



BAYCHESTER AVE

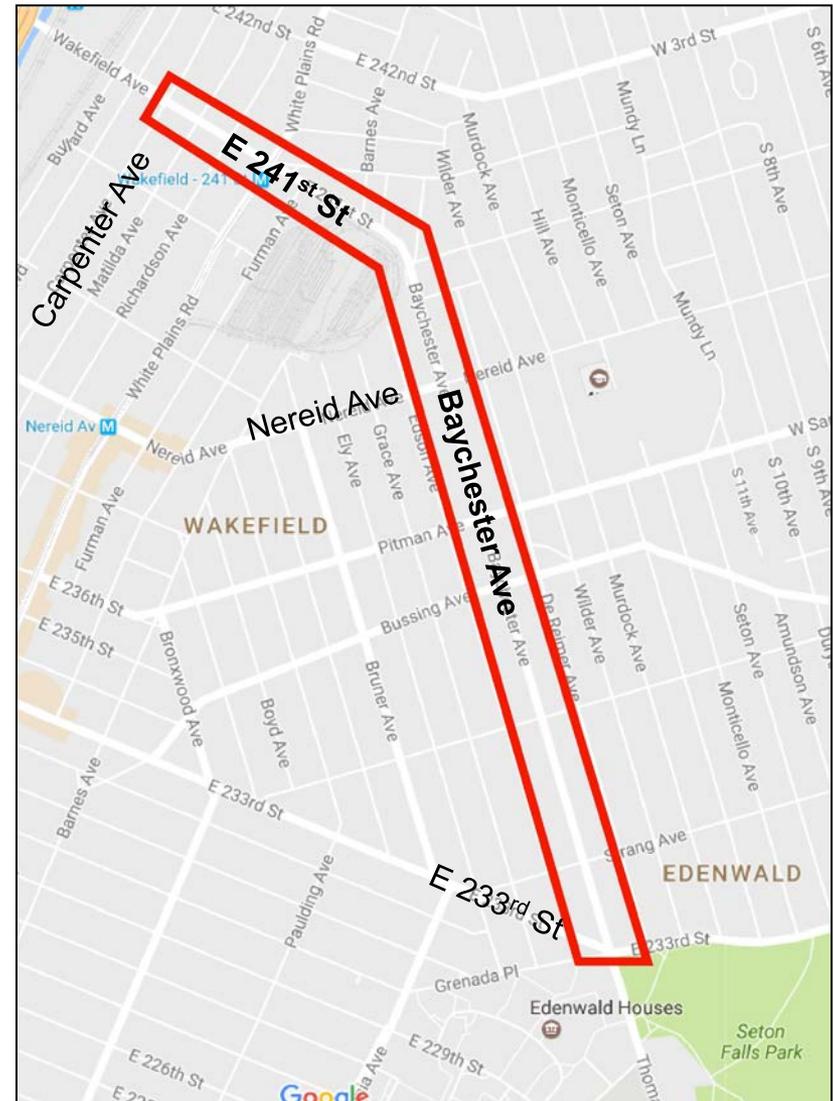
Vision Zero Priority Corridor

April 13, 2017



PROJECT LOCATION

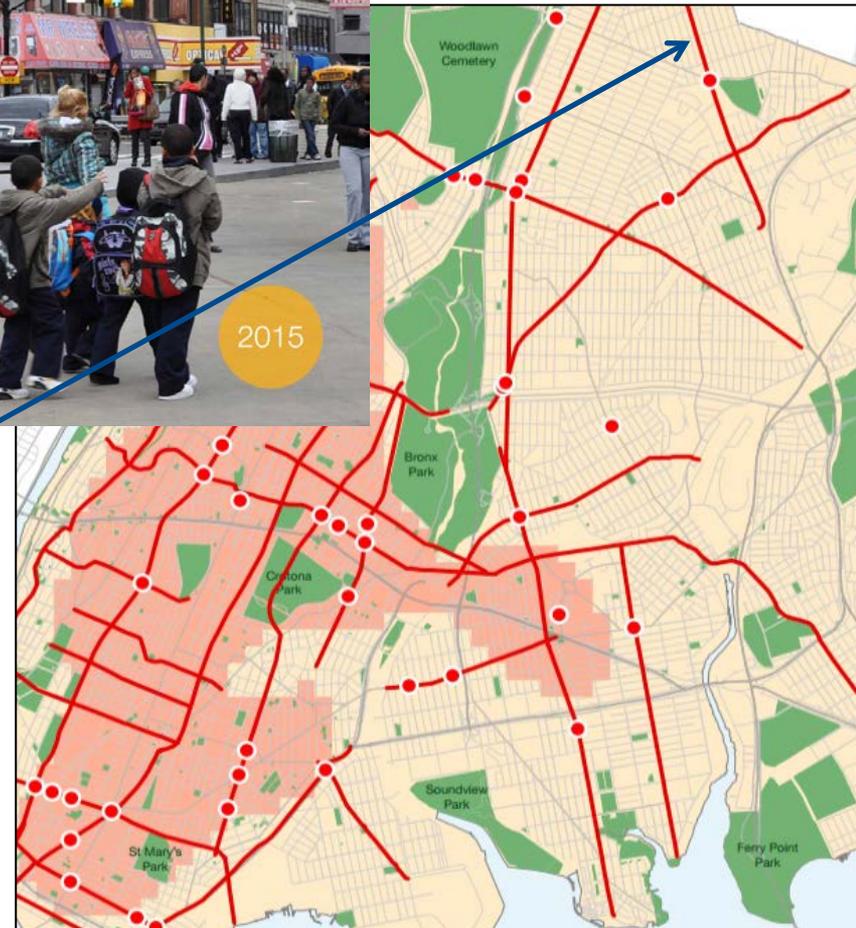
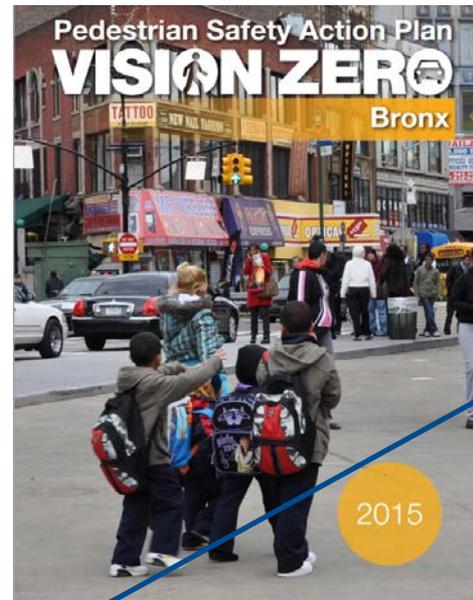
- Project limits: Baychester Ave/E 241st St, E 233rd St to Carpenter Ave
- Primarily residential corridor with light retail
- Bx16, BxM11, Bx39 bus route and local truck route
- 2016 safety project on Baychester Ave from Boston Rd to E 233rd St
 - Added pedestrian islands
 - Midblock crossings
 - Redesigned intersection of E 233rd St/Grenada Pl & Baychester Ave



SAFETY NEED: VISION ZERO

Vision Zero

- Multi-agency effort to reduce traffic fatalities in NYC
- Borough Action Plans released in 2015
- Priority Intersections, Corridors, and Areas identified for each borough
 - **Baychester Avenue** identified as a Priority Corridor for the Bronx with 7.9 Pedestrian KSI per mile
- Baychester Ave and E 233rd St is a Vision Zero Priority Intersection

