

Jewel Avenue and 69th Road

August



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

Project Location



Background Issues

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**



93% of cars in project area speed



Segments of the road has more lanes than necessary

GCP Ramp Issues

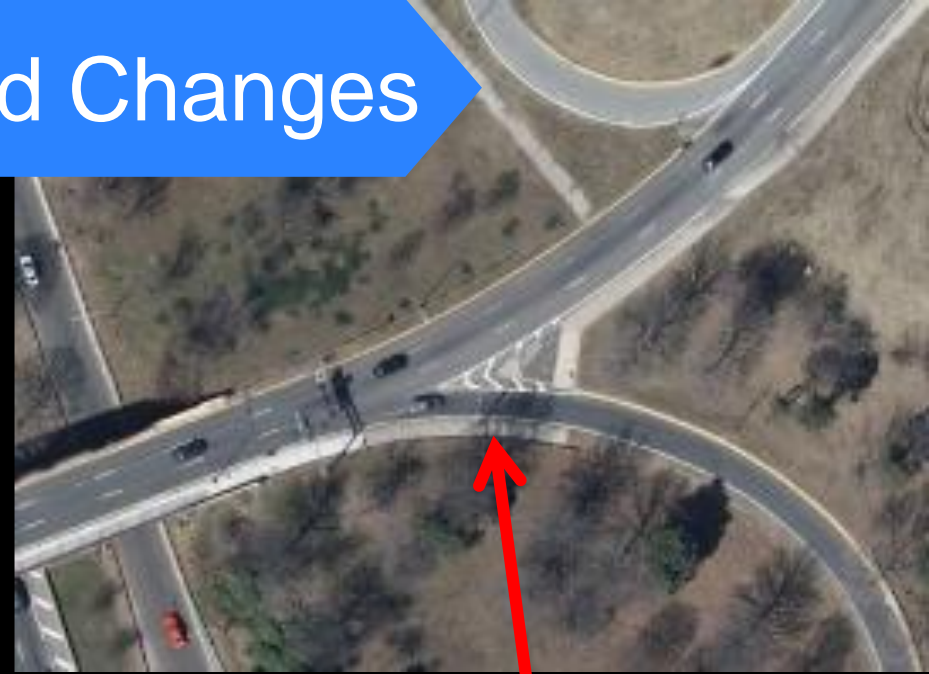
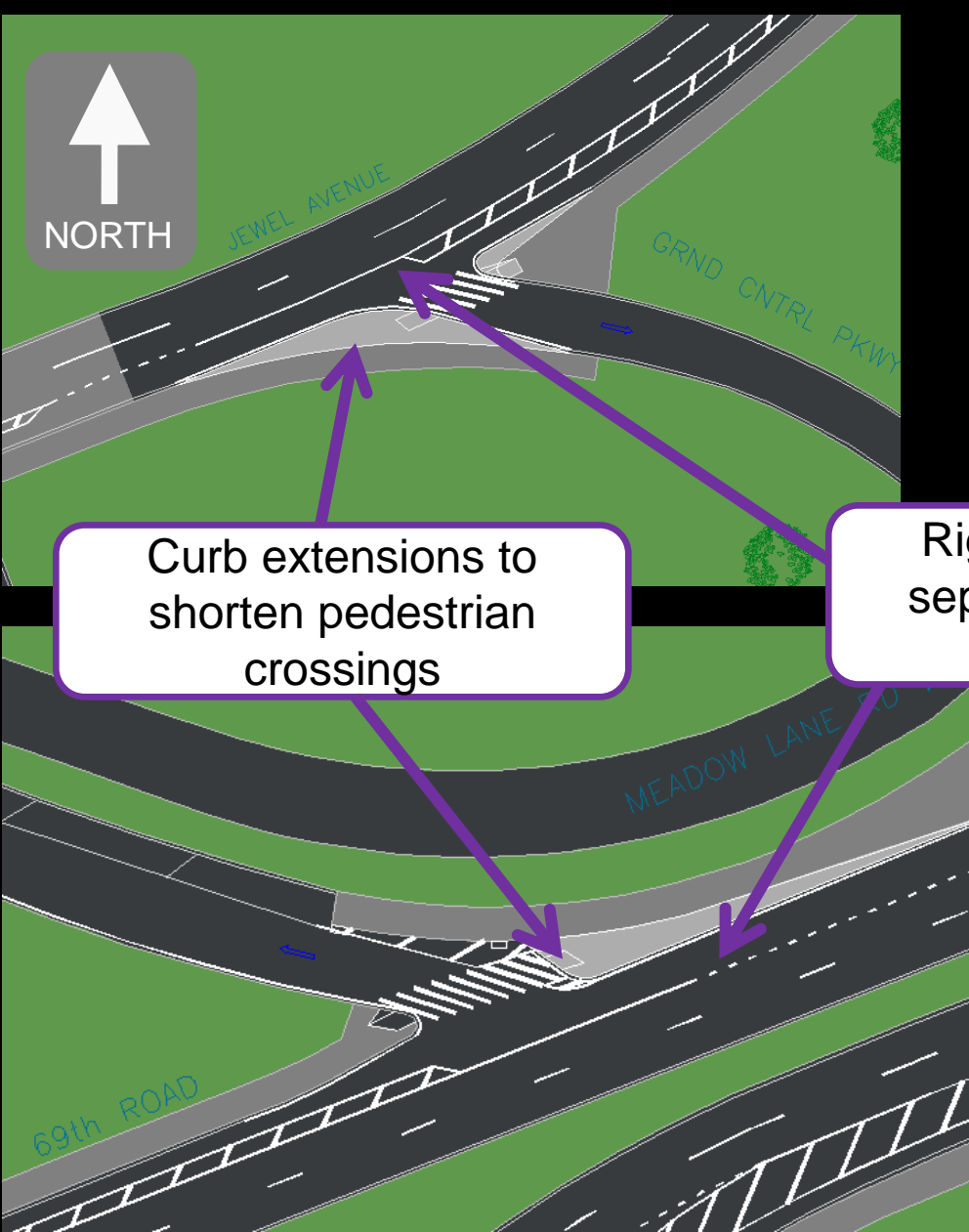
High vehicle speed on gentle turns

