

Macombs Road

Crash rates on Macombs Road had been among the highest in the Bronx. From 2006 to 2010, 112 people were injured on this short (0.62 mi) corridor and one pedestrian was killed. Following community reports of frequent speeding, DOT's investigation found up to 70% of drivers exceeding the speed limit on an average weekday.

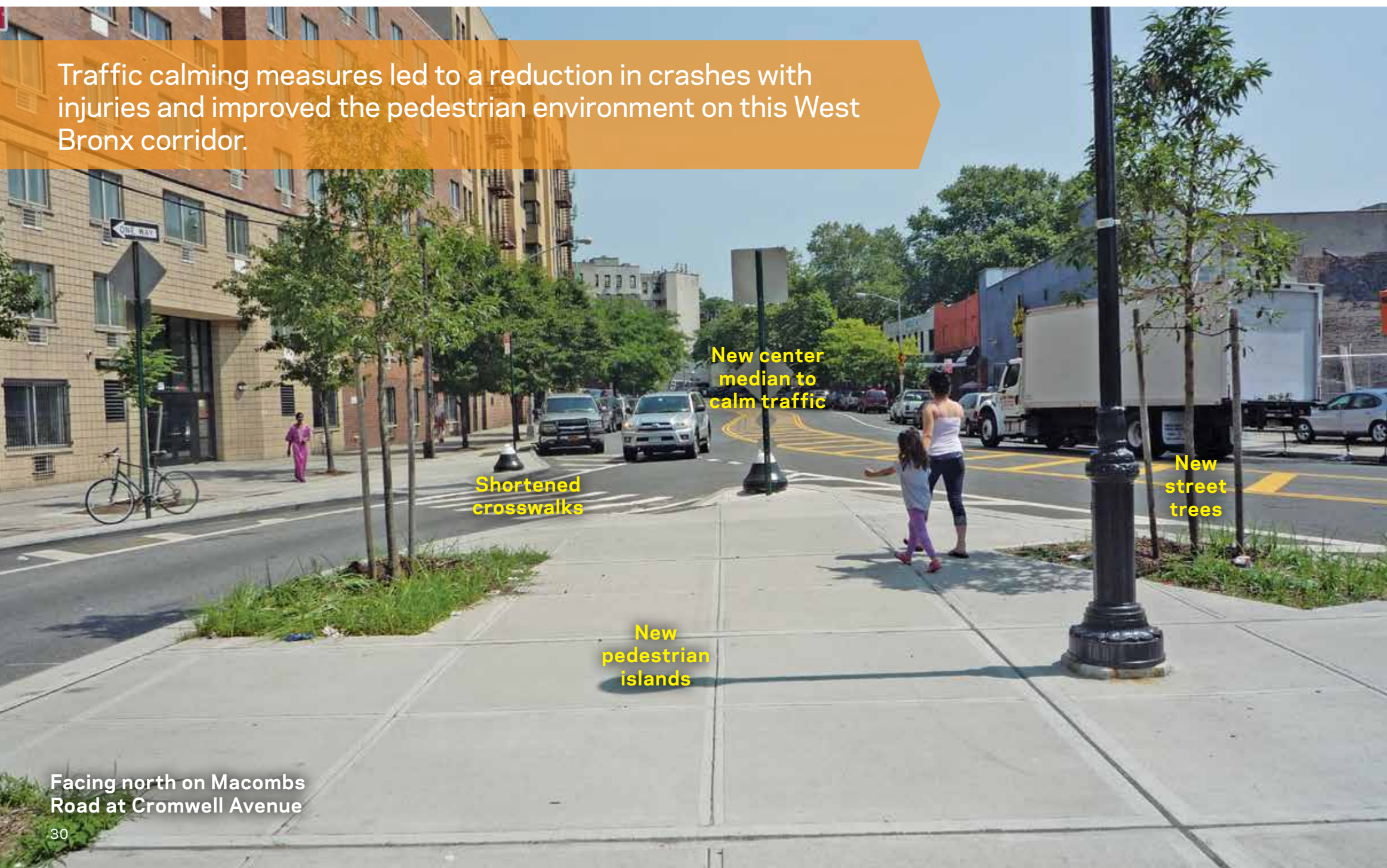
To combat dangerous driving, DOT worked with the community to redesign the street to reflect its

proper context: a residential street with relatively low traffic volumes. Through a combination of road markings and median islands, DOT narrowed travel lanes to discourage speeding and weaving. DOT also reconfigured several intersections to prevent high-speed turns and reduce the crossing distance for pedestrians. DOT also worked with NYC Parks & Recreation to plant trees in the newly expanded pedestrian areas. As a result of these improvements, the total number of crashes with injuries has declined

35%; the incidence of crashes with injuries to pedestrians is down 43%. In the coming year, additional safety improvements will be installed at the intersection of Macombs and University Avenue.

- Total crashes with injuries down **35%**
- Crashes with injuries to vehicle occupants down **25%**
- Crashes with injuries to pedestrians down **43%**
- Crossing distance shortened from **140** feet to **44** feet at Cromwell Avenue and Macombs Road

Traffic calming measures led to a reduction in crashes with injuries and improved the pedestrian environment on this West Bronx corridor.



Shortened crosswalks

New center median to calm traffic

New pedestrian islands

New street trees

Facing north on Macombs Road at Cromwell Avenue



Facing south on Macombs Road at Cromwell Avenue

Crashes with Injuries
Macombs Road between University Avenue and Jerome Avenue

	Before* (three previous years)			After
Total Crashes with Injuries	13	22	13	10.4
Number of Crashes with Injuries to:				
Motor Vehicle Occupants	10	8	6	6
Pedestrians	3	13	7	4.4
Bicyclists	1	1	0	0

*Before columns show the crash history for each of the three years immediately prior to project implementation. After column shows number of crashes since implementation (through May 2013) at annual rate. See page 46 for further information on crash data source and analysis methodology. The sum of the three specific categories may not equal "Total Crashes with Injuries" because some crashes involved injuries in multiple categories.