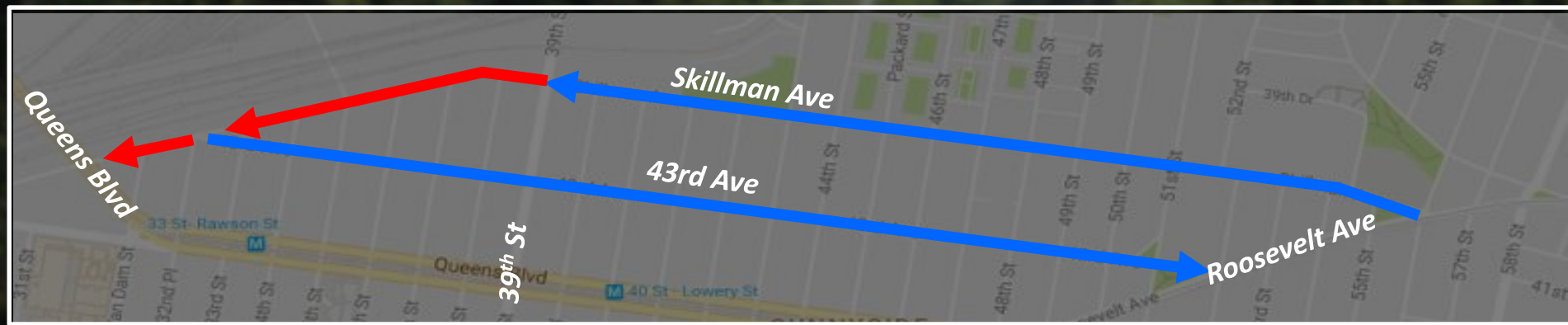
32nd Pl/43rd Ave to Queens Blvd



39th St to 33rd St



Parking Impacts



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**

Updated Design:
Addressing Community Concerns

3

1. Design Updates:

- A. Pedestrian Islands
- B. Turn Treatments
- C. Driveway Clearances

2. Parking Regulation Updates

3. Signal Request and School Drop Off/Pick up



Context Specific Protected Bike Lanes For The Corridor

1A Pedestrian Islands

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



1B Turn Treatments

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



4th Ave at E 13th St, Manhattan

Updated Design: Addressing Community Concerns

1B 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**

Standard Mixing Zone



Existing Conditions

