



Courtlandt Ave, Park Ave, Morris Ave

School Safety Improvements

Bronx Community Board 1 | February 12, 2026



Courtlandt Ave, Morris Ave, Park Ave

Why are we here?

- Community requests for safety improvements on Courtlandt Ave
- High density residential area, including NYCHA Melrose Houses
- 10+ schools in the area, including PS/MS 29 and Alfred Smith High School
- Several playgrounds including Governor Smith playground and Melrose playground
- High density of student pedestrians
- High concentration of traffic and pedestrian injuries
- NYC DOT partnership with the Laboratory School of Finance and Technology students to improve safety and redesign streets in their neighborhood



Courtlandt Ave, Morris Ave, Park Ave

Presentation Overview

1. Student Engagement
2. Safety Data
3. Project Proposal
4. Summary

Student Engagement



Courtlandt Ave, Morris Ave, Park Ave

Student Engagement Workshops

- **NYC DOT** partnered with a school and a non-profit to teach students about transportation planning and to develop a street safety project in their neighborhood
- **The Laboratory School of Finance and Technology (F&T)** developed an elective with curriculum focused on transportation planning and civic engagement for freshman students during the fall semester
- **I Challenge Myself (ICM)** taught F&T students how to ride a bike and safely navigate the neighborhood as a cyclist



Courtlandt Ave, Morris Ave, Park Ave

Student Engagement Workshops

- Throughout the fall semester NYC DOT conducted bi-weekly workshops with F&T students to:
 - Learn about transportation planning and the role of DOT
 - Collect, process, and analyze street safety data
 - Conduct roadway observations and identify safety issues
 - Develop street designs that address specific safety concerns
 - Present their designs and develop skills in public speaking



Courtlandt Ave, Morris Ave, Park Ave

Student Engagement Workshops

- F&T students focused on real streets in their neighborhood and developed proposed designs for:
 - E 156 St (Morris Ave to Courtlandt Ave)
 - Courtlandt Ave (E 153 St to E 156 St)
 - E 156 St (Morris Ave to Courtlandt Ave)
 - Morris Ave (E 153 St to E 156 St)
- Their safety concerns and designs informed the proposal we will share with you today



Safety Data

2

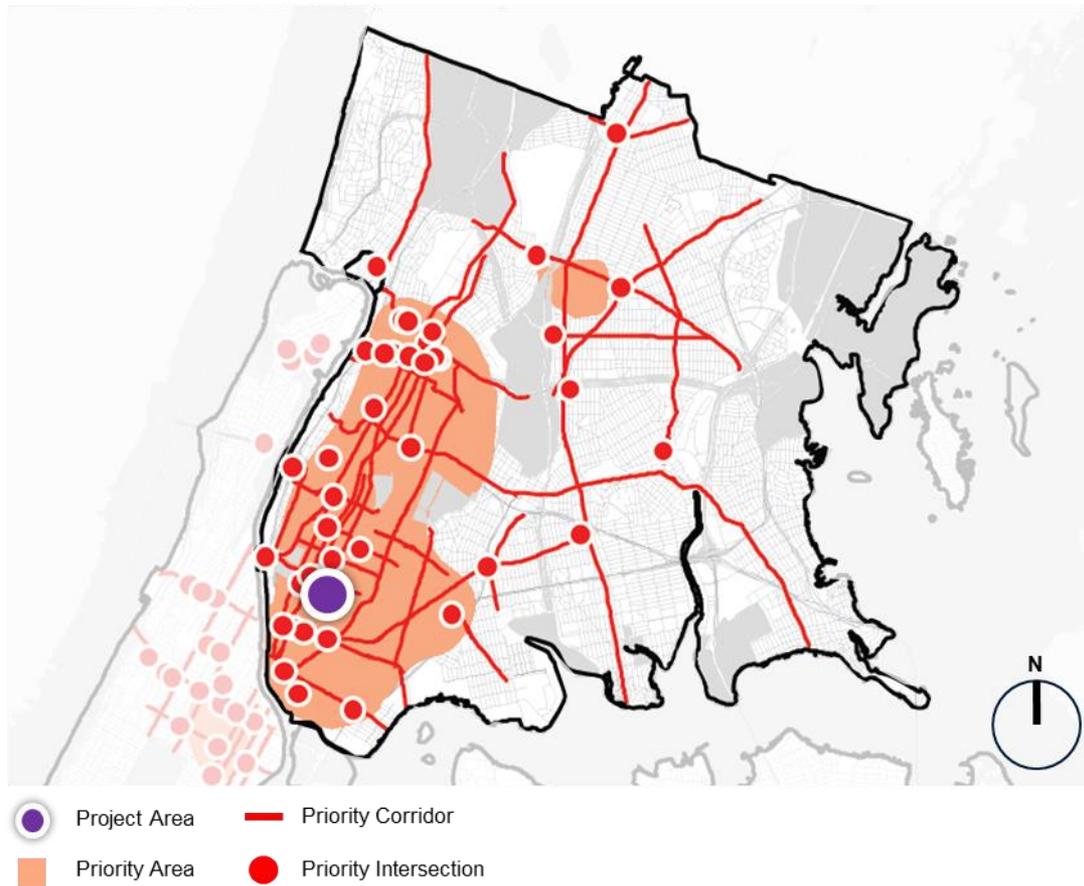
Safety Concerns

Vision Zero

- Multi-agency effort to reduce traffic fatalities in NYC
- Borough Action Plans released in 2023
- Priority Intersections, Corridors, and Areas identified for each borough

