

Northern Boulevard

62nd Street- 102nd Street

2014



Commissioner Polly Trottenberg - New York City Department of Transportation
Office Research, Implementation and Safety - Presentation to Community Board 3 - May 13, 2014

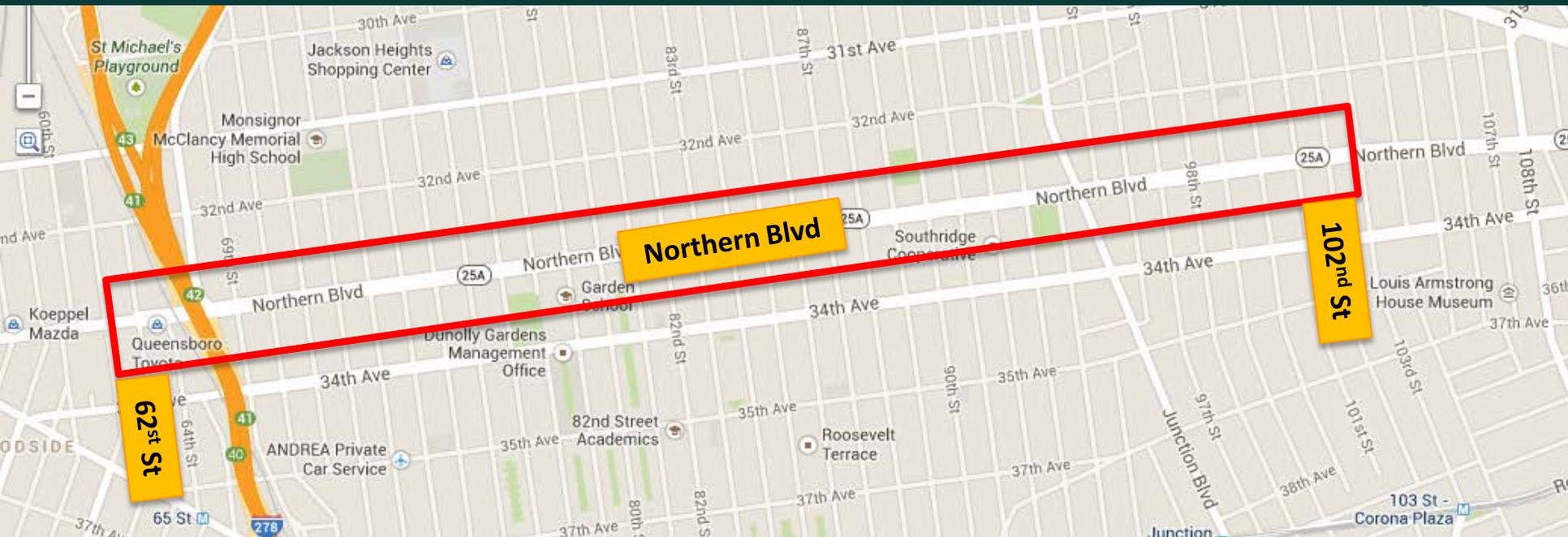


Context: Northern Blvd

- 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?

