

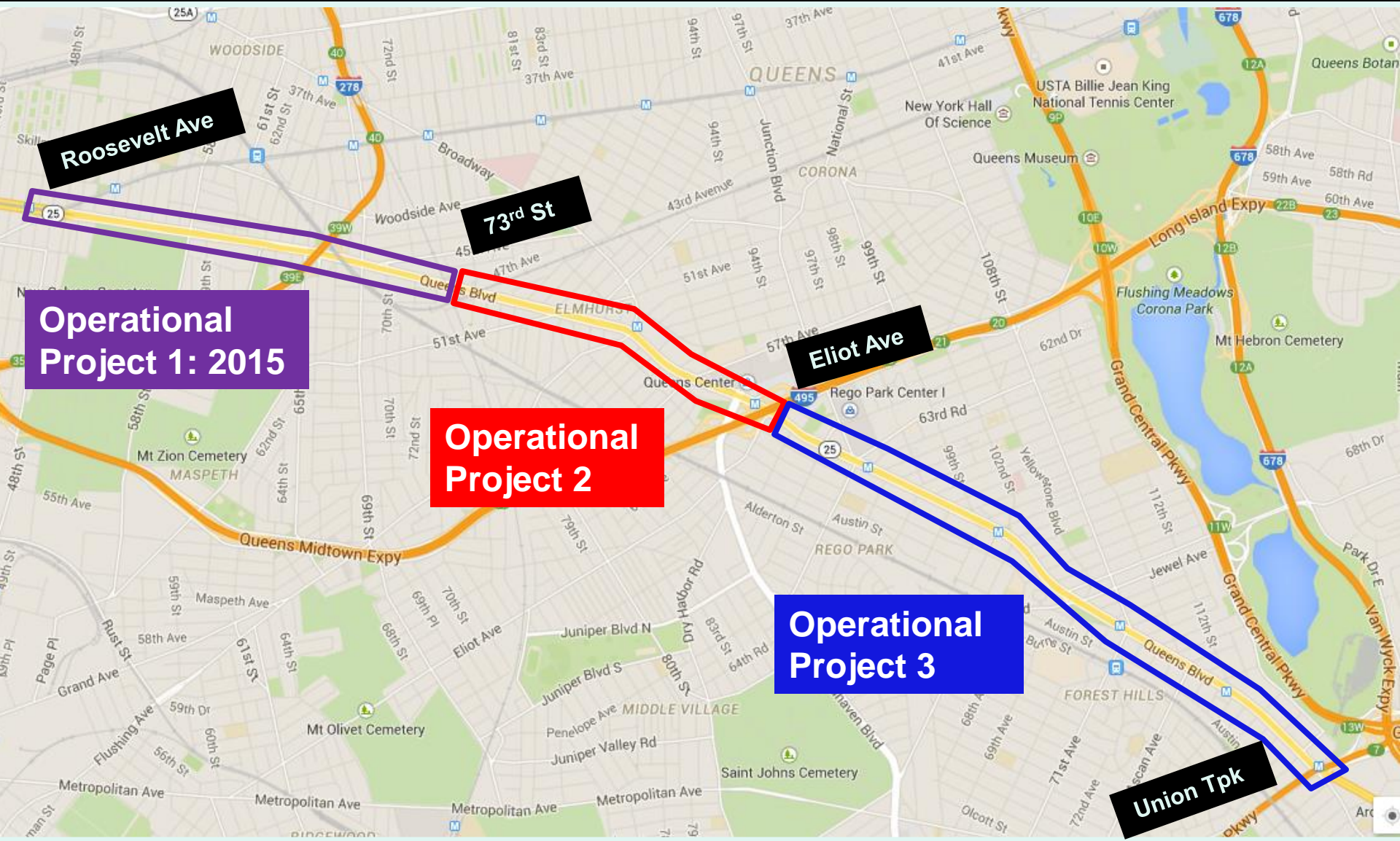
Queens Boulevard

Proposed Corridor Safety Improvements

2015



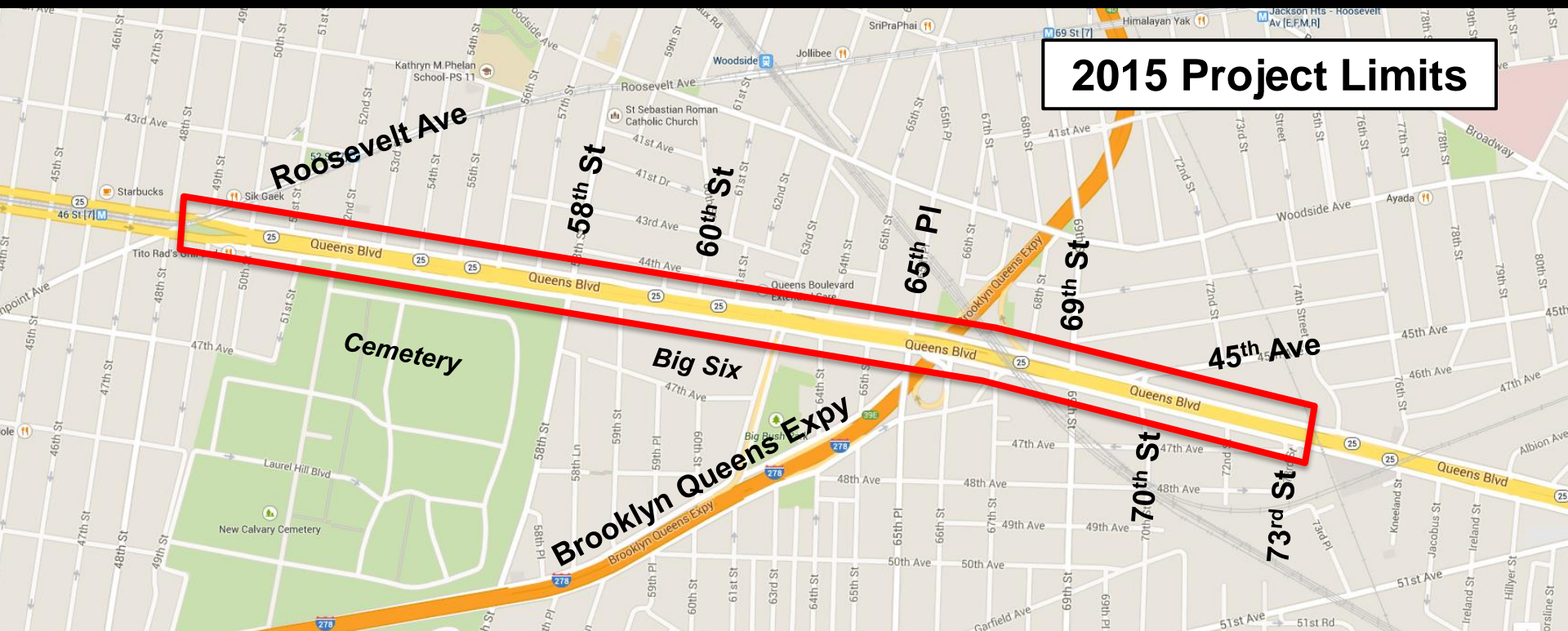
Operational Project Limits



Corridor Timeline

- January 2015: Operational Project 1 Safety Workshop
- March 2015: Great Streets Announcement
- March 2015: Elected Official Briefing
- March 2015: Workshop Feedback Presentation to Community Board 2 Transportation Committee
- Early June 2015: Return to Transportation Committee for vote
- Late June 2015: CB2 Full Board vote
- August 2015: Operational Project 1 Implementation Start
- October/November 2015: Operational Project 2 Safety Workshop
- February/March 2016: Operational Project 3 Safety Workshop
- FY18: Great Streets Capital Construction Phase 1 Start

