

Prospect Ave

Jennings St to E. 149 St
Corridor Safety Improvements

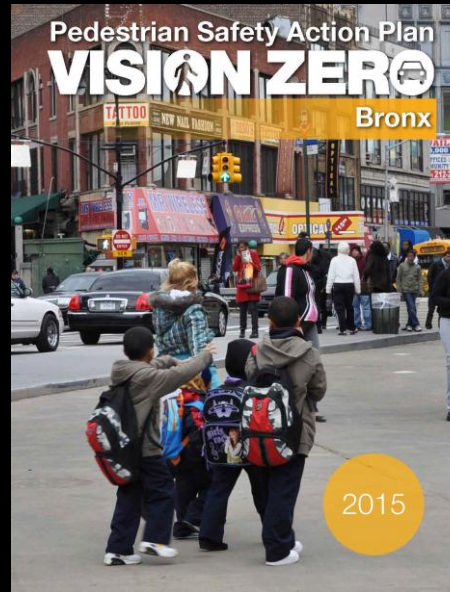
2015



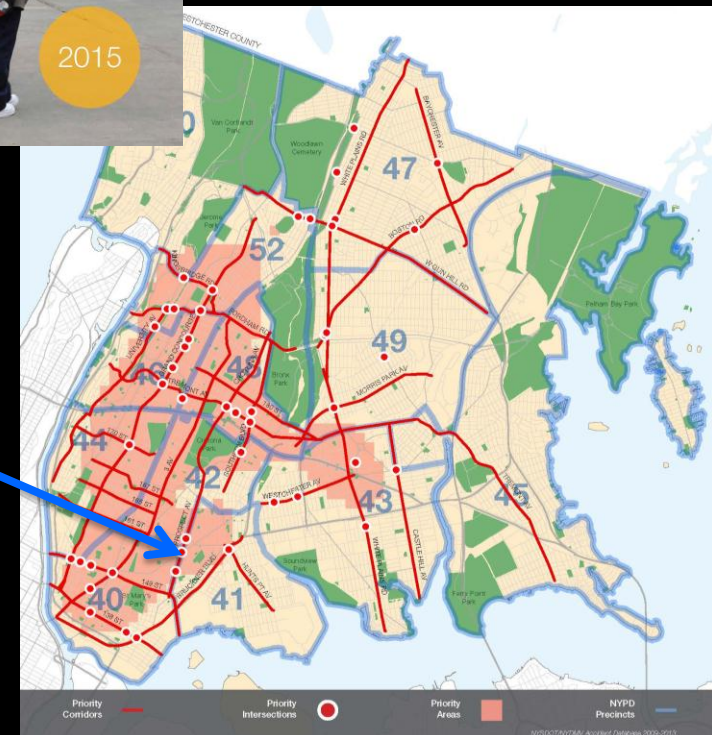
Why Prospect Ave? Vision Zero Priority

■ Vision Zero

- Multi-agency effort to reduce traffic fatalities in NYC
- Borough Action Plans released in 2015
- Priority Intersections, Corridors, and Areas identified for each borough
 - **Prospect Ave** identified as a Priority Corridor in the Bronx
 - Prospect Ave Priority Intersections:
 - E. 155 St/Dawson St
 - Westchester Ave/Longwood Ave
 - E. 163 St



Bronx Priority Map



Need: Why Prospect Ave?

Vision Zero Priority

- Prospect Ave is a Vision Zero Priority Corridor with 11.9 KSI/mile
- Top 33% of corridors in the Bronx
- One motor vehicle fatality at Prospect Ave and 169 St in 2010

