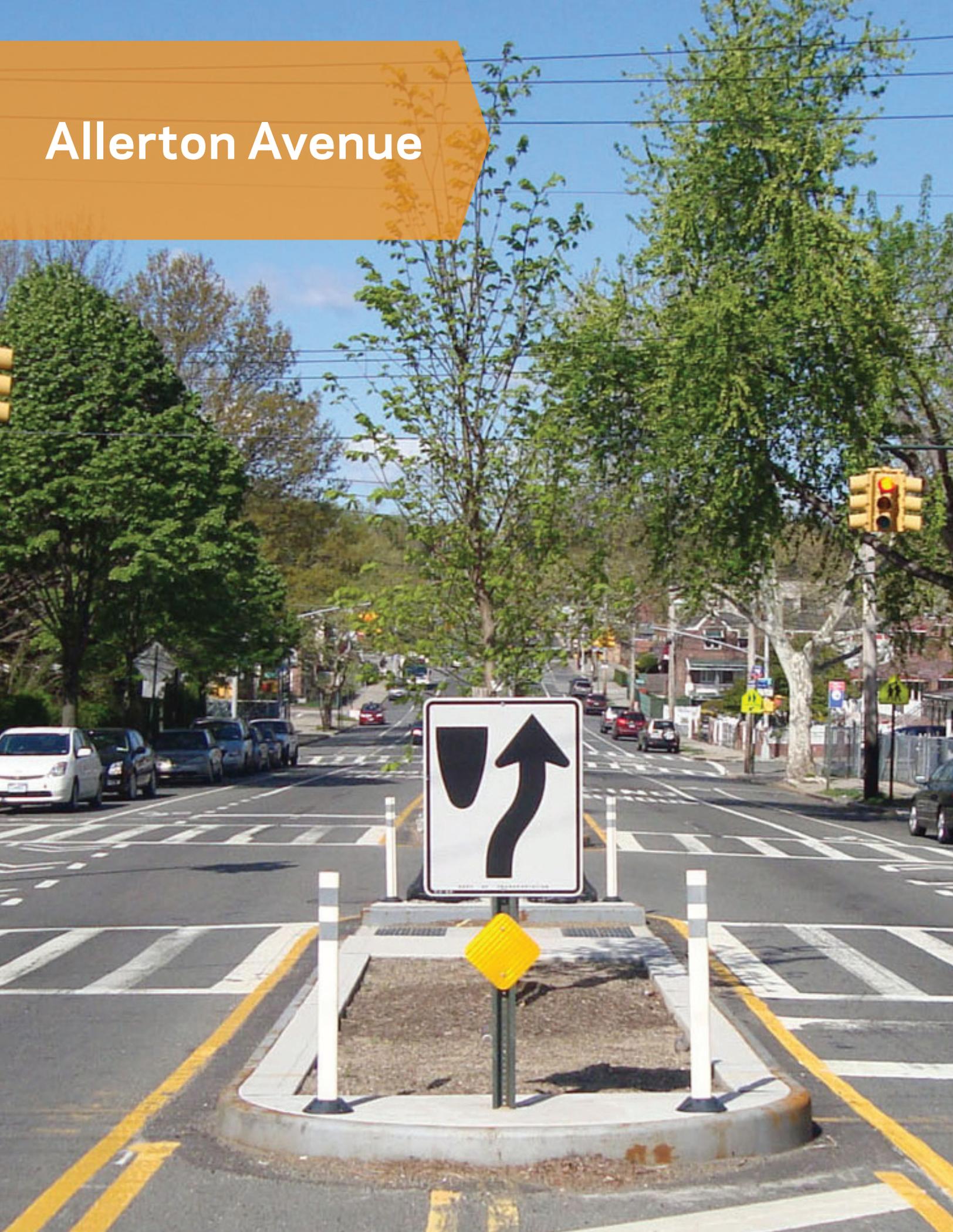


# Allerton Avenue



## Purpose

- Reduce excessive vehicle speeds
- Provide safer pedestrian crossings
- Enhance the streetscape
- Improve bicycle connections

## Outreach

- DOT identified the need for safety improvements as part of the Pelham Gardens Safe Streets for Seniors (SFSS) project
- DOT presented plans to the Bronx Community Board 11 Transportation Committee (CB11) and local elected officials in June 2009 and received feedback
- DOT presented the modified plans to CB11 and local elected officials in July 2009 and received support for the plan
- DOT distributed flyers along Allerton Avenue immediately before implementation to provide project information and to notify the community of the upcoming improvements

