SOUTHERN BLVD
Traffic Calming and Protected Bike Lanes
Presented by NYC DOT Bicycle and Greenways Program
To Bronx Community Board 6 on April 18, 2019
Overview

CYCLING IN NUMBERS:

+55% Growth in daily cycling in New York City between 2012 and 2017

+49% Growth in commuting to work in the Bronx between 2012 and 2017

GOALS:

Improve safety for all road users

Vision Zero Priority Corridor: 19 people severely injured, 2 pedestrian, and 1 cyclist have been killed (2014-present)

- Traffic calming
- Shorter, safer pedestrian crossings
- Dedicated space for cyclists

Create connections to neighborhood amenities

- Mosholu-Pelham Greenway connecting to 1,100+ acre Van Cortland Park
- Bronx River Greenway with connection to waterfront, parks
- South Bronx Greenway and connections to Randall’s Island, Queens, Manhattan
Proposal
Existing Conditions/Issues: Southern Blvd, E Fordham Rd to Bedford Park Blvd

- Excess width on the northbound side encourages speeding and reckless driving
- No bike connection to existing network
- Large institutions disrupt street grid making this a key connection for all users
Proposed Design: Southern Blvd, E Fordham Rd to Bedford Park Blvd

EXISTING

- 21' Combined Travel & Parking Lane
- 11' Travel Lane

PROPOSED

- 9' Parking Lane
- 11' Travel Lane
- 10' Travel Lane

Two-way Delineator Protected Bike Lane

- Narrower northbound roadway discourages speeding, shortens pedestrian crossings
- Two-way protected bike lane creates dedicated space for cyclists, discourages wrong-way and sidewalk riding, reduces conflicts with pedestrians
- Excess width encourages **speeding, illegal u-turns, and other unsafe behavior**
- **Vision Zero Priority Corridor** especially challenging for children and seniors
- **No bike connection** to existing network, and major destinations along the corridor
Two-way Parking/Delineator Protected Bike Lane

- Narrower, organized roadway discourages speeding, shortens pedestrian crossings
- Rush hour lane maintains capacity during peak period, calms traffic during off-peak periods
- Overnight parking remains the same
Proposed Design Elements

Broadway (Van Cortlandt Park), BX
Bus Operations
Proposed Design: Bus Stops

Bus Boarders:
- ADA complaint design
- Improve bus operations; reduce lag time at each stop – buses stay in moving lane
- Clear indication of bus stop, ramps reduce cyclists speeds
Proposed Design Elements: Bus Boarding Islands

Los Angeles, CA
Intersection Improvements
Intersection Improvements

Proposed Design: Bedford Park Blvd

- Painted curb extensions
- Signalized crossing
- Bike stamps
- Bike Connection

**55 people injured; 4 severely injured, and 1 killed** (2013-2017)

- Safer, shorter pedestrian crossings
- Creates dedicate space for cyclists
- Access to the greenway network

Bike Counts (12-hr)
Weekday – 541
Weekend - 381
Proposed Design: E Fordham Rd

- New Leading Pedestrian Interval (LPI) gives pedestrians and cyclists a head start
- Creates shorter, safer crossing for pedestrians and cyclists
- Two-way path extends bike network across E Fordham Rd

Intersection Improvements


- New Leading Pedestrian Interval (LPI) gives pedestrians and cyclists a head start
- Creates shorter, safer crossing for pedestrians and cyclists
- Two-way path extends bike network across E Fordham Rd
Intersection Improvements

Proposed Design: E 182 St

- Painted pedestrian space create shorter, safer crossing for pedestrians
- Connection to bike lanes on Southern Blvd south of E 182 St

**42 people injured; 5 severely injured** (2013-2017)

- Painted pedestrian space create shorter, safer crossing for pedestrians
- Connection to bike lanes on Southern Blvd south of E 182 St
Summary
**Southern Blvd, E Fordham Rd to Mosholu Pkwy**
Injury Summary, 2012-2016 (5 Years)

<table>
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<th></th>
<th>Total Injuries</th>
<th>Severe Injuries</th>
<th>Fatalities</th>
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<td>Pedestrian</td>
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<tr>
<td>Bicyclists</td>
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<td>1</td>
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<tr>
<td>Motor Vehicle Occupant</td>
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<td>0</td>
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<tr>
<td>Total</td>
<td>265</td>
<td>8</td>
<td>2</td>
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</tbody>
</table>

**Fatilities, 01/01/2012 – 12/31/2018: 2**

**Increased Safety:**
- Calms traffic
- Shortens crossings
- Provides dedicated space for cyclists

**Protected bike lanes benefit all street users:**

**Crashes with Injuries**
- Down 15%

**Pedestrian Injuries**
- Down 21%

**Motor Vehicle Occupant Injuries**
- Down 15%
Vital transportation corridor for all modes

Creates New Neighborhood Amenity:
- Direct connection to existing bike and greenway network, and major destinations
- Access to greenway system for west Bronx
- Provides comfortable space for cyclists of varied ages and experience levels
- Encourages physical activity – recreational bike rides, walking, jogging

Increases safety and improves conditions for all road users by:
- Reduces speeding; calms traffic
- Maintains traffic capacity during peak hour
- Shortens pedestrian crossings
- Provides protected space for cyclists
- Adds bus boarding islands and reducing lag time at bus stops
Questions?

THANK YOU!