



# SOUTHERN BLVD

## Traffic Calming and Protected Bike Lanes

Presented by NYC DOT Bicycle and Greenways Program  
To Bronx Community Board 6 on April 18, 2019



## Overview

### CYCLING IN NUMBERS:

**+55% Growth** in daily cycling in New York City between 2012 and 2017

**+49% Growth** in commuting to work in the Bronx between 2012 and 2017

### GOALS:

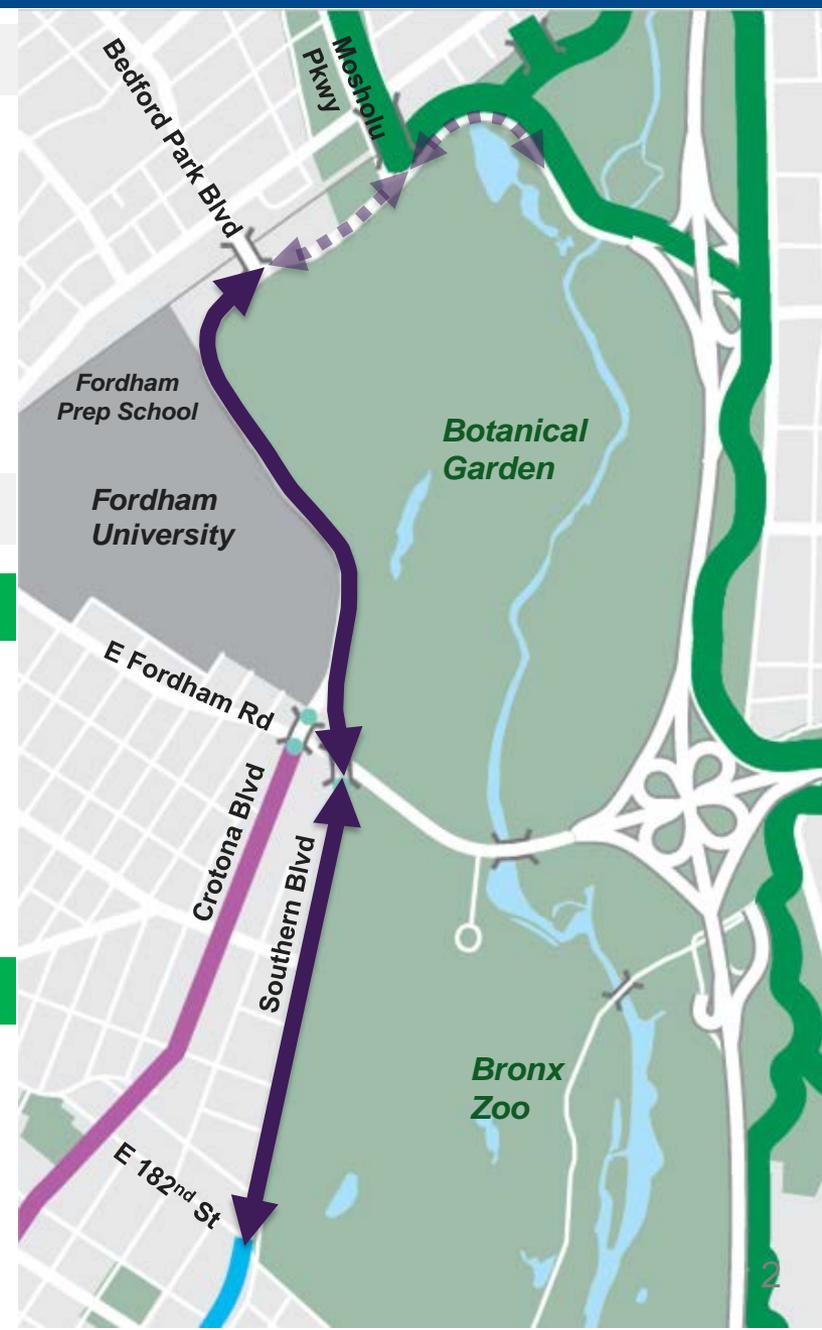
#### Improve safety for all road users

*Vision Zero Priority Corridor: 19 people severely injured, 2 pedestrian, and 1 cyclist have been killed (2014-present)*

- Traffic calming
- Shorter, safer pedestrian crossings
- Dedicated space for cyclists

#### Create connections to neighborhood amenities

- **Mosholu-Pelham Greenway** connecting to 1,100+ acre Van Cortland Park
- **Bronx River Greenway** with connection to waterfront, parks
- **South Bronx Greenway** and connections to Randall's Island, Queens, Manhattan

