

Lafayette Avenue: Traffic Calming for a *Complete Street*



Division of Street Management & Safety
Traffic Operations Bureau
Presentation to CB 9, Bronx
June 2007

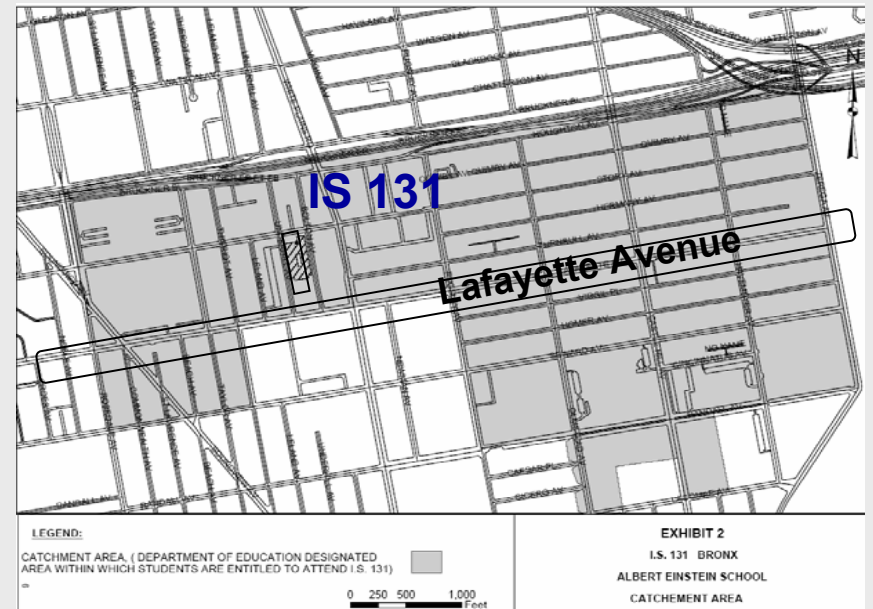
Why are we here?

- Community Input to Improve Designs
- Priority School Area
- Parks Department Coordination
- PlaNYC 2030 Initiative to Add 200 Miles of Bicycle Lanes by 2009



“Priority School” Public Outreach

- DOT ranked top NYC schools with the most serious accident histories
- I.S. 131 was selected as one of “135 Priority Schools”



Catchment Area Map

IS 131 – Safety Measures

- IS 131 requested new school crosswalks and warning signage on Lafayette Avenue
- A new signal and school crosswalks were installed on Bolton and Lafayette last year



Bolton and Lafayette Avenues

Lafayette Avenue

Primary Goal: *Complete Street*

- Safer Routes to Schools, Parks, & Greenways
- Pedestrian Safety Improvements
- Road Diet: Manage Excess Roadway Capacity
 - Reduce High Speeds
 - Organize Vehicle Movements
- Provide Quality Bicycle Routes



