

# Hillside and Metropolitan

## Pedestrian Safety Improvements

2014



**VISION  
ZERO**

NEW YORK CITY

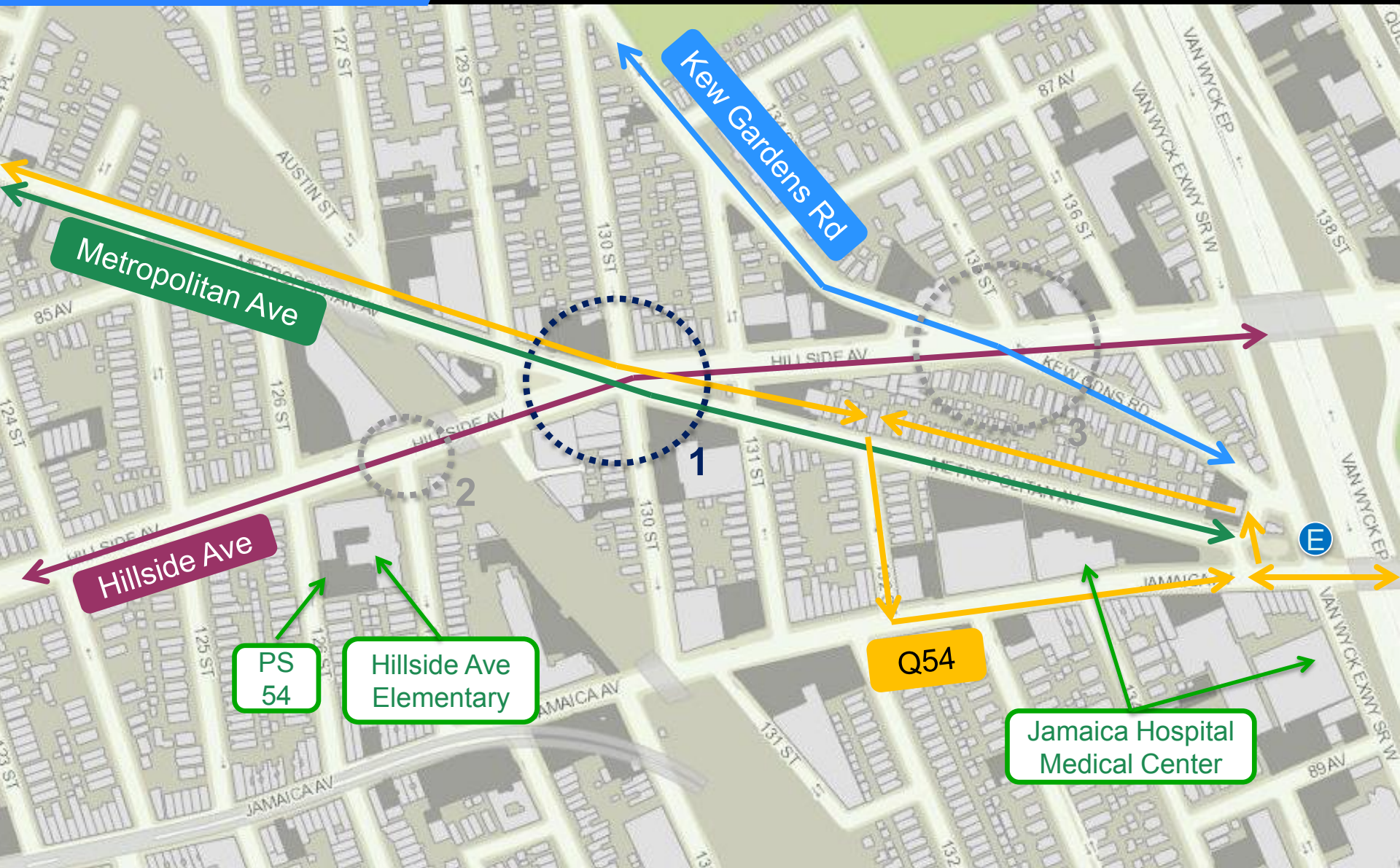


Commissioner Polly Trottenberg New York City Department of Transportation

Presented by the Pedestrian Projects Group on September 9, 2014



# Project Area





# 1. Hillside Ave/Metropolitan Ave



Long pedestrian crossings

Poor visibility/yielding to  
pedestrians

Turn conflicts congest  
intersection

Difficult to predict vehicle  
movements



# Crash History

24% of motor vehicle crashes involved left turning vehicles

60% of pedestrian crashes took place when pedestrians are crossing with signal.



	Total Injuries	Severe Injuries
Pedestrian	6	0
Bicyclist	2	1
Motor Vehicle Occupant	38	2
Total	46	3

Metropolitan Ave at Hillside Ave  
Injury Summary, 2008-2012 (5 years)

