



# PARK LANE SOUTH

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Presentation to Queens Community Board 9  
Transportation Committee

March 28, 2017

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# Project Background

# 1

# PROJECT AREA

- 89 total injuries (2010-2014)
  - 16 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 corridor traffic  
safety study in 2014

Kew Gardens Civic  
Association requests to  
improve safety

Online petition to  
improve pedestrian  
safety

Councilmember Karen  
Koslowitz and State  
Senator Joseph Addabo,  
Jr. requests to improve  
pedestrian safety in 2015

Assemblymember Michael Miller  
request to improve pedestrian safety  
in 2016

## 'Intersection of Doom' Needs Safety Improvements, Kew Gardens Residents Say



By Ewa Kern-Jedrychowska | September 26, 2016

4:27pm

@ewakj



Locals say the intersection of Metropolitan Avenue and Park La...

View Full Caption

DNAinfo/Ewa Kern-Jedrychowska

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Park & Jamaica news a  
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Email Address

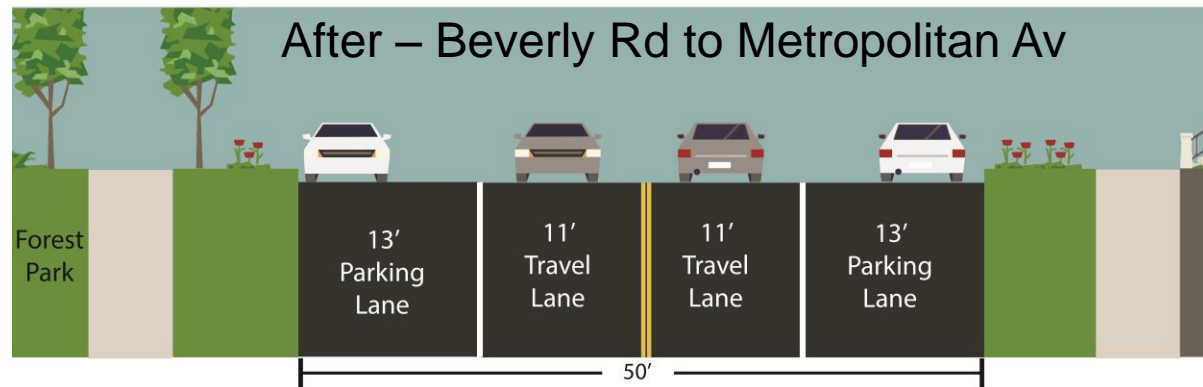
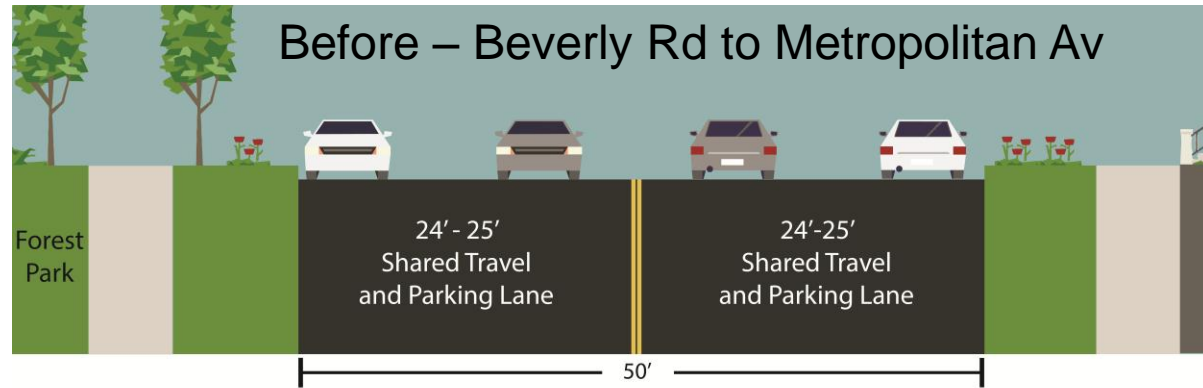
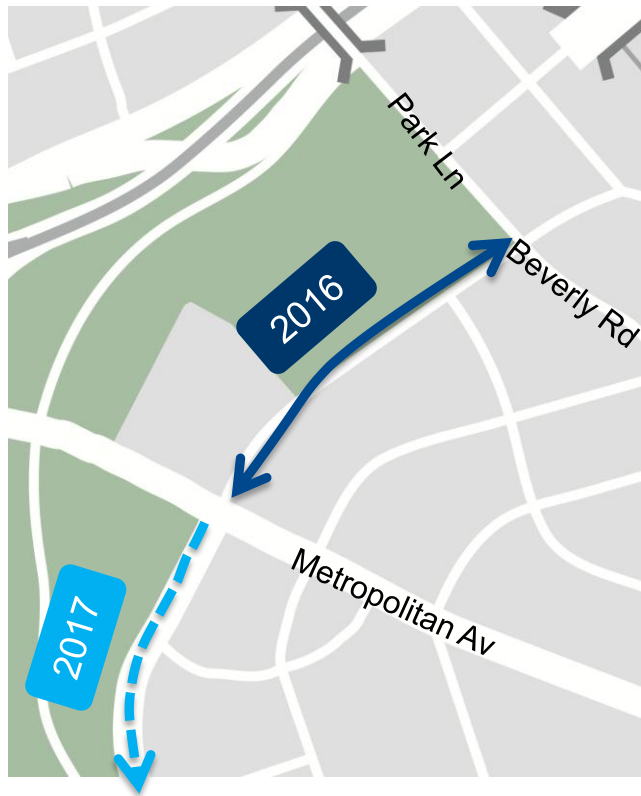
Zip

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What's going down—  
coming up—in NYC



# 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

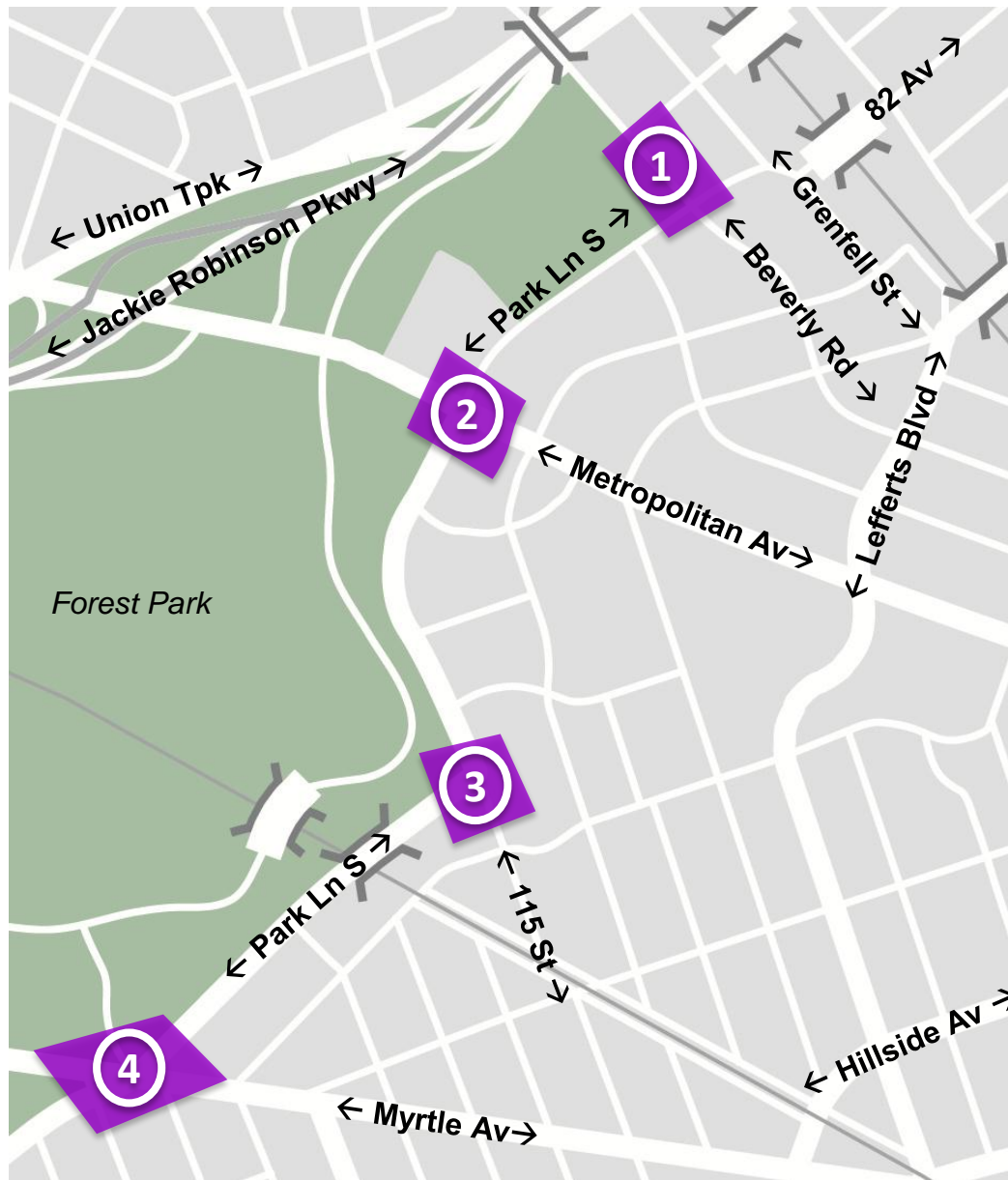
Treatment will be continued between Metropolitan Av and Myrtle Av after repaving in 2017

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## 2017 Proposal – Park Lane S Corridor

