

Bx35 Bus Priority and Safety Improvements

Bronx Community Board 4 Municipal Services Committee | February 5, 2020



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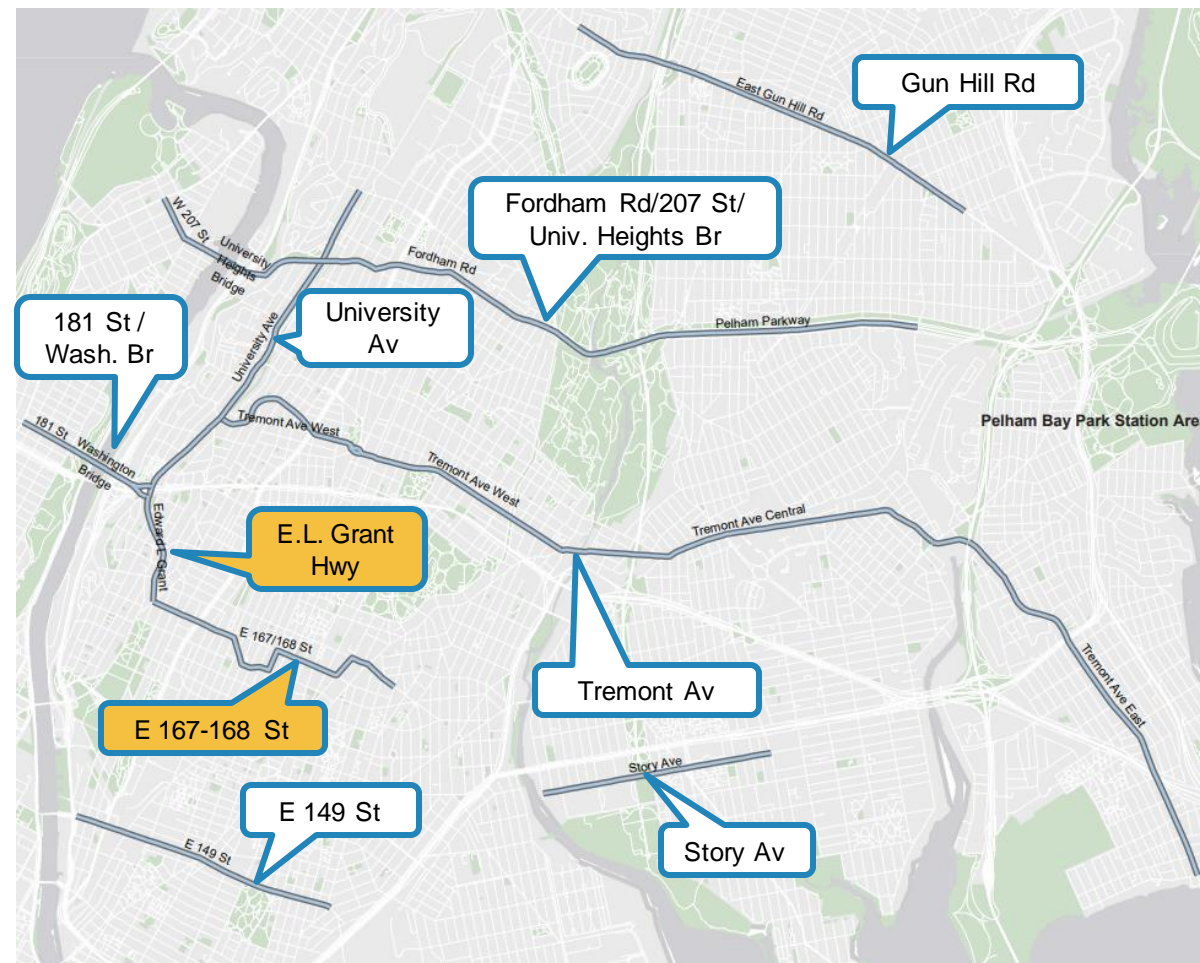
Planning & Outreach

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



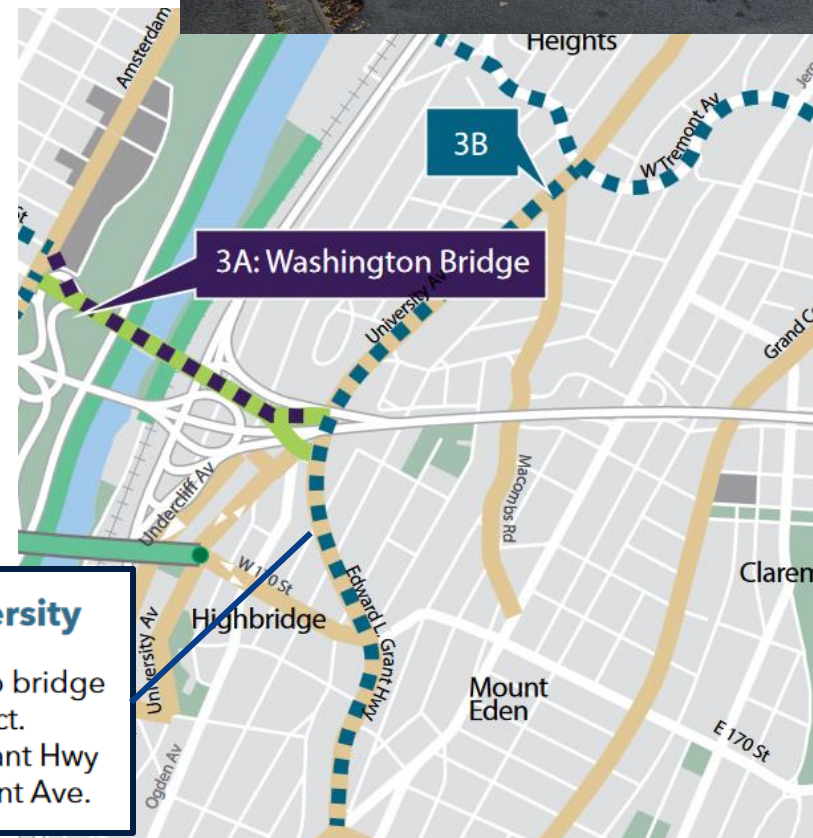
Bus Priority Corridors



- NYCDOT analyzed Bronx corridors to determine where bus lanes and other bus priority are most needed
- Both E.L. Grant Hwy and E 167th/E 168th St identified as top Bronx corridors
- High ranking due to:
 - High ridership & high volume of buses
 - Slow and unreliable bus service
 - Important cross-borough connections

Harlem River Bridge Access: Connecting Communities

- Edward L Grant Highway identified as priority project in the Connecting Communities Plan (May 2018)
 - Protected bicycle lane improves bicycle and pedestrian safety and enhances access to/from Manhattan via Washington Bridge
 - Over 350 cyclists and 515 pedestrians use the Washington Bridge daily (7am-7pm)



3B Edward L Grant Highway / University Ave
Create pedestrian and bicycle gateway to bridge as part of planned NYSDOT capital project. Upgrade existing bicycle route on E L Grant Hwy to protected path from E 167 St to Tremont Ave.

