

Queens Boulevard

Proposed Corridor Safety Improvements

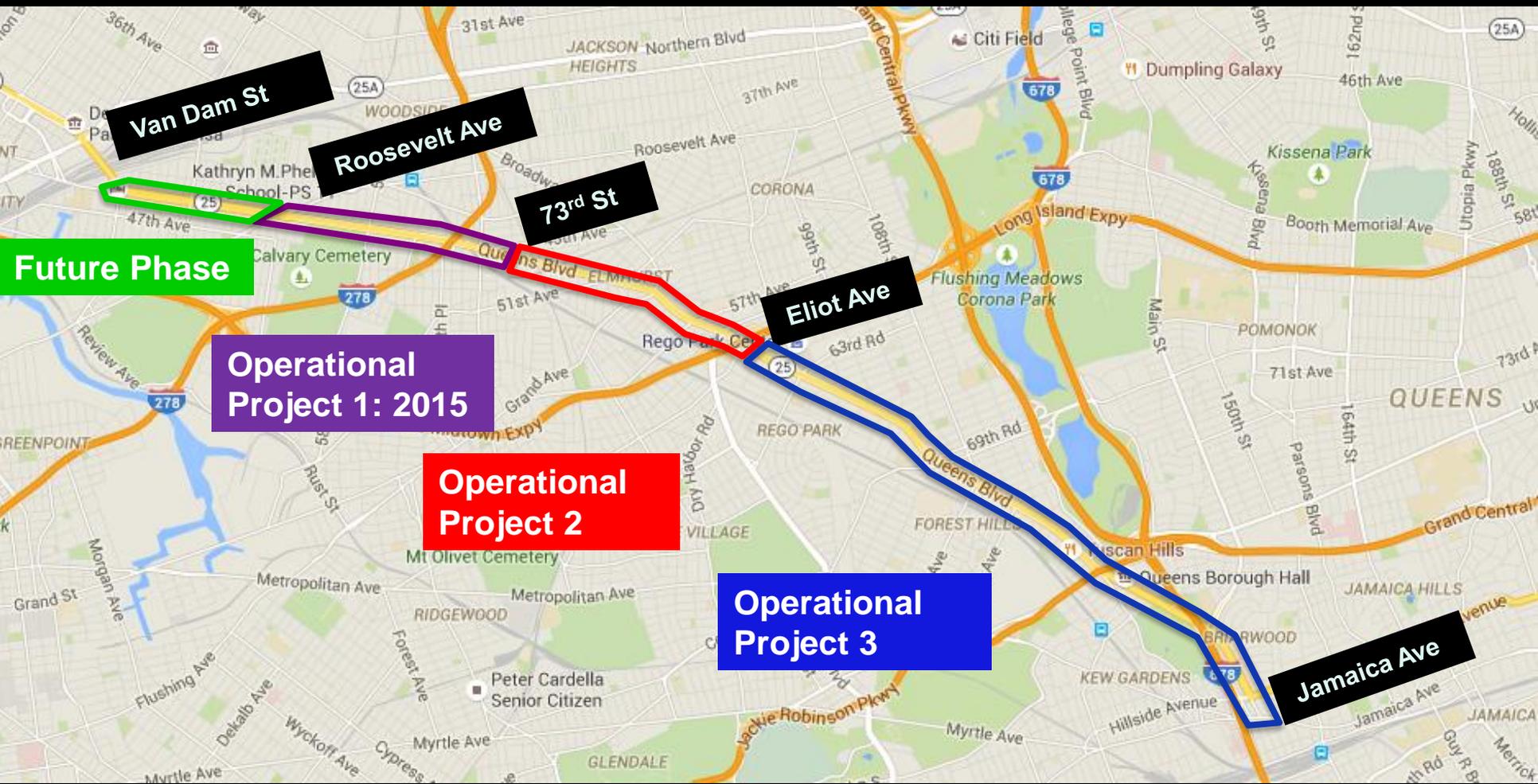
2015



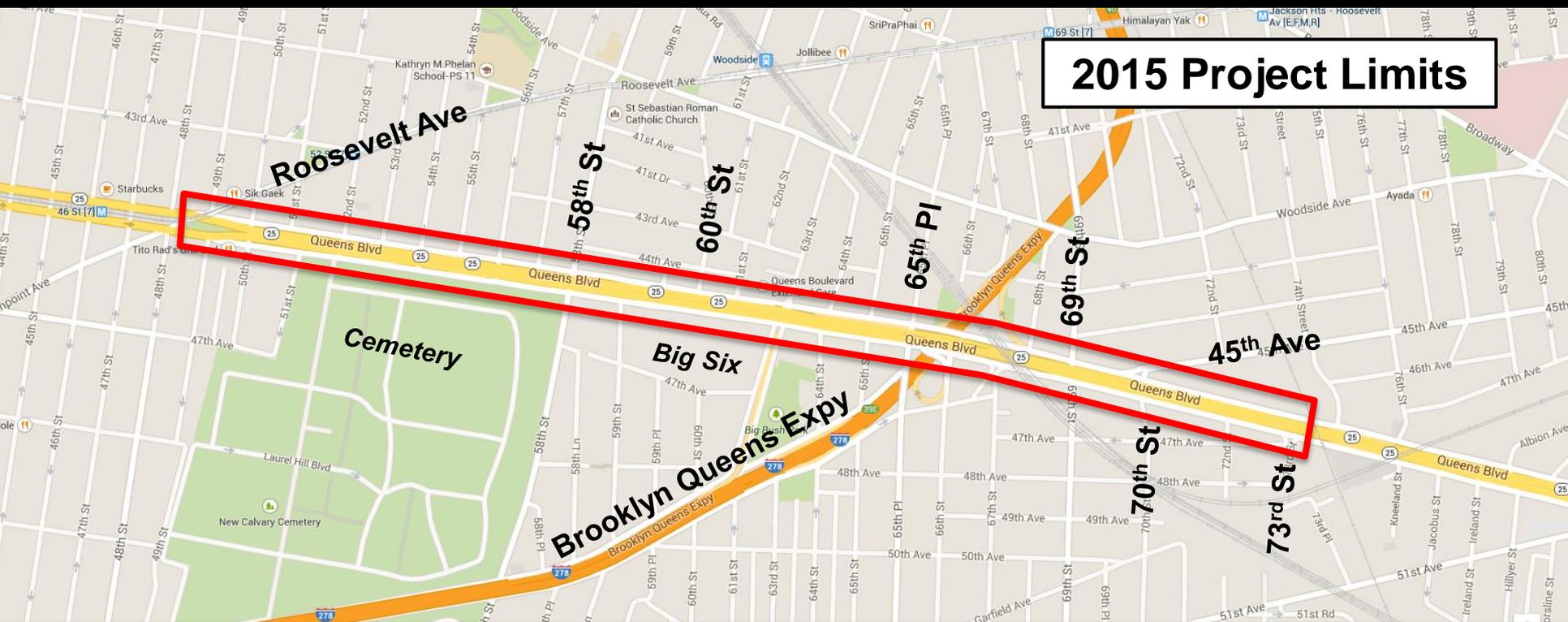
Corridor Timeline

- **January 2015:** Operational Project 1 Safety Workshop
- **March 2015:** Great Streets Announcement
- **March 2015:** Draft Project Presentation to Community Board 2 Transportation Committee
- **May 2015:** Presentation to Community Board 2 Transportation Committee Incorporating Comments
- **June 2015:** Presentation to Community Board 2 Transportation Committee and Vote
- **June 2015:** **CB2 Full Board Presentation and Vote**
- **July/August 2015:** Operational Project 1 Implementation Start
- **FY18:** Great Streets Capital Construction Phase 1 Start

Operational Project Limits



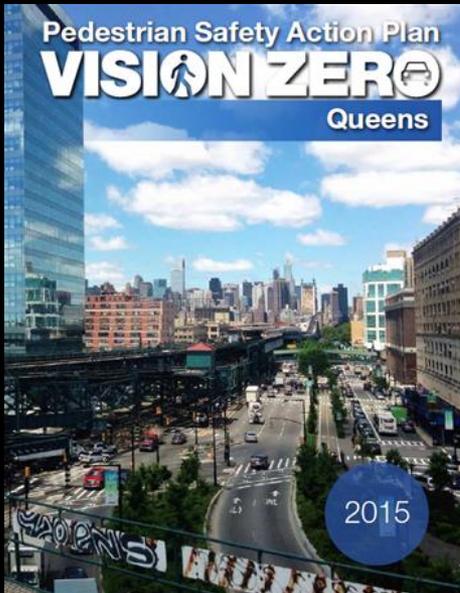
Operational Project 1: Roosevelt Ave to 73rd St



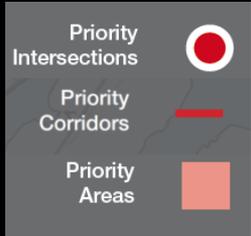
Vision Zero Priority



- Queens Blvd is a Vision Zero Priority Corridor
- Queens Blvd – Roosevelt Ave to 73rd St (1.3 miles):
 - Highest concentration of fatalities along Queens Blvd
 - 2009-2013: 6 total and 2 pedestrian fatalities



2015 Limits



Safety Data

42 KSI (persons killed or severely injured)

591 Total Injuries

Queens Blvd - Roosevelt Ave to 73 St, QN

Injury Summary, 2009-2013 (5 Years)

