



QUEENS BOULEVARD

ROOSEVELT AVE TO 73RD ST

Great Streets Capital
Presentation to Community Board 2 Transportation Committee
October 6, 2026



QUEENS BLVD SAFETY GAINS

- Pedestrian injuries decreased by 37% after implementation
- Crashes w/ Injuries decreased by 3% after implementation

Crashes and Injuries
Three-Year After Analysis, Queens Blvd (Roosevelt Ave to 73rd St)

	Before				After				Change	
	'12/ '13	'13/ '14	'14/ '15	Average	'15/ '16	'16/ '17	'17/ '18	Average	Actual	Percent
Crashes w/ Injuries	70	65	64	66.3	67	77	49	64.3	-2.0	-3%
Motor Vehicle Occupant	70	76	61	69.0	81	71	58	70.0	1.0	1%
Pedestrian	11	17	10	12.7	6	10	8	8.0	-4.7	-37%
Cyclist	13	3	8	8.0	5	15	3	7.7	-0.3	-4%
Other Motorized	0	0	0	0.0	0	0	0	0.0	0.0	N/A
Total Injuries	94	96	79	89.7	92	96	69	85.7	-4.0	-4%
Boro Total Injuries	11325	10818	10853	10998.7	12740	13640	14081	13487.0	2488.3	23%

The 3-yr before period is July 01, 2012 to June 30, 2015.

The 3-yr after period is November 01, 2015 to October 31, 2018.

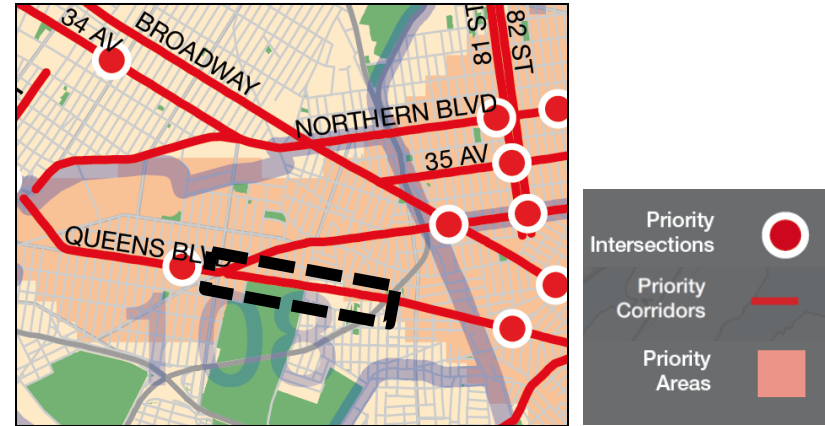
The implementation period of July 01, 2015 to October 31, 2015 is excluded.

Source: NYPD AIS/ TAMS Crash Database

VISION ZERO GREAT STREETS

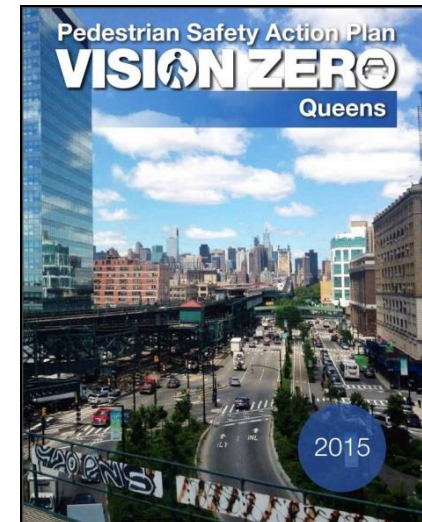
Vision Zero

- Multi-agency effort to reduce traffic fatalities in New York City
- Borough Action Plans released in 2015
- Queens Blvd is a Priority Corridor with 4.1 pedestrians killed or severely injured per mile with 3 Priority Intersections and in a Priority Area

