



QUEENS BOULEVARD

ELIOT AVE TO YELLOWSTONE BLVD

Proposed Corridor Safety Improvements

May 10, 2017



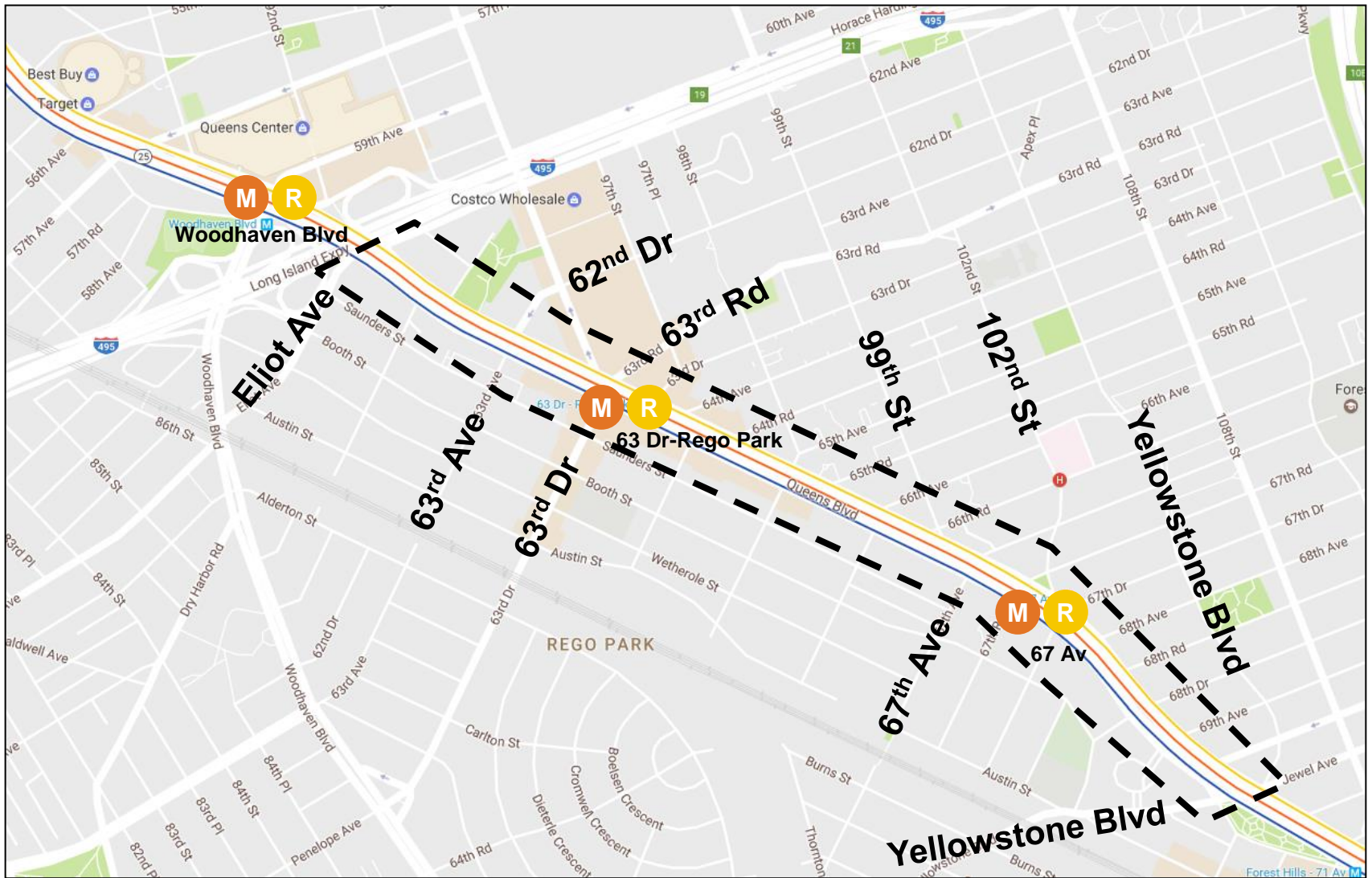
OPERATIONAL PROJECT LIMITS



PROJECT TIMELINE

- **May 2014:** Community Board 6 Resolution Requesting Complete Streets Study and Redesign of Queens Boulevard
- **November 2016:** Introduction and Workshop Notification to Community Board 6 Full Board
- **December 2016 – March 2017:** Online and On-Street Outreach
- **December 2016:** Briefing for Elected Officials
- **January 2017:** Briefing for CB6 Transportation Committee
- **January 2017:** Safety Workshop at P.S. 139 Rego Park
- **April/May 2017:** Briefing for Elected Officials
- **May 2017:** Presentation to Community Board 6 Transportation Committee
- **May 2017: Presentation to Community Board 6 Full Board & Vote**
- **June 2017:** Proposed Implementation Start
- **Fall 2017:** Safety Workshop

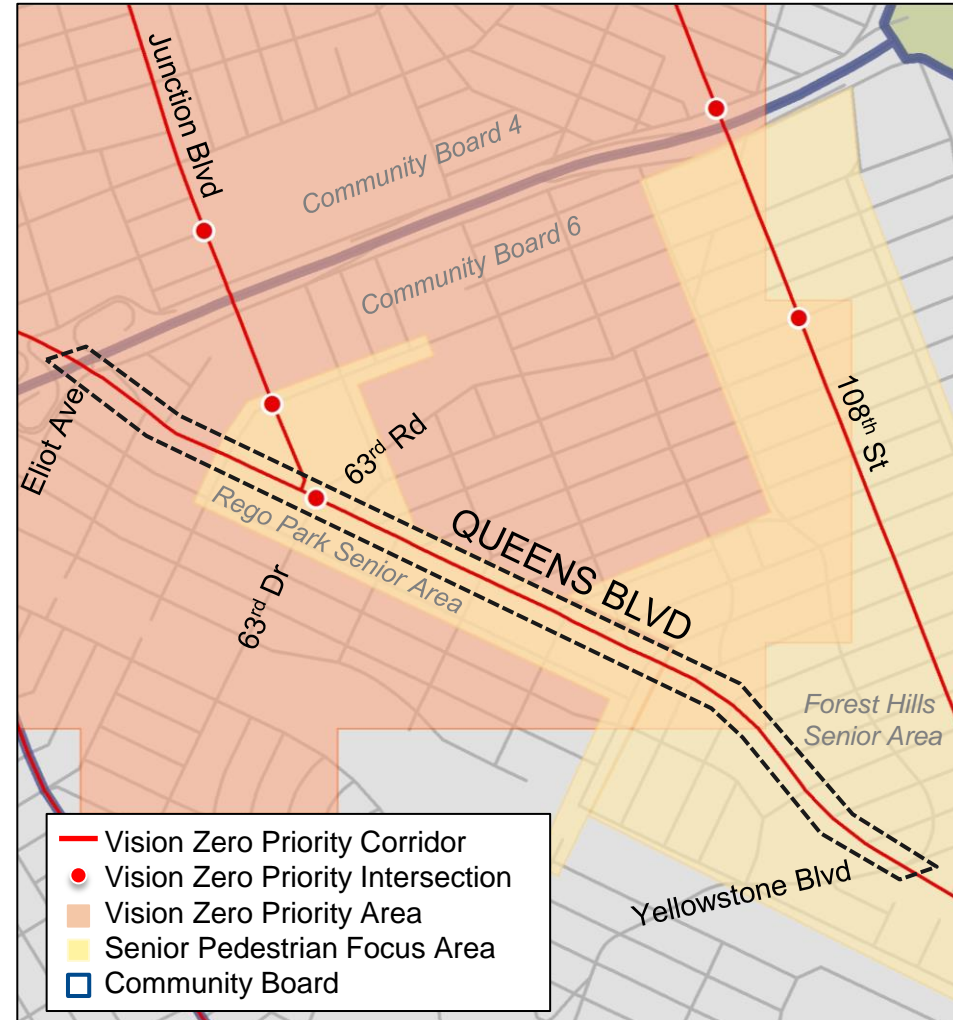
PROJECT LIMITS: ELIOT AVE TO YELLOWSTONE BLVD