Courtlandt Ave, Morris Ave, and Park Ave

- Project is located in a Vision Zero Priority Area



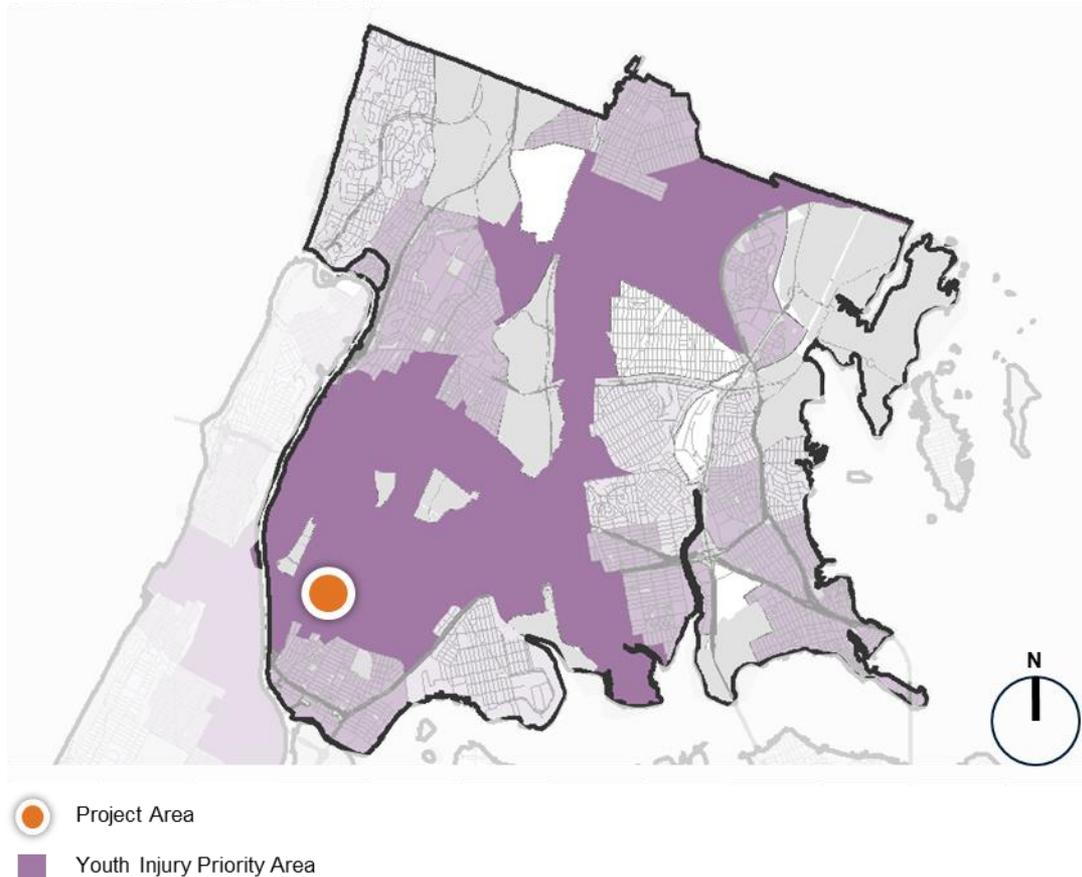
Safety Concerns

Youth Injury Priority Areas

- Youth safety is a key part of Vision Zero, and our focus as the DOT School Safety Unit
- Youth Injury Priority Areas identify areas where there are a high concentration of youth injuries

Courtlandt Ave, Morris Ave, and Park Ave

- Project is located in a Youth Injury Priority Area



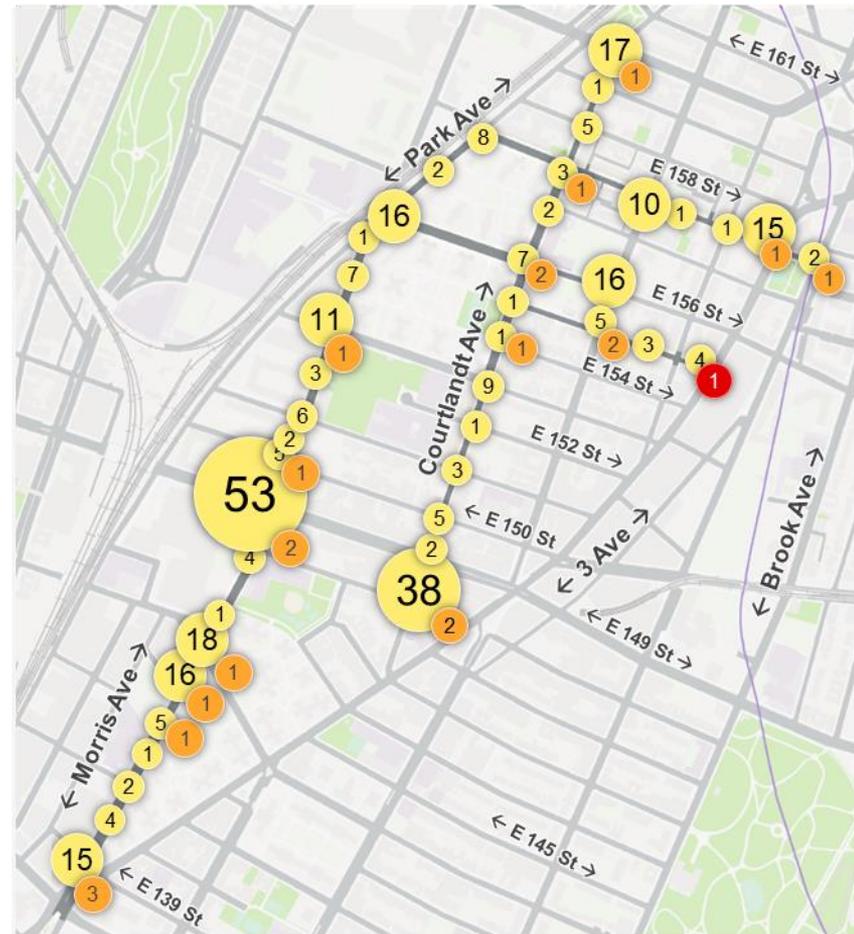
Safety Concerns

Injury data

- 349 total injuries
- 20 serious injuries
- 65% of severe injuries were pedestrians or cyclists
- Children made up 47% of pedestrian and cyclist injuries

Injury Summary — 2020-2024 (5 Years)

Mode	Total Injuries	Severe Injuries	Fatalities	KSI
Pedestrian	94	8	1	9
Bicyclist	40	5	0	5
MVO	164	3	0	3
Other Motorized	51	4	0	4
Total	349	20	1	21



Source: NYPD

Project Proposal

3

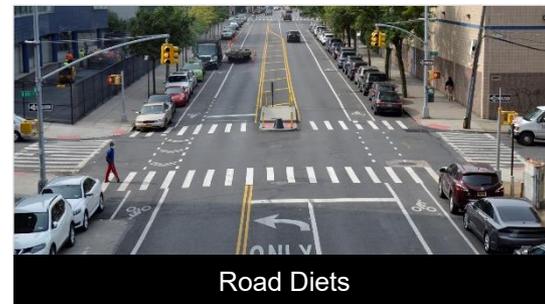
Courtlandt Ave, Morris Ave, Park Ave

Proposal Overview

Project Goals:

- Improve safety for all road users
- Shorten pedestrian crossings
- Reduce vehicular speeding
 - Slow turns across crosswalks
- Improve school operations
- Fill in gaps in the bike network
 - Discourage sidewalk cycling

Toolkit:



Courtlandt Ave, Morris Ave, Park Ave

Proposal Overview

Project Scope:

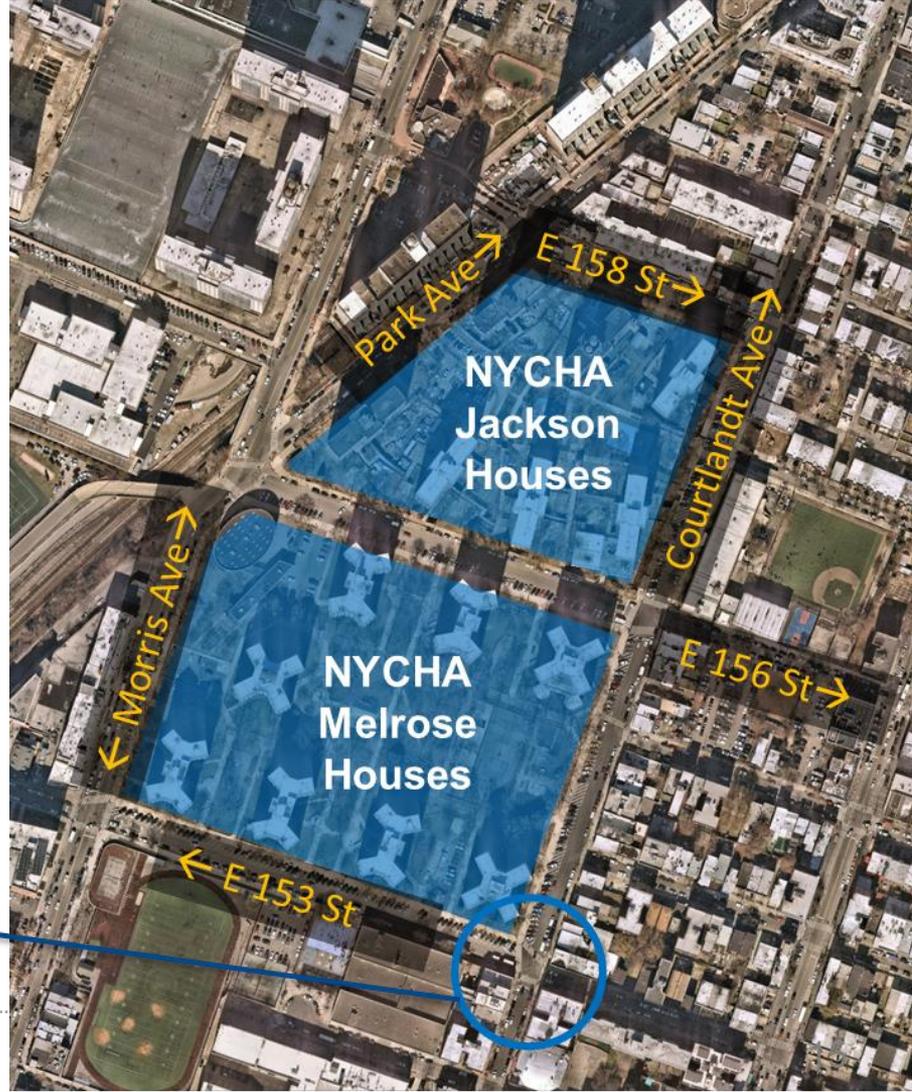
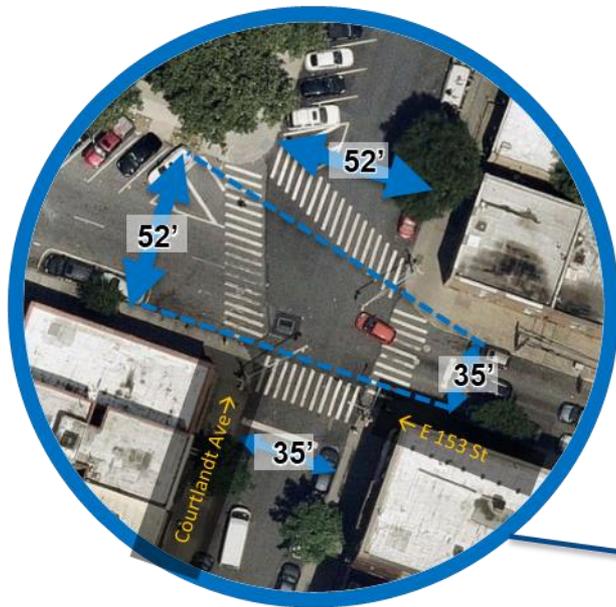
- Expand sidewalk on E 153 St in front of PS 1
- Install curb extensions and pedestrian islands where feasible throughout the project area
- Narrow all project streets with bike lanes
- Create a protected bike lane loop around the NYCHA Andrew Jackson Houses



Courtlandt Ave, Morris Ave, Park Ave

Existing Conditions

- Streets widen at NYCHA properties



Courtlandt Ave (E 153 St to E 158 St)

Existing Conditions

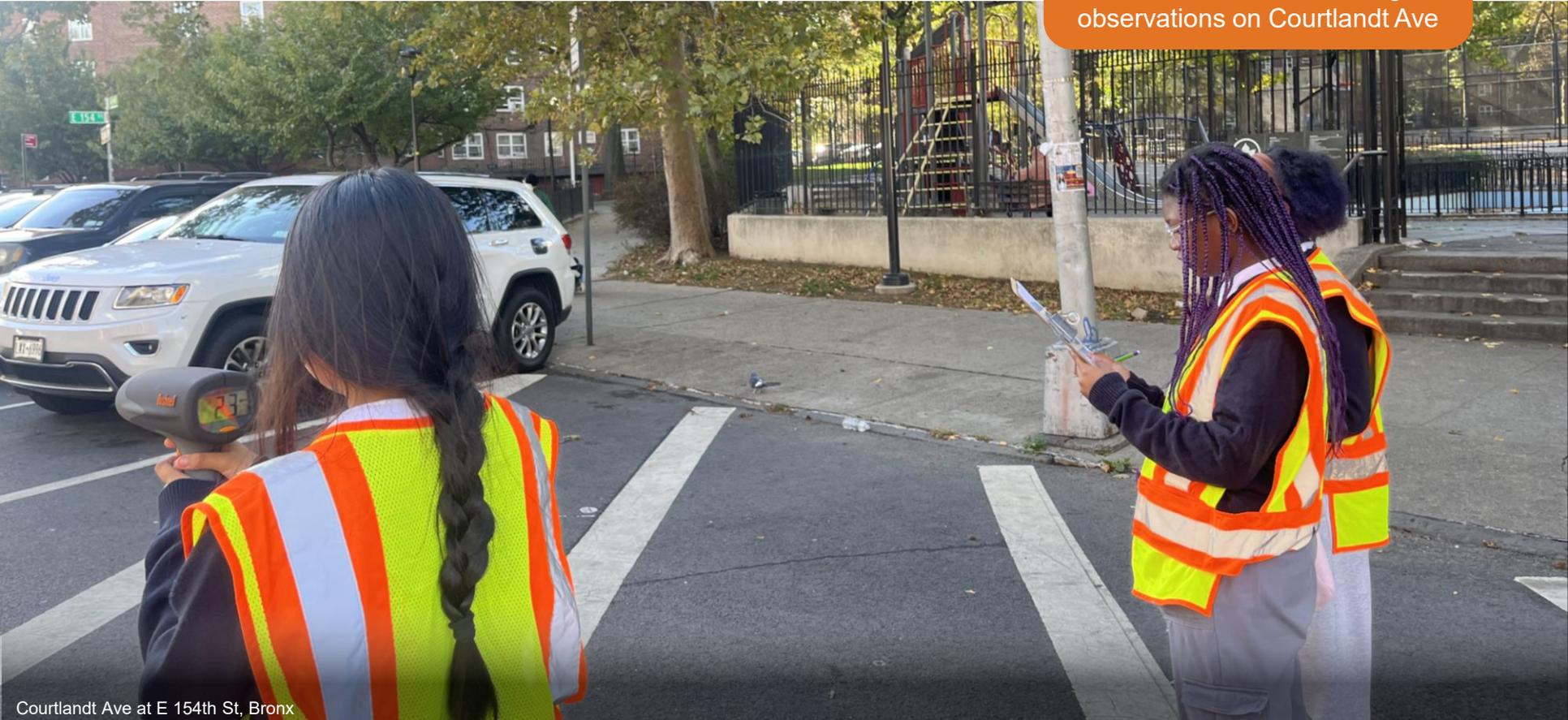
- One-way, with angled parking
- Wide street encourages speeding
- Long crossing distances
- Concentration of schools