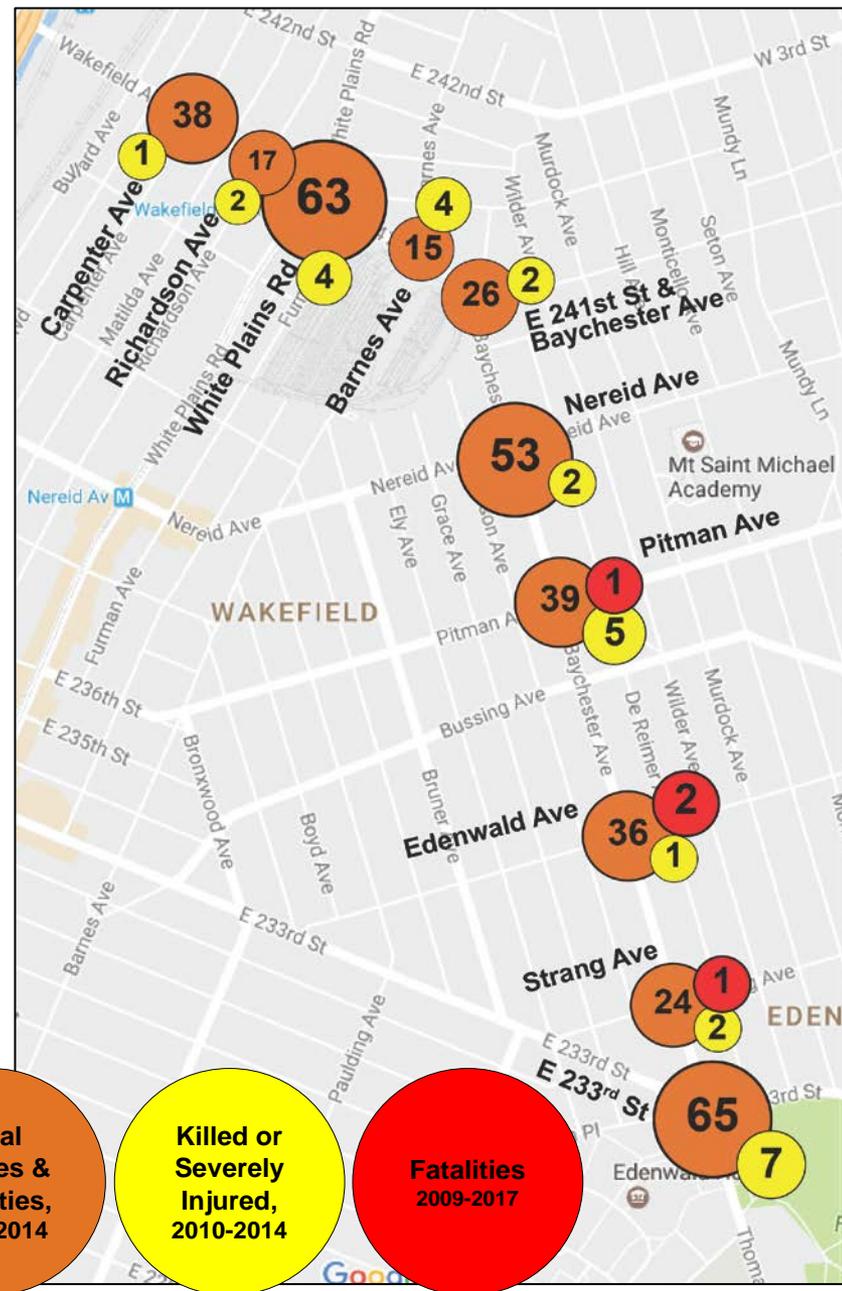


SAFETY DATA

- 4 pedestrian fatalities since 2009
- 34 people killed or severely injured (KSI) on 1.3 mile long corridor
- Pedestrians injuries:
 - 38% of crashes were pedestrians crossing with signal (Bronx avg.: 32%)
- 25% of motor vehicle crashes were left turn crashes (Bronx avg.: 10%)

Injury Summary, 2010-2014 (5 Years)

	Total Injuries	Severe Injuries	Fatalities	KSI
Pedestrian	56	8	4	12
Bicyclist	7	0	0	0
Motor Vehicle Occupant	335	22	0	22
Total	398	30	4	34

