



# PARK LANE SOUTH

Presentation to Kew Gardens Civic Association

February 15, 2017



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# Project Background



# 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

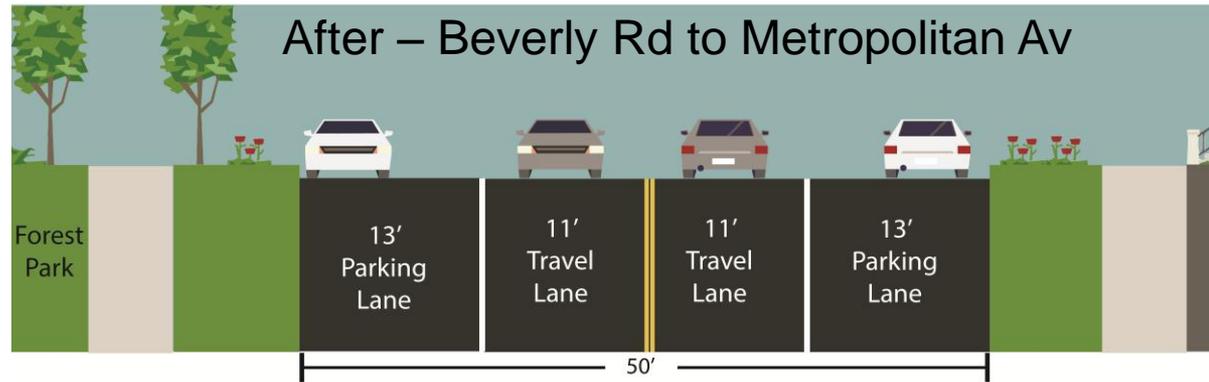
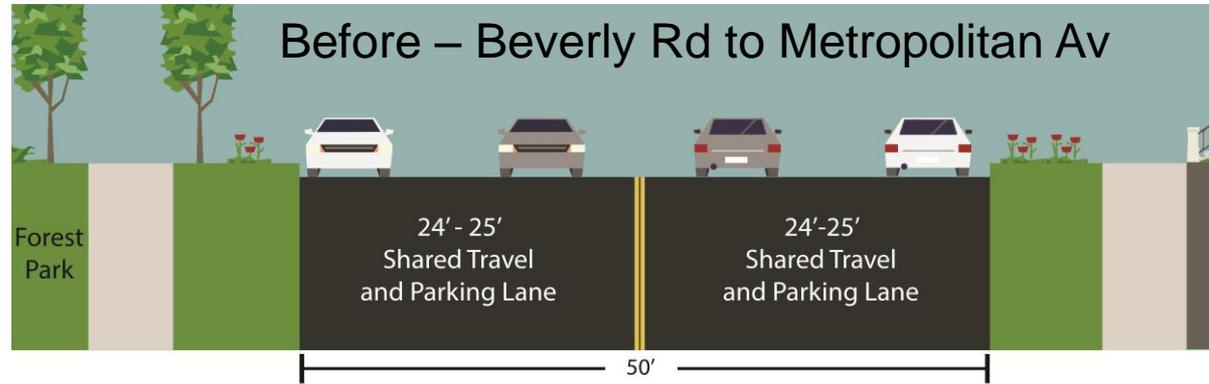
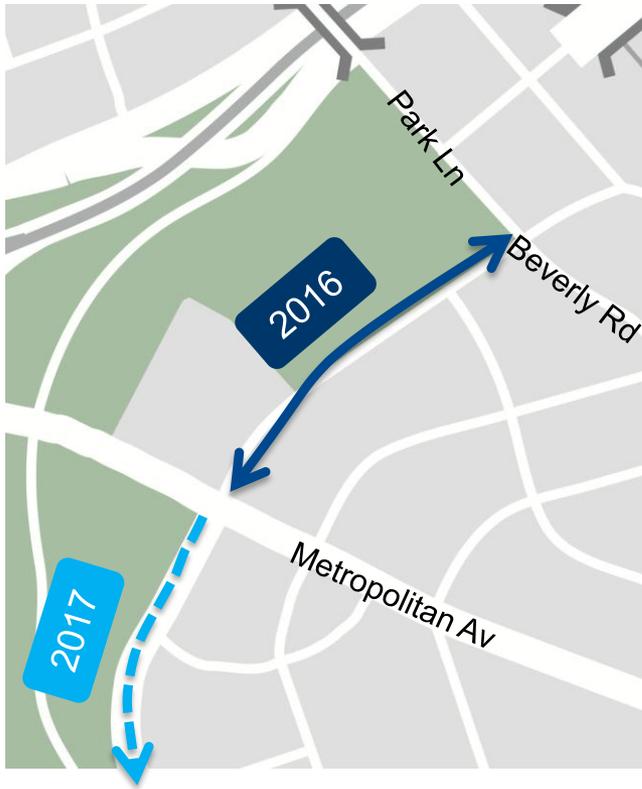


# COMMUNITY CONCERNS



- 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

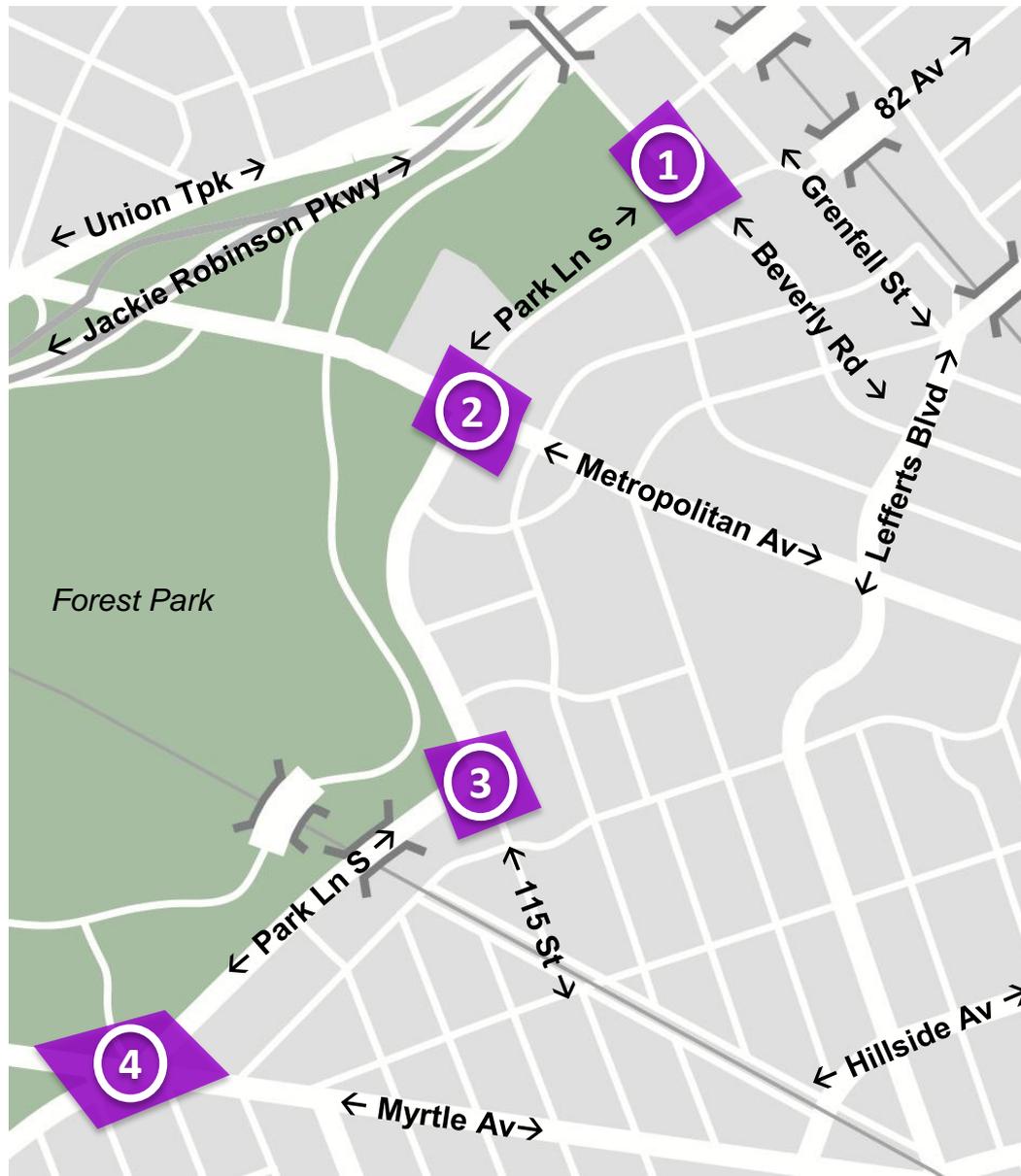
Treatment will be continued between Metropolitan Av and Myrtle Av after repaving in 2017

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2017 Proposal –  
Park Lane S Corridor

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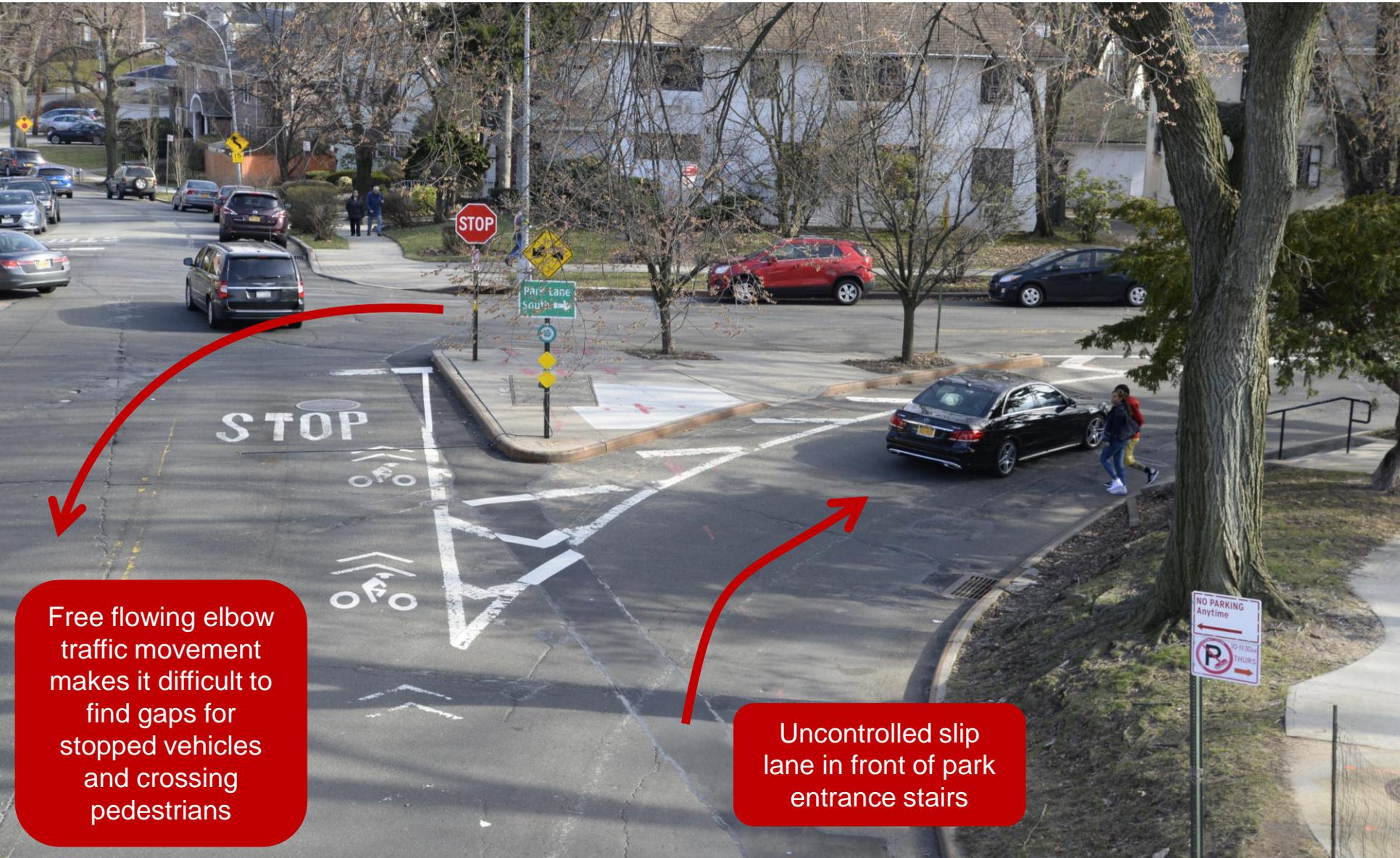
# 2017 PROJECT AREA – PARK LANE S



