



138TH ST

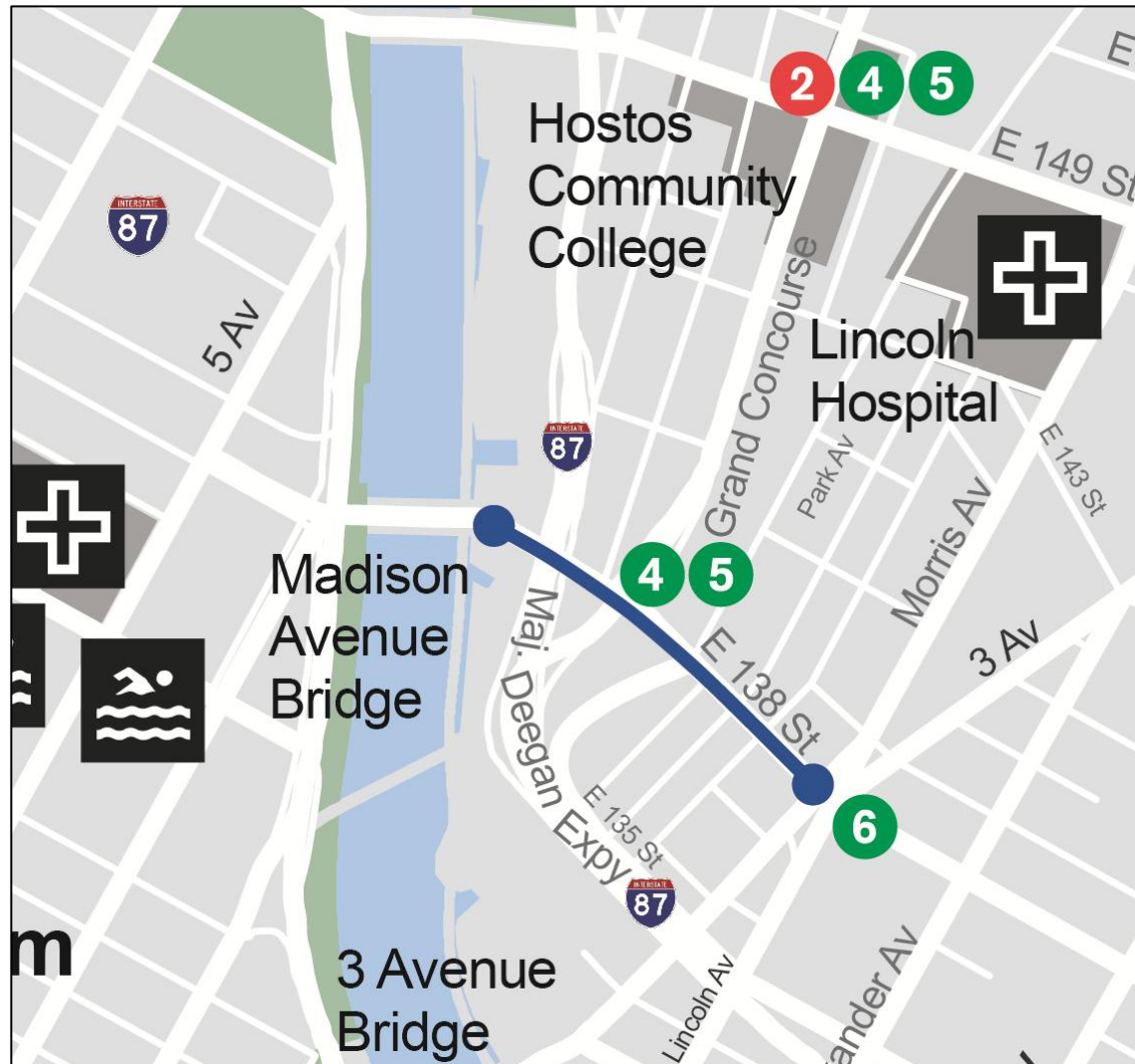
MADISON AV BRIDGE TO 3RD AV

Presentation to Bronx Community Board 1
Municipal Services Committee
March 13, 2017

Background

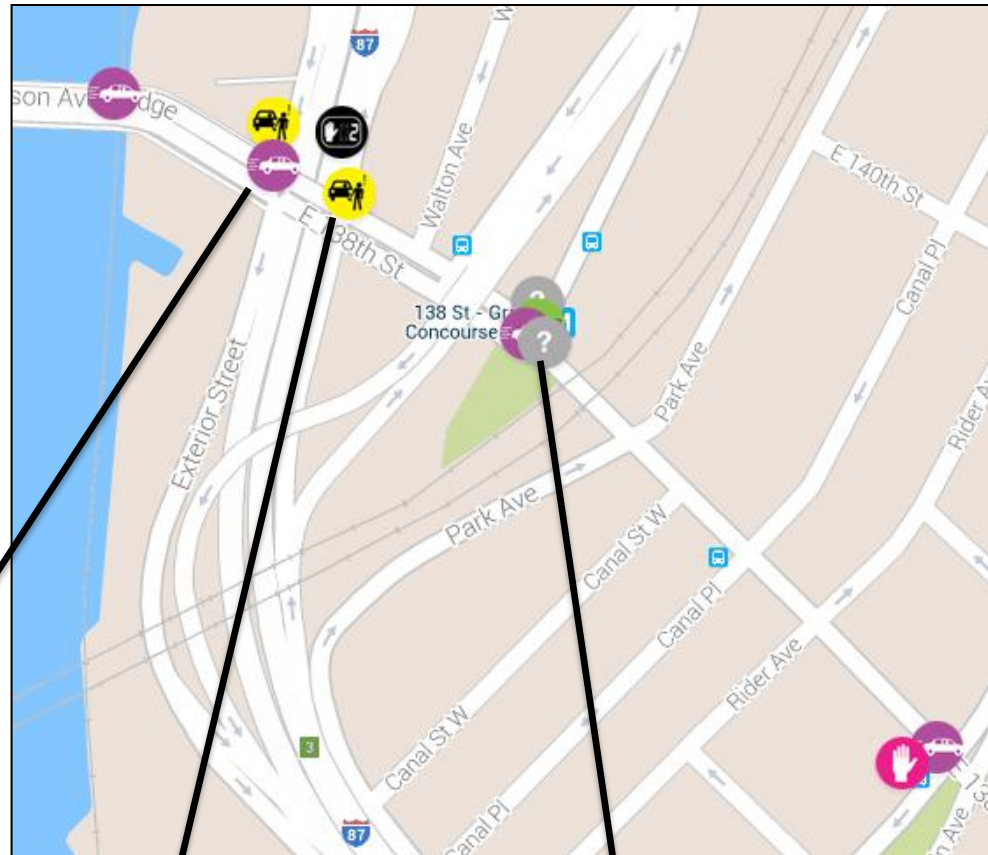
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- 138th St is a Bronx Vision Zero Priority Corridor
- 365 injuries in 5 years, including 10 severe injuries (2010-2014)
 - 36 injuries to pedestrians (3 severe)
 - 6 injuries to bicyclists (2 severe)
- Significant pedestrian and bicycle connections to transit and bike routes



COMMUNITY CONCERNS

- Community requests to improve pedestrian and bicycle safety at E 138 St / Major Deegan
- Issues identified by community members on Vision Zero map:
 - Failure to yield
 - Speeding
 - Not enough time to cross
 - Long crossing distances



Speeding



0



Drivers speeding to get on the highway don't yield to bikes and peds

Failure to Yield



0



Drivers turning onto the highway do not yield to pedestrians.
Most dangerous intersection I have encountered in my sixteen years of living in NYC.

