



White Plains Rd, Pelham Pkwy to Burke Ave

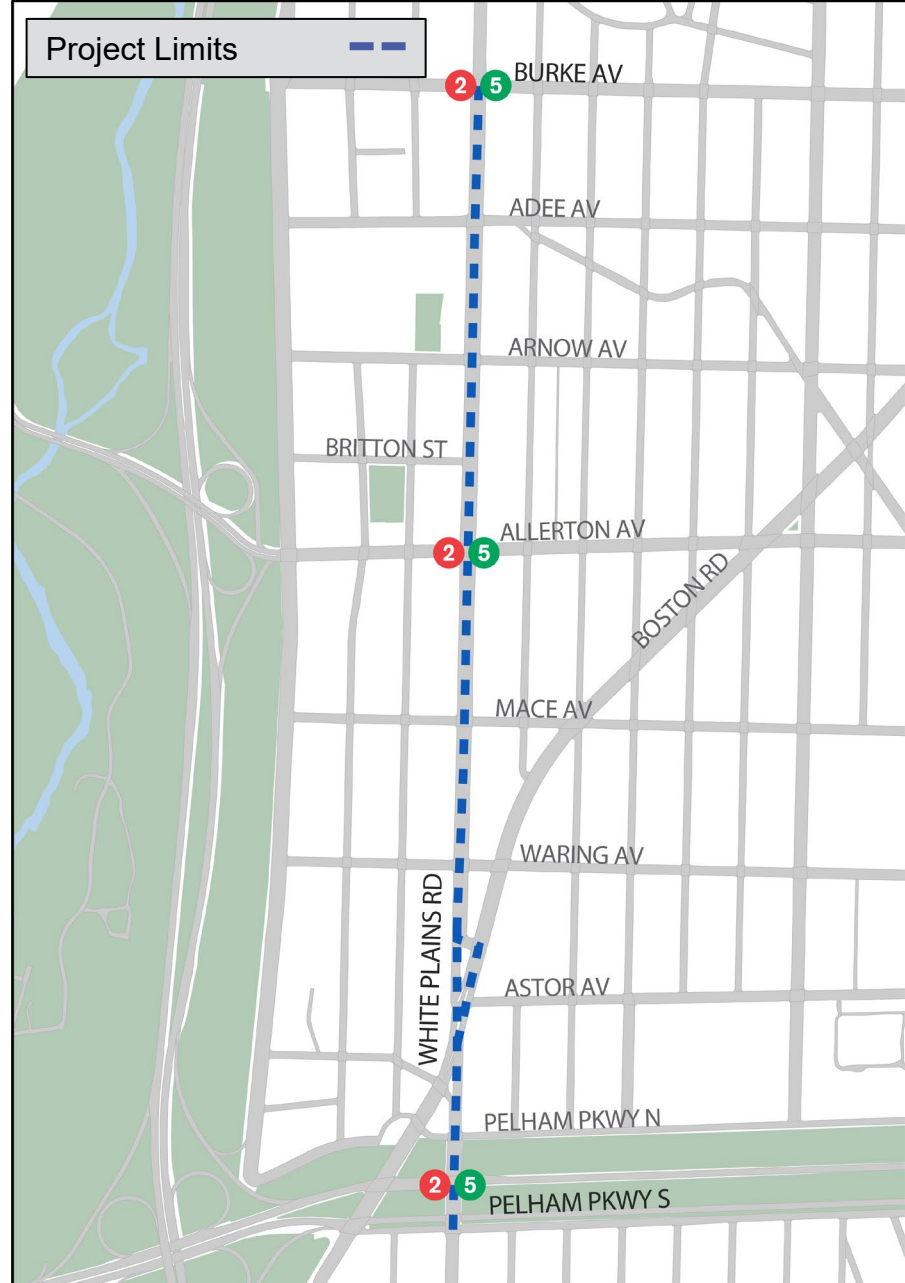
Bronx Community Board 11

May 6, 2024

Project Background

White Plains Rd

- Project limits: White Plains Rd, between Pelham Parkway to Burke Ave; 1 mile
- Previous project installed on White Plains Rd, north of Burke Ave
- Corridor is under an elevated structure with columns in the roadbed
- Commercial and residential land use
- 2 and 5 subway stations located at Pelham Parkway, Allerton Ave, and Burke Ave
- Bx39 and BxM11 bus routes
- Local truck route along White Plains Rd



White Plains Rd, Pelham Parkway to Burke Ave

Previous Work

White Plains Rd

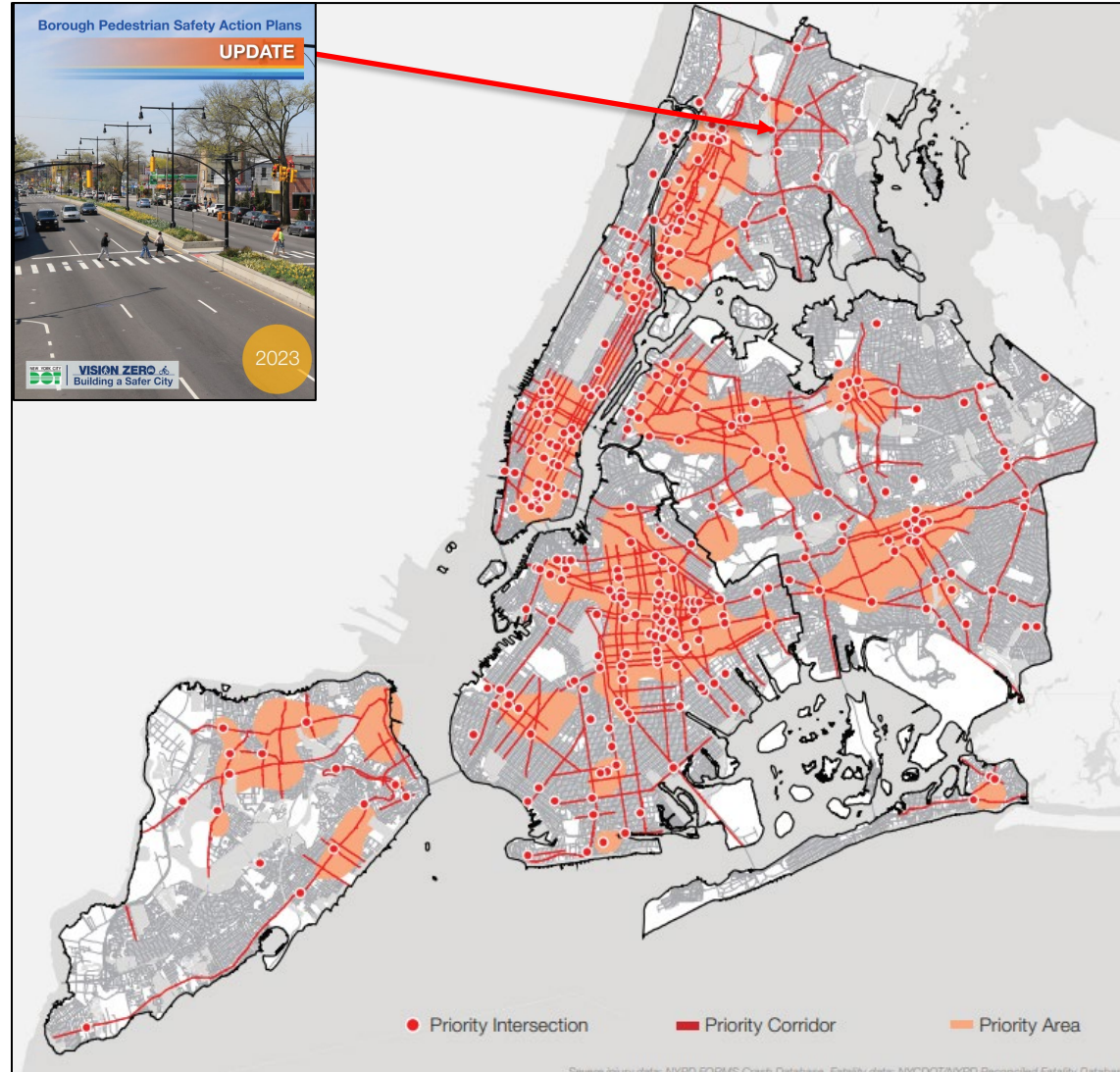
- Starting in 2022 and continuing in 2023, NYC DOT has implemented a safety improvement project on White Plains Rd from Burke Ave to E 241st St
- Project organized the roadway, installed a Protected Bike Lane, constructed bus boarding islands, and installed painted pedestrian refuge islands
- 2022 portion had a 15% reduction in injuries and a 10% increase in cyclist volumes in the first year after implementation



