MORRIS PARK AVE

Presentation to Bronx Community Board 11
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Research, Implementation, & Safety
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
- Morris Park Ave and White Plains Rd is a Priority Intersection
- High Pedestrian Crash Location at Morris Park Ave & Williamsbridge Rd
- 50% of pedestrian crashes resulted from a vehicle failure to yield to pedestrian (Bronx average: 32%)
- 27% of motor vehicle crashes were right angle crashes (Bronx average: 20%)

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<tr>
<th>Injury Summary, 2010-2014 (5 Years)</th>
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<tr>
<td>Pedestrian</td>
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<td>Bicyclist</td>
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<td>Motor Vehicle Occupant</td>
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<td>Total</td>
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EXISTING CONDITIONS

- 60’ wide roadway with 2 travel lanes + parking in both directions
- Frequent double parking
- Diverse users
- Left turns block through traffic
- High speeds (27% of vehicles above speed limit)
CORRIDOR PROPOSAL DETAILS

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
- South Sidewalk

60’
Example of Proposed Treatment: 44th Drive, Queens

- Add bicycle lane in each direction
- Remove low-volume travel lane, add a flush center median to organize traffic and reduce speeding
- Install left turn bays to organize traffic and create safer left turns
- Upgrade high-visibility crosswalks to improve pedestrian visibility
- Similar designs resulted in 35-50% decline in total injuries & 30-50% decline in pedestrian injuries (Allerton Ave, Burke Ave)
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 ADJUSTMENTS

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

Maintain 2 lanes in each direction approaching Bronxdale Ave

Maintain 2 lanes eastbound approaching Unionport Rd/Amethyst St
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
- Bicycle lane adds 1.4 miles to the bicycle network and creates safe bicycle connections in Morris Park neighborhood
- High visibility crosswalks make pedestrians more visible to drivers
- Loading zones minimize double parking on 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