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Background
Bus Service Overview

- **4 bus routes, 55,000 daily riders**
  - Bx2, Bx4, Bx17, Bx19
- **Major connections:**
  - 1 2 3 4 5 6 A B C D
  - Lincoln Medical Center
  - The Hub
  - Hostos Community College
- **Key issues:**
  - Traffic congestion and slow bus speeds at all times of day
  - Double parking, weaving and merging
Current Bus Speeds

- Buses on 149th St move at walking speed or slower most of the day
  
  **Eastbound:** 4.3 mph
  **Westbound:** 3.9 mph
  *(Mon-Thu, 6am-6pm average)*

- This causes backups across the entire route, sends buses off schedule, and causes buses to arrive 2 or 3 at a time
Congestion

- Blocks buses, emergency vehicles and cars
- Causes buses to arrive off schedule, 2 or 3 buses at a time
- Can be addressed by:
  - Adjusting traffic light timing
  - Adding turn bays which prevent turning vehicles from blocking traffic
  - Adding bus lanes for buses and emergency vehicles

Between Brook Ave and Bergen Ave
Between Gerard Ave and Walton Ave
Between Third Ave and Courtlandt Ave
Double Parking

• Reduces traffic to one lane across much of the corridor, at all times of day
• Worsens existing congestion
• Addressed by:
  • Metering commercial blocks
  • Adding loading zones
  • Adding bus lanes to keep buses and emergency vehicles moving

Between Third Ave and Courtlandt Ave
Between Wales Ave and Concord Ave
Between Brook Ave and Bergen Ave
Time Lapse Photo Study

- In March 2020, DOT hung a time lapse camera at Gerard Ave, an observed traffic hotspot
  - Took a photo every minute, from 6am to 8pm, to observe congestion throughout the day and week
- Footage showed severe congestion all day, especially eastbound (right side of photos)
- *Note: photos taken March 4-8, before COVID-19 outbreak*
Transporting Essential Workers
During and After COVID-19
Transporting Essential Workers

- 38% of NYC transit riders are frontline workers (nurses and medical workers, transit workers, postal/courier workers, grocery store workers, etc.)
- 79% of the city’s frontline workers are Black, Hispanic, or mixed race
- The bus routes that use 149th St serve high concentrations of frontline workers
- Roughly half of frontline workers commute during off-peak hours

Transporting Essential Workers

- Lincoln Medical Center makes 149th St a key corridor for transporting frontline workers during the COVID-19 crisis.
- Better bus service can get frontline workers to their jobs quickly and on-time, during and after the crisis.
- Bus improvements can help keep buses evenly spaced along the route, which minimizes crowding and allows social distancing onboard.
- Emergency vehicles use bus lanes to improve response times.
Proposal
Proposed Treatments

**Bus Lanes**
Webster Ave, The Bronx

**Left & Right Turn Bays**
Webster Ave, The Bronx

**Pedestrian Islands**
Baychester Ave, The Bronx

**Curb Management (Meters, Loading Zones)**
178th St, The Bronx
Existing: Exterior St to Gerard Ave
Proposed: Exterior St to Gerard Ave

- Widen pedestrian island at Gerard Ave (from 6' to 15’, ADA accessible)
- New left turn bay onto Gerard Ave
- New queue jump signal gives buses a head start after the bus lane ends
- Eastbound bus lane begins at River Ave
- Repurpose 1 parking space
- Widen pedestrian island at Gerard Ave (from 6’ to 15’, ADA accessible)
Existing: Gerard Ave to Grand Concourse

All left turns at 149th St & Grand Concourse are currently restricted (except buses)

Existing, 1-block bus lane on Grand Concourse

Vision Zero Priority Intersection

Hostos Community College

E 149th St

Walton Ave

Gerard Ave

Bx1/Bx2 Bus Stop

Bx19 bus stop
Proposed: Gerard Ave to Grand Concourse

New queue jump signal gives buses a head start after the bus lane ends

Widen pedestrian island at Grand Concourse (6’ to 9’, ADA accessible)

