Westchester Avenue, Southern Blvd to Whitlock Ave

Presented to Bronx Community Board 2 Economic Development Committee

April 13, 2022
Presentation Overview

Background

Proposal

Overview
April 14, 2021 – Community Board 2 Economic Development Committee Presentation

May 12, 2021 – Walkthrough with City Council Member Rafael Salamanca

May 25, 2021 – Follow-up Walkthrough with City Council Member Salamanca and Assembly Member Kenny Burgos

June 15, 2021 – Virtual meeting with City Council Member Salamanca, State Assembly Member Kenny Burgos, and Community Board 2 District Manager

In response to comments the design was altered to maintain the existing westbound bus stop at Bryant Ave, expand the footprint of Bryant Triangle, and preserve 4 parking spaces.
Westchester Ave - Background

Safety

- Westchester Ave is a Vision Zero Priority Corridor in a Vision Zero Priority Area
- Westchester Ave at Southern Blvd is a Vision Zero Priority Intersection
- Increased number of people are biking due to COVID-19
- 2020 spike in people on bicycles killed in the Bronx

Westchester Ave, Southern Blvd to Whitlock Ave
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>67</td>
<td>4</td>
<td>0</td>
<td>4</td>
</tr>
<tr>
<td>Bicyclists</td>
<td>12</td>
<td>2</td>
<td>0</td>
<td>2</td>
</tr>
<tr>
<td>Motor Vehicle Occupant</td>
<td>120</td>
<td>7</td>
<td>1</td>
<td>8</td>
</tr>
<tr>
<td>Total</td>
<td>199</td>
<td>13</td>
<td>1</td>
<td>14</td>
</tr>
</tbody>
</table>

Fatalities, 01/01/2013 – 03/02/2020: 1

Source: Fatalities: NYCDOT. Injuries: NYSDOT. KSI: Persons Killed or Severely Injured
**Westchester Ave - Background**

**On-going expansion of Bronx River Greenway**

- New bridge and park area in Starlight Park
- Future connection to Hunt’s Point via Garrison Park
- Key east-west connection for a new cycling hub
Recent Work

- Recent nearby bicycle improvements in the South Bronx include Edgewater Rd, Willis Ave, Randalls Island Connector
- Bike share expansion into the Bronx

Bike share stations in the Bronx
### Safety Benefits of Protected Bike Lanes

#### Background

**Westchester Ave - Background**

**Skillman Ave, Queens**

**E L Grant Hwy, Bronx**

**4th Ave, Brooklyn**

### 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, Inlay St / Conover St, Paerdegat Ave. Only sections of projects that included protected bike lanes were analyzed. Source: NYPD AIS/TAMS Crash Database.
PROPOSAL
Proposal Overview

- Install turn lanes, pedestrian islands, and protected bicycle lanes between Southern Blvd and Whitlock Ave
- Reconfigure Westchester Ave at E 167 St to improve safety
- Install “leading pedestrian interval” signal phases along the corridor
- Repurpose about 40 parking spots, mostly near Sheridan Blvd

Benefits:
- Reduce speeding
- Shorten crossing distances, increase dedicated crossing time
- Protected bike lanes connecting the community to the new greenway expansion
- Better organized roadway
Westchester Ave - Proposal

Roadway Design

**Existing**

- West Sidewalk
  - Parking Lane 8'
  - Bike Lane 5'
  - Moving Lane 11'
  - Moving Lane 11'
  - Moving Lane 11'
  - Bike Lane 5'
  - Parking Lane 8'

- East Sidewalk

**Proposed (exact number of moving lanes will vary)**

- West Sidewalk
  - Bike Lane 6'
  - Parking Lane / Pedestrian Island 8'
  - Moving Lane 11'
  - Moving Lane 11'
  - Moving Lane 10'
  - Parkin Lane / Pedestrian Island 8'
  - Bike Lane 6'

- East Sidewalk

**Pedestrian islands**

- 7th Ave, Manhattan

**Left-turn lanes**

- 9th St, Brooklyn

**Protected bicycle lanes**

- Edward L. Grant Hwy, Bronx
DOT conducted a rigorous analysis of each intersection to ensure no traffic impacts.
Westchester Ave was redesigned to efficiently place travel lanes where they are needed the most to avoid backups.
Leading pedestrian intervals (LPI) give pedestrians a 7+ second head start before drivers get the green light, enhancing visibility of pedestrians and reinforcing their right of way.

Proposed Vehicular Travel Lane Configuration

Planned LPIs crossing Westchester Ave: Southern Blvd, Faile St, Bryant Ave, and Longfellow Ave.
Additional LPIs planned for Westchester Ave crossing Southern Blvd and E 167 St crossing Bryant Ave.
Westchester Ave - Proposal
Westchester Ave, E 167 St, Longfellow Ave - Existing Issues

- Confusing 5-legged intersection
- Long crosswalks

High volume soft right turn onto E 167 St taken at high speed across active crosswalk
Pedestrians walking along Longfellow Ave west sidewalk must cross twice
Westchester Ave - Proposal

Westchester Ave, E 167 St, Longfellow Ave – Existing Signal Timing

1. Pedestrian crossing of E 167 St during slight, high speed turn during the Westchester Ave phase

2. No LPI during 70 ft crossing of Westchester Ave
Convert E 167 St to one-way westbound from Westchester Ave to Bryant Ave

Reroute eastbound E 167 St traffic to turn right on Bryant Ave and left on Westchester Ave to continue east

Add left turning lane to Bryant Ave

Install LPIs:
- Bryant Ave at Westchester Ave
- Bryant Ave at E 167 St
Westchester Ave - Appendix
Westchester Ave, E 167 St, Longfellow Ave – Proposed Signal Timing

- Pedestrian and bike crossing of E 167 St is separated from turning vehicles
- Increase eastbound Westchester Ave green time: 36 seconds to 59 seconds
- 7 second LPI during crossing of Westchester Ave
- Add missing crosswalk along west side of Longfellow Ave
Westchester Ave - Proposal
Westchester Ave, E 167 St, Longfellow Ave – Proposed Design

- Add protected bike lanes on Westchester Ave
- Convert conventional bike lanes to protected bike lanes on E 167 St between Longfellow Ave and Bryant Ave
- Add new crosswalk along the west side of Longfellow Ave
- Add left turn lane to Bryant Ave for additional traffic (LPI also added)
- Keep bus stop on Bryant Triangle at the same location and add curb extension to bus stop.
• Pedestrian safety enhancements on a Vision Zero Priority Corridor, including shorter crossing distances and more time to cross

• All-ages protected bicycle lanes to the Bronx River Greenway

• Left turn lanes to better organize vehicular traffic

• Redesign Westchester Ave/ Longfellow Ave/E 167 St intersection to work better for all road users
Thank You!

Questions?
Appendix
Existing

Westchester Ave - 36 seconds
Longfellow Ave - 23 seconds
Westchester Ave - 31 seconds

Proposed

Westchester Ave - 36 seconds
Longfellow Ave - 23 seconds
Westchester Ave - 31 seconds

Bike

23 seconds
36 seconds
7 seconds
24 seconds