QUEENS BOULEVARD
ELIOT AVE TO YELLOWSTONE BLVD

Proposed Corridor Safety Improvements

May 1, 2017
DOT continues to work with CB2 and CB4 to monitor area for potential issues, including traffic delays and safety conditions.
PROJECT TIMELINE

• **May 2014**: Community Board 6 Resolution Requesting Complete Streets Study and Redesign of Queens Boulevard

• **November 2016**: Introduction and Workshop Notification to Community Board 6 Full Board

• **December 2016 – March 2017**: Online and On-Street Outreach

• **December 2016**: Briefing for Elected Officials

• **January 2017**: Briefing for CB6 Transportation Committee

• **January 2017**: Safety Workshop at P.S. 139 Rego Park

• **April/May 2017**: Briefing for Elected Officials

• **May 2017**: Presentation to Community Board 6 Transportation Committee

• **May 2017**: Presentation to Community Board 6 Full Board & Vote

• **June 2017**: Proposed Implementation Start

• **Fall 2017**: Safety Workshop
PROJECT LIMITS: ELIOT AVE TO YELLOWSTONE BLVD
VISION ZERO PRIORITY

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

• Queens Blvd – Eliot Ave to Yellowstone Blvd (1.3 miles):
  • Vision Zero Priority Intersection at Queens Blvd & 63rd Rd/63rd Dr
  • 38 persons killed or severely injured since 2010

• Within Rego Park & Forest Hills Senior Pedestrian Focus Areas
SAFETY DATA: ELIOT AVE TO YELLOWSTONE BLVD

Queens Blvd - Eliot Ave to Yellowstone Blvd, 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>
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<tr>
<td>Pedestrian</td>
<td>99</td>
<td>2</td>
<td>1</td>
<td>3</td>
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<tr>
<td>Bicyclist</td>
<td>23</td>
<td>3</td>
<td>0</td>
<td>3</td>
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<tr>
<td>Motor Vehicle Occupant</td>
<td>336</td>
<td>32</td>
<td>0</td>
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<tr>
<td>Total</td>
<td>458</td>
<td>37</td>
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<td>38</td>
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</table>

Fatalities, 01/01/2010-11/28/2016: 1

Source: Fatalities: NYCDOT
Injuries: NYSDOT
KSI: Persons Killed or Severely Injured
COMMUNITY OUTREACH

Project specific outreach conducted December – March 2017

- Queens Blvd safety workshop with 150 participants
- Queens Blvd project website with feedback map & survey
- DOT Street Ambassador outreach at several locations along corridor
- Queens Blvd merchant survey

485 Approximate Interactions
320 Surveys Completed
+50 Feedback Map Comments
90 Businesses Visited
TOP ISSUES IDENTIFIED BY THE COMMUNITY

Many requests for improved pedestrian crossings

81% of survey respondents want safety improvements similar to those installed in 2015 and 2016

Safety improvements installed on Queens Blvd in 2015 have resulted in a 49% reduction in pedestrian injuries
TOP ISSUES IDENTIFIED BY THE COMMUNITY

Lack of pedestrian space at busy locations

Many requests for safety improvements at 63rd Rd/63rd Dr (Vision Zero Priority Intersection)
TOP ISSUES IDENTIFIED BY THE COMMUNITY

Unpleasant & unsafe pedestrian environment at intersections

Turning vehicles fail to yield to pedestrians
TOP ISSUES IDENTIFIED BY THE COMMUNITY

Many requests at workshop to continue protected bike lane east from Eliot Ave

40% of survey respondents would be more likely to bike on Queens Blvd if there was a protected bike lane

The number of cyclists using Queens Blvd has more than doubled where a protected bike lane has been installed

Safety improvements installed on Queens Blvd in 2015 have resulted in a 42% reduction in bicyclist injuries
DESIGN PRINCIPLES/PROJECT GOALS

1. Calm the service roads
2. Keep the main line moving (preserve existing lanes)
3. Reduce roadway shopping
4. Accommodate all road users & enhance the sense of place
5. Design based on crash history
6. Complete pedestrian network & connect neighborhoods
7. Eliminate highway-like design features

“WHEREAS the New York City Department of Transportation has developed a number of "Complete Street" safety designs and practices that could be applied to Queens Boulevard to make it a safer and more efficient street for all road users”
- CB 6 Resolution for Complete Streets, May 2014
KEY DESIGN FEATURES

Continue 2015 & 2016 design with pedestrian path and bike lane along medians.
KEY DESIGN FEATURES