Remove rest of island for new left turn bay at Walton Ave

New right turn bay at Walton Ave keeps through lanes clear

Repurpose 11 parking spaces

Repurpose 5 parking spaces

New right turn restriction onto Grand Concourse

E 149th St

Gerard Ave

Walton Ave

Hostos Community College

Bx19 bus stop

Bx1/Bx2 Bus Stop

MtA

BETTER BUSES
Existing: Grand Concourse to Park Ave

- Major bus stop (connect to 2/4/5 trains, Grand Concourse Bx1/Bx2 buses, Hostos Community College)
- Bx1/Bx2 Bus Stop
- Bx2/Bx19 bus stop
- Bx19 bus stop
- Metro-North Overpass
  - No Parking Anytime
  - E 149th St
- Anthony J Griffin Pl
- Park Ave

Bx/1/Bx2 Bus Stop

Metro-North Overpass
No Parking Anytime
Proposed: Grand Concourse to Park Ave

- Wide bus lane lets buses pass each other at major bus stop
- New left turn restriction onto Anthony J Griffin PI
- New left turn bay onto Park Ave
- New right turn bay onto Anthony J Griffin PI

Metro-North Overpass No Parking Anytime
Existing: Park Ave to Morris Ave

Legal westbound left turn with no turn bay
Proposed: Park Ave to Morris Ave

Potential restoration of left turn, new left turn bay (currently being studied)
Existing: Morris Ave to Courtlandt Ave
Proposed: Morris Ave to Courtlandt Ave

New curb regulation: loading zones at select locations

E 149th St

Bx2/Bx19 bus stop

New curb regulation: loading zones at select locations

Bx2/Bx19 bus stop
Proposed: Courtlandt Ave to Third Ave

Major bus stop – connect to 2/5 trains, The Hub, Third Ave/Webster Ave buses

All turns currently restricted

4.5' wide channelized area is a hotspot for illegal parking and standing, blocking traffic

Legend: 2 5 subway entrance
Proposed: Courtlandt Ave to Third Ave

Potential Bus Boarder: widens the sidewalk and makes boarding easier for wheelchair and walker users

Example of bus boarder

New curb regulation: No Standing, No Parking or other high-turnover regulation

Bus lane moves to curb where sidewalk widens and parking ends

Legend: 2 5 = subway entrance

Daylight corner (tight turn for Bx2 bus)

Repurpose 2 parking spaces

New curb regulation: No Standing, No Parking or other high-turnover regulation

Bx2/Bx19 bus stop
Existing: Third Ave to Brook Ave

Street narrows to 27’ westbound; standing vehicles block traffic

Busy westbound right turn onto Bergen Ave

Major bus stop – connect to 2/5 trains, The Hub, Third Ave/Webster Ave buses
Proposed: Third Ave to Brook Ave

- Curbside bus lanes on this block
- Design update: no right turn bay onto Bergen Ave; replaced with parking
- New turn restrictions at Brook Ave: eastbound left & westbound left
- New metered parking for businesses
- Bx4/Bx4A/Bx19 bus stop
- Bx19 bus stop
- No Standing Mon-Sat 7a-7p
Existing: Brook Ave to Eagle Ave

Bx4/Bx4A/Bx19 Bus Stop (temporarily moved due to construction)
Proposed: Brook Ave to Eagle Ave

- Lanes shift to curb to fit new left turn bays
- Repurpose 11 parking spaces
- Repurpose 8 parking spaces
- New metered parking for businesses
- Bx19 bus stop
- Bx4/Bx4A/Bx19 Bus Stop (temporarily moved due to construction)

Design update: left turn bays lengthened
Existing: Eagle Ave to Jackson Ave
Proposed: Eagle Ave to Jackson Ave

Westbound bus lane shifts to curb for 3 blocks to accommodate left turn bays. These blocks were selected to minimize parking loss, with only 3 existing parking spaces per block.
Existing: Jackson Ave to Tinton Ave

