

# 2020 Bus Priority Improvements

Bronx Community Board 5 Municipal Services Committee | December 3, 2019





# 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 improve bus service across all 5 boroughs



# BETTER BUSES ACTION PLAN UPDATE

## Webster Avenue, E 176 St – E 174 St

- Addition of southbound bus lane resulted in a 37% improvement in bus speeds in the PM Peak
- Pedestrian safety enhancements calmed turns onto Cross Bronx Expwy
- Pedestrian island will be installed in Spring 2020

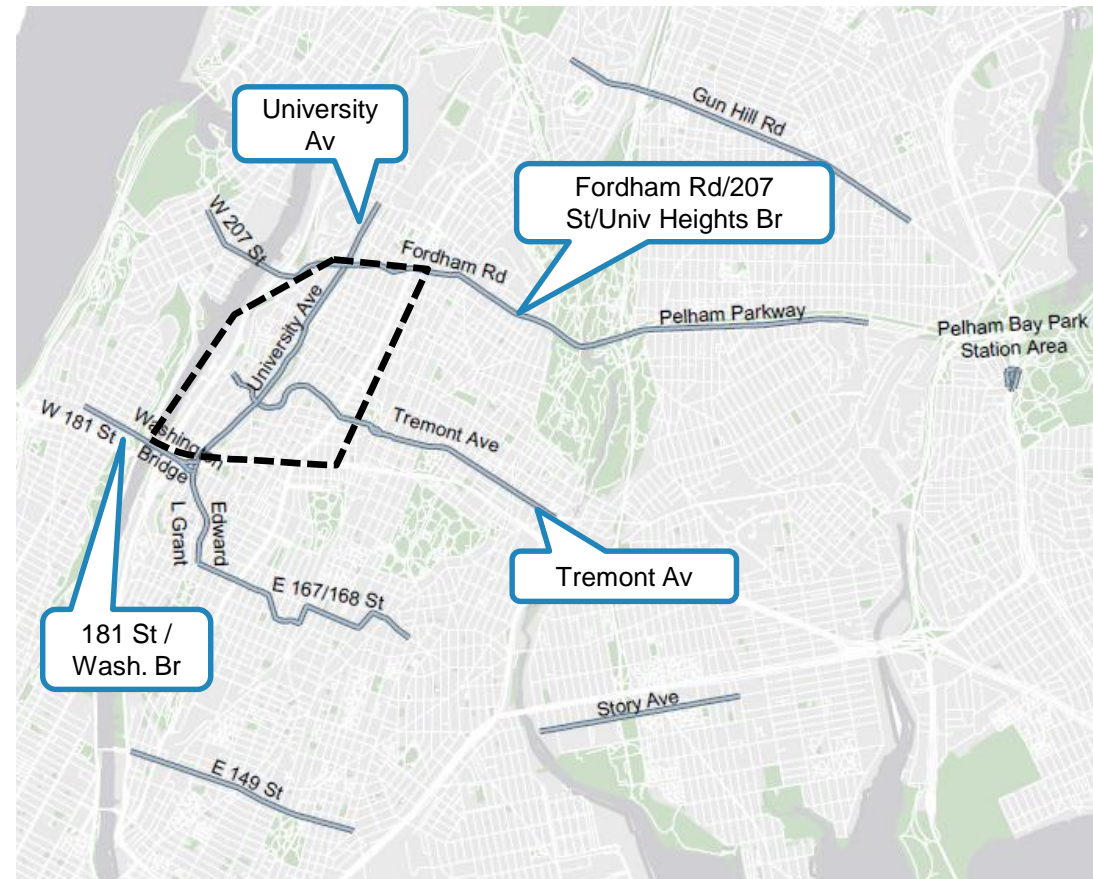
### Percent Change in Running Time (Oct 2018 vs Oct 2019)

| Time Period        | Bx41 Lcl & SBS |
|--------------------|----------------|
| 6:00 AM - 10:00 AM | -11%           |
| 3:00 PM – 7:00 PM  | -37%           |





# 2020 BRONX BUS PRIORITY CORRIDORS



 Community Board 5 Boundary

- As part of MTA's Bronx Bus Network Redesign process, NYC DOT analyzed 46 major Bronx corridors to identify where bus lanes and other treatments would speed up buses and allow the MTA to operate more frequent service
- NYC DOT selected 10 of the highest ranking corridors, including 4 within CB5:
  - Tremont Avenue
  - University Avenue
  - Washington Bridge / 181 St
  - Fordham Road / 207 St / University Heights Bridge



# POTENTIAL BUS PRIORITY TREATMENTS

**Bus Boarders**



*14 St, Manhattan*

**Queue Jump Signals**



*5 Ave & 79 St, Manhattan*

**Bus Boarding Islands**



*E L Grant Hwy & Washington Bridge*

**Short Segments of Bus/Bike Lanes**



*Broadway & Whitney Ave, Queens*

**Offset Bus Lanes**



*Webster Ave & Cross Bronx Expwy*

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**Tremont Avenue**

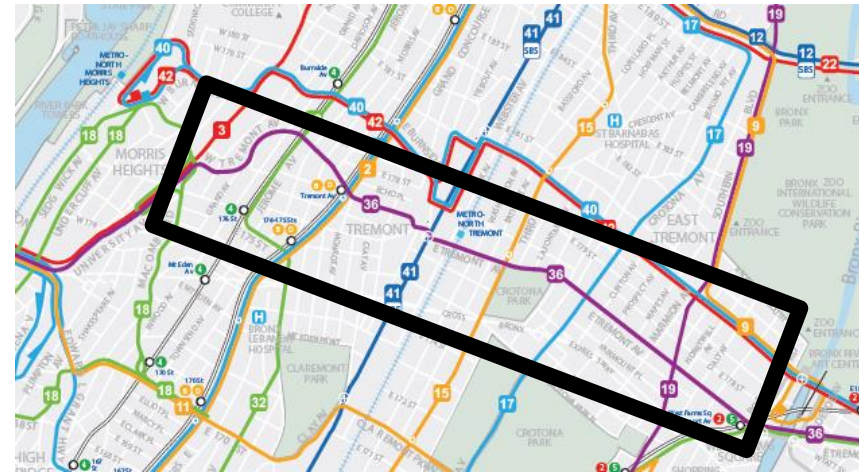
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# TREMONT AVE

