



Woodside Ave. Open Street / Little Thailand Way

76th St. to Broadway

CB4 Transportation & Environment Committee

July 25, 2024



Public Realm Feedback Loop



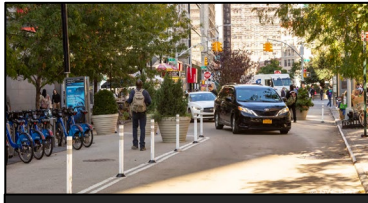
Community Partnership + Engagement



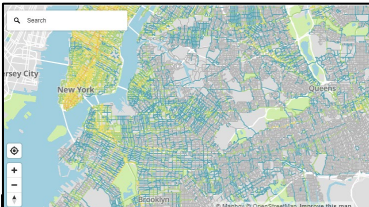
Open Streets



Crossings + Intersections



Dynamic Curb + Corridor Strategies



Comprehensive Planning + Policy



Equity Focused Maintenance



Programming + Concessions



Premier Public Spaces

Project Background



Project Area



14% of
Residents are
Older Adults



13% of
Residents are
Low Income



36% of Residents
identify having
Limited English
Proficiency



38% of Workers
Live in Households
with No Vehicle

Data Source: 2017-2021 American Community Survey 5-Year Estimates



Project Background

Woodside Ave. Open Street, 76th – 78th

- Pre-2020 NYC DOT Weekend Walks location
- One of the first Open Streets to launch in 2020
- Managed in coordination with Thai Community USA
- Active Saturdays during warmer months

State of the City Funding

- \$15 million in capital funding to reimagine Woodside Ave. Open Street
- Opportunity to comprehensively redesign the corridor to support commerce, increase pedestrian/cyclist safety, and enhance the public realm
- Elected Official interest in the project
- **Phase 1 of project using “in-house” materials in 2024**
- Phase 2 of project using “permanent” materials in 2028



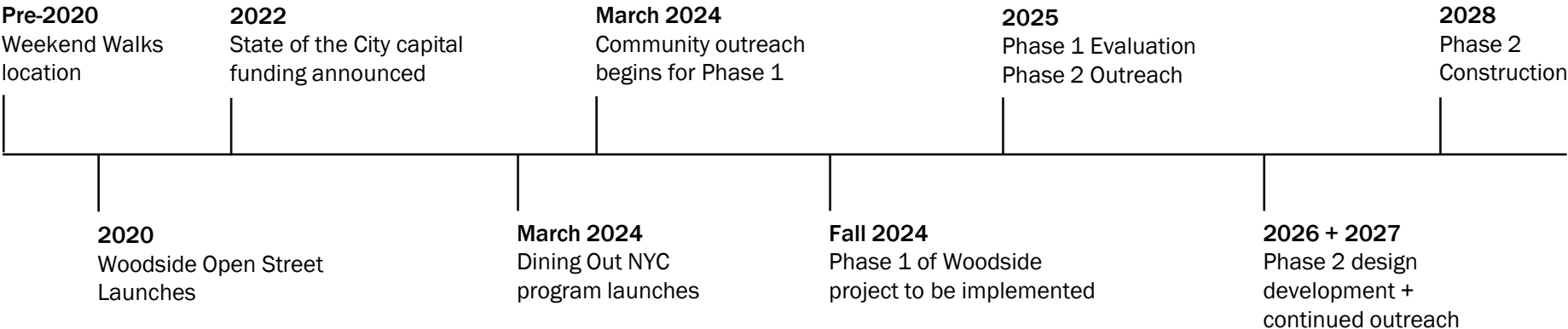
Site Context

- Designated as “Little Thailand Way” in 2022
- Cluster of restaurants, commercial, and religious uses on Woodside Ave., 76th 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

- Woodside Ave. Open Street
- Bus Route
- Bike Network
- Bikeshare Station
- Commercial Frontage
- Community Facility
- Residential



Project Timeline



Public Outreach

Woodside Avenue

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



**Based on June 1 outreach, survey open until Aug. 31, 2024*

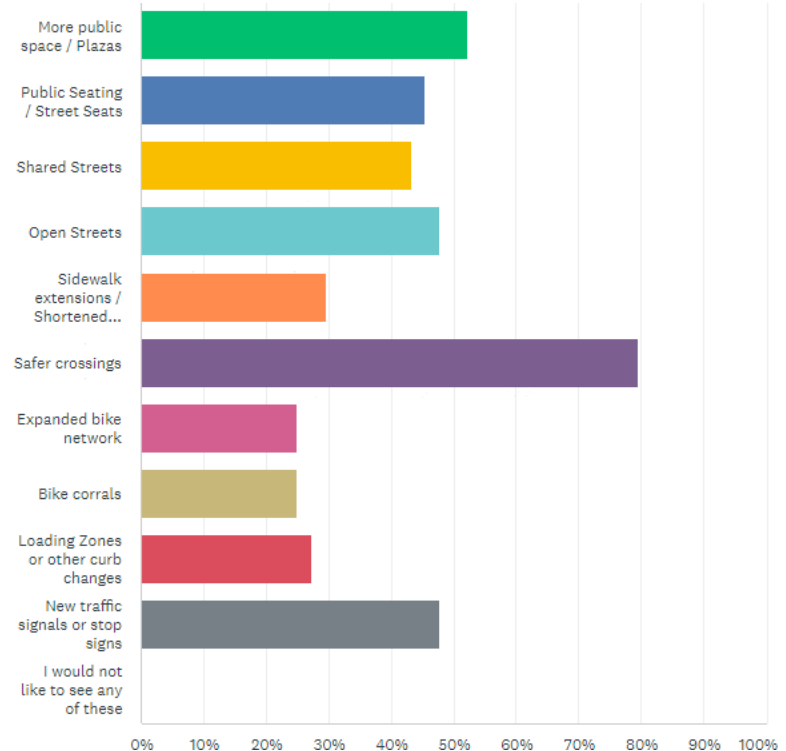
Public Outreach

Elmhurst

- **61%** of pedestrians and **33%** of cyclists reported experiencing conflicts with vehicles
- **31%** said there are missing crosswalks or no crosswalk where they want to cross
- **31%** requested more benches, chairs, and places to rest
- **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

**Based on June 1 outreach, survey open until Aug. 31, 2024*

Which of the following would you like to see in Elmhurst?



Stakeholder Engagement

- Thai Community USA (Open Street Partner): ongoing coordination
- Corridor Stakeholders: 3/13, 6/28
 - Shared design scheme with managers and business owners on the corridor
- DSNY: 4/9, 4/16
- MTA: 5/6, 5/13
- Elmhurst Hospital & FDNY EMS*: 6/24
- FDNY*: 7/18

*Scheduling follow-up meetings



Existing Conditions

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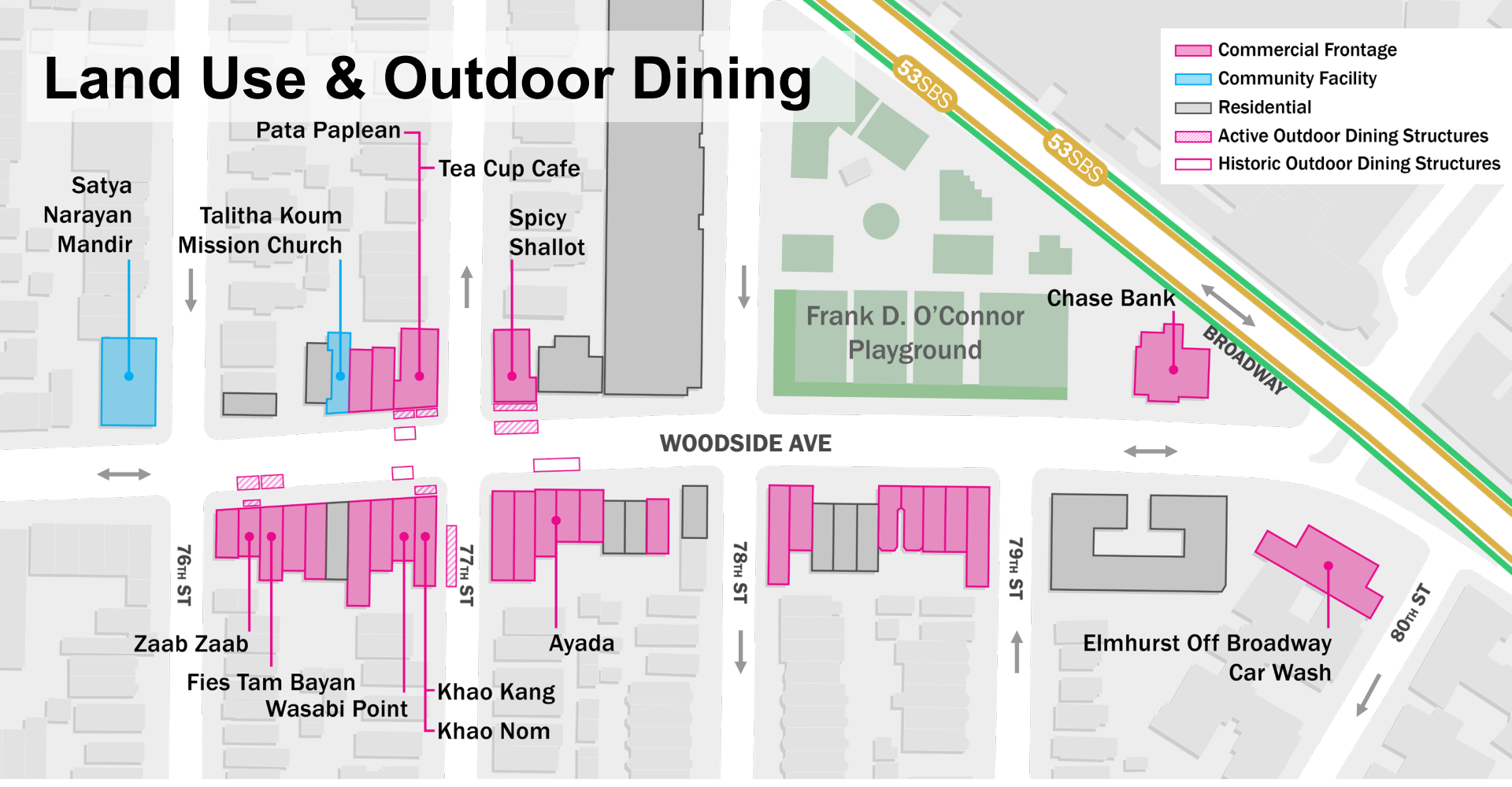
Bike Network