## 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

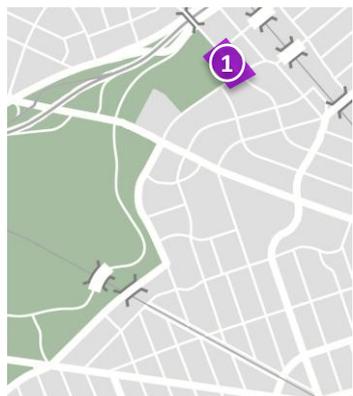
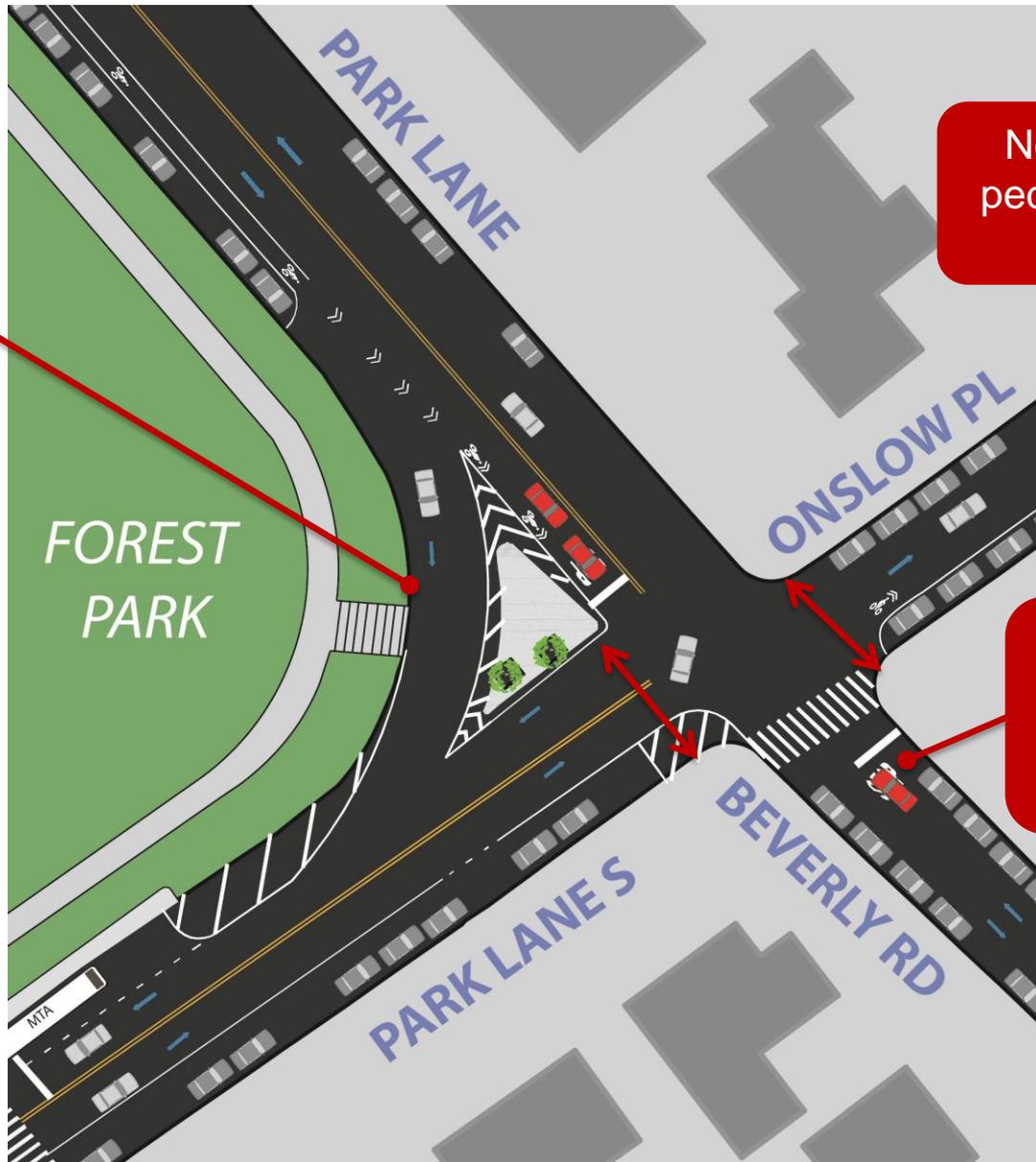
Long crossing distance (42')

# 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



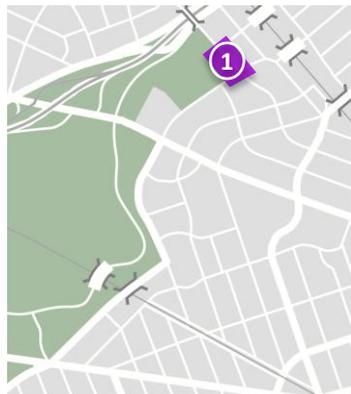
# PROPOSAL – BEVERLY RD

Remove 3 parking spaces to install right turn bay

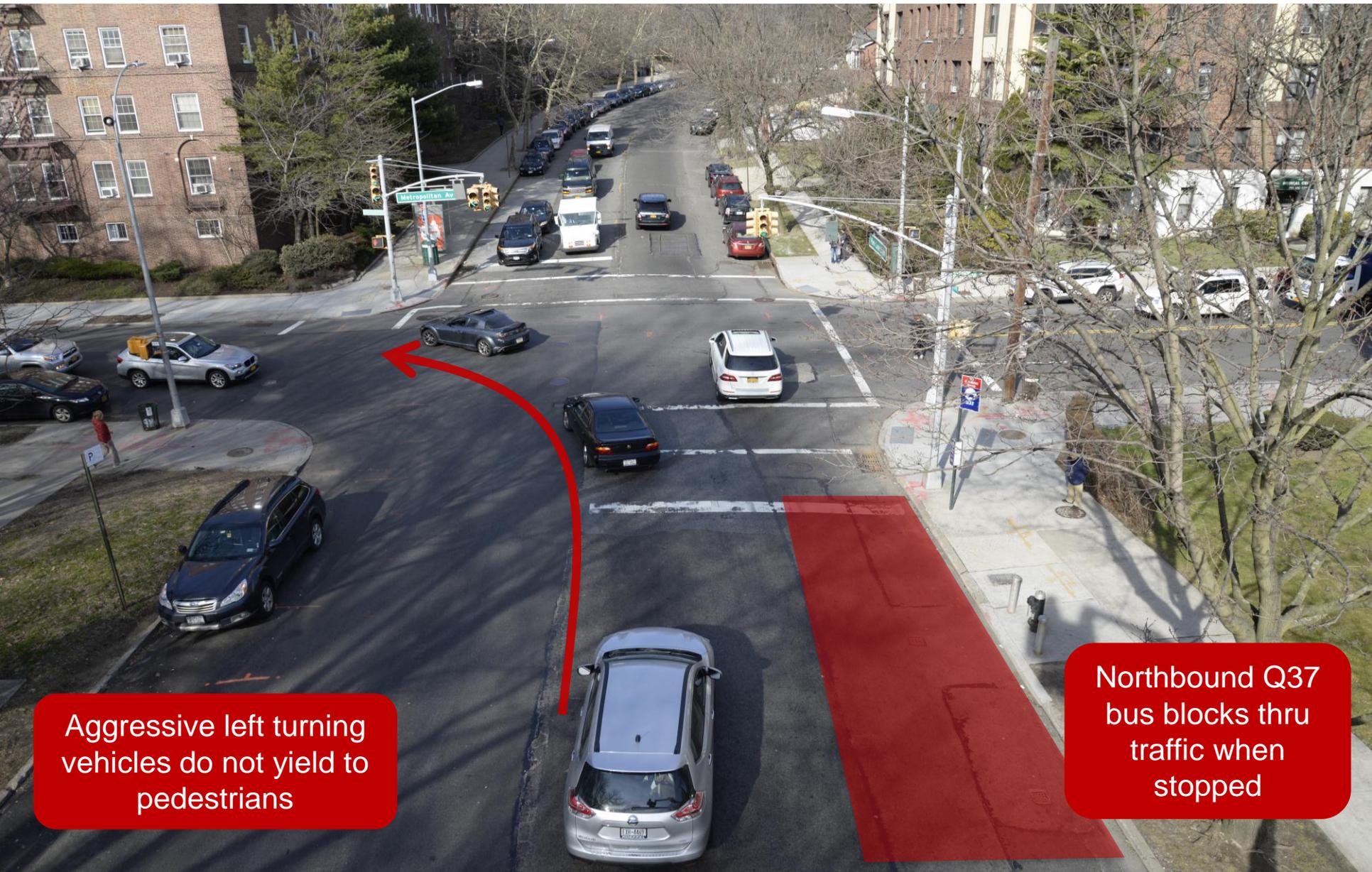
Signalize intersection and provide pedestrian crossings

Restrict northbound left turn  
(5 vehicles during rush hours)

