

Grand Concourse, 138th St to 158th St

Corridor Safety Improvements

2016



New York City Department of Transportation
Presented by the Pedestrian Projects Group on March 22, 2016 to Bronx Community Board 4

Project Area



Existing Issues: Injuries



Killed or
Severely
Injured
(KSI)
2010-2014

Total
Injuries
2010-2014

Study found considerable
speeding on the corridor:

- Northbound: 79 - 82%
- Southbound: 53 - 72%

Grand Concourse - 138 St to 158 St, BX

Injury Summary, 2010-2014 (5 Years)

	Total Injuries	Severe Injuries	Fatalities	KSI
Pedestrian	24	3	2	5
Bicyclist	10	1	0	1
Motor Vehicle Occupant	182	7	0	7
Total	216	11	2	13



149th St is a
Vision Zero
priority
intersection

13 Pedestrian
Injuries (2 Fatalities)
(2010-2014)

Existing Conditions

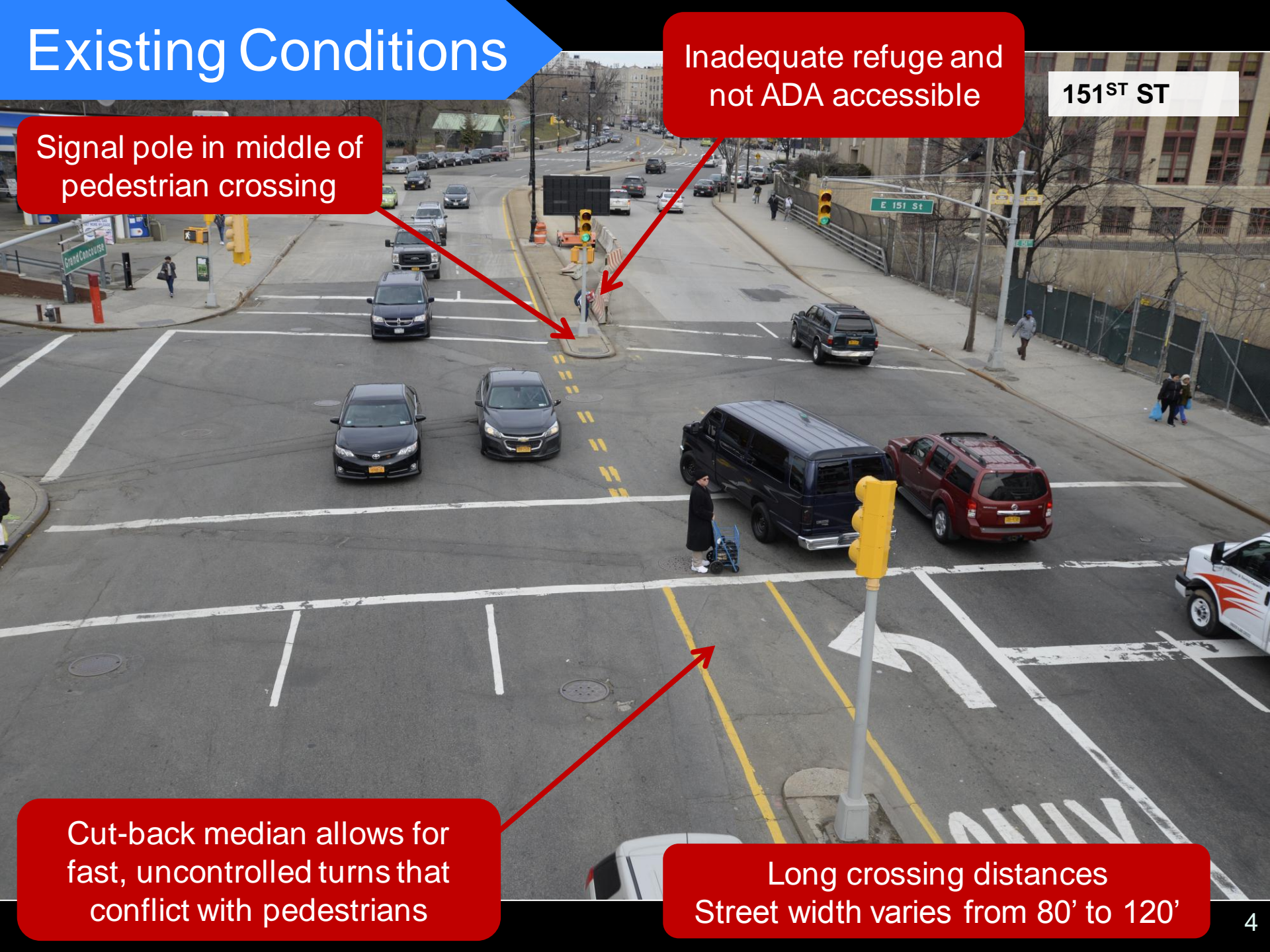
Signal pole in middle of pedestrian crossing