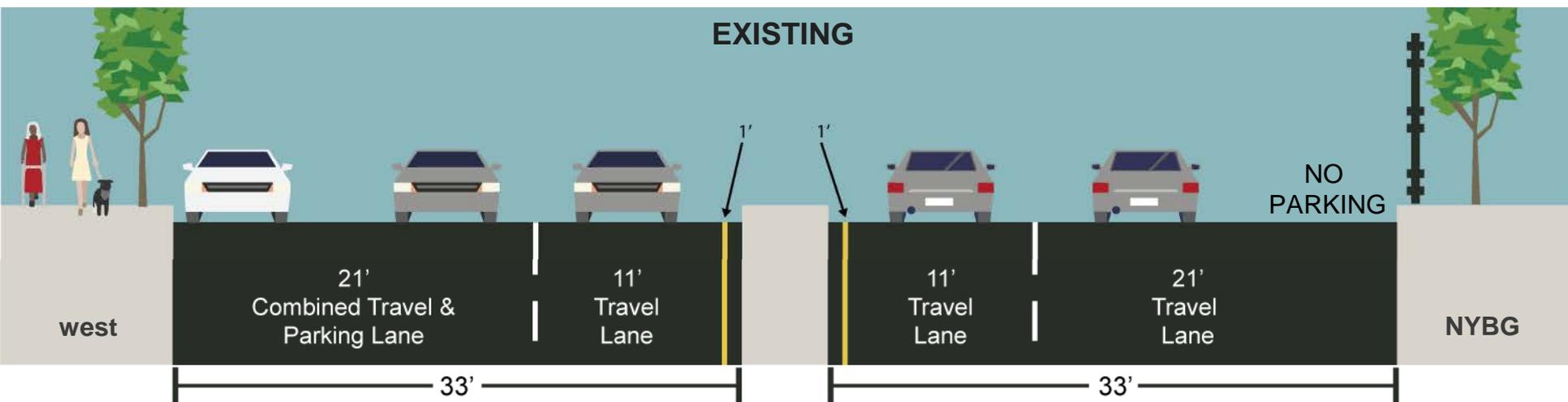


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**Proposal**

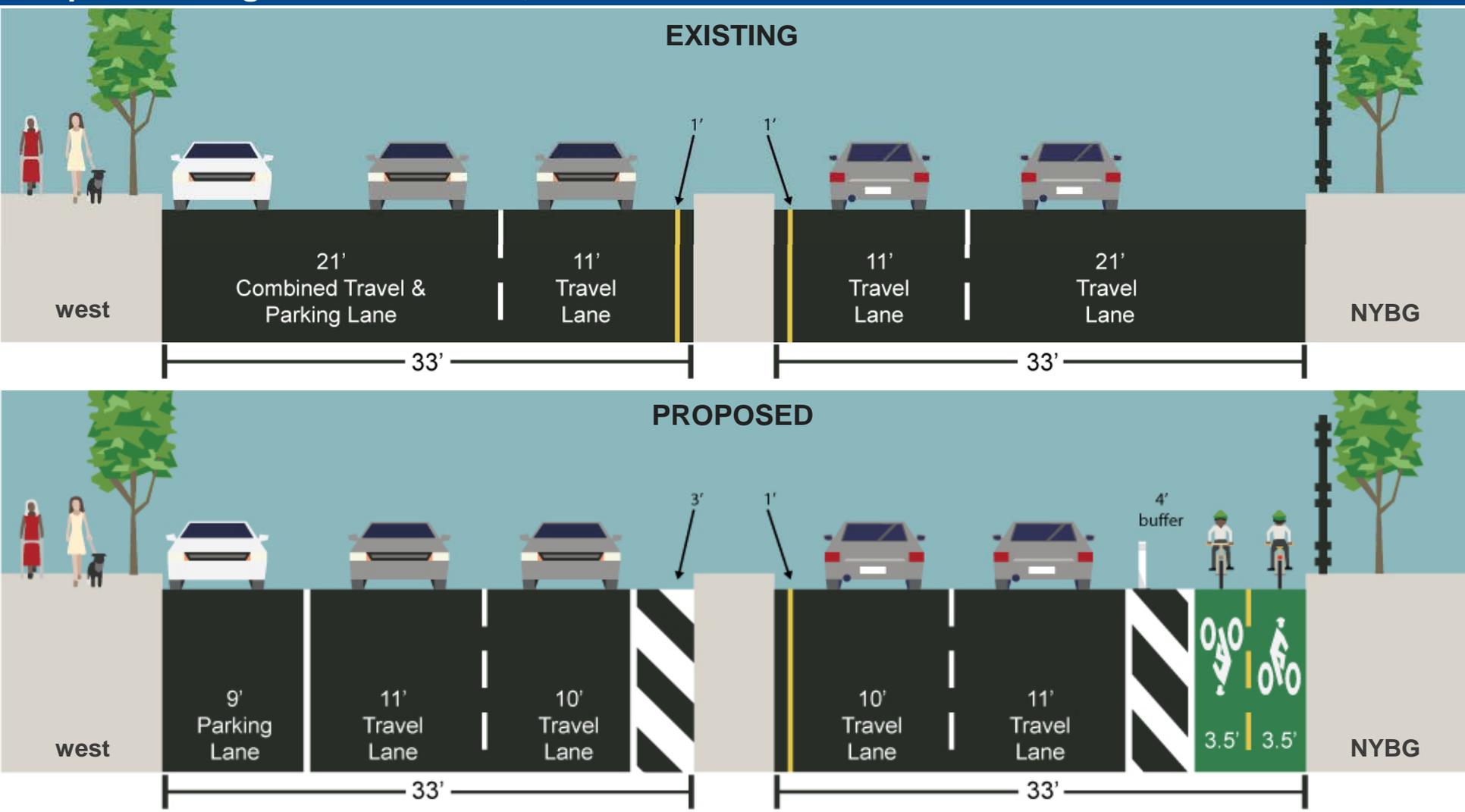
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# Existing Conditions/Issues: Southern Blvd, E Fordham Rd to Bedford Park Blvd