Senior Area

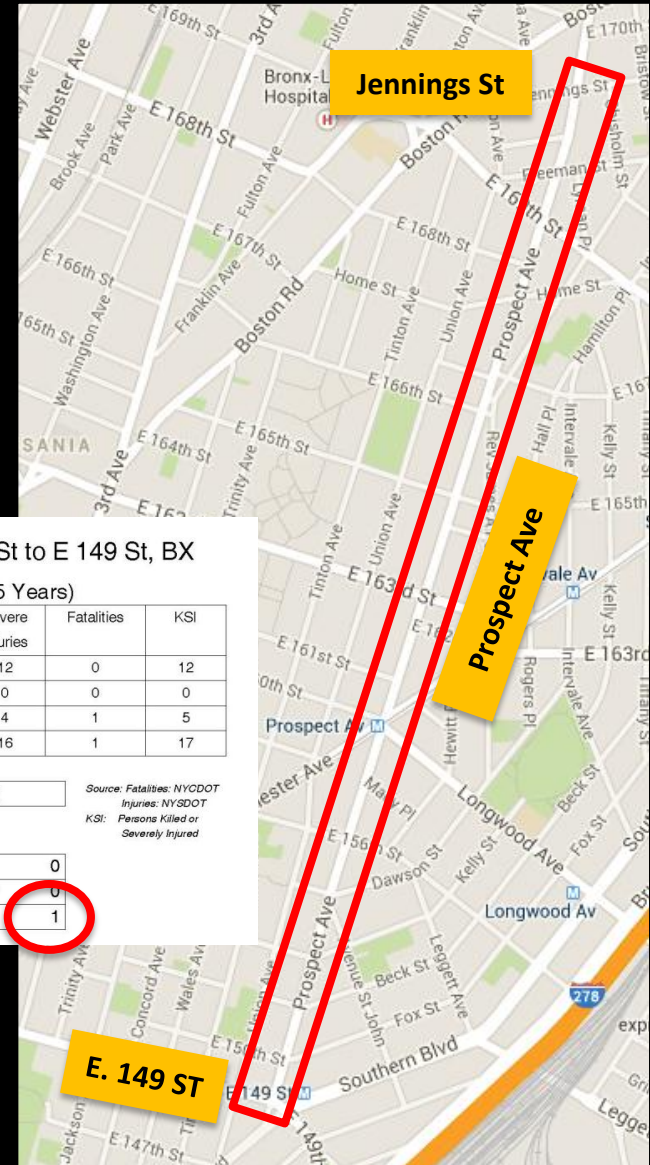
- Within the Mott Haven Senior Pedestrian Focus Area (SPFA)

Prospect Ave - Jennings St to E 149 St, BX
Injury Summary, 2009-2013 (5 Years)

	Total Injuries	Severe Injuries	Fatalities	KSI
Pedestrian	75	12	0	12
Bicyclist	6	0	0	0
Motor Vehicle Occupant	219	4	1	5
Total	300	16	1	17

Fatalities: 01/01/2009-1/7/2015 : 1
Source: Fatalities: NYCDOT
Injuries: NYS DOT
KSI: Persons Killed or Severely Injured

Pedestrian:	0
Bicyclist:	0
Motor Vehicle Occupant:	1



Need: Why Prospect Ave?

Crash Types

Failure to Yield Crashes

- 51% of the total pedestrian crashes were failure to yield crashes
 - Nearly 60% higher than borough average

Rear-End Motor Vehicle Crashes

- 33% of all motor vehicle crashes were rear end crashes
 - Nearly 30% higher than borough average



Prospect Ave at E. 163 St looking south



Prospect Ave at E. 163 St looking north

Need: Why Prospect Ave?

- Higher number of pedestrian crashes at:
 - E. 152 St, E. 155 St, E. 162 St, E. 165 St, and Jennings St



Prospect Ave at E. 155 St looking north

Need: Why Prospect Ave?

Other Issues

- Left turns without a left turn bay causes congestion on Prospect Ave
 - Vehicles overtake on the right
- Existing buffered bike lanes encourage double parking
 - Causes cyclists to overtake parked cars by entering travel lane



