

2020 Bus Priority Improvements

Bronx Community Board 5 Municipal Services Committee | December 3, 2019



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 improve bus service across all 5 boroughs



BETTER BUSES ACTION PLAN UPDATE

Webster Avenue, E 176 St – E 174 St

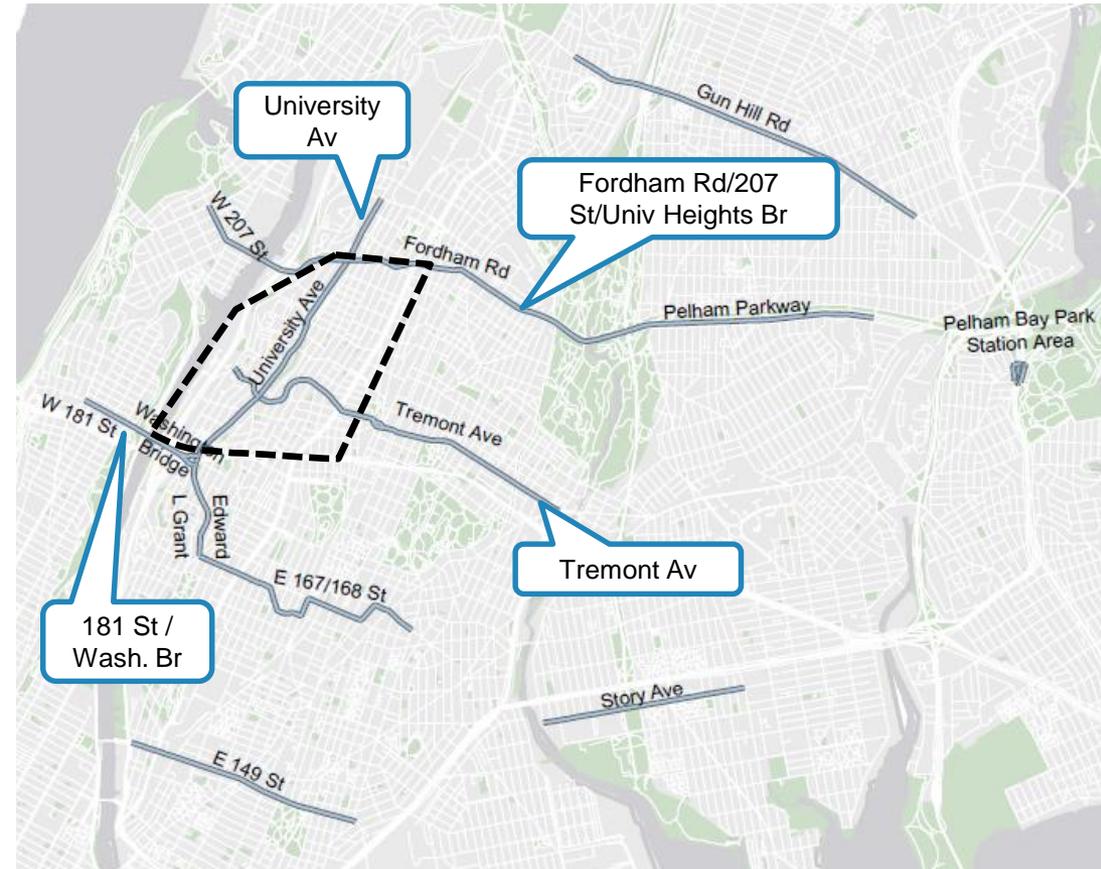
- Addition of southbound bus lane resulted in a 37% improvement in bus speeds in the PM Peak
- Pedestrian safety enhancements calmed turns onto Cross Bronx Expwy
- Pedestrian island will be installed in Spring 2020

Percent Change in Running Time (Oct 2018 vs Oct 2019)

Time Period	Bx41 Lcl & SBS
6:00 AM - 10:00 AM	-11%
3:00 PM – 7:00 PM	-37%



2020 BRONX BUS PRIORITY CORRIDORS



 Community Board 5 Boundary

- As part of MTA's Bronx Bus Network Redesign process, NYC DOT analyzed 46 major Bronx corridors to identify where bus lanes and other treatments would speed up buses and allow the MTA to operate more frequent service
- NYC DOT selected 10 of the highest ranking corridors, including 4 within CB5:
 - Tremont Avenue
 - University Avenue
 - Washington Bridge / 181 St
 - Fordham Road / 207 St / University Heights Bridge

