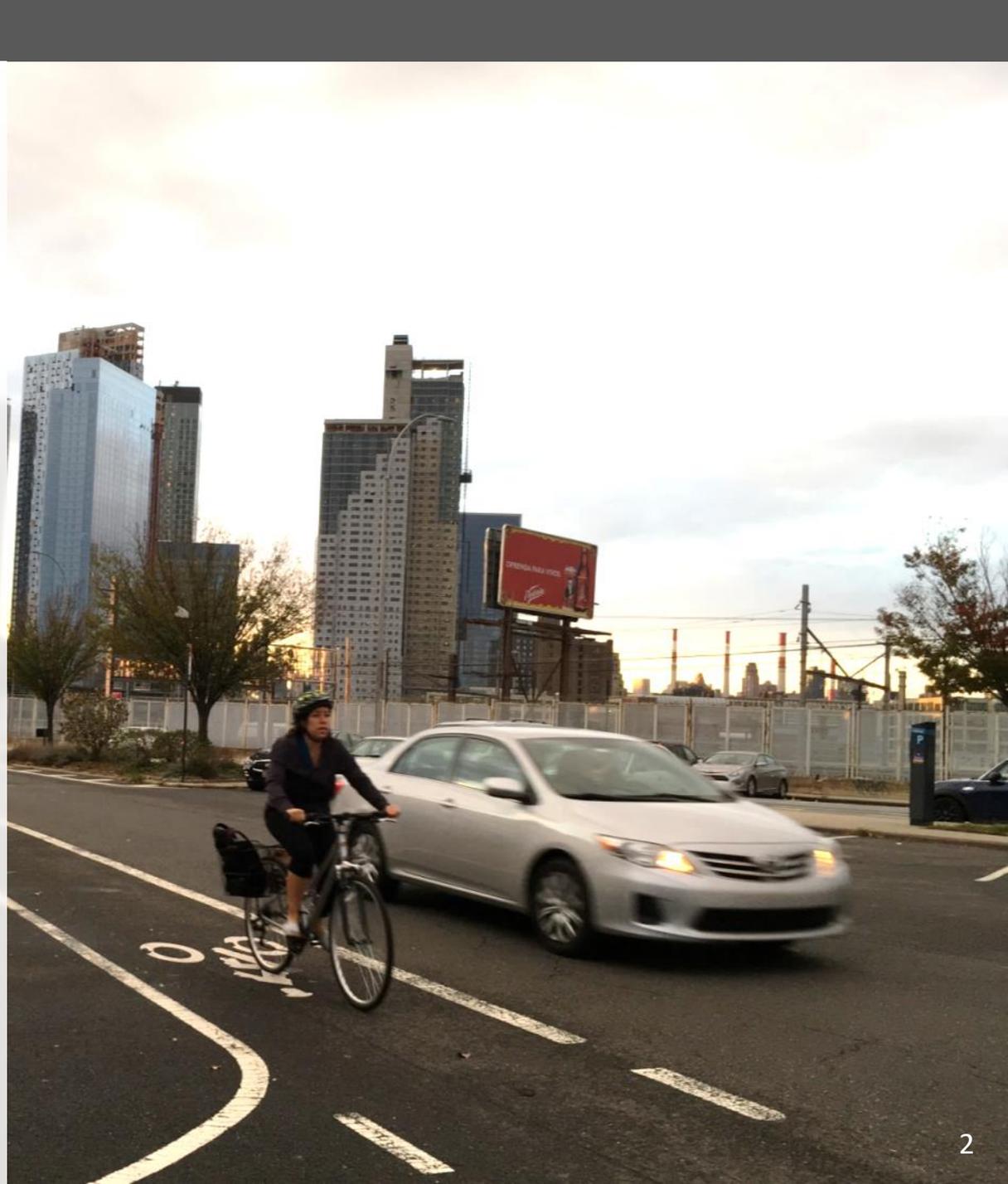




# 43<sup>rd</sup> Avenue, Skillman Avenue Street Safety Improvement Project

Presented at Town Hall - March 26, 2018

