

Jackson Heights Neighborhood Transportation Study: *Short Term Improvements for Pedestrians, Bicyclists, and Transit Riders*



URS

Zetlin 

Nelson | Nygaard
consulting associates

NYCTM

Michael R. Bloomberg
Mayor

NEW YORK CITY
DOT

Janette Sadik-Khan
Commissioner

[illegible]

35th Avenue

82nd Street

60th Street

37th Avenue

Broadway

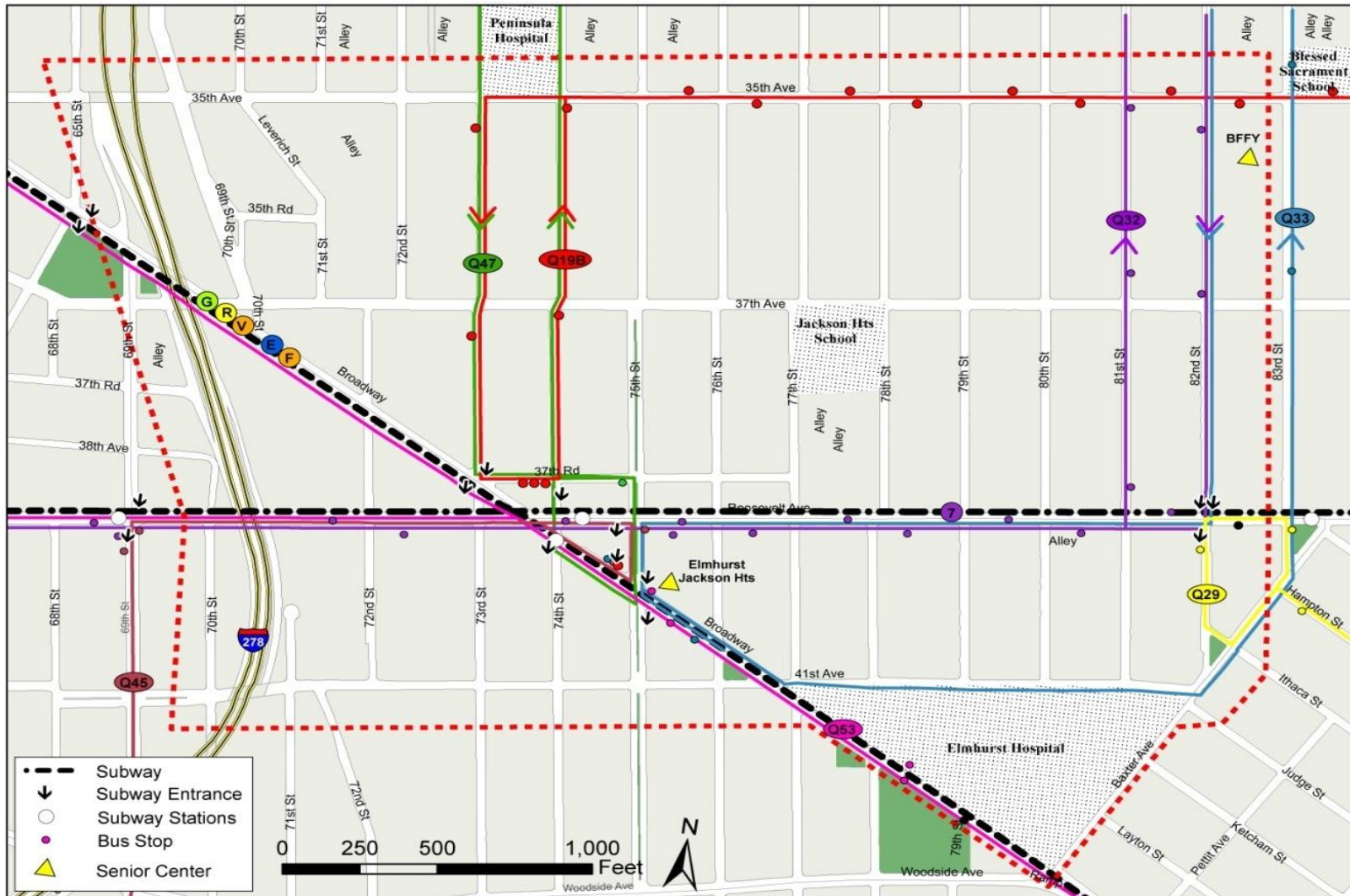
41st Avenue



0 250 500 1,000

Jackson Heights Neighborhood Transportation Study

Cars, Buses, Trucks and Trains... Oh My!

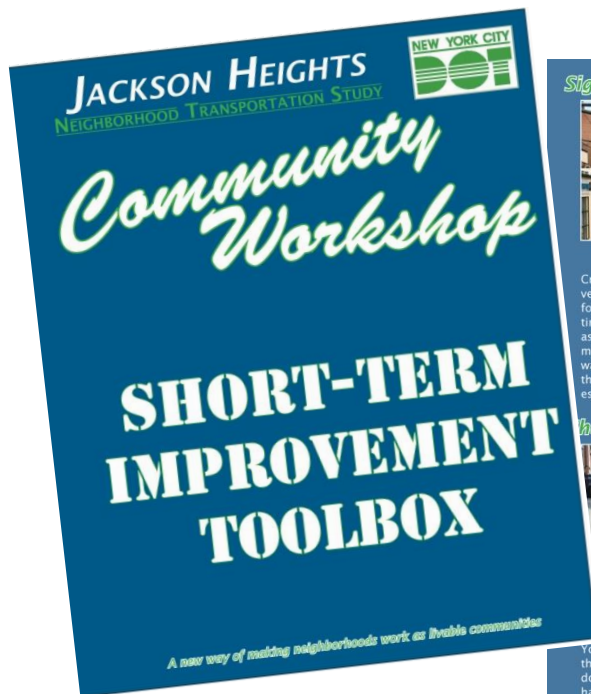


Competing users on local streets



Involvement Led the Planning

- Provide community tools
 - Tool box to identify issues
 - Street classification workshops/workbooks



Signal Timing Changes & Synchronization



By adjusting signal timing or synchronizing a series of signals, the overall traffic flow can be optimized. This can reduce congestion by increasing the number of cars an intersection can process during a signal cycle.

Turning Bays/Turn Restrictions

Creating dedicated space and/or dedicated time for motor vehicles to make turning movements improves the safety for all street users. Dedicated turning bays and dedicated time reduces conflicts between motorists and pedestrians as these designs tend to reduce turning speeds and allow motorists and pedestrians to see each other in the crosswalks. New York City generally prohibits right turns on the red signal which improves the walking environment, especially for senior citizens and children.



Changes to Curbside Usage and Regulations



Changes to curbside usage and regulations can be as simple as changing a parking sign from 1 hour parking to 2 hour parking or it can be dramatic as implementing programs, such as "PARK Smart" to increase space turn-over. Also this tool can include adding additional delivery areas to aid local business.

