



Kissena Boulevard

Horace Harding Expressway to Parsons Boulevard

Street Improvement Project

Community Board 8 TC

April 22, 2026



Kissena Boulevard

Presentation Overview

- 1) Background
- 2) Existing Conditions
- 3) Project Proposal
- 4) Next Steps



Photo: Outreach to corridor users near businesses



Photo: Queens College brings many students to the corridor

Background

1

Background

Planning Framework

Freight Mobility Unit is committed to strategies outlined in *Delivering New York: A Smart Truck Management Plan for NYC*

- **Safety:** improve the safety of truck travel at intersections and along corridors
- **Sustainability:** foster the sustainable and environmentally responsible movement of goods
- **Freight Efficiency:** Improve the efficiency of freight movement to, from, and within NYC
- **Partnerships and Knowledge:** Grow public and private partnerships to increase knowledge about freight

The Freight Unit aims to address:

- 1) Truck priority safety corridors – streets that contain concentrations of truck involved crashes with vulnerable road users (pedestrians and cyclists)
- 2) Improve safety on existing truck routes for all users
- 3) Improvements to the truck route network, stemming from **Local Law 171** of 2023



[Delivering New York Plan](#)

Freight Mobility Toolbox

How We Do It

We have a wide range of strategies, policies, and programs in our toolbox to ensure safe, efficient and sustainable movements of goods and services.

Freight Efficiency



Microhubs

Sustainable Last-Mile Deliveries



Commercial Cargo Bikes



*Shared Use Lockers
(LockerNYC)*

Curb Access, Truck Route Network, and Truck Safety



Loading Zones Expansion



Conflict-Reducing Designs



Off-Hour Deliveries



Truck Electrification



Blue Highways



Truck Route Management

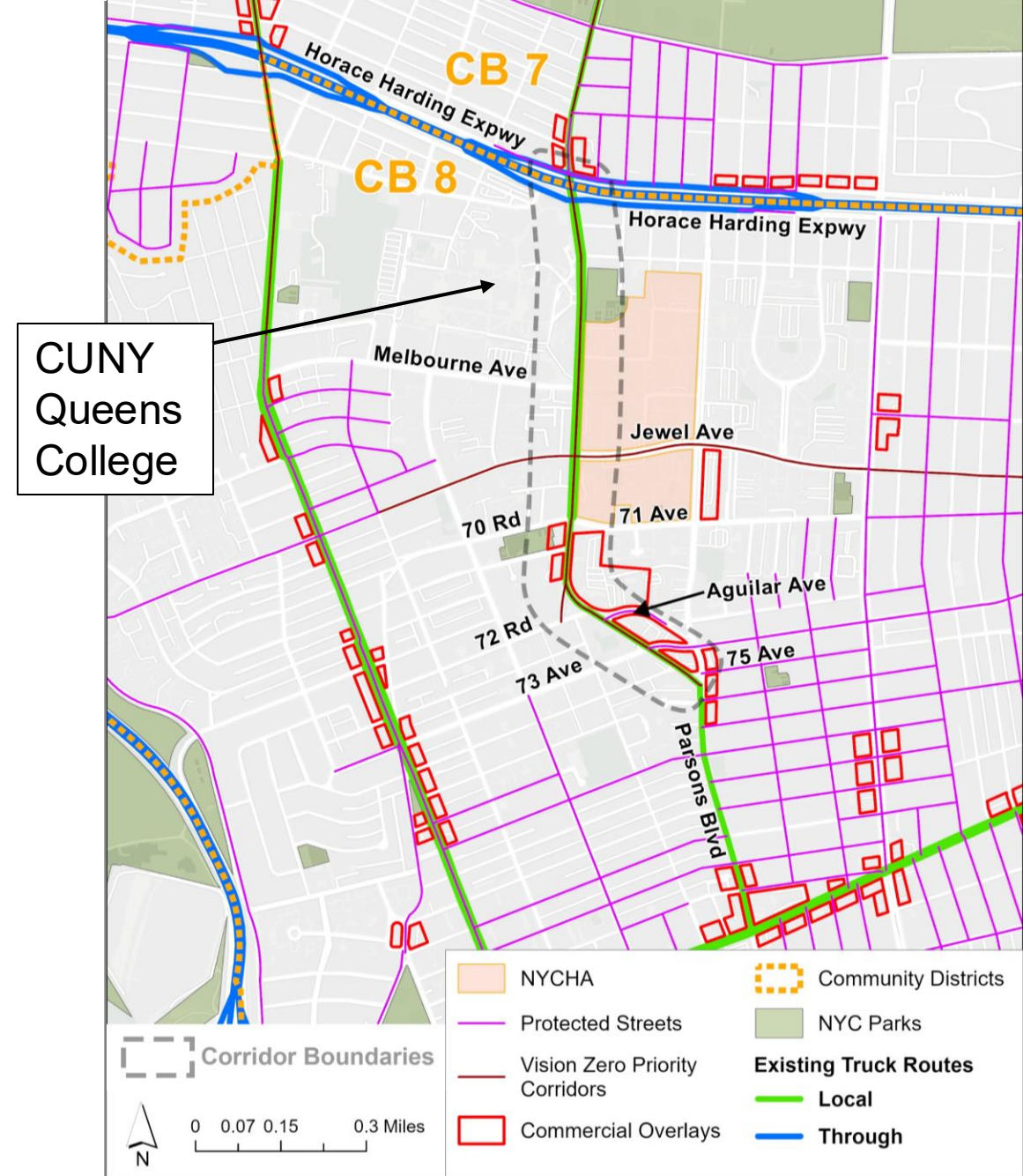


*Truck Safety Education &
Outreach*

Kissena Boulevard

Corridor Overview

- Corridor is served by Q25 with many other intersecting routes
- The project crosses through **Tier 2** and **Tier 3 Priority Investment Areas**.
- The project is entirely along an existing **Vision Zero** corridor running the length of Kissena Blvd, and intersects another Vision Zero corridor at Jewel Ave
- The project is also along a **Truck Priority Safety** corridor and in a Youth Priority Injury Area.
- **CUNY Queens College** borders the corridor from Horace Harding Expwy to Melbourne Ave, along with several other schools within a short walking distance.
- Bordering the east side are the **NYCHA** Pomonok Houses