# Proposed Improvements

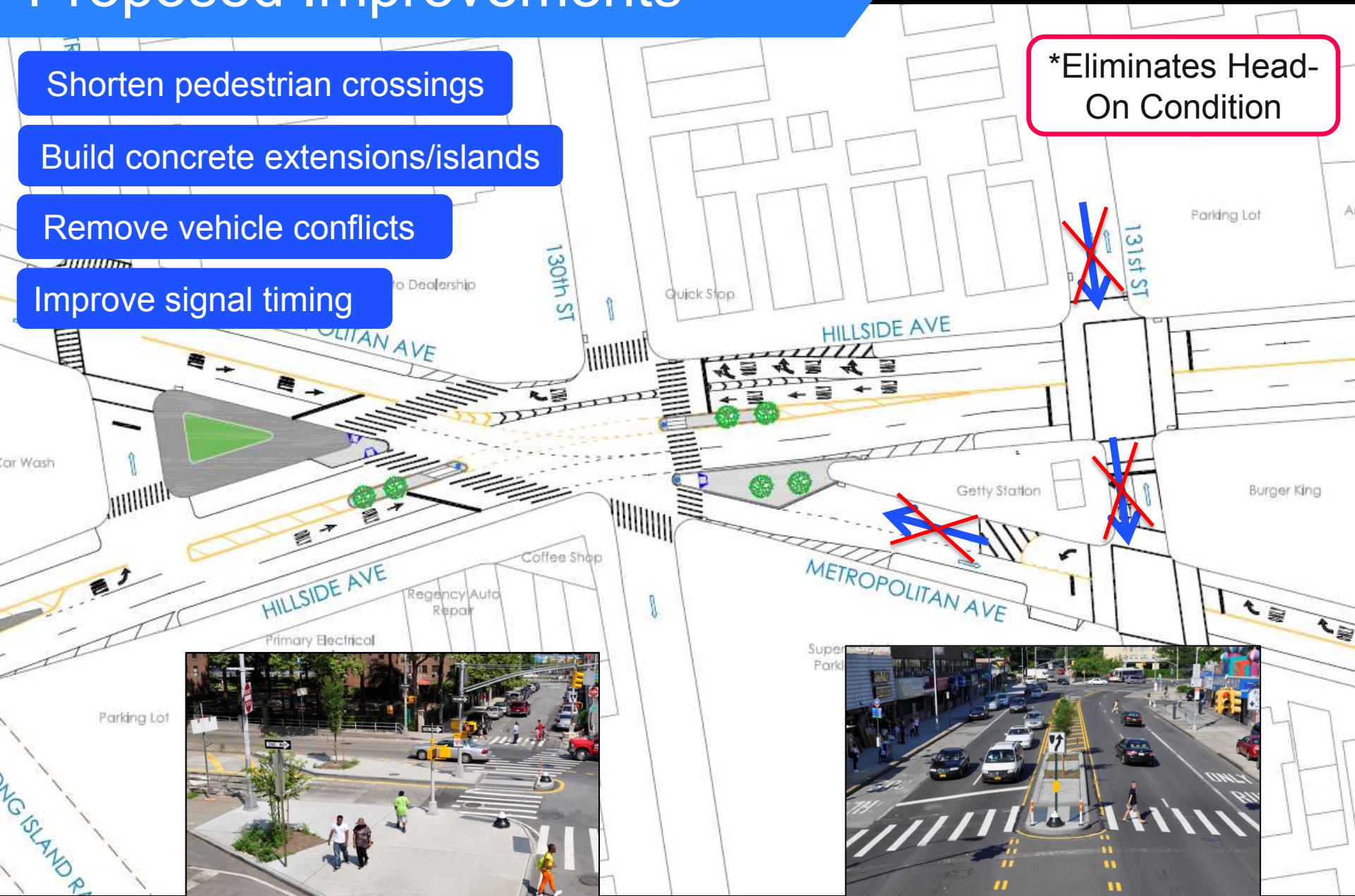
Shorten pedestrian crossings

Build concrete extensions/islands

Remove vehicle conflicts

Improve signal timing

\*Eliminates Head-On Condition



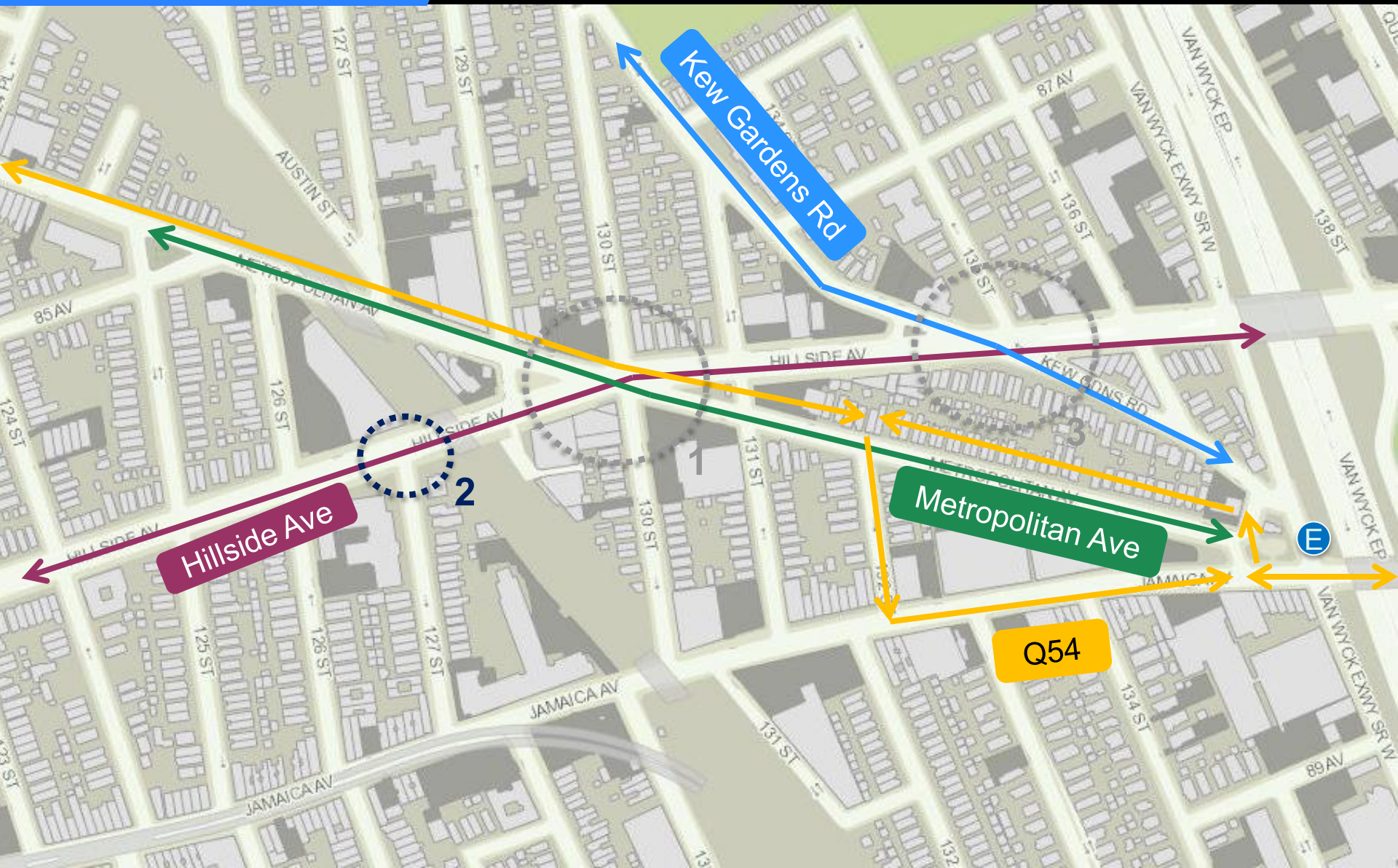
Concrete neckdown/extension example



