

Laconia Avenue Traffic Calming

Pelham Parkway North to East 233rd Street

Spring
2010

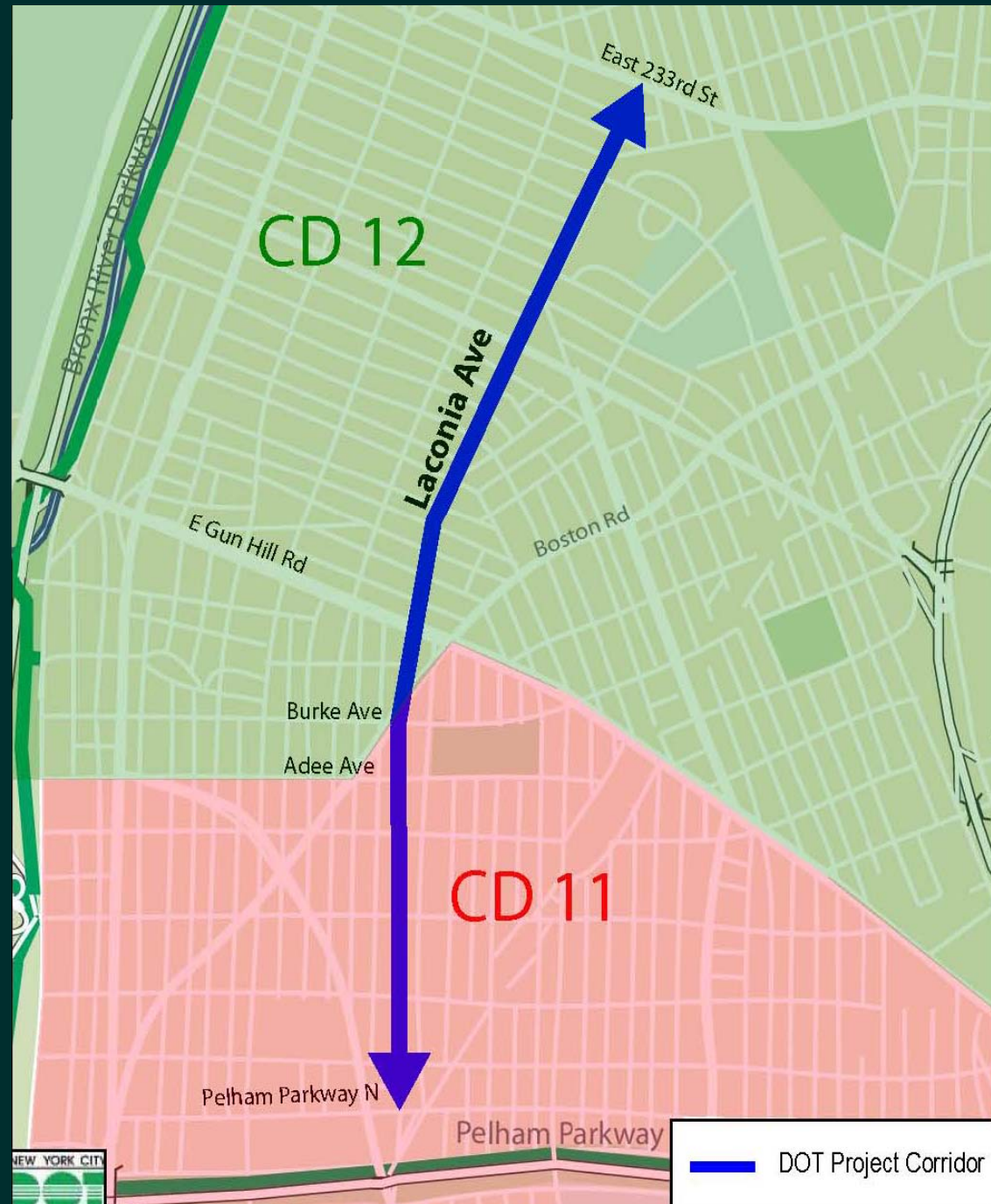


Project Background

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

Comparison of Population Age 65 and Older	
Community District 11	14.2%
The Bronx	10.6%
New York City	12.4%

