QUEENS BOULEVARD

ROOSEVELT AVE TO 73RD ST

Great Streets Capital

Presentation to Community Board 2 Transportation Committee

October 6, 2026

VISION ZERO
nyc.gov/visionzero

NEW YORK CITY DOT

NYC DDC

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)

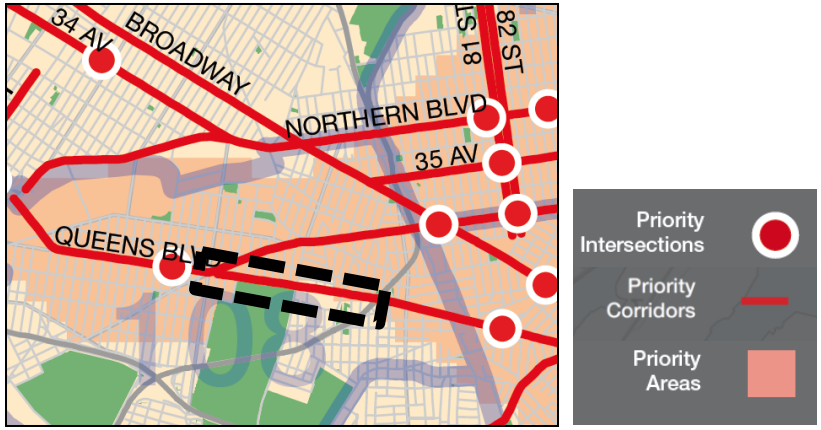
	Before				After				Change	
	'12/ '13	'13/ '14	'14/ '15	Average	'15/ '16	'16/ '17	'17/ '18	Average	Actual	Percent
Crashes w/ Injuries	70	65	64	**66.3**	67	77	49	**64.3**	-2.0	**-3%**
Motor Vehicle Occupant	70	76	61	**69.0**	81	71	58	**70.0**	1.0	**1%**
Pedestrian	11	17	10	**12.7**	6	10	8	**8.0**	-4.7	**-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

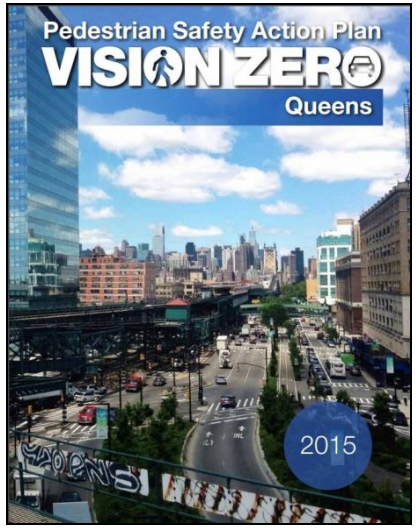
Vision Zero

- 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

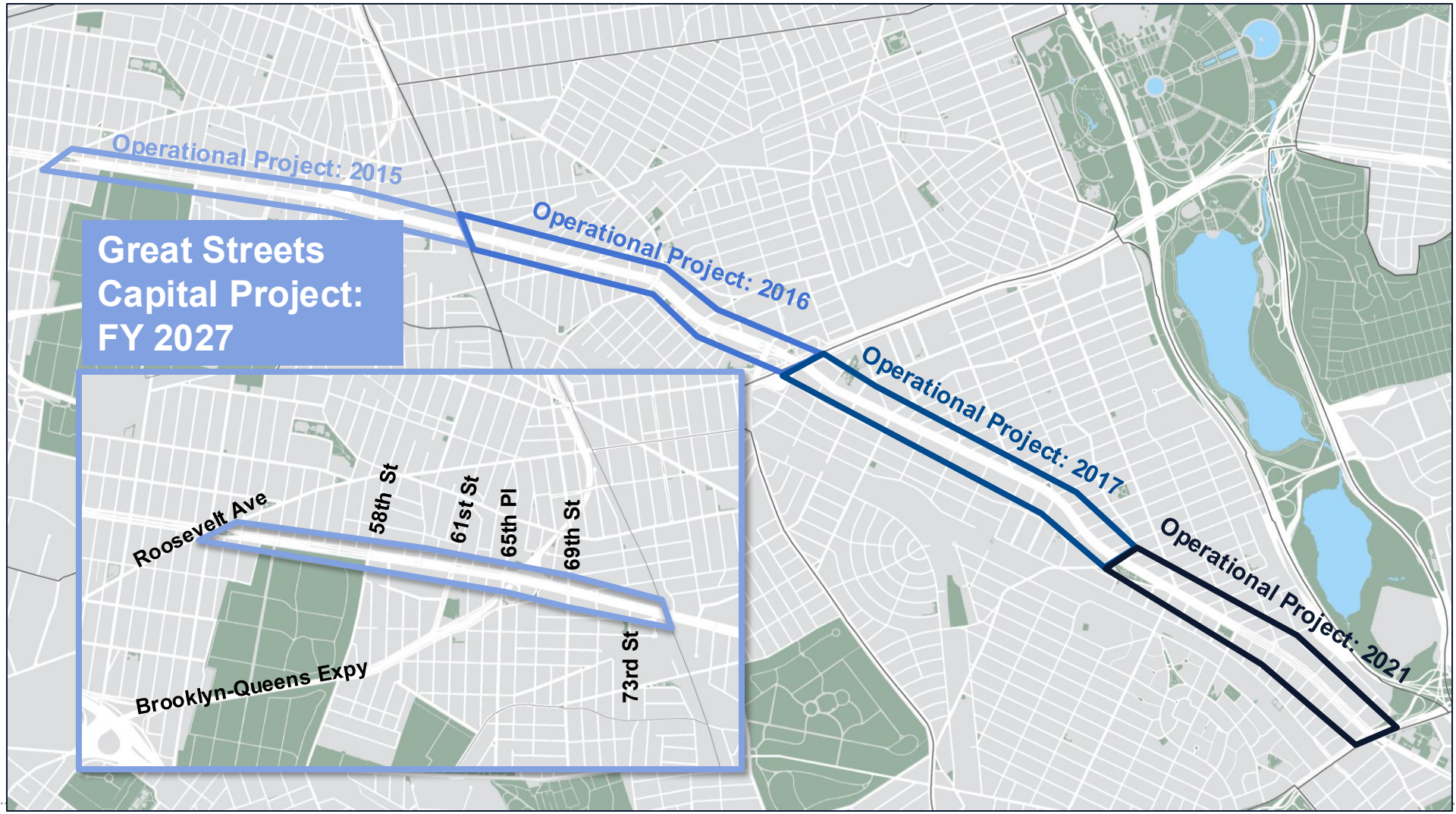


Great Streets

- 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)
- In 2015, Atlantic Ave and 4th Ave in Brooklyn, Grand Concourse in the Bronx, and Northern Blvd in Queens (2018) were also named Great Streets