Pedestrian safety island example



# Project Area





## 2. Hillside Ave/127<sup>th</sup> St

School crossings

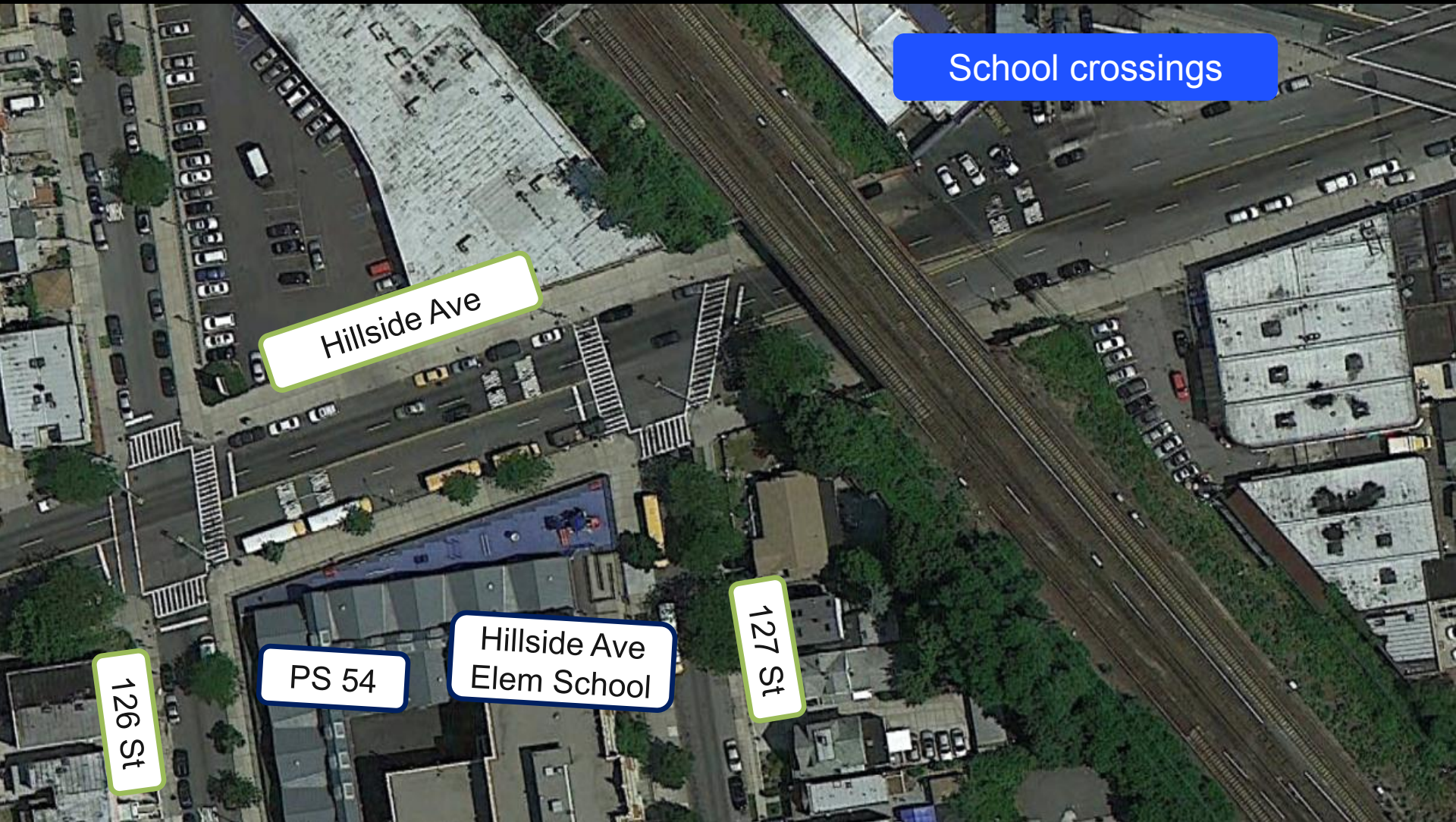
Hillside Ave

PS 54

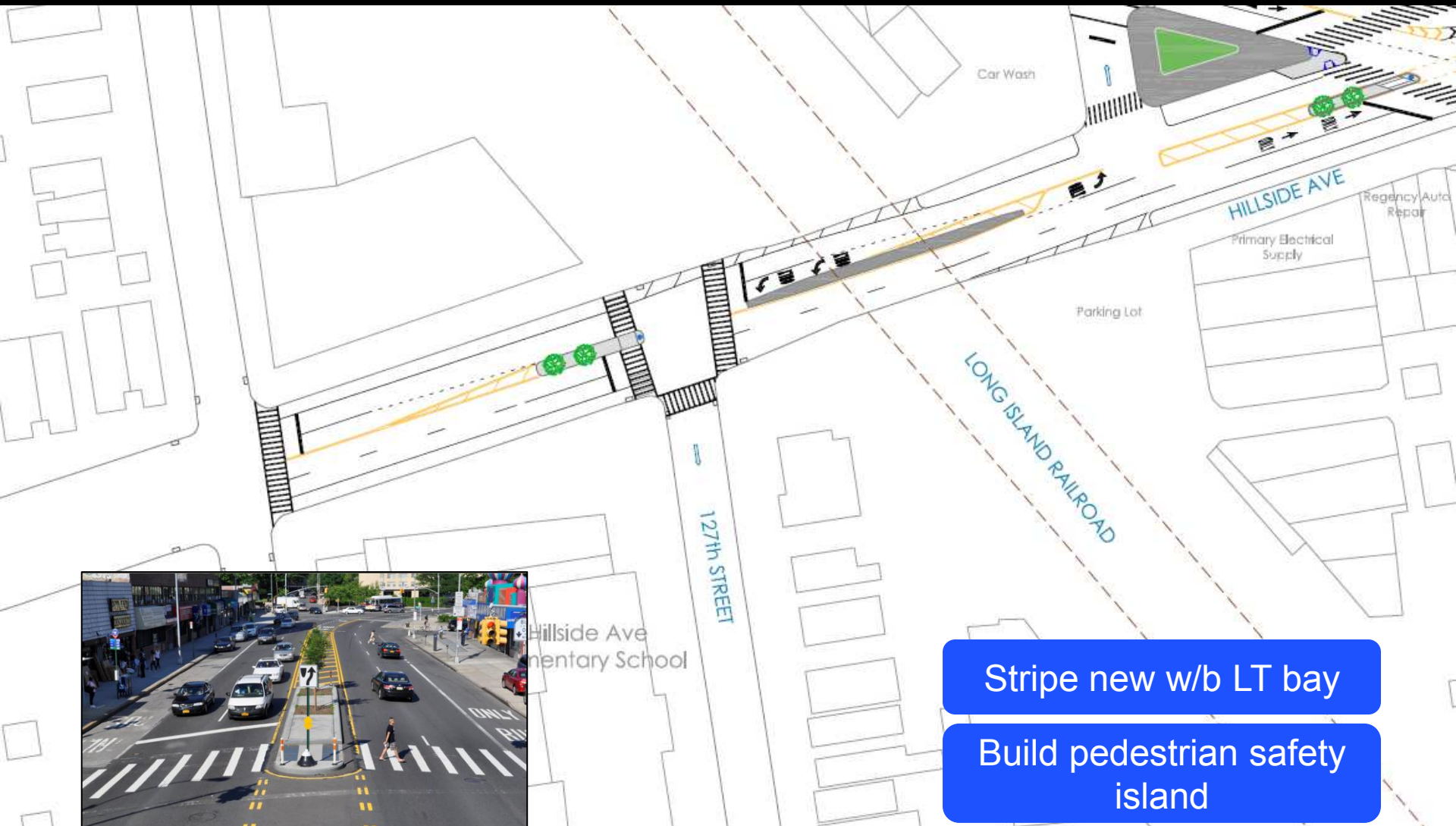
Hillside Ave  
Elem School

127 St

126 St



# Proposed Improvements



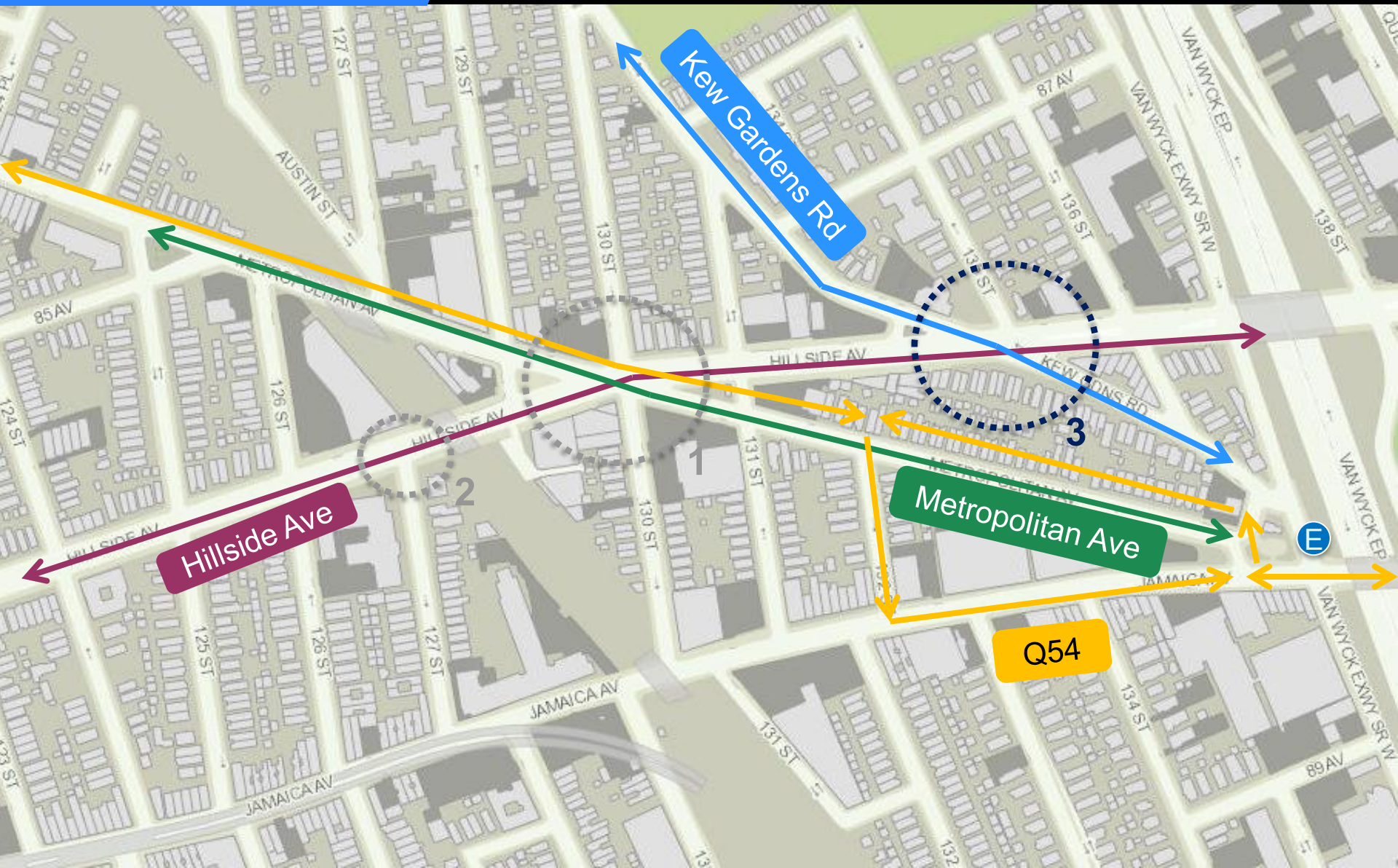
