



Throggs Neck Bicycle Network

Presented to Bronx Community Board 10 - Municipal Services Committee

September 9, 2026

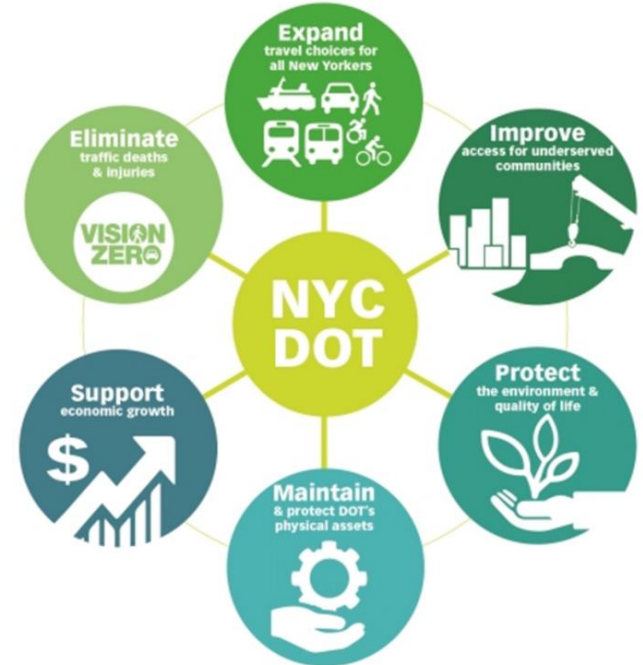


Introduction to NYC DOT

The NYC DOT mission is to provide for the safe, efficient, and environmentally responsible movement of people and goods on the City's streets

NYC DOT is responsible for:

- 6,000 miles of streets and highways
- 789 bridges and tunnels
- 12,000 miles of sidewalk
- 12,700 signalized intersections
- 315,000 street lights
- Staten Island Ferry
- 1 million+ street signs
- 200 million+ linear feet of roadway markings



Outline

1. Background

- *Project History*
- *Cycling in East Bronx*
- *Project Goals*

2. Proposal

- *Bike Route Selections*
- *Proposed Routes*

3. Summary

- *Overview*
- *Summary*
- *Next Steps*

4. Appendix

- *Design Details*
- *Bus Stops*
- *E-scooter Access*
- *Parking Impacts*
- *Traffic Summary*



Balcom Ave, BX

Background

1

Project History

2013

NYC Parks Department completed construction of Hutchinson River Greenway

2017

Bike Network Improvements to install standard lanes and shared lanes on Brush Ave between Cross Bronx Expwy and Schley Ave

2020

Bike Network Improvements to install standard lanes on E Tremont Ave and Harding Ave

2020

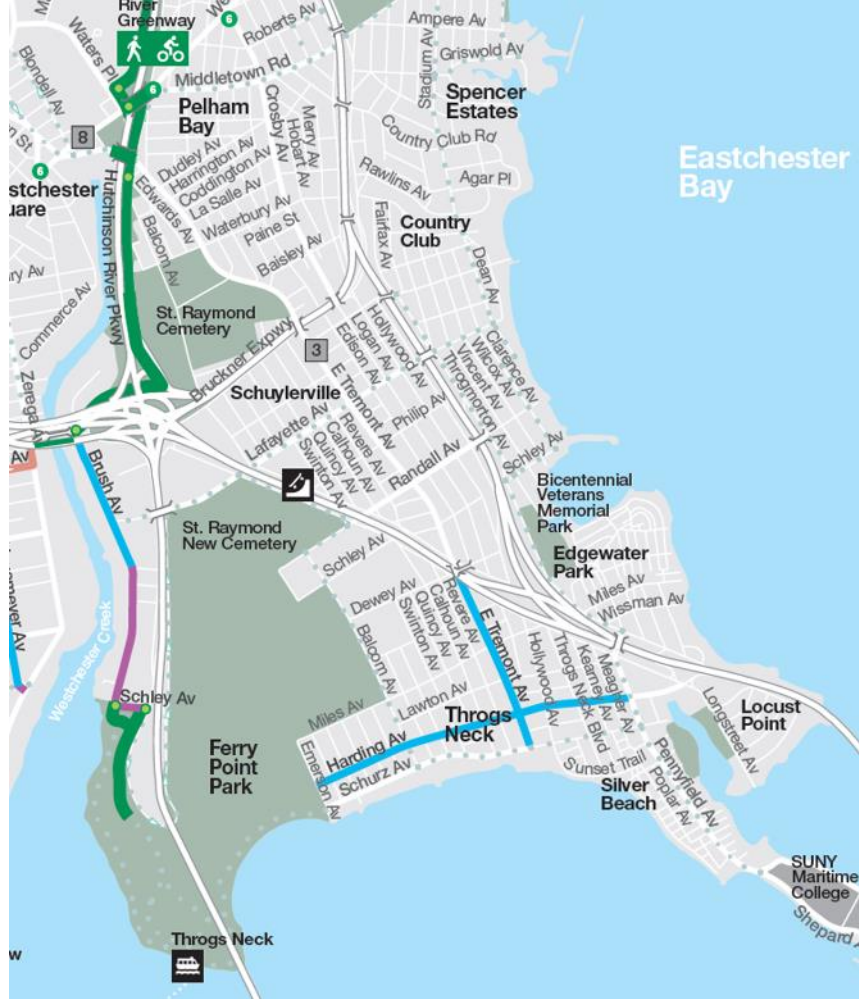
NYC EDC launch of NYC Ferry service in Throggs Neck with opening of Ferry Point Park Landing

2025

NYC DOT completion of capital reconstruction of Unionport Bridge and **Hutchinson River Greenway improvements**

2026-

NYC DOT proposal of **protected bike lane network in Throggs Neck**



Cycling in East Bronx

E-Scooter Expansion (2021 -)

Ongoing expansion of East Bronx bicycle network to support **successful 2021 E-Scooter Pilot Key Findings** for Bronx Council District 13

- **700,000 trip starts** in East Bronx Neighborhoods in 2024
- ~6700 trip starts on **Throggs Neck corridors** in Winter 2025 (Jan-Mar)
- No fatalities reported, rate of 1 crash per 8,075 trips.

Safer Streets for Cyclists (2021)