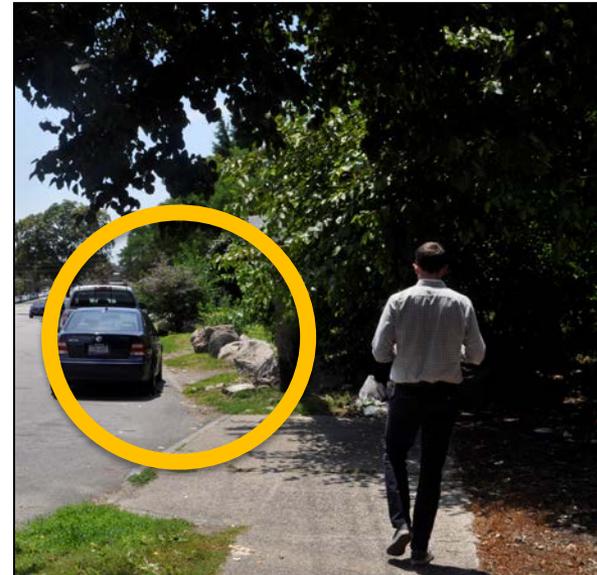


EXISTING CONDITIONS

- Two travel lanes in each direction and parking on both sides
- 60' wide roadway
- No sidewalk on west side of Baychester Ave south of E 241st St
- High speeds: 24% of vehicles above speed limit