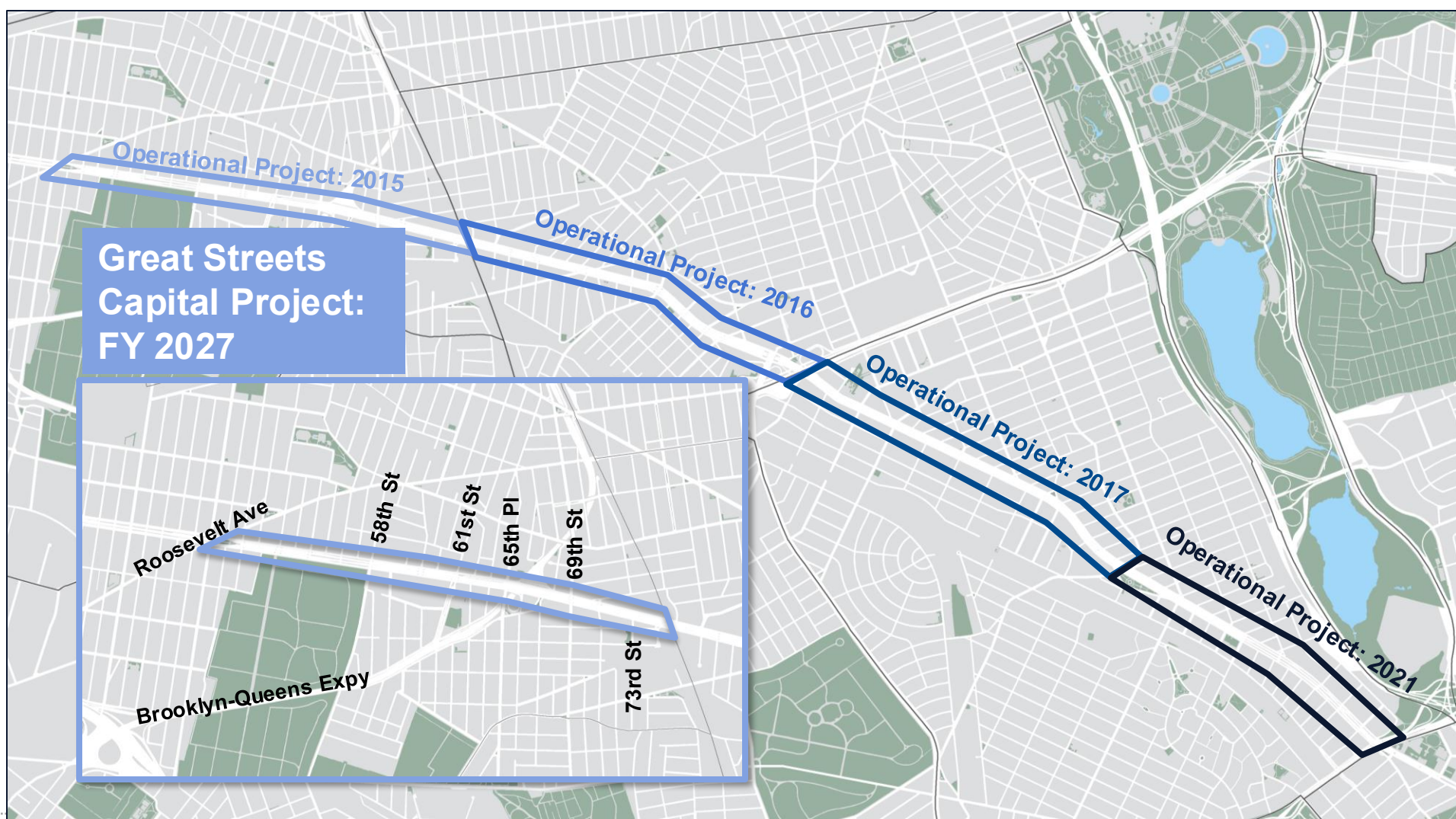


Great Streets

- Queens Blvd is one of five arterial streets designated city funds as part of this Vision Zero Capital Program by Mayor de Blasio. Other corridors included:
 - Atlantic Ave (Brooklyn)
 - 4th Ave (Brooklyn)
 - Grand Concourse (Bronx)
 - Northern Blvd (Queens)



PROJECT LIMITS



OPERATIONAL & CAPITAL PROJECT TIMELINE

- **March – June 2015:** Operational Project presentations and briefings to Community Board 2
- **June 2015:** Community Board 2 Full Board supported Queens Boulevard Operational Safety Improvement Project
- **2015 - 2018:** Implementation and evaluation of Operational Project and Capital Project planning
- **March – April 2018:** Presentations to Community Board 2 Transportation Committee and Full Board
- **August 2026:** Federal Grant approved
- **October 2026:** **Presentation to Community Board 2 Transportation Committee**
- **Summer 2027:** 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