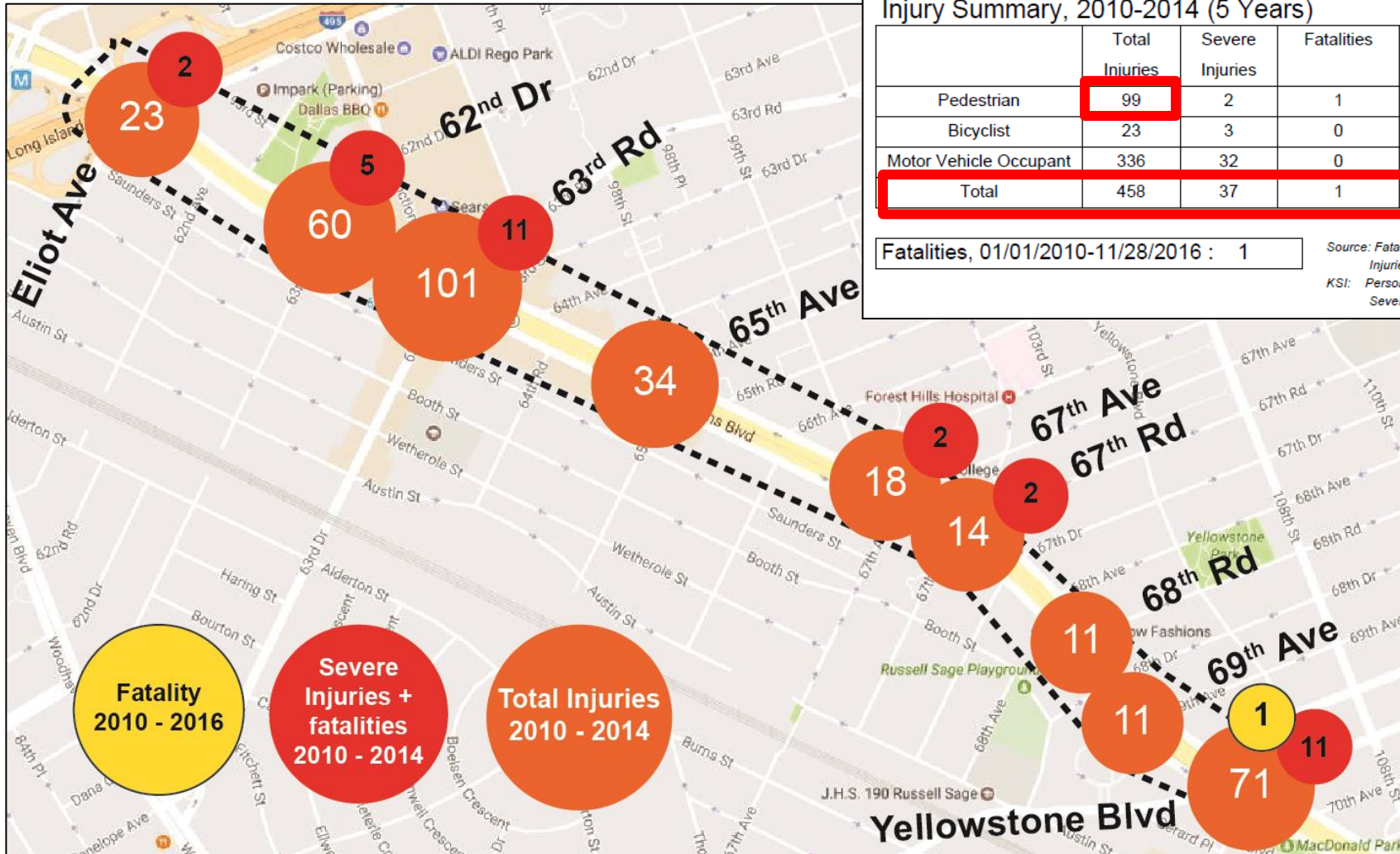
VISION ZERO PRIORITY



- **Queens Blvd (7.2 miles):**
 - Vision Zero Priority Corridor with 19 total and 12 pedestrian fatalities (2010-2014)
- **Queens Blvd – Eliot Ave to Yellowstone Blvd (1.3 miles):**
 - Vision Zero Priority Intersection at Queens Blvd & 63rd Rd/63rd Dr
 - 38 persons killed or severely injured since 2010
- Within Rego Park & Forest Hills Senior Pedestrian Focus Areas



SAFETY DATA: ELIOT AVE TO YELLOWSTONE BLVD



Queens Blvd - Eliot Ave to Yellowstone Blvd, QN
Injury Summary, 2010-2014 (5 Years)

	Total Injuries	Severe Injuries	Fatalities	KSI
Pedestrian	99	2	1	3
Bicyclist	23	3	0	3
Motor Vehicle Occupant	336	32	0	32
Total	458	37	1	38

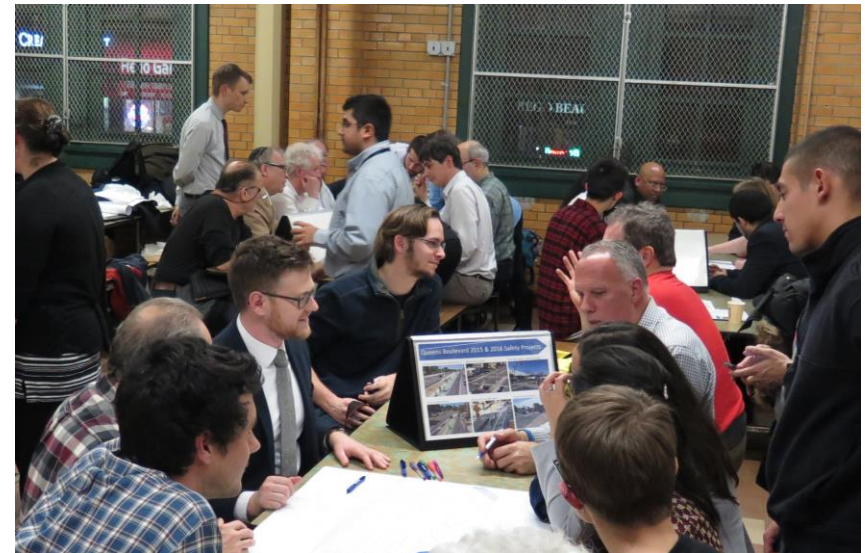
Fatalities, 01/01/2010-11/28/2016 : 1

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

COMMUNITY OUTREACH

Project specific outreach conducted December – March 2017

- Queens Blvd **safety workshop** with 150 participants
- Queens Blvd **project website** with feedback map & survey
- DOT Street Ambassador **outreach** at several locations along corridor
- Queens Blvd **merchant survey**



485
Approximate
Interactions

320
Surveys
Completed

+50
Feedback
Map
Comments

90
Businesses
Visited

TOP ISSUES IDENTIFIED BY THE COMMUNITY

Many requests for improved pedestrian crossings

81% of survey respondents want safety improvements similar to those installed in 2015 and 2016



