QUEENS BOULEVARD

YELLOWSTONE BOULEVARD TO UNION TURNPIKE

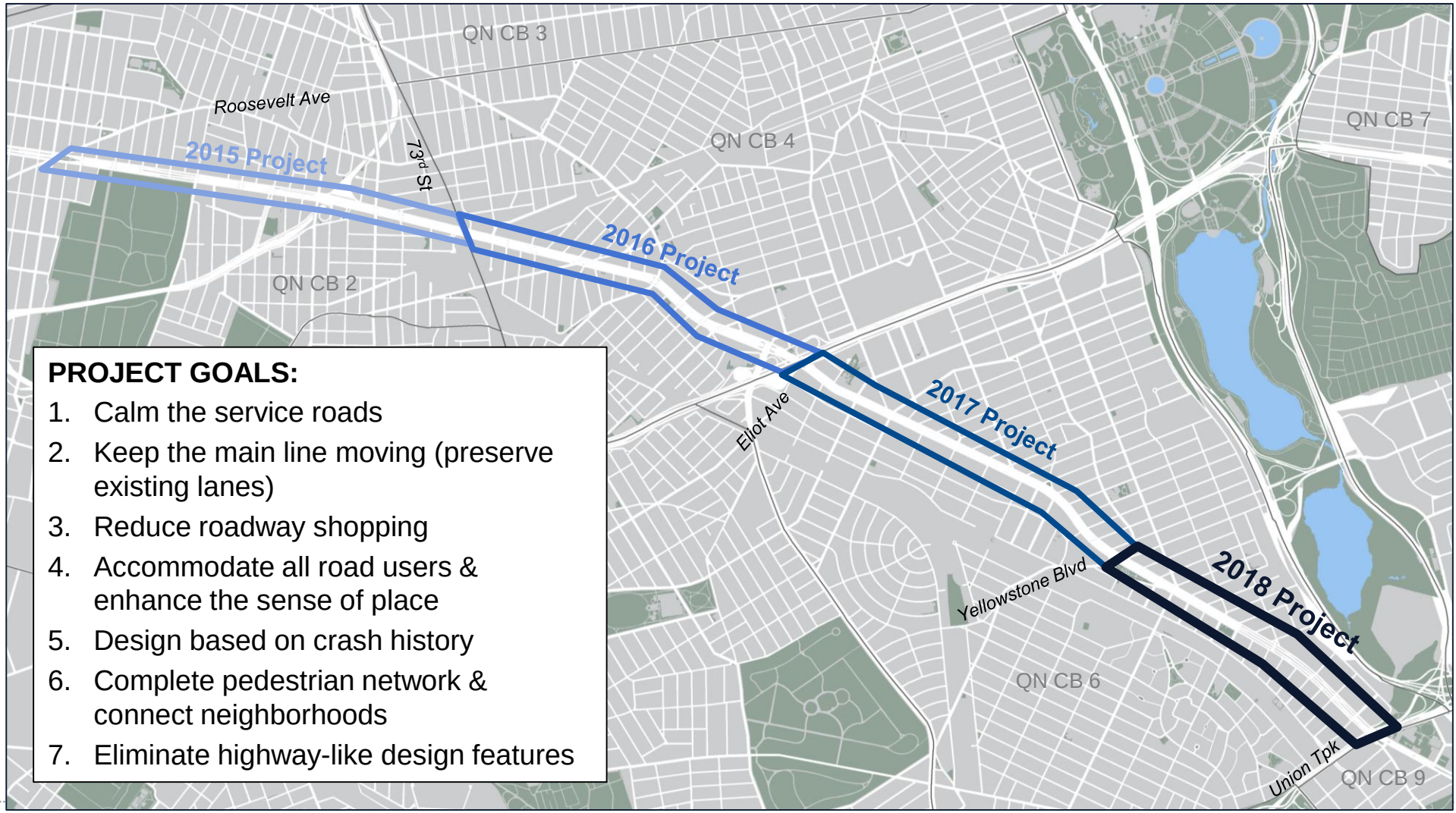
Proposed Corridor Safety Improvements

Presentation to Community Board 6 Full Board

June 13, 2018

NEW YORK CITY DOT

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

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

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

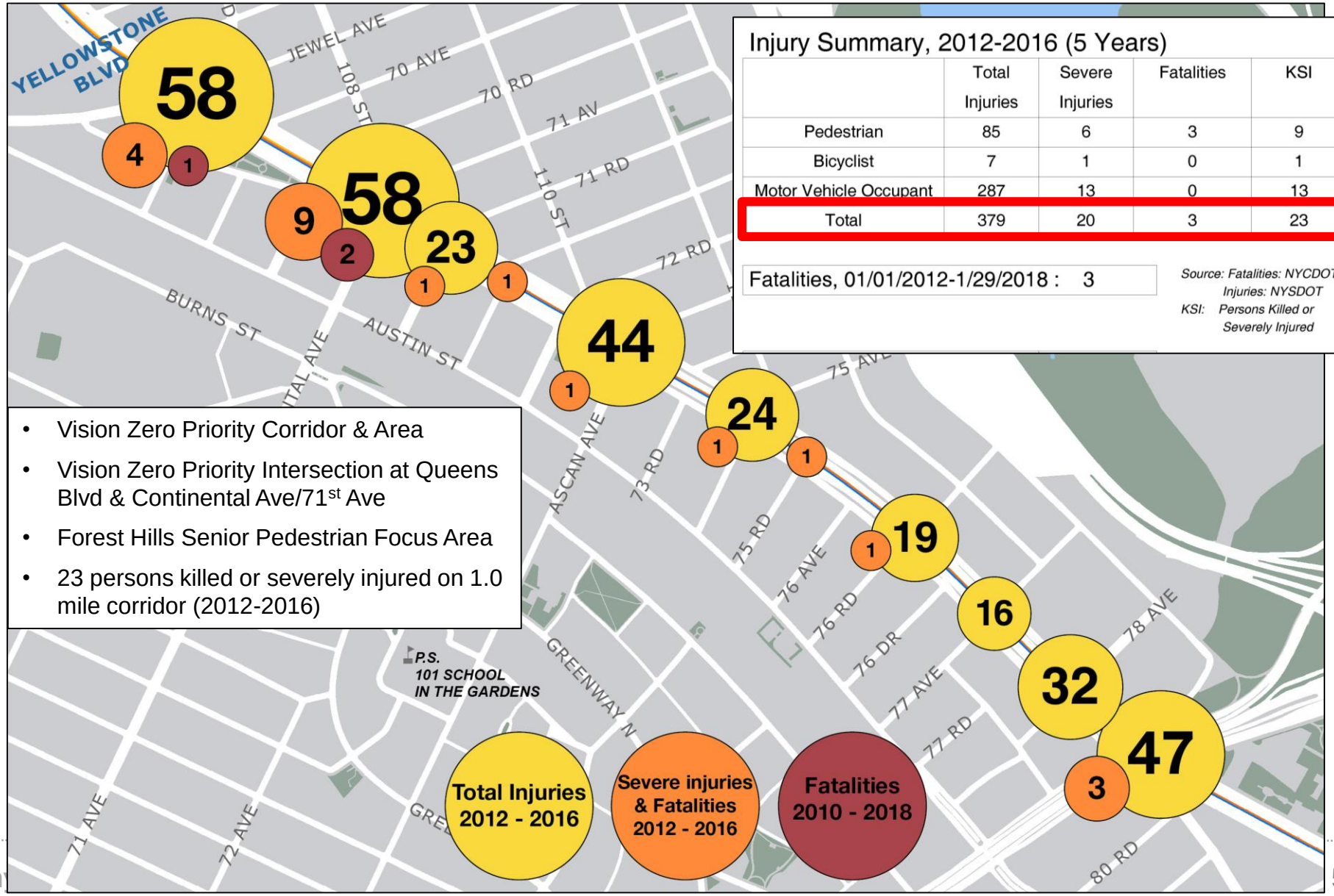
	Before Average (2012-2015)	After Average (2017-2018)	Change	
			Average	Percent
Total Crashes	**798.7**	**648.0**	-150.7	**-19%**
Crashes w/ Injuries	**148.3**	**123.0**	-25.3	**-17%**
Motor Vehicle Occupant	**149.3**	**118.0**	-31.3	**-21%**
Pedestrian	**40.3**	**18.0**	-22.3	**-55%**
Cyclist	**14.0**	**18.0**	4.0	**29%**
Total Injuries	**203.7**	**154.0**	-49.7	**-24%**

