



# NORTHERN BOULEVARD JACKSON HEIGHTS/EAST ELMHURST SAFETY IMPROVEMENT WORKSHOP





# Northern Blvd

MANHATTAN

COMMUNITY BOARD 1

COMMUNITY BOARD 3

NORTHERN BOULEVARD

114TH St

Queens Plz

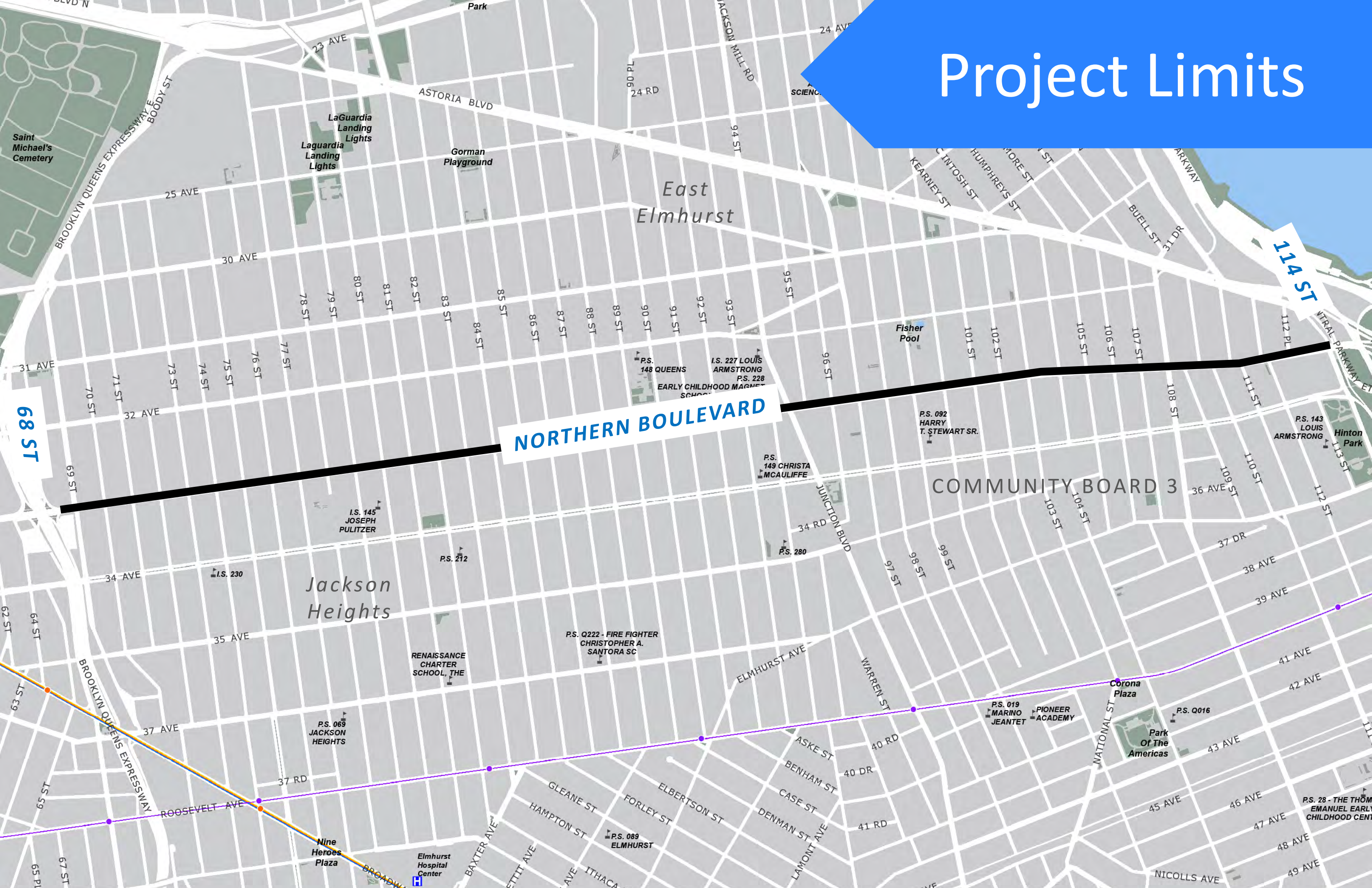