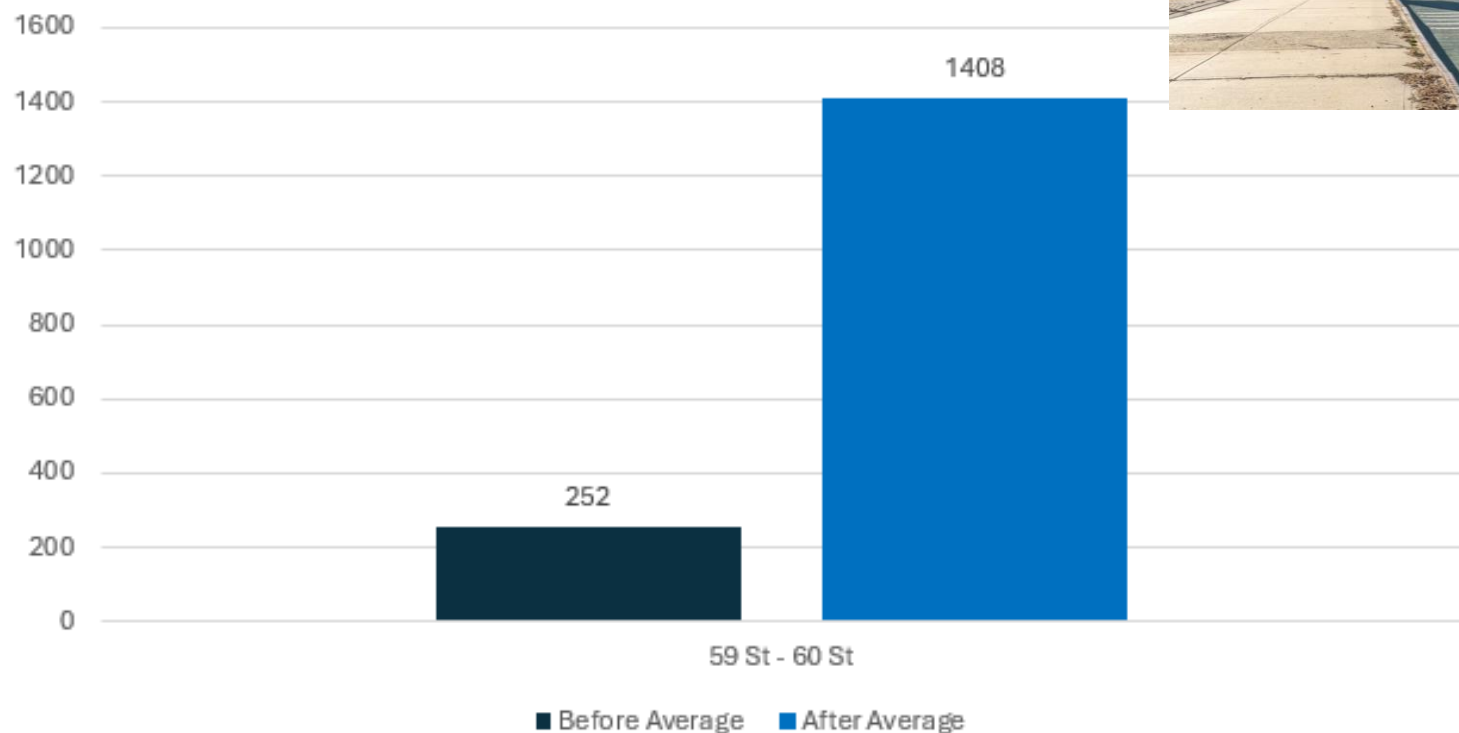
Stop-controlled slip lanes



OPERATIONAL PROJECT: CYCLING GROWTH

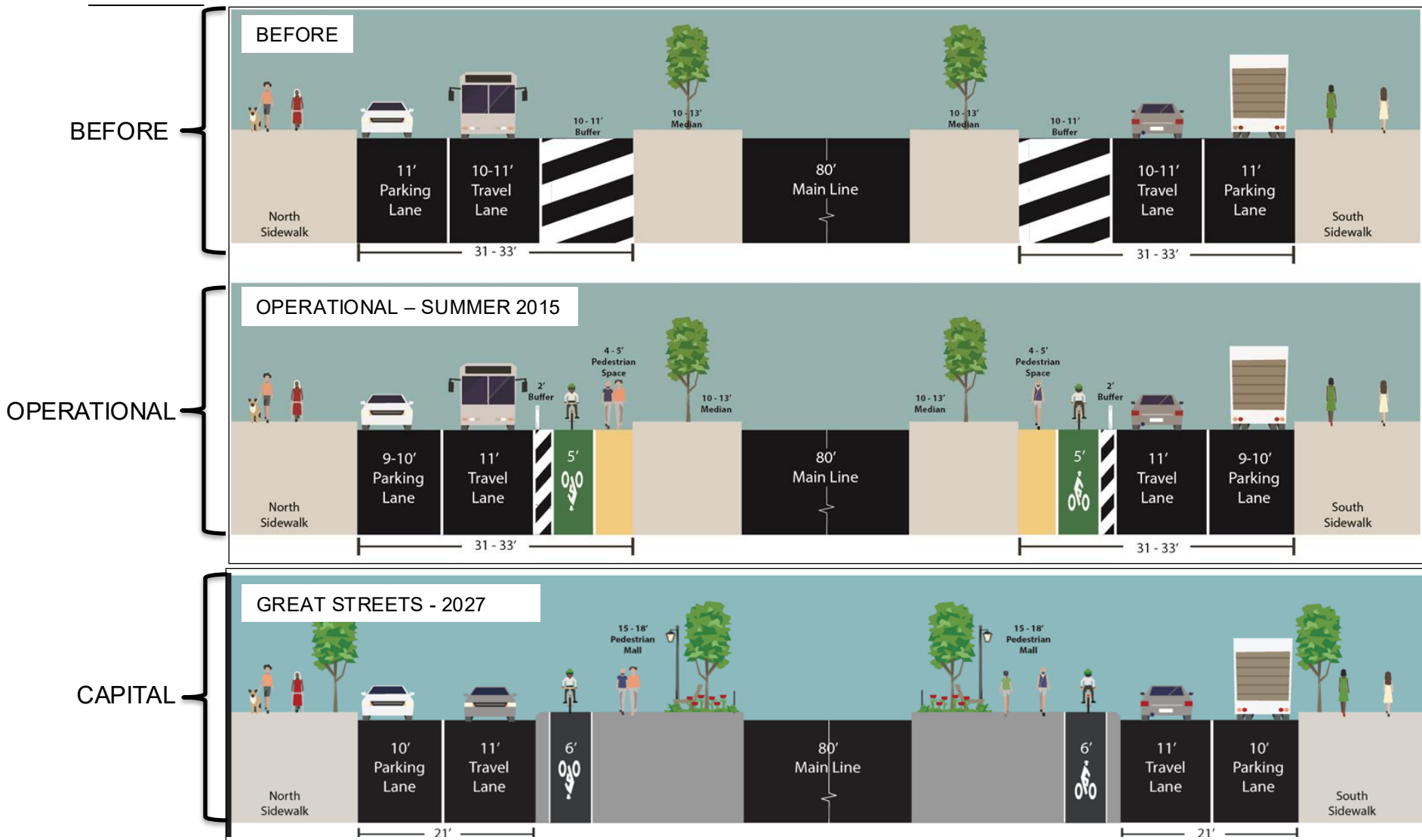
- Average **total** cycling volumes increased **500%**
- Average weekday cycling volumes increased **580%**

Average Bicycle Volumes (at Intersection)



Before data: average of counts collected 4/20-4/25/2015. After data: average of counts collected 8/3, 8/13, 8/14/2024.

