

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

Background

- 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

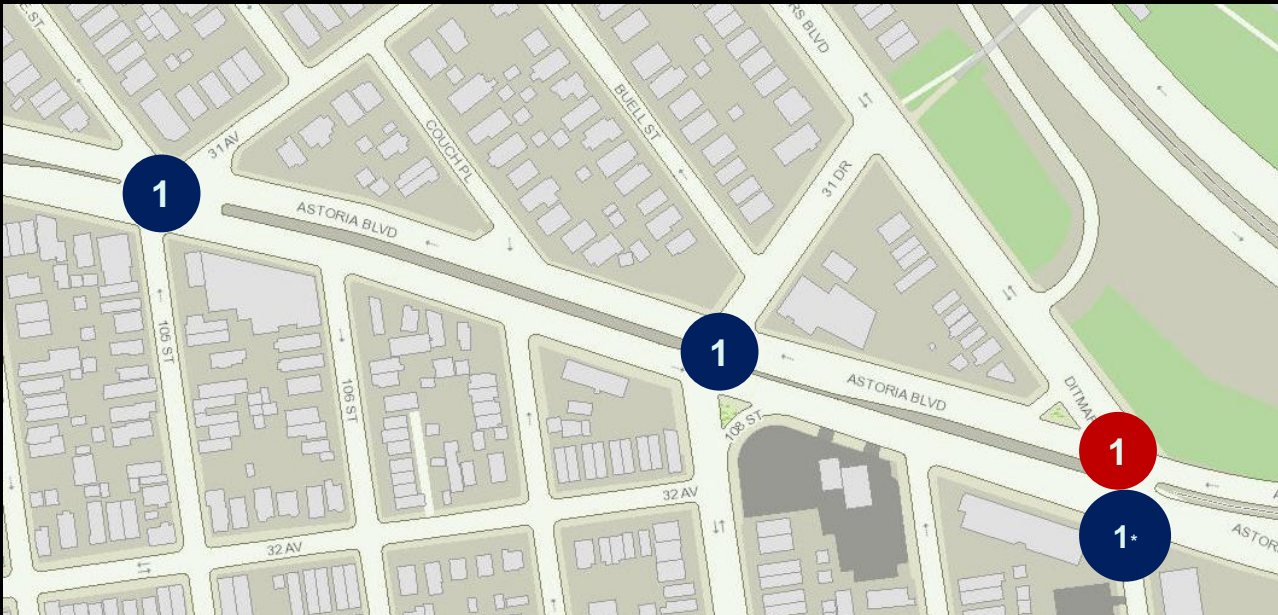
Astoria Blvd - 105th St to Ditmars Blvd, QN

Injury Summary, 2009-2013 (5 Years)

	Total Injuries	Severe Injuries	Fatalities	KSI
Pedestrian	4	1	0	1
Bicyclist	1	0	0	0
Motor Vehicle Occupant	152	2	0	2
Total	157	3	0	3