COMMUNITY BOARD 2

COMMUNITY BOARD 4

QUEENS



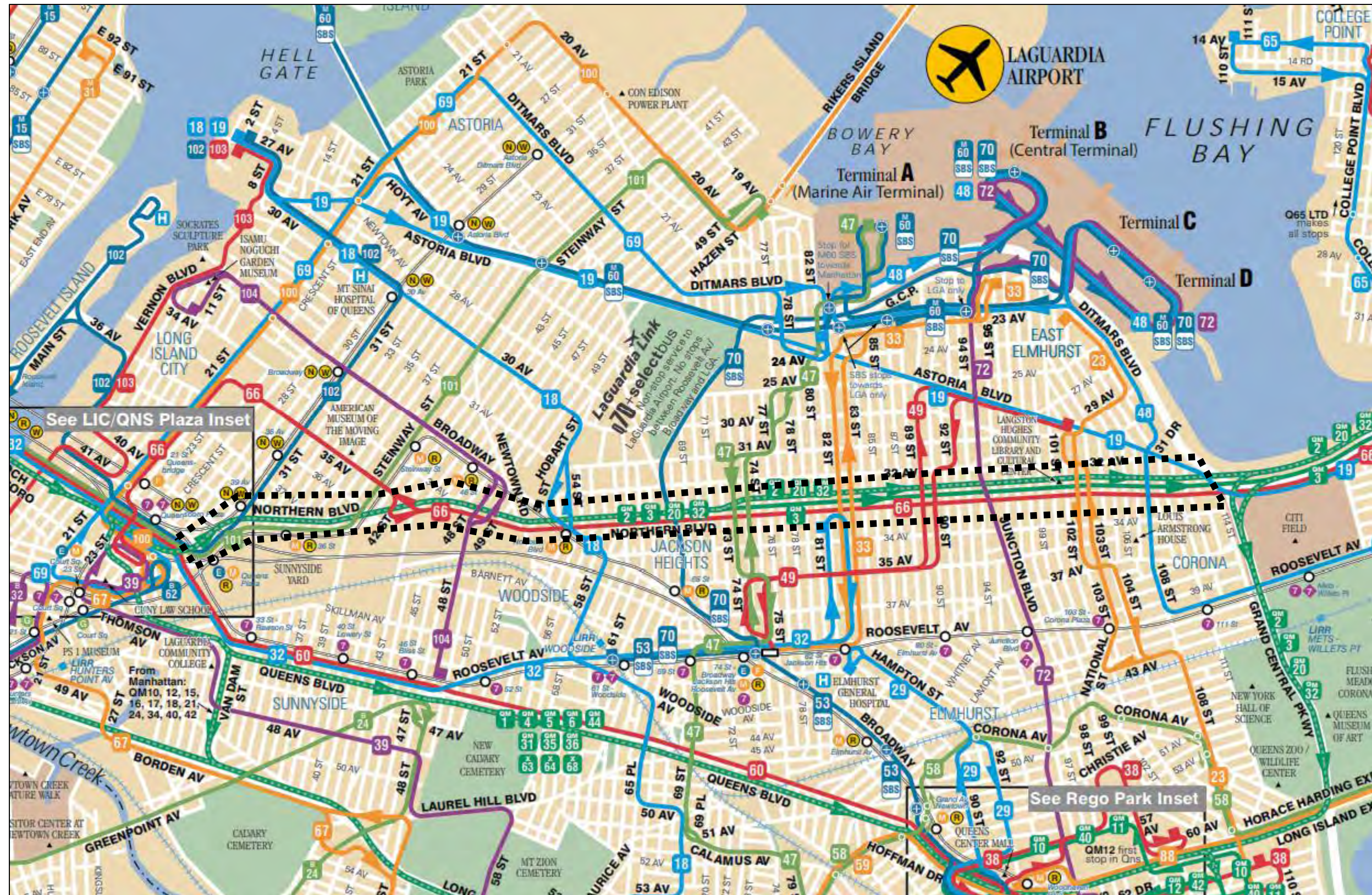
# Project Limits






# Queens Bus Map

Buses on Northern Blvd:  
QM2, QM3, QM 20, QM 32,  
Q101, Q102, Q66







