



Bowne St, Sanford Ave to Roosevelt Ave

Queens Community Board 7

March, 2021

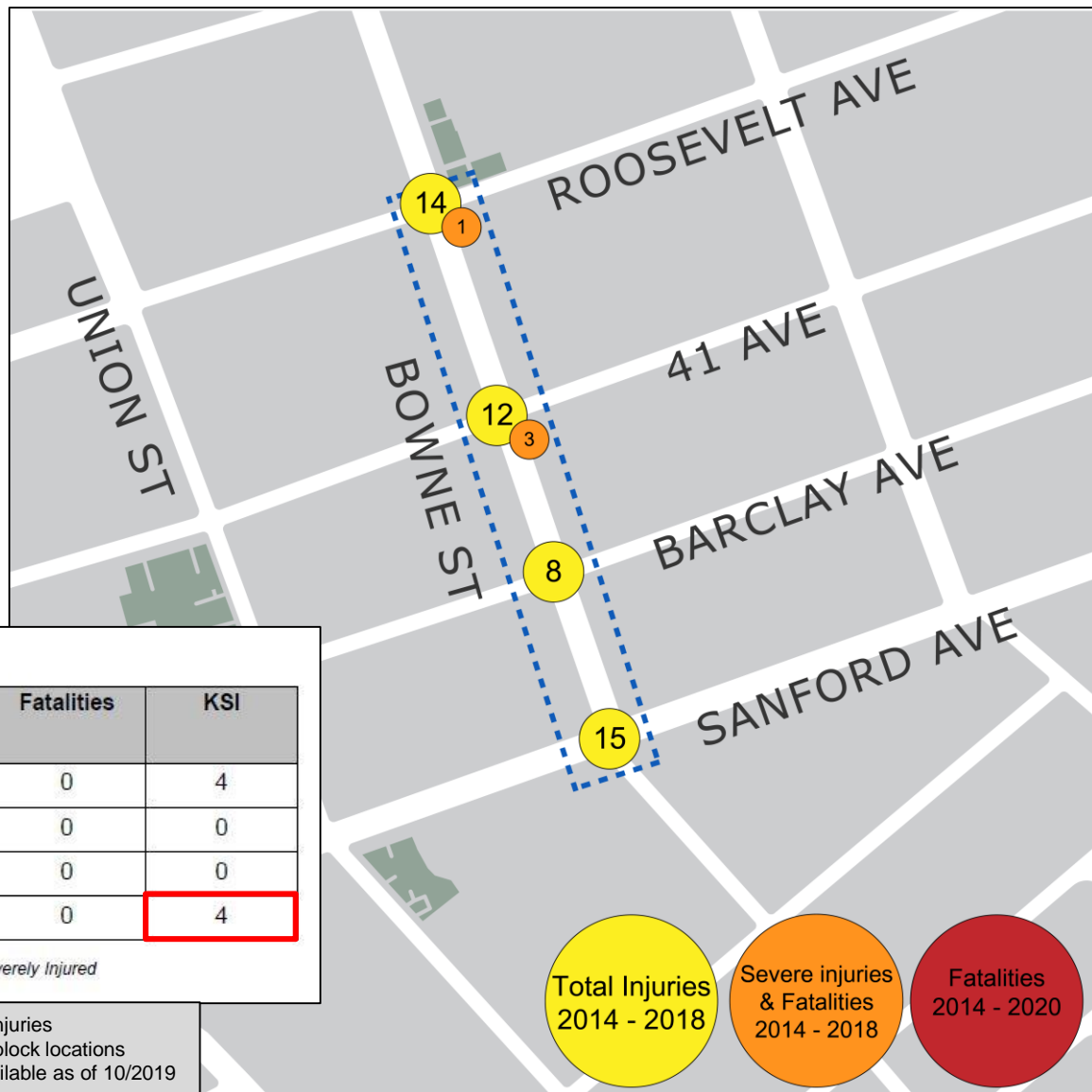
Background

- 4 blocks of Bowne St between Sanford Ave and Roosevelt Ave, 0.2 miles
- Residential land use
- Vision Zero Priority Corridor
- Within Flushing Senior Pedestrian Focus Area



