

Queens Boulevard

74th St to Eliot Ave

Proposed Corridor Safety Improvements

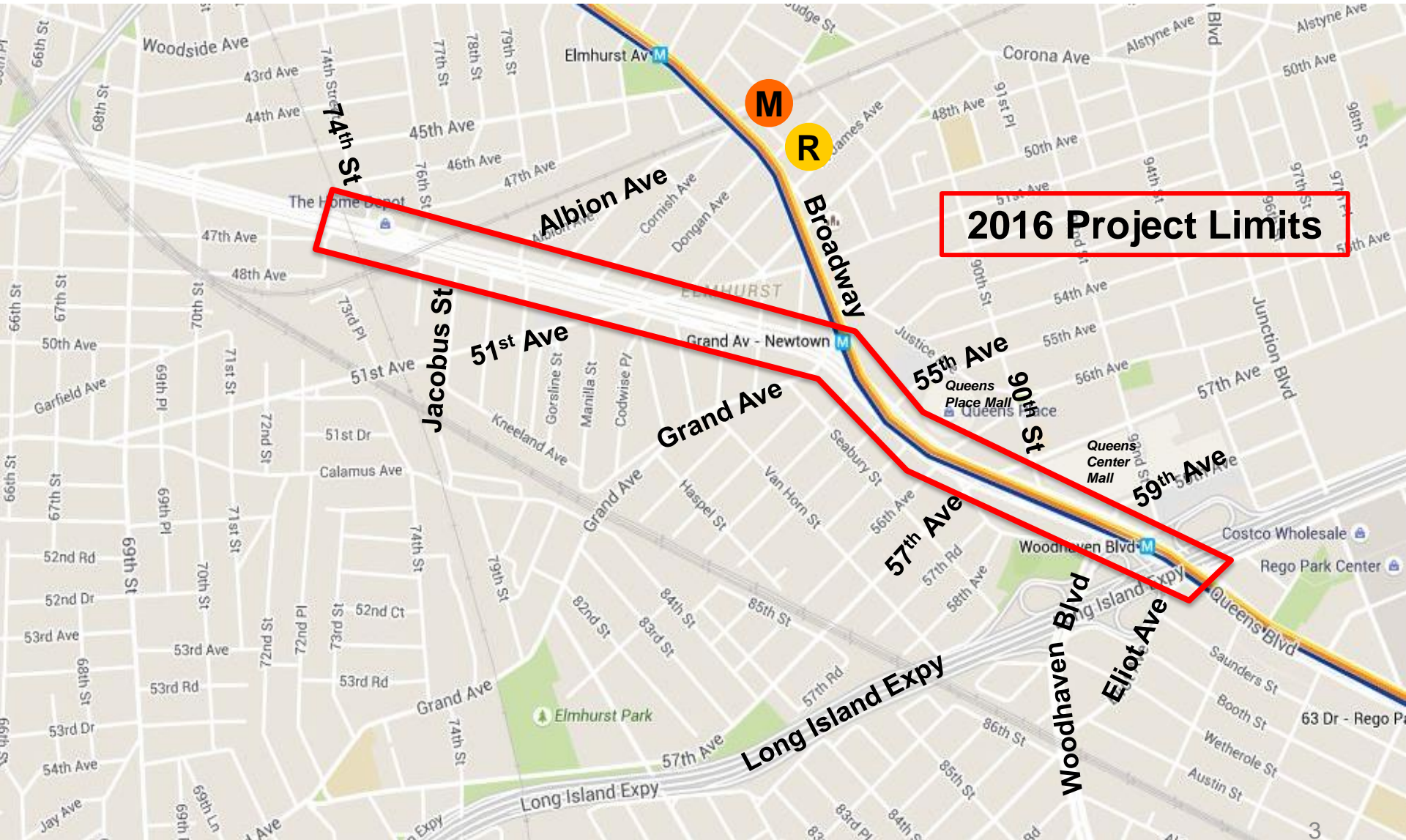
2016



Operational Project Limits



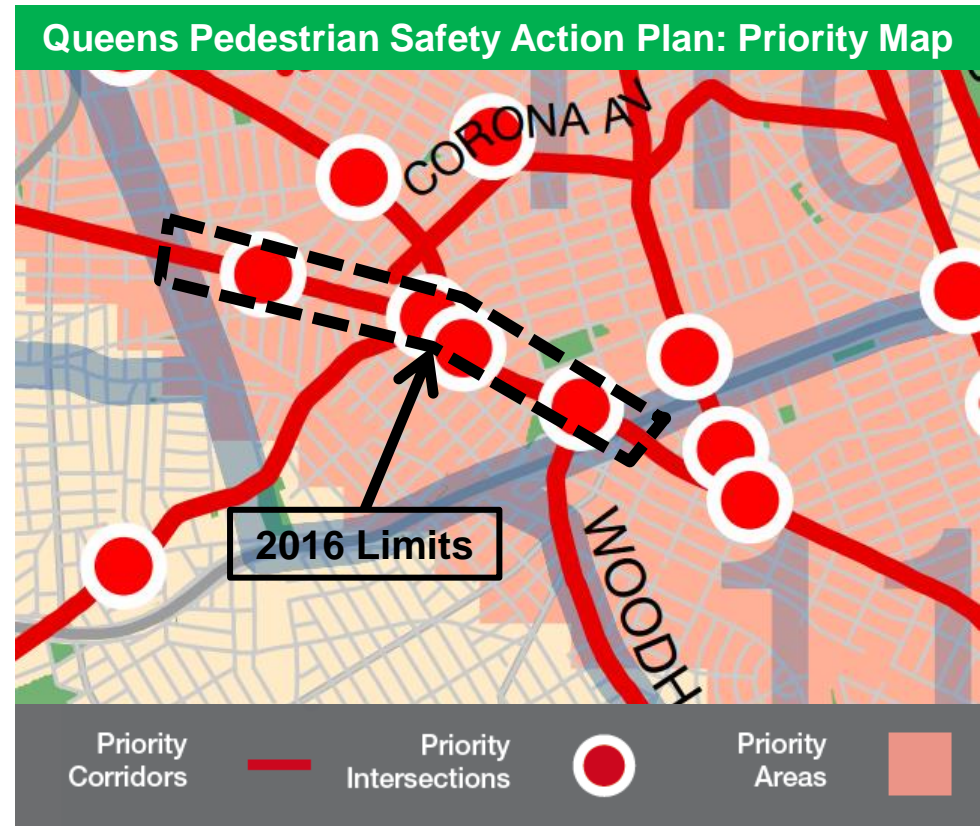
Operational Project 2: 74th St to Eliot Ave



