



# QUEENS BOULEVARD

## YELLOWSTONE BOULEVARD TO UNION TURNPIKE

Proposed Corridor Safety Improvements  
Presentation to Community Board 6 Transportation Committee  
May 23, 2018



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# Existing Conditions

Project Timeline & Limits

Safety Gains

Crash Data

# 1



# QUEENS BLVD PROJECT LIMITS & GOALS



# QUEENS BLVD SAFETY GAINS: 2015 - 2016

- No pedestrian or cyclist fatalities on Queens Blvd since implementation
- Pedestrian injuries decreased by 55% after implementation
- Total crashes decreased by 19% after implementation

Crashes and Injuries				
One-Year After Analysis, Queens Blvd (Roosevelt Ave to Eliot Ave)				
	Before Average (2012-2015)	After Average (2017-2018)	Change	
			Average	Percent
Total Crashes	798.7	648.0	-150.7	-19%
Crashes w/ Injuries	148.3	123.0	-25.3	-17%
Motor Vehicle Occupant	149.3	118.0	-31.3	-21%
Pedestrian	40.3	18.0	-22.3	-55%
Cyclist	14.0	18.0	4.0	29%
Total Injuries	203.7	154.0	-49.7	-24%

Each before year period is the 24-month period beginning July 1 and ending June 30.  
The 1-yr after period is January 1, 2017 to December 31, 2017. The implementation period of July 1, 2015 to December 31, 2016 is excluded.  
Source: NYPD AIS/TAMS Crash Database

# DESIGN UPDATES TO PREVIOUS PROJECTS

Project Year	Source	Feedback	Solution
2018	Community	Drivers have difficulty seeing oncoming traffic and cyclists at slip lanes	Modified design of stop-controlled slip lanes to improve visibility for drivers
2017	Business Owners	Existing loading zones remove customer parking	Adjusted timing and locations of loading zones
2016	Traffic Analysis, Community	Congestion near the Queens Place Mall	Installed additional curbside travel lane to facilitate traffic flow
2015	Community	Drivers and cyclists have difficulty distinguishing between traffic signals at 63 <sup>rd</sup> St	Adjusted signal location to improve visibility for drivers and cyclists
2015	Community	Drivers cutting across pedestrian space at 60 <sup>th</sup> St	Added granite blocks to physically protect the pedestrian space

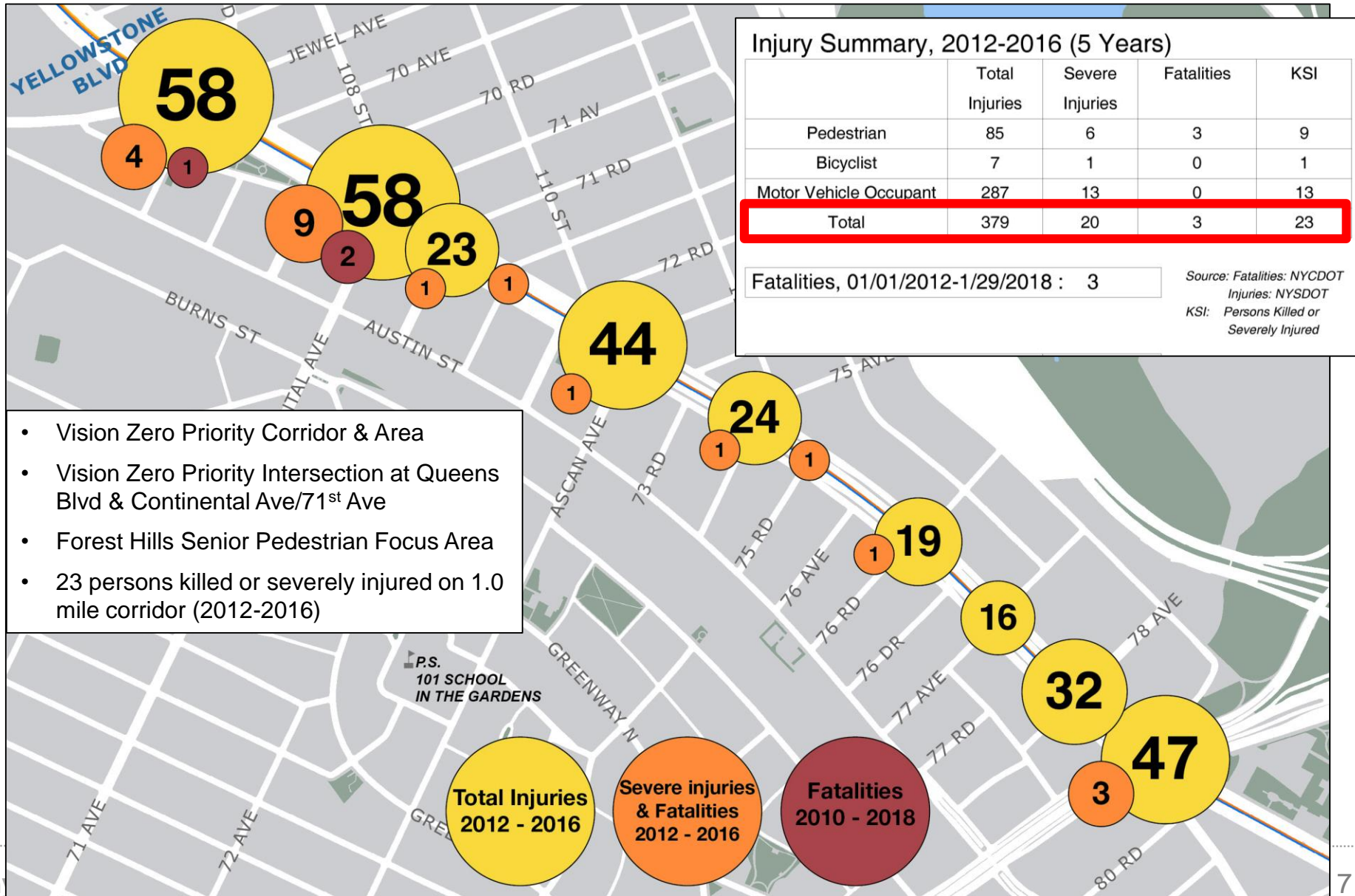
# QUEENS BLVD 2018 PROJECT TIMELINE

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- **May 2014:** Community Board 6 Resolution Requesting Complete Streets Study and Redesign of Queens Boulevard
- **May 2017:** Presentations to Community Board 6 Transportation Committee & Full Board and vote of support
- **June – December 2017:** Implementation of 2017 Street Improvement Project
- **September 2017 – April 2018:** Street Ambassador On-Site Engagement & Online Outreach, Merchant and Shopper Surveys, Public Workshop
- **May 2018:** Presentation to Community Board 6 Transportation Committee
- **June 2018:** Presentation to Community Board 6 Full Board
- **July 2018:** Proposed Implementation Start



# QUEENS BLVD CRASH DATA



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# Community Outreach

Overview

Survey Responses

Location & Treatment Requests

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# COMMUNITY OUTREACH OVERVIEW

Project specific outreach conducted September 2017 – April 2018

- **Safety workshop** with +100 attendees (January 2018)
- **Project website** with feedback map & survey (Fall 2017 – Spring 2018)
- DOT Street Ambassador **outreach** at +10 locations along corridor (Fall 2017)
- **Merchant surveys & shopper surveys** (January and April 2018)



**850**  
**Corridor**  
**Surveys**  
**Completed**

**615**  
**Shopper**  
**Surveys**  
**Completed**

**160**  
**Feedback**  
**Map**  
**Comments**

**75**  
**Business**  
**Surveys**  
**Collected**

# SURVEY RESPONSES: WHO

68% live in Forest Hills or an adjacent neighborhood

81% walk on Queens Blvd regularly, compared to 52% who drive

45% currently bicycle in Forest Hills

64% own a car but only 26% drive on Queens Blvd daily





# SURVEY RESPONSES: WHAT

“The traffic for [the left turn onto Yellowstone] blocks up through the previous intersection. Could there be a longer left turn light cycle there?”

“I love the bike lanes. I ride to work almost every day from Rego Park to Bellevue Hospital.”

“Nice wide crosswalks are great. I shop in Forest Hills & Kew Gardens often, so please keep the improvements coming!”

“Double parking is a regular occurrence here, requiring cars to weave to get through.”

