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
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)
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
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
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
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

Motorists use the slip to cut through and skip the signal at E. 167 St
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
Conflicting stop controls allow three streets to act function like one intersection—which increases crash likelihood.

Long crossing distance across Ave St. John.
Proposed: E 155 St/Dawson St & Ave St John

- Install Qwick Kurb to ban left turns onto and from Ave St John to reduce turn conflict and congestion
- Install painted curb extensions to shorten pedestrian crossing distance and create safer right and left turns for vehicles
- Add left turn bay to better organize traffic and help traffic flow
- Create a distinct Ave St John & Prospect Ave intersection to reduce conflicts at E. 155 St/Dawson St
- Construct pedestrian refuge island for slower pedestrians
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

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