

# Queens Boulevard

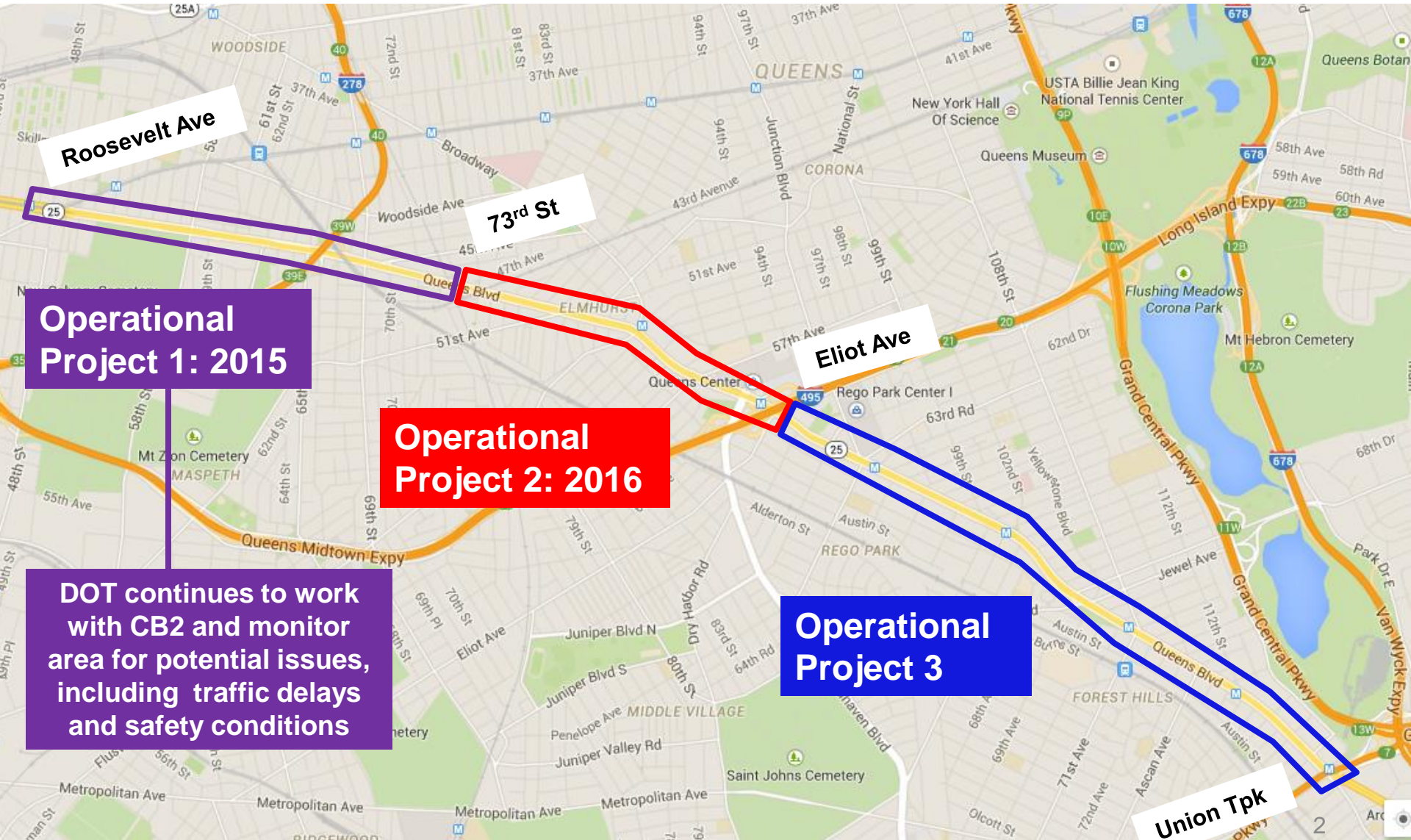
74<sup>th</sup> St to Eliot Ave

Proposed Corridor Safety Improvements

2016



# Operational Project Limits



**Operational Project 1: 2015**

**Operational Project 2: 2016**

**DOT continues to work with CB2 and monitor area for potential issues, including traffic delays and safety conditions**

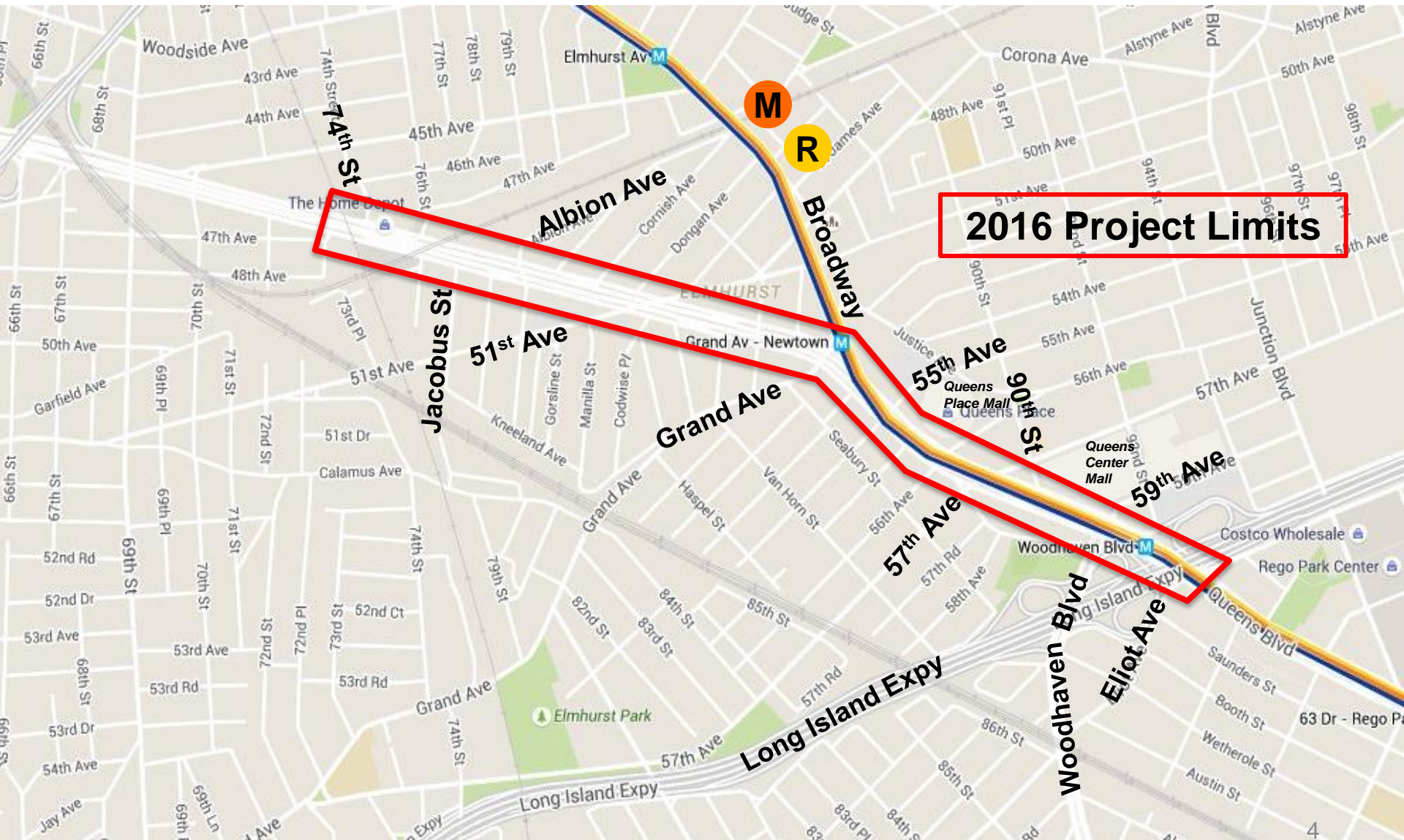
**Operational Project 3**

**Union Tpke**

# Project Timeline

- **October 2015:** Introduction and Workshop Notification to Community Board 4 Full Board
- **November 2015:** Operational Project 2 Safety Workshop
- **February 2016:** Briefing with Queens Center Mall
- **March 2016:** Briefing with Elected Officials
- **March 2016:** Presentation to Community Board 4 Transportation Committee
