

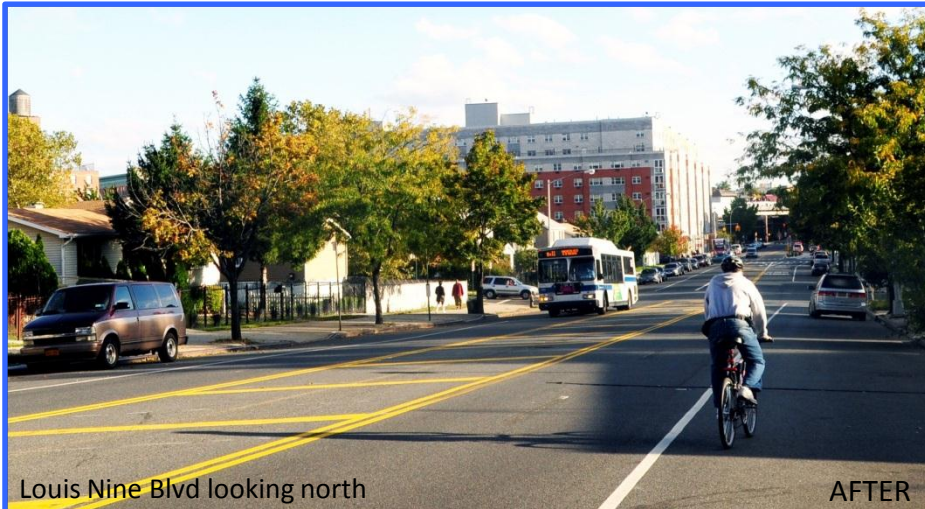
Louis Nine Boulevard

Traffic Calming and Open Space



Executive Summary

In 2010, DOT received requests from the Women's Housing and Economic Development Corporation (WHEDco) and Bronx Community Board 3 for improvements along the corridors of Louis Nine Boulevard, Intervale Avenue and Freeman Street. The community was concerned about speeding, a lack of greenery, long crossings and a lack of neighborhood amenities. In response, DOT worked with the community to develop a plan which addressed each of these issues. Post implementation analysis indicates a reduction in crashes and speeding while improving mobility and the streetscape for all users.



Louis Nine Blvd looking north

AFTER

Results Summary

Safety

- Injuries for all users decreased by 29%
- Speeding on Louis Nine Blvd decreased by 71% in the northbound direction and by 60% in the southbound direction

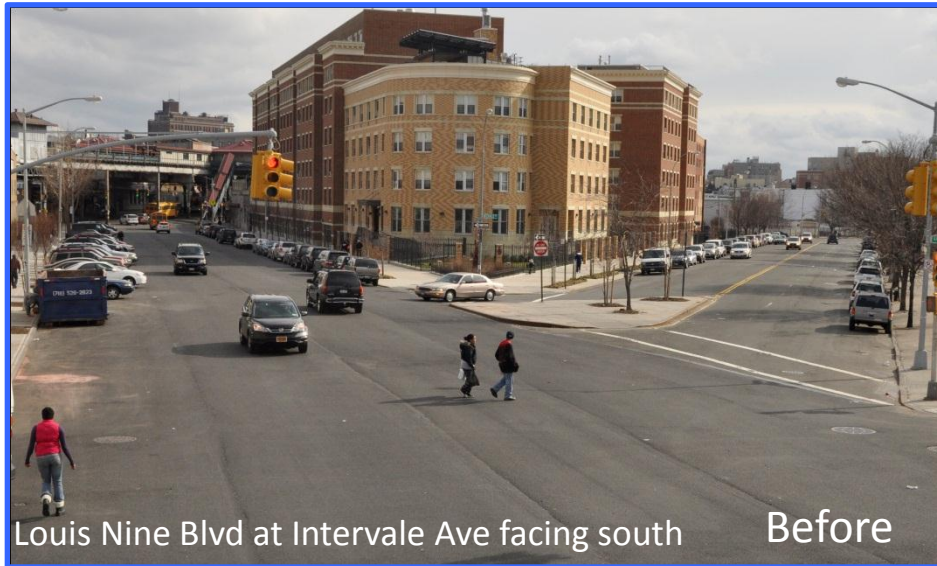
Mobility

- Vehicular volumes on Louis Nine Blvd and Intervale Ave were maintained for northbound and southbound movements
- Travel times on Louis Nine Blvd were improved and travel times on Southern Blvd and Intervale Ave were maintained
- Pedestrian volumes increased by 21% at Jennings St/Louis Nine Blvd/Intervale Ave and by 33% at Freeman St/Southern Blvd/Louis Nine Blvd
- The west crosswalk of Louis Nine Blvd and Southern Blvd is 42% shorter (from 130' to 76')
- Bus riders have an accessible curb extension on which to wait for the bus rather than waiting in the roadbed