Speeding

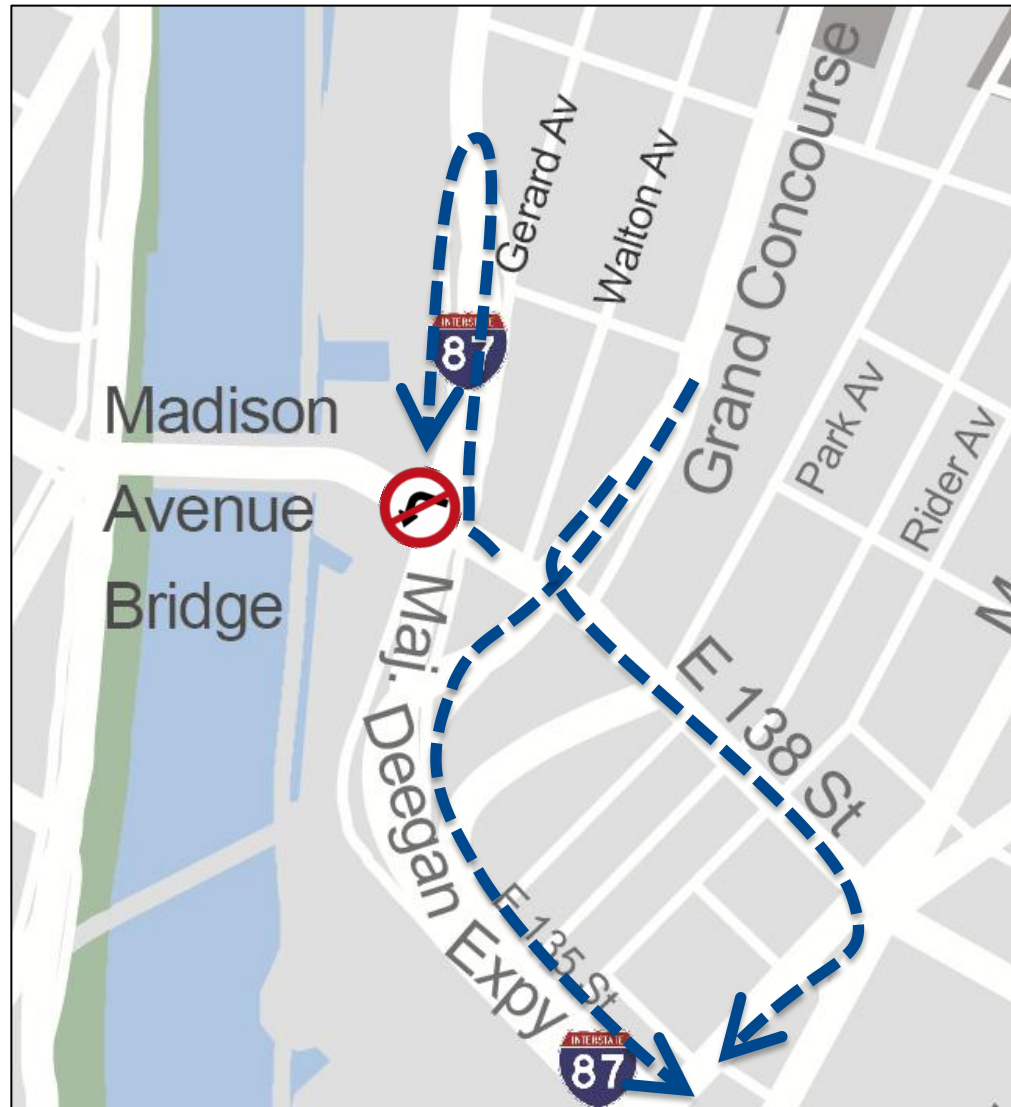


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No control device at this intersection, cars making left and right turns onto Grand Concourse turn at high speeds, often with pedestrians in the crosswalk. The worst-case exists when signal timings at adjacent intersections allow high volumes of fast left-turners at the same time as pedestrians exiting the subway.

- Reduced vehicle delay by redistributing signal time to eastbound and southbound movements
- Eliminated turning conflicts that resulted in 11 crashes between 2010 and 2014
- Diversion signage routing vehicles via NB Gerard Av, Grand Concourse flyover, and EB 138th St
- Traffic patterns remained similar, except for increase in westbound right at Gerard Av