Courtlandt Ave (E 153 St to E 158 St)

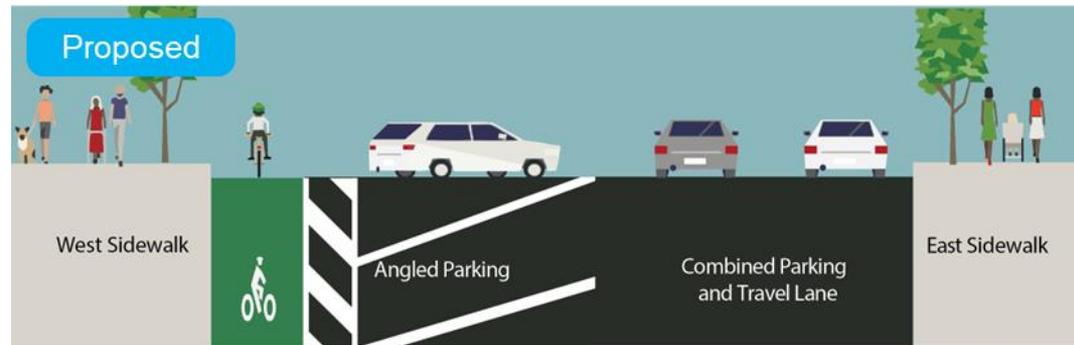
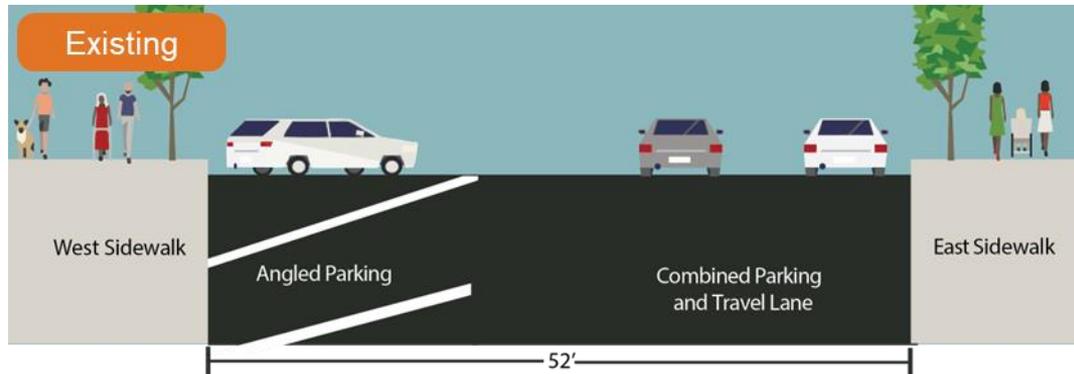
Existing Conditions

F&T students conducting observations on Courtlandt Ave



Courtlandt Ave (E 153 St to E 158 St)

Proposal: Protected Bike Lane, Pedestrian Islands, Curb Extensions



Courtlandt Ave (E 153 St to E 158 St)

Example: E 166 St at Tinton Ave, Bronx



Courtlandt Ave (E 153 St to E 158 St)

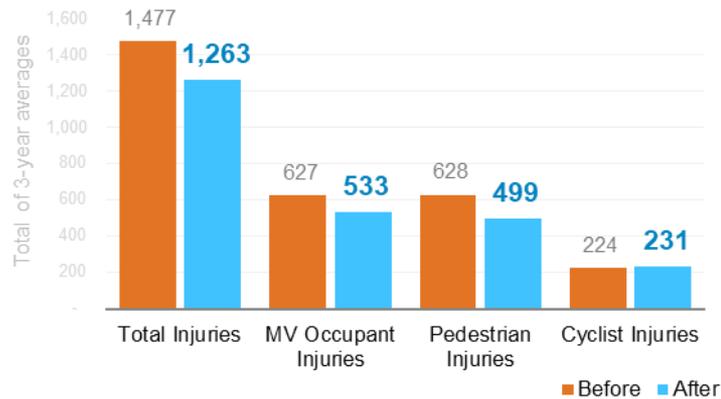
Safety Benefits of Bike Lanes

Street designs that include protected bike lanes increase safety for all users

15%▼ in all crashes with injuries

21%▼ in pedestrian injuries

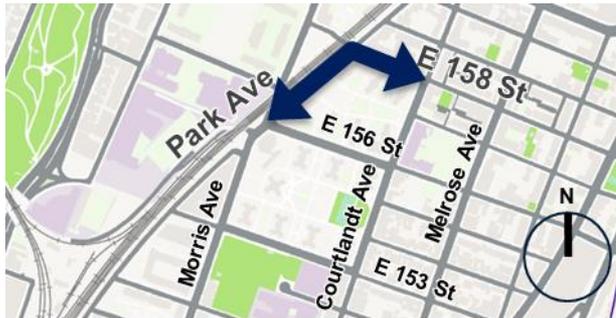
on streets where protected bike lanes were installed 2007-2017



Park Ave and E 158 St (Morris Ave to Courtlandt Ave)

