THIRD AVENUE

School Safety Improvements

Presentation to CB 3

May 9, 2017
Vision Zero
• Multi-agency effort to reduce traffic fatalities in NYC
• Borough Action Plans released in 2015
• Priority Intersections, Corridors, and Areas identified for each borough

Third Ave
• Priority Corridor
• Priority Area

Project location is a Vision Zero Priority Corridor and Priority Area
More than 40 schools within a 5-minute walk of Third Ave, between E 189 St and E 161 St
Safety Data – Project Area

- 654 total injuries
- 25 severe injuries
- 48% of severe injuries are pedestrians
- Left turns and rear-end collisions comprise 43% of motor vehicle crashes

**Injuries (2010-2014) and Fatalities (2010-2014)**

<table>
<thead>
<tr>
<th>Injuries (2010-2014)</th>
<th>Fatalities (2010-2014)</th>
</tr>
</thead>
<tbody>
<tr>
<td>100</td>
<td>50</td>
</tr>
<tr>
<td>10</td>
<td>10</td>
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<td>10</td>
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</tbody>
</table>

**Third Ave, E 189 St – E 161 St**

**Injury Summary, 2010-2014 (5 Years)**

<table>
<thead>
<tr>
<th></th>
<th>Total Injuries</th>
<th>Severe Injuries</th>
<th>Fatalities</th>
<th>KSI</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pedestrian</td>
<td>147</td>
<td>12</td>
<td>0</td>
<td>12</td>
</tr>
<tr>
<td>Bicyclist</td>
<td>25</td>
<td>5</td>
<td>1</td>
<td>6</td>
</tr>
<tr>
<td>Motor Vehicle Occupant</td>
<td>482</td>
<td>8</td>
<td>1</td>
<td>9</td>
</tr>
<tr>
<td>Total</td>
<td>654</td>
<td>25</td>
<td>2</td>
<td></td>
</tr>
</tbody>
</table>

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

Fatalities, 01/01/2010-9/19/2016: 2
Corridor Safety – Shared Through / Left Turn Lane

- Local truck route
- Bx15 bus route
- Shared through/ left turn lane causes unpredictable maneuvers

Third Ave and Claremont Pkwy, looking north

Third Ave and E 165 St, looking north
Intersection Safety

- Long pedestrian crossings
- Driver confusion
- Drivers take turns at high speeds
Corridor Safety – Illegal Stopping, Standing, and Parking

- Creates dangerous conditions:
  - Poor visibility for pedestrians
  - Unpredictable vehicle movements
  - Passengers boarding/alighting in travel lane

- Includes:
  - Auto repair and sales
  - School pick-up and drop-off
  - Commercial vehicles
  - Passenger vehicles
BACKGROUND

Corridor Safety – Illegal Stopping, Standing, and Parking

Double Parking Observed
- Auto garages and car sales
- School pick-up and drop-off
- Commercial vehicles
- Passenger vehicles
- School

Third Ave is signed for Alternate Side Parking today with limited truck loading regulations
PROPOSAL

Proposed Configuration - Third Ave (E 164 St – E Tremont Av)

**Existing**

- 8’ Parking Lane
- 9.5’ Travel Lane
- 11’ Travel Lane
- 11’ Travel Lane
- 9.5’ Travel Lane
- 8’ Parking Lane

**Proposed**

- 8’ Parking Lane
- 5’ Bike Lane
- 11’ Travel Lane
- 11’ Travel Lane
- 5’ Bike Lane
- 8’ Parking Lane

**Wide Roadway** creates long pedestrian crossings

**Shared thru/left turn lane** leads to unpredictable vehicular movements and unsafe left turns

**Turn bays** improve traffic flow and create simpler, safer left turns

**Pedestrian refuge islands** create safer crossings and safer vehicle turns

**Extra space** allows for addition of bike lanes to dedicate space for cyclists, and increase predictability
**Proposed Configuration - Third Ave (E 164 St – E Tremont Av)**

**Existing**
- Left turning motorists feel back pressure from thru vehicles
- Motorists traveling thru:
  - get stuck behind left turning vehicles
  - weave or merge into right lane

**Proposed**
- Left turning motorists feel less back pressure
- Motorists traveling thru are already in correct lane position, leading to less weaving, merging, and sudden movements
PROPOSAL

Example of Proposed Design

Maintain Consistent Moving Lane
- reduces speeding
- reduces conflict

Left Turn Bays
- organize traffic
- create safer left turns

Empire Boulevard, Brooklyn
### PROPOSAL

#### Safety Results from Similar Treatments

<table>
<thead>
<tr>
<th>4 Lane to 3 Lane Traffic Calming Projects</th>
<th>Crashes with Injuries (% Change)</th>
</tr>
</thead>
<tbody>
<tr>
<td>West 6th Street, BK</td>
<td>-24%</td>
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<tr>
<td>Empire Boulevard, BK</td>
<td>-15%</td>
</tr>
<tr>
<td>Allerton Avenue, BX</td>
<td>-28%</td>
</tr>
<tr>
<td>Gerritsen Avenue, BK</td>
<td>-40%</td>
</tr>
<tr>
<td>Southern Boulevard, BX</td>
<td>-20%</td>
</tr>
<tr>
<td>Randall Avenue, BX</td>
<td>-22%</td>
</tr>
<tr>
<td>Macombs Road, BX</td>
<td>-44%</td>
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</tbody>
</table>

Reducing the number of travel lanes and installing bike lanes improves safety for all street users.
PROPOSAL

Intersection Improvements – Pedestrian Refuge Islands

Construct 15 pedestrian islands at:

- E 164 St (2)
- E 165 St
- E 166 St (3)
- E 169 St
- E 169 – E 170 St
- E 170 St
- St Pauls Pl
- E 171 St
- E 172 St
- E 173 St
- E 174 St
- Cross Bronx Service Rd S
PROPOSAL

Painted Curb Extension at E 169 St

- Existing width of E 169 St encourages unsafe vehicle turns
- Existing fire hydrant and No Standing Anytime regulations prevent parking on northwest corner
- Proposed painted curb extension on northwest corner:
  - controls vehicle turns
  - shortens pedestrian crossing
  - aligns intersection
  - improves safety
PROPOSAL

Bx15 Proposed Bus Stop Changes

- Remove stops at E 174 St and E 172 St
- Add stops at E 173 St
- Relocate southbound stop from under Cross Bronx Expwy to far side of intersection to minimize pedestrian crossings

Bx15 Average Daily Passenger Activity

- Ons
- Offs
- 2,500 passengers
THANK YOU!

Questions?

Contact: NYCDOT Bronx Borough Commissioner’s Office – (212) 748-6680