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

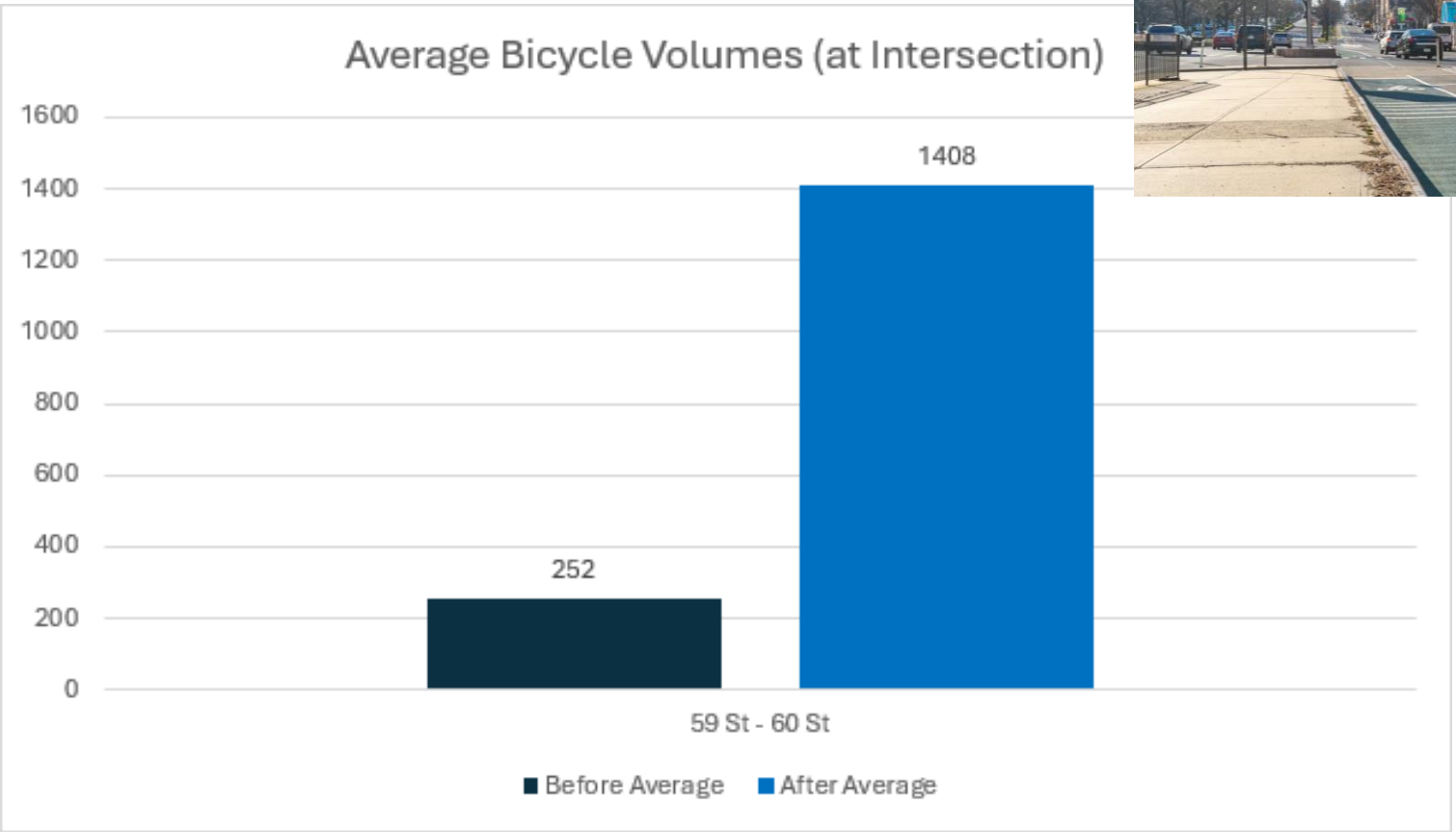
Mall-to-mall crossings

Median tip extensions

Stop-controlled slip lanes

OPERATIONAL PROJECT: CYCLING GROWTH

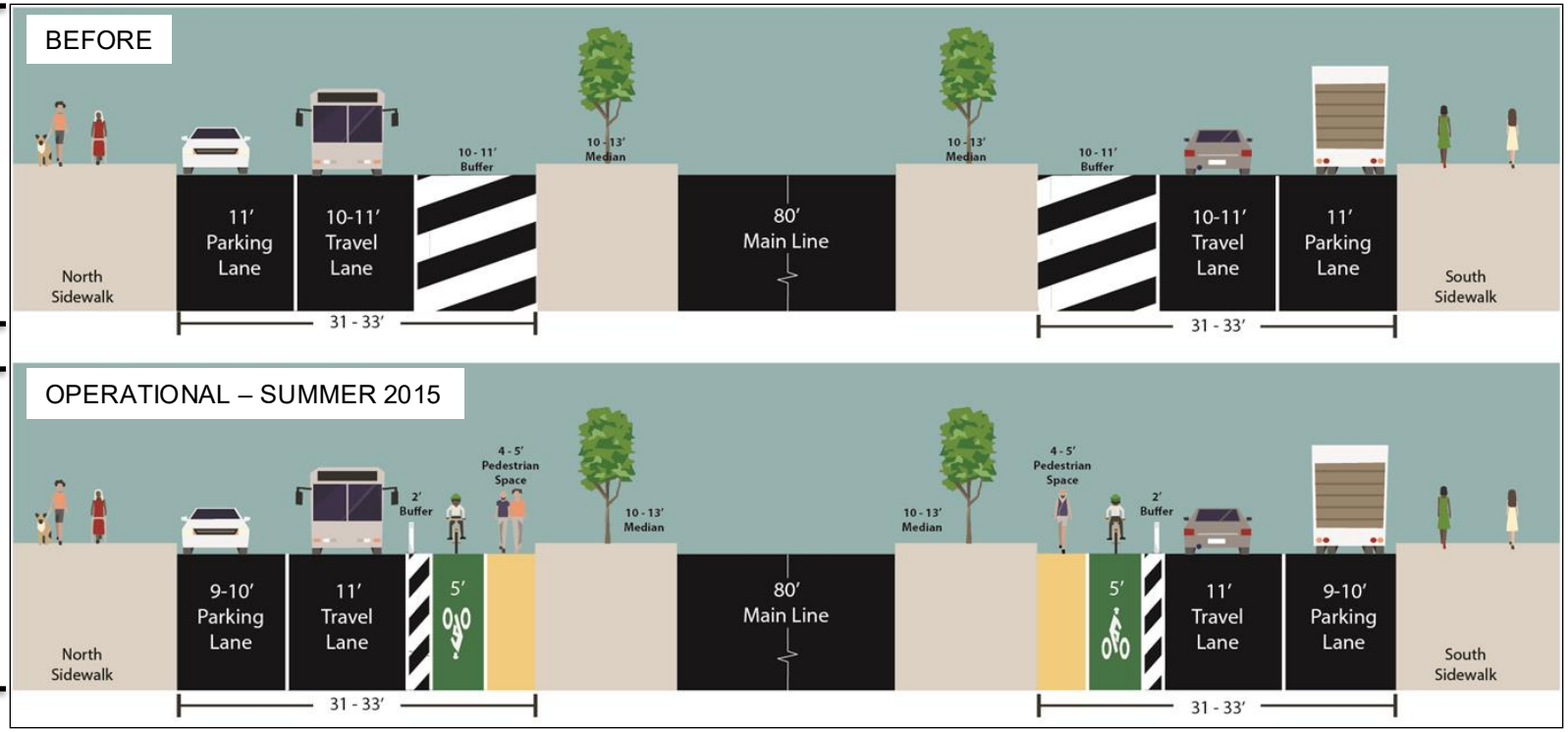
- Average **total cycling volumes increased 500%**
- Average weekday cycling volumes increased 580%



