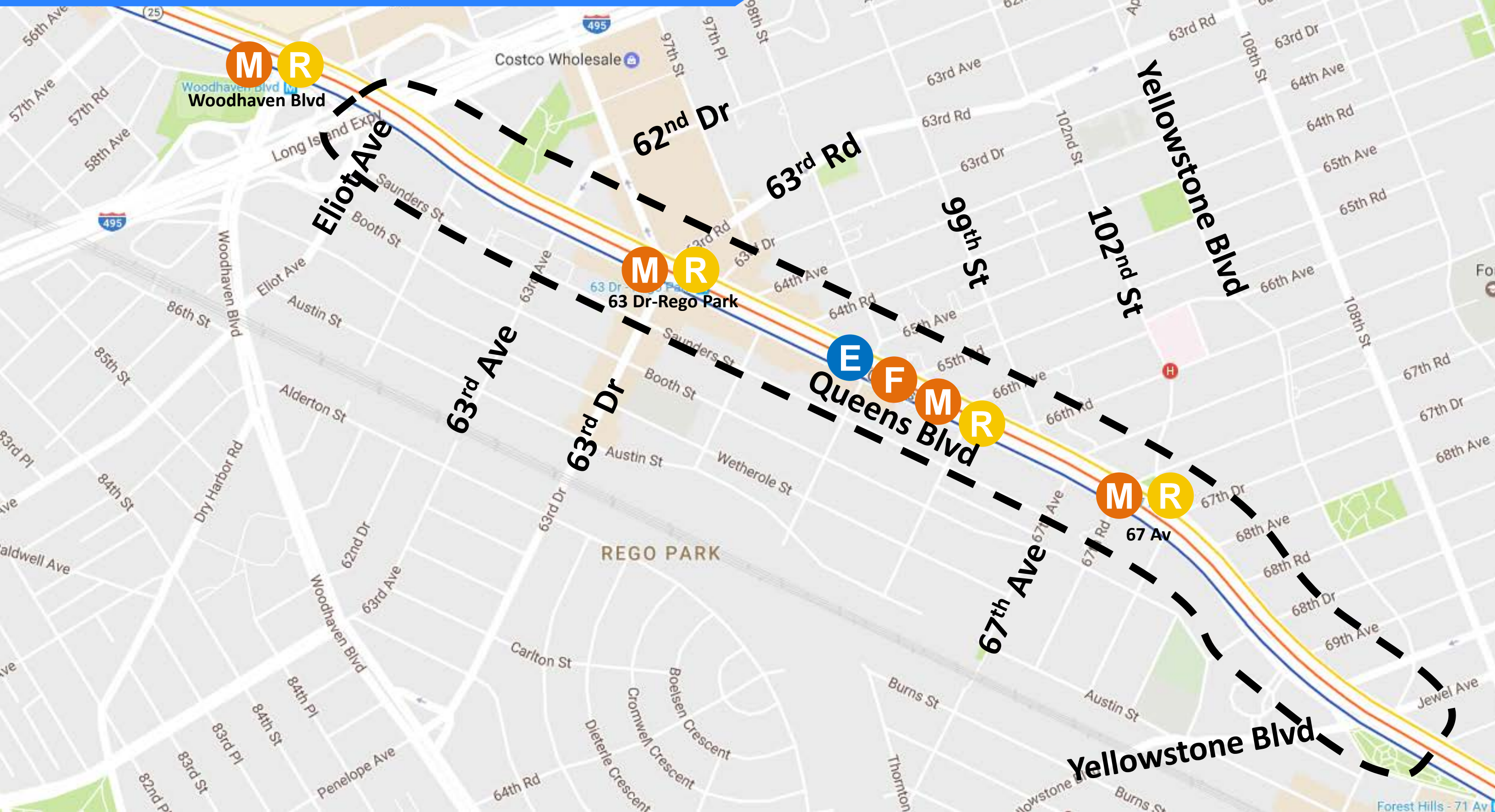
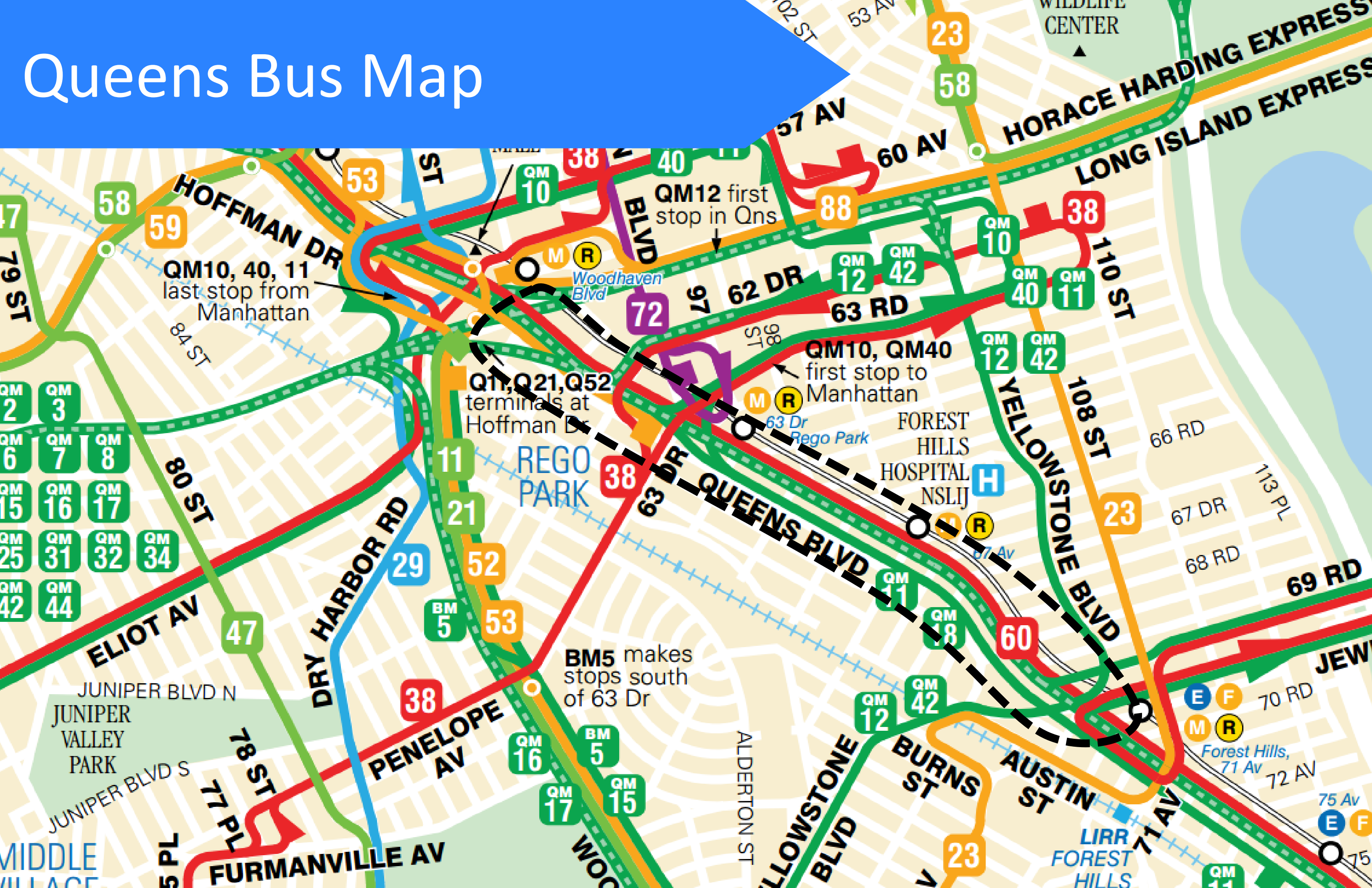


