



# JACKSON AVE BIKE BOULEVARD

Presented to Bronx Community Board 1 - June, 14 2021





# Jackson Ave Bike Boulevard

## Presentation Overview

Jackson Ave between E 138 St and Westchester Ave

1. Background
2. Proposal: Reduce Through Traffic
3. Proposal: Add Bicycle and Pedestrian Infrastructure
4. Proposal: Improve Safety at Intersections
5. Summary



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**Background**

**1**

## Vision Zero

- Project limits located within Vision Zero **Priority Area**
- Jackson Ave intersects with three Vision Zero **Priority Corridors** (Westchester Ave, E 149 St, E 138 St) and is adjacent to a Vision Zero **Priority Intersection** (Bruckner Blvd & E 138)

## Green Wave: A Plan for Cycling in NYC

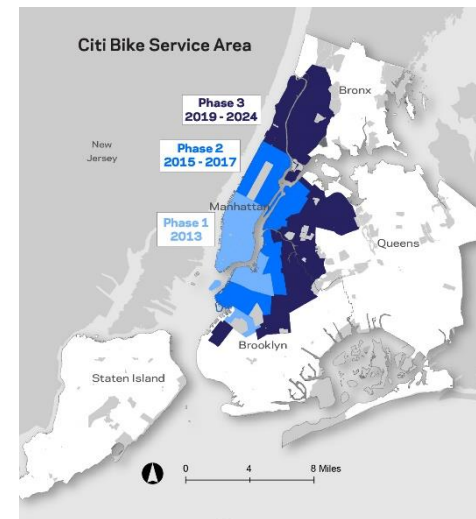
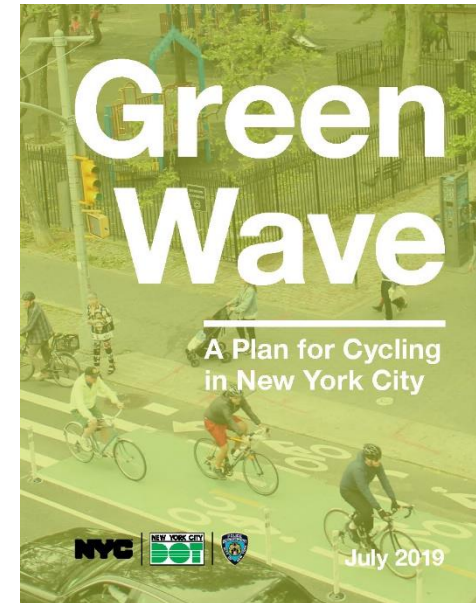
- Citywide protected bike lane network: Build **30 miles of protected bicycle lanes** annually
- Integrate and install new street design treatments, including **bike boulevards** to prioritize cyclists and limit vehicles

## Bike Share Expansion

- Citi Bike Phase 3 Expansion plan included **Community District 1** (2020)

## Pandemic Response – Open Streets

- **Open Streets** program begins operating in 2020 and is made permanent in 2021.
- Mayor announced an Open Street in each borough selected to be a **Bike Boulevard** (2021)





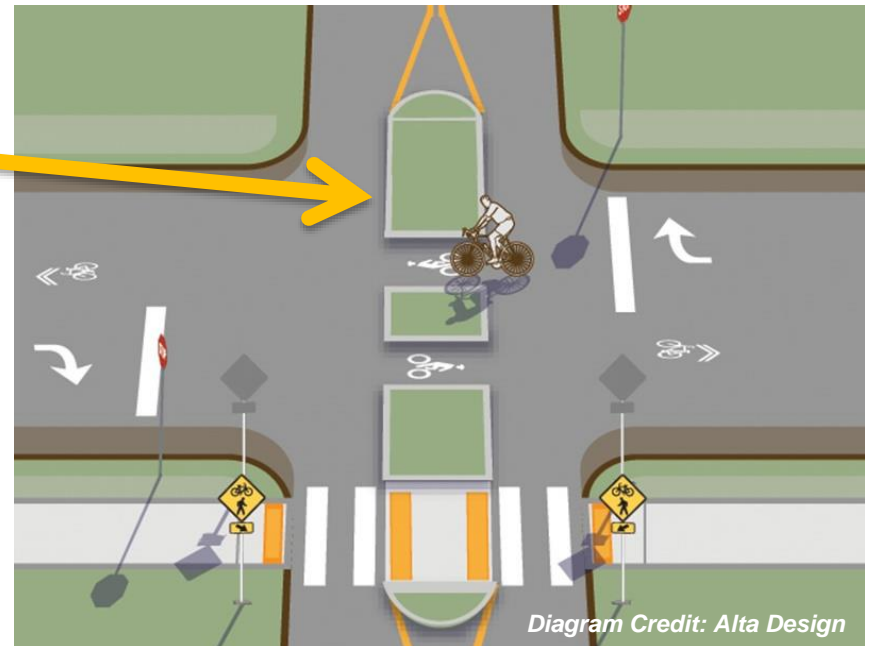
## What is the Bike Boulevard concept?