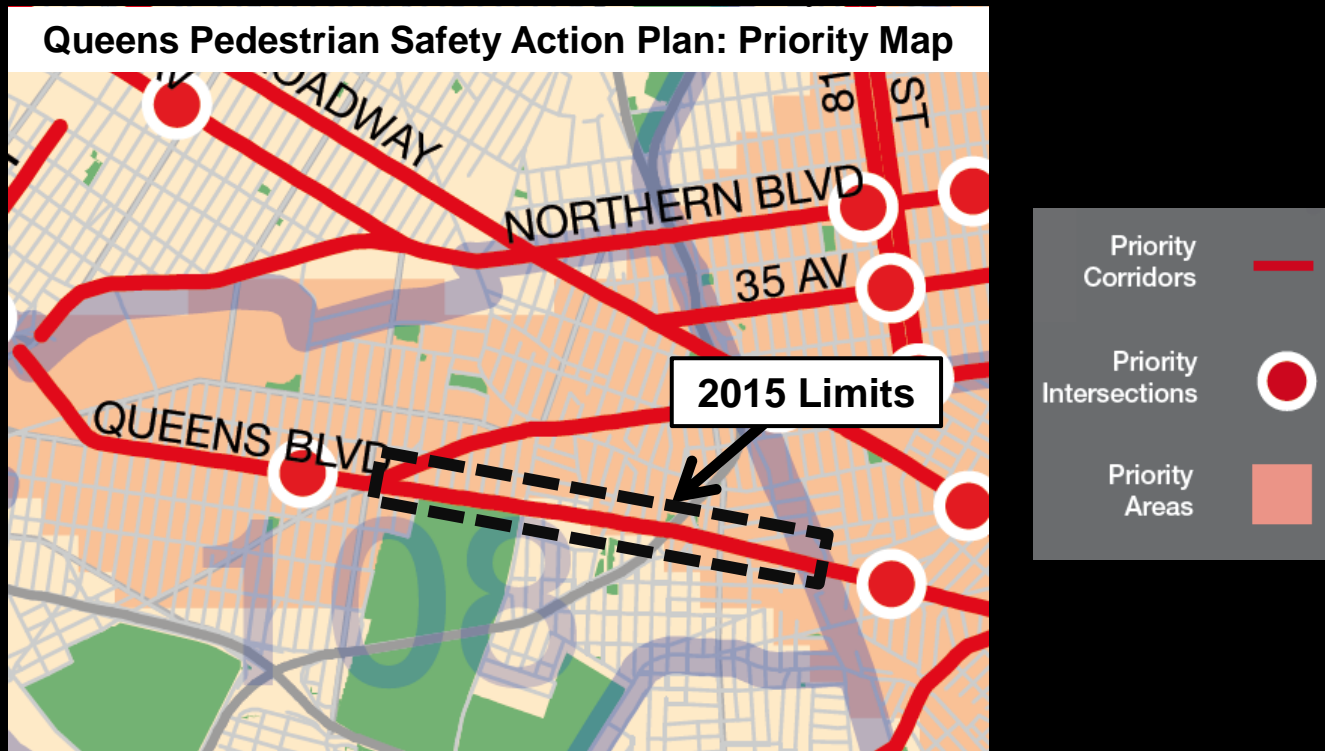
Operational Project 1: Roosevelt Ave to 73rd St



Vision Zero Priority

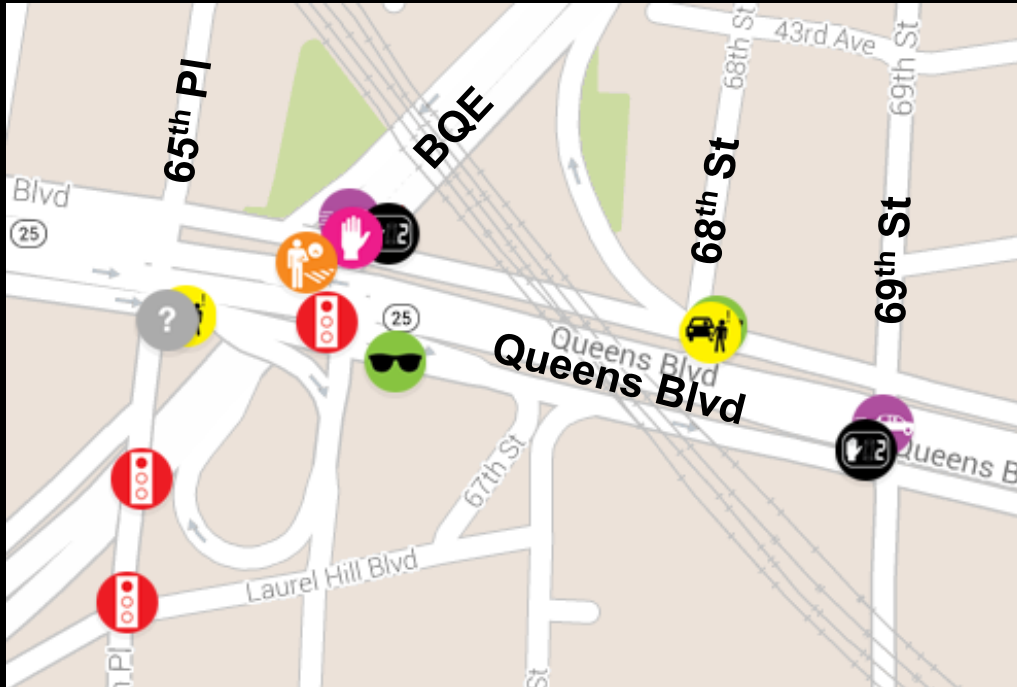


- Queens Blvd (7 miles):
 - Vision Zero Priority Corridor
 - 2009-2013: 20 total and 12 pedestrian fatalities
- Queens Blvd – Roosevelt Ave to 73rd St (1.3 miles):
 - Highest concentration of fatalities along Queens Blvd
 - 2009-2013: 6 total and 2 pedestrian fatalities













Queens Boulevard – Vision Zero Community Input

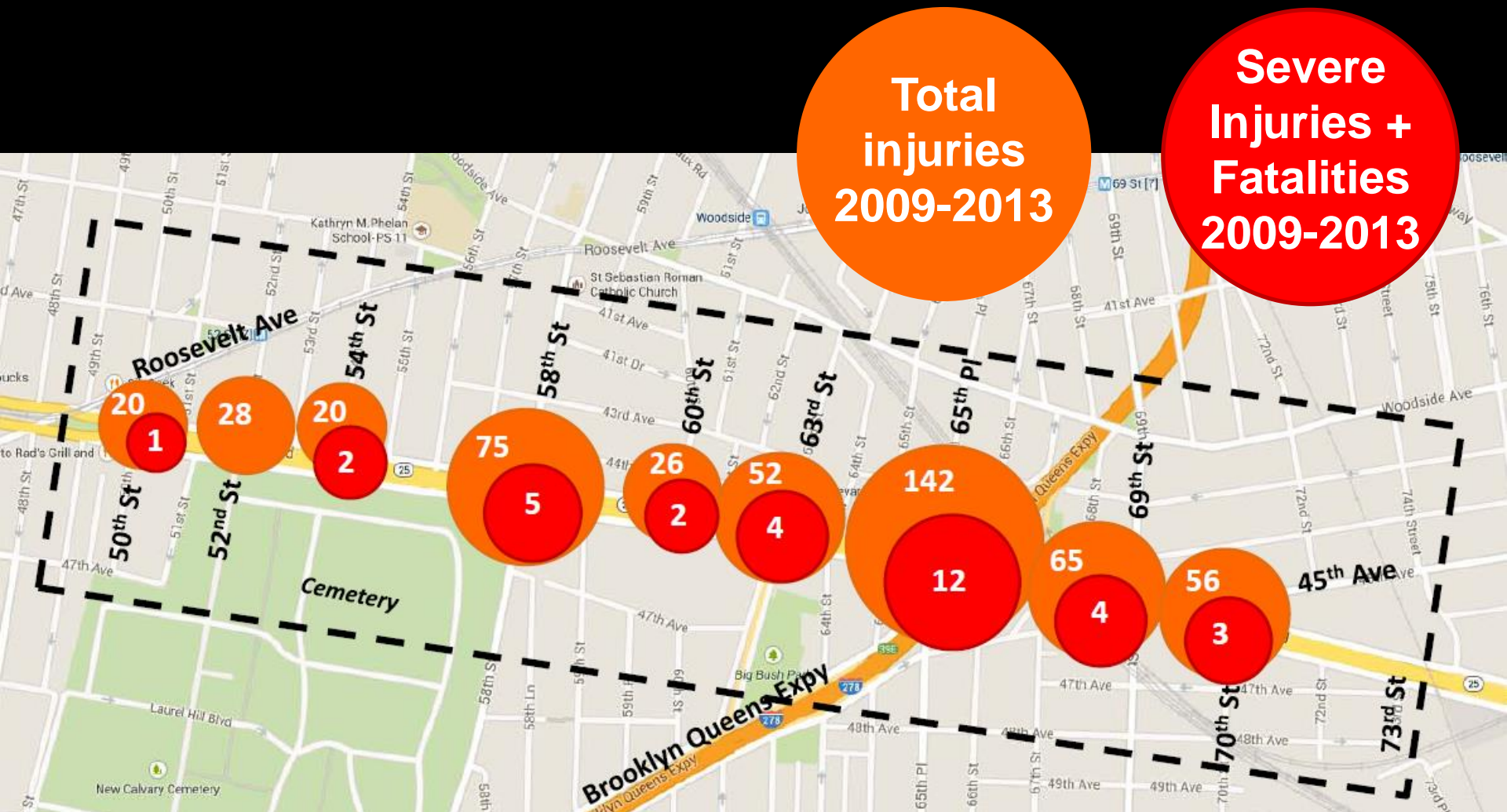
Vision Zero Community Input Map



Issues identified by the community near 65th Pl and junction with BQE

-  Not enough time to cross
-  Double parking
-  Long wait to cross
-  Red light running
-  Jaywalking
-  Poor visibility
-  Speeding
-  Long distance to cross
-  Failure to yield to pedestrians
-  Cyclist behavior

