



# QUEENS BOULEVARD

ROOSEVELT AVE TO 73<sup>RD</sup> ST

Great Streets Capital  
Presentation to Community Board 2 Transportation Committee  
March 5<sup>th</sup>, 2018





# 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

Crashes and Injuries Two-Year After Analysis, Queens Blvd (Roosevelt Ave to 73 <sup>rd</sup> St)									
	Before				After			Change	
	'12/ '13	'13/ '14	'14/ '15	Average	'15/ '16	'16/ '17	Average	Actual	Percent
Total Crashes	300	315	315	310.0	289	227	258.0	-52.0	-17%
Crashes w/ Injuries	74	69	67	70.0	68	70	69.0	-1.0	-1%
Motor Vehicle Occupant	72	78	64	71.3	82	67	74.5	3.2	4%
Pedestrian	12	19	10	13.7	7	8	7.5	-6.2	-45%
Cyclist	14	3	9	8.7	5	15	10.0	1.3	15%
Total Injuries	98	100	83	93.7	94	90	92.0	-1.7	-2%

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



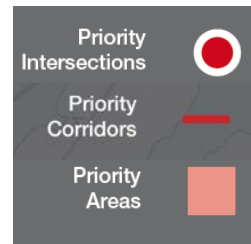
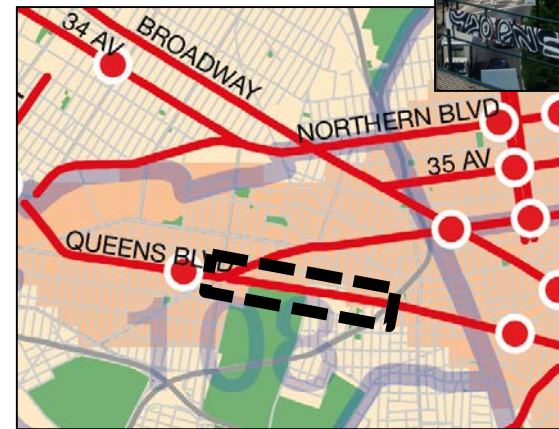
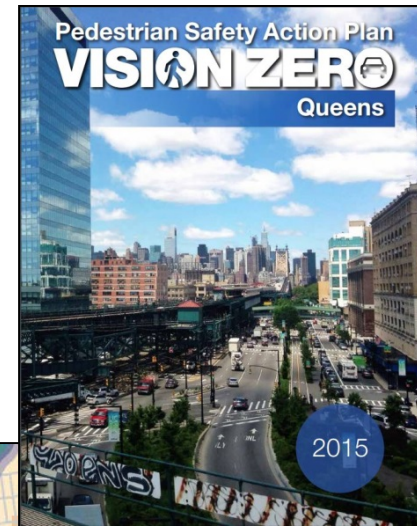
# VISION ZERO GREAT STREETS