Geometric Improvements

Geometric improvements may include pilot programs such as converting roads into public spaces. New York City's Summer and Play Streets program shows that reclaiming street spaces for neighborhood uses does not cause congestion on other streets. There have been other programs such as this throughout the city, such as this temporary sidewalk extension in Jamaica, as seen to the right.



Bus Stop Relocations & Improvements

Since 2007, NYCDOT has been upgrading bus shelters throughout the city, such as the one to the right in this photo. The new shelters allow more natural light into the waiting area and are pleasing to the eye.



Bike Parking



NYCDOT has been installing sheltered bike parking throughout the city. Parking such as this often allows commuters to ride their bike to a transit hub and hop on their train or bus.

Bike Lanes



NYCDOT offers three different types of bike lanes:

- Class I - Physically Protected from Traffic
- Class II - Dedicated lane flowing with traffic (shown)
- Class III - Shared travel with traffic

Traffic Calming



Improving streets and intersections for walking by slowing down motor vehicles and reducing speeds. Measures to calm traffic include speed humps, the curbs at intersections and at midblock bicycle lanes, and increasing the time for cross the street, to name a few. These measures prevent injuries and fatalities and encourage bicycling.

There are other tools in the toolbox. For more information on new elements and programs being utilized by NYCDOT visit their new Street Design Manual at <http://www.nyc.gov/html/dot/html/about/streetsdesignmanual.shtml>



Involvement Led the Planning

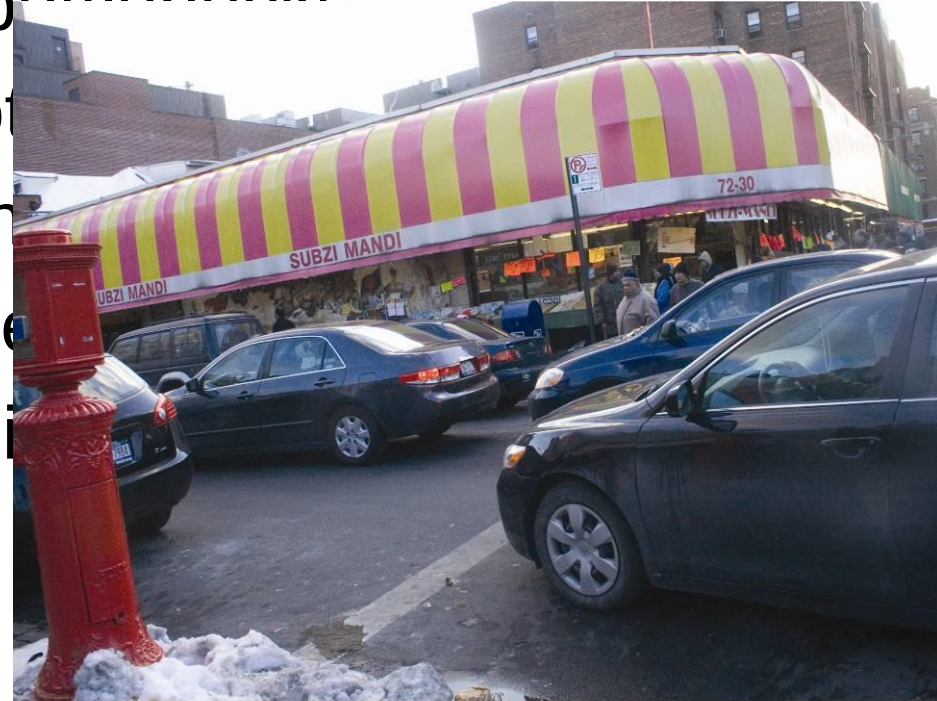
- **Standing Advisory Committees**
 - Technical Advisory Committee
 - Community Advisory Committee
- **Public Involvement Activities**
 - 7 CAC Issue Identification Walkthroughs: *17 attendees*
 - Community Issue Identification Workshop: *62 attendees*
 - Community Open House [Data Collection Results] : *over 120 attendees*
 - Street Classification Workshops: *over 60 attendees*
 - Short-Term Solutions Small Group Presentations: *over 180 attendees*

Issues Identified - Congestion

Traffic queues / bottlenecks
Traffic signals not
Severe traffic con
Livery cabs cause
Tight turning radii



Roosevelt Avenue



73rd Street

Issues Identified – Pedestrian Mobility

Jaywalking

Traffic back-ups impede pedestrian flow

Walk cycle for pedestrians too short

Intersections difficult to cross for pedestrians and bicyclists

Pedestrians feel uncomfortable crossing street

Street vendors and store displays

37th Avenue

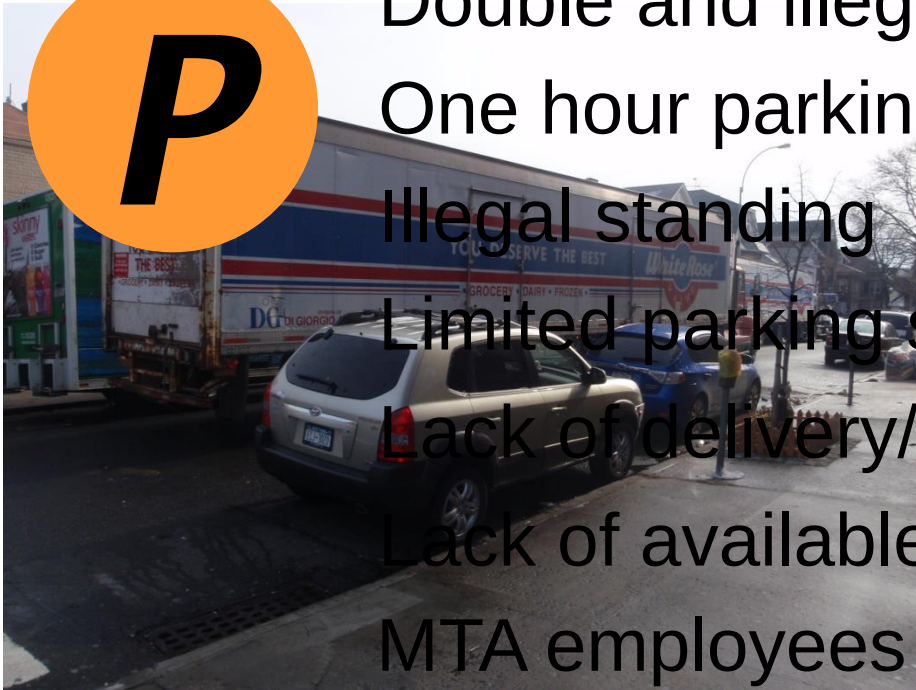
Roosevelt Avenue / Broadway

generate pedestrian bottlenecks

Pedestrian-vehicle conflicts

Issues Identified - Parking


 Double and illegal parking
 One hour parking limit too short
 Illegal standing
 Limited parking spaces
 Lack of delivery/loading zones
 Lack of available parking
 MTA employees illegally park