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



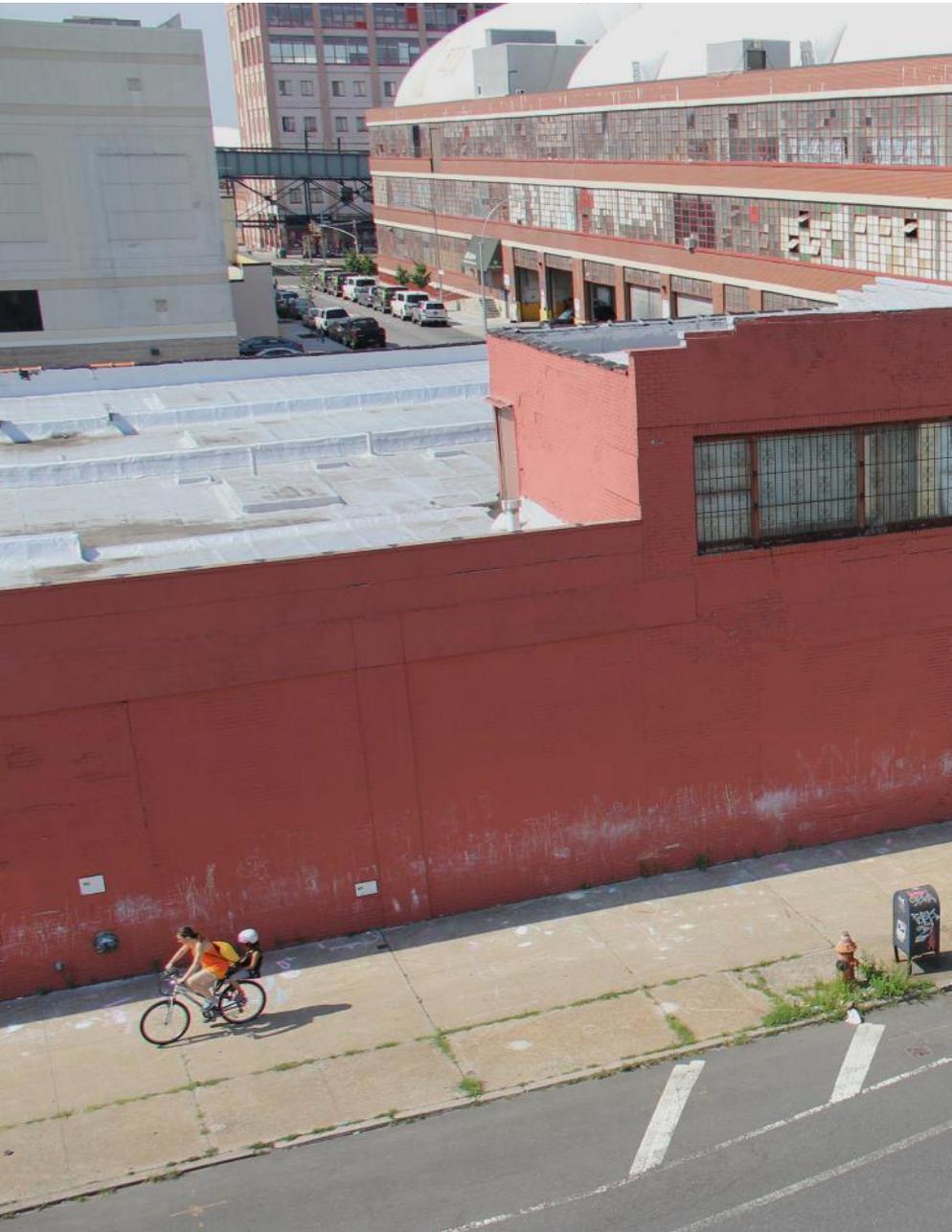
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**Background:**

