Willis and Melrose
Traffic Calming and Bicycle Lanes

NYC Department of Transportation
Office of Alternate Modes
May 2008
Why are we here?

- Bicycle Fatality & Serious Injury Study – Improve Safety
- Mayor’s PlaNYC – A Greener Transportation Network
- 1997 Bicycle Master Plan
NYC DOT Bicycle Program

- 200 Mile, 3 Year Bicycle Route Commitment
- Targeting Areas of High Demand & Key Connections
- Design Approach:
  1. Study Best Practices
  2. Develop Innovative Designs for Constrained NYC Environment
  3. “Complete Streets” Design Philosophy
The Route

• Willis Avenue: Willis Ave Bridge to 3rd Avenue
  – .75 Miles
  – 70’ Wide
  – Removal of southbound lane of traffic

• Melrose Avenue: 3rd Avenue to E. 165th Street
  – .87 Miles
  – 50’ Wide
  – One travel lane in each direction

• Park Avenue: E.165th St to 173rd St
  – 1.15 Miles
  – 30’ and 40’
  – NB Only
  – Connects with existing lane at 173rd
Key Connections

- Willis Avenue Bridge to Manhattan
- 3rd Avenue-149th Street 2,5 Subway Station
- Melrose and Tremont Metro-North Stations
- Several Bus Lines
- Existing 1st Avenue Bicycle Lane in Manhattan
- Existing Park Ave Bicycle Lane in Bronx to Fordham
- The Hub Commercial Corridor
Route Design Challenges

Location of Concern: Melrose Bridge between E.163rd & E.165th

Location of Concern: the HUB

Intersection of Concern: Webster/Park/E.165th

Willis - Melrose - Park Avenues Bike Route connecting Manhattan with the Bronx Aerial Map & Points of Concern
Land Use

Willis, Melrose & Park Avenues
Bronx Bicycle Network
Land Use

High Density Residential

Industrial

Residential

Melrose Ave

Park Ave

Willis Ave

Retail and Subway connections (HUB)

Willis Ave Bridge connection to Manhattan
Design Approach for Complete Corridor

1. Creating Dedicated **Cycling Space**
2. Improving **Intersection Safety**
3. Traffic Calming for **All Street Users**
4. Providing **Safe Access**
5. Maintaining **Multimodal Traffic Flow**
Proposed Willis Avenue Segment

Insert Approved Cross Section
Willis Avenue Bridge Access Plan

North Bound
• Island curb cut
• Peg-a-trac
• Bike box

South Bound
• Peg-a-trac
• Remove guard rail
• Install island curb cut
Proposed Melrose Segment

Insert
Approved
Cross
Section
• Review signal timing to remedy uncoordinated left turns from SB Webster Ave to Park, Brook and E.165th 165th and Park

• Possible green bike lane through intersection due to many traffic movements and heavy truck traffic
Proposed Park Avenue Segment

Insert
Approved
Cross
Section