Astoria Boulevard – 105th St to Ditmars Blvd

2016
Project Extents

Phase I – Astoria Blvd between 99th St and 105th St
Approved by Board in May 2015

Phase II – Astoria Blvd between 105th St and Ditmars Blvd
• DOT received requests to look further east when presenting proposal for Astoria Blvd between 99th St and 105th St
• 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
Safety Data

- Astoria Blvd is in a Vision Zero Priority Area
- 108th St is a Vision Zero Priority Corridor
- Pedestrian KSI at Ditmars Blvd

*Nov. 2014 KSI at Ditmars Blvd, car rear-ended truck

### Astoria Blvd - 105th St to Ditmars Blvd, QN

**Injury Summary, 2009-2013 (5 Years)**

<table>
<thead>
<tr>
<th></th>
<th>Total Injuries</th>
<th>Severe Injuries</th>
<th>Fatalities</th>
<th>KSI</th>
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<tbody>
<tr>
<td>Pedestrian</td>
<td>4</td>
<td>1</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>Bicyclist</td>
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<td>0</td>
<td>0</td>
<td>0</td>
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<tr>
<td>Motor Vehicle Occupant</td>
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<td>2</td>
<td>0</td>
<td>2</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>157</strong></td>
<td><strong>3</strong></td>
<td><strong>0</strong></td>
<td><strong>3</strong></td>
</tr>
</tbody>
</table>

Fatalities, 01/01/2009-10/26/2015 : None

Source: Fatalities: NYCDOT
Injuries: NYSDOT
KSI: Persons Killed or Severely Injured
Project Intersection Locations

1. 105th St
2. 31st Ave
3. Ditmars Blvd
4. 31st Dr
5. 111th St
6. 108th St
Astoria Blvd and 105th St

View looking Northeast
Astoria Blvd and 105th St

Sub-standard cut-thru and angled crosswalk

View looking North
Astoria Blvd and 105th St

Existing

Angled crosswalk and sub-standard median

Channelized median tip

Proposed

Upgrade Crosswalks to Hi-Vis and add parking lane line

Build out median in concrete

Straighten crosswalk and close cut-thru

Existing

Proposed
Astoria Blvd and 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
Astoria and 108th St

- No left turn bay
- Left turning drivers forced to Ditmars Blvd where signage is unclear
- Community requested improved access to East Elmhurst for eastbound drivers

View looking west
Astoria Blvd and 108th St

Existing

Left turn prohibited

Proposed

Add left turn bay

Clarified lane assignments
Long Crossing

110'

Angled geometry allows for high speed turns

View looking north
Existing Conditions at Ditmars Blvd

- No advance warning of highway split
- Low volume, permitted left turn but no turn bay and unclear signage
- Triangle does not sufficiently accommodate pedestrians
- 111th St misaligned with Ditmars Blvd
- Angled geometry creates long crosswalk
Proposal – Ditmars Blvd

- Construct curb extension, shortening crossing and slowing turn
- Add channelization separating approach to highway
- Expand triangle
- Pull back median
- Ban left turn
- Align 111th St with Ditmars Blvd
- Upgrade Crosswalks to Hi-Vis and add parking lane line
- Construct curb extension, shortening crossing and slowing turn
1. Create three phase signal at 105th St
2. Extend east median tip at 105th St and realign west crosswalk
3. Add left turn bay for eastbound Astoria Blvd at 108th St
4. Expand northwest triangle at Ditmars Blvd
5. Pull back west median at Ditmars Blvd and ban eastbound left turn
6. Construct curb extension on northeast corner of Ditmars Blvd and Astoria Blvd
7. Extend eastern median at Astoria Blvd
8. Add parking lane line and upgrade to Hi-Vis crosswalks throughout
April 16th, 2015 workshop identified areas for safety enhancements

Councilmember Ferreras-Copeland allocated $800,000 for capital improvements along the corridor
Future Capital Improvements

Close slip lane

Close slip lane