



Soundview Ave, Rosedale Ave, and Lafayette Ave Corridor Safety Improvements

Presentation to Bronx Community Board 9

June 2, 2022

Soundview Ave (Lafayette Ave to Clason Pt) Corridor Safety Improvements



Soundview Ave

Project Location

- Project limits: Soundview Ave, Lafayette Ave to Clason Pt; 1.6 miles
- Commercial and residential land use
- Bx27, Bx39 bus routes
- Several community facilities including Soundview library, P.S. 069 Journey Prep School, and Claire Heureuse Community Center among others
- DOT Project in 2018 added painted pedestrian space at several skewed intersections



Soundview Ave, Lafayette Ave to Clason Pt

Soundview Ave

Safety Data

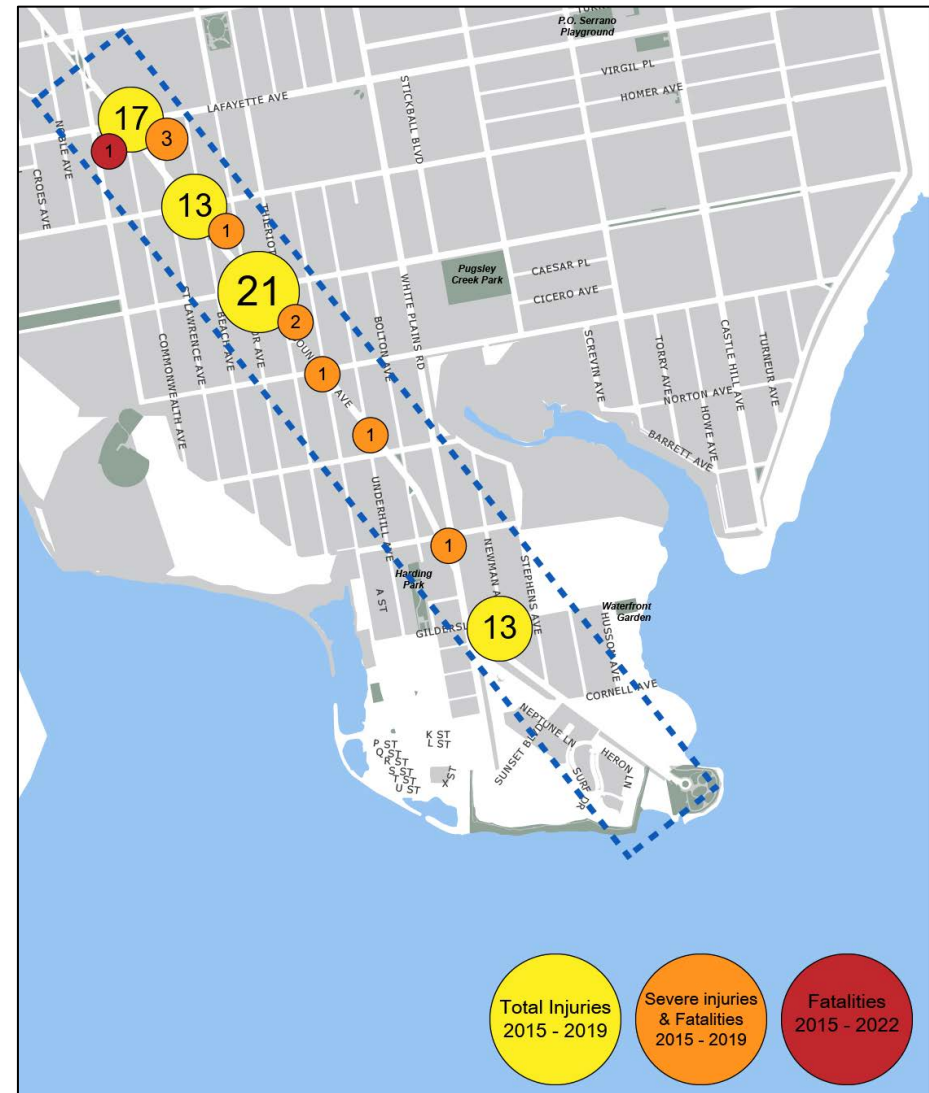
- Vision Zero Priority Corridor
- 119 injuries, 9 of which were severe
- Pedestrian fatality at Soundview Ave & Lafayette Ave in 2020
- 30% of motor-vehicle injuries caused by rear-end collisions or sideswipes, indicative of speeding

Injury Summary, 2015-2019 (5 Years)

	Total Injuries	Severe Injuries	Fatalities	KSI
Pedestrian	26	4	0	4
Bicyclist	3	0	0	0
Motor Vehicle Occupant	90	5	0	5
	0	0	0	0
Total	119	9	0	9

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

Note: Map may not include total or severe injuries that occurred at midblock locations. Data is based off of NYSDOT/NYS DMV crash and injury data available as of February 2022.