- Excess width on the northbound side **encourages speeding and reckless driving**
- **No bike connection** to existing network
- Large institutions disrupt street grid making this a **key connection** for all users

# Proposed Design: Southern Blvd, E Fordham Rd to Bedford Park Blvd

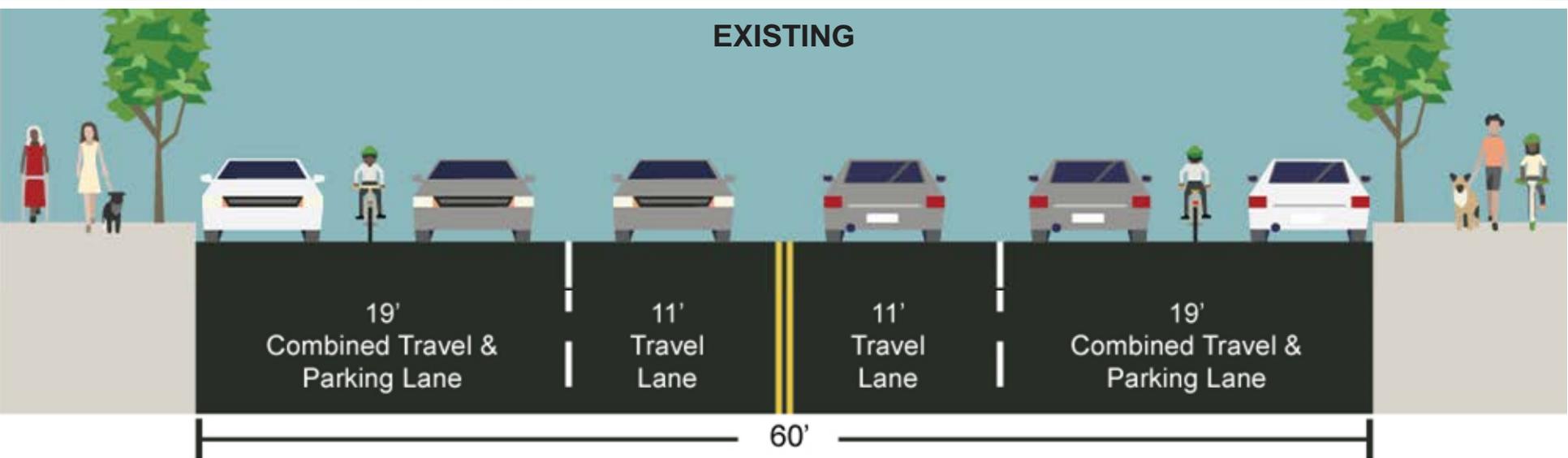


## Two-way Delineator Protected Bike Lane

- **Narrower northbound roadway** discourages speeding, shortens pedestrian crossings
- **Two-way protected bike lane** creates dedicated space for cyclists, discourages wrong-way and sidewalk riding, reduces conflicts with pedestrians

