

# Willis and Melrose Traffic Calming and Bicycle Lanes



# 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

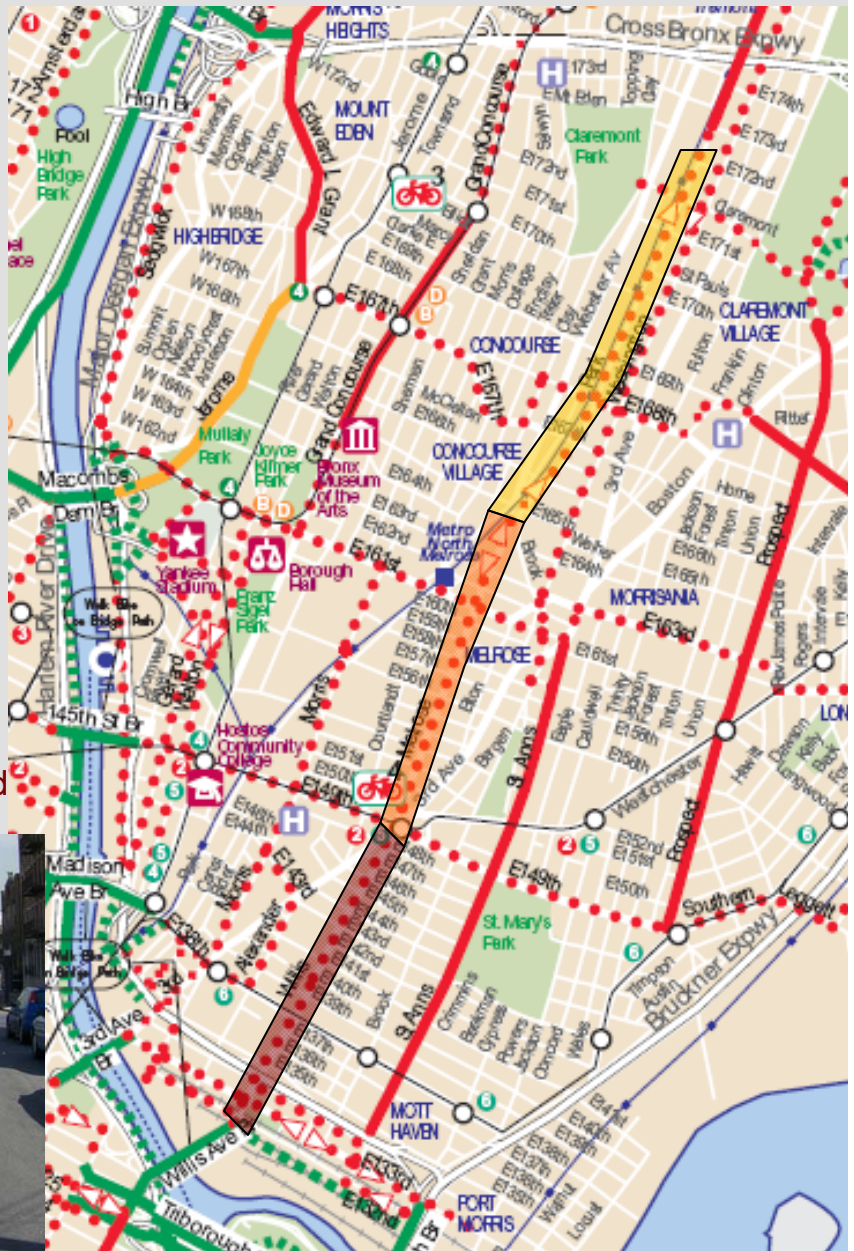
- 200 Mile, 3 Year Bicycle Route Commitment
- Targeting Areas of High Demand & Key Connections
- Design Approach:
  1. Study Best Practices
  2. Develop Innovative Designs for Constrained NYC Environment
  3. “Complete Streets” Design Philosophy





