



Hillside Avenue Safety Enhancements

Presentation to Bellerose-Commonwealth Civic Association

December 2023

Hillside Avenue, 241st Street to Langdale Street

Presentation Overview

- Background
- Existing Conditions
- Project Proposal
- Next Steps



Pedestrians cross Hillside Avenue

Background

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Background

Planning Framework

- Freight Mobility Unit is committed to strategies outlined in *Delivering New York: A Smart Truck Management Plan for NYC*
 - **Safety:** improve the safety of truck travel at intersections and along corridors
 - **Sustainability:** foster the sustainable and environmentally responsible movement of goods
 - **Freight Efficiency:** Improve the efficiency of freight movement to, from, and within NYC
 - **Partnerships & Knowledge:** Grow public and private partnerships to increase knowledge about freight
- The Freight unit aims to address 1) truck safety priority corridors - streets where there is a concentration of truck involved crashes with vulnerable road users (pedestrians and cyclists) and 2) improve safety on existing truck routes for all road users
- In response to several local laws, DOT is actively working to continue to increase the number of loading zones citywide and undertake efforts to consolidate deliveries



[Delivering New York Plan](#)



[Delivering Green](#)

Freight Mobility Unit Overview

Freight Toolkit

What We Do: Reduce the impacts of trucks on communities and infrastructure while improving the efficiency of truck deliveries

Manage Demand



Off-Hour Deliveries

Enhance safety, network connectivity & curb access



Expand Loading Zones



Truck Route Enhancements



Street Improvement Projects

Promote sustainable last-mile delivery ecosystem



Truck Electrification & Decarbonization



Truck Safety Education, Outreach, & Partnerships



Truck Safety and Compliance Enforcement Coordination



Microdistribution Hubs



Commercial Cargo Bike Program



Blue Highways

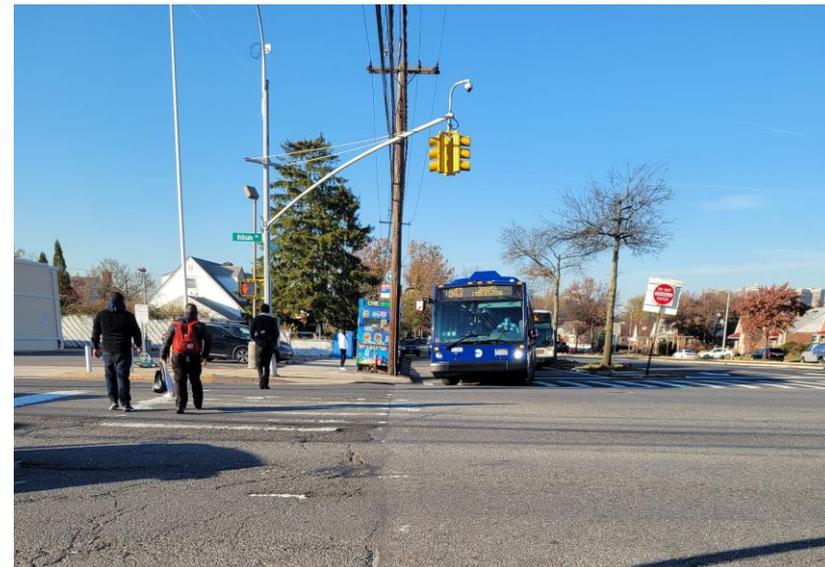
Hillside Avenue Corridor

Floral Park and Bellerose Sections

- Hillside Avenue features a variety of land uses between Langdale Street and 241st Street including residential, commercial, and public institutions
- Hillside Avenue is a major through truck route that connects New York City to Long Island
- The N22, N26, X68, and Q43 bus routes connect Hillside Avenue to other bus routes and MTA/LIRR trains
- During peak hours, more than 3000+ vehicles may travel via Hillside Avenue (many seek to access the Cross Island Parkway); approximately 10% of vehicles on Hillside Avenue are trucks during the AM peak (7:45-8:45AM) and 6% during the PM peak (4:30-5:30 PM)



Double parked trucks unloading in a travel lane on Hillside Avenue and 256th Street



Pedestrians crossing Hillside Avenue and Little Neck Parkway

Project Motivation

Corridor Limits



- Vision Zero corridor with 17 individuals killed or severely injured between 2016 and 2020
- Corridor features many deficiencies regarding pedestrian safety
- The corridor is marked by speeding, a lack of truck loading zones, long crossing distances, faded markings, lack of vehicles yielding to pedestrians, and complex geometries at some intersections
- DOT recently completed improvements further west on Hillside Avenue (Hollis Court Boulevard to 212th Street)
- Recently, rehabilitation work (capital work) for the Cross Island Parkway overpass commenced

Crash History Overview

Hillside Avenue, 241st Street to Langdale Street



From 2016-2020, there were 272 injuries along the corridor resulting from crashes

Crash History

2016-2020 (5 Year Summary)

- 17 road users (4 pedestrians) have been killed or severely injured (2016-2020)
- 35% of pedestrian related injuries are associated with pedestrians crossing with the signal in their favor
- 23% of crashes involve right-angle crashes
- Severe injury crashes are concentrated around the Cross Island Parkway, Little Neck Parkway, and close to the City limits (268th Street and Langdale Street)

Injury Summary, 2016-2020 (5 Years)

Mode	Total Injuries	Severe Injuries	Fatalities	KSI
Pedestrian	33	4	0	4
Bicyclist	7	0	0	0
Motor Vehicle Occupant	232	11	2	13
Other Motorized	0	0	0	0
Total	272	15	2	17

2016-2020 crash data for Hillside Avenue, 241st Street to Langdale Street



Pedestrians at 251st Street and Hillside Avenue

Engaging Local Businesses

Merchant Survey Results

- Surveys completed in February and March of 2022
- **Incoming Deliveries:** Businesses typically receive deliveries between 9am-3pm (Peak: Monday – Wednesday)
- **Outgoing Deliveries:** Nearly 40% of outgoing deliveries are made by 3rd parties (i.e. Uber Eats, DoorDash, etc.) via personal vehicles (commonly double park)
- **Parking/Loading:**
 - Most delivery vehicles park in metered parking spaces, in front of hydrants or in bus stops
 - Larger businesses (i.e. supermarkets) that receive multiple deliveries from larger trucks often use metered parking spaces



Reported Delivery Schedule (Incoming Deliveries)

Hillside Avenue, Langdale St to 241st St

Time	Mon	Tue	Wed	Thu	Fri	Sat	Sun
5 AM - 7 AM	5%	2%	5%	3%			
7 AM - 9 AM	5%	2%	5%	3%	3%		
9 AM - 11 AM	17%	10%	16%	17%	12%	5%	2%
11 AM - 1 PM	19%	16%	21%	21%	21%	5%	2%
1 PM - 3 PM	10%	12%	17%	16%	9%	2%	
3 PM - 5 PM	10%	9%	10%	10%	12%	3%	
5 PM - 7 PM	2%	2%	3%	2%	3%		
7 PM - 11 PM							
11 PM - 5 AM							



Data based on 58/108 businesses surveyed who answered 'yes' to receiving deliveries; blank cells contain no data

Community Outreach

Merchant Survey Results

- Multiple businesses stated delivery vehicles either double park, park at a fire hydrant, or park in bus stops to make their deliveries while customers often double park for quick pickups
- Many participants without adjacent parking available stated they have no control over where delivery vehicles park
- Merchants have more control over delivery times when they bring in their own products due to the availability of parking and/or off-street unloading space behind many buildings
- Speeding, double parking, and lack of commercial parking were all commonly heard issues



NYC DOT's street ambassador team conducted merchant surveys at multiple businesses on Hillside Avenue

