



White Plains Rd (Burke Ave to E 226th St)

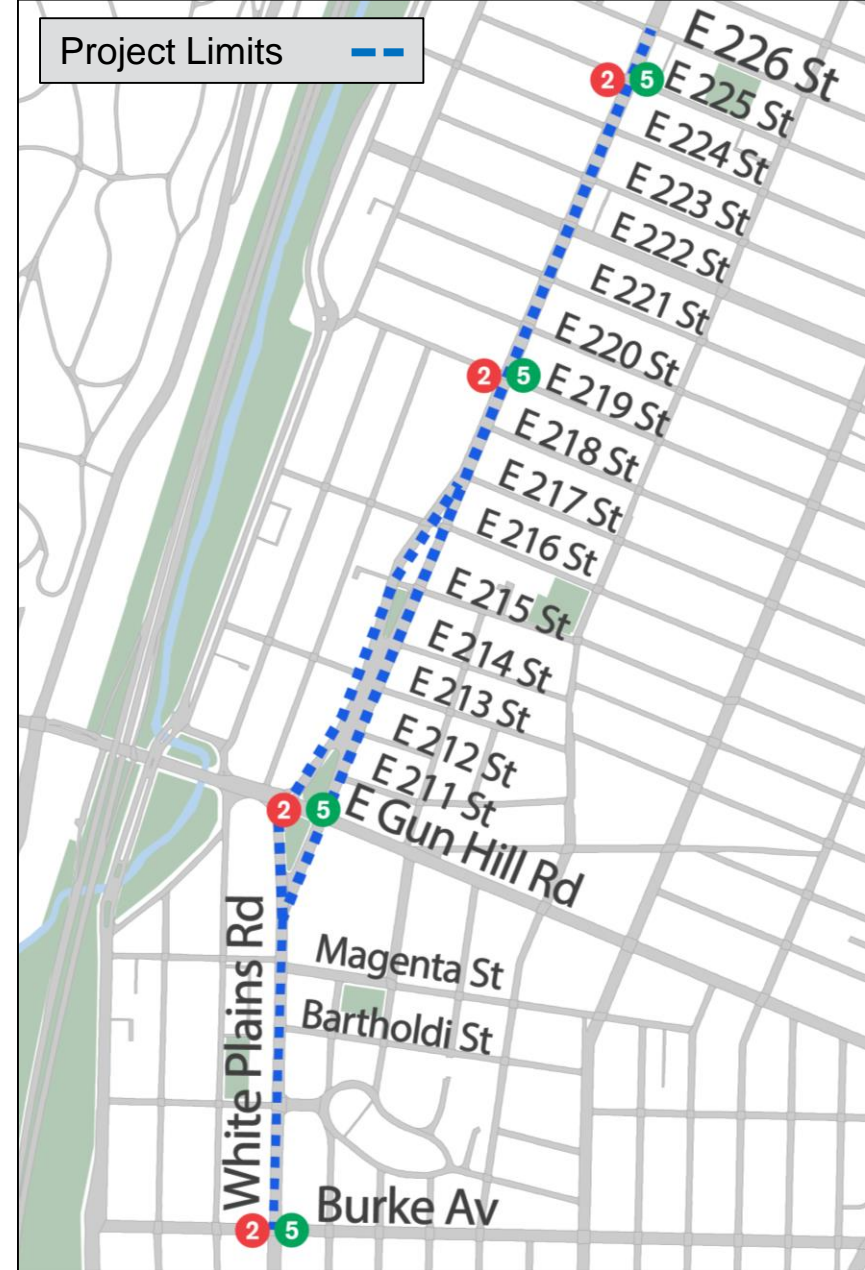
Community Board 12 Transportation Committee

April 8, 2021

Project Location

White Plains Rd

- Project limits: White Plains Rd, between Burke Ave to E 226th St; 1.25 miles
- Corridor is under an elevated structure with columns in the roadbed
- Commercial and residential land use
- Major transit hub on White Plains Rd at E Gun Hill Rd that services 2 and 5 train with other stations located at Burke Ave, E 219th St, and E 225th St
- Bx39, BxM11, Bx41, and Bx41 SBS bus routes
- Local truck route along White Plains Rd

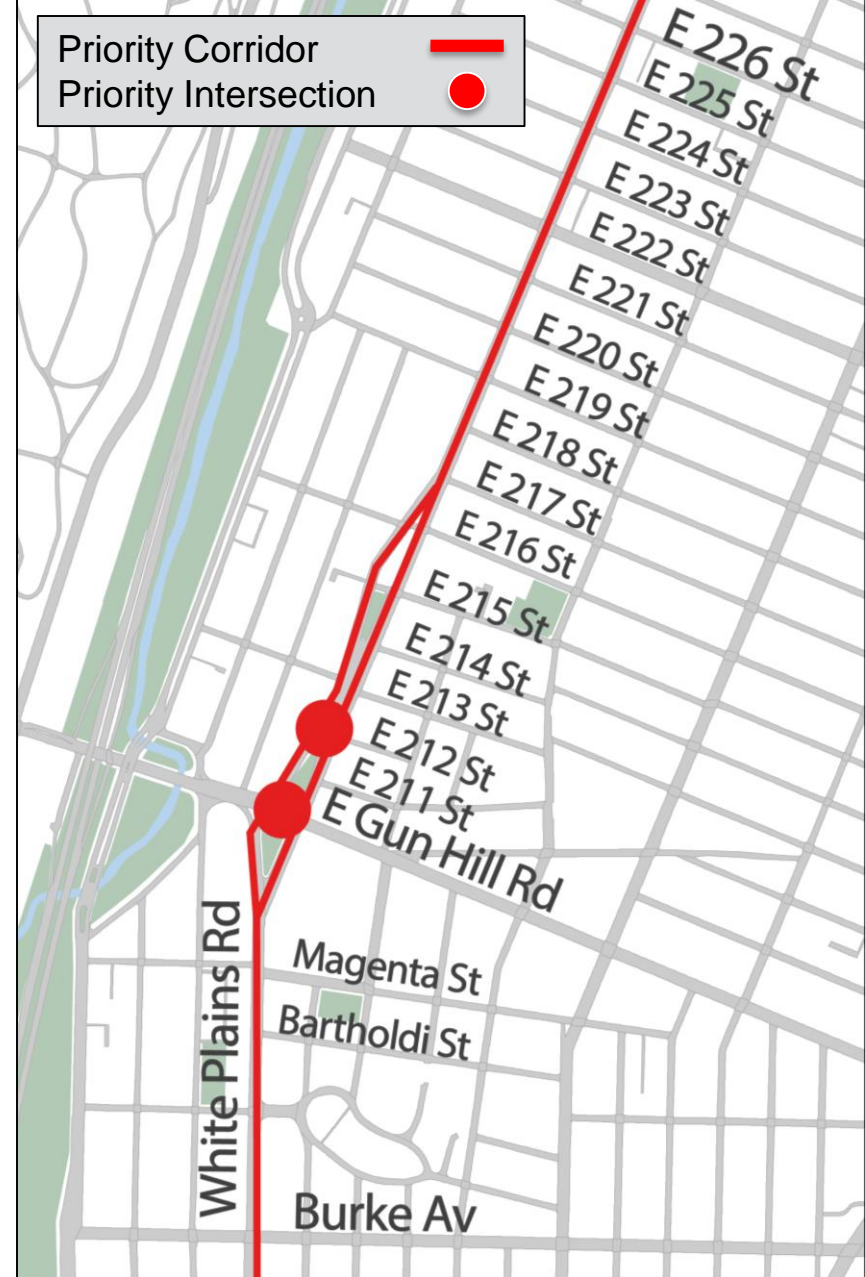


White Plains Rd, Burke Ave to E 226 St

Safety Data

Vision Zero

- White Plains Rd is a Vision Zero Priority Corridor
- White Plains Rd and E Gun Hill Rd is a Vision Zero Priority Intersection
- White Plains Rd and E 212th St is a Vision Zero Priority Intersection
- Pedestrian fatality at E 215th St in 2019 and at E Gun Hill Rd in 2016



White Plains Rd, Burke Ave to E 226 St

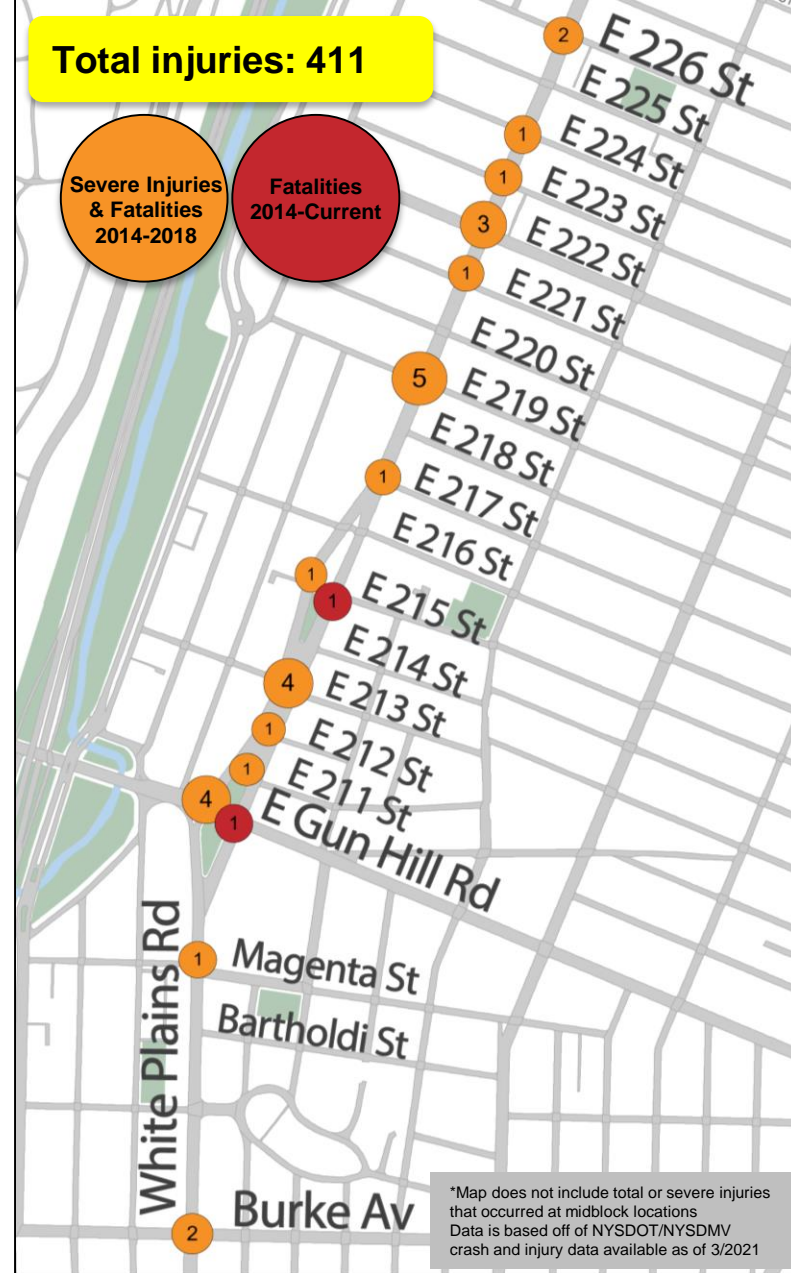
Safety Data

- From 2014 to 2018, there were 411 total injuries, with 113 of them involving a pedestrian
- 23% of all pedestrian crashes involved a vehicle failing to yield to a pedestrian with the right of way
- 24% of pedestrian crashes occurred while a pedestrian was crossing at an uncontrolled intersection
- 16% of vehicle crashes are sideswipes due to double parking