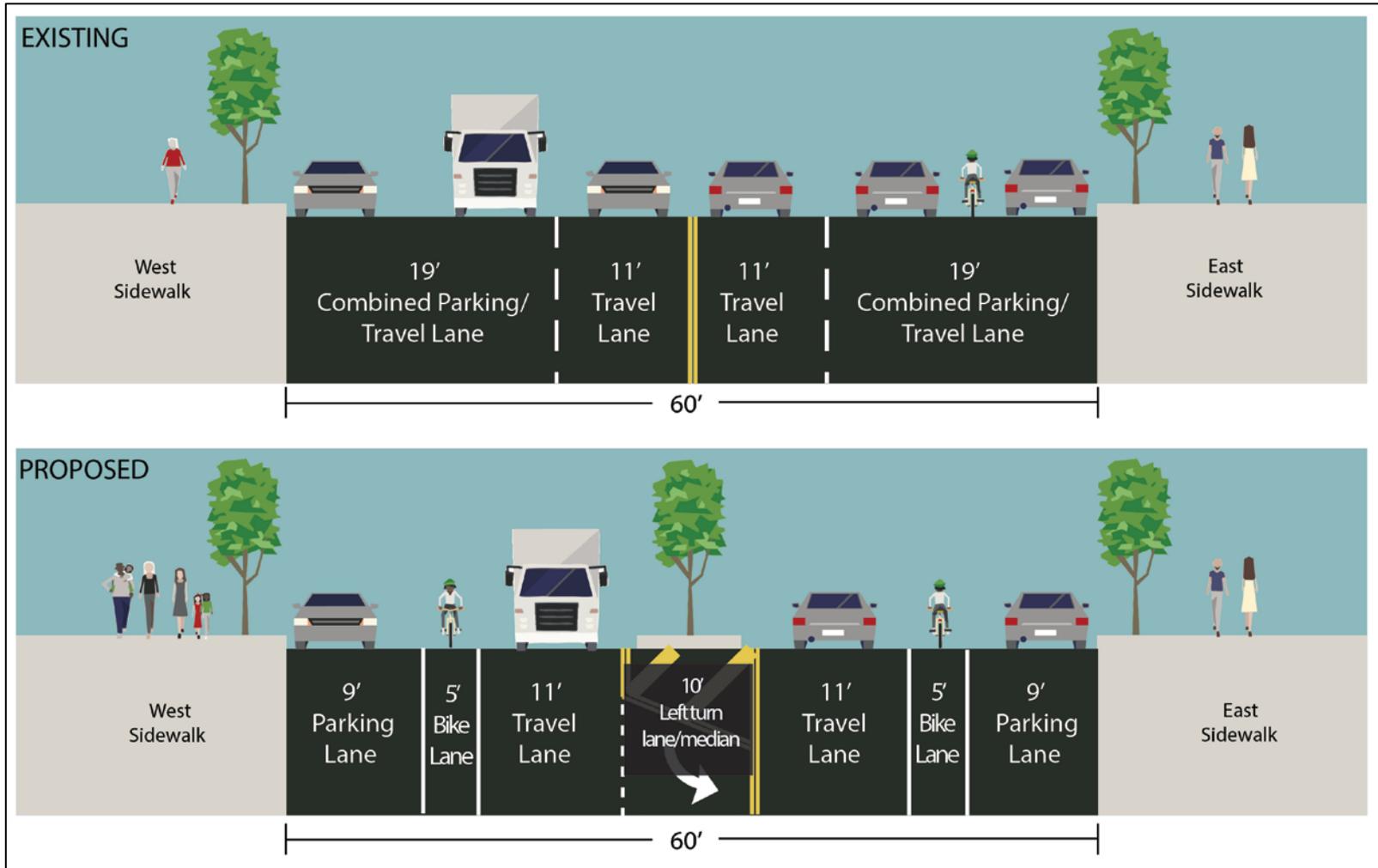


Existing Conditions: Baychester Ave & Strang Ave



No sidewalk at Baychester Ave & E 241st St

CORRIDOR PROPOSAL DETAILS



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Remove one through lane in each direction and install left turn bays to organize traffic and create safer left turns

Construct pedestrian safety islands at 4 locations to create safer, shorter crossings

