



Westchester Avenue, Southern Blvd to Whitlock Ave

Presented to Bronx Community Board 2

April 14, 2021



Presentation Overview

Background

Proposal

Overview



BACKGROUND

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- Westchester Ave is a **Vision Zero Priority Corridor** in a **Vision Zero Priority Area**
- Westchester Ave at Southern Blvd is a **Vision Zero Priority Intersection**
- Increased number of people are biking due to COVID-19
- 2020 spike in people on bicycles killed in the Bronx

Westchester Ave, Southern Blvd to Whitlock Ave

Injury Summary, 2014-2018 (5 Years)

	Total Injuries	Severe Injuries	Fatalities	KSI
Pedestrian	67	4	0	4
Bicyclists	12	2	0	2
Motor Vehicle Occupant	120	7	1	8
Total	199	13	1	14

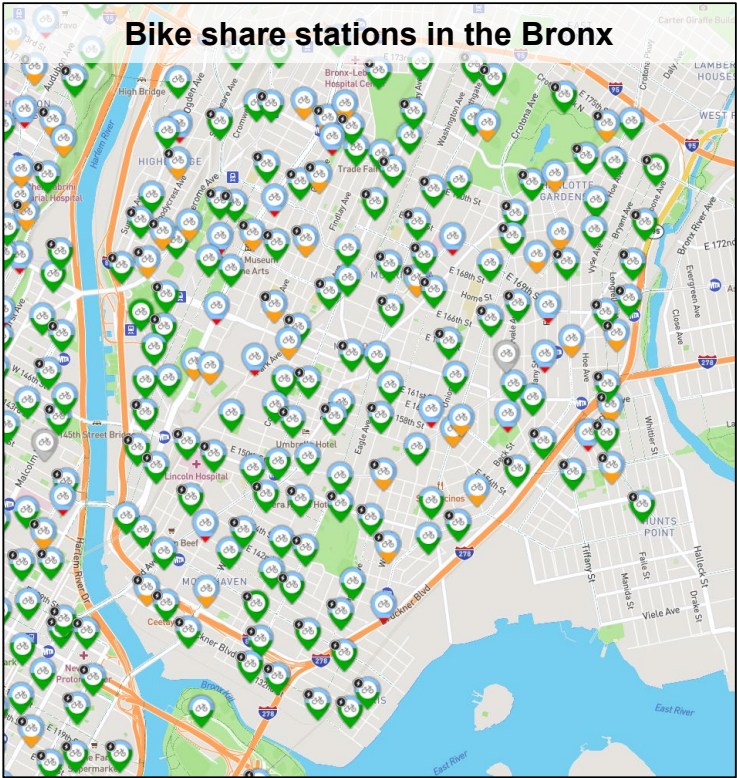
Fatalities, 01/01/2013 – 03/02/2020: 1

Source: Fatalities: NYCDOT. Injuries: NYSDOT. KSI: Persons Killed or Severely Injured



Recent Work

- Recent nearby bicycle improvements in the South Bronx include Edgewater Rd, Willis Ave, Randalls Island Connector
- Bike share expansion into the Bronx



On-going expansion of Bronx River Greenway

- New bridge and park area in Starlight Park
- Future connection to Hunt's Point via Garrison Park
- Key east-west connection for a new cycling hub

