JACKSON AVE
BIKE BOULEVARD

Presented to Bronx Community Board 1 - June, 14 2021
Presentation Overview
Jackson Ave between E 138 St and Westchester Ave

1. Background
2. Proposal: Reduce Through Traffic
3. Proposal: Add Bicycle and Pedestrian Infrastructure
4. Proposal: Improve Safety at Intersections
5. Summary
Background
Jackson Ave Background

**Vision Zero**
- Project limits located within Vision Zero **Priority Area**
- Jackson Ave intersects with three Vision Zero **Priority Corridors** (Westchester Ave, E 149 St, E 138 St) and is adjacent to a Vision Zero **Priority Intersection** (Bruckner Blvd & E 138)

**Green Wave: A Plan for Cycling in NYC**
- Citywide protected bike lane network: Build **30 miles of protected bicycle lanes** annually
- Integrate and install new street design treatments, including **bike boulevards** to prioritize cyclists and limit vehicles

**Bike Share Expansion**
- Citi Bike Phase 3 Expansion plan included **Community District 1** (2020)

**Pandemic Response – Open Streets**
- **Open Streets** program begins operating in 2020 and is made permanent in 2021.
- Mayor announced an Open Street in each borough selected to be a **Bike Boulevard** (2021)
What is the Bike Boulevard concept?

Roadway design approach that prioritizes pedestrian and bicycle safety:

- Reduce vehicles speeds with traffic calming elements
- Reduce vehicle volume and through-traffic with regulatory changes (e.g. one-way conversions, forced vehicular turns)
- Improve wayfinding with signage and roadway markings
- Special attention to major intersections
Jackson Ave Background

Project Location

- Open Street location in Spring 2020
- Pedestrian, bike, and scooter activity
- Recent Bike Share expansion
- Several parks and schools, frequented by seniors and children

Project Goals

- Improve safety for people walking and biking by reducing through-traffic
- Enhance bike network, open street, and park access
Jackson Ave Background

Existing Conditions

**Existing Cross Section**

- 8’ Parking Lane
- 10’ Shared Lane
- 10’ Shared Lane
- 8’ Parking Lane

Shared Lane Bicycle Route between E 145 St and E 138 St.
Jackson Ave Background

Existing Conditions
Observed Issues

- **Roadway blockages due to double parking** from truck loading/unloading and passenger pick-up/drop-off. Vehicles often forced to bypass using opposing lane.

- **Cut-through traffic along neighborhood streets**, including industrial vehicles

- **Significant congestion at Jackson Ave and E 138 St** due to proximity to Bruckner Blvd and Expressway

- **Lack of crosswalks** between signalized intersections

- **Bike and scooter users riding on sidewalk** to avoid roadway.

The proposed Jackson Ave Bicycle Boulevard aims to address these issues by:

- **Reducing through-traffic**
- **Adding pedestrian and bicycle infrastructure**
- **Improving safety at intersections**
Proposal: Reduce Through Traffic
Jackson Ave Proposal: Reduce Through Traffic

Proposed One-Way Orientation

A: E 138 St to St Mary’s St: One-way Northbound
B: St Mary’s St to E 149 St: One-way Southbound
C: E 149 St to Westchester Ave: One-way Northbound

Through-traffic to be reduced
• Jackson Ave would no longer connect three truck routes, reducing cut-through traffic on neighborhood streets

Local vehicle access to be maintained
• Conversions allow local traffic access, however vehicles will only be able to travel along a portion of the corridor before having to turn off.

Supports additional safety and traffic improvements
• Reduce congestion and “blocking the box” on Jackson Ave at E 138 St
• Improve pedestrian access across Jackson Ave to St Mary’s Park
• Reduce vehicular/pedestrian conflicts at Jackson Ave/E 149 St
• Add pedestrian space and improve vehicular turn geometry at Westchester Ave
• New bicycle route connecting St Mary’s Park to Randall’s Island
Jackson Ave Proposal: Reduce Through Traffic

Benefits of a One-Way Conversion

- Reduce vehicular turn conflicts with people walking and biking
- Reduce through vehicle traffic volumes
- Maintain local vehicle access to corridor