Economic Vitality & Quality of Life

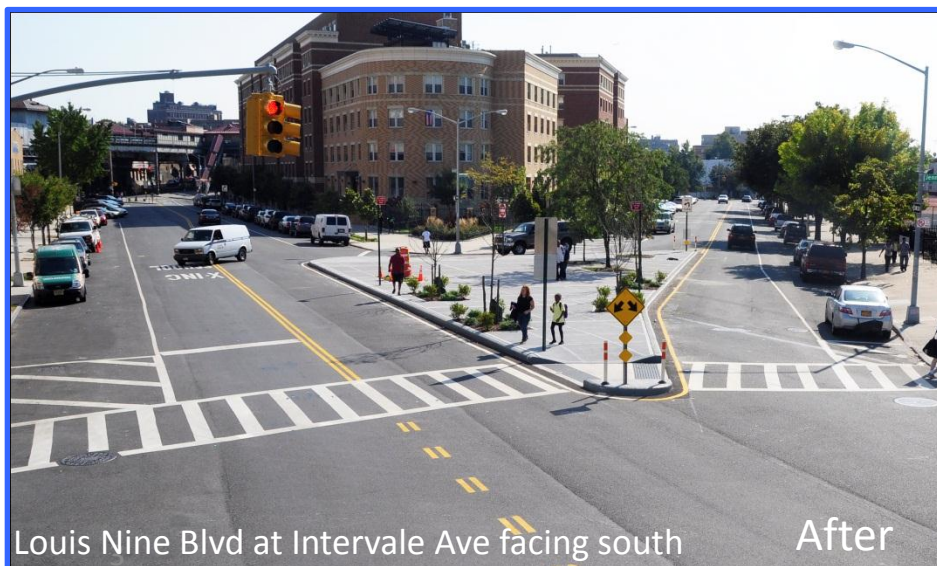
- FDNY and NYPD report no adverse effect to their operations
- "Bronx Community Board 3 has received much positive response and feedback from local community residents...these safety and aesthetic improvements have enhanced this neighborhood and improved the economic vitality of the community." – John Dudley, Community Board 3 District Manager

Project Summary

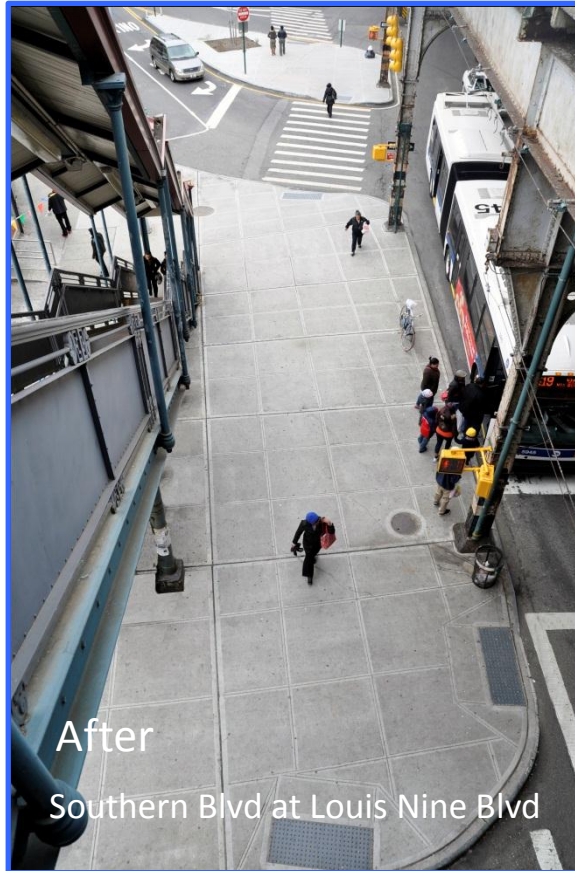
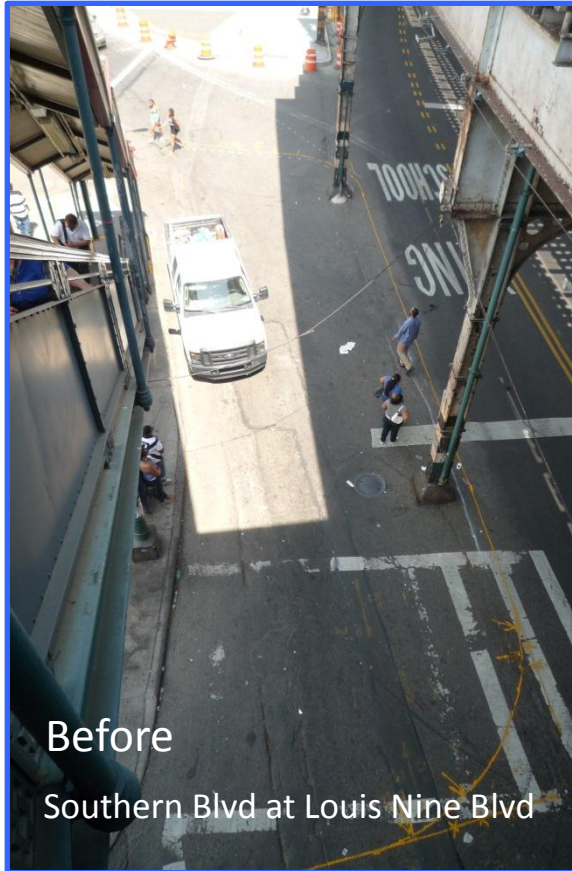


