



Northern Blvd

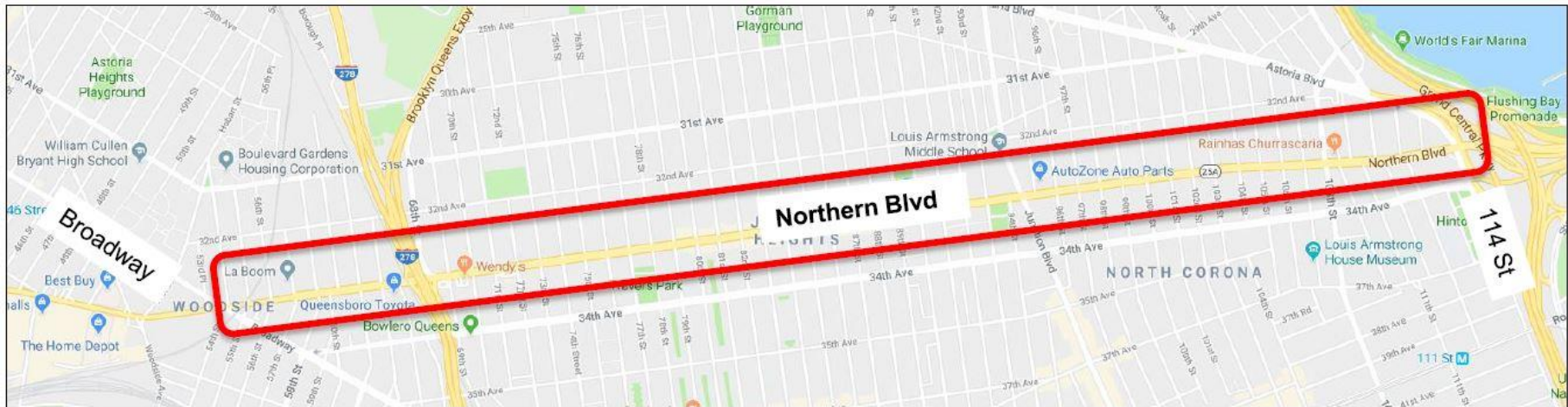
Broadway To 114 Street

2021 Street Improvement Projects and Beyond

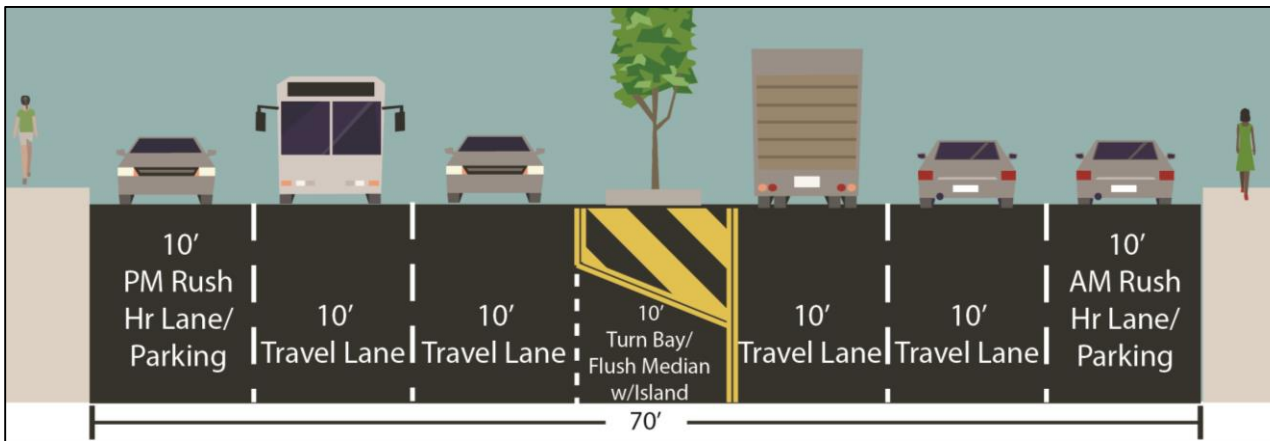
Spring, 2021

Project Area

- Project limits: Broadway – 114 St, 2.7 mile section of Northern Blvd
- Busy commercial and residential area
- M & R Subway lines at Broadway, 7 Subway line to the south along Roosevelt Ave, Q66 local bus along Northern Blvd
- Vision Zero Priority Corridor
- Future Vision Zero Great Streets Capital Project with \$79 million awarded in City funds