Existing Conditions

2

EXISTING ISSUES

E 138 St & Exterior St



Aggressive
Turns

EXISTING ISSUES

E 138 St & Gerard Av



Double
Turns

EXISTING ISSUES

E 138 St & Gerard Av

Soft turns encourage
failure to yield to
pedestrians and cyclists



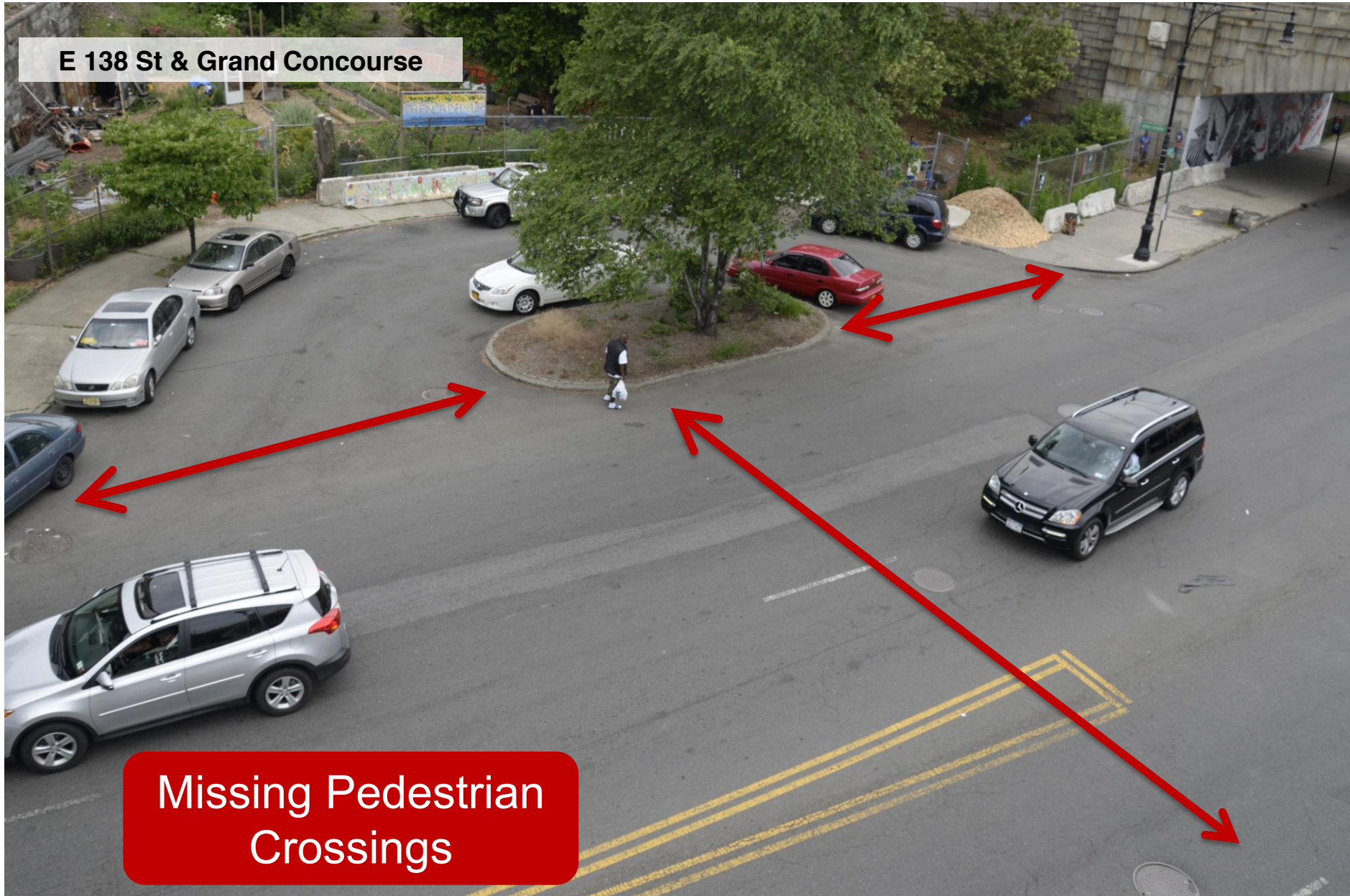
E 138 St & Exterior St



Existing crossings do not follow pedestrian desire paths

E 138 St & Grand Concourse

Missing Pedestrian
Crossings



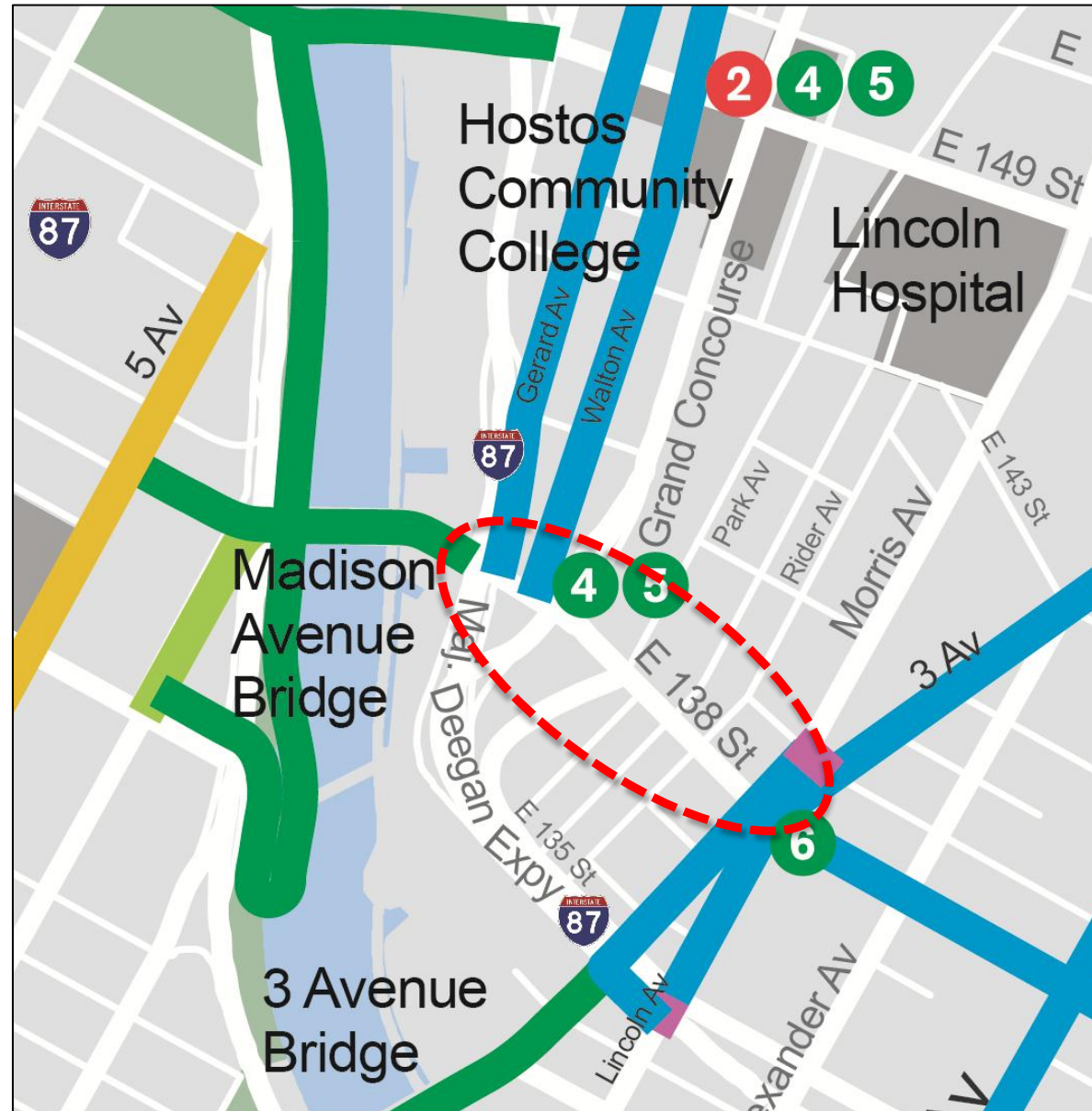


E 138 St & Park Av

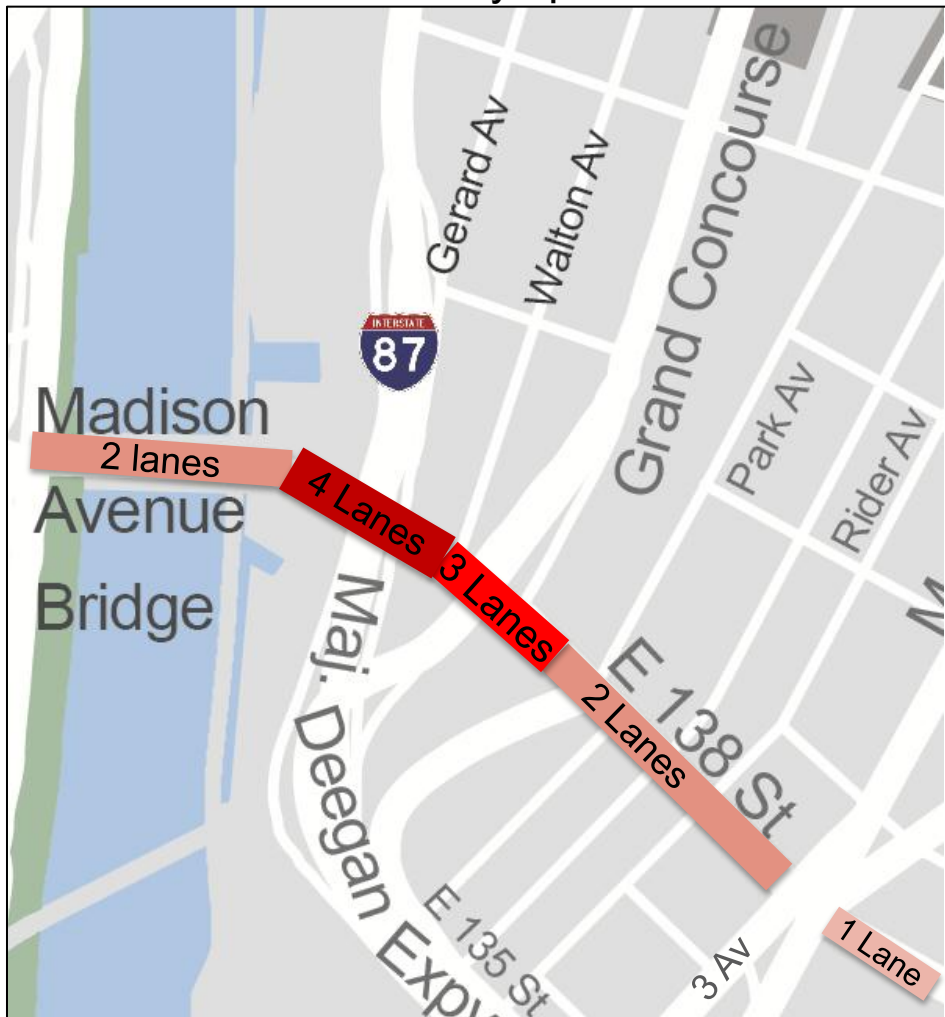
Poor Bicycle Connections

BICYCLE NETWORK

- 138th St is a critical cross-Bronx and Bronx-Manhattan connection
- Existing 138th St bicycle lanes stop at 3rd Av
- Walton and Gerard Av bike lanes have no connection at 138th St
- ~50 cyclists in each direction during peak hours



- 138th St expands from 2 lanes to 4 lanes in each direction between 3 Av and the Madison Av Bridge, creating disorganized traffic patterns and underutilized roadway space



138 St at Canal Pl

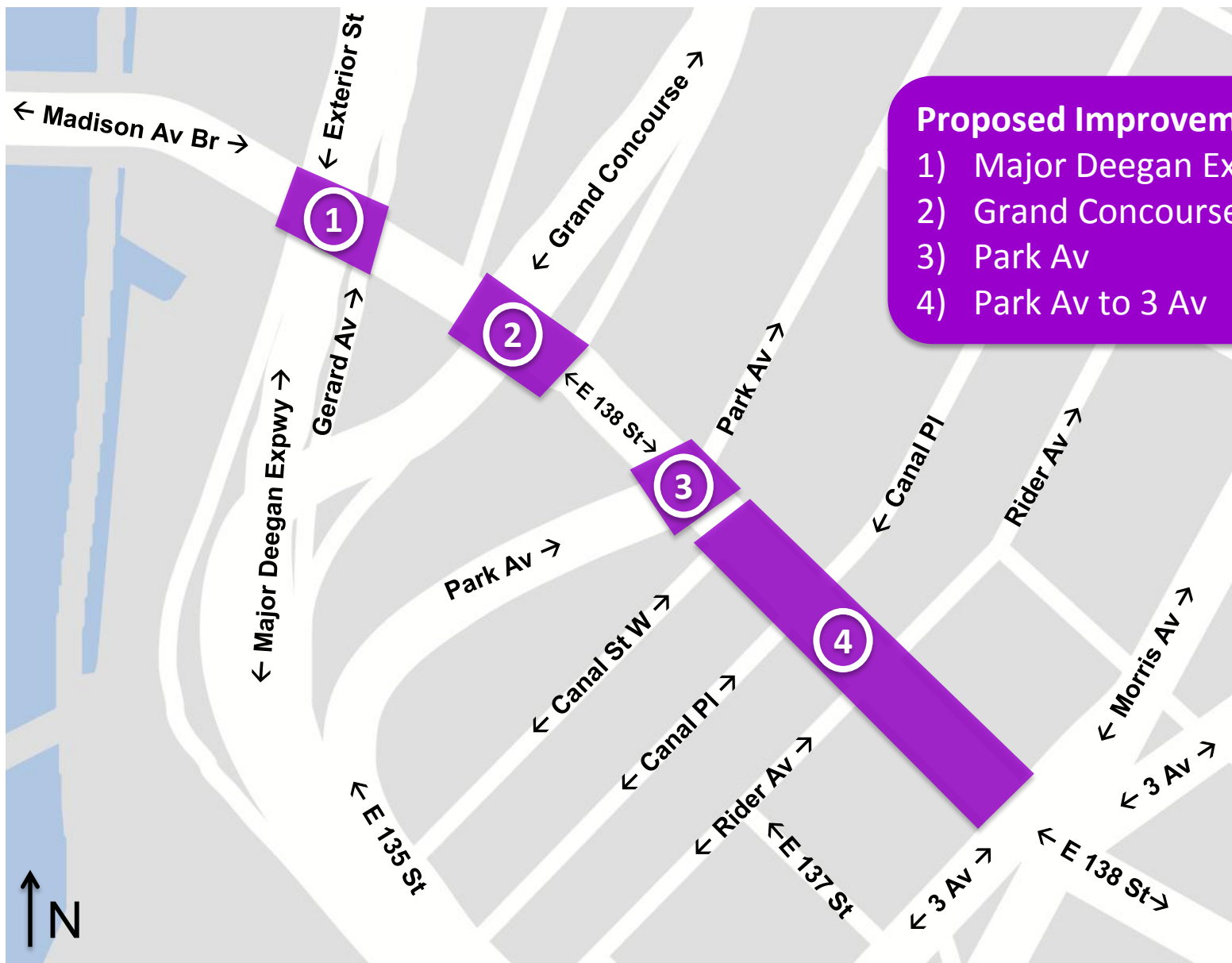


138 St at Walton Av

2017 Proposal

3

2017 Project Area



Proposed Improvements:

- 1) Major Deegan Expressway
- 2) Grand Concourse
- 3) Park Av
- 4) Park Av to 3 Av