Project Motivation

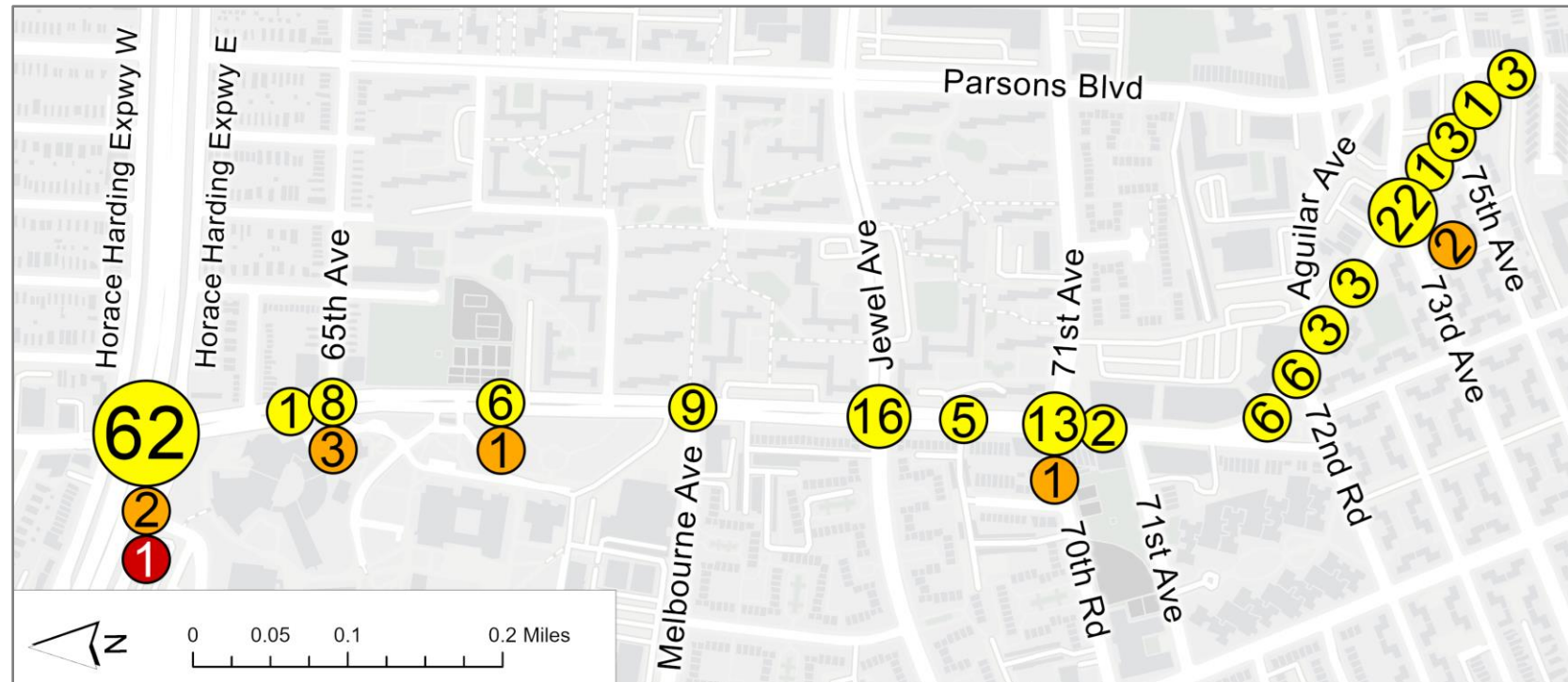
Crash History Overview: 2021 to 2025

167 total crash victims along the corridor.

- **10 KSI** (killed or severely injured), within the top 10% for Queens
 - 3 pedestrians, 2 cyclists, 3 motorized two-wheelers, 2 motor vehicle occupants
 - This includes **one pedestrian fatality** at westbound Horace Harding Expwy
- Over 60% of pedestrian injuries were while crossing with signal.
- Almost half of all motor vehicle injuries were rear-end collisions.

Injury Summary, 2021-2025 (5 Years)

	Total Injuries	Severe Injuries	Fatalities	KSI
Pedestrian	41	2	1	3
Bicyclist	8	2	0	2
MVO	97	2	0	2
M2W	21	3	0	3
Total	167	9	1	10



Project Motivation

Curb Use Survey Results

- Outreach was conducted with businesses on the corridor between Parsons Blvd and 71st Ave in August 2025.
- 18 businesses completed the survey.
- 17 out of 18 reported receiving **incoming deliveries**.
 - These tend to occur on weekdays from **9AM to 11AM**
 - 71% of delivery vehicles park in front of their business
 - East curb businesses reported more than twice as much deliveries than the west curb
- 10 out of 18 reported making **outgoing deliveries**.
 - Most outgoing deliveries were made by **e-bikes**
 - East curb businesses reported much higher amounts of deliveries than the west curb.
- 67% of stores observed double-parking at least once a day.

Times Businesses Receive Incoming Deliveries

Time	MON	TUE	WED	THUR	FRI	SAT	SUN
11 PM - 5 AM							
7 PM - 11 PM	6%		6%		6%		
5 PM - 7 PM	12%	12%	12%	12%	12%		6%
3 PM - 5 PM	18%	12%	18%	18%	18%		
1 PM - 3 PM	18%	18%	24%	29%	18%	12%	
11 AM - 1 PM	35%	35%	35%	35%	41%	18%	6%
9 AM - 11 AM	35%	29%	29%	24%	29%	12%	12%
7 AM - 9 AM	18%	18%	12%	12%	18%	6%	6%
5 AM - 7 AM	6%	12%	6%				

The percentages here reflect how many businesses received deliveries during certain time intervals compared to all the businesses receiving deliveries.



Public Engagement Specialist speaks with the employee of a restaurant about their deliveries

Project Motivation

Intercept Survey Results

- Outreach was conducted with residents and other corridor users at various locations throughout the corridor during August and September 2025.
- More than half of respondents reported they typically take the bus and/or walk to reach the corridor.
- **42% of respondents mentioned speeding vehicles as a traffic safety concern**, followed by vehicles failing to yield (31%).
- Double parking and speeding were the top truck related concerns.
- Nearly 40% of respondents would like to see safer road conditions in the form of traffic calming



Street Ambassadors at an outreach station outside of Queens College

What concerns do you have about trucks on Kissena Boulevard?

Participants selected all that applied. n=289

Double parking	40%	116	<div style="width: 40%;"></div>
Speeding	29%	85	<div style="width: 29%;"></div>
Wide turns	26%	74	<div style="width: 26%;"></div>
Loading/unloading on the sidewalk	22%	65	<div style="width: 22%;"></div>
Loading/unloading in the street	22%	64	<div style="width: 22%;"></div>
Noise	20%	57	<div style="width: 20%;"></div>
Vibrations	11%	31	<div style="width: 11%;"></div>
No issues/No opinion	32%	93	<div style="width: 32%;"></div>

