



# Barnes Ave (E 233<sup>rd</sup> St & E 236<sup>th</sup> St)

Safety Improvements

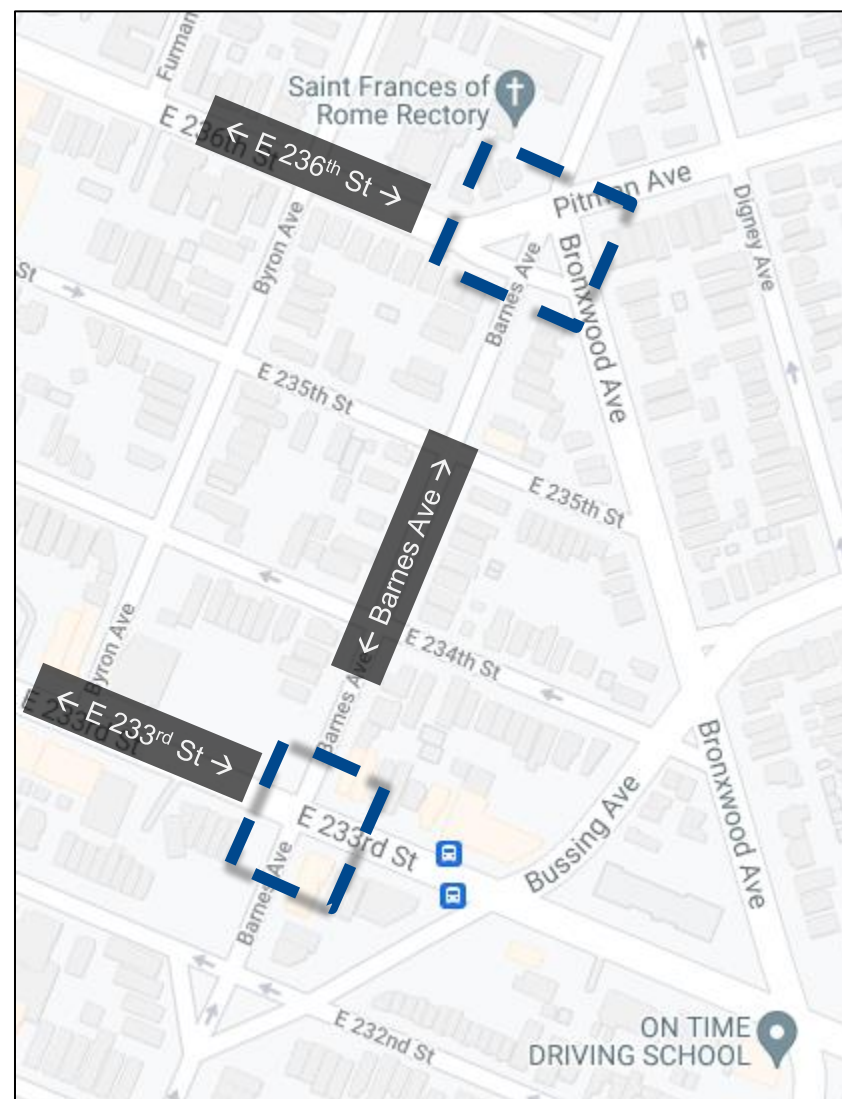
Bronx Community Board 12





# Project Location

- Barnes Ave has mainly residential land use with some commercial activity at E 233<sup>rd</sup> St, and multiple schools near E 236<sup>th</sup> St
- Barnes Ave and E 233<sup>rd</sup> St is near the 2/5 subway station at 233<sup>rd</sup> St
- Bx31 bus runs on E 233<sup>rd</sup> St
- History of community requests for safety improvements
- Intersections are in a Tier 2 Priority Investment Area



