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Background
Better Buses Action Plan

• Improve bus speeds by 25%

• Install 10-15 miles of new bus lanes per year

• Improve 5 miles of existing bus lanes per year

• Support MTA Bus Network Redesign efforts with borough bus priority plans
Bus Priority Corridors

- NYC DOT analyzed Bronx corridors to determine where bus lanes and other bus priority are most needed.

- University Ave was ranked high as a bus priority corridor due to:
  - High ridership & high volume of buses
  - Slow and unreliable bus service
  - Important cross-borough connections
Outreach

Community Engagement to Date

• MTA Bronx Bus Redesign / NYC DOT Better Buses
  ▪ **November 13, 2019**: Presentation to Community Board 5 on identified issues along University Ave

• Community Board Presentations
  ▪ **December 3, 2019**: Presentation to Community Board 5, Municipal Services Committee, concerning data analysis and draft designs
  ▪ **June 19, 2020**: Presentation to Community Board 5 District Manager, provide updated designs and timeline
University Ave
Existing Conditions
University Ave
Kingsbridge Rd to Washington Bridge

- **Routes:** Bx3, Bx36 (Local + LTD)
- **Combined average weekday ridership:**
  - 34,000 passengers (pre-COVID)
- **Average bus speeds:**
  - 4-7 mph
- Falls within a **Vision Zero Priority Area**
- **Key issues:** Slow bus speeds, unreliable service due to congestion and double parking, long intersections without pedestrian access
Current Conditions
University Ave, South of Tremont Ave
University Ave
Planned Treatments
Planned Treatments: University Ave
South of Tremont Ave

Existing

Proposed

MTA
BETTERBUSES
NEW YORK CITY DOT
Planned Treatments: University Ave
South of Tremont Ave

- Bike lane unprotected and exposed to through traffic and parked car doors opening
- No dedicated space for buses that carry 34,000 per day while congestion is increasing
- Need for safety improvements at Featherbed triangle
- Long lengths for pedestrians to cross the street

Existing
Planned Treatments: University Ave
South of Tremont Ave

Proposed

Dedicated offset bus lanes
Protected bike lanes
Planned Treatments: University Ave
South of Tremont Ave

Proposed

Curb extensions provide greater sidewalk space for pedestrians and enhance safety

Concrete boarding islands at bus stops

Additional new crosswalks and median tip extensions
Traffic Analysis

- DOT conducted a traffic analysis on the corridor and used the data to modify design of the corridor.

- In the northbound direction, bus lanes were not included to accommodate traffic needs at the following segments:
  - Approaching Featherbed Lane
  - Approaching Tremont Ave
Next Steps
Project Phasing

DOT proposes that the project be completed in 3 phases:

- **Phase 1**: University Ave, south of Tremont, in the northbound direction
- **Phase 2**: University Ave, south of Tremont, in the southbound direction
- **Phase 3**: University Ave, north of Tremont Ave, will be studied for a later phase to design improvements that will benefit all users

- **Phase 1**: NB direction Fall 2020
- **Phase 2**: SB direction Spring 2021
- **Phase 3**: Currently being studied Engagement with CB 7 2021
Next Steps

- **November 2019**
  - CB 5 + 7 Meeting
- **Winter 2019/2020**
  - Data analysis
  - Develop draft street design plan
  - Present draft plan to CB 5 + 7
- **June 2020**
  - Present update to CB 5 District Manager
  - Develop Phase 1 final plan
- **September 2020**
  - Present Phase 1 final plan to CBs
- **October – November 2020**
  - Implement Phase 1 (NB south of Tremont Ave)
  - Study Phase 3 and continue community engagement
- **Spring 2021 – Fall 2021**
  - Implement Phase 2 (SB south of Tremont Ave)
  - Implement Phase 3 (north of Tremont Ave)
Thank You!

Questions?
Appendix
Existing Conditions:
Identified Issues Along University Ave (south of Tremont)

- No dedicated space for buses that carry 34,000 per day while congestion is increasing
- Bike lane unprotected and exposed to through traffic and parked car doors opening
Planned Treatments:
Array of Proposed Treatments Along University Ave (south of Tremont)

- Concrete boarding islands to allow for more seamless bus boarding and alighting
- Parking-protected bike lanes
- Dedicated offset bus lanes

PROPOSED
Existing Conditions:
Identified Issues Along University Ave (south of Tremont)

- Bike lane unprotected and exposed to through traffic and parked car doors opening
- Need for safety improvements at Featherbed triangle
- Long lengths for pedestrians to cross the street

EXISTING
Planned Treatments:
Array of Proposed Treatments Along University Ave (south of Tremont)

Dedicated offset bus lanes

Protected bike lanes

PROPOSED
Planned Treatments:
Array of Proposed Treatments Along University Ave (south of Tremont)

- New high-visibility crosswalks to enhance pedestrian safety
- Curb extensions provide greater sidewalk space for pedestrians and enhance safety
- Median tip extensions reduce the length of crosswalks
- Additional new crosswalks to allow pedestrians to cross Featherbed more safely

PROPOSED
Existing Conditions:
Identified Issues Along University Ave (south of Tremont)

Buses need to pull in and out of traffic to pick up passengers, which contributes to delays and unreliability
Planned Treatments:
Array of Proposed Treatments Along University Ave (south of Tremont)

*Median tip and curb extensions reduce the length of crosswalks and create more pedestrian space.*
Planned Treatments:
Array of Proposed Treatments Along University Ave (south of Tremont)

Concrete boarding islands provide more space at bus stops and allows the bus to pick up passengers without having to pull in and out of traffic

PROPOSED
Existing Conditions:
Identified Issues Along University Ave (south of Tremont)

- Lack of dedicated bus lane for corridor that carries 34,000 passengers per day
- Current bus stop is placed in the middle of an intersection
Planned Treatments:
Array of Proposed Treatments Along University Ave (south of Tremont)

- New left turn restriction to accommodate traffic flow
- Pedestrian crossing treatments to enhance safety
- Bus stop relocated to before stop line
Existing Conditions:
Identified Issues Along University Ave (south of Tremont)

- Excess road space used for double parking, frequently by idle school buses
- Frequent double parking and competition for curb space creates accessibility issues for bus riders

EXISTING
Planned Treatments:
Array of Proposed Treatments Along University Ave (south of Tremont)

- Macombs Rd school safety project
- Concrete boarding island in the northbound direction will help prevent double parking and allow for greater accessibility at bus stops