



QUEENS BOULEVARD

73RD ST TO ELIOT AVE

Great Streets Capital
Community Board 4
September 2019



QUEENS BOULEVARD SAFETY GAINS

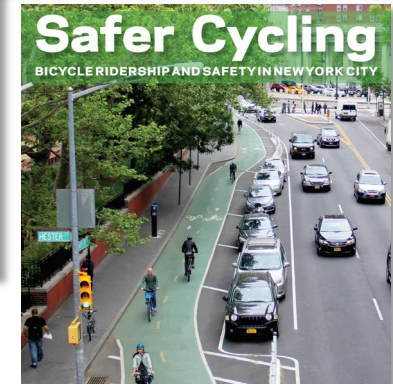
- Pedestrian injuries decreased by 41% after implementation
- Total injuries decreased by 22% after implementation



VISION ZERO GREAT STREETS

Vision Zero

- Multi-agency effort to reduce traffic fatalities in New York City
- Borough Pedestrian Action Plans released in 2015 and 2019
- Queens Blvd is a Priority Corridor with 6.4 pedestrians killed or severely injured per mile with 7 Priority Intersections and in a Priority Area
- Community Board 4 is a Bicycle Priority District identified in the 2017 Safer Cycling report

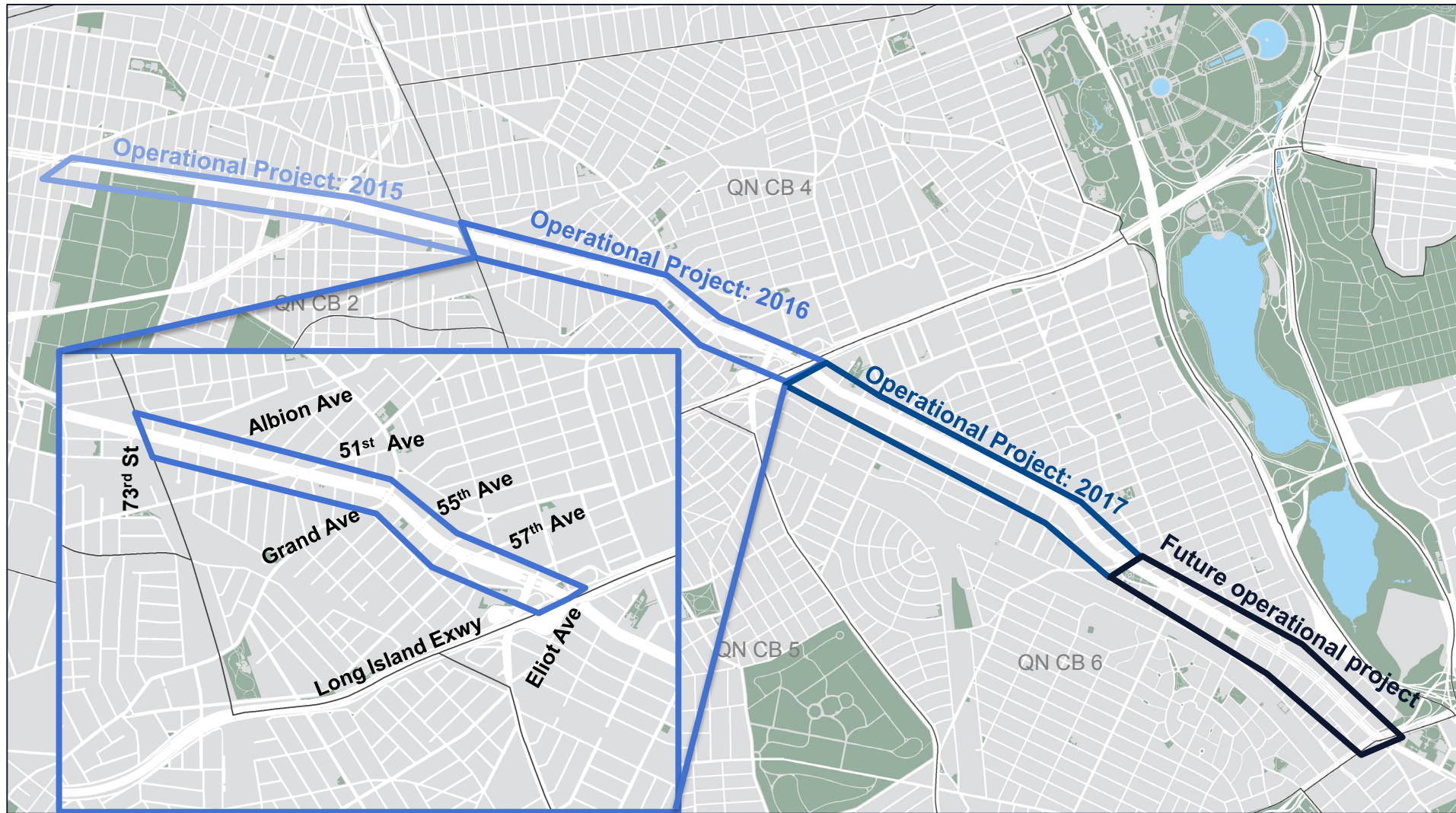


Great Streets

- Queens Blvd is one of four arterial streets designated city funds as part of this Vision Zero Capital Program by Mayor de Blasio in 2015
- Atlantic Ave and 4th Ave in Brooklyn and the Grand Concourse in the Bronx were also named Great Streets