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

**1**

## 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
- **November 6, 2017:** Street Safety Improvement Project presented to Community Board 2
- **October, 2017 – ongoing:** meetings with stakeholders



### Project Area

- Vision Zero Priority Area
- 283 People Injured 2012-2016 including
  - 61 Pedestrian
  - 34 cyclists

**Cyclist fatality and Severe Injury  
Spring 2017**



## 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



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

2

## Proposal Overview

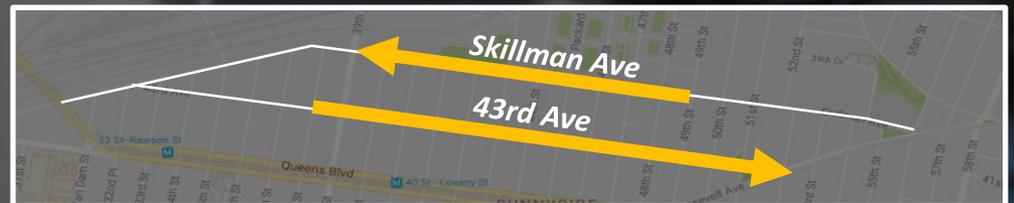
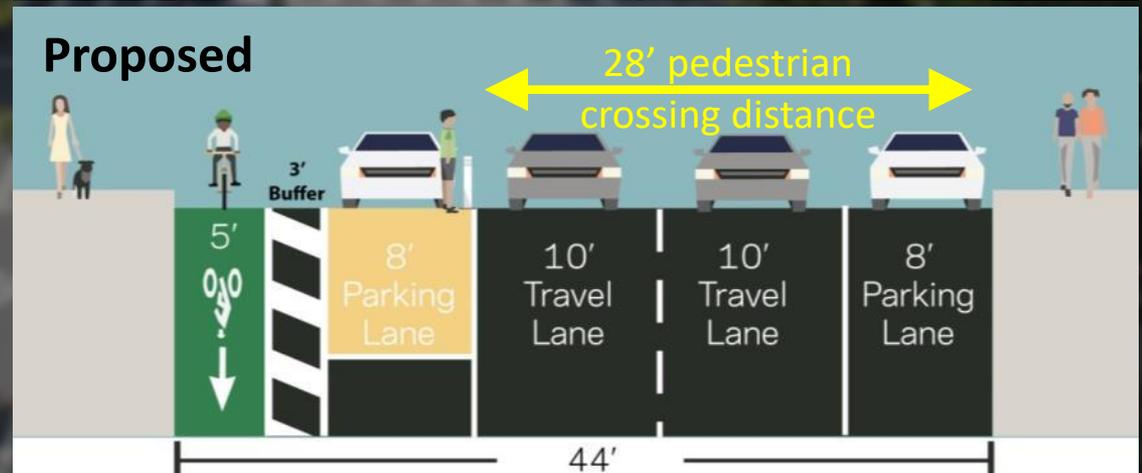
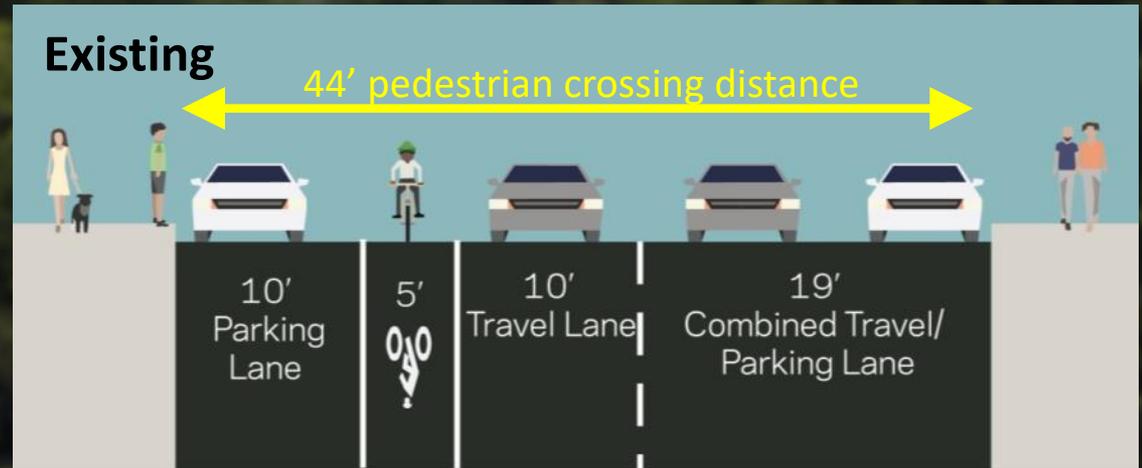