Vehicles exiting GCP only have to Yield – not STOP

Lacks clear pedestrian crossing



GCP On-Ramp Proposed Changes

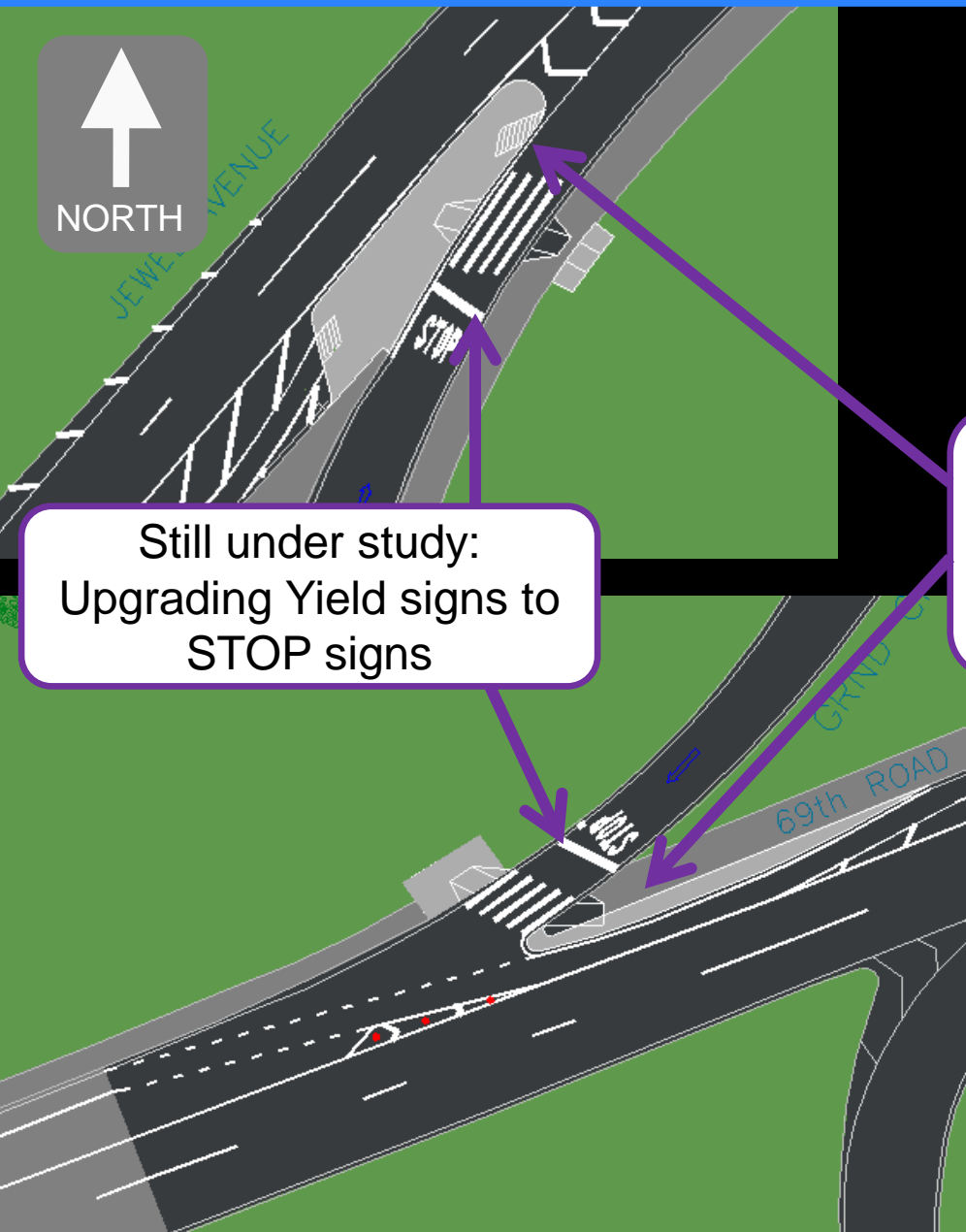


Right-Turn Lane separates turning vehicles

Issue: High speeds onto on-ramps



