



# Woodside Avenue Project Update

Community Board 4 Transportation & Environment Committee  
April 28, 2025





# Public Realm Feedback Loop



Community Partnership + Engagement



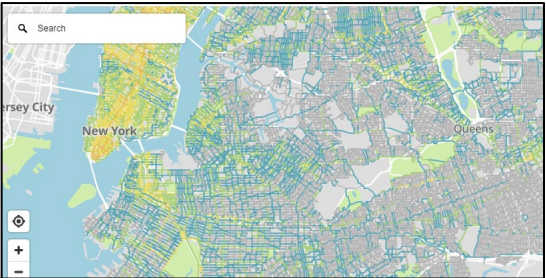
Open Streets



Crossings + Intersections



Dynamic Curb + Corridor Strategies



Comprehensive Planning + Policy



Equity Focused Maintenance



Programming + Concessions



Premier Public Spaces



# Partner

## Thai Community USA NYC



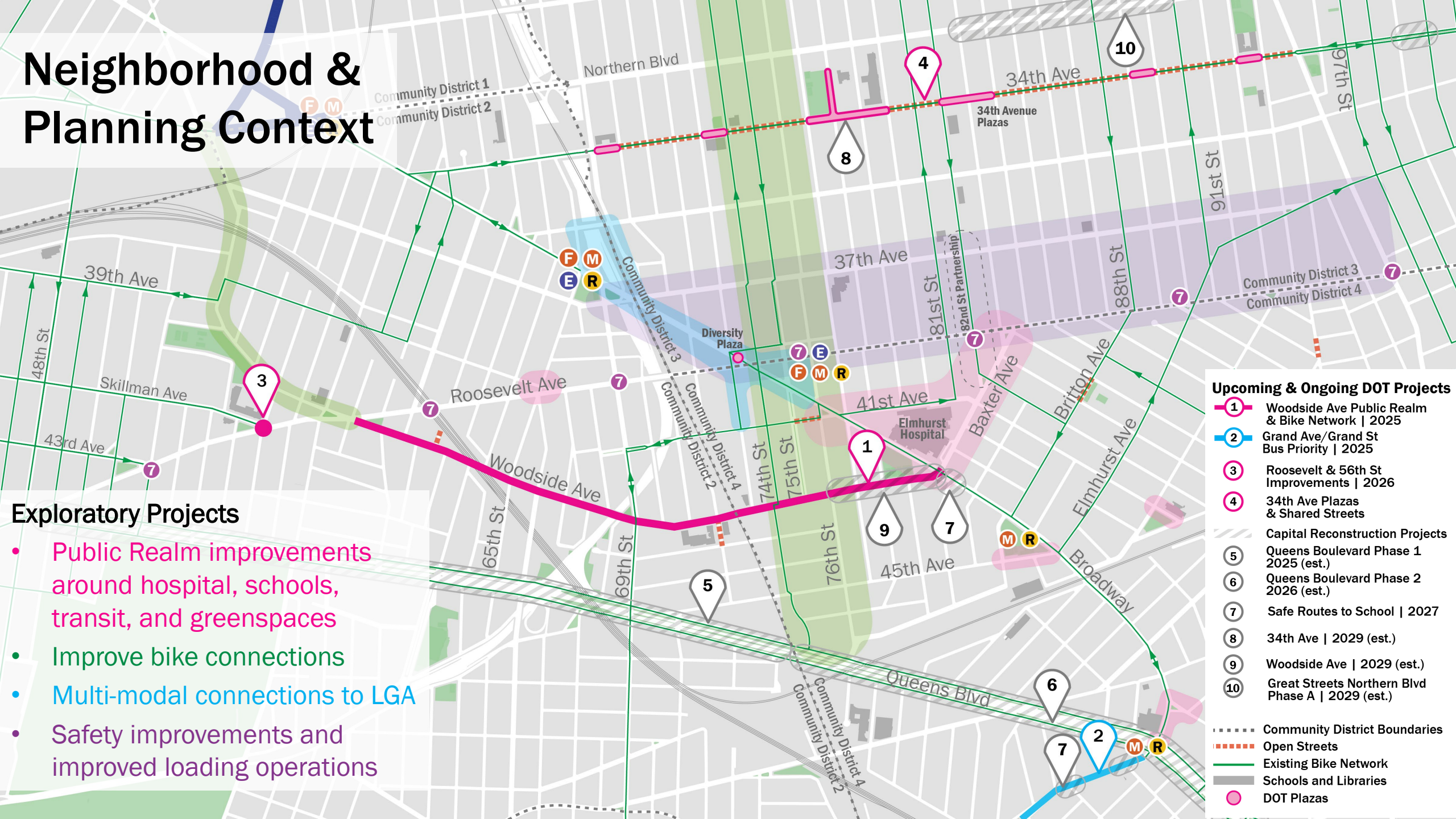


# Project Background





# Neighborhood & Planning Context



## Upcoming & Ongoing DOT Projects

- 1 Woodside Ave Public Realm & Bike Network | 2025
- 2 Grand Ave/Grand St Bus Priority | 2025
- 3 Roosevelt & 56th St Improvements | 2026
- 4 34th Ave Plazas & Shared Streets
- Capital Reconstruction Projects
- 5 Queens Boulevard Phase 1 2025 (est.)
- 6 Queens Boulevard Phase 2 2026 (est.)
- 7 Safe Routes to School | 2027
- 8 34th Ave | 2029 (est.)
- 9 Woodside Ave | 2029 (est.)
- 10 Great Streets Northern Blvd Phase A | 2029 (est.)

- Community District Boundaries
- Open Streets
- Existing Bike Network
- Schools and Libraries
- DOT Plazas

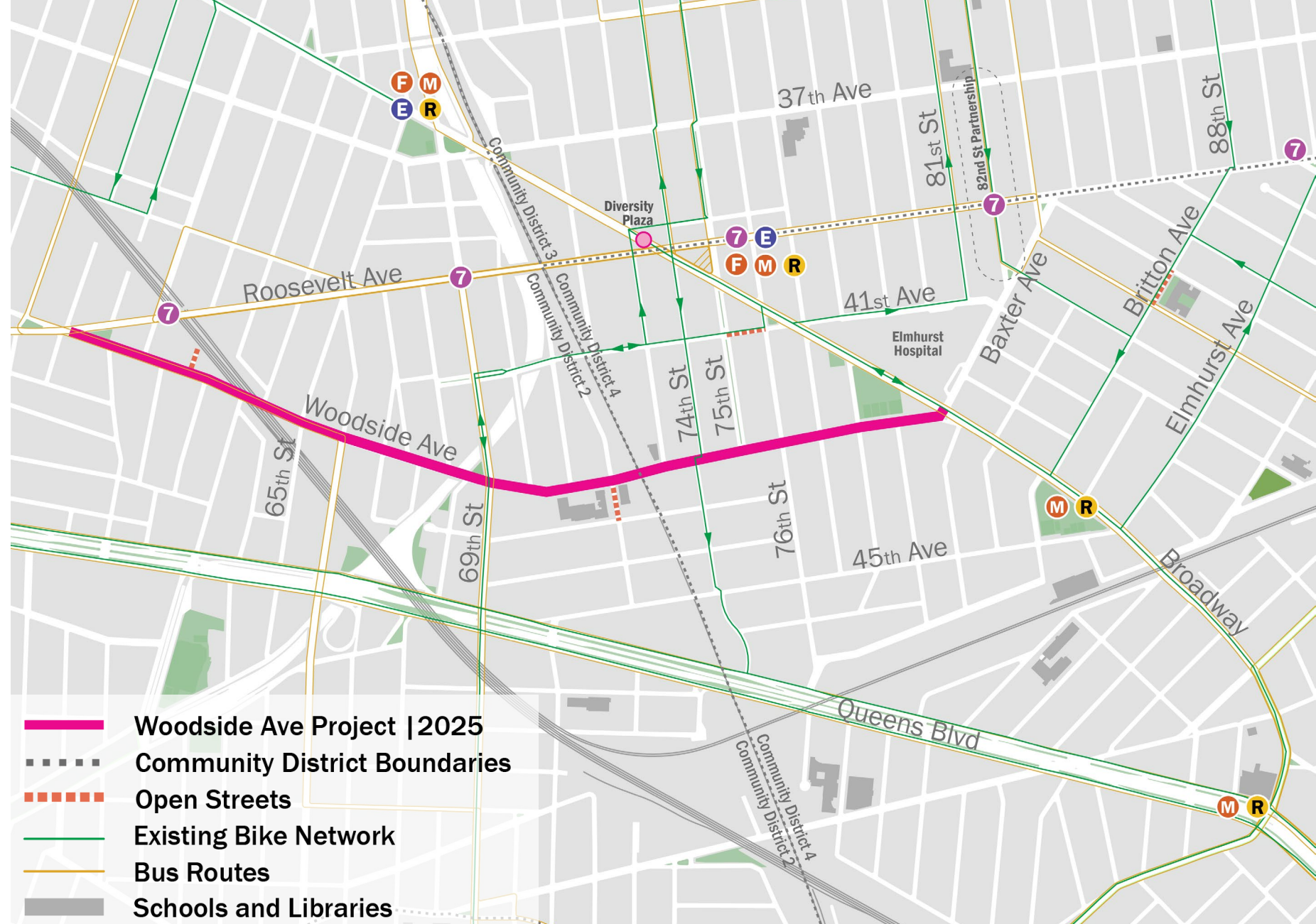
## Exploratory Projects

- Public Realm improvements around hospital, schools, transit, and greenspaces
- Improve bike connections
- Multi-modal connections to LGA
- Safety improvements and improved loading operations



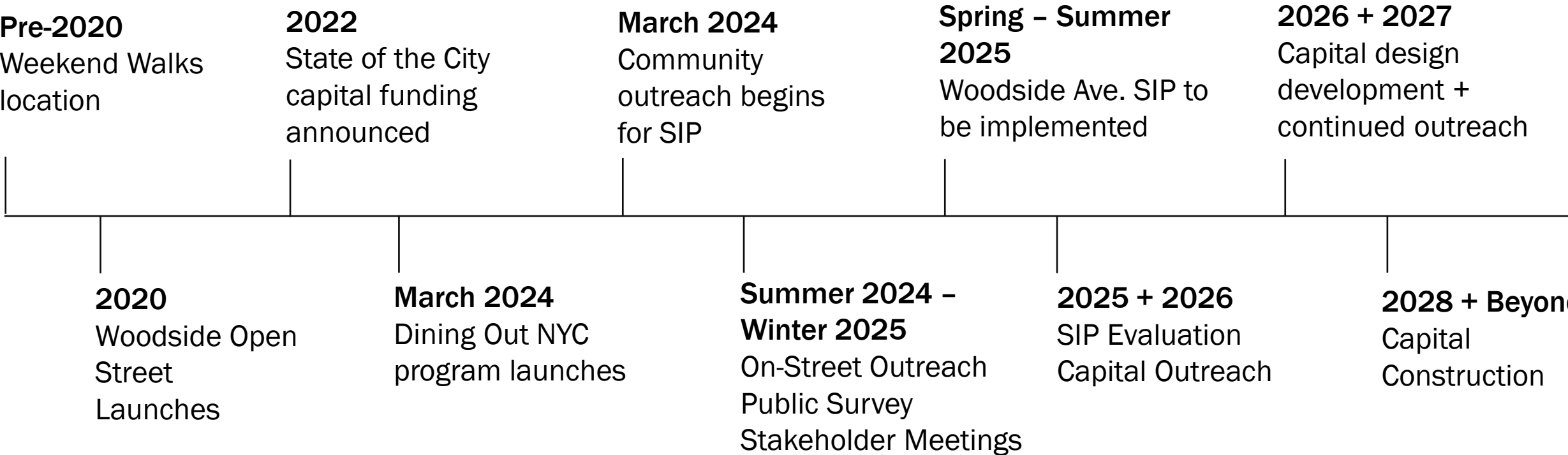
# Project Area

- Woodside Avenue from Roosevelt to Broadway
- Community District's 2 and 4
- Mixed Use Corridor
  - Parks, Schools, and Community Uses
  - Residential with Commercial activity closer to Broadway & Roosevelt Ave.
- Vizion Zero Priority Corridor
- Q18, Q47, Q70SBS (LaGuardia Link) routes use Woodside Ave between Roosevelt and 76<sup>th</sup> St.