QUEENS BLVD PROJECT DESIGNS

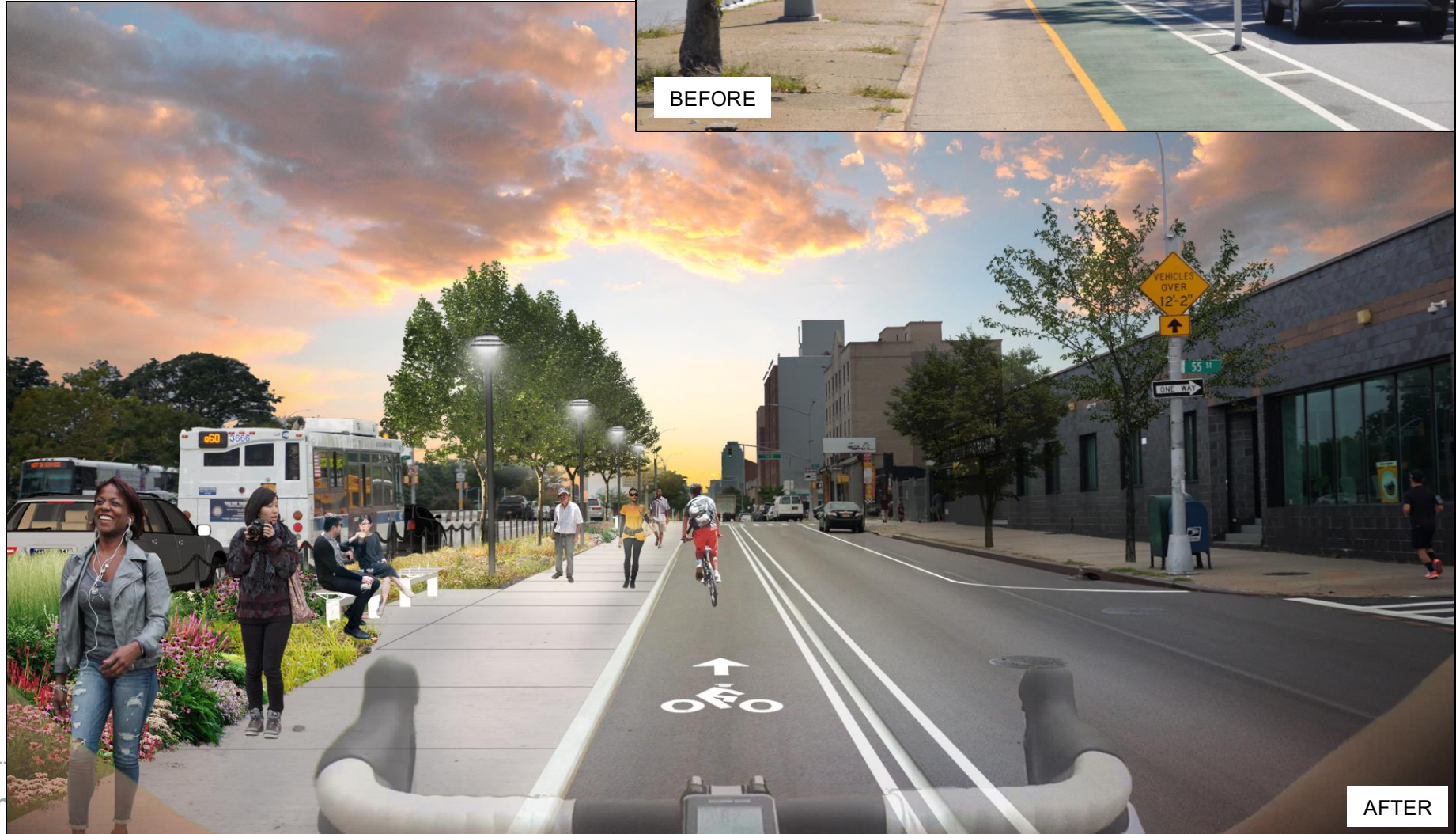


GREAT STREETS CAPITAL: GOALS

- 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



GREAT STREETS TYPICAL: BEFORE



GREAT STREETS TYPICAL: OPERATIONAL

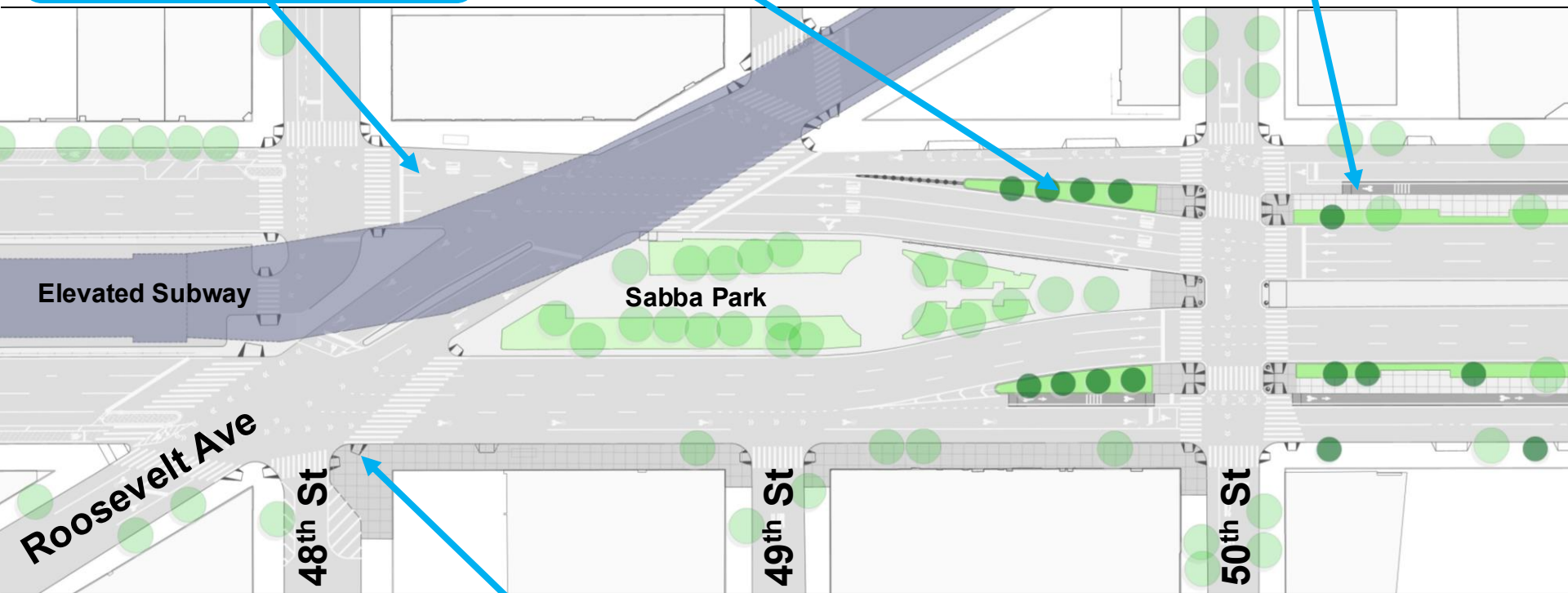


GREAT STREETS TYPICAL: CAPITAL

