EASTCHESTER RD, WATERS PL, & CONNECTIONS
BICYCLE LANE NETWORK EXPANSION

Presented to Bronx Community Boards 11, 12
June 2021
1. Background
2. Proposal
3. Route Details
4. Summary
Background
Project Goals

- **Build** robust on-street bicycle network
- **Support** new scooter share riders and bicycle ridership growth
- **Improve** road safety for all road users
- **Create** new connections to key destinations:
  - Bronx Park
  - Pelham Bay Park
  - Pelham Gardens
  - Jacobi Medical Center
  - Bronx Behavioral Health Center
  - Bronx River, Moshulu-Pelham, and Hutchinson River Greenways
Background

INTEREST IN IMPROVED BIKE & SCOOTER ACCESS IN THE BRONX

NYC Bicycle Ridership

- 24% (nearly 1.6 million) of adult New Yorkers ride a bike regularly
- 540,000 daily cycling commuting trips in 2019

E-Scooter Pilot Anticipated increase in scooter ridership on commercial streets in the East Bronx

- **Phase I:** 2021 Northeast Bronx
  - Eastchester Rd outreach and start of implementation

- **Phase II:** 2022 Southeast Bronx

6,000 Scooters to be deployed within East Bronx Pilot Zone (2021 – 2022)

E-Scooter Pilot: NYC DOT collaboration with Bird, Lime and Veo to deploy dock less E-Scooters in pilot zone

- Nearly 90% of fatalities happened on streets without bike lanes
- 60% of fatalities happened at intersections
  - 23% involved a vehicle turn
  - 16% involved a driver’s failure to yield the right of way

Green Wave Plan:

Citywide Protected Bike Lane Network:

- Build 30 miles of protected bicycle lane annually
- Build 75 miles of bicycle infrastructure in 10 Bicycle Priority Districts (7 in Brooklyn, 3 in Queens) by 2022

Better Design:

- Implement new design standards based on national & international best practice 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 road campaign.
- Educate all street users about safe truck operation on city streets
- Increase helmet giveaways and helmet use encouragement

NYPD Enforcement

- Target enforcement on highest risk activities: speeding, failing to yield, blocking bike lanes, oversized trucks/trucks off route
Street designs that include protected bike lanes increase safety for all users

-15% drop in all crashes with injuries
-21% drop in pedestrian injuries

on streets where protected bike lanes were installed 2007-2017

Injuries to cyclists increase only 3%, despite a 61% bike volume increase

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
**BICYCLE ROUTE SELECTION**

### Existing Bicycle Lane Network
- Connections to Parks, Greenways
- Standard and shared bike network in Williamsbridge, Allerton and Morris Park (Laconia Av, Burke Av, Morris Park Ave)
- Difficult to access some destinations (Bronx Zoo, Pelham Bay Park)

### Street Network Issues
- Discontinuous streets & irregular street grid
- Narrow street widths
- Lack of north-south bicycle routes in Baychester, Pelham Gardens

### Area Destinations
- **Parks:** Pelham Bay, Seton Falls, & Bronx Parks
- **Transit:** Williamsbridge
- **Schools:** Albert Einstein College of Medicine, Mercy College, Yeshiva University Medical
- **Hospitals:** Jacobi Medical, Bronx Behavioral Health Center, Montefiore Hospital, Calvary Hospital, NYC Children’s Center hospital
PROJECT HISTORY

2009

**Safe Streets for Seniors Program** installed standard bike lanes on Allerton Ave and intersection improvements at Eastchester Rd.

2010-14

**Safety Project** installed wide parking lanes on Laconia Ave, E 233rd, Bronxwood Ave, Burke Ave and standard bike lanes on E 222nd St.

2017

**Bicycle Network Improvements** provided bike access to Shoelace Park with bike lane upgrades on Laconia Ave, E 233rd, St, Bronxwood Ave, Burke Ave, E 213 St, E 216 St, E 225 St and E 226 St.

2021

**E-Scooter pilot** to expand bicycle infrastructure in the East Bronx in response to growing ridership for commercial uses.

