



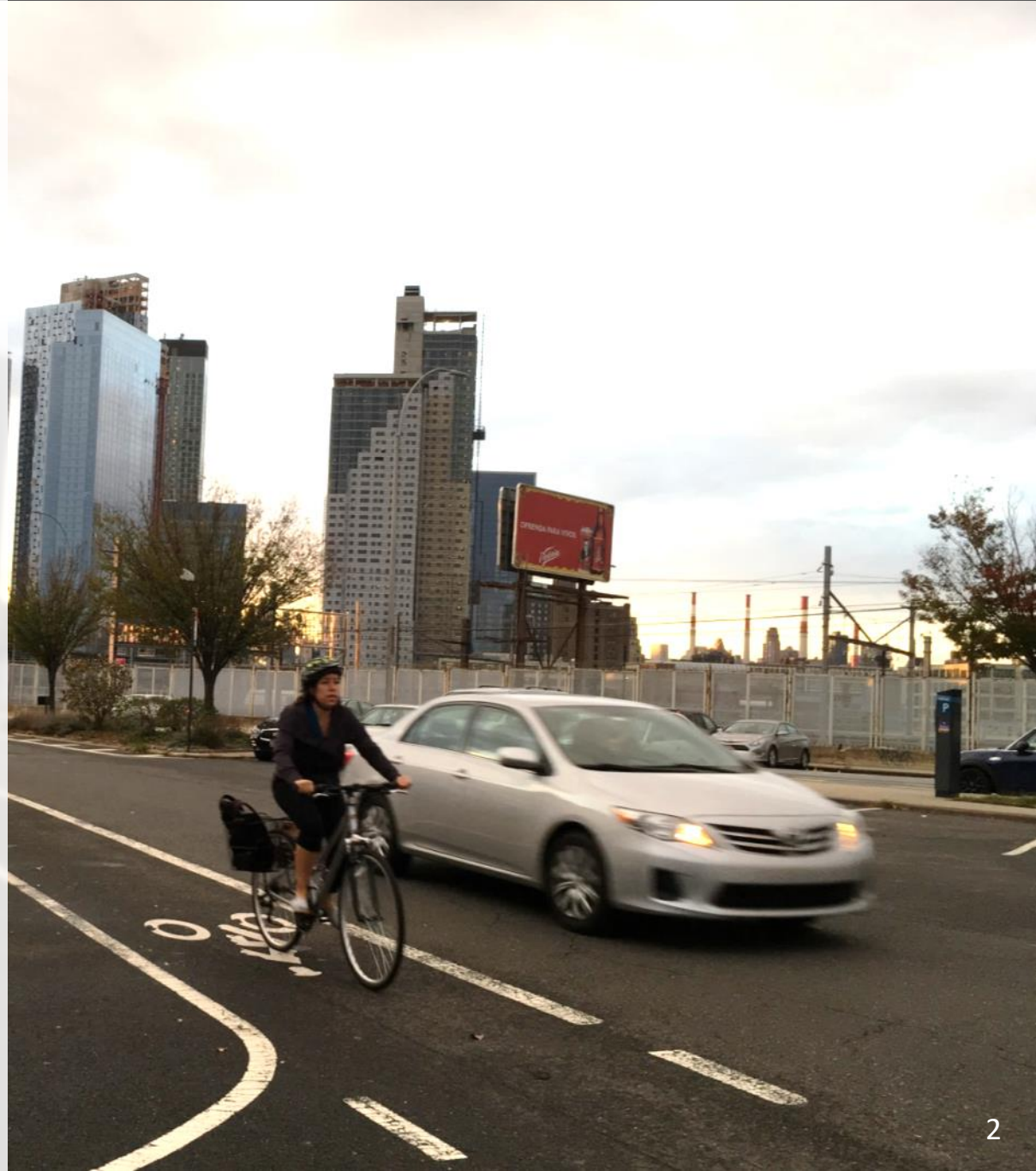
# 43<sup>rd</sup> Avenue, Skillman Avenue

## Street Safety Improvement Project

Presented at Community Board 2 - April 9, 2018



- **Background**
- **Summary of Project proposal**
- **Addressing Community Concerns**
  - Speeding and Safety
  - Parking Loss
  - Signal Request and Design Treatment at PS 11



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**Background:**

***Why Are We Proposing the Project***

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## Project History and Timeline

