

# 111<sup>th</sup> Street

## Transportation Improvements

2015





# Background



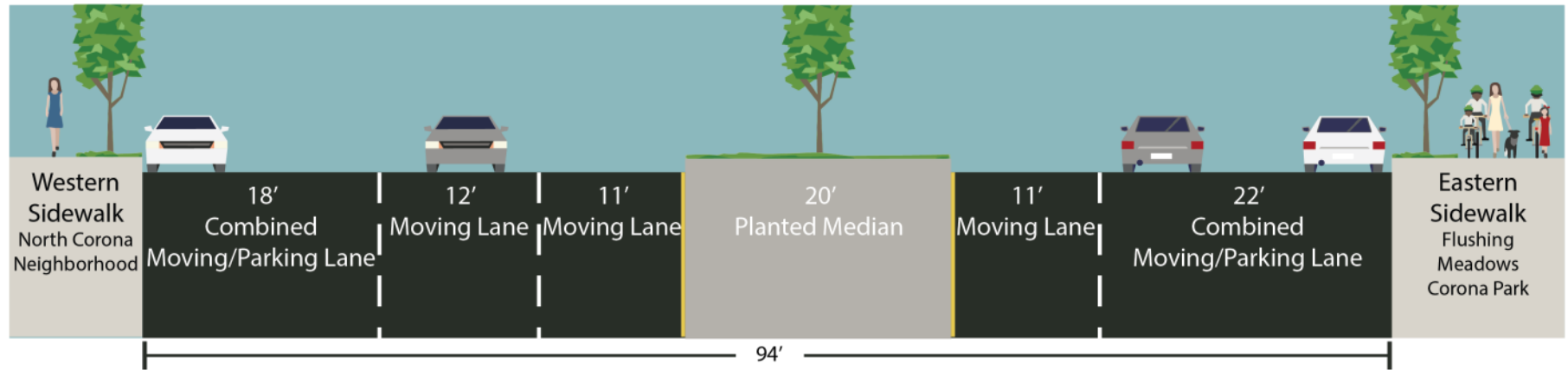
## High crash corridor:

- 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

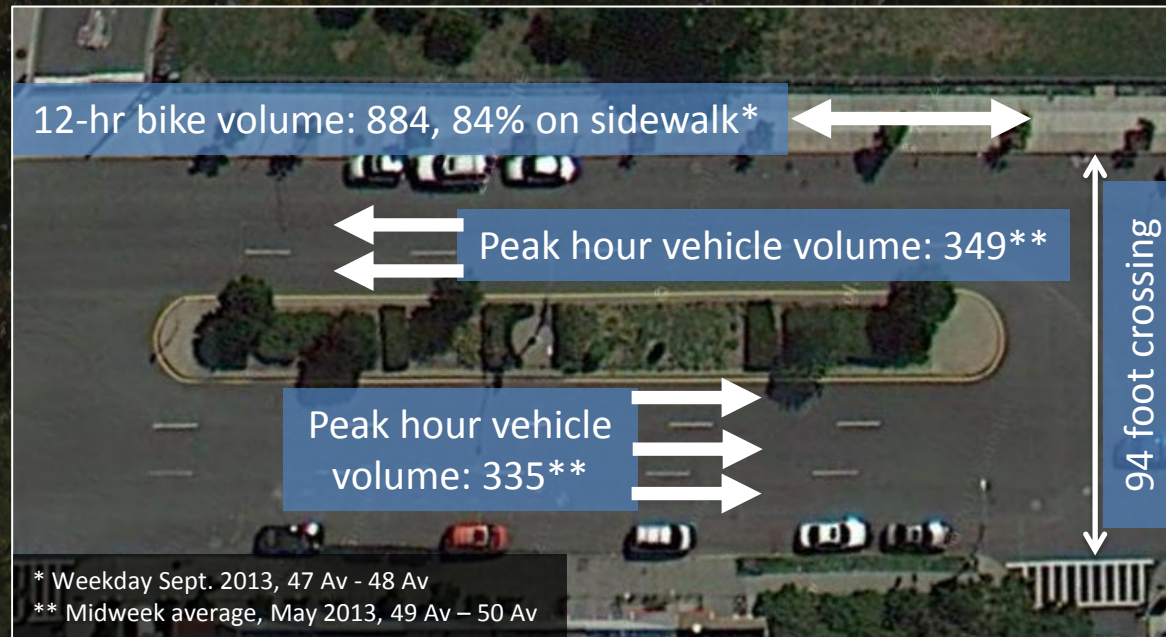
# Existing Conditions: 111 St, 46 Av to Corona Av





# Existing Conditions: 111 St Driving Environment

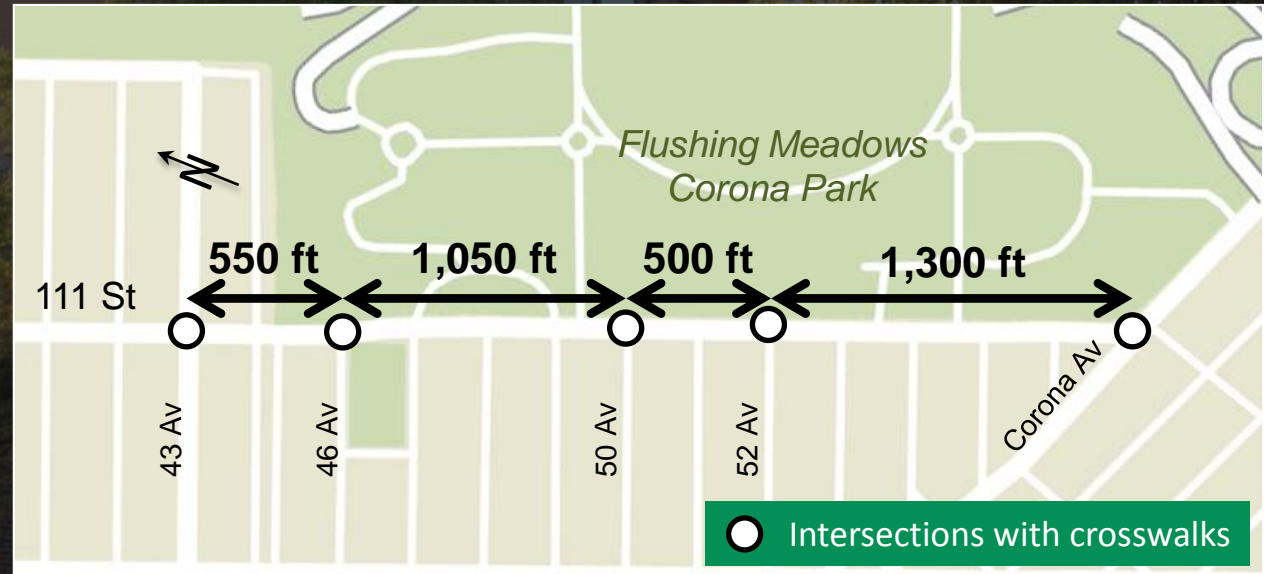
- Low vehicle volumes
- Excess roadway capacity
- High parking demand





# Existing Conditions: 111 St Pedestrian Environment

- Park is a major destination
- Long distances between crossings
- Long crossing distance





# 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





# 111 St, 46 Av to Corona Av Summary

## 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

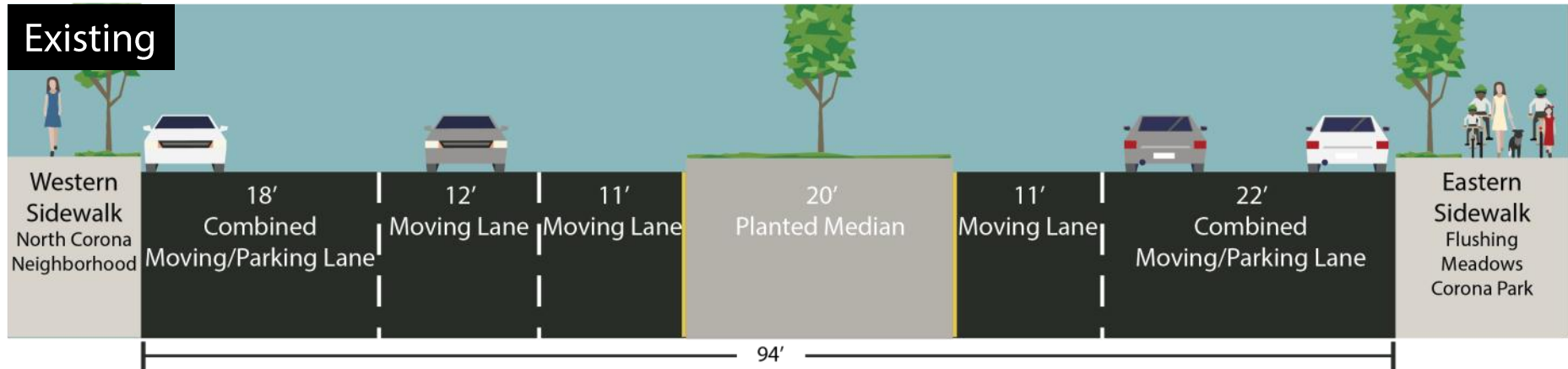
- Proposed 2015 project would be done in-house using temporary materials
- CM Ferreras has allocated \$2.7 million in capital funds for safety improvements along 111 St including the rebuilding of the existing medians
- Capital upgrades to be implemented in the future
  - Scoping to begin late 2015/early 2016