Crash Data

- 49 total injuries between 2014 – 2018
- 31% of pedestrians injured were senior citizens
- 20 KSI/mile
- 60% of pedestrian injuries from turning vehicles



Injury Summary, 2014-2018 (5 Years)

	Total Injuries	Severe Injuries	Fatalities	KSI
Pedestrian	25	4	0	4
Bicyclist	2	0	0	0
Motor Vehicle Occupant	22	0	0	0
Total	49	4	0	4

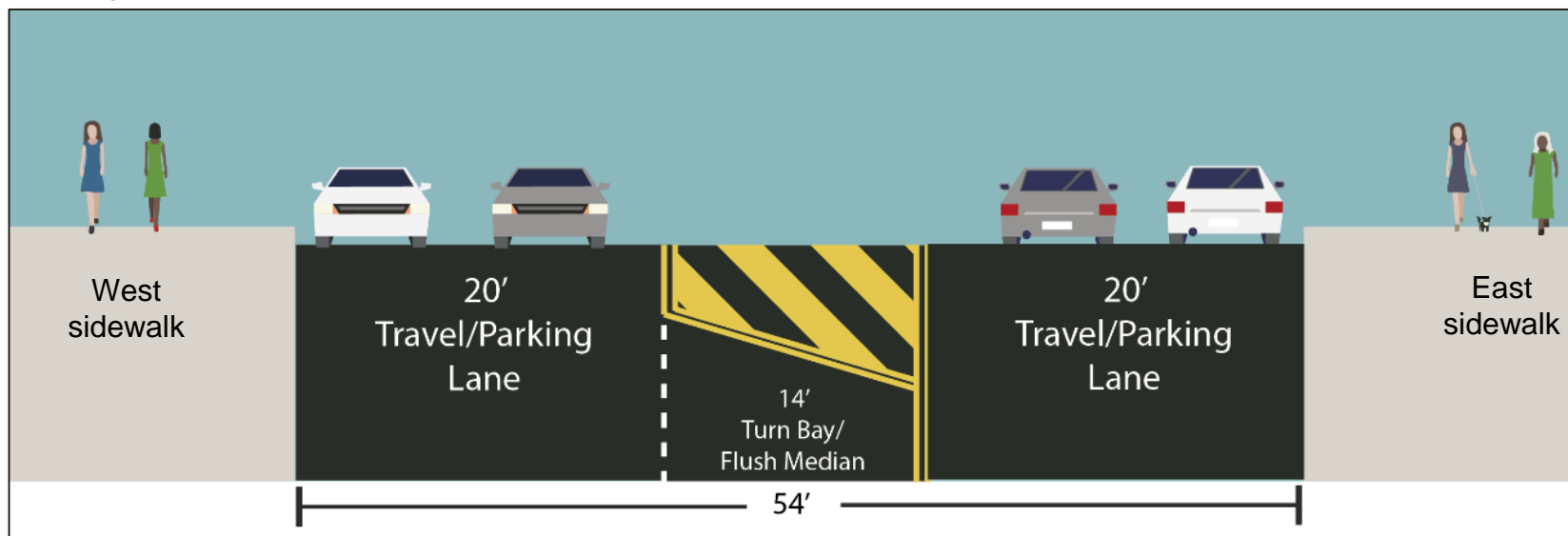
Source: Fatalities: NYCDOT, Injuries: NYSDOT KSI: Persons Killed or Severely Injured

*Mapped total injuries only include intersections with 10 or more injuries
Map does not include total or severe injuries that occurred at midblock locations
Data is based off of NYSDOT/NYS DMV crash and injury data available as of 10/2019

