



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

## Protected Bike Lanes

Presented to Queens Community Board 2 Transportation Committee - November 6, 2017



## ■ Background

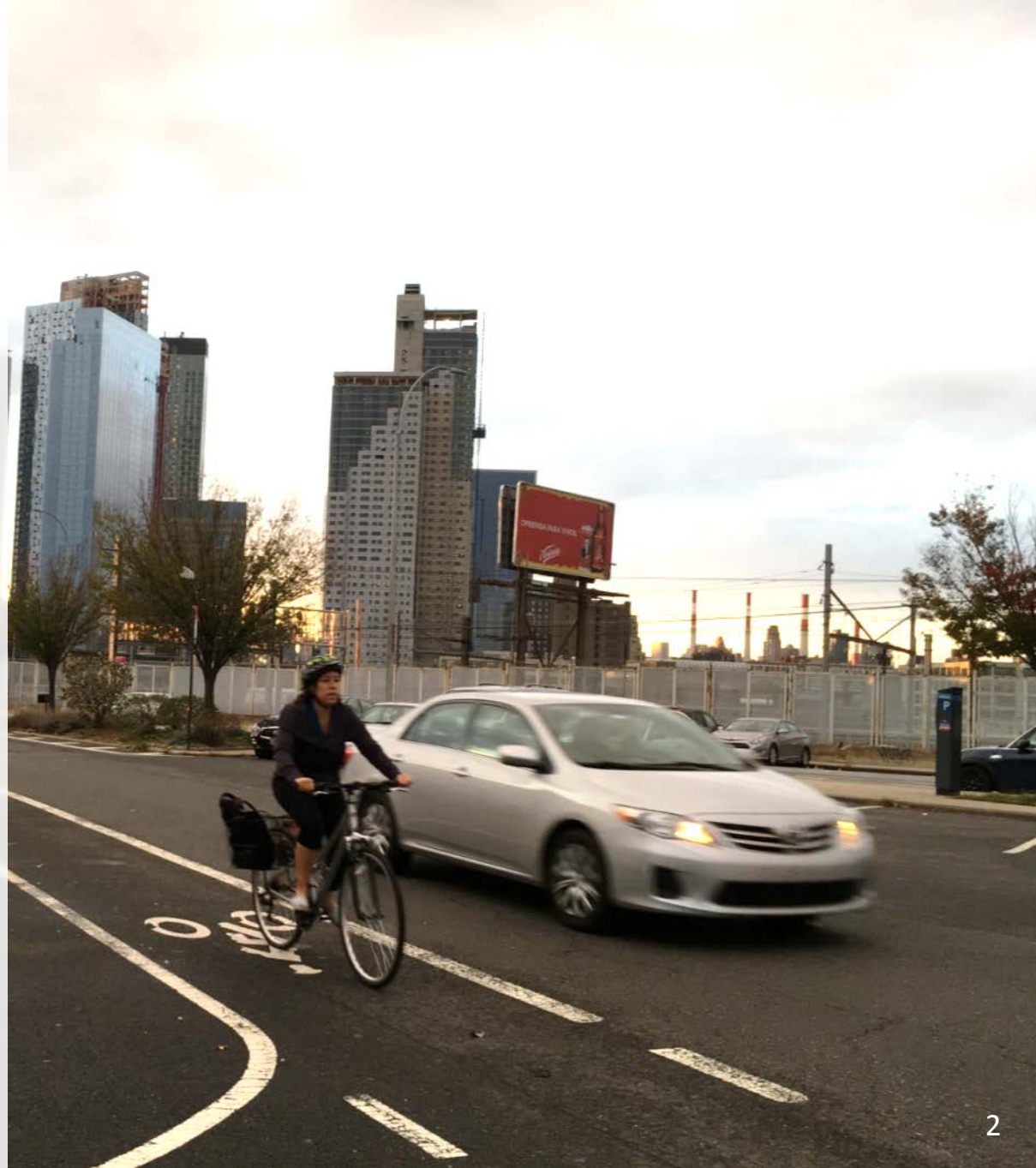
- Project timeline
- Safety data
- Existing bike network

## ■ Project proposal

- Proposal overview
- Corridor reconfiguration
- Safety improvements at Roosevelt Ave
- Skillman Ave at Sunnyside Yards

## ■ Summary

- Proposed project benefits
- Parking changes



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**Background**

1

## Project 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



Safety

- Skillman Ave and 43<sup>rd</sup> Ave are in a **Vision Zero Priority Area**
- **Bicyclist fatality** at 43<sup>rd</sup> Ave/39<sup>th</sup> St in April, 2017
- **1,400+ bicyclists** counted during May 2017 7am-7pm weekday count (between Van Dam St/32<sup>nd</sup> Pl and between 39<sup>th</sup> St/39<sup>th</sup> Pl)

Skillman Ave/43<sup>rd</sup> Ave (Queens Blvd to Roosevelt Ave), QN  
Injury Summary, 2010-2014 (5 years)

	Total Injuries	Severe Injuries	Fatalities	KSI
Pedestrian	74	6	0	6
Bicyclists	46	3	0	3
Motor Vehicle Occupant	221	6	0	6
Total	341	15	0	15

Fatalities, 01/01/2010 – 7/24/2017: 2

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



Bike Network



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## Project Proposal

2



## Proposal Overview

- **Discourage speeding** by narrowing the roadway
- Shortens pedestrian crossings in a Vision Zero Priority Area with **30+ pedestrian islands**
- Upgrades 2.6 lane miles of bike lanes to **protected bike lanes**
- Creates a **continuous 7+ mile protected bike route** from Forest Hills to Midtown via Queens Blvd, Skillman Ave/43<sup>rd</sup> Ave, Queens Blvd Bridge, Queens Plaza North, and the Queensboro Bridge path