# Project Timeline





# Open Street Context

- Launched in 2020, previous Weekend Walks location
- Designated as “Little Thailand Way” in 2022
- Cluster of restaurants, commercial, and religious uses on Woodside Ave., 76<sup>th</sup> St. to Broadway
- Adjacent to Frank D. O’Connor Playground and Elmhurst Hospital
- 5 min. walk to Jackson Hts.-Roosevelt Ave./Roosevelt Ave. Terminal:
  - E, F, M, R, and 7 trains
  - Q53-SBS, Q70-SBS, Q32, Q33, Q47, Q49





# Public Outreach

## Woodside Avenue Open Street

- 66% would like to see improvements that prioritize pedestrians and cyclists
- 57% bike in the area
- 68% use Woodside Ave. from 76<sup>th</sup> to Broadway multiple times a week
- 83% of respondents live in the area



*\*Based on June 1 outreach*



# Public Outreach

## Elmhurst

- **61%** of pedestrians and **33%** of cyclists reported experiencing conflicts with vehicles
- **26%** said that the current bike network does not meet their needs
- **23%** reported that they have difficulty finding a place to park their bike
- **31%** said there are missing crosswalks or no crosswalk where they want to cross
- **31%** requested more benches, chairs, and places to rest



*\*Based on June 1 outreach*



# Stakeholder Engagement

- **Thai Community USA** (Open Street Partner): ongoing coordination
- **Corridor Stakeholders:** 3/13/24, 6/28/24, 8/20/24, 2/26/25, 3/7/25
  - Shared design scheme with managers and business owners on the corridor
  - Met with Woodside Ave. residents
- **DSNY:** 4/9/24, 4/16/24, 4/22/25
- **MTA:** 5/6/24, 5/13/24, 12/6/24, 3/17/25
- **Elmhurst Hospital & FDNY EMS:** 6/24/24, 1/15/24, 4/14/25
- **FDNY:** 7/18/24, 1/16/24, 2/7/24, 4/14/25







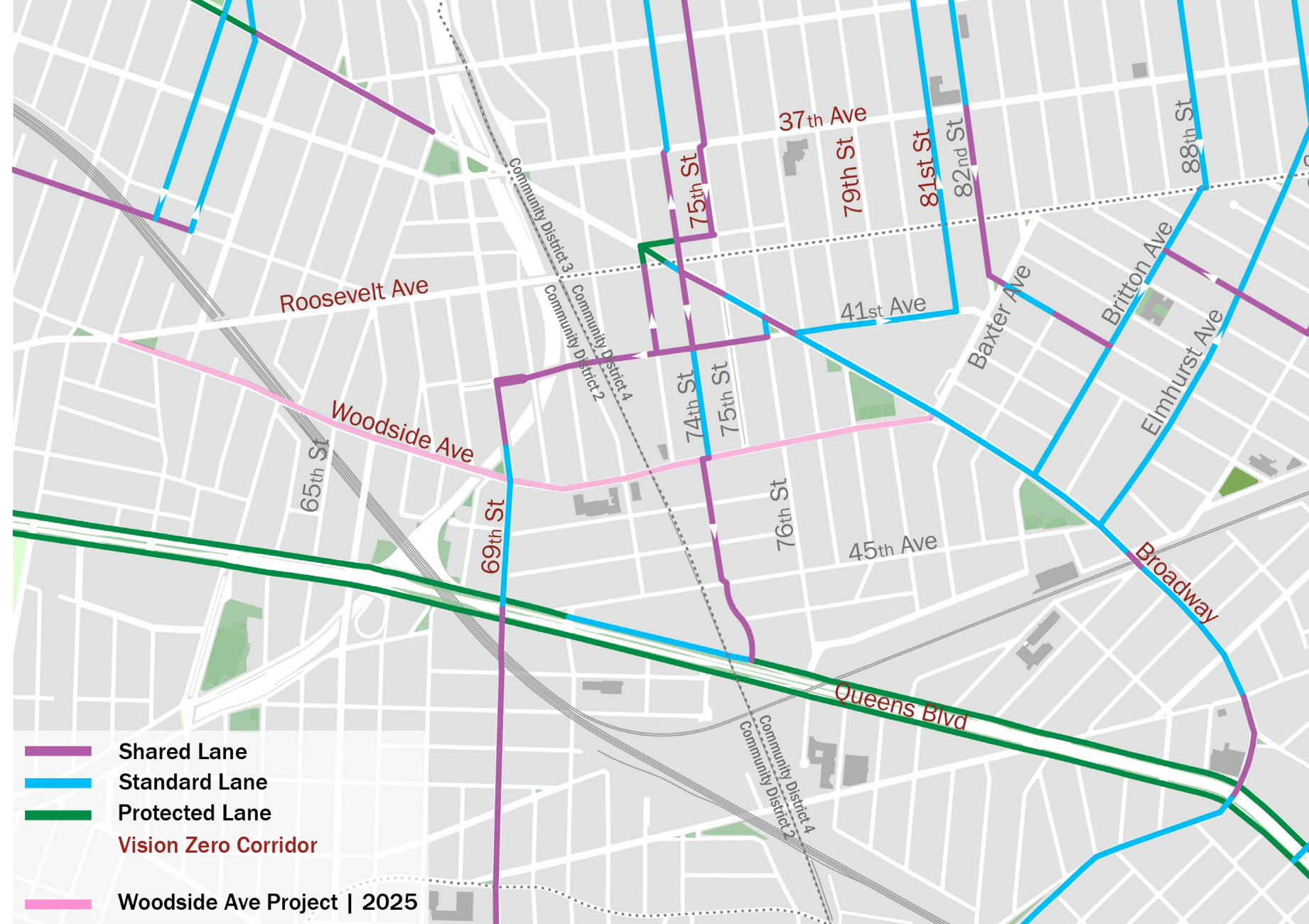
# Existing Conditions





# Bike Network

- Queens CB4 is one of 10 **Bicycle Priority Districts** across the city:
  - High Cyclist KSI (Killed or Severely Injured)
  - Low or Medium Bicycle Network Coverage
- Woodside Ave. is a **Vision Zero Priority Corridor**





# Bike Network

Limited east-west bike connections besides Queens Boulevard

- Connects to 69<sup>th</sup> St., 74<sup>th</sup> St., and Broadway routes



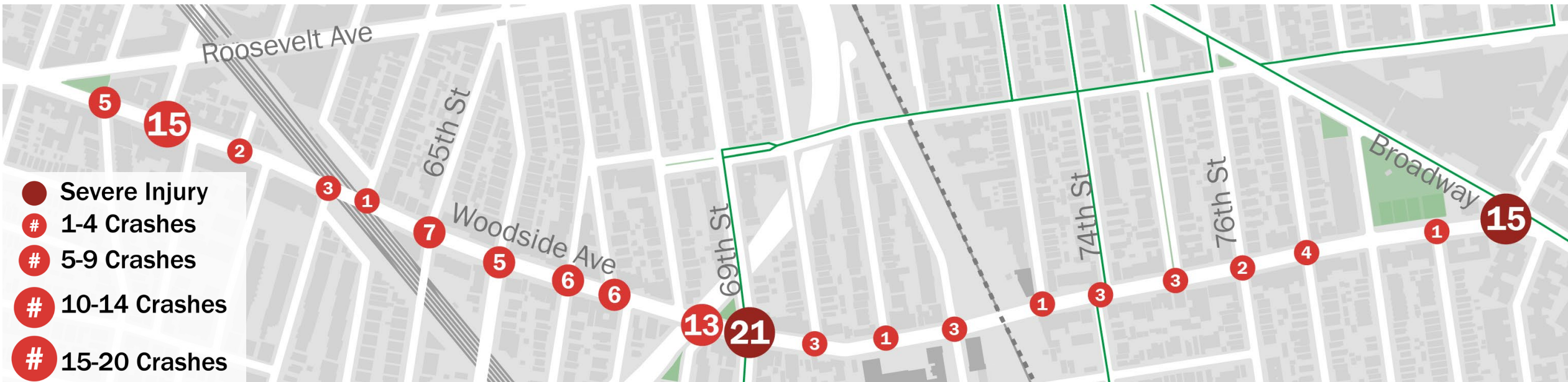


- Vision Zero Priority Area & Corridor
- CB4 is a **Bike Priority District**
  - High cyclist KSI & low network coverage

Woodside Ave Injury Summary, 2019-2023 (5 years)

	Total Injuries	Severe Injuries	Fatalities	KSI
Pedestrian	14	1	0	1
Bicyclists	5	0	0	0
Motor Vehicle Occupant	11	0	0	0
Other Motorized	3	1	0	1
Total	33	2	0	2