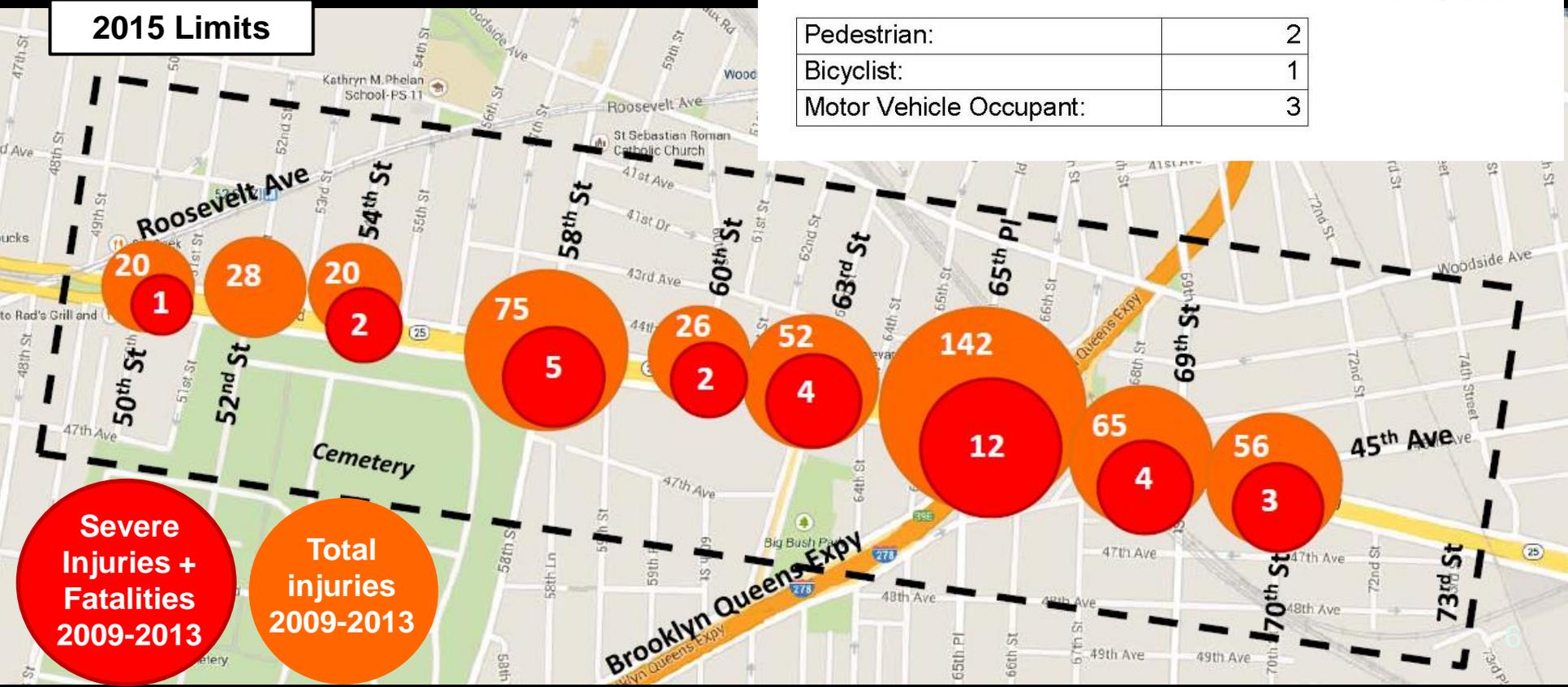
	Total Injuries	Severe Injuries	Fatalities	KSI
Pedestrian	42	3	2	5
Bicyclist	25	2	1	3
Motor Vehicle Occupant	524	31	3	34
Total	591	36	6	42

Fatalities, 01/01/2009-5/11/2015 : **6**

Source: Fatalities: NYCDOT
Injuries: NYS DOT
KSI: Persons Killed or Severely Injured

Pedestrian:	2
Bicyclist:	1
Motor Vehicle Occupant:	3

2015 Limits



Design Principles / Project Goals

1. Calm the service roads (consistent 1 moving lane per direction)
2. Keep main line moving (preserve 3 lanes per direction)
3. Accommodate all road users and enhance the sense of place



Queens Blvd South Service Rd at 60th St looking west

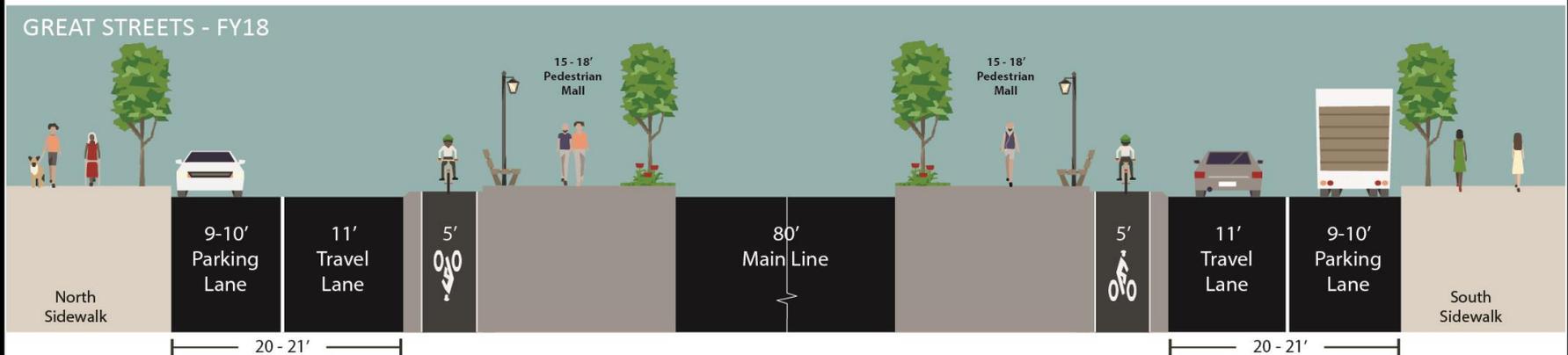
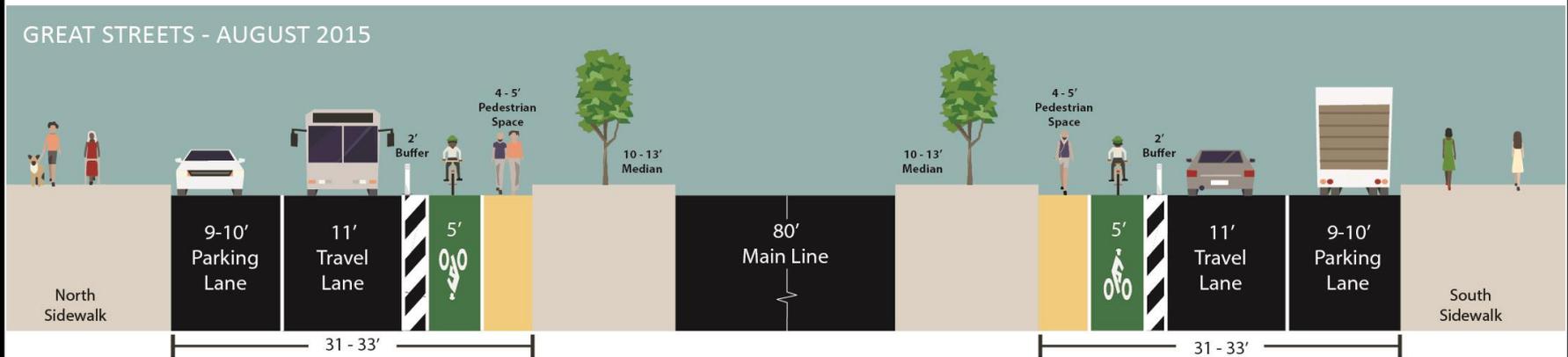
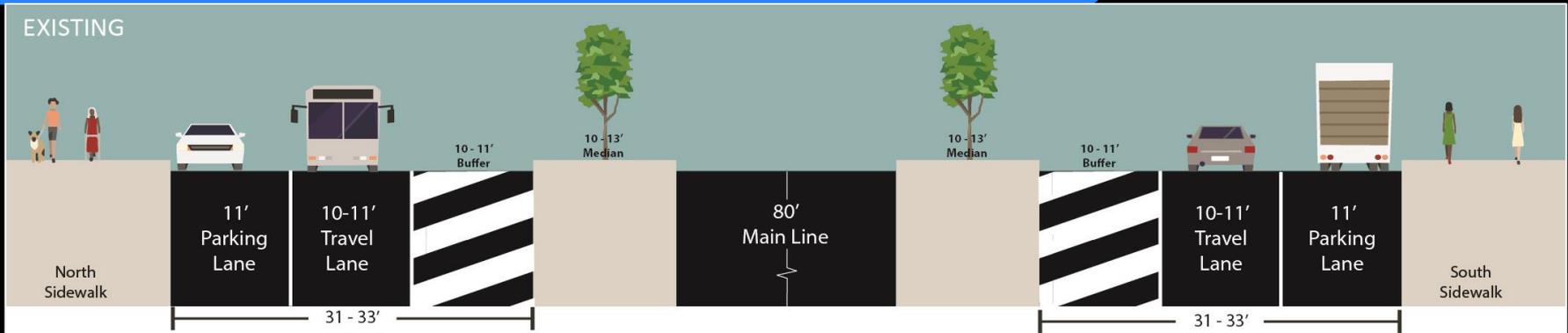
Design Principles / Project Goals