Add conventional bike lane in each direction to facilitate safe bicycle travel

Install flush center median to reduce speeding and provide space for pedestrian island

Example of Proposed Treatment

Borinquen Pl, BK

EVALUATION OF LANE REMOVAL

Congested Lane

- 700 vehicles per hour or above

Existing (2 lanes)

- Maximum* 288 vehicles per lane

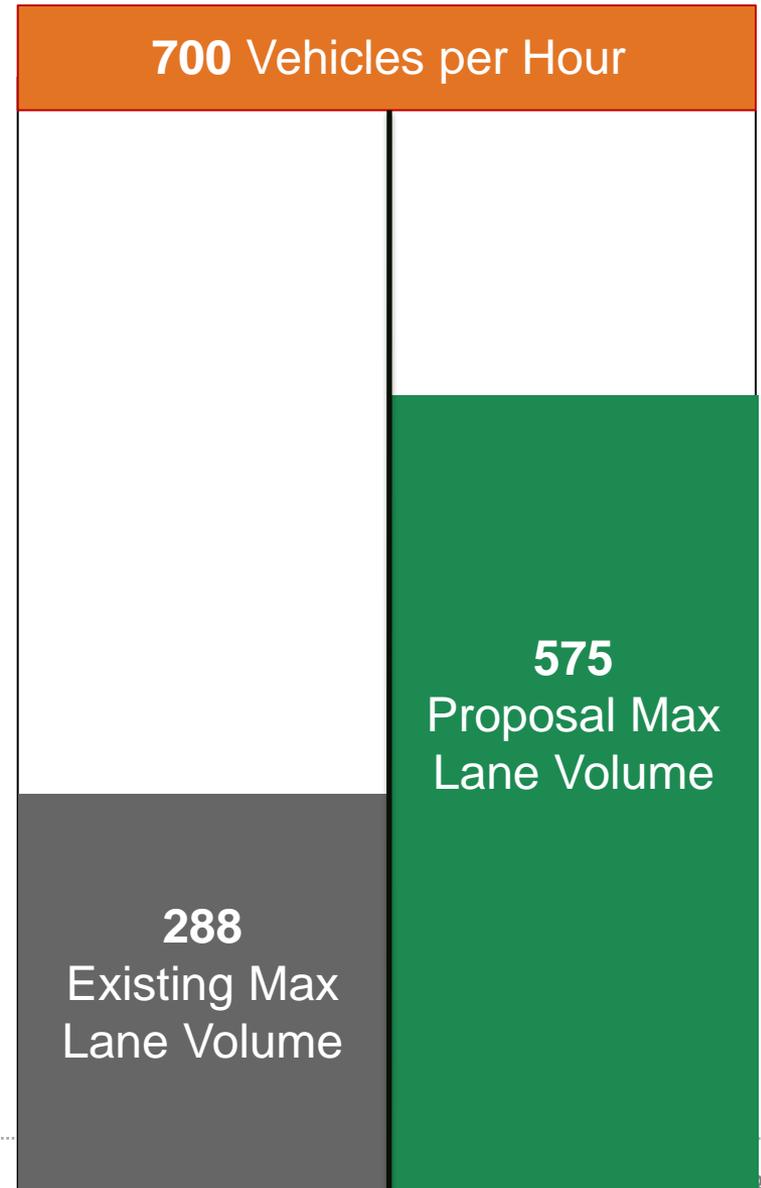
Proposal (1 lane + left turn bays)

