THIRD AVENUE

School Safety Improvements

Presentation to CB 6

June 16, 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

**Bronx Vision Zero Priority Geographies**

*BACKGROUND*

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
BACKGROUND

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

<table>
<thead>
<tr>
<th>Injuries (2010-2014)</th>
<th>Fatalities (2010-2014)</th>
</tr>
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<tbody>
<tr>
<td>100</td>
<td>1</td>
</tr>
<tr>
<td>50</td>
<td>2</td>
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<tr>
<td>10</td>
<td>3</td>
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</tbody>
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Community District 6

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

Fatalities, 01/01/2010-9/19/2016: 2

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

BACKGROUND

Community District 6

Street Redesign

Intersection Improvements

Parking Regulation Upgrades

Community District 3
Corridor Safety – Shared Through / Left Turn Lane

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

- Long pedestrian crossings
- Driver confusion
- Drivers take turns at high speeds
BACKGROUND

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**

- Wide Roadway creates long pedestrian crossings
- Shared thru/left turn lane leads to unpredictable vehicular movements and unsafe left turns

**Proposed**

- 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

### Dimensions

- **Existing**
  - 8’ Parking Lane
  - 9.5’ Travel Lane
  - 11’ Travel Lane
  - 11’ Travel Lane
  - 9.5’ Travel Lane
  - 8’ Parking Lane
  - Total width: 57’

- **Proposed**
  - 8’ Parking Lane
  - 5’ Bike Lane
  - 11’ Travel Lane
  - 11’ Travel Lane
  - 5’ Bike Lane
  - 8’ Parking Lane
  - Total width: 57’
PROPOSAL – DRAFT THIRD AVE DESIGN

Existing Configuration - Third Ave (E 175 St – E Tremont Av)

Mixed lanes for thru and turning vehicles:
- Create unsafe left turns
- Cause motorists traveling thru to get stuck behind turning vehicles or weave/merge into adjacent lane

50 injuries (2010-2014)

Tremont Park

7 injuries (2010-2014)

Third Ave transitions from proposed 3 lanes to existing 4 lanes

37 injuries (2010-2014)
PROPOSAL – DRAFT THIRD AVE DESIGN

Proposed Configuration - Third Ave (E 175 St – E Tremont Av)

Add right turn lane for southbound drivers turning westbound on E 175 St

Add consistent thru lane to improve traffic flow and reduce weaving/merging

Add left turn lanes to organize traffic and create safer left turns

Third Ave transitions from proposed 3 lanes to existing 4 lanes

Bx15 Bus Stop

Eagle Academy

E 176 St

Third Av

Tremont Park

E 175 St

E Tromont Av
**PROPOSAL**

**Evaluation of Lane Removal**

**Congested Lane**
- 700 vehicles per hour or above

**Existing (2 lanes)**
- Maximum* 251 vehicles per lane

**Proposal (1 lane + left turn bays)**
- Maximum 502 vehicles per lane

*Maximum Recorded Peak Volume (AM & PM) at Third Ave, between E Tremont Ave and E 176 St

**Signal Timing**
- Modify signal timing on Third Ave between E Tremont Ave and Cross Bronx Expy to improve traffic flow and improve left turns
Safety Results From Similar Treatments

-44% Change in Crashes with Injuries
Macombs Rd, Bronx

-28% Change in Crashes with Injuries
Allerton Ave, Bronx

-16% Change in Crashes with Injuries
Bronxwood Ave, Bronx

-20% Change in Crashes with Injuries
Southern Blvd, Bronx

4 Lane to 3 Lane Traffic Calming Projects
EXISTING CONDITION

Third Ave and Cross Bronx Expwy Service Rd S

Mixed lanes for thru and turning vehicles:
• Create unsafe left turns
• Cause motorists traveling thru to get stuck behind turning vehicles or weave/merge into adjacent lane

Bus stop location conflicts with turning movements and traffic flow

50 injuries (2010-2014)
PROPOSAL – DRAFT THIRD AVE DESIGN

Third Ave and Cross Bronx Expy Service Rd S

- Add right turn lane for NB drivers turning eastbound on Cross Bx Expy
- Relocate bus stop to far side of intersection for safety and traffic flow
- Add pedestrian refuge island
- Add consistent thru lane to improve traffic flow and reduce weaving/merging
- Add right turn lane for SB drivers turning westbound on E 175 St

Third Av

Gas Station

Cross Bx Expy Service Rd S

E 175 St
PROPOSAL

Concrete Curb Extension at E 187 St and Washington Av

- Complex intersection
- Existing width of crossing encourages unsafe vehicle turns onto Washington Av
- Proposed concrete curb extension on southwest corner of Washington Av at Third Av:
  - controls vehicle turns
  - shortens pedestrian crossing
  - aligns intersection
  - improves safety
PROPOSAL

Hardened Centerline at E 188th St

- Offset intersection
- Drivers make unsafe left turns onto E 188 St across double yellow line
- Proposed hardened centerline:
  - calms left turns
  - increases motorist visibility of pedestrians in crosswalk

Drivers make dangerous left turn across double yellow line

Example of hardened centerline to be installed on double yellow line

Third Ave and E 188 St (2010 – 2014)
- 1 fatality
- 3 severe injuries
- 14 total injuries

Third Ave and E 188 St, looking east
THANK YOU!

Questions?

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

nyc.gov/visionzero