Completed May 2012:

- Expanded concrete triangle at intersection of Louis Nine Blvd and Intervale Ave
- Reduced one moving lane in each direction on all three streets in project area
- Marked flush medians with left turn bays and bike friendly parking lanes on Louis Nine Blvd north of Jennings St and on Freeman St
- Converted parallel parking to angled parking on the east curb of Intervale Ave south of Louis Nine Blvd



Project Summary

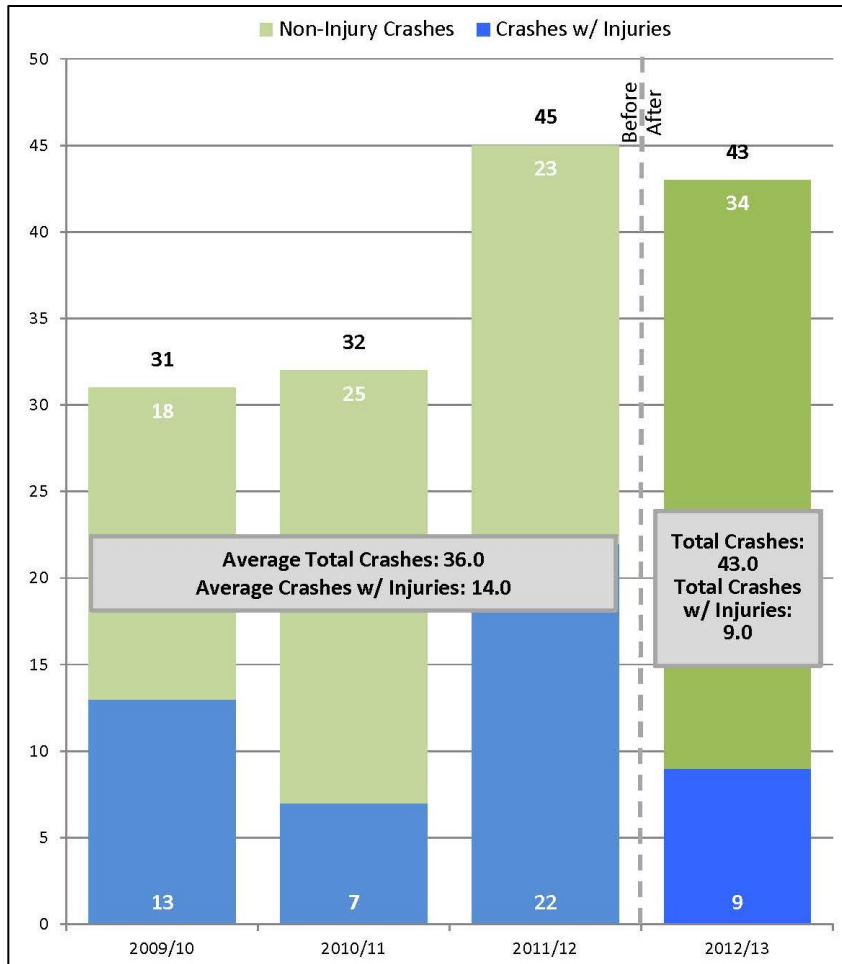


Completed May 2012:

- Added pedestrian safety island on Louis Nine Blvd at Southern Blvd
- Constructed large concrete sidewalk extension at the bus stop on Southern Blvd
- Installed two epoxy gravel sidewalk extensions

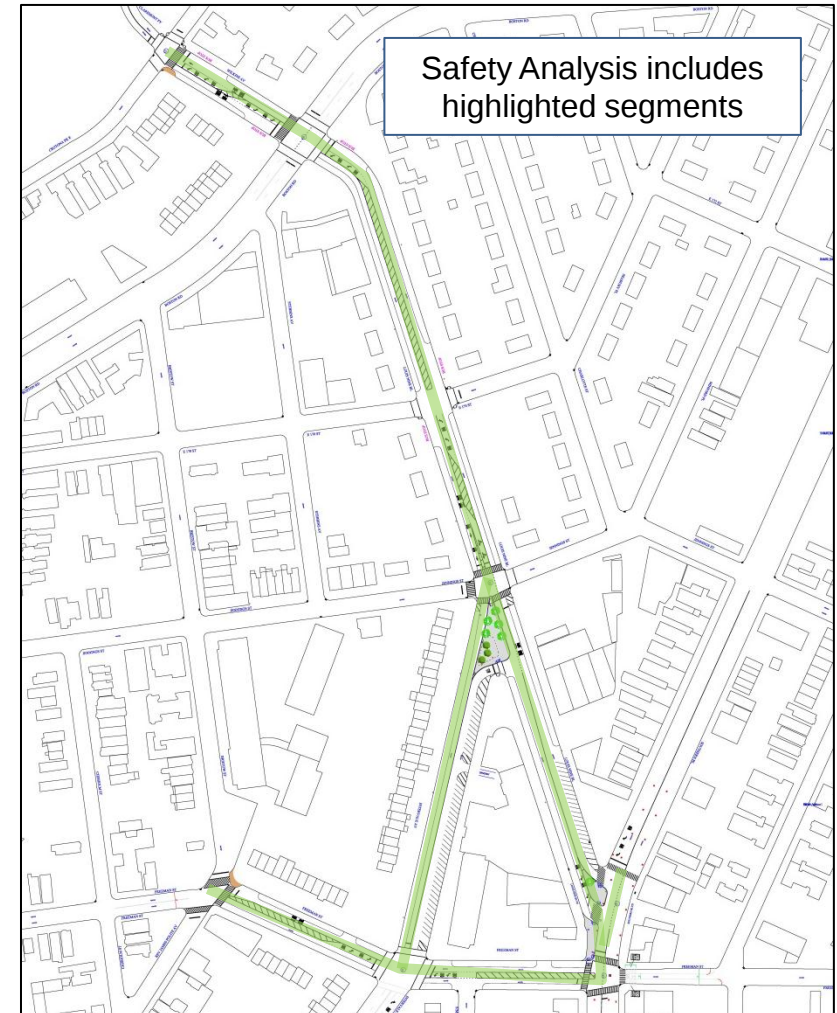
Safety - Crashes and Injuries

Crashes, One-Year After Analysis



Each before year period is the 12-month period beginning March 1 and ending Mar 28. The 1-yr after period is June 1, 2012 to May 31, 2013. The implementation period of March 1 to May 31, 2011 is excluded.

