



62nd Dr, 63rd Rd, and Grand Central Pkwy

Presentation to Queens Community Board 6

June 17, 2021



GREEN WAVE: A PLAN FOR CYCLING IN NYC

Cycling in Numbers

+35% growth in daily cycling in New York City between 2013 and 2018

On a typical day, there are about **510,000 cycling trips** made in New York City

Plan Goals

Citywide Protected Bike Lane Network:

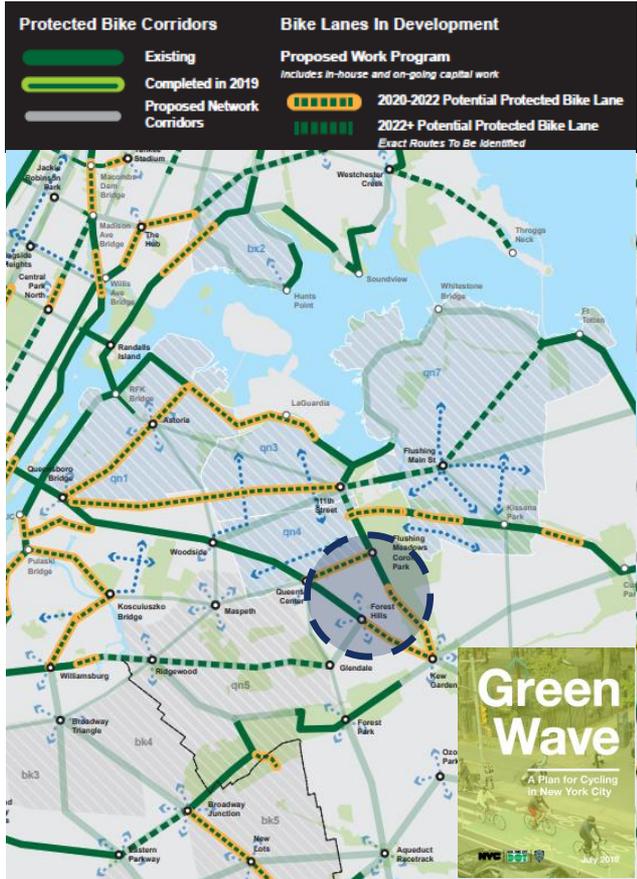
- Build **30 miles of protected bicycle lane** annually

Better Design:

- Implement **new design standards** based on national & international best practices **to enhance safety**
- Continue **piloting new designs** with rigorous safety analysis

Education and Outreach:

- Launch next phase of **Vision Zero public awareness campaign**, educating drivers, focusing on cyclist safety
- **Educate all street users** about safety on city streets
- **Increase helmet giveaways** and helmet use encouragement



Safety

62 Dr and 63 Rd are in a Vision Zero Priority Area

62 Dr is a Vision Zero Priority Corridor

- *High crash corridors with 13 persons killed or severely injured in a 5 year period*
- *Ranking in the top third of Queens corridors*

62 Dr, 63 Rd (Queens Blvd to Grand Central Pkwy), QN

Injury Summary, 2014 – 2018 (5 years)

	Total Injuries	Severe Injuries	Fatalities	KSI
Pedestrian	86	7	0	7
Bicyclist	15	1	0	1
Motor Vehicle Occupant	153	5	0	5
Total	254	13	0	13
Fatalities, 2014 – 10/26/2020: 1				

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

- **Street designs that include protected bike lanes increase safety for all users: 15% reduction in all crashes with injuries, 21% reduction in pedestrian injuries** (*Before-after data 2007-2017, Source: NYPD AIS/TAMS Crash Database*)



62 Dr at Apex PI

Requested Improvements

Improve Safety For All Road Users

- Reduce speeding
- Safer pedestrian crossings
- Create safer bike connection between Flushing Meadows Park and Queens Blvd (links to Kosciuszko and Queensboro Bridges)



SAFETY – COMPLETE STREET REDESIGN

Street designs that include **protected bike lanes increase safety for all users**

