Soundview Street Improvement Project

Phase I

Presented to Bronx Community Board 9 on November 4th, 2021
Overview

- Background
  - Cycling in numbers
  - Safety
  - Scooter Share Pilot Program
  - Existing Bicycle Connections
- Proposal
- Summary
- Next Steps
Background
Cycling in Numbers

Network Map:
DOT is responsible for the largest bike network in North America with over 1,375+ lane miles

NYC Ridership:
- **774,000** ride a bicycle regularly (at least several times a month)
- **530,000** daily commuting bicycle trips (2019)
- **116%** increase in daily cycling (2009-2019)
Safety

From 2014 to 2018:
554 pedestrian were injured
180 cyclists were injured
2,663 motorists were injured

123 severe injuries
27 fatalities (2014-2021)

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
Safety

Protected Bike Lanes
- 34% reduction in risk of injury
- On the highest-risk streets, cycling risk or injury is reduced by over 60%

Standard Bike Lanes
- 32% reduction in risk of injury
- Improved safety on all study projects

Shared Lanes
- 18% reduction in risk of injury across all projects
- Limited use (wayfinding, as part of bike blvds, or on very narrow/low volume streets)

E-Scooter Share Pilot Program

Bronx E-Scooter Share Pilot Program: Anticipated increase in ridership in the service area

Bird, Lime, and Veo will deploy up to 6,000 E-Scooters in Phase I & II

Phase I: 2021-2023 Northeast Bronx
Phase II: 2022-2023 Southeast Bronx (potential future expansion)

Bronx E-Scooter Share Pilot Program Phase I:
• 285,000 trips since pilot launch (08/15-10/31)
• 3,700 average trips per day
• 80% of trips are under two miles
Bike Network

Limited bicycle network in Community Board 9; minimal bike connection to neighborhood destinations

Hostile crossings across the Bruckner and Cross Bronx Expy

Expected further increase in bike and e-scooter ridership
Goals

Reduce the number and severity of crashes

Improve pedestrian and cyclist access and comfort

Support existing cyclists and potential future Scooter Share Pilot Program riders

Connections

15-min bike ride
Proposed Routes

- Install standard and shared bike lanes
- Add connection between greenways segments
- Focus on bike facilities north of the Bruckner Expy where there’s a higher concentration of crashes and fatalities
Existing

- 50’ wide, two-way, one travel lane in each direction
- Wide travel lanes with no dedicated space for cyclists
Proposed

- Provides dedicated space for cyclists; bike connection to destinations
- Creates standard width travel lanes to discourage speeding
Existing

- 44’ wide, two-way, one travel lane in each direction
- No bike facilities, wayfinding
Proposed

- Provides wayfinding; fills gaps in the bike network
- Guides cyclists away from the “door zone”
- Alerts motorists to the presence of cyclists in the roadway
Existing

- 30’-34’ wide, one-way, one travel lane
- No bike facilities, wayfinding
Proposed

- Provides dedicated space for cyclists; bike connection to destinations
- Creates standard width travel lanes to discourage speeding
Existing

- 44’ wide, two-way, one travel lane in each direction
- No bike facilities, wayfinding
Proposed

- Provides dedicated space for cyclists
- Guides cyclists away from the “door zone”
- Alerts motorists to the presence of cyclists in the roadway
Summary & Next Steps
Summary of Benefits

Expand the bicycle network in Community Board 9

Provide safer bicycle connections, calm traffic; reduce risk of injury

Accommodate the growing number of cyclists in the area

Support future Scooter Share Pilot Program riders
Next Steps

• Gather additional community feedback for Phase II street improvement project proposals

• Additional connections to schools, parks, greenways, and other community amenities

• Future project proposals:
  • Safer pedestrian and bicycle crossings across the Bruckner and Cross Bronx Expy
  • Protected bike lanes, pedestrian safety improvements
Thank You!

Questions?