## Proposal Overview



Proposed Improvements

1

Corridor  
Reconfiguration



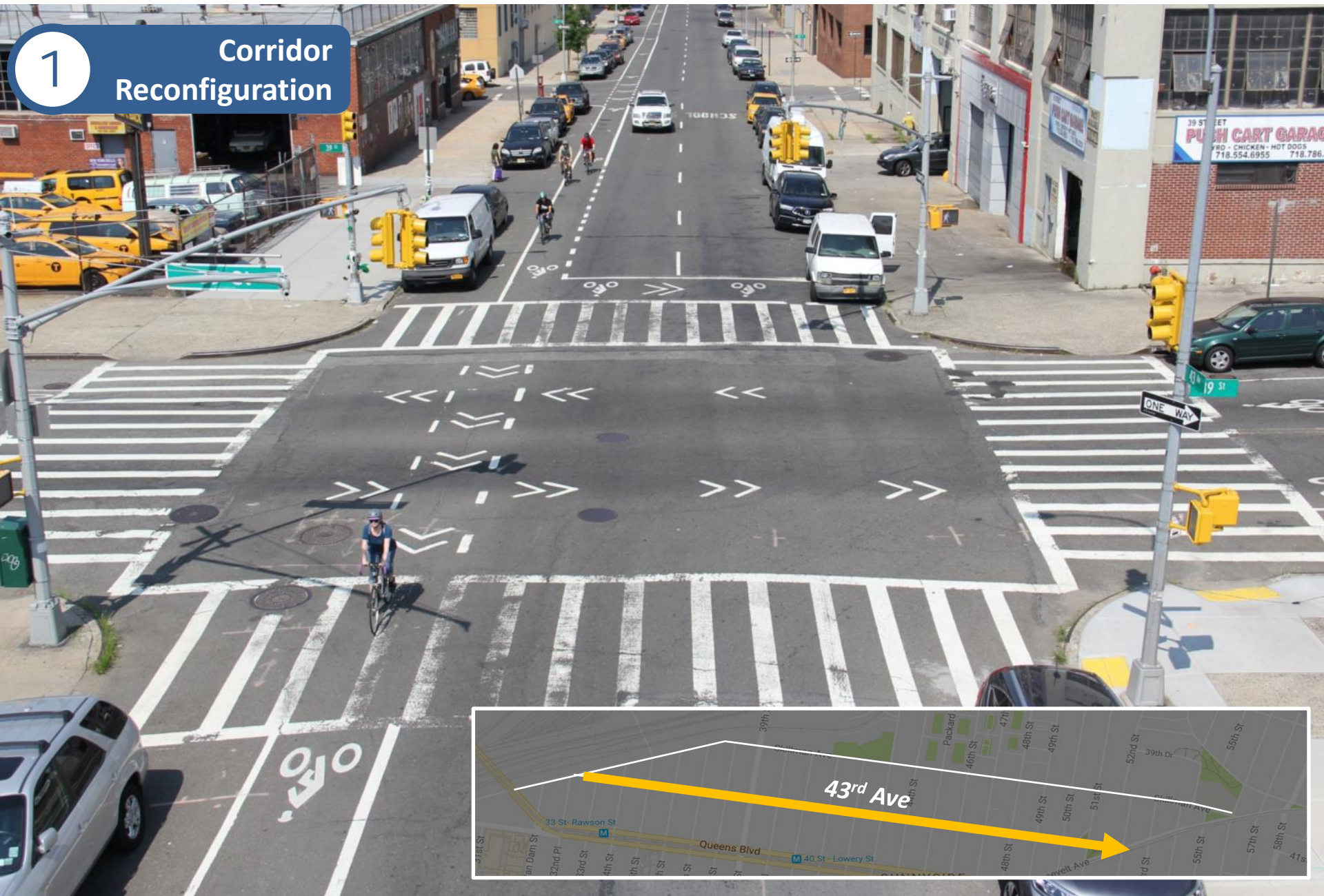


# 43<sup>rd</sup> Ave, Skillman Ave – Project Proposal

**Existing Conditions:** 43<sup>rd</sup> Ave (32<sup>nd</sup> Pl/Skillman Ave to 52<sup>nd</sup> St/Roosevelt Ave) – typical configuration, facing west

1

## Corridor Reconfiguration



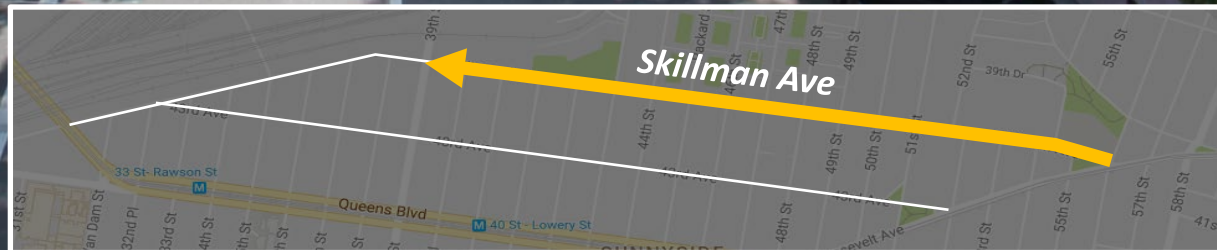


# 43<sup>rd</sup> Ave, Skillman Ave – Project Proposal

**Existing Conditions:** Skillman Ave (56<sup>th</sup> St/Roosevelt Ave to 39<sup>th</sup> St) – typical configuration, facing east

1

## Corridor Reconfiguration



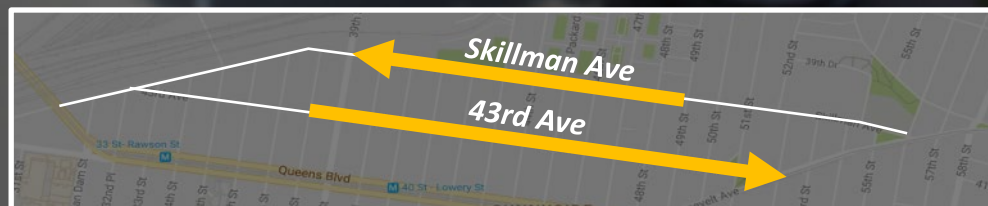
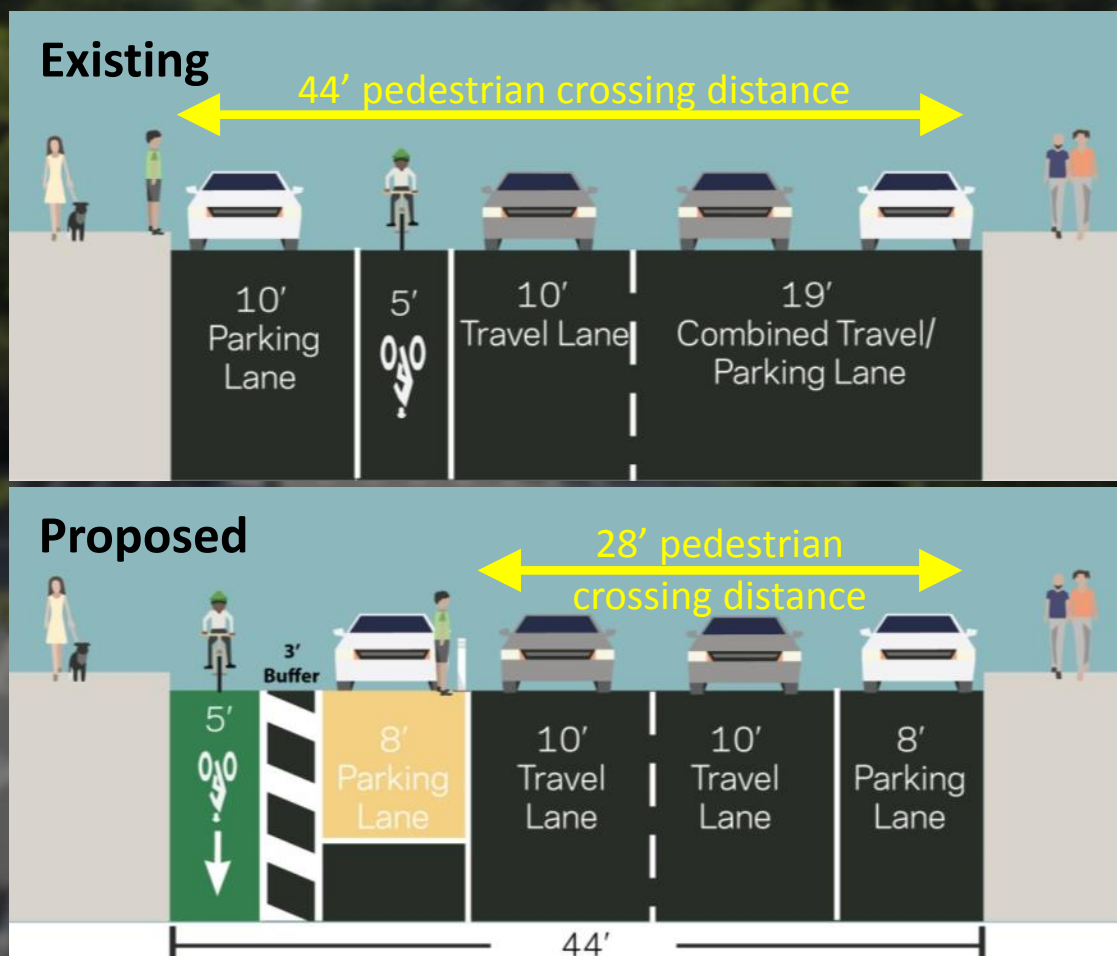


# 43<sup>rd</sup> Ave, Skillman Ave – Project Proposal

Skillman Ave (49<sup>th</sup> St to 39<sup>th</sup> St), 43<sup>rd</sup> Ave (38<sup>th</sup> St to 52<sup>nd</sup> St)

Typical Configuration with Two Travel Lanes

- Protected space for bicyclists
- Shorter crossing distance
- Maintain necessary traffic capacity