Safety Data – Roosevelt Ave to 73rd St



Total injuries
2009-2013

Severe Injuries +
Fatalities
2009-2013

Safety Data – Roosevelt Ave to 73rd St

- 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%)



Bicycle Network History

- Numerous community requests for bike lanes at workshops and via correspondence



Safety Workshop: January 21, 2015



Top Issues Identified at Safety Workshop



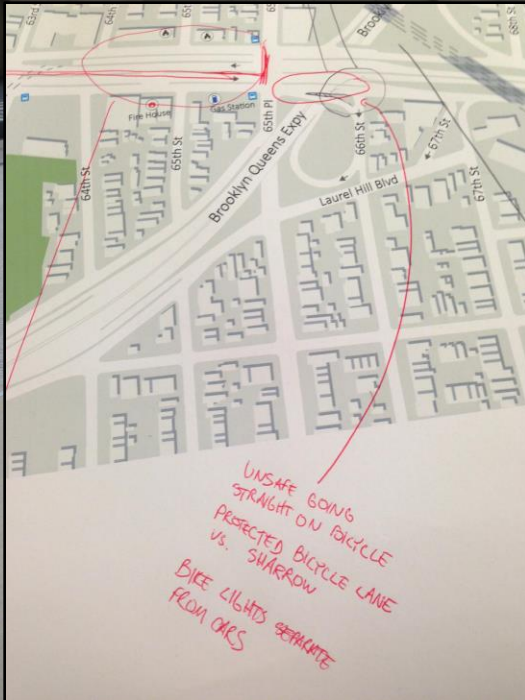
**Conflicts between
pedestrians, bicyclists, and
vehicles at intersections**

Queens Blvd at 58th St, looking north

Top Issues Identified at Safety Workshop

Unsafe-feeling
and
uncomfortable
to bike

Map from workshop:



Queens Blvd at 65th Pl, looking west

Top Issues Identified at Safety Workshop



Dangerous-feeling and unpleasant pedestrian environment

Top Issues Identified at Safety Workshop

Poor allocation of space on Queens Blvd



Queens Blvd at 65th Pl, looking south

Top Issues Identified at Safety Workshop

Speeding

Map from workshop:

WORK ABOUT
SPEED ON
DOWNHILL
?SPEED CAMERAS TO HELP

Queens Blvd at 60th St, looking west

Workshop Suggestions

- Improve intersection safety
- Add protected bike lanes
- Add more crossings for pedestrians
- Add dedicated bus lanes
- Beautification
- Address misuse of service road



Design Principles / Project Goals

1. Calm the service roads (consistent 1 moving lane per direction)
2. Keep main line moving (preserve 3 lanes per direction)
3. Accommodate all road users and enhance the sense of place

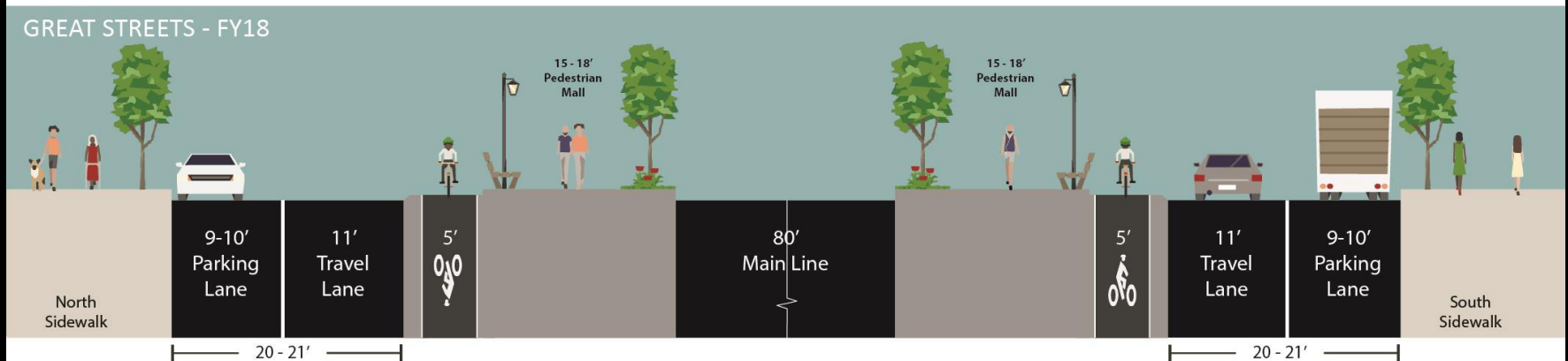
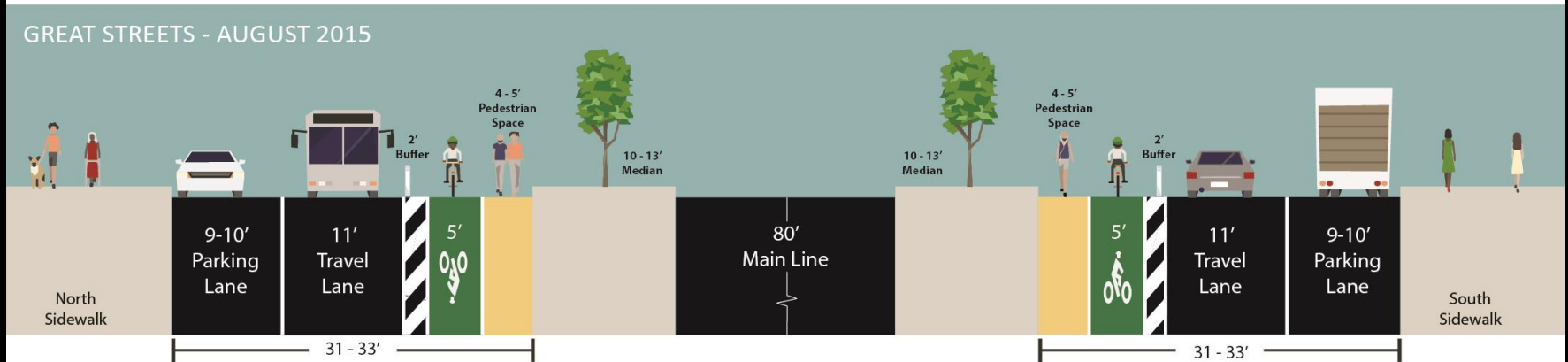
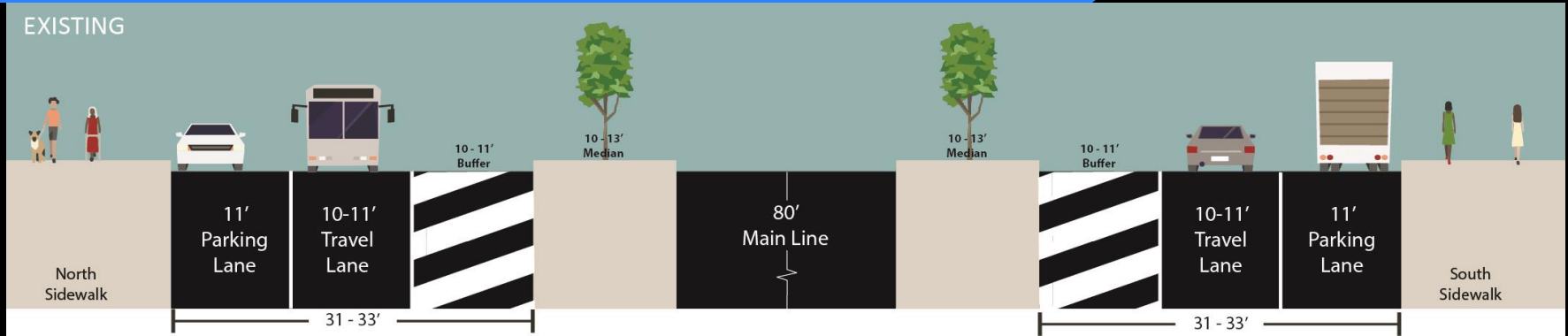