Prospect Ave at E. 155 St looking north

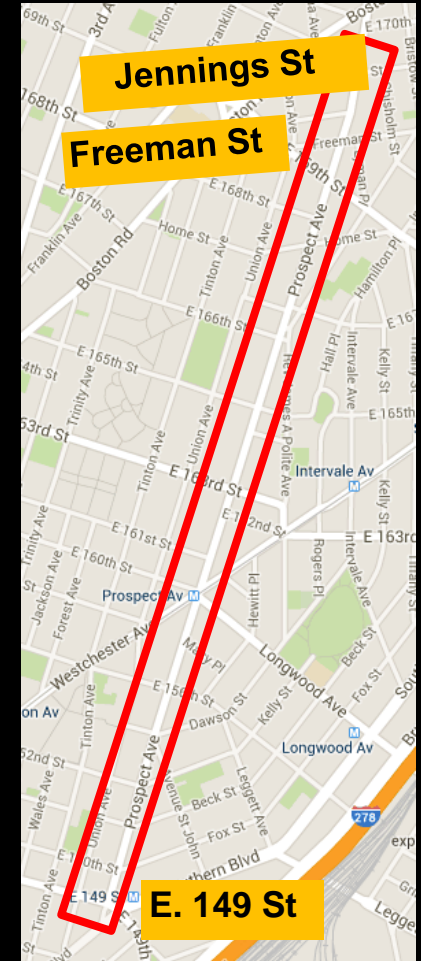
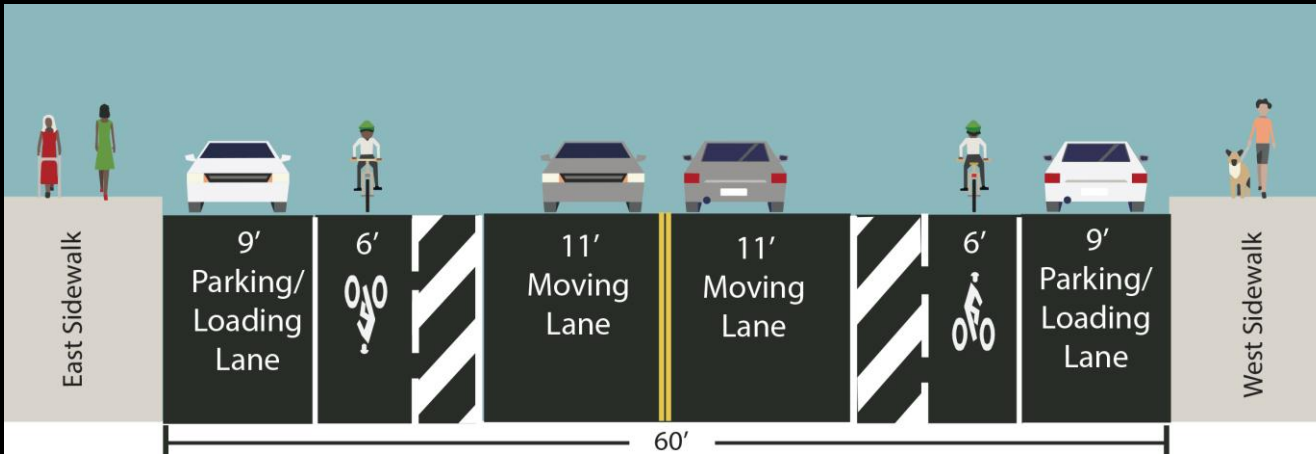