Existing Conditions

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Existing Conditions

Hillside Avenue Corridor



Double parking



Geometry that encourages speeding



Long crossings for pedestrians



High volume of deliveries

Existing Conditions

Hillside Avenue Corridor



Illegal turns



Blocked bus stops



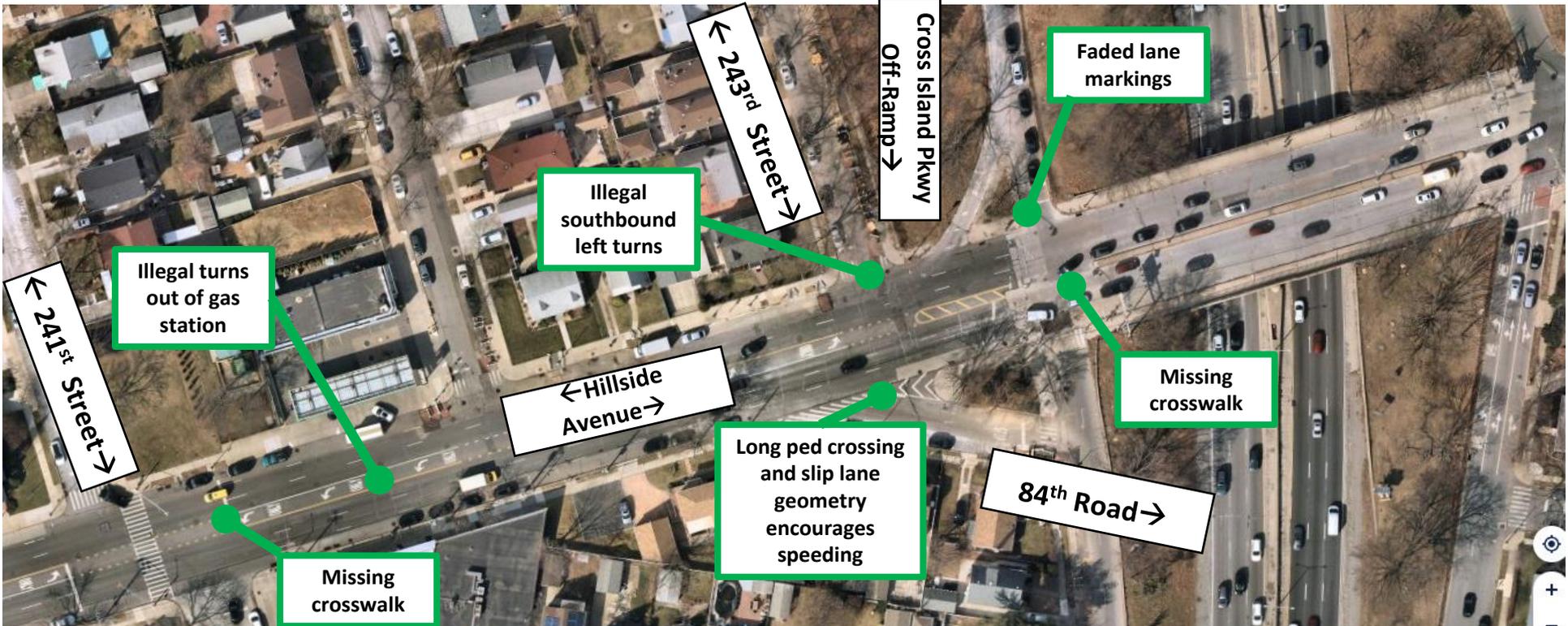