## 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

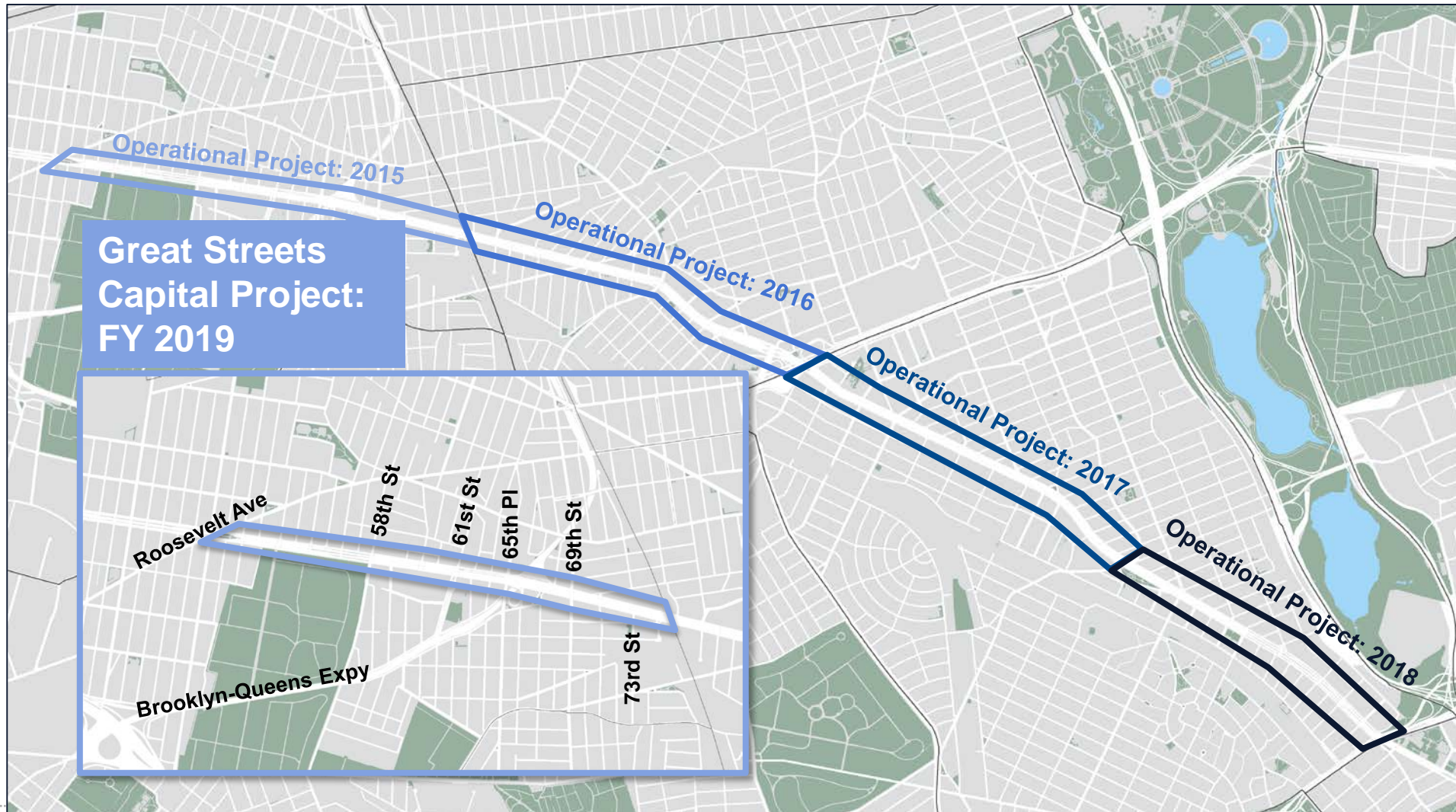
## Great Streets

- 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 4<sup>th</sup> Ave in Brooklyn and the Grand Concourse in the Bronx were also named Great Streets





# PROJECT LIMITS





# OPERATIONAL & CAPITAL PROJECT TIMELINE

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- **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