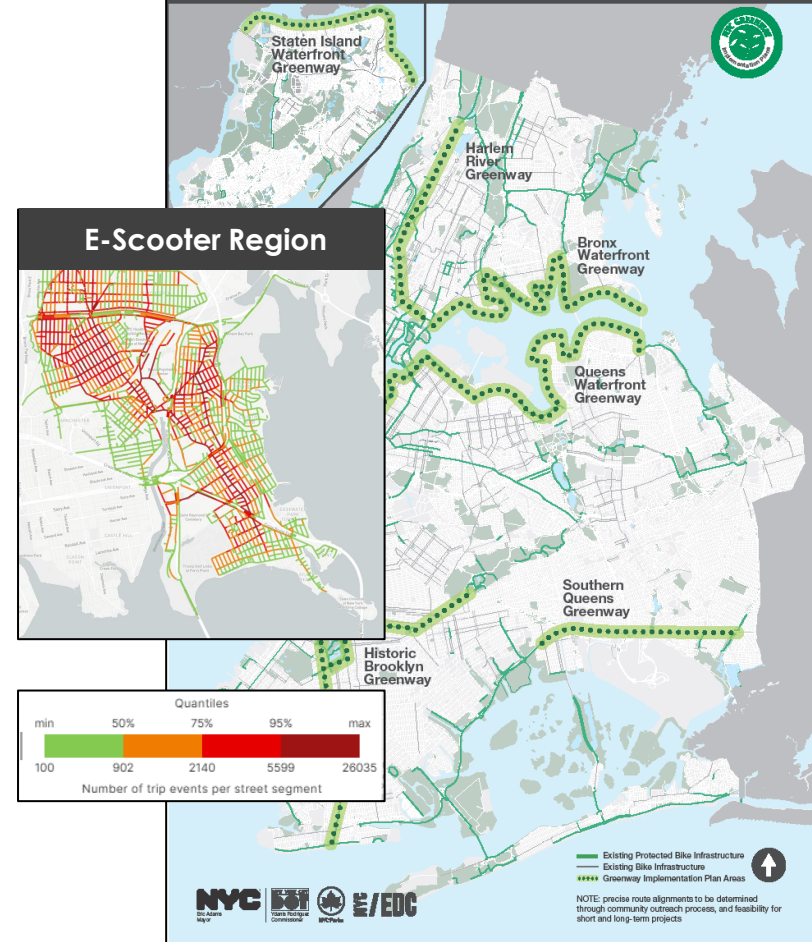
- **10% reduction in crashes with injuries for all users** and 75% reduction for cyclists in Throggs Neck following bike network expansion to support E-Scooter and cycling growth
(2018-2025 NYPD 3 Year Before/After)
- **Overall: 32% reduction in crash risk** where bike facilities have been installed

NYC Greenway Expansion (2023 -)

Bronx Waterfront Greenway is one of six planned corridors planned to enhance access to Parks and destinations

- **Greenway implementation plan** for 1.5 miles of waterfront paths and on-street connections
- **Connections to job centers** in Hunts Point, Port Morris, and area around Westchester Creek
- **Access to waterfront parks in Throggs Neck** and Soundview neighborhoods

New York City Greenway Expansion Plan



Project Goals

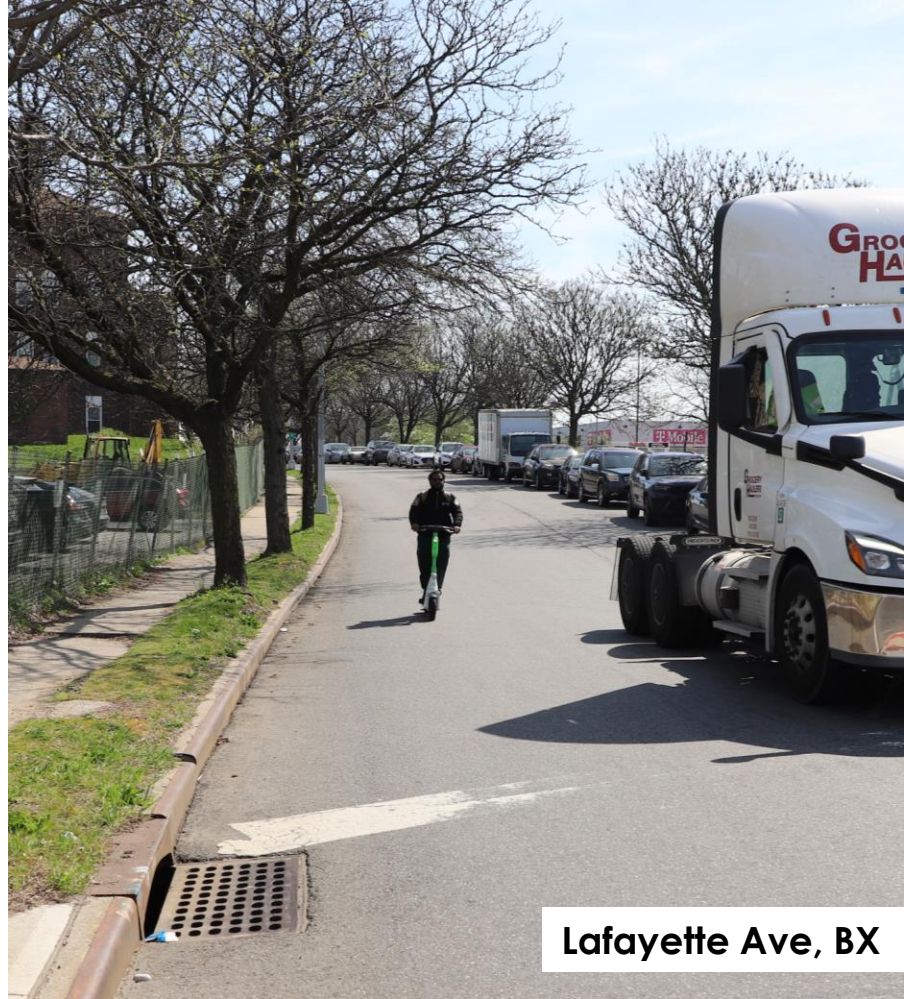
Improve safety for all road users

Create new connections to neighborhood destinations:

- Throggs Neck Ferry Landing
- Ferry Point Park
- Hutchinson River Greenway
- Pelham Bay Park
- Throggs Neck Shopping Center
- Bronx Arts and Science Charter School
- Monsignor Scanlan High School
- Morris Park
- Pelham Gardens

Support e-scooter and cycling growth in the Bronx

Build robust on-street bicycle network in Throggs Neck



Lafayette Ave, BX

Proposal

2

Bicycle Route Selection

Lack of access to commercial and recreational destinations

- **Parks:** Ferry Point Park, Edgewater Park, Bicentennial Veterans Memorial Park, Pelham Bay Park, Throggs Neck Little League
- **Transit:** Throggs Neck Ferry Landing, Q44-SBS, Q50
- **Schools:** Bronx Arts and Science Charter School, Monsignor Scanlan High School, SUNY Maritime College, St. Frances De Chantel School
- **Commercial:** Throggs Neck Shopping Mall

Street Network Issues

- Discontinuous streets & irregular street grid
- Narrow street widths
- Overnight truck loading and heavy traffic in residential zones

Gaps in Bike Network

- Access points to Ferry Point Park, Hutchinson River Greenway
- Standard bike lanes in network in Throggs Neck and East Bronx



Travel time by mode to local destinations

Proposed Routes

A Connect Throggs Neck to Destinations and Recreation

A1) Brush Ave (Cross Bronx Expwy to Lafayette Ave)

A2) Lafayette Ave (Brush Ave to Cross Bronx Expwy)

B Calm Traffic and Improve Pedestrian Safety

B1) Cross Bronx Expwy (Lafayette Ave to Randall Ave)

B2) Randall Ave (Lafayette Ave to Buttrick Ave)

C Expand and Connect Bike Lane Network

C1) Buttrick Ave (Randall Ave to Schley Ave)

C2) Schley Ave (Buttrick Ave to Balcom Ave)

C3) Balcom Ave (Schley Ave to Sampson Ave)

C4) Balcom Ave (Sampson to Miles Ave)

C5) Balcom Ave (Miles Ave to Harding Ave)

