

# Astoria Boulevard-99<sup>th</sup> St to 105<sup>th</sup> St

2015



# Background

- Astoria Blvd is in a Vision Zero Priority Area
- 2011 DOT study found that lane reduction along corridor is not feasible due to high traffic volumes
- Request from CM Ferreras for safety improvements, funding for future capital project
- Pedestrian fatality at 103<sup>rd</sup> St in 2013

## Astoria Blvd - 99th St to 105th St, QN

### Injury Summary, 2009-2013 (5 Years)

	Total Injuries	Severe Injuries	Fatalities	KSI
Pedestrian	9	1	1	2
Bicyclist	6	1	0	1
Motor Vehicle Occupant	91	2	0	2
Total	106	4	1	5

Fatalities, 01/01/2009-3/2/2015 : 1

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



**Pedestrian  
Killed/Severely Injured (KSI)** 1

**Fatality** 0

**Male, 29 - Killed  
crossing midblock**

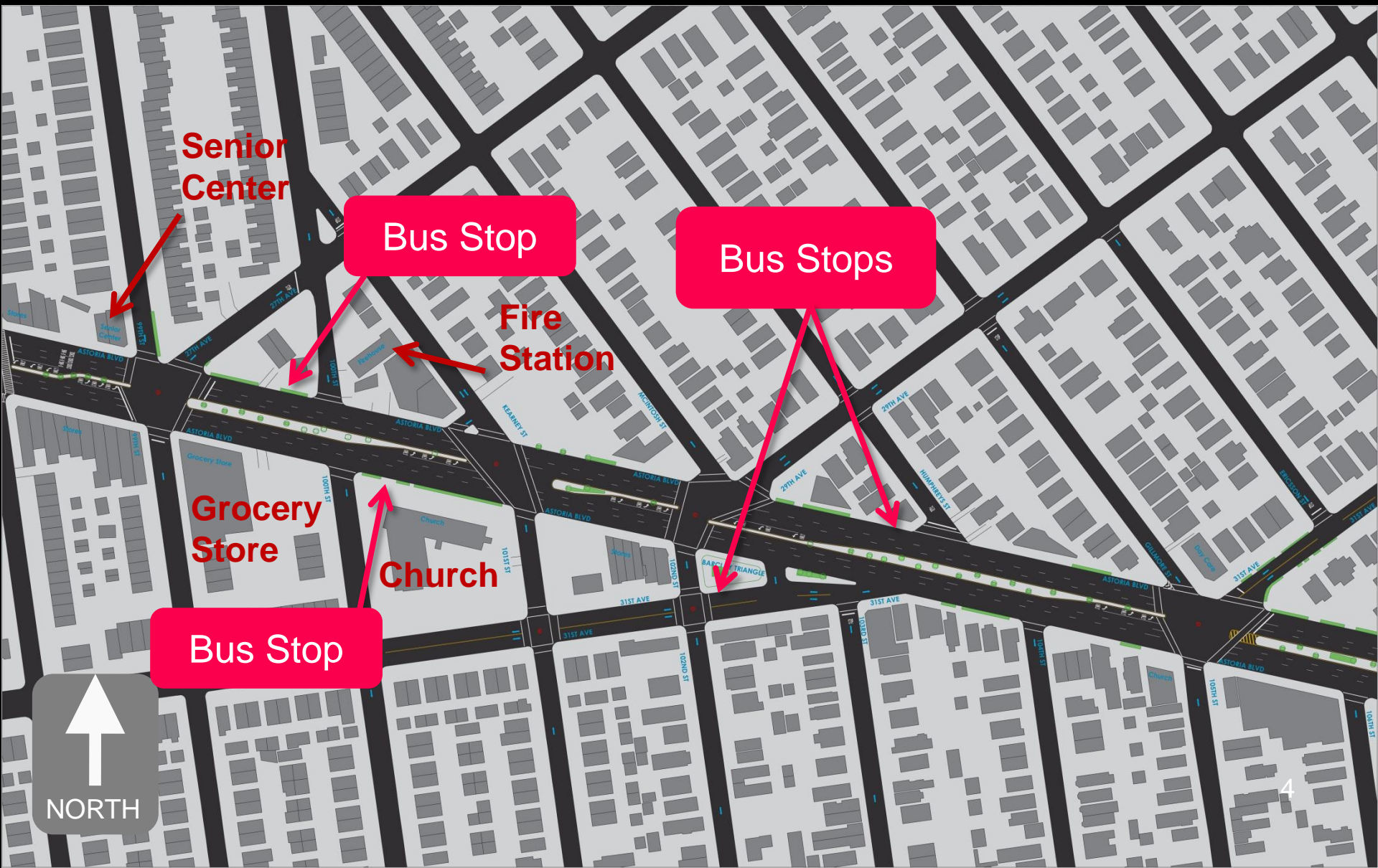
# Background

- 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





# Existing Project Area



# Existing Project Area





# Astoria and 99<sup>th</sup> St



Wide, multi-legged  
intersection



# Astoria and 100<sup>th</sup> St

No crossing at bus stop/  
pedestrian desire line



Bus stop



# Astoria and Kearney St

Long, indirect crossing





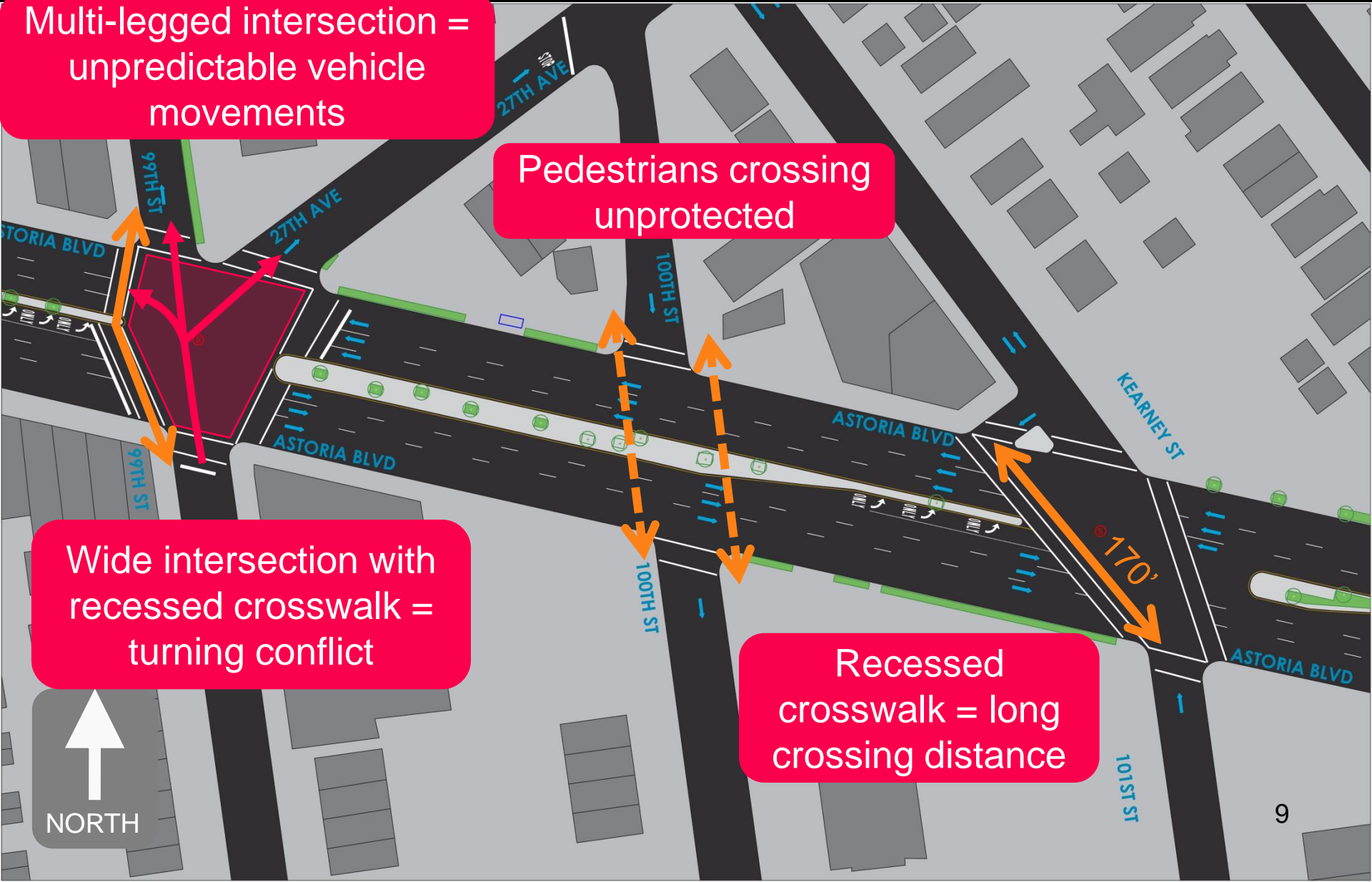
# Existing Conditions - 99<sup>th</sup>-101<sup>st</sup> St

