



PARK LANE SOUTH

Presentation to Kew Gardens Civic Association

February 15, 2017

Project Background

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PROJECT AREA

- 68 total injuries (2011-2015)
 - 14 pedestrians (1 severe)
 - 1 Motorcycle fatality (July 2015)
- Myrtle Ave and Metropolitan Av are Vision Zero priority corridors

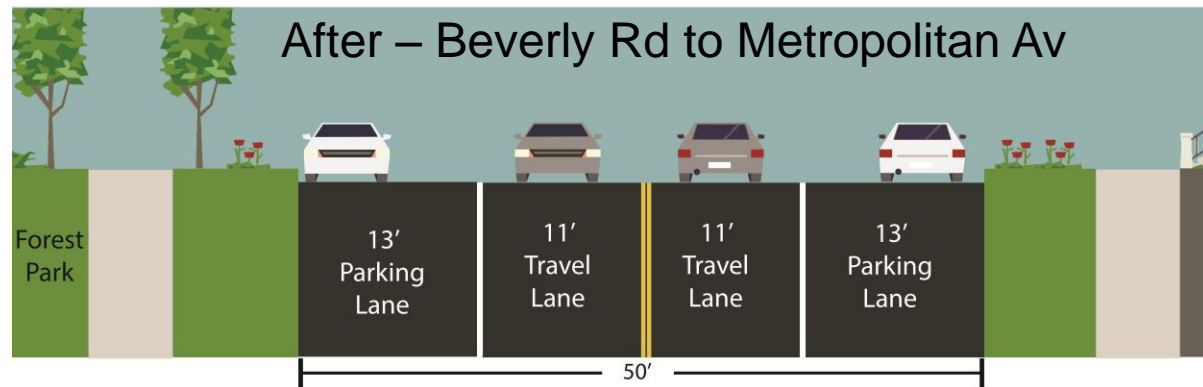
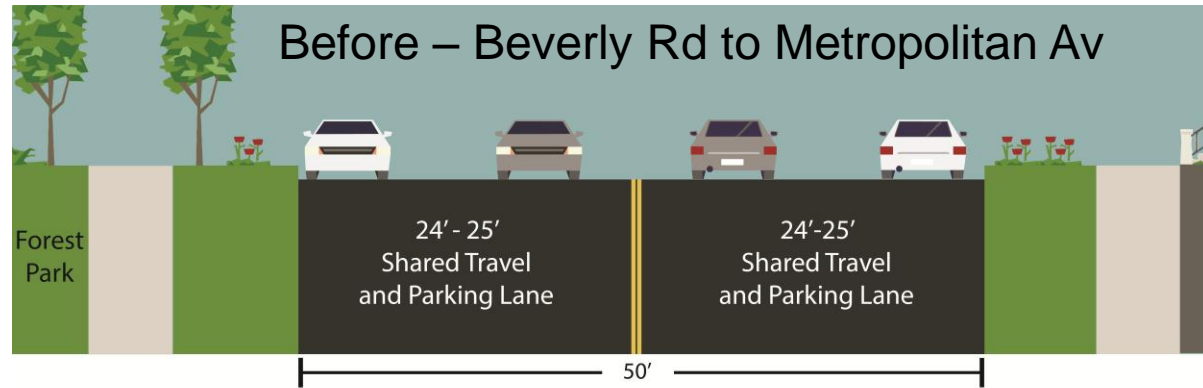
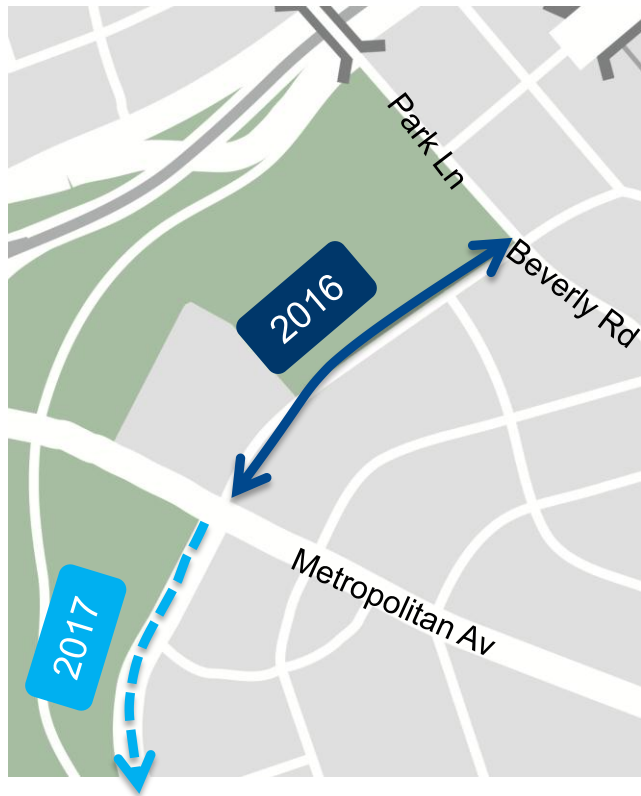


COMMUNITY CONCERNS



- Community Board 9 requested Park Lane S traffic safety study in July 2014
- Numerous citizen requests to improve safety at Park Lane S / Beverly Rd
- Elected official requests to improve pedestrian safety at Lefferts Blvd / Grenfell St
 - Council Member Karen Koslowitz requested in May 2015
 - State Senator Joseph Addabo, Jr. requested in June 2015
- Elected official request to improve pedestrian safety at Park Lane S / Myrtle Ave
 - Assembly Member Michael Miller requested in June 2016
- Online petition to improve safety at Metropolitan Av / Park Lane S

2016 RESURFACING AND MARKINGS



January 2016 speed study found significant speeding between Metropolitan Av and Myrtle Ave

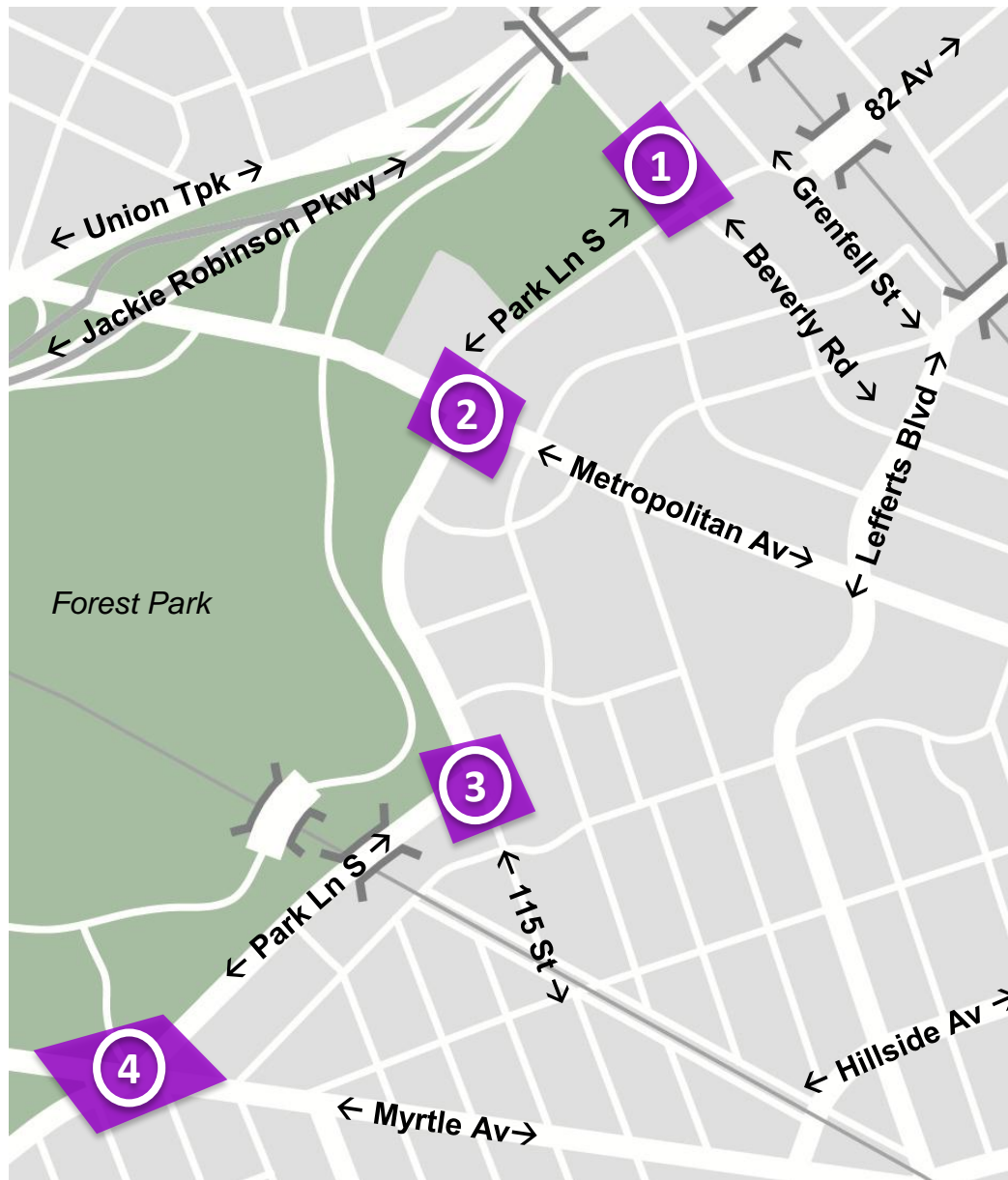
Wide parking lanes installed on Park Lane S between Beverly Rd and Metropolitan Av after resurfacing to calm traffic

Treatment will be continued between Metropolitan Av and Myrtle Av after repaving in 2017