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

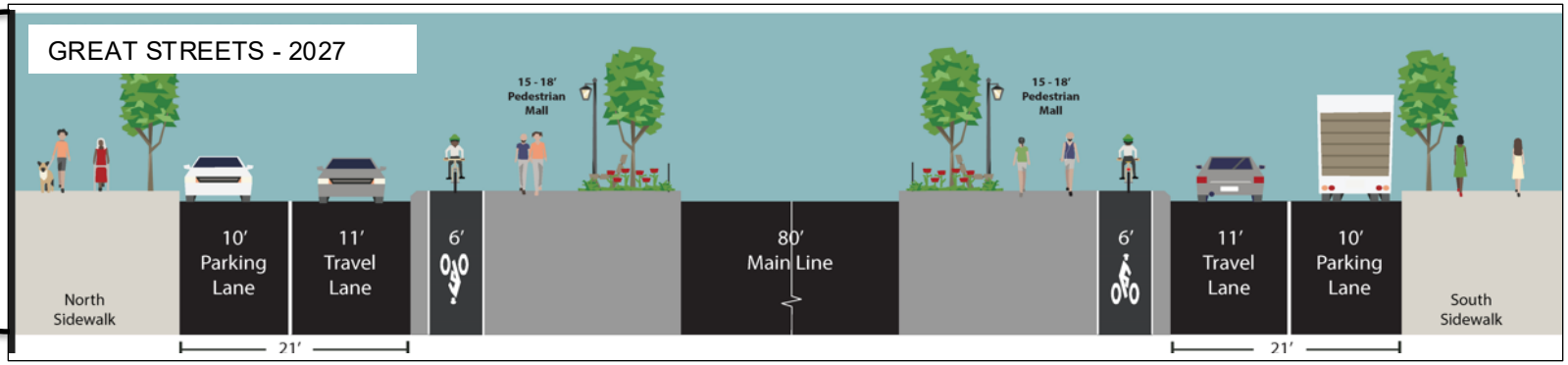
QUEENS BLVD PROJECT DESIGNS

BEFORE



OPERATIONAL

CAPITAL



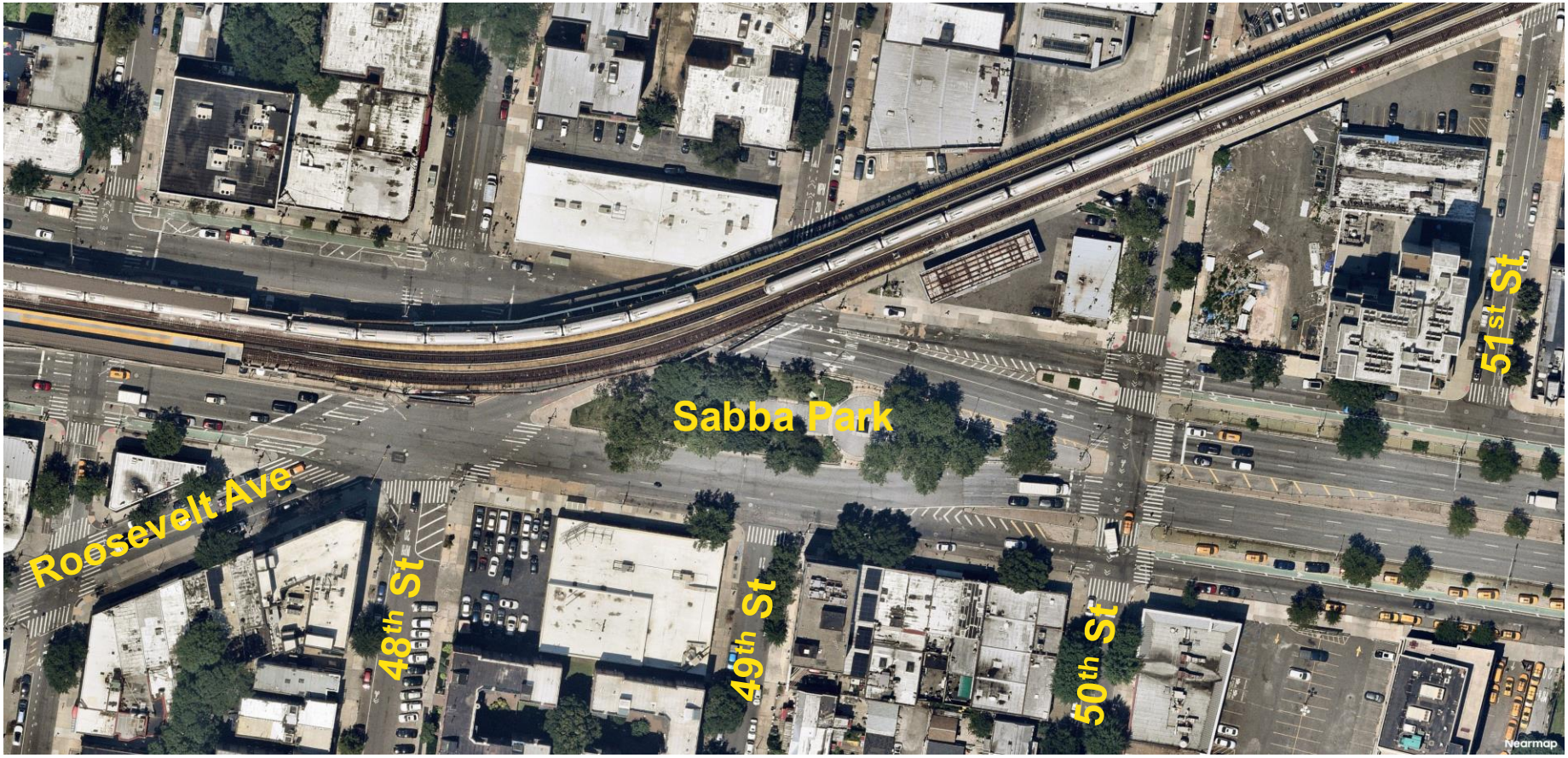
GREAT STREETS CAPITAL: GOALS

- 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