Queens Subway Map



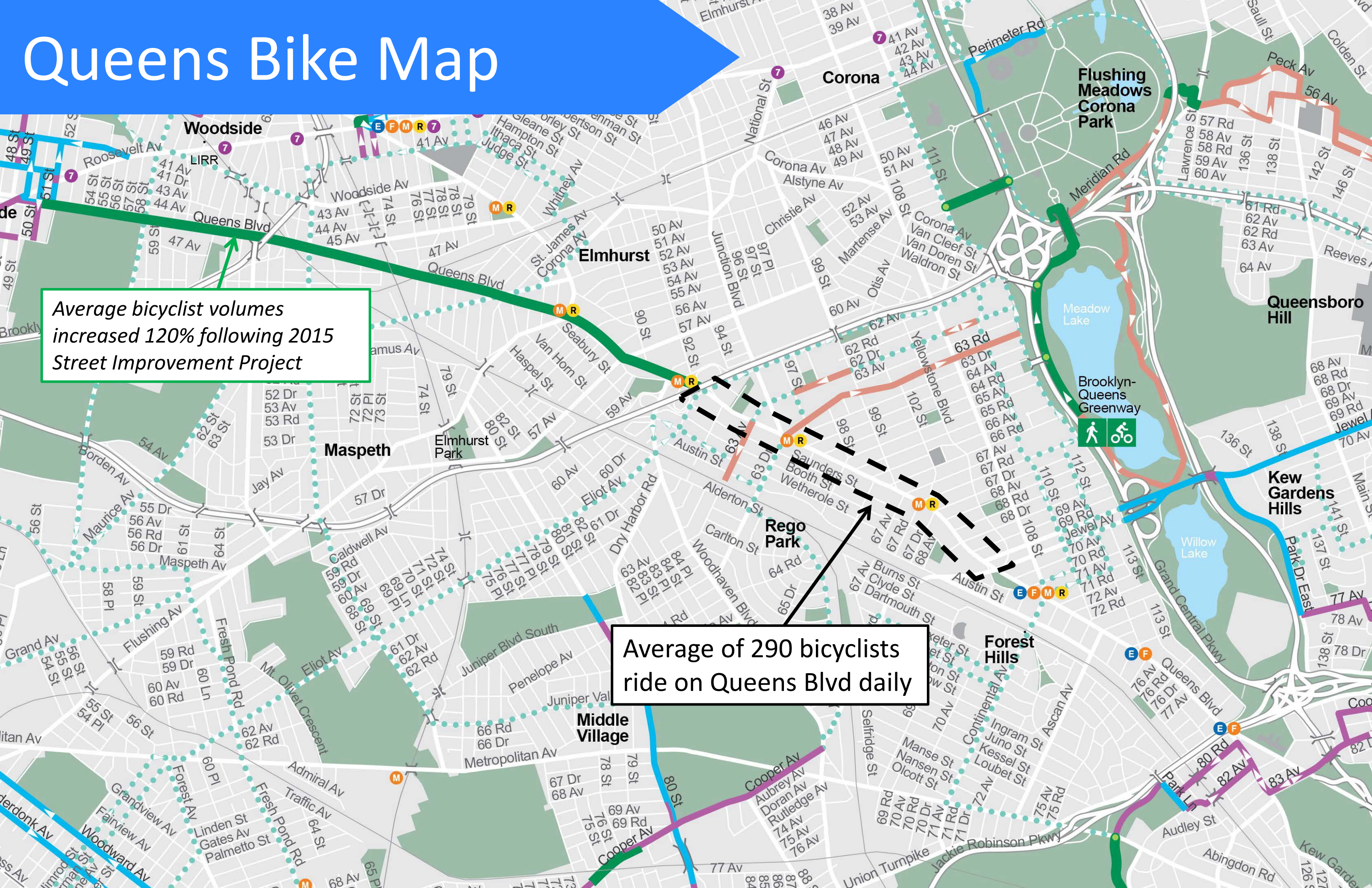
Queens Bus Map



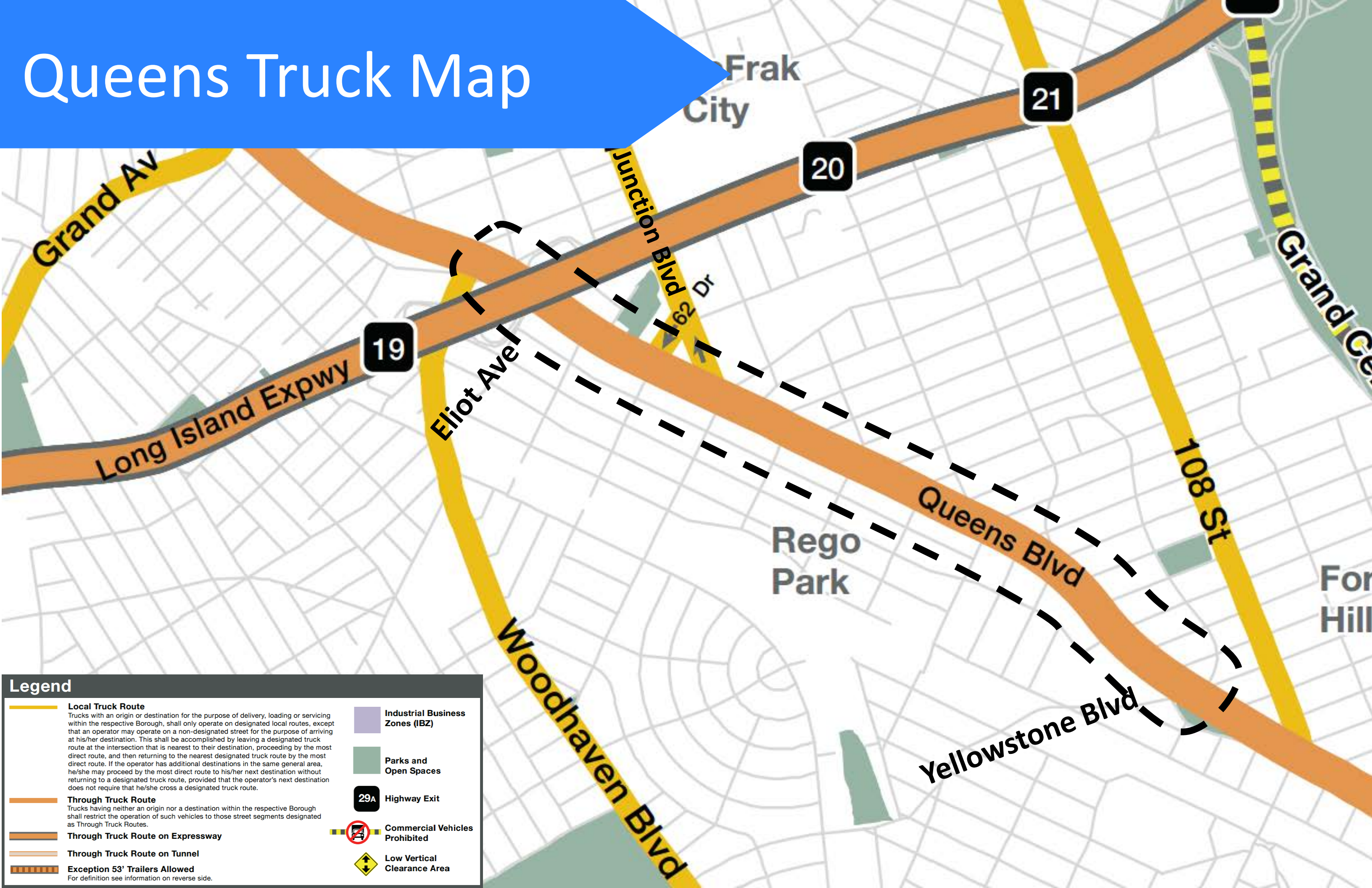
Queens Bike Map

Average bicyclist volumes increased 120% following 2015 Street Improvement Project

Average of 290 bicyclists ride on Queens Blvd daily



Queens Truck Map



Legend

- | | |
|--|--|
| <ul style="list-style-type: none"> Local Truck Route
Trucks with an origin or destination for the purpose of delivery, loading or servicing within the respective Borough, shall only operate on designated local routes, except that an operator may operate on a non-designated street for the purpose of arriving at his/her destination. This shall be accomplished by leaving a designated truck route at the intersection that is nearest to their destination, proceeding by the most direct route, and then returning to the nearest designated truck route by the most direct route. If the operator has additional destinations in the same general area, he/she may proceed by the most direct route to his/her next destination without returning to a designated truck route, provided that the operator's next destination does not require that he/she cross a designated truck route. Through Truck Route
Trucks having neither an origin nor a destination within the respective Borough shall restrict the operation of such vehicles to those street segments designated as Through Truck Routes. Through Truck Route on Expressway Through Truck Route on Tunnel Exception 53' Trailers Allowed
For definition see information on reverse side. | <ul style="list-style-type: none"> Industrial Business Zones (IBZ) Parks and Open Spaces 29A Highway Exit Commercial Vehicles Prohibited Low Vertical Clearance Area |
|--|--|

