

111th Street

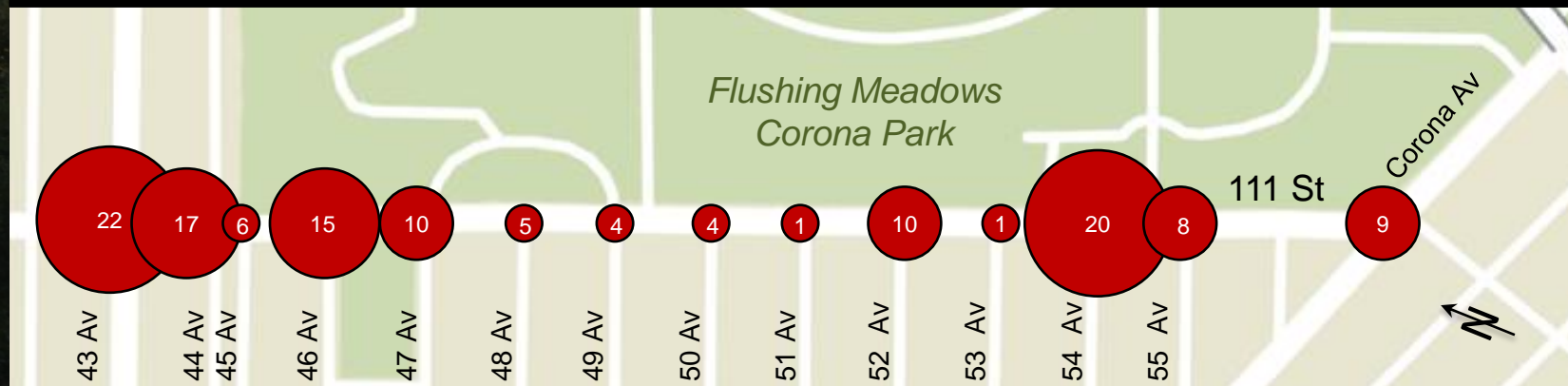
Transportation Improvements

2015



Background

Crashes along 111 St, 2009-2013



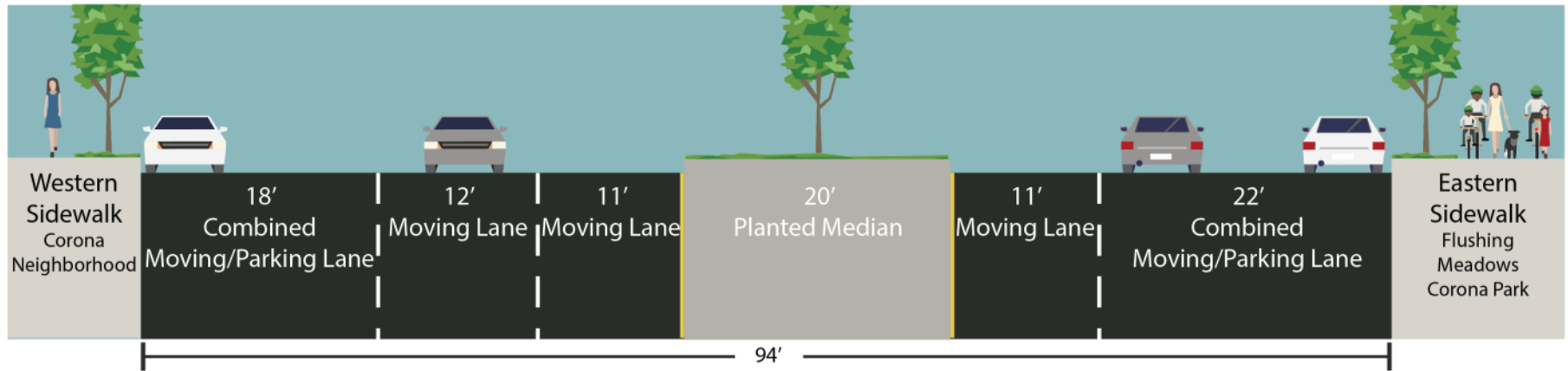
Vision Zero Priority Corridor (2009-2013 data):

- Averaged 6 traffic-related serious injuries per mile ranking in the worst third of Queens corridors
- 17 pedestrian crashes, 22 bicycle crashes, 93 motor vehicle crashes between 43 Ave and Corona Ave

CM Ferreras Corona & Jackson Heights Workshops

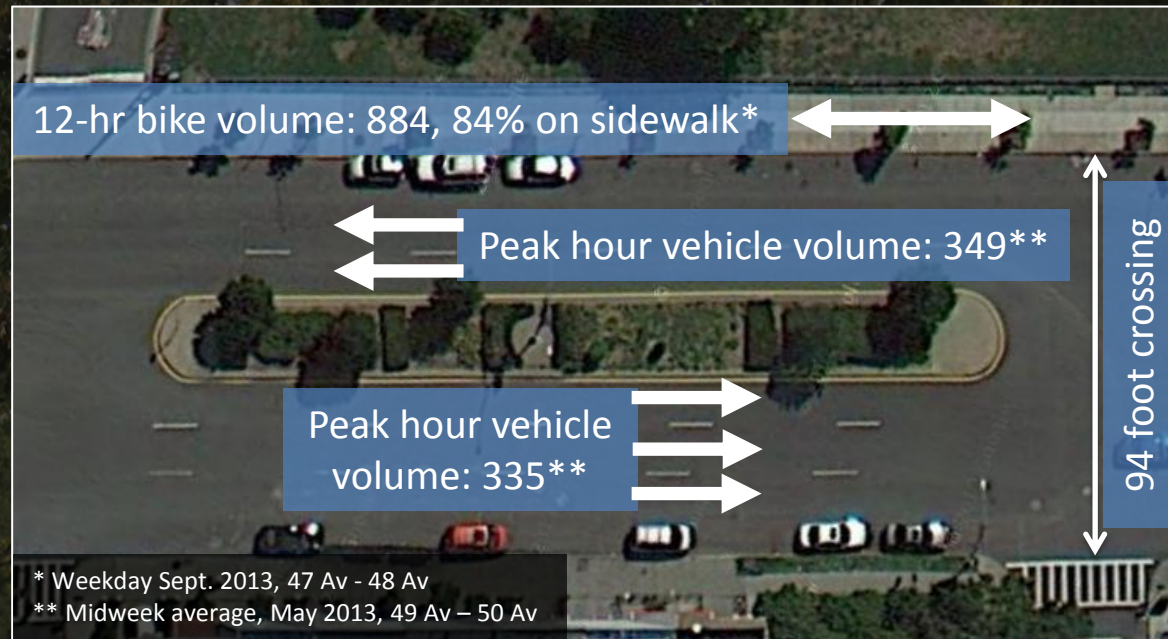
- Widespread interest in redesigning 111 St to better serve people walking and biking
- 9/12/2014 correspondence to DOT from Council Member Ferreras requesting various improvements including enhancements to 111 St adjacent to Flushing Meadows-Corona Park

Existing Conditions: 111 St, 46 Av to Corona Av



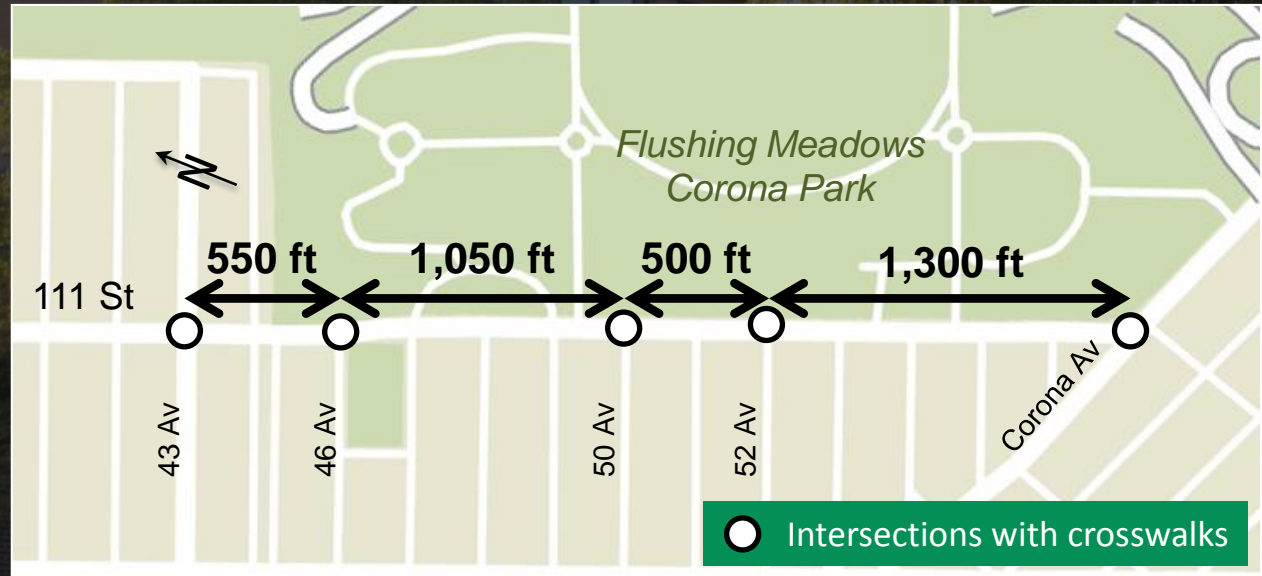
Existing Conditions: 111 St Driving Environment

- Low vehicle volumes
- Excess roadway capacity
- High parking demand



Existing Conditions: 111 St Pedestrian Environment

- Park is a major destination
- Long distances between crossings
- Long crossing distance (94')



Existing Conditions: 111 St Bicycling Environment

- Park is a major destination
- High bicycle volume:
 - 884 cyclists, 84% riding on the sidewalk
- No bicycle route facilities



111 St, 46 Av to Corona Av Summary

Major Issues:

- Roadway design is dangerously inconsistent with land use
- Street acts as a barrier to the park rather than a gateway

Project Goals:

- Improve safety for all roadway users
- Improve access to Flushing Meadows Corona Park



Rapid Response Toolkit

- Pavement markings
- Signal modifications
- New signage
- Painted and/or textured surfaces
- Flexible delineators