PROJECT LIMITS



OPERATIONAL & CAPITAL PROJECT TIMELINE

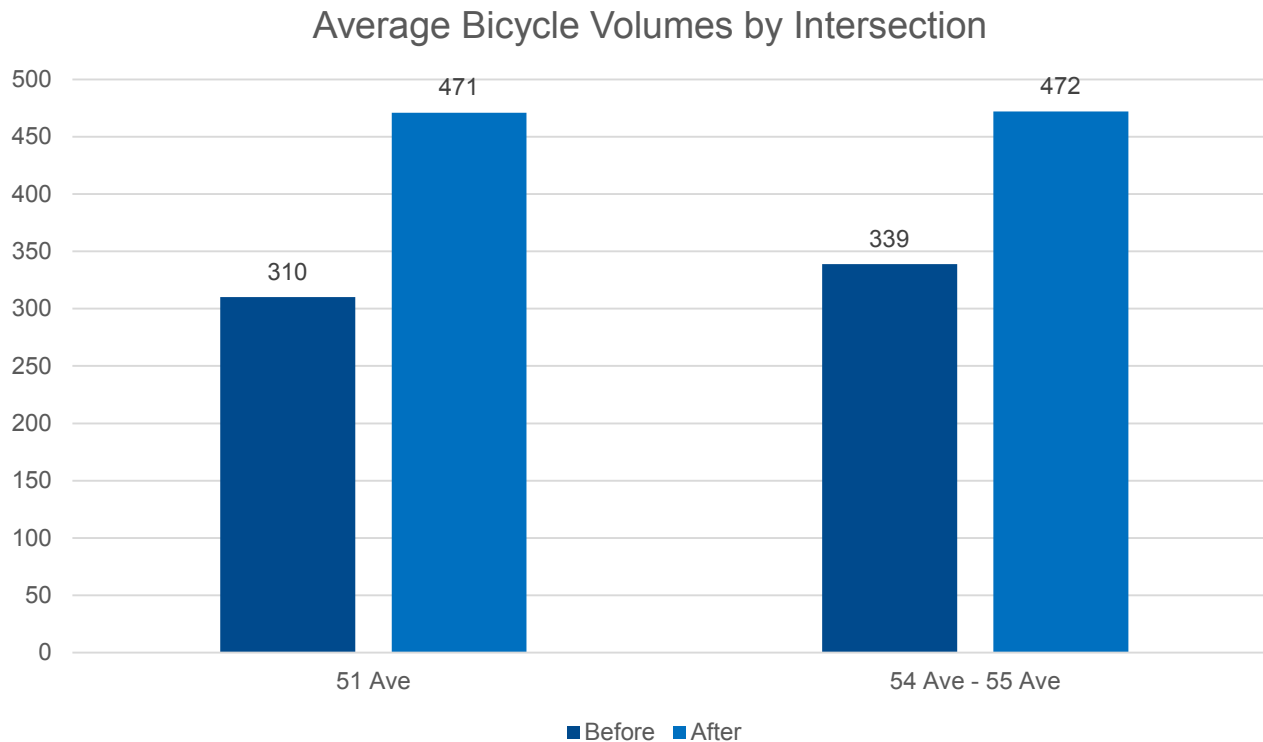
- **March 2015:** Great Streets Capital Program announced
- **July 2015 – October 2015:** Operational Project Phase I implementation (CB 2)
- **November 2015:** Operational Project Phase II Safety Workshop
- **Fall 2015:** Street Ambassador outreach on street, with stakeholders, & at Queens Center Mall
- **March 2016:** Briefing with Elected Officials
- **March 2016:** Presentation to CB 4 Transportation Committee on Operational Project Phase II
- **May 2016:** Presentation to CB 4 Full Board on Operational Project Phase II
- **July 2016 – December 2016:** Operational Project Phase II implementation
- **2017 - 2019:** Operational Project evaluation and Capital Project planning
- **September 2019: Capital project notification to Community Board 4**
- **October 2019: Receive Community Board 4 feedback within 30 days of presentation**
- **Fall 2022:** Construction tentatively scheduled to begin on Queens Boulevard Capital Project Phase II