Outreach

Community Engagement to Date

- Connecting Communities (Harlem River Bridge Access)
 - 12 Workshops in Manhattan and the Bronx
 - Hostos Community College on June 16, 2015 and March 23, 2016
 - Mullaly Recreational Center on Sept 10, 2015
 - Bronx Lebanon Hospital on March 29, 2016
 - On-bridge outreach
- MTA Bronx Bus Redesign / NYCDOT Better Buses
 - Open Houses
 - Bronx Museum on June 12, 2019
 - Presentation to Community Board 4 on November 26, 2019
 - Presentation to Community Board 3 on December 17, 2019

DOT will continue to identify and meet with community stakeholders throughout project development and implementation

E.L. Grant Highway

Background

Existing Conditions



Double Parking



Frequent Bus Service & High Ridership



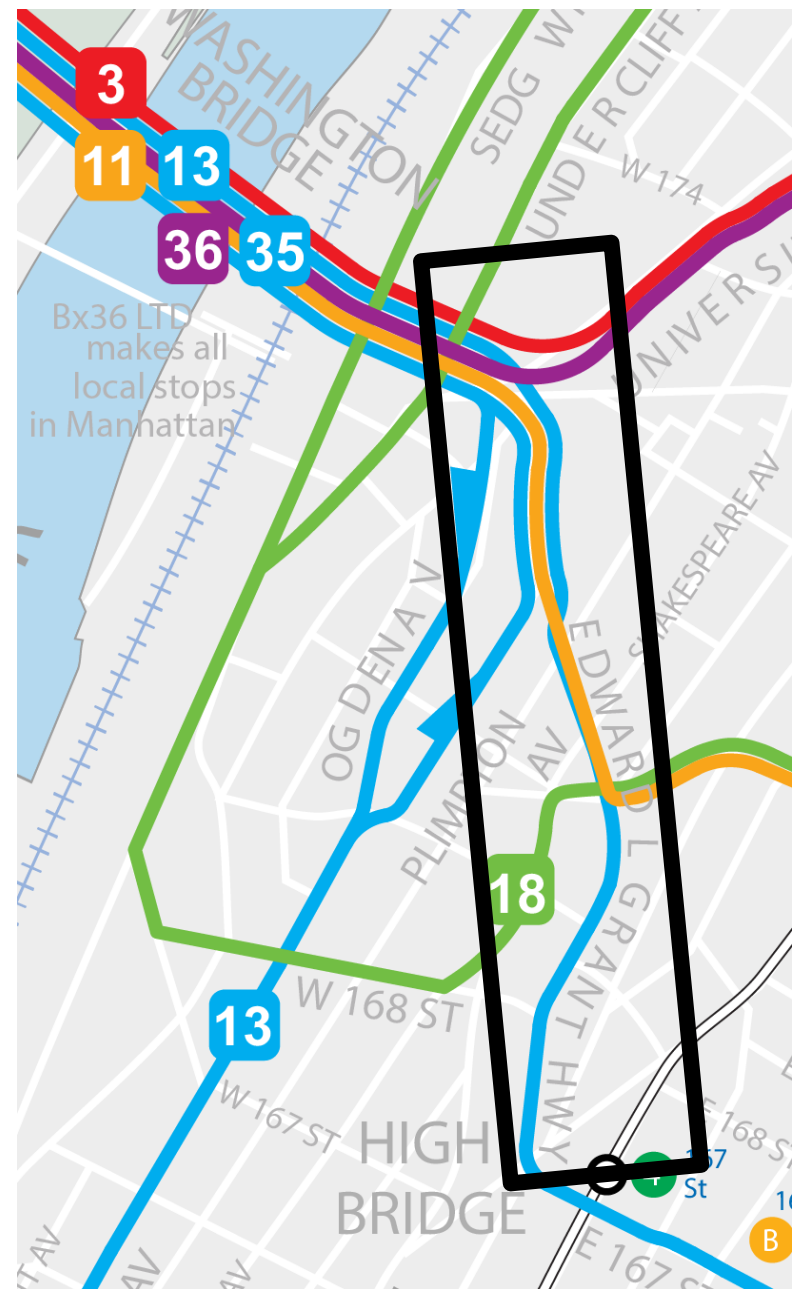
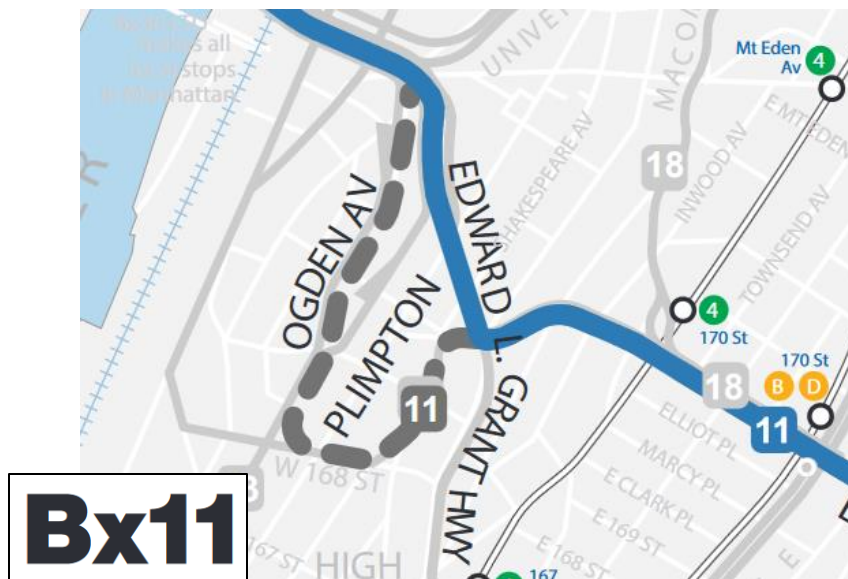
Unprotected Bike Lanes



Long Crossing Distances

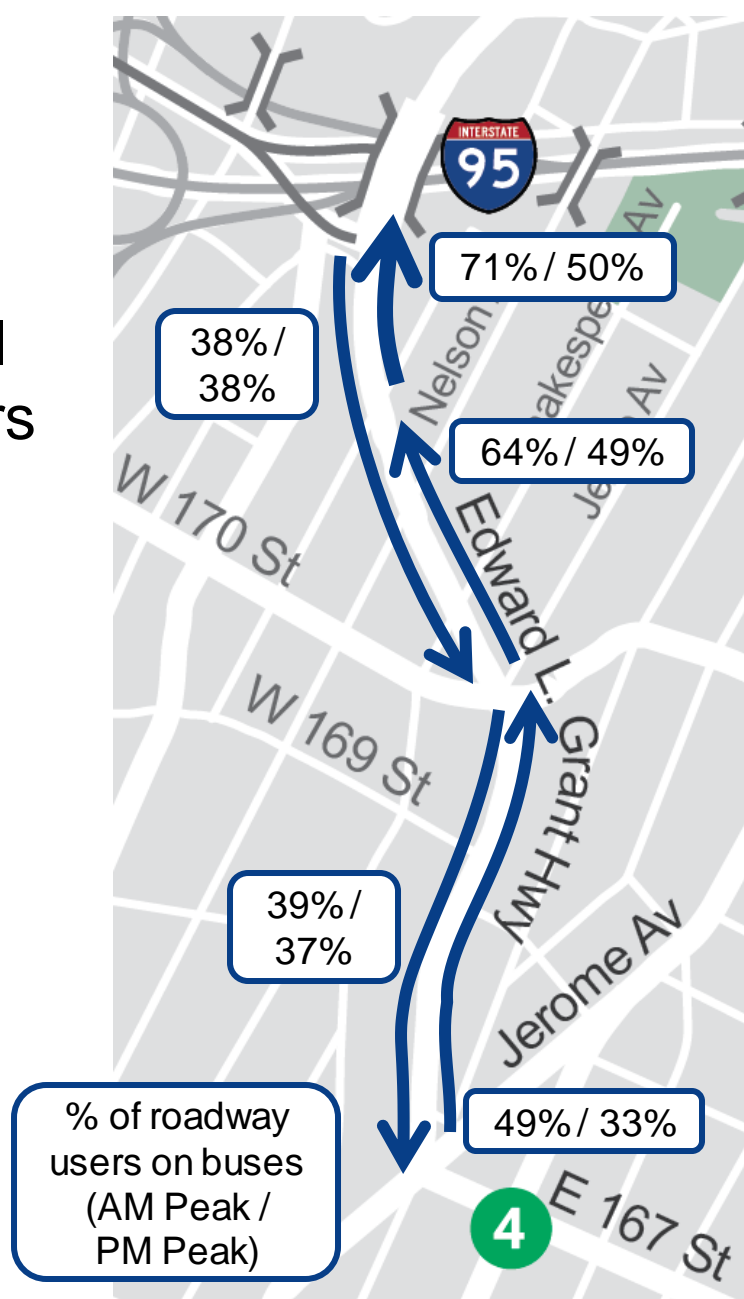
MTA Redesign

- Bx11 service will run on E L Grant Hwy instead of Ogden Av, 168 St, and Shakespeare Av
- MTA redesign increases bus services on EL Grant Hwy. During peak times, up to 37 buses per hour will service the corridor



