

Jewel Avenue & 69th Road

Pedestrian and Cyclist Improvements



Executive Summary

In 2009, DOT received requests from the Kew Gardens Hills Tenants Association and Assemblywoman Nettie Mayersohn for pedestrian and cyclists improvements along the corridors of Jewel Avenue and 69th Road where they cross Flushing Meadows Corona Park. The community was concerned about speeding, pedestrian crossings along highway ramps and a lack of amenities for cyclists. In response, DOT worked with the community to develop a plan which addressed each of these issues. Post-implementation analysis indicates a modest reduction in injuries and speeding while improving mobility and the streetscape for all users.

Results Summary

Safety

- Injuries for all users decreased by 5%
- Minimal decrease in speeding along corridor

Mobility

- Traffic flow was maintained on Jewel Ave and 69th Rd for eastbound and westbound movements
- Pedestrian volumes increased by 287% midweek and by 64% on Saturday at the baseline count of Flushing Meadows Park entrance
- Cyclist volumes increased by 146% on Saturday at the baseline count of Flushing Meadows Park entrance
- No cyclist crashes since the project was implemented

Economic Vitality & Quality of Life

- FDNY and NYPD report no adverse effect to their operations
- “DOT partnered with the Community Board on this important safety project. This effort used markings and signs to help enhance safety for pedestrians and cyclists at this location, while also helping to improve connectivity and access across the only non-expressway road through Flushing Meadows-Corona Park.” *Queens Community Board 8*



69th Road looking west

AFTER

Project Summary



Completed April 2013:

- Pedestrian signals added at Van Wyck Expressway on/off ramp
- Concrete sidewalk extensions constructed, pedestrian ramps installed and crosswalks marked at freeway on/off ramps
- Landscaped islands constructed and expanded at Park Drive E, stop and yield controls installed
- Left turn lane installed on westbound Jewel Ave at the Van Wyck