Inadequate refuge and not ADA accessible

151ST ST

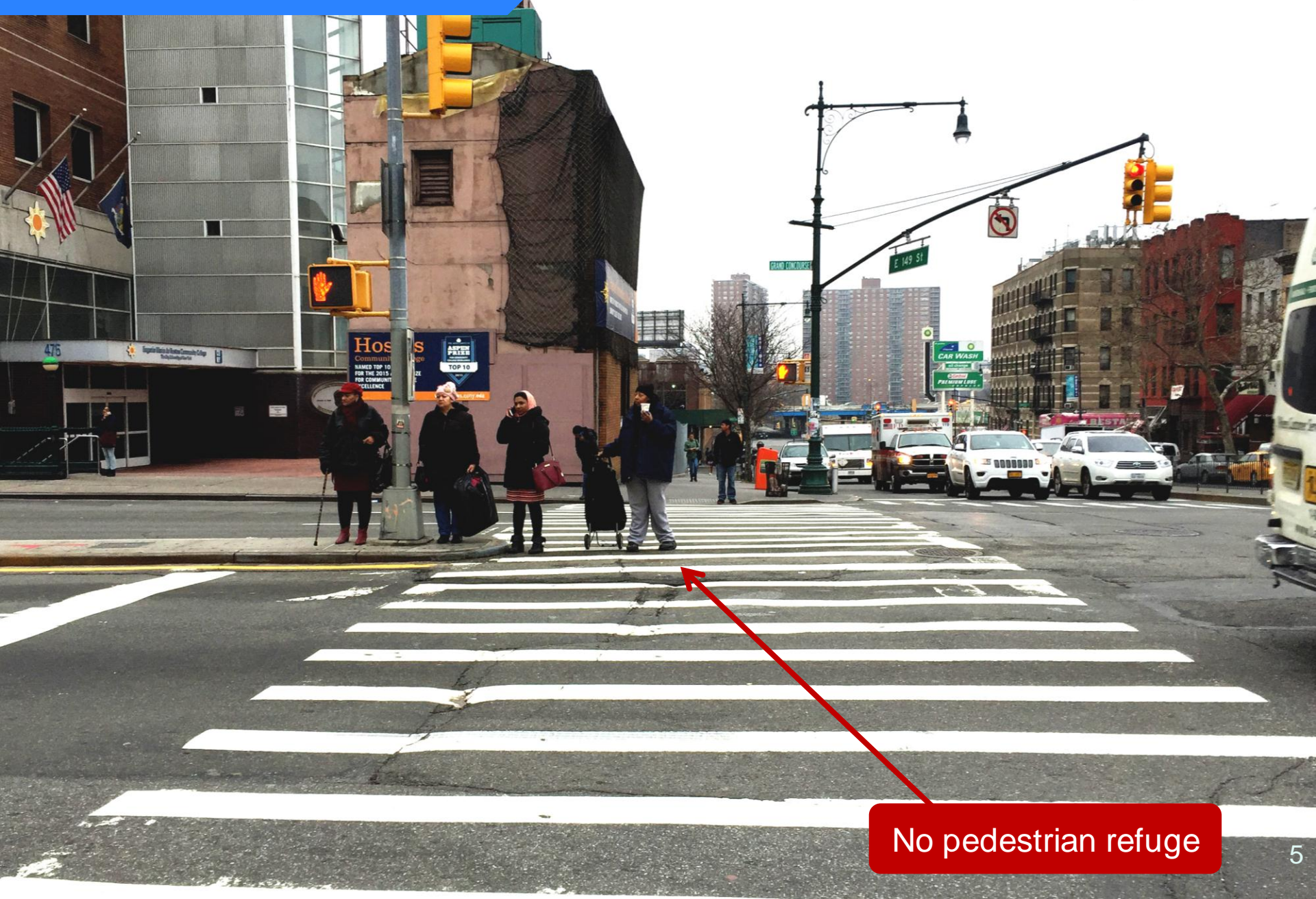
Cut-back median allows for fast, uncontrolled turns that conflict with pedestrians

Long crossing distances
Street width varies from 80' to 120'



Existing Conditions

149th St



No pedestrian refuge

Proposed Plans: Typical

Reduce to 5 lanes
(2 moving lanes in each direction
+ 1 left turning lane)