Protected Bike Lane and bus boarding island installed in 2022 on White Plains Rd

Vision Zero

- In 2023, NYC DOT released new Vision Zero Priority Geographies – identifying streets with the highest rates of pedestrian severe injuries citywide
- White Plains Rd is a Vision Zero Priority Corridor with 5.4 pedestrians Killed or Severely Injured (KSI) per mile (2017 – 2021)
- White Plains Rd is within a Tier 1 Priority Investment Area

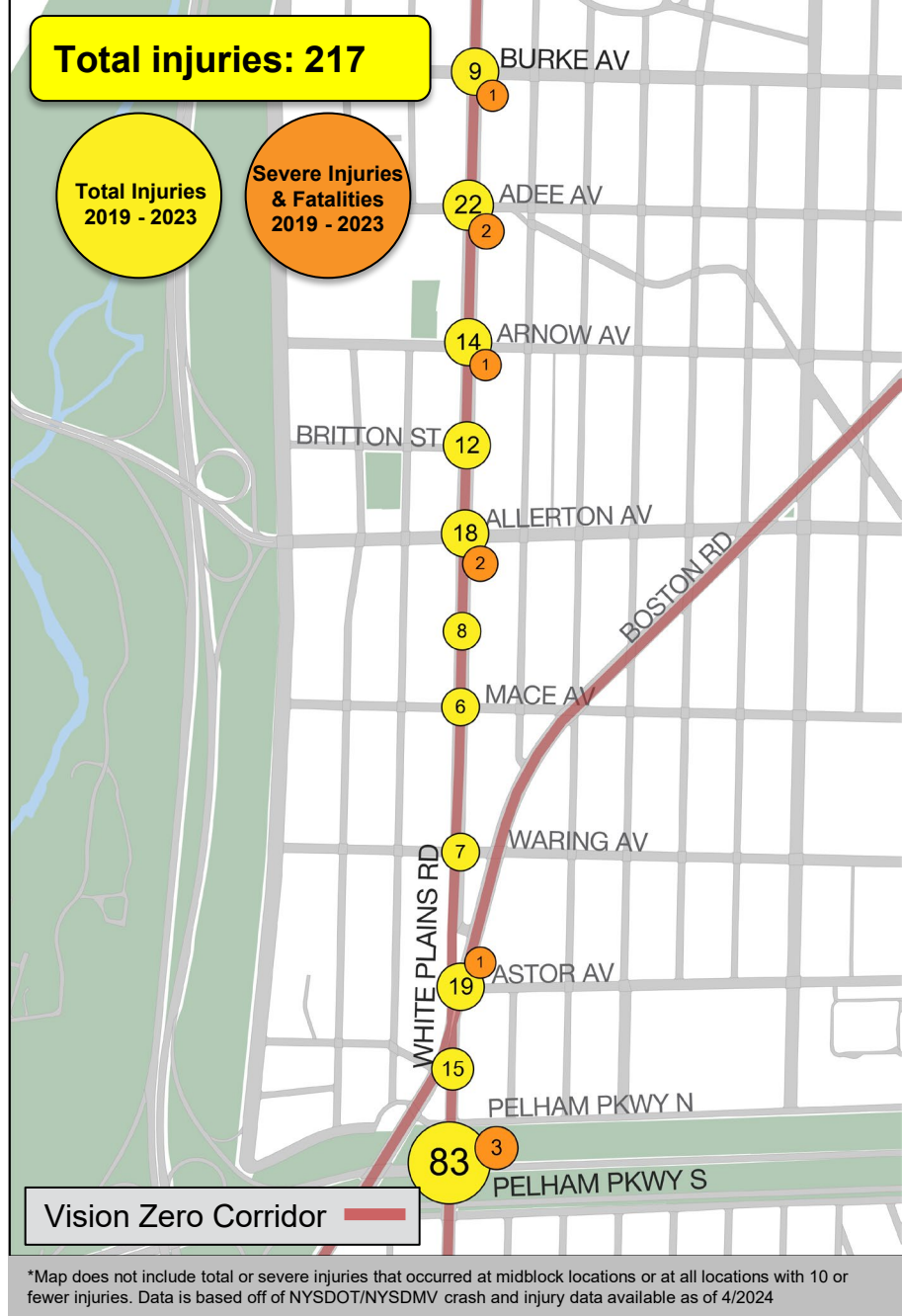


Map of Vision Zero Priority Geographies

Safety Data

- From 2019 to 2023, there were 217 total injuries, with 50 of them involving a pedestrian or a cyclist, and 10 severe injuries
- 49% of all pedestrian crashes involved a vehicle failing to yield to a pedestrian while crossing with the signal in their favor
- 26% of vehicle crashes are rear end collisions, indicative of speeding, and high rates of sideswipe crashes, due to lack of roadway organization