2017 Proposal – Park Lane S Corridor

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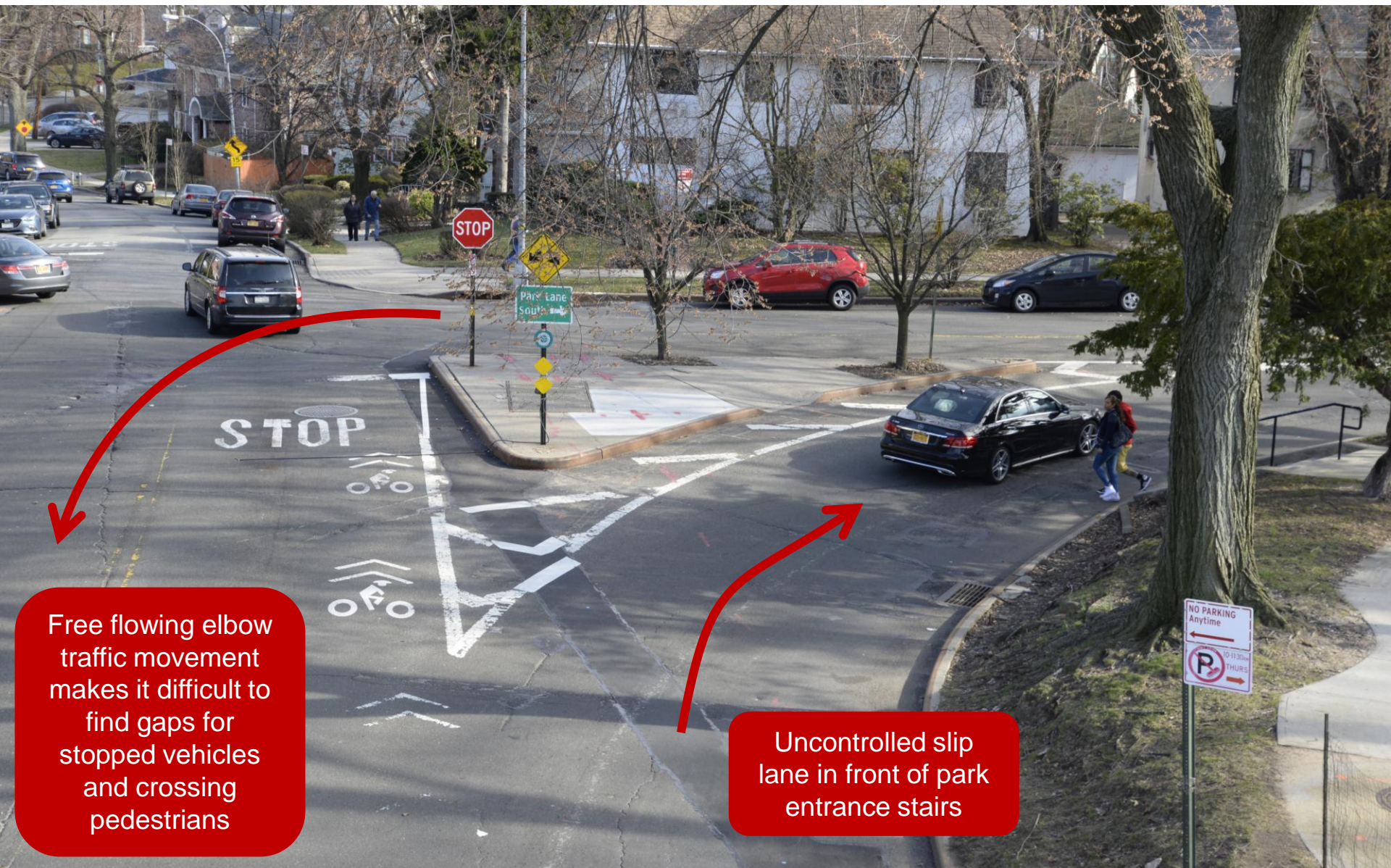
2017 PROJECT AREA – PARK LANE S



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

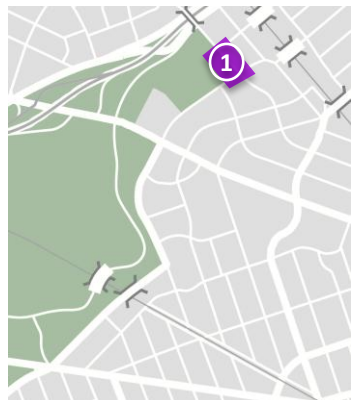
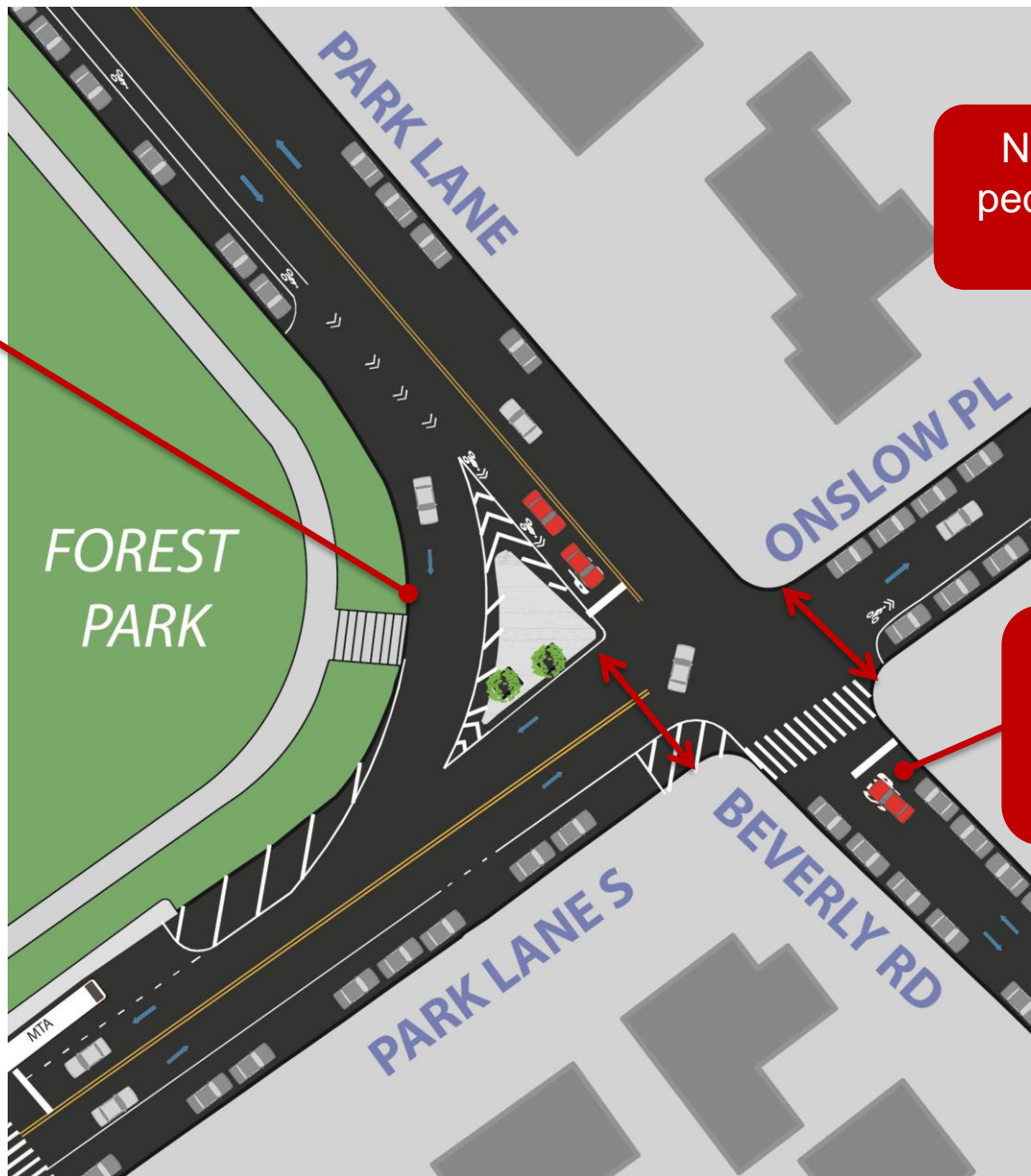
Long crossing distance (42')

EXISTING CONDITIONS – BEVERLY RD

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



PROPOSAL – BEVERLY RD

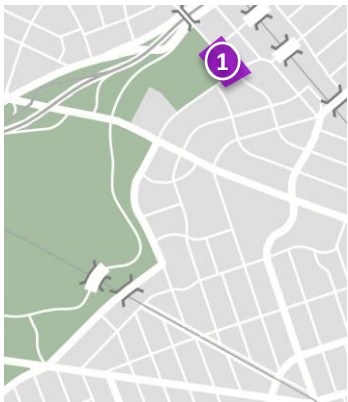
Remove 3 parking spaces to install right turn bay

Signalize intersection and provide pedestrian crossings

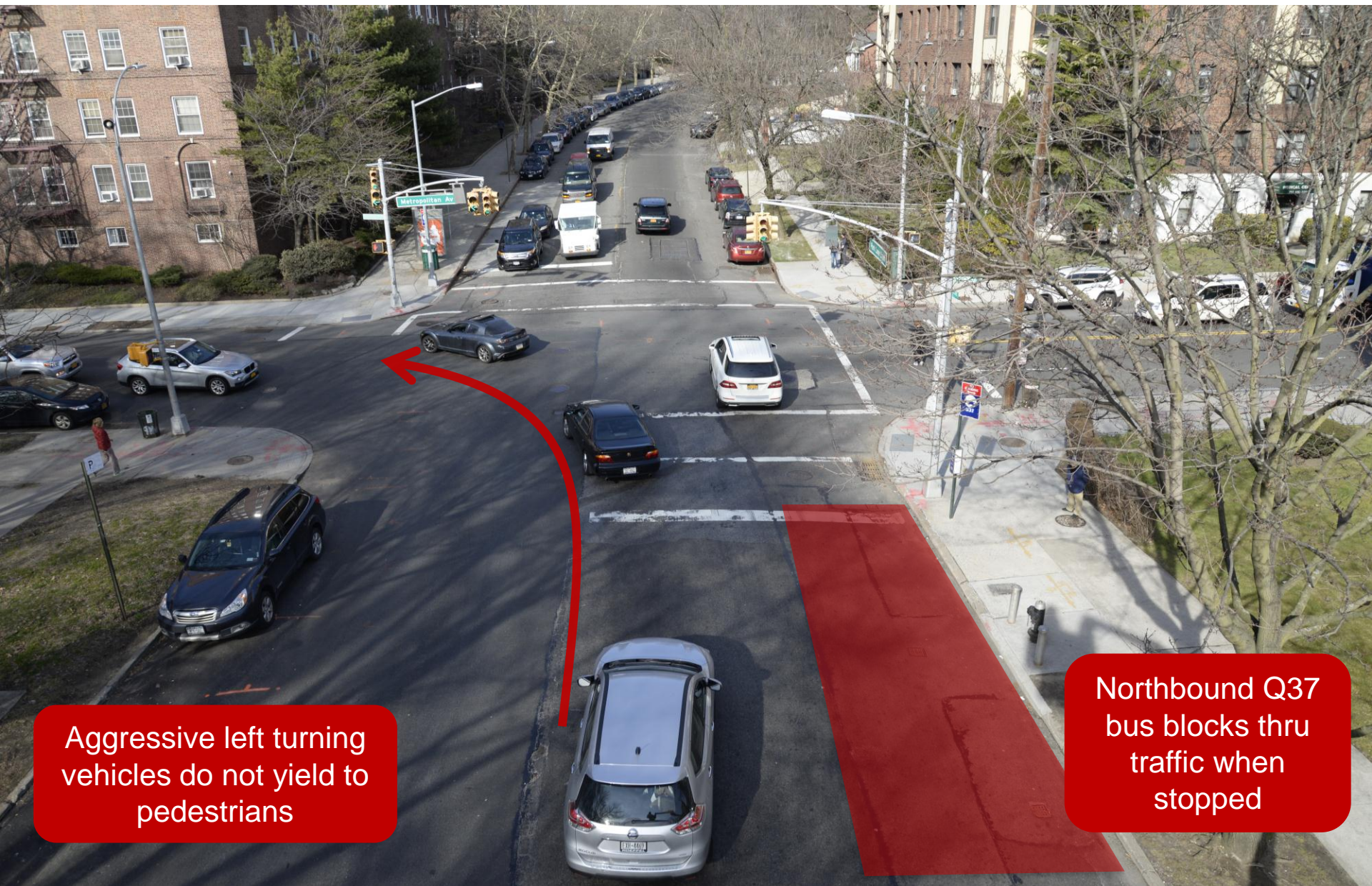
FOREST PARK

Restrict northbound left turn
(5 vehicles during rush hours)