Missing crosswalks



Geometric constraints

Hillside Avenue Avenue – Existing Conditions

241st Street to Cross Island Parkway Off-Ramp



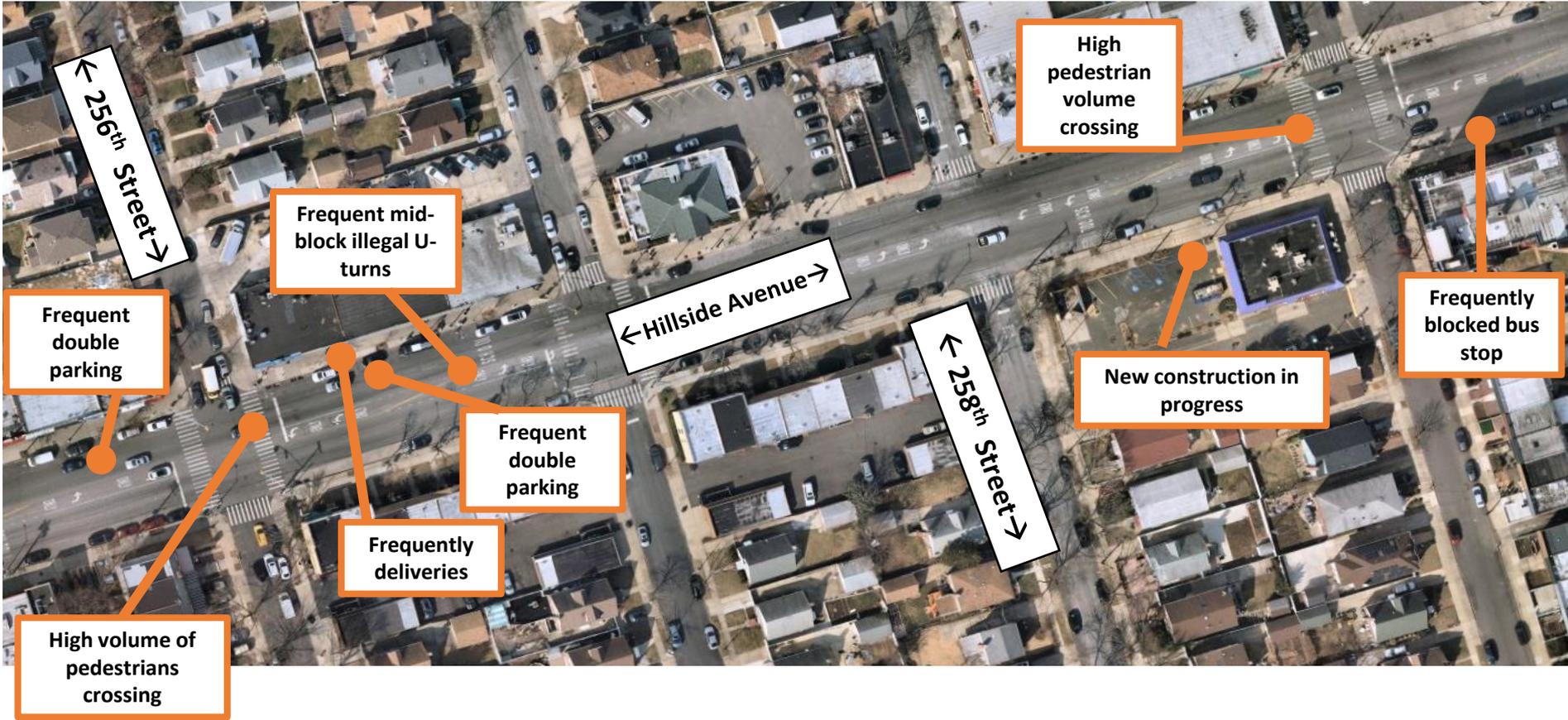
Hillside Avenue – Existing Conditions

251st Street to Little Neck Parkway



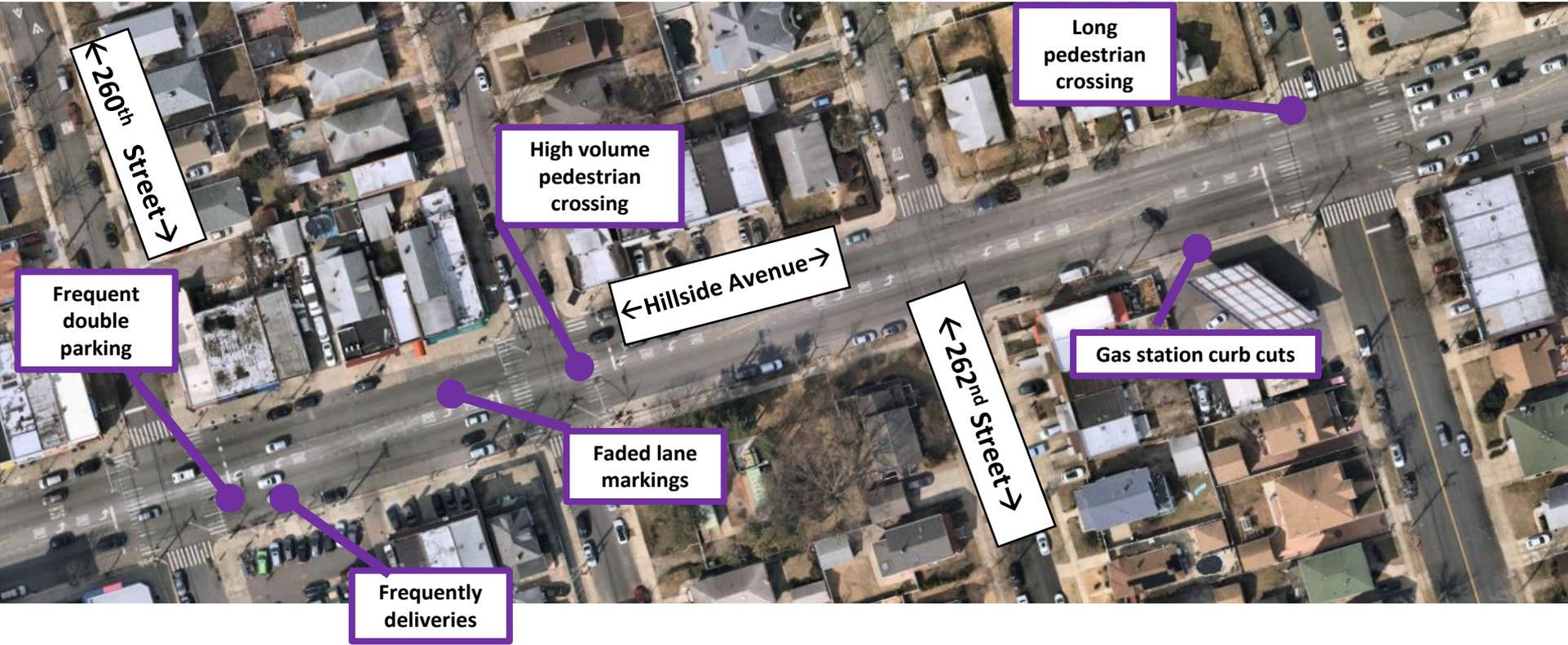
Hillside Avenue – Existing Conditions

256th Street to 259th Street



