QUEENS BOULEVARD
YELLOWSTONE BOULEVARD TO UNION TURNPIKE

Proposed Corridor Safety Improvements
Presentation to Community Board 6 Transportation Committee
May 23, 2018
Existing Conditions

Project Timeline & Limits
Safety Gains
Crash Data
QUEENS BLVD PROJECT LIMITS & GOALS

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
**QUEENS BLVD SAFETY GAINS: 2015 - 2016**

- No pedestrian or cyclist fatalities on Queens Blvd since implementation
- Pedestrian injuries decreased by 55% after implementation
- Total crashes decreased by 19% after implementation

<table>
<thead>
<tr>
<th></th>
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</tr>
</thead>
<tbody>
<tr>
<td><strong>Total Crashes</strong></td>
<td>798.7</td>
<td>648.0</td>
<td>-150.7</td>
<td><strong>-19%</strong></td>
</tr>
<tr>
<td><strong>Crashes w/ Injuries</strong></td>
<td>148.3</td>
<td>123.0</td>
<td>-25.3</td>
<td><strong>-17%</strong></td>
</tr>
<tr>
<td><strong>Motor Vehicle Occupant</strong></td>
<td>149.3</td>
<td>118.0</td>
<td>-31.3</td>
<td><strong>-21%</strong></td>
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<tr>
<td><strong>Pedestrian</strong></td>
<td>40.3</td>
<td>18.0</td>
<td>-22.3</td>
<td><strong>-55%</strong></td>
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<tr>
<td><strong>Cyclist</strong></td>
<td>14.0</td>
<td>18.0</td>
<td>4.0</td>
<td><strong>29%</strong></td>
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<tr>
<td><strong>Total Injuries</strong></td>
<td>203.7</td>
<td>154.0</td>
<td>-49.7</td>
<td><strong>-24%</strong></td>
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</tbody>
</table>

Each before year period is the 24-month period beginning July 1 and ending June 30. The 1-yr after period is January 1, 2017 to December 31, 2017. The implementation period of July 1, 2015 to December 31, 2016 is excluded.

Source: NYPD AIS/TAMS Crash Database
## DESIGN UPDATES TO PREVIOUS PROJECTS

<table>
<thead>
<tr>
<th>Project Year</th>
<th>Source</th>
<th>Feedback</th>
<th>Solution</th>
</tr>
</thead>
<tbody>
<tr>
<td>2018</td>
<td>Community</td>
<td>Drivers have difficulty seeing oncoming traffic and cyclists at slip lanes</td>
<td>Modified design of stop-controlled slip lanes to improve visibility for drivers</td>
</tr>
<tr>
<td>2017</td>
<td>Business Owners</td>
<td>Existing loading zones remove customer parking</td>
<td>Adjusted timing and locations of loading zones</td>
</tr>
<tr>
<td>2016</td>
<td>Traffic Analysis, Community</td>
<td>Congestion near the Queens Place Mall</td>
<td>Installed additional curbside travel lane to facilitate traffic flow</td>
</tr>
<tr>
<td>2015</td>
<td>Community</td>
<td>Drivers and cyclists have difficulty distinguishing between traffic signals at 63rd St</td>
<td>Adjusted signal location to improve visibility for drivers and cyclists</td>
</tr>
<tr>
<td>2015</td>
<td>Community</td>
<td>Drivers cutting across pedestrian space at 60th St</td>
<td>Added granite blocks to physically protect the pedestrian space</td>
</tr>
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</table>
QUEENS BLVD 2018 PROJECT TIMELINE

- **May 2014:** Community Board 6 Resolution Requesting Complete Streets Study and Redesign of Queens Boulevard
- **May 2017:** Presentations to Community Board 6 Transportation Committee & Full Board and vote of support
- **June – December 2017:** Implementation of 2017 Street Improvement Project
- **September 2017 – April 2018:** Street Ambassador On-Site Engagement & Online Outreach, Merchant and Shopper Surveys, Public Workshop
- **May 2018:** Presentation to Community Board 6 Transportation Committee
- **June 2018:** Presentation to Community Board 6 Full Board
- **July 2018:** Proposed Implementation Start
QUEENS BLVD CRASH DATA

• Vision Zero Priority Corridor & Area
• Vision Zero Priority Intersection at Queens Blvd & Continental Ave/71st Ave
• Forest Hills Senior Pedestrian Focus Area
• 23 persons killed or severely injured on 1.0 mile corridor (2012-2016)

