



W 238 STREET & CANNON PLACE KAPPOCK STREET & PALISADE AVENUE

Pedestrian Project Group to
Community Board 8 Traffic & Transportation Committee

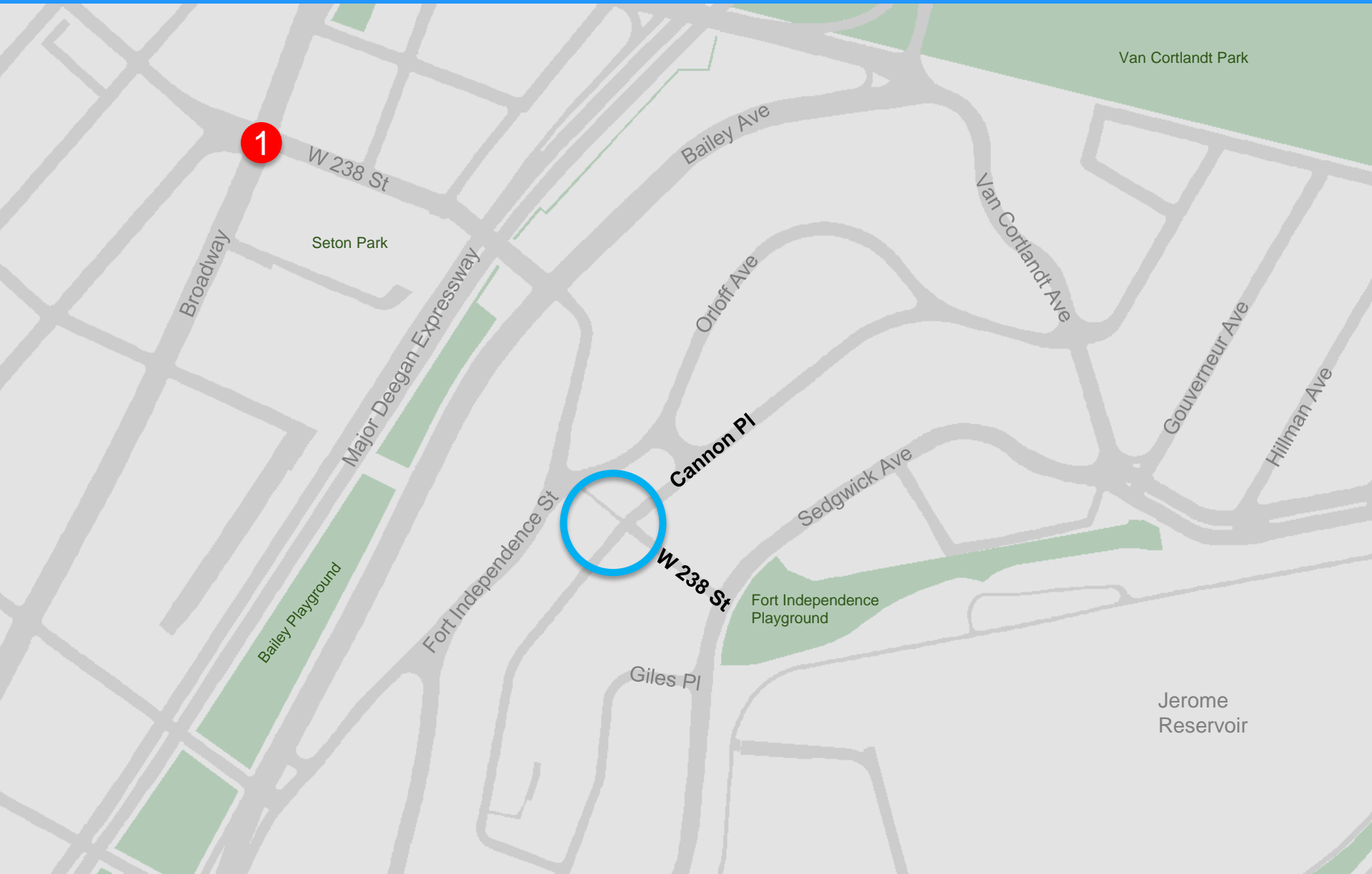
May 16, 2019

EXISTING CONDITIONS

W 238 ST AND CANNON PL



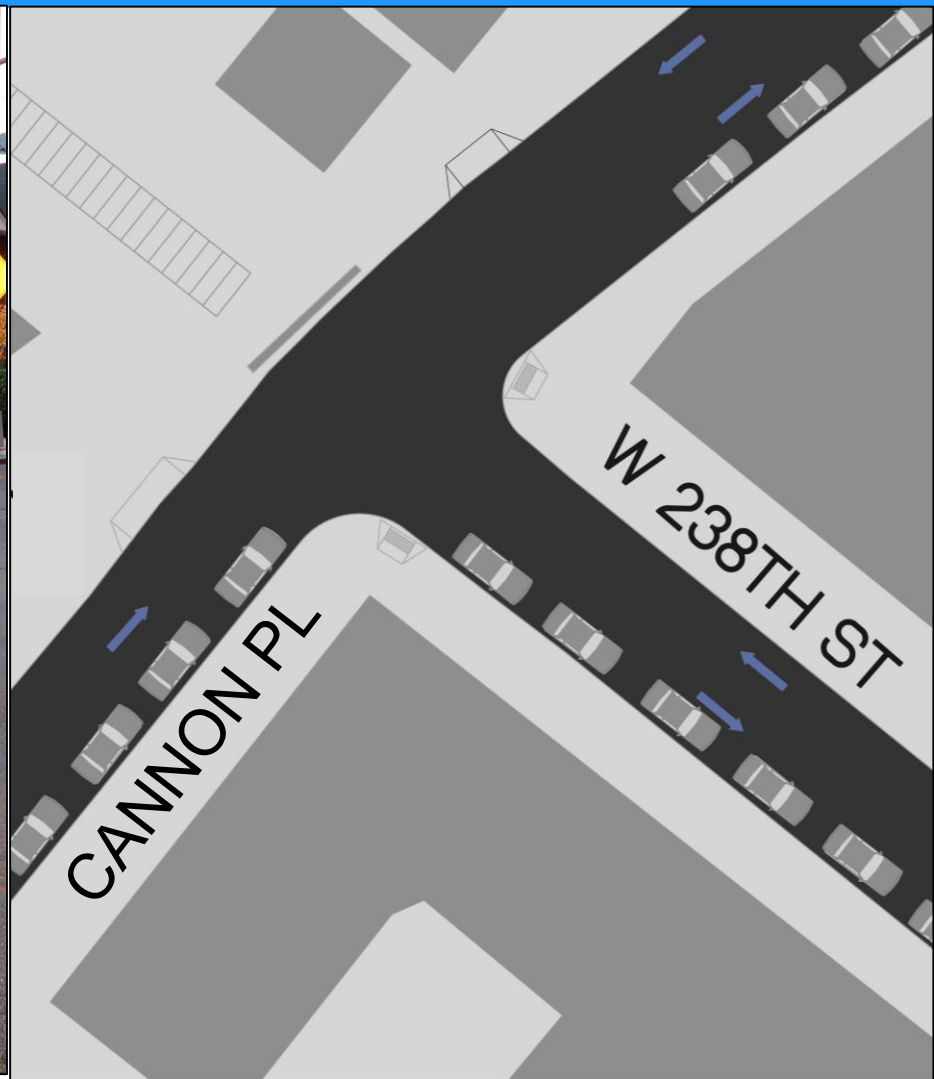
PROJECT AREA – W 238 ST AND CANNON PL



EXISTING CONDITIONS