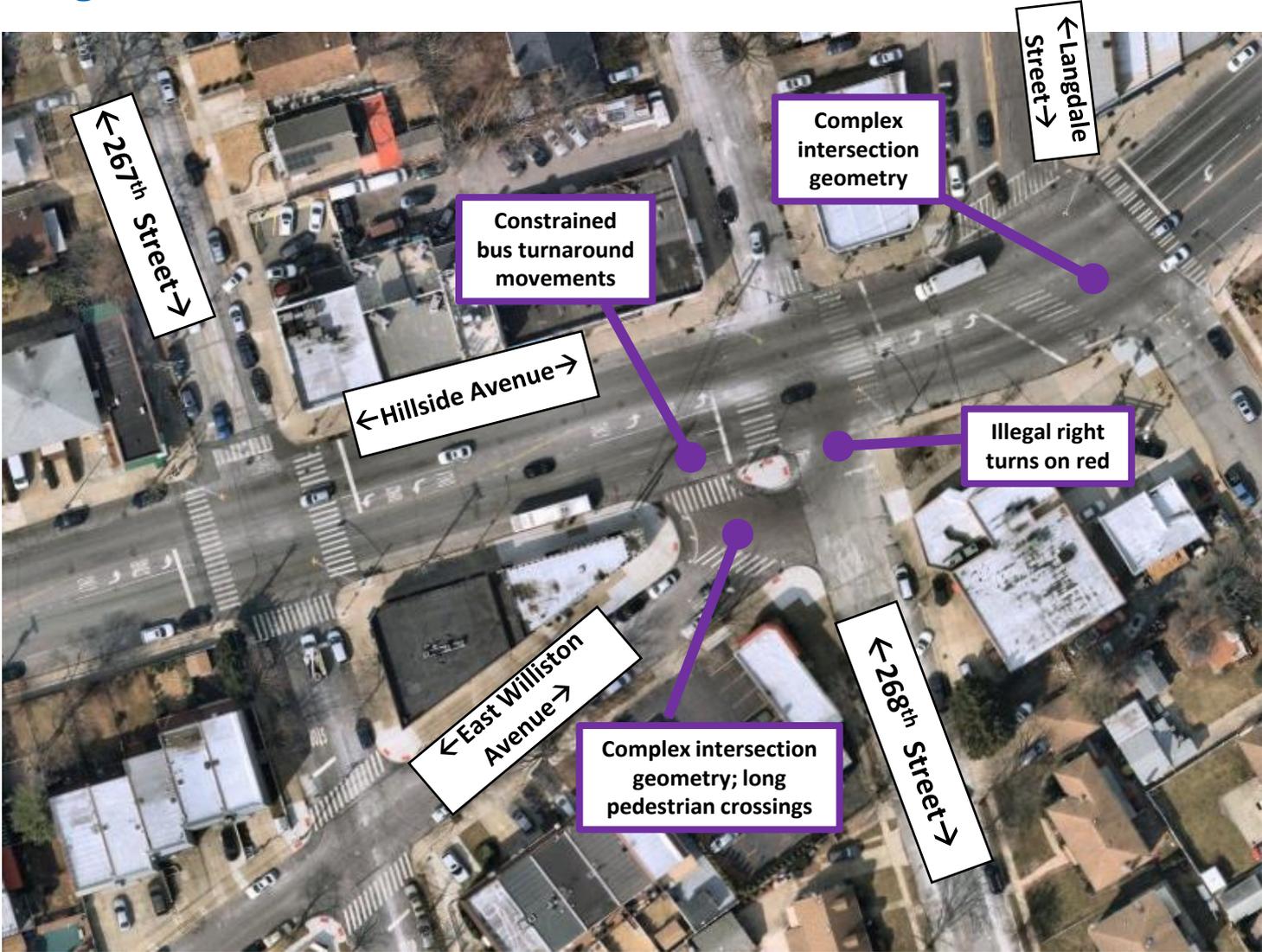
Hillside Avenue – Existing Conditions

260th Street to 263rd Street



Hillside Avenue – Existing Conditions

267th Street to Langdale Street

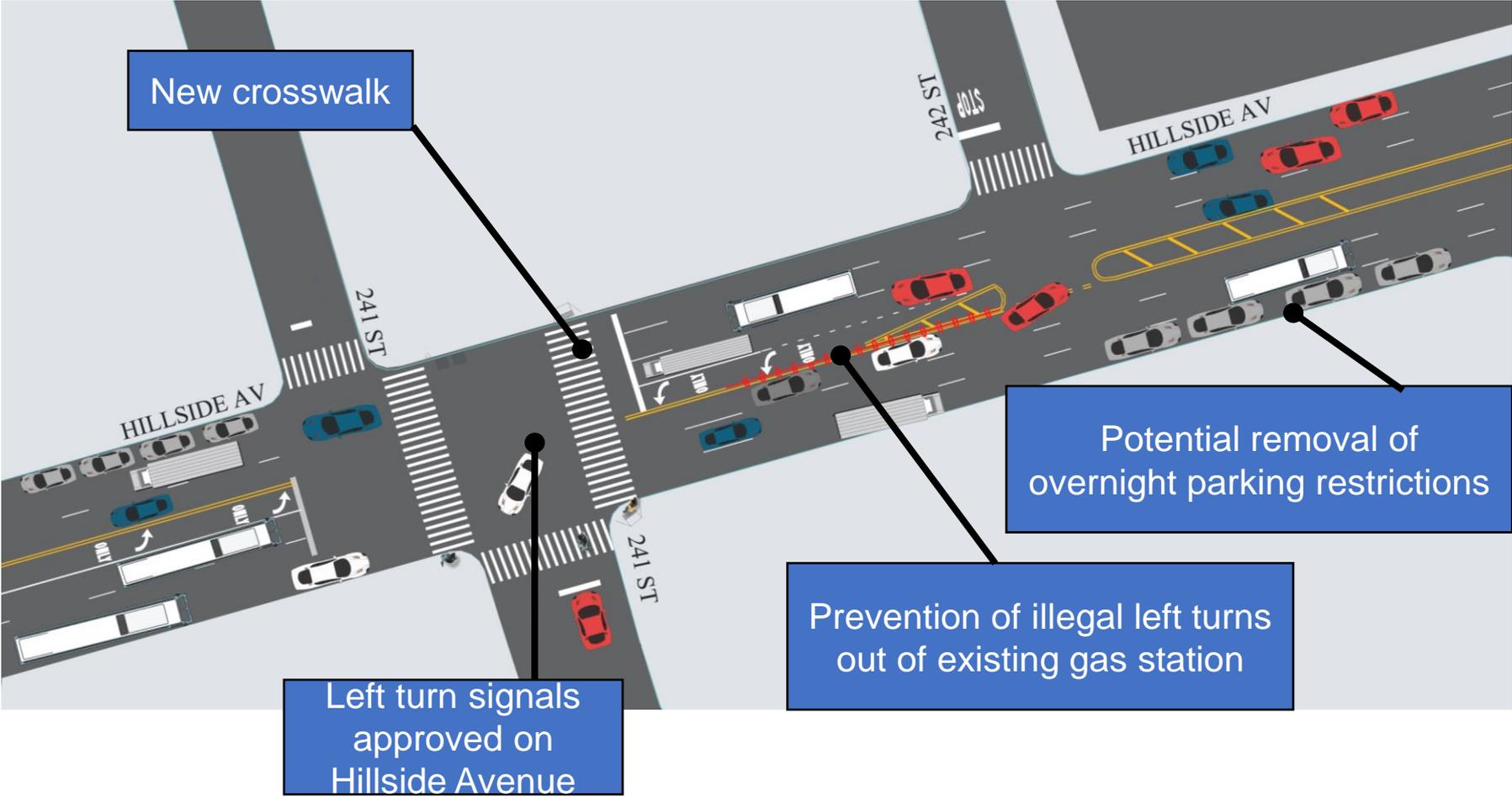


Project Proposal

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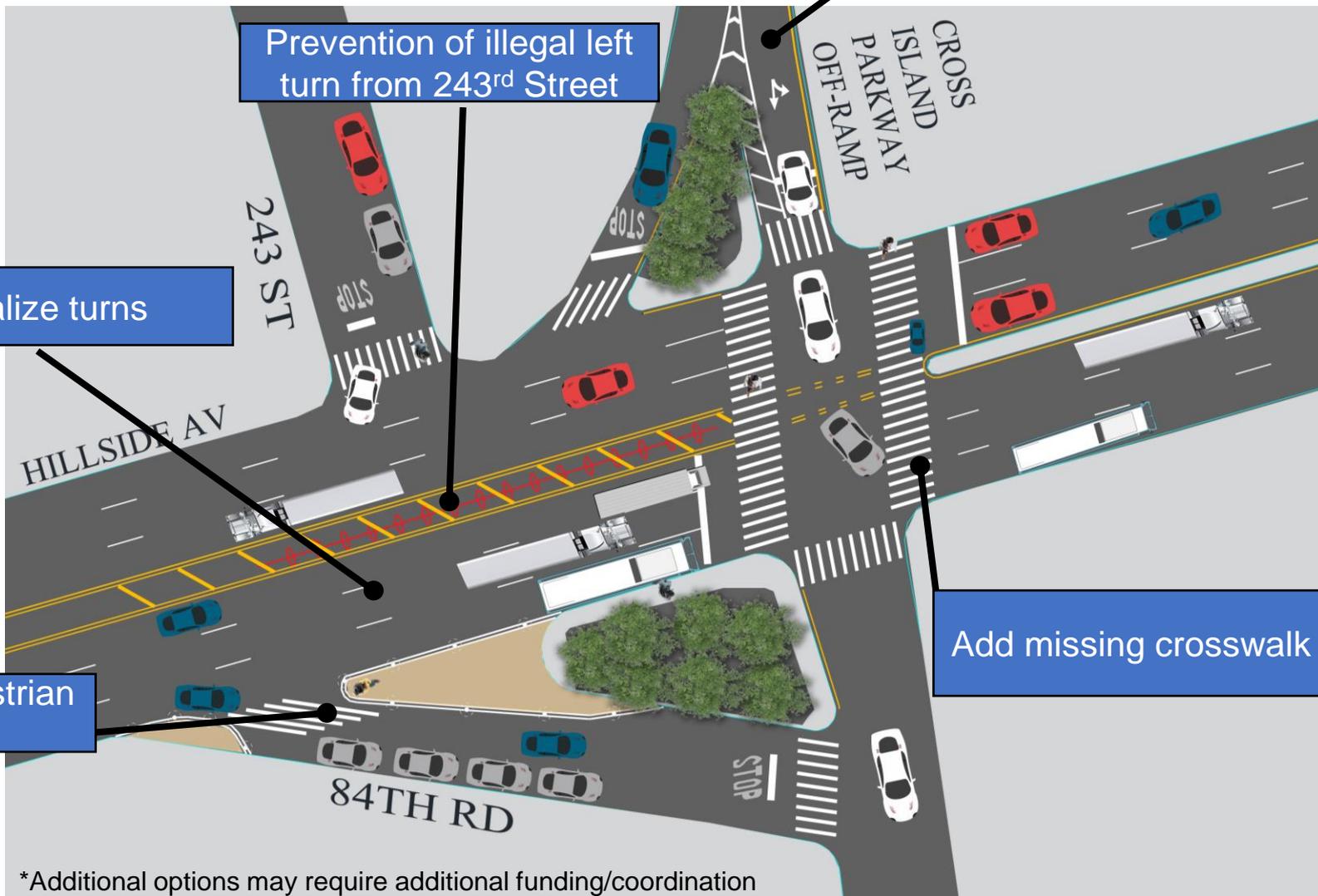
Proposed Safety Improvements