# SURVEY RESPONSES: WHERE

**Intersections** are unpleasant & unsafe for pedestrians (especially 71<sup>st</sup> Ave/Continental Ave, Ascan Ave, and Union Turnpike)

Requests to continue protected **bike lane**: 65% of survey respondents think DOT should continue similar design in Forest Hills



Requests for new crosswalk at 78<sup>th</sup> Ave: "I regularly see people crossing here and since there is no protection from vehicles, they are at increased risk of injuries."



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## Design Proposal

Key Design Features

Design Proposal & Updates

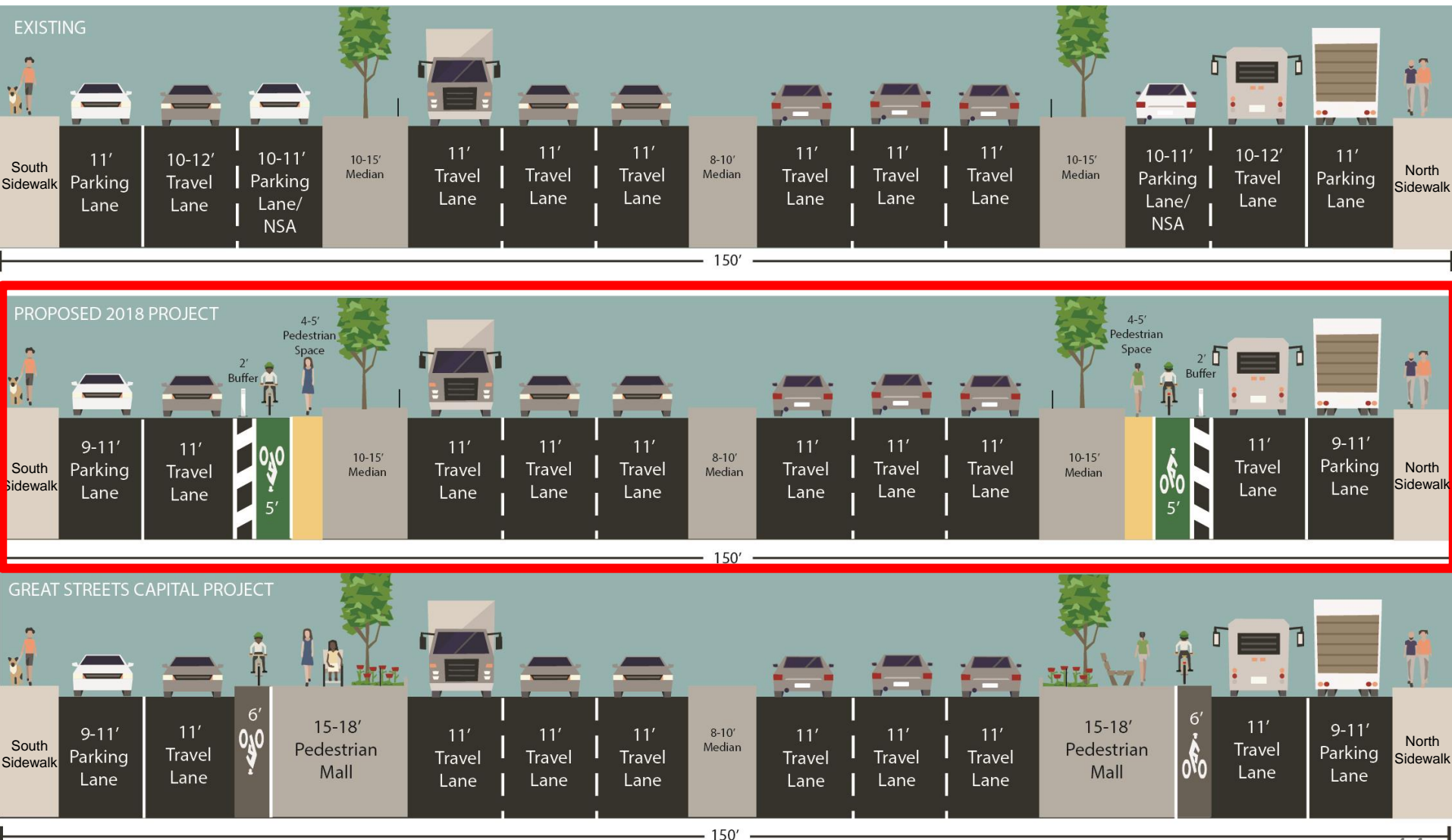
Curbside Proposals

Great Streets Capital Project

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# KEY DESIGN FEATURES

Continue previous design with pedestrian path & bicycle lane along service road medians



# KEY DESIGN FEATURES: PROTECTED BICYCLE LANE & PEDESTRIAN PATH

- Calm service roads
- Expand pedestrian network
- Allow for safe, convenient bicycle travel
- Organizes roadway for all users and creates predictable movements
- Creates footprint for Great Streets Capital build out

Average weekday cycling volumes in Rego Park increased from 101 in April 2017 to 227 in April 2018, an increase of 127%

Survey respondents are most likely to bicycle on protected bicycle lanes

Eastbound Queens Blvd service road at 63<sup>rd</sup> Dr, looking east: pedestrian path, buffered bike lane with vertical delineators, stop-controlled slip lane



# KEY DESIGN FEATURES: MALL-TO-MALL CROSSINGS & PEDESTRIAN SPACE

- Shorten crossing distances
- Create new crossings to improve access to pedestrian generators
- Visual tighten wide intersections to discourage speeding and slow turns

Lack of pedestrian space at busy intersections

Long distances between safe crossings for pedestrians



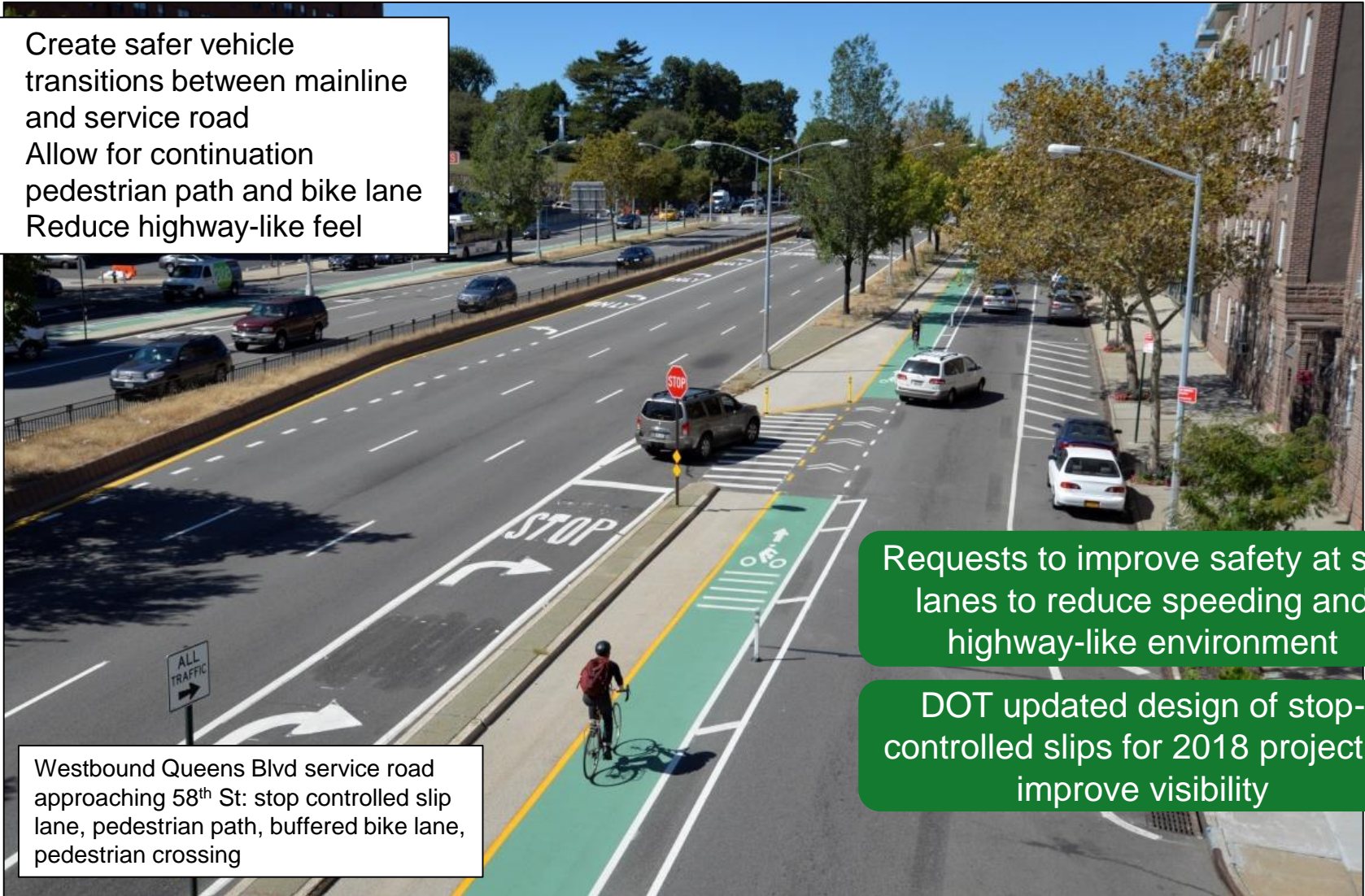
Requests to address driver failure to yield at intersections