OPERATIONAL PROJECT: DESIGN



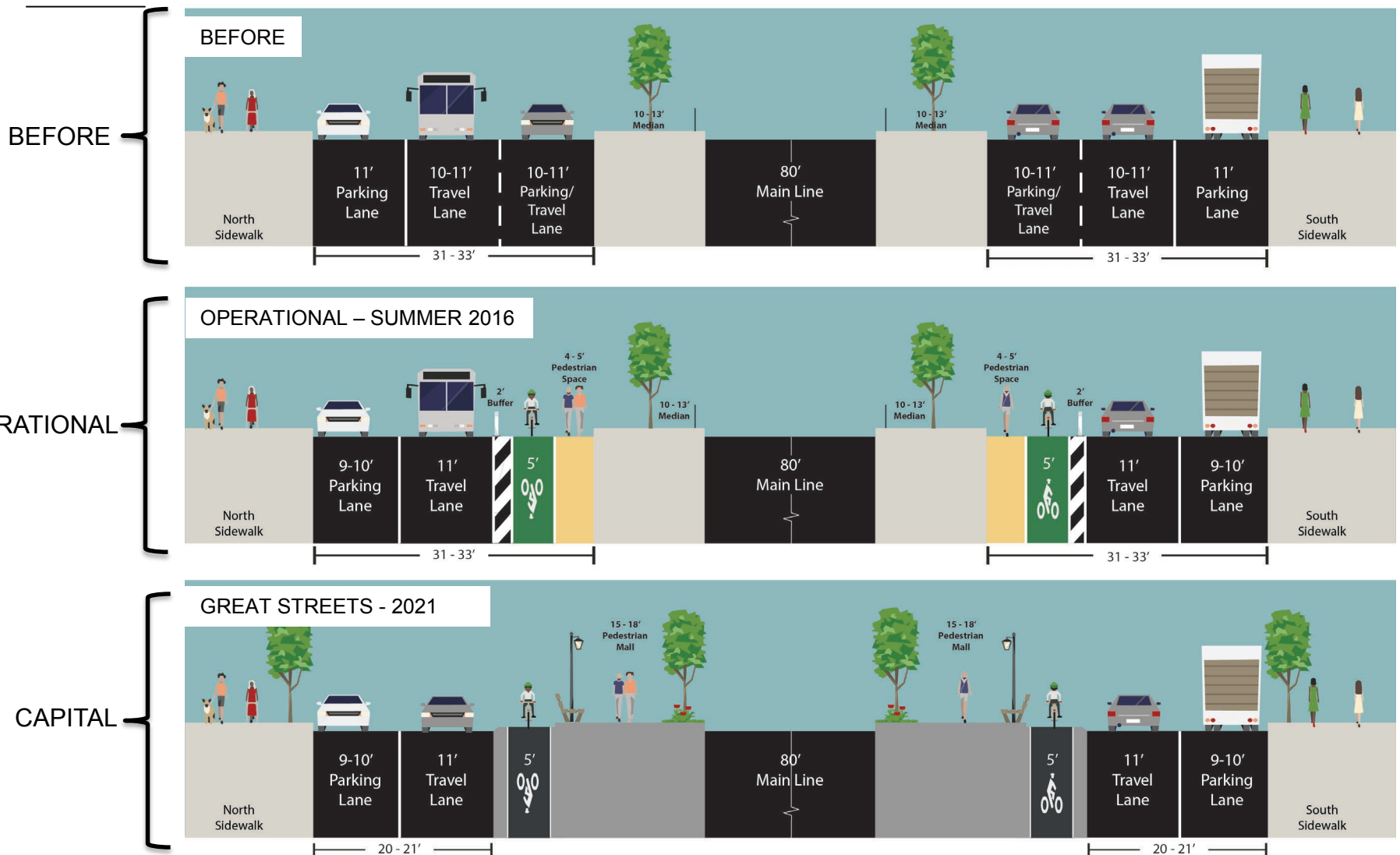
OPERATIONAL PROJECT: CYCLING GROWTH

- Average **total cycling volumes increased 45%**
- Average weekday cycling volumes increased 47%
- NYC DOT's Big Jump will bring various bike connectors to Queens Blvd to help further increase cycling



Before data: Average of counts collected 7/15 & 4/16. After data: Average of counts collected 5/17, 8/17, 4/18, and 8/18

QUEENS BOULEVARD PROJECT DESIGNS



GREAT STREETS CAPITAL: GOALS

- Continue safety improvements for all users on Queens Blvd
- Complete the pedestrian network to improve access across and between neighborhoods
- Upgrade cycling and walking facilities to create a linear green space
- Install greenery and streetscape amenities to enhance livability for residents
- Improve bus service and connections to transit
- Expand upon operational project design based on community feedback and data analysis