POTENTIAL BUS PRIORITY TREATMENTS

Bus Boarders



14 St, Manhattan

Queue Jump Signals



5 Ave & 79 St, Manhattan

Bus Boarding Islands



E L Grant Hwy & Washington Bridge

Short Segments of Bus/Bike Lanes



Broadway & Whitney Ave, Queens

Offset Bus Lanes



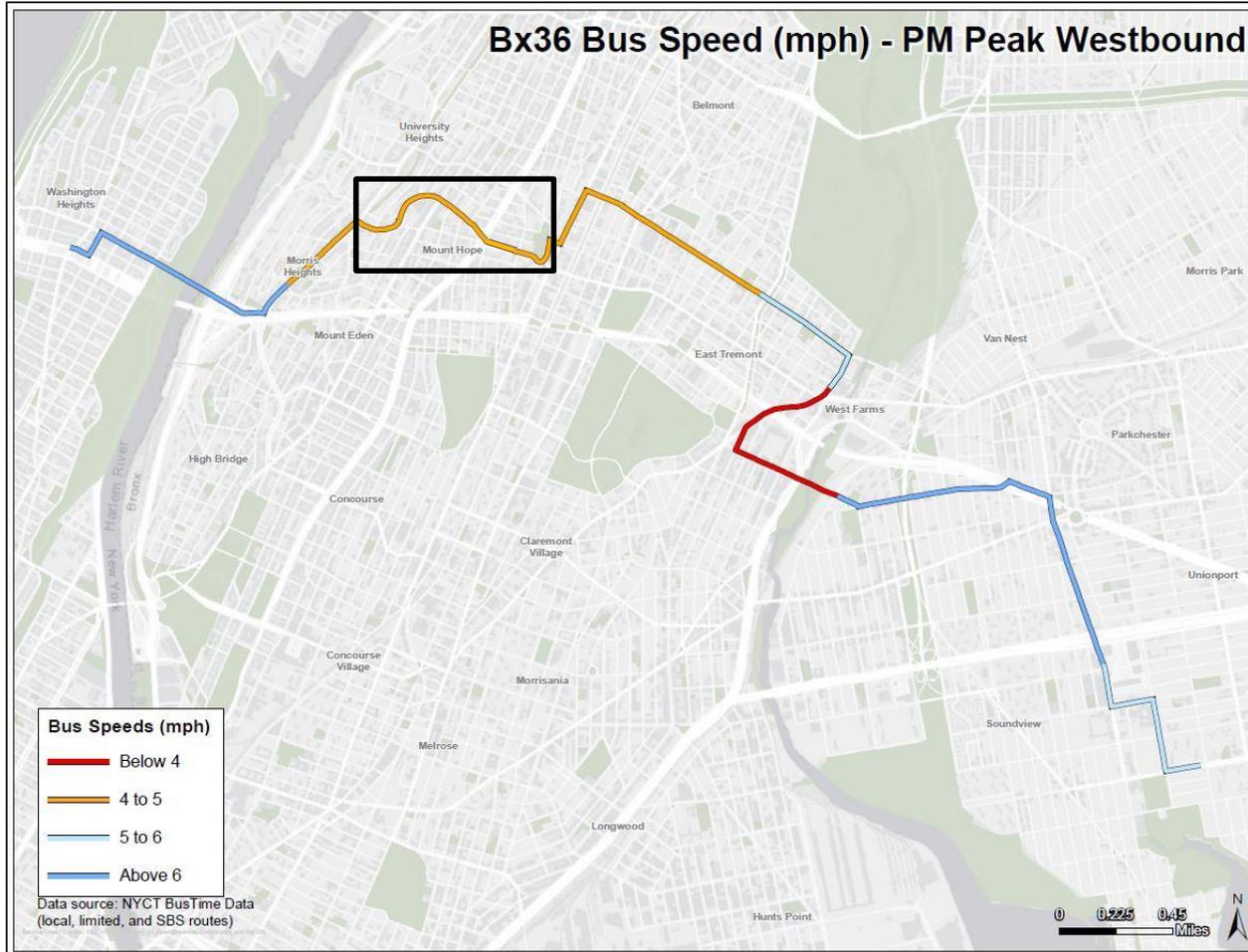
Webster Ave & Cross Bronx Expwy

Tremont Avenue

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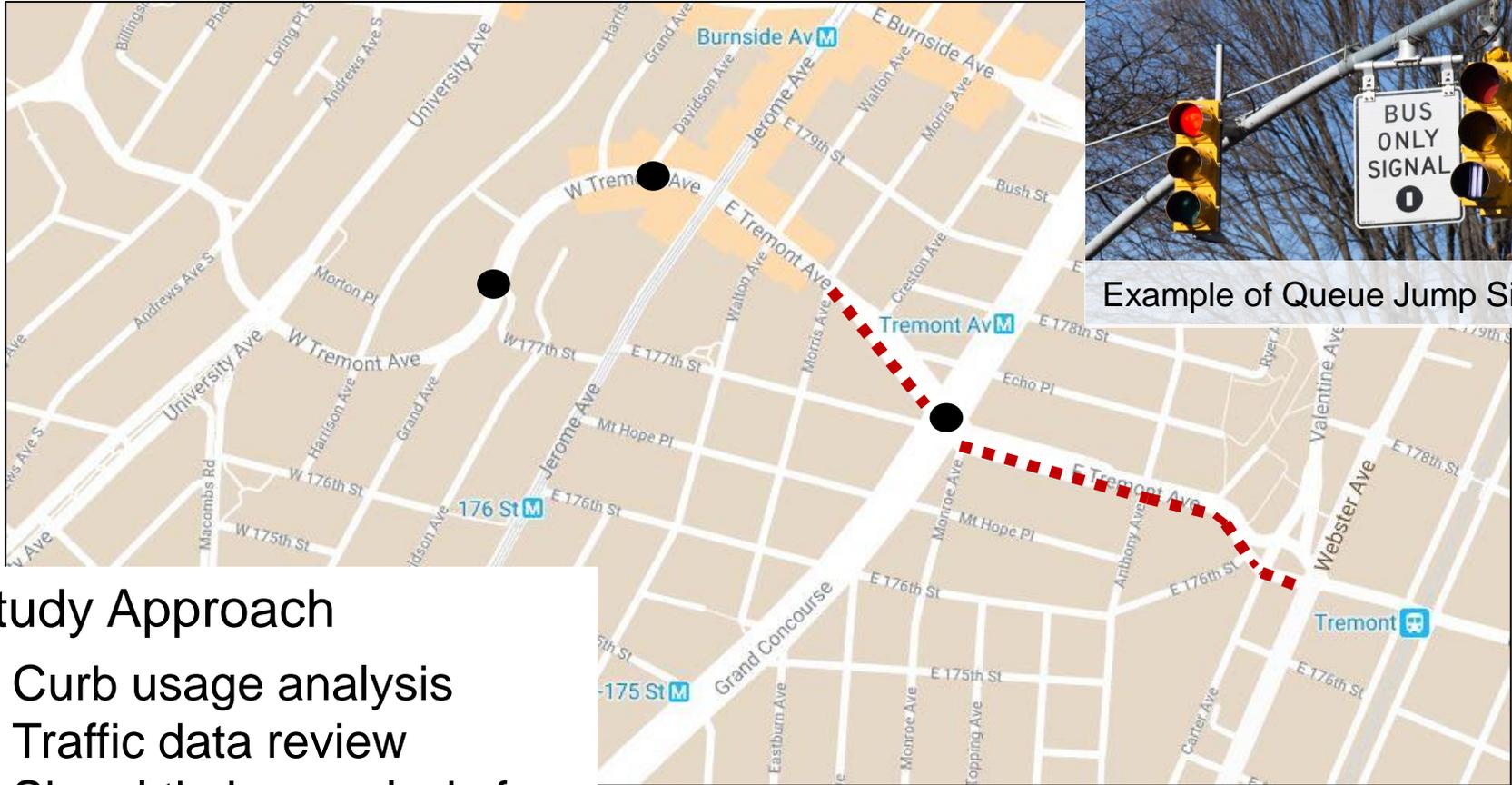
TREMONT AVE

Bx36 Bus Speeds in CB 5



 CB 5

TREATMENT STUDY LOCATIONS IN CB 5



Study Approach

- Curb usage analysis
- Traffic data review
- Signal timing analysis for queue jump signals
- Feasibility of treatments

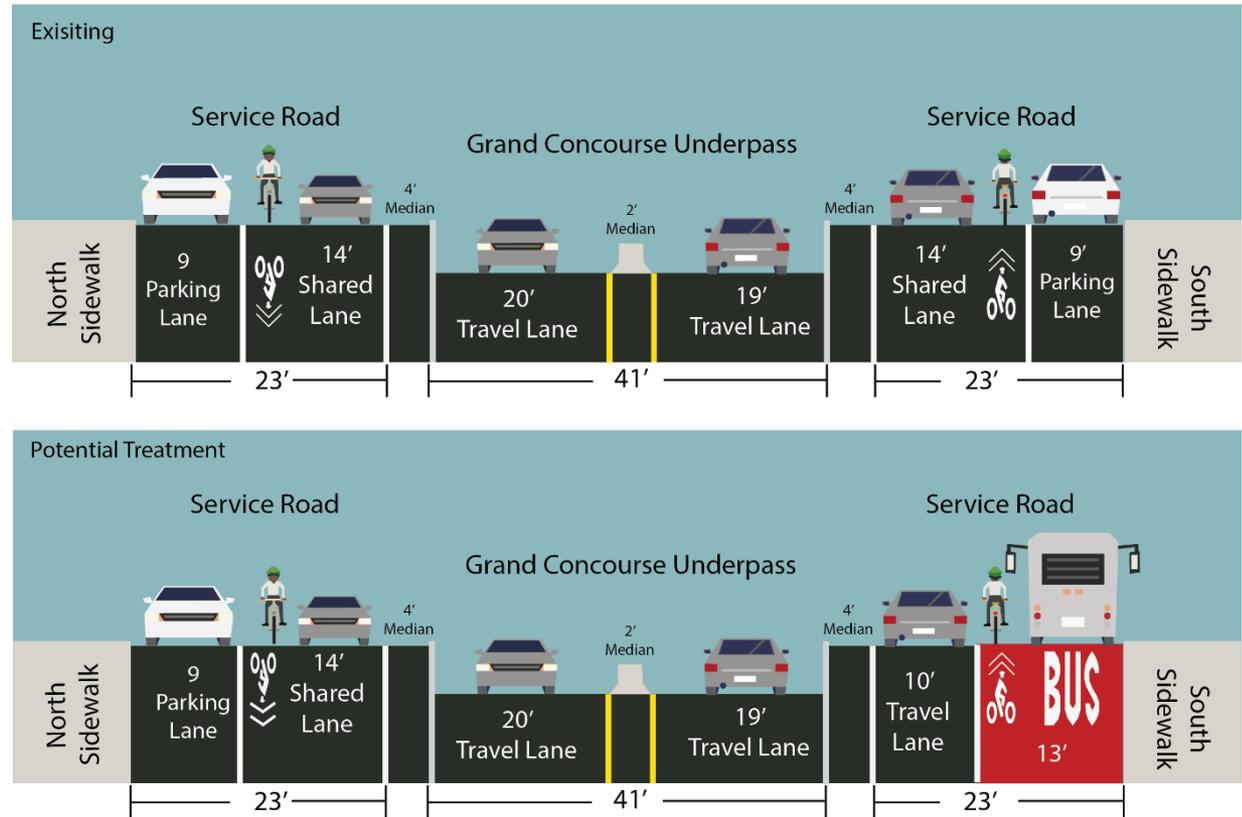
- Study locations for short bus/bike lane segments
- Study locations for queue jump signals

