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)

<table>
<thead>
<tr>
<th>Category</th>
<th>Total Injuries</th>
<th>Severe Injuries</th>
<th>Fatalities</th>
<th>KSI</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pedestrian</td>
<td>25</td>
<td>4</td>
<td>0</td>
<td>4</td>
</tr>
<tr>
<td>Bicyclist</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Motor Vehicle Occupant</td>
<td>22</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>49</strong></td>
<td><strong>4</strong></td>
<td><strong>0</strong></td>
<td><strong>4</strong></td>
</tr>
</tbody>
</table>

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/NYSDMV 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- Outdated wide flush median design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

- Add left turn bay at 41 Ave
- Add parking lane stripe to organize roadway
- Resize flush median to current standard
- Restrict northbound left turn from Bowne St to 41 Ave
- Add concrete pedestrian safety island at 41 Ave and Barclay Ave

nyc.gov/visionzero
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

Thank You!

Questions?
Proposed Improvements

Vehicles headed west on 41 Ave have alternate routes

35 Vehicles in peak hour