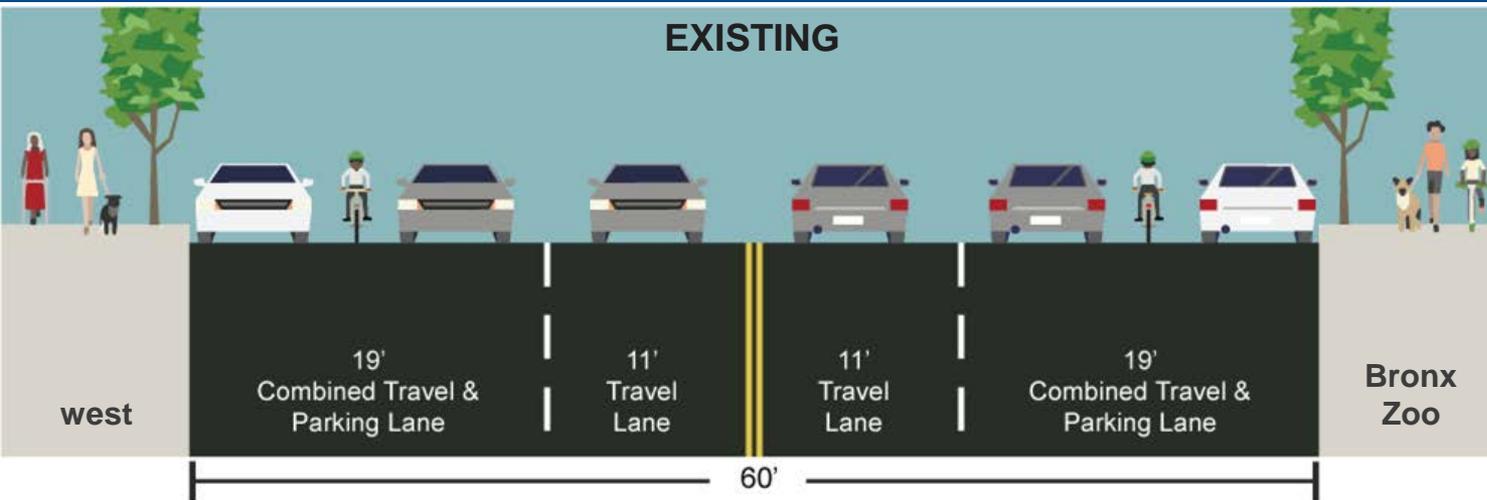
# Existing Conditions/Issues: Southern Blvd, E 182 St to E Fordham Rd

## Vision Zero Priority Corridor

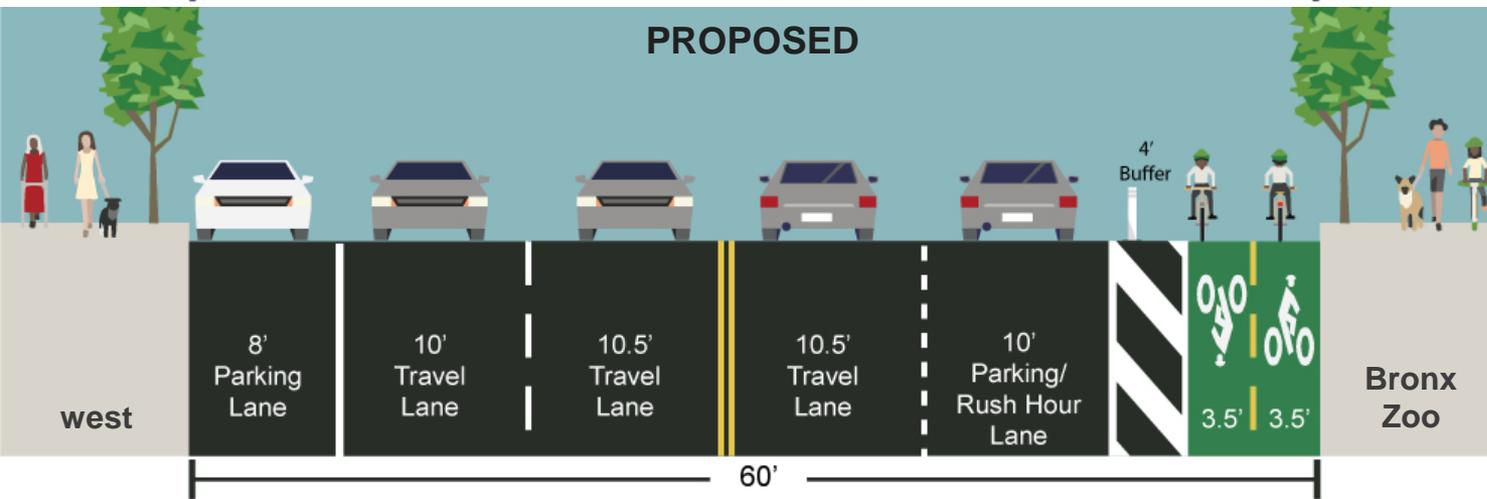


- Excess width encourages **speeding, illegal u-turns, and other unsafe behavior**
- **Vision Zero Priority Corridor** especially challenging for children and seniors
- **No bike connection** to existing network, and major destinations along the corridor

# Existing Conditions/Issues: Southern Blvd, E 182 St to E Fordham Rd



**NO PARKING**  
Tue & Fri  
9:30AM-11AM



**NO PARKING**  
Mon-Fri  
7AM – 7PM

**PARKING**  
ALL OTHER HOURS

*Between 7am and 7pm the lane will function as moving lane to accommodate existing volumes*