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

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



Severe Pedestrian Injury 1

Vehicular KSI 1

Existing Project Area

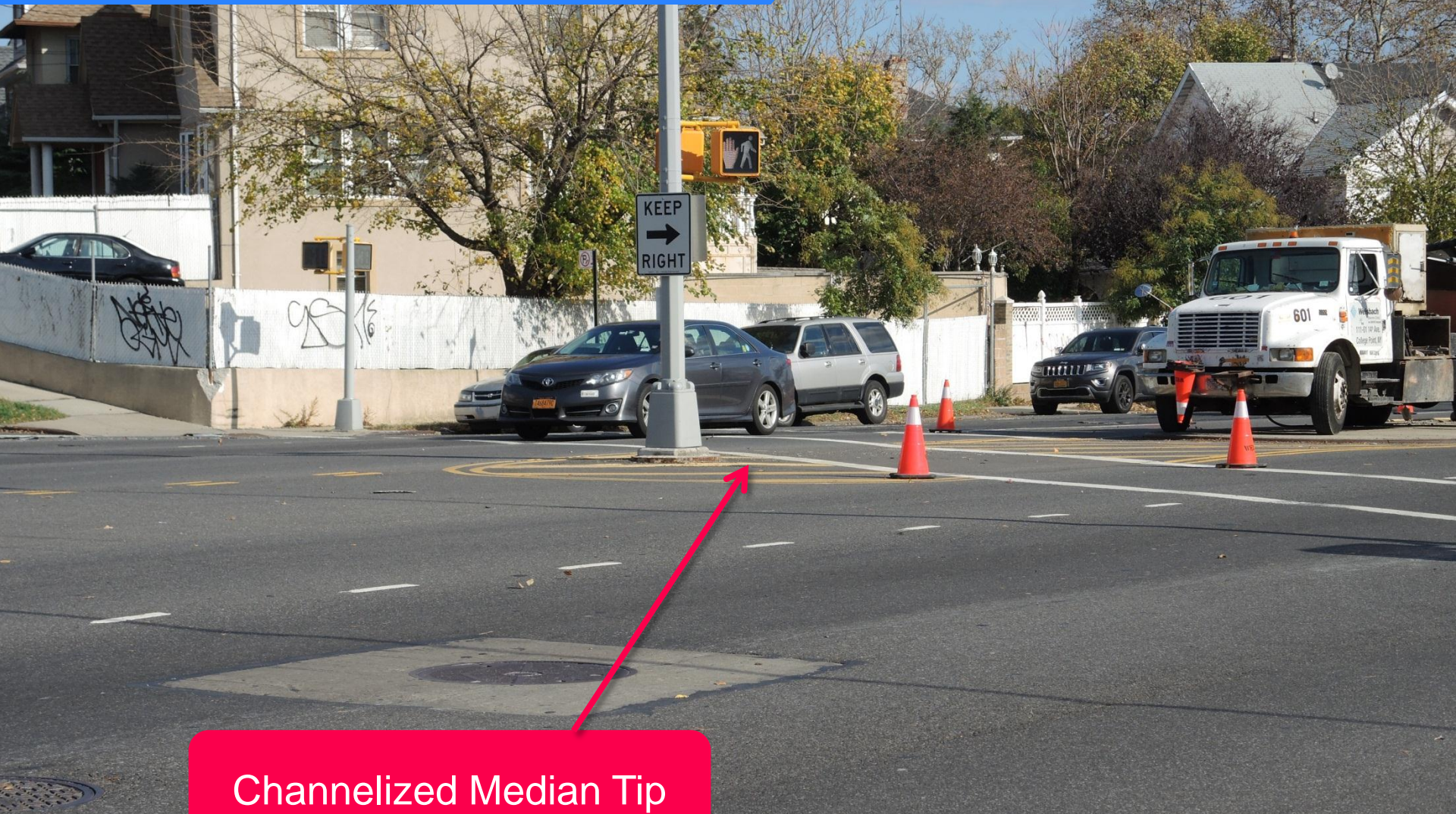


Project Intersection Locations



Astoria Blvd and 105th St

1



Channelized Median Tip

View looking Northeast

Astoria Blvd and 105th St

1

Sub-standard cut-thru
and angled crosswalk



View looking North

Astoria Blvd and 105th St

Upgrade Crosswalks to Hi-Vis and add parking lane line

1

Existing

Angled crosswalk and sub-standard median

Channelized median tip

Proposed

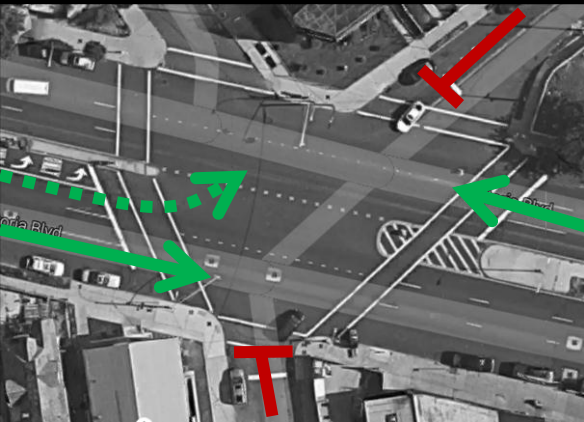
Build out median in concrete

Straighten crosswalk and close cut-thru

Astoria Blvd and 105th St

1

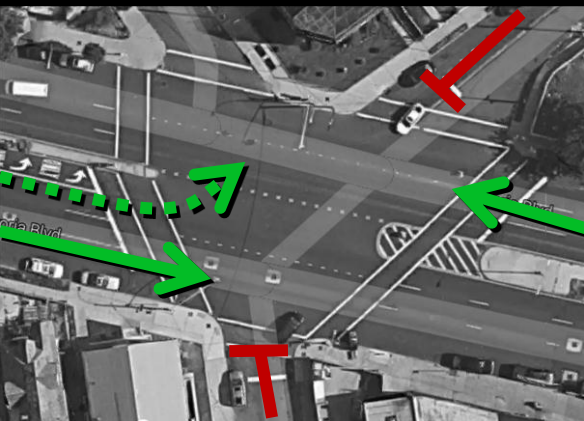
- Create three phase signal to separate north/south movements and reduce vehicular conflicts