Injury Summary, 2012-2016 (5 Years)

<table>
<thead>
<tr>
<th>Category</th>
<th>Total Injuries</th>
<th>Severe Injuries</th>
<th>Fatalities</th>
<th>KSI</th>
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</thead>
<tbody>
<tr>
<td>Pedestrian</td>
<td>85</td>
<td>6</td>
<td>3</td>
<td>9</td>
</tr>
<tr>
<td>Bicyclist</td>
<td>7</td>
<td>1</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>Motor Vehicle Occupant</td>
<td>287</td>
<td>13</td>
<td>0</td>
<td>13</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>379</strong></td>
<td><strong>20</strong></td>
<td><strong>3</strong></td>
<td><strong>23</strong></td>
</tr>
</tbody>
</table>

Fatalities, 01/01/2012-1/29/2018: 3

Source: Fatalities, NYC DOT
Injuries: NYS DOT
KSI: Persons Killed or Severely Injured
Community Outreach

Overview
Survey Responses
Location & Treatment Requests
COMMUNITY OUTREACH OVERVIEW

Project specific outreach conducted September 2017 – April 2018

• Safety workshop with +100 attendees (January 2018)

• Project website with feedback map & survey (Fall 2017 – Spring 2018)

• DOT Street Ambassador outreach at +10 locations along corridor (Fall 2017)

• Merchant surveys & shopper surveys (January and April 2018)

850 Corridor Surveys Completed
615 Shopper Surveys Completed
160 Feedback Map Comments
75 Business Surveys Collected
SURVEY RESPONSES: WHO

68% live in Forest Hills or an adjacent neighborhood

81% walk on Queens Blvd regularly, compared to 52% who drive

45% currently bicycle in Forest Hills

64% own a car but only 26% drive on Queens Blvd daily
SURVEY RESPONSES: WHAT

“The traffic for [the left turn onto Yellowstone] blocks up through the previous intersection. Could there be a longer left turn light cycle there?”

“I love the bike lanes. I ride to work almost every day from Rego Park to Bellevue Hospital.”

“Nice wide crosswalks are great. I shop in Forest Hills & Kew Gardens often, so please keep the improvements coming!”

“Double parking is a regular occurrence here, requiring cars to weave to get through.”
SURVEY RESPONSES: WHERE

Intersections are unpleasant & unsafe for pedestrians (especially 71st Ave/Continental Ave, Ascan Ave, and Union Turnpike)

Requests to continue protected bike lane: 65% of survey respondents think DOT should continue similar design in Forest Hills

Requests for new crosswalk at 78th Ave: “I regularly see people crossing here and since there is no protection from vehicles, they are at increased risk of injuries.”
Design Proposal

Key Design Features
Design Proposal & Updates
Curbside Proposals
Great Streets Capital Project
KEY DESIGN FEATURES

- **EXISTING**
  - South Sidewalk
  - 11’ Parking Lane
  - 10-12’ Travel Lane
  - 10-11’ Parking Lane/NSA
  - 10-15’ Median
  - 11’ Travel Lane
  - 11’ Travel Lane
  - 11’ Travel Lane
  - 10-15’ Median
  - 11’ Travel Lane
  - 11’ Travel Lane
  - 11’ Travel Lane
  - 10-15’ Parking Lane/NSA
  - 10-12’ Travel Lane
  - 11’ Parking Lane
  - North Sidewalk

- **PROPOSED 2018 PROJECT**
  - South Sidewalk
  - 9-11’ Parking Lane
  - 11’ Travel Lane
  - 10-15’ Median
  - 11’ Travel Lane
  - 11’ Travel Lane
  - 11’ Travel Lane
  - 8-10’ Median
  - 11’ Travel Lane
  - 11’ Travel Lane
  - 11’ Travel Lane
  - 10-15’ Median
  - 11’ Travel Lane
  - 11’ Travel Lane
  - 11’ Travel Lane
  - 10-12’ Travel Lane
  - North Sidewalk

- **GREAT STREETS CAPITAL PROJECT**
  - South Sidewalk
  - 9-11’ Parking Lane
  - 11’ Travel Lane
  - 6’ 5’
  - 15-18’ Pedestrian Mall
  - 11’ Travel Lane
  - 11’ Travel Lane
  - 11’ Travel Lane
  - 8-10’ Median
  - 11’ Travel Lane
  - 11’ Travel Lane
  - 11’ Travel Lane
  - 15-18’ Pedestrian Mall
  - 6’
  - 11’ Travel Lane
  - 9-11’ Parking Lane
  - North Sidewalk

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Continue previous design with pedestrian path & bicycle lane along service road medians.
KEY DESIGN FEATURES:
PROTECTED BICYCLE LANE & PEDESTRIAN PATH

- Calm service roads
- Expand pedestrian network
- Allow for safe, convenient bicycle travel
- Organizes roadway for all users and creates predictable movements
- Creates footprint for Great Streets Capital build out

Survey respondents are most likely to bicycle on protected bicycle lanes.