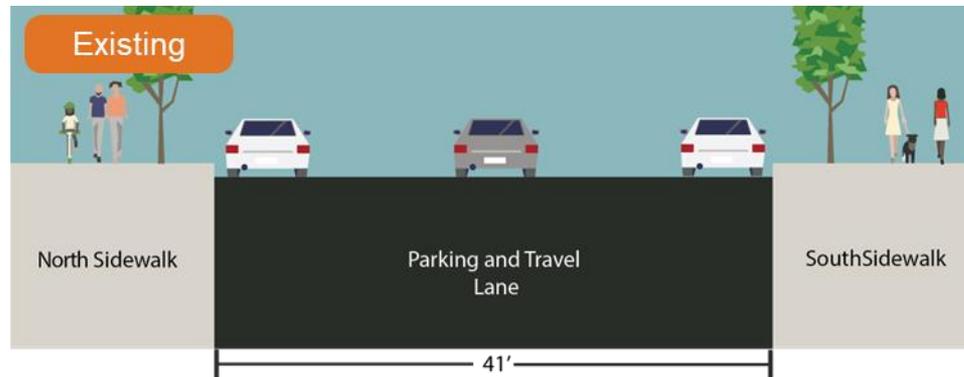
Existing Conditions

- Wide street encourages speeding
- Long crossing distances
- Concentration of schools



Park Ave and E 158 St (Morris Ave to Courtlandt Ave)

Proposal: Protected Bike Lanes, Pedestrian Islands, Curb Extensions



E 156 St (Morris Ave to Courtlandt Ave)

Existing Conditions

- One-way, with angled parking
- Wide street encourages speeding
- Long crossing distances



E 156 St (Morris Ave to Courtlandt Ave)

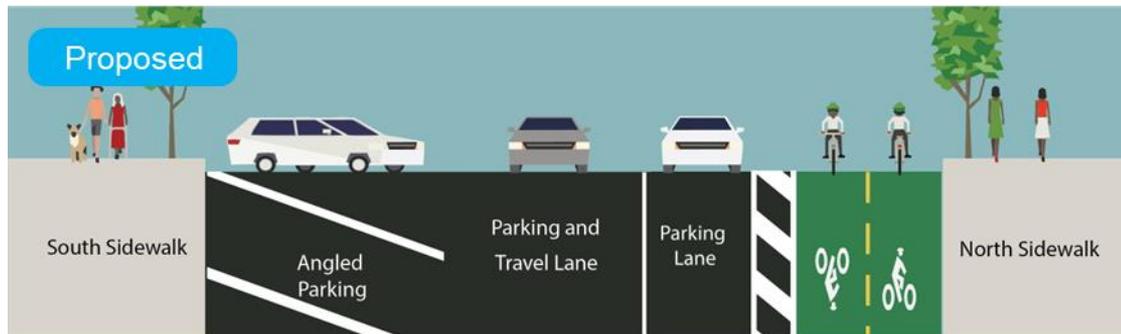
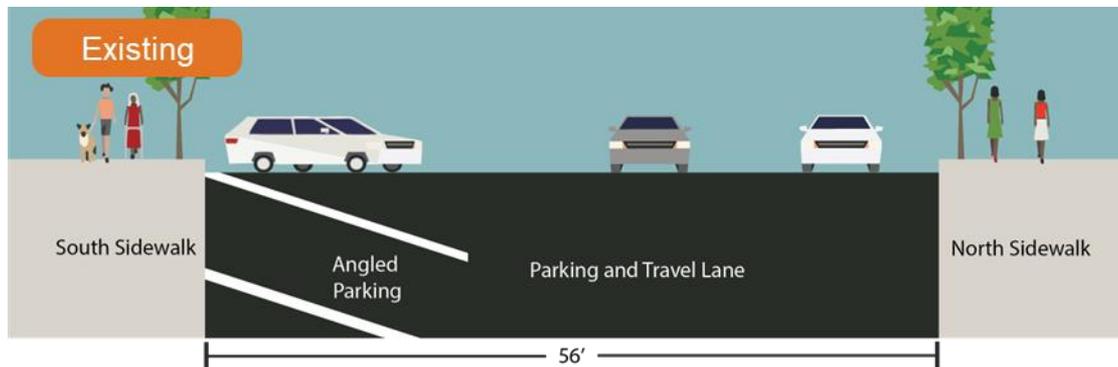
Existing Conditions

F&T students collecting speed data on E 156th St



E 156 St (Morris Ave to Courtlandt Ave)

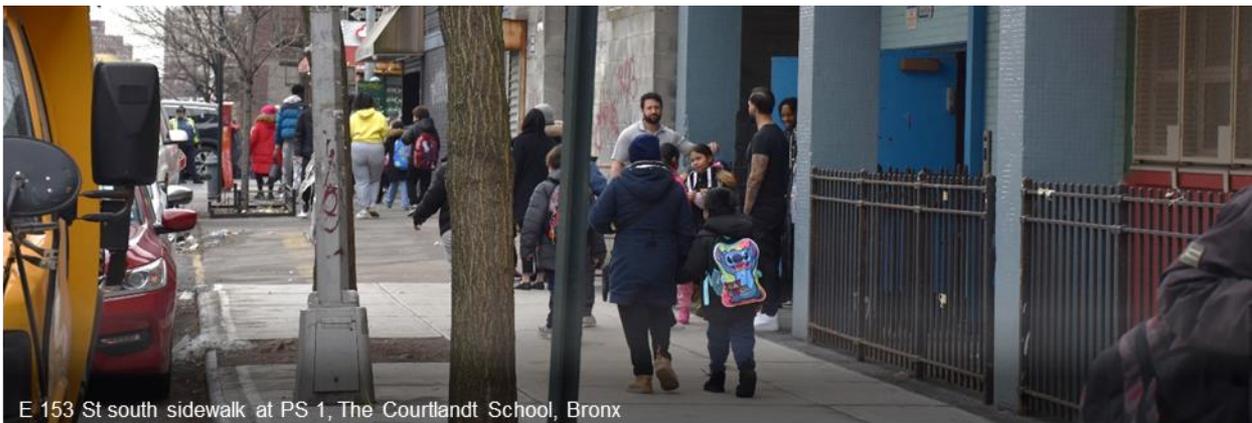
Proposal: Protected Bike Lanes, Pedestrian Islands, Curb Extensions



E 153 St (Morris Ave to Courtlandt Ave)