Vision Zero Priority



- **Queens Blvd (7.2 miles):**
 - Vision Zero Priority Corridor with 19 total and 12 pedestrian fatalities (2010-2014)
- **Queens Blvd – 74th St to Eliot Ave (1.2 miles):**
 - 4 Vision Zero Priority Intersections:
 - Albion Ave
 - Broadway/Grand Ave
 - 55th Ave
 - Woodhaven Blvd/59th Ave
 - **Fatalities: 5 total and 4 pedestrian** (2010 – present)



Safety Data – 74th St to Eliot Ave

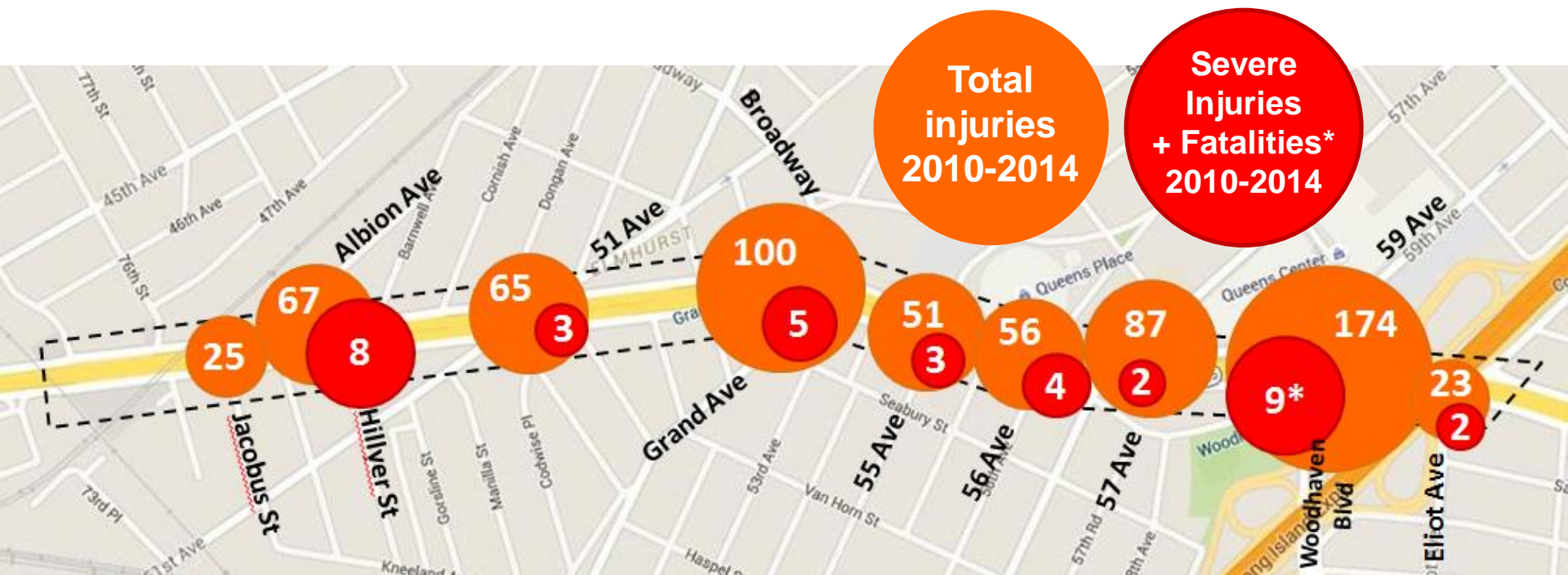
Queens Blvd - 74 St to Eliot Ave, QN

Injury Summary, 2010-2014 (5 Years)

	Total Injuries	Severe Injuries	Fatalities	KSI
Pedestrian	133	17	4	21
Bicyclist	20	2	0	2
Motor Vehicle Occupant	624	23	1	24
Total	777	42	5	47

21 pedestrian KSI (killed or severely injured) is twice as high as rest of Queens Blvd with service road geometry

Majority of pedestrians (54%) hit at intersections, while crossing with the signal



Community Outreach Efforts

Project-specific outreach conducted during November-December 2015:

- Queens Blvd **safety workshop**
- Queens Blvd **project website** with feedback map and survey
- 8 days of **on-street outreach** at 3 locations along corridor
- 8 days of **outreach at Queens Center Mall**
- Queens Blvd **merchant survey**



3,400
Approximate
Interactions

1,105
Surveys
Completed

705
Feedback
Map
Comments

92
Businesses
Visited

Design Principles / Project Goals

1. Calm the service roads
2. Keep main line moving (preserve existing lanes)
3. Accommodate all road users and enhance the sense of place
4. Reduce roadway shopping