4. Reduce roadway shopping
5. Design based on crash history
6. Complete pedestrian network and connect neighborhoods
7. Eliminate highway-like design features



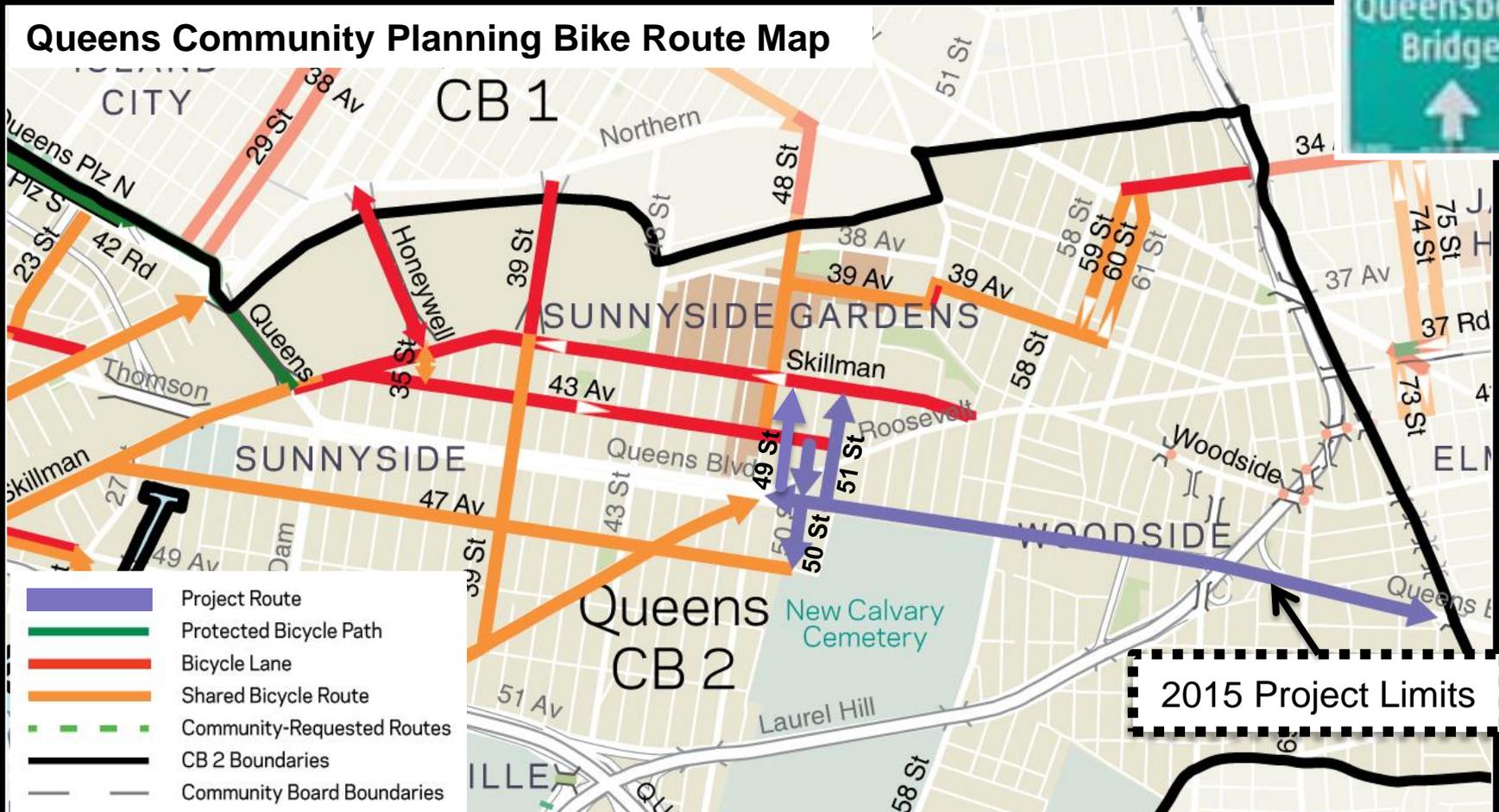
Queens Blvd North Service Rd at 68th St looking west

Key Design Features: Cross Section



Bicycle Connection Map

- Queens Blvd project will create connections to existing and proposed routes
- Signage will direct cyclists to available bicycle facilities



Proposed: 49th St – 51st St

Install bicycle connections on 49th, 50th and 51st Streets and include wayfinding signage

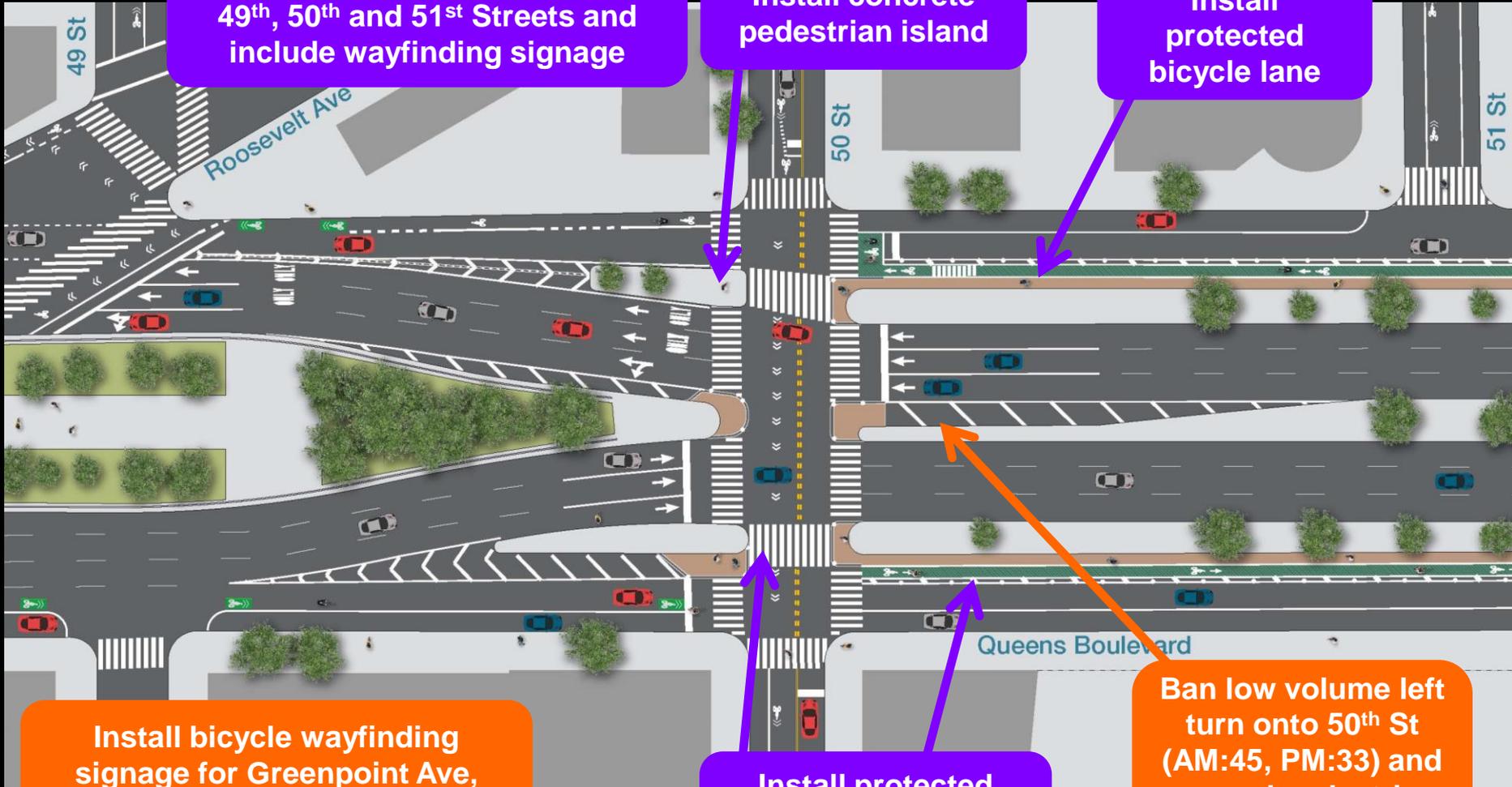
Install concrete pedestrian island

Install protected bicycle lane

Install bicycle wayfinding signage for Greenpoint Ave, Skillman Ave, 43rd Ave, 47th Ave