Expand concrete triangle island



# EXISTING ISSUES – METROPOLITAN AV

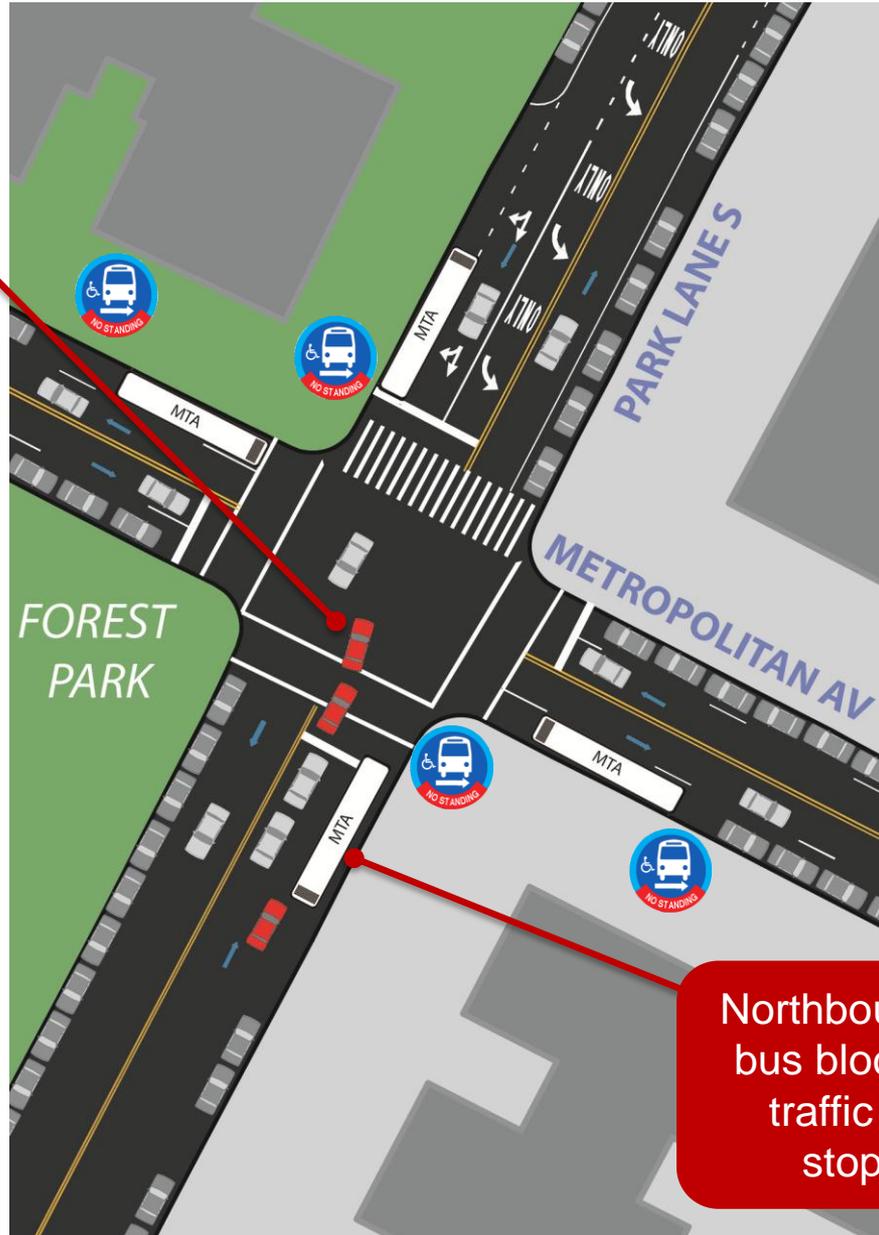


Aggressive left turning vehicles do not yield to pedestrians

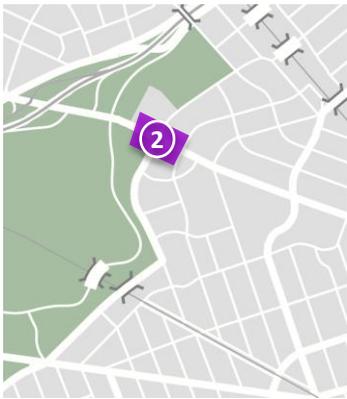
Northbound Q37 bus blocks thru traffic when stopped

# 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

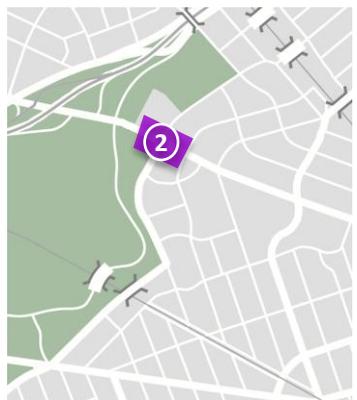
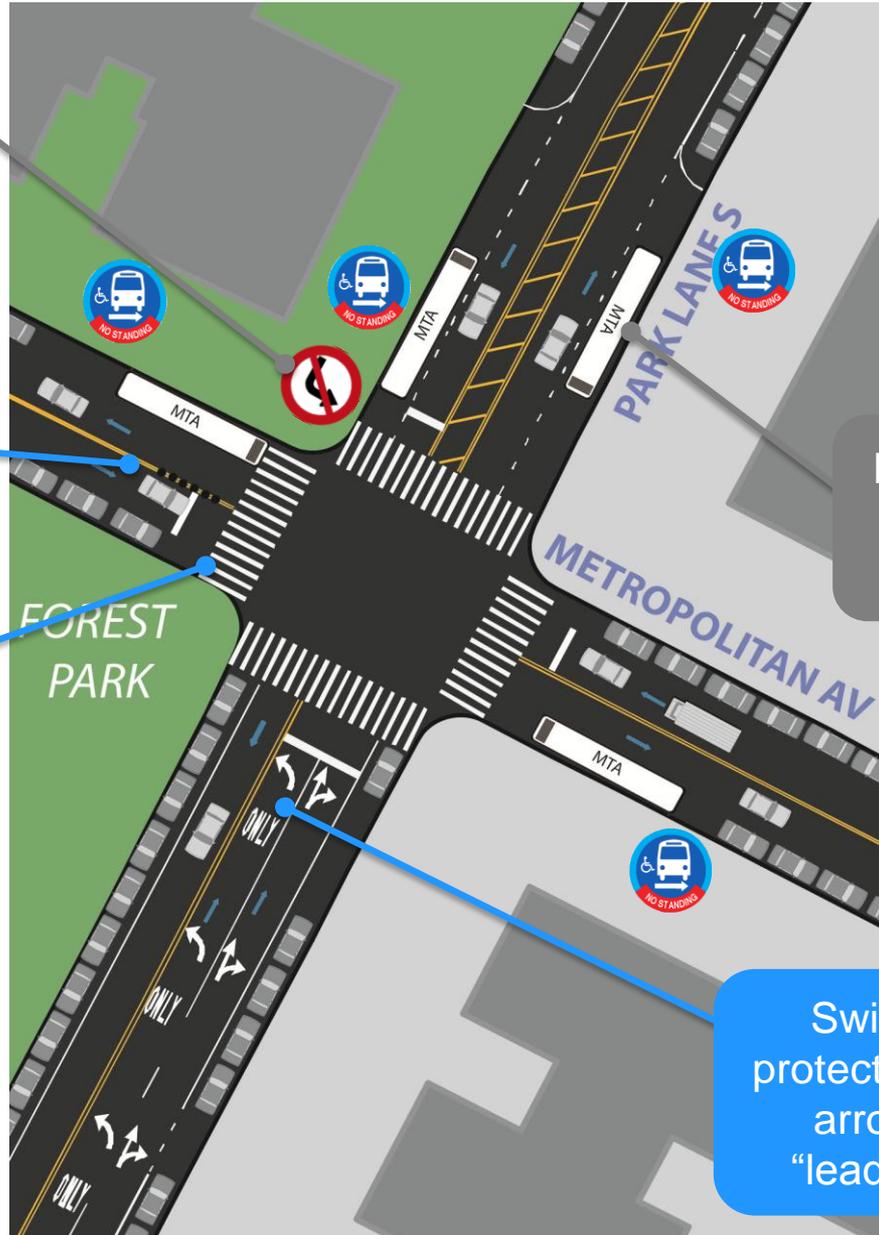
Restrict southbound left turn  
(25-30 vehicles during rush hours)

Add Quick Kurb to calm left turns

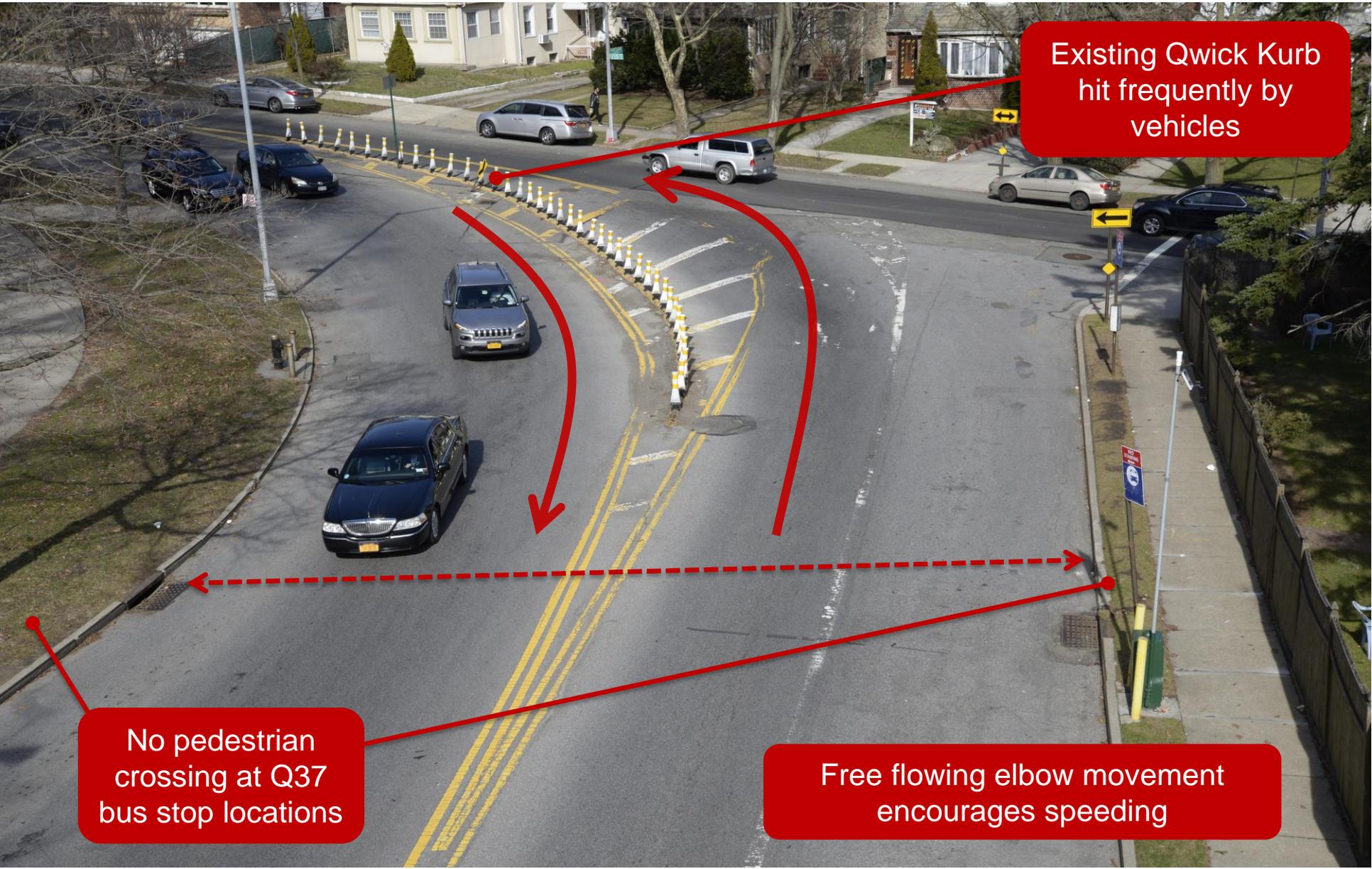
Add leading pedestrian interval (LPI) to north-south crossing