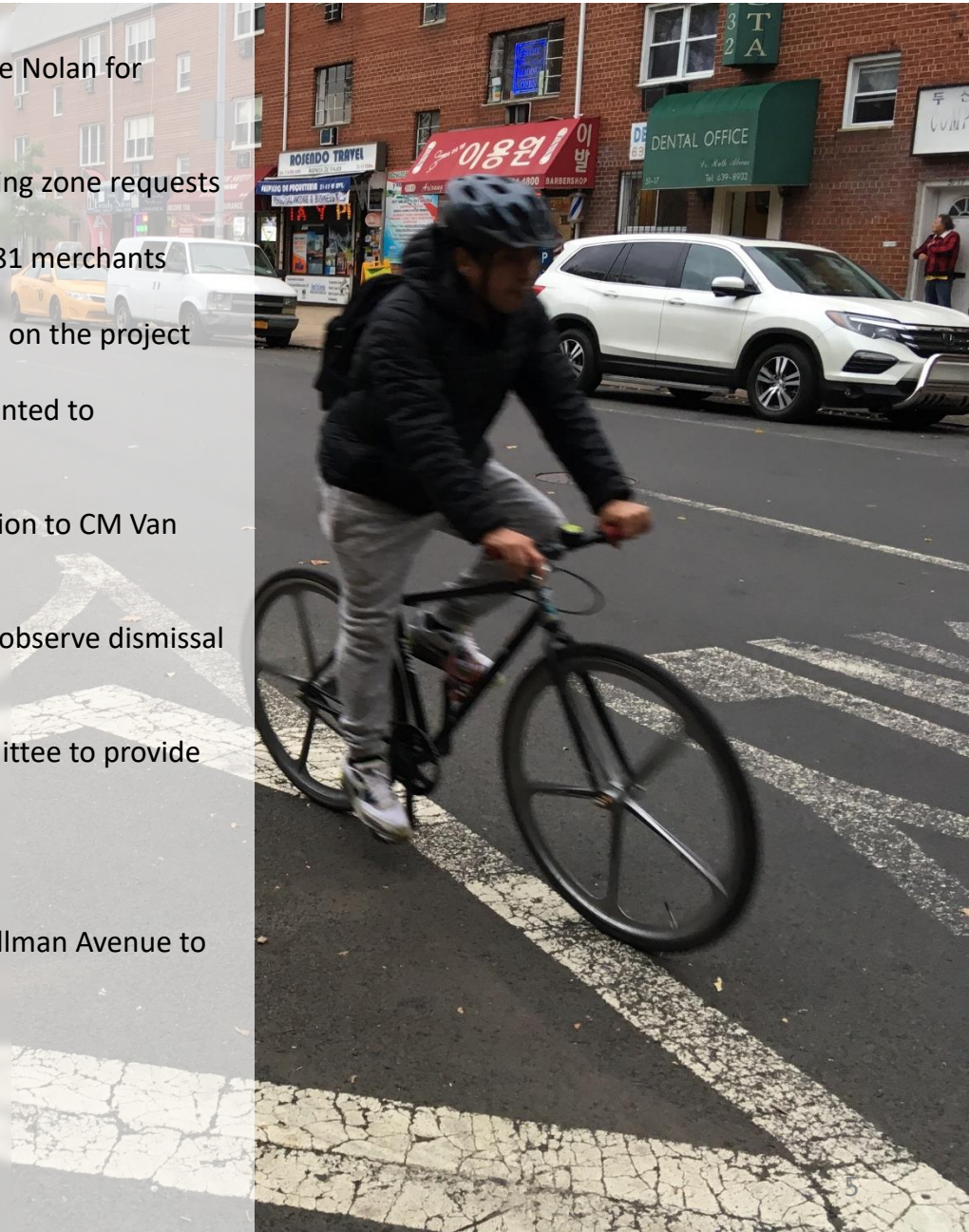


- **2008:** Bicycle lanes installed on Skillman Ave and 43<sup>rd</sup> Ave
- **2011:** 2-way bicycle path striped on Queens Blvd Bridge
- **2015-2017:** Protected bicycle lanes installed on Queens Blvd between 50<sup>th</sup> St and Yellowstone Blvd
- **April 2017**
  - 1 bicyclist serious injury and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





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





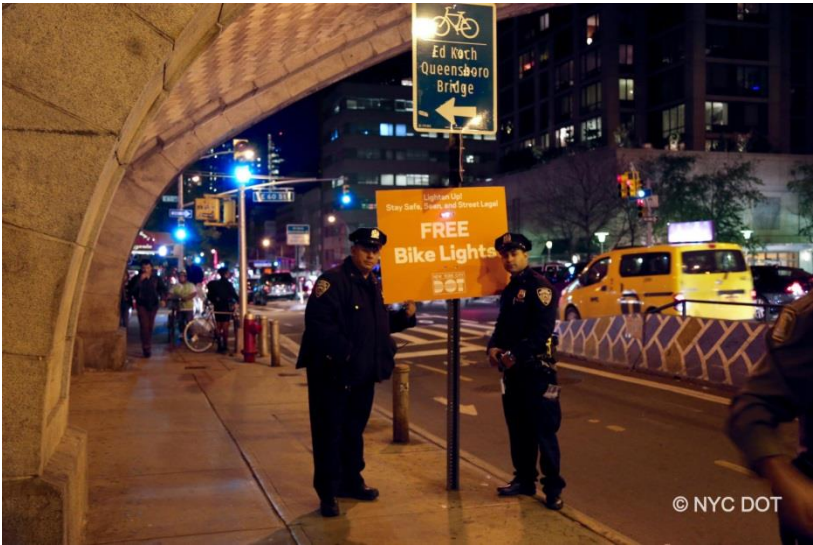
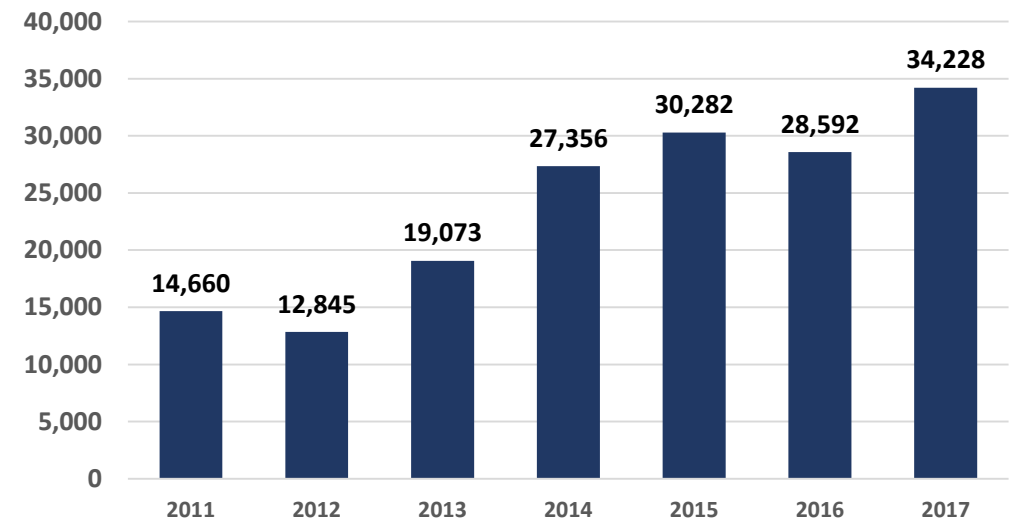
2017 Cycling Safety Study – Educational Programs and Enforcement