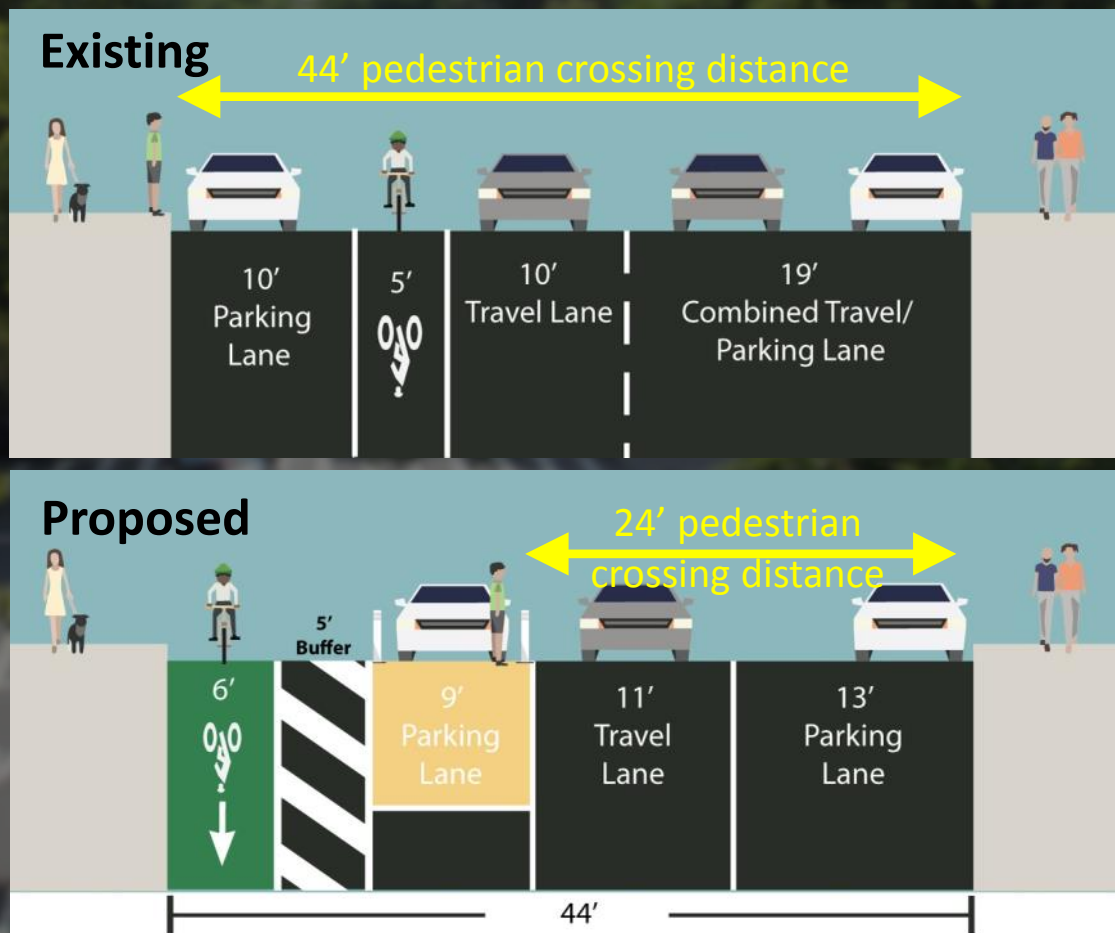


## 1 Corridor Reconfiguration

# 43<sup>rd</sup> Ave, Skillman Ave – Project Proposal

Skillman Ave (56<sup>th</sup> St to 49<sup>th</sup> St), 43<sup>rd</sup> Ave (32<sup>nd</sup> Pl to 38<sup>th</sup> St)

- Lower vehicle volume on these sections of 43<sup>rd</sup> Ave and Skillman Ave
- Traffic analysis indicates that traffic will still flow well with one travel lane
- Removing excess vehicular capacity discourages speeding
- Wide parking lane allows traffic to flow even when a vehicle is double-parked



## 1 Corridor Reconfiguration



# 43<sup>rd</sup> Ave, Skillman Ave – Project Proposal

**Existing Conditions:** Skillman Ave (49<sup>th</sup> St to 39<sup>th</sup> St), 43<sup>rd</sup> Ave (38<sup>th</sup> St to 52<sup>nd</sup> St)

High cyclist volumes without physical separation

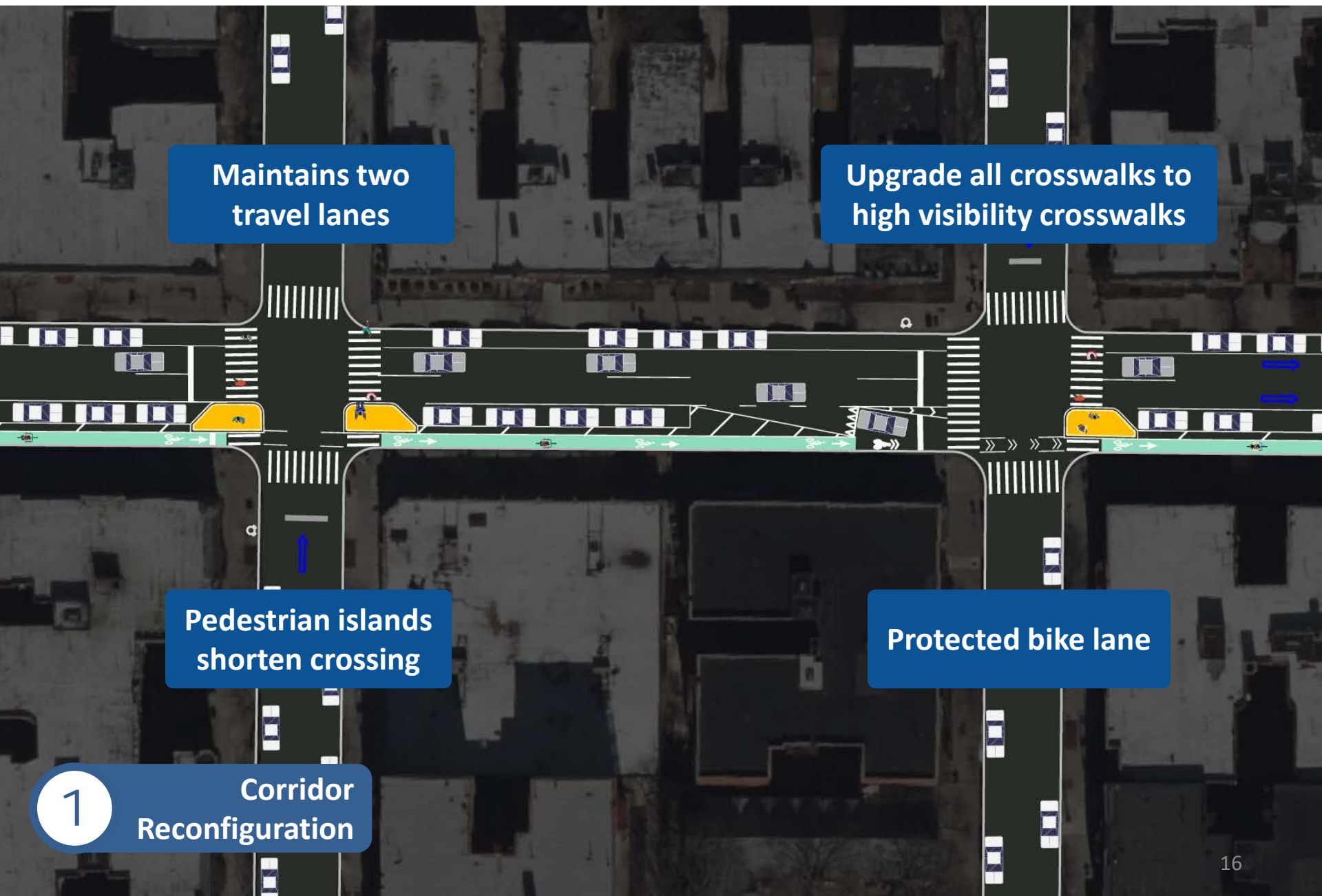
Long pedestrian crossing distances

1

Corridor  
Reconfiguration

# 43<sup>rd</sup> Ave, Skillman Ave – Project Proposal

**Proposed Conditions:** Skillman Ave (49<sup>th</sup> St to 39<sup>th</sup> St), 43<sup>rd</sup> Ave (38<sup>th</sup> St to 52<sup>nd</sup> St)



Maintains two  
travel lanes

Upgrade all crosswalks to  
high visibility crosswalks

Pedestrian islands  
shorten crossing

Protected bike lane

1

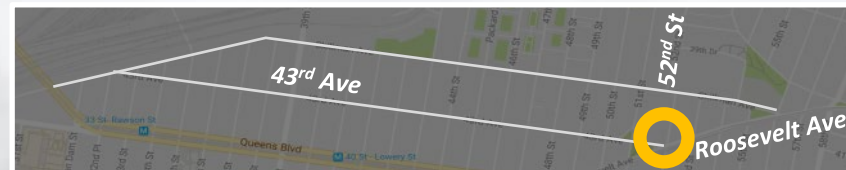
Corridor  
Reconfiguration



# 43<sup>rd</sup> Ave, Skillman Ave – Project Proposal

## Existing Conditions: 43<sup>rd</sup> Ave (51<sup>st</sup> St to Roosevelt Ave)

- Location: slip-lane for right turn from 43<sup>rd</sup> Ave to westbound Roosevelt Ave near 52<sup>nd</sup> St
- Extremely low vehicle volume
- Heavy pedestrian volume near 52 St-Lincoln Ave subway station