Existing Conditions

Service roads



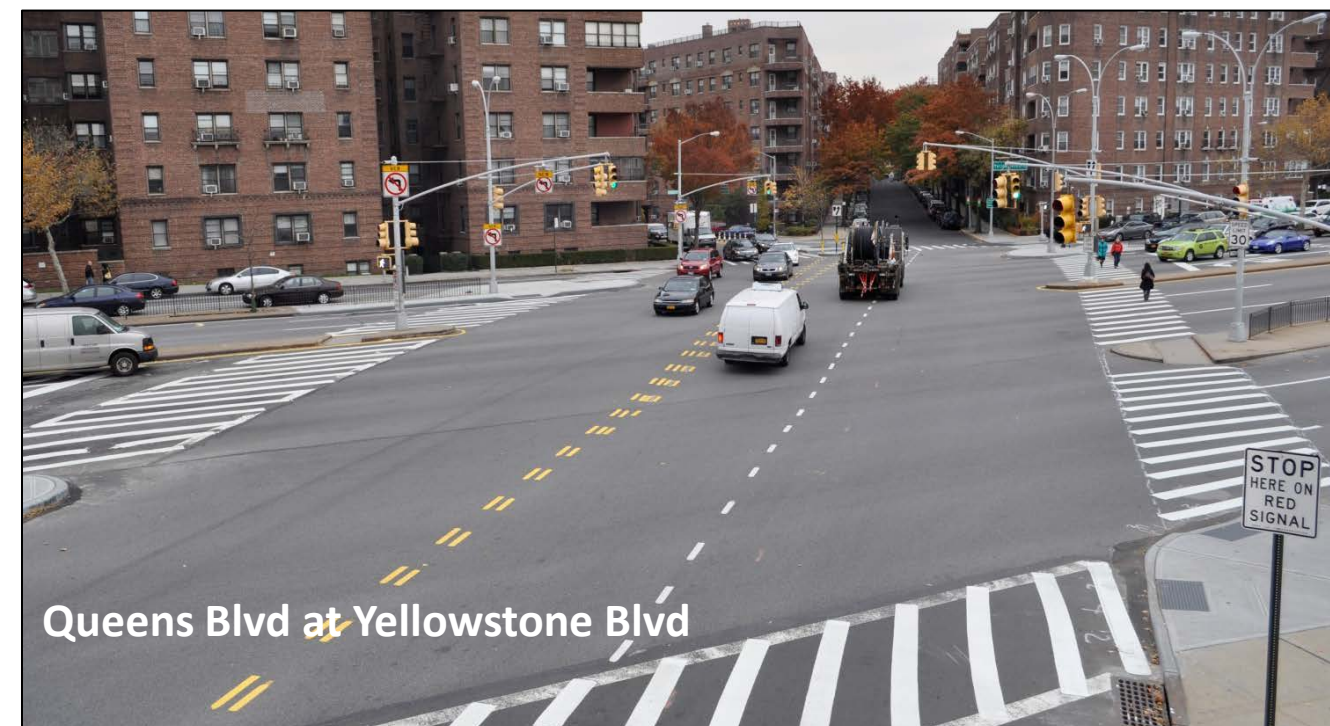
Queens Blvd at Yellowstone Blvd

Slip lanes



Queens Blvd at 67th Ave

Wide road / Long crossing distances



Queens Blvd at Yellowstone Blvd

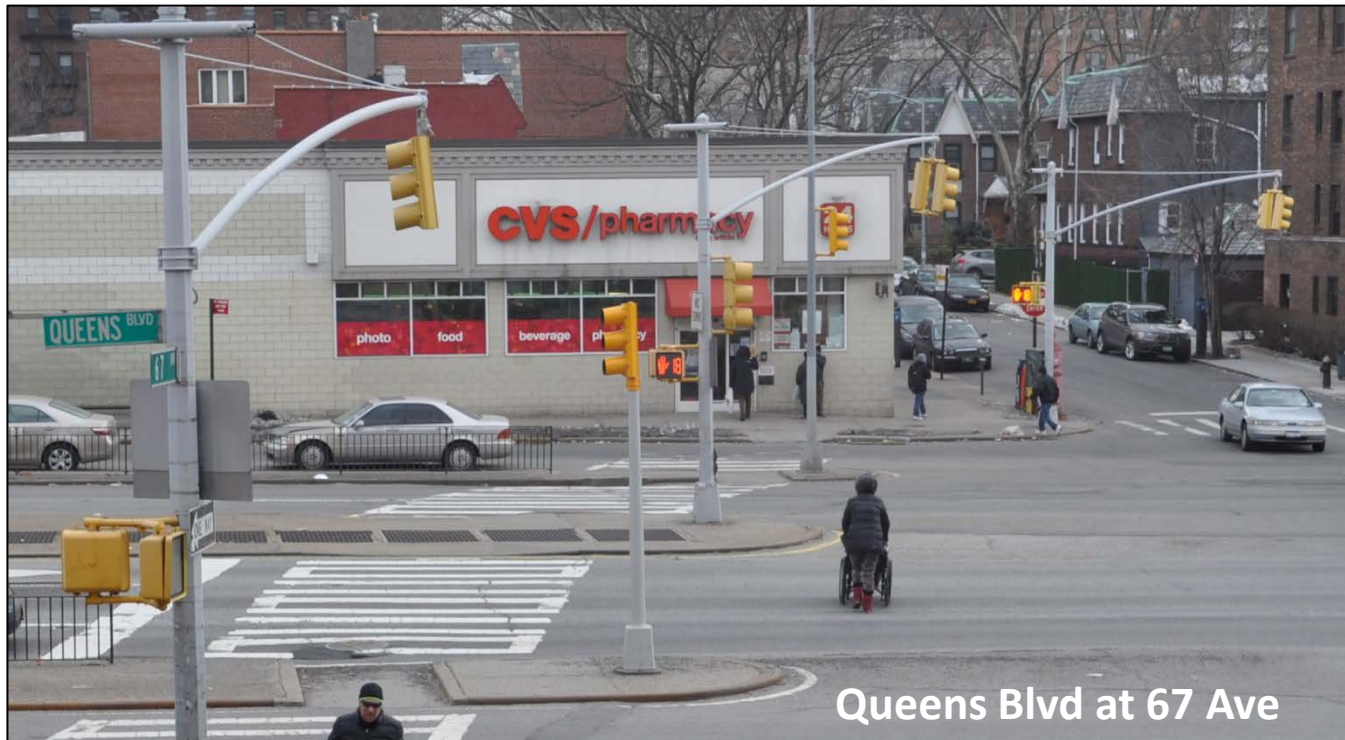
Parking varies between curbside and median