# 2

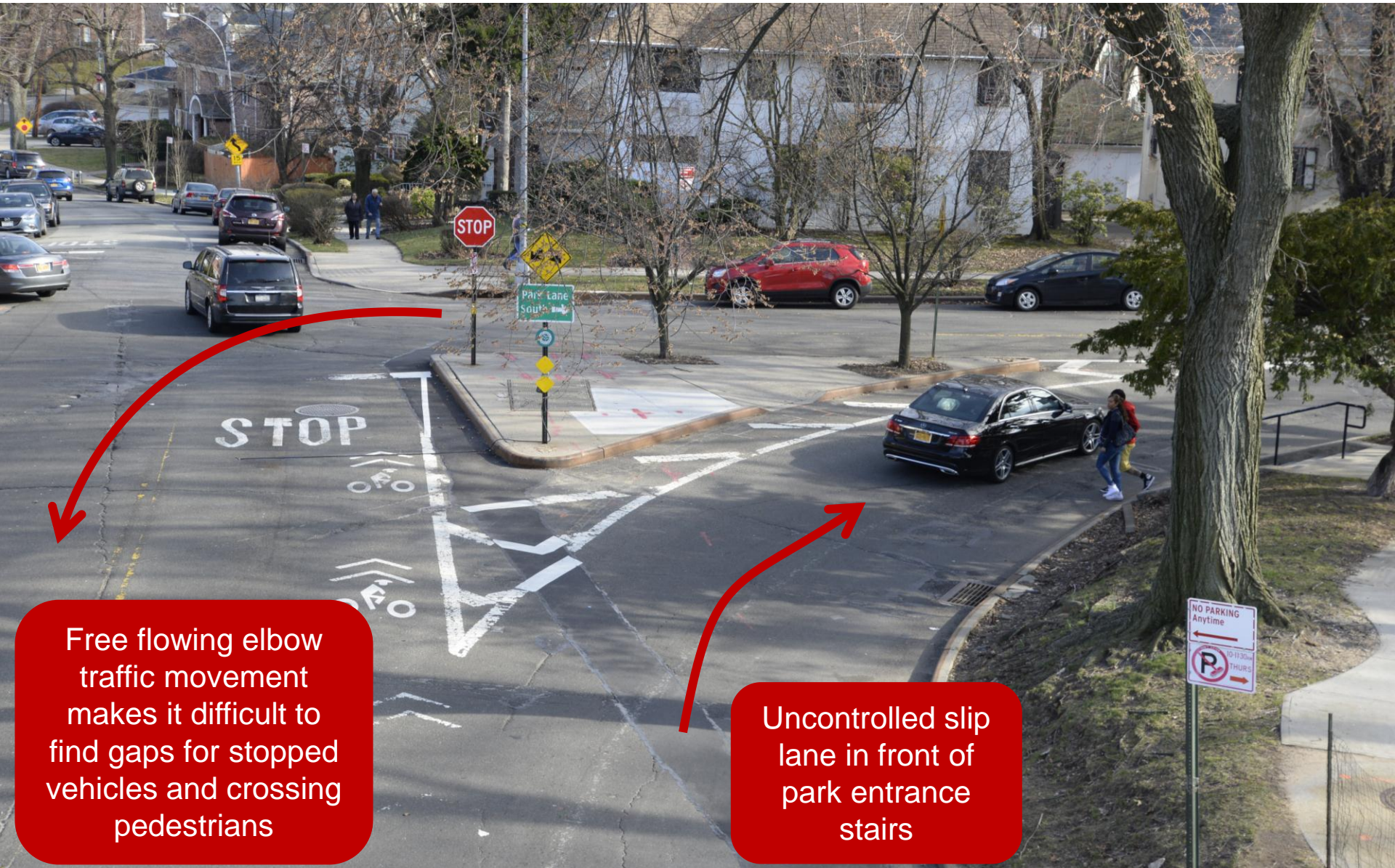
# 2017 PROJECT AREA – PARK LANE S



## 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

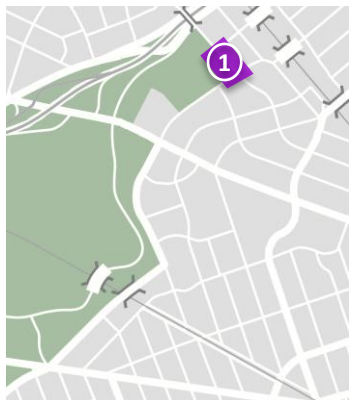
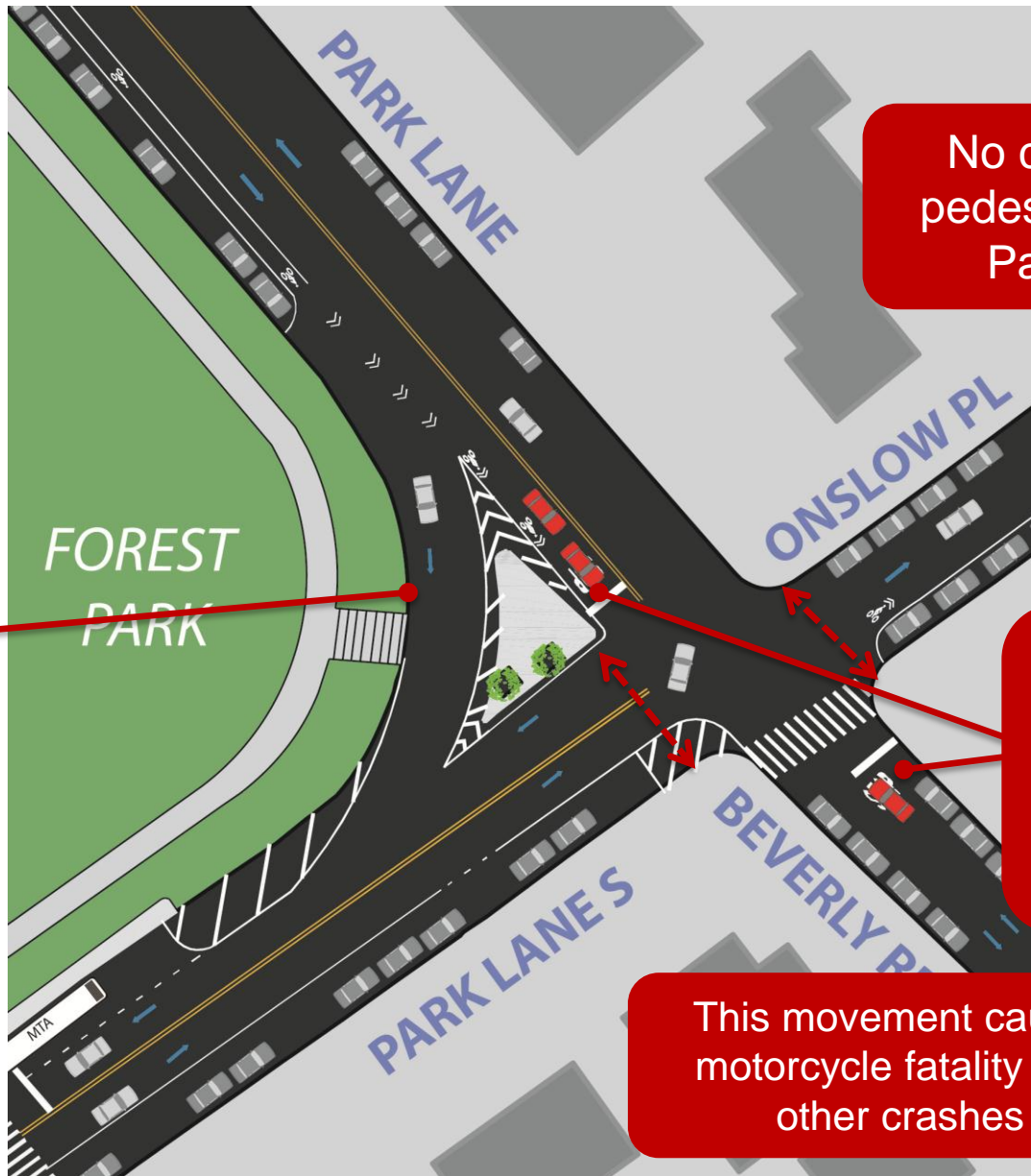
**9 crashes**  
resulting in  
**8 injuries**  
(2010-2014)

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

This movement caused July 2015  
motorcycle fatality in addition to 5  
other crashes (2010 - 2014)