Injury Summary, 2014-2018 (5 Years)

	Total Injuries	Severe Injuries	Fatalities	KSI
Pedestrian	113	10	1	11
Bicyclist	17	4	0	4
Motor Vehicle Occupant	281	14	0	14
Total	411	28	1	29

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

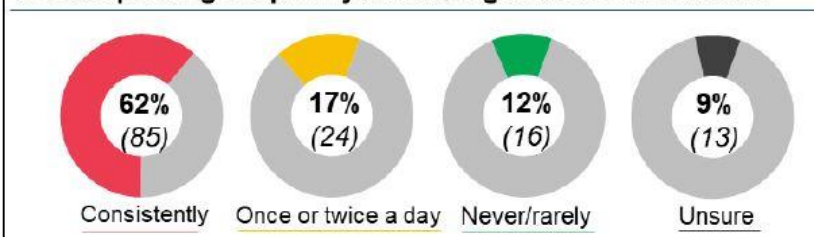


White Plains Rd, Burke Ave to E 226 St

NYC DOT Outreach

- In Winter/ Spring 2021 NYC DOT Street Ambassadors spoke to residents and 144 businesses about White Plains Rd
- Most respondents reported that they wanted better organized parking, accessible bus stops and new pedestrian crossings
- 53% of respondents often want to cross at intersections that don't have crosswalks
- Most businesses expressed safety concerns related to double parking issues along the corridor

Double parking frequency according to most businesses



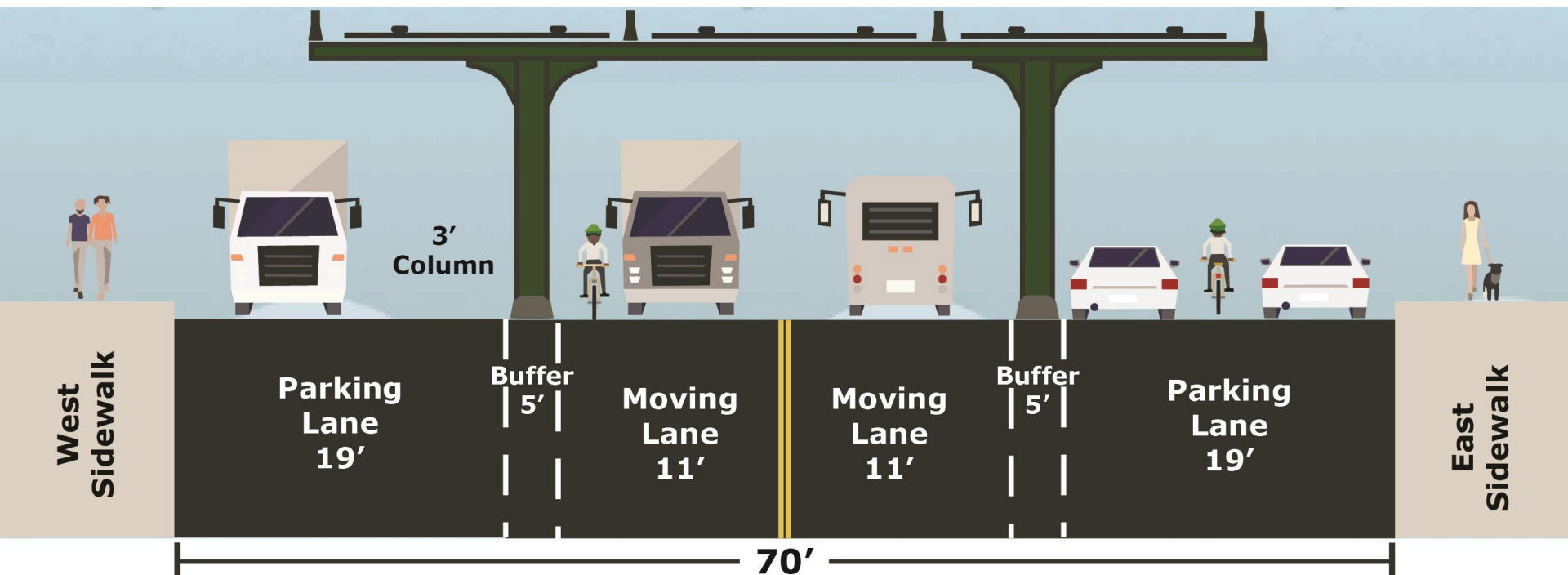
Street Ambassador conducting survey with Merchant

Existing Conditions

Corridor Issues

- White Plains Rd varies from 1 to 3 lanes in each direction
- Ambiguous space between column and curb

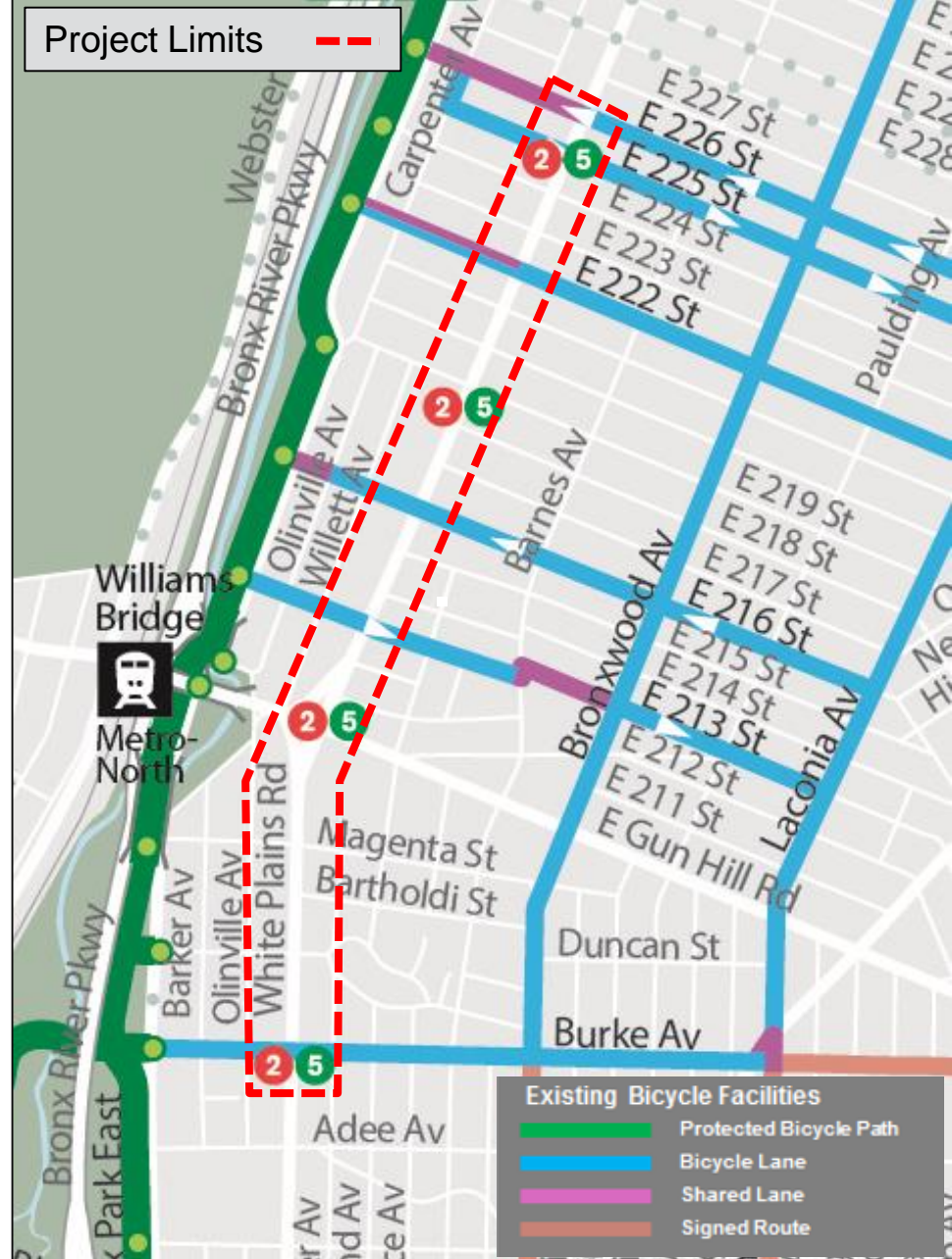
Typical Existing: E 216th St to E 226nd St



Existing Conditions

Bike Network

- E-scooter pilot in East Bronx
- Lack of North/South bike connections on a commercial corridor to existing East/ West bike lanes on:
 - Burke Ave
 - E 213th St
 - E 216th St
 - E 222nd St
 - E 225th St
 - E 226th St