Design Principles / Project Goals

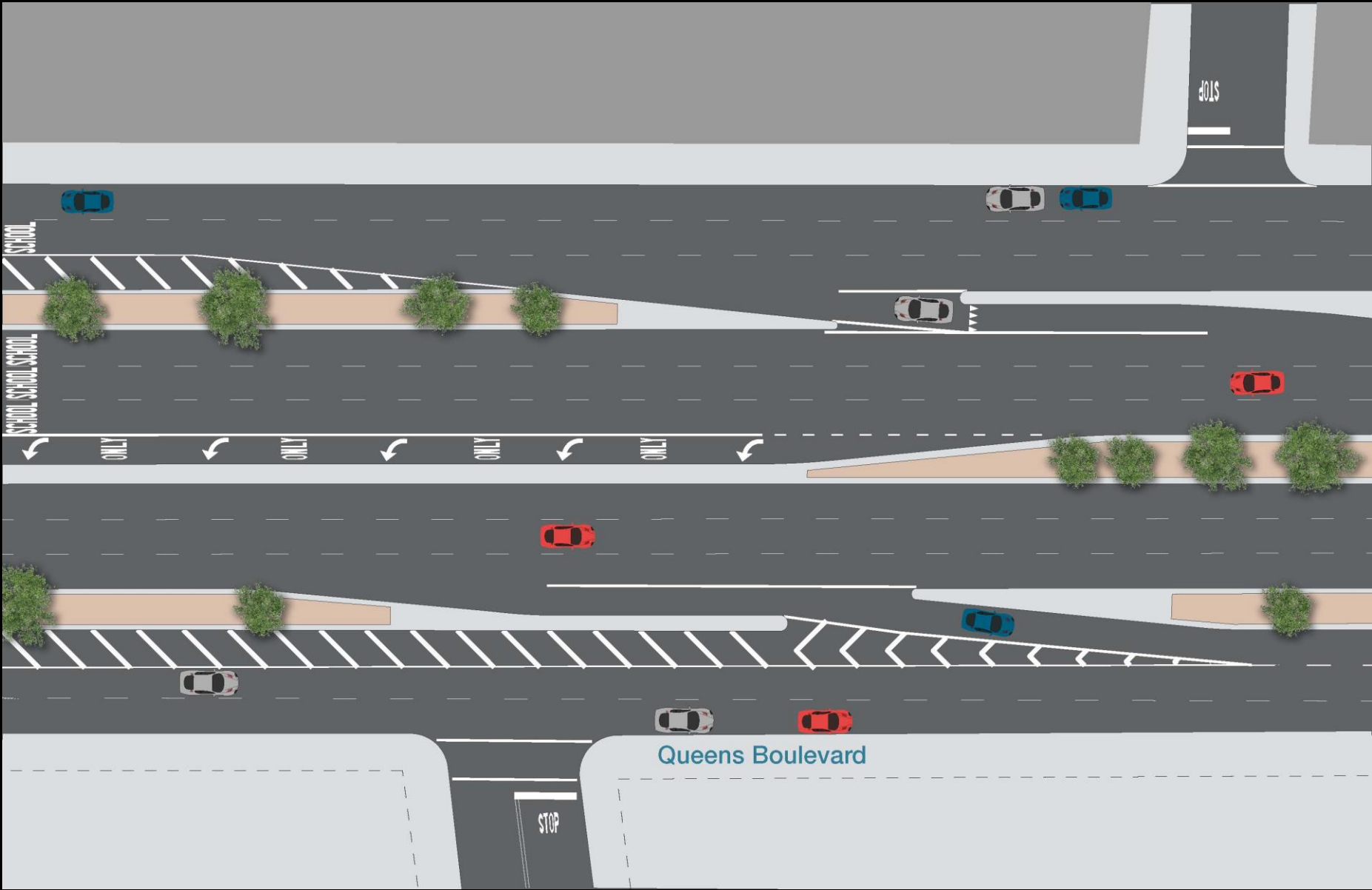
4. Reduce roadway shopping
5. Design based on crash history
6. Complete pedestrian network and connect neighborhoods
7. Eliminate highway-like design features