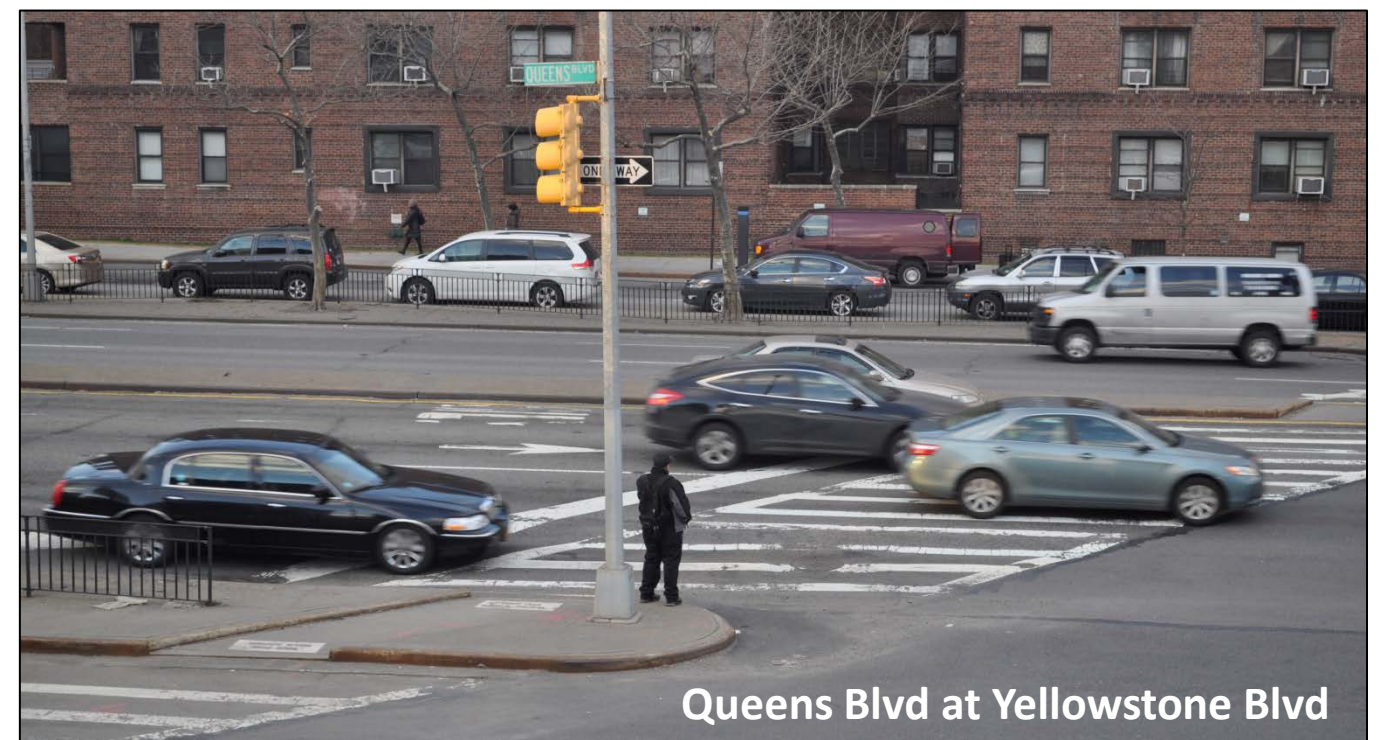
Queens Blvd at 67th Ave

Behavior

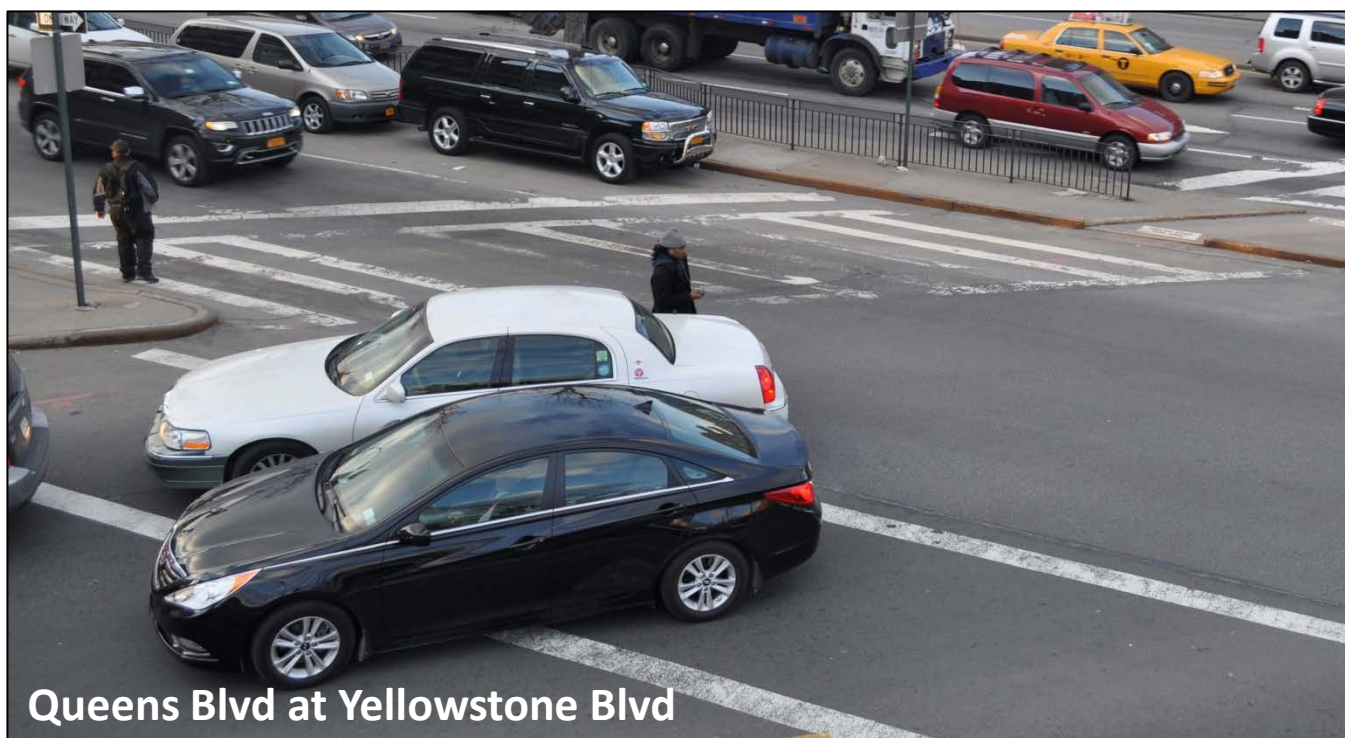
Crossing outside of crosswalks / Midblock crossing