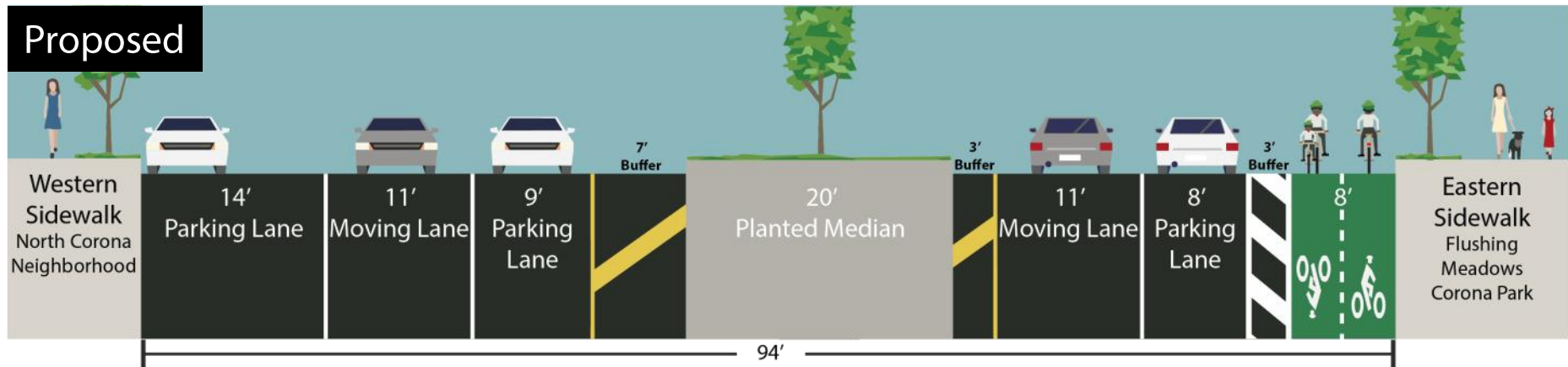


# 111 St Proposed Enhancement: Improved Lane Configuration

## Existing



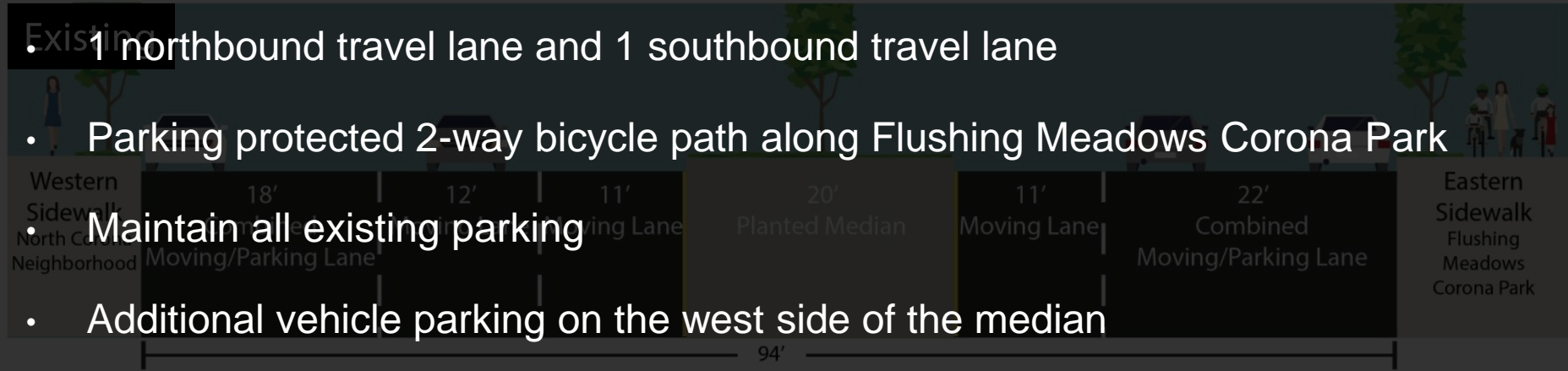
## Proposed



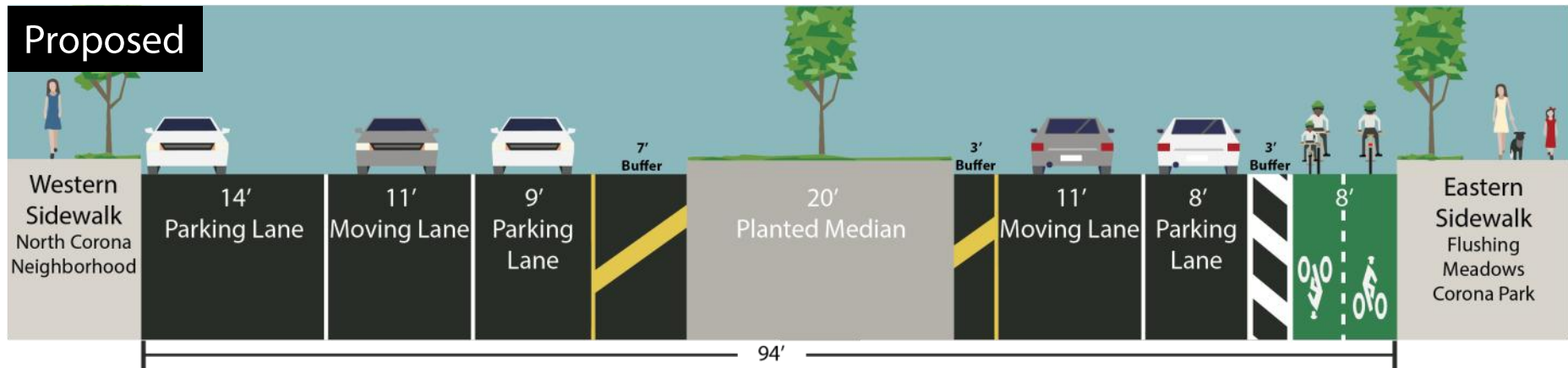


# 111 St Proposed Enhancement: Improved Lane Configuration

- Existing
  - 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



## Proposed

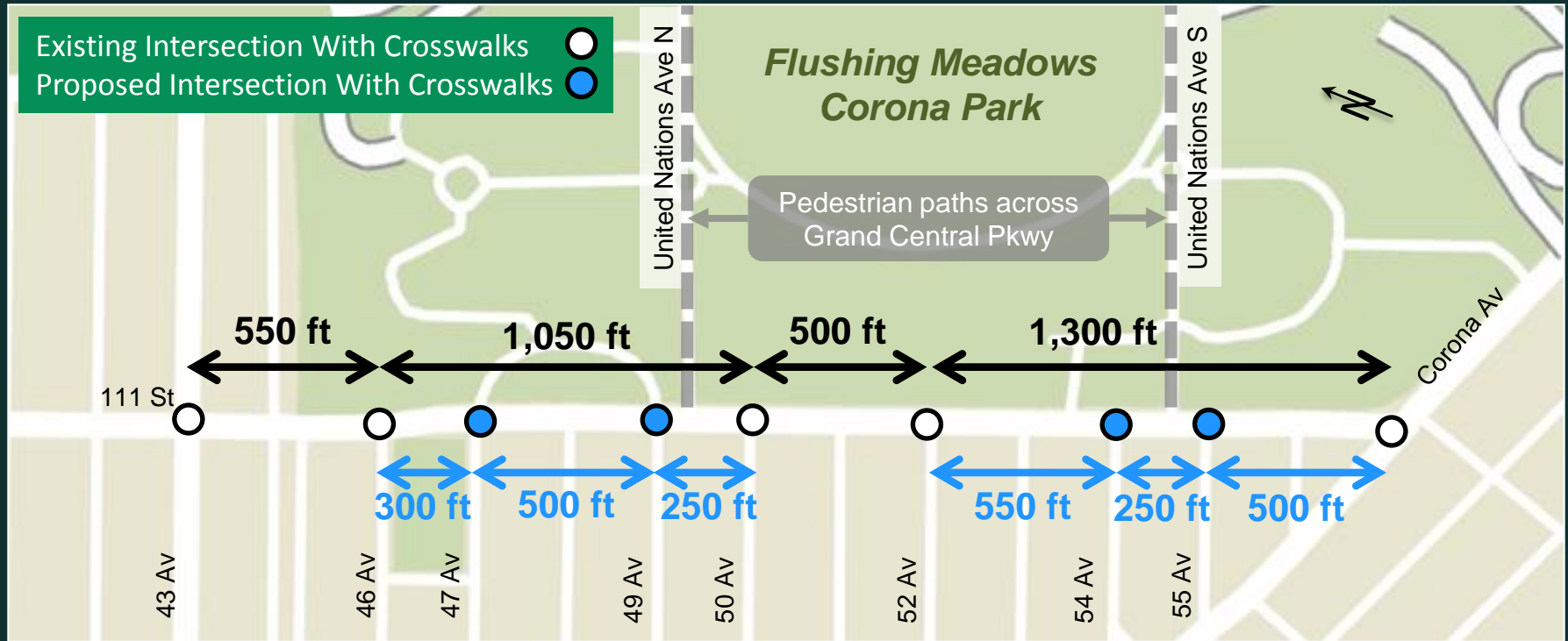