Existing Conditions – 138 St & Major Deegan

Existing crossings do not follow pedestrian desire paths

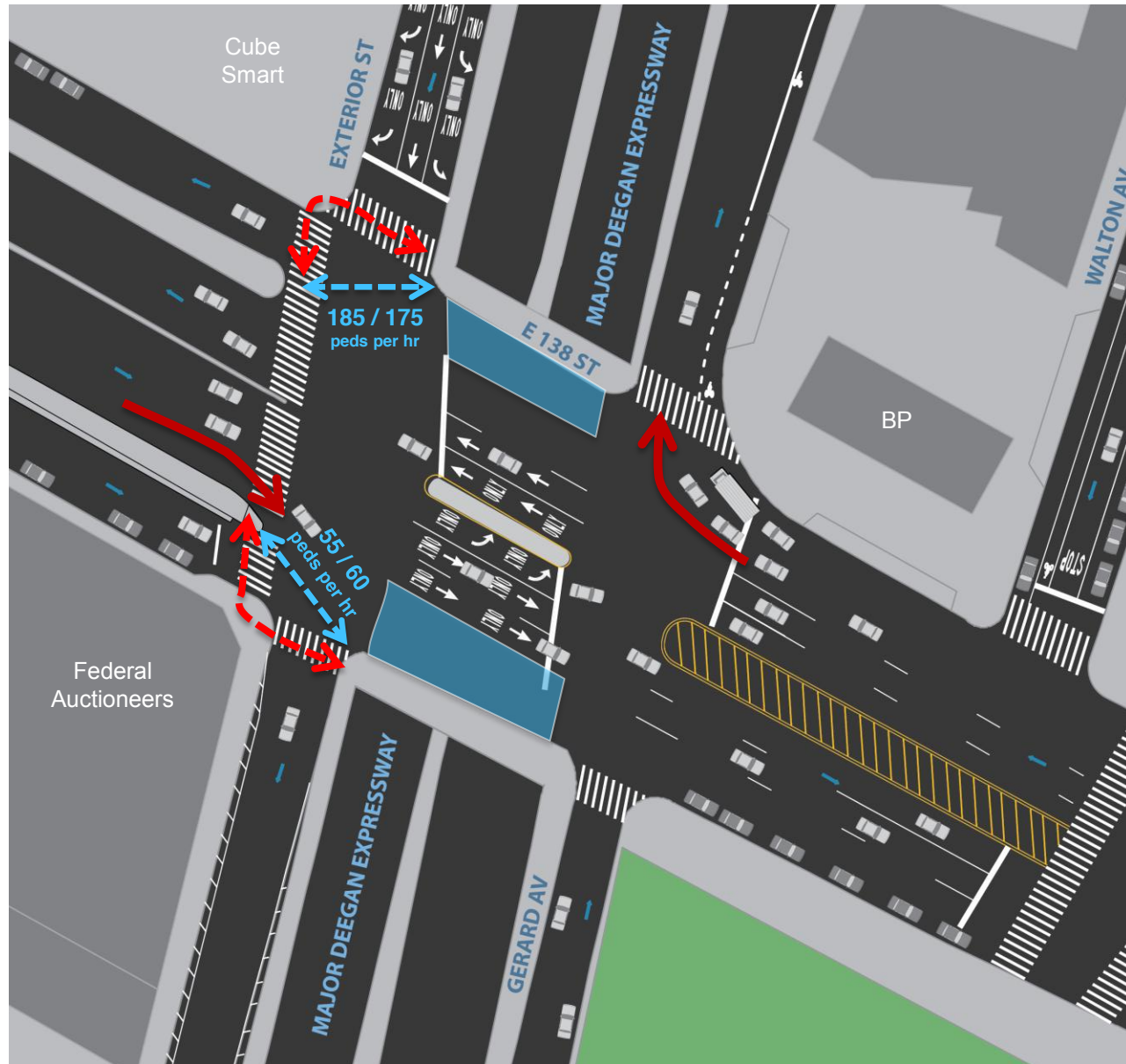
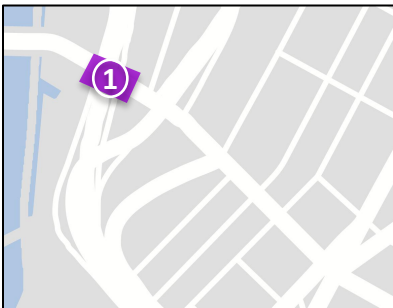
Insufficient crossing time for pedestrians

Lack of bike lanes

Aggressive double turning

Excess roadway space

Confusing traffic movements and congestion



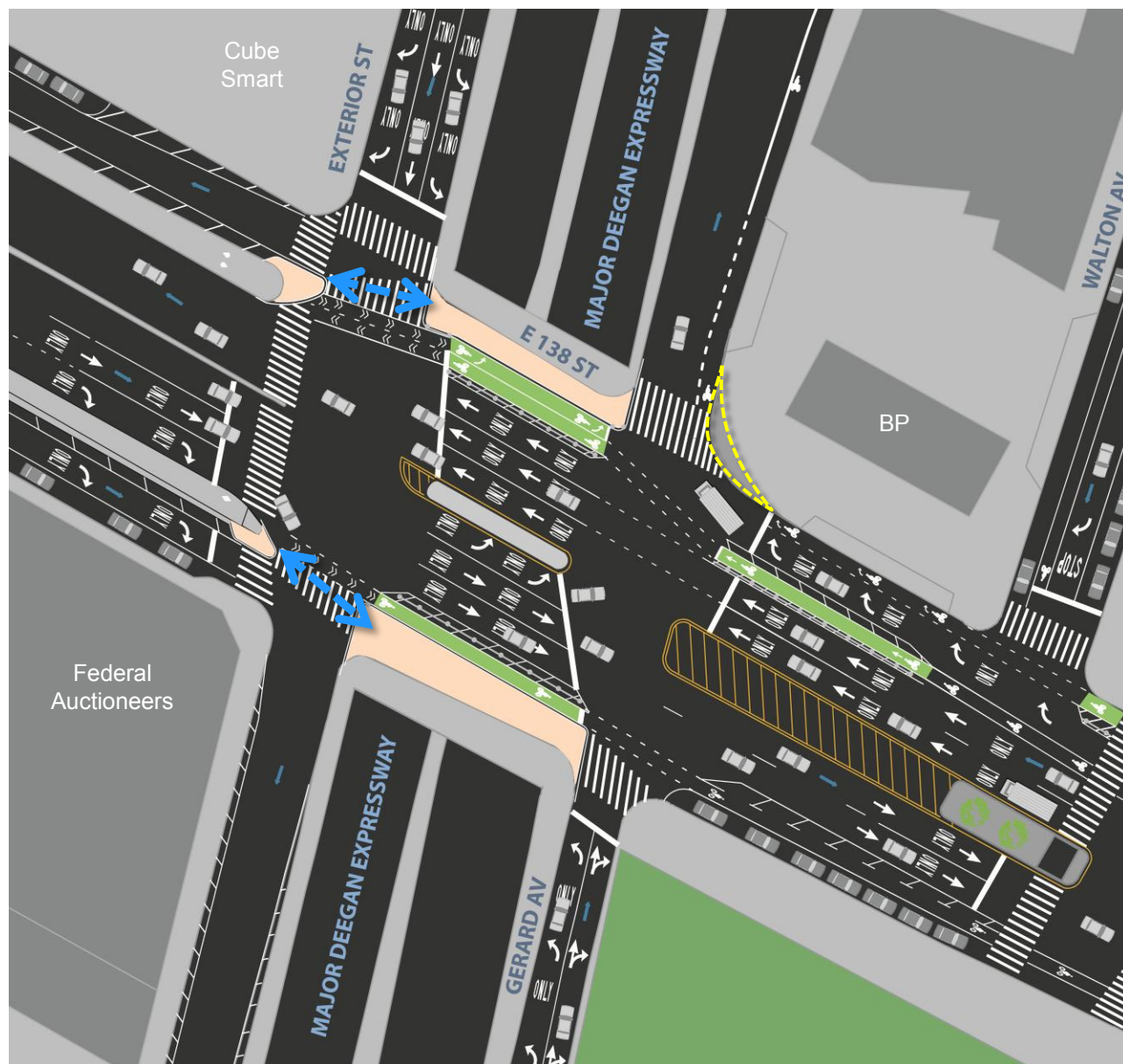
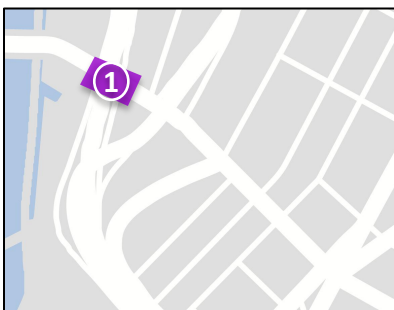
Proposal – 138 St & Major Deegan