2021

**Project development and outreach**

2021-22

**Potential implementation**
Shared Bicycle Lanes

**Sharrow markings** guide cyclists where to ride on the street

- Alert drivers & cyclists of shared space
- Provide wayfinding for cyclists
- Guide cyclists away from car doors

Standard Bicycle Lanes

**Striped bicycle lane** provides dedicated space in the road

- Discourage speeding by visually narrowing the road
- Increase predictability by clearly defining road space for each user

Protected Bicycle Lanes

**Striped bicycle lane protected** by bollards or floating parking

- Maximizes traffic calming by physically narrowing roadways
- Increases safety for all road users by shortening crossing distances for pedestrians, & separating people driving and biking
Proposal
PROJECT LOCATION AND GOALS

Create Protected Bike Lane Connections

- Create essential protected bike lane connections to fill gaps in the protected bike network in the East Bronx and to respond to the expected rise in scooter ridership

- Build new connections between hospitals & healthcare facilities

- Create new connections to Bronx River Greenway, Mosholu-Pelham Greenway & Hutchinson River Greenway

Proposed Routes

1. **Eastchester Rd** (Laconia Ave – Waters Pl)

2. **Waters Pl** (Eastchester Rd – Westchester Ave)

3. **Burke Ave** (Eastchester Rd – Laconia Ave)

4. **Burke Ave** (Eastchester Rd – Laconia Ave)

5. **Morris Park Ave** (Newport Ave – Eastchester Rd)

**Goals:**

*Increase Safety for All Road Users & Support Bicycle & Scooter Ridership*
Proposal

**EASTCHESTER RD: Laconia Ave to Pelham Pkwy N**

Organize roadway markings to discourage speeding and provide dedicated space for cyclists

**Standard Bicycle Lanes**

- Establish one travel lane in each direction and create standard width travel and parking lanes
- Provide dedicated space for cyclists
- Establish dedicated left turn lanes and painted median
- Provide connections to existing bike network at Laconia Ave and to the Mosholu-Pelham Greenway
Proposal

**EASTCHESTER RD: Pelham Pkwy N to Pelham Pkwy S**

*Provide dedicated space for cyclists*

**Curbside Buffered Bike Lanes**
- Establish one travel lane in each direction
- Provide curbside, dedicated space for cyclists
- Create standard width travel and parking lanes
- Connect cyclists to Mosholu-Pelham Greenway

![Diagram of existing and proposed bike lanes](image)

*Example: Southern Blvd, BX*
EASTCHESTER RD: Pelham Pkwy S – Sackett Ave

Organize roadway markings and provide bike connections to greenway

Standard Bicycle Lanes

- Establish one northbound travel lane
- Provide dedicated space for cyclists
- Create standard width travel and parking lanes
- Connect cyclists to Mosholu-Pelham Greenway
- No parking loss. Maintains curb access and parking at facilities on west curb
EASTCHESTER RD: Sackett Ave – Waters Pl

**Organize roadway markings and provide bike connection to greenway**

**Parking Protected Bicycle Path**
- Establish one northbound travel lane
- Provide two-way, parking protected bike path
- Create standard width travel and parking lanes
- Install new bus boarding islands at existing stops
- Provide connection to Waters Pl

**Proposed**

- **19’ Travel/Parking Lane**
- **11’ Travel Lane**
- **11’ Travel Lane**
- **19’ Travel/Parking Lane**
- **8’ Parking Lane**
- **11’ Travel Lane**
- **10’ Travel Lane**
- **11’ Parking Lane**
- **3’ Buffer**

**Example: Willis Ave, BX**
WATERS PL: Eastchester Rd to Westchester Ave

Organize roadway markings and provide bike connection to greenway

Parking Protected Bicycle Path

- Travel lane changes:
  - One northbound travel lane between Marconi St and Bronx State Hospital Entrance
  - One travel lane in each direction between Hospital Entrance and Fink Ave
- Provide two-way, parking protected bike path
- Create standard width parking and travel lanes
- Install new bus boarding islands at existing stops
- Connect cyclists to Hutchinson River Greenway at Westchester Ave

EXISTING

PROPOSED

Example: Willis Ave, BX
**3 BURKE AVE: Eastchester Rd to E Gun Hill Rd**

Organize roadway markings and provide bike connections to parks and greenway

**Shared Bicycle Lanes**
- Create standard width parking lanes
- Guide cyclists with shared lane markings
- Connect cyclists to Bronx River Greenway and Bronx Park
**BURKE AVE: E Gun Hill Rd to Laconia Ave**

