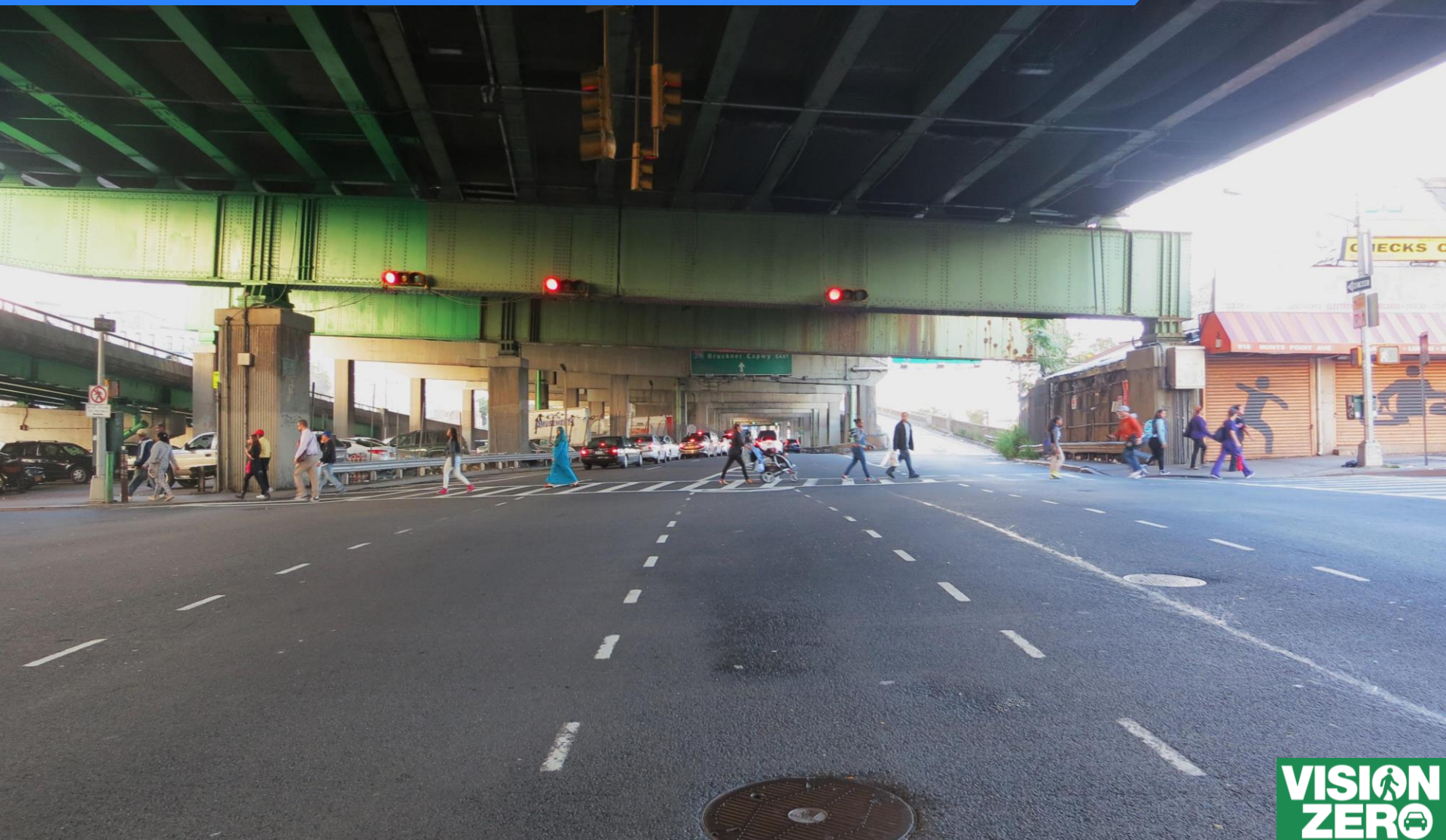


Bruckner Boulevard – Hunts Point

Safety Improvements

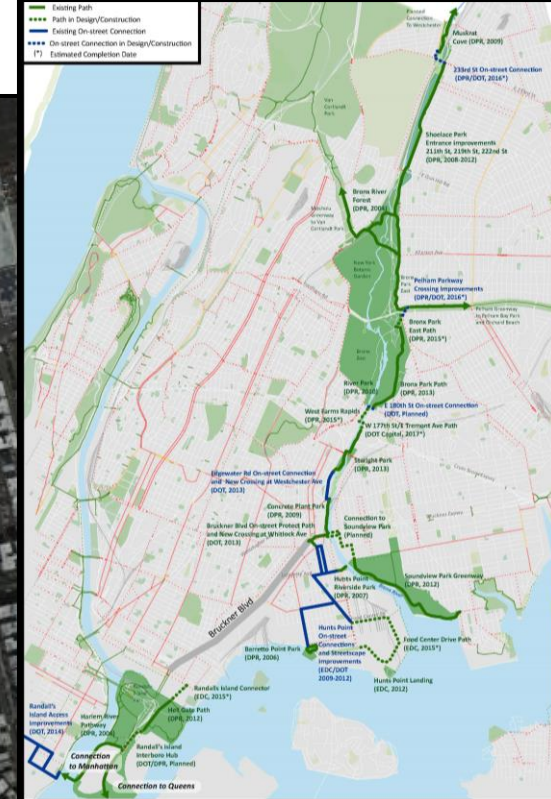


Context - Neighborhood Connectivity

Bruckner Boulevard divides
Longwood and Hunts Point

Desire for improved connectivity and
safer crossings between South Bronx
neighborhoods

Gap between Bronx River Greenway
and Randall's Island Connector
(opening 2015)



LONGWOOD

Bruckner Blvd

HUNTS
POINT

Project Background

Area Improvements



Southern Blvd Safety Improvements (2010)



New signal at Whitlock Ave & Bruckner Blvd Protected Path (2013)



Longwood Ave Traffic Calming (2014)

Barretto St
Tiffany St
Bruckner Blvd
Lafayette Ave
Longwood Ave
Garrison Ave
Hunts Point Ave

