

East 149th St Bus Priority Improvements

Bronx Community Board 1 – June 25th, 2020



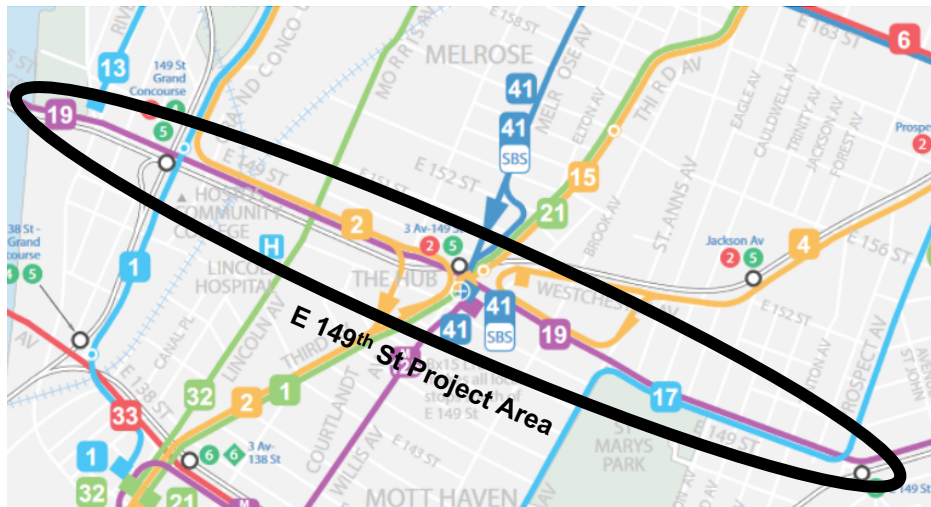
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Background

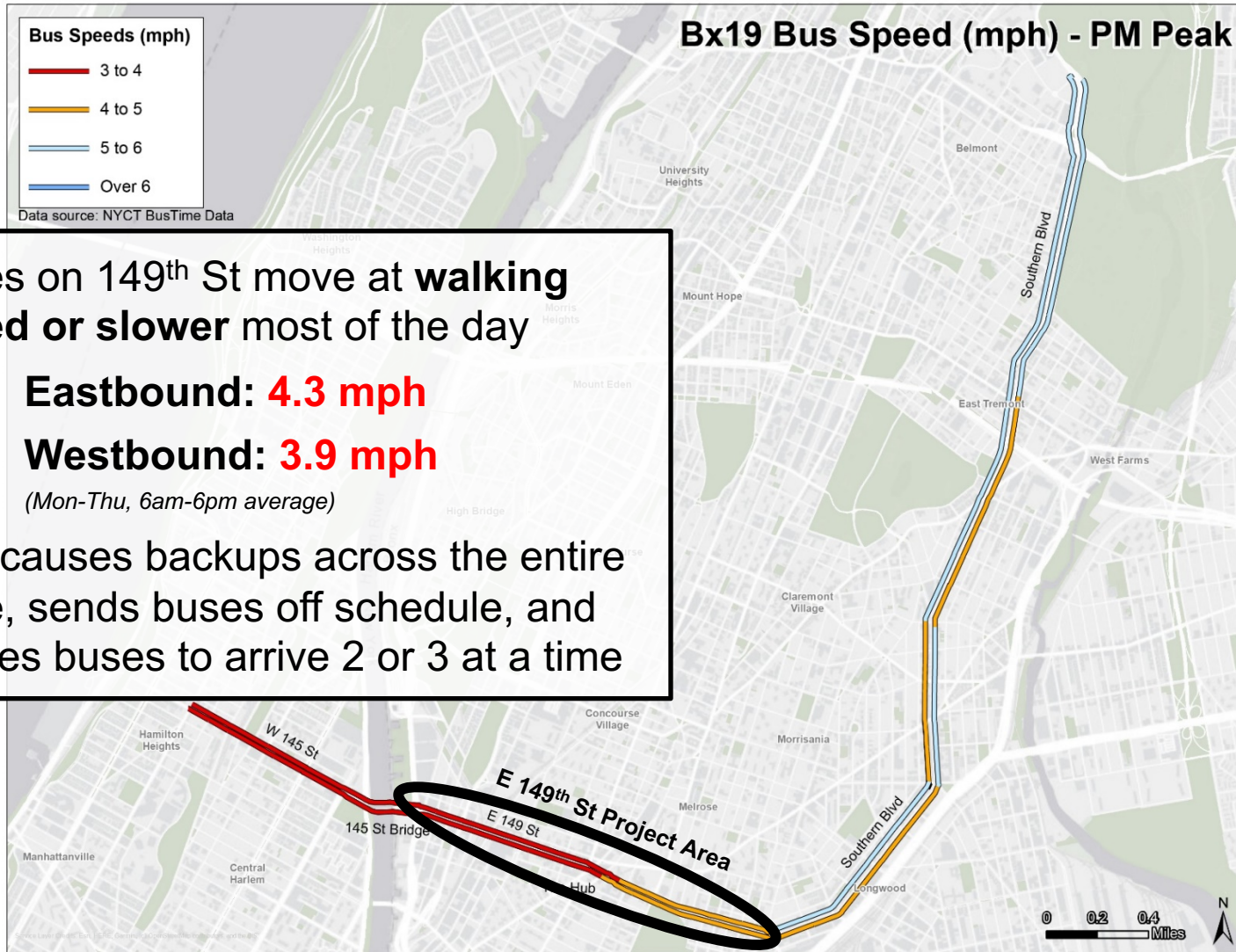
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Bus Service Overview



- **4 bus routes, 55,000 daily riders**
 - Bx2, Bx4, Bx17, Bx19
- **Major connections:**
 - 1 2 3 4 5 6 A B C D
 - Lincoln Medical Center
 - The Hub
 - Hostos Community College
- **Key issues:**
 - Traffic congestion and slow bus speeds at all times of day
 - Double parking, weaving and merging

Current Bus Speeds



Congestion

- Blocks buses, emergency vehicles and cars
- Causes buses to arrive off schedule, 2 or 3 buses at a time
- Can be addressed by:
 - Adjusting traffic light timing
 - Adding turn bays which prevent turning vehicles from blocking traffic
 - Adding bus lanes for buses and emergency vehicles



Between Brook Ave and Bergen Ave



Between Gerard Ave and Walton Ave



Between Third Ave and Courtlandt Ave

Double Parking

- Reduces traffic to one lane across much of the corridor, at all times of day
- Worsens existing congestion
- Addressed by:
 - Metering commercial blocks
 - Adding loading zones
 - Adding bus lanes to keep buses and emergency vehicles moving



Between Third Ave and Courtlandt Ave



Between Wales Ave and Concord Ave



Between Brook Ave and Bergen Ave

Time Lapse Photo Study

- In March 2020, DOT hung a time lapse camera at Gerard Ave, an observed traffic hotspot
 - Took a photo every minute, from 6am to 8pm, to observe congestion throughout the day and week
- Footage showed severe congestion all day, especially eastbound (right side of photos)
- *Note: photos taken March 4-8, before COVID-19 outbreak*



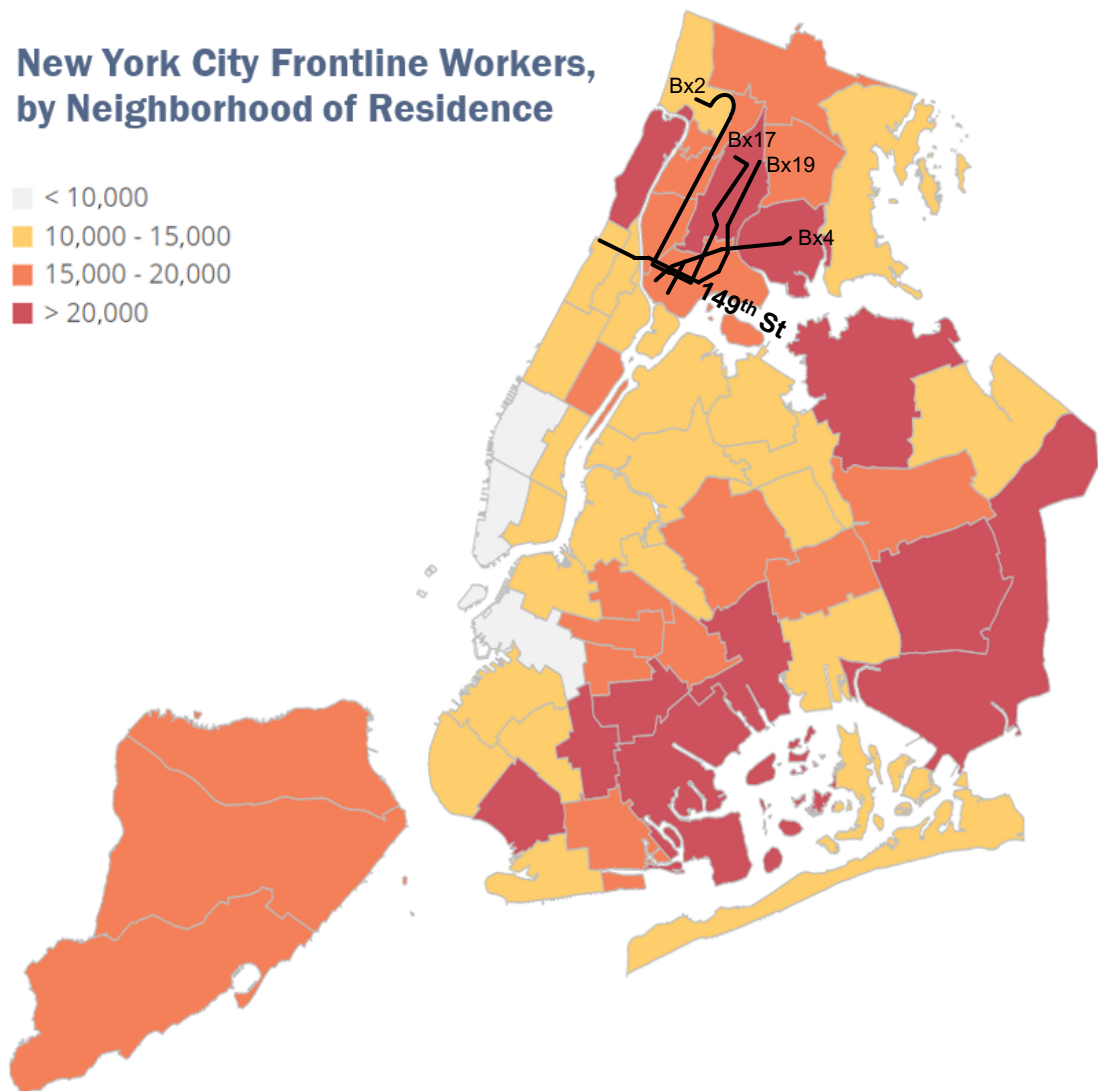
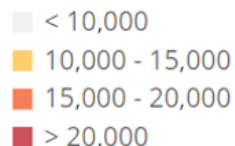
Transporting Essential Workers During and After COVID-19