Expand concrete triangle island



EXISTING ISSUES – METROPOLITAN AV

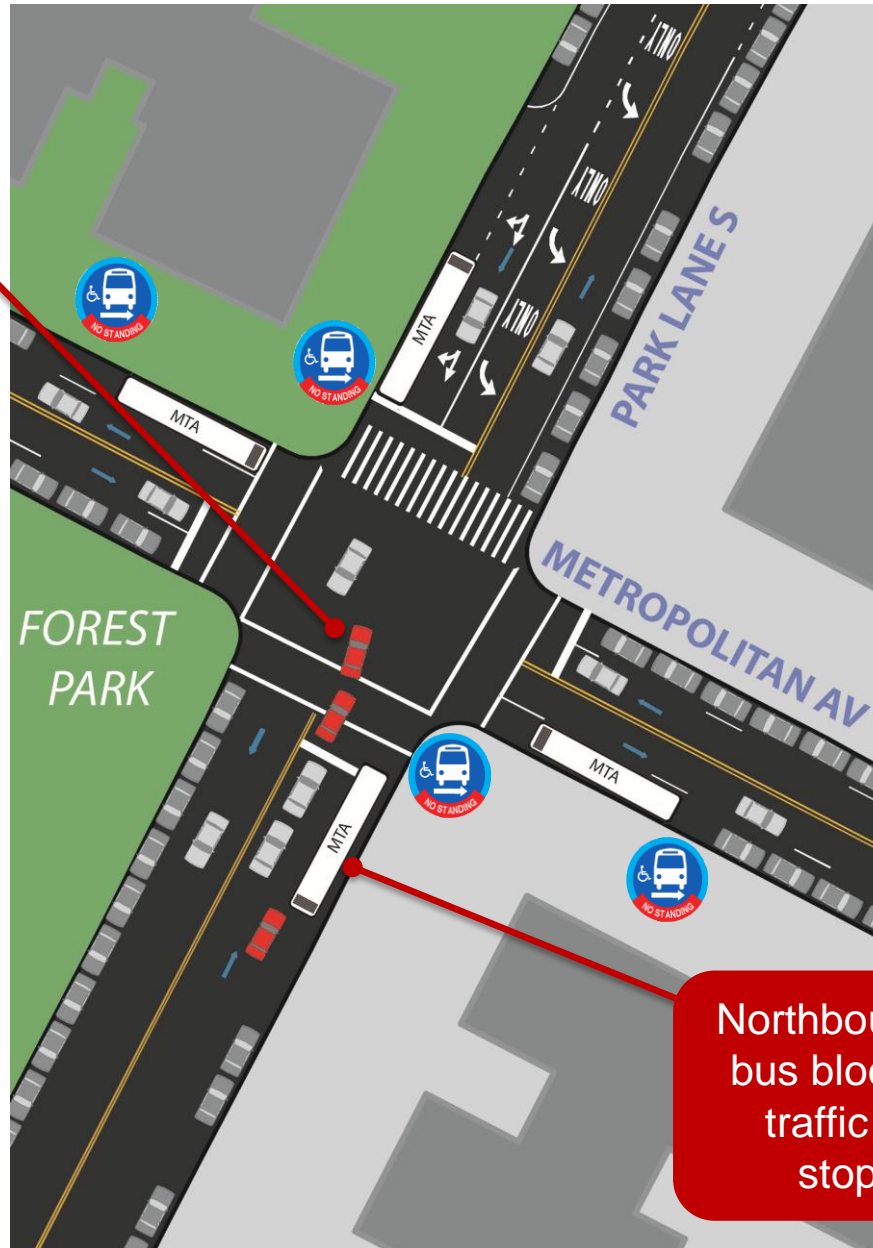


Aggressive left turning vehicles do not yield to pedestrians

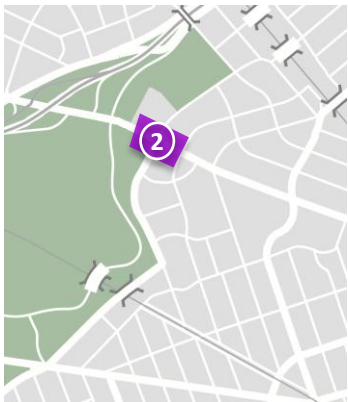
Northbound Q37 bus blocks thru traffic when stopped

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



PROPOSAL – METROPOLITAN AV

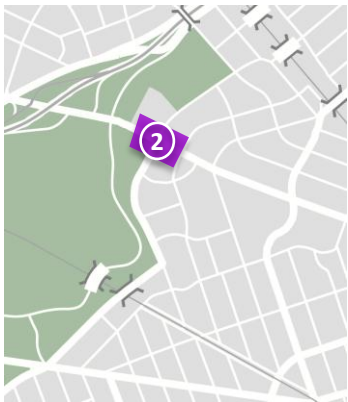
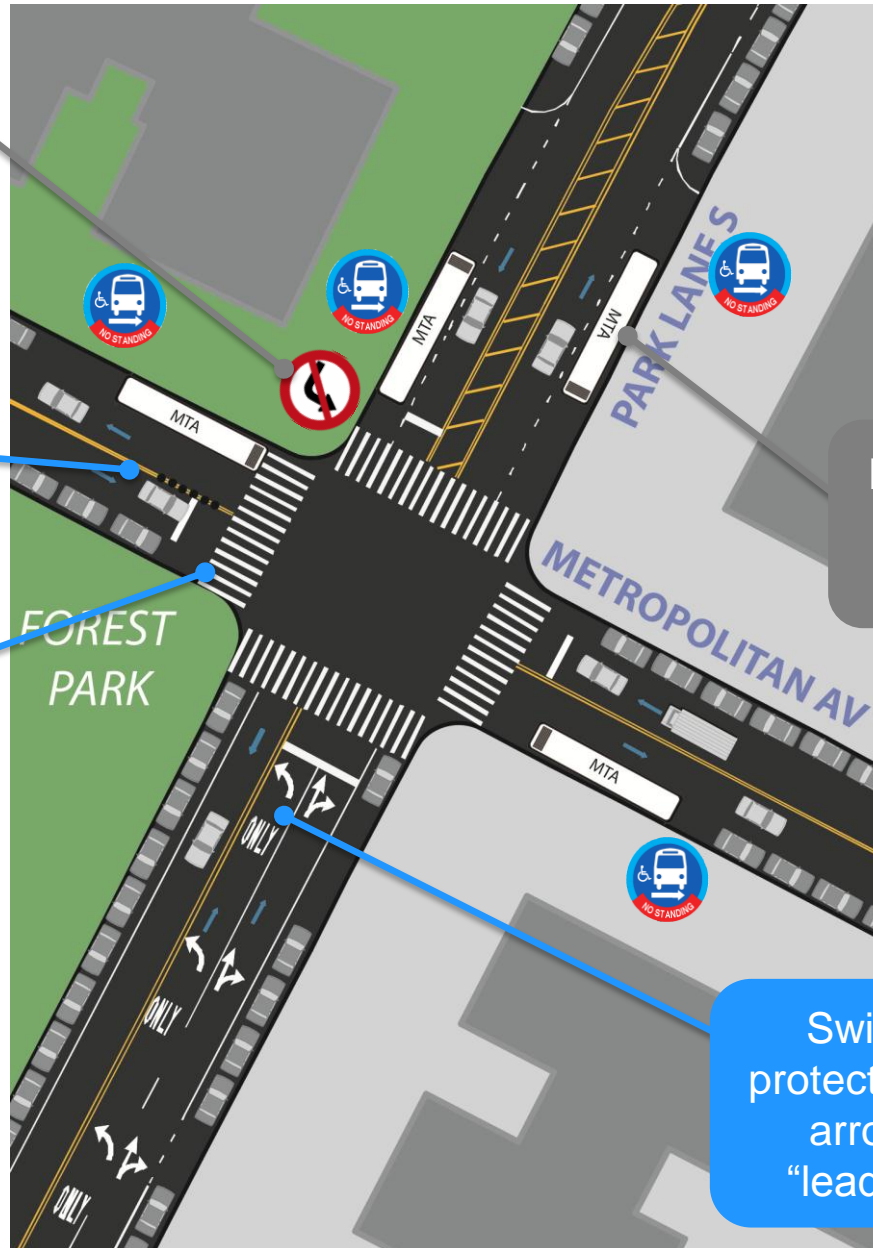
Restrict southbound
left turn
(25-30 vehicles during rush
hours)