Bike lane design to be coordinated with NYCDOT Operational Improvements Project

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

Construct raised median-side bicycle lanes with mountable curb



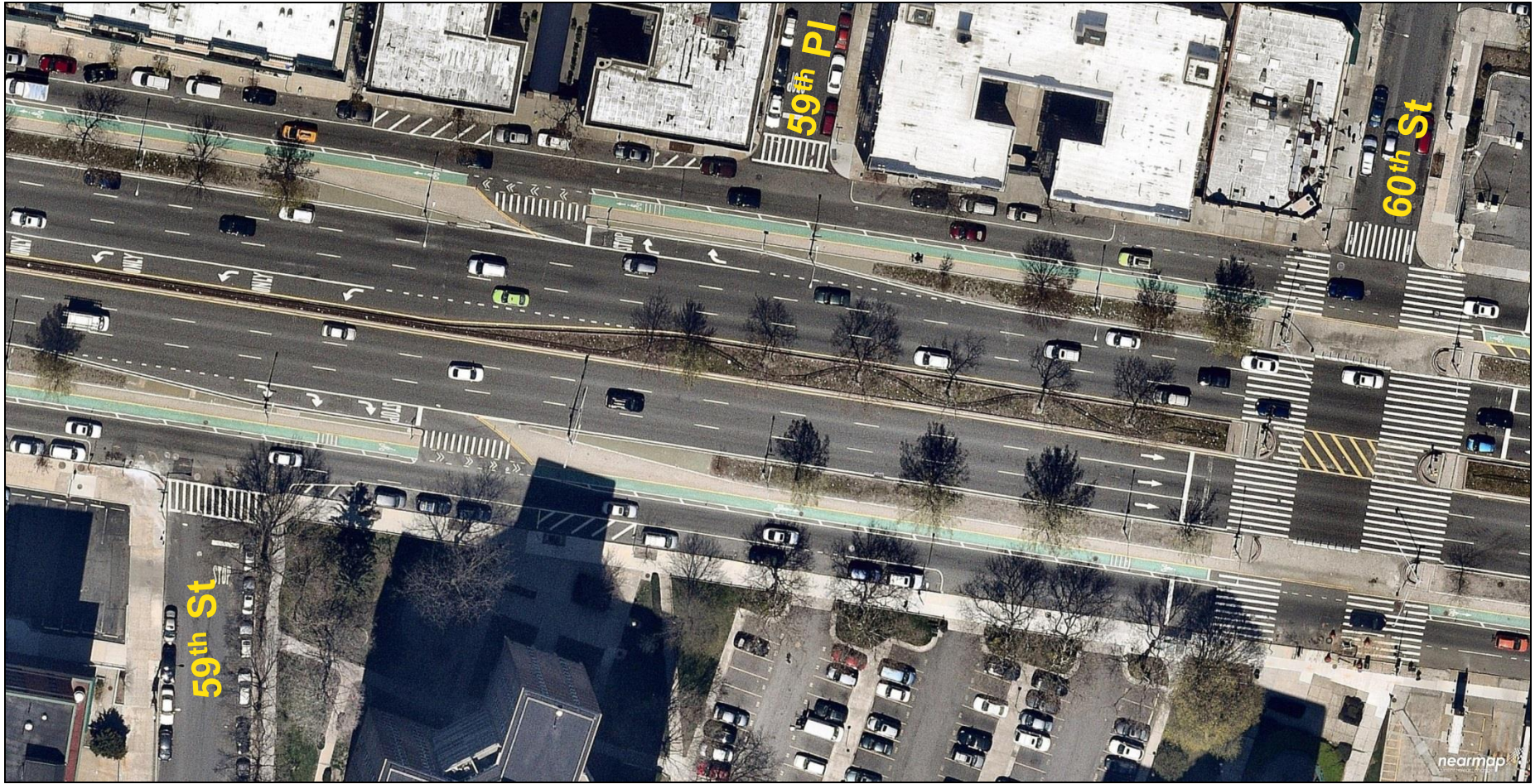
Construct curb extensions and ADA pedestrian ramps to shorten pedestrian crossing distance

