Queens Boulevard
Proposed Corridor Safety Improvements 2015
Operational Project Limits

Future Phase

Van Dam St
Roosevelt Ave
73rd St
Elliot Ave
Operational Project 1: 2015
Operational Project 2
Operational Project 3
Jamaica Ave
Operational Project 1: Roosevelt Ave to 73rd St
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
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
31 - 33'
10 - 11' Buffer
10 - 11' Median
80' Main Line
10 - 11' Buffer
10 - 11' Parking Lane
South Sidewalk

GREAT STREETS - AUGUST 2015

North Sidewalk
9-10' Parking Lane
11' Travel Lane
5' Parking Space
5
31 - 33'
10 - 13' Median
10 - 13' Parking Space
2' Buffer
South Sidewalk

GREAT STREETS - FY18

North Sidewalk
9-10' Parking Lane
11' Travel Lane
5' Parking Space
5
31 - 33'
15 - 18' Pedestrian Mall
10 - 13' Median
15 - 18' Pedestrian Mall
2' Buffer
South Sidewalk

20 - 21'
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 bicycle wayfinding signage for Greenpoint Ave, Skillman Ave, 43rd Ave, 47th Ave
- Install protected pedestrian path and new mall crosswalks
- Ban low volume left turn onto 50th St
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

Slip operates like an intersection where a vehicle must stop and yield, and move through a crosswalk before making a right turn.
Proposed: 60th St

- Install wider crosswalks
- Install new pedestrian space that is currently closed to through traffic (amenities require maintenance partner)
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 rush hour regulations on north service road from 65th Pl to 63rd St (3 blocks 7-10am, 4-7pm) to maintain two travel lanes for heavy traffic from BQE.
- Make 64th St one way southbound to avoid vehicle conflicts.
- Construct new signalized transition from mainline to service road for vehicles accessing BQE.

Install rush hour regulations on north service road from 65th Pl to 63rd St (3 blocks 7-10am, 4-7pm) to maintain two travel lanes for heavy traffic from BQE.
Proposed: 65th Pl – 66th St

- Install rush hour regulations on north service road from 65th Pl to 63rd St (3 blocks 7-10am, 4-7pm) to maintain two travel lanes for heavy traffic from BQE
- Remove median and replace with jersey barriers to allow for two lanes to BQE tunnel
- Access to BQE tunnel only from mainline
- Add pedestrian safety island to facilitate safer crossings
- 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

- Extend sidewalks at BQE on-ramp to calm highway-bound traffic and create pedestrian crossing.
- Install signal for access to BQE and to reduce conflicts at 68th St.
- 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: 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
- Install advance signage to alert cyclists to start/end of bicycle path
- Start/end bicycle lane at junctions with 73rd St/74th St
Precedent Project: Allen and Pike Streets, MN
Precedent Project: Allen and Pike Streets, MN

Operational Project

Capital Project