GCP Off-Ramp Proposed Changes

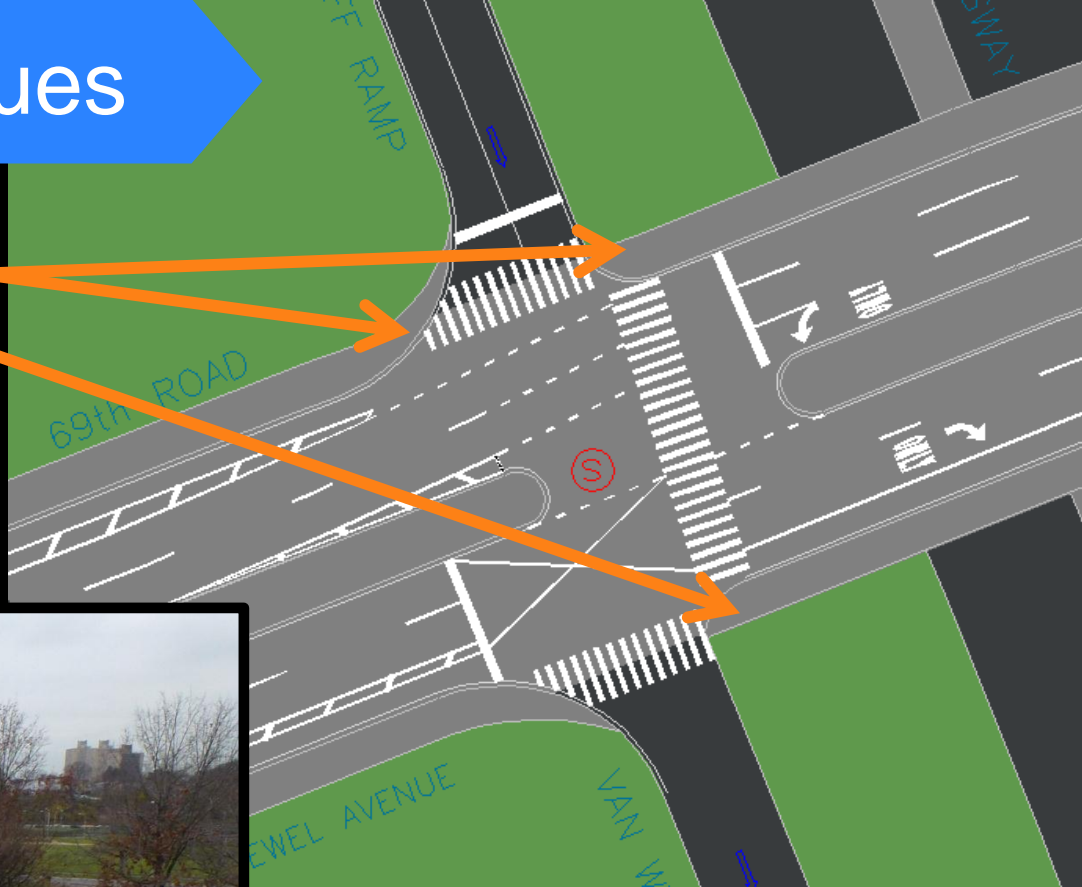


Expand curb to shorten crossings and provide pedestrian ramps

Still under study:
Upgrading Yield signs to
STOP signs

Van Wyck Ramp Issues

Pedestrian Signals to be installed