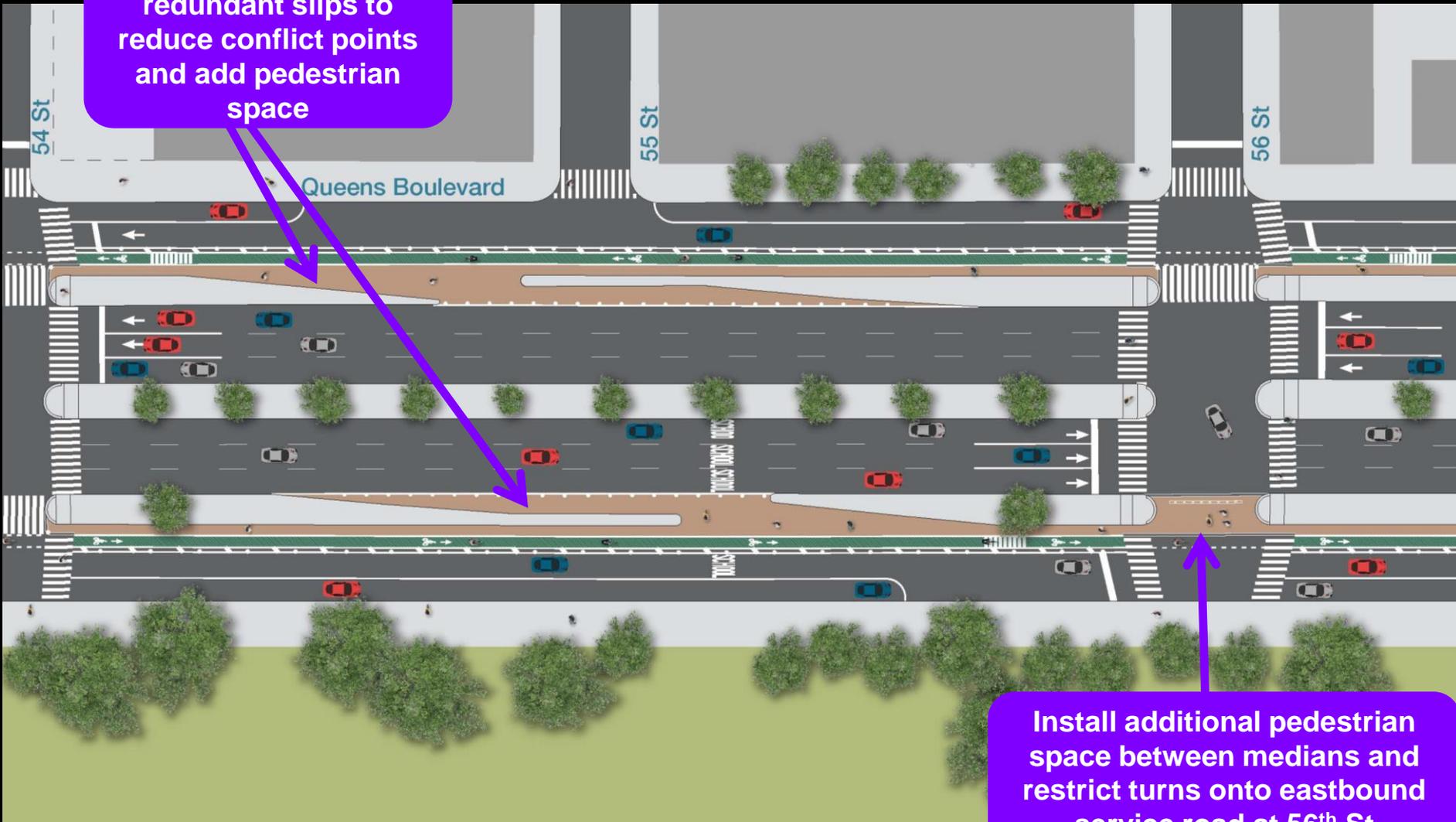
Install protected pedestrian path and new mall crosswalks

Ban low volume left turn onto 50th St (AM:45, PM:33) and expand pedestrian refuge



Proposed: 54th St – 56th St

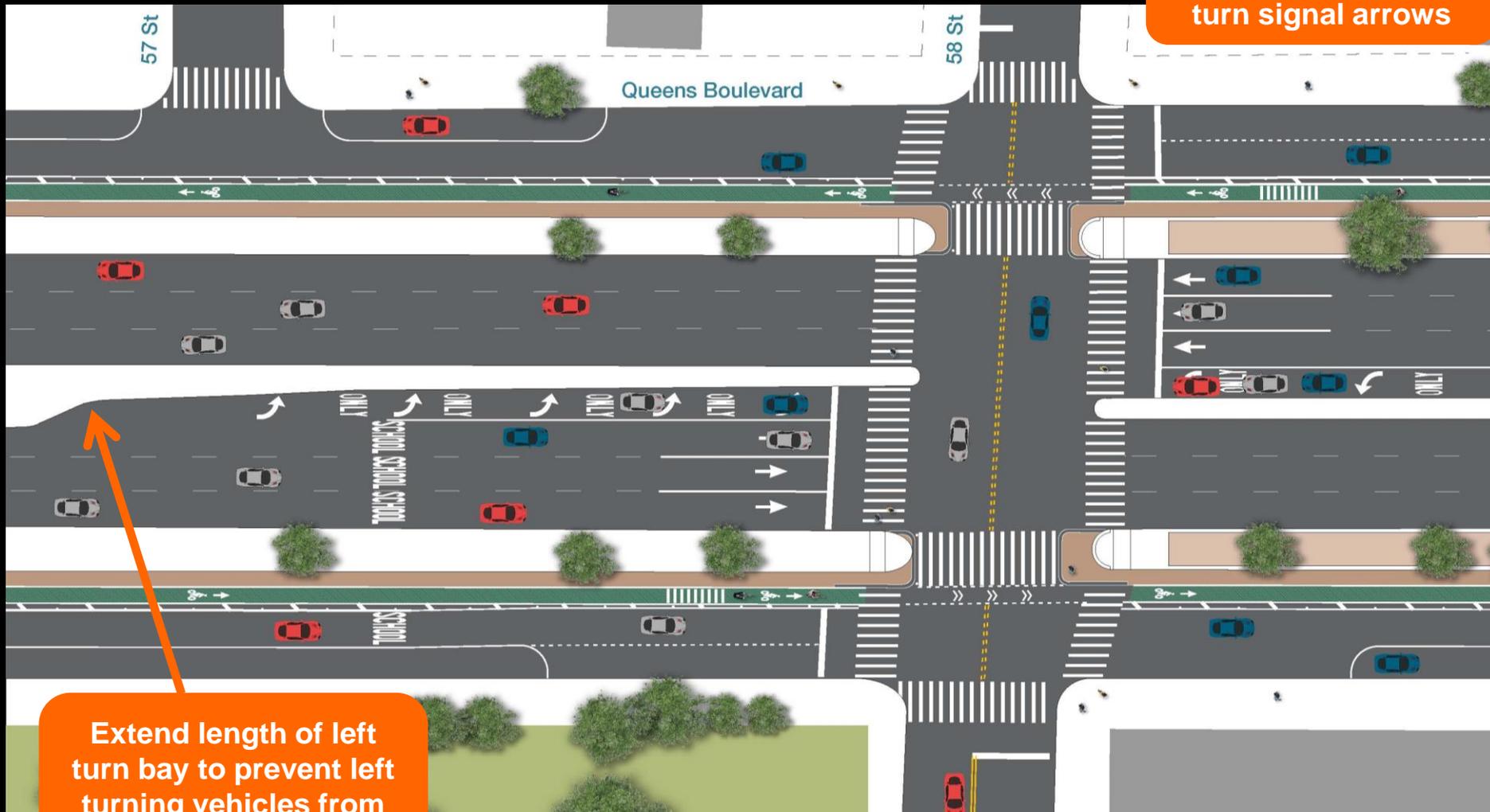
Close low-volume and redundant slips to reduce conflict points and add pedestrian space



Install additional pedestrian space between medians and restrict turns onto eastbound service road at 56th St

Proposed: 58th St

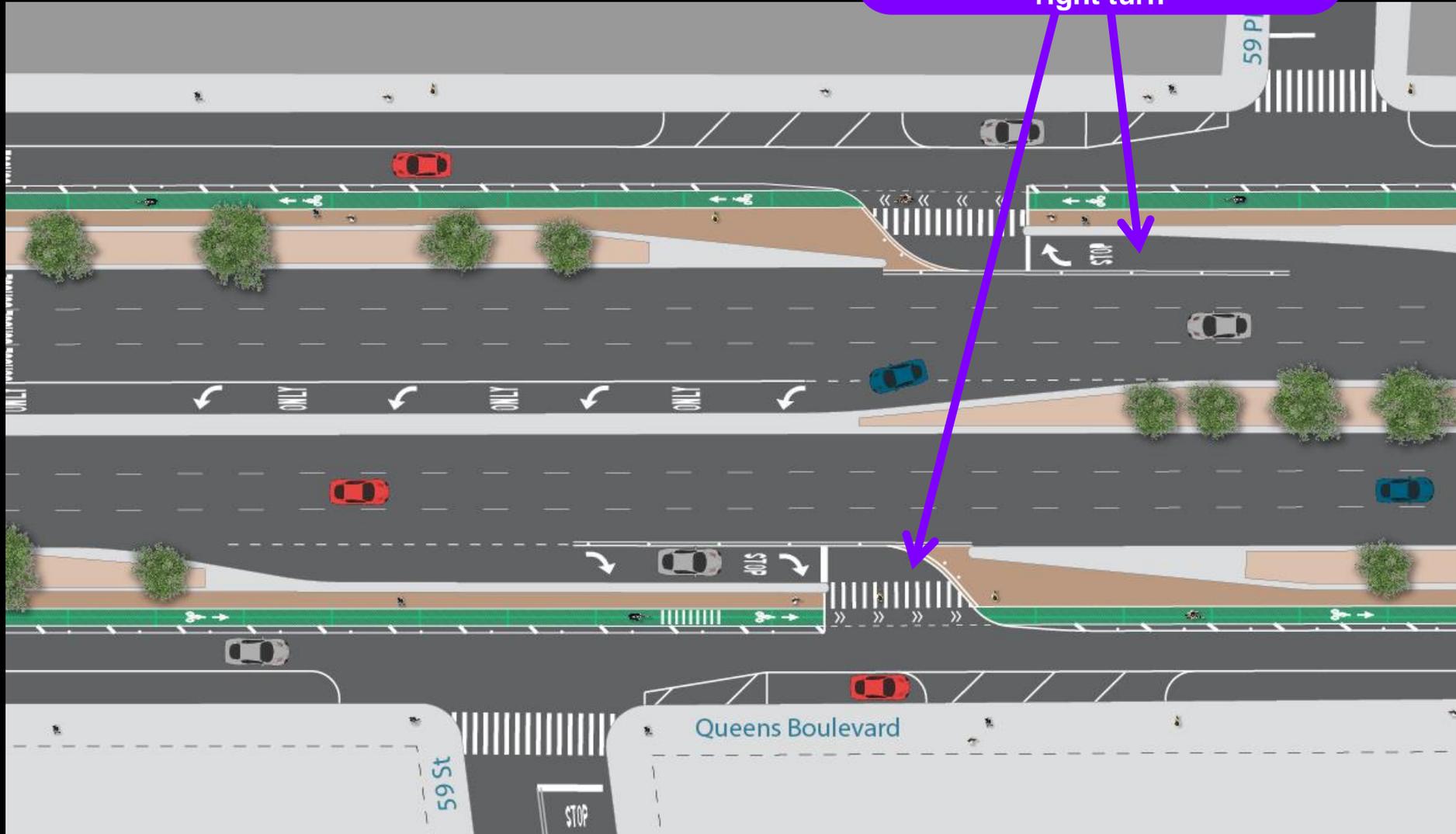
Removed proposal
for flashing right
turn signal arrows