White Plains Rd Existing Bike Network

Existing Conditions

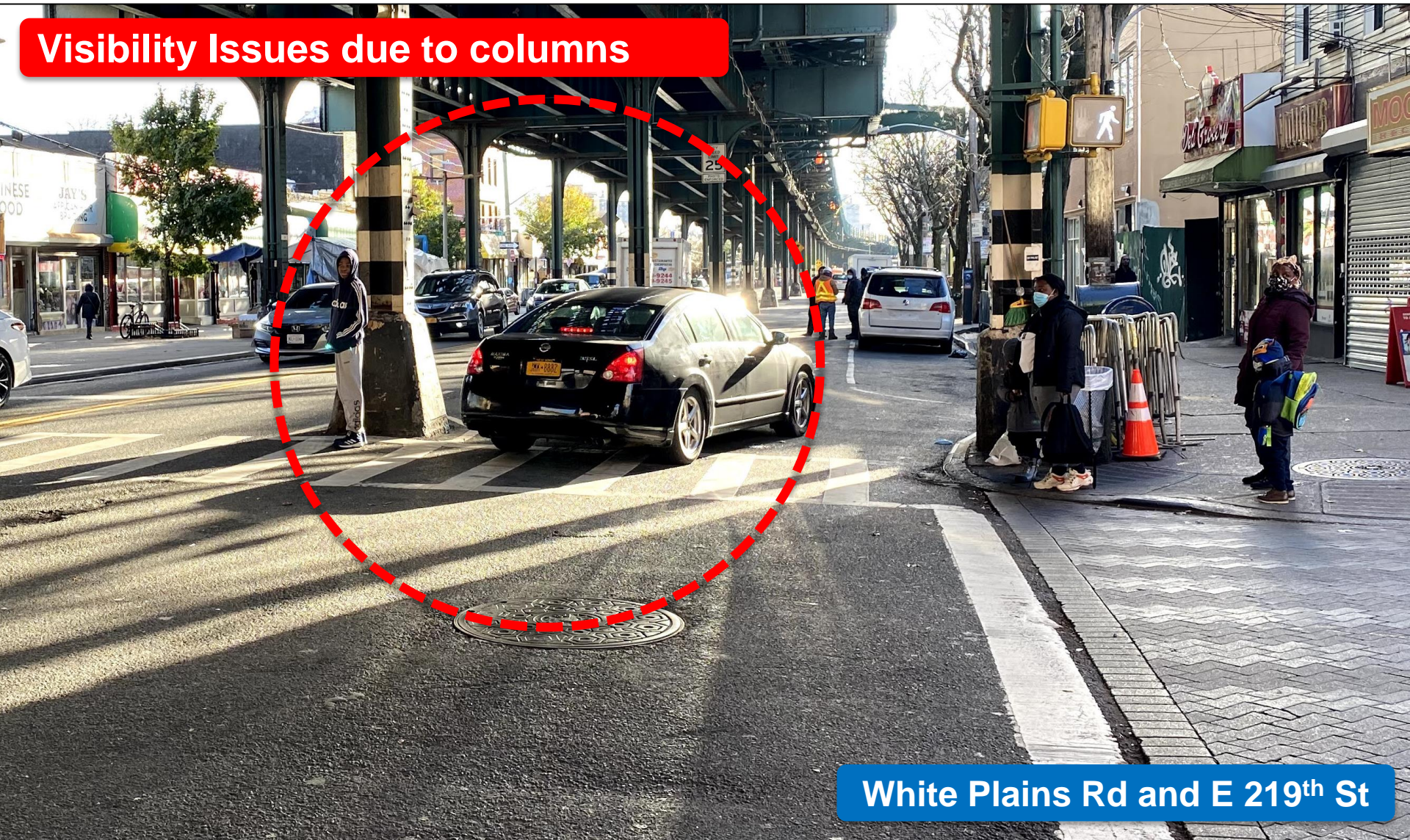
Double Parking/ Vehicular Conflicts



White Plains Rd and E 220th St

Existing Conditions

Visibility Issues due to columns



White Plains Rd and E 219th St

Existing Conditions

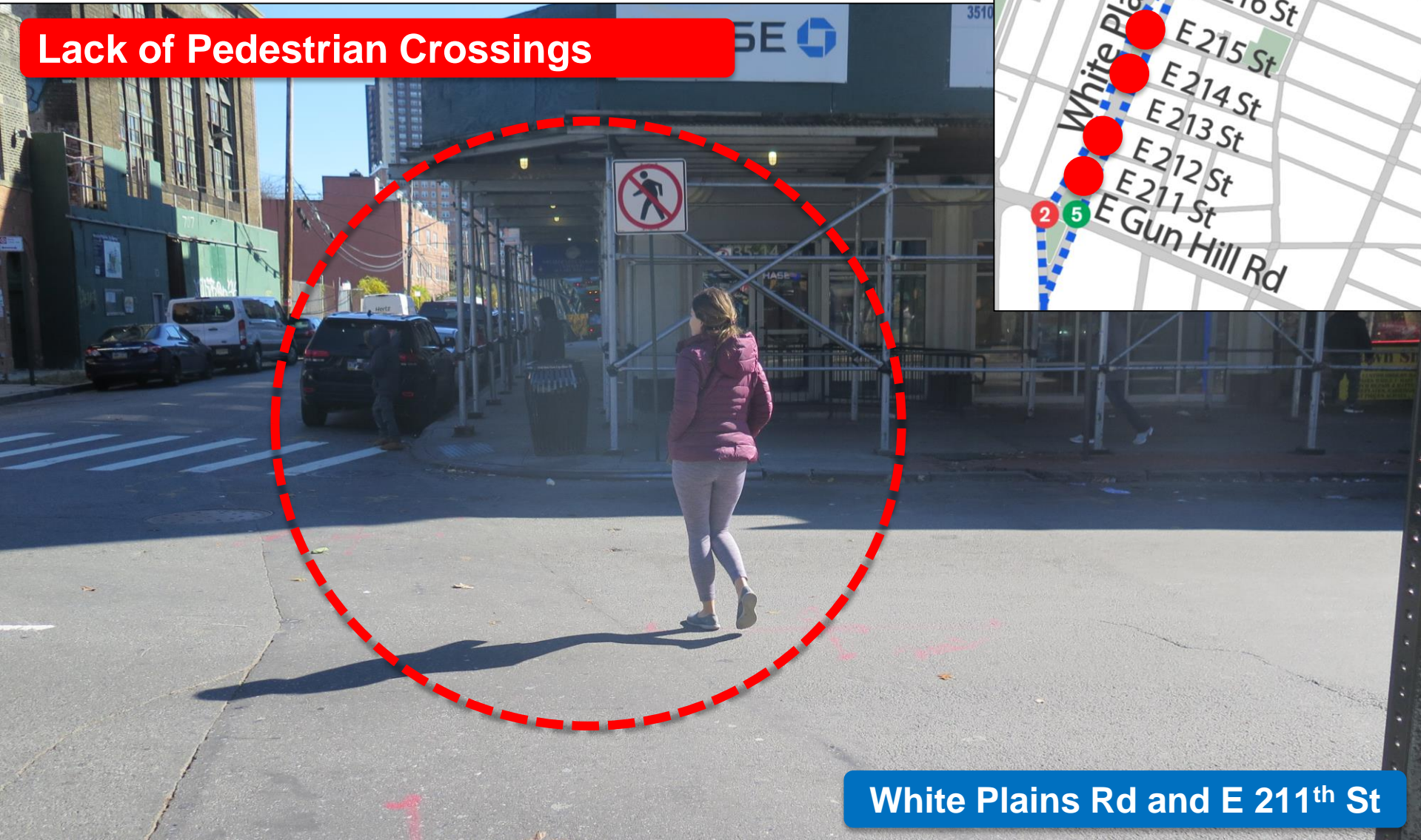
Non-ADA Compliant Bus Stops



White Plains Rd and E 222nd St

Existing Conditions

Lack of Pedestrian Crossings



White Plains Rd and E 211th St

Existing Conditions

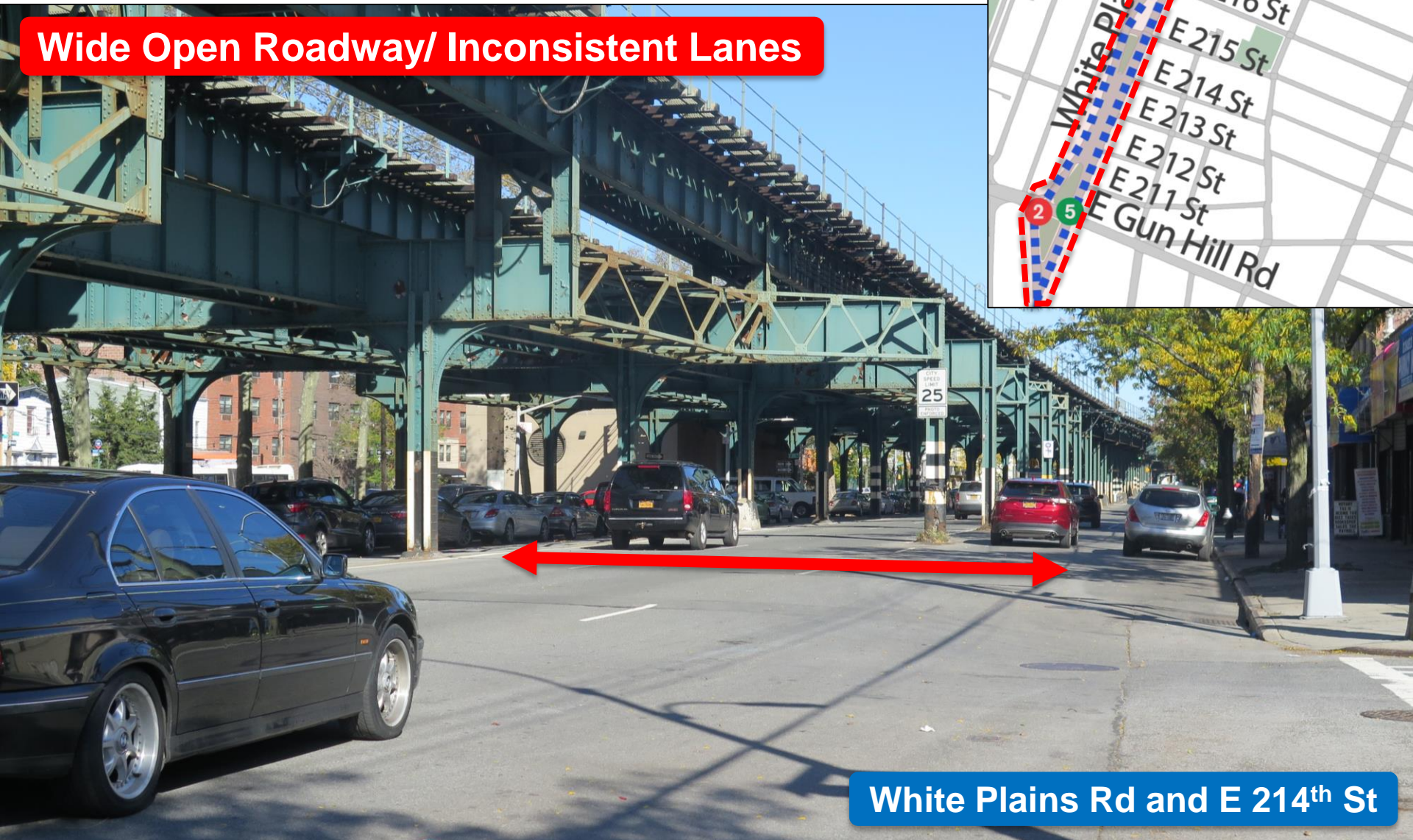
Lack of Bicycle Facilities



White Plains Rd and E 215th St

Existing Conditions

Wide Open Roadway/ Inconsistent Lanes



Existing Conditions

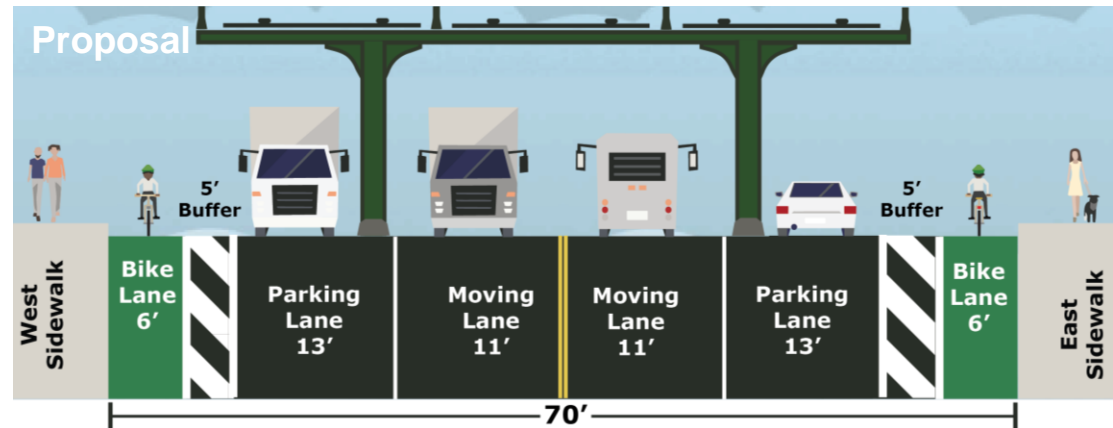
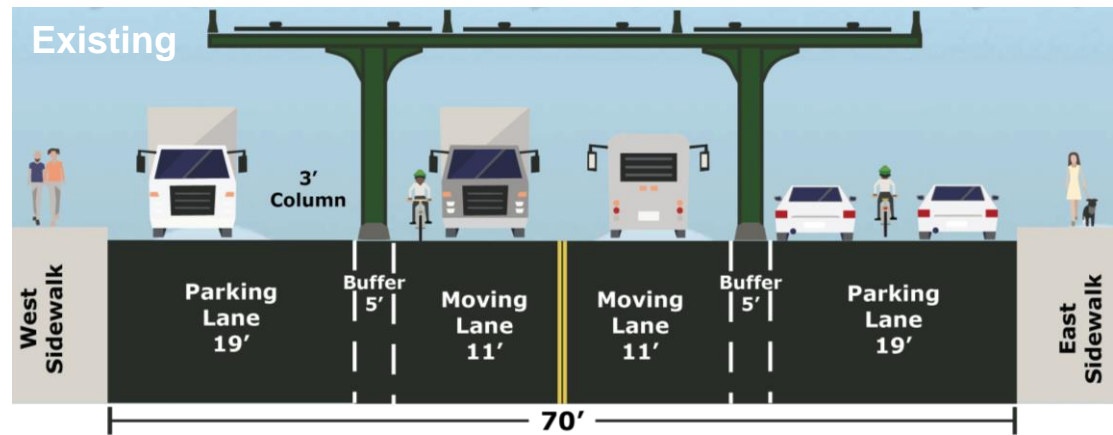
Unregulated Parking



White Plains Rd and E 212th St

Proposal

