

# 63<sup>rd</sup> Road

## Traffic Calming

Queens



# Executive Summary

The 63<sup>rd</sup> Road project set out to slow speeding drivers through the Rego Park Senior Pedestrian Focus Area, where there had been 6 pedestrian fatalities since 2001. 63<sup>rd</sup> Road was very wide and prone to speeding, with 50% of vehicles traveling over the speed limit. In response, DOT worked with the community to develop a plan to improve safety for all users. Post implementation analysis indicates a reduction in crashes, speeding, and no adverse effects on travel times or vehicular volumes.



## Results Summary

### *Safety*

- Crashes with injuries decreased by 21%
- Injuries for all users decreased by 27%

### *Mobility*

- Speeding was reduced by 66%
- Vehicular volumes increased near the mall and decreased toward the Parkway
- Travel times on 63<sup>rd</sup> Rd were unchanged

### *Economic Vitality & Quality of Life*

- The NYPD and FDNY report no adverse effect on their operations



# Project Summary



## Completed August 2012:

- Reduced number of travel lanes on 63<sup>rd</sup> Rd from three to two from Queens Blvd to Grand Central Pkwy
- Installed two 11' wide moving lanes and 14' wide parking lanes on both sides of the street

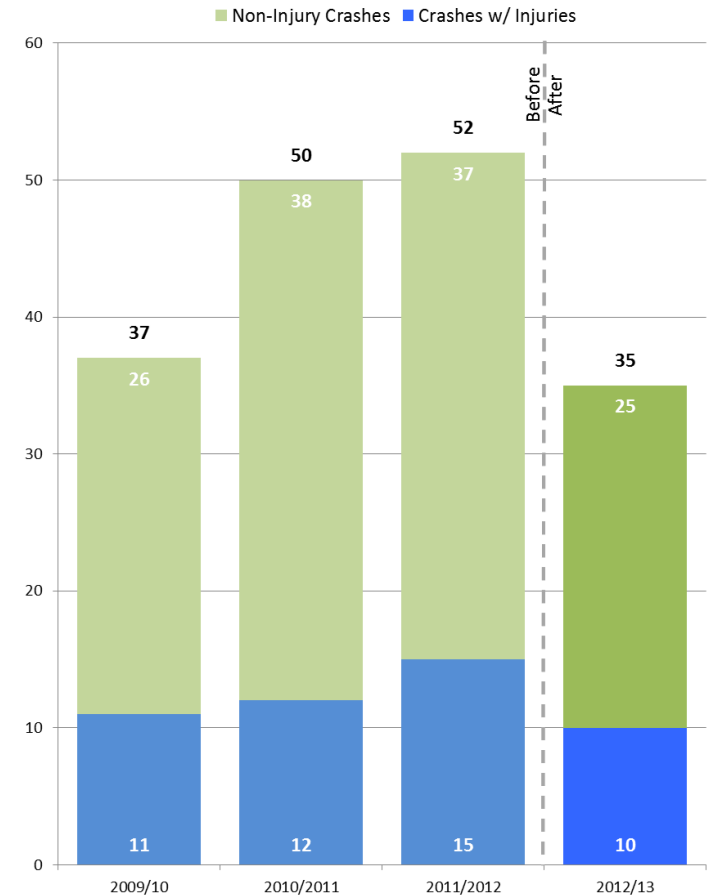


# Safety – Crashes and Injuries

- Crashes with injuries decreased by 21 %



**Crashes, One-Year After Analysis**  
63<sup>rd</sup> Road (Queens Boulevard to Grand Central Parkway)



Each before year period is the 12-month period beginning July 1 and ending June 30. The 1-yr after period is September 1, 2012 to August 31, 2013. The implementation period of July 1, 2012 to August 31, 2012 is excluded. Source: NYPD AIS/TAMS Crash Database

# Safety – Crashes and Injuries

- Injuries for all users decreased by 27%

Crashes and Injuries One-Year After Analysis, 63 Road (Queens Boulevard to Grand Central Parkway)					
	Before				After
	'09/ '10	'10/ '11	'11/ '12	Average	'12/ '13
Total Crashes	37	50	52	46.3	35
Crashes w/ Injuries	11	12	15	12.7	10
Motor Vehicle Occupant	4	1	4	3.0	2
Pedestrian	7	13	11	10.3	6
Cyclist	0	0	1	0.3	2
Total Injuries	11	14	16	13.7	10