GREAT STREETS TYPICAL: BEFORE



nearmap

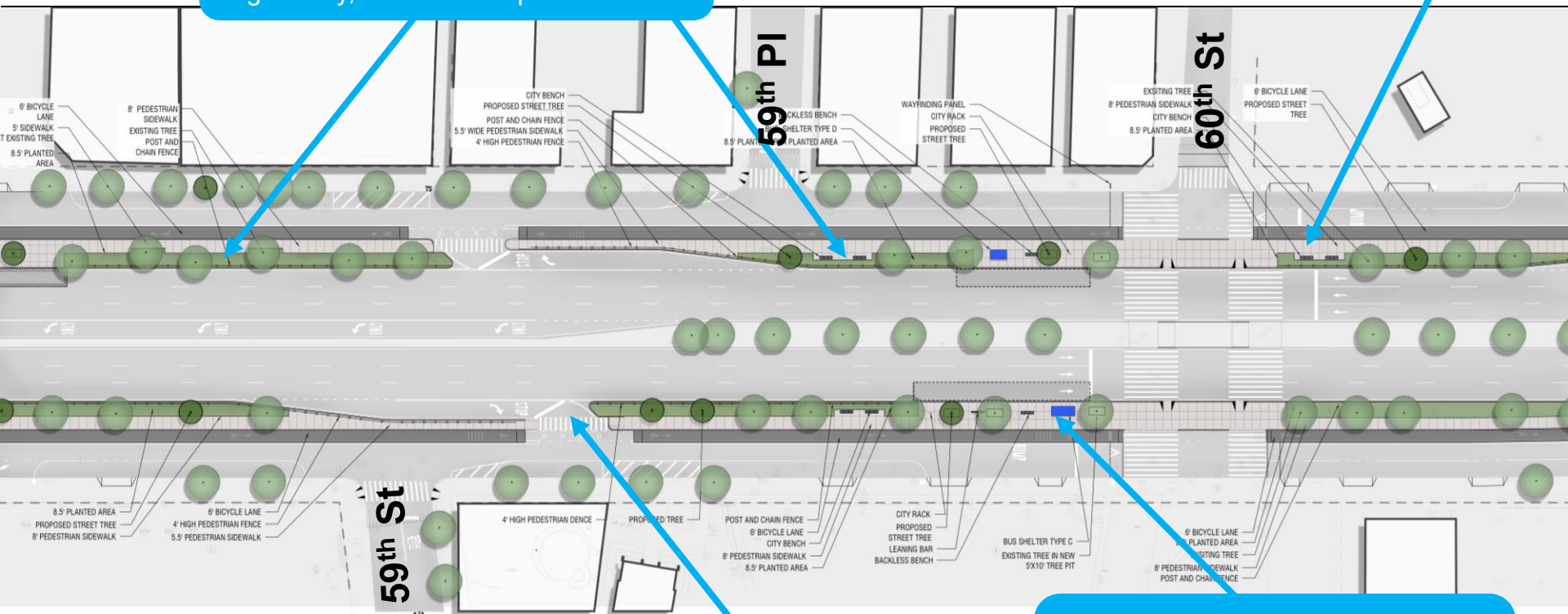
GREAT STREETS TYPICAL: OPERATIONAL



GREAT STREETS TYPICAL: CAPITAL

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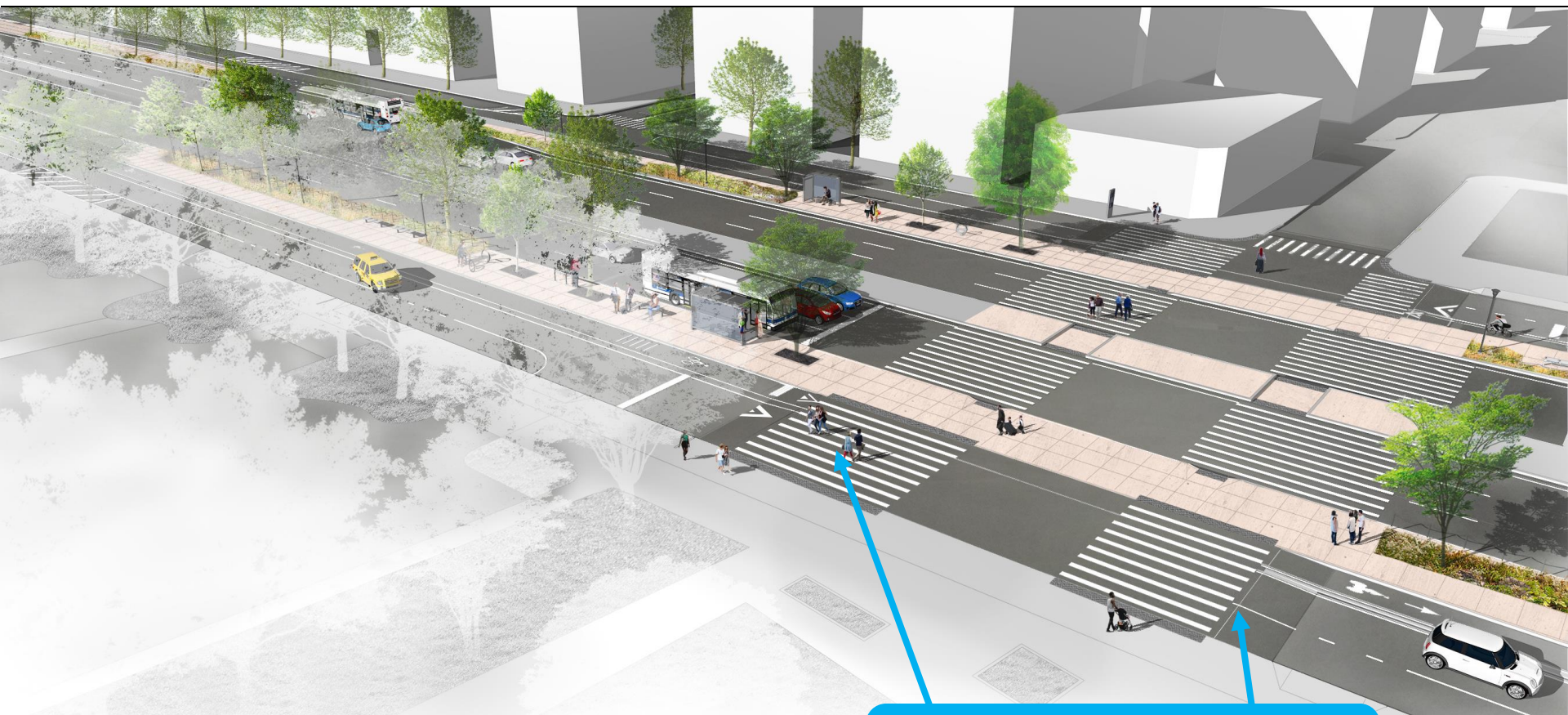
Construct raised median-side bicycle lanes with mountable curb



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 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: BEFORE



