Operational Project Limits

DOT continues to work with CB2 and monitor area for potential issues, including traffic delays and safety conditions.
Project Timeline

- **October 2015**: Introduction and Workshop Notification to Community Board 4 Full Board
- **November 2015**: Operational Project 2 Safety Workshop
- **February 2016**: Briefing with Queens Center Mall
- **March 2016**: Briefing with Elected Officials
- **March 2016**: Presentation to Community Board 4 Transportation Committee
- **March 2016**: Briefing to Community Board 4 Full Board
- **April 2016**: Presentation to CB4 Full Board and vote
- **June 2016**: Proposed Operational Project 2 Implementation Start
- **FY18**: Great Streets Capital Construction Phase 1 Start
Operational Project 2: 74th St to Eliot Ave
Vision Zero Priority

- **Queens Blvd (7.2 miles):**
  - Vision Zero Priority Corridor with 19 total and 12 pedestrian fatalities (2010-2014)

- **Queens Blvd – 74th St to Eliot Ave (1.2 miles):**
  - 4 Vision Zero Priority Intersections:
    - Albion Ave
    - Broadway/Grand Ave
    - 55th Ave
    - Woodhaven Blvd/59th Ave
  - **Fatalities:** 5 total and **4 pedestrian** (2010 – present)
21 pedestrian KSI (killed or severely injured) is **twice as high as rest of Queens Blvd** with service road geometry

Majority of pedestrians (54%) hit at intersections, while crossing with the signal
- Only 22% hit crossing against the signal

<table>
<thead>
<tr>
<th>Queens Blvd - 74 St to Eliot Ave, QN</th>
<th>Injury Summary, 2010-2014 (5 Years)</th>
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</thead>
<tbody>
<tr>
<td>Total Injuries</td>
<td>Severe Injuries</td>
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<tr>
<td>Pedestrian</td>
<td>133</td>
</tr>
<tr>
<td>Bicyclist</td>
<td>20</td>
</tr>
<tr>
<td>Motor Vehicle Occupant</td>
<td>624</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>777</strong></td>
</tr>
</tbody>
</table>
Community Outreach Efforts

Project-specific outreach conducted during November-December 2015:

- Queens Blvd safety workshop
- Queens Blvd project website with feedback map and survey
- 8 days of on-street outreach at 3 locations along corridor
- 8 days of outreach at Queens Center Mall
- Queens Blvd merchant survey

3,400 Approximate Interactions
1,105 Surveys Completed
705 Feedback Map Comments
92 Businesses Visited
Over 50 community members attended the Queens Blvd Safety Workshop on November 12, 2015.
DOT Outreach Team

Queens Blvd at Broadway, Hoffman Dr, and Woodhaven Blvd
Dates: November 8, 9, and 12 – 17, 2015

- Deployed at busy subway stations to **promote the safety workshop and the online feedback portal**
- Helped **conduct the portal survey**
- Explained the general process of redesigning Queens Blvd
DOT Outreach Team

Queens Blvd Merchant Survey
Date: December 14, 2015

Visited all the businesses along the project corridor to ask about commercial delivery patterns, double-parking observations, and basic background information.
DOT Outreach Team

Queens Center Mall
 Dates: December 6 – 13, 2015

• Received 631 map comments supporting street improvements

• Conducted 632 origin/destination surveys
Queens Blvd Project Website

Queens Blvd website included:
- Interactive feedback map
- User survey
- Project and outreach updates

74 map comments
473 surveys completed

www.nycdotfeedbackportals.nyc/queens-blvd
Top Issues Identified by the Community

- Unsafe-feeling and unpleasant pedestrian environment, especially at intersections
- Request for more and better pedestrian crossings

Request to improve safety for all users, especially at key intersections:
- Broadway/Grand Ave
- Woodhaven Blvd
- Eliot Ave/LIE overpass

Westbound Queens Blvd service road underneath Long Island Expy overpass
Top Issues Identified by the Community

- Unsafe-feeling and uncomfortable to bike
- Over 250 cyclists using Queens Blvd per day (data collected 7a-7p July 2015)
- Requests for continuation of 2015 project
Top Issues Identified by the Community

Misuse of service roads and curb, especially near the malls

Buses are often blocked by taxis and other vehicles from pulling over curbside at bus stops forcing passengers into the street

Westbound Queens Blvd in front of Queens Center Mall, looking east
Design Principles / Project Goals

1. Calm the service roads
2. Keep main line moving (preserve existing lanes)
3. Accommodate all road users and enhance the sense of place
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

Continue 2015 design with pedestrian path and bike lane along medians.

EXISTING

OPERATIONAL PROJECT - 2016

GREAT STREETS CAPITAL PROJECT
Key Design Features: Stop-Controlled Transition

Before

Continue use of stop right /left turn at transitions within 2016 limits

Safer for drivers, cyclists, and pedestrians

Outreach Finding:
More drivers use slips to switch back and forth to fastest moving travel lanes than for access to side streets and local businesses

At some locations, daylight for safe turns
Benefits of Stop-Controlled Transition Lane

Turns between mainline and service road prohibited at intersections

Stop-controlled transition lanes create safer transition points and allow for continuation of pedestrian and bicycle path

Shifting transitions to intersections (like at Eastern and Ocean Pkwy) increases conflicts for all users and potentially increases crashes

Existing movements
Additional movements if transitions allowed at intersections
Proposed: 73rd St to 76th St

