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Planning & Outreach
Better Buses Action Plan

• Improve bus speeds by 25%
• Install 10-15 miles of new bus lanes per year
• Improve 5 miles of existing bus lanes per year
• Support MTA Bus Network Redesign efforts with borough bus priority plans
NYCDOT analyzed Bronx corridors to determine where bus lanes and other bus priority are most needed.

Both E.L. Grant Hwy and E 167th/E 168th St identified as top Bronx corridors.

High ranking due to:
- High ridership & high volume of buses
- Slow and unreliable bus service
- Important cross-borough connections
E 167th St / E168th St
Background
Corridor Background & Issues

- Bx35 carries 22,000 weekday riders
- Important crosstown connections to 8 bus routes and the 4, B/D Trains, and Manhattan
- Average bus speeds:
  - 4.7 mph AM peak
  - 4.3 mph PM peak
- Key issues:
  - Congested corridor w/ slow bus speeds
  - Double parking and loading
  - Vehicles blocking bus stops

E 167th St and Morris St (looking west)
Bus Speeds

Bx35 Speed (mph) – AM Peak Eastbound

Bx35 Speed (mph) – PM Peak Westbound

Source: NYCT BusTime Data (local, limited, and SBS routes)
Existing Conditions

Double parking, blocked bike lane, and bus stuck in traffic at E 168th St and Fulton St (looking east)
Proposals
Proposed Locations for Bus Lanes, Queue Jump Signals, and Curb Regulation Changes in CB3

- Proposed curbside bus lane
- Proposed queue jump signal
- Proposed new meters/truck loading
- Bus Stop locations post-redesign
Proposed Treatments

Benefits of proposed treatments:
• Increase bus speeds by allowing buses to bypass traffic queues
• Make bus travel times more reliable
• Improve traffic conditions by reducing double parking/loading

Queue Jump Signals
5th Ave @ 79th St, Manhattan

Segments of Bus/Bike Lanes
Broadway @ Whitney St, Queens

Curb Management
178th St @ Hughes Ave, the Bronx
Proposed Street Design

E 168th St & 3rd Ave

Existing

Proposed
Making it Work

*DOT is studying additional changes to support this design and create a safer, better functioning corridor for all users*

- Changes being studied:
  1. New metered parking or truck loading zones to reduce double parking and lane blocking
  2. Queue Jump Signals to allow buses to have a jump start at certain intersections

- We will continue to identify and coordinate with community stakeholders throughout project
Next Steps
Project Timeline

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**Fall 2019**
- Present potential treatments to Community Boards 3 & 4
- Ongoing coordination with MTA
- Data analysis and plan development

**Winter 2019/2020**
- Develop draft street design plans & continue data analysis
- Present draft plans to Community Boards 3 & 4
- Continue to identify/meet with other stakeholders

**Early Spring 2020**
- Develop final street design plans
- Share final plans with Community Boards 3 & 4

**Late Spring-Fall 2020**
- Implement projects
Continuing Community Engagement

Suggestions on additional organizations/stakeholders we should reach out to?

Past outreach:
• MTA Bronx Bus Redesign / NYC DOT Better Buses
  • Open Houses
  • Community Board presentations
THANK YOU!

Questions?
Appendix
Proposed Locations for Bus Lanes, Queue Jump Signals, and Curb Regulation Changes in CB4

- Proposed curbside bus lane
- Proposed queue jump signal
- Proposed new meters/truck loading
- Bus Stop locations post-redesign