76th Street



37th Avenue

onal vehicle

Issues Identified – Transit

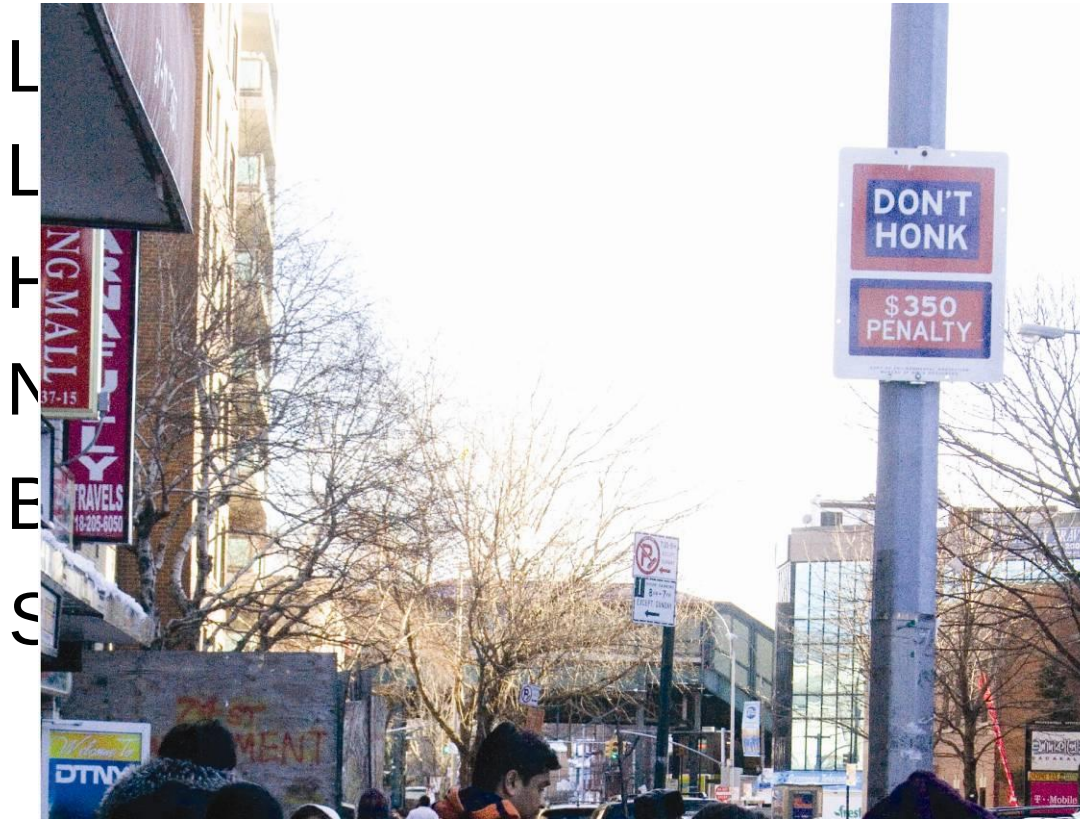


73rd Street / 37th Avenue
bus stops

Lack of southbound routes

Issues Identified – Quality of Life

Q



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ste

Data Collection

- **General** (September/October 2009)
 - Vehicle and Pedestrian Volumes
 - Turning Movement Counts
 - Parking (Legal and Illegal)
 - Travel Times
 - Sidewalk Obstructions
- **Origin-Destination Surveys** (September/October 2009)
 - 1,445 Pedestrians
 - 1,843 Drivers
- **Merchant Survey** (July 2010)
 - 75 Businesses
 - Truck Drivers

Proposed Short Term Treatments - Overview

C Congestion & Pedestrian Mobility

T Transit

P Parking

Q Quality of Life

0 250 500 1,000 Feet

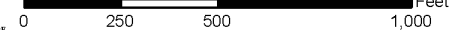
Jackson Heights Neighborhood Transportation Study