Provide direct pedestrian crossings to and from bridge

Provide exclusive crossing time for pedestrians

Expand bridge landing areas in paint

Add sidewalk extensions in concrete

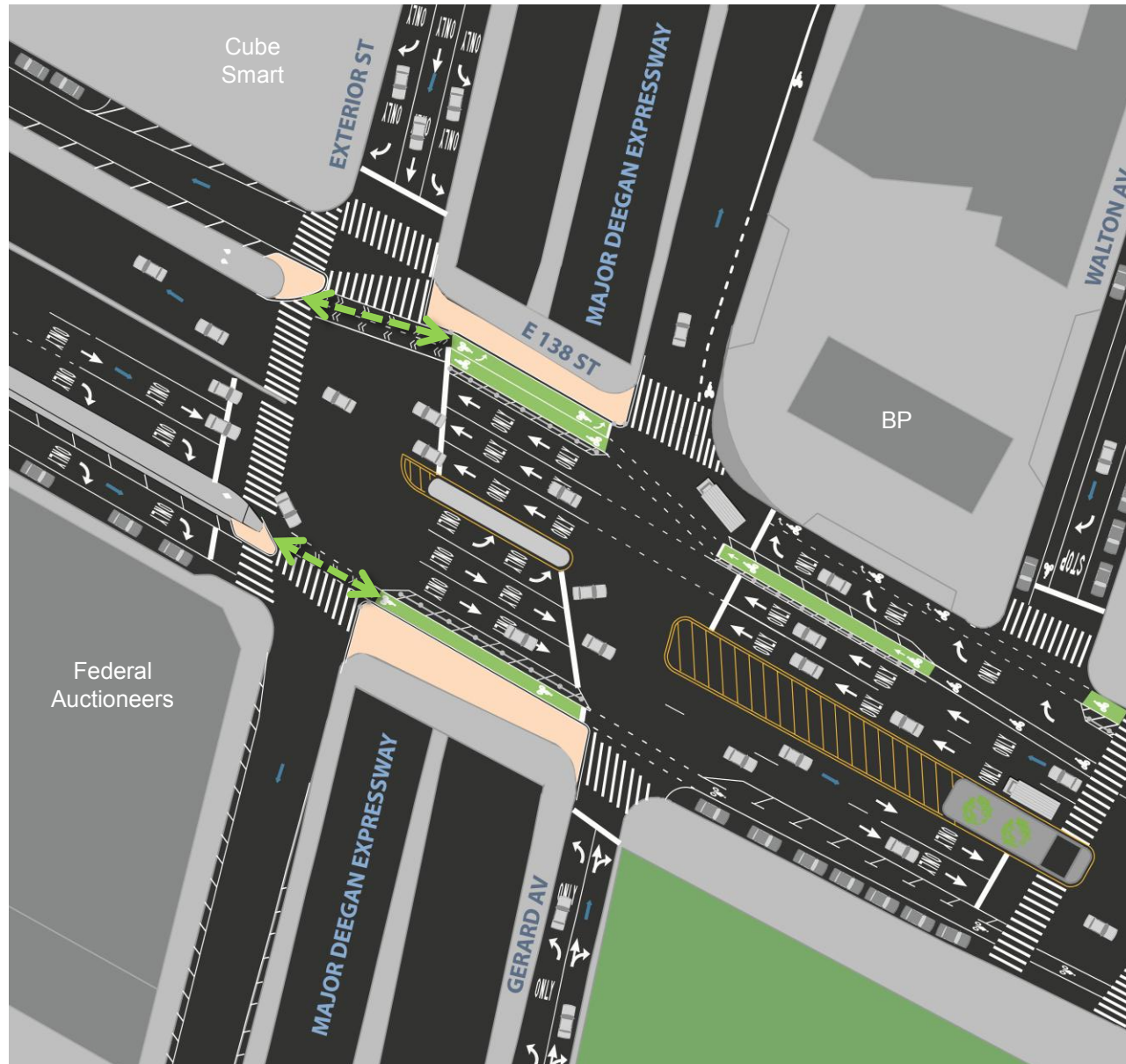
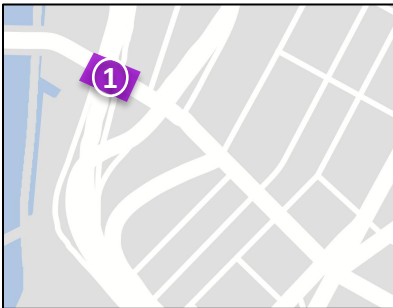


Proposal – 138 St & Major Deegan

Provide direct bike crossings to and from bridge

Add protected/buffered bike lanes

Add exclusive crossing time for bikes



Proposal – 138 St & Major Deegan

Provide right turn bays and turn signals

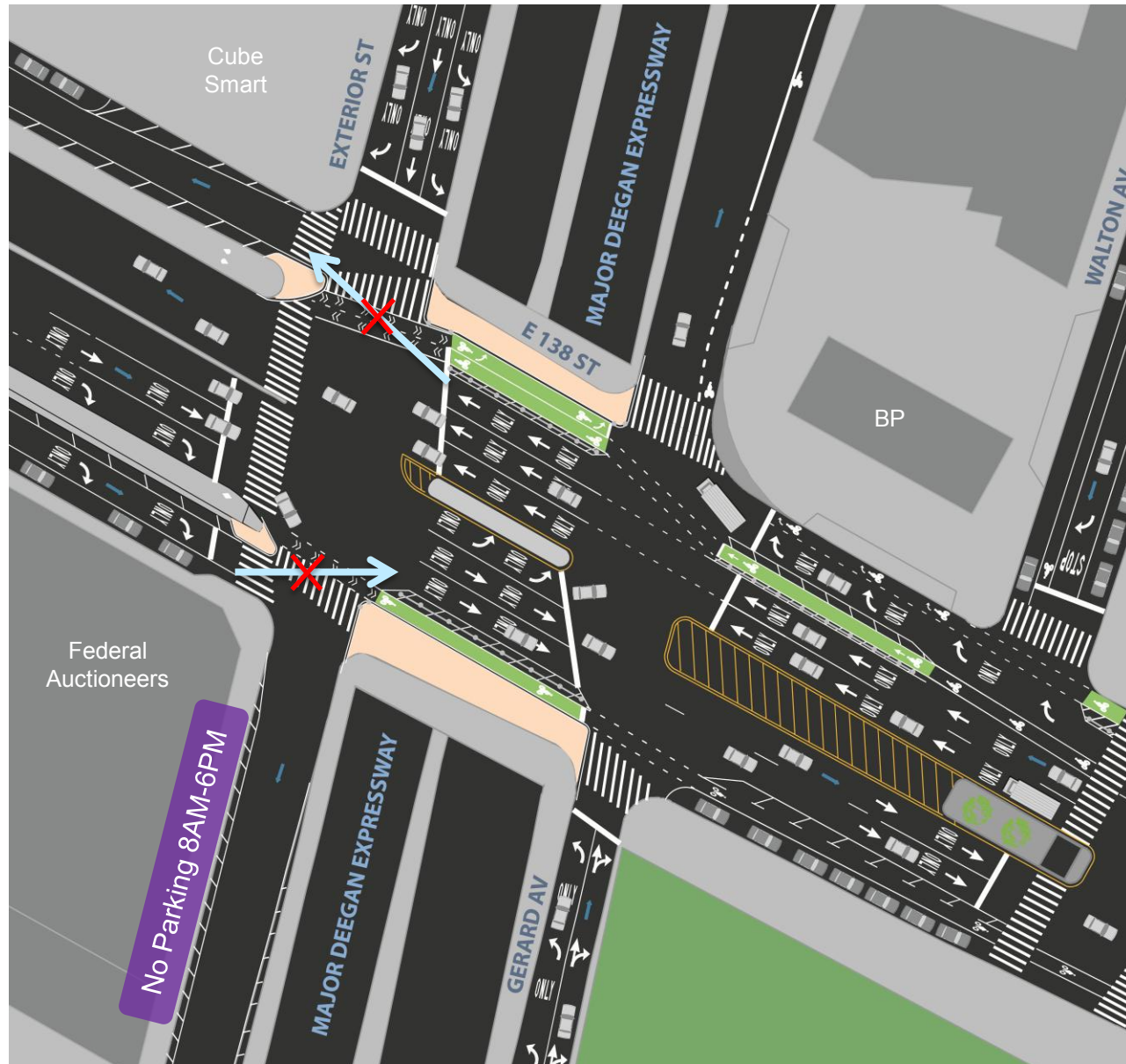
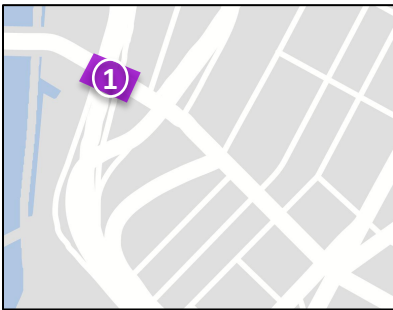
Remove vehicle conflicts to and from bridge service roads. Impacts 1-7 cars per hour

Improve markings to better organize traffic

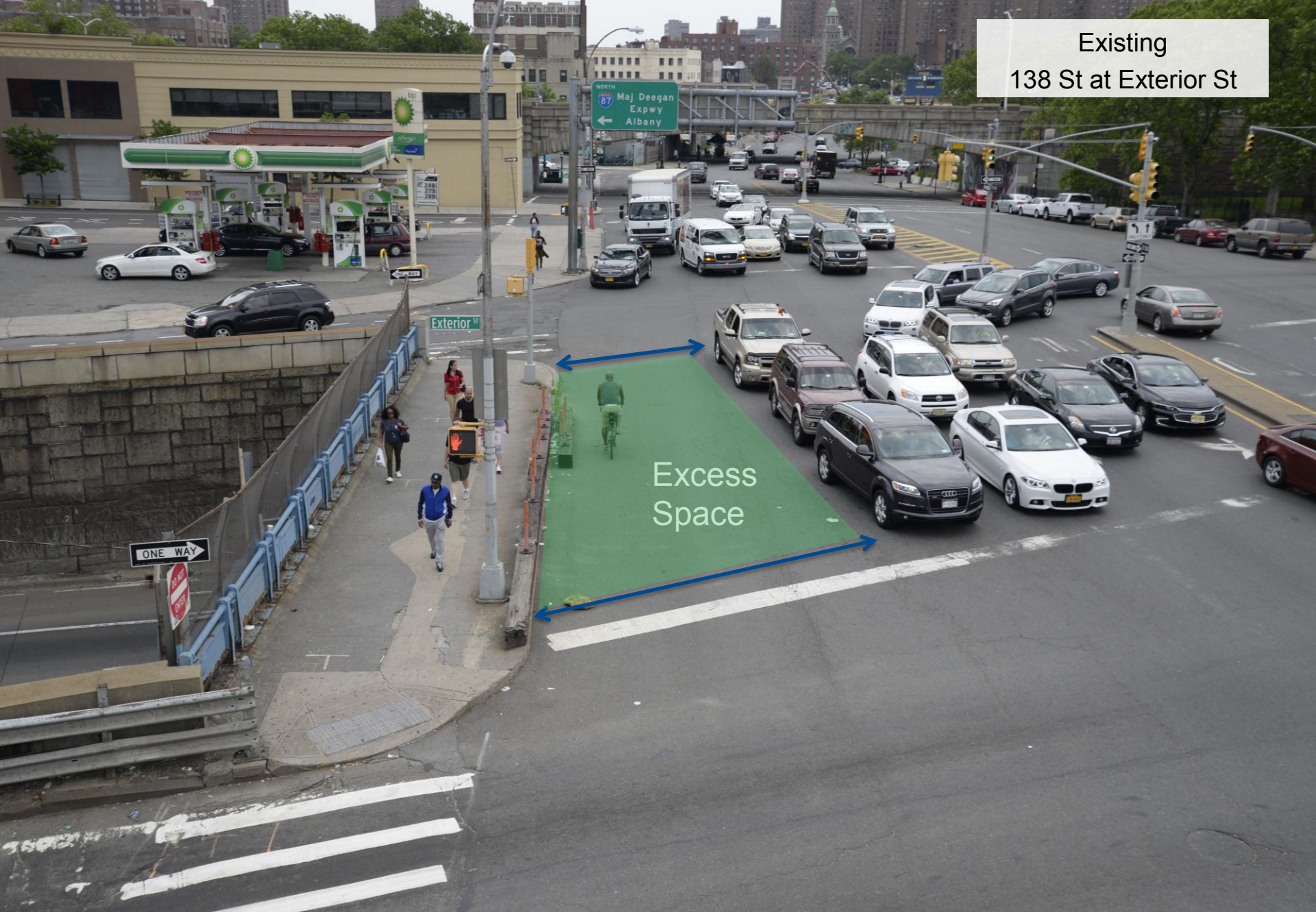
Improve signal timing to reduce congestion and better process traffic flow

