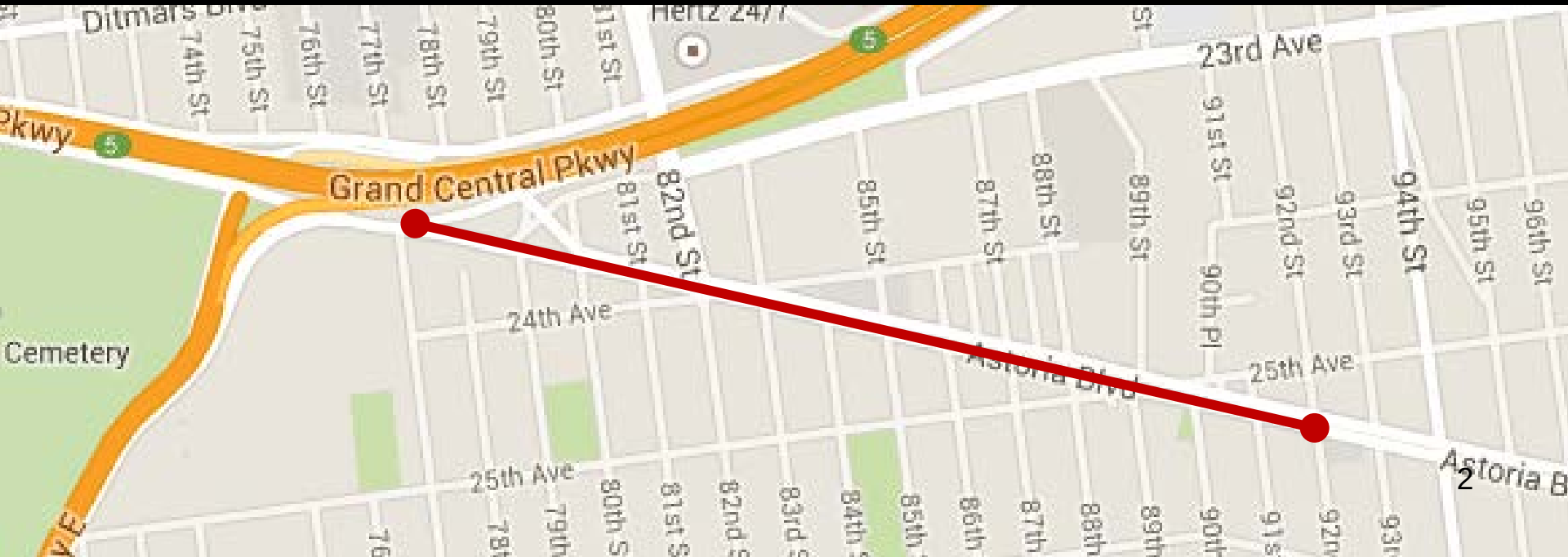
Astoria Boulevard Visioning

New York City Department of Transportation
Presented by the Pedestrian Projects Group on December 2nd, 2015

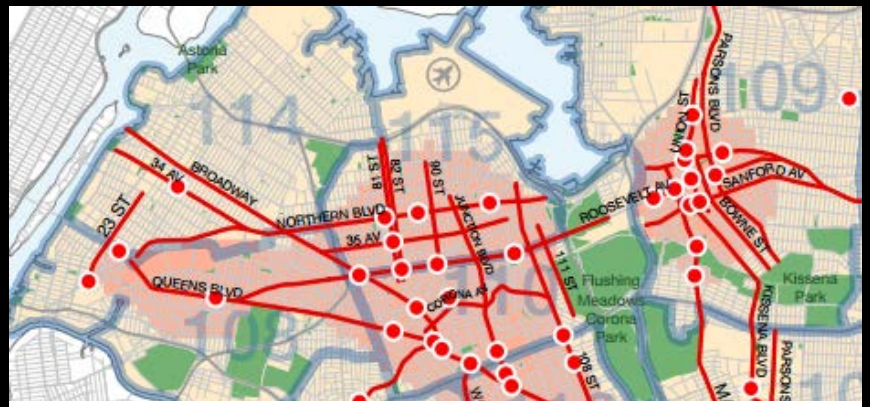
NEW YORK CITY DOT

Background

- Request for safety improvements along Astoria Blvd from CM Constantinides and AM DenDekker
- 2011 DOT study found that lane reduction along corridor is not feasible due to high traffic volumes
- Recent study found over 60% of vehicles were speeding
- CM Ferreras-Copeland held workshop in April 2015 focusing on the eastern section of Astoria Blvd
- Capital and in-house work is planned to address concerns raised in April workshop



