

Marcus Garvey Park

Update



New York City Department of Transportation – Polly Trottenberg, Commissioner
Presented by Pedestrian Projects Group, September 2 and 10, 2014 to Community Boards 11 and 10



Local Neighborhoods



Pre-Project



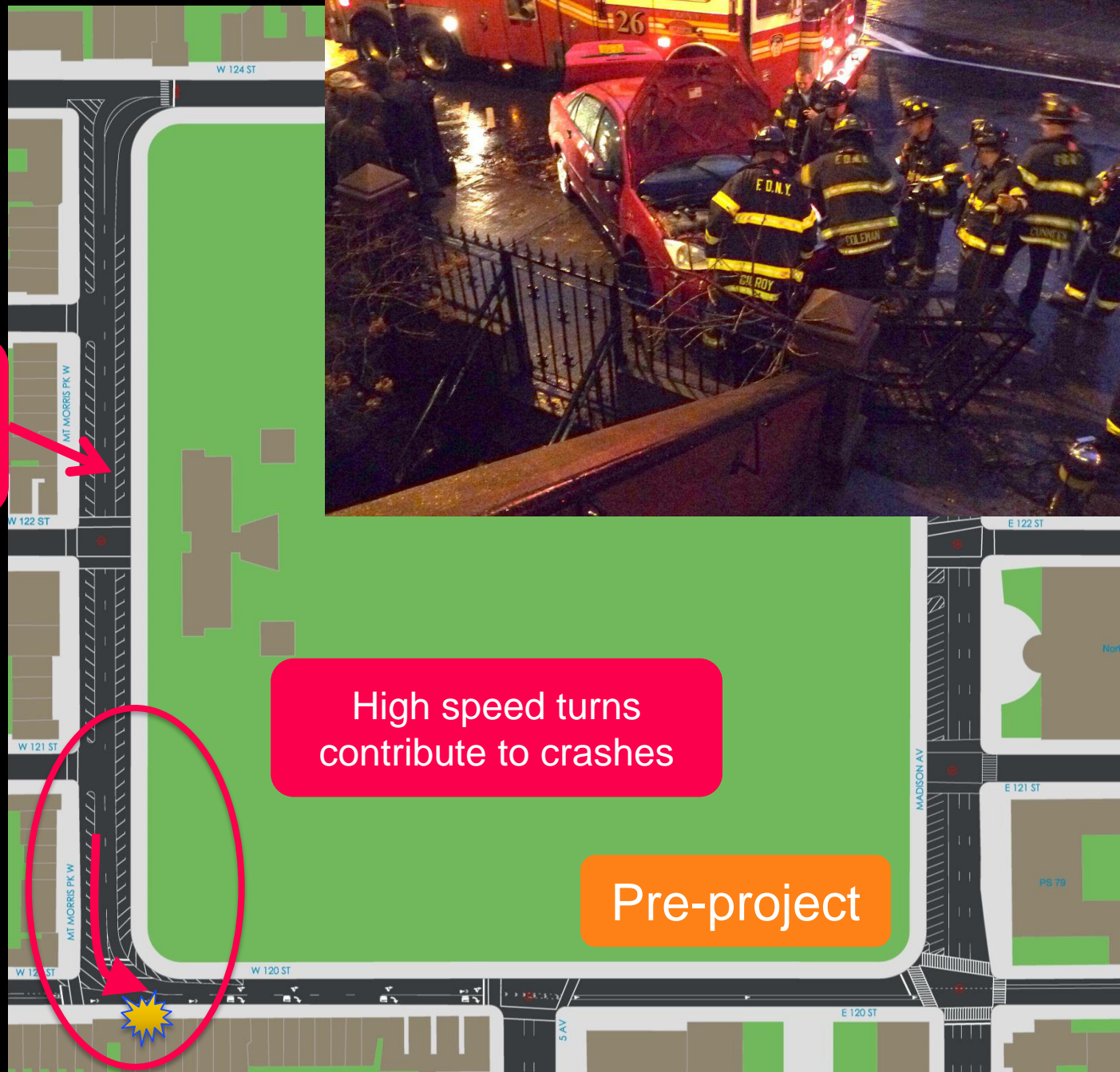
Mount Morris
Park West

Issues

Overly wide and underutilized road allows speeding and weaving

High speed turns contribute to crashes

Pre-project

