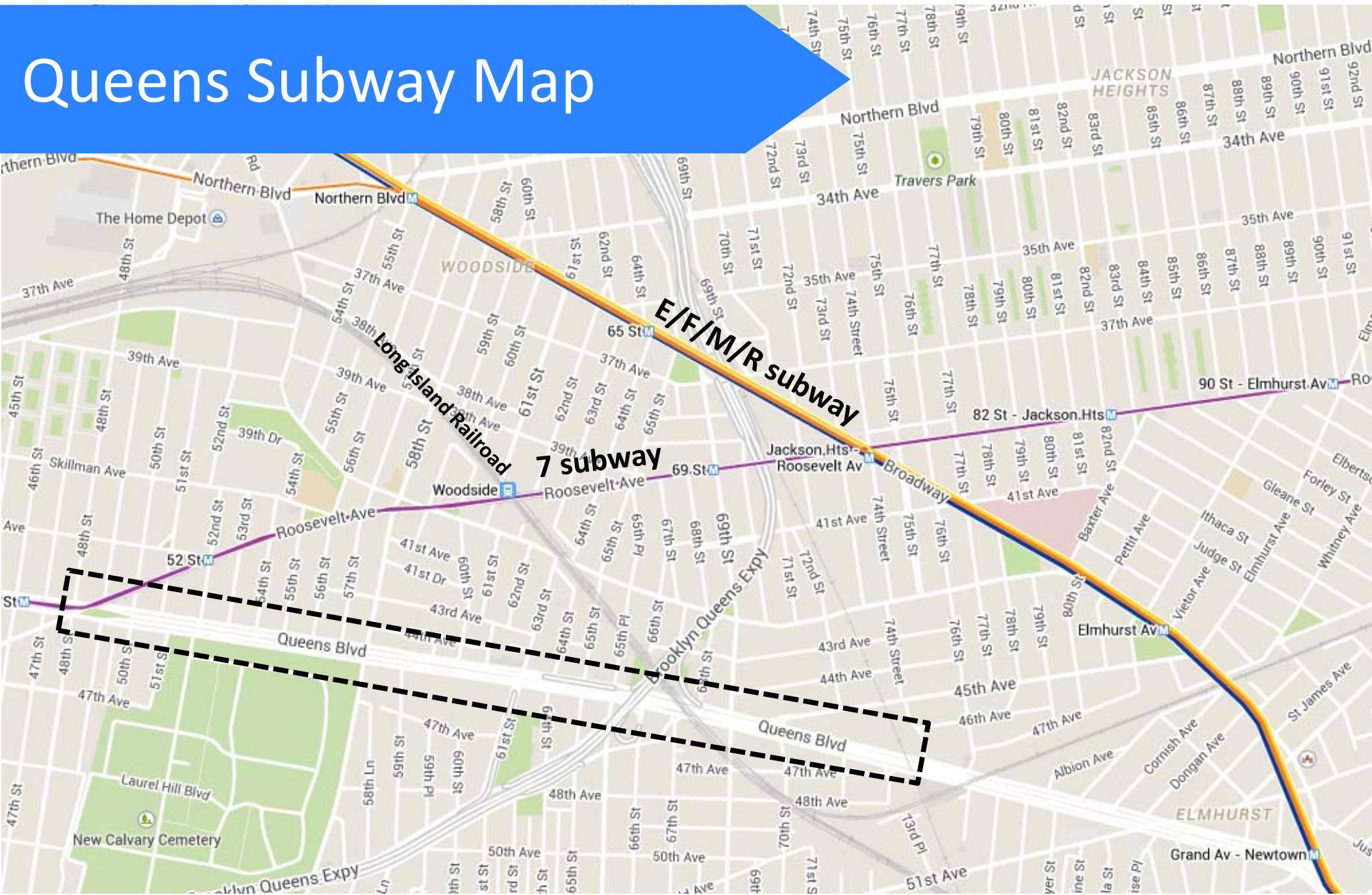