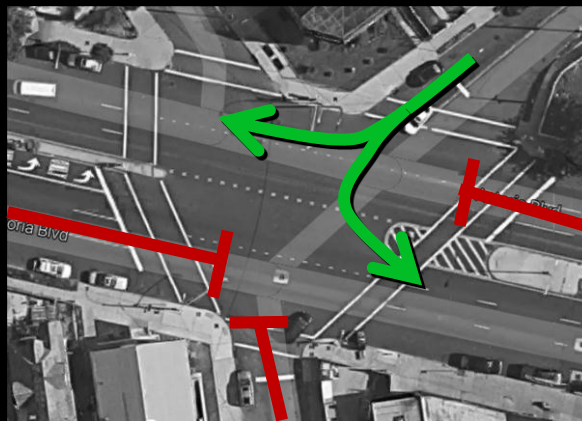
EXISTING



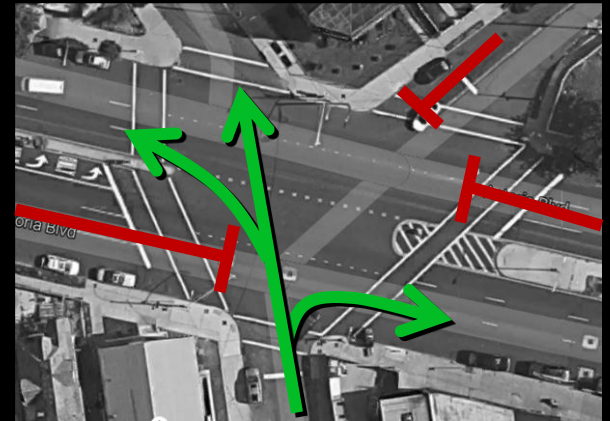
North/South goes at same time



PROPOSED



Southbound Phase



Northbound Phase

Astoria and 108th St

2



- 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