- 1 Higher Volume Locations**  
Maintain vehicular capacity  
Install parking protected bike lane with pedestrian islands
- 2 Lower Volume Locations**  
Remove one travel lane  
Install parking protected bike lanes with pedestrian islands
- 3 Skillman Ave at Sunnyside Yards**  
Create peak period travel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

# Summary of Project Proposal

## 1 - Safety Improvements at Higher Volume Locations

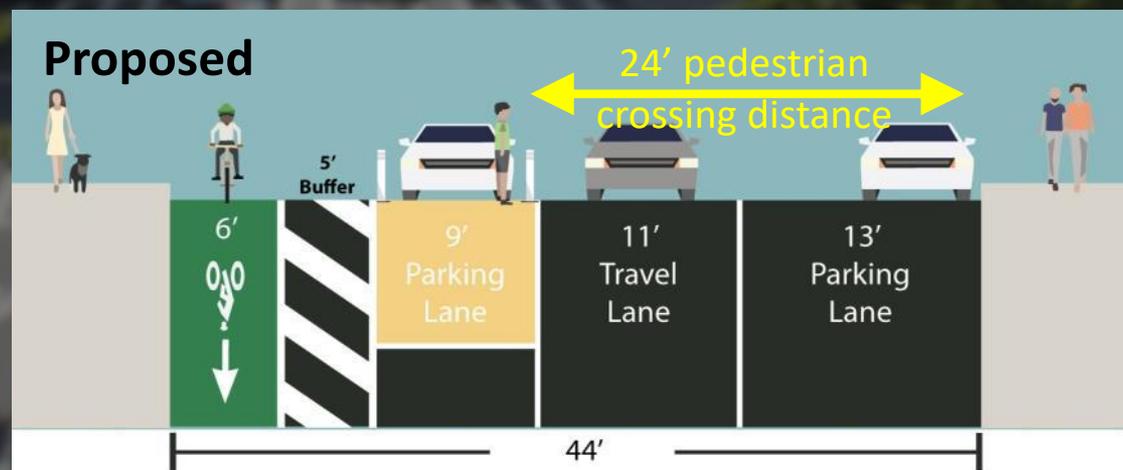
- Protected space for bicyclists
- Two moving lanes maintained
- Narrowed roadway discourages speeding
- Pedestrian islands reduce crossing distance from 44' to 28 ft
  - Lou Lodati Park
  - PS 150
- High visibility crosswalks improve visibility along corridor



# 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

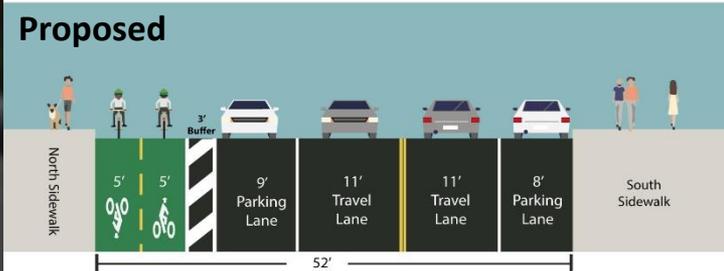
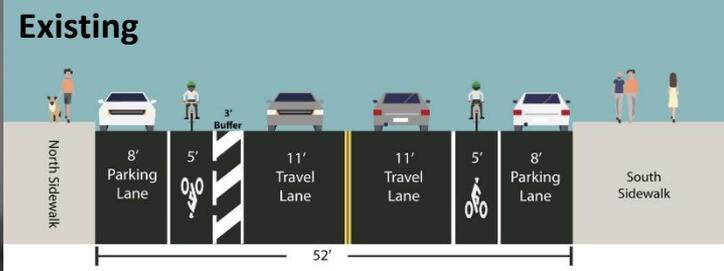