Soundview Ave, Lafayette Ave to Clason Pt

Existing Conditions

58-60' wide roadway with 2 travel lanes + parking in both directions



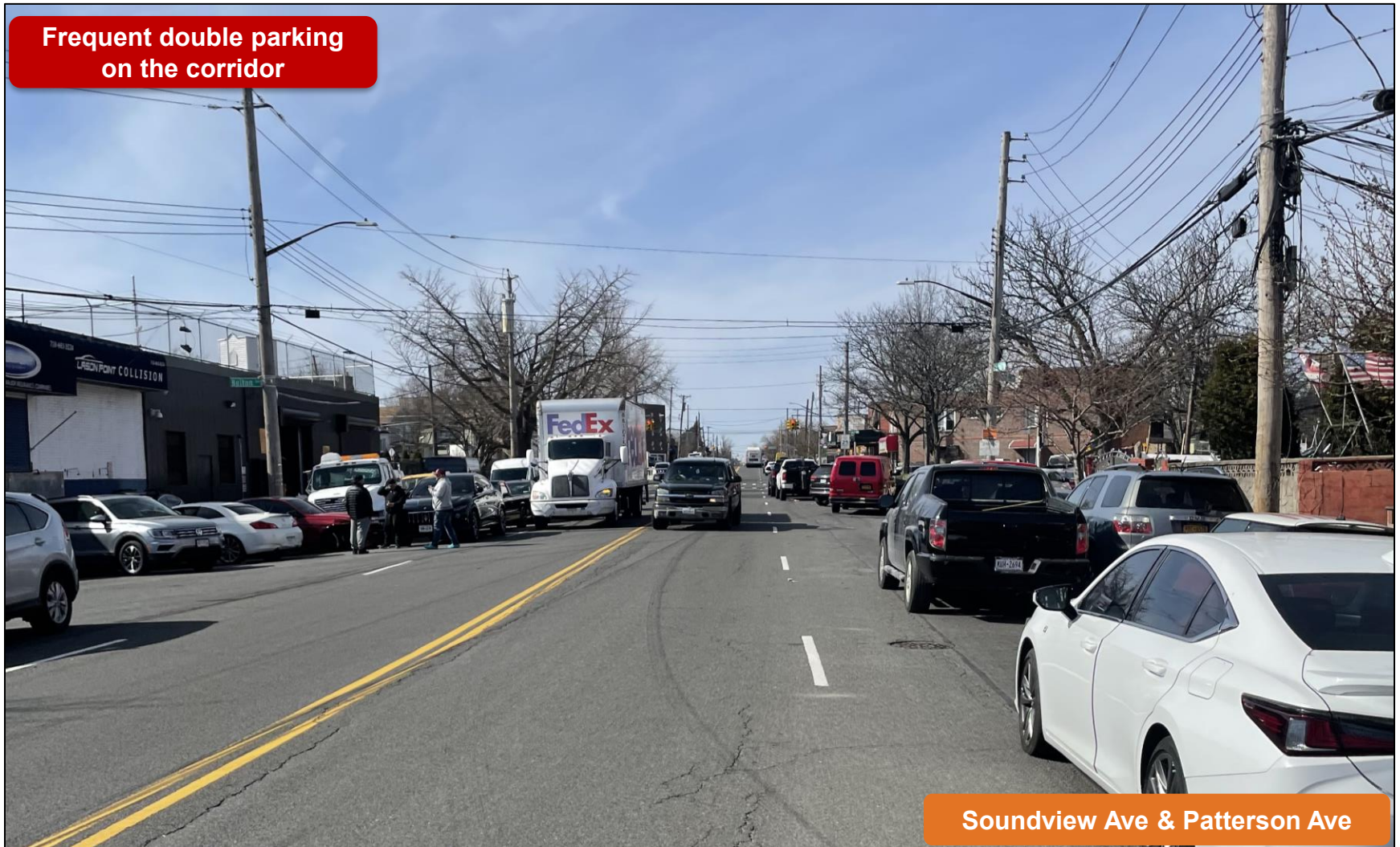
Soundview Ave & St Lawrence Ave

Existing Conditions



Existing Conditions

Frequent double parking
on the corridor



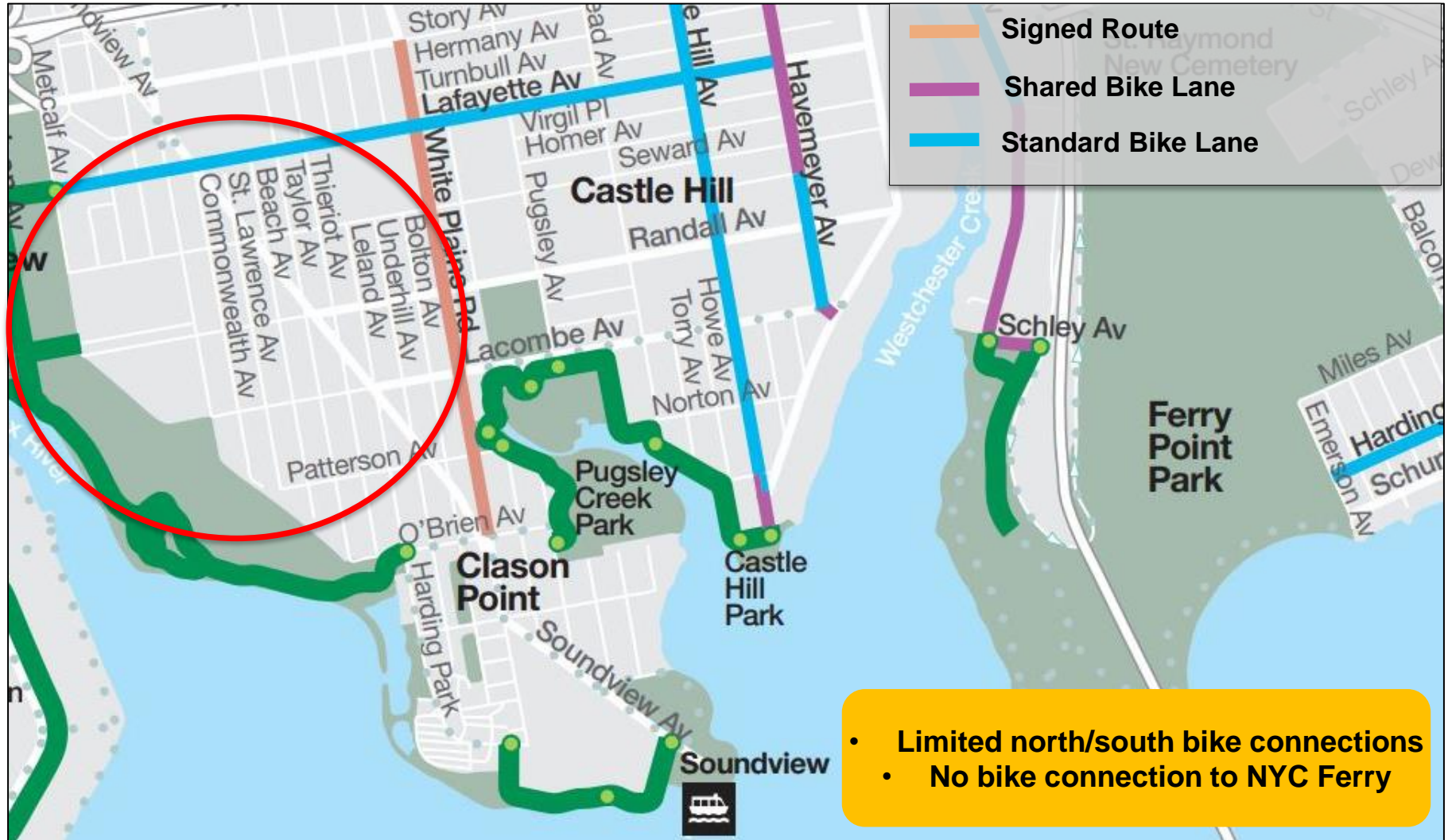
Soundview Ave & Patterson Ave

Existing Conditions

Shared through/ left turn lane causes unpredictable vehicle maneuvers



Limited Bicycle Connections



Soundview Ave

Existing Conditions