Safety improvements installed on Queens Blvd in 2015 have resulted in a 49% reduction in pedestrian injuries

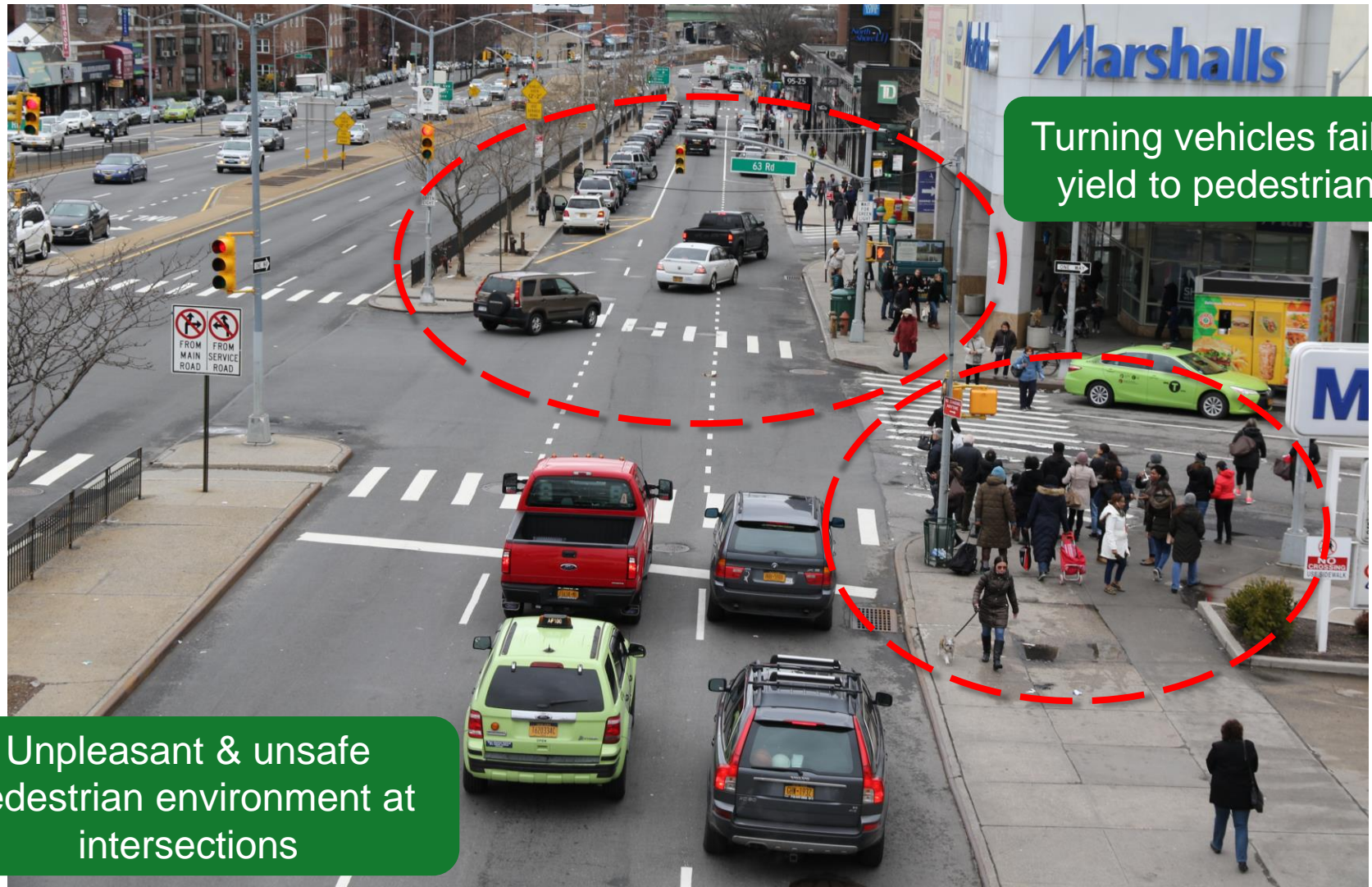
TOP ISSUES IDENTIFIED BY THE COMMUNITY

Lack of pedestrian space at busy locations



Many requests for safety improvements at 63rd Rd/63rd Dr (Vision Zero Priority Intersection)

TOP ISSUES IDENTIFIED BY THE COMMUNITY



Turning vehicles fail to yield to pedestrians

Unpleasant & unsafe pedestrian environment at intersections

TOP ISSUES IDENTIFIED BY THE COMMUNITY

Many requests at workshop to continue protected bike lane east from Eliot Ave

40% of survey respondents would be more likely to bike on Queens Blvd if there was a protected bike lane



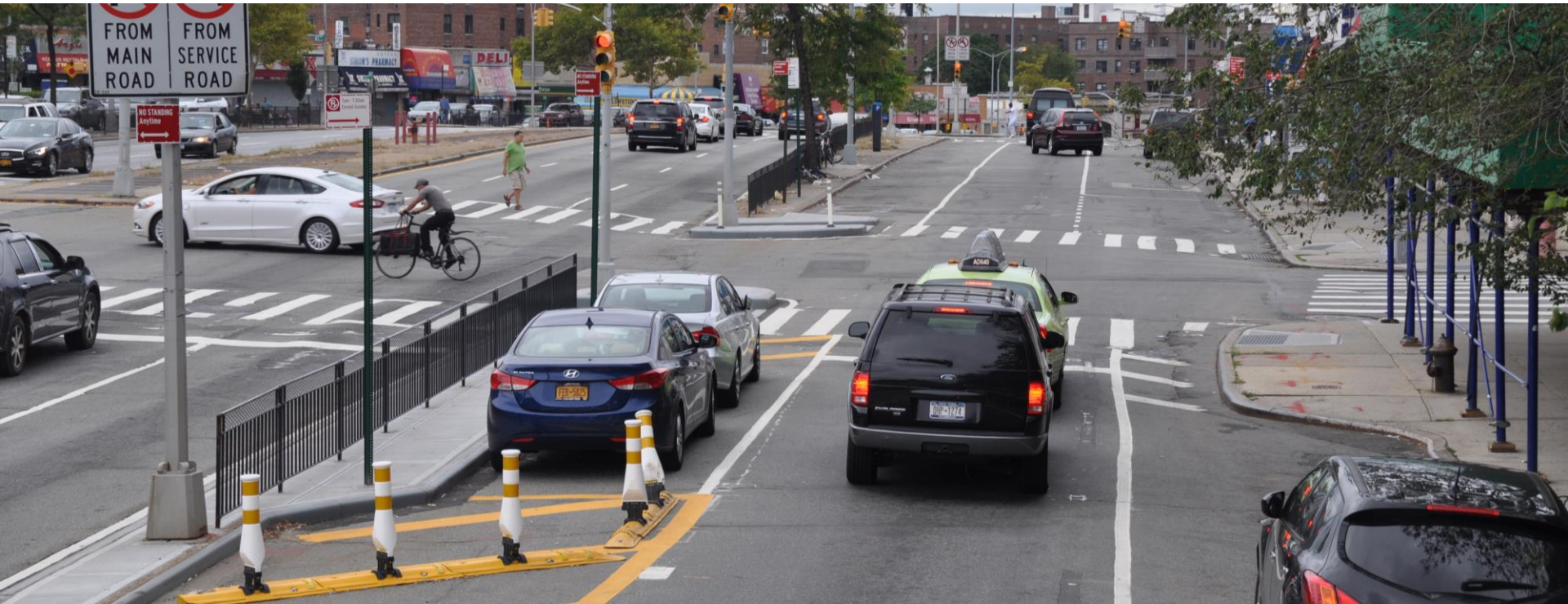
Safety improvements installed on Queens Blvd in 2015 have resulted in a 42% reduction in bicyclist injuries