Prospect Ave at E. 163 St looking south

Existing Conditions

Freeman St to E. 149 St

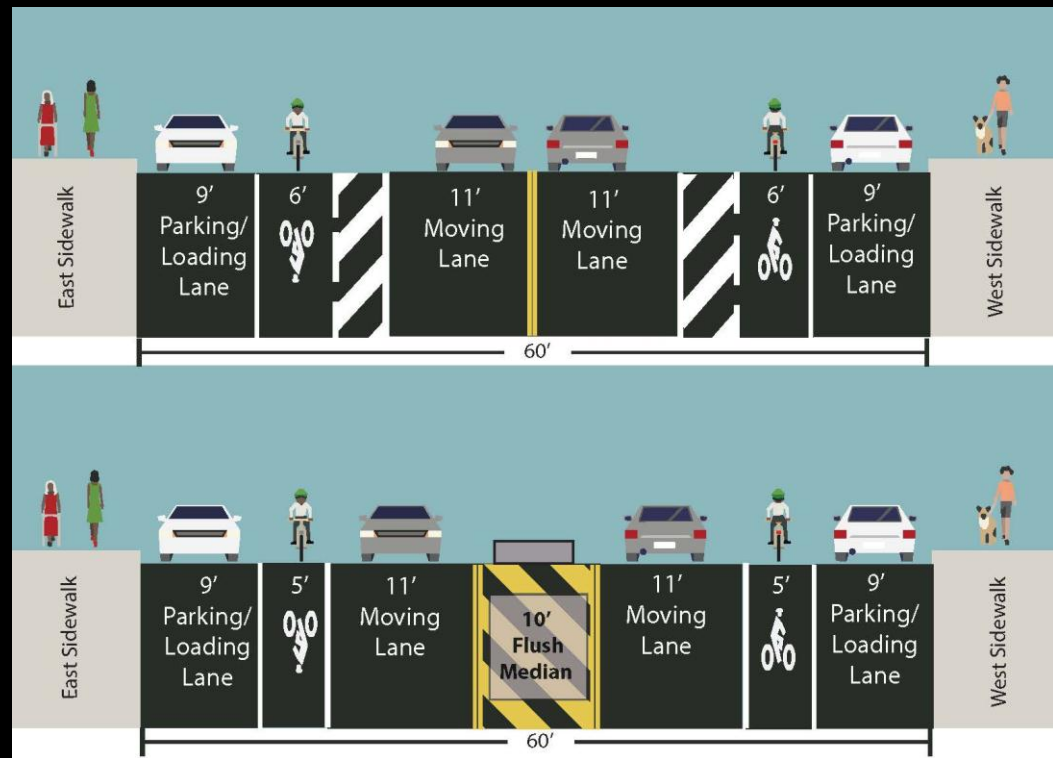
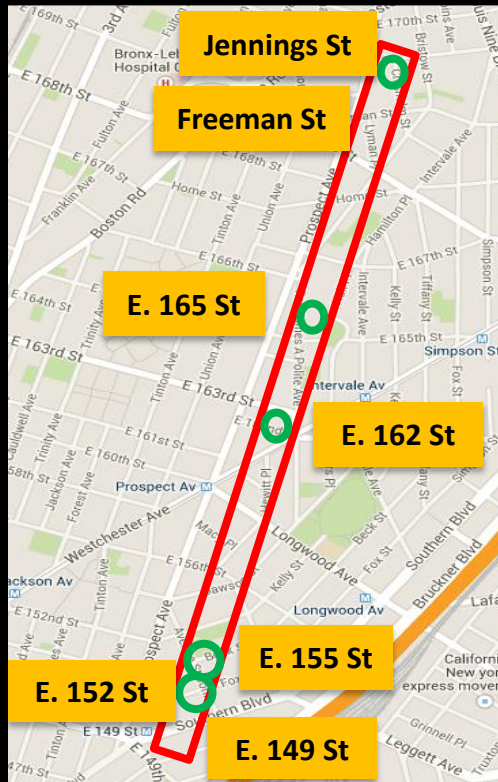
- Two lane, two-way with a buffered bike lane
- Installation of new flush median design from Boston Rd to Freeman St Summer 2014 with repaving
 - Changed buffered bike lane to flush median allowing space for left turn bays
 - Discourage double parking



Proposed: Prospect Ave (Freeman St to E. 149 St)

