111th Street
Transportation Improvements

New York City Department of Transportation
Presented June 9, 2015 to Queens Community Board 4
Background

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

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
• Park is a major destination
• Long distances between crossings
• Long crossing distance (94’)

Existing Conditions: 111 St Pedestrian Environment
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
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**
- Western Sidewalk
  - Corona Neighborhood
  - 18’ Combined Moving/Parking Lane
  - 12’ Moving Lane
  - 11’ Moving Lane
  - 20’ Planted Median
  - 22’ Combined Moving/Parking Lane
  - Eastern Sidewalk
    - Flushing Meadows
    - Corona Park

**Proposed**
- Western Sidewalk
  - Corona Neighborhood
  - 14’ Parking Lane
  - 11’ Moving Lane
  - 9’ Parking Lane
  - 7’ Buffer
  - 20’ Planted Median
  - 11’ Moving Lane
  - 8’ Parking Lane
  - 8’ Bike Lane
  - Eastern Sidewalk
    - Flushing Meadows
    - Corona Park

**Dimensions**
- 94’
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

Queens Zoo & Parking Lot

Henry Hudson (Pedestrian) Entrance

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
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 Ressner
- 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

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

Date: May 2, 2015
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

- Southern Sidewalk
  - Corona Neighborhood
  - 38’ Combined Moving/Parking Lane

- 104’

- 35’ 2 Angled Parking Lanes

- 31’ Combined Moving/Parking Lane

- Northern Sidewalk
  - Flushing Meadows
  - Corona Park

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

- Southern Sidewalk
  - Corona Neighborhood
  - 38’ Combined Moving/Parking Lane
- 104’
- Northern Sidewalk
  - Flushing Meadows
  - Corona Park

- 35’ 2 Angled Parking Lanes
- 31’ Combined Moving/Parking Lane

- 9’ Parking Lane
- 29’ Moving Lane
- 35’ 2 Angled Parking Lanes
- 20’ Moving Lane

- Northern Sidewalk
  - Flushing Meadows
  - Corona Park

- 3’ Buffer
- 8’
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

Remove permitted right-turn-on-red
Ban eastbound left turn
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
Corona Neighborhood

20’ Combined Moving/Parking Lane

Eastern Sidewalk
Flushing Meadows
Corona Park

40’

Proposed

Western Sidewalk
Corona Neighborhood

8’ Parking Lane

5’

10’ Moving lane

11’ Moving lane

6’

Eastern Sidewalk
Flushing Meadows
Corona Park

40’
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
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**

- Western Sidewalk
- 22' Combined Moving/Parking Lane
- 22' Combined Moving/Parking Lane
- Eastern Sidewalk

- Total Width: 44'

**Proposed**

- Western Sidewalk
- 8' Parking Lane
- 14' Shared Lane
- 14' Shared Lane
- 8' Parking Lane
- Eastern Sidewalk

- Total Width: 44'
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
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