## Two-way Parking/Delineator 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

# Proposed Design Elements



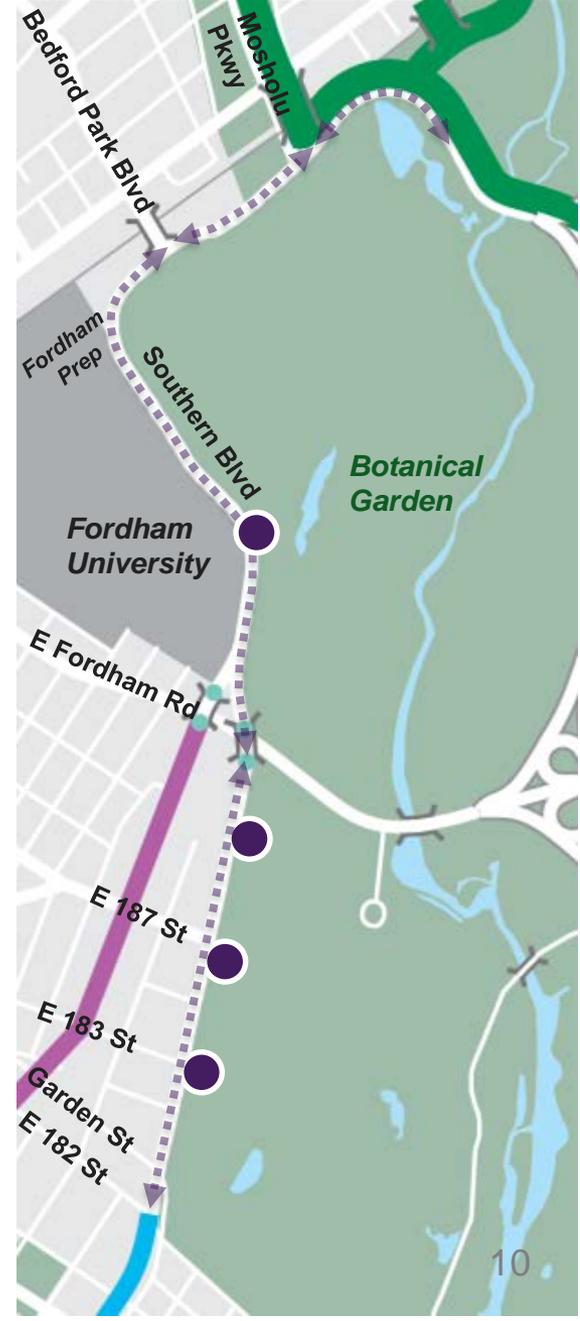
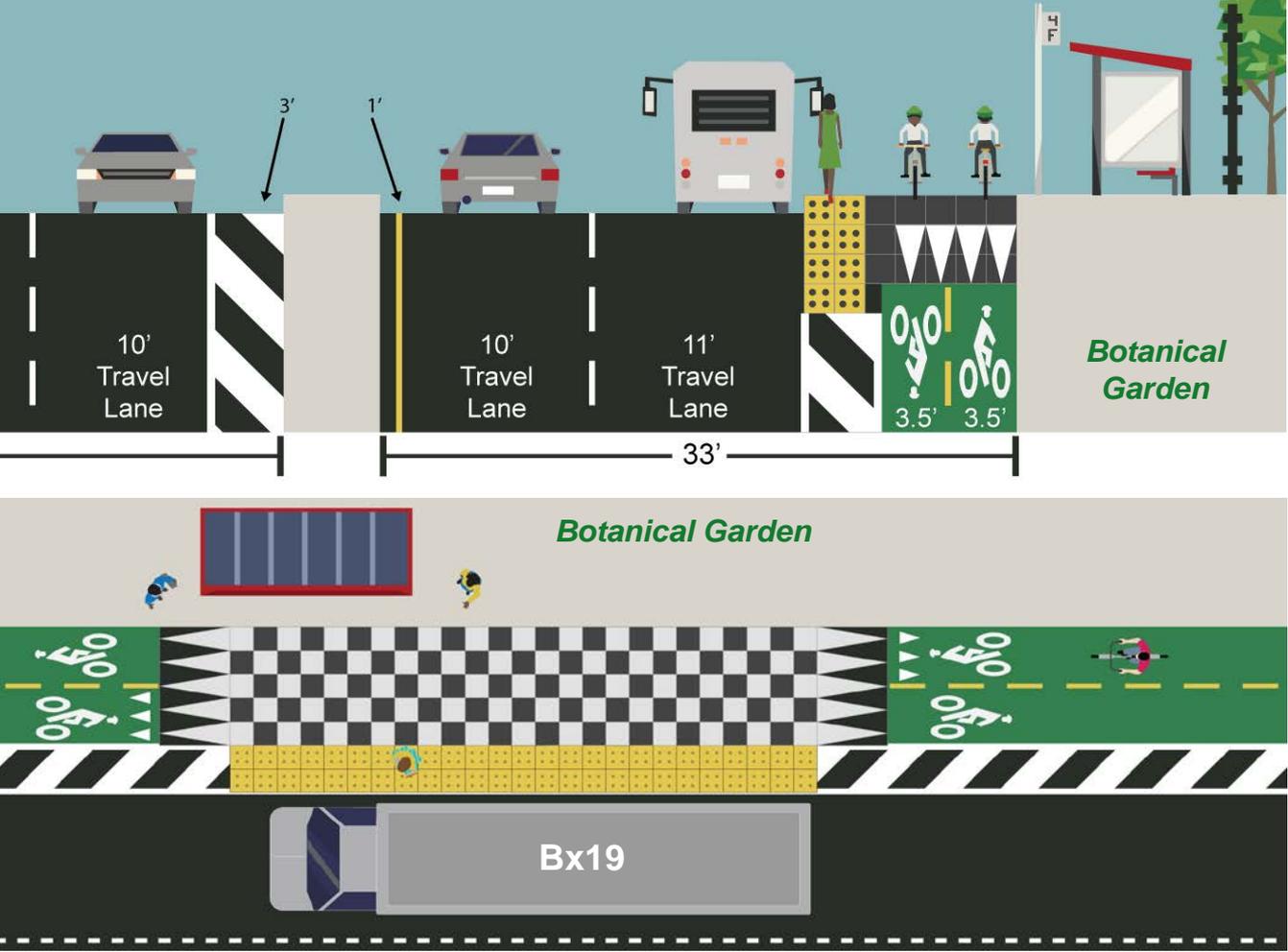
Broadway (Van Cortlandt Park), BX

