



East 180th St & East 179th St (Park Ave to Boston Rd)

School Safety Unit

Presentation to Community Board 6 | May 19, 2022

Background

E 180th St & E 179th St (Park Ave to Boston Rd)

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E 180th St & E 179th St (Park Ave to Boston Rd)

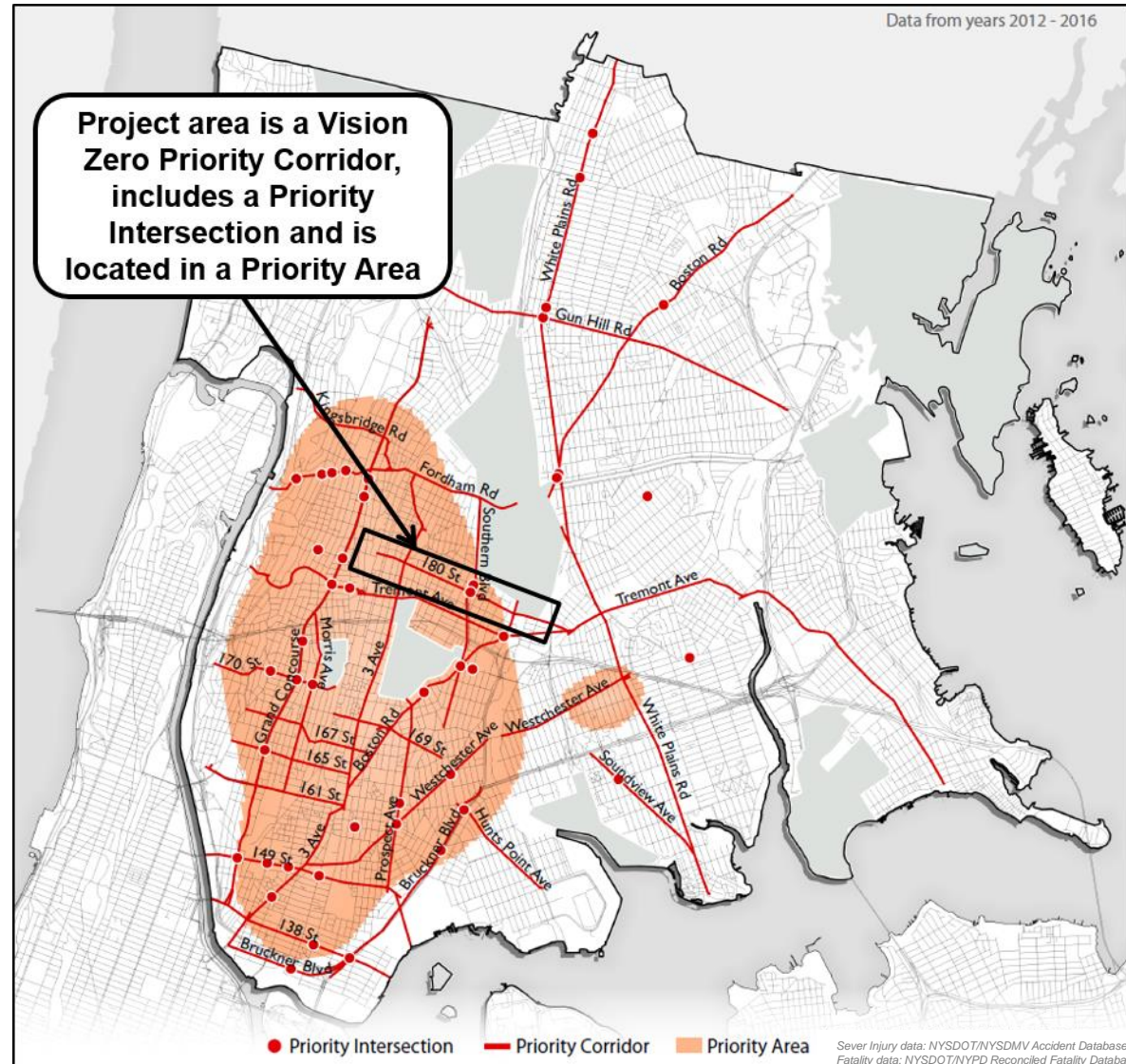
Vision Zero Priority

Vision Zero

- Multi-agency effort to reduce traffic fatalities in NYC
- Borough Action Plans released in 2019
- Priority Intersections, Corridors, and Areas identified for each borough