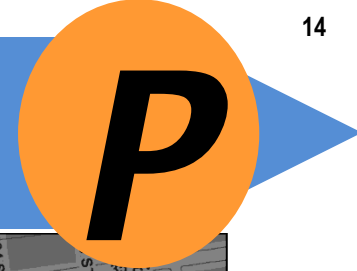
Parking



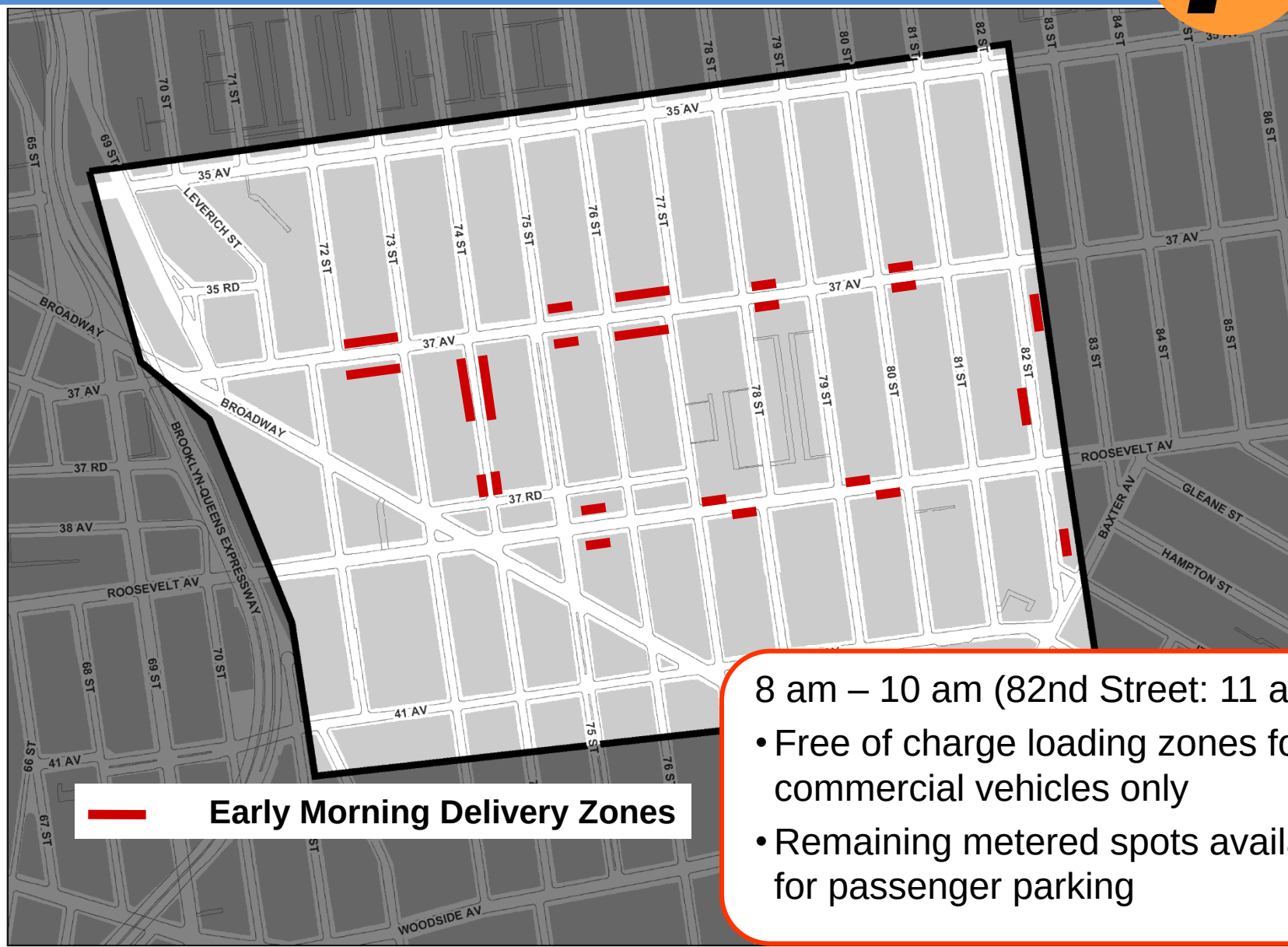
Quality of Life



Jackson Heights Neighborhood Transportation Study



Early Morning Delivery Zones

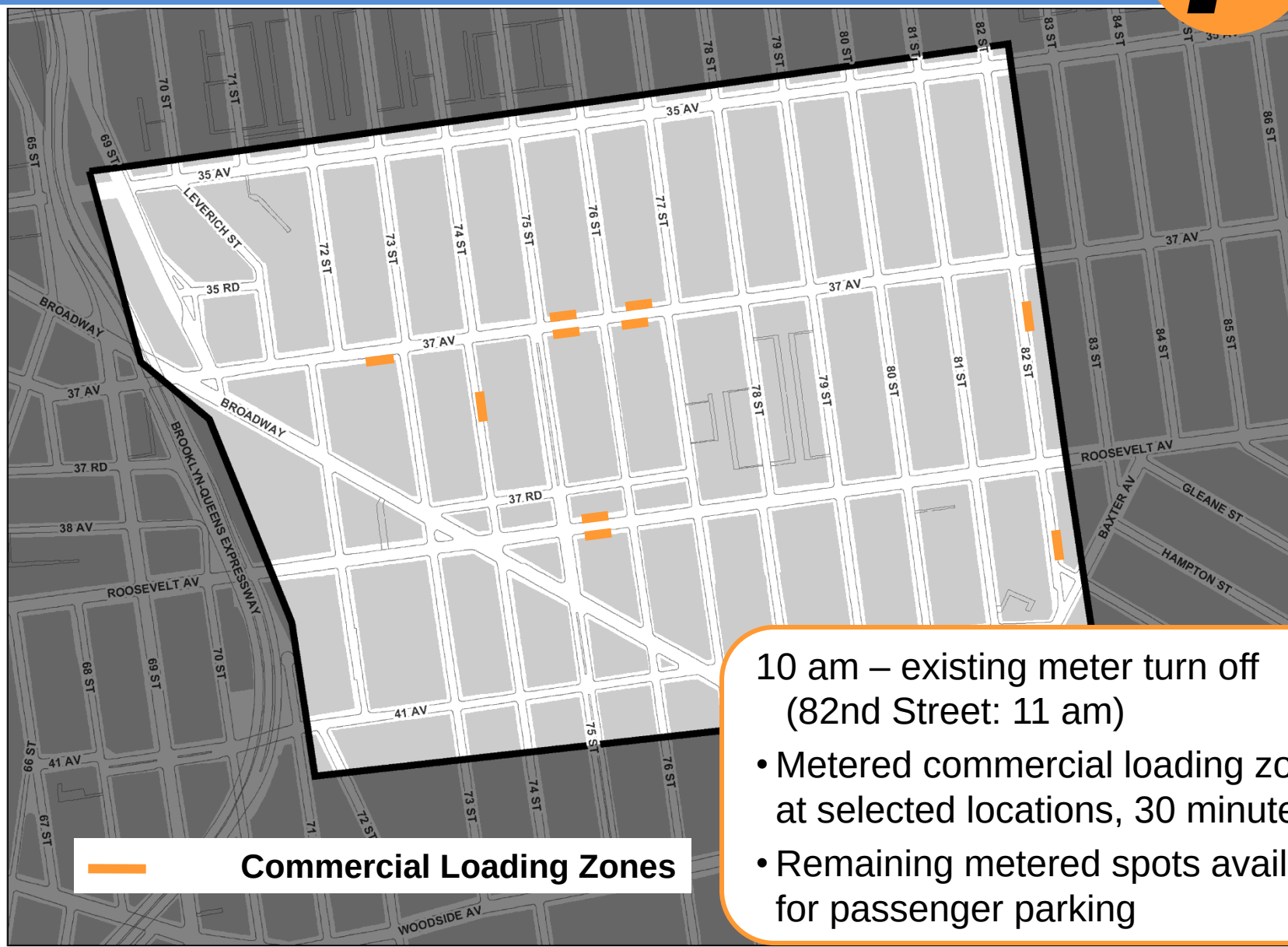
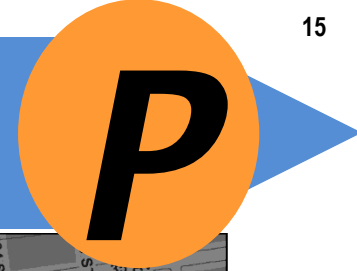


 **Early Morning Delivery Zones**

8 am – 10 am (82nd Street: 11 am)

- Free of charge loading zones for commercial vehicles only
- Remaining metered spots available for passenger parking