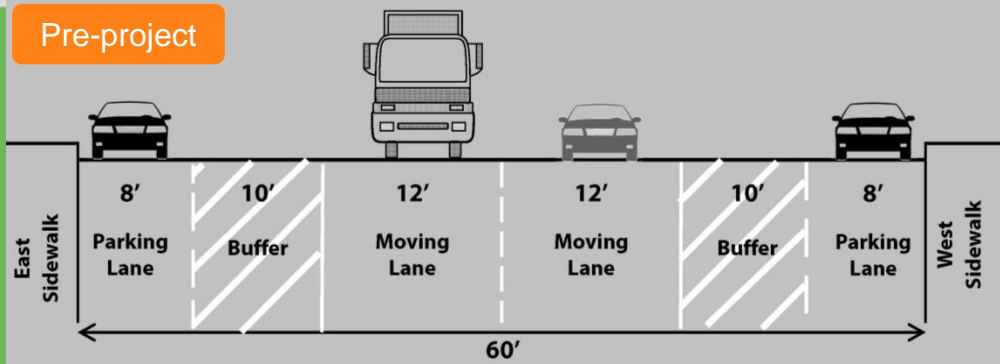


Issues

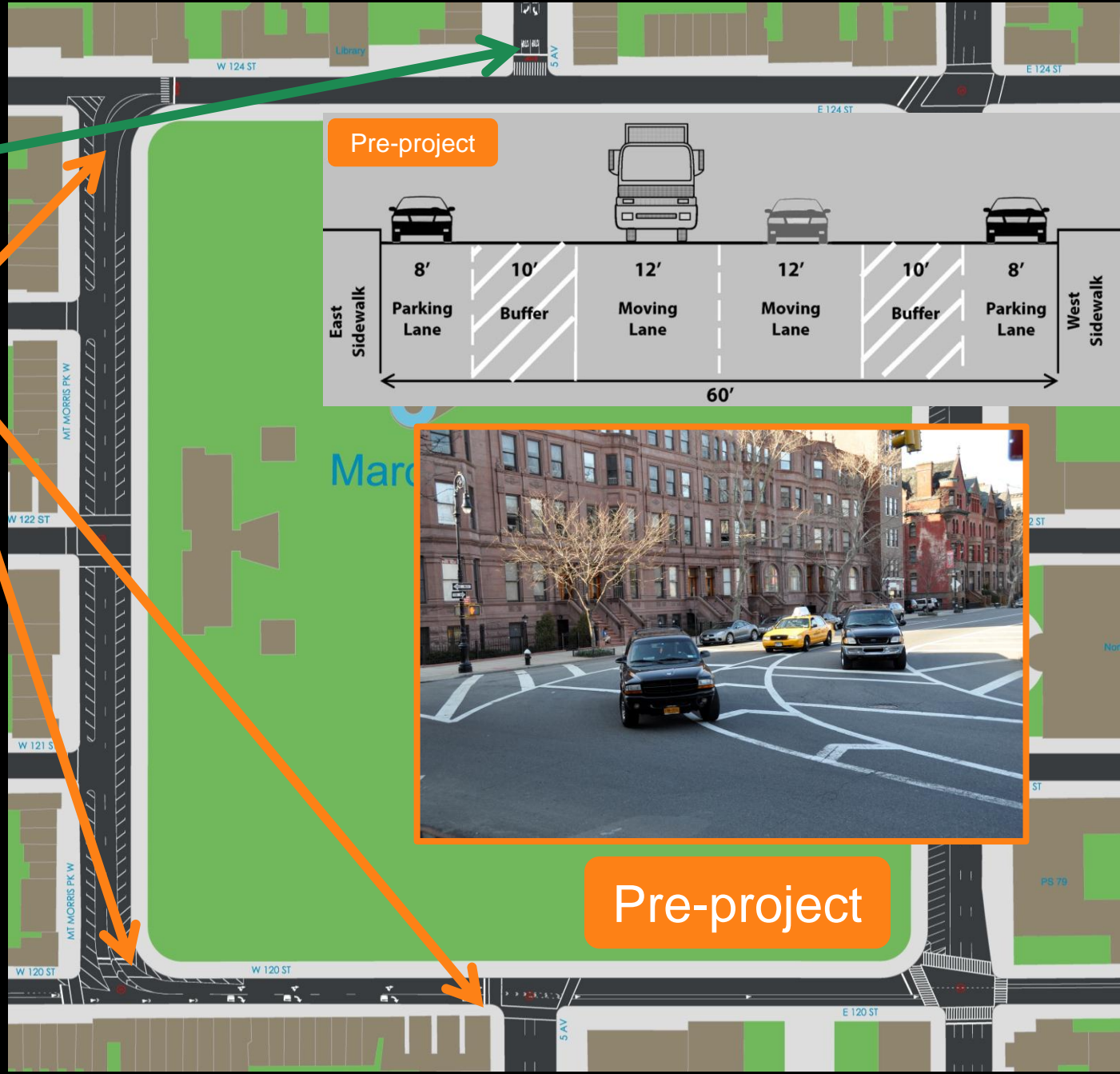
Single turn

Double turns

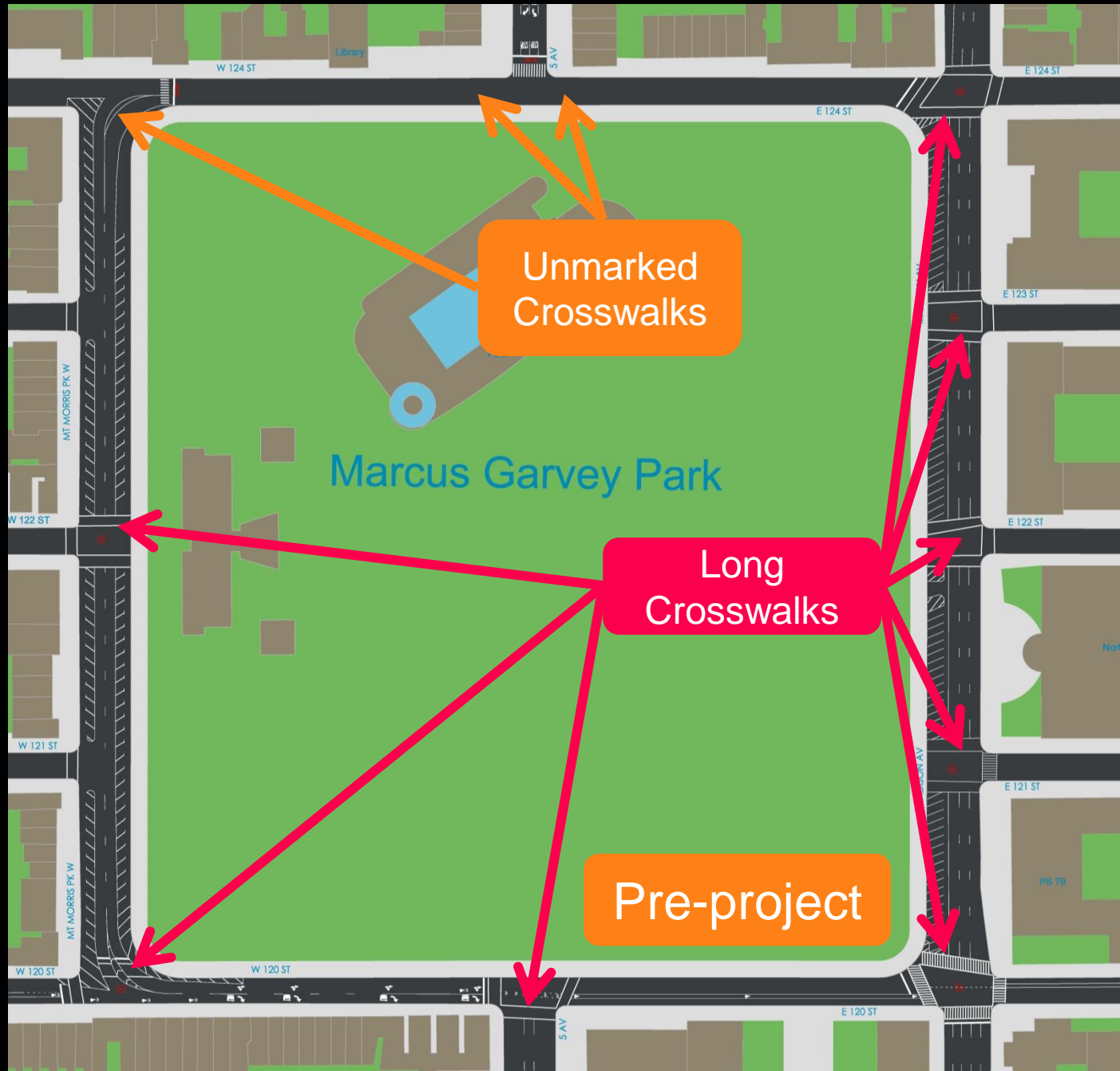
Pre-project



Pre-project



Issues



Unmarked
Crosswalks

Marcus Garvey Park

Long
