



BRONX COMMUNITY BOARD 12

Neighborhood Bike Lanes & Connections to Shoelace Park

March 2017



Background

1

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

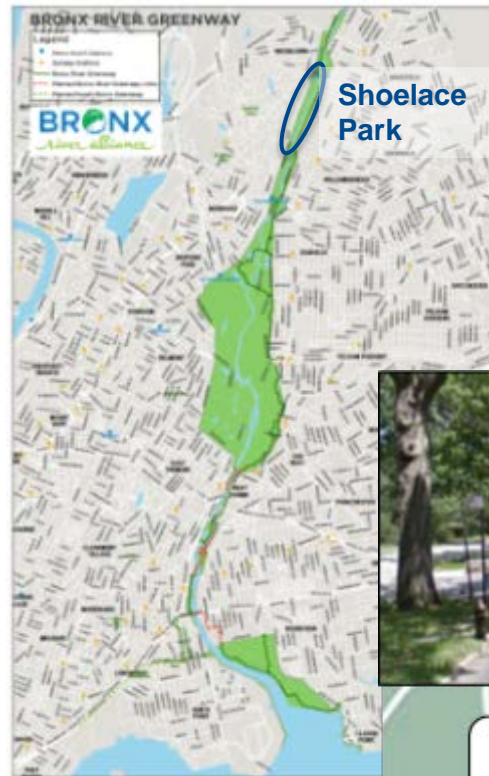
12 Hr Weekend Bike Counts: 224 (Sept. 2016)