- Start pedestrian path at midblock crossing and continue along median
- Install parking lane stripe on service roads to calm traffic and create standard width moving lane
- Install stop controls at transition lanes to create safer transitions between the mainline and service road and across bike lane / pedestrian path
- Remove parking where necessary along median to accommodate bike lane and pedestrian path
- Continue bike lane installed in 2015 along the median
Proposed: Albion Ave/Hillyer St

Extend median tips with paint to shorten crossing distances and expand pedestrian refuge

Install mall-to-mall crosswalks to expand pedestrian network and visually tighten wide intersections

Close low volume transition lane close to intersection to reduce conflicts

Remove underutilized meters for half block between Hillyer St and 51st Ave and convert to regular on-street parking
Proposed: 51st Ave

- Install stop control on transition
- Extend median tips and adjust crosswalks
- Install mall-to-mall crosswalks
- Remove underutilized meters between Codwise Pl and Goldsmith St and convert to regular on-street parking
- Install stop control on transition

Extend left turn bay to prevent vehicles making left turns from blocking through traffic
Proposed: Van Loon St – Broadway/Grand Ave

- Install stop control on transition
- Extend median tips
- Add parking on north curb between Reeder St and Van Loon St (currently No Standing Anytime)
- Install painted curb extension
- Install right turn lane and install Leading Pedestrian Interval (LPI) for north crosswalk to give pedestrians a head start
- Add parking on north curb between Reeder St and Van Loon St (currently No Standing Anytime)
- Install mall-to-mall crosswalks
- Remove capacity on service roads east of Broadway to calm traffic and reduce speeding
- Ban low volume, redundant left turns from Queens Blvd onto Van Loon St to reduce conflict at a narrow intersection and expand pedestrian refuge
- Peak hour volume: 53 (EB), 37 (WB)
Proposed: 55th Ave – 57th Ave

- **51** Install stop control on transitions
- **56** Mark two lanes on eastbound service road to separate vehicles continuing on Queens Blvd and vehicles turning onto Hoffman Dr
- **56** Extend median tips and install mall-to-mall crosswalks
- **4** Pedestrian path stops at 57th Ave
- **87** Install mall-to-mall crosswalk on south side at 57th Ave
- **2** Expand pedestrian space around island to shorten crossing distance
Proposed: 90th St – Woodhaven Blvd

- Move taxi stand between 90th St and 57th Ave
- Signalize and install right turn lane to 90th St and install painted curb extensions to create safer pedestrian crossing
- Install stop control for transition to mainline
- Install BUS ONLY markings for bus stop in front of mall
- Bike lanes continue against both medians to Woodhaven Blvd
- Signalize transition from mainline to service road to accommodate high volumes crossing bike lane to service road
- Ban left turn from eastbound Queens Blvd onto northbound Woodhaven Blvd (peak hour volume: 115)
- Install two-way bike lane on overpass connecting eastbound and westbound lanes (without removing lanes on Woodhaven)

Queens Center Mall

Queens Blvd

Woodhaven Blvd

59th Ave

Woodhaven Blvd

Queens Blvd

5th Ave

Queens Blvd

Woodhaven Blvd

59th Ave
Proposed: Woodhaven Blvd – Eliot Ave

- Expand pedestrian space on overpass
- Install sharrows and bicycle markings to direct cyclists to two-way path on eastbound service road
- Install pedestrian actuated signal at entrance ramp to LIE
- Install new crosswalks on west side of Eliot Ave to accommodate pedestrian desire line
- Install new crosswalk to create shorter, more direct crossing
- Install painted space with granite blocks under LIE overpass to allow pedestrians and cyclists to more easily cross Queens Blvd
- Continue bike lane via two-way path on eastbound service road that accommodates cyclists without removing lanes at westbound approach to Woodhaven Blvd
Parking Usage Study

Metered parking on curb

Free parking on median (between 74th St and Broadway)
- Street cleaning along median 6:30-7am everyday except Sunday

Findings from parking study:
- Few vehicles park on Queens Blvd overnight
- Same vehicles are parked all day along median (very little turnover during school/business hours)
- Curbside metered parking underutilized
Parking Changes

Parking changes are limited to west of Broadway/Grand Ave

Only 50% of median in this section has parking spaces

Existing Median Parking Regulations:
Red = no existing parking spaces
Green = existing parking spaces
Parking Changes

Parking changes do not fully eliminate available spaces:
- Median only has daytime demand
- Very little turnover on median
- Significant available curbside space

138 – 50 = 88 net loss

Create +50 free parking spaces along curb
Benefits of Safety Proposal

Pedestrian Path and Bicycle Lane
- Calm service roads and reduce speeding
- Expand pedestrian network and shorten crossing distances
- Allow for safe, convenient bicycle travel
- Creates predictable movements

Stop-Controlled Transition Lanes
- Allow for safer vehicle transitions between mainline and service road
- Allow for pedestrian path and bike lane
- Reduce highway-like feel

Median Tips and Mall-to-Mall Crossings
- Shorten crossing distances
- Create new crossings
- Visually tighten wide intersections
Benefits of Safety Proposal

Traffic Signals and Timing Changes
- Provide safer pedestrian crossings

Parking Changes
- Replaces underutilized meters with free on-street parking
- Adds additional curbside parking where possible

Bus Stop Markings at Woodhaven Blvd
- Discourages vehicles from blocking buses
Thank You

www.nyc.gov/dot

Contact: Queens Borough Commissioner’s Office at 212-839-2510 or Queensblvd@dot.nyc.gov