**Del Valle Square
Reconstruction
*In Design***

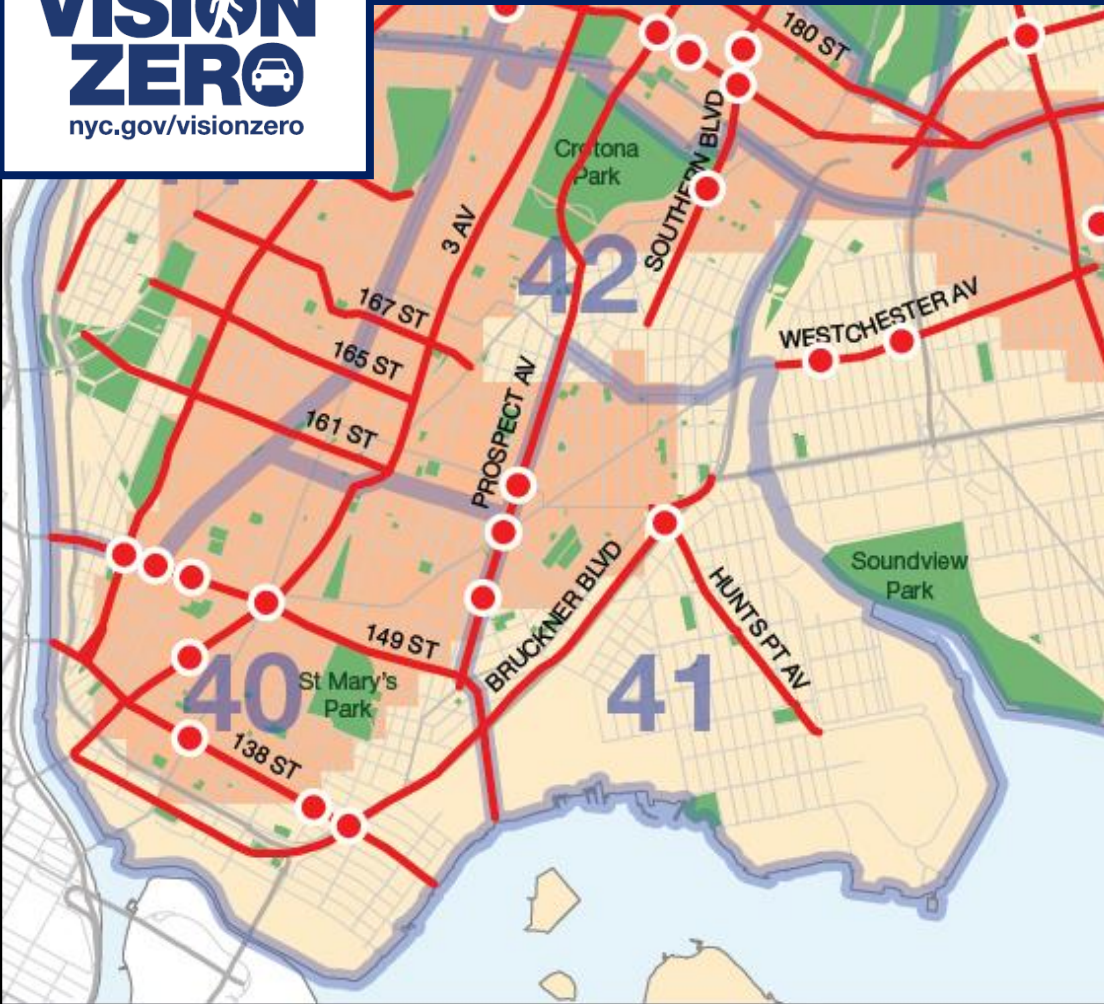
E 156th St

Project Background

Vision Zero



Pedestrian Safety Action Plan – Bronx



Priority
Corridors



Priority
Intersections

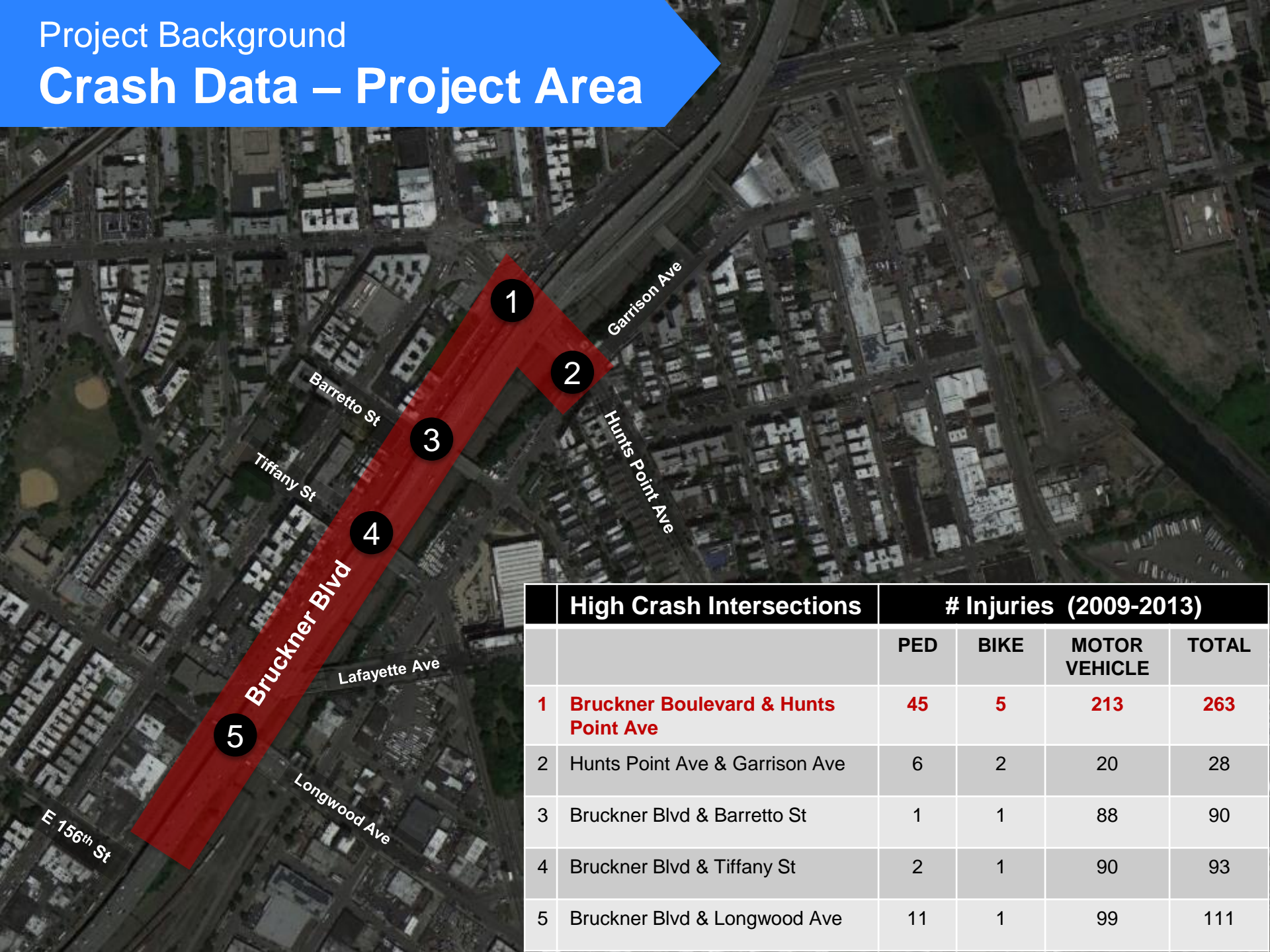


Priority Intersection:
*Bruckner Boulevard at
Hunts Point Avenue*

Priority Corridor:
Bruckner Boulevard

Project Background

Crash Data – Project Area



High Crash Intersections		# Injuries (2009-2013)			
		PED	BIKE	MOTOR VEHICLE	TOTAL
1	Bruckner Boulevard & Hunts Point Ave	45	5	213	263
2	Hunts Point Ave & Garrison Ave	6	2	20	28
3	Bruckner Blvd & Barretto St	1	1	88	90
4	Bruckner Blvd & Tiffany St	2	1	90	93
5	Bruckner Blvd & Longwood Ave	11	1	99	111

Project Overview



Intersection Improvements

(1) address vehicular and pedestrian safety issues at Bruckner Blvd & Hunts Point Ave

Corridor Improvements

(2) install greenway path to calm traffic, create space for pedestrians and cyclists