E 179th St and E 180th St

- Located in a Priority Area
- E 180th St is a Priority Corridor
- Includes Priority Intersection at Southern Blvd

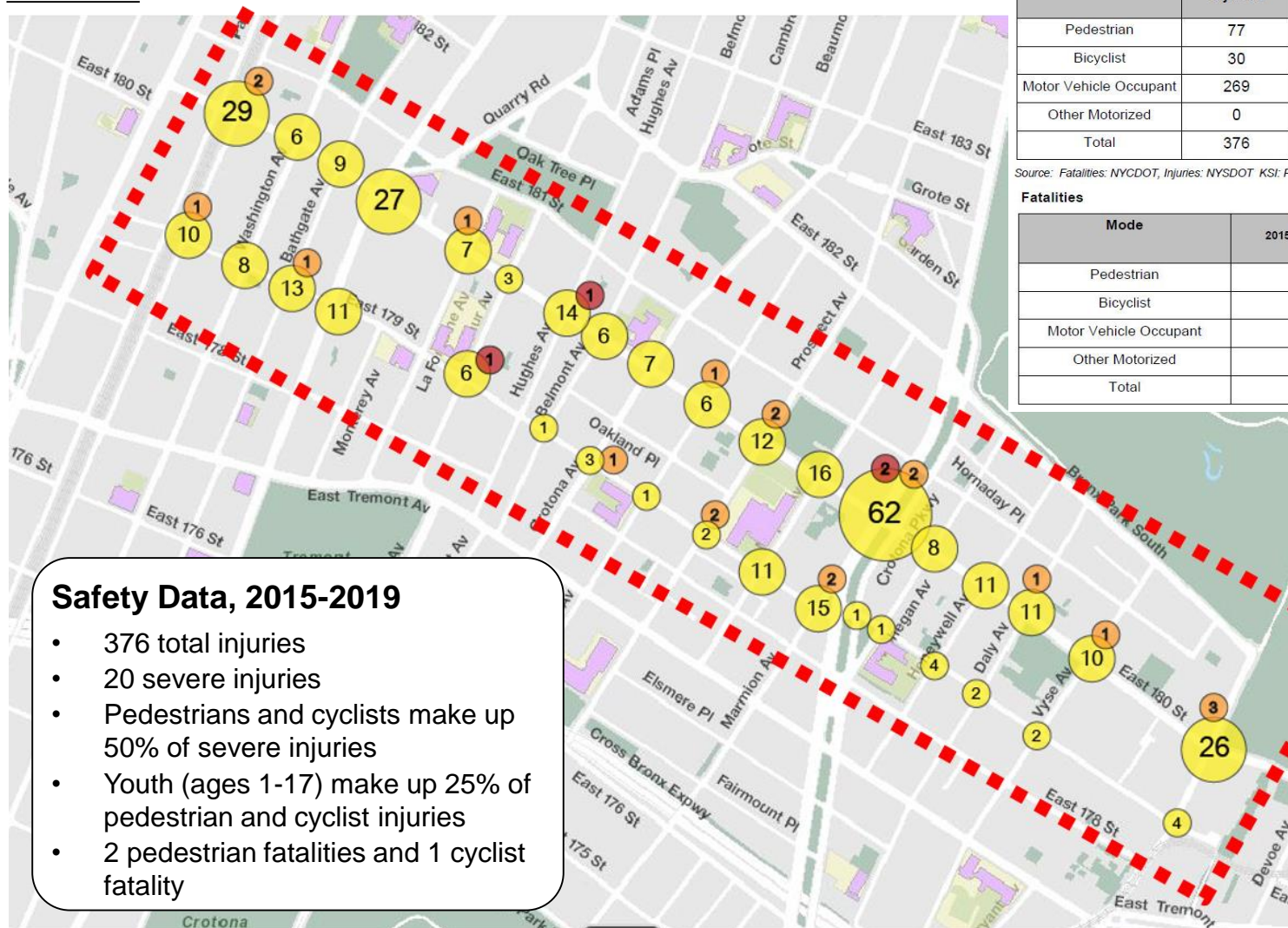


Project Area



E 180th St & E 179th St (Park Ave to Boston Rd)