= project limits

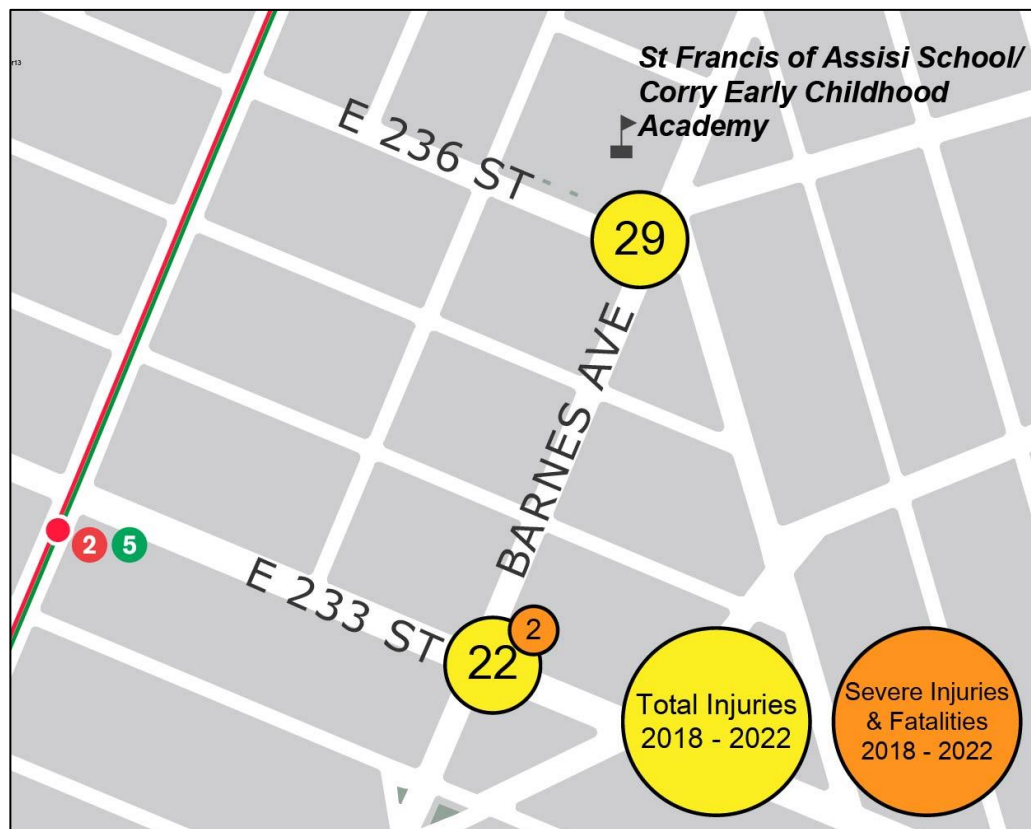
# Safety Data

### Injury Summary, 2018-2022 (5 Years)

Mode	Total Injuries	Severe Injuries	Fatalities	KSI
Pedestrian	12	1	0	1
Bicyclist	0	0	0	0
Motor Vehicle Occupant	39	1	0	1
Other Motorized	0	0	0	0
Total	51	2	0	2

Source: Fatalities: NYCDOT, Injuries: NYPD FORMS database KSI: Persons Killed or Severely Injured

- 42% of pedestrian injuries are related to left turn crashes
- 31% of motor vehicle injuries are related to right-angle crashes, more than double the Bronx average
- 58% of pedestrian injuries have affected children or young adults



**\*Map does not include total or severe injuries that occurred at midblock locations. Data is based off of NYPD crash and injury data available as of March 2024.**

# Existing Conditions – E 233<sup>rd</sup> St

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Long Pedestrian Crossing Distances