- **March 2016:** Briefing to Community Board 4 Full Board
- **April 2016:** Presentation to CB4 Full Board and vote
- **June 2016:** Proposed Operational Project 2 Implementation Start
- **FY18:** Great Streets Capital Construction Phase 1 Start

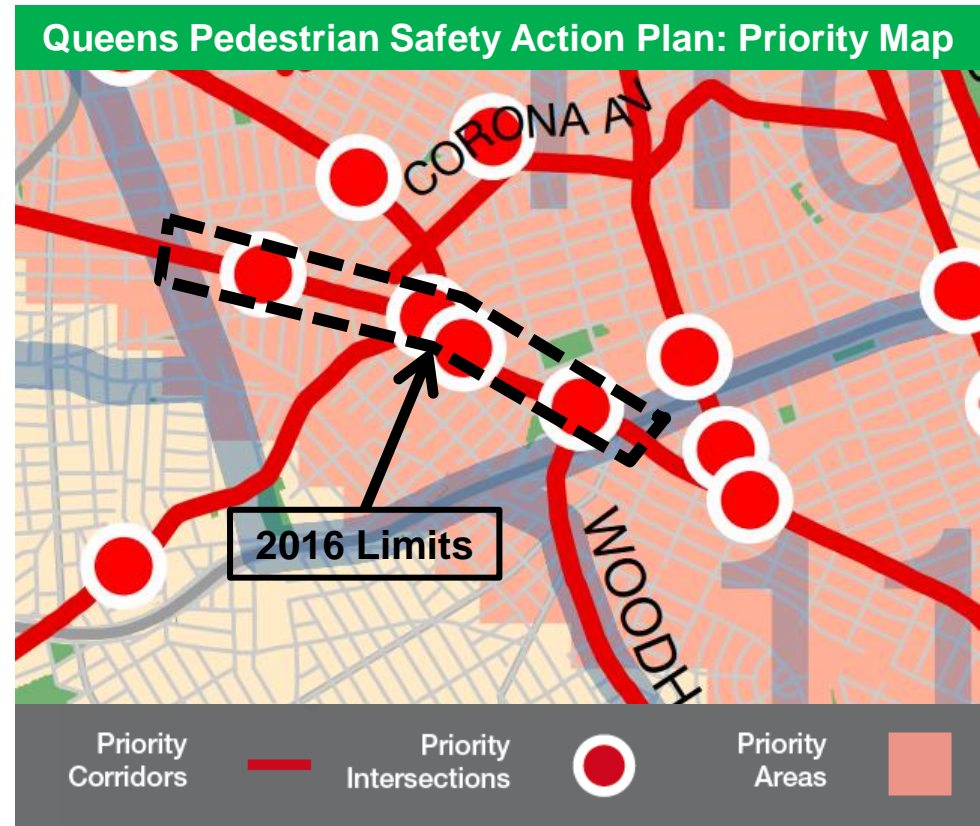
# Operational Project 2: 74<sup>th</sup> St to Eliot Ave



# Vision Zero Priority



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



# Safety Data – 74<sup>th</sup> St to Eliot Ave

Queens Blvd - 74 St to Eliot Ave, QN

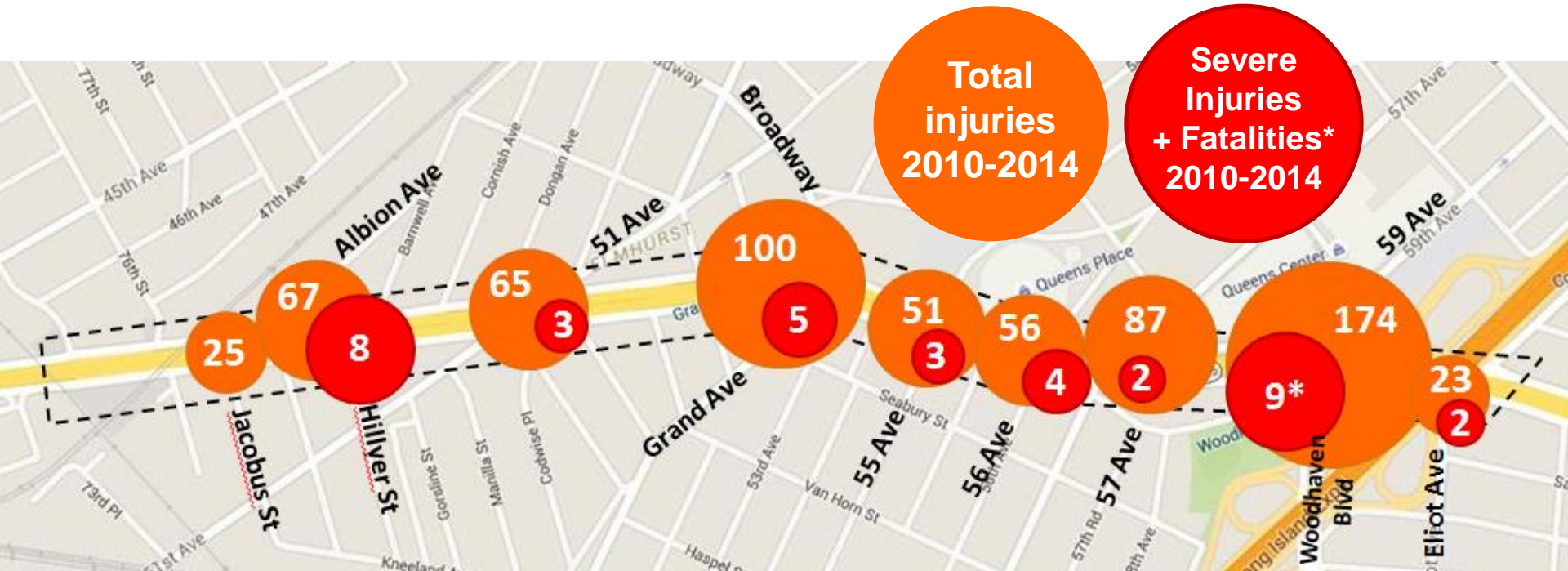
Injury Summary, 2010-2014 (5 Years)

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

**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

- Only 22% hit crossing against 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