Safety Data



Safety Data, 2015-2019

- 376 total injuries
- 20 severe injuries
- Pedestrians and cyclists make up 50% of severe injuries
- Youth (ages 1-17) make up 25% of pedestrian and cyclist injuries
- 2 pedestrian fatalities and 1 cyclist fatality

Injury Summary, 2015-2019 (5 Years)


Mode	Total Injuries	Severe Injuries	Fatalities	KSI
Pedestrian	77	5	1	6
Bicyclist	30	5	1	6
Motor Vehicle Occupant	269	10	1	11
Other Motorized	0	0	0	0
Total	376	20	3	23

Source: Fatalities: NYCDOT, Injuries: NYSDOT KSI: Persons Killed or Severely Injured

Fatalities

Mode	Fatalities 2015-2019 (5 Years)	Fatalities 2015-05/16/2022 (8 YEARS)
Pedestrian	1	2
Bicyclist	1	1
Motor Vehicle Occupant	1	1
Other Motorized	0	0
Total	3	4

Key:

 = schools

 Total Injuries 2015 - 2019

 Severe Injuries 2015 - 2019

 Fatalities 2015 - 2022

Existing Conditions

E 180th St & E 179th St (Park Ave to Boston Rd)

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E 180th St & E 179th St (Park Ave to Boston Rd)

Existing: Long Crossing Distances

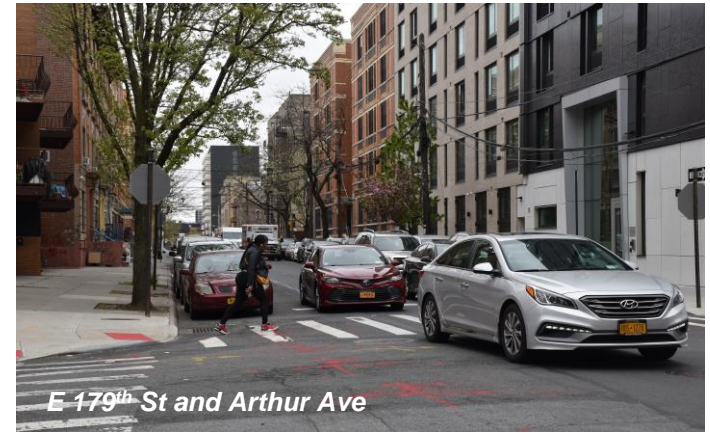
Long crossing distances with
high pedestrian volumes



E 180th St & E 179th St (Park Ave to Boston Rd)

Existing: Low Pedestrian Visibility

Double parked vehicles and vehicles in the crosswalk make it hard to see



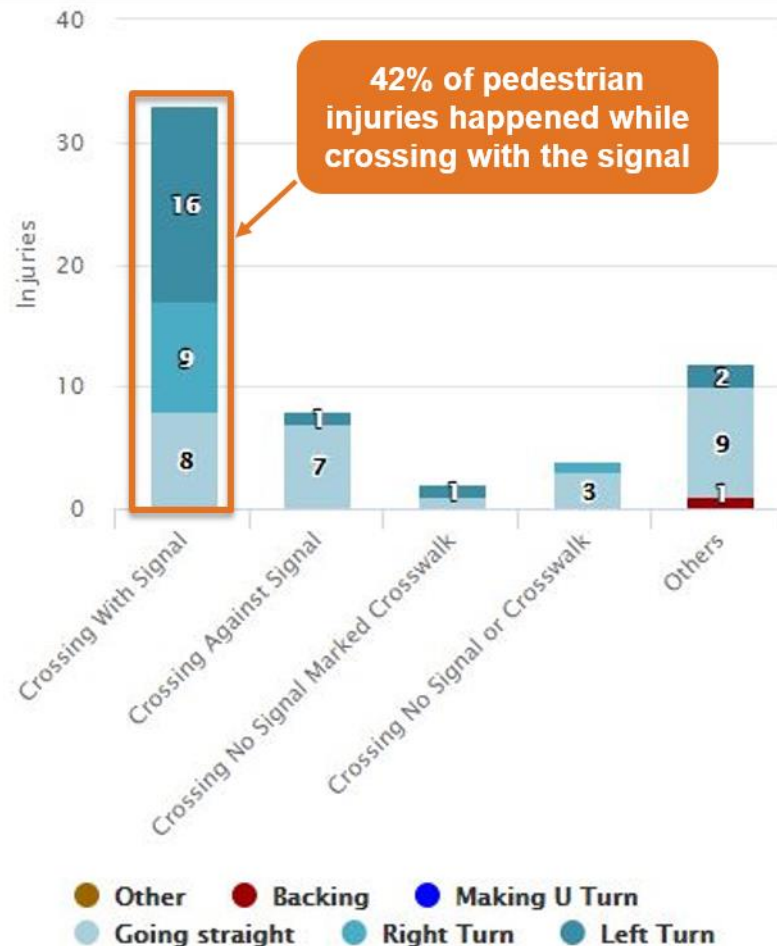
E 180th St & E 179th St (Park Ave to Boston Rd)