- Excess roadway space and low volumes result in open road conducive to speeding
- Multiple community requests for safety improvements and speed reduction measures on Soundview Ave from residents, Elected Officials, Community Board
- Low traffic volumes
 - Peak AM Volume (Vehicles per hour): Northbound: 384, Southbound: 354
 - Peak PM Volume (Vehicles per hour): Northbound: 397, Southbound: 379



Soundview Ave

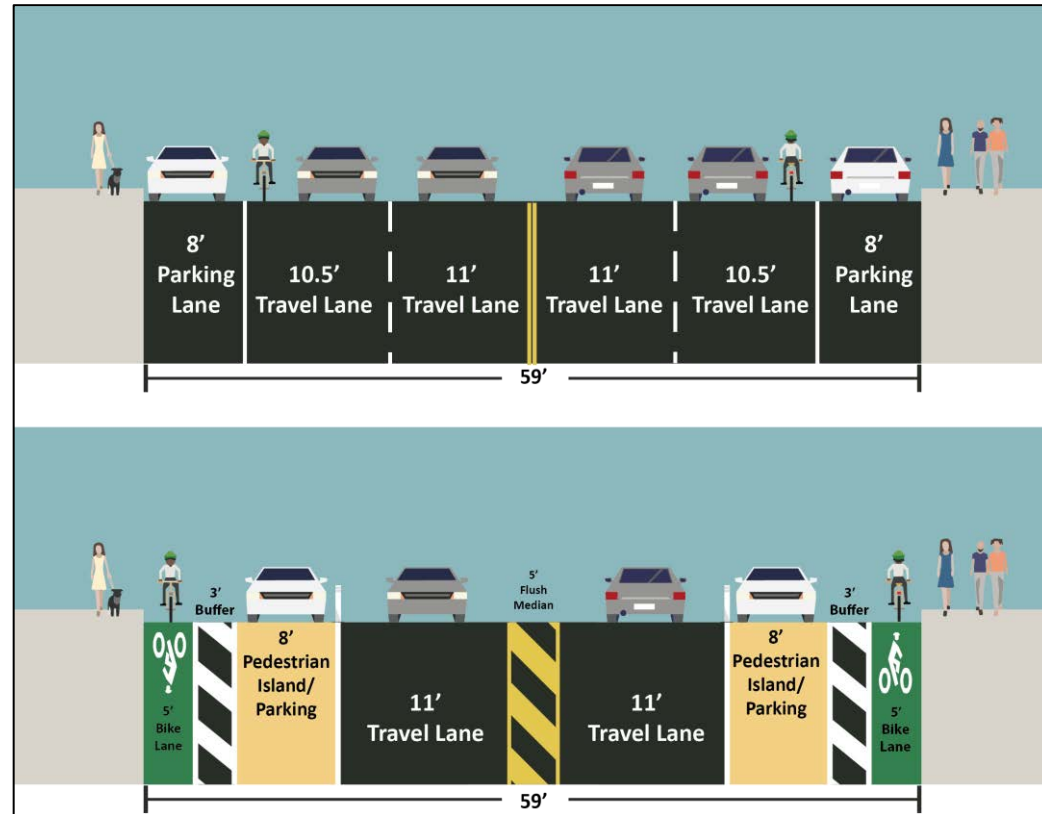
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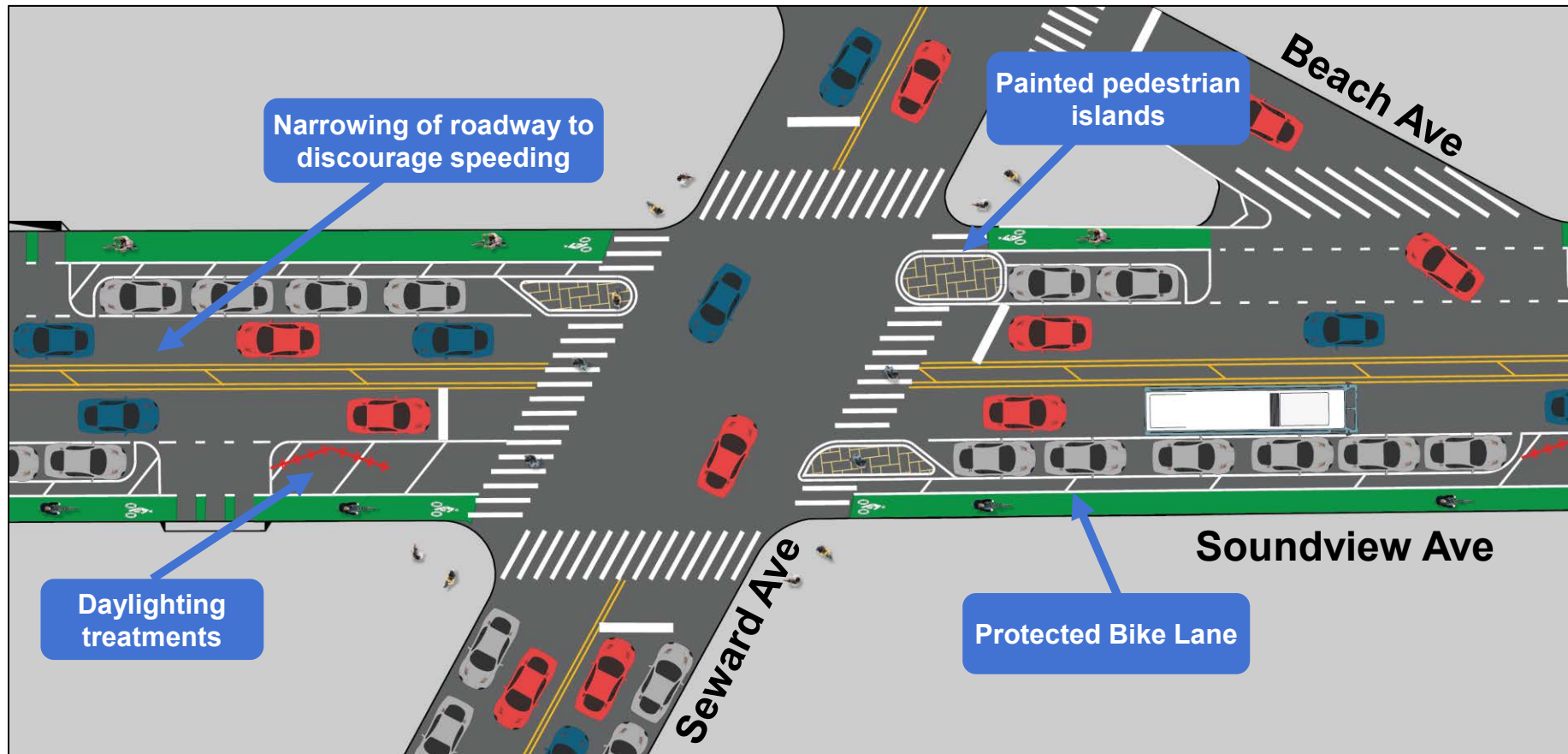
Corridor Proposal