Add Quick Kurb to
calm left turns

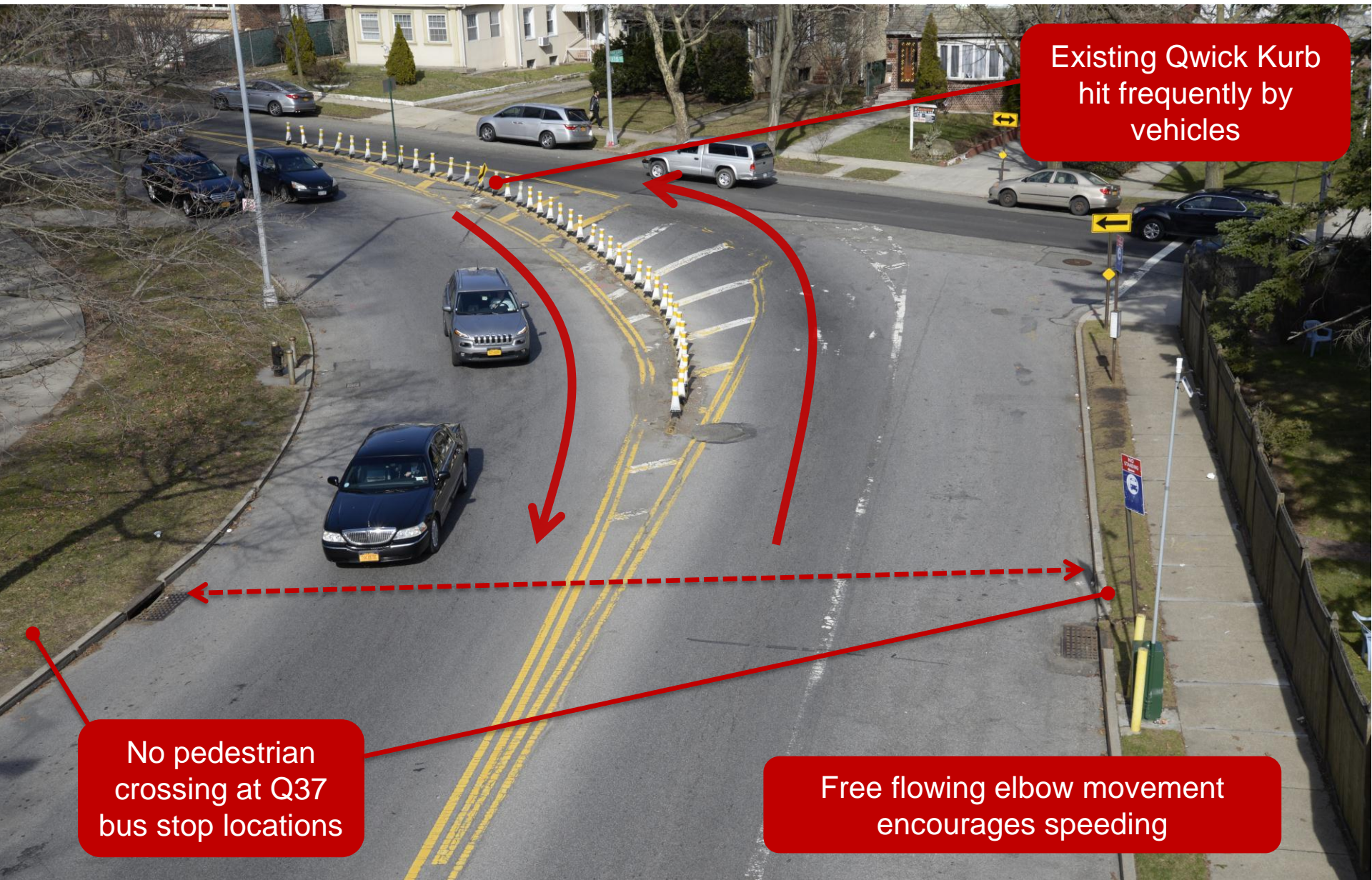
Add leading
pedestrian interval
(LPI) to north-south
crossing

Relocate northbound
bus stop to ease
traffic congestion

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



EXISTING ISSUES – 115 ST



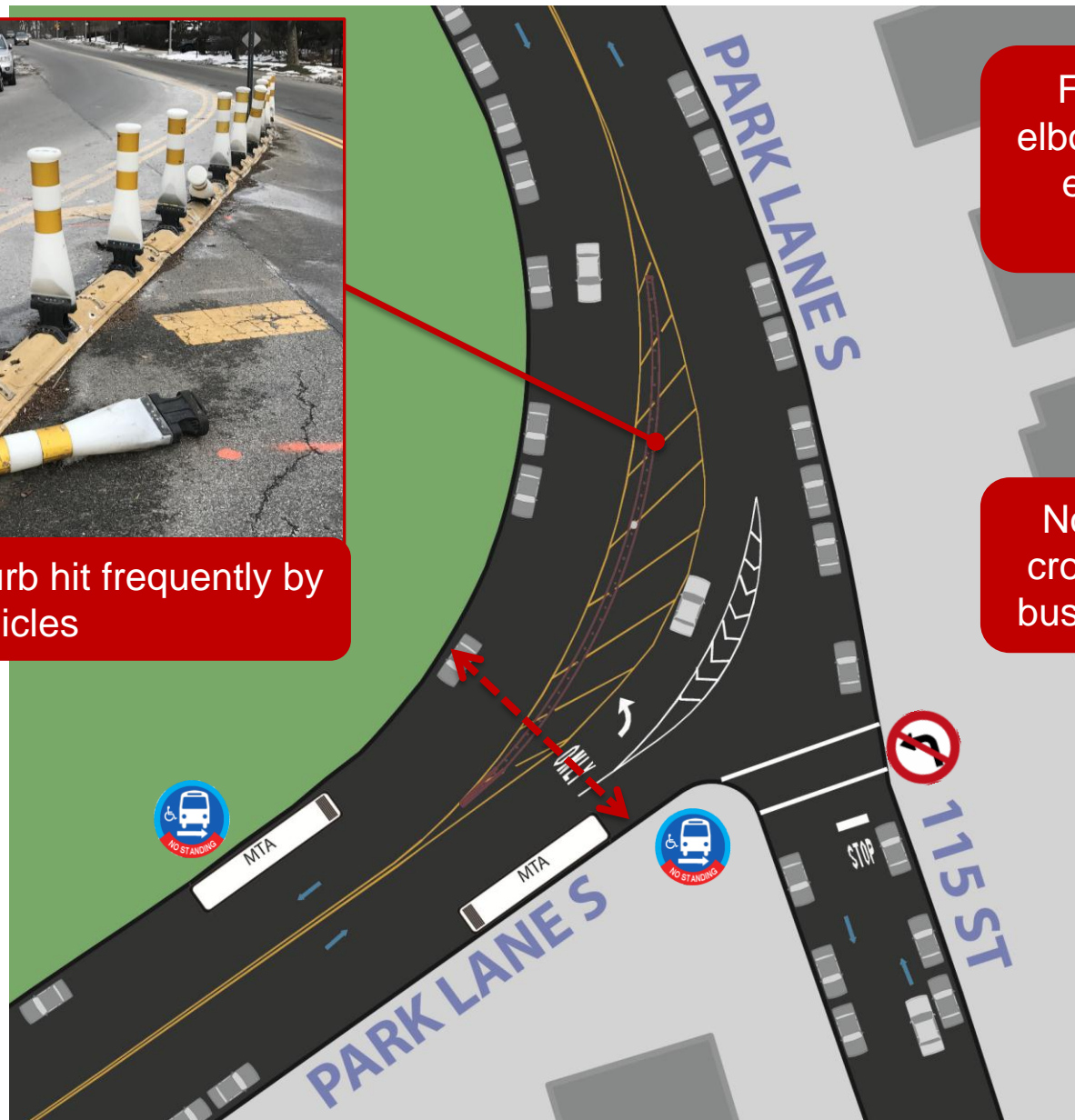
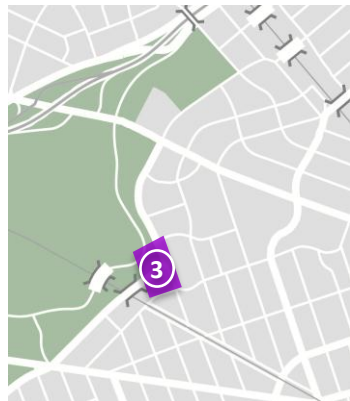
EXISTING CONDITIONS – 115 ST



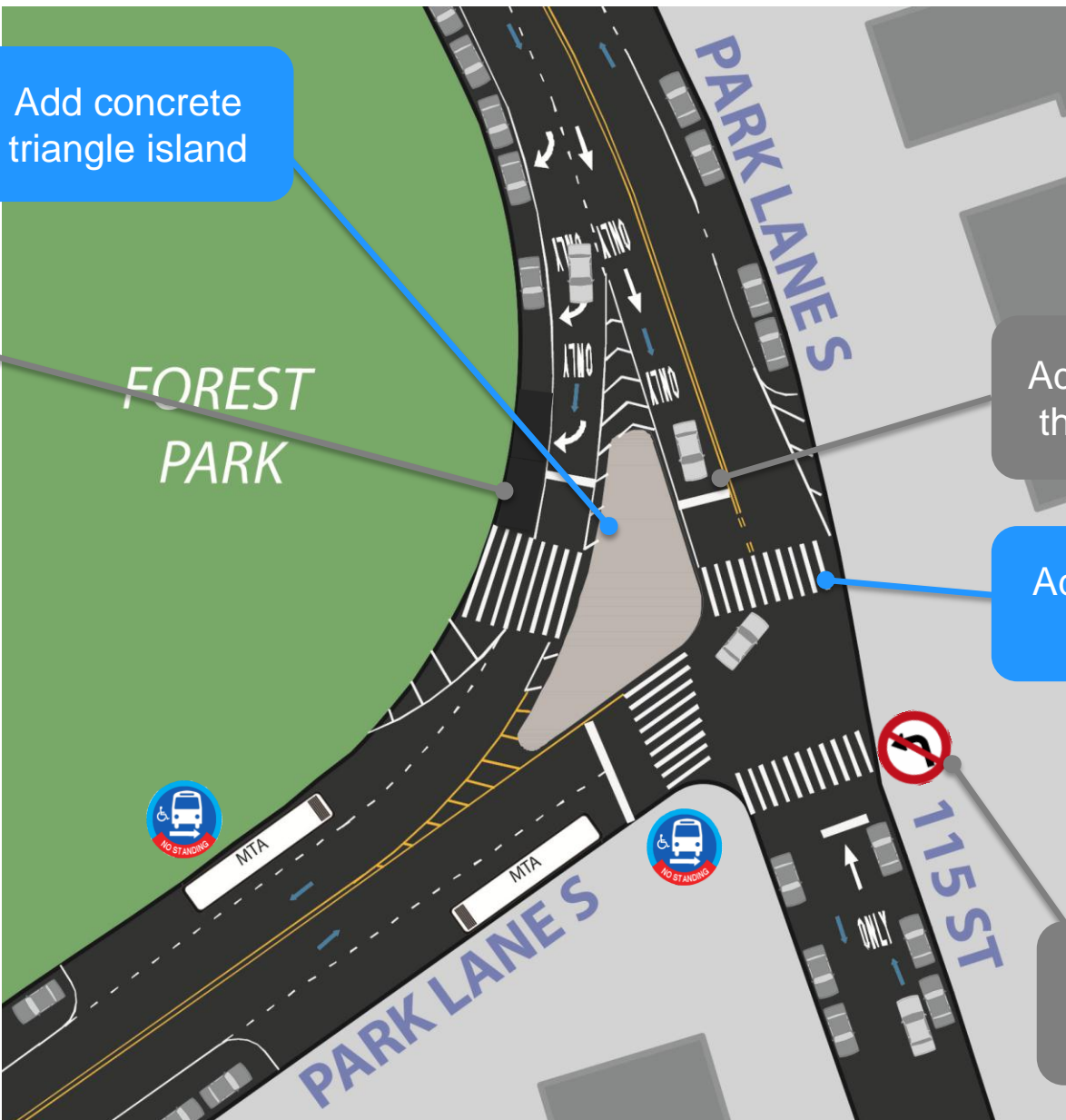
Existing Quick Kurb hit frequently by vehicles