- Maximum 575 vehicles per lane

*Maximum Recorded Peak Volume (AM & PM) at Baychester Ave & E 241st St

Signal Timing

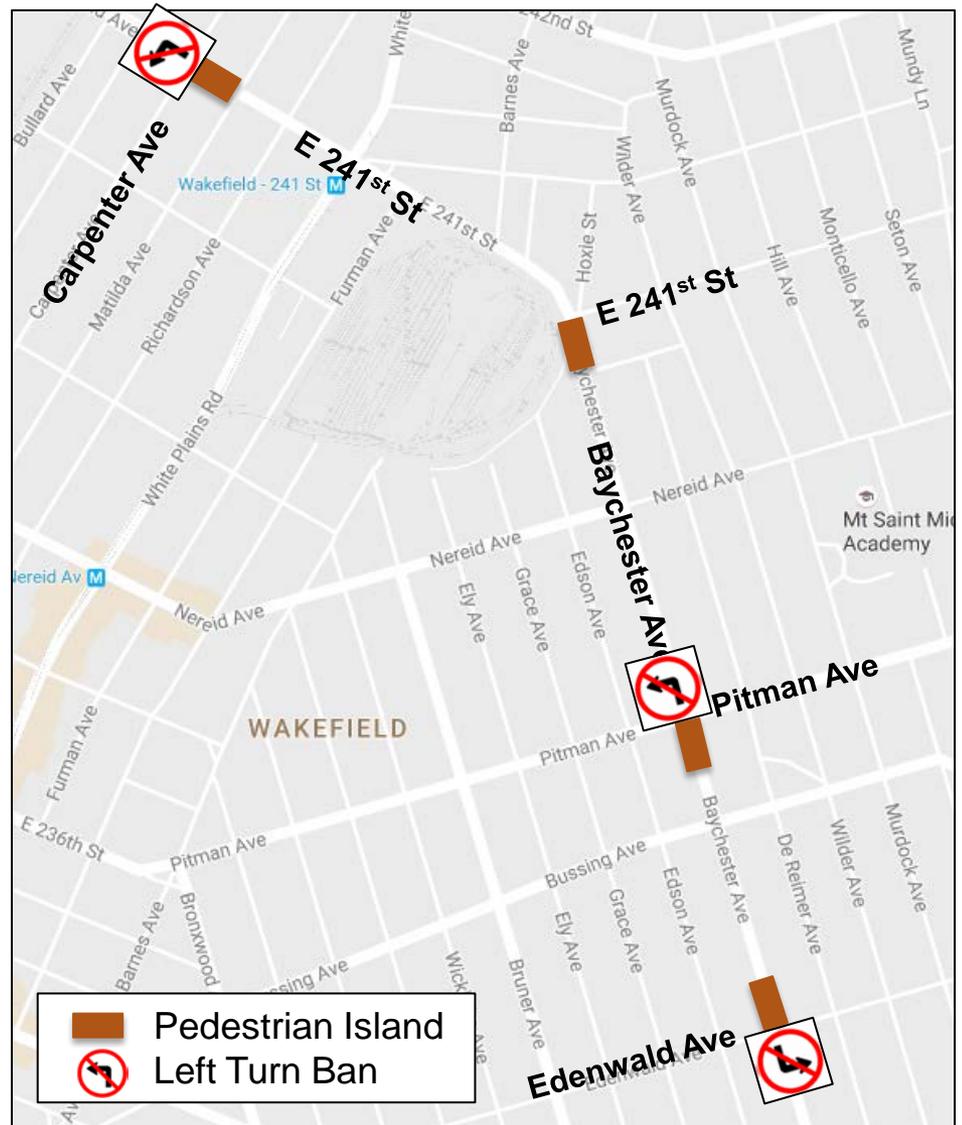
- Modify signal timing on E 241st St between White Plains Rd & Carpenter Ave to improve traffic flow and improve left turns at White Plains Rd