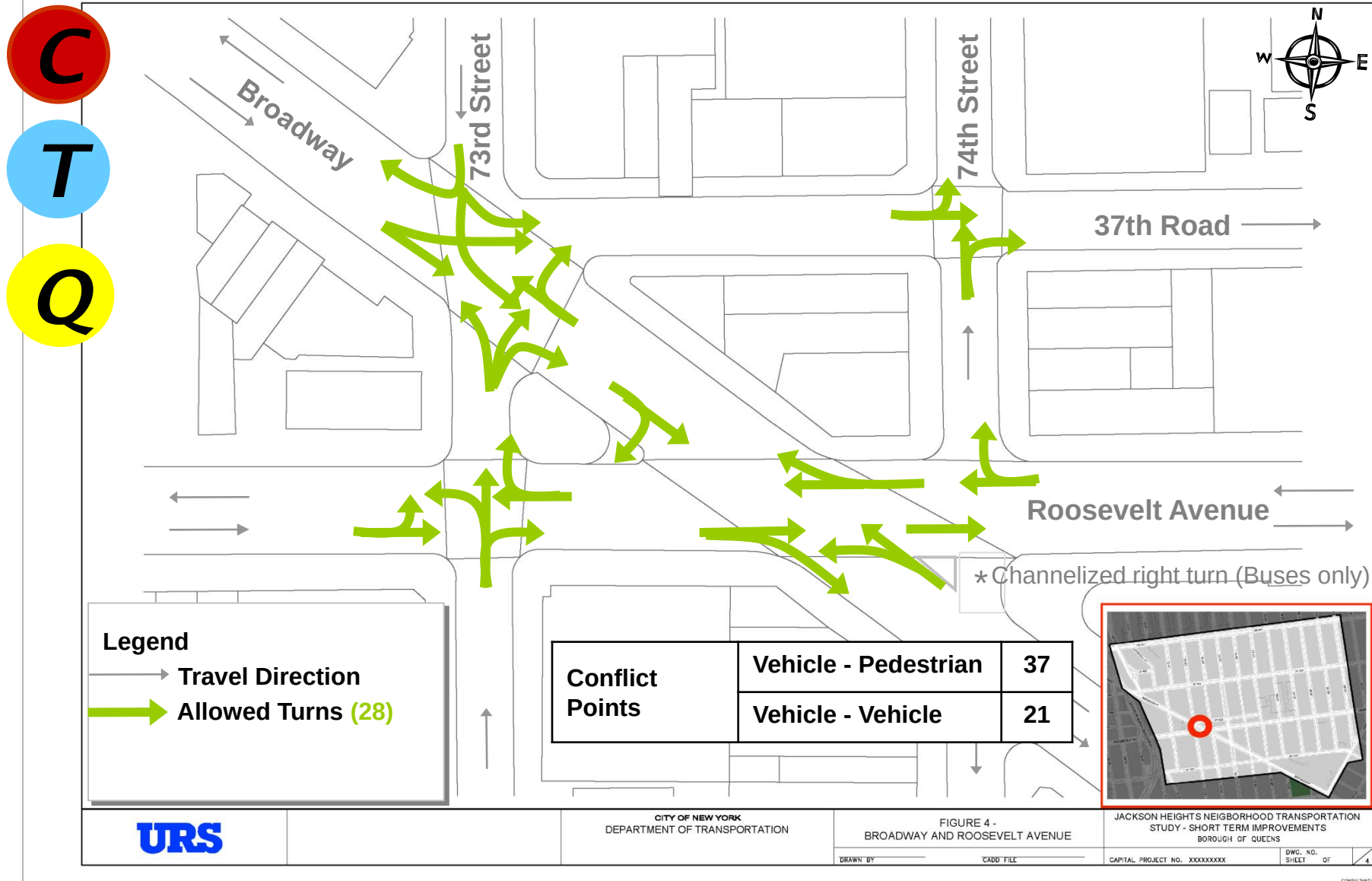
Commercial Loading Zones



10 am – existing meter turn off
(82nd Street: 11 am)

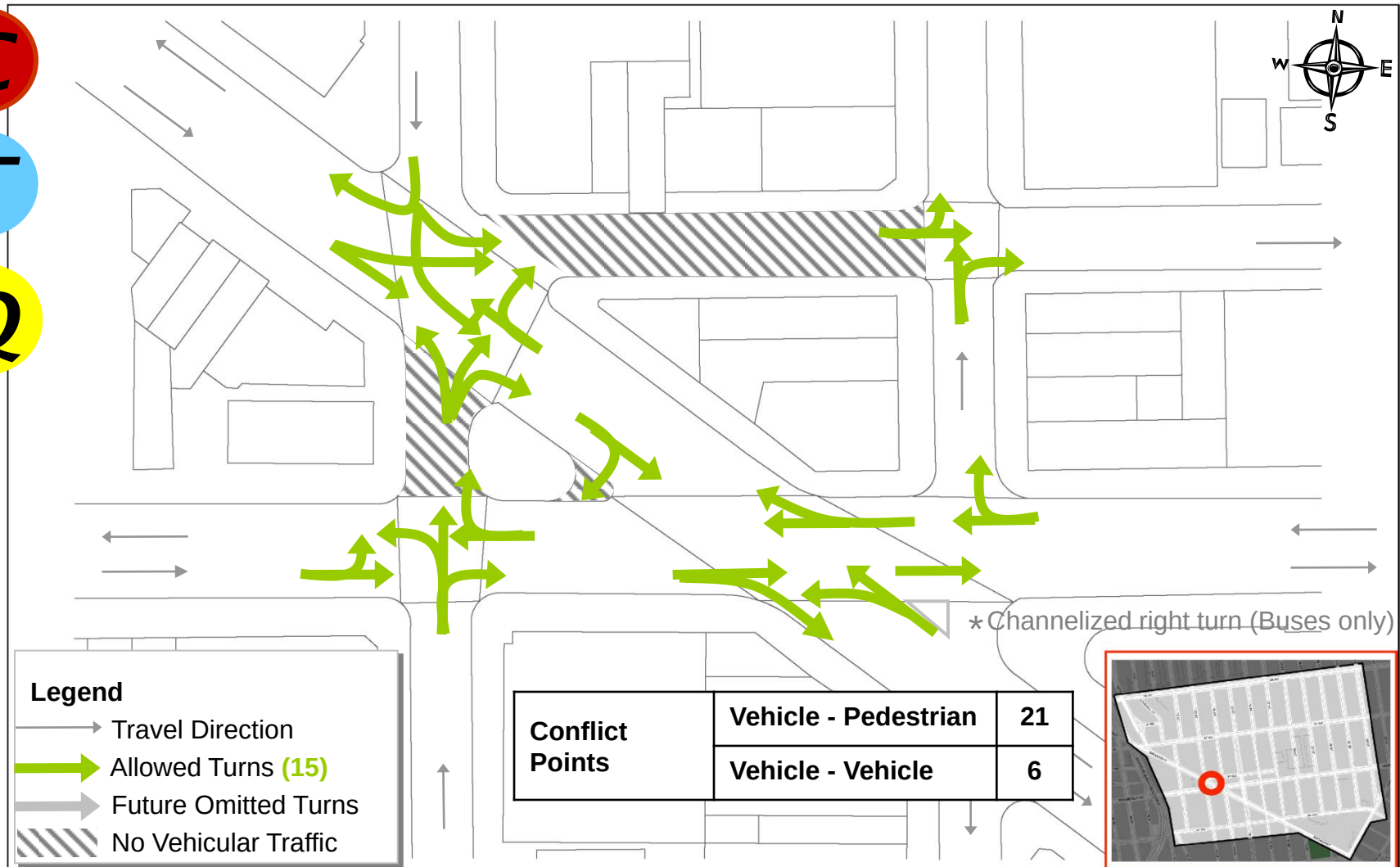
- Metered commercial loading zones at selected locations, 30 minute limit
- Remaining metered spots available for passenger parking

Intersection of Broadway and Roosevelt Avenue – Existing Travel Directions and Allowed Turning Movements



Intersection of Broadway and Roosevelt Avenue – Proposed Future Turn Restrictions

C
T
Q



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FIGURE 4 -
BROADWAY AND ROOSEVELT AVENUE

