

Better Buses Broadway Improvements

BX Community Board 8 | September 12, 2019



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PRESENTATION OVERVIEW

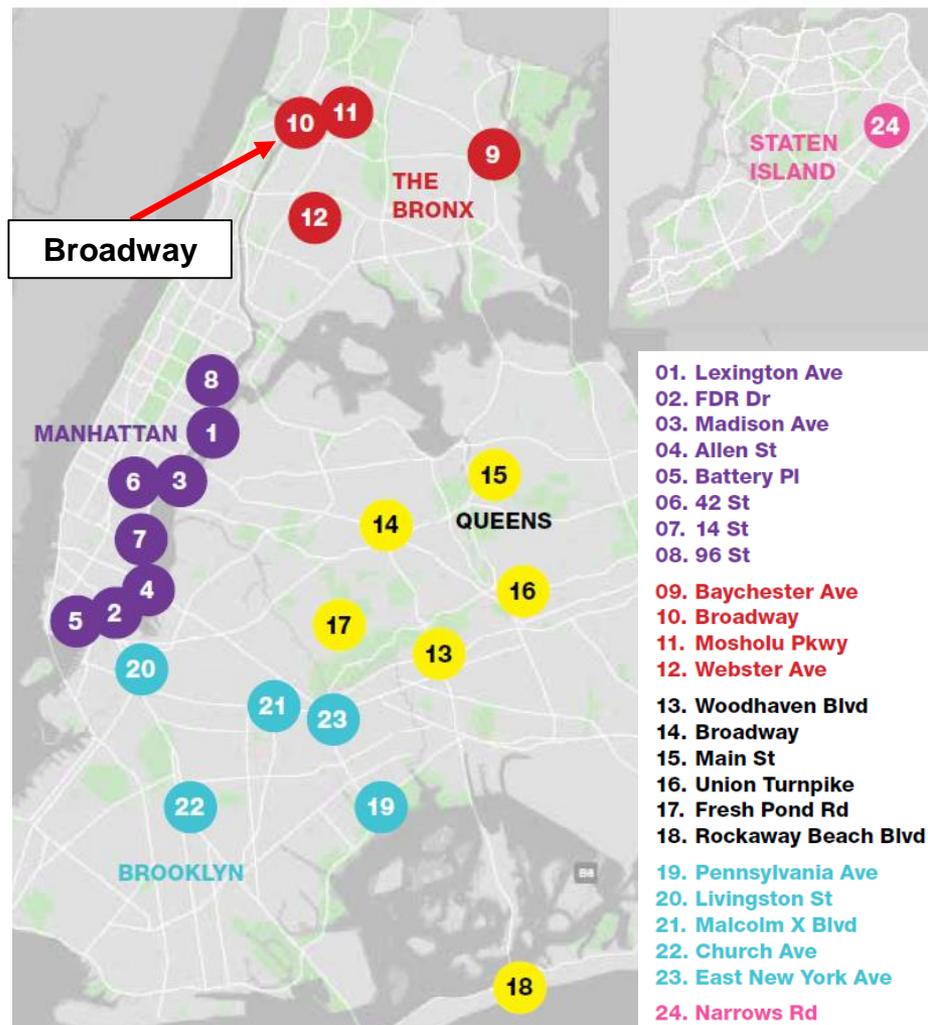
1. Better Buses Background & Project Area
2. Existing Conditions
3. Proposal
4. Analysis
5. Summary & Next Steps