Bus Ridership

- After redesign, E L Grant Hwy will carry over 26,000 daily passengers on the Bx11, Bx13, and Bx35
 - Total routes carry 56,000 daily passengers
- 33% - 71% of people traveling on corridor are on buses
- Despite high ridership, minimal space dedicated to buses, resulting in slow bus speeds:
 - 6.7 mph avg in AM Peak
 - 5.7 mph avg in PM Peak



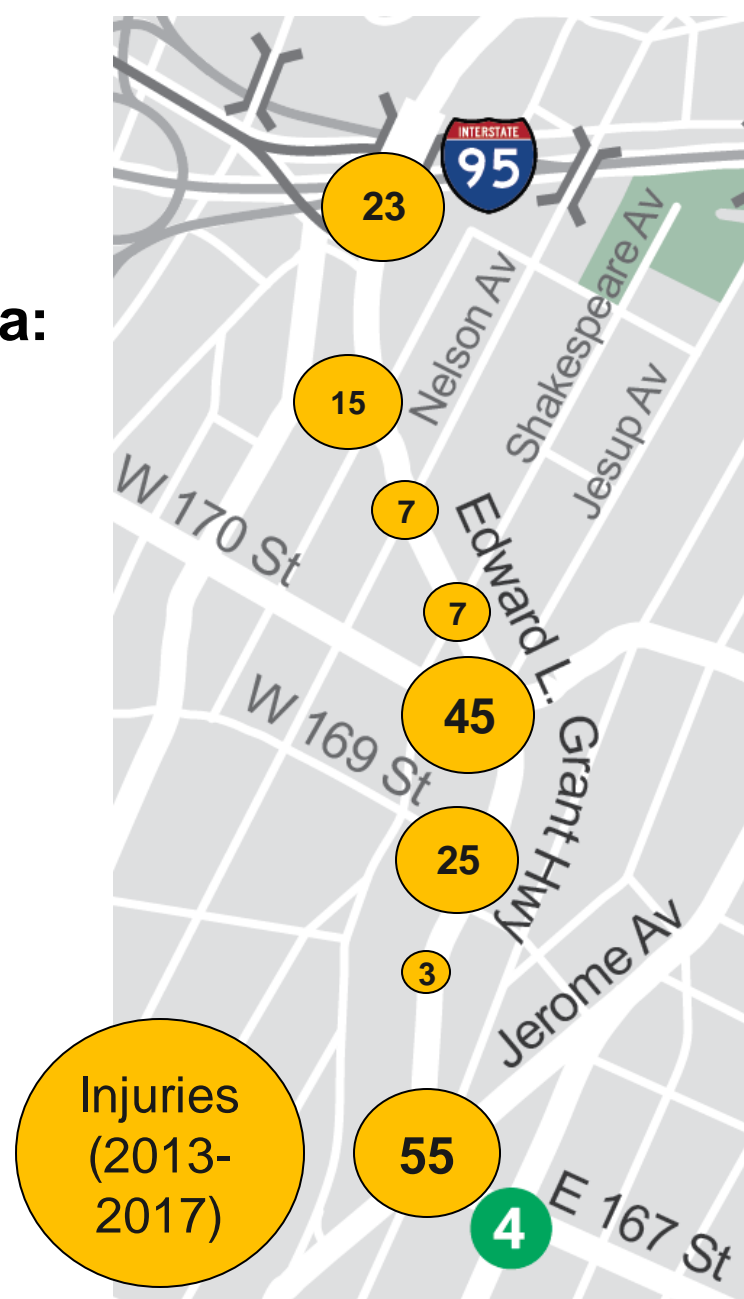
Traffic Safety

EL Grant is a Vision Zero Priority Area:

- **44 motorists, pedestrians, and cyclists injured per year** (2013-2017)
- Long crossing distances
- Unprotected bicycle facilities
- Wide roadway encourages speeding

Edward L Grant Hwy, Jerome Av – Cross Bronx Expwy
Injury Summary, 2013-2017 (5 years)

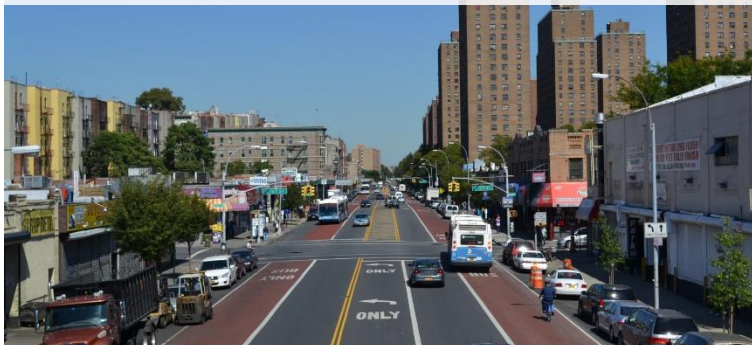
	Total Injuries	Severe Injuries	Fatalities
Pedestrian	28	2	0
Bicyclists	15	3	0
Motor Vehicle Occupant	176	3	0
Total	219	8	0