Free flowing elbow movement encourages speeding

No pedestrian crossing at Q37 bus stop location



PROPOSAL – 115 ST



Add concrete triangle island

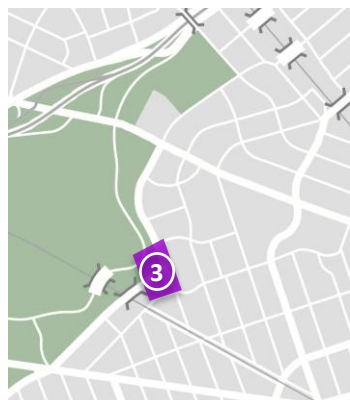
Loss of 3 parking spaces

Traffic signal under investigation

Add southbound thru movement

Add pedestrian crossings

Maintain existing turn restriction



EXISTING ISSUES – MYRTLE AV



Underutilized space

Long crossing distances

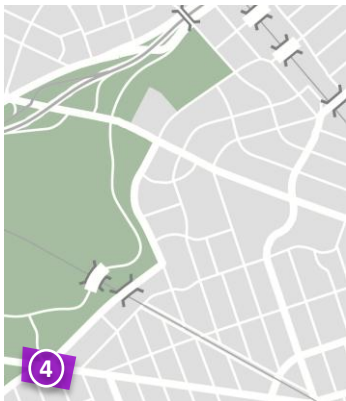
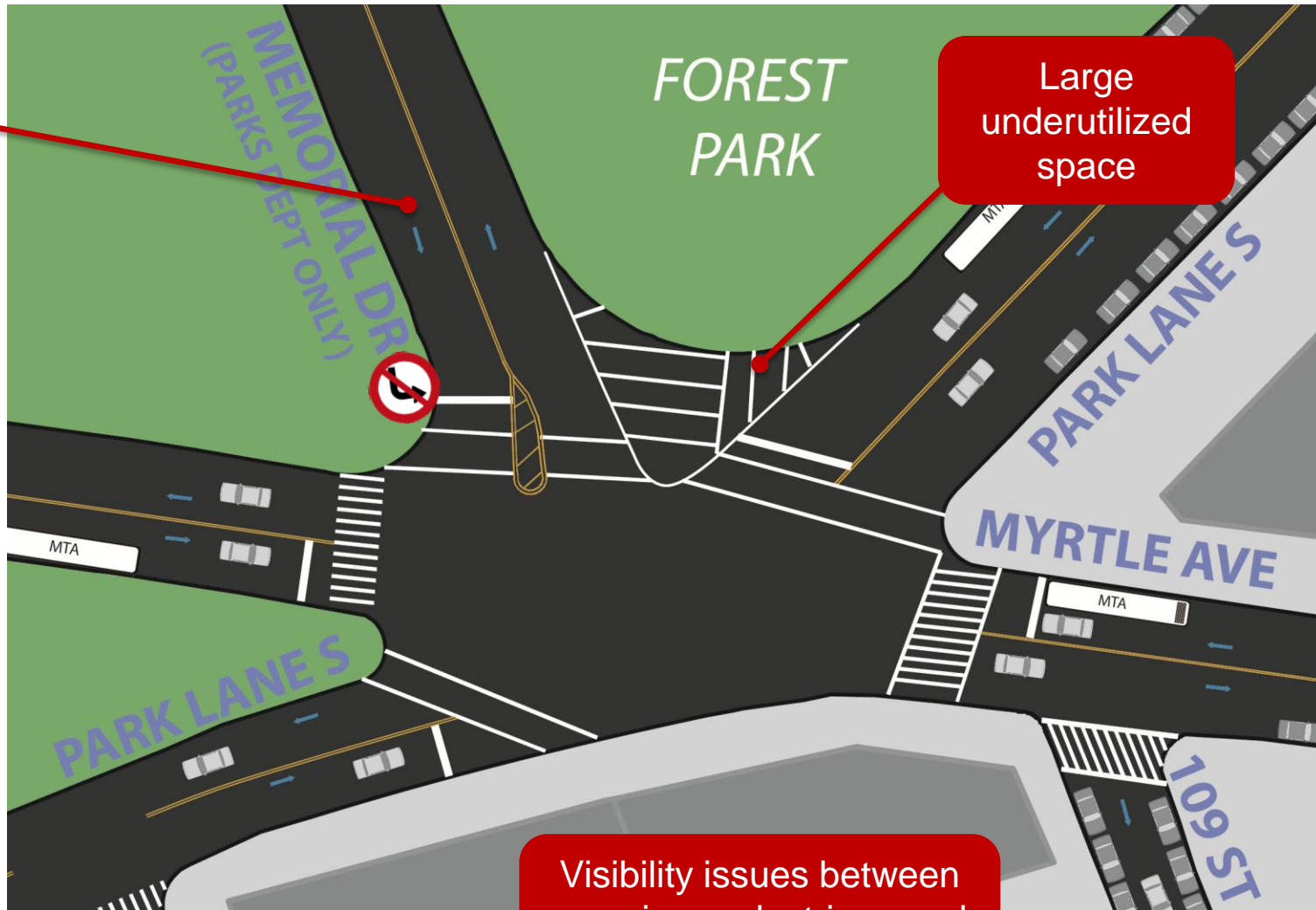
EXISTING CONDITIONS – MYRTLE AV

Wide entrance
only used by
Parks vehicles

Long crossing
distances

Large
underutilized
space

Visibility issues between
crossing pedestrians and
turning vehicles



PROPOSAL – MYRTLE AV

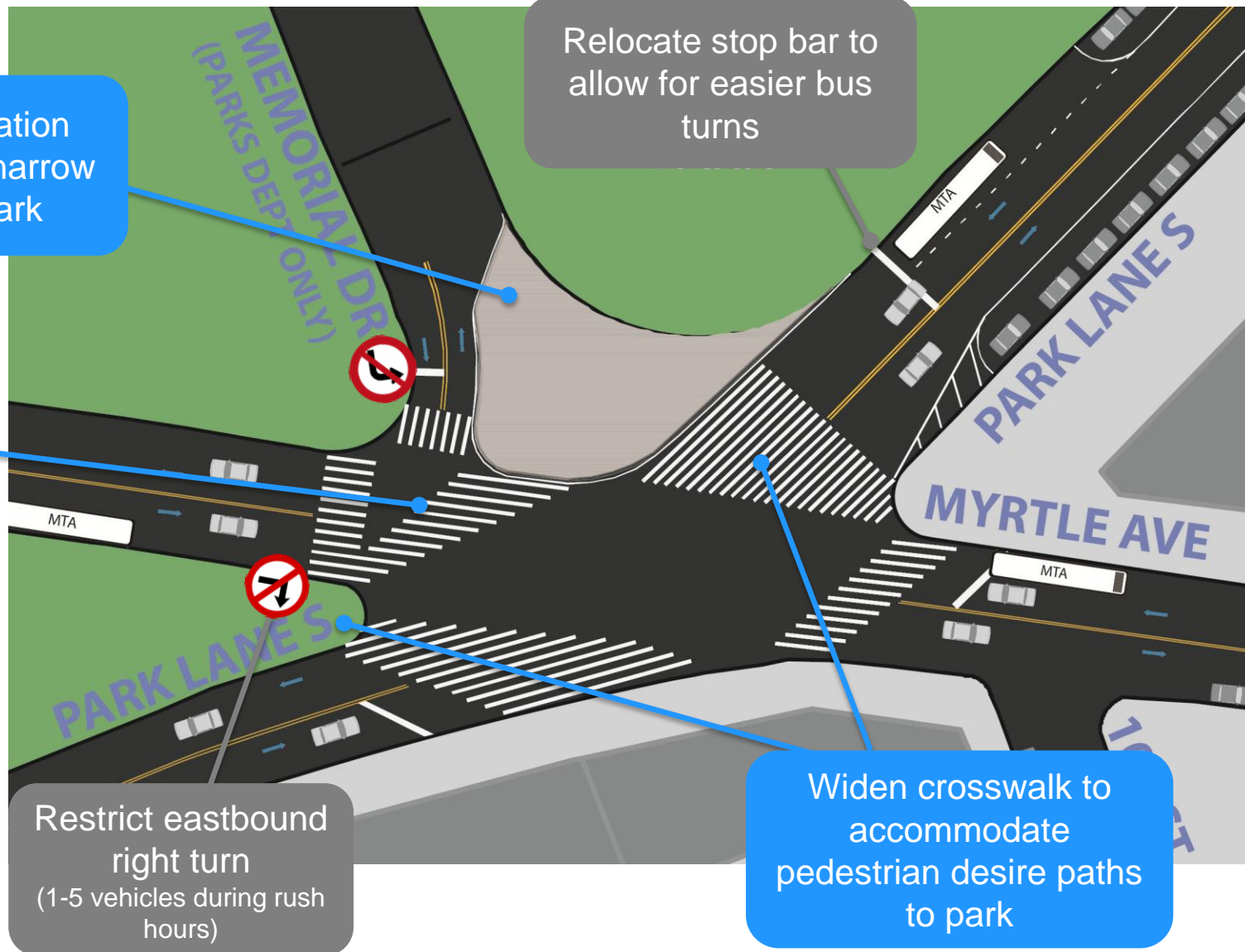
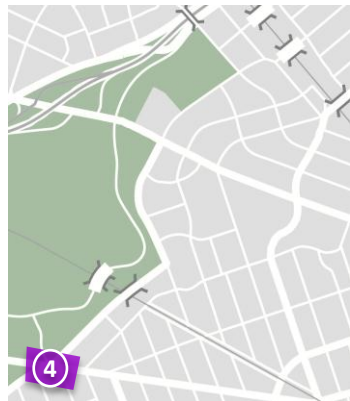
Build channelization with pavers and narrow entryway to park

Relocate stop bar to allow for easier bus turns

Add crosswalk

Restrict eastbound right turn
(1-5 vehicles during rush hours)

