Gun Hill Rd Bus & Pedestrian Improvements
Bronx Community Board 12 Transportation Committee
June 9, 2022
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Introduction
Community Advisory Board (CAB)

- Complements standard outreach with Community Boards, elected officials & stakeholders
- Extra opportunity to meet together, share ideas and inform each other
- CAB meets before project implementation; can continue to meet during and after implementation if desired
- Not public meetings, but intended to be broad and inclusive

**CAB Meeting #1**
- Introduce corridor & issues

**CAB Meeting #2**
- Using community feedback, develop & share draft proposal

**CAB Meeting #3**
- Share revised proposal & next steps
- Additional meeting(s) after implementation if desired

Provide local knowledge; communicate issues, concerns, and desires
- Provide input on draft proposal
- Provide input on revised proposal
Why Gun Hill Road?

- 40,000 daily bus passengers on 5 routes
- Critical crosstown service with key connections to 2 5 D, many local bus routes, Montefiore Hospital, Co-Op City, Bay Plaza
- MTA Bronx Bus Network Redesign
  - 50+ outreach events
  - Community requests to improve Gun Hill Rd bus service
  - Named 1 of 10 key Bronx corridors for bus priority
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

Oct 2019

![Graph showing Gun Hill Rd Bus Speeds by time and route.]
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

Gun Hill Rd, Top 5 Most Injury-Prone Intersections, 2015-19

1. Webster Av
2. Bx River Pkwy SB Ramps
3. White Plains Rd
4. Boston Rd
5. Olinville Av

Number of injuries 2015-19 (all modes of transportation)
Larger icon = more injuries
Intersection with most injuries on Gun Hill Rd
Community Feedback

DOT held public outreach pop-ups and had conversations with over 100 bus riders

- Wed, May 18 – Gun Hill Rd & Bainbridge Ave
- Fri, May 20 – Gun Hill Rd & White Plains Rd
- Mon, May 23 – Gun Hill Rd & Knapp St (5 train)
Community Feedback

Popular requests:

• Faster service
• More frequent, consistent service
• Less crowding on buses

Bus lanes can address all of these
Goals & Challenges

Goals:
- Make bus service fast, reliable and on-time
- Reduce crashes, injuries & fatalities
- Organize traffic movements

Challenges:
- Traffic congestion & double parking
- Broken street grid
- Bronx River Pkwy bottleneck

Source: Google Maps
Draft Proposal
Draft Proposal: Webster Av to White Plains Rd

- Currently researching potential improvements
- Separate timeframe from rest of project
- Draft proposal expected late 2022 or early 2023
Draft Proposal: White Plains Rd to Bartow Av

- Offset bus lanes in both directions
- Pedestrian safety improvements at 20+ intersections
- Curb regulations & turn restrictions under development
Draft Proposal: White Plains Rd to Barnes Av

- Widen sidewalk + median island
- Move Bx28/38 bus stop here + widen sidewalk
- Former Bx30 bus stop
- Bus lanes drop 100' before Holland Av (creates extra space to pass)
- Painted curb extensions
- WB bus lane shifts to offset
- New EB + WB left turn bays onto Barnes Av
Draft Proposal: Barnes Av to Hone Av

- WB bus lane is curbside on this block
- New EB+WB left turn bays onto Barnes Av
- New EB+WB left turn bays onto Bronxwood Av
- Bus lanes drop 100' before Paulding Av, then pick up after the intersection

- WB bus lane returns to offset
Draft Proposal: Hone Av to Tenbroeck Av

Bus lanes drop 100' before Laconia Av

EB bus lane goes curbside from Laconia Av to Tenbroeck Av

New EB+WB left turn bays onto Boston Rd

Painted curb extension
Draft Proposal: Tenbroeck Av to Young Av

**New concrete pedestrian island**

**Painted curb extension** (addresses missing sidewalk)

**EB bus lane drops 100’ before Givan Av/Pearsall Av**

**Add pedestrian paint (slip lane already closed)**

**Painted curb extension**

**EB+WB left turn bays onto Burke Av**

**Painted curb extension**

**WB bus lane shifts to curb**
Draft Proposal: Young Av to Adee Av

- Painted curb extensions
- Move bus stop here (closer to train)
- Bus lanes drop 100' before Dewitt Pl/Knapp St
- Former bus stop
Draft Proposal: Adee Av to Kingsland Av

- Painted curb extensions throughout
- EB+WB left turn bays onto Eastchester Rd
- EB bus lane ends at Eastchester Rd
- WB bus lane begins between Bartow Av & Kingsland Av
- Painted curb extension
Draft Proposal: Kingsland Av to Gunther Av

WB bus lane begins between Bartow Av & Kingsland Av

Painted curb extensions

Painted curb extensions

Painted curb extension
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
• April 2022: presented existing conditions & discussed needs with Community Advisory Board (CAB) and Community Boards 7, 11 & 12
Next Steps

(Note: all dates are estimates)

• April:
  – Discuss existing conditions, needs & wants
  – Feedback will help shape DOT's draft proposal
  – Traffic analysis & curb usage analysis

• May/June:
  – Share draft proposal
  – Listen & incorporate feedback

• Summer:
  – Share updated plan

• Implementation planned for late summer-fall 2022
Thank You!

Open Discussion & Questions