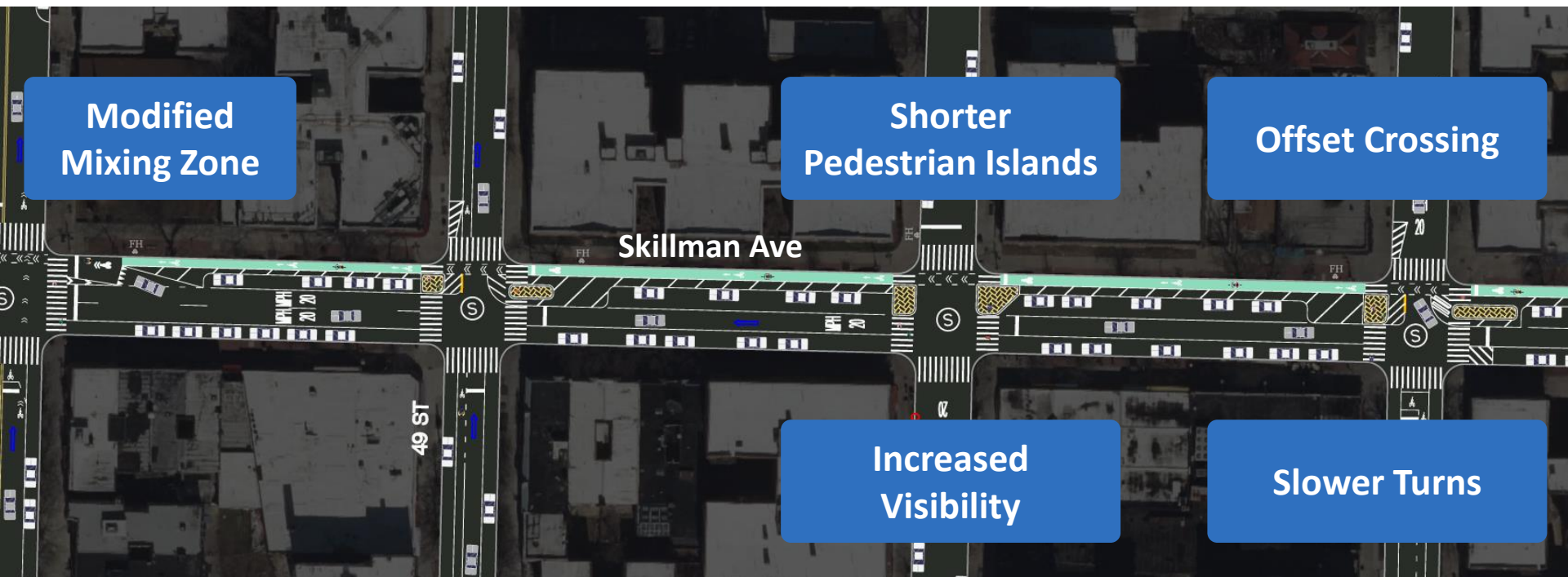


Updated Design: Addressing Community Concerns

Design Treatments: Modified Design for Neighborhood Context

- **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

Offset Crossing



1C Driveway Treatments

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**

2 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**

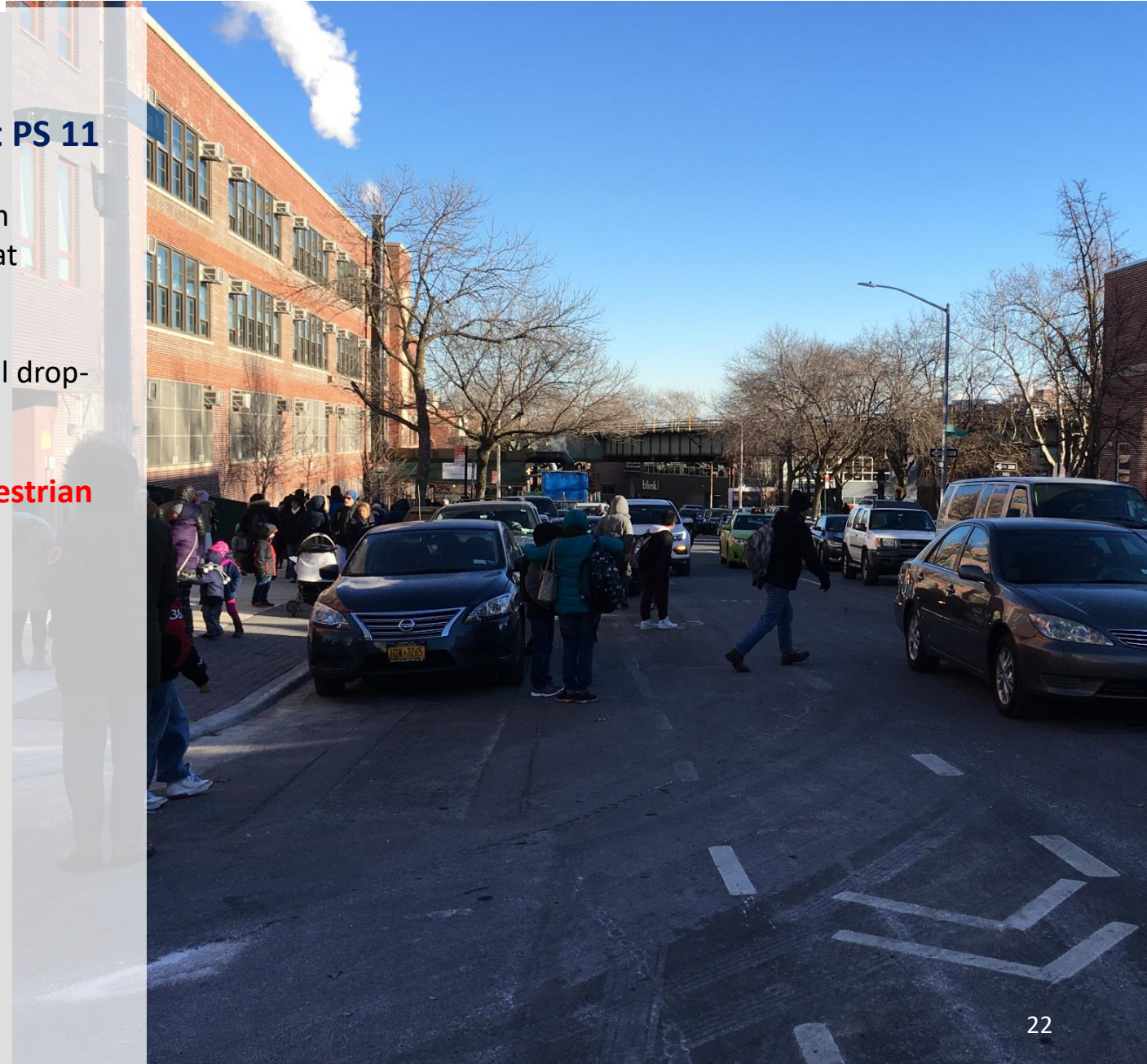


3 – Signal Request and School Drop Off/Pick Up

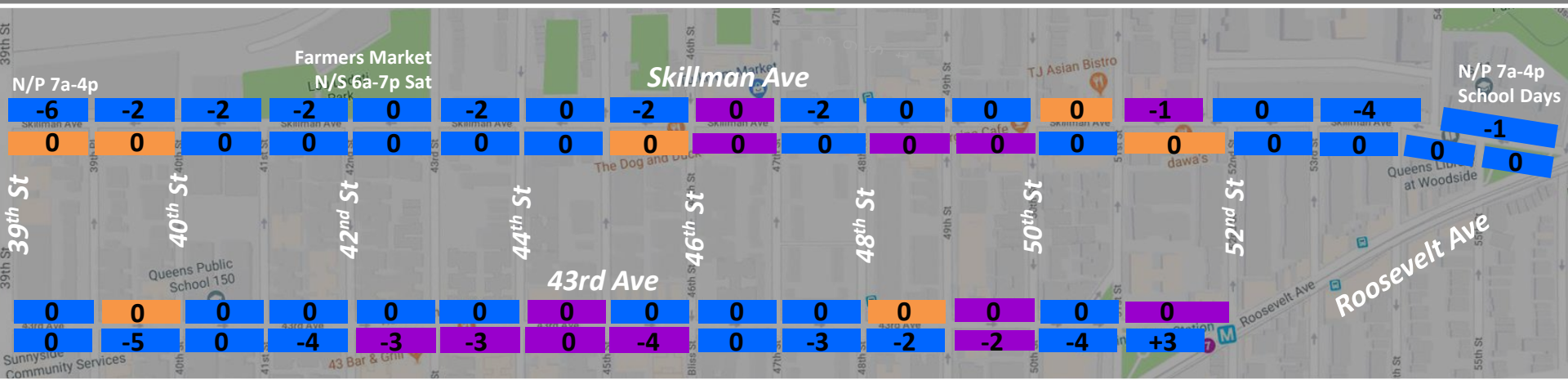
Design Update: New Signal Approved at PS 11

- 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**



Parking Impacts in the Neighborhood Commercial Core



Metered Parking

Existing
43rd Ave: 59 spaces
Skillman Ave: 62 spaces

Proposed
43rd Ave: 47 spaces
Loss of 12 spaces
