

111th Street/114th Street

Transportation Improvements

2015



Background



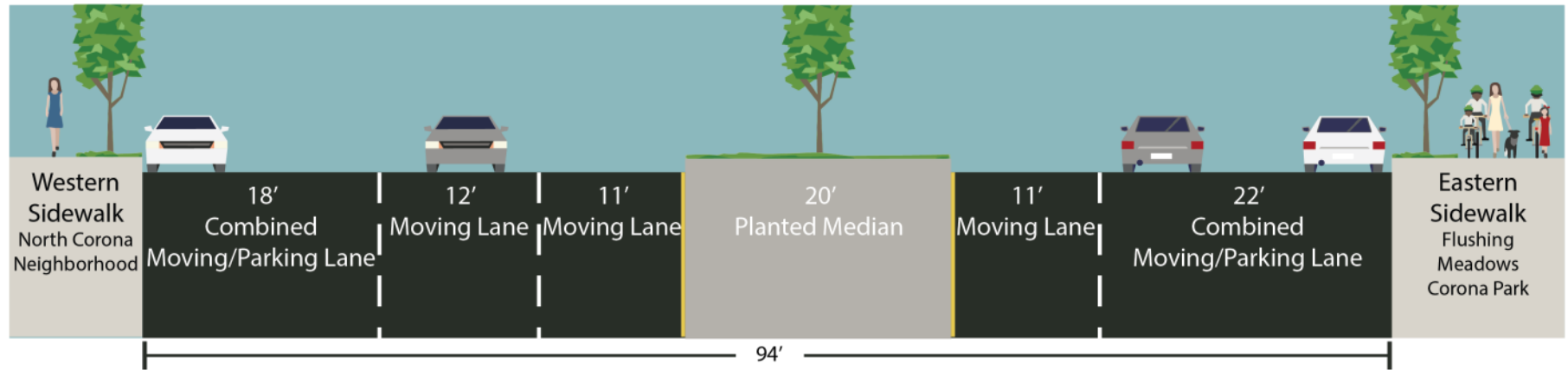
Vision Zero outreach and action plan:

- 111 St is a Vision Zero Priority Corridor with 4.9 pedestrian KSI (killed or seriously injured) per mile
- Complaints about long crossing distance on 111 St adjacent to Flushing Meadows-Corona Park

CM Ferreras Corona & Jackson Heights Workshops

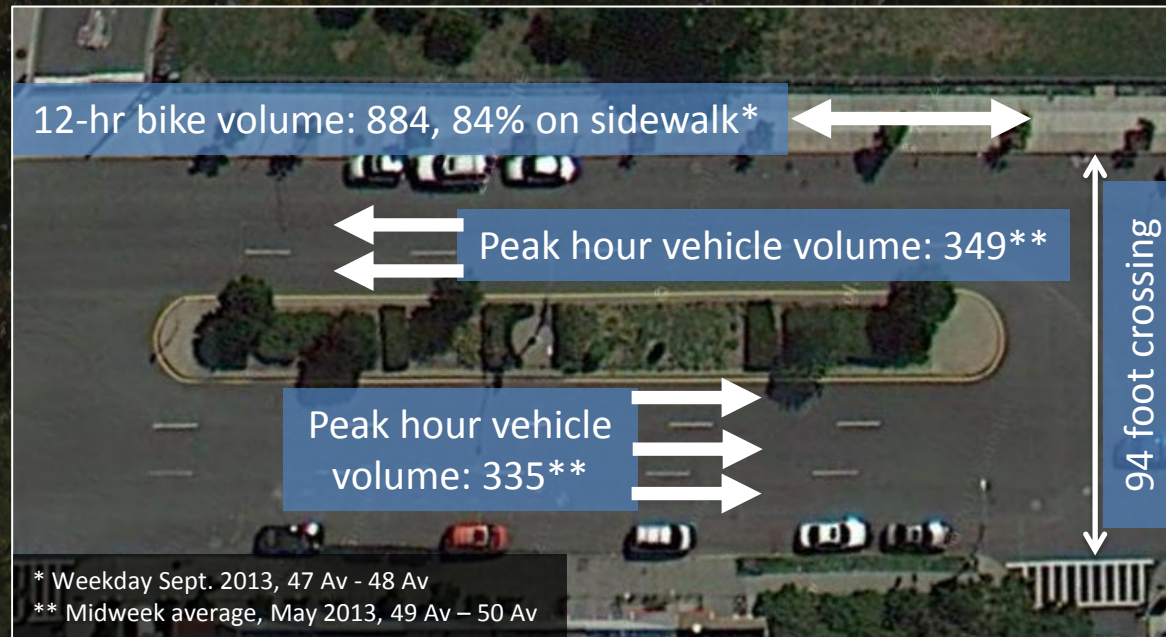
- Widespread interest in redesigning 111 St to better serve people walking and biking
- 9/12/2014 correspondence from Council Member Ferreras requesting various improvements including enhancements to 111 St adjacent to Flushing Meadows-Corona Park

Existing Conditions: 111 St, 46 Av to Corona Av



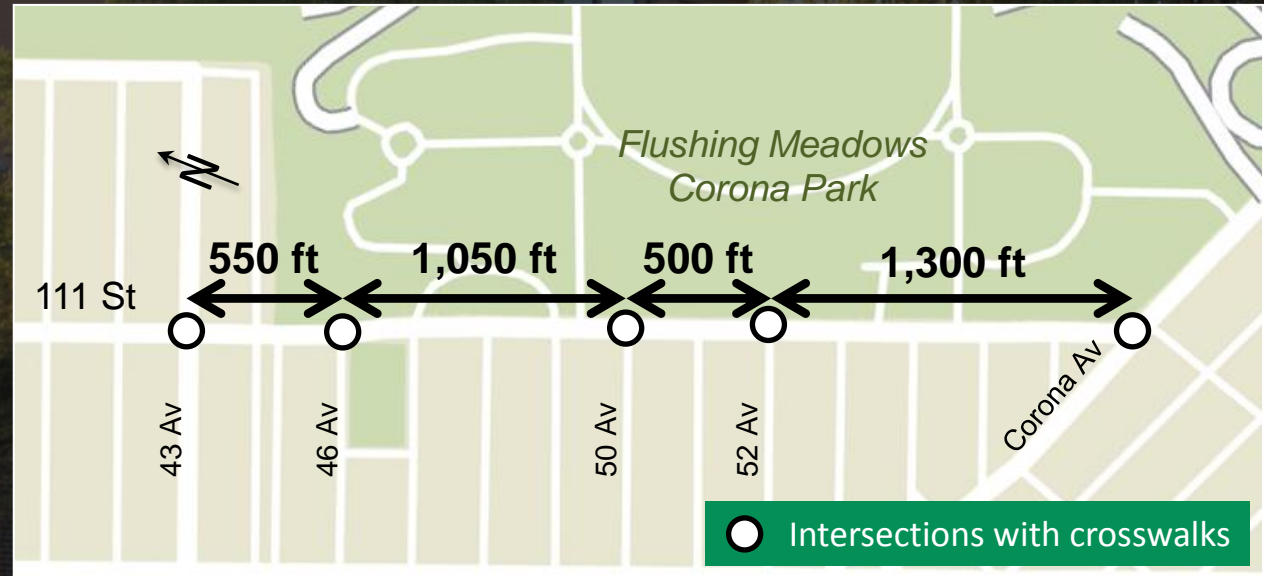
Existing Conditions: 111 St Driving Environment

- 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



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



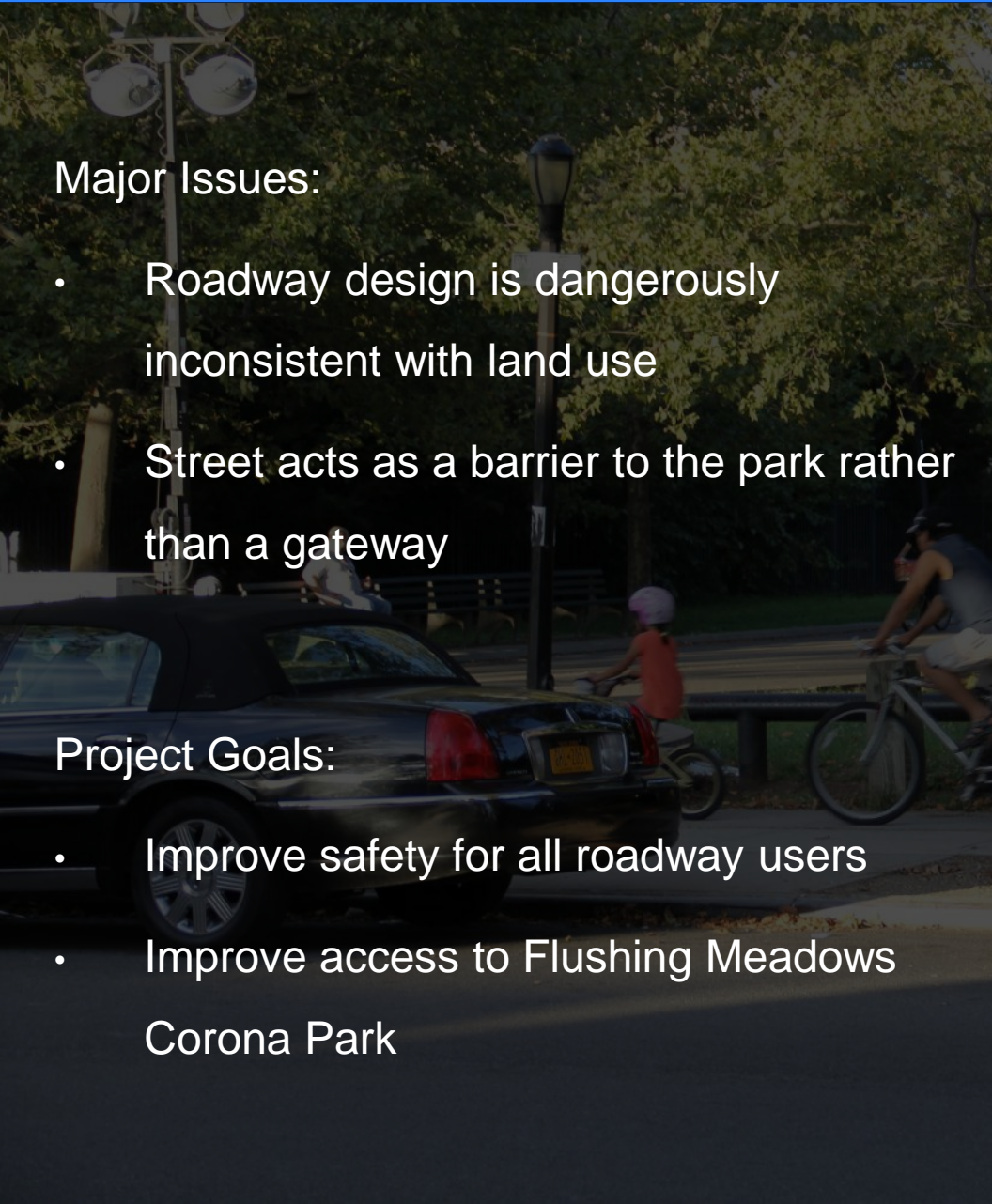
111 St, 46 Av to Corona Av Summary

Major Issues:

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

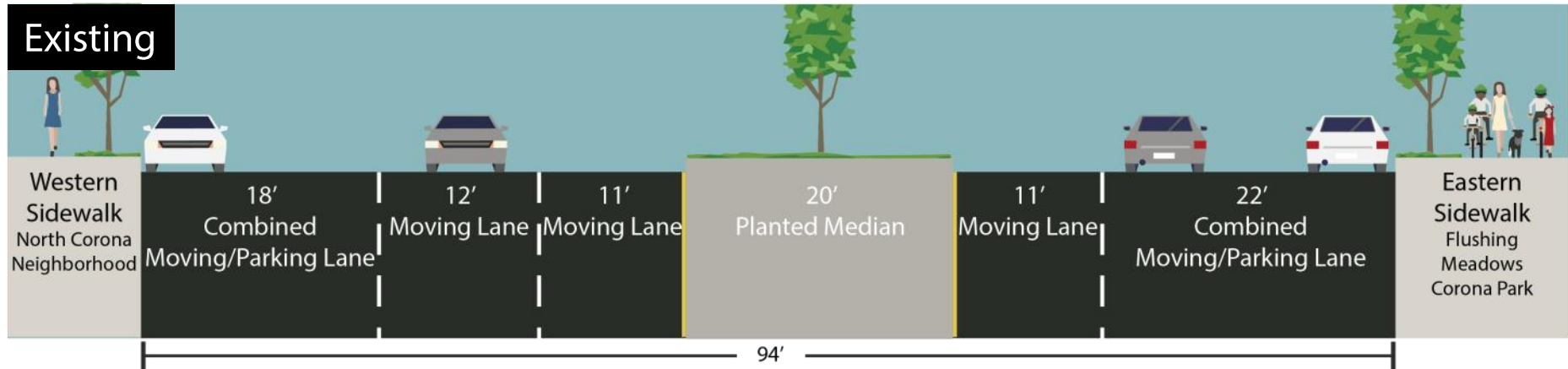
Project Goals:

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

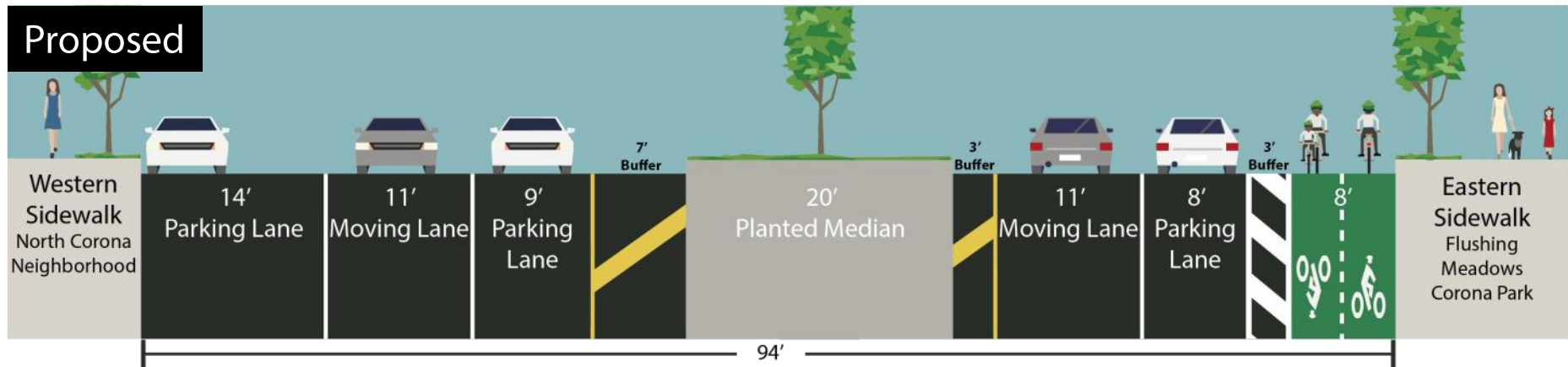


111 St Proposed Enhancement: Improved Lane Configuration

Existing

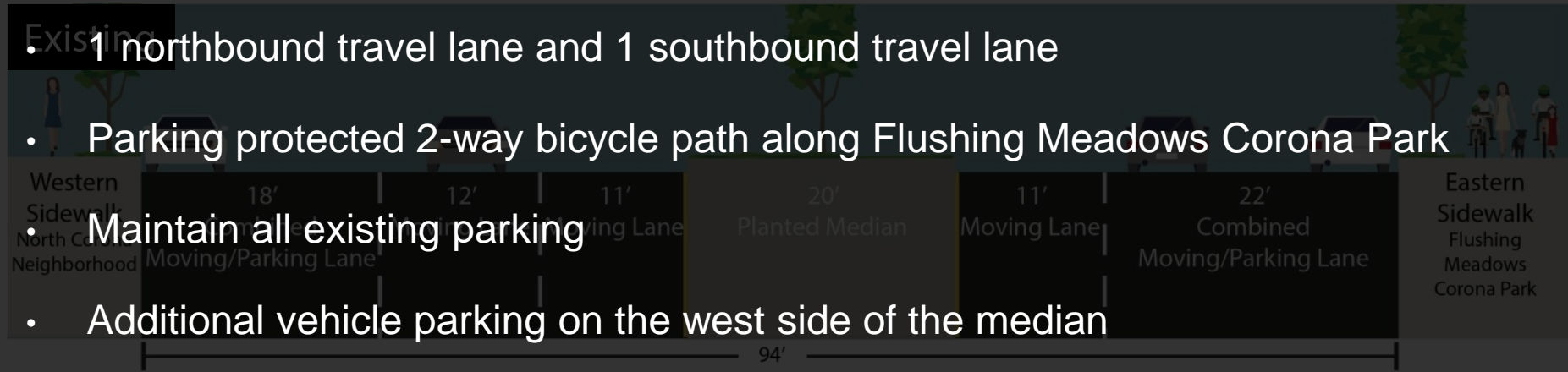


Proposed

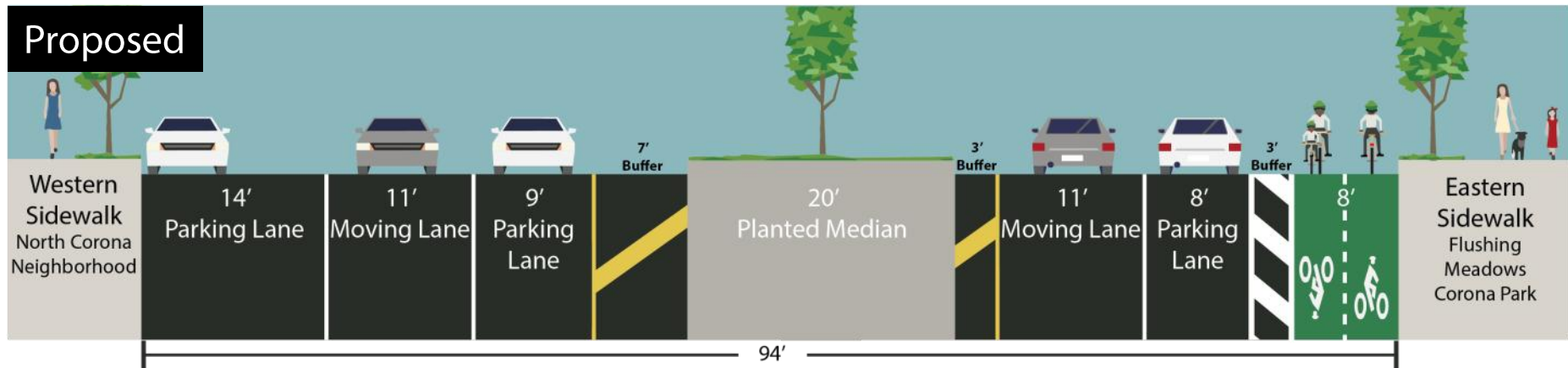


111 St Proposed Enhancement: Improved Lane Configuration

- 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



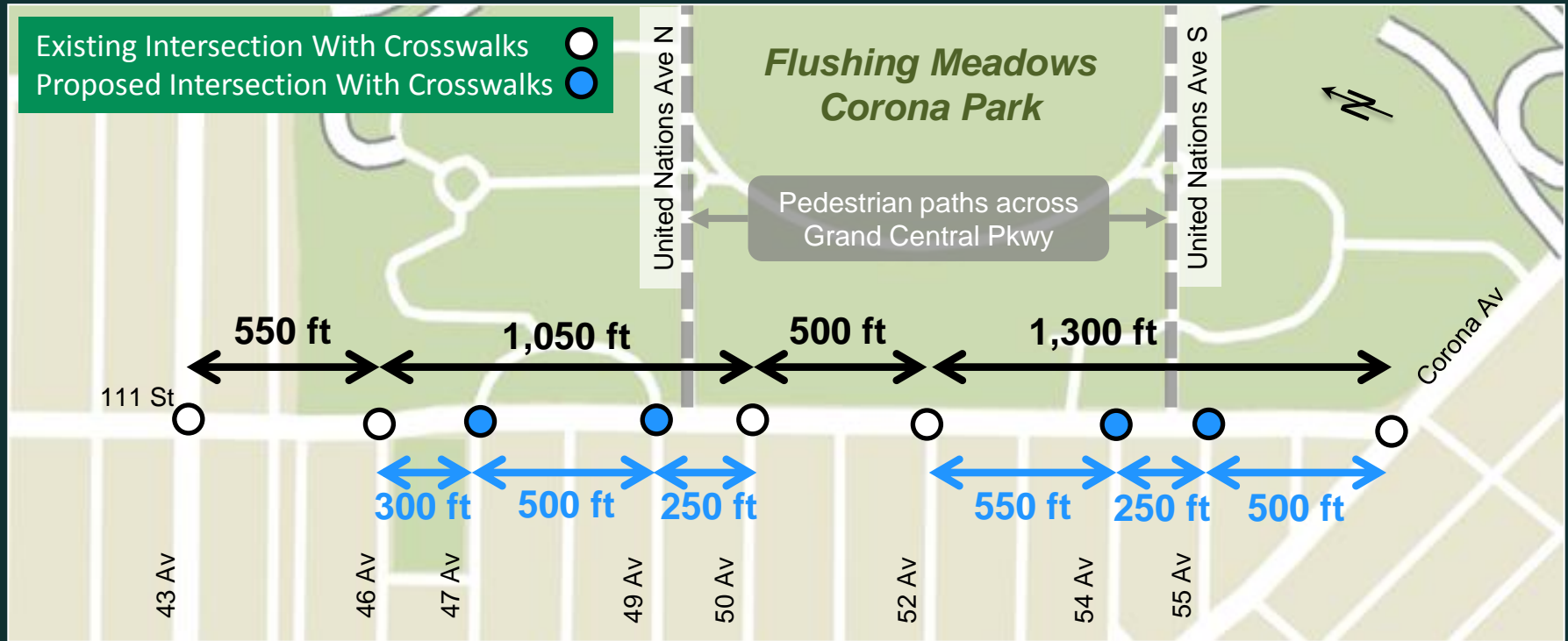
Proposed



Example of Parking-Protected 2-way Bicycle Path

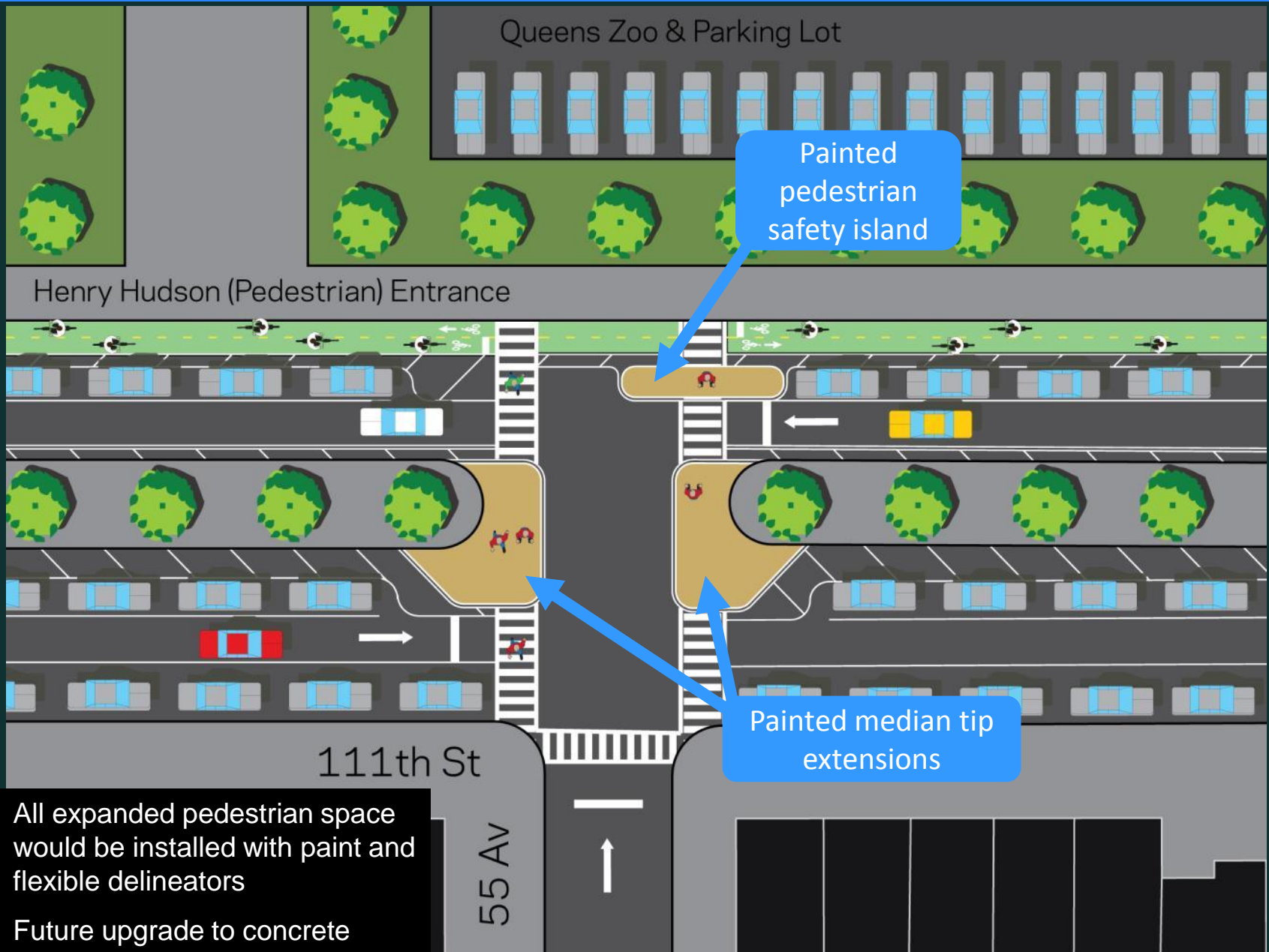


111 St Proposed Enhancement: New Pedestrian Crossings



- 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