Roadway design approach that prioritizes pedestrian and bicycle safety:

- Reduce vehicles speeds with traffic calming elements
- Reduce vehicle volume and through-traffic with regulatory changes (e.g. one-way conversions, forced vehicular turns)
- Improve wayfinding with signage and roadway markings
- Special attention to major intersections



*Bike Boulevard in Berkeley, CA*



*Diagram Credit: Alta Design*

# Jackson Ave Background

## Project Location

- Open Street location in Spring 2020
- Pedestrian, bike, and scooter activity
- Recent Bike Share expansion
- Several parks and schools, frequented by seniors and children

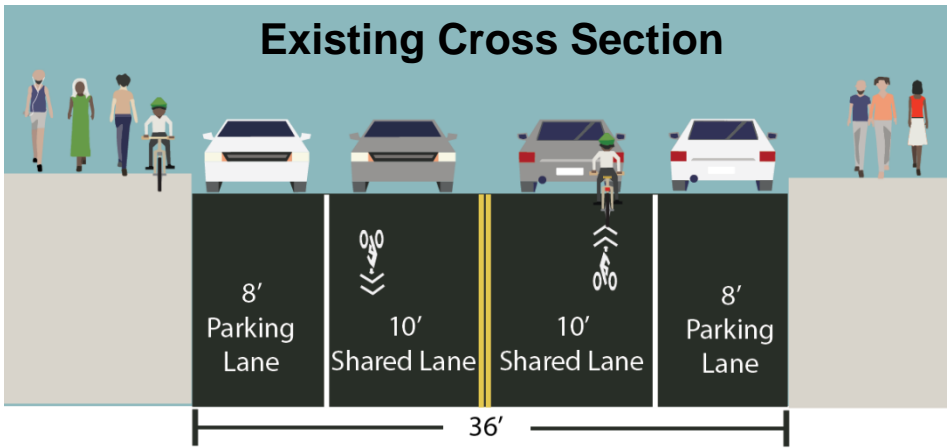
## Project Goals

- Improve safety for people walking and biking by reducing through-traffic
- Enhance bike network, open street, and park access



# Jackson Ave Background

## Existing Conditions



Shared Lane Bicycle Route between E 145 St and E 138 St.

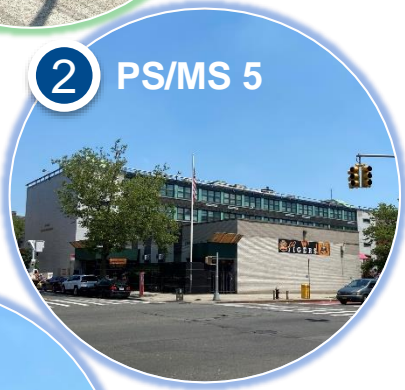
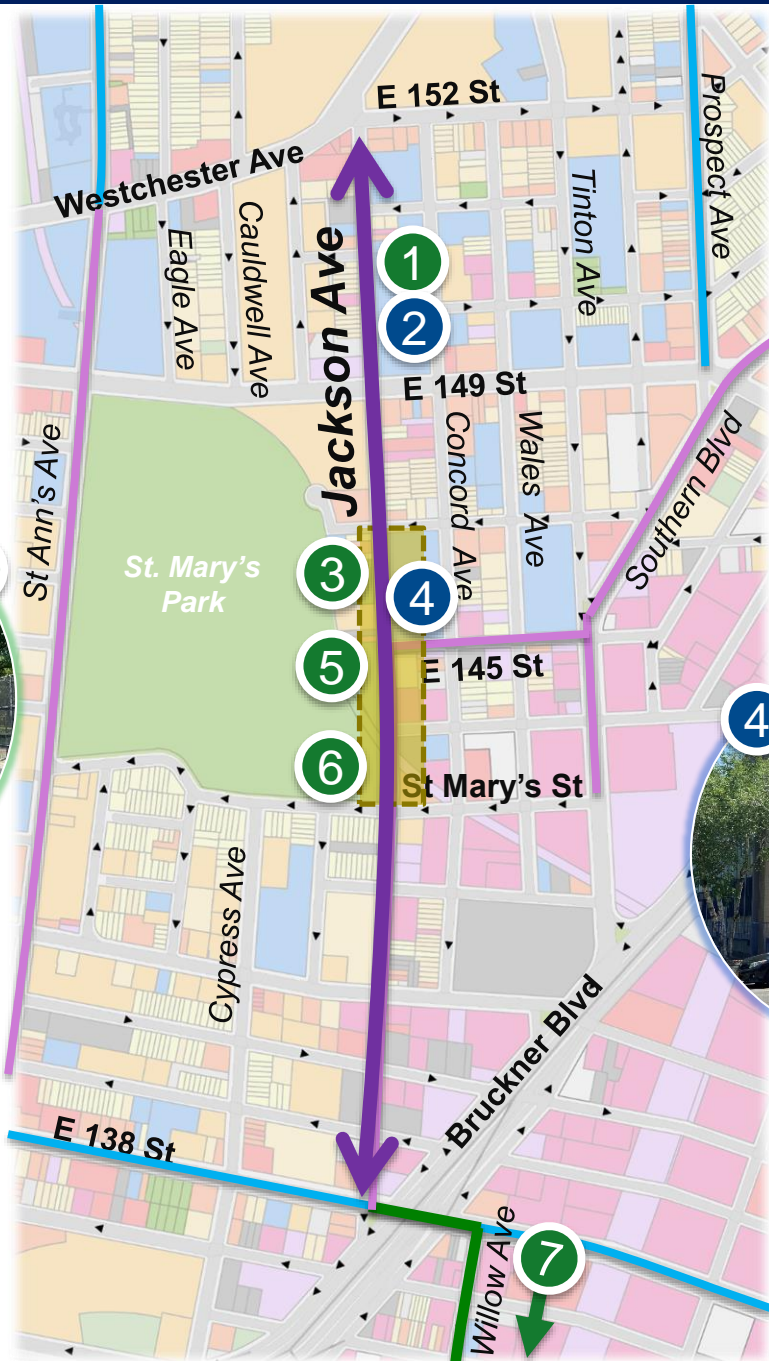
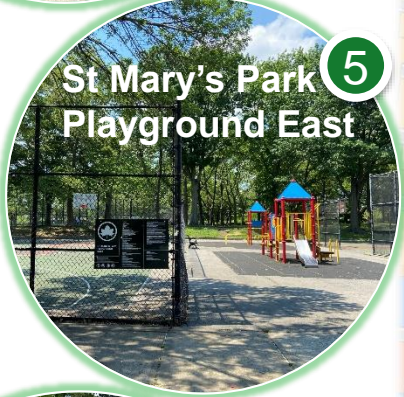