Better Buses Background & Project Area

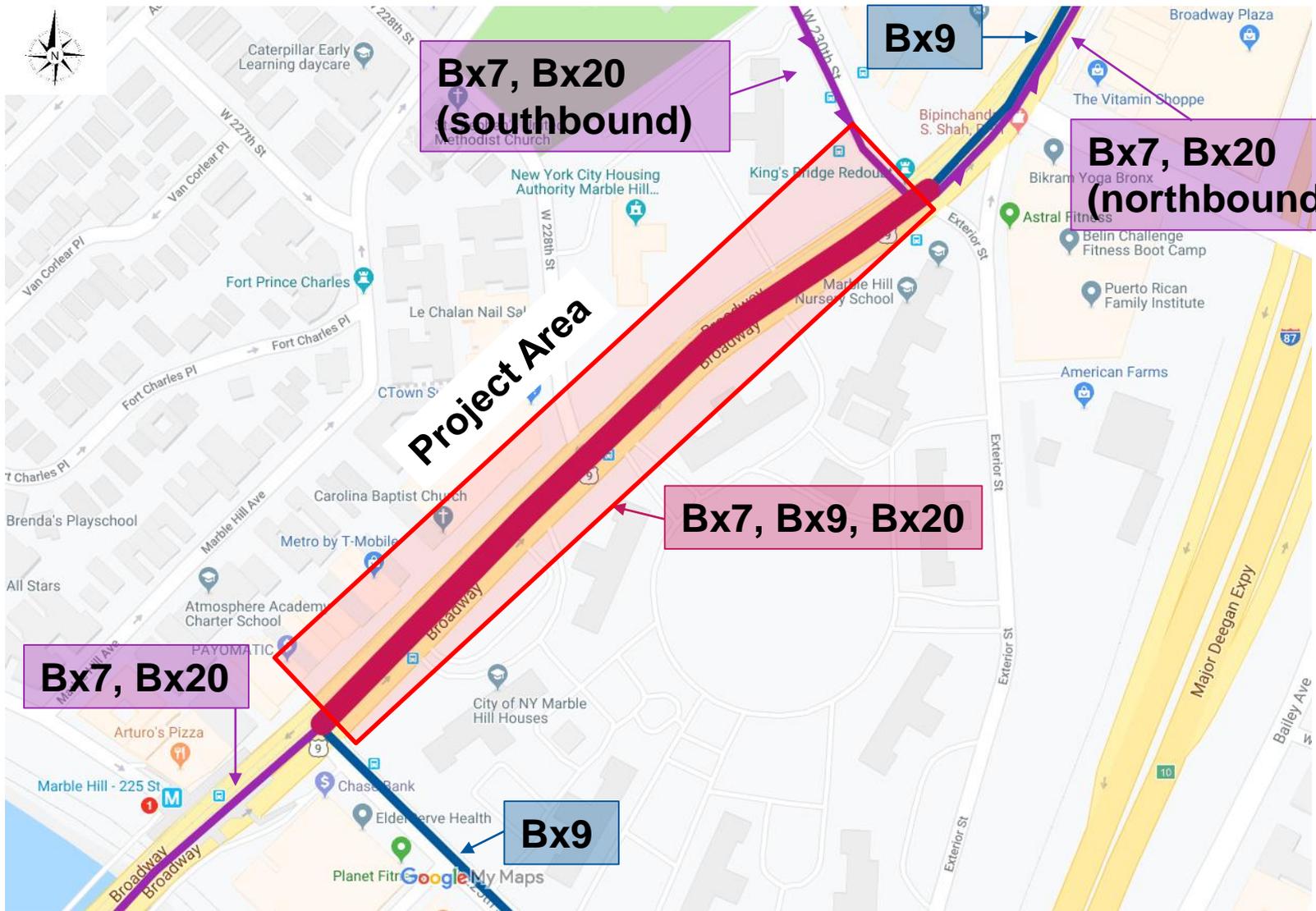
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BETTER BUSES ACTION PLAN

- Mayor's 2019 State of the City
 - Improve bus speeds 25% by 2020
- Better Buses Action Plan released April 2019
 - 24 priority projects announced for 2019 to increase bus speeds across all 5 boroughs
 - Broadway identified as a priority corridor due to slow speeds and high ridership



PROJECT AREA



AREA BUS SPEEDS IN CONTEXT

Peak Hour Bus Speed Averages

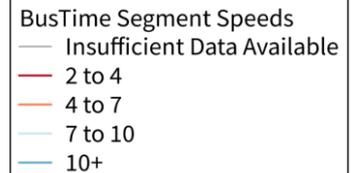
- Citywide: 7.4 MPH (Peak Averages)
- Bronx: 6.9 mph (Peak Averages)
- Broadway (225-230 St) PM Peak Hour Speeds:
 - Northbound: **3.58 mph**
 - Southbound: **4.56 mph**