Safety Data



Astoria Blvd is a
Vision Zero Priority Area

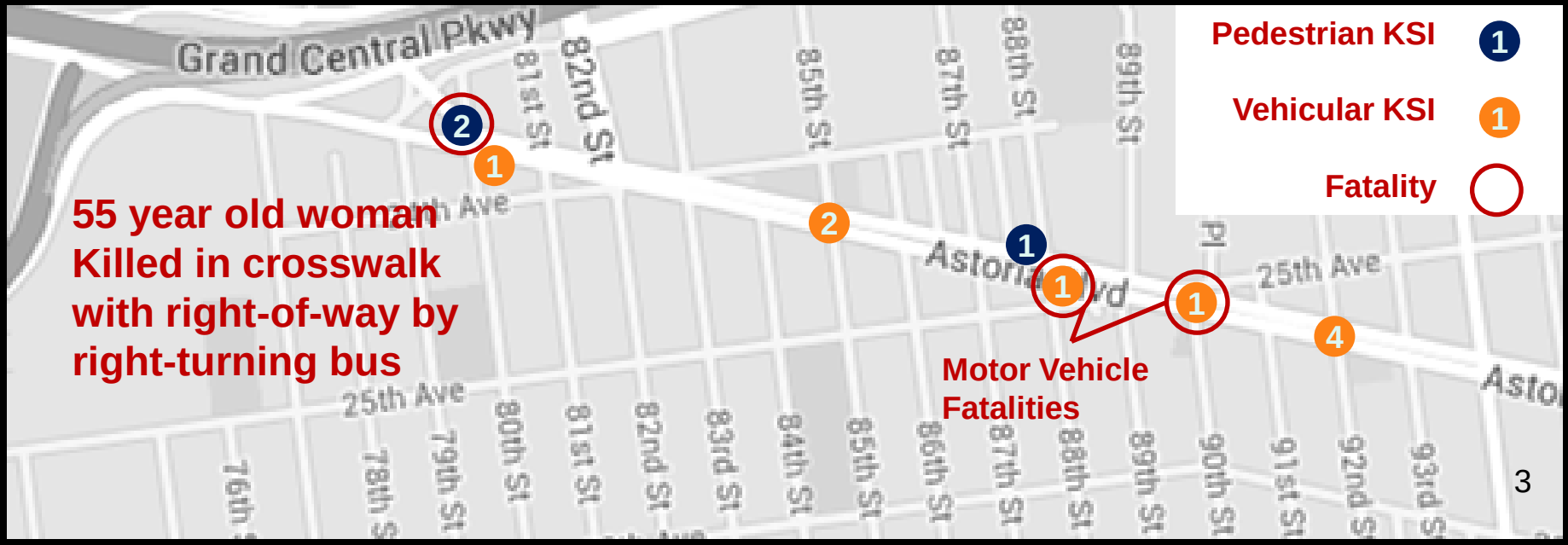
Astoria Blvd - 77th St to 92nd St, QN

Injury Summary, 2010-2014 (5 Years)

	Total Injuries	Severe Injuries	Fatalities	KSI
Pedestrian	21	1	1	2
Bicyclist	9	0	0	0
Motor Vehicle Occupant	163	7	2	9
Total	193	8	3	11