2

Transporting Essential Workers

- **38% of NYC transit riders are frontline workers** (nurses and medical workers, transit workers, postal/courier workers, grocery store workers, etc.)
- 79% of the city's frontline workers are Black, Hispanic, or mixed race
- The bus routes that use 149th St serve high concentrations of frontline workers
- Roughly half of frontline workers commute during off-peak hours

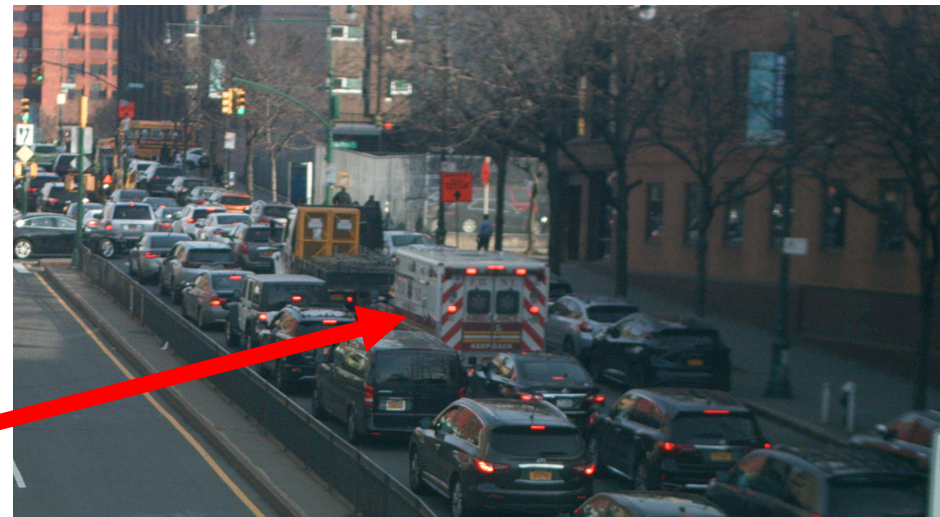
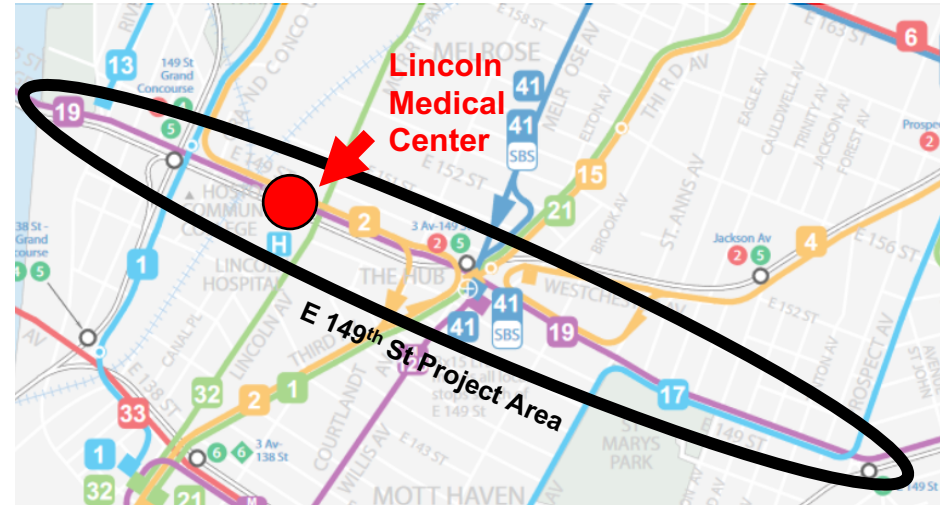
New York City Frontline Workers,
by Neighborhood of Residence



Source: NYC Comptroller Report,
"New York City's Frontline Workers," 3/26/20

Transporting Essential Workers

- **Lincoln Medical Center makes 149th St a key corridor** for transporting frontline workers during the COVID-19 crisis
- Better bus service can get frontline workers to their jobs **quickly and on-time**, during and after the crisis
- Bus improvements can help **keep buses evenly spaced** along the route, which minimizes crowding and allows social distancing onboard
- **Emergency vehicles** use bus lanes to improve response times



149th St & Walton Ave, 3/5/20

Proposal

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Proposed Treatments

Bus Lanes



Webster Ave, The Bronx

Pedestrian Islands



Baychester Ave, The Bronx

Left & Right Turn Bays



Webster Ave, The Bronx

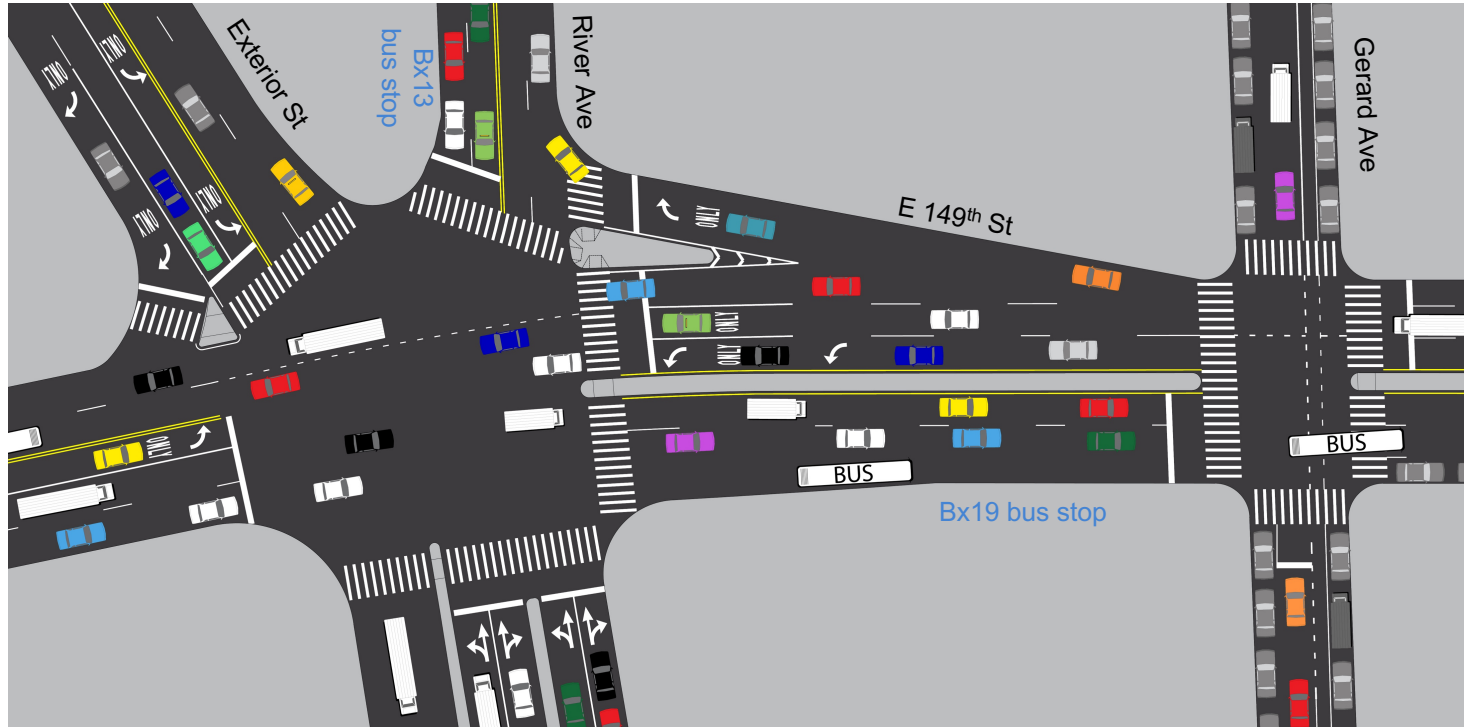
Curb Management (Meters, Loading Zones)