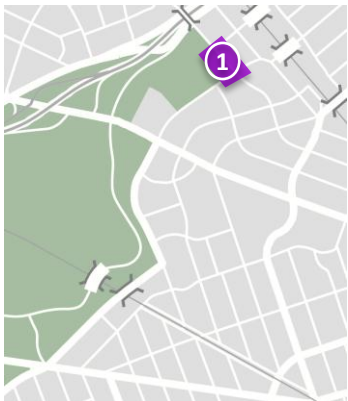
# PROPOSAL – BEVERLY RD

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

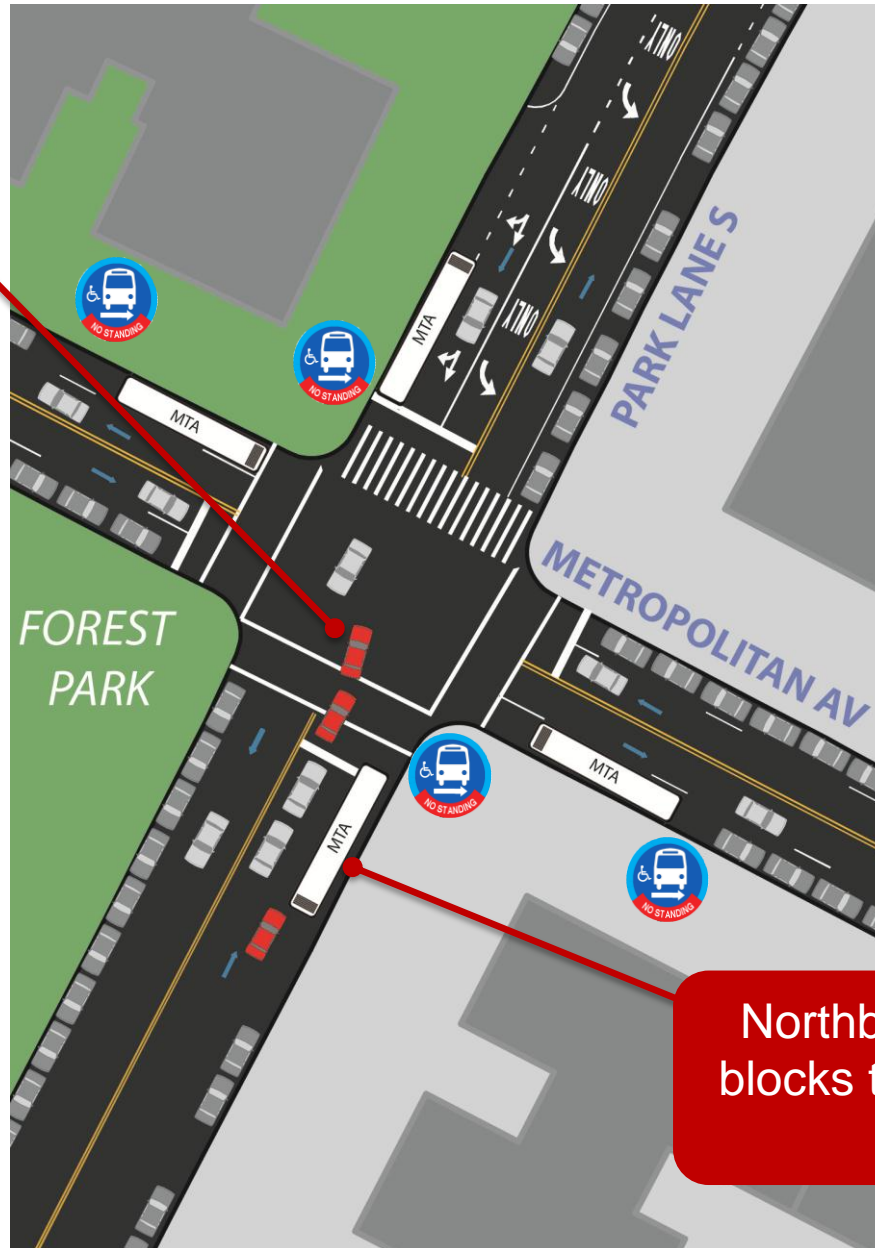
**33 crashes** resulting  
in **31 injuries**,  
including  
**6 pedestrians**  
(2010-2014)

Aggressive turning  
vehicles do not yield  
to pedestrians

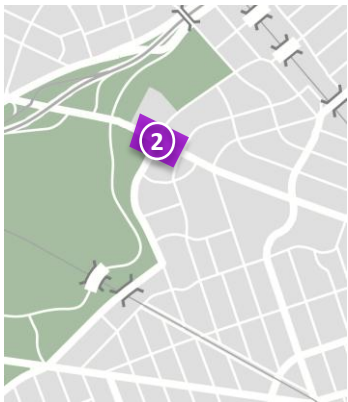
Northbound Q37  
bus blocks thru  
traffic when  
stopped

# EXISTING CONDITIONS – METROPOLITAN AV

Aggressive left turning vehicles do not yield to pedestrians  
(430 vehicles in AM rush hour)



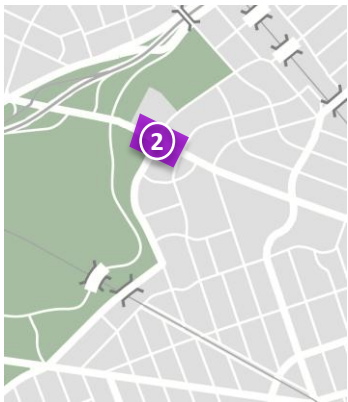
Northbound Q37 bus blocks thru traffic when stopped



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

Add Qwick Kurb  
to calm left turns

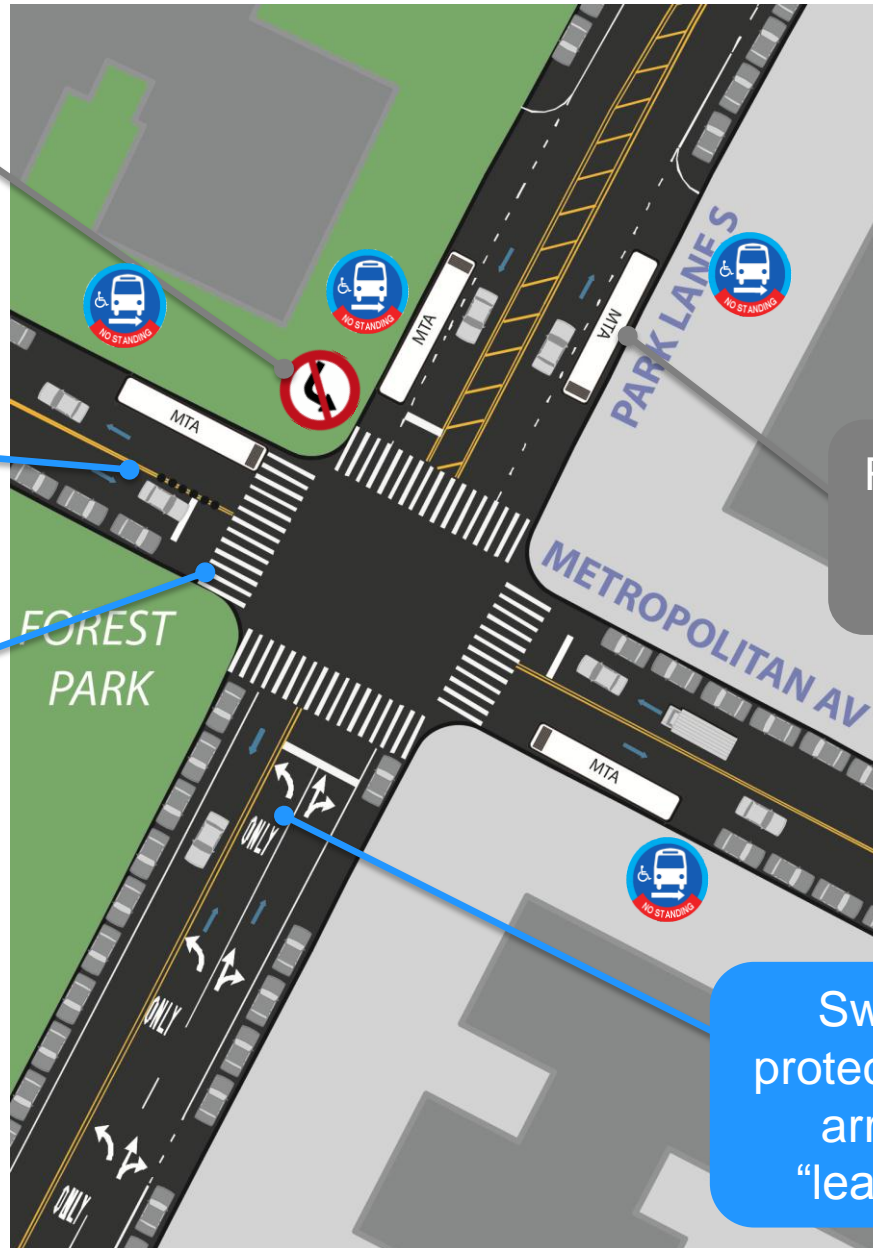
Add leading pedestrian interval (LPI) to north-south crossing



No parking loss

Relocate northbound bus stop to ease traffic congestion

Switch northbound protected turn (left green arrow phase) from “leading” to “lagging”

