Queens Boulevard
Proposed Corridor Safety Improvements

New York City Department of Transportation
Presented to Community Board 2 on June 4, 2015
Corridor Timeline

- January 2015: Operational Project 1 Safety Workshop
- March 2015: Great Streets Announcement
- March 2015: Draft Project Presentation to Community Board 2 Transportation Committee
- May 2015: Presentation to Community Board 2 Transportation Committee Incorporating Comments
- June 2015: Presentation to Community Board 2 Transportation Committee and Vote
- June 2015: CB2 Full Board Presentation and Vote
- July/August 2015: Operational Project 1 Implementation Start
- FY18: Great Streets Capital Construction Phase 1 Start
Operational Project 1: Roosevelt Ave to 73rd St

2015 Project Limits
Vision Zero Priority

- Queens Blvd is a Vision Zero Priority Corridor

- 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
Safety Data

42 KSI (persons killed or severely injured)

591 Total Injuries

Queens Blvd - Roosevelt Ave to 73 St, QN
Injury Summary, 2009-2013 (5 Years)

<table>
<thead>
<tr>
<th></th>
<th>Total Injuries</th>
<th>Severe Injuries</th>
<th>Fatalities</th>
<th>KSI</th>
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<tbody>
<tr>
<td>Pedestrian</td>
<td>42</td>
<td>3</td>
<td>2</td>
<td>5</td>
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<tr>
<td>Bicyclist</td>
<td>25</td>
<td>2</td>
<td>1</td>
<td>3</td>
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<tr>
<td>Motor Vehicle Occupant</td>
<td>524</td>
<td>31</td>
<td>3</td>
<td>34</td>
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<tr>
<td>Total</td>
<td>591</td>
<td>36</td>
<td>6</td>
<td>42</td>
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</tbody>
</table>

Fatalities, 01/01/2009-5/11/2015: 6

Pedestrian: 2
Bicyclist: 1
Motor Vehicle Occupant: 3

Source: Fatalities: NYCDOT
Injuries: NYSDOT
KSI: Persons Killed or Severely Injured

2015 Limits

Severe Injuries + Fatalities 2009-2013
Total injuries 2009-2013
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

Queens Blvd South Service Rd at 60th St looking west
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
- 10-13' Median
- 80' Main Line
- 10-11' Buffer
- 10-13' Median
- 11' Parking Lane
- South Sidewalk

**GREAT STREETS - AUGUST 2015**
- North Sidewalk
- 9-10' Parking Lane
- 11' Travel Lane
- 4-5' Pedestrian Space
- 10-13' Median
- 80' Main Line
- 4-5' Pedestrian Space
- 2' Buffer
- 11' Travel Lane
- 9-10' Parking Lane
- South Sidewalk

**GREAT STREETS - FY18**
- North Sidewalk
- 9-10' Parking Lane
- 11' Travel Lane
- 15-18' Pedestrian Mall
- 80' Main Line
- 15-18' Pedestrian Mall
- 11' Travel Lane
- 9-10' Parking Lane
- South Sidewalk
Bicycle Connection Map

- Queens Blvd project will create connections to existing and proposed routes
- Signage will direct cyclists to available bicycle facilities
Proposed: 49th St – 51st St

- Install bicycle connections on 49th, 50th and 51st Streets and include wayfinding signage
- Install concrete pedestrian island
- Install protected bicycle lane
- Install protected pedestrian path and new mall crosswalks
- Install bicycle wayfinding signage for Greenpoint Ave, Skillman Ave, 43rd Ave, 47th Ave
- Ban low volume left turn onto 50th St (AM:45, PM:33) and expand pedestrian refuge
Proposed: 54th 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

Removed proposal for flashing right turn signal arrows

Extend length of left turn bay to prevent left turning vehicles from blocking through traffic
Proposed: 59th St

Install stop sign, transition will operate like an intersection where a vehicle must stop and yield, and move through a crosswalk before making a right turn.
Proposed: 60th St

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

Install wider crosswalks
Proposed: 61st St – 63rd St

Stop control the transition from service road to mainline

Continue pedestrian path up to 63rd St

Expand median to shorten crossing distance

Example of stop controlled slip at 8th Ave and W 4th St
Proposed: 63rd St – 64th St

- Install curbside moving lane on north service road from 65th Pl to 63rd St (3 blocks 7-10am, 4-6pm Mon-Sat) to maintain two travel lanes for heavy traffic from BQE

- Make 64th St one way southbound to avoid vehicle conflicts

- Construct new transition from mainline to service road and install new traffic signal for vehicles accessing BQE
Proposed: 65th Pl – 66th St

- Install curbside moving lane on north service road from 65th Pl to 63rd St (3 blocks 7-10am, 4-6pm Mon-Sat) to maintain two travel lanes for heavy traffic from BQE.

- Add pedestrian safety island to facilitate safer crossings.

- Remove median and replace with jersey barriers to allow for two lanes to BQE tunnel.

- Access to BQE tunnel only from mainline.

- Maintain two travel lanes on service road from 64th St to 65th Pl to accommodate BQE traffic.

- Improve crossing with shortened high visibility crosswalk and activated signal.

- Create continuous pedestrian space for crossing 66th St.

- Install stop control for transition from mainline to service road (no BQE access).
Proposed: 67th St – 68th St

- Maintain two travel lanes on service road to maintain mobility
- Install new traffic signal for access to BQE and to reduce conflicts at 68th St
- Extend sidewalks at BQE on-ramp to calm highway-bound traffic and create pedestrian crossing
- Install separated raised bicycle path by extending sidewalk under LIRR overpass
- Maintain two travel lanes on service road to maintain mobility
Proposed: 67th St – 69th St

Construct separated raised path for bicycles under overpass
Proposed: 69\textsuperscript{th} St – 70\textsuperscript{th} St/45\textsuperscript{th} Ave (OPTION 1)

- Continue pedestrian path for one block
- Transition bike lane onto mainline in existing channelization to accommodate change in roadway geometry and preserve parking
Proposed: 73rd St – 74th St (OPTION 1)

Install midblock signal and install new pedestrian crossing

Install advance signage to alert cyclists to start/end of bicycle path

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

Cyclists can move across lanes like a vehicle before signal or use bike box, which allows cyclists to safely move across lanes in front of traffic while traffic is stopped
Proposed: 69\textsuperscript{th} St – 70\textsuperscript{th} St/45\textsuperscript{th} Ave (OPTION 2)

- Continue pedestrian path for one block
- Install extended pedestrian refuge
- Keep bike lane on service road and install curbside moving lane from 69\textsuperscript{th} St to 73\textsuperscript{rd} St (3 blocks 7am-7pm Mon-Fri) to maintain two travel lanes
Proposed: 73rd St – 74th St (OPTION 2)

- Install midblock signal and install new pedestrian crossing
- Install advance signage to alert cyclists to start/end of bicycle path
- Cyclists can move across lanes like a vehicle before signal or use bike box, which allows cyclists to safely move across lanes in front of traffic while traffic is stopped
- Start/end service road bicycle lane at junctions with 73rd St/74th St

Cyclists can move across lanes like a vehicle before signal or use bike box, which allows cyclists to safely move across lanes in front of traffic while traffic is stopped.
Precedent Project: Allen and Pike Streets, MN

Pre-Project

Operational Project
Precedent Project: Allen and Pike Streets, MN

Operational Project

Capital Project
Thank You

Contact:
Queens Borough Commissioner’s Office at 212-839-2510

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