

Jackson Heights Neighborhood Transportation Study

Data Findings and Results of Community Workshops

Queens Community Board #3
June 16, 2010



Agenda

- Introduction
- Project Update
- Results of Data Collection & Analysis
- Results of Community Workshops
- Schedule
- Discussion

Project Update

- April 17, 2010 –
Community Open House
 - Presented data collection
- April 27 and 29, 2010 –
Community Workshops
 - Street Designations
- Summer 2010 -
Develop short-term improvements



P

Parking



Another common hinderance to mobility in Jackson Heights is delivery vehicles that double park. Due to the high concentration of commerical spaces, delivery parking is at a premium during peak business hours.

T

Transit



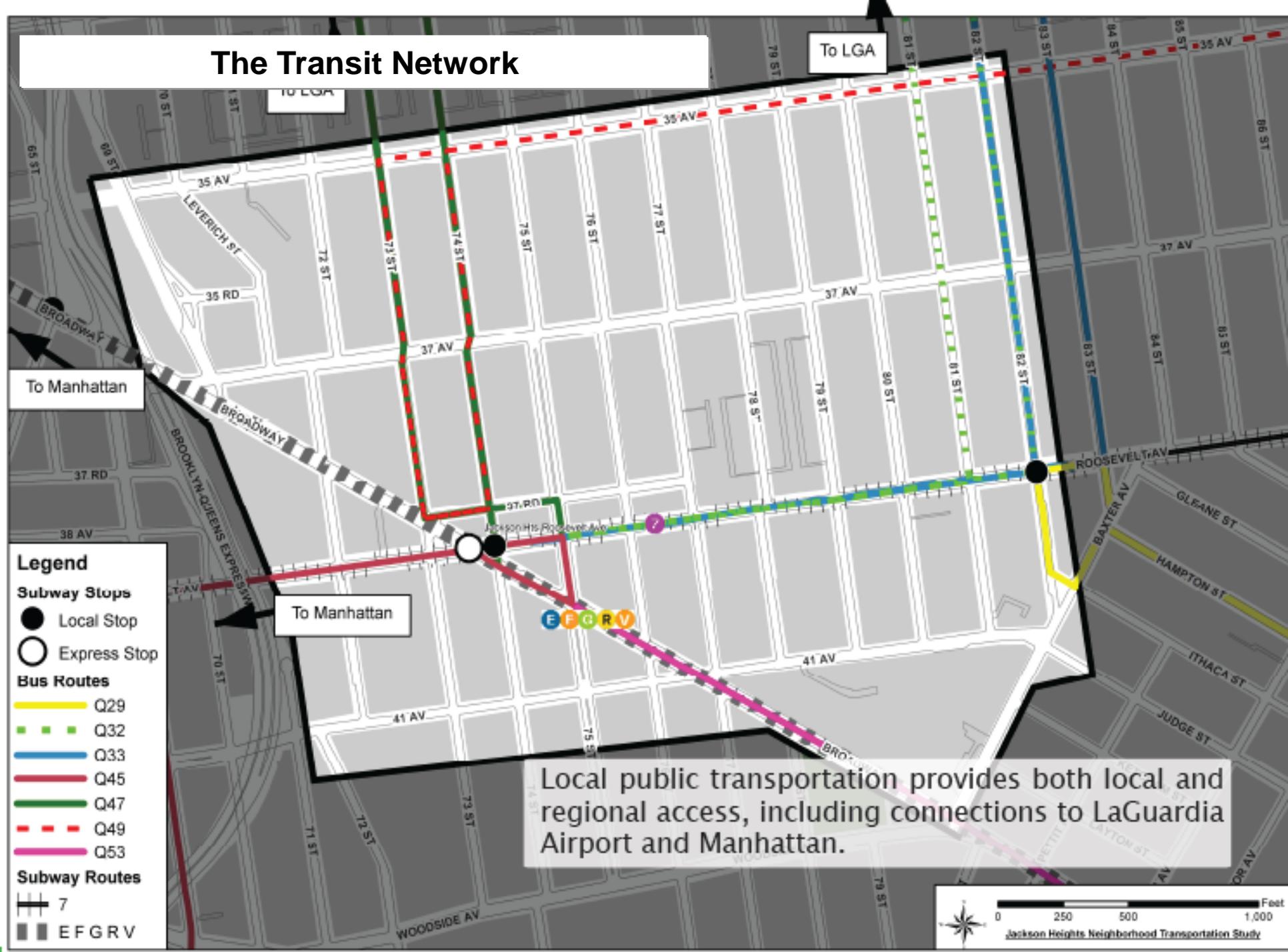
Slow bus service was an issue that was identified by many stakeholders. The buses are often slowed as a result of the congestion on the local streets.