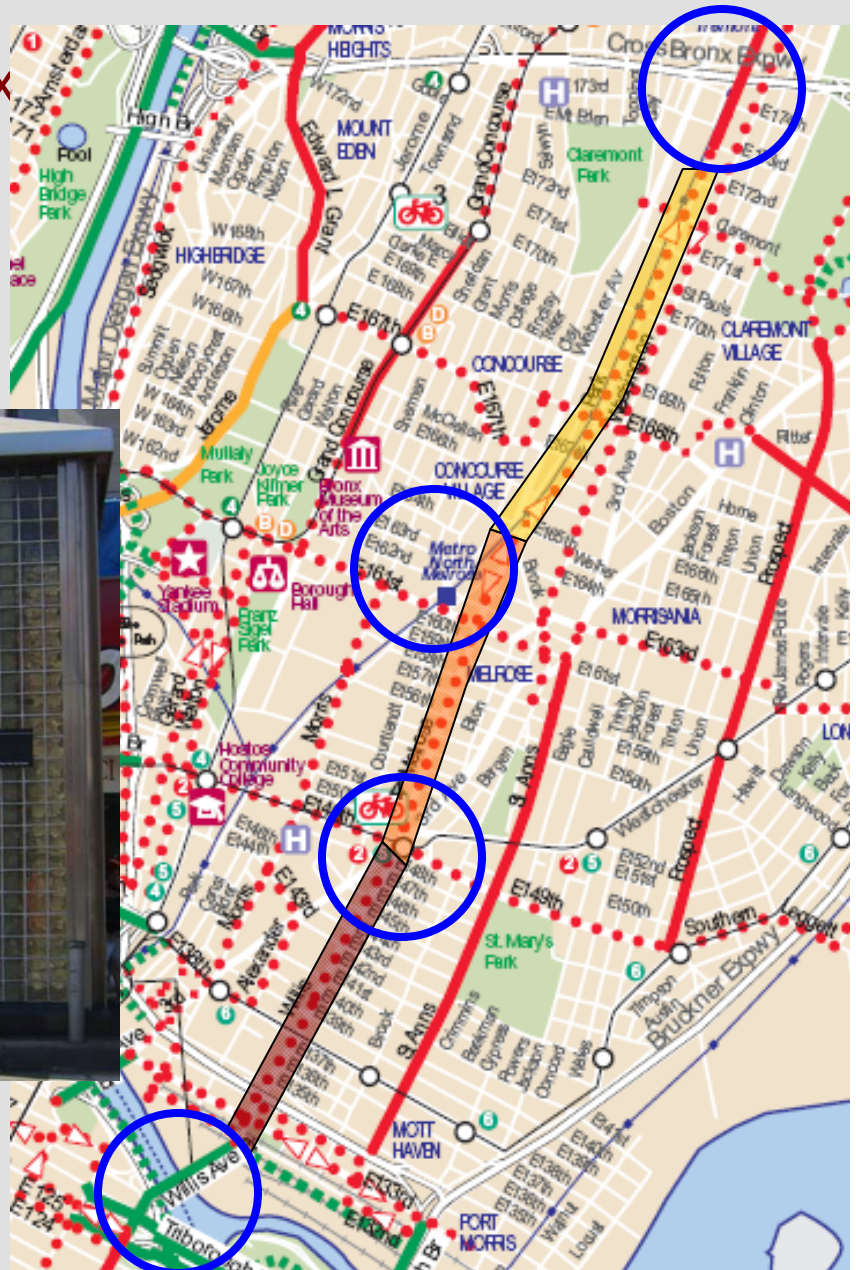
# The Route

- Willis Avenue: Willis Ave Bridge to 3<sup>rd</sup> Avenue
  - .75 Miles
  - 70' Wide
  - Removal of southbound lane of traffic
- Melrose Avenue: 3<sup>rd</sup> Avenue to E. 165<sup>th</sup> Street
  - .87 Miles
  - 50' Wide
  - One travel lane in each direction
- Park Avenue: E.165<sup>th</sup> St to 173<sup>rd</sup> St
  - 1.15 Miles
  - 30' and 40'
  - NB Only
  - Connects with existing lane at 173<sup>rd</sup>