- Reduce White Plains Rd to one lane in each direction between E Gun Hill Rd to E 216th St
- Move curbside parking adjacent to columns
- Install protected bike lane in north/southbound directions
- Install new signals and pedestrian crossings at E 211th St and E 215th St
- Install concrete bus boarding islands at Magenta St, E 215th St, and E 222nd St
- Reorient parking and adjust regulations at select locations between E Gun Hill Rd and E 216th St

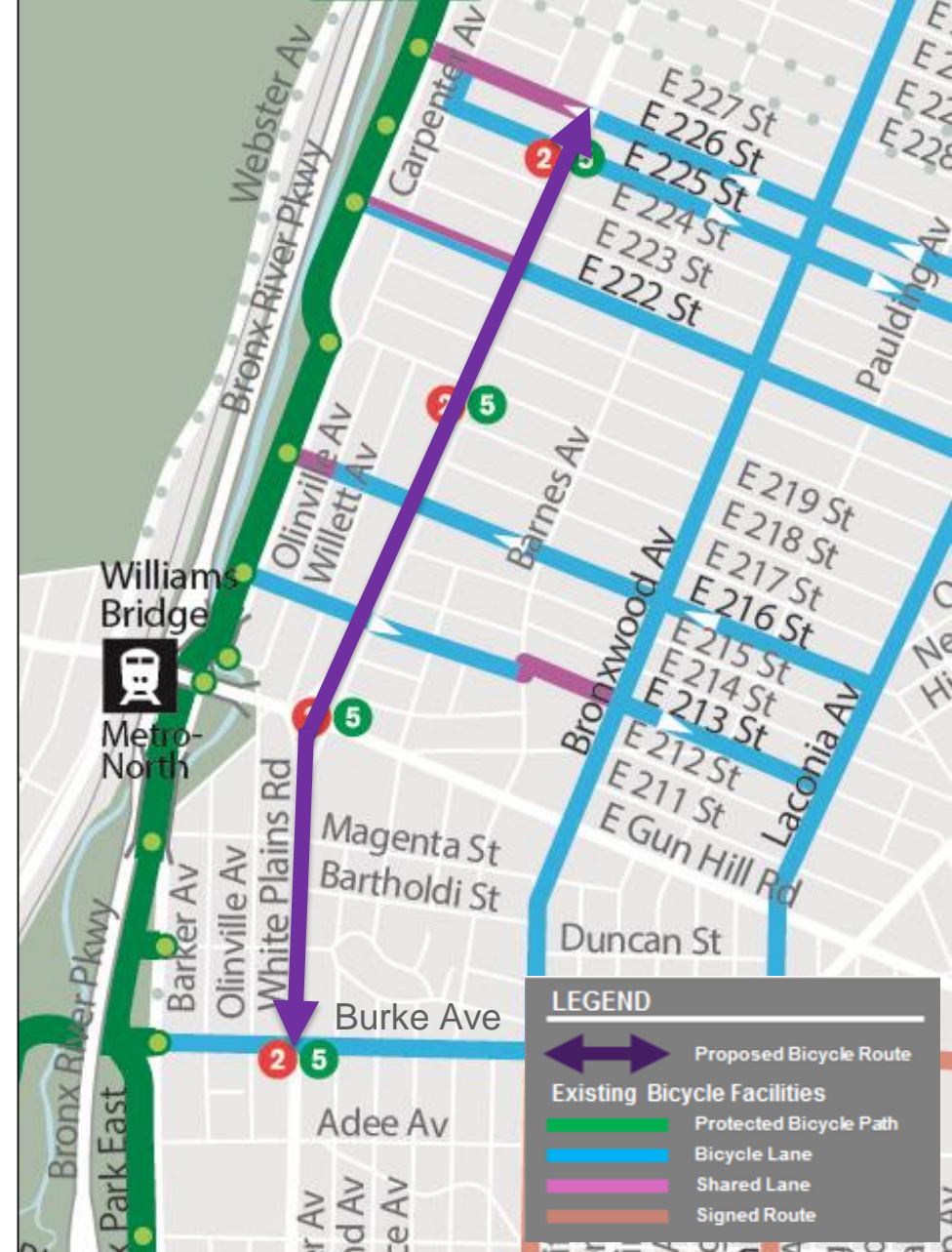


Proposed White Plains Rd E 216th to E 226th St

Proposal

Protected Bike Lane

- Install curbside Protected Bike Lane from Burke Ave to E 226th St (1.25 miles; 2.5 PBL lane miles)



White Plains Rd Proposed Bike Network

Proposed: Protected Bike Lanes

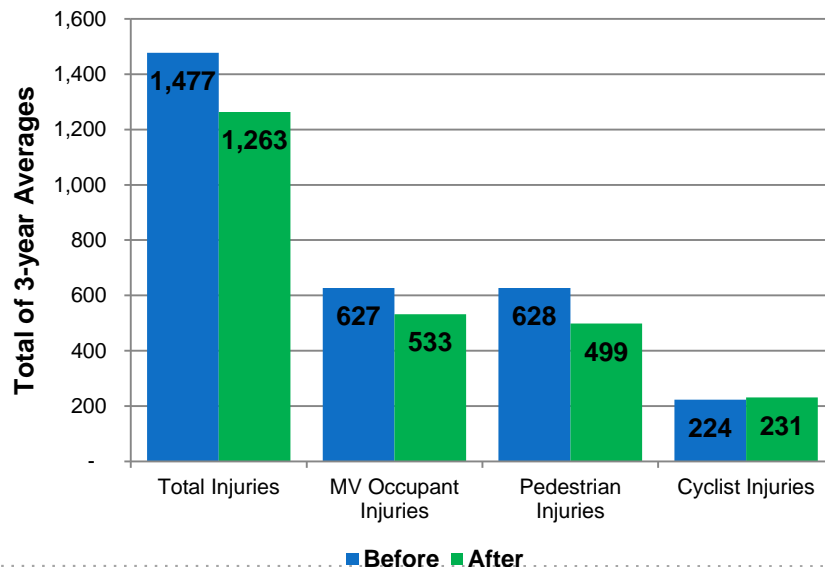
- Street designs that include Protected Bike Lanes (PBL) increase safety for all users

