

# 44<sup>th</sup> Drive

Traffic Calming: Vernon Boulevard to Thomson Avenue

Community Board 2 - March 23, 2011

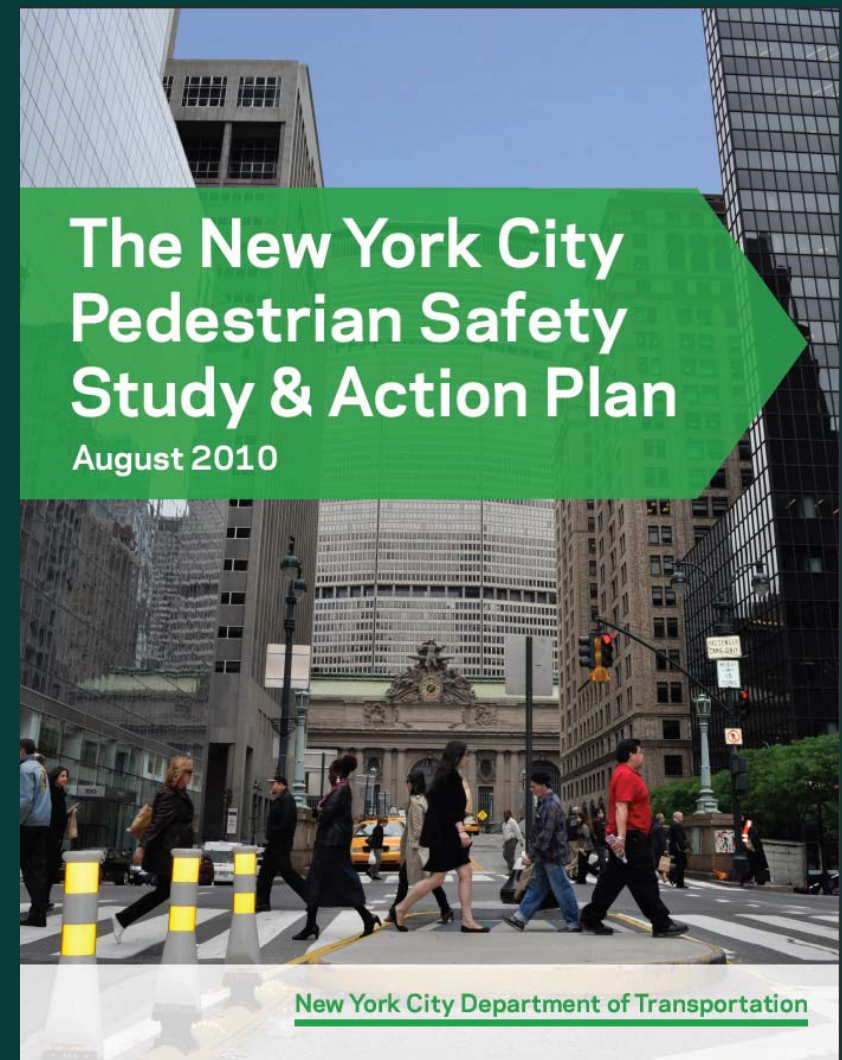
2011



Commissioner Janette Sadik-Khan New York City Department of Transportation  
Office of Research, Implementation and Safety