TREATMENTS BEING STUDIED

Tremont Ave b/n Morris Ave & Grand Concourse

Benefits of potential treatments:

- Increased bus speeds by eliminating weaving in/out of traffic
- Improved bus stop accessibility

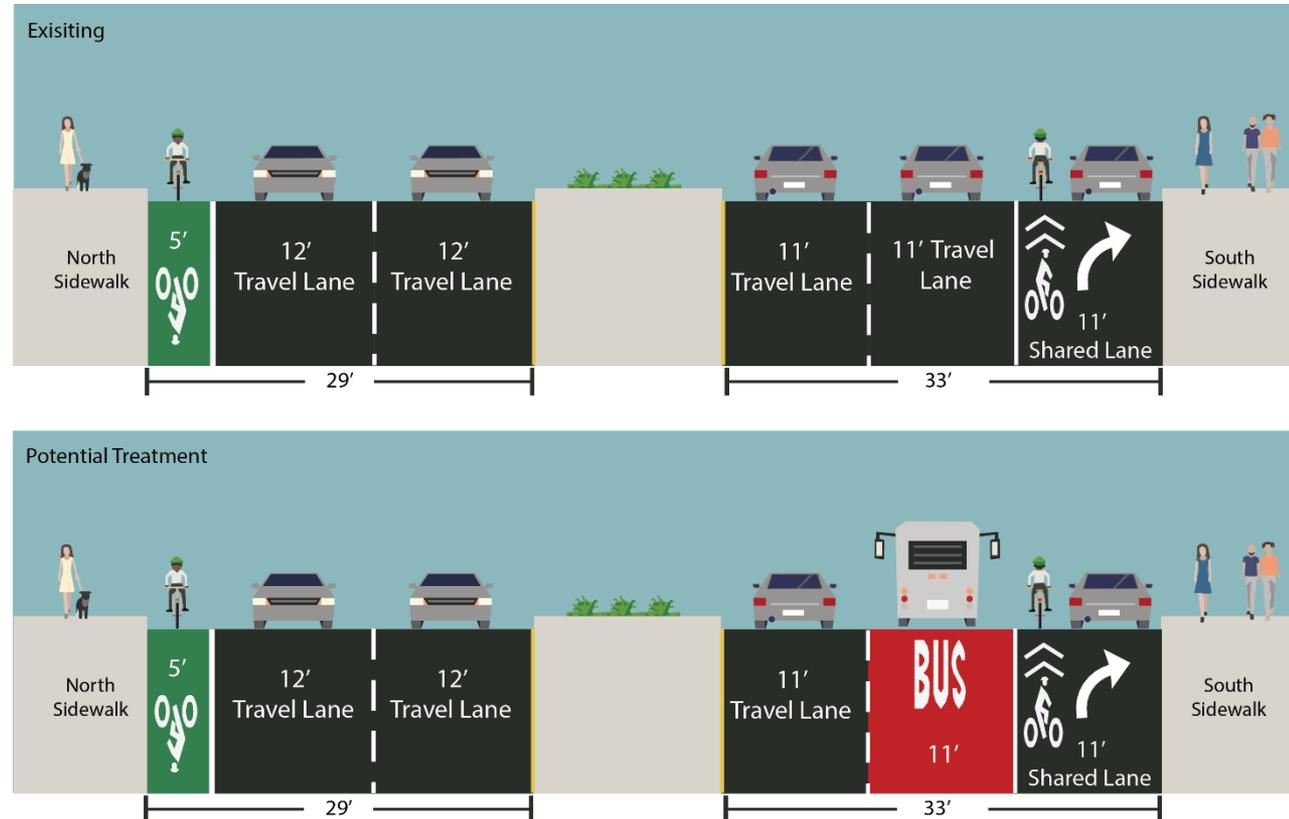


TREATMENTS BEING STUDIED

Tremont Av b/n Anthony Ave and Valentine Ave

Benefits of potential treatments:

- Increased bus speeds by eliminating weaving in/out of traffic



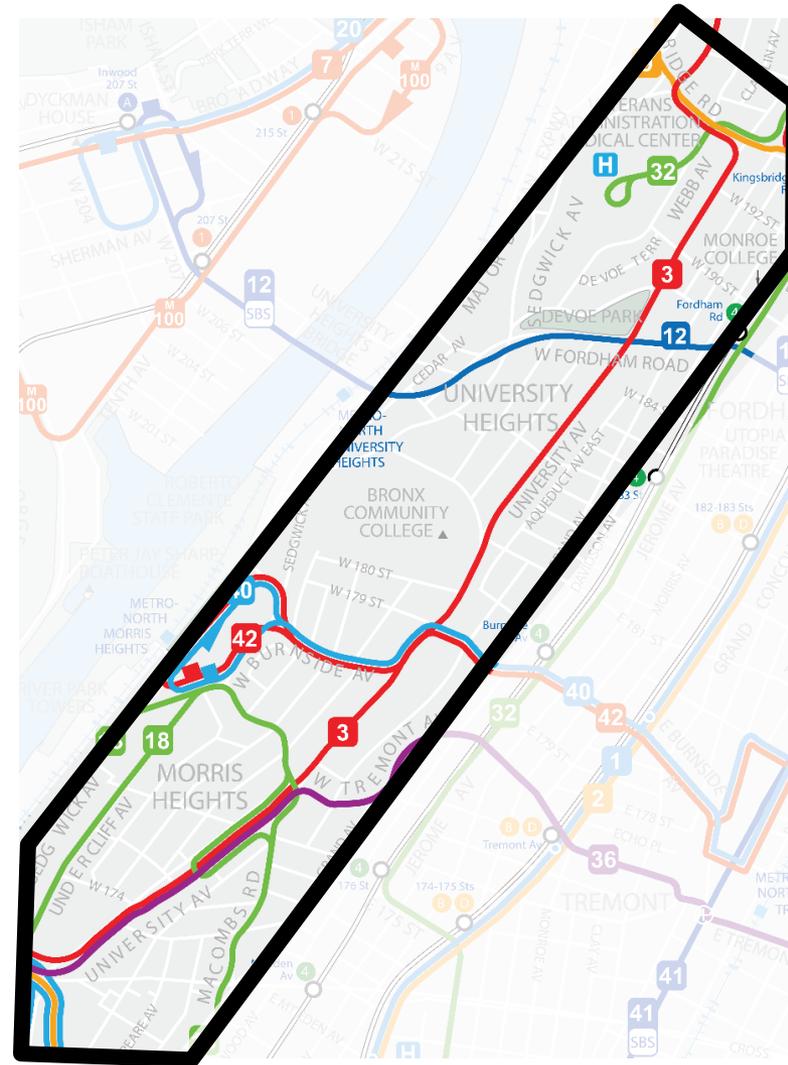
University Avenue

2

UNIVERSITY AVE

Kingsbridge Rd to Washington Bridge

- Routes:
 - Bx3, Bx36
 - Combined 55,000 weekday riders
 - 12,700 weekday riders on University Ave
- Major destinations:
 - VA Medical Center
 - Bronx Community College
 - Fordham Rd Shopping District
- Bus Speeds (average)
 - 6.3 mph during AM Peak
 - 5.6 mph during PM Peak
- Key issues:
 - Slow bus speeds and traffic congestion
 - Buses frequently cannot pull to curb
 - Double parking
 - Long distances between pedestrian crossings