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



Speeding Issues

Vehicle Volumes	Northbound	Southbound
AM Peak Hour	87	97
PM Peak Hour	126	106

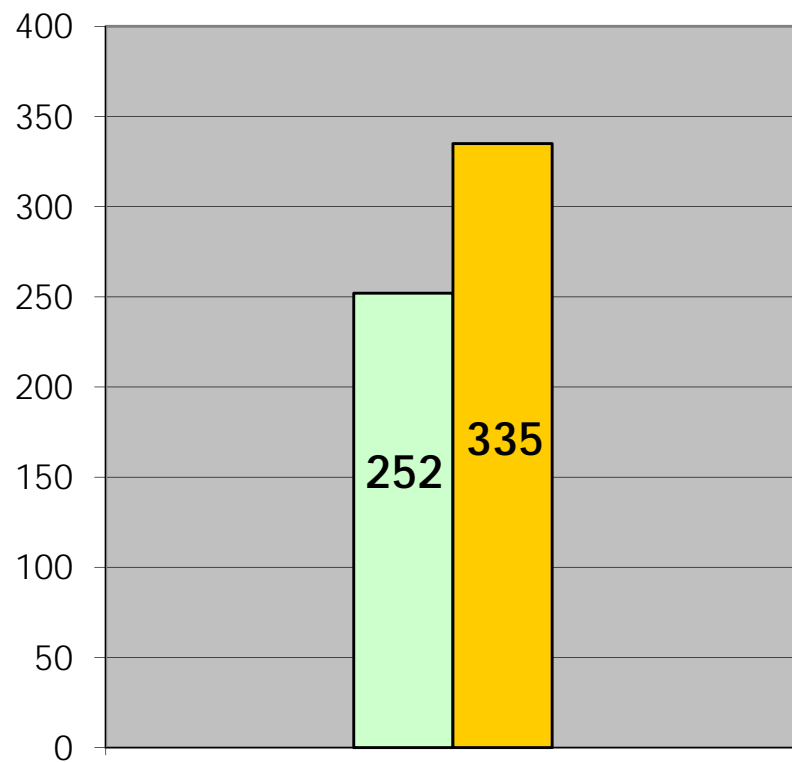
Between Allerton and Arnow Avenues

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

Laconia Avenue Crash Data



Data: NYSDMV database, 2004-2008

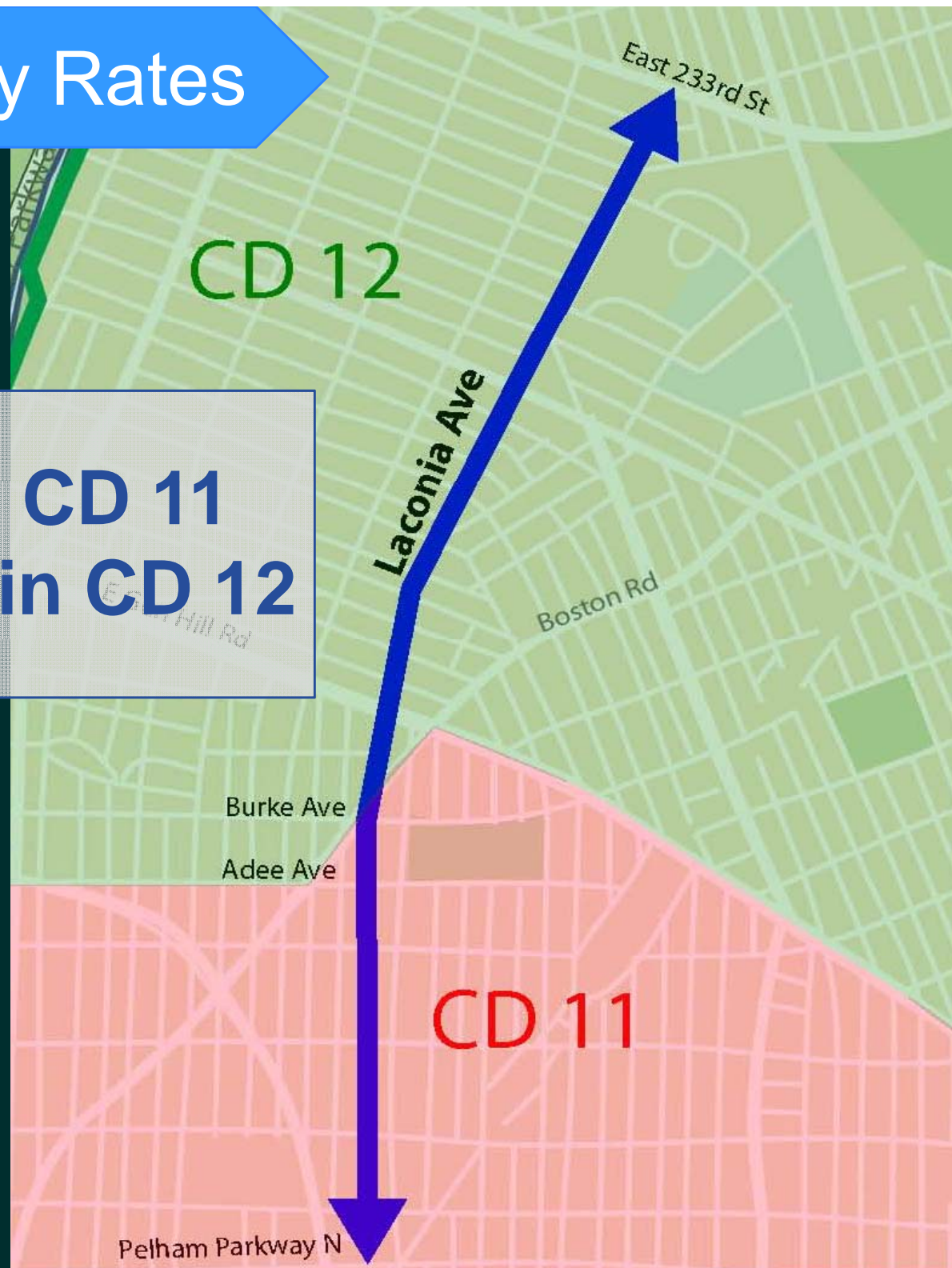
■ Crashes

■ Injuries

- 252 crashes
- 335 injuries
 - 31 pedestrians
 - 8 bicyclists
 - 296 motor vehicle occupants
- **Significant multiple - injury collisions**
- 2 fatalities (2009)
 - Laconia / Waring Aves