(3) improve pedestrian and cyclist crossings between neighborhoods

(1) Bruckner Blvd & Hunts Point Ave Intersection Issues



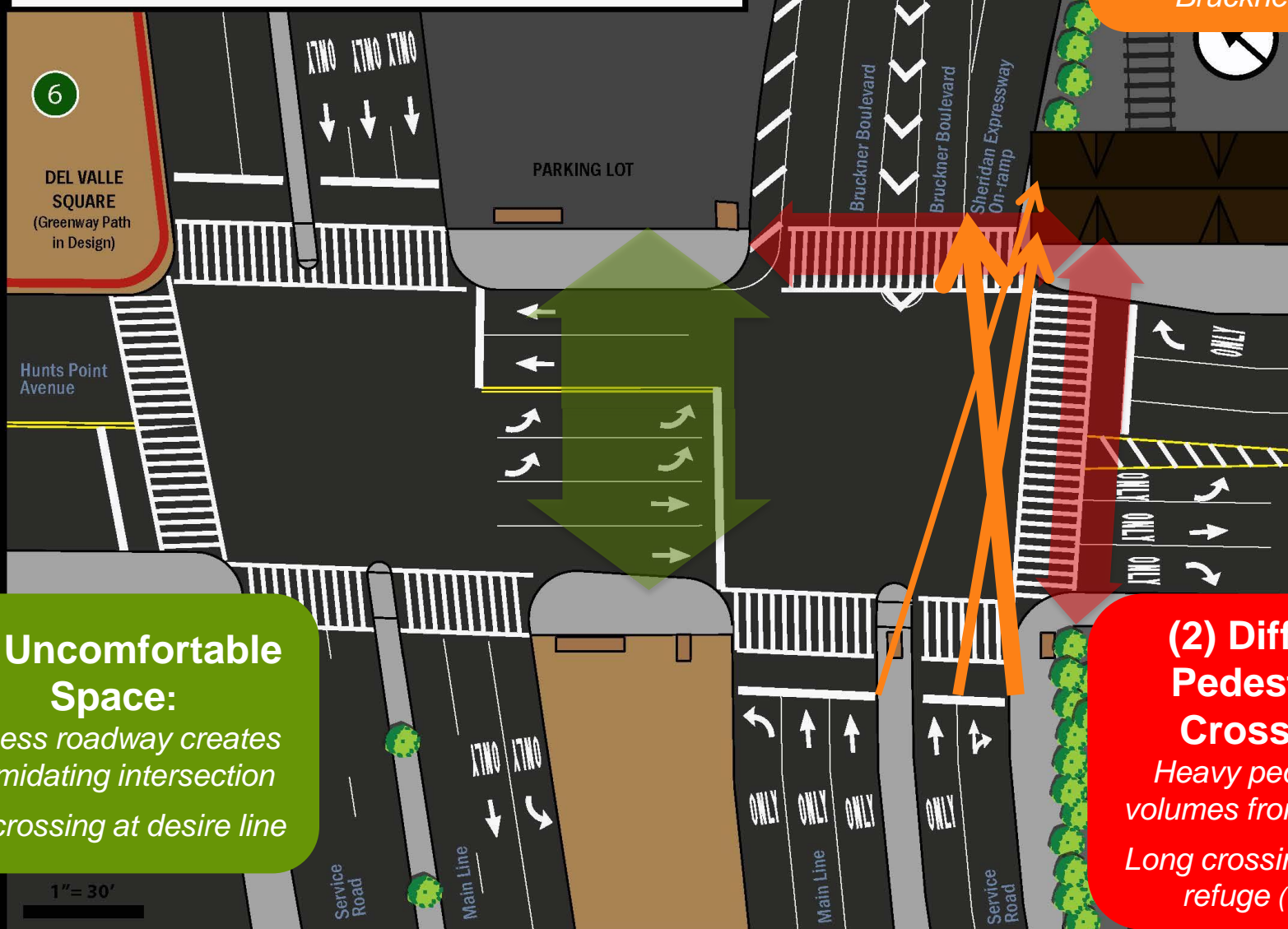
(1) Bruckner Blvd & Hunts Point Ave

Existing Conditions

(1) Vehicular Conflict:

Heavy movement from Service Rd to Bruckner Blvd

Bruckner Boulevard and Hunts Point Avenue - EXISTING CONDITIONS
Illustrative Site Plan - March 2015



(3) Uncomfortable Space:

*Excess roadway creates intimidating intersection
No crossing at desire line*

(2) Difficult Pedestrian Crossing:

*Heavy pedestrian volumes from subway
Long crossing with no refuge (70+ ft)*

(1) Bruckner Blvd & Hunts Point Ave Proposed Improvements

(1) Reorganization of Vehicular Movements

Main Line must continue on Bruckner Blvd

Service Rd must enter Sheridan or turn right

(3) New Crossing and Curb Extensions:

Adjust signal timing to reduce queuing that blocks intersection

Reclaim roadway space for pedestrians/bikes

Create short pedestrian crossing at desire line

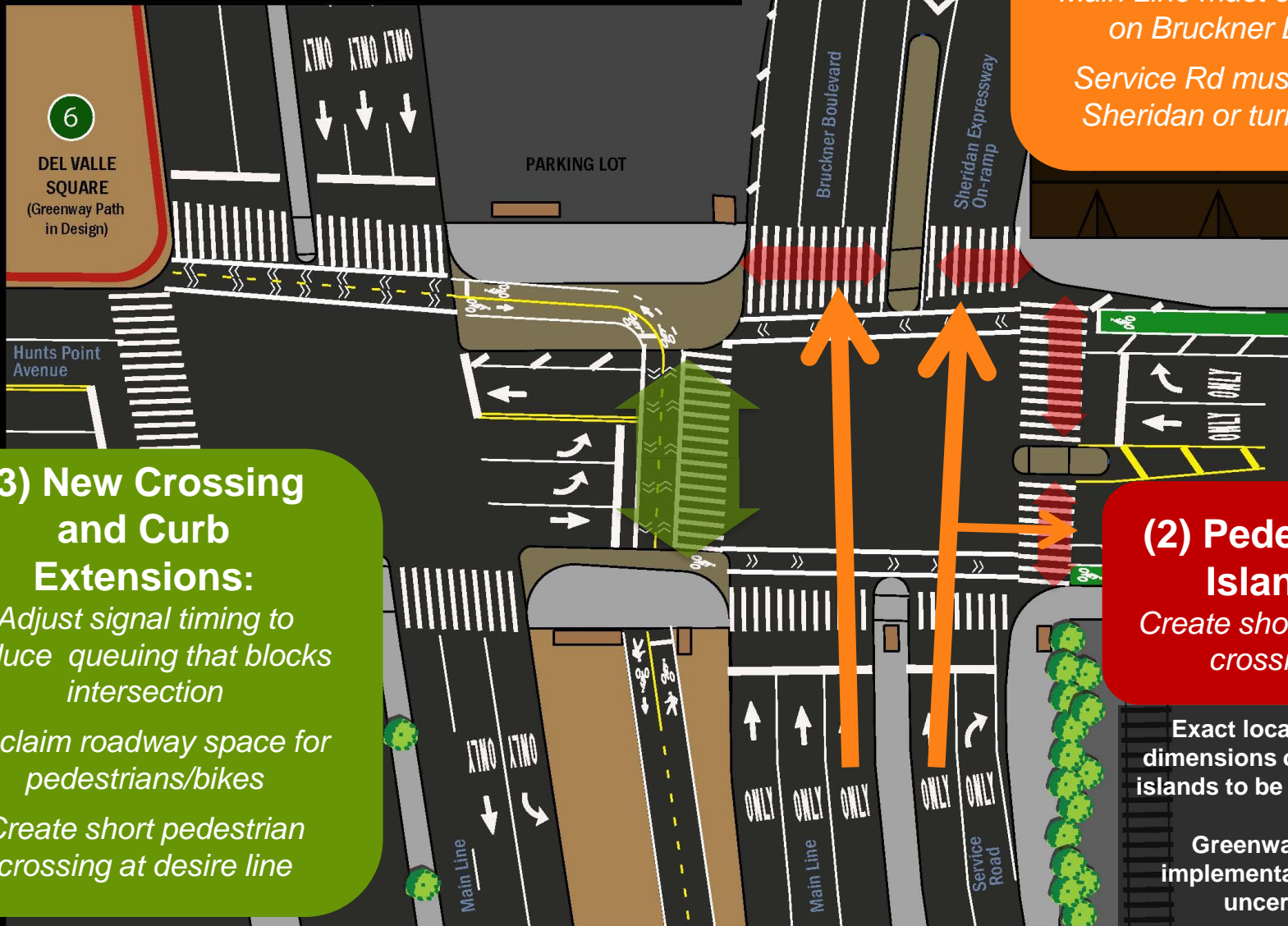
(2) Pedestrian Islands

Create shorter safer crossings

Exact location and dimensions of concrete islands to be determined

Greenway path implementation date uncertain

Bruckner Boulevard and Hunts Point Avenue - PROPOSED DESIGN
Illustrative Site Plan - March 2015



