Intervale Avenue
Traffic Calming and Pedestrian Safety

2015

New York City Department of Transportation
Presented by the Pedestrian Projects Group to Bronx Community Board 2 on February 11th 2015
Project Background

- DOT reduced one block of Intervale Ave (from Louis Nine Blvd to Freeman St) from 4 to 2 lanes
- Bronx CB 2 requested improvements at Intervale Ave and Dawson St
- Senator Ruben Diaz made a request for traffic calming for the corridor under Vision Zero
- High Crash Corridor ranking with 10.1 KSI/mile in the top third of corridors in Bronx (2009-2013)
- Located in Vision Zero Priority Area
- Average of 65% of vehicles on Intervale Ave speed

Injuries from Crashes
Existing Corridor Conditions

2 northbound and 2 southbound lanes + low vehicular volumes (<than 200 vehicles each direction) = excess capacity
Corridor Proposal

Example of Configuration: Longwood Avenue, Bronx
Proposed Pedestrian Islands

Example of Configuration: Crotona Ave, Bronx
Intervale Ave & 169th St

Crosswalk does not continue along Intervale Ave

Wide, complicated intersection due to alignment with Home St

High speed turns and poor visibility to recessed crosswalk put pedestrians at risk
Intervale Ave & 169th St

Continue crosswalk along Intervale

Normalize right turn and relocate turn to Home St to slip lane

Reverse Home St to Southern Blvd (pending CB 3 approval) to simplify intersection and reduce pedestrian/vehicle conflicts
Intervale Ave & Dawson St
Existing Conditions

Long uncontrolled crossing
Mix of commercial, residential and community uses

Wide roadbed
Intervale Ave & Dawson St

- Construct median and add parking
- Install curb extensions
- Construct roundabout and splitter islands
- Mark crosswalks
- Make Dawson Street two-way from Intervale Ave to Longwood Ave
Corridor Overview

- Reduce vehicle weaving
- Clarify vehicular movements
- Reduce speeding
- Provide refuge to pedestrians
- Add crossings