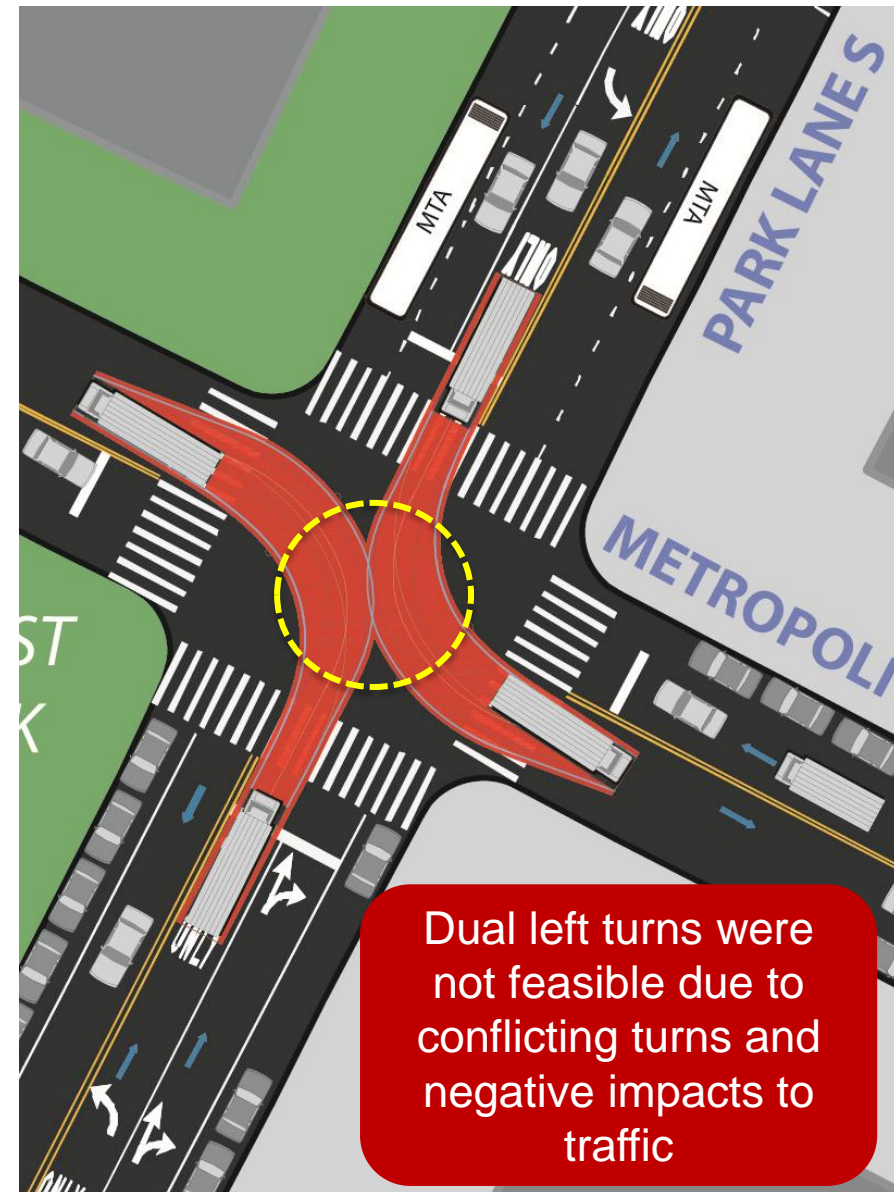
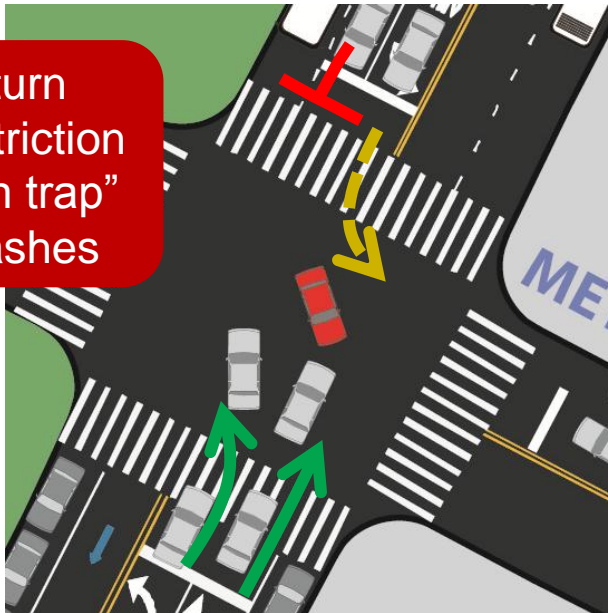


# TURN RESTRICTION ANALYSIS

Turn restriction is required in order to improve pedestrian safety at intersection.

- LPI is not feasible without switching left turn to lagging phase
- Must provide either dual left turns or restrict southbound left turn

Lagging left turn without turn restriction causes “left turn trap” resulting in crashes



# EXISTING ISSUES – 115 ST

**6 crashes  
resulting in  
5 injuries  
(2010-2014)**

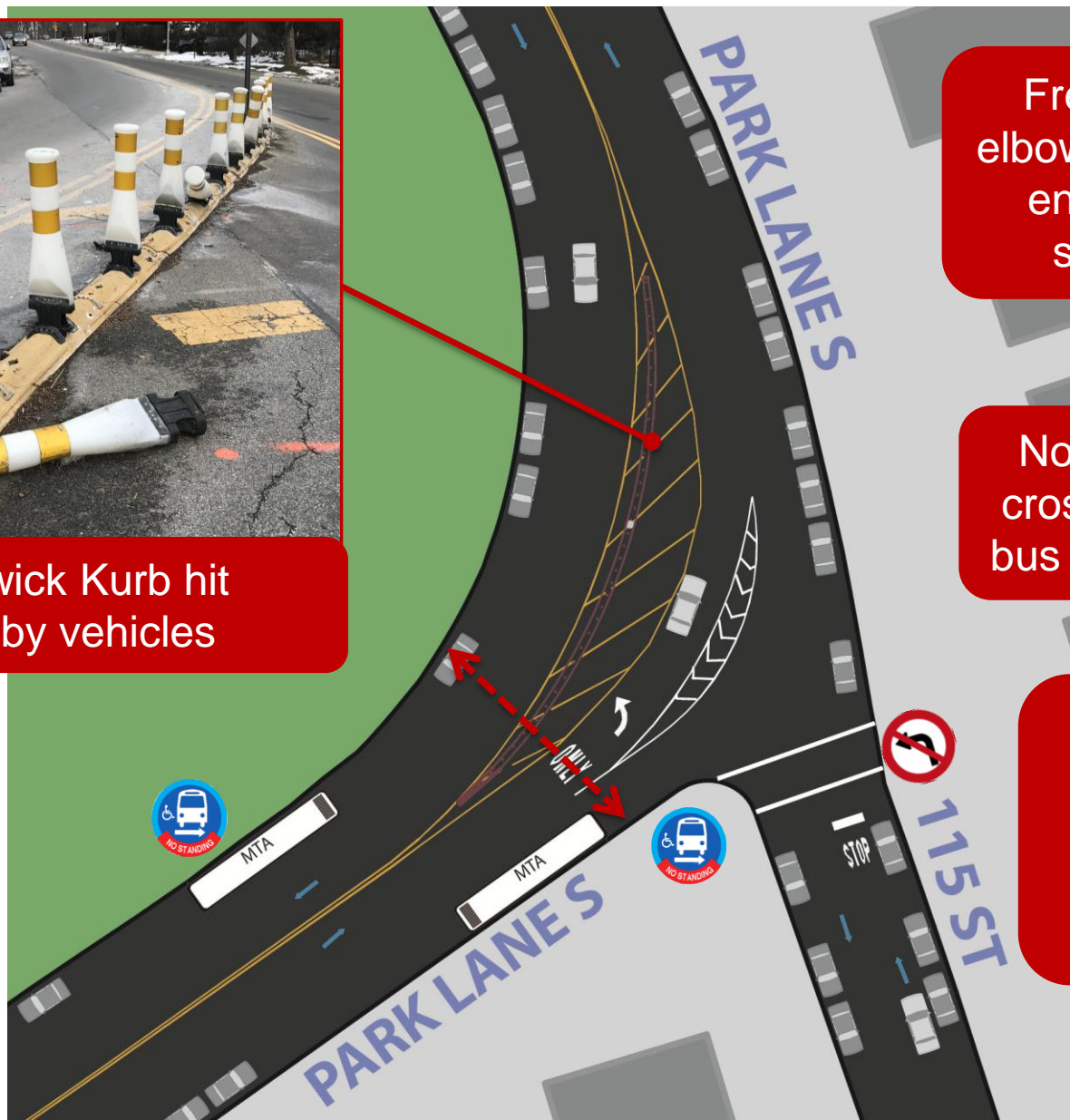
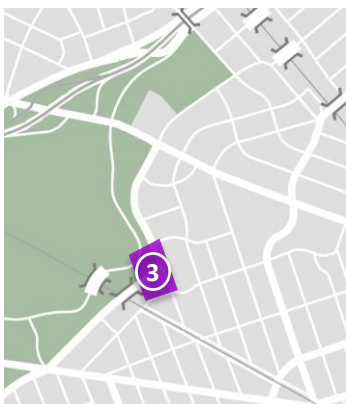
**Existing Quick  
Kurb hit frequently  
by vehicles**