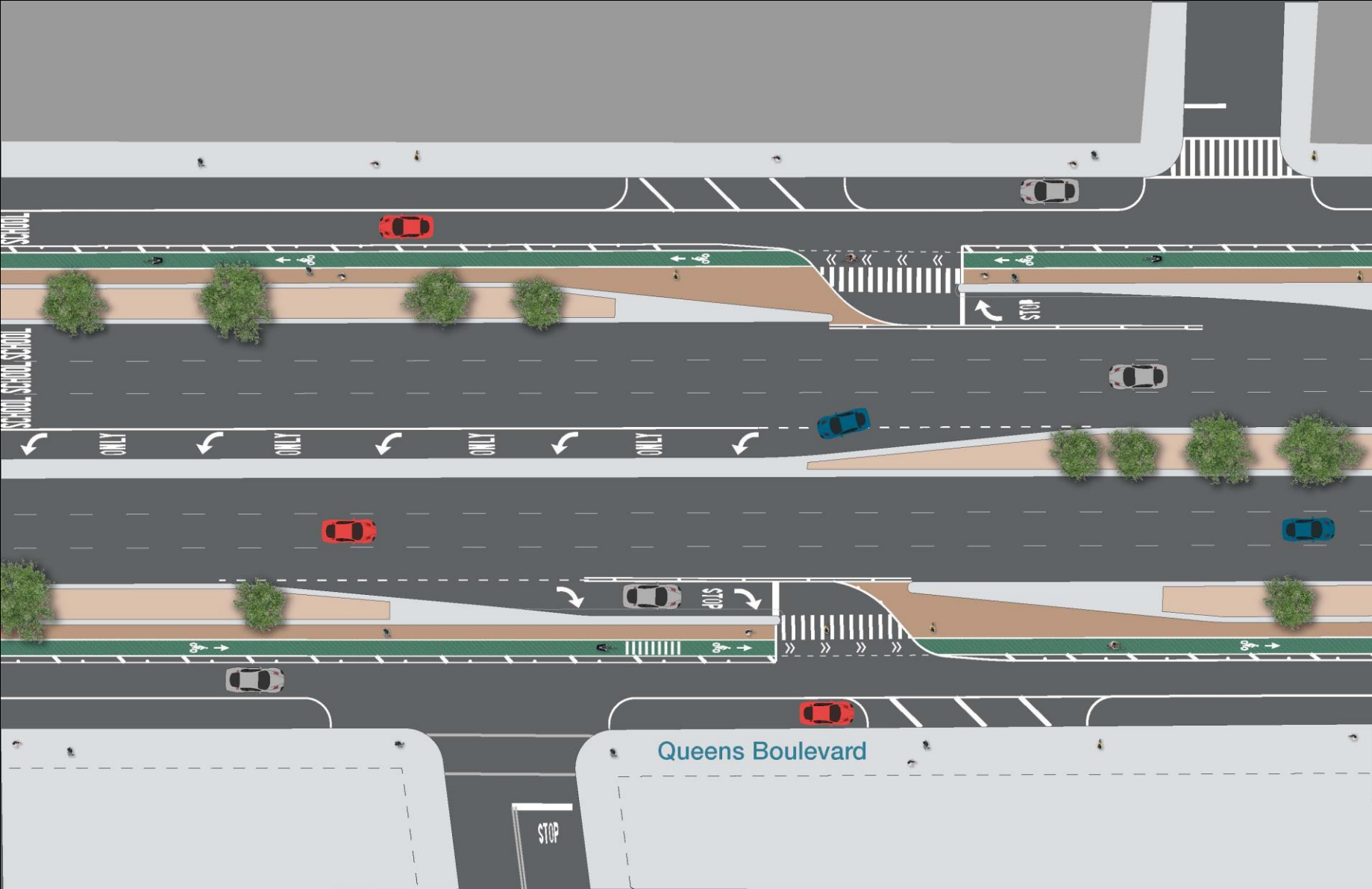
Key Design Features: Cross Section



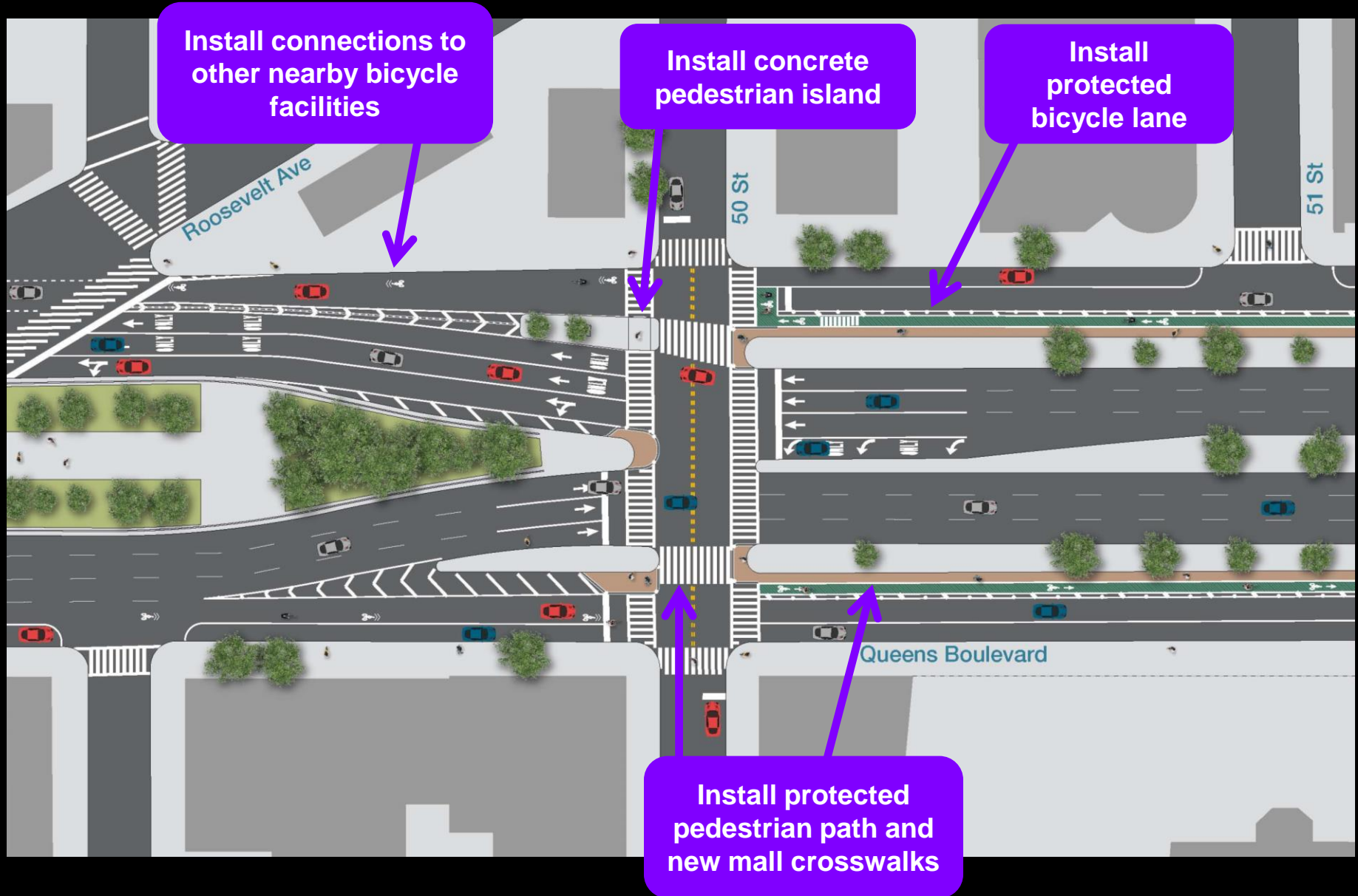
Transitions Existing: High Speed Slip



Transitions Proposed: Stop Right Turn

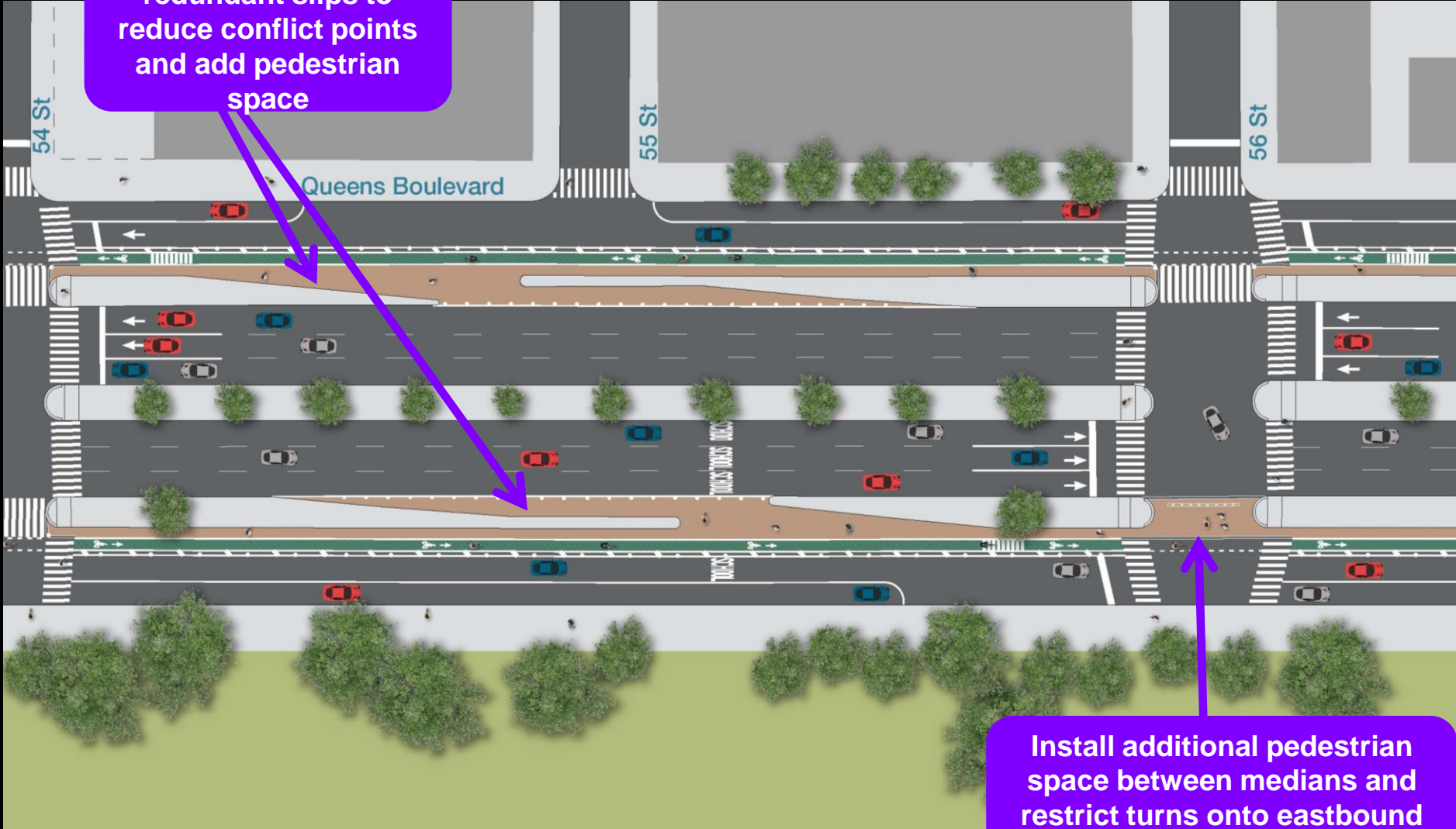


Proposed: 50th St



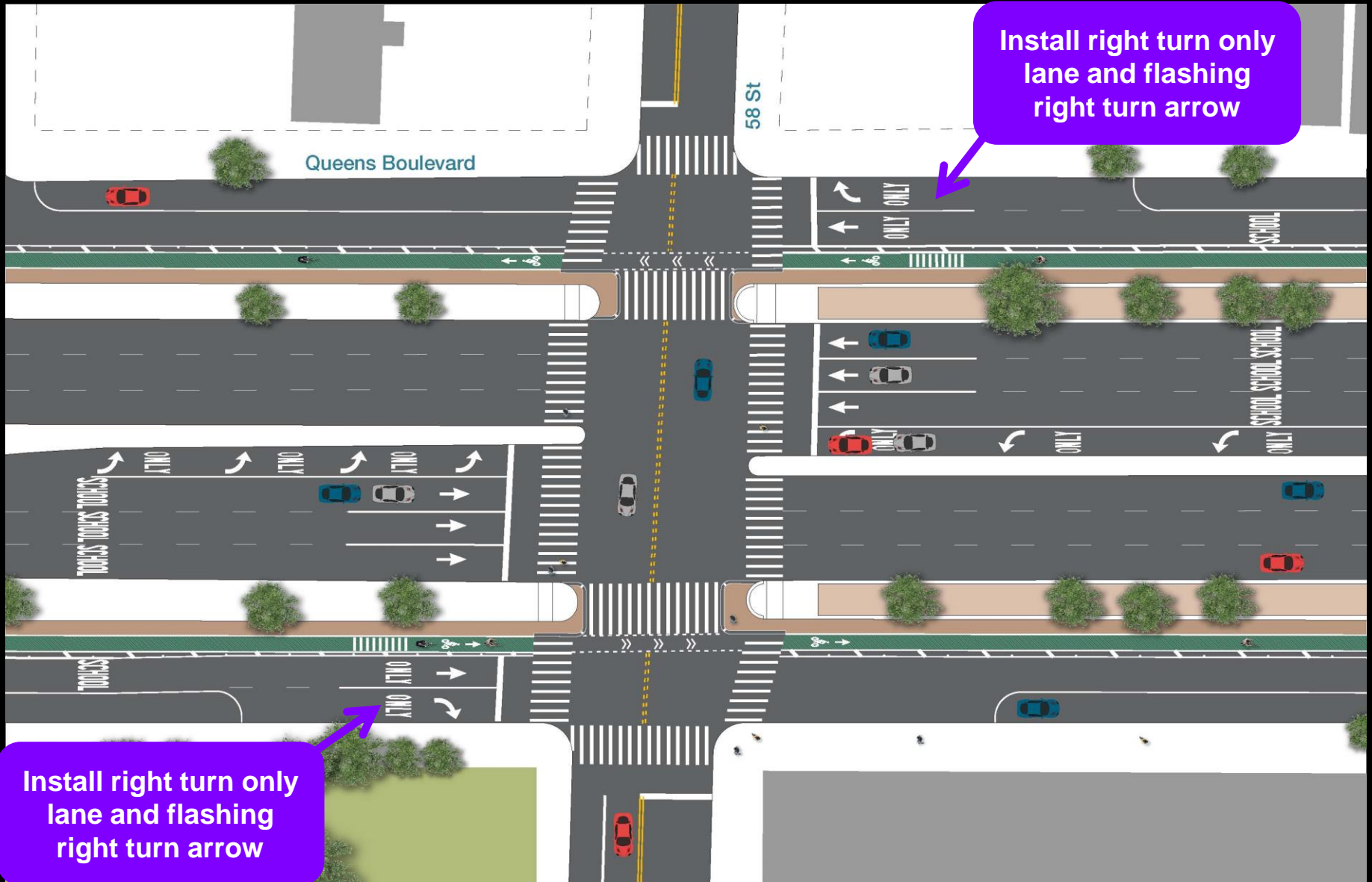
Proposed: 55th St – 56th St

Close low-volume and redundant slips to reduce conflict points and add pedestrian space