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

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

QUEENS BLVD CRASH DATA



Injury Summary, 2012-2016 (5 Years)

	Total Injuries	Severe Injuries	Fatalities	KSI
Pedestrian	85	6	3	9
Bicyclist	7	1	0	1
Motor Vehicle Occupant	287	13	0	13
Total	379	20	3	23

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

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

- 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)

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

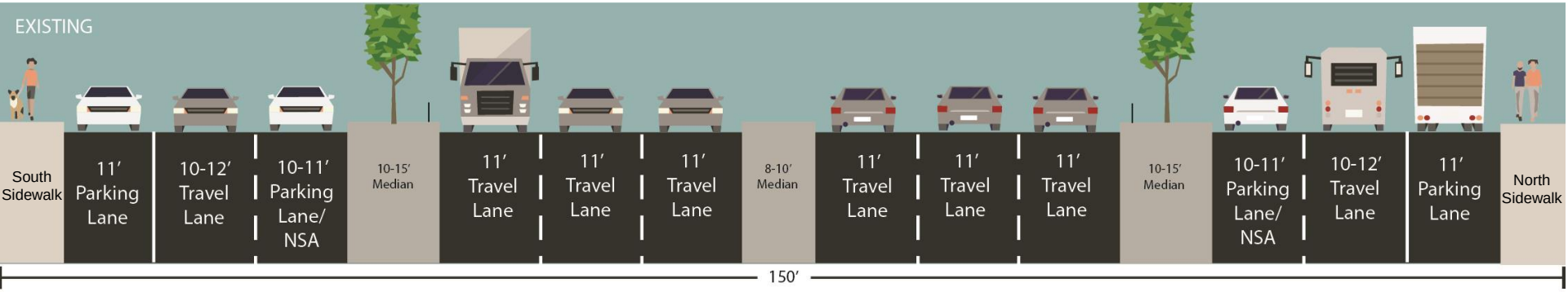
81% walk on Queens Blvd regularly, compared to 52% who drive

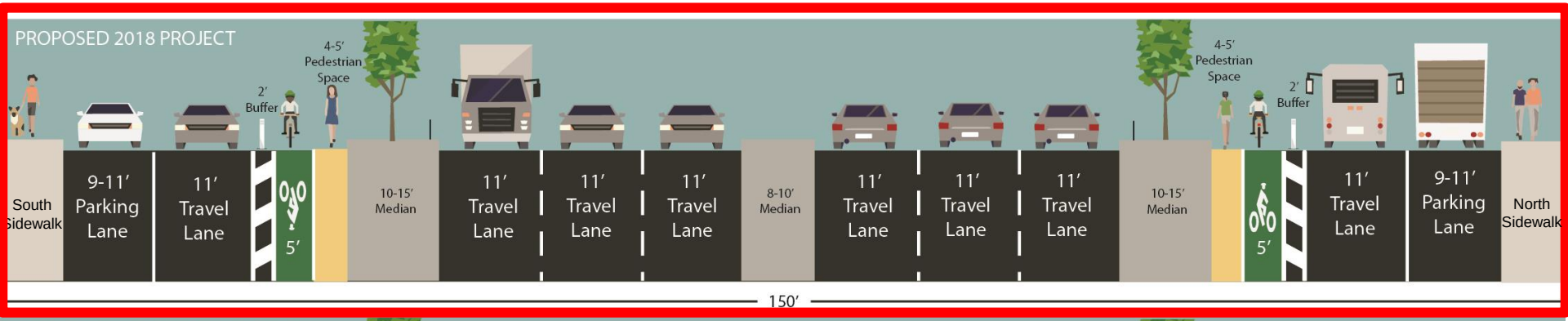
45% currently bicycle in Forest Hills

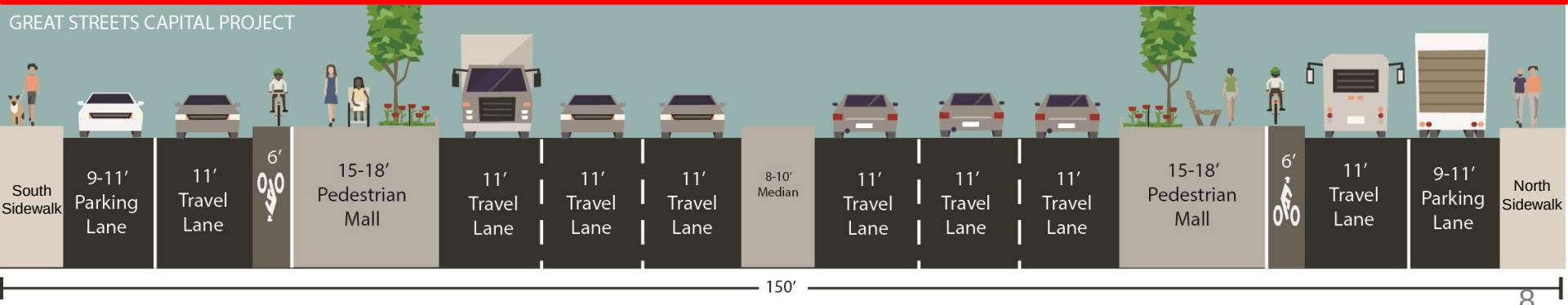
64% own a car but only 26% drive on Queens Blvd daily