# Safety

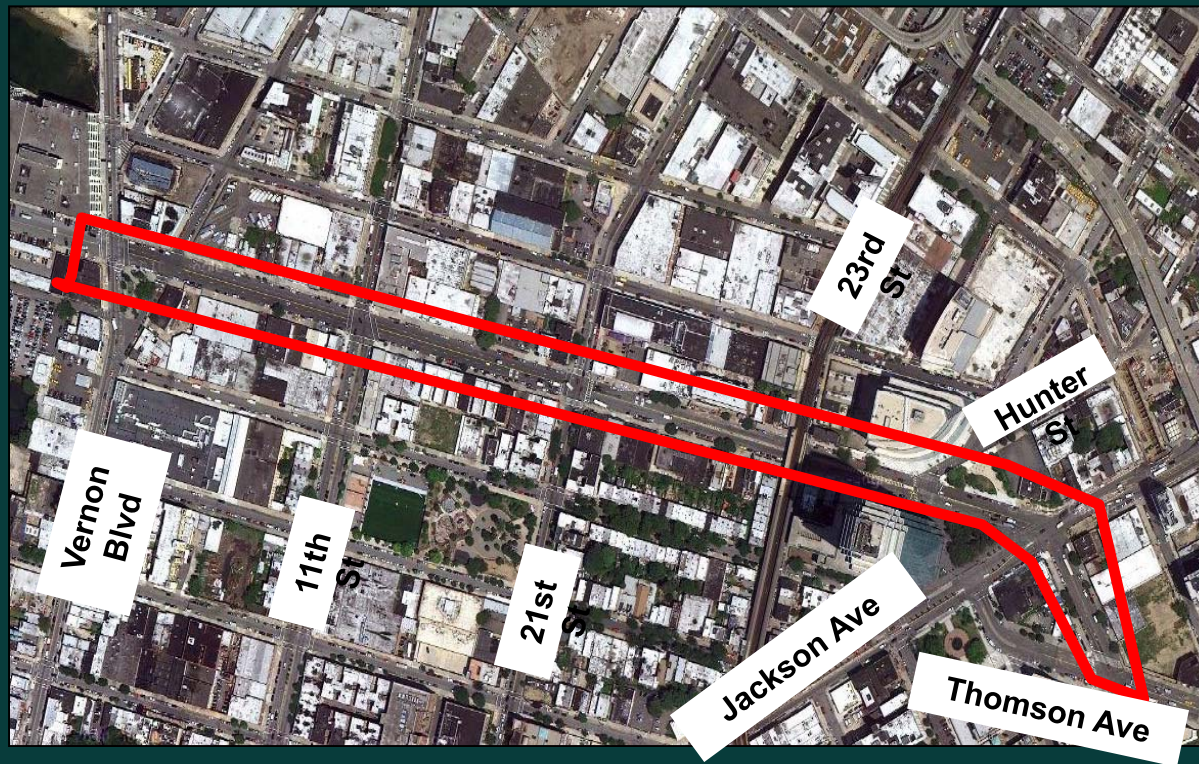
- Pedestrian Safety Study & Action Plan
- Reduce fatalities by half by 2030
- High Crash Corridor Program





# Project Background

- High crash corridor (92<sup>nd</sup> percentile ranking in Queens)
- Community request for traffic calming



# Existing Conditions

- 60-foot-wide street, two lanes in each direction
- Substandard median between Hunter Street and 21st Street
- Primarily industrial land uses
- Heavy truck routes on 21st Street, Jackson Avenue, Thomson Avenue and Vernon Boulevard
- Subway stations: E/M/G at 23rd St/Ely and 7 at Courthouse Square

Institute for  
the blind →

## Ranks in 92<sup>nd</sup> percentile for pedestrian crashes

44th Drive from Vernon Blvd to Thomson Ave 2005-2009

	Total Injuries	Avg Inj/Yr	Avg Inj/Mile/Yr	Severity Percentile of Boro Corridors
<b>Pedestrian</b>	13	2.6	4.2	92%
<b>Bicyclist</b>	9	1.8	2.9	N/A
<b>Motor Veh Occupant</b>	86	17.2	28.2	87%
<b>Total</b>	108	21.6	35.4	92%

Source Data: NYS Dept. of Motor Vehicles / NYS Dept. of Transportation

Fatalities (2005-Present):