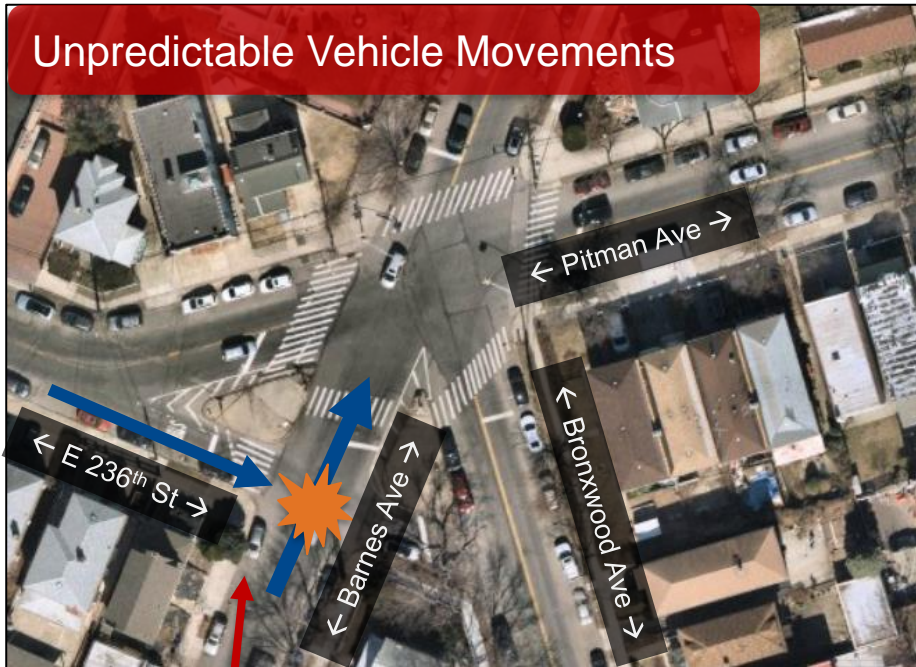
Wide, Open Roadway





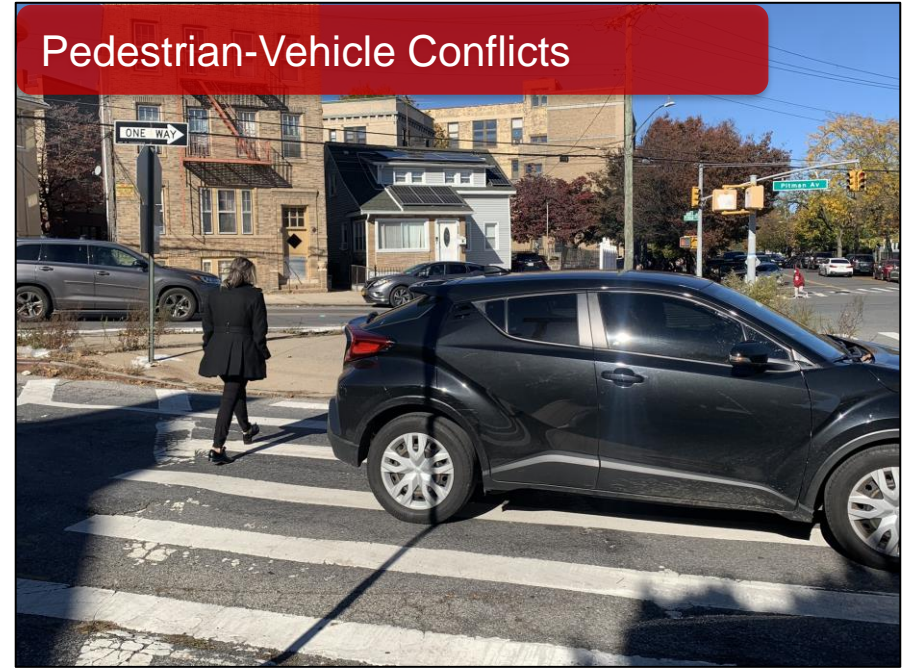
# Existing Conditions – E 236<sup>th</sup> St

## Unpredictable Vehicle Movements



10 crashes between vehicles traveling eastbound on E 236<sup>th</sup> St and northbound on Barnes Ave