CORRIDOR PROPOSAL DETAILS

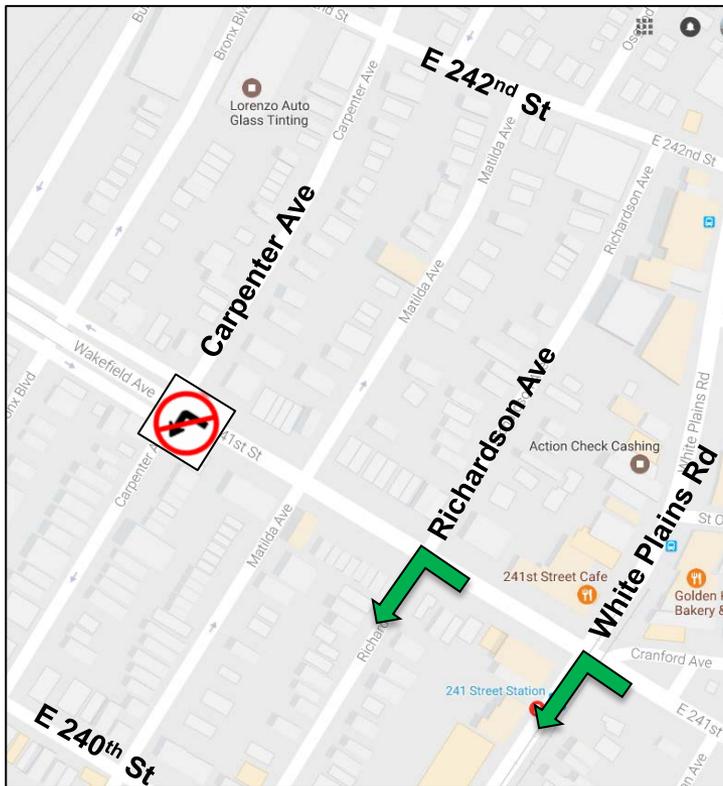
Construct pedestrian safety islands at 4 intersections:

- Carpenter Ave & E 241st St
- Baychester Ave & E 241st St
- Pitman Ave & Baychester Ave
- Edenwald Ave & Baychester Ave
- Requires banning low-volume left turns
 - Westbound left at Carpenter Ave
 - Northbound left at Pitman Ave
 - Southbound left at Edenwald Ave