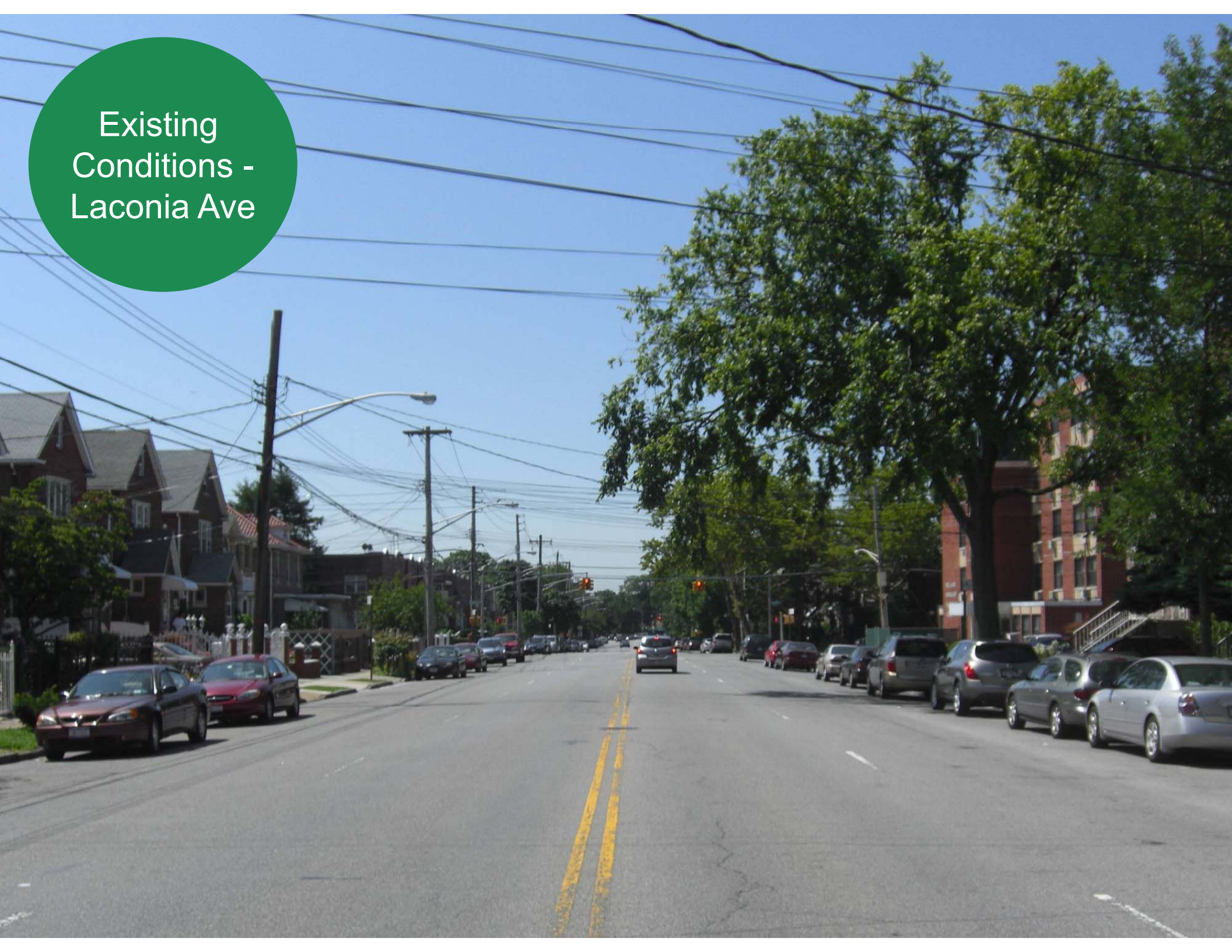
Adjusted Crash/Injury Rates

**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

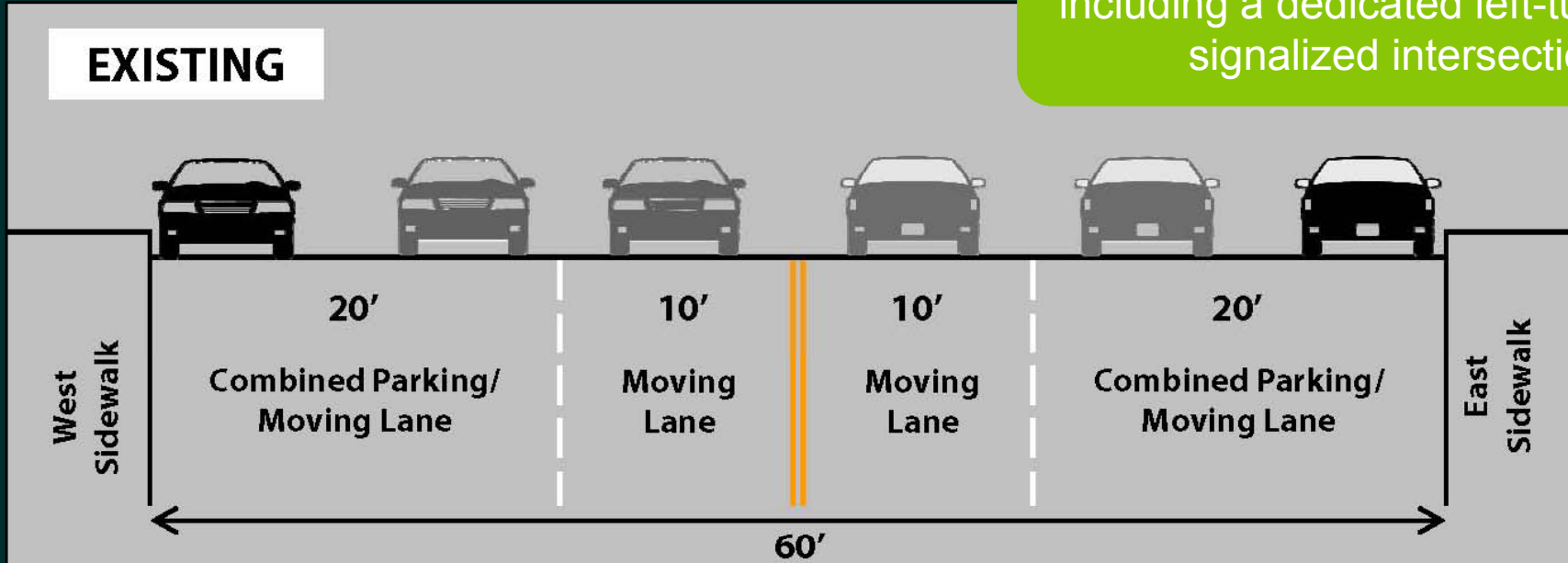
Existing
Conditions -