# Queens Bike Map




**Protected Bicycle Lane with Access Point**  
Camino protegido para bicicletas con punto de acceso  
有出入口自行车专用道



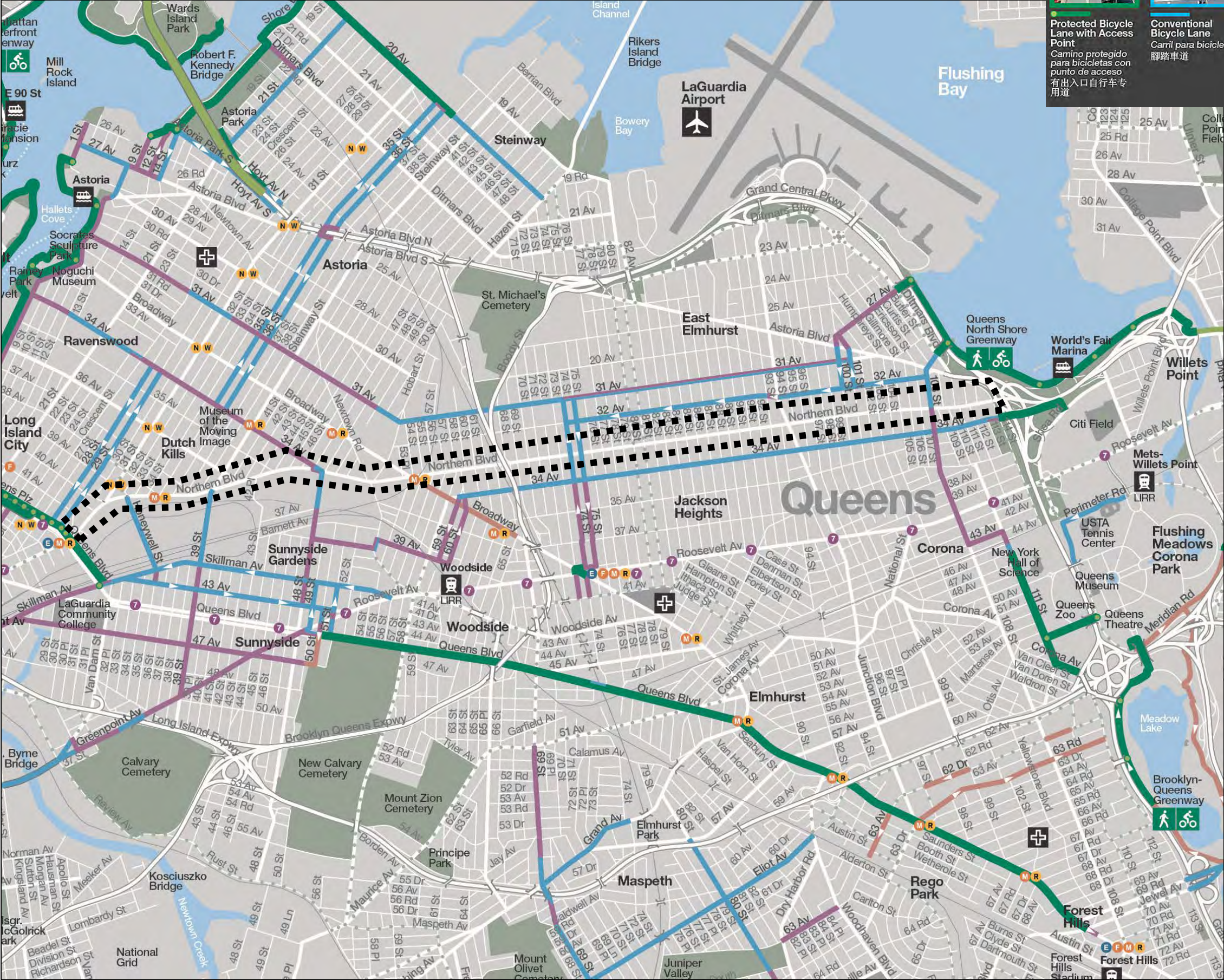
**Conventional Bicycle Lane**  
Carril para bicicletas  
腳踏車道



