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Background
Better Buses Restart

Recovery Plan

9 busway & bus lane projects announced, focused on:

- Vulnerable populations, essential workers
- Number of bus passengers served
- Ability to implement quickly
- Geographic equity
What is a Busway?

- A busway prioritizes bus travel by restricting other traffic traveling through a corridor
  - Includes regulatory signs and bus lane markings
  - Only buses, trucks, and emergency vehicles are allowed to drive continuously along the busway
  - Other vehicles are allowed to turn onto busway for local access, such as visiting a business or pick-up/drop-off, but must make the next available turn off busway
- Thorough evaluation of curb regulations to match the needs of businesses and other entities along the corridor
- Thorough monitoring of bus and traffic operations
- Opportunity for pedestrian safety improvements

14th Street, Manhattan

BUS LANES
6AM - 10PM
ALL VEHICLES EXCEPT TRUCKS & BUSES MUST MAKE NEXT RIGHT TURN
Why 181st Street?

- 42,000 daily passengers on 5 MTA bus routes
- Routes on 181st St serve neighborhoods with high concentrations of essential workers
- Bus passengers comprise 62%-70% of roadway users on 181st St
- Average bus speed is 3.7mph
- 69% of Washington Heights and Inwood households do not have access to a car
181st St Community Advisory Board Process

- Community Advisory Board (CAB) guides project before, during, and after implementation

- CAB members include:
  - Manhattan Borough President Gale Brewer
  - State Senator Robert Jackson
  - State Assemblymember Carmen De La Rosa
  - Councilmember Ydanis Rodriguez
  - Washington Heights Business Improvement District
  - Community Board 12
  - Tri-State Transportation Campaign
  - Riders Alliance
  - Yeshiva University
  - New York Presbyterian
  - NYPD
  - FDNY
## What We’ve Heard from the CAB

<table>
<thead>
<tr>
<th>What We’ve Heard</th>
<th>Action Items / Next Steps</th>
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</thead>
</table>
| **Street Vending**                     | • BID / SBS meeting 7/29/20  
• DOT installed 4 city benches and 5 leaning bars at 5 bus stops |
| **Traffic and Truck Circulation**      | • Traffic analysis on 181st St and surrounding streets to determine potential effects of busway |
| **Neighborhood Development**           | • Incorporating anticipated increases in trips into traffic analysis                      |
| **Loading Needs**                      | • Accommodations in Busway Design  
• Determining optimal curb regulations for whole corridor  
• Scheduling meeting with FDNY |
| **Supporting Local Businesses**        | • Develop business survey to ensure feedback is received to address concerns              |
Project Timeline

July 7, 2020
CAB and project kick-off

July and August 2020
Meet with Small Business Services and BID
Develop draft busway plan

September 2020
Present draft busway plan to CAB and gather feedback

October 2020
Conduct traffic and parking analyses
Launch online survey and feedback portal

Fall/Winter 2020
Present draft busway plan and analysis overview to Community Board 12
Complete analyses and report back to CAB
Implement busway (1 year pilot)

Winter 2020 - Winter 2021
Project monitoring and evaluation
Reporting to stakeholders

Winter 2021
Report back to stakeholders on evaluation and determine next steps
Existing Conditions
Transit

• 181st St is one of the busiest corridors for buses in the city
• 5 NYCT Routes carrying over 42,000 daily passengers on 181st St
• 50+ NYCT buses per hr during peak hrs
• Connections to 6 bus routes, 1 and A Trains, and GWB Bus Station
Transit Speeds

- Buses are slow and unreliable on 181 St
- Average bus speed is 3.7 mph
- Bus “bunching” causes long waits and overcrowding on buses and at stops

Data Source – MTA NYCT, May 2019
Travel Patterns – Transit

- Of the 42,000 daily riders, many are traveling just along 181st St
- 3,660 bus trips on corridor start and end in Manhattan, which would be directly served by the busway

Source: MTA NYCT
Travel Patterns – Transit

- In addition to local trips on 181st St, ridership data indicates significant amount of Manhattan residents benefit from the bus connections to the Bronx.

- During morning rush hours (6am-10am), 3,500 passengers are getting on buses on 181st St.

