Queens Boulevard
Proposed Corridor Safety Improvements

2015
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

2015 Project Limits
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
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
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%)
Numerous community requests for bike lanes at workshops and via correspondence.
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

Queens Blvd at 65th Pl, looking west
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

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

EXISTING

North Sidewalk
11' Parking Lane
10-11' Travel Lane
10 - 11' Buffer
10 - 11' Median
10 - 13' Median
10 - 11' Buffer
11' Parking Lane
South Sidewalk
31 - 33'

GREAT STREETS - AUGUST 2015

North Sidewalk
9-10' Parking Lane
11' Travel Lane
4.5' Pedestrian Space
5'
5'
80' Main Line
80' Main Line
11' Travel Lane
9-10' Parking Lane
South Sidewalk
31 - 33'

GREAT STREETS - FY18

North Sidewalk
9-10' Parking Lane
11' Travel Lane
5'
5'
80' Main Line
80' Main Line
11' Travel Lane
9-10' Parking Lane
South Sidewalk
20 - 21'
Transitions Proposed: Stop Right Turn
Proposed: 50th St

- Install connections to other nearby bicycle facilities
- Install concrete pedestrian island
- Install protected bicycle lane
- Install protected pedestrian path and new mall crosswalks
Proposed: 55<sup>th</sup> St – 56<sup>th</sup> 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 56<sup>th</sup> St
Proposed: 58th St

Install right turn only lane and flashing right turn arrow
Proposed: 60th St

- Install wider crosswalks
- Install new pedestrian space that is currently closed to through traffic (amenities require maintenance partner)
Proposed: 63\textsuperscript{rd} St

- Transition from service road to mainline where vehicles must yield to cyclists
- Expand median to shorten crossing distance
- Continue pedestrian path up to 63\textsuperscript{rd} 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

Vehicles must travel almost half a mile on the service road to access BQE

High volumes on approach to BQE requires two moving lanes on service road
Proposed: 65th PI

- Safer pedestrian crossings
- Primary access points to BQE relocated to mainline
- Install new signal for access to BQE and service road from mainline
- Allows for signalized pedestrian crossing
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