

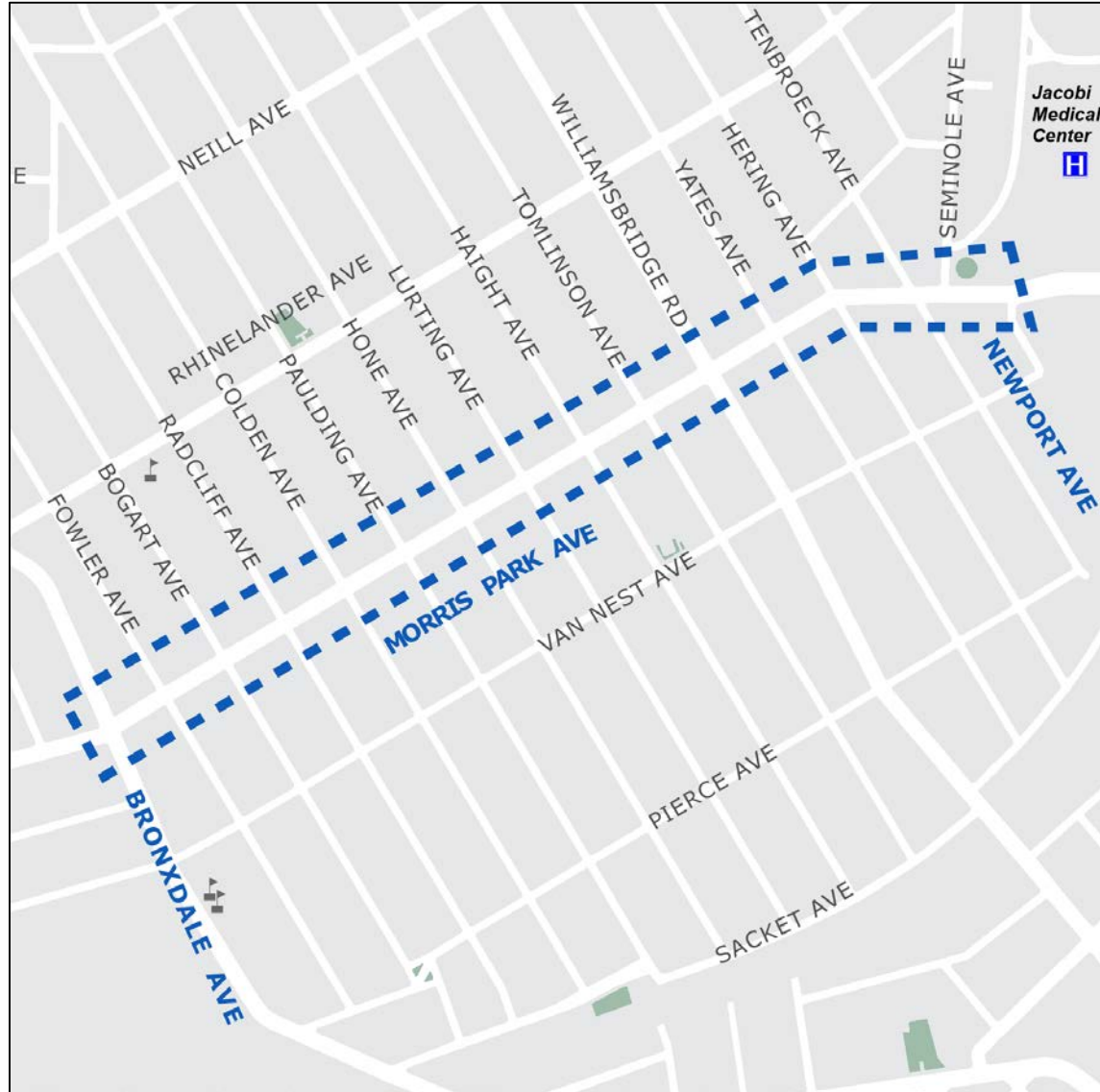
MORRIS PARK AVE

Corridor Safety Improvements



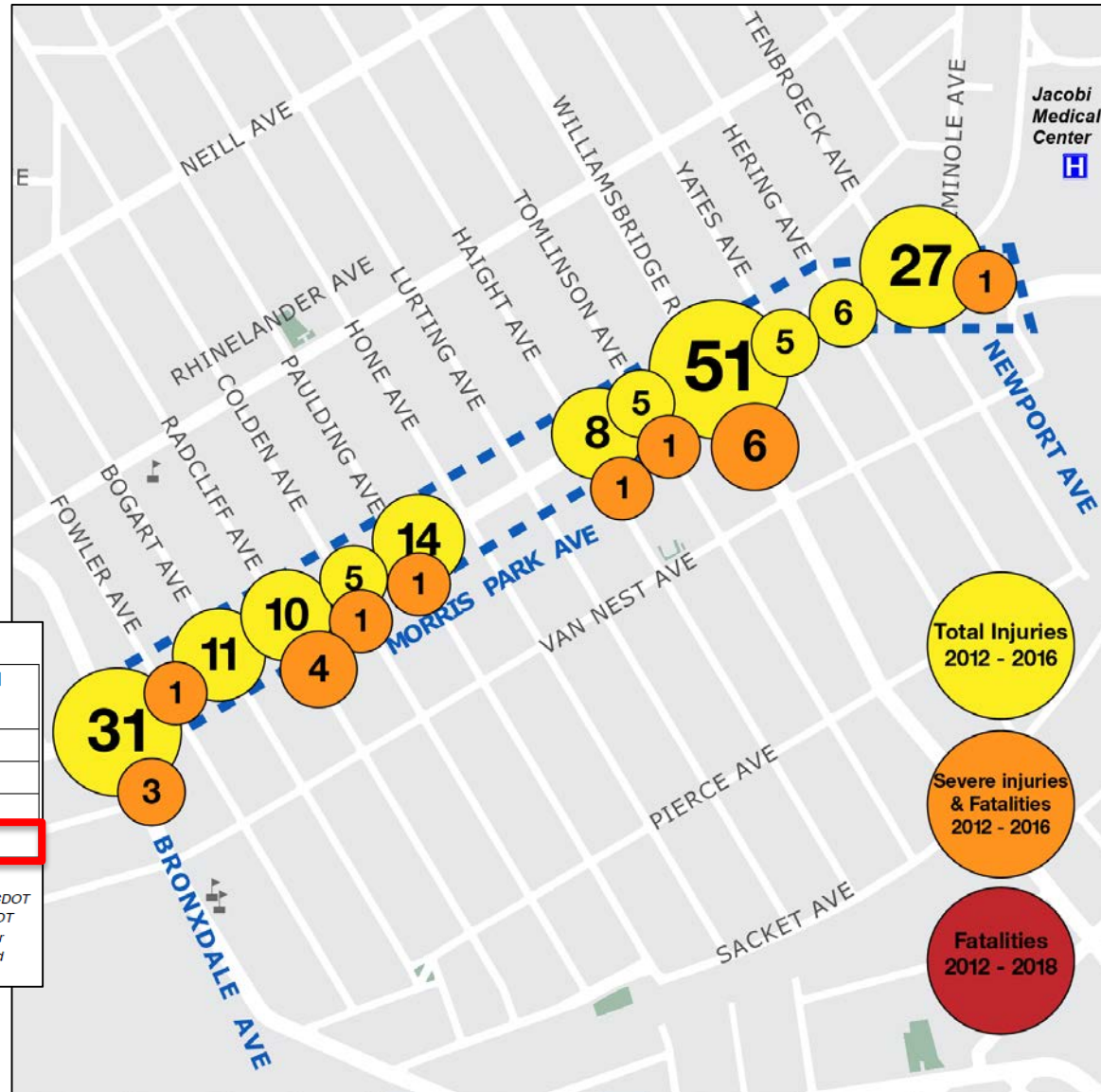
PROJECT LOCATION

- Project Limits: Morris Park Ave, Bronxdale Ave to Newport Ave
- Community Board 11
- Retail corridor
- Bx21 and Bx10 buses
- Local truck route