KSI = Killed or Severely Injured



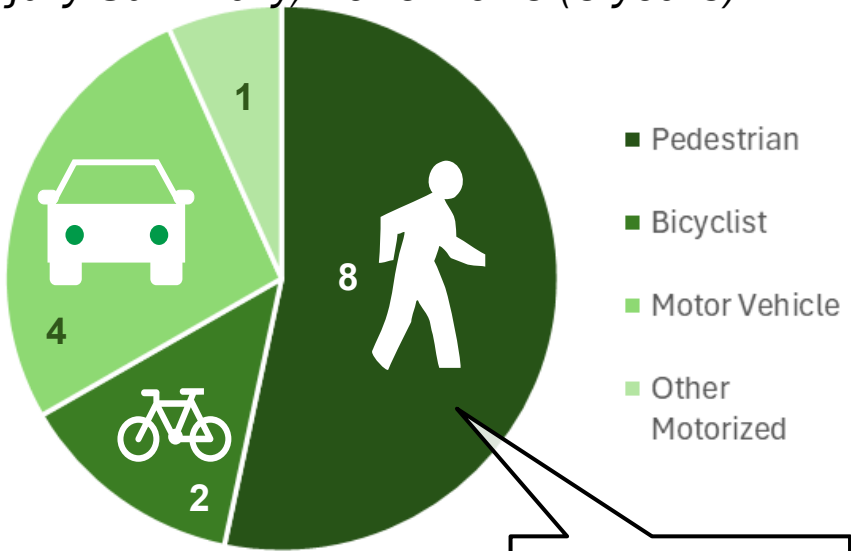


# Safety Data

## Woodside Ave. & Broadway



Woodside Ave, Broadway & Baxter  
Injury Summary, 2019-2023 (5 years)





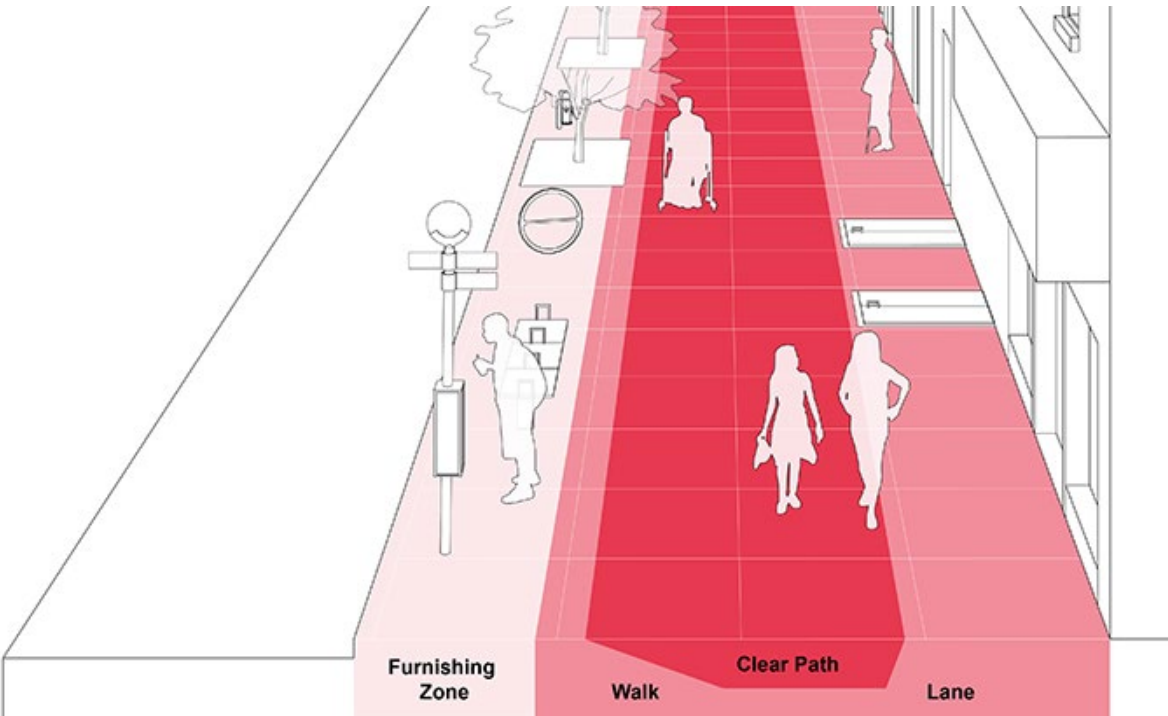
# Pedestrian Mobility Plan

The Pedestrian Mobility Plan uses pedestrian volumes and trip generators to categorize streets and provide design guidelines to improve pedestrian comfort and convenience.

## Woodside Avenue, 76<sup>th</sup> St. - Broadway

### Neighborhood Connector

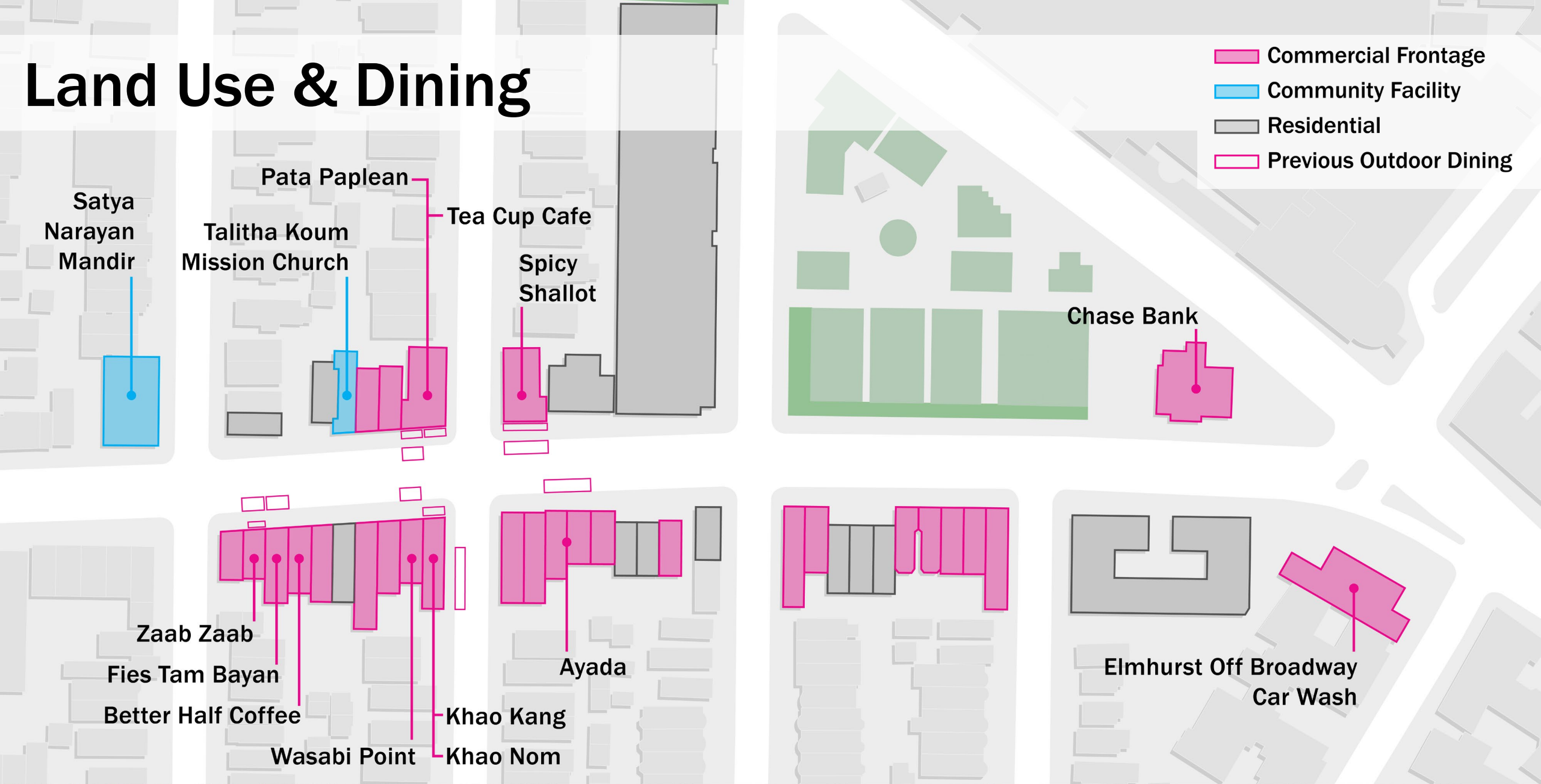
- Small groups of people passing each other
- Consistent pedestrian destinations, like parks, schools, and business districts
- Suggested width of 15'+, clear path of 8'
  - Current width ~11' total



Corridor Category	Sidewalk Width	Furnishing Zone	Walk Lane	Clear Path
Baseline Street	8' +	3'	5'	4'
Community Connector	10' +	2'	8'	5'
Neighborhood Corridor	15' +	3'	12'	8'
Regional Corridor	20' +	5'	15'	12'
Global Corridor	25' +	5'	20'	15'



# Land Use & Dining





# Sidewalks & Crossings

Complicated intersections  
that are difficult to cross



BROADWAY

80TH ST



Demand for sidewalk space by utilities, bike  
corrals, and restaurants create pinch points





# Design Proposal





# Design Proposal





# Design Proposal

## Bike Network



**Add a new east and west bike connection:**

**Roosevelt to 76<sup>th</sup> St.**

- Westbound conventional lane
- Eastbound shared lane

**76<sup>th</sup> St. to Broadway**

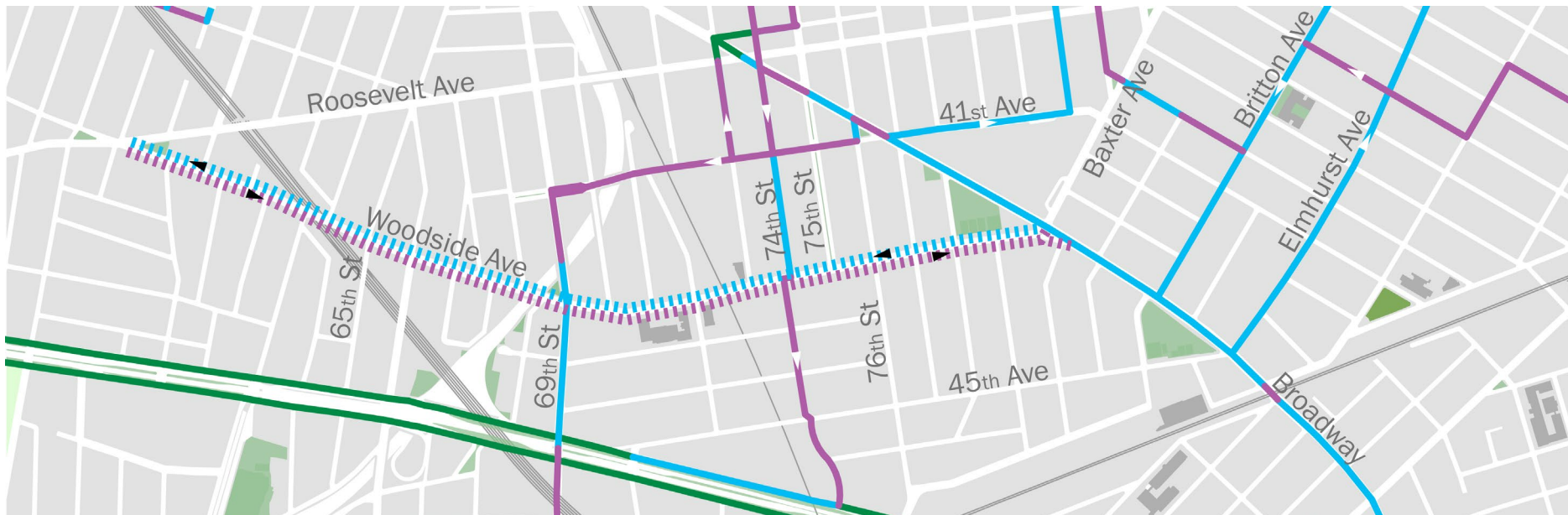
- Eastbound shared lane
- Westbound contra-flow conventional lane