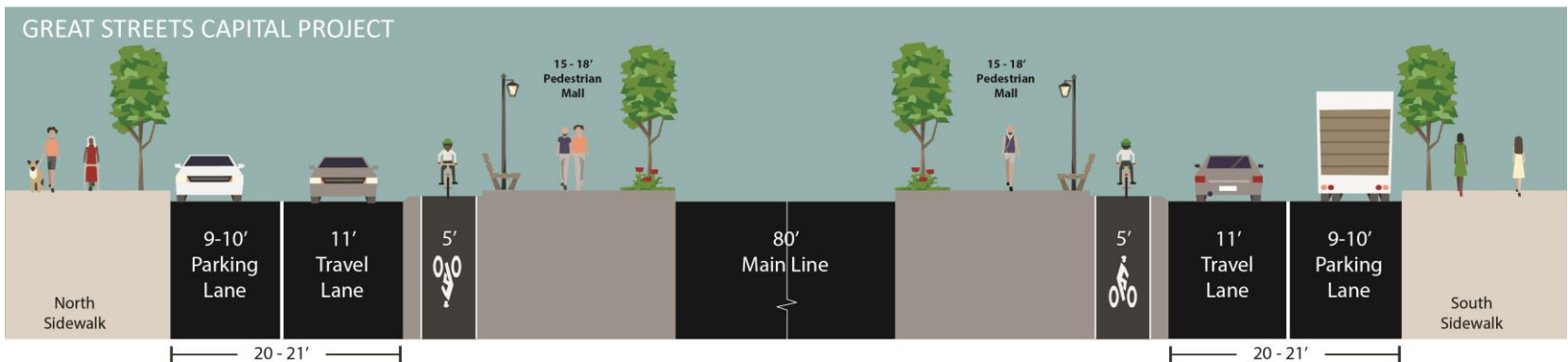
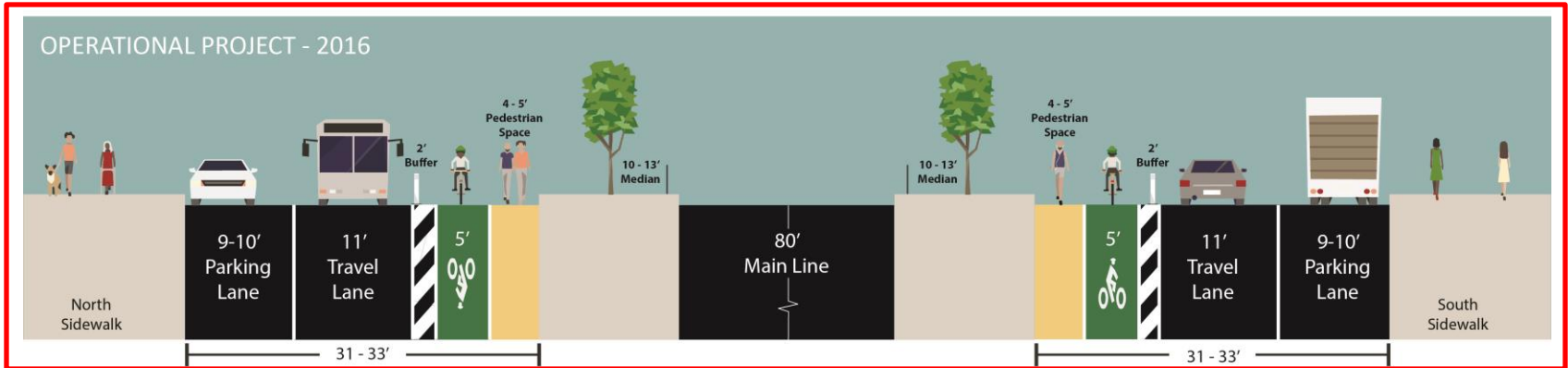
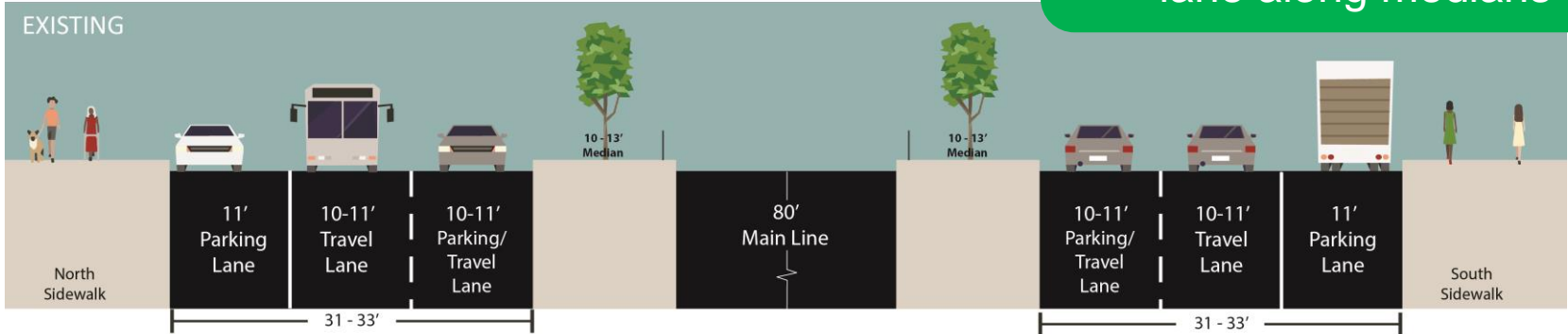
Design Principles / Project Goals

5. Design based on crash history and community feedback
6. Complete pedestrian network and connect neighborhoods
7. Eliminate highway-like design features