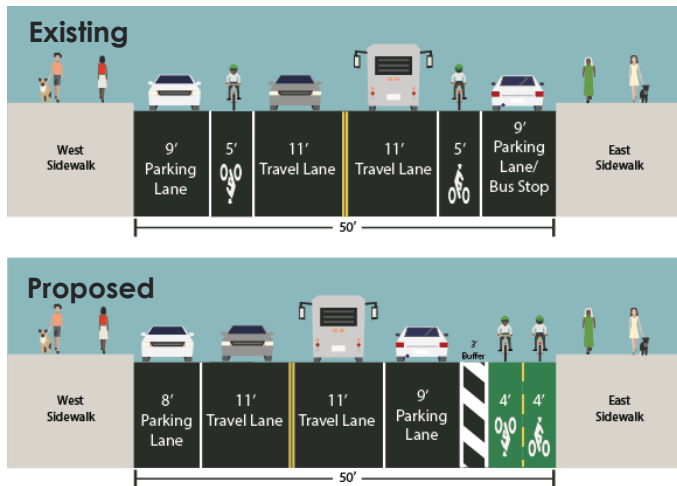
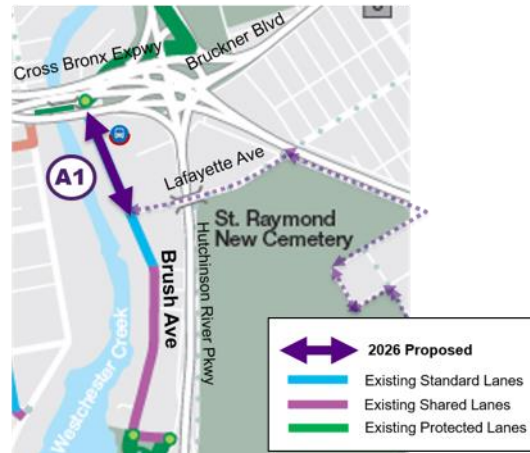


A1 Brush Ave

Cross Bronx Expwy to Lafayette Ave

Proposed

- Upgrade existing standard bike lanes to two-way parking protected bike path
- Route cyclists to sidewalk with new bike ramp for off-street bike connection to Hutchinson River Pkwy established by Unionport Bridge Capital Plan
- Establish new dedicated turn signals at midblock/Home Depot driveway
- Estimated 5 parking spaces repurposed for daylighting and turning vehicles

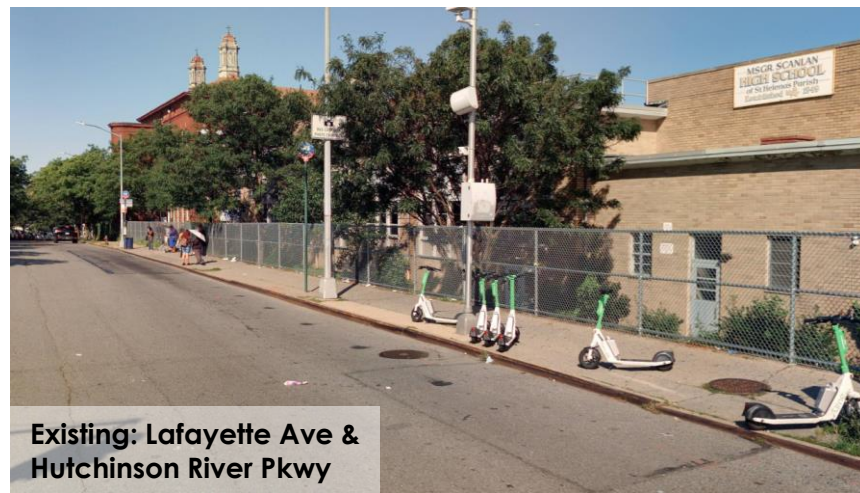
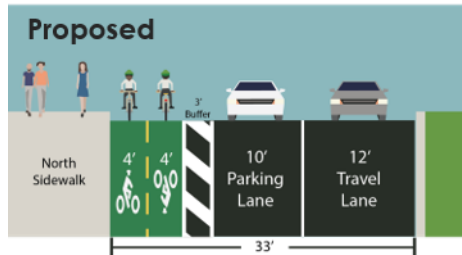
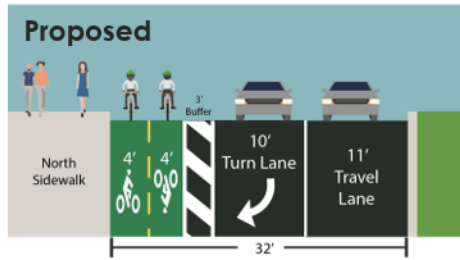
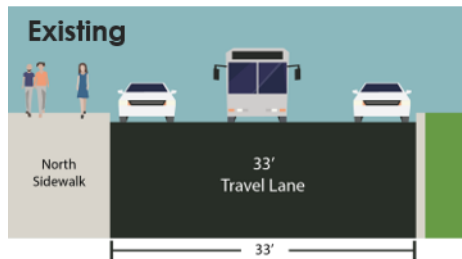
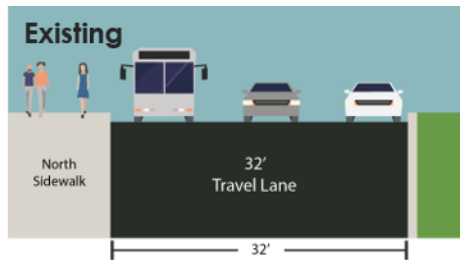


A2 Lafayette Av

Brush Av to Hutchinson River Pkwy

Proposed

- Provide two-way parking protected bike path on north curb of Lafayette Ave
- Establish floating parking lane that maintains existing school loading zone on north curb
- Maintain right turn lane queue length with existing No Parking Anytime



Existing: Lafayette Ave & Hutchinson River Pkwy

A2 Lafayette Av

Brush Av to Hutchinson River Pkwy

Proposed

- Accommodate school pick-up/drop-off on Lafayette with dedicated pedestrian space
- Install ADA compliant concrete bus island at existing stop at Hutchinson River Pkwy
- Estimated net parking loss of 24 spaces on the south curb and parking



Schematic Design – Subject to Engineering Review and Updates



B1 Cross Bronx Expwy Service Road

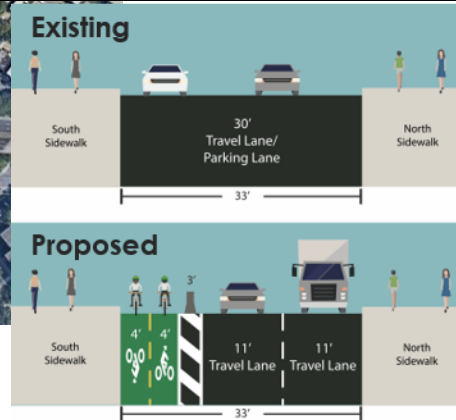
Lafayette Ave to Randall Ave

Proposed

- Establish one travel lane west of Cross Bronx Expwy off-ramp
- Shorten pedestrian crossing across Lafayette Ave with concrete neckdown
- Provide two-way protected bike path on west curb of Cross Bronx Expwy Service Road
- Repurpose 45 parking spaces to:
 - Reduce and discourage illegal overnight truck parking
 - Maintain two lanes east of Cross Bronx Expressway off-ramp