Proposals

Toolbox - Transit

Offset Bus Lanes



Webster Ave and 167 St

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Center Running Bus Lane



E L Grant Hwy and Cross Bronx Expwy

Bus Boarding Islands



Willis Ave and 144 St

Physical Protection



161 St and Sherman Ave

Toolbox – Pedestrian and Bicycle Safety

Protected Bicycle Lane w/ Pedestrian Islands



Skillman Av and 49 St, Queens

Offset Crossings



4 Ave and 7 St, Brooklyn

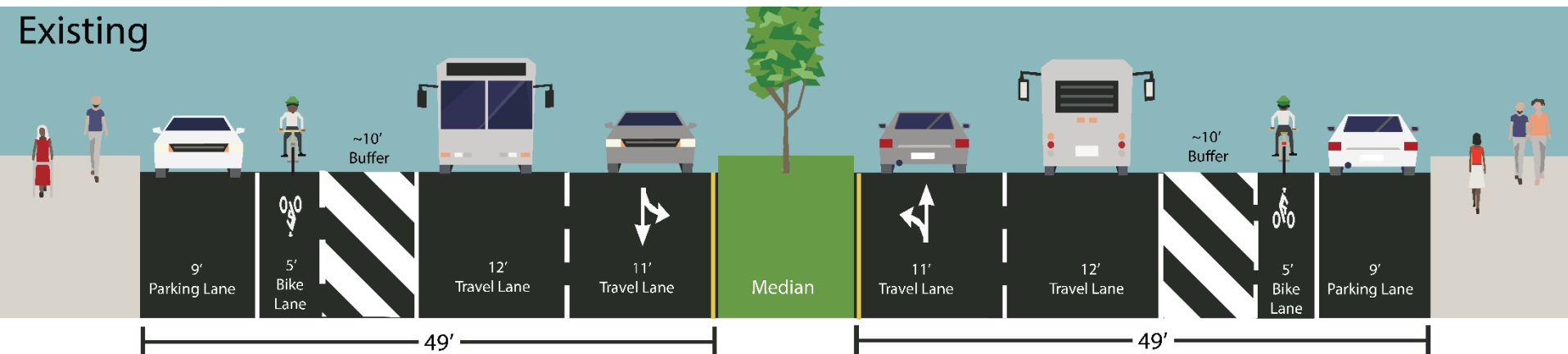
Median Extension



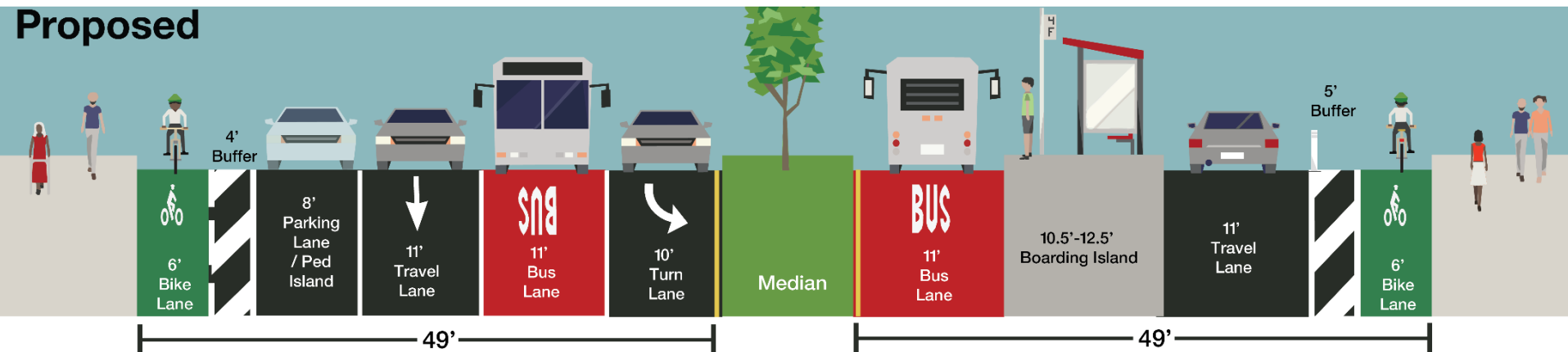
Grand Concourse and 144 St

Proposed Treatment

Existing



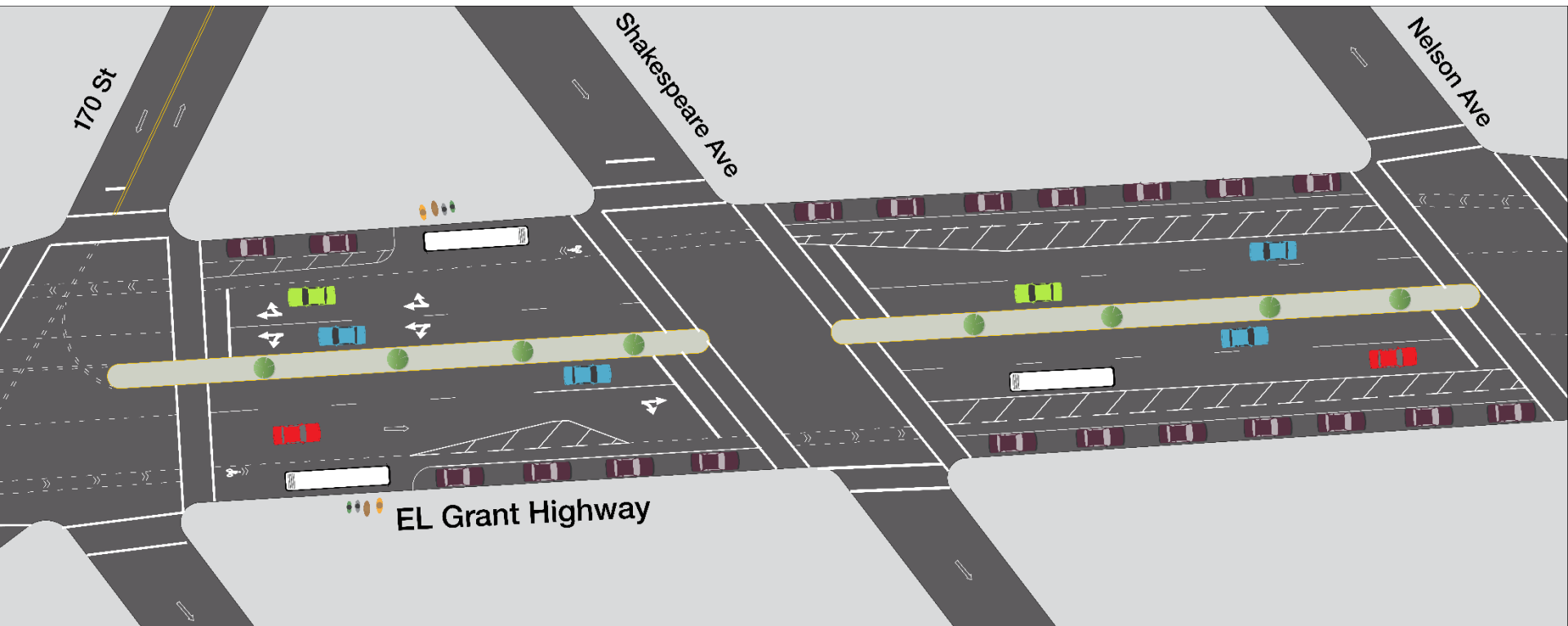
Proposed



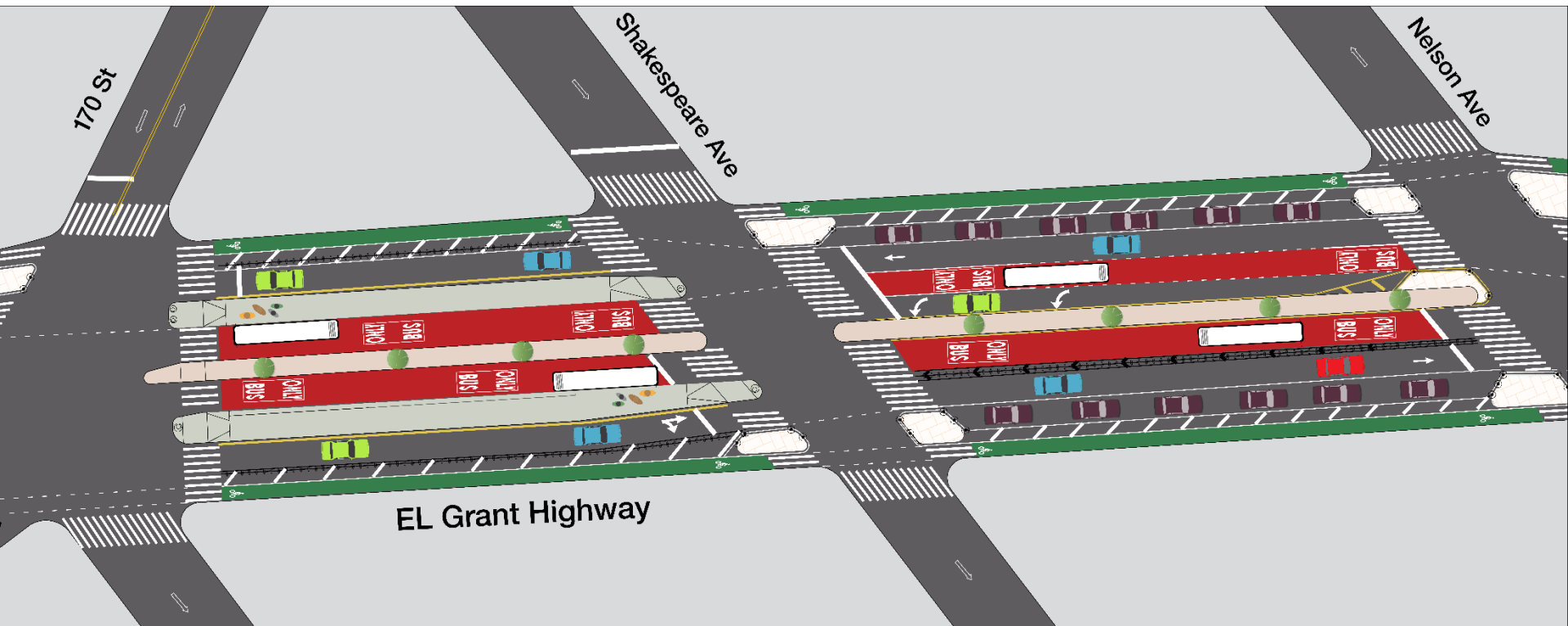
Typical section with no bus stop:
Parking to remain