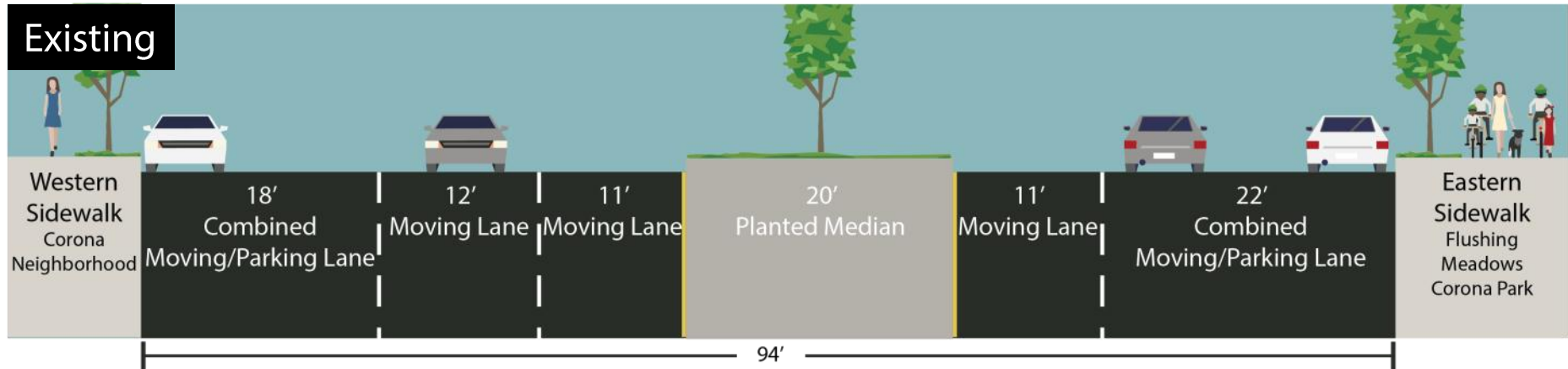
Future Capital Improvements

- Proposed 2015 project would be done in-house using temporary materials
- CM Ferreras has allocated \$2.7 million in capital funds for safety improvements along 111 St including the rebuilding of the existing medians
- Capital upgrades to be implemented in the future
 - Scoping to begin late 2015/early 2016

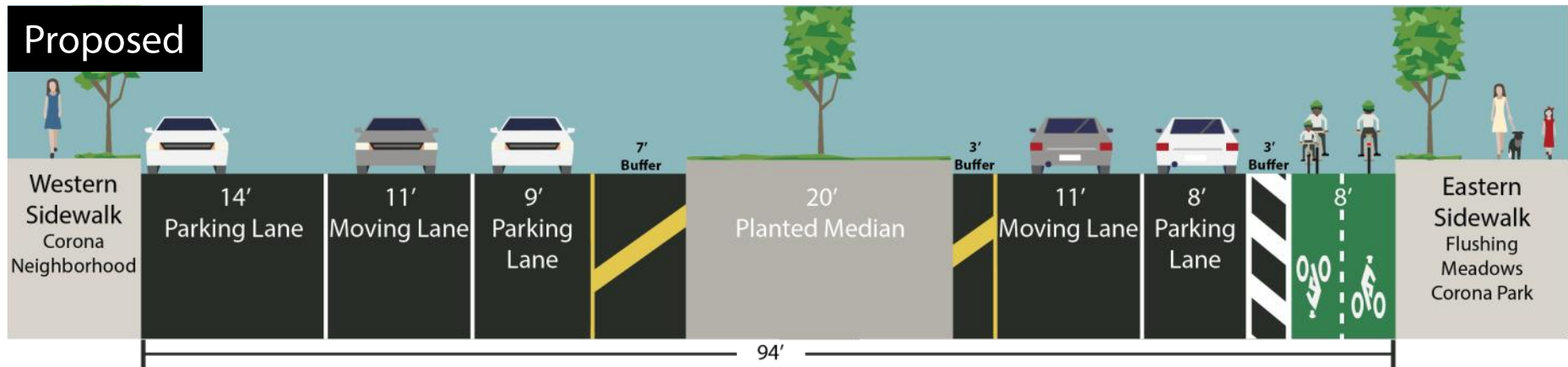


111 St Proposed Enhancement: Improved Lane Configuration

Existing



Proposed



111 St Proposed Enhancement: Improved Lane Configuration

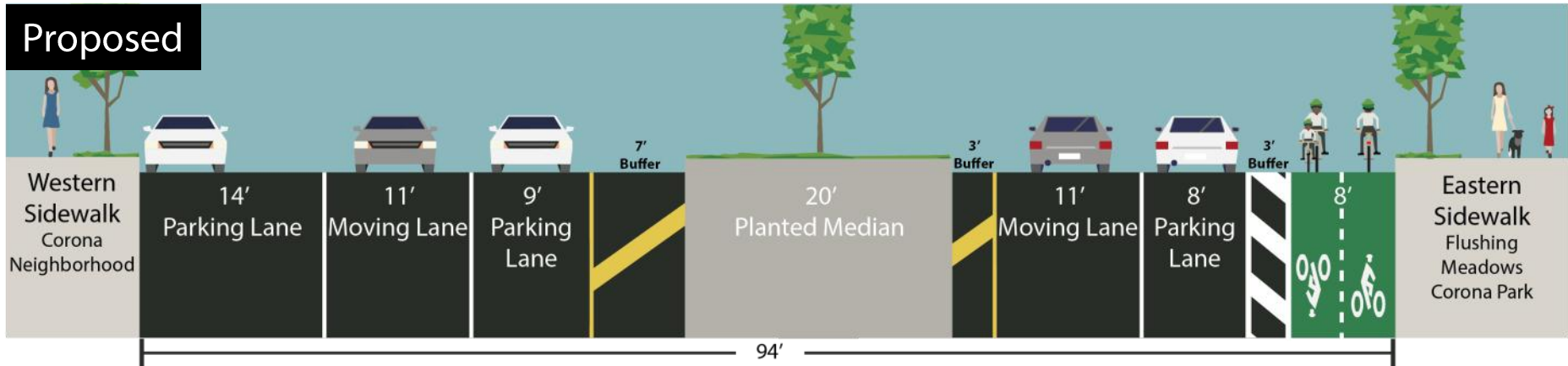
Existing

- 1 northbound travel lane and 1 southbound travel lane

- Parking protected 2-way bicycle path along Flushing Meadows Corona Park

- Maintain all existing parking

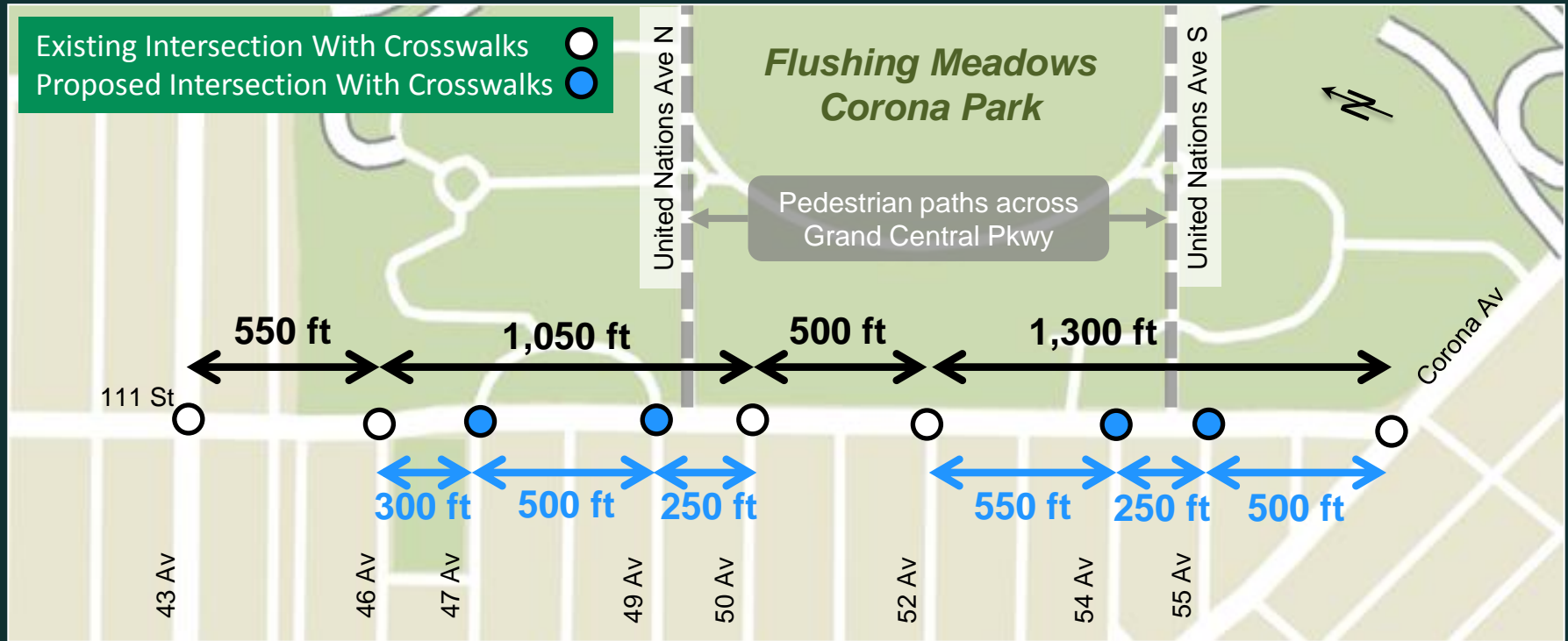
- Additional vehicle parking on the west side of the median



