43rd Avenue, Skillman Avenue
Street Safety Improvement Project

Presented to Queens Community Board 2 Transportation Committee - November 6, 2017
### Background
- Project timeline
- Safety data
- Existing bike network

### Project proposal
- Proposal overview
- Corridor reconfiguration
- Safety improvements at Roosevelt Ave
- Skillman Ave at Sunnyside Yards

### Summary
- Proposed project benefits
- Parking changes
Background
Project 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
Safety

• Skillman Ave and 43rd Ave are in a **Vision Zero Priority Area**

• **Bicyclist fatality** at 43rd Ave/39th St in April, 2017

• **1,400+ bicyclists** counted during May 2017 7am-7pm weekday count (between Van Dam St/32nd Pl and between 39th St/39th Pl)

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**Skillman Ave/43rd Ave (Queens Blvd to Roosevelt Ave), QN**

Injury Summary, 2010-2014 (5 years)

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<th>Total Injuries</th>
<th>Severe Injuries</th>
<th>Fatalities</th>
<th>KSI</th>
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<tr>
<td>Pedestrian</td>
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<td>Bicyclists</td>
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<td>3</td>
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<td>3</td>
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<td>Motor Vehicle Occupant</td>
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<tr>
<td>Total</td>
<td>341</td>
<td>15</td>
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</table>

**Fatalities, 01/01/2010 – 7/24/2017:** 2

*Source: Fatalities: NYCDOT, Injuries: NYSDOT. KSI: Persons Killed or Severely Injured*
Project Background

545% growth in weekday bicycling on Skillman Ave from 2007 to 2017 between Van Dam St and 32nd Pl

Bike Network

1-mile gap in continuous Queens Blvd to Midtown Manhattan protected bike route from Queens Blvd Br to 50th St

Skillman Ave/43rd Ave are neighborhood corridors that function as a Queens Blvd alternative

545% growth in weekday bicycling on Skillman Ave from 2007 to 2017 between Van Dam St and 32nd Pl

1,400+ bicyclists observed on Skillman Ave/43rd Ave between 39th St/39th Pl during a weekday 12-hour period in May 2017
Project Proposal
• **Discourage speeding** by narrowing the roadway

• Shortens pedestrian crossings in a Vision Zero Priority Area with **30+ pedestrian islands**

• Upgrades 2.6 lane miles of bike lanes to **protected bike lanes**

• Creates a **continuous 7+ mile protected bike route** from Forest Hills to Midtown via Queens Blvd, Skillman Ave/43rd Ave, Queens Blvd Bridge, Queens Plaza North, and the Queensboro Bridge path
**Proposal Overview**

1. **Corridor Reconfiguration**
   - Protected bike lane with pedestrian islands
   - Calm traffic speeds through residential corridors

2. **Safety Improvements at Roosevelt Ave**
   - Protected bike lanes and additional pedestrian improvements
   - Pending traffic signal study at Skillman Ave and 54th St

3. **Skillman Ave at Sunnyside Yards**
   - Angled-parking protected bike lanes with a rush hour travel lane
43rd Ave, Skillman Ave – Project Proposal

Proposed Improvements

1. Corridor Reconfiguration

1. Skillman Ave
2. 43rd Ave
3. 47th Ave
4. Queens Blvd

Existing Conditions: 43rd Ave (32nd Pl/Skillman Ave to 52nd St/Roosevelt Ave) – typical configuration, facing west
**Existing Conditions**: Skillman Ave (56th St/Roosevelt Ave to 39th St) – typical configuration, facing east
Existing

44’ pedestrian crossing distance

Typical Configuration with Two Travel Lanes

• Protected space for bicyclists
• Shorter crossing distance
• Maintain necessary traffic capacity

Proposed

28’ pedestrian crossing distance

13th Ave (49th St to 39th St), 43rd Ave (38th St to 52nd St)
43rd Ave, Skillman Ave – Project Proposal

Skillman Ave (56th St to 49th St), 43rd Ave (32nd Pl to 38th St)

- Lower vehicle volume on these sections of 43rd Ave and Skillman Ave
- Traffic analysis indicates that traffic will still flow well with one travel lane
- Removing excess vehicular capacity discourages speeding
- Wide parking lane allows traffic to flow even when a vehicle is double-parked