SAFETY DATA: 2012 - 2016

- Morris Park Ave is a Vision Zero Priority Corridor with 7.6 pedestrians killed or severely injured per mile
- Key intersections: Morris Park Ave & White Plains Rd (Vision Zero Priority Intersection) and Morris Park Ave & Williamsbridge Rd (High Pedestrian Crash Location)



Injury Summary, 2012-2016 (5 Years)

	Total Injuries	Severe Injuries	Fatalities	KSI
Pedestrian	44	6	0	6
Bicyclist	5	2	0	2
Motor Vehicle Occupant	146	14	0	14
Total	195	22	0	22

Fatalities, 01/01/2012-8/13/2018 : None

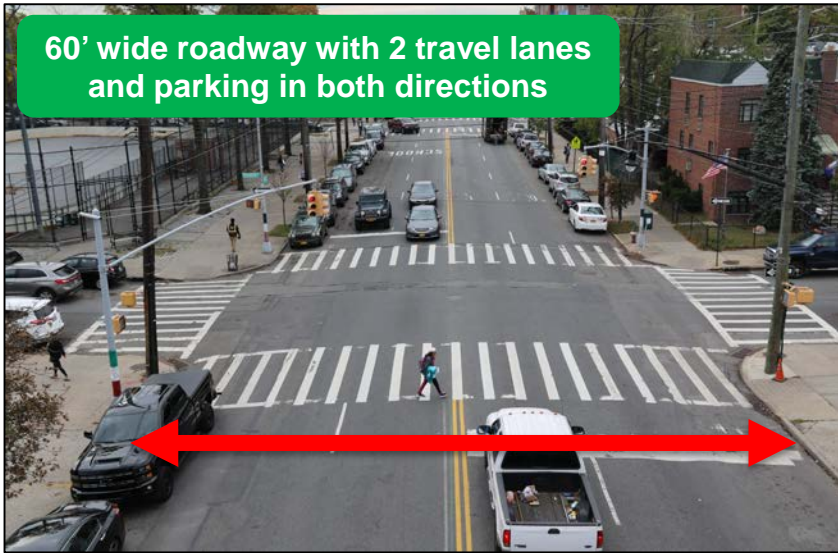
Source: Fatalities: NYCDOT
Injuries: NYSDOT
KSI: Persons Killed or Severely Injured