JACKSON HEIGHTS NEIGHBORHOOD TRANSPORTATION
STUDY - SHORT TERM IMPROVEMENTS
BOROUGH OF QUEENS

DRAWN BY

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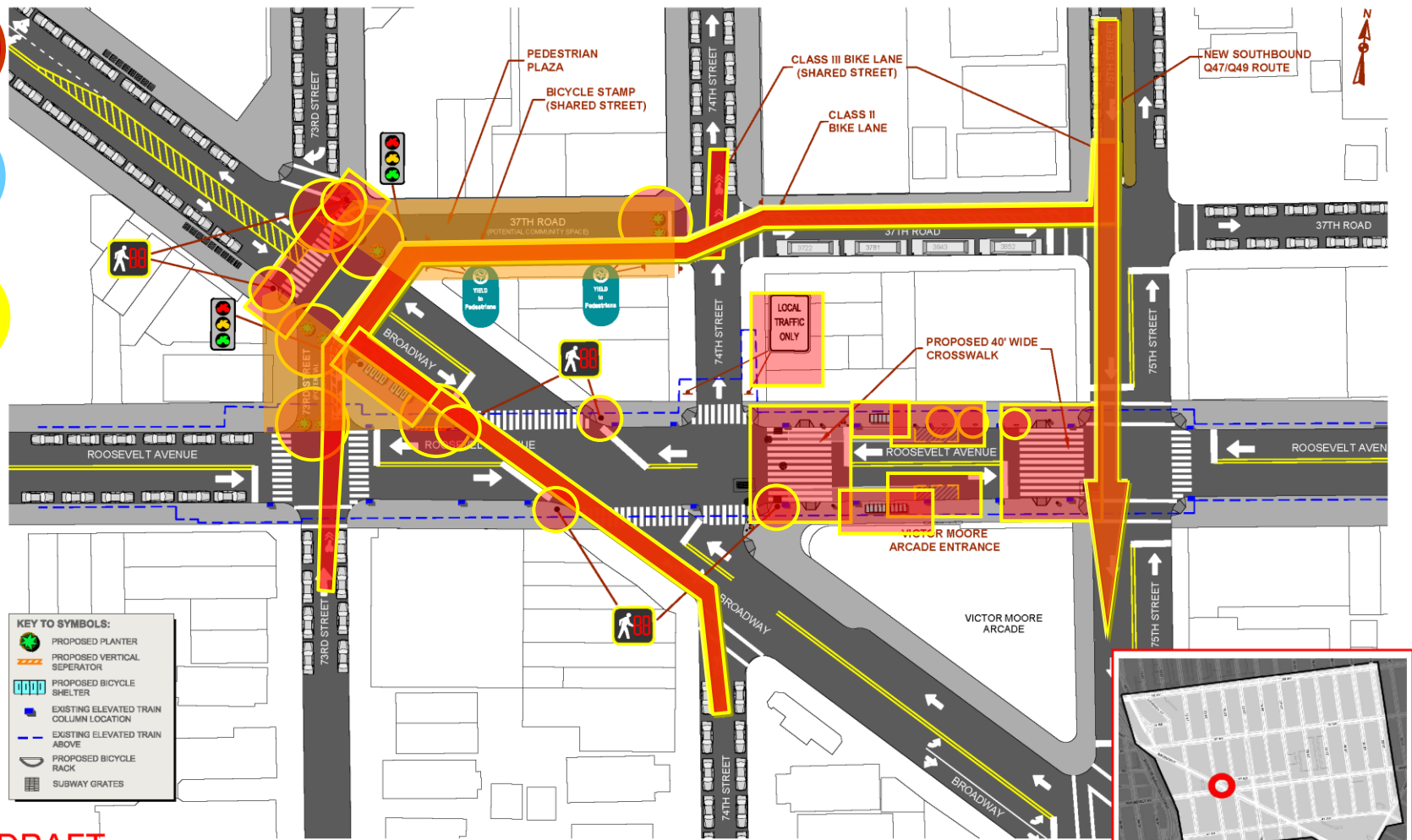
CAPITAL PROJECT NO. XXXXXXXXX

DWG. NO. 4
SHEET OF

CONSULTANT DESIGN

Intersection of Broadway and Roosevelt Avenue

C
T
Q



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CITY OF NEW YORK
DEPARTMENT OF TRANSPORTATION

FIGURE 2 -
BROADWAY AND ROOSEVELT AVENUE

JACKSON HEIGHTS NEIGHBORHOOD TRANSPORTATION
STUDY - SHORT TERM IMPROVEMENTS
BOROUGH OF BROOKLYN

DRAWN BY: CADD FILE

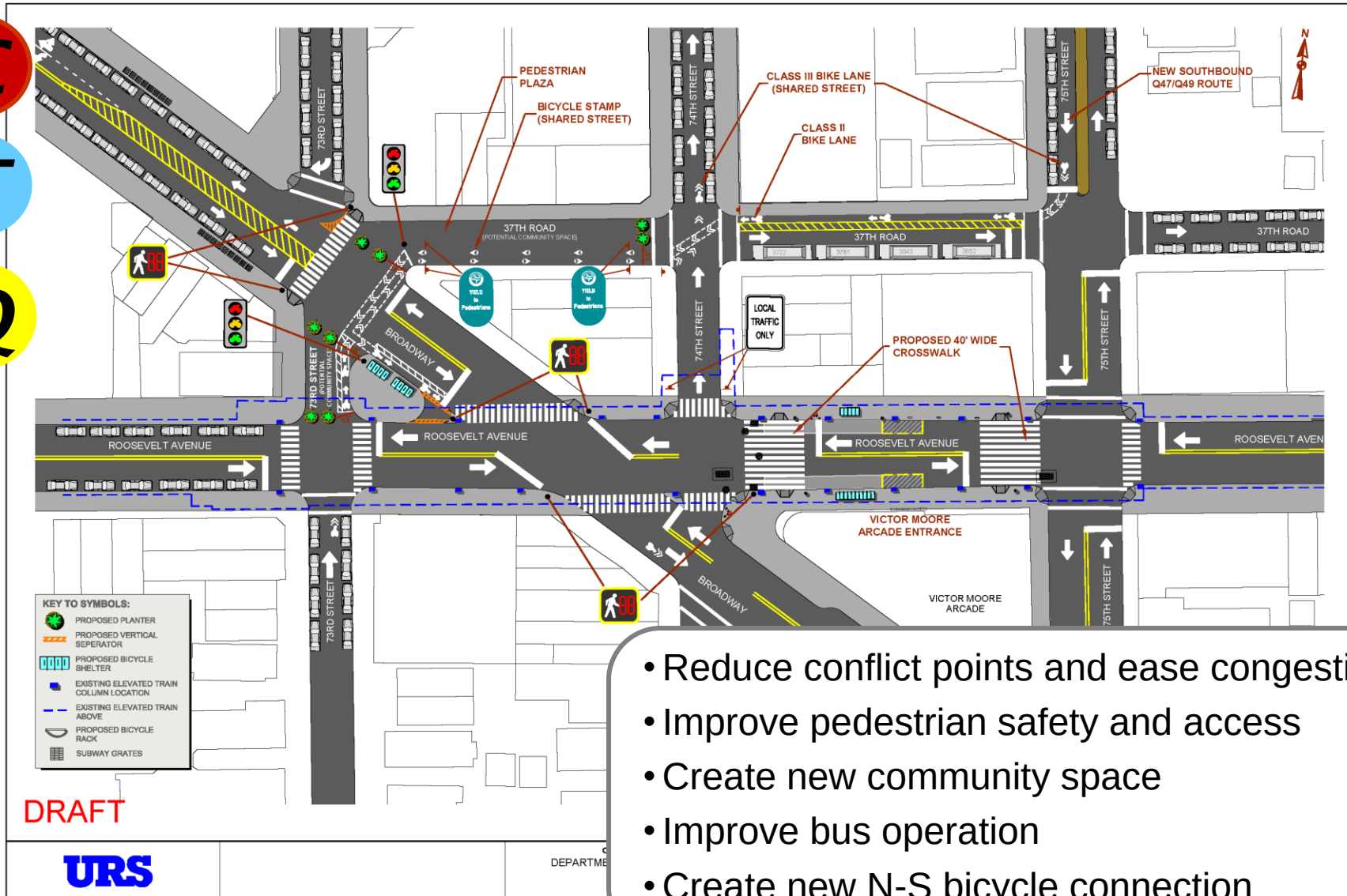
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CONSULTANT DESIGN