Queens Blvd and Eliot Ave, looking south: signalized pedestrian crossing, pedestrian space with granite blocks



# KEY DESIGN FEATURES: STOP-CONTROLLED SLIP LANES

- Create safer vehicle transitions between mainline and service road
- Allow for continuation pedestrian path and bike lane
- Reduce highway-like feel



Westbound Queens Blvd service road approaching 58<sup>th</sup> St: stop controlled slip lane, pedestrian path, buffered bike lane, pedestrian crossing

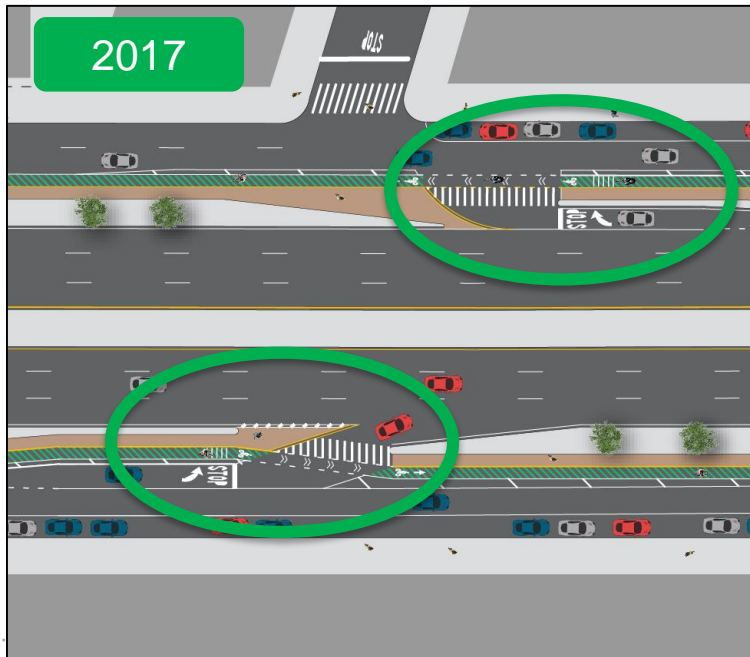
Requests to improve safety at slip lanes to reduce speeding and highway-like environment

DOT updated design of stop-controlled slips for 2018 project to improve visibility

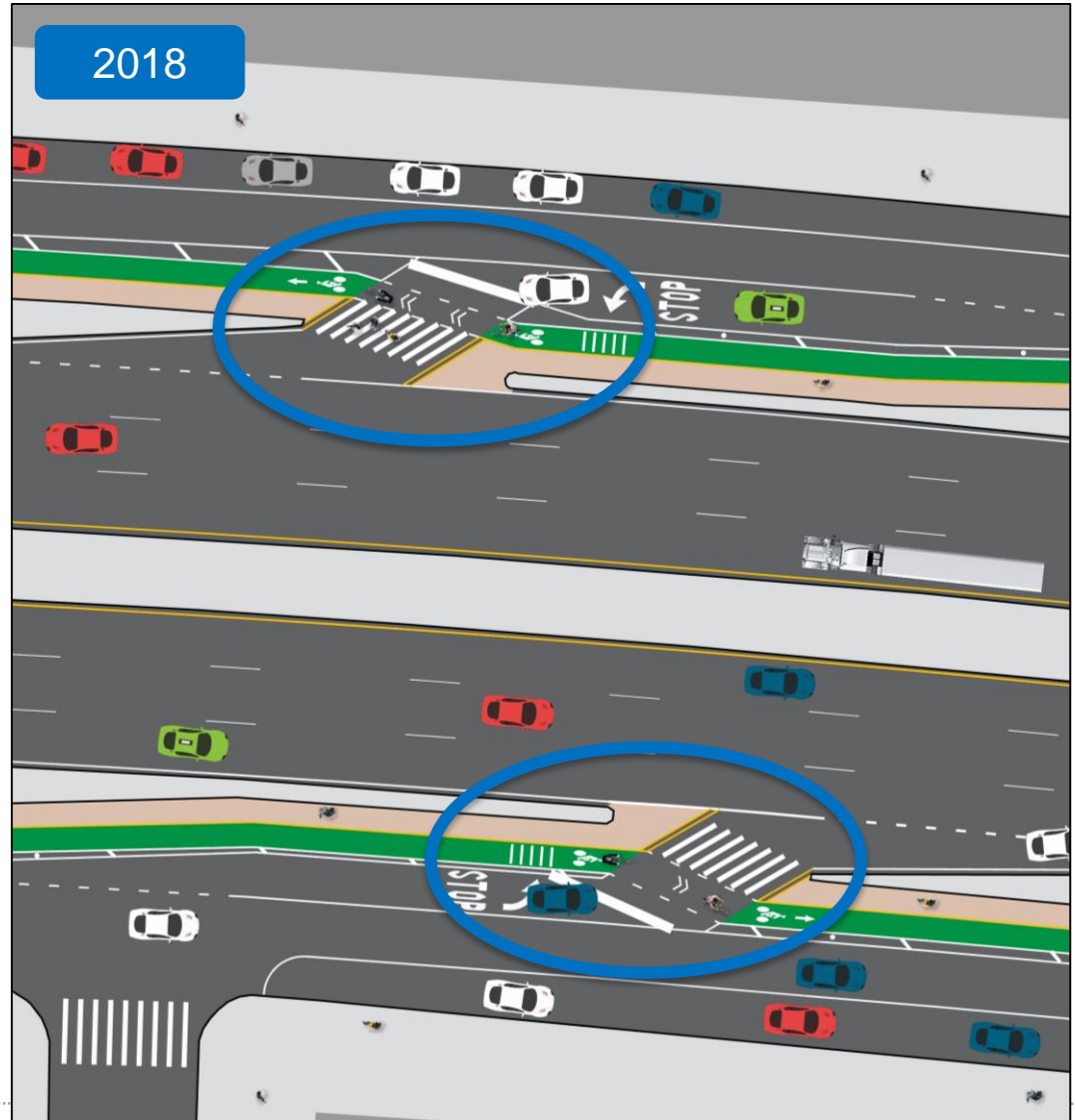
# PROPOSED DESIGN DETAILS: CORRIDOR WIDE

Continue use of **stop-controlled slip lanes** with updated design to improve transition between main line and service road