Congestion



Businesses often utilize the curb as a staging area for deliveries as they are loaded and off-loaded from trucks. This can lead to a maze of boxes and handtrucks for pedestrians to navigate.

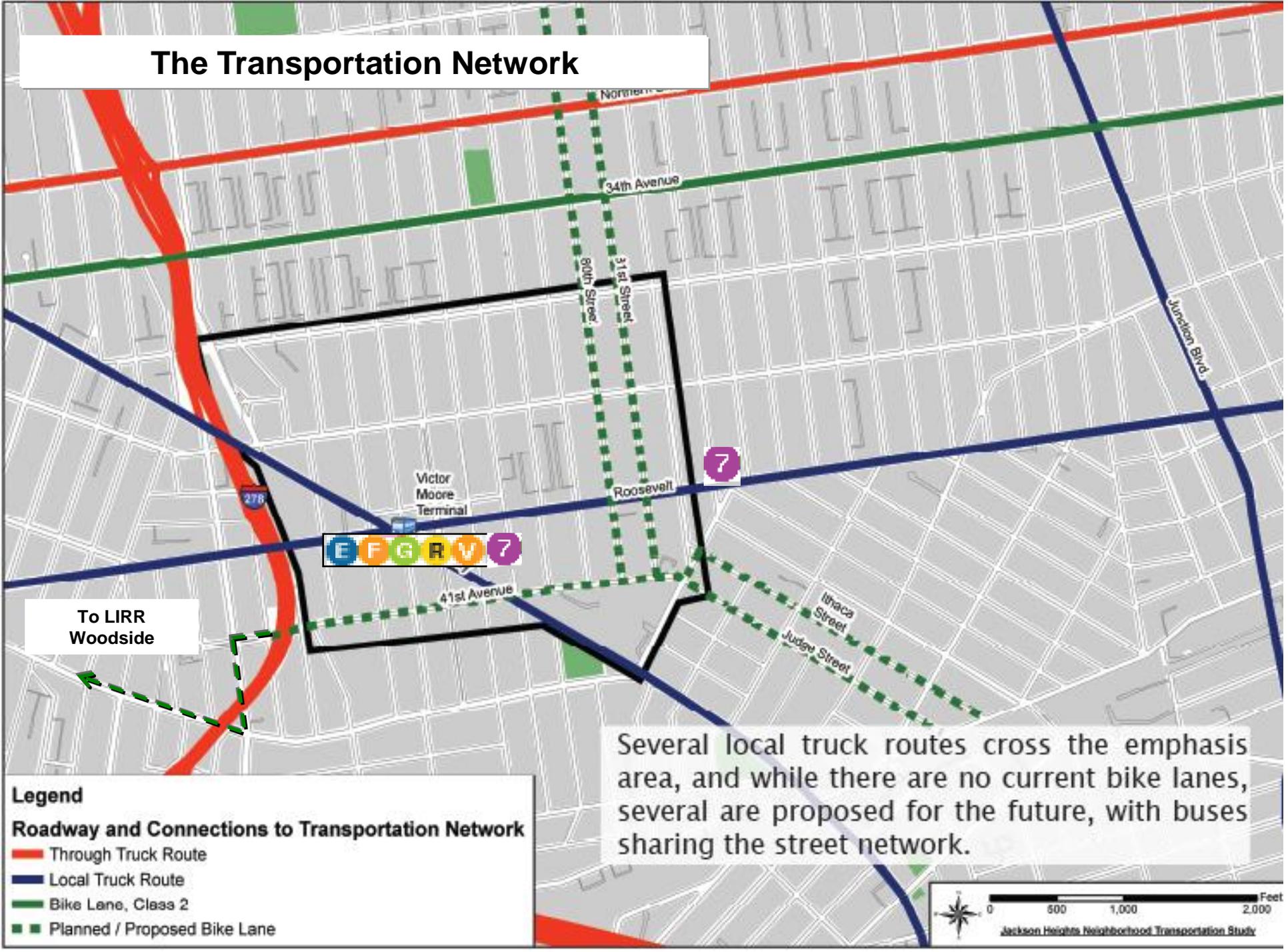
The Transit Network



Local public transportation provides both local and regional access, including connections to LaGuardia Airport and Manhattan.



The Transportation Network



To LIRR
Woodside

Several local truck routes cross the emphasis area, and while there are no current bike lanes, several are proposed for the future, with buses sharing the street network.