## Sedgwick Av to Boston Rd

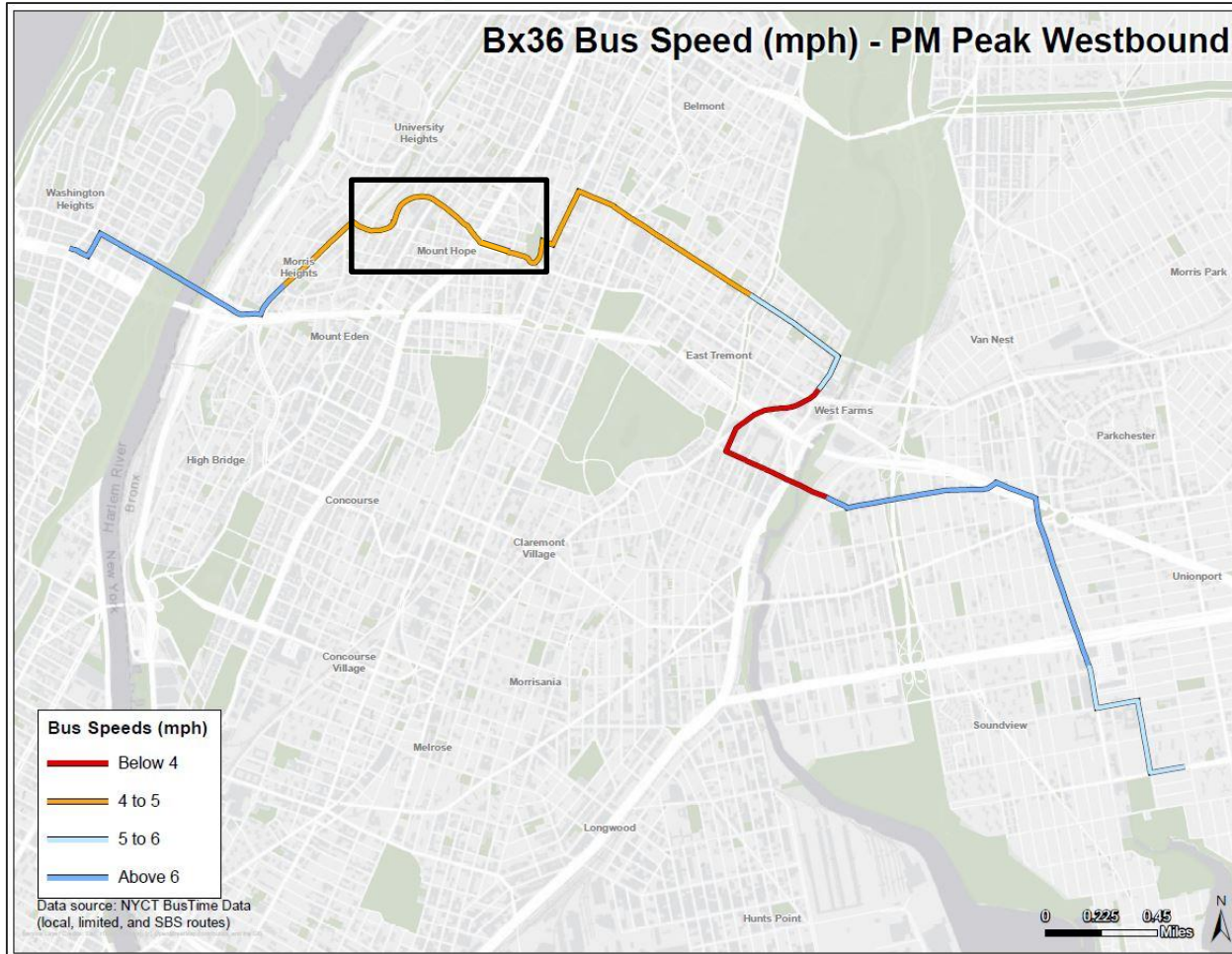
- Bus Routes:
  - Bx36 (after redesign)
    - Carries 36,800 weekday riders
- Major destinations:
  - Tremont Ave Shopping
  - Tremont Park
  - Connections 11 Bus Routes and the B/D, 2/5 Subway Lines and Metro-North Trains
- Bus speeds (average):
  - 4.3 mph average during PM peak
- Key issues:
  - Congested corridor with slow bus speeds
  - Buses caught in traffic
  - Double parking
  - Vehicles blocking bus stops



E. Tremont Ave and Grand Ave (looking west)

# TREMONT AVE

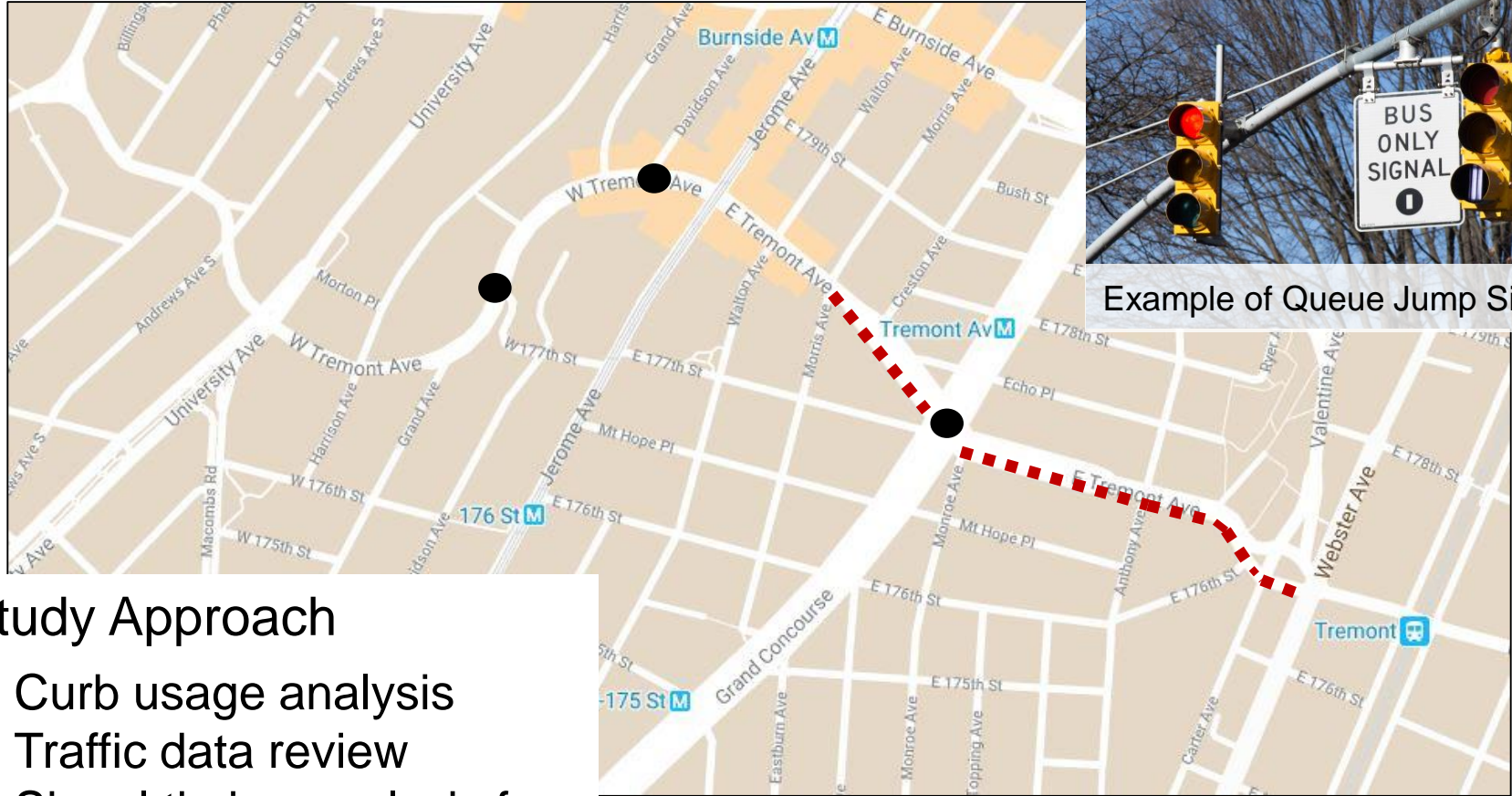
## Bx36 Bus Speeds in CB 5



CB 5



# TREATMENT STUDY LOCATIONS IN CB 5



Example of Queue Jump Signal

## Study Approach

- Curb usage analysis
- Traffic data review
- Signal timing analysis for queue jump signals
- Feasibility of treatments