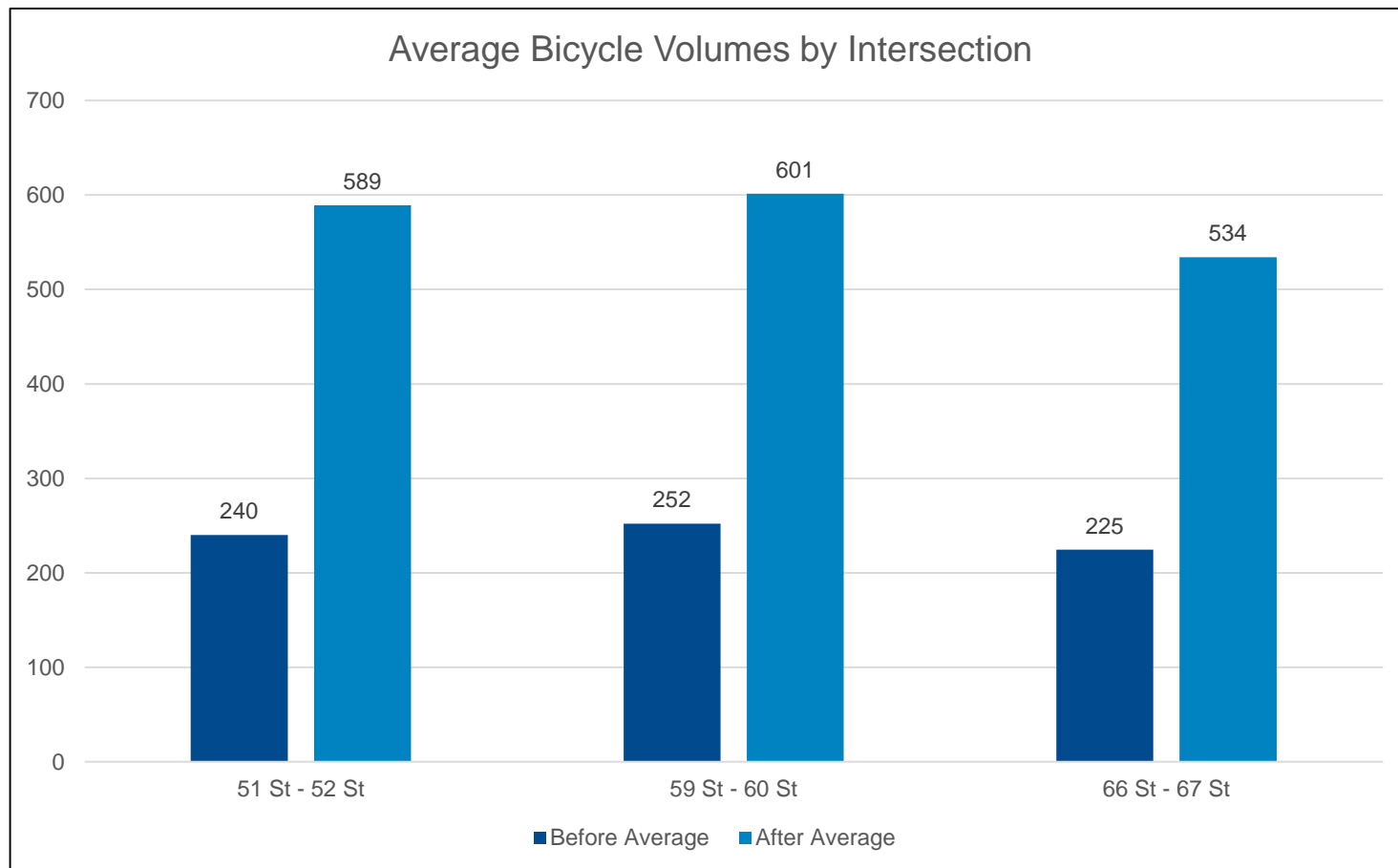
# OPERATIONAL PROJECT: DESIGN





# OPERATIONAL PROJECT: CYCLING GROWTH

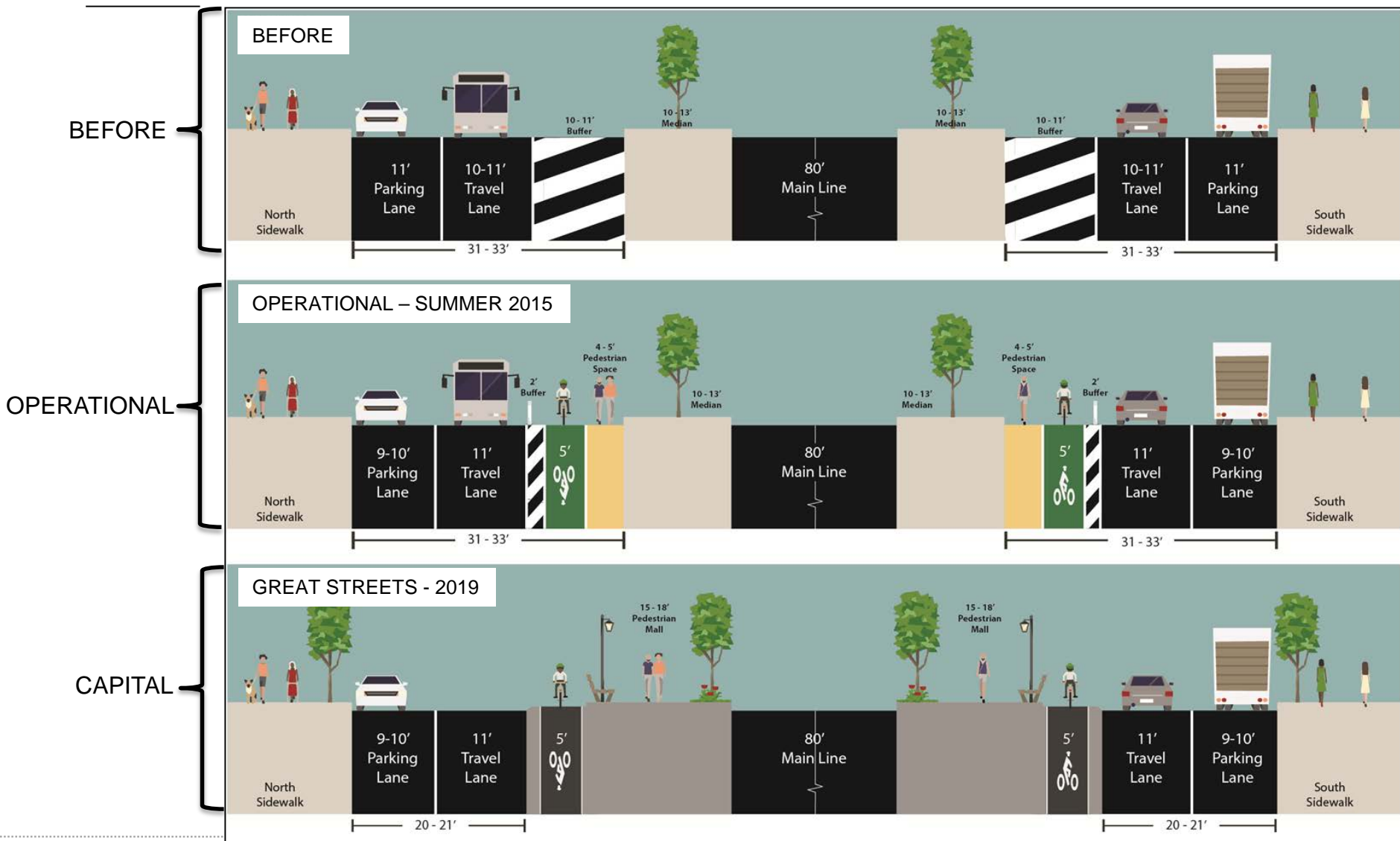
- Average **total** cycling volumes increased 141%
- Average weekday cycling volumes increased 165%



Before data: average of counts collected 4/20-4/25/2015. After data: average of counts collected 4/20-4/24/2016, 8/24-31/2016, and 5/2-6/2017, 8/10-16/17.