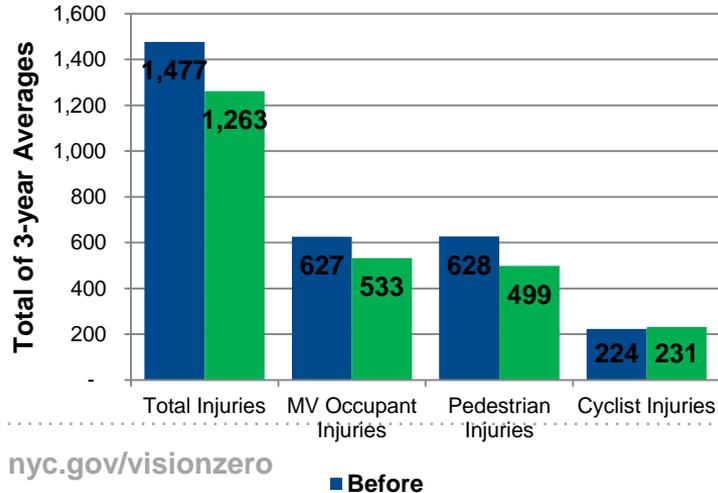
-15% drop in all crashes with injuries and

-21% drop in pedestrian injuries on streets with protected bike lanes installed 2007-2017

Injuries to cyclists increased only 3%, despite a **61% bike volume increase**

Protected Bike Lanes

Before and After Crash Data, 2007 - 2017



111th St., Queens

Data from 25 separate protected bicycle lane projects installed from 2007-2014 with 3 years of after data. Includes portions of 1 Ave, 2 Ave, 8 Ave, 9 Ave, Broadway, Columbus Ave, Hudson St, Lafayette St / 4 Ave, Sands St, Allen/Pike St, Kent Ave, Prospect Park West, Flushing Ave, Bruckner Blvd & Longfellow Ave, 'Imlay' St / Conover St, Paerdegat Ave. Only sections of projects that included protected bike lanes were analyzed.