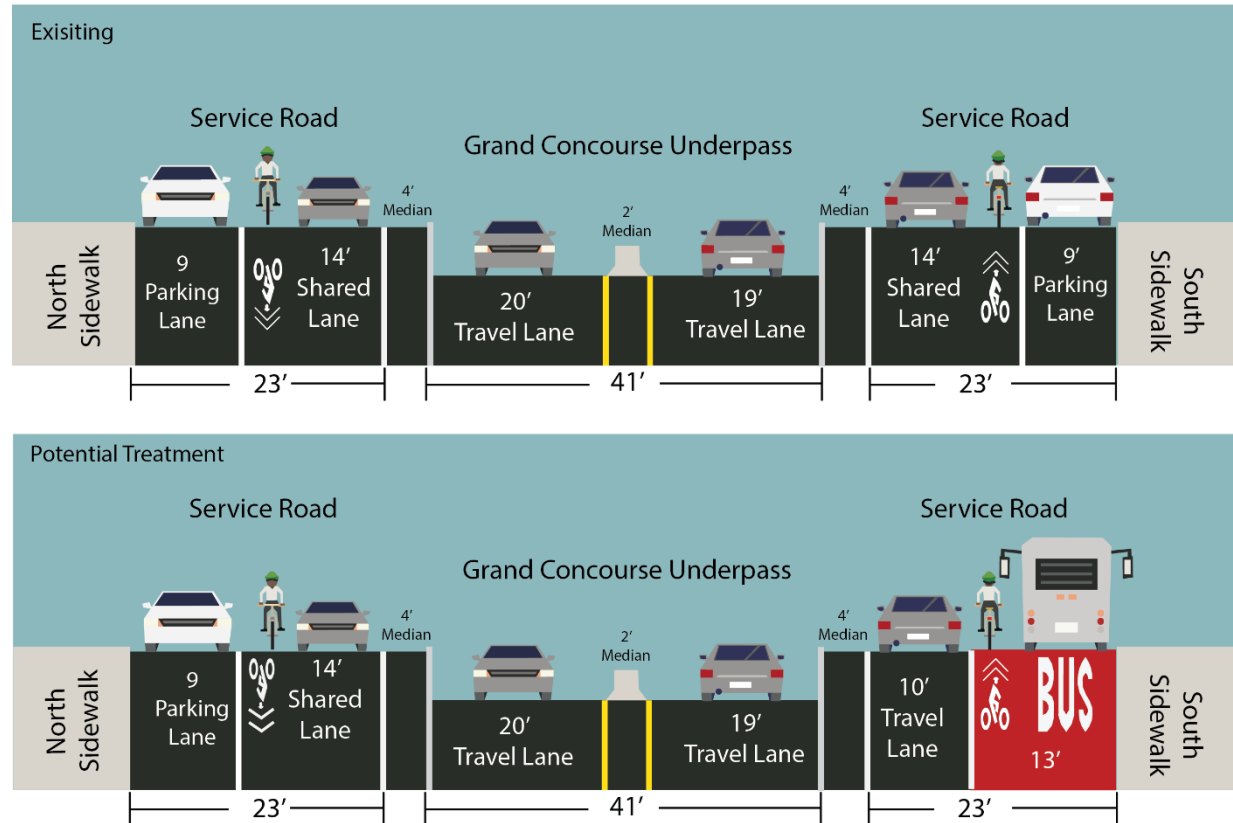
- Study locations for short bus/bike lane segments
- Study locations for queue jump signals

# TREATMENTS BEING STUDIED

## Tremont Ave b/n Morris Ave & Grand Concourse

### Benefits of potential treatments:

- Increased bus speeds by eliminating weaving in/out of traffic
- Improved bus stop accessibility



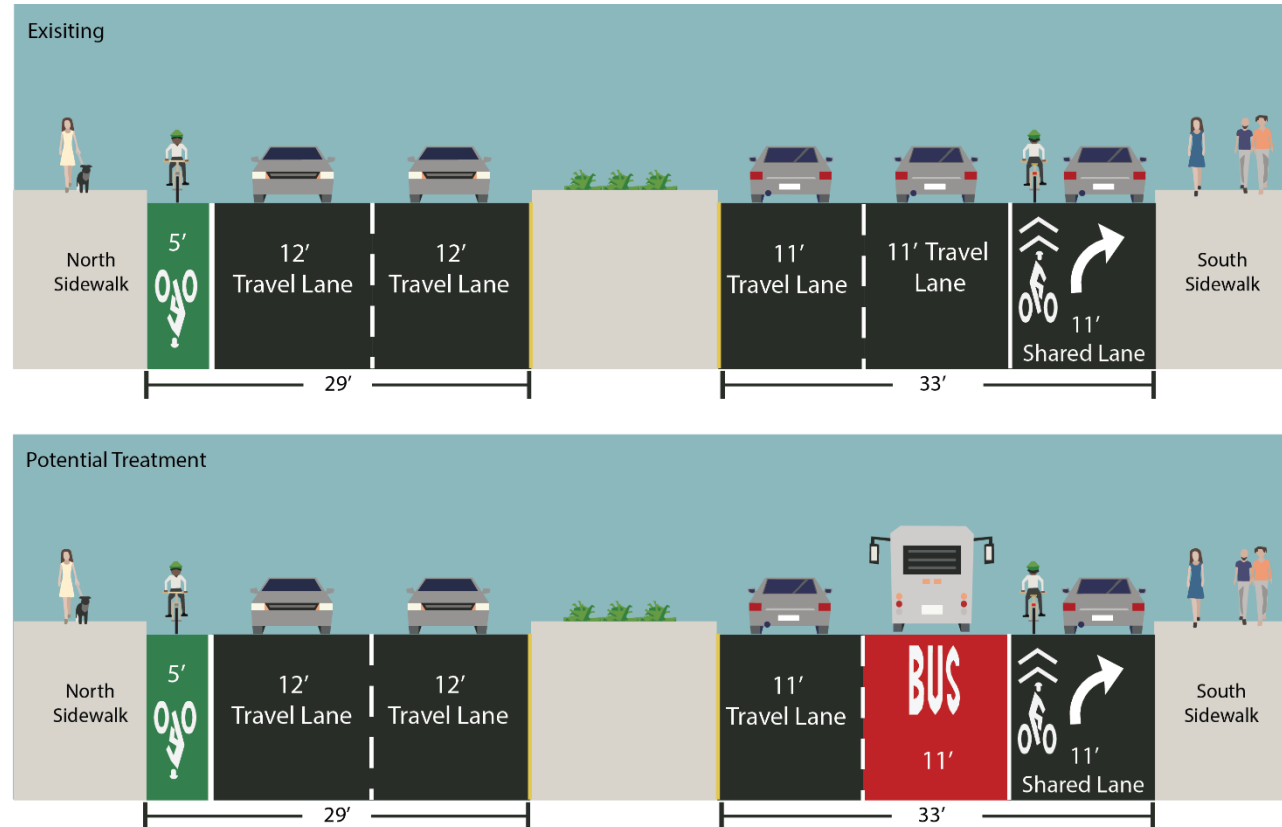


# TREATMENTS BEING STUDIED

## Tremont Av b/n Anthony Ave and Valentine Ave

### Benefits of potential treatments:

- Increased bus speeds by eliminating weaving in/out of traffic



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# University Avenue

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# Kingsbridge Rd to Washington Bridge