GREAT STREETS CAPITAL: VISION



BEFORE

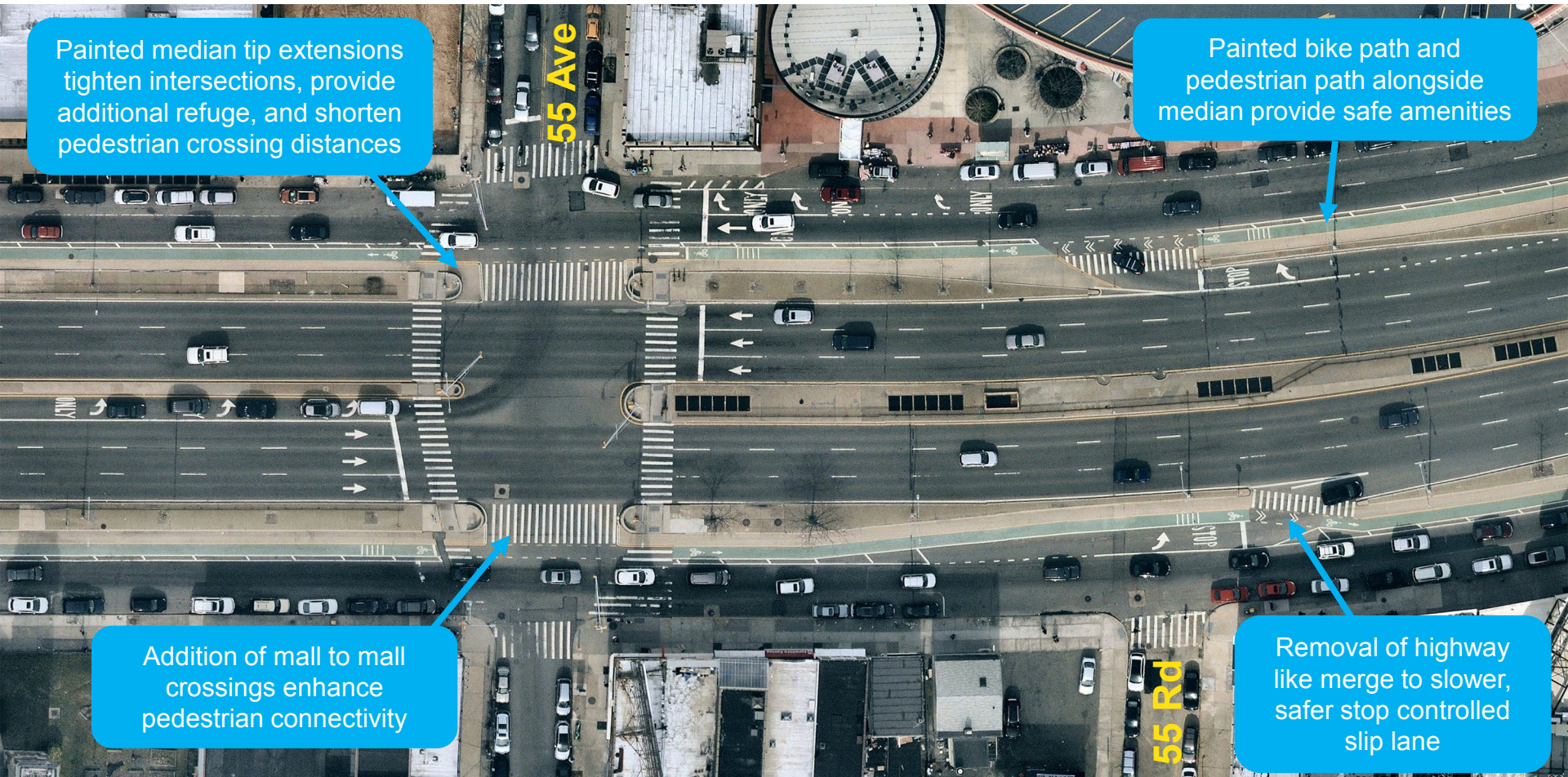


AFTER

GREAT STREETS TYPICAL: BEFORE



GREAT STREETS TYPICAL: OPERATIONAL



Painted median tip extensions tighten intersections, provide additional refuge, and shorten pedestrian crossing distances

Painted bike path and pedestrian path alongside median provide safe amenities

Addition of mall to mall crossings enhance pedestrian connectivity

Removal of highway like merge to slower, safer stop controlled slip lane