# Queens Blvd Safety Workshop

**Over 50 community members** attended the Queens Blvd Safety Workshop on November 12, 2015



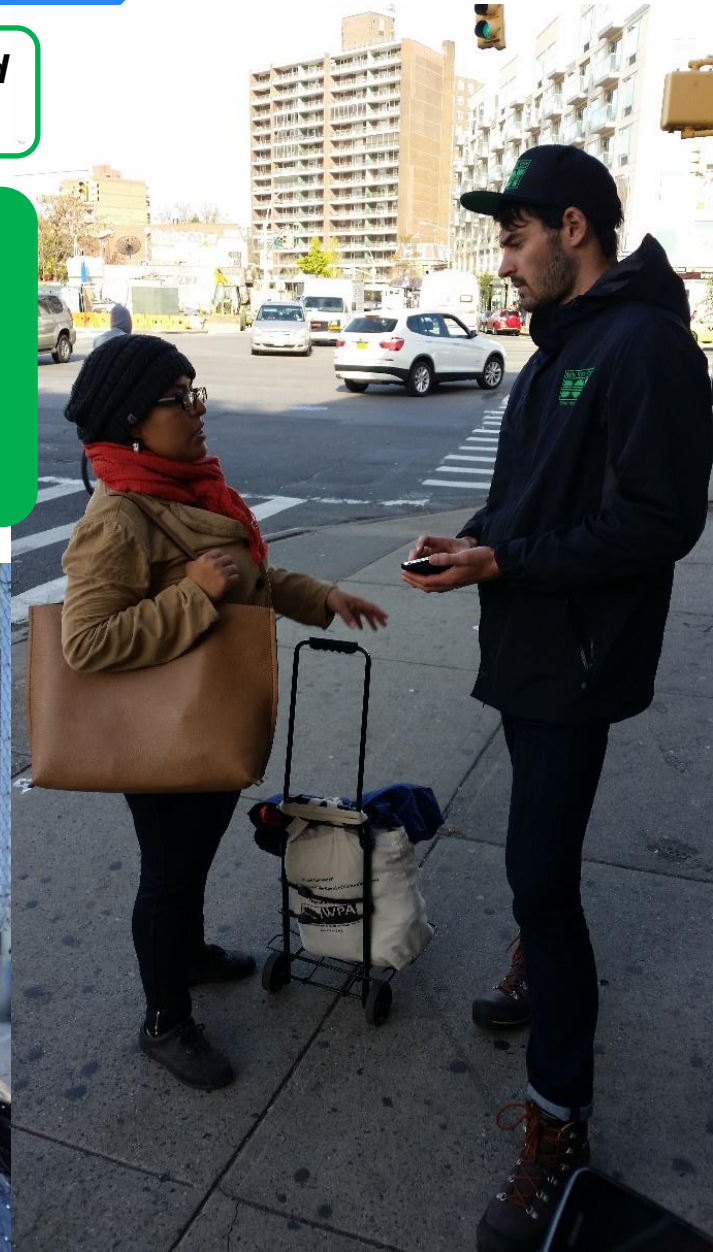


# DOT Outreach Team

**Queens Blvd at Broadway, Hoffman Dr, and Woodhaven Blvd**

*Dates: November 8, 9, and 12 – 17, 2015*

- Deployed at busy subway stations to **promote the safety workshop and the online feedback portal**
- Helped **conduct the portal survey**
- Explained the general process of redesigning Queens Blvd



# DOT Outreach Team

**Queens Blvd Merchant Survey**  
*Date: December 14, 2015*

Visited all the businesses along the project corridor to ask about commercial delivery patterns, double-parking observations, and basic background information



# DOT Outreach Team

## Queens Center Mall

Dates: December 6–13, 2015

- Received 631 map comments supporting street improvements
- Conducted 632 origin/destination surveys



# Queens Blvd Project Website

## Queens Blvd website included:

- Interactive feedback map
- User survey
- Project and outreach updates

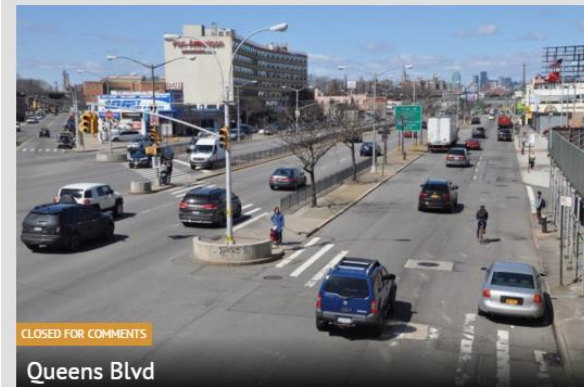
74 map comments

473 surveys completed

Click the marker icon and place it on the map to add a comment.

**RECENT COMMENTS**

- Failure to Yield** (12/11/2015 - 00:51)  
This area really needs something to protect the pedestrians. The cars fly through on QB to get onto this 495 ramp and they have no care to any pedestrians crossing. Pedestrians need to feel safe crossing here!  
Average: 2.3 (6 votes)
- Dangerous Merge** (12/11/2015 - 00:46)  
Most of the cars are racing to get onto the 495 highway therefore lots of cars switch between multiple lanes to get onto the right hand side. It's dangerous. Please put markings to not allow drivers to merge at a certain time in point within the blvd.  
Average: 3 (2 votes)
- Sidewalk Blocked / Damaged** (12/11/2015 - 00:35)  
The small island in this picture does not have an accessible ramp for a stroller to safely get onto when crossing QB. I usually have to stand in the middle of the street while waiting for the light to change. There needs to be a clear walk way in this area. It's a busy route between Queens center mall and the Costco mall area. PLEASE HELP ME GET MY STROLLER SAFELY ONTO THE CURB.  
Average: 5 (1 vote)
- Not Enough Time to Cross** (12/11/2015 - 00:36)  
It's impossible to cross this street in the time allotted, especially with a baby stroller. One of the longest crosswalks across QB. It's diagonal and not straight across like other streets.  
Average: 5 (1 vote)



- Home
- Project Overview
- Presentations & Data
- Outreach & Events
- Take our Survey!
- 2016 Feedback Map
- 2015 Limits Map

## PROJECT UPDATES



Mon, 01/04/2016 - 13:29

### Outreach & Portal Update

In the last two months of 2015, DOT's Street Ambassadors have interacted with over 3,000 community members along Queens Boulevard between 74th Street and Eliot Ave.



Tue, 12/29/2015 - 17:51

### Street Ambassadors Conduct Surveys with Local Businesses

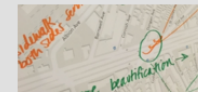
On Monday, December 14th, DOT's Street Ambassadors visited 92 Queens Boulevard businesses along a 1.3-mile-long stretch of the corridor.



Tue, 12/01/2015 - 16:34

### Chat with a Street Ambassador at Queens Center Mall

DOT's Street Ambassadors will be out in full force at Queens Center Mall between December 6th and 13th. They'll be collecting feedback about the current challenges along Queens Boulevard and providing the public with more information about the redesign process.



Tue, 12/01/2015 - 15:42

### Thanks for attending our Phase 2 Safety Workshop!

DOT held a Safety Workshop on November 12, 2015, at JFK Jr. School in Elmhurst to gather input on the second phase of Queens Boulevard between 73rd Street and Eliot Avenue.



Tue, 10/06/2015 - 16:00

### Join us to discuss safety improvements on Queens Boulevard!

NYCDOT will hold a Safety Workshop on November 12, 2015 from 7-9pm at the JFK Jr. School at 57-12 94th Street in Elmhurst. Join community members to identify street safety concerns and brainstorm design solutions to enhance safety along Queens Boulevard.