# Example of Parking-Protected 2-way Bicycle Path



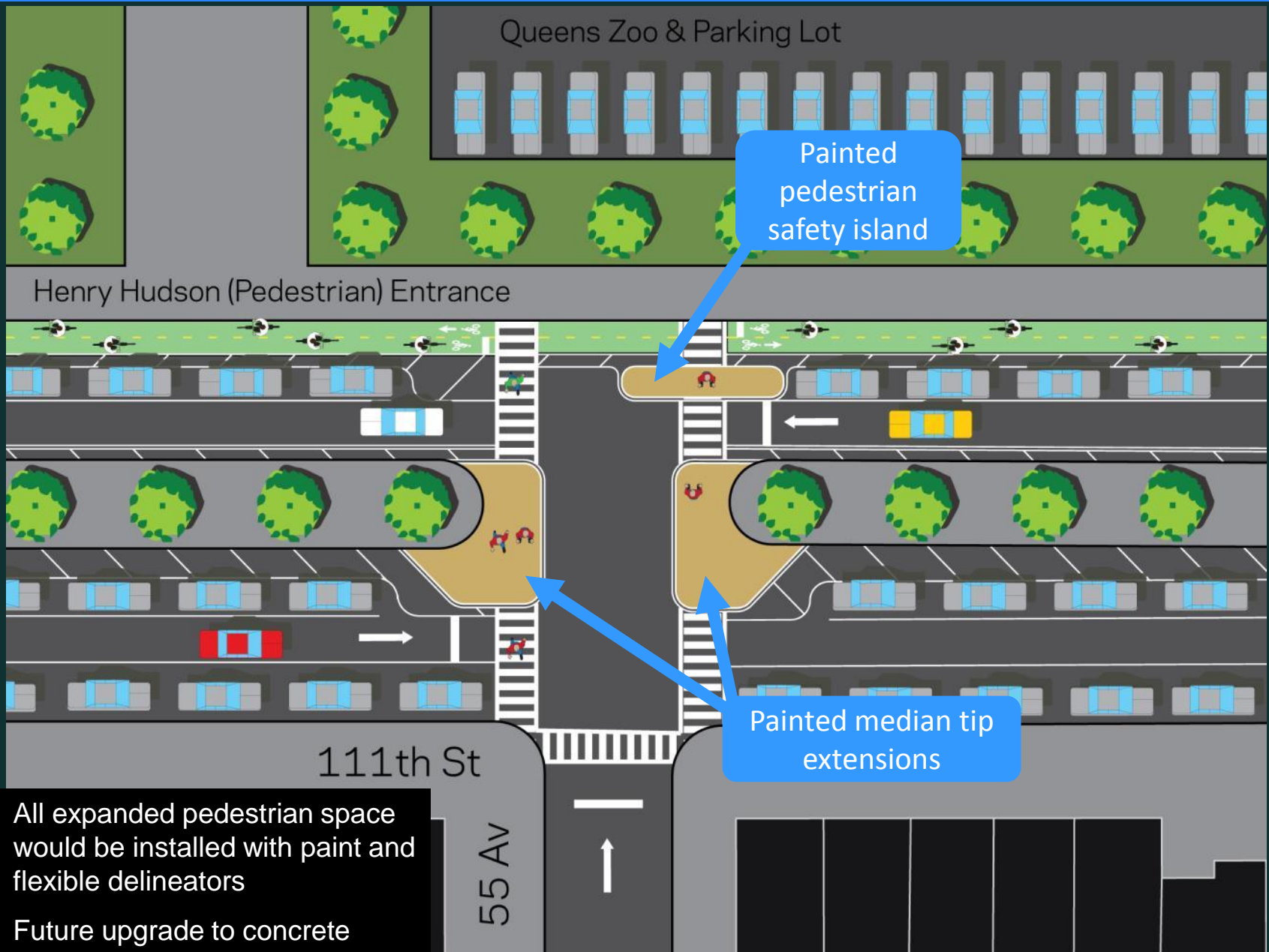
# 111 St Proposed Enhancement: New Pedestrian Crossings



- 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



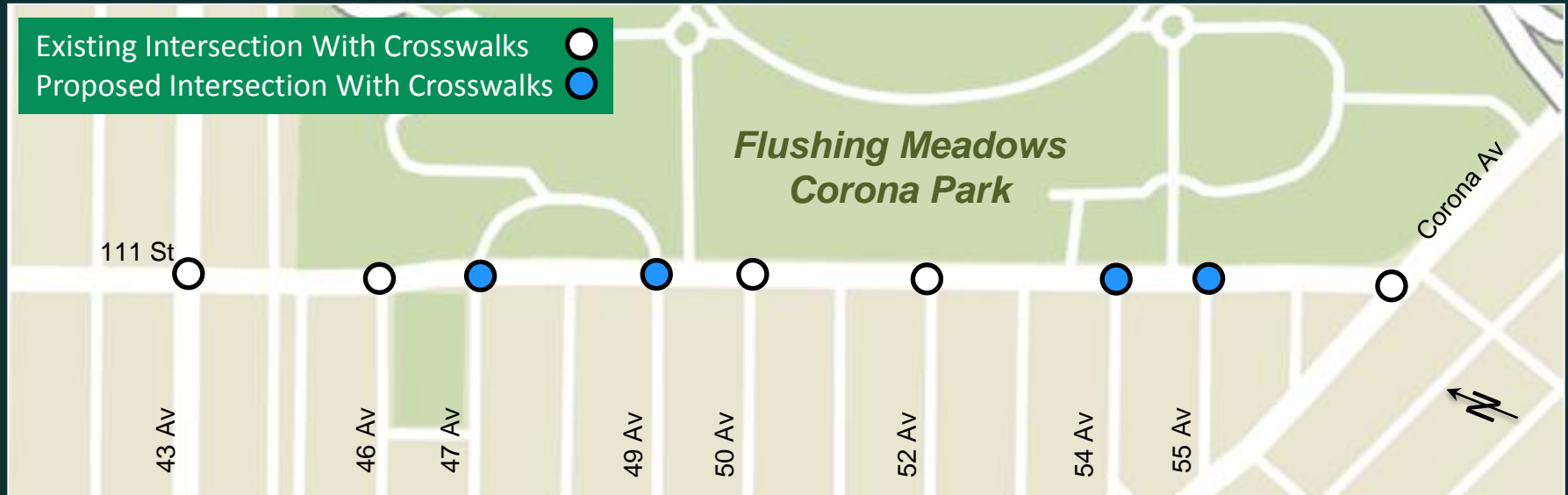
Painted median tip extensions  
Adam Clayton Powell Jr. Blvd, Manhattan



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.