Extend length of left
turn bay to prevent left
turning vehicles from
blocking through traffic

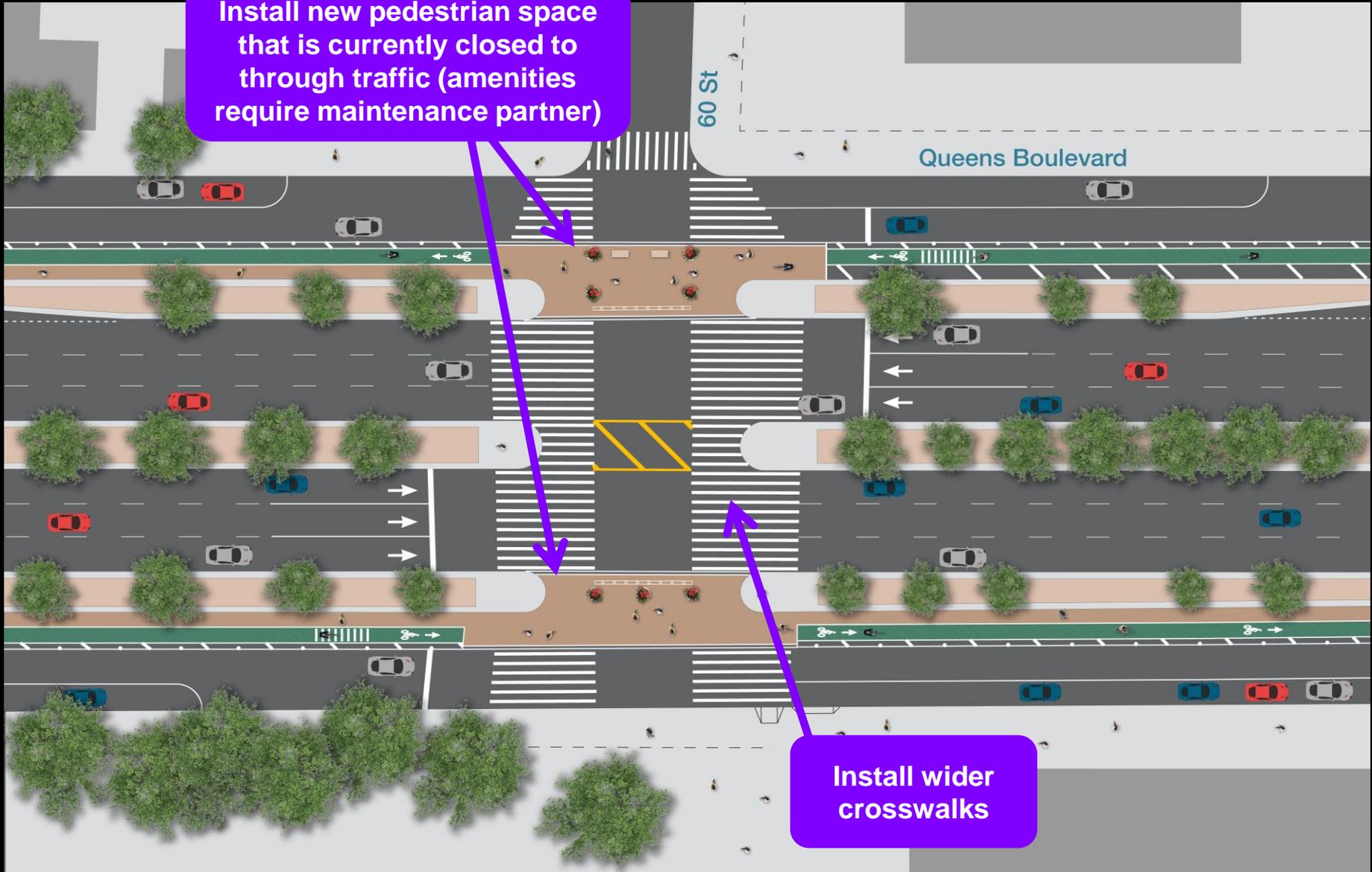
Proposed: 59th St

Install stop sign, transition will operate like an intersection where a vehicle must stop and yield, and move through a crosswalk before making a right turn



Proposed: 60th St

Install new pedestrian space that is currently closed to through traffic (amenities require maintenance partner)



Install wider crosswalks

Proposed: 61st St – 63rd St

Example of stop controlled slip at 8th Ave and W 4th St



Stop control the transition from service road to mainline

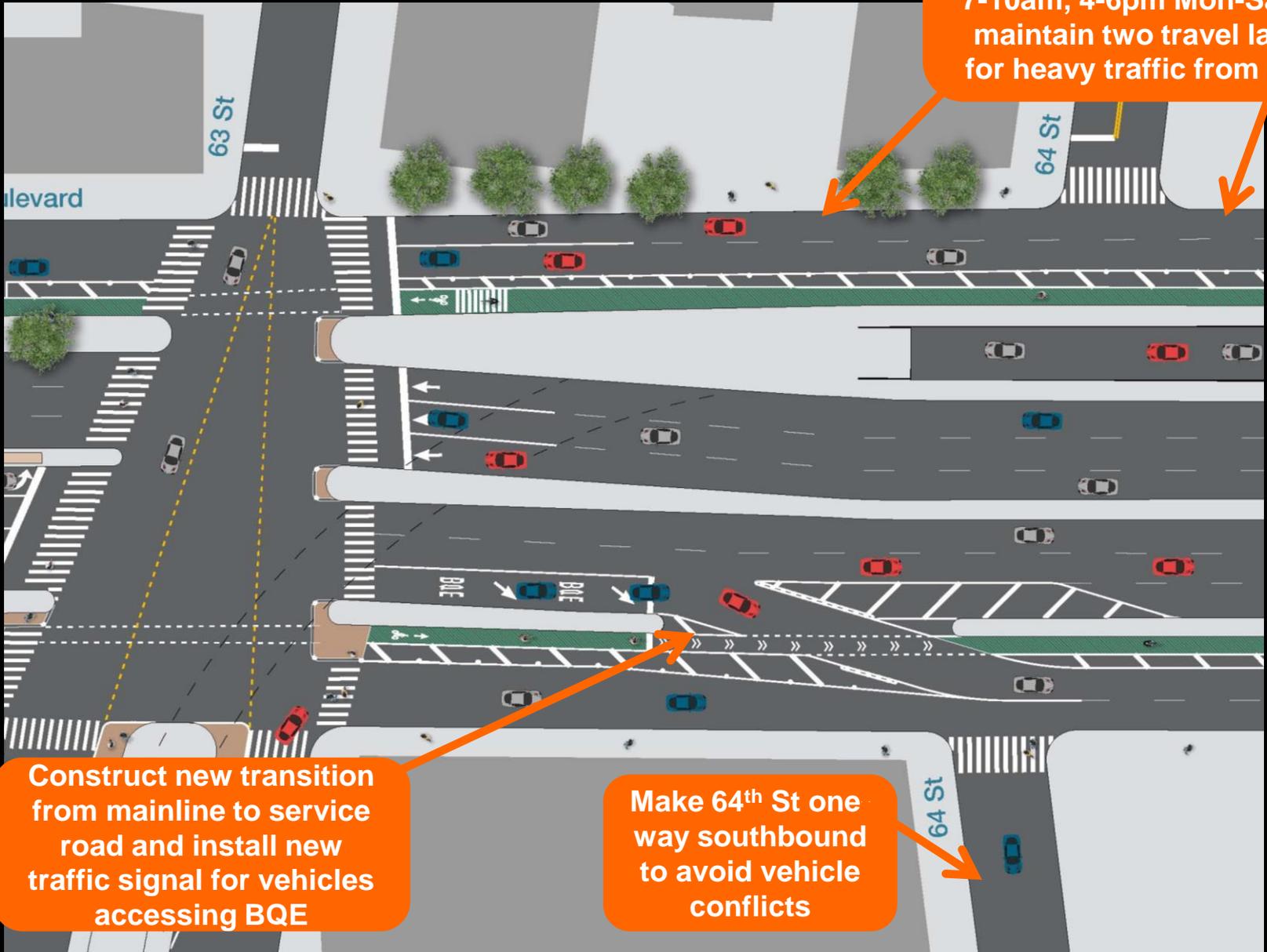
Queens Boulevard

Continue pedestrian path up to 63rd St

Expand median to shorten crossing distance

Proposed: 63rd St – 64th St

Install curbside moving lane on north service road from 65th PI to 63rd St (3 blocks 7-10am, 4-6pm Mon-Sat) to maintain two travel lanes for heavy traffic from BQE