**Action Plan**

- DOT, NYPD, and NYC DOHMH developed a comprehensive set of enforcement and education initiatives to continue to improve bicycle safety
- Focus and deploy enforcement resources to intersections with high rates of cyclist KSI
- Tailor enforcement to address the most dangerous driver and cyclist behaviors

**Bike lights, bell, and Bike Smart giveaway:**  
While distributing giveaways, NYPD and DOT have the chance to talk to cyclists about traffic laws and safe cycling

NYPD: Bicycle Moving Violations



## Cycling

### 1400+ bikes counted in 12-hour period

- Skillman Ave/43<sup>rd</sup> Ave (39<sup>th</sup> ST to 39<sup>th</sup> 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

On Average, **5,406 cyclists** use the Queensboro Bridge bike lane daily (between April and October)





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

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# Summary of Project Proposal

## Proposal Overview



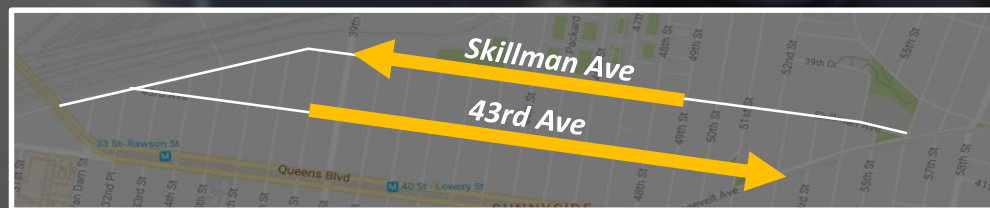
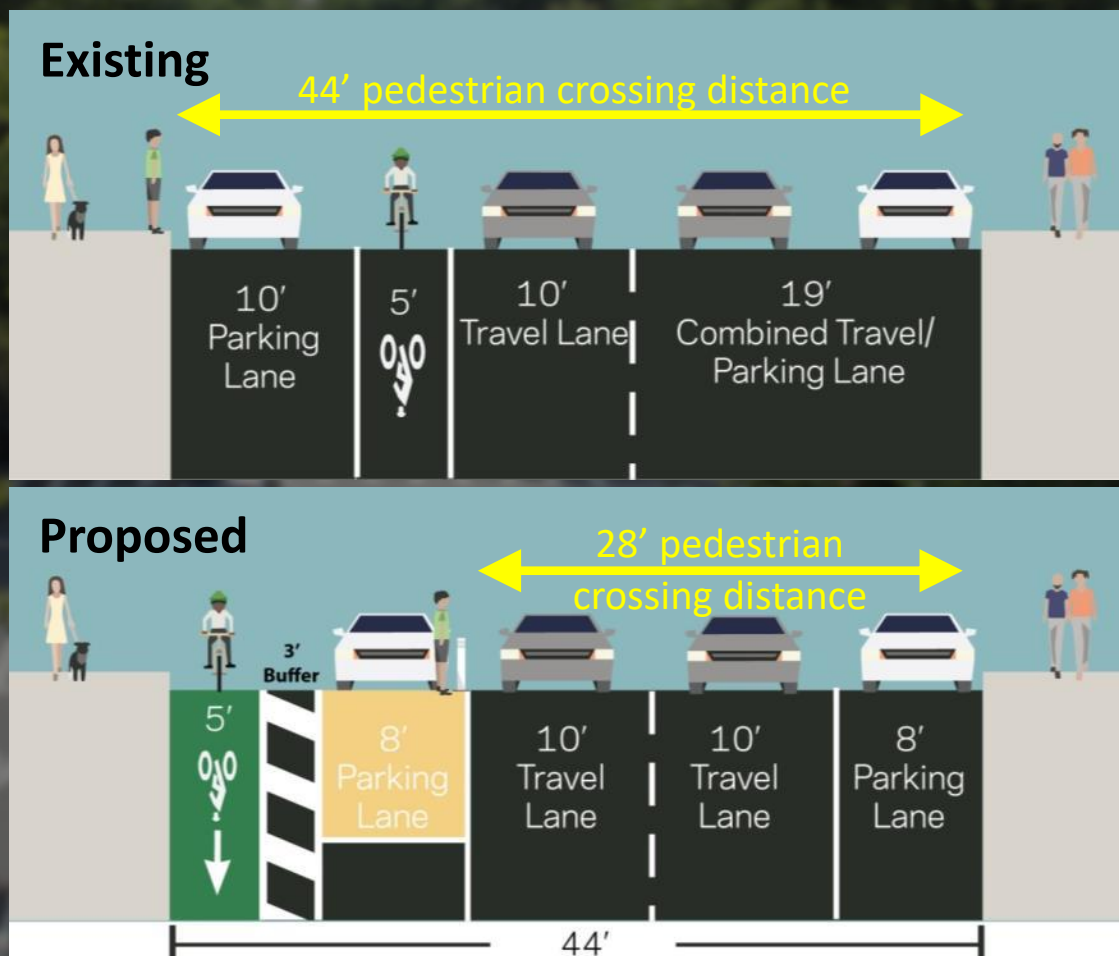
- ① Higher Volume Locations**  
Maintain vehicular capacity  
Install parking protected bike lane with pedestrian islands
- ② Lower Volume Locations**  
Remove one travel lane  
Install parking protected bike lanes with pedestrian islands
- ③ Skillman Ave at Sunnyside Yards**  
Create peak period travel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