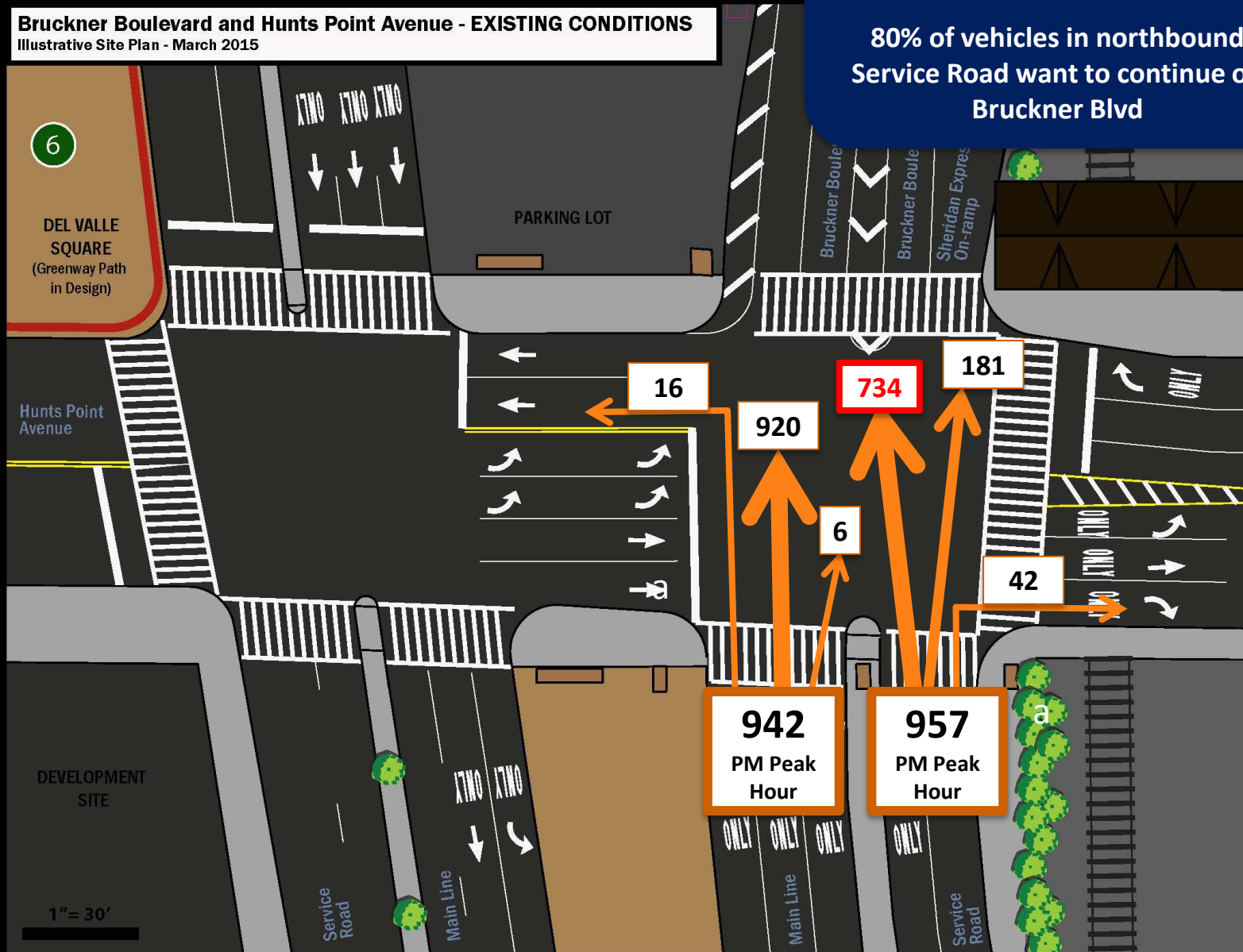
(1) Bruckner Blvd & Hunts Point Ave

Existing Conditions

Vehicles get stuck in Service Road –
After 138th Street, there is no way to
merge into Main Line

80% of vehicles in northbound
Service Road want to continue on
Bruckner Blvd

Bruckner Boulevard and Hunts Point Avenue - EXISTING CONDITIONS
Illustrative Site Plan - March 2015



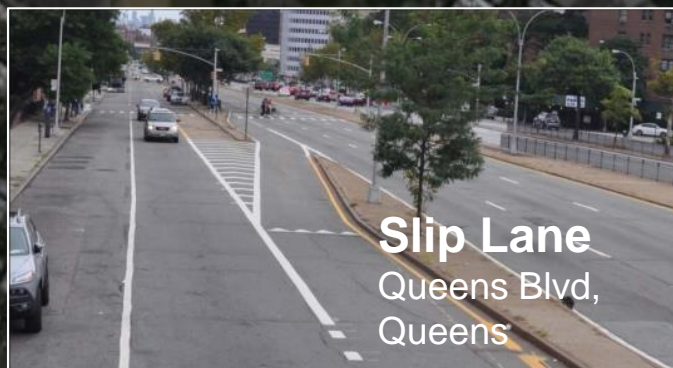
(1) Bruckner Blvd & Hunts Point Ave

Proposed Improvements – Slip Lanes

New slip lanes allow vehicles to exit Service Road

1 Between E 156th St & Longwood Ave

2 Between Tiffany St & Barretto St



Slip Lane
Queens Blvd,
Queens



Way-finding signs will be installed

*Main Line for Bruckner Blvd
Service Rd for Sheridan Expwy*

(1) Bruckner Blvd & Hunts Point Ave

Proposed Improvements – Pedestrian Safety



**Pedestrian
Island**
*Grand
Concourse,
Bronx*



**New Median
to Median
Crossing
with Curb
Extension**
*Broadway,
Manhattan*

Corridor Issues



**Very wide
multi-lane
roadway**

**Excess
roadway
space**



**Long
crossings**

**Lack of
protected
space to
wait**

(2) Greenway Path

Traffic Calming Along Corridor

Excess Roadway Space:

Encourages speeding and unsafe driving

Increases crossing distances

Intimidating space

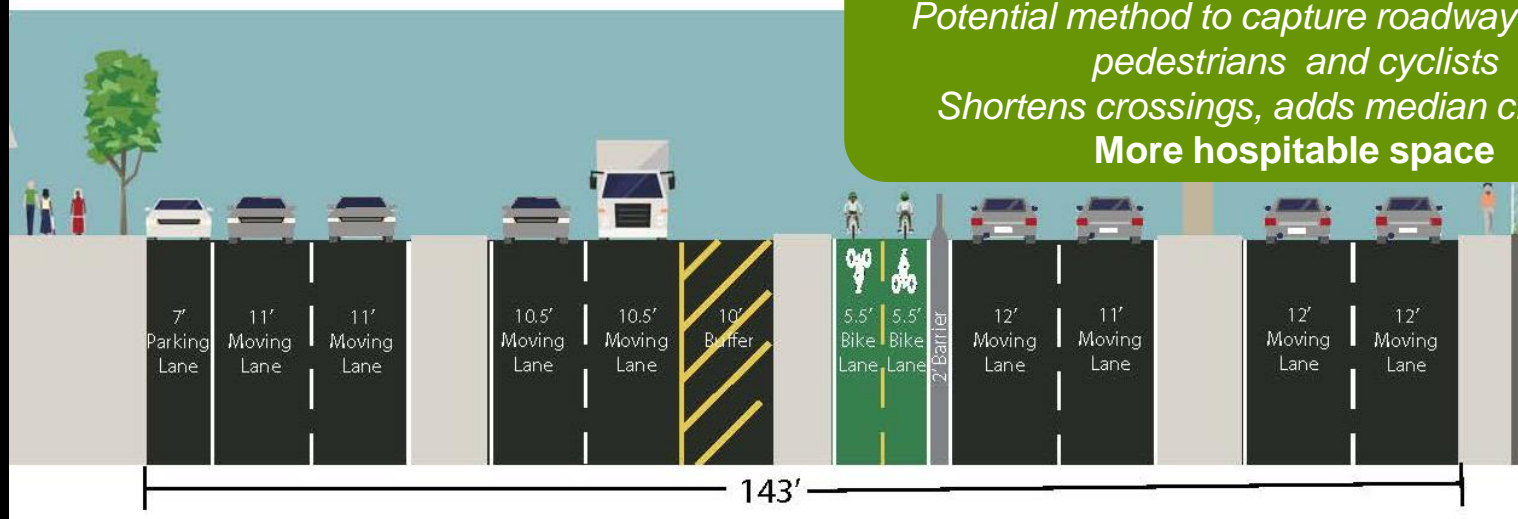


Greenway Path:

Potential method to capture roadway space for pedestrians and cyclists

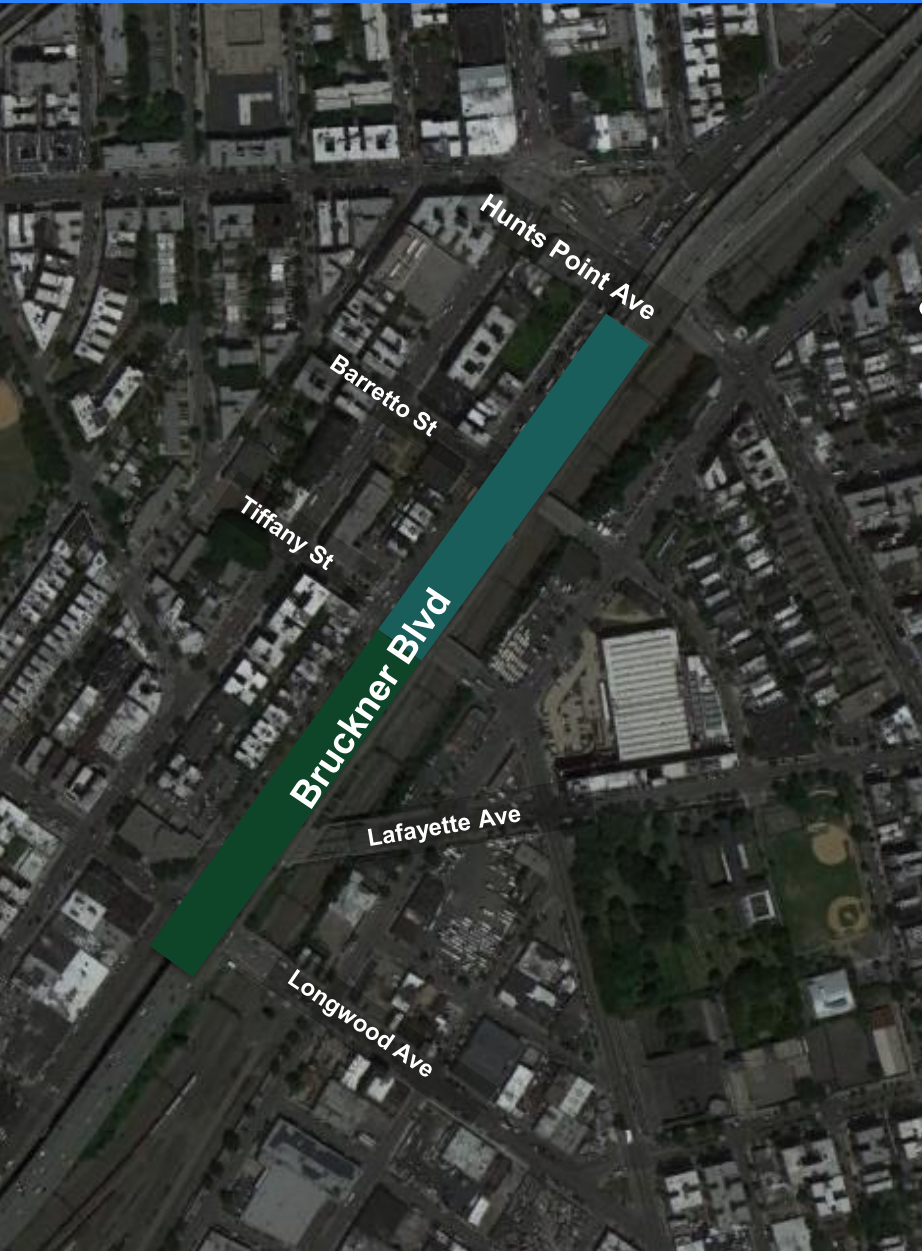
Shortens crossings, adds median crossings

More hospitable space



(2) Greenway Path

Existing Conditions along Median

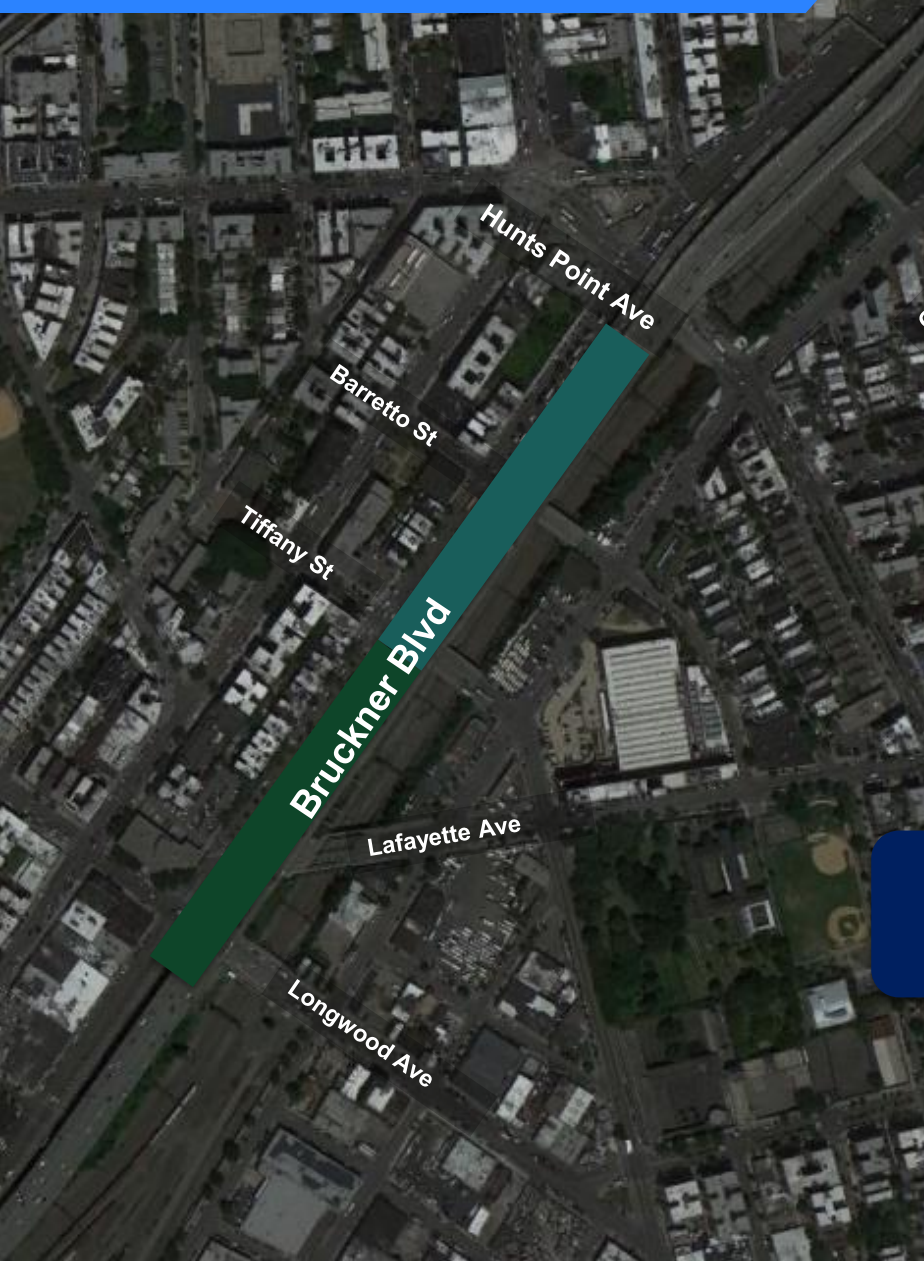


Excess space in roadway encourages speeding
Potential to reclaim space for peds/bikes



Underused space protected from vehicular traffic
Already used by pedestrians

(2) Greenway Path Potential Design



Install barrier protected path in excess space, with new crossings during protected signal phase