- 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**
- Limited east-west bike connections besides Queens Boulevard



- Shared Lane
- Conventional Lane
- Protected Lane

Land Use & Outdoor Dining



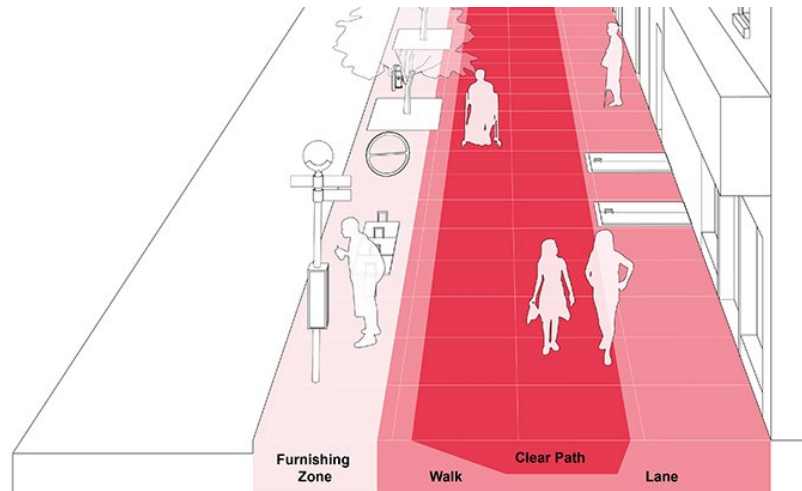
Pedestrian Mobility Plan

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

Woodside Ave, 76th St. - Broadway

Neighborhood Connector

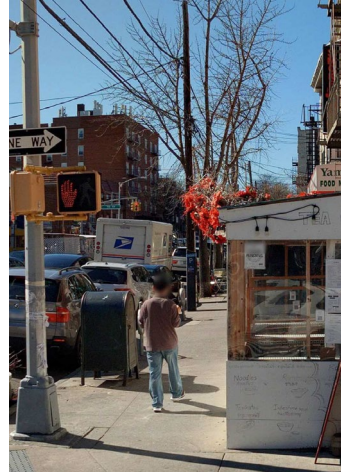
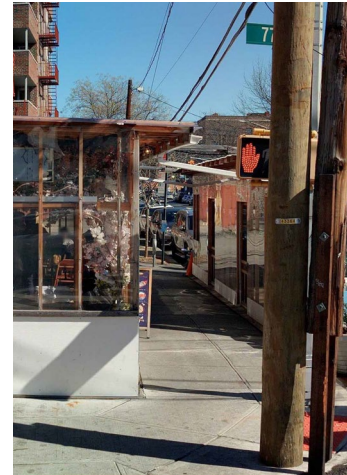
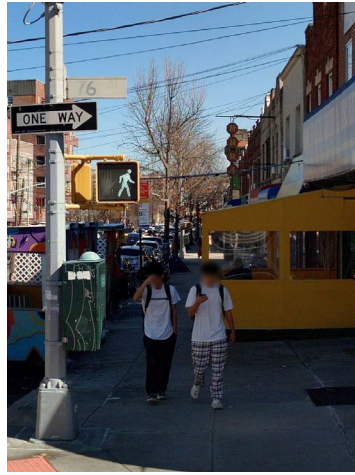
- Small groups of people passing each other
- Consistent pedestrian destinations, like parks, schools, and business districts
- Suggested width of 15'+, clear path of 8'
 - Current width ~11' total



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

Sidewalks

- Pedestrian clear path contains obstructions like:
 - Parking meters
 - Bike racks
 - Utility infrastructure
 - Sidewalk dining sheds
- Sidewalk narrows west of 79th Street



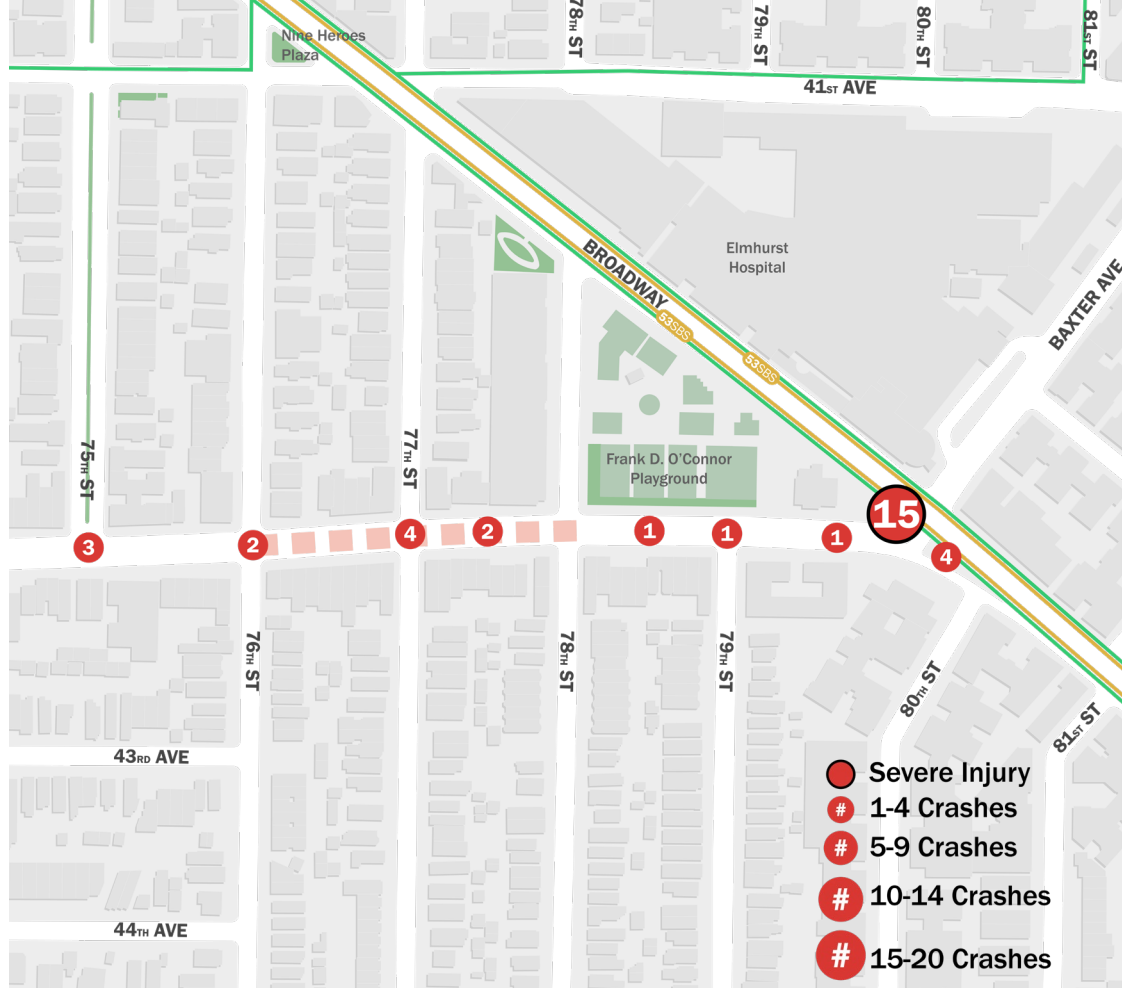
Safety Data

Woodside Ave, 69th St. to Broadway 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