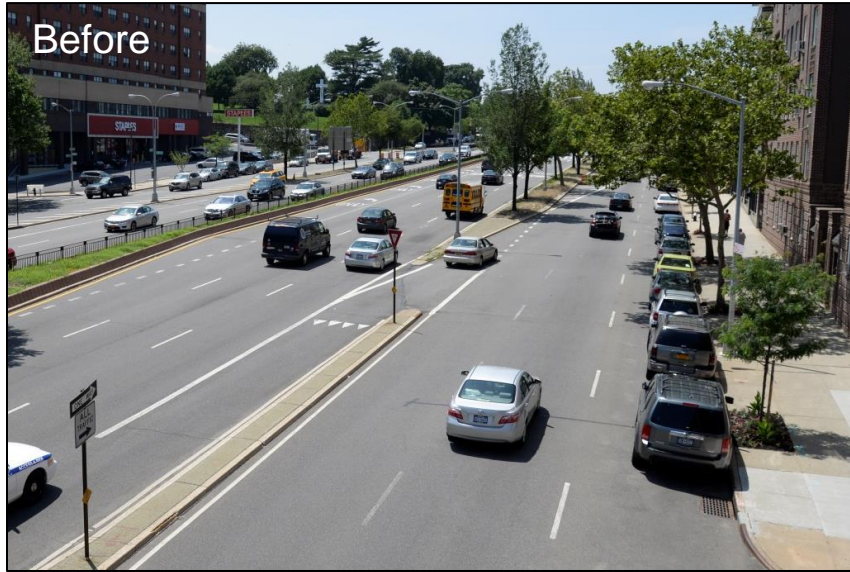
Key Design Features

Continue 2015 design with pedestrian path and bike lane along medians



Key Design Features: Stop-Controlled Transition

Before



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

After



Continue use of stop right /left turn at transitions within 2016 limits

Safer for drivers, cyclists, and pedestrians

Proposed: 73rd St to 76th St

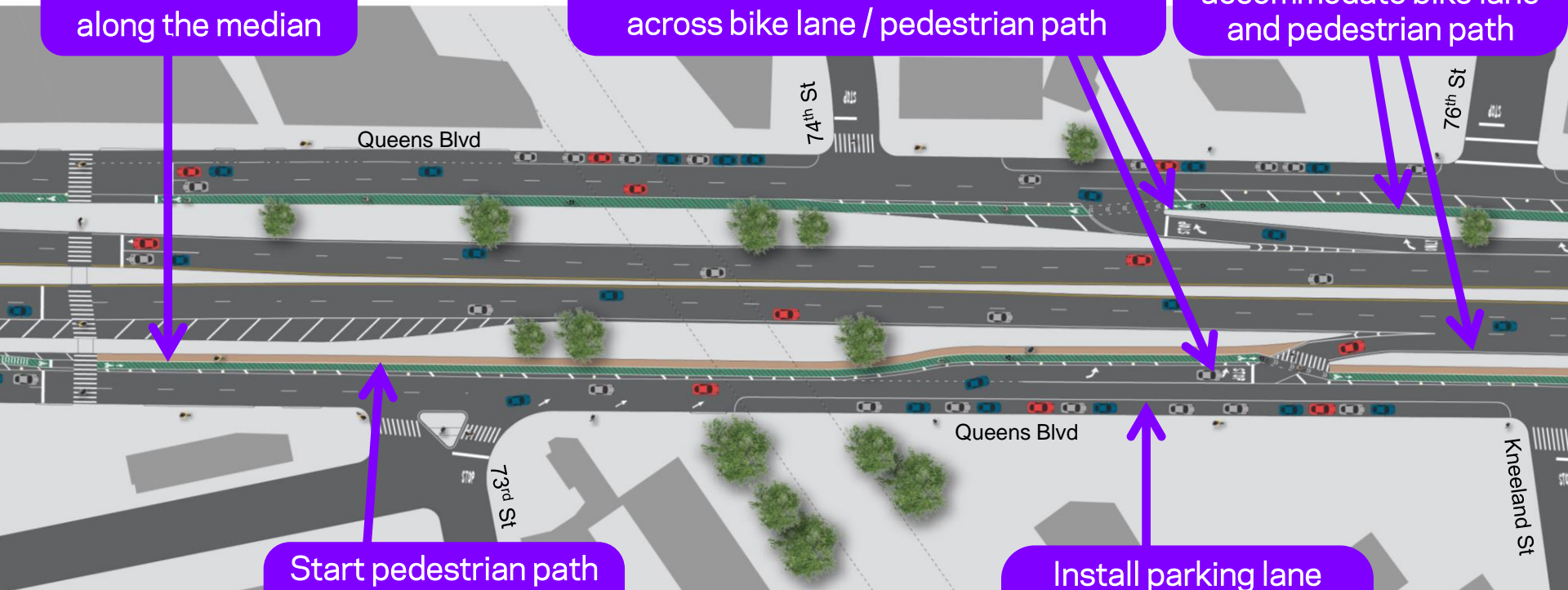
Continue bike lane installed in 2015 along the median

Install stop controls at transition lanes to create safer transitions between the mainline and service road and across bike lane / pedestrian path

Remove parking where necessary along median to accommodate bike lane and pedestrian path

Start pedestrian path at midblock crossing and continue along median

Install parking lane stripe on service roads to calm traffic and create standard width moving lane



