QUEENS BOULEVARD

ELIOT AVE TO YELLOWSTONE BLVD

Proposed Corridor Safety Improvements

May 1, 2017

VISION ZERO
nyc.gov/visionzero

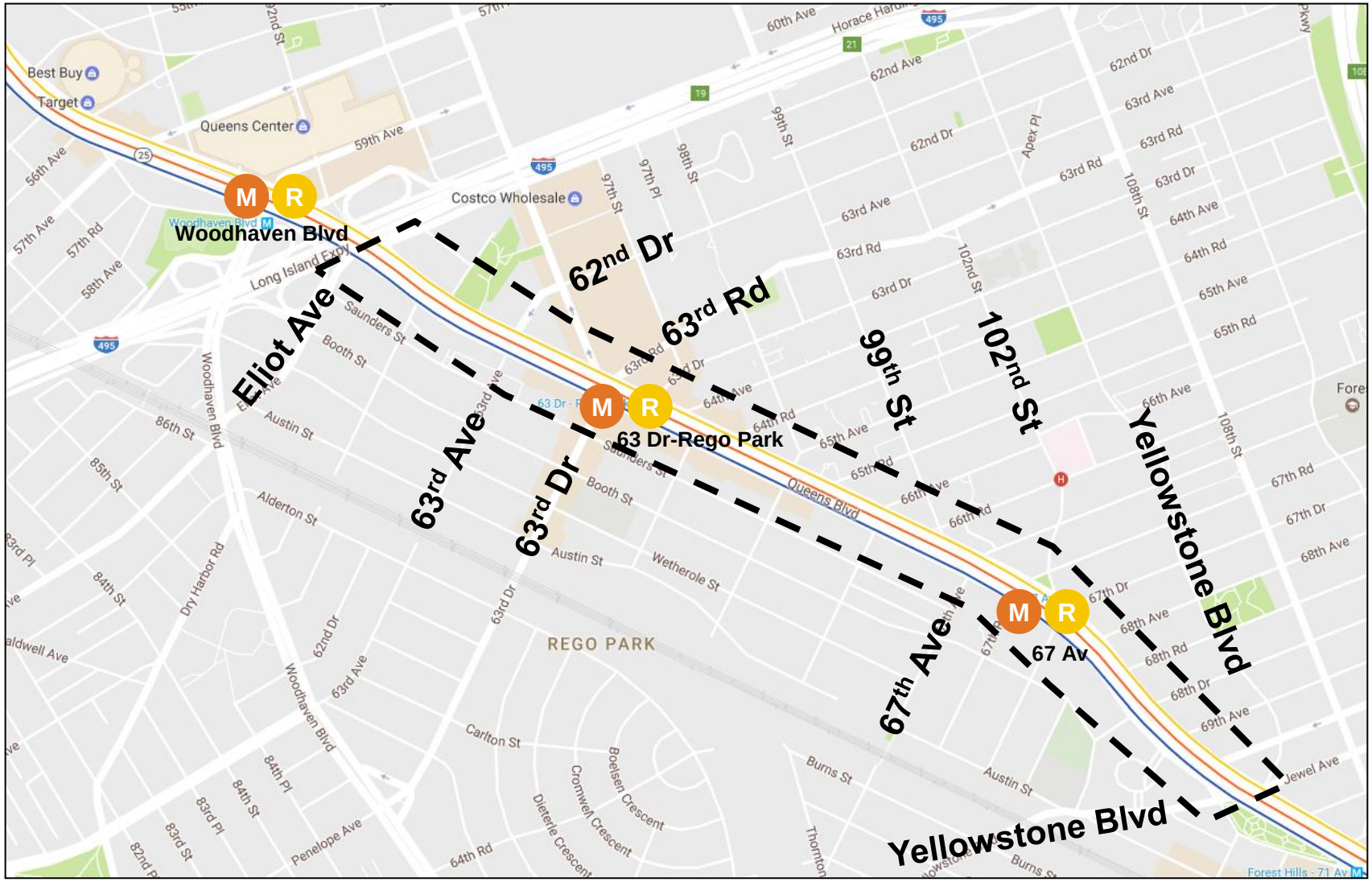
NEW YORK CITY DOT

OPERATIONAL PROJECT LIMITS

PROJECT TIMELINE

- May 2014: Community Board 6 Resolution Requesting Complete Streets Study and Redesign of Queens Boulevard
- November 2016: Introduction and Workshop Notification to Community Board 6 Full Board
- December 2016 – March 2017: Online and On-Street Outreach
- December 2016: Briefing for Elected Officials
- January 2017: Briefing for CB6 Transportation Committee
- January 2017: Safety Workshop at P.S. 139 Rego Park
- **April/May 2017:** Briefing for Elected Officials
- **May 2017: Presentation to Community Board 6 Transportation Committee**
- May 2017: Presentation to Community Board 6 Full Board & Vote
- June 2017: Proposed Implementation Start
- Fall 2017: Safety Workshop