Existing: Fast Turns Onto Wide Streets

Fast wide turns put pedestrians at risk



Pedestrian Injuries by Vehicle Action & Pedestrian Action



E 180th St & E 179th St (Park Ave to Boston Rd)

Existing: Unsafe Biking Conditions

No clear place for bicyclists



Lack of clarity creates conflict



No east–west connection between existing bike lanes



E 180th St & E 179th St (Park Ave to Boston Rd)

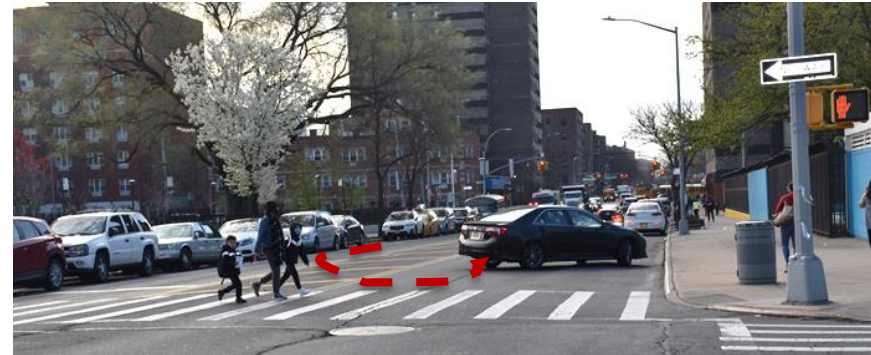
Existing: Speeding and Unpredictable Driver Behavior

E 180th St: Wide roadway and median allow for unpredictable driver behavior



E 180th St and Arthur Ave

Evidence of donuts in front of school



E 180th St and Prospect Ave

Unpredictable mid-block U-turns

E 180th St & E 179th St (Park Ave to Boston Rd)

Existing: Speeding and Unpredictable Driver Behavior

E 179th St: Wide roadway with low traffic volumes encourages speeding



E 179th St: Unpredictable weaving around stopped vehicles



57% of drivers on E 179th St are over the 25 MPH speed limit

E 180th St & E 179th St (Park Ave to Boston Rd)

Existing: Bus Stop Lengths

Pedestrians must walk out of the crosswalk to get around the bus



Proposal







E 180th St & E 179th St (Park Ave to Boston Rd)

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E 180th St & E 179th St (Park Ave to Boston Rd)

Proposal: Parking Protected Bike Lane

Key

-  = Schools
-  = Proposed bike lane
-  = Existing bike lane
-  = Protected bike lane
-  = Standard bike lane
-  = Shared lane



E 180th St

E 179th St



Proposed

Proposed

E 180th St & E 179th St (Park Ave to Boston Rd)