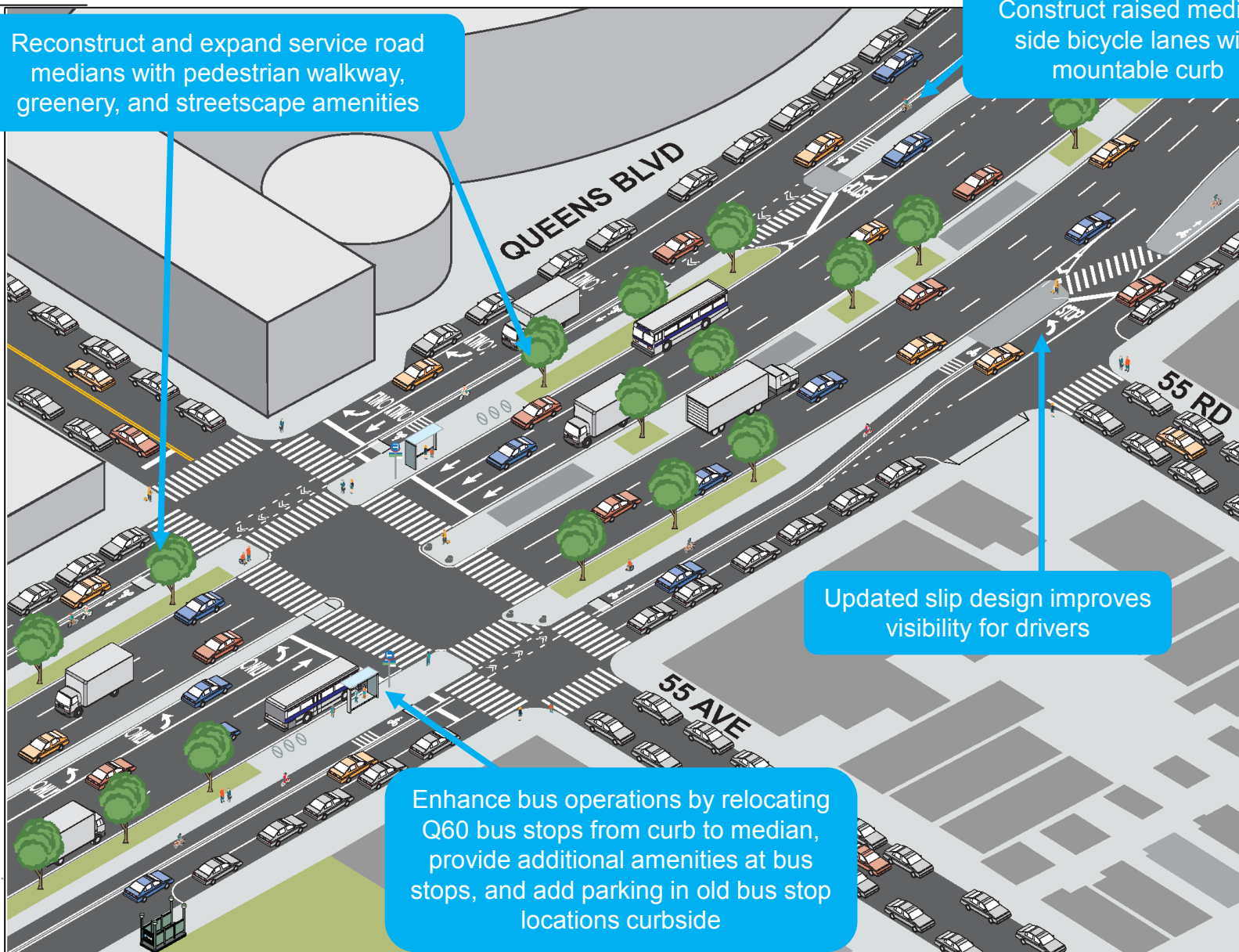
GREAT STREETS TYPICAL: CAPITAL

Reconstruct and expand service road medians with pedestrian walkway, greenery, and streetscape amenities

Construct raised median-side bicycle lanes with mountable curb

Updated slip design improves visibility for drivers

Enhance bus operations by relocating Q60 bus stops from curb to median, provide additional amenities at bus stops, and add parking in old bus stop locations curbside



