

E.L. Grant Highway Transit and Safety Improvements

Implementation Updates

Bronx Community Board 4 | June 23, 2020



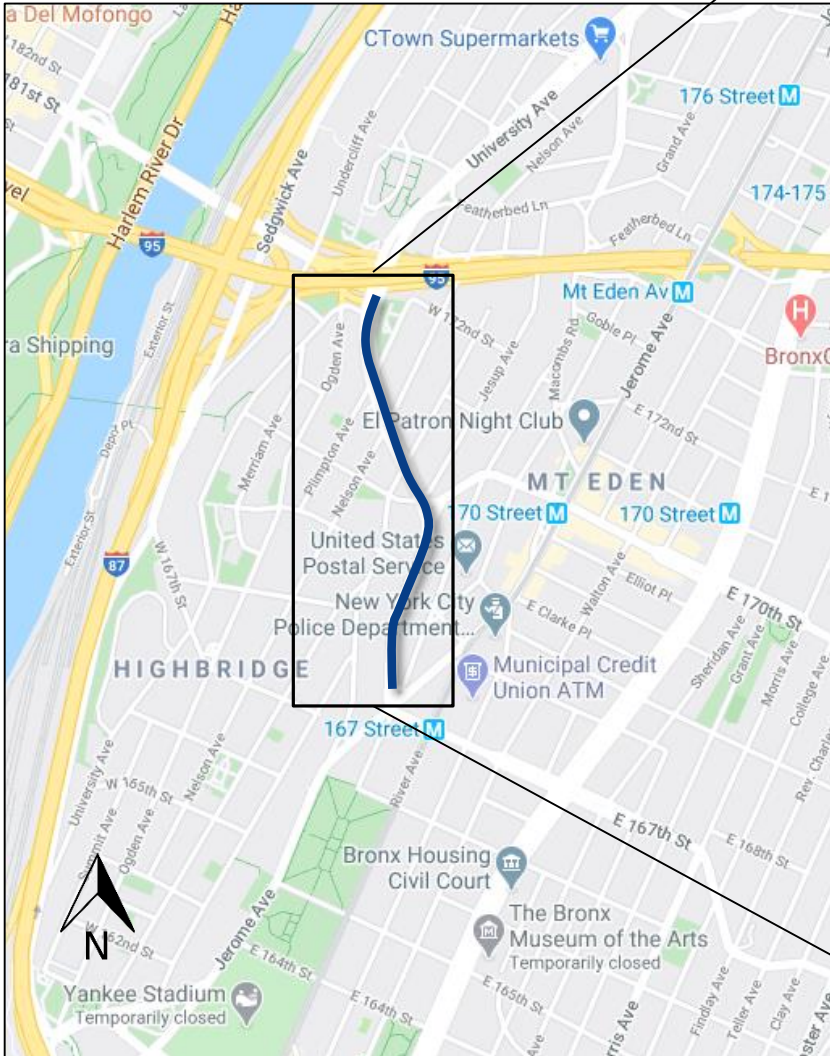
Background

Outreach

Community Engagement to Date

- MTA Bronx Bus Redesign / NYC DOT Better Buses
 - **November 26, 2019:** Presentation to Community Board 4 on identified issues along EL Grant Hwy
- Community Board Presentations
 - **February 5, 2020:** Presentation to Community Board 4, Municipal Services, concerning data analysis and draft designs
 - **June 15, 2020:** Presentation to Community Board 4, District Manager, virtual meeting