Corridor Existing Conditions



- 70' wide roadway, with two travel lanes in each direction
- Rush Hour Regulations
 - Part-time curbside travel lane operating from 7AM-10AM westbound and 4PM-7PM eastbound
- Numerous restaurants and local businesses maintain approved outdoor dining setups
- Peak traffic volumes of 1200-1500 vehicles per hour



70' wide, islands at many locations



Rush Hour Regulations



Multimodal corridor, diverse users

Safety Concerns

- 7 pedestrian fatalities since 2014, and 12.6 people killed or seriously injured per mile
- 66% of pedestrians injured were crossing in the crosswalk with the walk signal, struck by a driver failing to yield
- Vision Zero Priority Corridor



Left Turn Traffic Calming & LPI at Northern Blvd & 70 St

Injury Summary, 2014-2018 (5 Years)

	Total Injuries	Severe Injuries	Fatalities	KSI
Pedestrian	125	7	7	14
Bicyclist	45	4	0	4
Motor Vehicle Occupant	675	16	0	16
Total	845	27	7	34

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

Existing Conditions: Curb Management

Frequent unauthorized parking makes curbside Rush Hour Regulation non-functional and leads to unpredictable driver behavior



Northern Blvd & 106 St

Existing Conditions: Wide Roadway



Northern Blvd & 111 St

Existing Conditions: Bus Stop Spacing

Existing Q66 route has numerous stops, leading to slow bus speeds

Existing Q66 Stop

Northern Blvd

Bus stops are often closer together than MTA's average stop distance guideline of 750'

- Average corridor bus speeds of **11 mph** during peak AM and PM hours
- Close bus stop spacing hinders high-ridership routes by slowing down the bus at stops too often
- Some of the slowest speeds are in Corona/East Elmhurst, limiting efficient connections to the M & R trains at Northern Boulevard station



Outreach

- After 4 pedestrian fatalities in 2018, NYC DOT expanded its safety efforts on Northern Blvd
- Three public workshops in October 2018 with discussions and visioning for Capital Project
- Key community desires raised:
 - Improved **bus service**, i.e. transit signal priority, bus lanes, bus boarding islands
 - Protected **bike lanes** on Northern Blvd
 - Additional **islands or medians** with plantings, shorten crossings
 - Remove underused **rush hour regulation**
- DOT and State Senator Ramos solicited feedback from businesses on Northern Blvd in February, 2020
 - Businesses shared concerns about parking conditions, access to public transit, loading zones and congestion
- Continuing outreach in Spring 2021 with stakeholders including East Elmhurst Civic Association, Dorie Miller Houses and Self Help



Northern Blvd Bicycle and Transit Connections

East / West bike connections to Queens Plaza needed west of Broadway

- 34th Ave, 32nd Ave, 31st Ave are parallel routes to Northern Blvd east of Broadway
- Protected Bicycle Lane will be implemented from Broadway to Queens Plaza (2021)

Transit improvements needed east of Broadway

- Existing Q66 bus has frequent stops, slow travel times during peak
- 7 train ½ mile or more away from Northern Blvd
- Broadway M & R train is the easternmost subway stop on Northern Blvd



Safety Projects

2018

- Left Turn Traffic Calming at 7 locations
- Leading Pedestrian Intervals (LPIs) at all feasible intersections

2019

- 10 new concrete pedestrian safety islands at high crash intersections between 70 St and 92 St

2020

- 5 additional concrete pedestrian safety islands between 71 St and 112 St
- Temporary protected bicycle lane on Northern Blvd from 41st Ave to Broadway



Before: Northern Blvd & 70 St, 2018



After: Northern Blvd & 70 St, 2019

Safety Improvements

After the installation of 9 pedestrian islands at targeted locations in 2015:

- Total injuries decreased by 12%
- Pedestrian injuries decreased by 30%



Northern Blvd and 78 St, QN

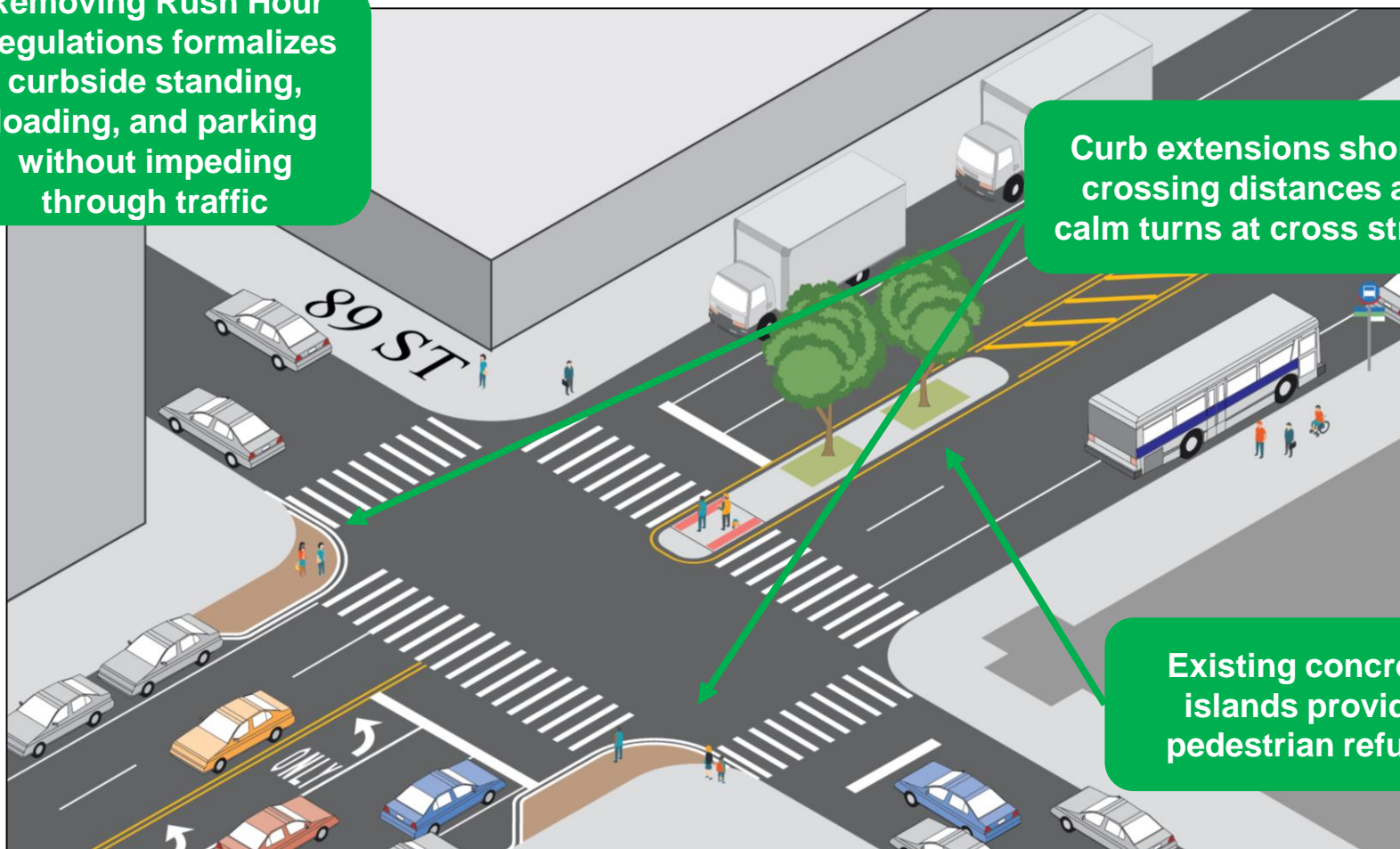
Source: NYPD AIS/TAMS Crash Database

Proposed Improvements: Curb Management

Removing Rush Hour Regulations formalizes curbside standing, loading, and parking without impeding through traffic

