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

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

<table>
<thead>
<tr>
<th>Injury Summary, 2015-2019 (5 Years)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Injuries</td>
</tr>
<tr>
<td>----------------</td>
</tr>
<tr>
<td>Pedestrian</td>
</tr>
<tr>
<td>Bicyclist</td>
</tr>
<tr>
<td>Motor Vehicle Occupant</td>
</tr>
<tr>
<td>Total</td>
</tr>
</tbody>
</table>

Source: Fatalities: NYC DOT, 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/NYSDMV crash and injury data available as of February 2022.
Existing Conditions

58-60’ wide roadway with 2 travel lanes + parking in both directions
Existing Conditions

Long pedestrian crossing distances

Soundview Ave & Lafayette Ave
Existing Conditions

Frequent double parking on the corridor

Soundview Ave & Patterson Ave
Existing Conditions

Shared through/ left turn lane causes unpredictable vehicle maneuvers

Soundview Ave & Lafayette Ave
Limited Bicycle Connections

- Limited north/south bike connections
- No bike connection to NYC Ferry
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

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
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

- Narrowing of roadway to discourage speeding
- Daylighting treatments
- Painted pedestrian islands
- Protected Bike Lane
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

Protected Bike Lanes
Before and After Crash Data 2007 - 2017

Before
After

- Total Injuries: 1,477 vs. 1,263
- Motor Vehicle Occupant Injuries: 627 vs. 533
- Pedestrian Injuries: 628 vs. 499
- Cyclist Injuries: 224 vs. 231
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
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
Rosedale Ave and Lafayette Ave
Protected Bike Lanes
Safety

Lafayette Ave, Metcalf Ave to Zerega Ave
_Injury Summary, 2015-2019 (5 years)_

<table>
<thead>
<tr>
<th></th>
<th>Total Injuries</th>
<th>Severe Injuries</th>
<th>Fatalities</th>
<th>KSI</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pedestrian</td>
<td>39</td>
<td>4</td>
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<td>4</td>
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<tr>
<td>Bicyclists</td>
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<tr>
<td>Motor Vehicle Occupant</td>
<td>117</td>
<td>4</td>
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</tr>
<tr>
<td>Total</td>
<td>164</td>
<td>8</td>
<td>0</td>
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</tr>
</tbody>
</table>

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

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

Soundview, Rosedale Aves, Lafayette Ave to Watson Ave
_Injury Summary, 2015-2019 (5 years)_

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<th>Fatalities</th>
<th>KSI</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pedestrian</td>
<td>24</td>
<td>5</td>
<td>1</td>
<td>6</td>
</tr>
<tr>
<td>Bicyclists</td>
<td>14</td>
<td>1</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>Motor Vehicle Occupant</td>
<td>119</td>
<td>4</td>
<td>0</td>
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</tr>
<tr>
<td>Total</td>
<td>157</td>
<td>10</td>
<td>1</td>
<td>11</td>
</tr>
</tbody>
</table>

Fatalities, 01/01/2015 – 04/18/2022: 3
Rosedale Ave, Story Ave to Bruckner Blvd

Existing Conditions

- Long pedestrian crossings; hostile crossing at Bruckner Blvd
- Wide travel lanes encourage speeding and other unsafe behavior
- No dedicated space for cyclists

Project Area:
Rosedale Ave, Story Ave to Bruckner Blvd

Proposed

Existing

**Project Area:**

- Protected Bike Lane along the median
- Standard Width Travel Lanes
- Shorter crossing distances at intersections
Rosedale Ave, Bruckner Blvd to Watson Ave

Existing Conditions

- Long pedestrian crossings; hostile crossing at Bruckner Blvd
- Wide travel lanes encourage speeding and other unsafe behavior
- No dedicated space for cyclists

Project Area:
Rosedale Ave, Bruckner Blvd to Watson Ave

Proposed

Project Area:

- Standard Width Travel Lanes
- Protected Bike Lane along the median
- Shorter Crossing Distances at Intersections
**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

Bike lane is often blocked by double parked vehicles
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!