Cross Bronx EB Service Road : East of on ramp

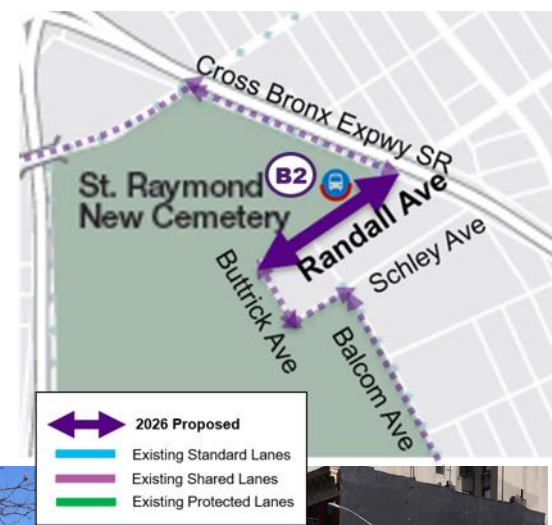
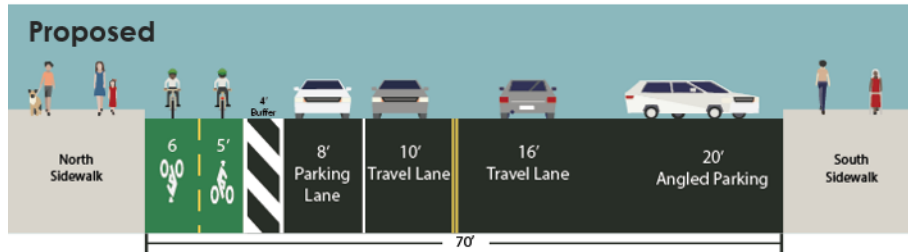
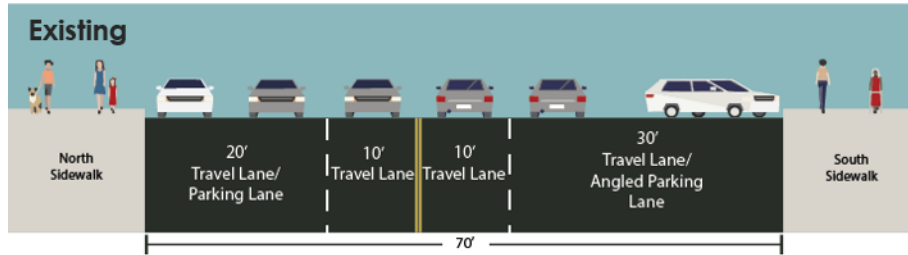


B2 Randall Ave

Cross Bronx Expwy SR to Buttrick Ave

Proposed

- Provide two-way parking protected bike path on north curb of Randall Ave
- Establish ADA compliant bus island at Cross Bronx Expwy SR
- Upgrade parallel parking to angled parking between Balcom Av and Buttrick Ave
 - Estimated parking gain of 10 spaces

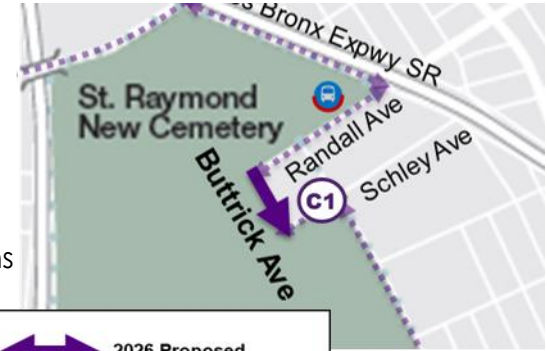
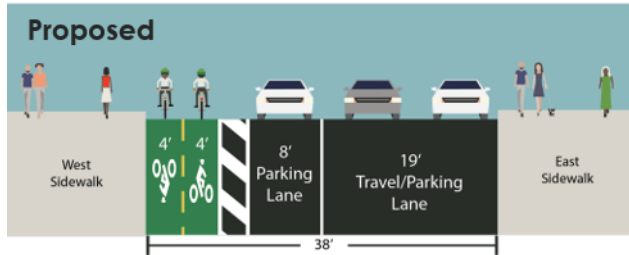
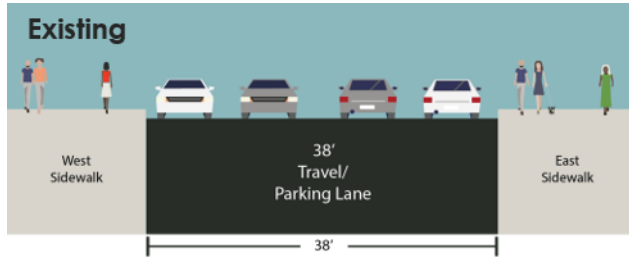


C1 Buttrick Ave

Randall Ave to Schley Ave

Proposed

- Convert to one-way street corresponding with low traffic volumes and few destinations
- Establish standard width travel and parking lanes
- Shorten pedestrian crossings
- Provide two-way parking protected bike path on west curb of Buttrick Ave

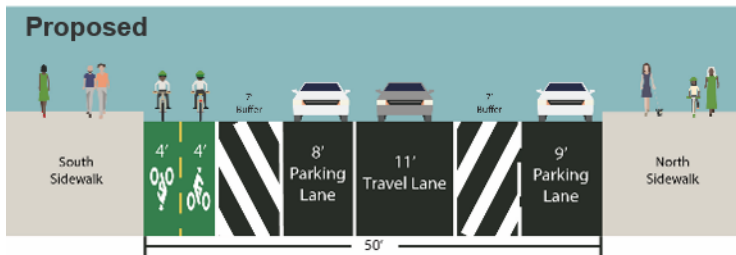
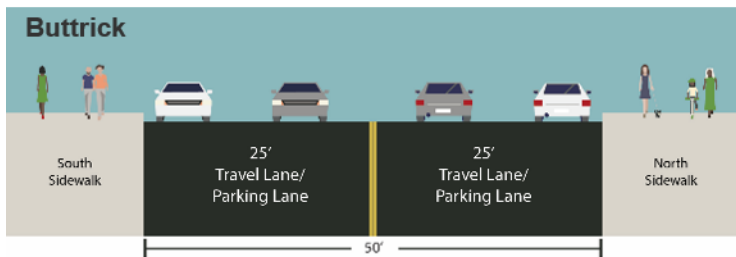
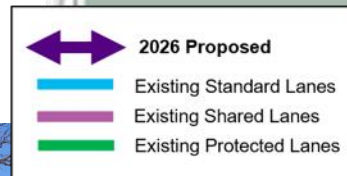
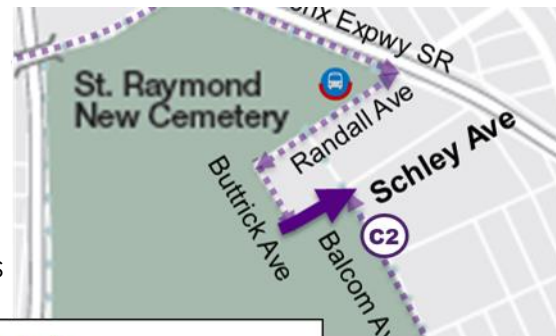


C2 Schley Ave

Buttrick Ave to Balcom Ave

Proposed

- Convert to one-way street corresponding with low traffic volumes and few destinations
- Provide two-way parking protected bike path on south curb of Schley Ave
- Shorten pedestrian crossings
- Establish connection to Ferry Point Park entrance at Balcom Ave