# QUEENS BLVD PROJECT DESIGNS





# GREAT STREETS CAPITAL: GOALS

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- 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





# GREAT STREETS TYPICAL: BEFORE

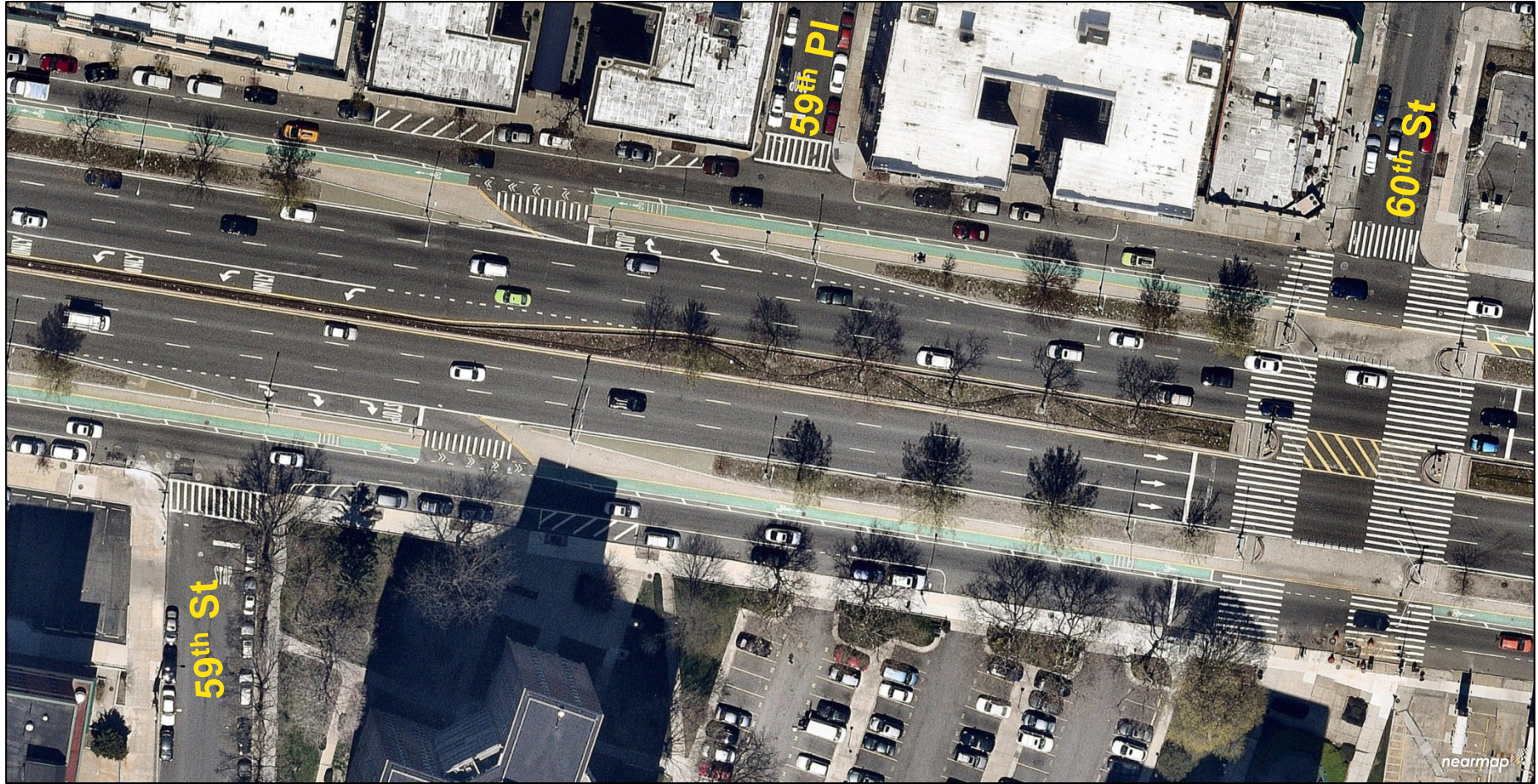
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# GREAT STREETS TYPICAL: OPERATIONAL