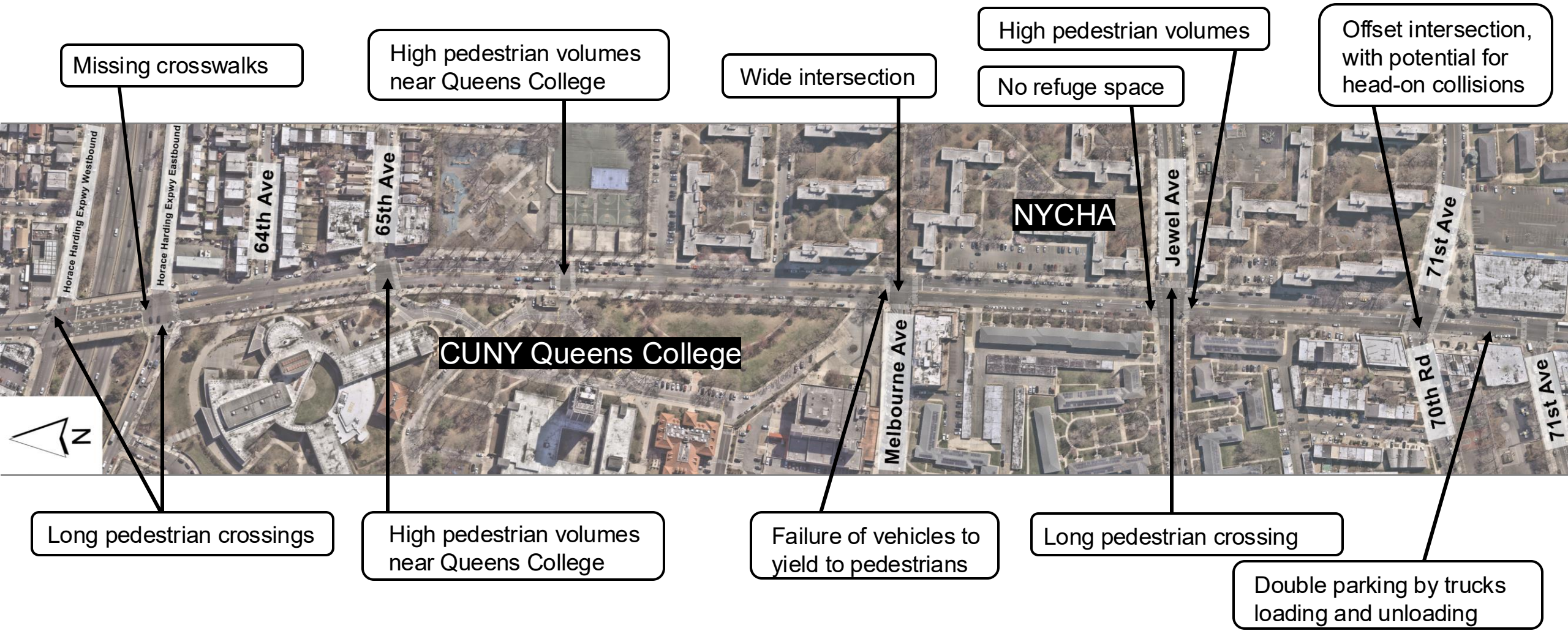
The top 3 truck issues respondents had on Kissena Boulevard concern truck drivers' tendency to double park (40%), speed (29%), and perform wide turns (26%)

Existing Conditions

2

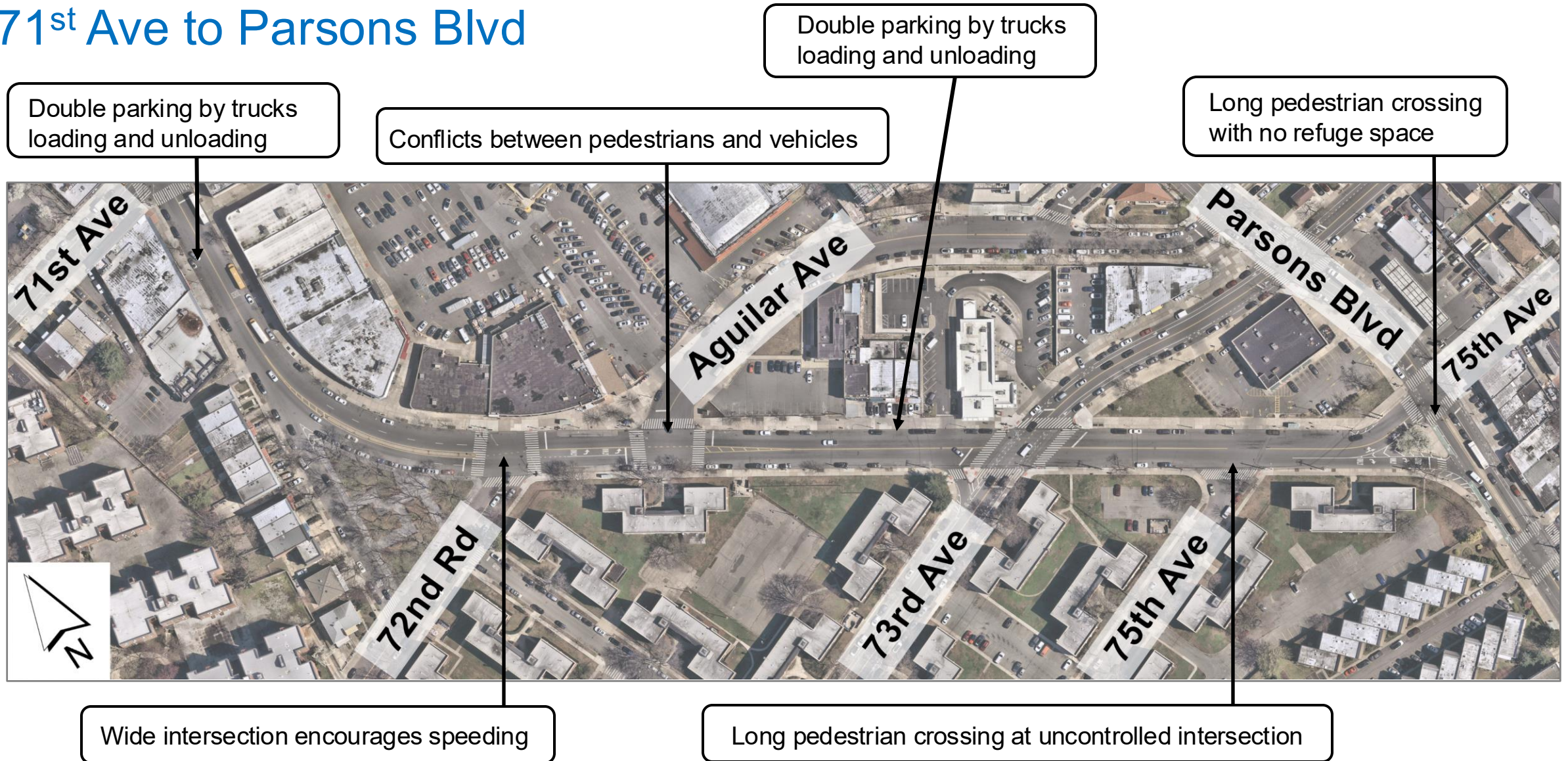
Existing Conditions

Horace Harding Expwy to 71st Ave



Existing Conditions

71st Ave to Parsons Blvd



Existing Conditions

Field Observations

South intersection of Kissena Blvd and Horace Harding Expwy



Photo: Vehicles making sharp right turns at corner with Queens College students crossing