Fatalities, 01/01/2010-11/23/2015 : 4

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



Street Grid

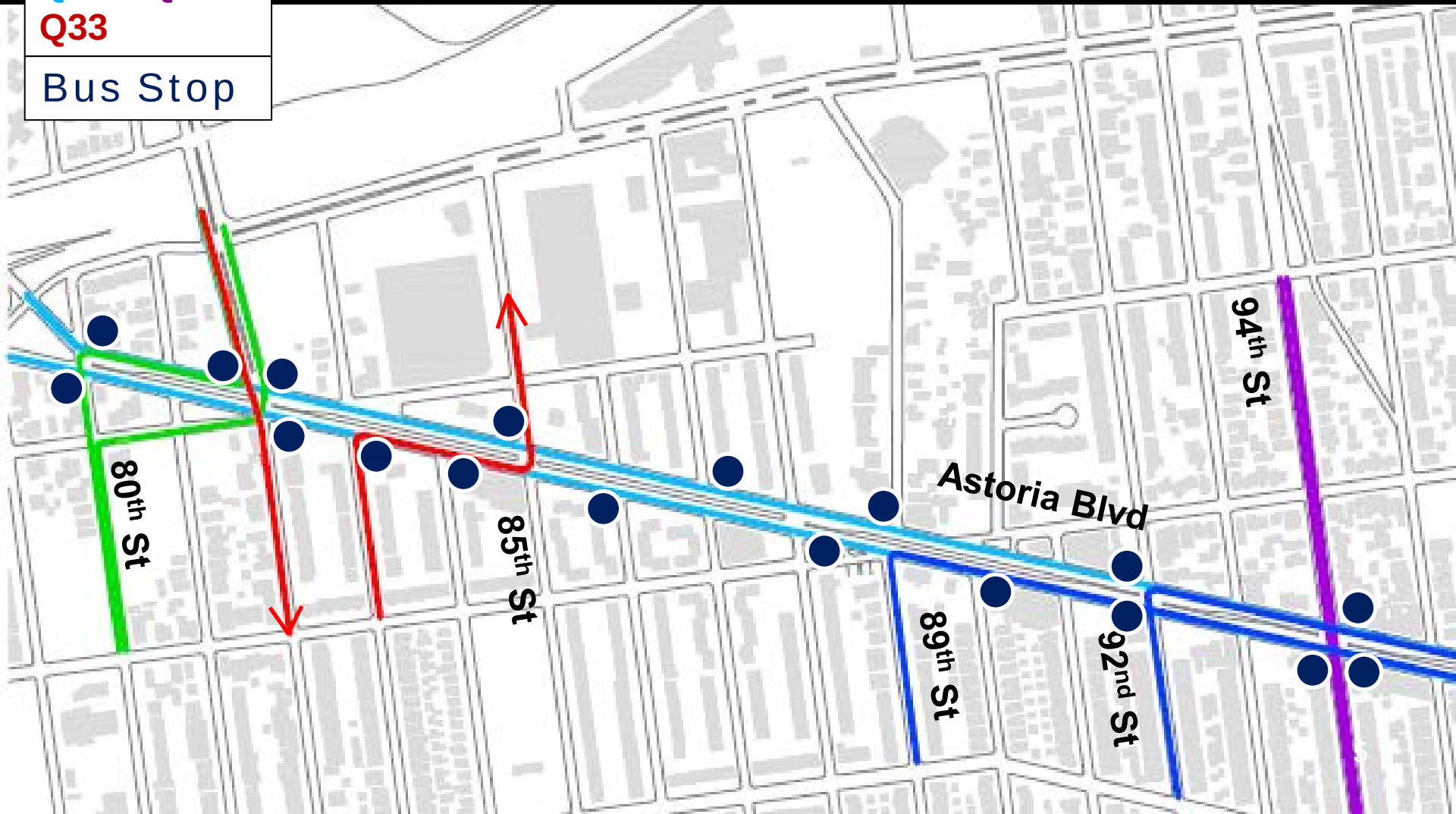
Irregular, multi-legged intersections where Astoria Blvd runs diagonal to the street grid