Average weekday cycling volumes in Rego Park increased from 101 in April 2017 to 227 in April 2018, an increase of 127%.

Eastbound Queens Blvd service road at 63rd Dr, looking east: pedestrian path, buffered bike lane with vertical delineators, stop-controlled slip lane.
KEY DESIGN FEATURES:
MALL-TO-MALL CROSSINGS & PEDESTRIAN SPACE

- Shorten crossing distances
- Create new crossings to improve access to pedestrian generators
- Visual tighten wide intersections to discourage speeding and slow turns

Lack of pedestrian space at busy intersections
Long distances between safe crossings for pedestrians

Requests to address driver failure to yield at intersections

Queens Blvd and Eliot Ave, looking south: signalized pedestrian crossing, pedestrian space with granite blocks
KEY DESIGN FEATURES: STOP-CONTROLLED SLIP LANES

- Create safer vehicle transitions between mainline and service road
- Allow for continuation pedestrian path and bike lane
- Reduce highway-like feel

Requests to improve safety at slip lanes to reduce speeding and highway-like environment

DOT updated design of stop-controlled slips for 2018 project to improve visibility

Westbound Queens Blvd service road approaching 58th St: stop controlled slip lane, pedestrian path, buffered bike lane, pedestrian crossing
PROPOSED DESIGN DETAILS: CORRIDOR WIDE

Continue use of stop-controlled slip lanes with updated design to improve transition between main line and service road.
PROPOSED DESIGN DETAILS:
CORRIDOR WIDE

- Continue pedestrian path and bicycle lanes against service road medians
- Extend median tips and widen crosswalks
- Continue installation of mall-to-mall crossings
PROPOSED DESIGN DETAILS: 71ST RD

Install additional pedestrian space between medians and restrict southbound left turns onto the eastbound service road at 71st Rd.

Maintain access onto and off of the mainline at existing slip lanes.
PROPOSED DESIGN DETAILS: 75TH AVE

Create painted pedestrian space in existing channelization, to enhance the pedestrian environment and maintain access for emergency vehicles.

Paint curb extension to encourage slower, safer turns onto 112th St.

“This is required to allow fire trucks to get through, but the intersection is way too wide, and therefore, it is hard to cross.”
PROPOSED DESIGN DETAILS:
77TH AVE – 78TH AVE

- Add missing crosswalk at 78th Ave and Queens Blvd
- Install right turn only lane on Grand Central Pkwy service road at 77th Ave to maintain one travel lane and encourage distribution of traffic
- Add speed humps on Grand Central Pkwy service road between 77th Ave and 78th Ave
- Install lane designations, Leading Pedestrian Interval, & flashing yellow left turn arrow on 78th Ave

Forest Hills South and Queens Borough President Melinda Katz requested traffic calming around the Grand Central Parkway Service Road, 77th Ave, and 78th Ave in February 2018.
PROPOSED DESIGN DETAILS: UNION TURNPIKE

- Add stop control for eastbound vehicles and cyclists at transition to Queens Blvd
- Install kwik kurb at entrance to protected lane and create connection from westbound Kew Gardens Rd
- Install bicycle ramps on existing island and allow cyclists to continue on Queens Blvd or to turn onto Kew Gardens Rd
- Create contra-flow protected bike lane between 80th Rd and Union Turnpike
- Create designated right turn lane and red turning arrow to clarify vehicle movements
PROPOSED DESIGN DETAILS: UNION TURNPIKE

Protected bike lane in approaching Union Turnpike/78th Crescent

Markings guide cyclists across Queens Blvd

Bicyclist cue box and bicyclist signal

Buffered contra-flow lane from 80th Rd to Union Turnpike with bicycle signal

Contra-flow bike lane 177th St, Manhattan
PROPOSED DESIGN DETAILS: LEFT TURN BAYS

Extend westbound left turn bays at Yellowstone Blvd and at Ascan Ave to accommodate more vehicles and improve vehicle mobility.