Existing Conditions

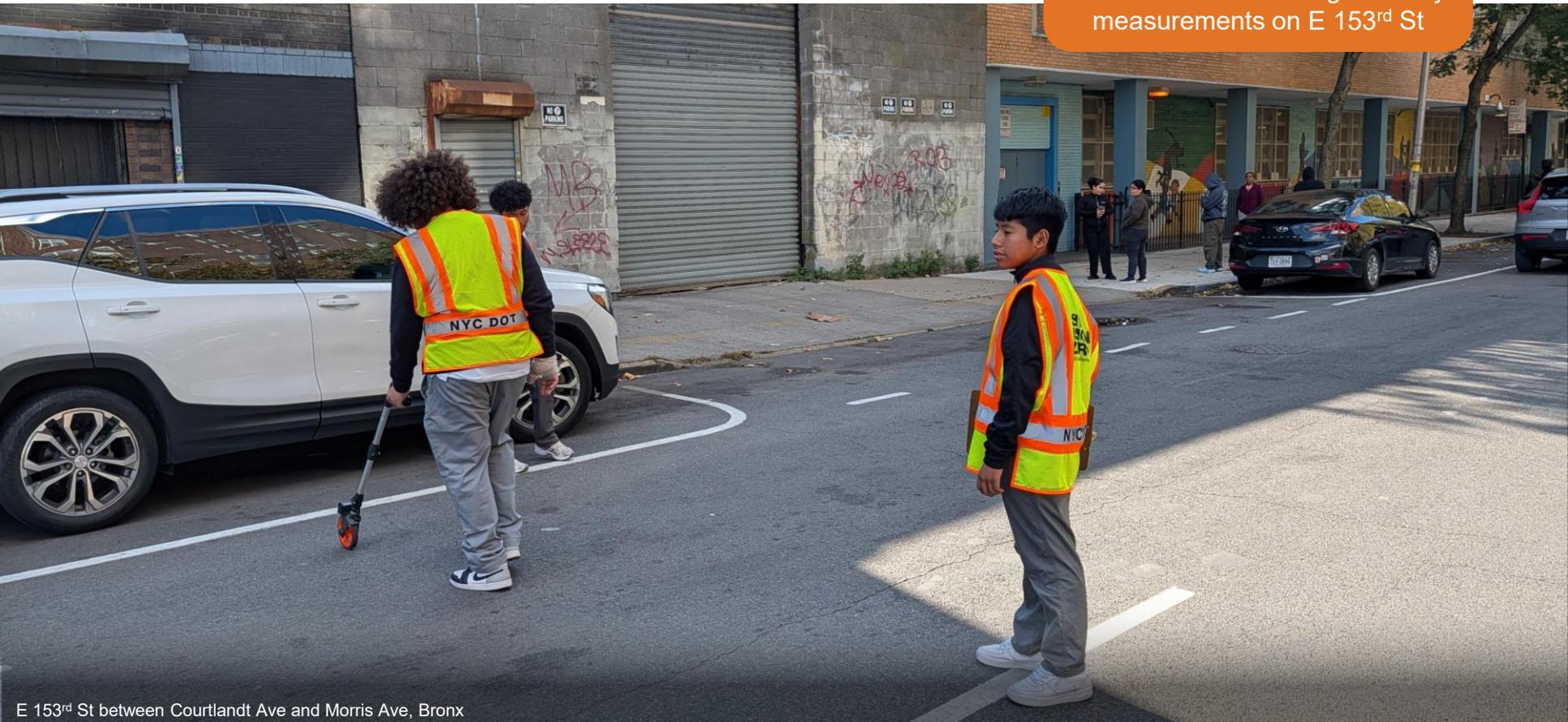
- Narrow, crowded sidewalks by school
- One-way, with angled parking
- Two travel lanes
- Wide street encourages speeding
- Long crossing distances



E 153 St (Morris Ave to Courtlandt Ave)

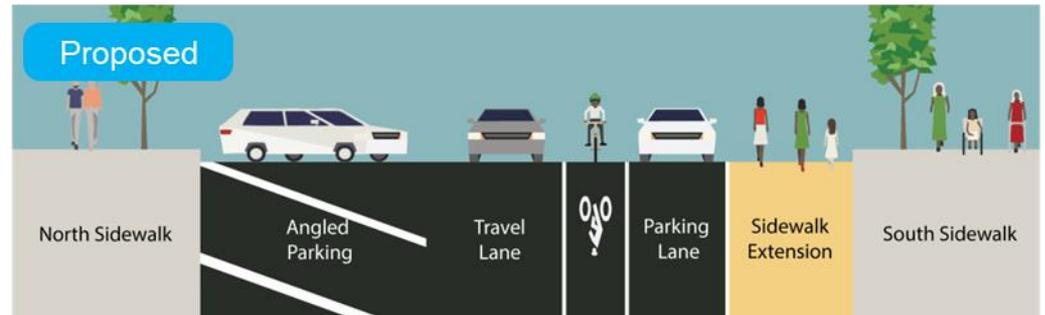
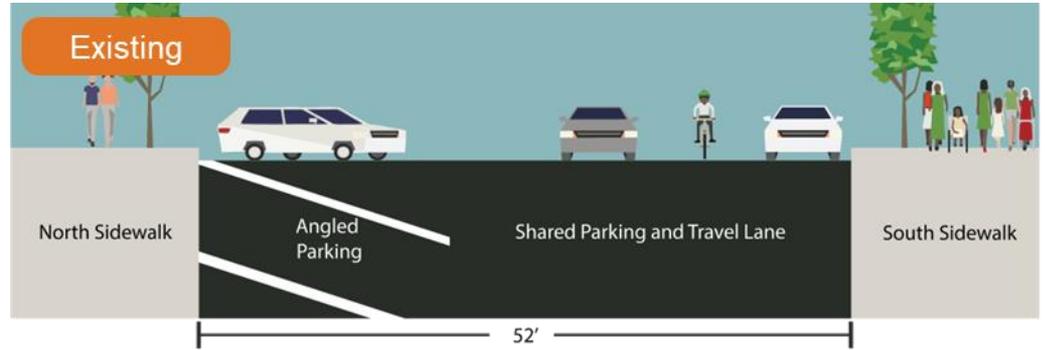
Existing Conditions

F&T students collecting roadway measurements on E 153rd St



E 153 St (Morris Ave to Courtlandt Ave)

Proposal: Sidewalk Extension, Standard Bike Lane



Courtlandt Ave, Morris Ave, Park Ave

Proposal: Parking Impacts

- On street parking to change from 420 to 400 parking spots
- Approximately 2 spots per block to:
 - Improve visibility at intersections
 - Bring angled parking up to current safety standards
 - Comply with current emergency access requirements

School 
Andrew Jackson Houses and Melrose houses 



Morris Ave (E 156 St to E 142 St)

Existing Conditions

- Wide street encourages speeding
- Long crossing distances
- No bike facilities
- Maintain left turn lanes approaching E 149 St



Morris Ave (E 156 St to E 142 St)