Source: NYPD AIS/TAMS Crash Database

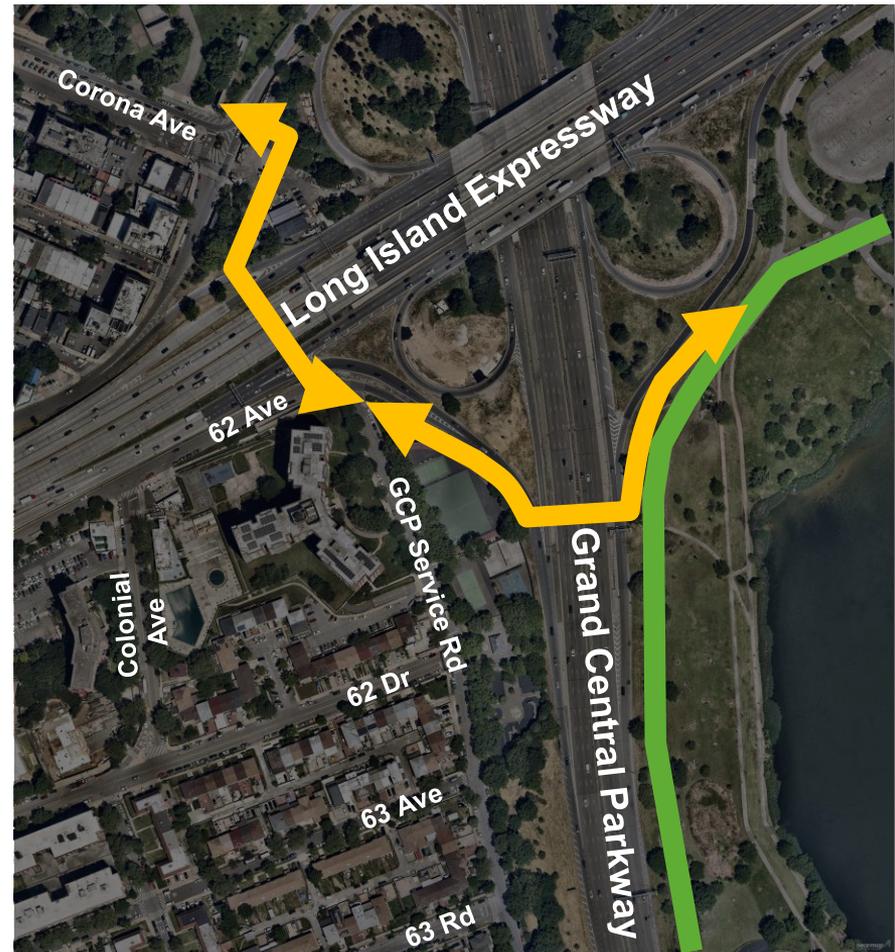
Existing

1

Access To Flushing Meadows Park

62 Ave at Grand Central Parkway Service Rd

- The Long Island Expy and Grand Central Parkway create barriers between western Queens and Flushing Meadows Park
- The barriers are bridged by Colonial Avenue and 62 Drive Pedestrian Overpasses
- They meet at the intersection of 62 Ave and Grand Central Parkway Service Rd



Important Connection to The Park

Existing route on 62 Dr and 63 Rd

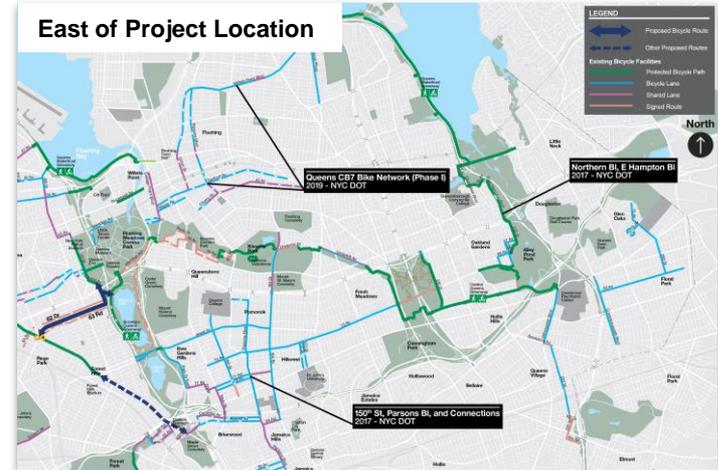
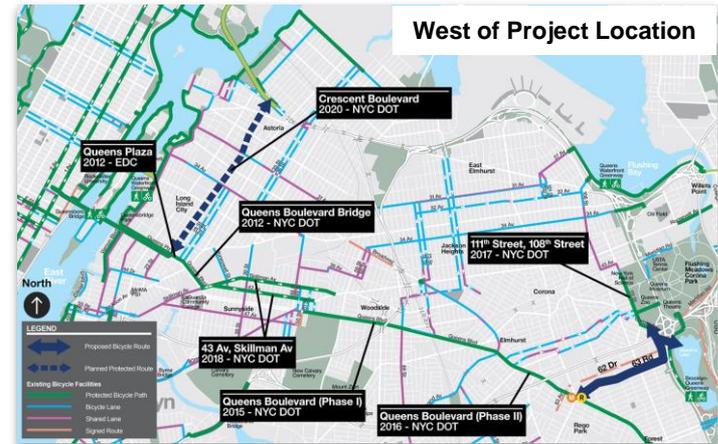
- In 2012, NYC DOT added a bike route on 62 Dr and 63 Rd as a part of a larger traffic safety project
- Created bike connection between Rego Park station and the entrance to Flushing Meadows Park
- Signed-only, no markings or other bicycle safety features