PROJECT LIMITS: ELIOT AVE TO YELLOWSTONE BLVD

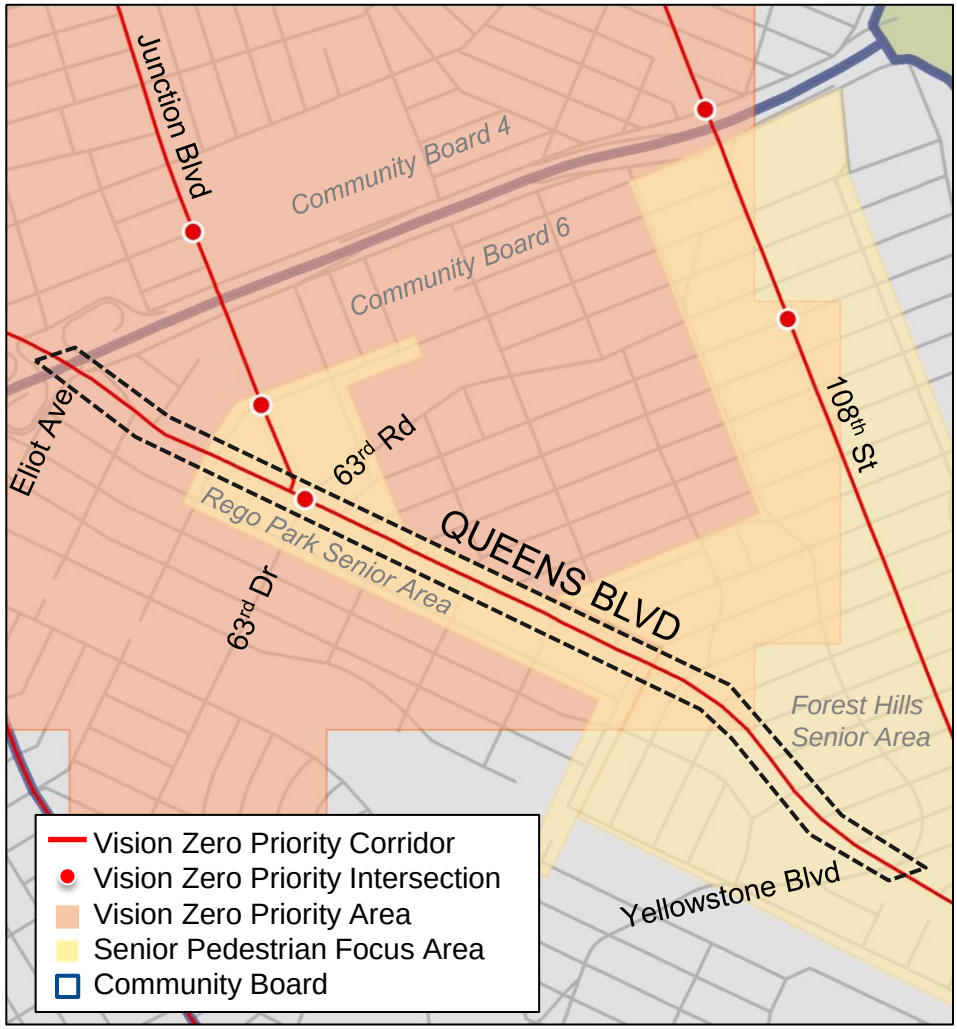


VISION ZERO PRIORITY

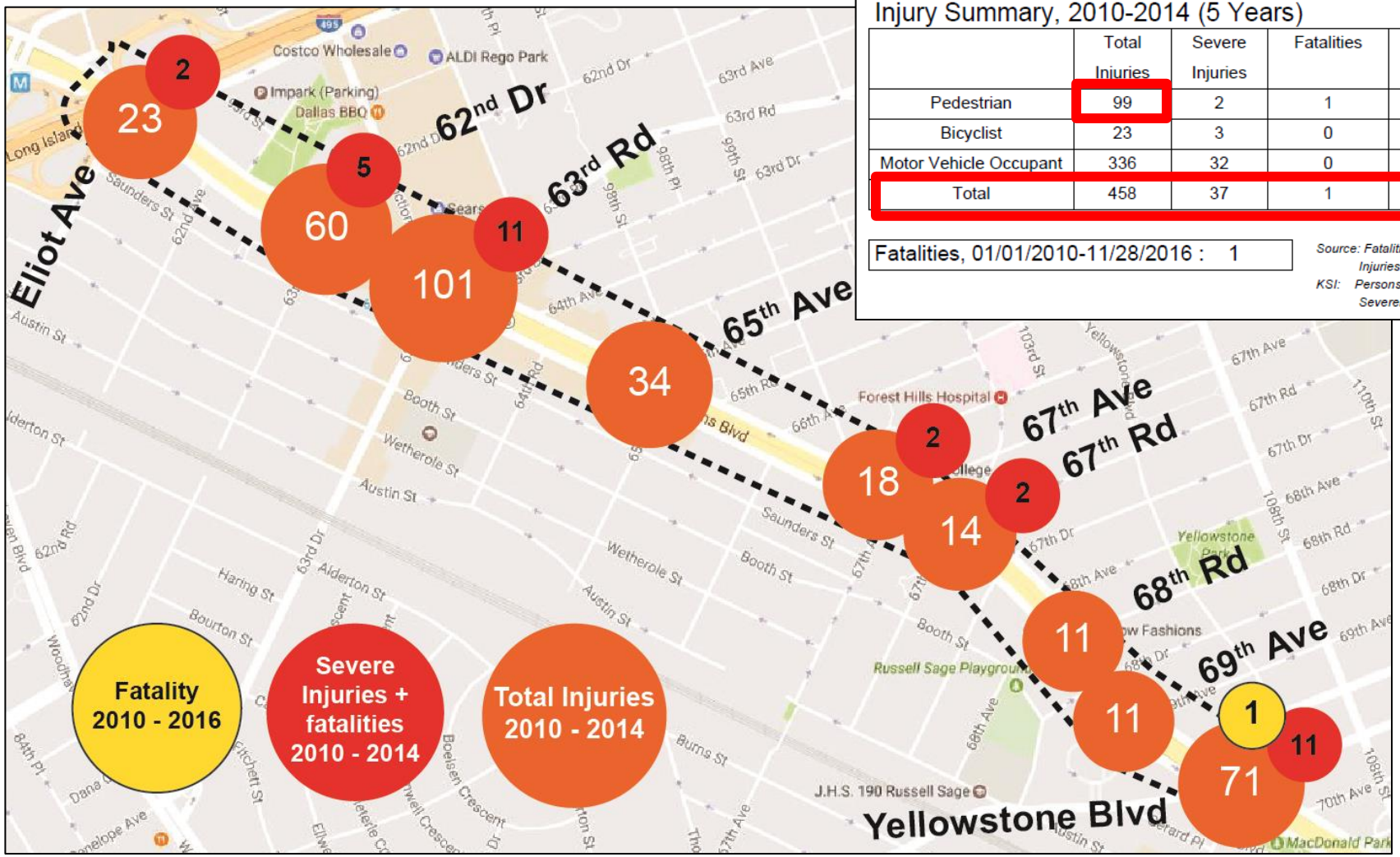
- **Queens Blvd (7.2 miles):**
  - Vision Zero Priority Corridor with 19 total and 12 pedestrian fatalities (2010-2014)

- **Queens Blvd – Eliot Ave to Yellowstone Blvd (1.3 miles):**
  - Vision Zero Priority Intersection at Queens Blvd & 63rd Rd/63rd Dr
  - 38 persons killed or severely injured since 2010

- Within Rego Park & Forest Hills Senior Pedestrian Focus Areas



SAFETY DATA: ELIOT AVE TO YELLOWSTONE BLVD



Queens Blvd - Eliot Ave to Yellowstone Blvd, QN

Injury Summary, 2010-2014 (5 Years)

	Total Injuries	Severe Injuries	Fatalities	KSI
Pedestrian	99	2	1	3
Bicyclist	23	3	0	3
Motor Vehicle Occupant	336	32	0	32
Total	458	37	1	38

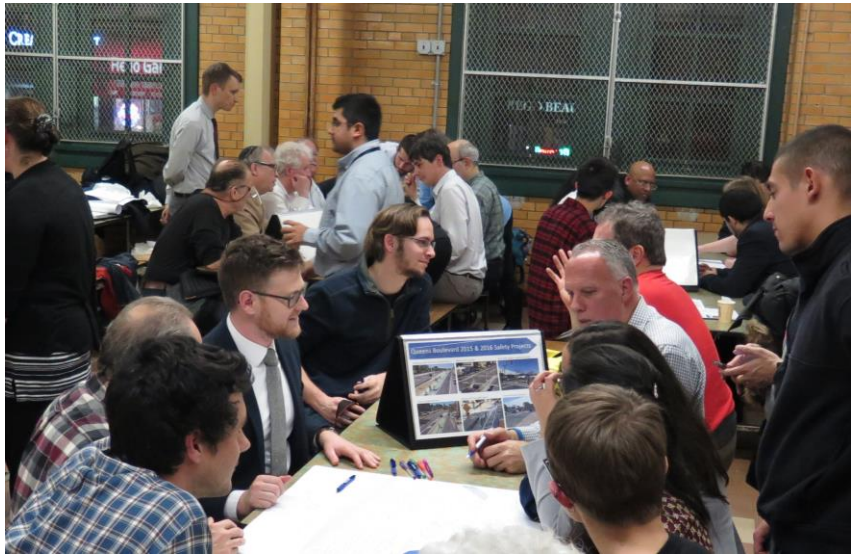
Fatalities, 01/01/2010-11/28/2016 : 1

Source: Fatalities: NYCDOT
Injuries: NYSDOT
KSI: Persons Killed or Severely Injured

COMMUNITY OUTREACH

Project specific outreach conducted December – March 2017

- Queens Blvd **safety workshop** with 150 participants
- Queens Blvd **project website** with feedback map & survey
- DOT Street Ambassador **outreach** at several locations along corridor
- Queens Blvd **merchant survey**



485 Approximate Interactions

320 Surveys Completed

+50 Feedback Map Comments

90 Businesses Visited

TOP ISSUES IDENTIFIED BY THE COMMUNITY

Many requests for improved pedestrian crossings

81% of survey respondents want safety improvements similar to those installed in 2015 and 2016