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



Safety Data

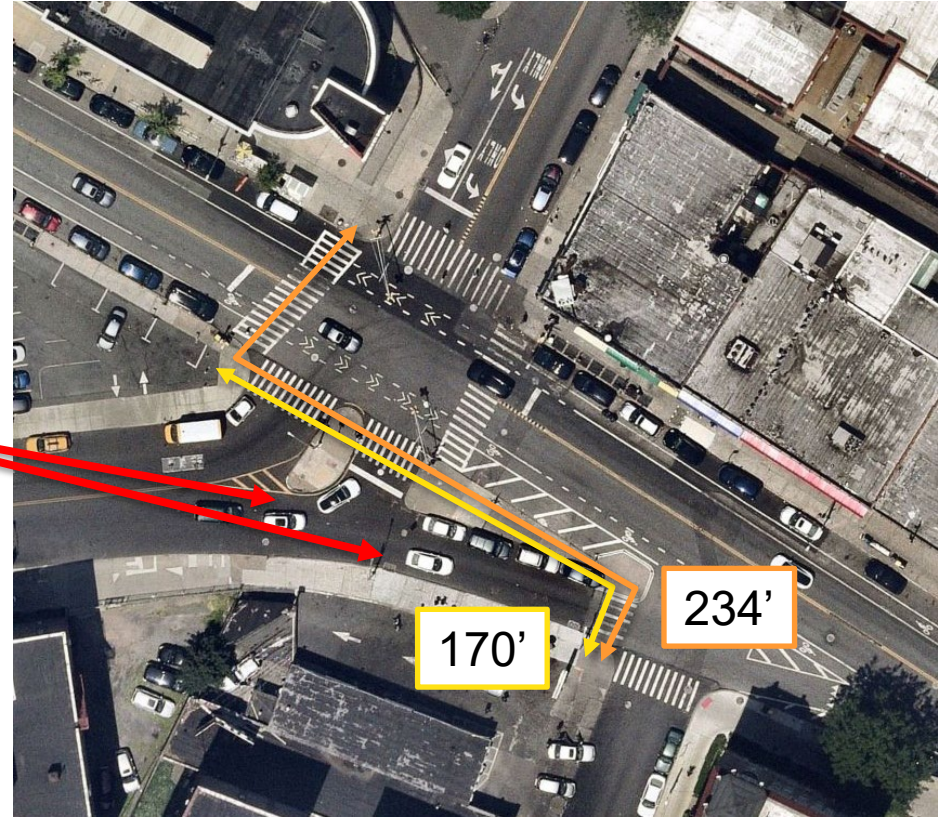
Woodside & Broadway



Crossings

Woodside & Broadway

- Have to use multiple crosswalks to get across Broadway from Woodside Ave and Baxter Ave
- Many pedestrians cross mid-block to get to concrete medians instead of walking to 80th St. to cross to shorten distance







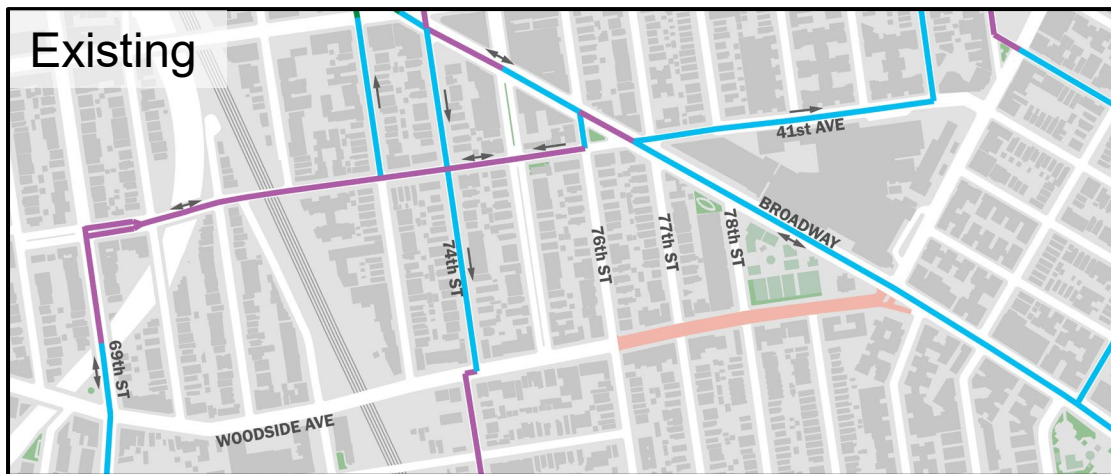
Design Proposal

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Bike Network Proposal

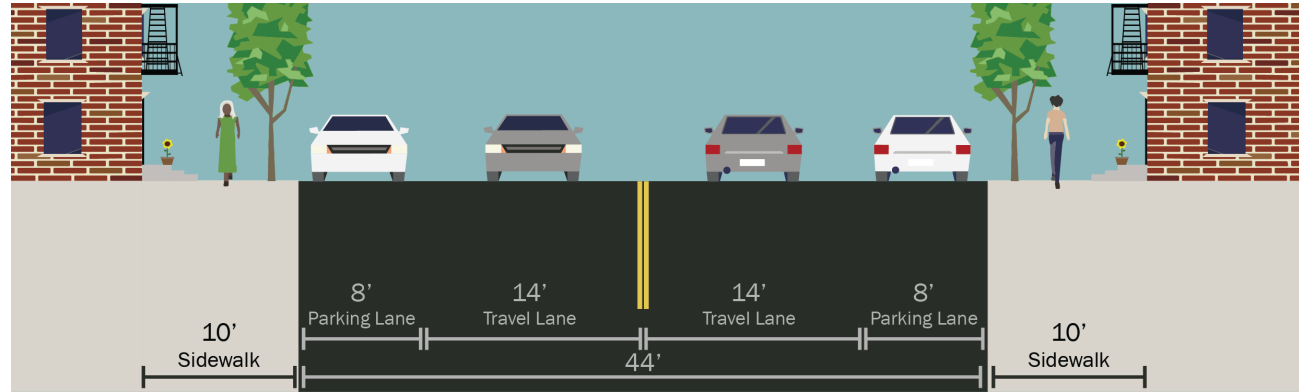
- Add eastbound conventional lane on Woodside Ave
- Creates a loop and pair to shared lanes on 41st Ave
- Connects to:
 - 69th St
 - 74th St
 - Broadway
- Potential conventional lane on 73rd Street

-  **Shared Lane**
-  **Conventional Lane**
-  **Protected Lane**
-  **Proposed Lane**



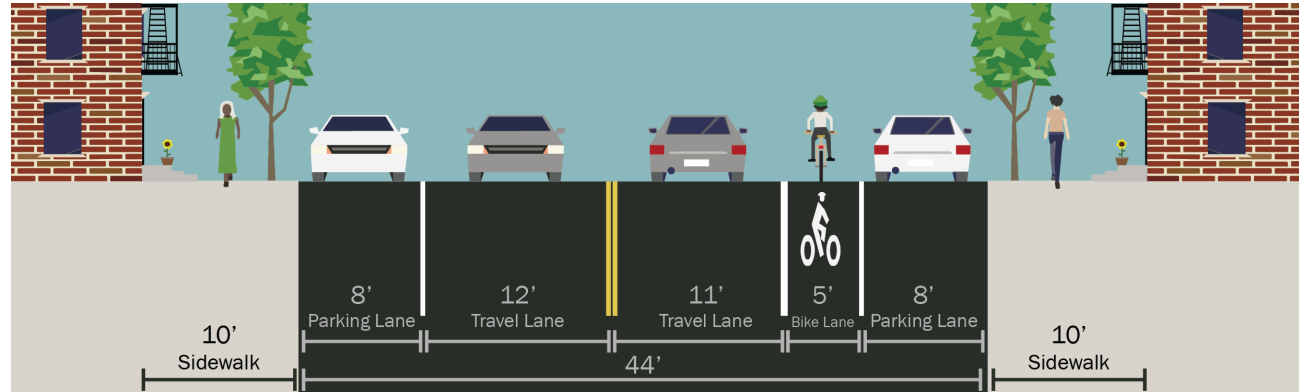
Proposed Bike Route, 69th St. – 76th St.