## Pedestrian-Vehicle Conflicts



# Existing Conditions – E 236<sup>th</sup> St

Poor Condition of Triangles



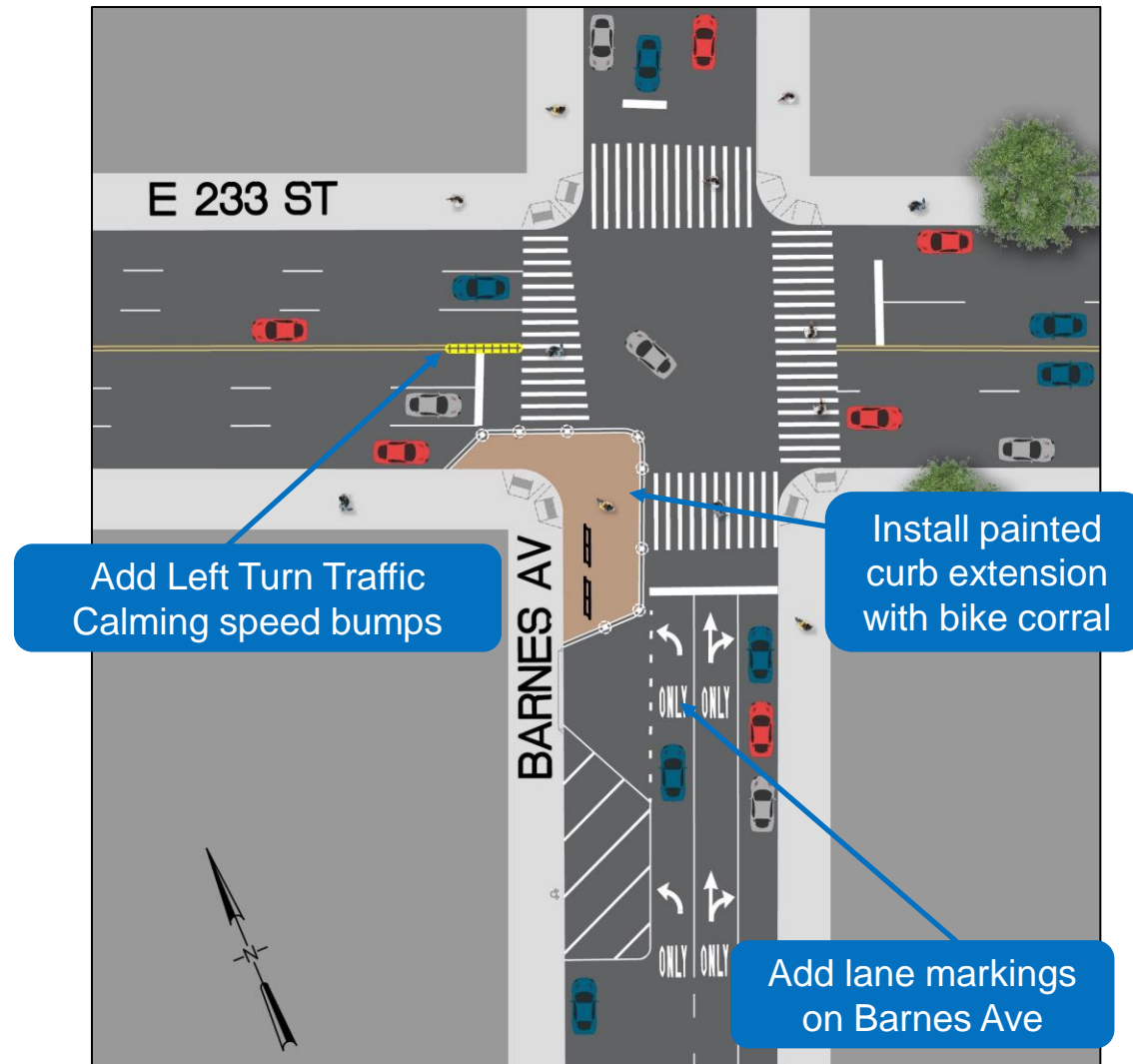
Missing Crosswalk





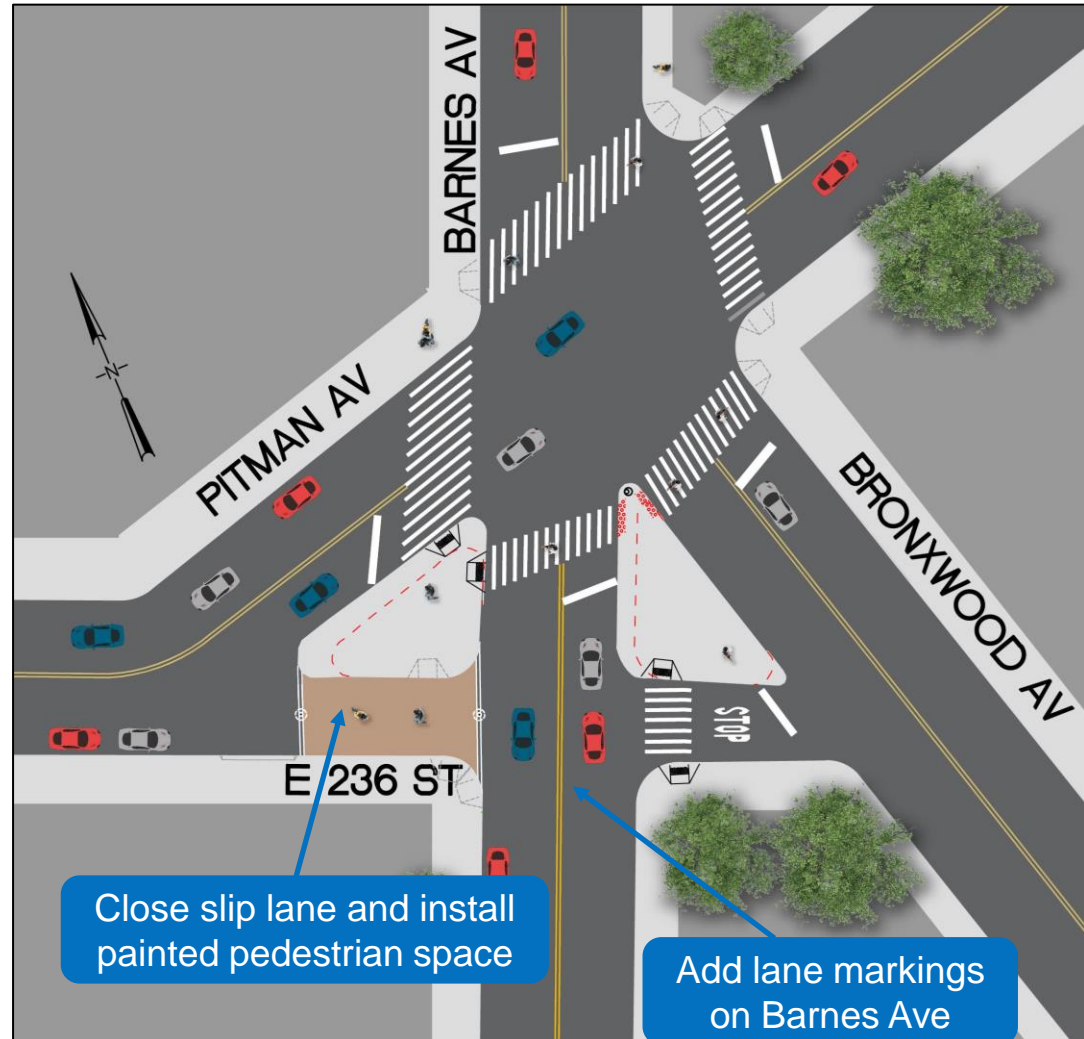
# Proposed Improvements: Barnes Ave & E 233<sup>rd</sup> St

- Install painted curb extension in existing channelized space at E 233<sup>rd</sup> St to slow turns and reduce pedestrian crossing distance
  - Add one bike corral in curb extension to provide additional bike parking
- Install lane markings to clarify vehicle turns
- Install Left Turn Traffic Calming rubber speed bumps in west leg of intersection



