

## Baez, Jenny

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**From:** Baez, Jenny  
**Sent:** Friday, October 16, 2015 1:45 PM  
**To:** Kalb, Keith  
**Cc:** Athanailos, Ernest; Merced, Laura; Borock, Alan; Moran, Constance  
**Subject:** FW: Philip Avenue and Hollywood Avenue DOT-264728-Q3M1  
**Attachments:** Vacca DOT-264728-Q3M1 (Hollywood Ave.)SC signals closeout[1].pdf; CX15-0149 AW 10152015.docx

The Honorable James Vacca  
Council Member, 13<sup>th</sup> District  
3040 E. Tremont Avenue  
Bronx, NY 10461

Dear Council Member Vacca:

This is in reply to Matthew Cruz's October 6<sup>th</sup> e-mail requesting a summary of our traffic study for the intersection of Philip and Hollywood Avenues.

Attached is the Summary Report for this intersection.

Thank you for your interest in this matter.

Sincerely,

Constance Moran  
Borough Commissioner

CX15-0149  
DOT-264728-Q3M1

**Jenny Baez, P.E**  
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**From:** Kalb, Keith  
**Sent:** Tuesday, October 13, 2015 12:43 PM  
**To:** Borock, Alan  
**Cc:** Athanailos, Ernest; Moran, Constance  
**Subject:** FW: Philip Avenue and Hollywood Avenue DOT-264728-Q3M1

AI:

Can you please provide a detailed explanation about the denial at this location? Please advise.

## **Intersection Control Study Summary Report**

This is in reply to your request for a summary of the traffic study and/or report performed by the Department of Transportation (DOT) that resulted in a denial of Multi-Way Stop controls at the intersection of Philip and Hollywood Avenues in Bronx, New York.

This is a four-legged intersection. Philip Avenue is a two-way street and runs East-West, while Hollywood Avenue is also a two-way street that runs North-South. The intersection is controlled by a Stop sign for both approaches of Hollywood Avenue.

In order to determine if Multi-Way Stop controls are justified at this location, DOT conducted an engineering study of traffic conditions, pedestrian characteristics and physical characteristics of the location. The study included an analysis of factors related to the existing operation and safety at the location (and the potential to improve these conditions), and the applicable factors and guidelines contained in the federal Manual on Uniform Traffic Control Devices (MUTCD).

A full description of the federal Multi-Way Stop applications are available online at <http://mutcd.fhwa.dot.gov/>.

### **Field Observation Data (Manual Counts)**

Manual vehicle and pedestrian counts were conducted on April 22<sup>nd</sup> from 8:00 to 9:00 am, from 2:30 to 3:30 pm and from 5:00 to 6:00 pm (manual counts are typically conducted during morning and evening peak hours and during school dismissal times if required).

#### ***VEHICULAR VOLUMES***

At Philip and Hollywood Avenues A.M. peak hour volumes were 222 vph on the major [Philip Avenue] and 113 vph on the minor [Hollywood Avenue], dismissal hour volumes were 215 vph on the major and 63 vph on the minor, and P.M. peak hour volumes were 250 vph on the major and 50 vph on the minor.

#### ***PEDESTRIAN VOLUMES***

Pedestrian volumes [crossing Philip Avenue] were low - 24 pedestrians during the A.M. peak, 21 pedestrians during dismissal and 15 pedestrians during the P.M. peak.

#### ***SPEED***

The 85<sup>th</sup> percentile speed (the speed at which 85% of vehicles travel at or below) on Philip Avenue westbound was 28 miles per hour (mph) and 26 mph eastbound, which is not excessive.

## ***CRASH EXPERIENCE***

We were unable to document any preventable accidents within any 12 month period [between June 2012 and June 2015].

2012 – One total crash.

2013 – Two total crashes.

2014 – One total crash.

2015 – Two total crashes as of June 2015.

## **Multi-Way Stop Applications**

Multi-Way Stop controls can be considered when there are five or more preventable crashes within a 12 month period. Such crashes include right angle collisions as well as left turn and right turn collisions.

- At the intersection of Philip and Hollywood Avenues, the highest number of crashes have occurred in 2013 (two total crashes).

Multi-Way Stop controls can be considered when the vehicle volume on the major street approach averages at least 300 vehicles per hour for any eight hours of an average day and the combined vehicular, pedestrian and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same eight hours.

- At Philip and Hollywood Avenues A.M. peak hour volumes were 222 vph on the major [Philip Avenue] and 149 combined units per hour (uph) on the minor [Hollywood Avenue],
- School dismissal hour volumes were 215 vph on the major [Philip Avenue] and 105 combined units per hour (uph) on the minor [Hollywood Avenue],
- In the P.M. peak there were 250 vph on the major and 79 combined units per hour (uph) on the minor.

## **Conclusion**

In accordance with this engineering study, we have determined that this location does not meet any of the aforementioned guidelines for a Multi-Way Stop control. You may resubmit your request for additional intersection controls in 18 months, at which time we will re-study the intersection.

CX15-0149

DOT-264728-Q3M1