Map showing Jackson Ave and surrounding streets: Westchester Ave, Eagle Ave, Cauldwell Ave, Tinton Ave, Prospect Ave, St Ann's Ave, Concord Ave, Wales Ave, Southern Blvd, Bruckner Blvd, Willow Ave, E 152 St, E 149 St, E 145 St, E 138 St, St Mary's Park, Jackson Ave Open Street.



# Jackson Ave Background

## Existing Conditions





## Observed Issues

- **Roadway blockages due to double parking** from truck loading/unloading and passenger pick-up/drop-off. Vehicles often forced to bypass using opposing lane.
- **Cut-through traffic along neighborhood streets**, including industrial vehicles
- **Significant congestion at Jackson Ave and E 138 St** due to proximity to Bruckner Blvd and Expressway
- **Lack of crosswalks** between signalized intersections
- **Bike and scooter users riding on sidewalk** to avoid roadway.

**The proposed Jackson Ave Bicycle Boulevard** aims to address these issues by:

- **Reducing through-traffic**
- **Adding pedestrian and bicycle infrastructure**
- **Improving safety at intersections**



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## Proposal: Reduce Through Traffic

# 2



## Proposed One-Way Orientation

- A** E 138 St to St Mary's St: One-way Northbound
- B** St Mary's St to E 149 St: One-way Southbound
- C** E 149 St to Westchester Ave: One-way Northbound

### Through-traffic to be reduced

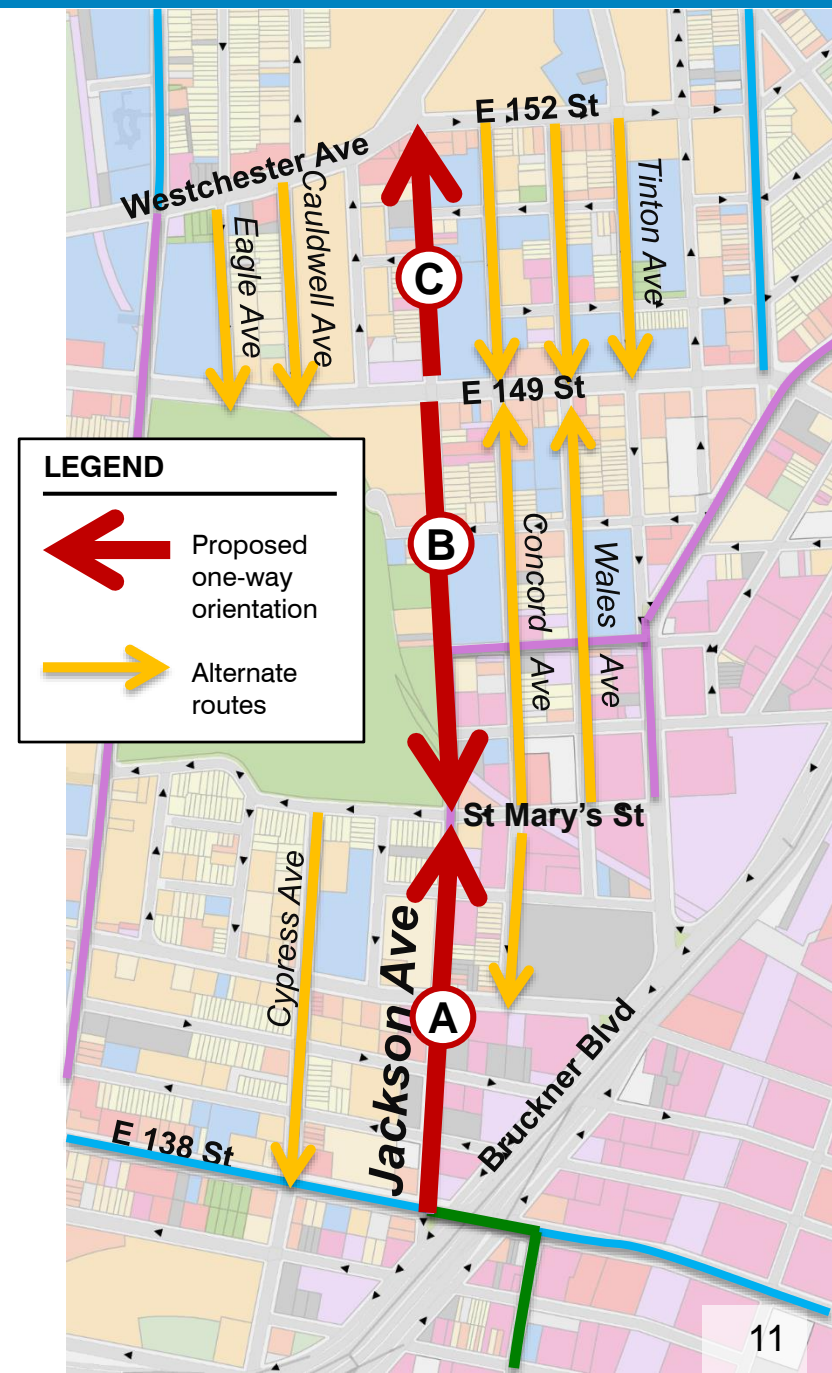
- Jackson Ave would no longer connect three truck routes, reducing cut-through traffic on neighborhood streets

### Local vehicle access to be maintained

- Conversions allow local traffic access, however vehicles will only be able to travel along a portion of the corridor before having to turn off.

