PRESENTATION OVERVIEW

1. Better Buses Background & Project Area
2. Existing Conditions
3. Proposal
4. Analysis
5. Summary & Next Steps
Better Buses Background & Project Area
BETTER BUSES ACTION PLAN

• Mayor’s 2019 State of the City
  • Improve bus speeds 25% by 2020

• Better Buses Action Plan released April 2019
  • 24 priority projects announced for 2019 to increase bus speeds across all 5 boroughs
  • Broadway identified as a priority corridor due to slow speeds and high ridership
PROJECT AREA

Bx7, Bx20 (southbound)

Bx9

Bx7, Bx20 (northbound)

Bx7, Bx9, Bx20

Bx7, Bx20
AREA BUS SPEEDS IN CONTEXT

Peak Hour Bus Speed Averages
- Citywide: 7.4 MPH (Peak Averages)
- Bronx: 6.9 mph (Peak Averages)
- Broadway (225-230 St) PM Peak Hour Speeds:
  - Northbound: 3.58 mph
  - Southbound: 4.56 mph

2018 Weekday Route Ridership
- Bx7: 13,257
- Bx9: 23,180
- Bx20: 813
- BxM1: 1,278
Total: 38,528
Existing Conditions
EXISTING CROSS SECTION

- **1 hour metered parking**
- **Bus running in inner roadway**
- **Mix of alternate side parking (ASP) and 1 hour metered parking**

The diagram shows:

- **West Sidewalk**
  - Commercial businesses
  - 9' Parking Lane
  - 12' Travel Lane
  - 11.5' Travel Lane
  - 11' Travel Lane

- **Bus** running in inner roadway

- **East Sidewalk**
  - NYCHA Housing
  - 8' Parking Lane
  - 10' Travel Lane
  - 10' Travel Lane
  - 10' Travel Lane

The diagram illustrates the current street layout with various parking and travel lanes.
CURB ACTIVITY

- Frequent double parking along southbound service road between 225 St and 228 St
- One small commercial loading zone on 228 St by C-Town Supermarket
- 1 hour metered parking on southbound Broadway between 228 St and 225 St
COMMERCIAL CURB ACTIVITY BETWEEN 225 St AND 228 St

- 56% of commercial vehicles were double parked, for an average of 13 minutes
- Commercial double parking is heaviest between 11am and 4pm
Proposal
PROPOSED CURB AND TURN MODIFICATIONS

- Location of northbound Bus Queue Jump/LPI; No right turns onto Exterior St from northbound Broadway

- 2 Hour Metered Parking (8a-7p) to meet commercial demand

- Truck Loading Zone (8am-4pm) along SB Service Road

- Southbound Bus Lane
Added metered parking on 228 St

1. Widened commercial loading/parking lane
2. Slips to be closed
3. Offset bus lane in inner roadway
PROPOSED CROSS SECTION

EXISTING:

- West Sidewalk
  - Commercial businesses
- East Sidewalk
  - NYCHA Housing

PROPOSED:

- West Sidewalk
  - Commercial businesses
- East Sidewalk
  - NYCHA Housing

- Offset bus lane in inner roadway
- Maintain existing ASP and 1 hour metered parking
- Widened commercial loading/parking lane
Queue jump signal would allow buses to bypass congestion in the right two lanes, which could reduce variability.
Outreach
MERCHANT SURVEY

• 90% reported that delivery vehicles double parked on Broadway

• 67% reported difficulty accessing curb due to double parked vehicles or a lack of dedicated loading space

• A majority of employees took transit or walked to work at 64% of businesses
ON-STREET OUTREACH

Bus Stop Outreach

- 2 bus stop outreach sessions where transit riders were asked “what would make your bus ride better?”
- Most riders described issues with bus bunching and low schedule adherence

Double Parking Survey

Purpose of Visit to Broadway

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<th>Purpose of Visit to Broadway</th>
<th>Count</th>
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<tr>
<td>Commercial Delivery</td>
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<td>Business Visit</td>
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Summary / Next Steps
SUMMARY

- Add offset bus lane on southbound Broadway from 230 St to 225 St
- Restrict right turn from northbound Broadway to Exterior St where queue jump will be installed
  - Combine bus only signal with Leading Pedestrian Interval (LPI) to give pedestrians and buses a head start
- Expand commercial loading access on Broadway service road, provide commercial parking opportunities on 228 St
- Directly improve bus speeds for 5,500 daily riders and provide a more reliable commute for 38,500 weekday bus riders
Timeline

• **July & August 2019**: Gather feedback from bus riders/businesses along corridor

• **September 2019**: Corridor design presentation to Community Board 8 and finalize plan

• **Late Fall**: Street design implementation

• **Winter 2020 & Beyond**: Post-implementation data collection & monitoring
THANK YOU!

Questions?