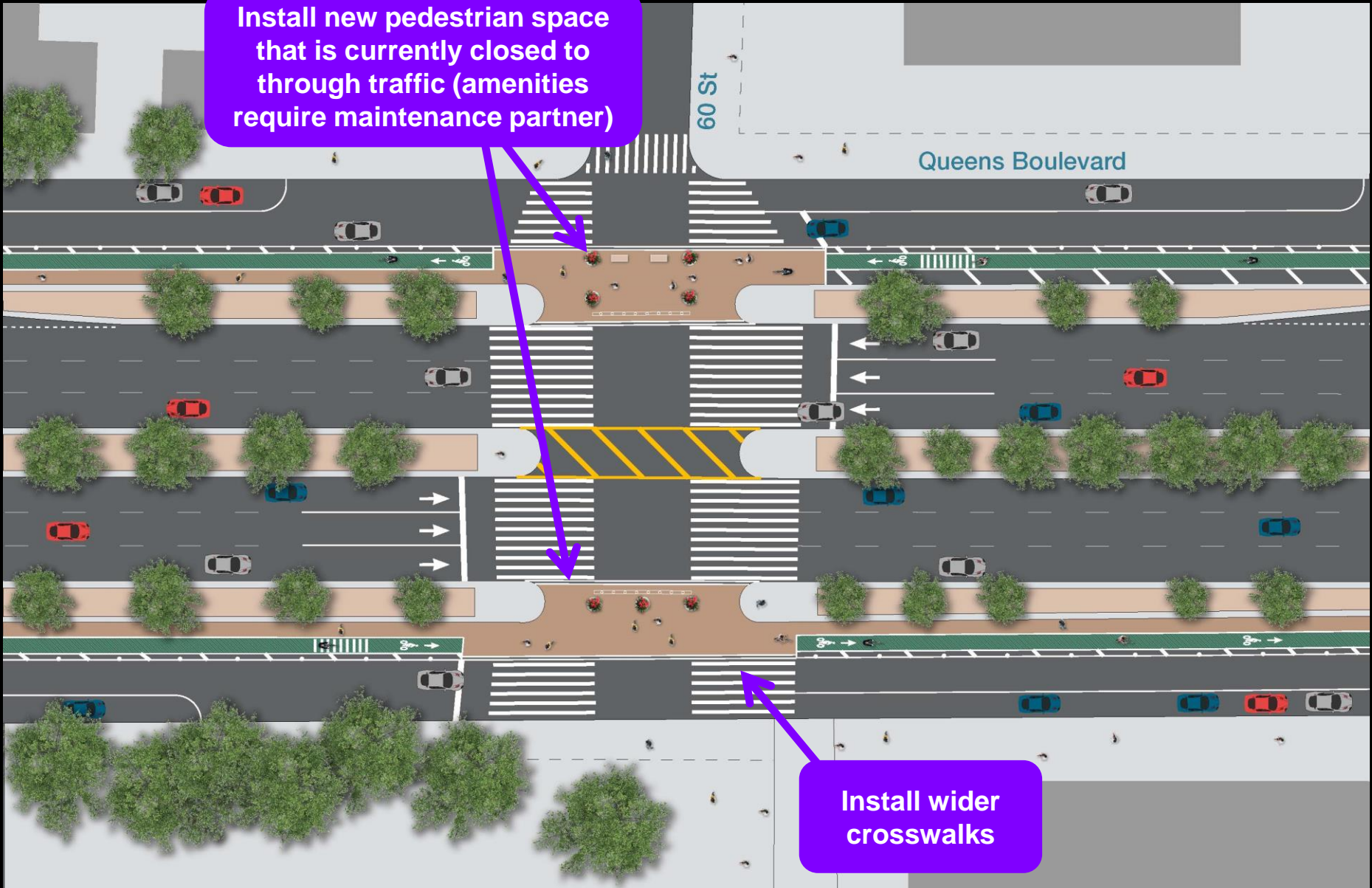
Install additional pedestrian space between medians and restrict turns onto eastbound service road at 56th St

Proposed: 58th St



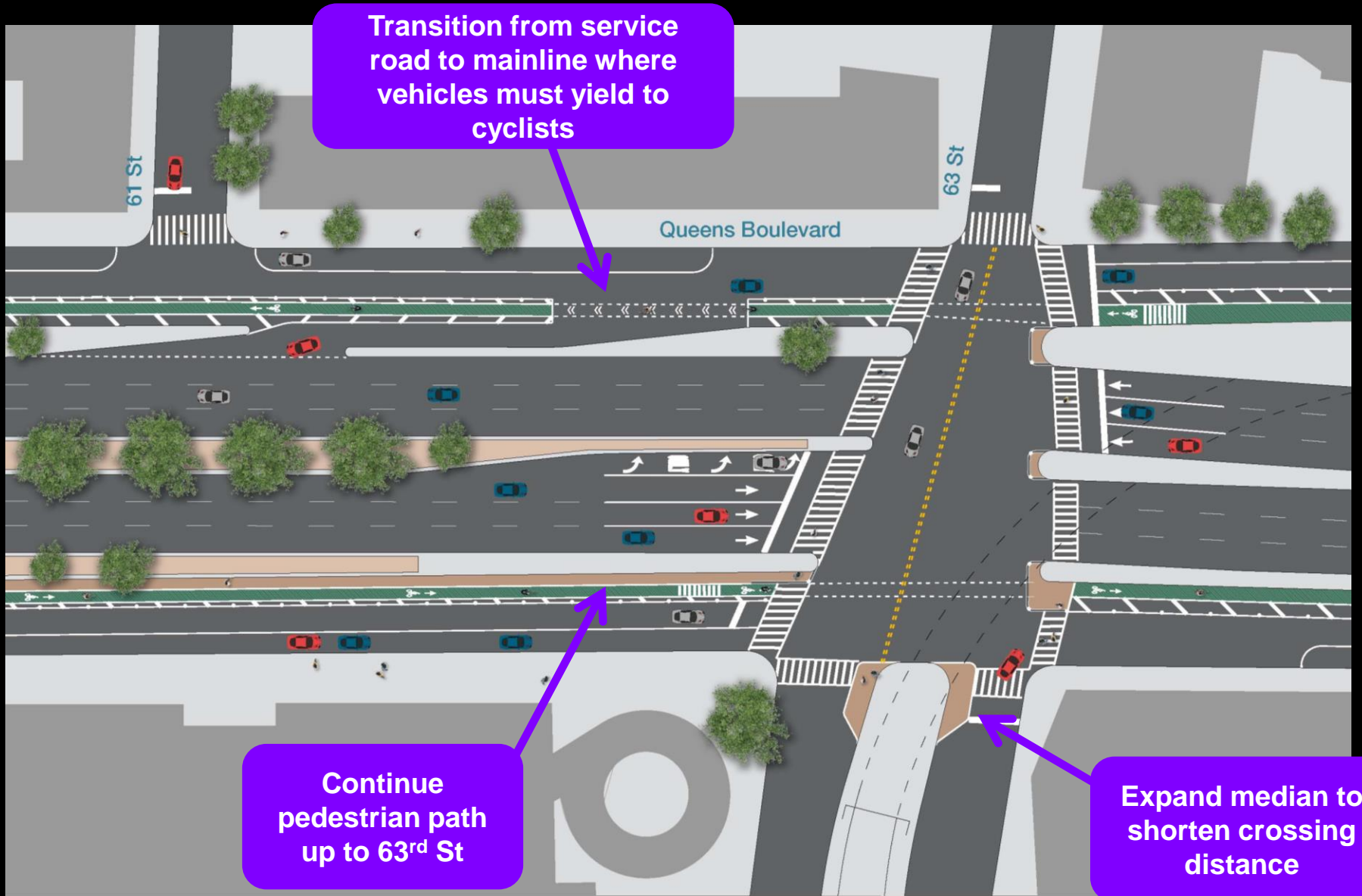
Proposed: 60th St

Install new pedestrian space that is currently closed to through traffic (amenities require maintenance partner)