**No pedestrian  
crossing at Q37 bus  
stop locations**

**Free flowing elbow movement  
encourages speeding**



Existing Qwick Kurb hit frequently by vehicles

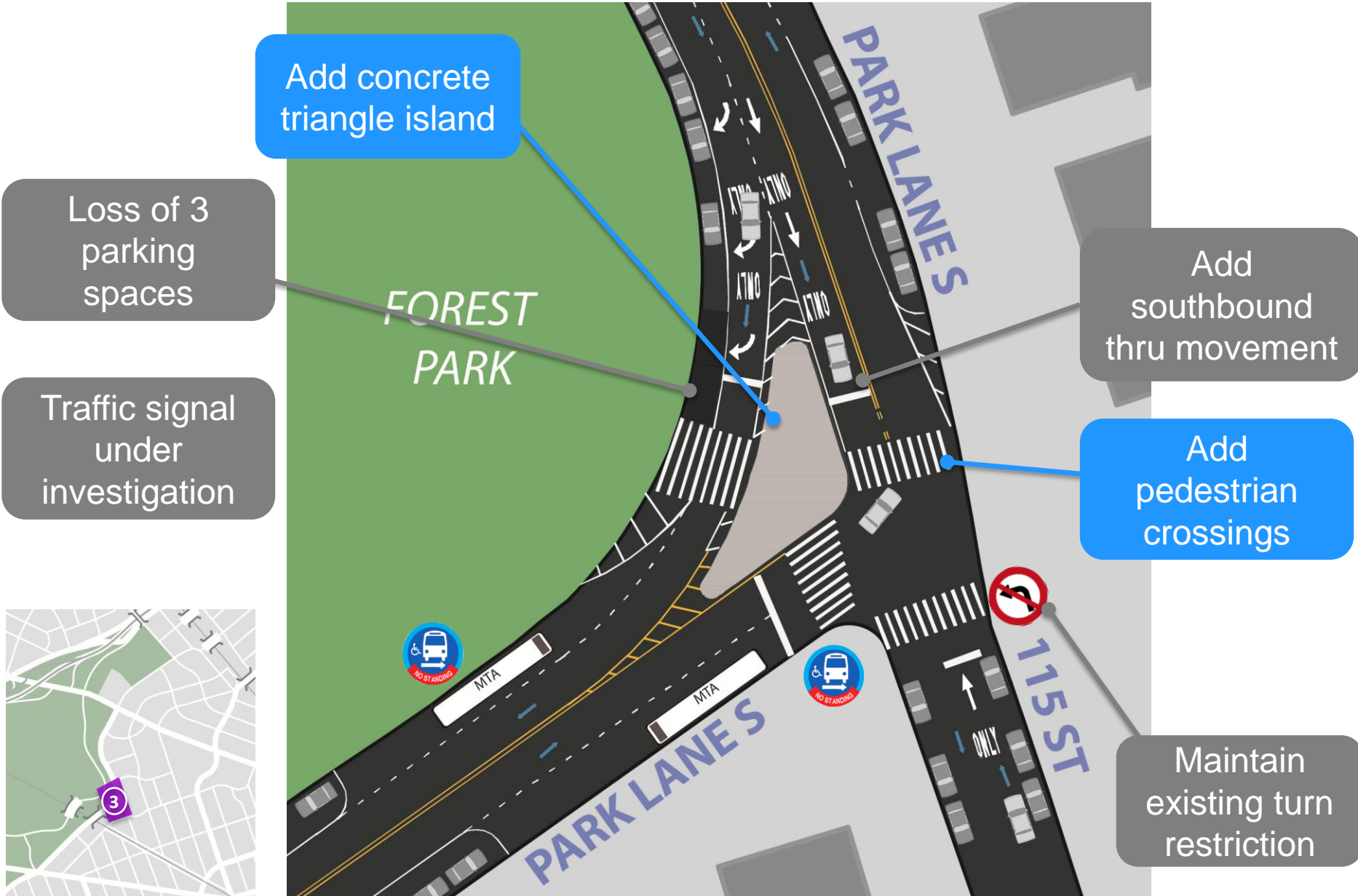


Free flowing elbow movement encourages speeding

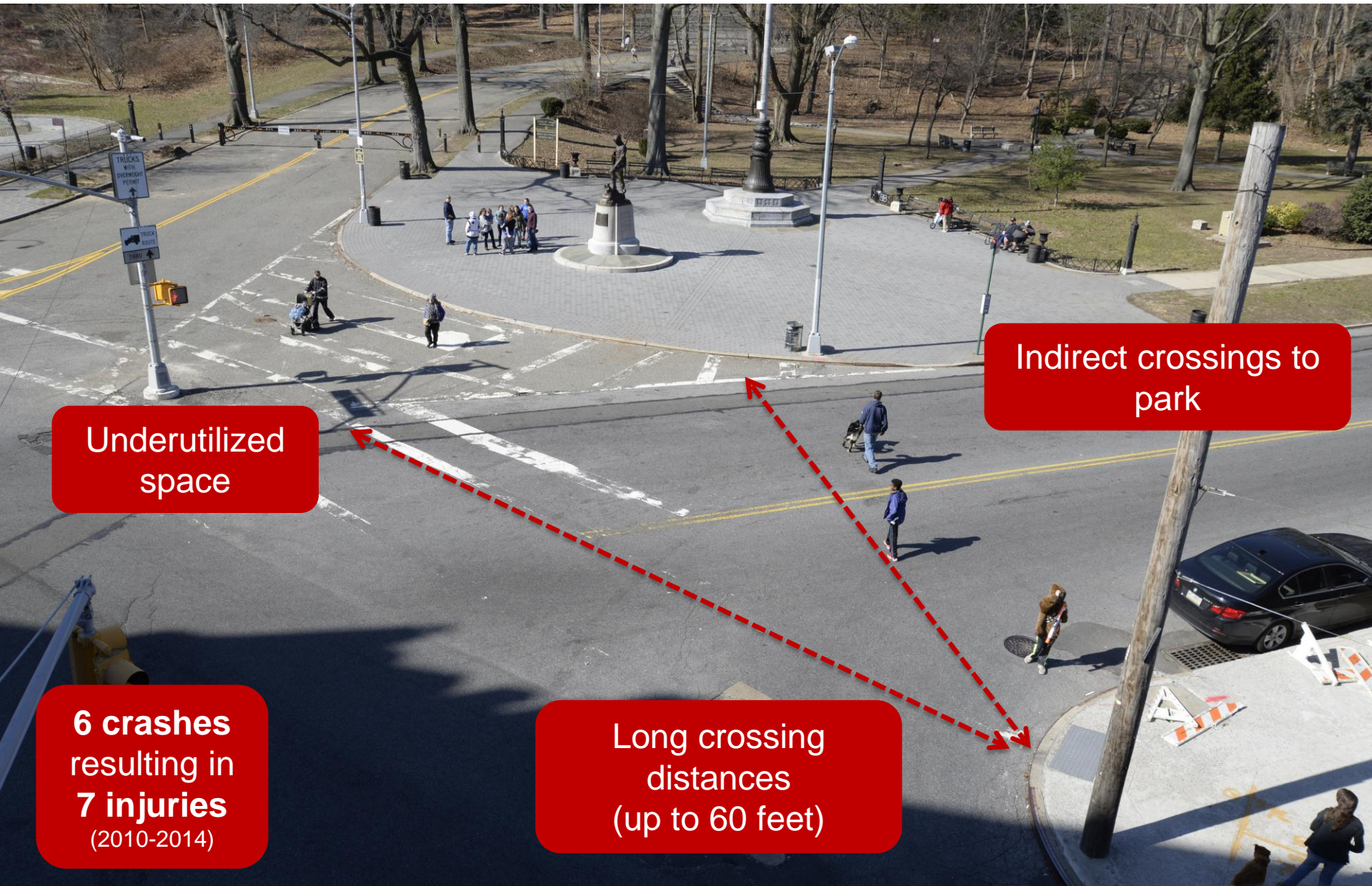
No pedestrian crossing at Q37 bus stop location

Difficult for northbound vehicles to enter intersection

# PROPOSAL – 115 ST



# EXISTING ISSUES – MYRTLE AV



Underutilized  
space

**6 crashes  
resulting in  
7 injuries**  
(2010-2014)

Long crossing  
distances  
(up to 60 feet)

Indirect crossings to  
park

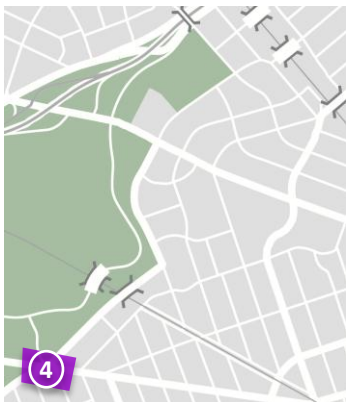
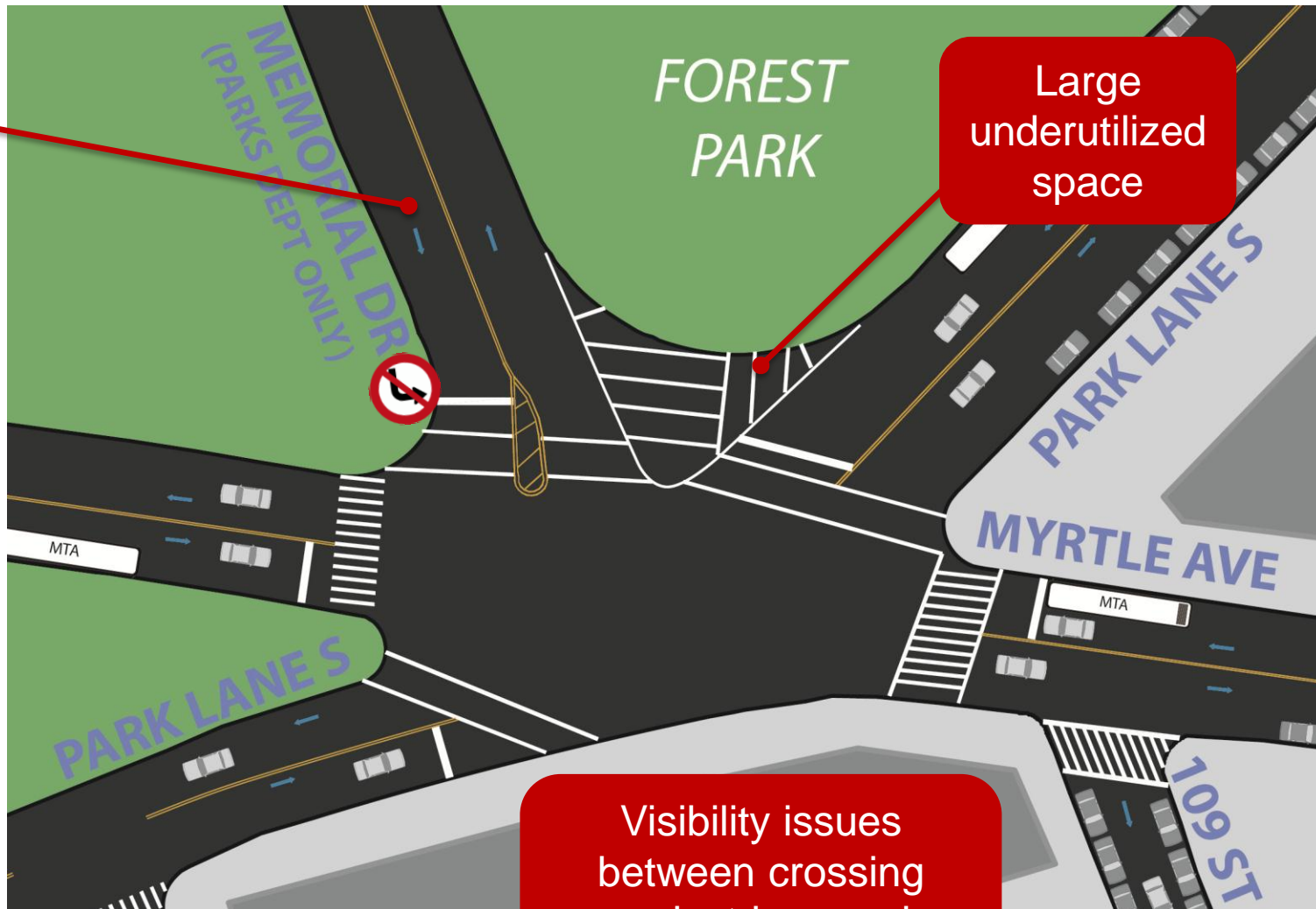
# EXISTING CONDITIONS – MYRTLE AV