Surrounding Bike Network Has Improved

10 years of expansion

- Protected bike routes link Bridges to Forest Hills and Astoria via Queens Blvd and Crescent St
- Neighborhood bike networks to the north and west in Jackson Heights, Elmhurst, and Corona
- Continued expansion to the east of the park in Flushing and Briarwood



Gap in the Bike Network

Existing Routes on 62 Dr and 63 Rd are ripe for improvement

- Current route lacks dedicated bicycle travel space
- Current design asks cyclists to ride with moving vehicle traffic
- Excess road space can be repurposed to create safer pedestrian and bicycle connections



Proposed

2

Upgrade To Protected Route and Calm Traffic

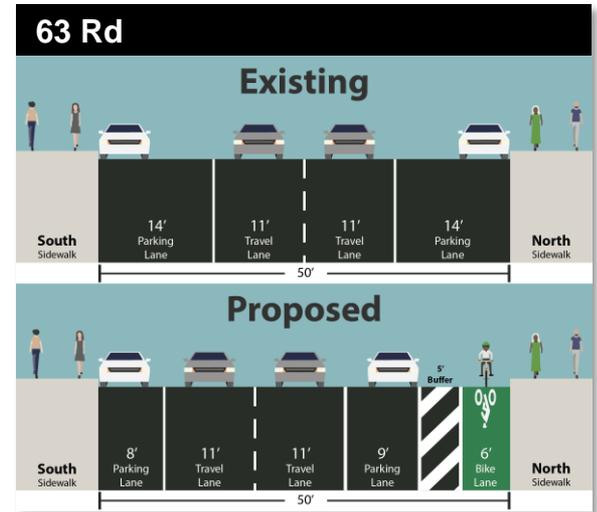
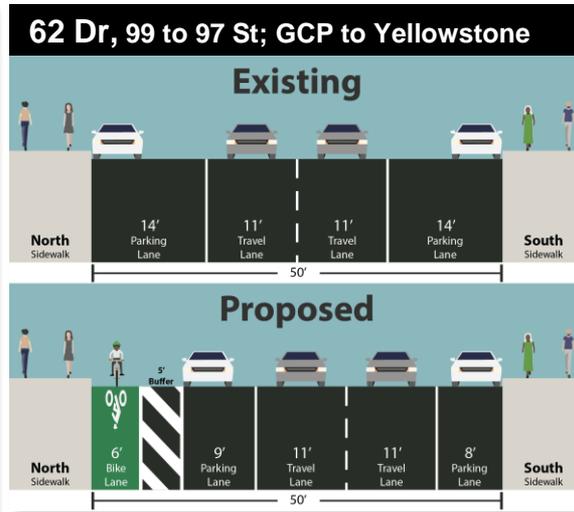
Close The Gap By Adding Protected Lanes

- Narrow the roadway
- Cyclists are given more protection and greater comfort on their way to the park by creating a bike path between the curb and parking lanes
- Roadways with protected bike lanes improve safety for all roadway users.