Pedestrian safety island example

Stripe new w/b LT bay

Build pedestrian safety island



# Project Area





### 3. Hillside Ave/Kew Gardens Rd



Long pedestrian crossings

Poor visibility/yielding to pedestrians

Pedestrian desire lines not accommodated

Kew Gardens Rd

135 St

Hillside Ave

Kew Gardens Rd



# Proposed Improvements

\*Maintain e/b LT to  
Kew Gardens Rd

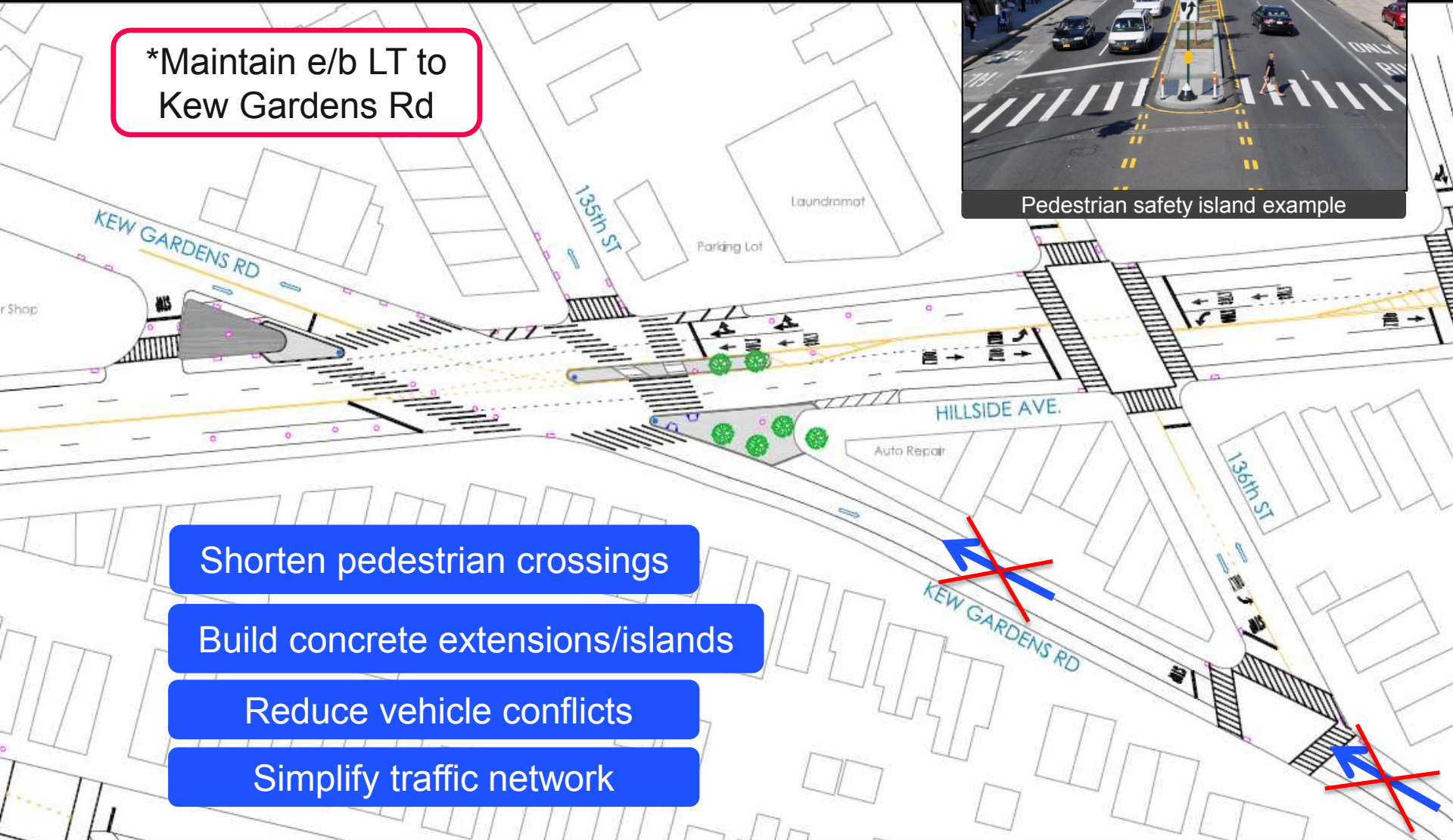


Shorten pedestrian crossings

Build concrete extensions/islands

Reduce vehicle conflicts

Simplify traffic network







[www.nyc.gov/dot](http://www.nyc.gov/dot)