South intersection of Kissena Blvd and Horace Harding Expwy



Photo: Pedestrian stepping off existing concrete median while crossing

North intersection of Kissena Blvd and Horace Harding Expwy



Photo: Vehicles making right turns with vulnerable pedestrians crossing

Existing Conditions

Field Observations

Intersection of Kissena Blvd and Melbourne Ave



Photo: Long pedestrian crossing distance at a wide intersection

Intersection of Kissena Blvd and Jewel Ave

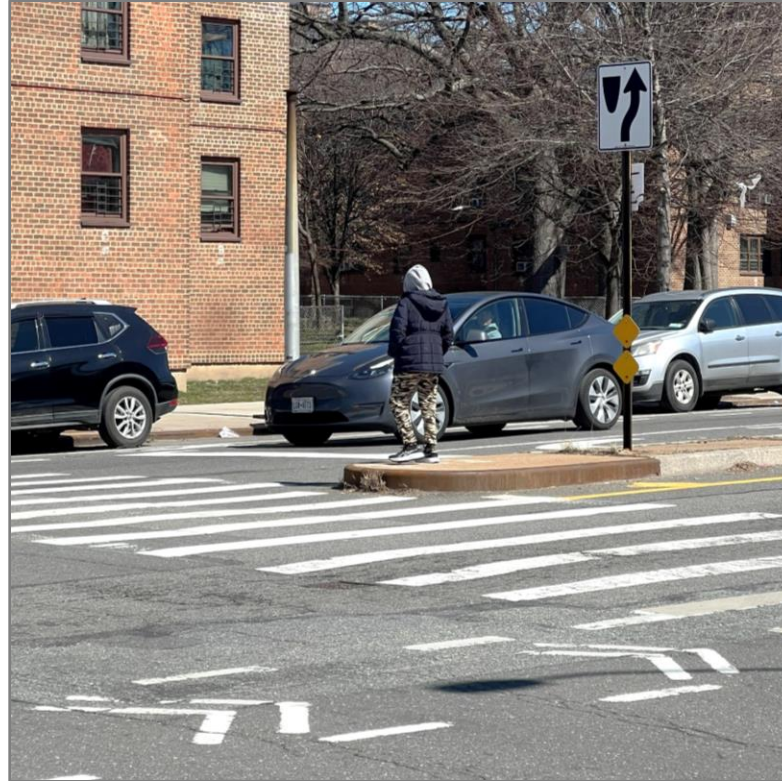


Photo: Pedestrian watching for oncoming vehicles while crossing at a long crossing

Intersection of Kissena Blvd and Jewel Ave



Photo: Pedestrian crossing Kissena Blvd with a mobility device

Existing Conditions

Field Observations

Kissena Blvd south of 71st Ave



Photo: Truck double parking on the western curb making a delivery

Intersection of Kissena Blvd and Aguilar Ave



Photo: Turning truck yielding to pedestrians at an intersection with constrained geometry

Intersection of Kissena Blvd and Parsons Blvd



Photo: Pedestrian crossing Parsons Blvd with a mobility device

Proposed Safety Improvements

3

Proposed Safety Improvements

Horace Harding Expressway

Improvements:

- Painted curb extension on the southwest corner of Kissena Blvd at Horace Harding Expwy
- New crosswalks at southern and northern legs of I-495 overpass*
- Concrete median tip extensions at southern and northern legs on Kissena Blvd

Benefits:

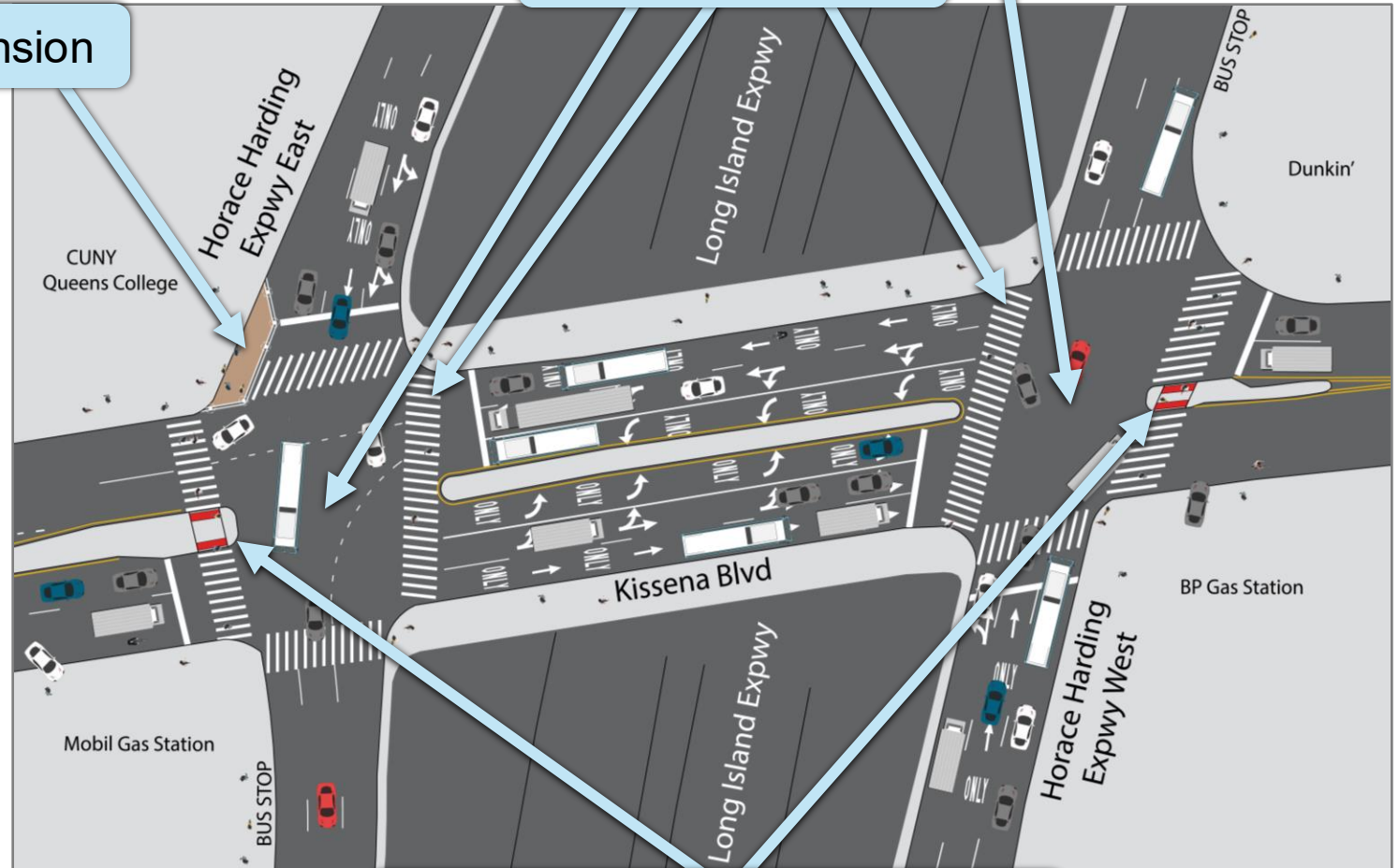
- Shorten pedestrian crossing distance
- Emphasize right-of-way for pedestrians
- Provide protected refuge spaces
- Slow turning movement of vehicles