Examples of Expanded Pedestrian Space

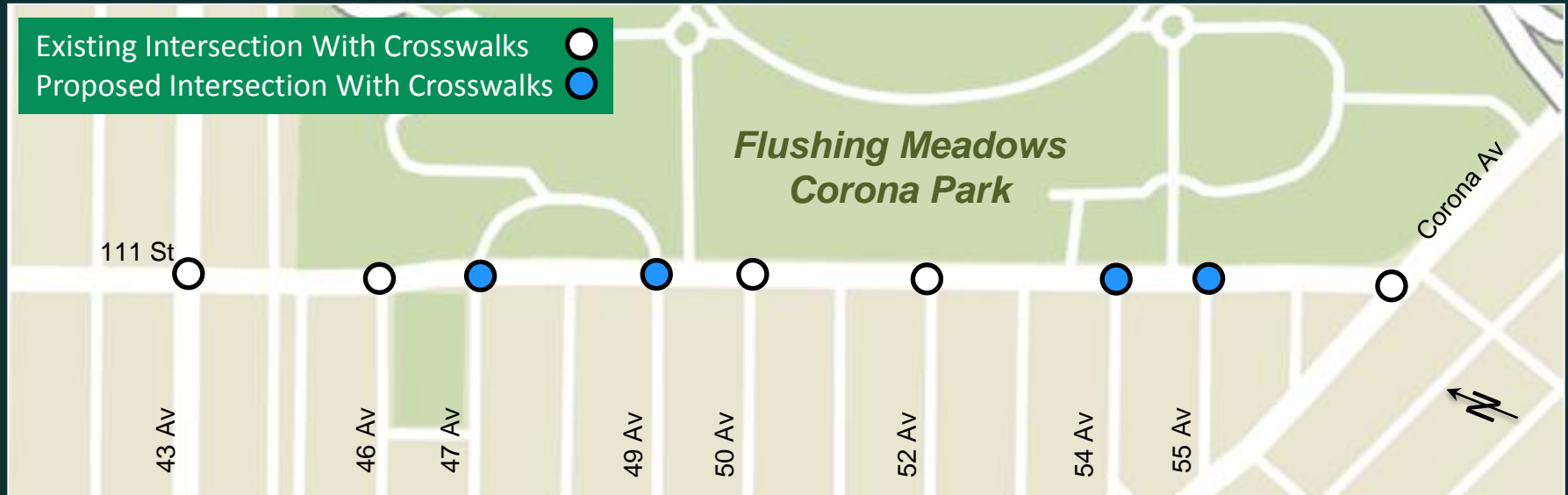


Painted median tip extensions
Adam Clayton Powell Jr. Blvd, Manhattan



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



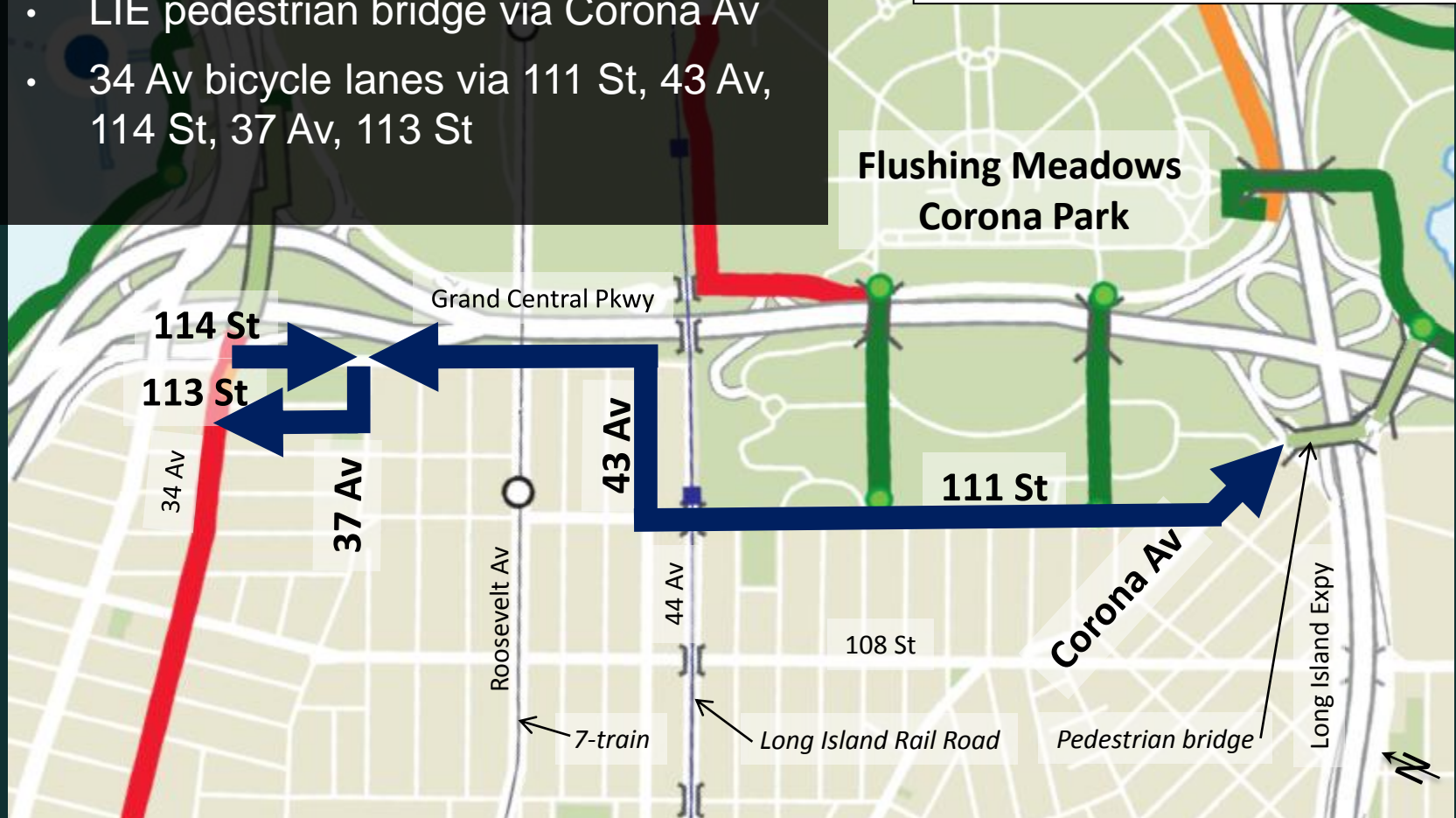
Proposed Conditions: 111 St, 46 Av to Corona Av



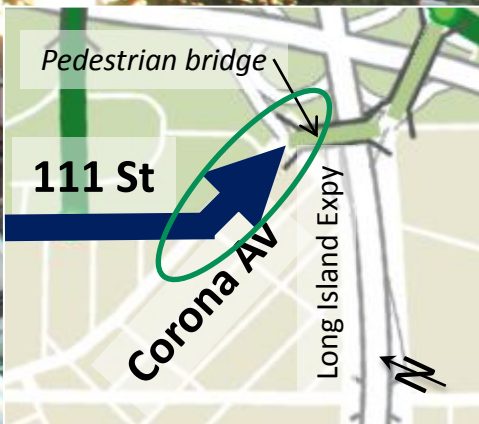
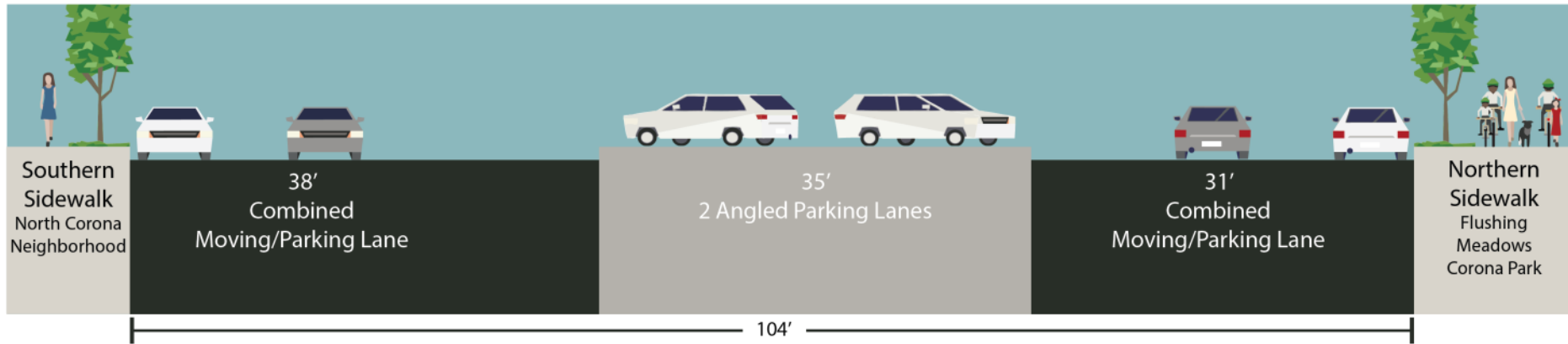
Proposed Bicycle Network Connections

- Proposed connections to existing bicycle network at:
 - LIE pedestrian bridge via Corona Av
 - 34 Av bicycle lanes via 111 St, 43 Av, 114 St, 37 Av, 113 St