Mode	Total Injuries	Severe Injuries	Fatalities	KSI
Pedestrian	39	5	0	5
Bicyclist	11	1	0	1
Motor Vehicle Occupant	164	4	0	4
Other Motorized	3	0	0	0
Total	217	10	0	10



NYC DOT Outreach

- In Winter 2023 NYC DOT Street Ambassadors conducted surveys with businesses along White Plains Rd
- 50% of businesses surveyed said they consistently noticed double parking in front of the business storefront
- Merchants mentioned that they struggle to receive deliveries due to lack of parking facilities throughout the corridor forcing delivery trucks to double park



Street Ambassador conducting survey with merchant



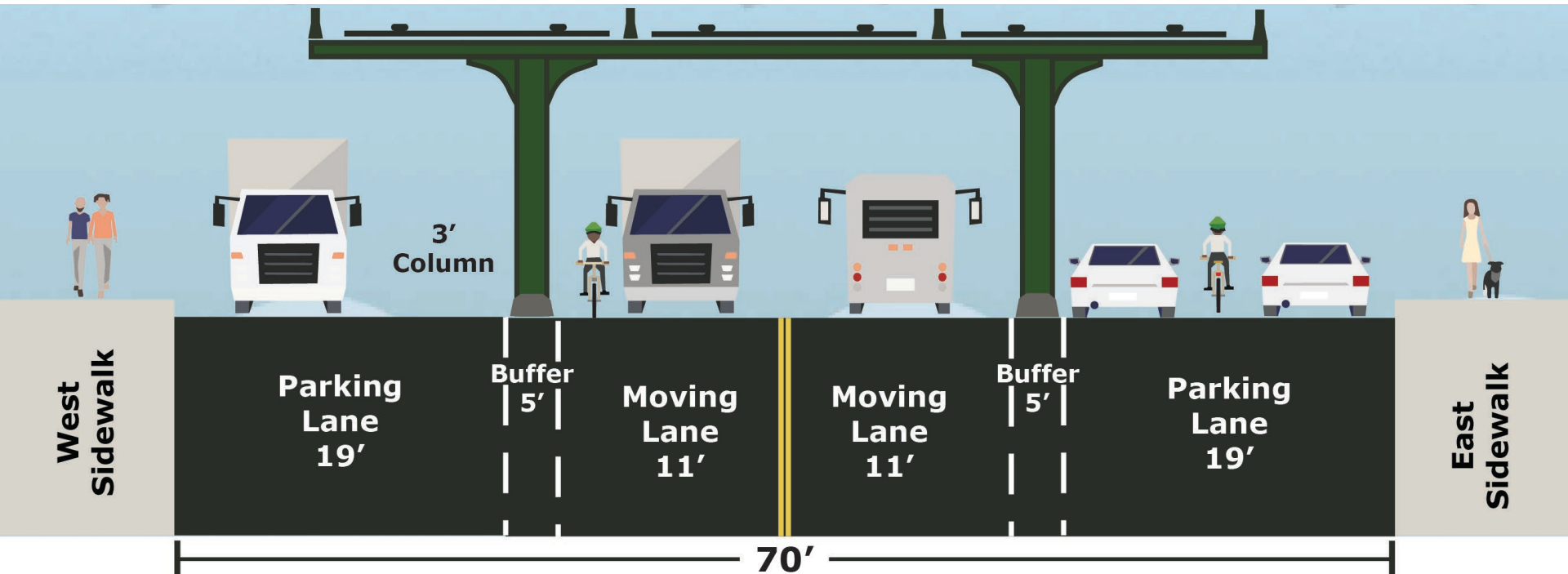
Delivery on White Plains Rd

Existing Conditions

Corridor

- White Plains Rd varies from 60' to 70'
- One full time travel lane available for vehicles
- Ambiguous space between column and curb

Typical Existing: Pelham Parkway to Burke Ave



Existing Conditions

Bike Network

- Lack of bike connections to existing north/south Protected Bike Lane on White Plains Rd and existing greenways at Pelham Parkway
- 282 daily cyclists observed on White Plains Rd at Pelham Pkwy (10/2023)
- Existing E-scooter pilot in East Bronx
- On White Plains Rd between Burke Ave and E 226 St there was a 10% increase in ridership in the first year after data was collected