Source: NYPD AIS/TAMS Crash Database



Safety - Crashes and Injuries

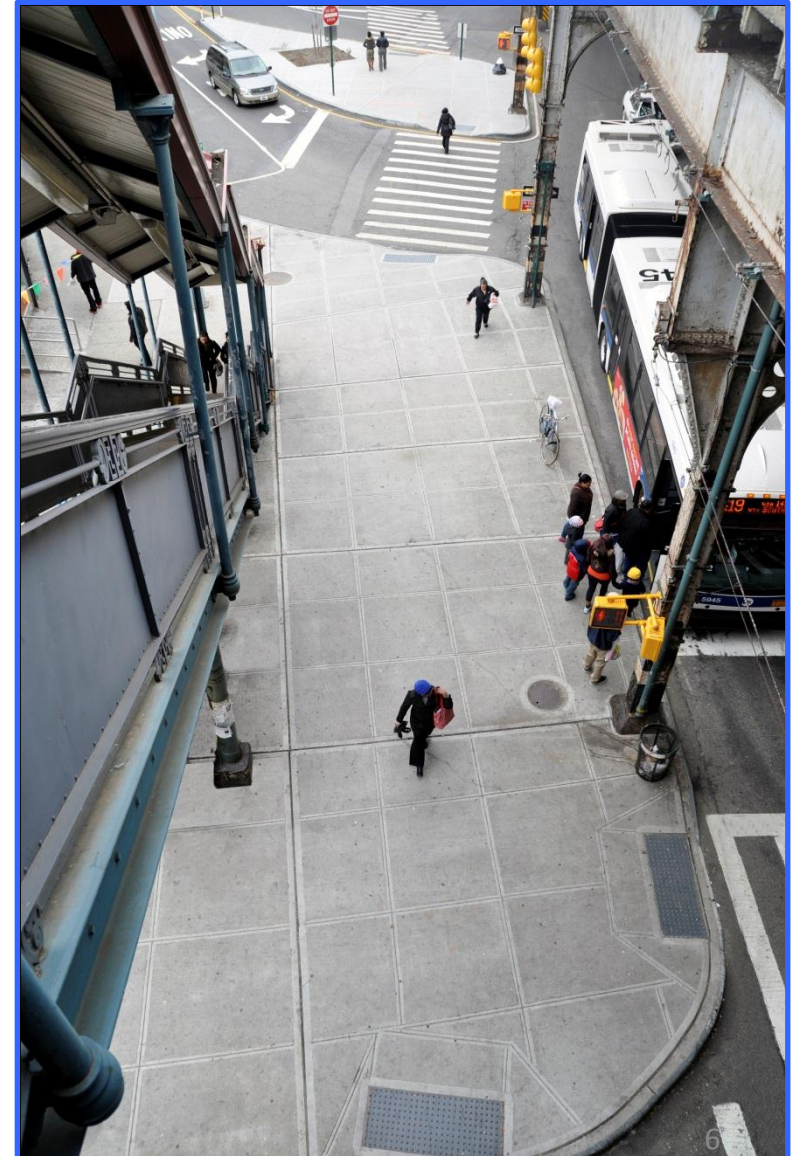
- Injuries for all users decreased by 29%

Crashes and Injuries One-Year After Analysis

	Before			After
	'09/ '10	'10/ '11	'11/ '12	'12/ '13
Total Crashes	31	32	45	43
Crashes w/ Injuries	13	7	22	9
Motor Vehicle Occupant	23	9	22	15
Pedestrian	2	3	9	2
Cyclist	1	0	3	0
Total Injuries	26	12	34	17

Each before year period is the 12-month period beginning March 1 and ending February 28. The 1-yr after period is June 1, 2012 to May 31, 2013. The implementation period of March 1 to May 31, 2012 is excluded.

Source: NYPD AIS/TAMS Crash Database



Safety – Disaggregated by Segment

Crashes and Injuries
One-Year After Analysis, Louis Nine Boulevard
(Southern Boulevard to Crotona Park E)

	Before			After
	'09/ '10	'10/ '11	'11/ '12	'12/ '13
Total Crashes	16	20	31	14
Crashes w/ Injuries	8	4	15	2
Motor Vehicle Occupant	15	5	15	4
Pedestrian	0	3	6	0
Cyclist	1	0	1	0
Total Injuries	16	8	22	4

Crashes and Injuries
One-Year After Analysis, Freeman Street
(Bristow Street to Southern Boulevard)

	Before			After
	'09/ '10	'10/ '11	'11/ '12	'12/ '13
Total Crashes	15	12	16	30
Crashes w/ Injuries	5	3	8	7
Motor Vehicle Occupant	8	4	8	11
Pedestrian	2	0	3	2
Cyclist	0	0	2	0
Total Injuries	10	4	13	13

Note: Intervale Avenue segment is included in the above analyses. The intersection of Intervale Avenue and Louis Nine Boulevard is included in the first chart and Intervale Avenue and Freeman Street is in the second.

Each before year period is the 12-month period beginning March 1 and ending February 28.

The 1-yr after period is June 1, 2012 to May 31, 2013. The implementation period of March 1 to May 31, 2012 is excluded.