# Bike Network

- New westbound conventional and eastbound shared lanes on Woodside
- Connects to:
  - 69<sup>th</sup> St
  - 74<sup>th</sup> St
  - Broadway
- Creates a loop and pair to 41<sup>st</sup> Ave

-  Shared Lane
-  Standard Lane
-  Protected Lane
-  Woodside Ave Project | 2025

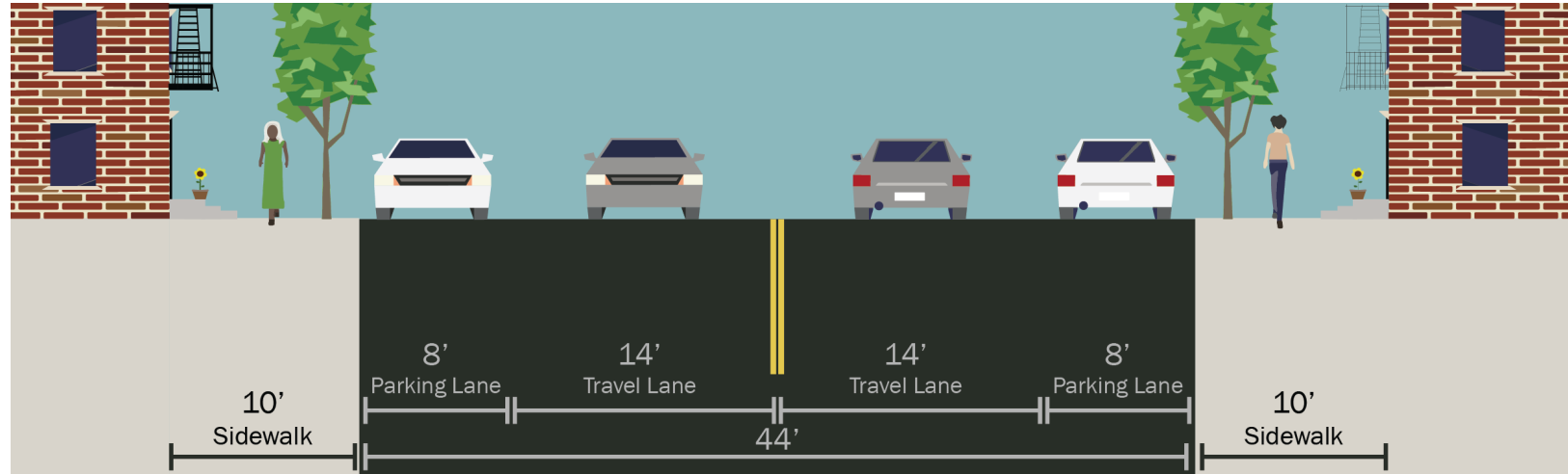




# Bike Network, Roosevelt – 76th St.

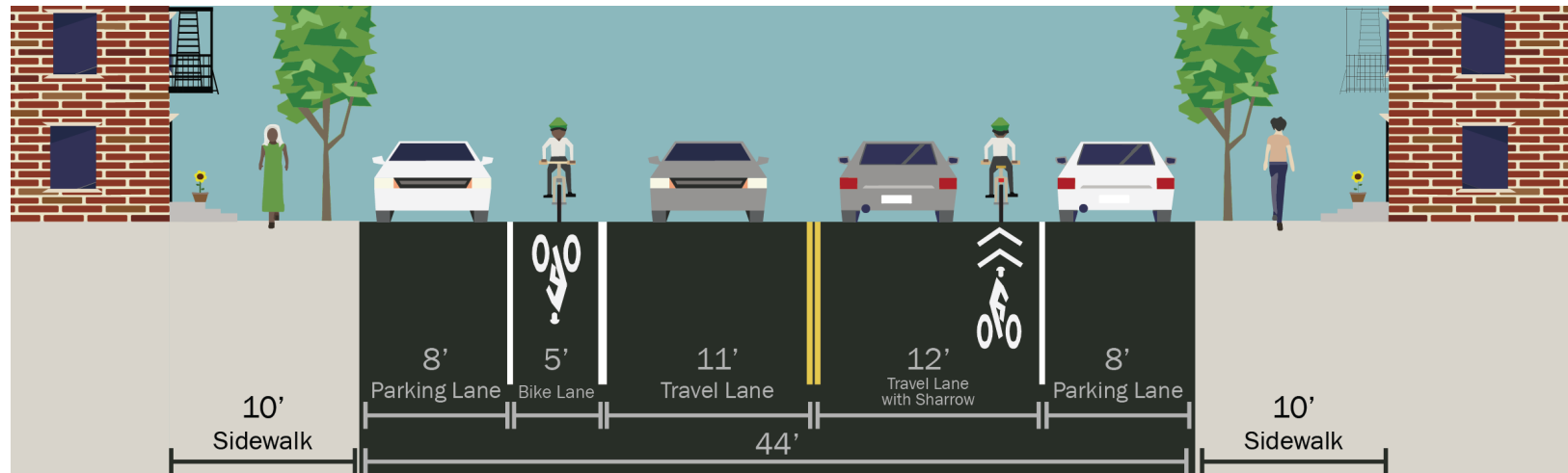
## Existing

- No dedicated bike facilities



## Proposed

- Add neckdowns with bike corrals at some intersections
- Maintain parking on corridor

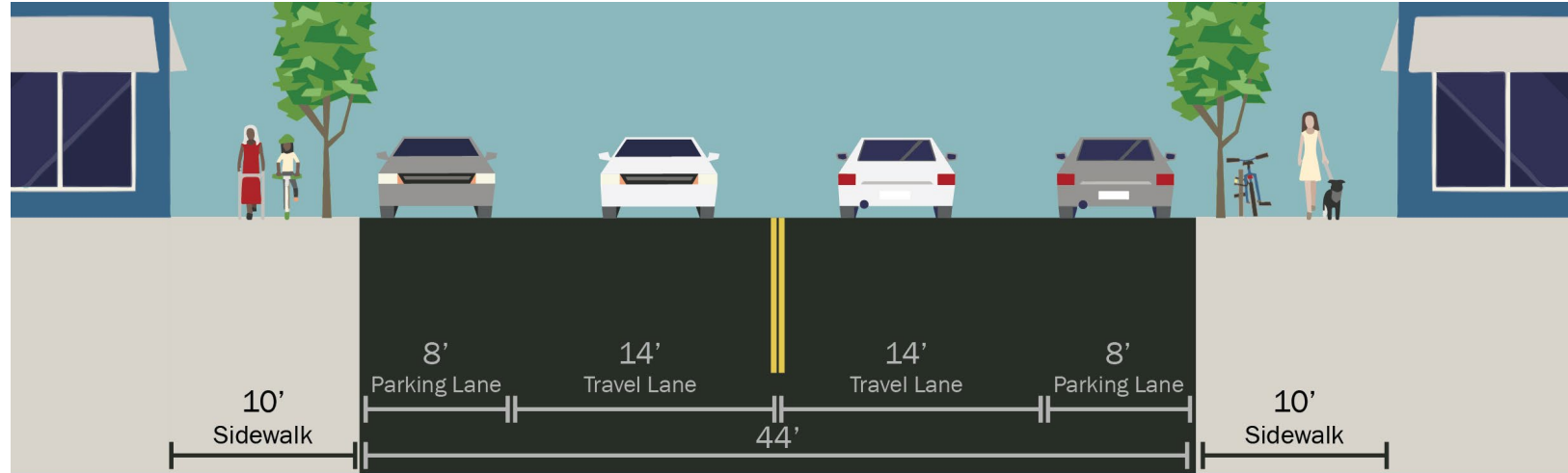




# Bike Network, 76th St. - Broadway

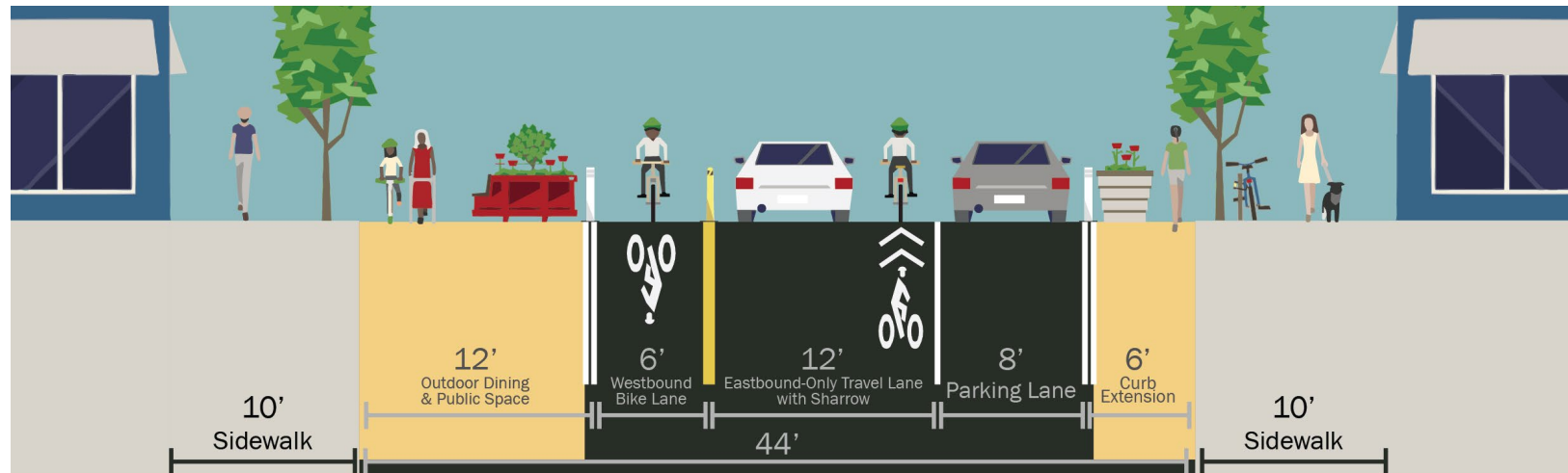
## Existing

- No dedicated bike facilities
- Dining Cafes in the parking lane and sidewalk



## Proposed

- Maintain two parking lanes from 78<sup>th</sup> St. – Broadway
- Parking Lane and Public Space vary from 76<sup>th</sup> – 78<sup>th</sup> St. based on land use