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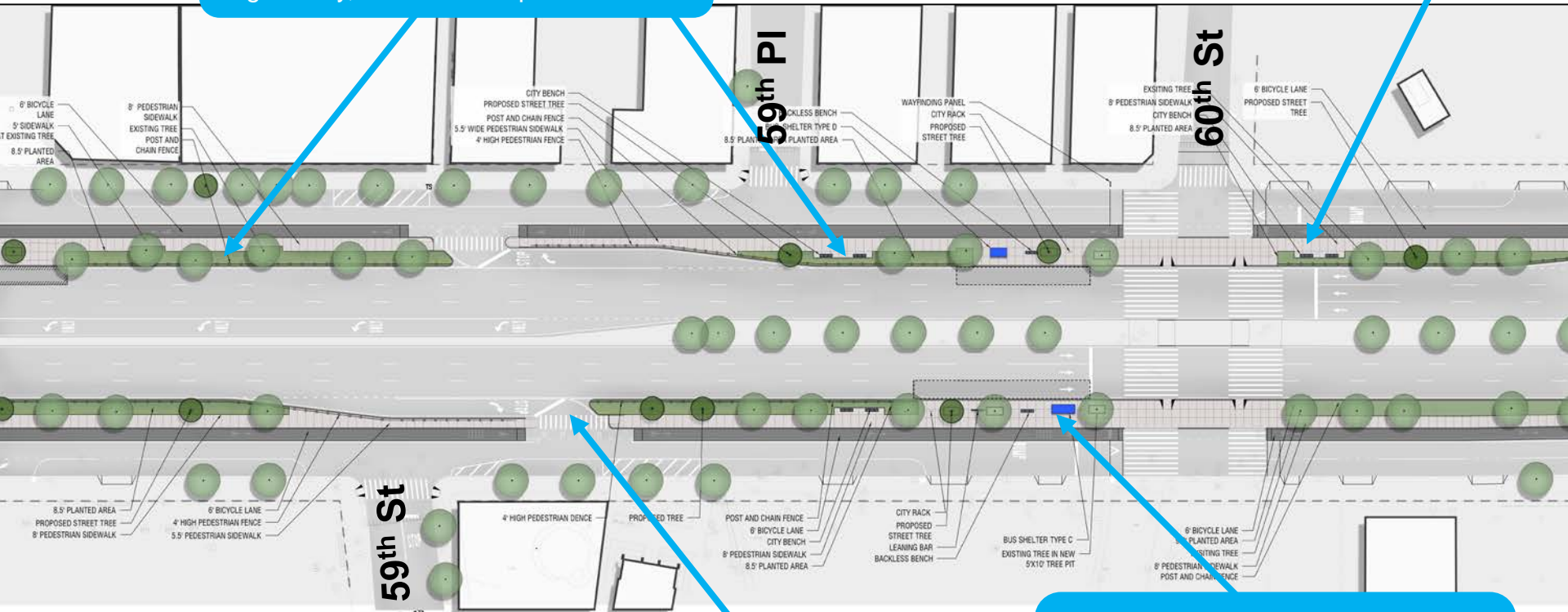




# GREAT STREETS TYPICAL: CAPITAL

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

Construct raised median-side bicycle lanes with mountable curb

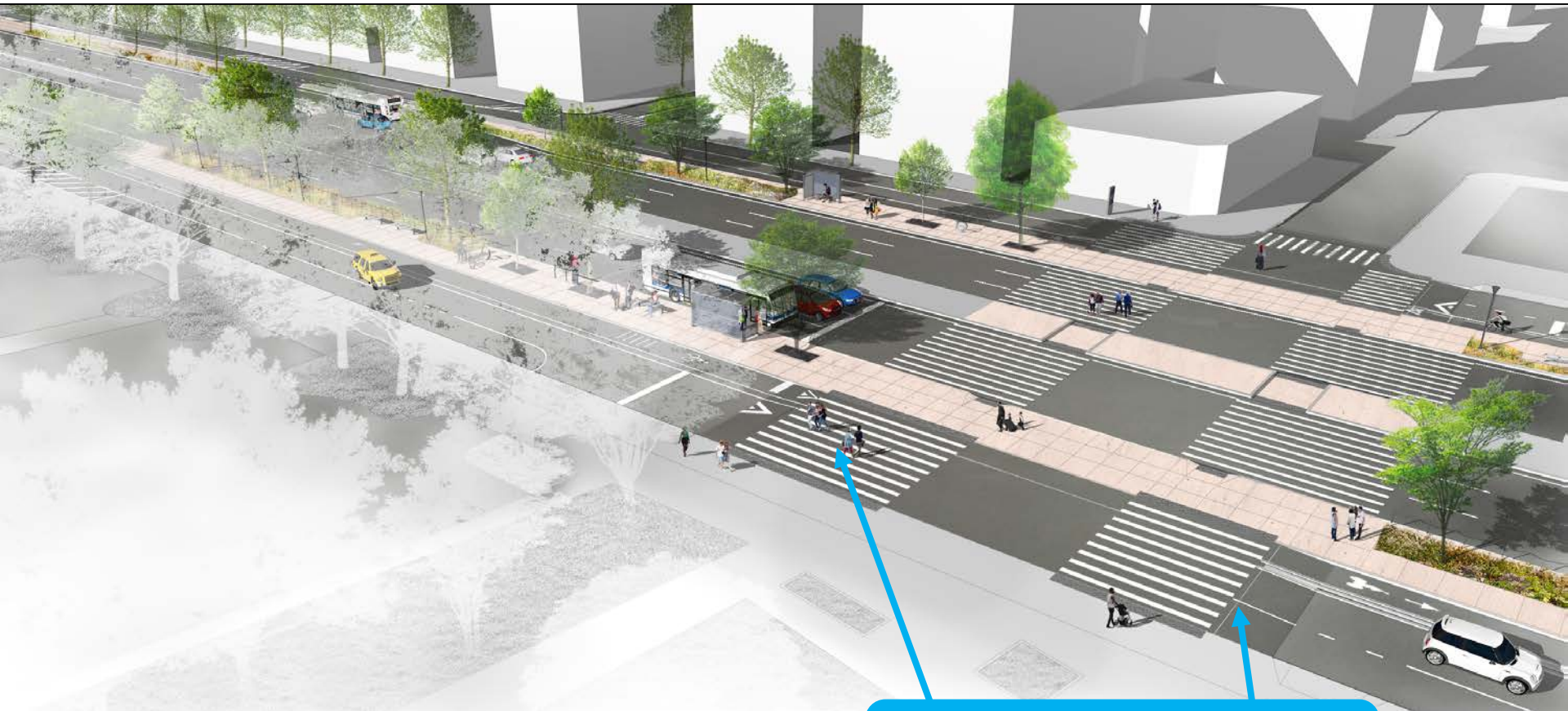


Updated slip design for improved visibility for drivers

Relocate Q60 bus stops from curb to median, install bus shelters and benches & add parking in old bus stop locations curbside