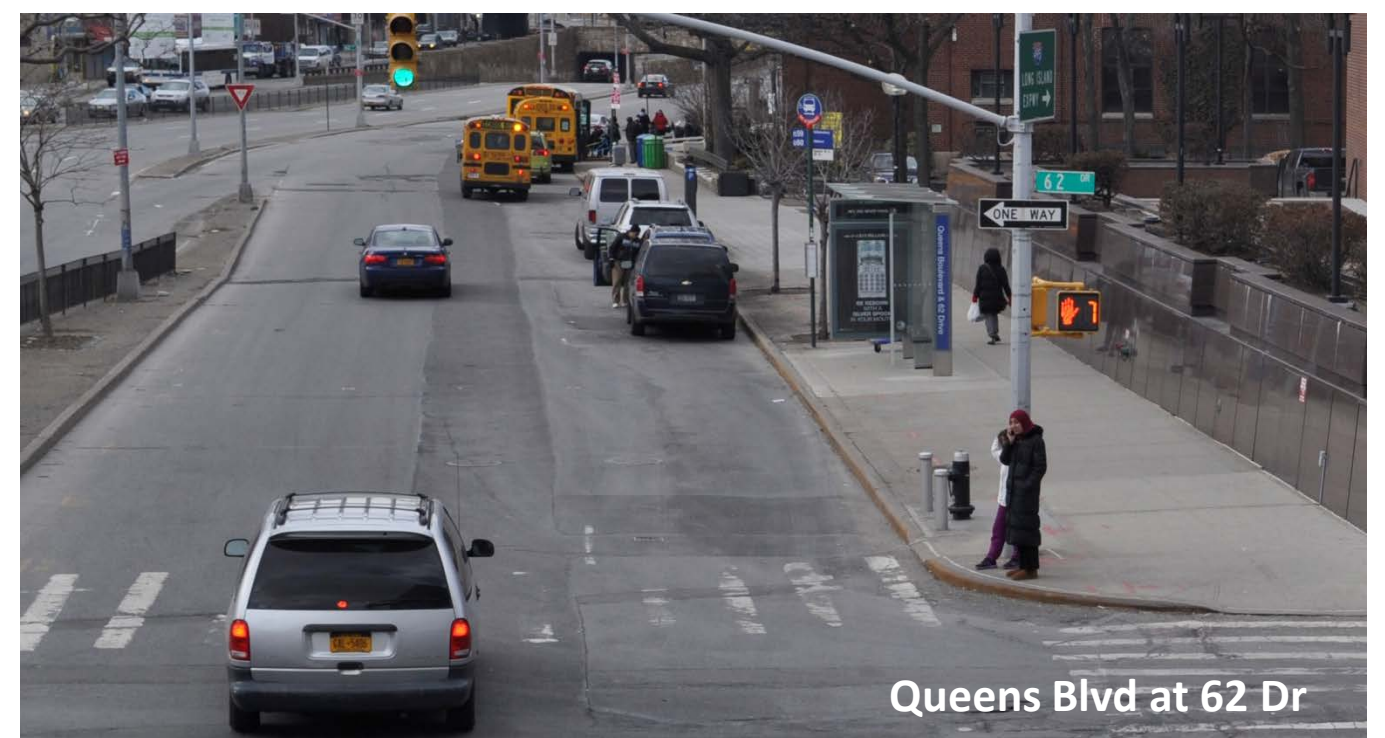
Speeding



Aggressive turning / failure to yield



Unorganized service roads / weaving traffic



Safety Data: Queens Boulevard

- ❑ Vision Zero Priority Corridor & Area
- ❑ Vision Zero Priority Intersection at Queens Blvd & 63rd Rd/63rd Dr
- ❑ Rego Park & Forest Hills Senior Pedestrian Focus Areas
- ❑ 38 persons killed or severely injured along 1.3 mile corridor since 2010
- ❑ Many pedestrians (44.6%) hit at intersections, while crossing with the signal
- ❑ Half of cyclists (50%) hit at intersections
- ❑ Vehicle occupant injuries associated with:
 - Rear end crashes (39%)
 - Right angle crashes (12%)
 - Sideswipe crashes (15%)