# Design Proposal

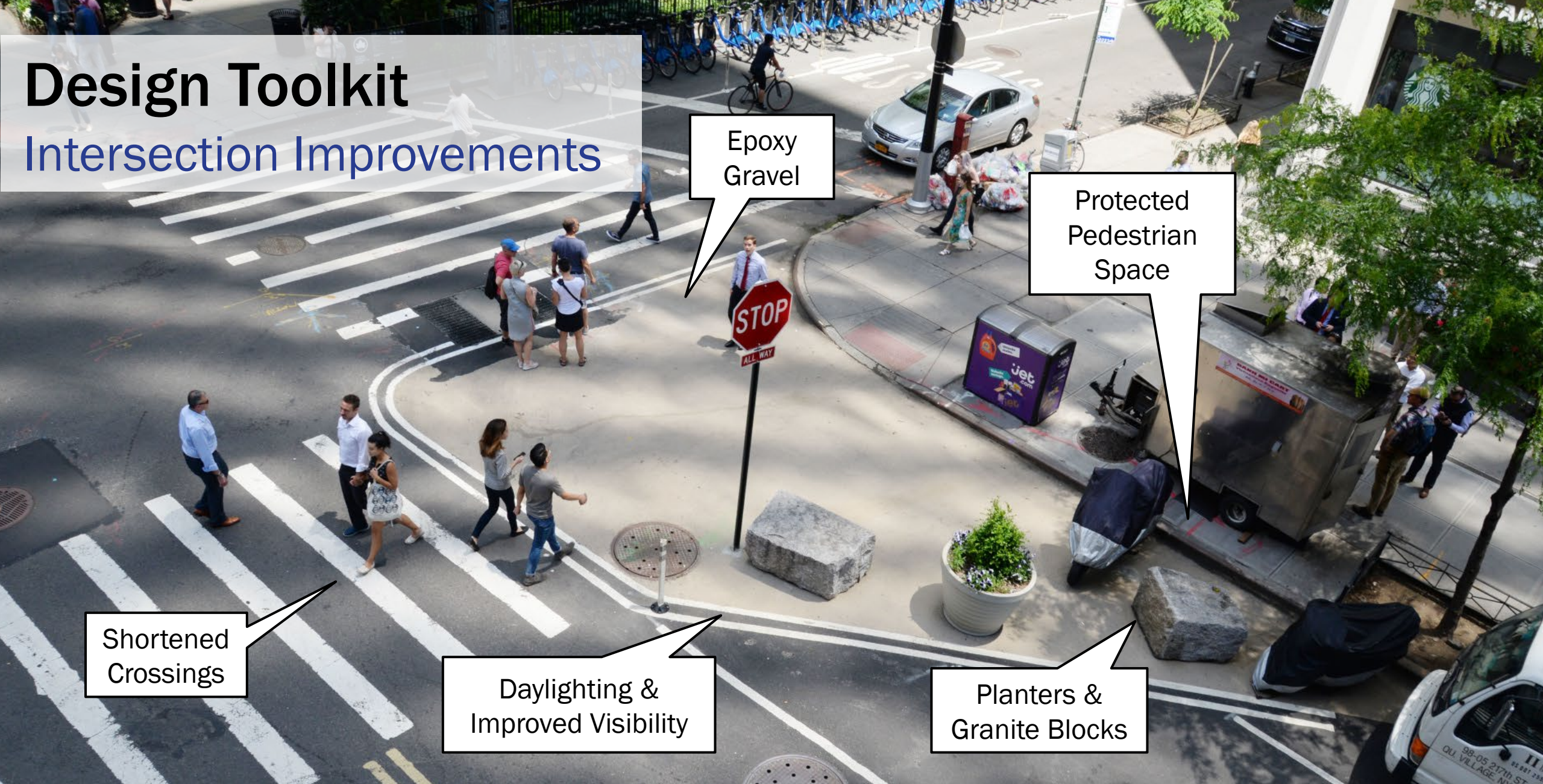
## Intersection Improvements





# Design Toolkit

## Intersection Improvements



Epoxy  
Gravel

Protected  
Pedestrian  
Space

Shortened  
Crossings

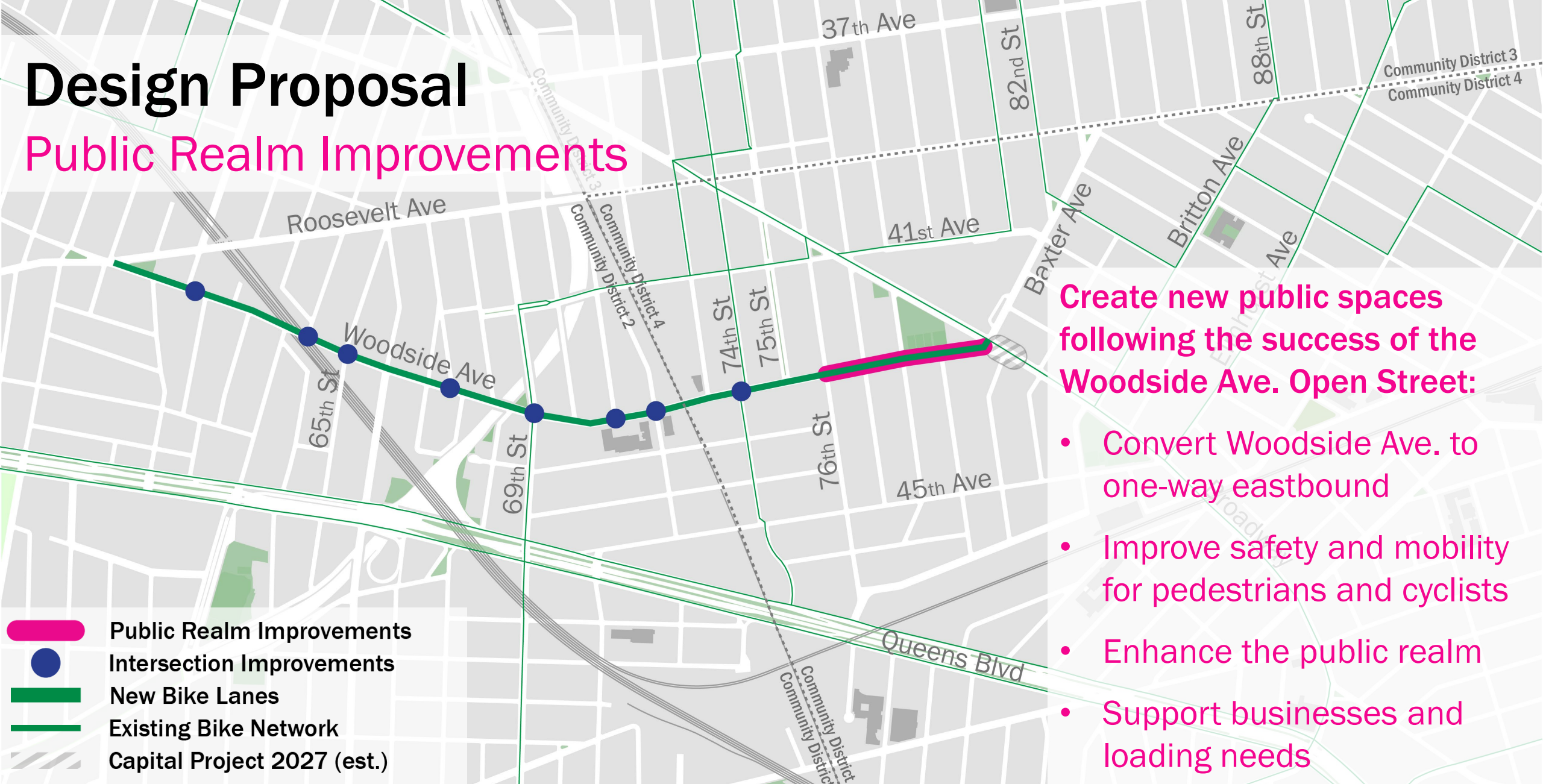
Daylighting &  
Improved Visibility

Planters &  
Granite Blocks



# Design Proposal

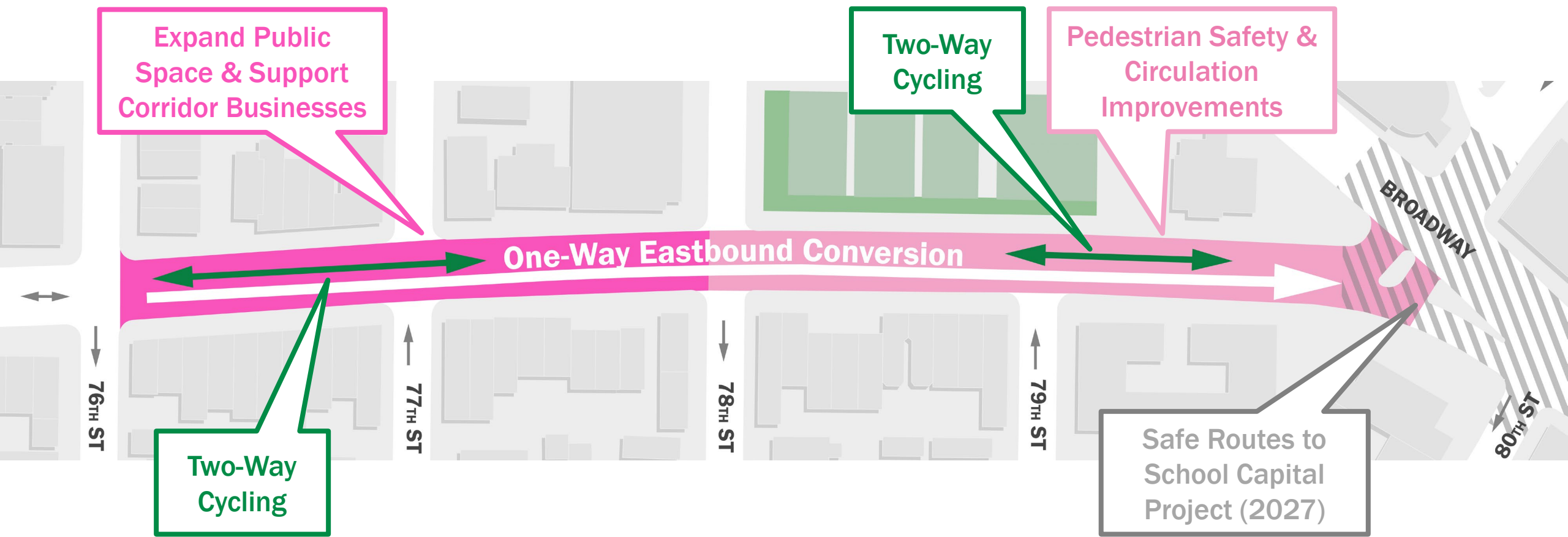
## Public Realm Improvements





# Open Street Public Realm Improvements

## 76<sup>th</sup> St. – Broadway







# Design Toolkit

## Public Realm Improvements

Bike Parking