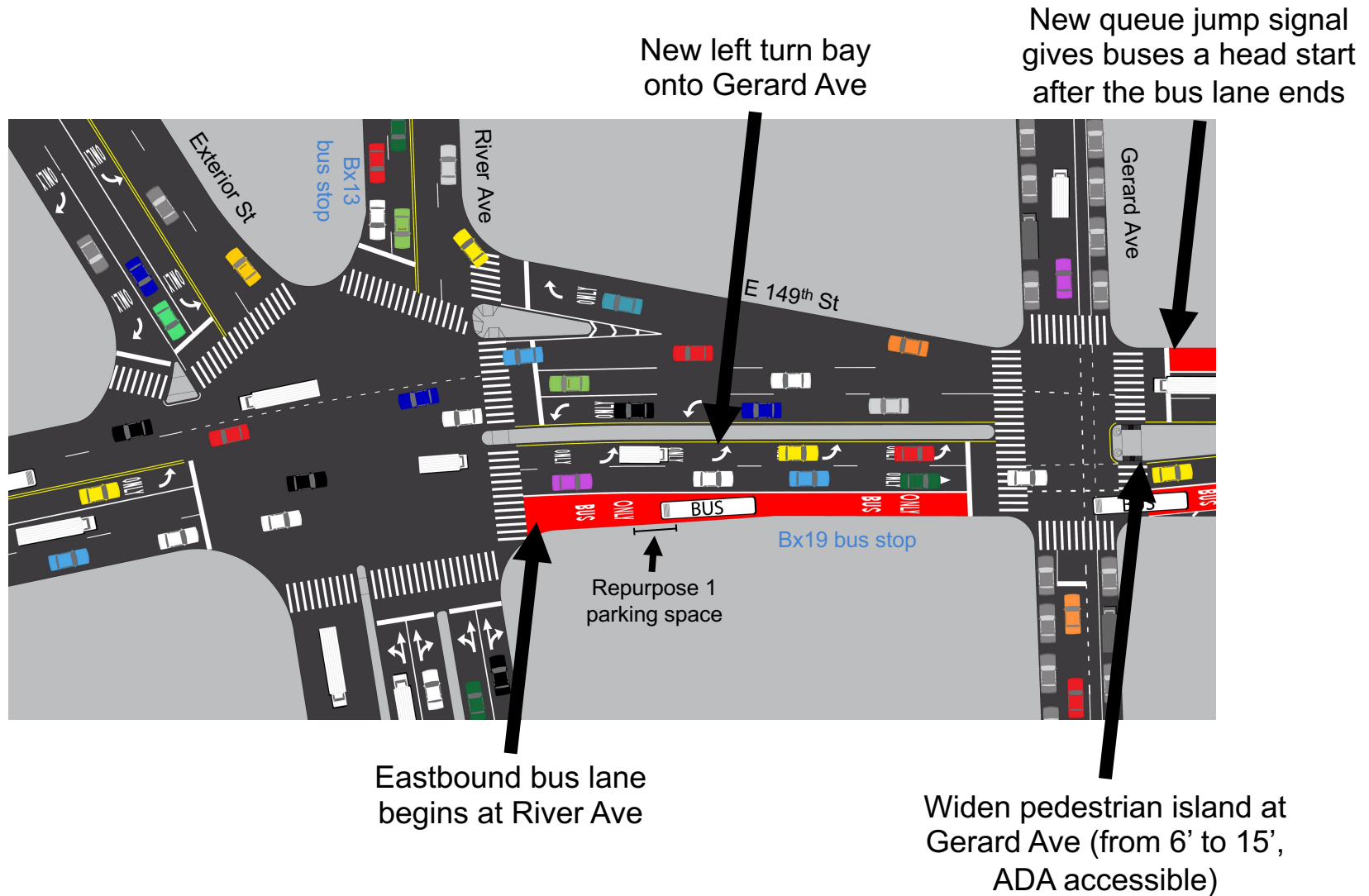
178th St, The Bronx

© NYC DOT

Existing: Exterior St to Gerard Ave



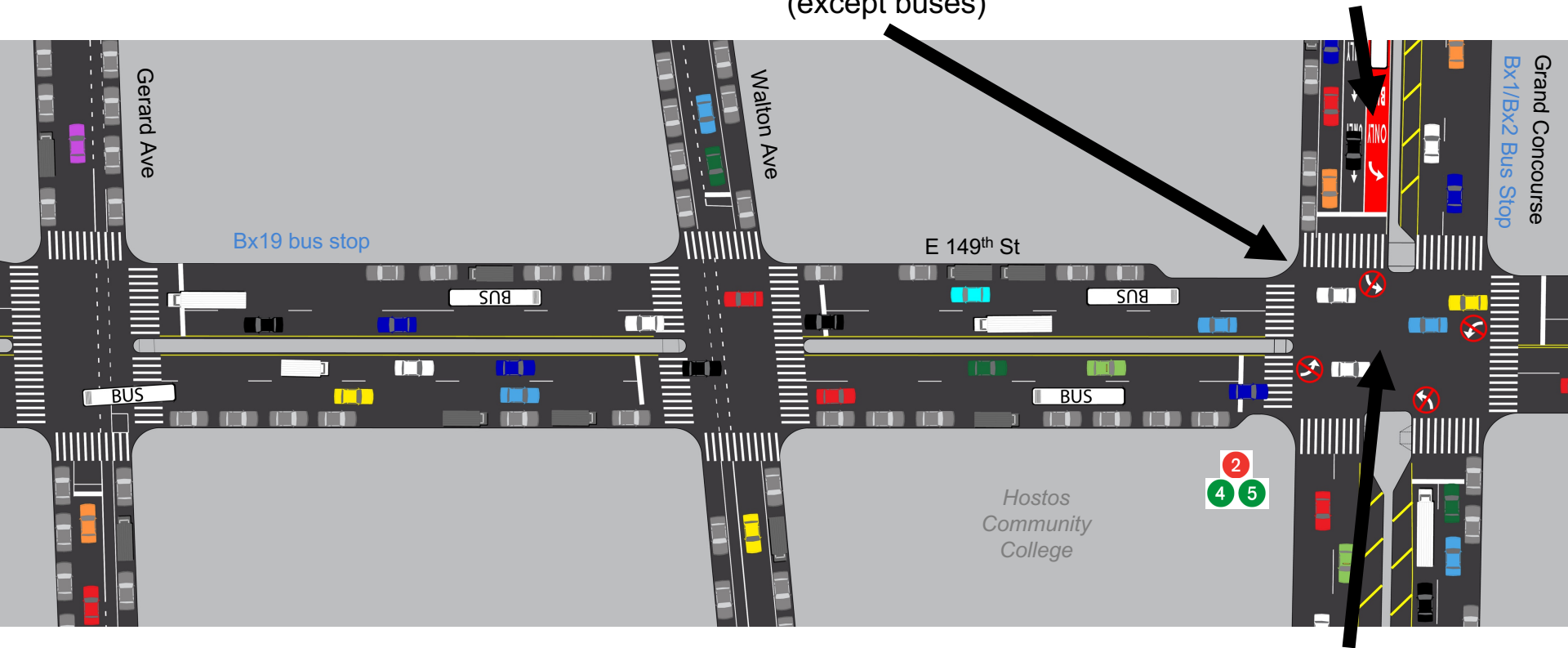
Proposed: Exterior St to Gerard Ave



Existing: Gerard Ave to Grand Concourse

All left turns at 149th St & Grand Concourse are currently restricted (except buses)