*requires coordination with NYSDOT for construction (overlap with I-495 overpass)

Painted curb extension

Signal timing improvements

New crosswalks*



Concrete median tip extensions

Proposed Safety Improvements

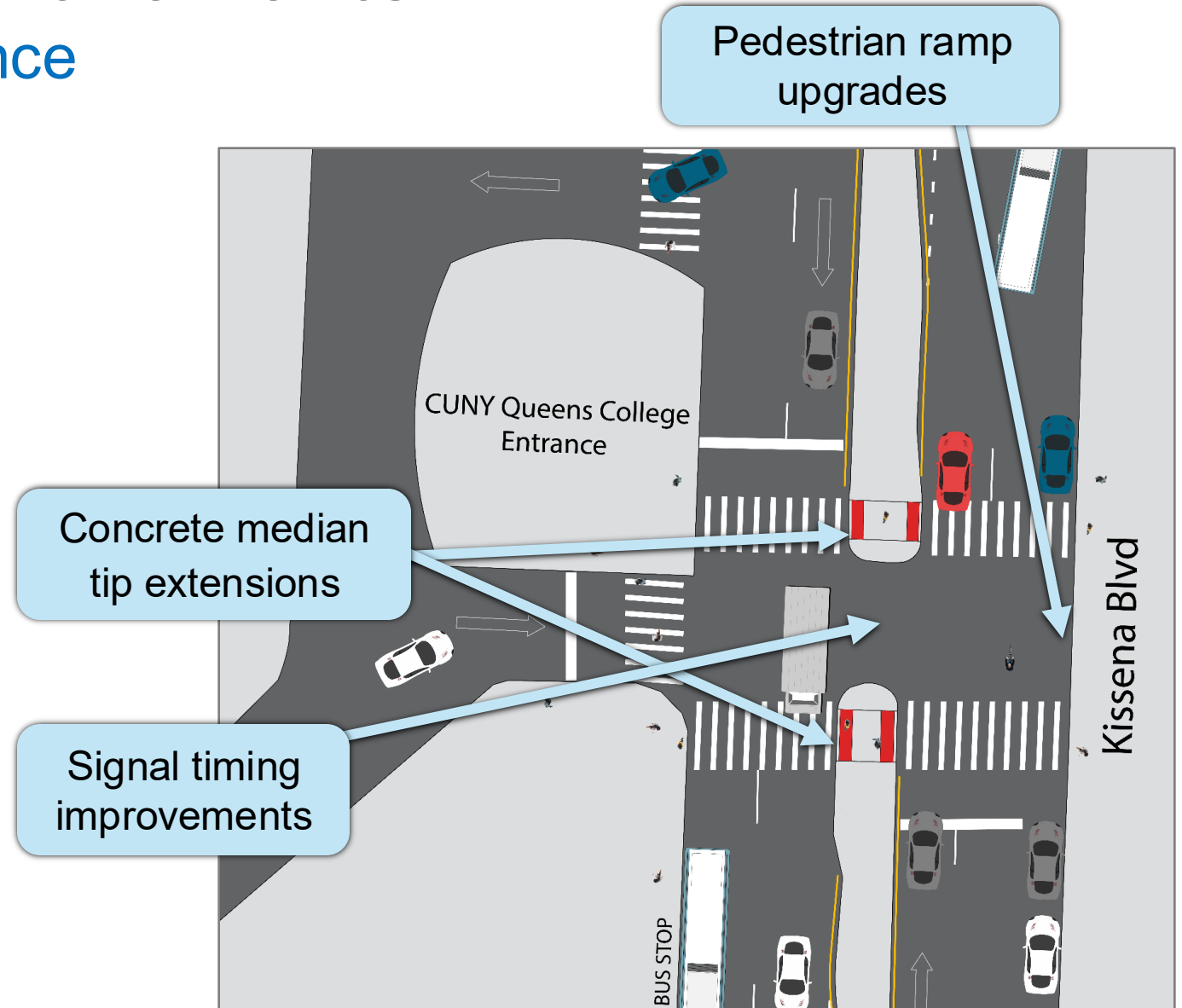
Queens College Main Entrance

Improvements:

- Concrete median tip extensions at northern and southern crosswalks
- Signal timing adjustments
- Pedestrian ramp upgrades

Benefits:

- Provide protected refuge spaces
- Improve accessibility for pedestrians coming to and from Queens College