Existing Conditions

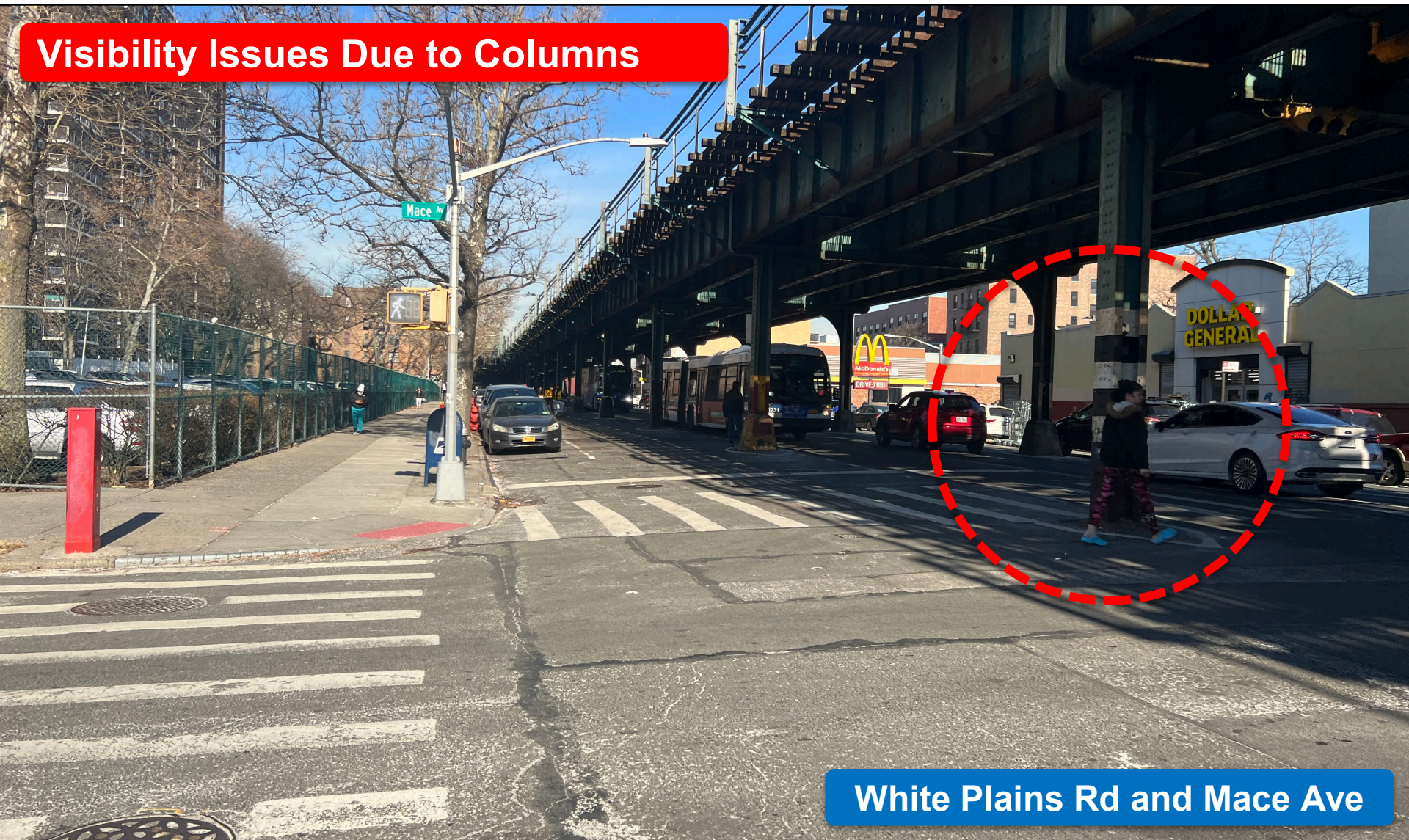
Double Parking/ Vehicular Conflicts



White Plains Rd and Pelham Pkwy

Existing Conditions

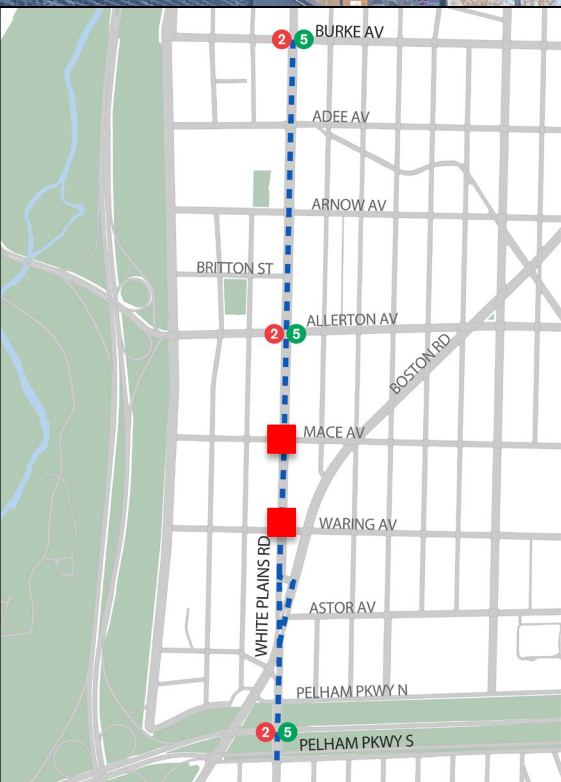
Visibility Issues Due to Columns



White Plains Rd and Mace Ave

Existing Conditions

Non-ADA Compliant Bus Stops



White Plains Rd and Waring Ave

Existing Conditions

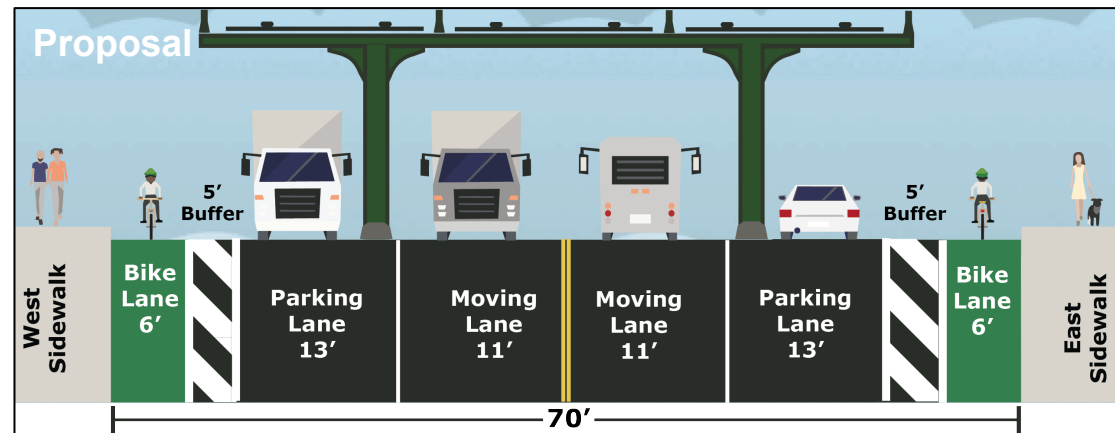
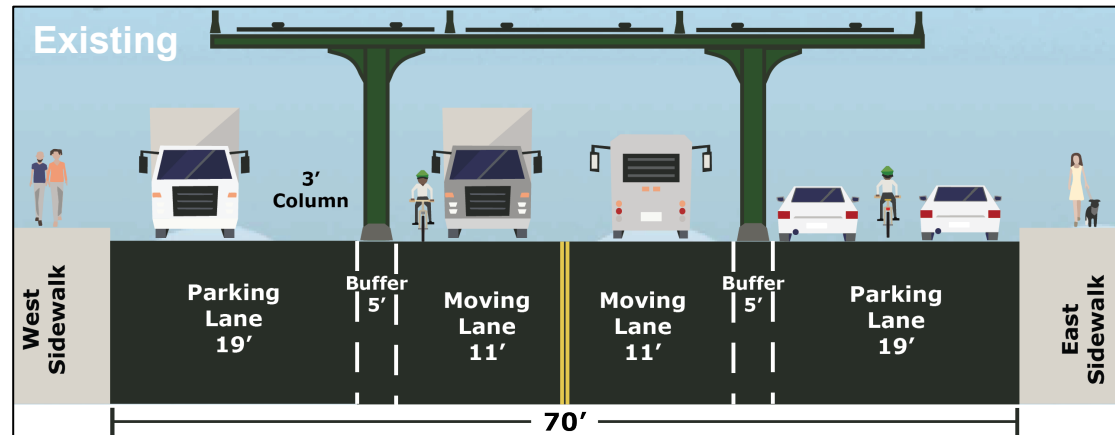
Lack of Bicycle Facilities