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## Bus Operations

# 2

# Proposed Design: Bus Stops



## 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

# Proposed Design Elements: Bus Boarding Islands



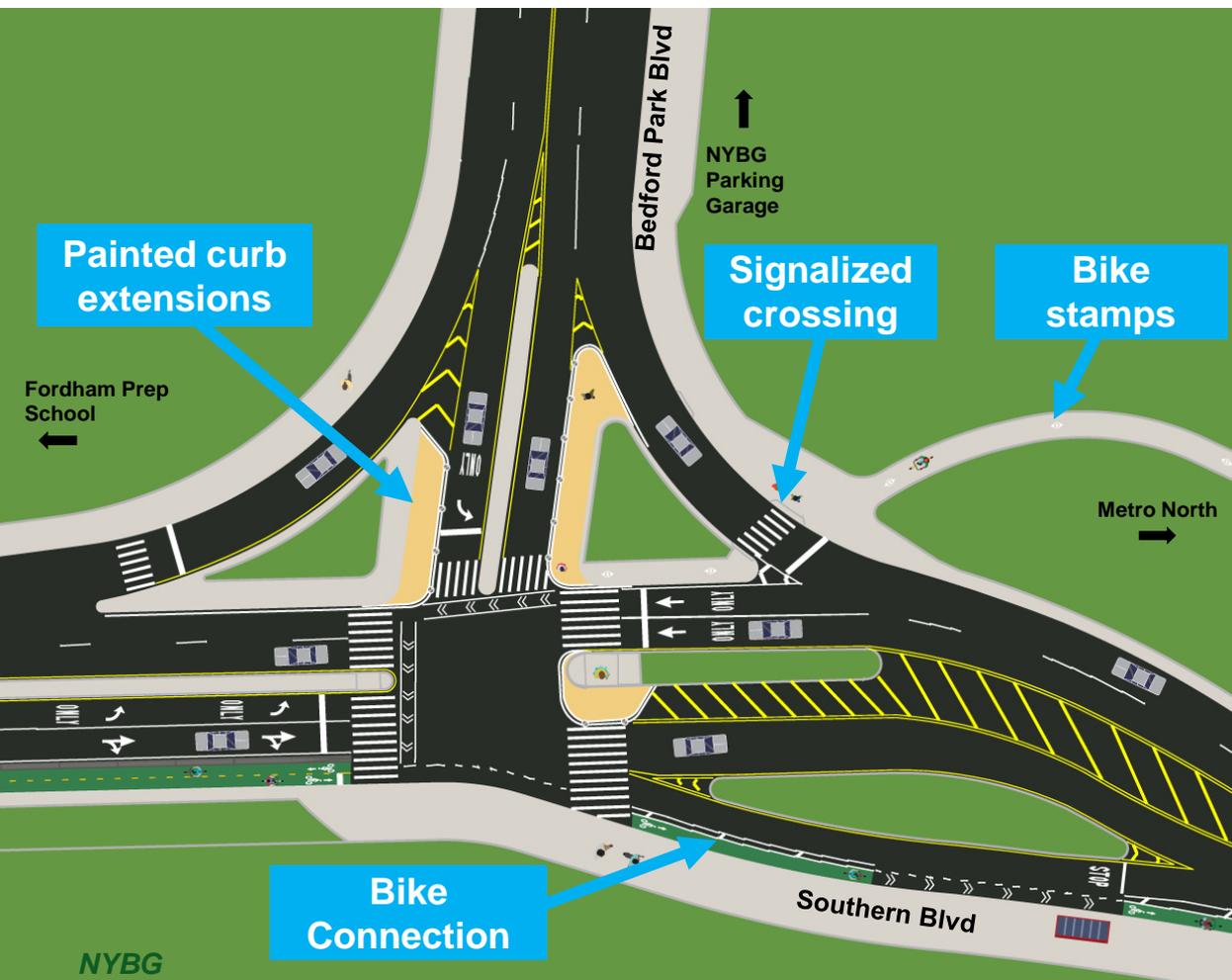
Los Angeles, CA