Thank  
You



# Appendix - Proposal Summary

## Proposed changes to the intersection of Hillside/Metropolitan

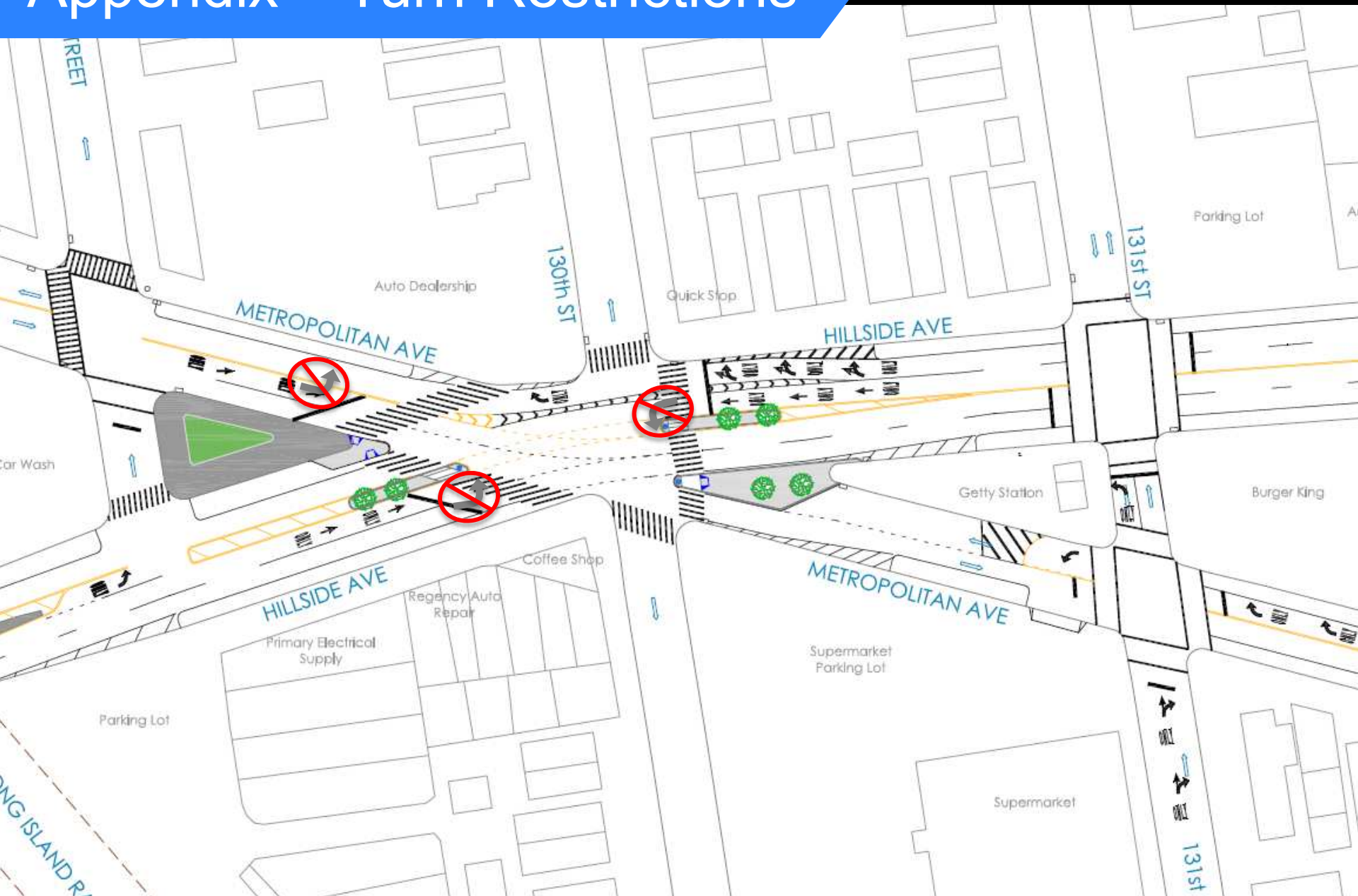
1. Add two concrete neckdowns to shorten crosswalks
2. Add two concrete pedestrian islands to create safer crossings
3. Improve signal timing to allow for conflict-free crossings and vehicle turns
4. Convert Metropolitan btwn 130 St/131 St to e/b only
5. Convert 131 btwn Metropolitan and Hillside to n/b only
6. Convert 131 btwn Hillside and Kew Gardens to n/b only
7. Restrict following LTs:
  1. e/b Metropolitan to n/b 130 St
  2. e/b Hillside to s/b 130 St
  3. w/b Hillside to s/b 130 St
8. Add new turn bays at:
  1. e/b Hillside to n/b 129 St
  2. w/b Hillside to s/b 127 St
9. Add concrete pedestrian island at Hillside/127<sup>th</sup> to create safer crossing

## Proposed changes to the intersection of Hillside/Kew Gardens

1. Add concrete pedestrian island to create safer crossing
2. Add two concrete sidewalk extensions to create shorter crossings
3. Convert Kew Gardens btwn Hillside /Van Wyck State Rd to e/b only
4. Restrict following LTs:
  1. e/b Hillside to 135 St
  2. w/b Hillside to s/b Kew Gardens Rd
5. Add new turn bay at e/b Hillside to n/b 136 St
6. Net parking gain +7