# Summary of Project Proposal

## 1 - Safety Improvements at Higher Volume Locations

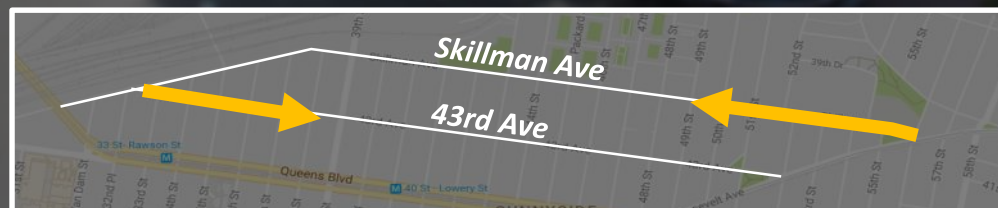
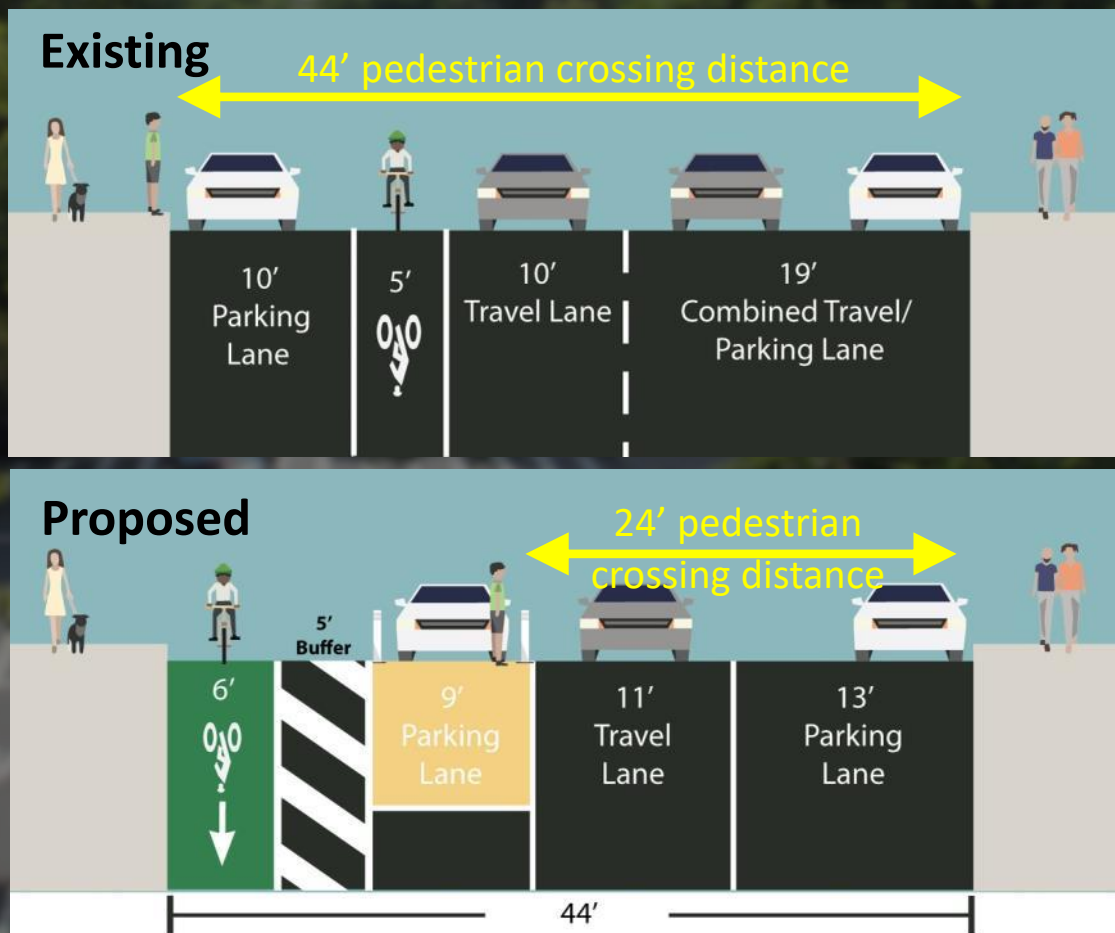
- Protected space for bicyclists
- Two moving lanes maintained
- Narrowed roadway discourages speeding
- Pedestrian islands reduce crossing distance from 44' to 28 ft
  - Lou Lodati Park
  - PS 150
- High visibility crosswalks improve visibility along corridor