- During evening rush hours (3pm-7pm), 5,700 passengers are arriving from Bronx to 181st St.
Mode Split

Bus passengers comprise 62%-70% of roadway users on 181 St*

<table>
<thead>
<tr>
<th></th>
<th>All Day</th>
<th>AM Peak Hour</th>
<th>PM Peak Hour</th>
<th>Weekend Peak Hour</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Bus Passengers</strong></td>
<td>34,120</td>
<td>2,972</td>
<td>2,506</td>
<td>2,998</td>
</tr>
<tr>
<td><strong>Truck Passengers</strong></td>
<td>631</td>
<td>34</td>
<td>35</td>
<td>19</td>
</tr>
<tr>
<td><strong>Vehicle (Non-Truck) Passengers</strong></td>
<td>18,476</td>
<td>1,221</td>
<td>1,400</td>
<td>1,819</td>
</tr>
<tr>
<td><strong>Bikes</strong></td>
<td>317</td>
<td>9</td>
<td>24</td>
<td>12</td>
</tr>
</tbody>
</table>

*Between Audubon Ave and St Nicholas Ave

Data Sources: MTA NYCT, DOT Traffic Counts
Travel Patterns – Commuting

- 18,730 people work in Washington Heights who do not live in the neighborhood
- Many rely on public transit to access Washington Heights
- 5,900 bus riders on 181st St coming from the Bronx during morning peak hours (6am-10am)

Source: NYC SBS - Commercial District Needs Assessment, US Census
Travel Patterns - Vehicles

- Using Streetlight, an analysis tool that utilizes GPS data, DOT is studying traffic patterns in the area.
- Almost half of all traffic is “cut-thru” traffic with destination other than 181st St.
- Cut-thru traffic could be redirected to larger roadways (e.g. Cross Bronx, 178 St, 179 St).

Traffic on 181st St

- Cut-Thru Traffic 47%
- Local Traffic 53%

Source: Streetlight
Travel Patterns - Vehicles

• Majority of vehicles with destination on 181st St already using cross streets

• DOT will continue to analyze these data to determine busway effects on traffic network

Source: Streetlight
Local Businesses

• Surveys indicate that 88% of people get to Washington Heights businesses via walking or public transit

• Busway would support transit use and walking

• As project develops, DOT will continue to work with local businesses, BID, and SBS to address concerns

How people get to businesses in Washington Heights

<table>
<thead>
<tr>
<th>Mode</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walk</td>
<td>50%</td>
</tr>
<tr>
<td>Public transportation</td>
<td>38%</td>
</tr>
<tr>
<td>Car</td>
<td>7%</td>
</tr>
<tr>
<td>Taxi/Ride share</td>
<td>3%</td>
</tr>
<tr>
<td>Bike</td>
<td>2%</td>
</tr>
</tbody>
</table>

Source: NYCSBS - Commercial District Needs Assessment, CLOTH
Community Engagement
Online Project Website

- Launched online website detailing information about the project
- Feedback map allows for comments at specific locations
- Available in multiple languages (via Google Translate)

https://nycdotprojects.info/181St-Busway
Online Survey

- Online survey for general public to gather feedback
- Available in English and Spanish
- www.surveymonkey.com/r/181st

NYC DOT is studying a busway on 181st Street between Broadway and Amsterdam Avenue. A busway prioritizes the movement of Buses, Trucks, Access-A-Ride, and Emergency Vehicles. General vehicles would still be able to access 181st Street for delivery, shopping, and pick-up/drop-off, but must make the next available turn off of the corridor.

We’d like your help, this survey will only take a few minutes. Thanks, we really appreciate it!
Business Outreach

• In November 2019, NYC DOT Street Ambassadors surveyed businesses on 181 St corridor to learn about loading and delivery needs

• Issues identified
  • Double parking
  • Lack of access to the curb for deliveries and loading
  • Traffic congestion
Business Outreach

- DOT will develop specific online survey for businesses as part of monitoring plan.
- Committed to hearing from businesses to ensure that needs are accommodated where feasible.
- Design can be adjusted after implementation if concerns arise.

Example questions from 14th St Survey

Since the 14th Street Project changes, the number of customers visiting my business has:

- Greatly increased
- Somewhat increased
- Stayed the same
- Somewhat decreased
- Greatly decreased

Respondents: 75, 67, 36, 5

Since the 14th Street Project changes my business has:

- Greatly improved
- Somewhat improved
- Stayed the same
- Become somewhat worse
- Become much worse

Respondents: 75, 67, 36, 5

"Business is about the same, we receive about the same amount of customers as before as we have a lot of foot traffic."