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 that match existing parks pavers

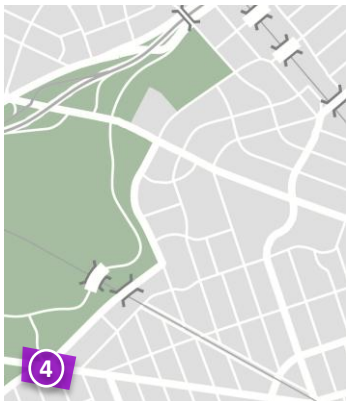
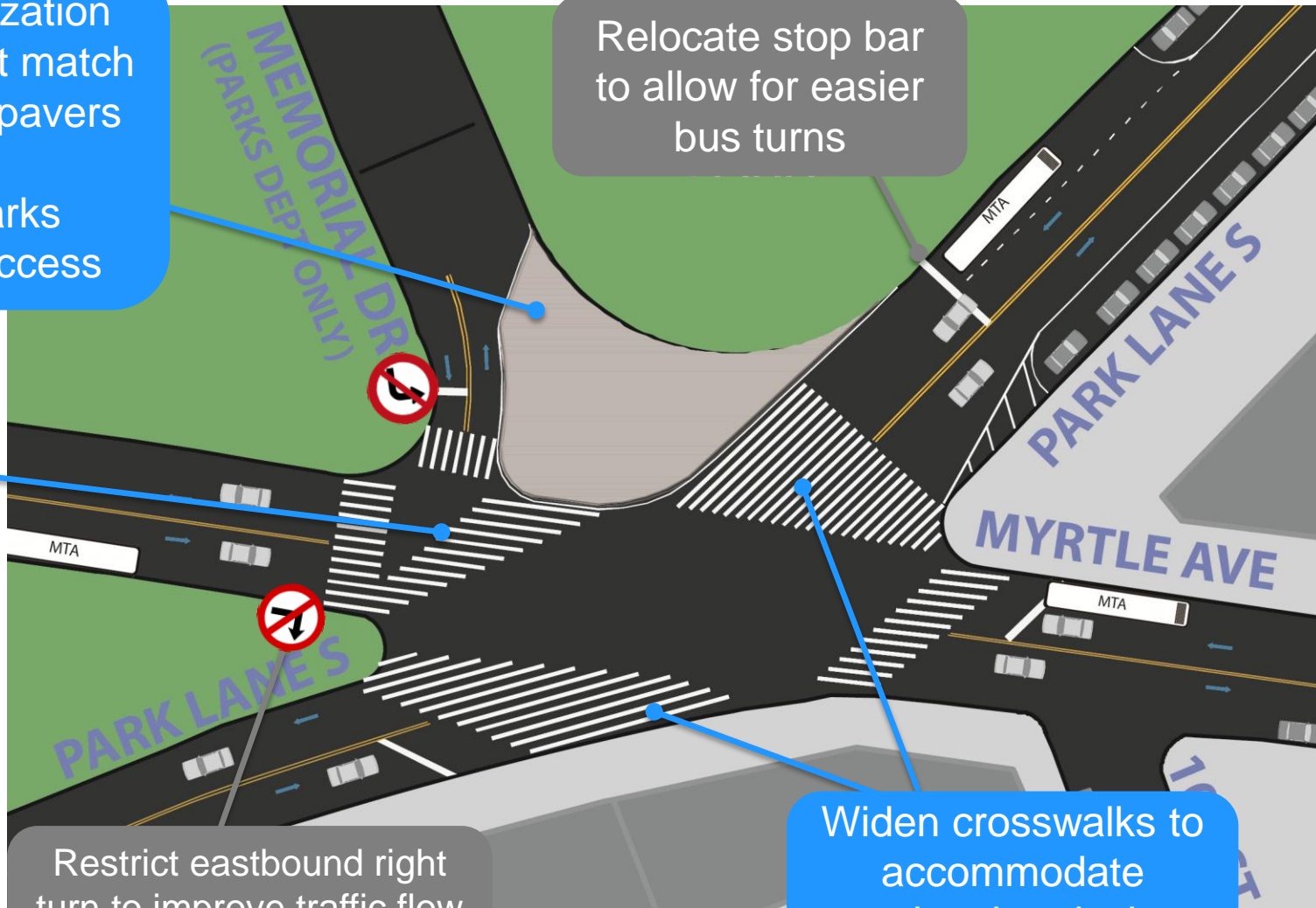
Maintain parks department access

Add crosswalk

Relocate stop bar to allow for easier bus turns

Restrict eastbound right turn to improve traffic flow  
(1-5 vehicles during rush hours)

Widen crosswalks to accommodate pedestrian desire paths to park

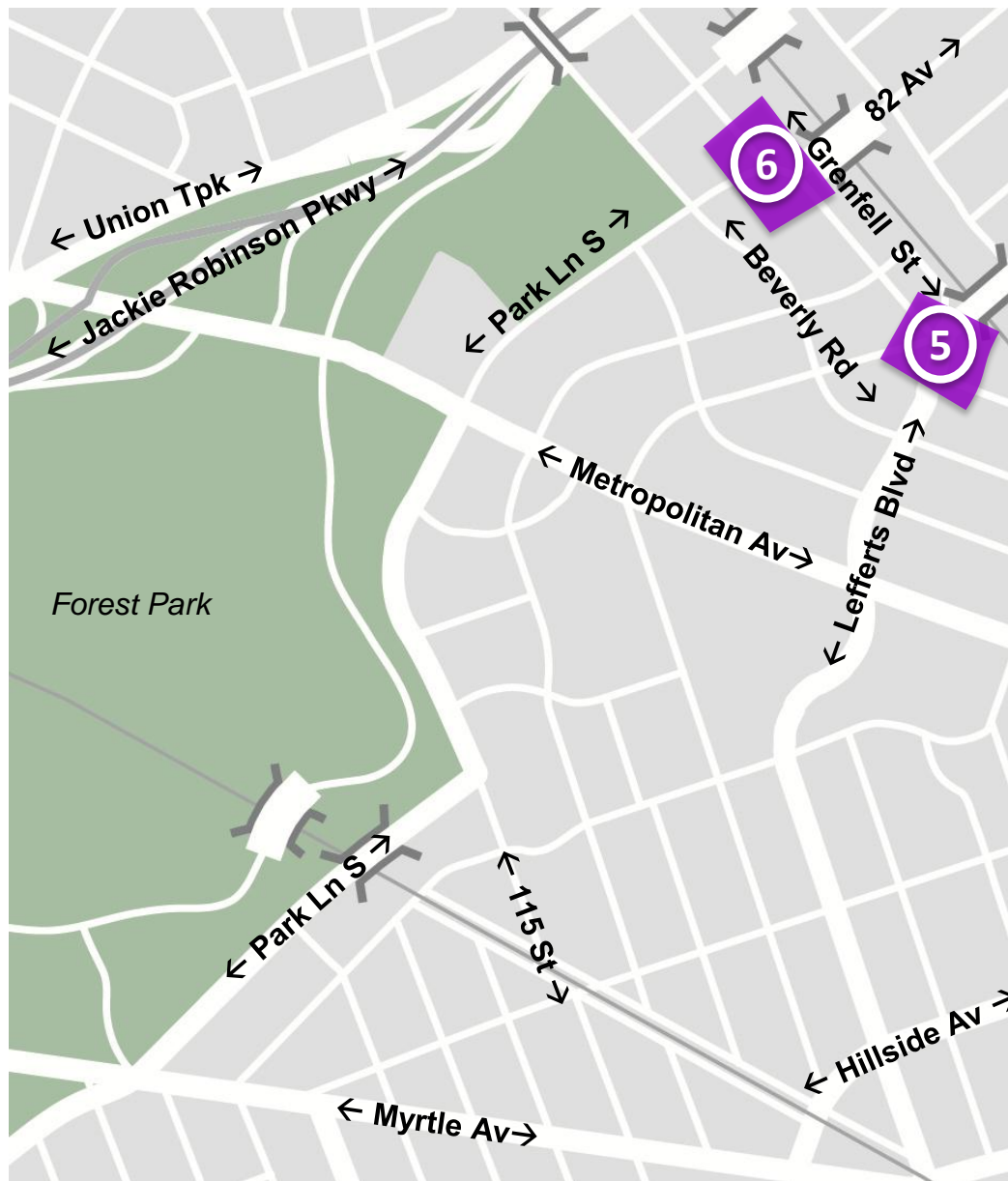


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## Proposal – Grenfell St Improvements