# 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

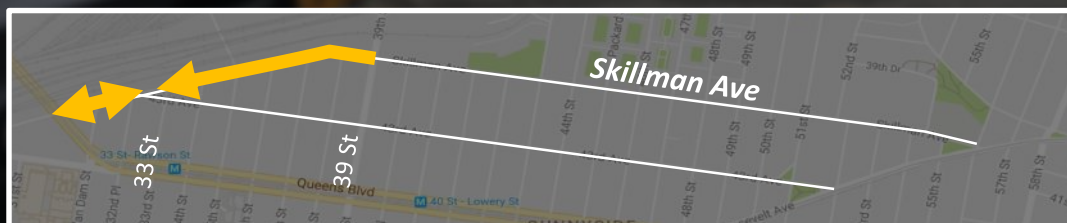




# Summary of Project Proposal

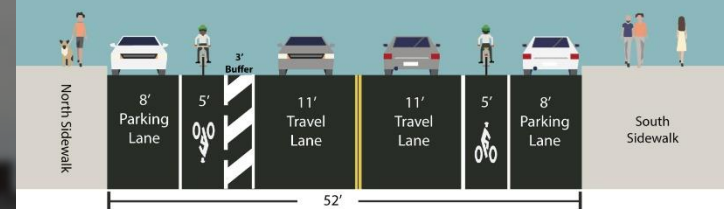
## 3 – Safety Improvements on Skillman Ave at Sunnyside Yards

- Two- way protected bike path from Queens Blvd Bridge to 43<sup>rd</sup> Ave
- One full-time travel lane
- One 7am-10am curbside travel lane
- Angled parking
- Protected bike lane

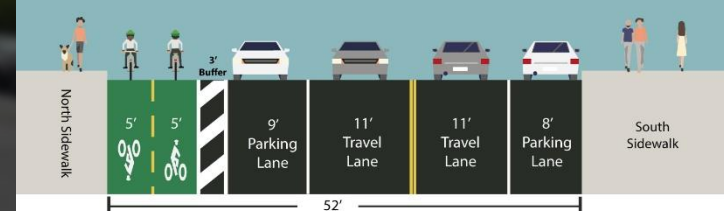


### 32<sup>nd</sup> Pl/43<sup>rd</sup> Ave to Queens Blvd

#### Existing

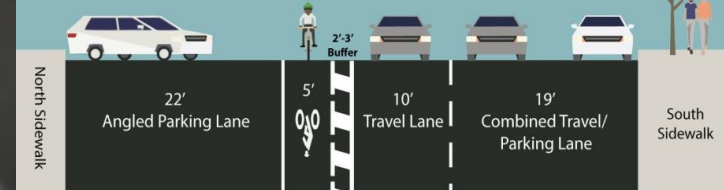


#### Proposed

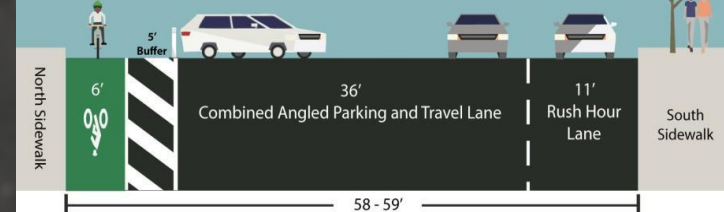


### 39<sup>th</sup> St to 33<sup>rd</sup> St

#### Existing



#### Proposed



## Summary of Original Proposal

## 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/43<sup>rd</sup> 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 43<sup>rd</sup> Ave

would be repurposed to increase safety to create:

- **Mixing zones**
- **Pedestrian islands**
- **Daylighting/increased visibility**



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## Addressing Community Concerns

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1. **Speeding and Safety**
2. **Design Updates:**
  - A. Pedestrian Islands
  - B. Turn Treatments
  - C. Driveway Clearances
3. **Parking Regulation Updates**
4. **Signal Request and School Drop Off/Pick up**