Stripe parking lanes
and bus stops

Install concrete or painted
median tip extensions at
intersections

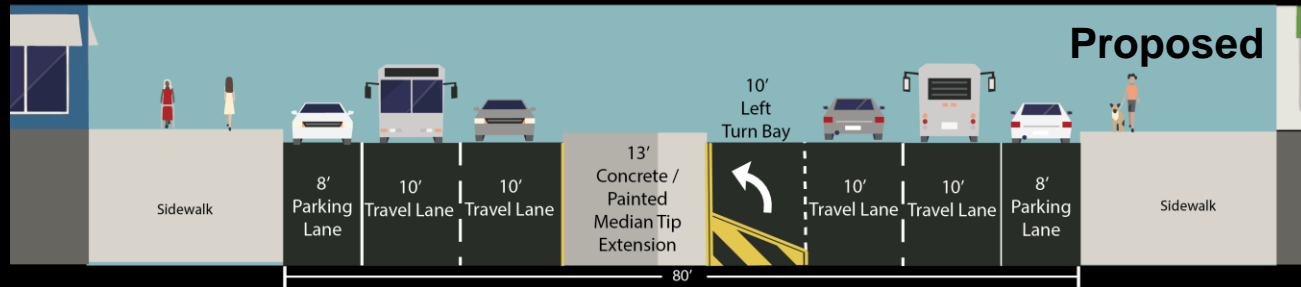
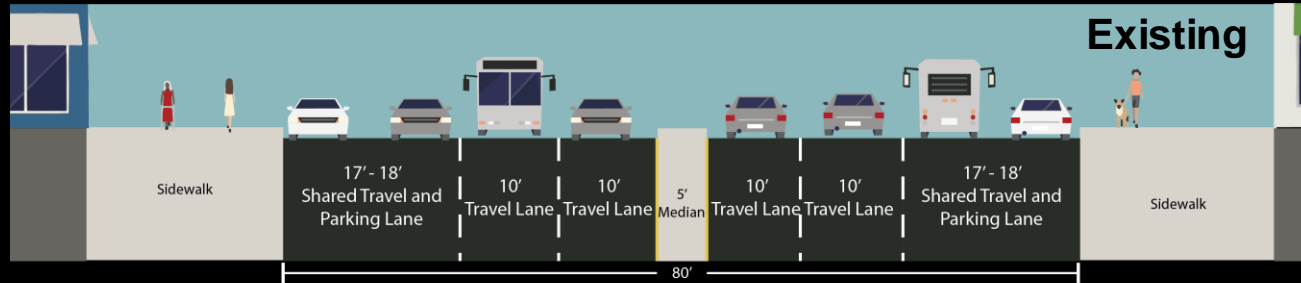
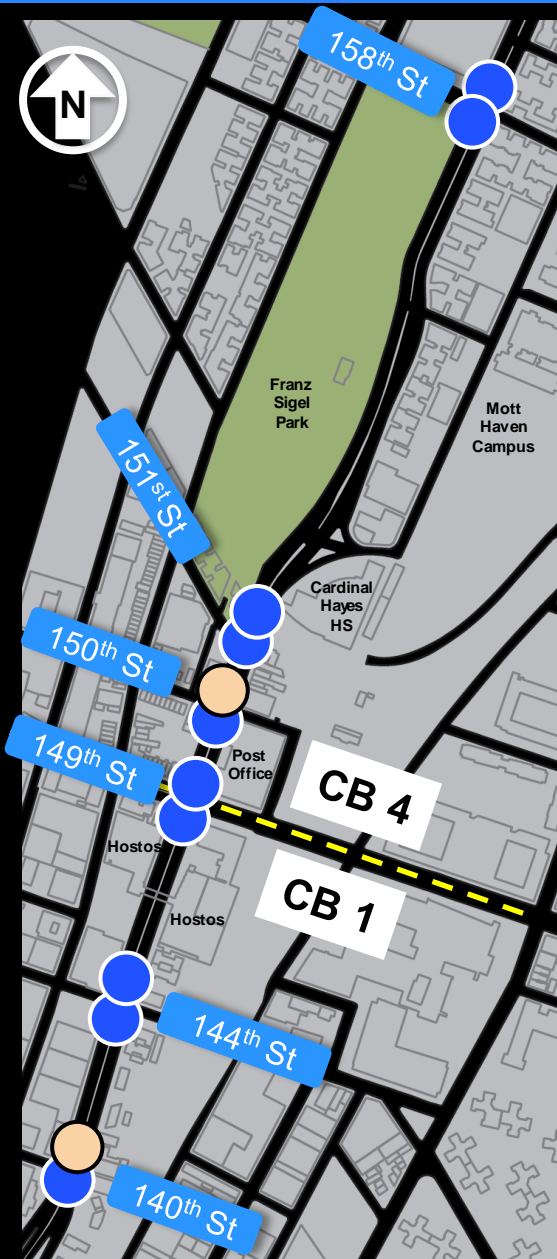
Upgrade crosswalks to
high visibility