# 3

# 2017 PROJECT AREA – GRENFELL ST



## Proposed Improvements:

- 5) Lefferts Blvd / Grenfell St
- 6) Onslow Pl / Grenfell St / 82 Av

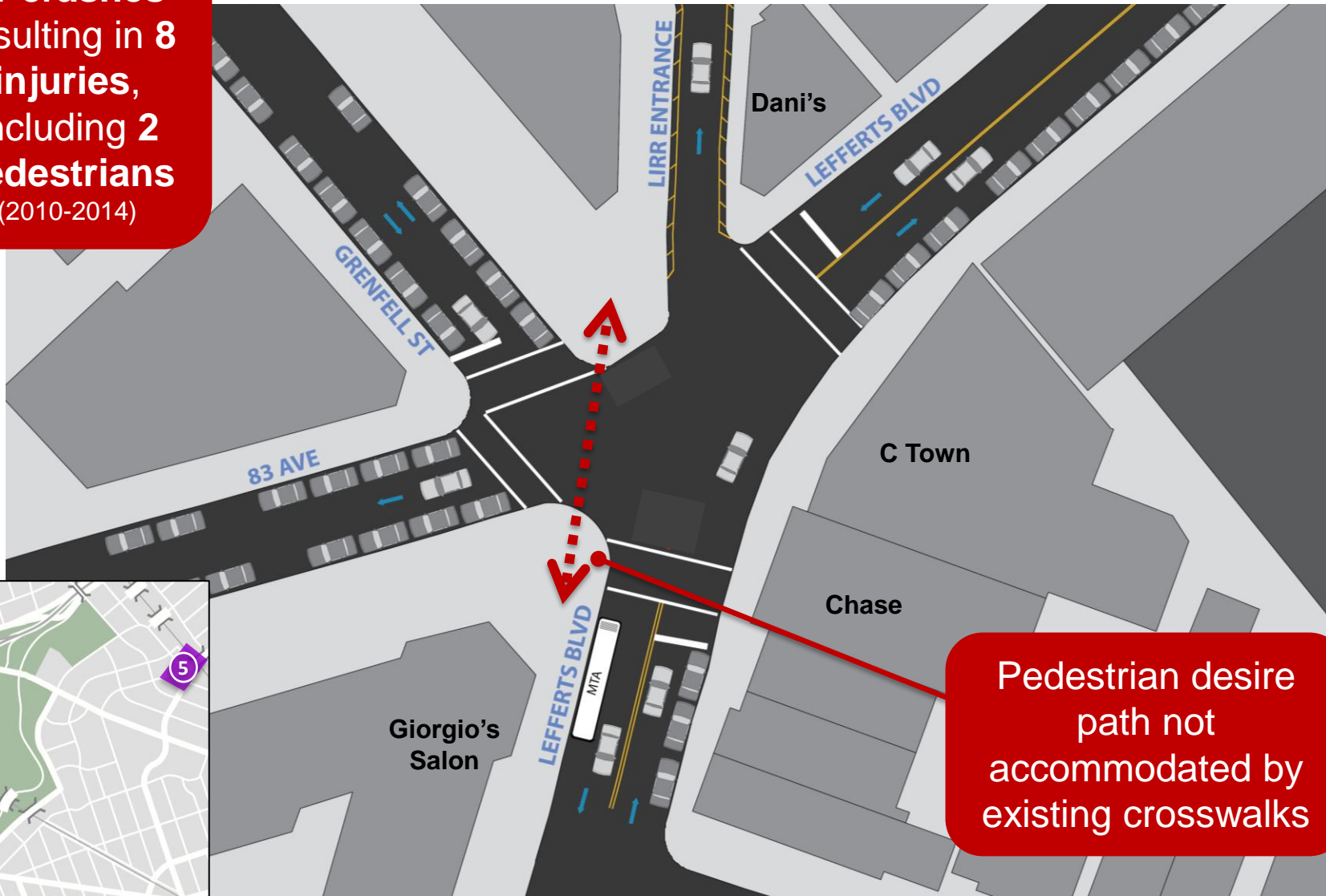
# EXISTING ISSUES – LEFFERTS BLVD / GRENFELL ST

Pedestrian desire  
paths not  
accommodated by  
existing crossings



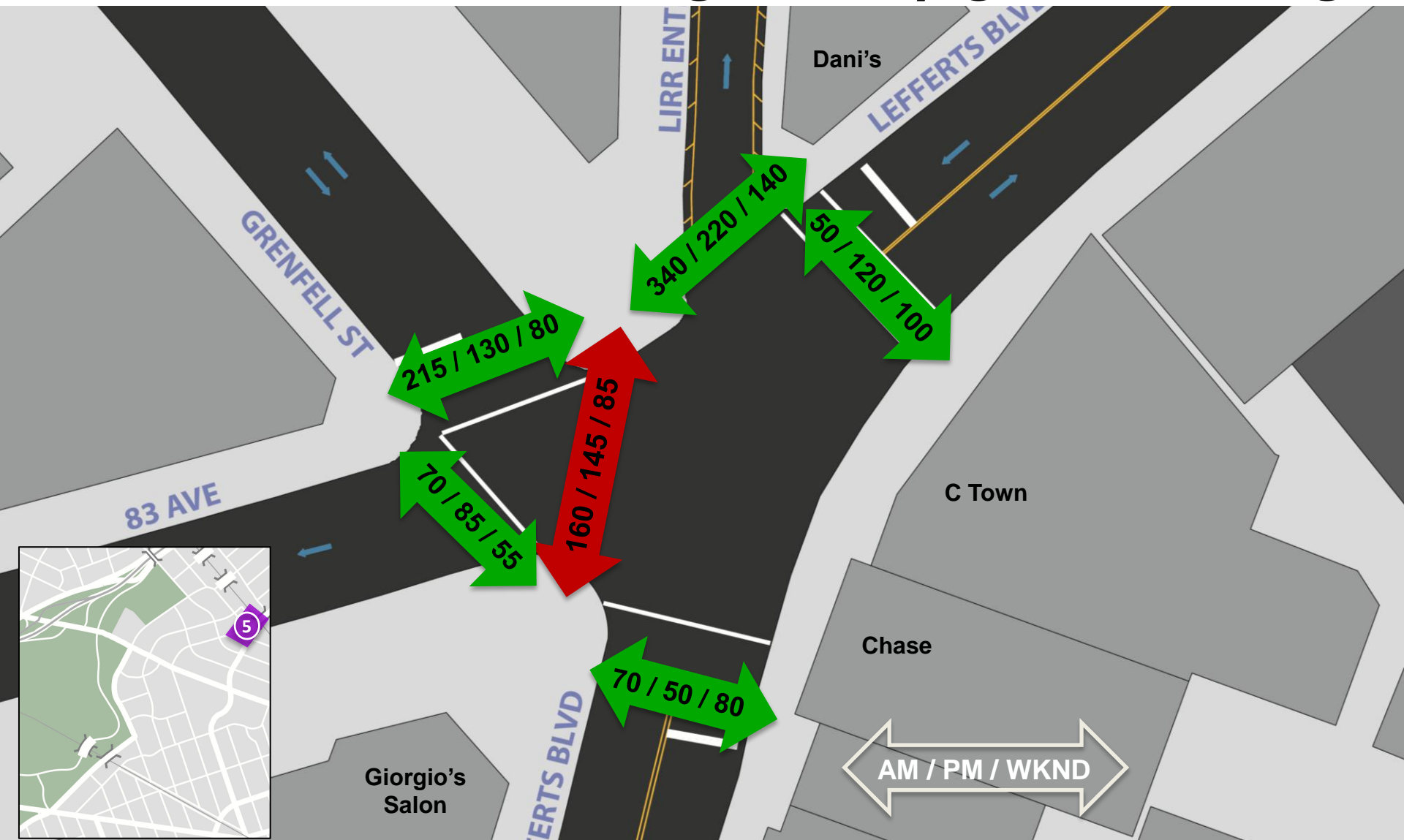
# EXISTING CONDITIONS – LEFFERTS BLVD / GRENFELL ST