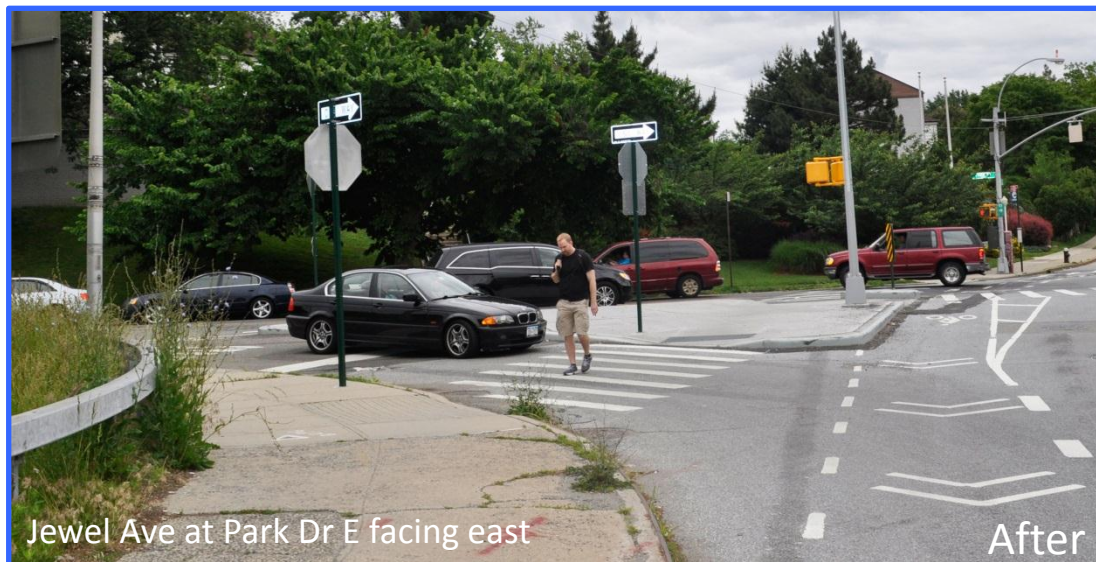


Project Summary



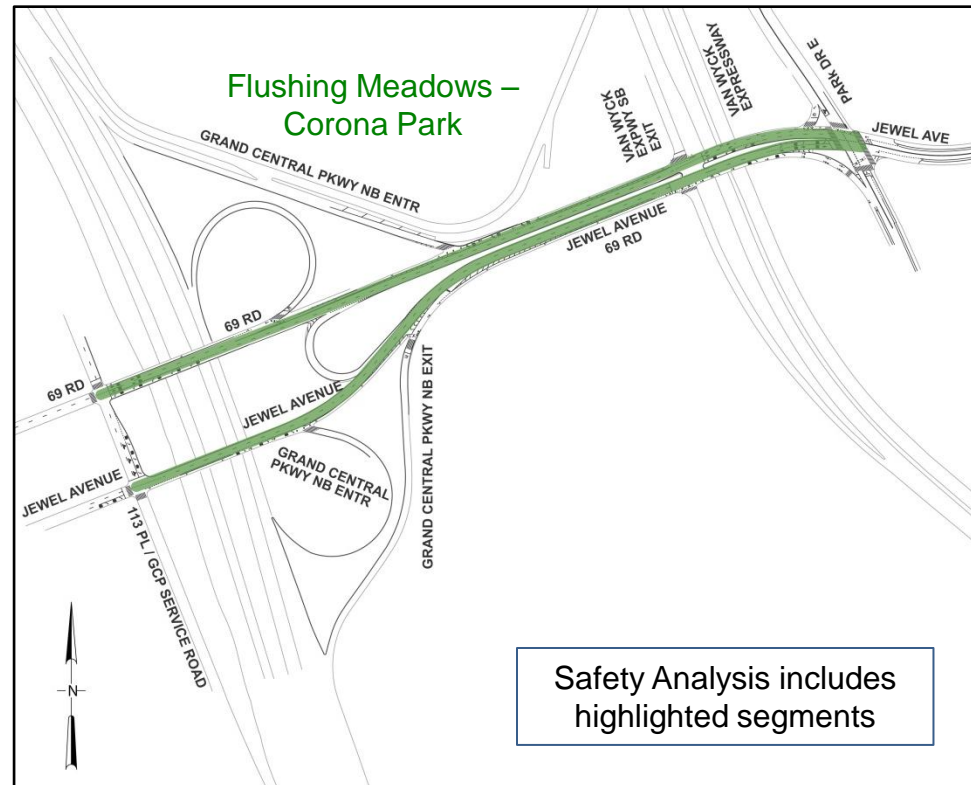
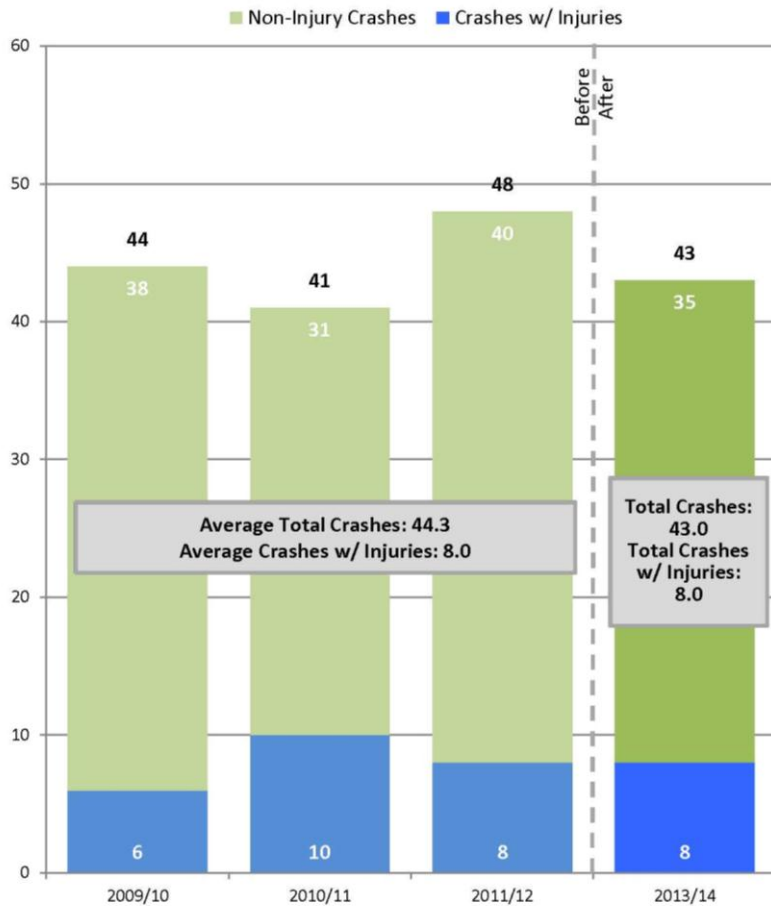
Completed April 2013:

- Traffic reduced to two lanes in each direction with a buffered bike lane between Van Wyck and the Grand Central Parkway Service Rd
- Shared bike/pedestrian path designated from Van Wyck Expressway to Park Dr E



Safety - Crashes and Injuries

Crashes, One-Year After Analysis



Each before year period is the 12-month period beginning October 1 and ending September 30.