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# Intersection Improvements

# 4

# Proposed Design: Bedford Park Blvd



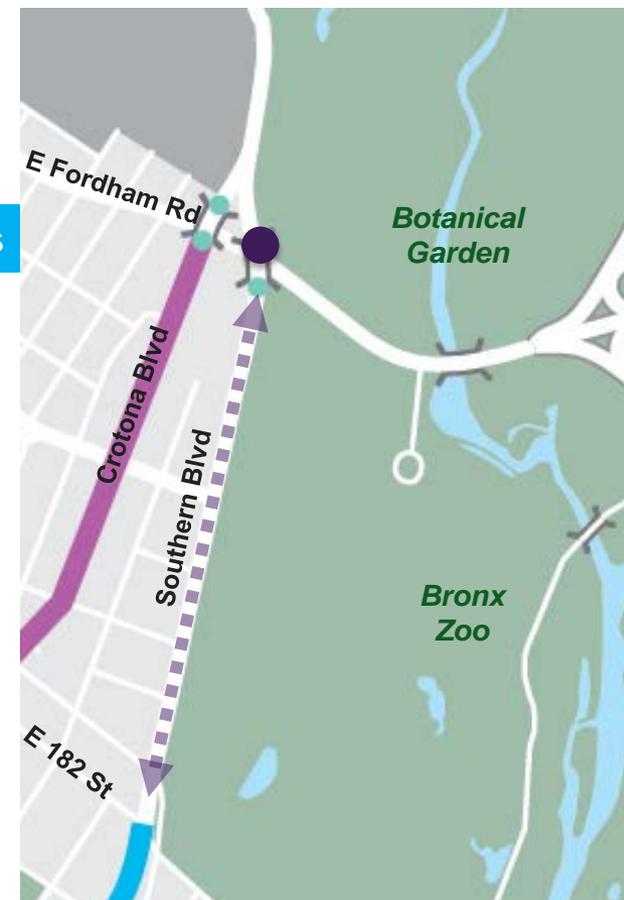
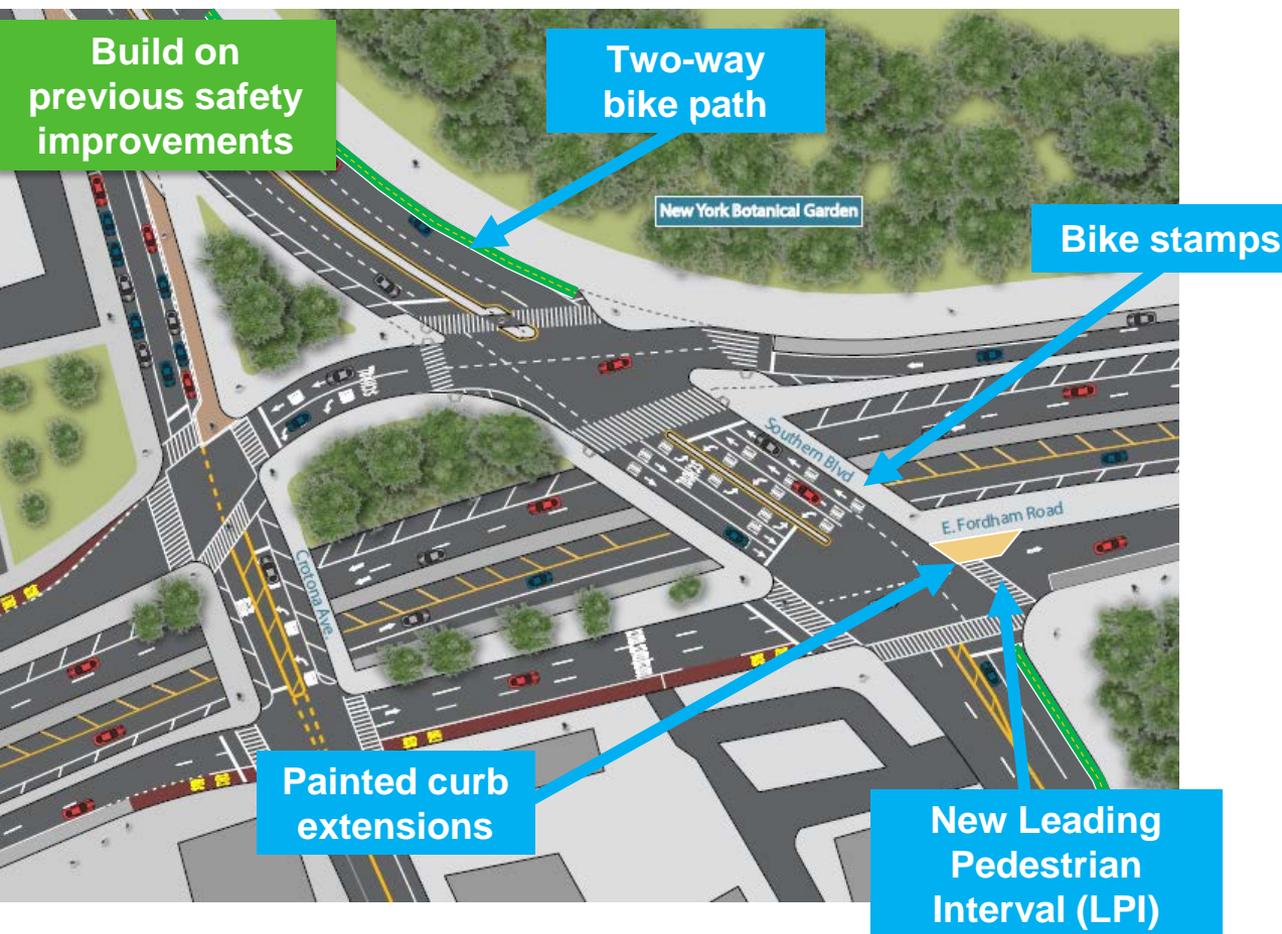
**55 people injured; 4 severely injured, and 1 killed (2013-2017)**

