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Introduction & Existing Conditions
Why Gun Hill Road?

- 40,000 daily bus passengers along 5 routes
- Critical crosstown service with key connections to 2 5 D, many local bus routes, Montefiore Hospital, Co-Op City, Bay Plaza
- Named one of 10 key Bronx corridors for bus priority
  - 5 corridors improved since 2020; more planned for 2022
NYC Streets Plan

Transit goals of the Streets Plan:

1. **Increase sustainable travel modes** by reconfiguring streets and making more attractive choices available for New Yorkers to support the continued growth of NYC while reducing congestion and emissions.

2. **Expand access to job opportunities** and encourage job creation through faster and more reliable transportation options.

3. **Allow all New Yorkers, regardless of ability, to get around the city** in multiple ways without encountering barriers to travel.

Most of Gun Hill Rd is in a Tier 1 Priority Investment Area.
MTA Bronx Bus Network Redesign

- Borough-wide plan to improve local, limited, and Select Bus Service routes throughout the Bronx
- Summer 2022 implementation
  - New Bx30 service on Boston Rd south of Gun Hill Rd
  - Improved Bx28/38 frequencies; combined 8 min or better on weekdays, 5-6 minutes in rush hours
- Extensive outreach including Open Houses, Workshops & CB Presentations
Core Issues

• Core issues
  – Slow & unreliable bus service
  – Crashes, injuries & fatalities
  – Traffic congestion

• 60 feet wide, curb to curb
  – Each direction has 2 lanes + parking
Double Parking

- 2014 DOT Congested Corridors report on Gun Hill Rd:
  - Chronic double-parking often reduces Gun Hill Rd to one moving lane per direction, worsening congestion
  - Occurs throughout Gun Hill Rd, and especially west of Webster Av

Gun Hill Rd & Reservoir Pl
Gun Hill Rd & Dewitt Pl
Gun Hill Rd & Hull Av
**Gun Hill Rd Bus Speeds**

- Slow and unreliable bus service along Gun Hill Rd
- Buses move slow all day and less than 5 mph in the AM westbound, PM eastbound
- Peak-period trips take 15-17 minutes longer than evening/overnight
- Traffic congestion and double-parking cause slowdowns
Pandemic Bus Route Speed Changes

- Bx28 and Bx38 route level speeds are slower than Bronx average
- Speed & reliability gains from 2020 erased as traffic returned; still declining
  - Only 65% of Bx28/38 trips completed within 5-min of scheduled time
Crash History

Injuries & Fatalities 2015-2019

- On average, nearly 5 people every week are injured in crashes on Gun Hill Rd
- In top 10% of most dangerous Bronx streets
- 64 severe injuries + 2 fatalities
- Vision Zero Priority Corridor

Safety solutions:
- Fix wide-angle left turns
- Discourage speeding
- Improve driver-pedestrian visibility
Goals & Challenges

Goals:
• Make bus service fast, reliable and on-time
• Make Gun Hill Rd safer to walk
• Organize traffic movements

Challenges:
• Traffic congestion
• Broken street grid
• Bronx River Pkwy bottleneck

Source: Google Maps
Toolkit & Past Projects
Transit Toolkit

Offset Bus Lane
Webster Ave, Bx

Center Bus Lane/
Physical Protection
161st St, Bx

Busway/Transit & Truck Priority
181st St, MN

Curbside Bus Lane
Fordham Rd, Bx

Queue Jump Signal
EL Grant Hwy, Bx
Bus Stops Toolkit

Leaning Bars
Webster Av, Bx

Southern Blvd, Bx

Physical Accessibility

CityBenches
167th St, Bx
Pedestrian Safety Toolkit

- Pedestrian Island at Fordham Rd, Bx
- Bus Boarding Island at EL Grant Hwy, Bx
- Median Extension at 149th St, Bx
- Painted Curb Extension at Longwood Av, Bx
Parking Toolkit

Parking Meters

Truck Loading Zones

Short-Term Parking

No Parking/No Standing
Other Tools

• Traffic signal timing
• Transit Signal Priority (TSP)
• Bus lane camera enforcement
  – DOT stationary cameras
  – MTA on-bus cameras (ABLE)
• Left & right turn bays
Past Projects: EL Grant Hwy, Bx

- Center-running bus lanes
- **3-14% faster EB and 8-16% faster WB**

EL Grant Hwy Travel Time, Jerome Av to University Av (Minutes)