# GREAT STREETS CAPITAL: 60 ST HIGHLIGHT



*In 2016, relocated signal at 60<sup>th</sup> St to enhance visibility and adjusted bicycle signal at new slip lane at 64<sup>th</sup> 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 65<sup>TH</sup> PL: BEFORE





# GREAT STREETS 65<sup>TH</sup> PL: OPERATIONAL



nearmap

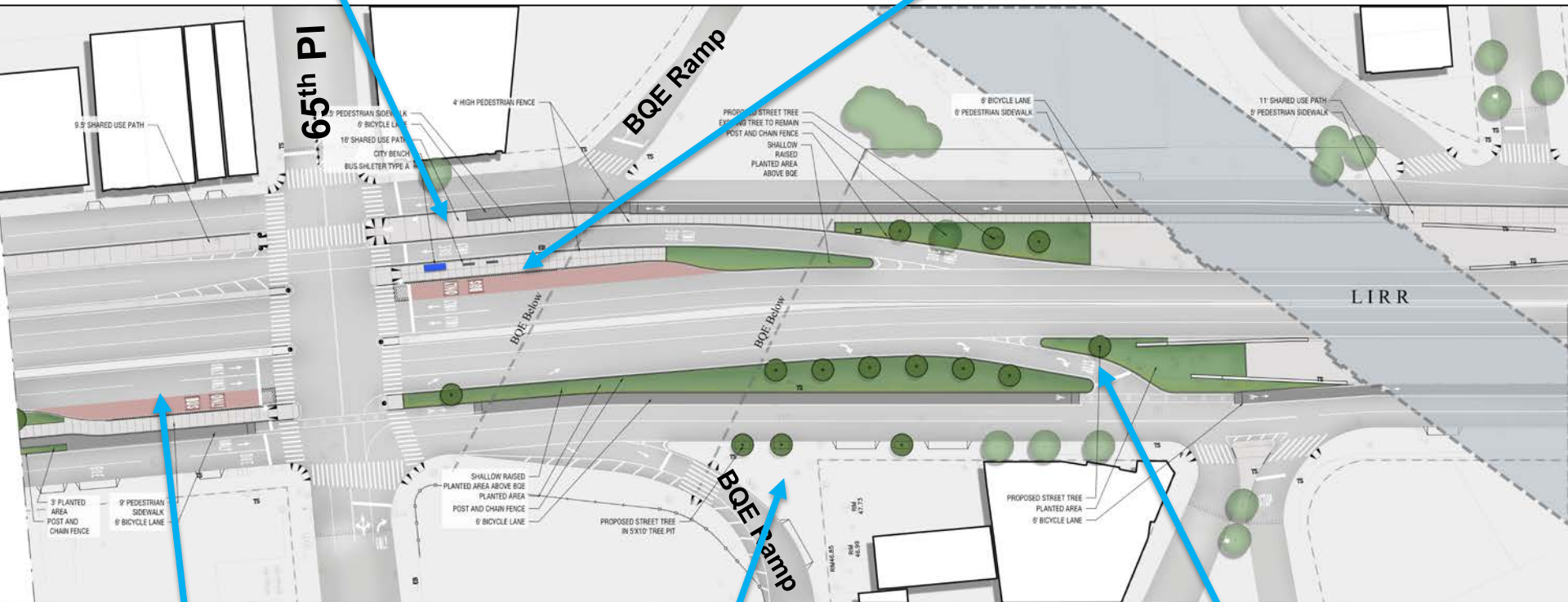


# GREAT STREETS 65<sup>TH</sup> PL: CAPITAL

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 65<sup>th</sup> PI to accommodate relocated eastbound Q60 stop on median

Reconstruct 66<sup>th</sup> 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