90 pedestrians crossing Cannon Pl during the peak hour



Peak hour is 5-6pm
Study was taken on
April 5, 2018

PROPOSAL
W 238 ST AND CANNON PL

2

ENHANCED CROSSING TREATMENT

Americans with Disabilities Act (ADA)
Compliant Pedestrian Ramps



High-Visibility Crosswalks



Pedestrian Warning Signs



W11-2



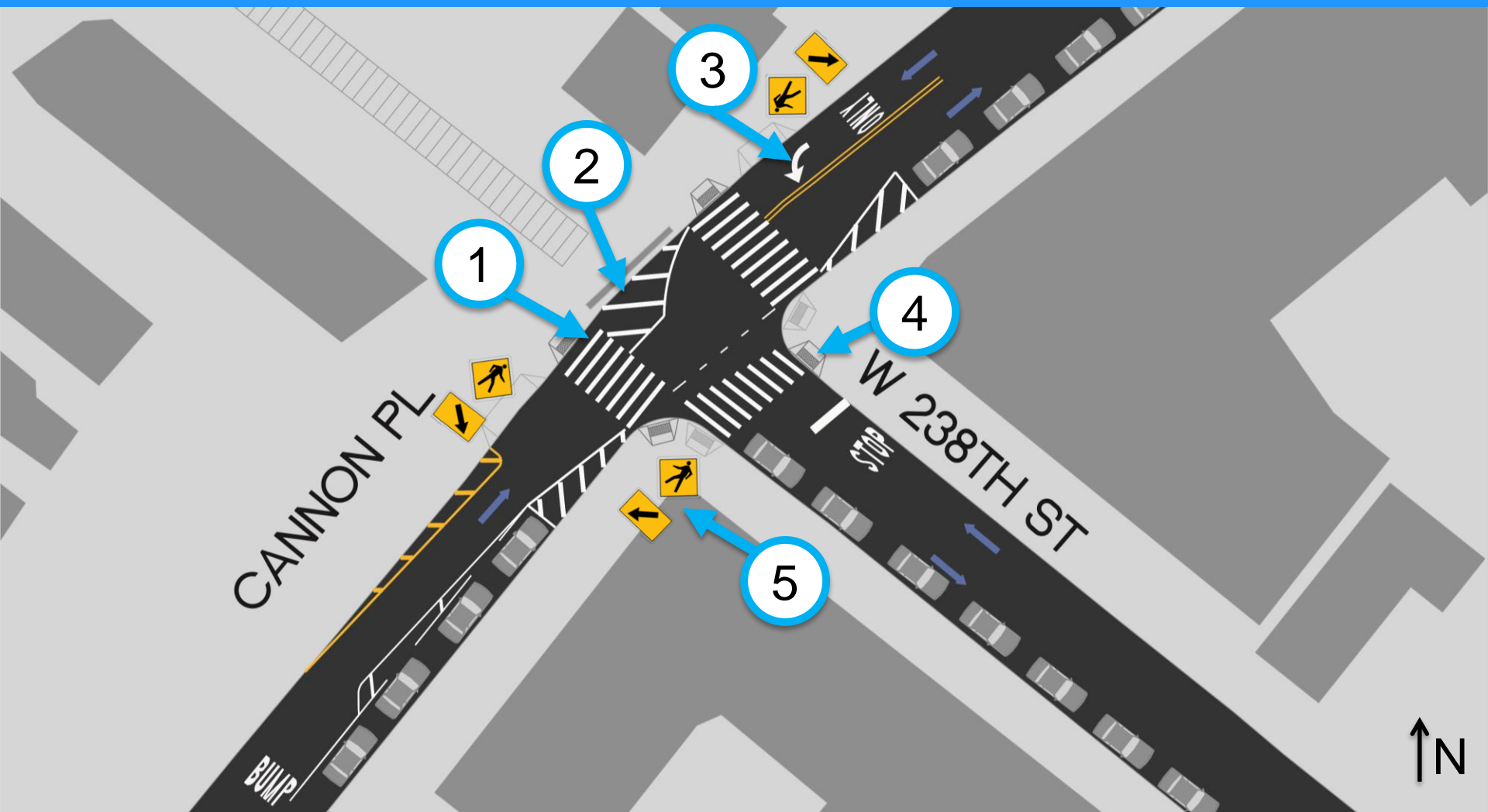