# Top Issues Identified by the Community

Unsafe-feeling and unpleasant pedestrian environment, especially at intersections

Request for more and better pedestrian crossings

Request to improve safety for all users, especially at key intersections:

- Broadway/Grand Ave
- Woodhaven Blvd
- Eliot Ave/LIE overpass

# Top Issues Identified by the Community

Unsafe-feeling and uncomfortable to bike

Over 250 cyclists using Queens Blvd per day  
(data collected 7a-7p July 2015)

Requests for continuation of 2015 project

Westbound Queens Blvd at Albion Ave, looking west



# Top Issues Identified by the Community

**Misuse of service roads and curb, especially near the malls**

**Buses are often blocked by taxis and other vehicles from pulling over curbside at bus stops forcing passengers into the street**

Westbound Queens Blvd in front of Queens Center Mall, looking east



# 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





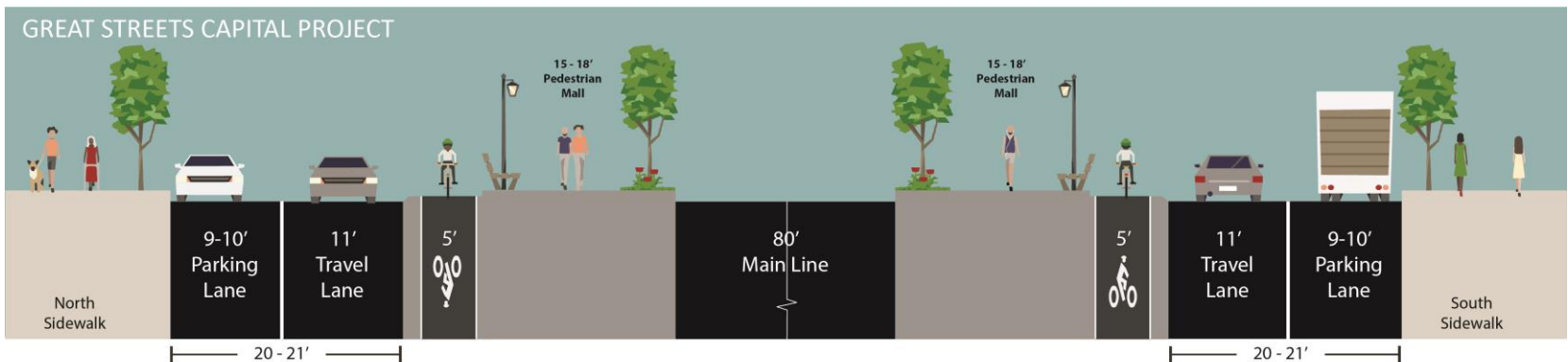
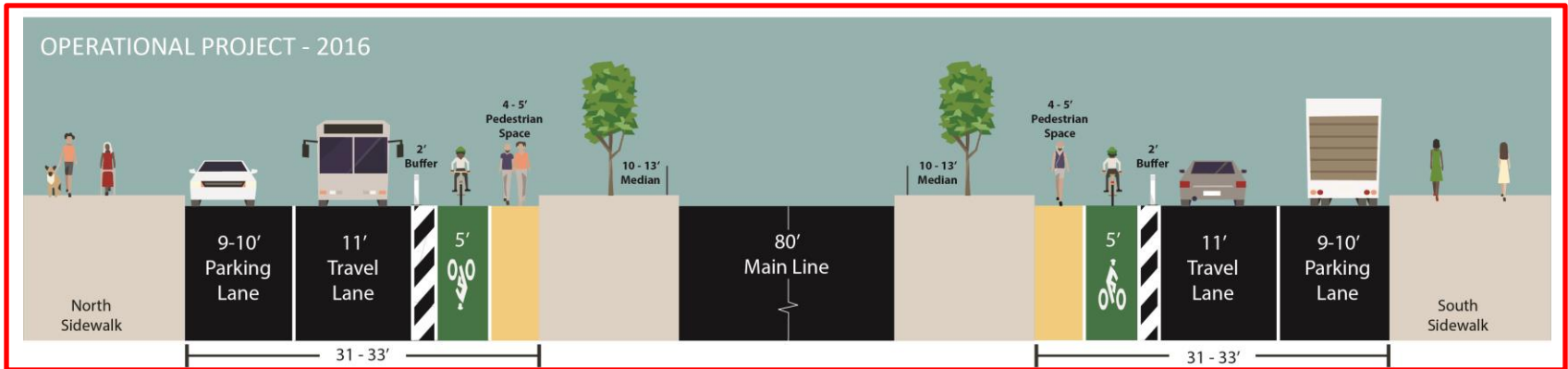
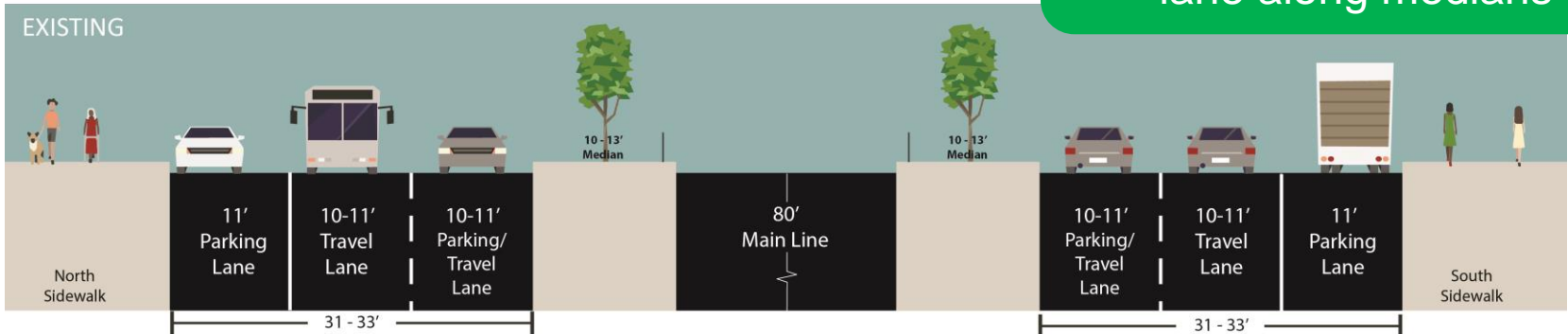
# Design Principles / Project Goals