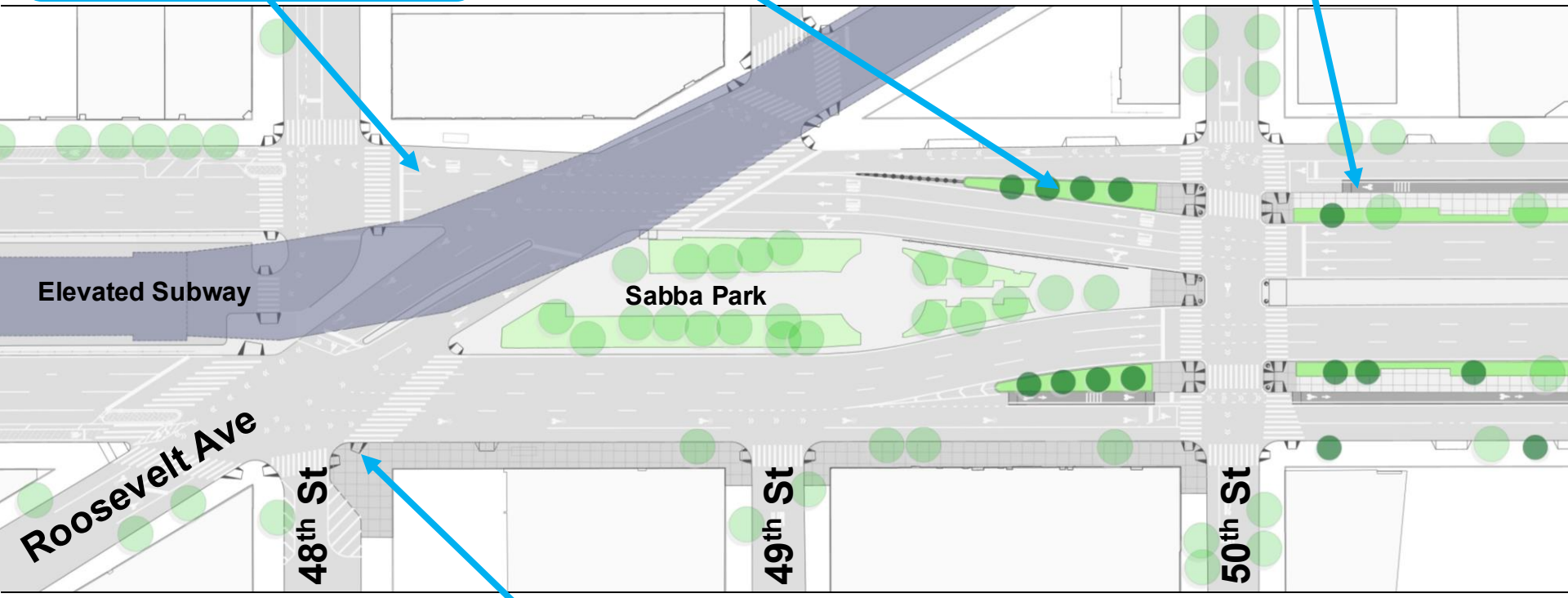


GREAT STREETS TYPICAL: CAPITAL

Bike lane design to be coordinated with NYCDOT Operational Improvements Project

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

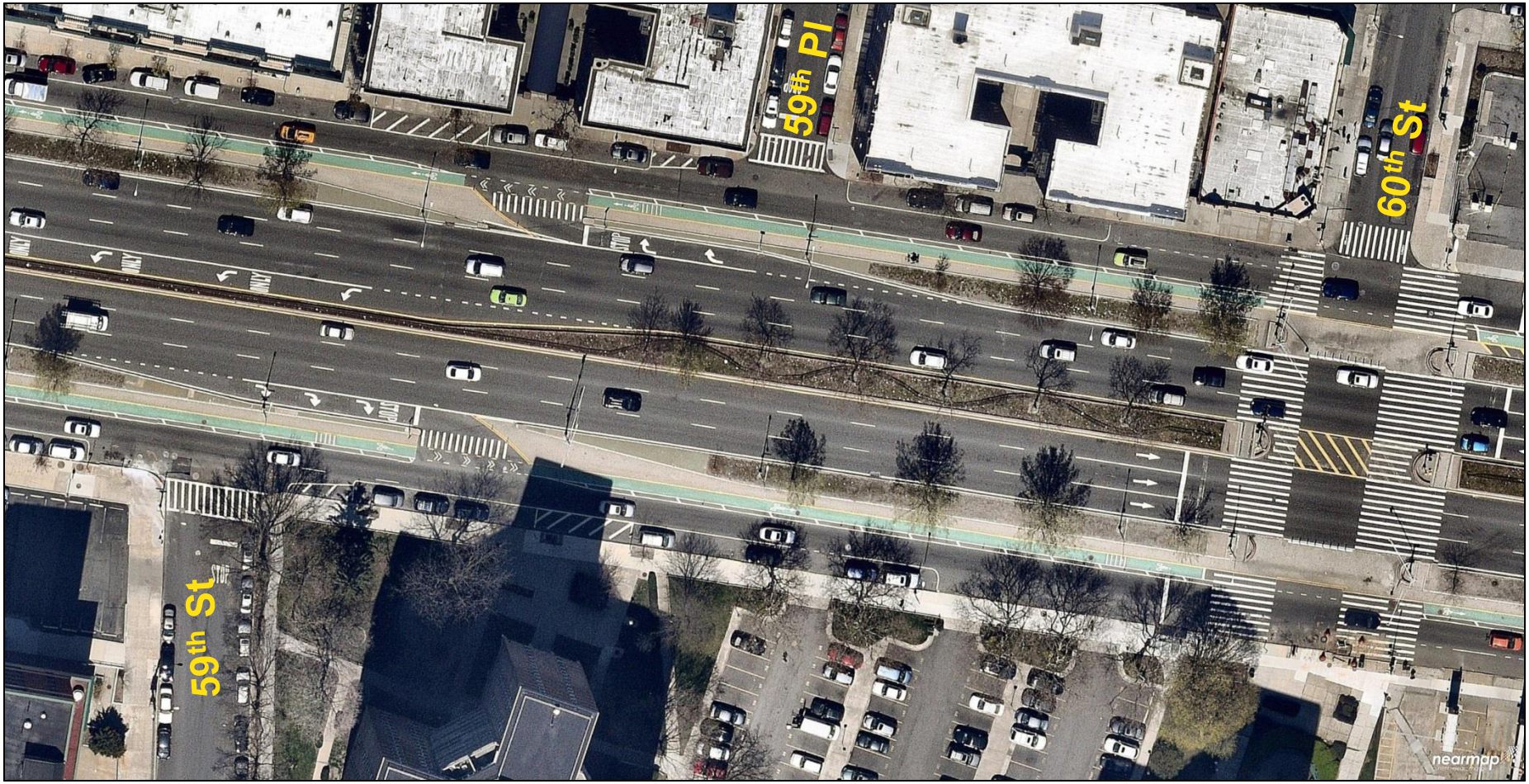
Construct raised median-side bicycle lanes with mountable curb