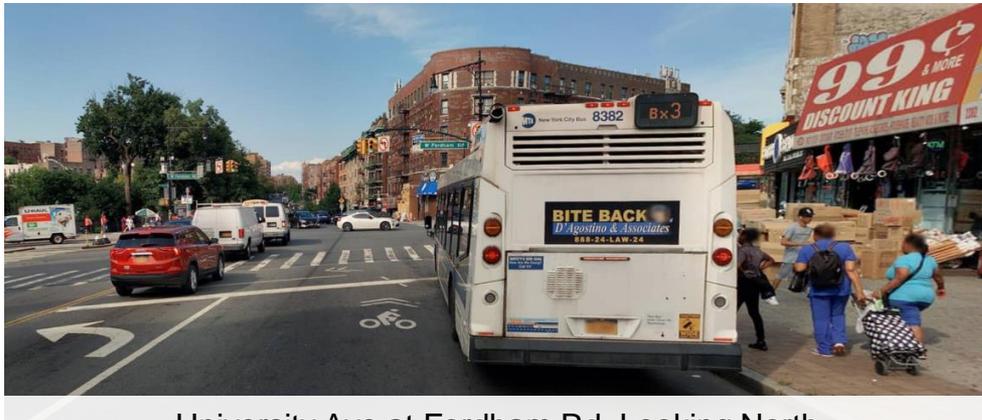
CURRENT CONDITIONS



University Ave at 176 St, Looking South



University Ave at Tremont Ave, Looking South



University Ave at Fordham Rd, Looking North



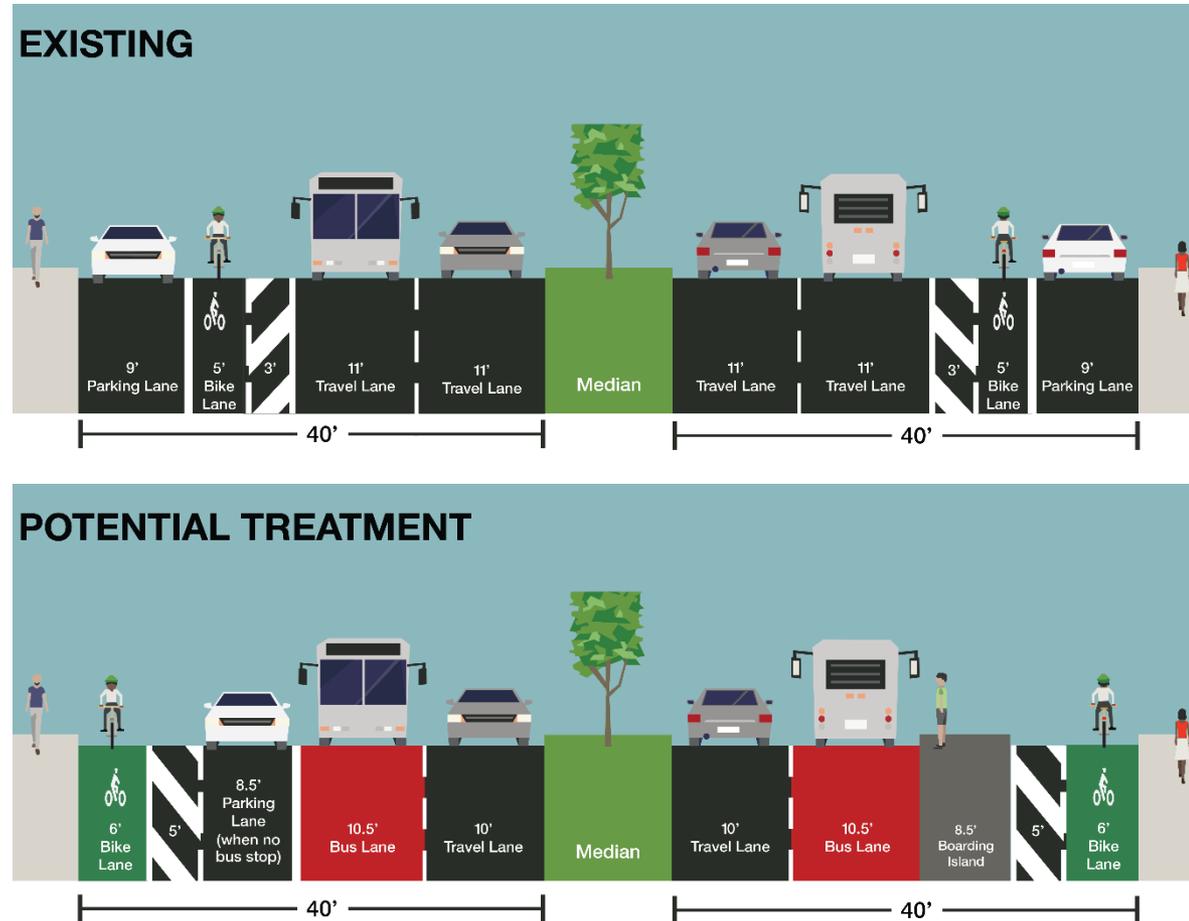
University Ave at 188 St, Looking South

TREATMENTS BEING STUDIED

University Avenue, South of Tremont Ave

Benefits of potential treatments:

- Increased bus speeds by eliminating weaving in/out of stops
- Improved bus stop accessibility
- Reduced crossing distances and improved pedestrian safety
- Enhanced bicycle safety and comfort
- Reduced sidewalk congestion

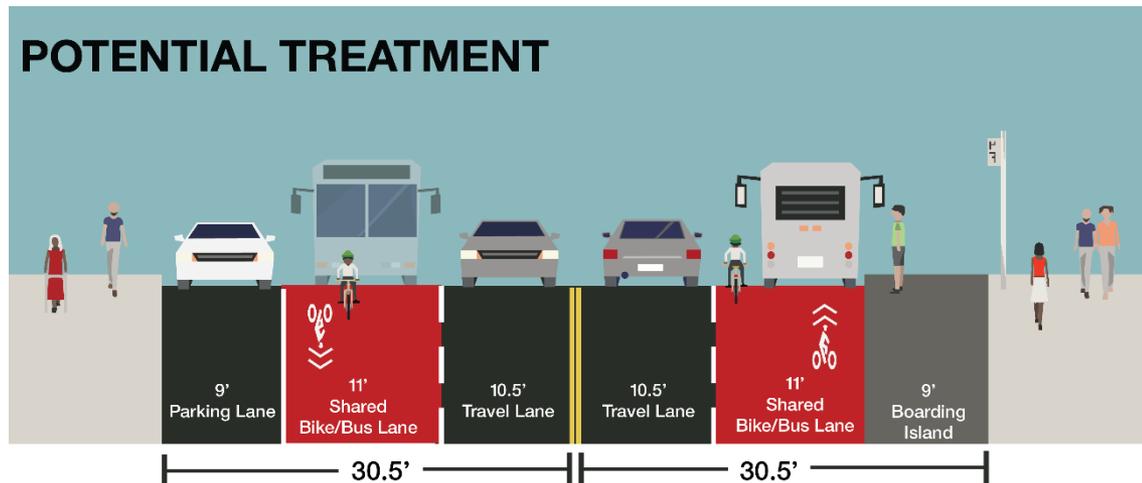
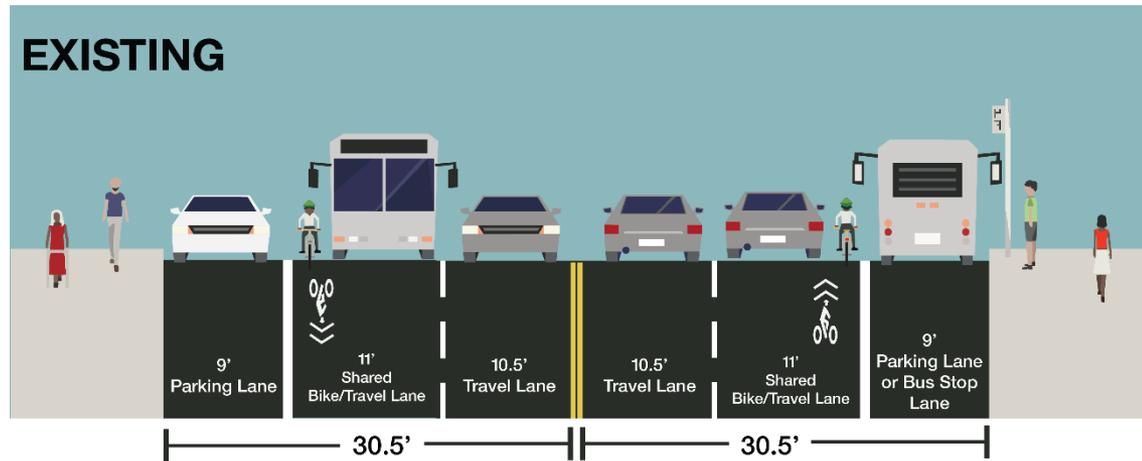