Source: Sam Schwartz Engineering
Traffic and Parking Analysis
Traffic Analysis

Traffic Modeling

- Builds off model created by Port Authority for GWB Bus Terminal project
- Model calibrated with latest traffic counts available (Fall 2019)
- Additional investigation of GPS data to determine origins and destinations of vehicles on 181st St
- Detailed results including:
  - Expected bus speed improvements
  - Anticipated traffic diversions
Traffic Analysis

Fridays

- Traffic analysis will focus on weekday morning and evening rush hours, which are the most congested time periods
- Will also look specifically at Friday afternoons/evenings
Traffic Analysis – New Development

New development to be incorporated into model

1. Coliseum Theater Redevelopment
2. Target
3. Supermarket – 312 Audubon Ave/544 W 181st St
4. WHIN Charter School – 508 W 181st St
5. 2420 Amsterdam Ave (hotel/commercial)
Parking Analysis

Time Lapse Study

- Images taken every minute between 6am and 10pm between Thursday, January 9 and Monday, January 13, 2020
- DOT parking analysis tool provides detailed results including:
  - Parking duration
  - Illegal parking/loading/unloading
  - Double parking
  - Types of vehicles parking/loading
- Parking regulations will be catered to specific needs of individual blocks
Construction Coordination

- Coordinating with DOT Bridges, DDC, and MTA on current construction projects

- Current projects include:
  - Washington Bridge Rehabilitation
  - 181st St 1 Train Station Elevator Replacement
  - Curb extensions at 181st St / Broadway and 181st St / St. Nicholas Ave

- Traffic patterns will be monitored during construction

Photo Source: AMNY
Preliminary
181st Street Busway Proposal
Preliminary Busway Proposal

• **Busway Extents:**
  - **Eastbound**
    - Broadway to Amsterdam Av
  - **Westbound**
    - Amsterdam Av to Wadsworth Av

• **Busway hours TBD**

• **Busway will be adjusted based on feedback and traffic analysis**

Due to Washington Bridge rehabilitation, westbound vehicles coming off bridge may continue on 181 St but would have to turn right at Audubon Av. Eastbound vehicles may continue onto bridge.

Only Buses and Trucks permitted eastbound on 181 St between Broadway and Wadsworth Av.
Broadway – Wadsworth Ave: Existing Conditions

Former Coliseum Theater / Future Retail Development
Broadway – Wadsworth Ave: Preliminary Proposal

Buses and Trucks Only eastbound on 181 St between Broadway and Wadsworth Av

Curbside parking/loading maintained

General traffic can continue west at Wadsworth Av

Bus Only left turn

Buses, trucks, and local access only east of Wadsworth Av

Former Coliseum Theater / Future Retail Development
St. Nicholas Ave: Existing Conditions
St. Nicholas Ave: Preliminary Proposal

Remove right turn bans from St Nicholas Ave onto 181 St

Curbside parking/loading maintained

Curbside parking/loading maintained

Future Target

All vehicles except Buses and Trucks traveling on 181 St must make right turn at St Nicholas
Audubon Ave – Amsterdam Ave: Existing Conditions
Audubon Ave – Amsterdam Ave: Preliminary Proposal

Curb extension

Parking/loading area allows for curbside uses without impeding bus flow

Left turn ban at Amsterdam Ave

Thru movement onto westbound 181st St maintained due to bridge work (Note: will be re-evaluated as Washington Bridge rehab progresses)
Preliminary Busway Proposal Summary

- Busway Extents:
  - Eastbound
    - Broadway to Amsterdam Av
  - Westbound
    - Amsterdam Av to Wadsworth Av
- Local access permitted on all blocks except eastbound between Broadway and Wadsworth Av
- Parking will be available for pick-up/drop-off activity, short-term parking, and loading/unloading
- Busway hours to be determined
- Busway will be adjusted based on feedback and traffic analysis
Next Steps
Next Steps

- Incorporate feedback received this evening into proposal
- Completion of traffic analysis and parking study
- Review of online feedback
- Revise busway proposal
- Present analysis results and revised busway proposal to CAB and CB12
Thank you

Questions?