2

## Safety Improvements at Roosevelt Ave



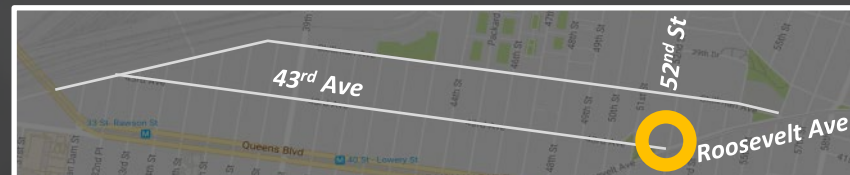


# 43<sup>rd</sup> Ave, Skillman Ave – Project Proposal

## 43<sup>rd</sup> Ave (51<sup>st</sup> St to Roosevelt Ave), 52<sup>nd</sup> St (Roosevelt Ave to Queens Blvd)

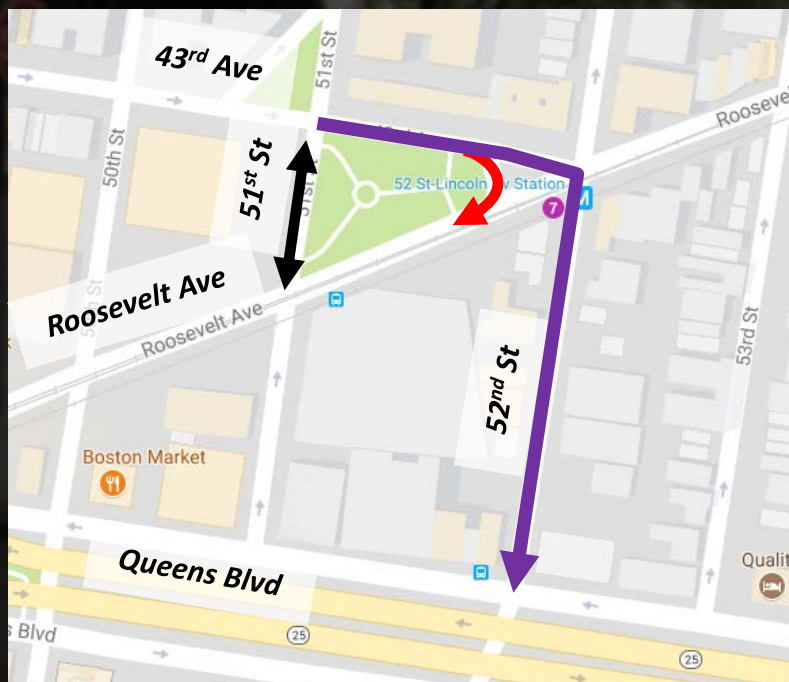
### Proposal:

- Ban right turn from 43<sup>rd</sup> Ave onto Roosevelt Ave and close slip-lane
- Maintain two-way access on 51<sup>st</sup> St
- Extend 43<sup>rd</sup> Ave protected bike lane to Roosevelt Ave
- Add bike lane connection to Queens Blvd protected bike lane via 52<sup>nd</sup> St



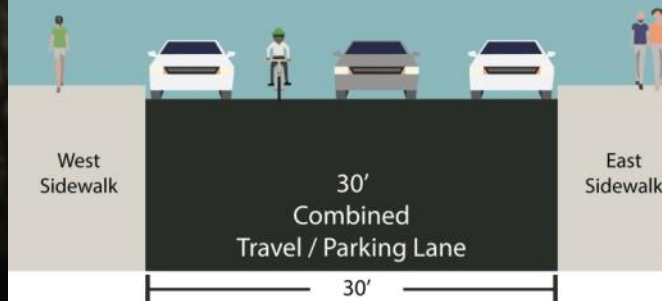
2

### Safety Improvements at Roosevelt Ave



### 52<sup>nd</sup> St: Roosevelt Ave to Queens Blvd

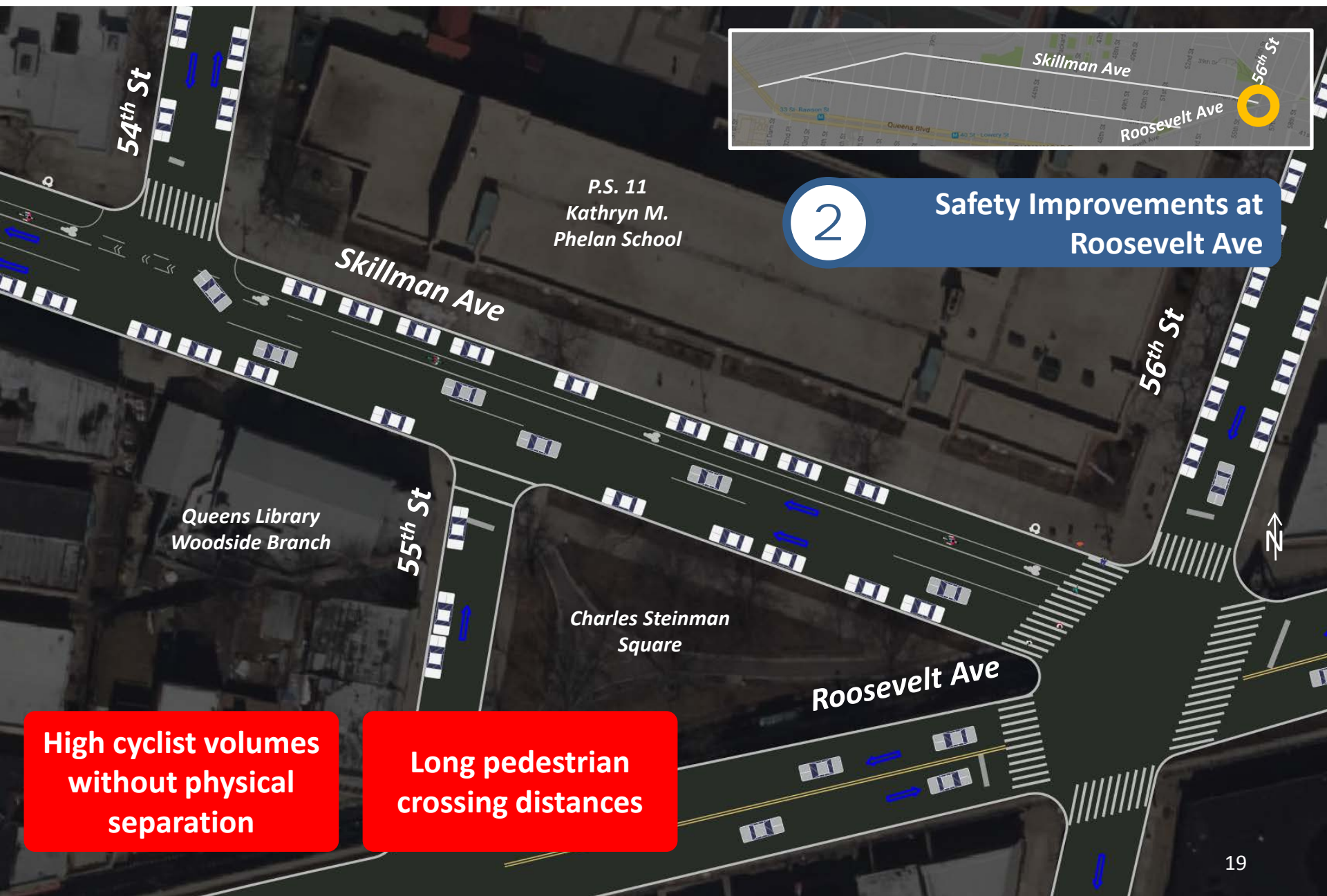
#### Existing



#### Proposed



Existing Conditions: Skillman Ave (54<sup>th</sup> St to Roosevelt Ave)