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# CURRENT CONDITIONS



University Ave at 176 St, Looking South



University Ave at Tremont Ave, Looking South



University Ave at Fordham Rd, Looking North



University Ave at 188 St, Looking South

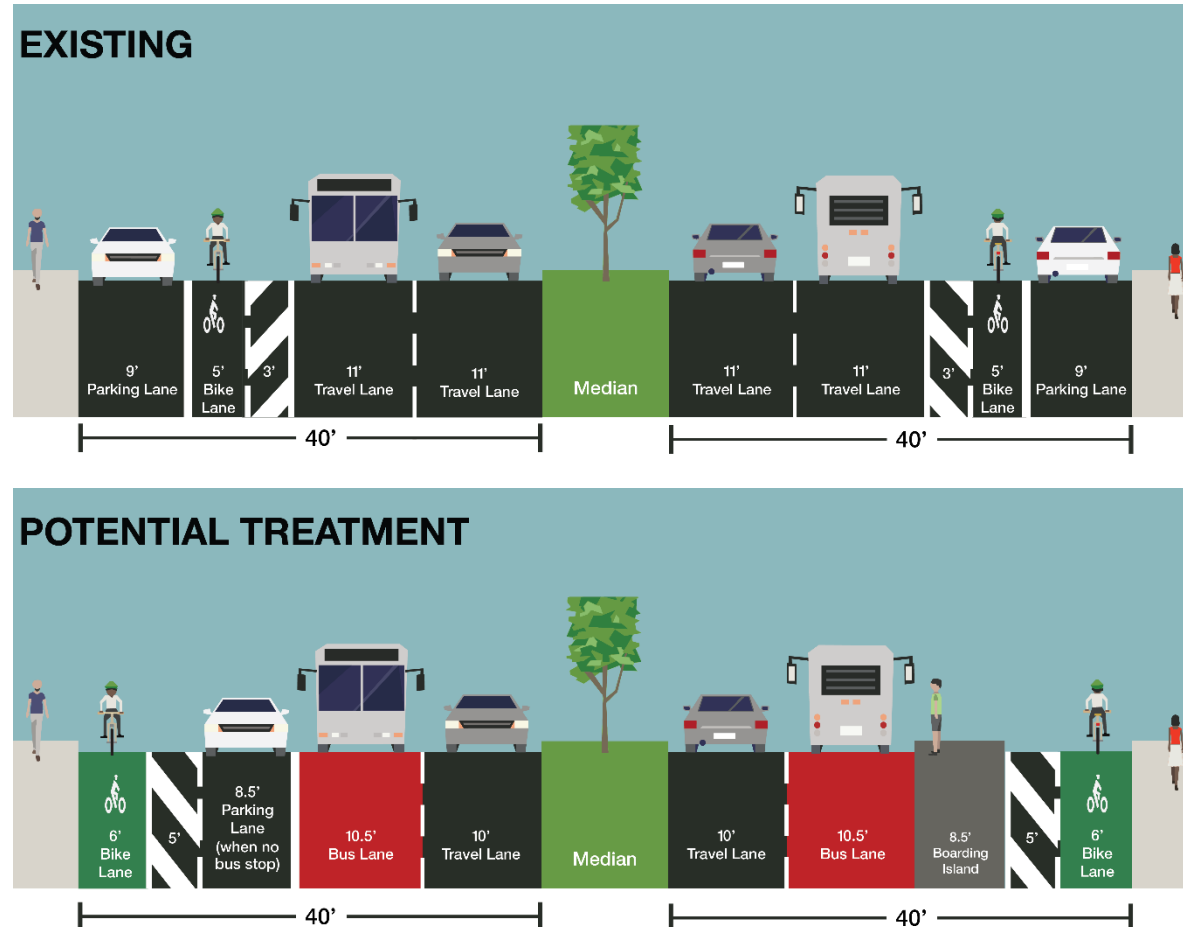


# TREATMENTS BEING STUDIED

## University Avenue, South of Tremont Ave

### Benefits of potential treatments:

- Increased bus speeds by eliminating weaving in/out of stops
- Improved bus stop accessibility
- Reduced crossing distances and improved pedestrian safety
- Enhanced bicycle safety and comfort
- Reduced sidewalk congestion

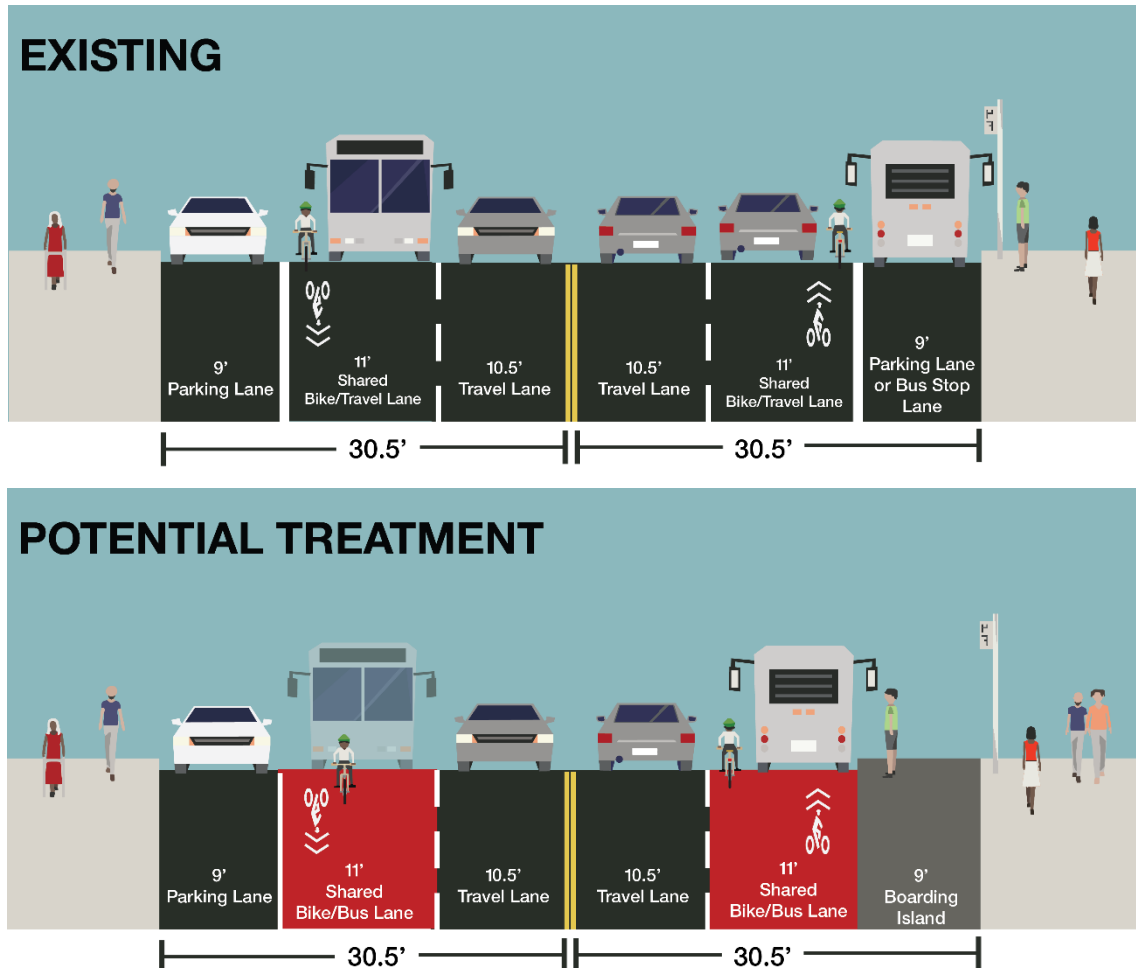


# TREATMENTS BEING STUDIED

## University Avenue, North of Tremont Ave

### Benefits of potential treatments:

- Streamlined boarding
- Increased bus speeds by eliminating weaving in/out of stops
- Improved bus stop accessibility
- Reduced vehicle/bicycle conflicts
- Reduced sidewalk congestion