Hillside Avenue 241st Street to 242nd Street



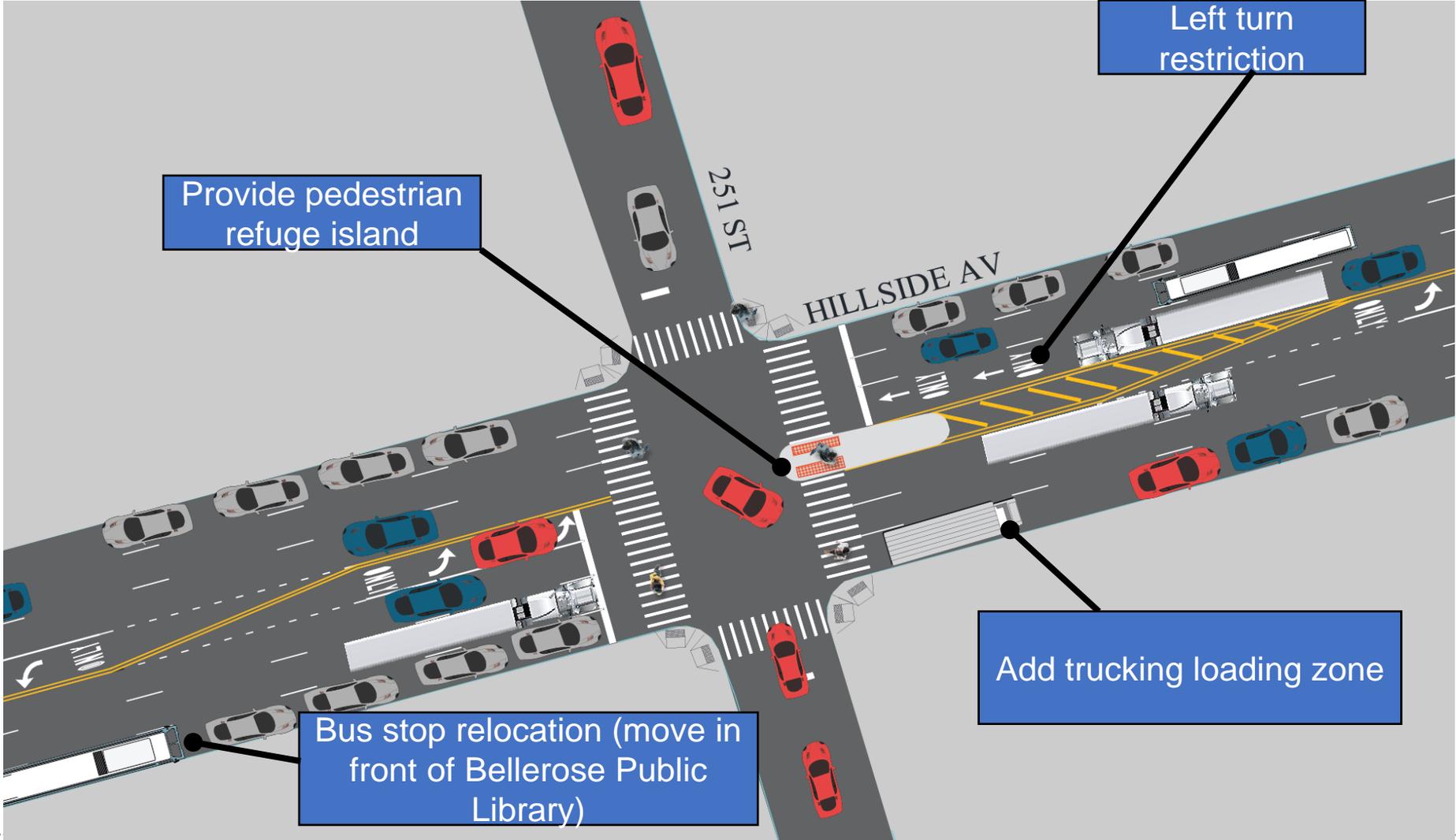
Proposed Safety Improvements

Hillside Avenue, 243rd Street to Cross Island Parkway



Proposed Safety Improvements

Hillside Avenue and 251st Street

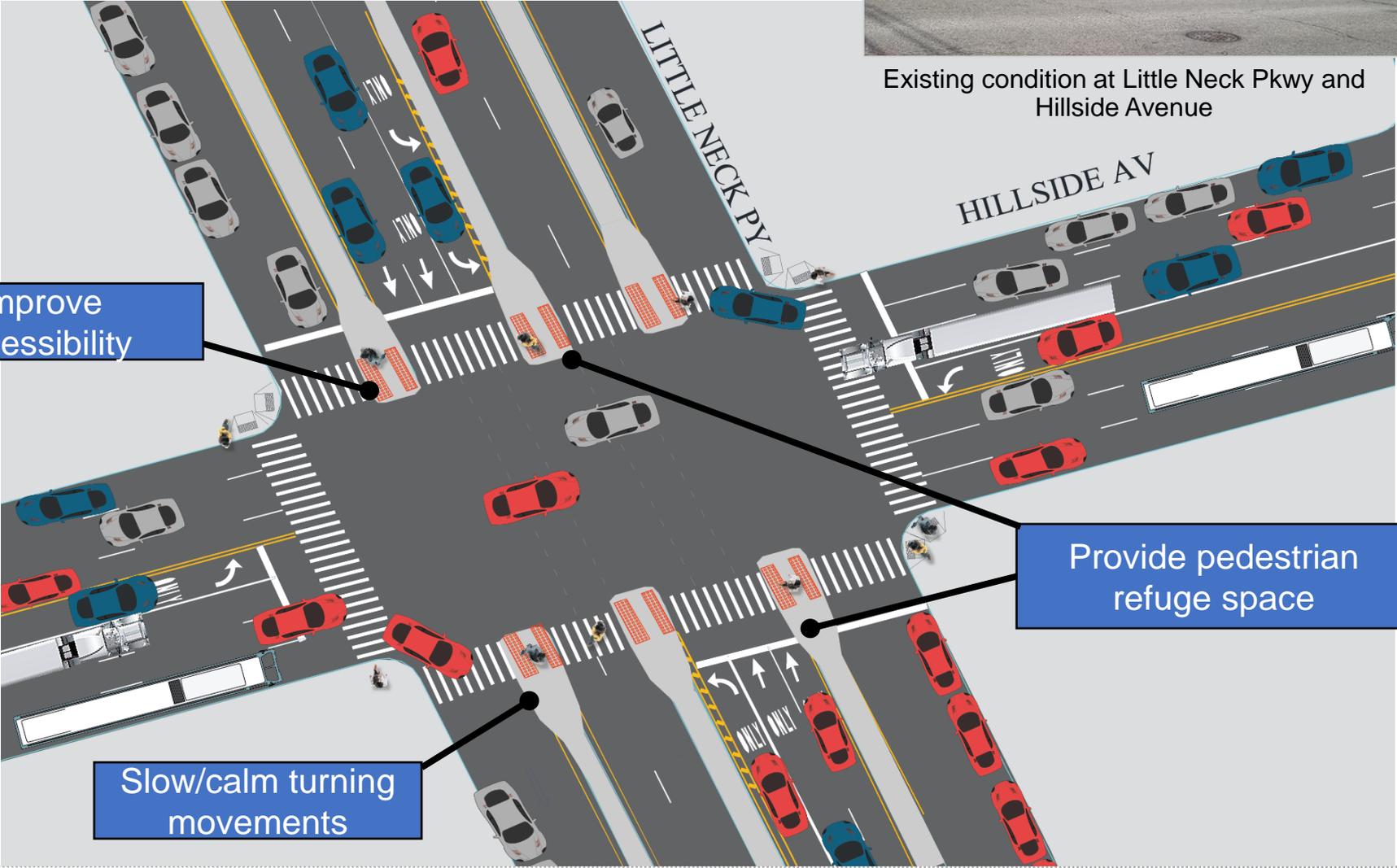


Proposed Safety Improvements

Hillside Avenue and Little Neck Parkway



Existing condition at Little Neck Pkwy and Hillside Avenue



Improve accessibility

Provide pedestrian refuge space