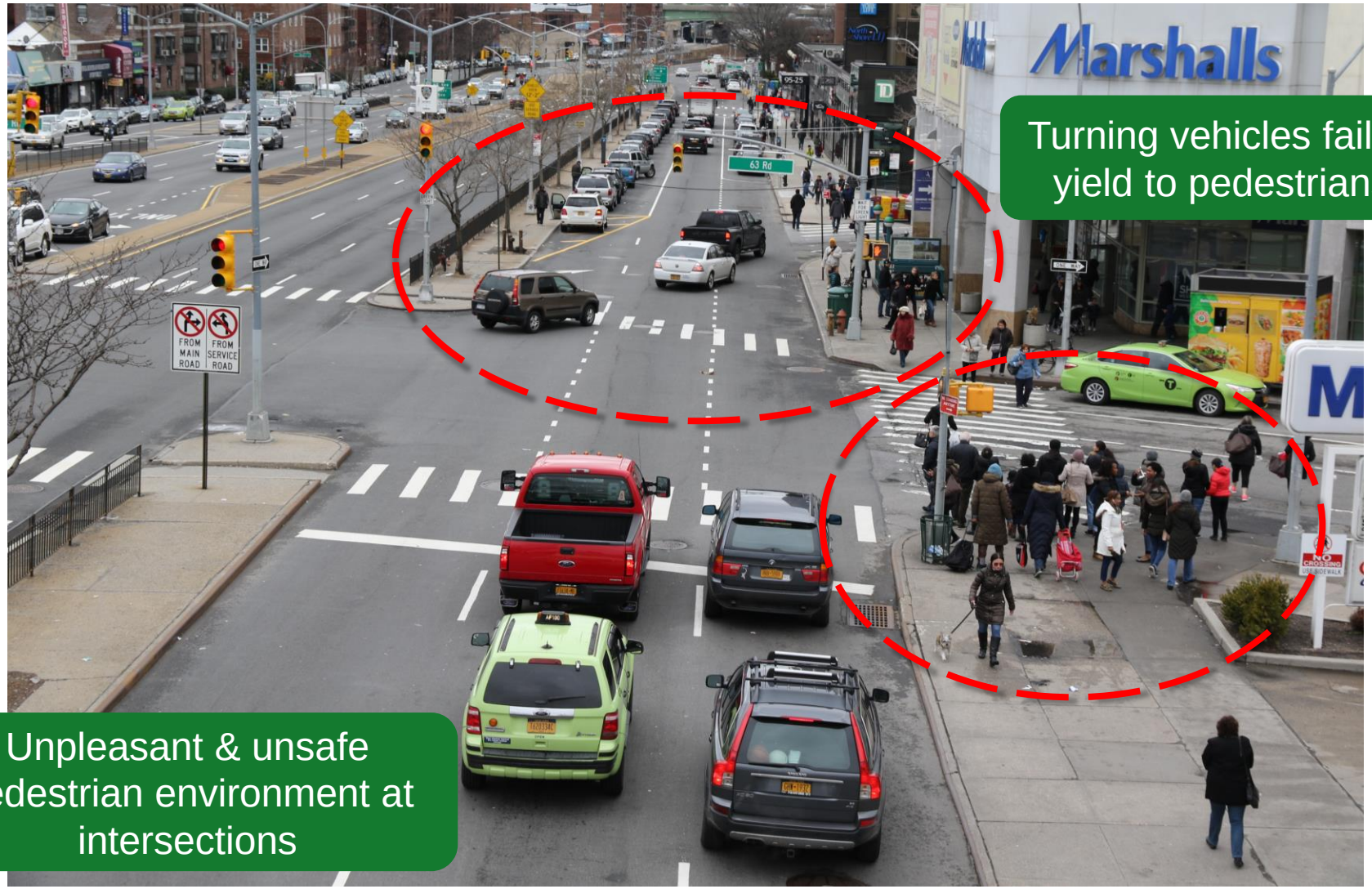
Safety improvements installed on Queens Blvd in 2015 have resulted in a 49% reduction in pedestrian injuries

TOP ISSUES IDENTIFIED BY THE COMMUNITY

Lack of pedestrian space at busy locations

Many requests for safety improvements at 63rd Rd/63rd Dr (Vision Zero Priority Intersection)

TOP ISSUES IDENTIFIED BY THE COMMUNITY



TOP ISSUES IDENTIFIED BY THE COMMUNITY

Many requests at workshop to continue protected bike lane east from Eliot Ave

40% of survey respondents would be more likely to bike on Queens Blvd if there was a protected bike lane

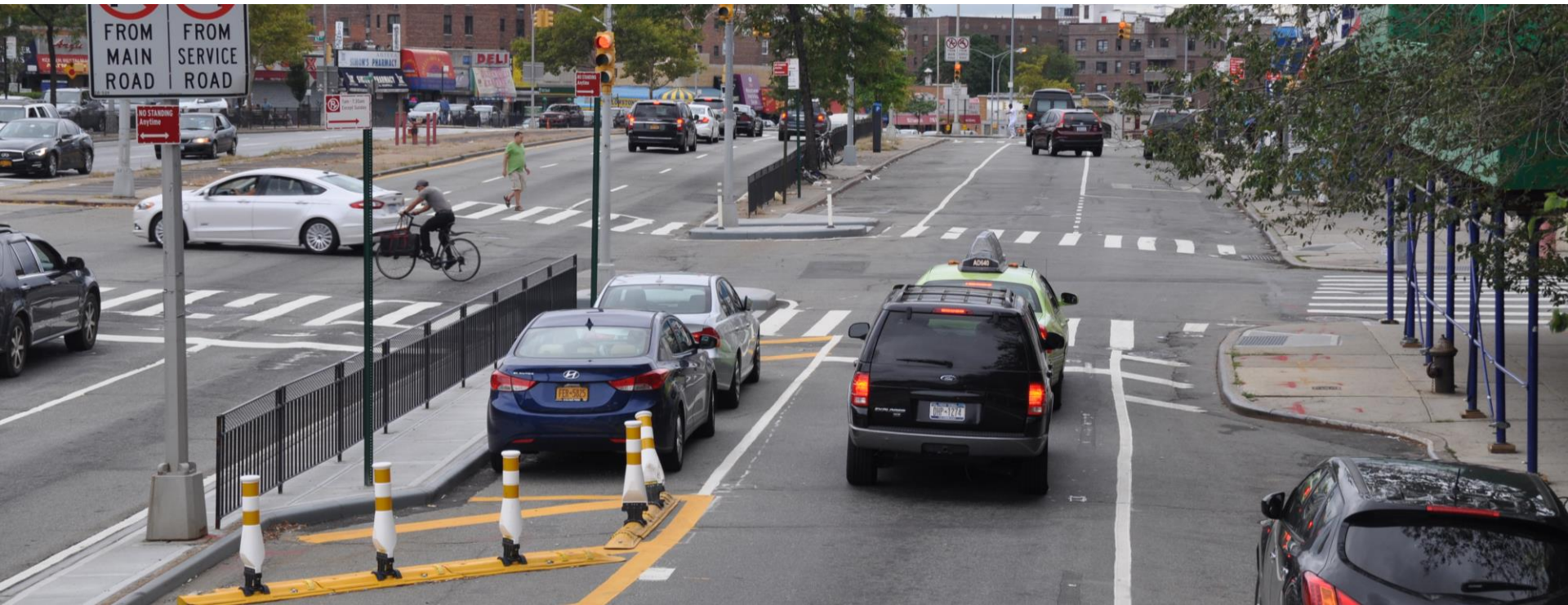
The number of cyclists using Queens Blvd has more than doubled where a protected bike lane has been installed

Safety improvements installed on Queens Blvd in 2015 have resulted in a 42% reduction in bicyclist injuries

DESIGN PRINCIPLES/PROJECT GOALS

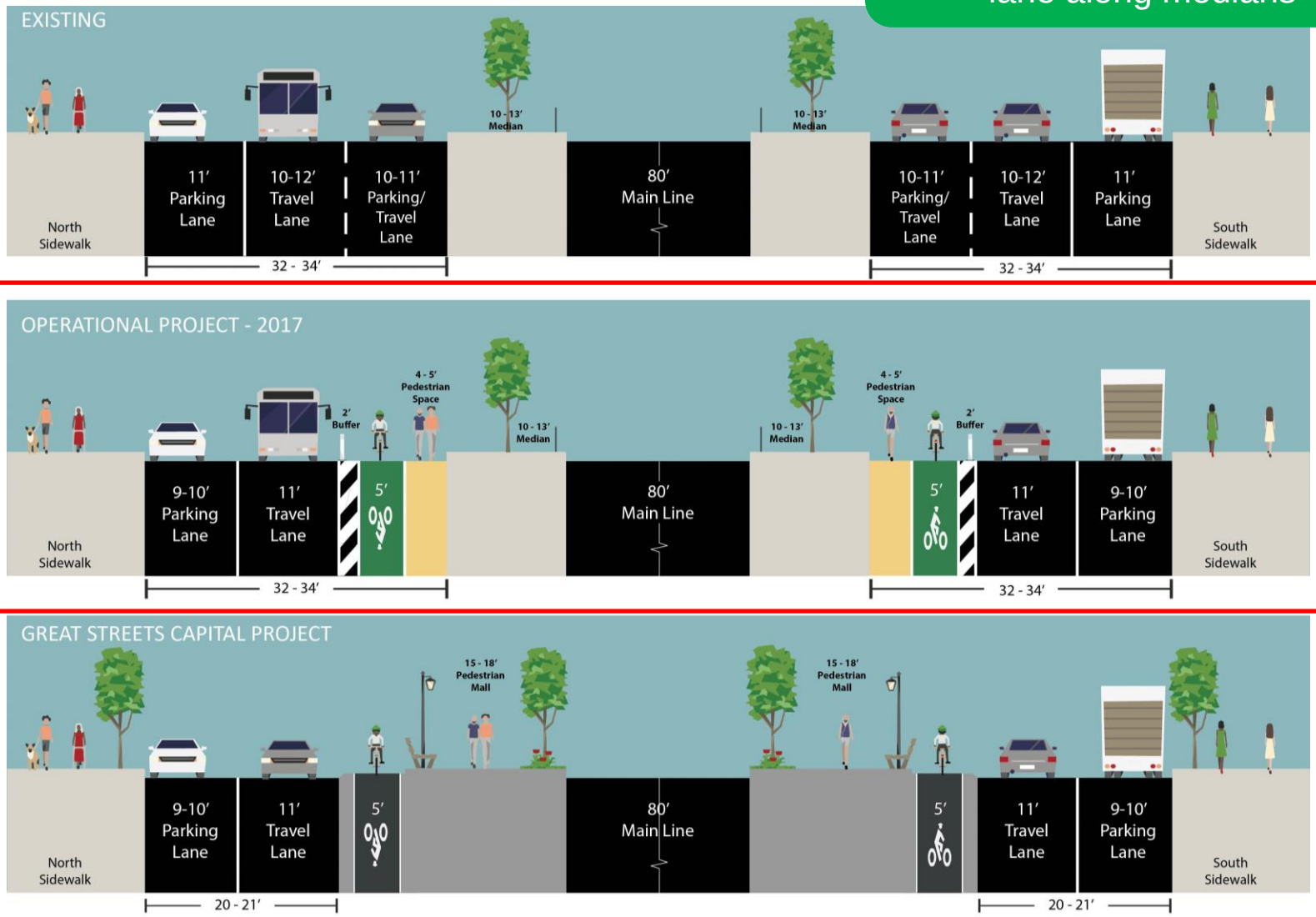
1. Calm the service roads
2. Keep the main line moving (preserve existing lanes)
3. Reduce roadway shopping
4. Accommodate all road users & enhance the sense of place
5. Design based on crash history
6. Complete pedestrian network & connect neighborhoods
7. Eliminate highway-like design features