KEY DESIGN FEATURES

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

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

Survey respondents are most likely to bicycle on protected bicycle lanes

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

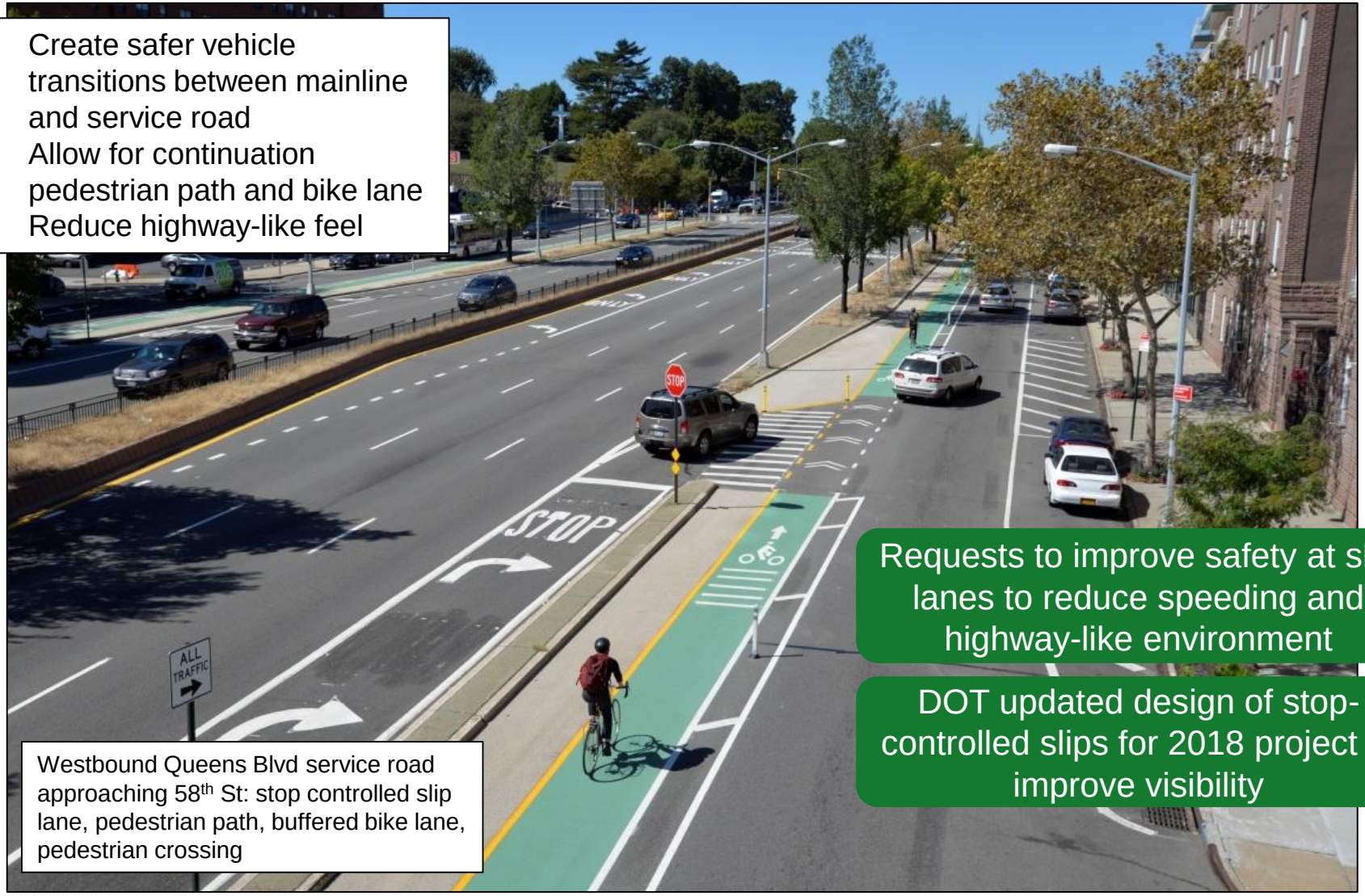
Long distances between safe crossings for pedestrians

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



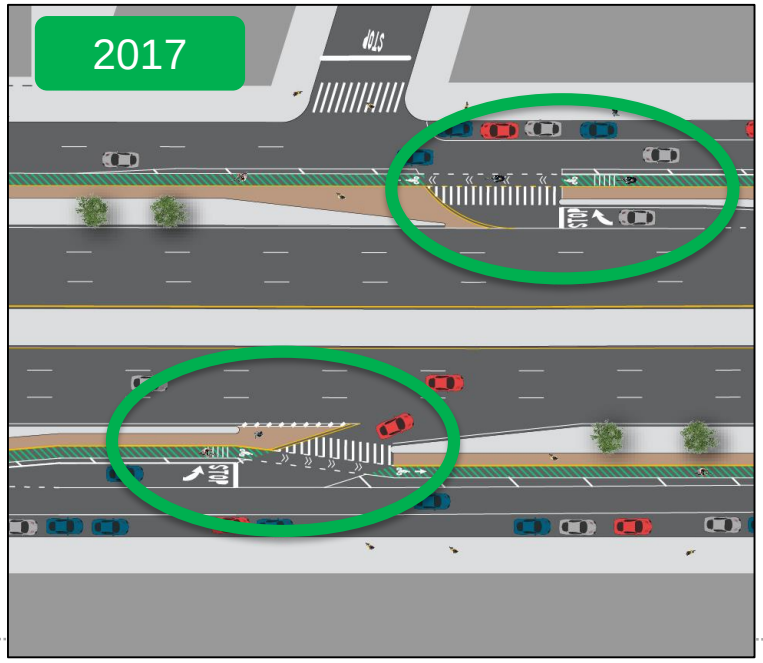
Westbound Queens Blvd service road approaching 58th St: stop controlled slip lane, pedestrian path, buffered bike lane, pedestrian crossing

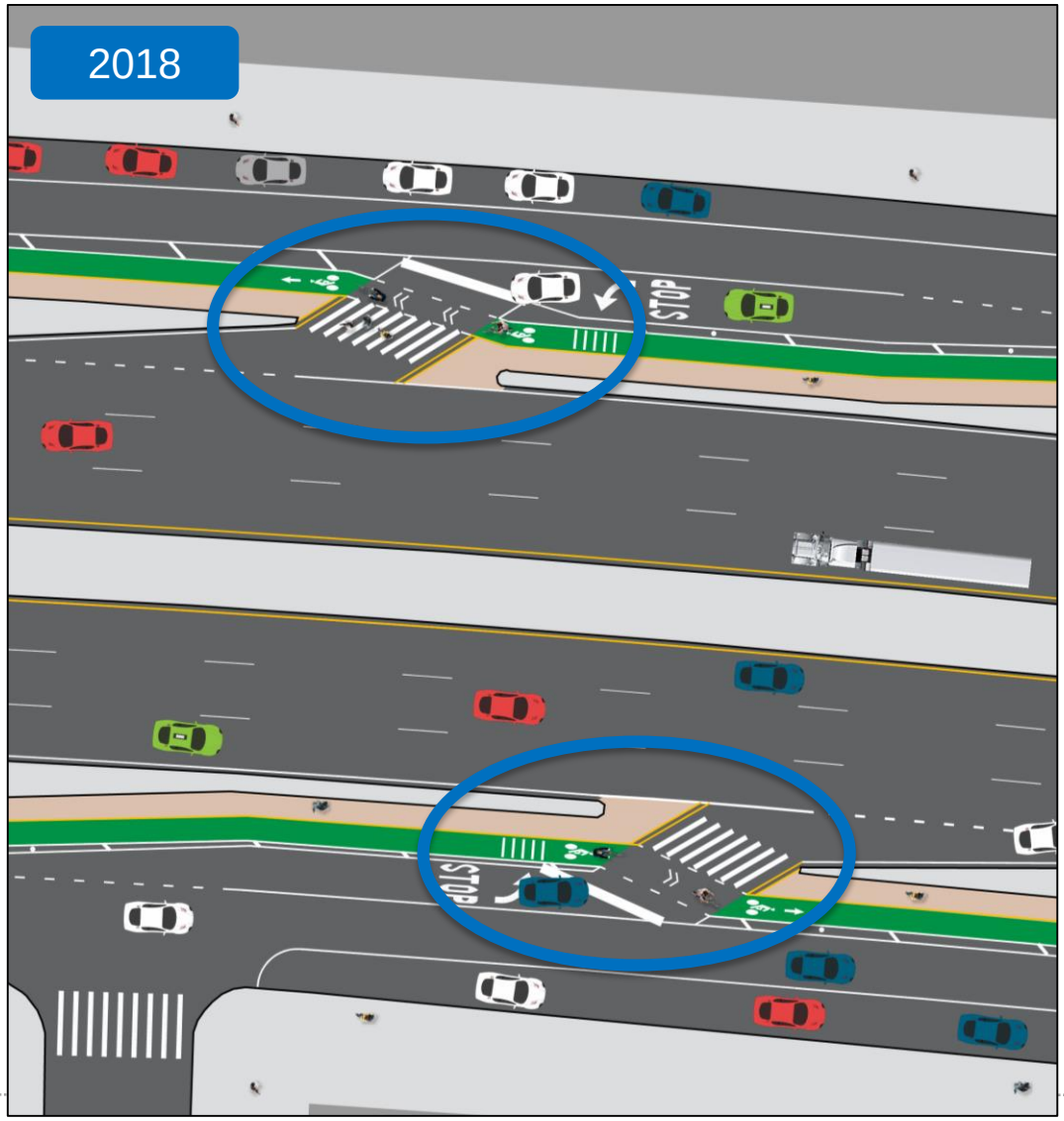
Requests to improve safety at slip lanes to reduce speeding and highway-like environment