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 Quick Kurb hit frequently by vehicles

No pedestrian crossing at Q37 bus stop locations

Free flowing elbow movement encourages speeding

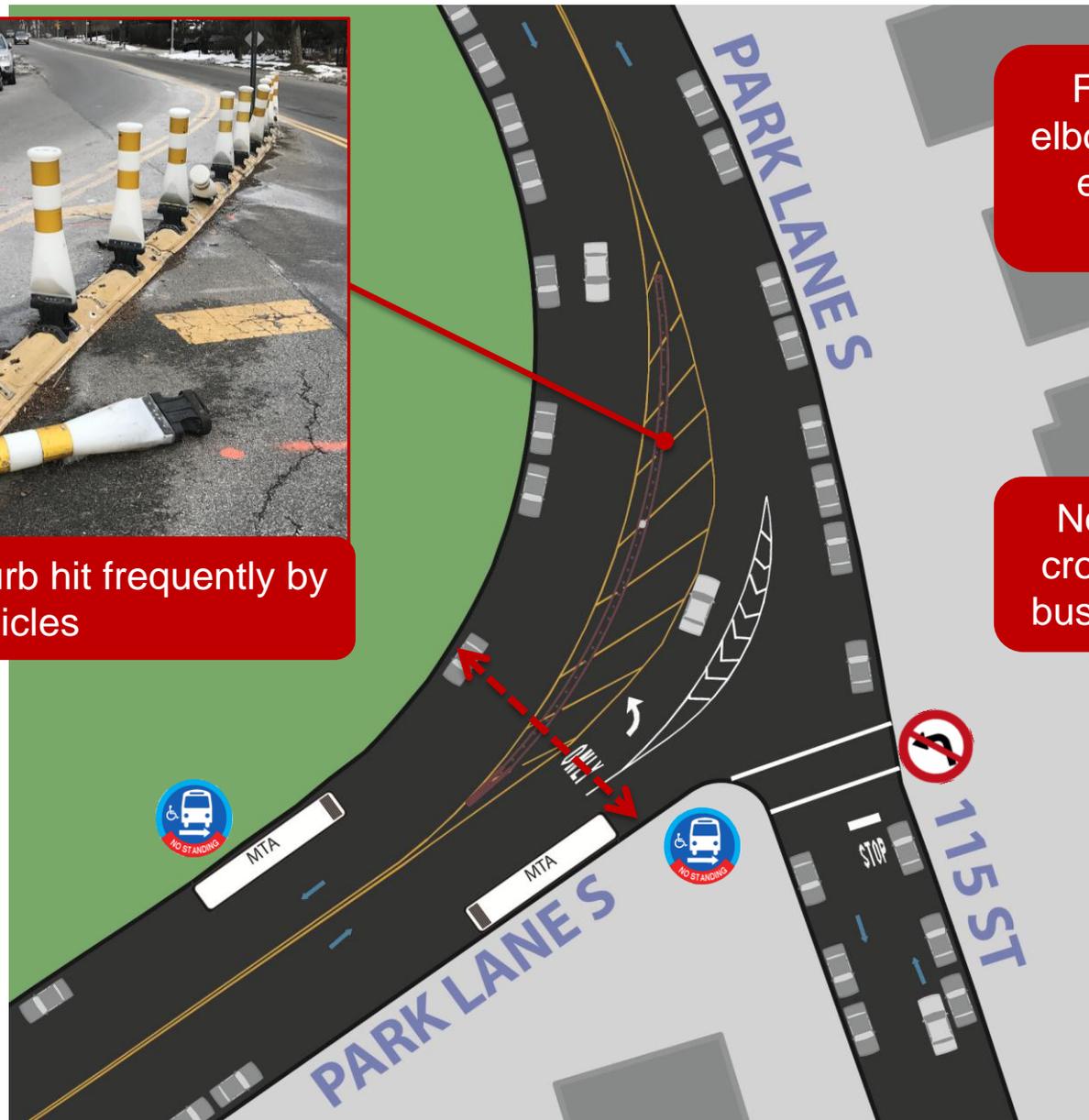
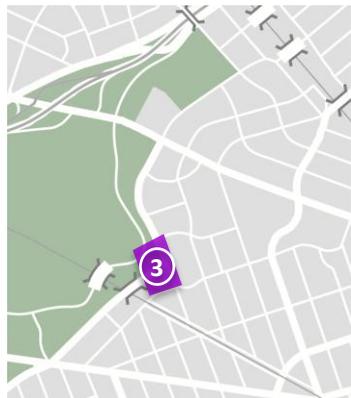
# EXISTING CONDITIONS – 115 ST



Existing Qwick Kurb hit frequently by vehicles

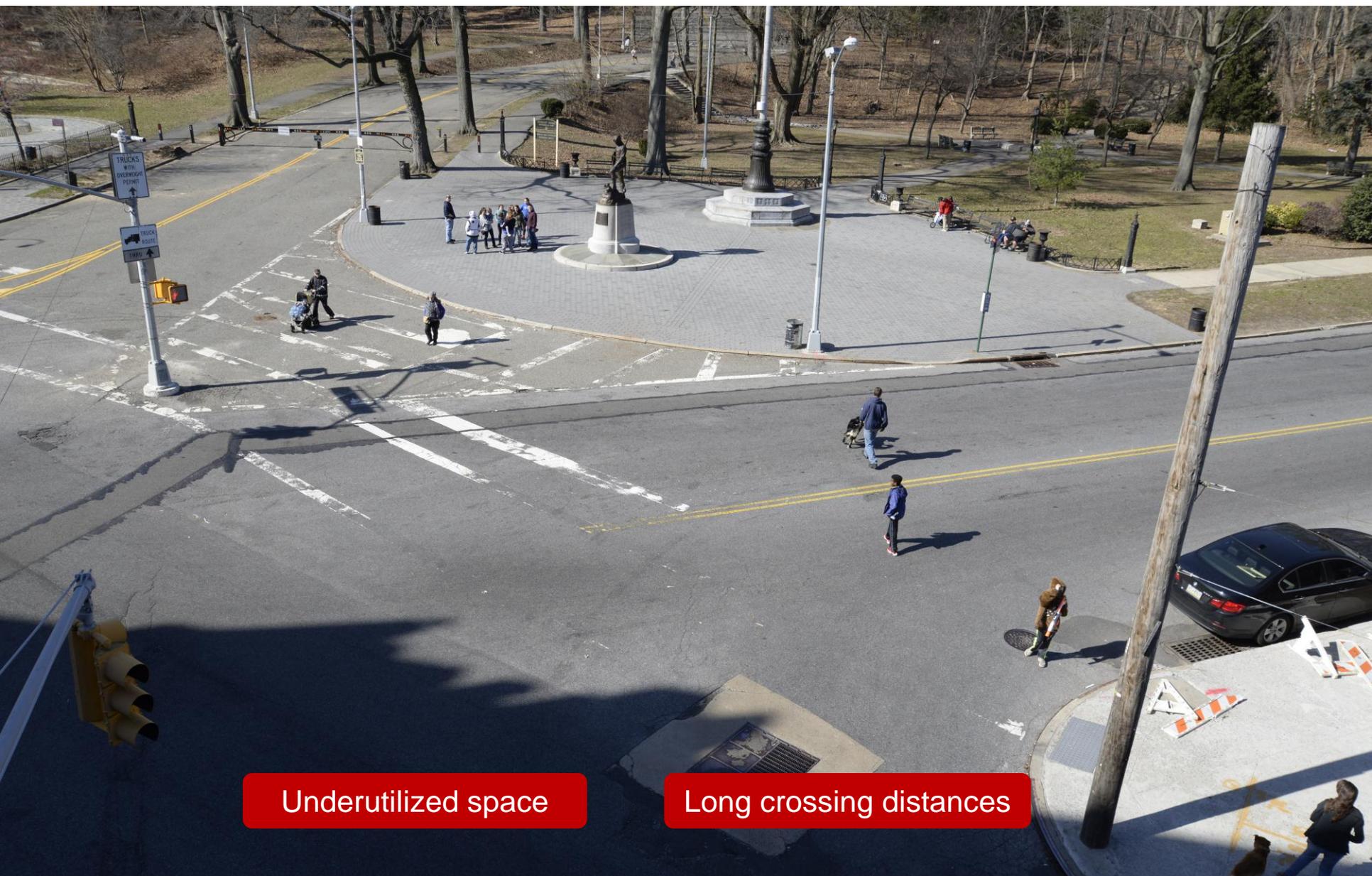
Free flowing elbow movement encourages speeding