Total Injuries 2012 - 2016

Severe injuries & Fatalities 2012 - 2016

Fatalities 2012 - 2018

EXISTING CONDITIONS & BEHAVIORS



CORRIDOR PROPOSAL

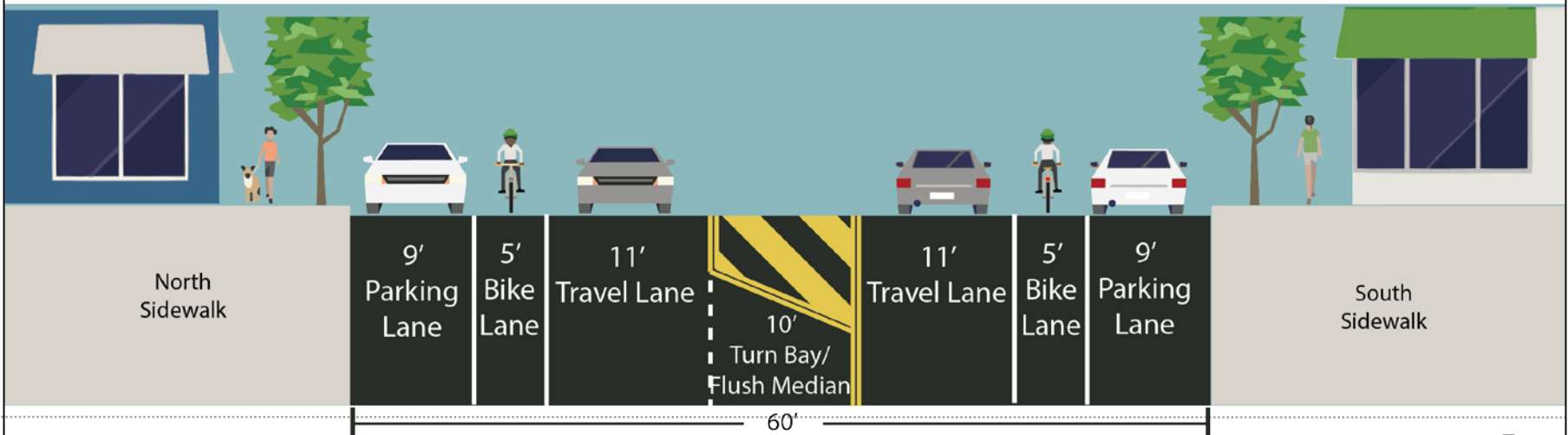
Bronxdale Ave to Newport Ave

Similar designs resulted in 35-50% decline in total injuries and 30-50% decline in pedestrian injuries (Allerton Ave, Burke Ave)