## Approach

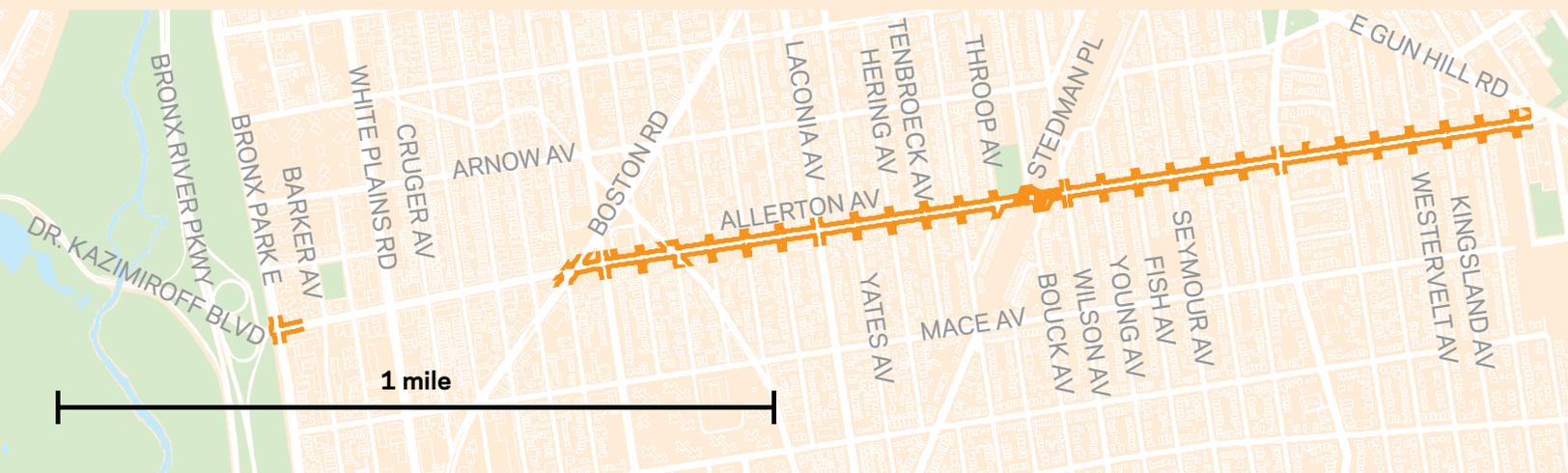
- Narrowed the roadway from two moving lanes to one moving lane in each direction from East Gun Hill Road to Boston Road
- Installed a wide center, painted median
- Installed pedestrian refuge islands and left-turn bays at key intersections
- Installed a new bike lane from Boston Road to Kingsland Avenue in both directions
- Intersection improvements at Bronx Park East and Allerton Avenue to reduce traffic delay and improve flow

## Results

- Vehicles traveling over the speed limit decreased by 7% along eastbound Allerton Avenue and by 4% along westbound Allerton Avenue
- Shorter pedestrian crossing distances
- Greened the corridor
- Bicycle connectivity improved and ridership increased by over 25%



Allerton Avenue is an east-west corridor located in the Pelham Gardens and Bronxwood neighborhoods of the Bronx. East of Laconia Avenue is predominantly residential while to the west, the corridor has more commercial shopping areas. At the west end of the project is Bronx Park, home of the New York Botanical Garden and the Bronx Zoo.



Early in 2009, DOT started the Pelham Gardens SSFS project to address pedestrian issues for senior citizens along Allerton Avenue from Fish Avenue to Eastchester Road and along portions of Eastchester Road. During the course of the project, DOT identified a high incidence of speeding along Allerton Avenue and in spring 2009, began a separate safety study along a larger portion of Allerton Avenue. The Allerton Avenue project extended from Boston Road to East Gun Hill Road and also examined the intersection of Allerton Avenue and Bronx Park East.

The project area is mostly residential. Allerton Avenue is a wide roadway, approximately sixty feet, with two moving lanes and parking in each direction. Based on observations and data collected by DOT, the roadway had excess traffic capacity, a high incidence of speeding and long crossing distances for pedestrians. Additionally, heavy turn volumes typically occurred at the Allerton Avenue intersection with Bronx Park East, and large queues were observed at the Bronx River Parkway exit ramp and at Dr. Kazimiroff Boulevard.