# Key Connections

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





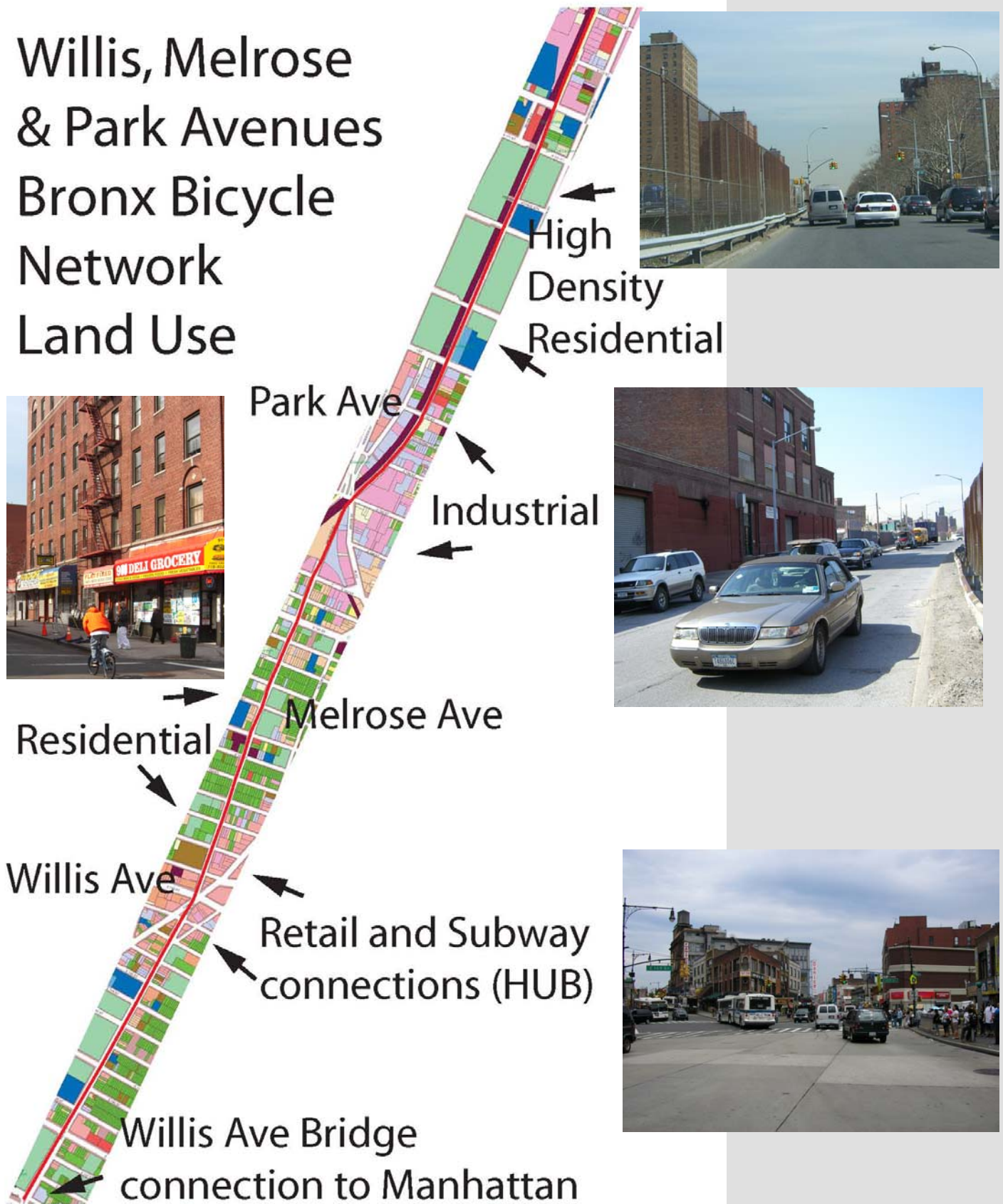
# Route Design Challenges





# Land Use

## Willis, Melrose & Park Avenues Bronx Bicycle Network Land Use



# 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**



Planned Design: Buffered Bicycle Lane



Planned Design: Buffered Bicycle Lane  
with Center Flush Painted Median