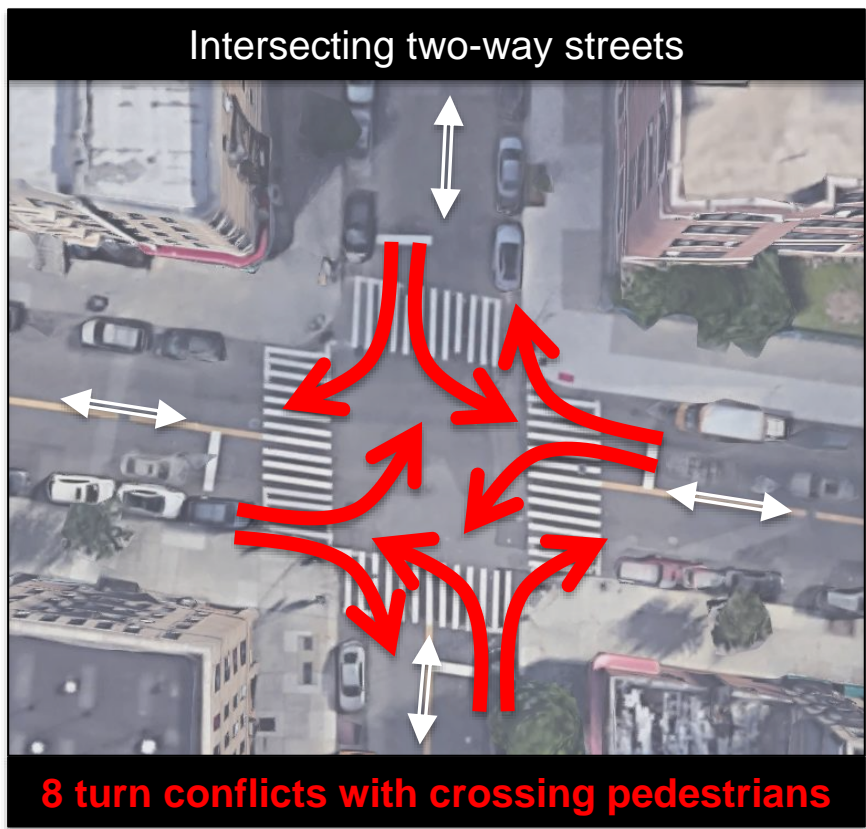
### Supports additional safety and traffic improvements

- Reduce congestion and "blocking the box" on Jackson Ave at E 138 St
- Improve pedestrian access across Jackson Ave to St Mary's Park
- Reduce vehicular/pedestrian conflicts at Jackson Ave/E 149 St
- Add pedestrian space and improve vehicular turn geometry at Westchester Ave
- New bicycle route connecting St Mary's Park to Randall's Island



## Benefits of a One-Way Conversion

- Reduce vehicular turn conflicts with people walking and biking
- Reduce through vehicle traffic volumes
- Maintain local vehicle access to corridor





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## **Proposal: Add Bicycle and Pedestrian Infrastructure**

# 3

## Design Concept Overview

- Prioritize people walking, biking, and riding scooters
- Install a two-way protected bike path
- Install new crosswalks across Jackson Ave at E 145 St, E 147 St, Pontiac Pl, 151 St

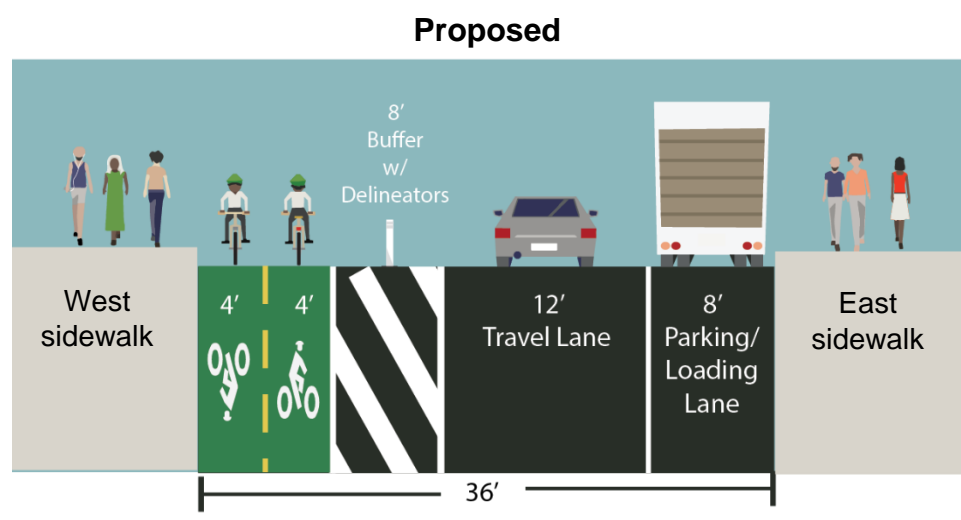


*Example: Willow Ave, Bronx*



## E 138 St to St Mary's St

- Convert Jackson Ave to one-way northbound
- Install two-way bike path along west curb, connecting to E 138 St, Randall's Island Connector, Willis Ave Bridge
- Reduce likelihood of congestion caused by double parking
- Redirect trucks away from neighborhood streets
- Will improve conditions at E 138 St and Bruckner Blvd