Typical section with bus stop:
No parking for the length of the bus stop

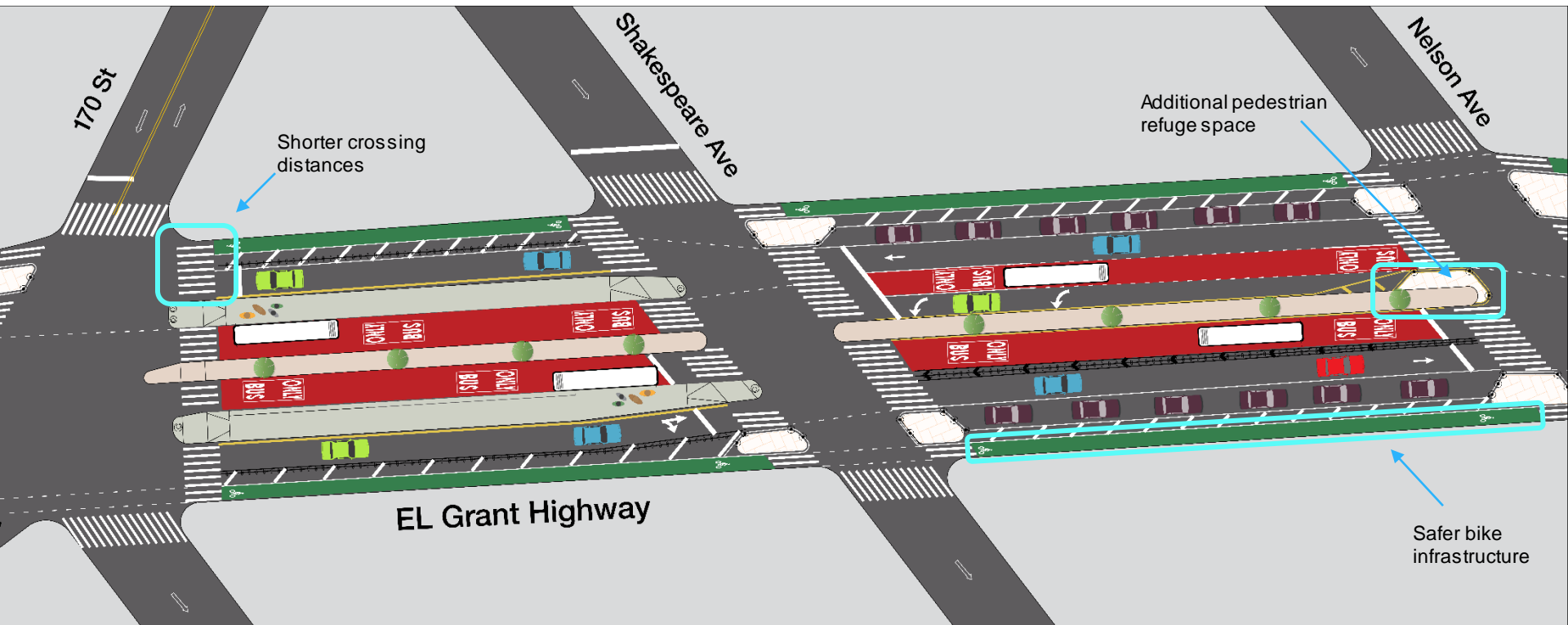
Existing



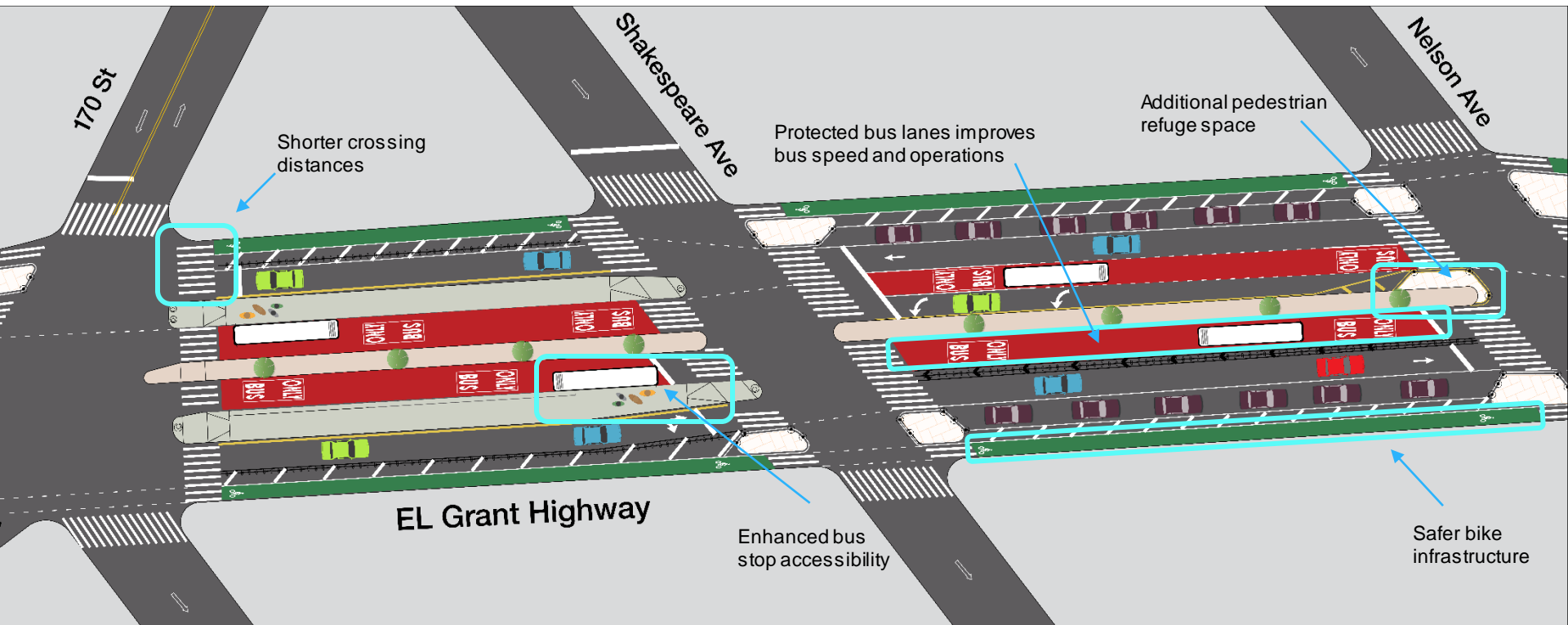
Proposed Treatment



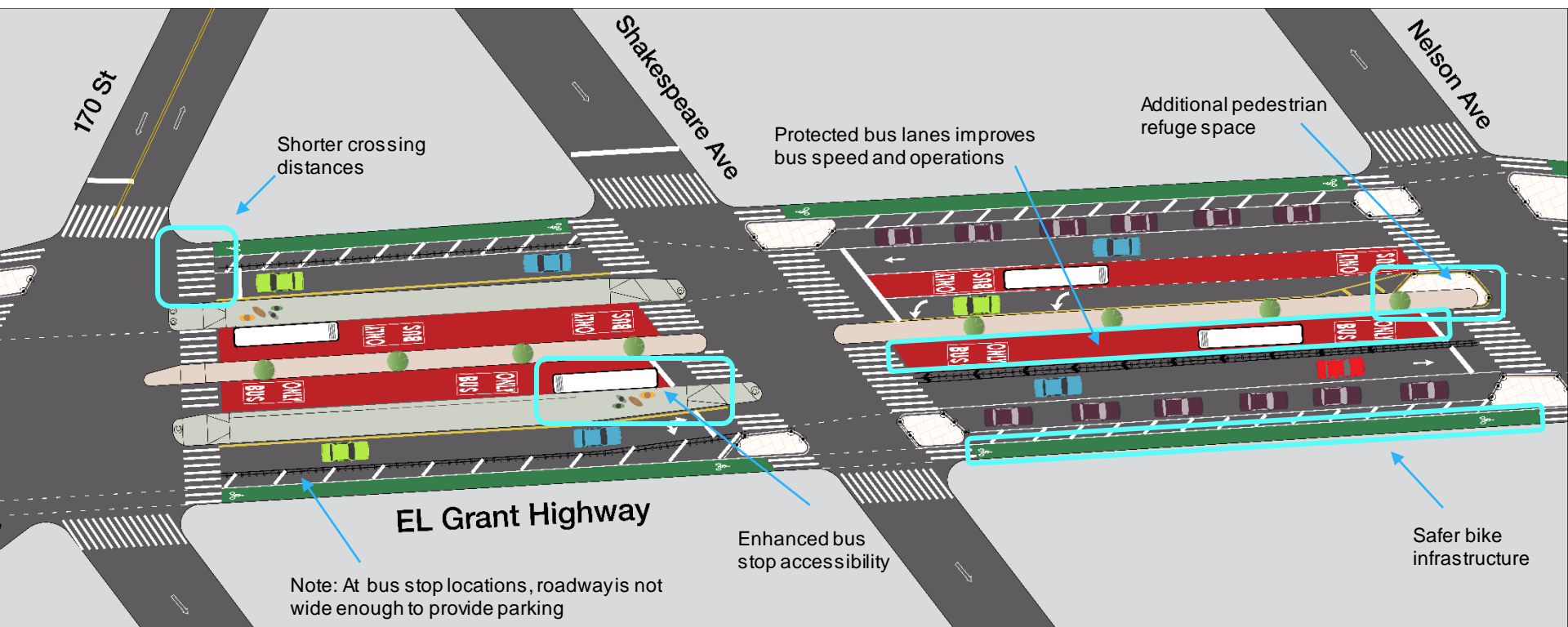
Key Features of Treatment



Key Features of Treatment



Key Features of Treatment



Benefits of Treatment

- Improves bus speeds and reliability
- Improves bus stop accessibility
- Shortens crossing distances
- Enhances pedestrian safety
- Improves bicycle safety
- Reduces double parking or barriers to bus lane



161st St and Morris Ave

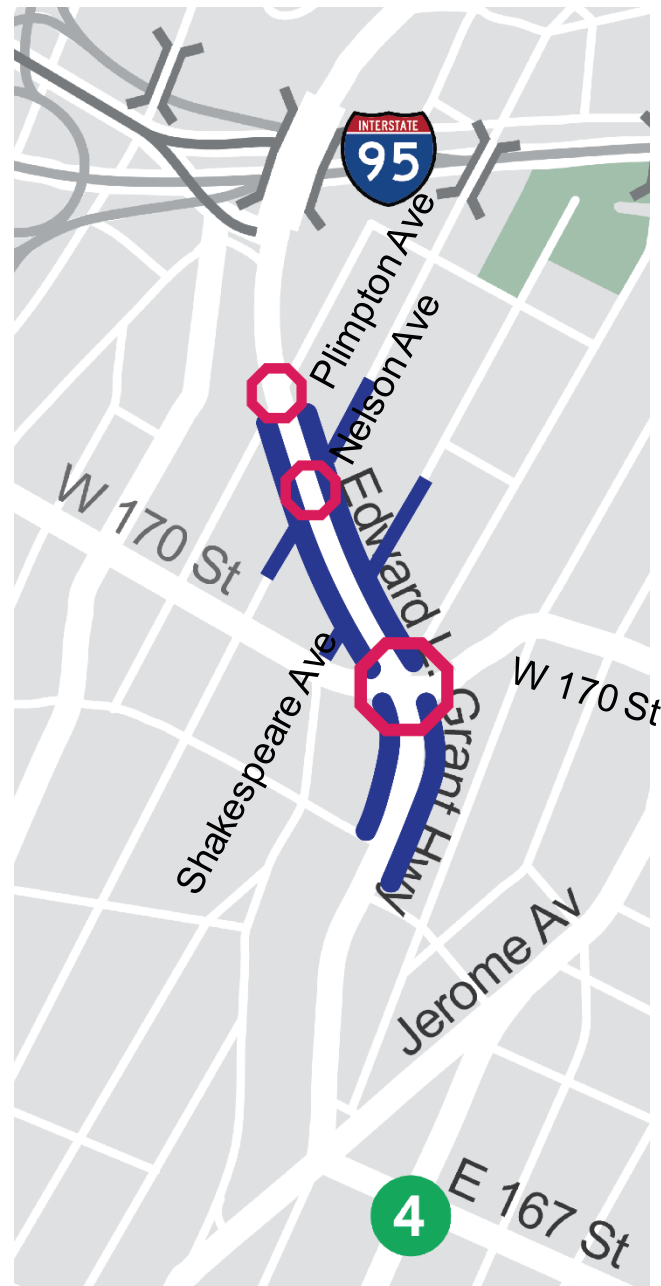
