Southern Blvd, E 182nd St to E Fordham Rd
Street Improvement Project

New York City Department of Transportation
Presentation by the NYC DOT Bicycle Unit to Bronx Community Board 6
Presentation Overview

Background
- Greenway Network
- Cycling in Numbers
- Citi Bike Expansion
- Crash Statistics
- Benefits of Protected Bike Lanes
- Green Wave Report

Proposal
1. 2019-2020 Street Improvement Project
2. 2021 Proposal

Making it Work
- Bus Stops
- Intersection Improvements

Summary of Benefits
Background
Neighborhoods west of Bronx Park lack access to growing greenway network

- **Mosholu-Pelham Greenway** connecting to 1,100+ acre Van Cortland Park
- **Bronx River Greenway** linking series of waterfront parks in the heart of the borough
- **South Bronx Greenway** and connections to Randall’s Island, Queens, Manhattan
- Significant **public investment** in new and existing parkland and bike and pedestrian paths in parks
- Neighborhoods on the west side of the NYBG and Bronx Zoo lack **safe access** to parkland and paths
Background

Cycling in Numbers

24% (nearly 1.6 million) of adult New Yorkers ride a bike regularly

540,000 daily cycling commuting trips in 2019

+116% growth (2008-2018)
+35% growth (2013-2018)

48% of households in New York own a bicycle

53% of New Yorkers personally own or have access to a car

Data Source: 2019 Cycling in the City, 2019 Community Health Survey, 2018 Mobility Survey
Background

Citi Bike

Citi Bike Ridership:

15% of New Yorkers use bike share (Mobility Survey, 2018)

Citi Bike regularly serves over 80,000 trips per day; 10 million trips in 2019

Citi Bike Phase 3 Expansion:

171 stations installed in upper MN, and the BX, with an additional 94 stations planned for the BX in late 2020. Continued planning and outreach for 2021 installations

Reduced Fare Bike Share:

All NYCHA residents and SNAP recipients 16 years and older are eligible for a discounted membership of $5 per month.

- About 7,100 active members, up from 4,000 in early 2020

Critical Worker Program:

Initiated in March 2020 in response to Covid-19 provides a free month membership to frontline workers including first-responders, healthcare, and transit workforce.

- Over 840,000 trips taken by 19,200 members (about 5% of all trips)
Background

Crash Statistics

Southern Blvd, E 182nd St to E Fordham Rd
Injury Summary, 2014-2018 (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>28</td>
<td>4</td>
<td>1</td>
<td>5</td>
</tr>
<tr>
<td>Bicyclists</td>
<td>9</td>
<td>1</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>Motor Vehicle Occupant</td>
<td>223</td>
<td>12</td>
<td>0</td>
<td>12</td>
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<tr>
<td>Total</td>
<td>260</td>
<td>17</td>
<td>1</td>
<td>18</td>
</tr>
</tbody>
</table>

- 260 people have been injured, including 17 severely, and one pedestrian killed in 0.6 miles
- This section of Southern Blvd ranks in the top 10% for killed or severely injured (KSI) in all of the Bronx
- Since January 2020, 22 cyclists have been killed Citywide; 8 were killed in the Bronx

Southern Blvd, E 182nd St to E Fordham Rd is a Vision Zero Priority Corridor
Background

Safety Benefits of Protected Bike Lane

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

Multi-agency effort to reduce traffic fatalities and injuries
Analysis of fatalities key factors (2014-Present):
• 60% of fatalities happened at intersections; 23% involved a vehicle turn; 16% involved a driver’s failure to yield the right of way
• Nearly 90% of fatalities happened on streets without bike lanes

Citywide Protected Bicycle Lane (PBL) Network
• Build 30 miles of protected bicycle lane annually, guided by a PBL vision document.

Better Design:
• Implement new design standards based on national & international best practices to enhance safety at intersections.
• Continue piloting new designs with rigorous safety analysis

Education and Outreach:
• Launch next phase of Vision Zero public awareness campaign, educating drivers with a focus on cyclist safety — and expand the “Get There” bicycle encouragement/rules of the road campaign
• Educate all street users about safe truck operation on city streets
• Increase helmet giveaways and helmet use encouragement.
Proposal
Community request for safety improvements:

- **2012**: Proposal for share lanes tabled due to concerns about safety and desire for more robust improvements

- **2016**: Request from students at Fordham Preparatory High School and NY Botanical Garden to address safety concerns after a student was injured while walking to school, and a cyclist riding to her job at the NYBG was killed

DOT response to community request for safety improvements:

- **2017 - Present**: Project development and outreach

- **2019 - 2020**: Safety improvements implemented on Southern Blvd between E Fordham Rd to Moshulu Pkwy Greenway/Allerton Ballfields

- **2020 - 2021**: Southern Blvd, E Fordham Rd to E 182 St Project Proposal
Proposal