"WHEREAS the New York City Department of Transportation has developed a number of "Complete Street" safety designs and practices that could be applied to Queens Boulevard to make it a safer and more efficient street for all road users"
- CB 6 Resolution for Complete Streets, May 2014



KEY DESIGN FEATURES

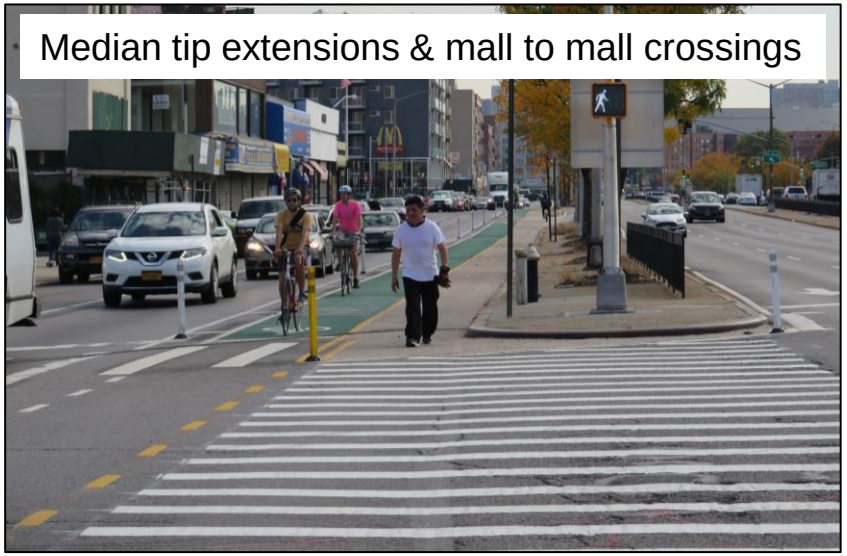
Continue 2015 & 2016 design with pedestrian path and bike lane along medians



