BRONX COMMUNITY BOARD 12

Neighborhood Bike Lanes & Connections to Shoelace Park

March 2017
Background
Bronx Community District 12

Existing Bike Network
• Low coverage
• 222nd St is only marked on-street bike route in district

Cyclist Injuries:
• 1 cyclist was killed and 15 cyclists were severely injured 2010-2014
Shoelace Park

211th St to 229th St
1 mile long park adjacent to Bronx Blvd

Bronx River Greenway
- Recreational path
- Transportation route
- Connects to Bronx Park East, Starlight Park, Concrete Plant Park

Neighborhood Park
Provides essential active and passive recreation opportunities in a community with limited park

Biking Destination
12 Hr Weekend Bike Counts: 224 (Sept. 2016)

NYC DPR Capital Project
- Reconstruct greenway path
- New entrances at 213th St, 216th St, 226th St

Access Issues
- Only bike lane connection on 222nd St
- Only marked pedestrian crossing at 219th St
- Limited street connections to Bronx Blvd
Project Goals

(1) Establish Neighborhood Bike Network

(2) Improve Pedestrian and Bike Access to Shoelace Park from the Neighborhood
Project Proposal
**Project Proposal**

**Existing Wide Parking Lanes (Previous Safety Projects)**
- Laconia Ave (2010)
- 233rd St (2012)
- Bronxwood Ave (2013)
- Burke Ave (2014)

**Proposed Shoelace Park Entrance Improvements (NYC Parks)**
- 213th St
- 216th St
- 225th St

**Proposed Safety Project**
- Baychester Ave
1. Upgrade Wide Parking Lanes to Bike Lanes

**Bronxwood Ave** (233rd St to Burke Ave)
**Laconia Ave** (233rd St to Burke Ave)
**Burke Ave** (Bronx Park East to Laconia Ave)
**233rd St** (Laconia Ave to Dyre Ave)

- **Existing**
  - Uses existing space in roadway created through previous safety projects
  - No change to vehicle capacity or parking
- **Proposed**
  - Creates dedicated space for cyclists
  - Adds **markings at intersections** to alert motorists of presence of cyclists
1. Upgrade Wide Parking Lanes to Bike Lanes
2. Install 1-way Bike Lanes Connecting Shoelace Park and Laconia Ave

- E 226 St (westbound)
- E 225th St (eastbound), connection on Carpenter Ave between 226th St and 225th St
- E 216 St (westbound)
- E 213 St (eastbound)

**Proposed**

- Uses existing space in roadway
- No change to vehicle capacity or parking
- Organizes roadway, increasing predictability of movements
- Creates *dedicated space* for cyclists
- Standard width travel lanes *discourage* speeding
2. Install One-way Bike Lanes Connecting To/From Shoelace Park
4. Install New Pedestrian Crossings to Shoelace Park

<table>
<thead>
<tr>
<th>Intersection on Bronx Blvd</th>
<th>Traffic control study</th>
<th>Enhanced crossing (uncontrolled crossing)</th>
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<tbody>
<tr>
<td>E 211&lt;sup&gt;th&lt;/sup&gt; St</td>
<td>In progress</td>
<td>To be evaluated in 2017</td>
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<tr>
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4. Install New Pedestrian Crossings to Shoelace Park

Enhanced Crossings:

- Create formal pedestrian crossings where there is no stop sign or traffic signal
- Utilize crosswalks, yield signs
- May also include traffic calming measures like speed bumps, curb extensions

Benefits:

- Make crossing pedestrians more visible to approaching vehicles
- Increase predictability of pedestrians for drivers
- Shorten distances between crossings
- Increase accessibility
- Expand the pedestrian network
Summary: Neighborhood Bike Network and Improved Bike and Pedestrian Access to Shoelace Park

- Creates well connected neighborhood bike network using existing space in roadway
  
  No change to vehicular capacity or parking

- Improves bike and pedestrian connections from neighborhood to recreation opportunities
  - Shoelace Park
  - Bronx River Greenway
  - Seton Falls Park

- Bike lanes improve safety for all road users
  - Visually narrow the roadway to calm traffic
  - Designate separate space for bikes and motor vehicles
  - Increase predictability
THANK YOU!

Questions?