Existing, 1-block bus lane on Grand Concourse

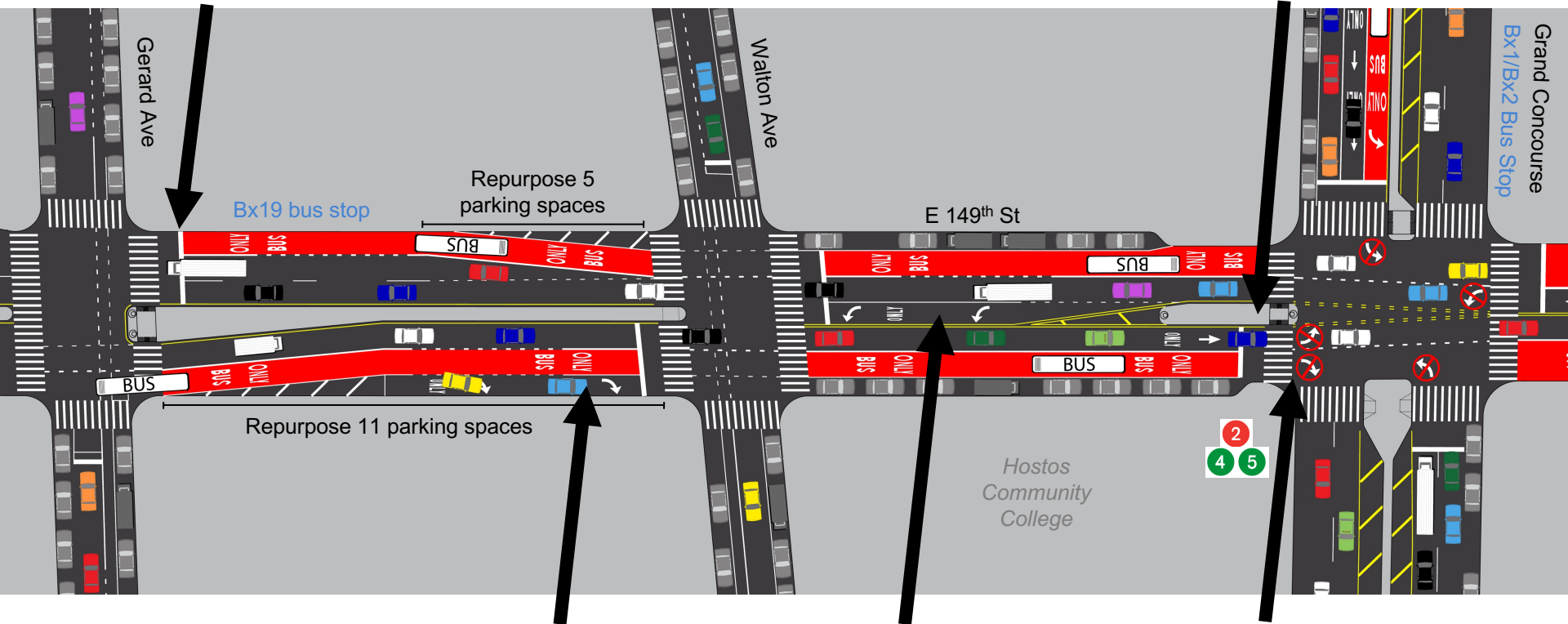


Vision Zero
Priority Intersection

Proposed: Gerard Ave to Grand Concourse

New queue jump signal gives buses a head start after the bus lane ends

Widen pedestrian island at Grand Concourse
(6' to 9', ADA accessible)

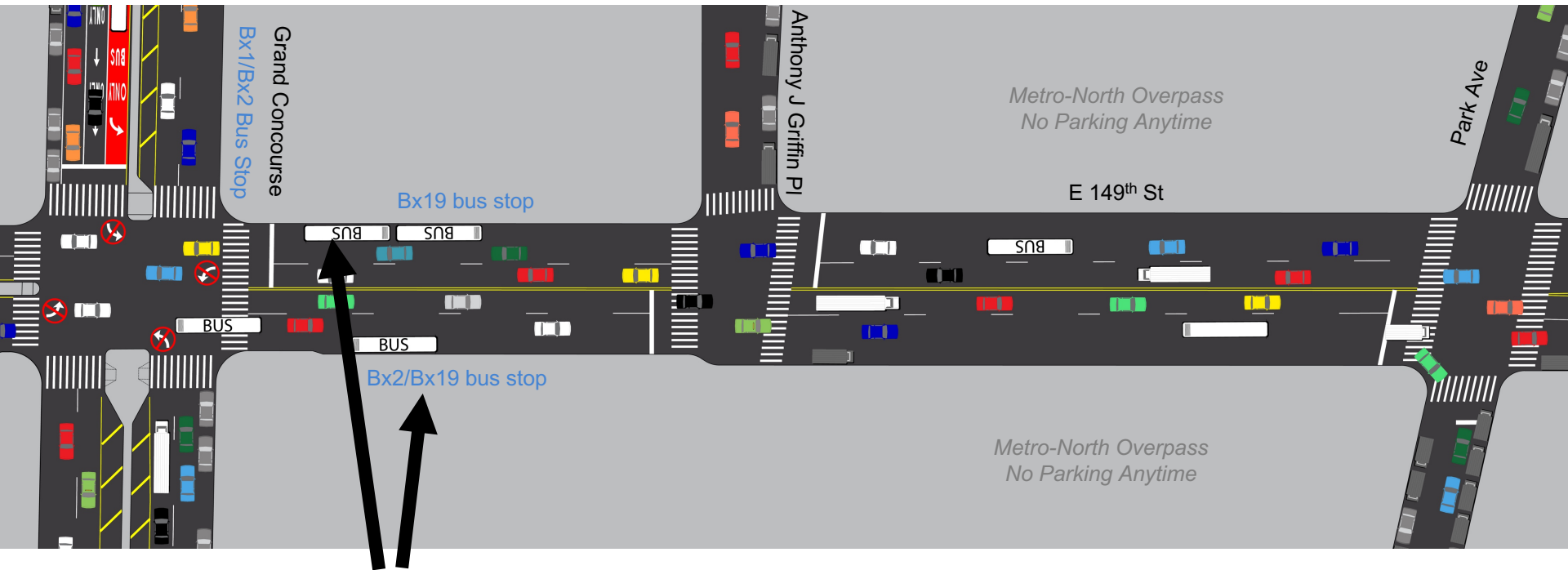


New right turn bay at Walton Ave keeps through lanes clear

Remove rest of island for new left turn bay at Walton Ave

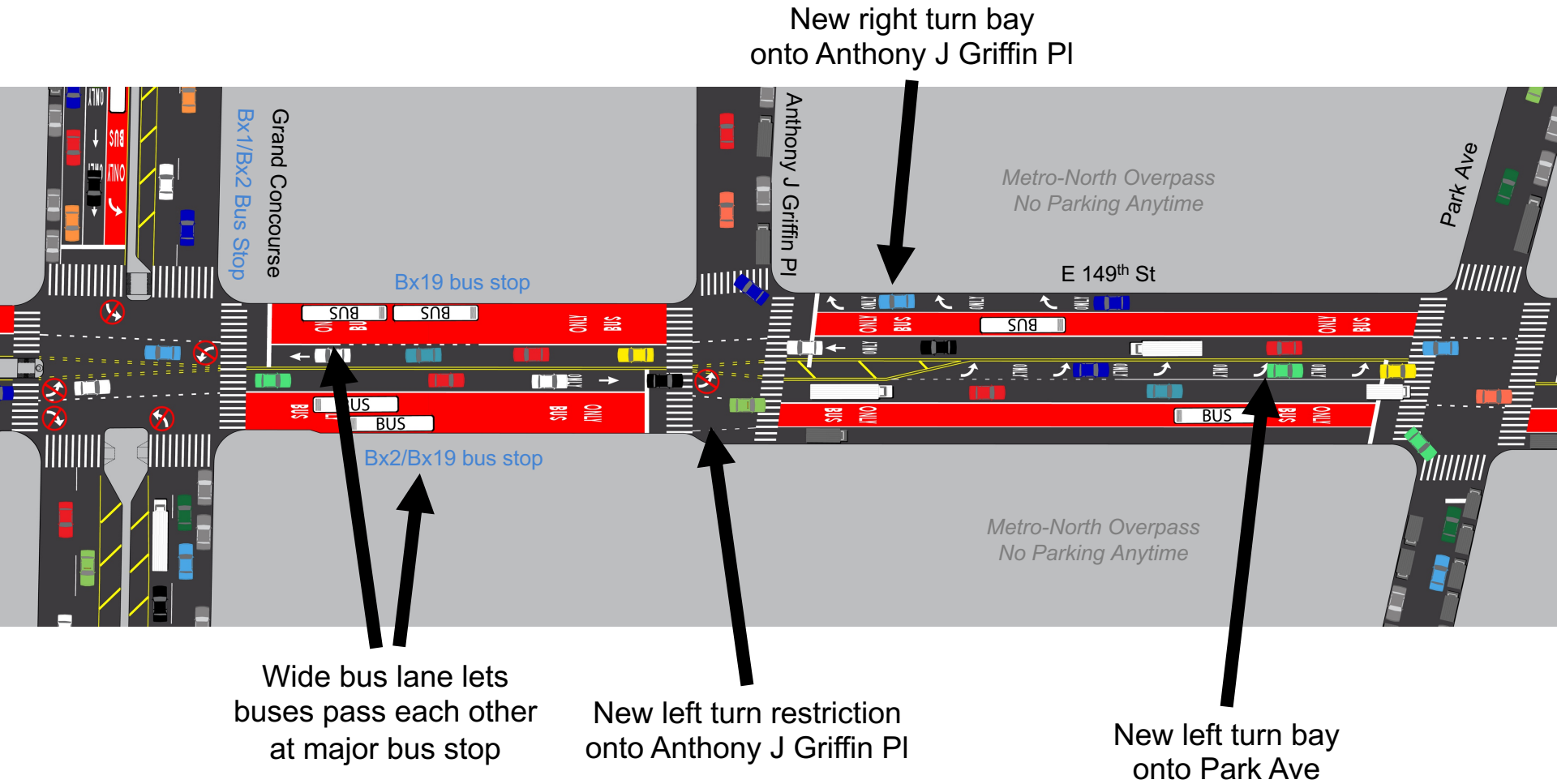
New right turn restriction onto Grand Concourse