**LEGEND**

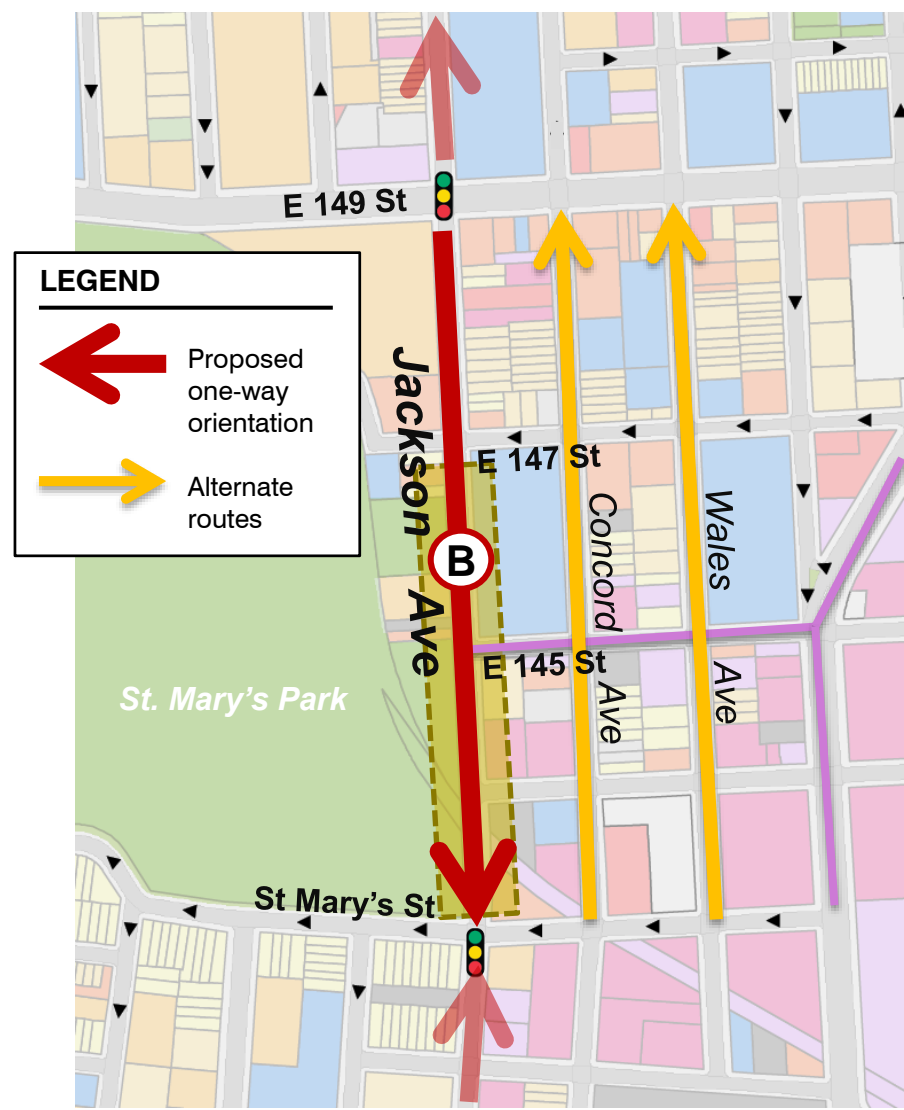
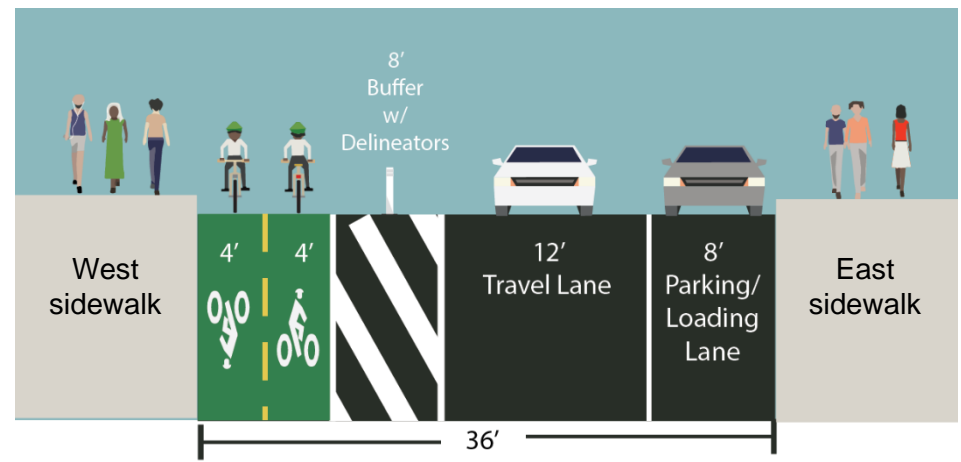
- ← Proposed one-way orientation
- Alternate routes



## St Mary's St to E 149 St

- Convert Jackson Ave to one-way southbound
- Install two-way bike path along park, across the street from school
- Add new crosswalks at E 145 St, E 147 St
- Reduce likelihood of congestion caused by double parking