The 1-yr after period is May 1, 2013 to April 30, 2014. The implementation period of October 1, 2012 to April 30, 2013 is excluded.

Source: NYPD AIS/TAMS Crash Database

Safety - Crashes and Injuries

Crashes and Injuries

One-Year After Analysis, Jewel Ave (GCP Service Rd to Park Dr E)

	Before				After
	'09/ '10	'10/ '11	'11/ '12	Average	'13/ '14
Total Crashes	44	41	48	44.3	43
Crashes w/ Injuries	6	10	8	8.0	8
Motor Vehicle Occupant	9	16	13	12.7	13
Pedestrian	0	0	0	0.0	0
Cyclist	1	2	0	1.0	0
Total Injuries	10	18	13	13.7	13

- Injuries for all users decreased by 5%

Each before year period is the 12-month period beginning October 1 and ending September 30. The 1-yr after period is May 1, 2013 to April 30, 2014. The implementation period of October 1, 2012 to April 30, 2013 is excluded.

Source: NYPD AIS/TAMS Crash Database

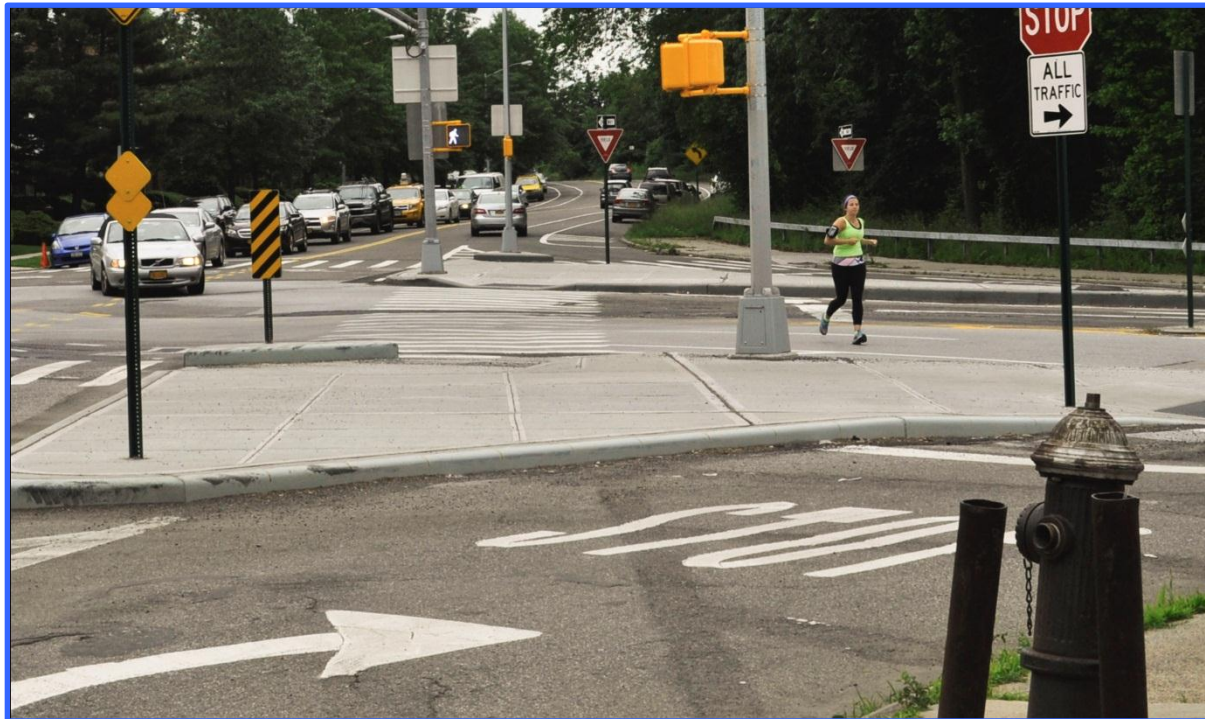


Safety - Speeding

Drivers traveling in excess of 30 mph

Direction	Before	After
Eastbound	93.0%	80.0%
Westbound	93.0%	92.0%

Before; radar speeds 11am-1pm November 15, 2010, sample size 200 vehicles.
After: radar speeds 11am-12:20 pm October 15, 2014, sample size 200 vehicles.