**Shared Lane**  
Carril compartido  
共用車道



**Signed Route**  
Rutas señalizadas  
未划分路段





# Queens Truck Map



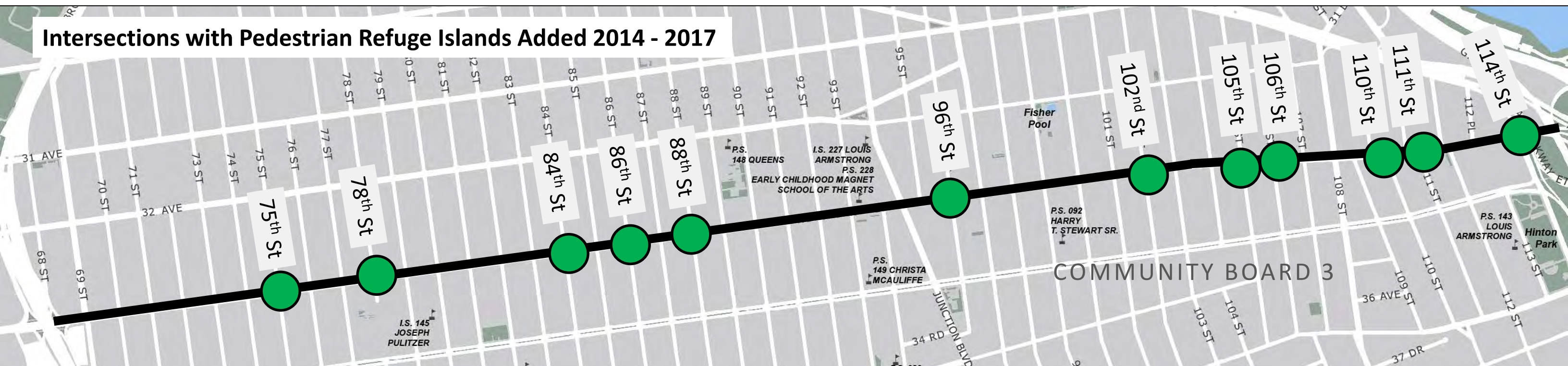
## Legend

- Local Truck Route**  
Trucks with an origin or destination for the purpose of delivery, loading or servicing within the respective Borough, shall only operate on designated local routes, except that an operator may operate on a non-designated street for the purpose of arriving at his/her destination. This shall be accomplished by leaving a designated truck route at the intersection that is nearest to their destination, proceeding by the most direct route, and then returning to the nearest designated truck route by the most direct route. If the operator has additional destinations in the same general area, he/she may proceed by the most direct route to his/her next destination without returning to a designated truck route, provided that the operator's next destination does not require that he/she cross a designated truck route.
- Through Truck Route**  
Trucks having neither an origin nor a destination within the respective Borough shall restrict the operation of such vehicles to those street segments designated as Through Truck Routes.
- Through Truck Route on Expressway**
- Through Truck Route on Tunnel**
- Exception 53' Trailers Allowed**  
For definition see information on reverse side.
- Industrial Business Zones (IBZ)**
- Parks and Open Spaces**
- 29A Highway Exit**
- Commercial Vehicles Prohibited**
- Low Vertical Clearance Area**



# Previous Safety Improvements on Northern Blvd

- Between 2014 and 2018, NYC DOT completed the following safety improvements on Northern Blvd in Community Board 3:
  - Constructed **13 pedestrian safety islands** at 75<sup>th</sup> St, 78<sup>th</sup> St, 84<sup>th</sup> St, 86<sup>th</sup> St, 88<sup>th</sup> St, 96<sup>th</sup> St, 102<sup>nd</sup> St, 105<sup>th</sup> St, 106<sup>th</sup> St, 110<sup>th</sup> St, 111<sup>th</sup> St, and 114<sup>th</sup> St (2015 – 2017)
  - Installed 10 second **Leading Pedestrian Intervals (LPI)** at all feasible intersections (typical LPI is 7 seconds) (2018)
  - Banned left turns** at 75<sup>th</sup> St, 78<sup>th</sup> St, 96<sup>th</sup> St, and 102<sup>nd</sup> St (2015 – 2017)
  - Installed **high-visibility crosswalks** and **refurbished markings** between 68<sup>th</sup> St and 114<sup>th</sup> St (2015 – 2018)







# 2015 Safety Project Results

Safety improvements at key intersections where NYC DOT installed **9 pedestrian islands** between 62<sup>nd</sup> St and 102<sup>nd</sup> St in 2015:

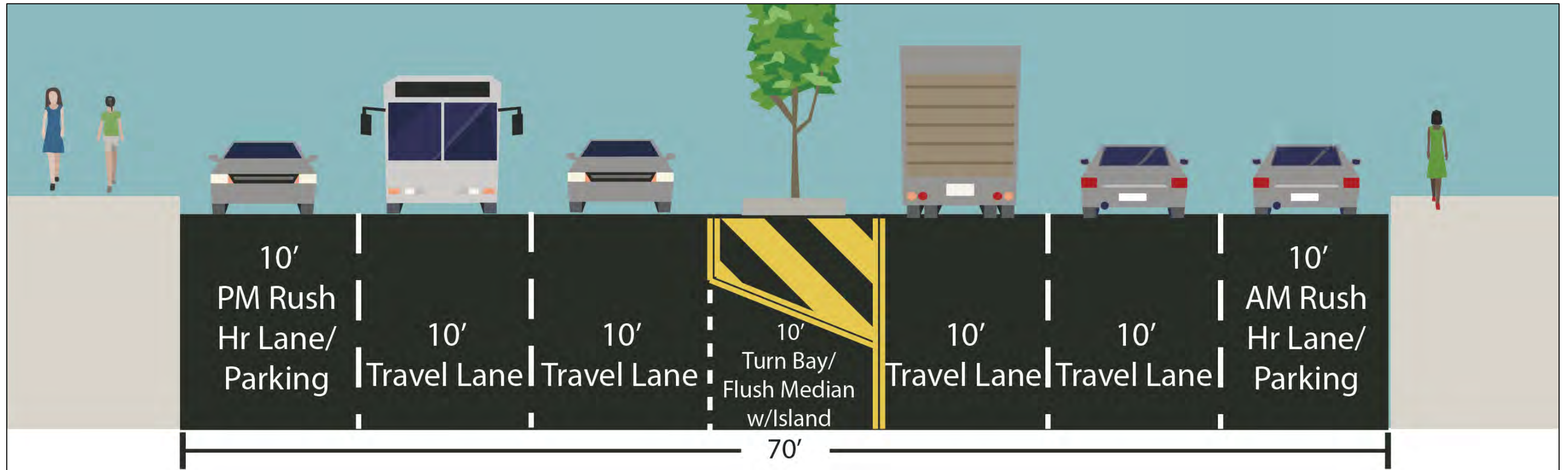
- **Pedestrian injuries decreased by 51%**
- Total injuries decreased by 14%



Northern Blvd at 89 St



# Existing Conditions



Long crossing distances, wide roadway



Rush hour parking regulations



Multimodal corridor, diverse users



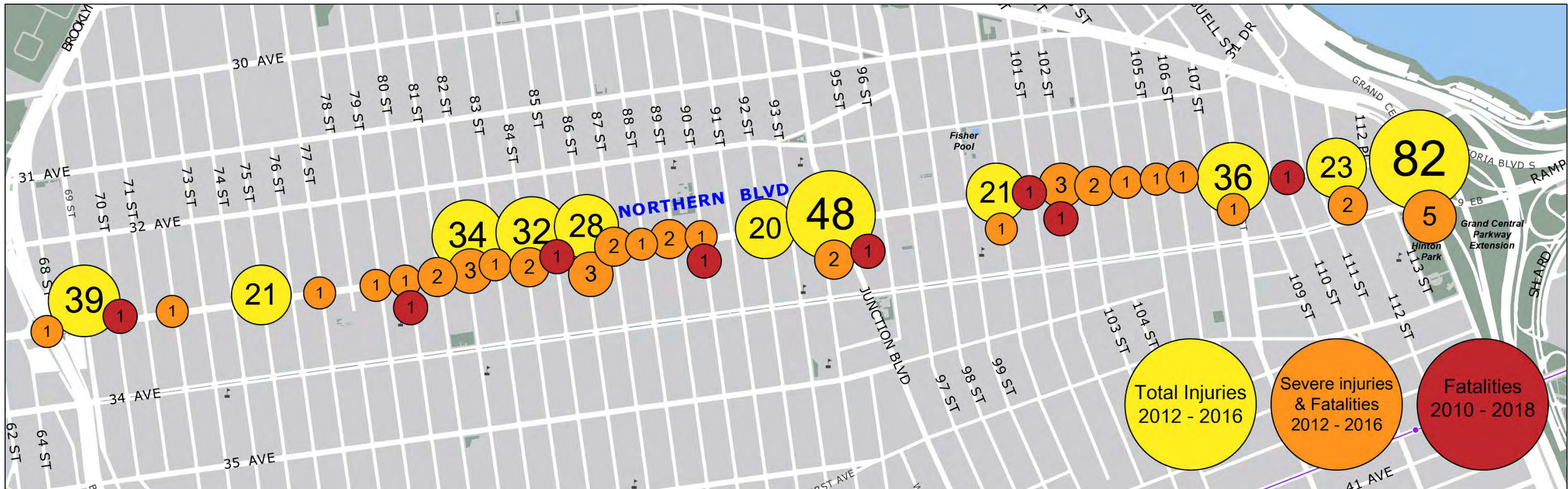
# Safety Data: Northern Boulevard (68 St to 114 St)

- ❑ Vision Zero Priority Corridor & Area
- ❑ Vision Zero Priority Intersections at 80<sup>th</sup> St, 87<sup>th</sup> St, and 102<sup>nd</sup> St
- ❑ Jackson Heights and Corona-Elmhurst Senior Pedestrian Focus Areas
- ❑ 8 pedestrian fatalities (2012 – present) and 43 people killed or severely injured (2012 – 2016) along 2.2 mile corridor
- ❑ Majority of pedestrian crashes (55.6%) result from vehicle failure to yield
- ❑ Highest cause of vehicle occupant injuries result from rear end crashes (36.9%)