Laconia Ave



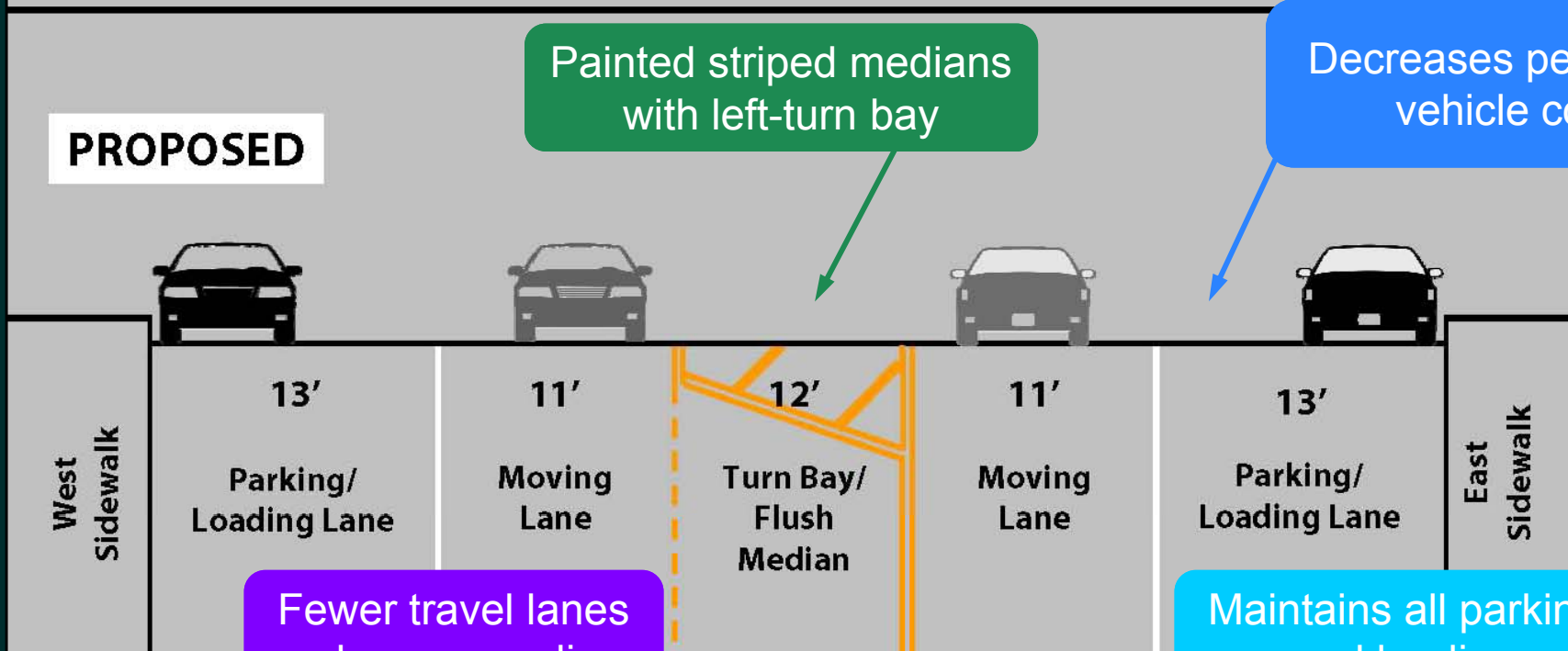
Proposed Configuration

4-to-3 conversion of travel lanes, including a dedicated left-turn lane at signalized intersections