Crosswalks

Pre-project

Initial Implementation

Organize MMPW
to one lane

Eliminate double
turns

Shorten all
crossings on
Madison and
MMPW

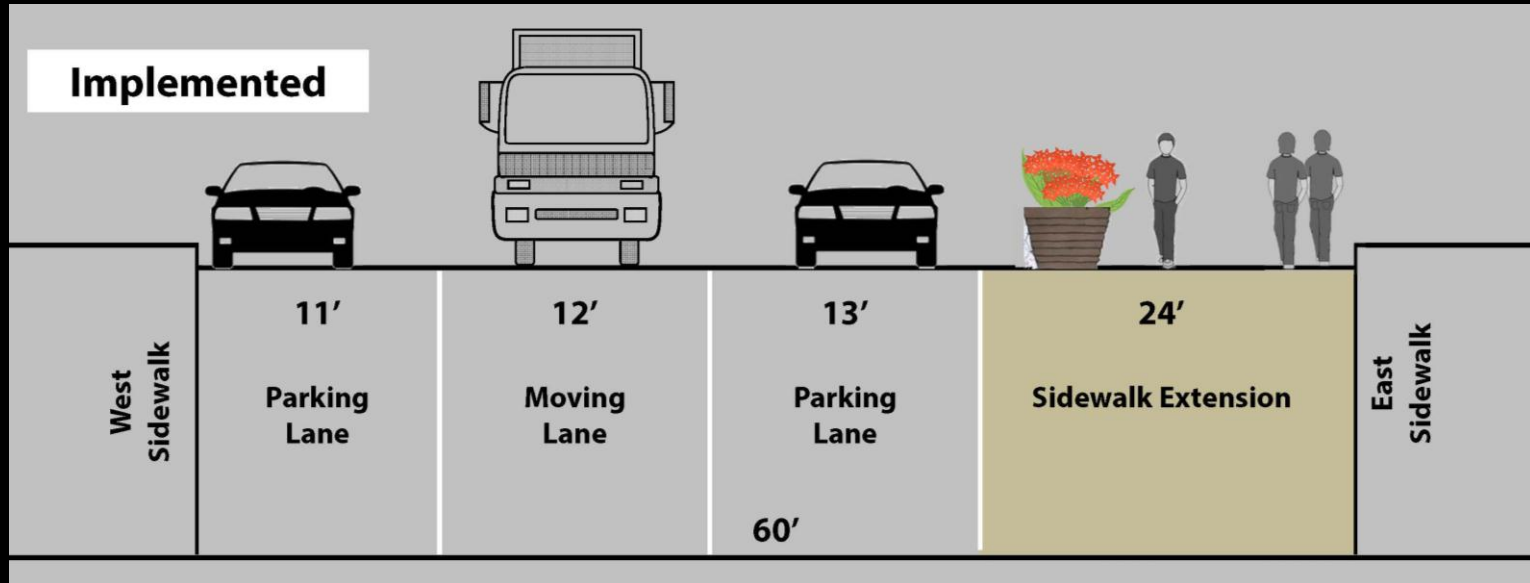
Removed parked
cars from
crossing locations