Proposed



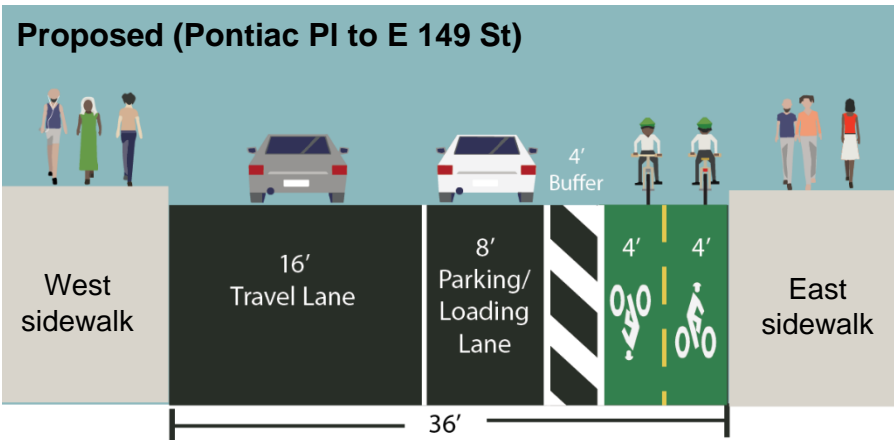
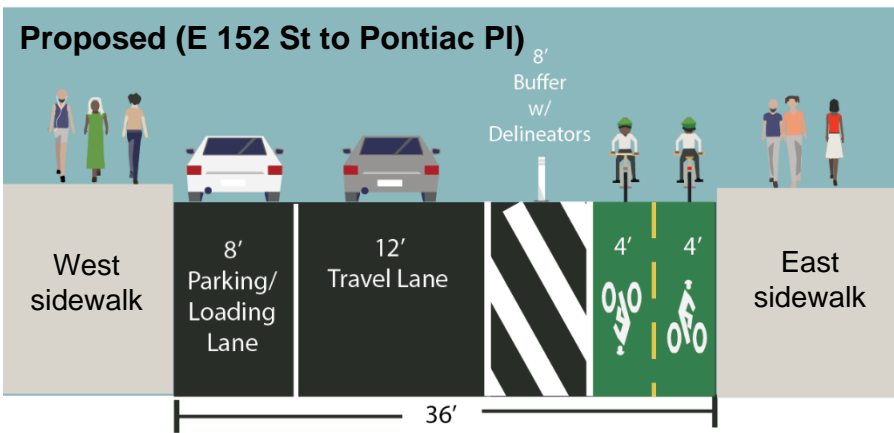
### Existing traffic calming elements:

- Speed Bumps (w/ 15 mph signage)
- **Open Street** location

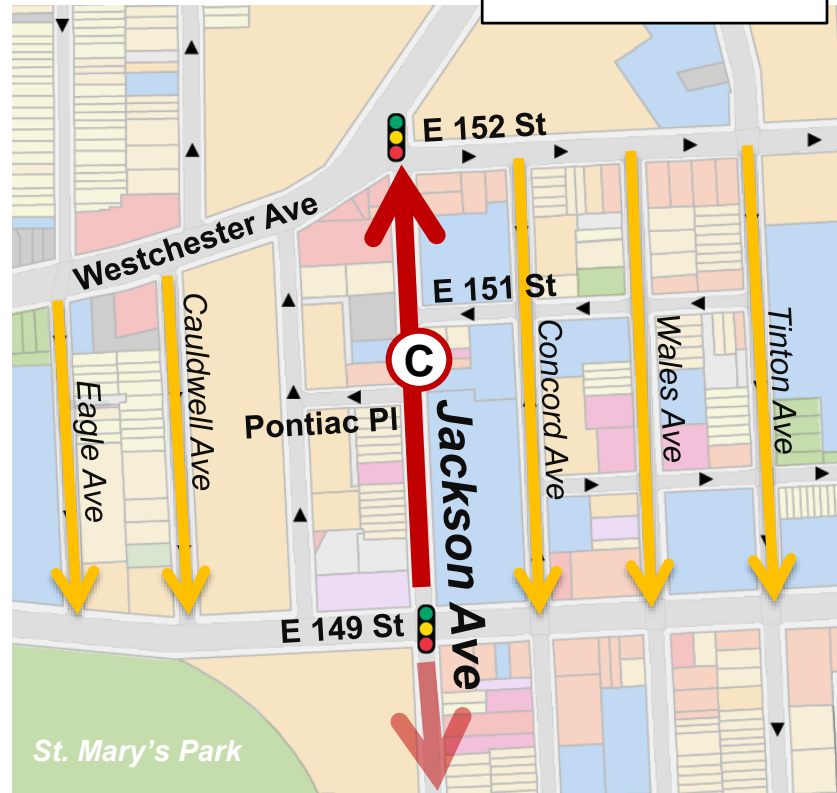


## E 149 St to Westchester Ave

- Convert Jackson Ave to one-way northbound
- Install bike path along east curb to minimize parking loss between Pontiac Pl and E 149 St due to driveways
- Add new crosswalks at E 151 St, Pontiac Pl
- Reduce likelihood of congestion caused by double parking



LEGEND	
	Proposed one-way orientation
	Alternate routes



- Existing traffic calming elements:**
- Speed Bumps (w/ 15 mph signage)