Example of Parking-Protected 2-way Bicycle Path

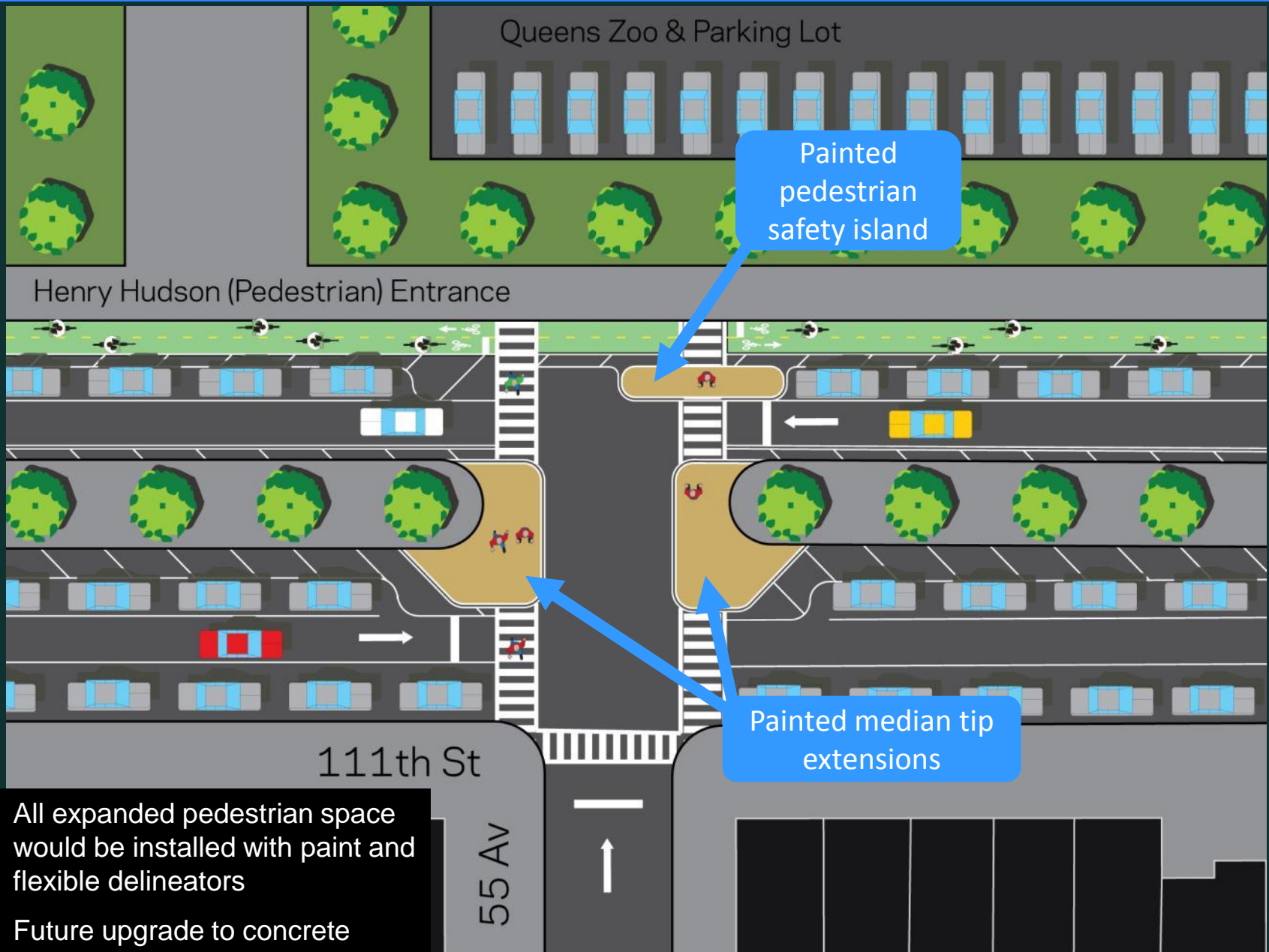


111 St Proposed Enhancement: New Pedestrian Crossings



- Install crosswalks at 4 unsignalized intersections: 47 Av, 49 Av, 54 Av & 55 Av
- Reduces maximum distance between pedestrian crossings to 550 feet or 2 blocks
- Improves access to pedestrian paths that cross the Grand Central Pkwy

111 St Proposed Enhancement: Expanded Pedestrian Space



- All expanded pedestrian space would be installed with paint and flexible delineators
- Future upgrade to concrete

Examples of Expanded Pedestrian Space

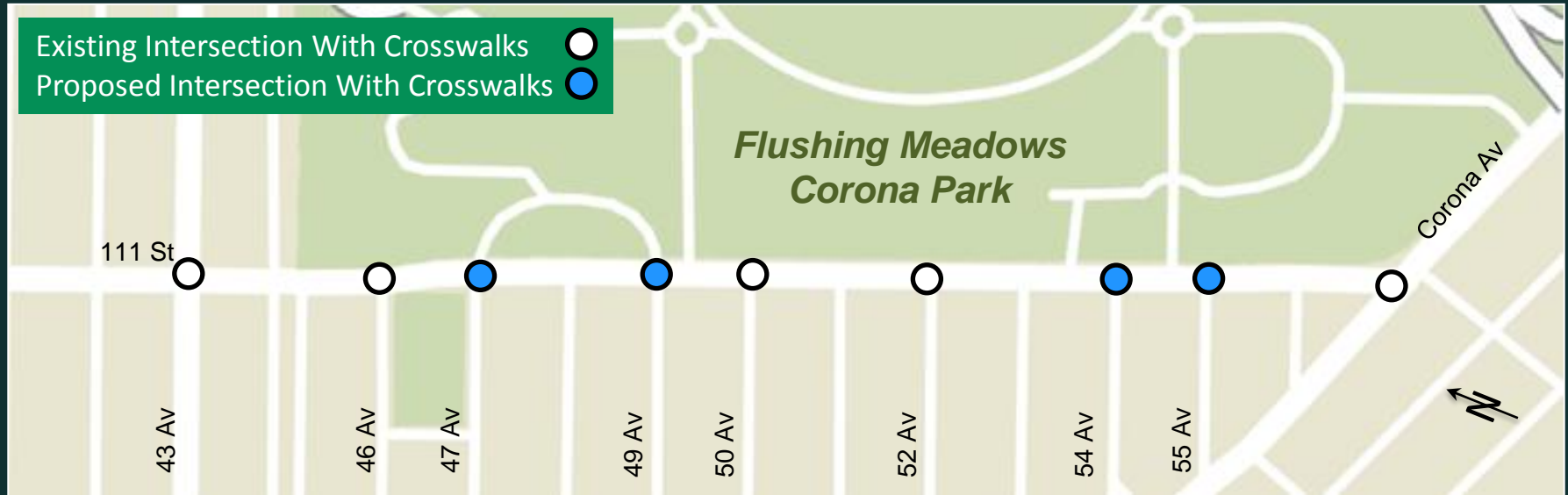


Painted median tip extensions
Adam Clayton Powell Jr. Blvd, Manhattan



Painted pedestrian island in floating parking lane
Prospect Park West, Brooklyn

111 St Proposed Enhancement: Expanded Pedestrian Space



- Install 2 median tip extensions per intersection at 47 Av, 49 Av, 50 Av, 52 Av, 54 Av, 55 Av and Corona Av
- Install 1 painted pedestrian safety island per intersection at 47 Av, 49 Av, 50 Av, 54 Av and 55 Av.

Rendering of Proposed Conditions on 111 St



Existing Conditions: 111 St, 46 Av to Corona Av



Proposed Conditions: 111 St, 46 Av to Corona Av



Community Concerns About Traffic Congestion

At the March 2015 Queens Community Board 4 Transportation Committee meeting, board members raised concerns about traffic congestion on 111 St during special events

For the following 2 months, DOT monitored traffic during special events and reached out to several stakeholders

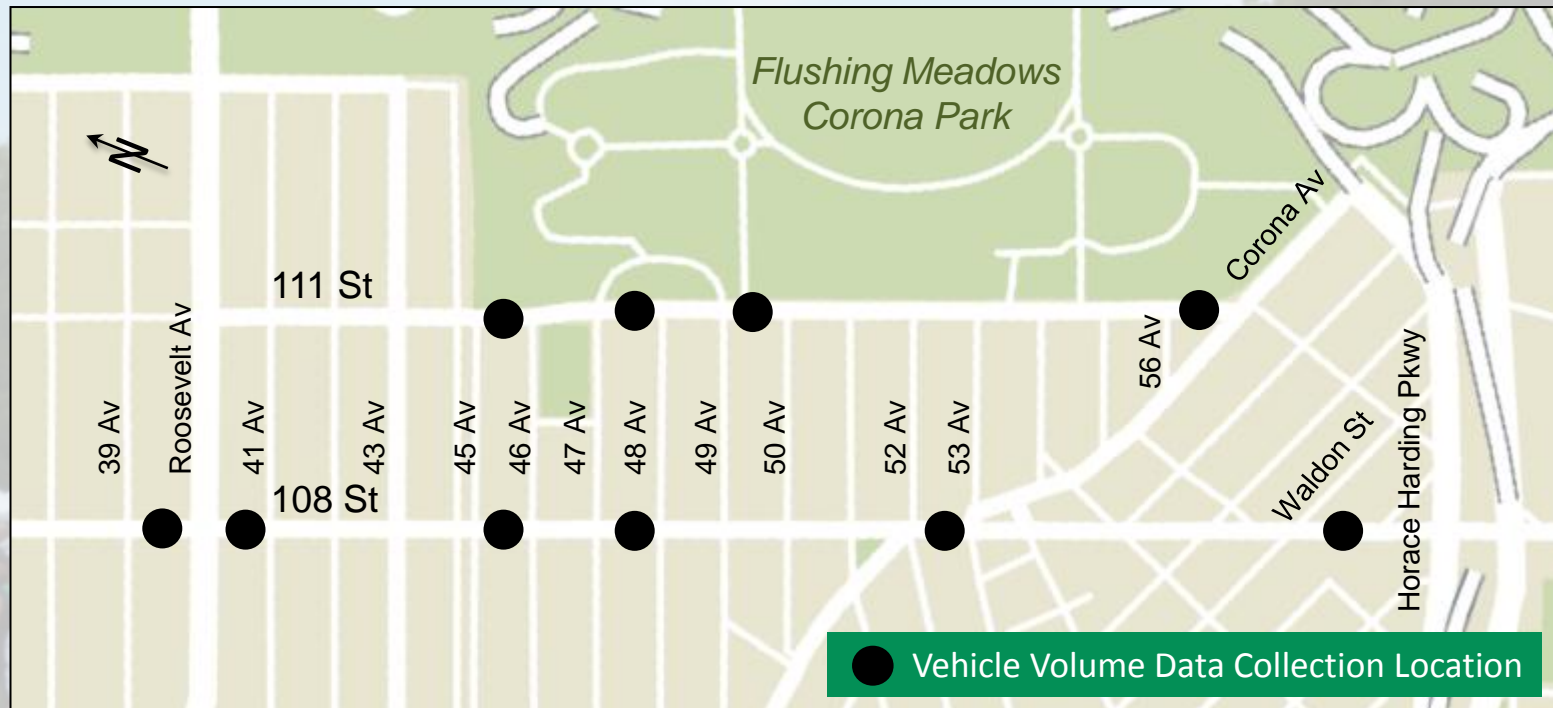
Stakeholders meetings:

- March 24th: FDNY Captain Ressler
- April 8th: NY Hall of Science
- April 13th : NYPD 110th Precinct Highway Safety Officer Chafee
- May 13th: NYPD Chief of Transportation's Office

Observations of traffic conditions:

- April 13th: Mets opening home game & weekday evening peak period (Monday)
- April 17th: Mets game & weekday evening peak period (Friday)
- May 2nd: Mets game & Queens Night Market (Saturday)
- May 7th: Non-game day peak hours and start of school at PS28 (Thursday)
- May 10th: Cinco de Mayo celebration (Sunday)

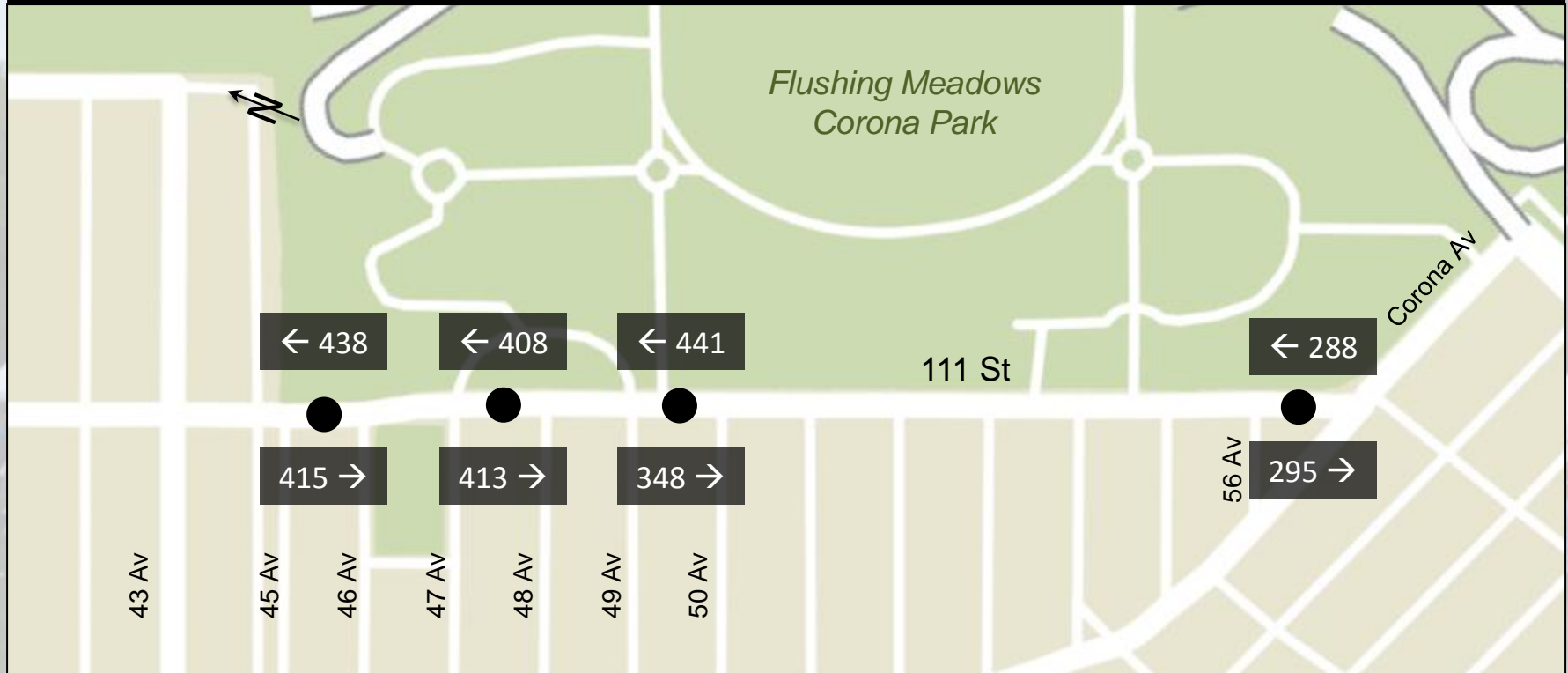
Data Collection Locations



- Data collected at 10 locations along 111 St and 108 St
- Date range: April 22nd through May 6th, 2015
 - Includes 8 Mets games, Queens Night Markets

Non-Game Day Midweek Vehicle Volume

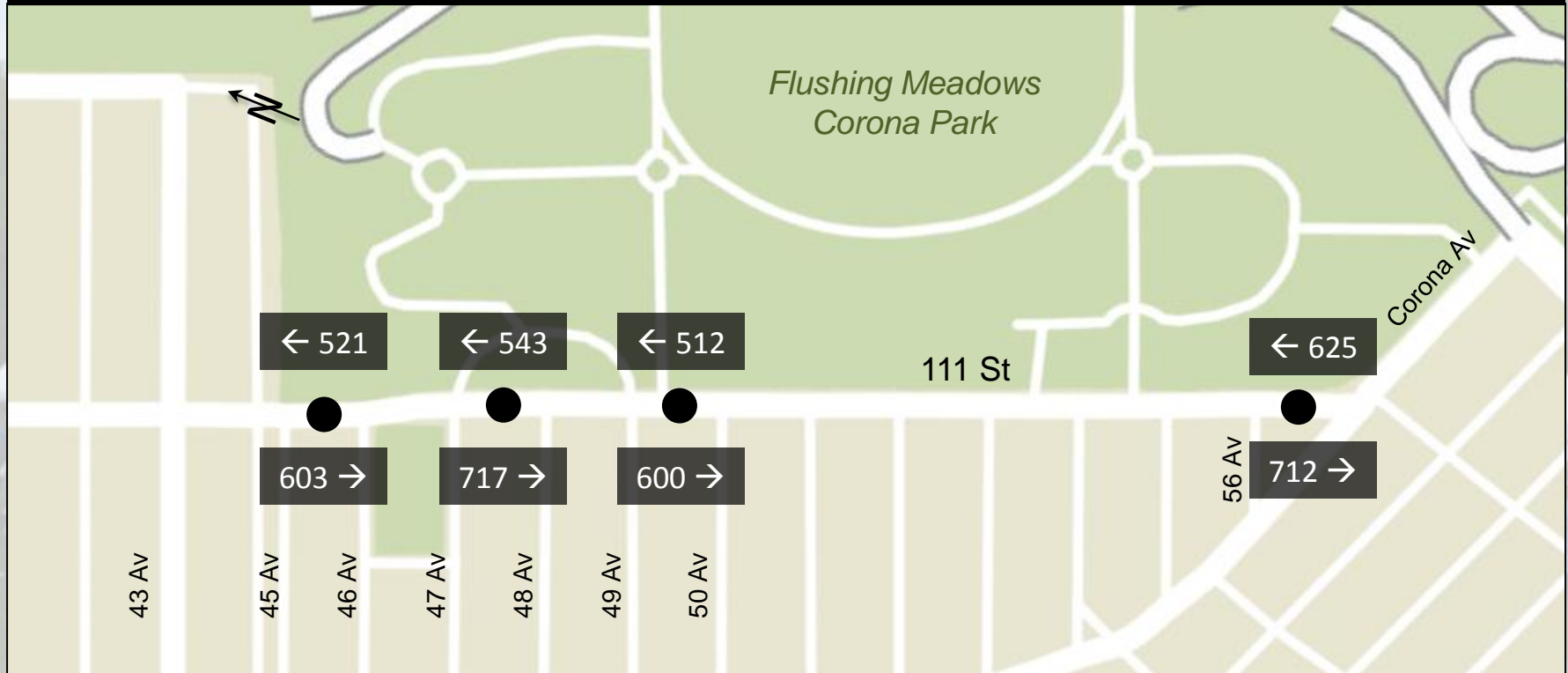
Highest Hourly Vehicle Volume Observed During Midweek Non-Game Days