DOT began outreach with the community through the Pelham Gardens SSFS project. DOT presented the project plans to CB11 and elected officials in June 2009. The board suggested removing the commercial section of Allerton Avenue from Boston Road to Barker Avenue from the study. DOT made the modifications recommended by the board and in July

2009, returned to meet with the board and elected officials. After presenting the updated plan, DOT received support for the project from the board and elected officials. Project implementation began at the end of July 2009 and was completed in mid-August. Prior to implementation, DOT distributed flyers to the community to provide project information regarding the upcoming implementation and improvements.

In order to calm traffic and improve pedestrian safety, DOT narrowed Allerton Avenue to one moving lane in each direction and installed a wide center median along with pedestrian refuge islands at key intersections and left-turn bays at signalized intersections. Most segments along the corridor experienced a decrease in speed due to the traffic calming improvements. The percentage of drivers traveling above the speed limit on eastbound Allerton Avenue between Hering Avenue and Tenbroeck Avenue decreased from 64% to 57%. Along the same segment of westbound Allerton Avenue, there are also fewer drivers speeding now that the project has been implemented. The number of drivers speeding decreased from 62% to 58%.

Weekday traffic volumes were virtually unchanged for westbound traffic. There was a small increase of 9% in the eastbound daily vehicle volumes, most likely due to seasonal variation. However, the small increase in traffic volumes shows that removing one lane maintained capacity for existing traffic levels.



Refuge islands and a landscaped median provide safer crossings and improve the streetscape along Allerton Avenue.



Traffic calming measures applied on Allerton Avenue included the narrowing of the roadway from two lanes in each direction to one and the addition of painted center medians.

DOT installed a bike lane from Boston Road to Kingsland Avenue in both directions. The bike lane provides a connection to the Bronx River Greenway. Bike volumes along Allerton Avenue increased by more than 25% for weekdays and weekends.

The project also included modifications to the intersection of Bronx Park East and Allerton Avenue to reduce traffic delay and improve flow. The improvements included widening the exit ramp from one to two lanes to reduce queuing on the Bronx River Parkway; providing more green time to Dr. Kazimiroff Boulevard; and providing a right-turn lane for southbound Bronx Park East.

Analysis of the NYPD crash data shows there were no statistically significant changes in the number of crashes involving injuries on Allerton Avenue in the project area, although crash rates for pedestrians and bicyclists after implementation were lower than the average for the three prior years.

In addition to calming traffic, providing safer crossings and facilitating bike travel along the corridor, the improvements along Allerton Avenue enhanced the street aesthetics through the use of green pedestrian refuge islands and created a more attractive street environment for all users.

**Crashes with Injuries along Allerton Avenue  
Boston Road to East Gun Hill Road and Bronx Park East**

	Before* (three previous years)			After
<b>Total Crashes with Injuries</b>	44	36	34	36
<b>Number of Crashes with Injuries to:</b>				
<b>Motor Vehicle Occupants</b>	31	24	23	26.6
<b>Pedestrians</b>	10	7	11	6.9
<b>Bicyclists</b>	3	5	1	2.6

\*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 October 2010) at annual rate. See page 72 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.

**Bike Volumes on Allerton Avenue  
Westervelt Avenue to Kingsland Avenue**

	Before	After	% Change
<b>Weekday</b>	47	59	26%
<b>Weekend</b>	62	79	27%
<b>Daily</b>	390	376	-4%

Before data collected in June 2009. After data collected in July 2010. Volumes shown are for time period 7 a.m.-7 p.m..

**Allerton Avenue Average Traffic Speeds (in m.p.h.)  
Tenbroeck Avenue to Hering Avenue**

	Before	After	% Change
<b>Eastbound</b>	32.0	31.4	-2%
<b>Westbound</b>	31.8	31.6	-1%

Data collected between 12-12:30 p.m. on a weekday. Before data collected in April 2009. After data collected in September 2009.

**Percentage of Vehicles Over the Speed Limit on Allerton Avenue  
Tenbroeck Avenue to Hering Avenue**

	Before	After	Change
<b>Eastbound</b>	64%	57%	-7%
<b>Westbound</b>	62%	58%	-4%

Data collected between 12-12:30 p.m. on a weekday. Before data collected in April 2009. After data collected in September 2009.