Construct new transition from mainline to service road and install new traffic signal for vehicles accessing BQE

Make 64th St one way southbound to avoid vehicle conflicts

Proposed: 65th PI – 66th St

Install curbside moving lane on north service road from 65th PI to 63rd St (3 blocks 7-10am, 4-6pm Mon-Sat) to maintain two travel lanes for heavy traffic from BQE

Add pedestrian safety island to facilitate safer crossings

Remove median and replace with jersey barriers to allow for two lanes to BQE tunnel

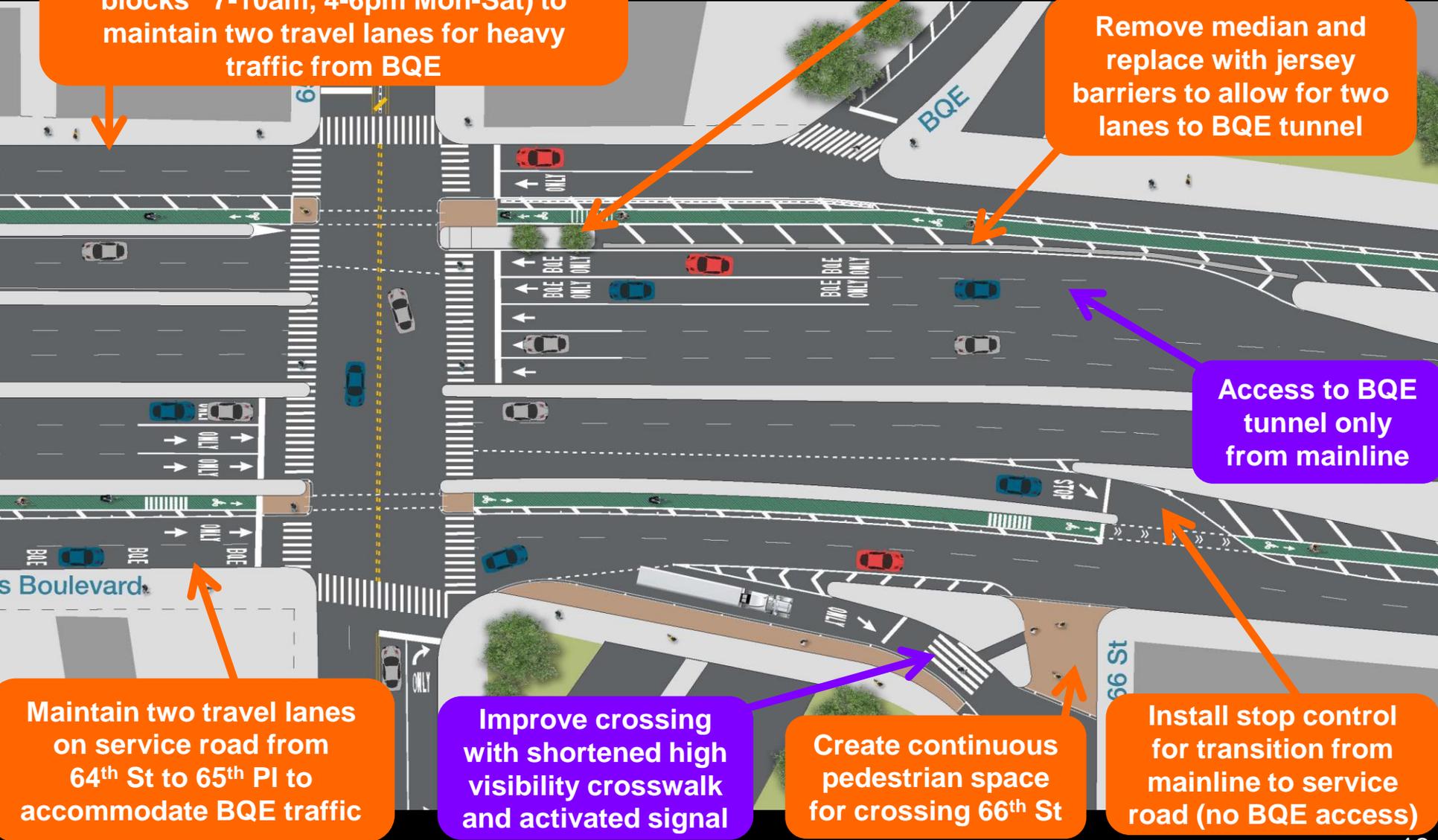
Access to BQE tunnel only from mainline

Maintain two travel lanes on service road from 64th St to 65th PI to accommodate BQE traffic

Improve crossing with shortened high visibility crosswalk and activated signal

Create continuous pedestrian space for crossing 66th St

Install stop control for transition from mainline to service road (no BQE access)



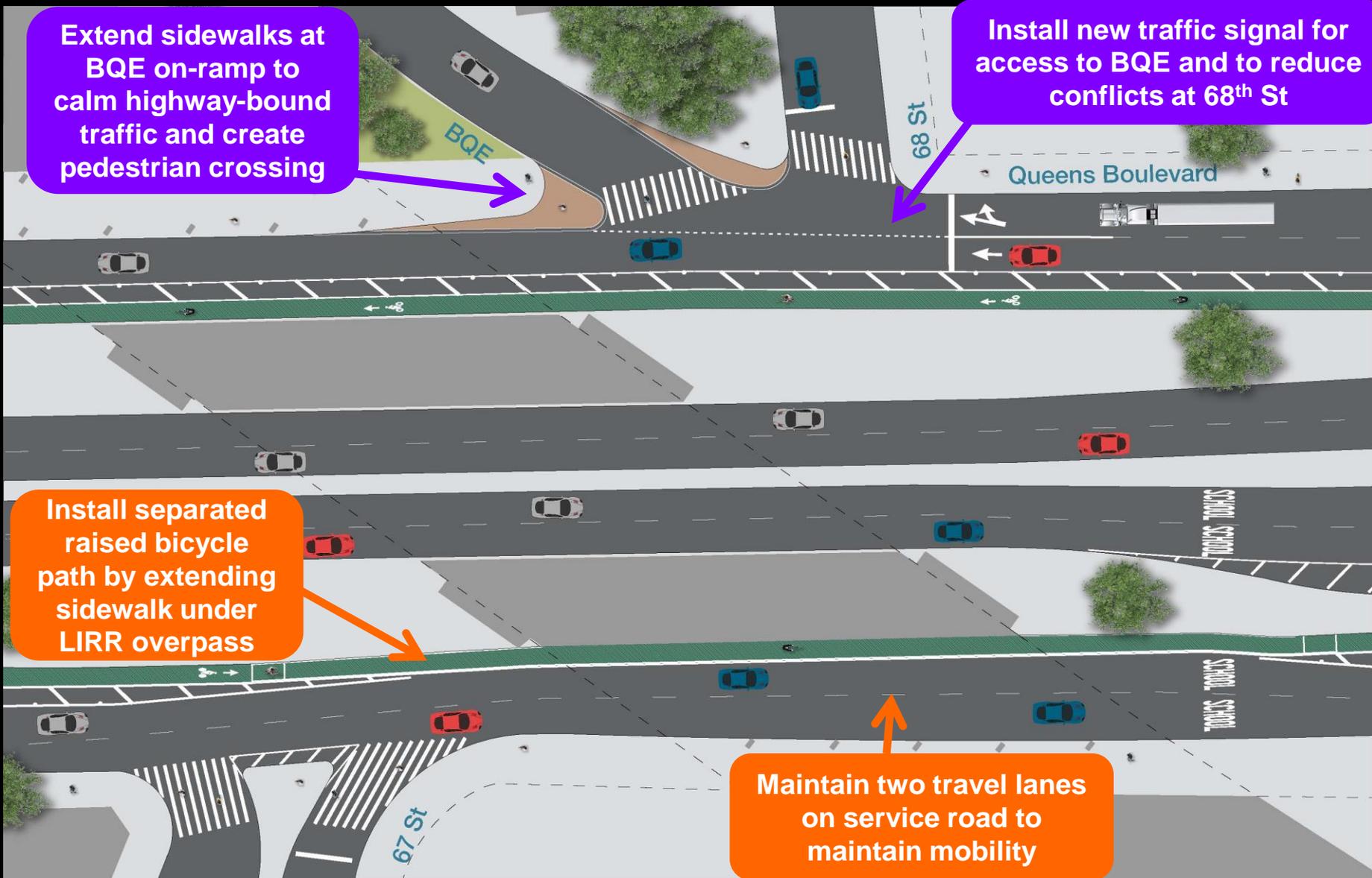
Proposed: 67th St – 68th St

Extend sidewalks at BQE on-ramp to calm highway-bound traffic and create pedestrian crossing