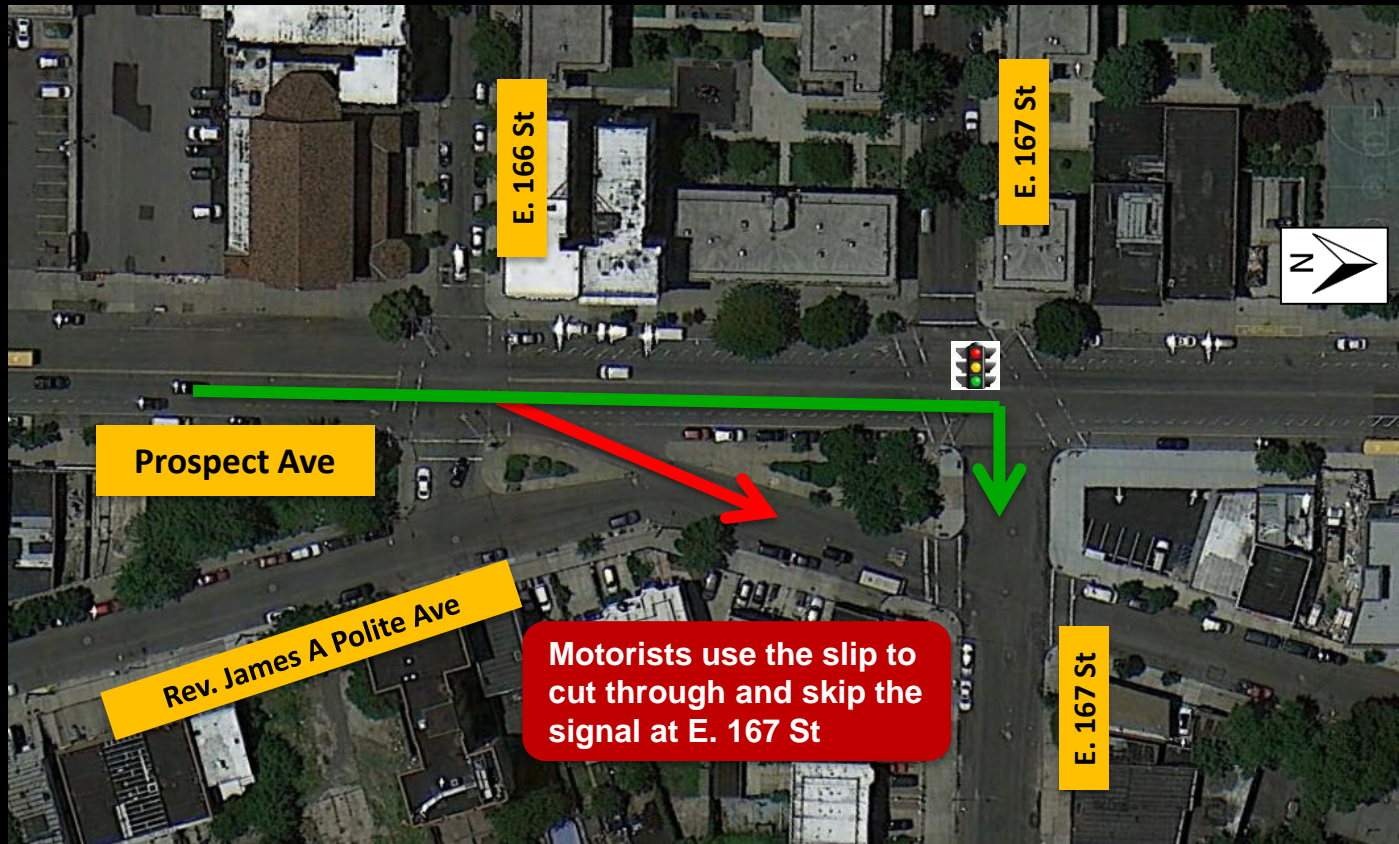
Extend flush median design from Freeman St to E. 149 St

- Add left turn bays at all intersections with a left turn off of Prospect Ave
 - Better organize traffic and reduce congestion
- Construct 5 pedestrian refuge islands at:
 - E. 152 St, E. 155 St, E. 162 St, E. 165 St, and Jennings St
 - Shortens crossing distances for slower pedestrians