Dates: April 28-29, 2015

Game Day Vehicle Volume

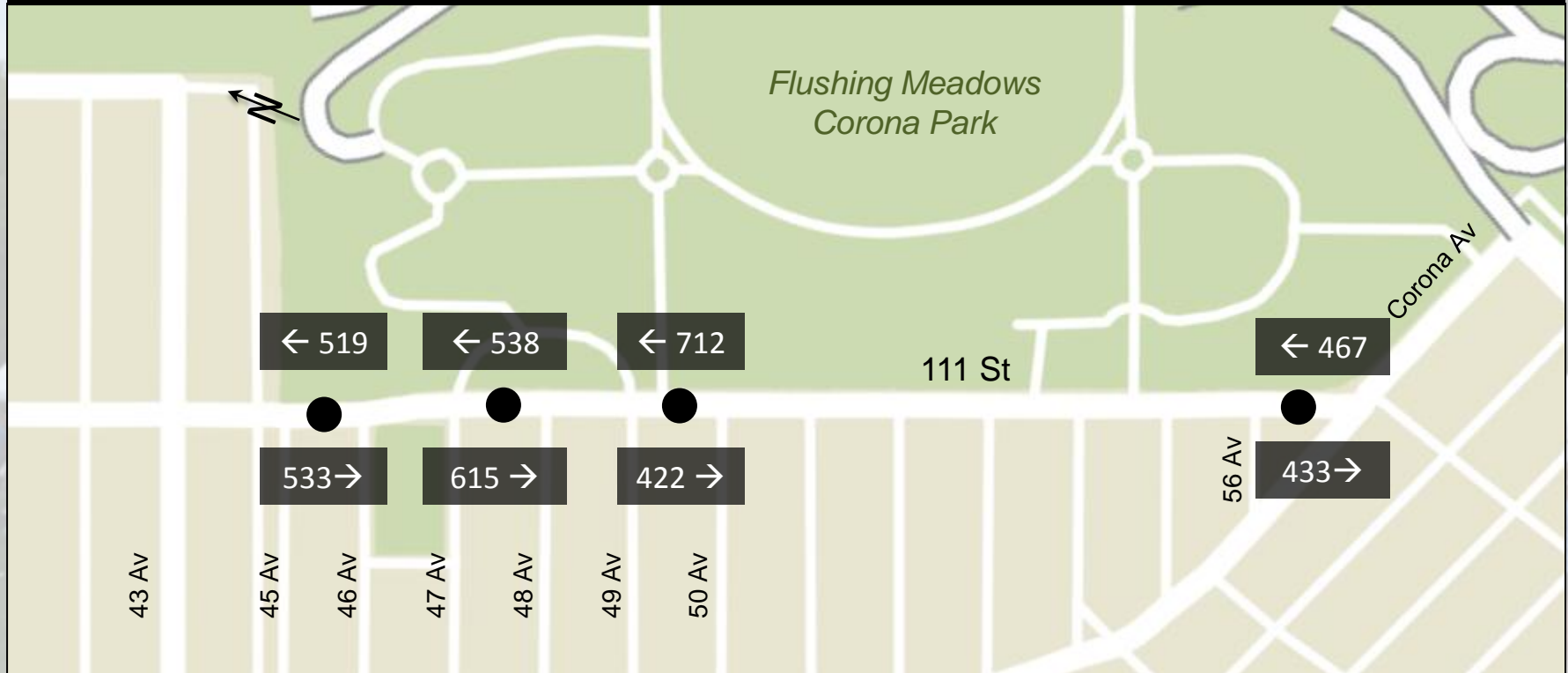
Highest Hourly Vehicle Volume Observed During Citi Field Game Days



Dates: April 22-23, April 30, May 1, May 3, May 6, 2015

Queens Night Market

Highest Hourly Vehicle Volume Observed During May 2, 2015 Queens Night Market



Results of Traffic Monitoring

- During special events there is occasionally northbound congestion on 111 St approaching 43 Av and on 111 St approaching Roosevelt Ave
- All observed congestion occurred within the segment of 111 St that features a 2-lane operation
- Traffic congestion is not expected to increase as a result of the proposed travel lane reduction on 111 St south of 46 Av

Planned mitigation measures:

- Adjust the signal timing at 111 St & 43 Av to give more green time to 111 St
- Update signage on highways and parkways to direct Citifield-bound traffic directly to the stadium parking lot and not through the neighborhood
- NYPD agreed to work with DOT to deploy traffic enforcement agents on and around 111 St when needed

Proposed Bicycle Network Connections

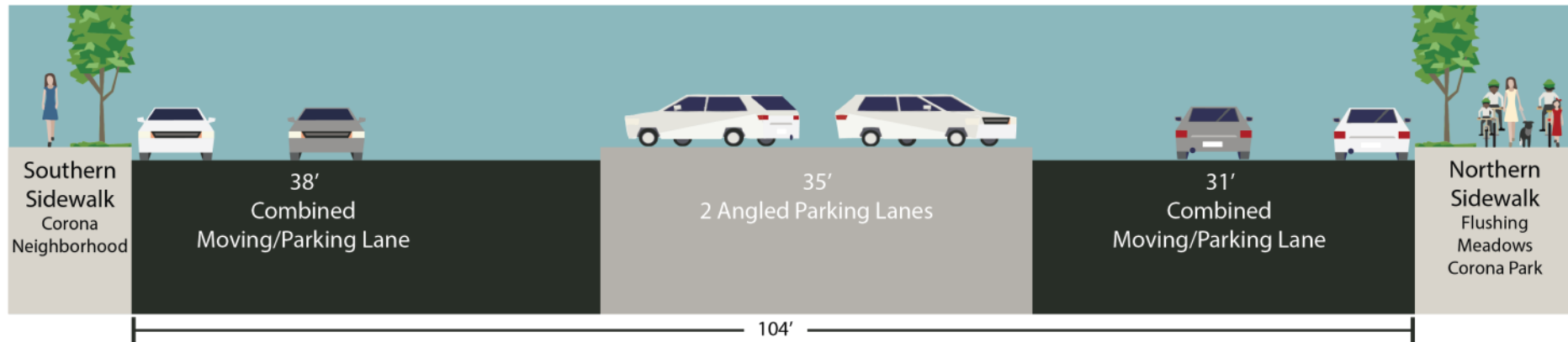
Connect to the existing bicycle network at:

- LIE pedestrian bridge via Corona Av
- 34 Av bicycle lanes and Flushing Bay Promenade via 43 Av, 108 St

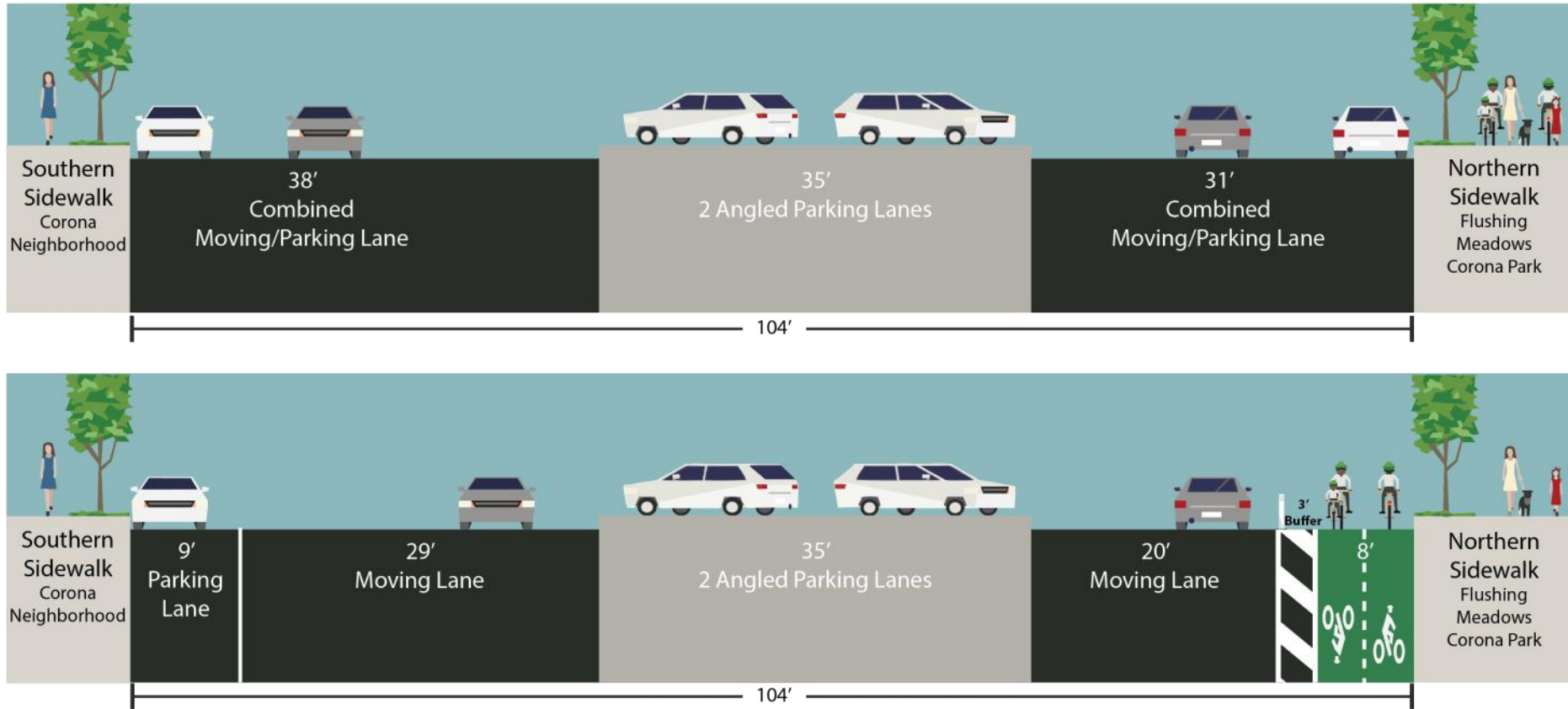


Note: the original proposed route included 114 St. The proposal was changed to 108 St in response to concerns from CB4 Transportation Committee members.