Legend

Roadway and Connections to Transportation Network

- Through Truck Route
- Local Truck Route
- Bike Lane, Class 2
- Planned / Proposed Bike Lane

0 500 1,000 2,000 Feet

Jackson Heights Neighborhood Transportation Study

Vehicle Speeds and Congestion



Illegal Parking incl. Double Parking



Legend

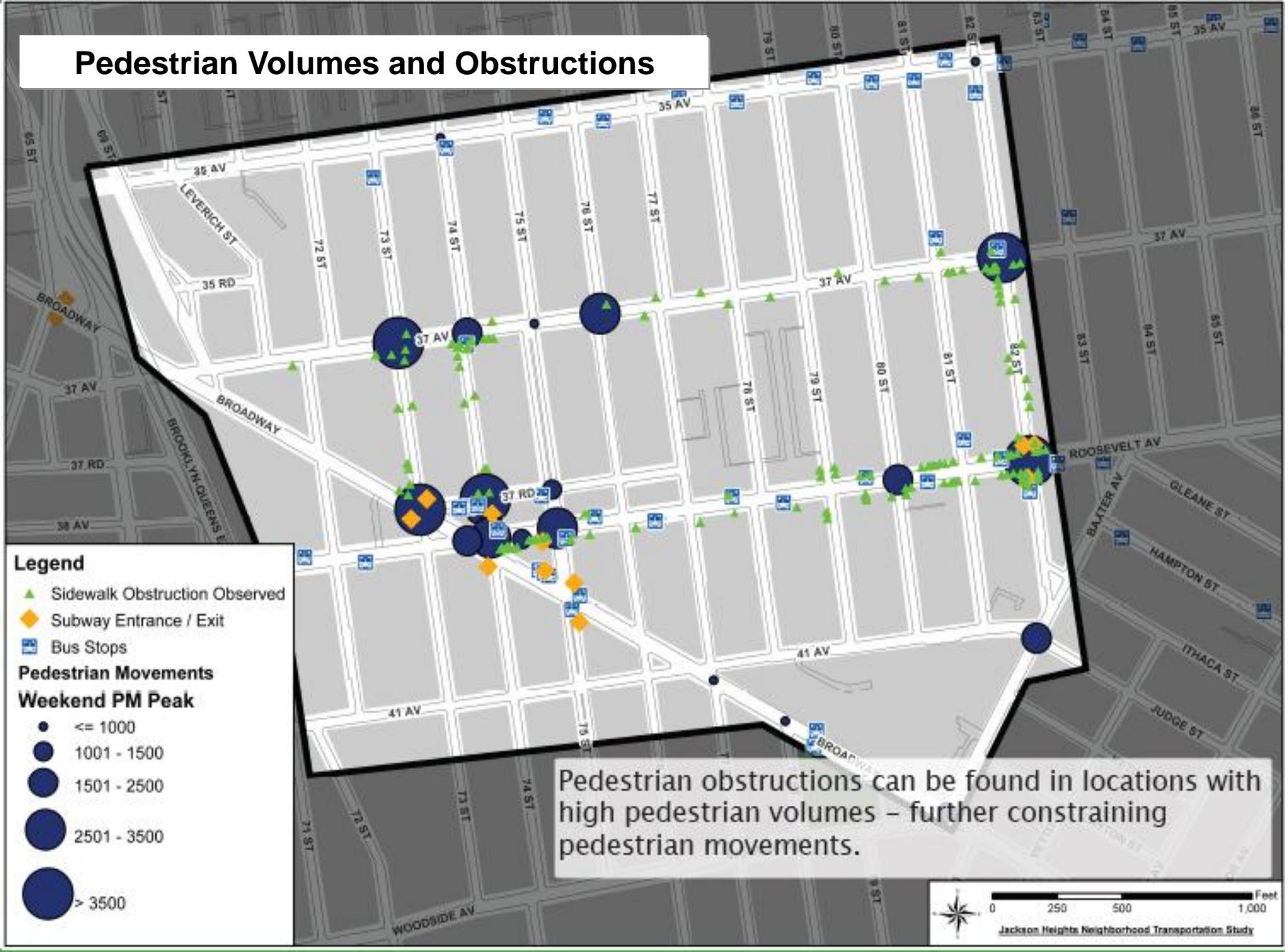
- Commercial Vehicle Delivery Noted
- Weekend Peak Hour Illegal**
- No Illegal Parking Noted
- Illegal Parking Noted
- MTA Construction
- No Illegal Parking Data