EXISTING



PROPOSED



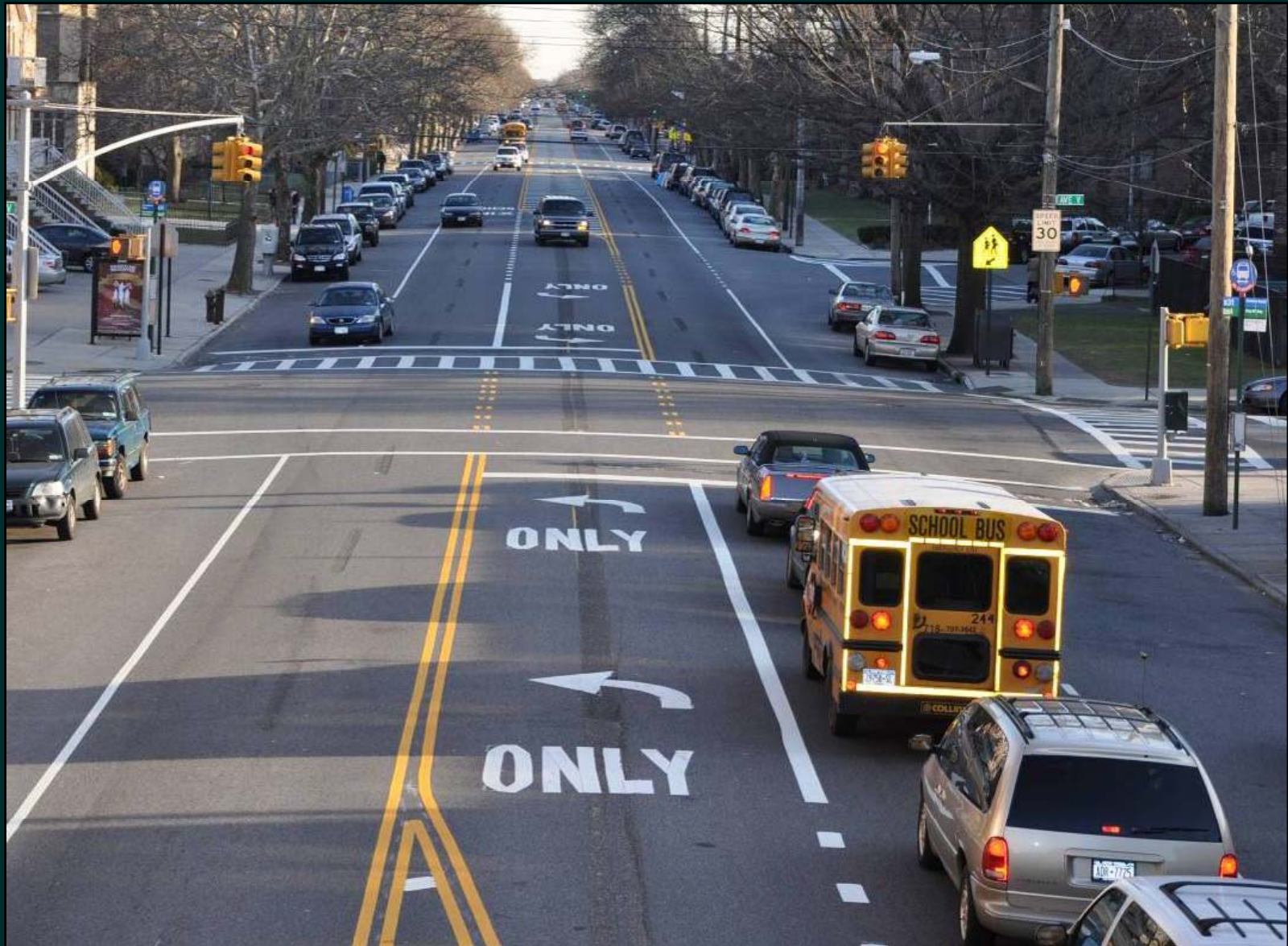
Decreases pedestrian – vehicle conflict

Fewer travel lanes reduces speeding

Maintains all parking and loading

Toolkit

1. Pavement Markings
2. Striped Medians
3. Travel Lane Removal



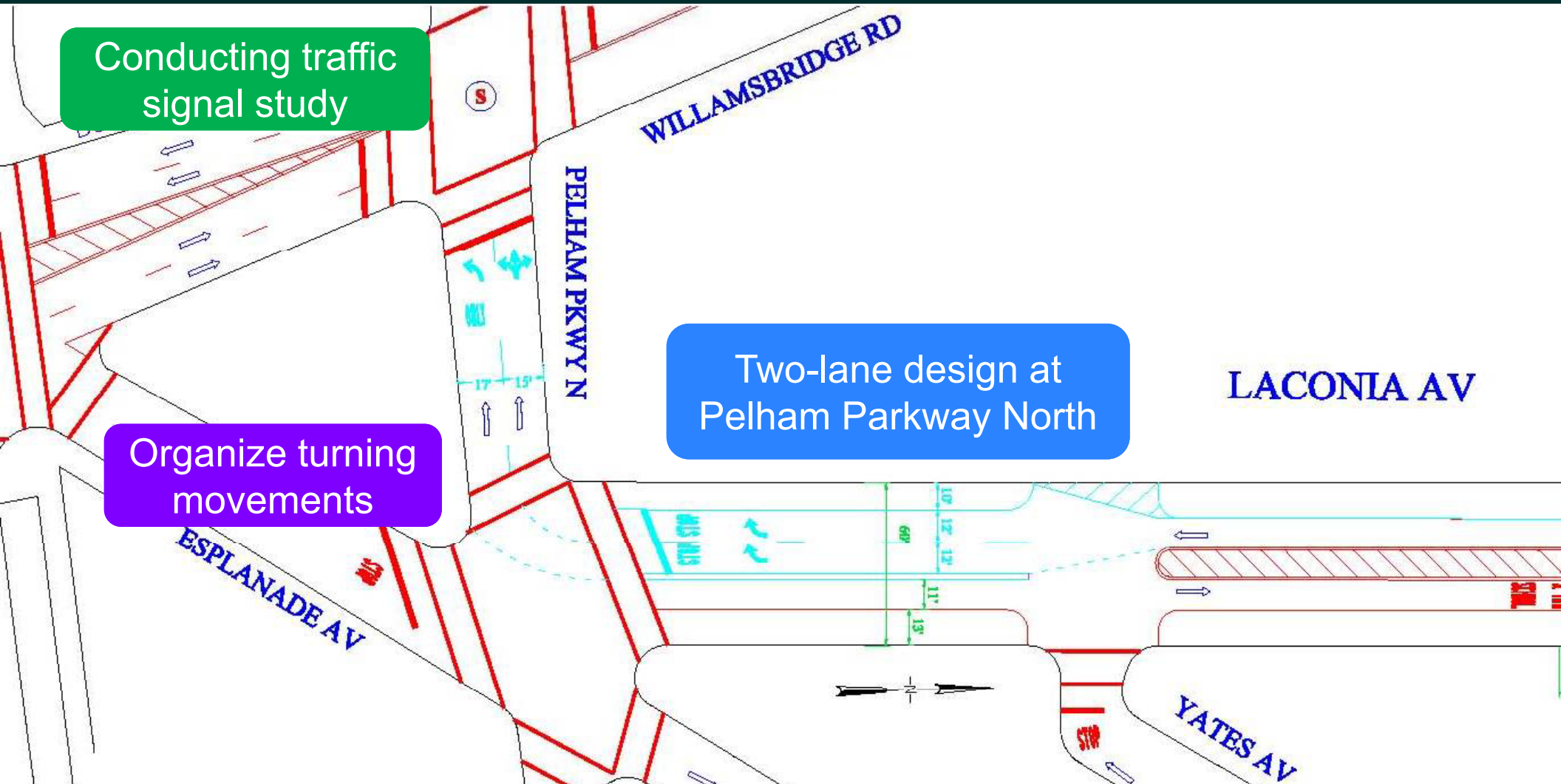