Install wider crosswalks

Proposed: 63rd St



Existing Connection to the BQE

Signage for BQE starts at slip lane between 58th St and 60th St

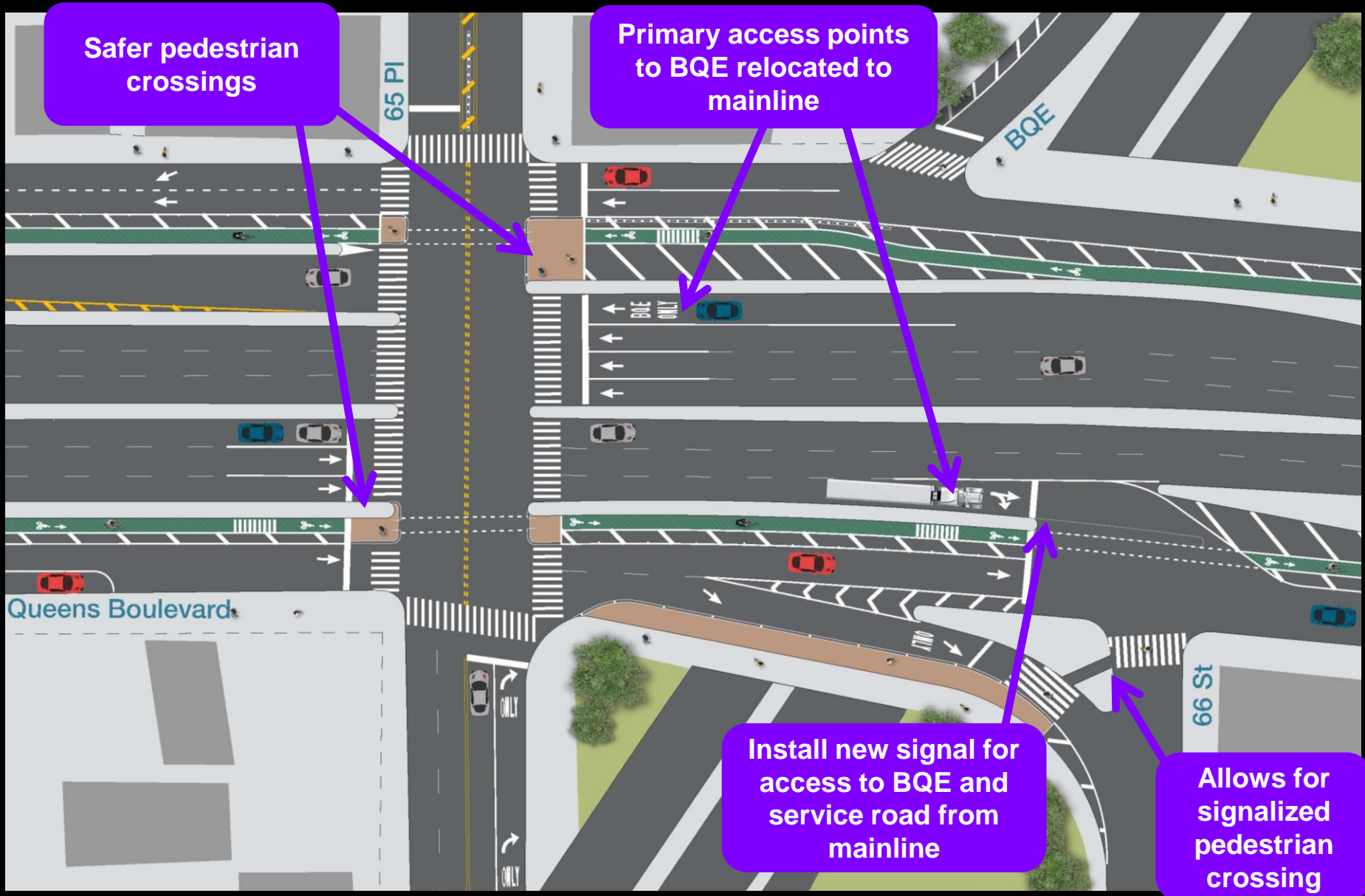


Big Six housing and shopping center are major sources of pedestrian activity in the area