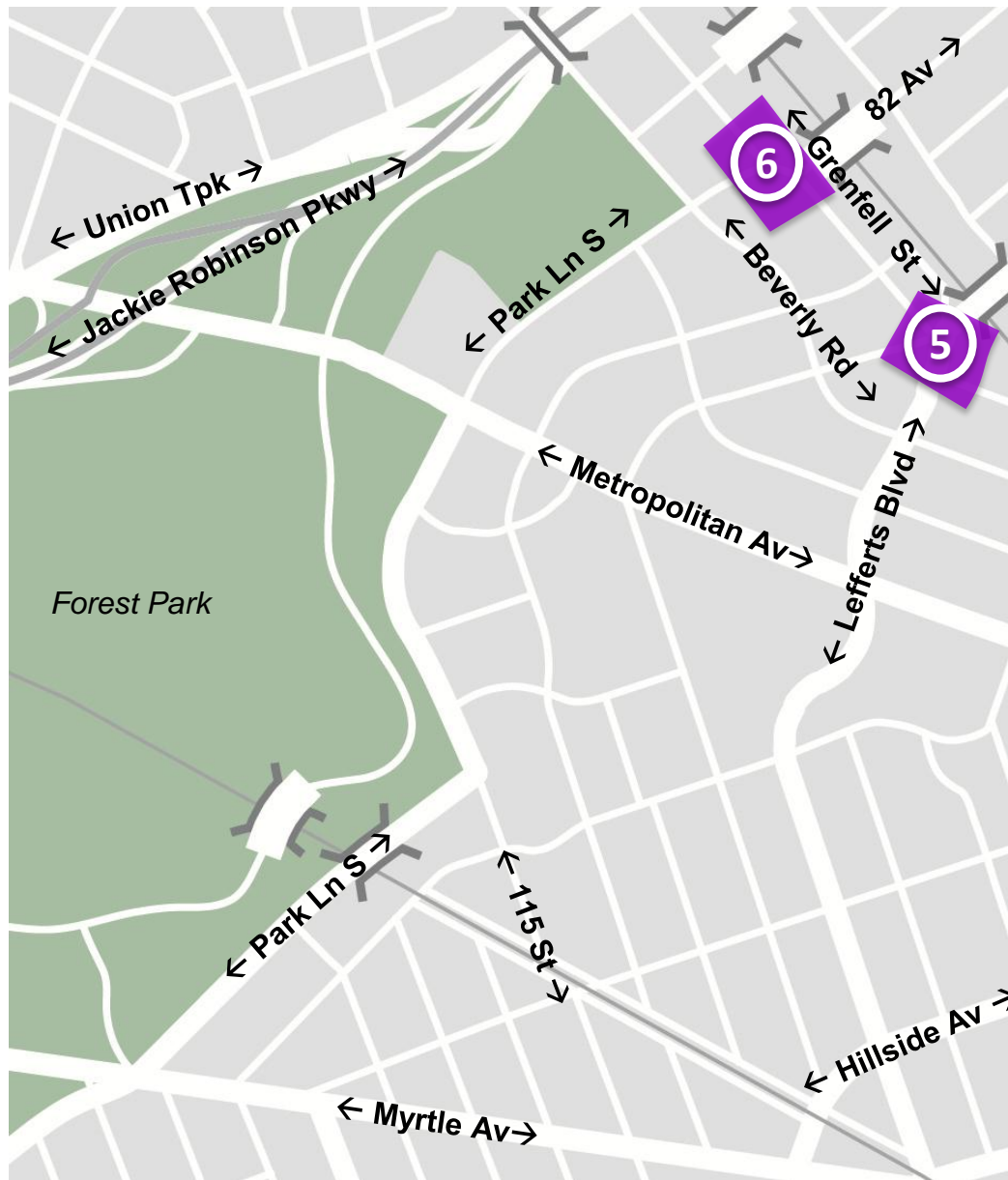
Widen crosswalk to accommodate pedestrian desire paths to park



Proposal – Grenfell St Improvements

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2017 PROJECT AREA – GRENFELL ST



Proposed Improvements:

- 5) Lefferts Blvd / Grenfell St
- 6) Onslow Pl / Grenfell St / 82 Av

EXISTING ISSUES – LEFFERTS BLVD / GRENFELL ST



EXISTING ISSUES – LEFFERTS BLVD / GRENFELL ST

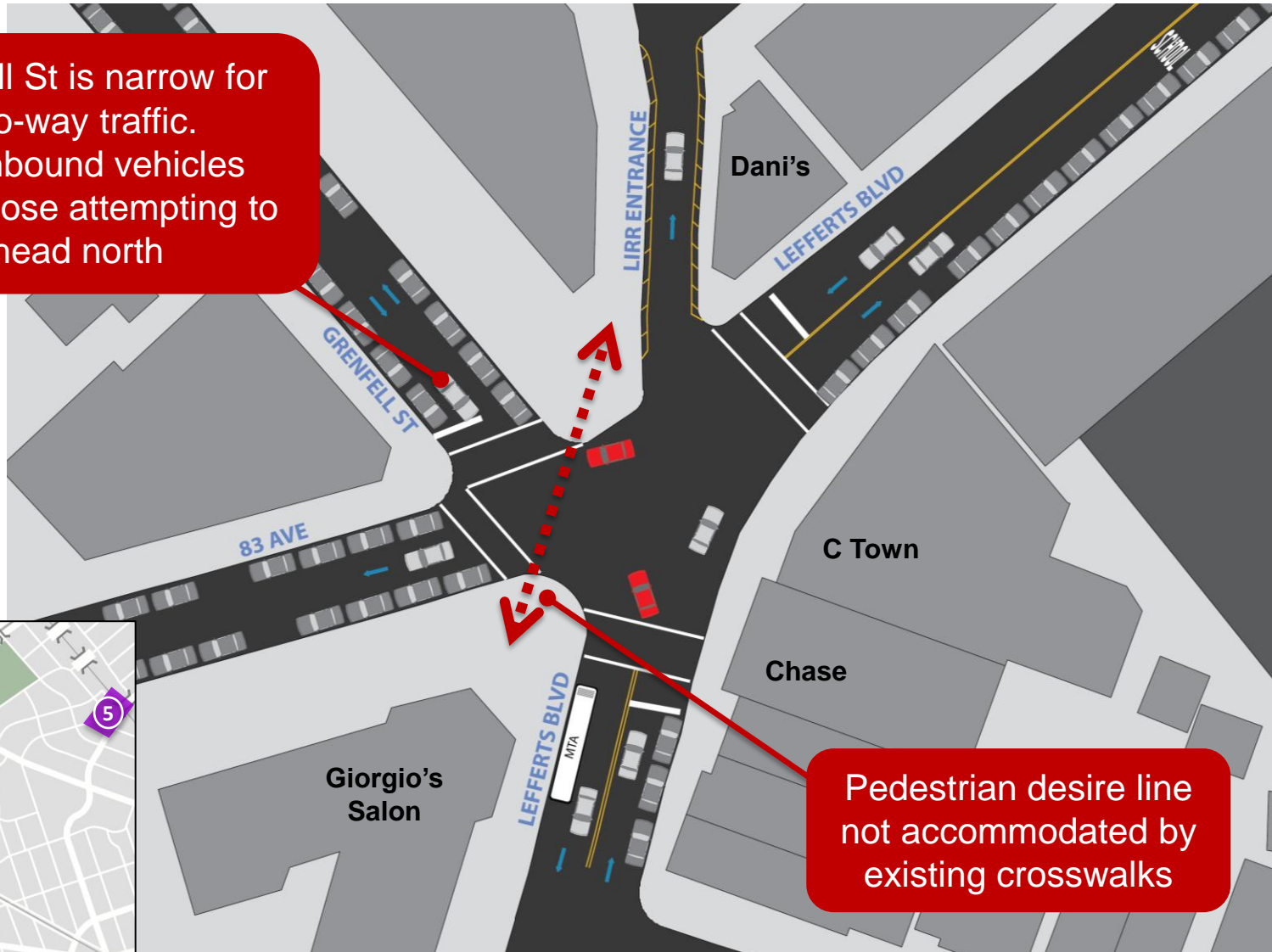
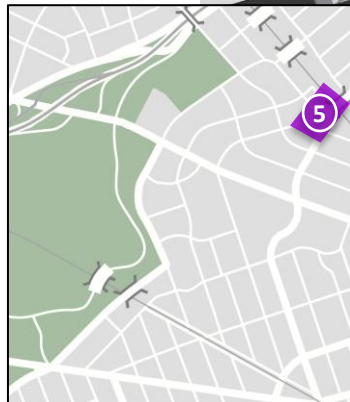


Southbound vehicles on
Grenfell St block those
attempting to head north

MTA cited this issue as a cause
of congestion for westbound
traffic, creating delays for Q10

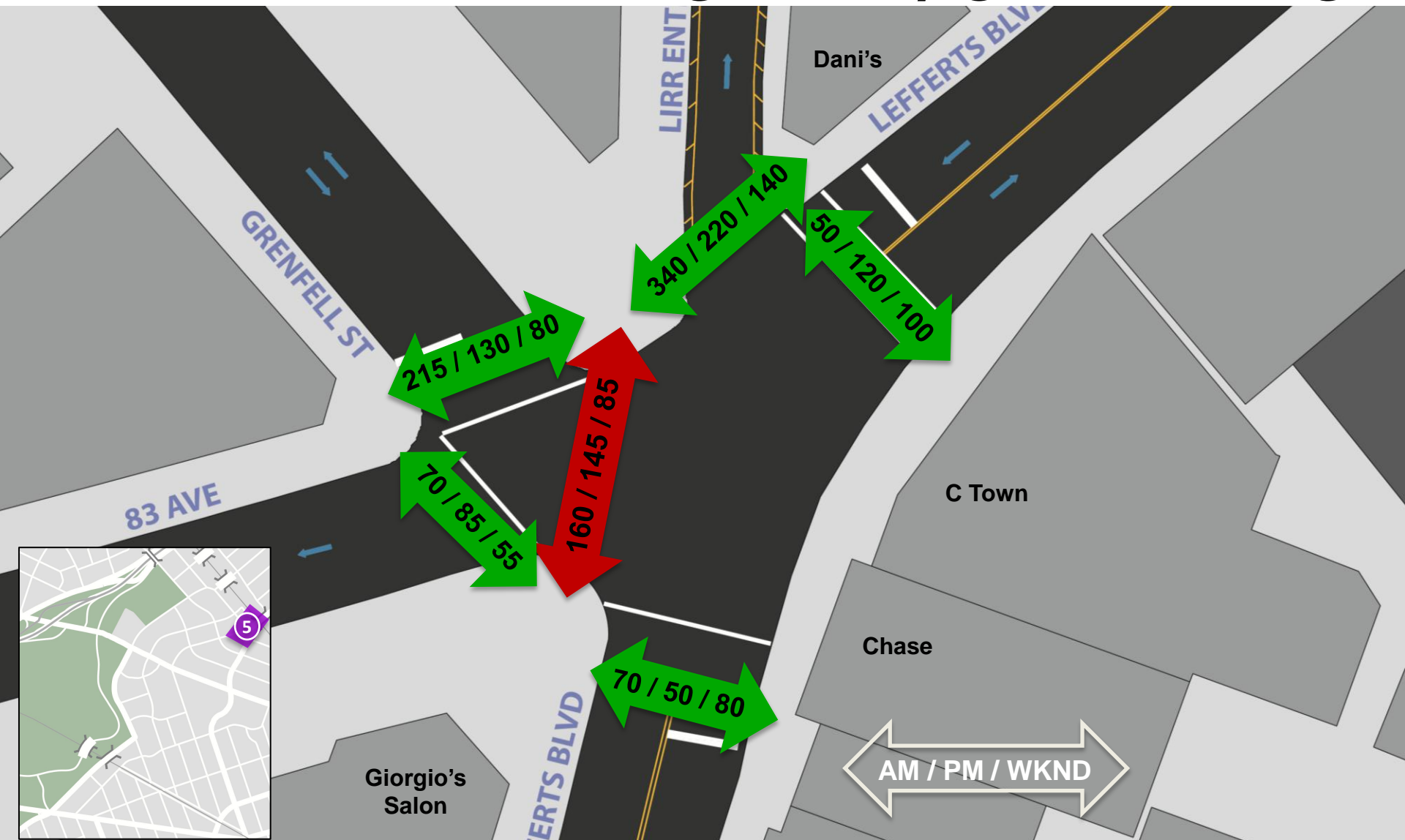
EXISTING CONDITIONS – LEFFERTS BLVD / GRENFELL ST