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

GREAT STREETS TYPICAL: BEFORE

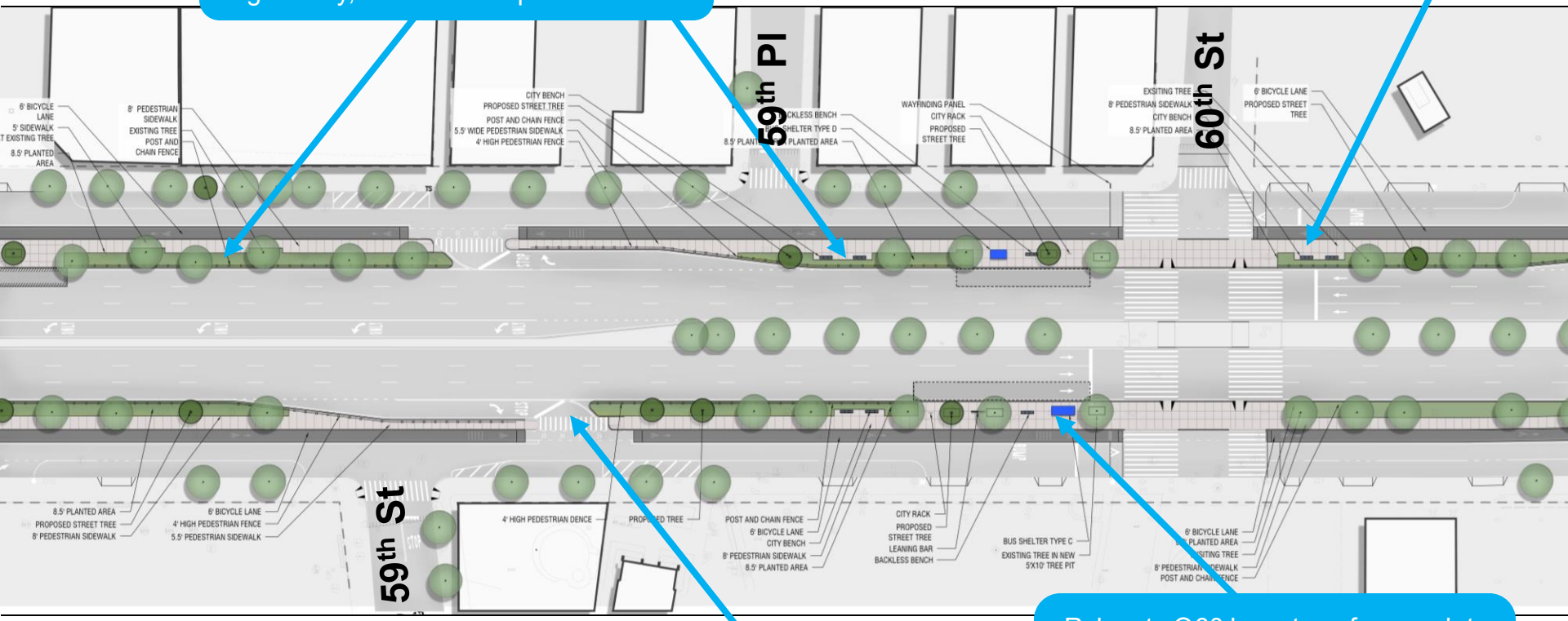
GREAT STREETS TYPICAL: OPERATIONAL



GREAT STREETS TYPICAL: CAPITAL

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

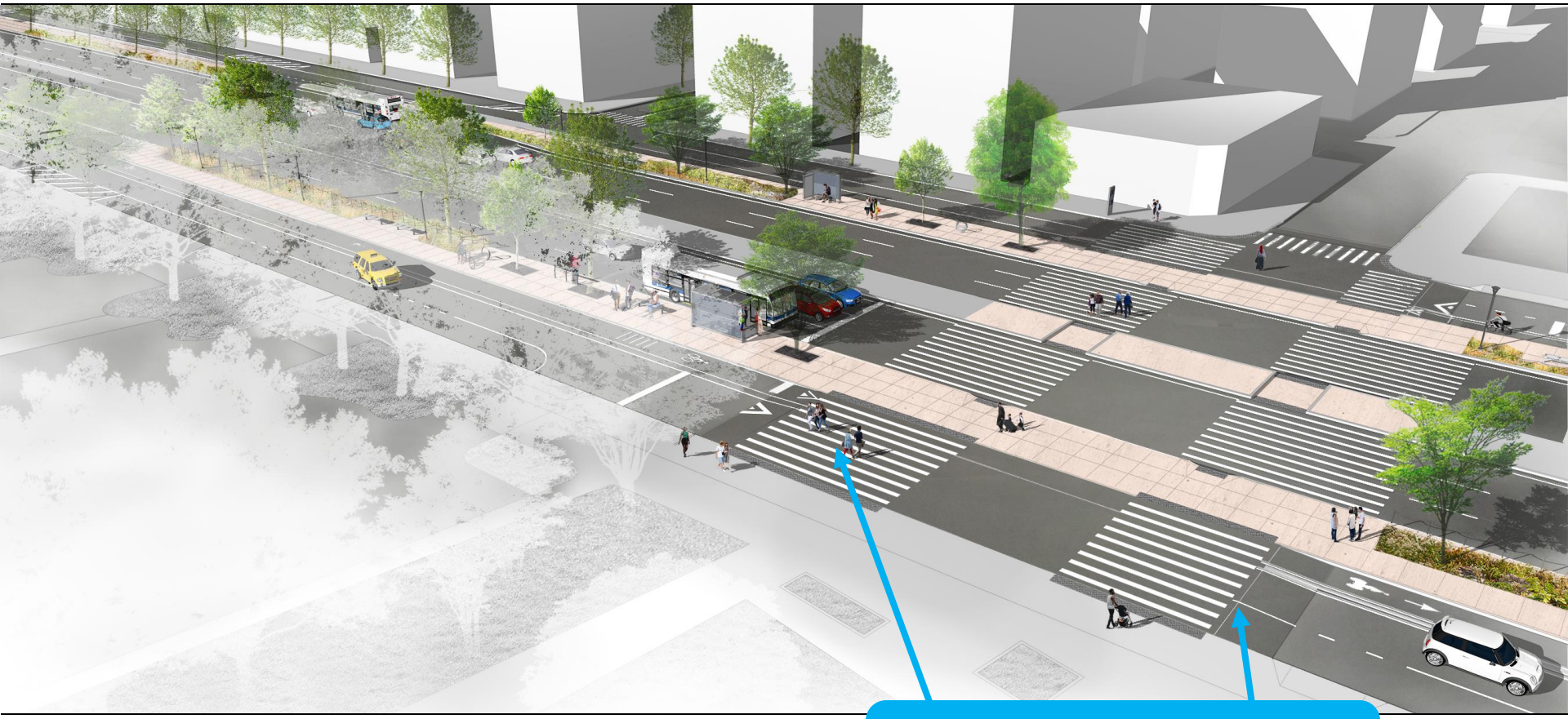
Construct raised median-side bicycle lanes with mountable curb



