111th Street
Transportation Improvements

New York City Department of Transportation
Presented June 1, 2015 to Queens Community Board 4 Transportation Committee
High crash corridor:
- 111 St averaged 6 traffic-related serious injuries per mile between 2009 and 2013

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

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- Park is a major destination
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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
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- 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.
Existing Conditions: 111 St, 46 Av to Corona Av
Proposed Conditions: 111 St, 46 Av to Corona Av
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.

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)

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
Data collected at 10 locations along 111 St and 108 St

Date range: April 22nd through May 6th, 2015
  - Includes 8 Mets games, 2 Queens Night Markets, Cinco de Mayo
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**
  - North Corona Neighborhood
  - 38’ Combined Moving/Parking Lane

- **Central Area**
  - 35’ 2 Angled Parking Lanes

- **Northern Sidewalk**
  - Flushing Meadows Corona Park
  - 31’ Combined Moving/Parking Lane

104’

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*Corona Av*  
*111 St*  
*Pedestrian bridge*
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

104’

Proposed

Southern Sidewalk
North Corona Neighborhood

9’ Parking Lane

29’ Moving Lane

35’ 2 Angled Parking Lanes

20’ Moving Lane

3’ Buffer

8’

Northern Sidewalk
Flushing Meadows Corona Park

104’
Example of Protected 2-way Bicycle Path
Existing Conditions: 111 St/Corona Ave/Sautell Ave

Corona Ave

111th Street

Sautell Ave

Flushing Meadows
Corona Park

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• 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

Western Sidewalk
North Corona Neighborhood

20’ Combined Moving/Parking Lane

Eastern Sidewalk
Flushing Meadows Corona Park

40’
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

Eastern Sidewalk
Flushing Meadows
Corona Park

40’

Proposed

Western Sidewalk
North 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

Western Sidewalk

22’ Combined Moving/Parking Lane

44’

22’ Combined Moving/Parking Lane

Eastern Sidewalk

111 St

CB3

CB4

Roosevelt Av

43 Av

44 Av

46 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

**Proposed**

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