As a result of the high parking occupancy rates drivers resort to double parking, parking in bus stops, and parking in front of fire hydrants and drive-ways.

0 250 500 1,000 Feet

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Pedestrian Volumes and Obstructions



Legend

- ▲ Sidewalk Obstruction Observed
- ◆ Subway Entrance / Exit
- Bus Stops

Pedestrian Movements

Weekend PM Peak

- ≤ 1000
- 1001 - 1500
- 1501 - 2500
- 2501 - 3500
- > 3500

Pedestrian obstructions can be found in locations with high pedestrian volumes - further constraining pedestrian movements.

Competing Uses - Congested Street

Many streets in the neighborhood are trying to do too much (and serving too many uses) at the same time. These streets may operate more efficiently if they have fewer demands placed on them all at once.

Streets that are trying to serve too many uses at once - fail. That failure ripples through the entire neighborhood.



Community Workshops

- April 27th and 29th, 2010 – Community Workshops
 - Participants designated streets according to land uses and their vision for the street
- Four street designations
 1. General / through streets
 2. Pedestrian-only streets (full time or part time)
 3. Transit priority streets (full time or part time)
 4. Slow streets

Workshop Concept



Potential Short Term Improvements: Study Area Wide

Curbside Management

- Reallocation of curbside space to freight/delivery; residential parking or metered parking
- Changes to meter times or rates
- Commercial Paid Parking / PARK Smart

Bicycle Amenities

- Bicycle lanes
- Bicycle parking – racks or shelters



7th Avenue, Park Slope, Brooklyn

Potential Short Term Improvements: General Streets

General Streets carry vehicular traffic more efficiently

- Signal changes that adjust green time
- Left-turn phases
- Turning bays
- Adjustments to parking
- **No increase in speed**



37th Avenue, Jackson Heights, Queens

Potential Short Term Improvements: Transit Priority Streets

Transit Streets carry buses more efficiently, giving them priority by time of day and day of week

- Exact improvements based on the width of the street and sidewalks
- Signal priority
- Bus lanes (time of day)
- Curb extensions to facilitate loading and pulling in/out of stops
- Adjustments to parking



Time-of-day Bus Only Lane, Broadway, Manhattan

Potential Short Term Improvements: Slow Streets

Slow streets discourage travel by through traffic and speeding traffic

- Exact improvements depend on width of streets/sidewalks
- Neckdowns / bumpouts
- Signal timing changes
- Adjustments to parking
- Turning bans



82nd Street, Jackson Heights, Queens

Potential Short Term Improvements: Pedestrian Streets

Pedestrian streets are closed to cars, trucks and buses by day of the week or time of day

