Gun Hill Rd Bus & Pedestrian Improvements
Community Board 7 Transportation Committee
April 7, 2022
Table of Contents

1. Introduction & Current Conditions
   • Why Gun Hill Rd?
   • Current Conditions
   • Crash History
   • Goals & Challenges

2. Toolkit & Past Projects

3. Work to Date & Next Steps

4. Open Discussion
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.
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 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

Busway/Transit & Truck Priority

Curbside Bus Lane

Queue Jump Signal

Webster Ave, Bx
161st St, Bx
181st St, MN
Fordham Rd, Bx
EL Grant Hwy, Bx
Bus Stops Toolkit

- **Leaning Bars**: Webster Av, Bx
- **Physical Accessibility**: Southern Blvd, Bx
- **Bus Boarders**: 167th St, Bx
- **CityBenches**:
Pedestrian Safety Toolkit

- Pedestrian Island
- Bus Boarding Island
- Median Extension
- Painted Curb Extension

Locations:
- Fordham Rd, Bx
- EL Grant Hwy, Bx
- 149th St, Bx
- Longwood Av, Bx
Parking Toolkit

Parking Meters

Short-Term Parking

No Parking/No Standing

Truck Loading Zones
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></th>
<th>AM Peak (6am-10am)</th>
<th>Mid-day (10am-3pm)</th>
<th>PM Peak (3pm-7pm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Eastbound</td>
<td>Before: 5.7</td>
<td>After: 5.5</td>
<td>Before: 6.5</td>
</tr>
<tr>
<td></td>
<td>3% faster</td>
<td>14% faster</td>
<td>7% faster</td>
</tr>
<tr>
<td>Westbound</td>
<td>Before: 5.2</td>
<td>After: 4.6</td>
<td>Before: 6</td>
</tr>
<tr>
<td></td>
<td>12% faster</td>
<td>16% faster</td>
<td>8% faster</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**

Average Bx41 Weekday Travel Time (Mins)

<table>
<thead>
<tr>
<th></th>
<th>AM Peak (7am-9am)</th>
<th>PM Peak (4pm-6pm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Northbound</td>
<td>Before - Bx41 LTD Nov 2012</td>
<td>After - Bx41 SBS Nov 2013</td>
</tr>
<tr>
<td></td>
<td>44</td>
<td>41</td>
</tr>
<tr>
<td></td>
<td>36 (-19%)</td>
<td>33 (-19%)</td>
</tr>
<tr>
<td>Southbound</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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>
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</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>
</tr>
</tbody>
</table>

% of Buses Arriving Bunched

<table>
<thead>
<tr>
<th></th>
<th>6-10 AM</th>
<th>3-7 PM</th>
</tr>
</thead>
<tbody>
<tr>
<td>Eastbound</td>
<td>22.5%</td>
<td>2.3%</td>
</tr>
<tr>
<td>Westbound</td>
<td>12.7%</td>
<td>1.4%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th>6-10 AM</th>
<th>3-7 PM</th>
</tr>
</thead>
<tbody>
<tr>
<td>Eastbound</td>
<td>21.9%</td>
<td>6.3%</td>
</tr>
<tr>
<td>Westbound</td>
<td>6.1%</td>
<td>1.5%</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
Thank You!

Questions?