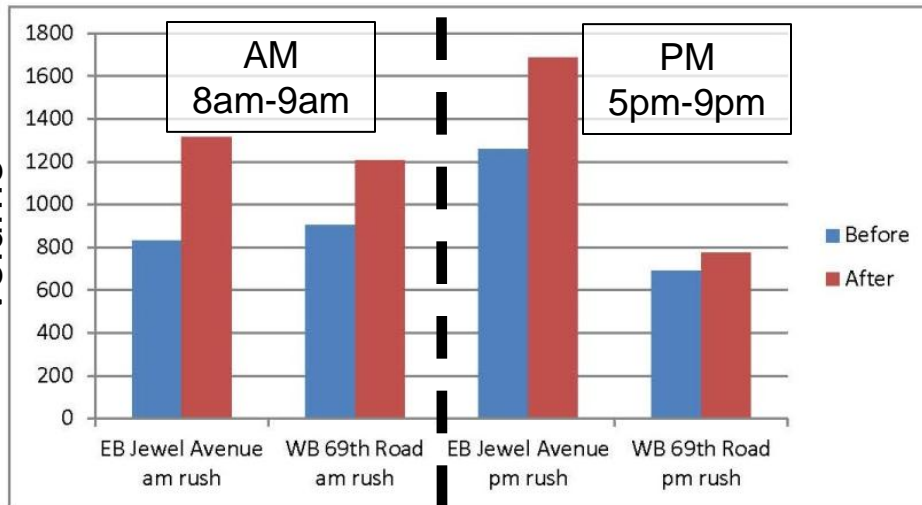


- Minimal decrease in speeding vehicles along corridor

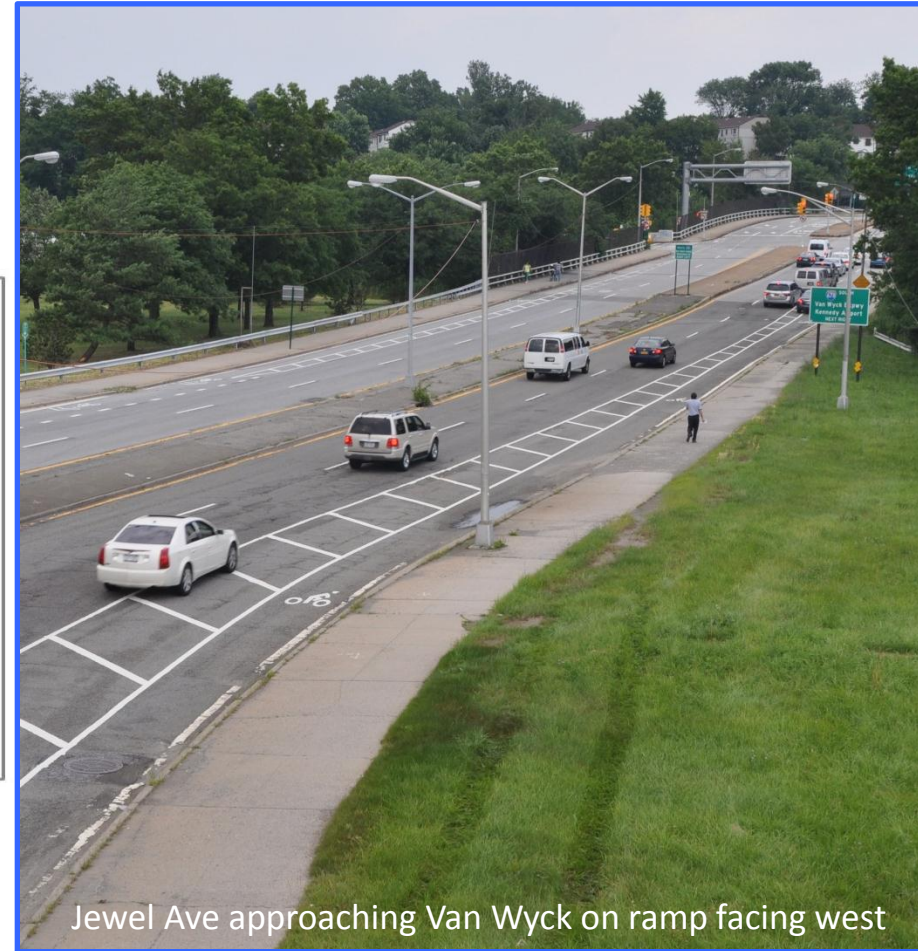
Mobility - Vehicular Volumes

- Traffic flow was maintained on Jewel Ave and 69th Rd for eastbound and westbound movements