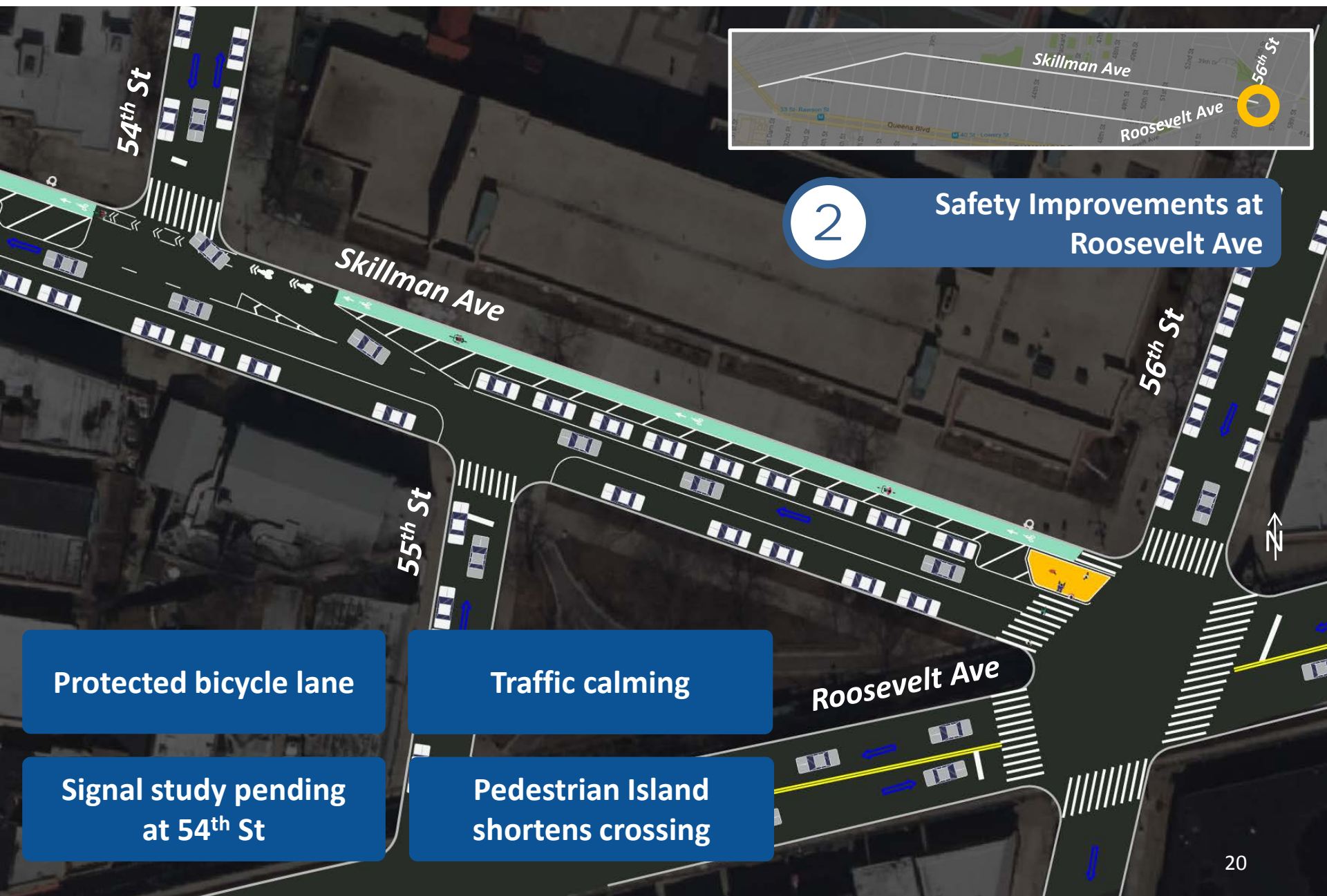
2 Safety Improvements at Roosevelt Ave

High cyclist volumes without physical separation

Long pedestrian crossing distances



Proposed Conditions: Skillman Ave (54<sup>th</sup> St to Roosevelt Ave)



2 Safety Improvements at Roosevelt Ave

Protected bicycle lane

Traffic calming

Signal study pending at 54<sup>th</sup> St

Pedestrian Island shortens crossing

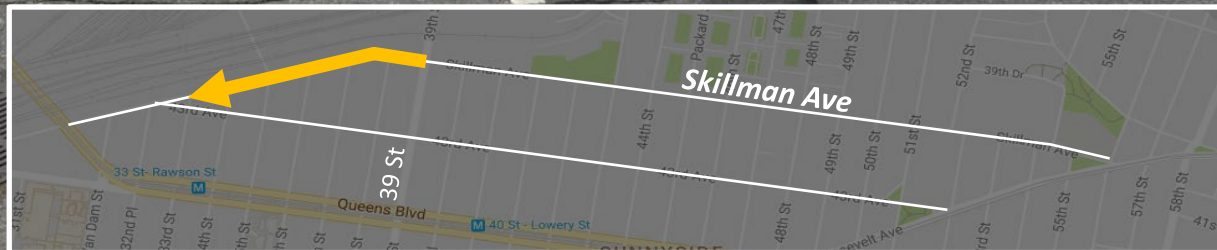


# 43<sup>rd</sup> Ave, Skillman Ave – Project Proposal

**Existing Conditions:** Skillman Ave (39<sup>th</sup> St to 33<sup>rd</sup> St)

3

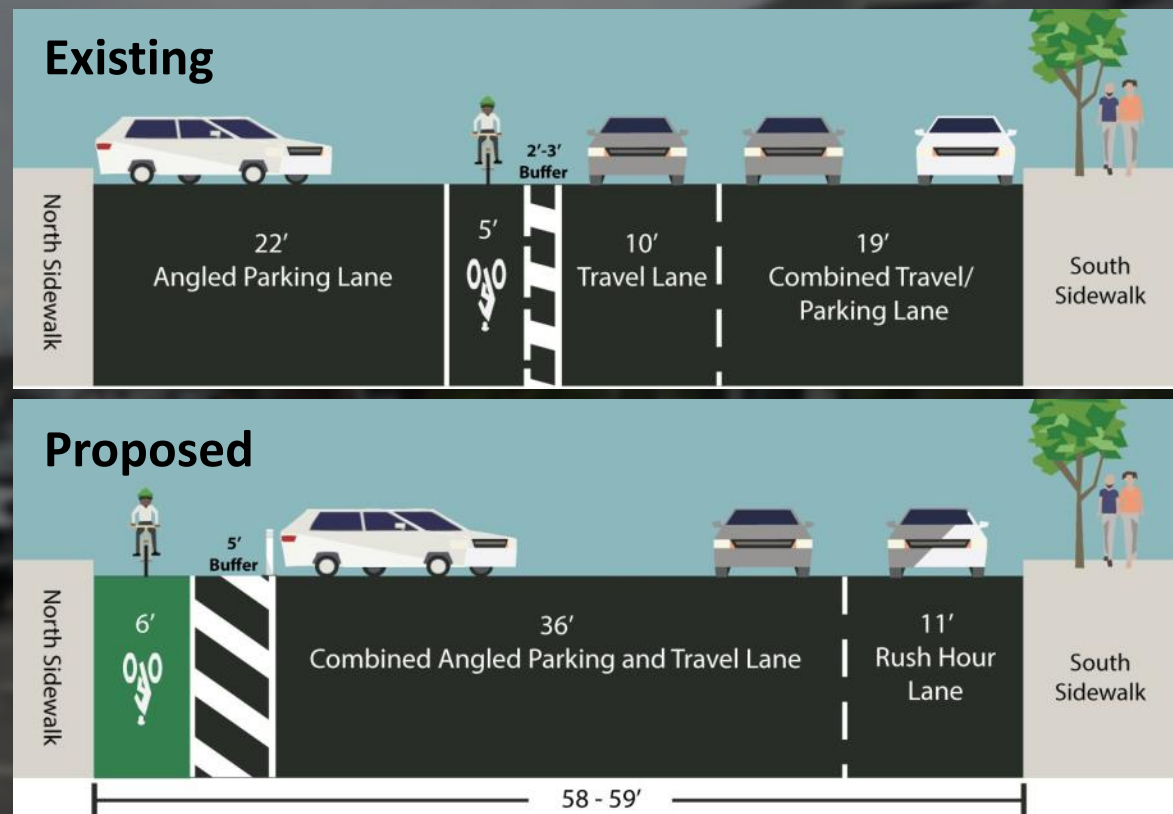
Skillman Ave  
at Sunnyside Yards



## Skillman Ave (39<sup>th</sup> St to 33<sup>rd</sup> St)

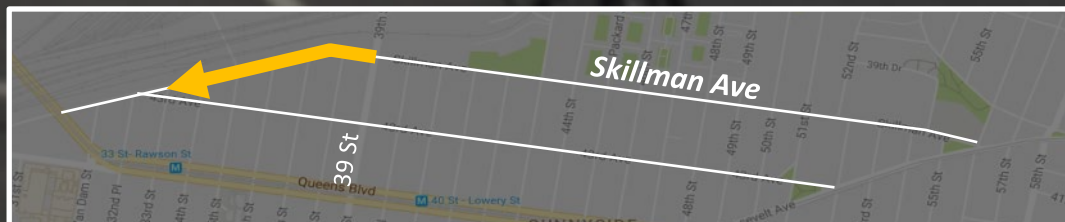
Proposal:

- One full-time travel lane
- One 7am-10am curbside travel lane
- Angled parking
- Protected bike lane



3

**Skillman Ave  
at Sunnyside Yards**





## Example: Paerdegat Ave North, Brooklyn



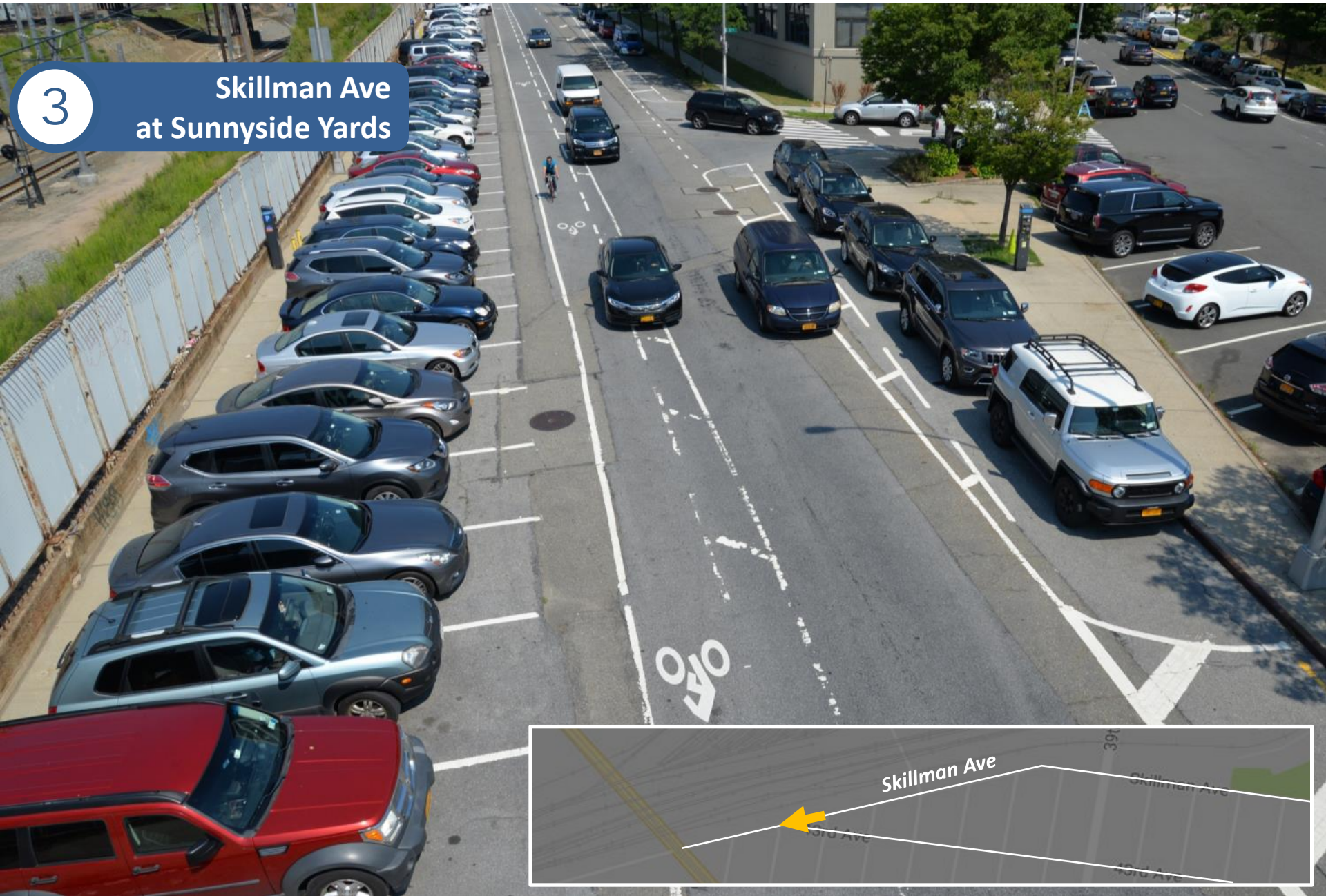


# 43<sup>rd</sup> Ave, Skillman Ave – Project Proposal

**Existing Conditions:** Skillman Ave (33<sup>rd</sup> St to 32<sup>nd</sup> Pl)

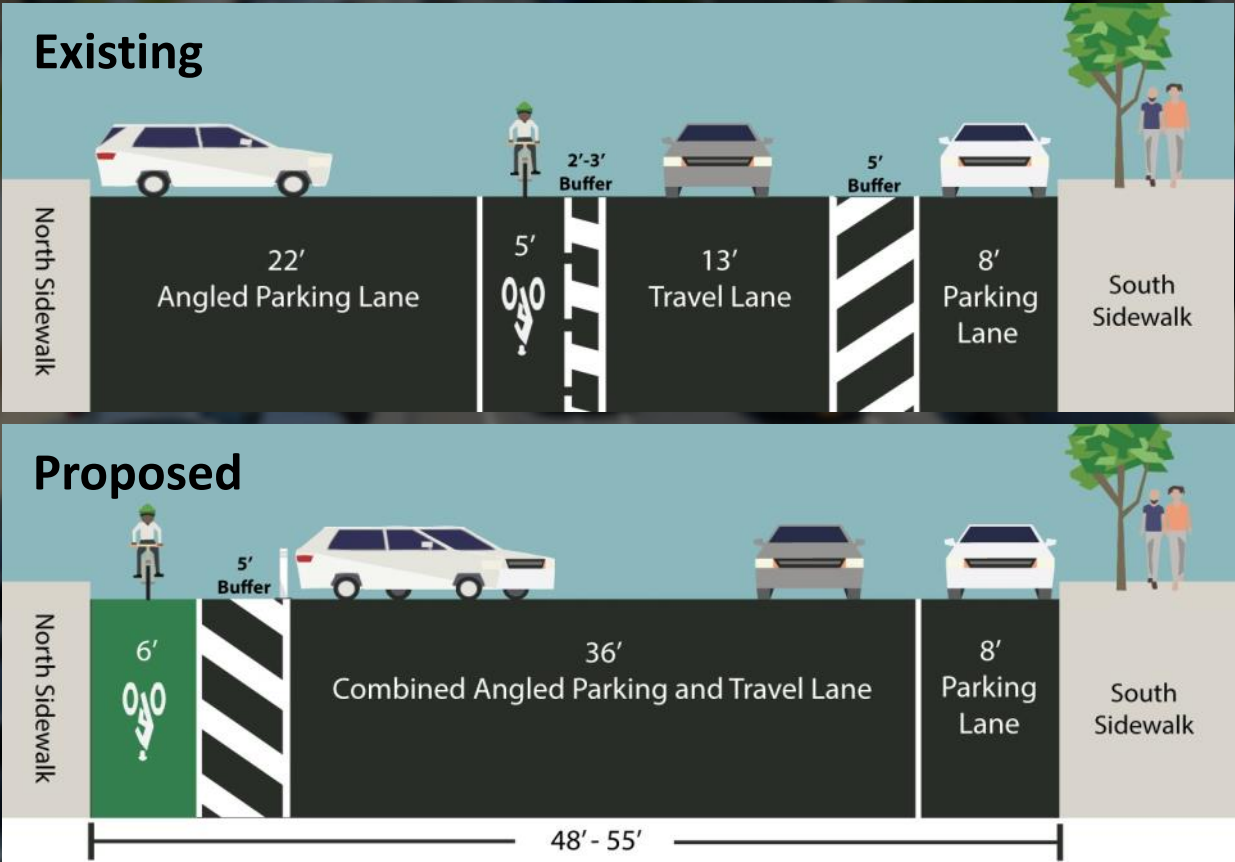
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Skillman Ave  
at Sunnyside Yards

