Table of Contents

1. Project Background
2. Proposed Design
3. Next Steps
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 identified as a top Bronx corridor.
- **High ranking 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, provided updated designs and timeline
- **September 23, 2020:** Presentation to Community Board 5, Full Board, provided updated designs and implementation updates
- **July 22, 2021:** Virtual meeting with CB 5 District Manager + CB 7 TC Chair – Revised potential treatments
Project Status Update

Washington Bridge to Tremont Ave:
• Currently under construction
• 5 of 6 concrete boarding islands completed

Tremont Ave to Kingsbridge Rd:
• Planning/design phase
• Narrow roadway presented constraints for both bus and bike treatments
• Current design proposal has four distinct segments
Bus Speeds

Issues Identified Along University Ave: Slow Bus Speeds

- Average southbound bus speeds during AM peak (7AM – 10AM) range from 5.4 – 7.1 mph

Source: MTA
Bus Speeds

Issues Identified Along University Ave: Slow Bus Speeds

• Average northbound bus speeds during PM peak (3PM – 7PM) range from 4.2 – 5.8 mph
Cycling in Numbers

24% (nearly 1.6 million) of adult New Yorkers **ride a bike regularly**

540,000 daily cycling commuting trips in 2019
+116% growth (2008-2018)
+35% growth (2013-2018)

15% of New Yorkers use bike share
(Mobility Survey, 2018)

**Citi Bike** regularly serves over 80,000 trips per day; 19.5 million trips in 2020
Crash Statistics

University Ave, E Tremont Ave to E 181st St
Injury Summary, 2014-2018 (5 years)

<table>
<thead>
<tr>
<th></th>
<th>Total Injuries</th>
<th>Severe Injuries</th>
<th>Fatalities</th>
<th>KSI</th>
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</thead>
<tbody>
<tr>
<td>Pedestrian</td>
<td>24</td>
<td>1</td>
<td>1</td>
<td>2</td>
</tr>
<tr>
<td>Bicyclists</td>
<td>12</td>
<td>1</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>Motor Vehicle Occupant</td>
<td>161</td>
<td>2</td>
<td>1</td>
<td>3</td>
</tr>
<tr>
<td>Total</td>
<td>197</td>
<td>4</td>
<td>2</td>
<td>6</td>
</tr>
</tbody>
</table>

Fatalities, 01/01/2014 – 01/07/2021: 3

- 197 people have been injured, including 4 severely, and 2 killed in 0.6 miles
- This section of University Ave ranks in the top 33% for killed or severely injured (KSI) in all of the Bronx
- In 2020, 22 cyclists were killed citywide; 8 were killed in the Bronx
Safety Benefits of Protected Bike Lane

Protected Bike Lanes
Before and After Crash Data, 2007 - 2017

-15%

<table>
<thead>
<tr>
<th>Category</th>
<th>Before</th>
<th>After</th>
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</thead>
<tbody>
<tr>
<td>Total Injuries</td>
<td>1,477</td>
<td>1,263</td>
</tr>
<tr>
<td>NV Occupant Injuries</td>
<td>627</td>
<td>533</td>
</tr>
<tr>
<td>Pedestrian Injuries</td>
<td>628</td>
<td>499</td>
</tr>
<tr>
<td>Cyclist Injuries</td>
<td>224</td>
<td>3%</td>
</tr>
</tbody>
</table>

Data from 25 separate protected bicycle lane projects installed from 2007-2014 with 3 years of after data. Includes portions of 1 Ave, 2 Ave, 8 Ave, 9 Ave, Broadway, Columbus Ave, Hudson St, Lafayette St / 4 Ave, Sands St, Allen/Pike St, Kent Ave, Prospect Park West, Flushing Ave, Bruckner Blvd & Longfellow Ave, Inlaiy St / Conover St, Paerdegat Ave. Only sections of projects that included protected bike lanes were analyzed. Source: NYPD AIS/TAMS Crash Database
Green Wave: A Plan for Cycling in New York City

Analysis of fatalities key factors (2014-Present):
- **60% of fatalities happened at intersections**; 23% involved a vehicle turn; 16% involved a driver’s failure to yield the right of way
- Nearly **90% of fatalities** happened on **streets without bike lanes**

Citywide Protected Bicycle Lane (PBL) Network
- **Build 30 miles of protected bicycle lane annually**, guided by a PBL vision document.

Better Design:
- Implement **new design** standards based on national & international best practices **to enhance safety at intersections**.
- Continue **piloting new designs with rigorous safety analysis**.

Education and Outreach:
- Launch **next phase of Vision Zero** public awareness campaign, educating drivers with a focus on cyclist safety — and expand the **“Get There”** bicycle encouragement/rules of the road campaign
- **Educate all street users** about safe truck operation on city streets
- Increase helmet giveaways and helmet use encouragement.
Protected Bike Lane Network

- **Challenging street grid** with few direct through routes. Minimal bike facilities.

- University Ave provides **critical connection** between protected bike lanes on University Ave (south of Tremont Ave) and Aqueduct Walk

- **Connection to major destinations** including the Washington Ave Br and Bronx Community College

- **Future connections to the Fordham Area Bike Network**

- University Ave is highlighted as a **priority corridors** in Connecting Communities: A Vision for the Harlem River Bridges report released in 2016
Proposed Design
Current Conditions
University Ave, North of Tremont Ave
University Ave, from Tremont Ave to 179<sup>th</sup> St/Burnside Ave
(Community Board 5)

- Two-way bike path on eastern curb
- Dedicated bus lanes in each direction
- Concrete boarding island at northbound bus stops
- Parking lane on the western curb is remaining width is under 11’
- Segment ~1800 ft (0.34 miles)
University Ave, from 179th St/Burnside Ave to 181st St (Community Board 5)

Existing:

- Two-way bike path on eastern curb
- 1 bus lane + 1 travel lane in each direction
- Segment ~780 ft (2 blocks)

Proposed:

- Two-way bike path on eastern curb
- 1 bus lane + 1 travel lane in each direction
- Segment ~780 ft (2 blocks)
University Ave, from 181st St to Kingsbridge Rd (Community Board 7)

- Bikes diverted to Aqueduct Walk
- Sharrows to be removed
- Install offset bus lanes in each direction

Proposed Treatment:

- Segment ~4500 (0.9 miles)
Recap

Washington Bridge to Tremont Ave (CB 5):
- Currently under construction

Tremont Ave to 181st St (CB 5):
- Exploring two-way bike path on eastern curb
- Bike path transitions off University Ave and onto the Aqueduct Walk

181st St to Kingsbridge Rd (CB 7):
- Offset bus lanes
- Sharrows to be removed

Legend
- **Under construction**
- **Potential 2-way bike path w/ bus lanes**
- **Offset bus lane without bike facilities**
- **Aqueduct Trail with bike facilities**
Next Steps
Next Steps

Winter – Spring 2021:
• DOT drafted conceptual design

July 2021:
• Presented conceptual design to CB 5 + 7 District Managers

Fall 2021:
• Present to Community Board 5 + 7 Committees
• Continue traffic analysis
• Refine design of bicycle facilities along Aqueduct Walk

Winter 2021-2022:
• Present to CB Full Boards on final design

Spring 2022:
• Implementation from Tremont Ave to Kingsbridge Rd
Thank You!

Questions?