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

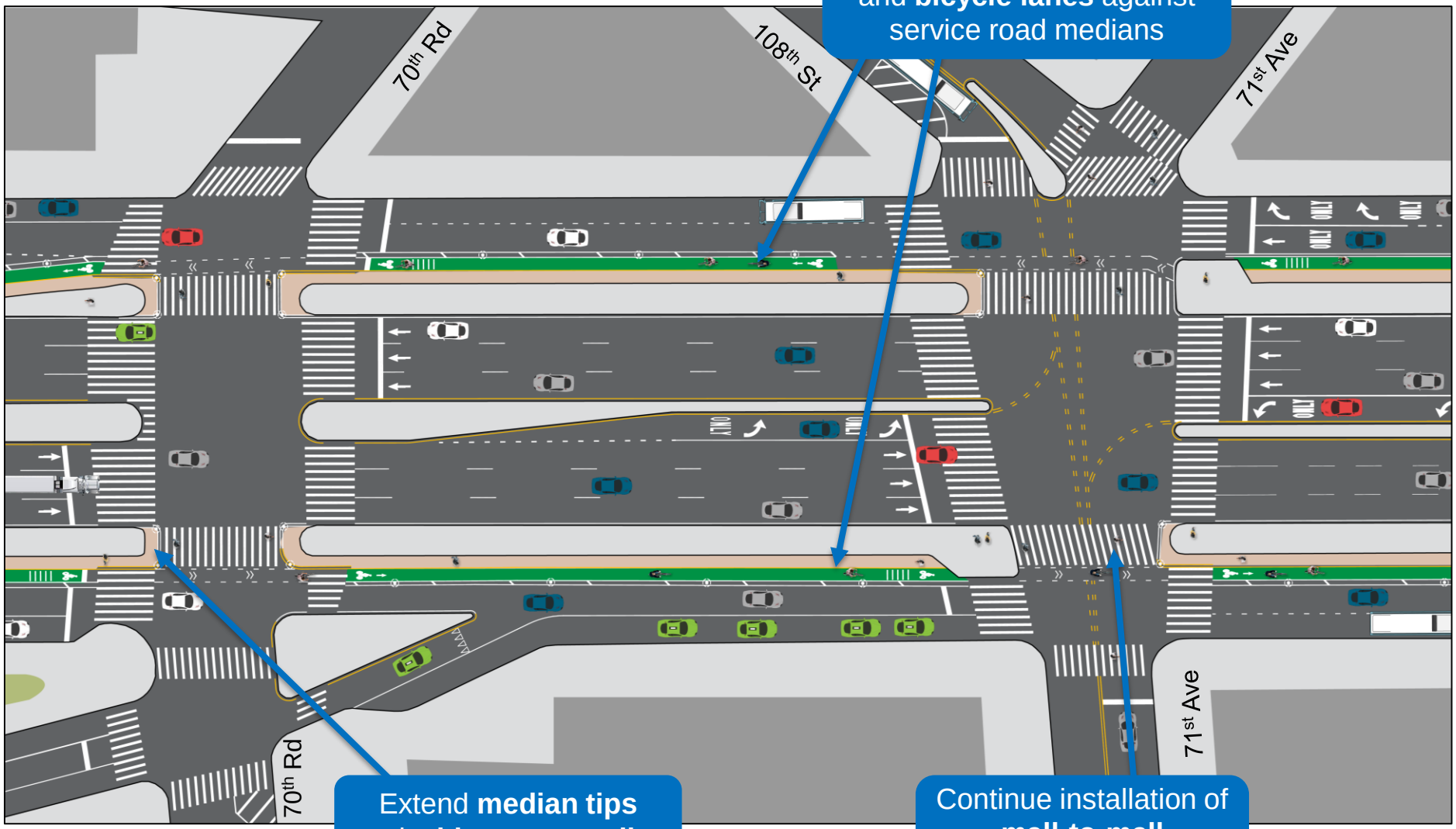
PROPOSED DESIGN DETAILS: CORRIDOR WIDE

Continue use of s**top-controlled slip lanes** with updated design to improve transition between main line and service road