Proposed Safety Improvements

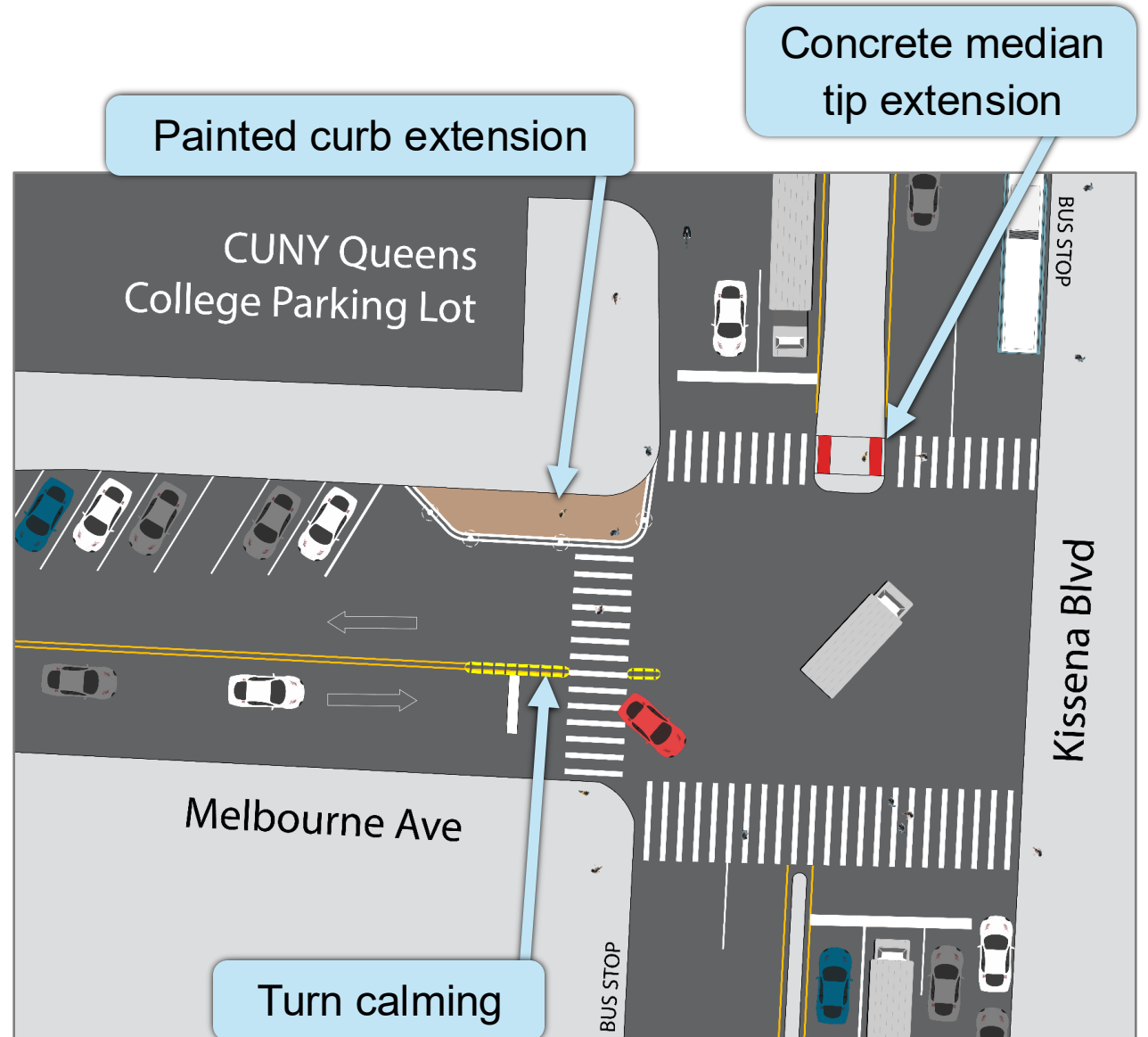
Melbourne Avenue

Improvements:

- Painted curb extension at the northwestern corner of Kissena Blvd and Melbourne Ave
- Rubber speed bump for turn calming
- Concrete median tip extension at the northern crosswalk across Kissena Blvd

Benefits:

- Shorten pedestrian crossing distance
- Provide protected refuge space
- Slow turning movement of vehicles



Proposed Safety Improvements

Jewel Avenue

Improvements:

- Concrete median tip extensions for the south, north and east legs of the intersection
- Pedestrian ramp upgrades
- Signal timing changes

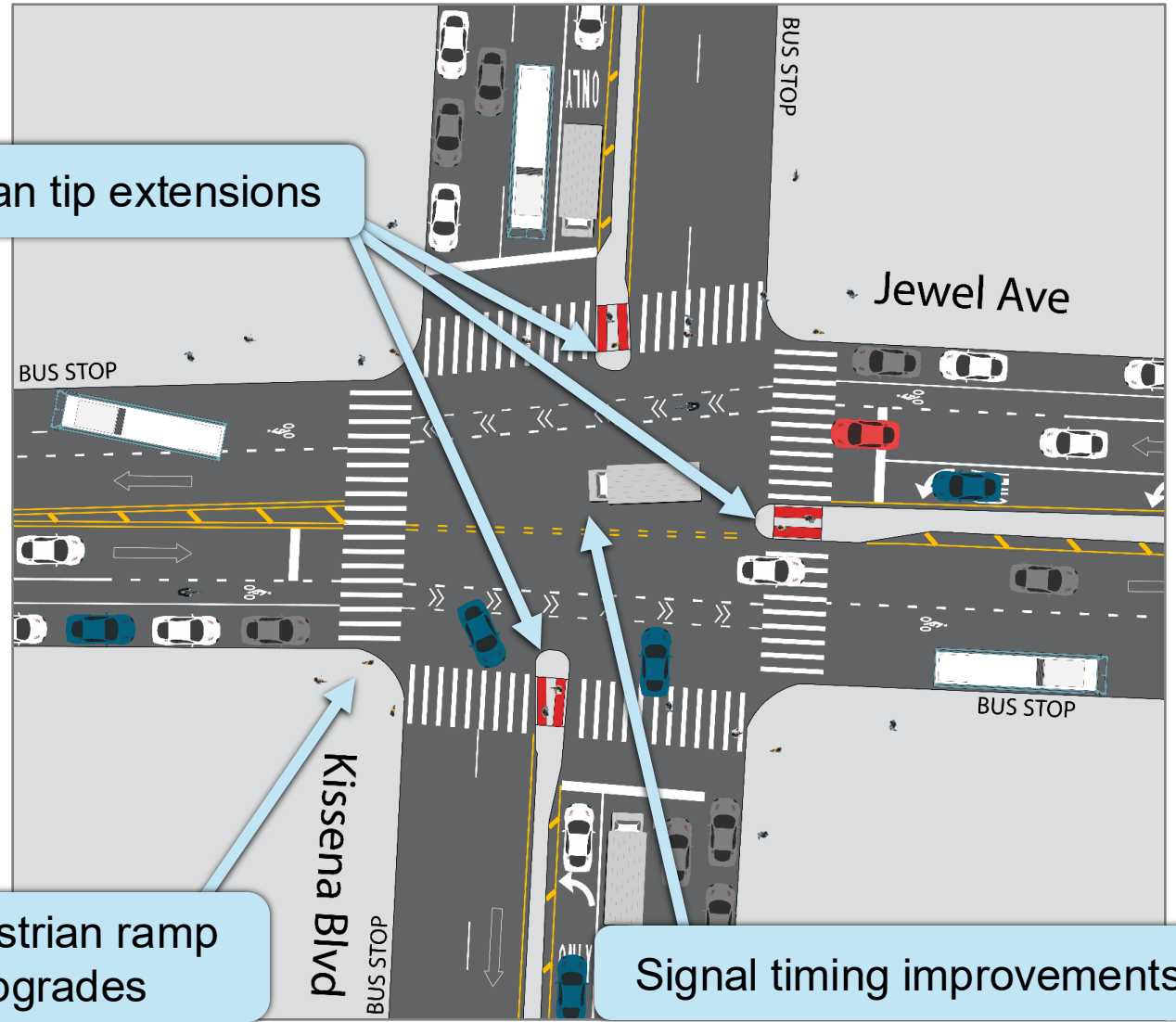
Benefits:

- Provide protected refuge space for pedestrians
- Shorten crossing distances
- Provide more time for pedestrians to cross