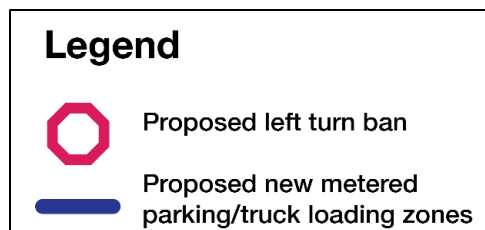
Example – Protected Bike Lane with Bus Boarding Island



Making it Work

DOT is studying additional changes to support this design and create a safer, better functioning corridor for all users

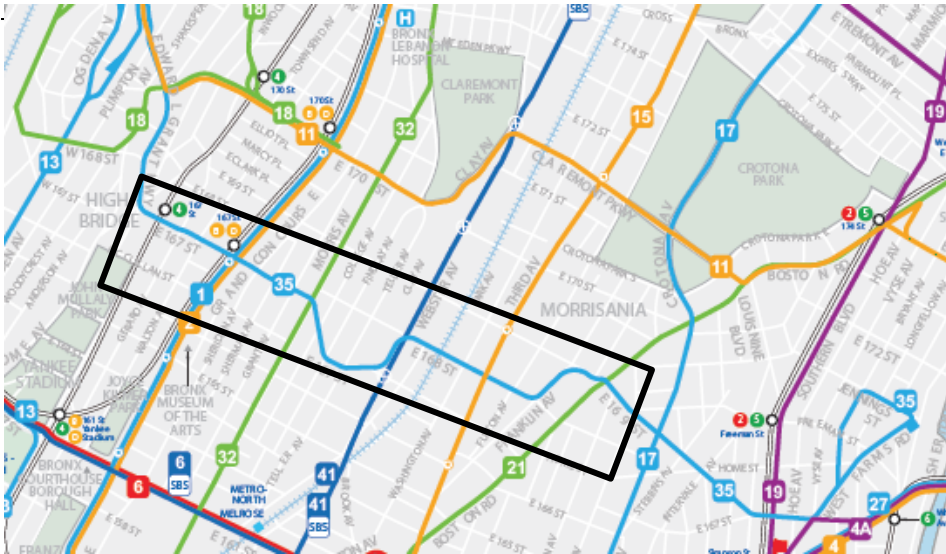
- **Changes being studied:**
 1. Three left turn bans
 2. New metered parking or truck loading zones to reduce double parking and lane blocking
 3. Signal timing adjustments
 4. Design options to accommodate parking
- We will continue to coordinate with community stakeholders throughout project



