

Executive Summary

Queens Borough Profile

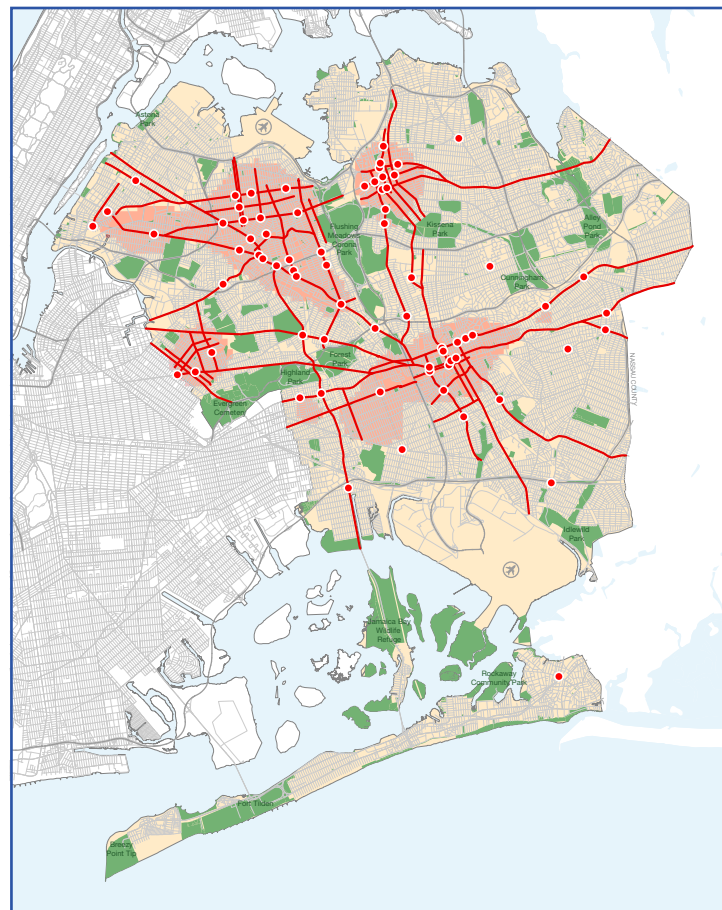
Findings

- Pedestrian fatalities in Queens have fallen by 44% in the past three decades but have risen recently
- The pedestrian fatality rate in Queens is 1.92 fatalities per 100,000 residents, slightly higher than the citywide average
- **Where:** High-crash locations in Queens tend to be concentrated around the high-density, historic town centers (e.g., Flushing, Jamaica, Elmhurst), often corresponding to elevated train tracks
- **When:** Roughly 40% of Queens pedestrian travel occurs during rush hour, but only 24% of Queens pedestrian fatalities occurred during this period
- **Who:** While seniors represent just 13% of the Queens population, they account for 35% of the borough's pedestrian fatalities
- **What:** 70% of pedestrian fatalities in Queens involved a passenger vehicle
- **How:** Dangerous driver choices are the primary cause or a contributing factor in 75% of pedestrian fatalities on Queens Priority Corridors

Priority Corridors, Intersections, and Areas

	Share of Borough	Borough	% of Borough	Share of Ped KSI*	Total Ped KSI	% of Total Ped KSI	% of Total Ped Fatalities
Priority Corridors	47 corridors (127 miles)	2,169 miles	6%	695	1,366	51%	47%
Priority Intersections	72 intersections	18,150 intersections	1%	211	1,366	15%	12%
Priority Areas	17.0 sq miles	110 sq miles	15%	683	1,366	50%	39%
Combined Total	—	—	—	948	—	69%	61%

*Ped KSI: Pedestrians Killed or Severely Injured



● Priority Intersections

— Priority Corridors

■ Priority Areas

Queens Priority Map

Community Dialogue and Input

- 2,346 Queens pedestrian safety issues were shared and mapped digitally
- Speeding (26%) and failure to yield (18%) were the most frequently cited issues
- 67% of workshop attendees viewed wide arterial streets as the most important areas for pedestrian safety improvements
- 56% of issues shared fall outside of the Priority Corridors, Intersections, and Areas

Action Plan

Engineering and Planning

- Implement at least 50 Vision Zero safety engineering improvements annually at Priority Corridors, Intersections, and Areas citywide, informed by community input at project locations
- Significantly expand exclusive pedestrian crossing time on all Queens Priority Corridors by the end of 2017
- Add exclusive pedestrian crossing time to all feasible Queens Priority Intersections by the end of 2017
- Modify signal timing to reduce off-peak speeding on all feasible Queens Priority Corridors by the end of 2017
- Install expanded speed limit signage on all Queens Priority Corridors in 2015
- Drive community input and engagement at Queens Priority Corridors, Intersections, and Areas
- Install additional lighting under elevated trains and at other key transit stops
- Coordinate with MTA to ensure bus operations contribute to a safe pedestrian environment
- Expand a bicycle network in Queens that improves safety for all road users
- Proactively design for pedestrian safety in high-growth areas in Queens including locations in the *Housing New York* plan

Enforcement

- Implement the majority of speed cameras at Priority Corridors, Intersections, and Areas
- Focus enforcement and deploy dedicated resources to Queens NYPD precincts that overlap substantially with Priority Areas
- Prioritize targeted enforcement at Queens Priority Corridors, Intersections, and Areas annually

Education and Awareness Campaigns

- Target child and senior safety education at Queens Priority Corridors and Priority Areas
- Launch multilingual public information campaigns in Queens Priority Areas
- Target Street Team outreach at Queens Priority Corridors, Intersections, and Areas