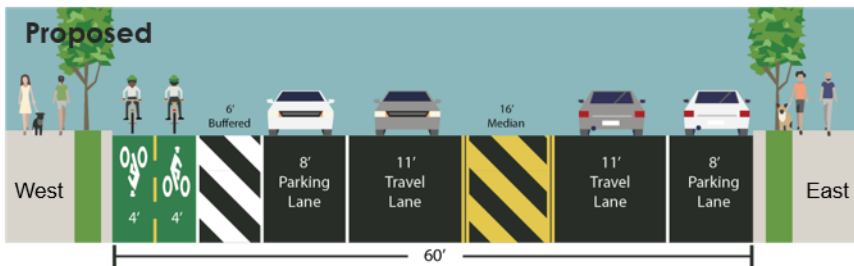
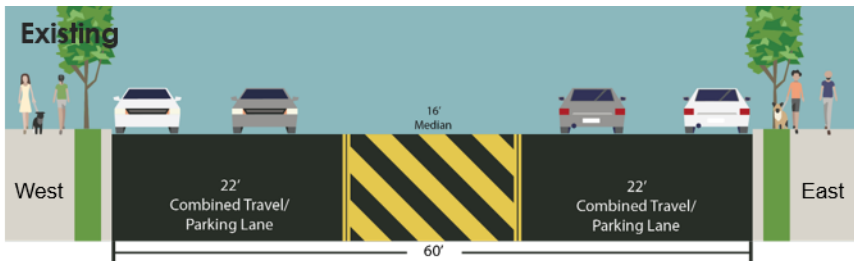


C3 Balcom Ave

Schley Ave to Sampson Ave

Proposed

- Establish standard width travel and parking lanes
- Shorten pedestrian crossings
- Provide two-way parking protected bike path on west curb of Balcom Ave

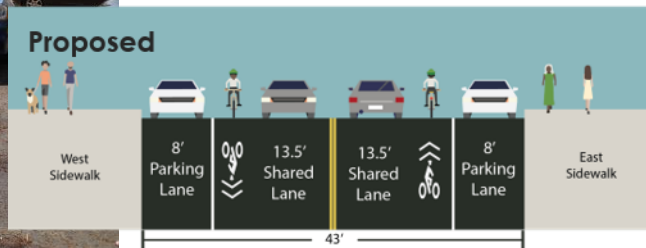
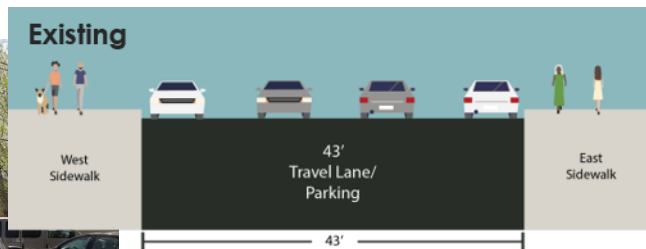
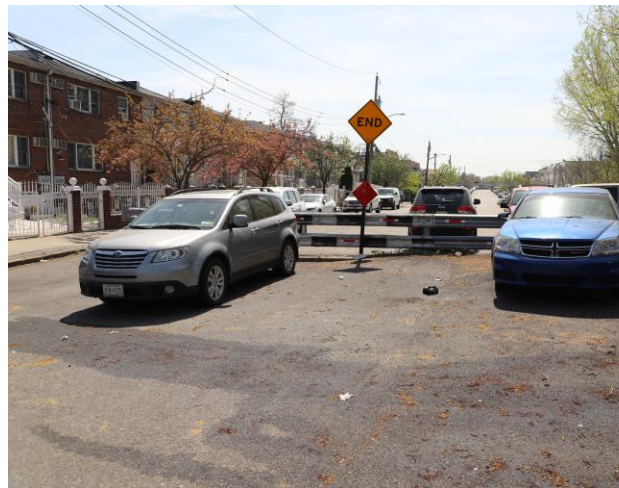


C4 Balcom Ave

Sampson Ave to Miles Ave

Proposed

- Establish standard width travel and parking lanes
- Shorten pedestrian crossings
- Provide cyclists access through closure south of Sampson Ave while maintaining limited access for motorists
- Guide cyclists with shared markings

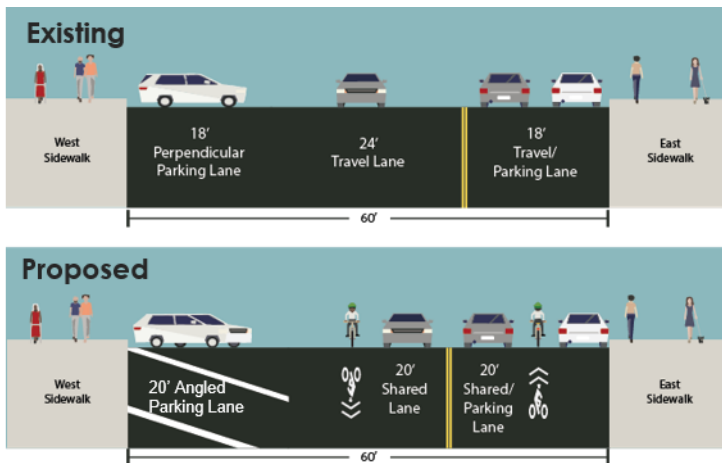


C5 Balcom Ave

Miles Ave to Harding Ave

Proposed

- Shared Lanes with Traffic Calming
- Standardize travel and parking lanes widths
- Angle existing perpendicular parking lanes
- Provide connection to Ferry Point Park Entrance at Harding Ave
- Parking conditions maintained with minor (3-5 spaces) parking loss for daylighting at driveways

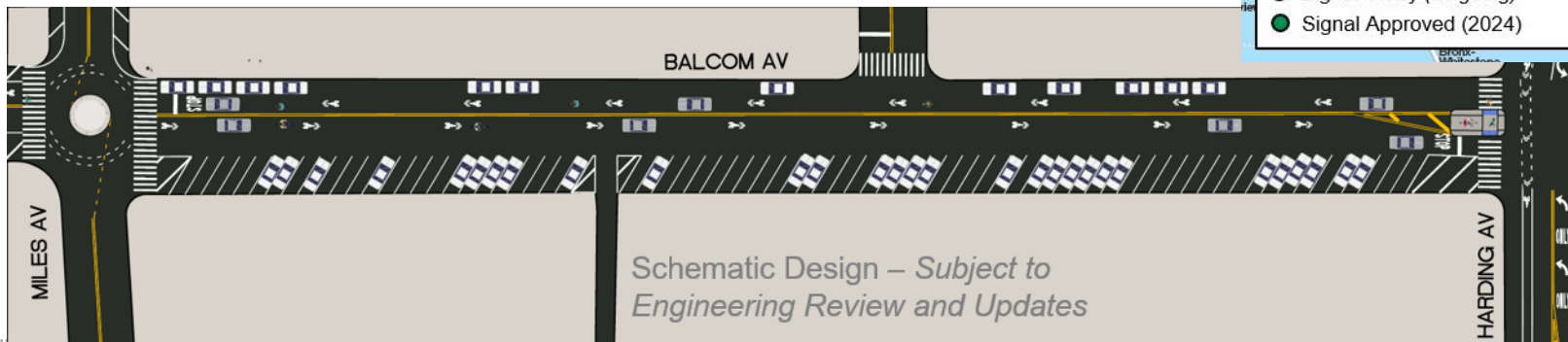
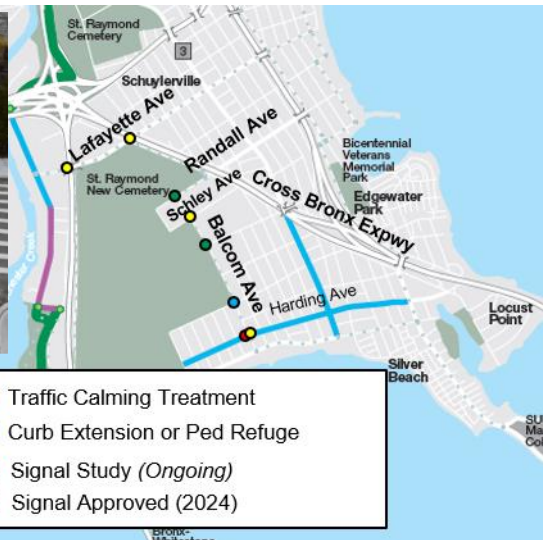