- Safer, shorter pedestrian crossings
- Creates dedicate space for cyclists
- Access to the greenway network



**Bike Counts (12-hr)**  
Weekday – 541  
Weekend - 381

# Proposed Design: E Fordham Rd



**106 people injured; 9 severely injured (2013-2017)**

- **New Leading Pedestrian Interval (LPI) gives pedestrians and cyclists a head start**
- **Creates shorter, safer crossing for pedestrians and cyclists**
- **Two-way path extends bike network across E Fordham Rd**

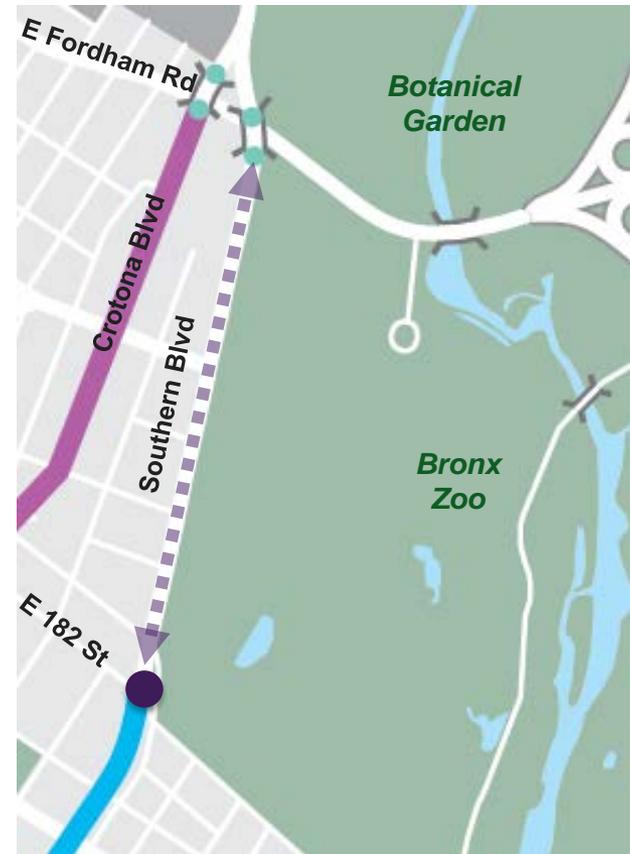
# Proposed Design: E 182 St



Two-way bike path

Connection to existing bike network

Painted curb extensions



**42 people injured; 5 severely injured (2013-2017)**

- Painted pedestrian space create shorter, safer crossing for pedestrians
- Connection to bike lanes on Southern Blvd south of E 182 St

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# Summary

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## Southern Blvd, E Fordham Rd to Mosholu Pkwy

Injury Summary, 2012-2016 (5 Years)

	Total Injuries	Severe Injuries	Fatalities	KSI
Pedestrian	8	1	1	2
Bicyclists	2	0	1	1
Motor Vehicle Occupant	255	7	0	7
<b>Total</b>	<b>265</b>	<b>8</b>	<b>2</b>	<b>10</b>

**Fatalities, 01/01/2012 – 12/31/2018: 2**

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



### Increased Safety:

- Calms traffic
- Shortens crossings
- Provides dedicated space for cyclists

### Protected bike lanes benefit all street users:

Crashes with Injuries

**Down 15%**

Pedestrian Injuries

**Down 21%**

Motor Vehicle Occupant Injuries

**Down 15%**

## 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 and reducing lag time at bus stops



Questions?

**THANK YOU!**



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