# 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

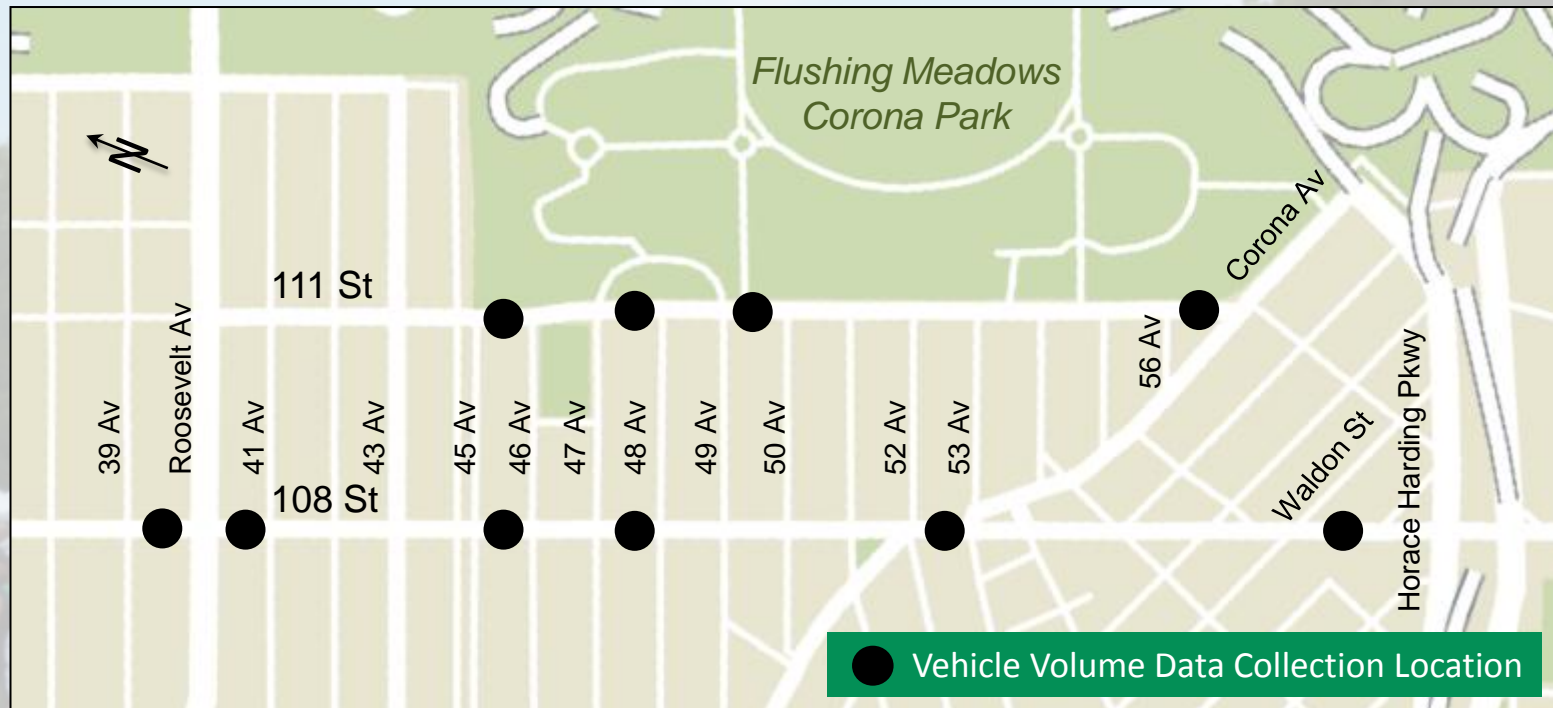
## Observations of traffic conditions:

- April 13<sup>th</sup>: Mets opening home game & weekday evening peak period (Monday)
- April 17<sup>th</sup>: Mets game & weekday evening peak period (Friday)
- May 2<sup>nd</sup>: Mets game & Queens Night Market (Saturday)
- May 7<sup>th</sup>: Non-game day peak hours and start of school at PS28 (Thursday)
- May 10<sup>th</sup>: Cinco de Mayo celebration (Sunday)

## Stakeholders meetings:

- March 24<sup>th</sup>: FDNY Captain Ressler
- April 8<sup>th</sup>: NY Hall of Science
- April 13<sup>th</sup> : NYPD 110<sup>th</sup> Precinct Highway Safety Officer Chafee
- May 13<sup>th</sup>: NYPD Chief of Transportation's Office

# Data Collection Locations



- Data collected at 10 locations along 111 St and 108 St
- Date range: April 22<sup>nd</sup> through May 6<sup>th</sup>, 2015
  - Includes 8 Mets games, 2 Queens Night Markets, Cinco de Mayo



# Results of Traffic Monitoring

- 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:

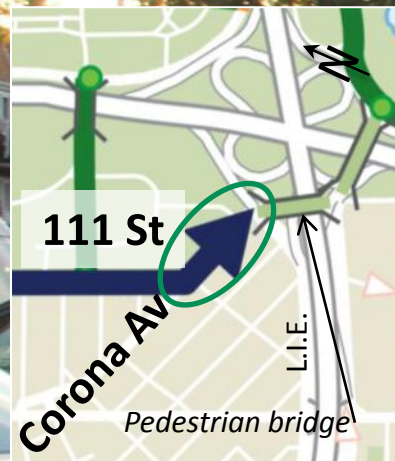
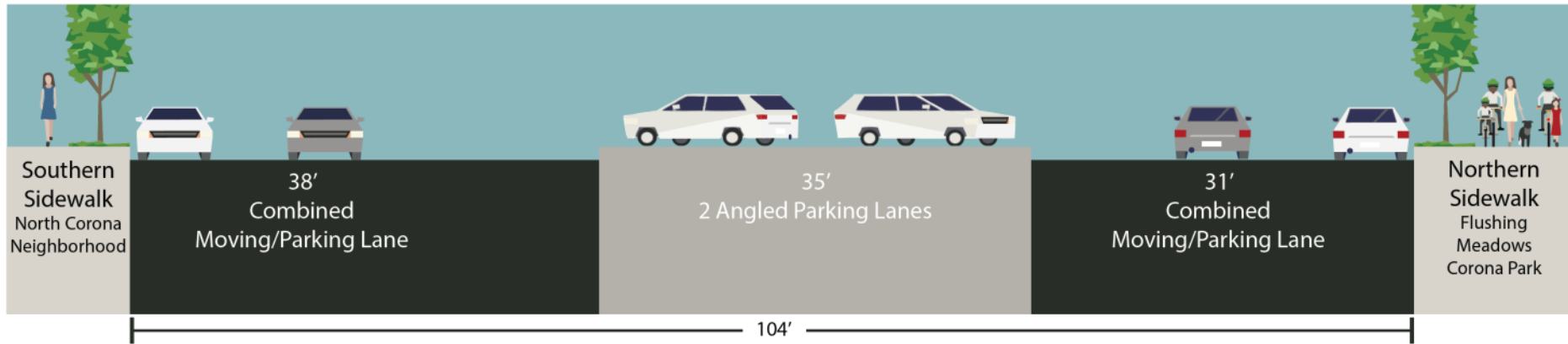
- LIE pedestrian bridge via Corona Av
- 34 Av bicycle lanes and Flushing Bay Promenade via 43 Av, 108 St



Note: the original proposed route included 114 St. The proposal was changed to 108 St in response to concerns from CB4 Transportation Committee members.