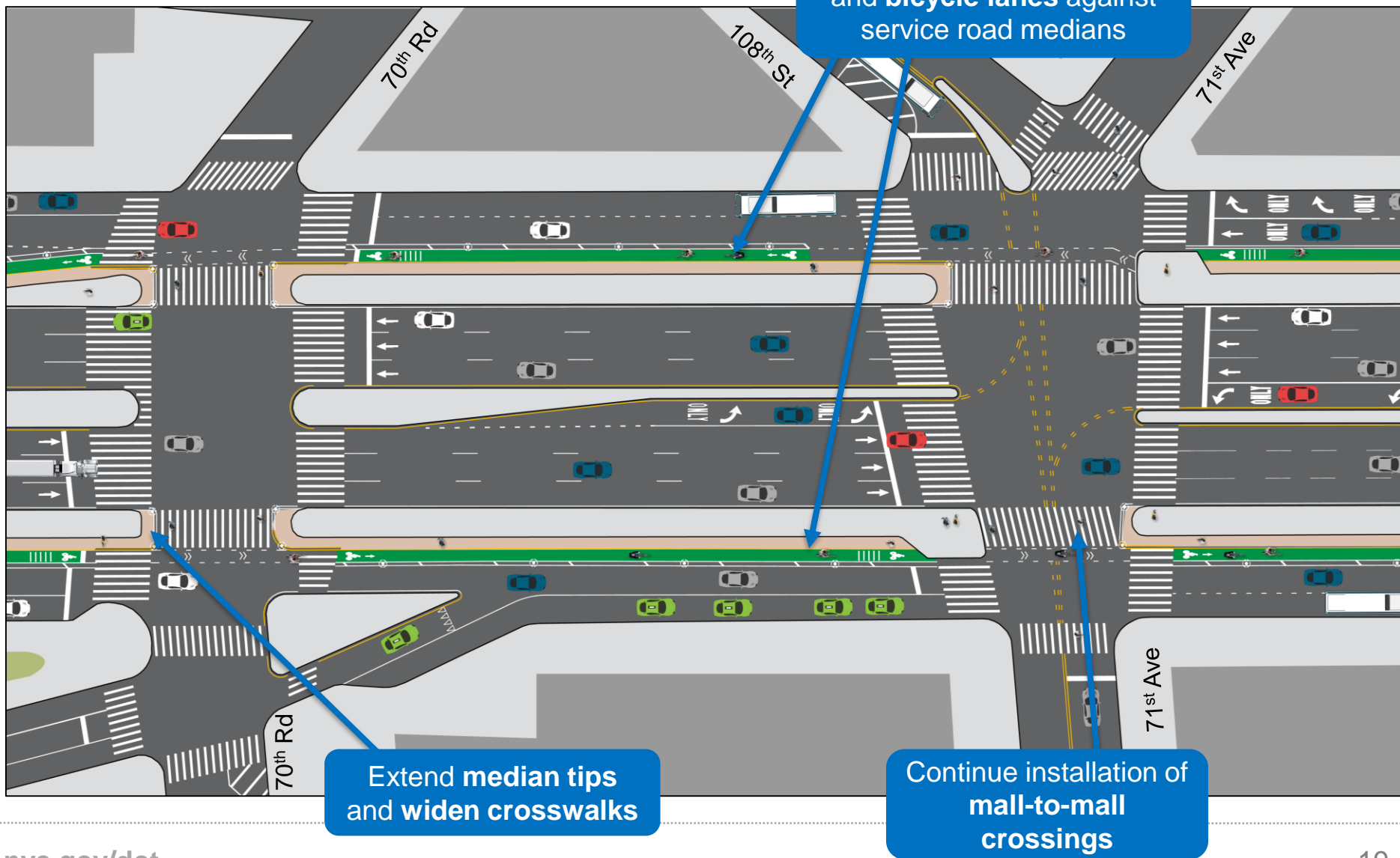
2017



2018



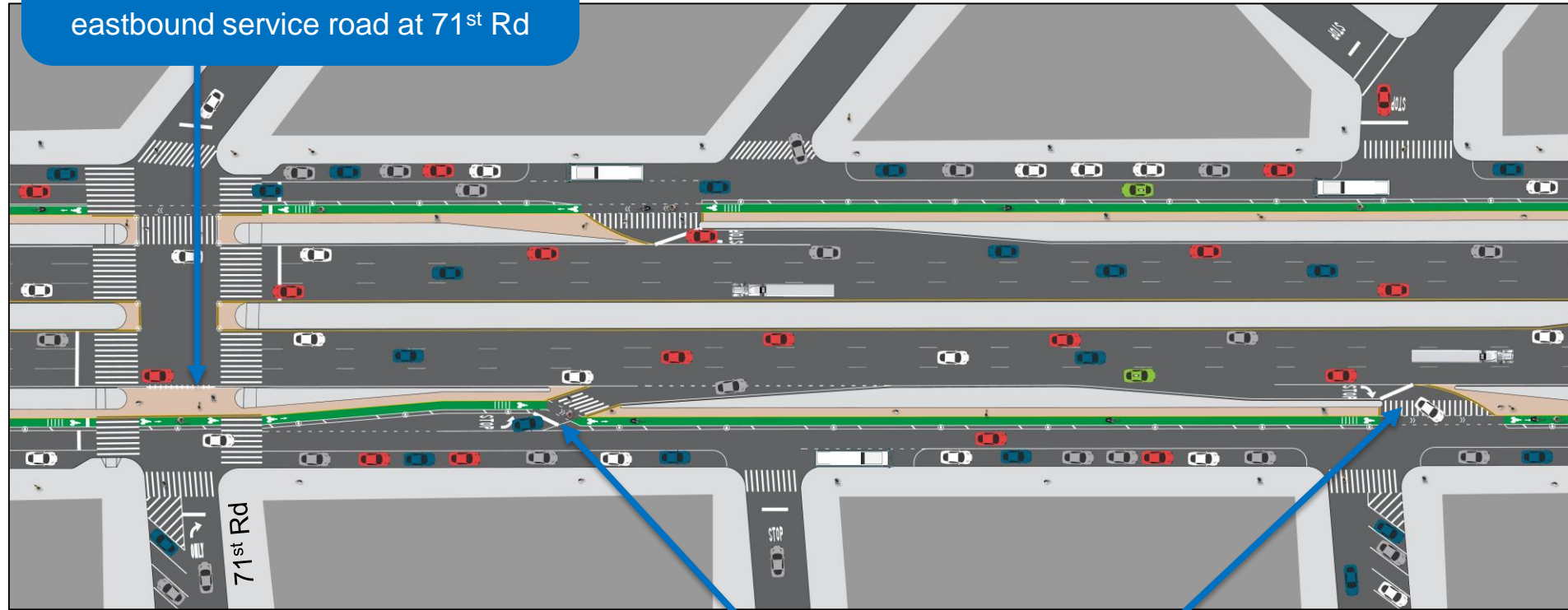
# PROPOSED DESIGN DETAILS: CORRIDOR WIDE





# PROPOSED DESIGN DETAILS: 71<sup>ST</sup> RD

Install additional pedestrian space between medians and restrict southbound left turns onto the eastbound service road at 71<sup>st</sup> Rd



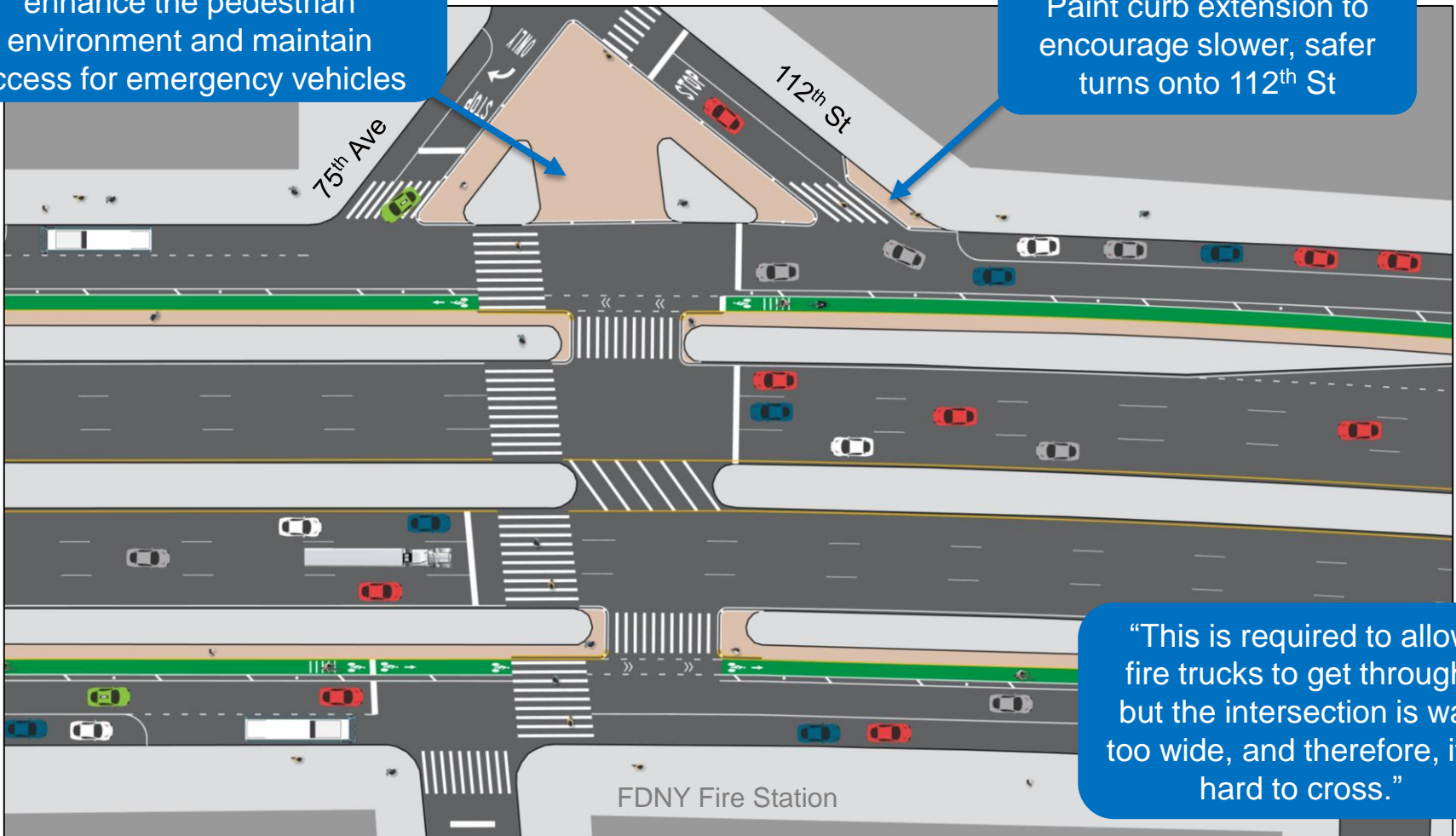
Maintain access onto and off of the mainline at existing slip lanes