Source: NYPD AIS/TAMS Crash Database

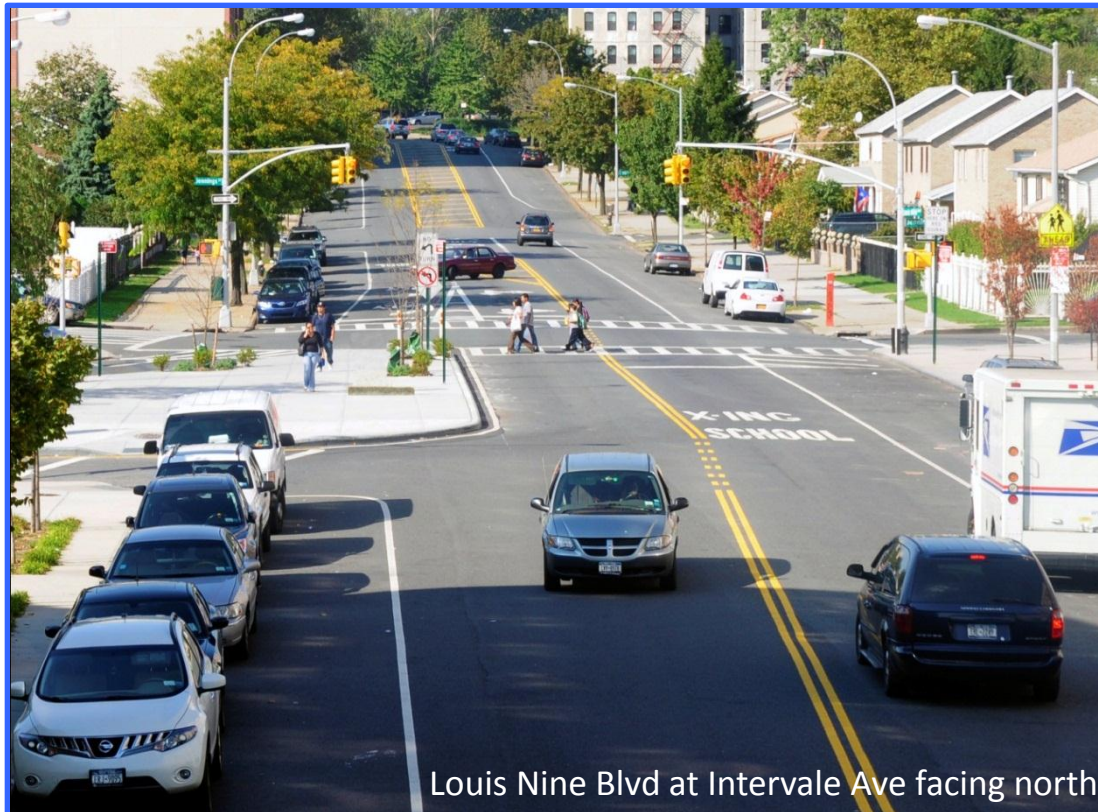
Safety - Speeding

Drivers traveling in excess of 30 mph

Direction	Before	After
Northbound	52.3%	15.0%
Southbound	32.5%	13.0%

Before; radar speeds 11am-12pm June 15, 2011, sample size 224 vehicles.

After: radar speeds 3-4pm speed July 2 2013, sample size 200 vehicles.