TREATMENTS BEING STUDIED

University Avenue, North of Tremont Ave

Benefits of potential treatments:

- Streamlined boarding
- Increased bus speeds by eliminating weaving in/out of stops
- Improved bus stop accessibility
- Reduced vehicle/bicycle conflicts
- Reduced sidewalk congestion



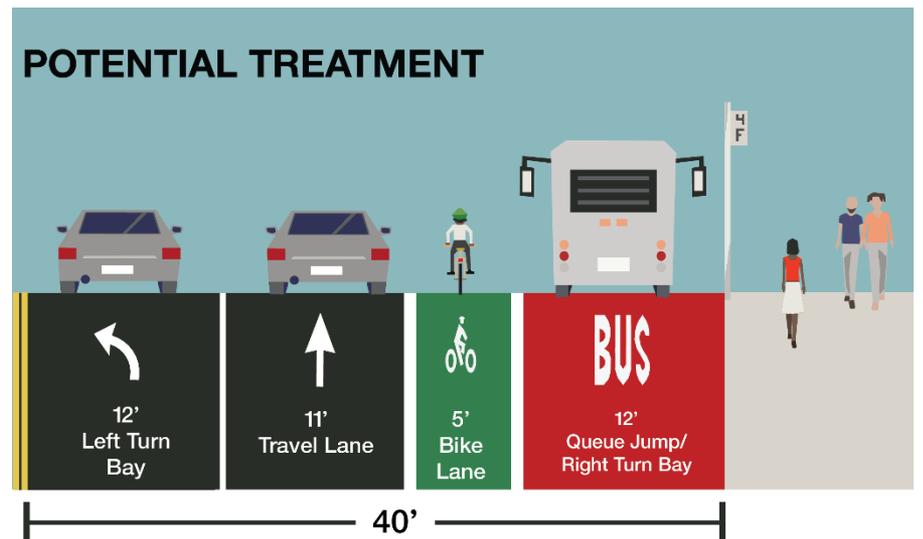
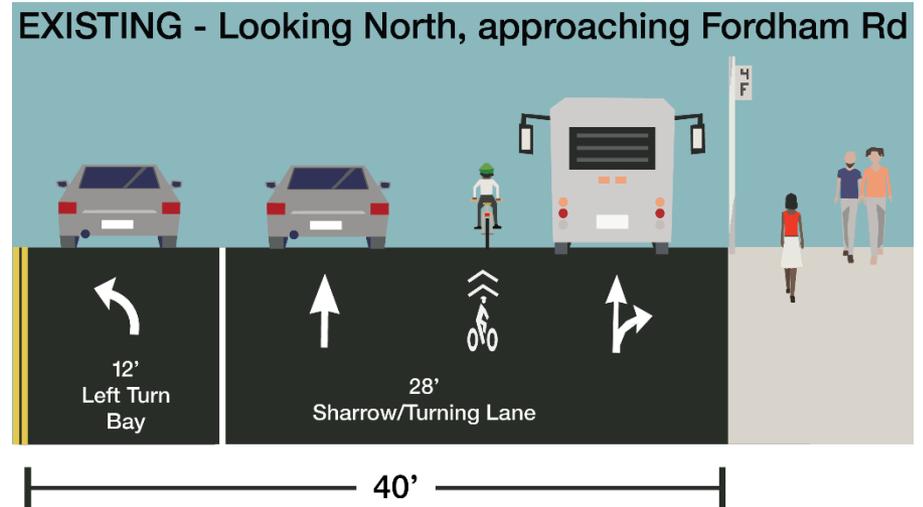
TREATMENTS BEING STUDIED

University Avenue and Fordham Rd

Benefits of potential treatments:

- Buses and bikes can bypass general traffic
- Increased bus speeds
- Reduced vehicle/bus/bike conflicts

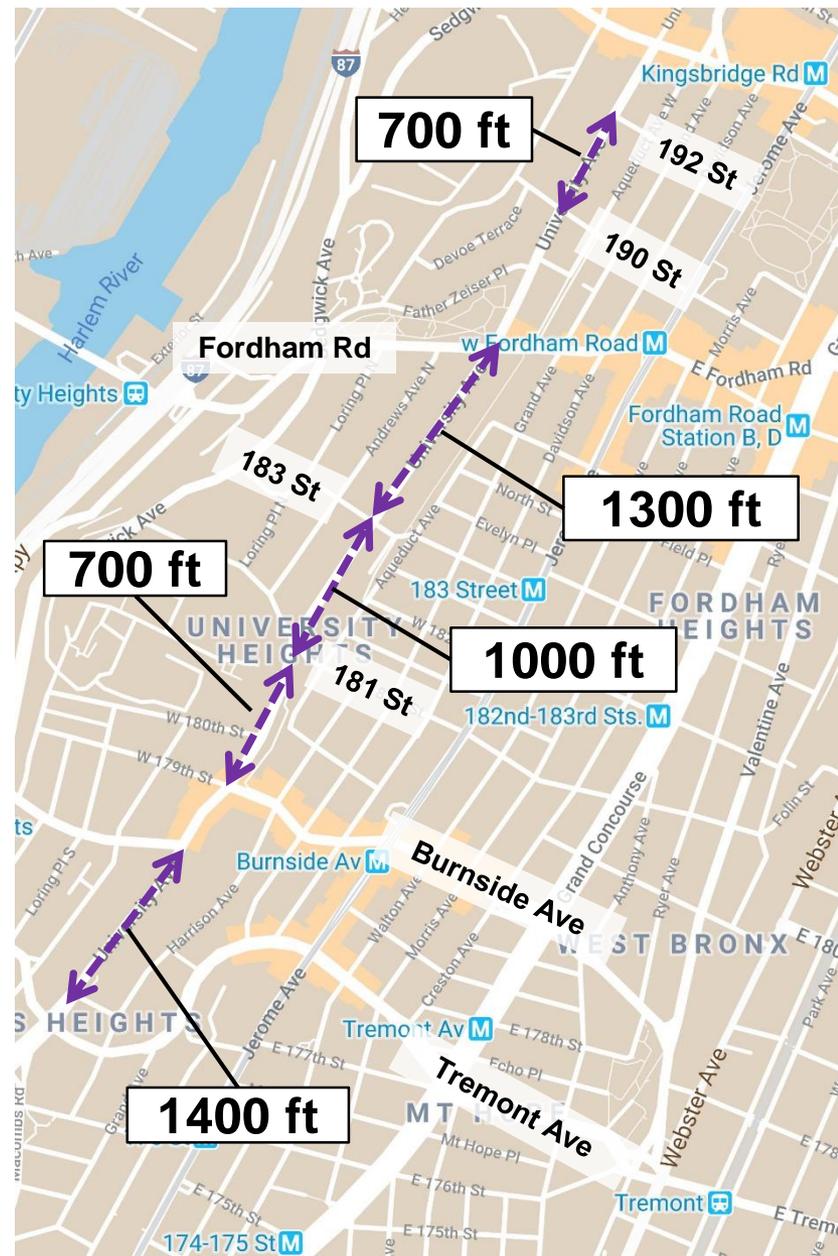
Note: Investigating queue jump signal at this intersection in both directions