No pedestrian crossing at Q37 bus stop location





# EXISTING ISSUES – MYRTLE AV



Underutilized space

Long crossing distances

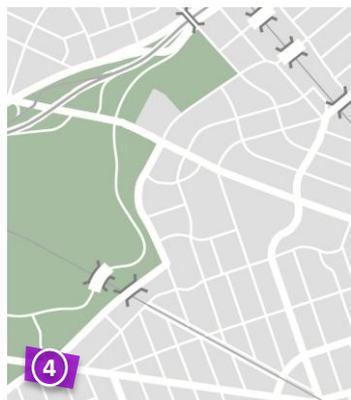
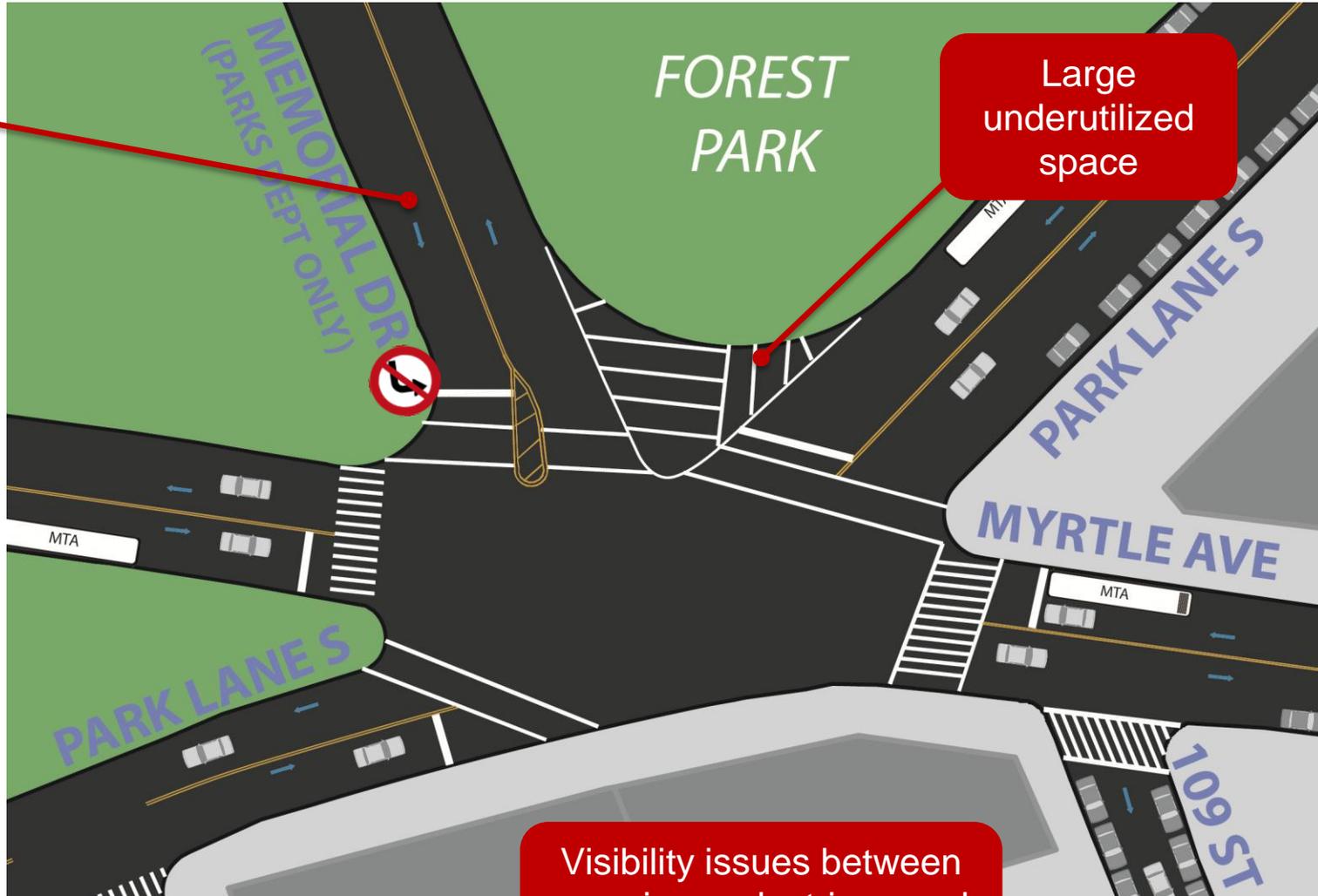
# EXISTING CONDITIONS – MYRTLE AV

Wide entrance  
only used by  
Parks vehicles

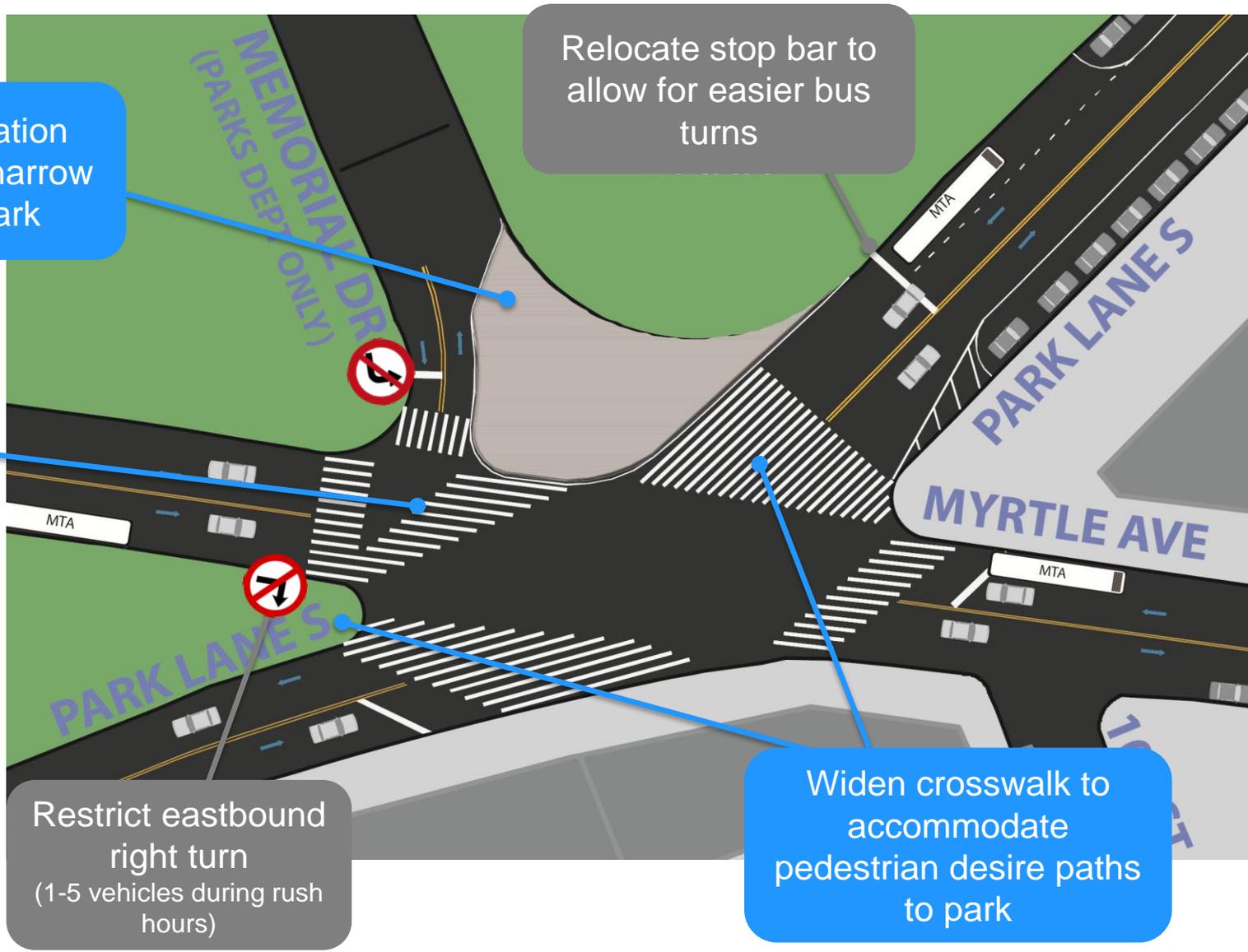
Long crossing  
distances

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

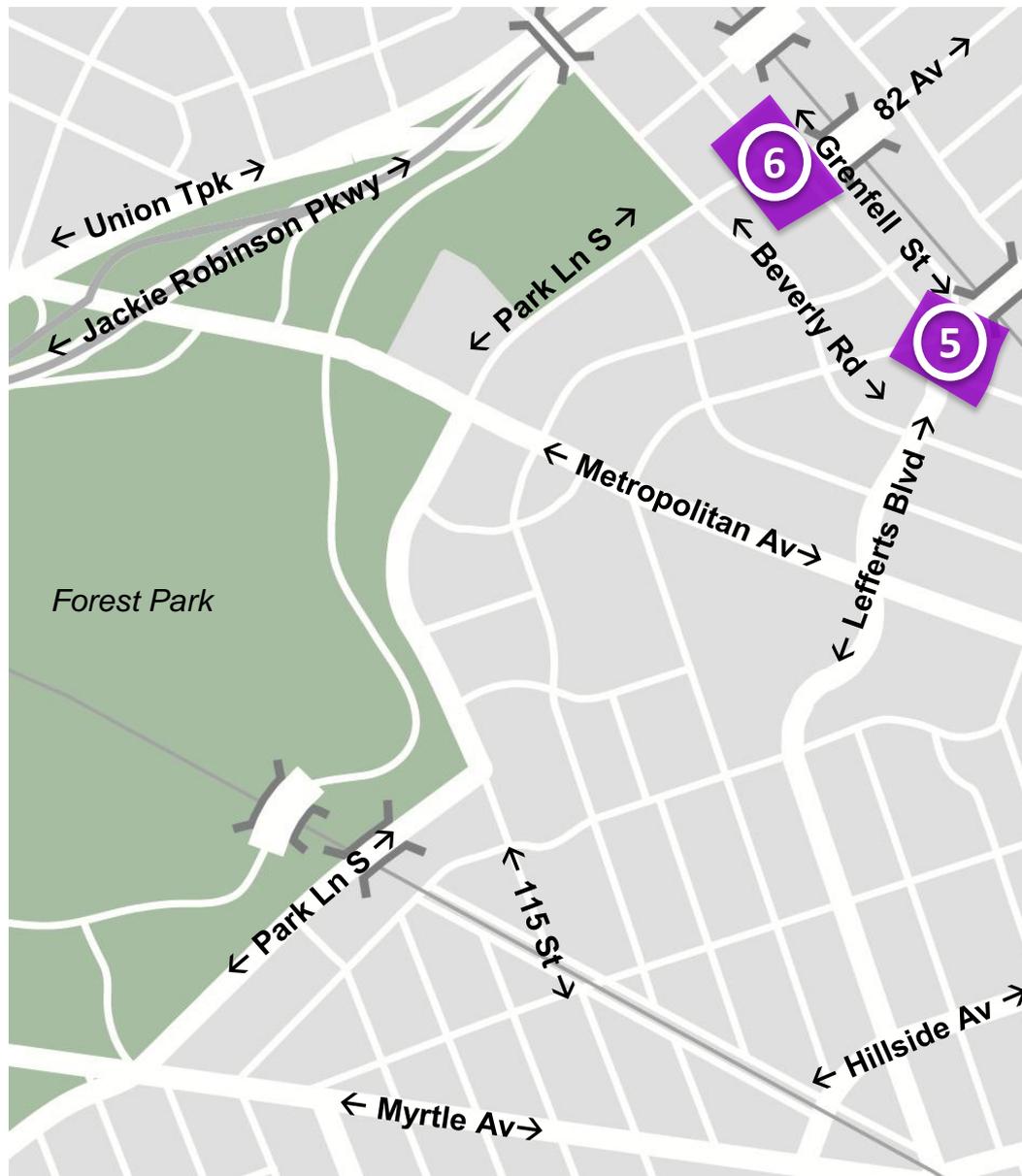


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Proposal –  
Grenfell St Improvements