Proposed: Albion Ave/Hillyer St

67

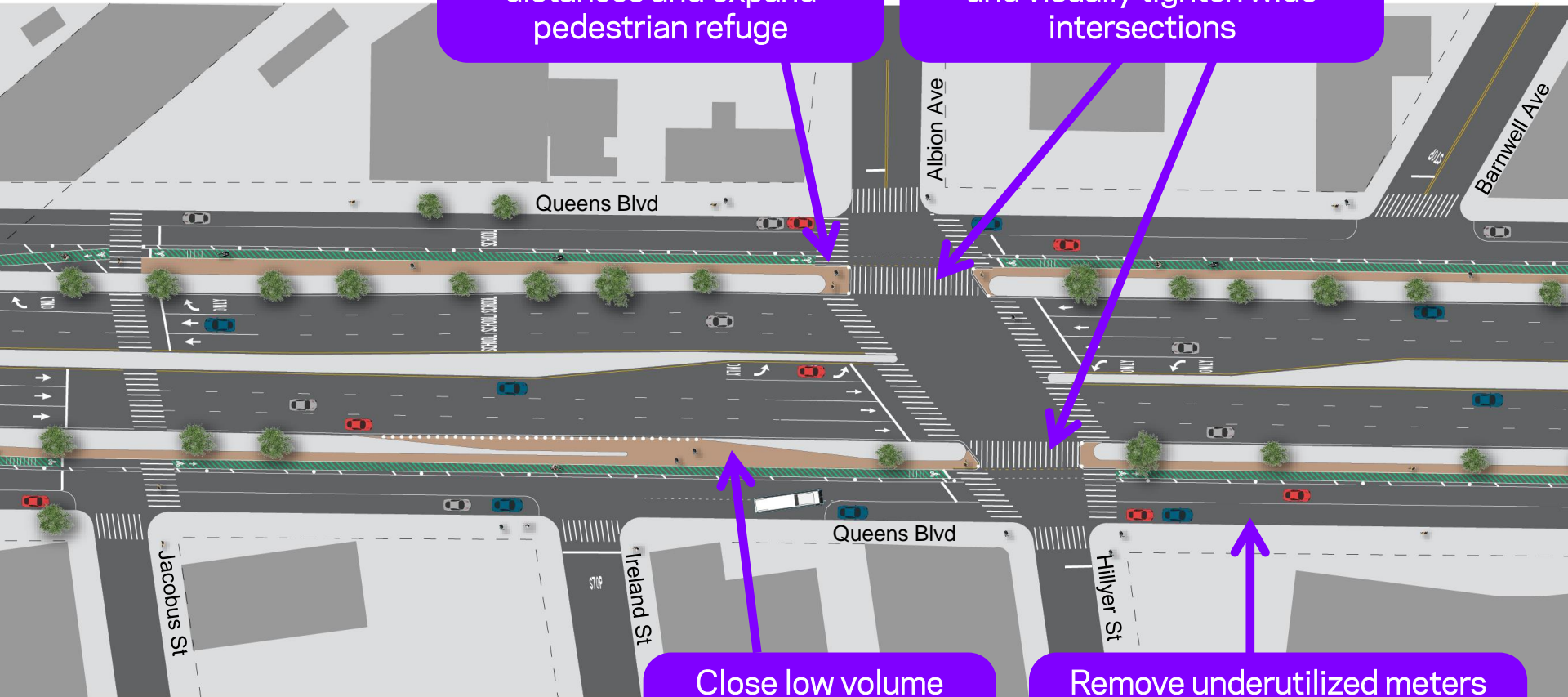
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Extend median tips with paint to shorten crossing distances and expand pedestrian refuge

Install mall-to-mall crosswalks to expand pedestrian network and visually tighten wide intersections

Close low volume transition lane close to intersection to reduce conflicts

Remove underutilized meters for half block between Hillyer St and 51st Ave and convert to regular on-street parking



Proposed: 51st Ave

65

3

Install stop control on transition

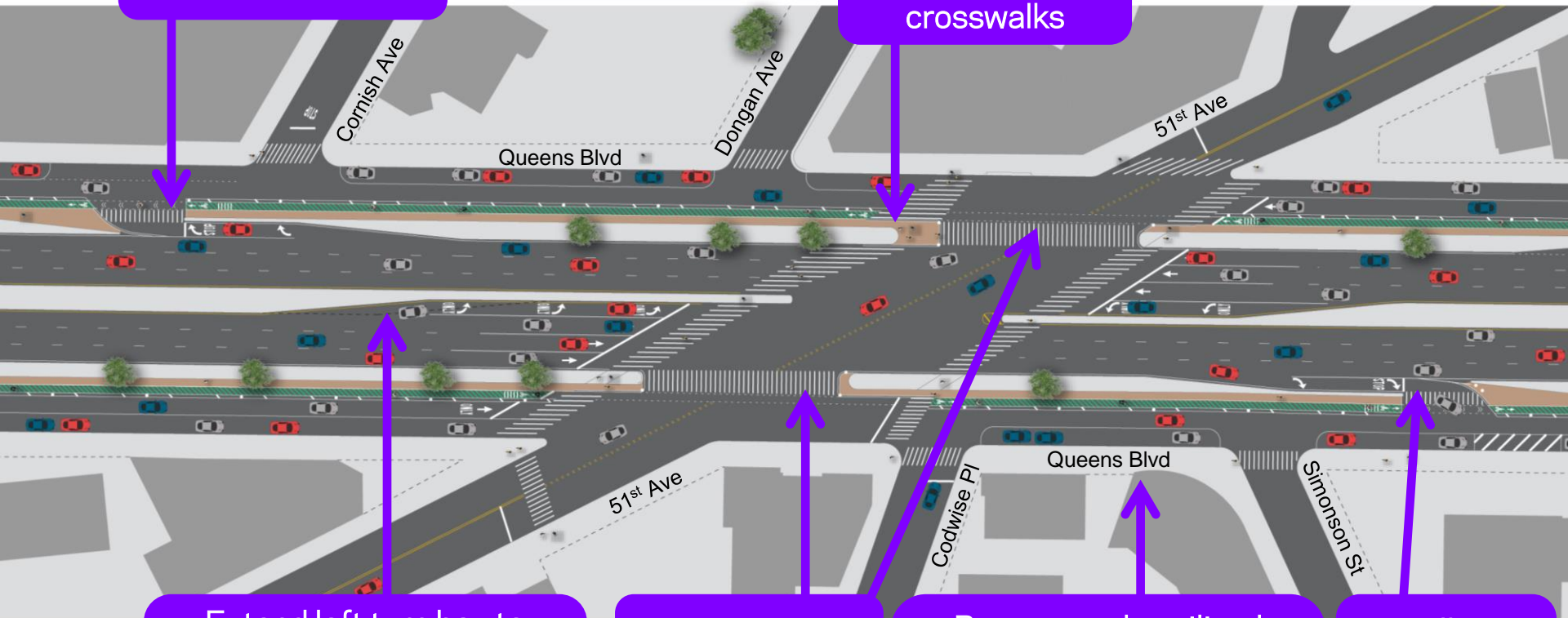
Extend median tips and adjust crosswalks

Extend left turn bay to prevent vehicles making left turns from blocking through traffic