POTENTIAL TREATMENTS

Pedestrian Crossings

- Numerous locations with long distances between pedestrian crossings
- DOT is currently conducting traffic signal studies at 5 locations and will follow up with results



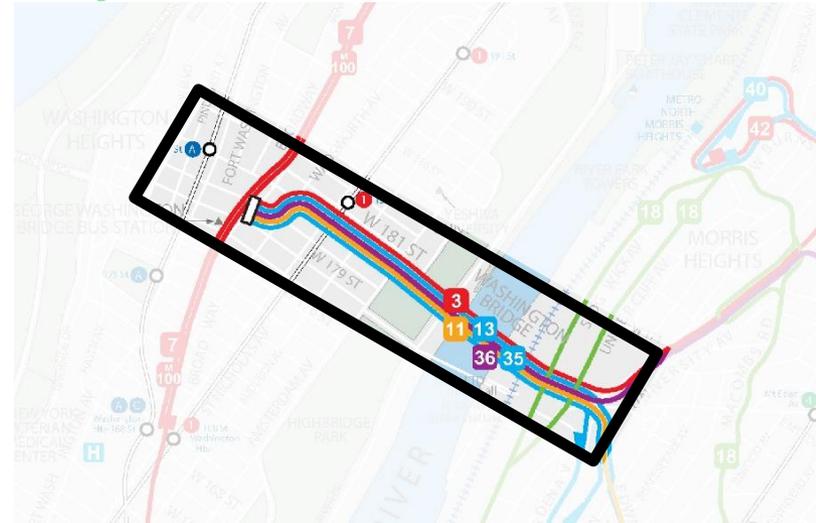
Washington Bridge

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WASHINGTON BRIDGE

Amsterdam Ave to University Ave

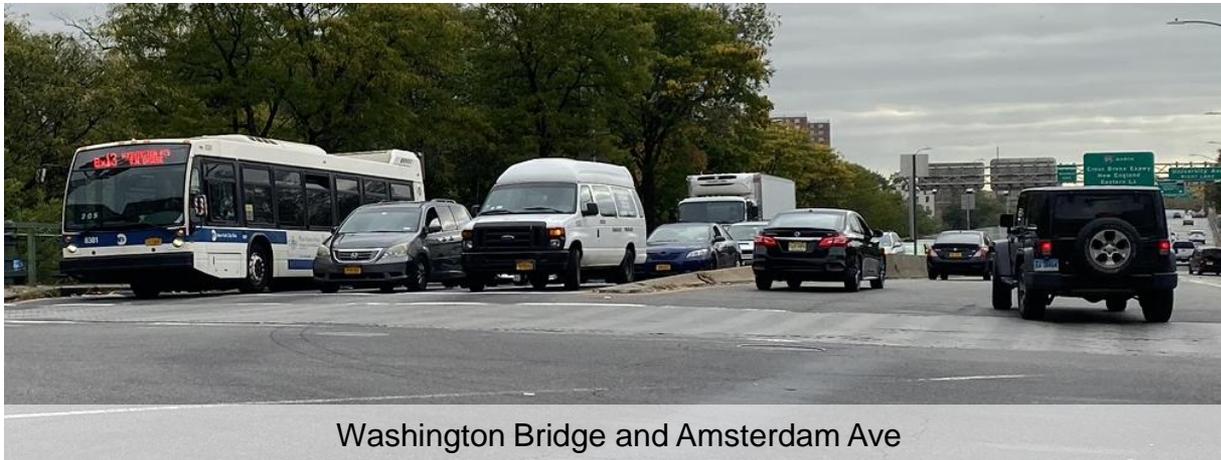
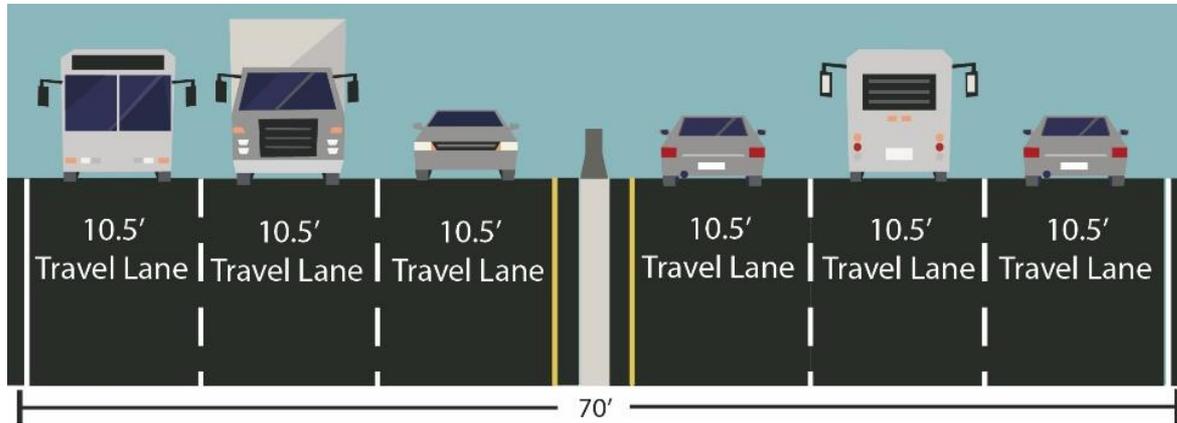
- Routes:
 - Bx3, Bx11, Bx13, Bx35, and Bx36
 - Combined 111,400 weekday riders
 - 36,800 weekday riders cross the Washington Bridge
- Major destinations:
 - A and 1 trains in Manhattan
 - George Washington Bridge Bus Station
 - Educational and medical facilities
 - Washington Heights retail
- Bus speeds (average)
 - 9.9 mph during AM Peak
 - 8.2 mph during PM Peak
- Key issues:
 - Slow bus speeds and traffic congestion, especially at intersections at ends of the bridge