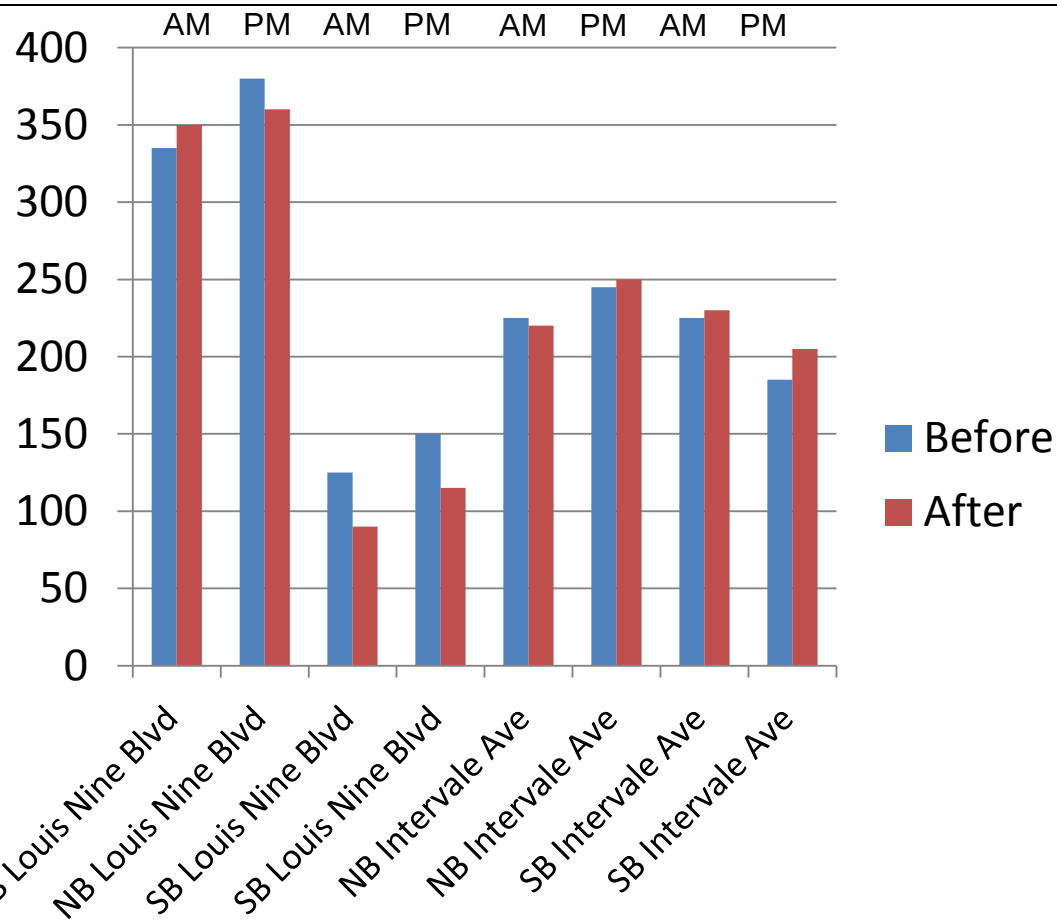


Louis Nine Blvd at Intervale Ave facing north

- Speeding on Louis Nine Blvd decreased by 71% in the northbound direction and by 60% in the southbound direction

Mobility - Vehicular Volumes

- Vehicular volumes on Louis Nine Blvd and Intervale Ave were maintained for northbound and southbound movements



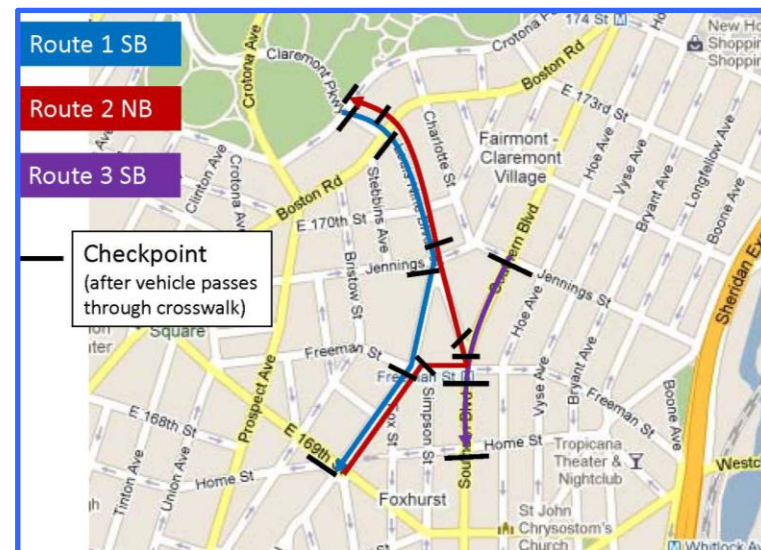
Before: Volumes collected October 18- 24 2010.
After: Volumes collected May 19-25 2013.



Mobility - Travel Time

- Travel time on Louis Nine Blvd were improved and travel times on Southern Blvd and Intervale Ave were maintained

	BEFORE	AFTER
	Minutes.Seconds	
ROUTE # 1 NORTHBOUND LOUIS NINE BLVD	3.1	2.6
ROUTE # 2 SOUTHBOUND INTERVALE AVE	3.3	3.4
ROUTE # 3 SOUTHBOUND SOUTHERN BLVD	1.4	1.2