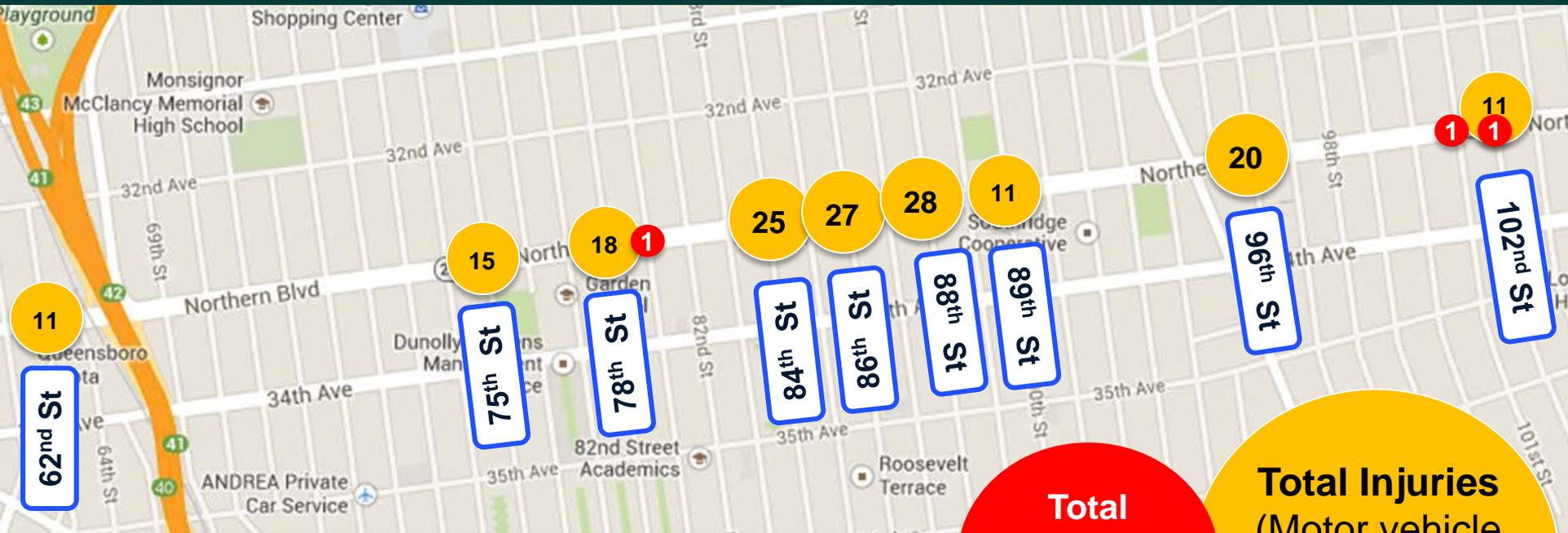
- High Crash Corridor*
 - 26.2 KSI (Killed or Severely Injured) per mile; top 10% of all Queens corridors
 - 3 pedestrian fatalities since 2008
- Of the 108 pedestrian injury crashes within the corridor*, 50 (46.3%) were crossing with the signal
 - Also known as a failure to yield crash
- 70' width of 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.

Northern Blvd: Location Selection

- 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



**Total Fatalities
2008-2012**

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

Northern Blvd - 62 St to 102 St, QN

Injury Summary, 2008-2012 (5 Years)

	Total Injuries	Severe Injuries	Fatalities	KSI
Pedestrian	154	20	3	23
Bicyclist	33	2	0	2
Motor Vehicle Occupant	584	22	0	22
Total	771	44	3	47