- Parking protected bike lane between Lafayette Ave and Gildersleeve Ave
 - Reduce to 1 lane in each direction
 - Daylighting and pedestrian refuge space at intersections
 - NB/SB left turn bays at Lafayette Ave, SB left turn bay at Gildersleeve Ave
 - Flush median separates NB and SB traffic
- Shared bike lane markings between Gildersleeve Ave and Clason Pt
 - Preserves angle parking south of Gildersleeve Ave



Proposed: (Typical Design, Lafayette Ave to Gildersleeve Ave)

Corridor Proposal



Corridor Proposal

Evaluation of Lane Removal

Congested Lane



700 vehicles per hour or above

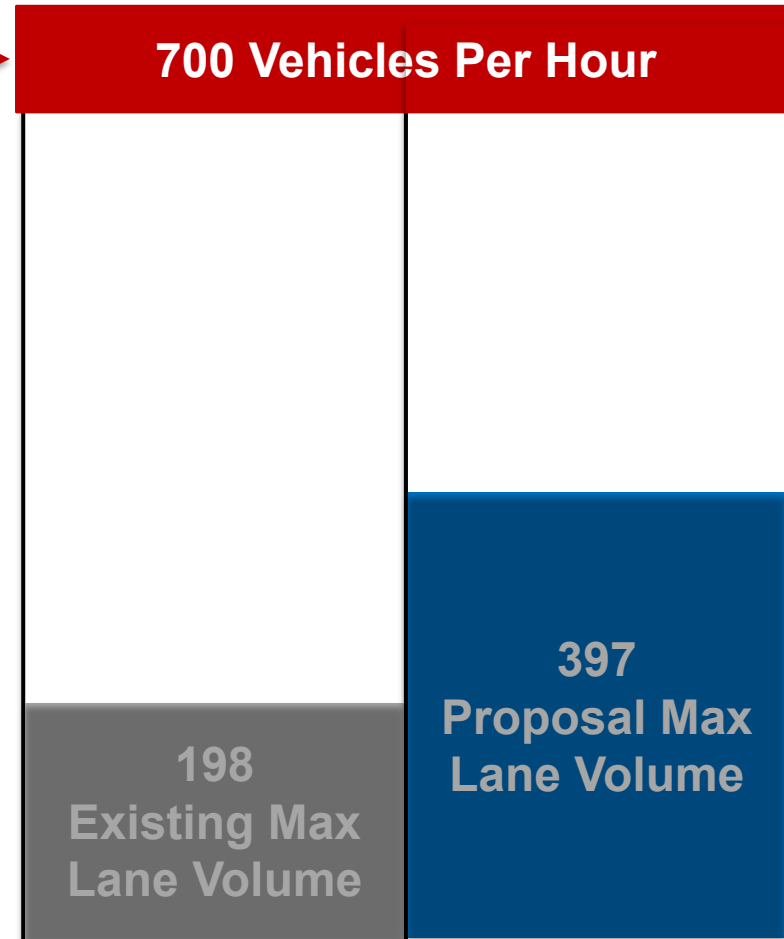
Existing (2 lanes)