# Proposed Improvements: Barnes Ave and E 236<sup>th</sup> St

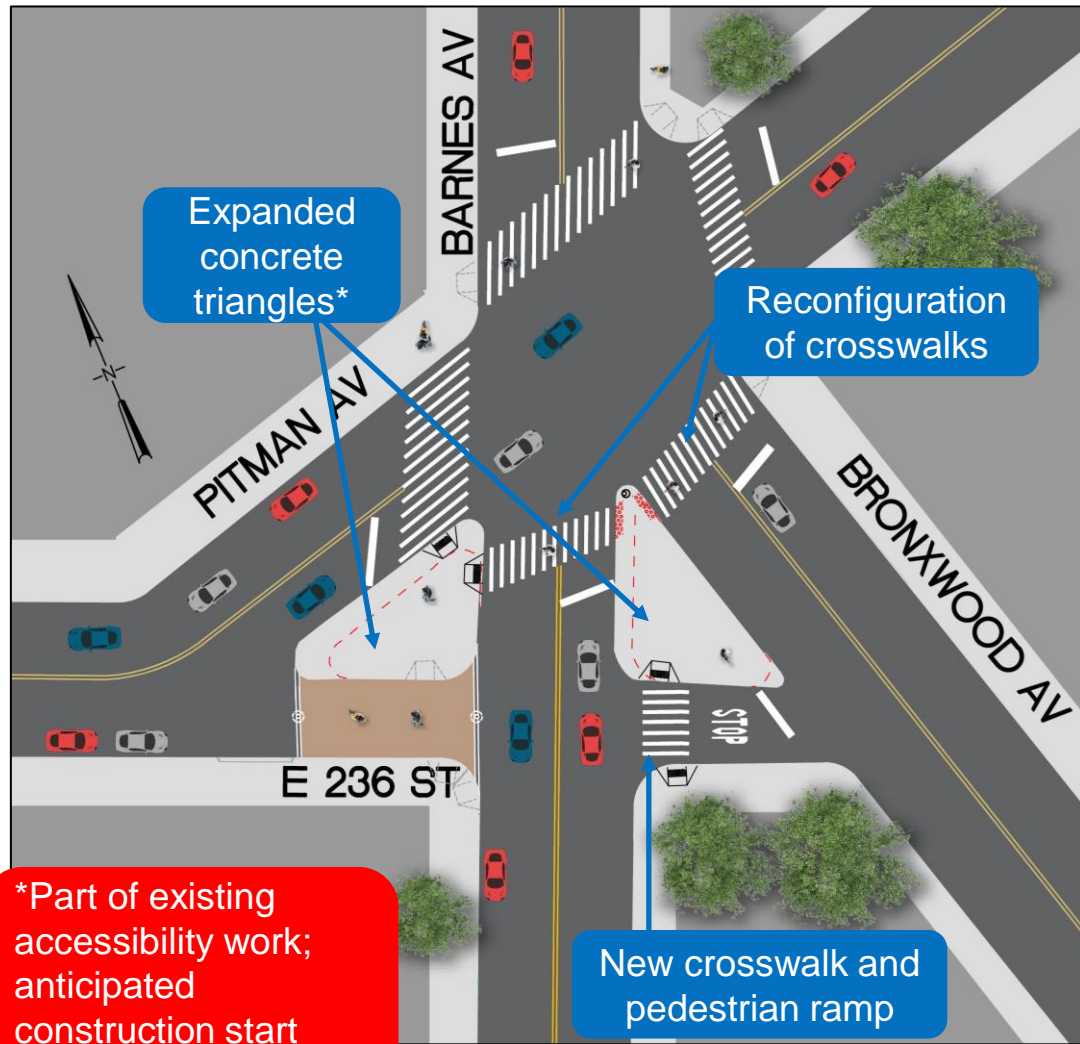
- Close slip lane at eastbound E 236<sup>th</sup> St to simplify vehicle turns, improve predictability, and decrease pedestrian crossing distance
  - Turn restriction for vehicles over 25' eastbound Pitman Ave to southbound Barnes Ave
  - Only 3 trucks were observed making this movement in AM peak hour, 0 trucks in PM peak hour
- Add lane markings on Barnes Ave to clarify vehicle movements