Existing



Proposed

- All parking on south curb maintained where bike lane added

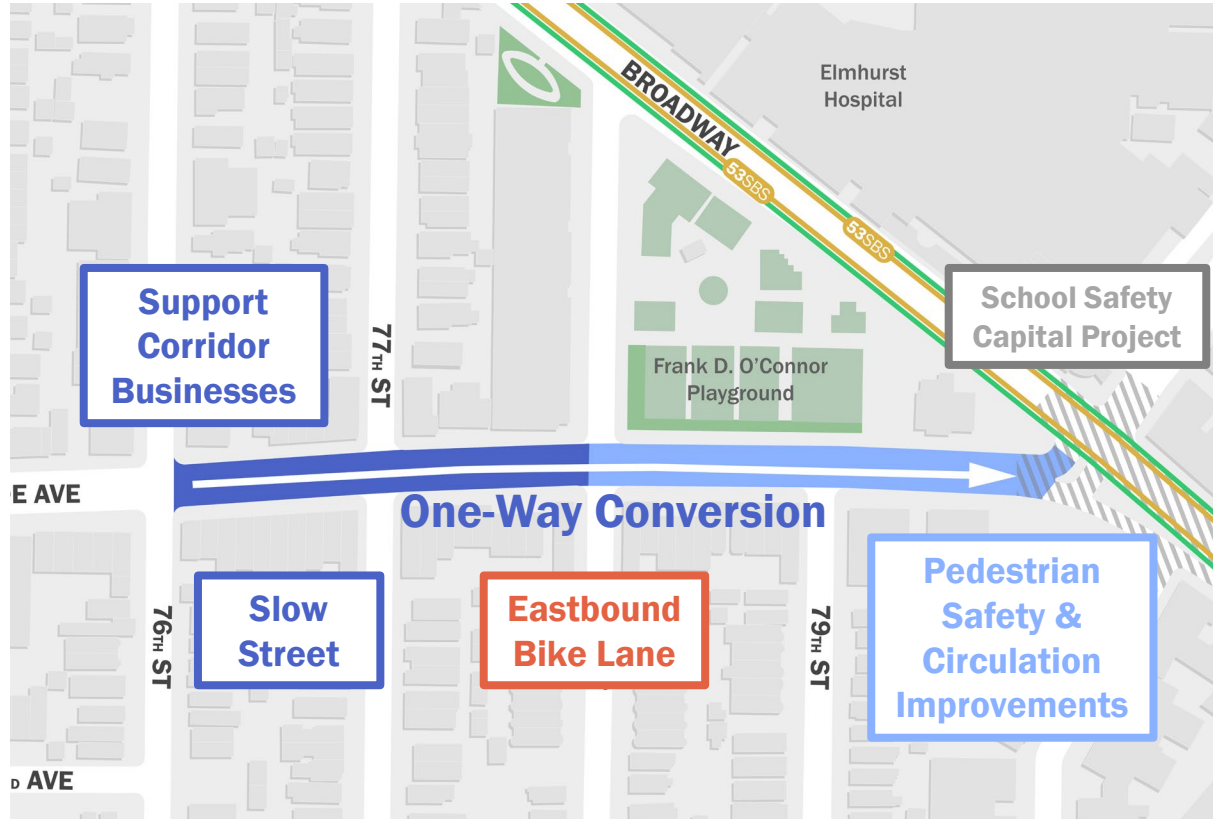


Open Street Design Proposal

Woodside Ave.,
76th St. - Broadway

Project Goals

- Support commerce and businesses on the corridor
- Enhance the public realm
- Increase pedestrian & cyclist safety
- Improve pedestrian mobility and circulation



Slow Street

Willoughby St.