# PROPOSED DESIGN DETAILS: 75<sup>TH</sup> AVE

Create painted pedestrian space in existing channelization, to enhance the pedestrian environment and maintain access for emergency vehicles

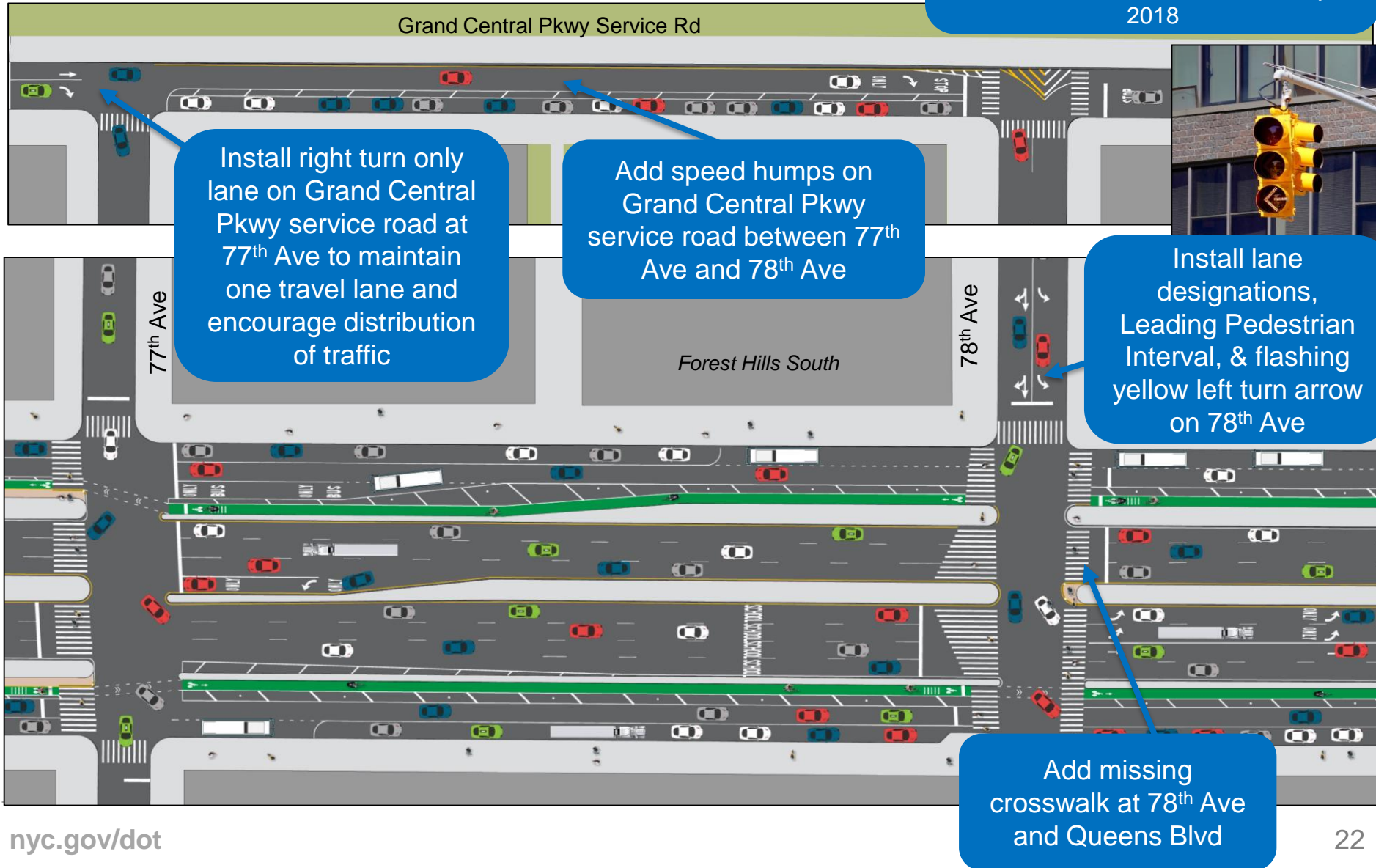
Paint curb extension to encourage slower, safer turns onto 112<sup>th</sup> St



“This is required to allow fire trucks to get through, but the intersection is way too wide, and therefore, it is hard to cross.”

# PROPOSED DESIGN DETAILS: 77<sup>TH</sup> AVE – 78<sup>TH</sup> AVE

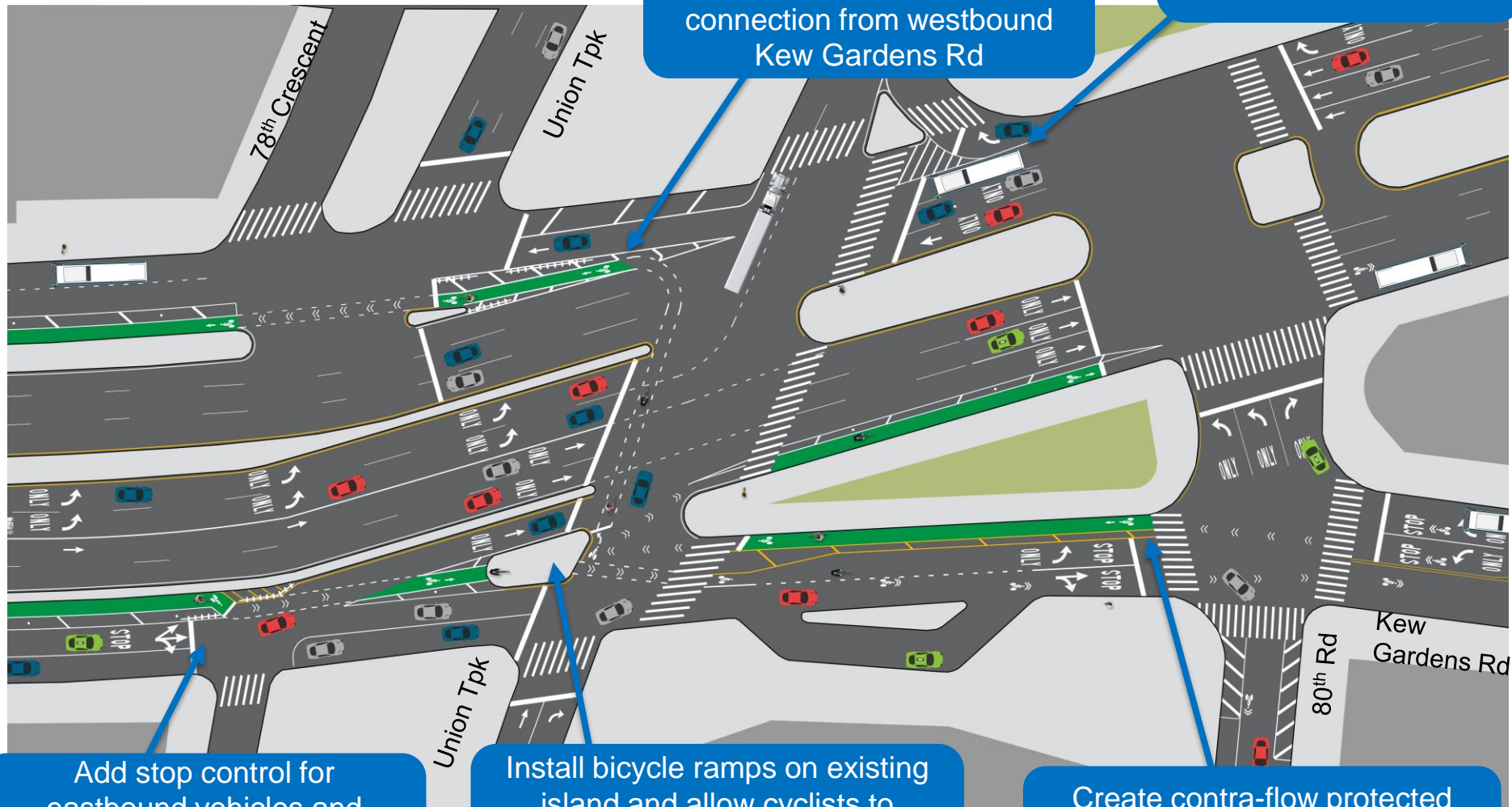
Forest Hills South and Queens  
Borough President Melinda Katz  
requested traffic calming around the  
Grand Central Parkway Service Road,  
77<sup>th</sup> Ave, and 78<sup>th</sup> Ave in February  
2018