	Project Route
	Existing On-Street Bicycle Facility
	Off-Street Bicycle Path

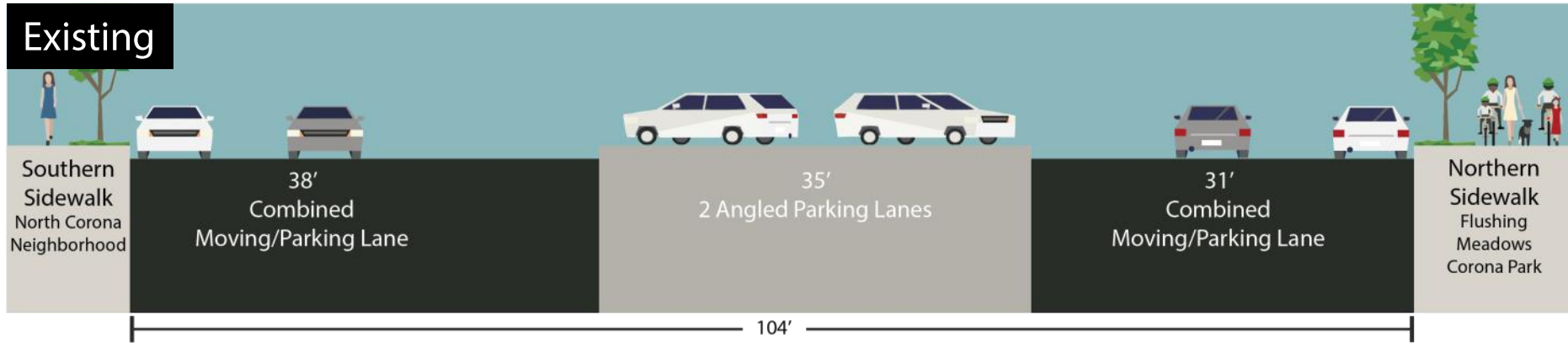


Existing Conditions: Corona Av, 111 St to LIE Service Road

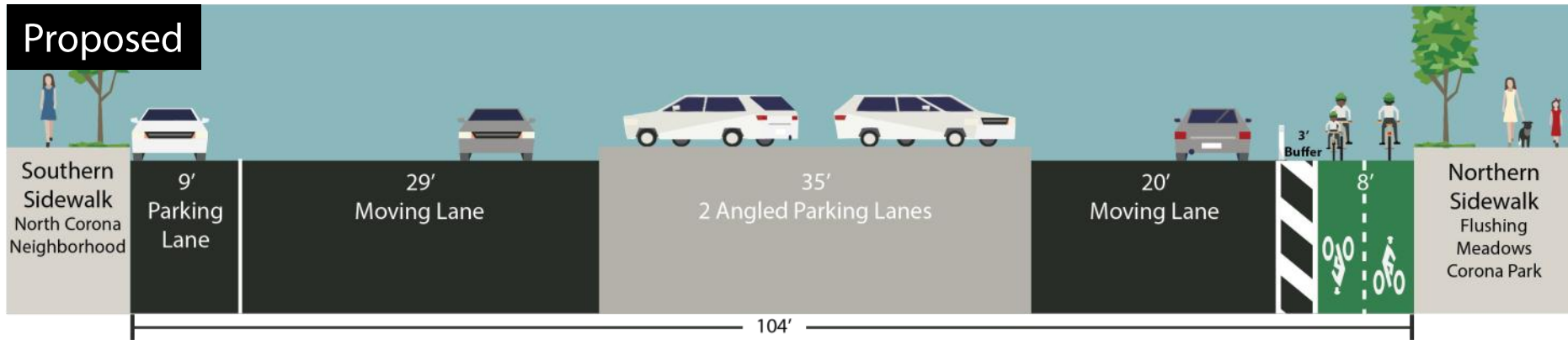


Proposed Conditions: Corona Av, 111 St to LIE Service Road

Existing



Proposed



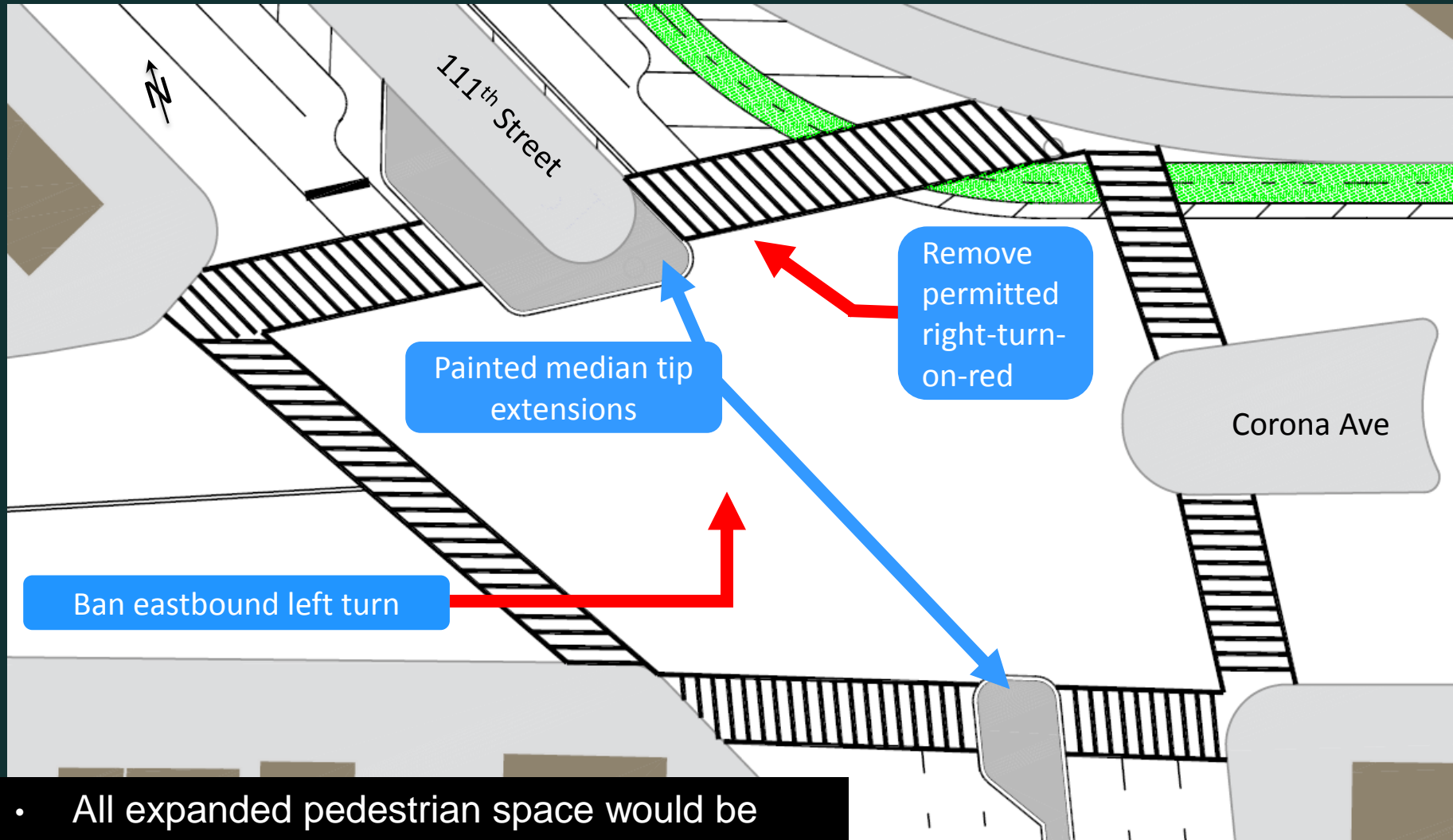
Example of Protected 2-way Bicycle Path



Existing Conditions: 111 St/Corona Ave/Sautell Ave

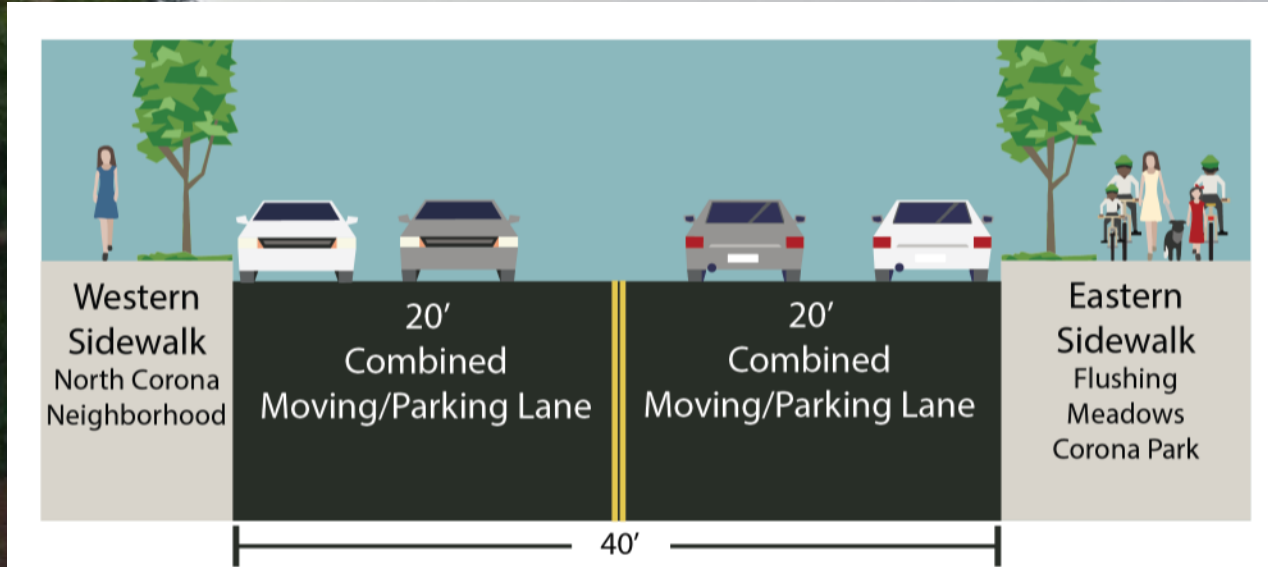


Proposed Conditions: 111 St/Corona Ave/Sautell Ave

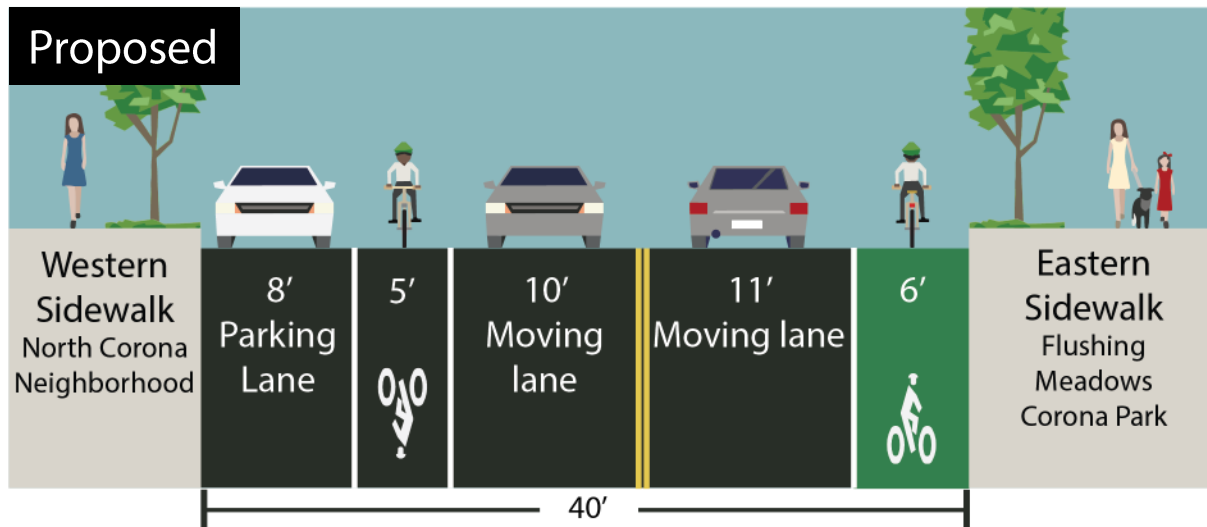
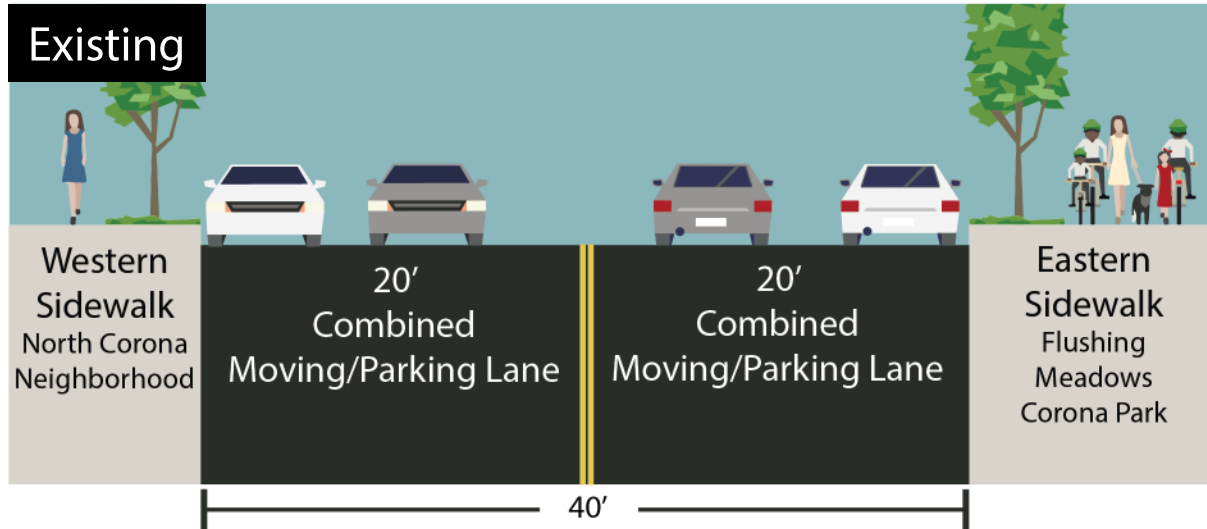


- All expanded pedestrian space would be installed with paint and flexible delineators
- Future upgrade to concrete