Edge Objects

Public Seating &  
Outdoor Dining

Pedestrian &  
Cyclist Priority

Slow Vehicle  
Speeds

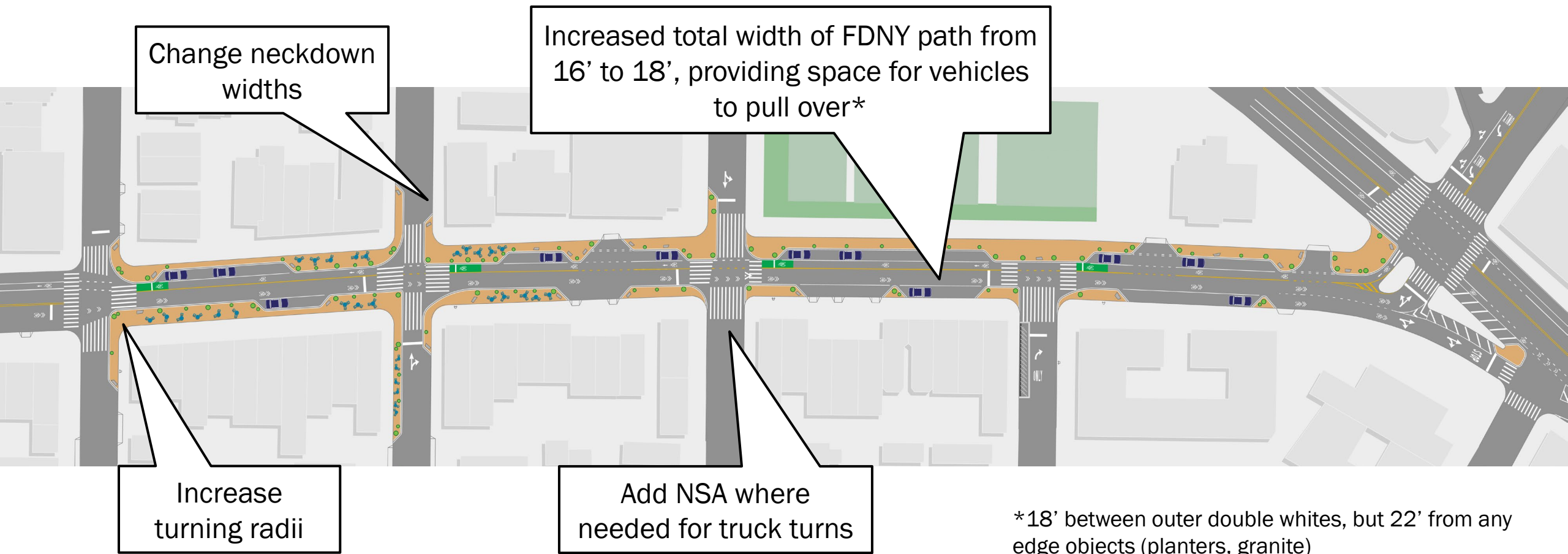
Shortened  
Crossings

Expanded  
Pedestrian  
Space



# Open Street Public Realm Improvements

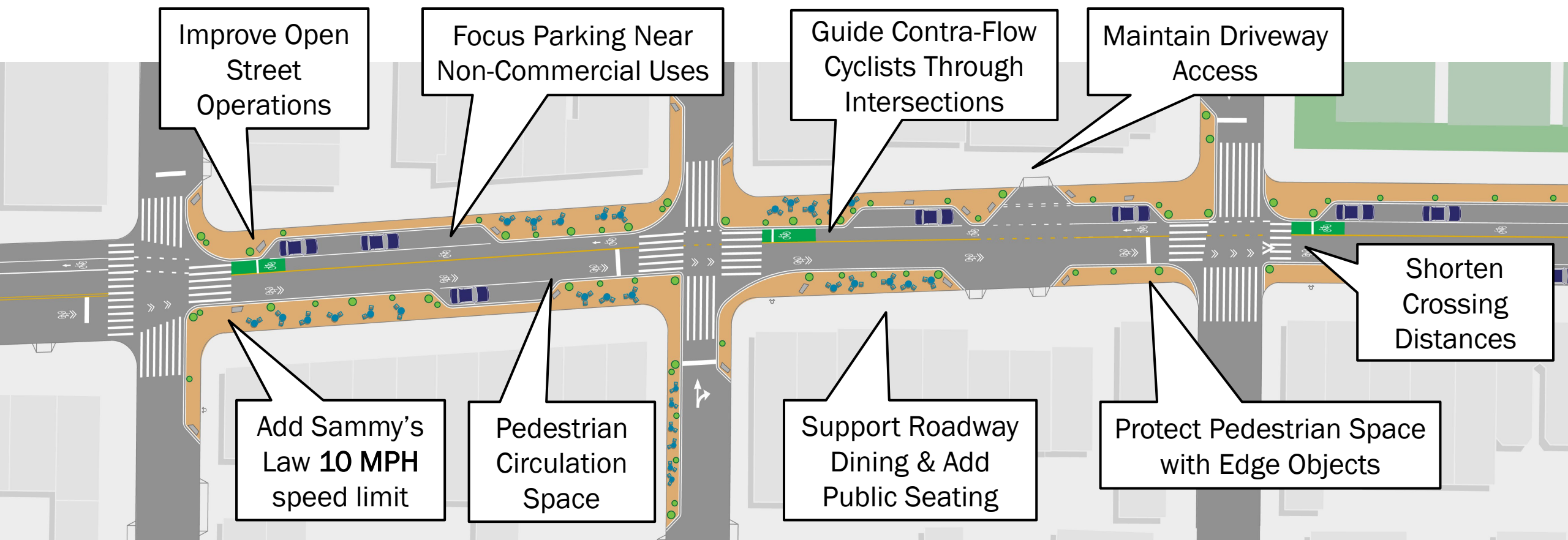
## 76<sup>th</sup> St. – Broadway, Stakeholder Updates





# Open Street Public Realm Improvements

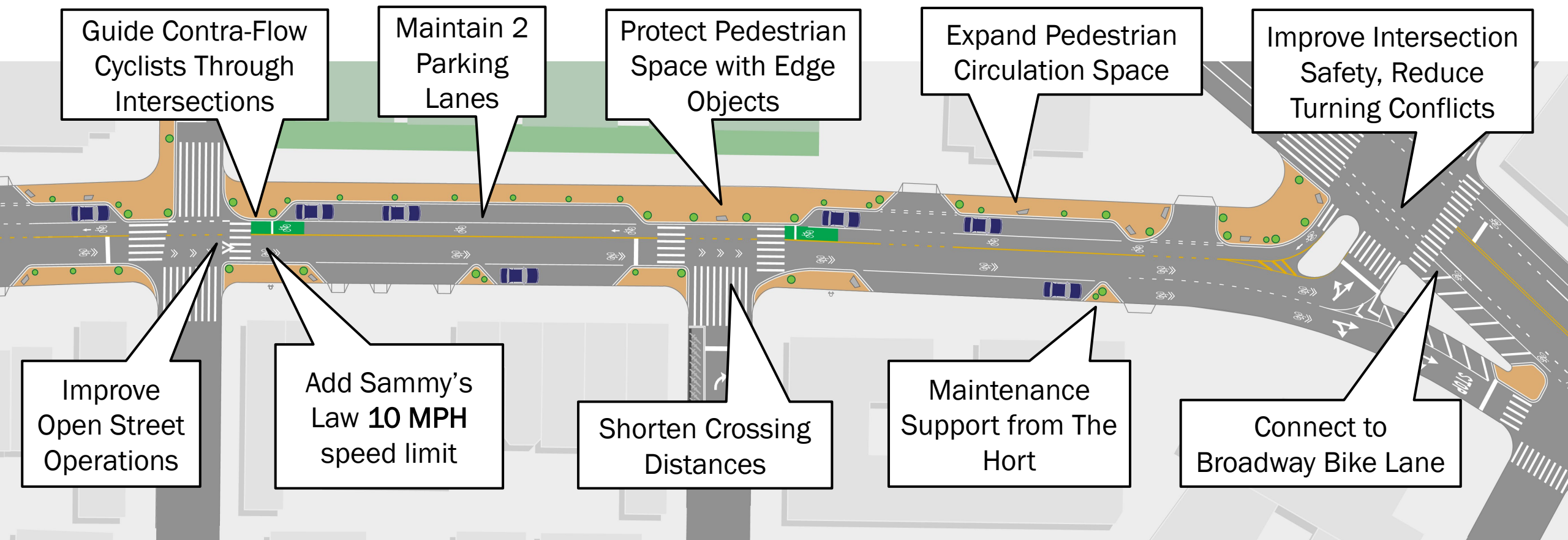
76<sup>th</sup> St. – 78<sup>th</sup> St.