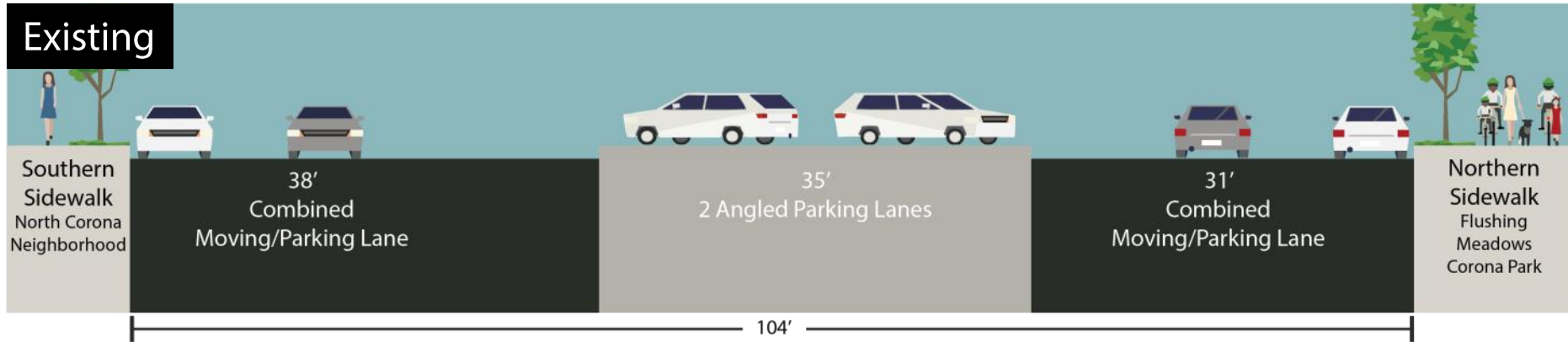


# Existing Conditions: Corona Av, 111 St to LIE Service Road

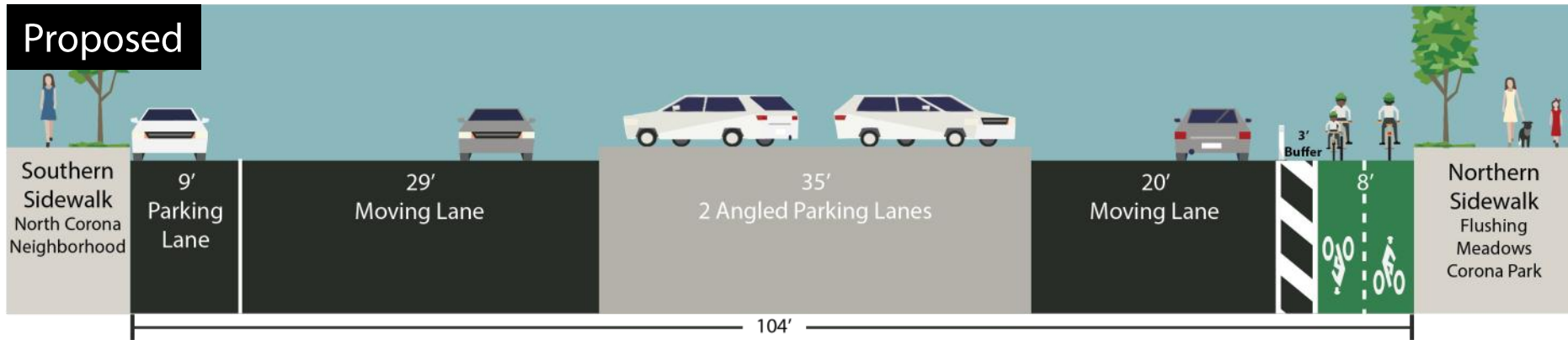


# Proposed Conditions: Corona Av, 111 St to LIE Service Road

## Existing



## Proposed





# Example of Protected 2-way Bicycle Path



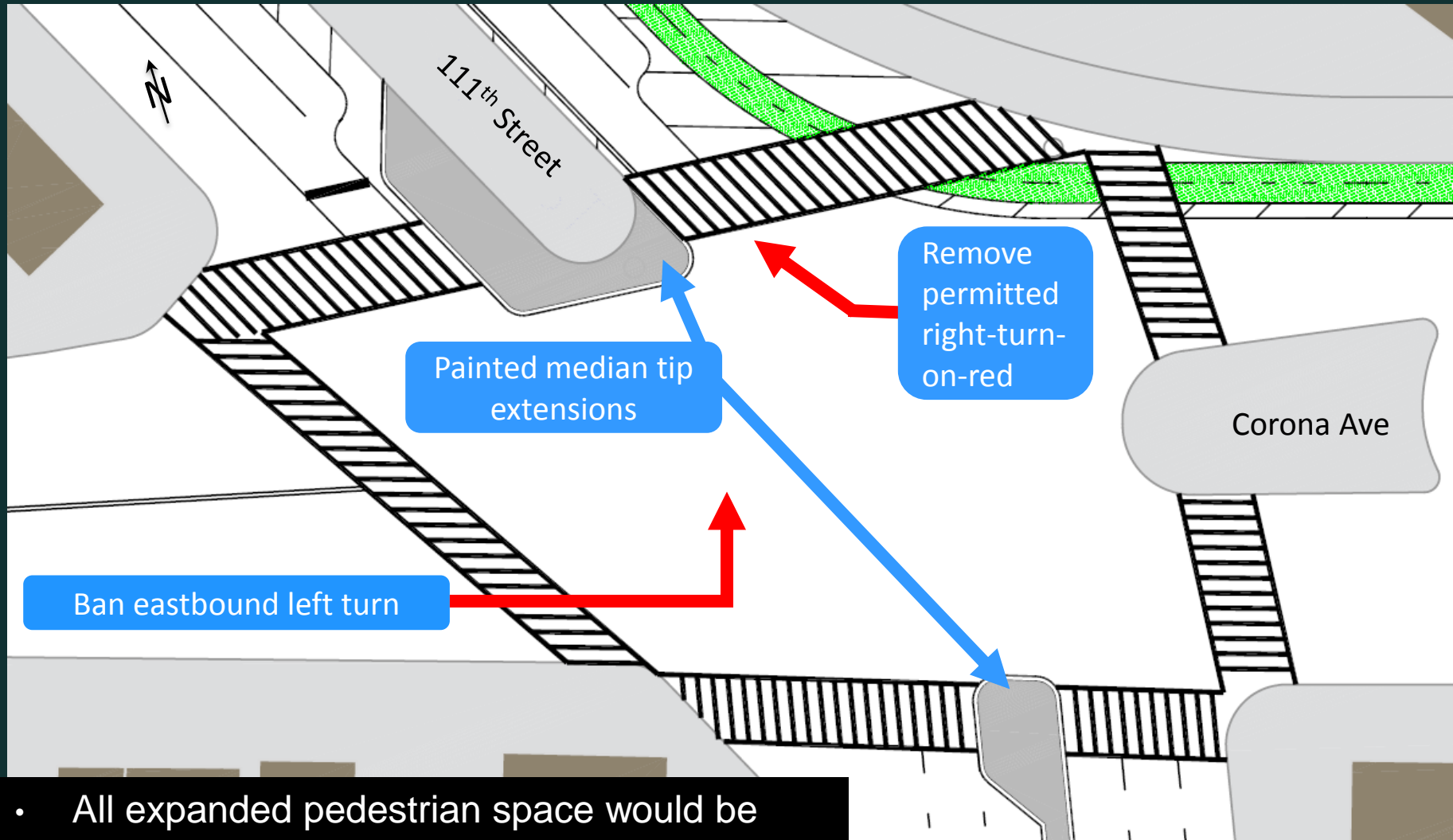


# Existing Conditions: 111 St/Corona Ave/Sautell Ave



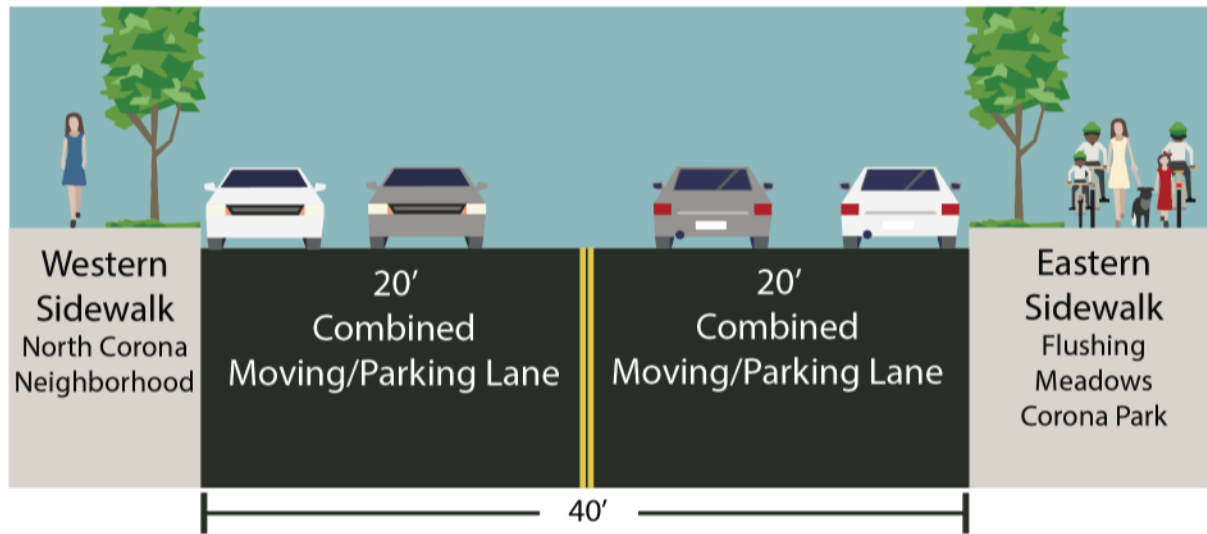