nyc.gov

GREAT STREETS 65TH PL: OPERATIONAL

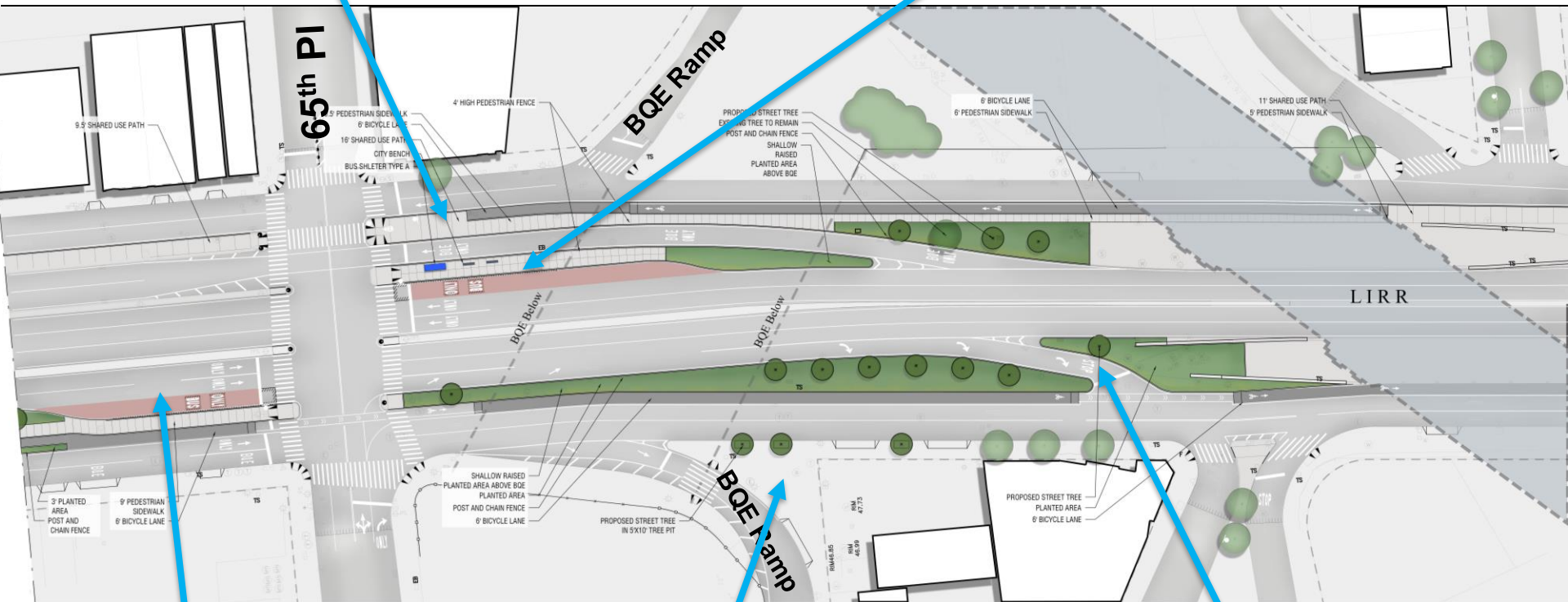


GREAT STREETS 65TH PL: CAPITAL

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 PI to accommodate relocated eastbound Q60 stop on median

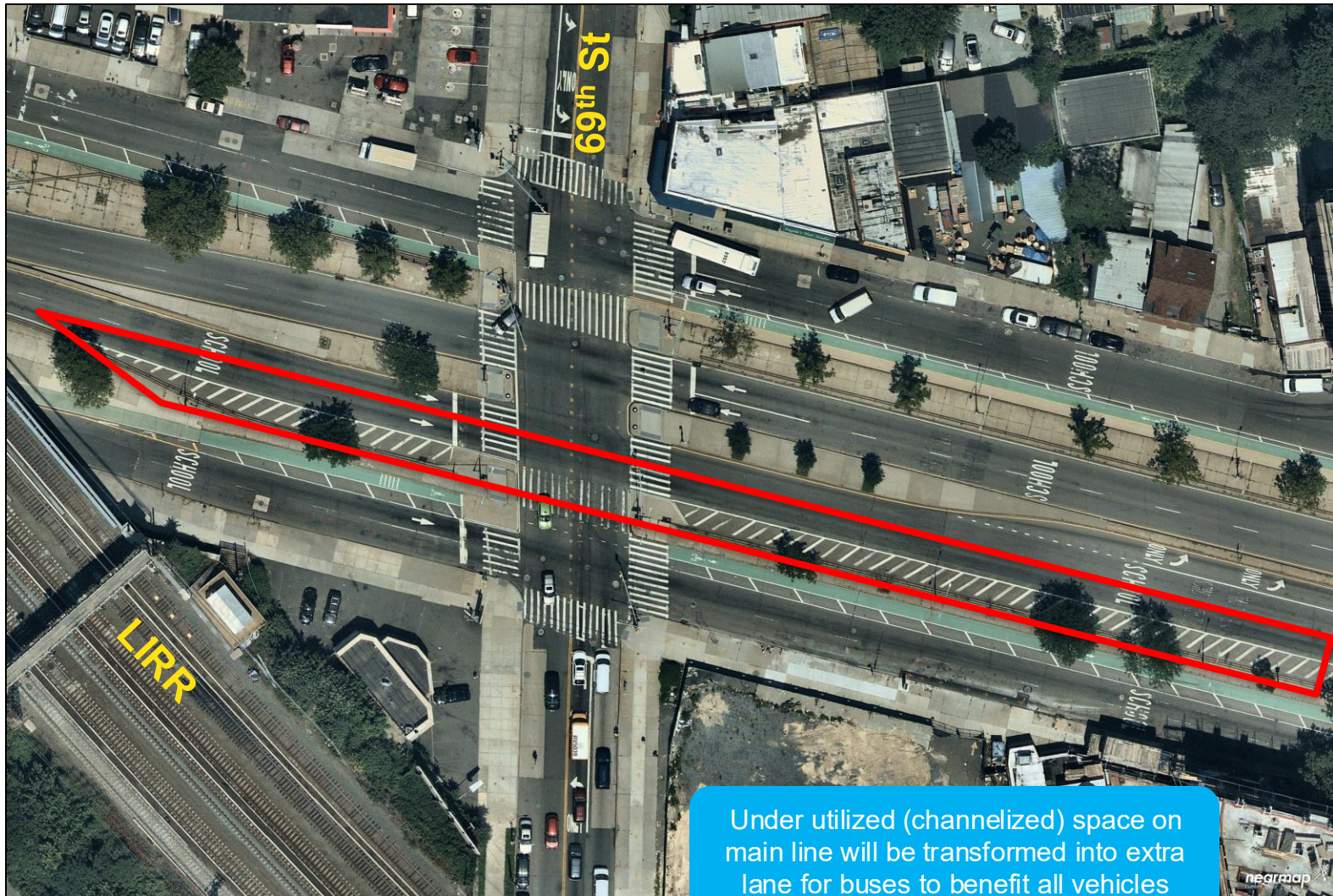
Reconstruct 66th St closure in concrete to improve pedestrian access

Shift slip lane and create bicycle only path where railroad overpass constricts geometry and pedestrian crossings are limited