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



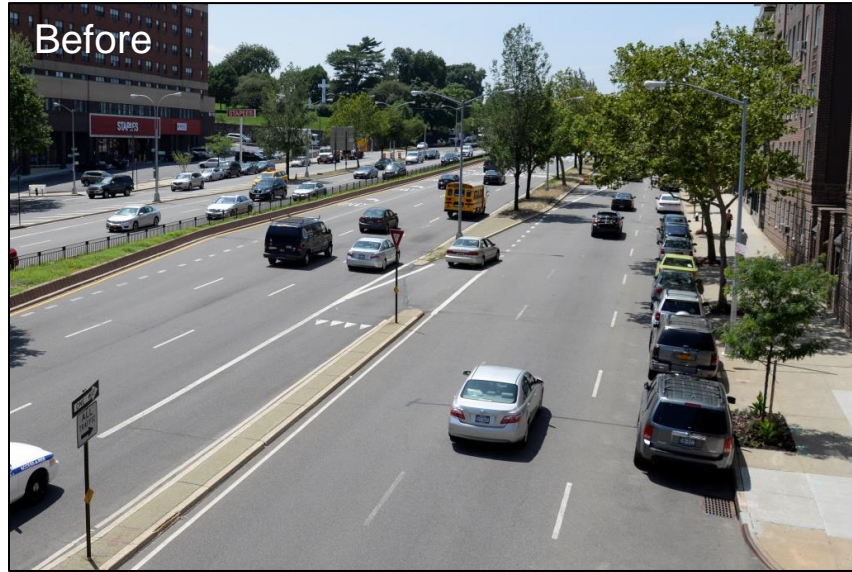
# Key Design Features

Continue 2015 design with pedestrian path and bike lane along medians



# Key Design Features: Stop-Controlled Transition

Before



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

After

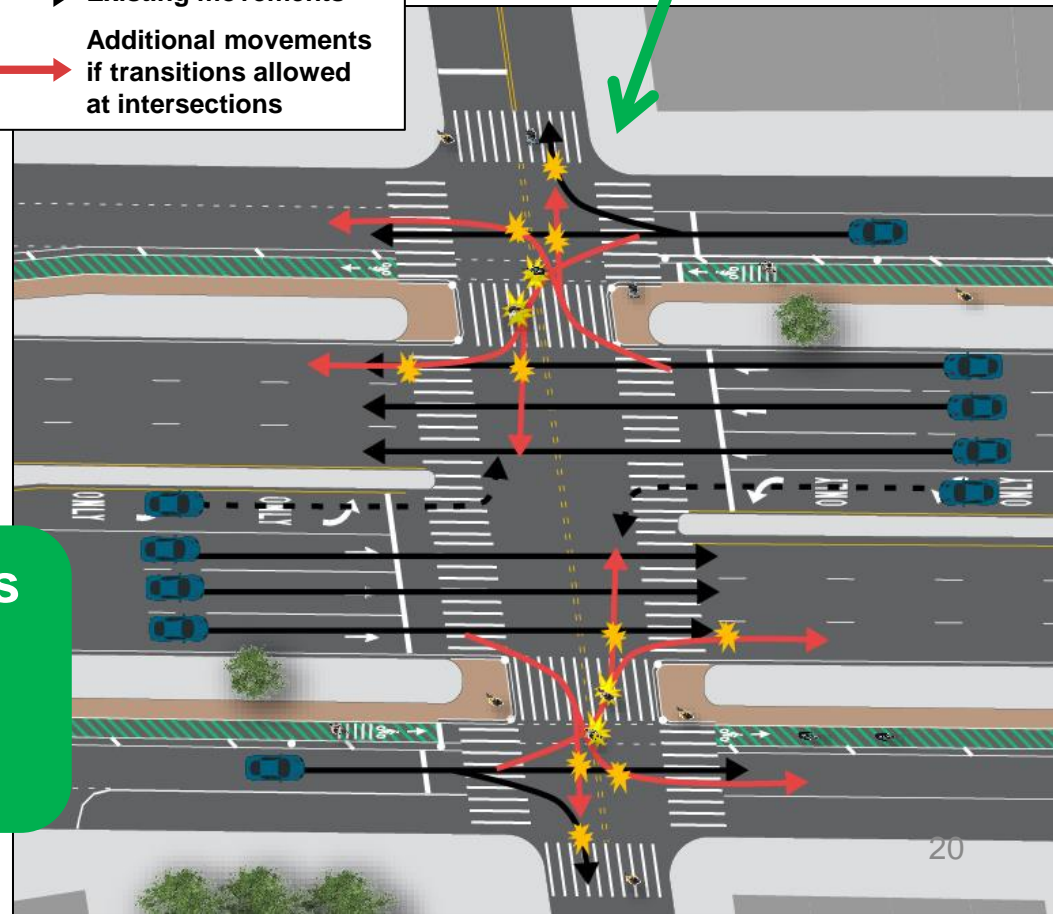
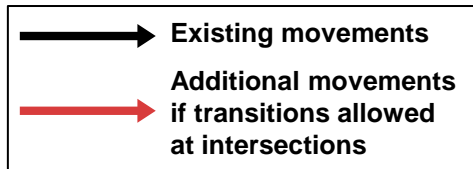


At some locations, daylight for safe turns

# Benefits of Stop-Controlled Transition Lane

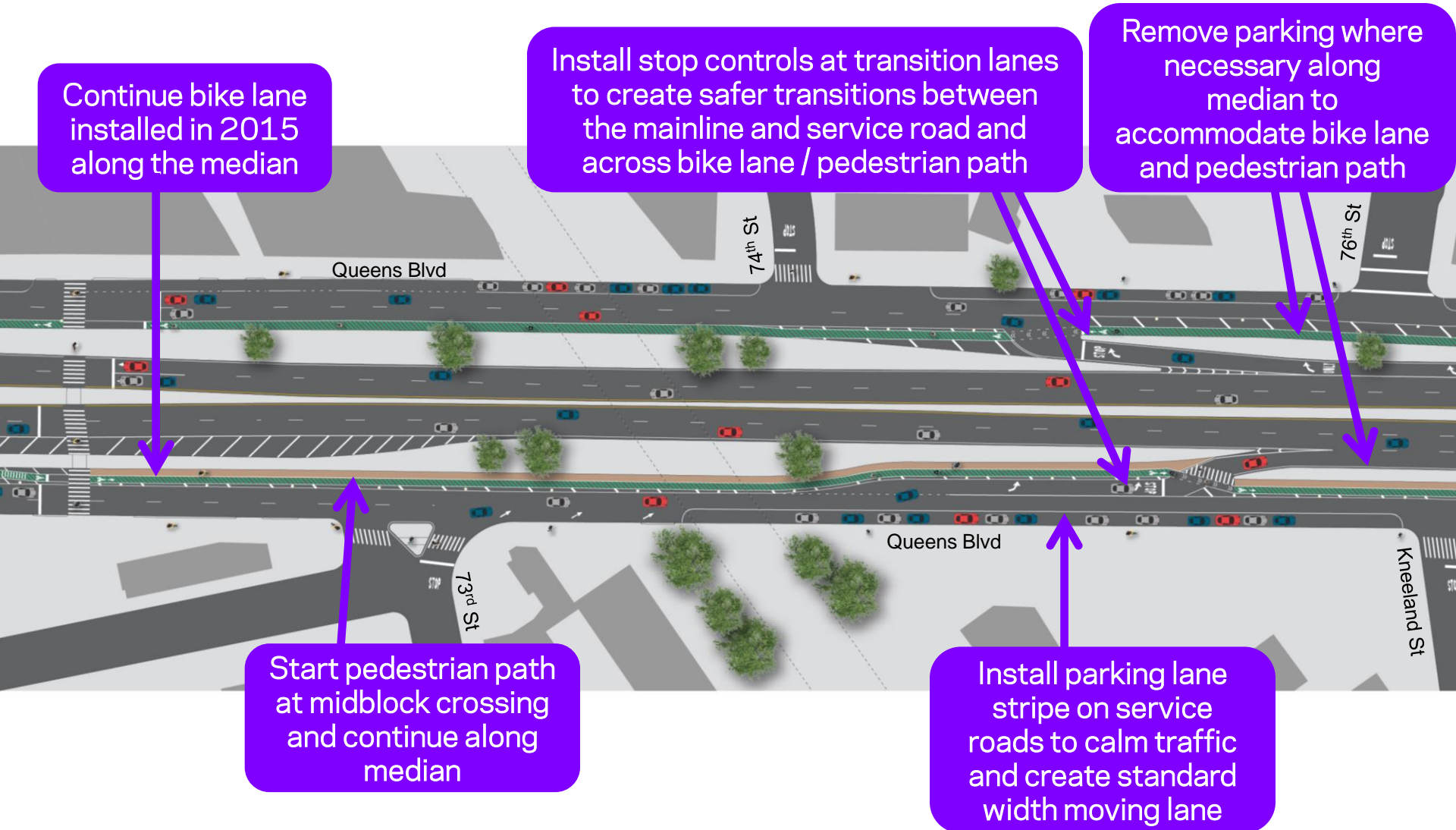
Turns between mainline and service road prohibited at intersections