Bus Network

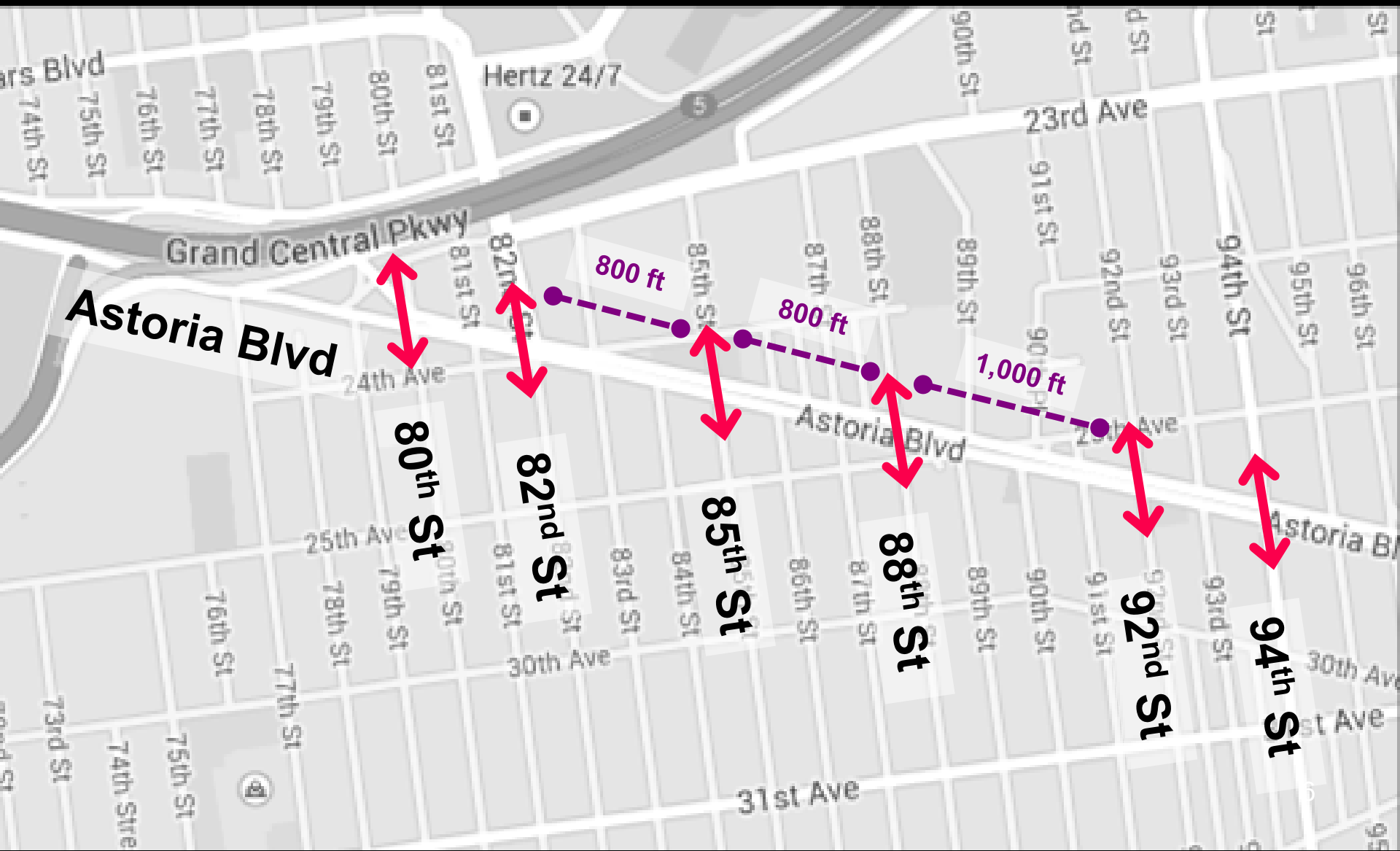
Bus heavy corridor with lack of crossings