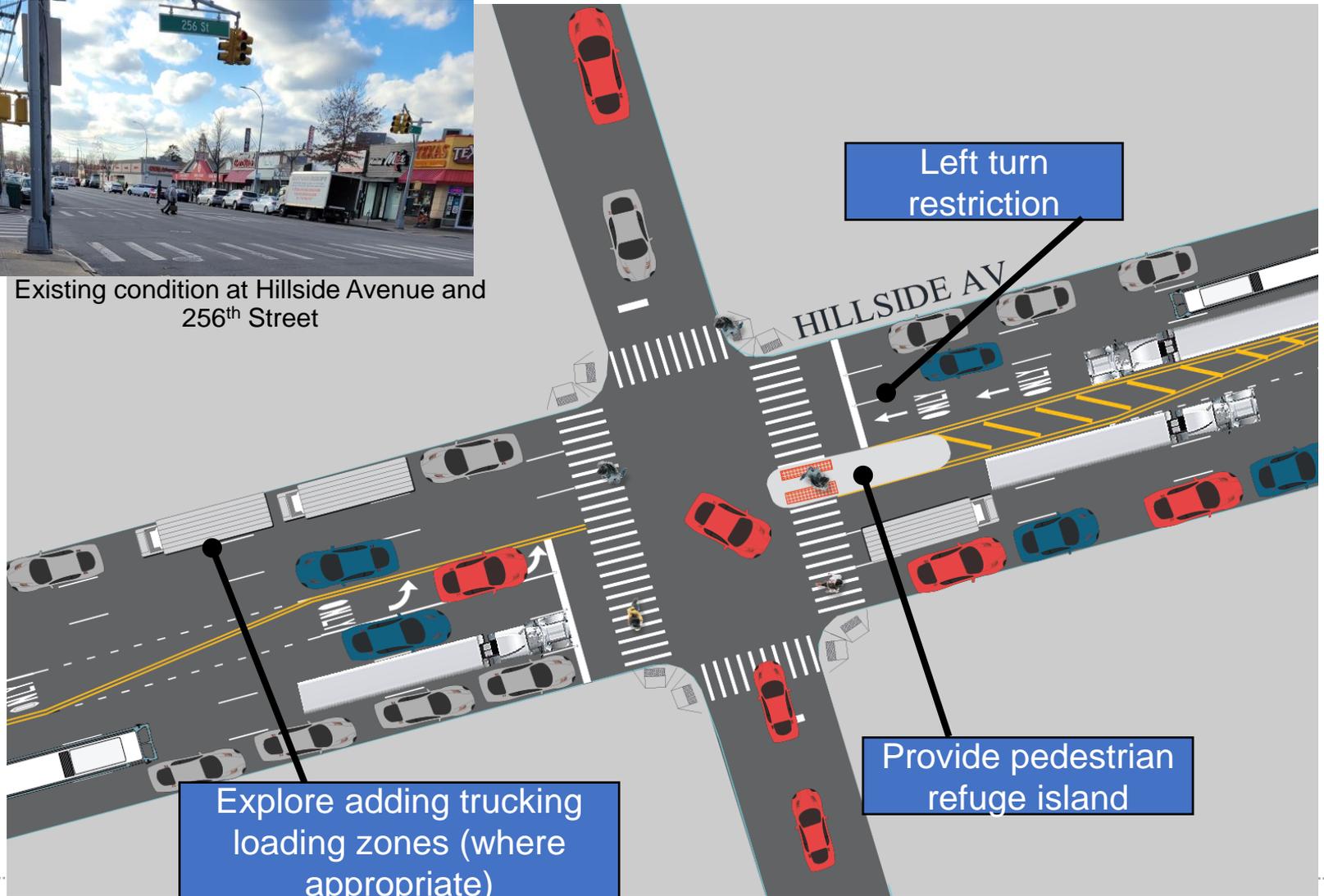
Slow/calm turning movements

Proposed Safety Improvements

Hillside Avenue and 256th, 261st, and 264th Streets – Pedestrian Islands at Westbound Approaches

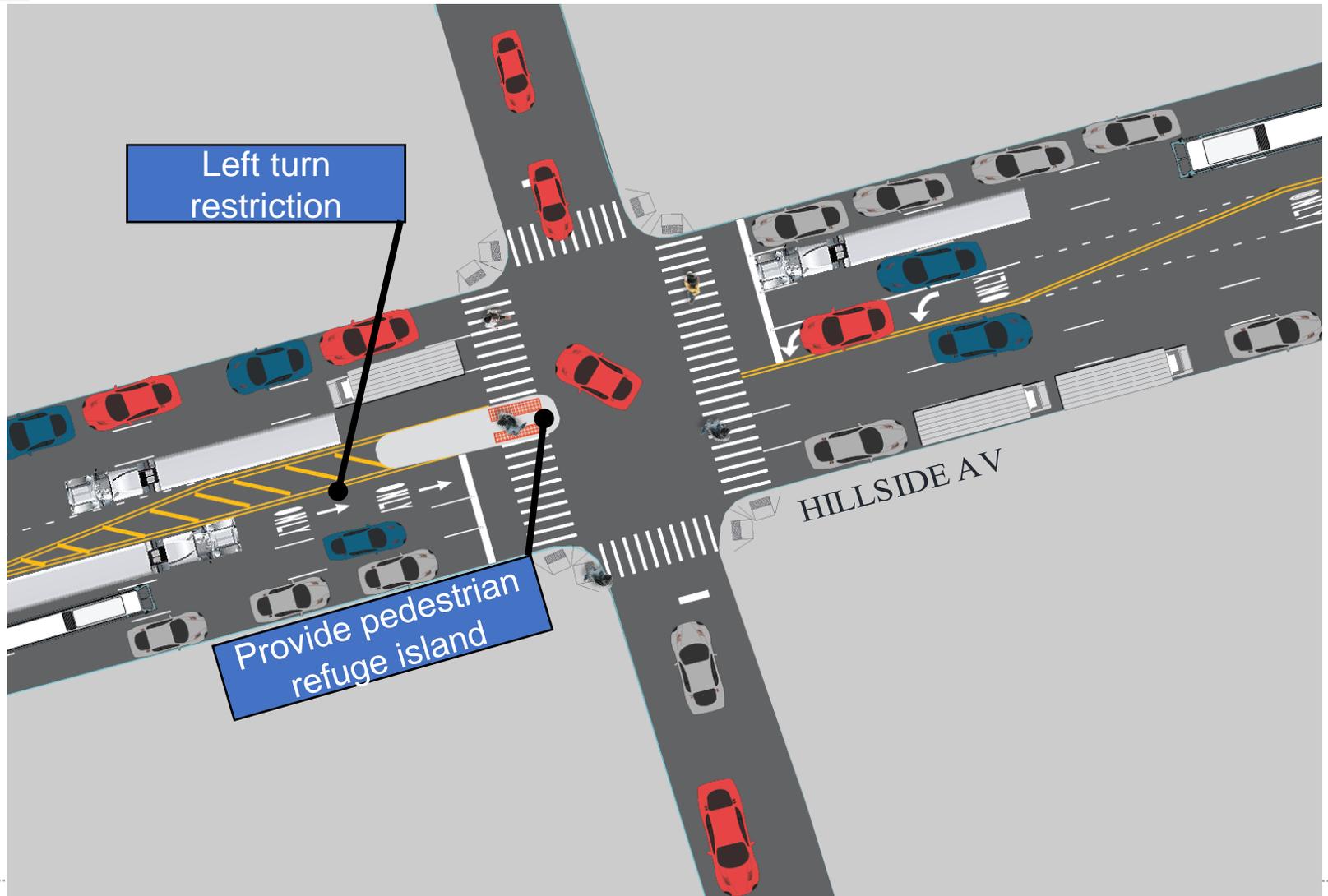


Existing condition at Hillside Avenue and 256th Street



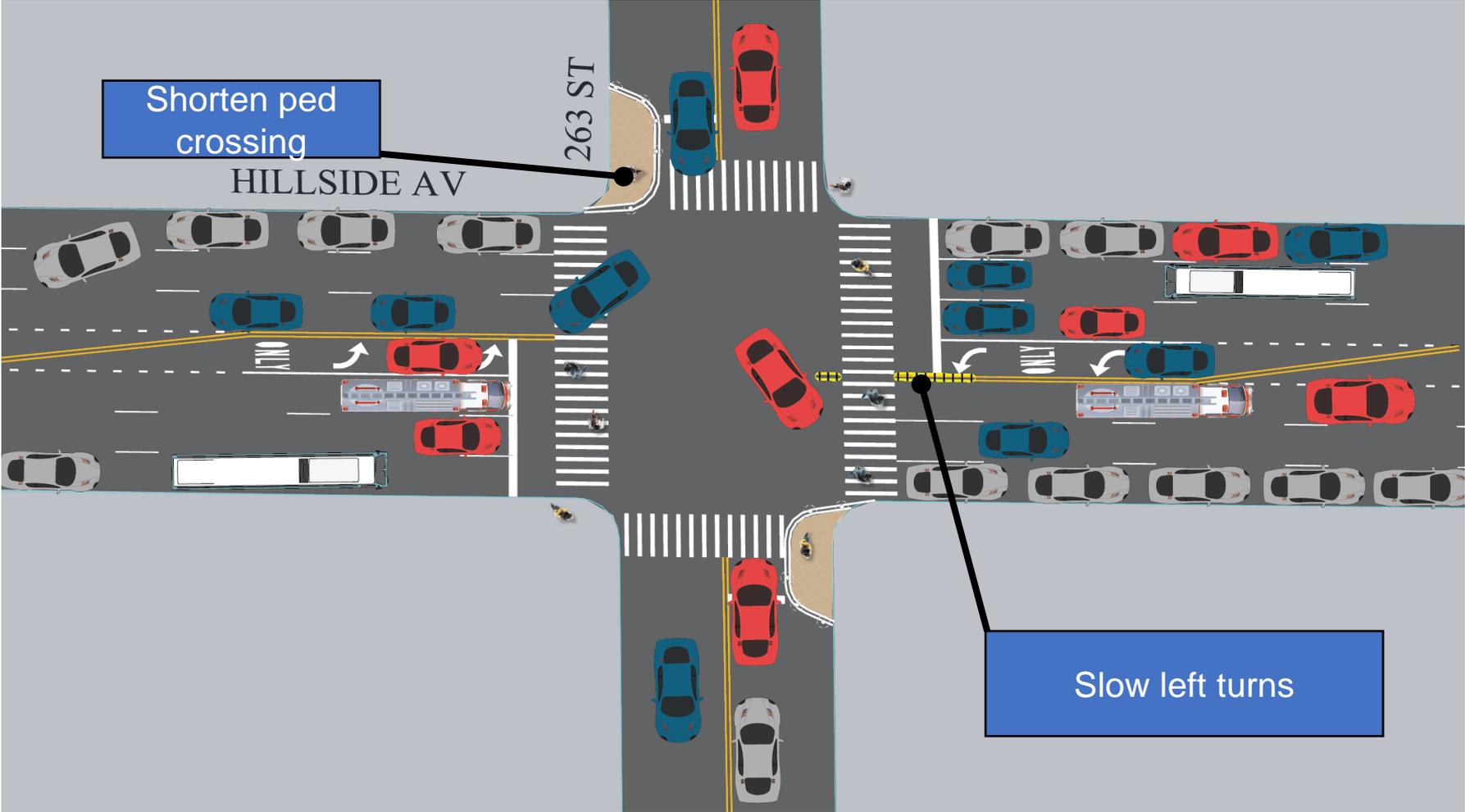
Proposed Safety Improvements

Hillside Avenue and 259th and 266th Streets – Pedestrian Islands at Eastbound Approaches



