Bx35 Bus Priority and Safety Improvements
Bronx Community Board 4 Municipal Services Committee | February 5, 2020
Table of Contents

- Planning & Outreach
- E.L Grant Highway
  - Background
  - Proposals
- E 167th St/E 168th St
  - Background
  - Proposals
- Next Steps
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
Harlem River Bridge Access: Connecting Communities

• Edward L Grant Highway identified as priority project in the Connecting Communities Plan (May 2018)
  – Protected bicycle lane improves bicycle and pedestrian safety and enhances access to/from Manhattan via Washington Bridge
  – Over 350 cyclists and 515 pedestrians use the Washington Bridge daily (7am-7pm)
Outreach

Community Engagement to Date

• Connecting Communities (Harlem River Bridge Access)
  ▪ 12 Workshops in Manhattan and the Bronx
    – Mullaly Recreational Center on Sept 10, 2015
    – Bronx Lebanon Hospital on March 29, 2016
  ▪ On-bridge outreach

• MTA Bronx Bus Redesign / NYCDOT Better Buses
  ▪ Open Houses
    – Bronx Museum on June 12, 2019
  ▪ Presentation to Community Board 4 on November 26, 2019
  ▪ Presentation to Community Board 3 on December 17, 2019

DOT will continue to identify and meet with community stakeholders throughout project development and implementation
E.L. Grant Highway
Background
Existing Conditions

Double Parking

Frequent Bus Service & High Ridership

Unprotected Bike Lanes

Long Crossing Distances
MTA Redesign

- Bx11 service will run on E L Grant Hwy instead of Ogden Av, 168 St, and Shakespeare Av
- MTA redesign increases bus services on EL Grant Hwy. During peak times, up to 37 buses per hour will service the corridor
Bus Ridership

• After redesign, E L Grant Hwy will carry over 26,000 daily passengers on the Bx11, Bx13, and Bx35
  – Total routes carry 56,000 daily passengers
• 33% - 71% of people traveling on corridor are on buses
• Despite high ridership, minimal space dedicated to buses, resulting in slow bus speeds:
  – 6.7 mph avg in AM Peak
  – 5.7 mph avg in PM Peak
Traffic Safety

EL Grant is a Vision Zero Priority Area:

- 44 motorists, pedestrians, and cyclists injured per year (2013-2017)
- Long crossing distances
- Unprotected bicycle facilities
- Wide roadway encourages speeding

Edward L Grant Hwy, Jerome Av – Cross Bronx Expwy
Injury Summary, 2013-2017 (5 years)

<table>
<thead>
<tr>
<th></th>
<th>Total Injuries</th>
<th>Severe Injuries</th>
<th>Fatalities</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pedestrian</td>
<td>28</td>
<td>2</td>
<td>0</td>
</tr>
<tr>
<td>Bicyclists</td>
<td>15</td>
<td>3</td>
<td>0</td>
</tr>
<tr>
<td>Motor Vehicle Occupant</td>
<td>176</td>
<td>3</td>
<td>0</td>
</tr>
<tr>
<td>Total</td>
<td>219</td>
<td>8</td>
<td>0</td>
</tr>
</tbody>
</table>

Proposals
**Toolbox - Transit**

**Offset Bus Lanes**
- Webster Ave and 167 St

**Bus Boarding Islands**
- Willis Ave and 144 St

**Center Running Bus Lane**
- E L Grant Hwy and Cross Bronx Expwy

**Physical Protection**
- 161 St and Sherman Ave
Toolbox – Pedestrian and Bicycle Safety

Protected Bicycle Lane w/ Pedestrian Islands
- Skillman Av and 49 St, Queens

Offset Crossings
- 4 Ave and 7 St, Brooklyn

Median Extension
- Grand Concourse and 144 St
Proposed Treatment

Existing

- Parking to remain

Proposed

- Typical section with no bus stop: Parking to remain
- Typical section with bus stop: No parking for the length of the bus stop
Existing
Proposed Treatment
Key Features of Treatment

- Shorter crossing distances
- Additional pedestrian refuge space
- Safer bike infrastructure
Key Features of Treatment

- Shorter crossing distances
- Safer bike infrastructure
- Enhanced bus stop accessibility
- Additional pedestrian refuge space
- Protected bus lanes improves bus speed and operations
- Safer bike infrastructure
Key Features of Treatment

- Shorter crossing distances
- Safer bike infrastructure
- Enhanced bus stop accessibility
- Additional pedestrian refuge space
- Protected bus lanes improve bus speed and operations

Note: At bus stop locations, roadway is not wide enough to provide parking
Benefits of Treatment

- Improves bus speeds and reliability
- Improves bus stop accessibility
- Shortens crossing distances
- Enhances pedestrian safety
- Improves bicycle safety
- Reduces double parking or barriers to bus lane

161st St and Morris Ave
Example – Protected Bike Lane with Bus Boarding Island

Willis Ave and 144th St
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. Three left turn bans
  2. New metered parking or truck loading zones to reduce double parking and lane blocking
  3. Signal timing adjustments
  4. Design options to accommodate parking

• We will continue to coordinate with community stakeholders throughout project
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
- 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 and traffic at E 167th St and Grand Concourse (looking east)

Double parking at E 167th St and Morris Ave (looking west)
Proposals
Proposed Treatments

**Queue Jump Signals**

- 5th Ave @ 79th St, Manhattan

**Segments of Bus/Bike Lanes**

- Broadway @ Whitney St, Queens

**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

**Curb Management**

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

E 167th St & Gerard Ave

Existing

- 9' Parking Lane
- 11' Travel Lane
- 11' Travel Lane
- 9' Parking Lane

Proposed

- 14' Travel Lane
- 14' Travel Lane
Existing Street Design
Proposed Street Design
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 coordinate with community stakeholders throughout project

Queue Jump Signal

Broadway @ Corona Ave, Queens
Next Steps
Project Timeline

---

**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:

- Connecting Communities (Harlem River Bridge Access)
  - 12 Workshops in Manhattan and the Bronx
  - On-bridge outreach

- MTA Bronx Bus Redesign / NYC DOT Better Buses
  - Open Houses
  - Community Board presentations
THANK YOU!

Questions?