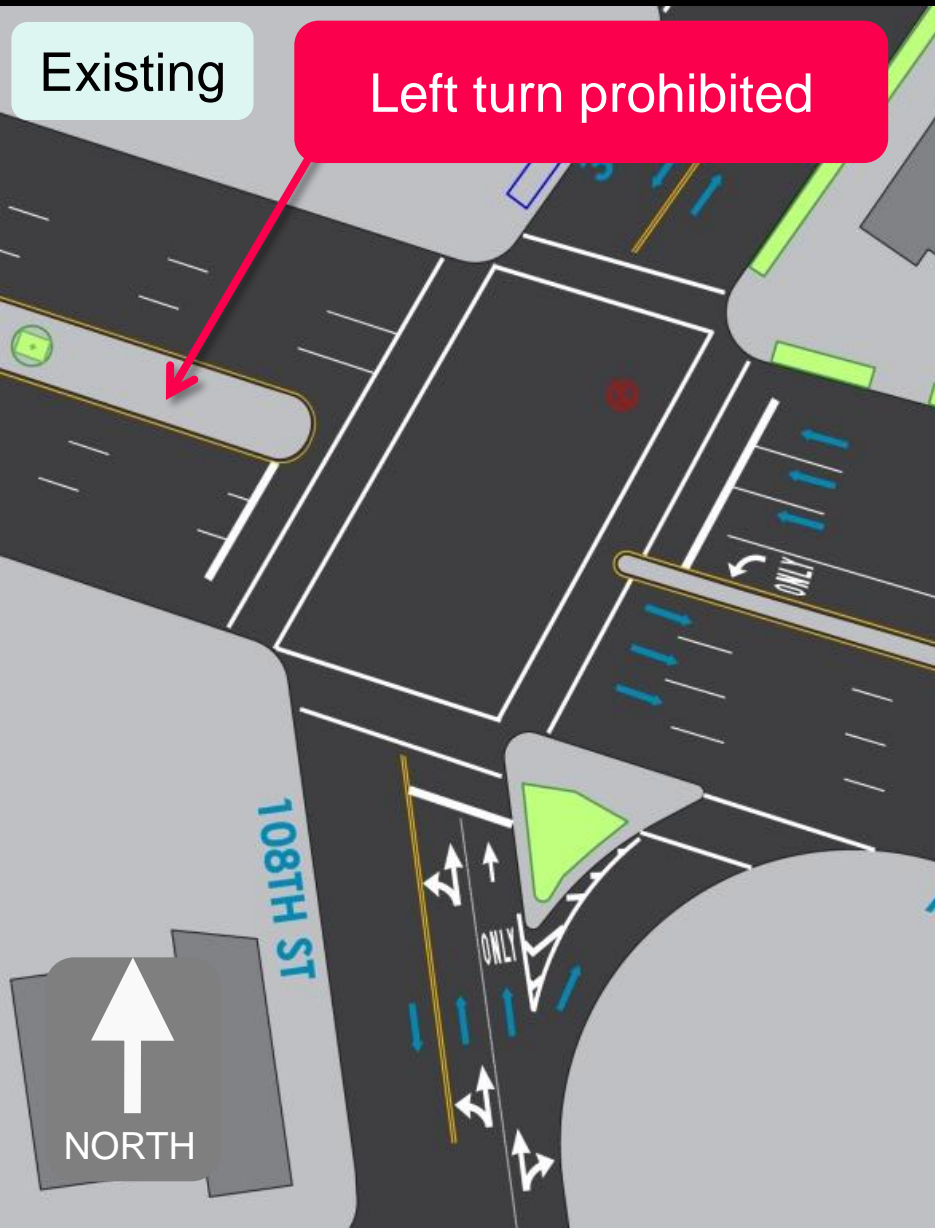
View looking west

Astoria Blvd and 108th St

2

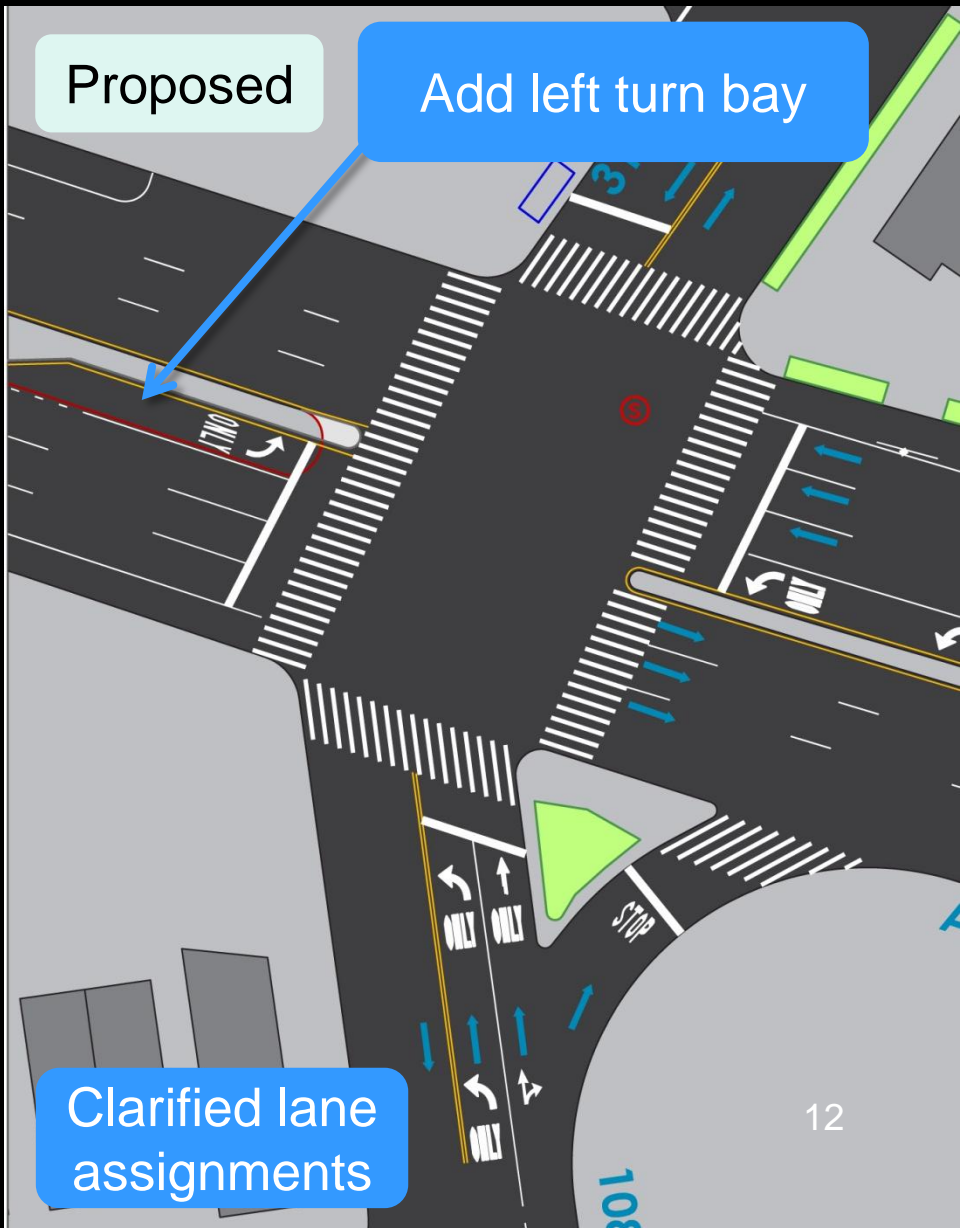
Existing

Left turn prohibited



Proposed

Add left turn bay



Clarified lane assignments

Astoria Blvd and Ditmars Blvd

3

Long Crossing

110'