Intersecting two-way streets

Intersection of one-way and two-way streets

8 turn conflicts with crossing pedestrians

4 turn conflicts with crossing pedestrians
Proposal: Add Bicycle and Pedestrian Infrastructure
Jackson Ave Proposal: Add Bicycle and Pedestrian Infrastructure

Design Concept Overview

- Prioritize people walking, biking, and riding scooters
- Install a two-way protected bike path
- Install new crosswalks across Jackson Ave at E 145 St, E 147 St, Pontiac Pl, 151 St

Example: Willow Ave, Bronx
**Jackson Ave Proposal: Add Bicycle and Pedestrian Infrastructure**

**E 138 St to St Mary’s St**

- Convert Jackson Ave to one-way northbound
- Install two-way bike path along west curb, connecting to E 138 St, Randall’s Island Connector, Willis Ave Bridge
- Reduce likelihood of congestion caused by double parking
- Redirect trucks away from neighborhood streets
- Will improve conditions at E 138 St and Bruckner Blvd

**Proposed**

- 8' Buffer w/ Delineators
- 4' Travel Lane
- 12' Parking/Loading Lane
- 8' East sidewalk
- 36' West sidewalk

**LEGEND**
- Proposed one-way orientation
- Alternate routes
Proposed Existing traffic calming elements:

- Speed Bumps (w/ 15 mph signage)
- Open Street location

St Mary’s St to E 149 St

- Convert Jackson Ave to one-way southbound
- Install two-way bike path along park, across the street from school
- Add new crosswalks at E 145 St, E 147 St
- Reduce likelihood of congestion caused by double parking

LEGEND

- Proposed one-way orientation
- Alternate routes

Existing traffic calming elements:

- Speed Bumps (w/ 15 mph signage)
- Open Street location
E 149 St to Westchester Ave

- Convert Jackson Ave to one-way northbound
- Install bike path along east curb to minimize parking loss between Pontiac Pl and E 149 St due to driveways
- Add new crosswalks at E 151 St, Pontiac Pl
- Reduce likelihood of congestion caused by double parking

Existing traffic calming elements:
- Speed Bumps (w/ 15 mph signage)
Safety Benefits of Protected Bike Lanes

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
Proposal: Improve Safety at Intersections
Jackson Ave Proposal: Improve Safety at Intersections

Jackson Ave at E 138 St

- E 138 St is a Vision Zero Priority Corridor

- **Existing Condition:** southbound left-turning vehicles block the box creating significant congestion on E 138 St approaching Bruckner Blvd due to short block

- **Proposed Condition:** converting Jackson Ave to one-way northbound would reduce congestion on E 138 St by rerouting Jackson Ave southbound traffic to Cypress Ave (longer block can store more queued vehicles without blocking the box)

- Potential to close southbound slip lane between E 138 St and Bruckner Blvd and expand Morris Triangle
Jackson Ave Proposal: Improve Safety at Intersections

Jackson Ave at E 149 St

- E 149 St is a Vision Zero Priority Corridor
- Vehicles on Jackson Ave oriented away from E 149 St in both directions
- Pedestrians and cyclists traveling along Jackson Ave would have an exclusive traffic signal phase with no vehicular conflicts
  > Allows bike lane users to switch from east to west curbs while crossing E 149 St

New North-South Phase

LEGEND

- Vehicle Movements
- Pedestrian Movements
- Bicycle Movements

Diagrams for illustrative purposes only
Summary
Jackson Ave Bike Boulevard Proposal

Reduce Through-Traffic
One-way Conversions:
- E 138 St to St. Mary’s St: One-way Northbound
- St. Mary’s St to E 149 St: One-way Southbound
- E 149 St to Westchester Ave: One-way Northbound

Add Bicycle and Pedestrian Infrastructure
- New two-way protected bike lane from E 138 St to Westchester Ave
- New crosswalks between signalized intersections

Improve Safety at Intersections
- Reduced Vehicular Conflicts
- Signal Timing Changes

Next Steps

Summer-Fall 2021
- Stakeholder Engagement
- Begin Implementation of Bike Boulevard
Questions?
THANK YOU!