Unclear pedestrian crossing

Park Drive East Issues



Unclear pedestrian crossing



Park Drive East Proposal

Shorten crossing with landscaped triangle



69th ROAD

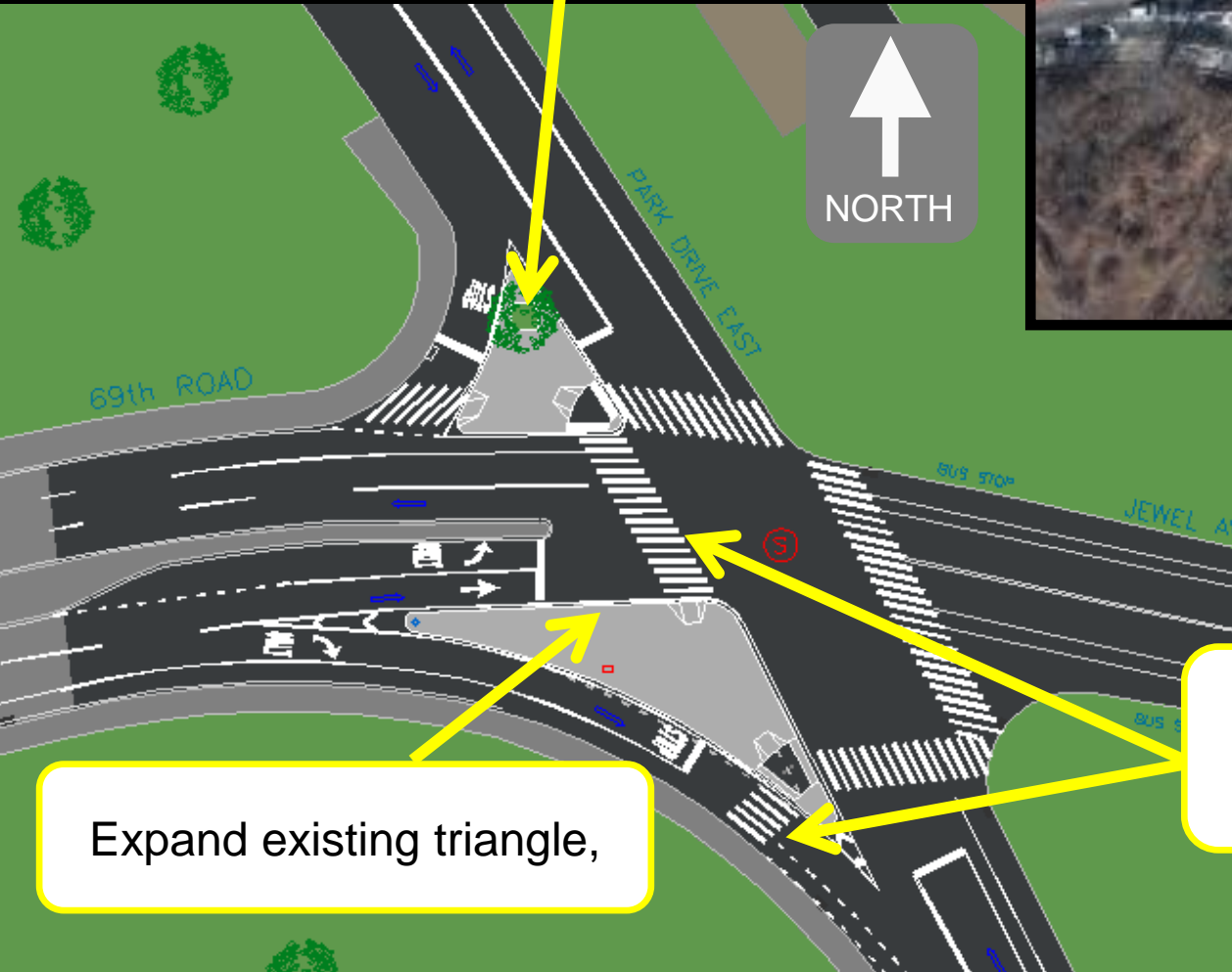
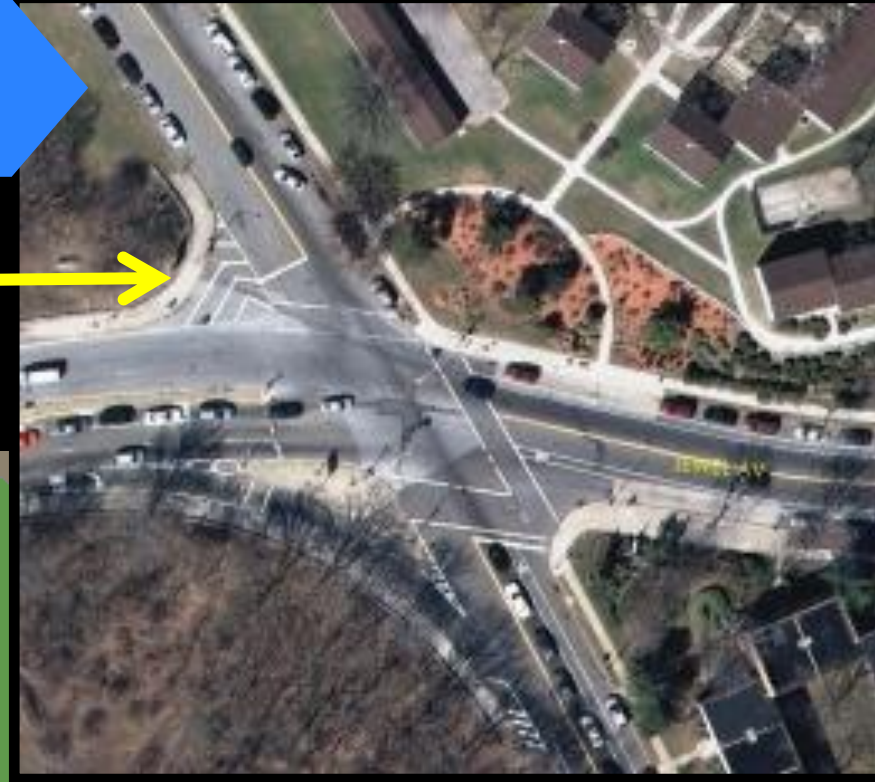
PARK DRIVE EAST