- 15% drop in all crashes with injuries
 - 21% drop in pedestrian injuries

On streets where protected bike lanes were installed 2007-2017

- Injuries to cyclists increase only 3%, despite a 61% bike volume increase

Protected Bike Lanes Before and After Crash Data, 2007 - 2017



Protected bike lane: 4th Ave and 7th St, BK

Proposed: Bus Stop Under the EI

- Existing corridors in NYC have elevated structures with columns in the roadway and bus routes running underneath
 - Bus Stop Under the EI (BSUE) program installs bus boarding islands and bus bulbs on these corridors
- Install Bus boarding islands on White Plains Rd at Magenta St, E 215th St, and E 222nd St
- White Plains Rd presents good opportunity to implement first PBL and BSUE as a combined treatment



Existing Conditions at White Plains Rd and E 215th St

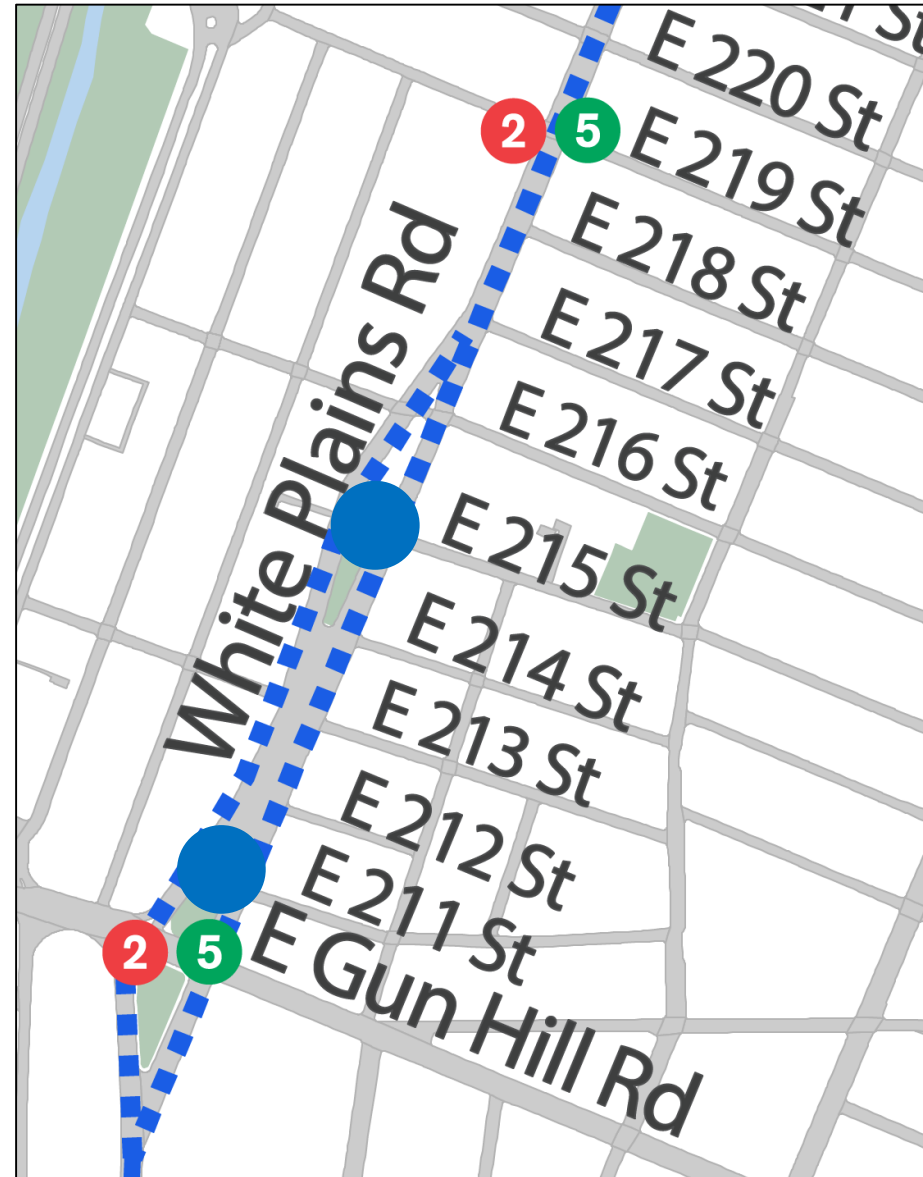


Completed Bus Island at Westchester Ave and Manor Ave

Proposal

New Signals

- Install new signals at E 211th St and E 215th St
 - New signals reduce the distance between signals and discourages speeding
- Install high visibility crosswalks at E 211th St and E 215th St
 - New crosswalks provide safer, shorter pedestrian crossings to key transit stops along the corridor