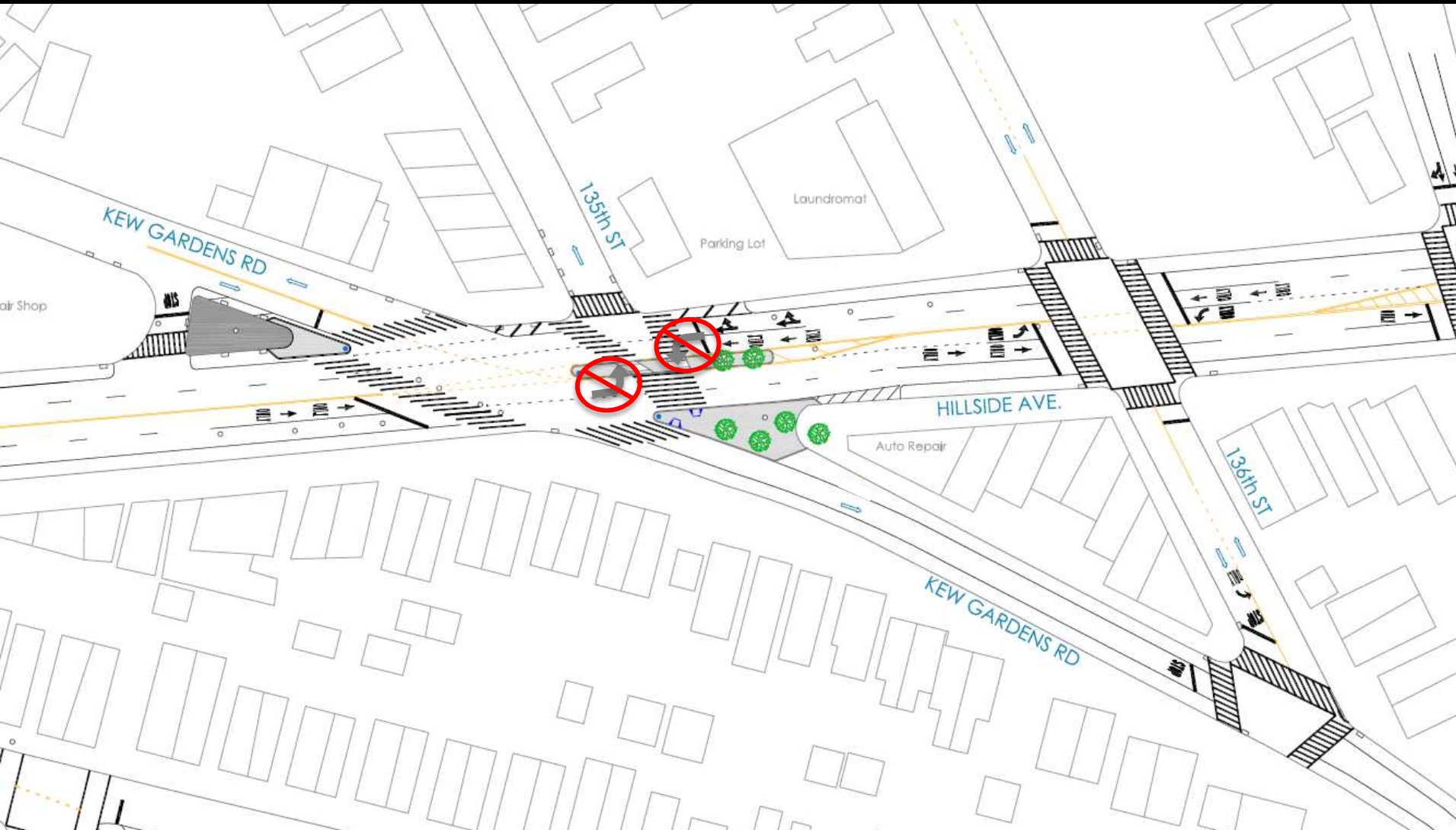


# Appendix – Turn Restrictions



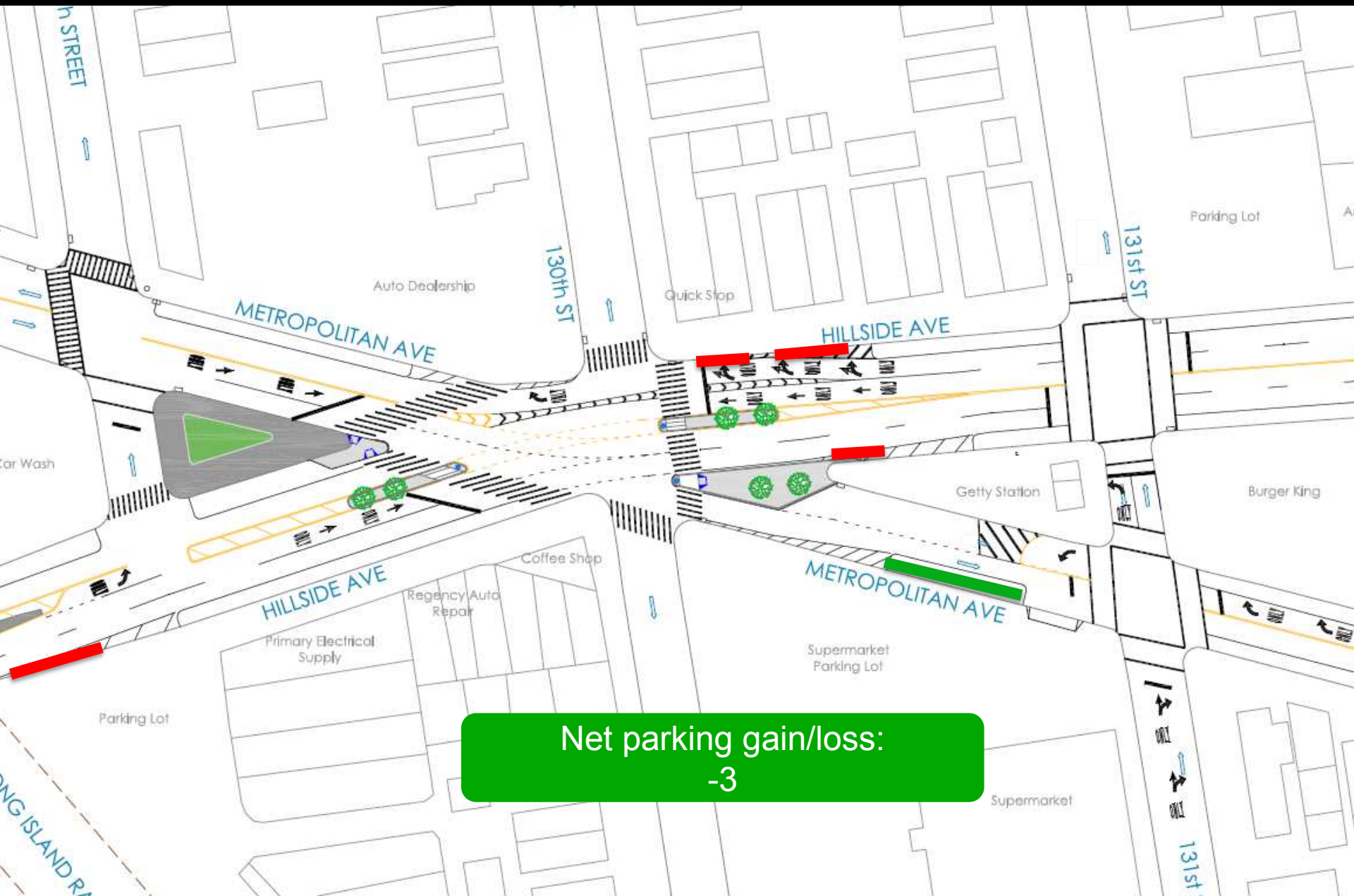


# Appendix – Turn Restrictions





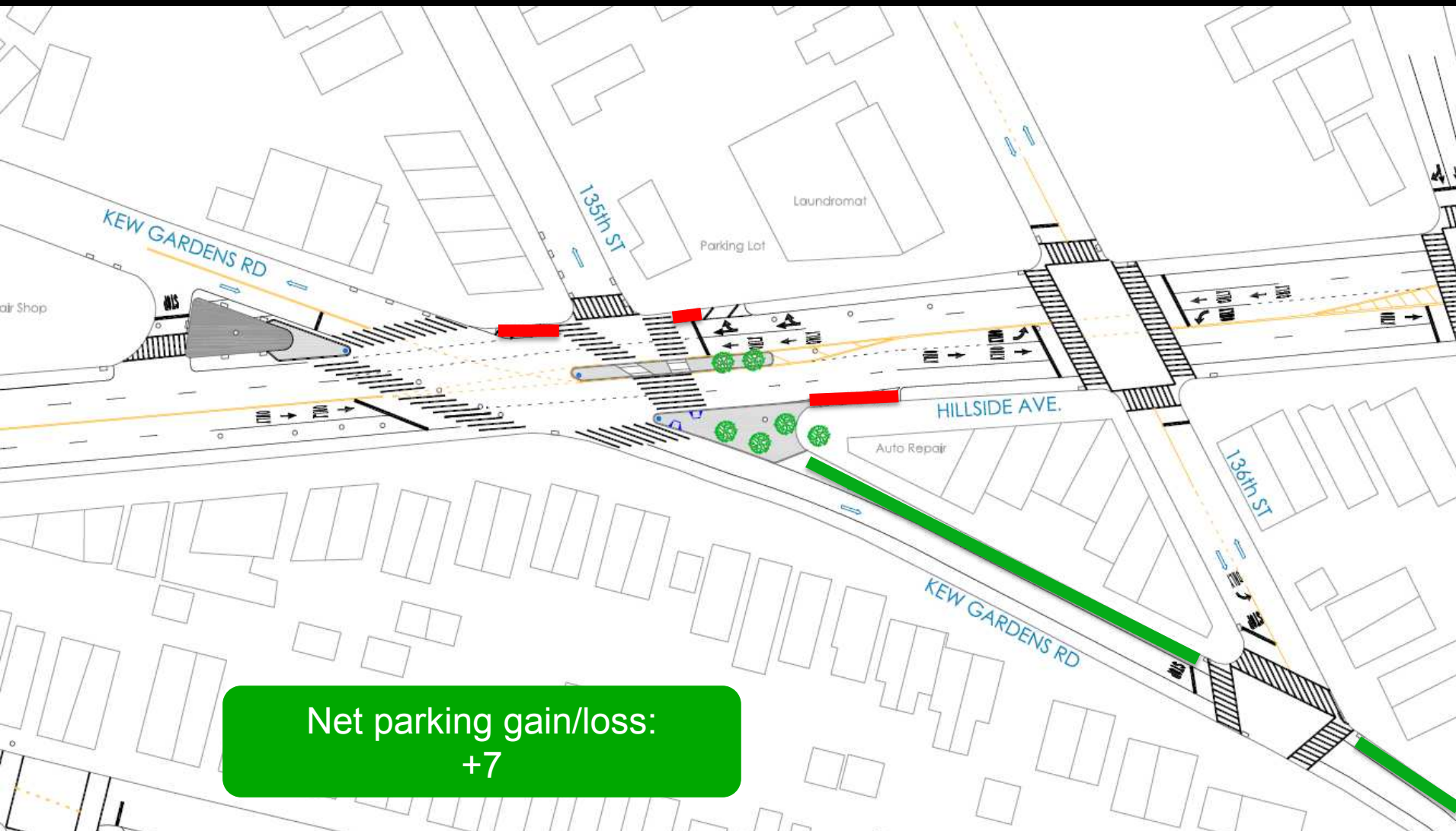