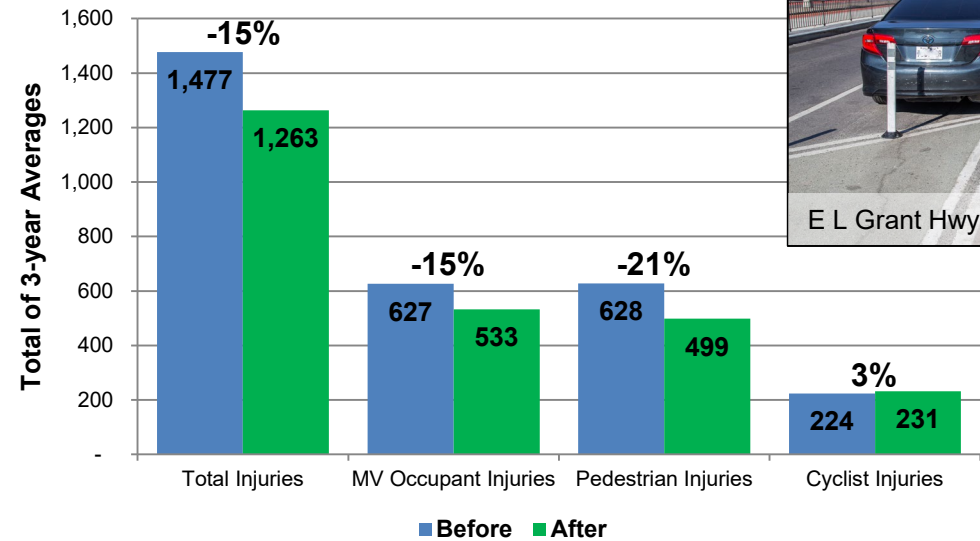


Westchester Ave - Background

Safety Benefits of Protected Bike Lanes

Protected Bike Lanes

Before and After Crash Data, 2007 - 2017



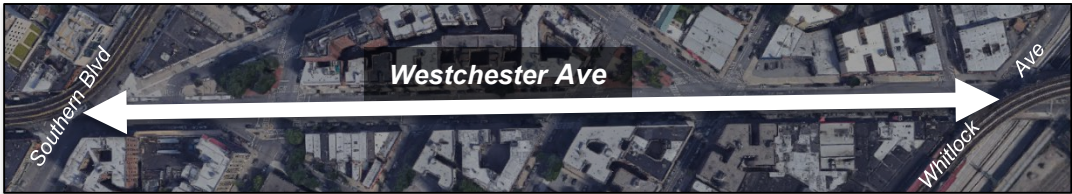
Data from 25 separate protected bicycle lane projects installed from 2007-2014 with 3 years of after data. Includes portions of 1 Ave, 2 Ave, 8 Ave, 9 Ave, Broadway, Columbus Ave, Hudson St, Lafayette St / 4 Ave, Sands St, Allen/Pike St, Kent Ave, Prospect Park West, Flushing Ave, Bruckner Blvd & Longfellow Ave, Imlay St / Conover St, Paerdegat Ave. Only sections of projects that included protected bike lanes were analyzed. Source: NYPD AIS/TAMS Crash Database

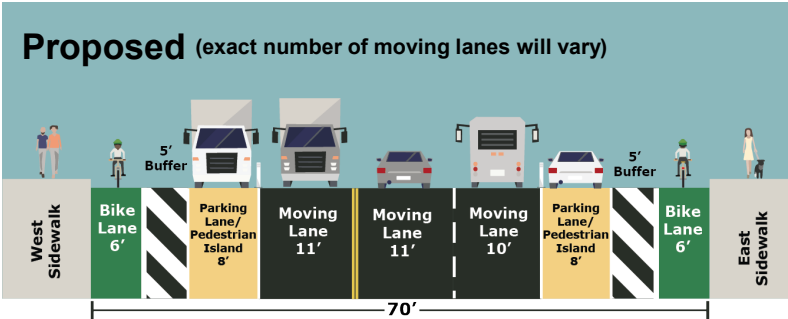
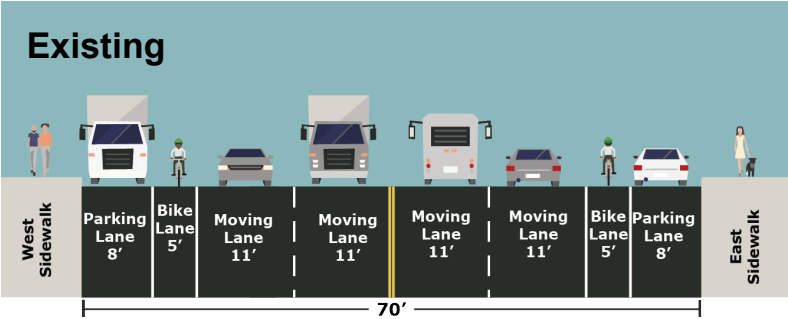
PROPOSAL

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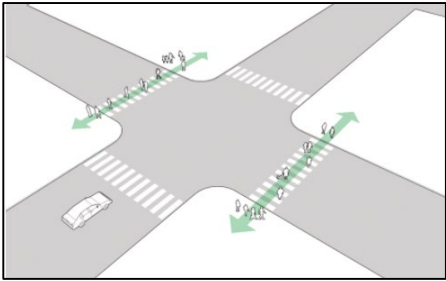
Proposal Overview

