QUEENS BOULEVARD SAFETY GAINS

- Pedestrian injuries decreased by 41% after implementation
- Total injuries decreased by 22% after implementation
VISION ZERO GREAT STREETS

Vision Zero

- Multi-agency effort to reduce traffic fatalities in New York City
- Borough Pedestrian Action Plans released in 2015 and 2019
- Queens Blvd is a Priority Corridor with 6.4 pedestrians killed or severely injured per mile with 7 Priority Intersections and in a Priority Area
- Community Board 4 is a Bicycle Priority District identified in the 2017 Safer Cycling report

Great Streets

- Queens Blvd is one of four arterial streets designated city funds as part of this Vision Zero Capital Program by Mayor de Blasio in 2015
- Atlantic Ave and 4th Ave in Brooklyn and the Grand Concourse in the Bronx were also named Great Streets
PROJECT LIMITS

** Operational Project: 2015 **

** Operational Project: 2016 **

** Operational Project: 2017 **

** Future operational project **

73rd St

Albion Ave

51st Ave

55th Ave

57th Ave

Grand Ave

Long Island Exwy

Elliot Ave

QN CB 2

QN CB 4

QN CB 5

QN CB 6
OPERATIONAL & CAPITAL PROJECT TIMELINE

- March 2015: Great Streets Capital Program announced
- July 2015 – October 2015: Operational Project Phase I implementation (CB 2)
- November 2015: Operational Project Phase II Safety Workshop
- Fall 2015: Street Ambassador outreach on street, with stakeholders, & at Queens Center Mall
- March 2016: Briefing with Elected Officials
- March 2016: Presentation to CB 4 Transportation Committee on Operational Project Phase II
- May 2016: Presentation to CB 4 Full Board on Operational Project Phase II
- July 2016 – December 2016: Operational Project Phase II implementation
- 2017 - 2019: Operational Project evaluation and Capital Project planning
- September 2019: Capital project notification to Community Board 4
- October 2019: Receive Community Board 4 feedback within 30 days of presentation
- Fall 2022: Construction tentatively scheduled to begin on Queens Boulevard Capital Project Phase II
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 45%**
• Average weekday cycling volumes increased 47%
• NYC DOT’s Big Jump will bring various bike connectors to Queens Blvd to help further increase cycling

Before data: Average of counts collected 7/15 & 4/16. After data: Average of counts collected 5/17, 8/17, 4/18, and 8/18
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 green space
- Install greenery and streetscape amenities to enhance livability for residents
- Improve bus service and connections to transit
- Expand upon operational project design based on community feedback and data analysis
GREAT STREETS
CAPITAL: VISION

BEFORE

AFTER
GREAT STREETS TYPICAL: BEFORE
GREAT STREETS TYPICAL: OPERATIONAL

Painted median tip extensions tighten intersections, provide additional refuge, and shorten pedestrian crossing distances.

Painted bike path and pedestrian path alongside median provide safe amenities.

Addition of mall to mall crossings enhance pedestrian connectivity.

Removal of highway like merge to slower, safer stop controlled slip lane.
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 improves visibility for drivers.
- Enhance bus operations by relocating Q60 bus stops from curb to median, provide additional amenities at bus stops, and add parking in old bus stop locations curbside.
CRITICAL INTERSECTION
51ST AVE: BEFORE
CRITICAL INTERSECTION
51ST AVE: OPERATIONAL

Bike and pedestrian path installed on median

Mall-to-mall crossings installed

Painted median tips installed

Despite 46% reduction in injuries post operational project, 51st Ave's width and long crossing distances continue to pose problems for drivers, cyclists, and pedestrians.
**CRITICAL INTERSECTION**

**51ST AVE: CAPITAL**

- **Curb extensions shorten pedestrian crossing distances**
- **New median side bus stops including amenities - shelters, benches, leaning bars and bike racks**
- **Realignment of crosswalks and extensions of median tips tighten intersection and shortens crossing distances**
- **Expanded center medians provide ADA compliant pedestrian refuge**
CRITICAL INTERSECTION
WOODHAVEN BLVD: BEFORE
CRITICAL INTERSECTION
WOODHAVEN BOULEVARD: OPERATIONAL

- Bike path installed on median
- Bus stops with dedicated bus lanes installed adjacent to Queens Center Mall
- Two way bike connection installed via Woodhaven Blvd bridge and south service road
- Signalized slip lane due to high volumes accessing L.I.E.
- Capital project provides an opportunity to make substantial improvements at a complex intersection with challenging infrastructure and heavy vehicle and pedestrian volumes
CRITICAL INTERSECTION
WOODHAVEN BOULEVARD: CAPITAL

- Maintain consistent number of travel lanes on northbound Woodhaven Blvd to improve turns onto Queens Blvd
- Bus stops remain on the service road to maintain direct access to subway and Queens Center Mall
- Expanded curb serves as potential site for art installation that will be presented separately to CB 4 by NYC DCA
- Lengthened slip lane provides additional capacity for vehicles
- Improve two way bike path connection via bridge and south service road, provides fastest, safest route for cyclists
- Continue pedestrian connections and linear park to Woodhaven Blvd
QUEENS BOULEVARD CAPITAL: NEW BUS STOP LOCATIONS

- All changes to bus operations have been coordinated with MTA
- Design aligns with the goals of the MTA Queens Network redesign, and will be included in the final plan (to be released April 2020)
BENEFITS OF GREAT STREETS CAPITAL

- Expand and upgrade cycling & pedestrian facilities to create **linear green space** & access between neighborhoods
- Provide approximately 60,000 sq ft of **trees & greenery** (to be maintained by DOT contractor)
- Improve **bus service** & connections to transit
- Install more **shelters & benches** to create more comfortable bus stops for transit riders
- Expand and improve upon **safety gains** made in the operational project

- Install **public art and streetscape amenities**, including: benches, lighting, wayfinding signage, and bicycle racks
- Upgrade curbs to accommodate all users & meet **ADA requirements**
- Add approx. **26 parking spaces** curbside to accommodate vehicle parking (in former bus stops)
- **Repave** roadway to improve street quality & drainage
THANK YOU!