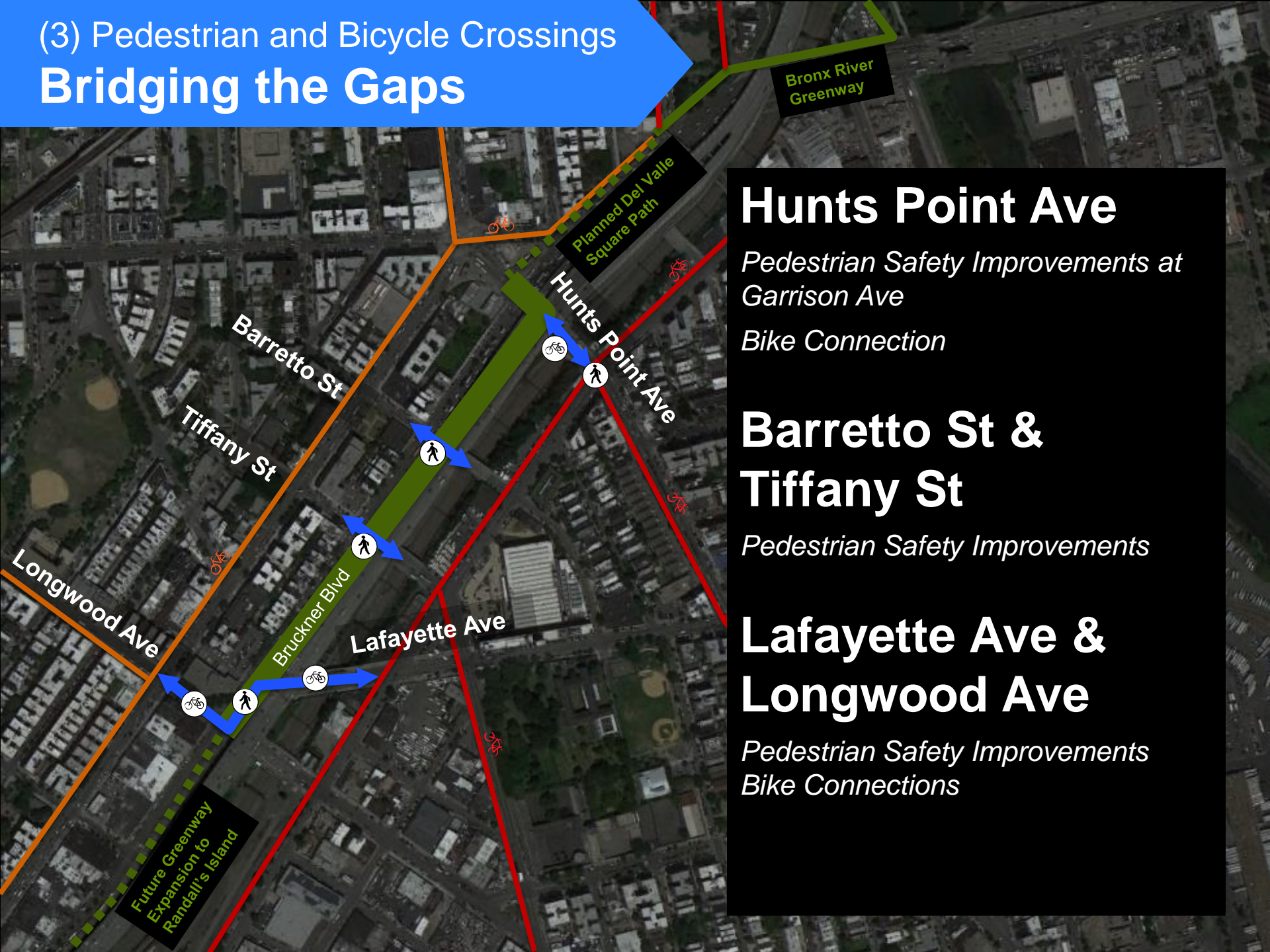


Exploring
feasibility

Create inviting and usable space for pedestrians and cyclists along corridor

(3) Pedestrian and Bicycle Crossings

Bridging the Gaps



Hunts Point Ave

Pedestrian Safety Improvements at Garrison Ave

Bike Connection

Barretto St & Tiffany St

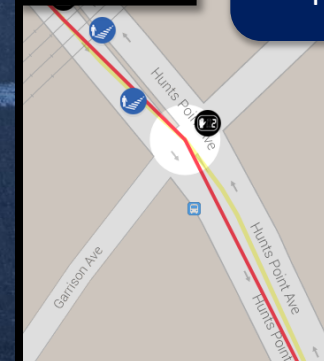
Pedestrian Safety Improvements

Lafayette Ave & Longwood Ave

Pedestrian Safety Improvements
Bike Connections

(3) Pedestrian and Bicycle Crossings

Hunts Point Ave & Garrison Ave - Existing Conditions



Community Input :
Long distance to cross
Not enough time to cross

- ⌚ Not enough time to cross
- 🚗 Double parking
- ⌚ Long wait to cross
- 🚦 Red light running
- 🚶 Jaywalking
- 👁️ Poor visibility
- 🚗 Speeding
- ⌚ Long distance to cross
- 🚗 Failure to yield to pedestrians
- 🚲 Cyclist behavior

(3) Pedestrian and Bicycle Crossings

Hunts Point Ave & Garrison Ave – *Proposed Improvements*



**Painted
Neck
Downs**
*Greenpoint Ave,
Brooklyn*



(3) Pedestrian and Bicycle Crossings

Hunts Point Ave – Proposed Bike Connection



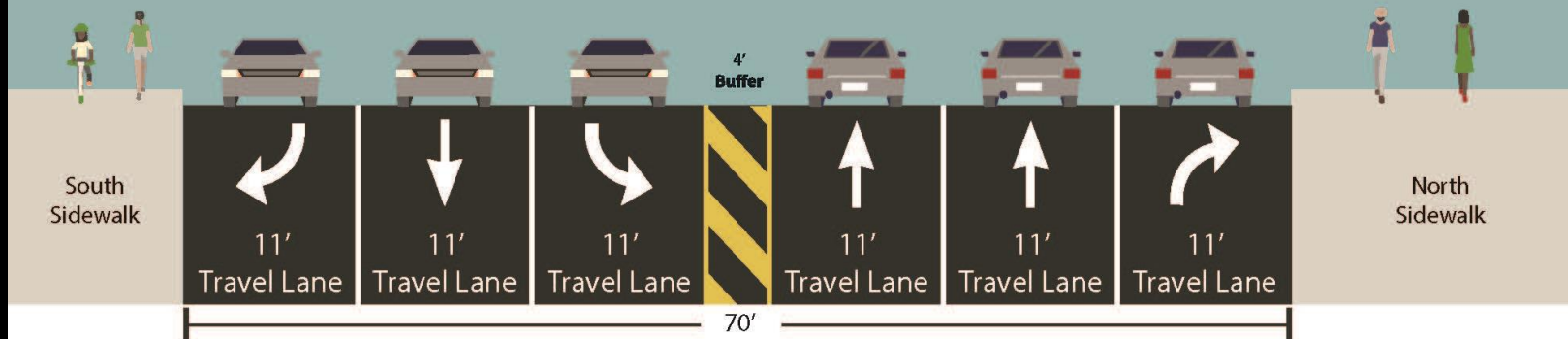
Bruckner Blvd to Garrison Ave

Peak Hour Volumes:

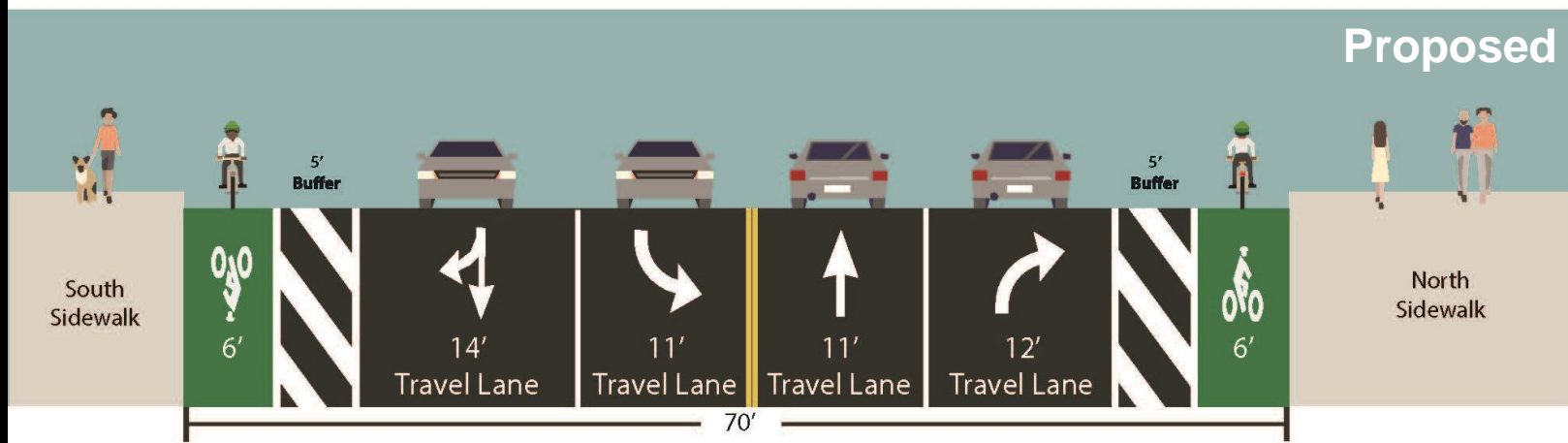
Westbound – 563

Eastbound - 440

Existing



Proposed



(3) Pedestrian and Bicycle Crossings

Barretto St & Tiffany St- *Existing Conditions*



Long pedestrian crossings



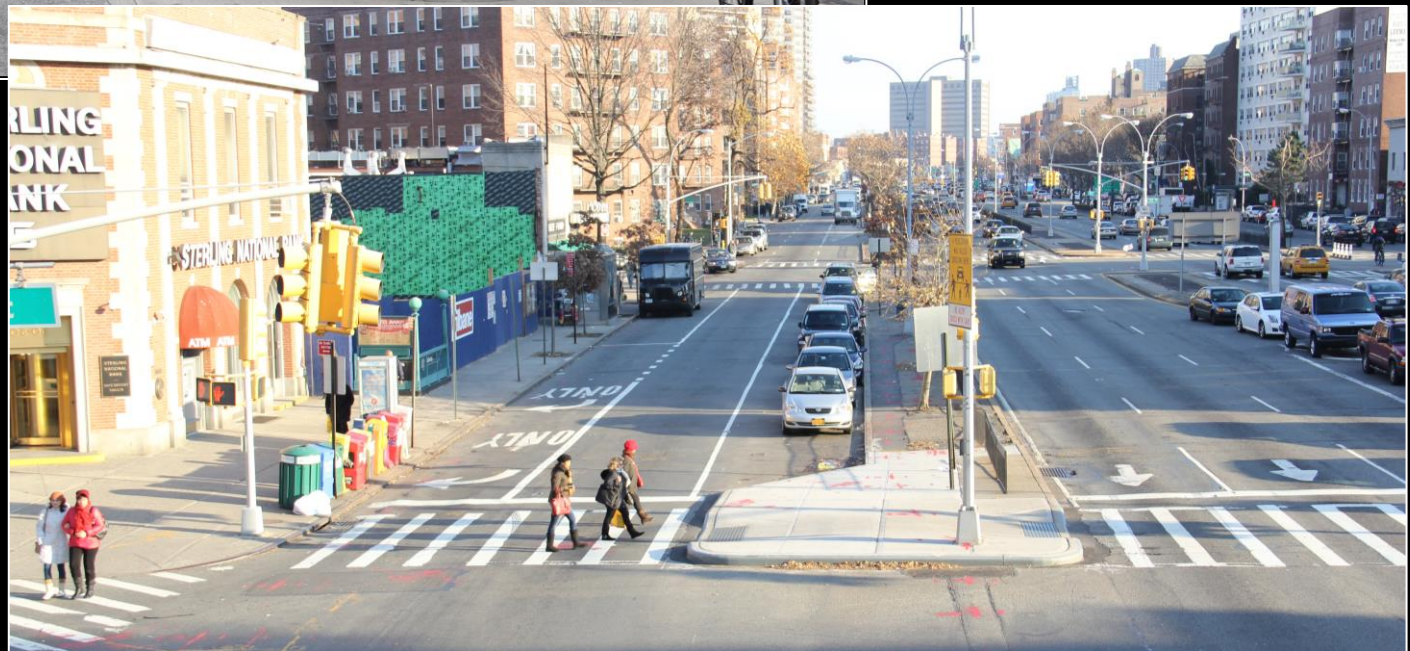
Substandard medians do not provide adequate pedestrian refuge

(3) Pedestrian and Bicycle Crossings

Barretto St & Tiffany St- *Proposed Improvements*



**Median
Tip**
*7th Ave,
Manhattan*



**Expanded
Median**
*Queens Blvd,
Queens*

(3) Pedestrian and Bicycle Crossings

Lafayette Ave & Longwood Ave – Existing Conditions



(1) Poorly Aligned Crosswalk

*Crosses precinct driveway
Creates longer crossing*



(2) No Crosswalk *At desire line*

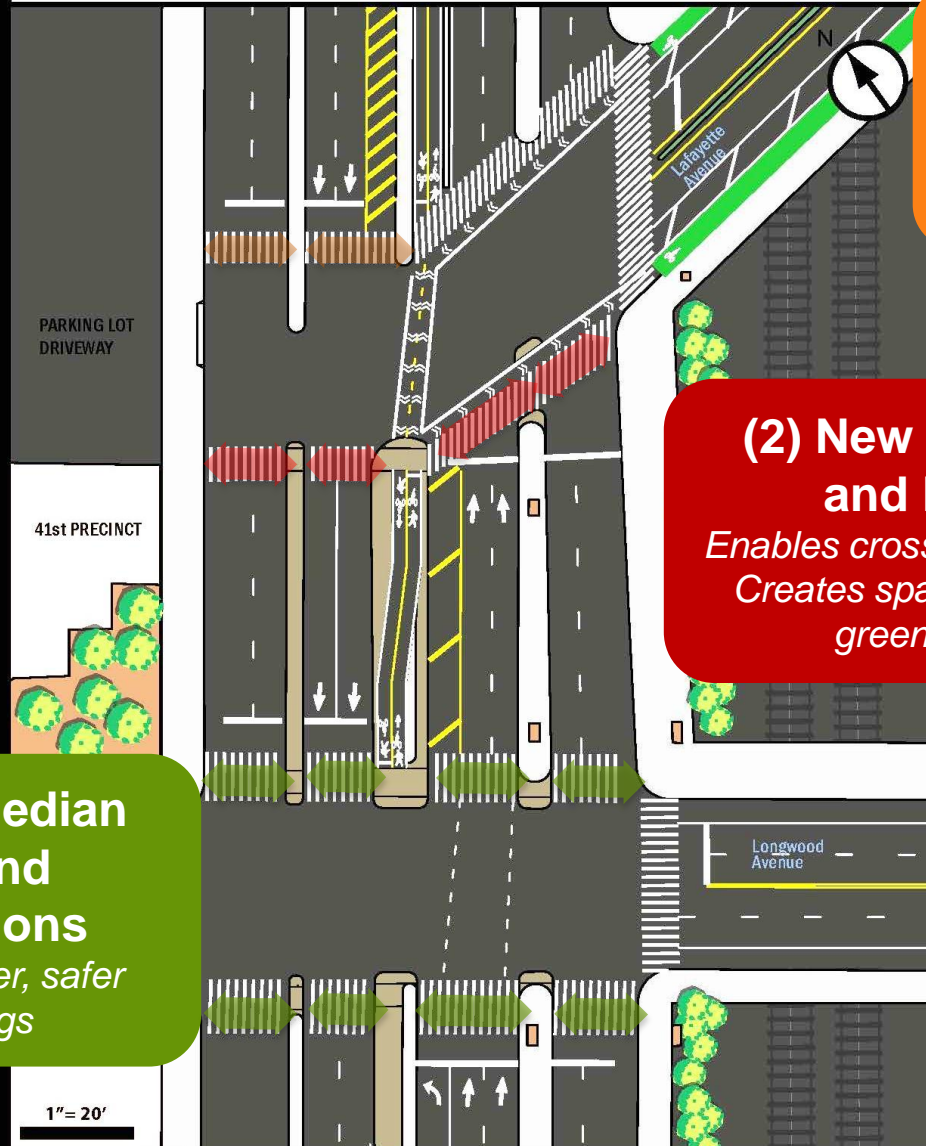


(3) Long Crossings *Insufficient medians*

(3) Pedestrian and Bicycle Crossings

Lafayette Ave & Longwood Ave – *Proposed Improvements*

Bruckner Boulevard at Lafayette Avenue and Longwood Avenue - PROPOSED DESIGN
Illustrative Site Plan - March 2015