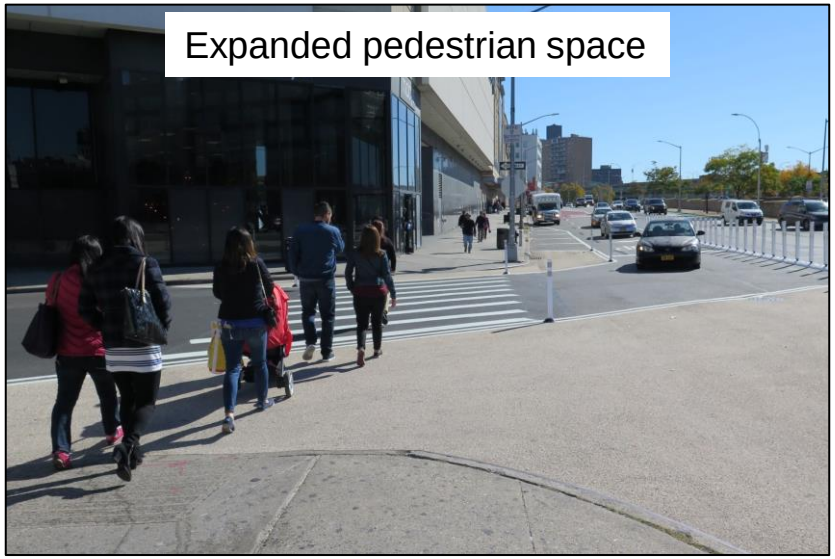
KEY DESIGN FEATURES

Protected bicycle lane and pedestrian path

Median tip extensions & mall to mall crossings

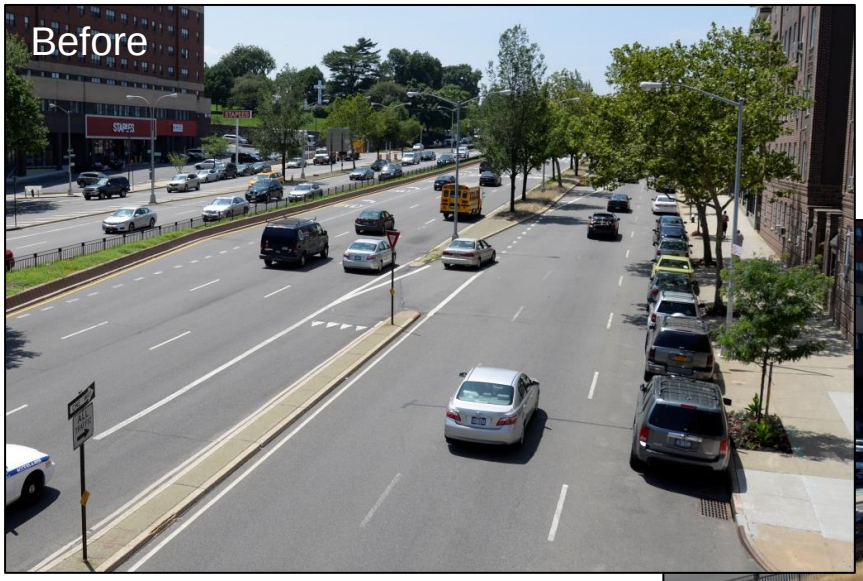


Expanded pedestrian space



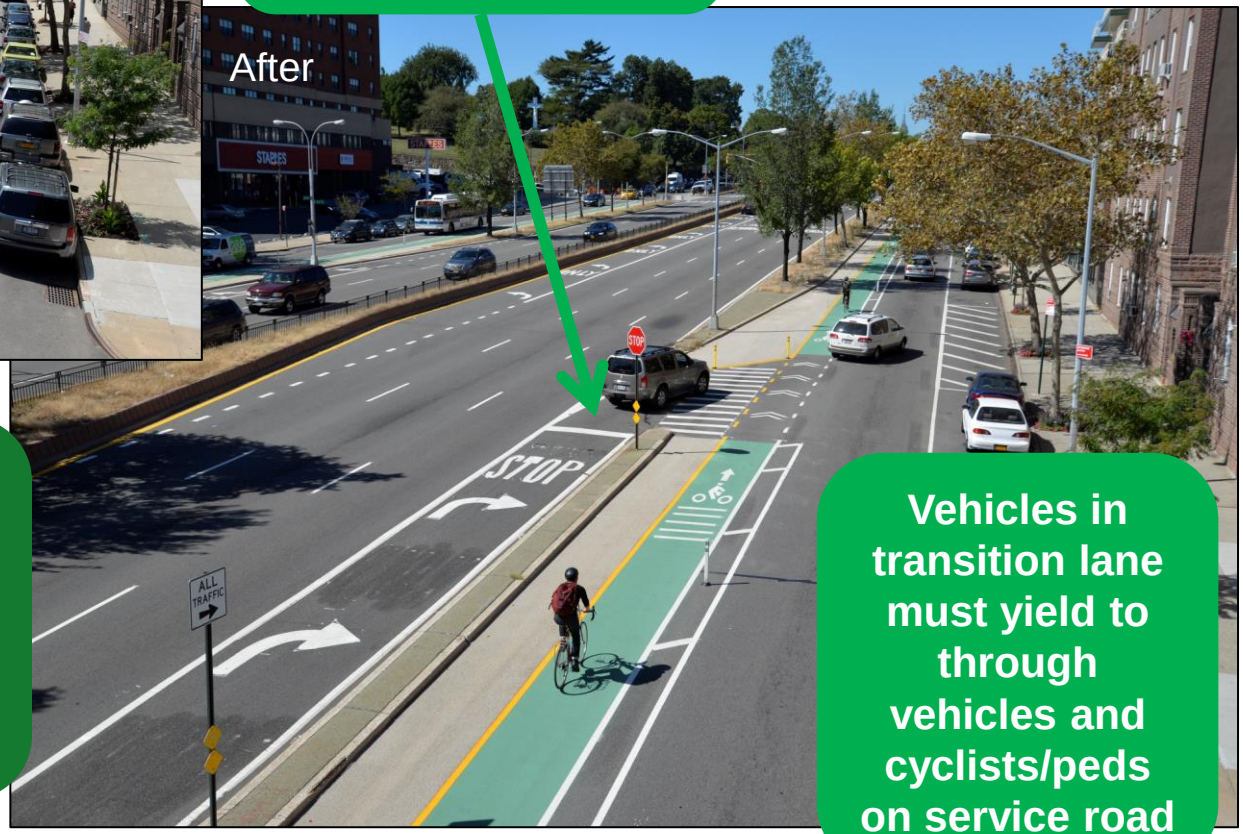
Stop-controlled slip lanes

KEY DESIGN FEATURES:
STOP-CONTROLLED TRANSITION



Continue use of stop right /left turn at transitions within 2017 limits

Safer for drivers, cyclists, and pedestrians



Outreach Finding:

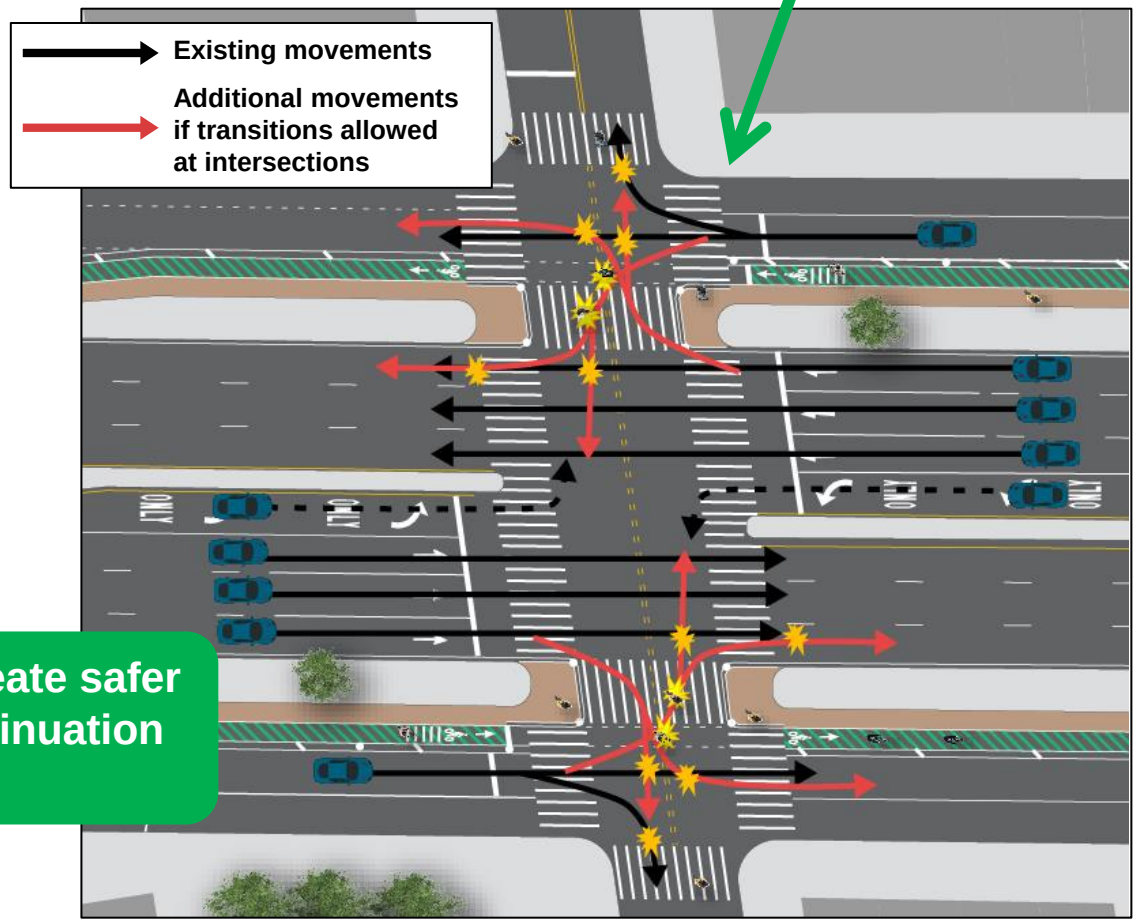
More **drivers use slips to switch back and forth to fastest moving travel lanes** than for access to side streets and local businesses

Vehicles in transition lane must yield to through vehicles and cyclists/peds on service road

BENEFITS OF STOP-CONTROLLED TRANSITION

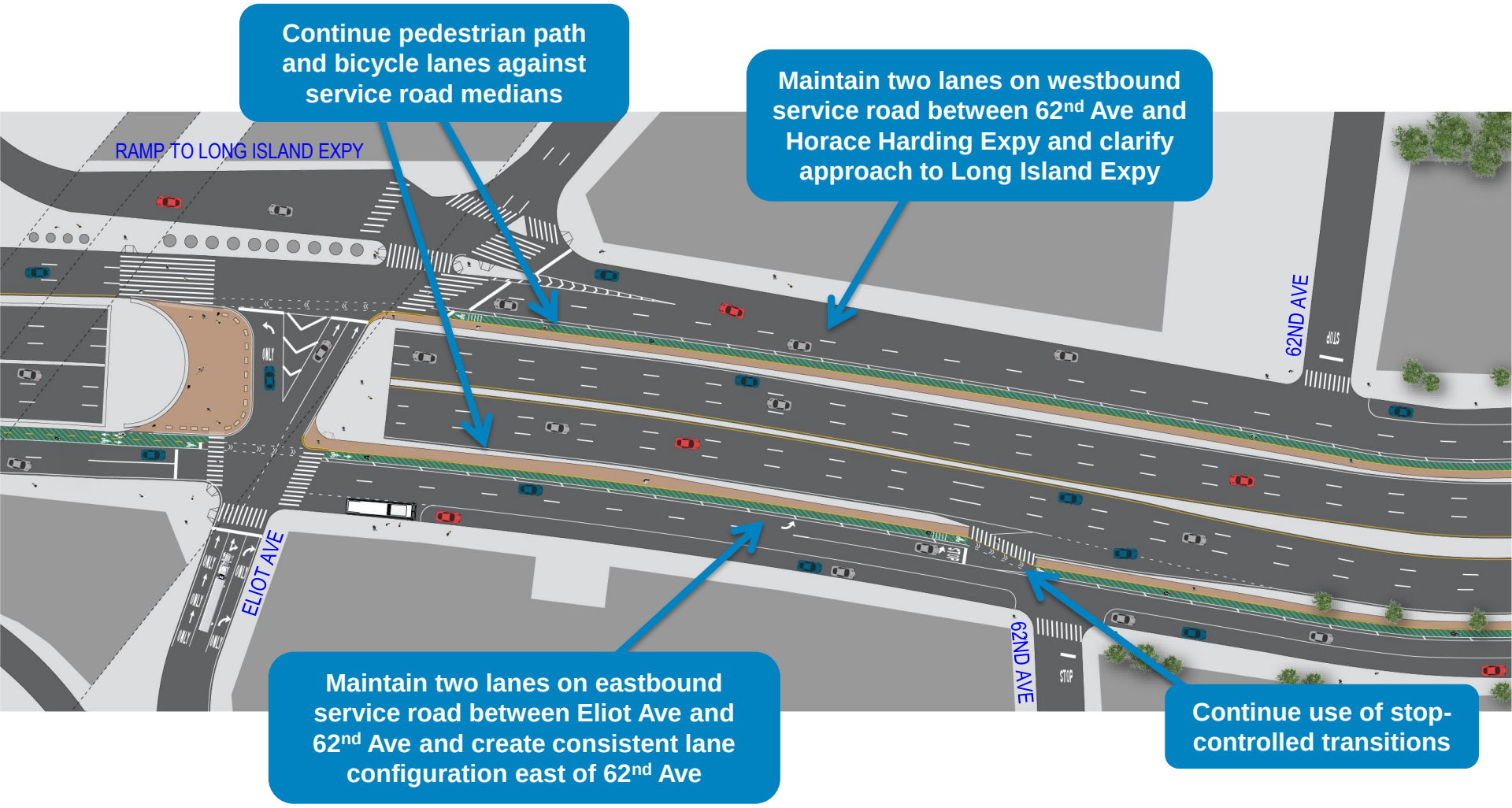
Turns between mainline and service road prohibited at intersections