**11 crashes**  
resulting in 8  
**injuries**,  
including 2  
**pedestrians**  
(2010-2014)

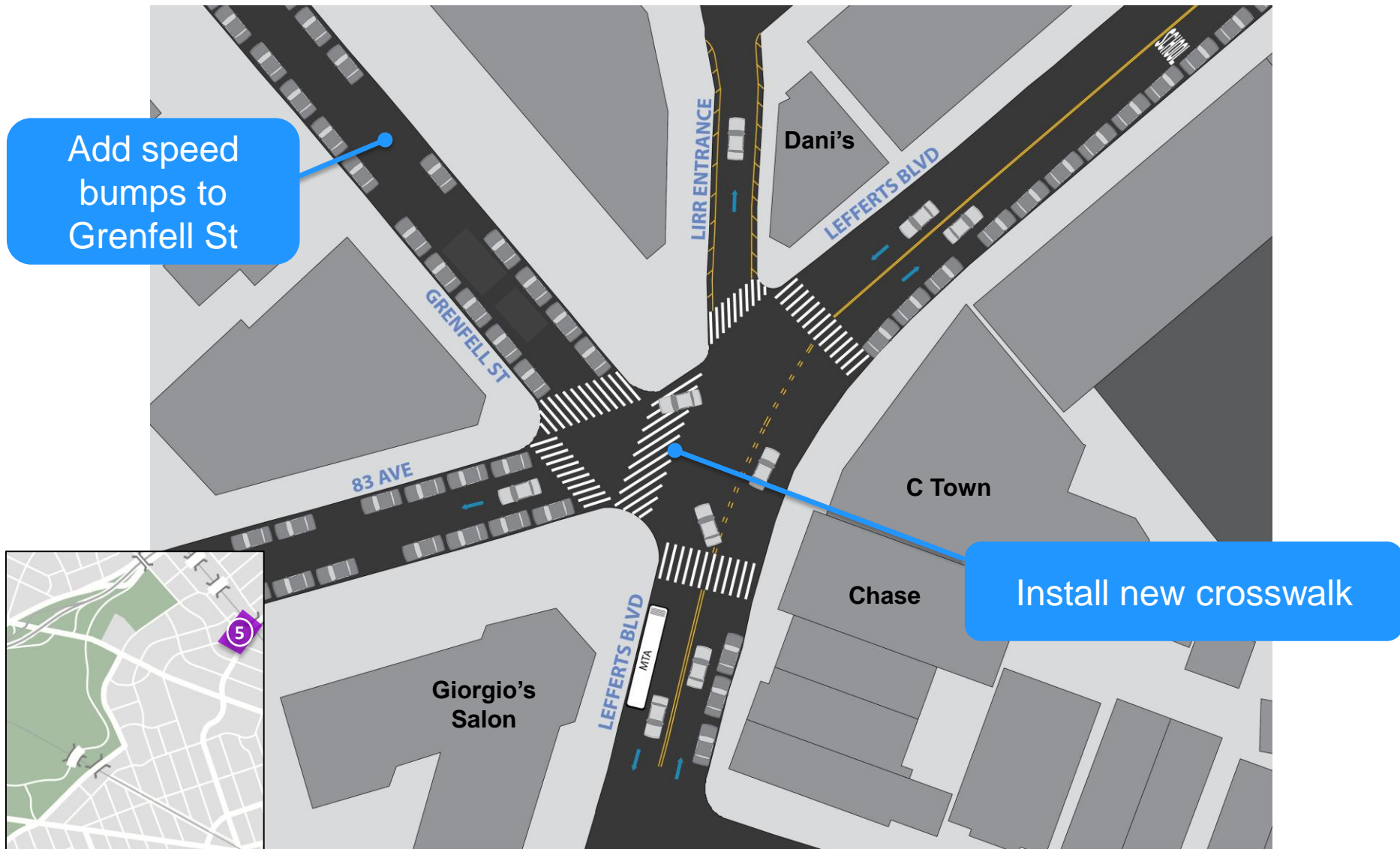


Pedestrian desire  
path not  
accommodated by  
existing crosswalks

# PEDESTRIAN COUNTS – LEFFERTS BLVD / GRENFELL ST



# PROPOSAL – LEFFERTS BLVD / 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

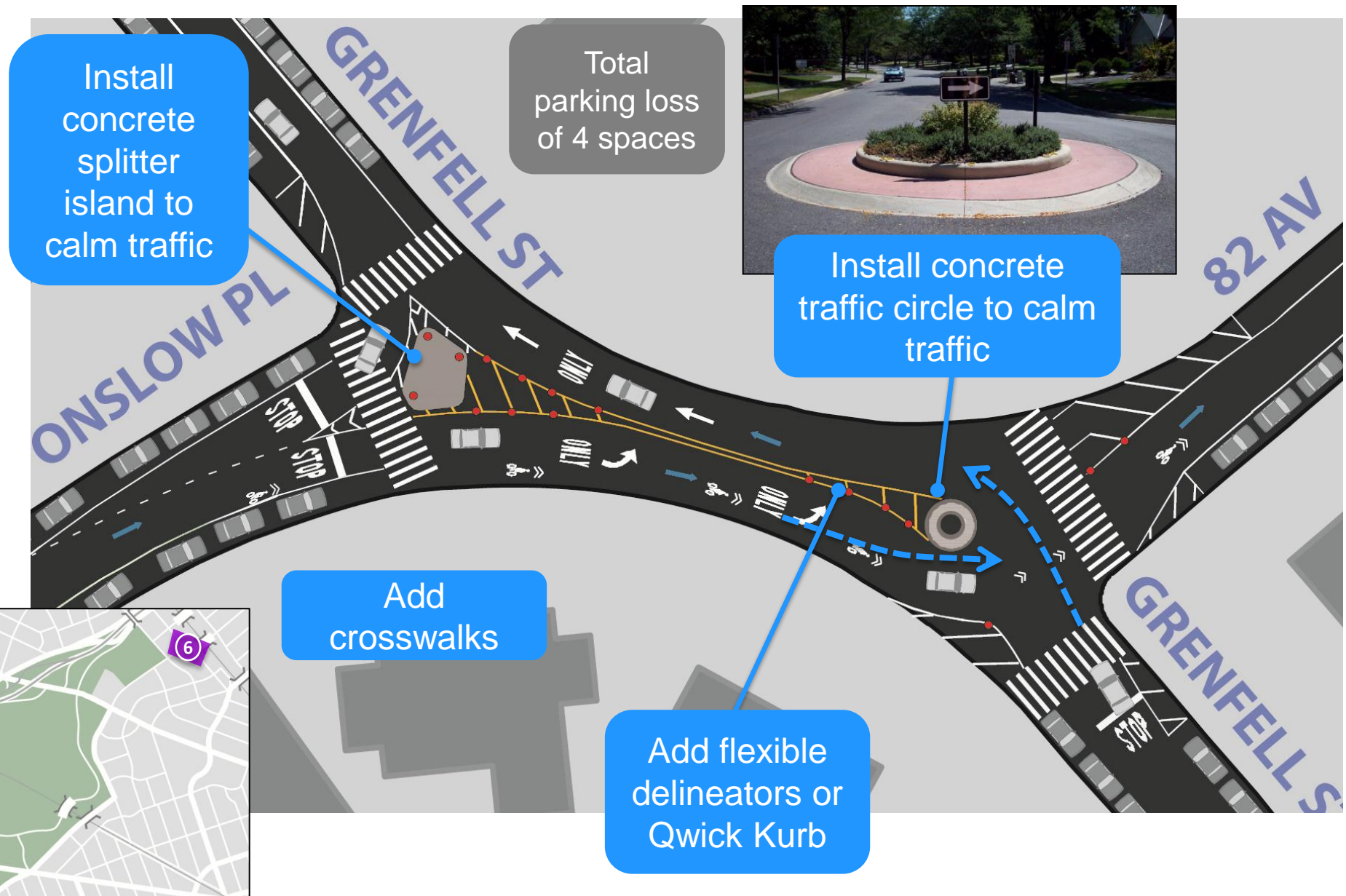
**4 crashes  
resulting in  
2 injuries  
(2010-2014)**

**No pedestrian  
crossings**

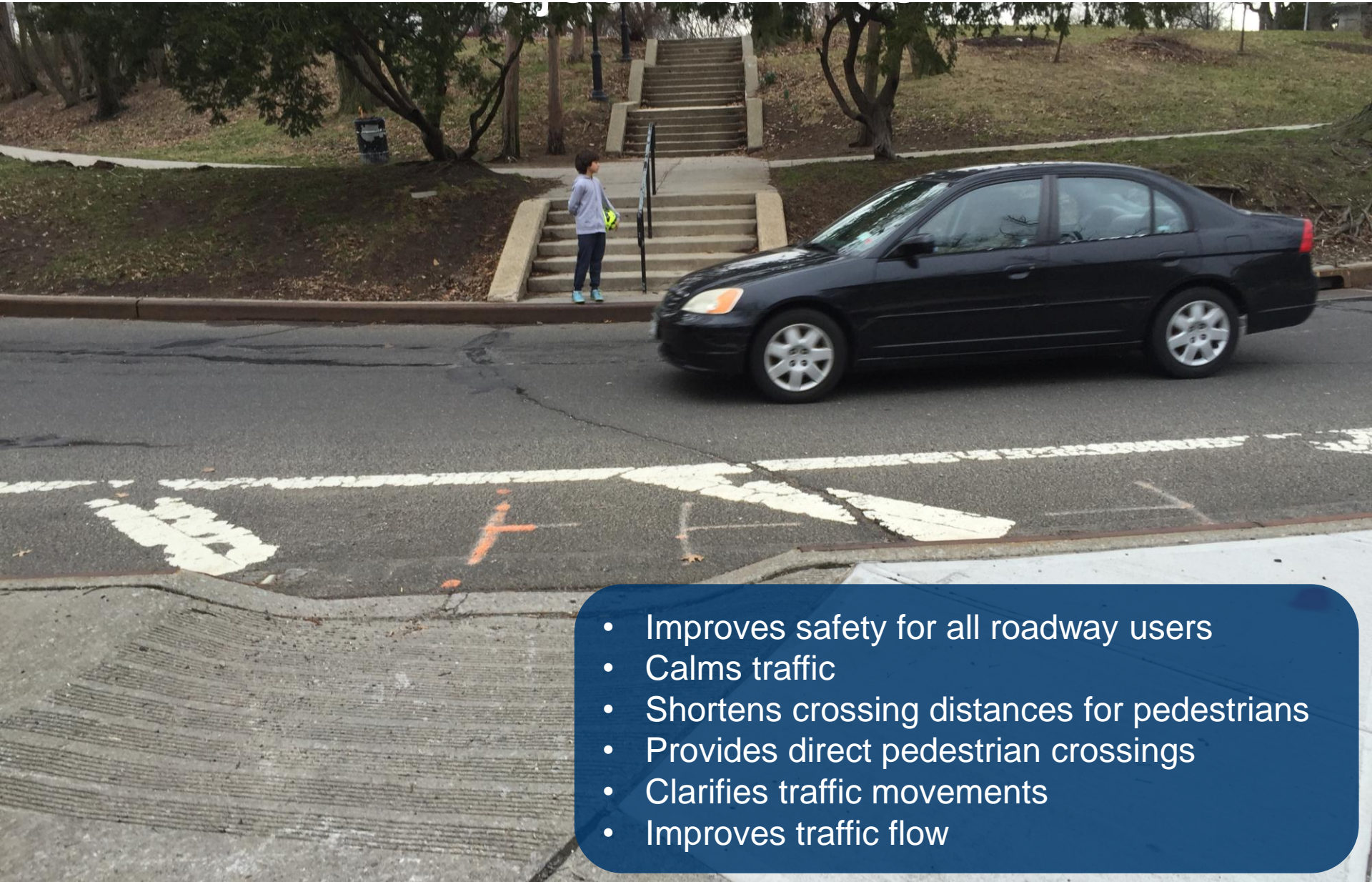
**Vehicles often do not  
comply with stop signs and  
speed around corner from  
Onslow Pl to 82 Av Bridge**



# 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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