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

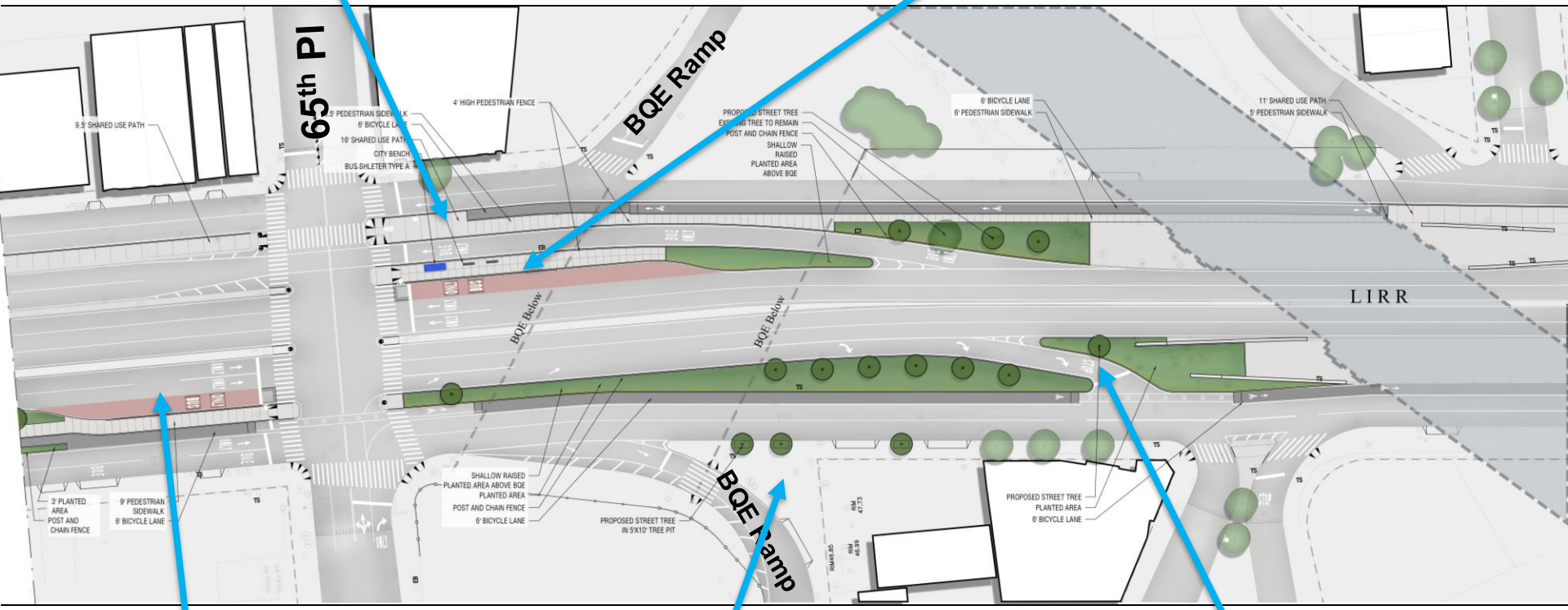
GREAT STREETS 65TH PL: OPERATIONAL

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

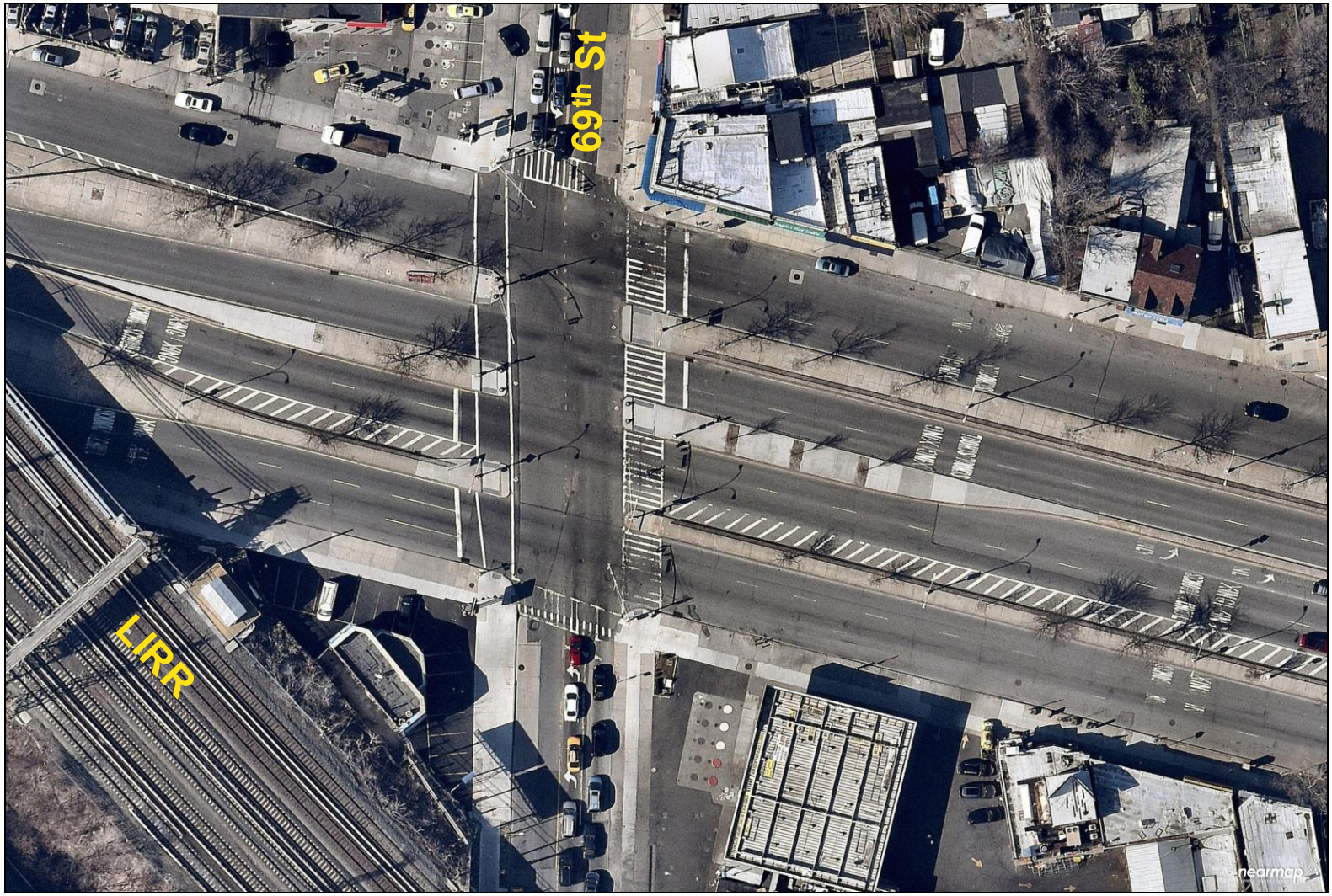


Create "bus only" pull-in stop at eastbound approach to 65th Pl to accommodate relocated eastbound Q60 stop on median