W16-7P

15 Ft. of Daylighting Ahead of
Crosswalks



*Example Enhanced Crossing at
Shakespeare Ave and W 168th St Step
Street*

W 238 ST - PROPOSAL



1

Install high-visibility crosswalks

2

Install Channelization

3

Install street markings

4

Upgrade Pedestrian Ramps

5

Install Pedestrian Warning Signs

SUMMARY

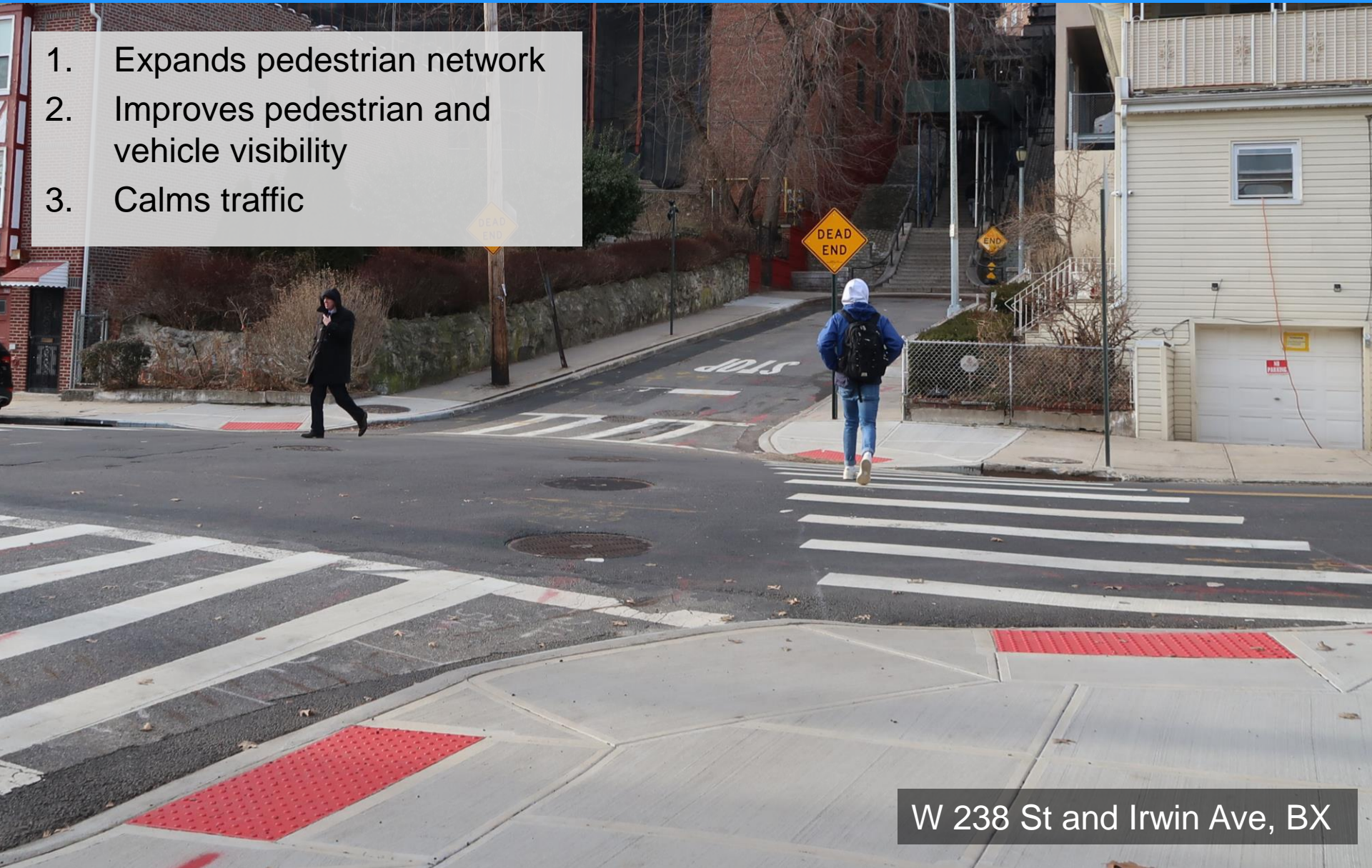
- Install high visibility crosswalk
- Upgrade street markings
- Add pedestrian warning signs
- Upgrade pedestrian ramps



Heath Ave and Summit Pl, BX

BENEFITS

1. Expands pedestrian network
2. Improves pedestrian and vehicle visibility
3. Calms traffic



W 238 St and Irwin Ave, BX

THANK YOU!



Questions?