Previous Safety Improvements

- Two-way bike path from E Fordham Rd to Bedford Park Blvd
- Bike stamps from Bedford Park Blvd connecting cyclists to Mosholu Greenway
- Painted pedestrian spaces at NYBG Entrance, Bedford Park Blvd, and Metro North Entrance
- New bus boarding island at Bronx Park Rd
- New slip lane signals at Bedford Park Blvd and Mosholu Pkwy
- Extended right turn lane onto Mosholu Pkwy (80 to 1,000 feet)

Previous Safety Improvements include:

- The vast majority of cyclist fatalities occur on streets without bicycle facilities.
  Between 2006 and 2016, only 11% of cyclist fatalities occurred on streets with a bicycle facility.

Other improvements include:

- New slip lane signals at Bedford Park Blvd and Mosholu Pkwy
- Extended right turn lane onto Mosholu Pkwy (80 to 1,000 feet)
Proposal

Overview

1. **2019-2020 Street Improvement Project:**
   - **INSTALLED:** Two-way bike path on Southern Blvd between E Fordham Rd and Allerton Ballpark connecting cyclists to Mosholu Greenway

2. **2020-2021 Street Improvement Project:**
   - **PROPOSED:** Two-way bike path on Southern Blvd between E Fordham Rd and E 182 St connecting cyclists to existing bike facilities south of E 182 St
Proposal

Existing Conditions/Issues

Vision Zero Priority Corridor

- Excess width encourages **speeding**, **illegal u-turns**, and other unsafe behavior.

- **Vision Zero Priority Corridor** especially challenging for children and seniors.

- **No bike connection** to existing network, and major destinations along the corridor.
Proposal

Proposal: Two-way path

Existing Curb Regulation:
- NO PARKING
  - Tue & Fri
  - 9:30AM-11AM

Proposed Curb Regulation:
- NO PARKING
  - All Days
  - 7AM-7PM

Between 7am and 7pm the lane will function as a moving lane to accommodate vehicular volumes. Overnight parking allowed
Proposal

Design Elements

Two-way delineator/parking protected bike lane

- **Narrower, organized roadway** discourages speeding, shortens pedestrian crossings
- **Rush hour lane** maintains capacity during peak period, calms traffic during off-peak periods
- **Overnight parking** remains the same
Making It Work
Making It Work

Proposed Bus Improvements: Bx9, Bx19 Stops

Average Bus Ridership (2019):
Bx9: 21,840
Bx19: 21,475

Bus Boarders:
- ADA complaint design
- Improve bus operations; reduce lag time at each stop – buses stay in moving lane
- Clear indication of bus stop, ramps reduce cyclists speeds
**Making It Work**

**Proposed Bus Improvements: Bx9, Bx19 Stops**

- **Better Buses Action Plan:**

  **Improve bus speeds.** Saving valuable seconds. DOT has recently been employing durable recycled plastic “bus boarders” that serve the same purpose but do not require capital construction.
Proposed Intersection Improvements: E Fordham Rd

Between 2013 and 2017, **106 people injured; 9 severely injured**

**Previous Safety Improvements:**
1. ADA compliant ramps
2. Curb extensions
3. Two-way bike lanes
4. Two-way bike stamps
5. Wayfinding

**Proposed Safety Improvements:**
6. Painted curb extensions
7. Leading Pedestrian Interval (LPI)
8. Two-way bike lanes

Making It Work
Proposed Intersection Improvements: E 182 St

Between 2013 and 2017, 42 people injured; 5 severely injured

Previous Safety Improvements:
1. Bike lanes

Proposed Safety Improvements:
2. Two-way bike lanes
3. Painted curb extensions
Summary of Benefits
Summary of Benefits
Southern Blvd, E 182 St to E Fordham Rd

Vital transportation corridor for all modes

Creates New Neighborhood Amenity:
- **Direct connection** to existing bike and greenway network, and major destinations
- Access to greenway system for west Bronx
- Provides **comfortable** space for cyclists of varied ages and experience levels
- Encourages **physical activity** – recreational bike rides, walking, jogging

Increases safety and improves conditions for all road users by:
- Reduces speeding; calms traffic
- Maintains traffic capacity during peak hour
- Shortens pedestrian crossings
- Provides protected space for cyclists
- Adds bus boarding islands to reduce lag time at bus stops

Protected bike lanes benefit all street users:

<table>
<thead>
<tr>
<th></th>
<th>Crashes with Injuries</th>
<th>Motor Vehicle Occupant Injuries</th>
<th>Pedestrian Injuries</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Down</strong></td>
<td><strong>15%</strong></td>
<td><strong>15%</strong></td>
<td><strong>21%</strong></td>
</tr>
</tbody>
</table>

Broadway (Van Cortland Park), BX
Thank You!

Questions?