# Open Street Public Realm Improvements

## 78<sup>th</sup> St. – Broadway

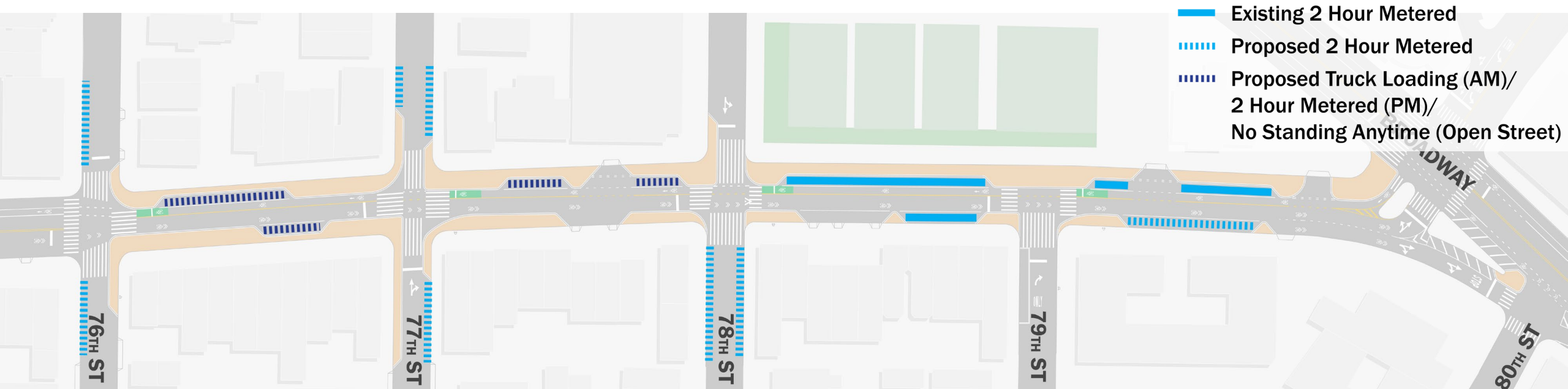




# Open Street Public Realm Improvements

## Curb Regulations

- New time-of-day commercial vehicle regulations (e.g. Truck Loading Zones) to support operations on corridor
- Potential parking meter changes and new metered parking to support parking turnover for local businesses
- Additional “No Standing Anytime” regulations may be required to support FDNY and Emergency access turns
- Maintain “No Standing Anytime” during Open Street hours regulations





# Open Street Public Realm Improvements

## Parking Changes

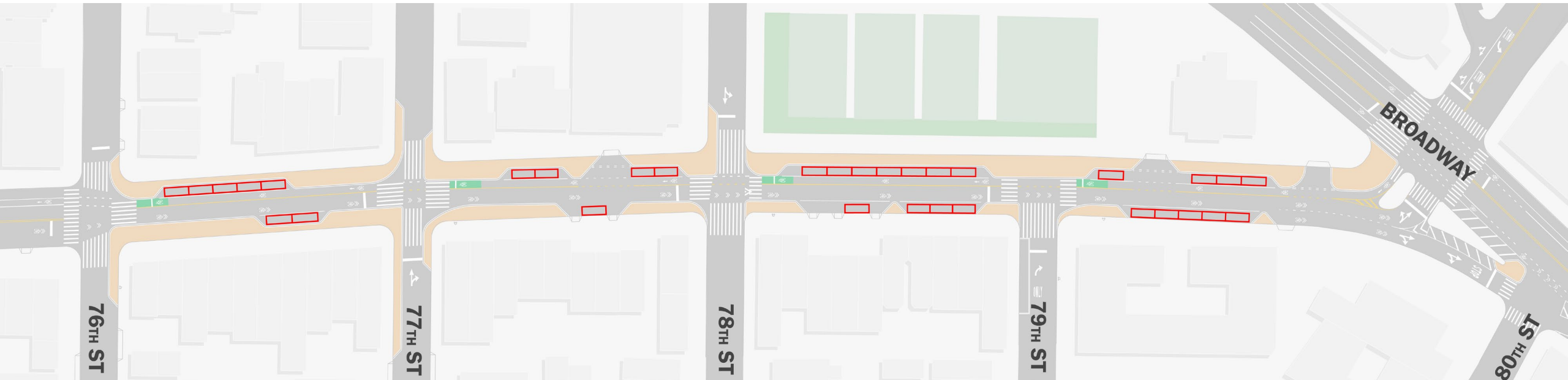
- Maintain parking near community and residential uses
- Existing parking regulations:
  - Unmetered Parking
  - 2 Hour Metered Parking

### Existing

- ~1,000 linear feet
- ~50 spots

### Proposed

- ~650 linear feet (-360 LF)
- ~32 spots (-18 spots)





# Operations

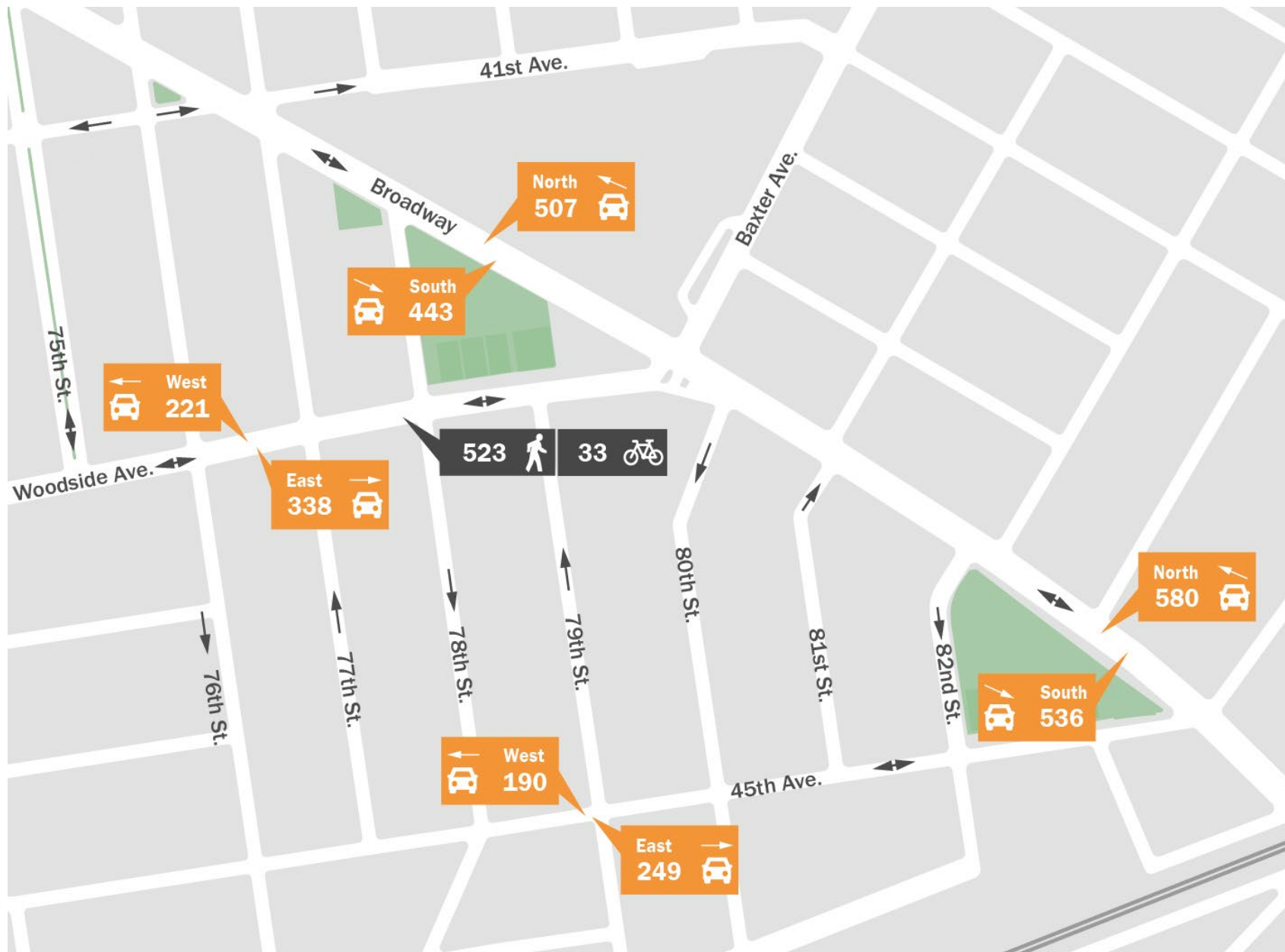




# Existing Network and Volumes

During Weekday Afternoon Peak:

- 221 vehicles traveling westbound on Woodside
  - ~4 per minute
- Average of 338 vehicles traveling eastbound on Woodside
  - ~6 per minute

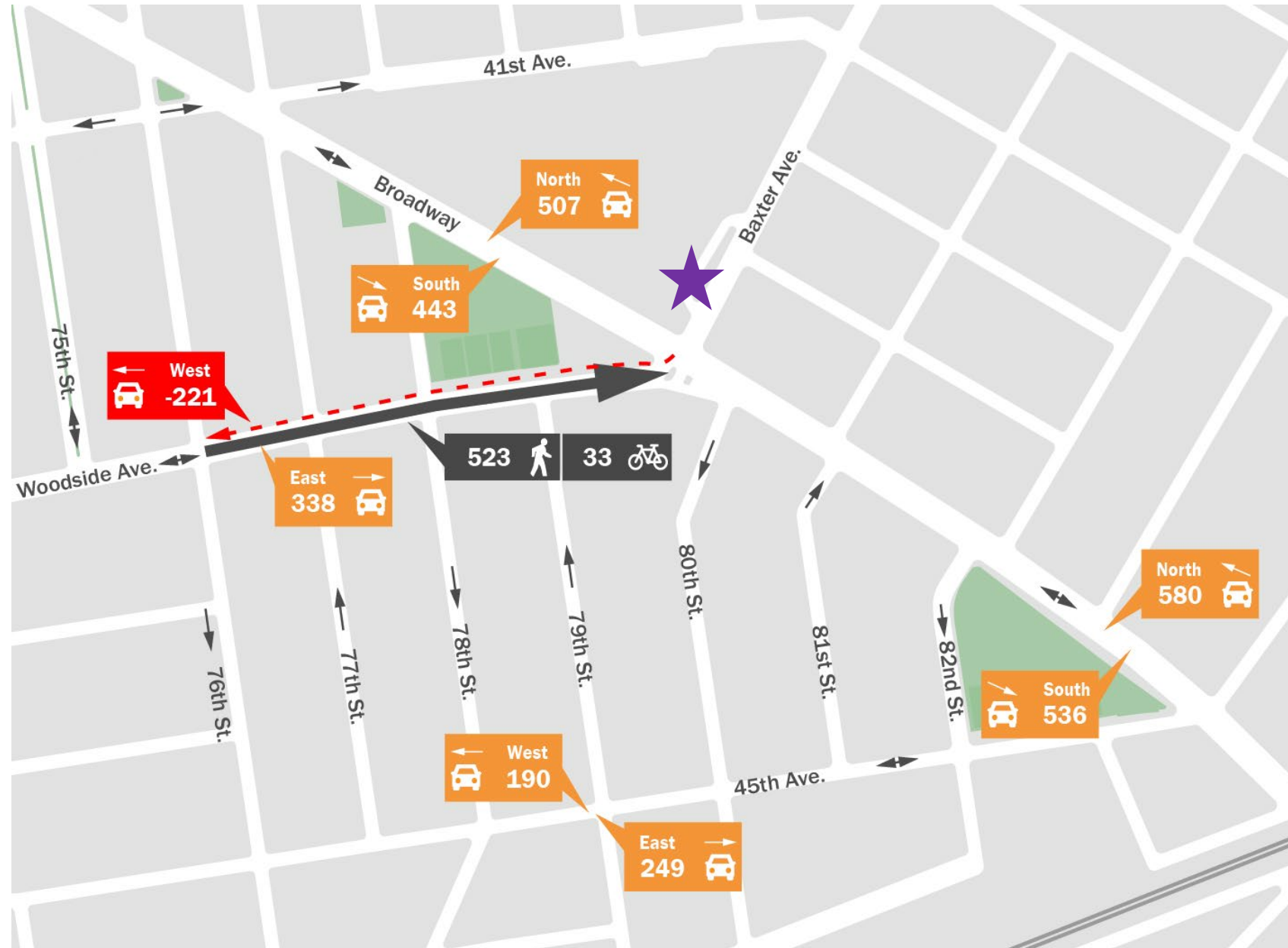




# Traffic Network Change

- Convert Woodside Ave. to **one-way eastbound only** from 76<sup>th</sup> St. to Broadway
- **Remove westbound traffic**
- Two-way and westbound access resumes at 76<sup>th</sup> St.
- Full Closure during Open Street days