Existing: Grand Concourse to Park Ave

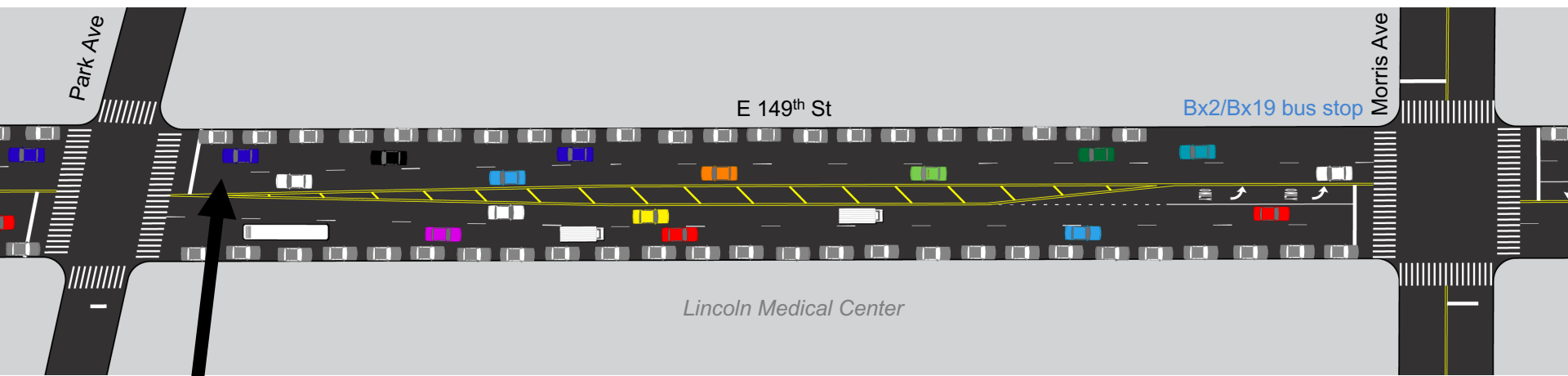


Major bus stop
(connect to 2/4/5 trains, Grand
Concourse Bx1/Bx2 buses,
Hostos Community College)

Proposed: Grand Concourse to Park Ave



Existing: Park Ave to Morris Ave



E 149th St

Bx2/Bx19 bus stop

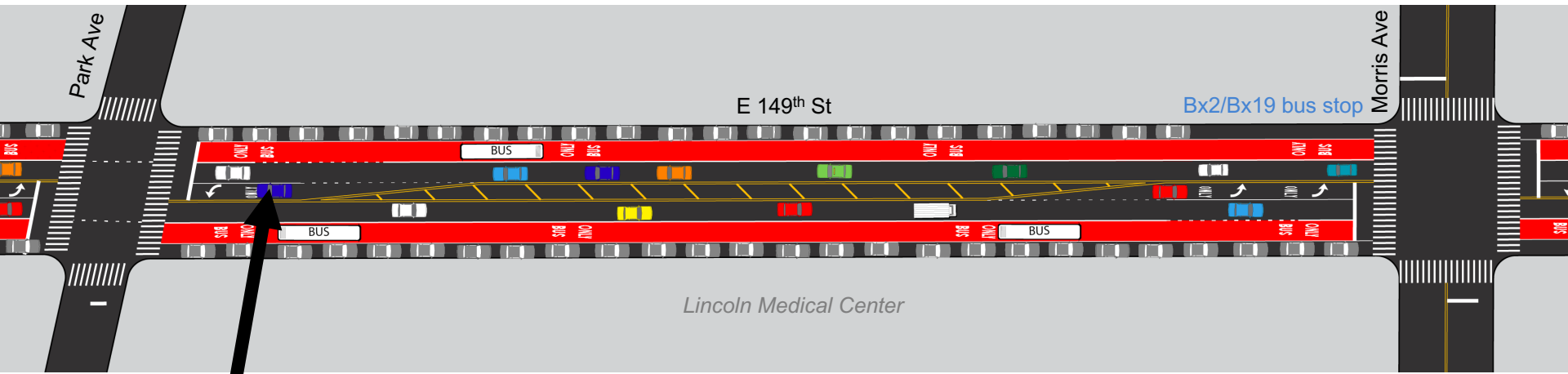
Lincoln Medical Center

Park Ave

Morris Ave

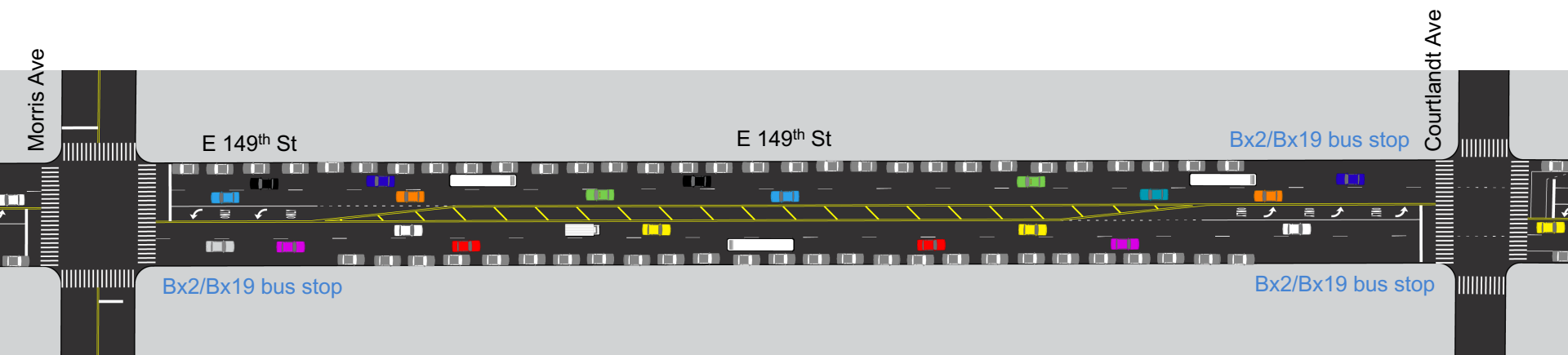
Legal westbound left turn
with no turn bay

Proposed: Park Ave to Morris Ave

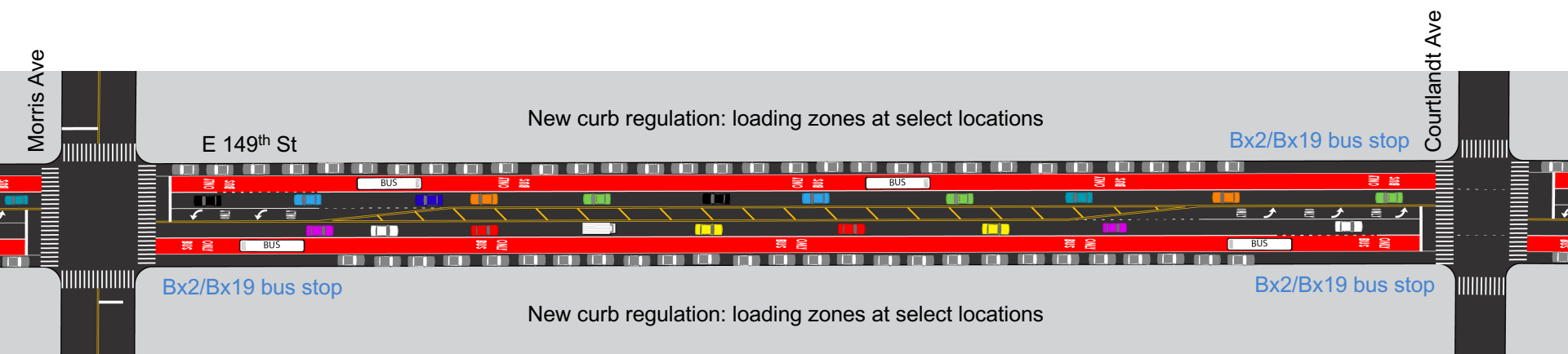


Potential restoration of
left turn, new left turn bay
(currently being studied)