## 3 – Safety Improvements on Skillman Ave at Sunnyside Yards

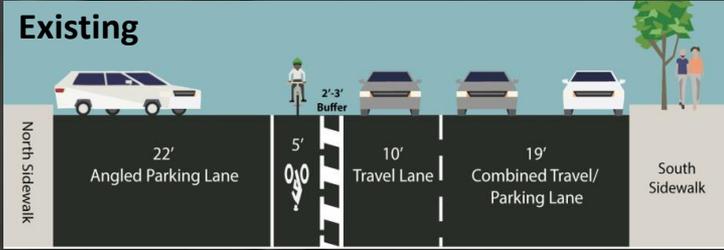
- Two-way protected bike path from Queens Blvd Bridge to 43<sup>rd</sup> Ave
- One full-time travel lane
- One 7am-10am curbside travel lane
- Angled parking
- Protected bike lane



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



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





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## Addressing Community Concerns

3

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

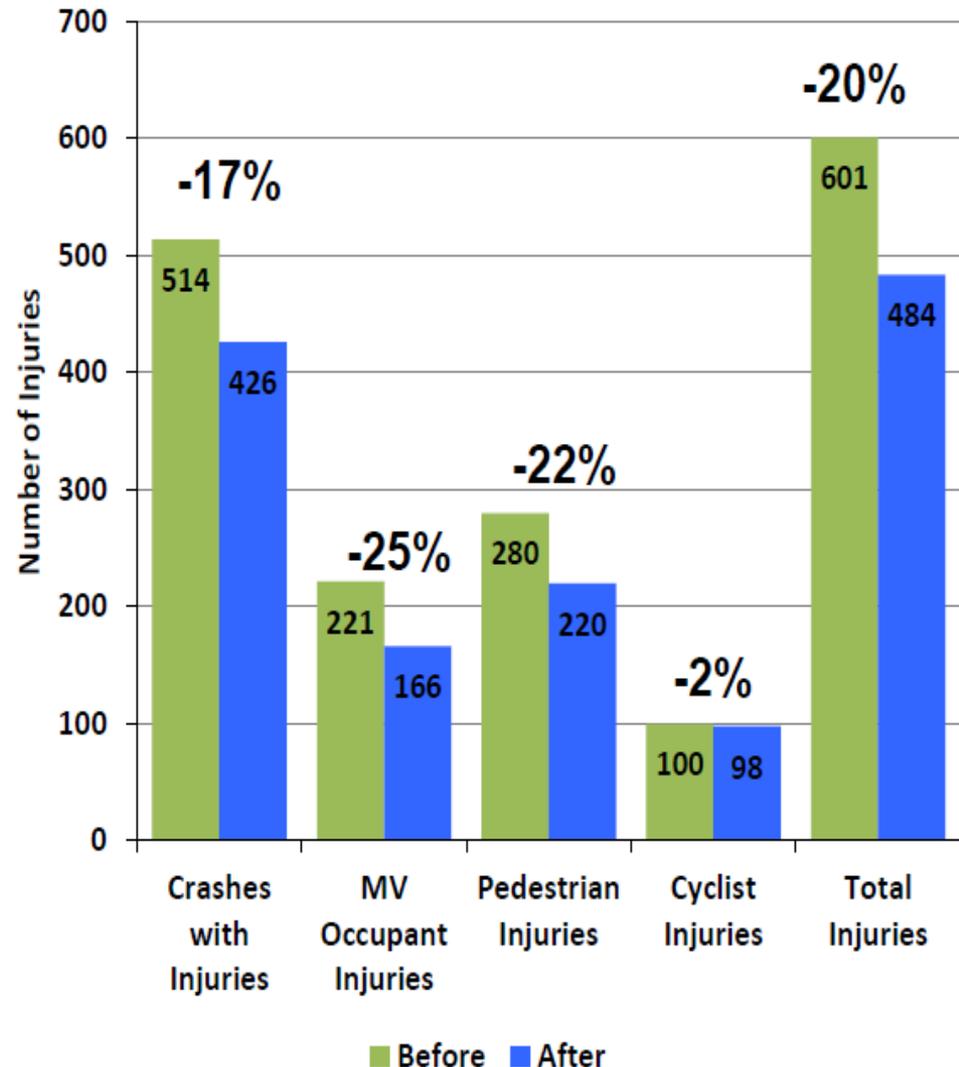


## 1 - Speeding and Safety

- **Comprehensive resign** 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

Potential parking returned:  
8-12 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

**Potential parking returned:  
7-12 spaces**



## 2C Driveway Treatments / 2D Parking Regulation Updates

### Design Update: Residential Driveway Clearance

- Channelization on either side of driveways maintains visibility
- In non-industrial areas daylighting length can be reduced

