Westchester Avenue, Southern Blvd to Whitlock Ave

Presented to Bronx Community Board 2

April 14, 2021
Presentation Overview

Background

Proposal

Overview
BACKGROUND
**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>
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<tr>
<td>Pedestrian</td>
<td>67</td>
<td>4</td>
<td>0</td>
<td>4</td>
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<td>Bicyclists</td>
<td>12</td>
<td>2</td>
<td>0</td>
<td>2</td>
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<td>Motor Vehicle Occupant</td>
<td>120</td>
<td>7</td>
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<td>8</td>
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<tr>
<td><strong>Total</strong></td>
<td><strong>199</strong></td>
<td><strong>13</strong></td>
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**Fatalities, 01/01/2013 – 03/02/2020: 1**

*Source: Fatalities: NYCDOT. Injuries: NYSDOT. KSI: Persons Killed or Severely Injured*
Recent nearby bicycle improvements in the South Bronx include Edgewater Rd, Willis Ave, Randalls Island Connector.

Bike share expansion into the Bronx.
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
Westchester Ave - Background

Safety Benefits of Protected Bike Lanes

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 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

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<tr>
<td>Bike Lane</td>
<td>5'</td>
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<td>Moving Lane</td>
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Proposed (exact number of moving lanes will vary)

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7th Ave, Manhattan

9th St, Brooklyn

Edward L. Grant Hwy, Bronx

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nyc.gov/visionzero
Background

Traffic Engineering

• 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)
- Relocate westbound bus stop to the far side of Bryant Ave because of new lane alignments
Background

Summary

- 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?