E 167th St / E168th St

Background

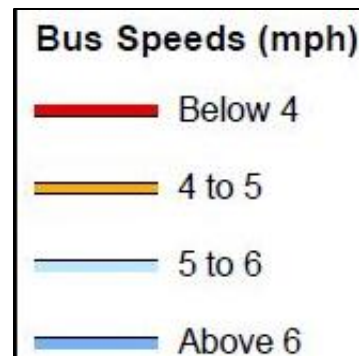
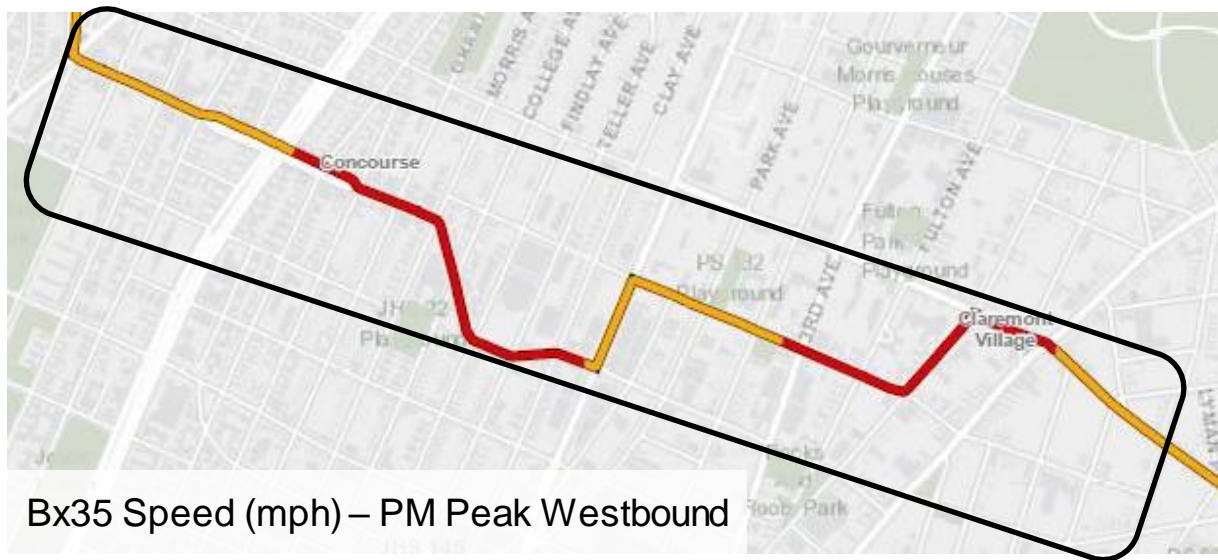
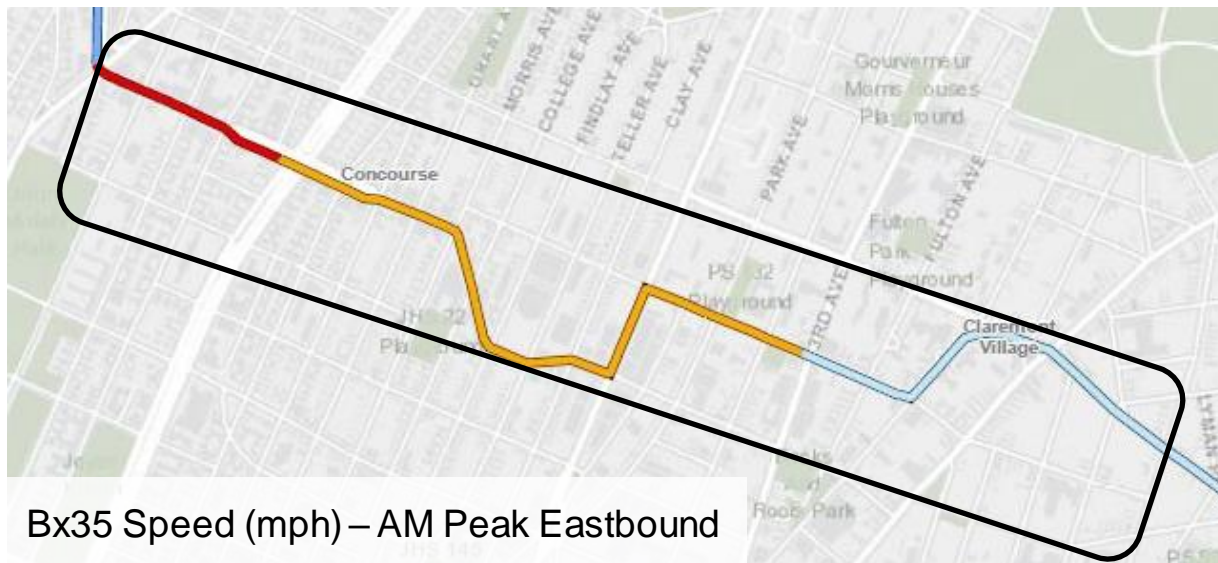
Corridor Background & Issues



E 167th St and Morris St (looking west)

- Bx35 carries 22,000 weekday riders
- Important crosstown connections to 8 bus routes and the 4, B/D Trains
- Average bus speeds:
 - 4.7 mph AM peak
 - 4.3 mph PM peak
- Key issues:
 - Congested corridor w/ slow bus speeds
 - Double parking and loading
 - Vehicles blocking bus stops

Bus Speeds



Source: NYCT BusTime Data (local, limited, and SBS routes)

Existing Conditions



Double parking and traffic at E 167th St and Grand Concourse (looking east)



Double parking at E 167th St and Morris Ave (looking west)

Proposals

Proposed Treatments

Queue Jump Signals



5th Ave @ 79th St, Manhattan

Segments of Bus/Bike Lanes



Broadway @ Whitney St, Queens

Benefits of proposed treatments:

- Increase bus speeds by allowing buses to bypass traffic queues
- Make bus travel times more reliable
- Improve traffic conditions by reducing double parking/loading