Q47 Q49
Q19 Q72
Q33

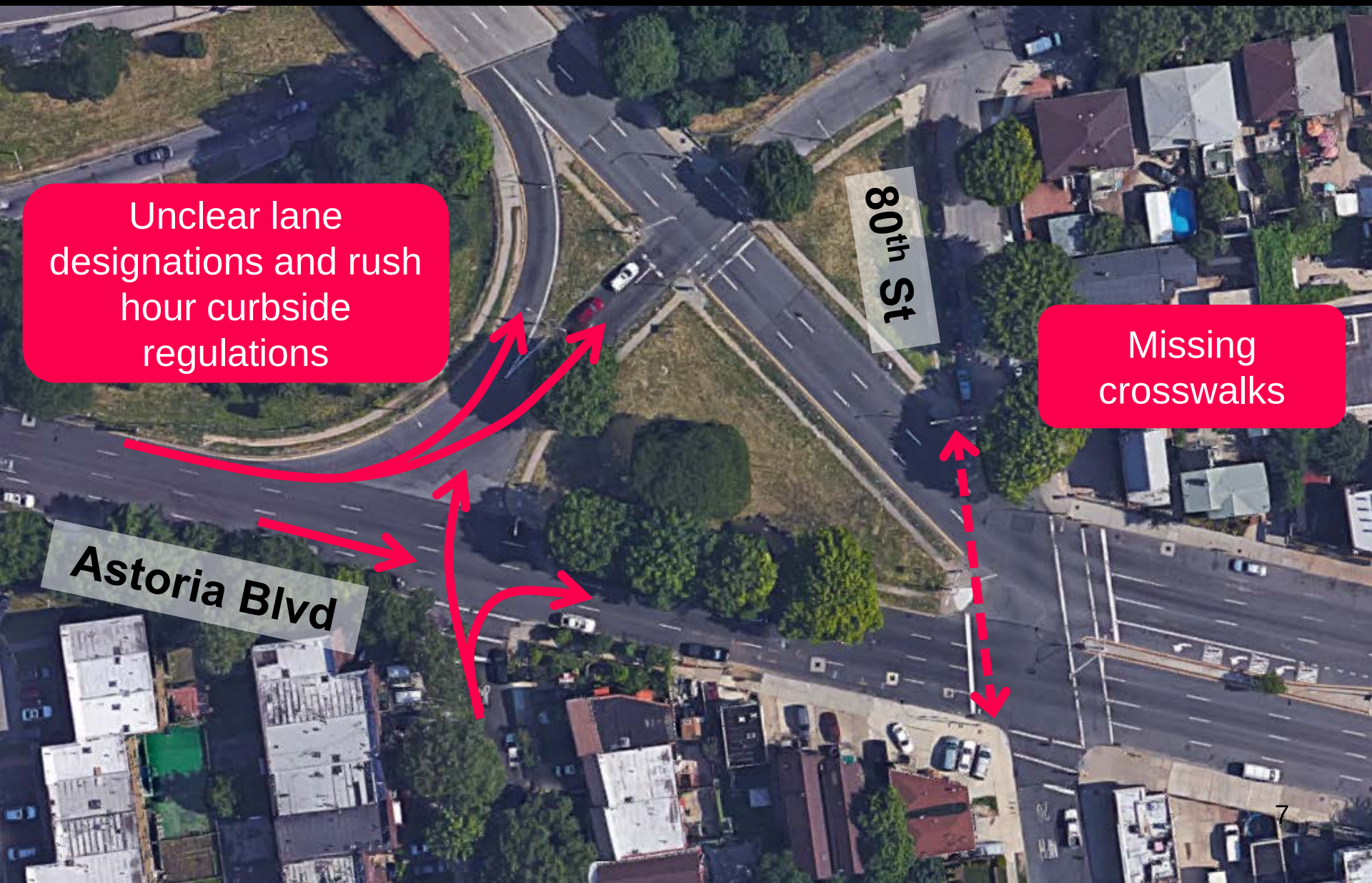
Bus Stop



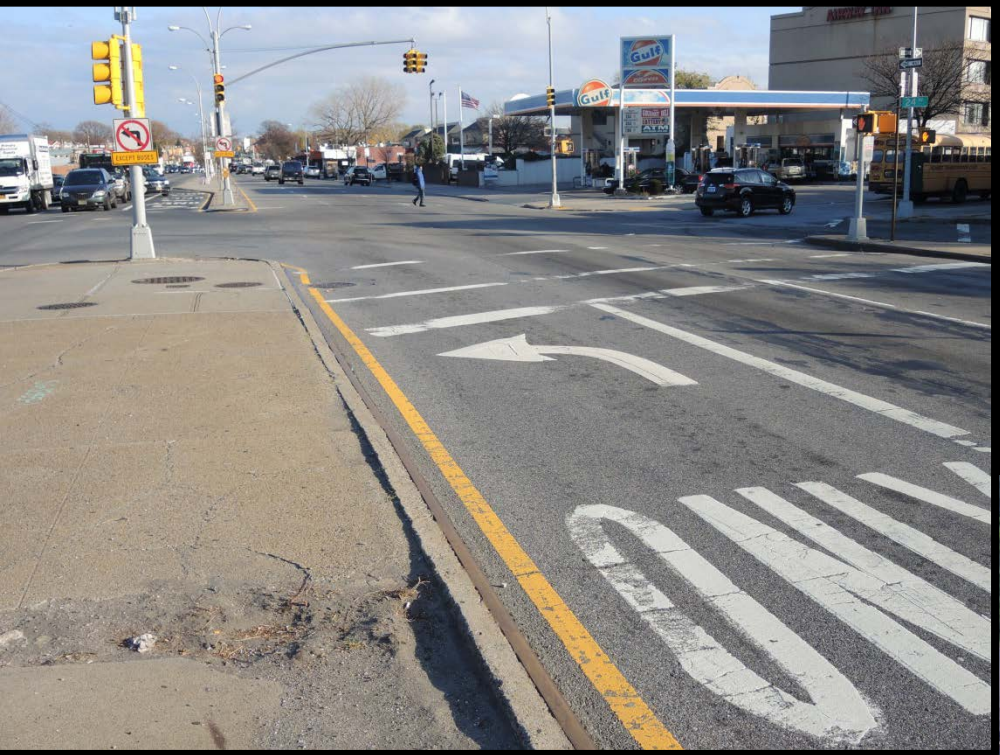
Long Distance Between Crossings



Confusing Gateway



Unclear Turn Lanes



Bus only left turn lane and jug handle

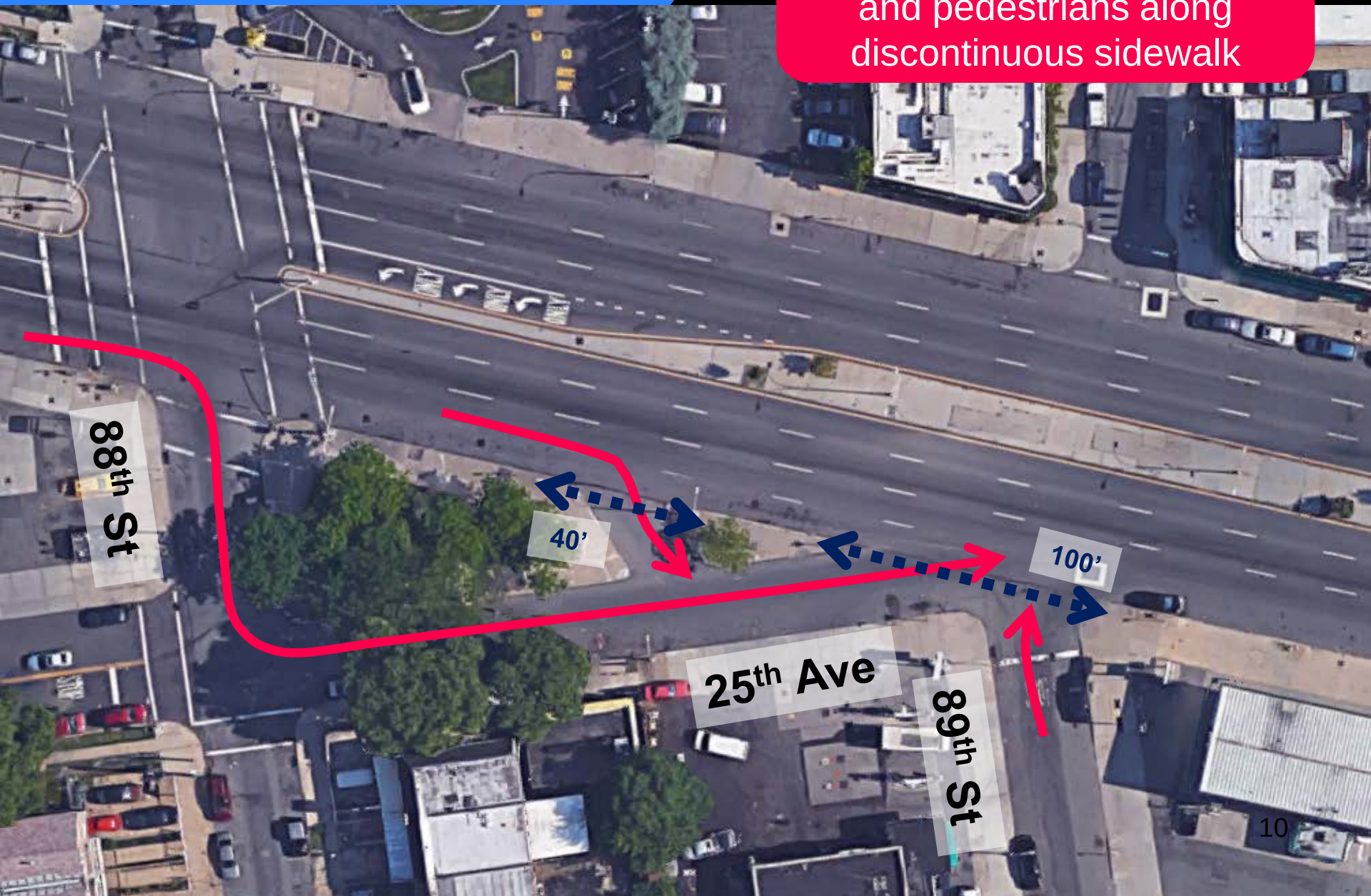
Unclear Turn Lanes

Left turn only lane and phase but no bay narrows Astoria Blvd to two thru lanes