Add parking on
south side of park

Modified off-peak
signal timing



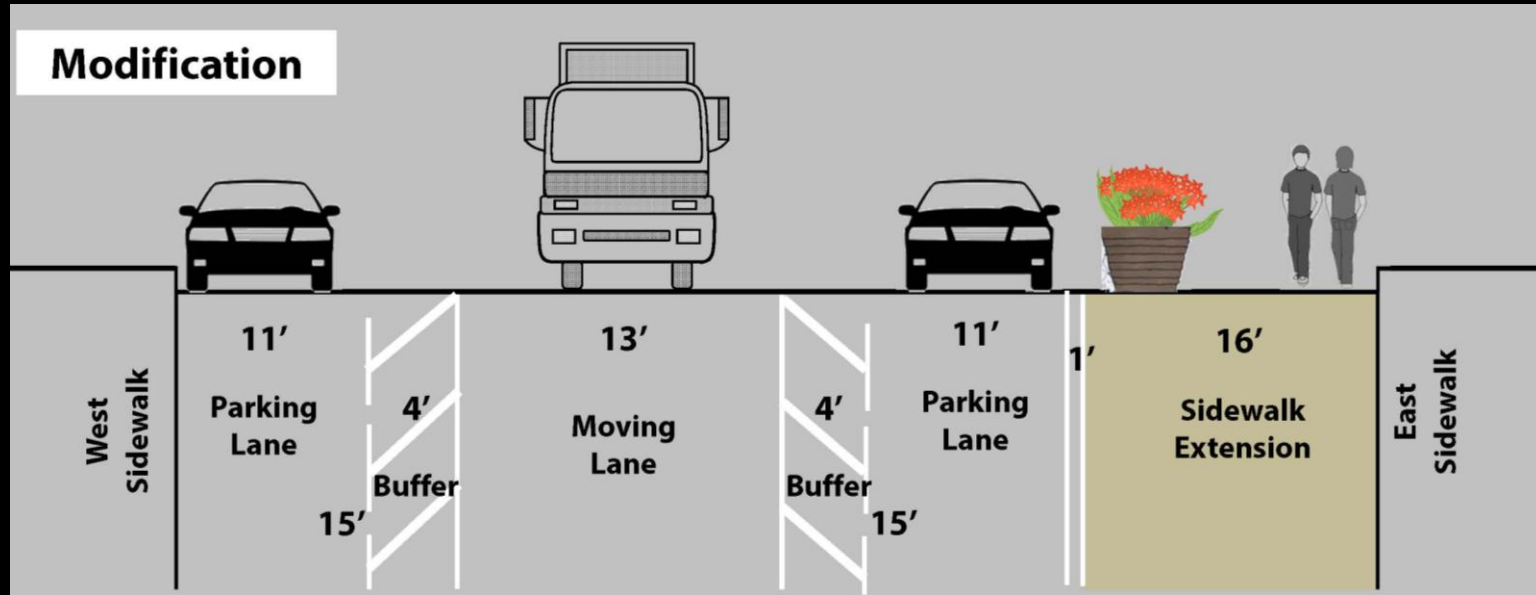
MMPW – Initial Implementation



August 2013

- Community concerns with initial cross section
- Narrow profile hindered access and visibility
- Congestion and honking increased
- Signal timing was not adequate during peak periods

MMPW – Modified



November 2013

- Wider parking lanes and buffers to accommodate double parking and loading
- Wider moving lane along with buffers improves access for emergency vehicles and larger trucks/buses
- Narrowed sidewalk extension with fewer granite blocks, improves visibility

MMPW - Modified



Additional changes included:

- Removed flashing yellow signal at 120th, replaced with green arrow
- Lengthened bus stop at 123rd/124th to improve turn radius for large vehicles to maneuver around corner
- Removed one parking spot at the corner of W 122nd St to ease vehicle turns and provide more drop off space
- Countdown clocks added
- Signal timing adjusted, 60 second off-peak/90 second peak, 5th Ave progression implemented

Signal Warrant Studies

- New signal added at 124th and 5th Avenue
- Signal/stop controls at MMPW and 124th, 123rd and 121st denied after second attempt
- Crosswalks at denied locations will be upgraded to school crossings, this will allow for a new study to be completed with more favorable standards



Response

DOT reached out to several agencies to determine how new design was impacting service:

- NYPD – No impact on service
- FDNY – No impact on service
- MTA – No impact on bus service
- EMS – No impact on service
- Sanitation – No impact on plowing, corner shoveling restored
- No impact on Marathon or Harlem Skyscraper Classic
- DEP – Added storm drain at corner of MMPW and 120th to eliminate ponding



Results

Safety, travel times, speeding and volume data were analyzed to determine impact of the project:

- 24% reduction in crashes between 5th Ave/124th St and 5th Ave/120th St when compared to previous year (full year of data not yet available)
- Zero crashes with injuries along MMPW
- Zero reported crashes into property even through difficult winter
- Speeding on MMPW was reduced to 1% of vehicles during off-peak hours versus 23% before implementation



Results

Safety, travel times, speeding and volume data were analyzed to determine impact of the project:

- Travel time runs on 5th Ave/MMPW show an average AM peak increase between 1 minute and 20 seconds to 2 minutes
- Madison Ave travel times show little change (+10 seconds)
- No change in volumes on MMPW, 10% reduction in PM peak volume on Madison Ave
- All crosswalks shortened, three new crosswalks added



Ongoing

- Work with Parks to keep pedestrian space clear
- Improve maintenance partnership
- Re analyze data for denied signals
- Refresh markings on MMPW



Thank You