Concrete median tip extensions

Pedestrian ramp upgrades

Signal timing improvements



Proposed Safety Improvements

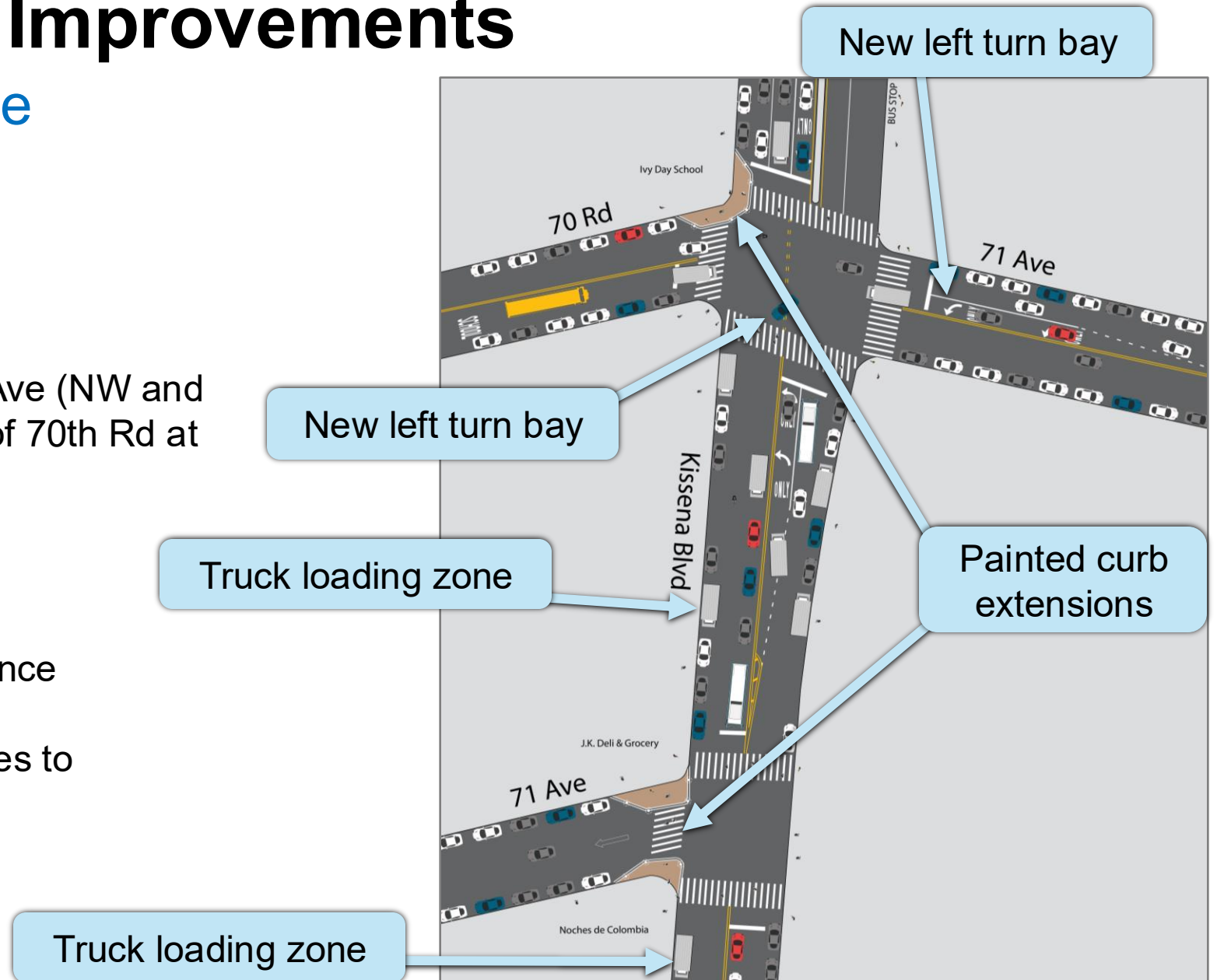
70th Road / 71st Avenue

Improvements:

- Painted curb extensions on 71st Ave (NW and SW corners) and the NW corner of 70th Rd at Kissena Blvd
- Left turn bay at 71st Ave
- Truck loading zone on west curb

Benefits:

- Shorten pedestrian crossing distance
- Improved intersection alignment
- Facilitate curb access for deliveries to businesses