Bike Parking

Edge Objects

Public Seating &
Outdoor Dining

Pedestrian &
Cyclist Priority

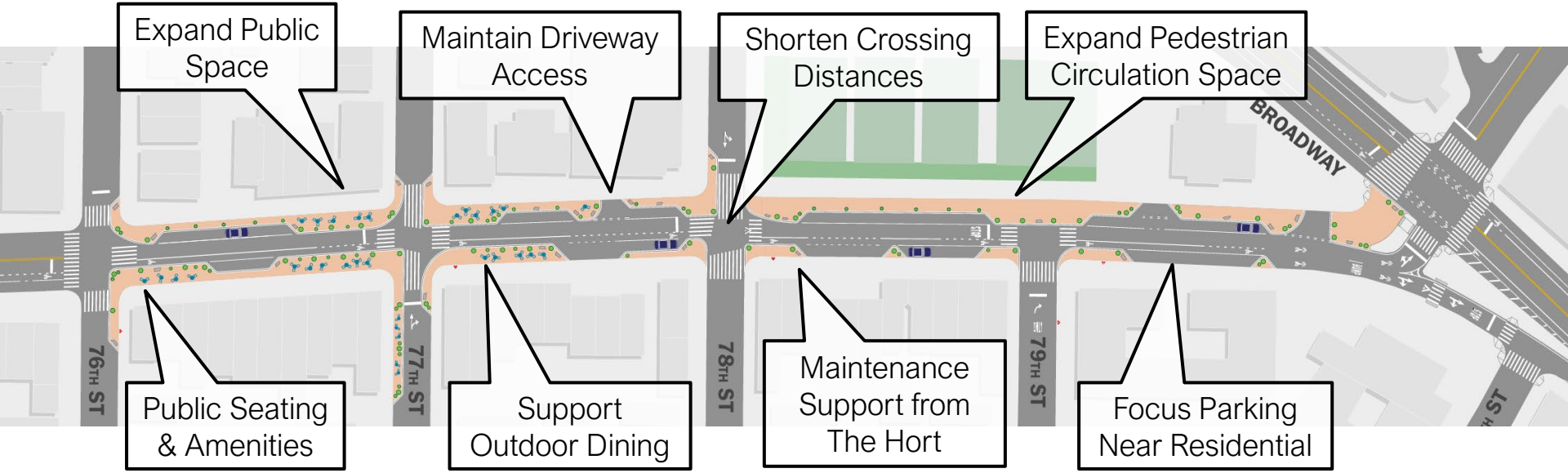
Expanded
Pedestrian
Space

Slow Vehicle
Speeds

Shortened
Crossings

Design Proposal

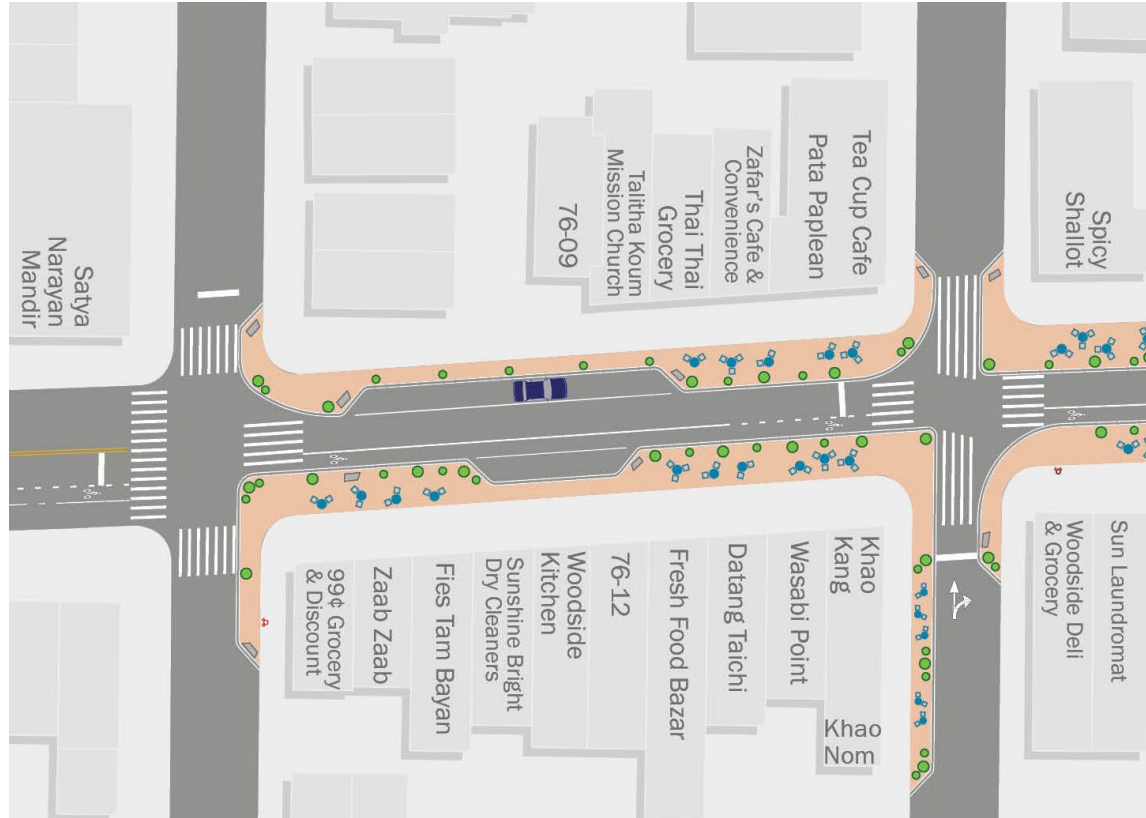
Woodside Ave.,
76th St. - Broadway



Slow Block

Woodside Ave, 76th – 77th

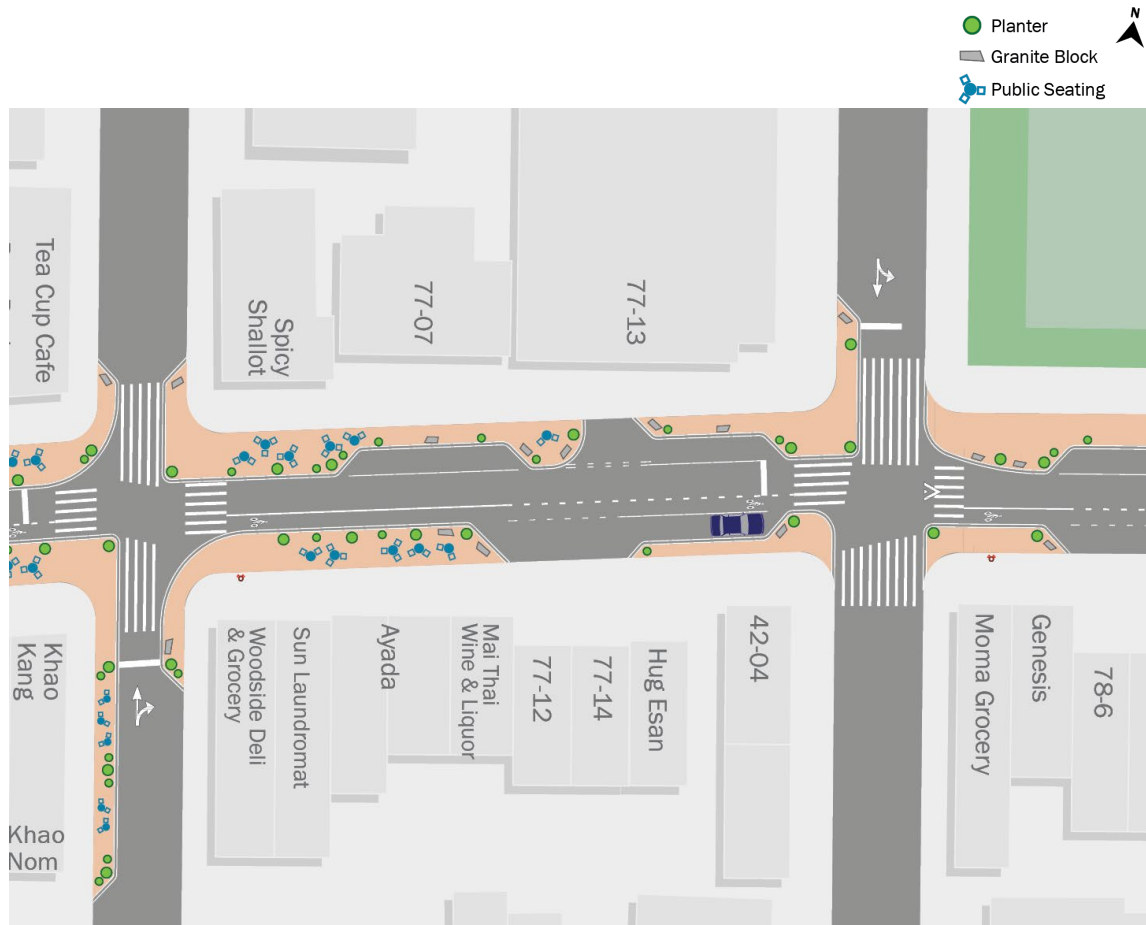
- Improve Open Street operations
- Expand public space on both sides of the street
- Provide public seating and space for restaurant set-up
- Parking focused near residential and non-commercial uses
- Maintain driveway access
- Shorten crossing distances



Slow Block

Woodside Ave, 77th – 78th

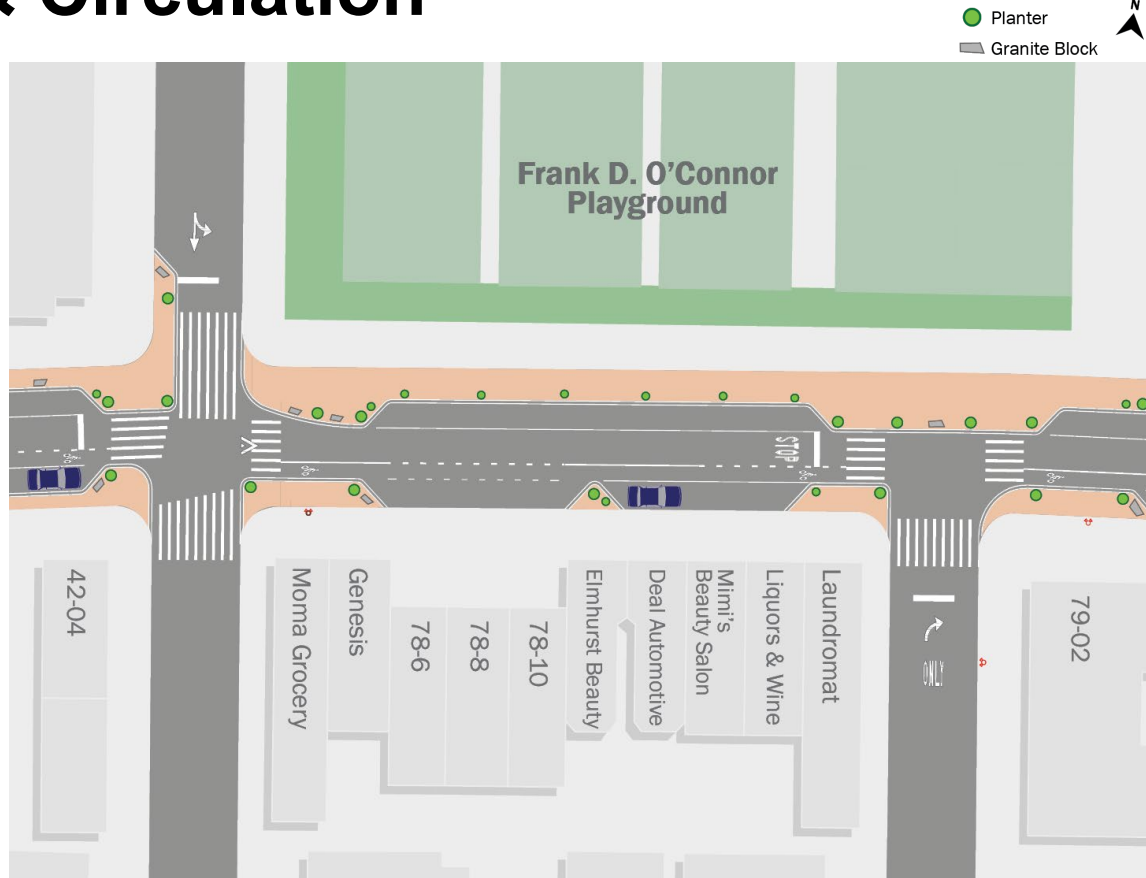
- Expand public space on both sides of the street
- Provide public seating and space for restaurant set-up
- Parking focused near residential and non-commercial uses
- Maintain driveway access
- Shorten crossing distances



Pedestrian Safety & Circulation

Woodside Ave, 78th – 79th

- Expand pedestrian circulation space on north side of street, adjacent to park
- Shorten crossing distances
- Maintain driveway access and parking on both sides of the street