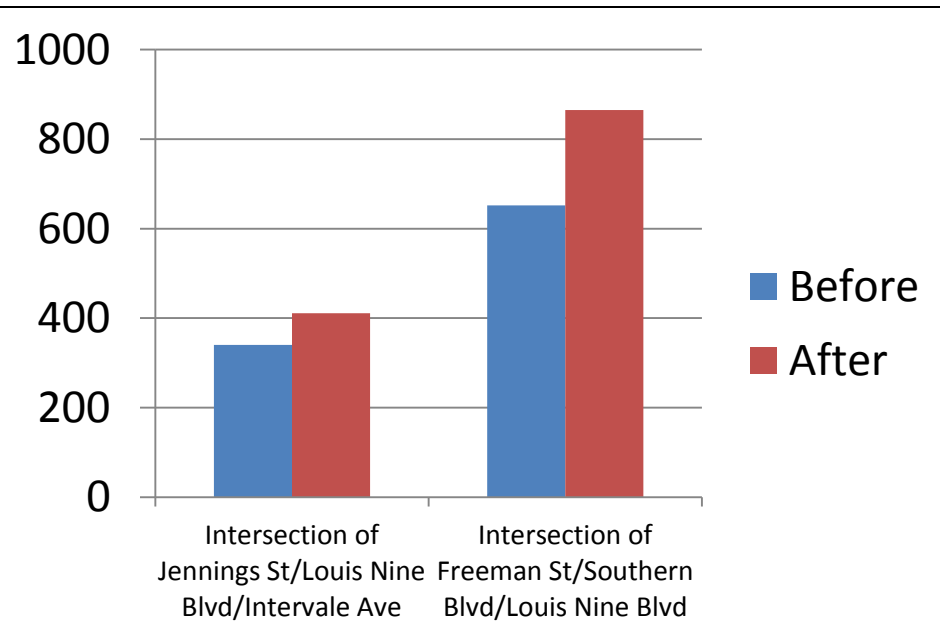


Before travel time runs done 06/21/11, 06/22/11 and 06/23/11 from 7am to 9am. All routes had seven runs.

After travel time runs done 05/21/13 and 05/22/13 from 7 am to 9am. At least 18, 12 and 11 runs for Route 1, Route 2 and Route 3, respectively.

Mobility- Pedestrian Volumes

- Pedestrian volumes increased by 21% at Jennings St/Louis Nine Blvd/Intervale Ave and by 33% at Freeman St/Southern Blvd/Louis Nine Blvd

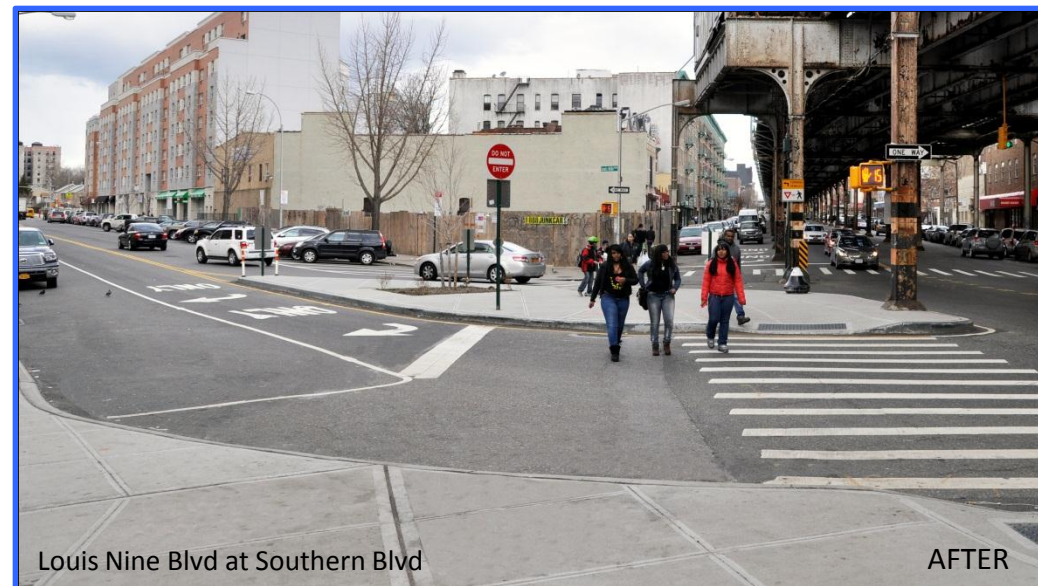


Before: Volumes collected June 22-23 2011 from 7:30-8:30am.
After: Volumes collected May 21-22 2013 from 7:30-8:30am.



Mobility – Crossing Distance

- The west crosswalk of Louis Nine Blvd and Southern Blvd is 42% shorter (from 130ft to 76ft)



Mobility - Pedestrian Access

- Bus riders have an accessible curb extension on which to wait for the bus rather than waiting in the roadbed



Southern Blvd at Freeman St

BEFORE



Southern Blvd at Freeman St

AFTER

Quality of Life - Emergency Response

- FDNY and NYPD report no adverse effect to their operations



Intervale Ave at Jennings St facing north

Economic Vitality & Quality of Life

- “Bronx Community Board 3 has received much positive response and feedback from local community residents...these safety and aesthetic improvements have enhanced this neighborhood and improved the economic vitality of the community.” – John Dudley, Community Board 3 District Manager



Intervale Ave at Louis Nine Blvd facing north