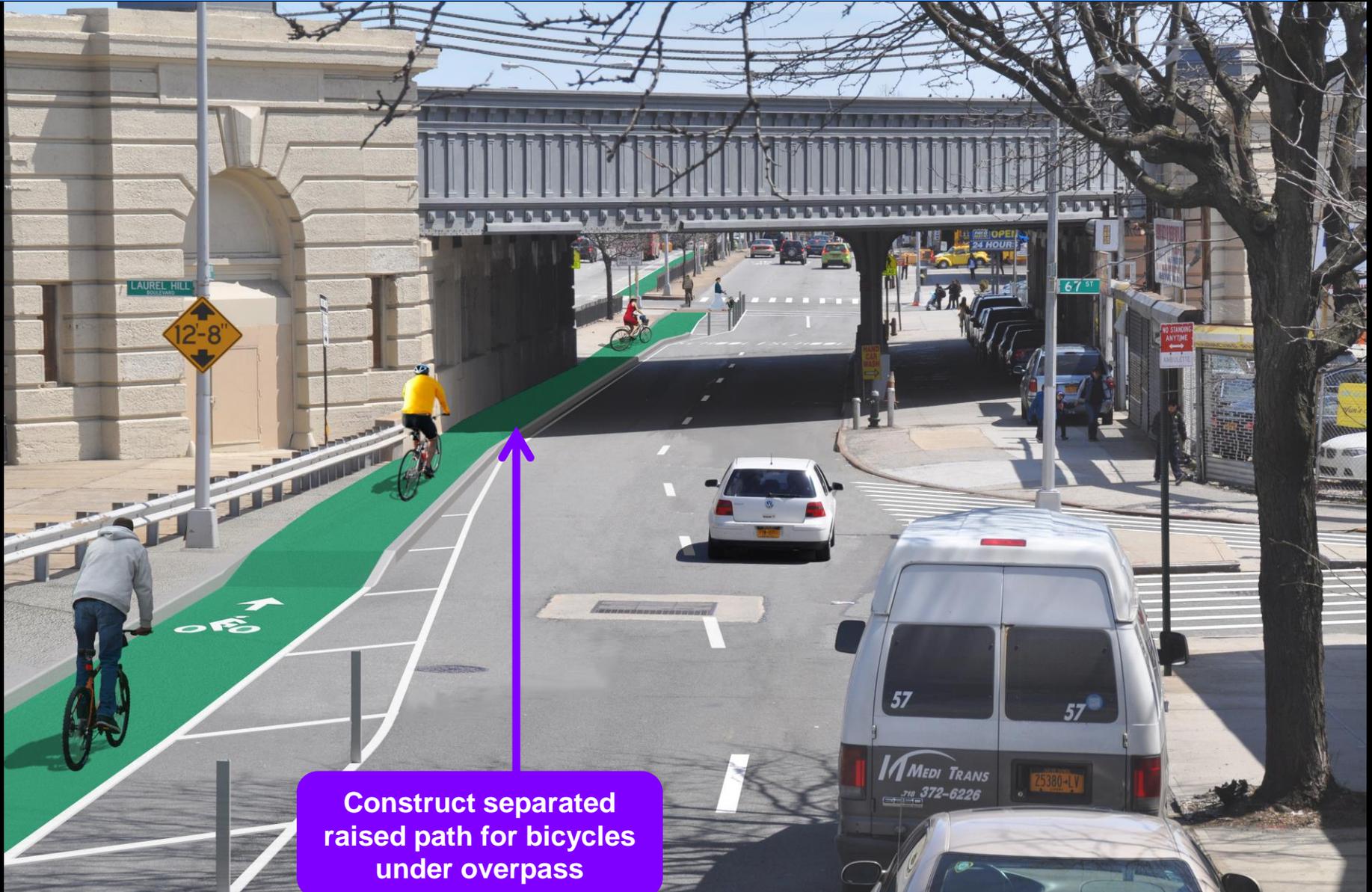
Install new traffic signal for access to BQE and to reduce conflicts at 68th St

Install separated raised bicycle path by extending sidewalk under LIRR overpass

Maintain two travel lanes on service road to maintain mobility



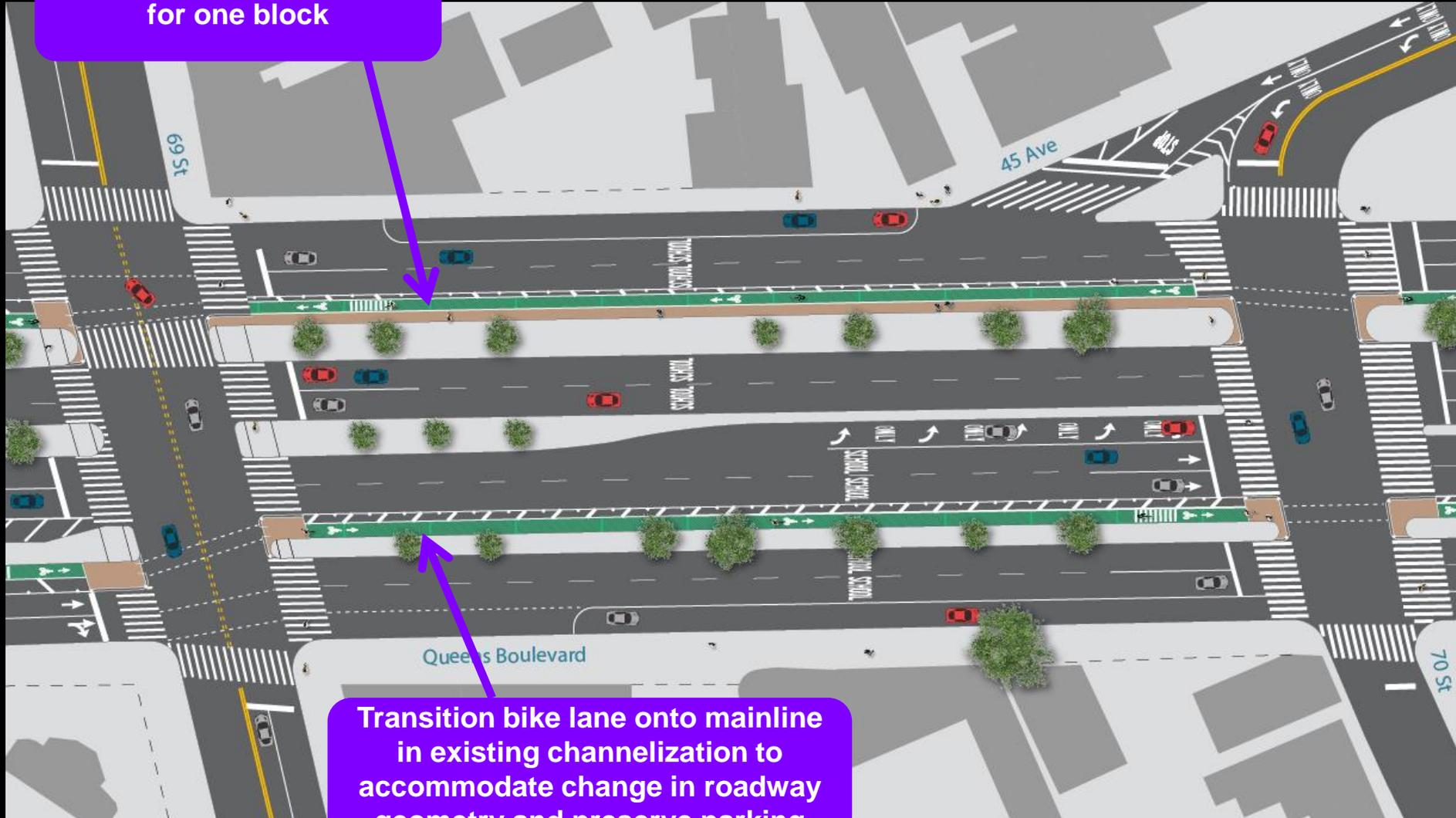
Proposed: 67th St – 69th St



Construct separated raised path for bicycles under overpass

Proposed: 69th St – 70th St/45th Ave (OPTION 1)

Continue pedestrian path
for one block



Transition bike lane onto mainline
in existing channelization to
accommodate change in roadway
geometry and preserve parking