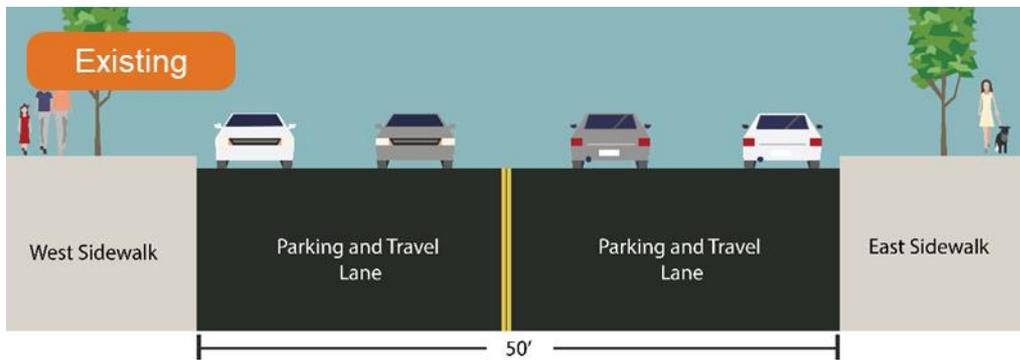
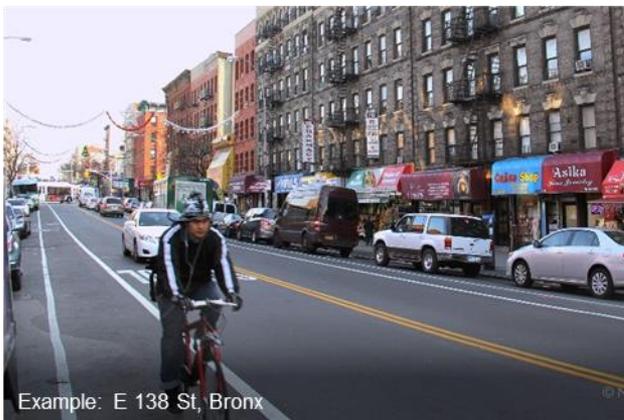
Existing Conditions

F&T students conducting observations on Morris Ave



Morris Ave (E 156 St to E 142 St)

Proposal: Standard Bike Lanes, Curb Extensions



Morris Ave (E 142 St to E 139 St)

Existing Conditions

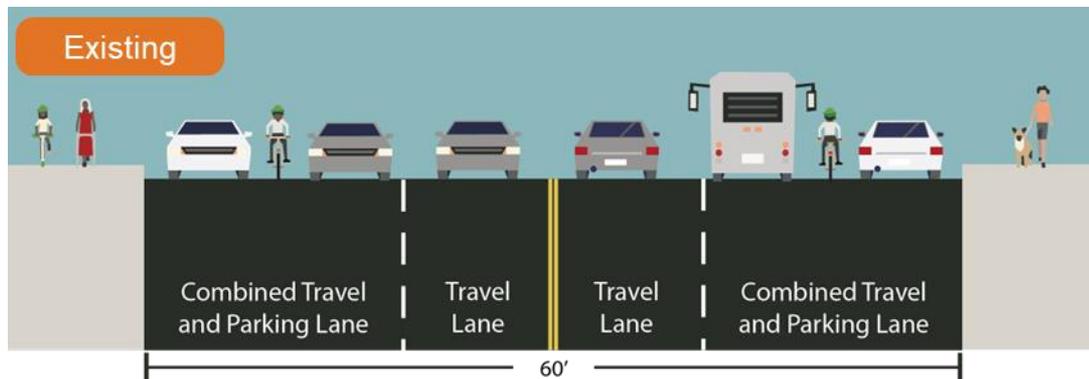
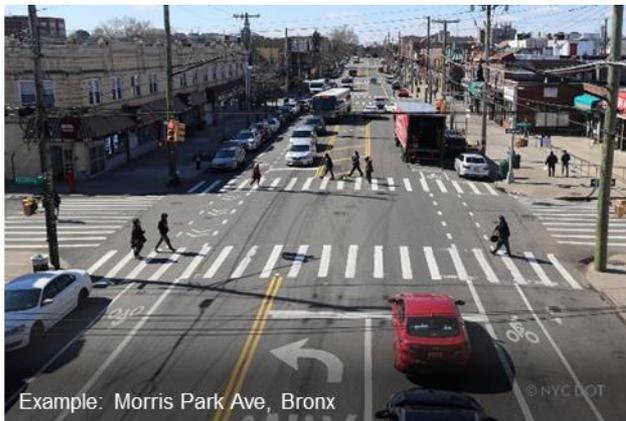
- Morris Ave widens midblock between E 142 St and E 140 St
- Wide street encourages speeding
- Long crossing distances
- No bike facilities



Morris Ave at E 140 St, Bronx

Morris Ave (E 142 St to E 139 St)

Proposal: Standard Bike Lanes, Left-turn Lanes, Curb Extensions



Third Ave (E 139 St to E 138 St)

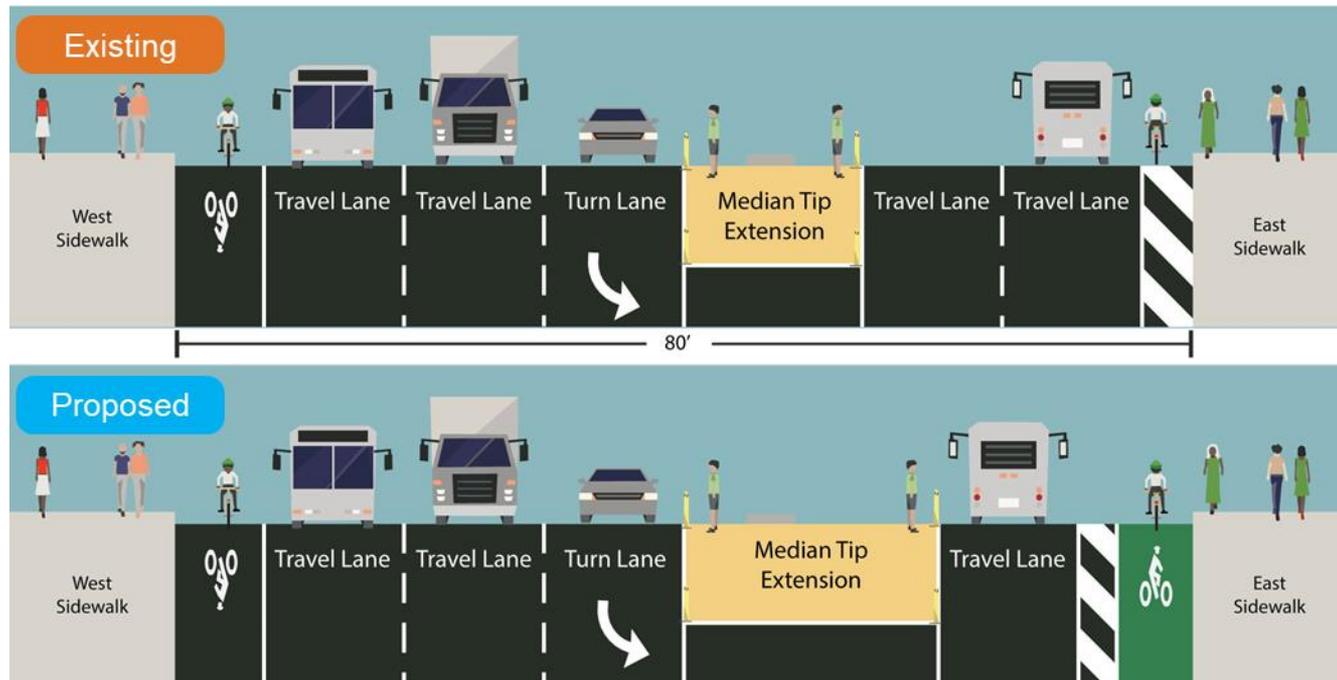
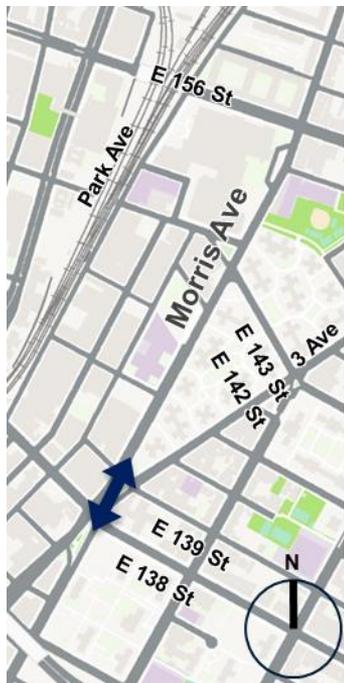
Existing Conditions