# TREATMENTS BEING STUDIED

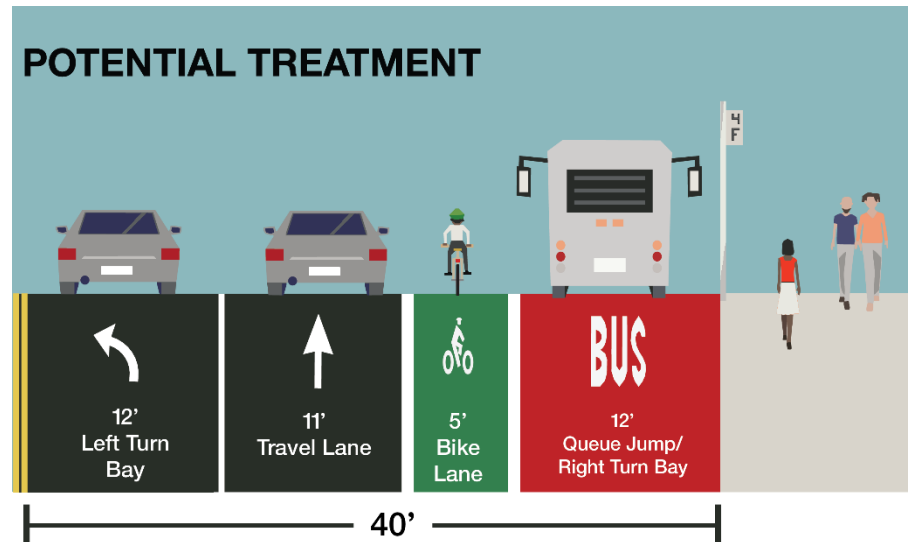
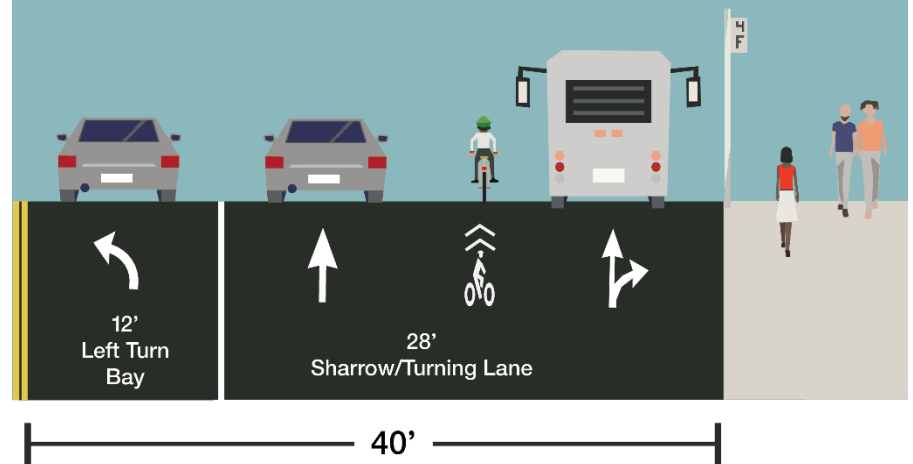
## University Avenue and Fordham Rd

### Benefits of potential treatments:

- Buses and bikes can bypass general traffic
- Increased bus speeds
- Reduced vehicle/bus/bike conflicts

*Note: Investigating queue jump signal at this intersection in both directions*

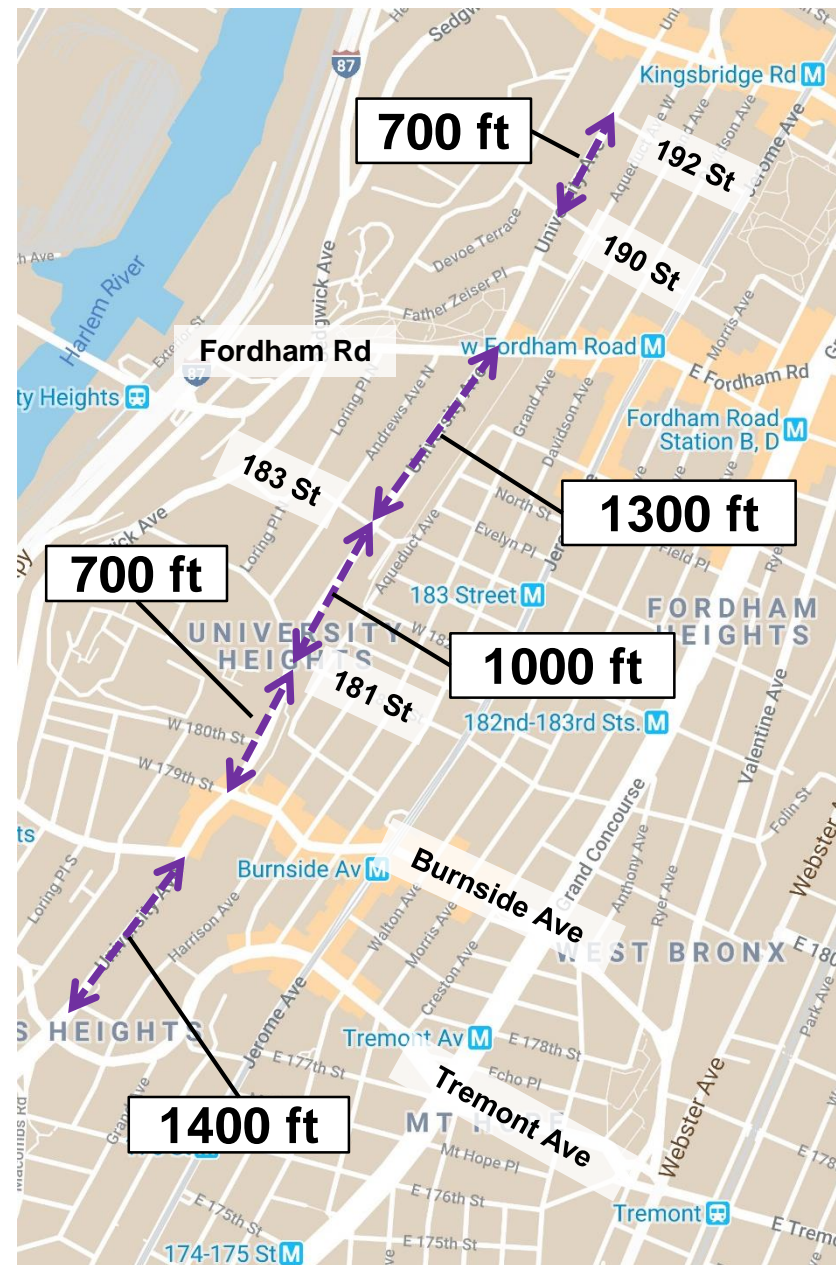
EXISTING - Looking North, approaching Fordham Rd



# POTENTIAL TREATMENTS

## Pedestrian Crossings

- Numerous locations with long distances between pedestrian crossings
- DOT is currently conducting traffic signal studies at 5 locations and will follow up with results





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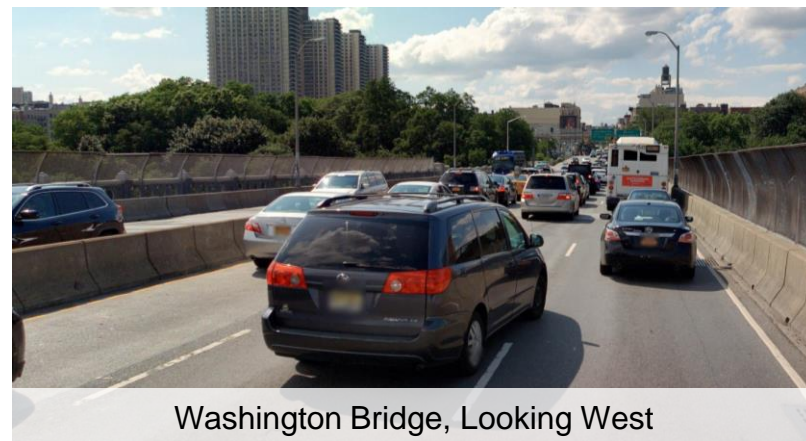
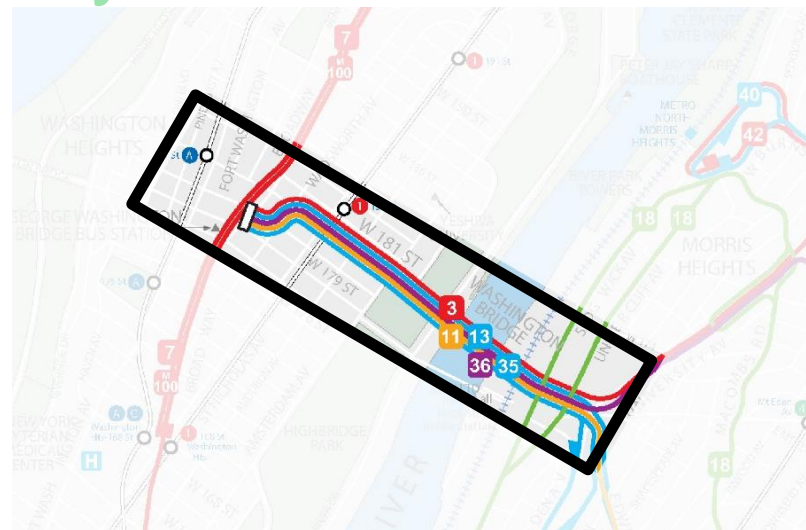
# Washington Bridge