Bx17/Bx19 bus stop
New metered parking for businesses

Bx17/Bx19 bus stop
New metered parking for businesses

Bx17/Bx19 bus stop
New metered parking for businesses
Proposed: Jackson Ave to Tinton Ave

- Westbound bus lane shifts back to offset
- New left turn bays
- New westbound left turn restriction
- Eastbound bus lane ends after last eastbound bus stop
- New left turn bay
- Repurpose 3 parking spaces
- New eastbound left turn restriction
Existing: Tinton Ave to Southern Blvd

Bx19 bus turns onto Southern Blvd
Proposed: Tinton Ave to Southern Blvd

New westbound left turn restriction

New metered parking for businesses

Proposed Tinton Ave to Southern Blvd
Proposed: E 144th St – Walton Ave to Grand Concourse

E 144th St between Walton Ave and Grand Concourse:
- Currently 35’ wide, with 1 parking lane and 1 travel lane in each direction
- Sub-standard street width has generated community complaints
- Right turn restriction from eastbound 149th St onto southbound Grand Concourse would add additional vehicles to this block (see green arrow)

Proposal: change the south curb only (7 spaces) to No Parking, Mon-Sat 8am-6pm
- Matches the adjacent blocks of E 144th St from Walton Ave to Exterior St
- Overnight and Sunday parking remains

Existing: Alt-Side Parking
Proposed: No Parking Mon-Sat 8am-6pm (repurpose 7 spaces)
Bus Lane Hours

• Bus lane hours: **7am-8pm, All Days**
  • This is when congestion takes place, and when bus speeds are 3.5 - 5.0 mph across all of 149th St

Example of bus lane without red paint
Summary: Turn Restrictions

• This project is designed to minimize turn restrictions, except at key locations to:
  • Address an immediate safety need
  • Alleviate a traffic bottleneck, and/or
  • Preserve parking

• This project includes 7 proposed turn restrictions:
  1. Eastbound right at Grand Concourse
  2. Eastbound left at Anthony J. Griffin Pl
  3. Westbound left at Brook Ave
  4. Eastbound left at Brook Ave
  5. Westbound left at Concord Ave
  6. Eastbound left at Wales Ave
  7. Westbound left at Tinton Ave
Summary: Curb Regulations

• Better curb regulations = easier to park at the curb
  1. Metered parking on commercial blocks
  2. Loading zones on parts of the busiest commercial blocks
  3. Increase turnover between Courtlandt Ave and Third Ave
June 8\textsuperscript{th} Mayoral Announcement

• Outreach for this project began in December 2019

• On June 8\textsuperscript{th}, Mayor de Blasio announced \textbf{20 new miles of bus lanes and busways} throughout NYC
  
  – Fast implementation as the city returns to work from COVID-19

• 149th St construction moved up to \textbf{begin this month}
  
  – \textbf{Install now:} Bus lanes (without red paint), “BUS ONLY” markings, basic signage, some concrete, and some curb regulation changes

  – \textbf{Install when available:} Red paint, overhead signage, signal timing changes, remaining concrete, and remaining curb regulation changes

• DOT will continue to monitor conditions during and after implementation

• DOT will continue to work with CB 1, CB 4, elected officials and stakeholders to make adjustments as needed
Next Steps
Project Timeline

Fall 2019
  • Present potential treatments to CB 4, CB 1
  • Collect traffic data & survey merchants

Winter/Spring 2020
  • Present draft street design plan to CB 4, CB 1
  • Develop detailed final plan

June 2020
  • Mayoral announcement June 8th
  • Present detailed final plan to CB 4, CB 1 & elected officials
  • Install bus lanes, street markings & basic signage

Summer 2020 - 2021
  • Add red paint, overhead signage, remaining concrete, and signal timing changes
  • Monitor performance & make adjustments as needed
THANK YOU!

Questions?