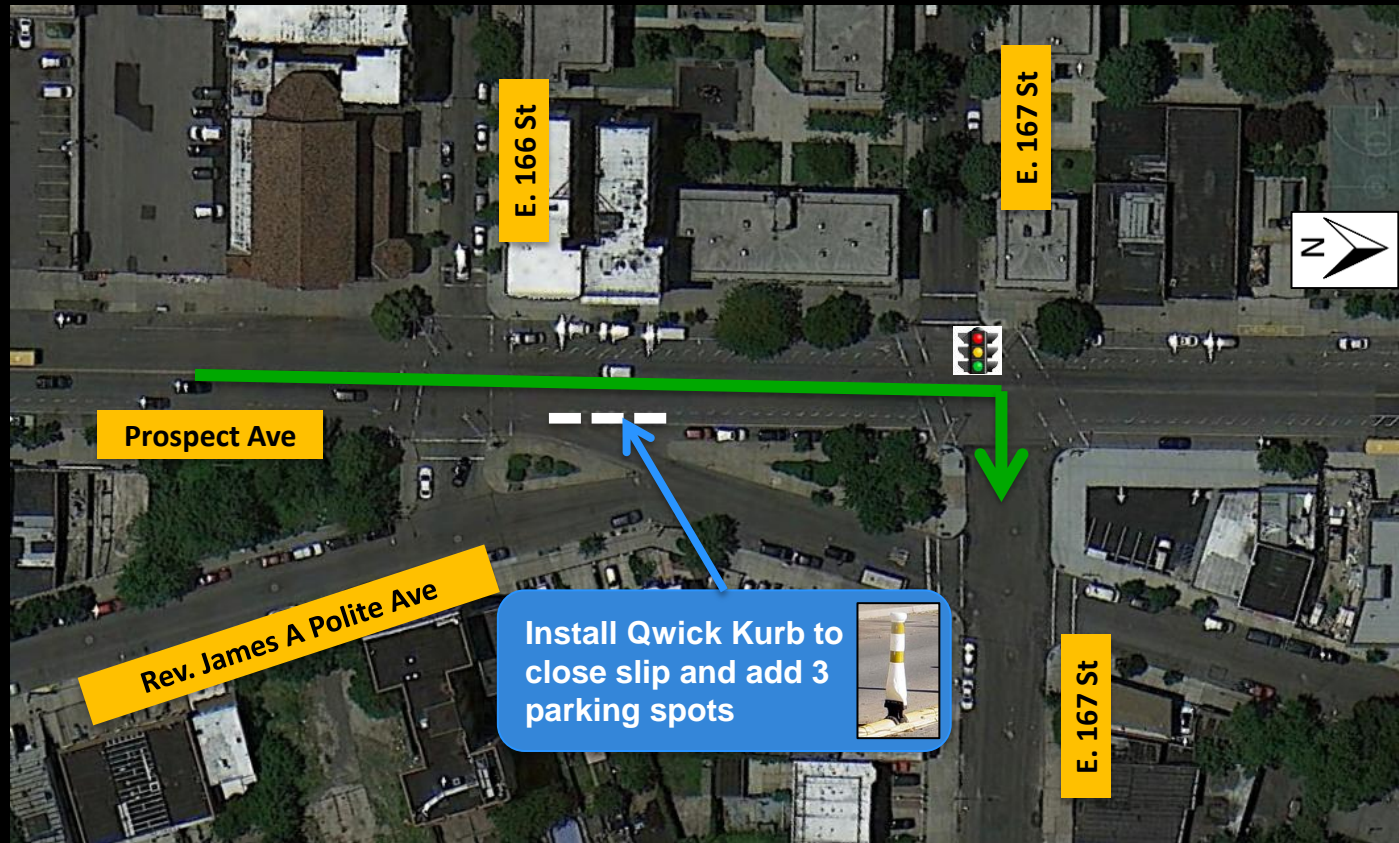
Existing: Prospect Ave and Rev. James A. Polite Ave

- Slip ramp onto Rev. James A. Polite Ave is a redundant right turn and is used as a cut through to avoid traffic light at E. 167 St
- 5 crashes at this location: pedestrian, motor vehicle, and bicycle crashes



Proposed: Prospect Ave and Rev. James A. Polite Ave

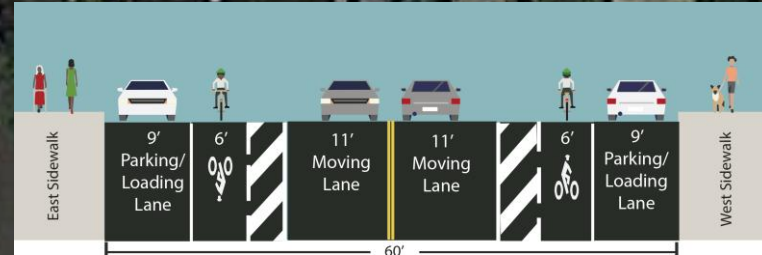
- Close slip ramp and add 3 parking spots on Prospect Ave
 - Reduce crashes and speeding cut through traffic



Existing: E. 155 St/Dawson St & Ave St. John

Conflicting stop controls allow three streets to act function like one intersection—which increases crash likelihood

E. 155 St



100'