Safety Benefits of Bike Lanes

Street designs that include protected bike lanes increase safety for all users

-15% drop in all crashes with injuries

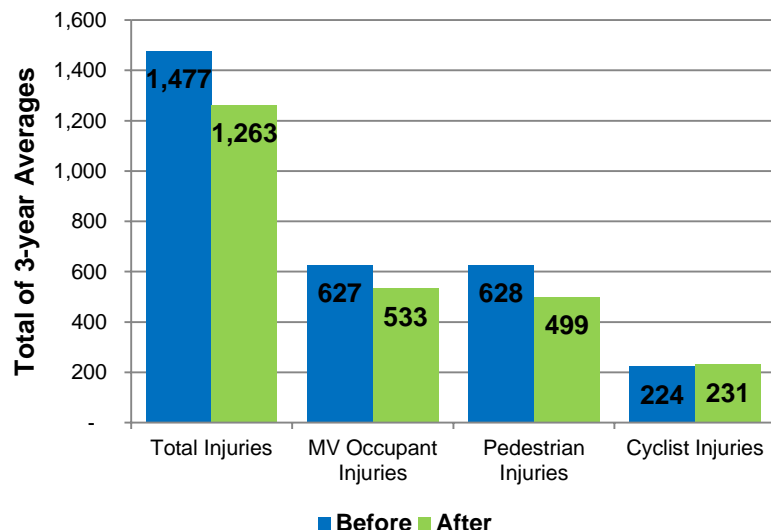
-21% drop in pedestrian injuries

on streets where protected bike lanes were installed 2007-2017



Protected Bike Lanes




Before and After Crash Data, 2007 - 2017

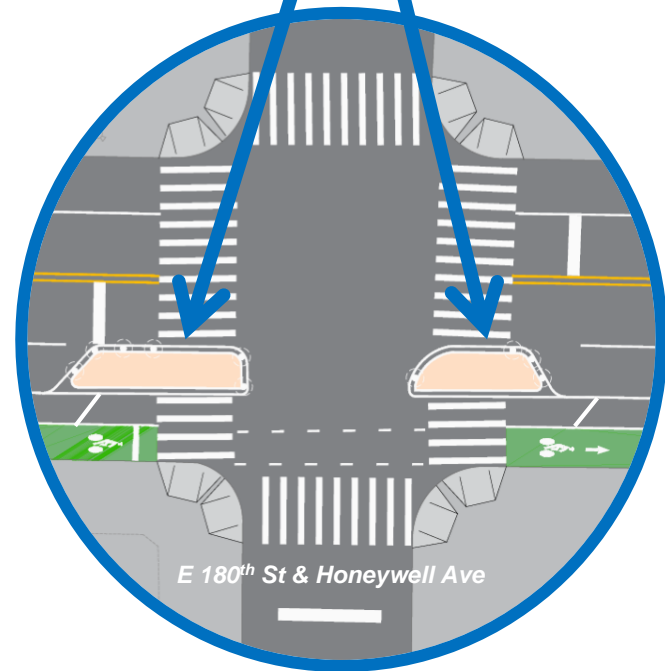


Data from 25 separate protected bicycle lane projects installed from 2007-2014 with 3 years of after data. Includes portions of 1 Ave, 2 Ave, 8 Ave, 9 Ave, Broadway, Columbus Ave, Hudson St, Lafayette St / 4 Ave, Sands St, Allen/Pike St, Kent Ave, Prospect Park West, Flushing Ave, Bruckner Blvd & Longfellow Ave, Imlay St / Conover St, Paerdegat Ave. Only sections of projects that included protected bike lanes were analyzed.
Source: NYPD AIS/TAMS Crash Database

E 180th St & E 179th St (Park Ave to Boston Rd)

Proposal: Painted Pedestrian Islands & Curb Extension

- Key
-  = Schools
 -  = Pedestrian Island
 -  = Curb Extension



Painted islands & curb extensions improve pedestrian visibility and shorten crossings

E 180th St & E 179th St (Park Ave to Boston Rd)