# Proposed Conditions: 111 St/Corona Ave/Sautell Ave



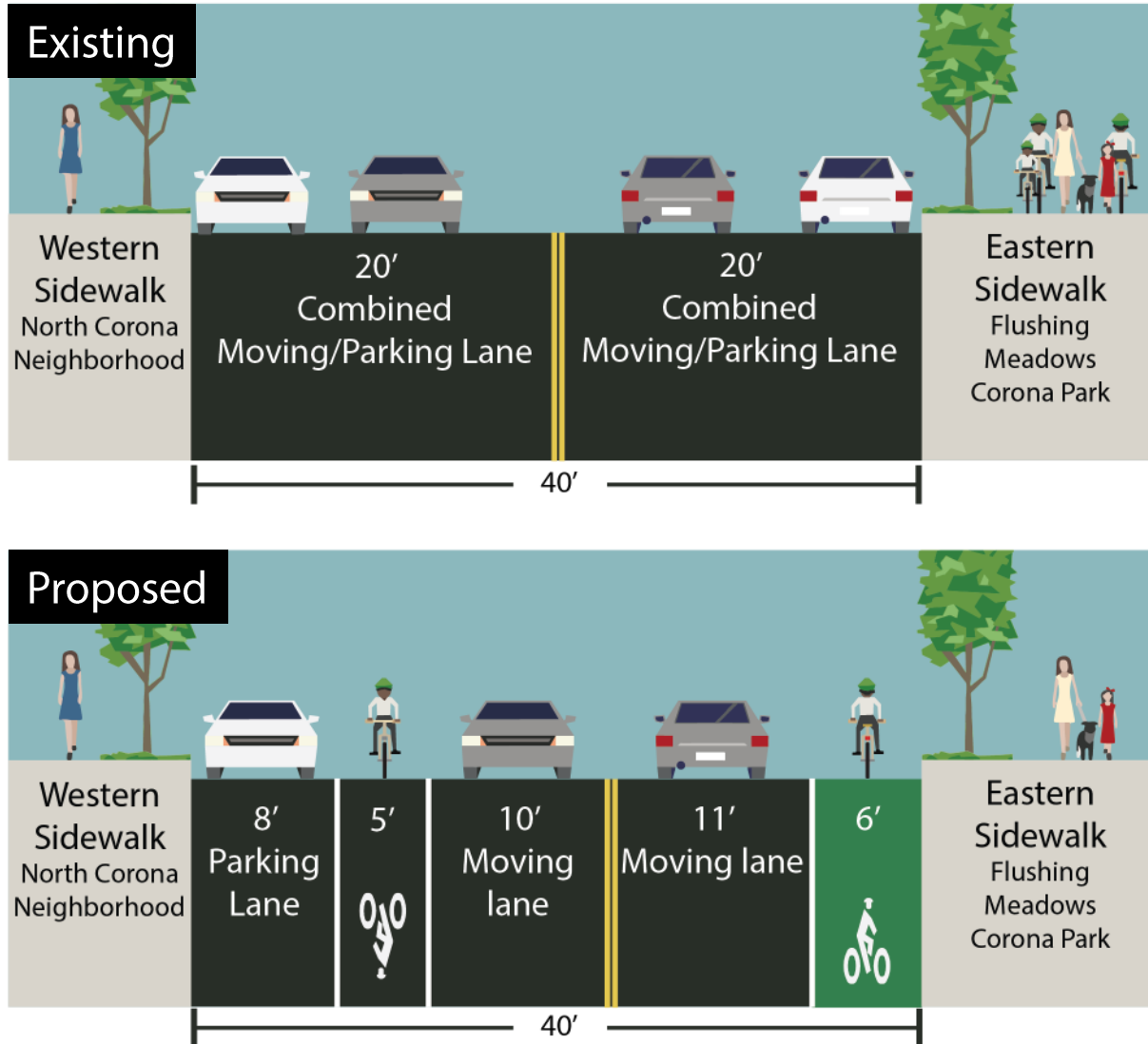
- All expanded pedestrian space would be installed with paint and flexible delineators
- Future upgrade to concrete

# Existing Conditions: 111 St, 46 Av to 44 Av





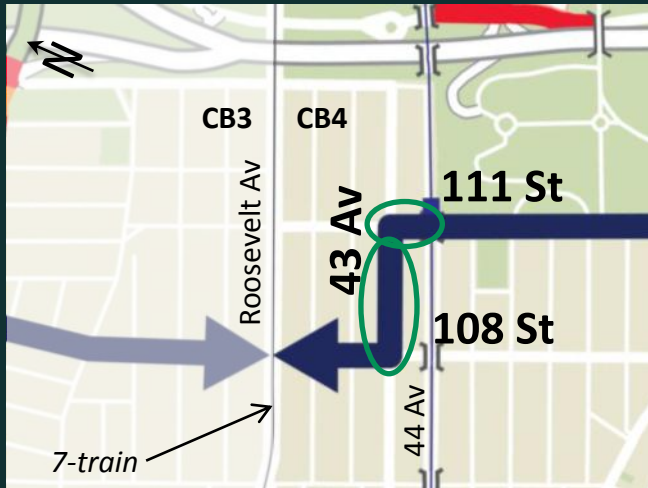
# Proposed Conditions: 111 St, 46 Av to 44 Av



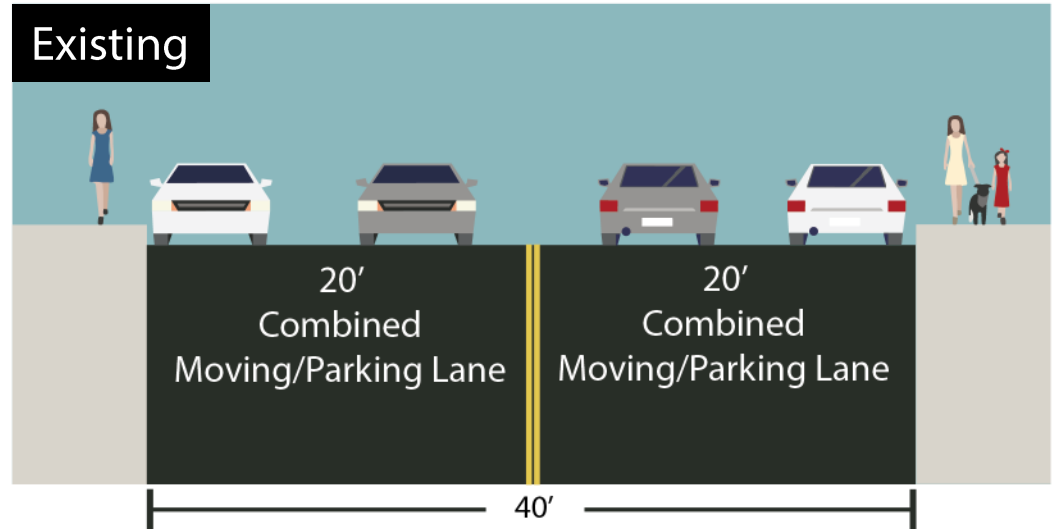
# Proposed Bicycle Network Connections: 111 St, 43 Av

Proposed design for:

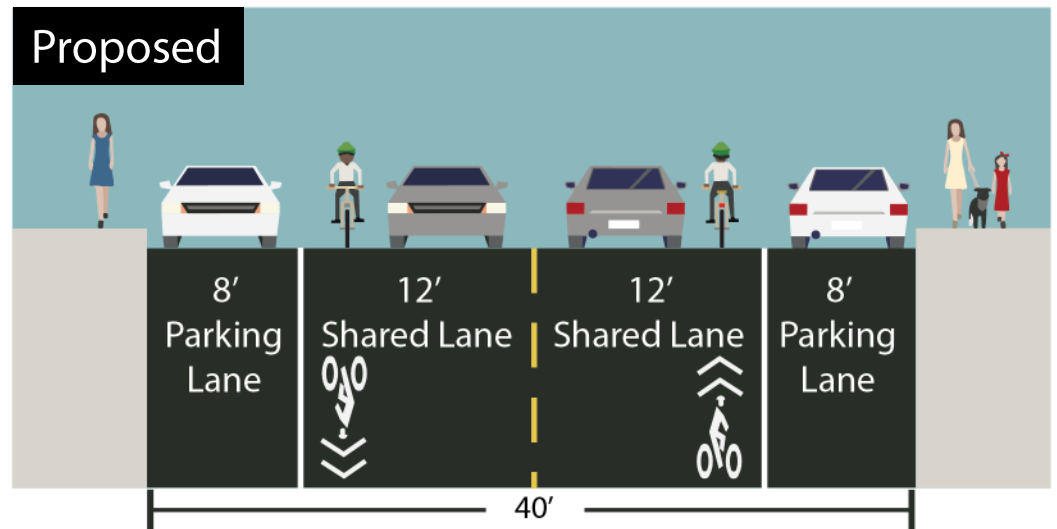
- 111 St, 44 Av to 43 Av
- 43 Av, 111 St to 108 St