Angled geometry
allows for high
speed turns

View looking north

Existing Conditions at Ditmars Blvd

3

Triangle does not sufficiently accommodate pedestrians

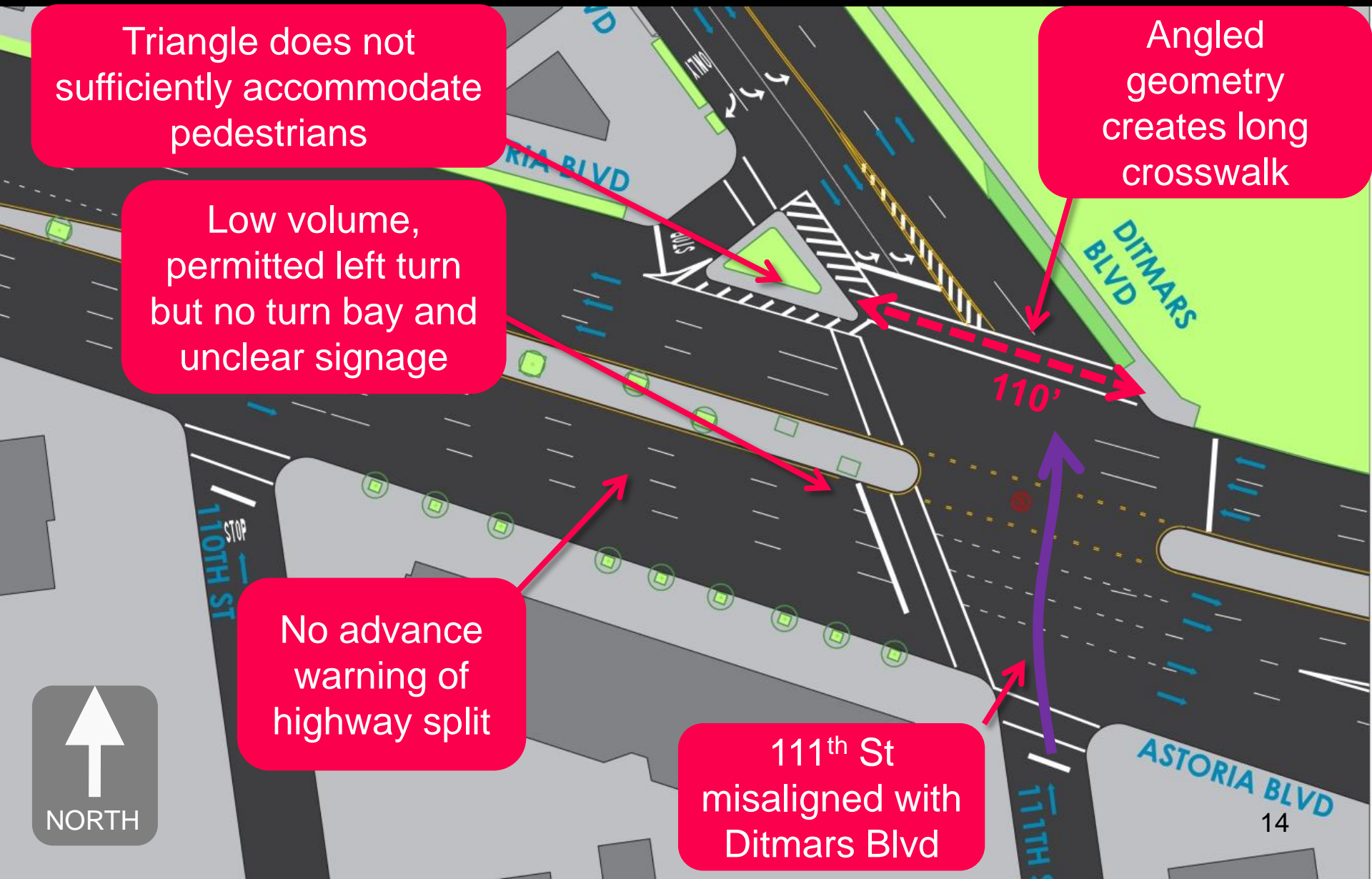
Low volume, permitted left turn but no turn bay and unclear signage