## Safety Benefits of Protected Bike Lanes

Street designs that include protected bike lanes increase safety for all users

**-15%** drop in all crashes with injuries

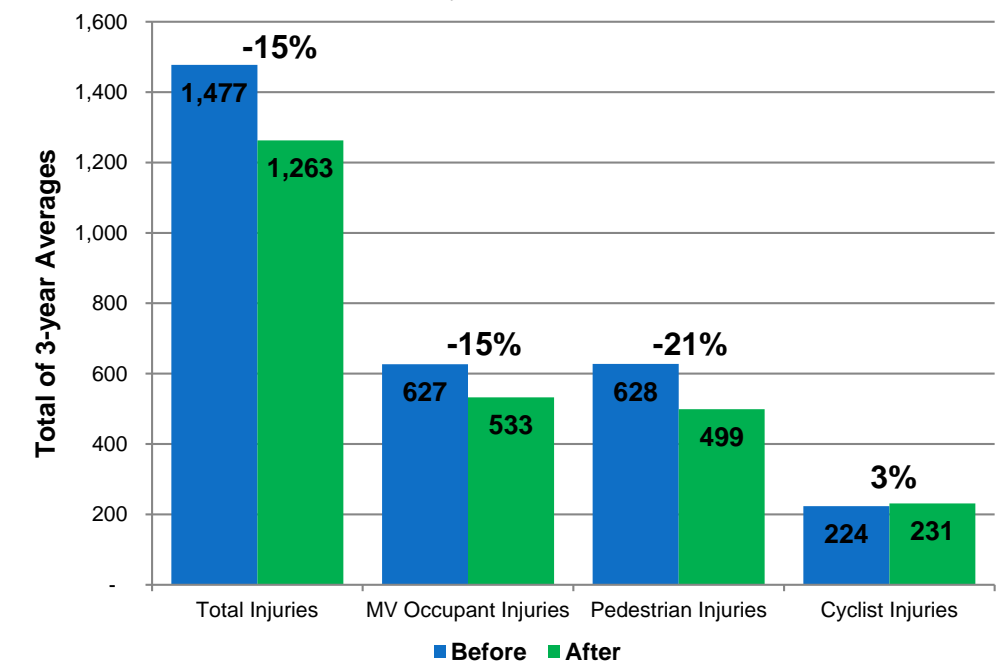
**-21%** drop in pedestrian injuries

*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*



Willis Ave, Bronx



Crescent St, Queens

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

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## **Proposal: Improve Safety at Intersections**

# 4



# Jackson Ave Proposal: Improve Safety at Intersections

## Jackson Ave at E 138 St

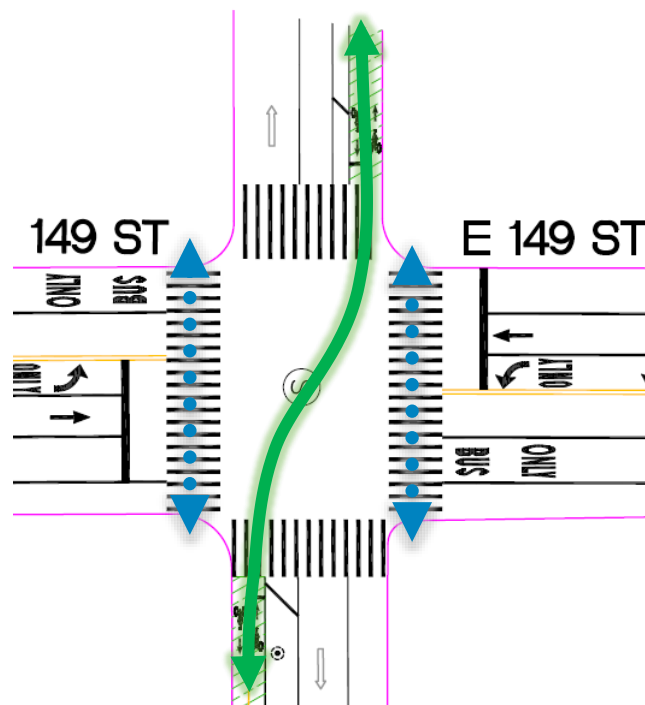
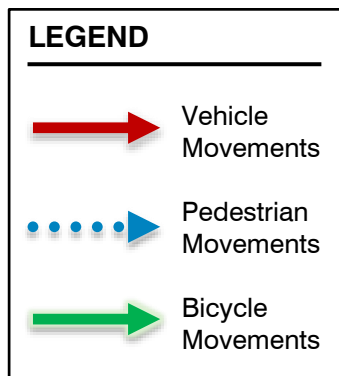
- E 138 St is a **Vision Zero Priority Corridor**
- **Existing Condition:** southbound left-turning vehicles block the box creating significant congestion on E 138 St approaching Bruckner Blvd due to short block
- **Proposed Condition:** converting Jackson Ave to one-way northbound would reduce congestion on E 138 St by rerouting Jackson Ave southbound traffic to Cypress Ave (longer block can store more queued vehicles without blocking the box)
- Potential to close southbound slip lane between E 138 St and Bruckner Blvd and expand Morris Triangle



## Jackson Ave at E 149 St

- E 149 St is a **Vision Zero Priority Corridor**
- Vehicles on Jackson Ave **oriented away** from E 149 St in both directions
- Pedestrians and cyclists traveling along Jackson Ave would have an **exclusive traffic signal phase with no vehicular conflicts**
  - > Allows bike lane users to switch from east to west curbs while crossing E 149 St

### New North-South Phase



*Diagrams for illustrative purposes only*

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# Summary

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## Jackson Ave Bike Boulevard Proposal

### Reduce Through-Traffic

One-way Conversions:

- (A)** E 138 St to St. Mary's St: **One-way Northbound**
- (B)** St. Mary's St to E 149 St: **One-way Southbound**
- (C)** E 149 St to Westchester Ave: **One-way Northbound**

### Add Bicycle and Pedestrian Infrastructure

- New two-way protected bike lane from E 138 St to Westchester Ave
- New crosswalks between signalized intersections