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

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

154 Total Pedestrian Injury Crashes

3 Total Pedestrian Fatalities

Proposal: Northern Blvd Pedestrian Islands

Pedestrian safety islands have been shown to*

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



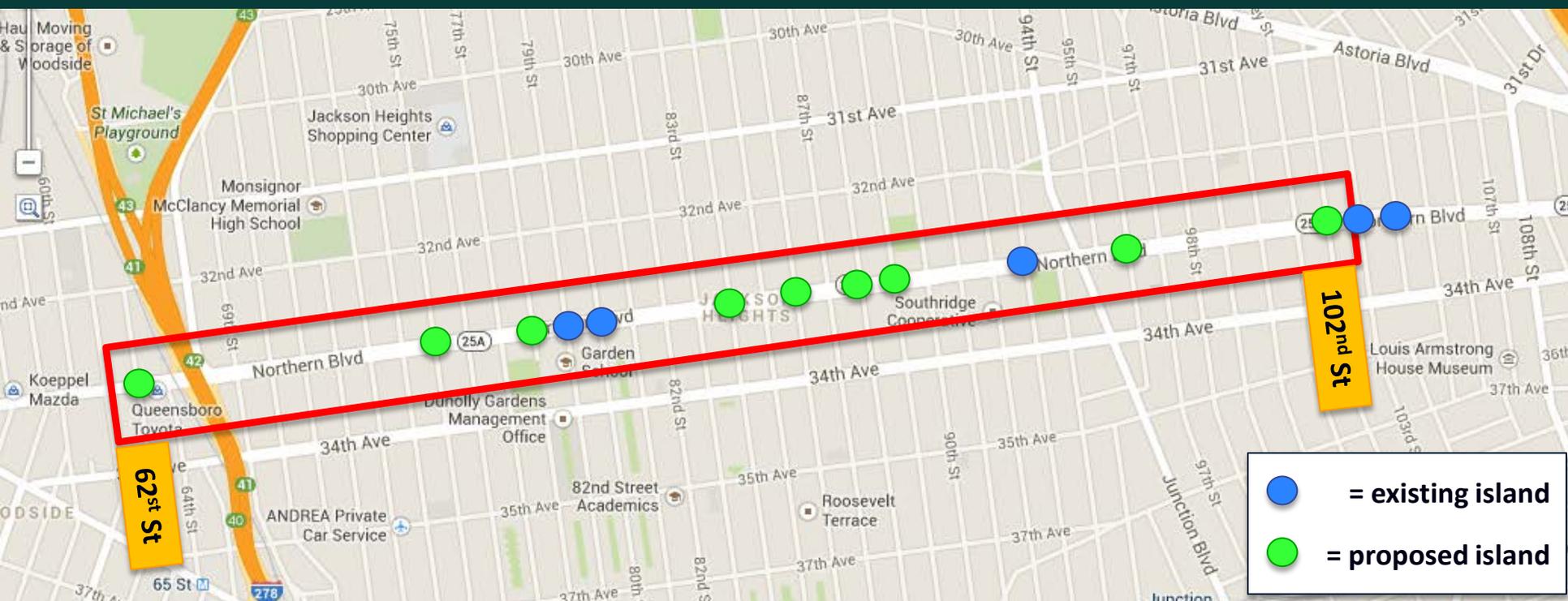
Hillside Ave and 187 St—looking east



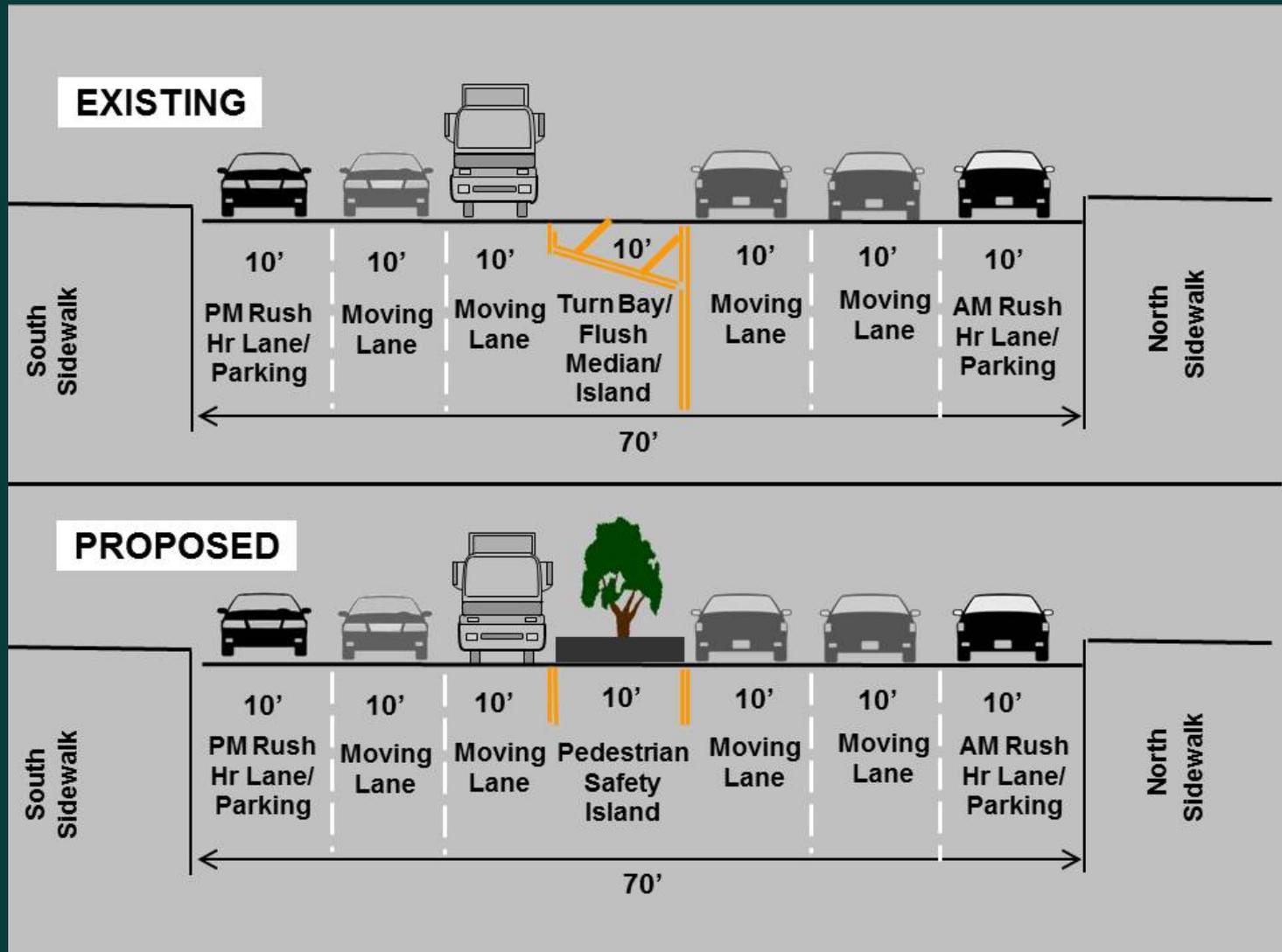
Northern Blvd and 61 St during implementation

