QUEENS BLVD SAFETY GAINS

- No pedestrian or cyclist fatalities in Queens Blvd since implementation
- Pedestrian injuries decreased by 45% after implementation
- Total crashes decreased by 17% after implementation

<table>
<thead>
<tr>
<th></th>
<th>Before</th>
<th>After</th>
<th>Change</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>'12/'13 '13/'14</td>
<td>'15/'16 '16/'17</td>
<td>Actual Percent</td>
</tr>
<tr>
<td>Total Crashes</td>
<td>300 315 315</td>
<td>289 227 258.0</td>
<td>-52.0 -17%</td>
</tr>
<tr>
<td>Crashes w/ Injuries</td>
<td>74 69 67</td>
<td>68 70 69.0</td>
<td>-1.0 -1%</td>
</tr>
<tr>
<td>Motor Vehicle Occupant</td>
<td>72 78 64</td>
<td>82 67 74.5</td>
<td>3.2 4%</td>
</tr>
<tr>
<td>Pedestrian</td>
<td>12 19 10</td>
<td>7 8 7.5</td>
<td>-6.2 -45%</td>
</tr>
<tr>
<td>Cyclist</td>
<td>14 3 9</td>
<td>5 15 10.0</td>
<td>1.3 15%</td>
</tr>
<tr>
<td>Total Injuries</td>
<td>98 100 83</td>
<td>94 90 92.0</td>
<td>-1.7 -2%</td>
</tr>
</tbody>
</table>

Each before year period is the 24-month period beginning July 1 and ending June 30. The 2-yr after period is November 1, 2015 to October 31, 2017. The implementation period of July 1, 2015 to October 31, 2015 is excluded.

Source: NYPD AIS/TAMS Crash Database
VISION ZERO GREAT STREETS

Vision Zero

- Multi-agency effort to reduce traffic fatalities in New York City
- Borough Action Plans released in 2015
- Queens Blvd is a Priority Corridor with 7.3 pedestrians killed or severely injured per mile with 8 Priority Intersections and in a Priority Area

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

Great Streets Capital Project: FY 2019

Operational Project: 2015

Operational Project: 2016

Operational Project: 2017

Operational Project: 2018
OPERATIONAL & CAPITAL PROJECT TIMELINE

• March 2015: Great Streets Capital Program announced

• March – June 2015: Operational Project presentations and briefings to Community Board 2 Transportation Committee and Full Board

• June 2015: Community Board 2 Full Board supported Queens Boulevard Operational Safety Improvement Project

• July 2015 – October 2015: Operational Project implementation

• 2015 - 2018: Operational Project evaluation and Capital Project planning

• February 2018: Capital Project briefing to CM Van Bramer

• March 2018: Presentation to Community Board 2 Transportation Committee

• April 2018: Presentation to Community Board 2 Full Board

• 2019: Construction estimated to begin on Queens Boulevard Capital Project
OPERATIONAL PROJECT: DESIGN

- Protected bicycle lane and pedestrian path
- Mall-to-mall crossings
- Median tip extensions
- Stop-controlled slip lanes
OPERATIONAL PROJECT: CYCLING GROWTH

- Average total cycling volumes increased 141%
- Average weekday cycling volumes increased 165%

![Average Bicycle Volumes by Intersection](image)

QUEENS BLVD PROJECT DESIGNS

BEFORE

OPERATIONAL – SUMMER 2015

GREAT STREETS - 2019
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 park
- Install greenery and streetscape amenities to enhance livability for residents
- Improve bus service and connections to transit
- Modify operational project design based on community feedback and data analysis
GREAT STREETS
CAPITAL: VISION

BEFORE

AFTER
GREAT STREETS TYPICAL: BEFORE
GREAT STREETS TYPICAL: OPERATIONAL
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
- Relocate Q60 bus stops from curb to median, install bus shelters and benches & add parking in old bus stop locations curbside
- Updated slip design for improved visibility for drivers
GREAT STREETS CAPITAL: 60 ST HIGHLIGHT

In 2016, relocated signal at 60th St to enhance visibility and adjusted bicycle signal at new slip lane at 64th St in response to feedback from local stakeholders.

Install raised intersection at 60 St on service roads to improve pedestrian crossings and calm traffic near Big Six.
GREAT STREETS 65TH PL: OPERATIONAL
GREAT STREETS 65TH PL: CAPITAL

Create shared use pedestrian & bicycle path where highway interchange constricts geometry

In 2016: installed lane designation on BQE off ramp to enhance traffic flow

Add bus boarding island with “bus only” enhanced stop for relocated westbound Q60 stop

Create “bus only” pull-in stop at eastbound approach to 65th Pl to accommodate relocated eastbound Q60 stop on median

Reconstruct 66th St closure in concrete to improve pedestrian access

Shift slip lane and create bicycle only path where railroad overpass constricts geometry and pedestrian crossings are limited
GREAT STREETS 69TH ST: BEFORE
GREAT STREETS 69TH ST: OPERATIONAL

Under utilized (channelized) space on main line will be transformed into extra lane for buses to benefit all vehicles
GREAT STREETS 69TH ST: CAPITAL

Under utilized (channelized) space on main line will be transformed into extra lane for buses to benefit all vehicles.
Create new westbound slip lane between 73rd St and 70th St/45th Ave to improve access between mainline and service road (currently 1.25 miles between westbound service road-to-mainline slip lanes).
BENEFITS OF GREAT STREETS CAPITAL

- Expand and upgrade cycling & pedestrian facilities to create **linear park** & access between neighborhoods
- Plant **trees & greenery** (to be maintained by DOT Great Streets contractor)
- Improve **bus service** & connections to transit
- Install more **shelters & benches** to create more comfortable bus stops for transit riders
- Create **new slip lane** to improve access for vehicles
- Install **streetscape amenities**, including: benches, lighting, wayfinding signage, and bicycle racks
- Upgrade curbs to accommodate all users & meet **ADA requirements**
- Add approx. **40 parking spaces** curbside to accommodate vehicle parking (in former bus stops)
- **Repave** roadway to improve street quality & drainage
THANK YOU!

Questions?