

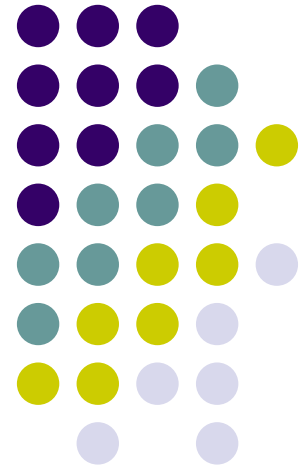
Jackson Heights Queens

Traffic Improvement Proposals

June 21, 2007



New York City Department of Transportation
Janette Sadik-Khan, Commissioner



Study Area

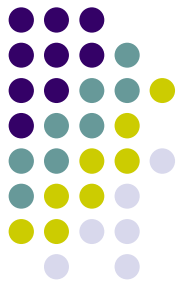


Project History



- NYCDOT Study performed in 1998
- Improvements Implemented
 - Parking Area on 69th Street
 - No Horn Honking Signs
 - Gridlock Boxes
 - Parking Regulations – (e.g., Loading Zones)
- 35th/37th Avenue One-Way Pair Proposed but not approved by the community

Federally- funded Study



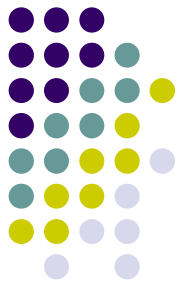
- **Community-based congestion reduction, pedestrian safety and intermodal transfer study**
- **Included in SAFETEA-LU Transportation Legislation —\$640,000 in federal funding**
- **Funding provided by Congress Member Joseph Crowley**
- **Study supported by Council Member Helen Sears**
- **Community outreach is key component**

Community Issues



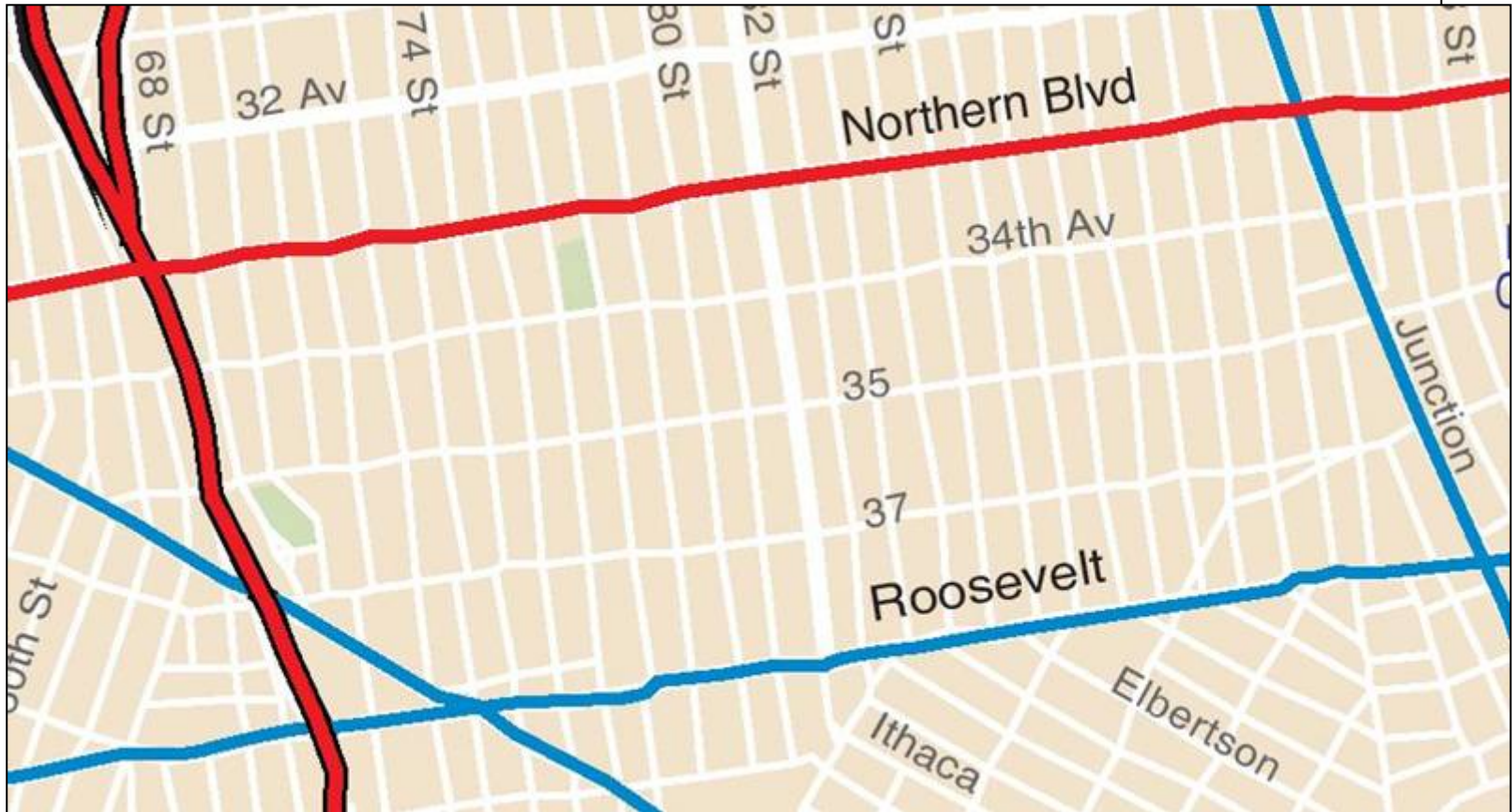
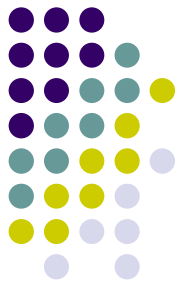
- **Congestion**
- **Street Direction Pattern Limits Access**
- **Double Parking**
- **Horn Honking**
- **Pedestrian Access and Safety**
- **Lack of Parking**
- **Commercial Activity**
- **Bus Operations**
- **Truck Traffic**
- **Enforcement**