Average Vehicular Volumes
Before vs. After



Before: Volumes collected March 23 – 25 (T/W/T) 2010.
After: Volumes collected May 21-23 (T/W/T) 2013.

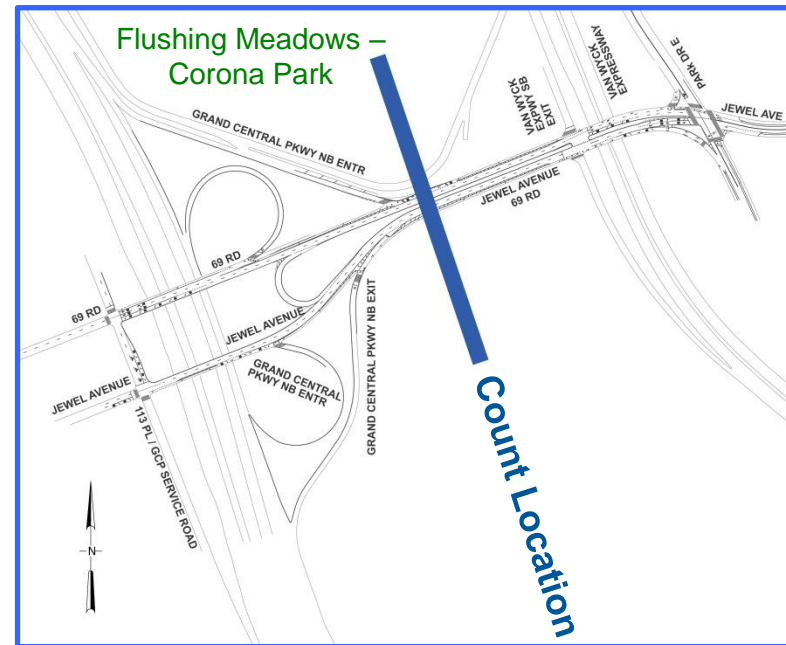
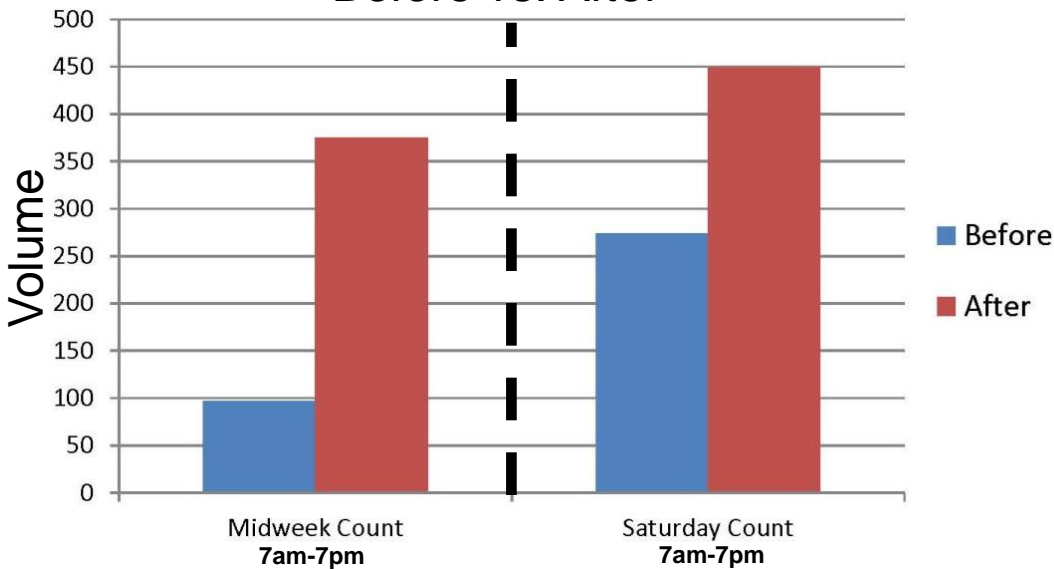