1 Pedestrian

# Need: Why 44<sup>th</sup> Drive?

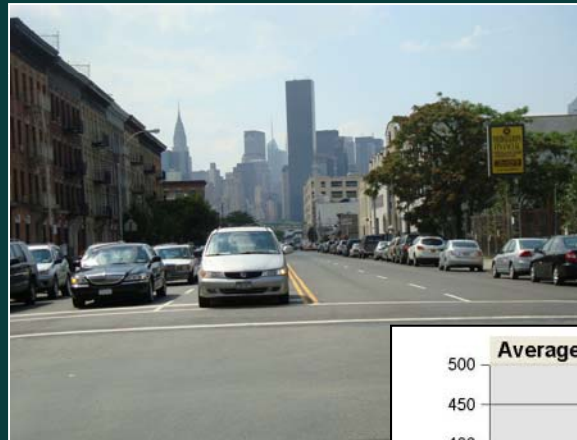


44<sup>th</sup> Drive and 23<sup>rd</sup> St, west crosswalk, looking northwest



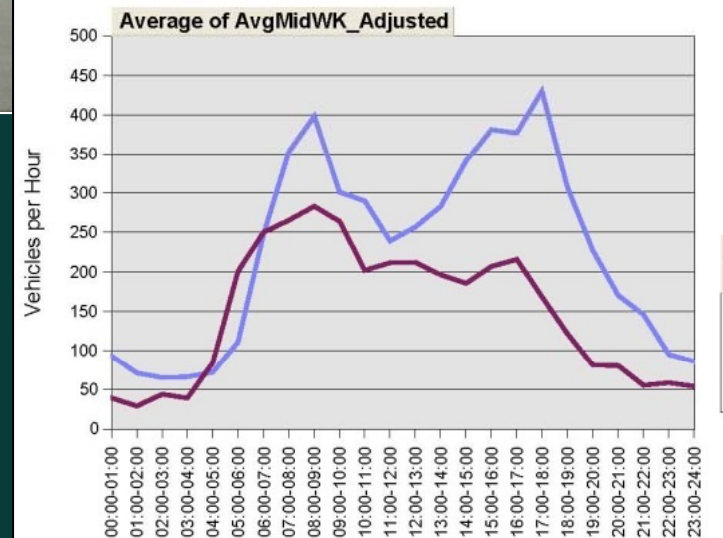
44<sup>th</sup> Drive and 21<sup>st</sup> Street, south crosswalk, looking west

- Long crossing distances
- Faded markings
- Multiple pedestrian/vehicle conflict points
- Low vehicular volumes on wide street



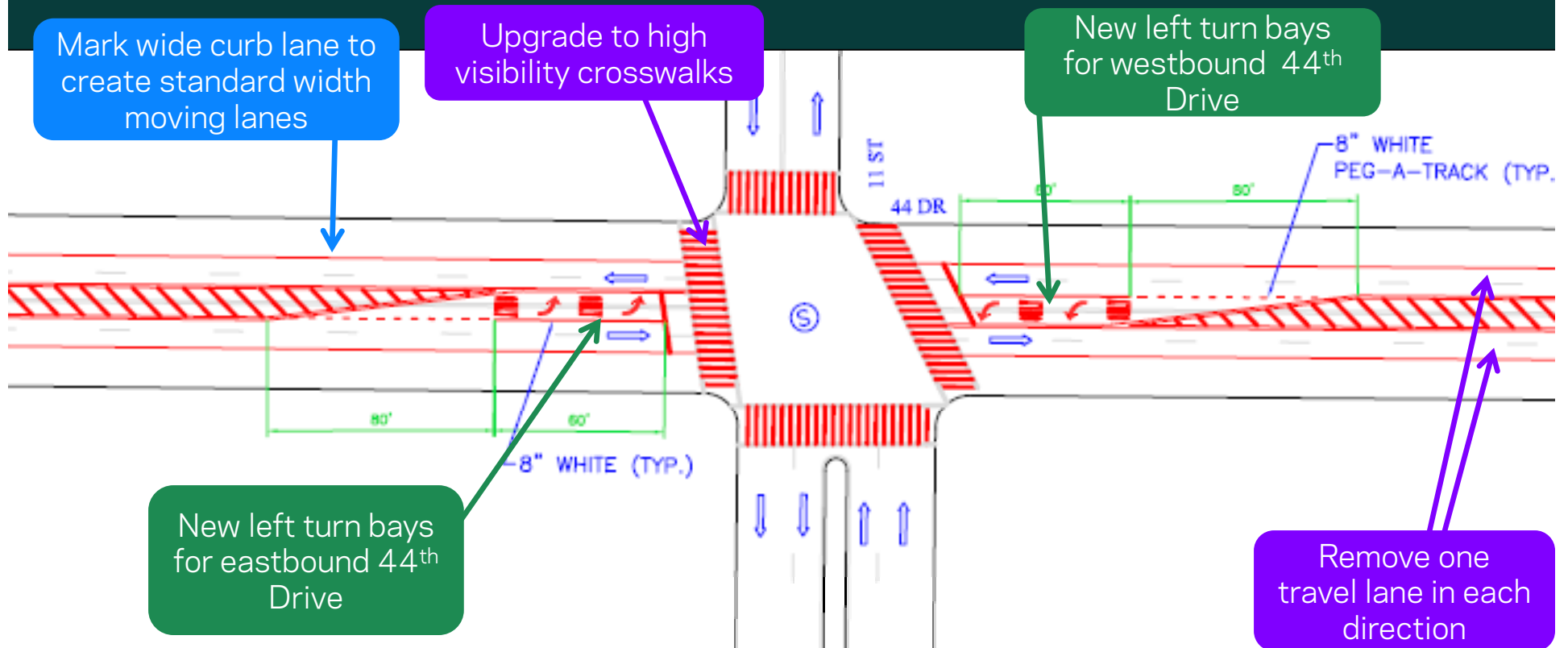
44<sup>th</sup> Drive and 11<sup>th</sup> Street,  
west crosswalk, looking west