Safety Benefits of Pedestrian Islands & Curb Extensions

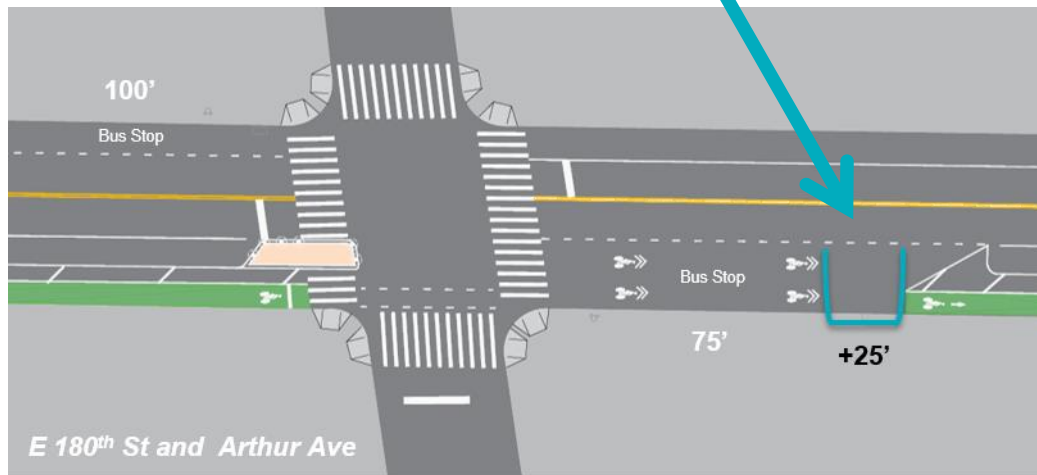


E 180th St (Park Ave to Boston Rd)

Proposal: Bus Stop Lengthening

Key

-  = Schools
-  = Bus Stops
-  = Stop Lengthening



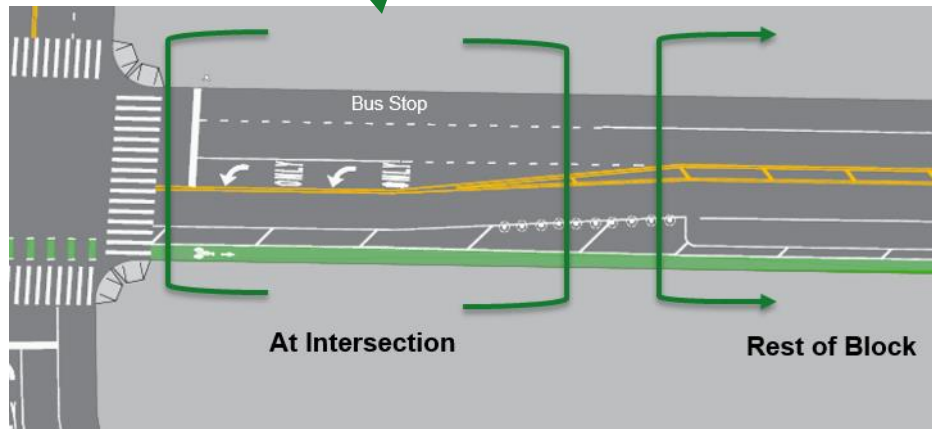
Bus stop lengthening keeps the crosswalk clear for pedestrians

Existing Conditions

E 180th St and Arthur Ave



Proposal: Remove Select Left Turn Bays to Make Space for Pedestrian Islands



- # Cross section for blocks with turn bays
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- The diagram illustrates two cross-sections for a street with a total width of 50 feet.
- At Intersection:**
- South Sidewalk
 - 5' Bike Lane
 - 5' Buffer
 - 11' Travel Lane
 - 9' Left Turn Bay
 - 11' Travel Lane
 - 9' Bus Stop
 - North Sidewalk
- Rest of block:**
- South Sidewalk
 - 4' Bike Lane
 - 3' Buffer
 - 8' Parking lane
 - Pedestrian Island
 - 11' Travel Lane
 - 4' Median
 - 11' Travel Lane
 - 9' Parking Lane
 - North Sidewalk

E 180th St & E 179th St (Park Ave to Boston Rd)

Proposal: Turn Calming



Constrained offsets slow drivers and tighten turn radii

E 180th St & E 179th St (Park Ave to Boston Rd)

Safety Benefits of Turn Calming

The Turn Calming program is a citywide effort to reduce left and right turn speeds and enforce safe turning behavior.