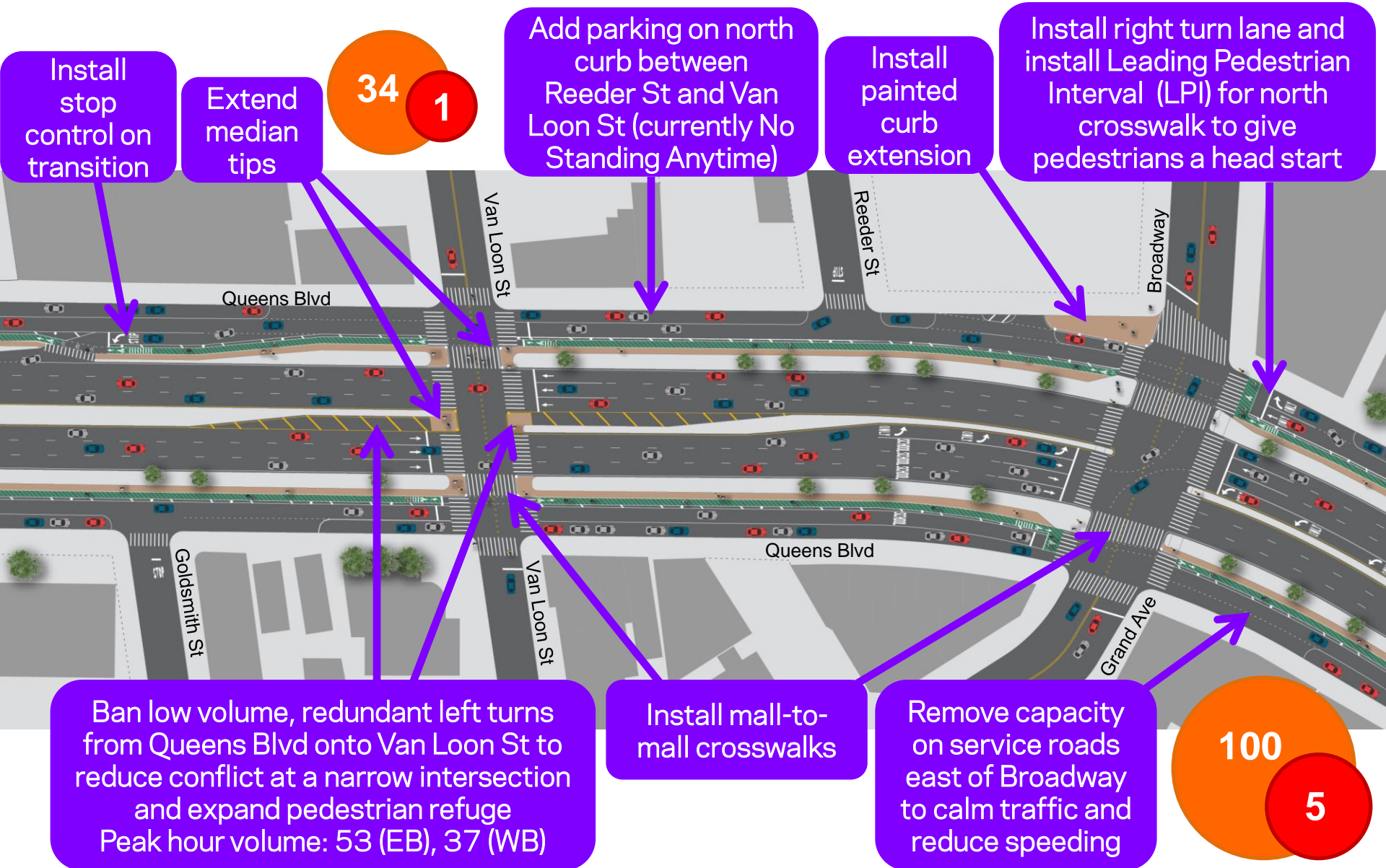
Install mall-to-mall crosswalks

Remove underutilized meters between Codwise Pl and Goldsmith St and convert to regular on-street parking

Install stop control on transition



Proposed: Van Loon St – Broadway/Grand Ave



Proposed: 55th Ave – 57th Ave

87

2

51

3

Extend median tips and install mall-to-mall crosswalks

56

4

Pedestrian path stops at 57th Ave

Extend median tips and install mall-to-mall crosswalks

Install stop control on transitions

Mark two lanes on eastbound service road to separate vehicles continuing on Queens Blvd and vehicles turning onto Hoffman Dr