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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



Pedestrian desire  
lines not  
accommodated by  
existing crossings

# EXISTING ISSUES – LEFFERTS BLVD / GRENFELL ST

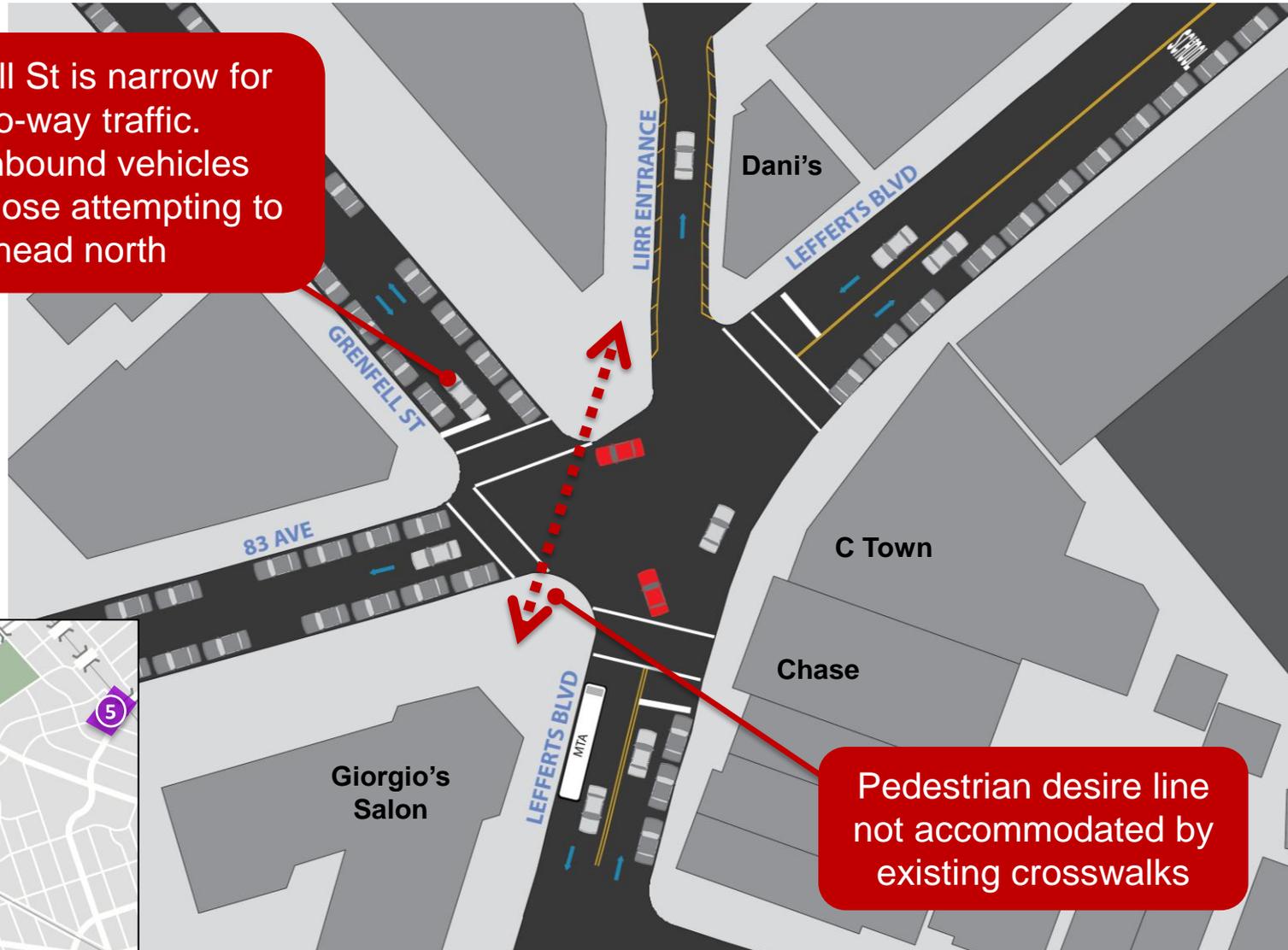
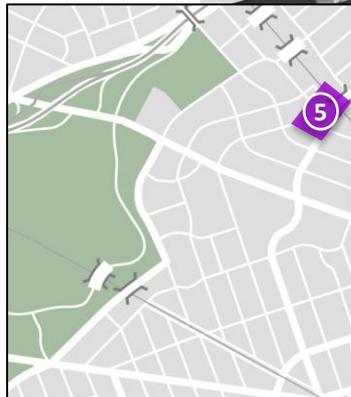


Southbound vehicles on Grenfell St block those attempting to head north

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

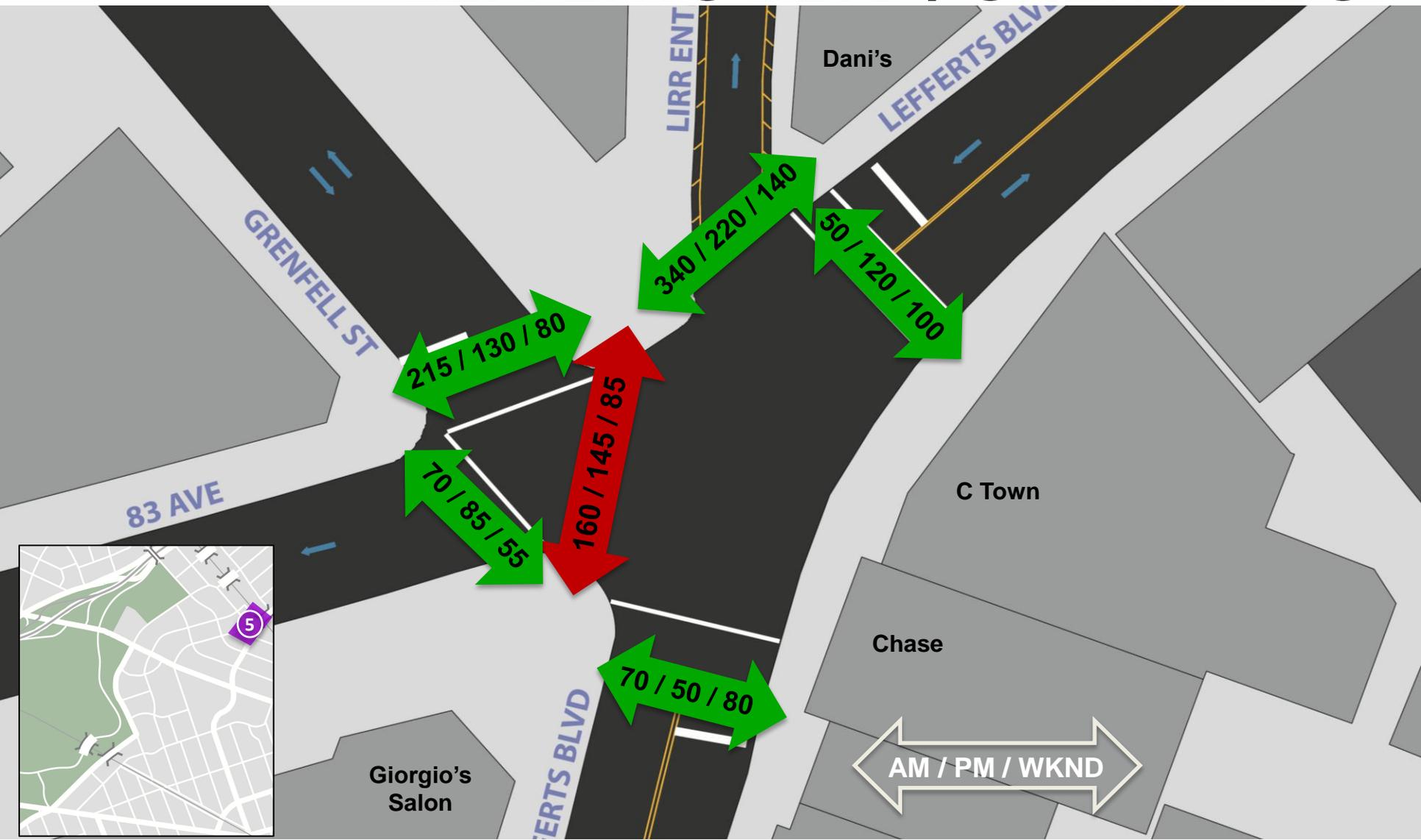
# EXISTING CONDITIONS – LEFFERTS BLVD / GRENFELL ST

