43rd Avenue, Skillman Avenue

Street Safety Improvement Project

Presented at Town Hall - March 26, 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 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
- **November 6, 2017**: Street Safety Improvement Project presented to Community Board 2
- **October, 2017 – ongoing**: meetings with stakeholders
Project Area
- Vision Zero Priority Area
- 283 People Injured 2012-2016 including
  - 61 Pedestrian
  - 34 cyclists

Cyclist fatality and Severe Injury
Spring 2017
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
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
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

**Existing**

- 44’ pedestrian crossing distance

**Proposed**

- 24’ pedestrian crossing distance

**Map**

Skillman Ave

43rd Ave
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
Parking Impacts

**Approaching Queens Blvd** Skillman Ave

16% of the parking spaces would be repurposed for:

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

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

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**Neighborhood Corridor** Skillman Ave/43rd Ave

17% of the parking spaces including:

- 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
Addressing Community Concerns

1. Speeding and Safety
2. **New Parking Additions:**
   A. Pedestrian Islands
   B. Turn Treatments
   C. Driveway Clearances
   D. Parking Regulation Updates
3. **Signal Request and School Drop Off/Pick up**
Addressing Community Concerns

1 - Speeding and Safety

- **Comprehensive resign** 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

![Bar chart showing changes in injuries before and after implementation of protected bicycle lanes.](chart.png)

**Summary**

<table>
<thead>
<tr>
<th>Injury Type</th>
<th>Before</th>
<th>After</th>
</tr>
</thead>
<tbody>
<tr>
<td>Crashes with Injuries</td>
<td>514</td>
<td>426</td>
</tr>
<tr>
<td>MV Occupant Injuries</td>
<td>221</td>
<td>166</td>
</tr>
<tr>
<td>Pedestrian Injuries</td>
<td>280</td>
<td>220</td>
</tr>
<tr>
<td>Cyclist Injuries</td>
<td>100</td>
<td>98</td>
</tr>
<tr>
<td>Total Injuries</td>
<td>601</td>
<td>484</td>
</tr>
</tbody>
</table>

- Speeding and Safety

- -17% decrease in crashes with injuries
- -22% decrease in pedestrian injuries
- -2% increase in vehicular travel times

Protected bicycle lane projects with 3 years of after data include the following: 9th Ave (31st-32nd), 8th Ave (Bank-2nd, 23rd-34th), Broadway (50th-57th, 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

Potential parking returned: 8-12 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

Potential parking returned: 7-12 spaces
Design Update: Residential Driveway Clearance

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

**Potential parking returned:**
3-6 spaces

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)

**Potential 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

Potential parking removed for pedestrian crossing:
- 3 spaces
Parking Impacts – Revised

Neighborhood Corridor  Skillman Ave/43rd Ave

34-40 parking spaces along 18 blocks of Skillman Ave (was 45 spaces)

53-59 parking spaces along 21 blocks of 43rd Ave (was 69)

would be repurposed to increase safety to create:

- Mixing zones
- Pedestrian islands
- Daylighting/increased visibility

Parking returned through design updates: +18 – 30

Parking returned through new regulations: +14 spaces

Parking removed for new signal: -3

Total parking returned: 29-41
Questions?

THANK YOU!