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



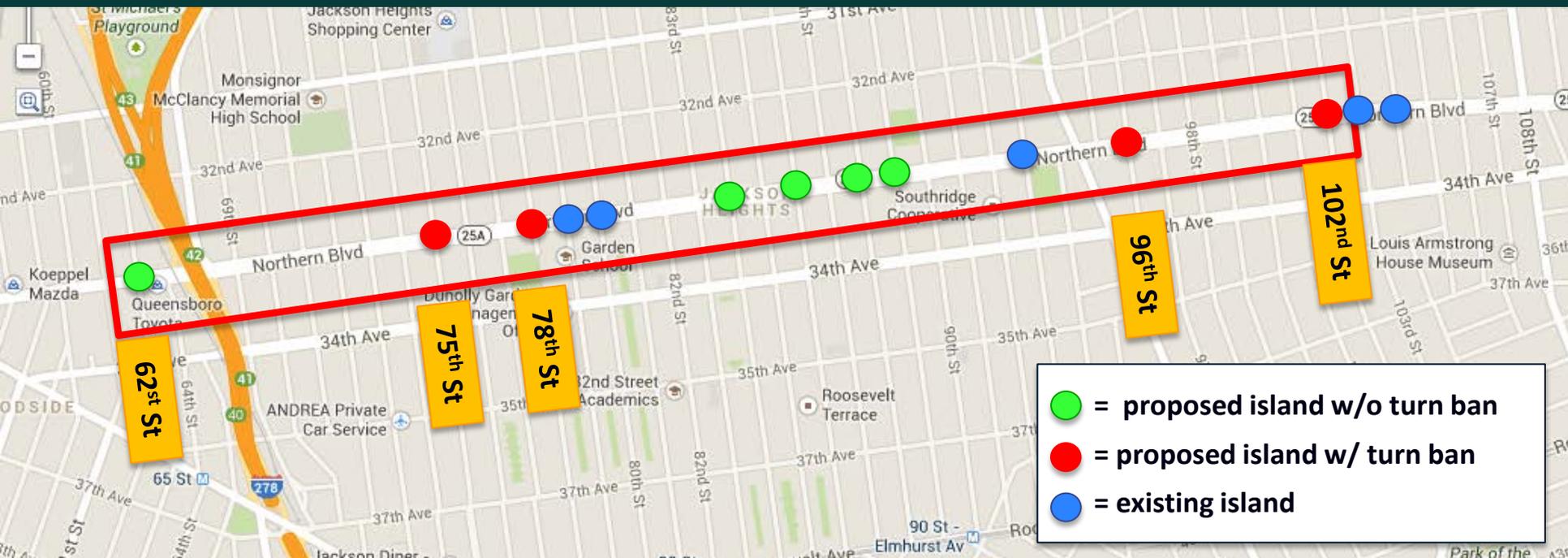
Proposal: Northern Blvd Pedestrian Islands