Shifting transitions to intersections (like at Eastern and Ocean Pkwys) increases conflicts for all users and potentially increases crashes

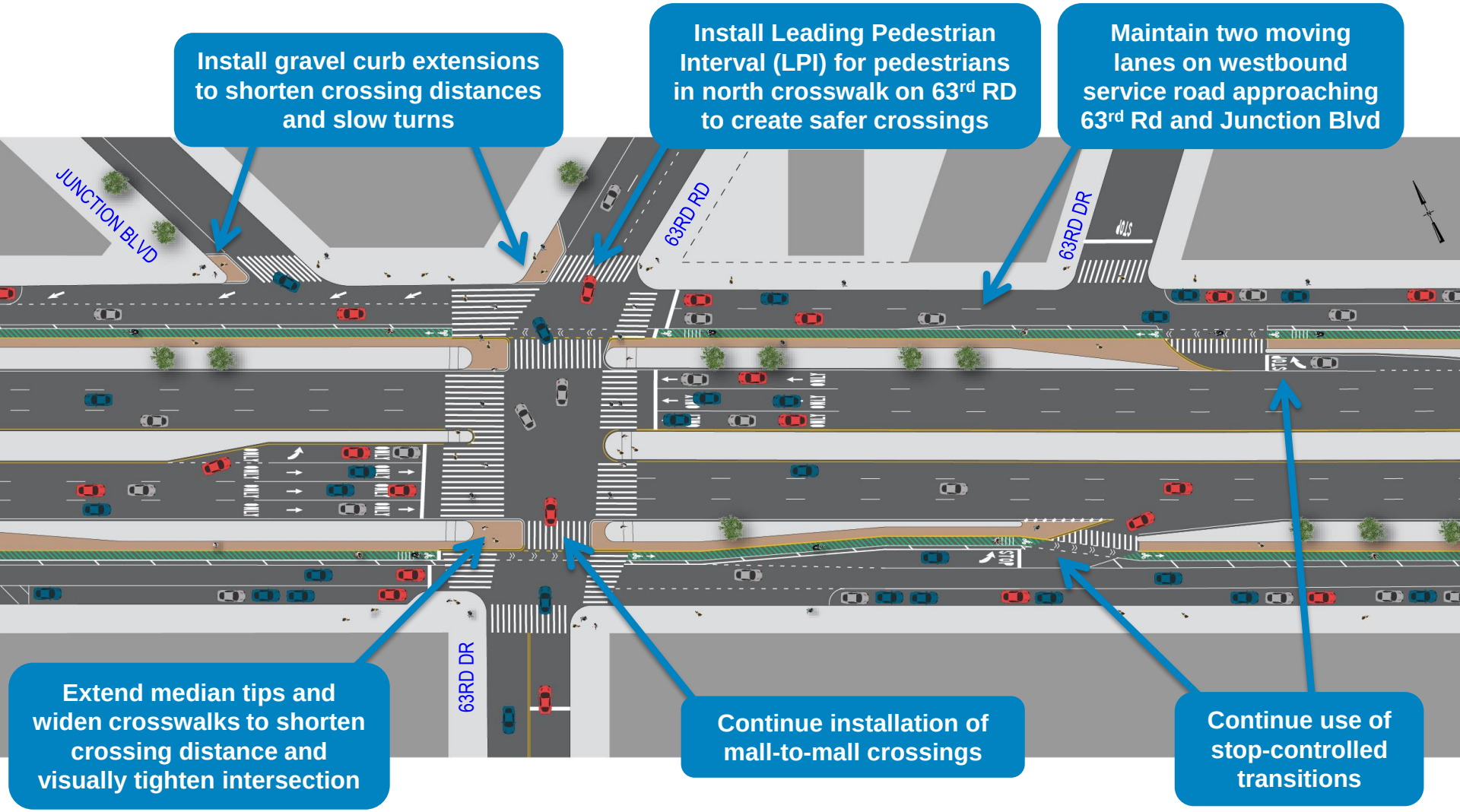


Stop-controlled transition lanes create safer transition points and allow for continuation of pedestrian and bicycle path