- Protected bicycle lane and pedestrian path
- Median tip extensions & mall to mall crossings
- Expanded pedestrian space
- Stop-controlled slip lanes
KEY DESIGN FEATURES: STOP-CONTROLLED TRANSITION

Before

After

Continue use of stop right/left turn at transitions within 2017 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

Vehicles in transition lane must yield to through vehicles and cyclists/peds on service road
BENEFITS OF STOP-CONTROLLED TRANSITION

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
PROPOSED: ELIOT AVE TO 62ND AVE

**Continue pedestrian path and bicycle lanes against service road medians**

**Maintain two lanes on westbound service road between 62nd Ave and Horace Harding Expy and clarify approach to Long Island Expy**

**Maintain two lanes on eastbound service road between Eliot Ave and 62nd Ave and create consistent lane configuration east of 62nd Ave**

**Continue use of stop-controlled transitions**
PROPOSED: 63<sup>RD</sup> DR & 63<sup>RD</sup> RD

- Install gravel curb extensions to shorten crossing distances and slow turns.
- Install Leading Pedestrian Interval (LPI) for pedestrians in north crosswalk on 63<sup>rd</sup> RD to create safer crossings.
- Maintain two moving lanes on westbound service road approaching 63<sup>rd</sup> Rd and Junction Blvd.
- Extend median tips and widen crosswalks to shorten crossing distance and visually tighten intersection.
- Continue installation of mall-to-mall crossings.
- Continue use of stop-controlled transitions.
PROPOSED: 64TH AVE TO 64TH RD

Install gravel curb extensions on side streets where feasible

Curb extensions allow for additional parking spaces along curb

Close redundant, low-volume slip on eastbound service road at 64th Rd to reduce conflicts
PROPOSED: 65TH RD TO 66TH AVE

- Install gravel curb extensions on side streets where feasible
- Curb extensions allow for additional parking spaces along curb
- Close redundant, low-volume slip on westbound service road at 66th Ave to reduce conflicts
- Extend curb slightly at midblock signal to keep crosswalk and slip traffic separate
PROPOSED: 67TH RD TO 67TH DR

Install gravel curb extensions and realign crosswalk at 102nd St to create safer turns and improve visibility of pedestrians in the crosswalk.
PROPOSED: YELLOWSTONE BLVD

- Install mall-to-mall crossings to visually tighten intersection
- Install curb extensions to shorten crossing distances
- Standard pedestrian path and mall-to-mall crossings, bicycle lane, and stop-controlled transitions continue to Yellowstone Blvd
- Install shared lane markings get cyclists back to curbside where bicycle lane ends

nyc.gov/visionzero
PARKING CHANGES

Total of 592 spaces along the corridor

Remove 198 parking spaces along the service road medians between Eliot Ave and Yellowstone Blvd to continue safety improvements

End curbside metering at 7pm instead of 10pm between 62nd Dr and 64th Ave

Existing Parking Conditions
- Parking added along medians in 2001
- Medians: Mix of 2-hr metered and non-metered parking with daily street cleaning (except Sundays)
- Curb: 1-hr metered parking with daily street cleaning (except Sundays)

Remove meters on south curb between 67th Dr and Yellowstone Blvd
RESURFACING

Queens Blvd between Eliot Ave and 65th Rd resurfaced in 2016

Proposed markings plan would be installed in conjunction with resurfacing of Queens Blvd between 65th Rd and Yellowstone Blvd
BOULEVARD TRANSFORMATION

Expanded medians allow for creation of linear parks

Operational project creates the footprint for capital investment in the neighborhood
BENEFITS OF SAFETY IMPROVEMENTS

2015 Project Before/After Safety Data

- Total crashes decreased by 14%
- Pedestrian injuries decreased by 49%
- Cyclist injuries decreased by 42%

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<td>'13/14</td>
<td>'14/15</td>
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<tr>
<td>Total Crashes</td>
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<td>Total Injuries</td>
<td>98</td>
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Each before year period is the 12-month period beginning July 1 and ending June 30. The 1-yr after period is November 1, 2015 to October 31, 2016. The implementation period of July 1, 2015 to October 31, 2015 is excluded.

Source: NYPD AIS/TAMS Crash Database
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
- Encourages cycling
- Organizes roadway for all users
- Creates predictable movements

**Median Tips and Mall-to-Mall Crossings**
- Shorten crossing distances
- Create new crossings
- Visually tighten wide intersections
BENEFITS OF SAFETY PROPOSAL

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

Signal Timing Changes

• LPI crossing 63rd Dr/63rd Rd provides safer pedestrian crossings at busy intersection
• Reconfigured signal timing at 63rd Dr/63rd Rd improves traffic flow
THANK YOU!

Questions?