Existing Conditions

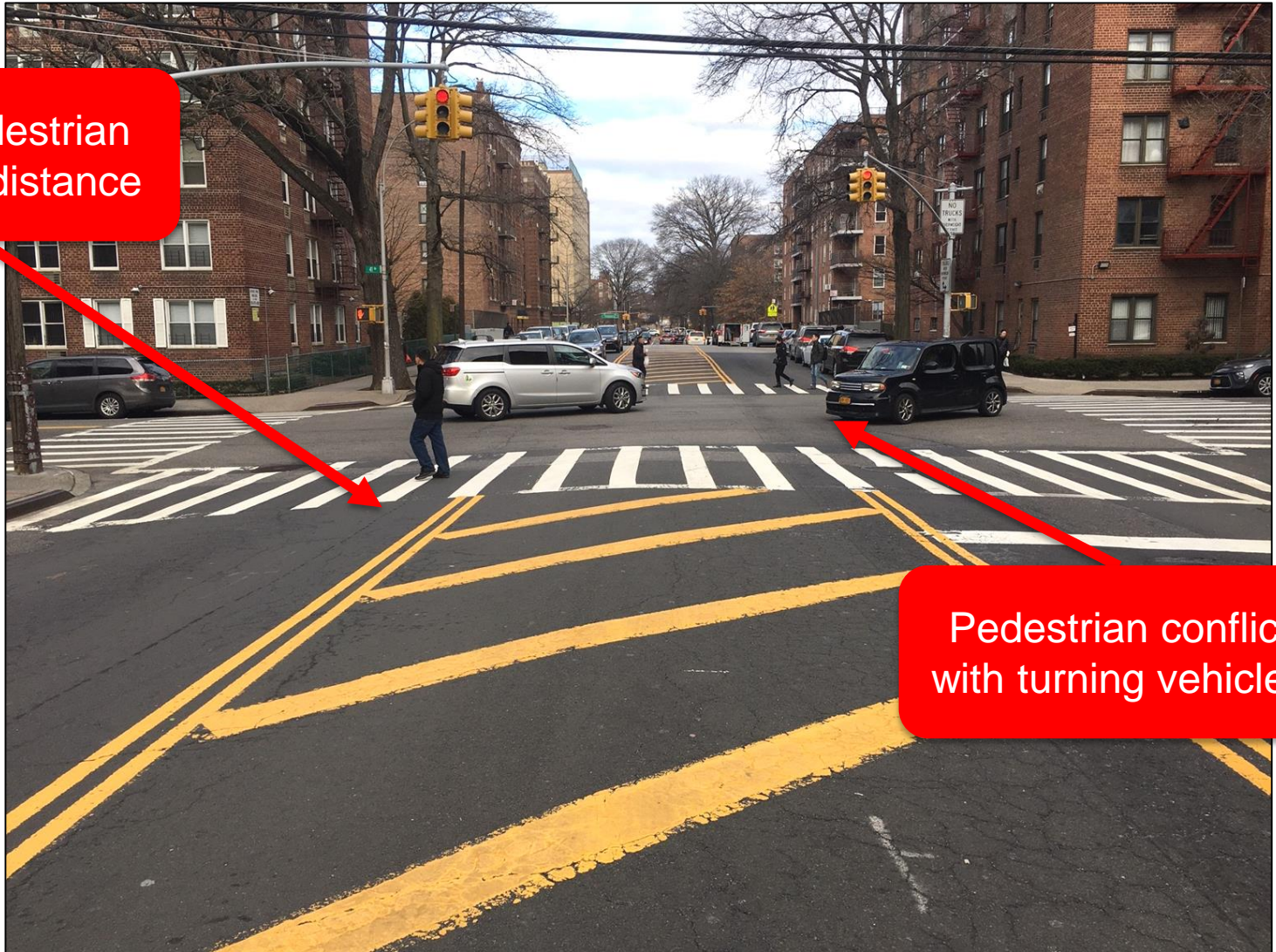
- Bowne St is a 54' wide corridor with one moving lane in each direction
- Oversized 14' flush median
- Unmarked parking and moving lanes

