

# 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:

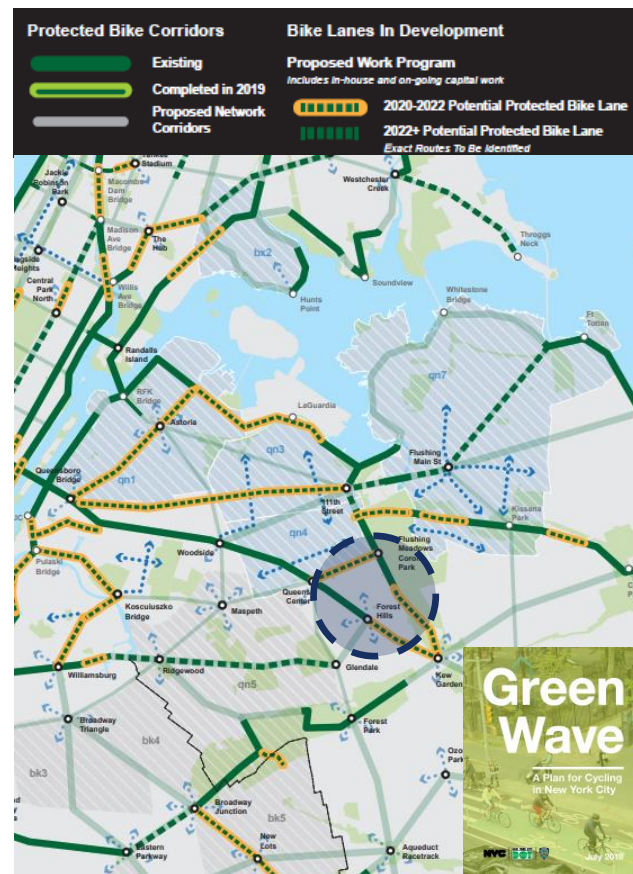
- Build **30 miles of protected bicycle lane** annually

#### 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: NYSDOT. 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 Pl

# 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)



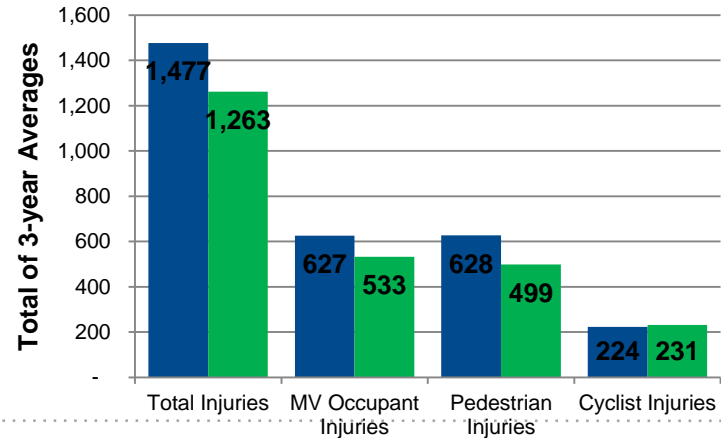
# SAFETY – COMPLETE STREET REDESIGN

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



111<sup>th</sup> 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

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**Existing**

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# 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

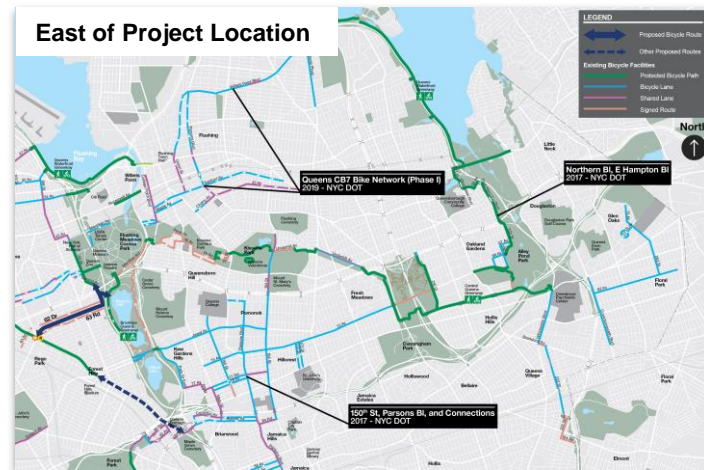
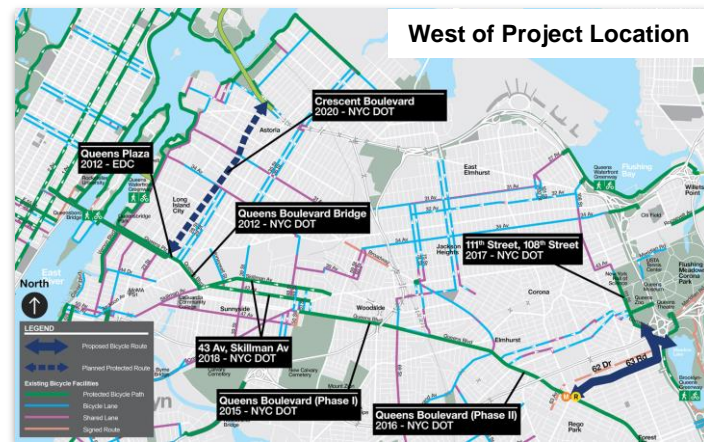




# Surrounding Bike Network Has Improved

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



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**Proposed**

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# Upgrade To Protected Route and Calm Traffic