BUS STOP

JEWEL AV

Expand existing triangle,

Still under study: install new crosswalks and stop sign

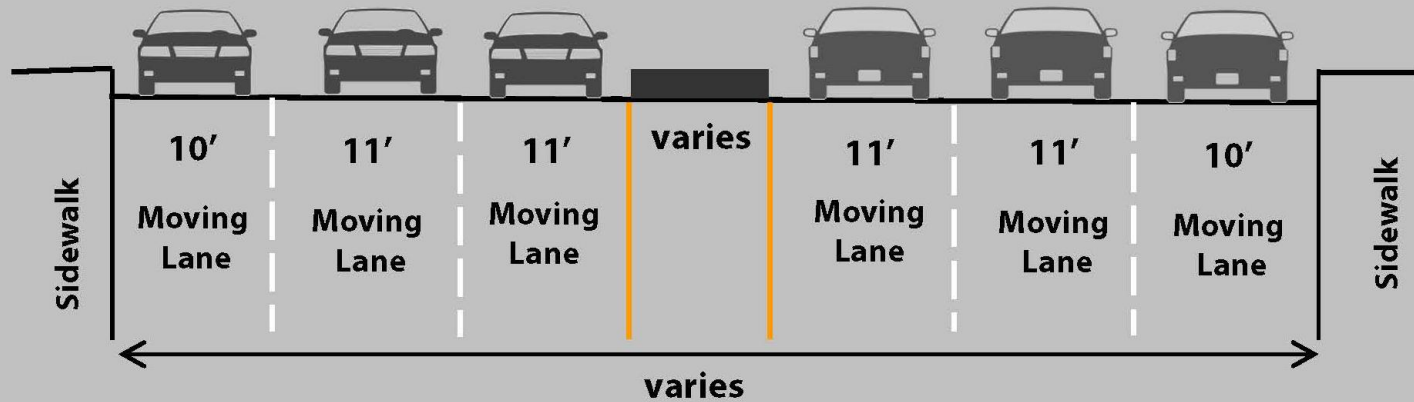


Conceptual View

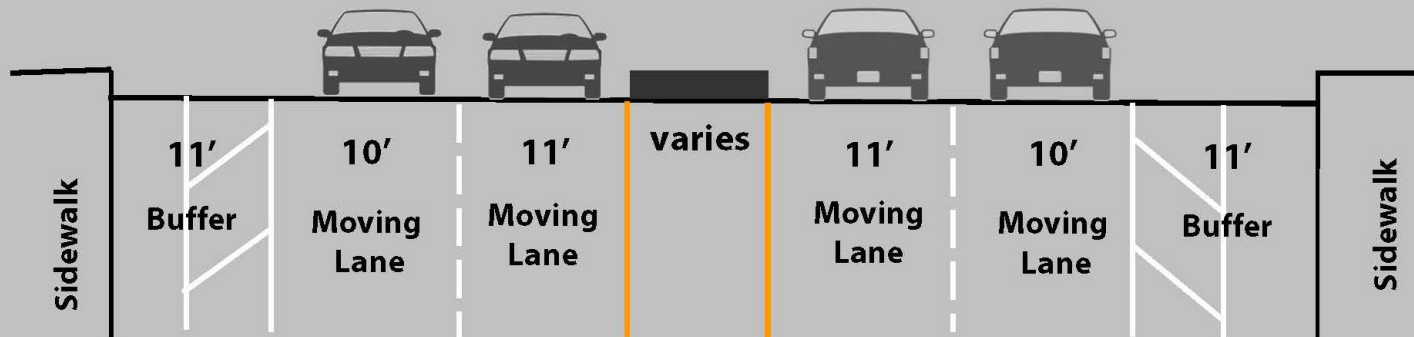


Cross-Section

EXISTING



PROPOSED



www.nyc.gov/dot

**Thank
You**