White Plains Rd and Waring Ave

Proposal

- Move curbside parking adjacent to columns and define space
- Install Protected Bike Lane on the curb in north/southbound directions
- Install concrete Bus Boarding Island at northwest corner of White Plains Rd and Waring Ave
 - Concrete bus bulbs at Mace Ave scheduled to be built in 2026
- Install painted pedestrian refuge islands at intersections where feasible to shorten crossing distances and improve pedestrian visibility
- Install vertical elements to encourage vehicles to make slower, safer turns and to yield to pedestrians and cyclists

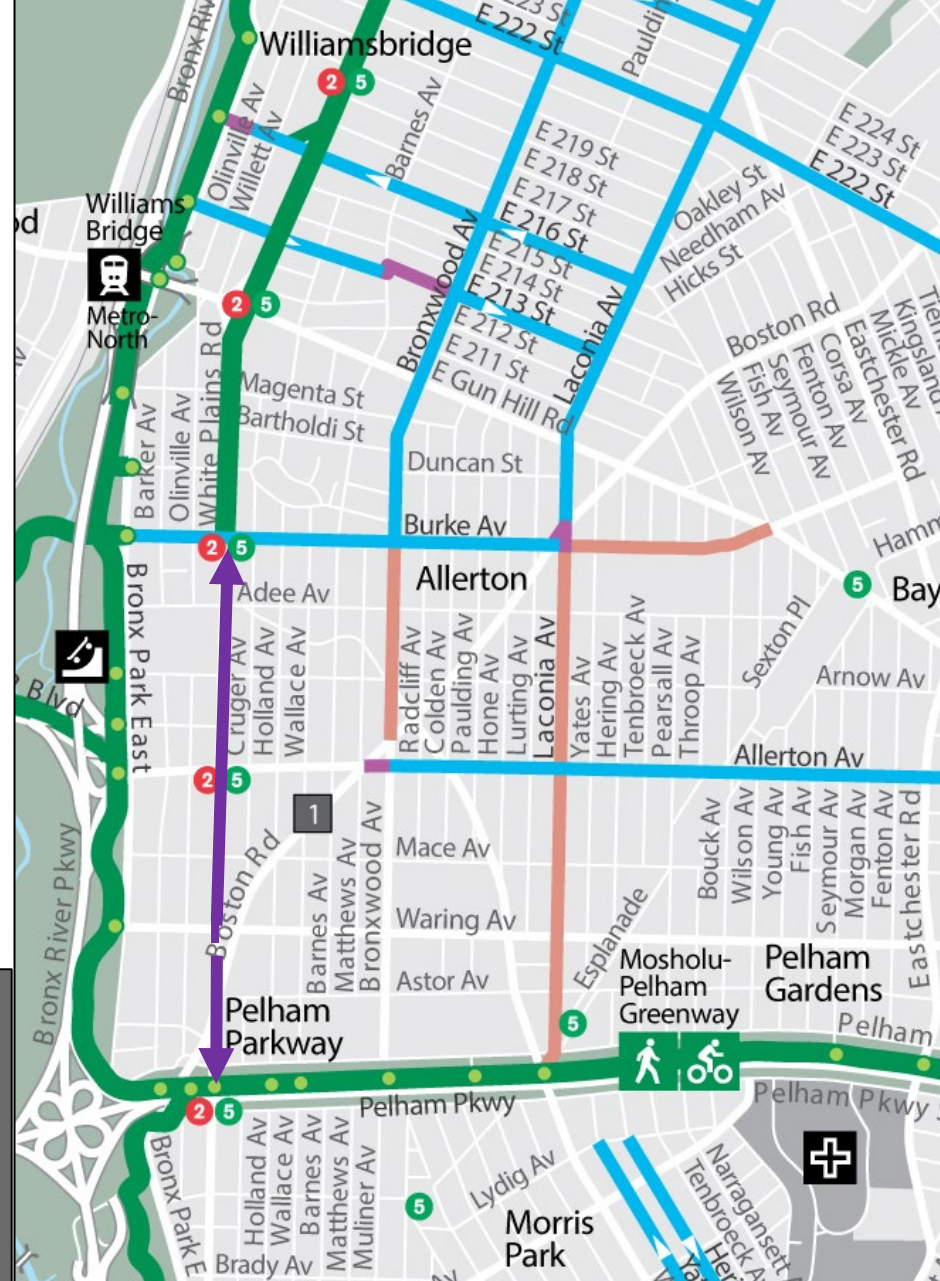
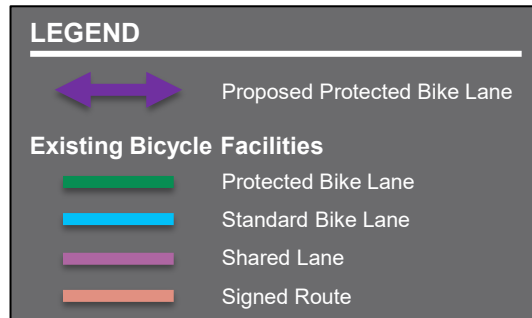