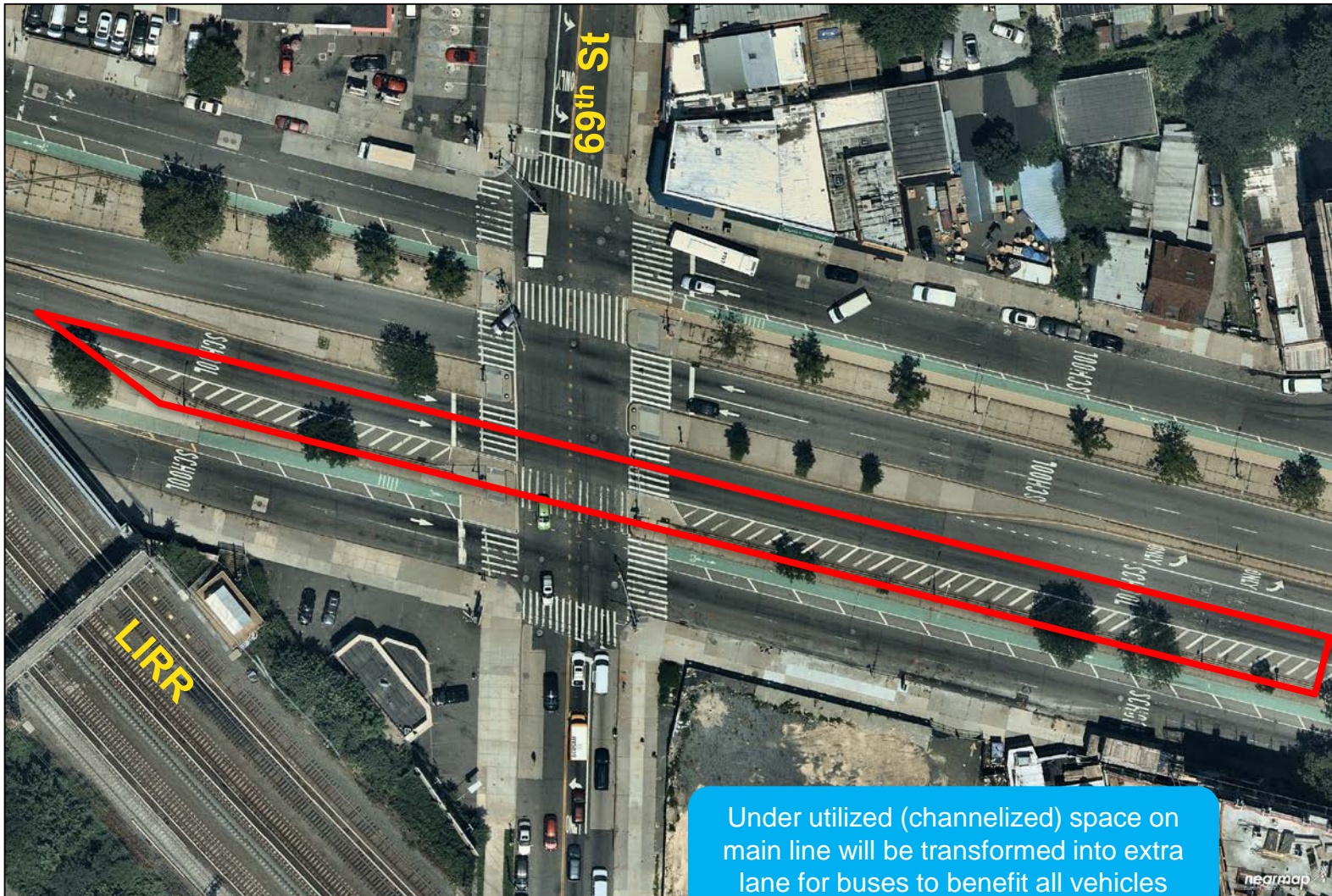


# GREAT STREETS 69<sup>TH</sup> ST: BEFORE



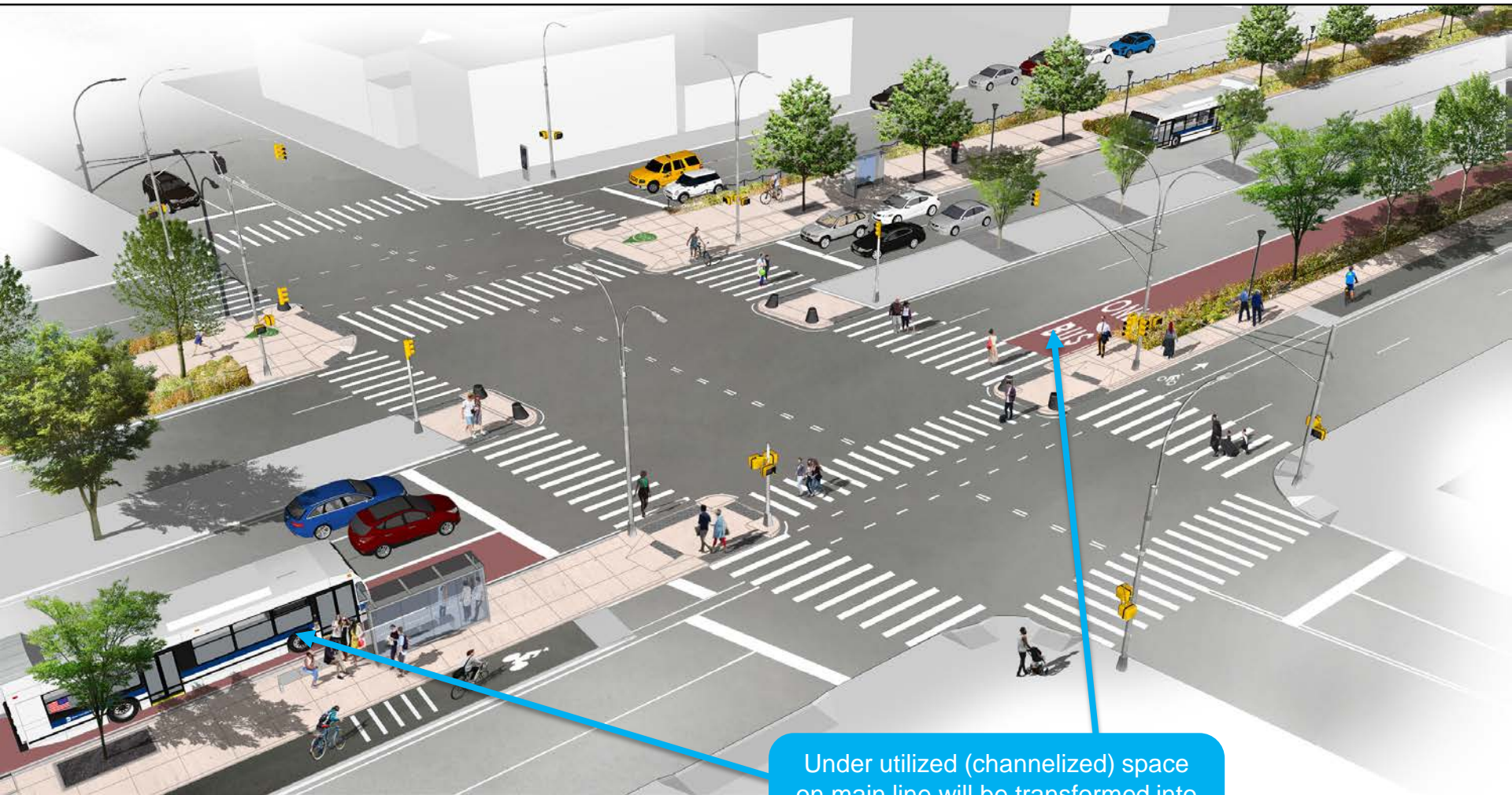


# GREAT STREETS 69<sup>TH</sup> ST: OPERATIONAL





# GREAT STREETS 69<sup>TH</sup> ST: CAPITAL

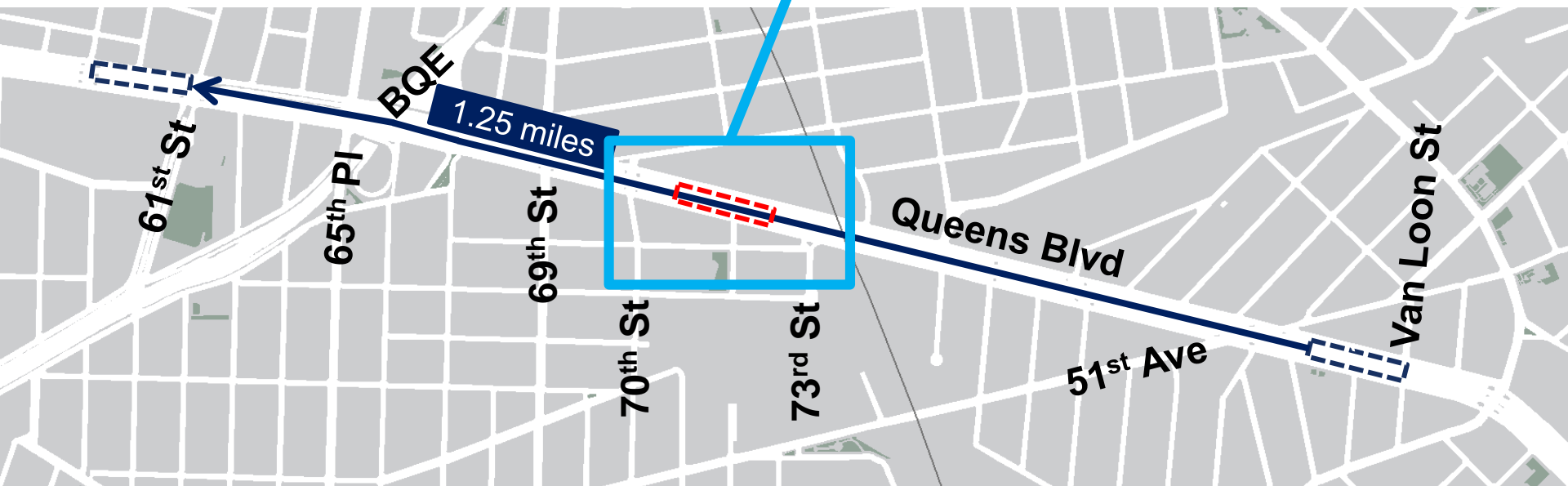


Under utilized (channelized) space on main line will be transformed into extra lane for buses to benefit all vehicles



# GREAT STREETS: NEW SLIP LANE

Create new westbound slip lane between 73<sup>rd</sup> St and 70<sup>th</sup> St/45<sup>th</sup> 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!

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## Questions?



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