Queens Boulevard
74th St to Eliot Ave
Proposed Corridor Safety Improvements
Operational Project Limits

DOT continues to work with CB2 and monitor area for potential issues, including traffic delays and safety conditions.
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)
### Safety Data – 74th St to Eliot Ave

#### Queens Blvd - 74 St to Eliot Ave, QN

**Injury Summary, 2010-2014 (5 Years)**

<table>
<thead>
<tr>
<th></th>
<th>Total Injuries</th>
<th>Severe Injuries</th>
<th>Fatalities</th>
<th>KSI</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pedestrian</td>
<td>133</td>
<td>17</td>
<td>4</td>
<td>21</td>
</tr>
<tr>
<td>Bicyclist</td>
<td>20</td>
<td>2</td>
<td>0</td>
<td>2</td>
</tr>
<tr>
<td>Motor Vehicle Occupant</td>
<td>624</td>
<td>28</td>
<td>1</td>
<td>24</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>777</strong></td>
<td><strong>42</strong></td>
<td><strong>5</strong></td>
<td><strong>47</strong></td>
</tr>
</tbody>
</table>

- **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.
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
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 and community feedback
6. Complete pedestrian network and connect neighborhoods
7. Eliminate highway-like design features
Key Design Features

**EXISTING**

- North Sidewalk
- 11' Parking Lane
- 10-11' Travel Lane
- 10-11' Parking/Travel Lane
- 80' Main Line
- 10-11' Parking/Travel Lane
- 10-11' Travel Lane
- 11' Parking Lane
- South Sidewalk

**OPERATIONAL PROJECT - 2016**

- North Sidewalk
- 9-10' Parking Lane
- 11' Travel Lane
- 5' Pedestrian Space
- 4 - 5' Pedestrian Space
- 10 - 13' Median
- 10 - 13' Median
- 80' Main Line
- 5'
- 11' Travel Lane
- 9-10' Parking Lane
- South Sidewalk

**GREAT STREETS CAPITAL PROJECT**

- North Sidewalk
- 9-10' Parking Lane
- 11' Travel Lane
- 5' Pedestrian Space
- 5'
- 15 - 18' Pedestrian Mall
- 15 - 18' Pedestrian Mall
- 80' Main Line
- 5'
- 11' Travel Lane
- 9-10' Parking Lane
- South Sidewalk

Continue 2015 design with pedestrian path and bike lane along medians.
Key Design Features: Stop-Controlled Transition

**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.

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

Safer for drivers, cyclists, and pedestrians.
Proposed: 73rd St to 76th St

- Continue bike lane installed in 2015 along the median
- 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
- 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
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

Queens Blvd
Dorgan Ave
Codwise Pl
Simonson St
Proposed: Van Loon St – Broadway/Grand Ave

- Install stop control on transition
- Install right turn lane and install Leading Pedestrian Interval (LPI) for north crosswalk to give pedestrians a head start
- Install mall-to-mall crosswalks
- Remove capacity on service roads east of Broadway to calm traffic and reduce speeding
- Install painted curb extension
- Add parking on north curb between Reeder St and Van Loon St (currently No Standing Anytime)
- Install median tips

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

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

- Move taxi stand to 90th St
- 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 Blvd)
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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 has primarily daytime demand
- Very little turnover on median
- Significant available curbside space

Net loss of 88 spaces
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

Before: Queens Blvd at 58th St

After: Queens Blvd at 58th St
Benefits of Safety Proposal

Traffic Signals and Timing Changes
- Provide safer pedestrian crossings
- Optimizes traffic flow

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

After: Queens Blvd at 50th St
After: Queens Blvd at 59th St
Thank You

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

www.nyc.gov/dot