Curb extensions shorten crossing distances and calm turns at cross streets

Existing concrete islands provide pedestrian refuge



Proposed Improvements: Bus Stop Spacing

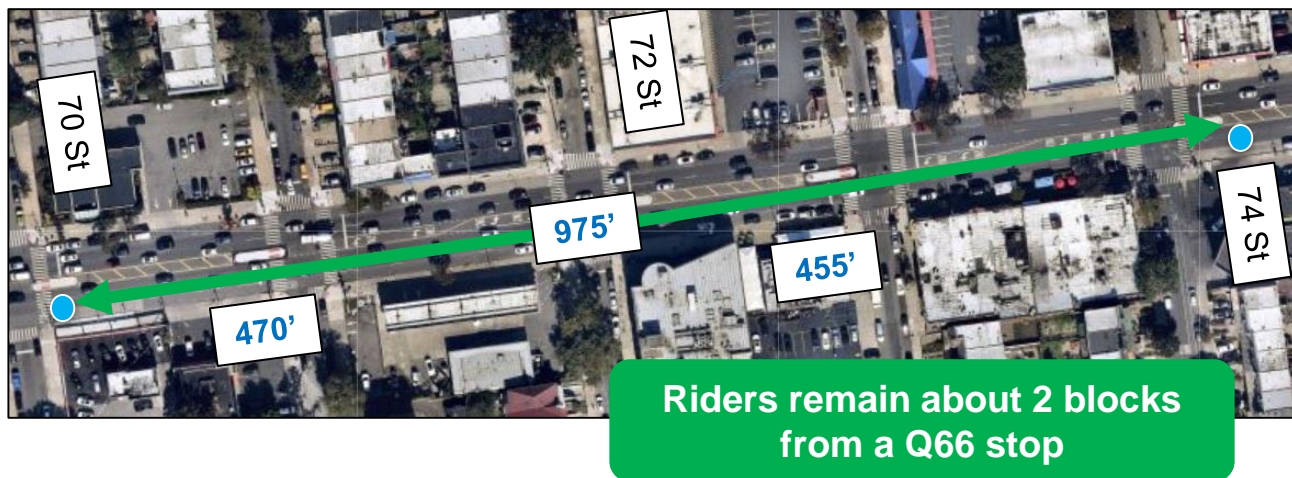
Adjusting stop spacing provides faster and more reliable bus service

● Proposed Q66 Stop*

Northern Blvd

*Exact stop locations vary between EB and WB service

- Stop consolidation significantly reduces time spent pulling in and out of bus stops, reducing travel time
- Faster speeds lead to more productive bus routes that make better connections with subway lines and other key bus routes
- More efficient connections with the M & R trains at the Northern Blvd station could relieve crowding on the 7 train



Q66 Bus Stop Consolidation Proposal



Eastbound Q66

Westbound Q66

Northern Blvd/54 St
 Northern Blvd/56 St
 Northern Blvd/60 St
 Northern Blvd/62 St
 Northern Blvd/70 St
 Northern Blvd/72 St
 Northern Blvd/74 St
 Northern Blvd/76 St
 Northern Blvd/78 St
 Northern Blvd/80 St
 Northern Blvd/82 St
 Northern Blvd/85 St
 Northern Blvd/87 St

Northern Blvd/89 St
 Northern Blvd/91 St
 Northern Blvd/93 St
 Northern Blvd/Junction Bl
 Northern Blvd/97 St
 Northern Blvd/99 St
 Northern Blvd/101 St
 Northern Blvd/103 St
 Northern Blvd/105 St
 Northern Blvd/108 St
 Northern Blvd/111 St
 Northern Blvd/114 St

Northern Blvd/114 St
 Northern Blvd/111 St
 Northern Blvd/108 St
 Northern Blvd/106 St
 Northern Blvd/104 St
 Northern Blvd/102 St
 Northern Blvd/100 St
 Northern Blvd/98 St
 Northern Blvd/Junction Bl
 Northern Blvd/92 St
 Northern Blvd/90 St
 Northern Blvd/88 St
 Northern Blvd/86 St

Northern Blvd/84 St
 Northern Blvd/82 St
 Northern Blvd/80 St
 Northern Blvd/78 St
 Northern Blvd/76 St
 Northern Blvd/74 St
 Northern Blvd/72 St
 Northern Blvd/70 St
 Northern Blvd/62 St
 Northern Blvd/60 St
 Northern Blvd/56 St
 Northern Blvd/Broadway

