Project Background
Context - Neighborhood Connectivity

Bruckner Boulevard divides Longwood and Hunts Point

Desire for improved connectivity and safer crossings between South Bronx neighborhoods

Gap between Bronx River Greenway and Randall’s Island Connector (opening 2015)
Project Background

Area Improvements

- New signal at Whitlock Ave (2013)
- Bruckner Blvd Bike Path (2013)
- Cramers Sq Safety Improvements (2010)
- Longwood Ave Safety Improvements (2014)
- Cramers Sq Reconstruction (In Design)
- Concrete Plant Park (NYC DPR - 2009)
- Hunts Point Riverside Park (NYC DPR - 2007)
- Lafayette Ave Streetscaping (NYC EDC – 2010)
- Hunts Point Ave Streetscaping (NYC EDC – 2010)
- Southern Blvd Safety Improvements (2010)
- Longwood Ave Traffic Calming (2014)
- New signal at Whitlock Ave & Bruckner Blvd Protected Path (2013)
- Del Valle Square Reconstruction In Design
Project Background
Vision Zero

New pedestrian and bicycle connection over river to Manhattan
Opening 2014

Bridge Park
New waterfront park with path connecting to Roberto Clemente State Park
Opening Pending

Priority
Corridors
Bruckner Blvd from Whitlock Ave to Third Ave
Hunts Point Ave from Bruckner Blvd to Food Center Drive

Priority
Intersections
Bruckner Boulevard at Hunts Point Avenue
Bruckner Boulevard

Priority Intersection:
Bruckner Boulevard at Hunts Point Avenue

Priority Corridor:
Bruckner Boulevard

Pedestrian Safety Action Plan – Bronx
Project Background

Crash Data – Project Area

Priority New pedestrian and bicycle connection over river to Manhattan
Opening 2014

Bridge Park
New waterfront park with path connecting to Roberto Clemente State Park
Opening Pending

Extents, nearby projects, Intersection crash data Locations for next section

Priority Intersections

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Bronx River Greenway
New/enhanced parkland along river
8 miles of path to Westchester border

Randall’s Island Connector
Access to Recreation Opportunities
Link to Manhattan and Queens

South Bronx Greenway
New waterfront access in Hunts Point
Food Center Drive path under construction
Project Overview

Priority

New pedestrian and bicycle connection over river to Manhattan

Opening 2014

Bridge Park

New waterfront park with path connecting to Roberto Clemente State Park

Opening Pending

Extents, nearby projects, intersection crash data

Locations for next section

Priority

Intersections

Bruckner Blvd at Hunts Point Ave and at East 138th St

Bronx River Greenway

New/enhanced parkland along river

8 miles of path to Westchester border

South Bronx Greenway

New waterfront access in Hunts Point

Food Center Drive path under construction

Randall’s Island Connector

Access to Recreation Opportunities

Link to Manhattan and Queens

Intersection Improvements

(1) address vehicular and pedestrian safety issues at Bruckner Blvd & Hunts Point Ave

Corridor Improvements

(2) install greenway path to calm traffic, create space for pedestrians and cyclists

(3) improve pedestrian and cyclist crossings between neighborhoods
Community Input:
Challenging place to cross

1. Bruckner Blvd & Hunts Point Ave

Intersection Issues

- Confusing vehicular merge
- High pedestrian volumes / Long pedestrian crossings
- Lack of crossings at desire lines
(1) Bruckner Blvd & Hunts Point Ave
Existing Conditions

(1) Vehicular Conflict:
Heavy movement from Service Rd to Bruckner Blvd

(2) Difficult Pedestrian Crossing:
Heavy pedestrian volumes from subway
Long crossing with no refuge (70+ ft)

(3) Uncomfortable Space:
Excess roadway creates intimidating intersection
No crossing at desire line
(1) Reorganization of Vehicular Movements
Main Line must continue on Bruckner Blvd
Service Rd must enter Sheridan or turn right

(2) Pedestrian Islands
Create shorter safer crossings
Exact location and dimensions of concrete islands to be determined
Greenway path implementation date uncertain

(3) New Crossing and Curb Extensions:
Adjust signal timing to reduce queuing that blocks intersection
Reclaim roadway space for pedestrians/bikes
Create short pedestrian crossing at desire line

(1) Bruckner Blvd & Hunts Point Ave
Proposed Improvements
Vehicles get stuck in Service Road – After 138th Street, there is no way to merge into Main Line

80% of vehicles in northbound Service Road want to continue on Bruckner Blvd

Existing Conditions

80% of Vehicles in Service Road that want to continue on Bruckner Blvd

Main Line Peak Hour Volume: 942

Service Road Peak Hour Volume: 957

80% of Vehicles in northbound Service Road want to continue on Bruckner Blvd
New slip lanes allow vehicles to exit Service Road
1 Between E 156th St & Longwood Ave
2 Between Tiffany St & Barretto St