Expand pedestrian space around island to shorten crossing distance

Proposed: 90th St – Woodhaven Blvd

174

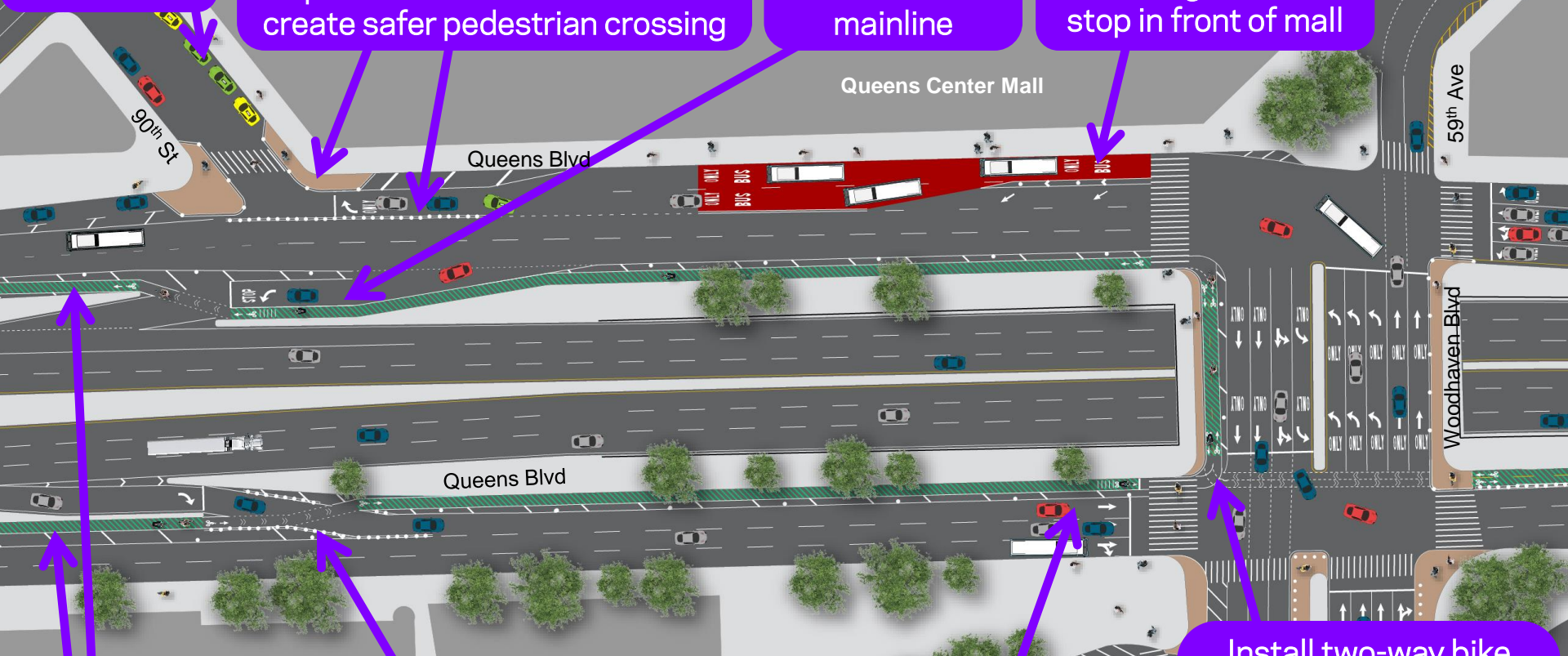
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Move taxi stand to 90th St

Signalize and install right turn lane to 90th St and install painted curb extensions to create safer pedestrian crossing

Install stop control for transition to mainline

Install BUS ONLY markings for bus stop in front of mall



Bike lanes continue against both medians to Woodhaven Blvd

Signalize transition from mainline to service road to accommodate high volumes crossing bike lane to service road

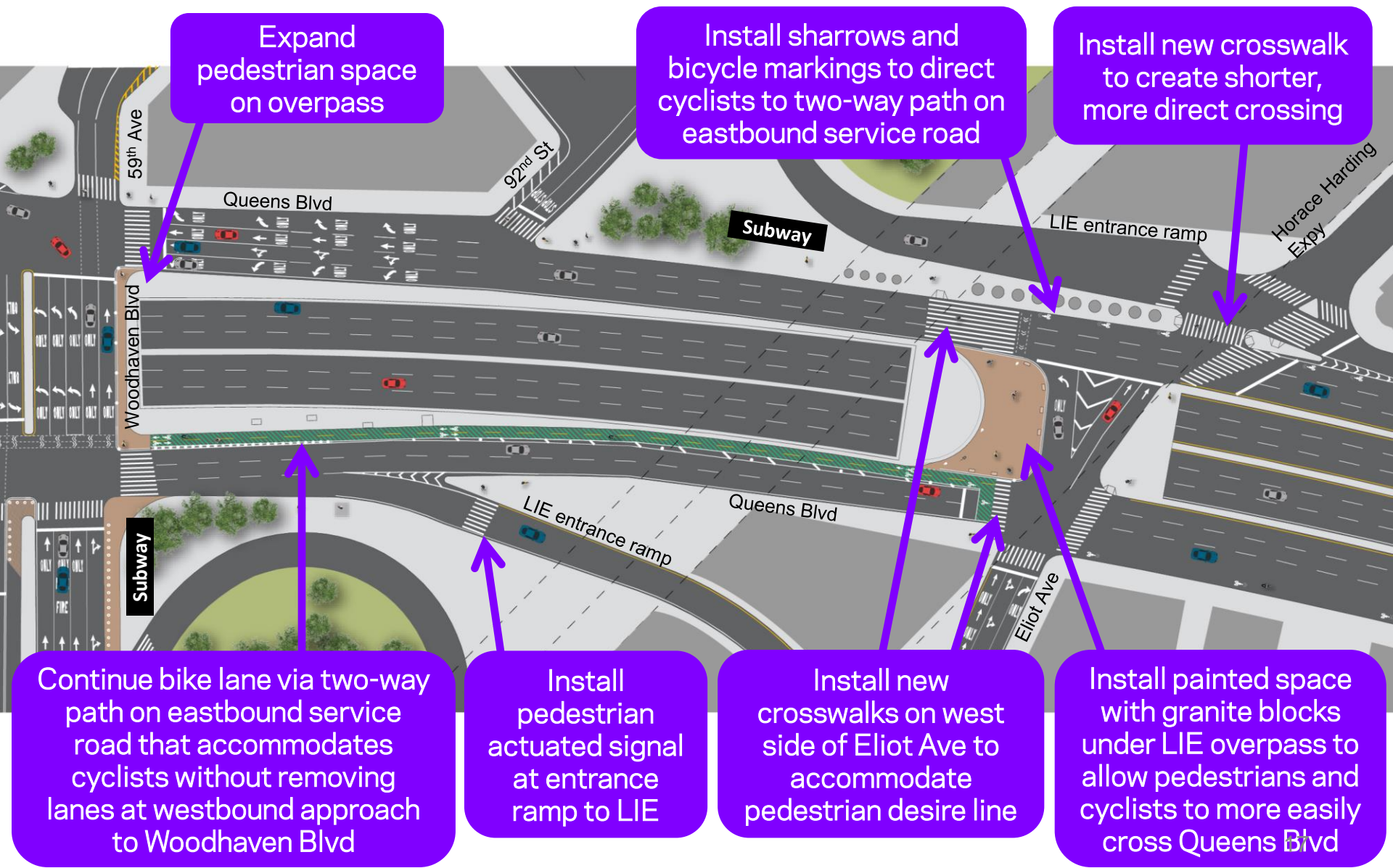
Ban left turn from eastbound Queens Blvd onto northbound Woodhaven Blvd (peak hour volume: 115)