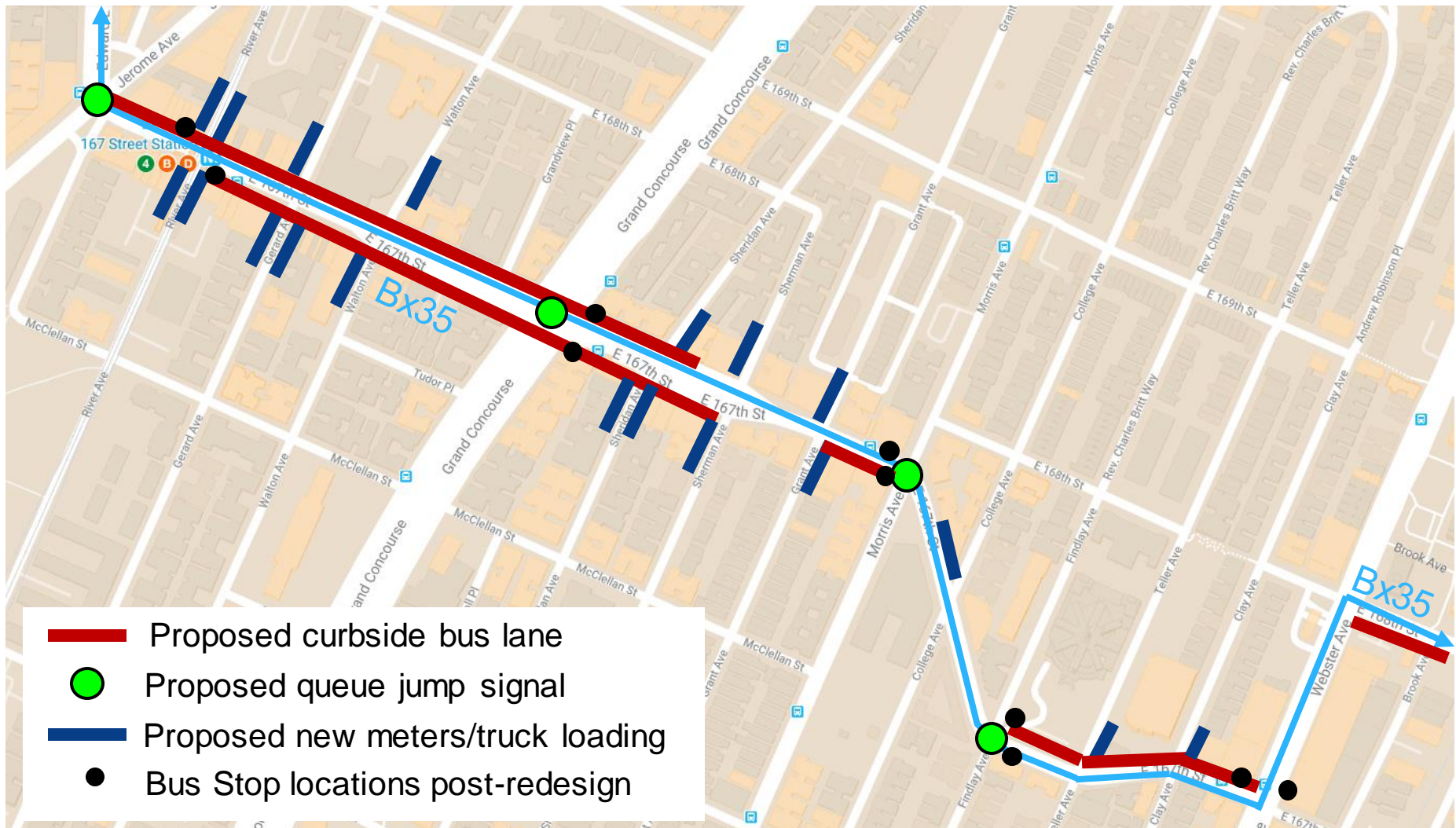
Curb Management



178th St @ Hughes Ave, the Bronx

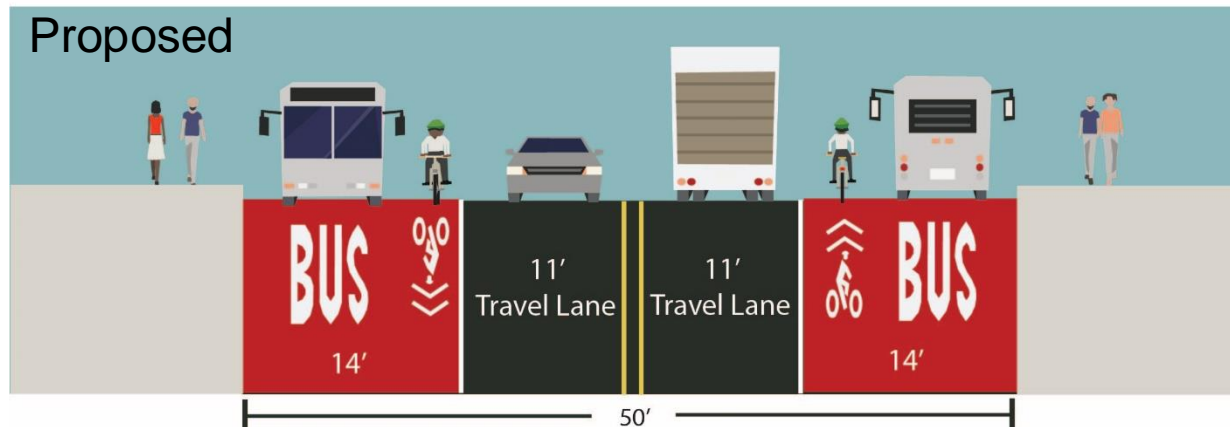
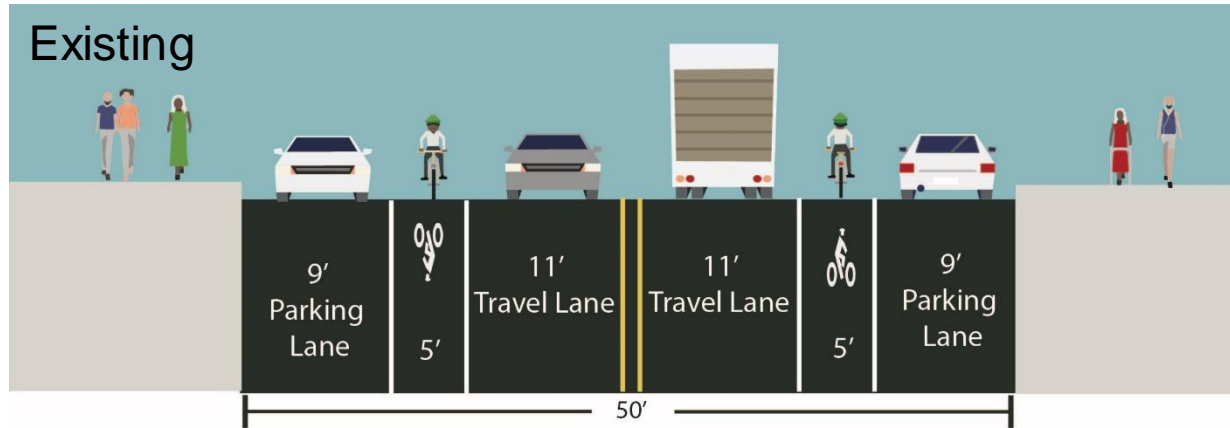
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Proposed Locations for Bus Lanes, Queue Jump Signals, and Curb Regulation Changes in CB4



Proposed Street Design

E 167th St & Gerard Ave



Existing Street Design



Proposed Street Design



Making it Work

DOT is studying additional changes to support this design and create a safer, better functioning corridor for all users

- **Changes being studied:**
 1. New metered parking or truck loading zones to reduce double parking and lane blocking
 2. Queue Jump Signals to allow buses to have a jump start at certain intersections
- We will continue to coordinate with community stakeholders throughout project

Queue Jump Signal



Broadway @ Corona Ave, Queens

Next Steps

Project Timeline

Fall 2019

- Present potential treatments to Community Boards 3 & 4
- Ongoing coordination with MTA
- Data analysis and plan development

Winter 2019/2020

- Develop draft street design plans & continue data analysis
- Present draft plans to Community Boards 3 & 4
- Continue to identify/meet with other stakeholders

Early Spring 2020

- Develop final street design plans
- Share final plans with Community Boards 3 & 4

Late Spring-Fall 2020

- Implement projects

Continuing Community Engagement

Suggestions on additional organizations/stakeholders we should reach out to?

Past outreach:

- **Connecting Communities (Harlem River Bridge Access)**
 - 12 Workshops in Manhattan and the Bronx
 - On-bridge outreach
- **MTA Bronx Bus Redesign / NYC DOT Better Buses**
 - Open Houses
 - Community Board presentations

THANK YOU!

Questions?



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