## Close The Gap By Adding Protected Lanes

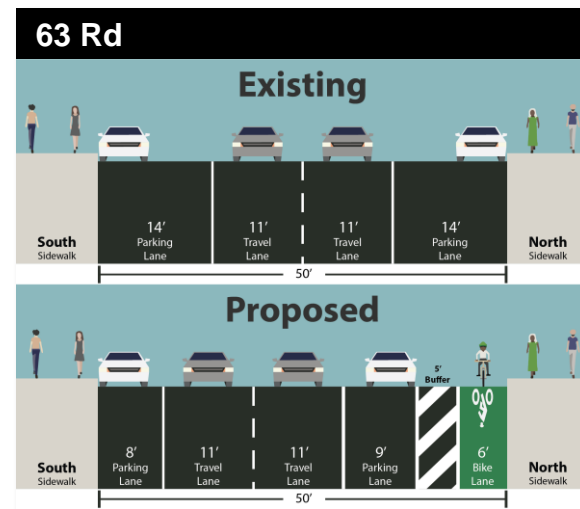
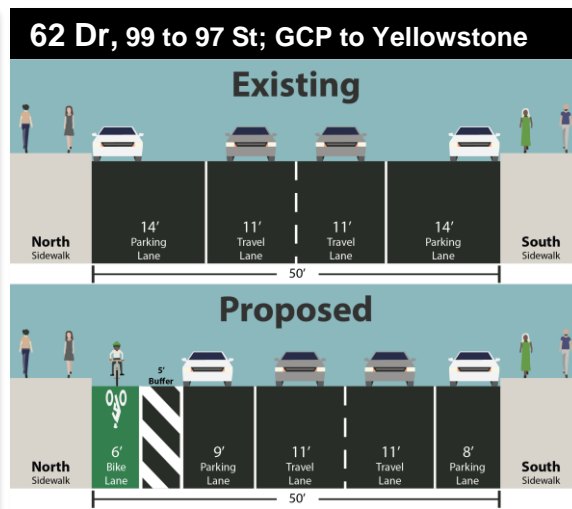
- Narrow the roadway
- Cyclists are given more protection and greater comfort on their way to the park by creating a bike path between the curb and parking lanes
- Roadways with protected bike lanes improve safety for all roadway users.





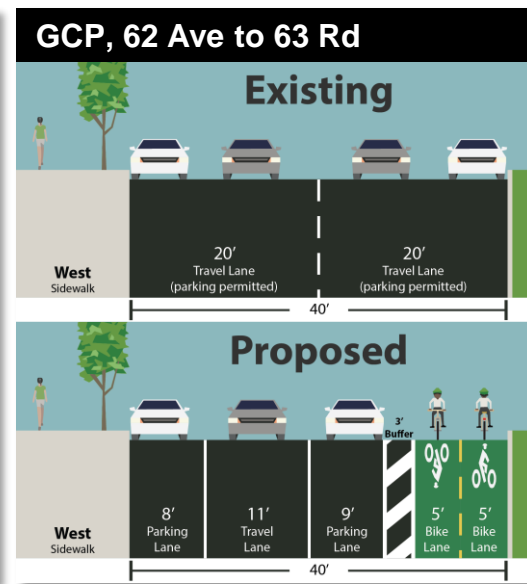
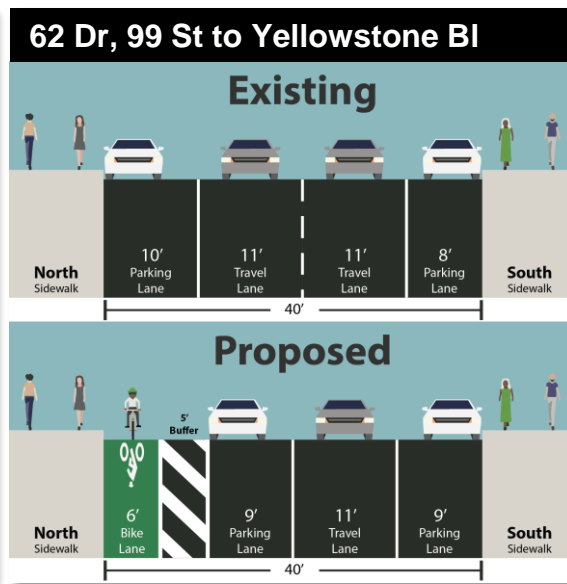
# Wide Parking Lanes are Narrowed

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



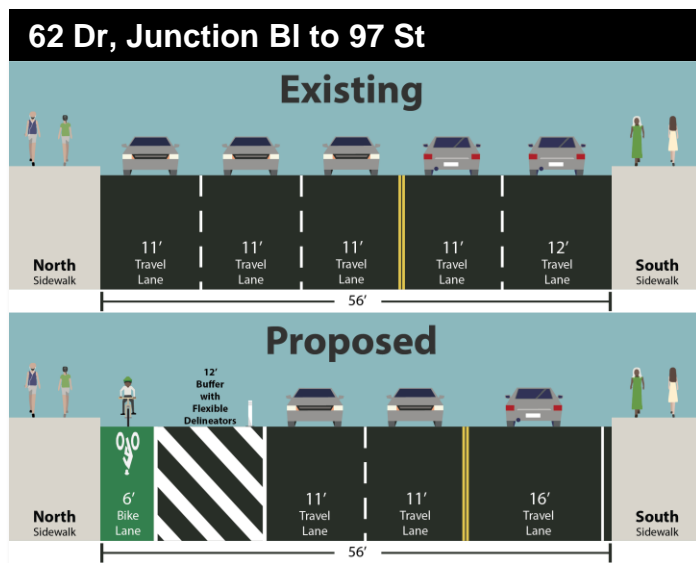
# Travel Lanes Reduced

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





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## Summary

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# 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?



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