**Potential parking returned:  
3-6 spaces**

### 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)

**Potential parking returned:  
14 spaces**



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

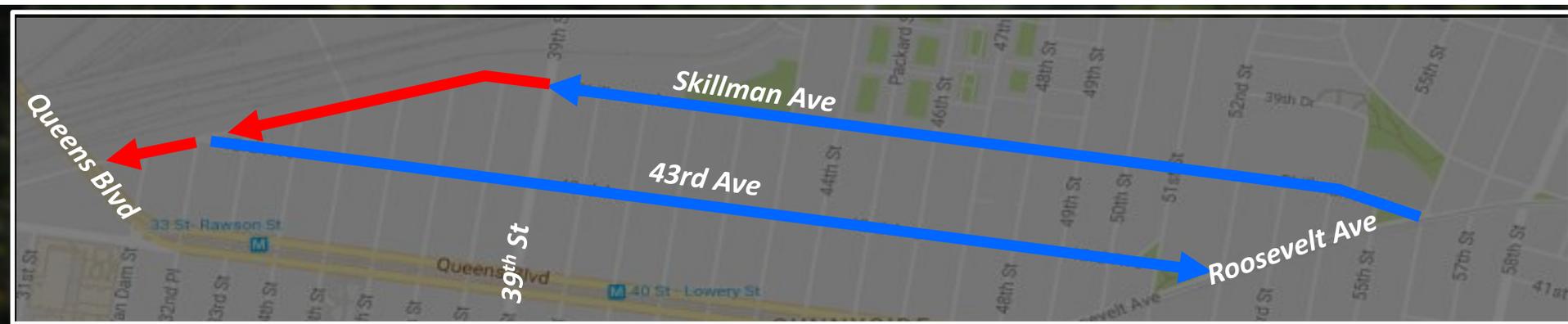
### Design Update: New Signal Approved at PS 11

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

**Potential parking removed for  
pedestrian crossing :  
3 spaces**



## Parking Impacts – Revised



Parking returned through design updates: +18 – 30

Parking returned through new regulations: +14 spaces

Parking removed for new signal: -3

Total parking returned: 29-41

### Neighborhood Corridor Skillman Ave/43<sup>rd</sup> Ave

34-40 parking spaces along 18 blocks of Skillman Ave (was 45 spaces)

53-59 parking spaces along 21 blocks of 43<sup>rd</sup> Ave (was 69)

would be repurposed to increase safety to create:

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

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Questions?

**THANK YOU!**



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