The number of cyclists using Queens Blvd has more than doubled where a protected bike lane has been installed

DESIGN PRINCIPLES/PROJECT GOALS

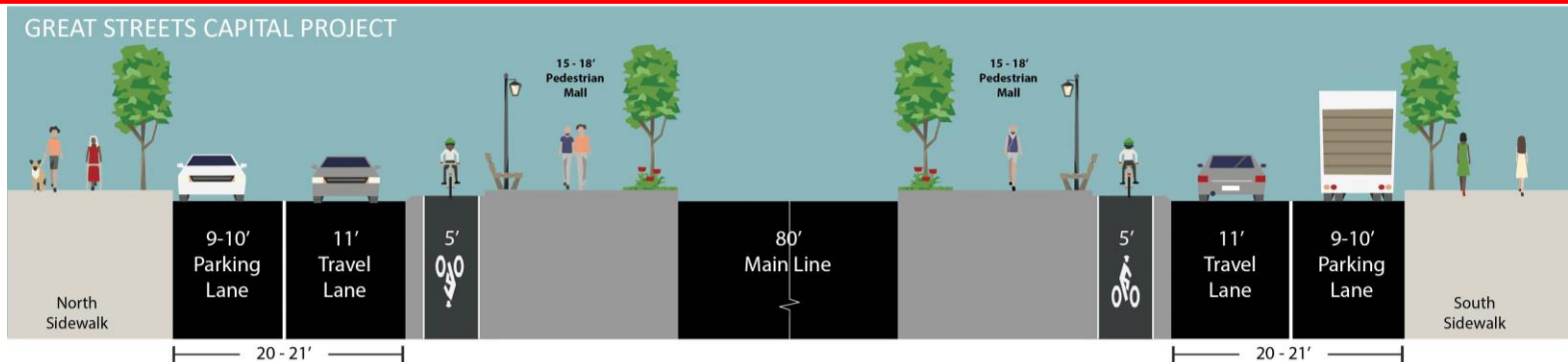
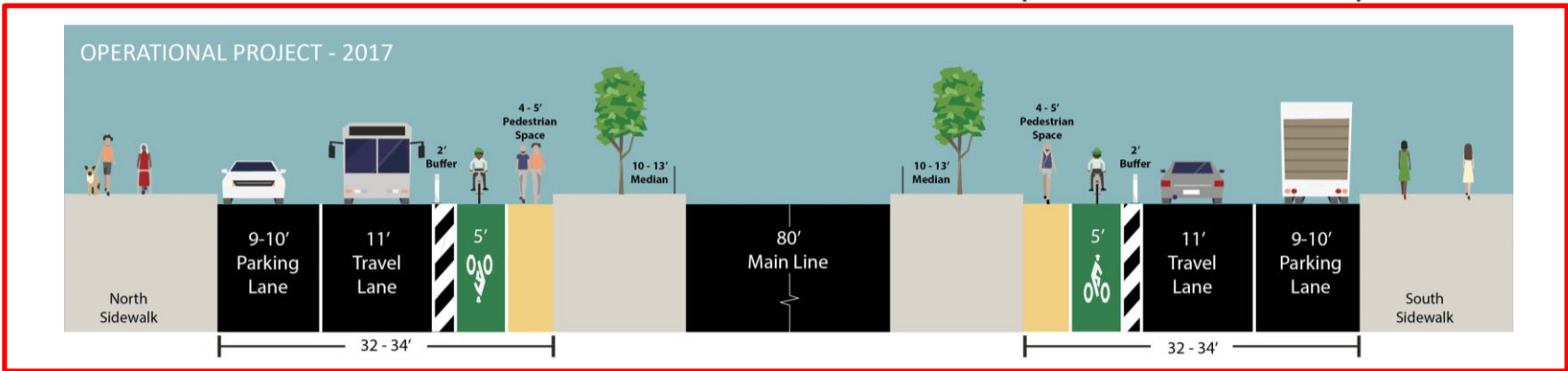
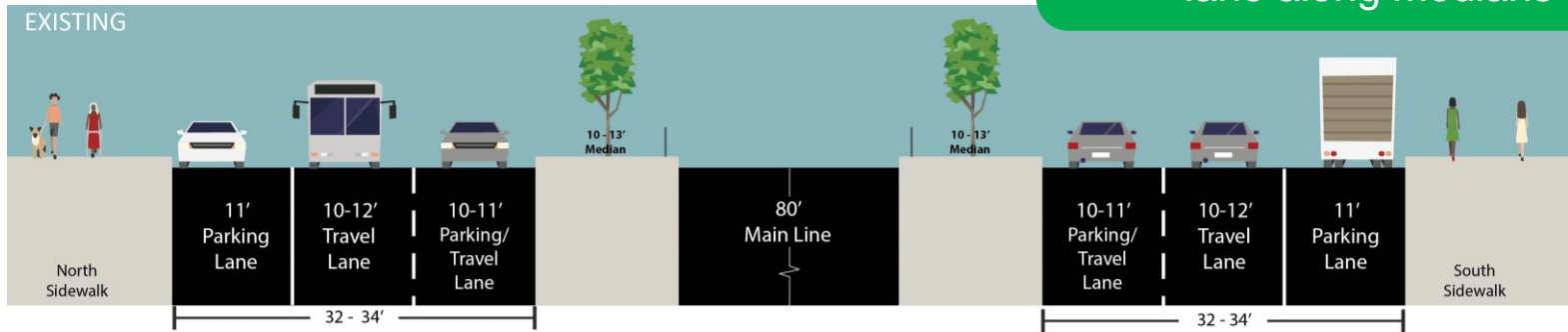
1. Calm the service roads
2. Keep the main line moving (preserve existing lanes)
3. Reduce roadway shopping
4. Accommodate all road users & enhance the sense of place
5. Design based on crash history
6. Complete pedestrian network & connect neighborhoods
7. Eliminate highway-like design features

“WHEREAS the New York City Department of Transportation has developed a number of "Complete Street" safety designs and practices that could be applied to Queens Boulevard to make it a safer and more efficient street for all road users”
- CB 6 Resolution for Complete Streets, May 2014



KEY DESIGN FEATURES

Continue 2015 & 2016 design with pedestrian path and bike lane along medians



KEY DESIGN FEATURES

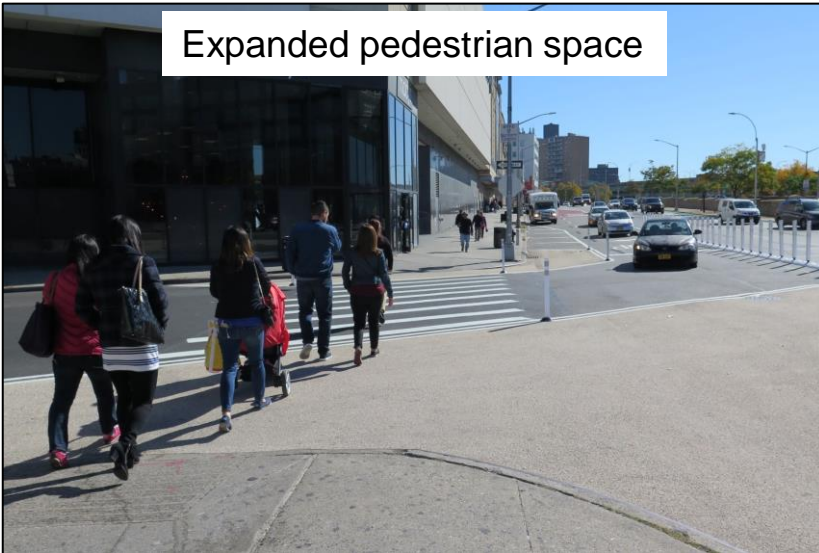
Protected bicycle lane and pedestrian path



