62 Drive/63 Ave, 63 Road: Rego Park
Traffic Calming and Pedestrian Safety Project

2012

Commissioner Janette Sadik-Khan - New York City Department of Transportation
Office Research, Implementation and Safety, Presentation to Community Board 6 – March 14, 2012
- **62nd Drive/63rd Ave:** 2-3 moving lanes and 2 parking lanes
- **63rd Road:** One-way roadway with 3 moving lanes and 2 parking lanes
- **Q38, QM10, QM11, QM12 buses**
Need: Why 62 Dr/63 Rd?

- High crash corridors
- Rego Park Senior Pedestrian Focus Area
- Need for pedestrian safety and traffic flow improvements

### Ranks in 86th, 91st Percentiles for Queens Corridors

#### 62 Drive - Queens Blvd to 112 St, QN

**Injury Summary, 2005-2009**

<table>
<thead>
<tr>
<th></th>
<th>Total Injuries</th>
<th>Avg Inj/Yr</th>
<th>Avg Inj/Mile/Yr</th>
<th>Severity Percentile of Boro Corridors</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pedestrian</td>
<td>41</td>
<td>8.2</td>
<td>7.5</td>
<td>92%</td>
</tr>
<tr>
<td>Bicyclist</td>
<td>5</td>
<td>1</td>
<td>0.9</td>
<td>N/A</td>
</tr>
<tr>
<td>Motor Vehicle Occupant</td>
<td>75</td>
<td>15</td>
<td>13.8</td>
<td>74%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>121</strong></td>
<td><strong>24.2</strong></td>
<td><strong>22.4</strong></td>
<td><strong>86%</strong></td>
</tr>
</tbody>
</table>

#### 63 Rd - Queens Blvd to 112 St, QN

**Injury Summary, 2005-2009**

<table>
<thead>
<tr>
<th></th>
<th>Total Injuries</th>
<th>Avg Inj/Yr</th>
<th>Avg Inj/Mile/Yr</th>
<th>Severity Percentile of Boro Corridors</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pedestrian</td>
<td>48</td>
<td>9.6</td>
<td>10</td>
<td>92%</td>
</tr>
<tr>
<td>Bicyclist</td>
<td>6</td>
<td>1.2</td>
<td>1.2</td>
<td>N/A</td>
</tr>
<tr>
<td>Motor Vehicle Occupant</td>
<td>138</td>
<td>27.6</td>
<td>28.7</td>
<td>90%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>192</strong></td>
<td><strong>38.4</strong></td>
<td><strong>40</strong></td>
<td><strong>91%</strong></td>
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</table>
Need: Why 62 Dr/63 Rd?

- Wide streets: excess capacity encourages speeding

- Of 46 pedestrian crashes at signalized intersections (2005-2009), 36 (78%) were crossing with the signal

- 62 Dr: 12-30% of vehicles above the speed limit

- 63 Rd: 39-51% of vehicles above the speed limit
Senior Pedestrian Focus Area

- Seniors (65+) are 12% of NYC’s population, but 36% of NYC’s pedestrian fatalities (2006-2010)
- Rego Park is one of 25 Senior Pedestrian Focus Areas citywide, based on statistical analysis and mapping
Updated Proposal

- Recollected traffic volumes at CB6 suggestion

- Eliminated back-in parking along 62\textsuperscript{nd} Drive
- Eliminated back-in parking on 63\textsuperscript{rd} Road
Proposal: 63 Rd: Queens Blvd to 108 St

- 6 pedestrian fatalities since 2001
- Remove one travel lane
- Install wide parking lanes

63rd Road at 98th Place, looking west
Proposal: 63 Rd: Queens Bl to 108 St

- 6 pedestrian fatalities since 2001
- Remove one travel lane
- Install wide parking lanes
Proposal: 63 Rd: 108 St to 112 St

- Install wide parking lanes (north side)

- Was: Add 25 new back-in angled parking spaces (south side)
Previously: 63 Rd: 108 St to 112 St

- Install wide parking lanes (north side)

- Was: Add 25 new back-in angled parking spaces (south side)
Proposal: 63 Rd: 108 St to 112 St

- Install wide parking lanes (north side)

- Now: Install wide parking lane (south side), no additional spaces
Proposal: 62 Dr (112 St to 108 St)

- Install double yellow center line and wide parking lanes
Proposal: 62 Dr (112 St to 108 St)

- Install double yellow center line and wide parking lanes
Proposal: 62 Dr (108 St to Apex Pl)

- Pedestrian fatality on December 1, 2011
- Install wide parking lanes
- Buffer parking lane
Proposal: 62 Dr (108 St to Apex Pl)

- Pedestrian fatality on December 1, 2011
- Install wide parking lanes
- Buffer parking lane

62nd Drive at 108th St, looking west
Proposal: 62 Dr (99 St to 97 St)

- Install wide parking lanes (both sides)
Proposal: 62 Dr (99 St to 97 St)

- Install wide parking lanes (both sides)
Proposal: 62 Dr: Queens Bl approach

- Pedestrian fatality in 2005
- Request from NYPD
- Organizes traffic flow

<table>
<thead>
<tr>
<th>Time</th>
<th>Left (Main)</th>
<th>Left (SR)</th>
<th>Thru</th>
<th>Right (Main)</th>
<th>Right (SR)</th>
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</thead>
<tbody>
<tr>
<td>4:30-5:30 PM</td>
<td>232</td>
<td>140</td>
<td>384</td>
<td>121</td>
<td>204</td>
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<tr>
<td>Left</td>
<td>Left</td>
<td>Thru</td>
<td>Right</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>372</td>
<td>384</td>
<td>325</td>
<td></td>
<td></td>
</tr>
<tr>
<td>%</td>
<td>34%</td>
<td>36%</td>
<td>30%</td>
<td></td>
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</tbody>
</table>
Proposal: Junction Blvd (to 62 Dr)

- Install back-in metered parking spaces
Proposal: Junction Blvd (to 62 Dr)

- Install back-in metered parking spaces, adds 10 new spaces

Junction Blvd between 62nd Drive and Queens Blvd, looking south
Proposal: 63 Av: Queens Blvd to Austin St

- Install wide parking lanes
Proposal: 63 Av: Queens Bl to Austin St

- Install wide parking lanes
Proposal Summary

63 Rd: Queens Bl to 112 St:
Lane Reduction: 3 lanes to 2

Maintain existing travel lanes, narrow using parking lane stripe

Junction Bl: Queens Bl to 62 Dr:
Maintain existing travel lanes, Narrow with back-in parking

63 Rd: Queens Bl to 112 St:
Lane Reduction: 3 lanes to 2
Benefits of Proposal

• Calms traffic and improves pedestrian visibility and safety

• Maintains existing travel lanes on 16 blocks of 62\textsuperscript{nd} Dr, 63\textsuperscript{rd} Av, Junction Blvd

• Organizes traffic on dangerous 62\textsuperscript{nd} Dr approach to Queens Blvd

• Reduces travel lanes on 9 blocks of 63 Rd

• Adds 10 new parking spaces using back-in parking:
  • Junction Blvd: Queens Blvd to 62\textsuperscript{nd} Dr: Replaces 10 meters with 20
Questions?

Thank You

Contact: NYCDOT Queens Borough Commissioner’s Office – qbc@dot.nyc.gov / (212) 839-2510