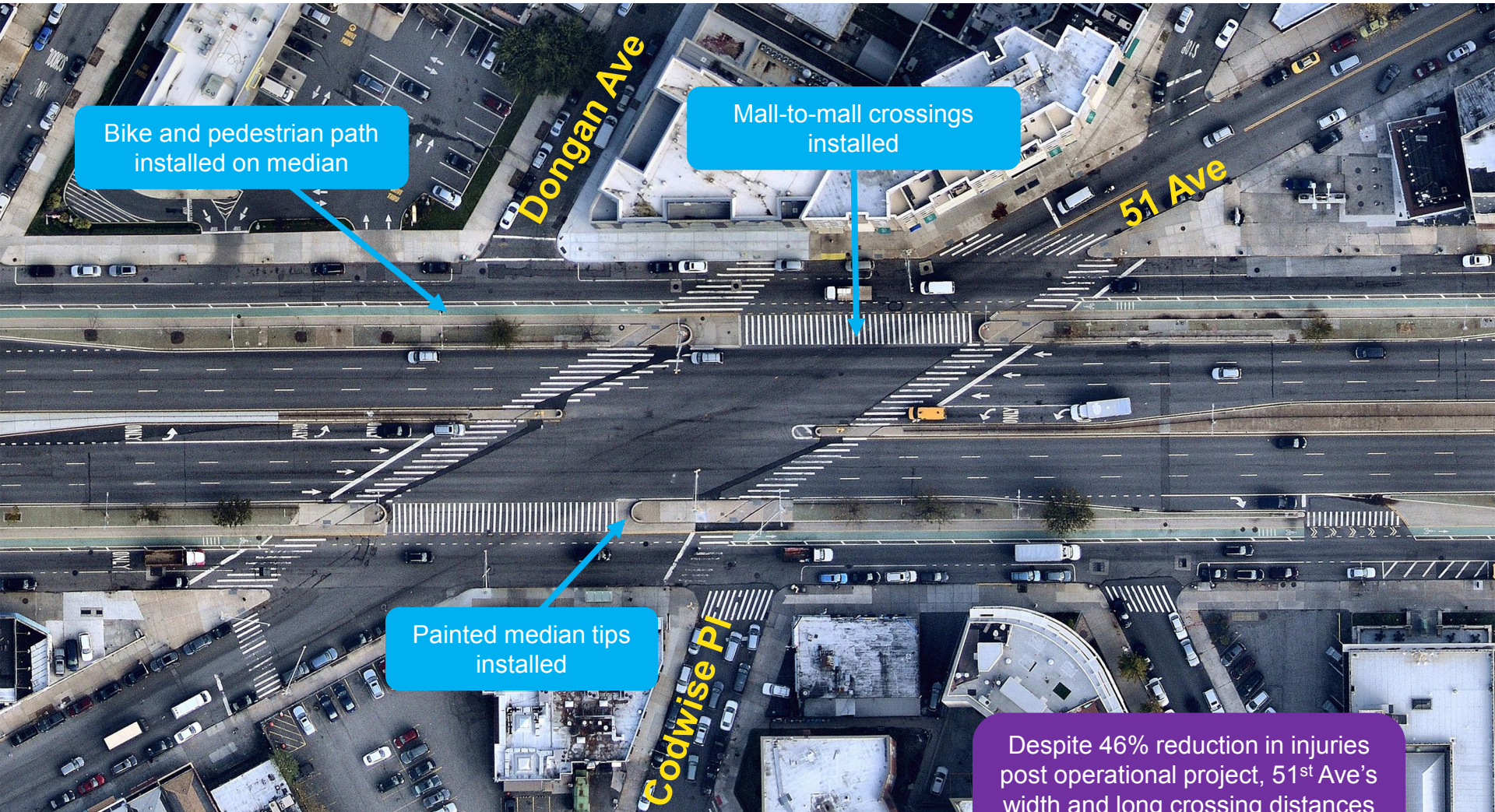
CRITICAL INTERSECTION

51ST AVE: BEFORE



CRITICAL INTERSECTION

51ST AVE: OPERATIONAL



Bike and pedestrian path installed on median

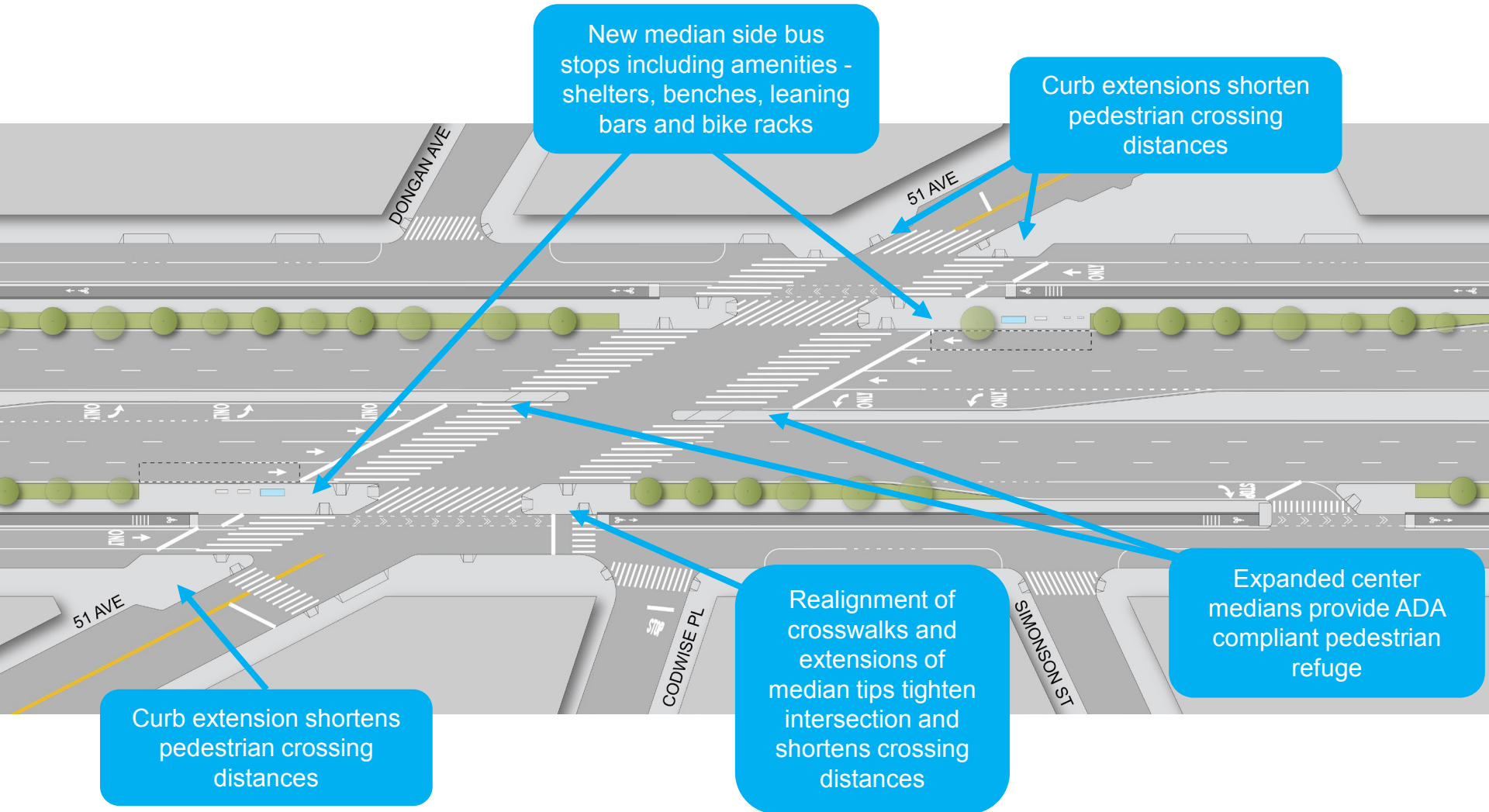
Mall-to-mall crossings installed

Painted median tips installed

Despite 46% reduction in injuries post operational project, 51st Ave's width and long crossing distances continue to pose problems for drivers, cyclists, and pedestrians