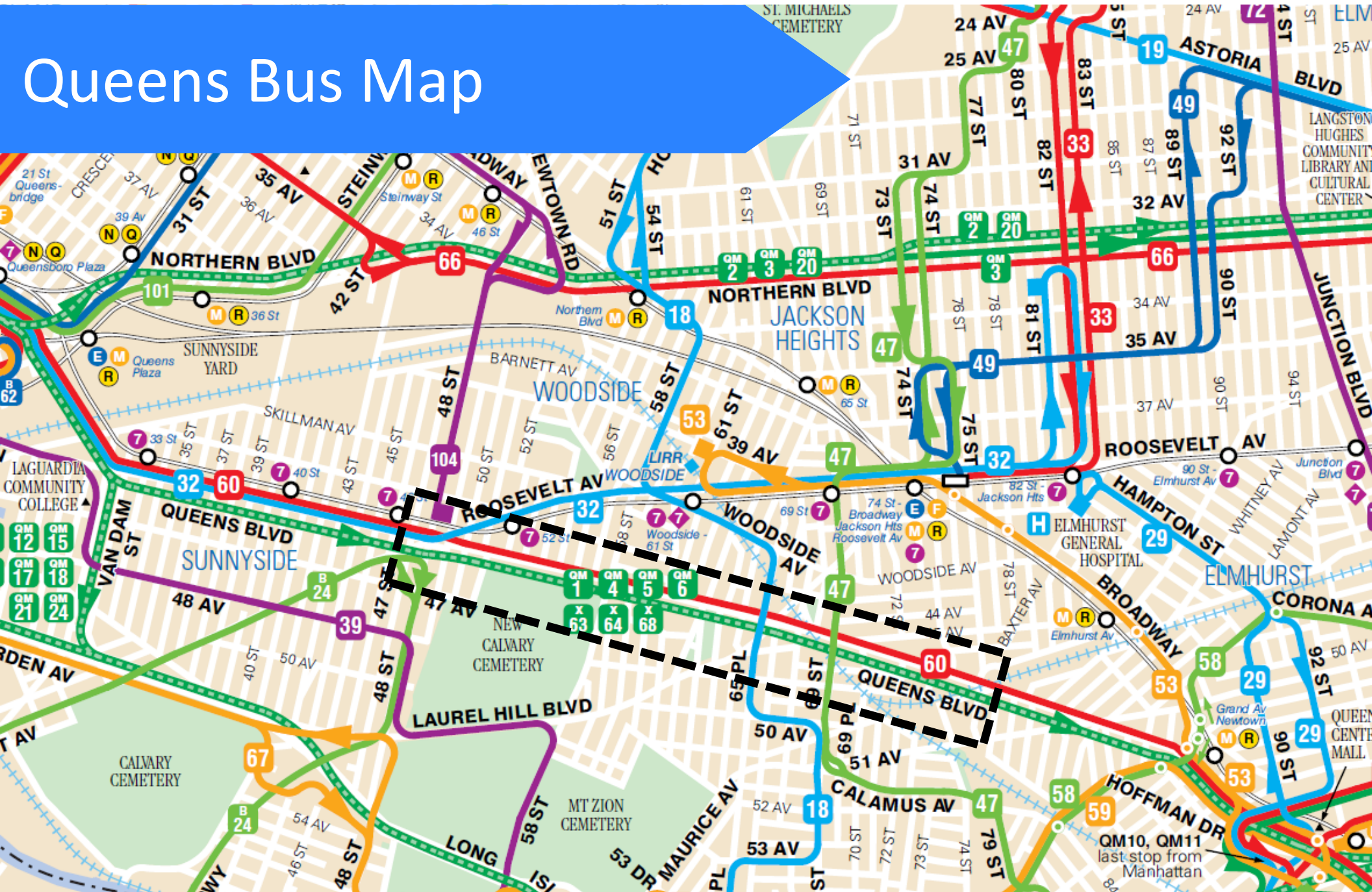