EXISTING

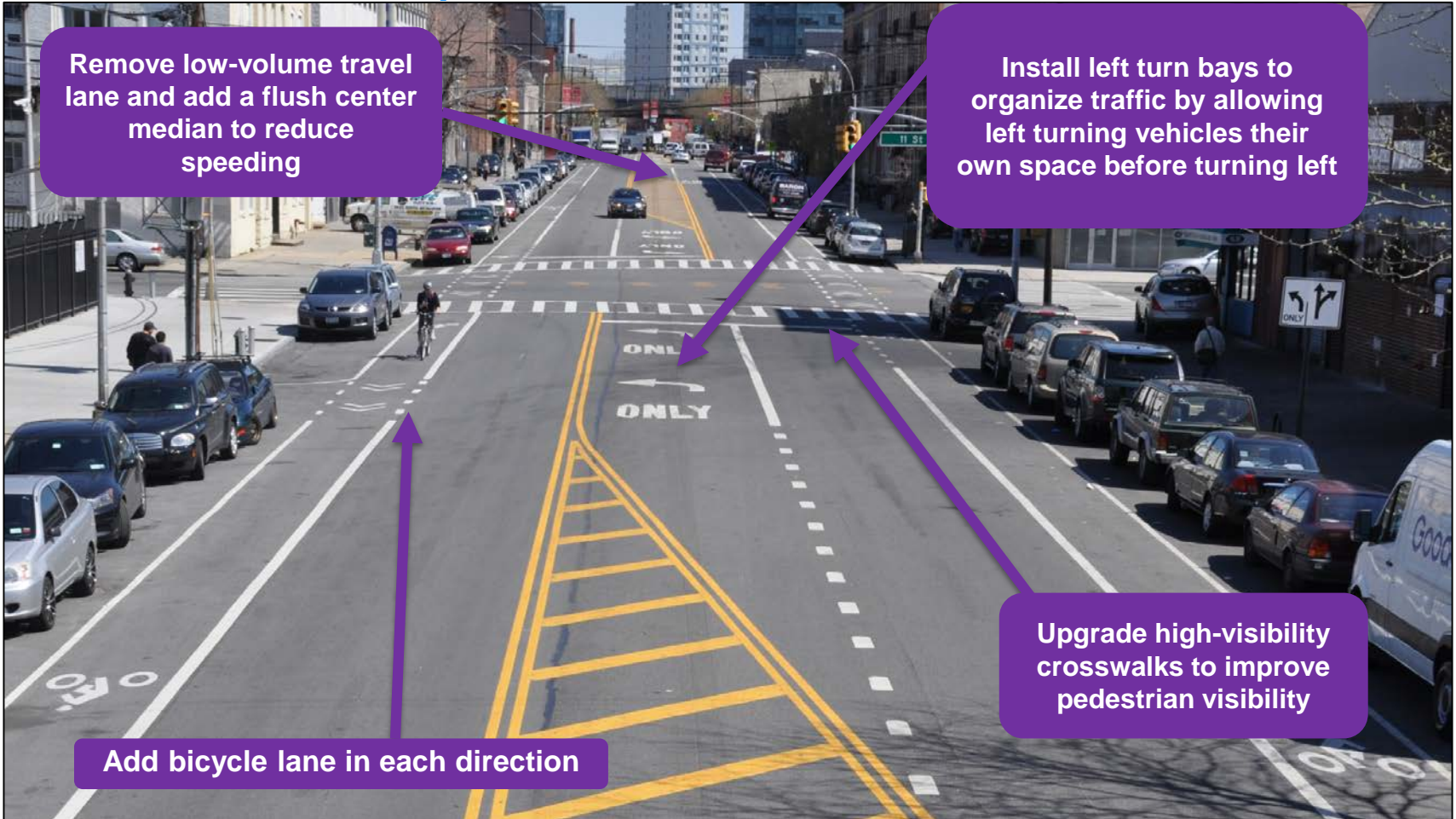


PROPOSED



CORRIDOR PROPOSAL

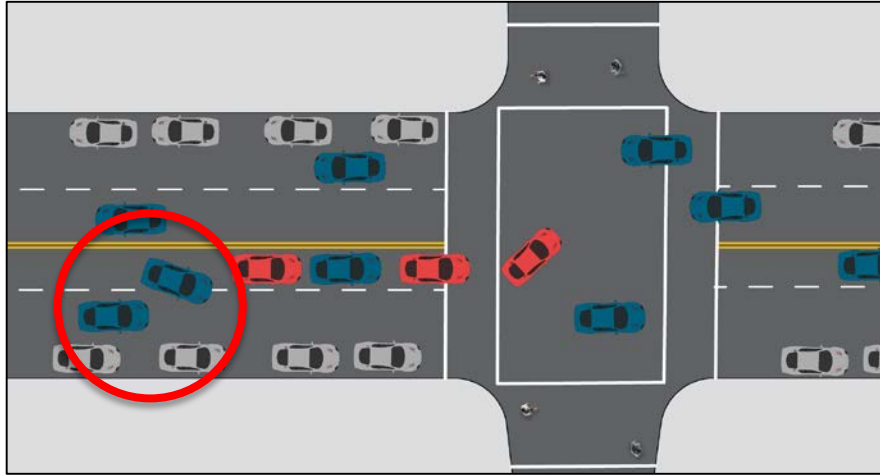
Bronxdale Ave to Newport Ave



CORRIDOR PROPOSAL

Organizing Traffic

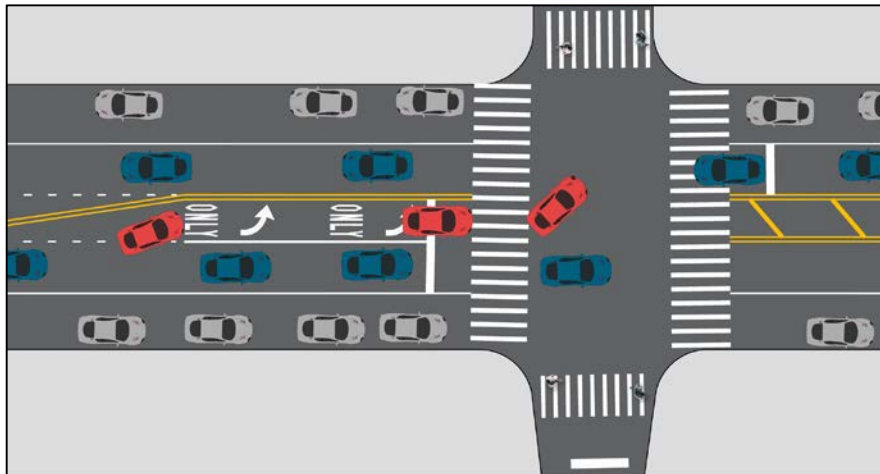
Existing Conditions





Left turning vehicles waiting for a gap in oncoming traffic block vehicles behind them:

- Creates dangerous swerving conditions
- Slows through vehicles

Proposed Conditions



Left turn bays organize traffic by allowing left turning vehicles their own space to wait for a gap in traffic before turning left

-  Left Turning Vehicle
-  Through Vehicle

PROJECT OUTREACH

Merchant Surveys

- 111 businesses visits
- 88 surveys completed
- Key Findings:
 - 64% of delivery vehicles typically double park while accessing businesses
 - Majority of business rely on on-street parking for customer access (only 7% have private parking lots)
 - 70% of deliveries take less than 15 minutes
 - 68% of businesses receive deliveries from box trucks