Project Highlights

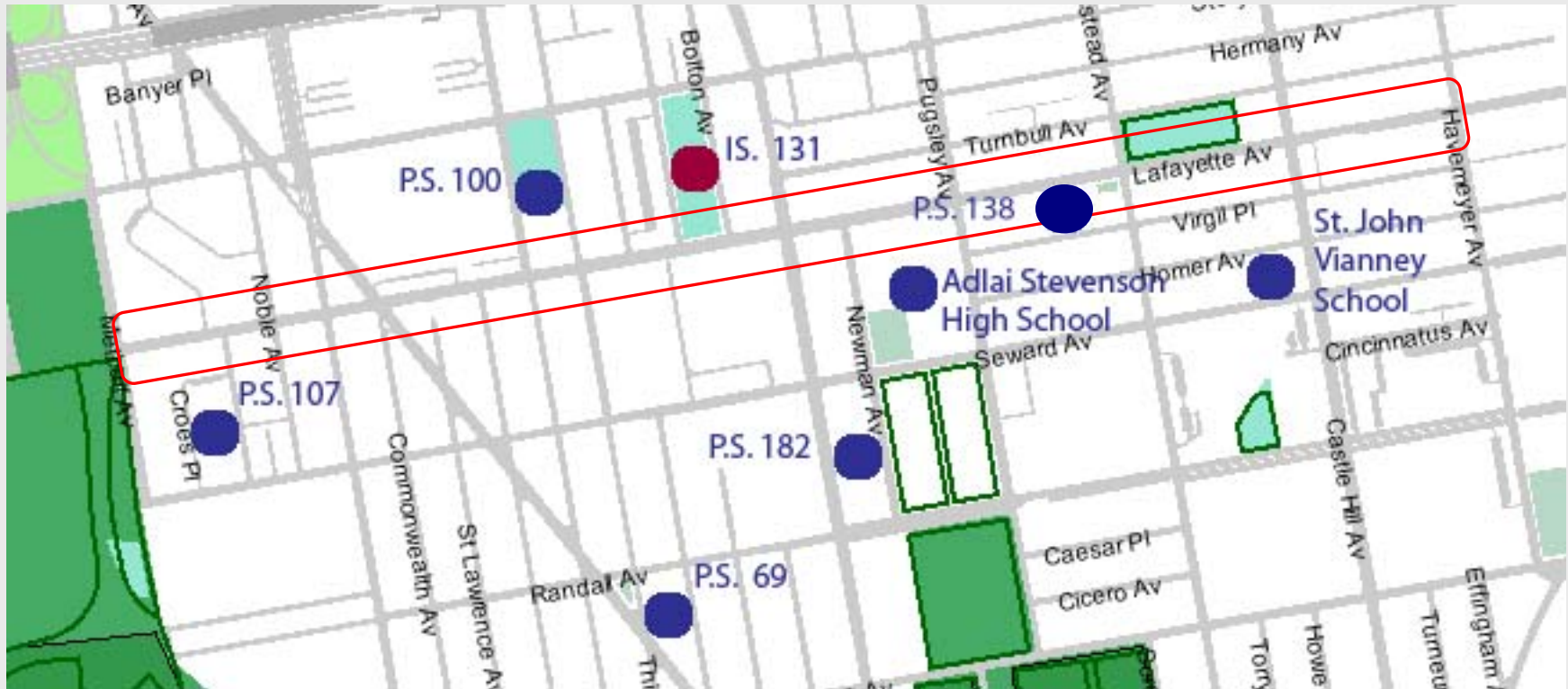
Short Term

- New Signal
- New School Crosswalks
- Left Turn Bays
 - 4 Lanes → 3 Lanes
- Painted Median
- Bicycle Lanes

Medium/ Long Term

- Raised Pedestrian Refuges
- Neckdowns
- Potential for Greening
 - Refuges and Medians