Slip Lane
Queens Blvd, Queens

Way-finding signs will be installed
Main Line for Bruckner Blvd
Service Rd for Sheridan Expwy
Proposed Improvements – Pedestrian Safety

- Pedestrian Island
  Grand Concourse, Bronx

- New Median to Median Crossing with Curb Extension
  Broadway, Manhattan
Corridor Issues

- Very wide multi-lane roadway
- Excess roadway space
- Long crossings
- Lack of protected space to wait
(2) Greenway Path

Traffic Calming Along Corridor

**Excess Roadway Space:**
- Encourages speeding and unsafe driving
- Increases crossing distances
- Intimidating space

**Greenway Path:**
- Potential method to capture roadway space for pedestrians and cyclists
- Shortens crossings, adds median crossings
- More hospitable space
(2) Greenway Path

**Existing Conditions along Median**

- Excess space in roadway encourages speeding
- Potential to reclaim space for peds/bikes
- Underused space protected from vehicular traffic
- Already used by pedestrians

**Bridge Park**
- New pedestrian and bicycle connection over river to Manhattan
- Opening 2014

**Bronx River Greenway**
- New/enhanced parkland along river
- 8 miles of path to Westchester border

**Randall's Island Connector**
- 2015
- Access to Recreation Opportunities
- Link to Manhattan and Queens

**South Bronx Greenway**
- New waterfront access in Hunts Point
- Food Center Drive path under construction
(2) Greenway Path
Potential Design

Exploring feasibility

Create inviting and usable space for pedestrians and cyclists along corridor

Install barrier protected path in excess space, with new crossings during protected signal phase
(3) Pedestrian and Bicycle Crossings

Bridging the Gaps

**Hunts Point Ave**

*Pedestrian Safety Improvements at Garrison Ave*

*Bike Connection*

**Barretto St & Tiffany St**

*Pedestrian Safety Improvements*

**Lafayette Ave & Longwood Ave**

*Pedestrian Safety Improvements*

*Bike Connections*
(3) Pedestrian and Bicycle Crossings

Hunts Point Ave & Garrison Ave - *Existing Conditions*

Community Input:
Long distance to cross
Not enough time to cross
(3) Pedestrian and Bicycle Crossings
Hunts Point Ave & Garrison Ave – *Proposed Improvements*

Painted Neck Downs
Greenpoint Ave, Brooklyn
(3) Pedestrian and Bicycle Crossings
Hunts Point Ave – Proposed Bike Connection

Peckner Blvd to Garrison Ave

Peak Hour Volumes:
Westbound – 563
Eastbound - 440

Existing

Proposed

South Sidewalk

North Sidewalk
(3) Pedestrian and Bicycle Crossings
Barretto St & Tiffany St- *Existing Conditions*

Long pedestrian crossings

Substandard medians do not provide adequate pedestrian refuge
(3) Pedestrian and Bicycle Crossings

Barretto St & Tiffany St - Proposed Improvements

Median Tip
7th Ave, Manhattan

Expanded Median
Queens Blvd, Queens
(3) Pedestrian and Bicycle Crossings
Lafayette Ave & Longwood Ave – Existing Conditions

(1) Poorly Aligned Crosswalk
Crosses precinct driveway
Creates longer crossing

(2) No Crosswalk
At desire line

(3) Long Crossings
Insufficient medians

No crosswalk south side of Lafayette Ave

(1) Poorly Aligned Crosswalk
Crosses precinct driveway
Creates longer crossing

(2) No Crosswalk
At desire line

(3) Long Crossings
Insufficient medians
(3) Pedestrian and Bicycle Crossings
Lafayette Ave & Longwood Ave – Proposed Improvements

(1) Properly Aligned Crosswalk
Avoids precinct driveway
Creates shorter, safer crossing

(2) New Crosswalk and Median
Enables crossing at desire line
Creates space for potential greenway path

(3) New Median Tips and Expansions
Create shorter, safer crossings

Exact location and dimensions of concrete islands to be determined
(3) Pedestrian and Bicycle Crossings
Lafayette Ave – *Proposed Bike Connection*

**Bruckner Blvd to Garrison Ave**

**Peak Hour Volumes:**
- Westbound: 208
- Eastbound: 190
(3) Pedestrian and Bicycle Crossings

**Longwood Ave—*Proposed Bike Connection***

**Bruckner Blvd to Southern Blvd**

![Diagram showing existing and proposed bike connections along Longwood Ave.](image)
Project Benefits

Pedestrian Safety Improvements

- Islands/curb extensions at Hunts Point Ave
- Neck downs at Hunts Point Ave/Garrison Ave
- New/improved crosswalks and medians along corridor

• Vehicular Changes
  - New slip lanes from Service Rd to Main Line
  - Elimination of conflict at Hunts Point Ave

• Potential Greenway Path & Bicycle Connections
  - One mile of protected greenway path
  - Connections into existing bike network
Questions?

Thank You