CRITICAL INTERSECTION

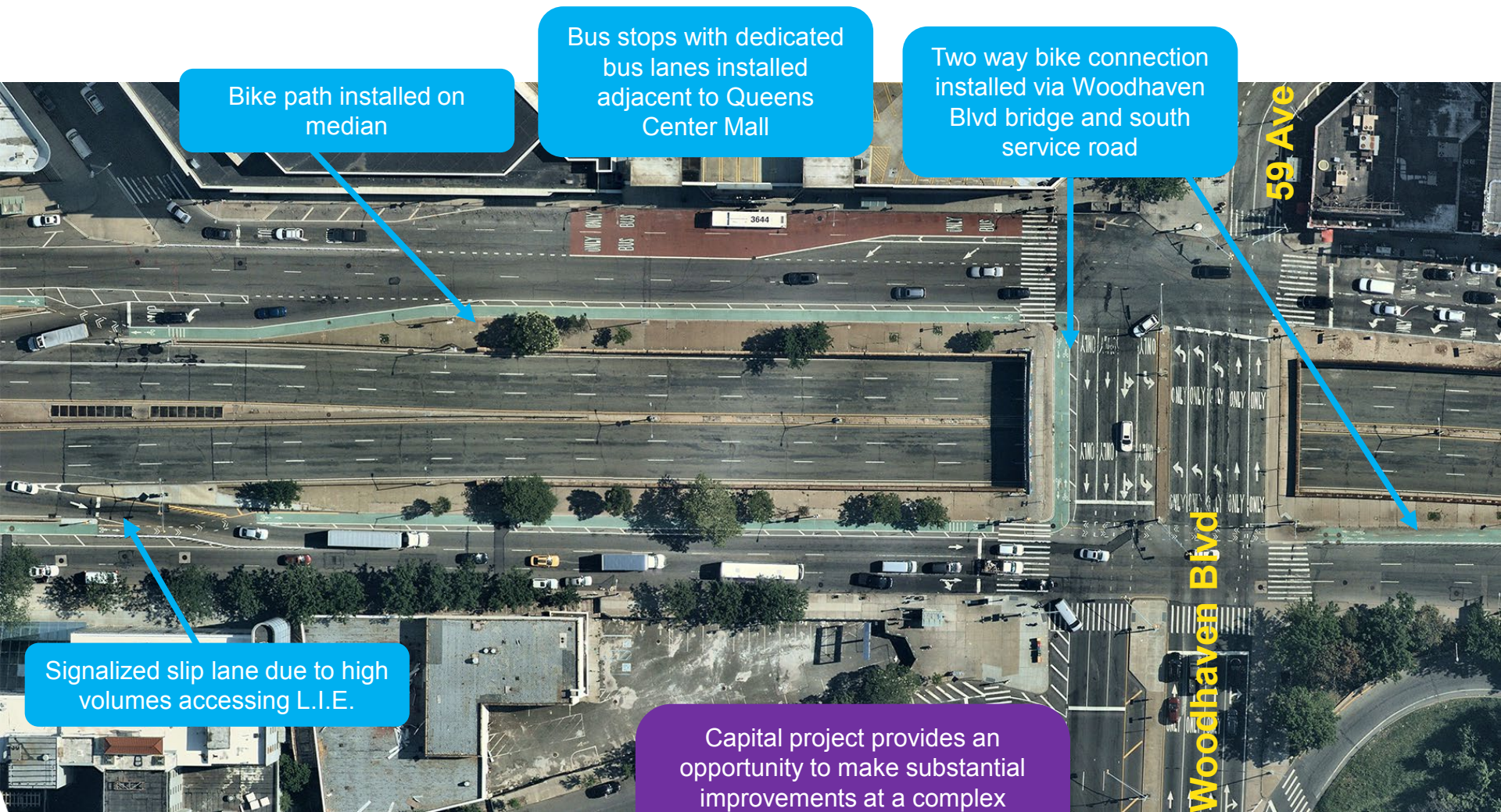
51ST AVE: CAPITAL



CRITICAL INTERSECTION WOODHAVEN BLVD: BEFORE



CRITICAL INTERSECTION WOODHAVEN BOULEVARD: OPERATIONAL



Bike path installed on median

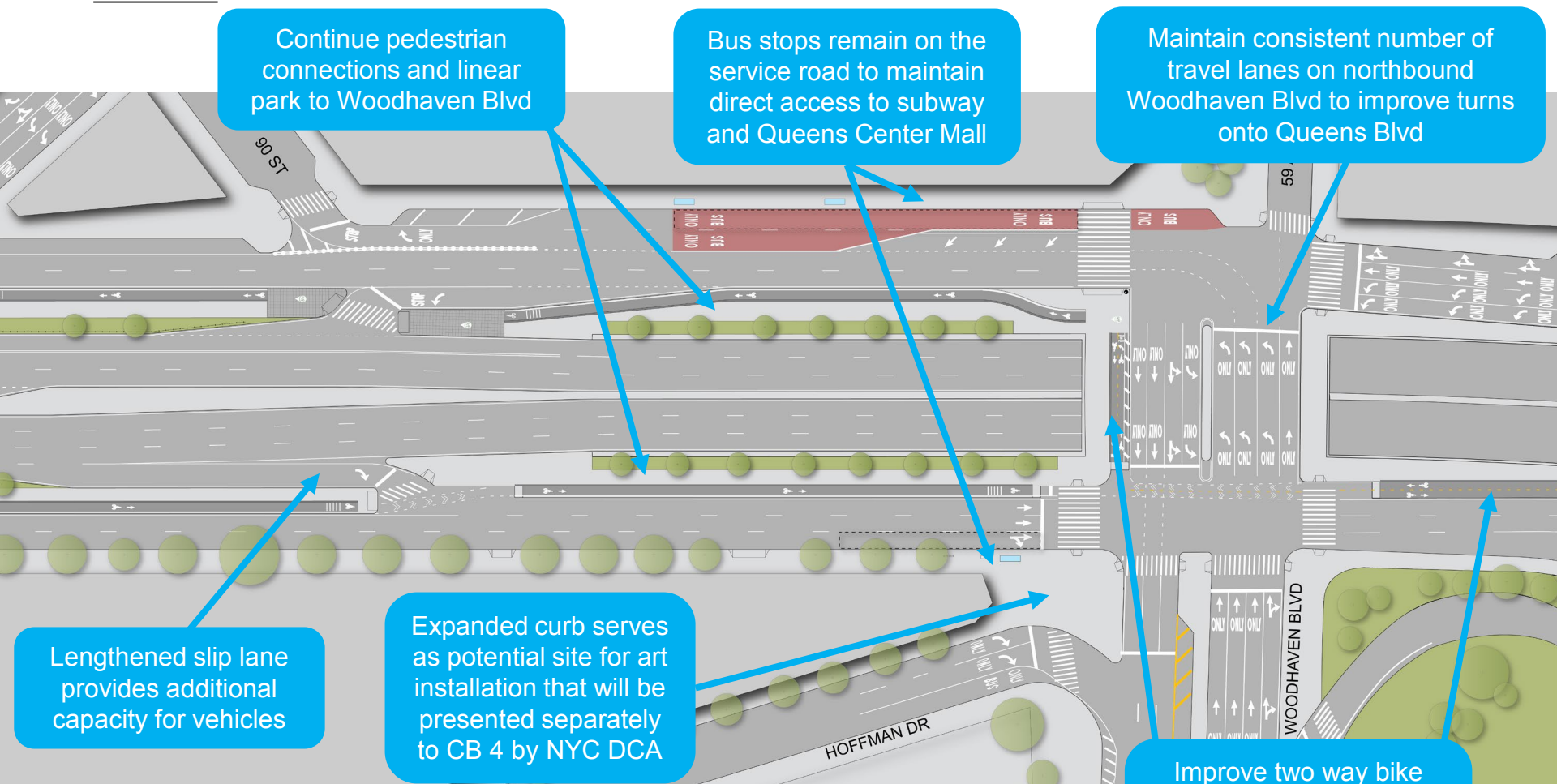
Bus stops with dedicated bus lanes installed adjacent to Queens Center Mall

Two way bike connection installed via Woodhaven Blvd bridge and south service road