Existing Conditions: Corona Av, 111 St to LIE Service Road



Proposed Conditions: Corona Av, 111 St to LIE Service Road



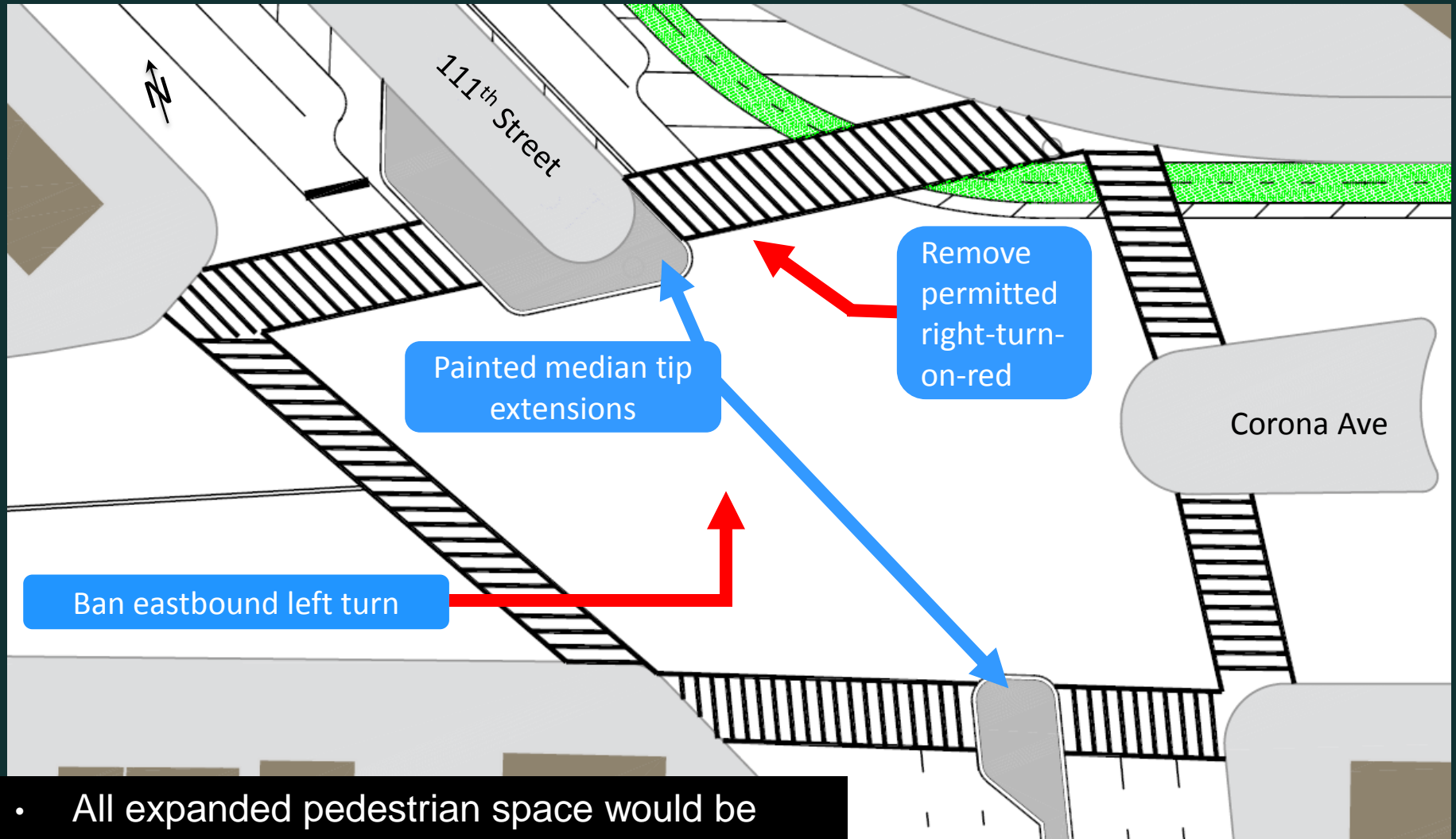
Example of Protected 2-way Bicycle Path



Existing Conditions: 111 St/Corona Ave/Sautell Ave

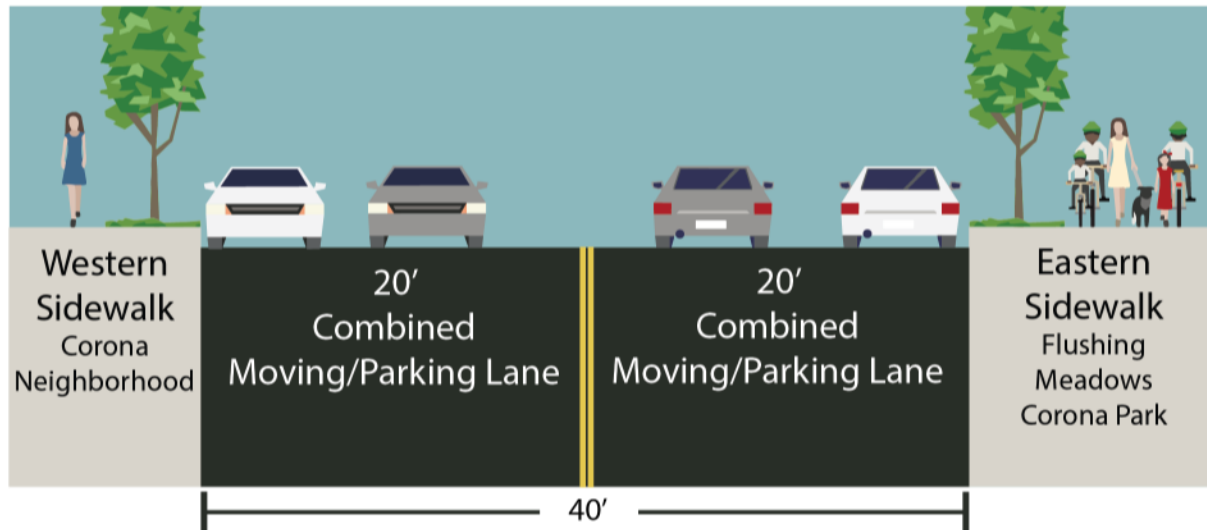


Proposed Conditions: 111 St/Corona Ave/Sautell Ave

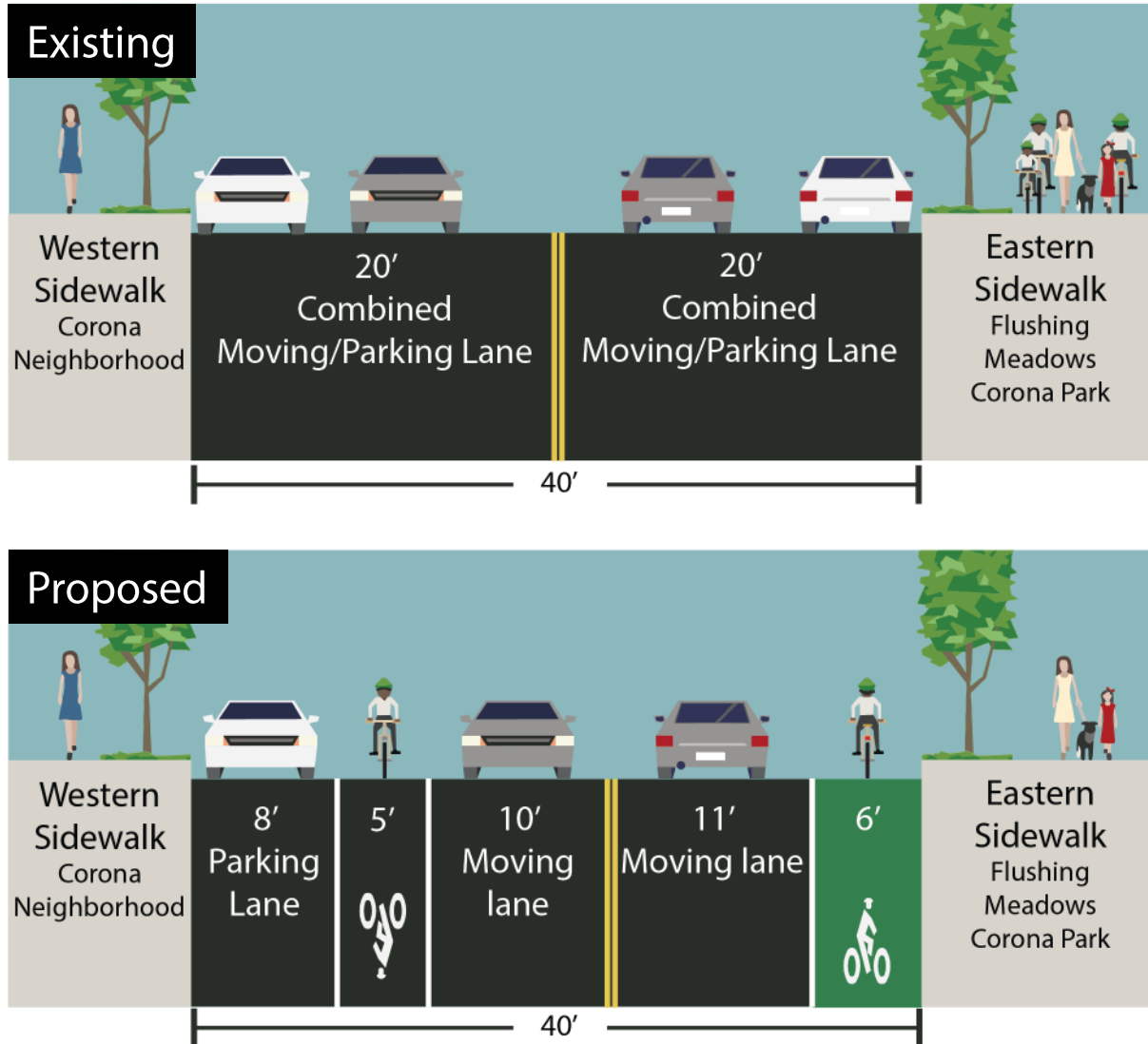


- All expanded pedestrian space would be installed with paint and flexible delineators
- Future upgrade to concrete

Existing Conditions: 111 St, 46 Av to 44 Av



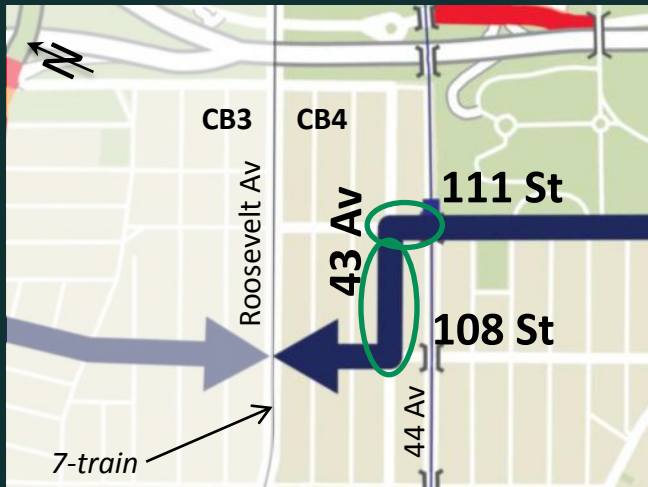
Proposed Conditions: 111 St, 46 Av to 44 Av