Proposed Safety Improvements

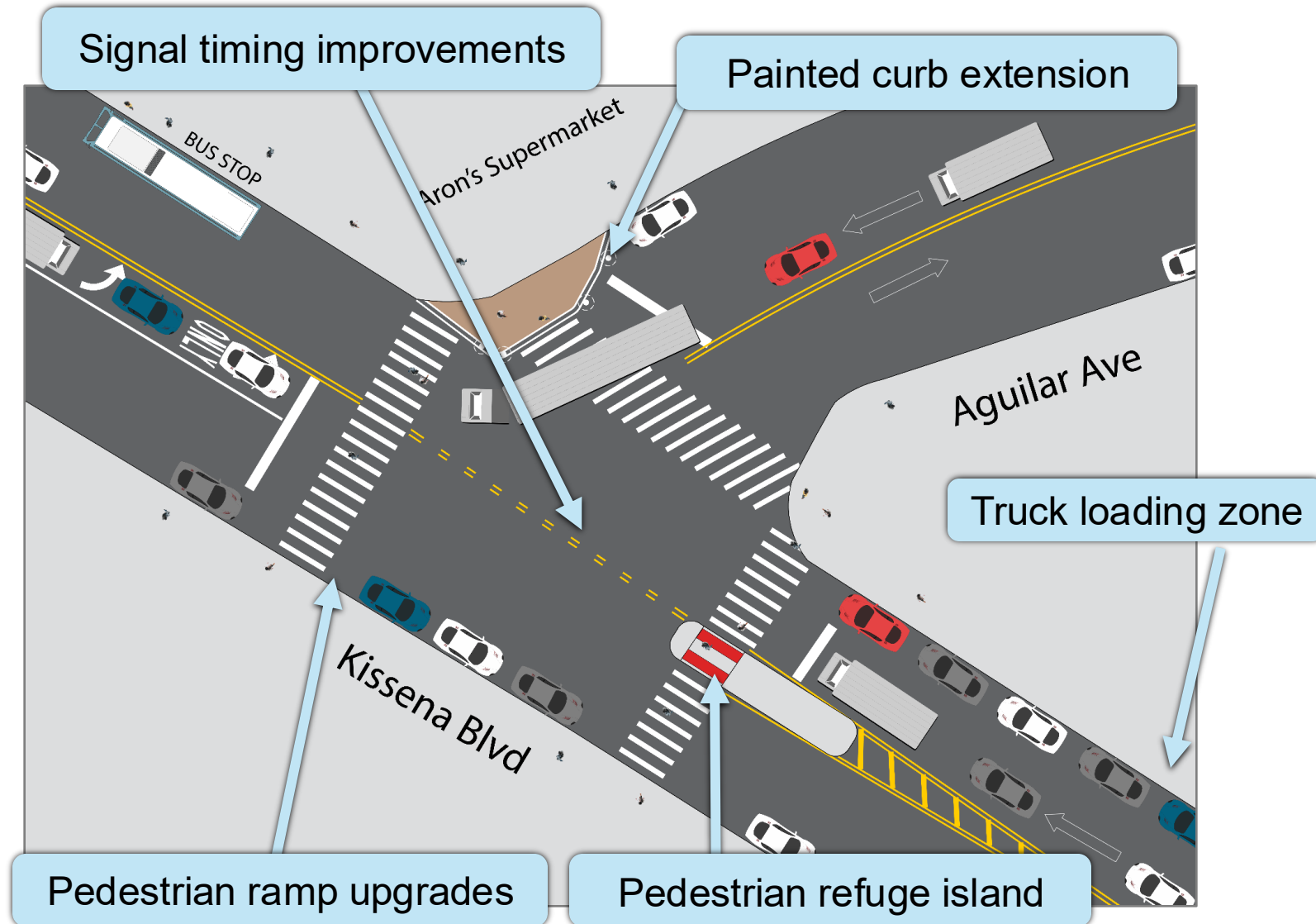
Aguilar Avenue

Improvements:

- Painted curb extension on the northerneast corner of Aguilar Ave
- Concrete pedestrian refuge island at the southern intersection leg across Kissena Blvd
- Signal timing improvements

Benefits:

- Shorten pedestrian crossing distance
- Provide safe refuge space for pedestrians
- Slow turning movements of vehicles



Proposed Safety Improvements

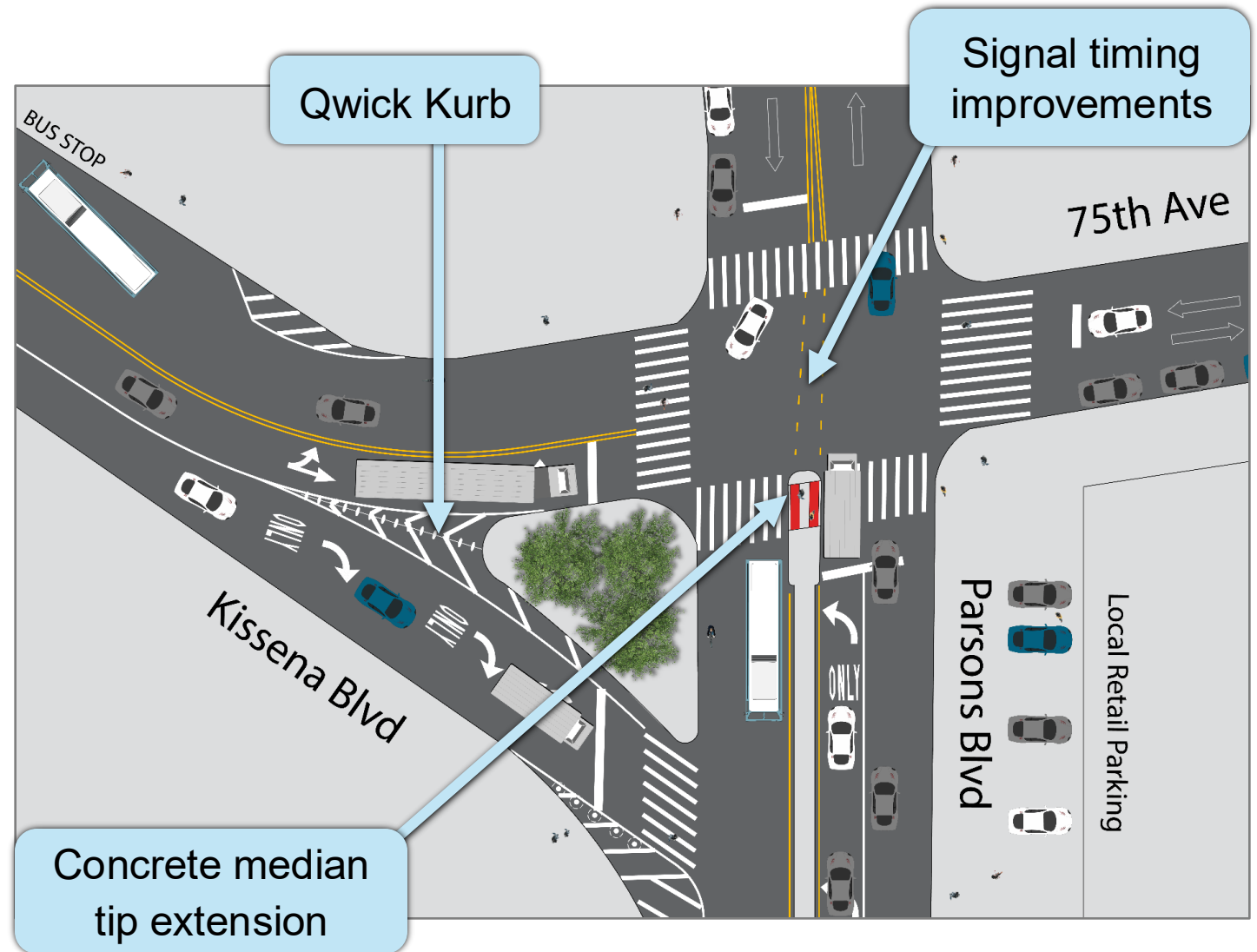
Parsons Blvd

Improvements:

- Concrete median tip extension on Parsons Blvd (south leg of intersection)
- Qwick curb in painted channelization
- Signal timing changes

Benefits:

- Provide safe refuge space
- Shorten pedestrian crossing
- Calm traffic



Project Benefits Summary

Improving Corridor Safety

- Shorten crossing distances for pedestrians
- Increase pedestrian visibility
- Calm traffic and slow turning movements
- Reduce conflict points between motorists and vulnerable road users
- Provide refuge space for vulnerable road users
- Accessibility upgrades
- Improve curb management and reduce double parking of trucks



Proposed Condition (painted curb extension) for multiple intersections along Kissena Blvd (Photo: Troy Ave and Lefferts Ave, Brooklyn)



Proposed Condition (median tip extension) for multiple intersections along Kissena Blvd (Photo: Spruce St and Park Row, Manhattan)

Next Steps

4

Next Steps

Projected Timeline

- **April 2026:** Presentation to CB 8 TC
- **Summer 2026:** Planned Implementation
- **Fall/Winter 2026:** Project Completion
- **Spring/Summer 2027:** Post-implementation monitoring



A high volume of pedestrians cross Horace Harding Expy at Kissena Blvd, where several pedestrian safety improvements are proposed

Thank You!

Questions?



NYCDOT



nyc_dot



nyc_dot



NYCDOT