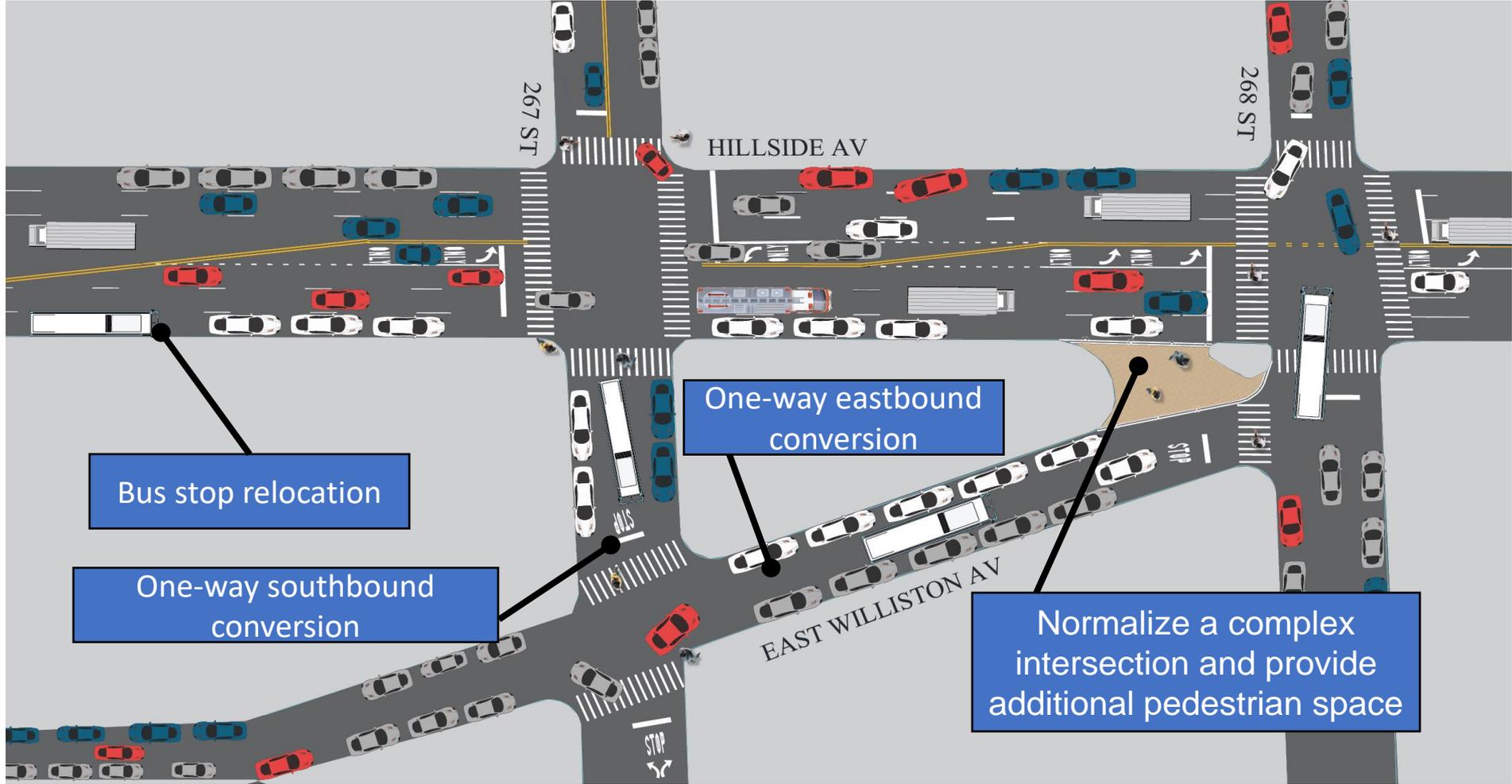
Proposed Safety Improvements

Hillside Avenue and 263rd Street



Proposed Safety Improvements

Hillside Avenue, 267th Street to 268th Street and East Williston Avenue, 267th Street to 268th Street



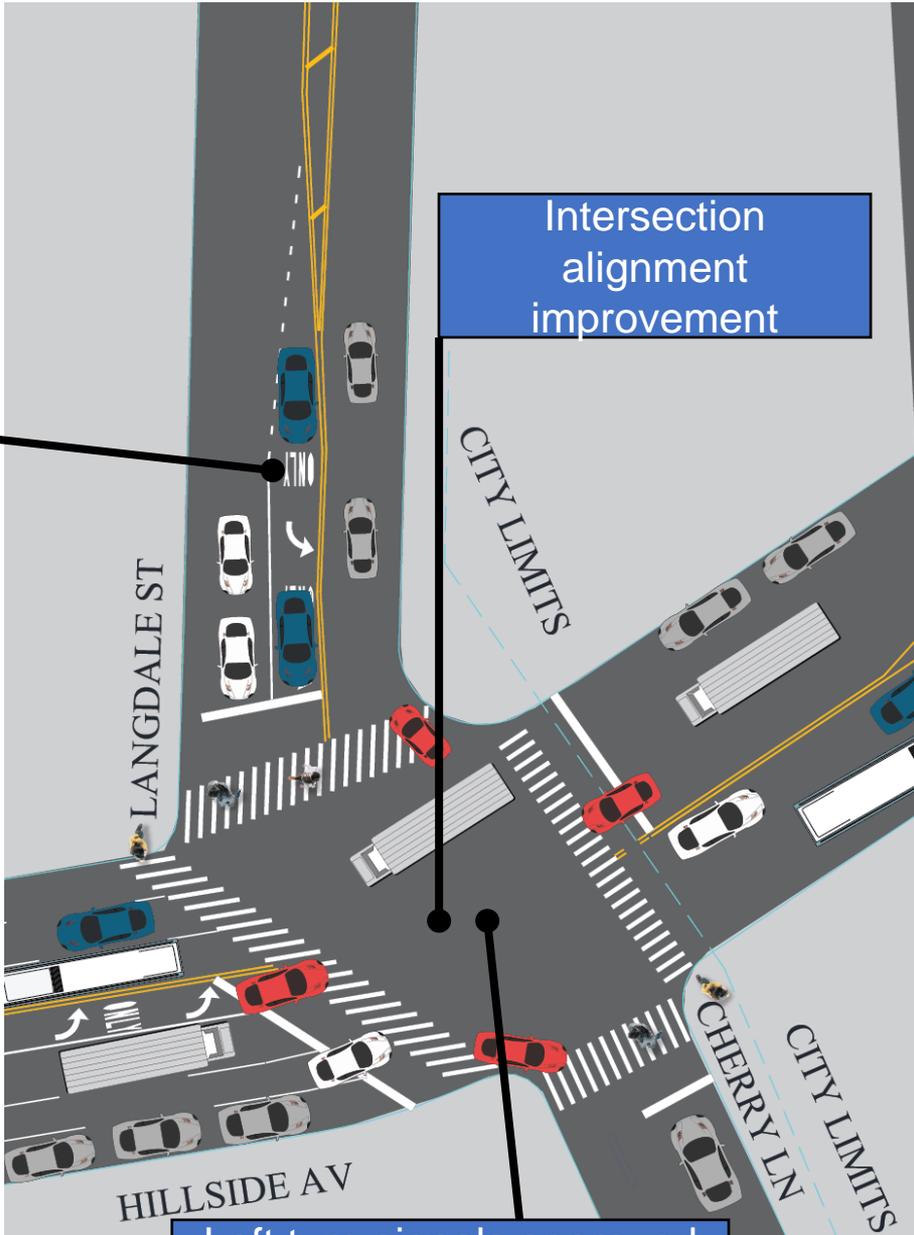
Proposed Safety Improvements

Hillside Avenue and Langdale Street

Left turn bay addition



Existing condition leaves little room between opposing left turns from Langdale Street/Cherry Lane to Hillside Avenue