Injury Summary, 2012-2016 (5 Years)				
	Total Injuries	Severe Injuries	Fatalities	KSI
Pedestrian	127	17	3	20
Bicyclist	36	2	0	2
Motor Vehicle Occupant	687	21	0	21
Total	850	40	3	43

Fatalities, 01/01/2012-9/17/2018 : 8

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





# Markings Toolkit

Painted curb extensions



Painted sidewalk space



Dedicated bus lane



Conventional bike lane



Protected bike lane



Wide, high-visibility crosswalks





# Traffic Control Toolkit

## Leading Pedestrian Intervals



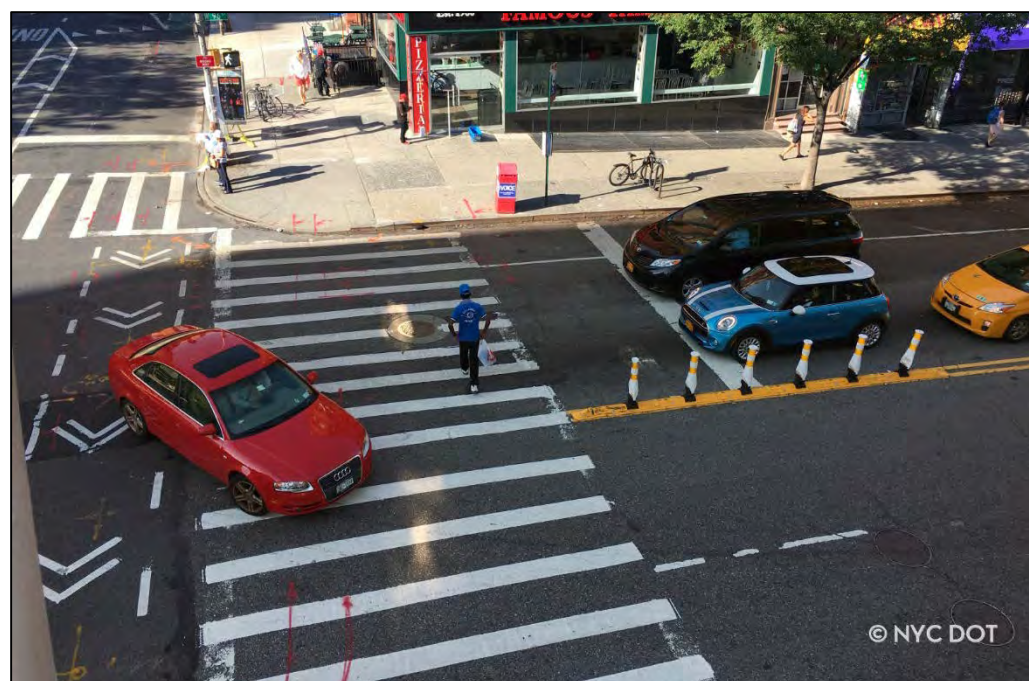
## New signals/change signal timing



## Truck loading zones



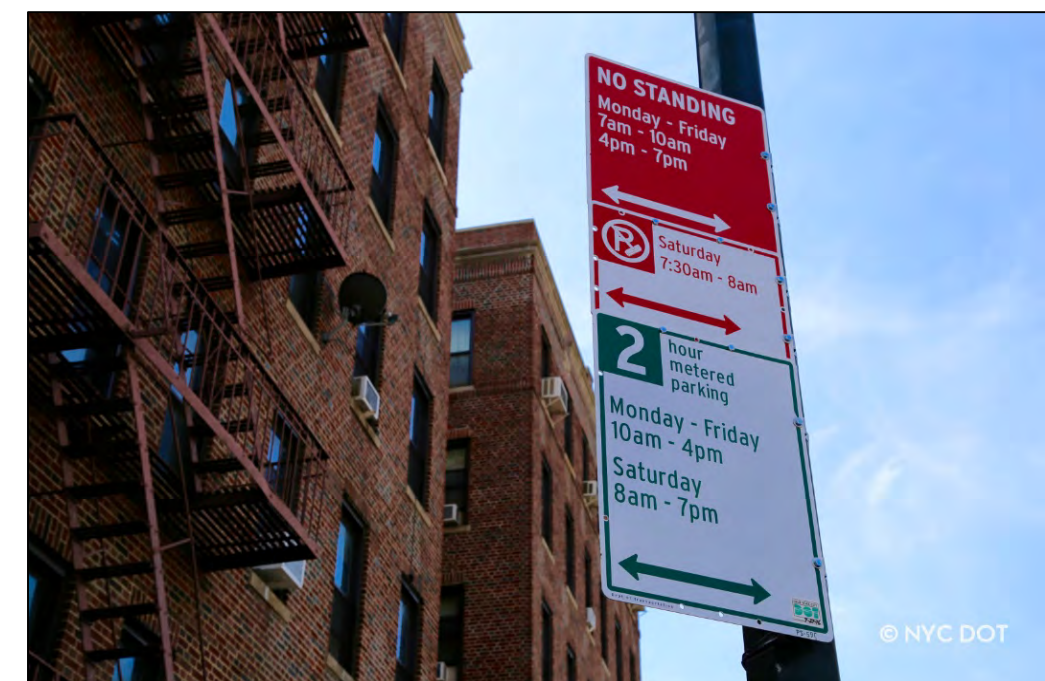
## Left turn traffic calming



## Turn bans



## Curb regulations



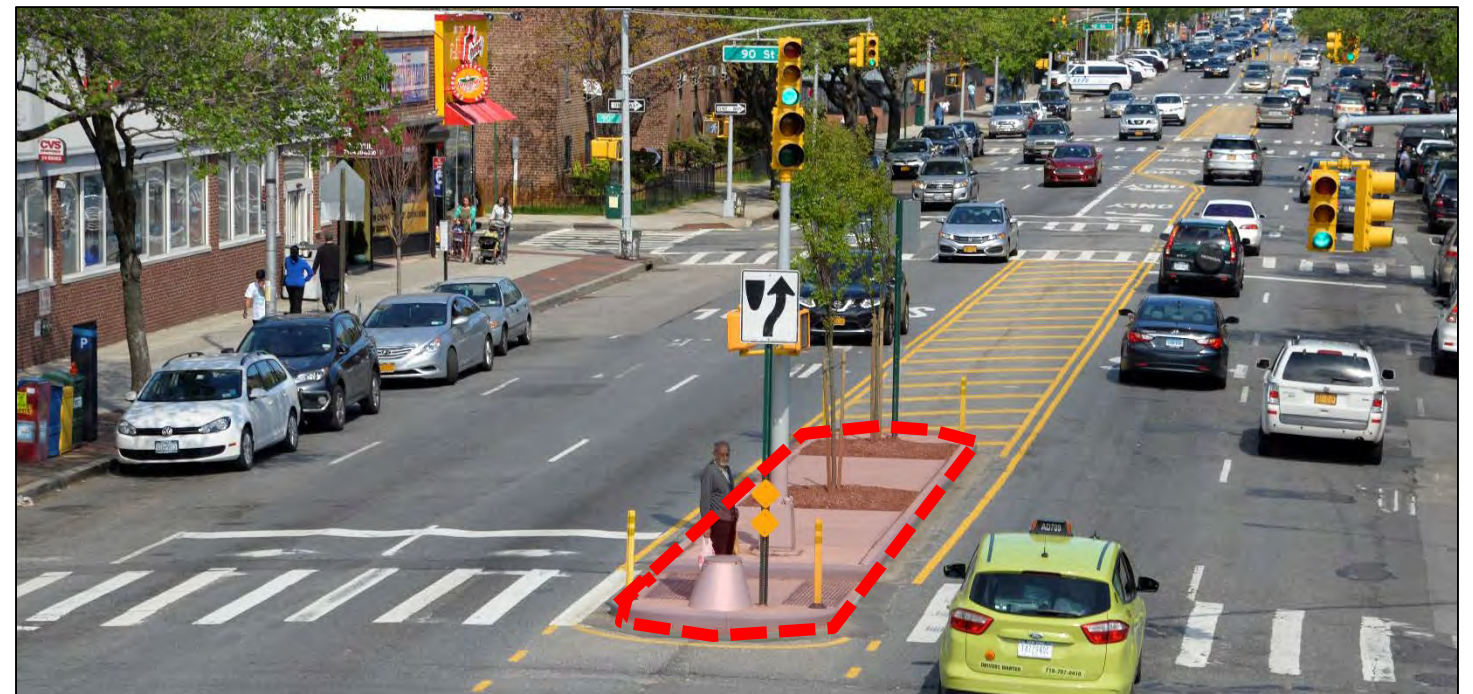


# Concrete Toolkit

Curb extensions