Lafayette Avenue Project Area



Eight Schools will Benefit from Pedestrian Safety Enhancements

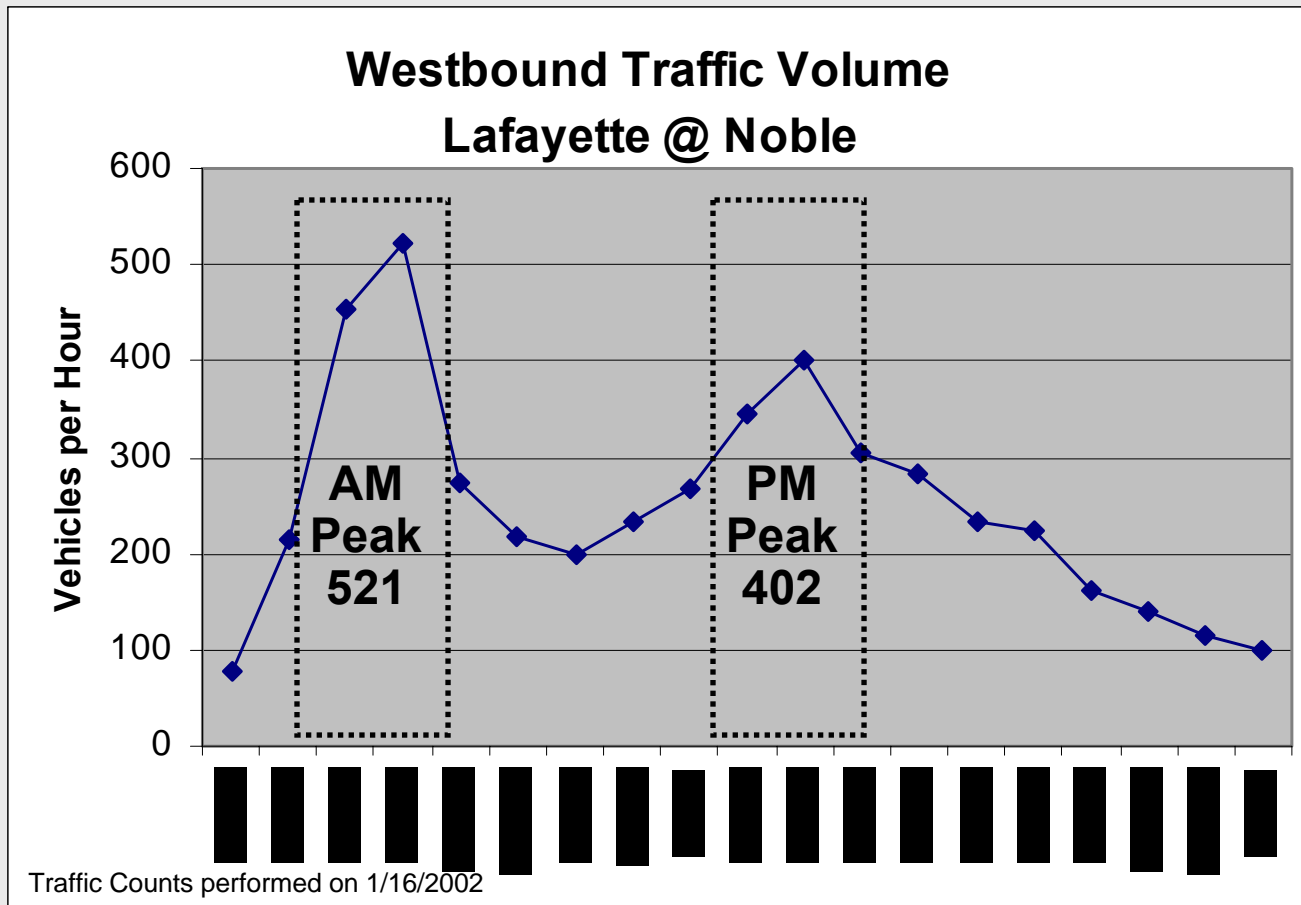
Most Students Walk to School

I.S. 131 Mode of Travel	Students (Percentage)
Walk	55
Driven by Car	5
School Bus	5
MTA Bus/ Subway	35
Bicycle	0
Total	100