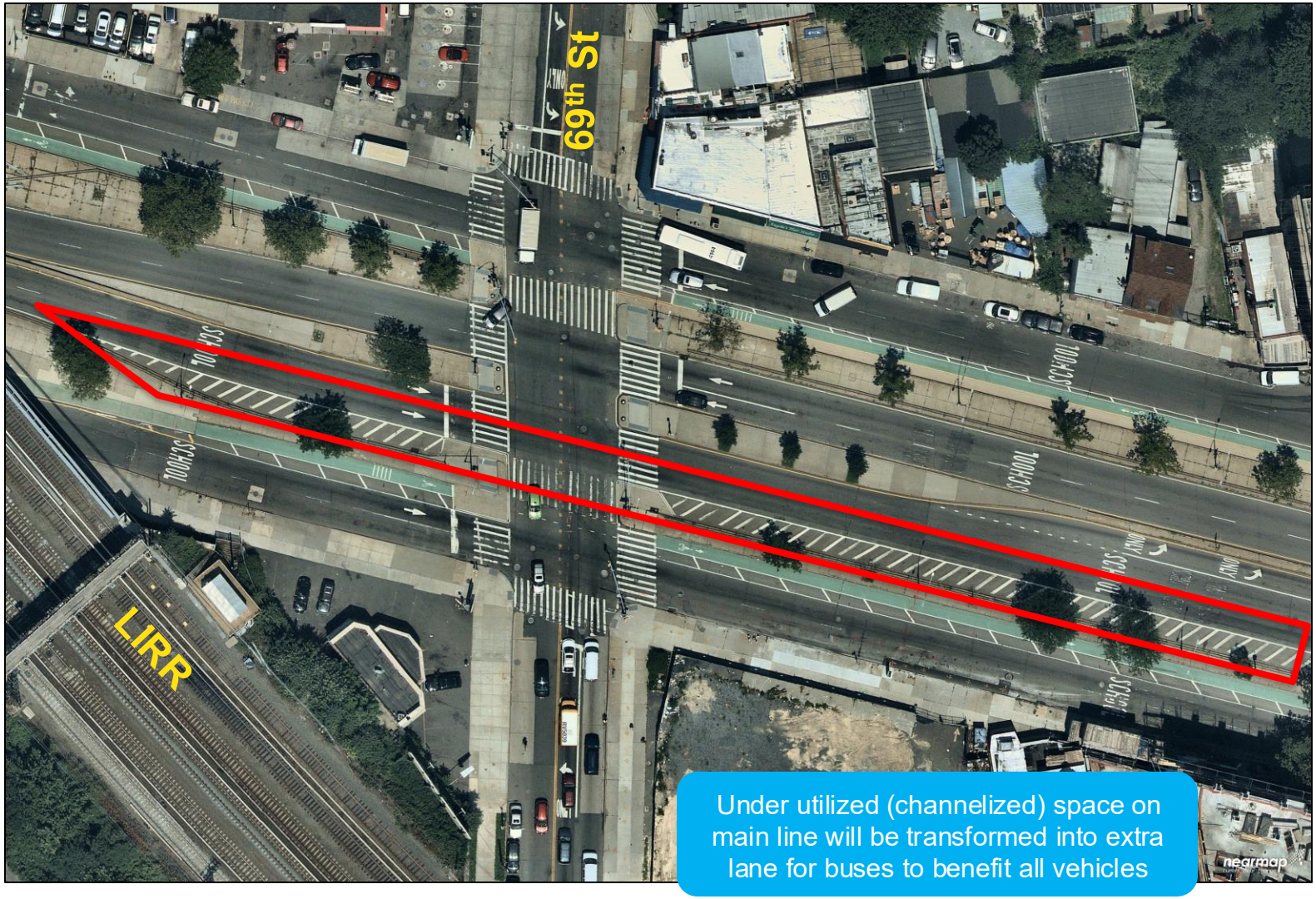
Reconstruct 66th St closure in concrete to improve pedestrian access