Increase westbound right green time by 5 seconds during peak hours

Add loading zone on west side of Exterior St



Existing
138 St at Exterior St



- Wider sidewalks
- Direct pedestrian and bike crossings
- Protected bike lanes
- Calmer, more controlled turns
- Clarified traffic movements
- Improved traffic flow

Proposal
138 St at Exterior St

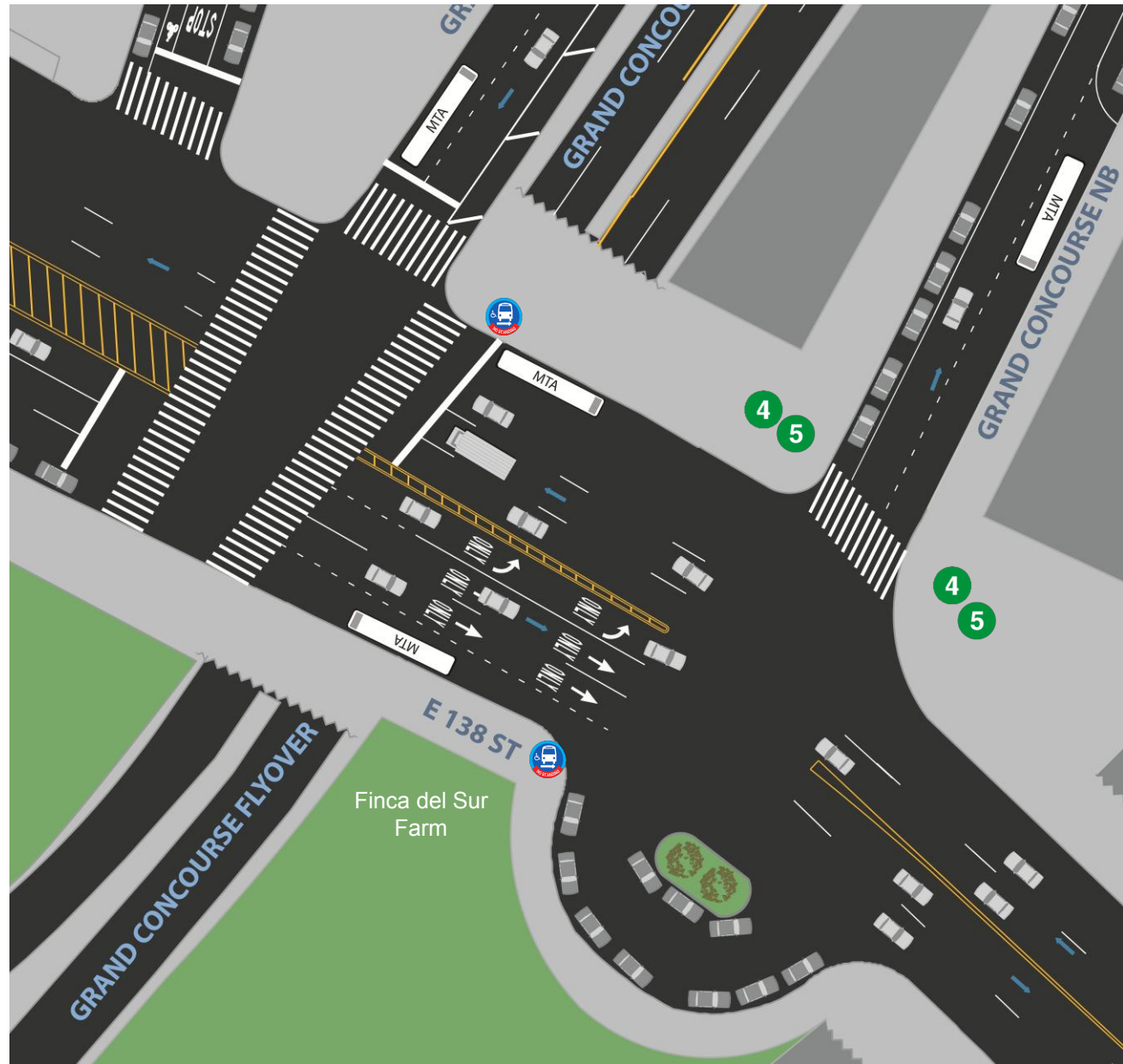
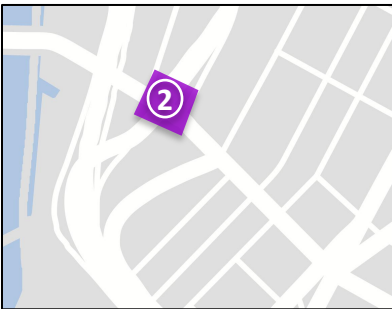


Existing Conditions – 138 St & Grand Concourse

Long crossing distances

No traffic control or crosswalks across Grand Concourse NB intersection between bus stop and subway entrances

Illegal parking in loop road blocks access to Finca del Sur farm



Proposal – 138 St & Grand Concourse

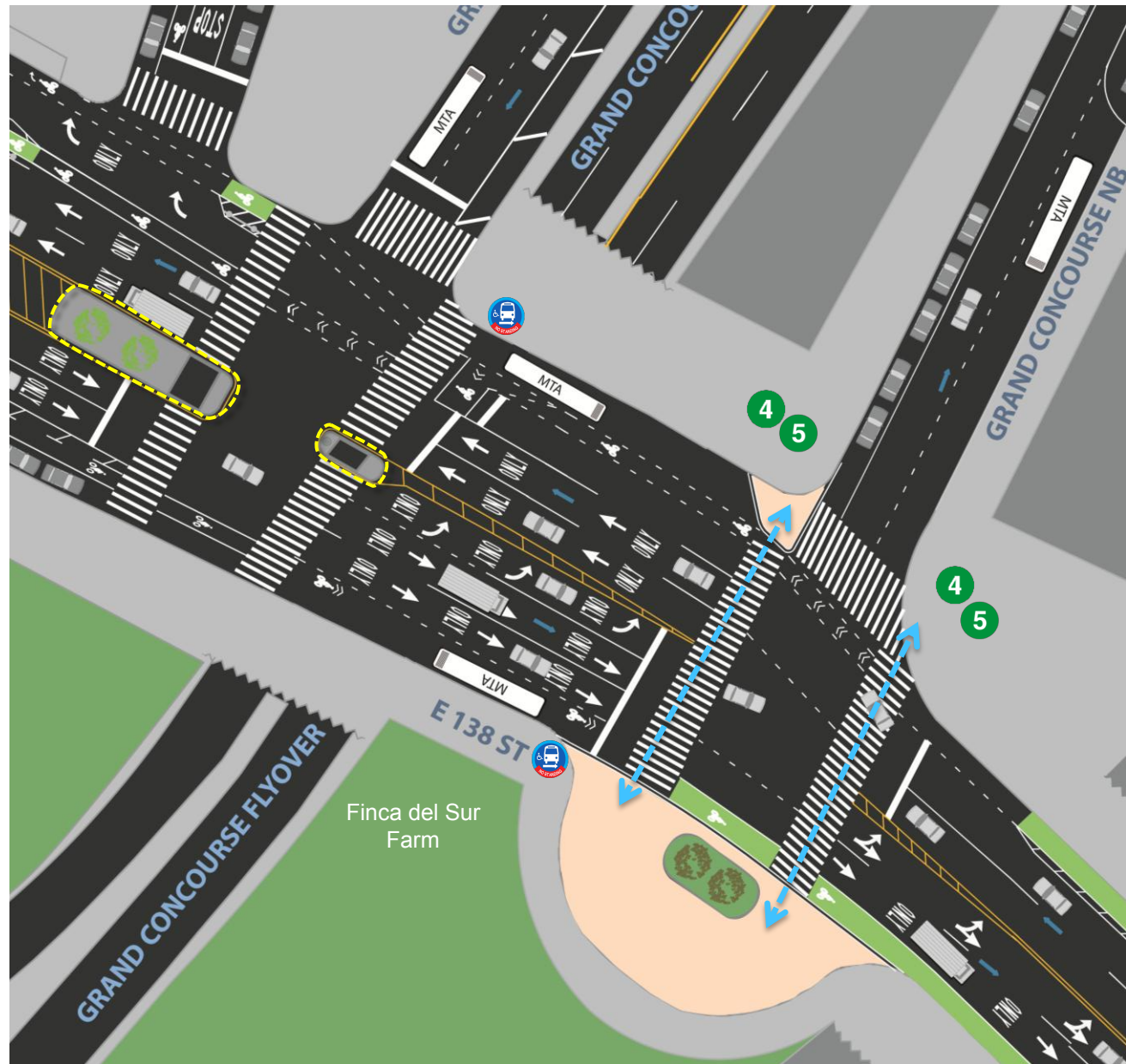
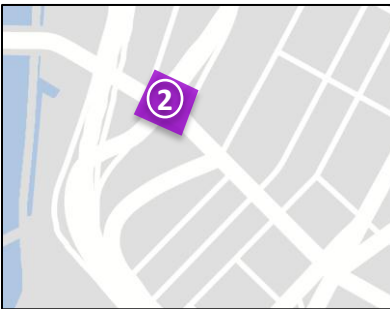
Add concrete pedestrian islands to provide refuge