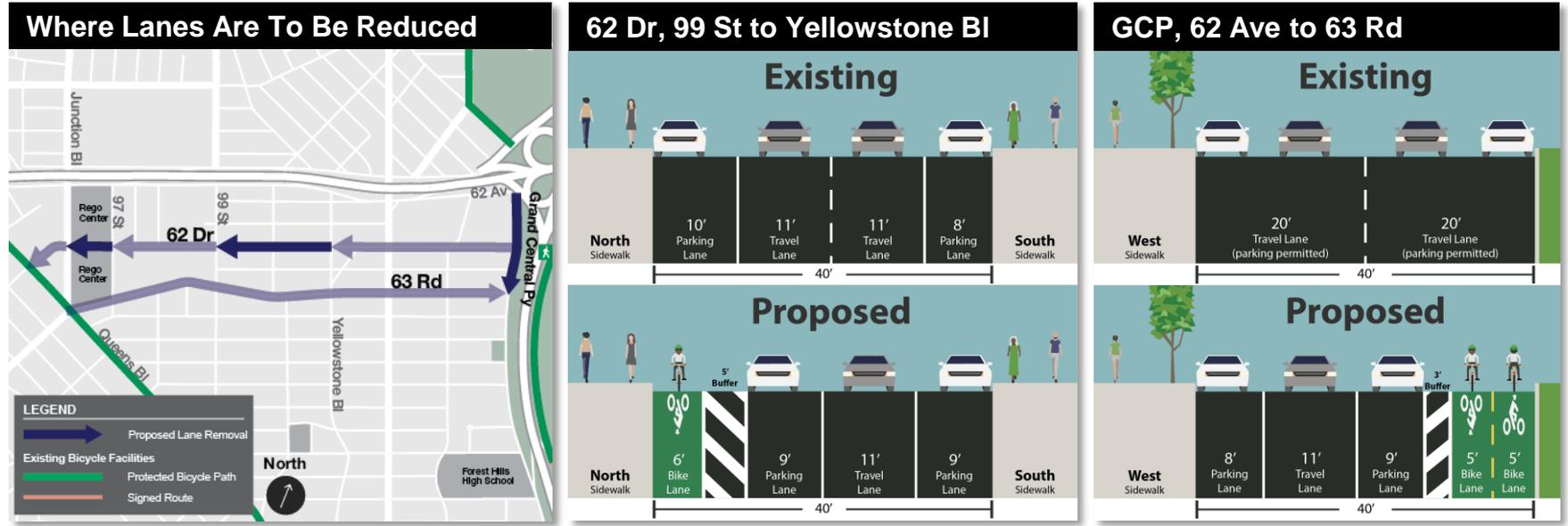
Wide Parking Lanes are Narrowed

Excess roadway space is reorganized to create shorter pedestrian crossings and dedicated bicycle space.



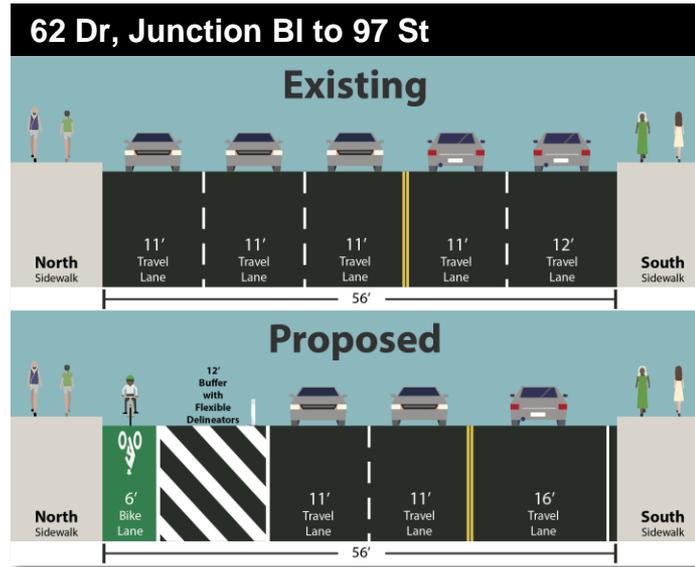
Travel Lanes Reduced

New design installs standard vehicle travel lane widths promoting slower travel speeds on neighborhood streets, and provides dedicated bicycle space.



Gaps In Parking Protection Closed

Vertical protection added where parking is not currently allowed



Intersections Safety Measures Added

New Treatments Added Where Vehicles Cross Bike Lane

- New design will increase visibility at driveways and intersections, boosting safety for all road users
- Slower, safer turning vehicles



Summary

3

Benefits

Summary

- Complete streets improve safety for all street users, pedestrians, bicycles motorists
- Calms vehicle speeds, promotes safer vehicle speeds within the neighborhood
- New design will repurpose approximately five parking spaces per block
- Project delivers safer, more convenient bike routes connecting Flushing Meadows Park to Queens Blvd and destinations farther



Thank You.

Questions?



NYCDOT



nyc_dot



nyc_dot



NYCDOT