Existing



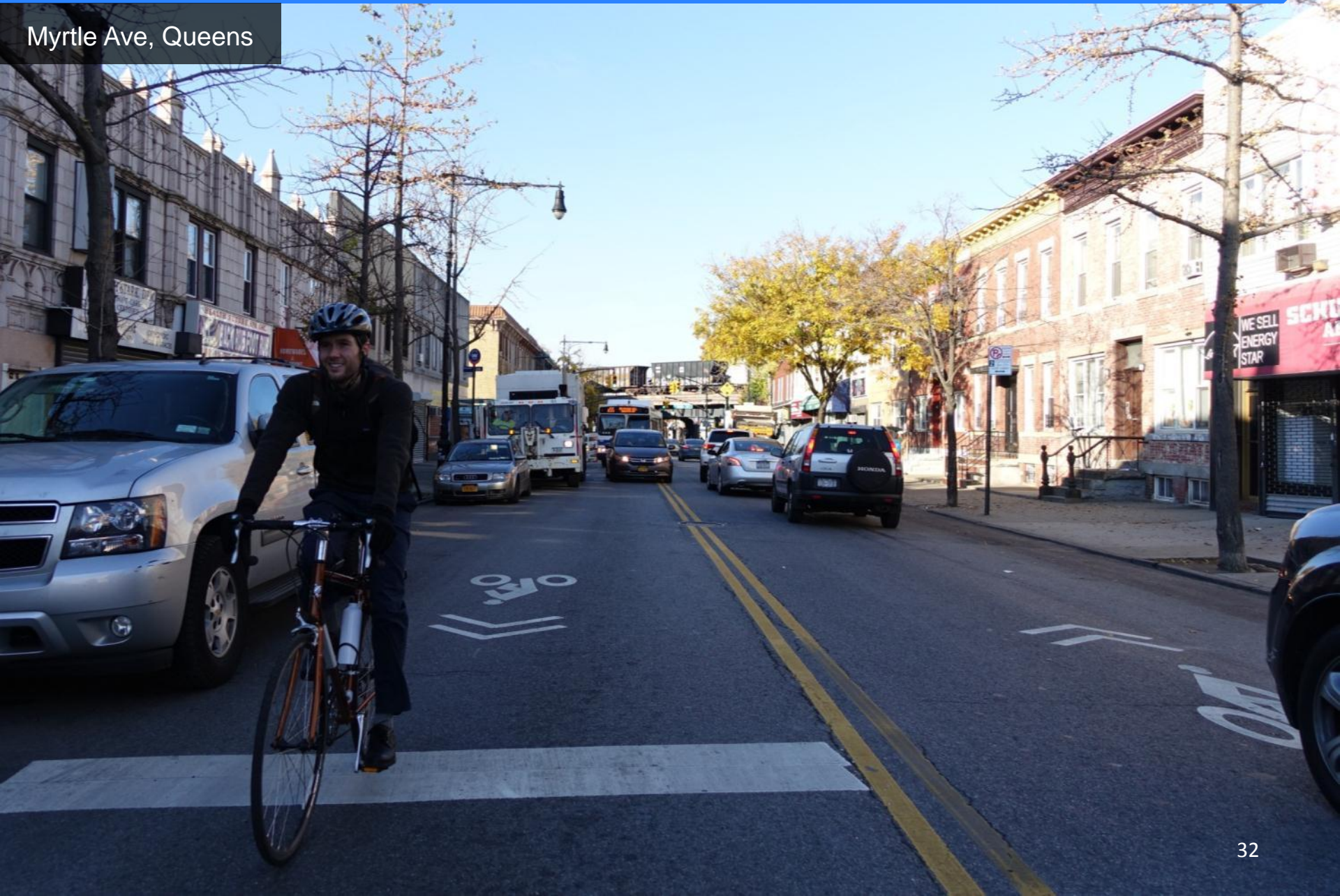
Proposed





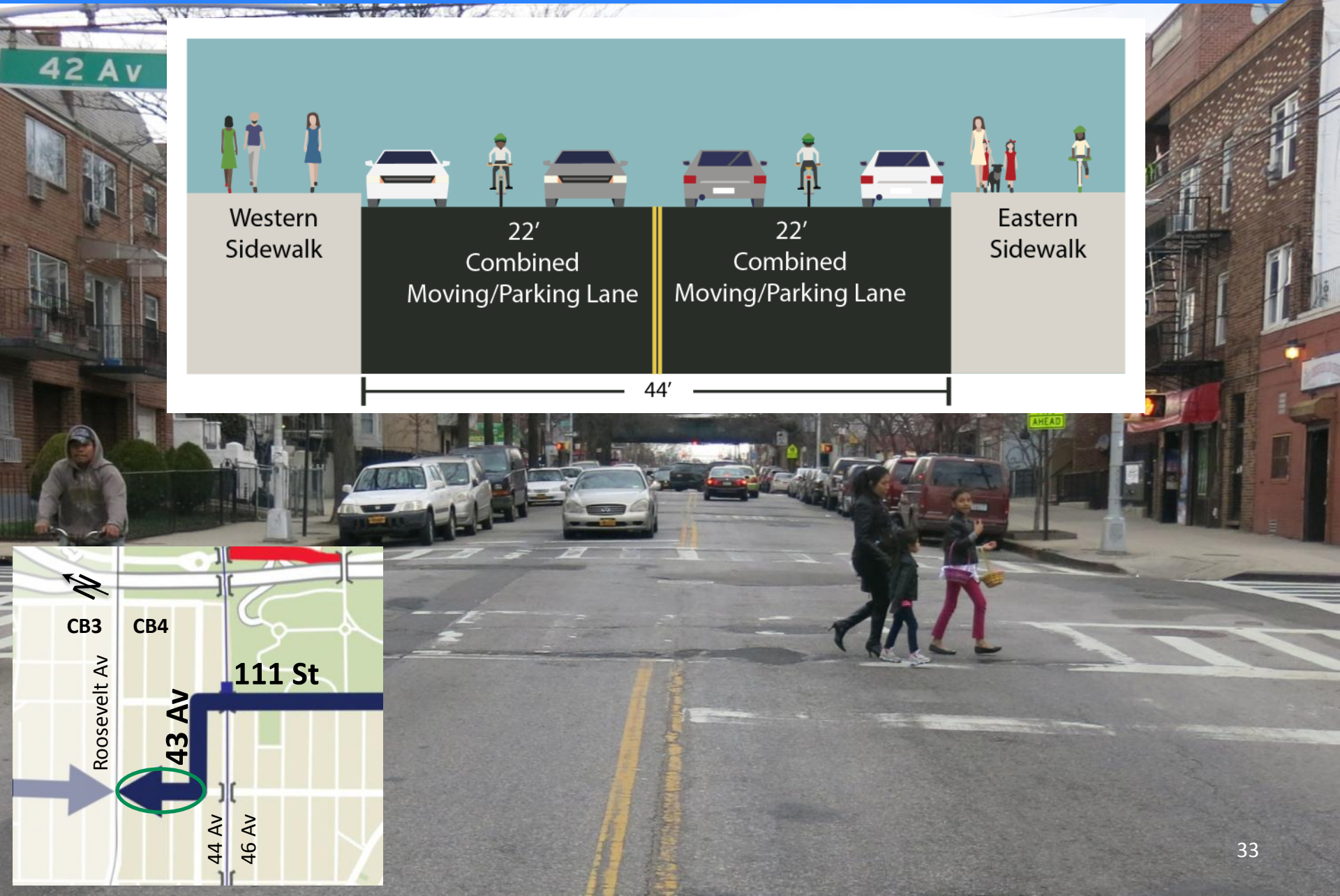
# Example of Shared Lanes

Myrtle Ave, Queens





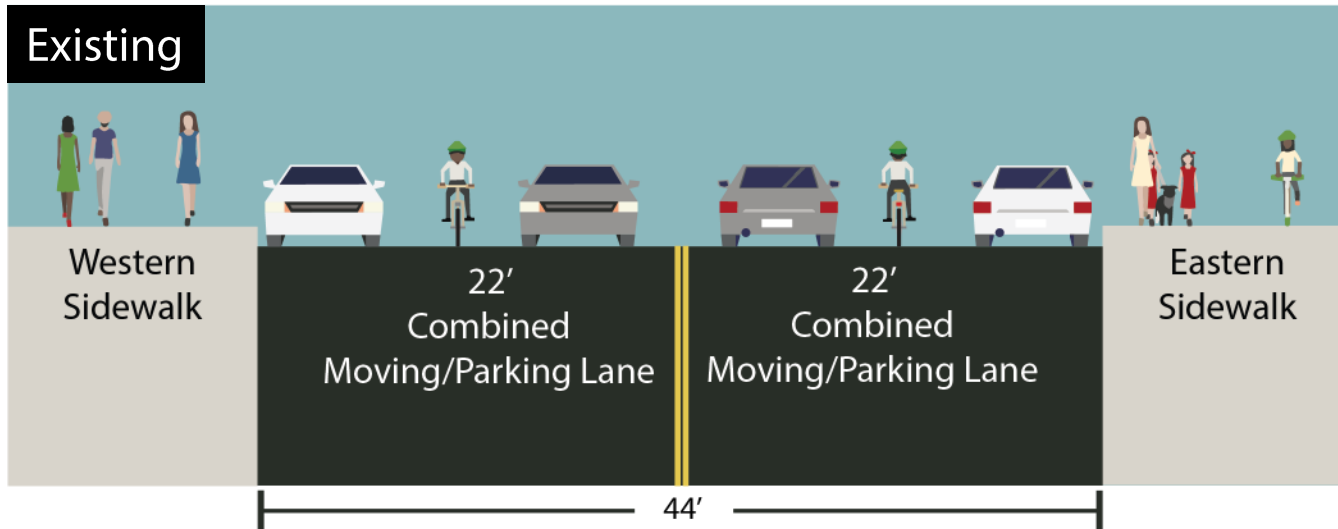
# Existing Conditions: 108 St, 43 Av to Roosevelt Av



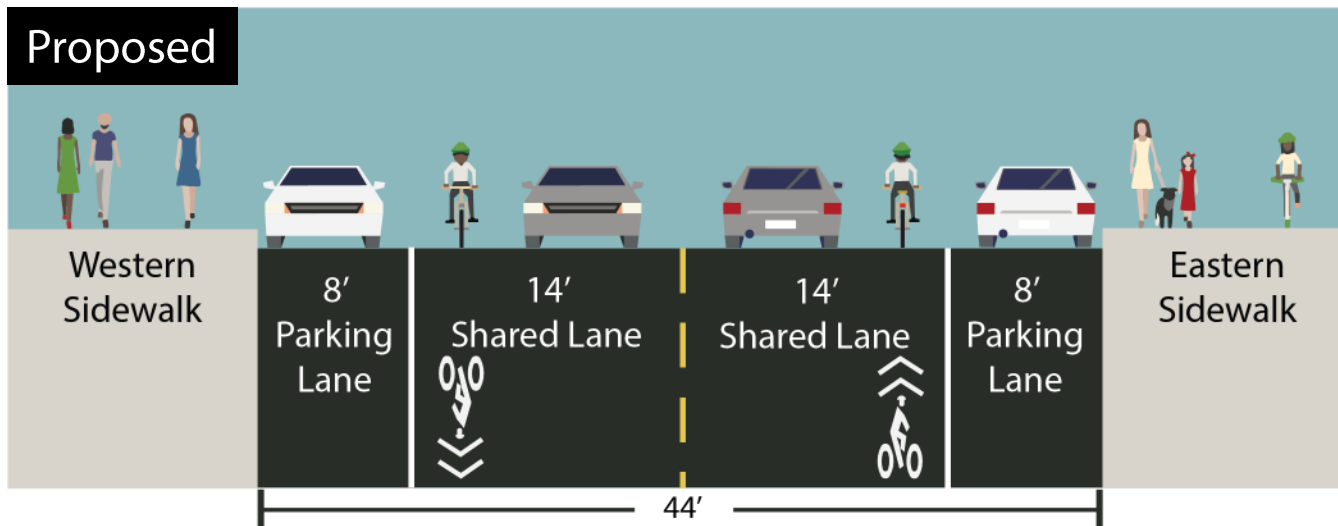


# Existing Conditions: 108 St, 43 Av to Roosevelt Av

## Existing



## Proposed

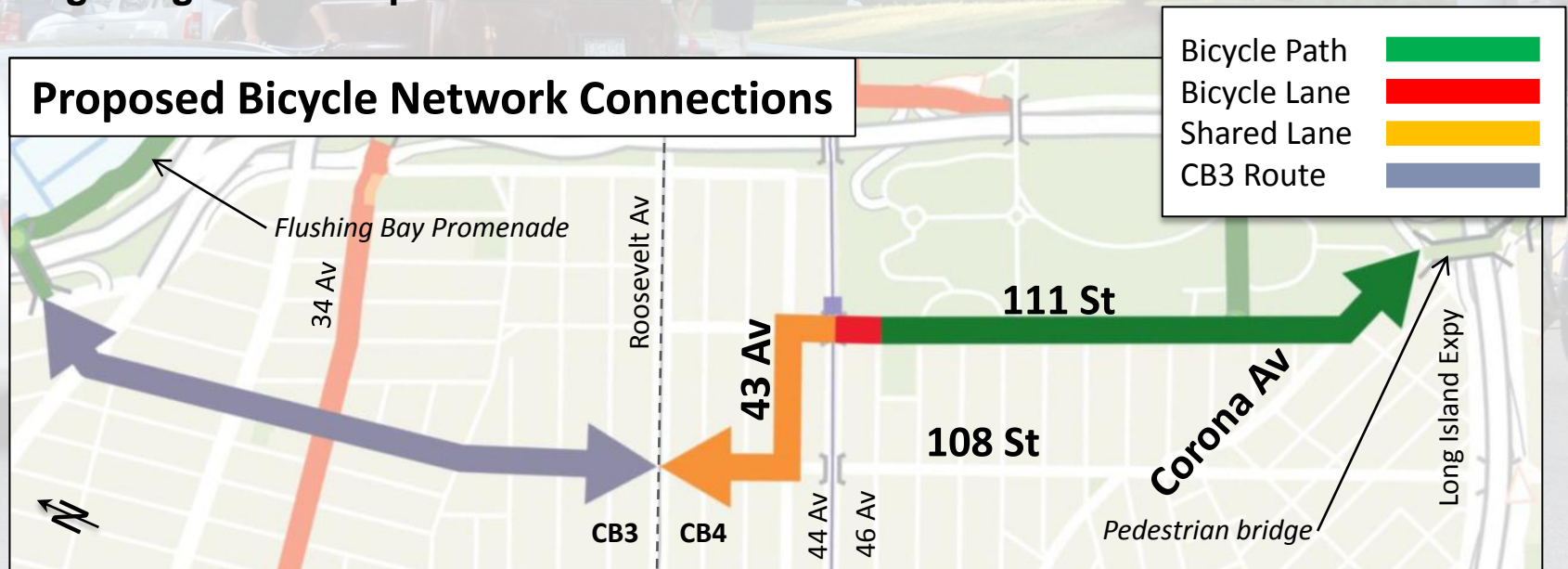


# Summary of Proposed Enhancements

## 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