Design Transition

Community concerns of increased congestion

Conducting traffic signal study

Organize turning movements

Two-lane design at Pelham Parkway North



Summary

- 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

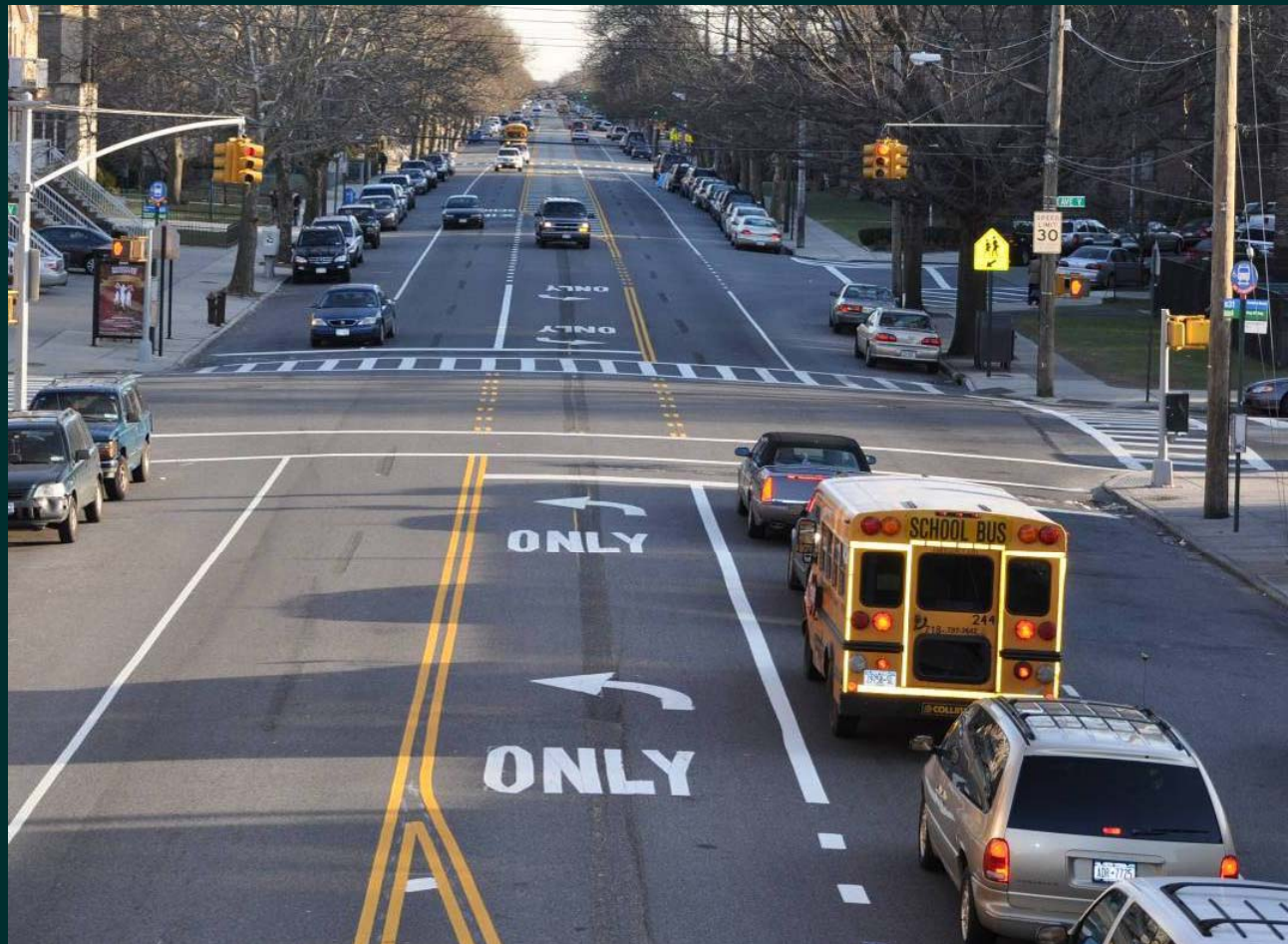