# PROPOSED DESIGN DETAILS: UNION TURNPIKE

Install kwik kurb at entrance to protected lane and create connection from westbound Kew Gardens Rd

Create designated right turn lane and red turning arrow to clarify vehicle movements



Add stop control for eastbound vehicles and cyclists at transition to Queens Blvd

Install bicycle ramps on existing island and allow cyclists to continue on Queens Blvd or to turn onto Kew Gardens Rd

Create contra-flow protected bike lane between 80<sup>th</sup> Rd and Union Turnpike



# PROPOSED DESIGN DETAILS: UNION TURNPIKE

Protected bike lane  
in approaching  
Union Turnpike/78<sup>th</sup>  
Crescent

Markings guide  
cyclists across  
Queens Blvd

Bicyclist cue box  
and bicyclist signal

Buffered contra-flow  
lane from 80<sup>th</sup> Rd to  
Union Turnpike with  
bicycle signal

Contra-flow bike lane  
177<sup>th</sup> St, Manhattan



© NYC DOT



# PROPOSED DESIGN DETAILS: LEFT TURN BAYS

Extend westbound left turn bays at Yellowstone Blvd and at Ascan Ave to accommodate more vehicles and improve vehicle mobility

Current storage: 4 cars  
Proposed storage: 10 cars

Ascan Ave

Current storage: 4 cars  
Proposed storage: 10 cars

Yellowstone Blvd

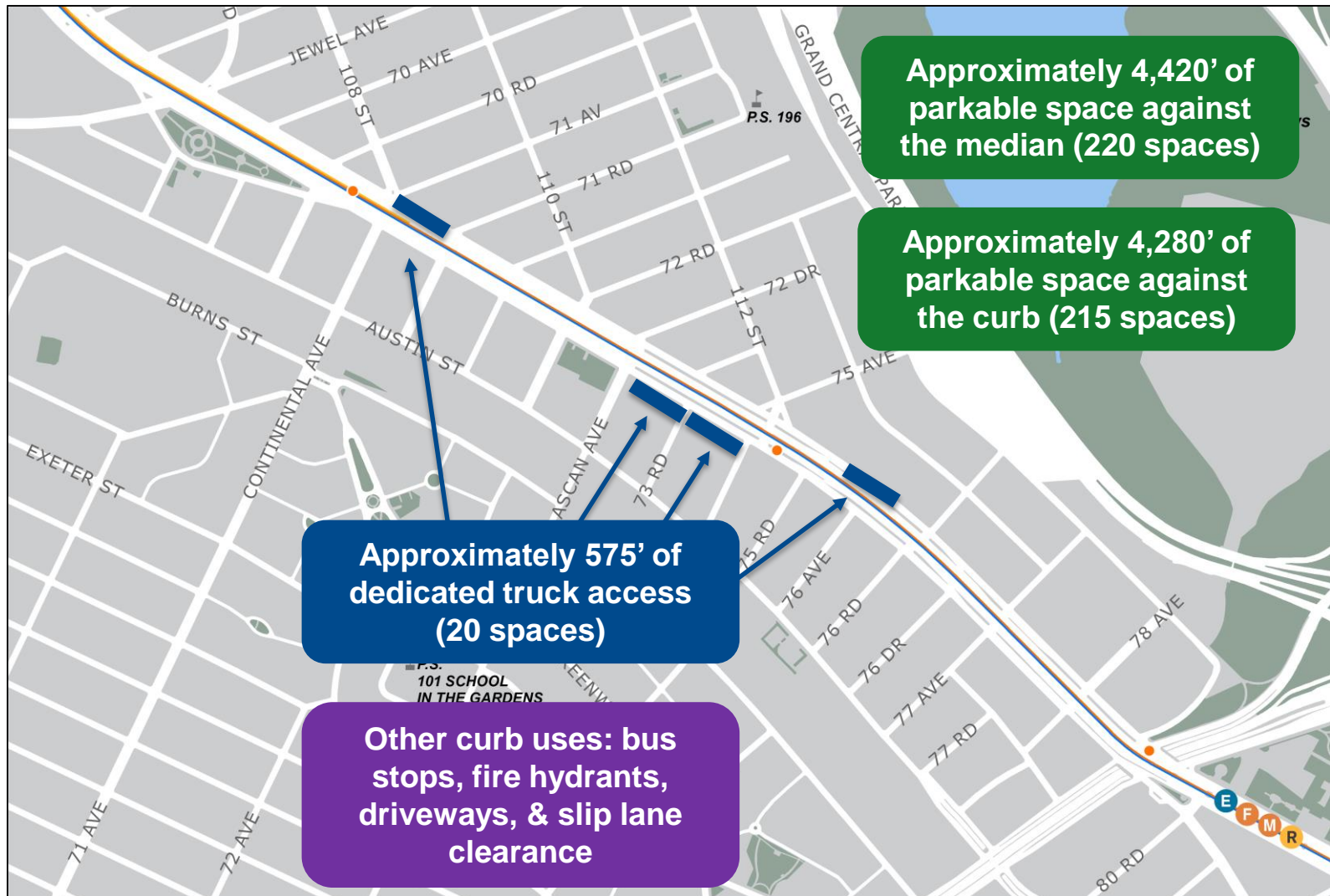
Existing: 80'

Proposed: 200'

Existing: 85'

Proposed: 200'