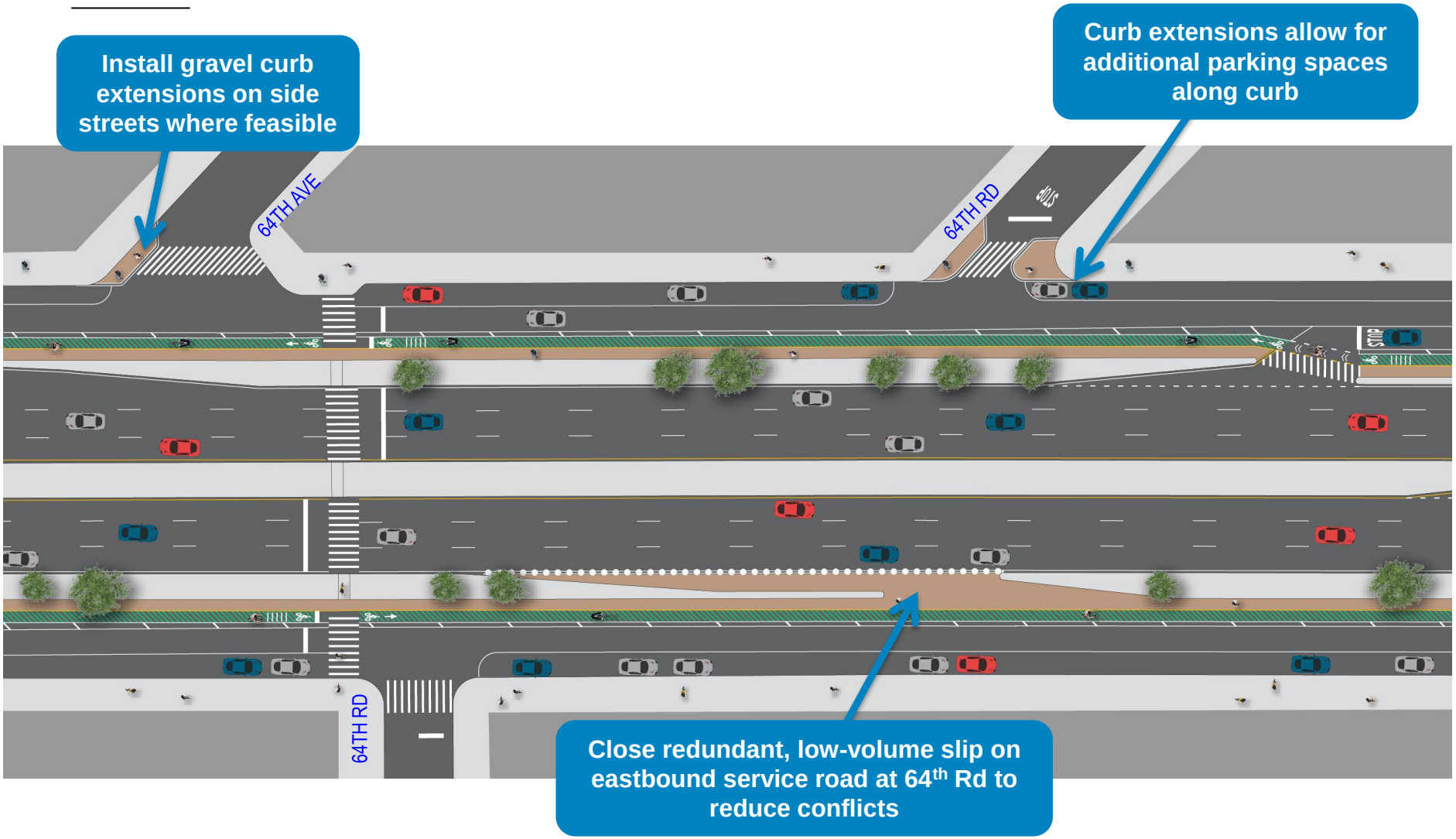
PROPOSED: ELIOT AVE TO 62ND AVE



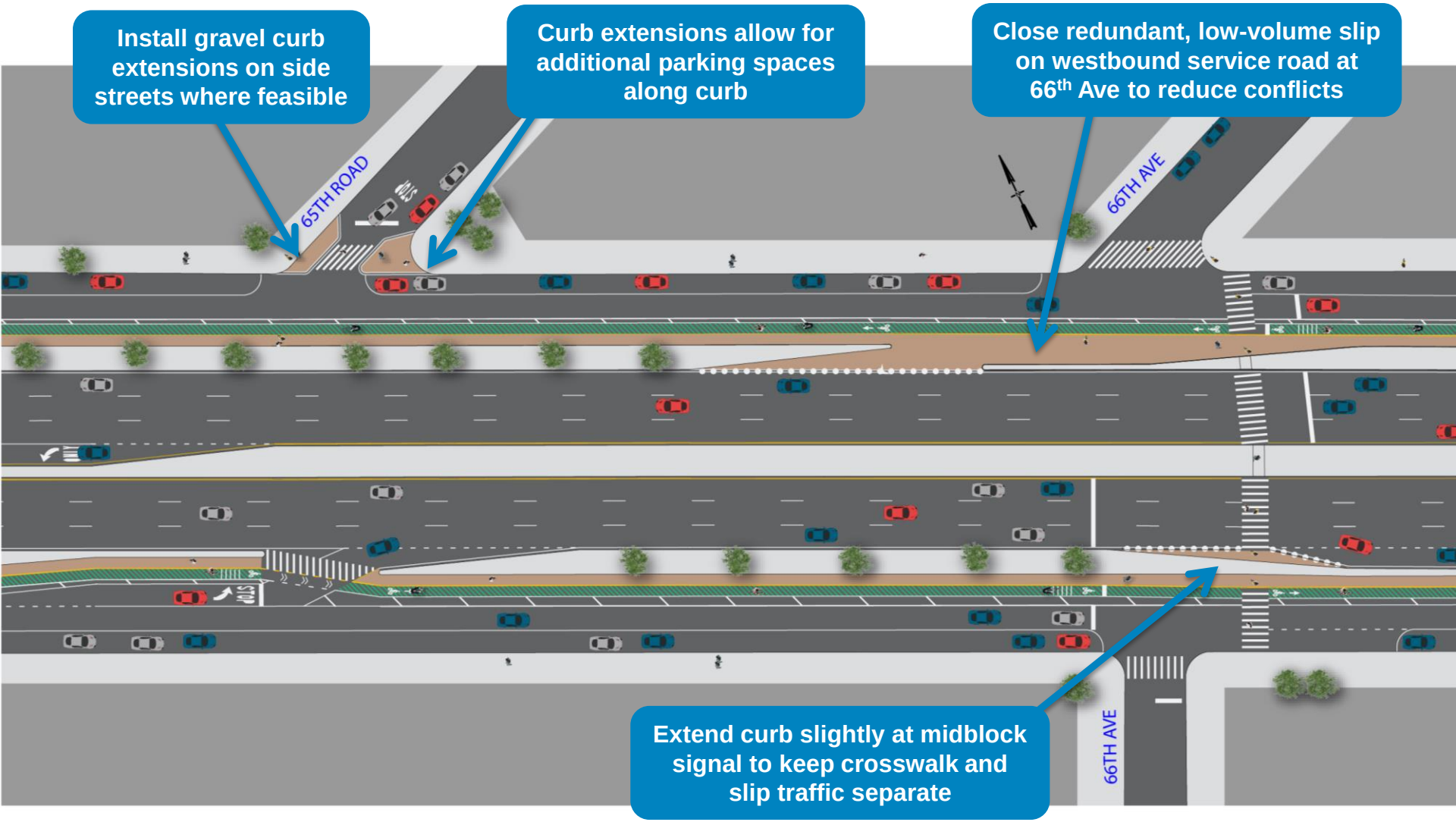
PROPOSED: 63RD DR & 63RD RD



PROPOSED: 64TH AVE TO 64TH RD

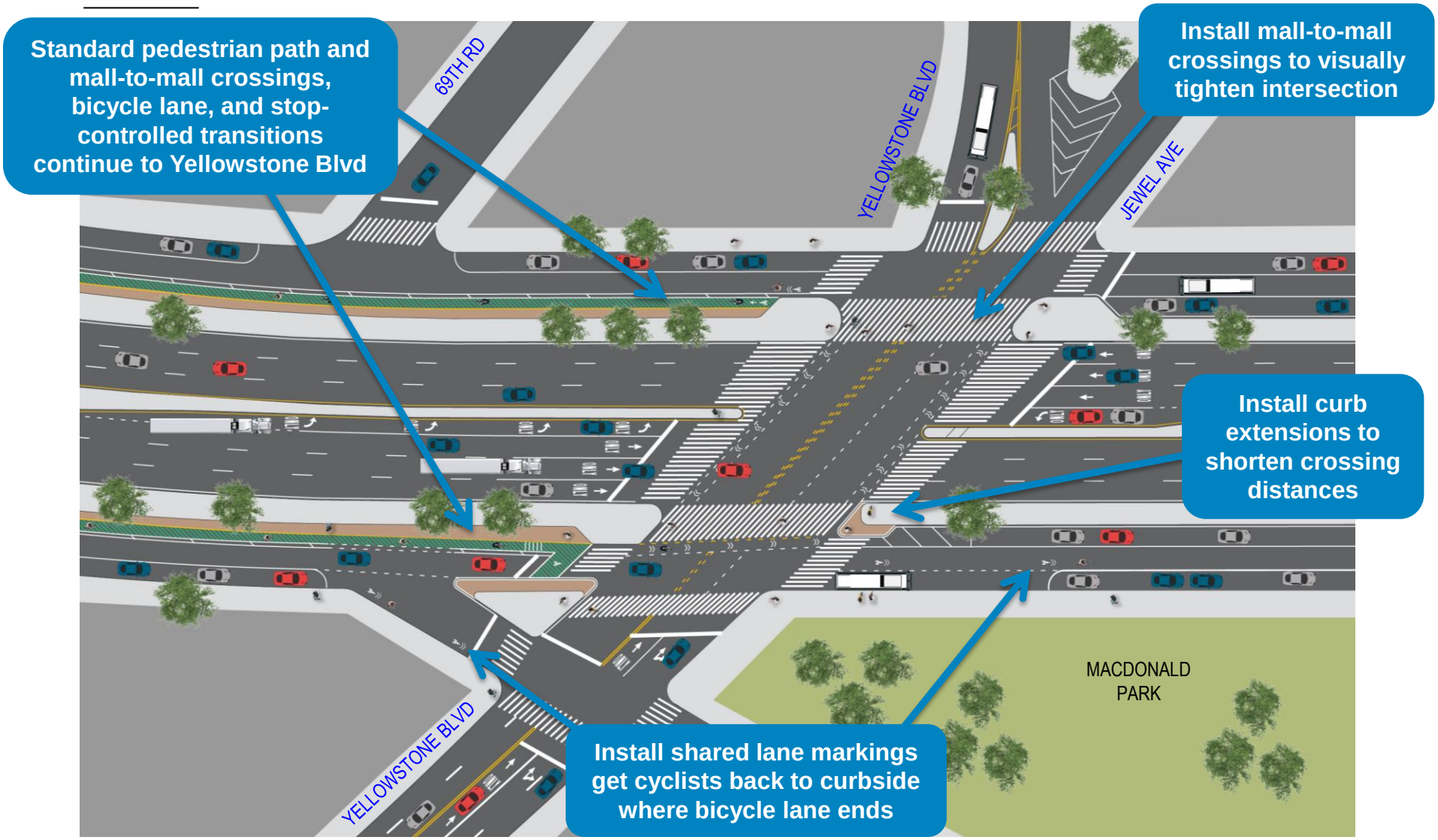


PROPOSED: 65TH RD TO 66TH AVE



PROPOSED: 67TH RD TO 67TH DR

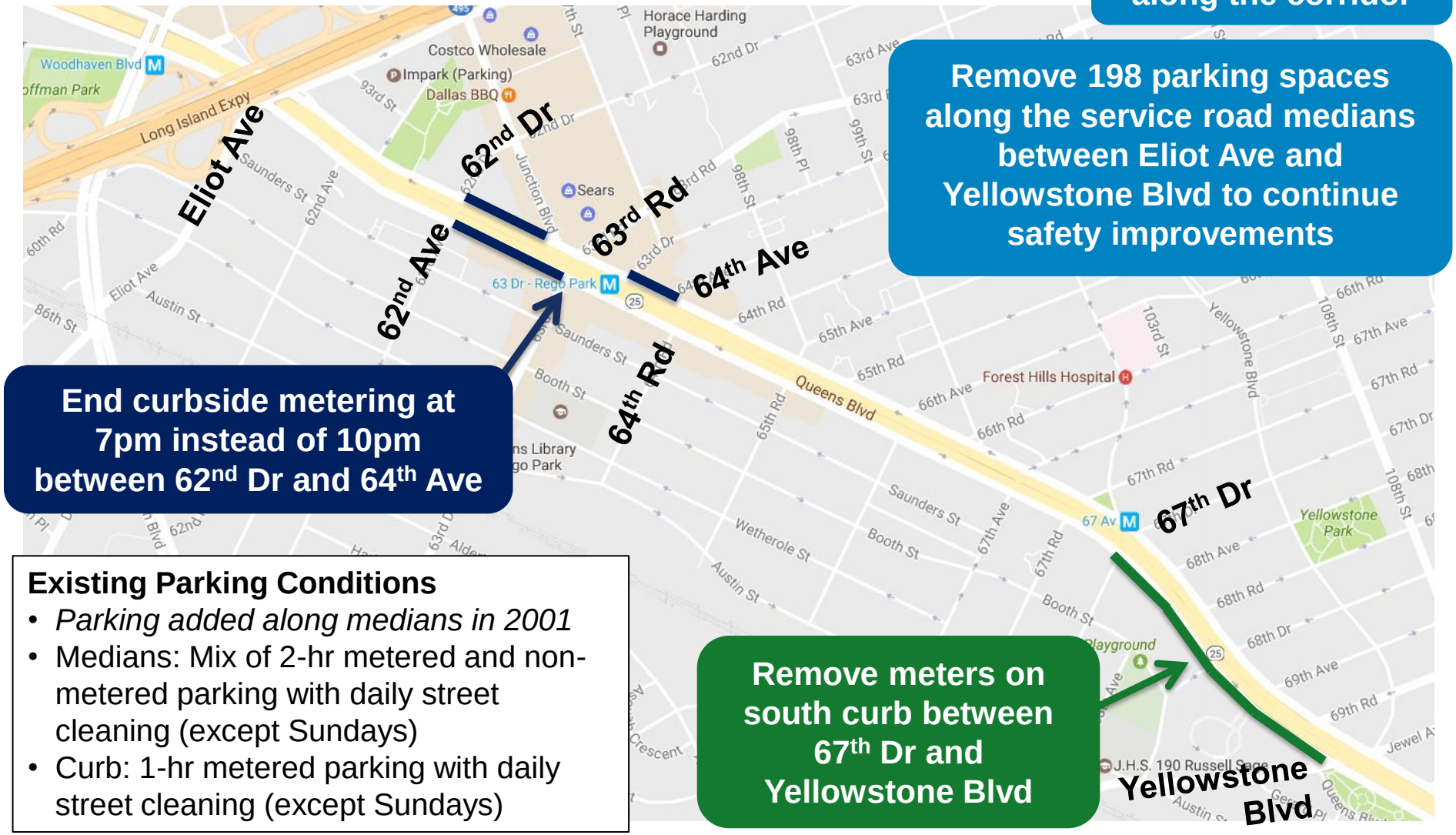
PROPOSED: YELLOWSTONE BLVD



PARKING CHANGES

Total of 592 spaces along the corridor

Remove 198 parking spaces along the service road medians between Eliot Ave and Yellowstone Blvd to continue safety improvements



End curbside metering at 7pm instead of 10pm between 62nd Dr and 64th Ave

Remove meters on south curb between 67th Dr and Yellowstone Blvd

Existing Parking Conditions

- *Parking added along medians in 2001*
- Medians: Mix of 2-hr metered and non-metered parking with daily street cleaning (except Sundays)
- Curb: 1-hr metered parking with daily street cleaning (except Sundays)

RESURFACING

Queens Blvd between Eliot Ave and 65th Rd resurfaced in 2016

Proposed markings plan would be installed in conjunction with resurfacing of Queens Blvd between 65th Rd and Yellowstone Blvd

BOULEVARD TRANSFORMATION

BENEFITS OF SAFETY IMPROVEMENTS

2015 Project Before/After Safety Data

- Total crashes decreased by 14%
- Pedestrian injuries decreased by 49%
- Cyclist injuries decreased by 42%

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

	Before				After		Change	
	'12/'13	'13/'14	'14/'15	Average	'15/'16	Average	Actual	Percent