Multi-legged intersection =  
unpredictable vehicle  
movements

Pedestrians crossing  
unprotected

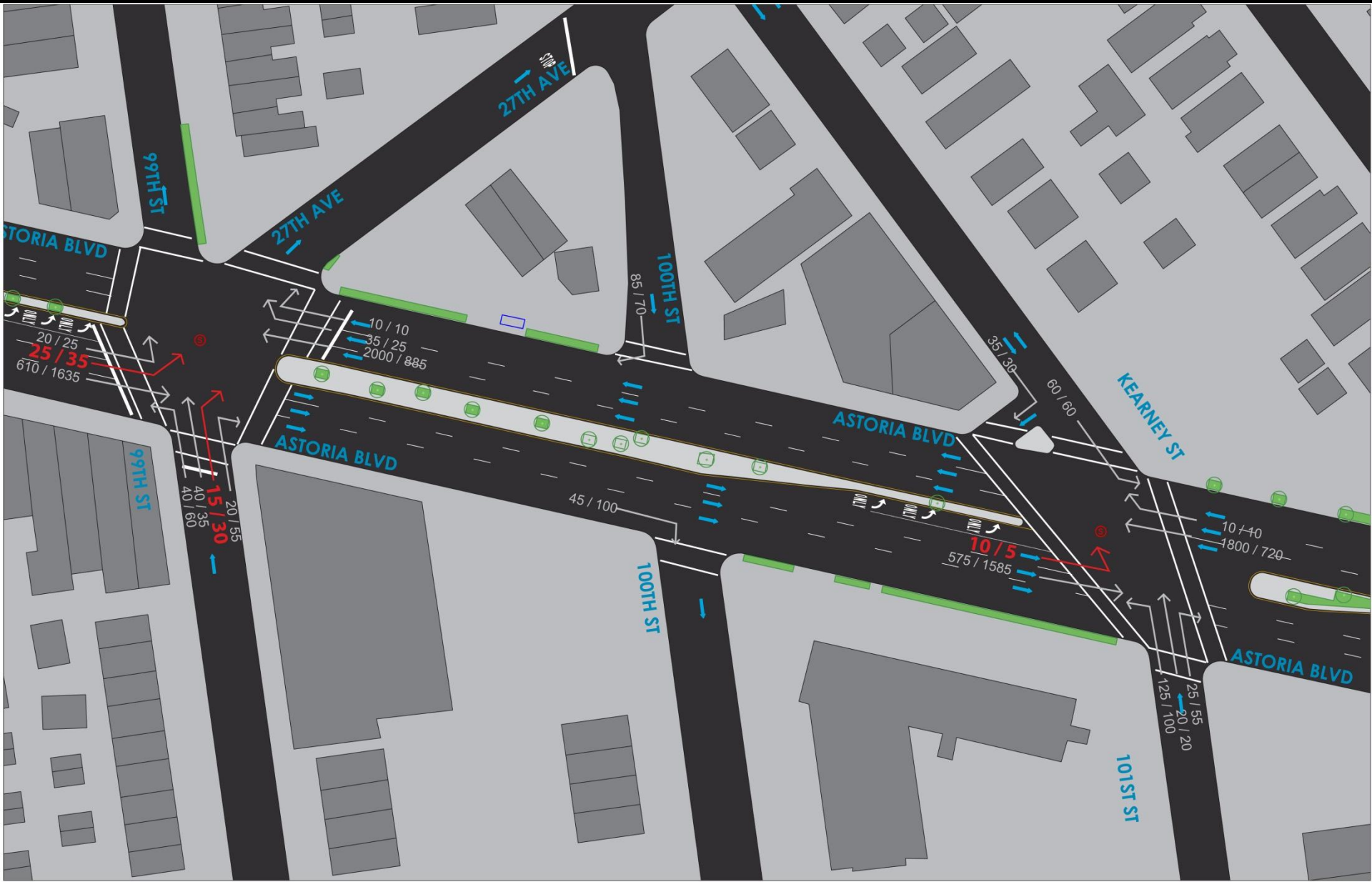
Wide intersection with  
recessed crosswalk =  
turning conflict

