May 2013—Council Member Daniel Dromm requested a traffic safety study for this portion of Northern Blvd

Existing Conditions
- 4 moving lanes, left turn bays, and rush hour parking lanes
- Mixed use area: commercial and residential
- Heavy vehicle volumes
- Heavy pedestrian traffic
- Bus Routes: QM2, QM3, QM20, Q23, Q33, Q47, Q49, Q66, Q72
Need: Why Northern Blvd?

• High Crash Corridor*
  • 26.2 KSI (Killed or Severely Injured) per mile; top 10% of all Queens corridors
  • 3 pedestrian fatalities since 2008

• Of the 108 pedestrian injury crashes within the corridor*, 50 (46.3%) were crossing with the signal
  • Also known as a failure to yield crash

• 70’ width of Northern Blvd makes pedestrian crossings difficult for slow pedestrians
  • Pedestrian study at Northern Blvd and 61 St
    • 33% of all pedestrians were school aged children

*2008-2012 NYSDOT/NYCDOT crash data.
Safety improvement locations were selected with three tiers of analysis:

- **High Crashes**
  - Locations with higher rates of failure to yield pedestrian crashes were prioritized

- **Land Use and Traffic Network needs**
  - Institutions (schools and hospitals) taken into account
  - Proposed improvements have minimal impact on traffic network

- **Engineering Feasibility**
  - Construction is possible without disrupting existing underground utilities
Need: Northern Blvd Crash Data

154 Total Pedestrian Injury Crashes
3 Total Pedestrian Fatalities

Total Injuries (Motor vehicle occupant, bicycle and pedestrian) 2008-2012

154 Total Pedestrian Injury Crashes
3 Total Pedestrian Fatalities

Northern Blvd - 62 St to 102 St, QN

Injury Summary, 2008-2012 (5 Years)

<table>
<thead>
<tr>
<th>Group</th>
<th>Total Injuries</th>
<th>Severe Injuries</th>
<th>Fatalities</th>
<th>KSI</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pedestrian</td>
<td>154</td>
<td>20</td>
<td>3</td>
<td>23</td>
</tr>
<tr>
<td>Bicyclist</td>
<td>33</td>
<td>2</td>
<td>0</td>
<td>2</td>
</tr>
<tr>
<td>Motor Vehicle Occupant</td>
<td>564</td>
<td>22</td>
<td>0</td>
<td>22</td>
</tr>
<tr>
<td>Total</td>
<td>771</td>
<td>44</td>
<td>3</td>
<td>47</td>
</tr>
</tbody>
</table>

Fatalities, 01/01/2008-4/14/2014: 3

Source: Fatalities: NYC DOT
Injuries: NYC DOT
KSI: Persons Killed or Severely Injured
Proposal: Northern Blvd Pedestrian Islands

Pedestrian safety islands have been shown to*

- Decrease pedestrian crashes by 46%
- Reduce vehicle crashes by 39%

*Source: US Department of Transportation FHWA Proven Safety Countermeasures - Medians and Pedestrian Crossing Islands in Urban and Suburban Areas
Proposal: Northern Blvd Pedestrian Islands

- Construct a total of 9 pedestrian safety islands
  - At 62nd St, 75th St, 78th St, 84th St, 86th St, 88th St, 89th St, 96th St, 102nd St
- Existing islands at 61st St, 79th St, 80th St, 93rd St, 103rd St, 104th St

[Map showing proposed and existing islands]
Proposal: Northern Blvd Pedestrian Islands

EXISTING

Northern Blvd Typical Configuration

PROPOSED

Northern Blvd Typical Configuration
To install islands at the pertinent crosswalk, left turns from Northern Blvd will be banned at 4 locations:

- 75th St
- 78th St
- 96th St
- 102nd St
Northern Blvd and 75th Street Turn Ban

- Rerouting of WB left turning vehicles to 75th St and 34 Ave

Left Turn Counts*
AM Peak: 43
PM Peak: 29

*Peak Hours are 7:45am-8:45am and 5:45pm-6:45pm
Northern Blvd and 78th Street Turn Ban

- Rerouting of WB left turning vehicles to 34th Ave

**Left Turn Counts**
- AM Peak: 11
- PM Peak: 8

*Peak Hours are 7:45am-8:45am and 5:45pm-6:45pm*
Northern Blvd and 96th Street Turn Ban

- Rerouting of WB left turning vehicles to 96th St and 34th Ave

Left Turn Counts*
AM Peak: 32
PM Peak: 26

*Peak Hours are 7:45am-8:45am and 5:45pm-6:45pm
Northern Blvd and 102nd Street Turn Ban

- Rerouting of WB left turning vehicles to 102nd St and 34th Ave

Left Turn Counts*
- AM Peak: 42
- PM Peak: 60

*Peak Hours are 7:45am-8:45am and 5:45pm-6:45pm
Benefits of Proposal

• Provides safer pedestrian crossings
• Creates simpler, safer left turns from cross streets
• Reduces motor vehicle and pedestrian conflict
• Redesigns 1.8 miles of a High Crash Corridor

Hillside Ave and 187 St—looking east