2018 Weekday Route Ridership

- Bx7: 13,257
- Bx9: 23,180
- Bx20: 813
- BxM1: 1,278

Total: 38,528

PM Peak Bus Speeds (May 2018) via New York City Transit



Existing Conditions

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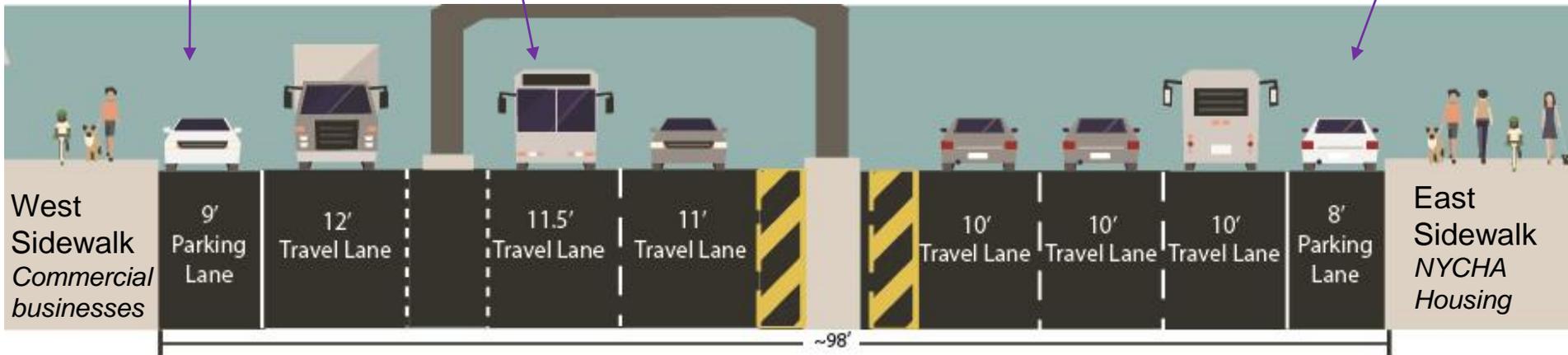
EXISTING CROSS SECTION



1 hour metered parking

Bus running in inner roadway

Mix of alternate side parking (ASP) and 1 hour metered parking



CURB ACTIVITY

- Frequent double parking along southbound service road between 225 St and 228 St
- One small commercial loading zone on 228 St by C-Town Supermarket
- 1 hour metered parking on southbound Broadway between 228 St and 225 St