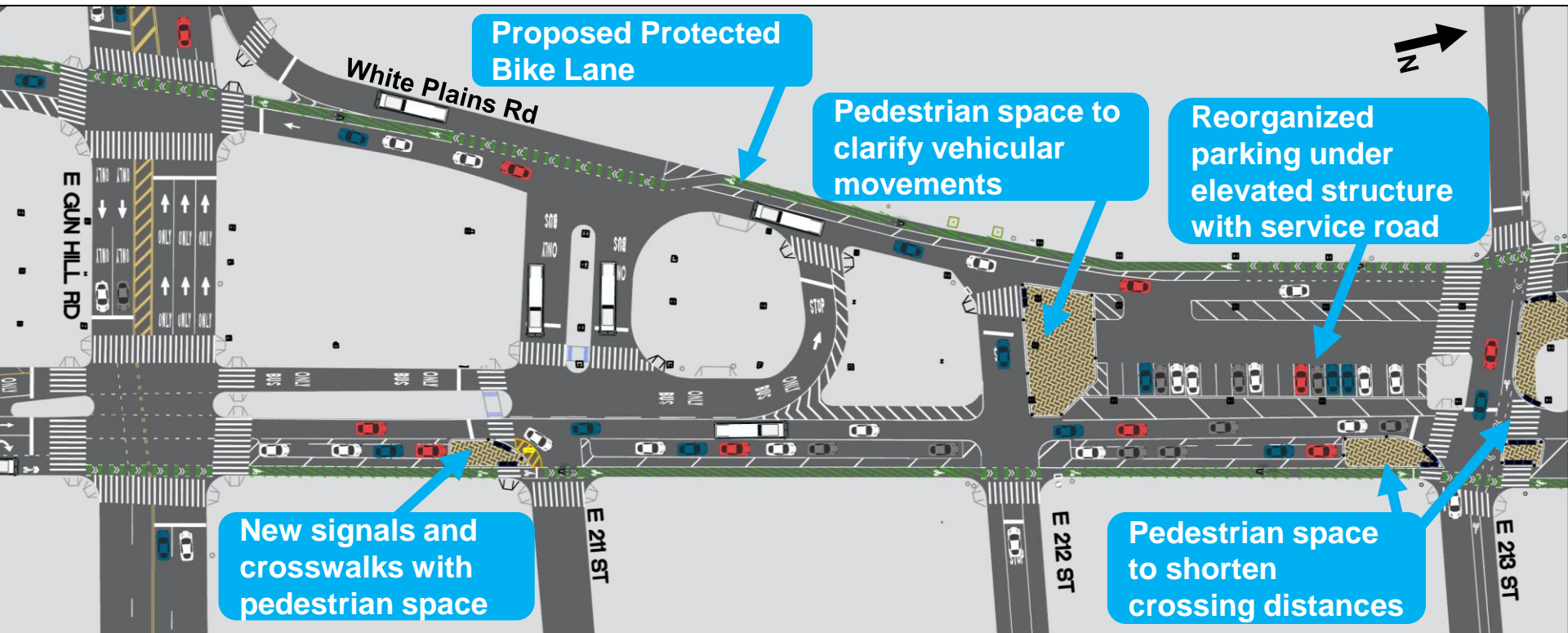


White Plains Rd, Burke Ave to E 226th St

Proposal

E Gun Hill Rd to E 213th St

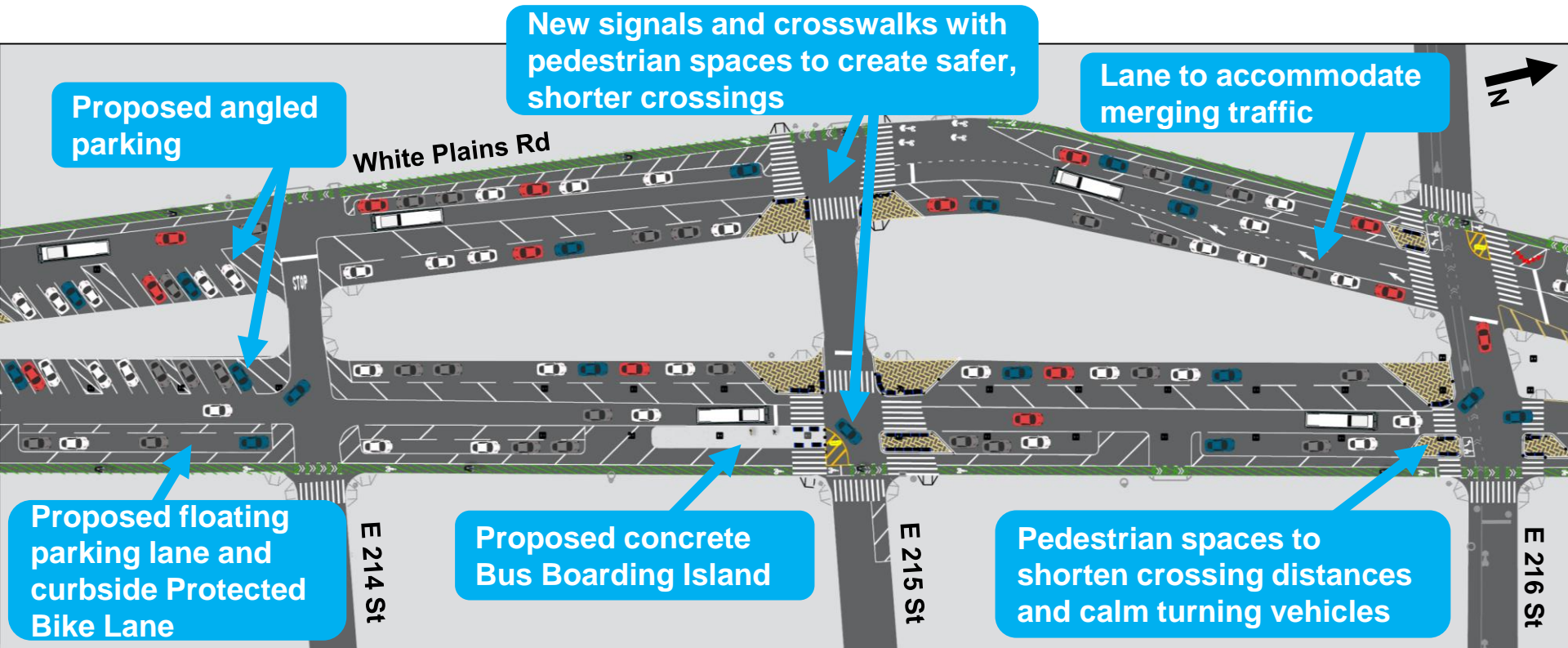
Lane reduction in each direction to reduce vehicular conflicts
(peak hour volume NB: 230/286 SB: 272/305)



Proposal

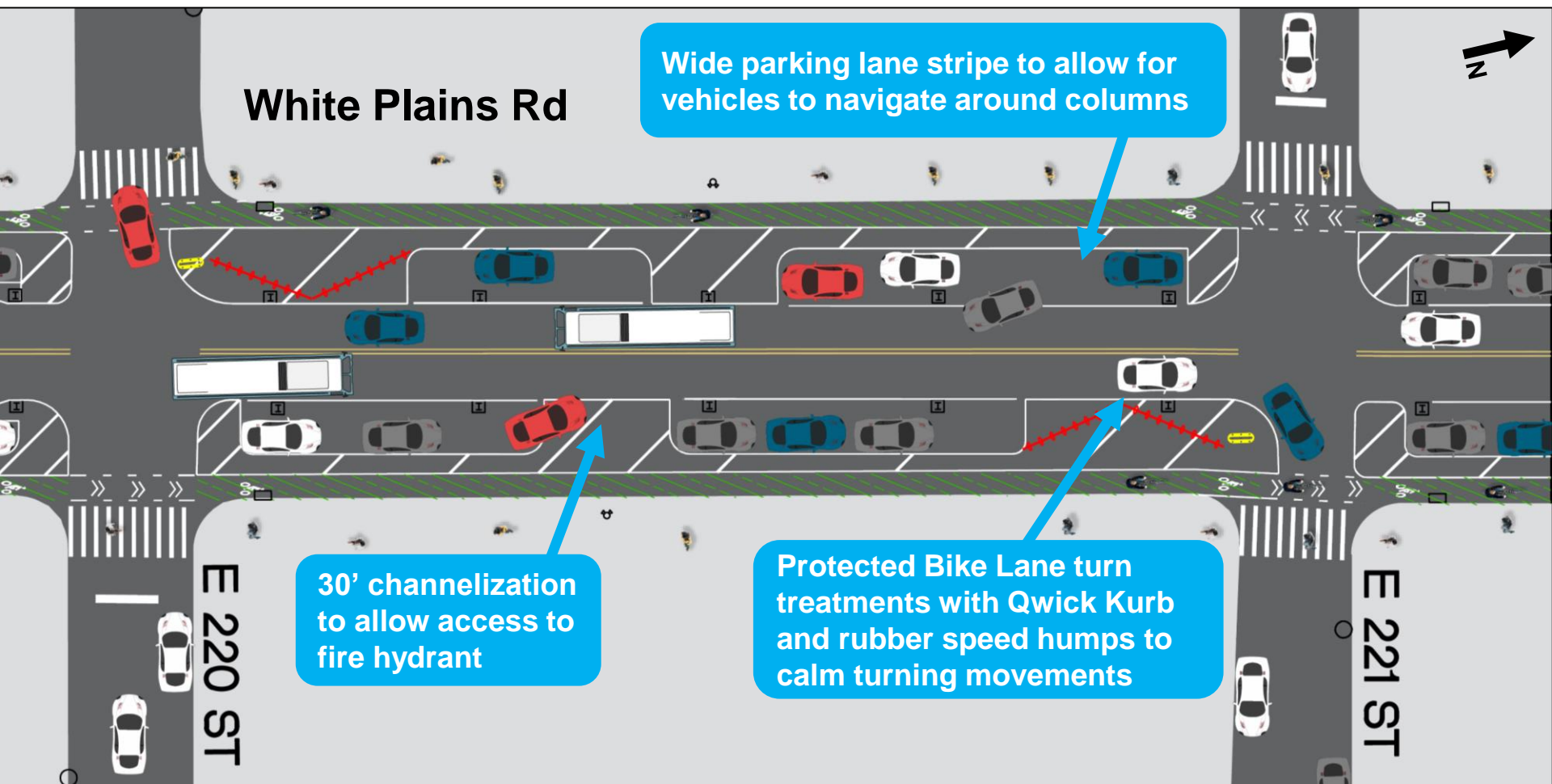
E 213th St to E 216th St

Lane reduction in each direction to reduce vehicular conflicts
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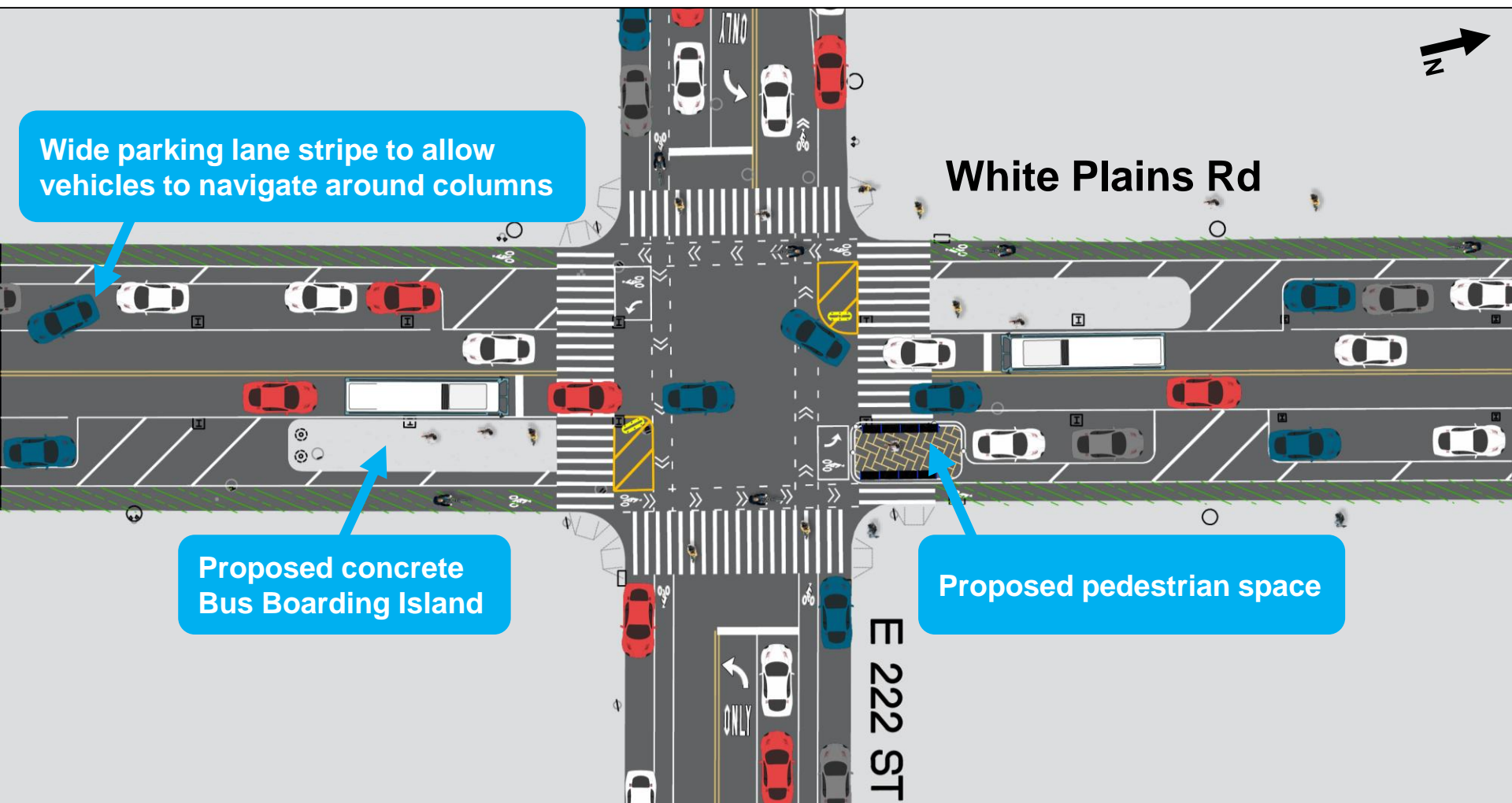
Proposal: Parking Typical