4-to-3 Conversion Statistics

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

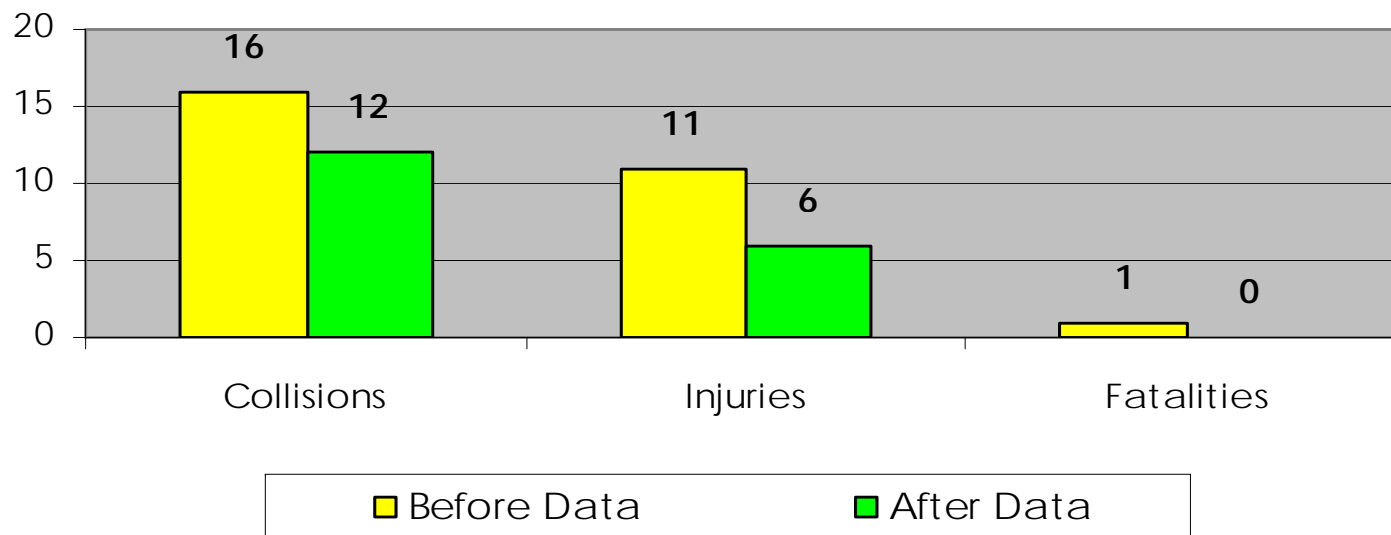
SHORE FRONT PARKWAY (Queens)

Community complaints of speeding

2004-05: 16 crashes, 11 injuries, 1 fatality

4-to-3 conversion in 2006

Shore Front Parkway Crash Data