Source: Priority School Report, 2006

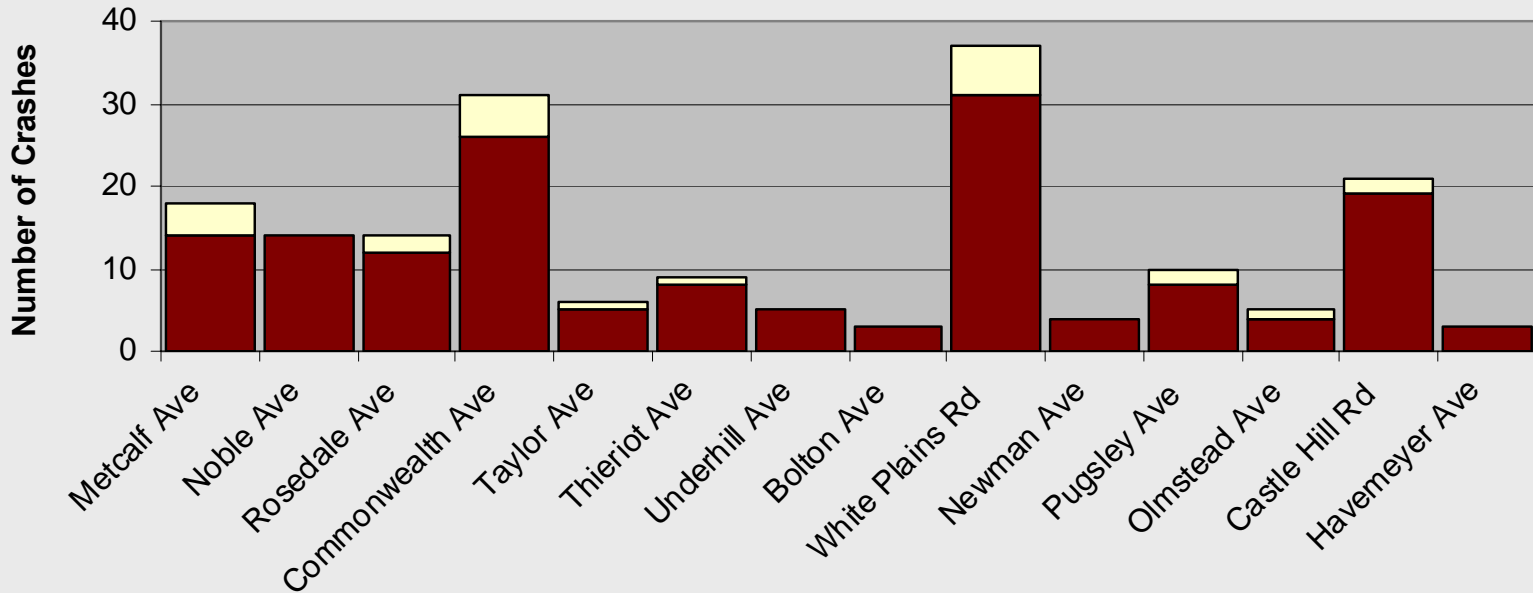
Low Traffic Volume



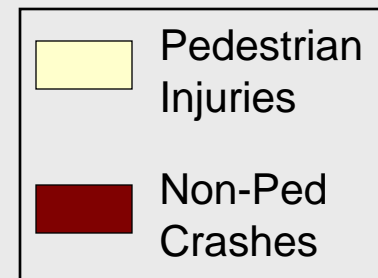
- **One lane of traffic can accommodate >600 Vehicles**
- **Westbound Daily Count \approx 4900 (2-way \approx 7800)**

Crash Frequency

June 2004 - May 2007



- **Lafayette Avenue**
 - 180 Crashes; 24 Pedestrian Injuries
- **Seward Avenue**
 - 134 Crashes; 13 Pedestrian Injuries
- **Randall Avenue**
 - 137 Crashes; 15 Pedestrian Injuries