Install two-way bike lane on overpass connecting eastbound and westbound lanes (without removing lanes on Woodhaven)

Proposed: Woodhaven Blvd – Eliot Ave

23

2



Expand pedestrian space on overpass

Install sharrows and bicycle markings to direct cyclists to two-way path on eastbound service road

Install new crosswalk to create shorter, more direct crossing

Continue bike lane via two-way path on eastbound service road that accommodates cyclists without removing lanes at westbound approach to Woodhaven Blvd

Install pedestrian actuated signal at entrance ramp to LIE

Install new crosswalks on west side of Eliot Ave to accommodate pedestrian desire line

Install painted space with granite blocks under LIE overpass to allow pedestrians and cyclists to more easily cross Queens Blvd

Parking Usage Study

Metered parking on curb

Free parking on median (between 74th St and Broadway)

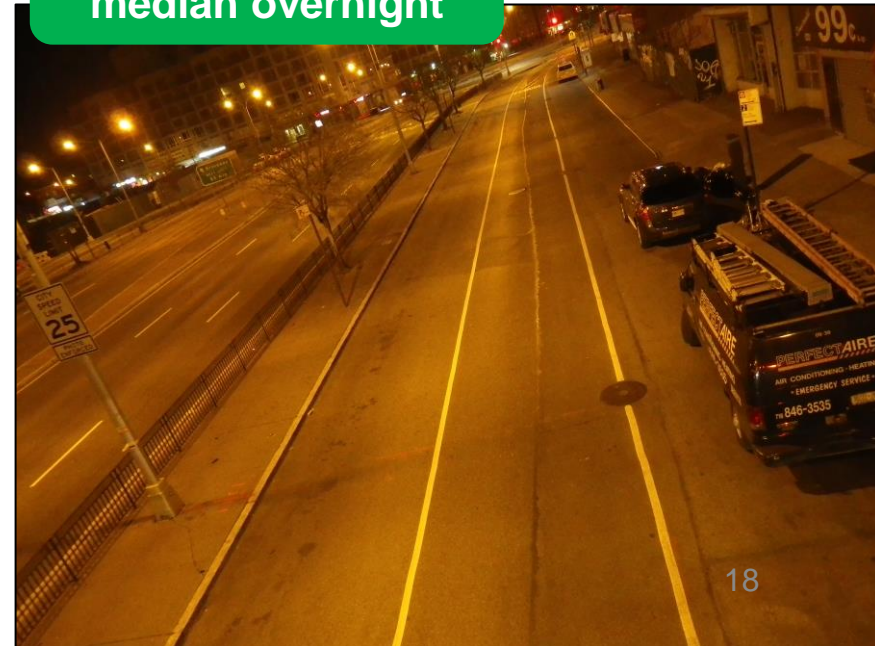
- Street cleaning along median 6:30-7am everyday except Sunday

Findings from parking study:

- Few vehicles park on Queens Blvd overnight
- Same vehicles are parked all day along median (very little turnover during school/business hours)
- Curbside metered parking underutilized



No vehicles park on median overnight



Parking Changes



Parking changes are limited to west of Broadway/Grand Ave

Only 50% of median in this section has parking spaces

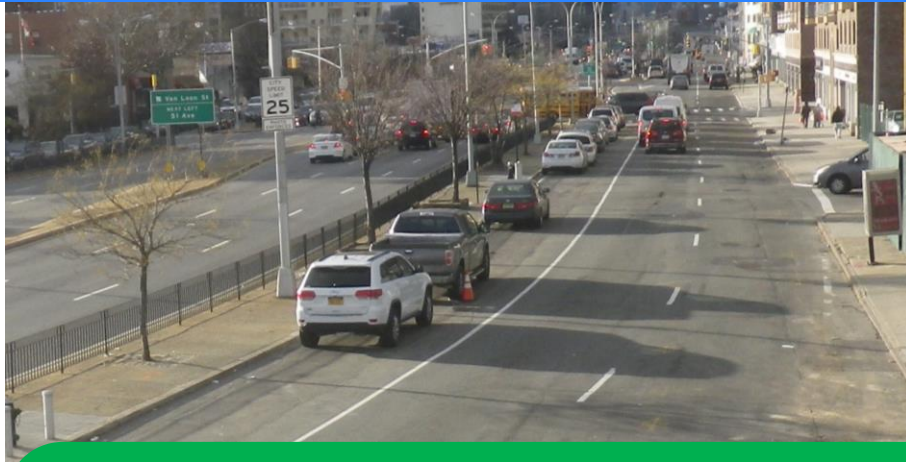
Existing Median Parking Regulations:

Red = no existing parking spaces

Green = existing parking spaces



Parking Changes



Parking changes do not fully eliminate available spaces:

- Median has primarily daytime demand
- Very little turnover on median
- Significant available curbside space

Net loss of 88 spaces

Create +50 free parking spaces along curb



Benefits of Safety Proposal

Pedestrian Path and Bicycle Lane

- Calm service roads and reduce speeding
- Expand pedestrian network and shorten crossing distances
- Allow for safe, convenient bicycle travel
- Creates predictable movements

Stop-Controlled Transition Lanes

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

Median Tips and Mall-to-Mall Crossings

- Shorten crossing distances
- Create new crossings
- Visually tighten wide intersections



Before: Queens Blvd at 58th St



After: Queens Blvd at 58th St

Benefits of Safety Proposal

Traffic Signals and Timing Changes

- Provide safer pedestrian crossings
- Optimizes traffic flow



Parking Changes

- Replaces underutilized meters with free on-street parking
- Adds additional curbside parking where possible

Bus Stop Markings at Woodhaven Blvd

- Discourages vehicles from blocking buses





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Thank
You

Contact: Queens Borough Commissioner's Office at 212-839-2510 or Queensblvd@dot.nyc.gov