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

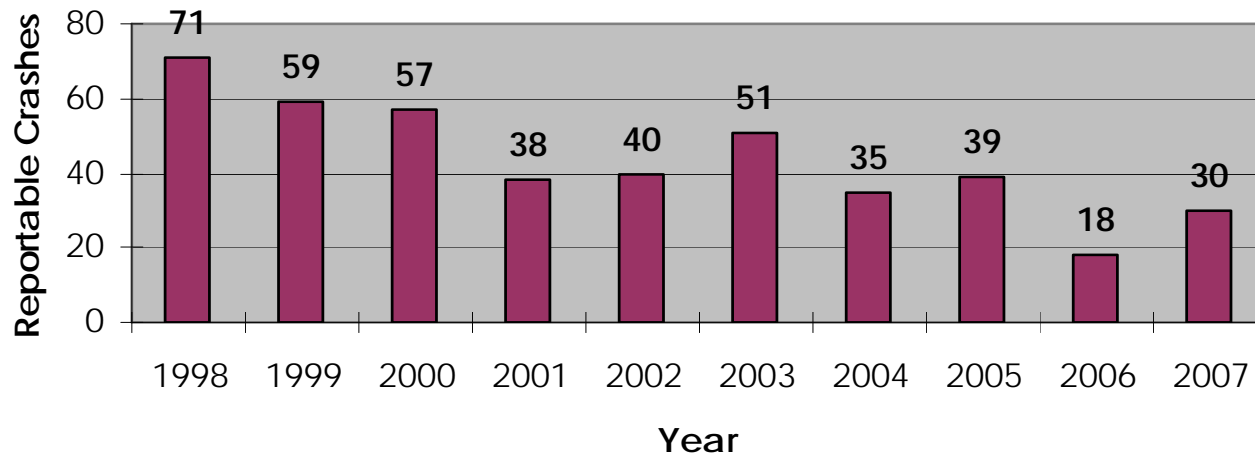
25-foot wide roadway in each direction

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

Rockaway Freeway Collisions (1998-2007)



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)