Each before year period is the 12-month period beginning July 1 and ending June 30. The 1-yr after period is September 1, 2012 to August 31, 2013. The implementation period of July 1, 2012 to August 31, 2012 is excluded. Source: NYPD AIS/TAMS Crash Database

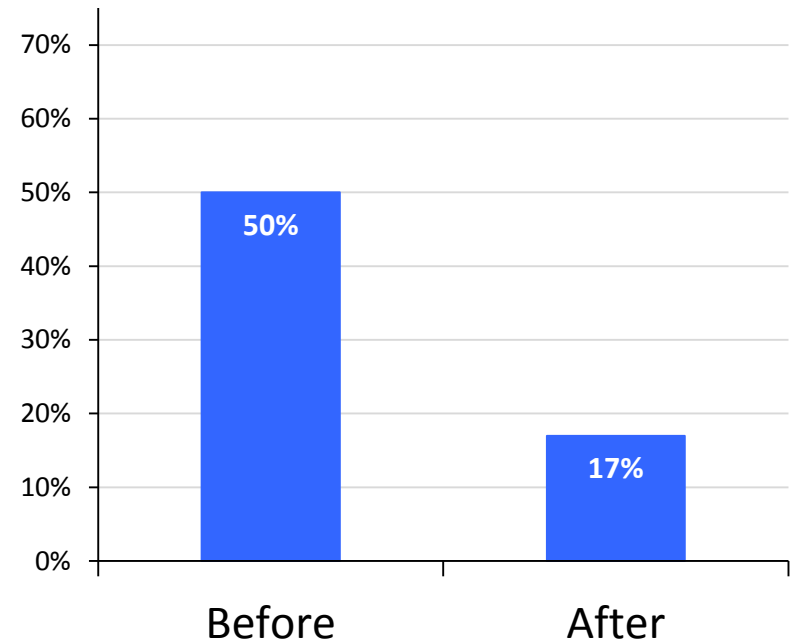
# Safety - Speeding

- Speeding was reduced by 66%



## Percentage of Drivers Traveling above Speed Limit

63<sup>rd</sup> Rd, Queens Blvd to Grand Central Pkwy

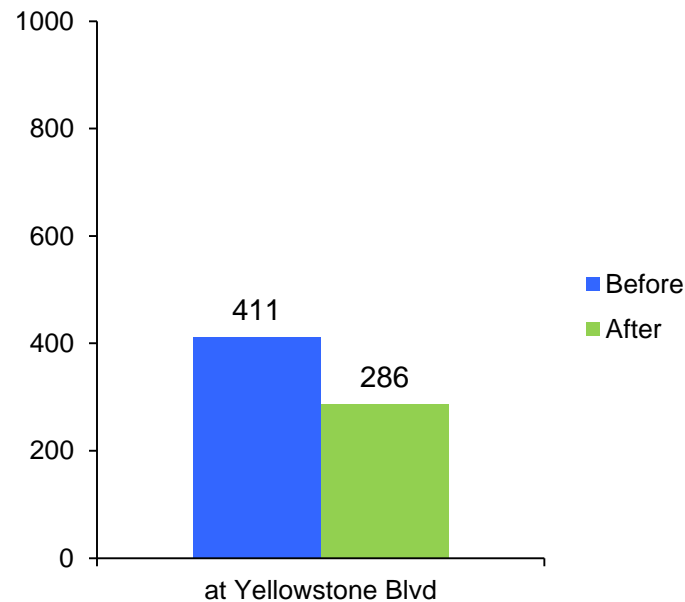
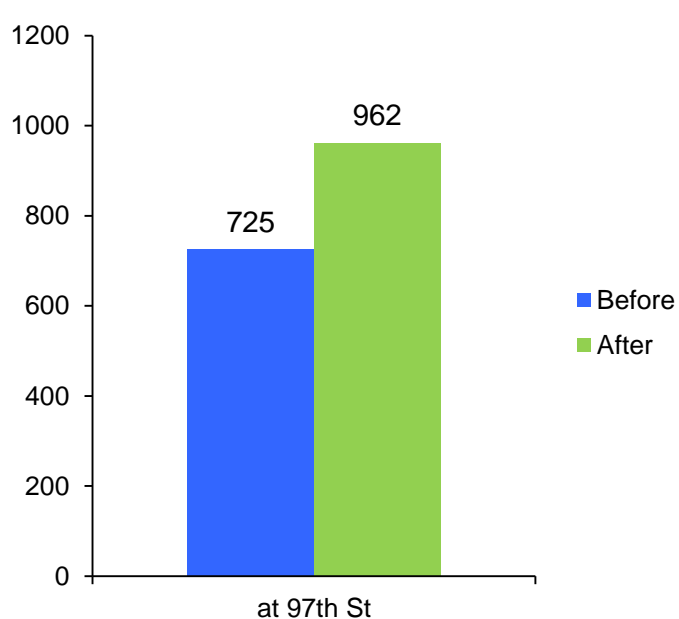