# Appendix – Parking Changes



Net parking gain/loss:

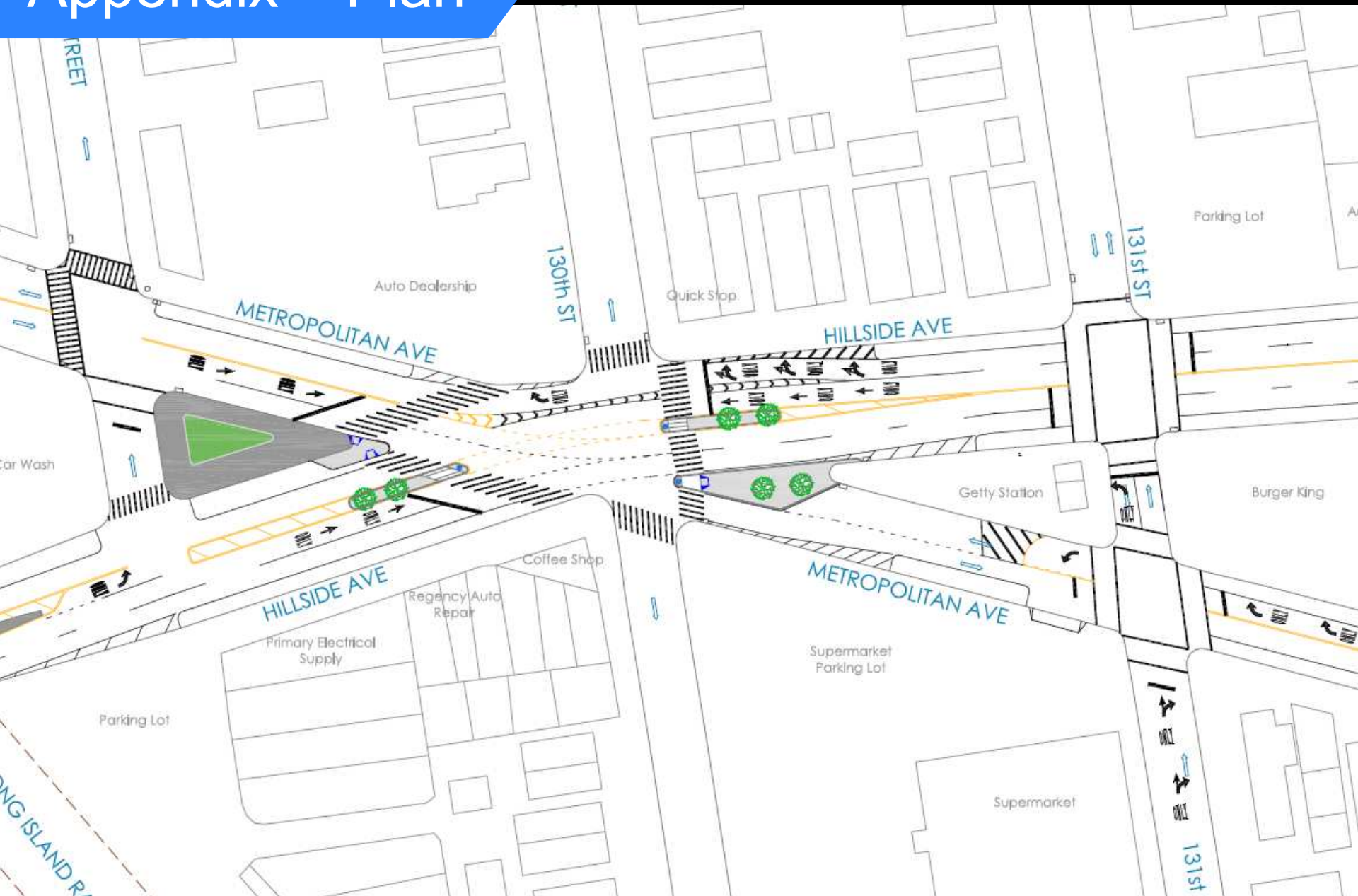
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# Appendix – Parking Changes





# Appendix – Plan



# Appendix – Plan