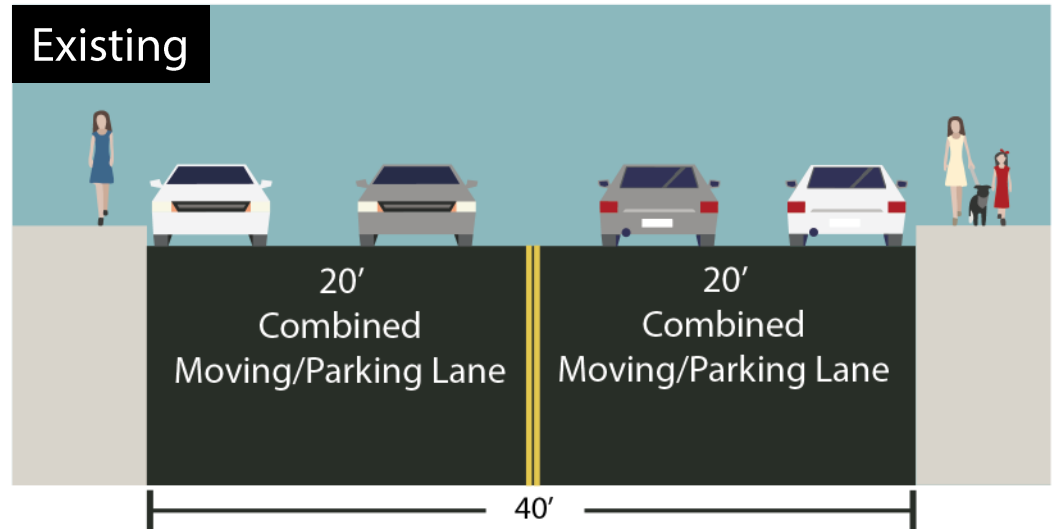
Proposed Bicycle Network Connections: 111 St, 43 Av

Proposed design for:

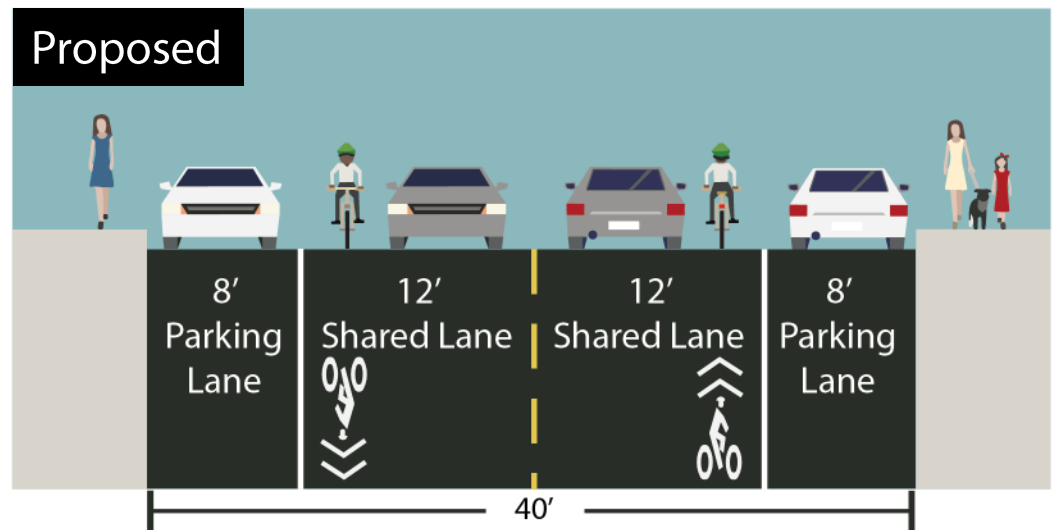
- 111 St, 44 Av to 43 Av
- 43 Av, 111 St to 108 St