- Install turn lanes, pedestrian islands, and protected bicycle lanes between Southern Blvd and Whitlock Ave
- Reconfigure Westchester Ave at E 167 St to improve safety
- Install “leading pedestrian interval” signal phases along the corridor
- Repurpose about 40 parking spots, mostly near Sheridan Blvd
- Benefits:
 - Reduce speeding
 - Shorten crossing distances, increase dedicated crossing time
 - Protected bike lanes connecting the community to the new greenway expansion
 - Better organized roadway

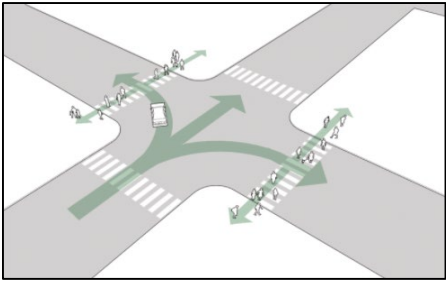




- DOT conducted a rigorous analysis of each intersection to ensure no traffic impacts
- Westchester Ave was redesigned to efficiently place travel lanes where they are needed the most to avoid backups
- Leading pedestrian intervals (LPI) give pedestrians a 7+ second head start before drivers get the green light, enhancing visibility of pedestrians and reinforcing their right of way