Install left turn
bays at
intersections

Pennsylvania Avenue, Brooklyn



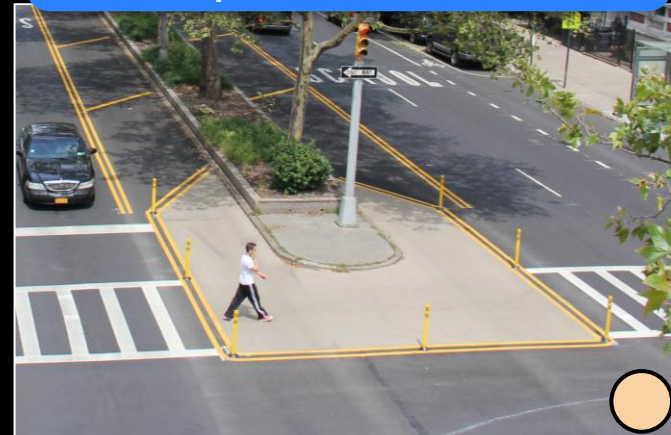
140th St – 151st St, 156th St - 158th St: Typical



Construct 10 concrete median tip extensions



Install 2 painted median tip extensions



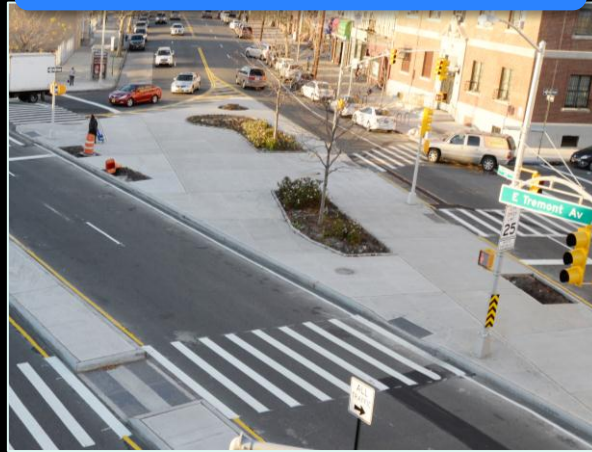
153rd St – 156th St: Operational Changes

Implement safety improvements at intersections with complicated geometry

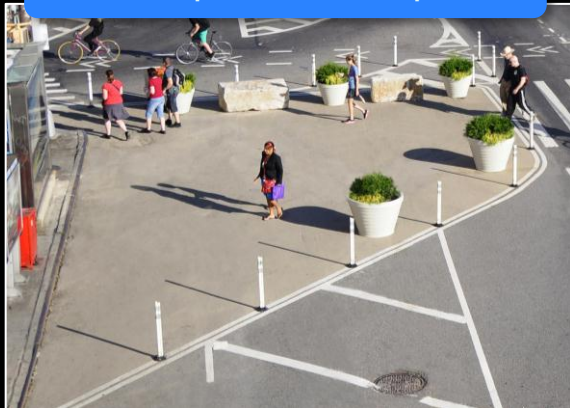
Concrete median tip extensions and pedestrian islands