Intersection of Broadway and Roosevelt Avenue

C
T
Q



74th to 77th Streets: Prioritizing Modes

The map displays a grid of streets in Jackson Heights, New York. A black outline highlights a specific area between 74th and 77th Streets. Within this area, four streets are labeled in blue: 74th Street, 75th Street, 76th Street, and 77th Street. A legend in the bottom left corner identifies three prioritization modes: Congestion & Pedestrian Mobility (red circle with 'C'), Transit (blue circle with 'T'), and Quality of Life (yellow circle with 'Q'). A scale bar and north arrow are located in the bottom right corner, indicating a scale of 0 to 1,000 feet. The map also shows surrounding streets such as Broadway, Roosevelt Av, and Woodside Av.

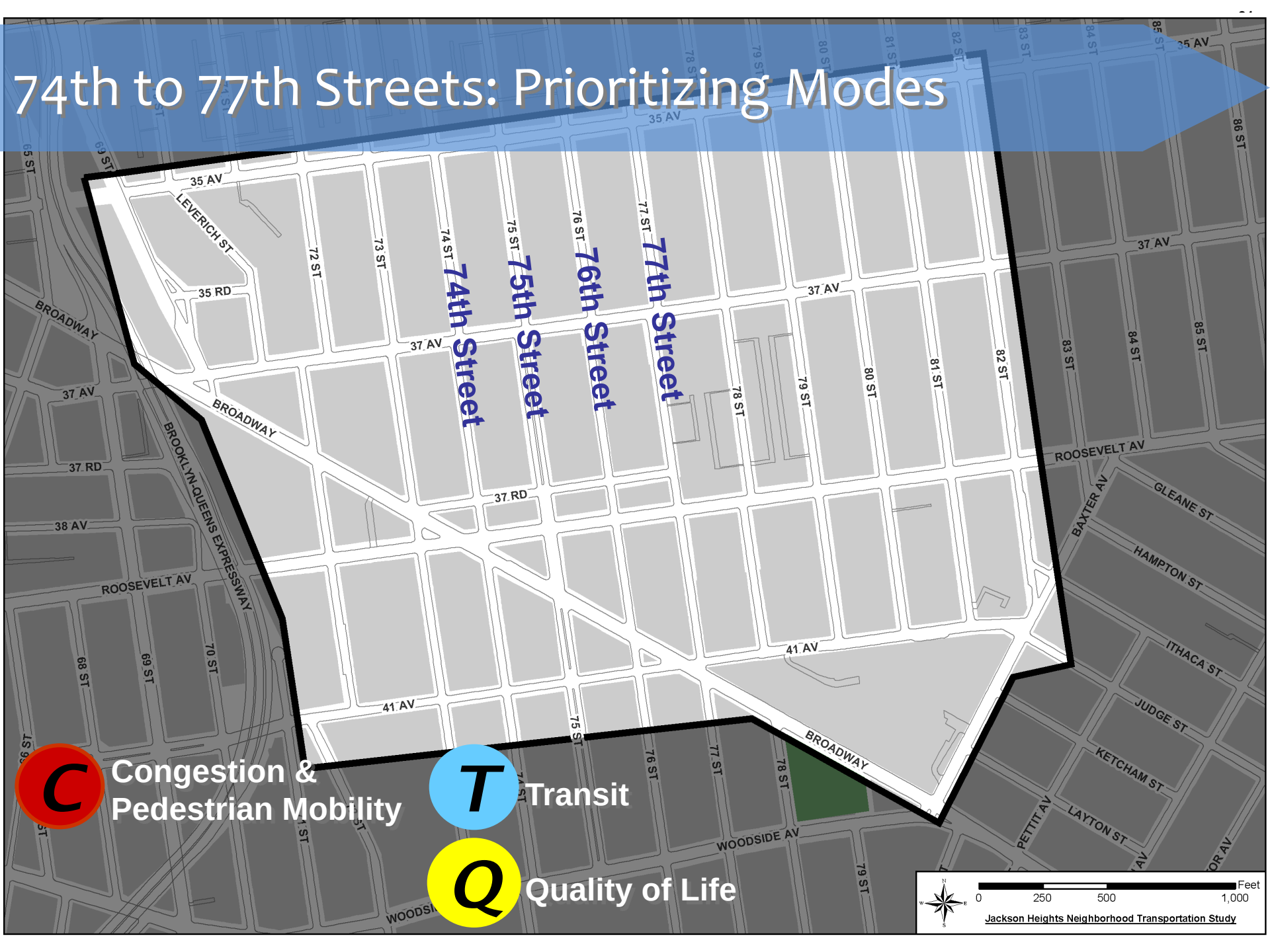
C Congestion & Pedestrian Mobility

