

Queens Boulevard at Broadway



Purpose

- Provide safer pedestrian crossings and enhance overall safety
- Improve traffic operations

Outreach

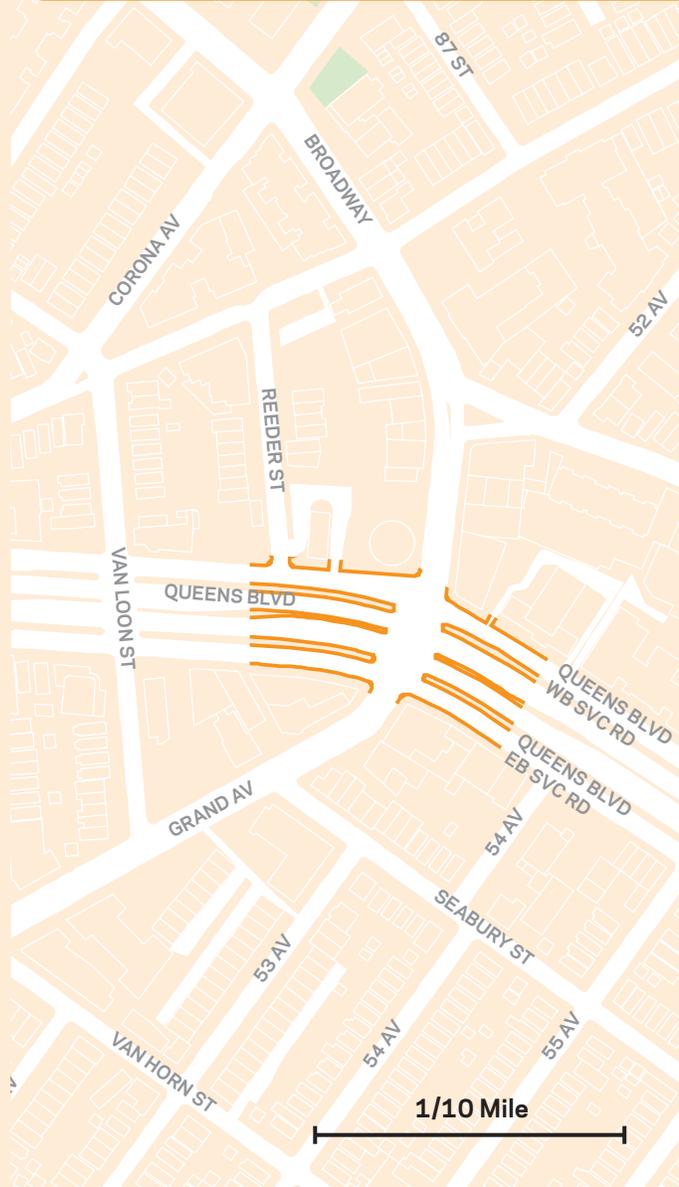
- DOT presented plans to the Queens Community Board 4 (CB4) in March 2010 and received feedback
- DOT modified the plans based on community input and received support for the plan
- Construction began in April 2010 and was completed in May 2010
- DOT discussed progress and results with CB4 in April and May 2010

Approach

- Extended all six medians at the intersection to improve pedestrian safety
- Widened three service road medians to improve safety by slowing turning vehicles
- Retimed signals at the intersection to give pedestrians more time to cross the street
- Removed parking on the westbound service road to enable vehicles to make safer turns
- Aligned north crosswalk with new extensions

Results

- Total number of crashes involving injuries and crashes involving injuries to pedestrians lower than the average for the three prior years
- Shorter pedestrian crossing distances



The intersection of Queens Boulevard and Broadway/Grand Avenue is located in the Elmhurst neighborhood of Queens. The M and R subway trains have a stop at this intersection and the roadways are served by the Q53 and Q58 bus lines. The area has primarily commercial and residential land uses. Priority School PS13 and the Queens Center mall are nearby.

Queens Boulevard at Broadway

The intersection of Queens Boulevard and Broadway was identified by DOT as a 2008 Top 20 High Pedestrian Crash Location. DOT analyzes the Top 20 High Pedestrian Crash Locations to fulfill the provisions of Local Law 11 in which DOT identifies the twenty highest crash locations based upon a ranking of the total number of crashes involving pedestrians killed or seriously injured over a five-year period. As such, DOT began investigating measures to provide safer pedestrian crossings, enhance overall safety and improve vehicular operations.

DOT developed and presented a project plan to CB4 in March 2010 and received feedback on the plans. The comments were incorporated into the plans, after which, DOT received support for the plan. Construction began in April 2010 and was completed in May 2010. DOT discussed progress with CB4 throughout the implementation process. Following completion, the project results were also discussed with CB4 in May 2010.

Based on observations and data collected by DOT, the intersection had heavy pedestrian activity, a high incidence of speeding, double parking on service roads, skewed crosswalks, long crossing distances and substandard crossings for pedestrians. In order to calm

traffic and improve safety, DOT extended all six medians at the intersection to offer pedestrians who cannot make it across the nearly 200-foot roadway a safe refuge. DOT widened three service road medians, two in the west crosswalk and one in the east crosswalk, to improve safety by slowing turning vehicles. Traffic signals were retimed at the intersection to give pedestrians more time to cross the street. On the north crosswalk, DOT aligned crosswalks with the new extensions.

The Queens Boulevard westbound service road approaching Broadway has two travel lanes and is 33-feet wide. On the other side of the Broadway/Queens Boulevard westbound service road intersection, the service road widens to almost 50 feet. At this point the service road still has two travel lanes but there was also a parking lane. This roadway design created a dangerous situation as motorists often drove in the parking lane when it wasn't fully occupied. As a result, DOT removed parking spaces near this intersection on the westbound service road. DOT also painted channelization lines on the westbound service road to encourage drivers to stay in their lanes when traveling through the Queens Boulevard westbound service road intersection with Broadway.



Extending and widening the median tips at Queens Boulevard and Broadway reduced crossing distance for pedestrians.



DOT increased pedestrian walk time to cross Queens Boulevard at Broadway to help pedestrians safely cross the wide street.

Safety improvements increased pedestrian comfort and reduced crashes on Queens Boulevard.

Analysis of the New York City Police Department crash data shows total crash rates and crash rates for pedestrians after implementation were lower than the average for the three prior years (for crash analysis methodology, see page 68).

The safety improvements at Queens Boulevard and Broadway have benefited both pedestrians and drivers by providing pedestrian refuge space while not impacting traffic flow.

Crashes with Injuries at Queens Boulevard and Broadway

	Before* (three previous years)			After
Total Crashes with Injuries	10	11	11	10.2
Number of Crashes with Injuries to:				
Motor Vehicle Occupants	4	7	4	6
Pedestrians	6	3	5	2.4
Bicyclists	0	1	2	1.8

*Before columns show the crash history for each of the three years immediately prior to project implementation. After column shows number of crashes since implementation (through January 2012) at annual rate. See page 68 for further information on crash data source and analysis methodology. The sum of the three specific categories may not equal "Total Crashes with Injuries" because some crashes involved injuries in multiple categories.