<table>
<thead>
<tr>
<th>AM Peak (6am-10am)</th>
<th>Mid-day (10am-3pm)</th>
<th>PM Peak (3pm-7pm)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Eastbound</strong></td>
<td><strong>Westbound</strong></td>
<td><strong>Eastbound</strong></td>
</tr>
<tr>
<td>5.7</td>
<td>5.2</td>
<td>6.5</td>
</tr>
<tr>
<td>5.5</td>
<td>4.6</td>
<td>6</td>
</tr>
<tr>
<td></td>
<td>-3%</td>
<td></td>
</tr>
<tr>
<td></td>
<td>-12%</td>
<td></td>
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<tr>
<td></td>
<td>-14%</td>
<td></td>
</tr>
<tr>
<td></td>
<td>-16%</td>
<td></td>
</tr>
</tbody>
</table>

Source: MTA New York City Transit
Past Projects: Webster Av, Bx

- Select Bus Service with offset bus lanes + offboard fare collection
- 19-23% faster NB and 19-21% faster SB

Source: MTA New York City Transit
Past Projects: 161st St, Bx (Jerome Av to Melrose Av)

- Select Bus Service with center-running busway, including an EB bus-only tunnel under Grand Conc., + off-board fare collection
- 32-46% faster EB and 14-18% faster WB

Source: MTA New York City Transit
Past Projects: 161st/163rd St, Bx (Full Corridor)

- Improved on-time performance in both directions
- Reduced bus bunching in both directions

**% of Buses Arriving Late**

<table>
<thead>
<tr>
<th></th>
<th>Eastbound</th>
<th>Westbound</th>
</tr>
</thead>
<tbody>
<tr>
<td>2016 Bx6 Local</td>
<td>22.0%</td>
<td>16.2%</td>
</tr>
<tr>
<td>2019 Bx6 SBS</td>
<td>19.9%</td>
<td>17.8%</td>
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</tbody>
</table>

**% of Buses Arriving Bunched**

<table>
<thead>
<tr>
<th></th>
<th>6-10 AM</th>
<th>3-7 PM</th>
<th>6-10 AM</th>
<th>3-7 PM</th>
</tr>
</thead>
<tbody>
<tr>
<td>Eastbound</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2016 Bx6 Local</td>
<td>22.5%</td>
<td>6.3%</td>
<td>12.7%</td>
<td>6.1%</td>
</tr>
<tr>
<td>2019 Bx6 SBS</td>
<td>21.9%</td>
<td>1.4%</td>
<td>1.5%</td>
<td></td>
</tr>
</tbody>
</table>

*Late defined as arriving 5 minutes or more after scheduled arrival time
**Bunching defined as two or more buses heading in the same direction departing a stop within 90 seconds of each other

Source: MTA NYCT
Work to Date & Next Steps
Work to Date

- MTA Bronx Bus Network Redesign: 50+ public outreach events
  - On-street and in-station pop-ups
  - Public open houses
  - Community Board presentations
  - Online workshop & surveys
- Merchant survey w/ Jerome-Gun Hill BID
- Field observations
- Traffic data
- Time lapse footage
  - Tells us about parking needs, block by block
  - Helps us manage the curb better
Gun Hill Rd Merchant Survey

• In March 2021, DOT visited every business on Gun Hill Rd from Bainbridge Av to Bartow Av
  – Partnership with Jerome-Gun Hill BID
• 144 merchants took our survey on delivery schedules, challenges & needs
• Busiest sections for deliveries:
  – Tryon Av to Webster Av
  – Barnes Av to Laconia Av
• 29% of businesses say vehicles delivering to them need to double-park
  – Especially west of Webster Av & near the 5 train
• 71% of businesses don’t control when their deliveries arrive
Next Steps

(Note: all dates are tentative estimates)

• April:
  – Discuss existing conditions, needs & wants
  – Feedback will help shape DOT’s draft proposal
  – Traffic analysis & time lapse data

• Late spring:
  – Share draft proposal
  – Listen & incorporate feedback

• Summer:
  – Share updated plan

• Implementation planned for late summer-fall 2022
Open Discussion
Open Discussion

- How does Gun Hill Rd operate right now? What works & doesn’t work?
- What issues do you see on Gun Hill Rd?
- Which DOT and MTA tools sound most useful?
- What role can DOT and MTA take to make Gun Hill Rd work better?
Section 1: Dekalb Av to Webster Av
Section 2: Webster Av to White Plains Rd
Section 3: White Plains Rd to Paulding Av
Section 4: Paulding Av to Bouck Av
Section 5: Bouck Av to Adee Av
Section 6: Adee Av to Allerton Av
Thank You!

Questions?