Intersection alignment improvement

Left turn signals approved on Hillside Avenue

Project Benefits Summary

Improving Corridor Safety

- Shorten crossing distances for pedestrians
- Provide pedestrian refuge space
- Calm/slow turns
- Improve curb management
- Introduce conflict reducing designs



Proposed condition (median tip extensions) for Hillside Avenue and Little Neck Parkway (Photo: Linden Boulevard and E 98th Street, BK)



Proposed condition where pedestrian refuge islands are proposed (Hillside Avenue and Sutphin Boulevard, QN)

Next Steps

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Proposed Implementation Strategy

Proposed Project Phasing



- Phase 1: 251st St to 259th St;** pedestrian refuge islands (x3), concrete median tip extensions, bus stop relocation, truck loading zones, markings refurbishment, raised crosswalk
- Phase 2: 260th St to Langdale St;** pedestrian refuge islands (x3), painted curb extensions, truck loading zones, bus stop relocation, one-way conversions, slip lane closure, intersection alignment improvements, markings refurbishment, left turn signals
- Phase 3: 241st St to 250th St;** crosswalk additions, turn restrictions, painted curb extensions, turn calming, signal timing changes*, markings refurbishment, left turn signals

*corridor wide improvement

Next Steps

Timeline

Spring 2024: Planned implementation to start with Phase 1

Summer 2024-Fall 2025: Continuation of implementation through a phased approach

Safety

- Promote safety for all road users via street design through a phased approach

Communication

- Follow-up and address issues and/or concerns identified by local stakeholders

Continued Monitoring

- Continue to monitor conditions on Hillside Avenue as implementation takes place



Hillside Avenue and Little Neck Parkway

Thank You!

Questions?



NYCDOT



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Appendix

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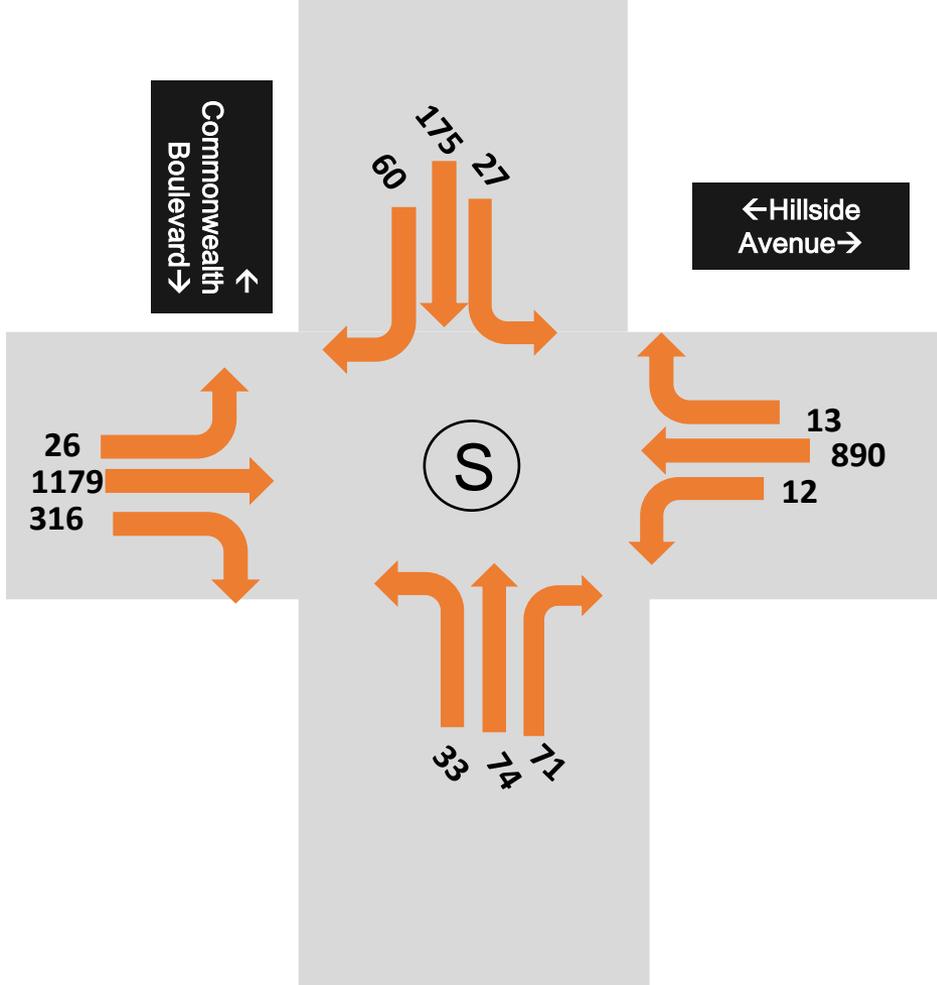
Existing Conditions – Sample Intersection Counts

Hillside Avenue and Commonwealth Boulevard

- Volumes are highest within the project area during the PM peak (4:30 PM-5:30 PM) with over 3000 vehicles passing through a given intersection (during a one-hour period)
- Around 7% of all vehicles passing through the intersection during peak periods are trucks
- A significant proportion of automobiles passing through the intersection are accessing the Cross Island Parkway (30%) after this intersection



Hillside Avenue and Commonwealth Boulevard



Left Turns Bans – Counts and Alternative Routes

Hillside Avenue Pedestrian Refuge Islands

At intersections where concrete pedestrian refuge islands are to be installed, constructability checks have been completed for all intersections (all proposed locations are feasible); alternative intersections may be used for left turns

Hillside Av and 251st St

Proposed ped island in WBL turn bay feasible – restrict WBL

- AM Peak: 7 (+3 WBL at 252nd St, +4 WBL at 250th St)
- PM Peak: 20 (+10 WBL at 252nd St, +10 WBL at 250th St)

Hillside Av and 256th St

Proposed ped island in WBL turn bay feasible – restrict WBL

- AM Peak 7 (+7 WBL at 257th St)
- PM Peak: 14 (+14 WBL at 257th St)

Hillside Av and 259th St

Proposed ped island in EBL turn bay is feasible – restrict EBL

- AM Peak 5 (+2 EBL at 258th St, +3 EBL at 260th St)
- PM Peak: 9 (+4 EBL at 258th St, +5 EBL at 260th St)

Left Turns Bans – Counts and Alternative Routes

Hillside Avenue Pedestrian Refuge Islands

At intersections where concrete pedestrian refuge islands are to be installed, constructability checks have been completed for all intersections (all proposed locations are feasible); alternative intersections may be used for left turns

Hillside Av and 261st St

Proposed ped island in WBL turn bay is feasible – restrict WBL

- AM Peak 4 (+2 WBL at 262nd St, +2 WBL at 260th St)
- PM Peak: 7 (+3 WBL at 262nd St, +4 WBL at 260th St)

Hillside Av and 264th St

Proposed ped island in WBL turn bay is feasible – restrict WBL

- AM Peak: 0
- PM Peak: 19 (+10 WBL at 263rd St, +9 WBL at 265th St)

Hillside Av and 266th St

Proposed ped island for EBL turn bay is feasible – restrict EBL

- AM Peak: 7 (+3 EBL at 265th St, +4 EBL at 267th St)
- PM Peak: 6 (+3 EBL at 265th St, +3, EBL at 267th St)