Recessed  
crosswalk = long  
crossing distance





# Volumes





# Proposal

Add parking lane stripe

Upgrade to high-visibility crosswalks

Remove 27<sup>th</sup> Ave from intersection

Open median and  
signalize intersection

Tightened  
intersection with  
direct crosswalk &  
predictable vehicle  
movements

Realign & shorten  
crosswalk

Ban left turn &  
expand median





# Astoria Blvd and Kearney St: Existing





# Astoria Blvd and Kearney St: Proposal





# Astoria and 102<sup>nd</sup> St

Wide, Multi-Legged Intersection





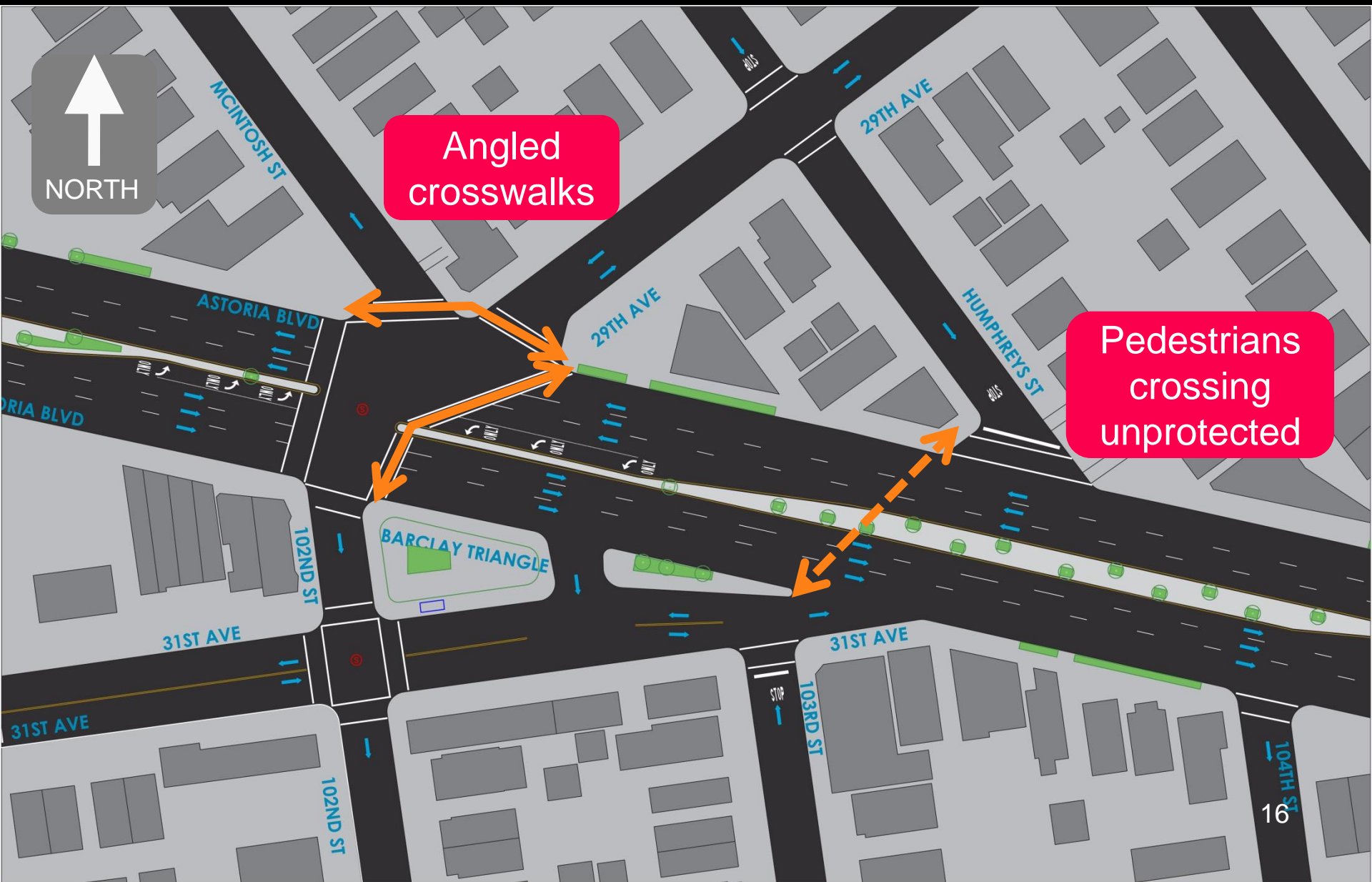
# Astoria and 103<sup>rd</sup> St



Pedestrians cross unprotected

Pedestrian Fatality