Proposed White Plains Rd, Pelham Pkwy to Burke Ave

Proposal

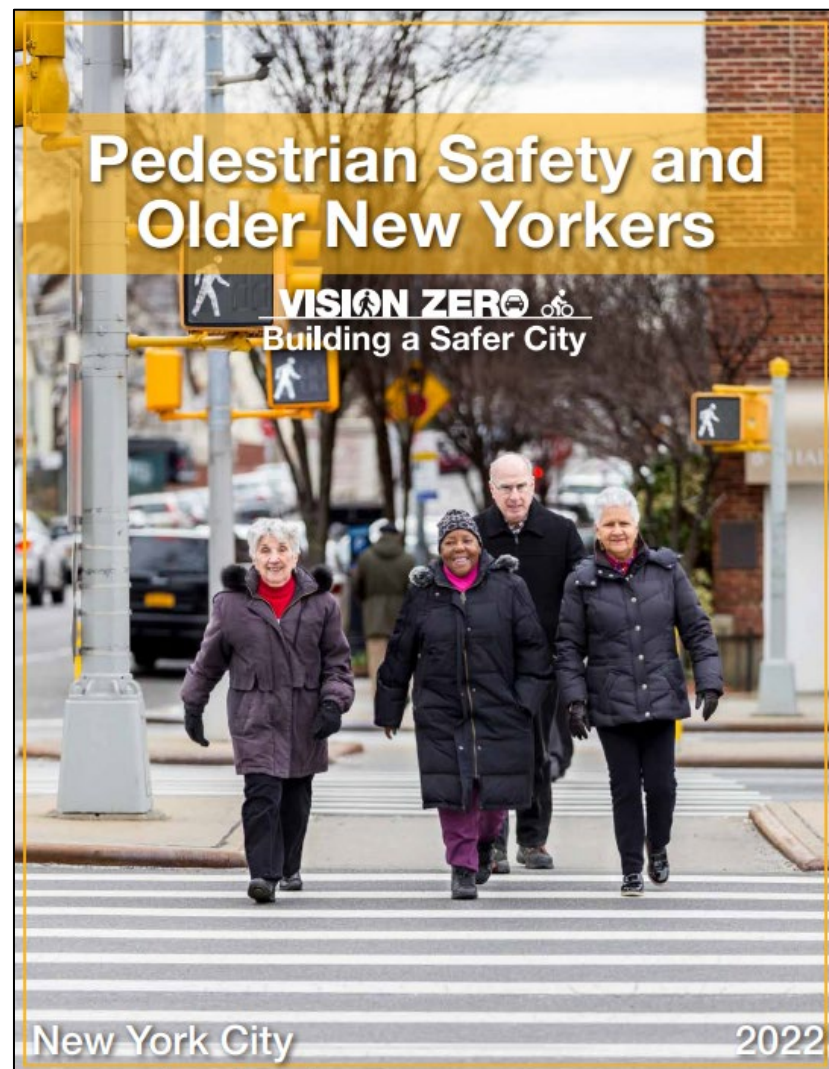
Protected Bike Lane

- Install curbside Protected Bike Lane from Burke Ave to Pelham Pkwy (1 mile; 2.0 Protected Bike Lane miles)
- Connects to north/south Protected Bike Lane on White Plains Rd and to east/west bike lane at Burke Ave
- Connects to Bronx Park and Pelham Pkwy greenways at Pelham Pkwy



Protected Bike Lane Safety

- As part of DOT's Pedestrian Safety and Older New Yorkers study (2022), DOT analyzed the impact of Protected Bike Lanes on safety for roadway users
- Protected Bike Lane designs are proven to calm traffic and improve safety for all roadway users
- Safety Improvements associated with Protected Bike Lanes are most impactful for the most vulnerable roadway users
 - All users:
 - 14.8% injury reduction
 - 16.1% KSI reduction
 - Pedestrians
 - 17.8% injury reduction
 - 29.2% KSI reduction
 - Senior Pedestrians
 - 22% injury reduction
 - 39% KSI reduction



Proposed: Bus Stop Under the EI

- Bus Stop Under the EI (BSUE) program installs Bus Boarding Islands and Bus Bulbs on corridors where buses stop in the middle of the travel lane to provide an ADA-compliant and safe bus stop
- Install Bus Boarding Islands on White Plains Rd at Waring Ave and Mace Ave*
- Similar treatments have been installed on White Plains Rd between Burke Ave and E 241st St