(1) Properly Aligned Crosswalk

*Avoids precinct driveway
Creates shorter, safer crossing*

(2) New Crosswalk and Median

*Enables crossing at desire line
Creates space for potential
greenway path*

(3) New Median Tips and Expansions

Create shorter, safer crossings

Exact location and dimensions of concrete islands to be determined

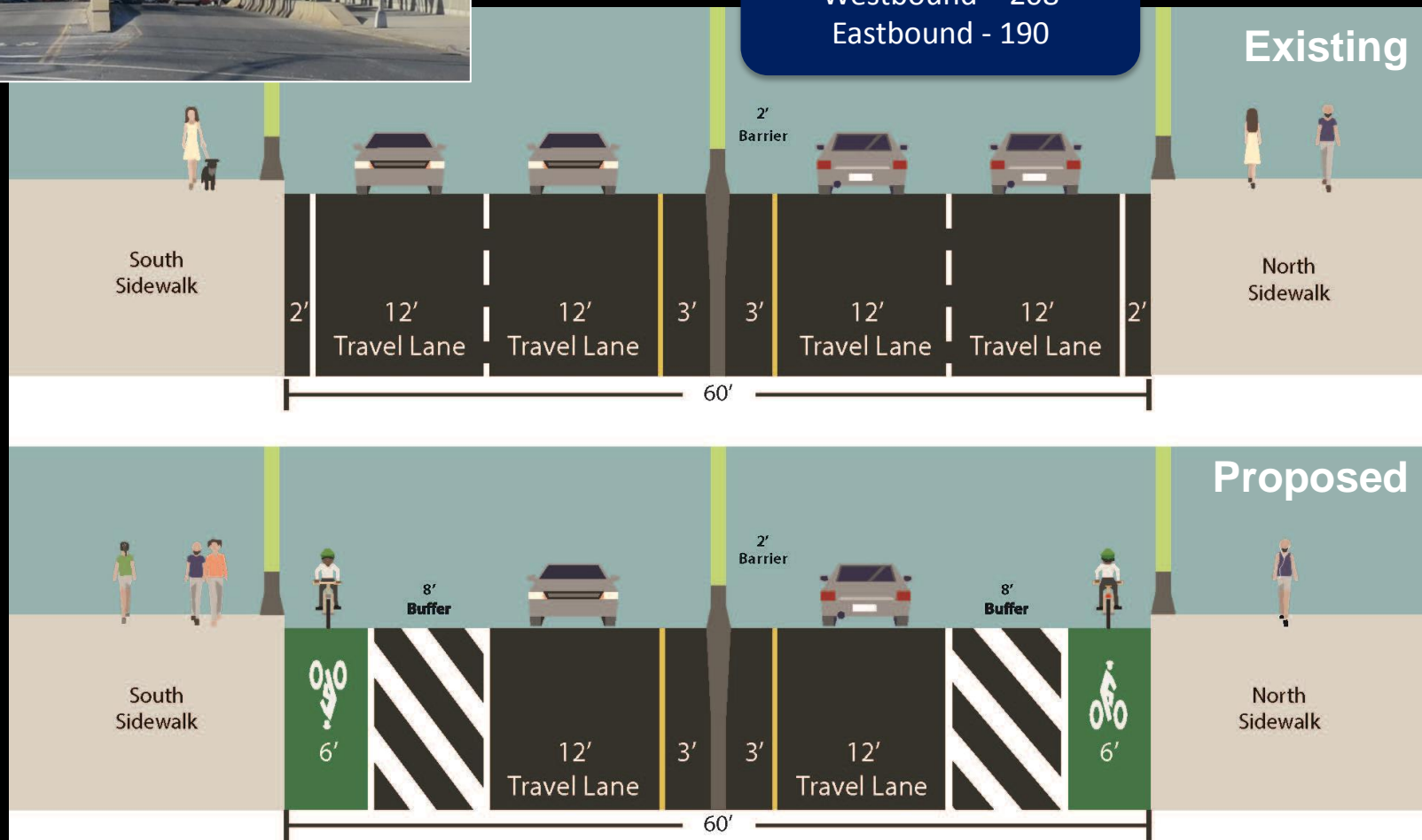
(3) Pedestrian and Bicycle Crossings

Lafayette Ave – Proposed Bike Connection



Bruckner Blvd to Garrison Ave

Peak Hour Volumes:
Westbound – 208
Eastbound - 190

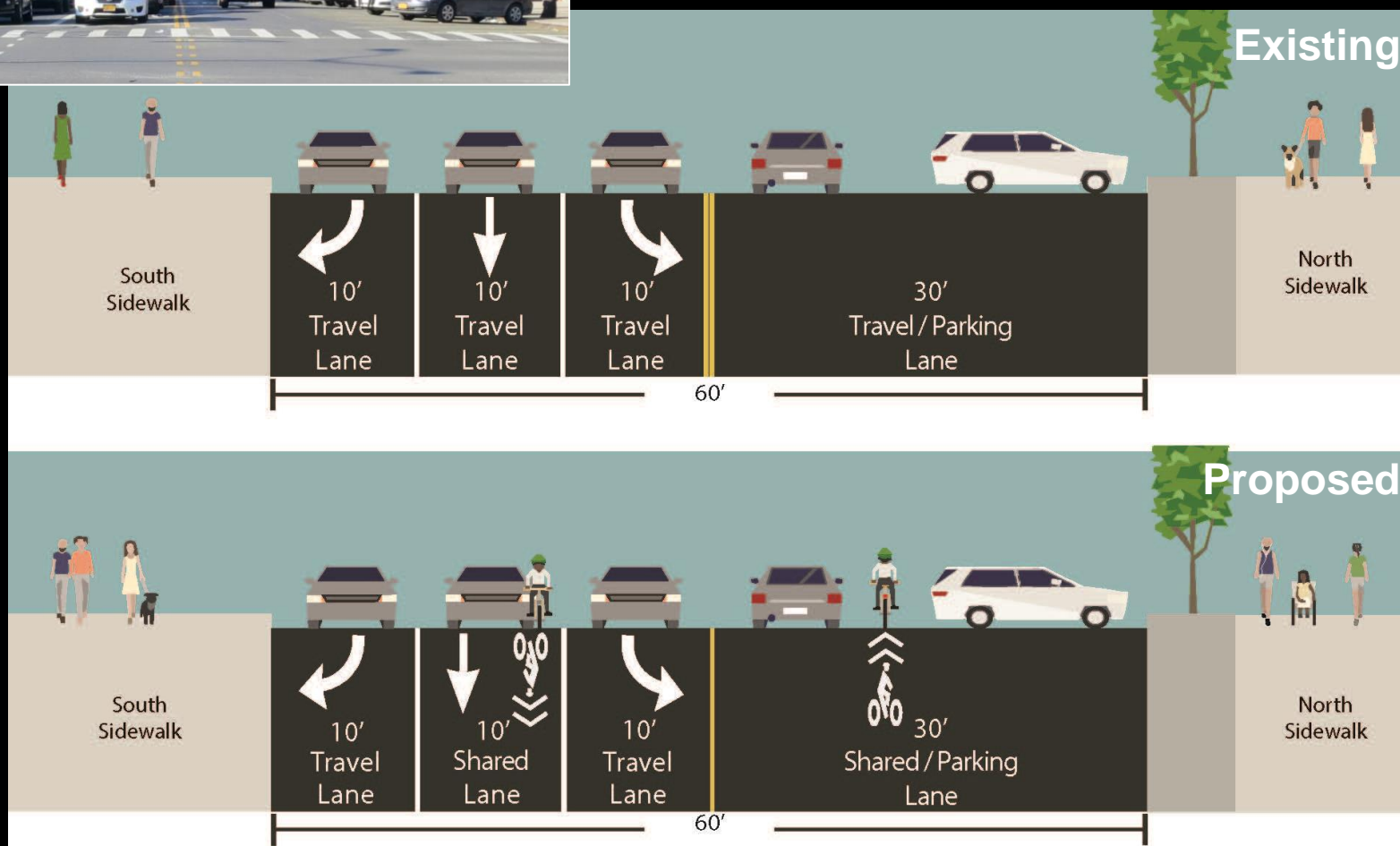


(3) Pedestrian and Bicycle Crossings

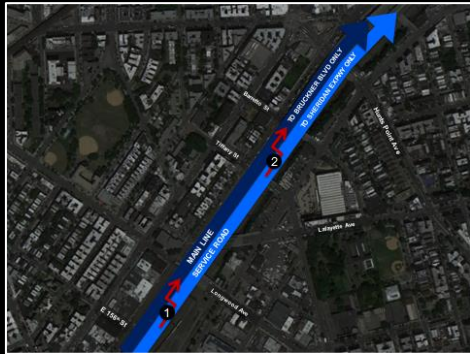
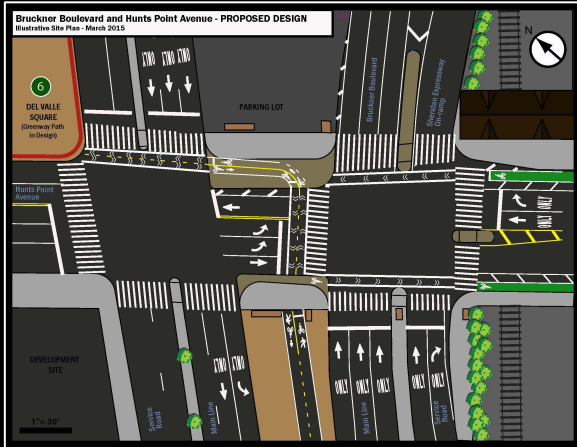
Longwood Ave— *Proposed Bike Connection*



Bruckner Blvd to Southern Blvd



Project Benefits



Pedestrian Safety Improvements

- Islands/curb extensions at Hunts Point Ave
- Neck downs at Hunts Point Ave/Garrison Ave
- New/improved crosswalks and medians along corridor

• Vehicular Changes

- New slip lanes from Service Rd to Main Line
- Elimination of conflict at Hunts Point Ave

• Potential Greenway Path & Bicycle Connections

- One mile of protected greenway path
- Connections into existing bike network

Questions?

Thank
You