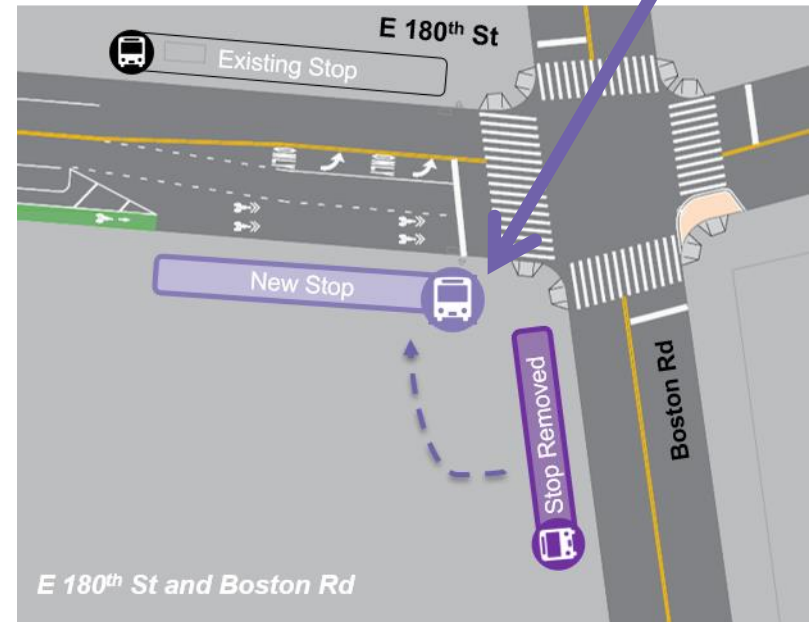
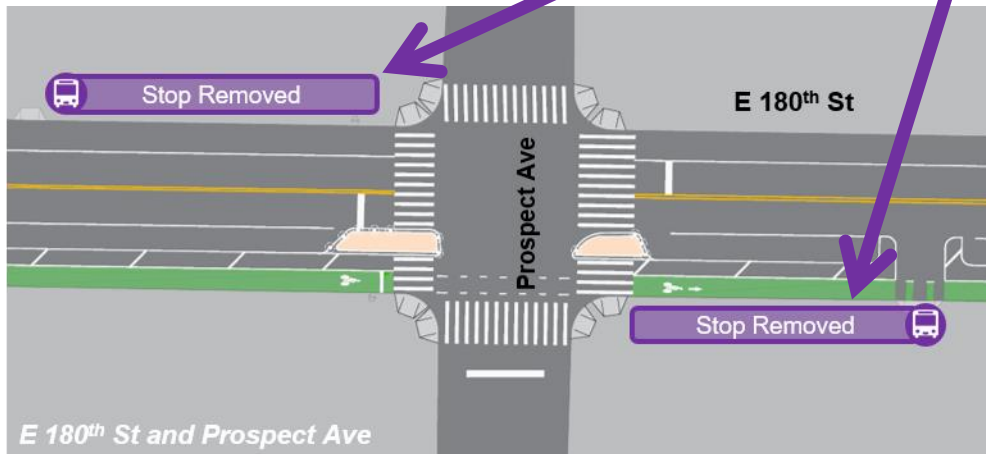
Where Turn Calming treatments have been implemented:

- Pedestrian injuries have decreased by 20%
- Average left turn speeds have decreased by 53%
- Average right turn speeds have decreased by 34%



E 180th St (Park Ave to Boston Rd)

Proposal: Bus Stop Consolidation & Relocation




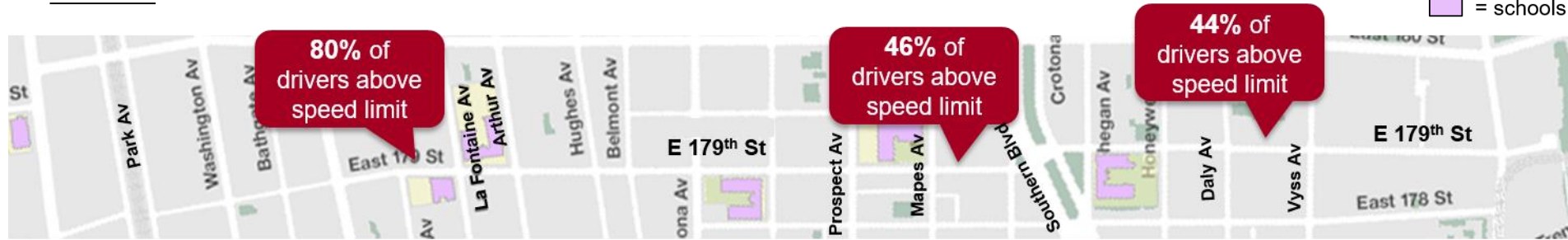
Bus stop consolidation and relocation is part of larger MTA Bronx Bus Network Redesign

E 179th St (Park Ave to Boston Rd)

Proposal: Narrowing E 179th St to Slow Speeds

Key:

 = schools









Bike lanes help narrow the roadway, slow driver speeds, and limit irregular driver movements

E 179th St (Park Ave to Boston Rd)