Existing

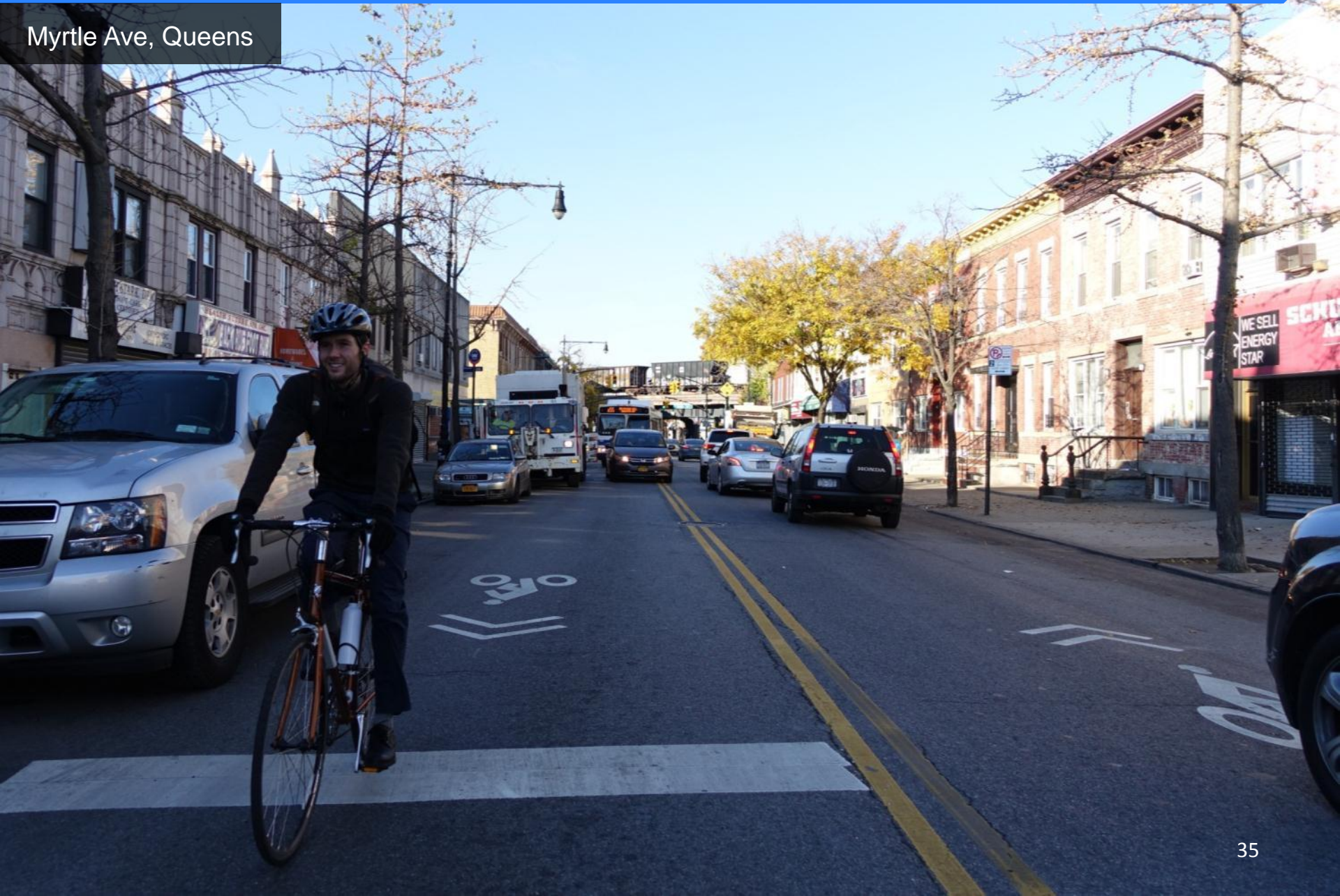


Proposed

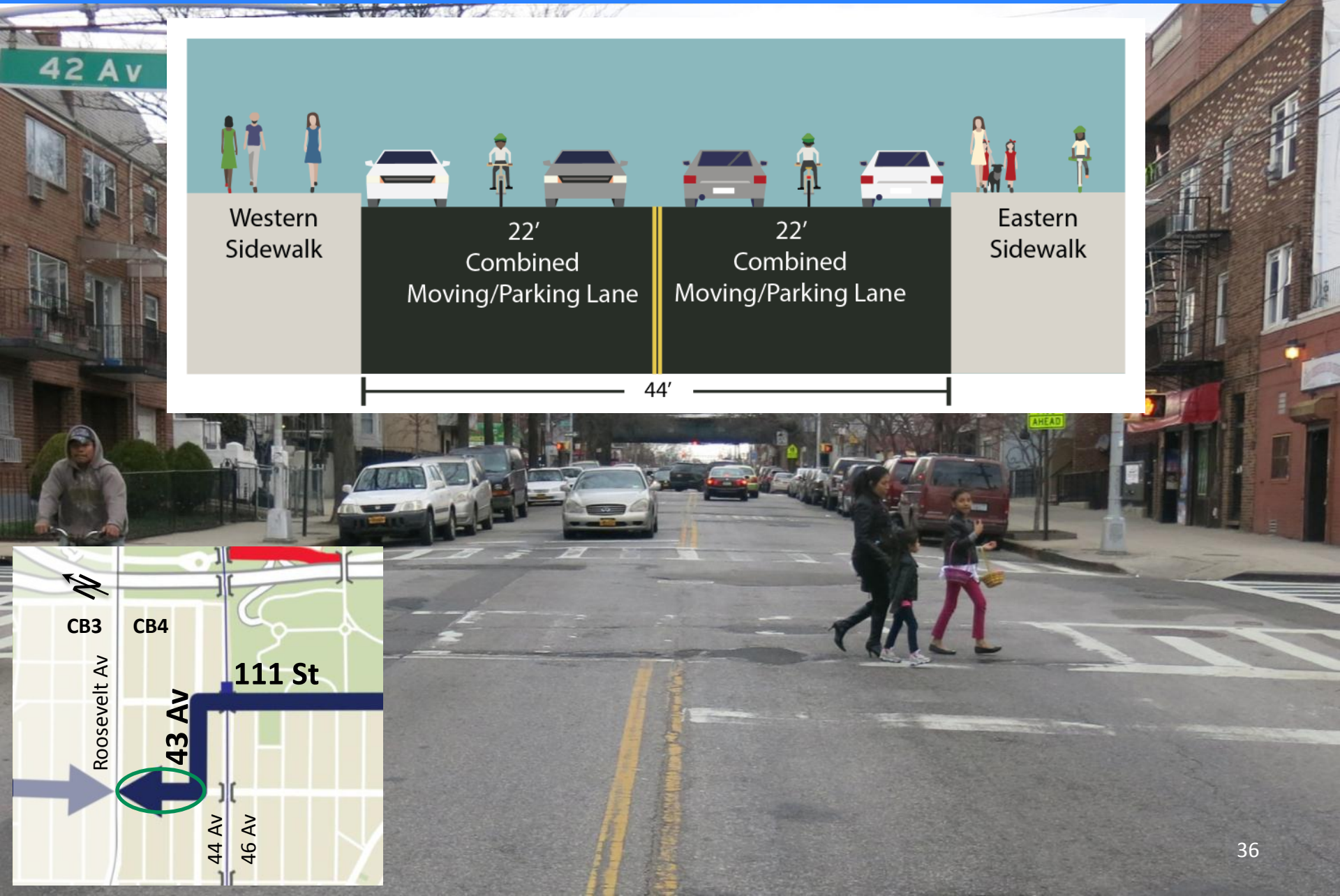


Example of Shared Lanes

Myrtle Ave, Queens

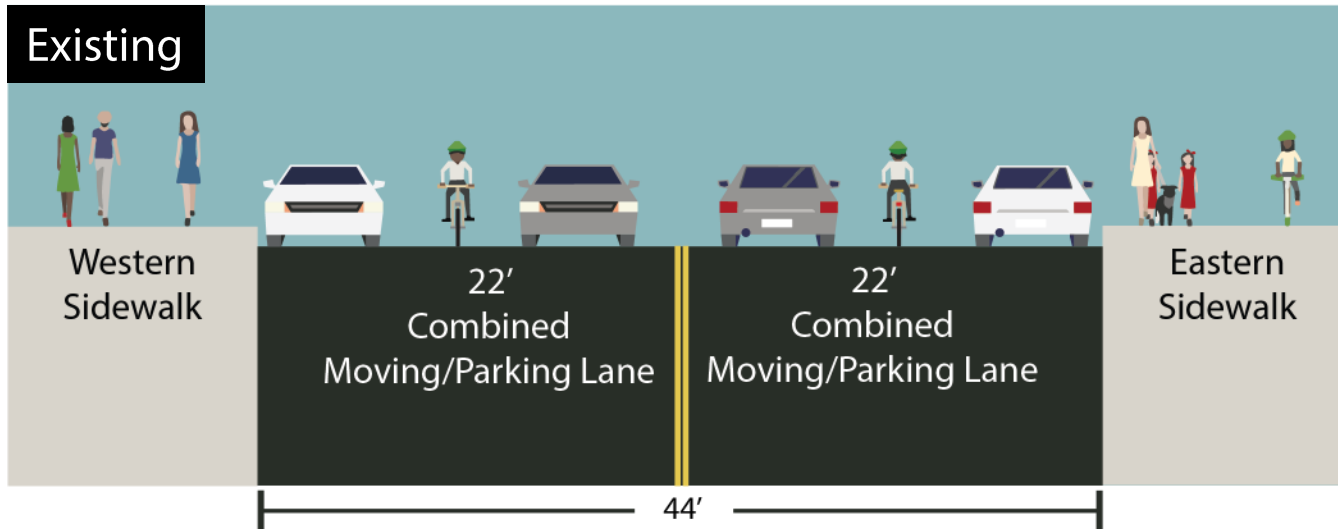


Existing Conditions: 108 St, 43 Av to Roosevelt Av

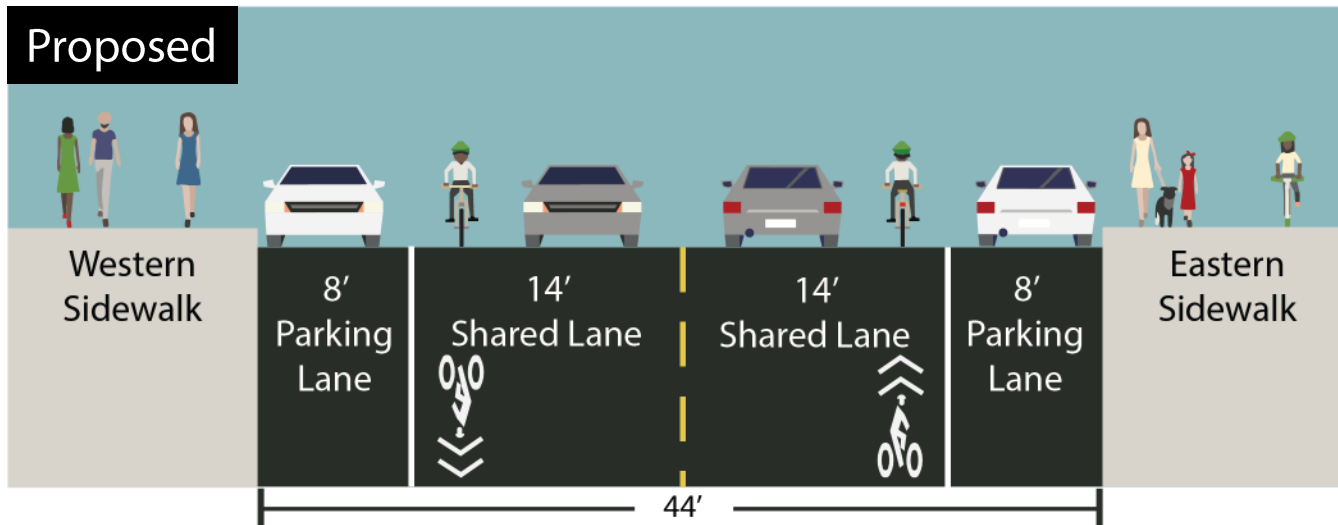


Existing Conditions: 108 St, 43 Av to Roosevelt Av

Existing



Proposed

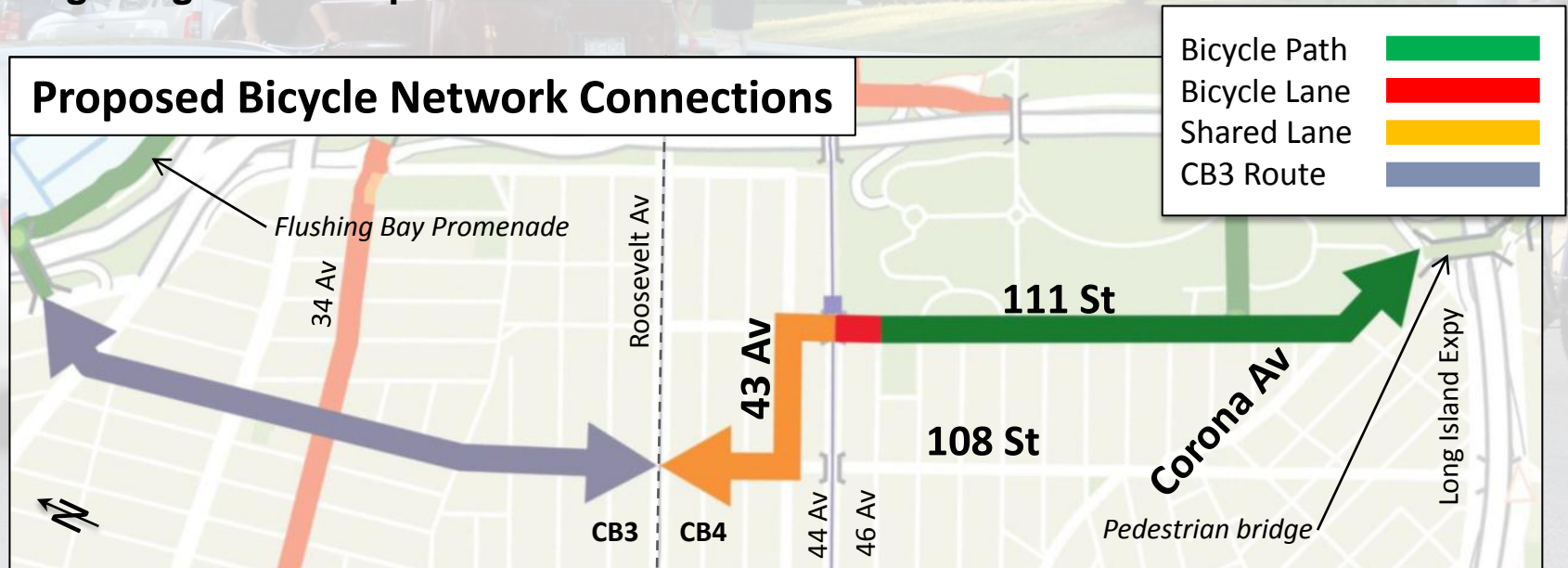


Summary of Proposed Enhancements

111 St, 46 Av to Corona Av

- Maintain 1 northbound travel lane and 1 southbound travel lane
- Maintain all existing parking
- Install a parking protected 2-way bicycle path along Flushing Meadows Corona Park
- Add additional vehicle parking on the west side of the median
- Install crosswalks at 4 unsignalized intersections: 47 Av, 49 Av, 54 Av & 55 Av
- Install painted median tip extensions and pedestrian safety islands

Parking net gain of 10 spaces





Questions?



Thank
You

Outreach Meetings

- March 27, 2015: Council Member Ferreras, local advocacy groups, Community Board 4 district manager
- April 8, 2015: New York Hall of Science
- April 13, 2015: NYPD 110th Precinct field meeting
- April 13, 2015: State Senator Peralta
- April 14, 2015: Assembly Member Moya
- April 16, 2015: Congressman Crowley
- May 13, 2015: NYPD Office of the Chief of Transportation
- May 27, 2015: Borough President Katz (2015 bike project briefing)
- May 29, 2015: Congressman Crowley and Assembly Member Moya on-site

Community Board Meetings

- March 31, 2015: Community Board 4 Transportation Committee
- May 11, 2015: Community Board 3 Transportation Committee
- May 21, 2015: Community Board 3
 - Approved bicycle lanes and shared lane markings on 108 St/31 Dr from Flushing Bay Promenade to Roosevelt Ave
- June 1, 2015: Community Board 4 Transportation Committee
- June 9, 2015: Community Board 4