- ★ Maintain eastbound access for return trips to Elmhurst Hospital
- Work with FDNY, EMS, and Elmhurst Hospital on routing during Open Streets





# Traffic Volume Mitigations

Westbound vehicles on Baxter use Broadway for alternate routes:

- 45<sup>th</sup> Ave
- Broadway – 76<sup>th</sup> – Woodside loop

Intersections with Mitigations:

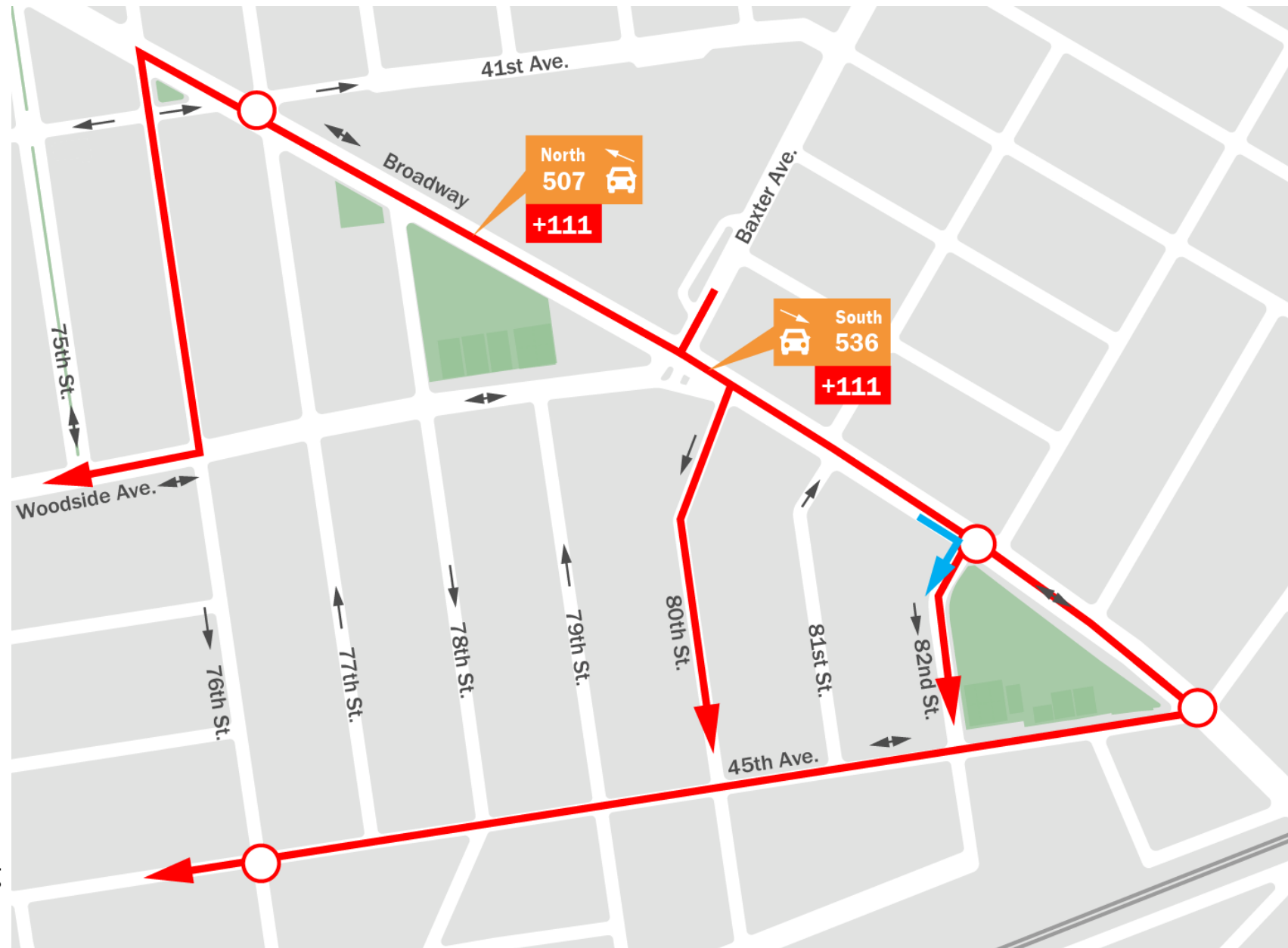
- Broadway & 77<sup>th</sup> St.
- Broadway & 82<sup>nd</sup> St.
- Broadway & 45<sup>th</sup> Ave.
- 45<sup>th</sup> Ave. & 76<sup>th</sup> St.

 Removed Route

 Diversion Route

 Intersection Requiring Mitigation

 New Right-Turn Bay





# Next Steps & Project Schedule

2024	April	Woodside Ave. Open Street Resumes Ongoing Partner Coordination
	May	Stakeholder Outreach
	June	On-Street Public Outreach & Survey
	July	CB4 Transportation Committee
	Fall	Traffic Analysis
2025	Winter	Stakeholder Outreach
	Spring - Summer	Community Board Presentations + Notifications Phase 1 Proposed Implementation (Interim Materials)
2026	Ongoing	Phase 1 Evaluation
		Visioning & Outreach for Capital Design

# Thank You Questions?





# Appendix





# Traffic Volume Mitigations

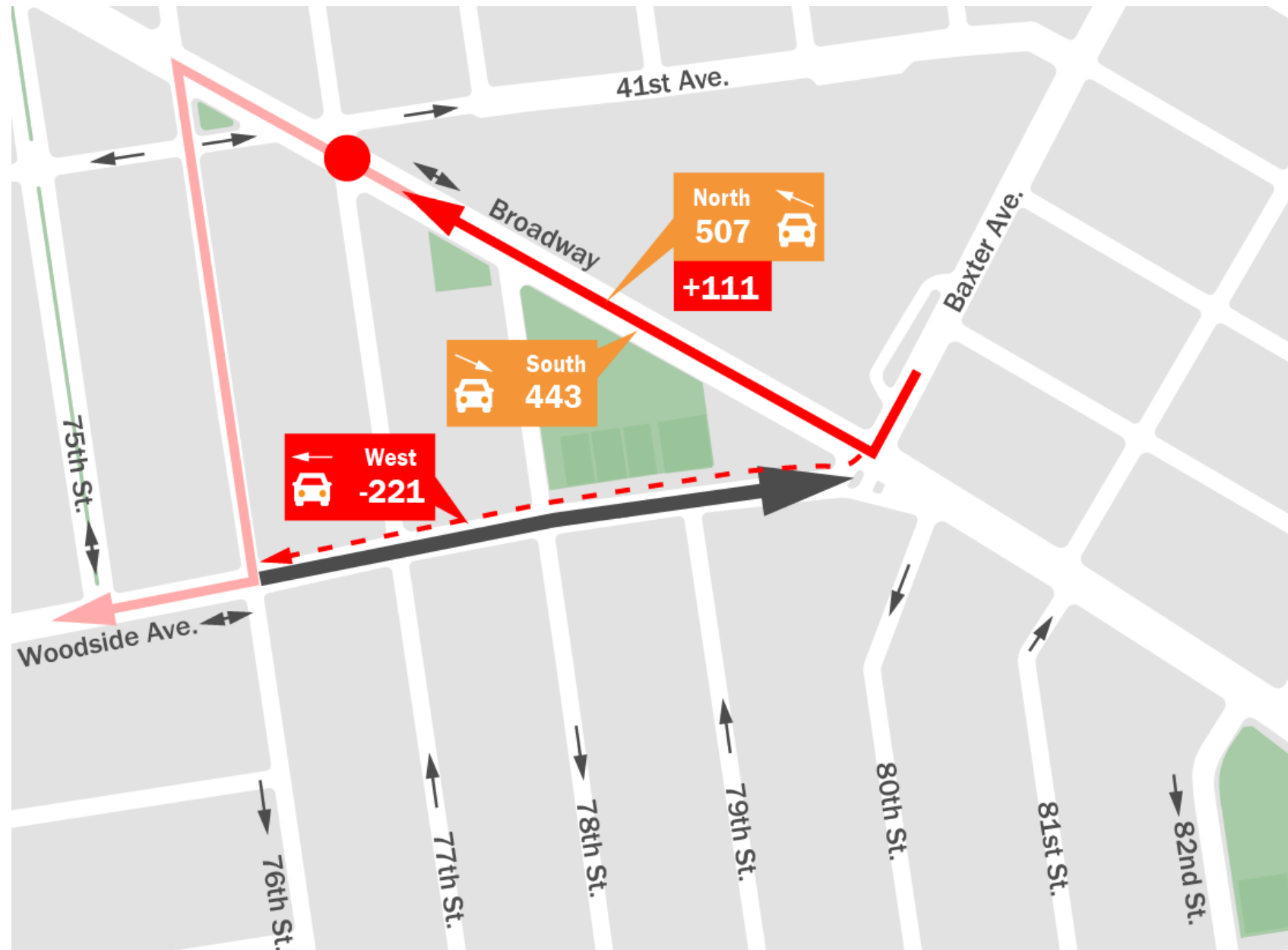
## Broadway & 77<sup>th</sup> St.

Increase number of vehicles traveling north on Broadway to 76<sup>th</sup> St. for westbound alternative

- **+2** vehicles per minute on Broadway

Mitigation:

- Reallocate time for Broadway traffic





# Broadway & 82<sup>nd</sup> St.

- +2 vehicles per minute on Broadway

- Add [right-turn bay](#) on Broadway (to 82<sup>nd</sup> St.) for turning vehicles and to create more space for southbound vehicles



# Traffic Volume Mitigations

## Broadway & 45<sup>th</sup> Ave.

Increase number of vehicles traveling south on Broadway and using 45<sup>th</sup> Ave. as westbound alternative

- **+2** vehicles per minute on Broadway

Mitigation:

- Reallocate time for Broadway traffic





# Traffic Volume Mitigations

## 45<sup>th</sup> Ave. & 76<sup>th</sup> St.

Increase number of vehicles using 45<sup>th</sup> Ave. as westbound alternative

- **+2** vehicles per minute on Broadway
- **+2** vehicles per minute on 45<sup>th</sup> Ave.

Mitigation:

- Reallocate time for 45<sup>th</sup> Ave. traffic