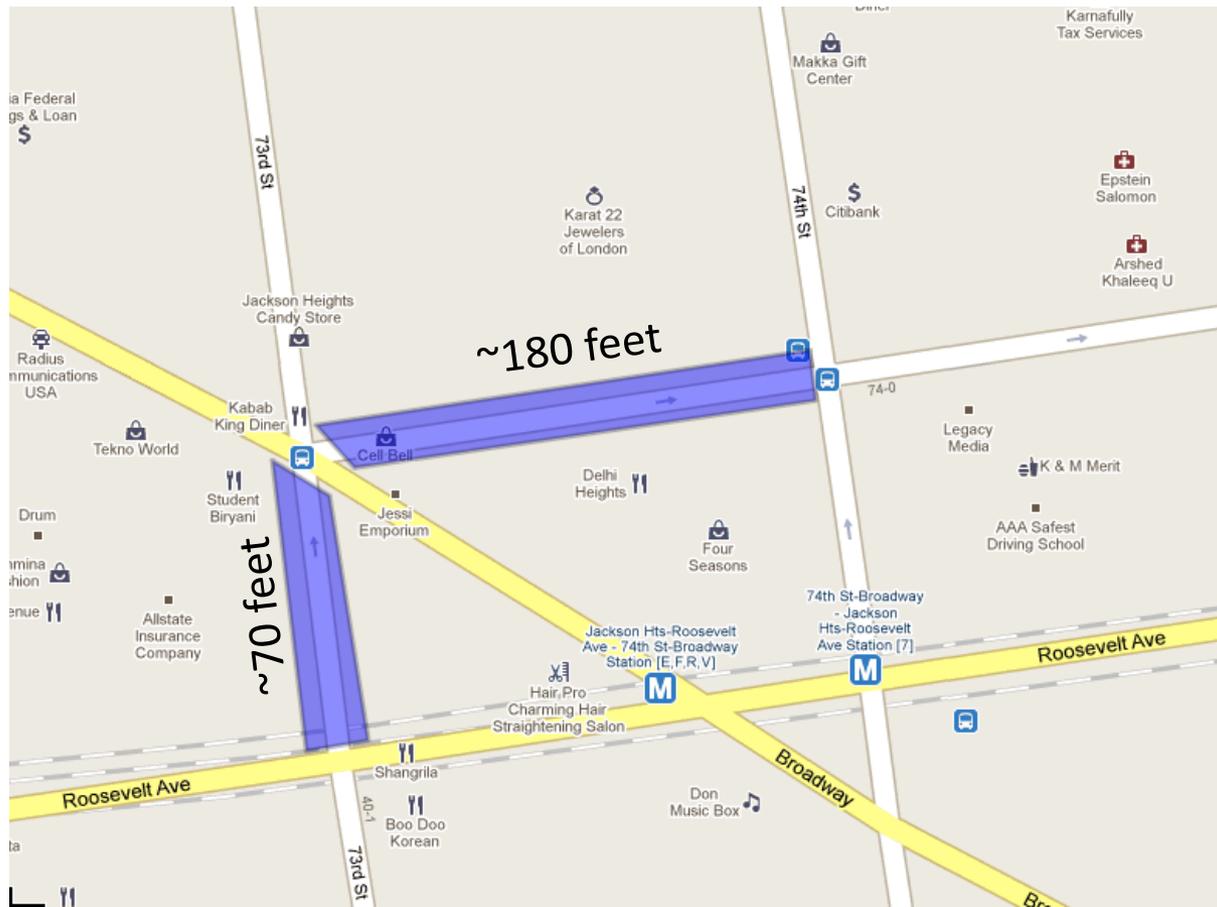
- Exact improvements depend on a Maintenance Partner
- Street furniture (tables, chairs, umbrellas, art)
- Distinct pavers
- Greenery
- Street lighting
- Bicycle parking



Willoughby Street, Downtown Brooklyn

Jackson Heights Summer Event: Trial Pedestrian Street

- 73rd Street between: Broadway and Roosevelt (~70 feet)
- 37th Road between: 73rd Street and 74th Street (~180 feet)



Trial Pedestrian Street - Community Events

A one-day pedestrian street provides an opportunity for a Community Day, possibly with:

Public Agencies:

- NYC Department of Health and Mental Hygiene
- New York City Police Department
- New York City Fire Department
- NYCDOT Safety Education