Washington Bridge, Looking West

CURRENT CONDITIONS

Washington Bridge

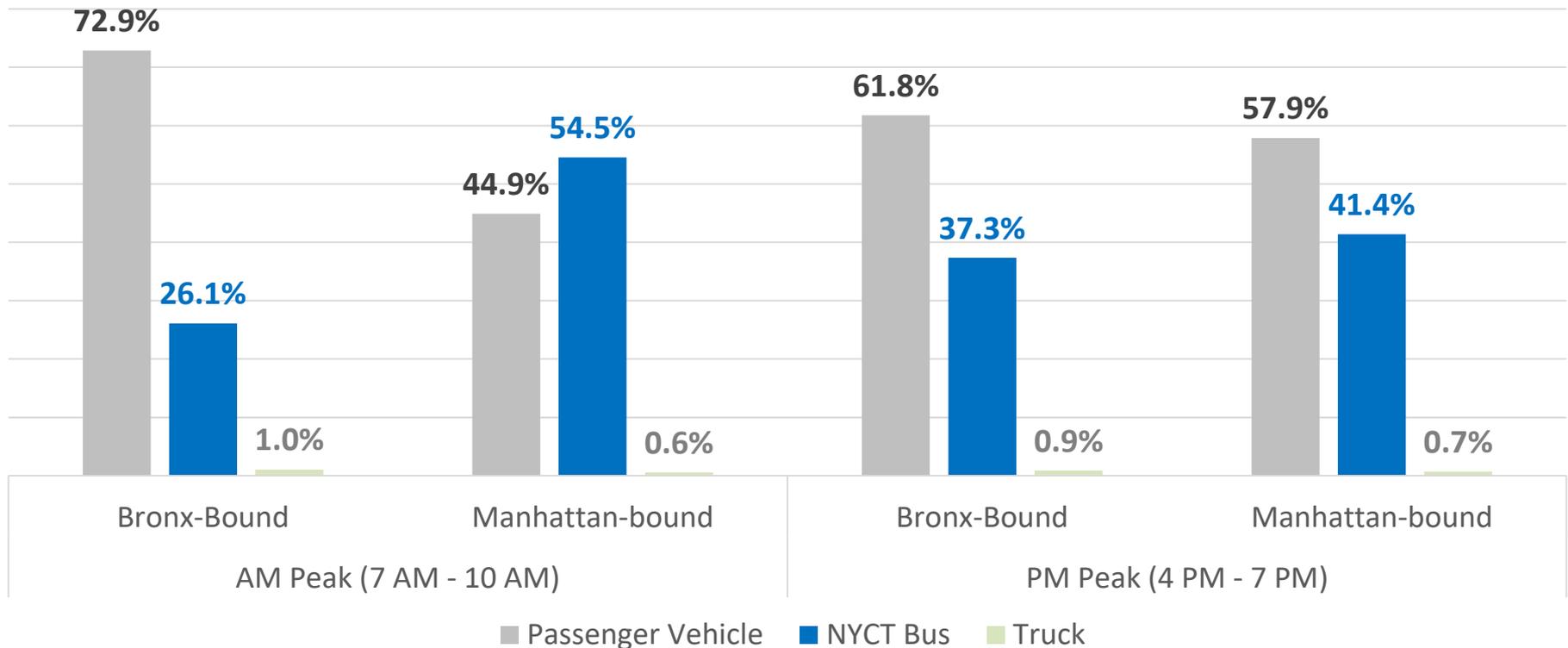


Washington Bridge and Amsterdam Ave

CURRENT CONDITIONS

Washington Bridge

Percent of People Traveling by Passenger Vehicle, NYCT Bus, or Truck
Weekday Peak Periods

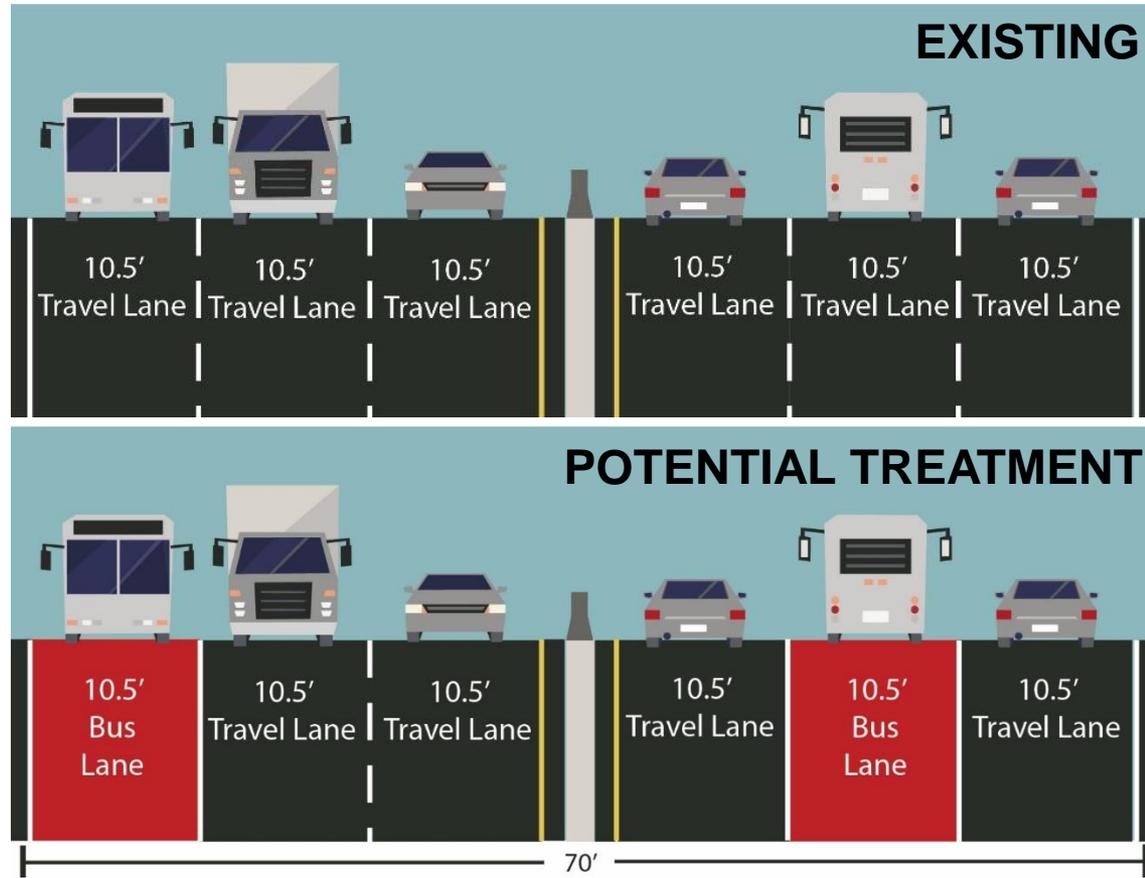


TREATMENTS BEING STUDIED

Washington Bridge

Benefits of potential treatments:

- Increased bus speeds
- Direct decrease in travel times for 36,800 bus riders
- Improved reliability for 111,400 riders on all 5 MTA bus routes
- Improved bus speeds for all other buses, including school buses and non-MTA buses



Proposed: Bus Lanes on Washington Bridge, Looking West (Manhattan-bound)