High volumes on approach to BQE requires two moving lanes on service road

Proposed: 65th PI

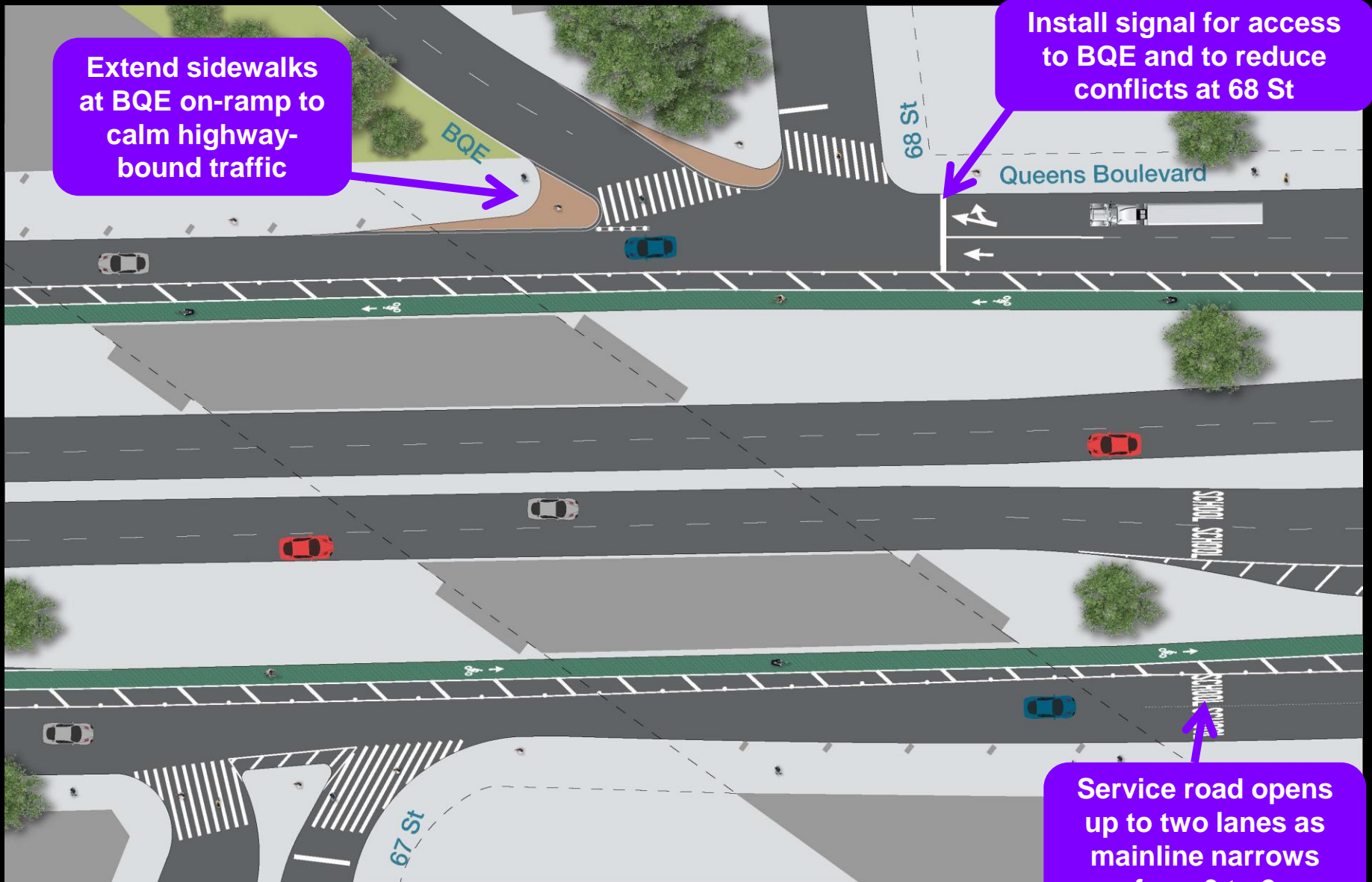


Proposed: 68th St

Extend sidewalks at BQE on-ramp to calm highway-bound traffic

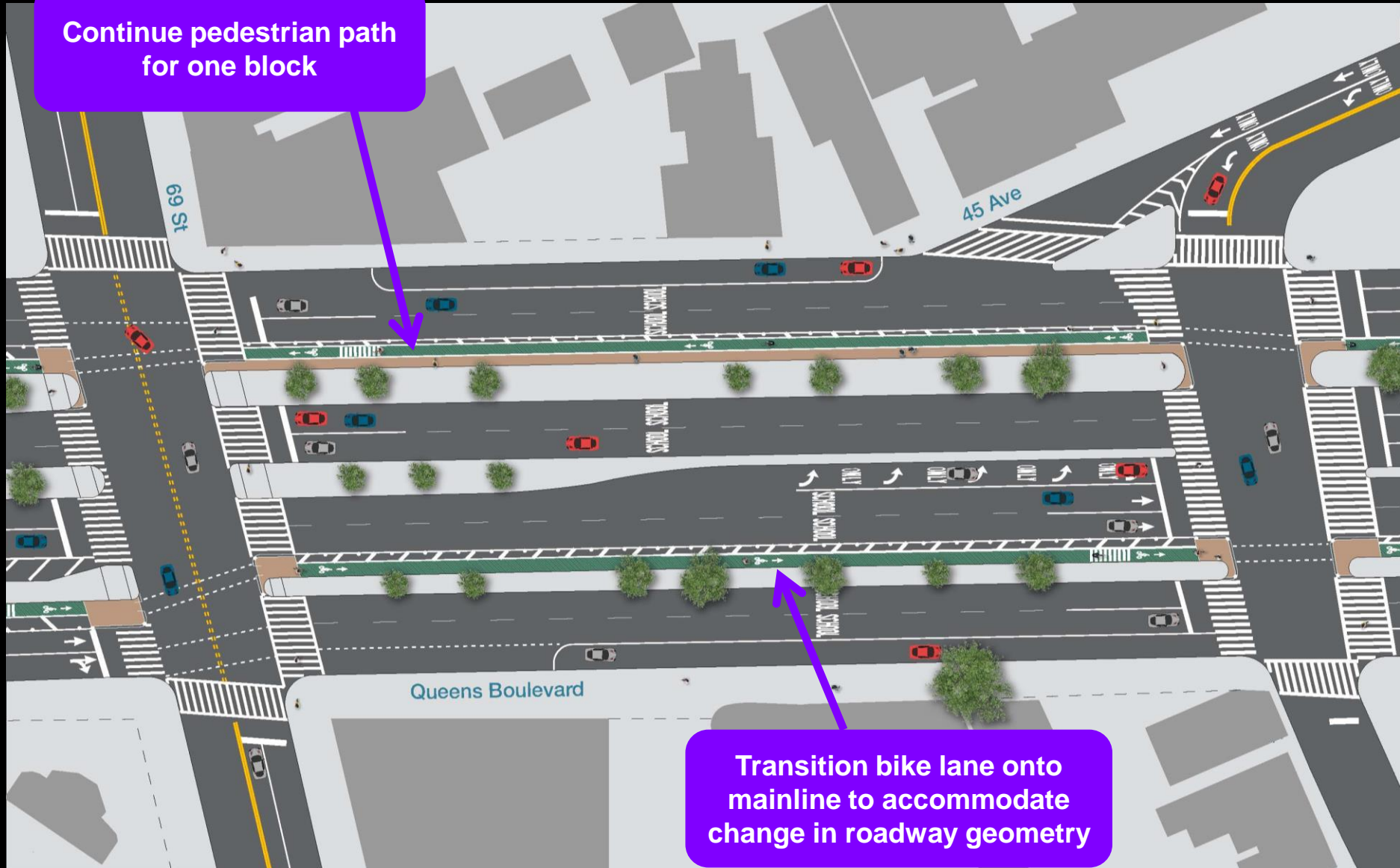
Install signal for access to BQE and to reduce conflicts at 68 St

Service road opens up to two lanes as mainline narrows from 3 to 2



Proposed: 69th St – 70th St/45th Ave

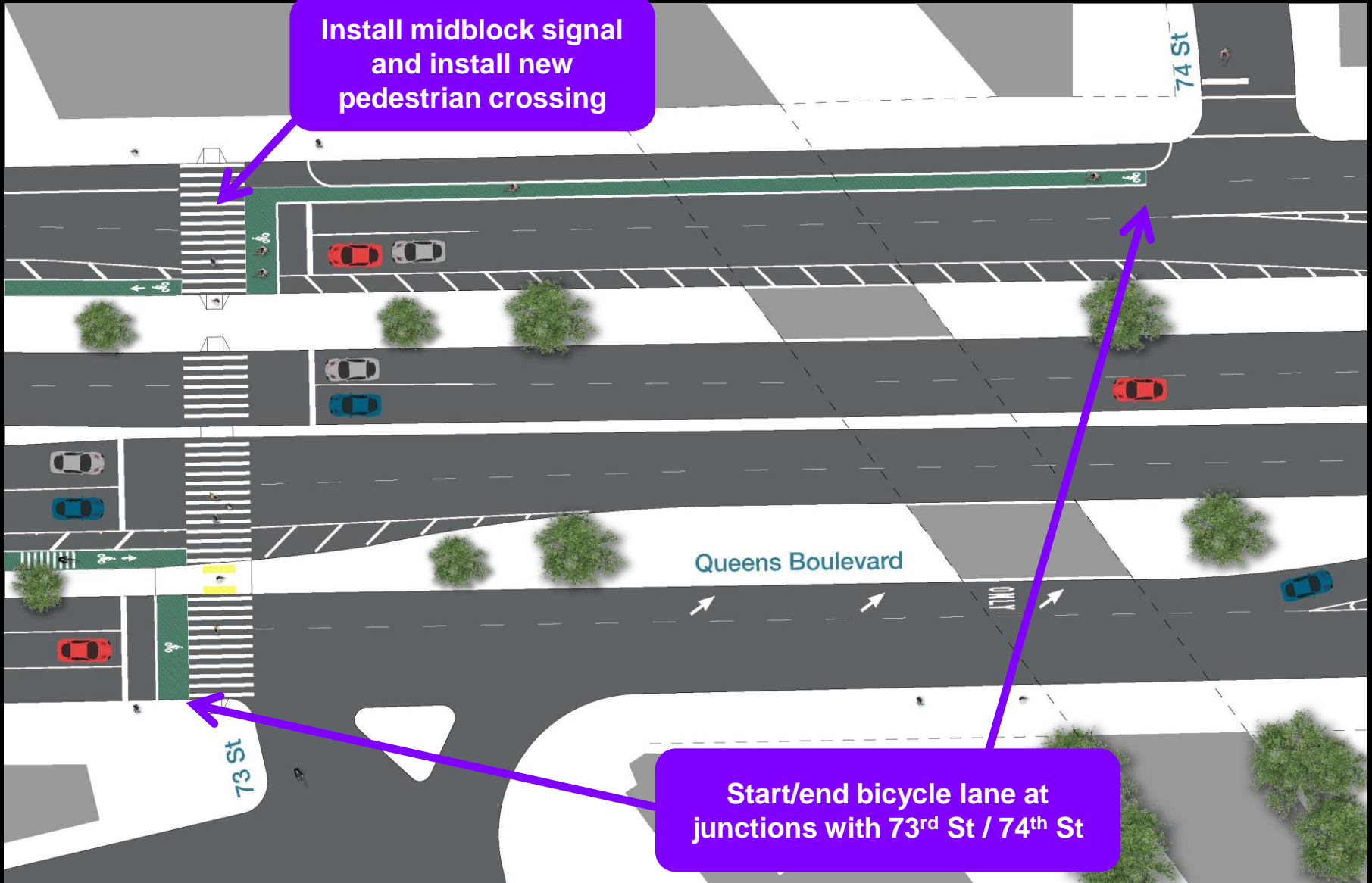
Continue pedestrian path
for one block



Transition bike lane onto
mainline to accommodate
change in roadway geometry

Proposed: 73rd St – 74th St

Install midblock signal and install new pedestrian crossing



Start/end bicycle lane at junctions with 73rd St / 74th St

Precedent Project: Allen and Pike Streets, MN

Pre-Project



Operational Project



Precedent Project: Allen and Pike Streets, MN

Operational Project



Capital Project





www.nyc.gov/dot

Thank
You

Contact:

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