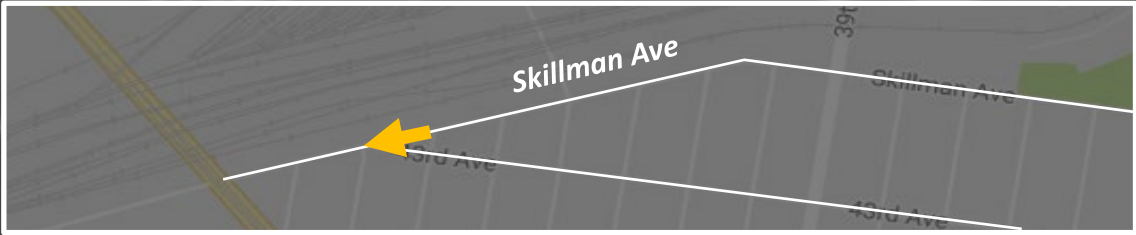




Skillman Ave (33<sup>rd</sup> St to 32<sup>nd</sup> St)



3 Skillman Ave at Sunnyside Yards



# 43<sup>rd</sup> Ave, Skillman Ave – Project Proposal

**Existing Conditions:** Skillman Ave (32<sup>nd</sup> Pl/43<sup>rd</sup> Ave to Queens Blvd)

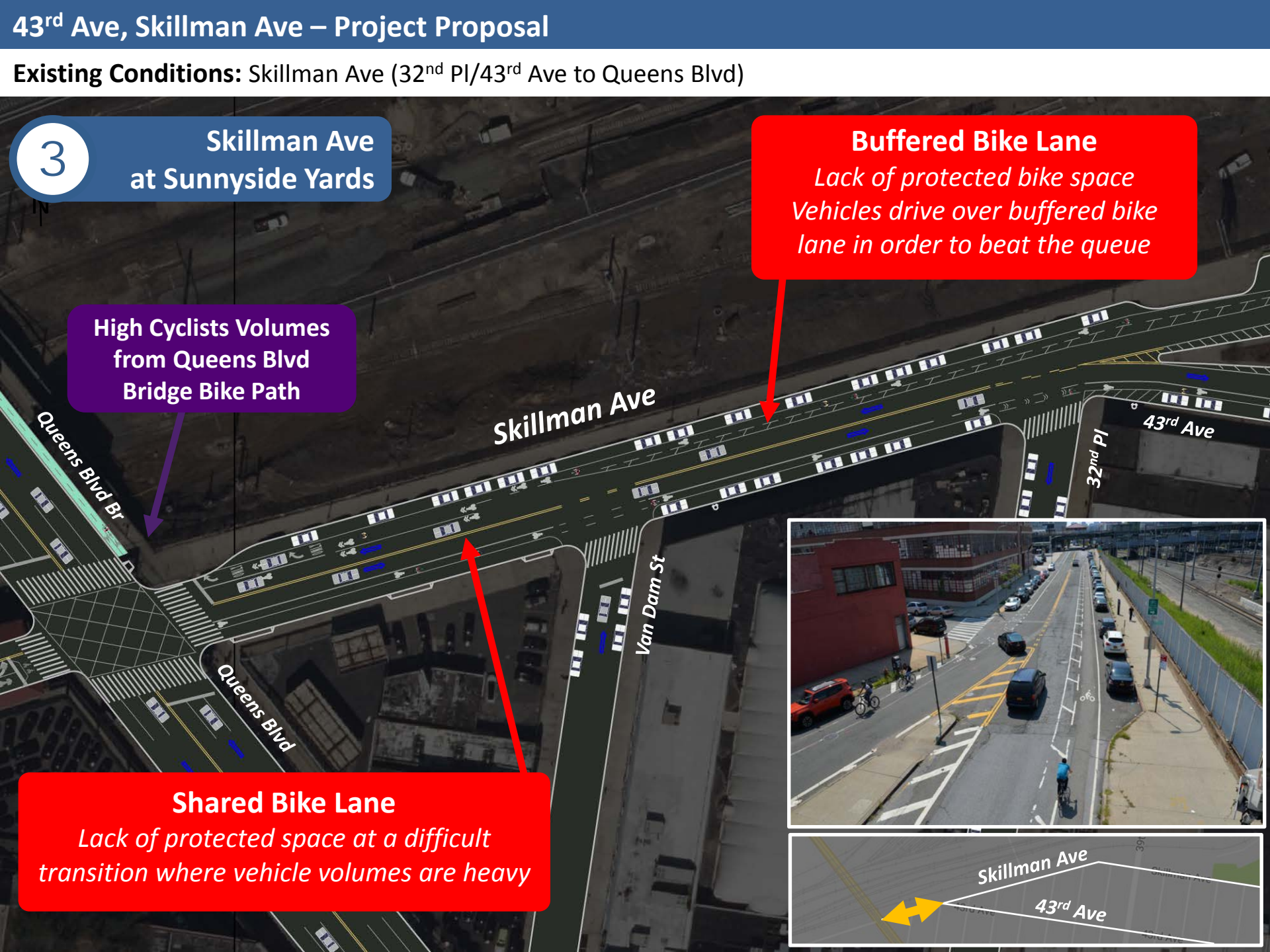
3

Skillman Ave  
at Sunnyside Yards

High Cyclists Volumes  
from Queens Blvd  
Bridge Bike Path

**Buffered Bike Lane**  
*Lack of protected bike space  
Vehicles drive over buffered bike  
lane in order to beat the queue*

**Shared Bike Lane**  
*Lack of protected space at a difficult  
transition where vehicle volumes are heavy*





# 43<sup>rd</sup> Ave, Skillman Ave – Project Proposal

**Proposed Conditions:** Skillman Ave (32<sup>nd</sup> Pl/43<sup>rd</sup> Ave to Queens Blvd)

3

## Skillman Ave at Sunnyside Yards

### 2-way Protected Bike Path

*Maintain all moving lanes*

*Separates moving lane from bikes*

*Easier two-way bike transition from Queens Blvd Bridge*



Example: 20<sup>th</sup> Ave, Queens



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**Summary**

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## Proposed Project Benefits