*Capital Project at White Plains Rd and Mace Ave scheduled to begin in 2026

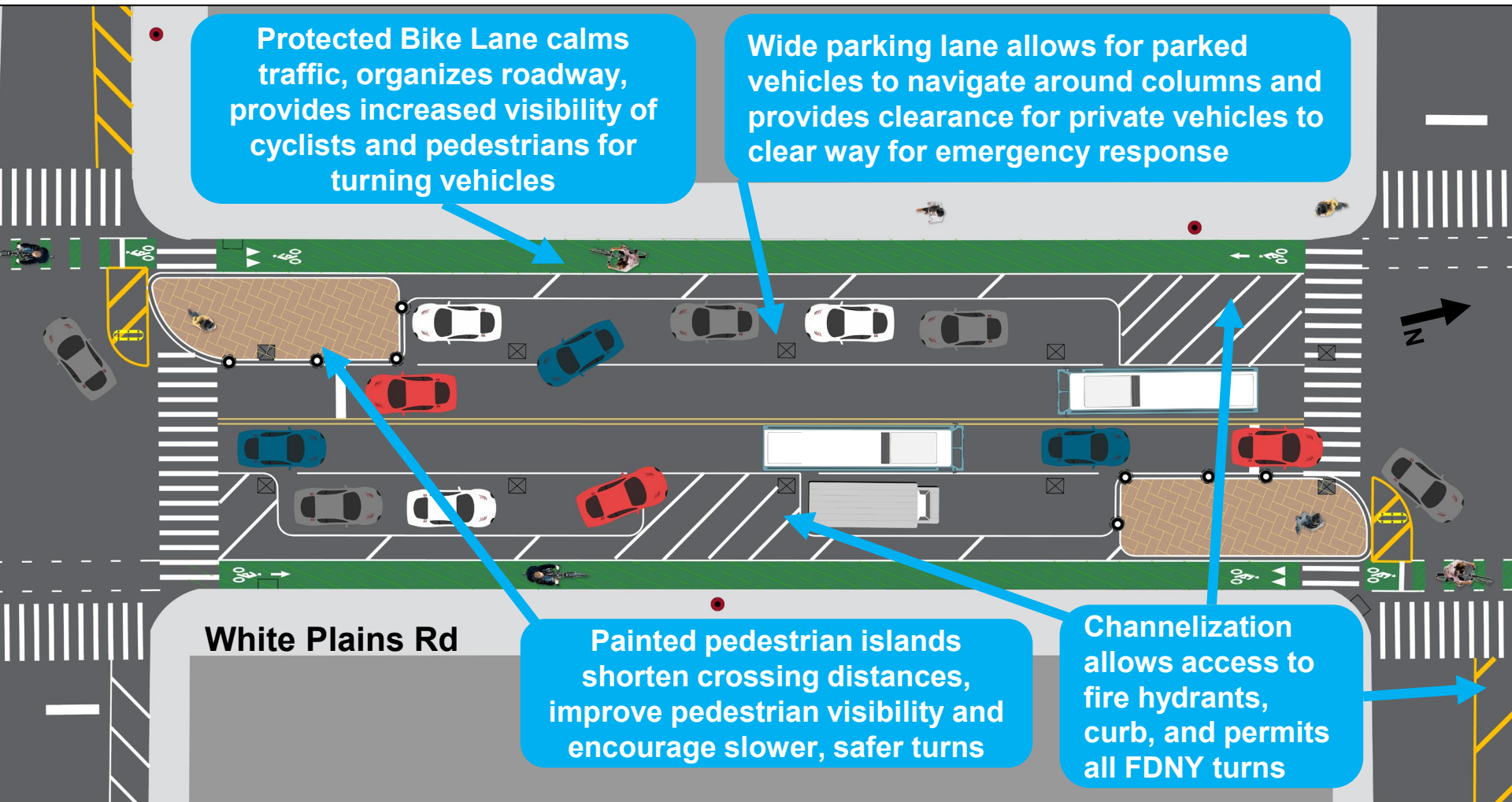


Existing Conditions at White Plains Rd and Waring Ave



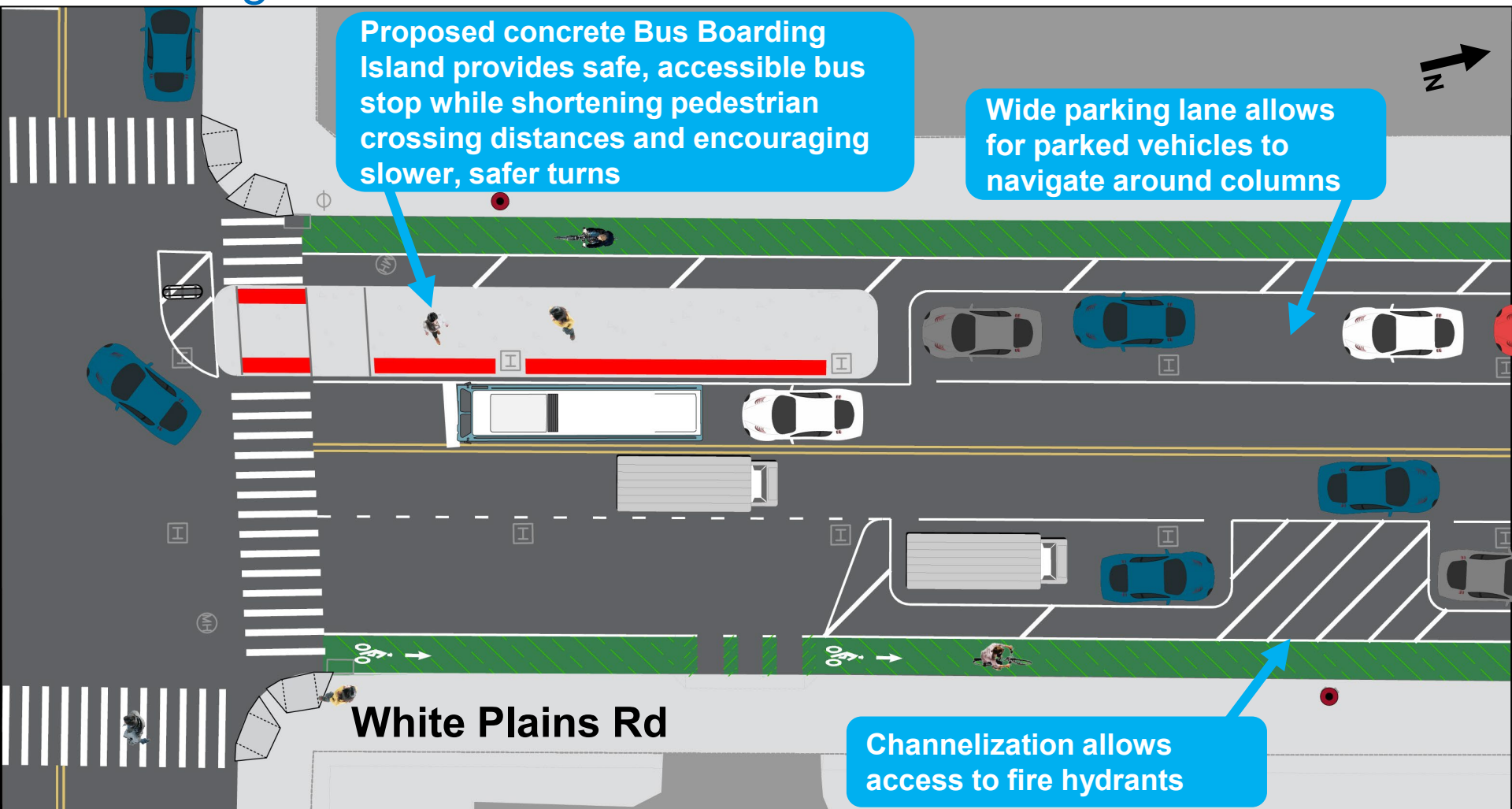
Completed Bus Island at White Plains Rd and Magenta St