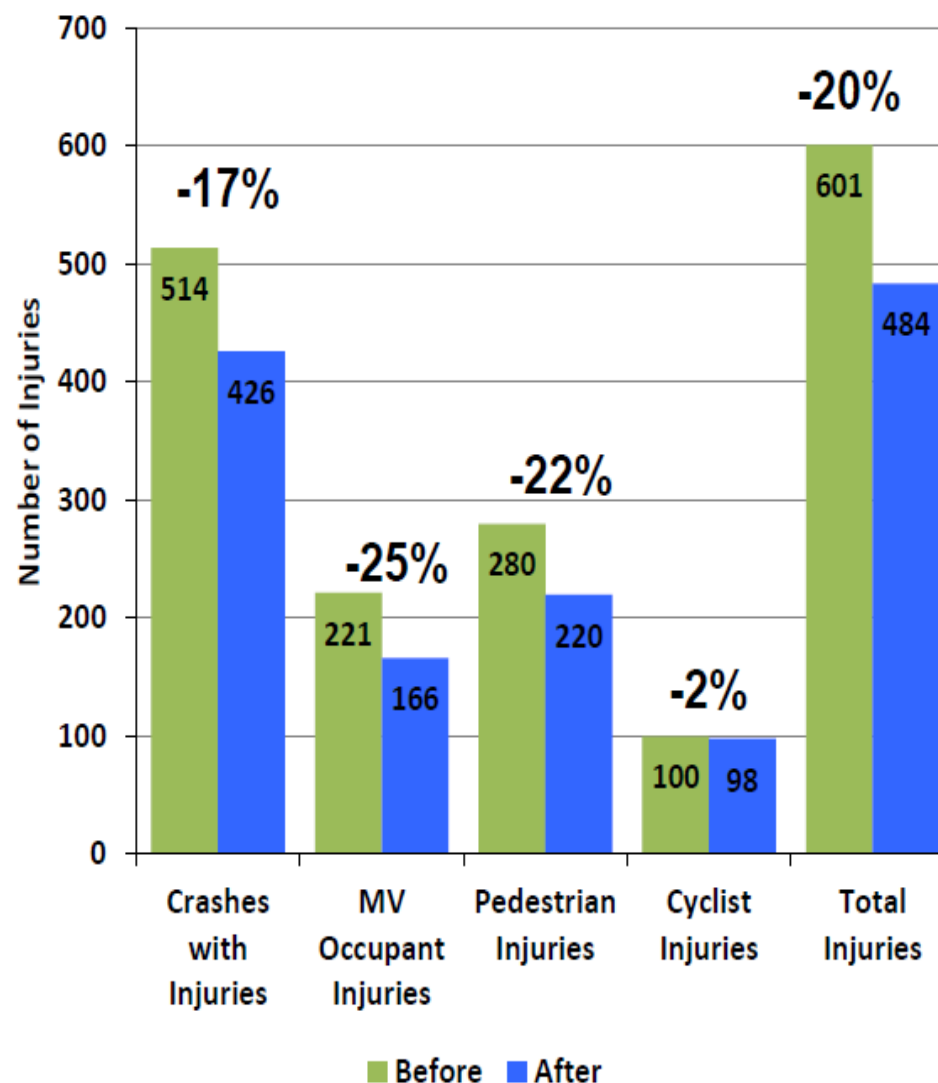


## 1 - Speeding and Safety

- **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





## 2A 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**





## 2B 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**



4<sup>th</sup> Ave at E 13<sup>th</sup> St, Manhattan

## 2B Turn Treatments

### Design Update: Modified Mixing Zones

- Original design accommodated higher volumes on Manhattan Avenues
- 43<sup>rd</sup> 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





## Design Treatments:

- **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

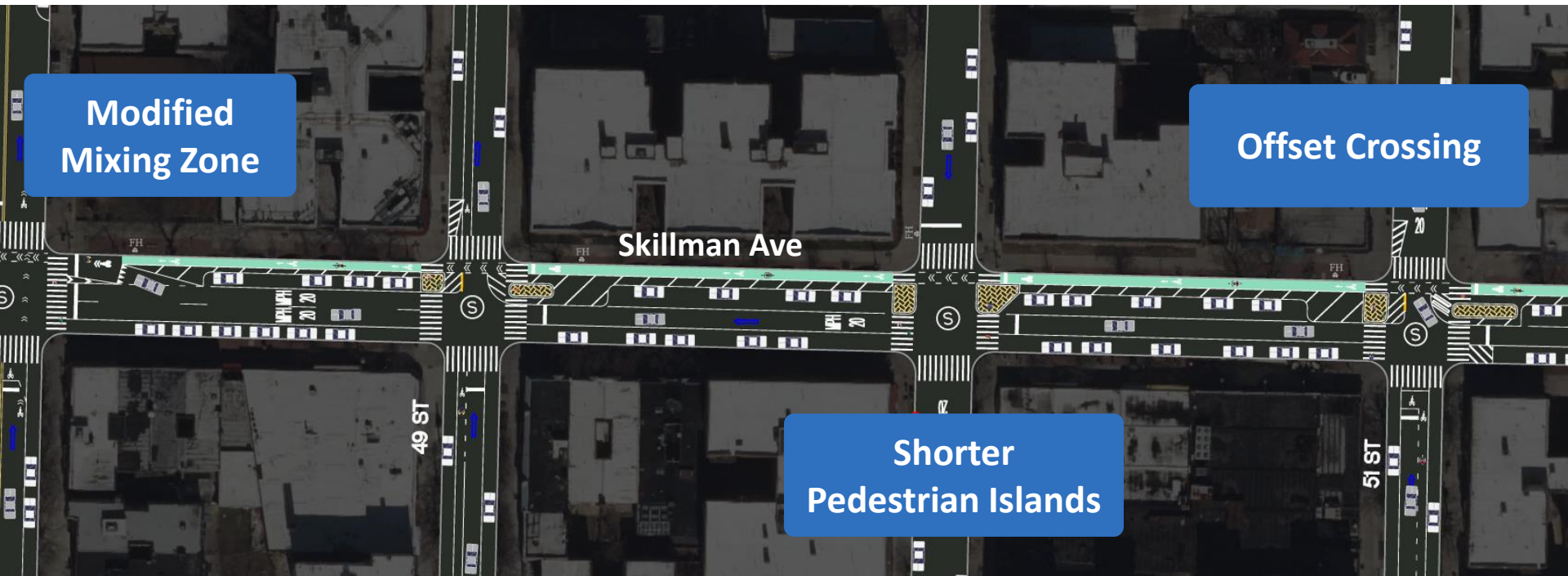


## Modified Mixing Zone

Skillman Ave

## Offset Crossing

## Shorter Pedestrian Islands





## 2C 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**

## 3 Parking Regulation Updates

### Regulation Update: Potential New Parking Spaces

- Skillman Ave
  - Queens Blvd to Van Dam St (7 spaces)
- Roosevelt Ave
  - 51<sup>st</sup> St to 43<sup>rd</sup> Ave (2 spaces)
  - 55<sup>th</sup> St to Skillman Ave (5 spaces)