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



E 138 St, Bronx



Shoelace Park at E 229 St

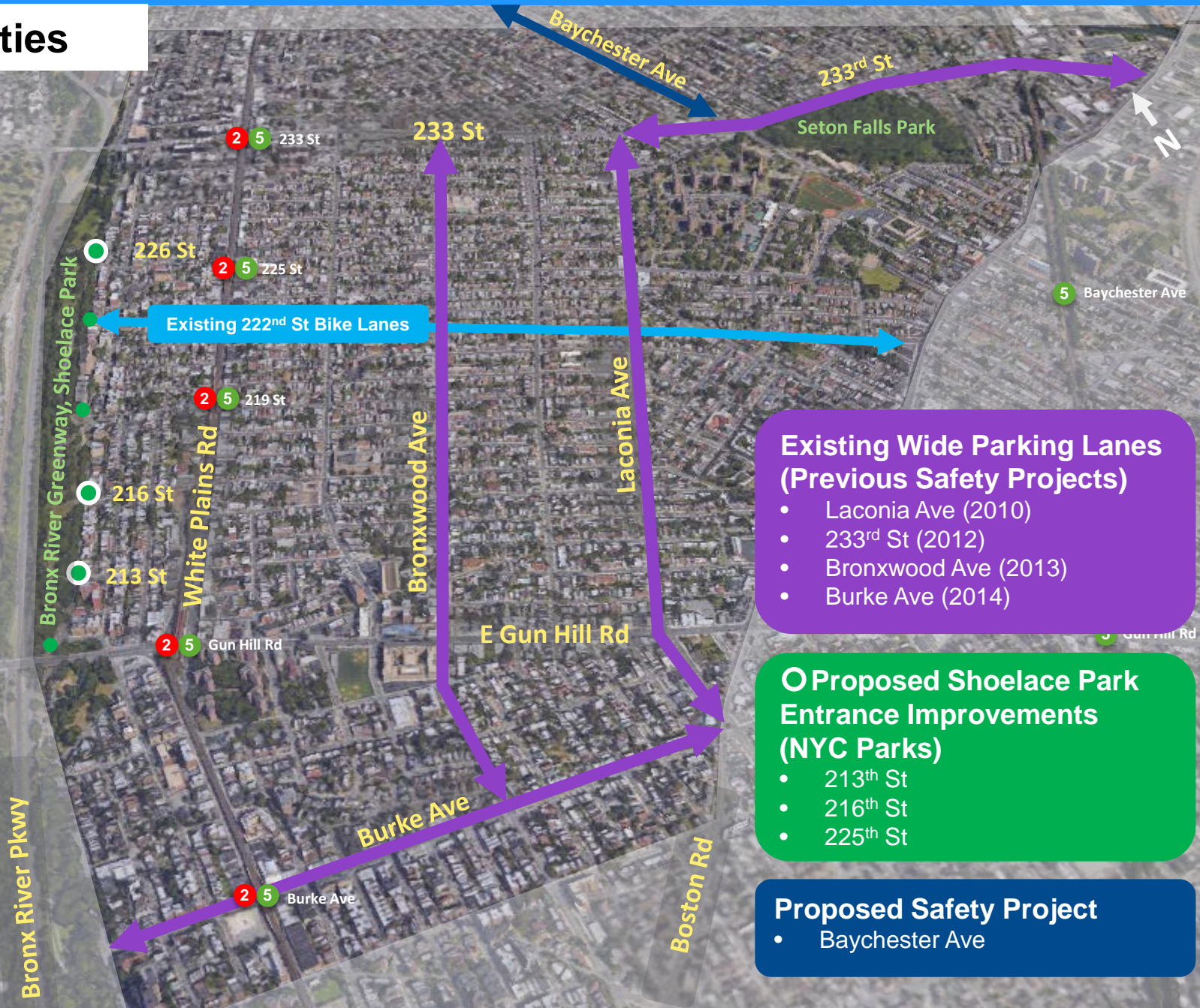
Project Proposal

2

Focus Area



Opportunities



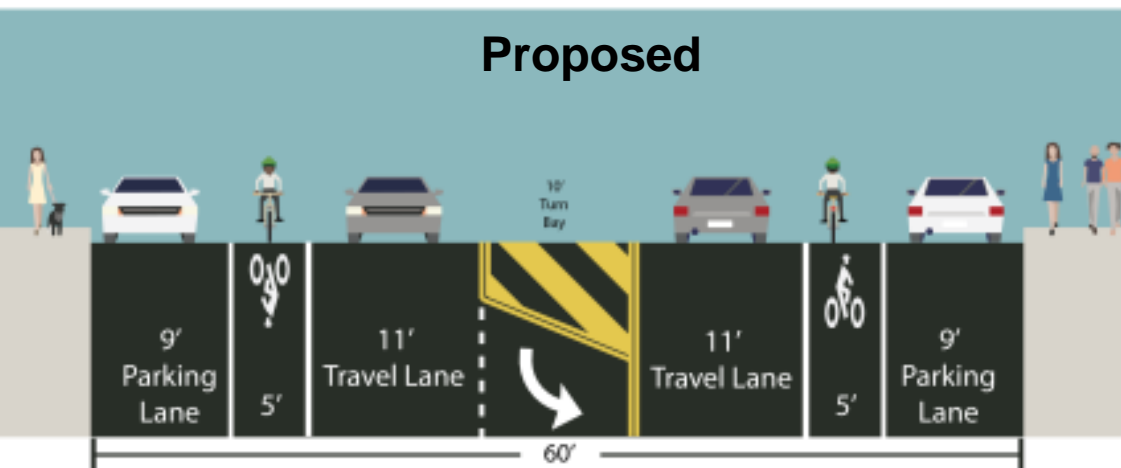
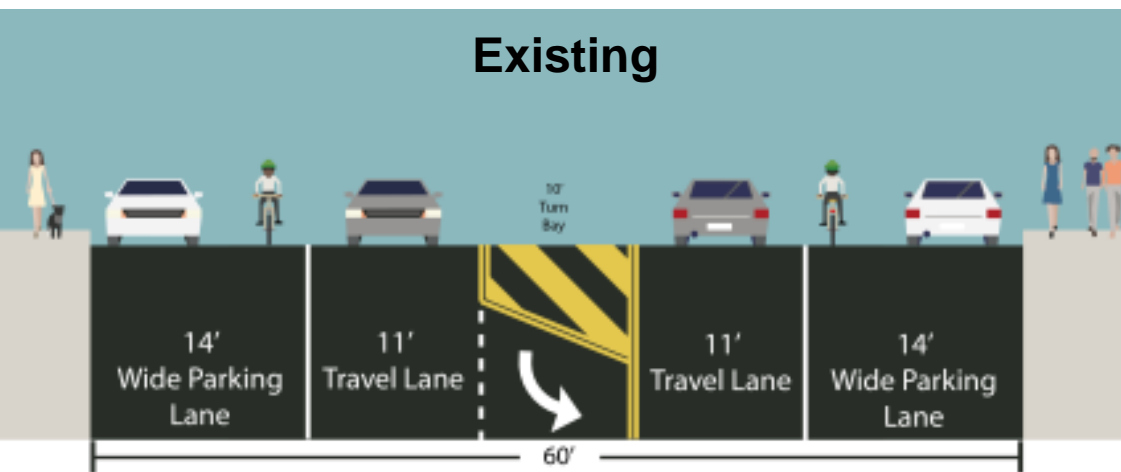
1. Upgrade Wide Parking Lanes to Bike Lanes