Median tip extensions & mall to mall crossings



Expanded pedestrian space



Stop-controlled slip lanes

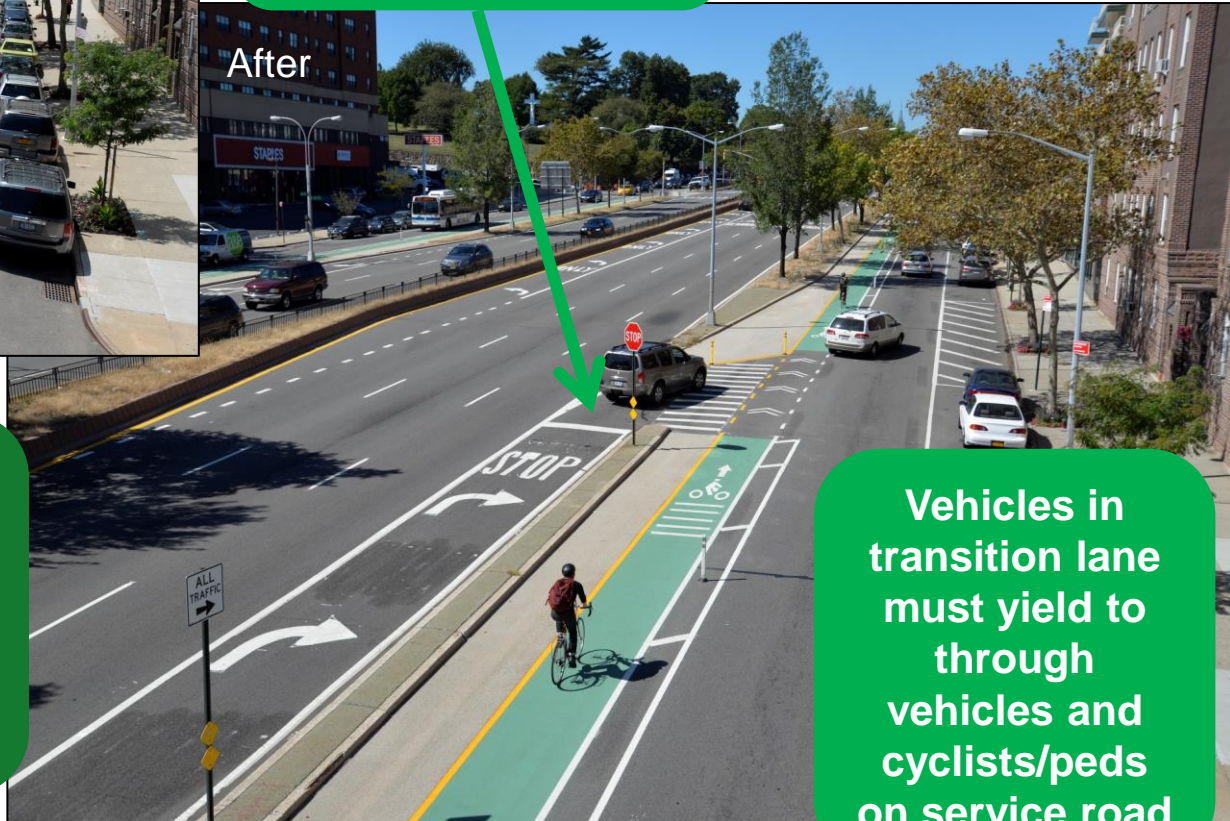


KEY DESIGN FEATURES: STOP-CONTROLLED TRANSITION



Continue use of stop right /left turn at transitions within 2017 limits

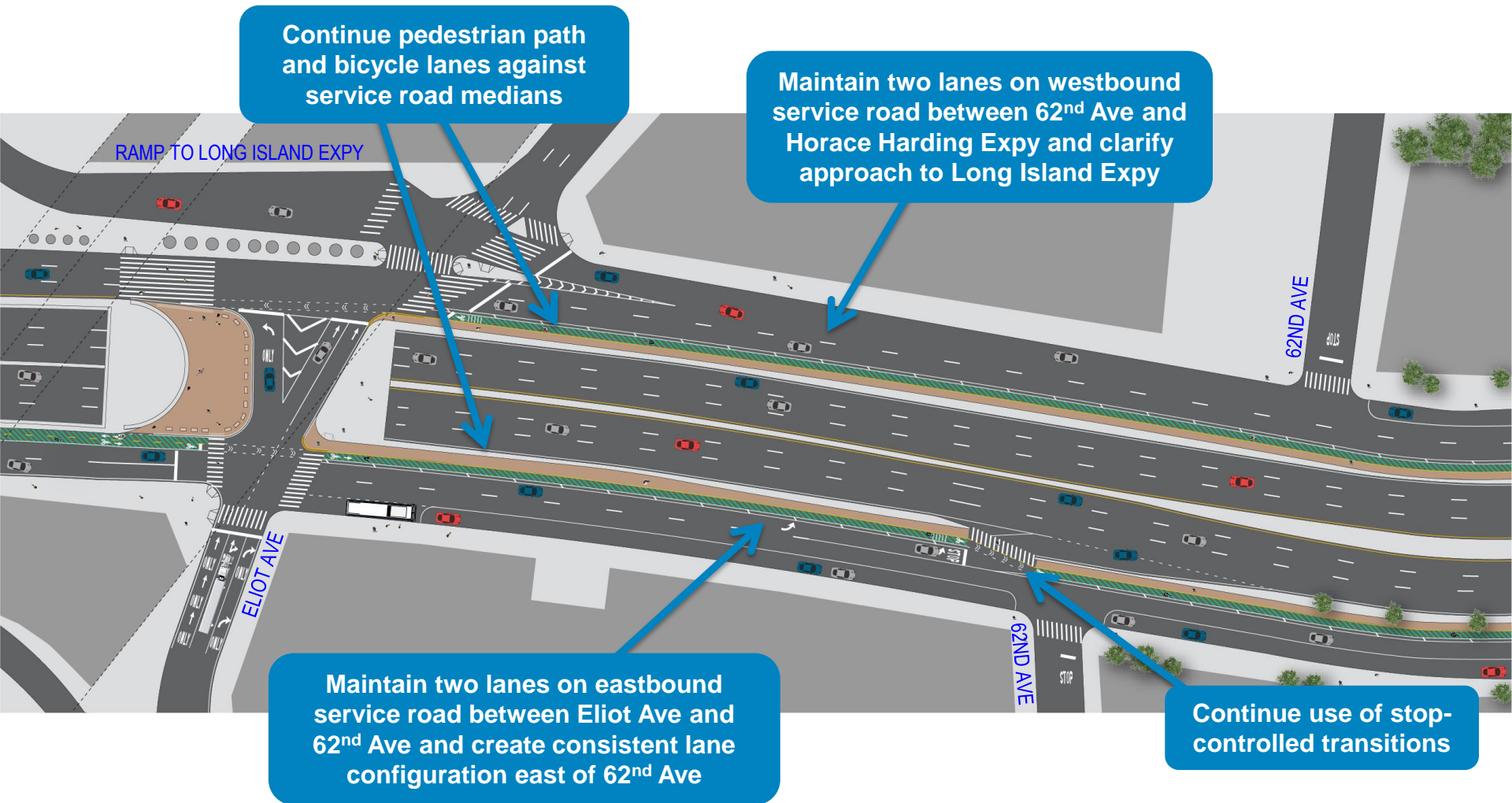
Safer for drivers, cyclists, and pedestrians



