PARK LANE SOUTH

Presentation to Queens Community Board 9
Transportation Committee

March 28, 2017
Project Background
• 89 total injuries (2010-2014)
  • 16 pedestrians (1 severe)

• 1 Motorcycle fatality (July 2015)

• Myrtle Ave and Metropolitan Av are Vision Zero priority corridors
Community Board 9 requested Park Lane S corridor traffic safety study in 2014

Kew Gardens Civic Association requests to improve safety

Online petition to improve pedestrian safety

Assemblymember Michael Miller request to improve pedestrian safety in 2016

Councilmember Karen Koslowitz and State Senator Joseph Addabo, Jr. requests to improve pedestrian safety in 2015
January 2016 speed study found significant speeding between Metropolitan Av and Myrtle Ave

Wide parking lanes installed on Park Lane S between Beverly Rd and Metropolitan Av after resurfacing to calm traffic

Treatment will be continued between Metropolitan Av and Myrtle Av after repaving in 2017
2017 Proposal – Park Lane S Corridor
2017 PROJECT AREA – PARK LANE S

Forest Park

Proposed Improvements:
1) Beverly Rd/Onslow Pl
2) Metropolitan Av
3) 115 St
4) Myrtle Av
EXISTING ISSUES – BEVERLY RD

Free flowing elbow traffic movement makes it difficult to find gaps for stopped vehicles and crossing pedestrians.

Uncontrolled slip lane in front of park entrance stairs.
EXISTING ISSUES – BEVERLY RD

No crosswalks for pedestrian desire paths to park

Long crossing distance (42’)

9 crashes resulting in 8 injuries (2010-2014)

Uncontrolled slip lane in front of park entrance stairs

No crossings for pedestrians across Park Lane S

Vehicles stopped at intersection have difficulty finding gaps

This movement caused July 2015 motorcycle fatality in addition to 5 other crashes (2010 - 2014)
PROPOSAL – BEVERLY RD

- Signalize intersection and provide pedestrian crossings
- Remove 3 parking spaces to install right turn bay
- Restrict northbound left turn (5 vehicles during rush hours)
- Expand concrete triangle island
EXISTING ISSUES – METROPOLITAN AV

- Aggressive turning vehicles do not yield to pedestrians
- Northbound Q37 bus blocks thru traffic when stopped

33 crashes resulting in 31 injuries, including 6 pedestrians (2010-2014)
EXISTING CONDITIONS – METROPOLITAN AV

Aggressive left turning vehicles do not yield to pedestrians (430 vehicles in AM rush hour)

Northbound Q37 bus blocks thru traffic when stopped
Restrict southbound left turn (25-30 vehicles during rush hours)

Add Qwick Kurb to calm left turns

Add leading pedestrian interval (LPI) to north-south crossing

Relocate northbound bus stop to ease traffic congestion

Switch northbound protected turn (left green arrow phase) from “leading” to “lagging”

No parking loss
Turn restriction is required in order to improve pedestrian safety at intersection.

- LPI is not feasible without switching left turn to lagging phase
- Must provide either dual left turns or restrict southbound left turn

Lagging left turn without turn restriction causes “left turn trap” resulting in crashes.

Dual left turns were not feasible due to conflicting turns and negative impacts to traffic.
EXISTING ISSUES – 115 ST

6 crashes resulting in 5 injuries (2010-2014)

- Uncontrolled slip lane in front of park entrance stairs
- No crosswalks at intersection
- Vehicles stopped at intersection have difficulty finding gaps
- Free flowing elbow movement encourages speeding
- Existing Qwick Kurb hit frequently by vehicles
- No pedestrian crossing at Q37 bus stop locations
- Free flowing elbow movement encourages speeding
EXISTING CONDITIONS – 115 ST

Free flowing elbow movement encourages speeding

No pedestrian crossing at Q37 bus stop location

Existing Qwick Kurb hit frequently by vehicles

Difficult for northbound vehicles to enter intersection
Traffic signal under investigation

Add concrete triangle island

Loss of 3 parking spaces

Add southbound thru movement

Add pedestrian crossings

Maintain existing turn restriction

FOREST PARK

PARK LANE S

115 ST
EXISTING ISSUES – MYRTLE AV

Underutilized space

Indirect crossings to park

6 crashes resulting in 7 injuries (2010-2014)

Long crossing distances (up to 60 feet)
EXISTING CONDITIONS – MYRTLE AV

- Wide entrance only used by Parks vehicles
- Long crossing distances
- Large underutilized space
- Visibility issues between crossing pedestrians and turning vehicles
PROPOSAL – MYRTLE AV

- Build channelization with pavers that match existing parks pavers
- Maintain parks department access
- Relocate stop bar to allow for easier bus turns
- Add crosswalk
- Restrict eastbound right turn to improve traffic flow (1-5 vehicles during rush hours)
- Widen crosswalks to accommodate pedestrian desire paths to park
Proposal – Grenfell St Improvements
Proposed Improvements:

5) Lefferts Blvd / Grenfell St
6) Onslow Pl / Grenfell St / 82 Av
Pedestrian desire paths not accommodated by existing crossings
EXISTING CONDITIONS – LEFFERTS BLVD / GRENFELL ST

11 crashes resulting in 8 injuries, including 2 pedestrians (2010-2014)

Pedestrian desire path not accommodated by existing crosswalks
PEDESTRIAN COUNTS – LEFFERTS BLVD / GRENFELL ST

215 / 130 / 80
70 / 85 / 55
160 / 145 / 85
70 / 50 / 80
340 / 220 / 140
50 / 120 / 100

Dani’s
C Town
Chase
Giorgio’s Salon
83 AVE
GRENFELL ST
LIRR ENT
PROPOSAL – LEFFERTS BLVD / GRENFELL ST

Add speed bumps to Grenfell St

Install new crosswalk
EXISTING ISSUES – ONSLOW PL

Vehicles often do not comply with stop signs and speed around corner from Onslow Pl to 82 Av Bridge

No pedestrian crossings
EXISTING CONDITIONS – ONSLOW PL

4 crashes resulting in 2 injuries (2010-2014)

No pedestrian crossings

Vehicles often do not comply with stop signs and speed around corner from Onslow Pl to 82 Av Bridge

6

GRENFELL ST

ONSLOW PL

GRENFELL ST

82 AV
Total parking loss of 4 spaces

Install concrete splitter island to calm traffic

Install concrete traffic circle to calm traffic

Add crosswalks

Add flexible delineators or Qwick Kurb
Project Benefits

- Improves safety for all roadway users
- Calms traffic
- Shortens crossing distances for pedestrians
- Provides direct pedestrian crossings
- Clarifies traffic movements
- Improves traffic flow
Thank you

Questions?