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

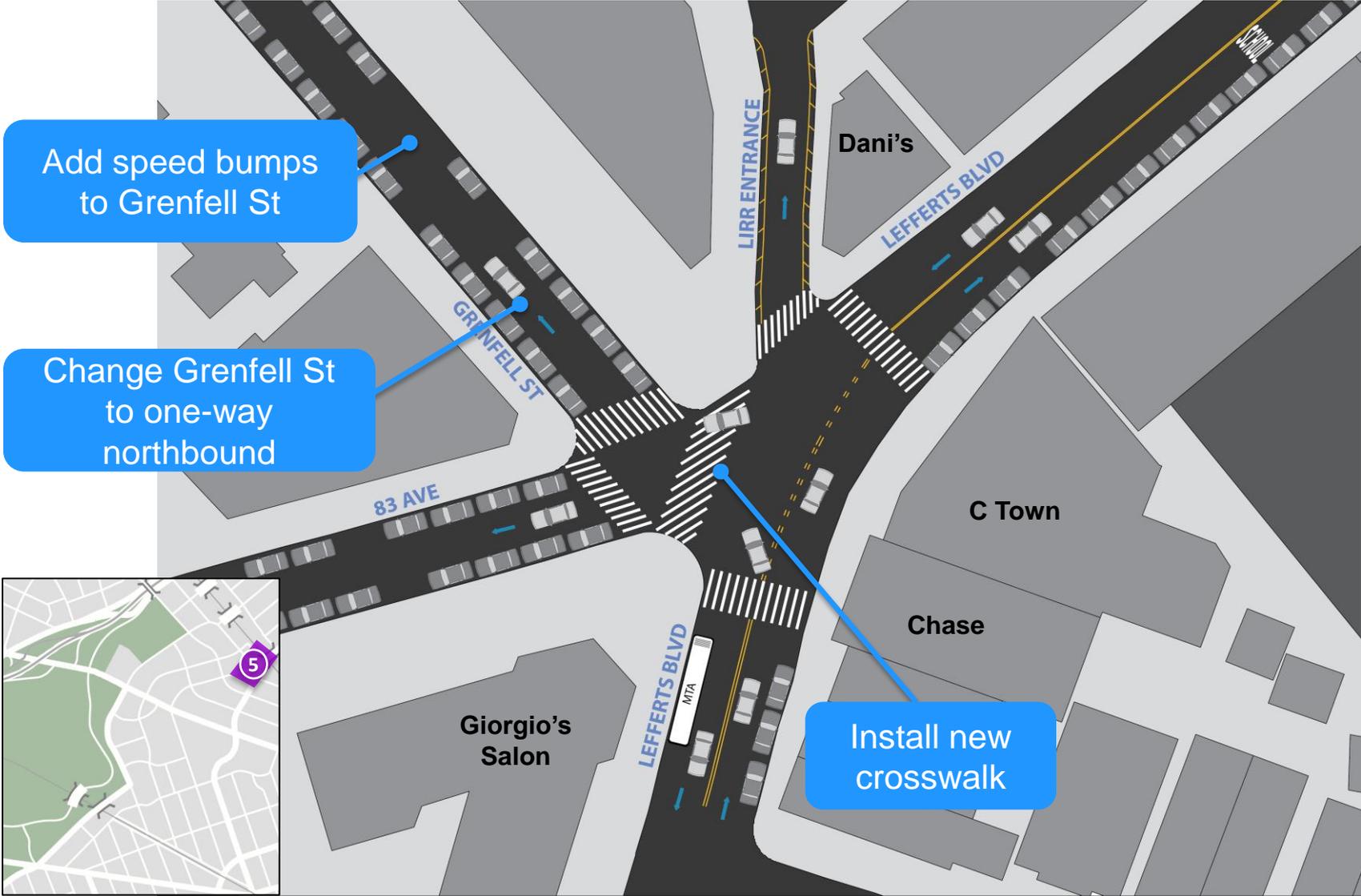


Pedestrian desire line not accommodated by existing crosswalks

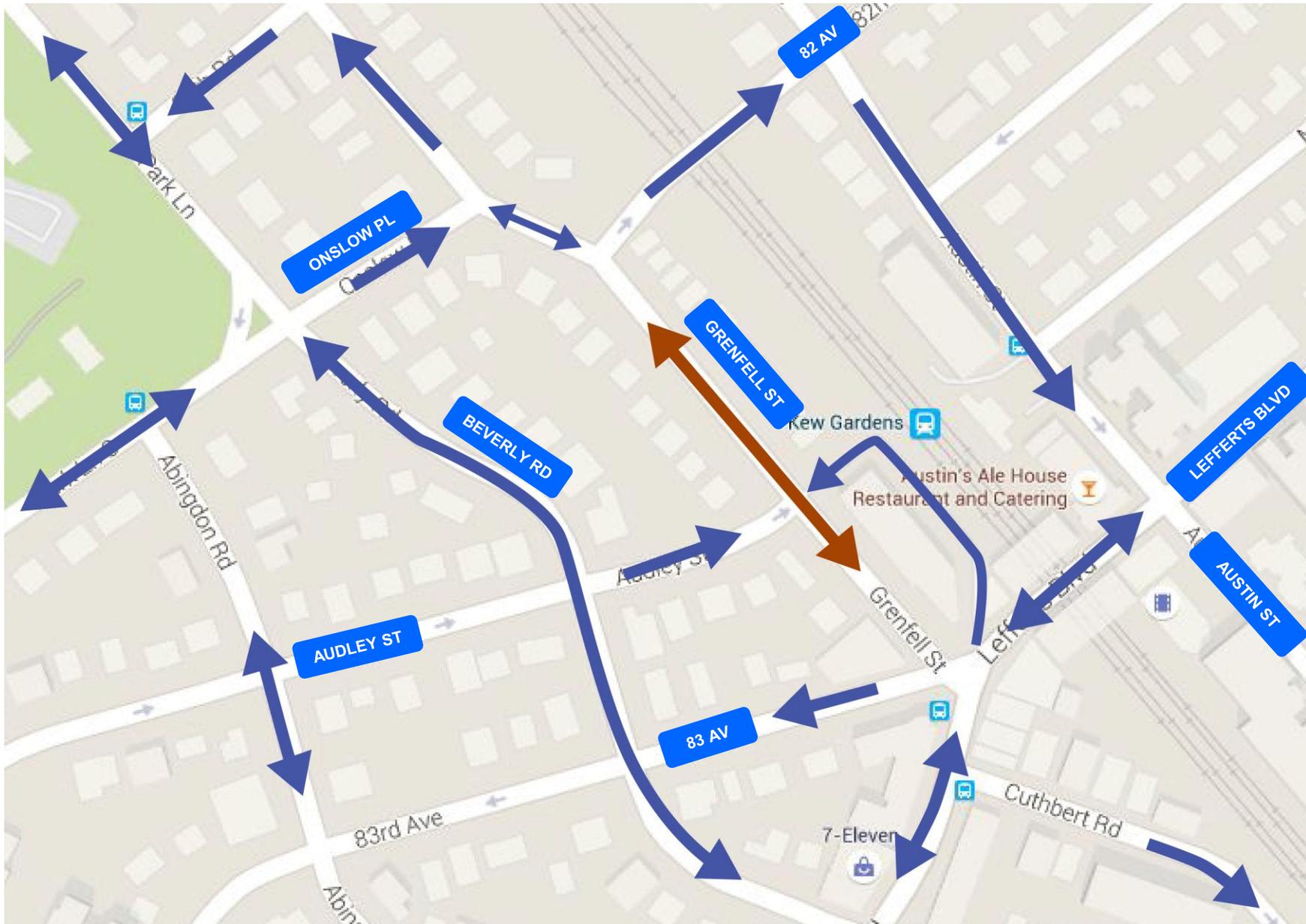
# PEDESTRIAN COUNTS – LEFFERTS BLVD / GRENFELL ST