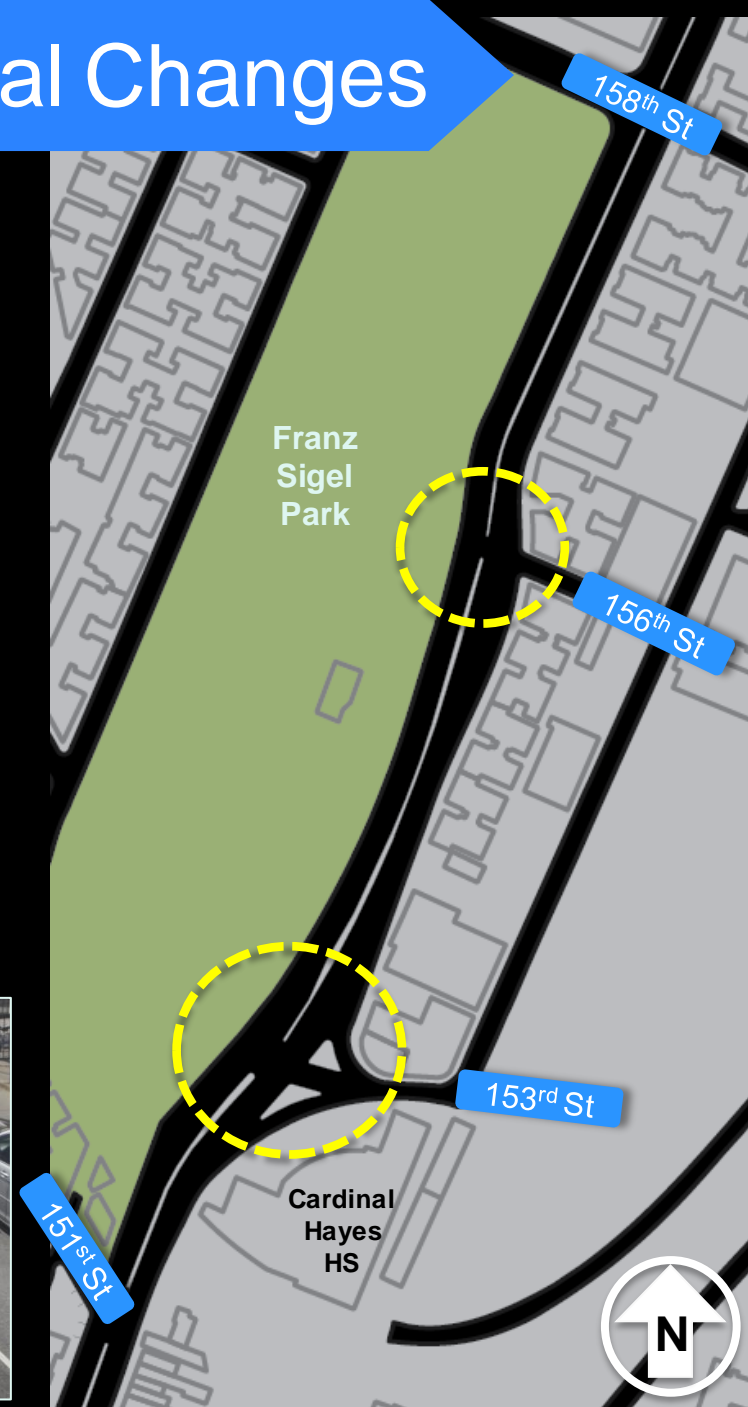
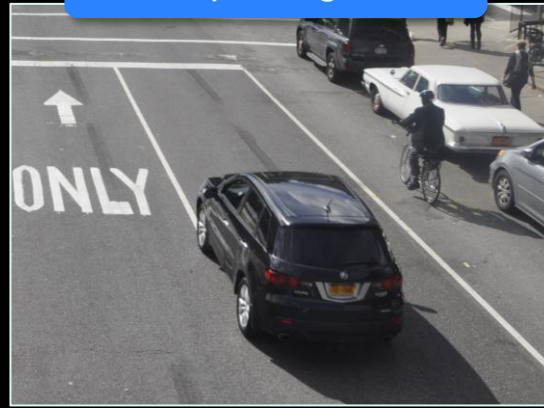
Concrete island extensions



Painted pedestrian spaces



Wide parking lanes



153rd St: Existing Issues

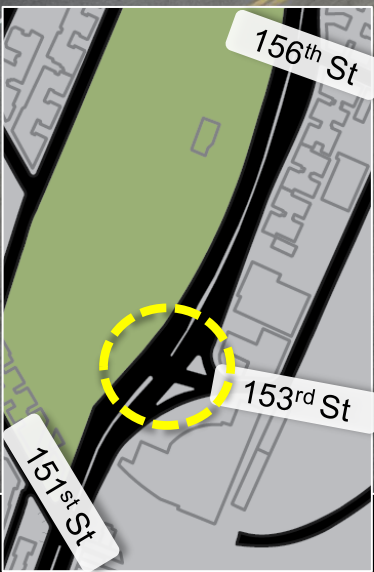
Long crossing distances

50'

53'

Excess road capacity

4 northbound moving lanes,
4-5 southbound moving lanes



153rd St: Existing Conditions



Franz Sigel Park

GRAND CONCOURSE

Narrow median on north side does not provide sufficient refuge for pedestrians

Slip lane with yield control

Bus stops in crosswalks (Bx1, Bx2)