# CURBSIDE USAGE: EXISTING CONDITIONS





# CURB USAGE: FEEDBACK & CHALLENGES

## Balancing diverse needs and users

68% of people shopping on Queens Blvd arrive by foot and 21% arrive by transit

Finding parking is a challenge for shoppers and residents

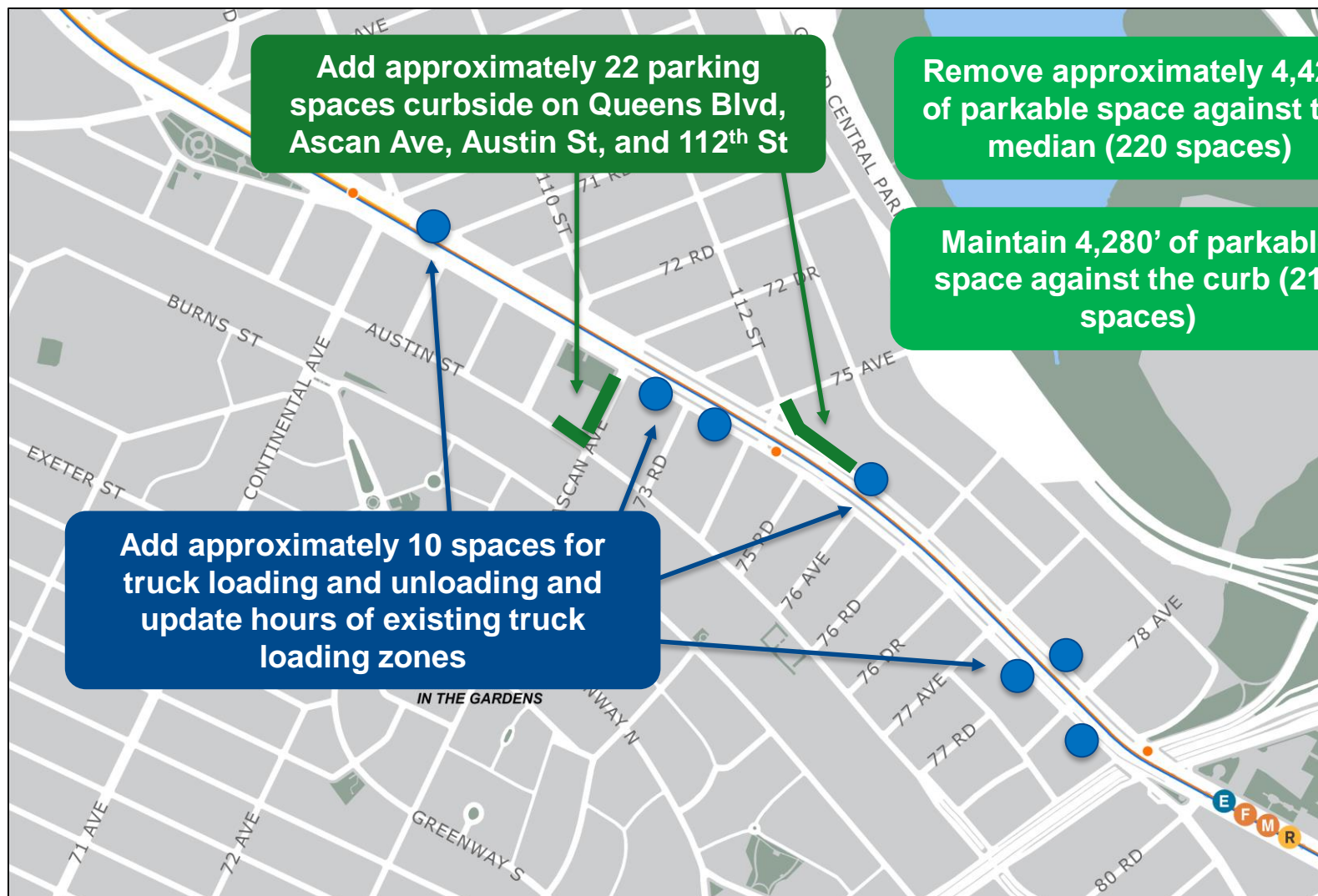
Majority of businesses do not control when they receive deliveries

Double parked trucks block traffic and create congestion

Loading zones take space away from customer parking



# CURBSIDE USAGE: PROPOSAL





# CURBSIDE USAGE: PROPOSAL

	Location	Existing	Proposed	Length	Benefits
1	WB service road between 71 <sup>st</sup> Rd & 108 <sup>th</sup> St	Monday-Saturday 7am-7pm	No change	100'	Maintain dedicated time for truck loading on busy retail block
2	EB service road between Ascan Ave & 73 <sup>rd</sup> Rd	Monday-Saturday 7am-7pm	Monday-Saturday 7am-4pm	140'	Additional parking available in evenings
3	EB service road between 73 <sup>rd</sup> Rd & 75 <sup>th</sup> Ave	Monday-Saturday 7am-7pm	Monday-Friday 7am-4pm	130'	Additional parking available in evenings and on Saturday
4	WB service road between 76 <sup>th</sup> Rd & 112 <sup>th</sup> St	Monday-Saturday 7am-7pm	Monday-Friday 7am-7pm	185'	Additional parking available on Saturdays
5	EB service road between 77 <sup>th</sup> Ave & 78 <sup>th</sup> Ave	No space for loading	Monday-Saturday 7am-7pm	Approximately 110'	New dedicated time for truck loading on busy retail block
6	EB service road between 78 <sup>th</sup> Ave & Union Turnpike	No space for loading	Monday-Saturday 7am-4pm	Approximately 110'	New dedicated time for truck loading on busy retail block
7	WB service road between 78 <sup>th</sup> Ave & 77 <sup>th</sup> Ave	No space for loading	Monday-Friday 9am-5pm	Approximately 65'	New dedicated time for truck loading on busy retail block

# 2018 PROPOSAL BENEFITS

- Expanded pedestrian refuge space, mall-to-mall crossings, and pedestrian path **shorten pedestrian crossing distances** and **extend the pedestrian network**
- Protected bicycle lane allows for **safe, convenient bicycle travel**
- Stop-controlled slip lanes **calm the service roads, create safer vehicle transitions** between mainline and service road, and **reduce highway-like feeling** on Queens Blvd
- Updated lane markings **organize roadway** for all road users and create predictable movements
- New curb regulations **manage diverse needs** and allow for **expeditious truck loading**
- 2018 project creates **footprint for Great Streets Capital** build out with expanded medians and pedestrian amenities



# QUEENS BLVD TRANSFORMATION

Expanded medians allow for creation of linear parks

Operational project creates the footprint for capital investment in the neighborhood





# THANK YOU!

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## Questions?



NYCDOT



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NYCDOT

# STOP-CONTROLLED SLIP LANES

Before

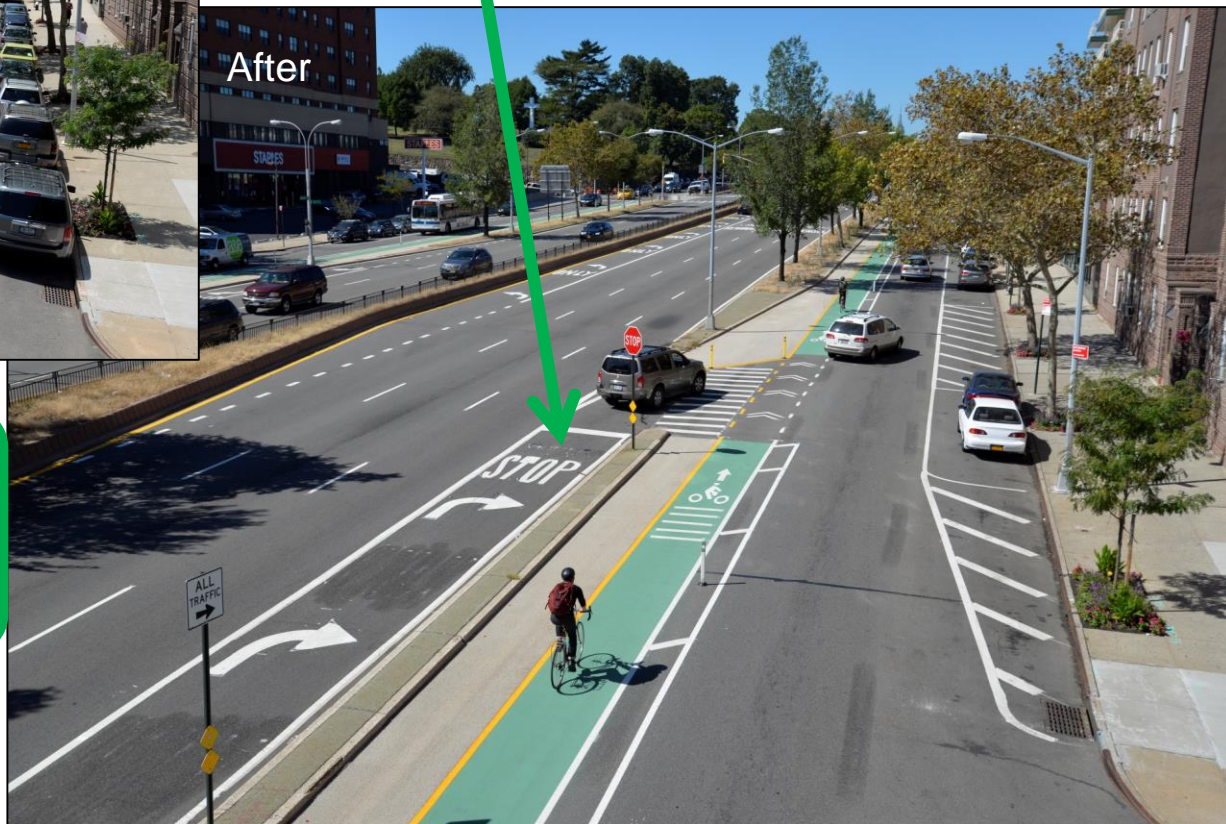


Continue use of stop right  
/left turn at transitions  
within 2018 limits

Safer for drivers,  
cyclists, and  
pedestrians

Vehicles in transition lane  
must yield to through  
vehicles and cyclists/peds  
on service road