# Existing Conditions – 102<sup>nd</sup> to 103<sup>rd</sup>





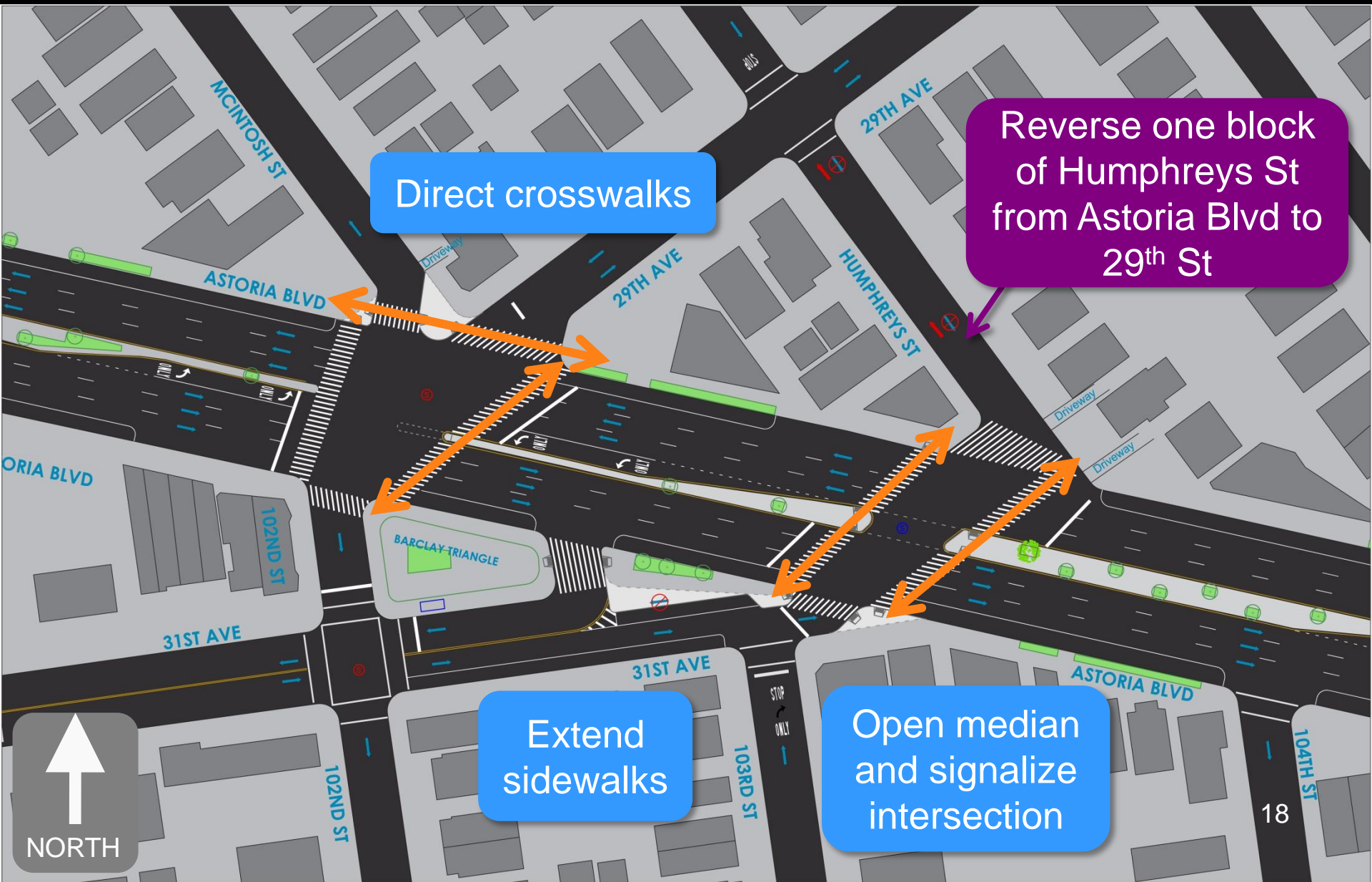
# Volumes



# Proposal

Add parking lane stripe

Upgrade to high-visibility crosswalks



Direct crosswalks

Reverse one block  
of Humphreys St  
from Astoria Blvd to  
29th St

Extend  
sidewalks

Open median  
and signalize  
intersection





# Astoria Blvd & 103<sup>rd</sup> St: Existing



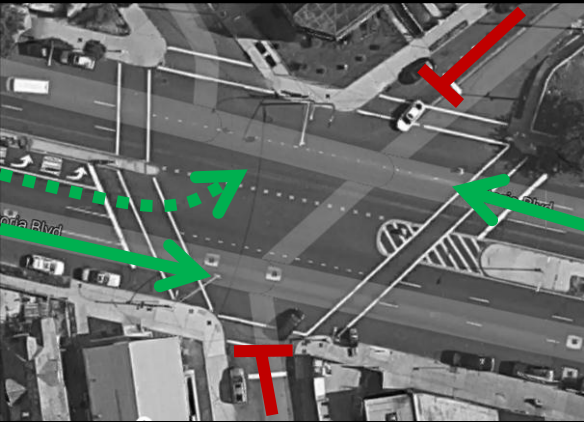


# Astoria Blvd & 103<sup>rd</sup> St: Proposal

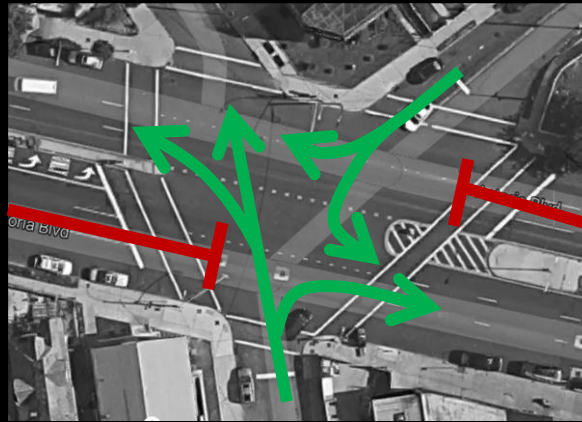




# 31<sup>st</sup> Ave/105<sup>th</sup> St

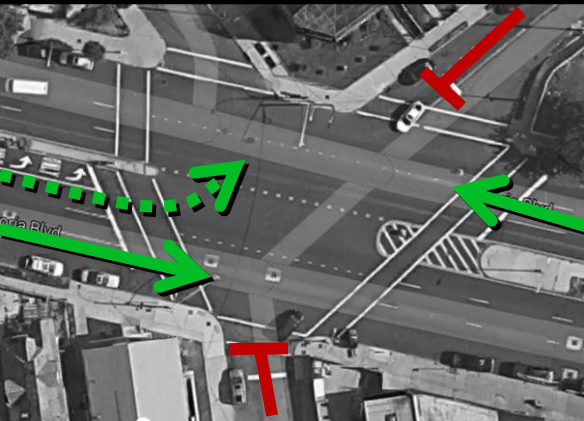


EXISTING

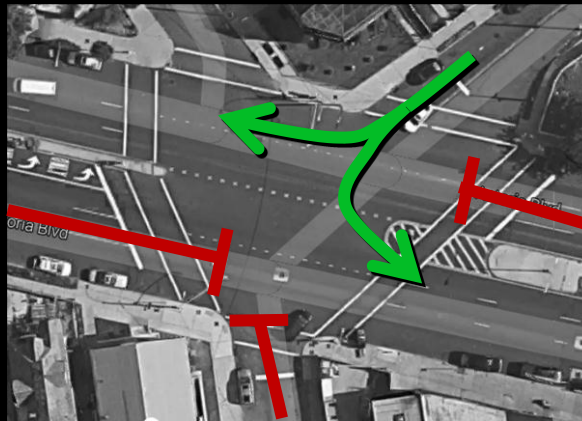


North/South goes at same time