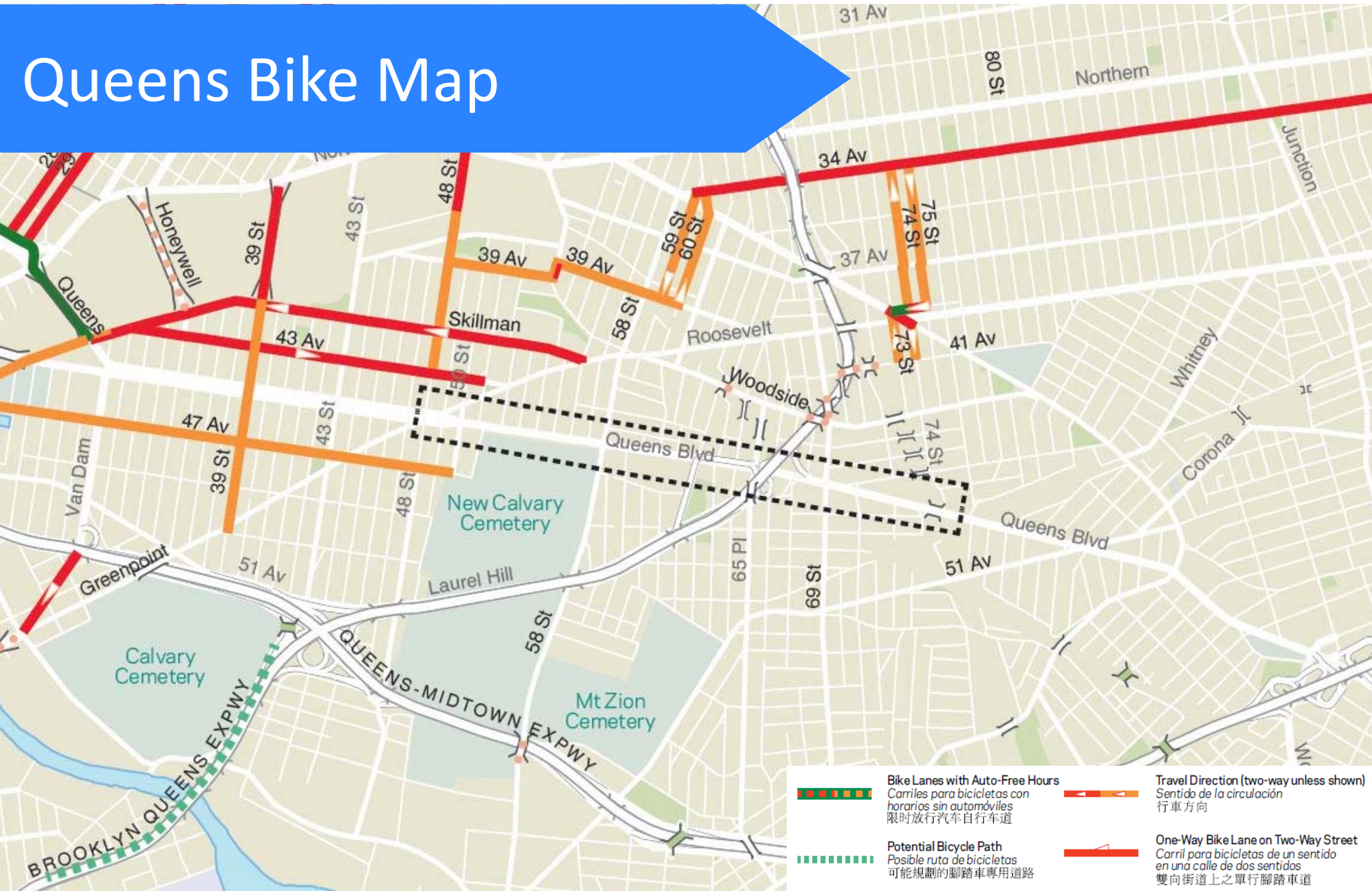
Queens Subway Map







Queens Bus Map

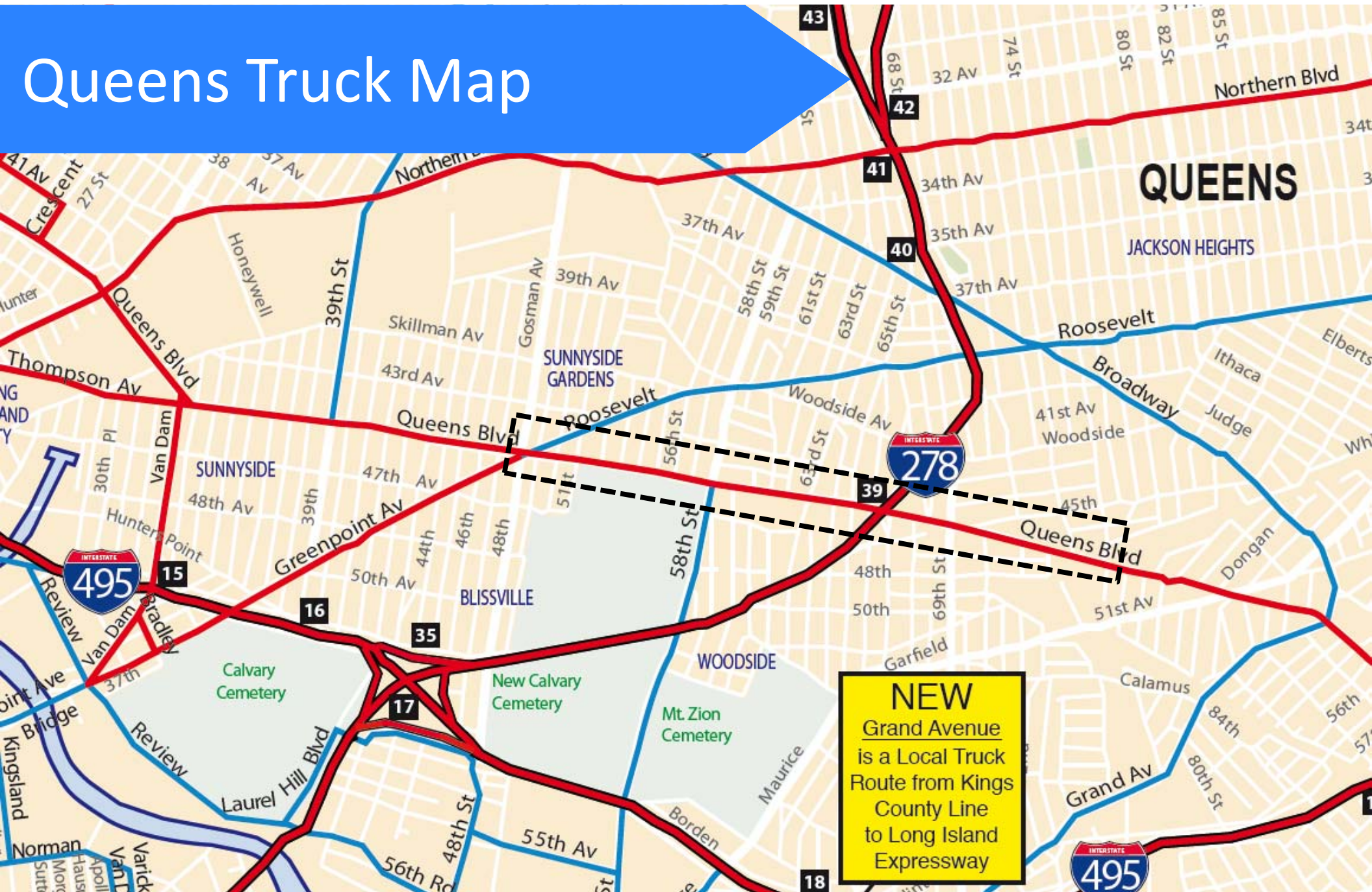


Queens Bike Map



- | | |
|--|--|
|  <p>Bike Lanes with Auto-Free Hours
Carriles para bicicletas con horarios sin automóviles
限时放行汽车自行车道</p> |  <p>Travel Direction (two-way unless shown)
Sentido de la circulación
行車方向</p> |
|  <p>Potential Bicycle Path
Posible ruta de bicicletas
可能規劃的腳踏車專用道路</p> |  <p>One-Way Bike Lane on Two-Way Street
Carril para bicicletas de un sentido en una calle de dos sentidos
雙向街道上之單行腳踏車道</p> |