Intersection Improvements

Randall Av to Schley Av

Proposed

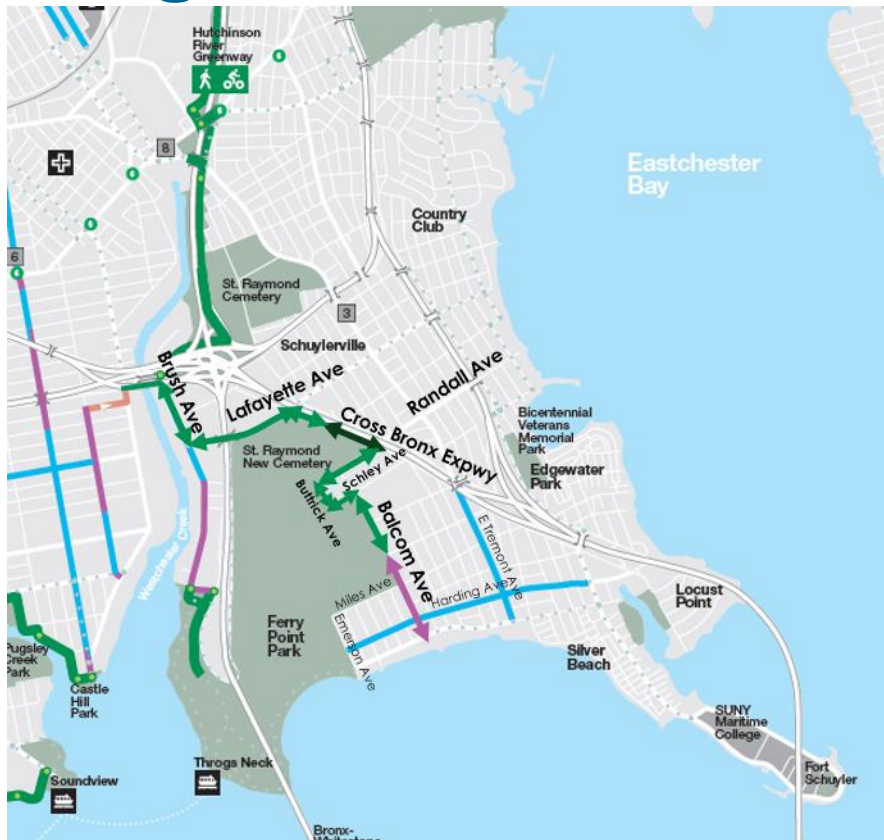
- Install painted pedestrian spaces and shorten pedestrian crossings
- Establish mini-roundabout to calm traffic at Miles
- Shorten pedestrian crossing at Harding Ave
- Signal studies approved at
 - Randall Ave and Balcom Ave
 - Randall Ave and Dewey Ave
- Minor parking loss of 3-5 spaces for visibility and daylighting



Summary

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Design Overview



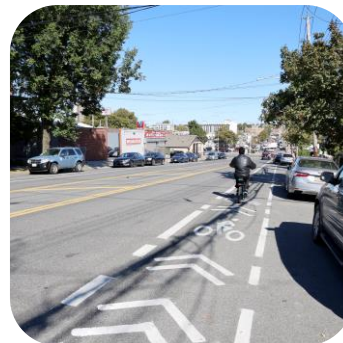
Parking-Protected
Bike Path



Protected Bike Path



Standard Bike Lanes

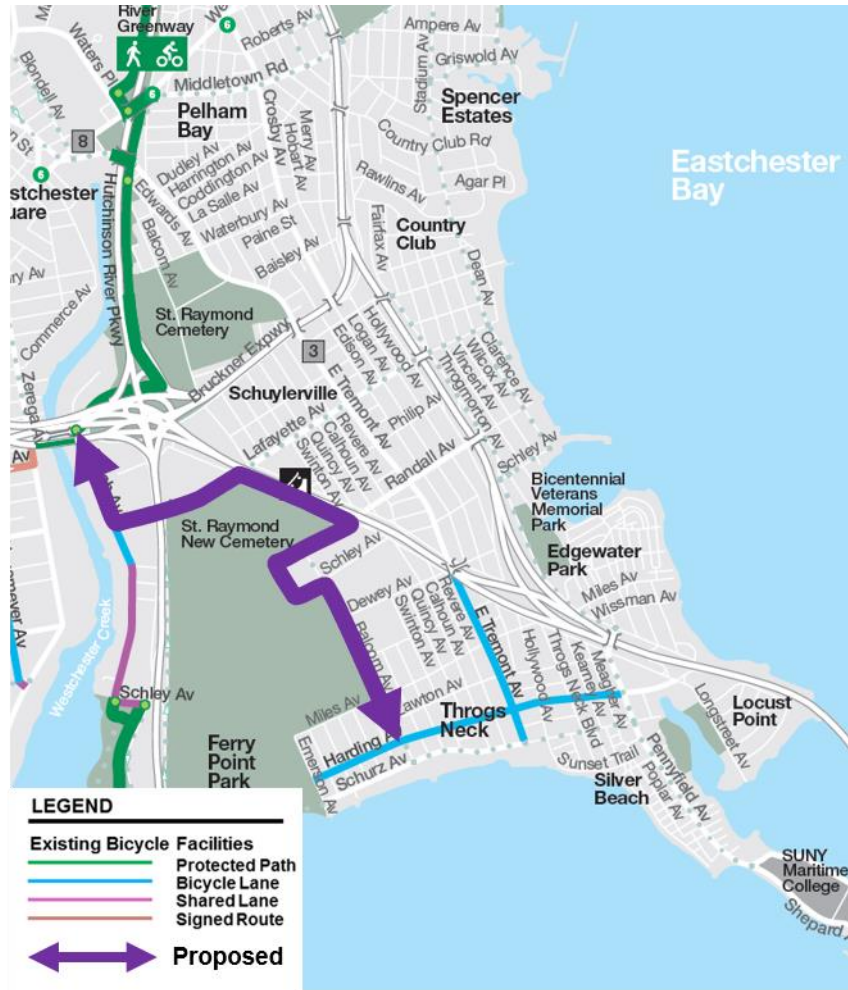


Shared Lanes with
Traffic Calming



Summary

- Establishes new **on-street bicycle network** in Throggs Neck
- Improves **road safety** for all road users
- Supports **bicycle ridership growth** and e-scooter expansion
- Creates **connections to key destinations**
- Adds **safe new travel option to reduce travel times**
- Establishes Throggs Neck connections to **Hutchinson River Greenway**
- Repurposes **estimated 70 parking spaces** within 2.0-mile network to provide safety improvements.
- Creates new bike network with routes on:
 - **Brush Ave**, Cross Bronx Expwy to Lafayette Ave
 - **Lafayette Ave**, Brush Ave to Cross Bronx Expwy Service Road
 - **Cross Bronx Expwy Service Rd**, Lafayette Ave to Randall Ave
 - **Randall Ave**, Cross Bronx Expwy SR to Buttrick Ave
 - **Buttrick Ave**, Randall Ave to Schley Ave
 - **Schley Ave**, Buttrick Ave to Balcom Ave
 - **Balcom Ave**, Schley Ave to Harding Ave