Total Crashes	300	315	315	**310.0**	268	**268.0**	-42.0	**-14%**
Crashes w/ Injuries	74	69	67	**70.0**	64	**64.0**	-6.0	**-9%**
Motor Vehicle Occupant	72	78	64	**71.3**	78	**78.0**	6.7	**9%**
Pedestrian	12	19	10	**13.7**	7	**7.0**	-6.7	**-49%**
Cyclist	14	3	9	**8.7**	5	**5.0**	-3.7	**-42%**
Total Injuries	98	100	83	**93.7**	90	**90.0**	-3.7	**-4%**

Each before year period is the 12-month period beginning July 1 and ending June 30.
The 1-yr after period is November 1, 2015 to October 31, 2016. The implementation period of July 1, 2015 to October 31, 2015 is excluded.
Source: NYPD AIS/TAMS Crash Database

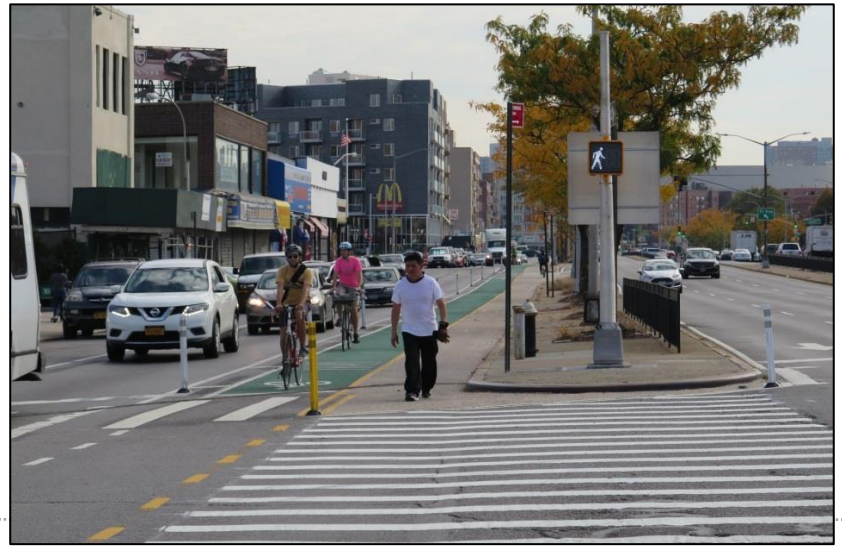
BENEFITS OF SAFETY PROPOSAL

Pedestrian Path and Bicycle Lane

- Calm service roads and reduce speeding
- Expand pedestrian network and shorten crossing distances
- Allow for safe, convenient bicycle travel
- Encourages cycling
- Organizes roadway for all users
- Creates predictable movements

Median Tips and Mall-to-Mall Crossings

- Shorten crossing distances
- Create new crossings
- Visually tighten wide intersections



BENEFITS OF SAFETY PROPOSAL

Stop-Controlled Transition Lanes

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

Signal Timing Changes

- LPI crossing 63rd Dr/63rd Rd provides safer pedestrian crossings at busy intersection
- Reconfigured signal timing at 63rd Dr/63rd Rd improves traffic flow

THANK YOU!

Questions?

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