Highest peak hour volumes  
are: E/B 430 and W/B 283  
approaching Jackson Avenue

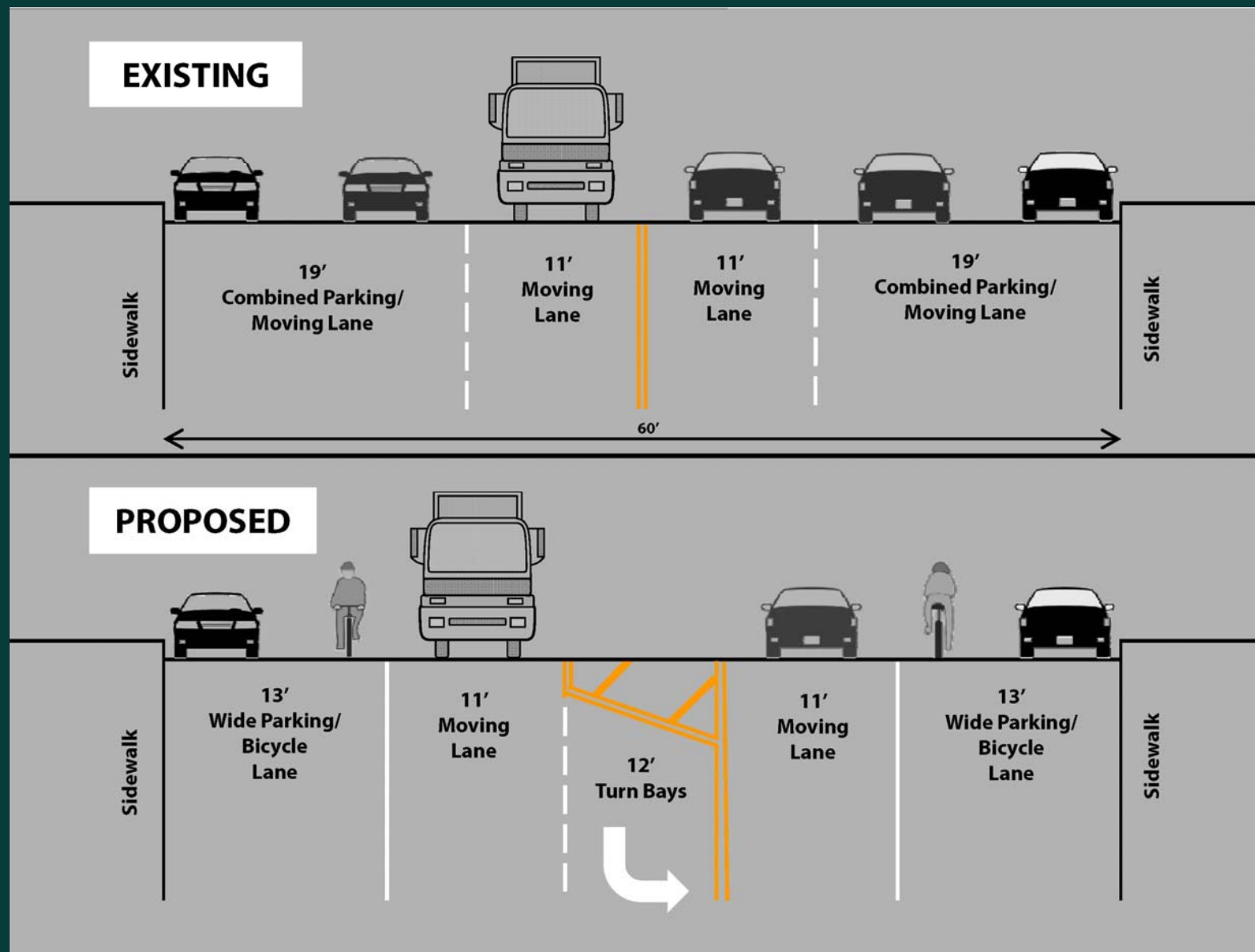




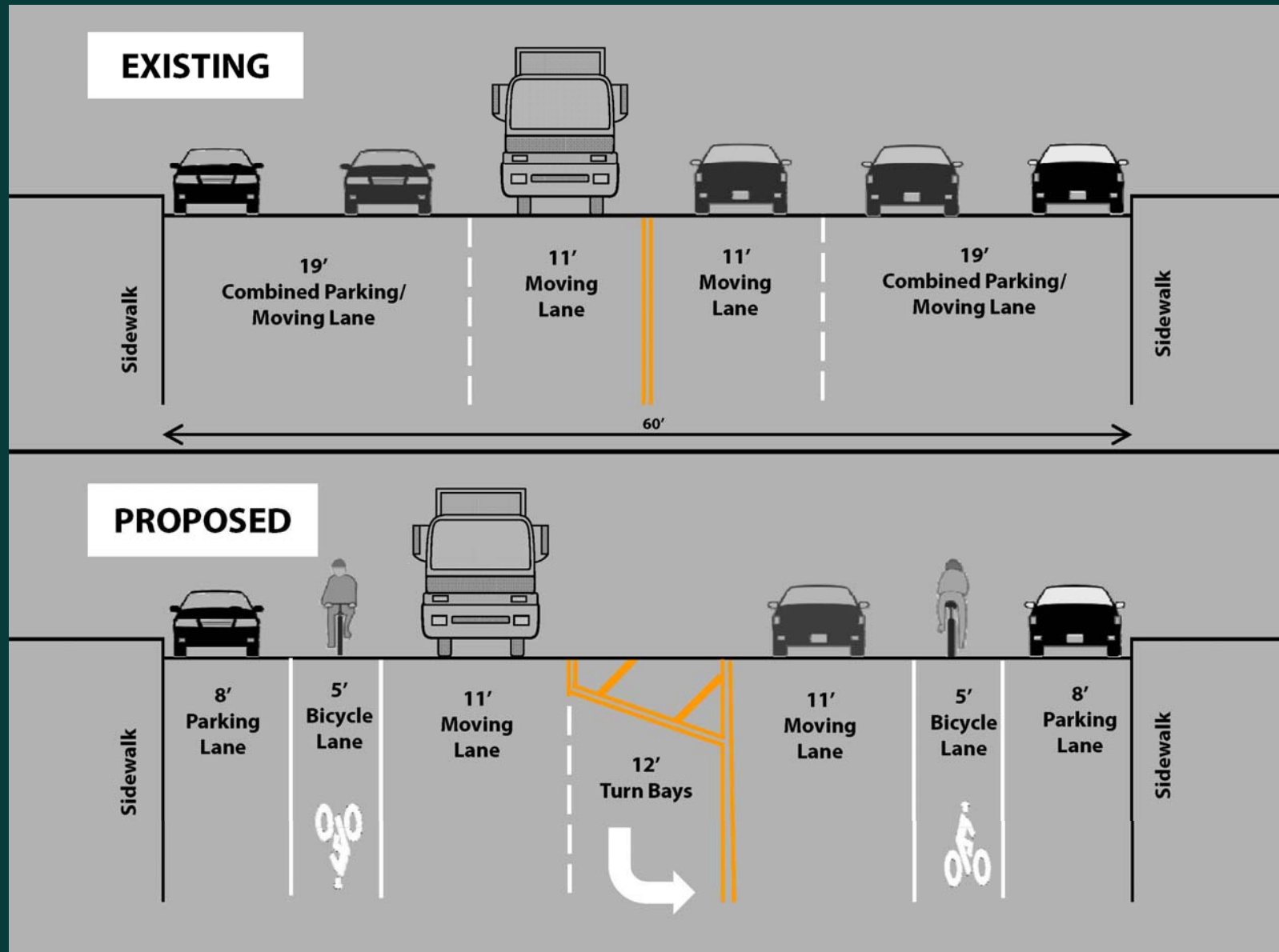
# Proposal Details



# Proposed Design



# Alternate Design – Bike Lane





# Benefits of Proposal

- Reduces speeding / calms traffic
- Redesigns 0.61 miles of a high crash corridor
- Creates simpler, safer turns
- Provides safer pedestrian crossing



Proposed Configuration: Gerritsen Avenue, Brooklyn

- Injury crashes decreased by 46%
- Pedestrian crashes decreased by 57%
- Speeding decreased by 30%

Questions?

**Thank  
You**

Contact:

Hillary Poole at [HPoole@dot.nyc.gov](mailto:HPoole@dot.nyc.gov) or Nichole Altmix at [naltmix@dot.nyc.gov](mailto:naltmix@dot.nyc.gov)