Next Steps

Fall 2026

- Community Board Presentation
- Final Design

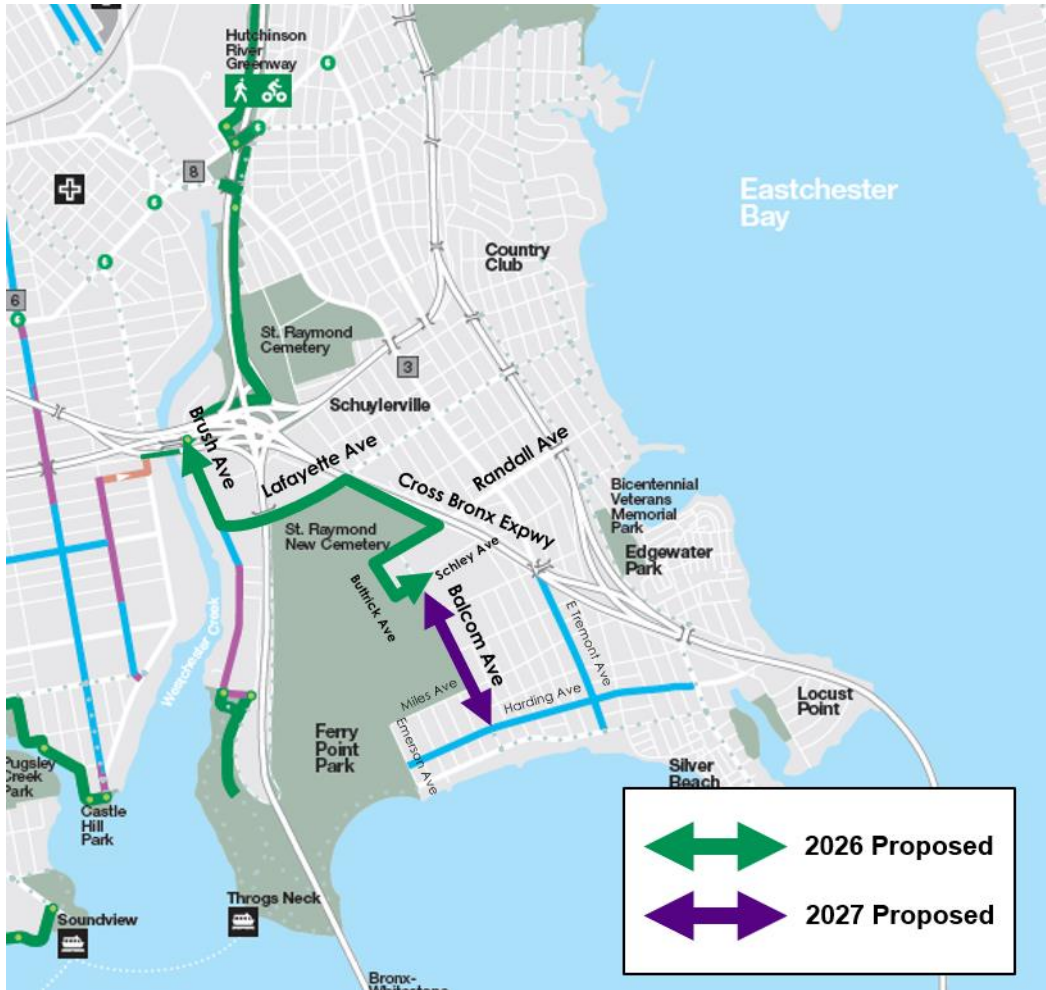
Implementation

Phase I – Fall 2026

- **Brush Ave** (Cross Bronx Expwy to Lafayette Ave)
- **Lafayette Ave** (Brush Ave to Cross Bronx Expwy SR)
- **Cross Bronx Expwy** (Lafayette Ave to Randall Ave)
- **Randall Ave** (Cross Bronx Expwy SR to Buttrick Ave)
- **Buttrick Ave** (Randall Ave to Schley Ave)
- **Schley Ave** (Buttrick Ave to Balcom Ave)

Phase II – Spring 2027

- **Balcom Ave** (Schley Ave to Harding Ave)



Thank You!



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Appendix

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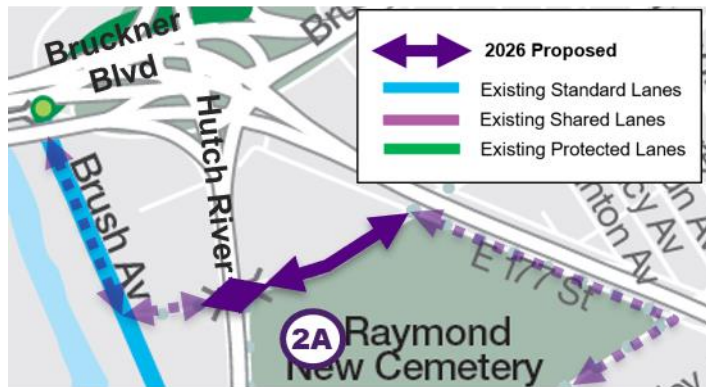
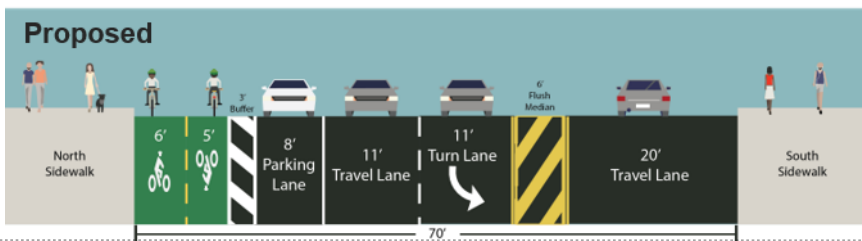
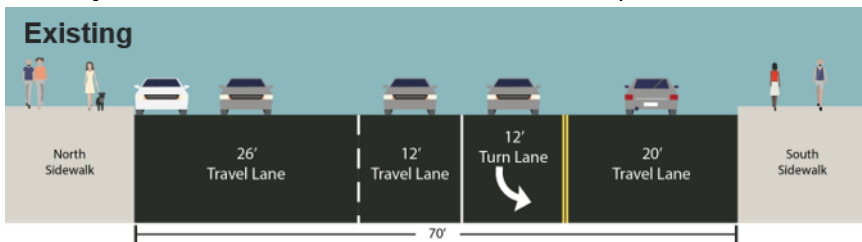
2A Lafayette Av