Queens Truck Map



Existing Conditions

Service roads



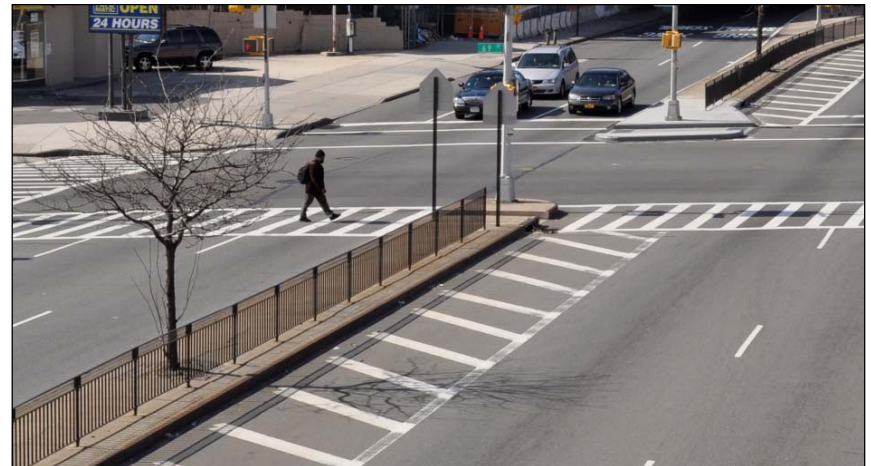
Slip lanes



Wide road / Long crossing distances



Fencing



Behavior

Midblock crossing



Speeding



Aggressive turning / failure to yield



Double parking / weaving on service roads



Safety Data: Queens Boulevard

Total Injuries and Fatalities

Queens Blvd - Roosevelt Ave to 73 St, QN

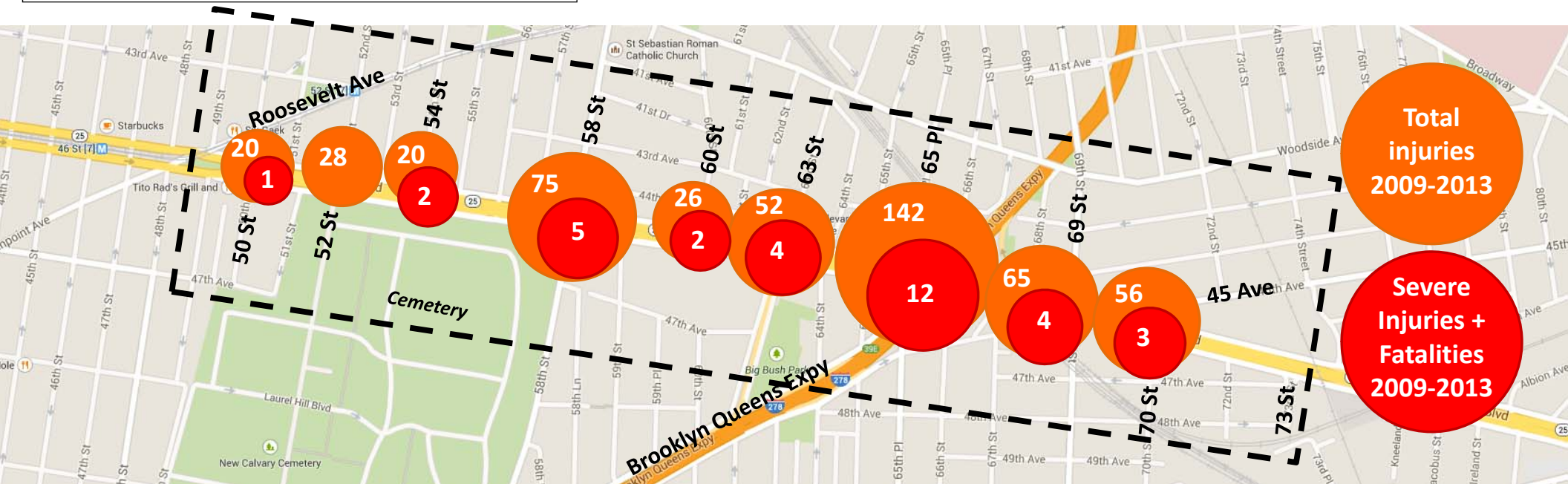
Injury Summary, 2009-2013 (5 Years)