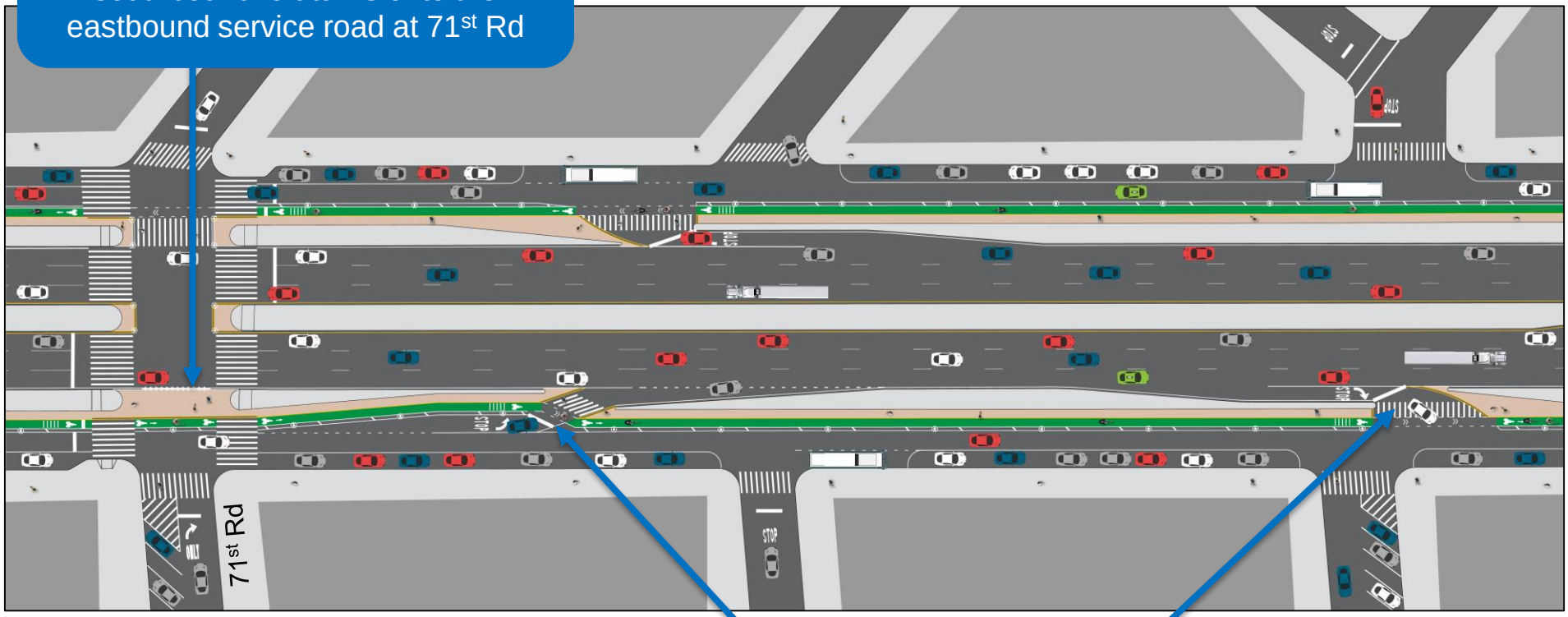


PROPOSED DESIGN DETAILS: CORRIDOR WIDE



PROPOSED DESIGN DETAILS: 71ST RD

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

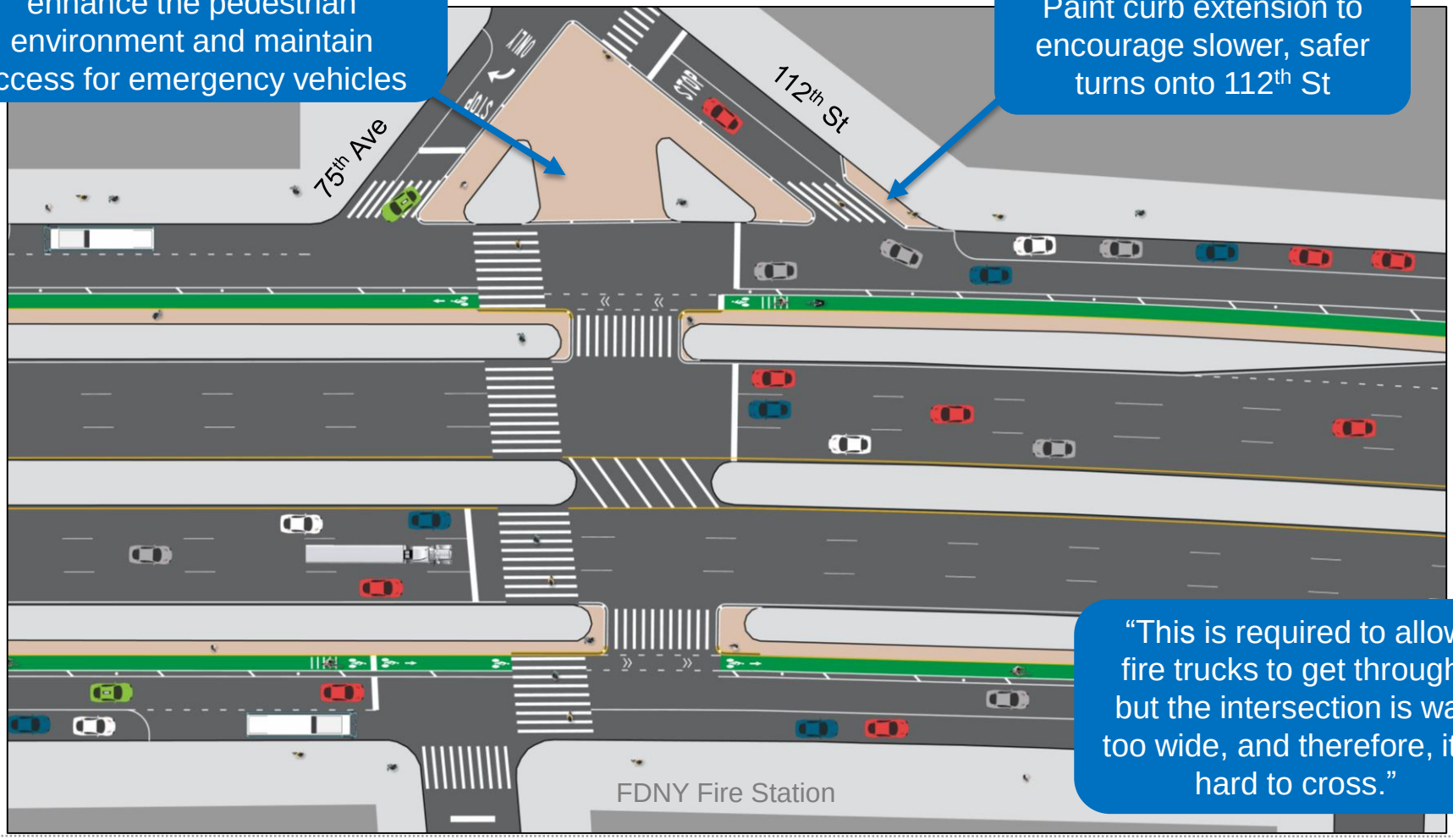


Maintain access onto and off of the mainline at existing slip lanes

PROPOSED DESIGN DETAILS: 75TH AVE

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

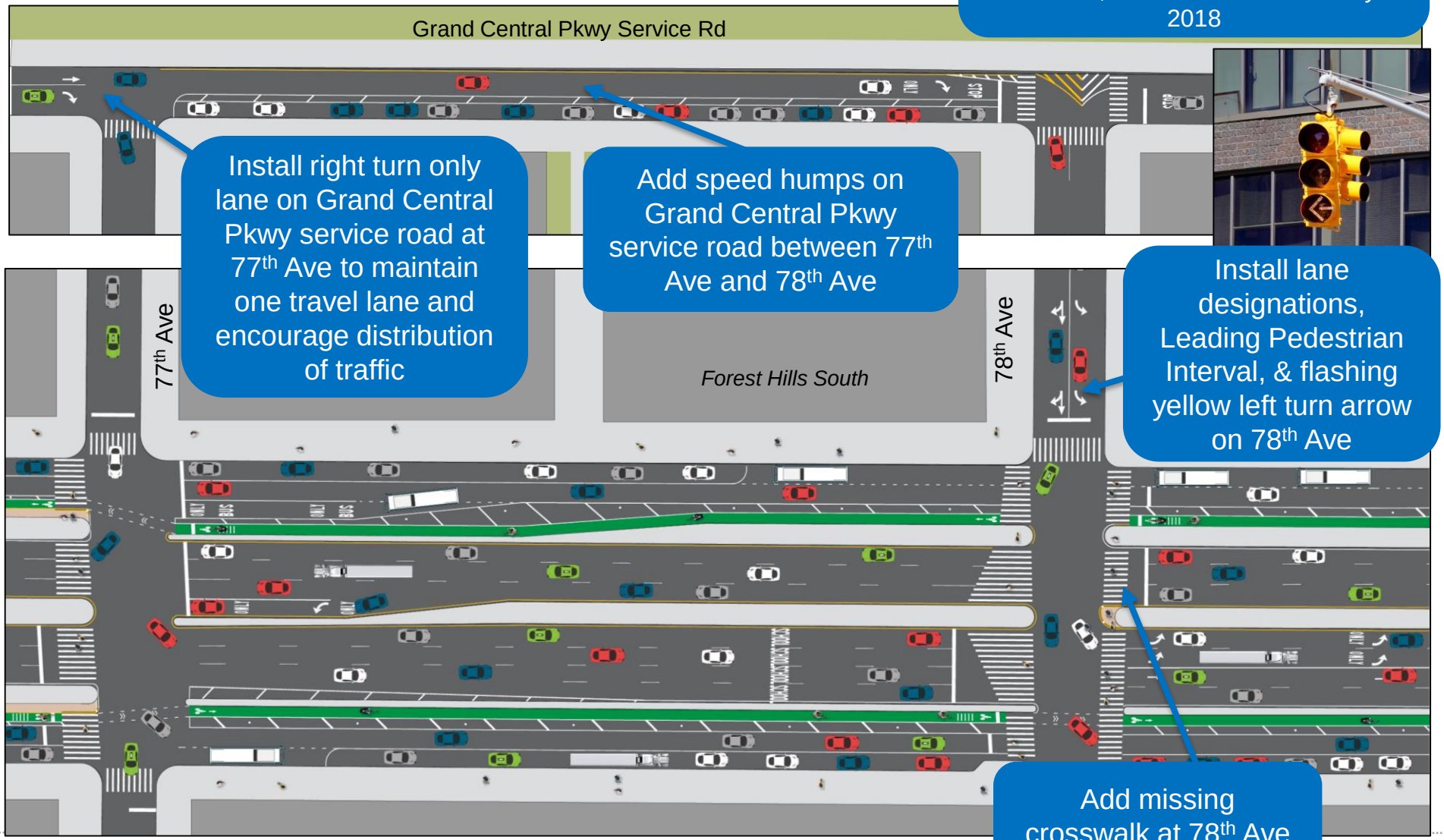
Paint curb extension to encourage slower, safer turns onto 112th St