No advance warning of highway split

Angled geometry creates long crosswalk

111th St misaligned with Ditmars Blvd

110'



Proposal – Ditmars Blvd

Upgrade Crosswalks
to Hi-Vis and add
parking lane line

3

Construct curb extension,
shortening crossing and
slowing turn

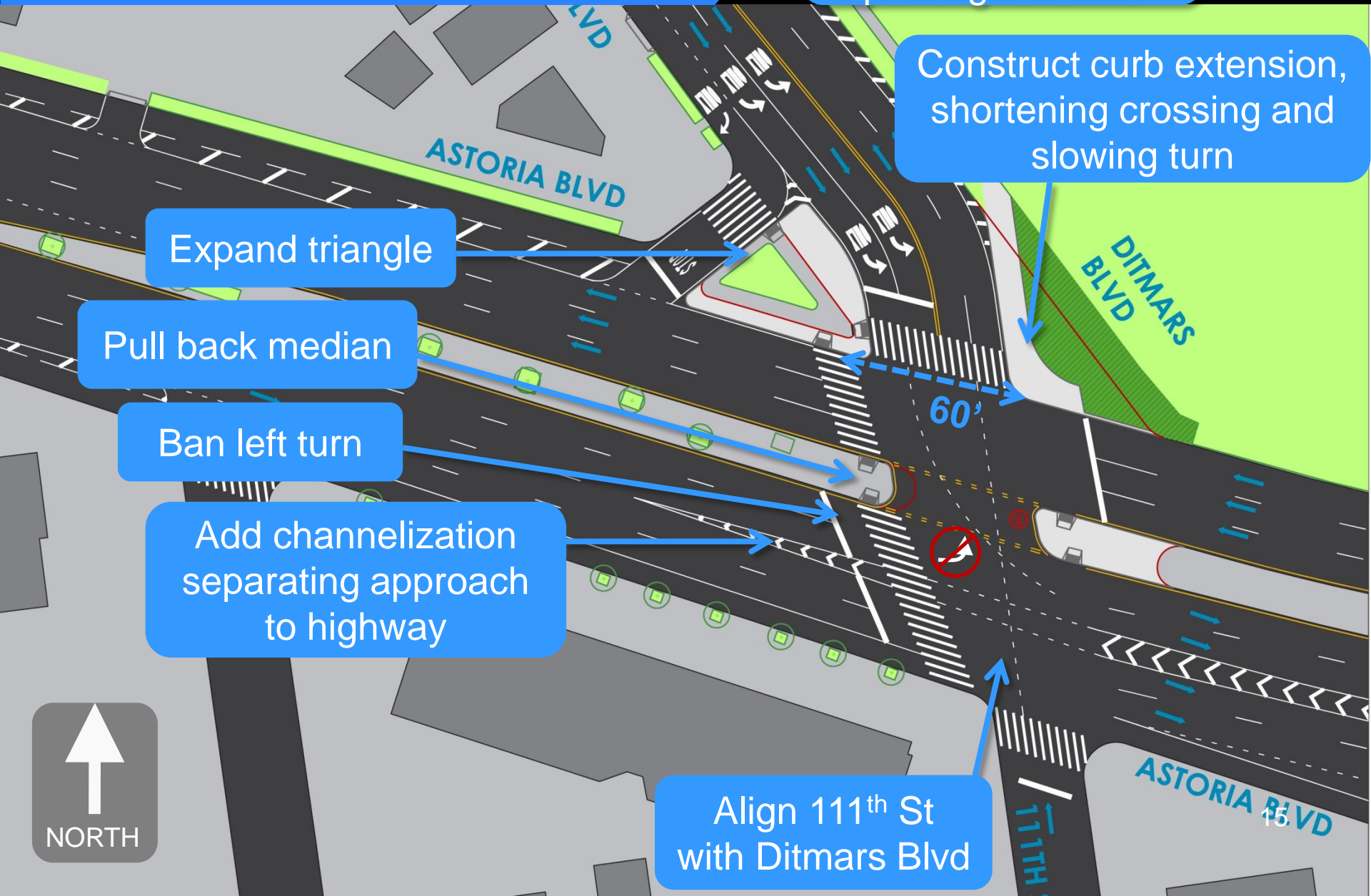