Skillman Ave: 61 spaces
Loss of 1 space

Parking Supply
39th St to Roosevelt Ave

Existing
43rd Ave: 338 spaces
Skillman Ave: 324 spaces

Proposed
43rd Ave: 310 spaces
Loss of 27 spaces (8%)
Skillman Ave: 300 spaces
Loss of 24 spaces (7%)

Majority of parking loss is on residential blocks

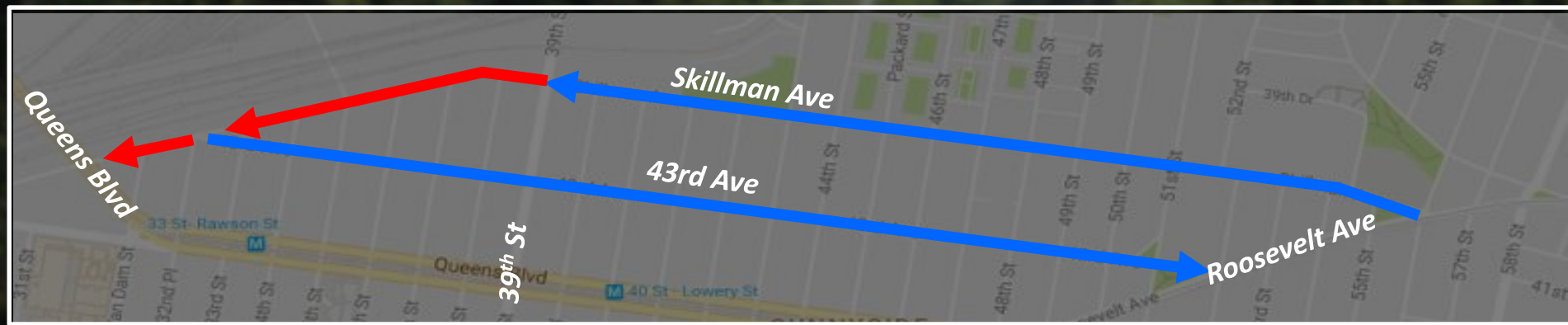
- Residential Parking*
- Metered Parking
- Non-metered business and/or residential

Design Modifications

43rd Ave: + 17 spaces
Skillman Ave: + 25 spaces

* Significant no parking or standing regulations noted as N/P or N/S

Parking Impacts



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, slows turns
- 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



Questions?

THANK YOU!



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