T Transit

Q Quality of Life

0 250 500 1,000 Feet

Jackson Heights Neighborhood Transportation Study



C
T
Q



Existing Travel Direction



0 250 500 1,000 Feet

Jackson Heights Neighborhood Transportation Study

C

T

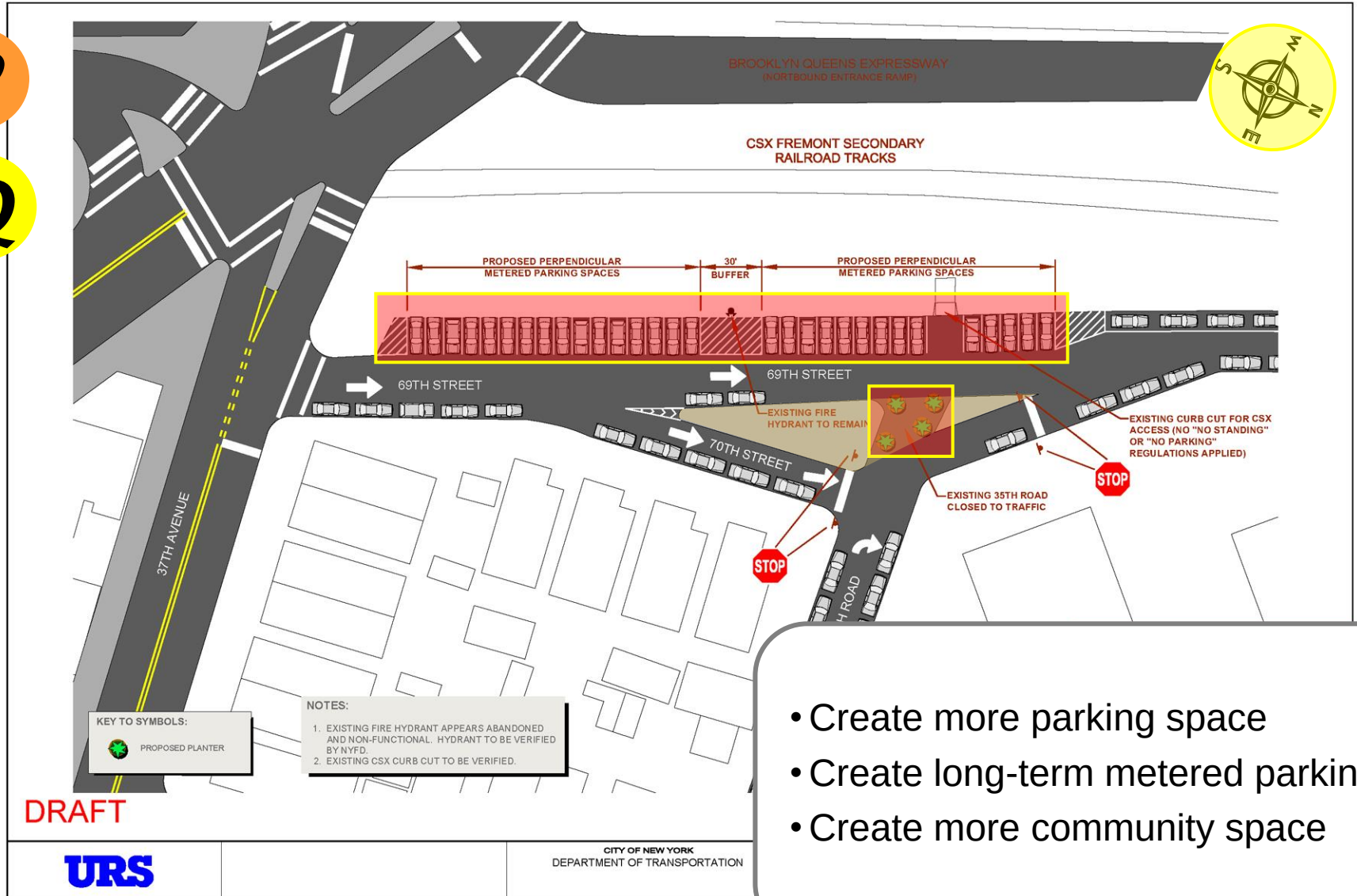
Q

- Existing Travel Direction
- Transit Street
- General Street

- Reverse Travel Direction on 75th Street between 31st Avenue and 35th Avenue
- Relocate Southbound Q47/Q49 to 75th Street
- Improve Intersection Layout at 37th Avenue

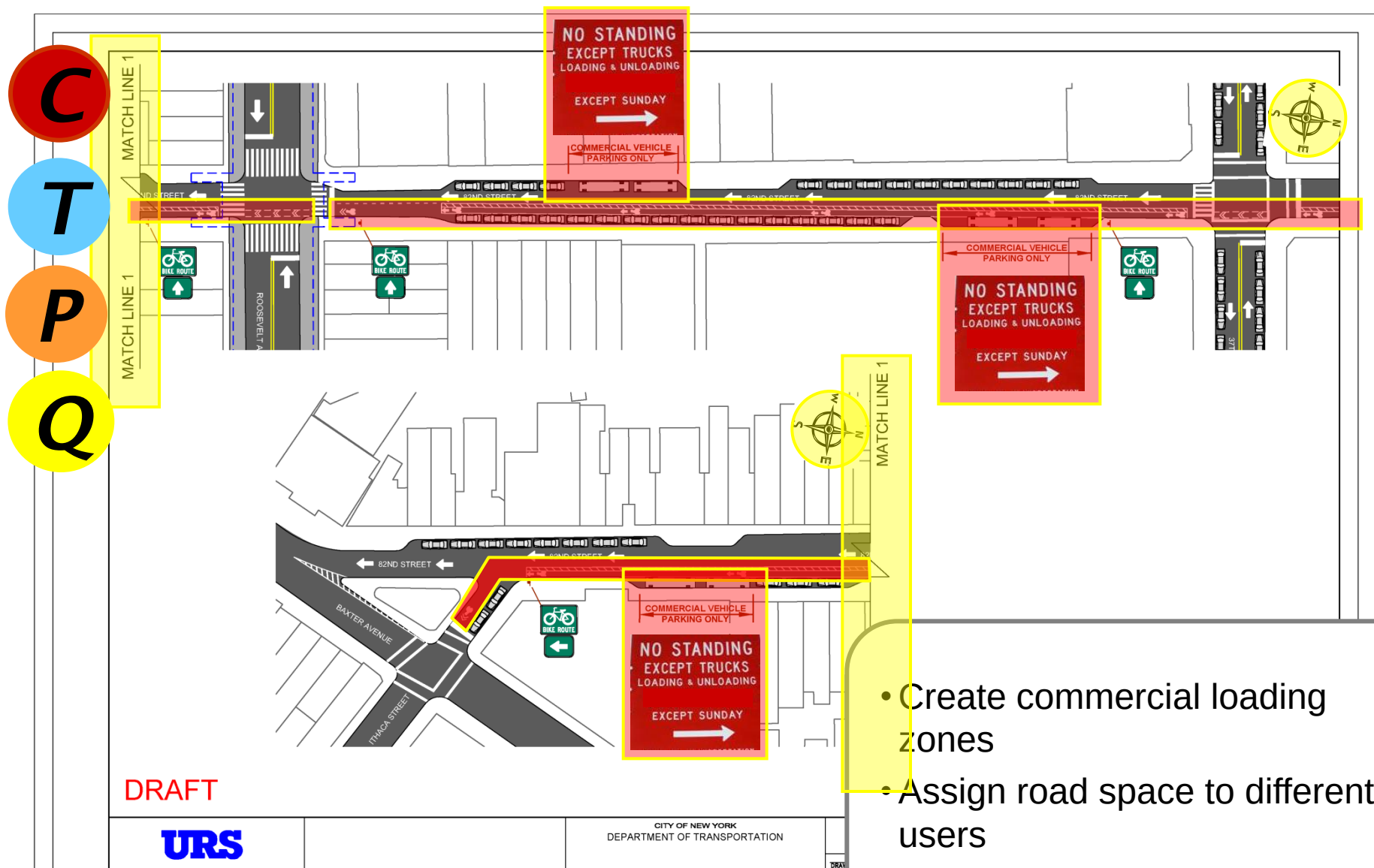
69th Street: Fewer Demands Provide Opportunities

P
Q



- Create more parking space
- Create long-term metered parking
- Create more community space

82nd Street: High Demand, Safety Issues



A Composite Plan



Questions & Comments



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