Grenfell St is narrow for two-way traffic. Southbound vehicles block those attempting to head north

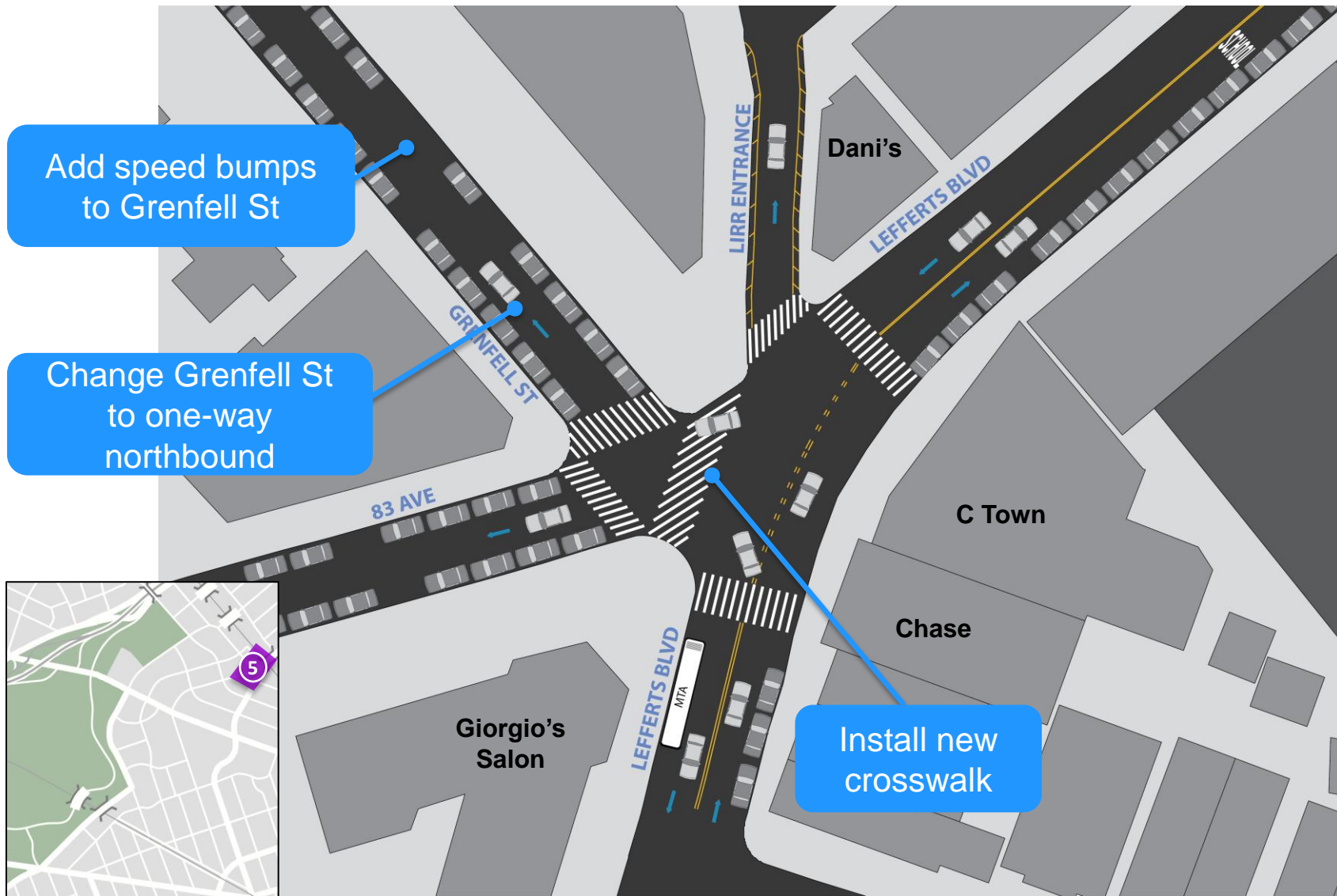


Pedestrian desire line not accommodated by existing crosswalks

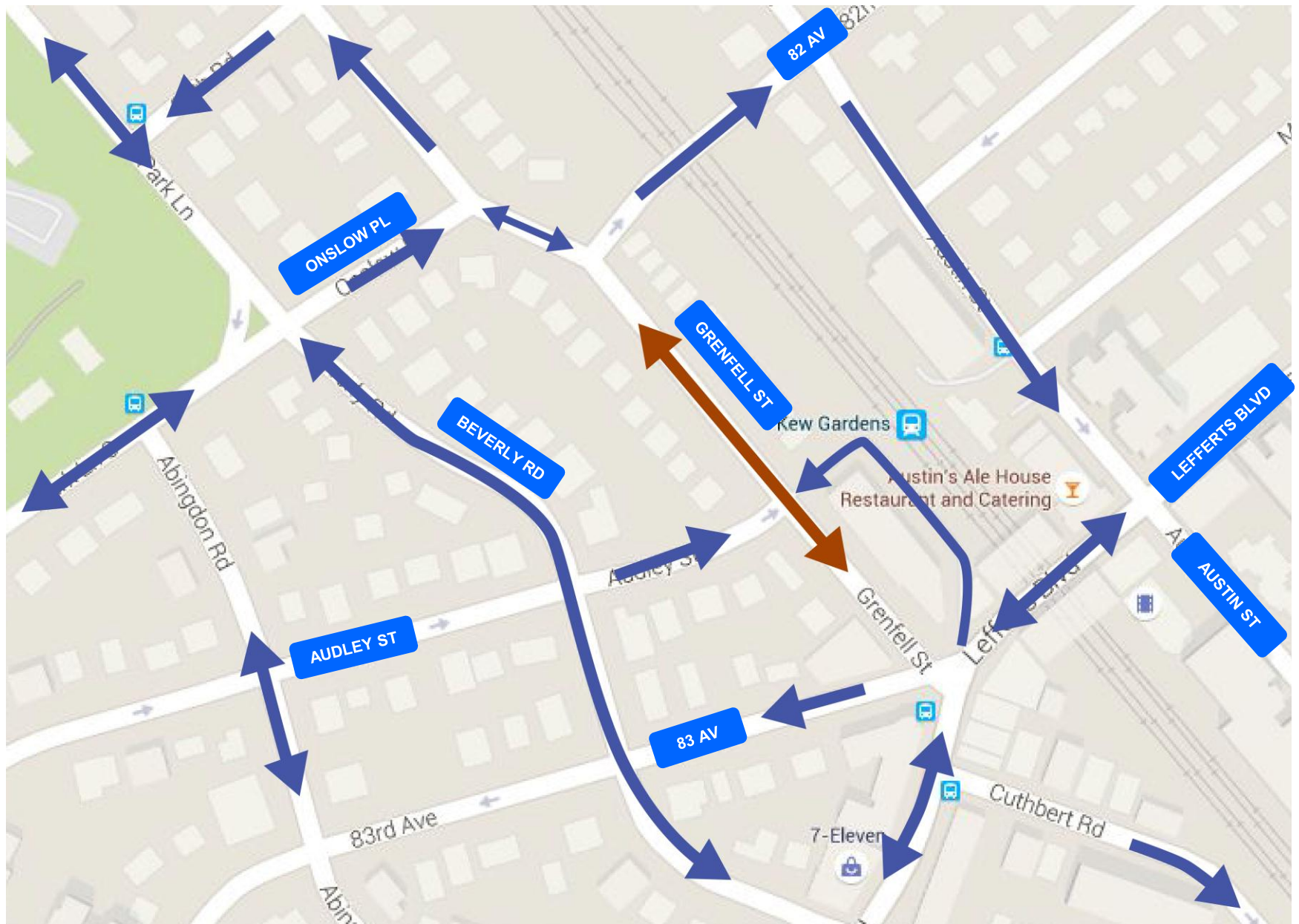
PEDESTRIAN COUNTS – LEFFERTS BLVD / GRENFELL ST