E 220th St to E 221st St



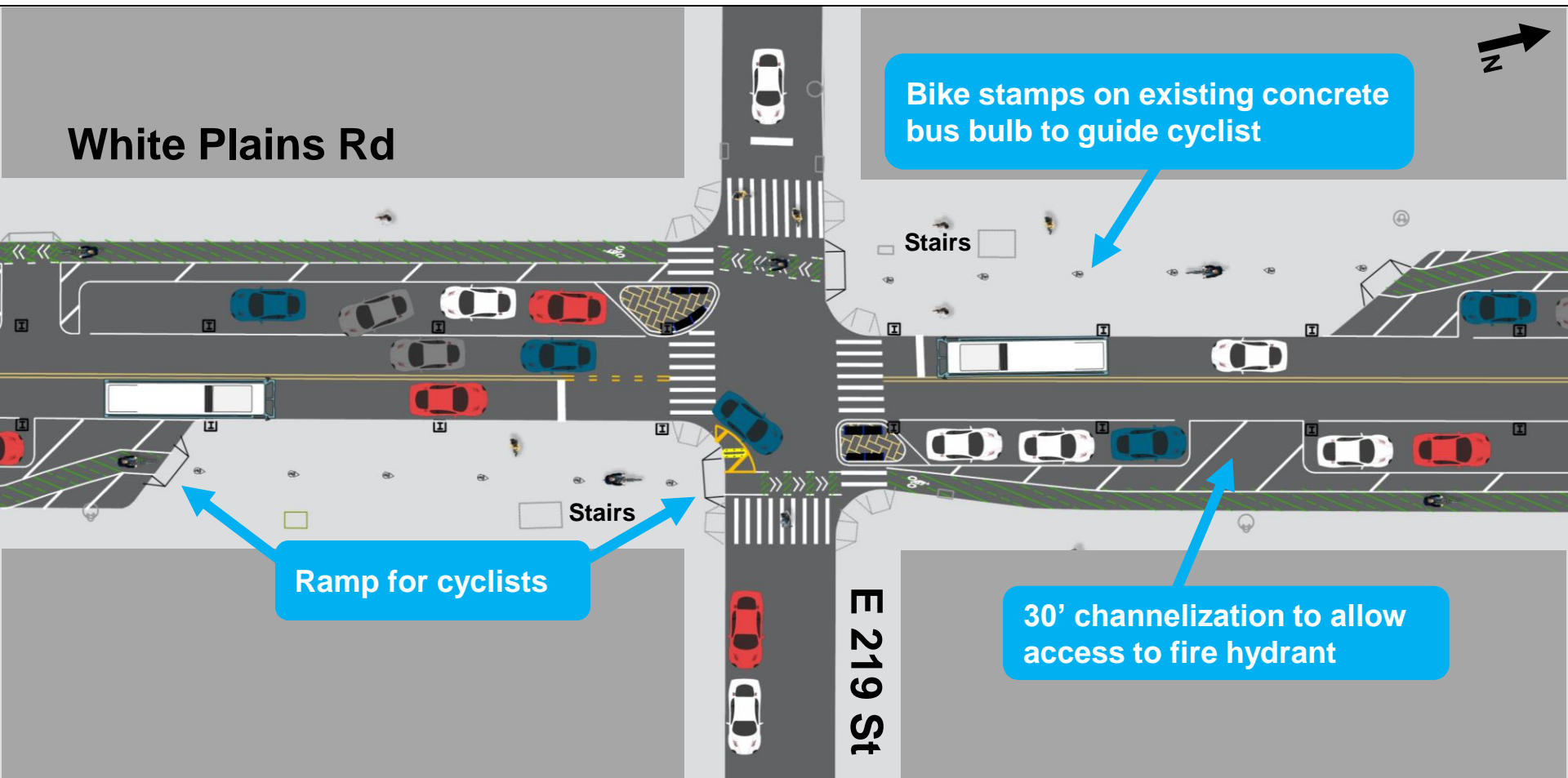
Proposal: Concrete Bus Boarding Island

E 222nd St

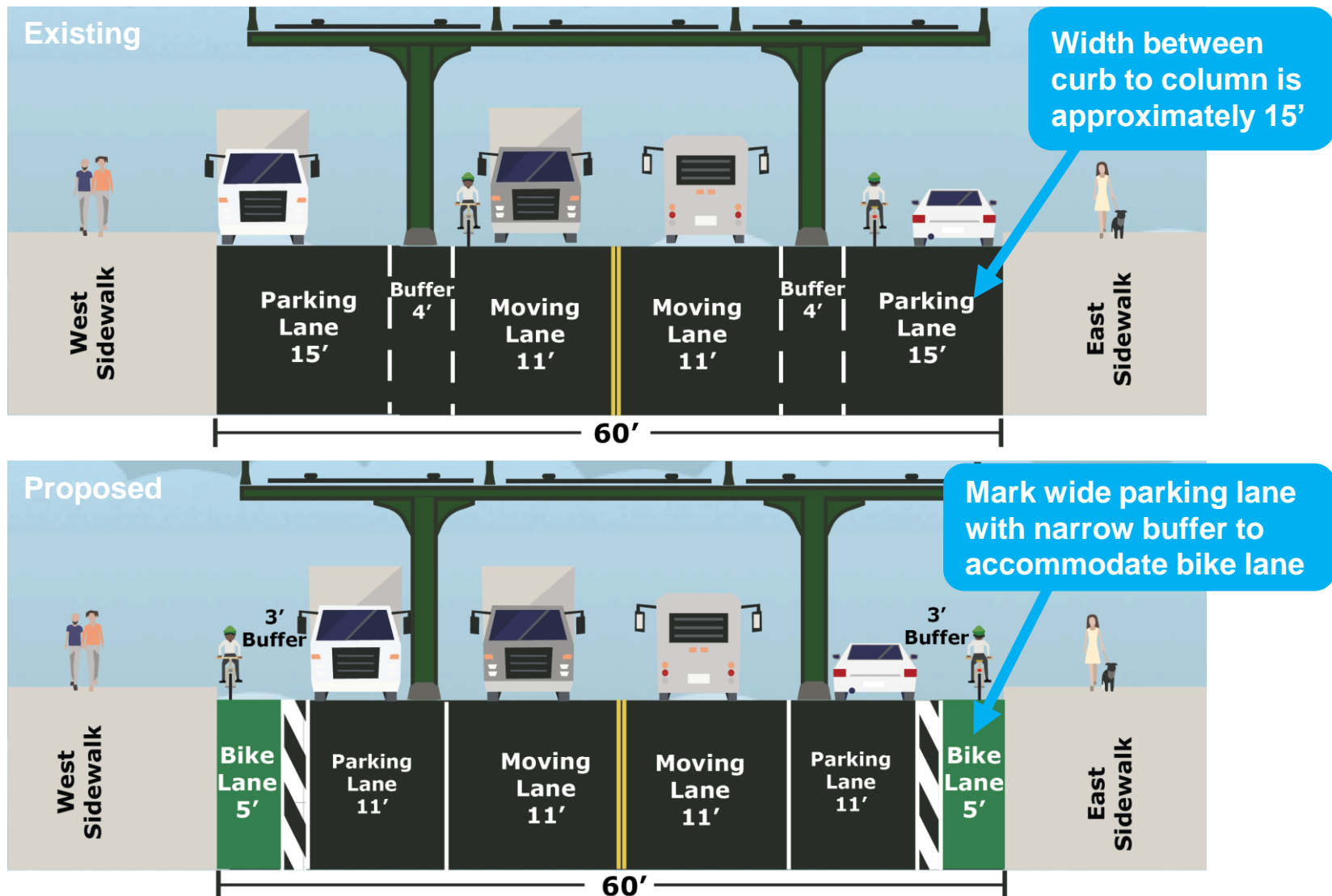


Proposal: Bus Bulb

E 219th St



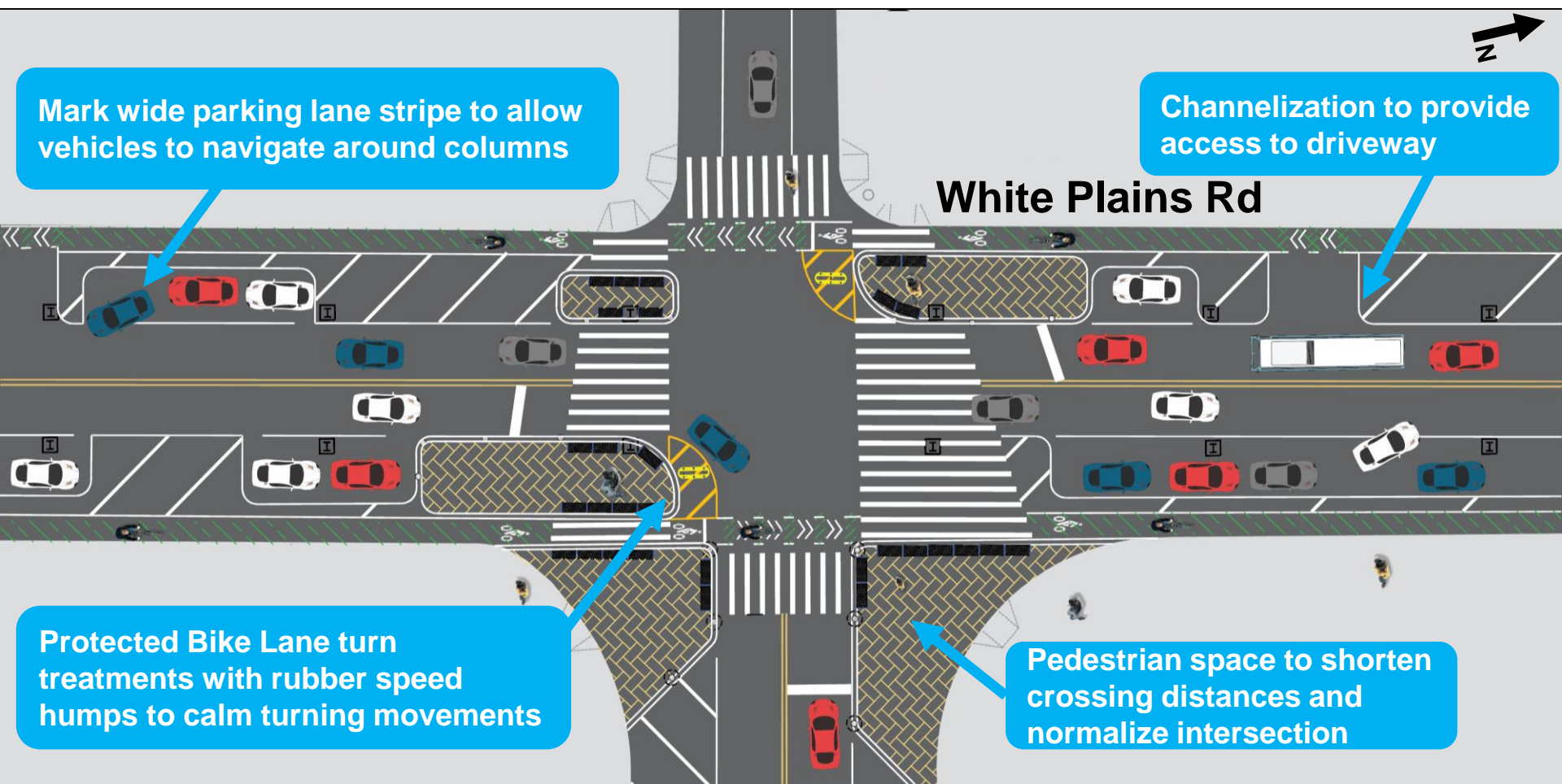
Proposal: Burke Ave to E Gun Hill Rd Cross Section



