Background
Outreach

Community Engagement to Date

- MTA Bronx Bus Redesign / NYC DOT Better Buses
  - **November 26, 2019**: Presentation to Community Board 4 on identified issues along EL Grant Hwy

- Community Board Presentations
  - **February 5, 2020**: Presentation to Community Board 4, Municipal Services, concerning data analysis and draft designs
  - **June 15, 2020**: Presentation to Community Board 4, District Manager, virtual meeting
Project Area
Existing Conditions

- Double Parking
- Unprotected Bike Lanes
- Frequent Bus Service & High Ridership
- Long Crossing Distances
Bus Ridership

- 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

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>
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<tr>
<th></th>
<th>Total Injuries</th>
<th>Severe Injuries</th>
<th>Fatalities</th>
<th>KSI</th>
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<tr>
<td>Pedestrian</td>
<td>28</td>
<td>2</td>
<td>0</td>
<td>2</td>
</tr>
<tr>
<td>Bicyclists</td>
<td>15</td>
<td>3</td>
<td>0</td>
<td>3</td>
</tr>
<tr>
<td>Motor Vehicle Occupant</td>
<td>176</td>
<td>3</td>
<td>0</td>
<td>3</td>
</tr>
<tr>
<td>Total</td>
<td>219</td>
<td>8</td>
<td>0</td>
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Proposal
Project Improvements

• **5 new bus boarding islands** at bus stop locations with stop amenities such as benches and leaning bars
• **Dedicated bus only lanes** to the center lanes along Edward L Grant Hwy
• **Protected bike lanes** in both directions
• **2 new signalized pedestrian crossings** at 169 St. (north leg) and University Ave
• Install **median tip extensions** at Nelson Ave. and Shakespeare Ave.
• Install **pedestrian refuge islands** at Jerome Ave., 170th St., Shakespeare Ave., Nelson Ave., and Plimpton Ave.
• **Restrict southbound left turn** at Plimpton Ave. and 169th St. and northbound left turn at Nelson Ave.
• **Pedestrian ramp upgrades** to ADA standards
• New daytime **metered parking** adjacent to commercial uses. Existing meters changed from 1 hr to 2 hr time limits. Meters in effect 9am-7pm all days except Sunday
Project Improvements

Edward L Grant Hwy & 169 St, Looking South

Existing
Edward L Grant Hwy & 169 St, Looking South
Parking

Net loss of 10 parking spaces
All meters will have 2 Hr time period, including existing metered parking spaces.
Left Turn Restrictions

Southeast bound
E L Grant Hwy to
Northbound Plimpton Av

Northwest bound
E L Grant Hwy to
Southbound Nelson Av

Southeast bound
E L Grant Hwy to
Eastbound 169 St

AM Peak: 40 veh/hr
PM Peak: 30 veh/hr

AM Peak: 20 veh/hr
PM Peak: 35 veh/hr

AM Peak: 105 vehicles/hr
PM Peak: 155 veh/hr
Implementation Direction

Implementation will begin at Washington Bridge exit and progress south towards Jerome Ave

Markings removal and new layout starting June 29

Concrete construction starting July 6

July – October: Other elements to follow
**Preliminary Implementation Schedule**

**Late June**
- Sign adjustments/installations
- Markings installation

**July - October**
- Concrete construction
- Traffic and pedestrian signal installations
- Parking meter adjustments/installations
- Markings installation
- Bus stop relocation

**Post-Implementation**
- Project monitoring
- Adjustments based on community feedback

- Sign adjustments/installations
- Bench and leaning bar installations at bus stops
Appendix
Proposed Treatment

Existing

Proposed

Typical section with no bus stop

Typical section with bus stop
Existing
Key Features of Treatment

- Dedicated bus lane in each direction
- Additional pedestrian refuge space
- Safer bike infrastructure