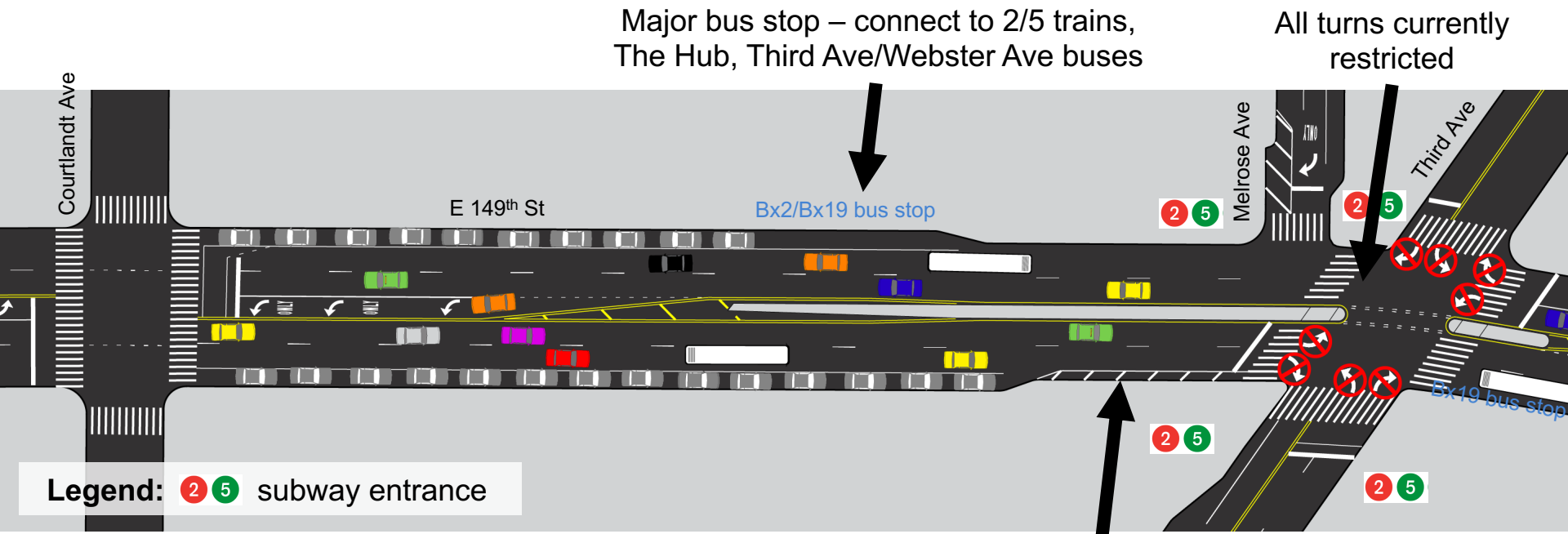
Existing: Morris Ave to Courtlandt Ave



Proposed: Morris Ave to Courtlandt Ave



Proposed: Courtlandt Ave to Third Ave



4.5' wide channelized area is a hotspot for illegal parking and standing, blocking traffic

Proposed: Courtlandt Ave to Third Ave



Example of bus boarder

Potential Bus Boarder: widens the sidewalk and makes boarding easier for wheelchair and walker users

Courtlandt Ave

New curb regulation: No Standing, No Parking or other high-turnover regulation

Bx2/Bx19 bus stop

2 5

Melrose Ave

2 5

Third Ave

Bx19 bus stop

New curb regulation: No Standing, No Parking or other high-turnover regulation

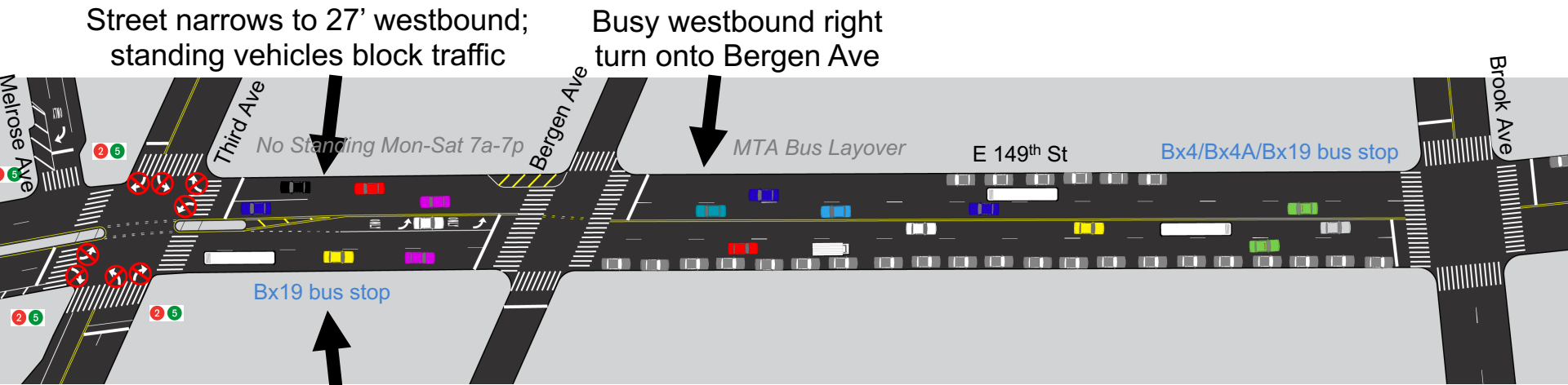
Repurpose 2 parking spaces

Bus lane moves to curb where sidewalk widens and parking ends

Daylight corner (tight turn for Bx2 bus)