**Parking Returned:  
14 spaces**



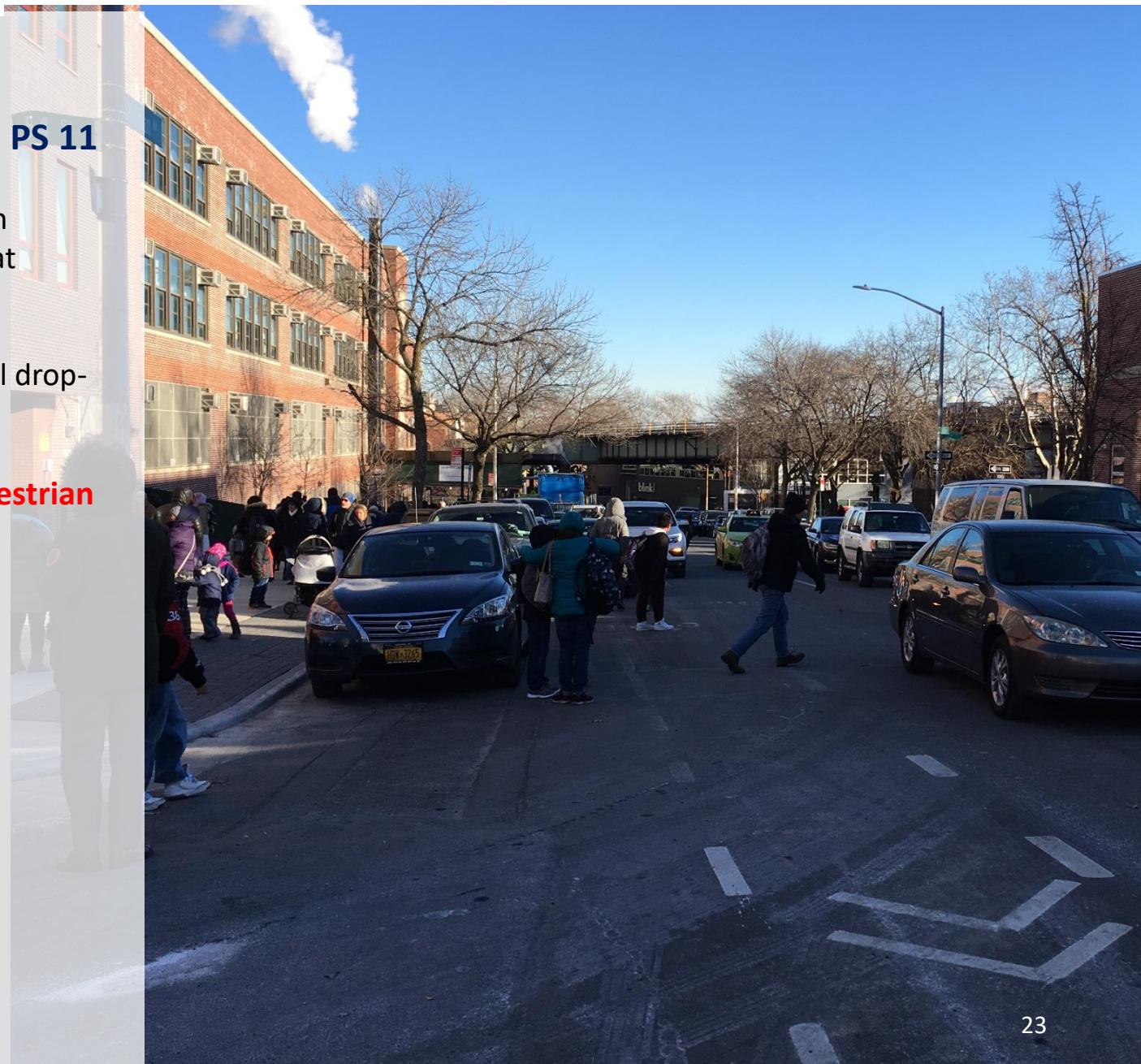


## 4 – Signal Request and School Drop Off/Pick Up

### Design Update: New Signal Approved at PS 11

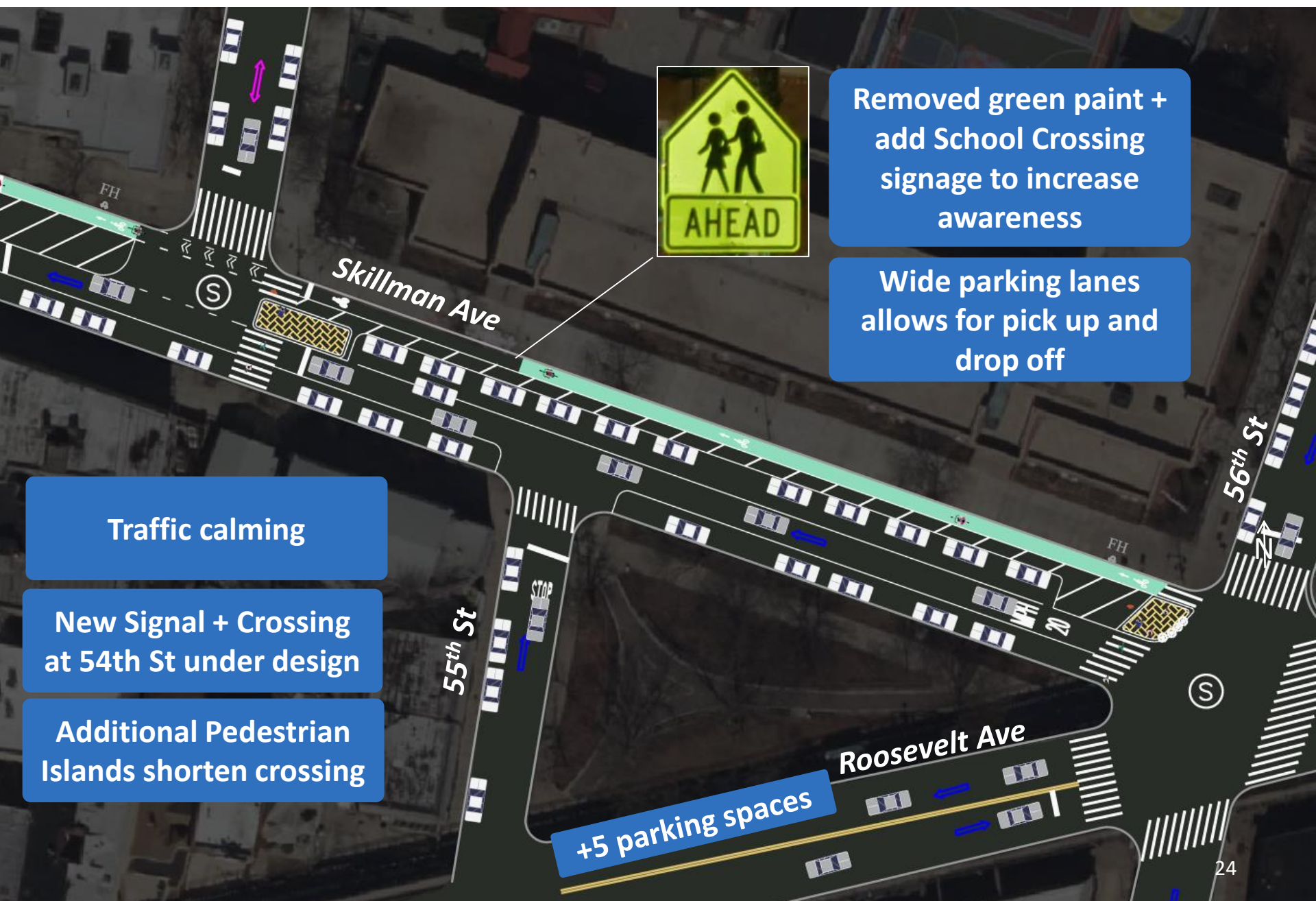
- New signalized pedestrian crossing will be installed at Skillman/54<sup>th</sup> Street
- Design will address school drop-off and pick-up needs

**Parking Removed for pedestrian crossing :  
4 spaces**



# Addressing Community Concerns

## 4 – Signal Request and School Drop Off/Pick Up



Removed green paint +  
add School Crossing  
signage to increase  
awareness

Wide parking lanes  
allows for pick up and  
drop off

Traffic calming

New Signal + Crossing  
at 54th St under design

Additional Pedestrian  
Islands shorten crossing

+5 parking spaces



## 4 – Protected Bike Lane at PS 11

**NYC DOT has installed a number of different bike facilities in front of schools including protected bike lanes**

### **Protected Bike Lanes in front of Schools:**

**Williamsburg Montessori**  
450 Kent Ave, BK

**P.S. 227**  
2529 Gerritsen Ave, Brooklyn

**United Nations International School**  
24-50 FDR Drive, New York

**Coalition School for Social Change**  
2351 1st Avenue, MN

**Manhattan Comprehensive Night and Day High School**  
240 2nd Ave, MN