# 3

# WASHINGTON BRIDGE

## Amsterdam Ave to University Ave

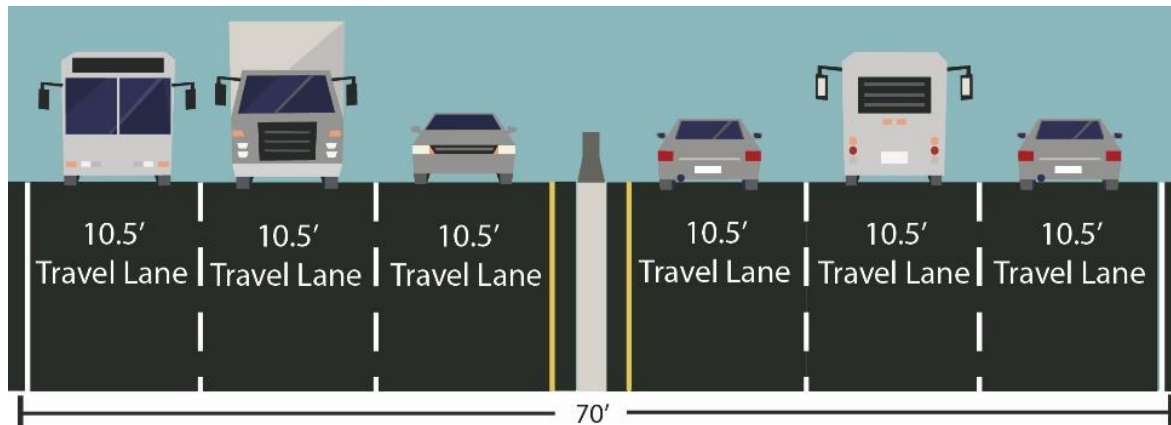
- Routes:
  - Bx3, Bx11, Bx13, Bx35, and Bx36
    - Combined 111,400 weekday riders
    - 36,800 weekday riders cross the Washington Bridge
- Major destinations:
  - A and 1 trains in Manhattan
  - George Washington Bridge Bus Station
  - Educational and medical facilities
  - Washington Heights retail
- Bus speeds (average)
  - 9.9 mph during AM Peak
  - 8.2 mph during PM Peak
- Key issues:
  - Slow bus speeds and traffic congestion, especially at intersections at ends of the bridge