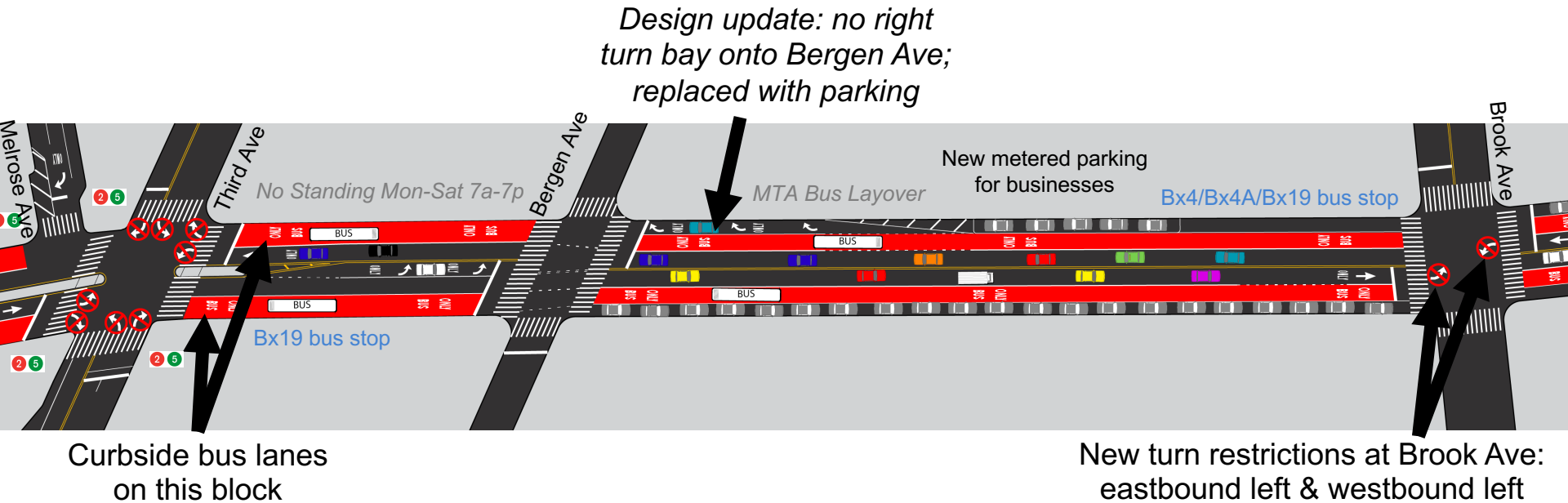
Legend: 2 5 = subway entrance

Existing: Third Ave to Brook Ave

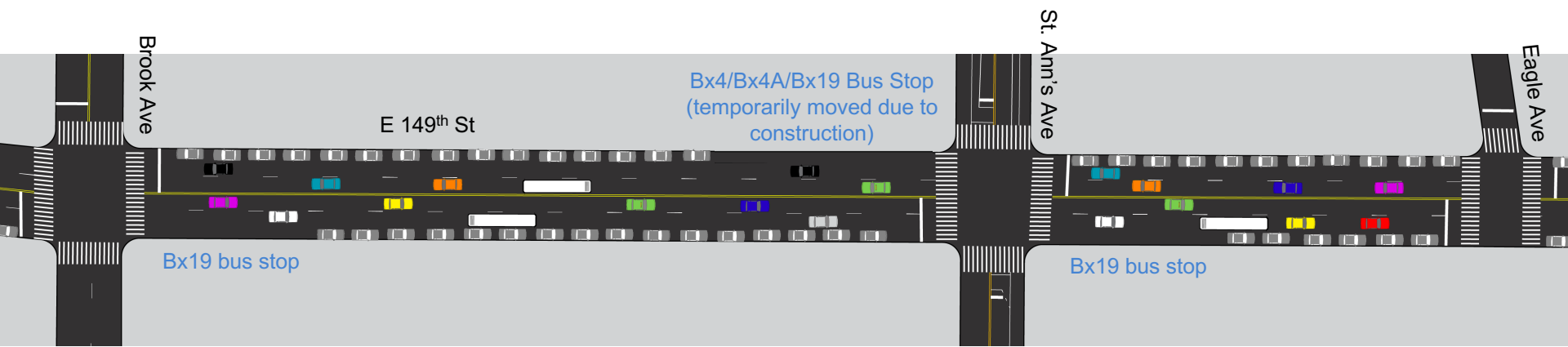


Major bus stop – connect to 2/5 trains,
The Hub, Third Ave/Webster Ave buses

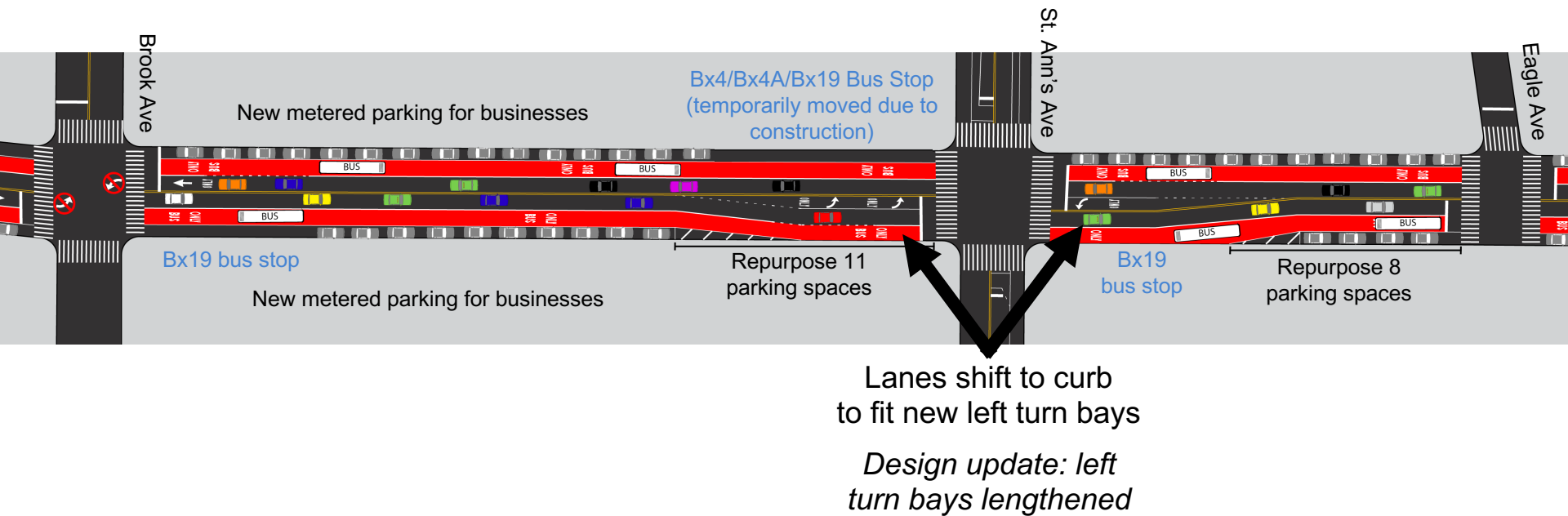
Proposed: Third Ave to Brook Ave



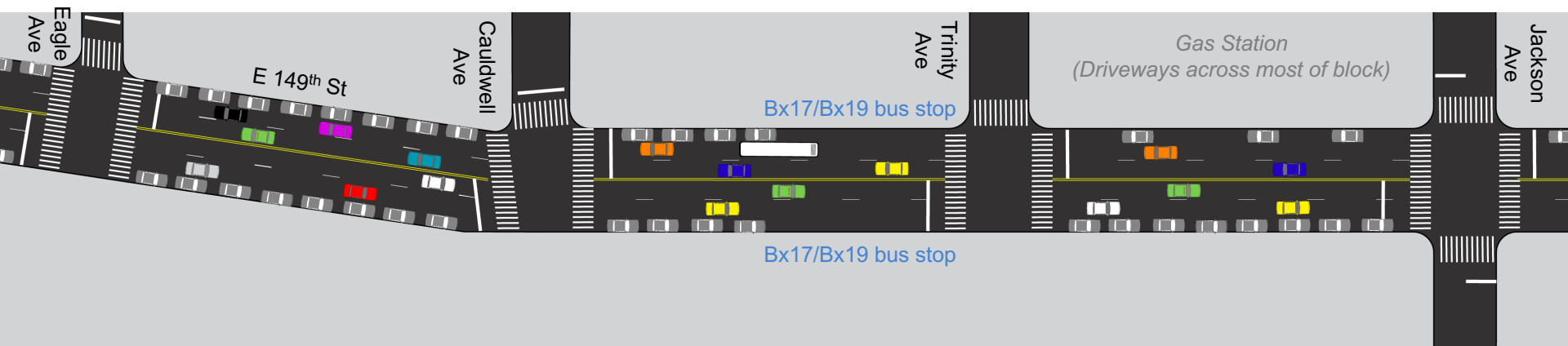
Existing: Brook Ave to Eagle Ave



Proposed: Brook Ave to Eagle Ave

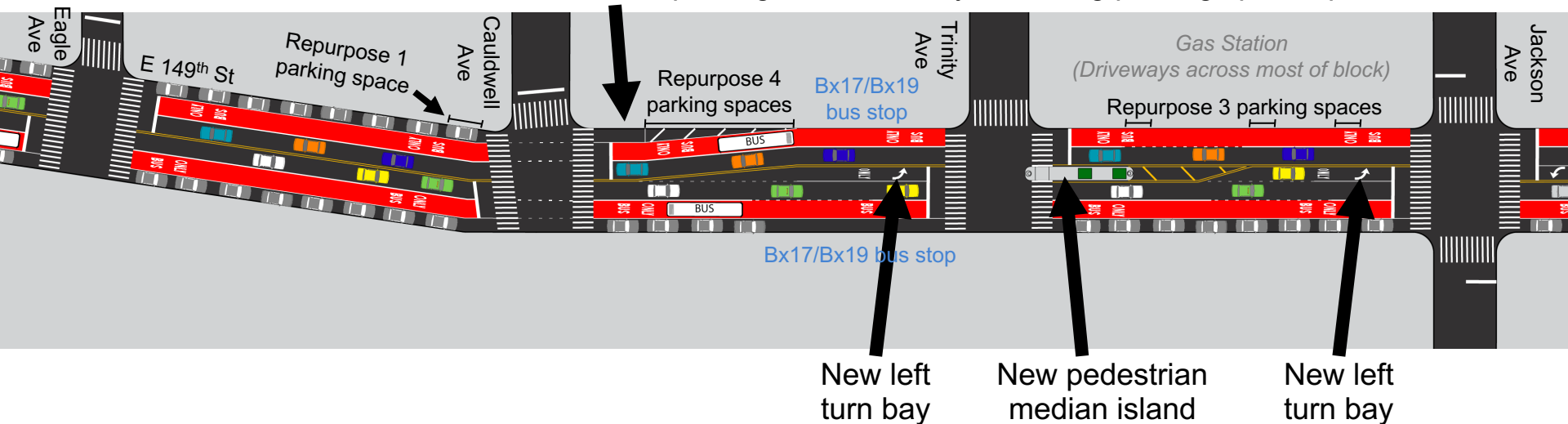


Existing: Eagle Ave to Jackson Ave

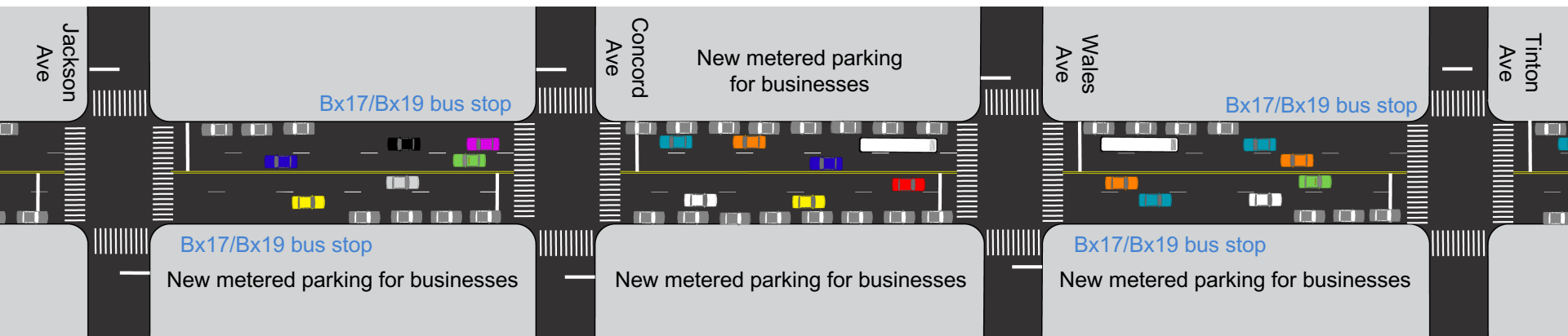


Proposed: Eagle Ave to Jackson Ave

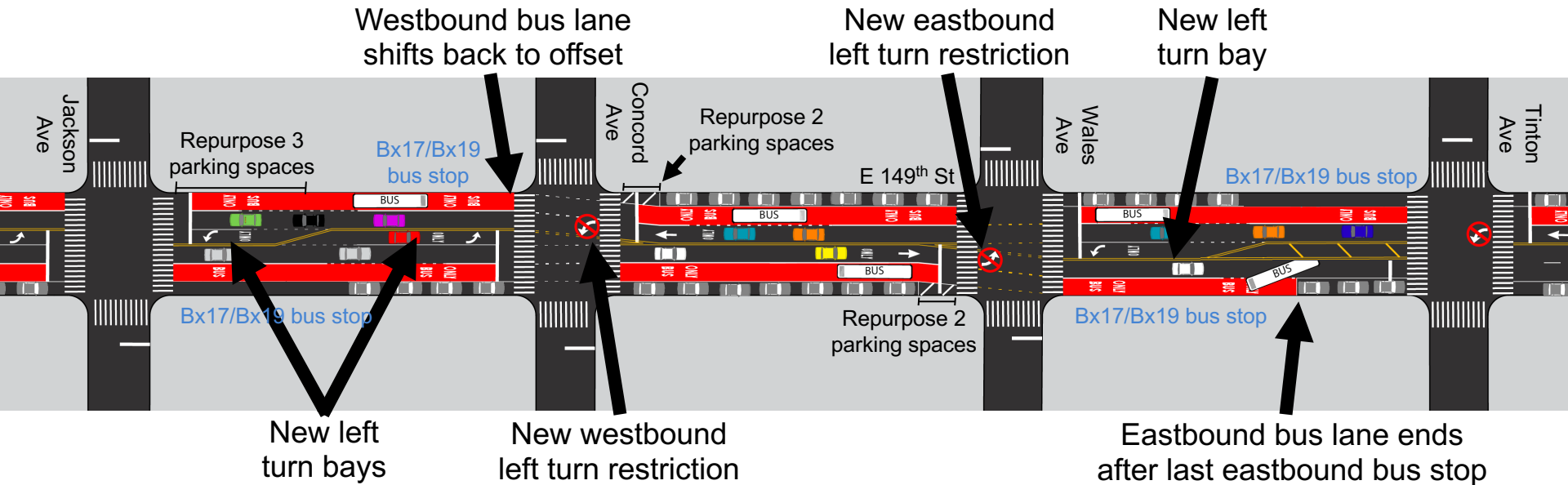
Westbound bus lane shifts to curb for 3 blocks to accommodate left turn bays. These blocks were selected to minimize parking loss, with only 3 existing parking spaces per block.



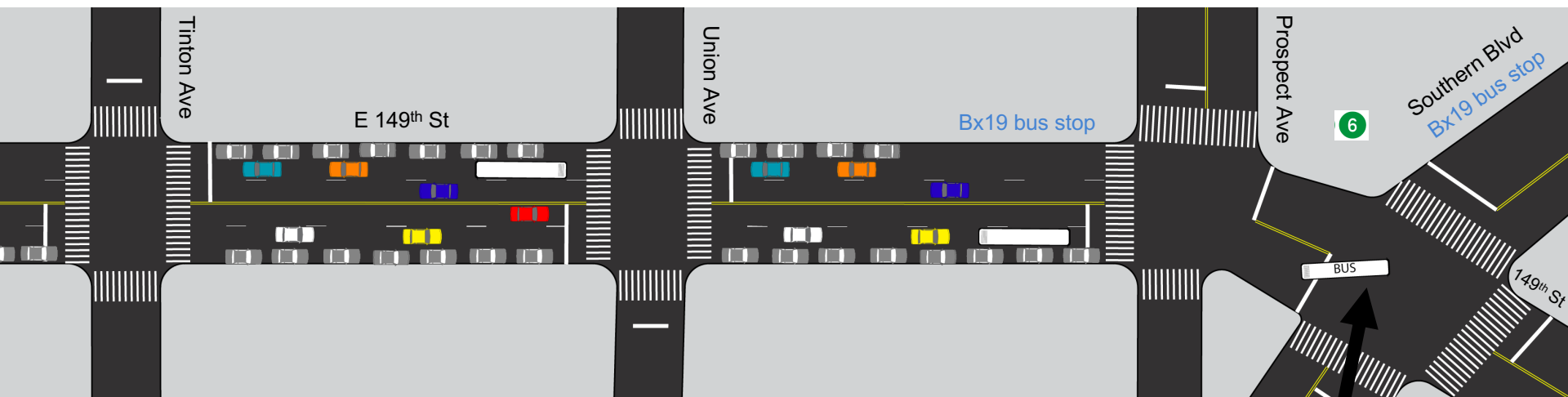
Existing: Jackson Ave to Tinton Ave



Proposed: Jackson Ave to Tinton Ave

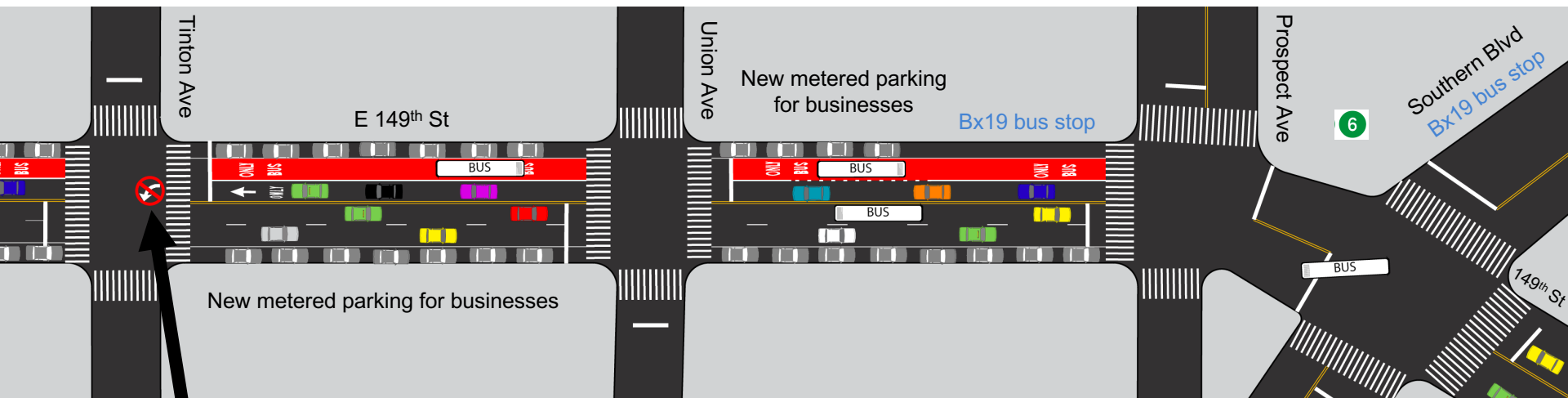


Existing: Tinton Ave to Southern Blvd



Bx19 bus turns onto
Southern Blvd

Proposed: Tinton Ave to Southern Blvd



New westbound
left turn restriction

Proposed: E 144th St – Walton Ave to Grand Concourse

E 144th St between Walton Ave and Grand Concourse:

- Currently 35' wide, with 1 parking lane and 1 travel lane in each direction
- Sub-standard street width has generated community complaints
- Right turn restriction from eastbound 149th St onto southbound Grand Concourse would add additional vehicles to this block (see green arrow)

Proposal: change the south curb only (7 spaces) to No Parking, Mon-Sat 8am-6pm

- Matches the adjacent blocks of E 144th St from Walton Ave to Exterior St
- Overnight and Sunday parking remains



Bus Lane Hours

- Bus lane hours: **7am-8pm, All Days**
 - This is when congestion takes place, and when bus speeds are 3.5 - 5.0 mph across all of 149th St



Example of bus lane without red paint

Summary: Turn Restrictions

- This project is designed to minimize turn restrictions, except at key locations to:
 - Address an immediate safety need
 - Alleviate a traffic bottleneck, and/or
 - Preserve parking
- This project includes 7 proposed turn restrictions:
 1. Eastbound right at Grand Concourse
 2. Eastbound left at Anthony J. Griffin Pl
 3. Westbound left at Brook Ave
 4. Eastbound left at Brook Ave
 5. Westbound left at Concord Ave
 6. Eastbound left at Wales Ave
 7. Westbound left at Tinton Ave

Summary: Curb Regulations

- Better curb regulations = easier to park at the curb
 1. Metered parking on commercial blocks
 2. Loading zones on parts of the busiest commercial blocks
 3. Increase turnover between Courtlandt Ave and Third Ave

June 8th Mayoral Announcement

- Outreach for this project began in December 2019
- On June 8th, Mayor de Blasio announced **20 new miles of bus lanes and busways** throughout NYC
 - Fast implementation as the city returns to work from COVID-19
- 149th St construction moved up to **begin this month**
 - **Install now:** Bus lanes (without red paint), “BUS ONLY” markings, basic signage, some concrete, and some curb regulation changes
 - **Install when available:** Red paint, overhead signage, signal timing changes, remaining concrete, and remaining curb regulation changes
- DOT will continue to monitor conditions during and after implementation
- DOT will continue to work with CB 1, CB 4, elected officials and stakeholders to make adjustments as needed

Next Steps

4

Project Timeline

Fall 2019

- Present potential treatments to CB 4, CB 1
- Collect traffic data & survey merchants

Winter/Spring 2020

- Present draft street design plan to CB 4, CB 1
- Develop detailed final plan

June 2020

- Mayoral announcement June 8th
- Present detailed final plan to CB 4, CB 1 & elected officials
- Install bus lanes, street markings & basic signage

Summer 2020 - 2021

- Add red paint, overhead signage, remaining concrete, and signal timing changes
- Monitor performance & make adjustments as needed

THANK YOU!

Questions?



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