	Total Injuries	Severe Injuries	Fatalities	KSI
Pedestrian	41	3	2	5
Bicyclist	24	2	1	3
Motor Vehicle Occupant	522	31	3	34
Total	587	36	6	42

Fatalities, 01/01/2009-1/7/2015 : 6

Source: Fatalities: NYCDOT
Injuries: NYS DOT
KSI: Persons Killed or Severely Injured

- ❑ Ranks in the top 10 percent of Queens streets for severe injuries and fatalities per mile (2009-2013 crash data)
- ❑ 6 total fatalities along 1.3 mile corridor since 2009, highest concentration
- ❑ Majority of pedestrians (64%) hit at intersections, while crossing with the signal
- ❑ Majority of cyclists (76%) hit at intersections
- ❑ Vehicle occupant injuries associated with:
 - Rear end crashes (36%)
 - Right angle crashes (20%)
 - Left turn crashes (9%)



Markings Toolkit

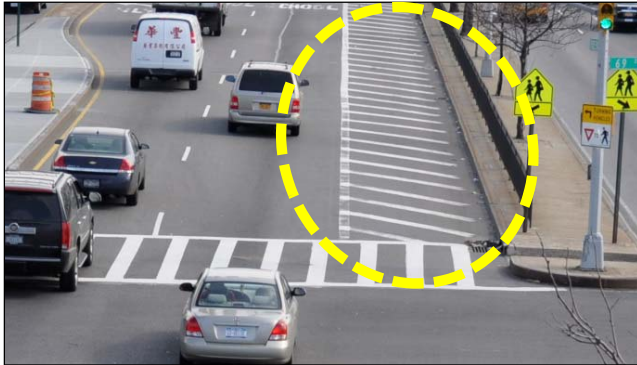
Wide, high-visibility crosswalks



Painted pedestrian space



Channelization/stripping



Daylighting/add visibility at corners



Parking lane stripe



"Sharrows" (Shared bike lane)



Standard bike lane



Buffered bike lane



Concrete Toolkit

Median tip extension/widening

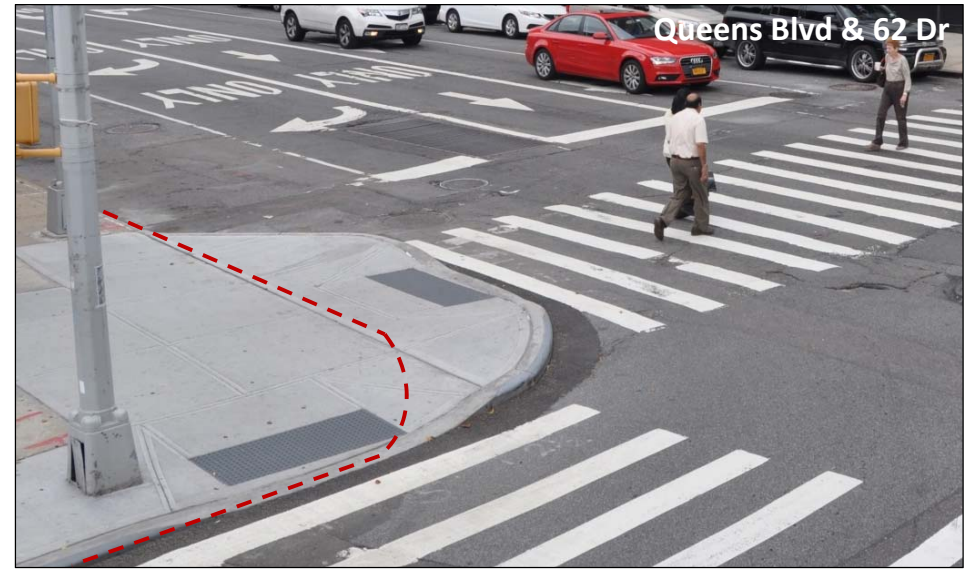


Expanded center median* (in turn bay, with turn ban)



*Can include tree pits

Curb/sidewalk extension



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



Median planters



Public art



CityBench



Bike corral with planters



Street seats



Map Exercise

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.



Jamaica Bay Greenway, Brooklyn
2014 community workshop



Brownsville/East New York, Brooklyn
2014 community workshop