Existing Conditions: Bowne St, Sanford Ave to Roosevelt Ave



Existing Conditions

Long pedestrian crossing distance



Pedestrian conflict with turning vehicles

Existing Conditions

Unmarked parking
lane and wide
moving lanes

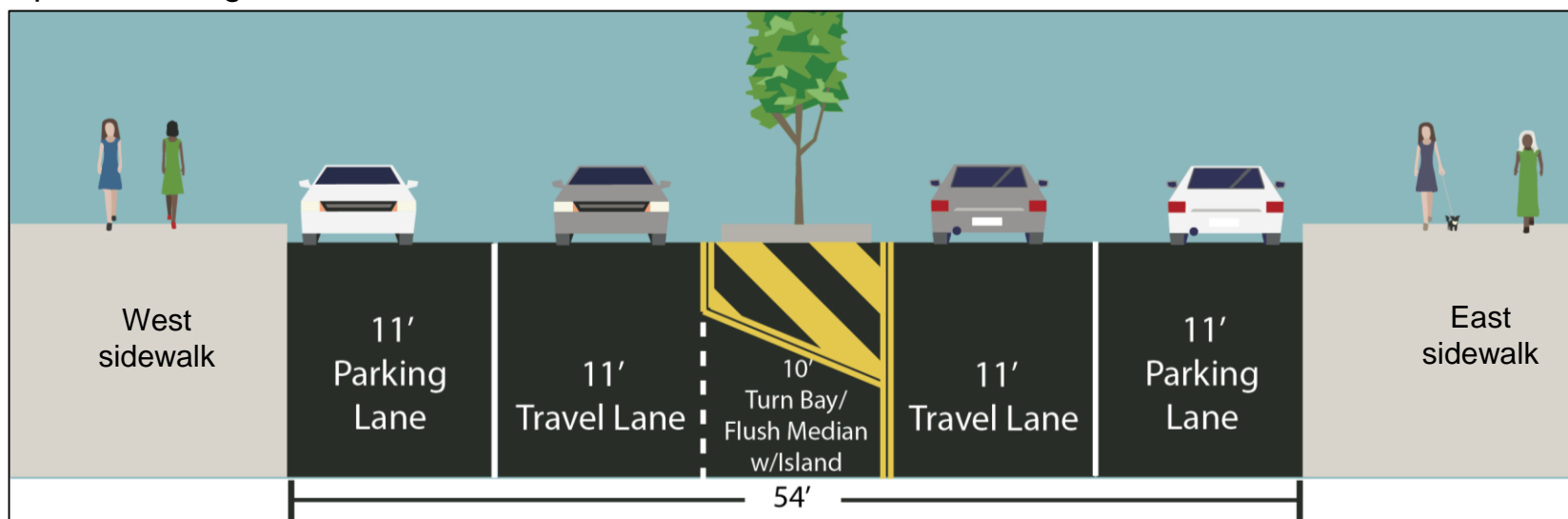


Outdated wide flush
median design

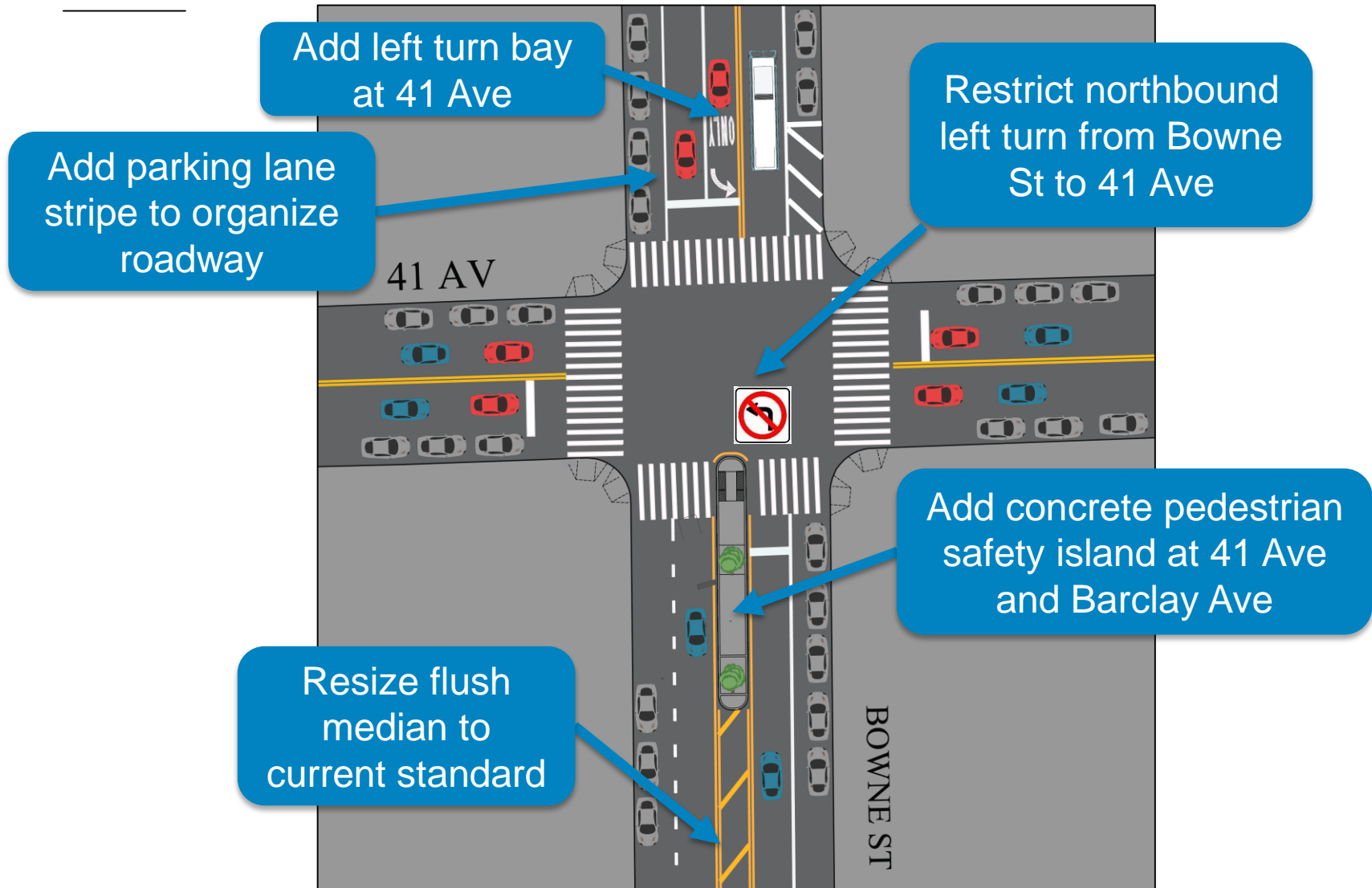
Proposed Configuration

- Add two concrete pedestrian safety islands at 41 Ave and Barclay Ave
- Resize flush median and moving lanes to current standard width
- Add parking lane stripe to organize roadway

Proposed Configuration: Bowne St, Sanford Ave to Roosevelt Ave



Proposed Improvements



Proposed Improvements



Concrete pedestrian safety island and left turn bay will require minor parking removal to accommodate emergency vehicles

Project Benefits

Safety Improvements

- Concrete pedestrian safety islands at 41 Ave and Barclay Ave shorten pedestrian crossing distances and promote slower, safer left turns
 - Pedestrian safety islands reduce pedestrian crashes by 56%*
- Resizing flush median to standard width and adding parking lane stripes will better organize traffic in the roadway
- Left turn bay at 41 Ave reduces conflicts for turning vehicles



Proposed configuration: W 6 St, Brooklyn

*Source: US DOT Federal Highway Administration Desktop Reference for Crash Reduction Factors, 2011

Thank You!

Questions?



NYCDOT



nyc_dot



nyc_dot



NYCDOT

Proposed Improvements

Vehicles headed west on 41 Ave have alternate routes

35 Vehicles in peak hour