Proposal: Standard Bike Lane Between Park Ave and 3rd Ave

Key

-  = Schools
-  = Proposed bike lane
-  = Existing bike lane
-  = Protected bike lane
-  = Standard bike lane
-  = Shared lane



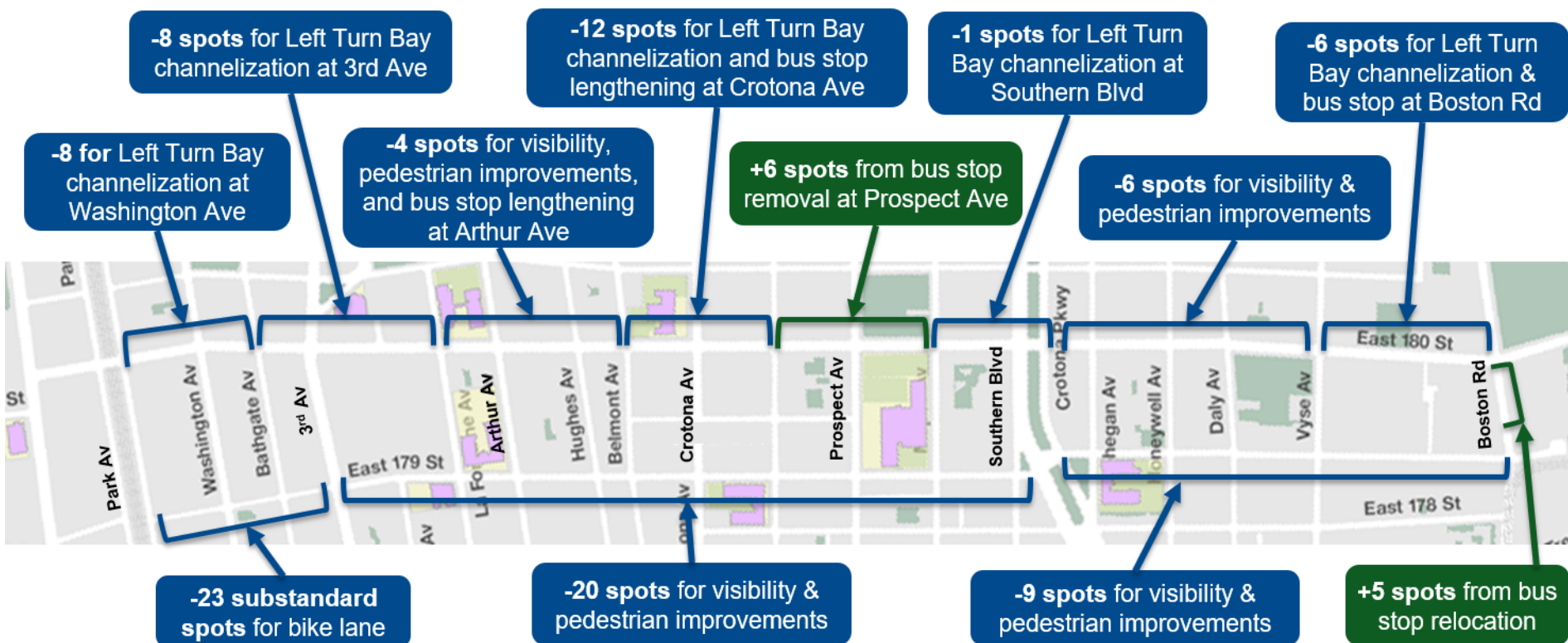
Narrow road requires removal of substandard parking and installation of standard bike lane



E 180th St & E 179th St (Park Ave to Boston Rd)

Proposed Parking Impacts

Street	Spots Removed	Spots Added	Total
E 180 th St	-44	+6	-38
E 179 th St	-52	0	-52
Boston Rd	0	+5	+5
Total	-96	+11	-85



Summary

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E 180th St & E 179th St (Park Ave to Boston Rd)

Summary

- Install parking protected bike lanes on E 180th St and E 179th St
- Create key east-west bike network connection
- Improve visibility with painted pedestrian islands and curb extensions
- Calm vehicle turns and slow speeds
- Lengthen and consolidate bus stops

Existing Layout



Proposed Layout



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Thank You!



Contact: NYCDOT BX Borough Commissioner's Office – (212) 748-6680



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