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)



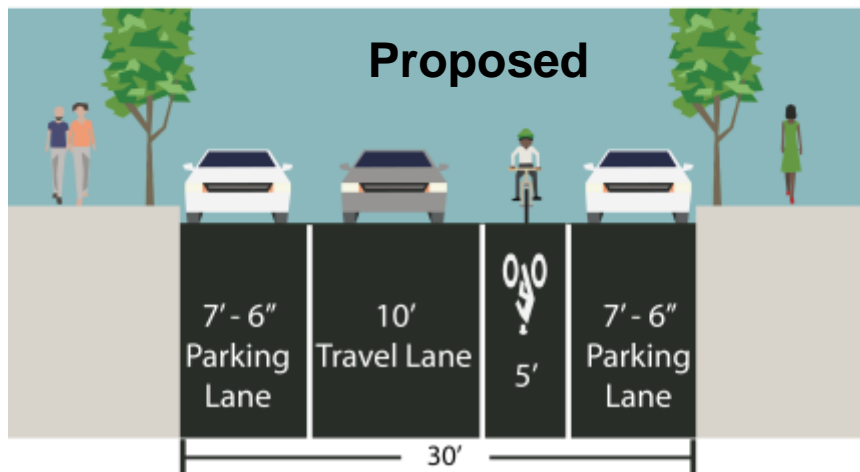
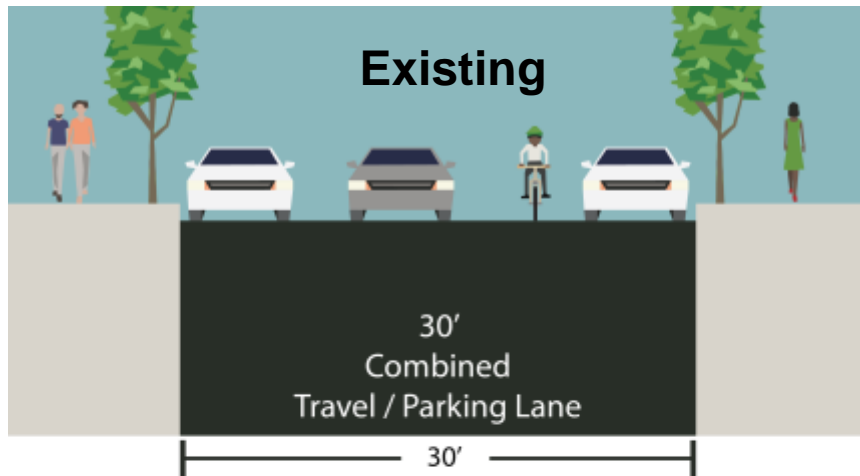
- **Uses existing space in roadway** created through previous safety projects
- **No change to vehicle capacity or parking**
- Creates **dedicated space for cyclists**
- Adds **markings at intersections** to alert motorists of presence of cyclists

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)



- **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

Intersection on Bronx Blvd	Traffic control study	Enhanced crossing (uncontrolled crossing)
E 211 th St	In progress	To be evaluated in 2017
E 213 th St	In progress	Pending NYC Parks capital entrance improvements
E 216 th St	In progress	Pending NYC Parks capital entrance improvements
E 222 nd St	Complete, control not approved	To be evaluated in 2017
E 226 th St	In progress	To be evaluated in 2017
E 229 th St	Complete, control not approved	Pending capital entrance improvements