# Proposed Willis Avenue Segment



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Section



# Willis Avenue Bridge Access Plan

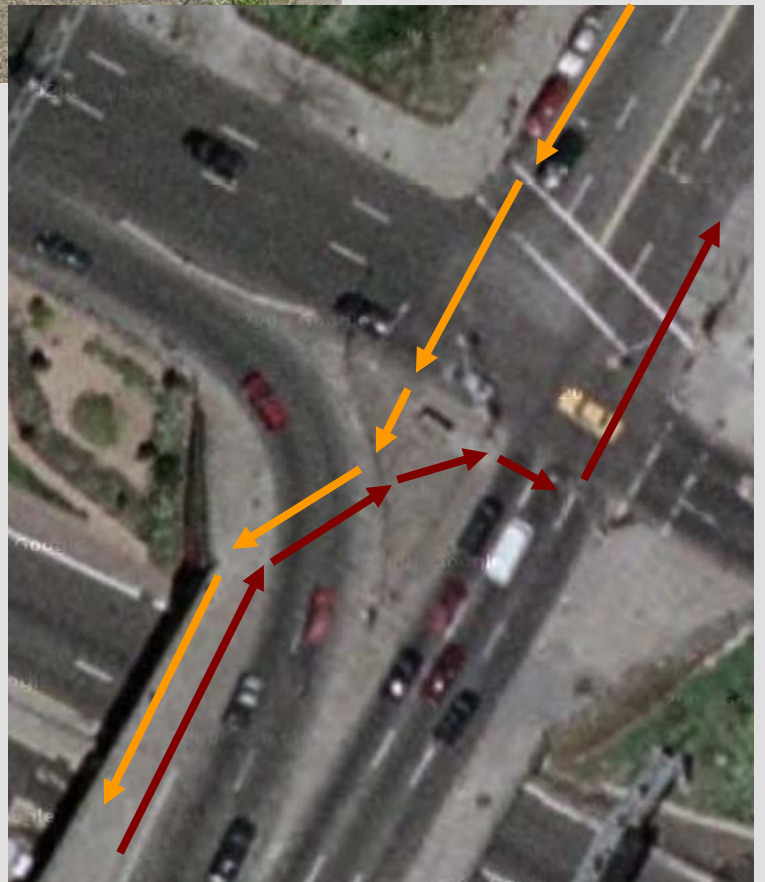


## North Bound

- Island curb cut
- Peg-a-trac
- Bike box

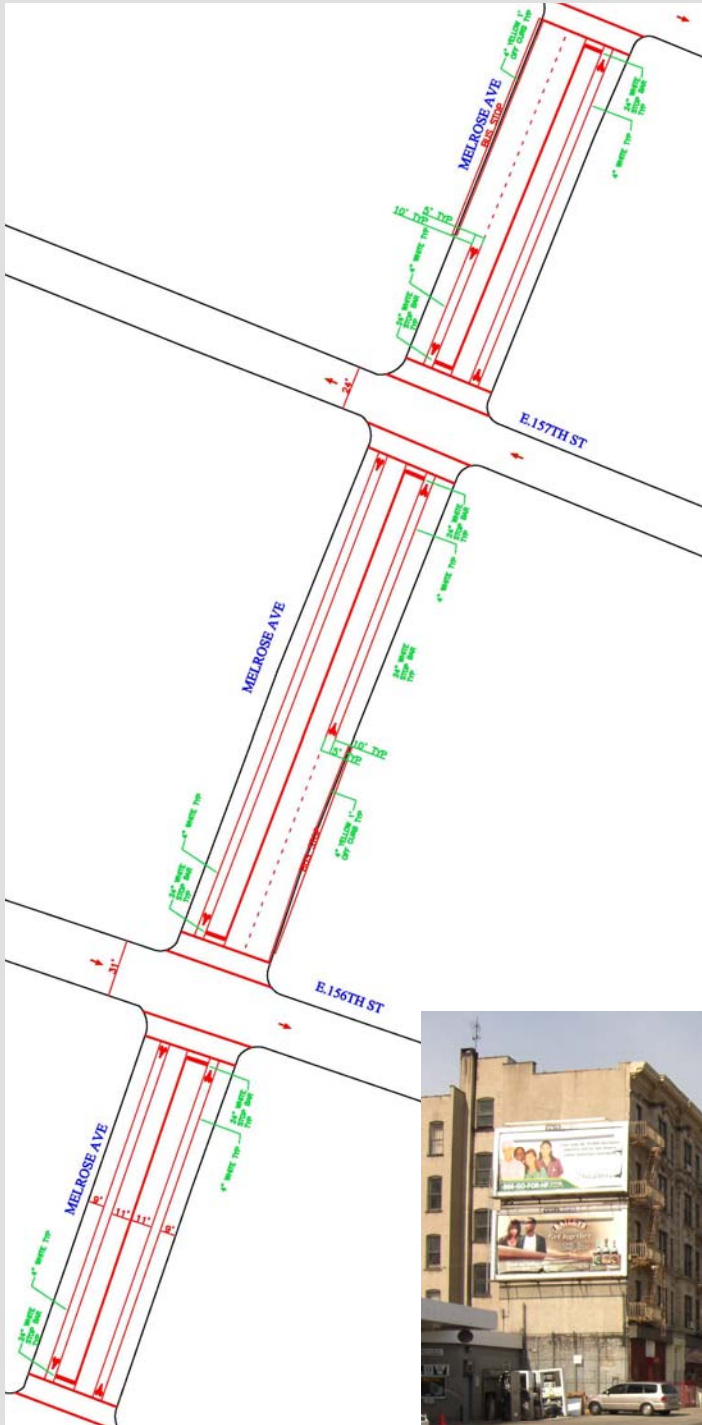
## South Bound

- Peg-a-trac
- Remove guard rail
- Install island curb cut





# Proposed Melrose Segment

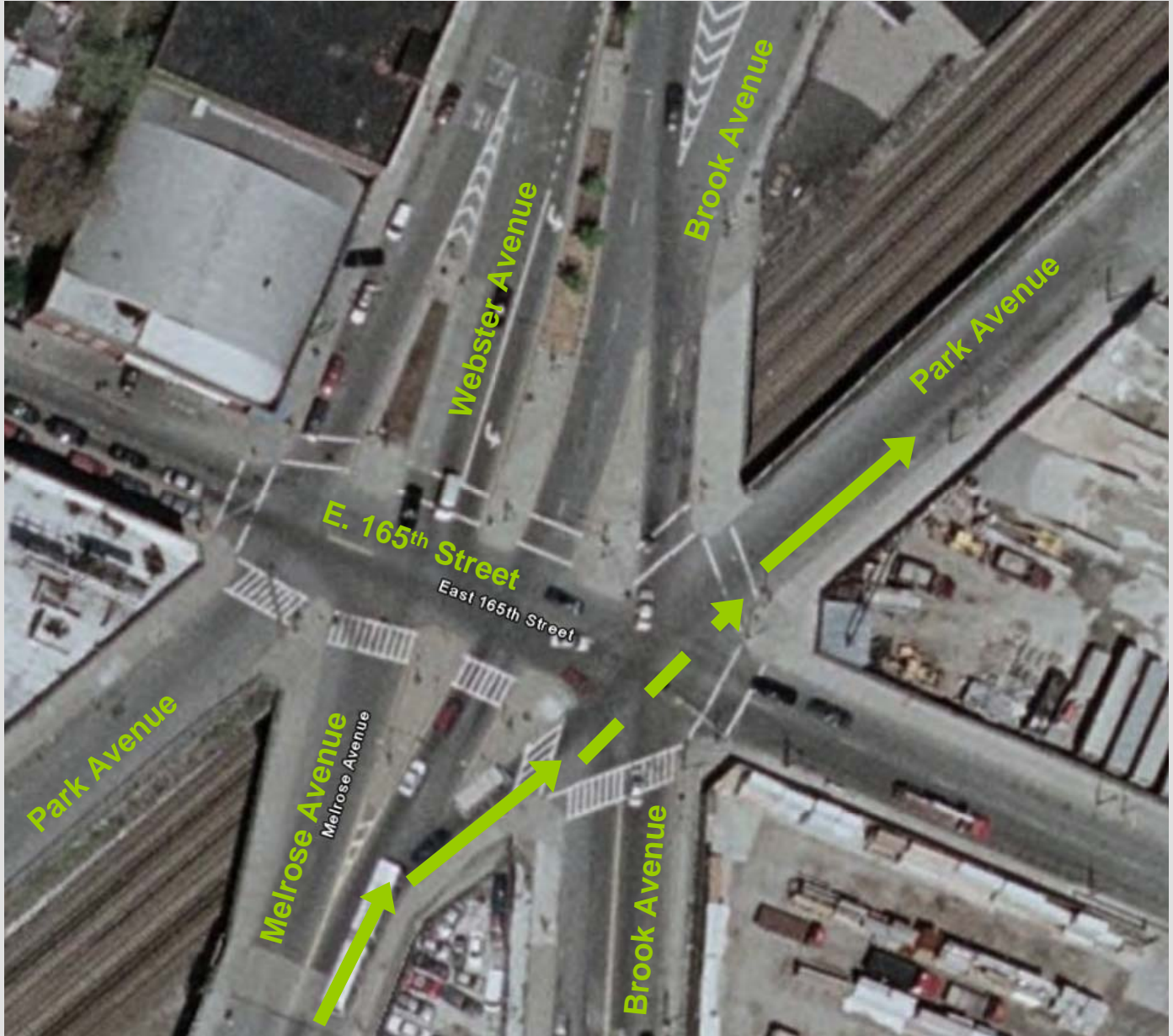


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# Melrose and E. 165<sup>th</sup> Plan

Intersection of Melrose, Park, Webster,  
Brook and E. 165<sup>th</sup> Street



- Review signal timing to remedy uncoordinated left turns from SB Webster Ave to Park, Brook and E.165<sup>th</sup> 165<sup>th</sup> and Park
- Possible green bike lane through intersection due to many traffic movements and heavy truck traffic



# Proposed Park Avenue Segment



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