### Pedestrian Safety

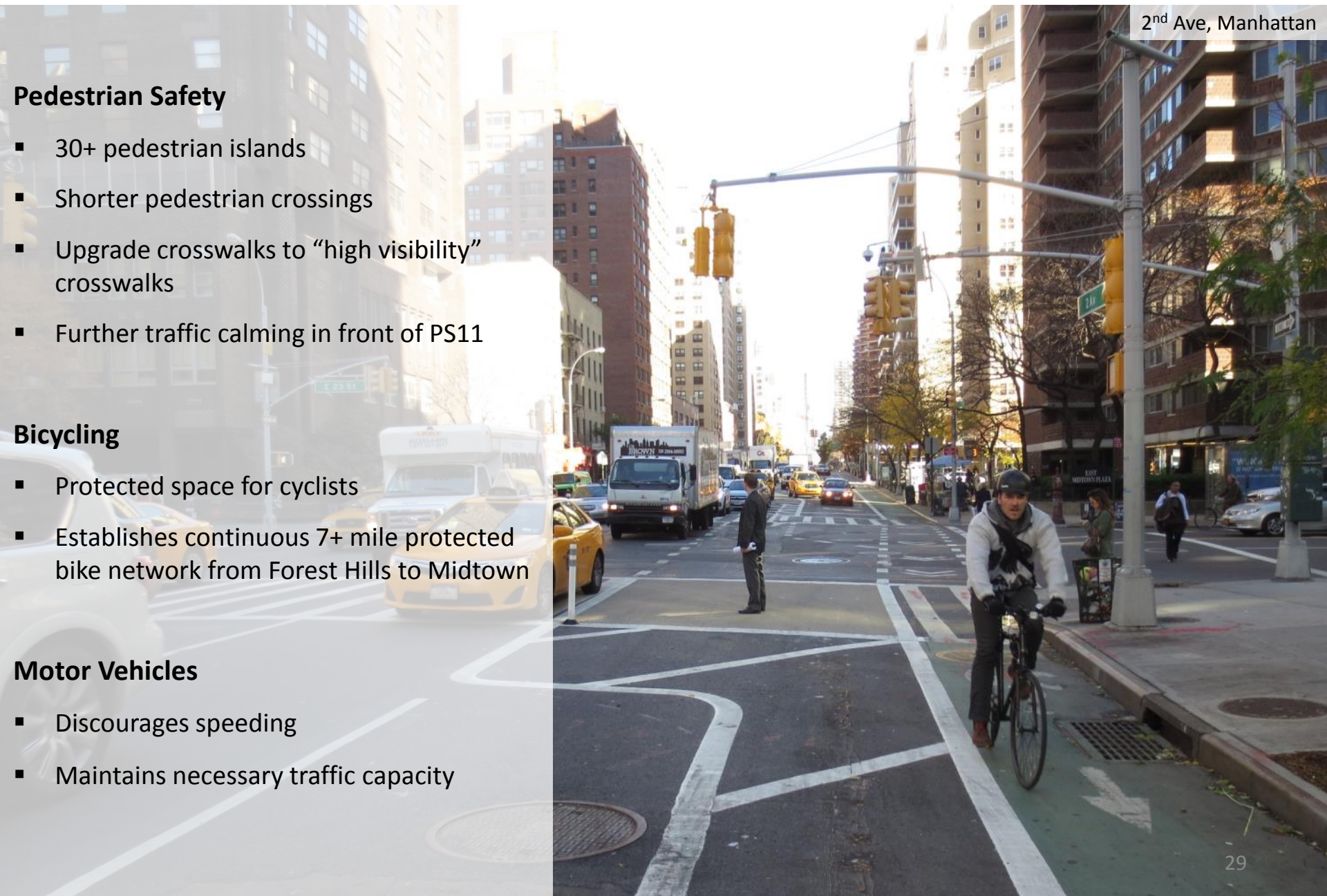
- 30+ pedestrian islands
- Shorter pedestrian crossings
- Upgrade crosswalks to “high visibility” crosswalks
- Further traffic calming in front of PS11

### Bicycling

- Protected space for cyclists
- Establishes continuous 7+ mile protected bike network from Forest Hills to Midtown

### Motor Vehicles

- Discourages speeding
- Maintains necessary traffic capacity

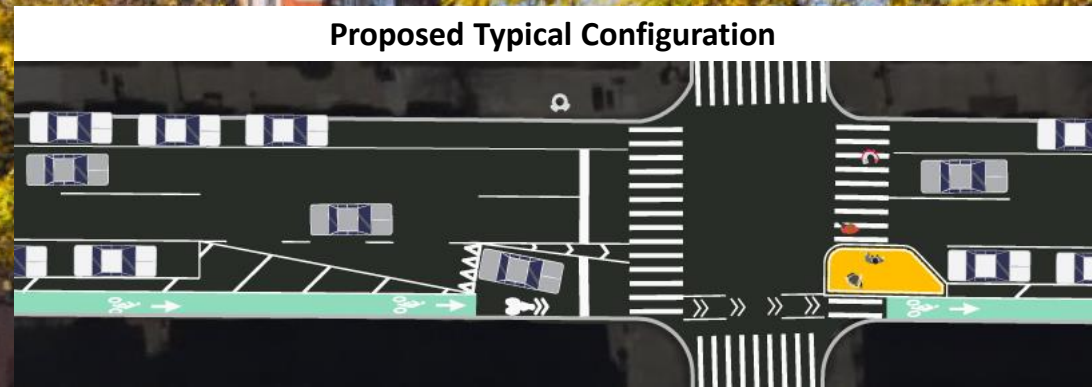


2<sup>nd</sup> Ave, Manhattan



# Summary

**Parking Changes:** Pedestrian islands will shorten crossing distances 36%-45%, requires some parking loss



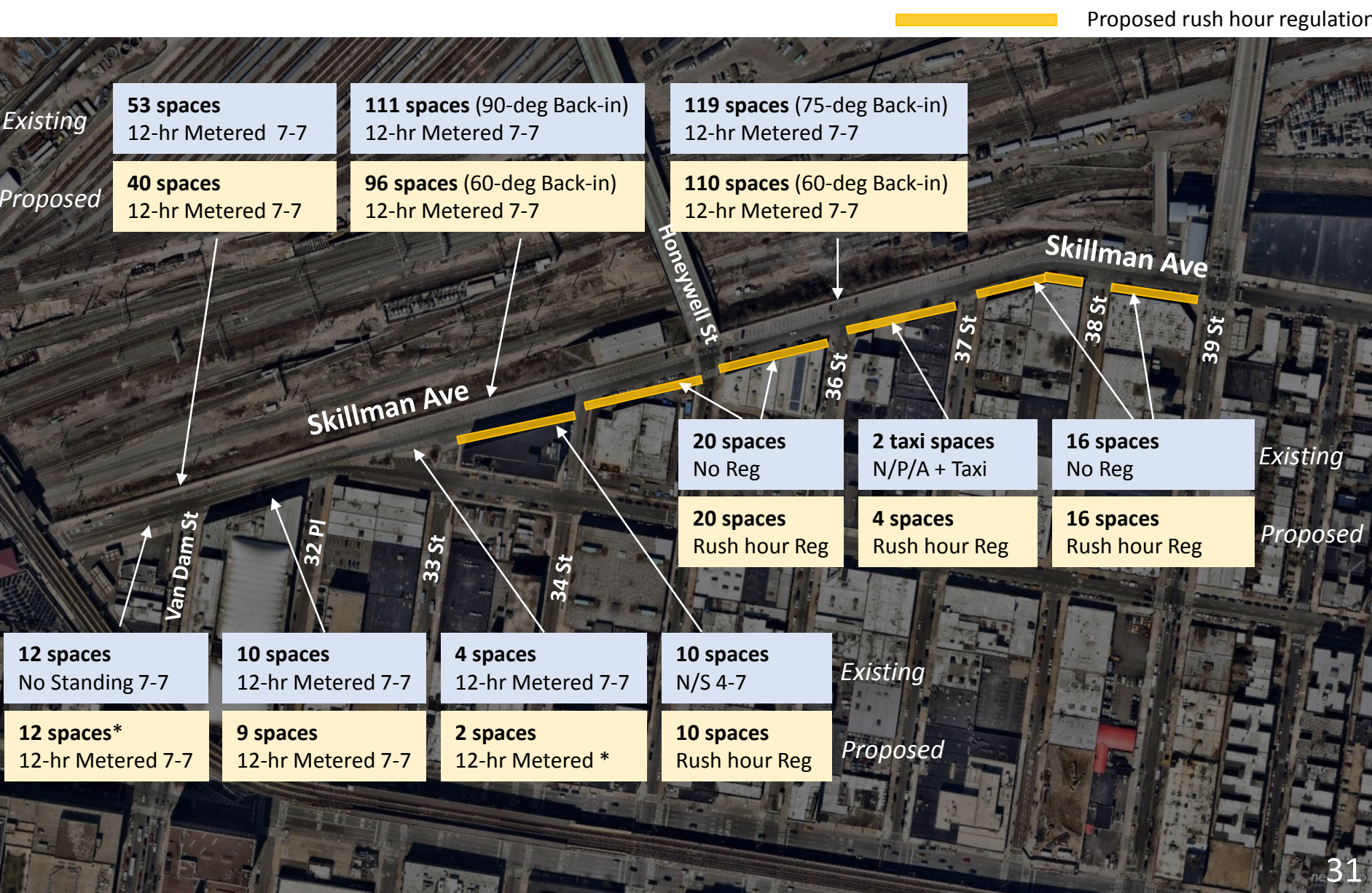
**17% of the parking spaces on the Skillman Ave/43<sup>rd</sup> Ave corridor will be repurposed for right turn treatments and pedestrian islands (118 spaces)**





Summary

Parking Loss on Skillman Ave (39<sup>th</sup> St to Queens Blvd)  
40 full-time spaces and 40 AM peak period spaces lost (359 existing spaces)



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# Questions?

# THANK YOU!



NYC DOT



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