Outreach Finding:
More drivers use slips to switch back and forth to fastest moving travel lanes than for access to side streets and local businesses

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

PROPOSED: ELIOT AVE TO 62ND AVE



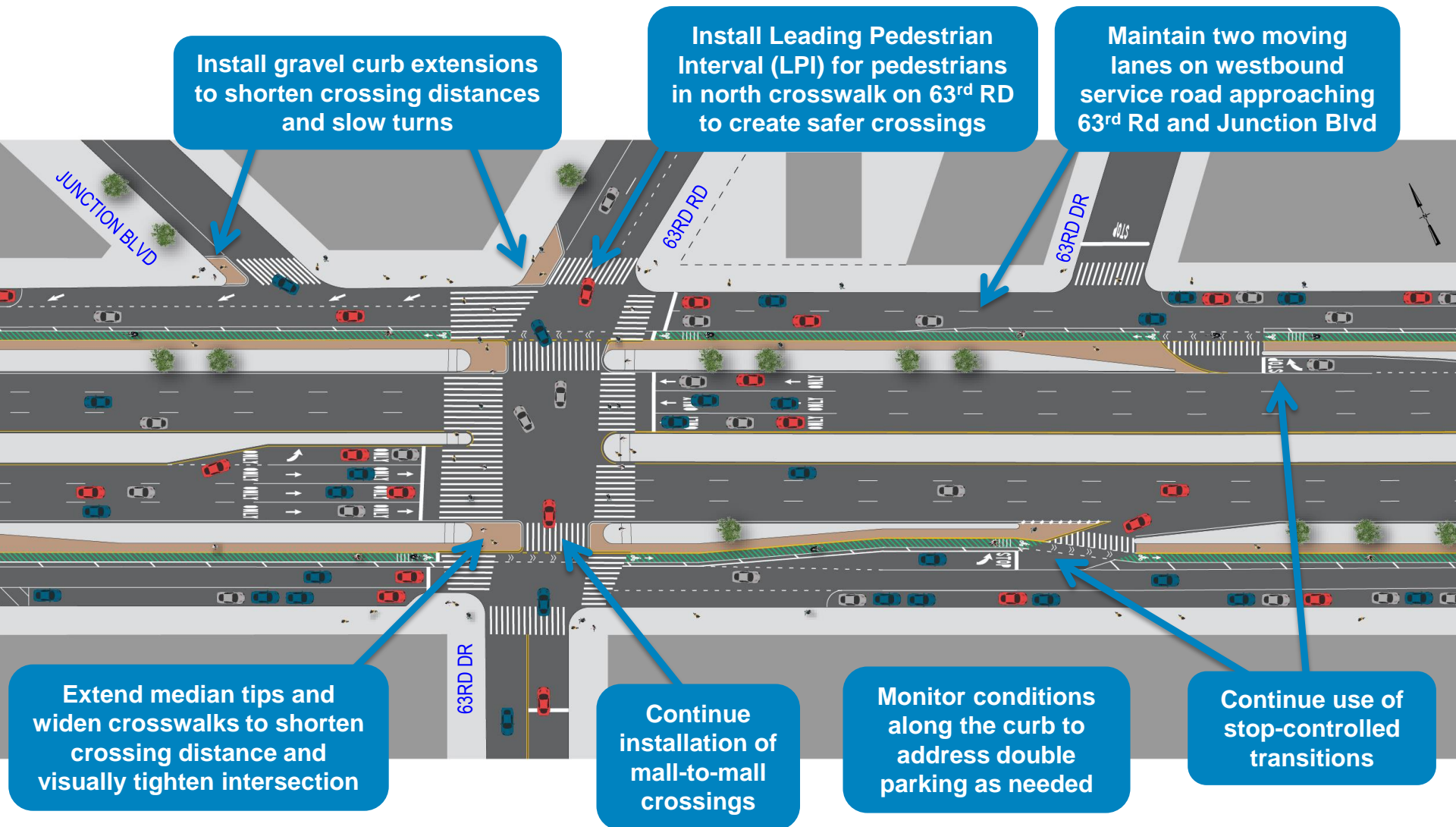
Continue pedestrian path and bicycle lanes against service road medians

Maintain two lanes on westbound service road between 62nd Ave and Horace Harding Expy and clarify approach to Long Island Expy

Maintain two lanes on eastbound service road between Eliot Ave and 62nd Ave and create consistent lane configuration east of 62nd Ave

