Jewel Avenue and 69th Road

Commissioner Janette Sadik-Khan, New York City Department of Transportation
Presented to CB 8, February 29th, 2012; CB 6, March 14th, 2012; updated May 29, 2012
Pedestrian Projects Group
Project Background

• Community requests
  – Letter from former Assembly Member Nettie Mayersohn
  – Letter from Kew Garden Hills Tenant Association

• High Crash Corridor – 84th Percentile ranking for Queens corridors

• Only road crossing the park that isn’t an expressway – vital community access link
Background Issues

93% of cars in project area speed

Segments of the road has more lanes than necessary

Crash Data 2006-2010
Grand Central Pkwy SR to Park Drive East

- Pedestrian injuries: 2
- Bicyclist injuries: 3
- Motor vehicle occupant injuries: 249
- **Fatalities (2006-2012): 1 Motor Vehicle Occupant**
GCP Ramp Issues

- High vehicle speed on gentle turns
- Vehicles exiting GCP only have to Yield – not STOP
- Lacks clear pedestrian crossing
GCP On-Ramp Proposed Changes

Issue: High speeds onto on-ramps

- Curb extensions to shorten pedestrian crossings
- Right-Turn Lane separates turning vehicles

NORTH
GCP Off-Ramp Proposed Changes

Still under study:
Upgrading Yield signs to STOP signs

Expand curb to shorten crossings and provide pedestrian ramps
Van Wyck Ramp Issues

Pedestrian Signals to be installed

Unclear pedestrian crossing
Park Drive East Issues

- Vehicles turn through channelization
- Unclear pedestrian crossing
Park Drive East Proposal

Shorten crossing with landscaped triangle

Expand existing triangle,

Still under study: install new crosswalks and stop sign
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Thank You