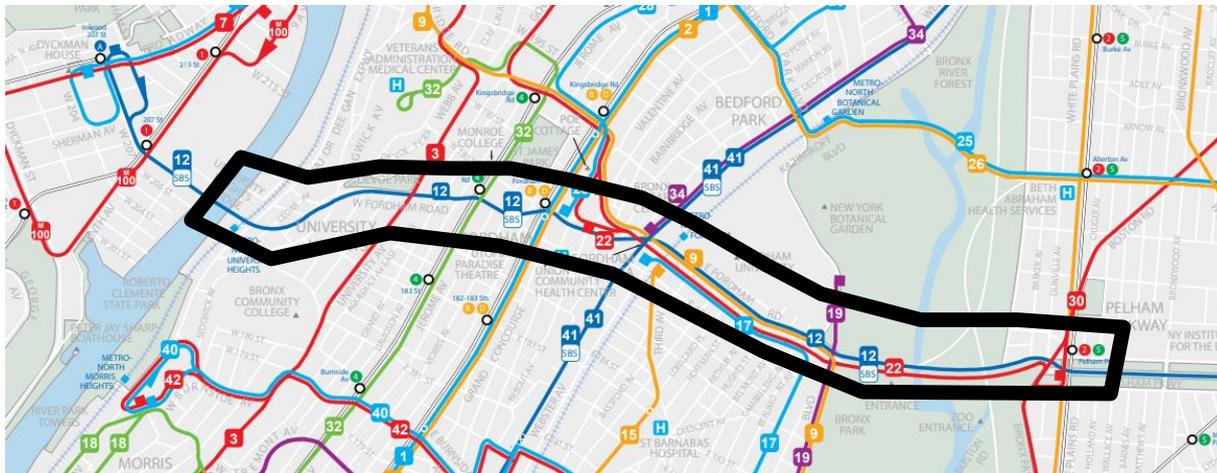
Fordham Road

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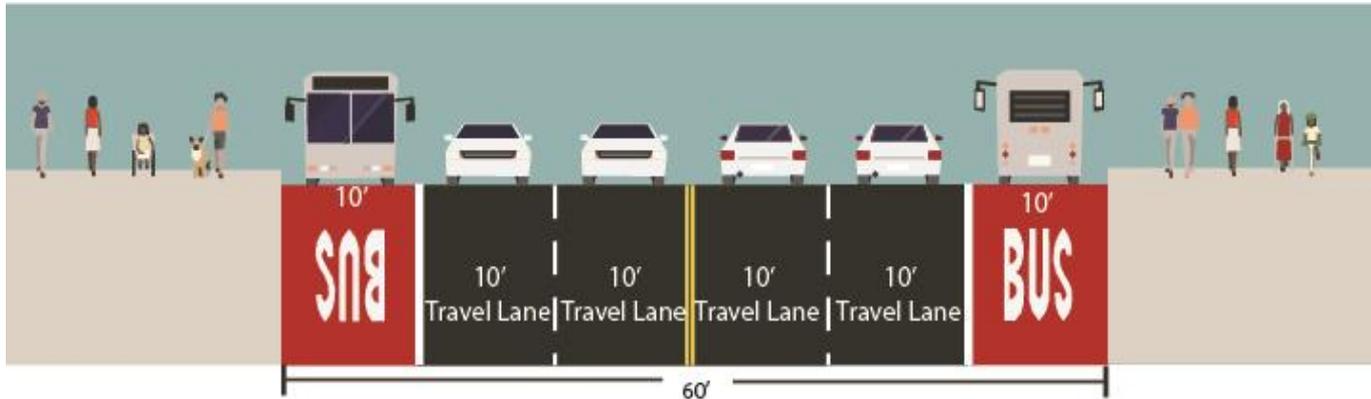
FORDHAM RD

9 Ave to White Plains Rd

- Routes:
 - Bx9, Bx12 SBS/Local, Bx17, Bx22, B-L 60, B-L 61, B-L 62
 - 113,700 (NYCT routes only)
 - 53,100 use the Bx12 SBS and Local
- Bus Speeds (Average):
 - 6.8 mph during AM Peak, 5.9 during PM Peak
- Key issues:
 - Significant and consistent decline in bus speeds in recent years
 - High curb demand, frequently blocked bus lanes
 - Traffic and sidewalk congestion



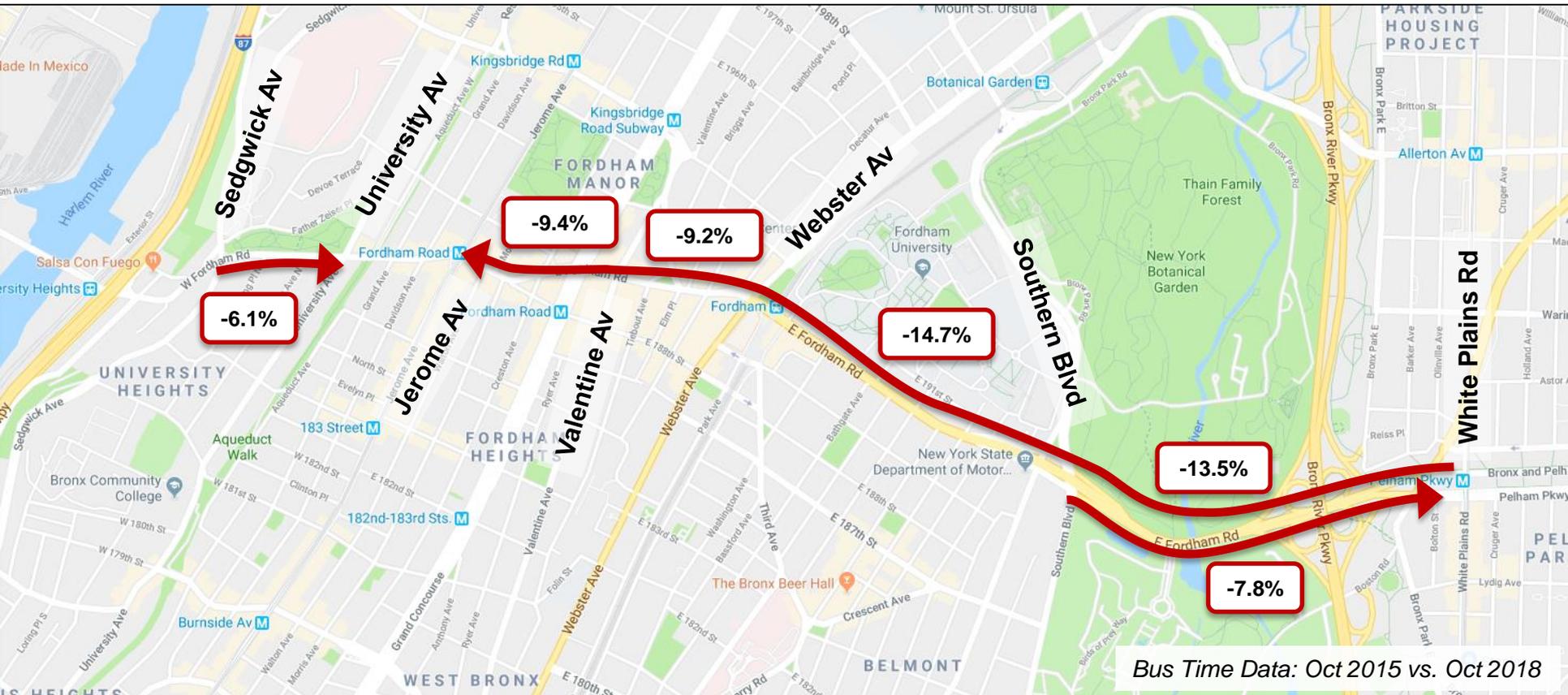
CURRENT CONDITIONS



Fordham Rd at Valentine Ave, Looking East

DECLINING BUS SPEEDS

AM Peak Hour



Bus Time Data: Oct 2015 vs. Oct 2018

DECLINING BUS SPEEDS

PM Peak Hour



ONGOING ANALYSIS

- Field observations
- Time lapse and video data collection
- Traffic modeling
- Design and engineering
- Stakeholder engagement and feedback



ONGOING OUTREACH

- Street Ambassador outreach
 - Merchant surveys
 - Shopper surveys
 - Community events (e.g. Bronx Night market)
- MTA Bronx redesign meetings
- Local stakeholders and elected officials



NEXT STEPS

Winter / Spring 2020

- Analyze traffic and bus data
- Develop draft street design plans
- Present draft plan to Community Board 5 and local stakeholders

Later in 2020

- Develop detailed final plans
- Present detailed final plans to Community Board 5 and local stakeholders
- Implement project improvements

THANK YOU!

Questions?

nyc.gov/betterbuses



NYC DOT



NYC DOT



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