Shifting transitions to intersections (like at Eastern and Ocean Pkwy) increases conflicts for all users and potentially increases crashes



Stop-controlled transition lanes create safer transition points and allow for continuation of pedestrian and bicycle path

# Proposed: 73<sup>rd</sup> St to 76<sup>th</sup> St



# Proposed: Albion Ave/Hillyer St

67

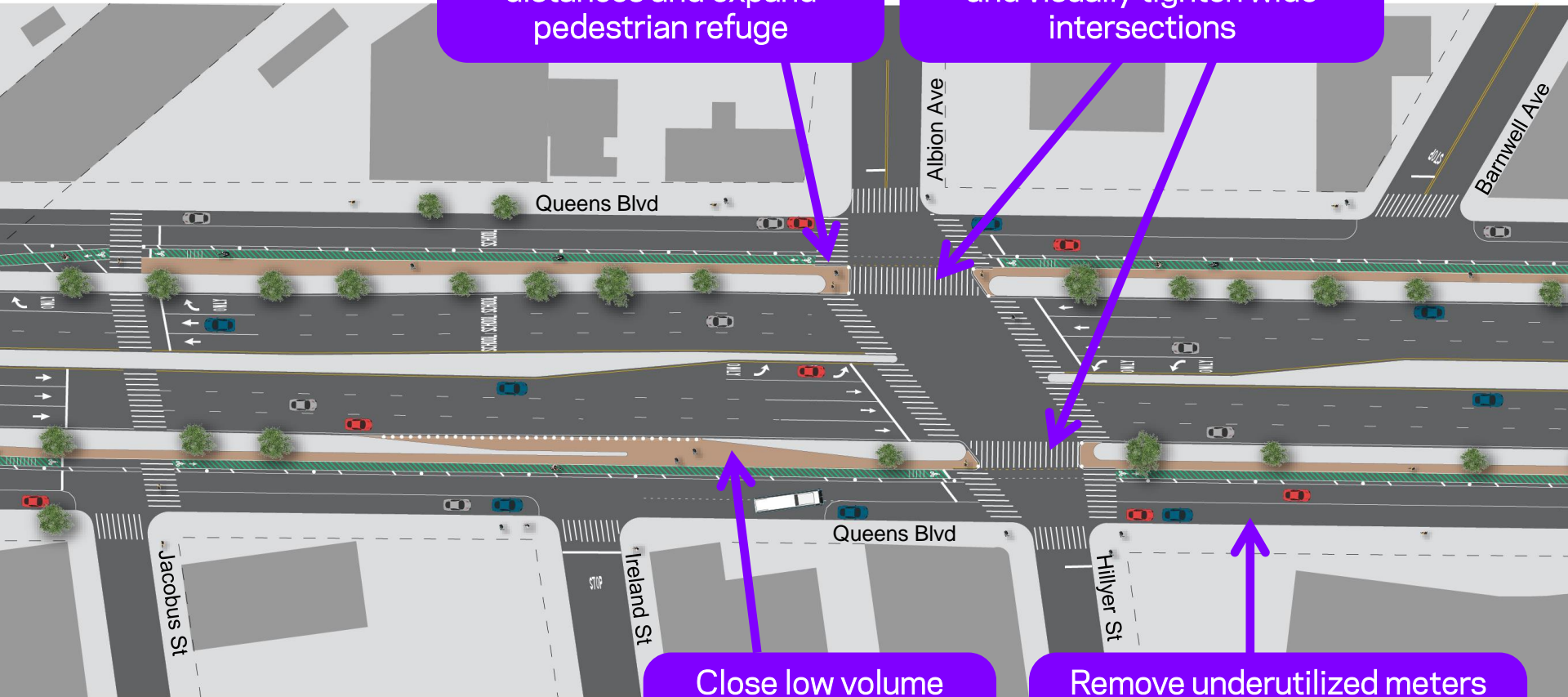
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Extend median tips with paint to shorten crossing distances and expand pedestrian refuge

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 51<sup>st</sup> Ave and convert to regular on-street parking



# Proposed: 51<sup>st</sup> Ave

65

3

Install stop control on transition

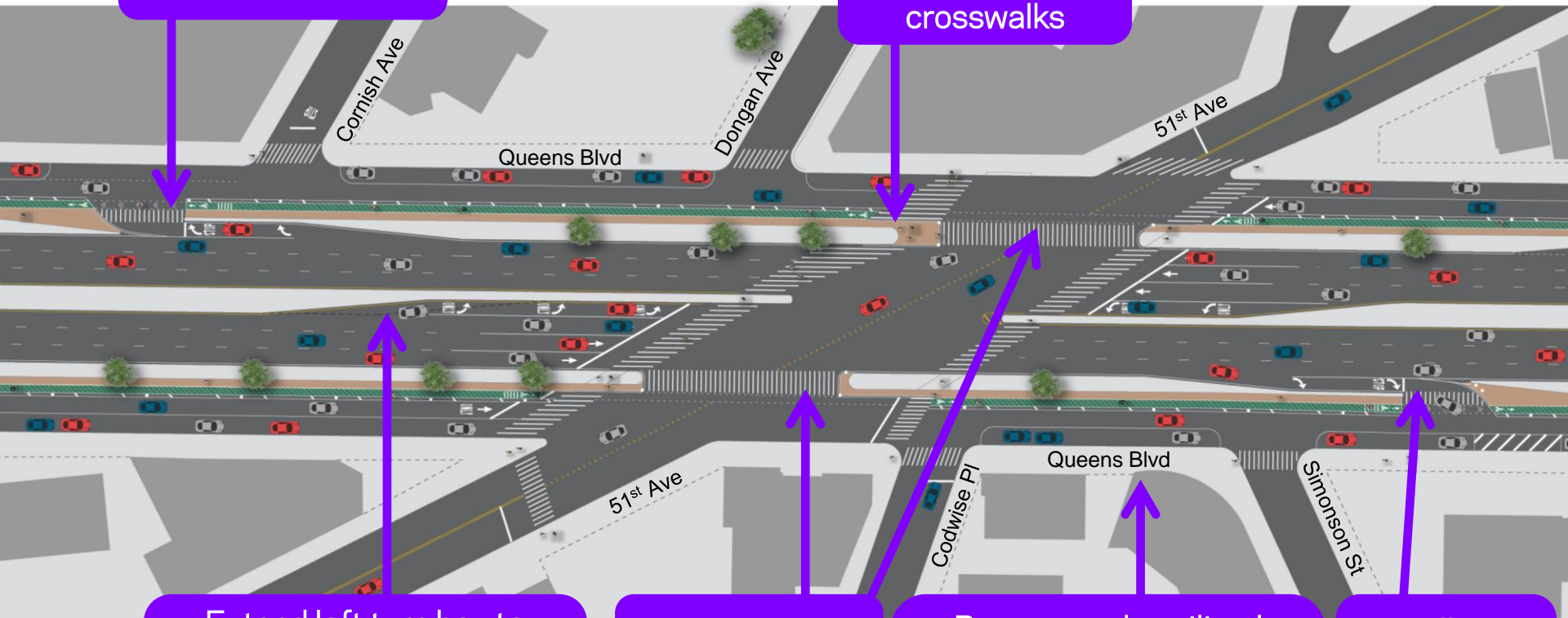
Extend median tips and adjust crosswalks