Continue use of stop-controlled transitions

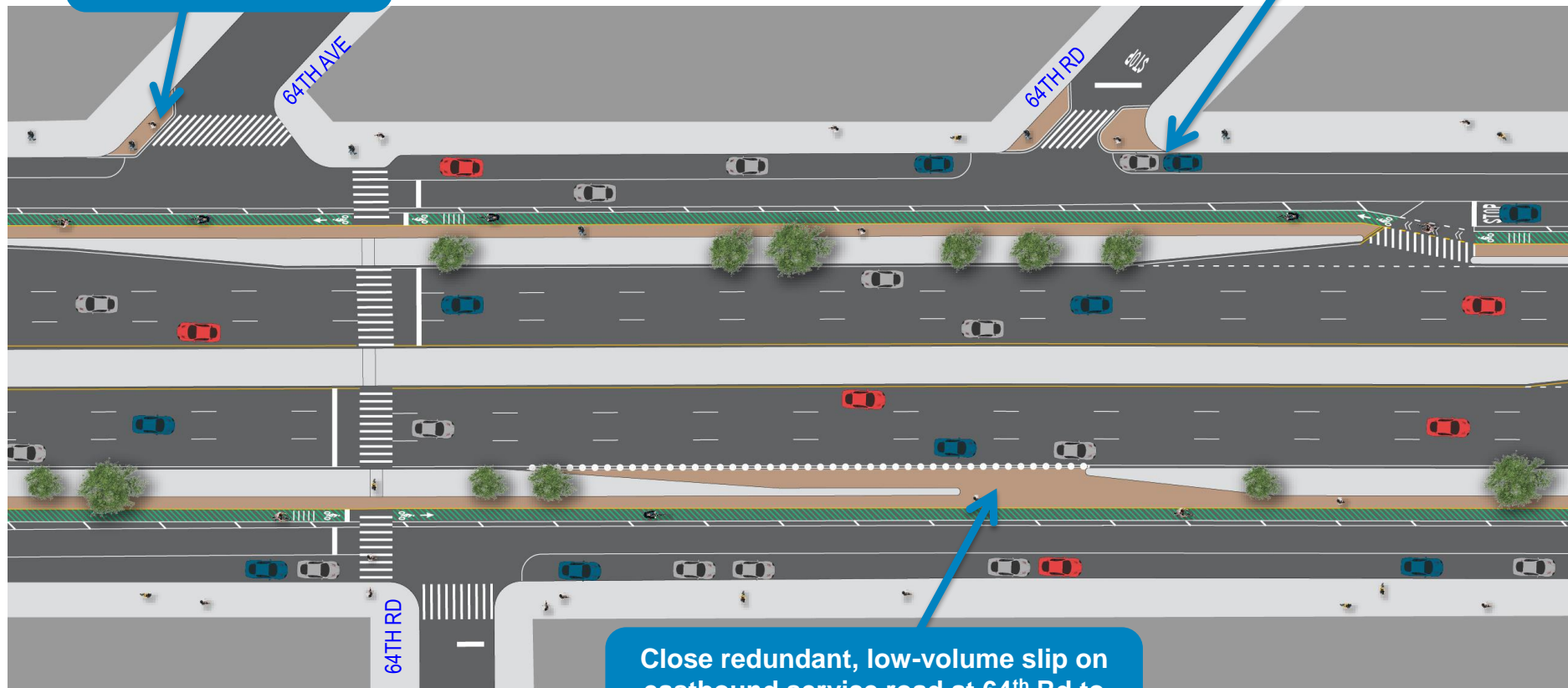
PROPOSED: 63RD DR & 63RD RD



PROPOSED: 64TH AVE TO 64TH RD

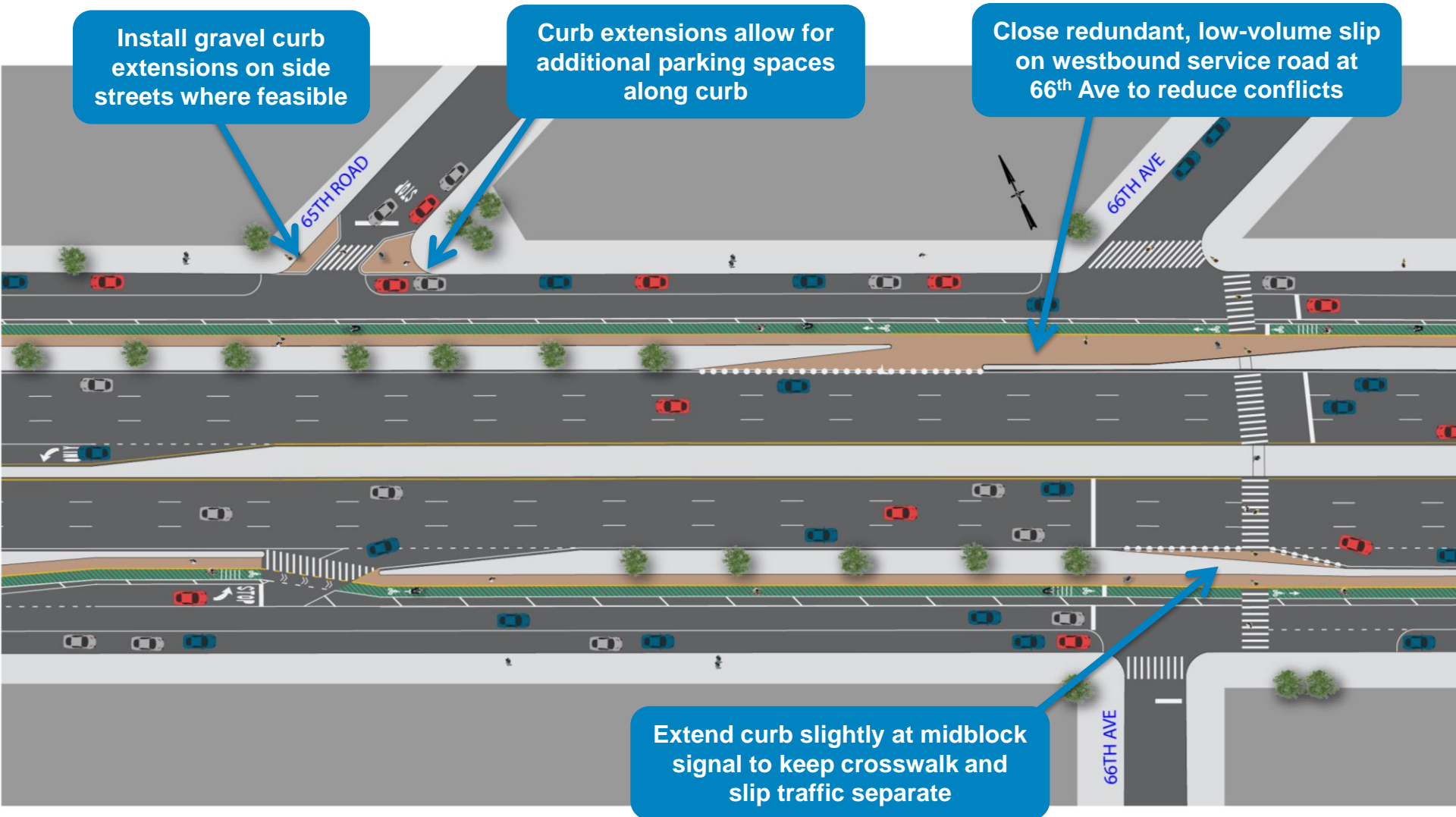
Install gravel curb extensions on side streets where feasible

Curb extensions allow for additional parking spaces along curb

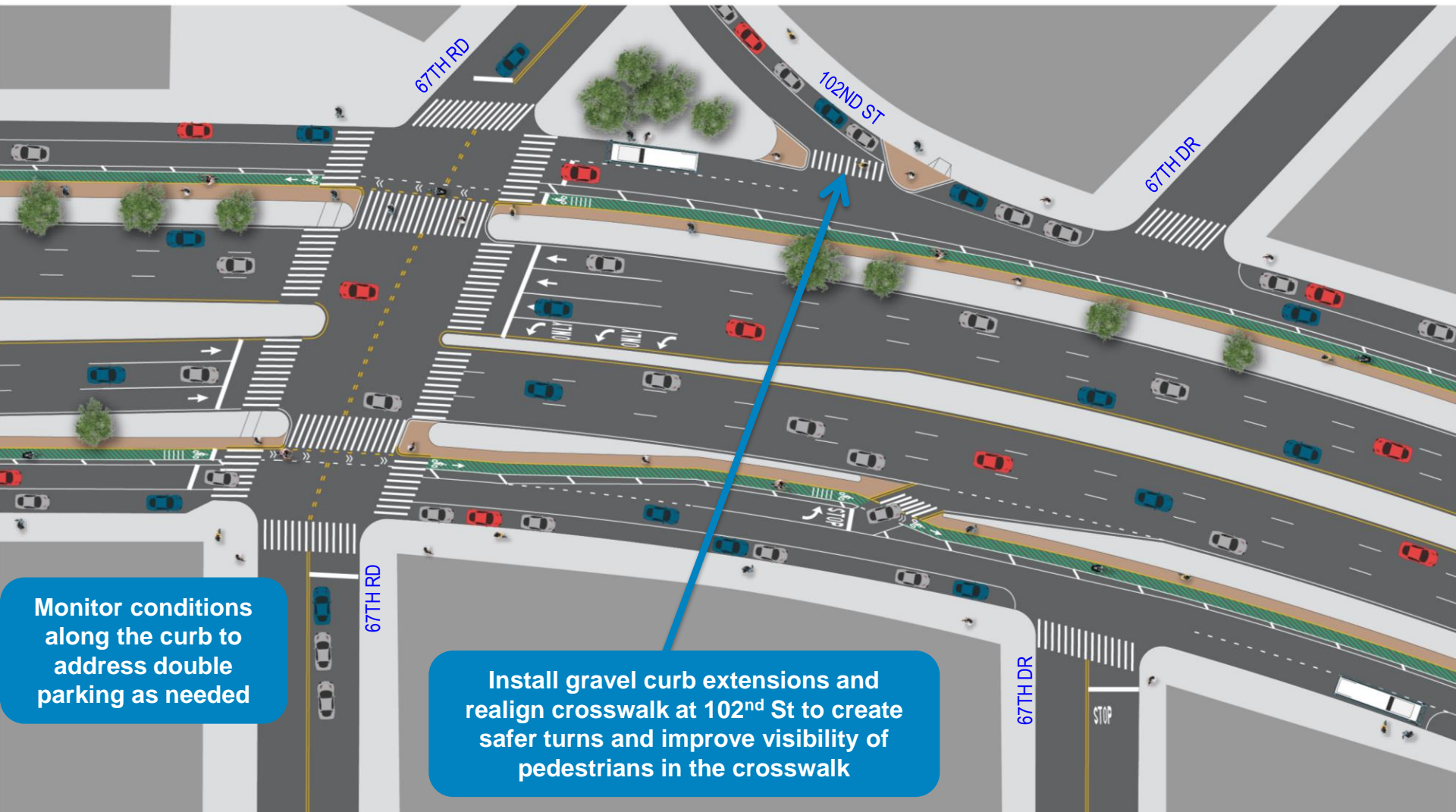


Close redundant, low-volume slip on eastbound service road at 64th Rd to reduce conflicts