Proposal

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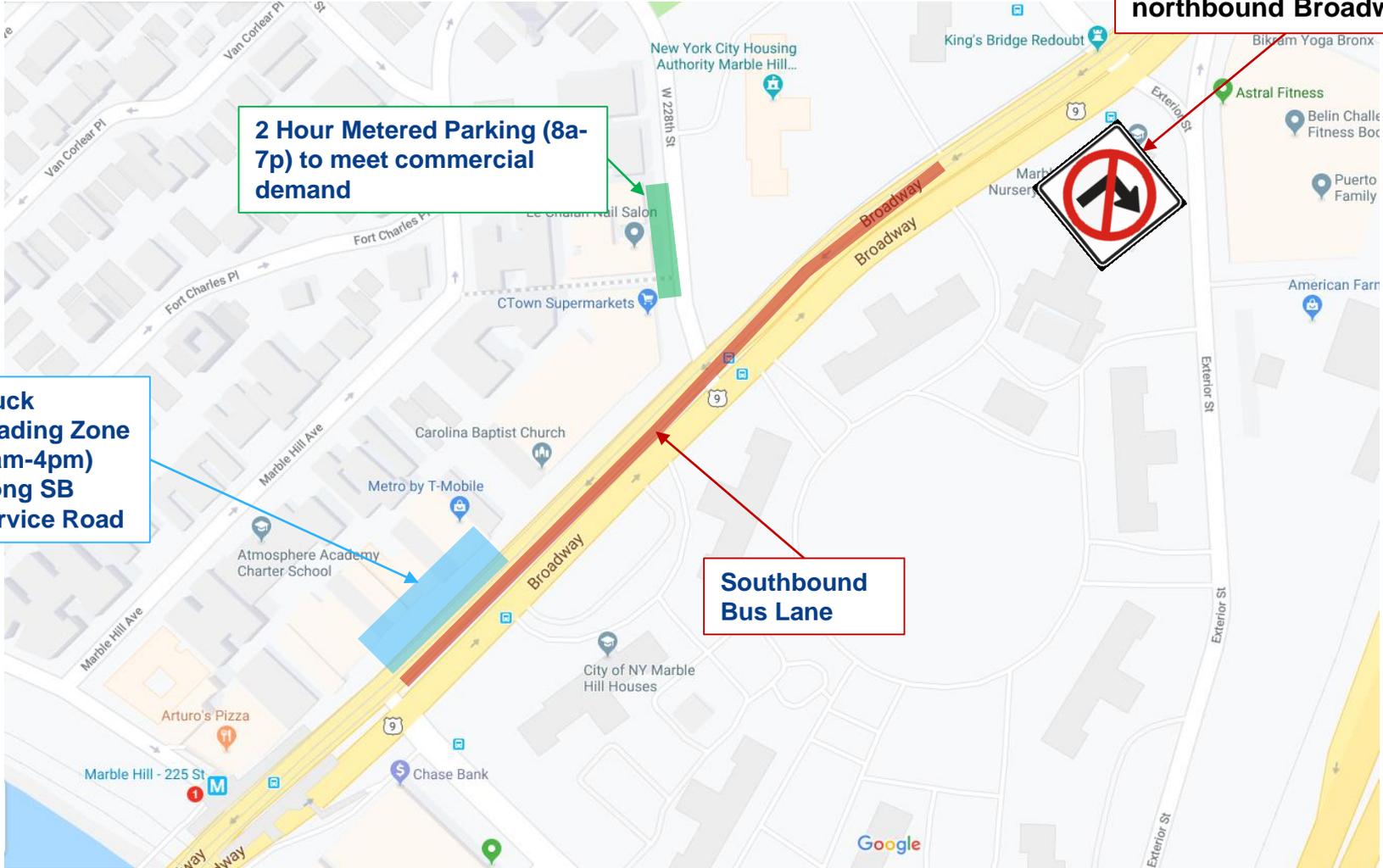
PROPOSED CURB AND TURN MODIFICATIONS

Location of northbound Bus Queue Jump/LPI; No right turns onto Exterior St from northbound Broadway