Long, three part crossing

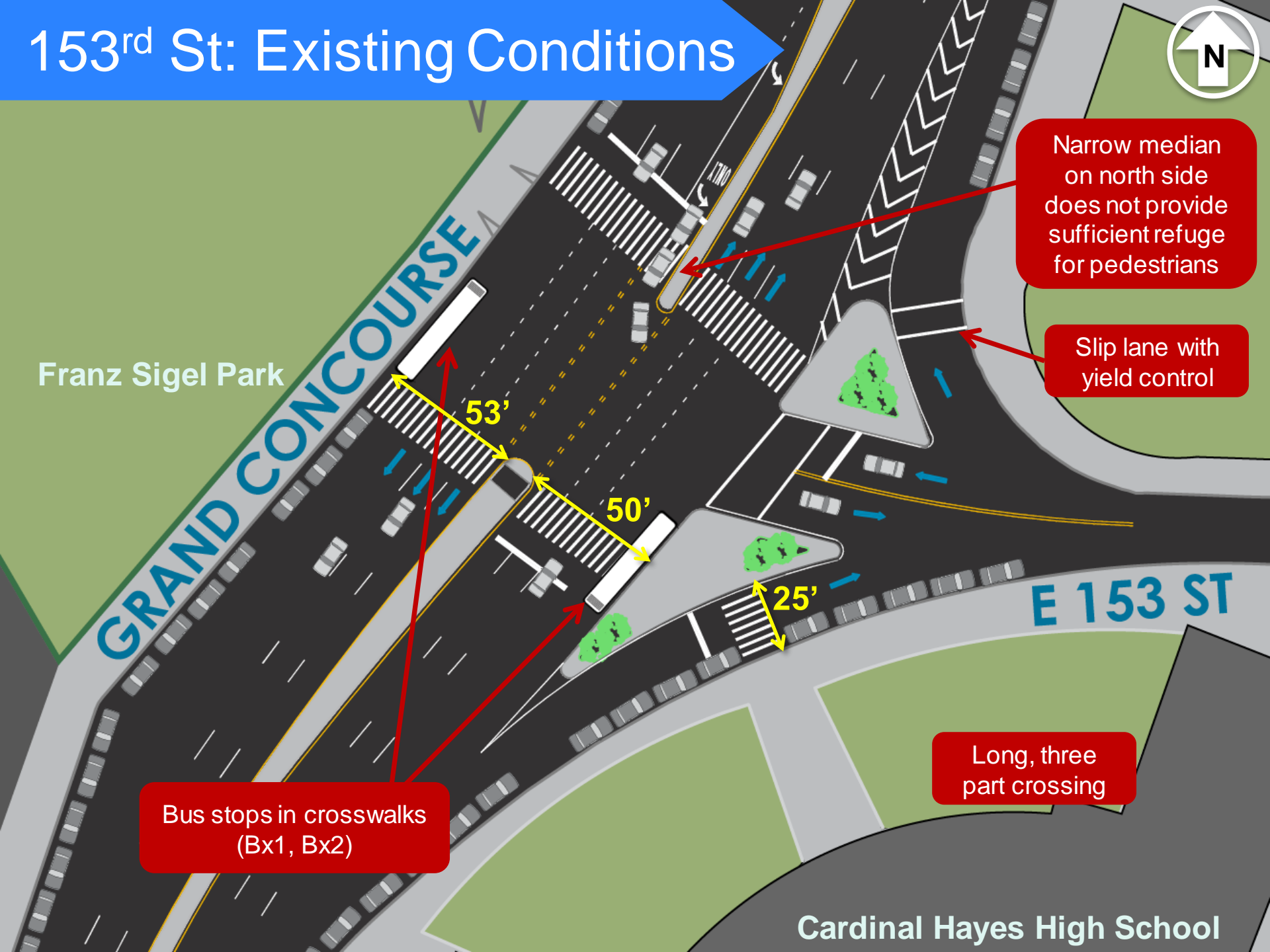
Cardinal Hayes High School

53'