Existing Conditions: 111 St, 46 Av to 44 Av



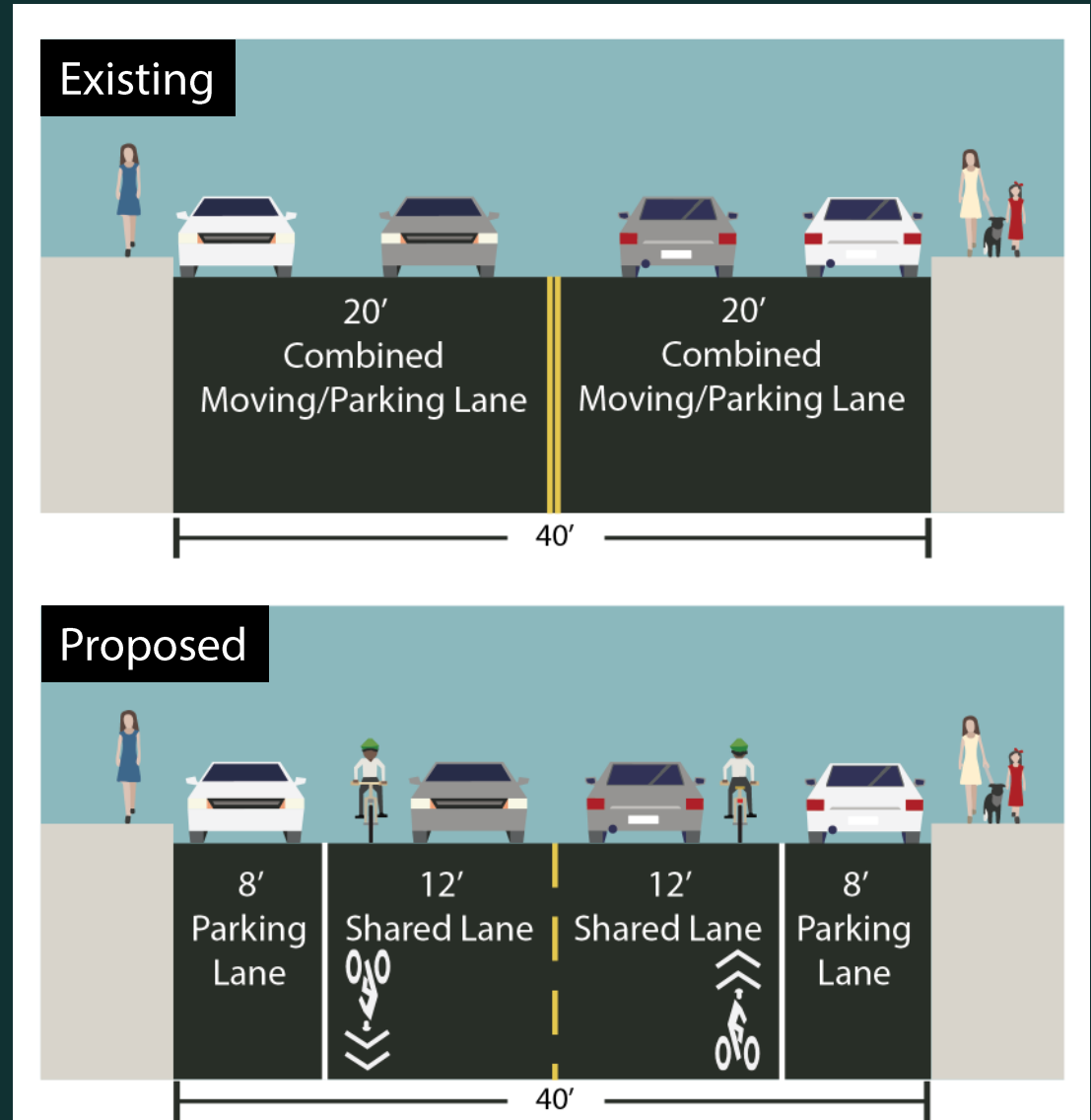
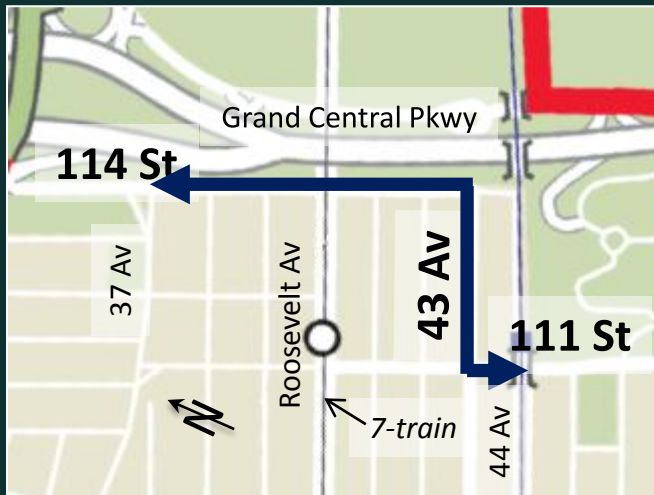
Proposed Conditions: 111 St, 46 Av to 44 Av



Proposed Bicycle Network Connections: 111 St, 43 Av, 114 St

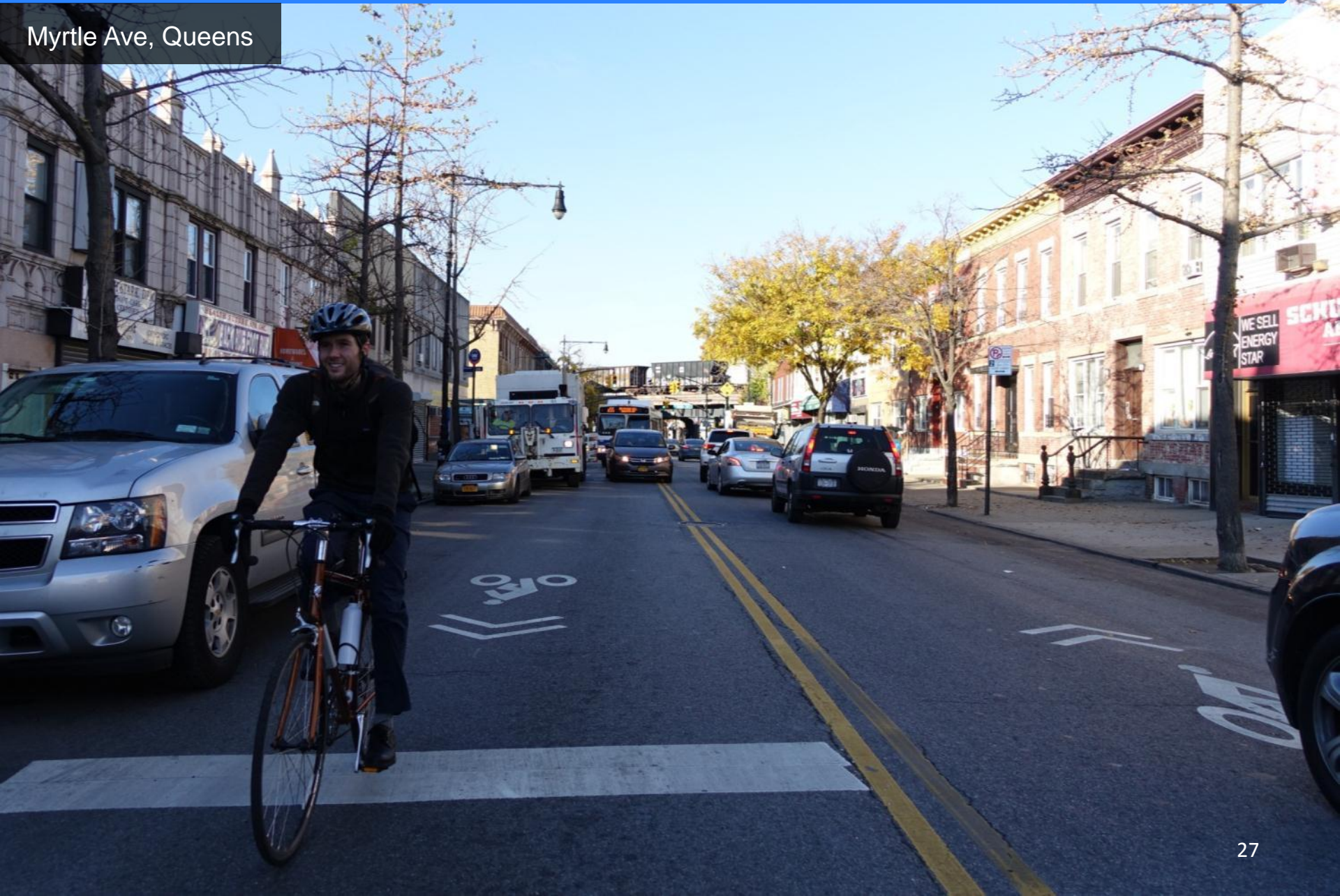
Proposed design for:

- 111 St, 44 Av to 43 Av
- 43 Av, 111 St to 114 St
- 114 St, 43 Av to 37 Av



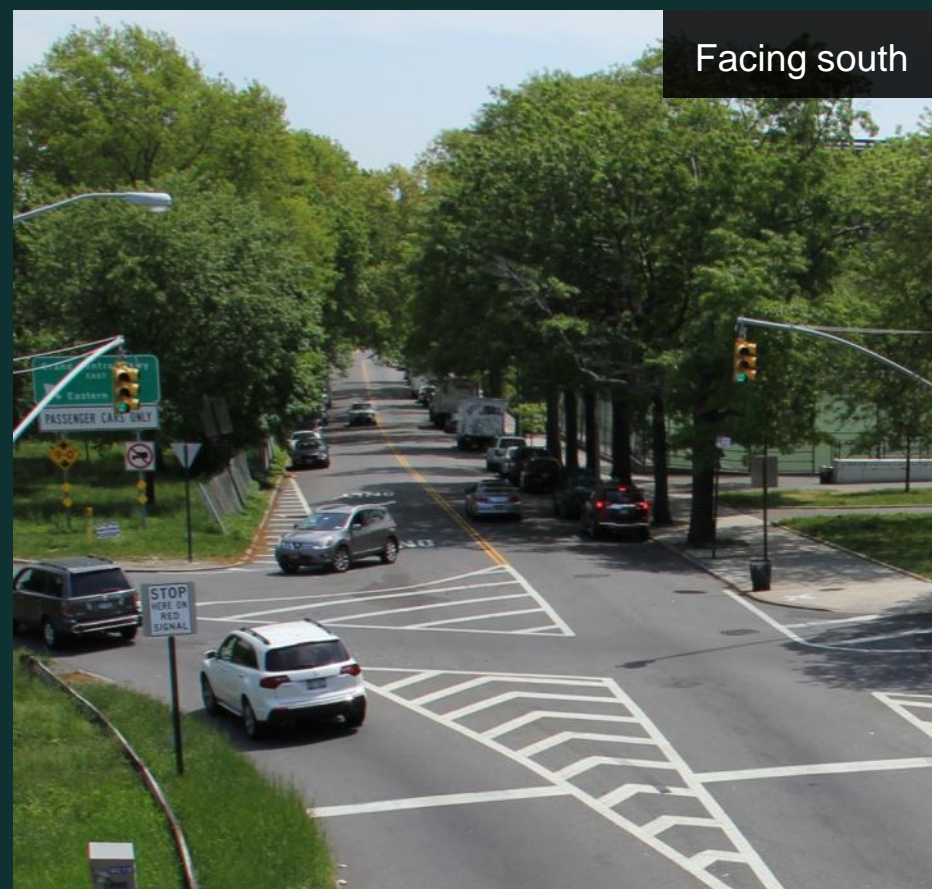
Example of Shared Lanes

Myrtle Ave, Queens

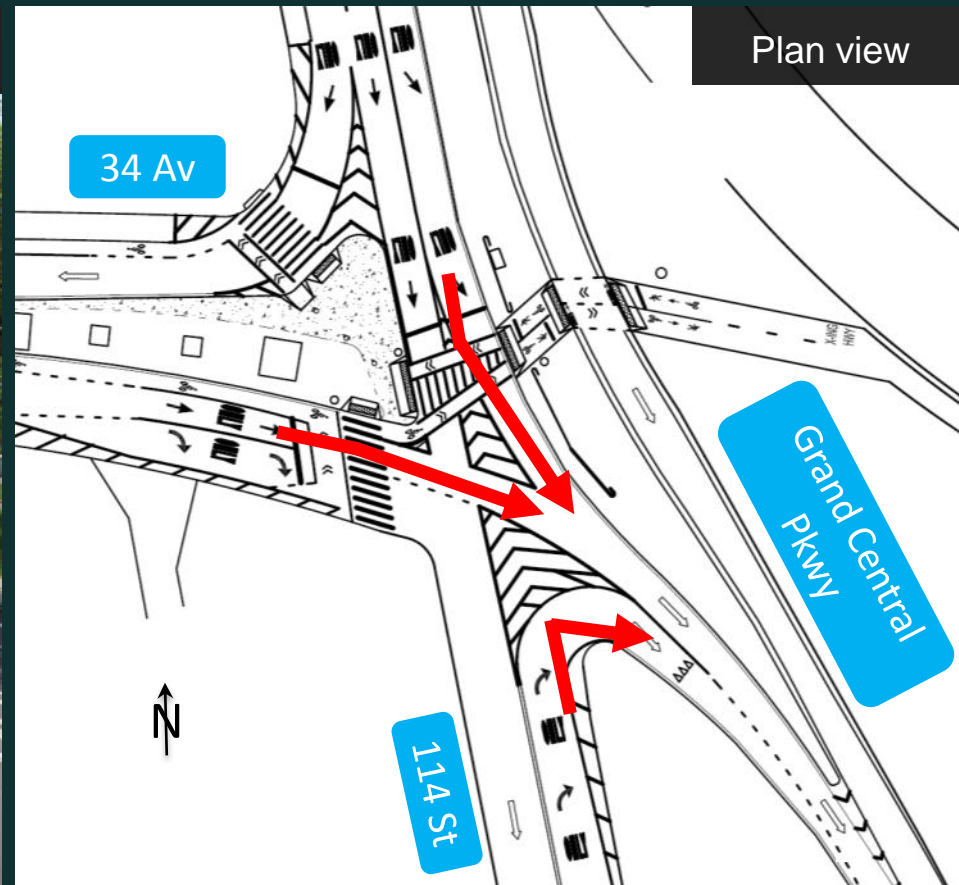


Existing Conditions: 114 St approaching 34 Av

- Northbound 114 St forced right turn onto Grand Central Pkwy on-ramp
- Conflicting vehicle movements makes bicycle connection difficult
- Northbound 114 St approaching 34 Av is unsafe for bicycling



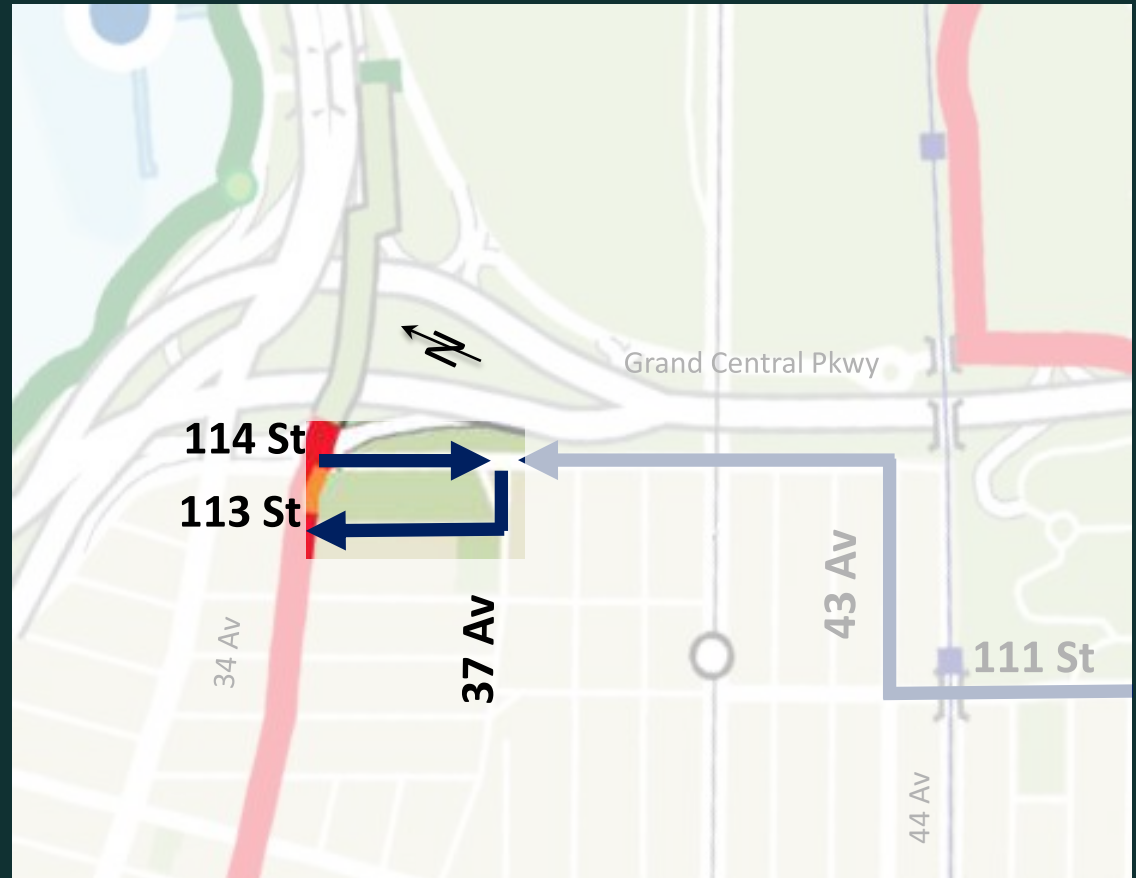
Facing south



Plan view

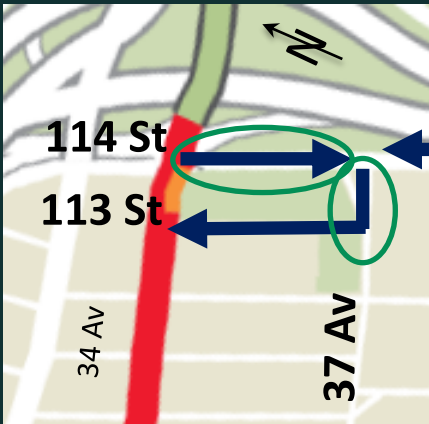
Proposed Bicycle Network Connections: 37 Av, 113 St, 114 St

- Route northbound bicyclists to 113 St via 37 Av to avoid dangerous conditions at 114 St/34 Av
- Route southbound bicyclists to 114 St