NYC DOT



NYC DOT

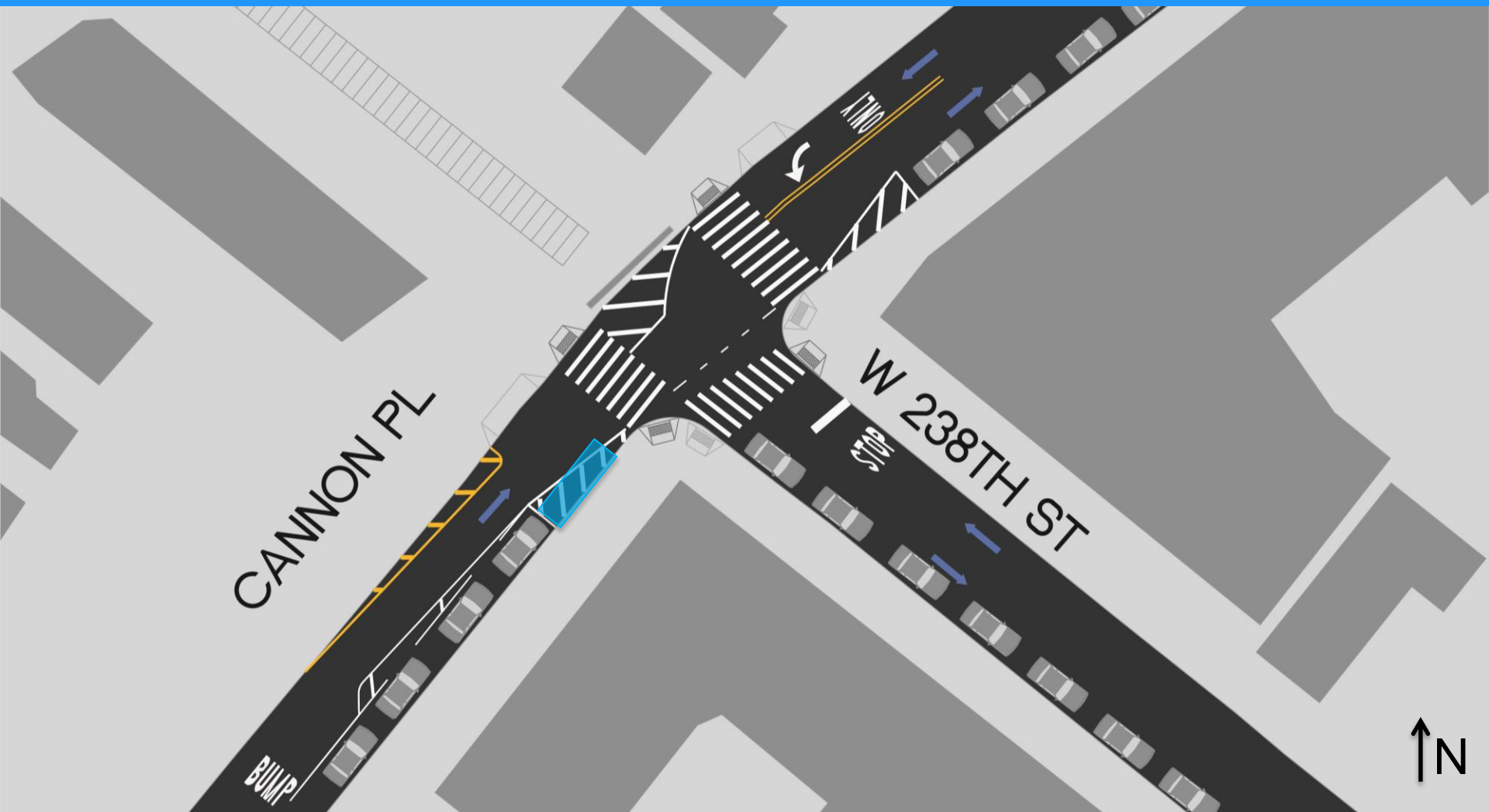


nyc_dot



NYC DOT

W 238 ST – PARKING ANALYSIS



Parking Loss

Total Parking Loss: 1 space

WHY NOT ALL-WAY-STOP (AWS) SIGNS?

- AWS controls are installed to determine who has right-of-way at an intersection; not to control speeding
- DOT investigation shows there is enough time between vehicles traveling on these streets to allow traffic and pedestrians on side streets to cross or for vehicles to enter the main traffic-flow
- Unnecessary stop signs can increase the frequency of rear-end crashes
- Stop signs can add significant delays to travel along corridor during peak hours