Proposal: Offset Crossing

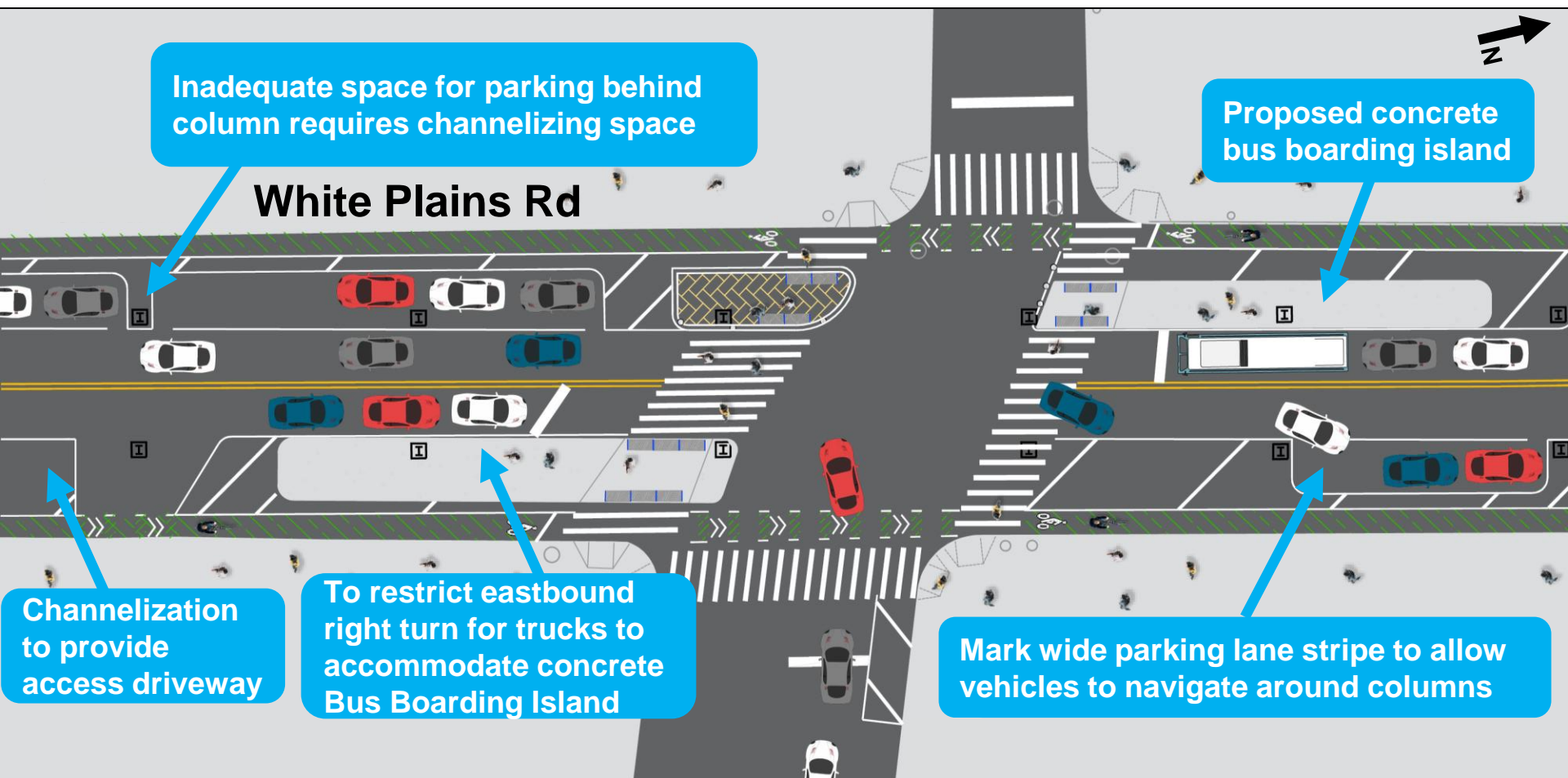
Rosewood St

Bus Stop at Rosewood St to be removed as part of Bronx MTA Redesign Plan



Proposal: BSUE and Pedestrian Space

Magenta St



Parking and Curb Management

- On the 1.25 mile corridor each location was evaluated to determine if parking is feasible
- To implement additional metered parking on White Plains Rd between E 212th St to E 214th St to encourage turnover for commercial access

Design Change	Parking Change
Protected Bike Lane Design Treatments (daylighting, turn treatments, etc.)	- 82 spots
Bus Stop Under the EI treatments	- 17 spots
Parking Additions (Angled Parking and design treatments)	+ 12 spots
Total Change	Net Loss of 87 spots* (Total loss of 35 Metered and 52 ASP)

*** Estimates may change based on design modifications**

Loading

- Investigate loading zones where loading activity is highest where supermarkets and retail stores are located:
 - Fine Fair Supermarket between E Gun Hill Rd & E 213th St
 - Western Beef between E 214th St and E 215th St
 - Food Marketplace on E 225th St
- Delivery activity is highest on the weekdays between 9 AM – 11AM and 11 AM –3 PM, where roughly half of all businesses reported receiving deliveries within those times



Truck double parked on White Plains Rd

Project Benefits

- Reduces vehicle conflicts under the elevated structure
- Clarifies traffic movements
- Reduces speeding
- New signal installations provide crosswalks to create safer, shorter pedestrian crossings
- Provides safe, accessible bus stops
- Opportunity to provide protected bike lanes and expand bike network



Similar Configuration: 4th Ave, Brooklyn

Thank You!



NYCDOT



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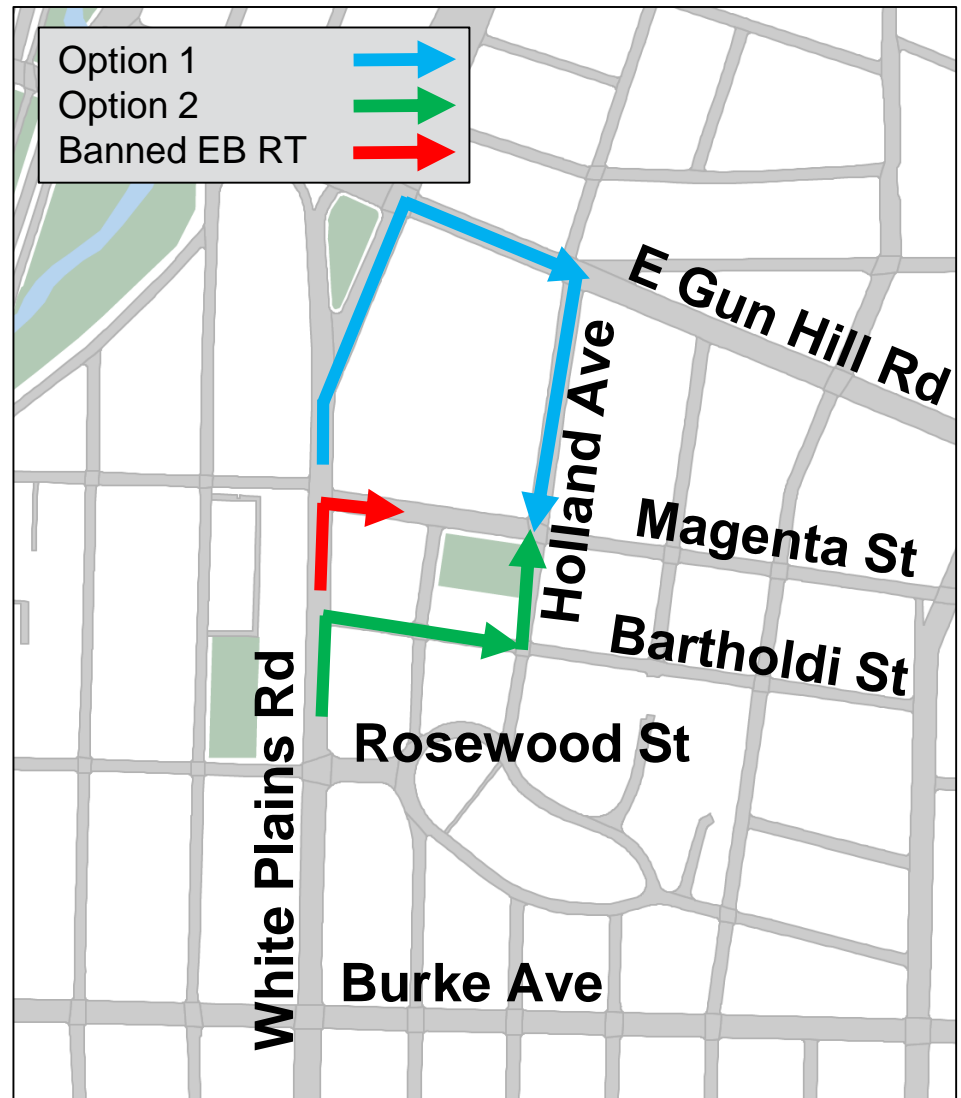


NYCDOT

Proposal: Alternate Routes

Magenta St

- Eastbound right turn ban at Magenta St and White Plains Rd requires trucks to utilize the following alternative route:
 - Option 1: Eastbound right turn onto Bartholdi St to access Magenta St via Holland Ave
 - Option 2: Eastbound right turn onto E Gun Hill Rd to access Magenta St via Holland Ave



Magenta St Alternate Routes