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: 2012-2016

- 317 total injuries and 26 people killed or severely injured
- 71 pedestrian injuries and 8 pedestrians killed or severely injured
- 234 motor vehicle occupant injuries and 16 motor vehicle occupants killed or severely injured

**Injury Summary, 2012-2016 (5 Years)**

<table>
<thead>
<tr>
<th>Category</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>8</td>
<td>0</td>
<td>8</td>
</tr>
<tr>
<td>Bicyclist</td>
<td>12</td>
<td>2</td>
<td>0</td>
<td>2</td>
</tr>
<tr>
<td>Motor Vehicle Occupant</td>
<td>234</td>
<td>16</td>
<td>0</td>
<td>16</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>317</td>
<td>26</td>
<td>0</td>
<td>26</td>
</tr>
</tbody>
</table>

Fatalities, 01/01/2012-1/29/2018: None

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

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SAFETY DATA: 2012-2016

48% of pedestrian crashes result from a driver’s failure to yield

Pedestrian Crashes (2012-2016)

- 48%
- 31%
- 14%
- 7%

- Signalized Intersection: Crossing with Signal
- Signalized Intersection: Crossing without Signal
- Stop-Controlled Intersection/Crosswalk
- Other Actions
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
- South Sidewalk

Similar designs resulted in 35-50% decline in total injuries & 30-50% decline in pedestrian injuries (Allerton Ave, Burke Ave)
**CORRIDOR PROPOSAL**

**Melville St to Newport Ave**

- 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
- Add bicycle lane in each direction

Example of Proposed Treatment: 44th Drive, Queens
**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
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
- Install right turn bays at each approach at Bronxdale Ave
- This image cannot currently be displayed.

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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 zone to address double parking

Location
- 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
• Wide parking lane stripe organizes traffic and curbside activity
• 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