Maintained Q66 Stop
 Consolidated Q66 Stop

Proposed Improvements: Bus Stop Spacing

2021 Project

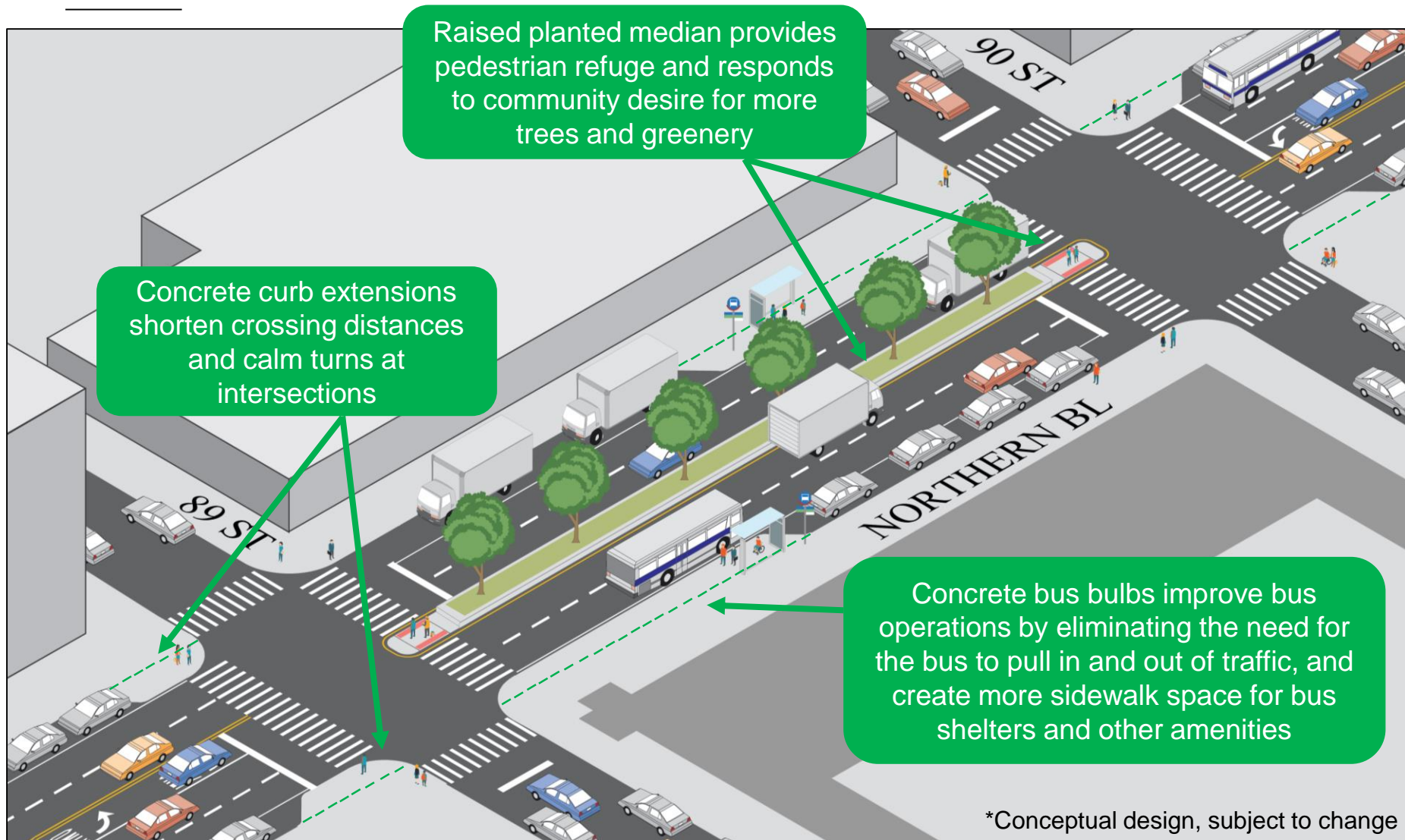
- Faster bus service
- Less time spent pulling in and out of bus stops
- Brings stop spacing closer to average MTA stop distance guidelines

Future Capital Improvements

- 2021 design builds a footprint for Vision Zero Great Streets Capital Project, which will include further transit and safety improvements



Northern Blvd Great Streets Capital Vision*



*Conceptual design, subject to change

Summary and Benefits

Spring / Summer 2021

- Removing underutilized curbside rush hour lanes on Northern Blvd discourages unpredictable driving and creates space for various curbside uses
- Painted curb extensions shorten pedestrian crossing distances and encourage slower, safer turns
- Consolidation of stop spacing on the Q66 will increase bus speeds and allow space for more pedestrian safety improvements

Future Capital Improvements

- Develop further transit and pedestrian safety improvements
- \$79 million in City funds already awarded to Northern Blvd



2021 SIP Proposal: Northern Blvd, Broadway – 114 St

Thank You!

Questions?



NYCDOT



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NYCDOT