Laconia Avenue Traffic Calming
Pelham Parkway North to East 233rd Street

Commissioner Janette Sadik-Khan  New York City Department of Transportation
Presented May 19, 2010 to Community Board 11
Project Background

- Wide street (60’)
- High vehicle speeds
- Low vehicle volumes (CD 11)
- Curbside parking
- Mostly residential neighborhood
- High proportion of seniors

<table>
<thead>
<tr>
<th>Comparison of Population Age 65 and Older</th>
<th></th>
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</thead>
<tbody>
<tr>
<td>Community District 11</td>
<td>14.2%</td>
</tr>
<tr>
<td>The Bronx</td>
<td>10.6%</td>
</tr>
<tr>
<td>New York City</td>
<td>12.4%</td>
</tr>
</tbody>
</table>

Source: 2008 American Community Survey, U.S. Census
Speeding Issues

<table>
<thead>
<tr>
<th>Vehicle Volumes</th>
<th>Northbound</th>
<th>Southbound</th>
</tr>
</thead>
<tbody>
<tr>
<td>AM Peak Hour</td>
<td>87</td>
<td>97</td>
</tr>
<tr>
<td>PM Peak Hour</td>
<td>126</td>
<td>106</td>
</tr>
</tbody>
</table>

Between Allerton and Amow Avenues  
Source: ATI Data, July 2009

- Over 1 in 3 vehicles exceed 30 mph speed limit (2009)
  - 40% of southbound vehicles speed (CD 11)

- Major factor in pedestrian injuries is speeding

- Laconia Avenue is twice the necessary width for the current traffic volume (CD 11)
Crash Data

- 252 crashes
- 335 injuries
  - 31 pedestrians
  - 8 bicyclists
  - 296 motor vehicle occupants

- Significant multiple-injury collisions

- 2 fatalities (2009)
  - Laconia / Waring Aves
Adjusted Crash/Injury Rates

1.6 crashes in CD 11 for every crash in CD 12

Adjusted rates account for higher mileage and average weekday vehicle volumes in CD 12 than CD 11
Existing Conditions - Laconia Ave
Proposed Configuration

**EXISTING**

- 20' Combined Parking/Moving Lane
- 10' Moving Lane
- 10' Moving Lane
- 20' Combined Parking/Moving Lane

**PROPOSED**

- 13' Parking/Loading Lane
- 11' Moving Lane
- 12' Turn Bay/Flush Median
- 11' Moving Lane
- 13' Parking/Loading Lane

- Painted striped medians with left-turn bay
- Decreases pedestrian–vehicle conflict
- Fewer travel lanes reduces speeding
- Maintains all parking and loading
1. Pavement Markings
2. Striped Medians
3. Travel Lane Removal
Design Transition

Community concerns of increased congestion

Conducting traffic signal study

Two-lane design at Pelham Parkway North

Organize turning movements
- 4 lane conversion to 3 lane, with separate left-turn lanes
- Turning vehicle movements safely accommodated
- Reduce vehicle speeds
- Increase pedestrian safety at intersections
- Maintain vehicle capacity at Pelham Parkway North
- Retain curbside parking
Questions?

Thank You
**4-to-3 Conversion Statistics**

**GERRITSEN AVENUE (Brooklyn)**

- Community requested safety study
- 300 vehicles per hour volumes
- September 2005: Reduced speeds by 10%

4-to-3 conversion in 2009

*After 4-to-3 Conversion*

Speeds reduced by average of 5 mph
4-to-3 Conversion Statistics

SHORE FRONT PARKWAY (Queens)
Community complaints of speeding
2004-05: 16 crashes, 11 injuries, 1 fatality
4-to-3 conversion in 2006

**Shore Front Parkway Crash Data**

<table>
<thead>
<tr>
<th></th>
<th>Before Data</th>
<th>After Data</th>
</tr>
</thead>
<tbody>
<tr>
<td>Collisions</td>
<td>16</td>
<td>12</td>
</tr>
<tr>
<td>Injuries</td>
<td>11</td>
<td>6</td>
</tr>
<tr>
<td>Fatalities</td>
<td>1</td>
<td>0</td>
</tr>
</tbody>
</table>

**After 4-to-3 Conversion**
2007-2008:
- 12 crashes
- 6 injuries
- 0 fatalities
4-to-3 Conversion Statistics

**ROCKAWAY FREEWAY (Queens)**

Major East-West corridor in Far Rockaways
25-feet wide roadway in each direction

1990-1998: 813 collisions, 12 fatalities

4-to-3 conversion in 1998

- Exclusive left-turn bays are signalized intersections
- Reduced speed limit to 25 mph

After 4-to-3 Conversion

1999-2007:

- 54.9% decrease in crashes
- 50% decrease in fatalities
- 0 fatalities between 2005-2007
4-to-3 Conversion Statistics

HYLAN BOULEVARD (Staten Island)

70-foot wide street
High vehicle speeds
1999-2001: 10 crashes, 1 fatality
4-to-3 conversion in December 2001

After 4-to-3 Conversion
2002-2007: 2 crashes, 0 fatalities
• 2005-2007: 0 crashes
Eastbound speeds decreased to 33.1 mph (from 36.2 mph)
Westbound speeds decreased to 37.0 mph (from 43.0 mph)