MORRIS PARK AVE
Corridor Safety Improvements
Presentation to Community Board 11 Transportation Committee
February 5, 2018
PROJECT LOCATION

- Project limits: Morris Park Ave, Adams St to Newport Ave
- Community Board 11
- Retail commercial corridor
- Bx21 and Bx10 buses
- Local truck route
SAFETY DATA: 2010-2014

- Morris Park Avenue is a Vision Zero Priority Corridor with 7.6 pedestrians killed or severely injured per mile.
- Key intersections: Morris Park Ave & White Plains Rd (Vision Zero Priority Intersection) and Morris Park Ave & Williamsbridge Rd (High Pedestrian Crash Location).

**Injury Summary, 2010-2014 (5 Years)**

<table>
<thead>
<tr>
<th></th>
<th>Total Injuries</th>
<th>Severe Injuries</th>
<th>Fatalities</th>
<th>KSI</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pedestrian</td>
<td>71</td>
<td>10</td>
<td>1</td>
<td>11</td>
</tr>
<tr>
<td>Bicyclist</td>
<td>14</td>
<td>1</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>Motor Vehicle Occupant</td>
<td>282</td>
<td>12</td>
<td>0</td>
<td>12</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>367</strong></td>
<td><strong>23</strong></td>
<td><strong>1</strong></td>
<td><strong>24</strong></td>
</tr>
</tbody>
</table>

Fatalities, 01/01/2010-9/4/2017: 1

Source: Fatalities: NYCDOt, Injuries: NYSdot
KSI: Persons Killed or Severely Injured.
SAFETY DATA: 2010-2014

50% of pedestrian crashes result from a driver’s failure to yield

Pedestrian Crashes on Morris Park Ave (2010-2014)

- Signalized Intersection: Crossing with Signal: 28.3%
- Signalized Intersection: Crossing without Signal: 6.5%
- Stop-Controlled Intersection/Crosswalk: 4.3%
- Other Actions: 10.9%
- Midblock: 50.0%

Signalized Intersection: Crossing with Signal
Signalized Intersection: Crossing without Signal
Stop-Controlled Intersection/Crosswalk
Other Actions
Midblock
EXISTING CONDITIONS & BEHAVIORS

60’ wide roadway with 2 travel lanes + parking in both directions

Frequent double parking

High speeds (61% of vehicles above speed limit)

Left turn back pressure
CORRIDOR PROPOSAL

Melville St to Newport Ave

**EXISTING**

North Sidewalk

19’ Combined Travel/Parking Lane

11’ Travel Lane

11’ Travel Lane

19’ Combined Travel/Parking Lane

South Sidewalk

**PROPOSED**

North Sidewalk

9’ Parking Lane

5’ Bike Lane

11’ Travel Lane

10’ Turn Bay/Flush Median

11’ Travel Lane

5’ Bike Lane

9’ Parking Lane

60’

South Sidewalk

Similar designs resulted in 35-50% decline in total injuries & 30-50% decline in pedestrian injuries (Allerton Ave, Burke Ave)
Example of Proposed Treatment: 44th Drive, Queens

- Add bicycle lane in each direction to make bicycle travel predictable and create safe bicycle connection
- Remove low-volume travel lane and add a flush center median to reduce speeding
- Install left turn bays to organize traffic by allowing left turning vehicles their own space before turning left
- Upgrade high-visibility crosswalks to increase visibility of pedestrians to drivers and delineate space at intersections
Organizing Traffic

**Existing Conditions**

- Left turning vehicles waiting for a gap in oncoming traffic block vehicles behind them:
  - Creates dangerous swerving conditions
  - Slows through vehicles

**Proposed Conditions**

- Left turn bays organize traffic by allowing left turning vehicles their own space to wait for a gap in traffic before turning left
LIMITED BICYCLE CONNECTIONS IN MORRIS PARK

- No east-west bicycle lanes in neighborhood
- Connection to Yates Ave and Hering Ave bicycle lanes
- Connections to Jacobi Medical Center, E 180th St 2/5 train, Bronx River Greenway
DESIGN SPECIFICS

Ban a left turn at Unionport Rd & accommodate high turning volumes at Bronxdale Ave

Ban southbound left turns from Unionport Rd (create right turn only lane)

Install right turn bays at each approach at Bronxdale Ave
CASE STUDY: WHITE PLAINS ROAD

- **2014 Street Improvement Project**
  - Birchall Ave to Soundview Ave
  - Removed one travel lane in each direction
  - Installed ten-foot flush center median and left turn bays
  - Marked wide parking lane

- **Safety Results**
  - Total injuries decreased by 37%
  - Motor vehicle occupant injuries decreased by 46%
  - Pedestrian injuries decreased by 14%

- **Traffic Impacts**
  - Vehicular volumes and travel times on White Plains Rd remain relatively unchanged in northbound and southbound directions

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**Average Travel Time**

- **Before:** 34.6 minutes
- **After:** 34.1 minutes

**Crashes: Three Year After Analysis**

- **Average Total Crashes:** 384.0
- **Average Crashes w/ Injuries:** 98.3
- **2011/12: 361**
  - **Injuries:** 274
  - **Non-Injury:** 87
- **2012/13: 392**
  - **Injuries:** 287
  - **Non-Injury:** 105
- **2013/14: 399**
  - **Injuries:** 296
  - **Non-Injury:** 103
- **2014/15: 367**
  - **Injuries:** 296
  - **Non-Injury:** 71
- **2015/16: 357**
  - **Injuries:** 286
  - **Non-Injury:** 71
- **2016/17: 325**
  - **Injuries:** 259
  - **Non-Injury:** 66
Merchant Surveys

- 111 businesses visited
- 88 surveys completed
- Key Findings:
  - 64% of delivery vehicles typically double-park when accessing businesses
  - Majority of businesses rely on on-street parking for customer access (only 7% have private parking lots)
  - 70% of deliveries take less than 15 minutes
  - 68% of businesses receive deliveries from box trucks
CORRIDOR PROPOSAL DETAILS

Add truck loading zones to address double parking

Locations

- **Bronxdale Ave – Fowler Ave**
  - Evening hours
  - 30’ on north curb
- **Colden Ave – Paulding Ave**
  - Morning hours
  - 30’ on north curb
BENEFITS OF PROPOSAL

• Proposed design organizes traffic, reduces speeding, and creates safer left turns
• Traffic calming encourages slower speeds 24-hours a day
• Bicycle lane adds 2.8 lane miles to the bicycle network and creates safe bicycle connections in the Morris Park neighborhood
• High visibility crosswalks make pedestrians more visible to drivers
• Loading zones minimize double parking on a retail corridor

Proposed Conditions: Flush median and turn bay on Bronxwood Ave, Bronx
THANK YOU!

Questions?

Contact: Bronx Borough Commissioner’s Office at (212) 748-6680 or kkalb@dot.nyc.gov