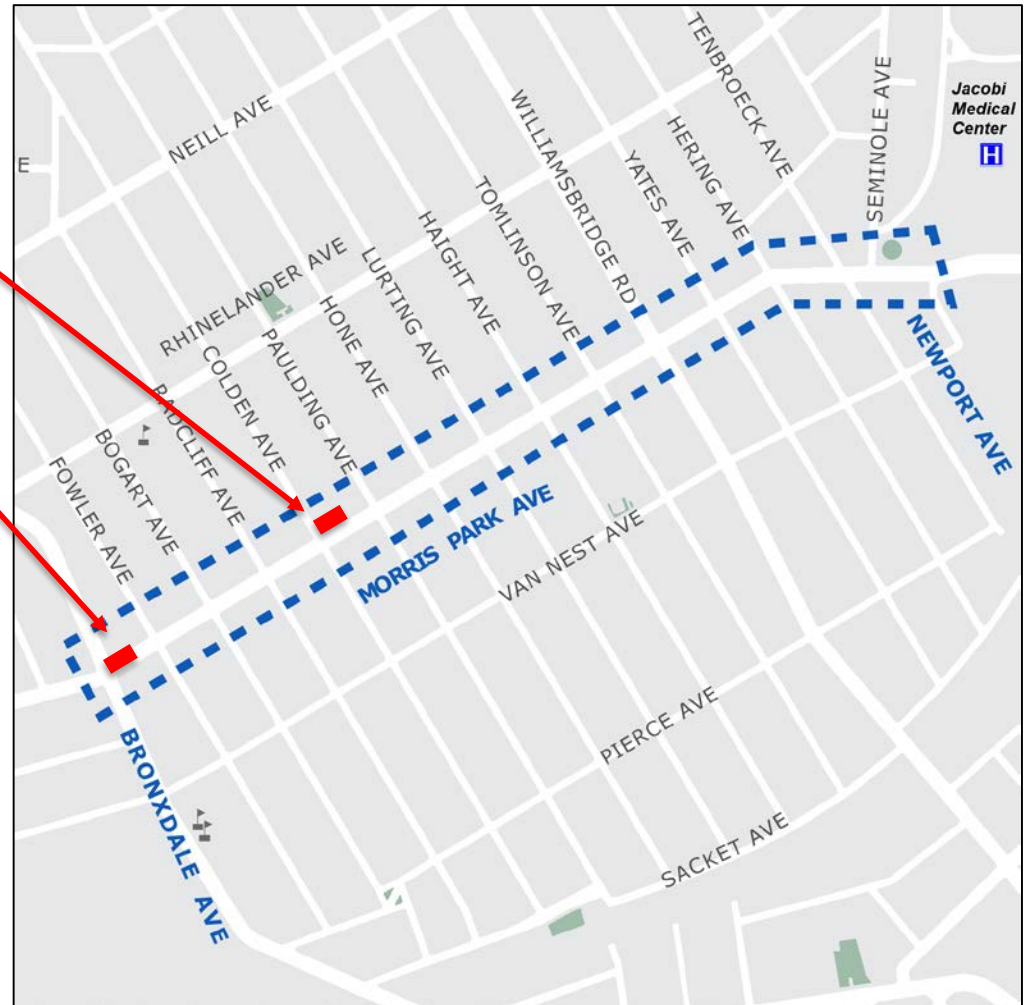


CORRIDOR PROPOSAL DETAILS

Add truck loading zones to address double parking

Locations

- **Bronxdale Ave – Fowler Ave**
 - Evening hours
 - 30' on north curb
- **Colden Ave – Paulding Ave**
 - Morning hours
 - 30' on north curb



BENEFITS OF PROPOSAL

- Proposed design organizes traffic, reduces speeding, and creates safer left turns
- Traffic calming encourages slower speeds 24 hours a day
- Bicycle lane adds 1.4 miles to the bicycle network and creates safe bicycle connections in Morris Park neighborhood
- High visibility crosswalks make pedestrians more visible to drivers
- Loading zones minimize double parking on a retail corridor



Proposed Treatment: Flush median and turn bay on Bronxwood Ave, Bronx