Radar speeds taken on 63<sup>rd</sup> Rd, Eastbound between Yellowstone Blvd and 102 St. Before: 2-3pm August 26, 2010, After: 2-3 pm , October 30, 2013

# Mobility - Vehicular Volume

- Vehicular volumes increased near the mall and decreased toward the Parkway

**63 RD PEAK HOUR TRAFFIC VOLUMES BEFORE AND AFTER**  
(taken at select cross streets)



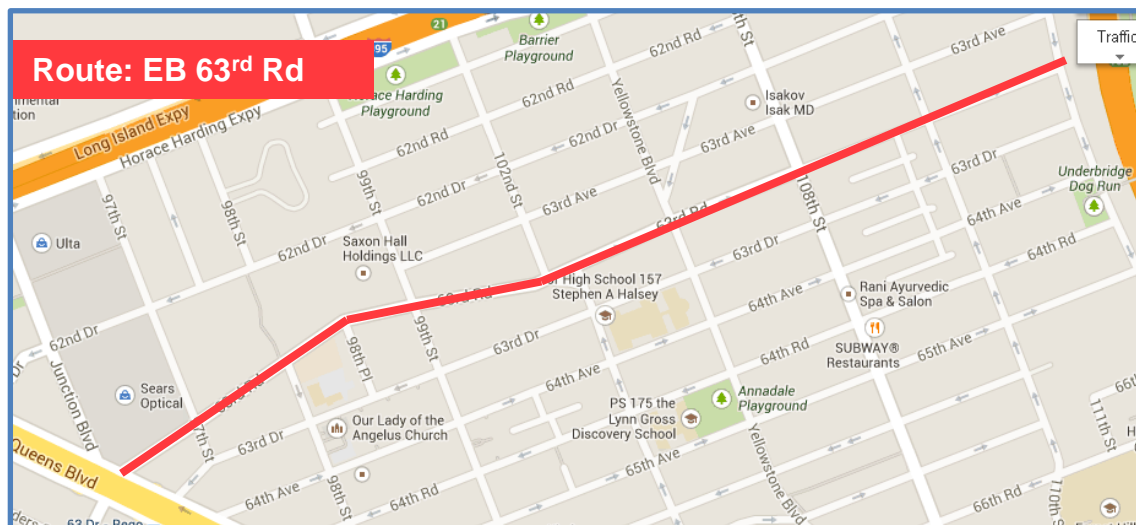
**Before:** Average midweek peak volume weeks of September 11, 2011 and January 4, 2011

**After:** Average midweek peak volume week of September 9, 2012



# Mobility – Travel Time

- Travel times on 63<sup>rd</sup> Rd were unchanged



ROUTE	BEFORE	AFTER
	Minutes : Seconds	
EASTBOUND 63 RD	3:12	3:05

Before travel time runs done 06/16/12 from 12 to 6pm. At least 18 runs were completed for each route.

After travel time runs done 10/26/13 and 11/09/13. At least 18 runs were completed for each route.



# Quality of Life - Emergency Response

- The project has had no adverse effects on NYPD or FDNY operations



NYPD: Confirmation received February 3, 2014

FDNY: Confirmation received March 31, 2014



# Thank You