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

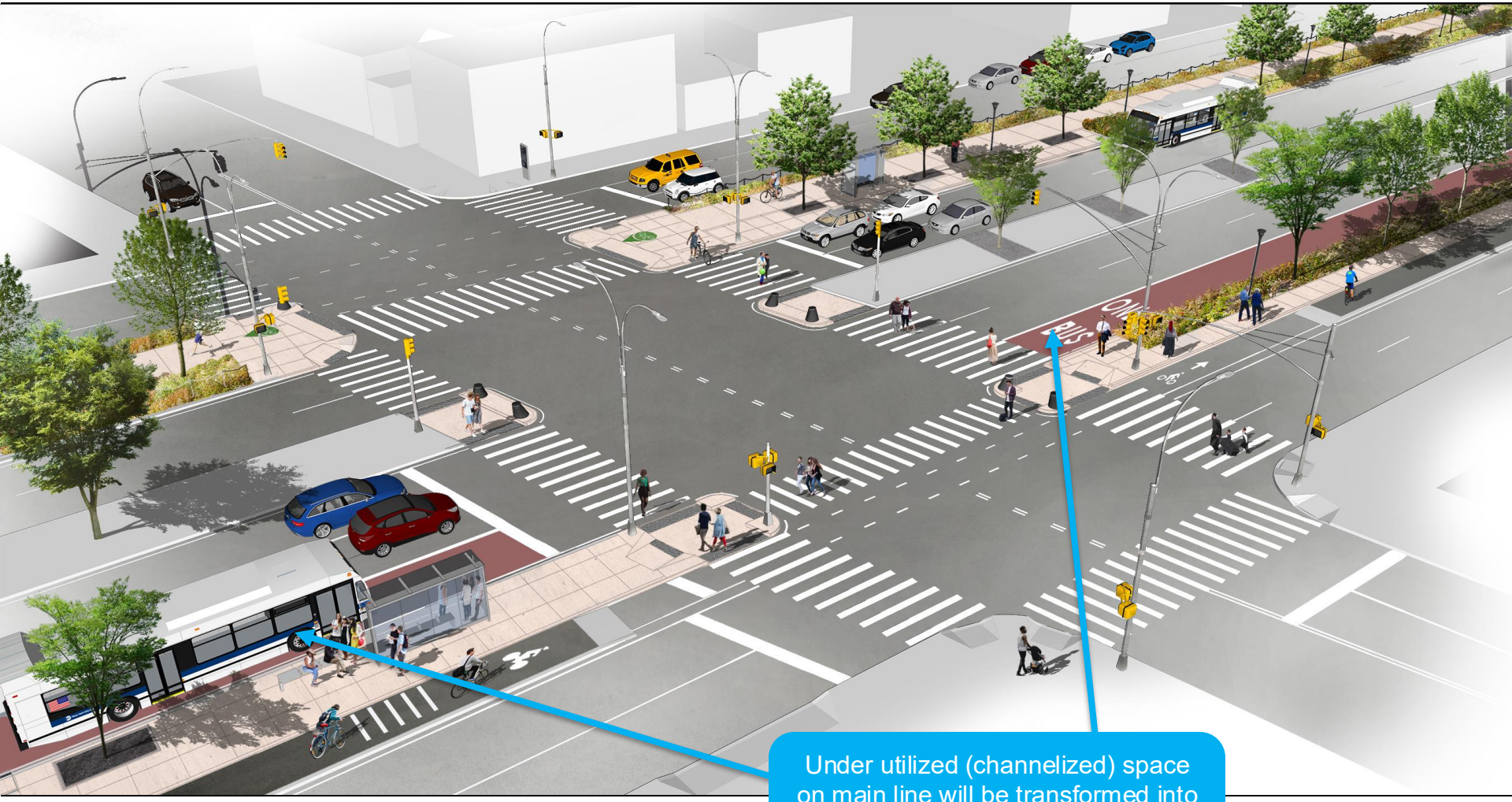
GREAT STREETS 69TH ST: BEFORE



GREAT STREETS 69TH ST: OPERATIONAL



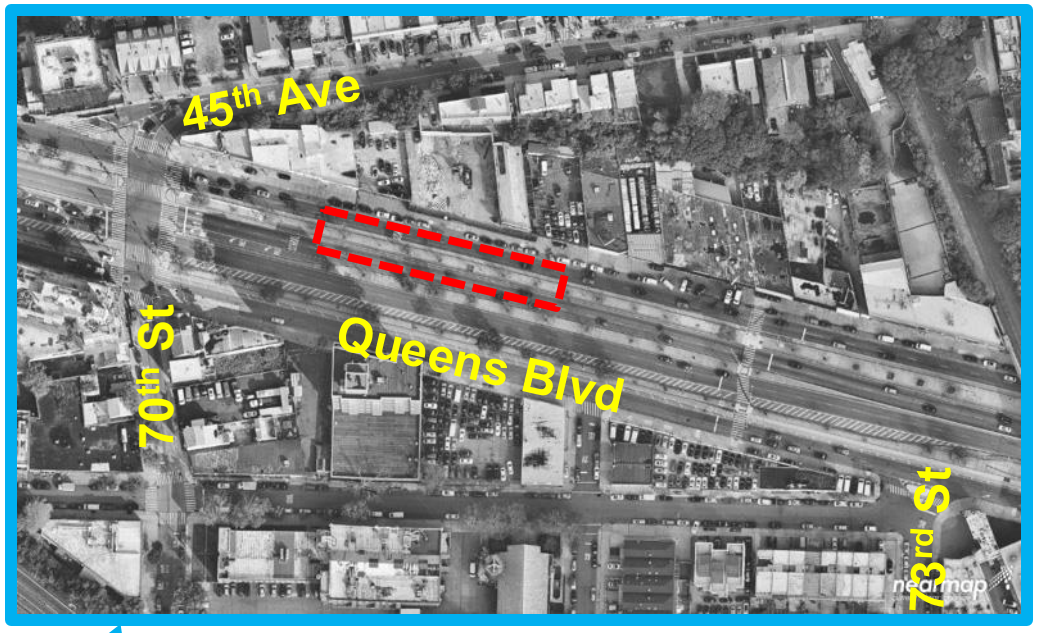
GREAT STREETS 69TH ST: CAPITAL

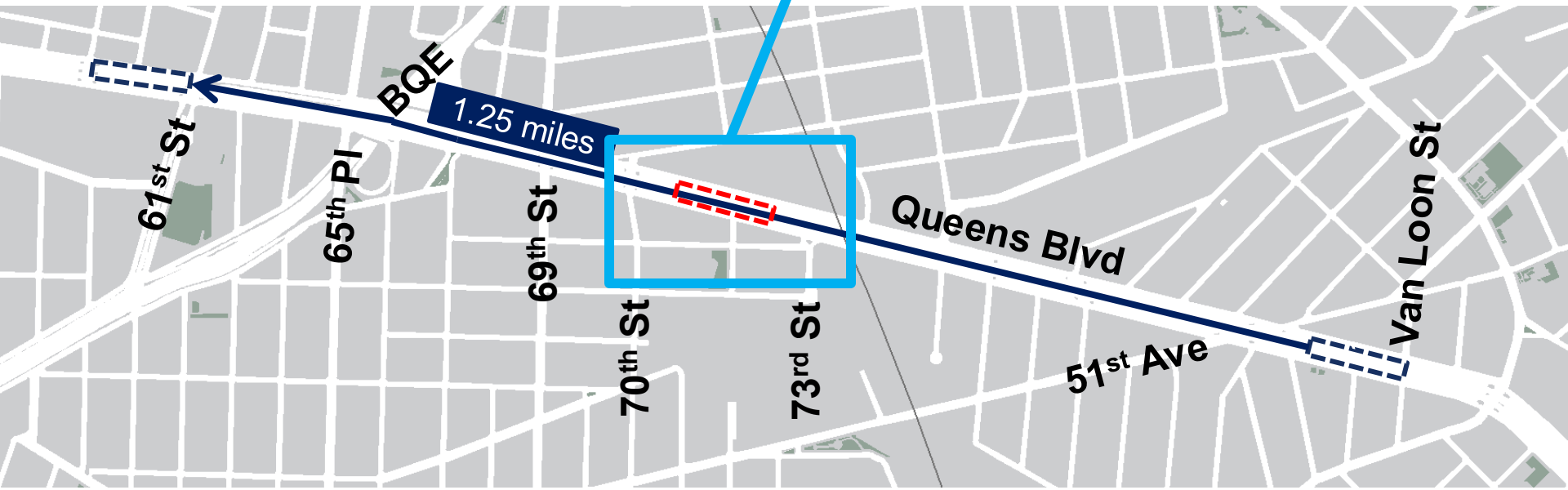


Under utilized (channelized) space on main line will be transformed into extra lane for buses to benefit all vehicles

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?

VISION ZERO
nyc.gov/visionzero

NEW YORK CITY DOT

NYC DDC

NYCDOT

nyc_dot

nyc_dot

NYCDOT