Current storage: 4 cars
Proposed storage: 10 cars

Yellowstone Blvd

Ascan Ave
CURBSIDE USAGE: EXISTING CONDITIONS

Approximately 4,420’ of parkable space against the median (220 spaces)

Approximately 4,280’ of parkable space against the curb (215 spaces)

Approximately 575’ of dedicated truck access (20 spaces)

Other curb uses: bus stops, fire hydrants, driveways, & slip lane clearance
CURB USAGE: FEEDBACK & CHALLENGES

Balancing diverse needs and users

- 68% of people shopping on Queens Blvd arrive by foot and 21% arrive by transit
- Majority of businesses do not control when they receive deliveries
- Finding parking is a challenge for shoppers and residents
- Double parked trucks block traffic and create congestion
- Loading zones take space away from customer parking
CURBSIDE USAGE: PROPOSAL

- Remove approximately 4,420’ of parkable space against the median (220 spaces)
- Maintain 4,280’ of parkable space against the curb (215 spaces)
- Add approximately 22 parking spaces curbside on Queens Blvd, Ascan Ave, Austin St, and 112th St
- Add approximately 10 spaces for truck loading and unloading and update hours of existing truck loading zones

Map showing the areas affected by the proposal.
# CURBSIDE USAGE: PROPOSAL

<table>
<thead>
<tr>
<th>Location</th>
<th>Existing</th>
<th>Proposed</th>
<th>Length</th>
<th>Benefits</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>WB service road between 71&lt;sup&gt;st&lt;/sup&gt; Rd &amp; 108&lt;sup&gt;th&lt;/sup&gt; St</td>
<td>Monday-Saturday 7am-7pm</td>
<td>No change</td>
<td>100'</td>
</tr>
<tr>
<td>2</td>
<td>EB service road between Ascan Ave &amp; 73&lt;sup&gt;rd&lt;/sup&gt; Rd</td>
<td>Monday-Saturday 7am-7pm</td>
<td>Monday-Saturday 7am-4pm</td>
<td>140'</td>
</tr>
<tr>
<td>3</td>
<td>EB service road between 73&lt;sup&gt;rd&lt;/sup&gt; Rd &amp; 75&lt;sup&gt;th&lt;/sup&gt; Ave</td>
<td>Monday-Saturday 7am-7pm</td>
<td>Monday-Friday 7am-4pm</td>
<td>130'</td>
</tr>
<tr>
<td>4</td>
<td>WB service road between 76&lt;sup&gt;th&lt;/sup&gt; Rd &amp; 112&lt;sup&gt;th&lt;/sup&gt; St</td>
<td>Monday-Saturday 7am-7pm</td>
<td>Monday-Friday 7am-7pm</td>
<td>185'</td>
</tr>
<tr>
<td>5</td>
<td>EB service road between 77&lt;sup&gt;th&lt;/sup&gt; Ave &amp; 78&lt;sup&gt;th&lt;/sup&gt; Ave</td>
<td>No space for loading</td>
<td>Monday-Saturday 7am-7pm</td>
<td>Approximately 110'</td>
</tr>
<tr>
<td>6</td>
<td>EB service road between 78&lt;sup&gt;th&lt;/sup&gt; Ave &amp; Union Turnpike</td>
<td>No space for loading</td>
<td>Monday-Saturday 7am-4pm</td>
<td>Approximately 110'</td>
</tr>
<tr>
<td>7</td>
<td>WB service road between 78&lt;sup&gt;th&lt;/sup&gt; Ave &amp; 77&lt;sup&gt;th&lt;/sup&gt; Ave</td>
<td>No space for loading</td>
<td>Monday-Friday 9am-5pm</td>
<td>Approximately 65'</td>
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2018 PROPOSAL BENEFITS

- Expanded pedestrian refuge space, mall-to-mall crossings, and pedestrian path shorten pedestrian crossing distances and extend the pedestrian network
- Protected bicycle lane allows for safe, convenient bicycle travel
- Stop-controlled slip lanes calm the service roads, create safer vehicle transitions between mainline and service road, and reduce highway-like feeling on Queens Blvd
- Updated lane markings organize roadway for all road users and create predictable movements
- New curb regulations manage diverse needs and allow for expeditious truck loading
- 2018 project creates footprint for Great Streets Capital build out with expanded medians and pedestrian amenities
QUEENS BLVD TRANSFORMATION

Operational project creates the footprint for capital investment in the neighborhood

Expanded medians allow for creation of linear parks
THANK YOU!

Questions?