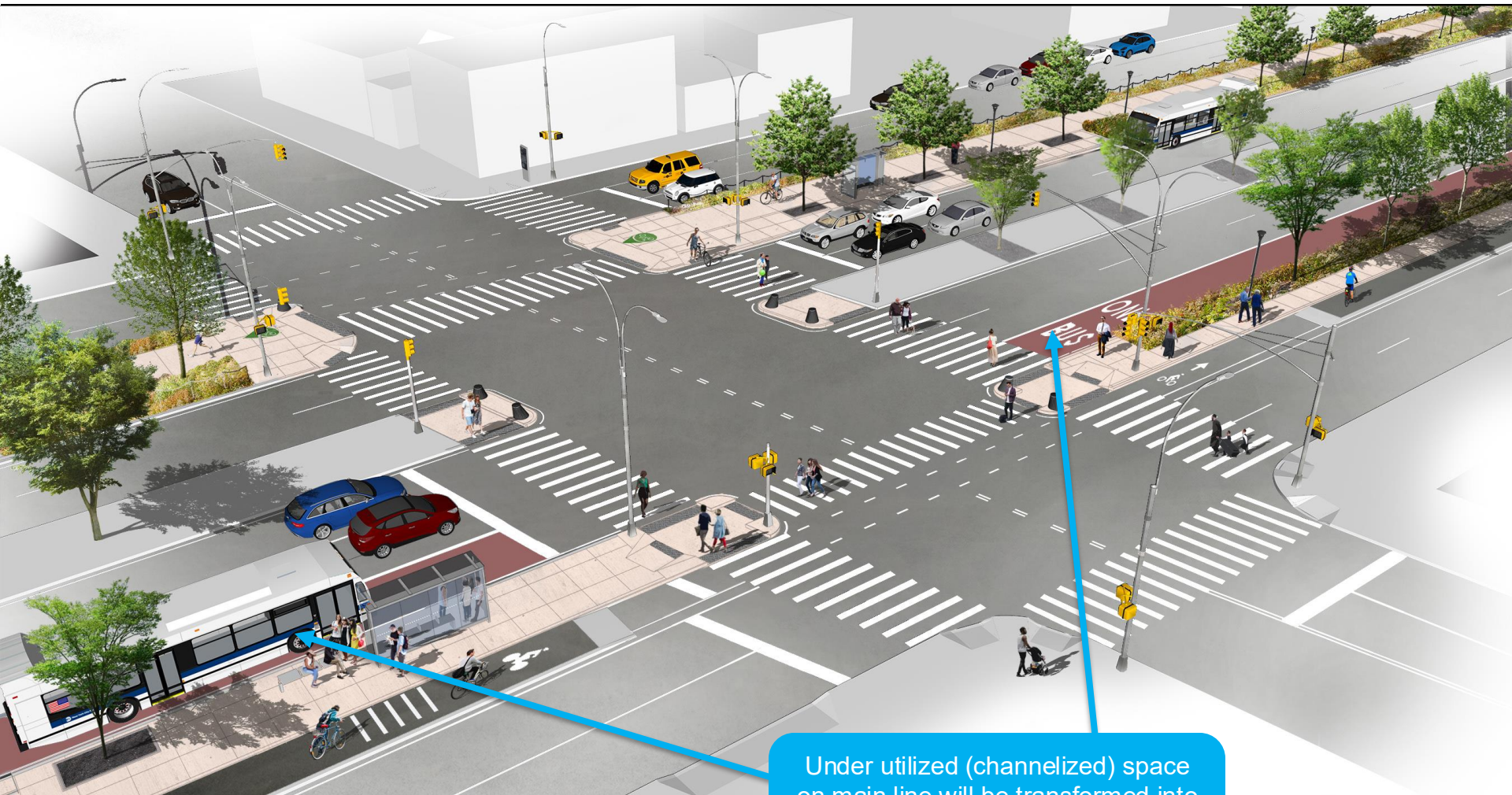
GREAT STREETS 69TH ST: BEFORE



GREAT STREETS 69TH ST: OPERATIONAL



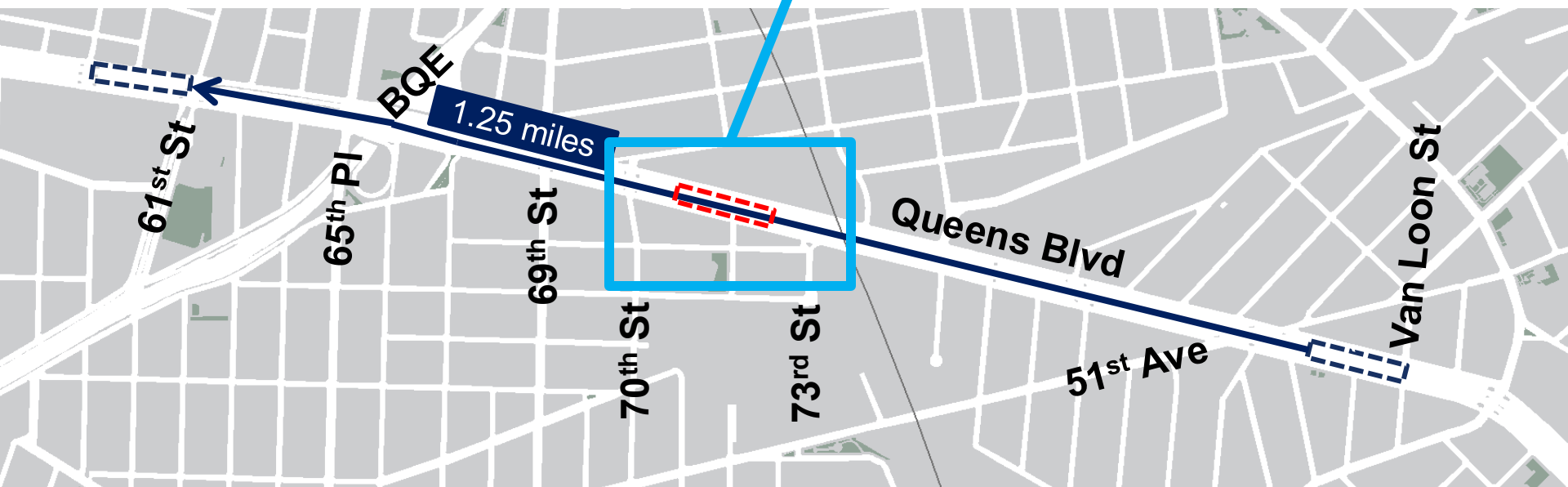
GREAT STREETS 69TH ST: CAPITAL



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 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
- Install **precast porous concrete panels** to improve water quality
- 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. **31 parking spaces** curbside to accommodate vehicle parking (in former bus stops)
- **Repave** roadway to improve street quality & drainage



THANK YOU!

Questions?



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