Maximum* 198 vehicles per lane

Proposal (1 lane)

Maximum 397 vehicles per lane

*Maximum recorded peak volume in project limits (AM & PM),
at Soundview Ave and Lafayette Ave

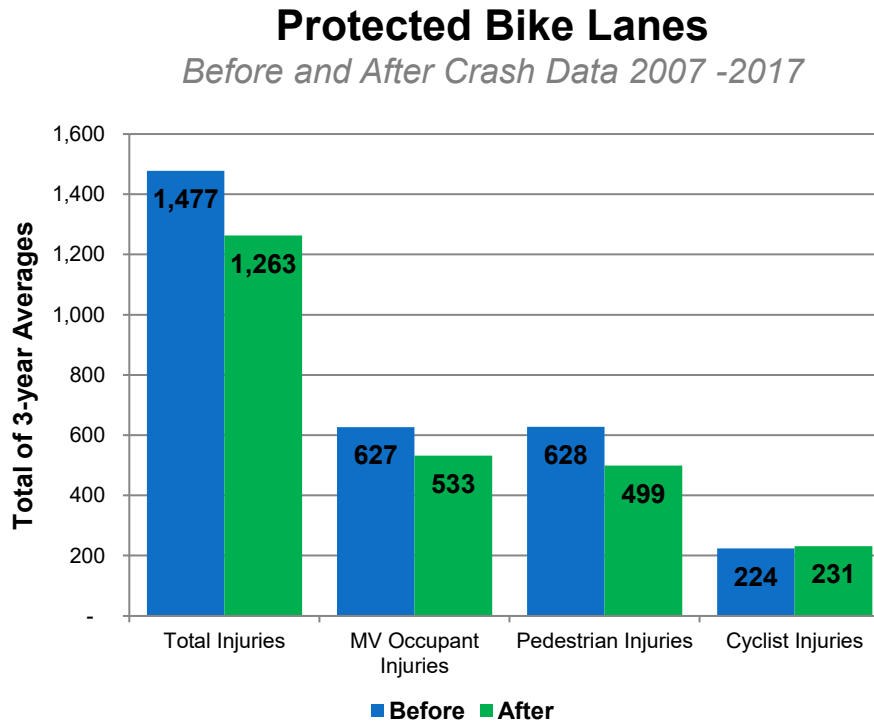


Safety – Protected Bike Lanes

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

- -15% drop in all crashes with injuries
- -15% drop in motor vehicle occupant injuries
- -21% drop in pedestrian injuries

on streets where protected bike lanes were installed 2007 - 2017



Turn Calming and Daylighting

Protected Bike Lanes re-purpose parking at some locations and introduce daylighting measures to improve visibility and address left turn and right angle crashes

- Improves visibility for all users at intersections (pedestrians, cyclists and motorists)
- Creates shorter and safer crossing distances for pedestrians
- Encourages slower, safer vehicle turns and yielding to cyclists and pedestrians
- Allows for improved visibility at driveway locations



Crescent St, QN



Columbus Ave and West 70th St, MN



Cross Bay Blvd, QN

Project Benefits

- Reduces speeding and calms traffic on Soundview Ave
- Enhances safety by organizing the roadway and providing defined spaces for vehicles and bicycles
- Improves safety for all roadway users by encouraging slower, safer turns onto and off Soundview Ave
- Creates an important, safe connection in the Bronx bike network and to the NYC Ferry



Similar Configuration: 9th St, Brooklyn

Rosedale Ave and Lafayette Ave Protected Bike Lanes

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Safety

Lafayette Ave, Metcalf Ave to Zerega Ave

Injury Summary, 2015-2019 (5 years)

	Total Injuries	Severe Injuries	Fatalities	KSI
Pedestrian	39	4	0	4
Bicyclists	8	0	0	0
Motor Vehicle Occupant	117	4	0	4
Total	164	8	0	8

Fatalities, 01/01/2015 – 04/18/2022: 0

Soundview, Rosedale Aves, Lafayette Ave to Watson Ave

Injury Summary, 2015-2019 (5 years)

	Total Injuries	Severe Injuries	Fatalities	KSI
Pedestrian	24	5	1	6
Bicyclists	14	1	0	1
Motor Vehicle Occupant	119	4	0	4
Total	157	10	1	11

Fatalities, 01/01/2015 – 04/18/2022: 3

Fatalities (2015-2022):

- Pedestrian fatality on Rosedale Ave at Lafayette Ave in 2020
- One motorist and one cyclist fatality at Rosedale Ave at Bruckner Blvd in 2020

Bronx 2020:

9 cyclists killed; **3** in CB 9

21 pedestrians killed; **3** in CB9

89% of cyclist fatalities occurred on streets without a bicycle facility

Rosedale Ave, Story Ave to Bruckner Blvd

Existing Conditions

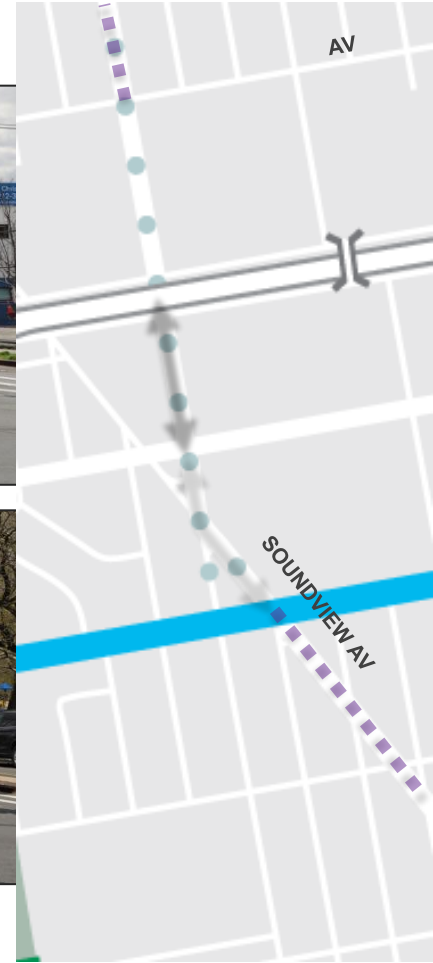
Rosedale Ave at Bruckner Blvd



Rosedale Ave at Story Ave



Project Area:



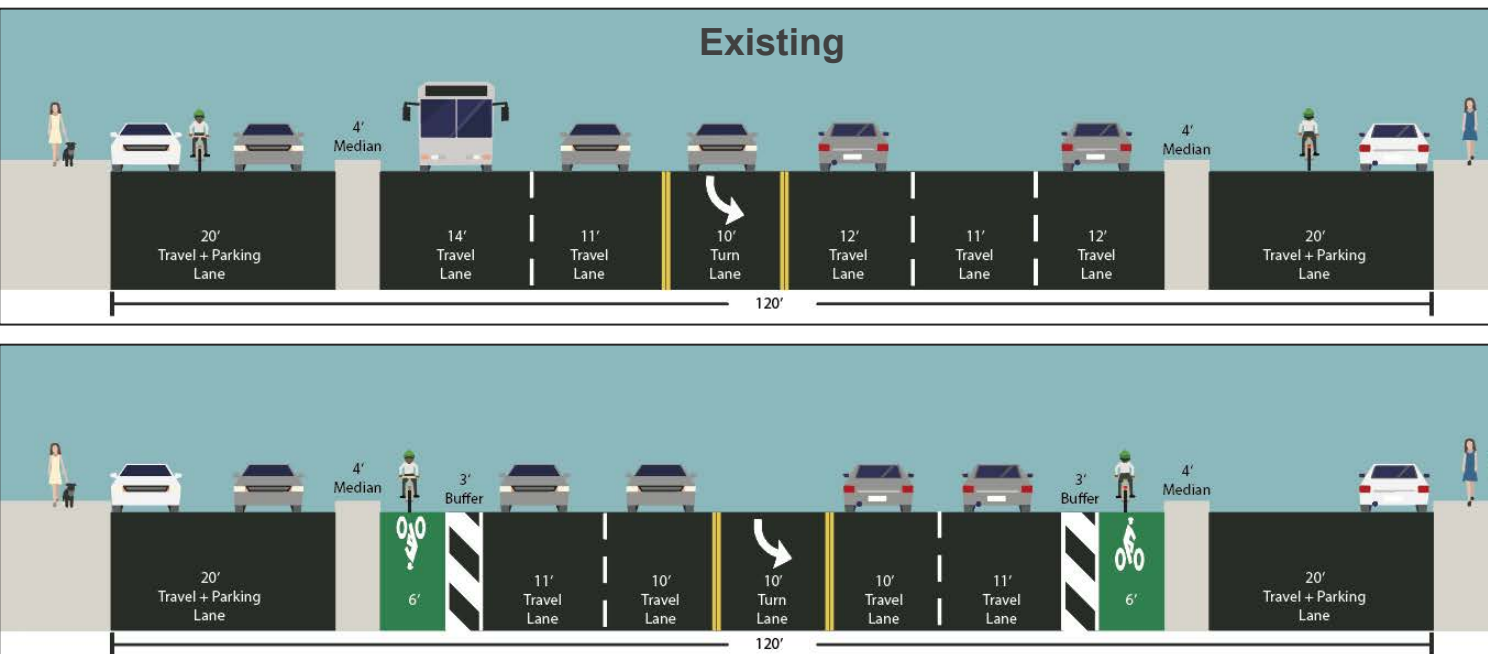
Long pedestrian crossings; hostile crossing at Bruckner Blvd

Wide travel lanes encourages speeding and other unsafe behavior

No dedicated space for cyclists

Rosedale Ave, Story Ave to Bruckner Blvd

Proposed

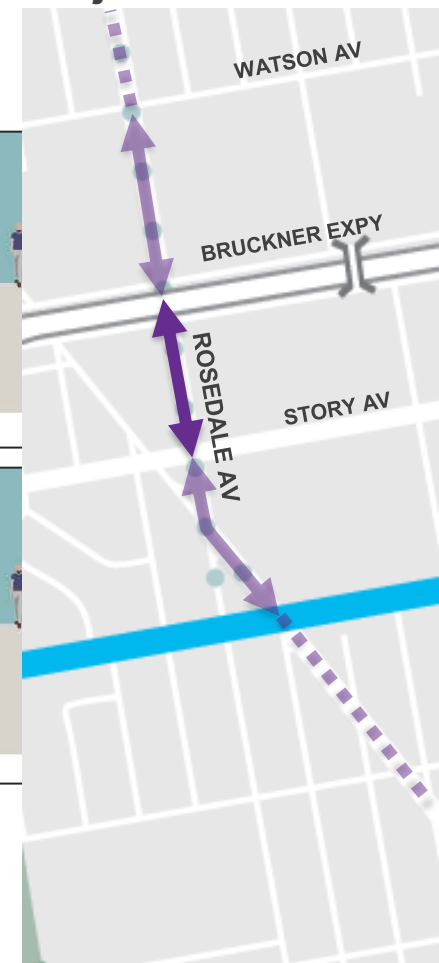


Standard Width
Travel Lanes

Protected Bike Lane
along the median

Shorter crossing
distances at intersections

Project Area:



Rosedale Ave, Bruckner Blvd to Watson Ave

Existing Conditions

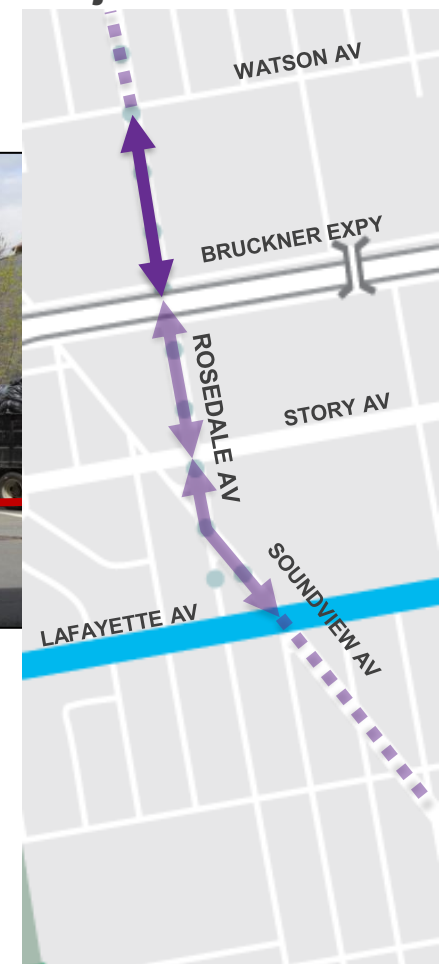


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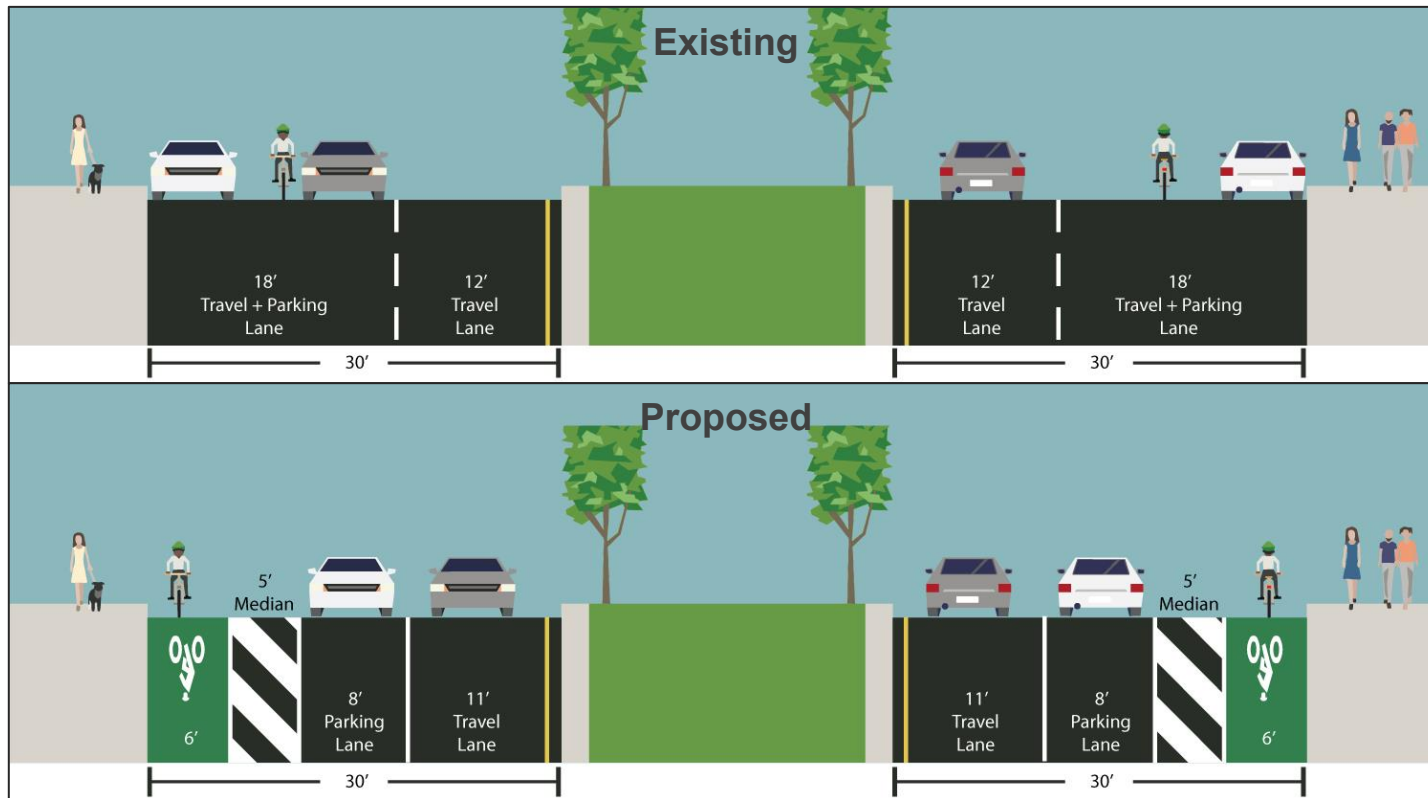
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Project Area:



Rosedale Ave, Bruckner Blvd to Watson Ave

Proposed

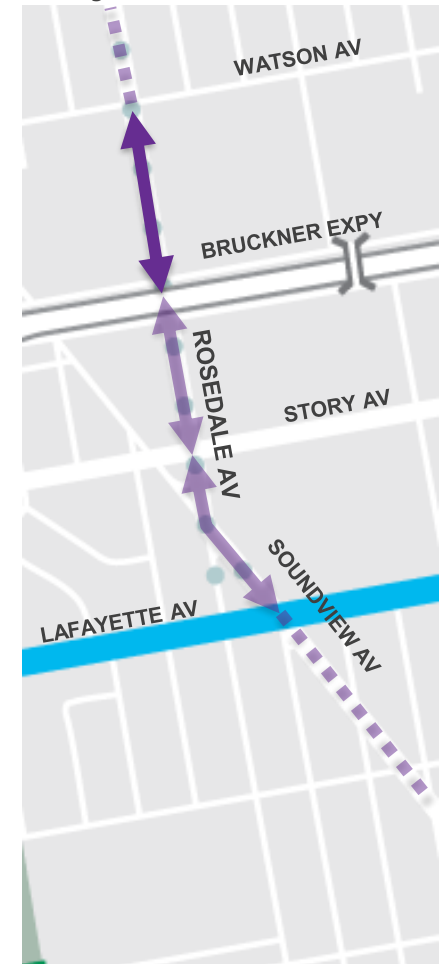


Standard Width
Travel Lanes

Protected Bike Lane
along the median

Shorter Crossing
Distances at Intersections

Project Area:



Soundview Ave, Rosedale Ave

Proposed

- Pedestrian safety improvements; shorter crossing distances
 - Install new pedestrian crossing at desire line
 - Add new pedestrian safety islands
 - Standard width travel lanes
- Add bike connections on Soundview & Rosedale Aves between Lafayette and Story Aves

**Proposed design under engineering review*



Lafayette Ave, Metcalf Ave to Zerega Ave

Existing Conditions

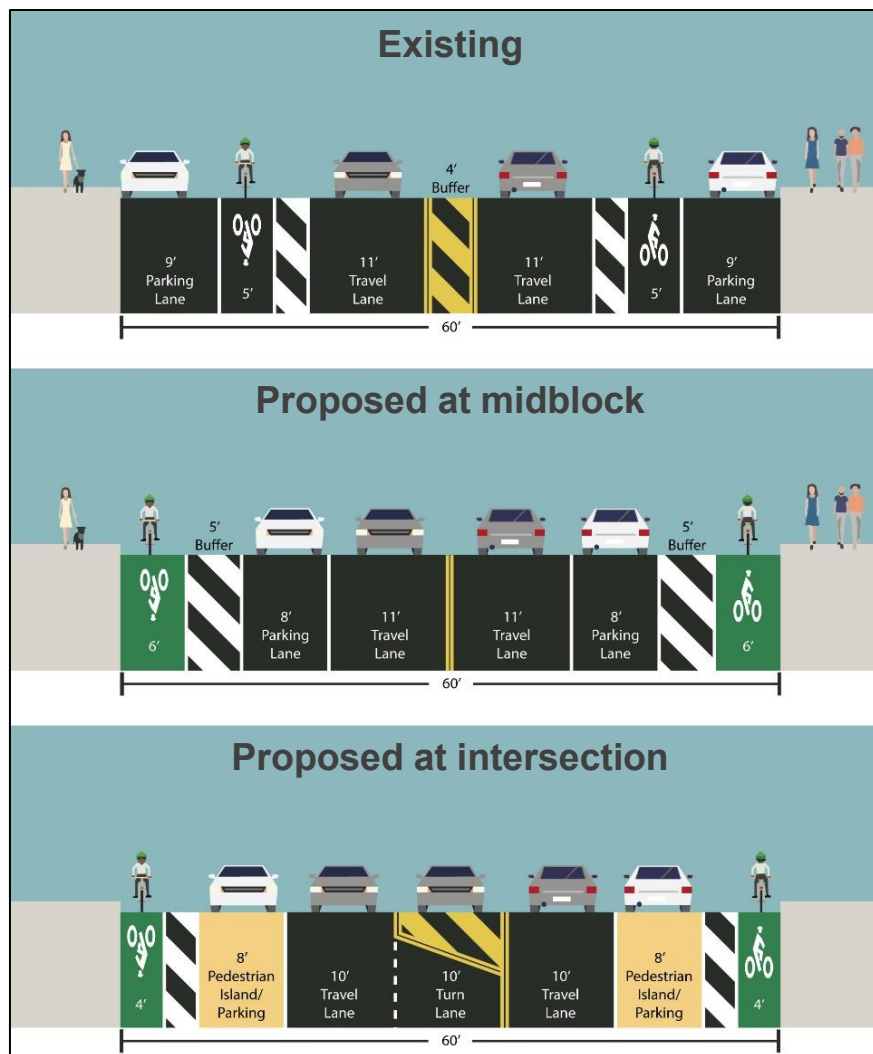


Lafayette Ave, Metcalf Ave to Zerega Ave

Proposed

Upgrade buffered bike lane to parking protected bike lane

Install painted pedestrian islands at intersections



Summary and Benefits

- **Reduces speeding and calms traffic** along corridors
- **Expands protected bike lane network** in the Bronx; builds on the standard and shared lane network presented to CB 9 in November 2021 (implementation starting in Summer, 2022)
- **Enhances safety for all road users** by organizing the roadway and providing defined spaces for vehicles and bicycles



Thank You!



NYCDOT



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