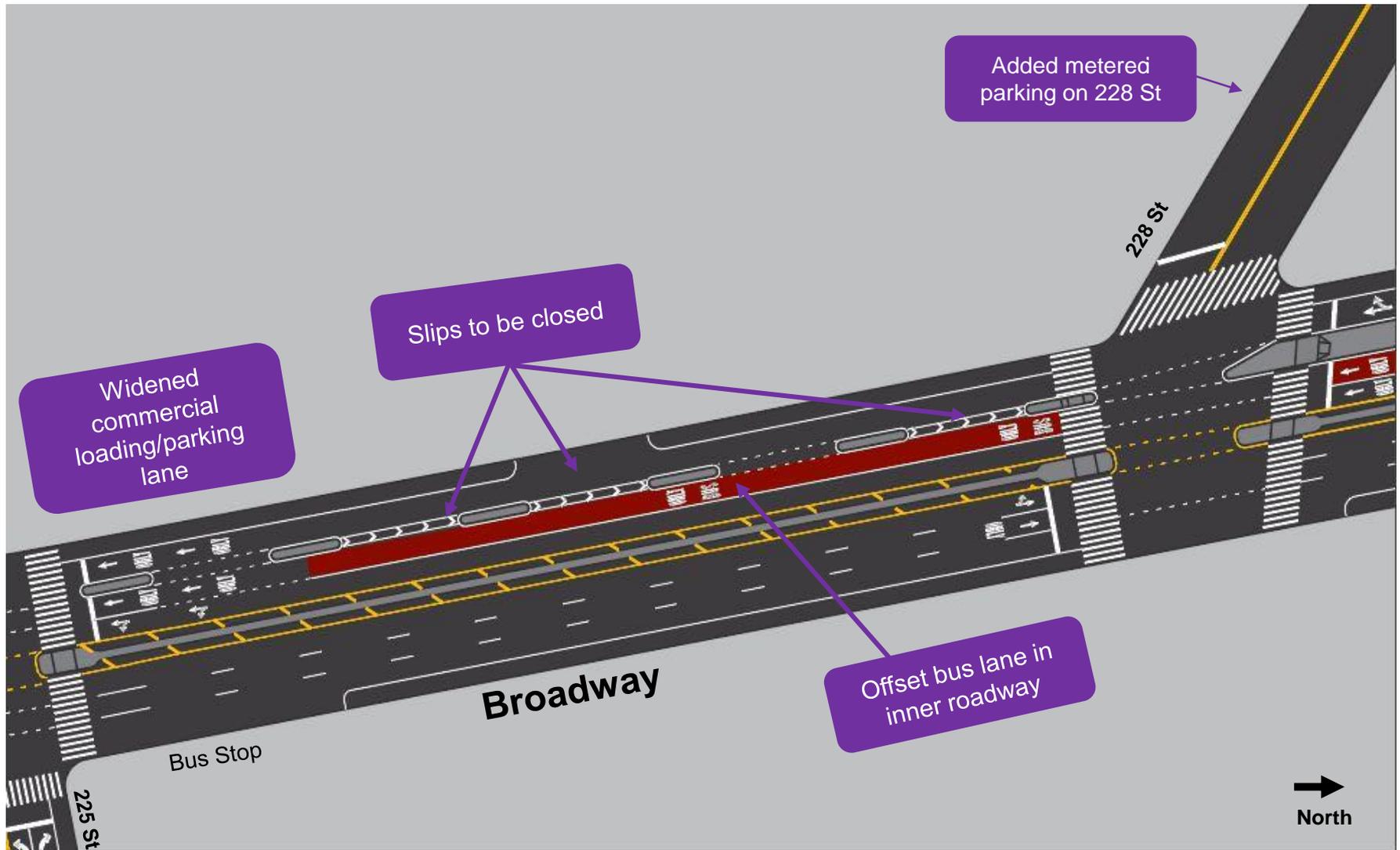
2 Hour Metered Parking (8a-7p) to meet commercial demand

Truck Loading Zone (8am-4pm) along