Increase Pedestrian Safety



**Existing Condition:
Lafayette Avenue**

**Pedestrian Refuge
48th Avenue, Long Island City**



Manage Excess Vehicle Capacity



**Existing Condition:
Lafayette Avenue**



**Short-term Improvement:
Striped Median**



**Potential Improvement:
Planted Median**

Reduce Pedestrian Risk Exposure



**Existing Condition:
Lafayette Avenue**



Grand Street, Manhattan

Improve Bicycle Conditions



**Existing Condition:
Lafayette Avenue**



**Bicycle Lanes:
Montgomery Street, Manhattan**

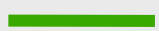
Link to Parks and Greenways



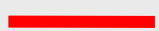
Proposed Bicycle Lane Routes



Existing Bicycle Facilities



Class 1, Greenway / Off-Street Path



Class 2, Bicycle Lane

Planned Bicycle Facilities



Class 1, Greenway / Off-Street Path



Class 2, Bicycle Lane

Link to Parks and Greenways



**Soundview
Park**



Organize Vehicle Movements



**Existing Condition:
Lafayette Avenue**

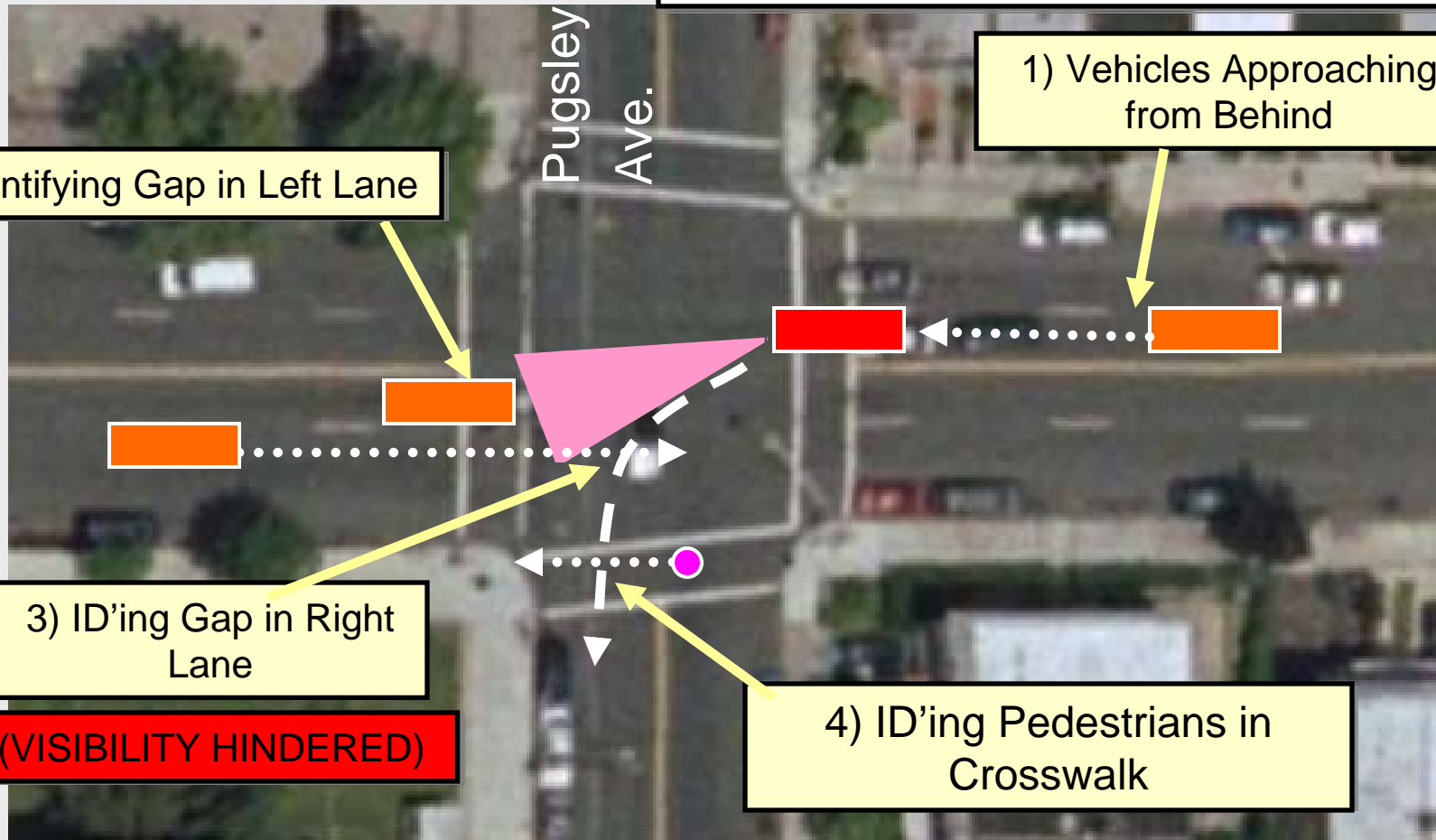
**Left Turn Bays:
Vanderbilt Avenue, Brooklyn**