Expand triangle

Pull back median

Ban left turn

Add channelization
separating approach
to highway

Align 111th St
with Ditmars Blvd




Improvements Summary

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



Community Workshop

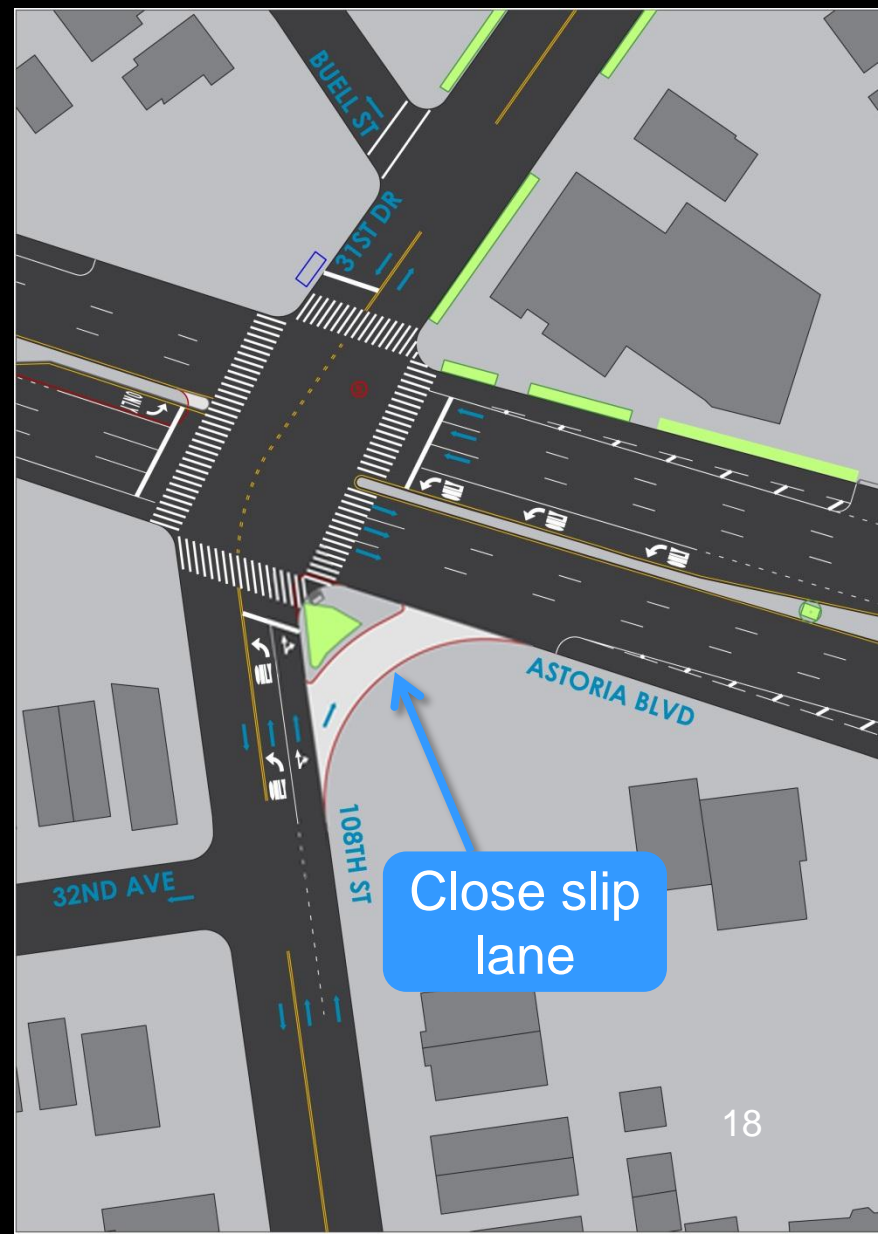