Corridor Reconfiguration
**43rd Ave, Skillman Ave – Project Proposal**

**Existing Conditions:** Skillman Ave (49th St to 39th St), 43rd Ave (38th St to 52nd St)

- High cyclist volumes without physical separation
- Long pedestrian crossing distances
Proposed Conditions: Skillman Ave (49th St to 39th St), 43rd Ave (38th St to 52nd St)

- Maintains two travel lanes
- Upgrade all crosswalks to high visibility crosswalks
- Pedestrian islands shorten crossing
- Protected bike lane

Corridor Reconfiguration
**43rd Ave, Skillman Ave – Project Proposal**

**Existing Conditions**: 43rd Ave (51st St to Roosevelt Ave)

- **Location**: slip-lane for right turn from 43rd Ave to westbound Roosevelt Ave near 52nd St
- **Extremely low vehicle volume**
- **Heavy pedestrian volume near 52 St-Lincoln Ave subway station**

**Safety Improvements at Roosevelt Ave**
43rd Ave, Skillman Ave – Project Proposal

43rd Ave (51st St to Roosevelt Ave), 52nd St (Roosevelt Ave to Queens Blvd)

Proposal:

• Ban right turn from 43rd Ave onto Roosevelt Ave and close slip-lane
• Maintain two-way access on 51st St
• Extend 43rd Ave protected bike lane to Roosevelt Ave
• Add bike lane connection to Queens Blvd protected bike lane via 52nd St
**Existing Conditions:** Skillman Ave (54th St to Roosevelt Ave)

- Long pedestrian crossing distances
- High cyclist volumes without physical separation
- Safety Improvements at Roosevelt Ave
Proposed Conditions: Skillman Ave (54th St to Roosevelt Ave)

- Protected bicycle lane
- Traffic calming
- Signal study pending at 54th St
- Pedestrian Island shortens crossing

Safety Improvements at Roosevelt Ave
43rd Ave, Skillman Ave – Project Proposal

**Existing Conditions:** Skillman Ave (39th St to 33rd St)
Proposal:

- One full-time travel lane
- One 7am-10am curbside travel lane
- Angled parking
- Protected bike lane
43rd Ave, Skillman Ave – Project Proposal

Example: Paerdegat Ave North, Brooklyn
Existing Conditions: Skillman Ave (33rd St to 32nd Pl)
43rd Ave, Skillman Ave – Project Proposal

Skillman Ave (33rd St to 32nd St)

Existing

North Sidewalk

22’ Angled Parking Lane

North Sidewalk

5’ 2'-3' Buffer

North Sidewalk

13’ Travel Lane

North Sidewalk

8’ Parking Lane

South Sidewalk

Proposed

North Sidewalk

6’ 5’ Buffer

North Sidewalk

36’ Combined Angled Parking and Travel Lane

North Sidewalk

8’ Parking Lane

South Sidewalk

48’ - 55’

Skillman Ave at Sunnyside Yards
Shared Bike Lane
Lack of protected space at a difficult transition where vehicle volumes are heavy

Existing Conditions: Skillman Ave (32nd Pl/43rd Ave to Queens Blvd)

Skillman Ave at Sunnyside Yards

Buffered Bike Lane
Lack of protected bike space
Vehicles drive over buffered bike lane in order to beat the queue

High Cyclists Volumes from Queens Blvd Bridge Bike Path
Proposed Conditions: Skillman Ave (32nd Pl/43rd Ave to Queens Blvd)

2-way Protected Bike Path
- Maintain all moving lanes
- Separates moving lane from bikes
- Easier two-way bike transition from Queens Blvd Bridge
Summary
Proposed Project Benefits

**Pedestrian Safety**
- 30+ pedestrian islands
- Shorter pedestrian crossings
- Upgrade crosswalks to “high visibility” crosswalks
- Further traffic calming in front of PS11

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

**Motor Vehicles**
- Discourages speeding
- Maintains necessary traffic capacity
Summary

Parking Changes: Pedestrian islands will shorten crossing distances 36%-45%, requires some parking loss

Proposed Typical Configuration

17% of the parking spaces on the Skillman Ave/43rd Ave corridor will be repurposed for right turn treatments and pedestrian islands (118 spaces)

2nd Ave, Manhattan
Summary

Parking Loss on Skillman Ave (39th St to Queens Blvd)
40 full-time spaces and 40 AM peak period spaces lost (359 existing spaces)
Questions?

THANK YOU!