# Proposed Improvements: Barnes Ave and E 236<sup>th</sup> St cont.

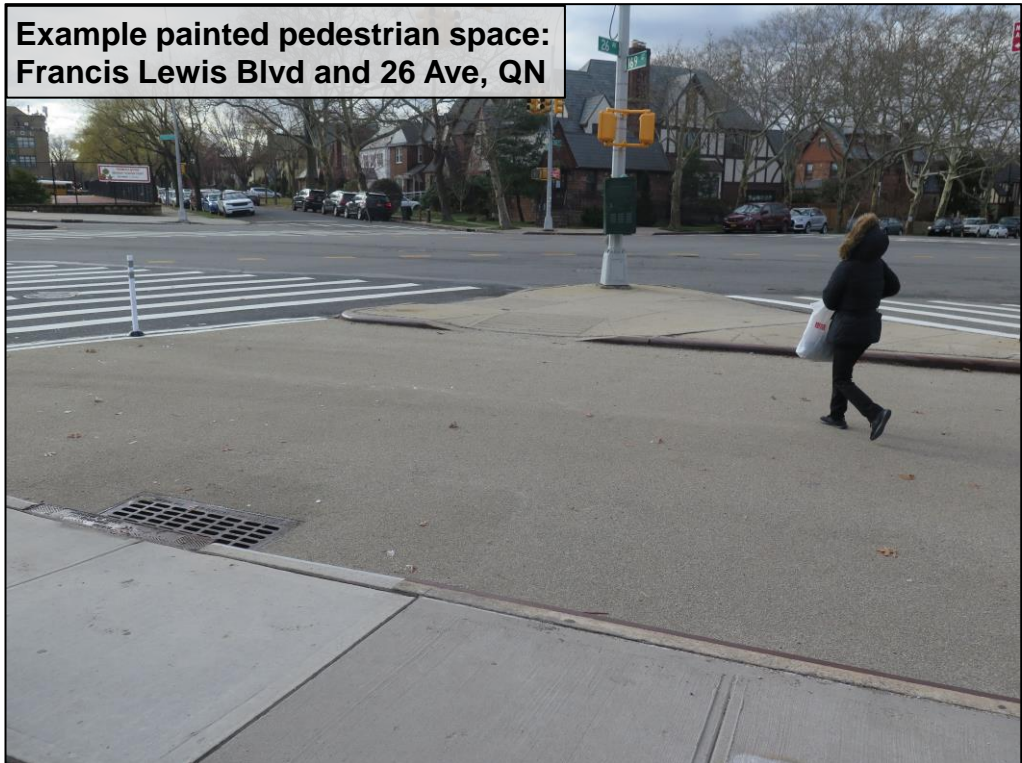
- Expand two concrete triangles to shorten pedestrian crossing distances
- Reconfiguration of crosswalks between triangles and across Bronxwood Avenue to align with expanded space
- Add new crosswalk at E 236<sup>th</sup> St and Bronxwood Ave and pedestrian ramp to improve pedestrian accessibility and visibility



# Safety Benefits

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- Rubber speed bumps and painted curb extension at E 233<sup>rd</sup> St encourage simpler, safer turns
- New lane markings on Barnes Ave clarify vehicle movements
- Expanded concrete triangles at E 236<sup>th</sup> St create safer, shorter pedestrian crossings
- Closed slip lane at E 236<sup>th</sup> St improves predictability and organization for motor vehicle users
- New crosswalk and pedestrian ramps at E 236<sup>th</sup> St and Bronxwood Ave improve pedestrian visibility and accessibility





# Thank You!

Questions?



NYCDOT



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