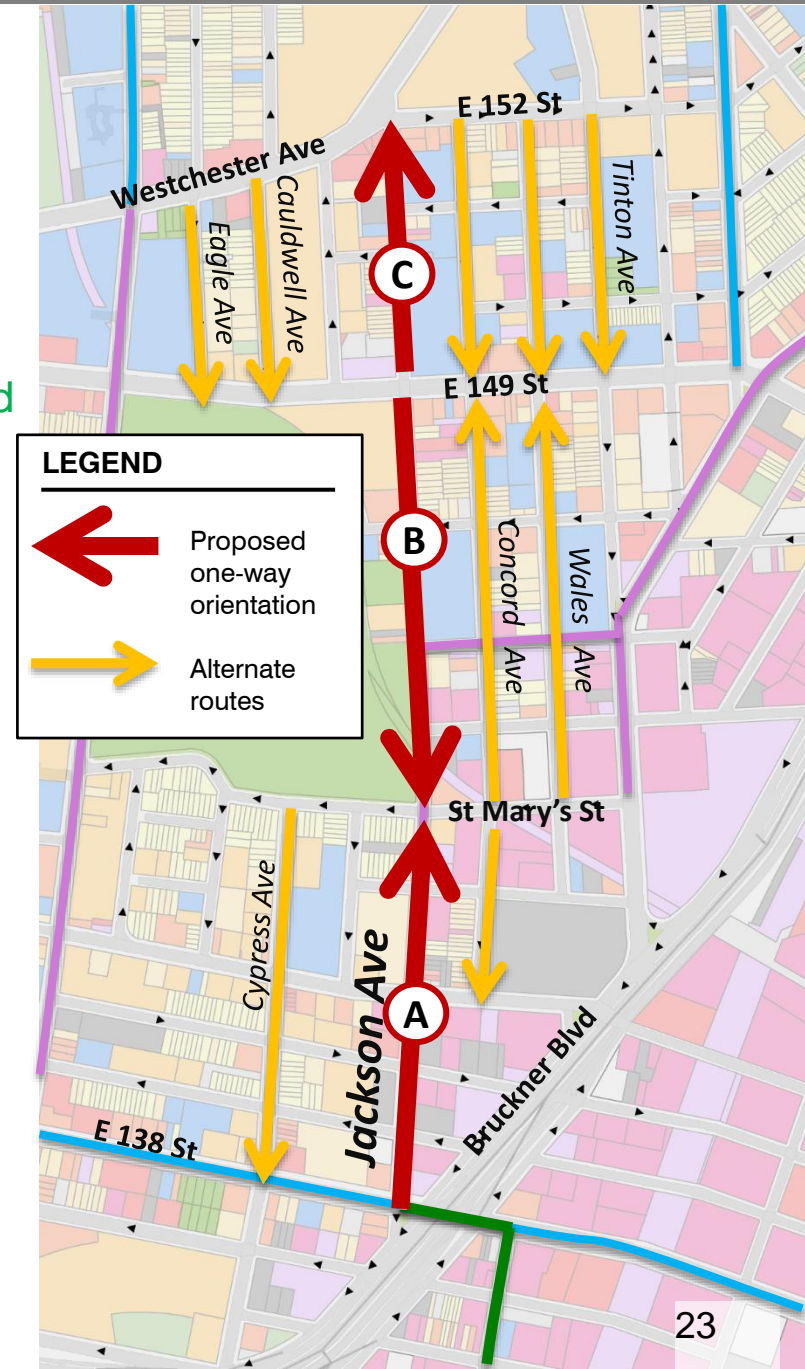
### Improve Safety at Intersections

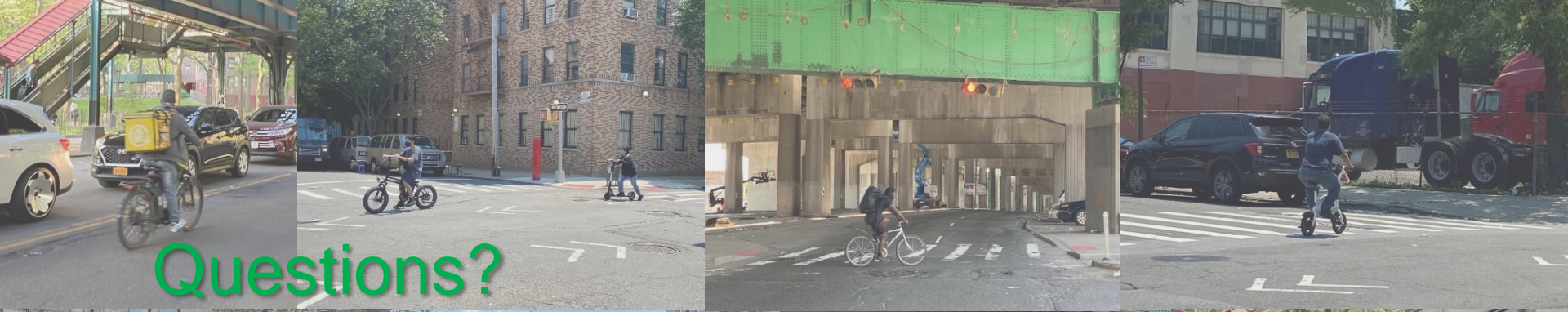
- Reduced Vehicular Conflicts
- Signal Timing Changes

### Next Steps

#### Summer-Fall 2021

- Stakeholder Engagement
- Begin Implementation of Bike Boulevard





Questions?

THANK YOU!



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