# PROPOSAL – LEFFERTS BLVD / GRENFELL ST



# EXISTING STREET NETWORK – GRENFELL ST



# PROPOSED STREET NETWORK – GRENFELL ST



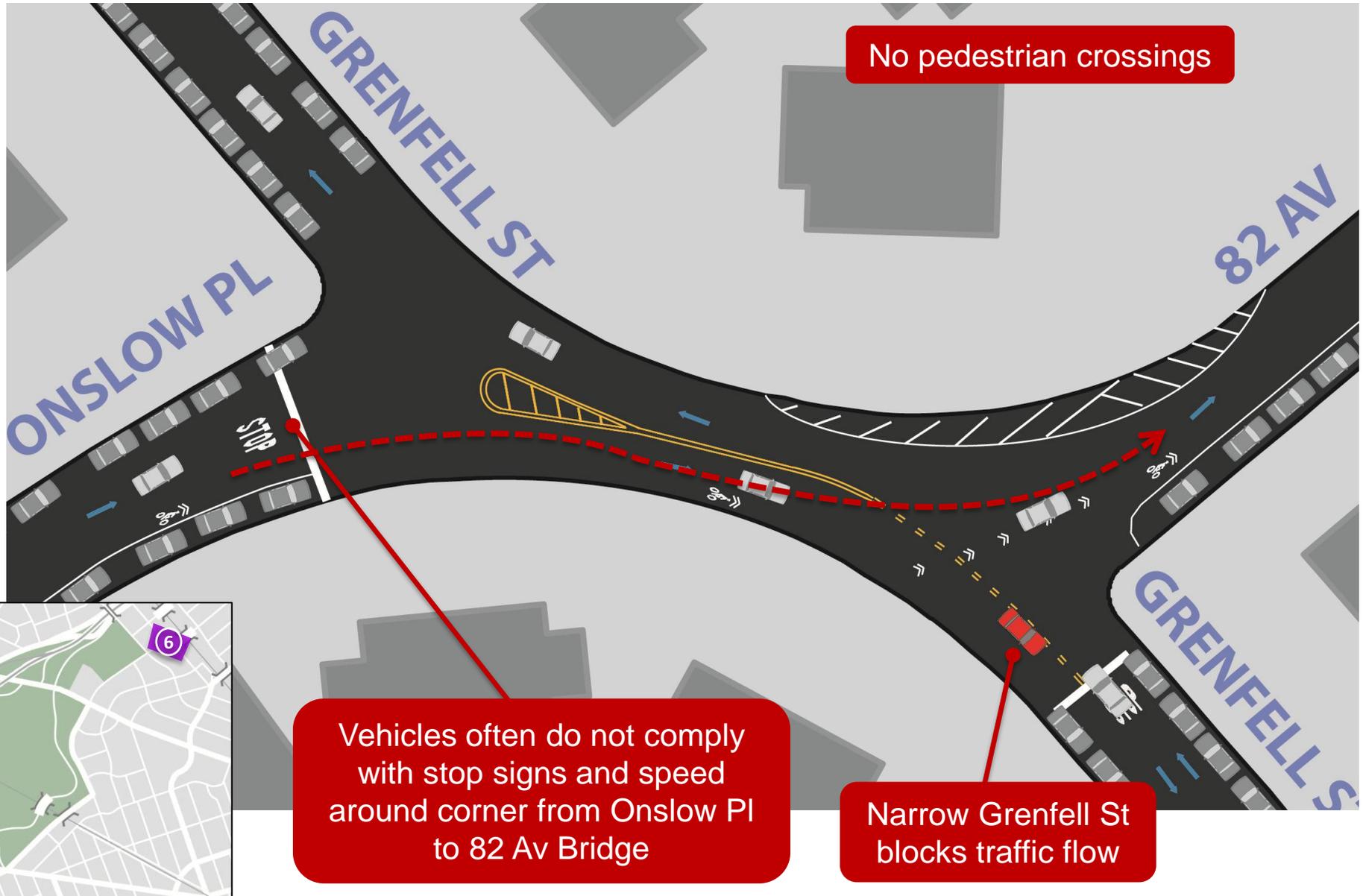
# EXISTING ISSUES – ONSLOW PL



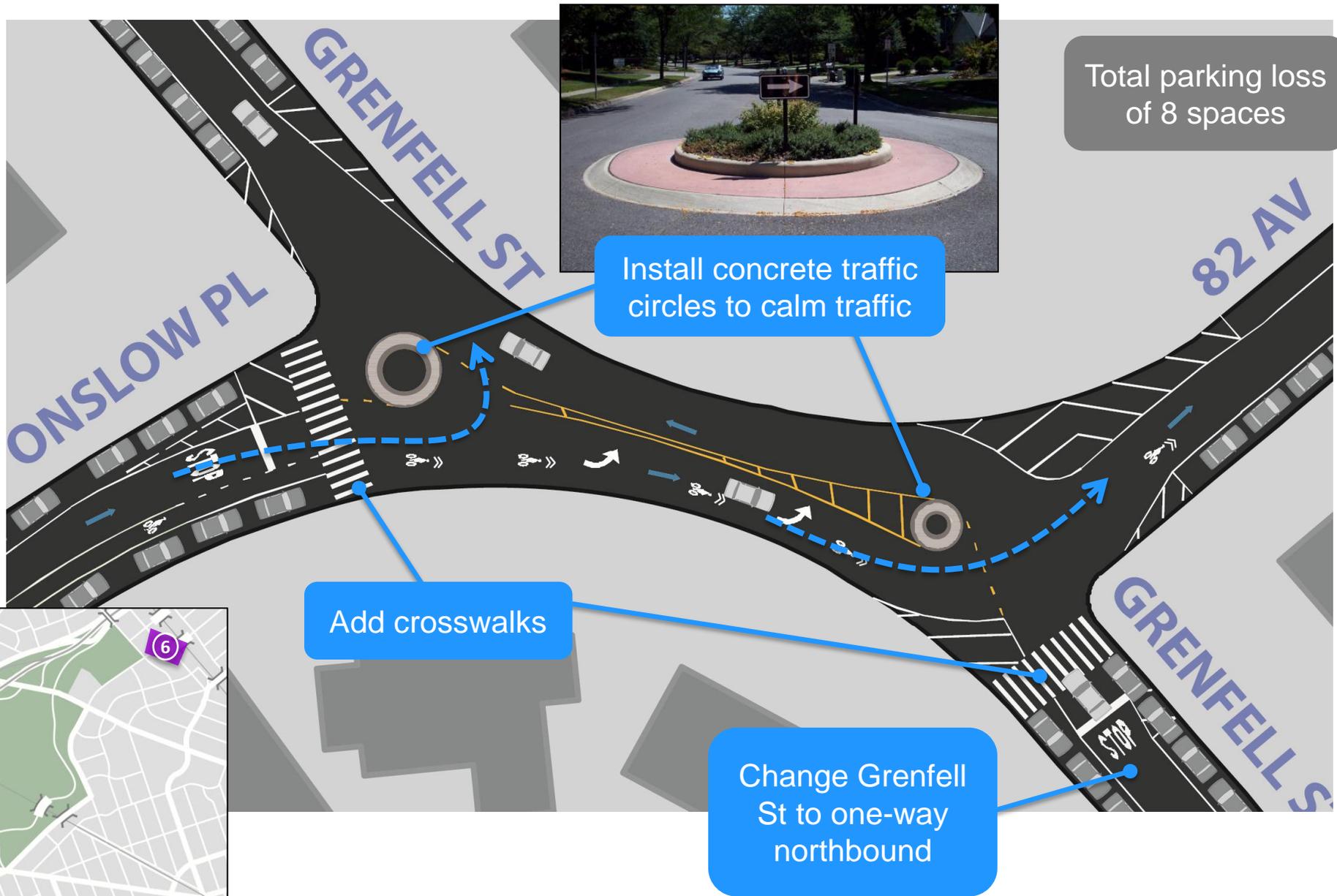
No pedestrian crossings

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

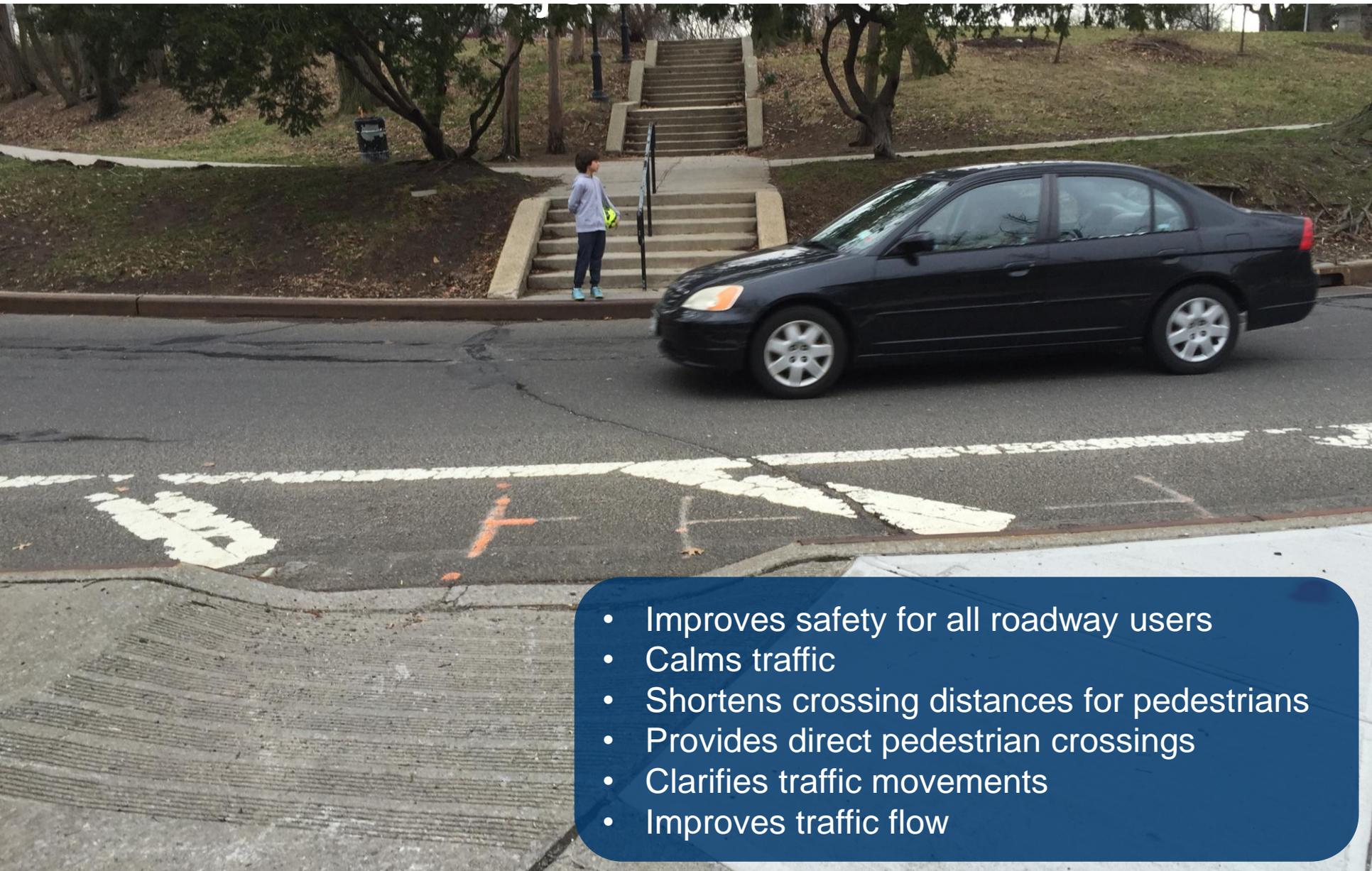
# EXISTING CONDITIONS – ONSLOW PL



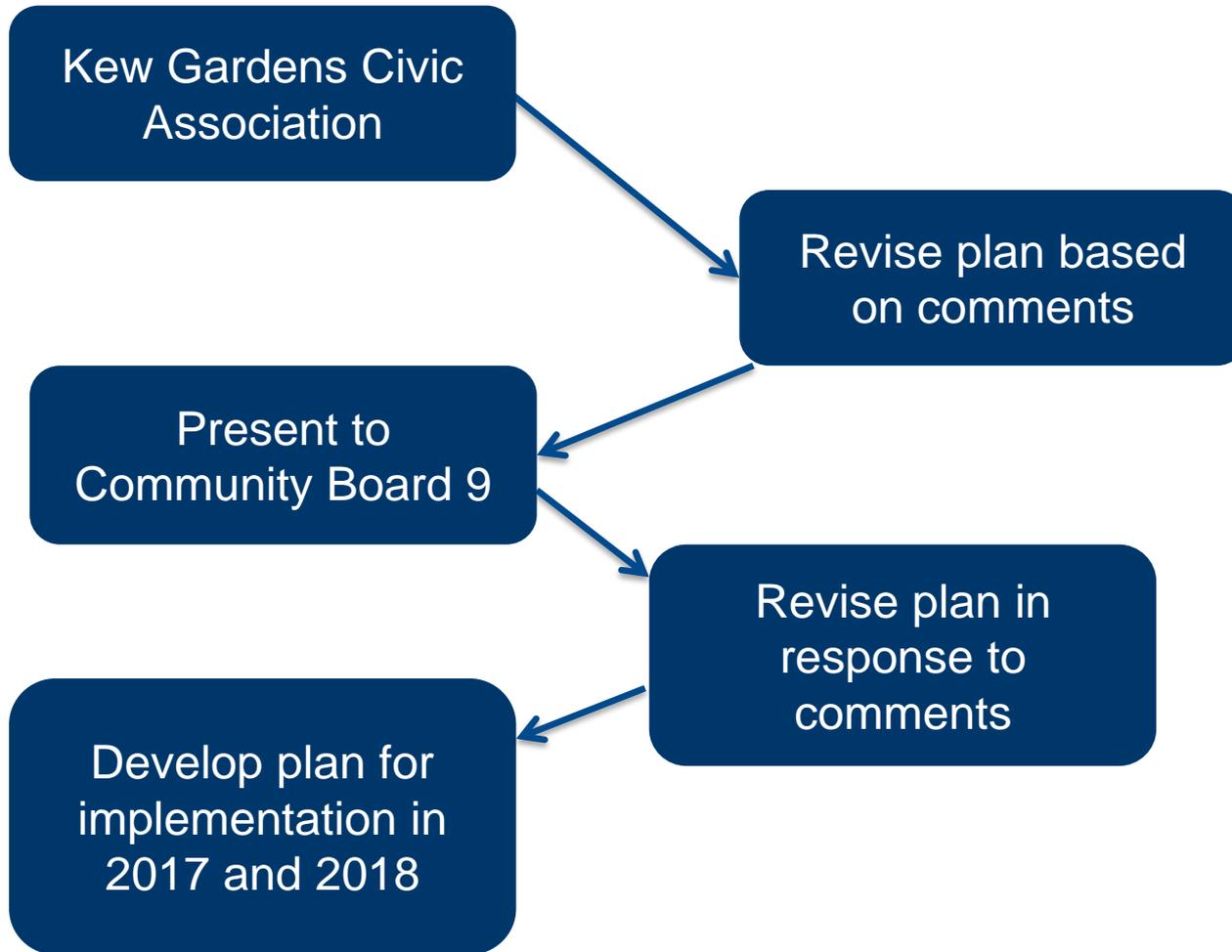
# PROPOSAL – ONSLOW PL



# 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





Thank you

Questions?



NYC DOT



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