Washington Bridge, Looking West

# CURRENT CONDITIONS

## Washington Bridge



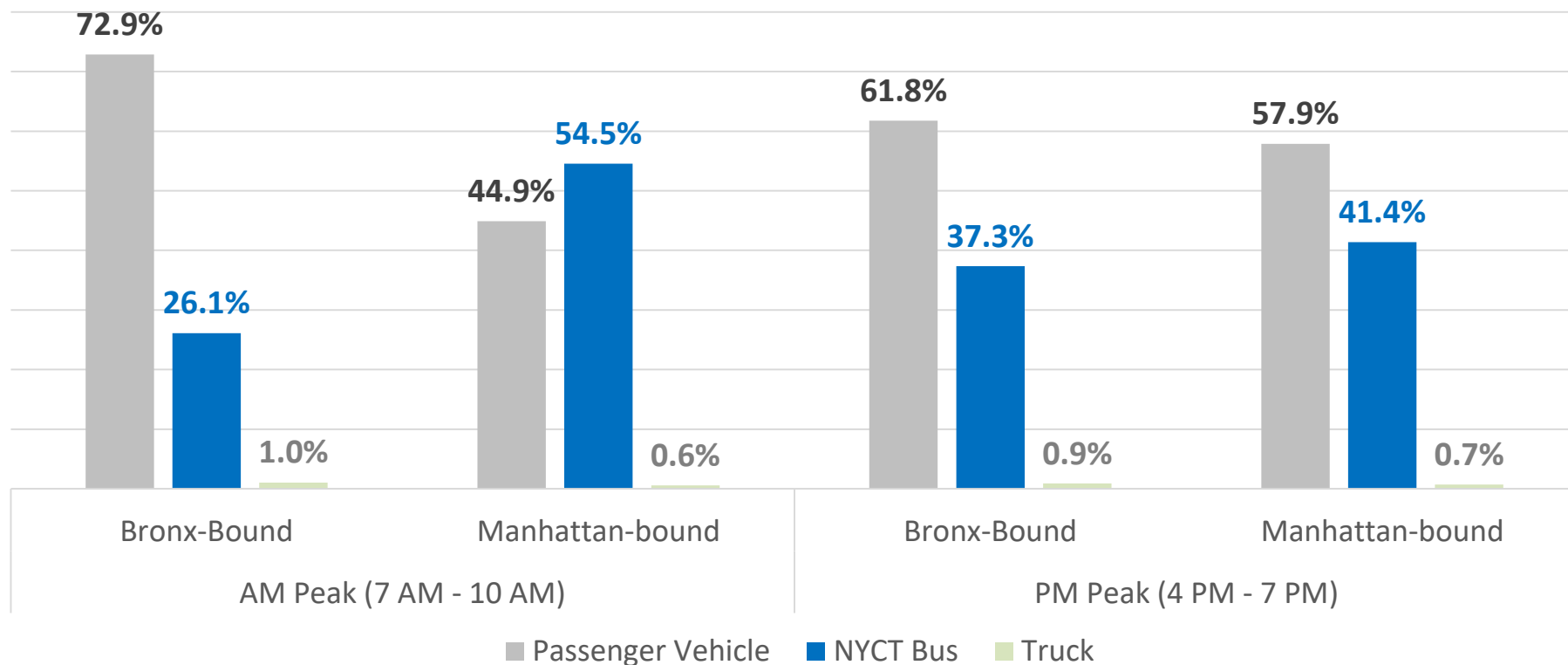
Washington Bridge and Amsterdam Ave



# CURRENT CONDITIONS

## Washington Bridge

**Percent of People Traveling by Passenger Vehicle, NYCT Bus, or Truck**  
Weekday Peak Periods

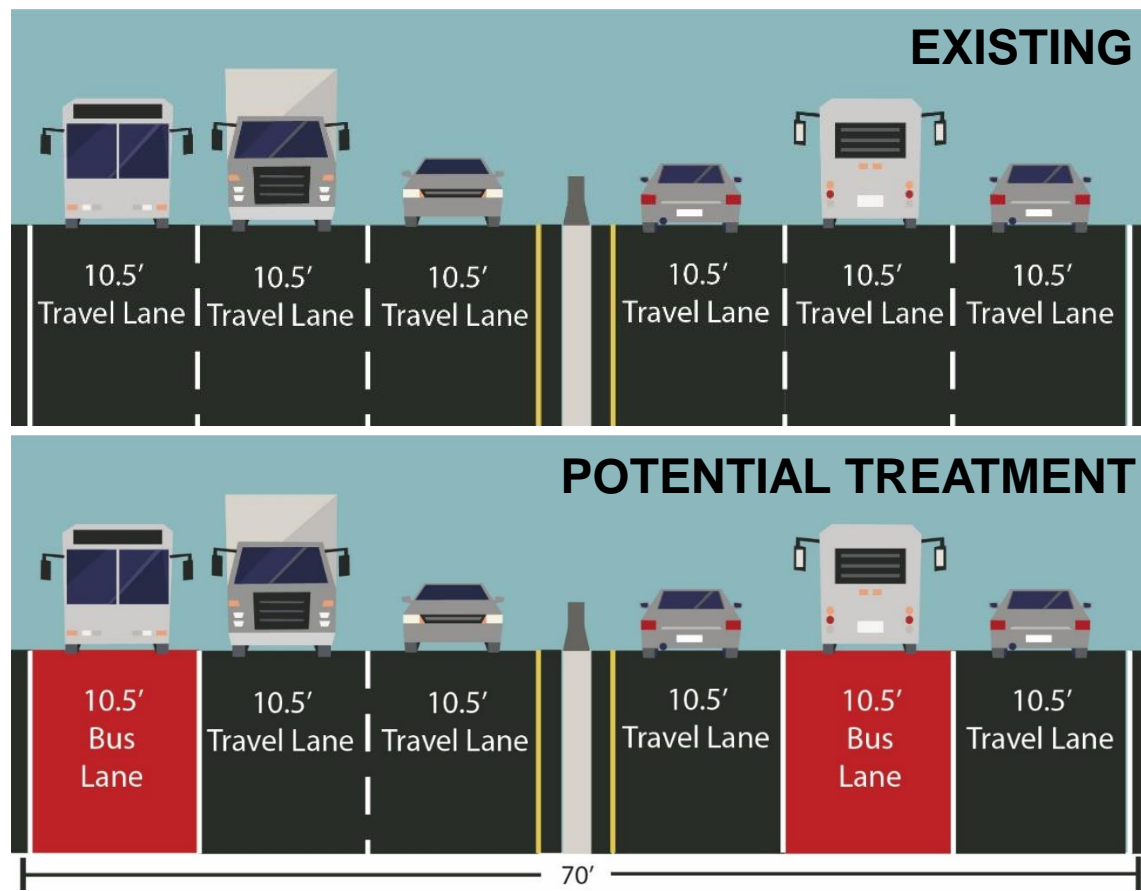


# TREATMENTS BEING STUDIED

## Washington Bridge

### Benefits of potential treatments:

- Increased bus speeds
- Direct decrease in travel times for 36,800 bus riders
- Improved reliability for 111,400 riders on all 5 MTA bus routes
- Improved bus speeds for all other buses, including school buses and non-MTA buses



Proposed: Bus Lanes on Washington Bridge, Looking West (Manhattan-bound)

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# Fordham Road

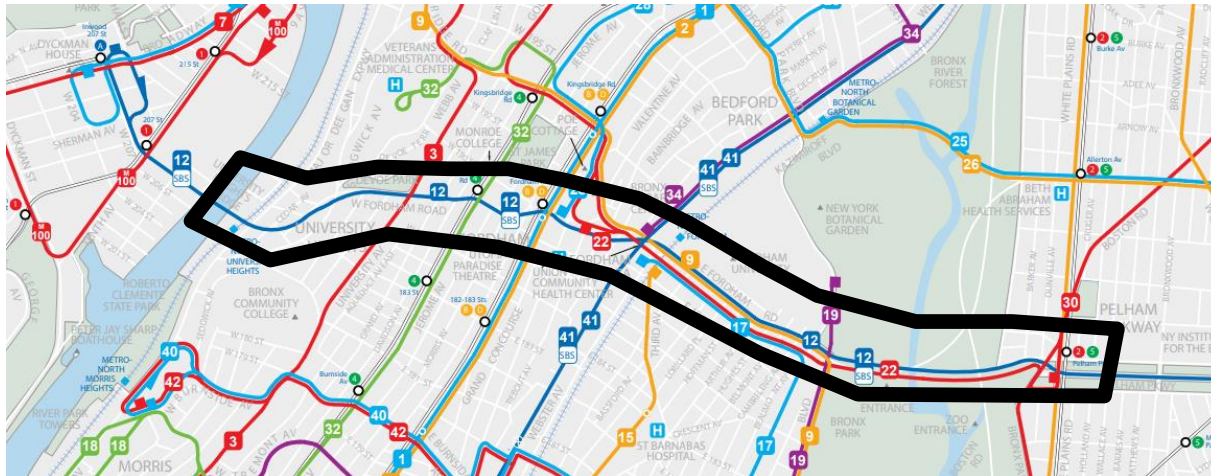
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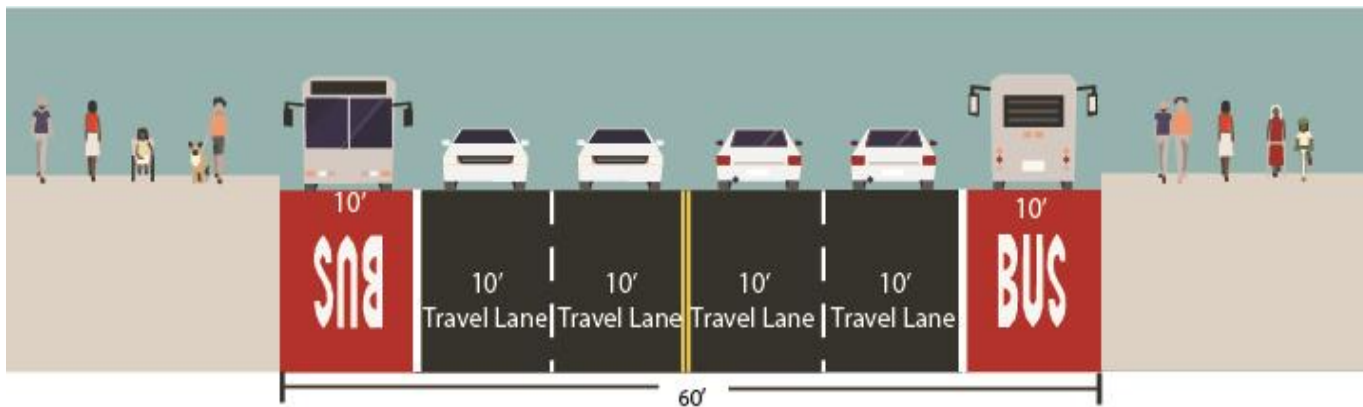
# FORDHAM RD

## 9 Ave to White Plains Rd

- Routes:
  - Bx9, Bx12 SBS/Local, Bx17, Bx22, B-L 60, B-L 61, B-L 62
    - 113,700 (NYCT routes only)
    - 53,100 use the Bx12 SBS and Local
- Bus Speeds (Average):
  - 6.8 mph during AM Peak, 5.9 during PM Peak
- Key issues:
  - Significant and consistent decline in bus speeds in recent years
  - High curb demand, frequently blocked bus lanes
  - Traffic and sidewalk congestion