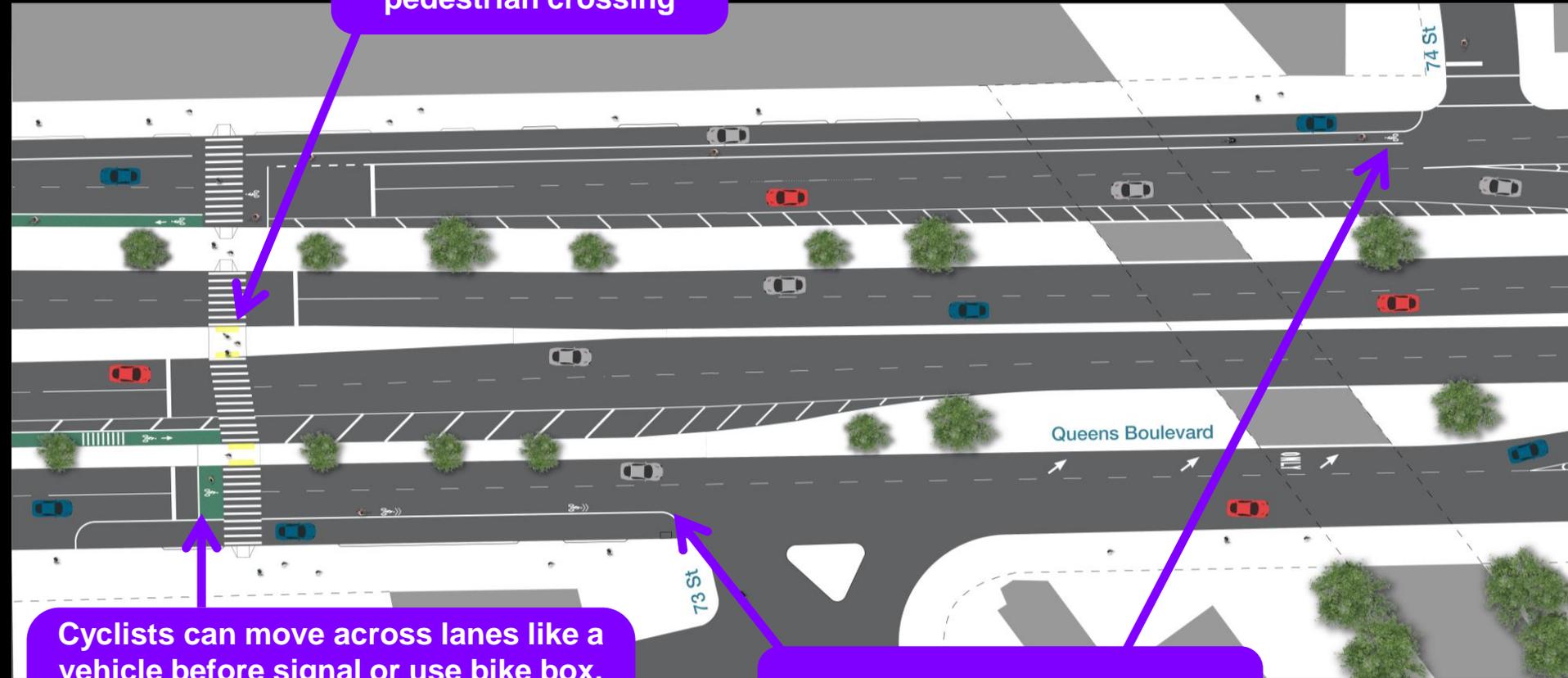
Proposed: 73rd St – 74th St (OPTION 1)

Install midblock signal and install new pedestrian crossing

Install advance signage to alert cyclists to start/end of bicycle path

Cyclists can move across lanes like a vehicle before signal or use bike box, which allows cyclists to safely move across lanes in front of traffic while traffic is stopped

Start/end bicycle lane at junctions with 73rd St/74th St



Proposed: 69th St – 70th St/45th Ave (OPTION 2)

Continue pedestrian path for one block

Install extended pedestrian refuge

Keep bike lane on service road and install curbside moving lane from 69th St to 73rd St (3 blocks 7am-7pm Mon-Fri) to maintain two travel lanes

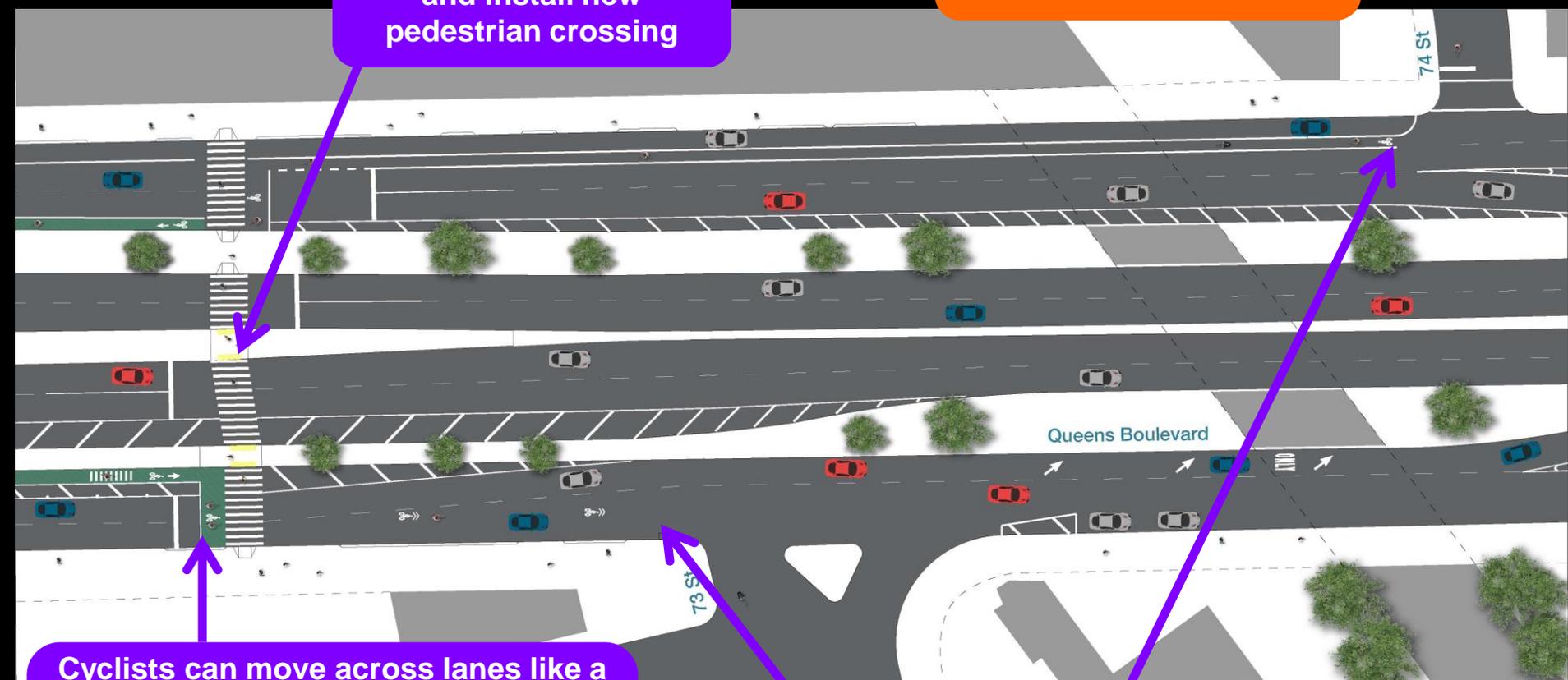
Proposed: 73rd St – 74th St (OPTION 2)

Install midblock signal and install new pedestrian crossing

Install advance signage to alert cyclists to start/end of bicycle path

Cyclists can move across lanes like a vehicle before signal or use bike box, which allows cyclists to safely move across lanes in front of traffic while traffic is stopped

Start/end service road bicycle lane at junctions with 73rd St/74th St



Precedent Project: Allen and Pike Streets, MN

Pre-Project



Operational Project



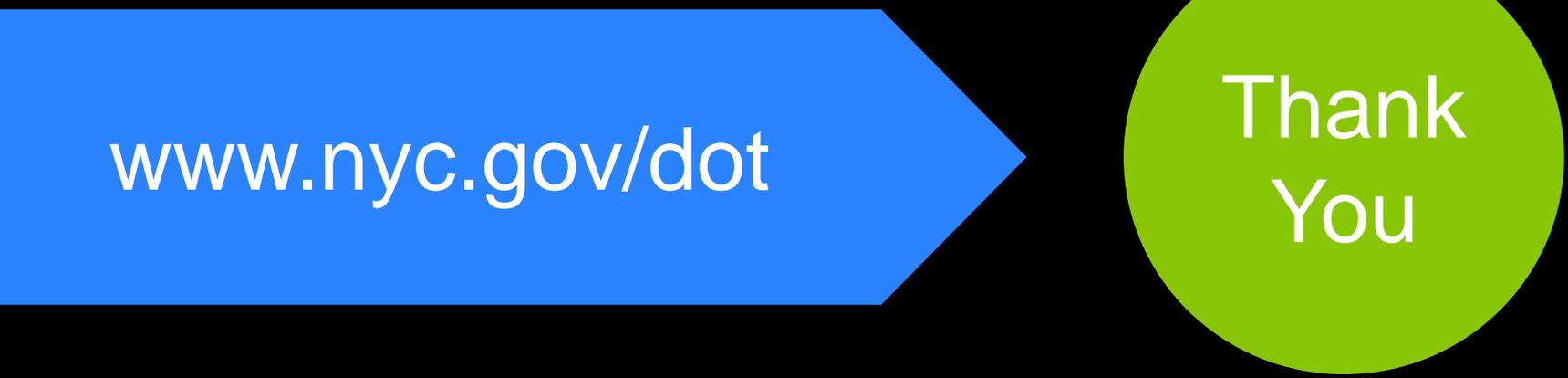
Precedent Project: Allen and Pike Streets, MN

Operational Project



Capital Project





www.nyc.gov/dot

Thank
You

Contact:
Queens Borough Commissioner's Office at 212-839-2510