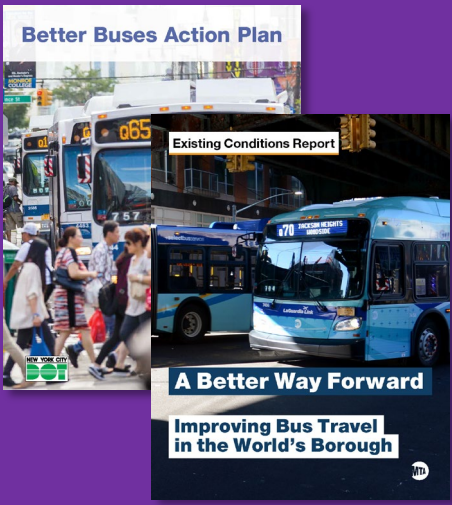
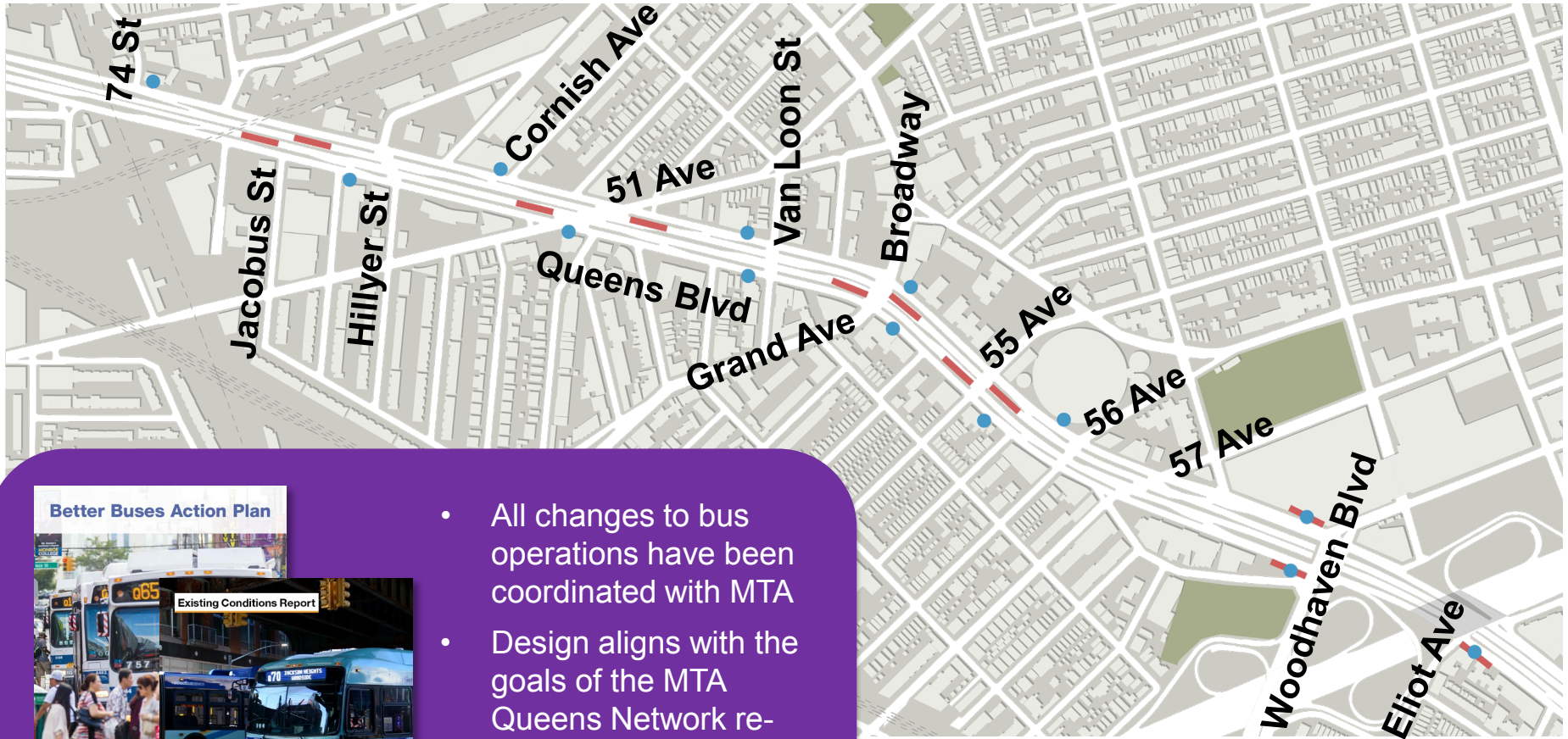
Signaled slip lane due to high volumes accessing L.I.E.

Capital project provides an opportunity to make substantial improvements at a complex intersection with challenging infrastructure and heavy vehicle and pedestrian volumes

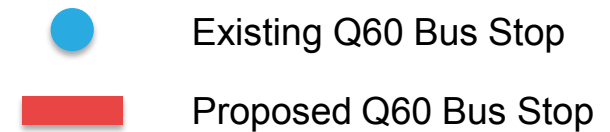
CRITICAL INTERSECTION WOODHAVEN BOULEVARD: CAPITAL



QUEENS BOULEVARD CAPITAL: NEW BUS STOP LOCATIONS



- All changes to bus operations have been coordinated with MTA
- Design aligns with the goals of the MTA Queens Network re-design, and will be included in the final plan (to be released April 2020)



BENEFITS OF GREAT STREETS CAPITAL

- Expand and upgrade cycling & pedestrian facilities to create **linear green space** & access between neighborhoods
- Provide approximately 60,000 sq ft of **trees & greenery** (to be maintained by DOT contractor)
- Improve **bus service** & connections to transit
- Install more **shelters & benches** to create more comfortable bus stops for transit riders
- Expand and improve upon **safety gains** made in the operational project
- Install **public art and streetscape amenities**, including: benches, lighting, wayfinding signage, and bicycle racks
- Upgrade curbs to accommodate all users & meet **ADA requirements**
- Add approx. **26 parking spaces** curbside to accommodate vehicle parking (in former bus stops)
- **Repave** roadway to improve street quality & drainage



THANK YOU!



NYCDOT



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