After



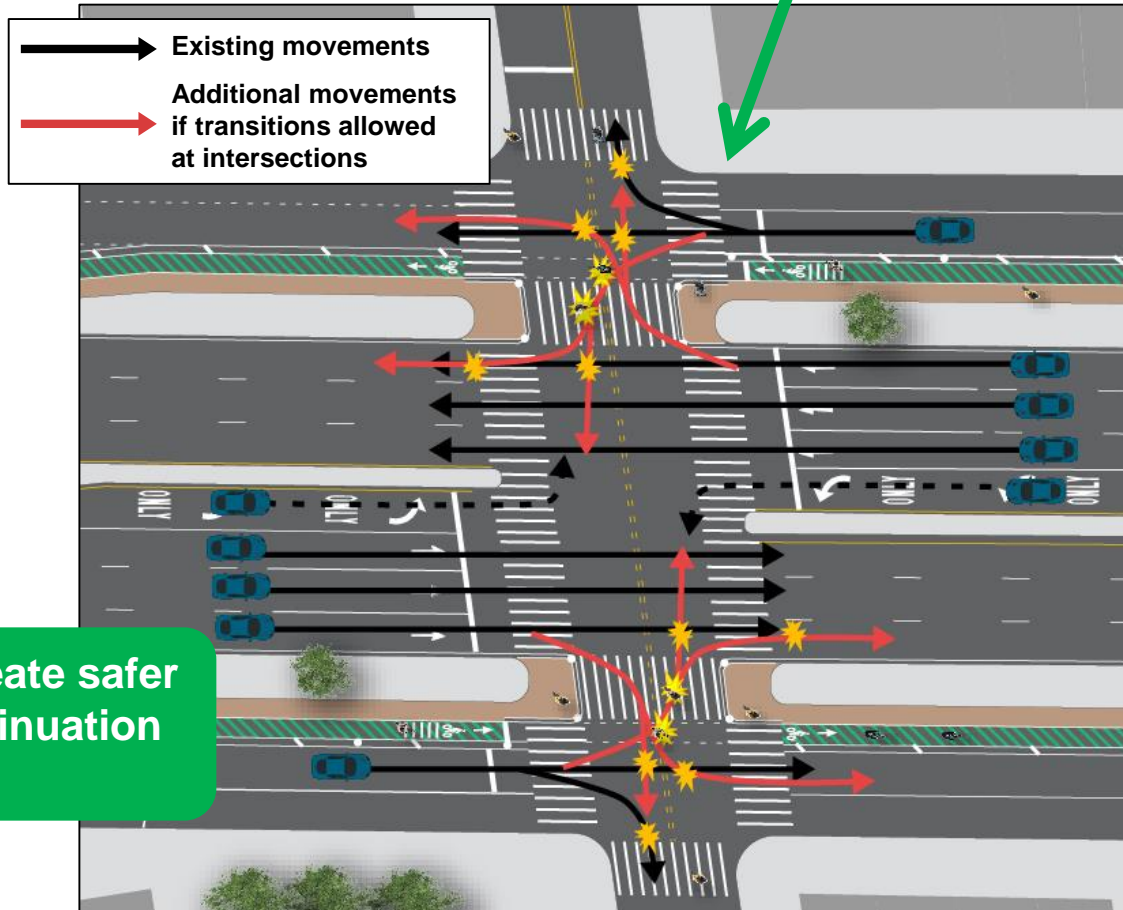
# BENEFITS OF STOP-CONTROLLED SLIP LANES

Turns between mainline and service road prohibited at intersections

Shifting transitions to intersections (like at Eastern and Ocean Pkwy) increases conflicts for all users and potentially increases crashes

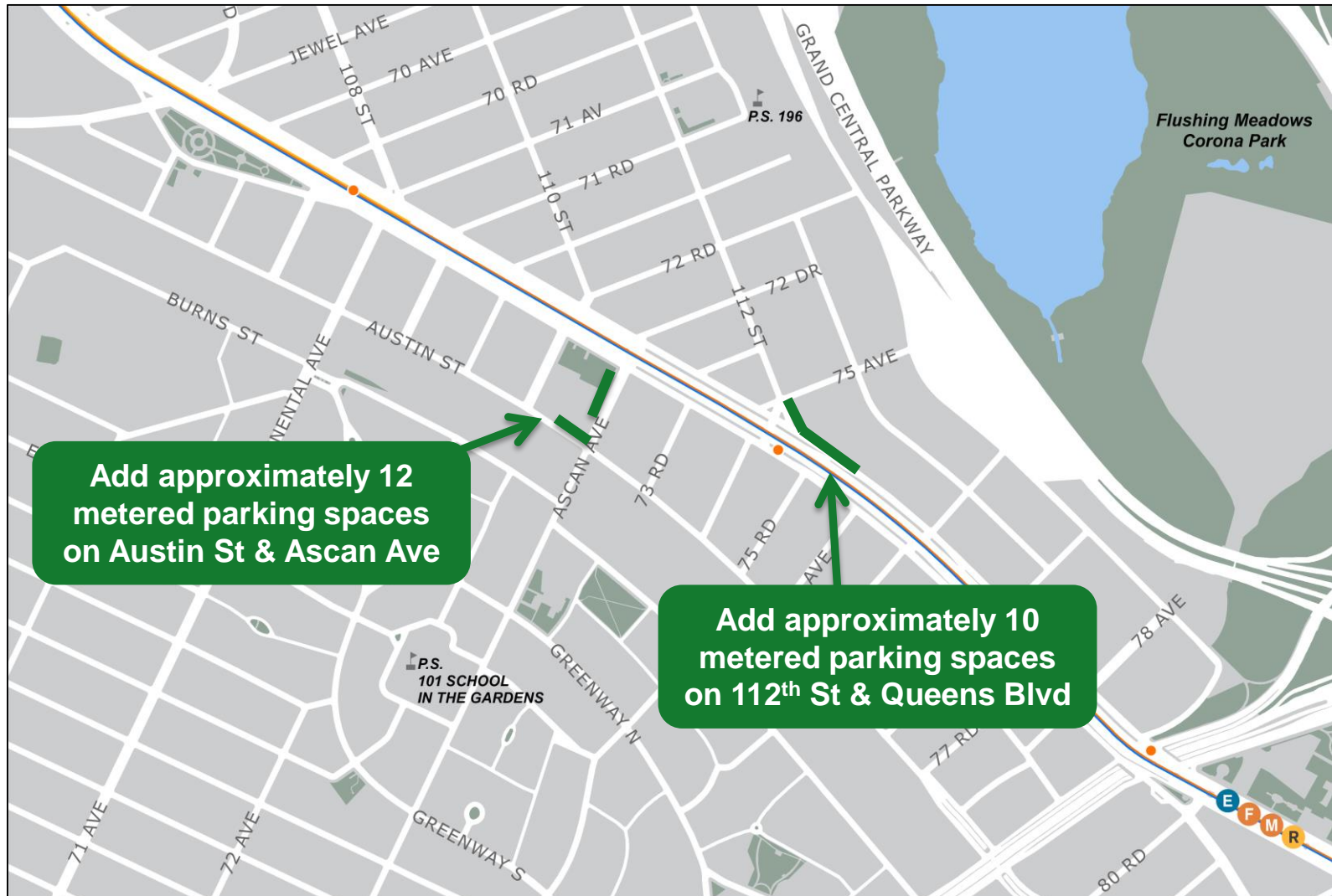


Stop-controlled transition lanes create safer transition points and allow for continuation of pedestrian and bicycle path





# ADDITIONAL PARKING SPACES



# LOADING ZONE LENGTHS