"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

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



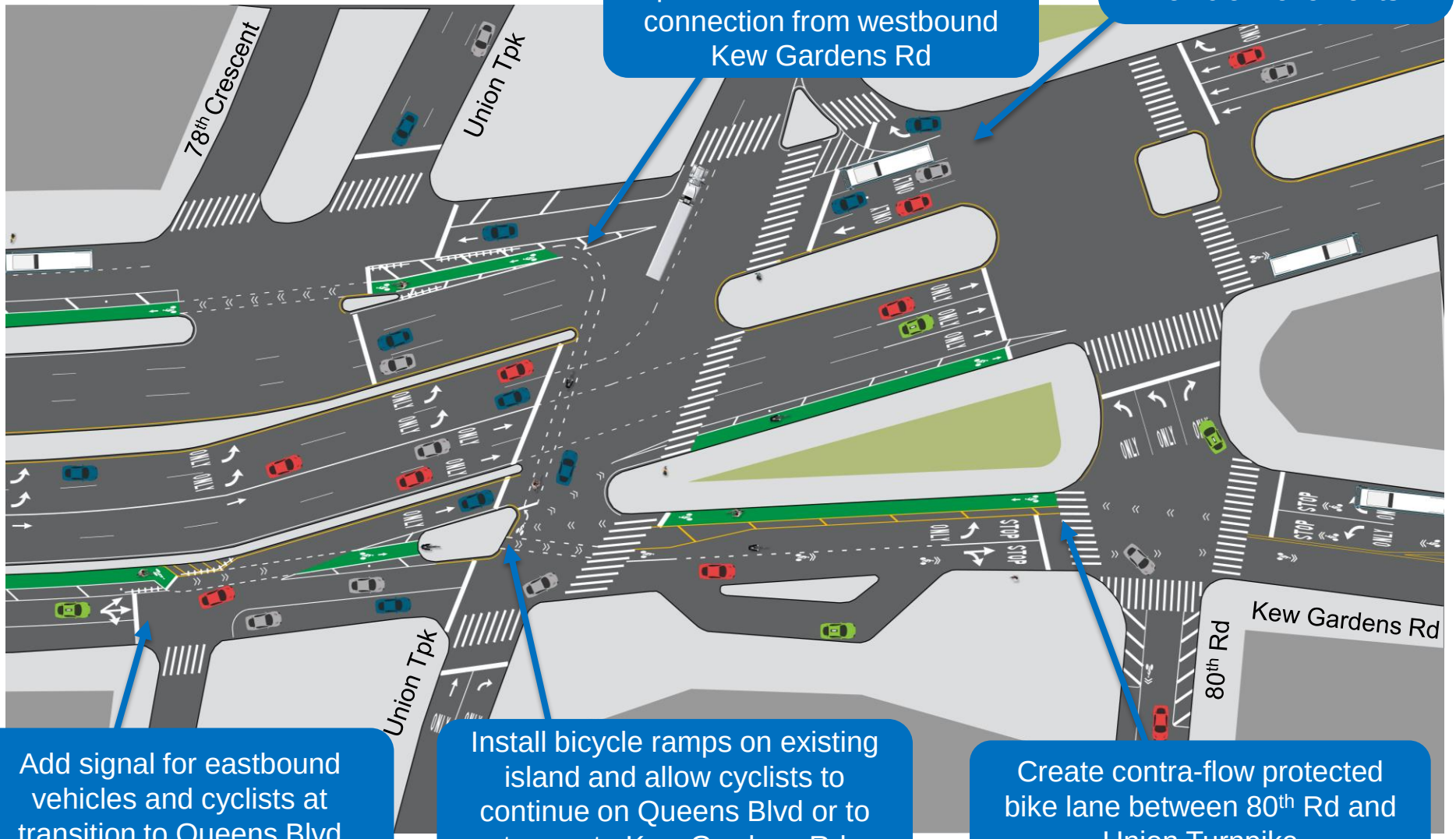
Install right turn only lane on Grand Central Pkwy service road at 77th Ave to maintain one travel lane and encourage distribution of traffic

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

Add missing crosswalk at 78th Ave and Queens Blvd

PROPOSED DESIGN DETAILS: UNION TURNPIKE



Install kwik kurb at entrance to protected lane and create connection from westbound Kew Gardens Rd

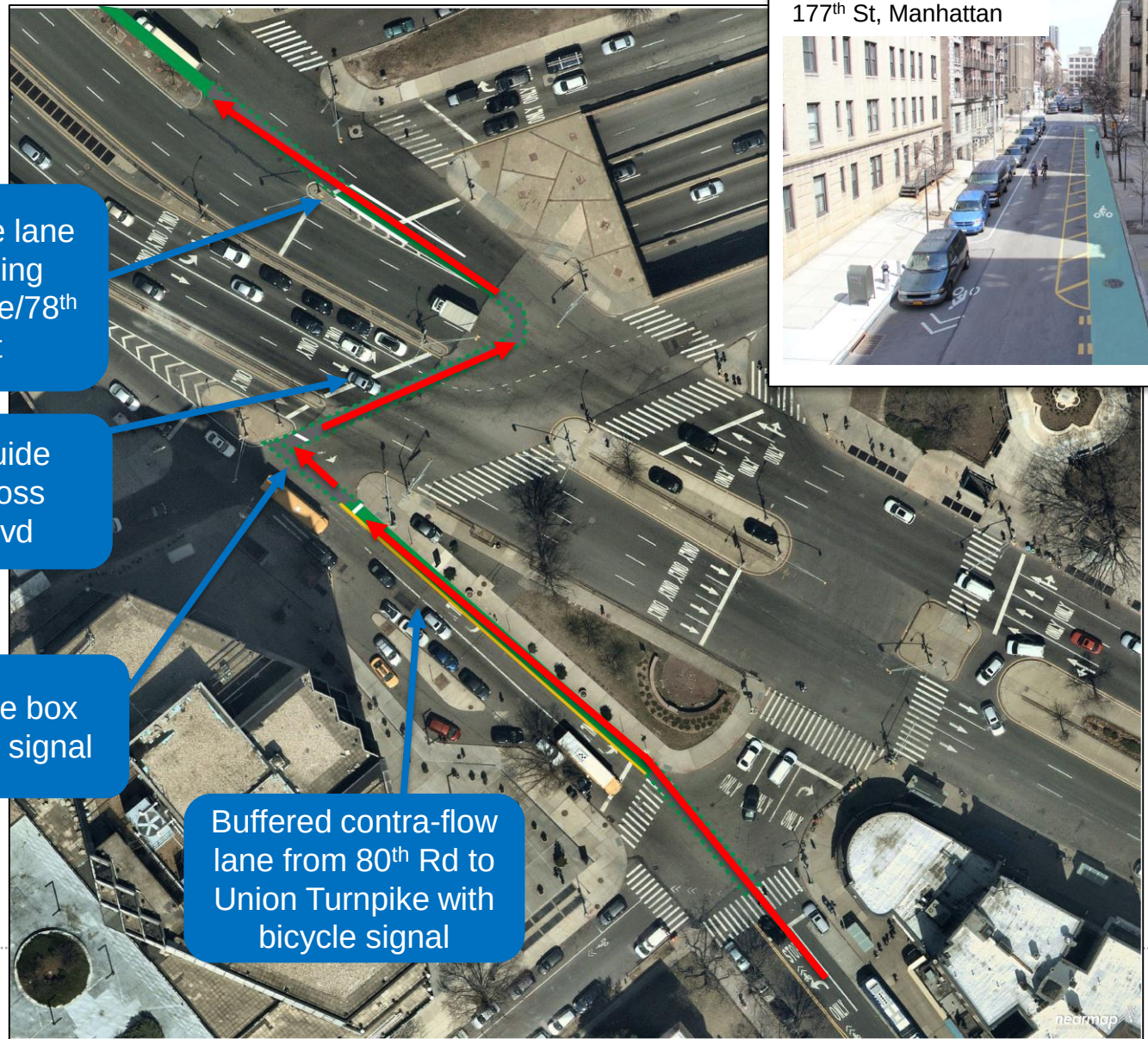
Create designated right turn lane and red turning arrow to clarify vehicle movements