SB Service Road

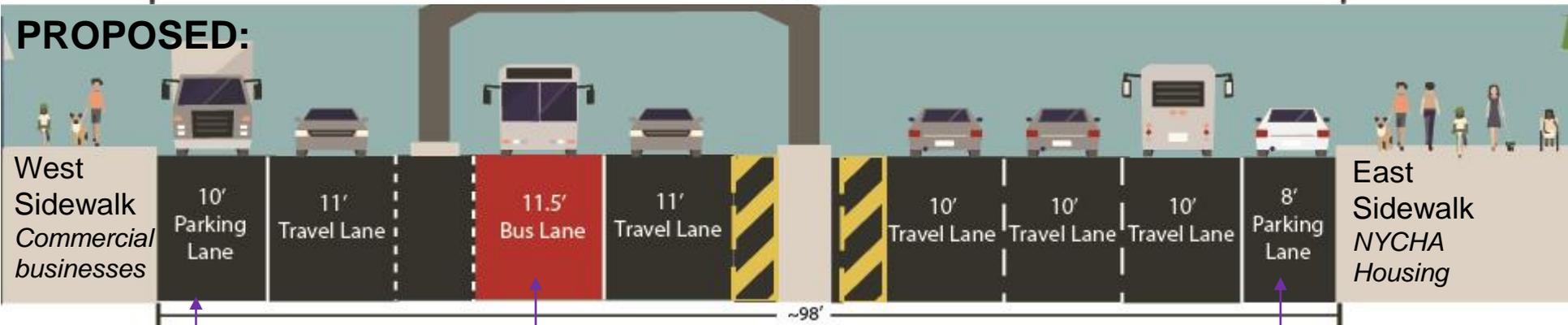
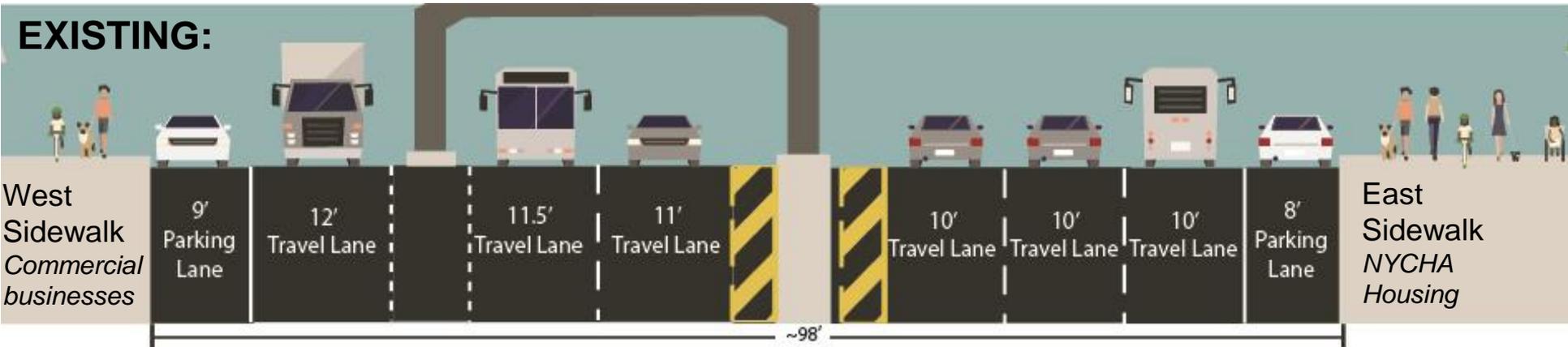
Southbound Bus Lane