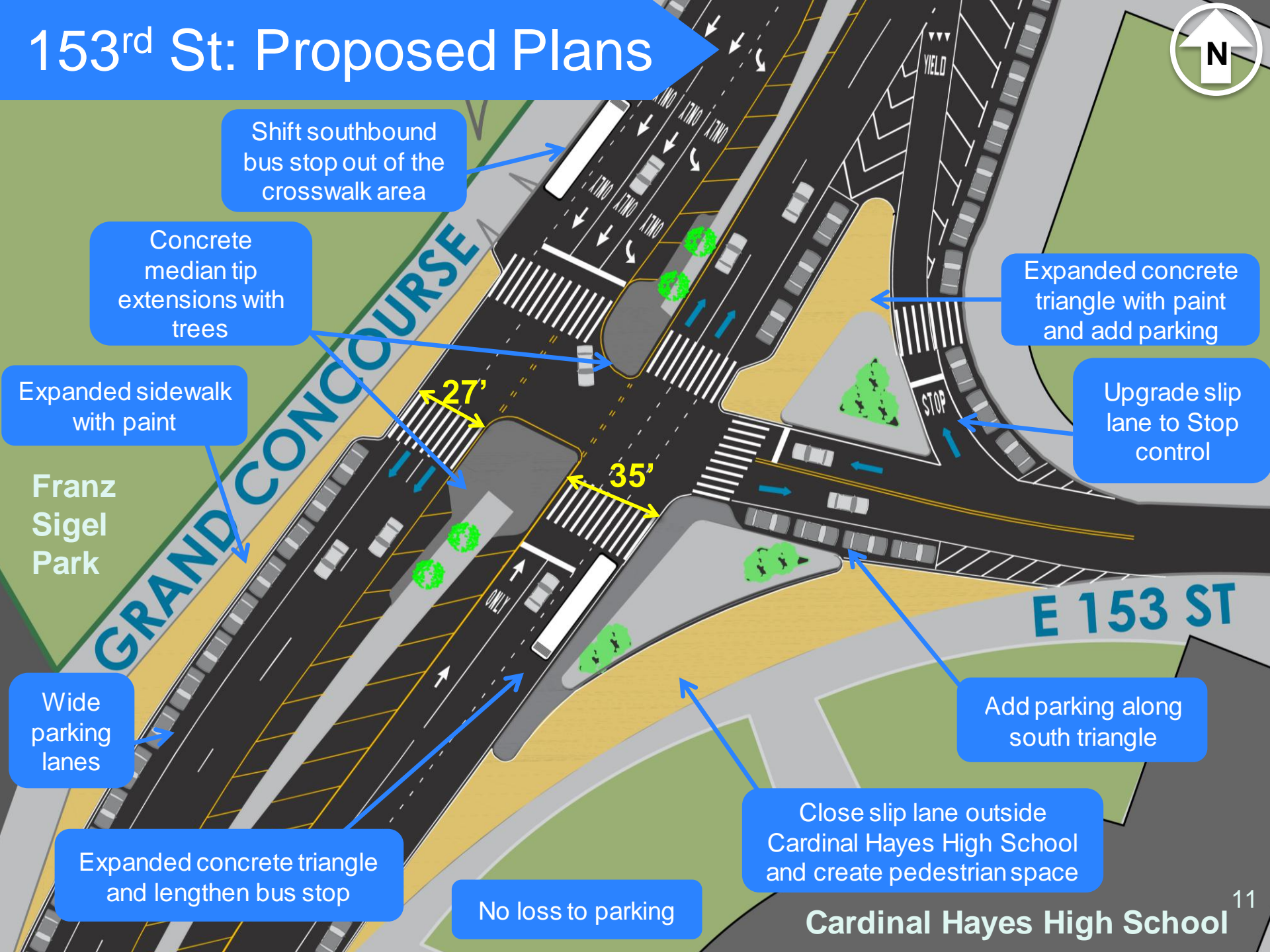
50'

25'

E 153 ST



153rd St: Proposed Plans



Shift southbound bus stop out of the crosswalk area

Concrete median tip extensions with trees

Expanded sidewalk with paint

Franz Sigel Park

Expanded concrete triangle with paint and add parking

Upgrade slip lane to Stop control

Wide parking lanes

Expanded concrete triangle and lengthen bus stop

No loss to parking

Close slip lane outside Cardinal Hayes High School and create pedestrian space

Add parking along south triangle

Cardinal Hayes High School

Existing Issues: 156th St

Excess road capacity

4 northbound thru lanes + 1
northbound turn bay



65' 43'

Long crossing distances

Existing Issues: 156th St



Bx1/2 buses have difficulty
pulling all the way into stop

Existing Conditions: 156th St



Shared thru
and left turn
lane blocks
thru traffic

Bus cannot
pull all the
way to
sidewalk

Franz Sigel
Park

Long crossing
distances with
insufficient refuge

Excessively wide roadway
(3-5 lanes in each direction)