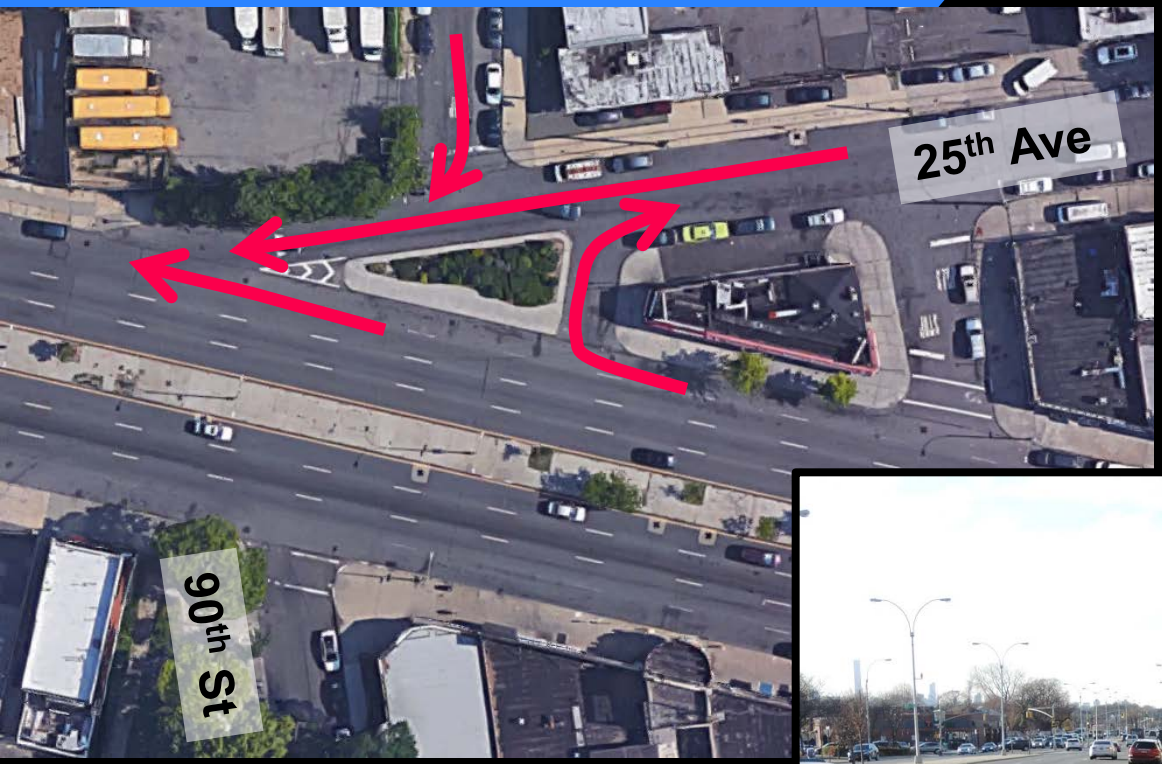
Two marked thru lanes but possible to use left turn lane for thru traffic

Excess Slip Lanes

Increased potential for conflicts between vehicles and pedestrians along discontinuous sidewalk



Excess Slip Lanes



Missing sidewalk along 25th Ave

Increased potential for conflicts between vehicles and pedestrians

Workshop Goals

Identify:

- Locations for safety improvements
- Areas of congestion
- Unclear intersections
- Points of conflict
- Desire lines, access points

Redefine Astoria Blvd as a neighborhood boulevard, rather than an extension of the highway

Astoria Blvd – 77th St to 92nd St

www.nyc.gov/dot
Thank You