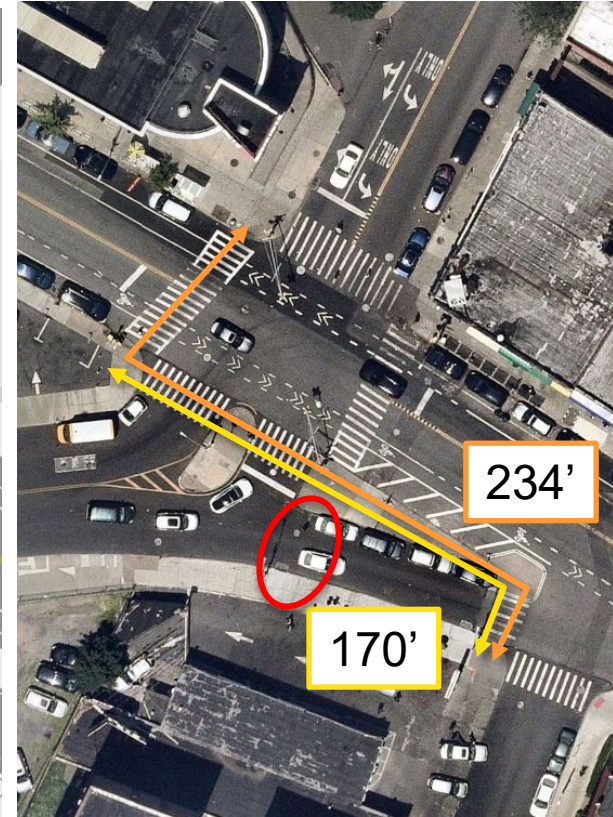
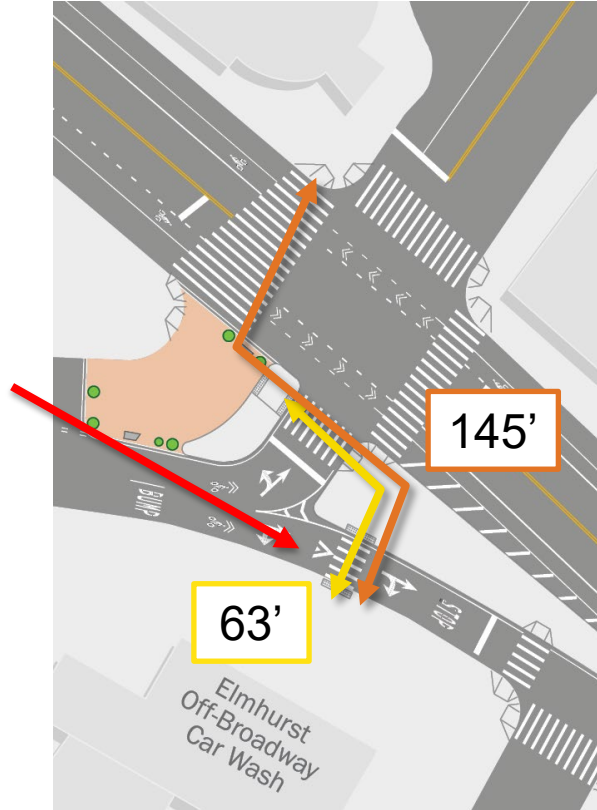
Woodside Ave,
79th – Broadway

-
- This is a detailed street map of a neighborhood in Chicago. The map shows a grid of streets with various landmarks and buildings. Key features include:
- Streets:** The map shows a network of streets, including a main thoroughfare running horizontally and several intersecting streets.
 - Landmarks and Buildings:**
 - Chase Bank:** A large, light gray building with a blue roof, located in the upper right quadrant.
 - Laundromat:** A small, light gray building with a blue roof, located on the left side of the map.
 - 79-02 and 79-18:** Two large, light gray buildings with blue roofs, located in the lower left quadrant.
 - Elmhurst Off-Broadway Car Wash:** A large, light gray building with a blue roof, located in the lower right quadrant.
 - Other Features:**
 - A green park area is located in the upper left corner.
 - A red fire station is located near the center of the map.
 - A yellow school bus is parked on the street near the Chase Bank.
 - A blue car is parked on the street near the Chase Bank.
 - Various smaller buildings and structures are scattered throughout the neighborhood.

Pedestrian Safety & Circulation

Woodside Ave & Broadway

- Reduce crossing distances across Broadway
- Reduce number of vehicle and pedestrian turning conflicts by removing westbound access
- **School Safety Capital Project** will add new crossing that aligns with pedestrian desire path
 - Responds to pedestrians crossing mid-block to access concrete medians



Operations

4

Existing Traffic Volumes

Weekday PM Peak, 4:30 – 5:30pm
February 2024

During Weekday Afternoon Peak Hour:

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



Traffic Network Changes

Woodside Ave., 76th St. - Broadway

- One-way eastbound only, no traffic westbound
- Two-way and westbound access resumes at 76th St.
- Full Closure during Open Street days



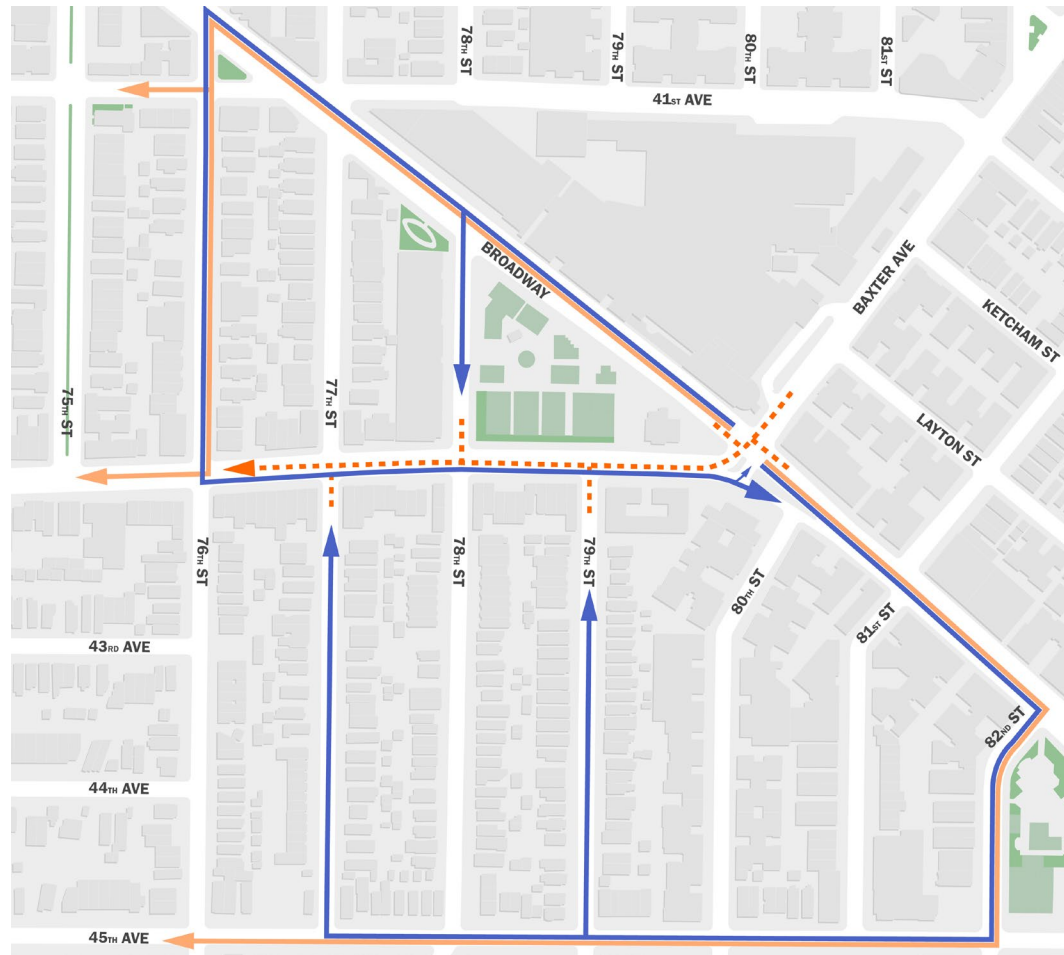
Alternate Routes

Access to Woodside Ave., 76th – Broadway for westbound vehicles:

1. Broadway to 76th or 78th Sts.
2. Broadway to 82nd St. to 45th Ave, to 77th or 79th Sts.

Alternate Westbound Routes:

1. Broadway to 76th St. to Woodside
2. 41st Ave or 45th Ave. as alternate routes



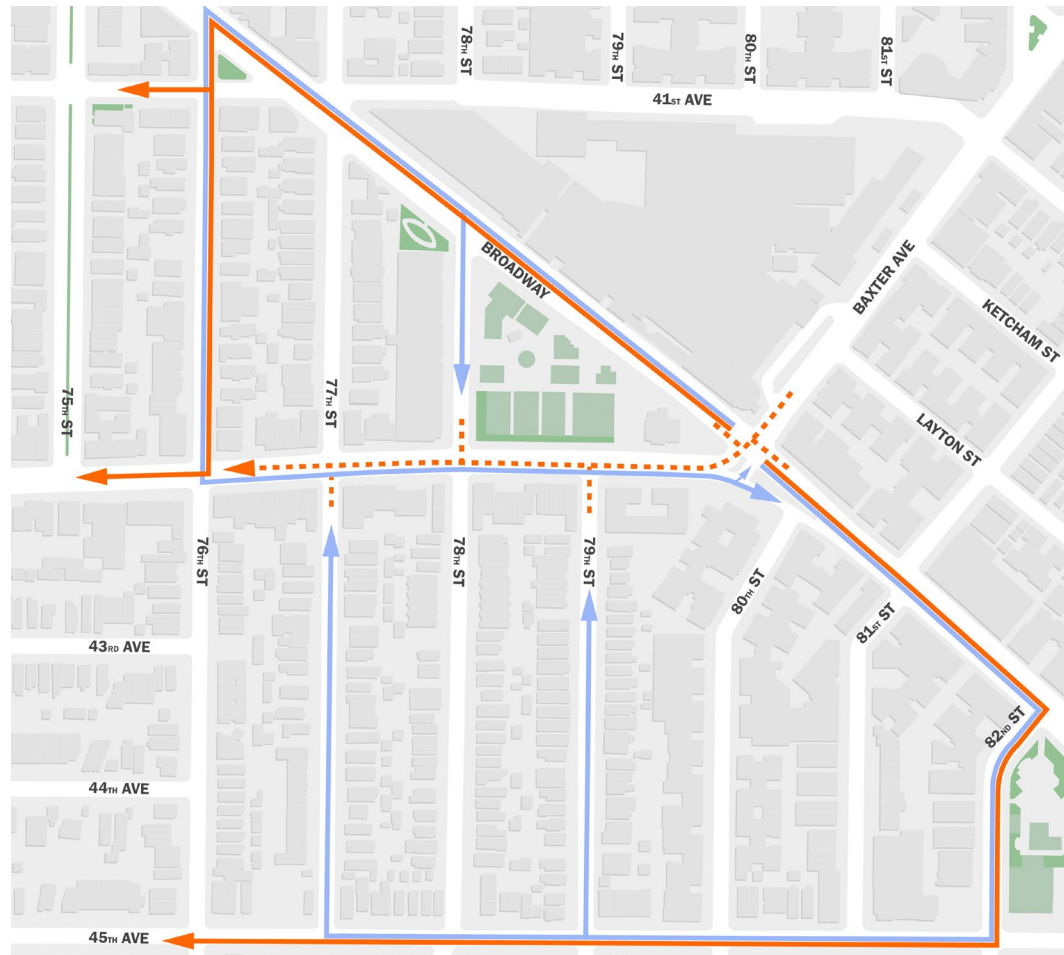
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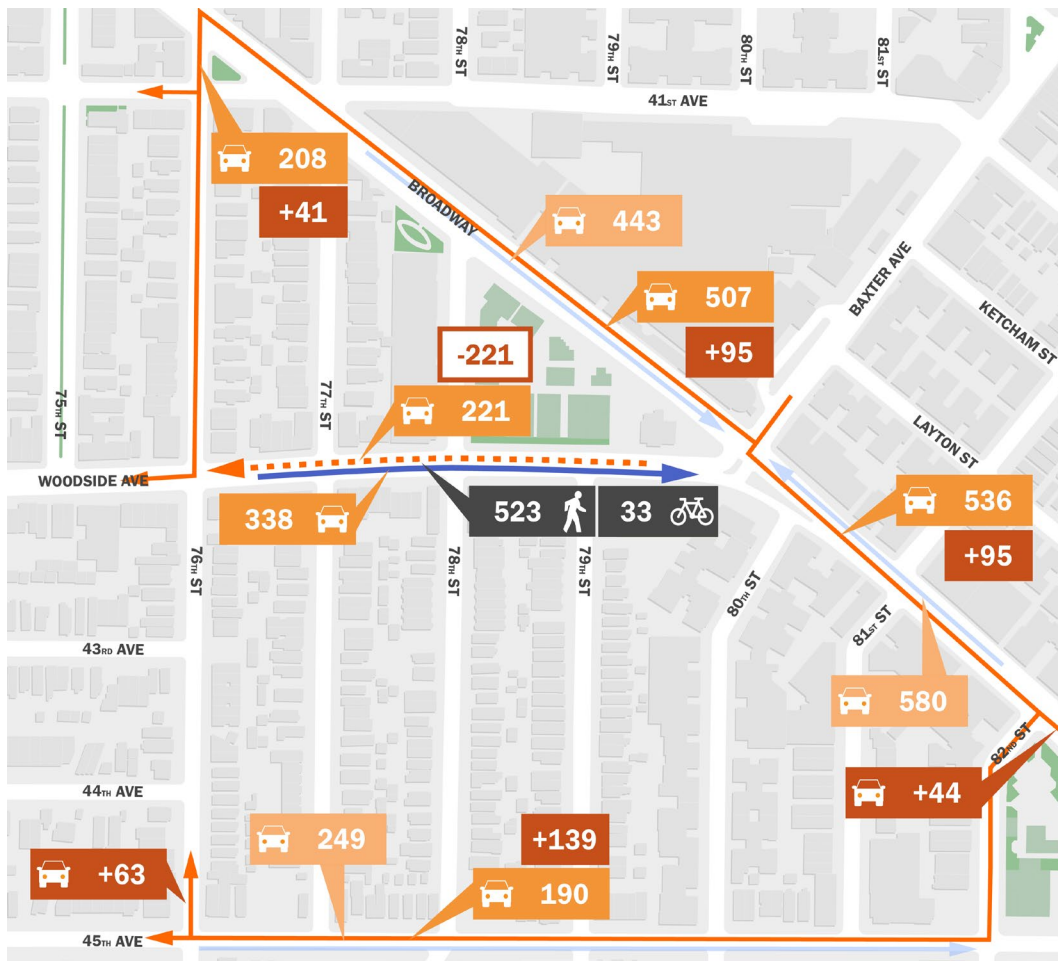
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Traffic Volume Changes

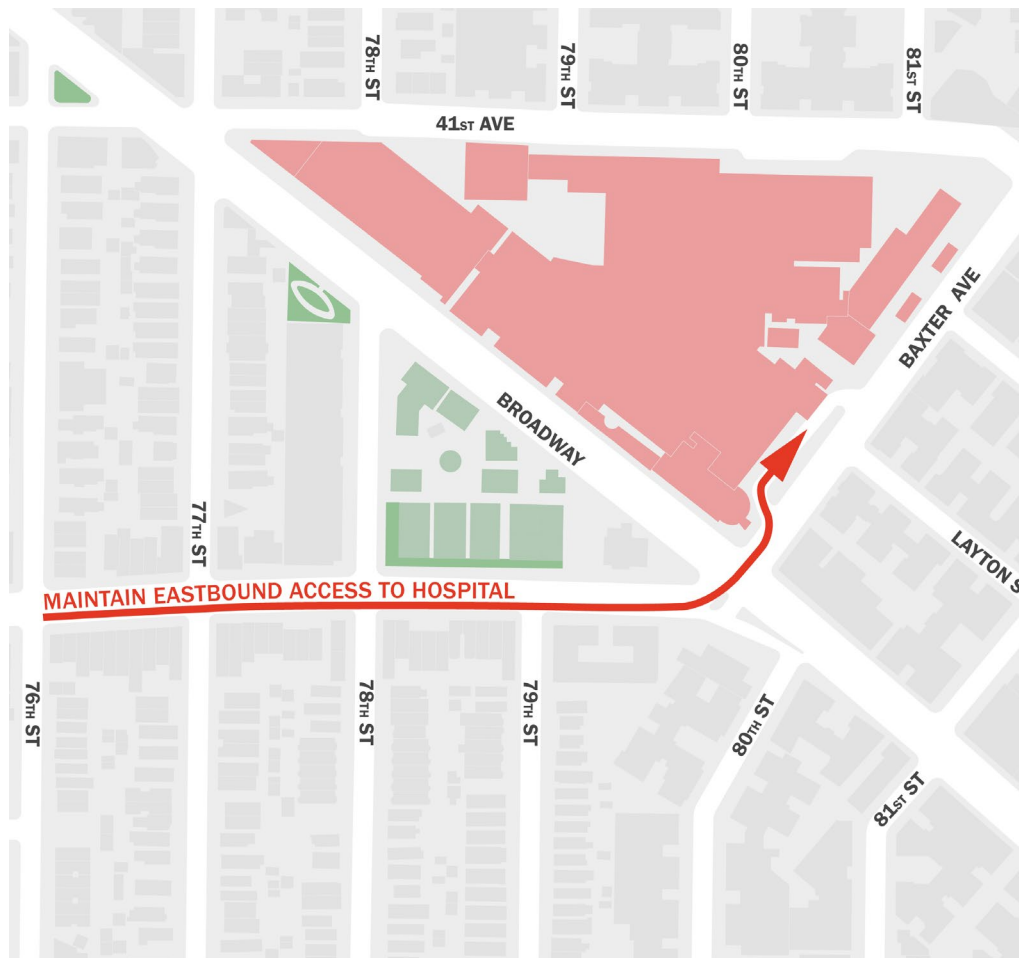
Weekday PM Peak, 4:30 – 5:30pm
February 2024

- Westbound vehicles on Baxter are expected to use Broadway for alternative westbound routes
 - ~2 additional cars per minute on Broadway
- ~1 additional car per minute on 76th to access Woodside
- ~2 additional cars per minute on 45th Ave



Emergency Operations

- Maintain eastbound access to Elmhurst Hospital
 - Alternate westbound routes: Broadway to 45th Ave or Queens Boulevard
- Adjust signal timing in area to improve response times