*Organize roadway markings and provide bike connections to parks and greenway*

**Standard Bicycle Lanes**
- Provide dedicated space for cyclists
- Create standard width parking lanes
- Connect cyclists to Bronx River Greenway and Bronx Park

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**EXISTING**

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**PROPOSED**

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MORRIS PARK AVE: Newport Ave to Eastchester Rd

Organize roadway markings and provide connections to existing bike network

Shared Bicycle Lanes
- Maintain existing angled parking and travel lanes
- Guide cyclists with shared lane markings
- Connect cyclists to existing bike lanes on Morris Park Ave, Hering Ave and Yates Ave
OVERVIEW OF STREET DESIGN

Parking-Protected Bike Path

Shared Bike Lanes

Conventional Bike Lanes

- Conventional Bike Lane
- Parking-protected Bike Lane
- Shared Bike Lane
OVERVIEW OF PEDESTRIAN IMPROVEMENTS

Painted Pedestrian Island & Offset Crossing

Example: Crescent St, QN

Concrete Bus Island

Example: Willis Ave, BX

Concrete Bus Island/Ped Island

Painted Pedestrian Island

Project Route
Summary
PROJECT TIMELINE

Eastchester Rd, Waters Pl and Burke Ave, Morris Park Ave Connections improve safety and provide access to major destinations including schools, hospitals, greenways, and parks.

2021 Outreach to CB 11 and 12 to be potentially followed by implementation:

- **Phase I: 2021**
  - Traffic calming and standard bike lanes on Eastchester Rd between Laconia Ave and Pelham Pkwy
  - Connections to existing bike network and Bronx River Greenway on Burke Ave
  - Connection to Bronx River and Moshulu-Pelham Greenways

- **Phase II: 2022**
  - Standard and protected bike lanes on Eastchester Rd between Pelham Pkwy and Water Pl
  - Protected bike lanes on Water Pl from Eastchester Rd to Westchester Ave
  - Connection to Hutchinson River Greenway
THANK YOU!

Questions?
Appendix
CURB MANAGEMENT – PARKING CHANGES

Parking Removal

Proposed Parking Removal

- **Removal of approximately 28 parking spaces** between Sackett and Bassett Ave
- Parking removal works to improves visibility for both vehicles and cyclists underneath overpass
- Parking to be maintained on Waters Pl and remaining segments of Eastchester Rd

*Parking totals are approximate and subject to final engineering review*
LOADING AND CURB ACCESS

Driveways

- Driveway access is maintained and indicated with markings

Curb Access

- Design maintains loading and access along the east side of the street

Curb Management Tools

- Potential for neighborhood loading zones, parking regulation changes for pickup/drop-off
Bus stops are maintained at existing locations along Eastchester Rd and Waters Pl.

Buses stop at proposed bus boarding islands instead of pulling to the curb.

At bus stops, protected bike lane design changes to indicate to cyclists that they must yield to pedestrians and boarding passengers.
BUS STOP INTERACTIONS

Example: Morris Park Av, BX

Standard Bike Lane Design at Bus Stops

- **Bus stops are maintained at existing locations along Eastchester Rd**
- At bus stops, standard lane design becomes shared to indicate to cyclists of bus movement and to allow them to
TRAFFIC DATA

Existing Conditions

- Ongoing traffic analysis of current traffic conditions

- Low through traffic on Eastchester Rd between Laconia Av and Pelham Pkwy
  Predominately residential land uses on both curbs north of Pelham Pkwy

- Volumes increase at Pelham Pkwy N and south of Pelham Pkwy S
  Multiple land uses and destinations: commercial, residential, hospitals
  Northbound volumes lower south of Pelham Pkwy, potential lane removal to be analyzed
SACKETT AVE – BIKE LANE TRANSITION

Conceptual Diagram for Illustrative Purposes

Standard Bike Lane to Parking Protected Bicycle Path

- Create dedicated space for cyclists to queue at Sackett Ave and Eastchester Rd
  - Option 1: Provide dedicated space using paint and roadway markings
  - Option 2: Provide dedicated space to cyclists on northern median
- Provide signalizations for cyclists or expand ped ramps at median to accommodate cyclists
- Connect cyclists to two-way path along Eastchester Rd south of Sackett Ave