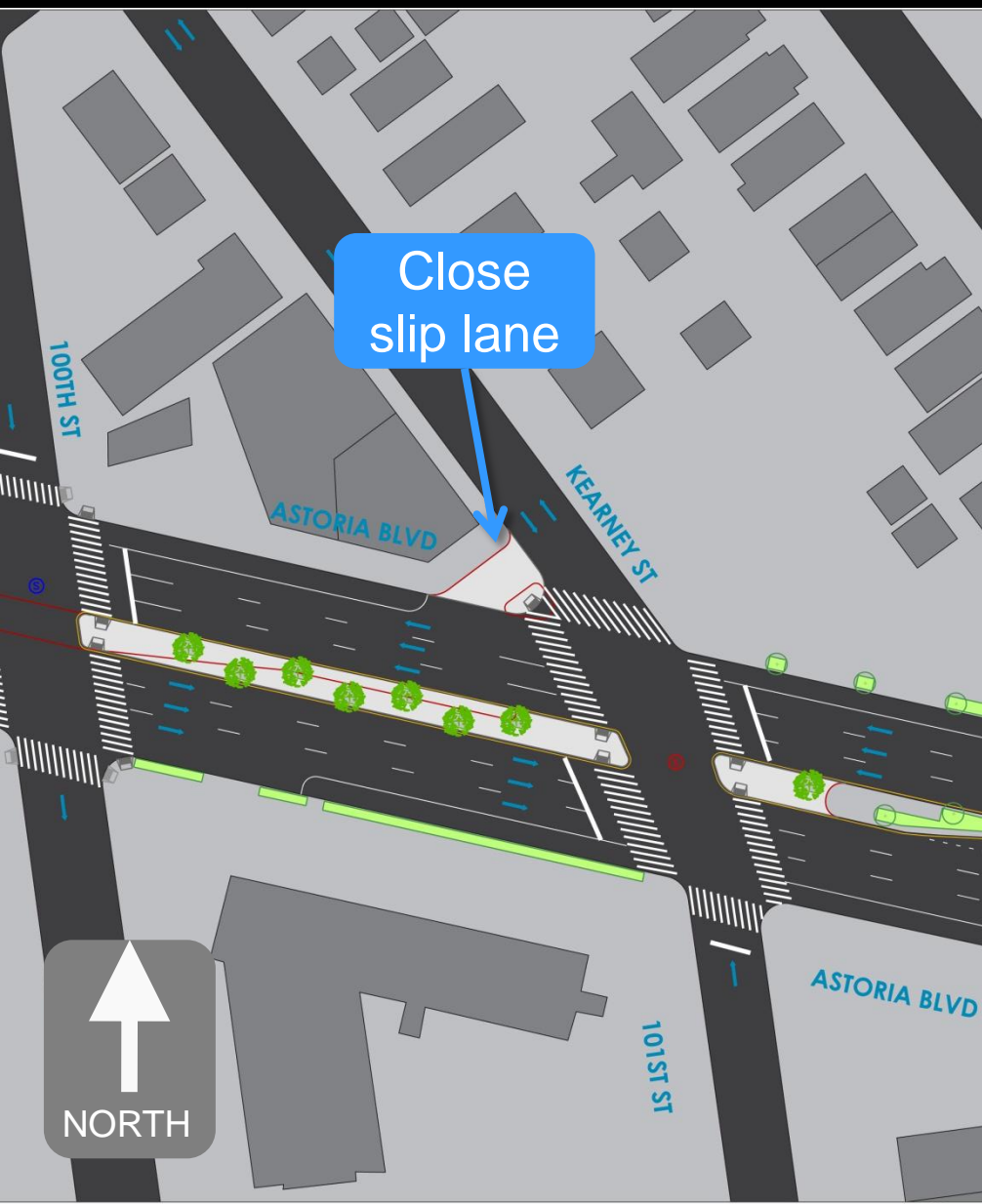
hosted by Councilmember Ferreras-Copeland



April 16th, 2015 workshop identified areas for safety enhancements

Councilmember Ferreras-Copeland allocated \$800,000 for capital improvements along the corridor

Future Capital Improvements





www.nyc.gov/dot

**Thank
You**