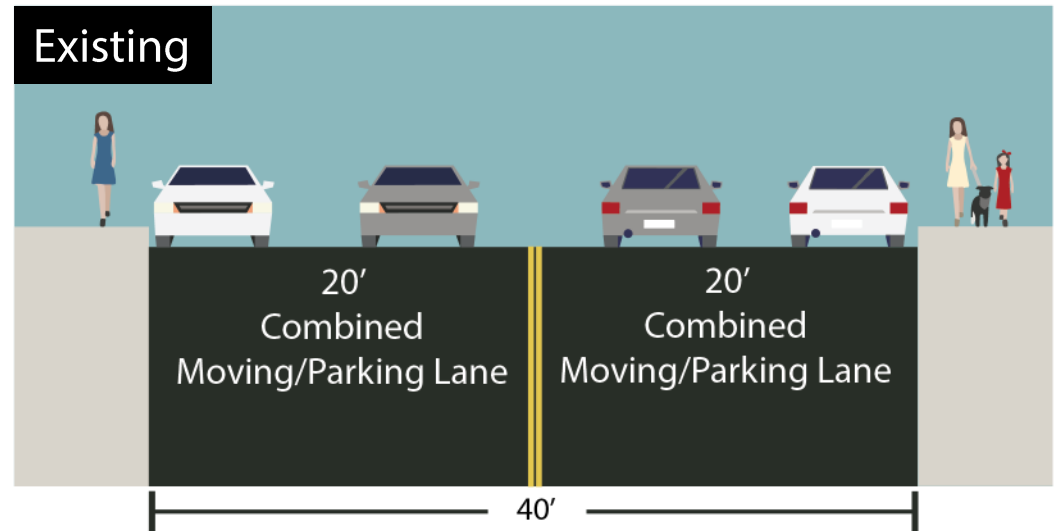


Proposed Bicycle Network Connections: 37 Av, 114 St

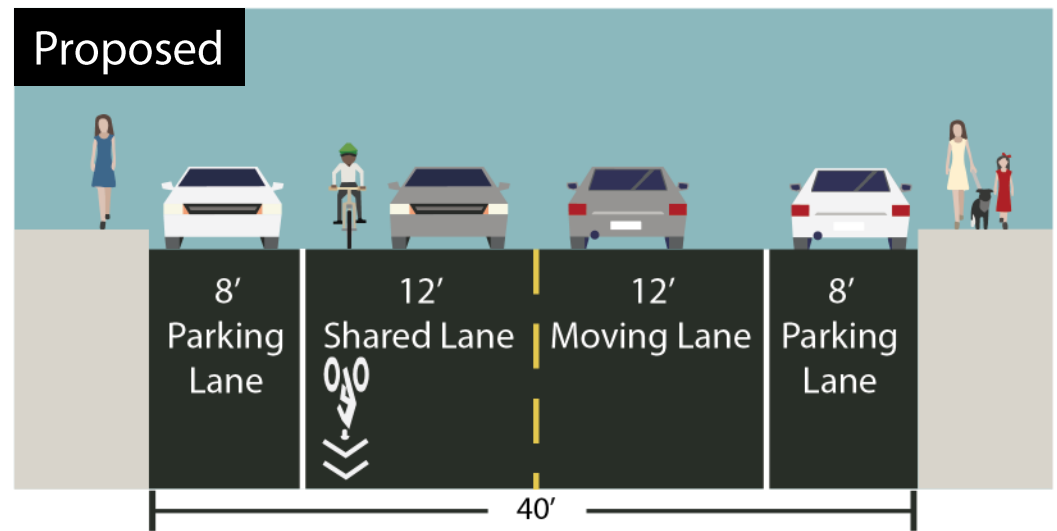
- Southbound shared route on 114 St, 34 Av to 37 Av
- Westbound shared route on 37 Av, 114 St to 113 St



Existing

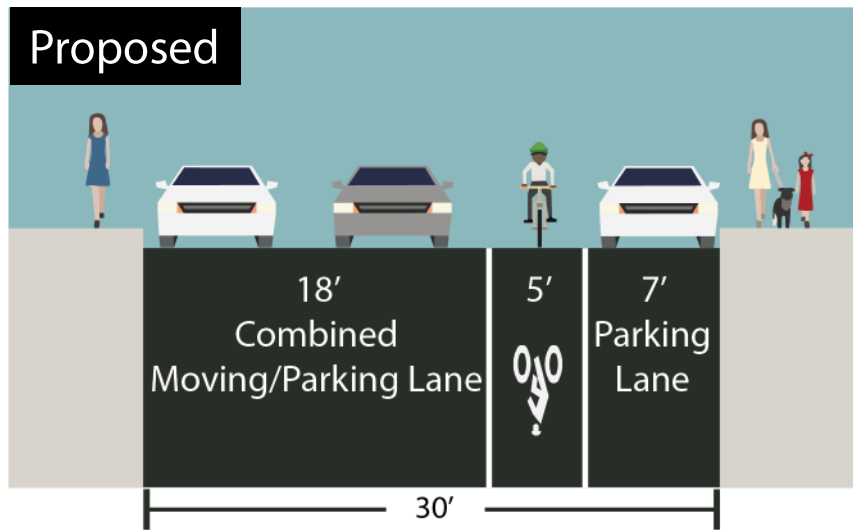
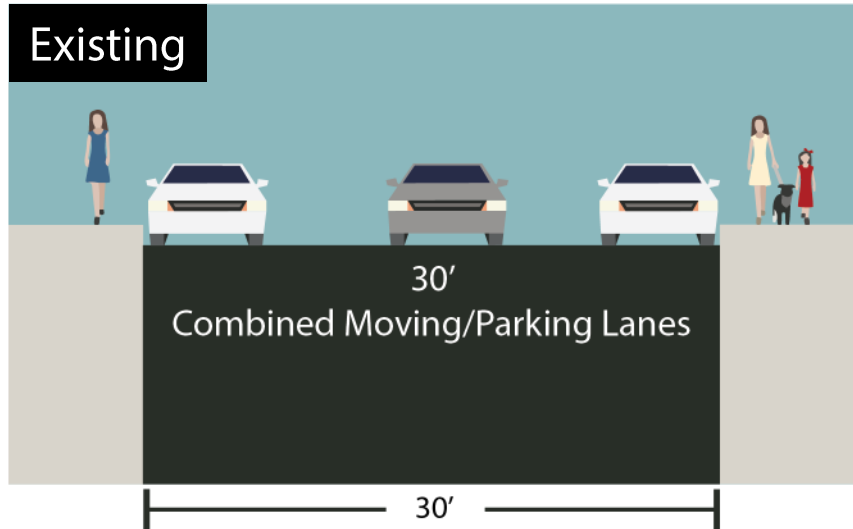
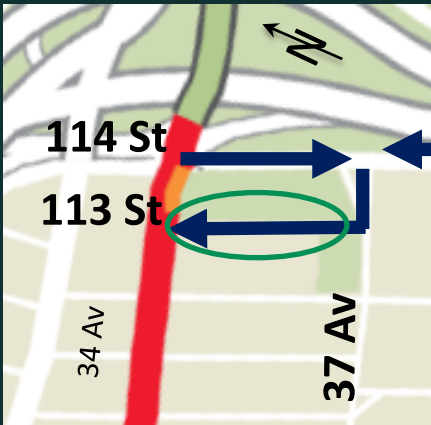


Proposed



Proposed Bicycle Network Connections: 113 St

- Northbound bicycle lane on 113 St, 37 Av to 34 Av

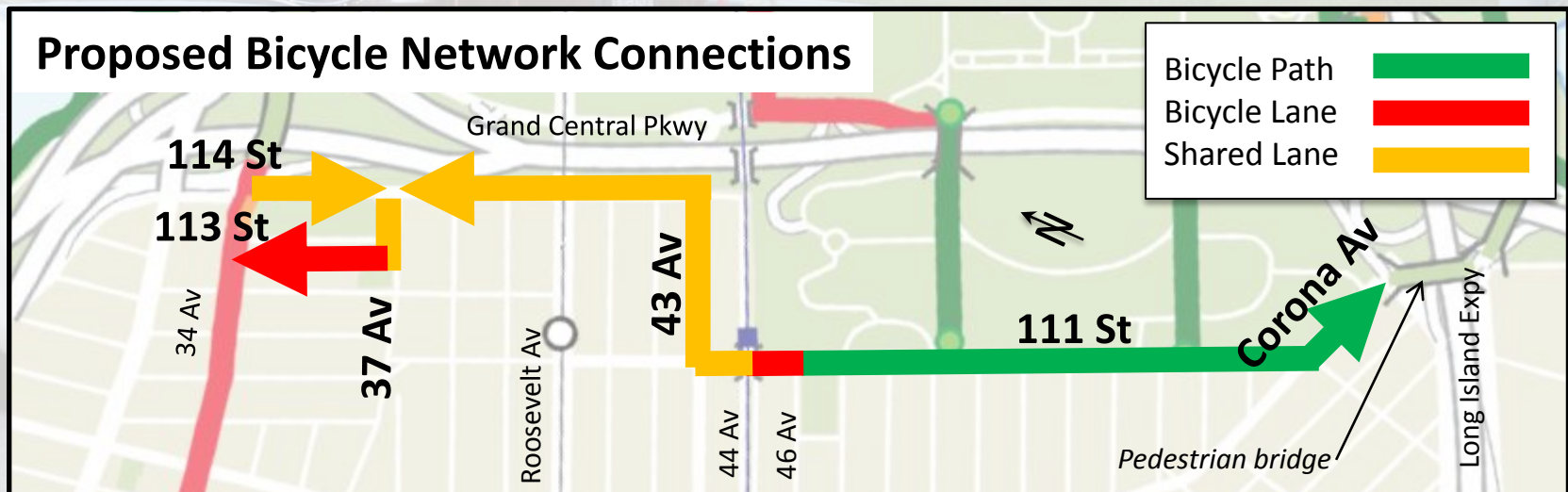


Summary of Proposed Enhancements

111 St, 46 Av to Corona Av

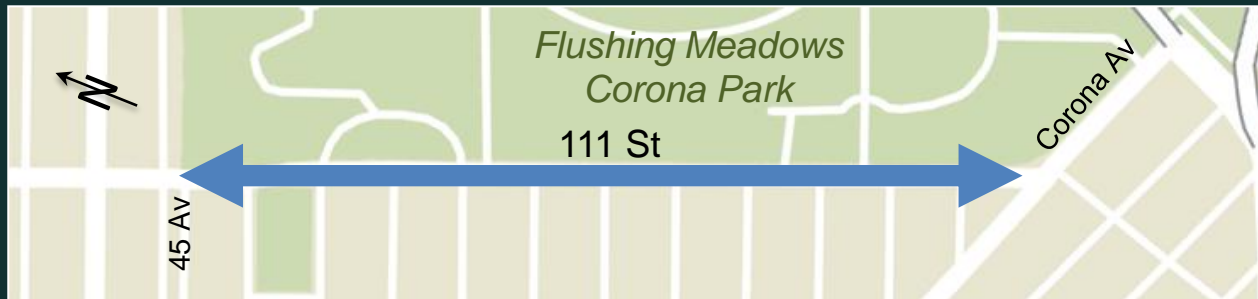
- Maintain 1 northbound travel lane and 1 southbound travel lane
- Maintain all existing parking
- Install a parking protected 2-way bicycle path along Flushing Meadows Corona Park
- Add additional vehicle parking on the west side of the median
- Install crosswalks at 4 unsignalized intersections: 47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

Parking net gain of 10 spaces



Future Capital Improvements

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





Questions?



Thank
You