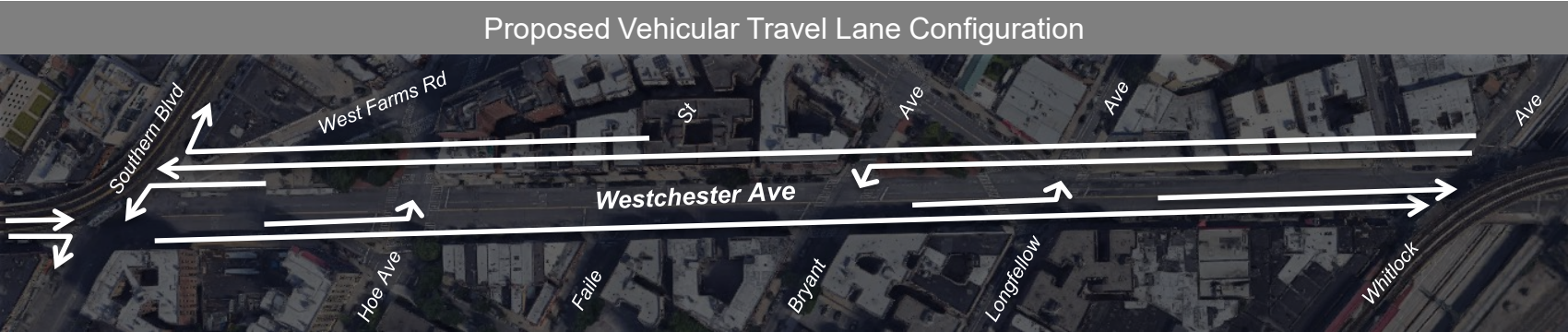


Phase 1: Pedestrians only



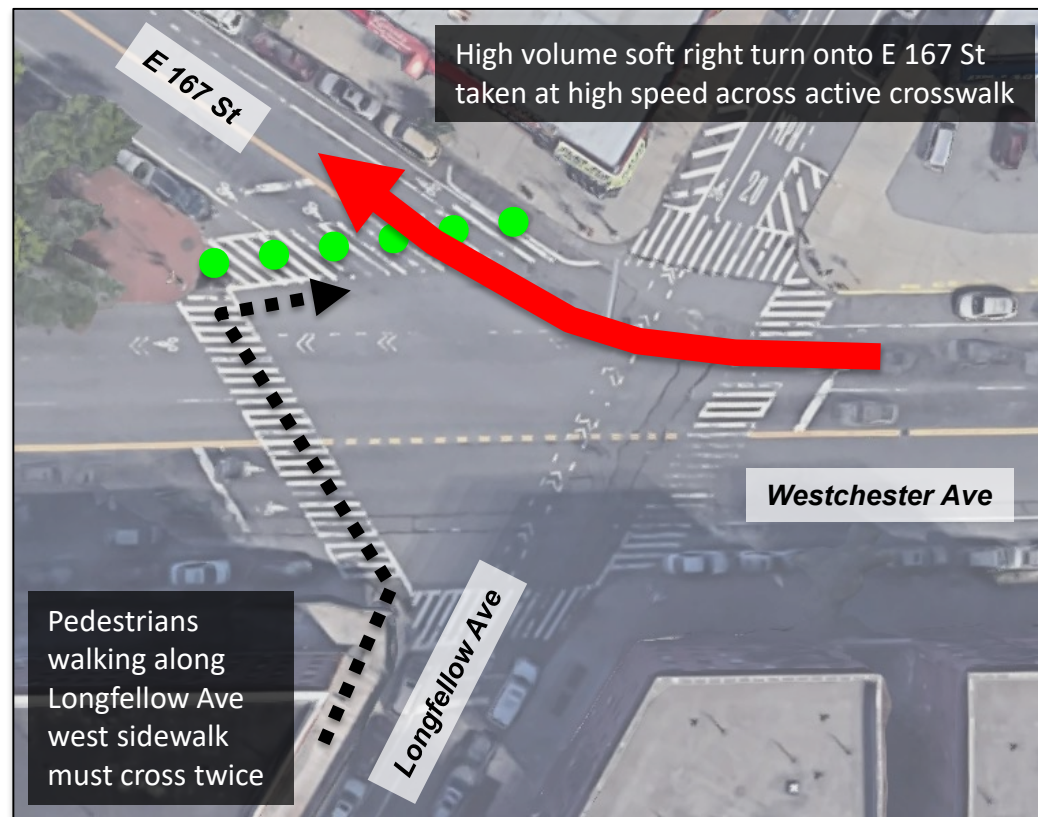
Phase 2: Pedestrians and cars

Graphic: NACTO



Planned LPIs crossing Westchester Ave: Southern Blvd, Faile St, Bryant Ave, and Longfellow Ave.
Additional LPIs planned for Westchester Ave crossing Southern Blvd and E 167 St crossing Bryant Ave

- Confusing 5-legged intersection
- Long crosswalks



Westchester Ave - Proposal

Westchester Ave, E 167 St, Longfellow Ave – Existing Signal Timing

- 1 Pedestrian crossing of E 167 St during slight, high speed turn during the Westchester Ave phase
- 2 No LPI during 70 ft crossing of Westchester Ave



Westchester Ave - Proposal

Westchester Ave, E 167 St, Longfellow Ave – One-way conversion

Convert E 167 St to one-way westbound from Westchester Ave to Bryant Ave

Reroute eastbound E 167 St traffic to turn right on Bryant Ave and left on Westchester Ave to continue east

Add left turning lane to Bryant Ave

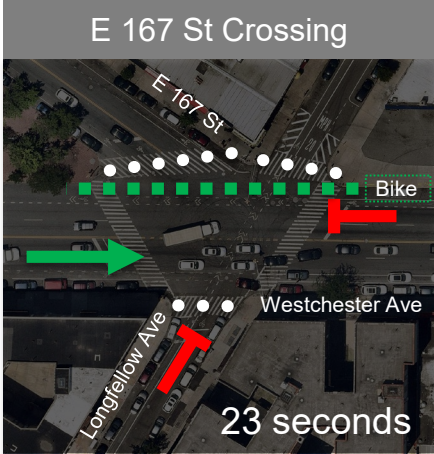
Install LPIs:

- Bryant Ave at Westchester Ave
- Bryant Ave at E 167 St



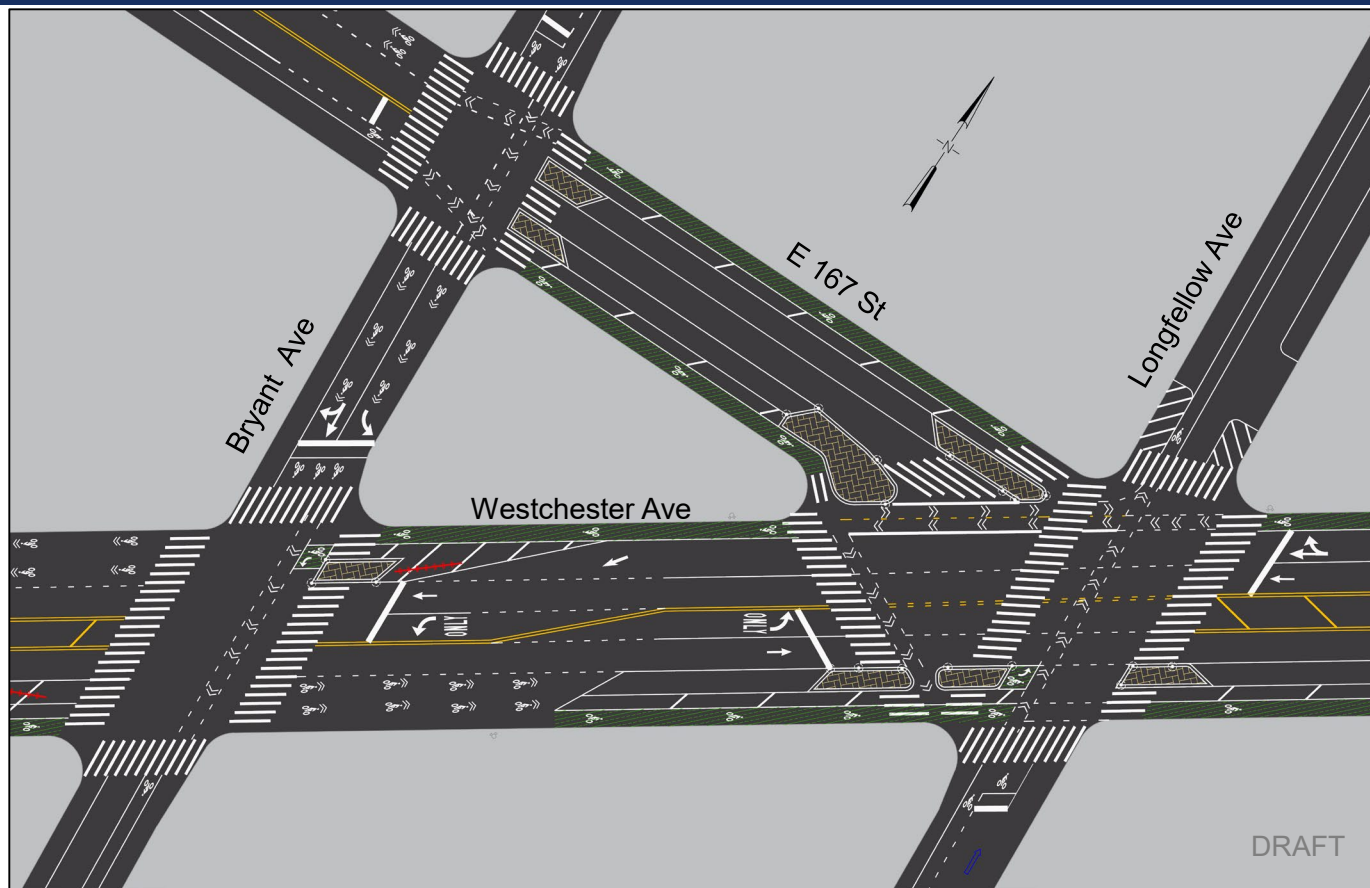
Westchester Ave, E 167 St, Longfellow Ave – Proposed Signal Timing

- Pedestrian and bike crossing of E 167 St is separated from turning vehicles
- Increase eastbound Westchester Ave green time:
36 seconds to 59 seconds
- 7 second LPI during crossing of Westchester Ave
- Add missing crosswalk along west side of Longfellow Ave



Westchester Ave, E 167 St, Longfellow Ave – Proposed Design

- Add protected bike lanes on Westchester Ave
- Convert conventional bike lanes to protected bike lanes on E 167 St between Longfellow Ave and Bryant Ave
- Add new crosswalk along the west side of Longfellow Ave
- Add left turn lane to Bryant Ave for additional traffic (LPI also added)
- Relocate westbound bus stop to the far side of Bryant Ave because of new lane alignments



Summary

- Pedestrian safety enhancements on a Vision Zero Priority Corridor, including shorter crossing distances and more time to cross
- All-ages protected bicycle lanes to the Bronx River Greenway
- Left turn lanes to better organize vehicular traffic
- Redesign Westchester Ave/ Longfellow Ave/E 167 St intersection to work better for all road users



Thank You!

Questions?



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