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



Reservoir Oval, BX

Summary: Neighborhood Bike Network and Improved Bike and Pedestrian Access to Shoelace Park

- **Creates well connected neighborhood bike network using existing space in roadway**

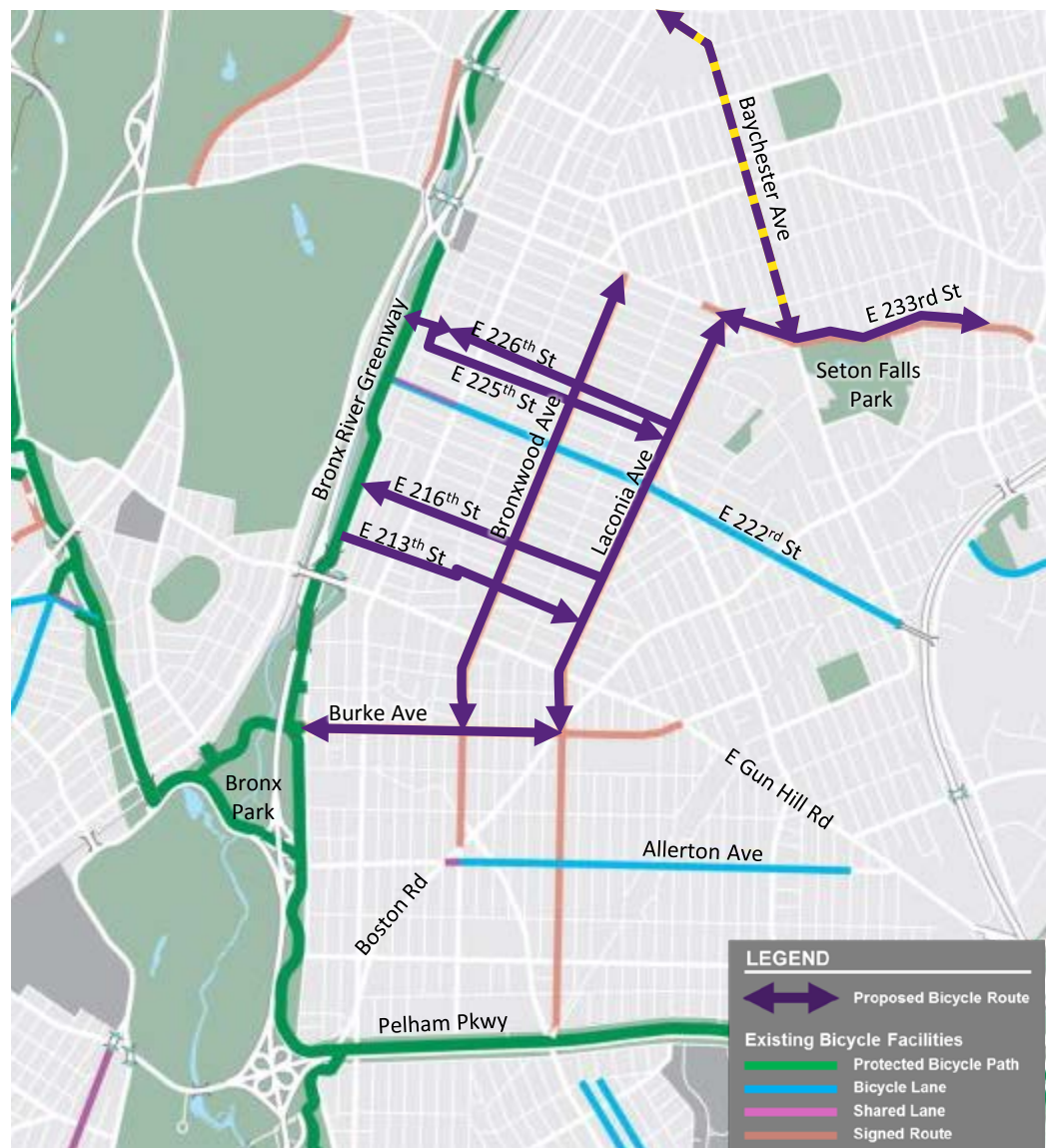
No change to vehicular capacity or parking

- **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?



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