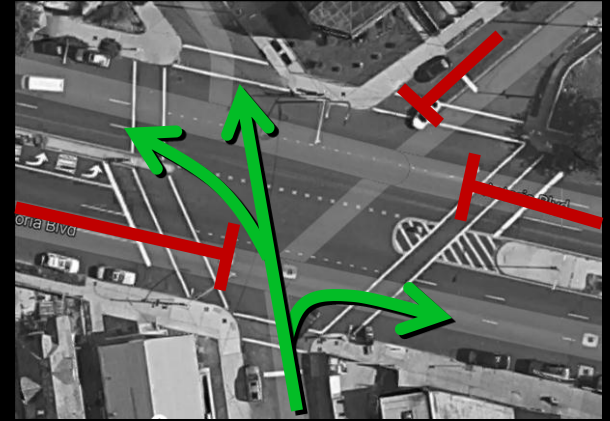
- Create three phase signal to separate north/south movements and reduce vehicular conflicts



PROPOSED



Southbound Phase



Northbound Phase







# Improvements Summary

1. Realign crosswalks at 99<sup>th</sup> St for shorter, more direct crossing
2. Extend median at 99<sup>th</sup> St to remove 27<sup>th</sup> Ave from intersection and simplify movements
3. Open median at 100<sup>th</sup> St for pedestrian and vehicular access, adding pedestrian and vehicular signals
4. Close left turn bay at Kearney St and extend medians
5. Ban left turn onto Kearney St
6. Pull-back west median at 29<sup>th</sup> Ave
7. Create curb extension at McIntosh and 29<sup>th</sup> Ave to shorten crossing
8. Reverse Humphreys St for one block from Astoria Blvd to 29<sup>th</sup> Ave
9. Open median at 31<sup>st</sup> Ave for pedestrian and vehicular access, adding pedestrian and vehicular signals
10. Create curb extension at 31<sup>st</sup> Ave and Astoria Blvd to slow vehicular turn onto Astoria Blvd
11. Make 31<sup>st</sup> Ave one-way east bound from Barclay Triangle slip to Astoria Blvd
12. Ban left turn onto 31<sup>st</sup> Ave from northbound 103<sup>rd</sup> St
13. Create three phase signal at 31<sup>st</sup> Ave/105<sup>th</sup> St/Gilmore St to reduce vehicular conflicts





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**Thank  
You**