Parking

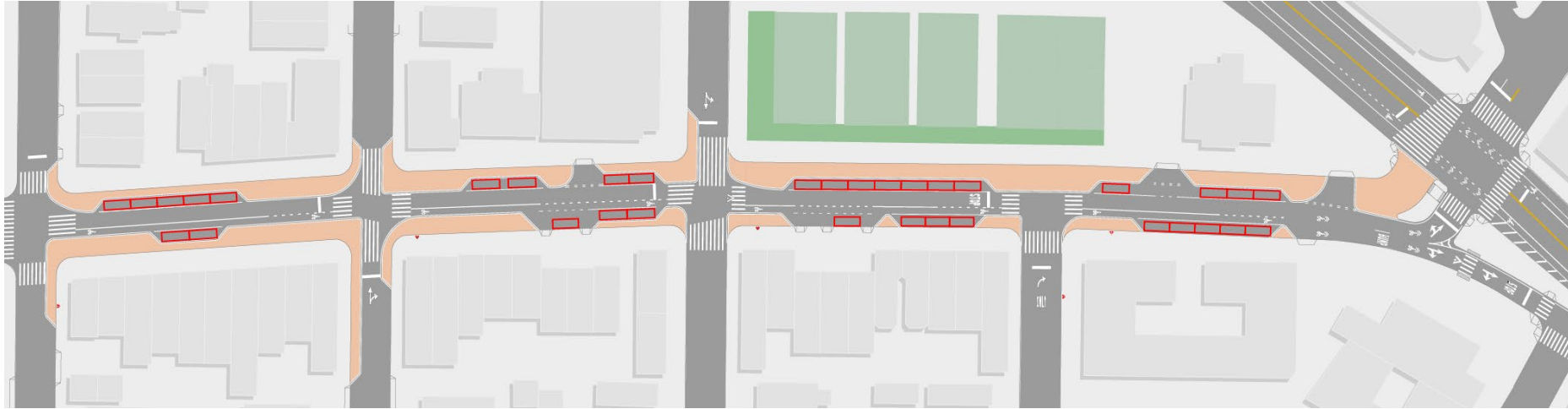
- Maintain access near community and residential uses
- Existing parking regulations:
 - Unmetered Parking
 - 2 Hour Metered Parking
 - Open Street “No Standing Anytime” (April-Nov) regulations

Existing

- ~1,000 linear feet
- ~50 spots

Proposed

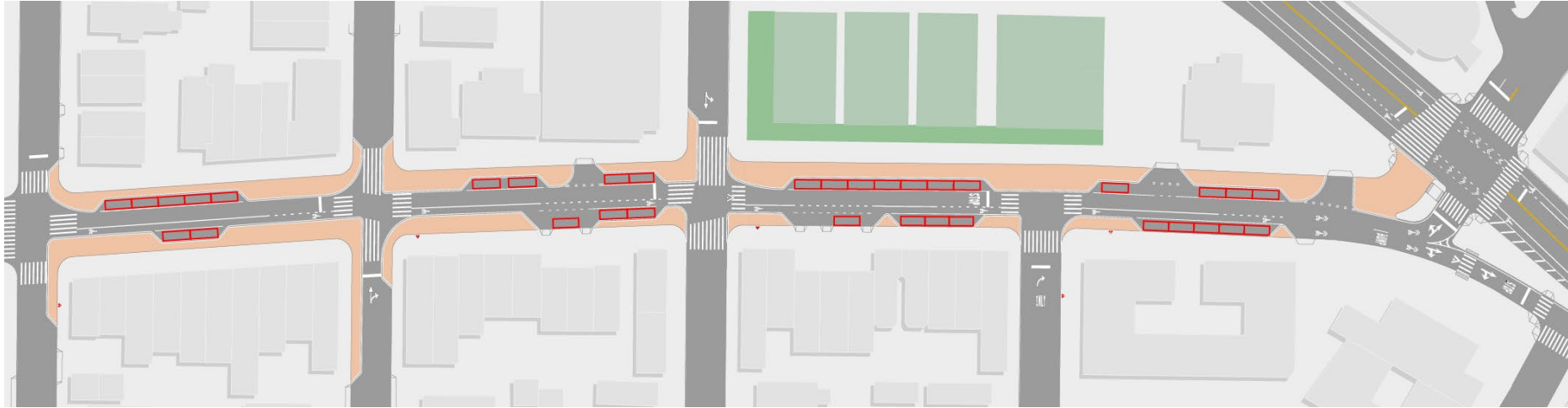
- ~650 linear feet (-360 LF)
- ~32 spots (-18 spots)



Curb Regulations

Potential curb regulation changes on the corridor:

- Update existing Open Street “No Standing Anytime” regulations to reflect current hours
- Additional “No Standing Anytime” regulations to support FDNY and Emergency access
- 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



Next Steps & Project Schedule

April	Woodside Ave. Open Street Resumes Ongoing Partner Coordination
May	Stakeholder Outreach
June	On-Street Public Outreach & Survey
July – August	CB4 Transportation Committee Presentation Ongoing Stakeholder Coordination
Fall	CB4 Full Board Informational Presentation Phase 1 Proposed Implementation (Interim Materials)
2025	Phase 1 Evaluation
2025 & Beyond	Visioning & Outreach for Capital Design

Thank You!

Questions?



NYCDOT



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NYCDOT

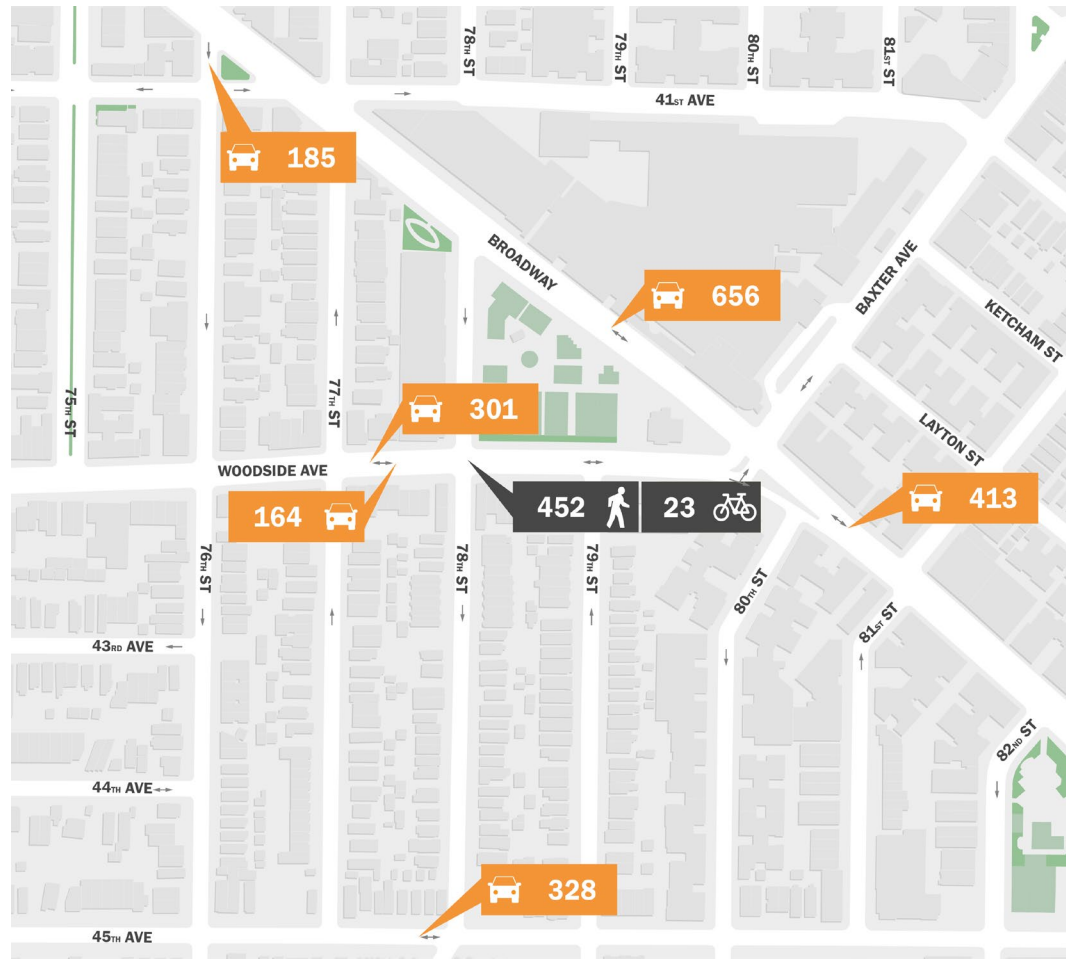
Appendix

Existing Traffic Volumes

Weekday AM Peak, 7:30 – 8:30am
February 2024

During Weekday Morning Peak Hour:

- Average of 301 vehicles traveling westbound on Woodside
 - ~5 per minute
- Average of 164 vehicles traveling eastbound on Woodside
 - ~3 per minute



Proposed Traffic Volumes

Weekday AM Peak, 7:30 – 8:30am
February 2024

- Westbound vehicles on Baxter are expected to use Broadway for alternative westbound routes
 - ~2 additional cars per minute on Broadway
- ~1-2 additional cars per minute on 76th to access Woodside
- ~3 additional cars per minute on 45th Ave