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

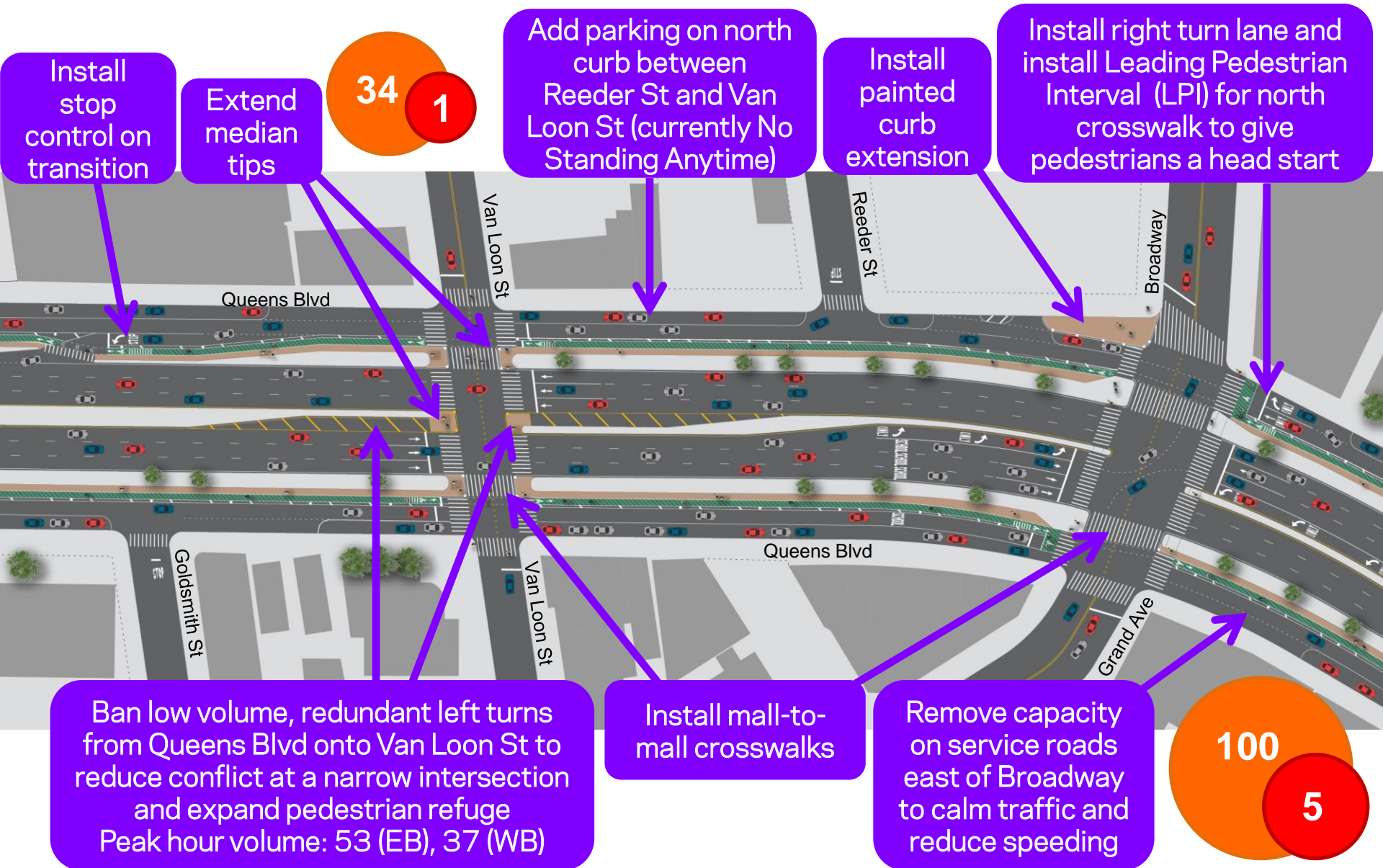
Install mall-to-mall crosswalks

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: 55<sup>th</sup> Ave – 57<sup>th</sup> Ave

87

2

51

3

Extend median tips and install mall-to-mall crosswalks

56

4

Pedestrian path stops at 57<sup>th</sup> Ave

Install mall-to-mall crosswalk on south side at 57<sup>th</sup> Ave

55<sup>th</sup> Ave

Queens Blvd

56<sup>th</sup> Ave

57<sup>th</sup> Ave

Hoffman Dr

Queens Blvd

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: 90<sup>th</sup> St – Woodhaven Blvd

174

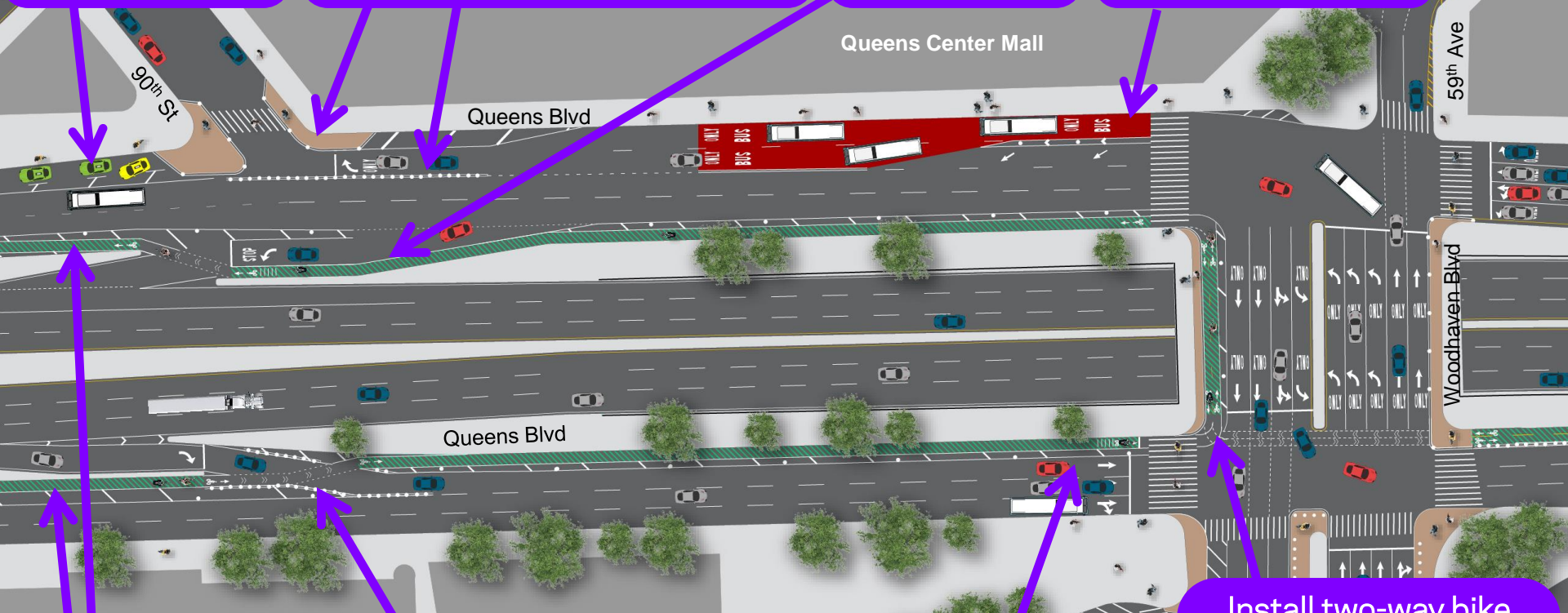
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Move taxi stand between 90<sup>th</sup> St and 57<sup>th</sup> Ave

