KAPPOCK STREET & PALISADE AVENUE

Pedestrian Project Group to Community Board 8 Traffic & Transportation Committee
May 16, 2019
EXISTING CONDITIONS
KAPPOCK ST AND PALISADE AVE
EXISTING CONDITIONS

40 pedestrians crossing Palisade Ave during the peak hour

Peak hour is 5-6pm
Study was taken on April 28, 2015
PROPOSAL
KAPPOCK ST AND PALISADE AVE
ENHANCED CROSSING TREATMENT

1. Pedestrian Ramps
2. Pedestrian Warning Signs
3. High-Visibility Crosswalks
4. Daylighting Ahead of Crosswalks
5. Curb Extension

Shakespeare Ave and W 169 St Step Street, BX

23 Ave and 211 St, QN
1. Install high visibility crosswalks
2. Extend pedestrian space*
3. Install parking lane line on Kappock St
4. Upgrade Pedestrian Ramps
5. Pedestrian warning sign

*Material of pedestrian space to be determined upon further technical review
SUMMARY

- Install high visibility crosswalk
- Install channelization in front of high visibility crosswalk
- Install curb extension
- Upgrade pedestrian ramps

23 Ave and 211 St, QN
BENEFITS

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

Anderson Ave and Shakespeare Ave, BX
THANK YOU!

Questions?

nyc.gov/visionzero

NYC DOT

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Total parking loss: 2 spaces

Parking Removal
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