Proposal: Typical Block



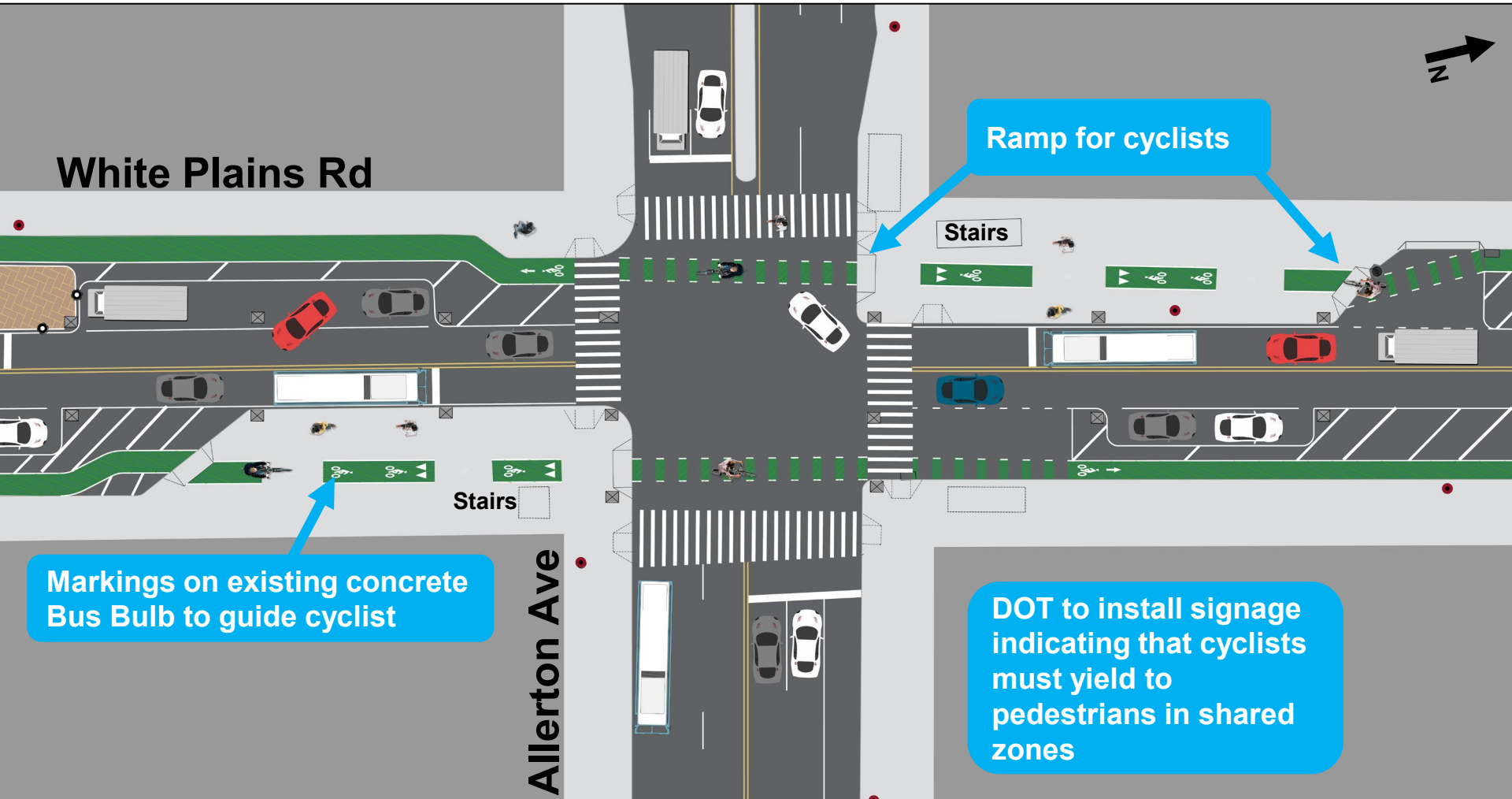
Proposal: Concrete Bus Boarding Island

Waring Ave

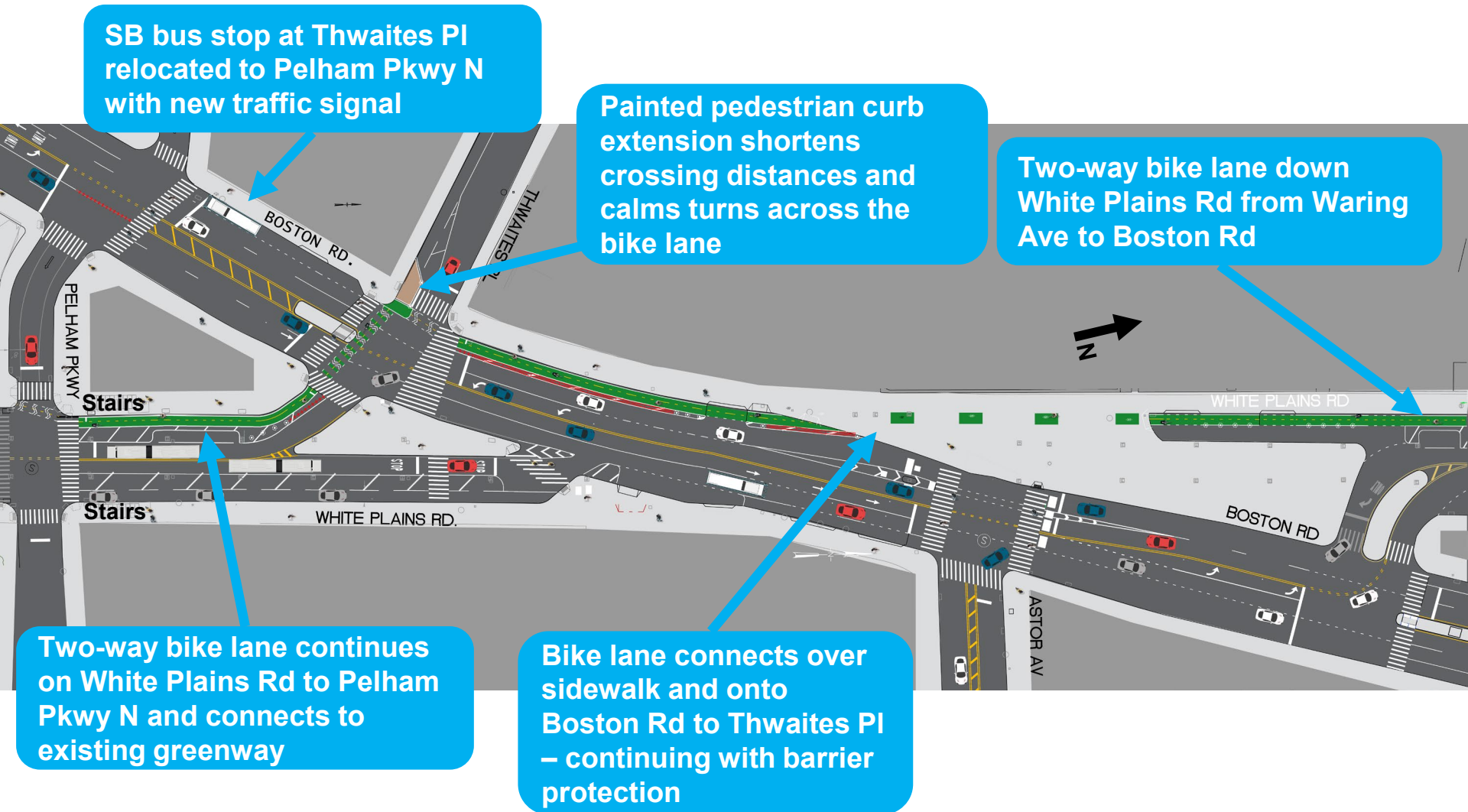


Proposal: Bus Bulb

Allerton Ave



Proposal: Pelham Pkwy/Boston Rd Connection



Parking and Curb Management

- DOT to investigate existing curbside regulations to effectively manage curbside access along the corridor
- Investigate adding loading zones near supermarkets and retail stores to provide dedicated space for deliveries and to reduce double parking:
 - Pioneer Supermarkets between Burke Ave to Adeo Ave
 - Dense commercial strip between Arnow Ave and Allerton Ave
 - Additional loading zones under study



Truck Double Parked on White Plains Rd

Parking and Curb Management

- On the 1-mile corridor each block was evaluated to determine parking feasibility
- Protected Bike Lane repurposes fewer than 3 spots per block-face along the corridor

Design Change	Parking Change
Protected Bike Lane Design Treatments (daylighting, turn treatments, etc.)	- 29 spots
Bus Stop treatments	- 12 spots
Total Change	41 spots repurposed* * Estimates may change based on final design



Bus Stop Under the EI repurposes parking in order to provide safe and ADA-compliant access to buses on the corridor

Project Benefits

- Organizes the roadway and clarifies movements underneath the elevated subway
- Provides slower, safer turns, reduces conflicts, and improves visibility between drivers, cyclists, and pedestrians
- Provides safe, accessible bus stops
- Reduces speeding and vehicle conflicts on White Plains Road
- Protected Bike Lane calms traffic, shortens crossing distances, and organizes the roadway, providing safety for all roadway users
- Provides 2.0 lane miles of Protected Bike Lanes in the Bronx



White Plains Rd and E 222 St, BX

Thank You!



NYCDOT



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