Astoria Boulevard-99th St to 105th St

2015

Presented by the Pedestrian Projects Group to CB 3 Transportation Committee on May 11th, 2015
Background

- Astoria Blvd is in a Vision Zero Priority Area
- 2011 DOT study found that lane reduction along corridor is not feasible due to high traffic volumes
- Request from CM Ferreras for safety improvements, funding for future capital project
- Pedestrian fatality at 103rd St in 2013
Background

- Speed study conducted in Nov 2014 found 60% of vehicles were speeding in the westbound direction, and 69% in the eastbound direction.
- DOT’s goal is to redefine Astoria Blvd as a neighborhood boulevard, rather than an extension of the highway.
Existing Project Area
Astoria and 99th St

Wide, multi-legged intersection
No crossing at bus stop/pedestrian desire line

Astoria and 100\textsuperscript{th} St
Astoria and Kearney St

Long, indirect crossing
Existing Conditions - 99th-101st St

Multi-legged intersection = unpredictable vehicle movements

Pedestrians crossing unprotected

Wide intersection with recessed crosswalk = turning conflict

Recessed crosswalk = long crossing distance
Volumes
Proposal

- Remove 27th Ave from intersection
- Tightened intersection with direct crosswalk & predictable vehicle movements
- Open median and signalize intersection
- Add parking lane stripe
- Upgrade to high-visibility crosswalks
- Realign & shorten crosswalk
- Ban left turn & expand median
Astoria Blvd and Kearney St: Existing
Astoria Blvd and Kearney St: Proposal
Astoria and 102\textsuperscript{nd} St

Wide, Multi-Legged Intersection
Astoria and 103rd St

Pedestrians cross unprotected

Pedestrian Fatality
Existing Conditions – 102\textsuperscript{nd} to 103\textsuperscript{rd}

Angled crosswalks

Pedestrians crossing unprotected
Proposal

- Direct crosswalks
- Add parking lane stripe
- Upgrade to high-visibility crosswalks
- Reverse one block of Humphreys St from Astoria Blvd to 29th St
- Extend sidewalks
- Open median and signalize intersection
Astoria Blvd & 103rd St: Existing
31st Ave/105th St

- Create three phase signal to separate north/south movements and reduce vehicular conflicts

EXISTING
- North/South goes at same time

PROPOSED
- Southbound Phase
- Northbound Phase
Proposal: 99th St- 105th St
1. Realign crosswalks at 99th St for shorter, more direct crossing
2. Extend median at 99th St to remove 27th Ave from intersection and simplify movements
3. Open median at 100th St for pedestrian and vehicular access, adding pedestrian and vehicular signals
4. Close left turn bay at Kearney St and extend medians
5. Ban left turn onto Kearney St
6. Pull-back west median at 29th Ave
7. Create curb extension at McIntosh and 29th Ave to shorten crossing
8. Reverse Humphreys St for one block from Astoria Blvd to 29th Ave
9. Open median at 31st Ave for pedestrian and vehicular access, adding pedestrian and vehicular signals
10. Create curb extension at 31st Ave and Astoria Blvd to slow vehicular turn onto Astoria Blvd
11. Make 31st Ave one-way east bound from Barclay Triangle slip to Astoria Blvd
12. Ban left turn onto 31st Ave from northbound 103rd St
13. Create three phase signal at 31st Ave/105th St/Gilmore St to reduce vehicular conflicts
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Thank You