MORRIS PARK AVE

Corridor Safety Improvements
PROJECT LOCATION

- Project Limits: Morris Park Ave, Bronxdale Ave to Newport Ave
- Community Board 11
- Retail corridor
- Bx21 and Bx10 buses
- Local truck route
SAFETY DATA: 2012 - 2016

- Morris Park Ave 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, 2012-2016 (5 Years)

<table>
<thead>
<tr>
<th>Type</th>
<th>Total Injuries</th>
<th>Severe Injuries</th>
<th>Fatalities</th>
<th>KSI</th>
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</thead>
<tbody>
<tr>
<td>Pedestrian</td>
<td>44</td>
<td>6</td>
<td>0</td>
<td>6</td>
</tr>
<tr>
<td>Bicyclist</td>
<td>5</td>
<td>2</td>
<td>0</td>
<td>2</td>
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<tr>
<td>Motor Vehicle Occupant</td>
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<td>14</td>
<td>0</td>
<td>14</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>195</strong></td>
<td><strong>22</strong></td>
<td><strong>0</strong></td>
<td><strong>22</strong></td>
</tr>
</tbody>
</table>

Source: Fatalities: NYCDOT
Injuries: NYSDOT
KSI: Persons Killed or Severely Injured

Fatalities, 01/01/2012-8/13/2018: None
EXISTING CONDITIONS & BEHAVIORS

- 60' wide roadway with 2 travel lanes and parking in both directions
- Frequent double parking
- High speeds (61% of vehicles above speed limit)
- Left turn back pressure
Similar designs resulted in 35-50% decline in total injuries and 30-50% decline in pedestrian injuries (Allerton Ave, Burke Ave)
CORRIDOR PROPOSAL

Bronxdale Ave to Newport Ave

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 improve pedestrian visibility

Add bicycle lane in each direction

Example of Proposed Treatment: 44th Drive, Queens
CORRIDOR PROPOSAL

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
PROJECT OUTREACH

Merchant Surveys

- 111 businesses visits
- 88 surveys completed

Key Findings:
- 64% of delivery vehicles typically double park while accessing businesses
- Majority of business 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
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 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 a retail corridor

Proposed Treatment: Flush median and turn bay on Bronxwood Ave, Bronx