Jewel Ave approaching Van Wyck on ramp facing west

Mobility- Pedestrian Volumes

- Pedestrian volumes increased by 287% midweek and by 64% on Saturday at the Flushing Meadows Park entrance

Total Pedestrian Volumes
Before vs. After

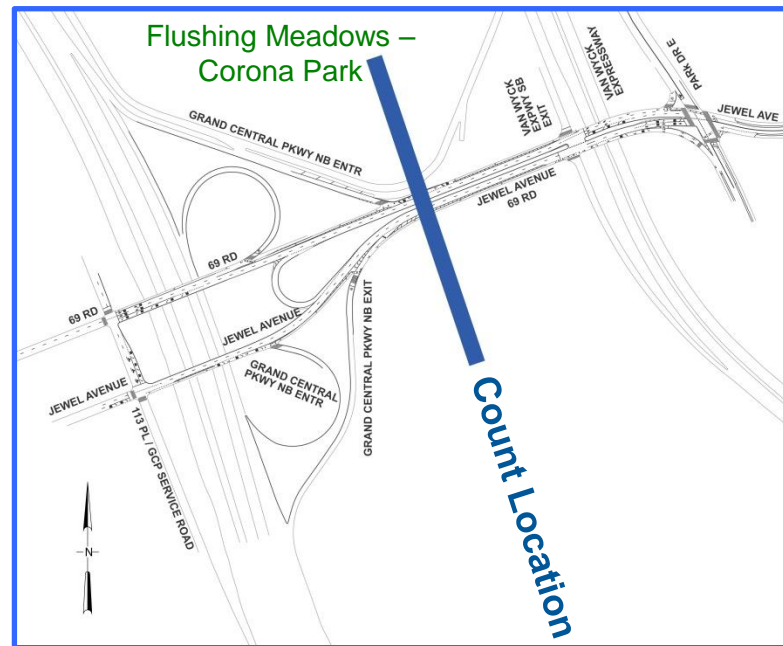
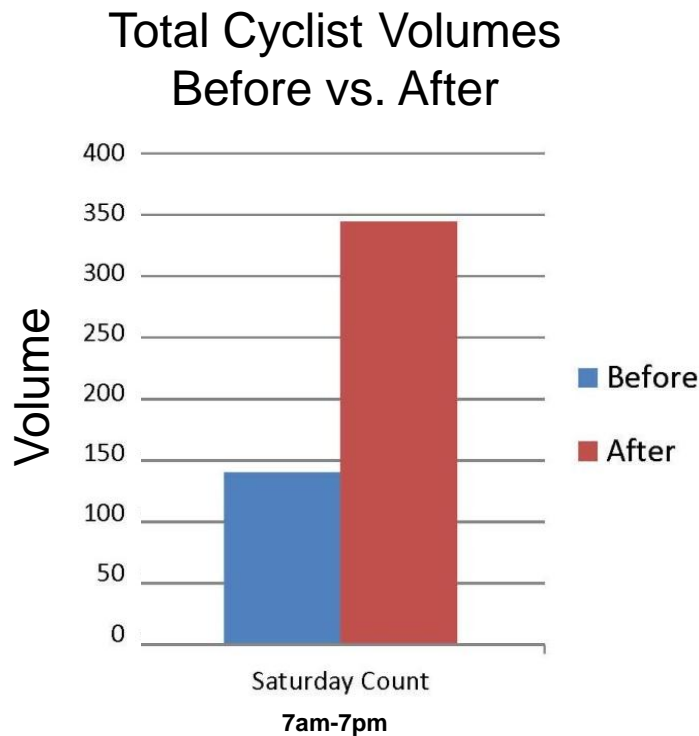


Before: Volumes collected one midweek day (06-20-12) and one Saturday (06-23-12) from 7am – 7pm.

After: Volumes collected one midweek day (05-20-14) and one Saturday (05-24-14) from 7am – 7pm.

Mobility- Cyclist Volumes

- Cyclist volumes increased by 146% on Saturday at the Flushing Meadows Park entrance



Before: Volumes collected on Saturday (06-23-12) from 7am – 7 pm.

After: Volumes collected on Saturday (05-24-14) from 7am – 7pm.