Northern Blvd Typical Configuration

Proposal: Northern Blvd Turn Ban Locations

- 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



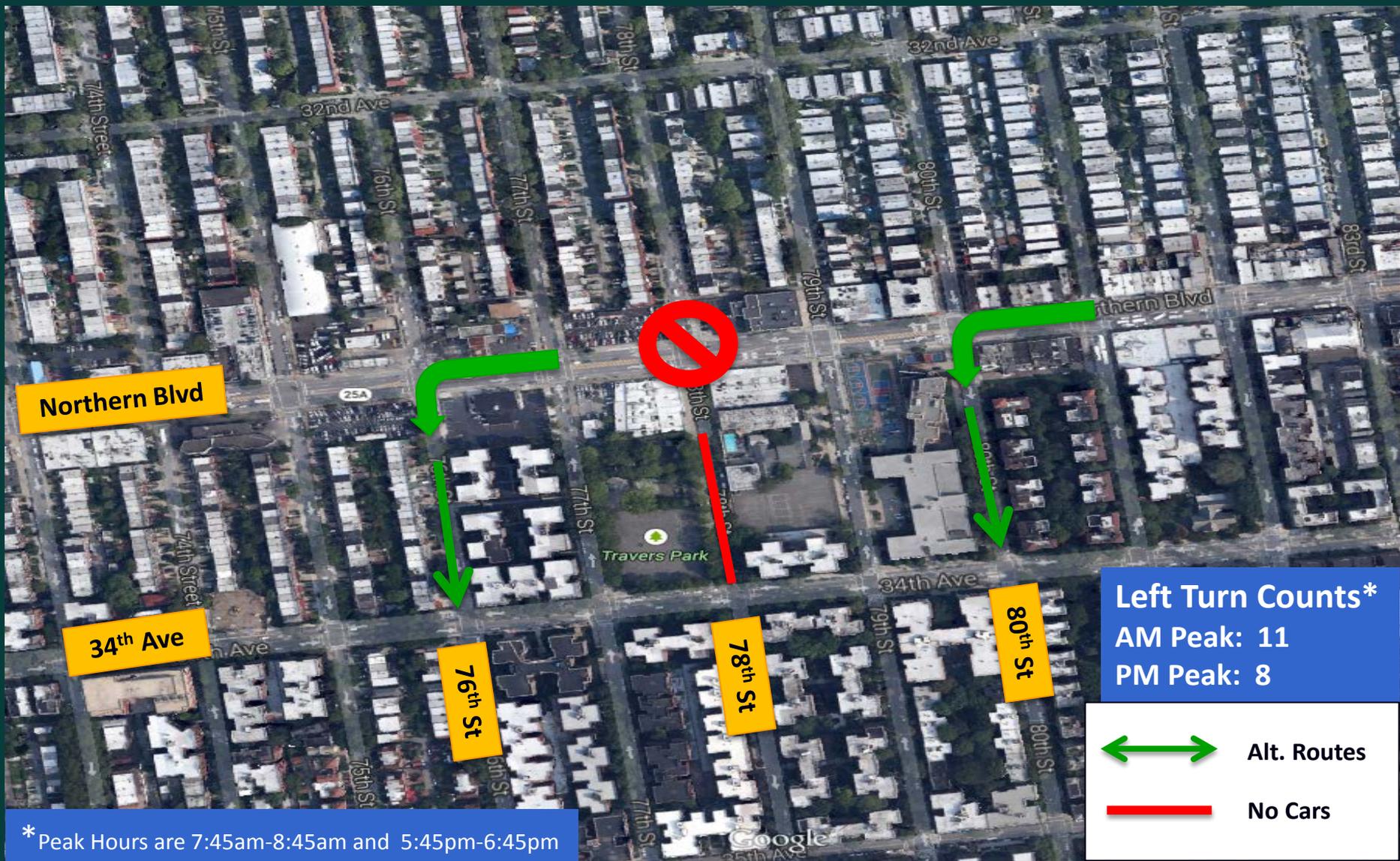
Northern Blvd and 75th Street Turn Ban