Close loop road by Finca del Sur Farm to create pedestrian space and ease garden access

Signalize intersection at Grand Concourse NB and provide crosswalks

Add painted curb extensions

Add curbside bike lanes



Existing
138 St at Grand Concourse



Proposal
138 St at Exterior St

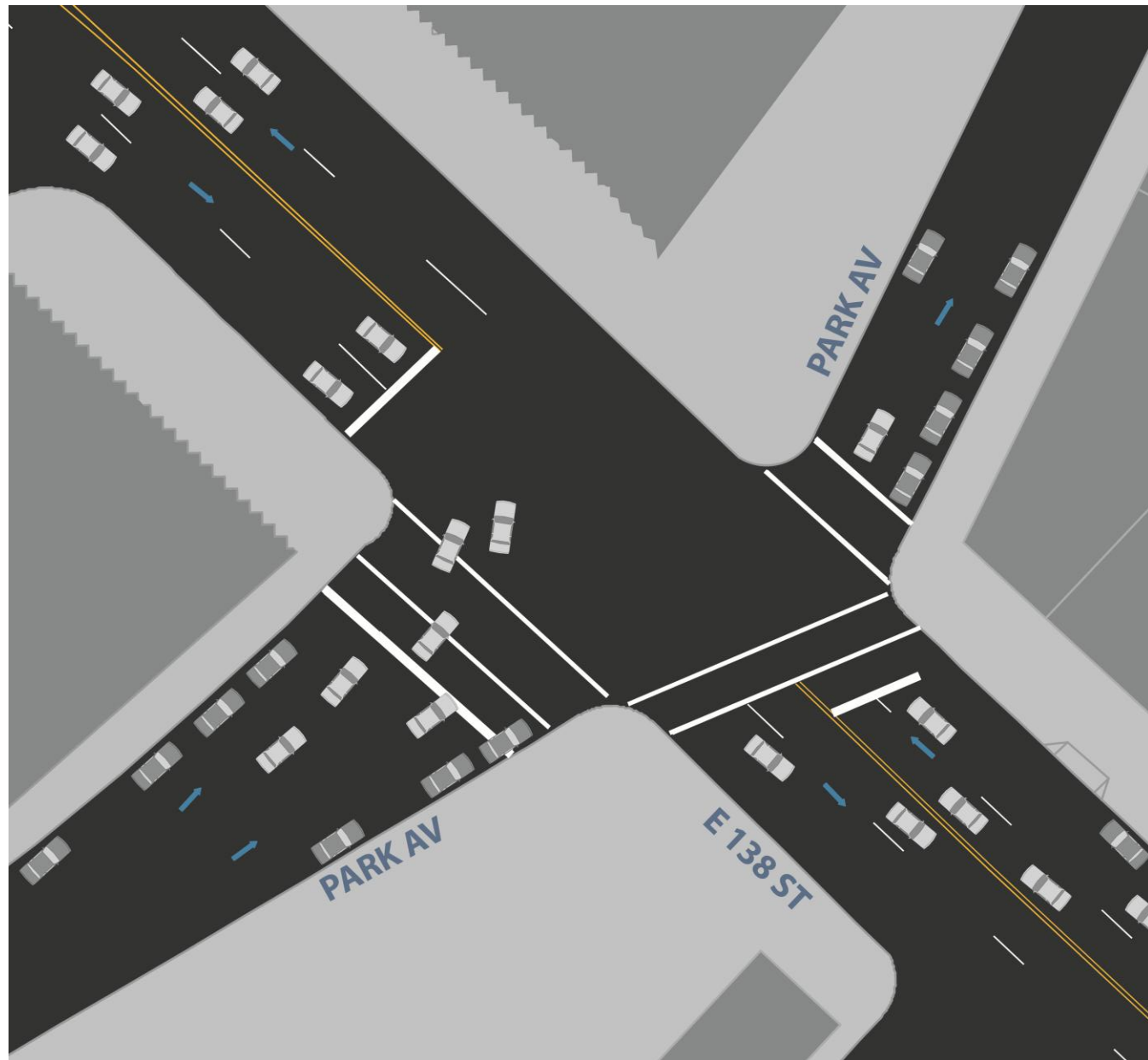
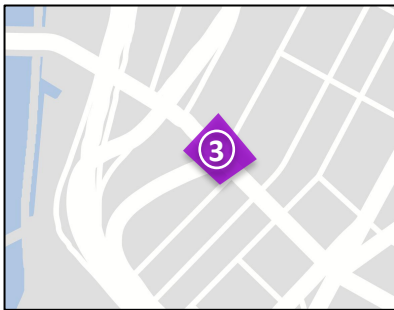


- Increased pedestrian space
- Direct pedestrian crossings
- Bike lanes
- Improved garden access
- Maintained traffic capacity

Existing Conditions – 138 St & Park Av

No crosswalk on west leg of intersection

Wide roadway on northbound Park Av encourages aggressive driving and double turns



Proposal – 138 St & Park Av

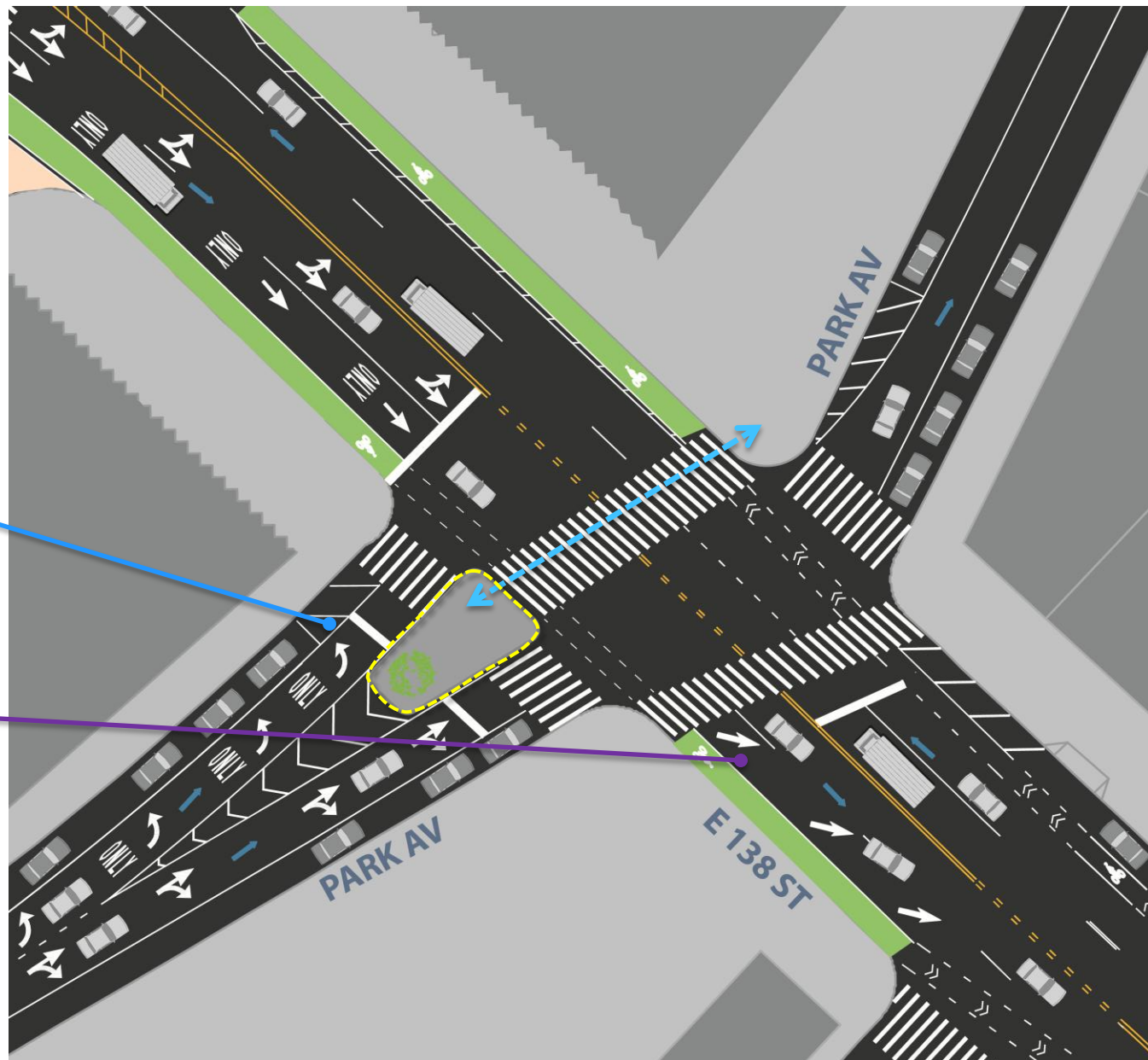
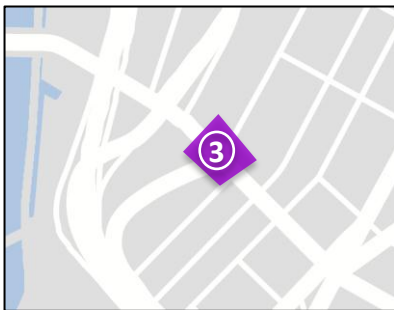
Add crosswalk on west leg of intersection