- Wide street encourages speeding
- Long crossing distances
- Missing northbound bike connection



Third Ave (E 139 St to E 138 St)

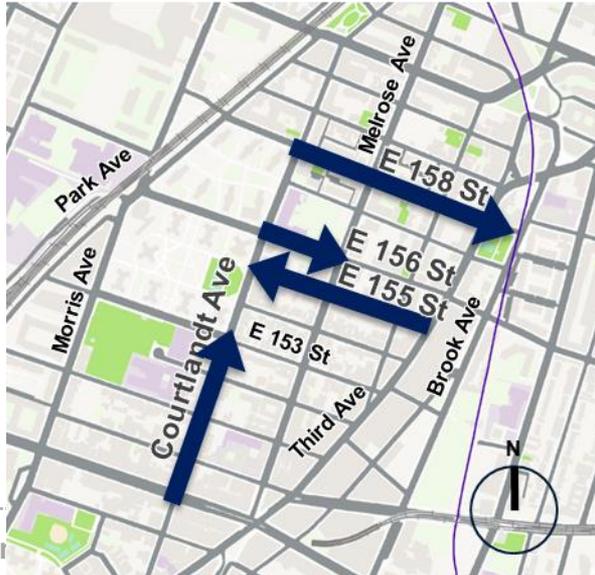
Proposal: Standard Bike Lanes, Curb Extensions



Neighborhood Bike Network Connections

Proposal: Connect to Existing Bike Lanes on Melrose Ave

- E 158 St* (Courtlandt Ave to Brook Ave)*
- E 156 St (Courtlandt Ave to Melrose Ave)
- E 155 St (Courtlandt Ave to 3 Ave)
- Courtlandt Ave (E 149 St to E 153 St)



* Proposed bike lane on right side of street

Neighborhood Bike Network Connections

Existing Bike Network Gap

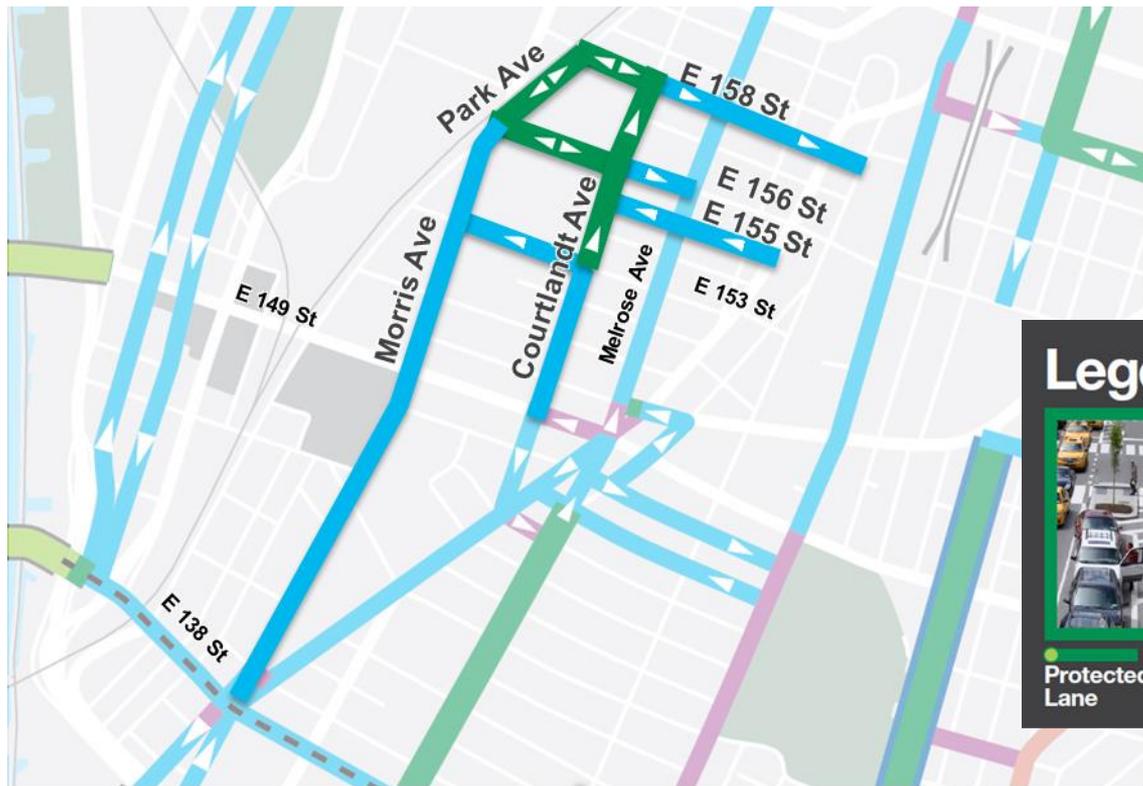


Legend

		
Protected Bicycle Lane	Conventional Bicycle Lane	Shared Lane

Neighborhood Bike Network Connections

Proposal: Fill In the Gaps



Legend

-  Protected Bicycle Lane
-  Conventional Bicycle Lane
-  Shared Lane

Summary

4

Courtlandt Ave, Morris Ave, Park Ave

Summary

- 10+ schools within a block of Courtlandt Ave, Morris Ave, and Park Ave with a high volume of student pedestrians
- Existing speeding concerns
- To improve safety we propose:
 - Protected bike lanes to narrow roadway and slow speeds
 - Standard bike lanes to narrow roadway and fill missing bike connections
 - Painted curb extensions and pedestrian islands to shorten crossing distances and improve visibility





Thank You!

Questions?

NYC DOT
Borough Commissioner's Office
212-748-6680



NYCDOT



nyc_dot



nyc_dot



NYCDOT