Add signal for eastbound vehicles and cyclists at transition to Queens Blvd

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

PROPOSED DESIGN DETAILS: UNION TURNPIKE



Protected bike lane in approaching Union Turnpike/78th Crescent

Markings guide cyclists across Queens Blvd

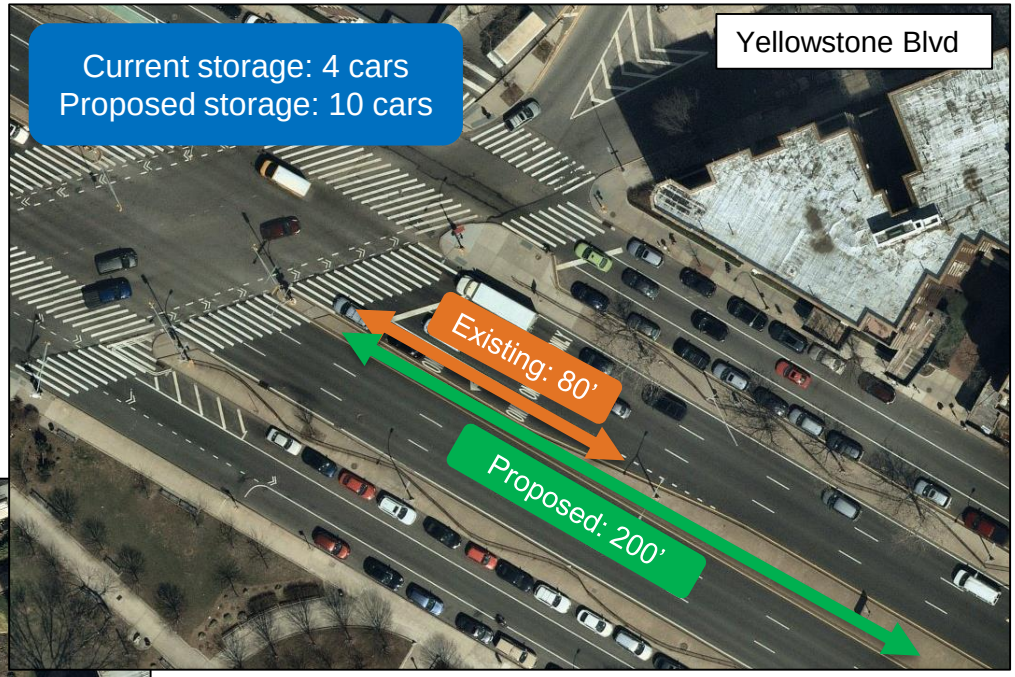
Bicyclist cue box and bicyclist signal

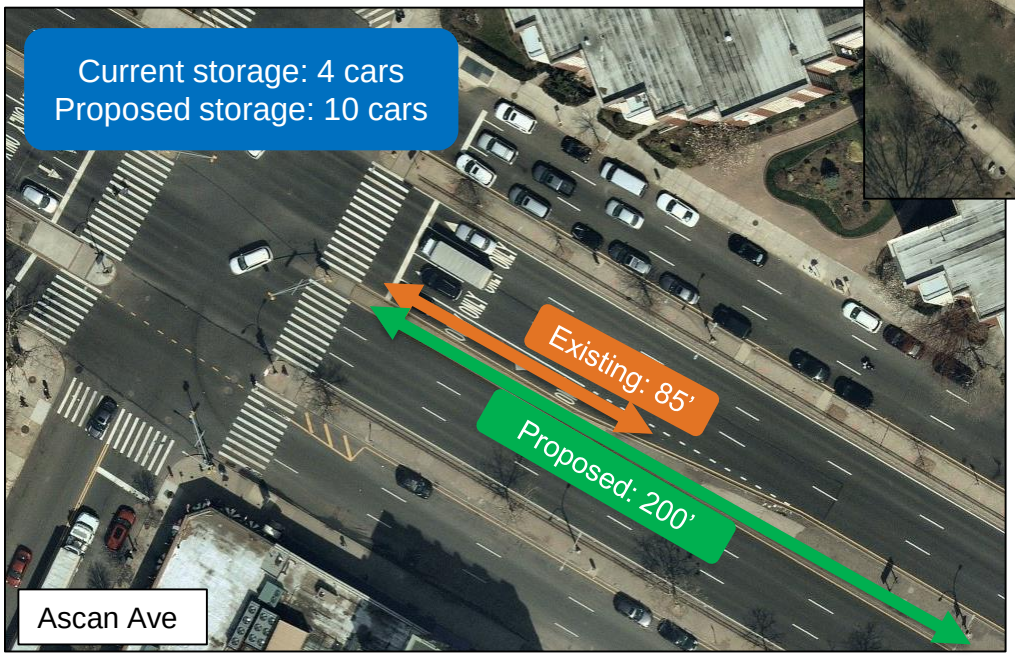
Buffered contra-flow lane from 80th Rd to Union Turnpike with bicycle signal