Simplifying Left Turns

Existing Condition

Left Turning Motorist Have
4 Concerns



1) Vehicles Approaching from Behind

2) Identifying Gap in Left Lane

3) ID'ing Gap in Right Lane

(VISIBILITY HINDERED)

4) ID'ing Pedestrians in Crosswalk

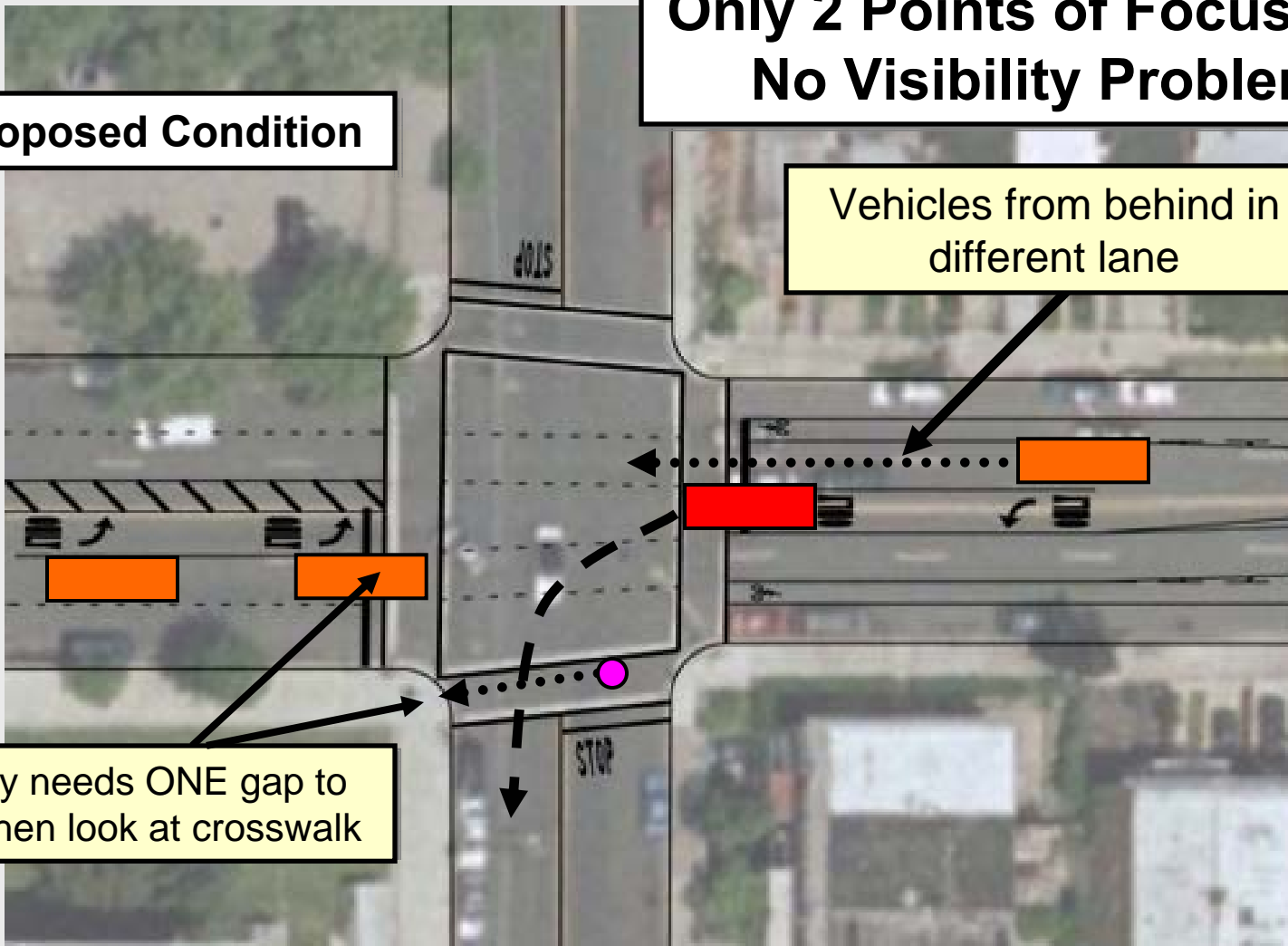
Simplifying Left Turns

Proposed Condition

Only 2 Points of Focus and
No Visibility Problem

Vehicles from behind in
different lane

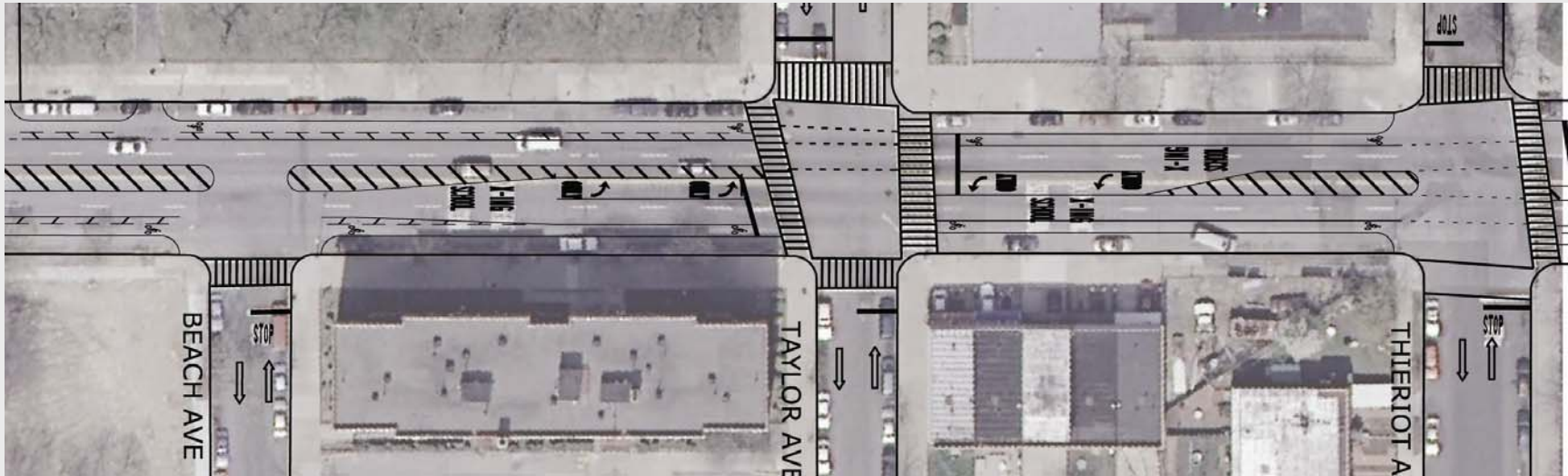
Driver only needs ONE gap to
turn; can then look at crosswalk



Complete Street Safety Improvements



Existing



Proposed

Summary

Project Goal: A Safer and More Comfortable Lafayette Avenue Corridor for **ALL** Street Users

- Pedestrians –
 - More Comfortable and Safe with Potential for Planted Median
- Motorists –
 - Simplified and Safer Operations
 - Center median reduces head on crash risk
- Cyclists –
 - Improved experience
 - Connection to local schools and to Soundview Park

Next Steps: Refine Plans Based on Community Input



End of Presentation