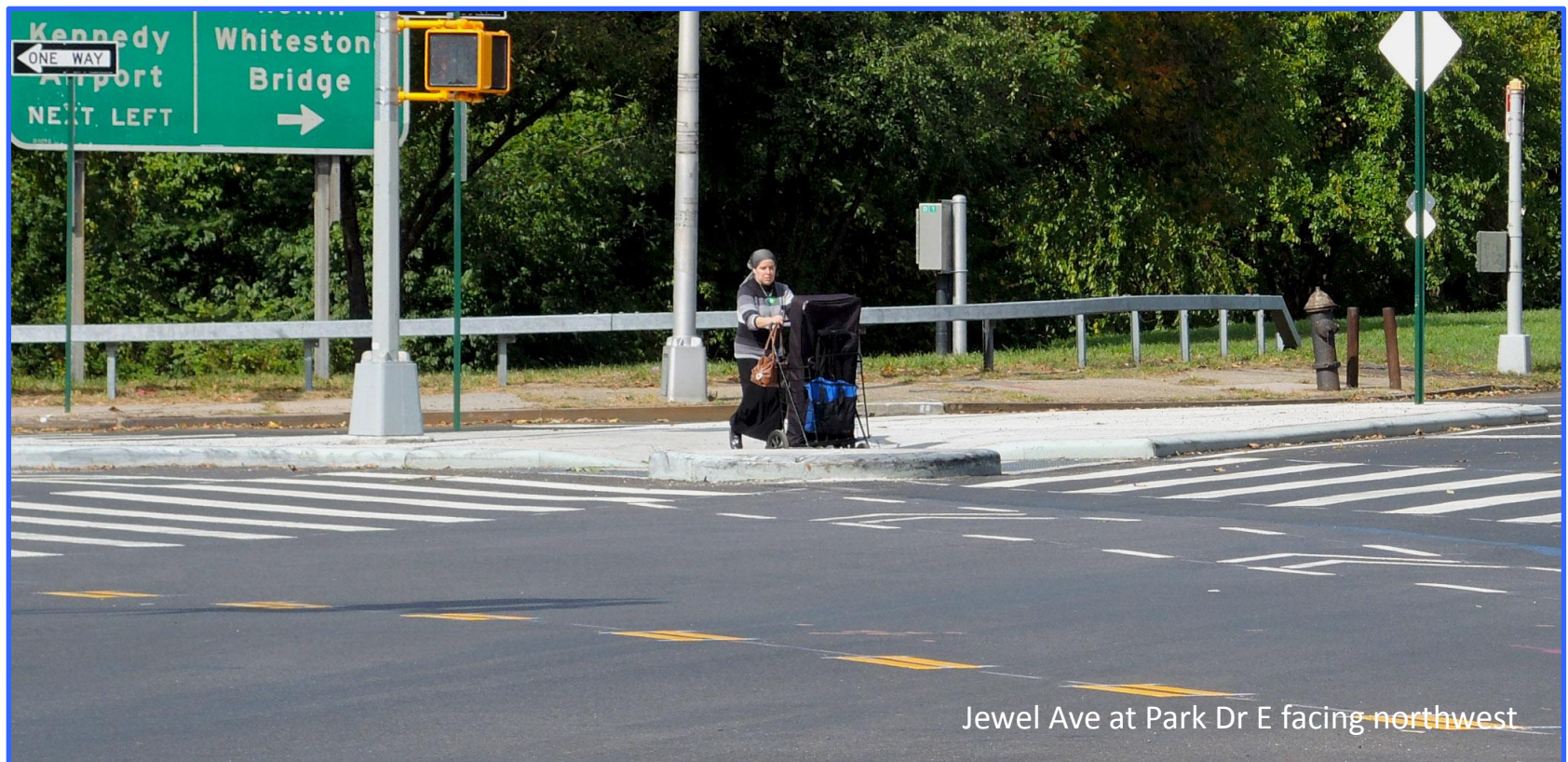
Quality of Life - Emergency Response

- FDNY and NYPD report no adverse effect to their operations



Economic Vitality & Quality of Life

“DOT partnered with the Community Board on this important safety project. This effort used markings and signs to help enhance safety for pedestrians and cyclists at this location, while also helping to improve connectivity and access across the only non-expressway road through Flushing Meadows-Corona Park.” *Queens Community Board 8*



Jewel Ave at Park Dr E facing northwest