RENDERING OF PROPOSAL



PROPOSED CROSS SECTION

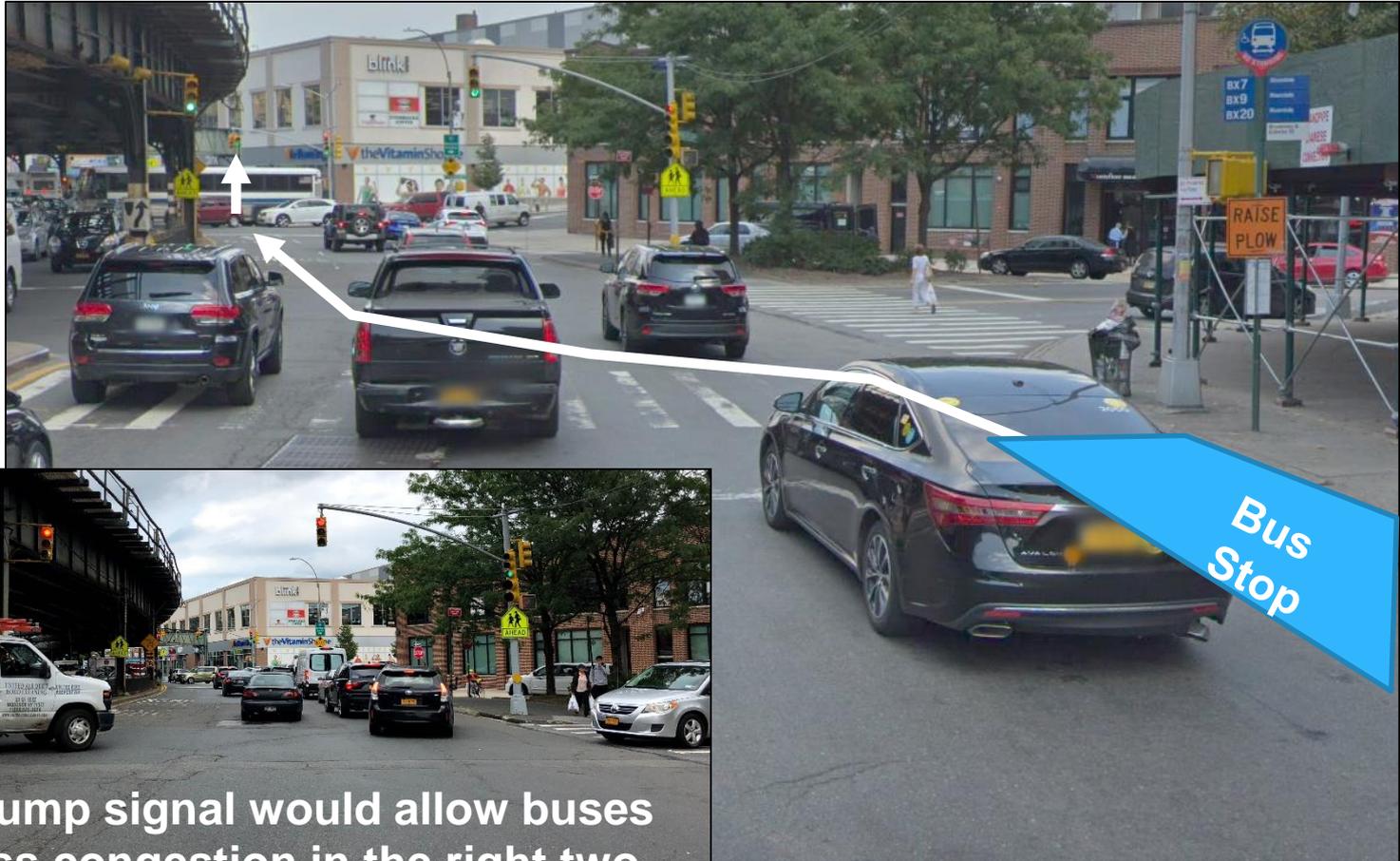


Widened commercial loading/parking lane

Offset bus lane in inner roadway

Maintain existing ASP and 1 hour metered parking

QUEUE JUMP SIGNAL AT EXTERIOR ST / 230 ST



Queue jump signal would allow buses to bypass congestion in the right two lanes, which could reduce variability

Outreach

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MERCHANT SURVEY

- **90%** reported that delivery vehicles double parked on Broadway
- **67%** reported difficulty accessing curb due to double parked vehicles or a lack of dedicated loading space
- A majority of employees took transit or walked to work at **64%** of businesses



ON-STREET OUTREACH

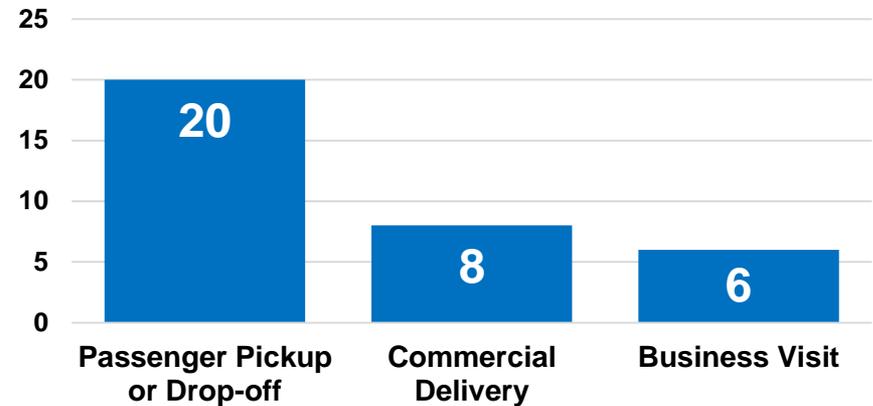
Bus Stop Outreach

- 2 bus stop outreach sessions where transit riders were asked “what would make your bus ride better?”
- Most riders described issues with bus bunching and low schedule adherence



Double Parking Survey

Purpose of Visit to Broadway



Summary / Next Steps

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SUMMARY

- Add offset bus lane on southbound Broadway from 230 St to 225 St
- Restrict right turn from northbound Broadway to Exterior St where queue jump will be installed
 - Combine bus only signal with Leading Pedestrian Interval (LPI) to give pedestrians and buses a head start
- Expand commercial loading access on Broadway service road, provide commercial parking opportunities on 228 St
- Directly improve bus speeds for **5,500 daily riders** and provide a more reliable commute for **38,500 weekday bus riders**



Timeline

- **July & August 2019:** Gather feedback from bus riders/businesses along corridor
- **September 2019:** Corridor design presentation to Community Board 8 and finalize plan
- **Late Fall:** Street design implementation
- **Winter 2020 & Beyond:** Post-implementation data collection & monitoring

THANK YOU!

Questions?



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