Brush Ave to Hutchinson River Pkwy

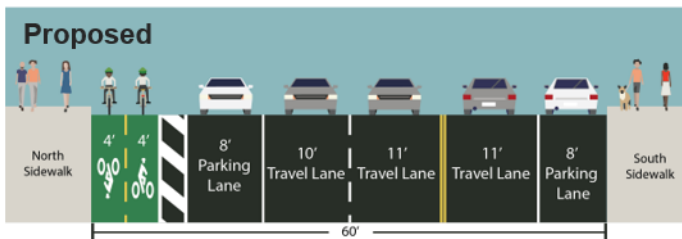
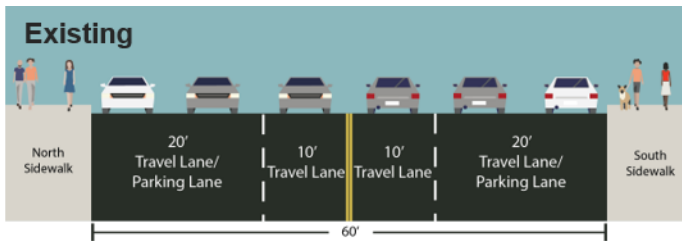
Proposed

- Parking Protected Bike Path
- Establish standard width travel and parking lanes
- Provide two-way parking protected bike path on north curb of
- Shorten pedestrian crossings

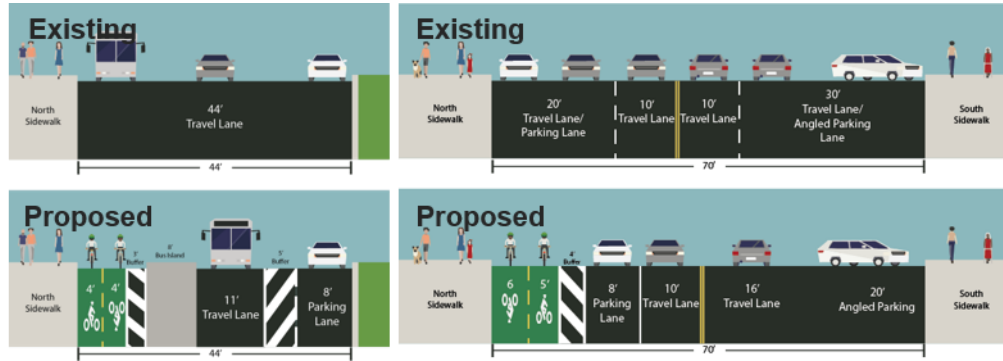
Lafayette Ave at Hutchinson River Pkwy W



Lafayette Ave: Hutchinson River Pkwy to Cross Bronx Expwy Service Road



Bus Stops: Lafayette Ave, Randall Ave



Example: Willis Ave, BX

Protected Bike Lane Design at Bus Stops

- **Bus stops would remain at current locations on Brush Ave, Lafayette Ave, Randall Ave and**
- Buses stop at proposed bus boarders instead of pulling to the curb
- At bus stops, protected bike lane design changes to indicate to cyclists that they must yield to pedestrians and boarding passengers

E-Scooter Access

Ongoing NYC DOT expansion of East Bronx bicycle network to support **successful 2021 E-Scooter Pilot**

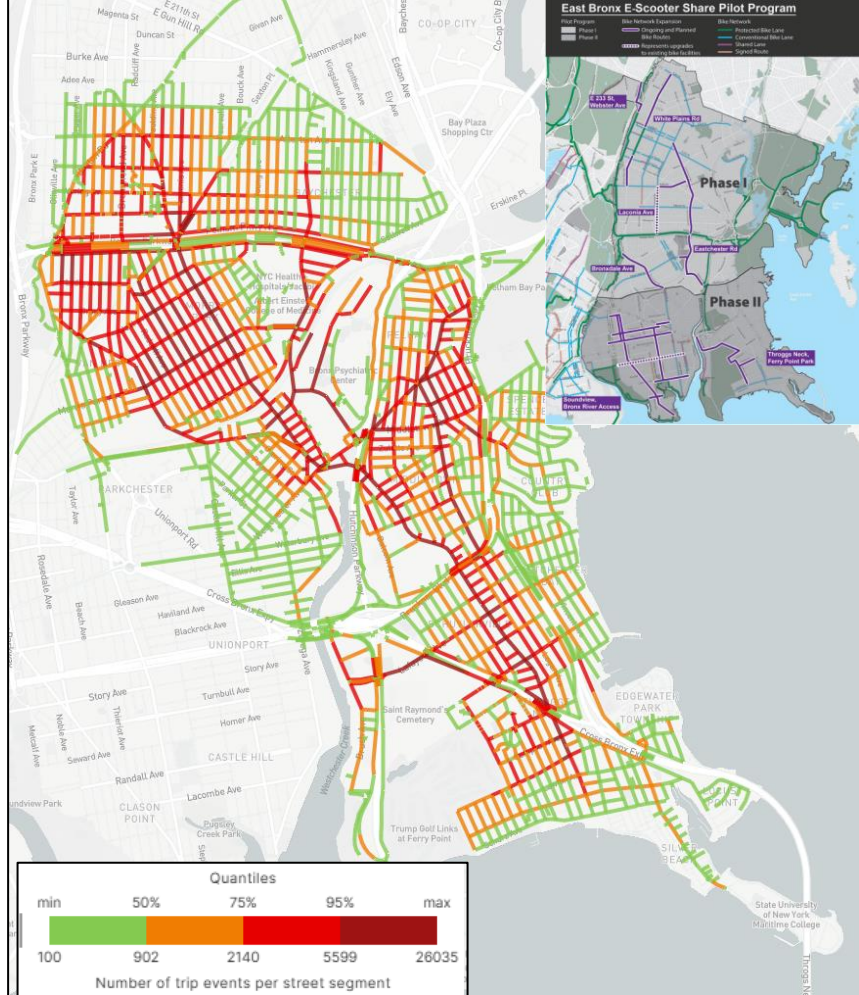
Key Findings for Bronx Council District 13

- **700,000 trip starts** in East Bronx Neighborhoods
 - ~5600 trip starts on major Throggs Neck corridors in Winter 2025 (Jan-Mar)
- **100,000 trip starts near transit**, within 500 ft. of a subway station
- **77% of all e-scooter riders in CD 13 made local trips**, starting and ending within the district
- No fatalities reported, rate of 1 crash per 8,075 trips.

6,000 Scooters deployed within East Bronx Pilot Zone (2021 – 2022)

E-Scooter Pilot:

NYC DOT collaboration with Bird, Lime and Veo to deploy dock less E-Scooters in pilot zone



Parking Impacts

Brush Ave

- Repurpose an estimated 5 parking spaces for daylighting and vehicle turns.

Lafayette Ave

- Repurpose an estimated 30 spaces on south curb to provide parking protected bike path
- Establish estimated 6 parking spaces on south curb of Hutchinson River Pkwy bridge

Cross Bronx Expwy

- Maintain through two lanes after Cross Bronx Expressway ramp
- Discourage illegal overnight truck parking
 - Estimated loss of 45 parking space

Randall Ave

- Establish 10 parking spaces with new angled parking between Balcom and Buttrick Ave

Balcom Ave

- Repurpose an estimated 5 parking spaces for daylighting and vehicle turns

Repurposes estimated 70 parking spaces within 2-mile network



Traffic Summary

Brush Ave

- 700 northbound peak
- 432 southbound peak

Lafayette Ave

- 597 westbound peak
- 599 eastbound peak

Cross Bronx Expwy – Off Ramp

- 756 southbound peak

Randall Ave

- 229 westbound peak
- 358 eastbound peak

Buttrick Ave

Schley Ave

Balcom Ave

- < 500 AM/PM Peaks
- Low traffic volumes