**P.S. 19**  
185 1st Avenue, MN

**Solomon Schechter School of Manhattan**  
805 Columbus Ave, New York



**Williamsburg Montessori  
Brooklyn**

# Addressing Community Concerns

## Parking Impacts – Revised



### Metered Parking

#### Existing

43<sup>rd</sup> Ave: 59 spaces  
Skillman Ave: 62 spaces

#### Proposed

43<sup>rd</sup> Ave: 47 spaces  
*Loss of 12 spaces*  
Skillman Ave: 61 spaces  
*Loss of 1 space*


### Parking Supply 39<sup>th</sup> St to Roosevelt Ave

#### Existing

43<sup>rd</sup> Ave: 338 spaces  
Skillman Ave: 324 spaces

#### Proposed

43<sup>rd</sup> Ave: 310 spaces  
*Loss of 27 spaces (8%)*  
Skillman Ave: 300 spaces  
*Loss of 24 spaces (7%)*

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

### Design Modifications

43<sup>rd</sup> Ave: + 17 spaces  
Skillman Ave: + 25 spaces



# Summary of Proposed Project

## 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/43<sup>rd</sup> 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 43<sup>rd</sup> 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
- 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



2<sup>nd</sup> Ave, Manhattan

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# Questions?

# THANK YOU!



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