# CURRENT CONDITIONS

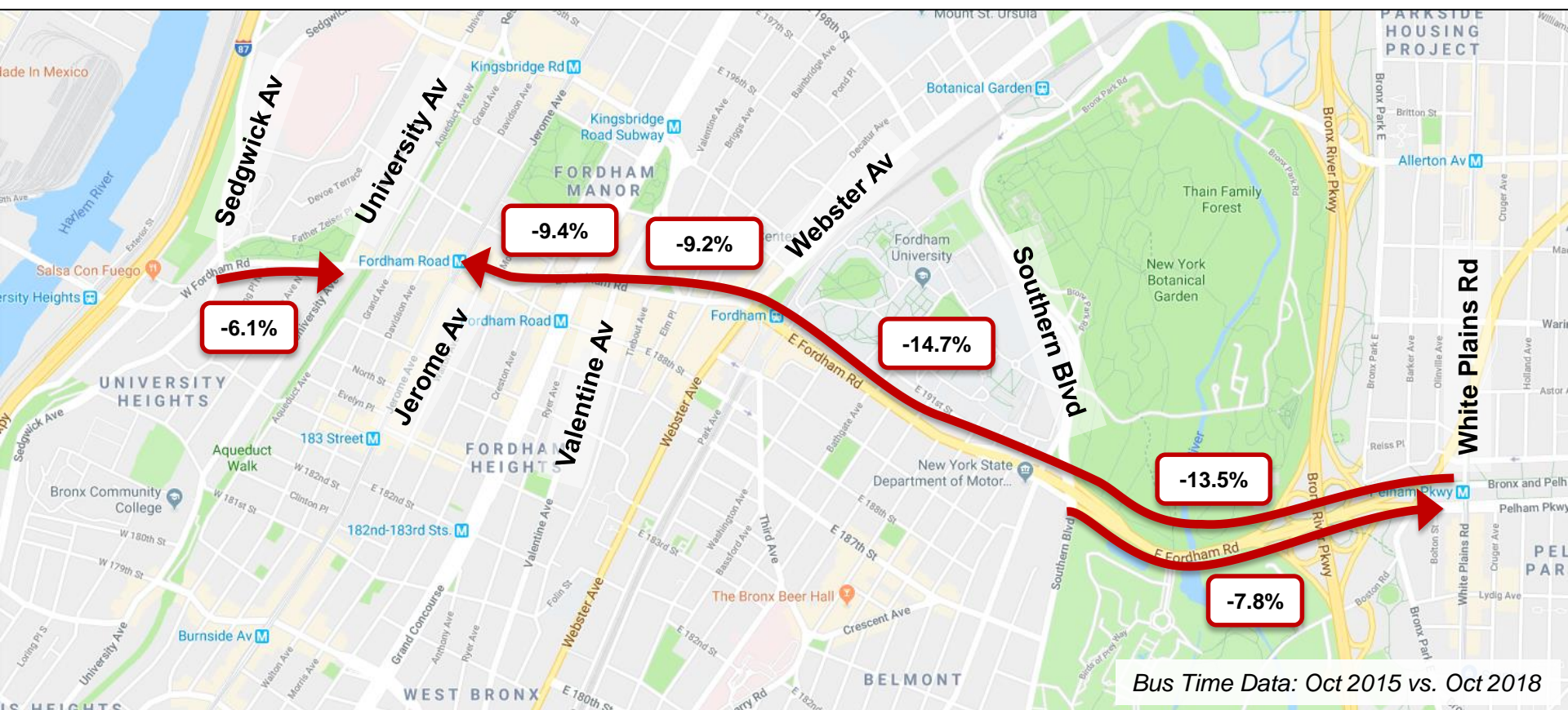


Fordham Rd at Valentine Ave, Looking East



# DECLINING BUS SPEEDS

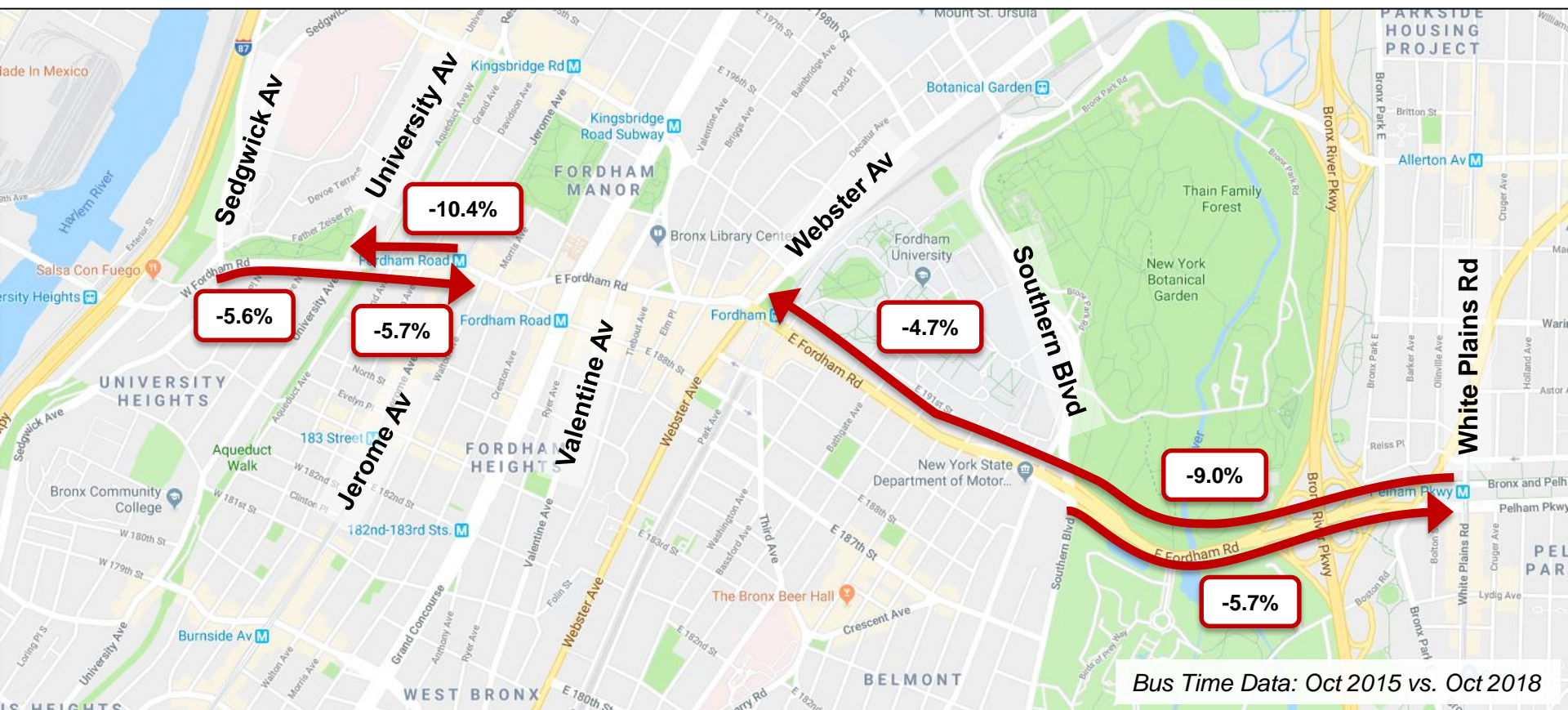
## AM Peak Hour





# DECLINING BUS SPEEDS

## PM Peak Hour



# ONGOING ANALYSIS

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- Field observations
- Time lapse and video data collection
- Traffic modeling
- Design and engineering
- Stakeholder engagement and feedback





# ONGOING OUTREACH

- Street Ambassador outreach
  - Merchant surveys
  - Shopper surveys
  - Community events (e.g. Bronx Night market)
- MTA Bronx redesign meetings
- Local stakeholders and elected officials





# NEXT STEPS

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## Winter / Spring 2020

- Analyze traffic and bus data
- Develop draft street design plans
- Present draft plan to Community Board 5 and local stakeholders

## Later in 2020

- Develop detailed final plans
- Present detailed final plans to Community Board 5 and local stakeholders
- Implement project improvements

# THANK YOU!

Questions?

[nyc.gov/betterbuses](https://nyc.gov/betterbuses)



NYC DOT



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