GRAND CONCOURSE

E 156 ST

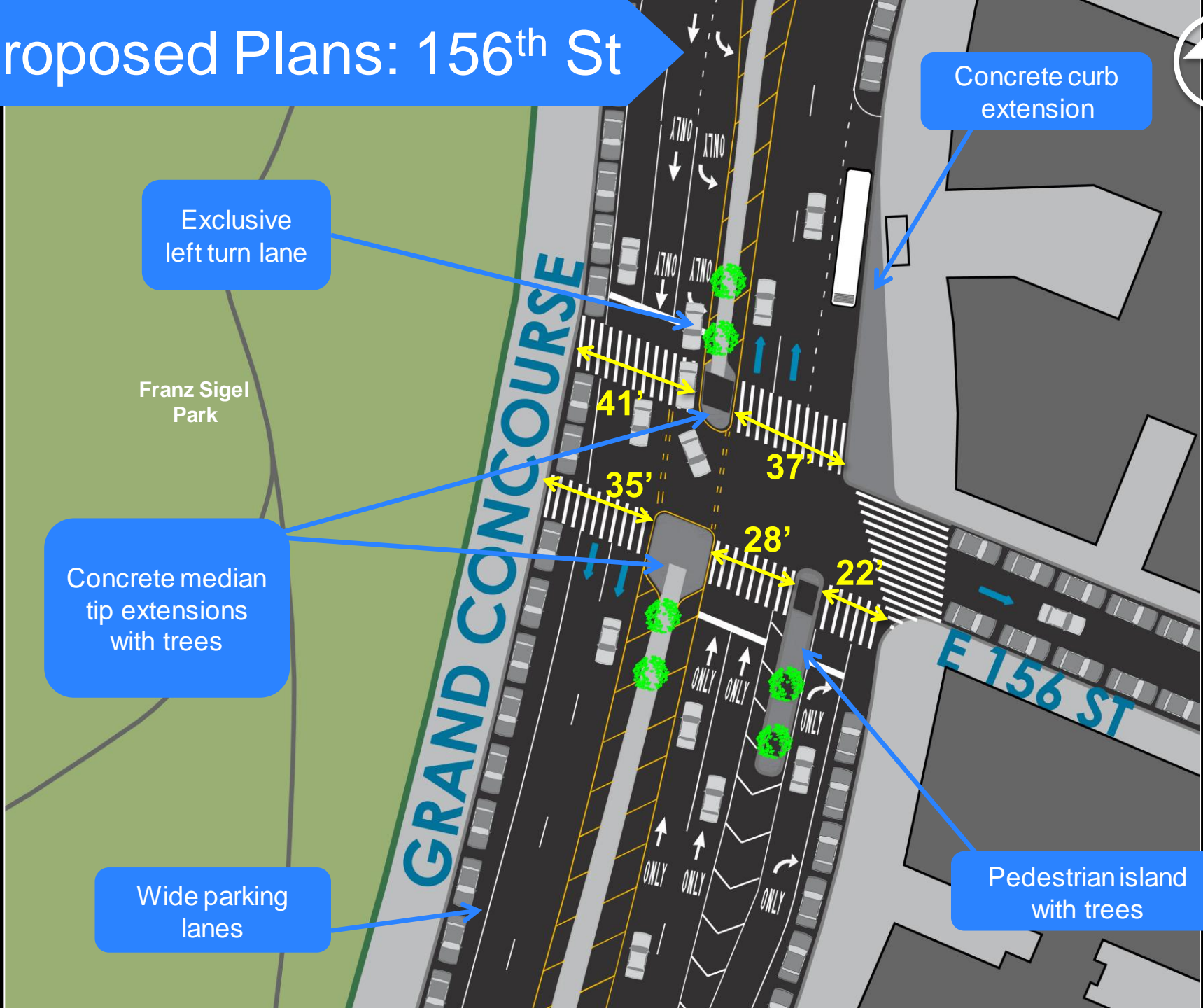
43'

43'

55'

65'

Proposed Plans: 156th St



Project Benefits

Simpler, safer intersections

Reduced speeding and weaving

Safer, shorter pedestrian crossings

Better refuge for pedestrians

Improved pedestrian visibility

Clarified vehicular movements

Parking maintained

Traffic flow maintained

Similar treatments have improved safety

Adam Clayton Powell Jr Blvd,
133 St – 153 St, Manhattan

(3 year averages)

- 26% reduction in total injuries
- 37% reduction in pedestrian injuries

4th Avenue, 15 St – 65 St, Brooklyn

(2 year averages)

- 17% reduction in total injuries
- 34% reduction in pedestrian injuries

Pennsylvania Ave, Brooklyn

(2 year averages)

- 12% reduction in total injuries
- 29% reduction in pedestrian injuries

Proposal Summary

1. Reduce the number of moving lanes from 6 to 5, including a left turn lanes where needed
2. Install 14 concrete and 2 painted median tip extensions at intersections along the corridor
3. Expand concrete triangles in paint/gravel (north side) and concrete (south side) and close south slip lane with paint/gravel at 153rd St outside Cardinal Hayes High School. Extend west sidewalk by Franz Sigel Park in paint/gravel.
4. Install 1 concrete island and 1 concrete curb extension at 156th St
5. Install parking lanes and channelization to clarify traffic movements
6. Upgrade all crosswalks to high visibility crosswalks
7. Update markings on the corridor
8. Install pedestrian ramps along the corridor



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Thank
You