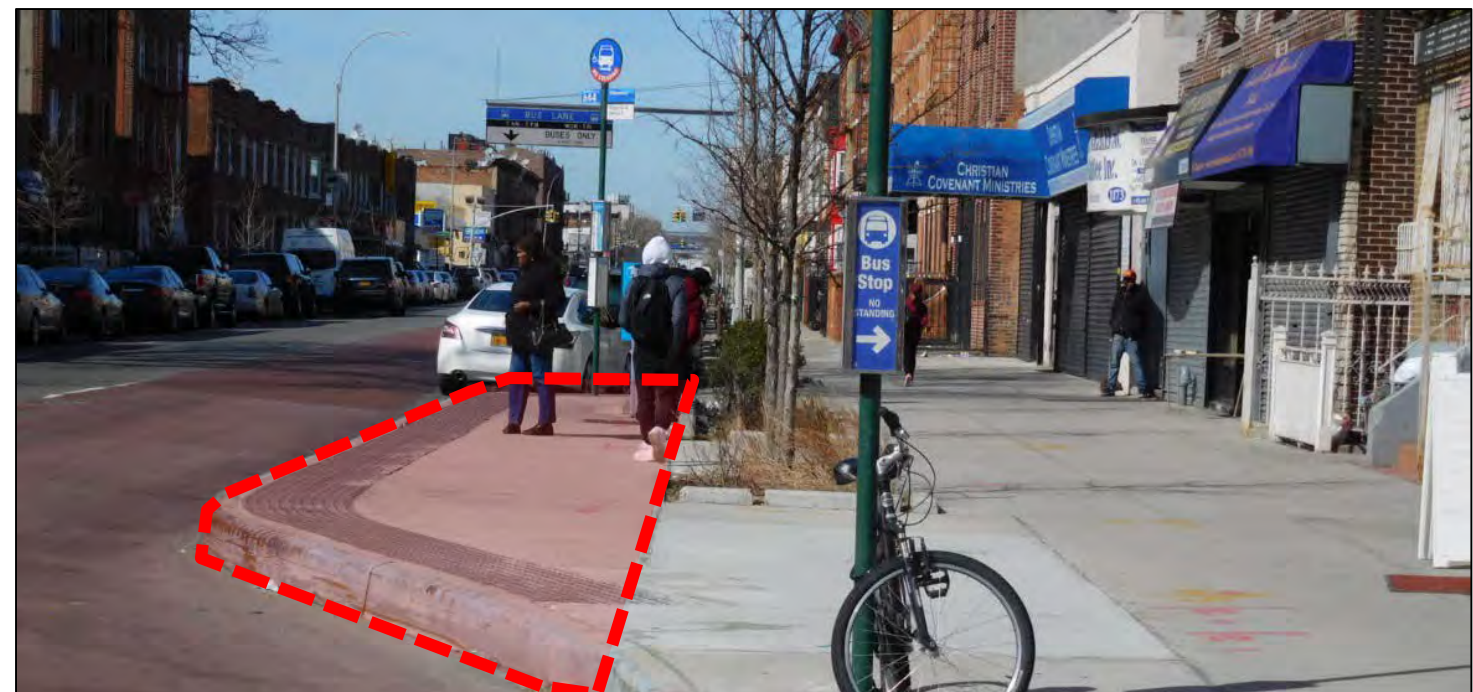
Pedestrian refuge islands



Concrete medians



Bus boarding bulbs





# Beautification Toolkit

Public space & plantings



Wayfinding signs



Public art



CityBench



Bike corral with planters



Street seats





# Short Term Improvements

- In **2018**, NYC DOT installed left turn traffic calming at 70<sup>th</sup> St, 72<sup>nd</sup> St, 82<sup>nd</sup> St, 85<sup>th</sup> St, 86<sup>th</sup> St, and 90<sup>th</sup> St to slow left turning vehicles and reduce conflicts between motor vehicles and pedestrians
- Beginning in **2019**, NYC DOT plans to install 10 pedestrian refuge islands on Northern Blvd between 70<sup>th</sup> St and 92<sup>nd</sup> St



- In 2019, NYC DOT plans to install concrete pedestrian refuge space in Community Board 1 and Community Board 2 on Northern Blvd and Broadway, Newtown Rd, and Woodside Ave



# Short Term to Long Term Improvements

Before



After Operational Project  
(Paint, Temporary Materials, Planters)



After Capital Project  
(Concrete, Plantings & Trees, Lighting, Seating)



**Allen and Pike Streets,  
Manhattan  
2009 - 2012**



# Visioning & Feedback

Date:

Table:

**What do you want Northern Blvd to look like in the future? What treatments from the toolkit would you like to see implemented?** Use the large map to identify specific locations where DOT should focus improvement efforts. As a group, select your top locations and issues to share with the workshop.



Rego Park Queens Blvd Workshop  
January 2017

## Top Points to Share



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