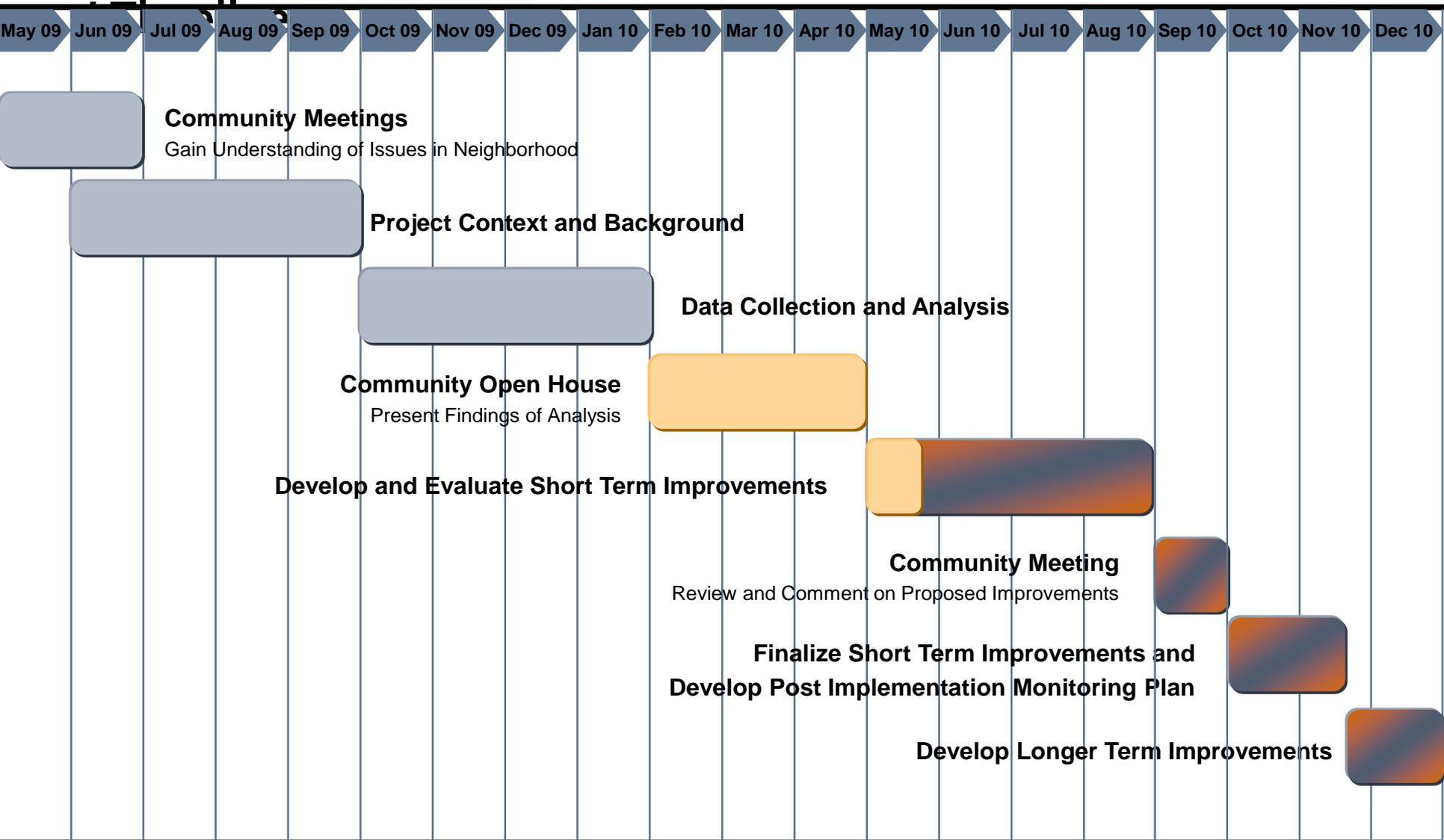
Community Groups

- Elmhurst Hospital
- Langston Hughes Library
- New York Mets
- Suggestions??

Next Steps for the Study

- **July-August 2010:** Developed detailed improvement packages based on analysis of data and geometry
- **September 2010:** Present packages to Community Advisory Committee (incl. Community Boards)
- **Fall 2010 / Winter 2011:** Begin implementation and monitoring program

Jackson Heights Neighborhood Transportation Study - Phase



Questions