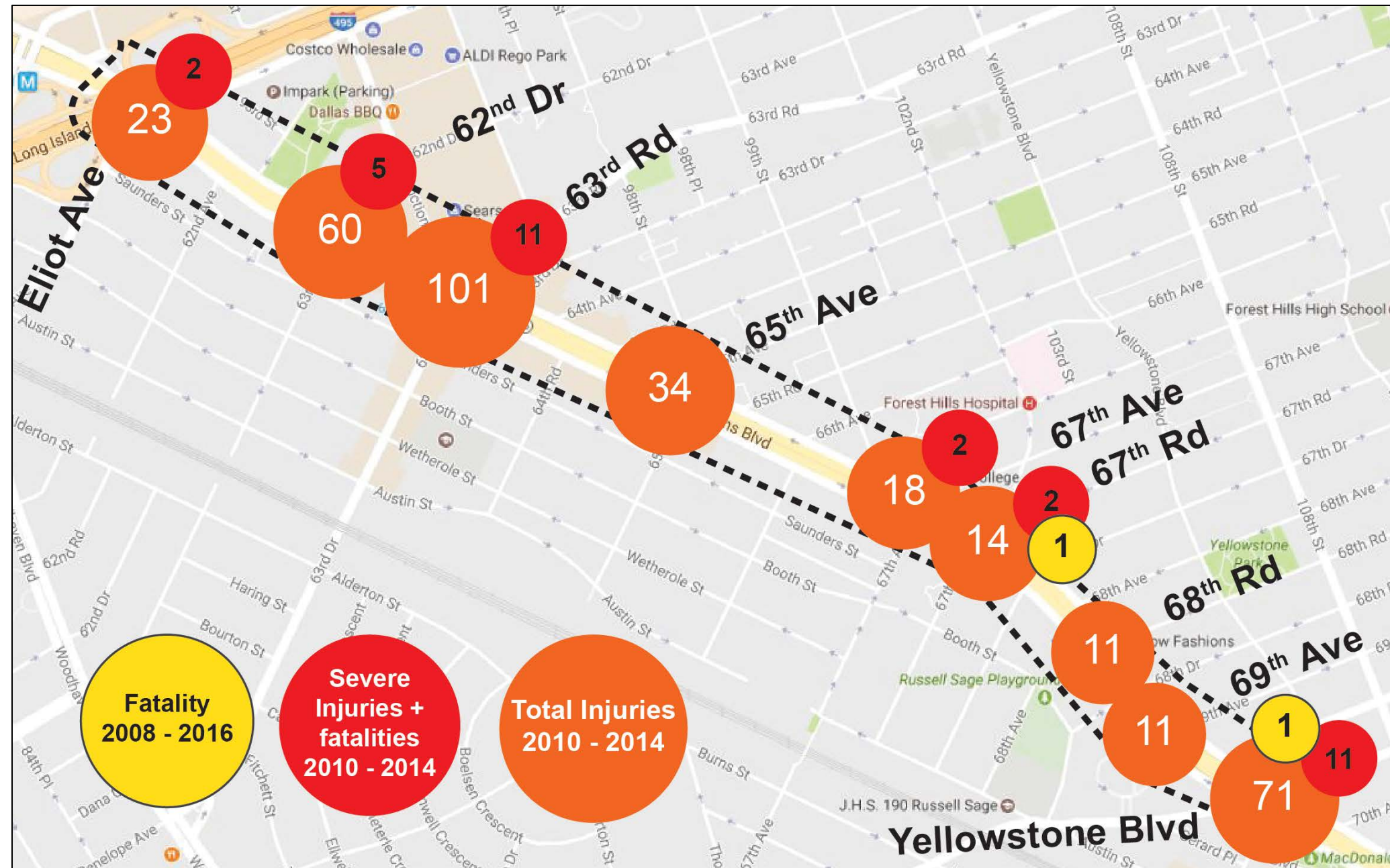
Total Injuries and Fatalities

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



Markings Toolkit

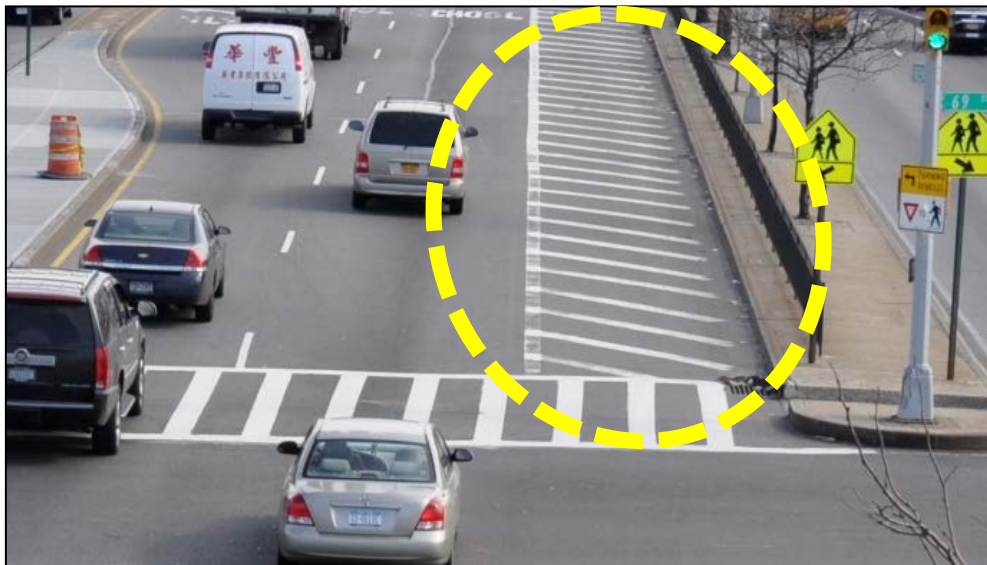
Wide, high-visibility crosswalks



Painted pedestrian space



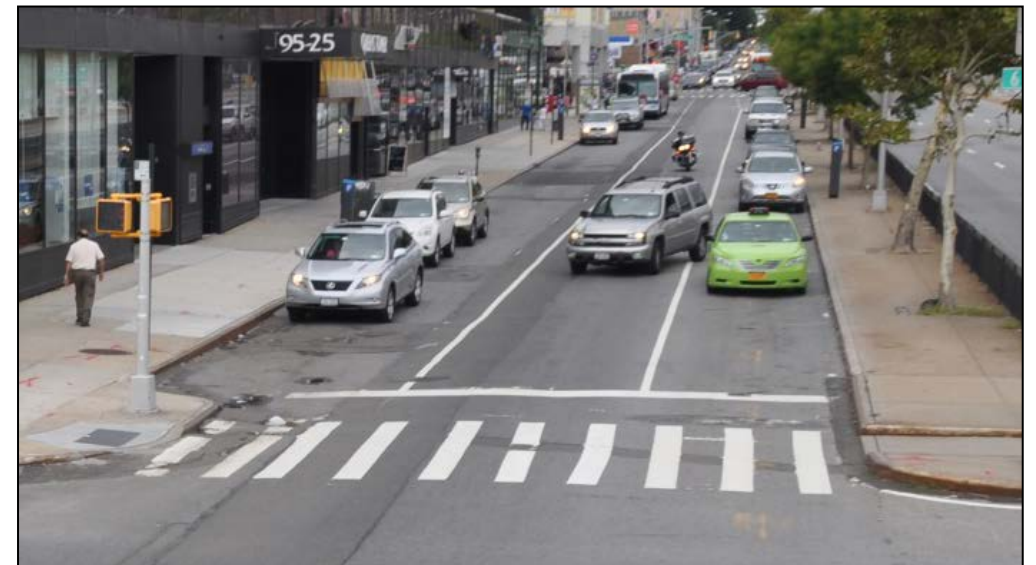
Channelization/stripping



Daylighting/add visibility at corners



Parking lane stripe



Shared bike lane



Conventional bike lane

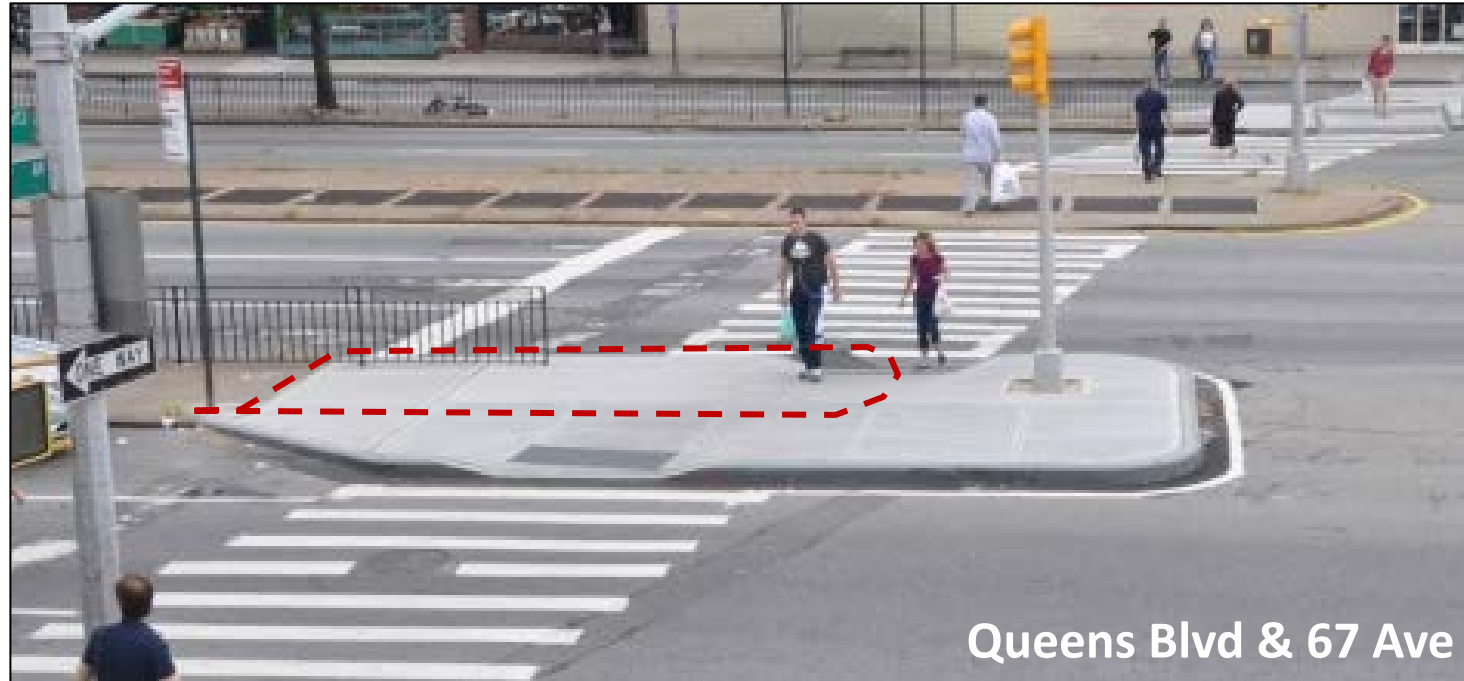


Protected bike lane



Concrete Toolkit

Median tip extension/widening



New slip lane between mainline and service road



Expanded center median* (in turn bay, with turn ban)



Curb/sidewalk extension



*Can include tree pits

Traffic Control Toolkit

Street reversals/
one-way conversions



New signal construction



Signal timing changes



Stop controls and
parking regulations



Turn bans



Plastic bollards



Beautification Toolkit

(Require maintenance partner)

Public space



Wayfinding signs



Public art



CityBench



Bike corral with planters



Street seats



Queens Boulevard 2015 Safety Project

- 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

Map Exercise & Feedback

Date:

Table:

Use the large map to identify locations where DOT should focus improvement efforts. Use the toolkits to guide your suggestions. Please be as specific as possible. As a group, select your top points to share with the workshop. Please be as specific as possible.



Queens Blvd Operational Project 1
January 2015 community workshop

Top Points to Share