Contra-flow bike lane
177th St, Manhattan

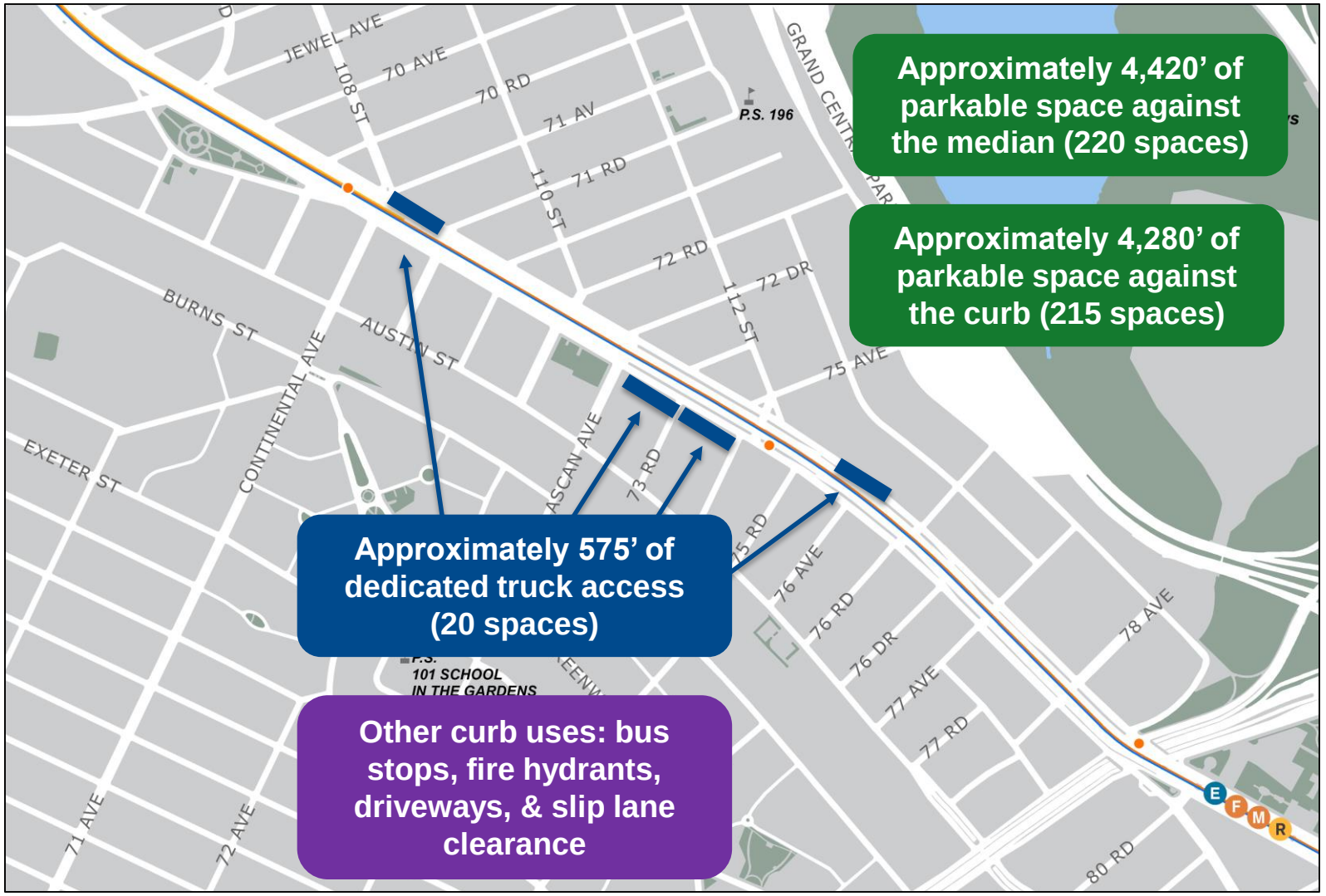
PROPOSED DESIGN DETAILS: LEFT TURN BAYS

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





CURBSIDE USAGE: EXISTING CONDITIONS



CURB USAGE: FEEDBACK & CHALLENGES

Balancing diverse needs and users

68% of people shopping on Queens Blvd arrive by foot and 21% arrive by transit

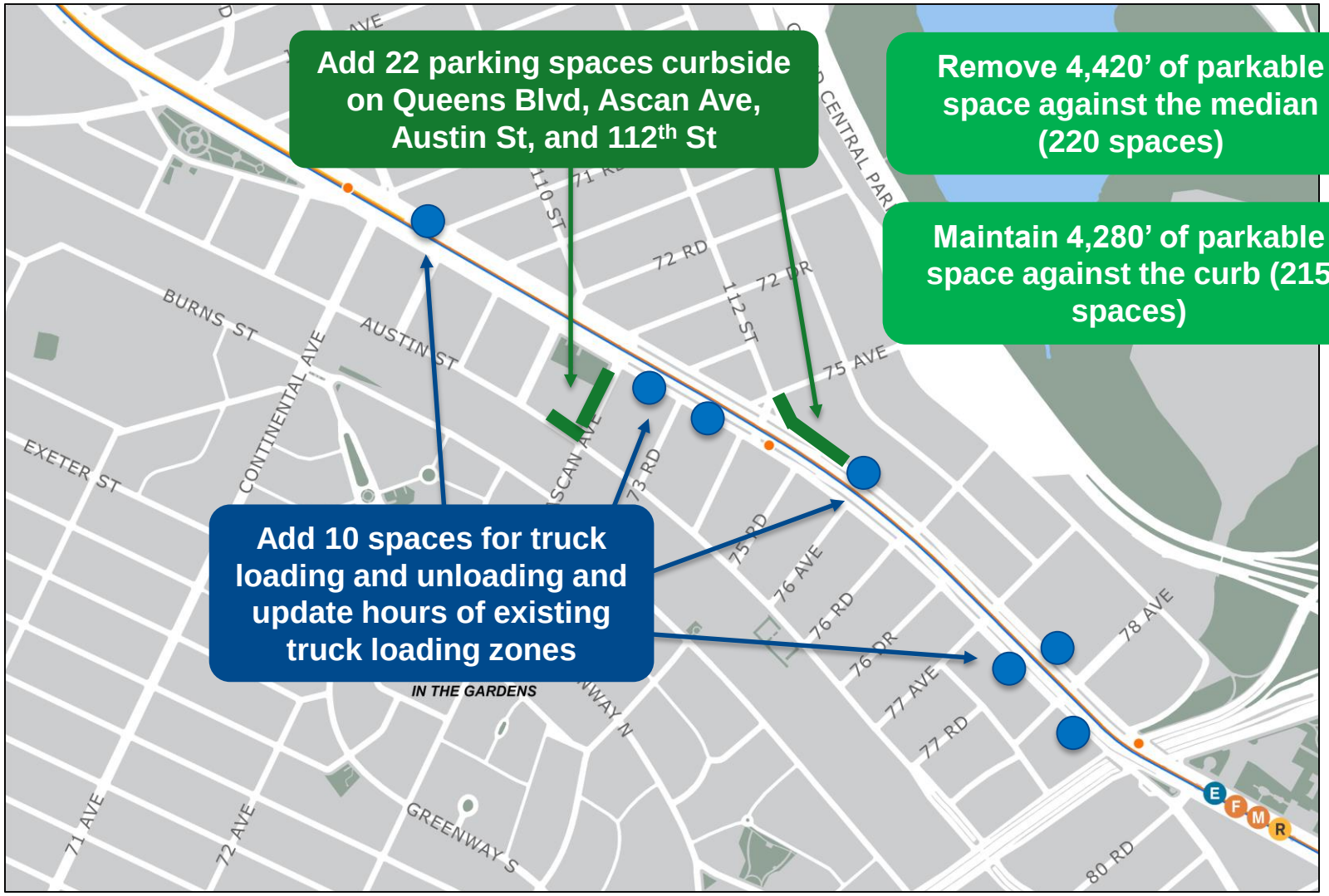
Double parked trucks block traffic and create congestion

Finding parking is a challenge for shoppers and residents

Loading zones take space away from customer parking

Majority of businesses do not control when they receive deliveries

CURBSIDE USAGE: PROPOSAL



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** with expanded medians and pedestrian amenities

THANK YOU!

Questions?

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