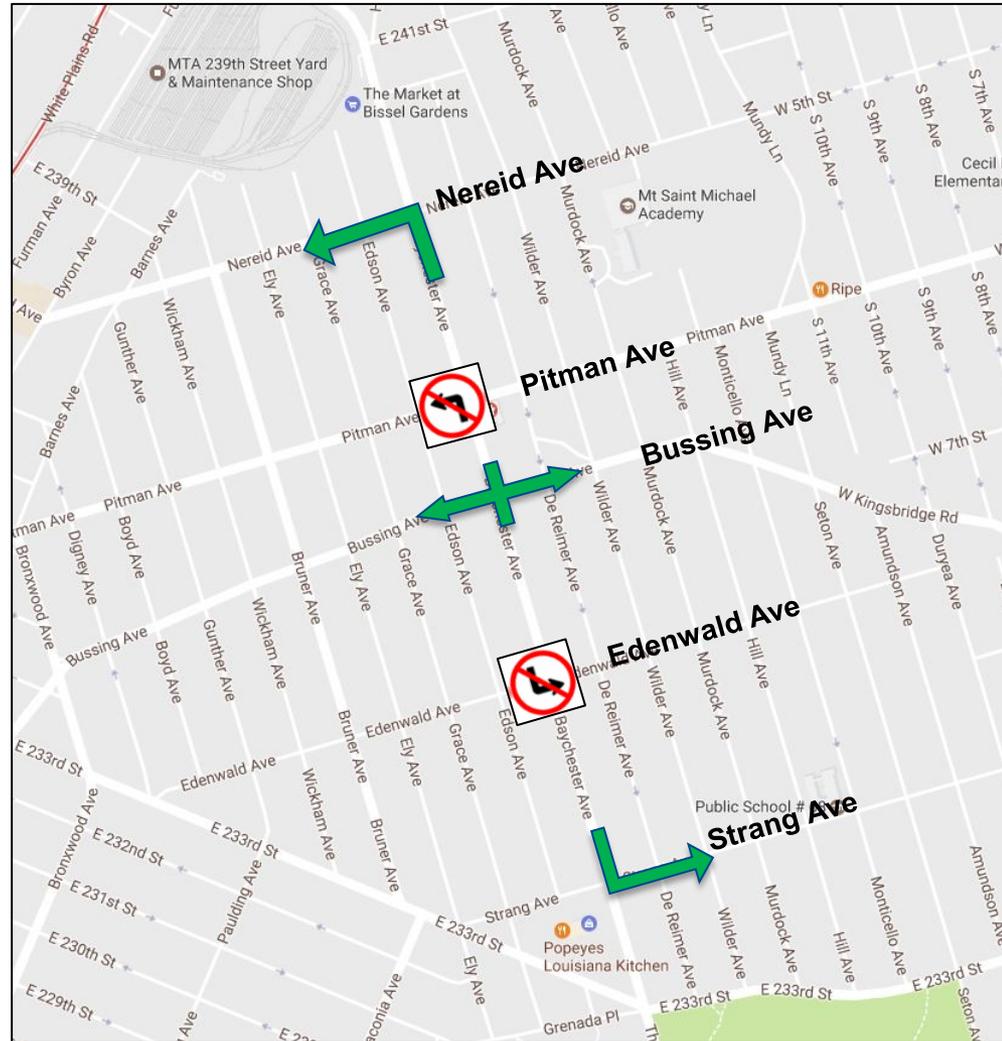


ALTERNATE ROUTES

Multiple alternate routes south, west, and east



Alternate turns at Carpenter Ave



Alternate turns for access to Edenwald and Pitman Aves

CORRIDOR PROPOSAL DETAILS

Sidewalk construction (under study)

- Sidewalk abruptly ends on west side of Baychester Ave south of E 241st St
- Construct new concrete sidewalk along the west side of Baychester Ave where there currently is none



BENEFITS OF PROPOSAL

- Pedestrian islands create safer, shorter pedestrian crossings
- Sidewalk provides safe, continuous walking path for pedestrians
- Painted center medians reduce speeding
- Left turn bays organize traffic and make left turns safer
- Consistent travel lanes reduce speeding and calm traffic
- Bike lanes provide safe and convenient bicycling route



Proposed Conditions: pedestrian islands, bike lanes, medians, and turn bays. Vanderbilt Ave, BK

THANK YOU!

Questions?



NYCDOT



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