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

Western Sidewalk
North Corona Neighborhood

18’ Combined Moving/Parking Lane

12’ Moving Lane

11’ Moving Lane

20’ Planted Median

11’ Moving Lane

22’ Combined Moving/Parking Lane

Eastern Sidewalk
Flushing Meadows Corona Park

94’
Existing Conditions: 111 St Driving Environment

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

12-hr bike volume: 884, 84% on sidewalk*

Peak hour vehicle volume: 349**

Peak hour vehicle volume: 335**

* Weekday Sept. 2013, 47 Av - 48 Av
** Midweek average, May 2013, 49 Av – 50 Av
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

* Weekday Sept. 2013, 47 Av - 48 Av, 7am-7pm
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**

- Western Sidewalk
- North Corona Neighborhood
- 18' Combined Moving/Parking Lane
- 12' Moving Lane
- 11' Moving Lane
- 20' Planted Median
- 11' Moving Lane
- 22' Combined Moving/Parking Lane
- Eastern Sidewalk
- Flushing Meadows
- Corona Park

**Proposed**

- Western Sidewalk
- North Corona Neighborhood
- 14' Parking Lane
- 11' Moving Lane
- 9' Parking Lane
- 7' Buffer
- 20' Planted Median
- 11' Moving Lane
- 8' Parking Lane
- 3' Buffer
- Eastern Sidewalk
- Flushing Meadows
- Corona Park
111 St Proposed Enhancement: Improved Lane Configuration

- 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

Prospect Park West, Brooklyn
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

Painted pedestrian safety island
Painted median tip extensions
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

Henry Hudson (Pedestrian) Entrance

Queens Zoo & Parking Lot

111th St

55 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
Existing Conditions: Corona Av, 111 St to LIE Service Road

- Southern Sidewalk
  - North Corona Neighborhood
- 38’
  - Combined Moving/Parking Lane
- 35’
  - 2 Angled Parking Lanes
- 31’
  - Combined Moving/Parking Lane
- Northern Sidewalk
  - Flushing Meadows
  - Corona Park

Pedestrian bridge

111 St

Corona Av

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

**Existing**
- Southern Sidewalk
- North Corona Neighborhood
- 38’ Combined Moving/Parking Lane
- 35’ 2 Angled Parking Lanes
- 31’ Combined Moving/Parking Lane
- Northern Sidewalk
- Flushing Meadows Corona Park

**Proposed**
- Southern Sidewalk
- North Corona Neighborhood
- 9’ Parking Lane
- 29’ Moving Lane
- 35’ 2 Angled Parking Lanes
- 20’ Moving Lane
- Northern Sidewalk
- Flushing Meadows Corona Park

Distance: 104’
Example of Protected 2-way Bicycle Path

Kent Ave, Brooklyn
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

- Ban eastbound left turn
- Remove permitted right-turn-on-red
- Painted median tip extensions
Existing Conditions: 111 St, 46 Av to 44 Av
Proposed Conditions: 111 St, 46 Av to 44 Av

**Existing**
- Western Sidewalk
- North Corona Neighborhood
- 20' Combined Moving/Parking Lane
- 20' Combined Moving/Parking Lane
- 40'
- Eastern Sidewalk
- Flushing Meadows Corona Park

**Proposed**
- Western Sidewalk
- North Corona Neighborhood
- 8' Parking Lane
- 5'
- 10' Moving lane
- 11' Moving lane
- 6'
- 40'
- Eastern Sidewalk
- Flushing Meadows Corona Park
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
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
Proposed Bicycle Network Connections: 113 St

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