Add pedestrian island to provide refuge and calm traffic

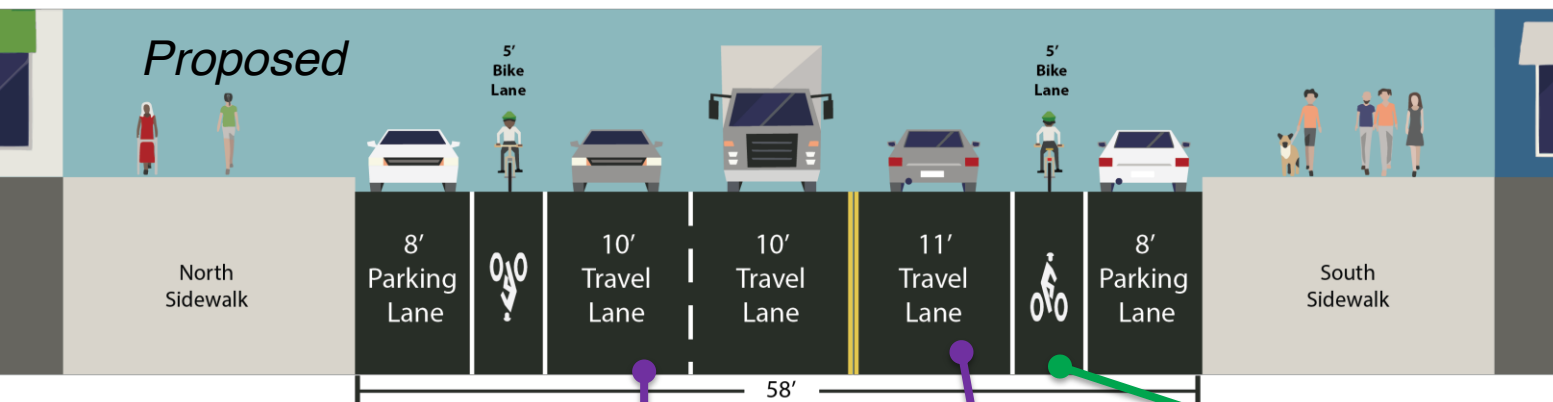
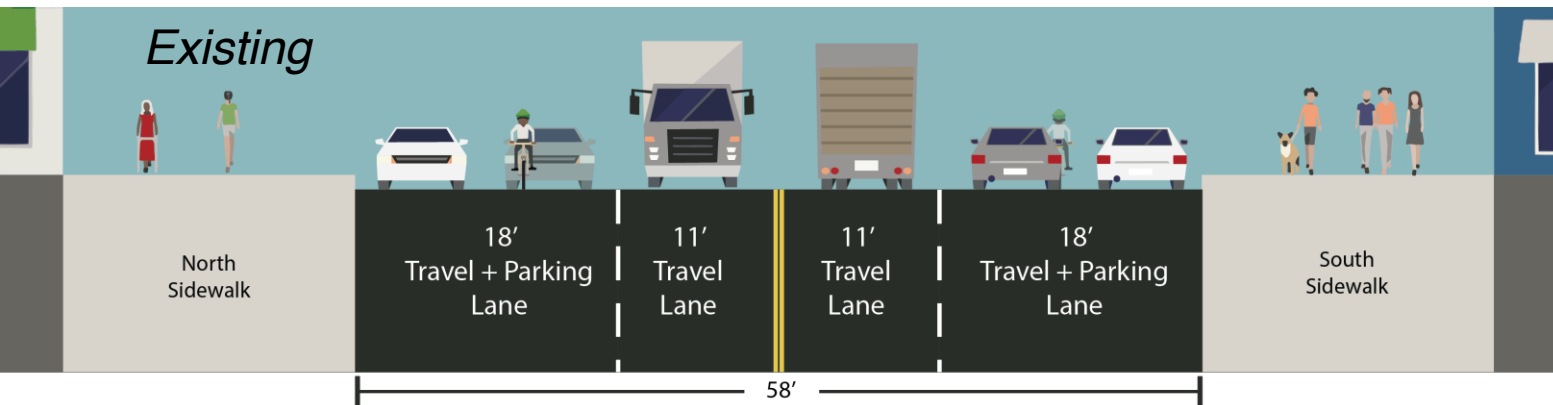
Add curbside bike lanes

Add northbound left turn lane to separate from turns from pedestrians crossing and ease traffic flow

Add eastbound merge to improve traffic flow



Cross Section – Park Av to 3 Av



Traffic Volumes

AM Peak

- EB: 640
- WB: 795

PM Peak

- EB: 560
- WB: 1035

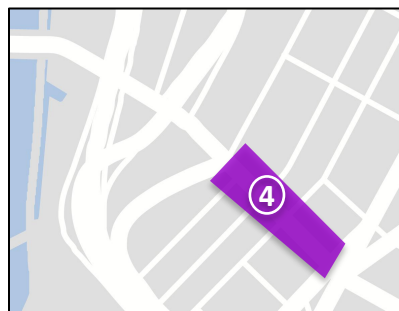
Excess roadway capacity in eastbound direction

Maintain two westbound lanes

Reduce to one eastbound lane

Increase green time for east-west traffic to improve flow

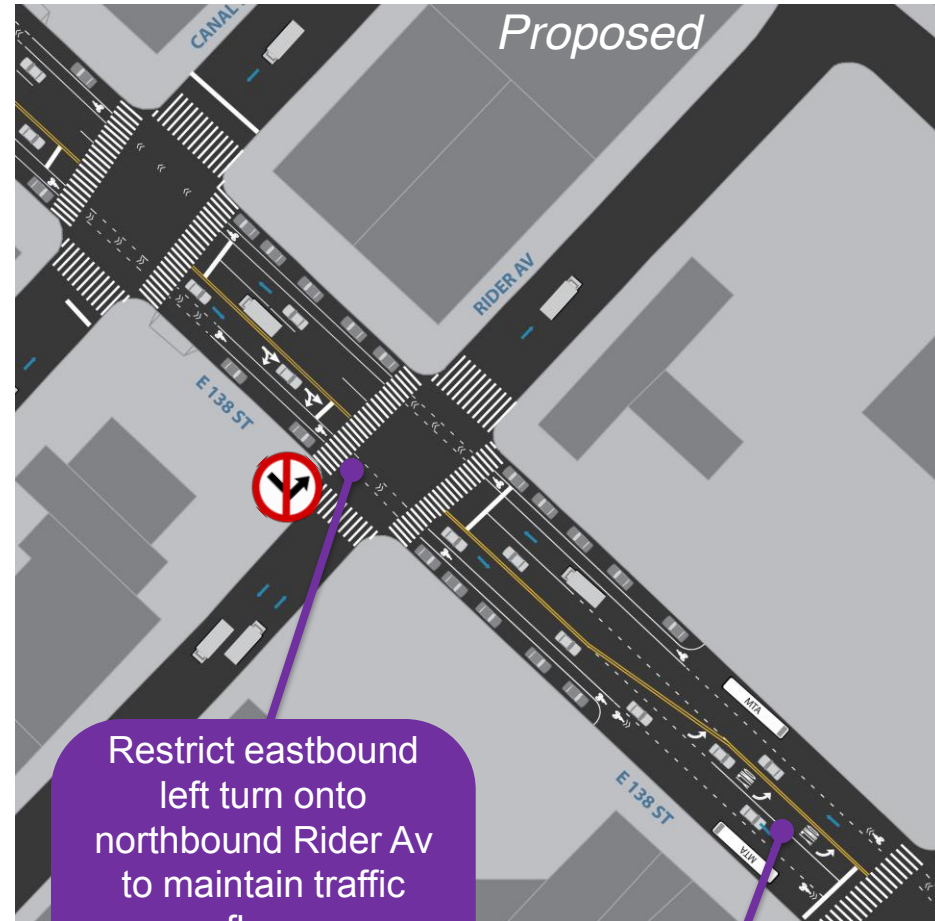
Add standard bike lanes in both directions



Proposal – Rider Av



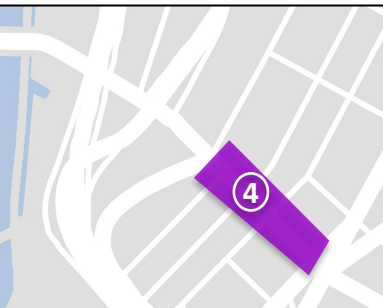
Second eastbound lane acts as de facto left turn lane



Restrict eastbound left turn onto northbound Rider Av to maintain traffic flow.

Impacts ~60 vehicles in peak hours. Park Av or 3 Av are alternate routes.

Add eastbound left turn bay at 3 Av



Project Benefits





THANK YOU

Questions?



NYCDOT



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NYCDOT