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



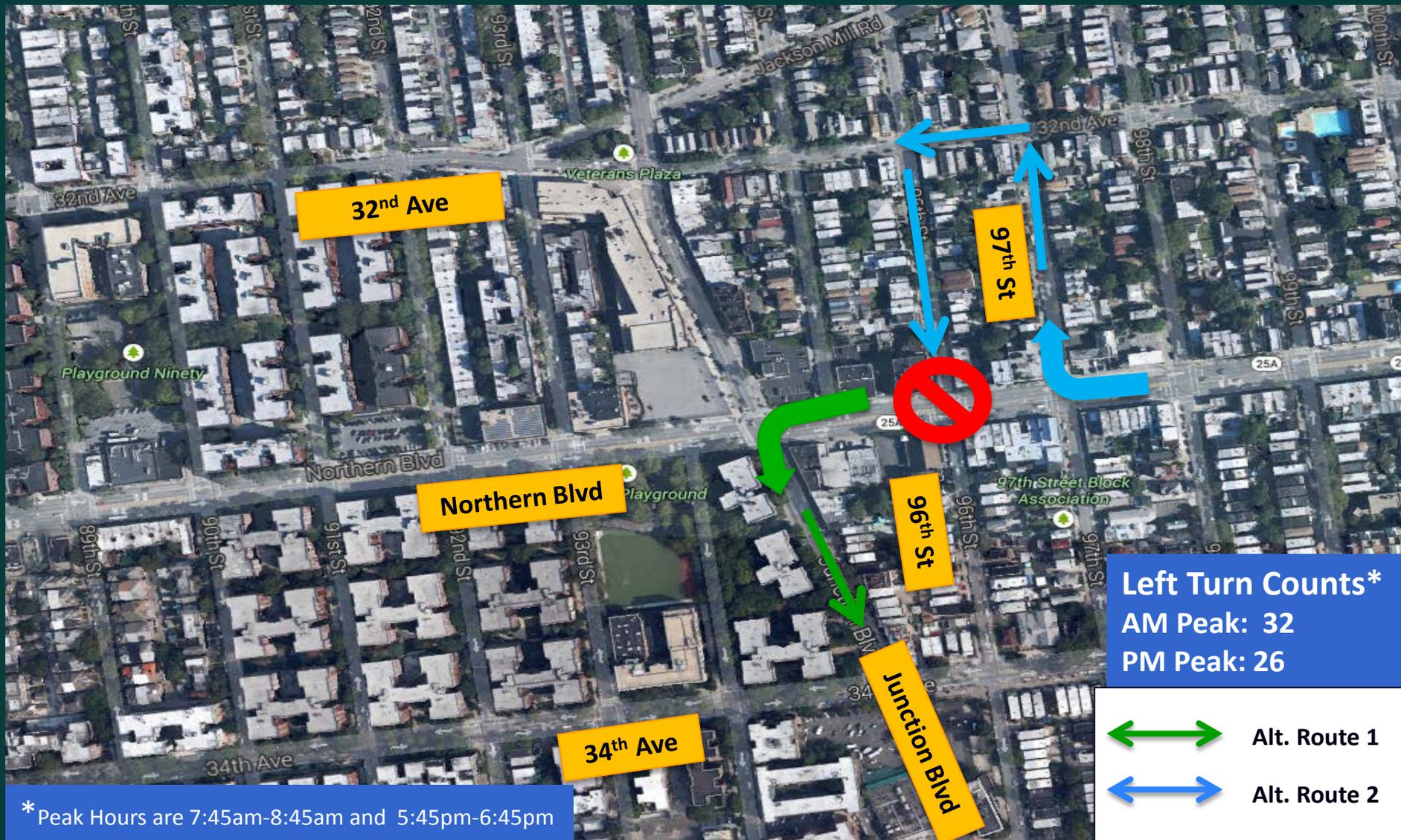
Northern Blvd and 78th Street Turn Ban

- Rerouting of WB left turning vehicles to 34th Ave



Northern Blvd and 96th Street Turn Ban

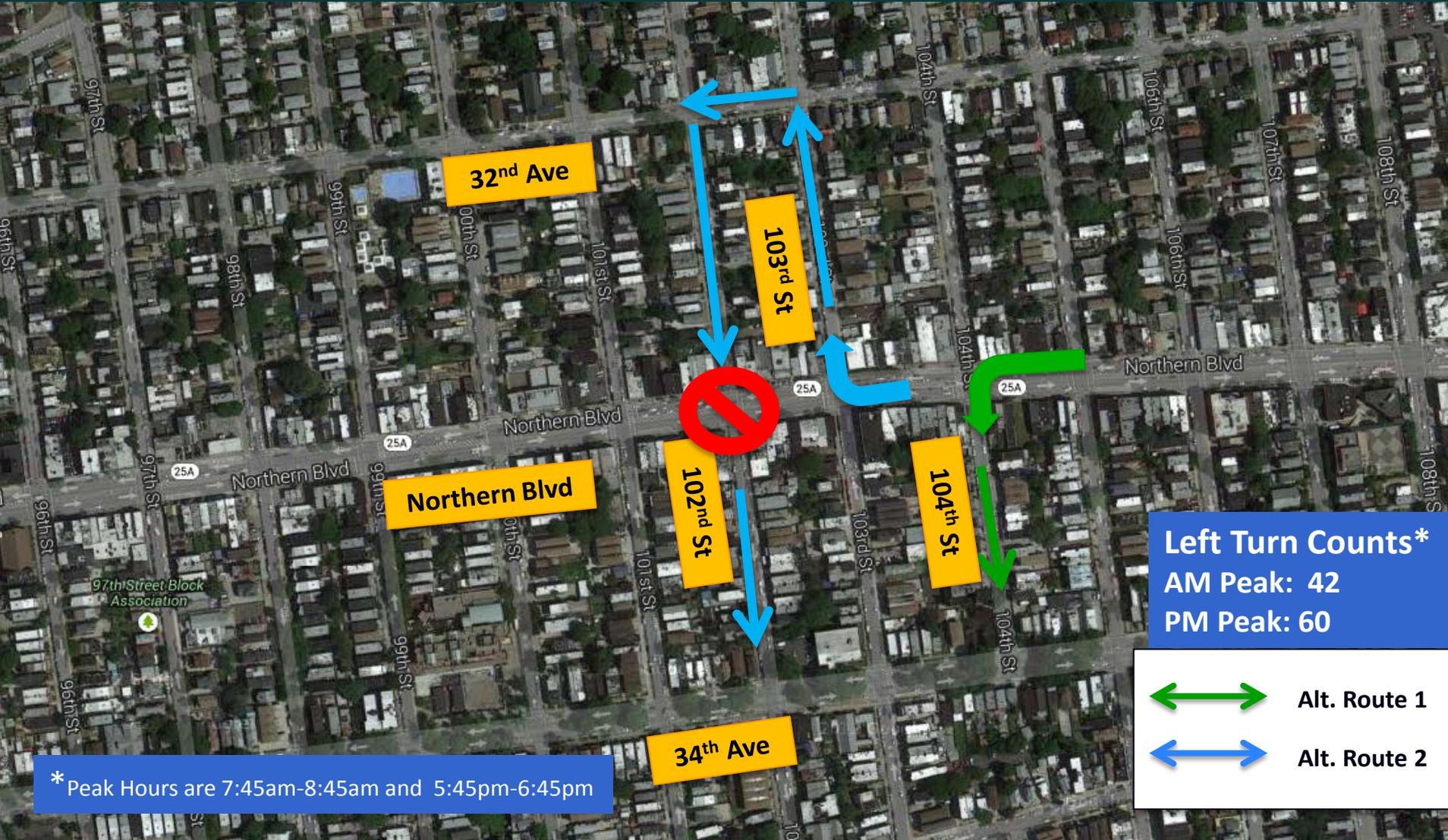
- Rerouting of WB left turning vehicles to 96th St and 34th Ave



* 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

↔ Alt. Route 1
↔ Alt. Route 2

* 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

Questions?

**Thank
You**