PROPOSED: 65TH RD TO 66TH AVE



PROPOSED: 67TH RD TO 67TH DR



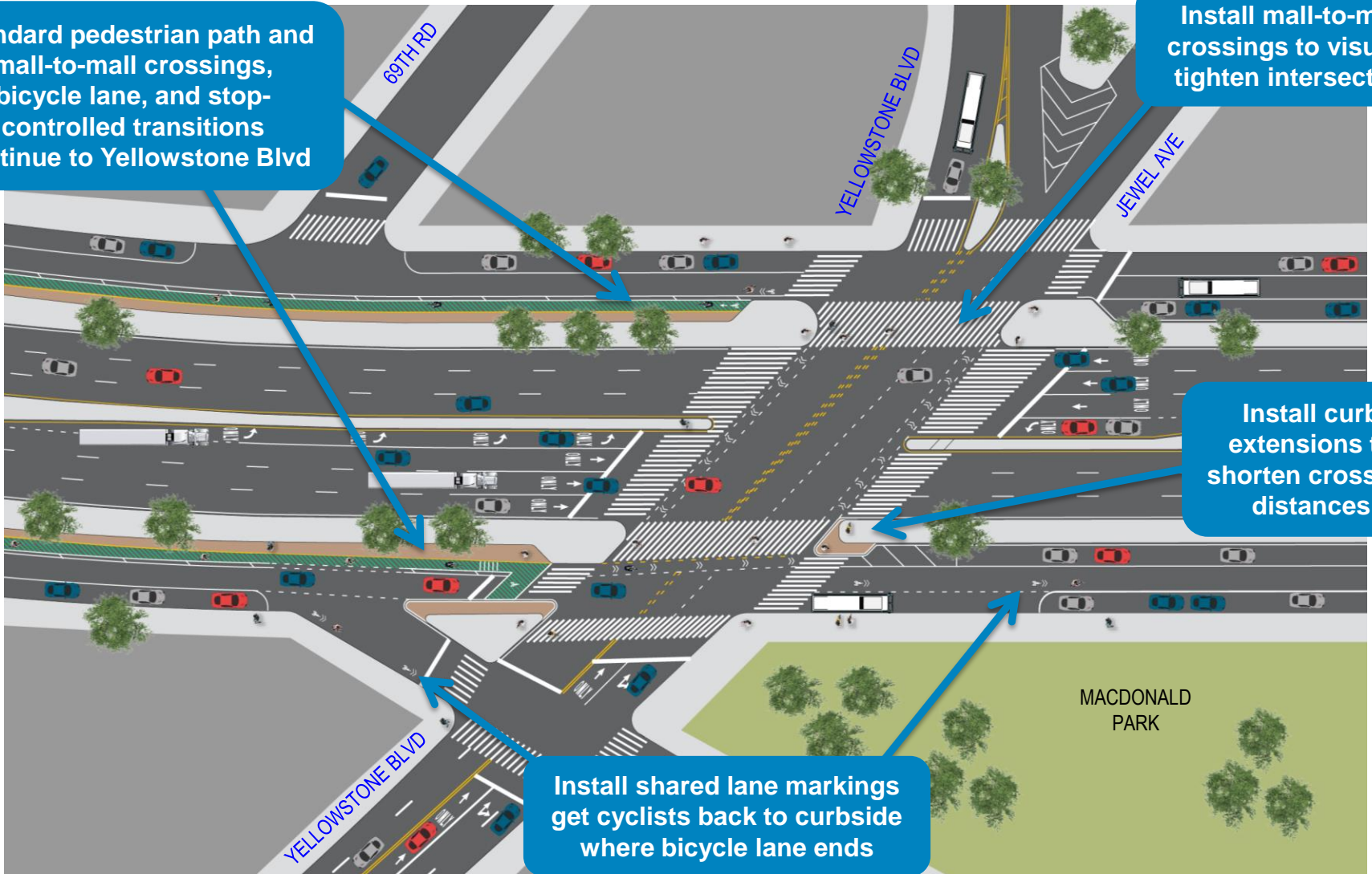
PROPOSED: YELLOWSTONE BLVD

Standard pedestrian path and mall-to-mall crossings, bicycle lane, and stop-controlled transitions continue to Yellowstone Blvd

Install mall-to-mall crossings to visually tighten intersection

Install curb extensions to shorten crossing distances

Install shared lane markings get cyclists back to curbside where bicycle lane ends



PARKING CHANGES

Total of 592 spaces along the corridor

Remove 198 parking spaces along the service road medians between Eliot Ave and Yellowstone Blvd to continue safety improvements

Monitor conditions along the curb to address double parking as needed

End curbside metering at 7pm instead of 10pm between 62nd Dr and 64th Ave

Existing Parking Conditions

- *Parking added along medians in 2001*
- Medians: Mix of 2-hr metered and non-metered parking with daily street cleaning (except Sundays)
- Curb: 1-hr metered parking with daily street cleaning (except Sundays)

Remove meters on south curb between 67th Dr and Yellowstone Blvd

RESURFACING



**Queens Blvd between
Eliot Ave and 65th Rd
resurfaced in 2016**

**Proposed markings plan would be
installed in conjunction with
resurfacing of Queens Blvd between
65th Rd and Yellowstone Blvd**

BOULEVARD TRANSFORMATION

Expanded medians allow for creation of linear parks

Operational project creates the footprint for capital investment in the neighborhood



BENEFITS OF SAFETY IMPROVEMENTS

2015 Project Before/After Safety Data

- Total crashes decreased by 14%
- Pedestrian injuries decreased by 49%
- Cyclist injuries decreased by 42%

Crashes and Injuries								
One-Year After Analysis, Queens Blvd (Roosevelt Ave to 73rd St)								
	Before				After		Change	
	'12/ '13	'13/ '14	'14/ '15	Average	'15/ '16	Average	Actual	Percent
Total Crashes	300	315	315	310.0	268	268.0	-42.0	-14%
Crashes w/ Injuries	74	69	67	70.0	64	64.0	-6.0	-9%
Motor Vehicle Occupant	72	78	64	71.3	78	78.0	6.7	9%
Pedestrian	12	19	10	13.7	7	7.0	-6.7	-49%
Cyclist	14	3	9	8.7	5	5.0	-3.7	-42%
Total Injuries	98	100	83	93.7	90	90.0	-3.7	-4%

Each before year period is the 12-month period beginning July 1 and ending June 30.
 The 1-yr after period is November 1, 2015 to October 31, 2016. The implementation period of July 1, 2015 to October 31, 2015 is excluded.
 Source: NYPD AIS/TAMS Crash Database

THANK YOU!

Questions?



NYCDOT



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