PROPOSAL – LEFFERTS BLVD / GRENFELL ST



EXISTING STREET NETWORK – GRENFELL ST



PROPOSED STREET NETWORK – GRENFELL ST



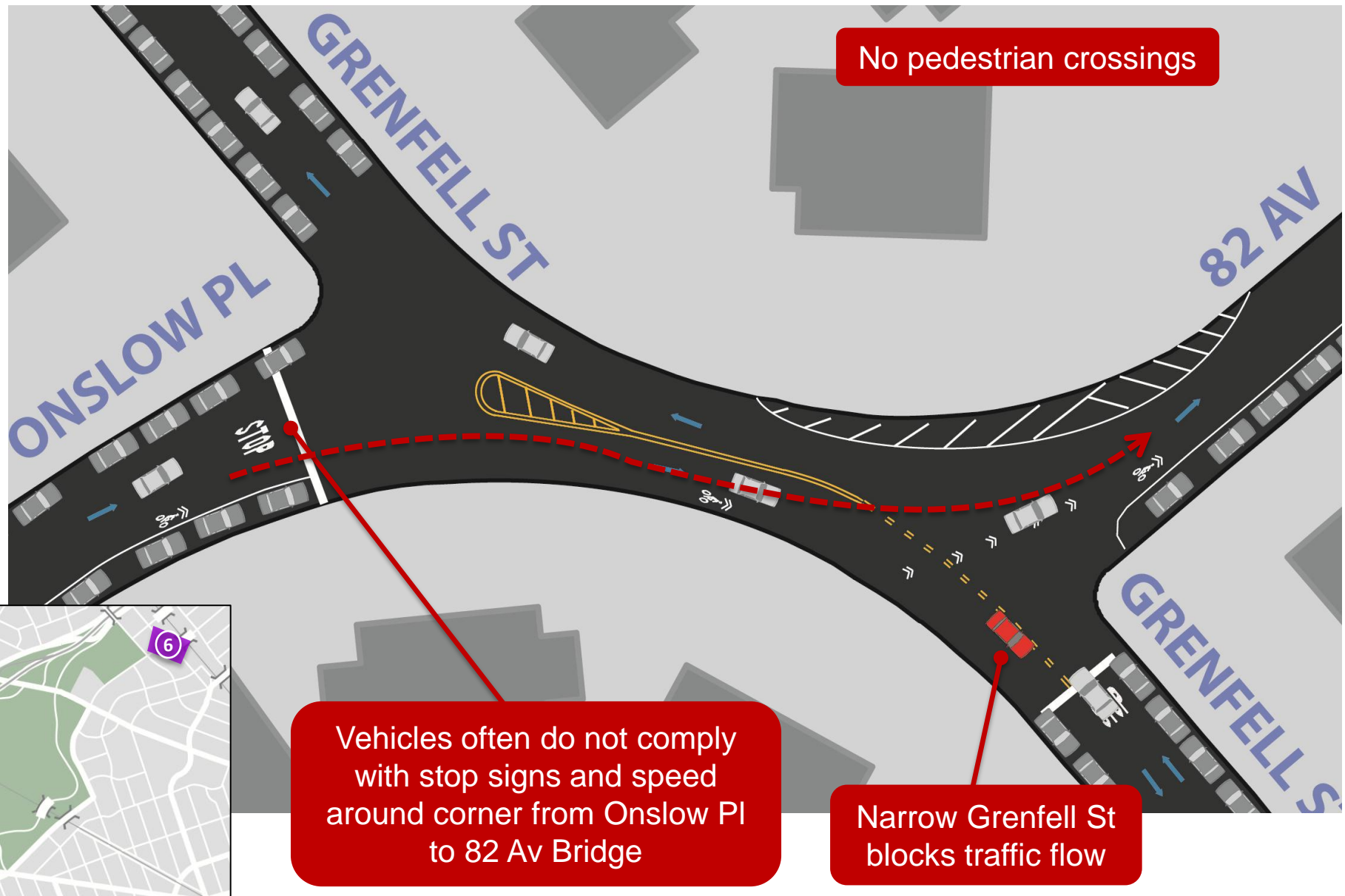
EXISTING ISSUES – ONSLOW PL



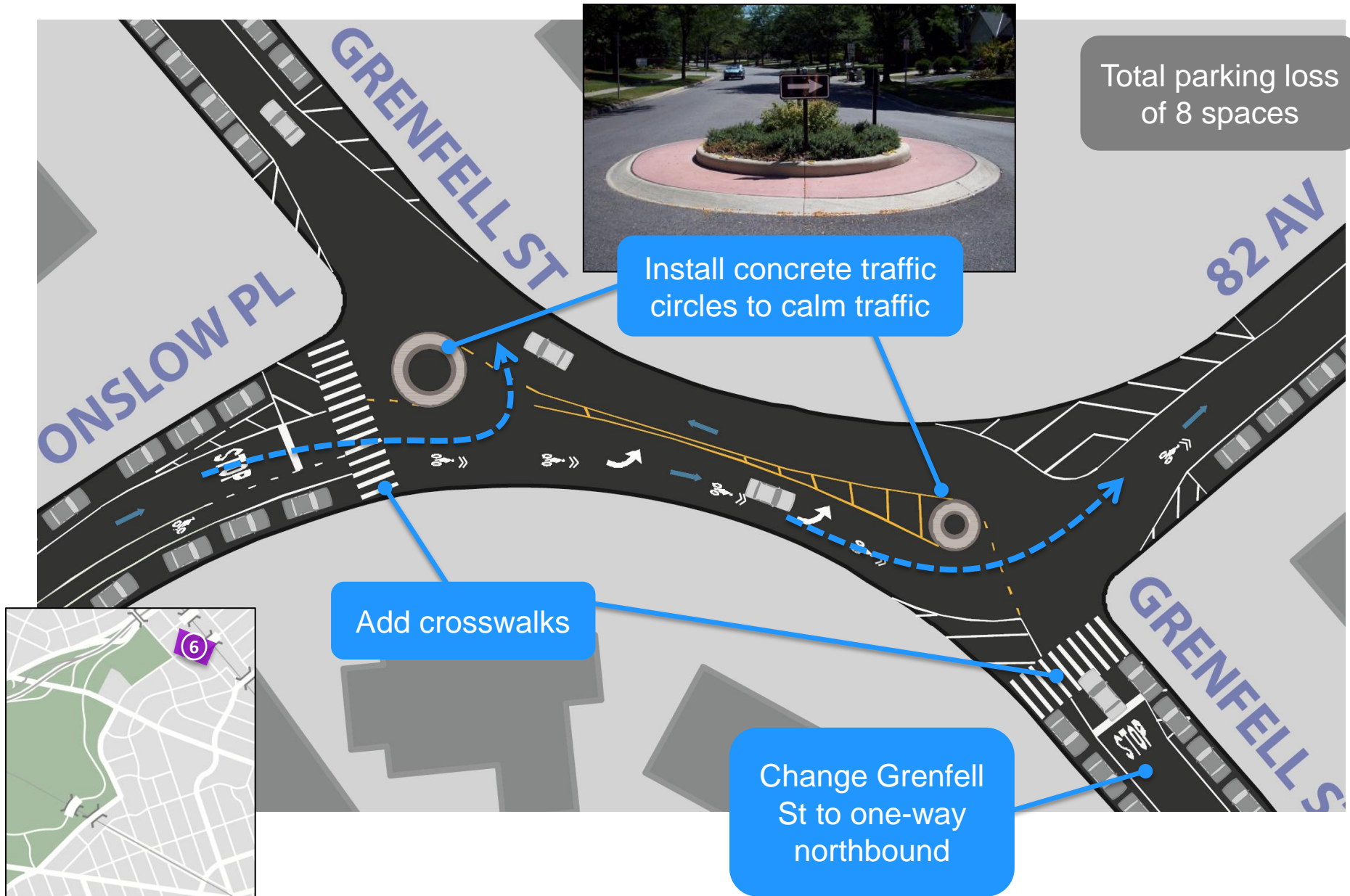
No pedestrian crossings

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

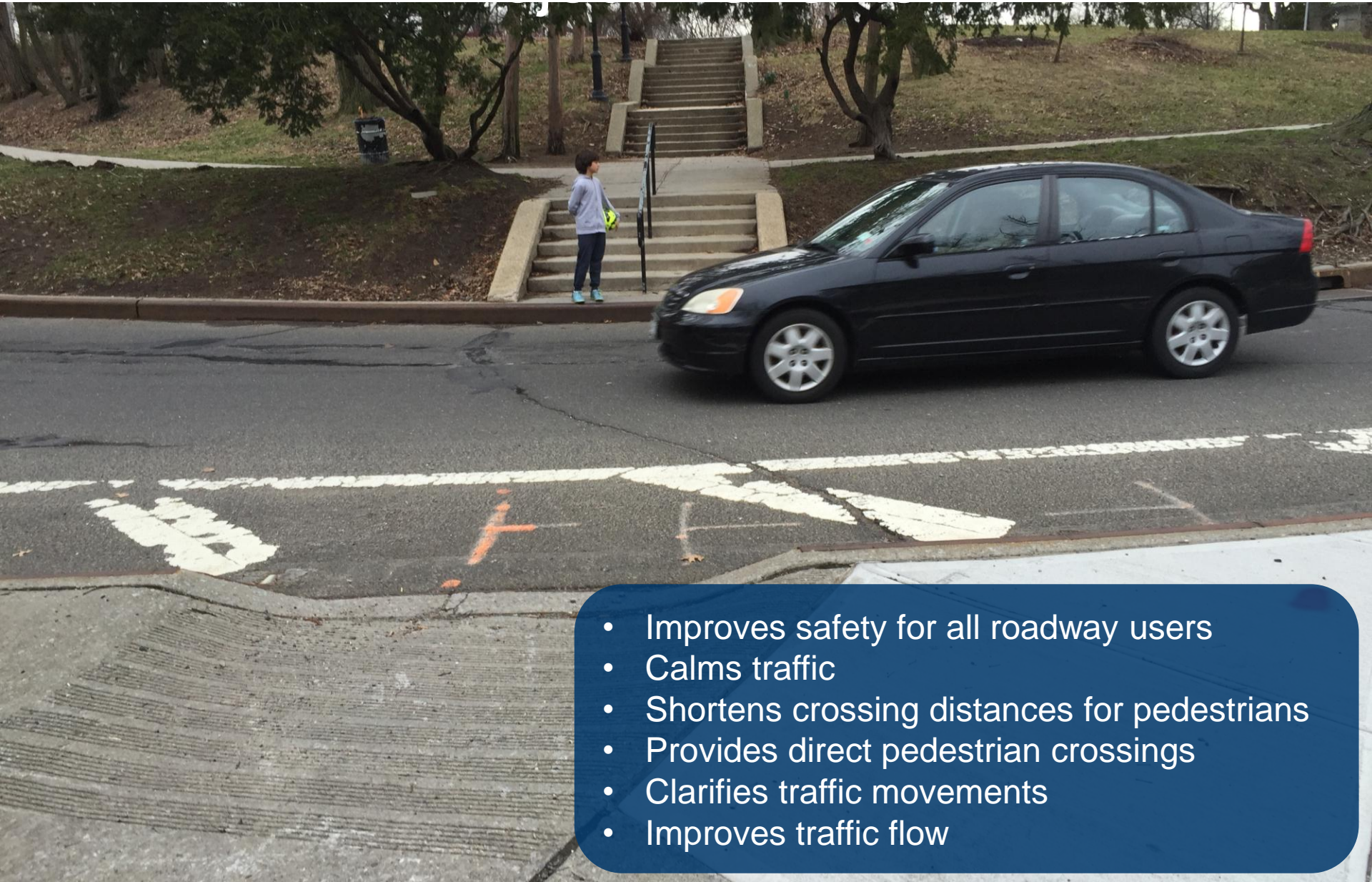
EXISTING CONDITIONS – ONSLOW PL



PROPOSAL – ONSLOW PL



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

NEXT STEPS





Thank you

Questions?



NYC DOT



NYC DOT



nyc_dot



NYC DOT