Area Characteristics

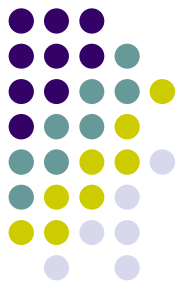


- **Shopping District attracts customers from entire region**
- **High shopping activity on weekends**
- **Commercial District adjacent to residential area**
- **High level of pedestrian activity**
- **Long north/south blocks**
- **Major transportation hub - Intermodal (bus/subway) transfers**

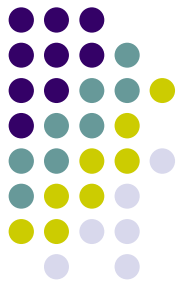
Truck Routes



Bus Routes



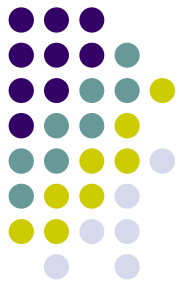
Congestion



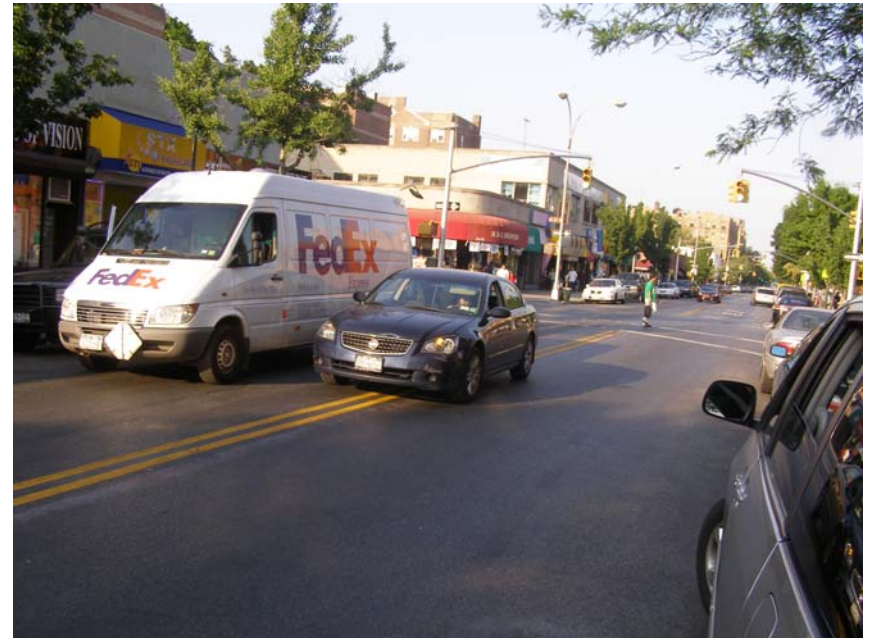
- Conflicting movements and commercial activity impede traffic flow
- Gridlock created
- Crosswalks blocked



Double Parking



- Occupies moving lane
- Impedes traffic flow
- Results in vehicles crossing into traffic lane in opposite direction
- Creates gridlock
- Creates unsafe conditions (i.e., potential head-on collisions)
- Poses concerns for pedestrian safety



Commercial Activity



- Creates Congestion
- Delivery vehicles occupy curbside and often double park
- Concentrated shopping activity generates
 - high demand for parking
 - competition for curbside space
 - pedestrian safety concerns

Potential Improvement Measures



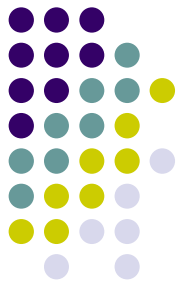
- Signal Timing Changes and Synchronization
- Pedestrian Improvements (e.g., LPIs)
- Bus Stop Changes
- Turn Restrictions
- Geometric Improvements (e.g., restriping)
- Parking Regulations
- Convert 37th Road to one-way eastbound
- Re-examine one-way pattern of north-south Streets

Possible Solution:



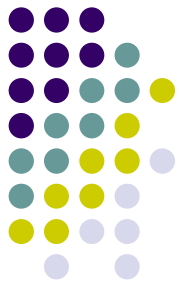
- Convert 37th Avenue to one-way eastbound and 35th Avenue to one-way westbound
- Community to determine if advantages outweigh the disadvantages

Positive Attributes of One-Way Conversion

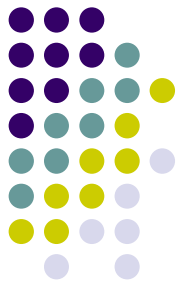


- **Improved Vehicular and Pedestrian Safety**
- **Reduced Pedestrian and Vehicle Conflicts**
- **Eliminates Head-on collisions**
- **Reduced Congestion and Delays**
- **Facilitates Implementation of LPIs**
- **Enables Installation of Neckdowns & Daylighting**
- **Reduced Vehicle Volumes on 35th Avenue**
- **Reduced Truck Volumes on 37th Avenue**
- **Smooth Transition from Area East of Junction Boulevard**
- **Improved Transit Operations**

35th Ave Westbound East of Junction Boulevard



37th Avenue Eastbound East of Junction Blvd



Negative Attributes of One-Way Conversion



- **Additional Vehicle Circulation**
- **Possible Bus Rerouting**
- **Potential for Increase in Distance between Origins and Bus Stop**

Questions & Comments

