

Metropolitan Avenue (M)

The primary concerns at this site are the heavy vehicular and pedestrian traffic at the entrance of the subway station and the poor pedestrian access to nearby destinations. The recommendations for this site are as follows:

System-wide:

- Install subway signs surrounding the station
- Install universal pedestrian signals
- Install (LED) light emitting diode lighting on all traffic signals

Station type:

- Install concrete bus pads to delineate bus stops
- Provide crosswalks and traffic controls at all crossing points leading to the station entrance, if warranted

Site-specific:

The sidewalk on the south side of Metropolitan Avenue is heavily congested with pedestrian traffic due to the subway and the bus station. We recommend two ways to increase pedestrian circulation space: (1) Widen the sidewalk along the front of the subway entrance. This would provide more circulation space for pedestrians, and discourage buses from stopping directly in front of the station; (2) Move the bus stop 50 feet east of the subway entrance to disperse some of the pedestrian congestion.

We also recommend widening both the sidewalk in front of the mall adjacent to the subway station, as well as the traffic island on Rentar Plaza, the cross street along the west side of the station, to align the street geometry on the south side of Metropolitan Avenue. Aligning the street geometry would improve the channelization of vehicles through the intersection and help calm traffic along Metropolitan Avenue.

Pedestrians wishing to access the Metro Mall from either the subway or the buses on Metropolitan Avenue must cross Rentar Plaza to get to the pedestrian walkway which leads to the sub-grade entrance at the back of the building. The sidewalk along the west side of the subway station should be improved to enable pedestrians to access the Metro Mall easily and safely. While it is not within the scope of this project, it is recommended that the operators of the mall explore the possibility of an entrance to the Metro Mall on Metropolitan Avenue.



The Metro Mall is located just west of the Metropolitan Avenue subway station.



Metropolitan Avenue station entrance.

The existing crosswalk connecting Rentar Plaza to the north sidewalk should be removed and a new crosswalk on the west side of Rentar Plaza should be striped to provide a safer crossing for pedestrians. Additionally, a Leading Pedestrian Interval (LPI) phase to the signal

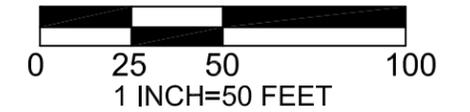
timing is recommended, to allow pedestrians to establish themselves in the crosswalk before cars begin their movement through the intersection.

The cemetery on the north side of Metropolitan Avenue does not provide sufficient light to illuminate the adjacent sidewalk. Additional pedestrian scale lighting is recommended to augment the existing street lights.

Subsequent to the release of the *Technical Memorandum IV: Issues and Opportunities* report, universal pedestrian signals and LED lighting were installed at this location.

METROPOLITAN AVE MIDDLE VILLAGE MYRTLE AVE LINE

DEPARTMENT OF CITY PLANNING
TRANSPORTATION DIVISION
2 LAFAYETTE, RM 1200
NEW YORK, NY. 10007



SURVEYED: MARCH 7, 2000

MAPPED: APRIL 11, 2000

-  SUBWAY ENTRANCE
-  PLANTINGS
-  NEWSPAPER BOX
-  DRIVEWAY / CURB CUTS
-  STREET VENDOR
-  FENCE
-  PEDESTRIAN SIGNAL
-  CALL BOX
-  TRAFFIC SIGNAL
-  STREET LIGHT
-  TRASH CAN
-  DUMPSTER
-  SIGNAGE
-  PARKING METER
-  FIRE HYDRANT
-  PHONE
-  MAIL BOX
-  BOLLARD

Leading Pedestrian Interval:
NYCDOT is conducting a LPI
analysis for the Metropolitan
Avenue crossings.

LED Lighting and Universal
Pedestrian Signals:
Subsequent to our release of the
*Technical Memorandum IV: Issues
and Opportunities* report, universal
pedestrian signals and LED lighting
were installed at this intersection.

Pedestrian Scale Lighting:
Add pedestrian-scale lighting
along Metropolitan Avenue.

Remove
existing
crosswalk.

New Crosswalk:
Install a new
crosswalk to provide
a safe crossing for
pedestrians.

Subway Signs: Install
subway signs surrounding
station entrance.

Sidewalk Widening:
Widen sidewalk in order to
align street geometry.
This would also contribute
to calming traffic along
Metropolitan Avenue.

Sidewalk Widening:
Widen curb and sidewalk
outside subway entrance
to increase pedestrian
circulation space and
discourage buses from
stopping directly in front
of the station.

Bus Stop Relocation and Bus Pads:
Relocate bus stop 50 feet east of
subway entrance, and add concrete
bus pads.

Station Entrance Placement:
Explore the possibility of
adding an entrance to the
station on the west side of
the building.

Sidewalk Network Connection:
Continue sidewalk adjacent to
MTA structure in order to ease
pedestrian access to nearby mall.

