Background

• Astoria Blvd is in a Vision Zero Priority Area
• 81st St, 82nd St, 90th St, and 108th St are Vision Zero Priority Corridors

Proposal Approved in Spring 2015

2016 Proposal

2016 Corridor Wide Changes

Fall 2015 Workshop for Future Project

Capital Improvements
2016 Proposal Area

Corridor Wide
77th St - Ditmars

1

2

77th St
79th St
Ditmars Blvd

105th St
108th St
1. Rush hour regulation not used due to loading vehicles, creates open highway feel
2. Remove rush hour regulation on south side of Astoria Blvd, allowing parking at all times except during Alternate Side Parking
3. Add parking lane line on north and south sides of Astoria Blvd

Affects approximately 150+ parking spots
Existing Conditions

Four lanes going thru into 3 full time receiving lanes and 1 rush hour lane

Unclear lane designation and large, open intersection

Rush hour lane creates unsafe merge during off peak

Uncontrolled crossing against four lanes of heavy traffic
Proposal – 77th to 79th St

- Clear curb at all times providing 4 receiving lanes
- Provide dedicated left turn lane and combo lane for NW bound traffic
- Install tuffkurb preventing NB thru movement
- All NB 79th St traffic forced right onto Astoria Blvd
- Maintain three thru lanes to Astoria Blvd, shifting lanes around parking
- Formalize NSA on south side of curb
Astoria Blvd and 105th St

Existing conditions looking Northeast

Channelized Median Tip
Existing conditions looking North

Sub-standard cut-thru and angled crosswalk

Astoria Blvd and 105th St
Astoria Blvd and 105th St

Existing

- Angled crosswalk and sub-standard median
- Channelized median tip

Proposed

- Build out median in concrete
- Straighten crosswalk and close cut-thru

Upgrade Crosswalks to Hi-Visibility
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
Astoria Blvd and 108th St

**Existing**

- Left turn prohibited

**Proposed**

- Add left turn bay
- Upgrade Crosswalks to Hi-Visibility
- Clarified lane assignments
Astoria Blvd and Ditmars Blvd

Long Crossing

110'

Angled geometry allows for high speed turns

Existing conditions looking north
Existing Conditions at Ditmars Blvd

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

- Construct curb extension, shortening crossing and slowing turn
- Upgrade Crosswalks to Hi-Visibility
- Expand triangle
- Pull back median
- Ban left turn
- Align Ditmars Blvd with 111th St
Summary

Astoria Blvd - 79th St to Ditmars Blvd
1. Remove rush hour regulation on south side, allowing parking at all times
2. Add parking lane line on north and south sides of Astoria Blvd

77th St
1. Remove parking along Astoria Blvd between 77th St and 79th St
2. Create dedicated left turn northbound lane and combo lane at 79th St
3. Ban northbound 79th St thru movement

105th St
1. Create three phase signal
2. Extend east median tip and realign west crosswalk

108th St
1. Add left turn bay for eastbound Astoria Blvd

Ditmars Blvd
1. Expand northwest triangle
2. Pull back west median and ban eastbound left turn
3. Construct curb extension on northeast corner
4. Extend eastern median
2016 Implementation

- 77th St to 79th St
- 99th St to 105th St
- 105th St to Ditmars Blvd

Proposal Approved in Spring 2015

- 2016 Proposal
- 2016 Corridor Wide Changes
Community Workshops

Developed proposals using $800,000 allocated by Councilmember Ferreras-Copeland for capital improvements

Identifying concerns and developing proposals following workshop hosted by Councilmember Constantinides

December 2nd, 2015 workshop hosted by Councilmember Constantinides

April 16th, 2015 workshop hosted by Councilmember Ferreras-Copeland
Funded Capital Improvements

Close slip lane

Capital Funding provided by Councilmember Ferreras-Copeland