Long crossing distance across Ave St. John



Prospect Ave

Ave St. John

Dawson St

Proposed: E 155 St/Dawson St & Ave St. John



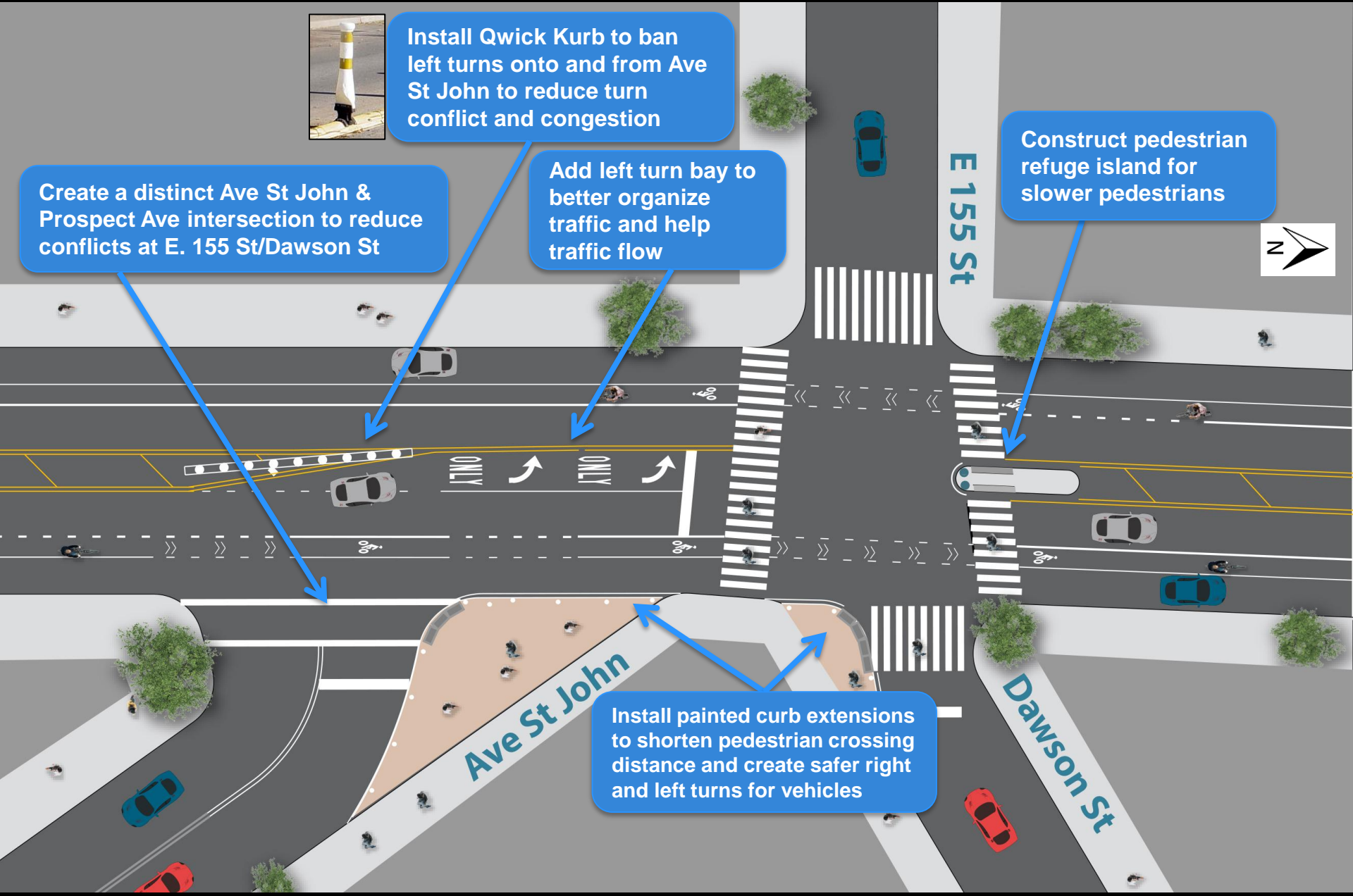
Install Quick Kurb to ban left turns onto and from Ave St John to reduce turn conflict and congestion

Create a distinct Ave St John & Prospect Ave intersection to reduce conflicts at E. 155 St/Dawson St

Add left turn bay to better organize traffic and help traffic flow

Construct pedestrian refuge island for slower pedestrians

Install painted curb extensions to shorten pedestrian crossing distance and create safer right and left turns for vehicles



Benefits of Proposal

Benefits

- **Extend flush median design from Freeman St to E. 149 St**
 - Adds left turn bays to better organize traffic and help traffic flow
 - Improves bike lane design which is less susceptible to double parking
- **Construct pedestrian islands on flush median at E. 152 St, E. 155 St, E. 162 St, E. 165 St, and Jennings St**
 - Shorter crossing distances for pedestrians and a refuge for slower pedestrians
- **Close slip onto Rev. James A. Polite Ave**
 - Eliminate cut through traffic and add 3 new parking spots on Prospect Ave
- **Redesign St John & Prospect Ave at E. 155 St/Dawson St & Prospect Ave to create two distinct intersections**
 - Reduce vehicle/vehicle and vehicle/pedestrian conflicts
 - Painted curb extensions shorten crossing distances for pedestrians and create slower, safer motor vehicle turns

Questions?

**Thank
You**