Signalize and install right turn lane to 90<sup>th</sup> 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

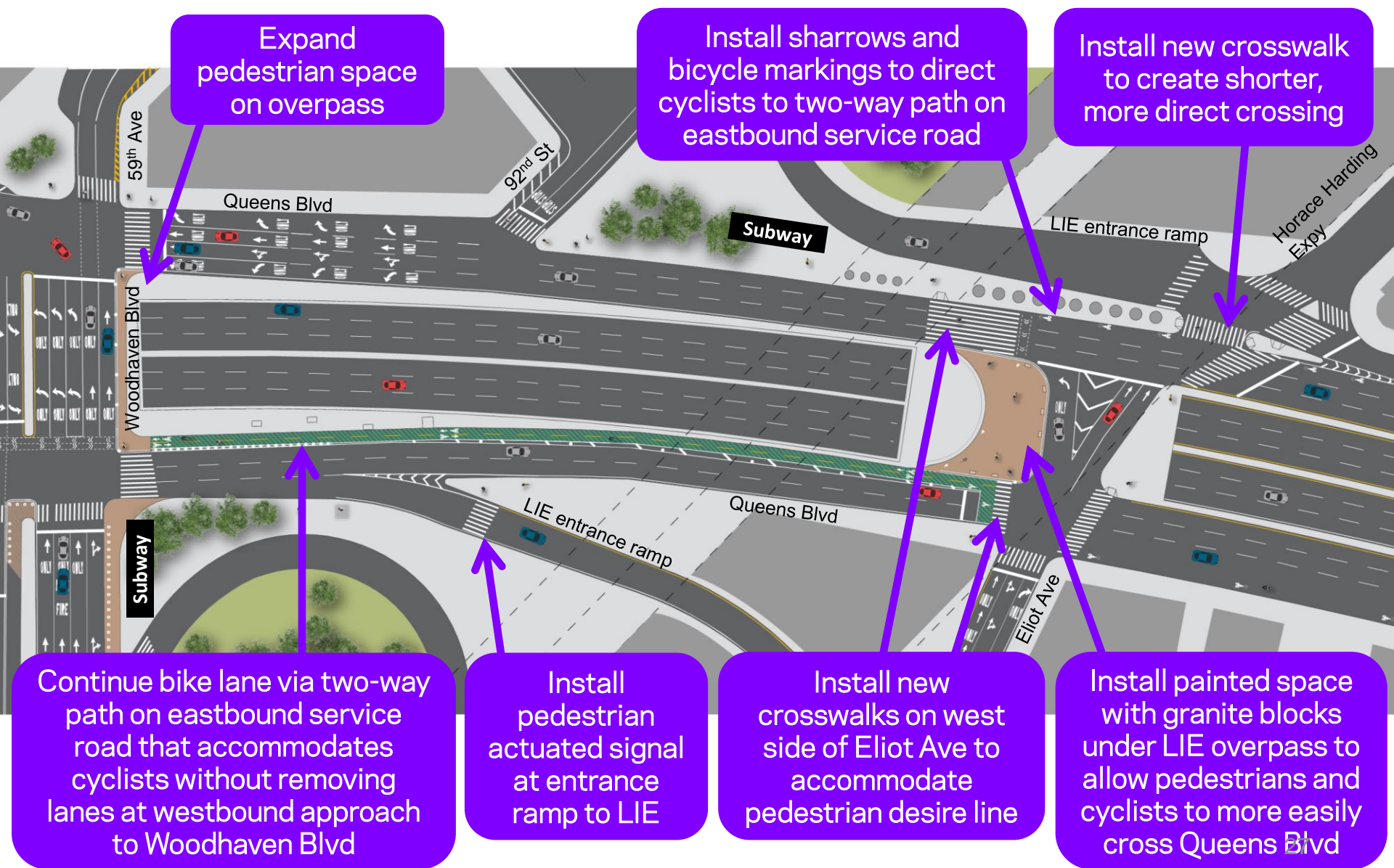
Ban left turn from eastbound Queens Blvd onto northbound Woodhaven Blvd (peak hour volume: 115)

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 74<sup>th</sup> St and Broadway)

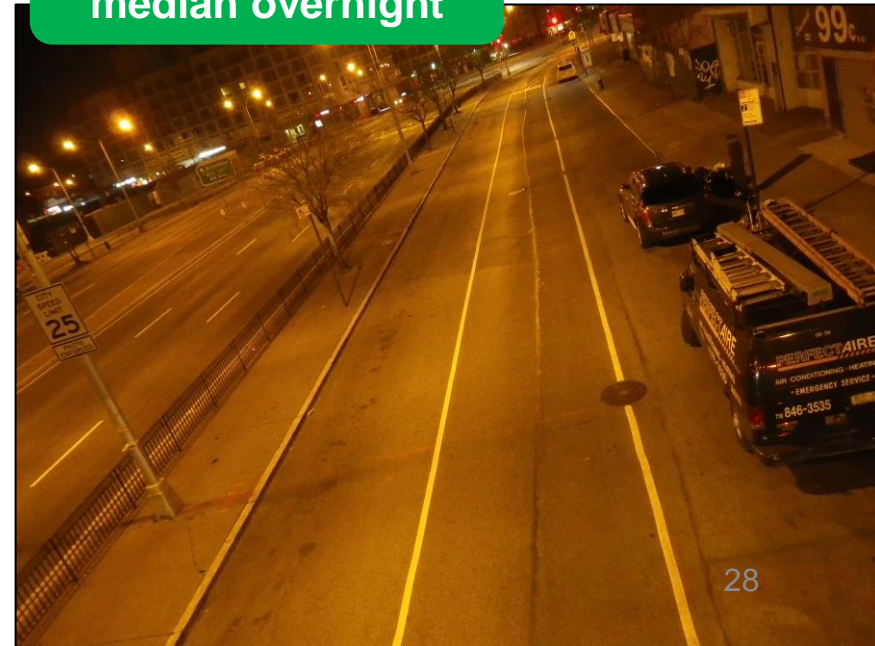
- Street cleaning along median 6:30-7am everyday except Sunday

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

$$138 - 50 = 88 \text{ net loss}$$

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 58<sup>th</sup> St



After: Queens Blvd at 58<sup>th</sup> St

# Benefits of Safety Proposal

## Traffic Signals and Timing Changes

- Provide safer pedestrian crossings



After: Queens Blvd at 50<sup>th</sup> St

## 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



After: Queens Blvd at 59<sup>th</sup> St





[www.nyc.gov/dot](http://www.nyc.gov/dot)



Thank  
You

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