Project Area



Existing Conditions



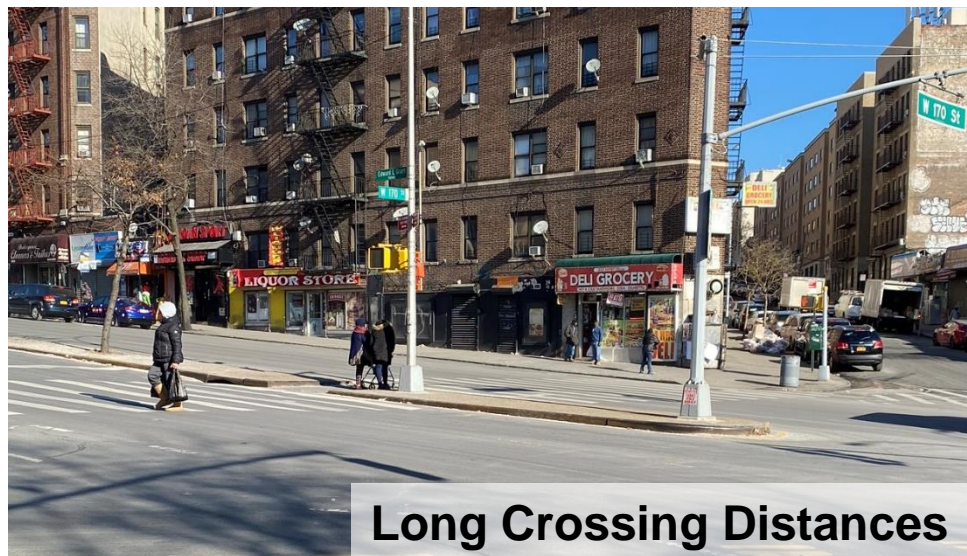
Double Parking



Frequent Bus Service & High Ridership



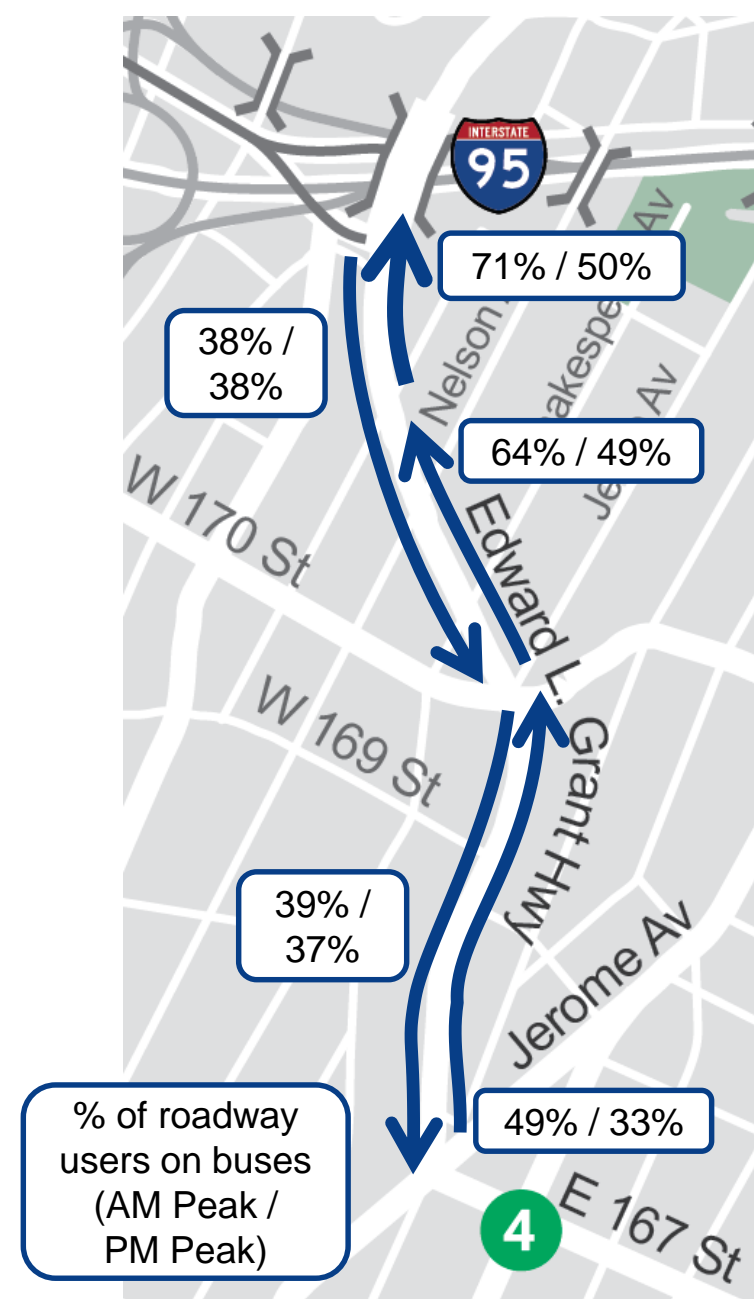
Unprotected Bike Lanes



Long Crossing Distances

Bus Ridership

- 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



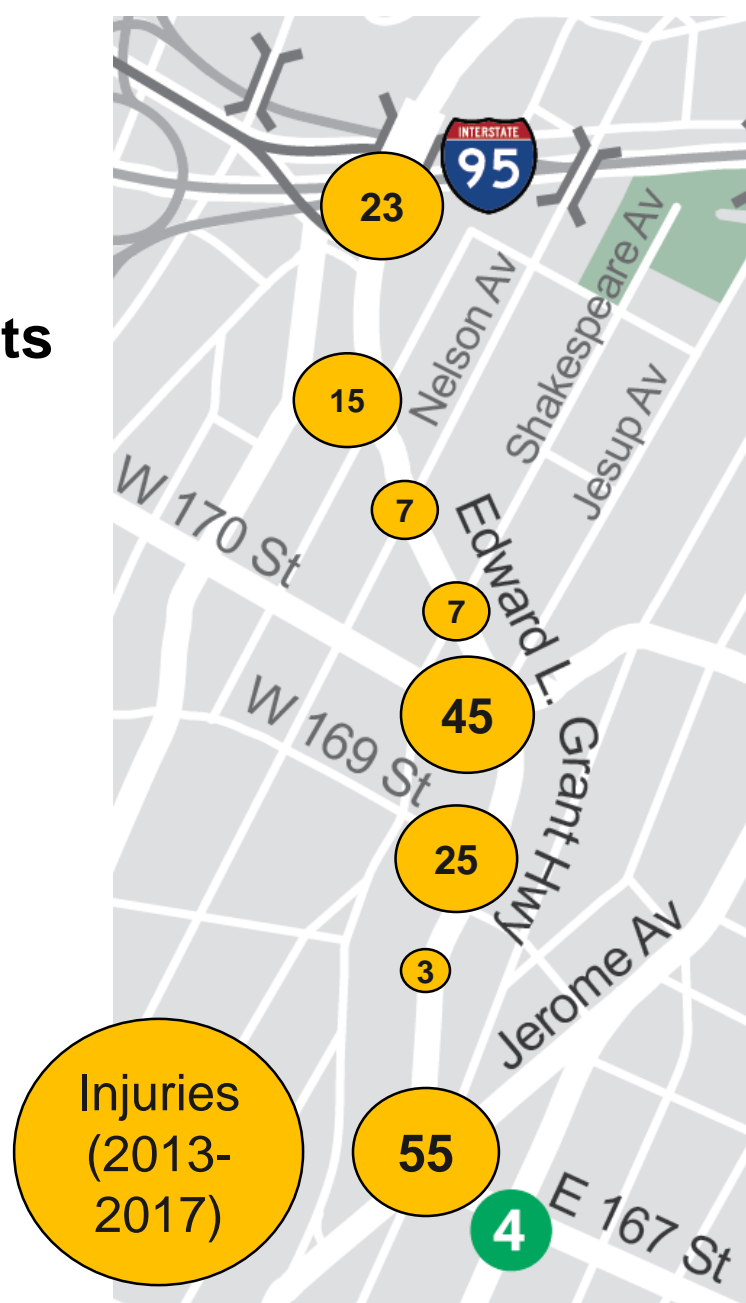
Traffic Safety

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	KSI
Pedestrian	28	2	0	2
Bicyclists	15	3	0	3
Motor Vehicle Occupant	176	3	0	3
Total	219	8	0	8



Proposal

Project Improvements

- **5 new bus boarding islands** at bus stop locations with stop amenities such as benches and leaning bars
- **Dedicated bus only lanes** to the center lanes along Edward L Grant Hwy
- **Protected bike lanes** in both directions
- **2 new signalized pedestrian crossings** at 169 St. (north leg) and University Ave
- Install **median tip extensions** at Nelson Ave. and Shakespeare Ave.
- Install **pedestrian refuge islands** at Jerome Ave., 170th St., Shakespeare Ave., Nelson Ave., and Plimpton Ave.
- **Restrict southbound left turn** at Plimpton Ave. and 169th St. and northbound left turn at Nelson Ave.
- **Pedestrian ramp upgrades** to ADA standards
- New daytime **metered parking** adjacent to commercial uses. Existing meters changed from 1 hr to 2 hr time limits. Meters in effect 9am-7pm all days except Sunday

Project Improvements



Edward L Grant Hwy & 169 St,
Looking South

Existing

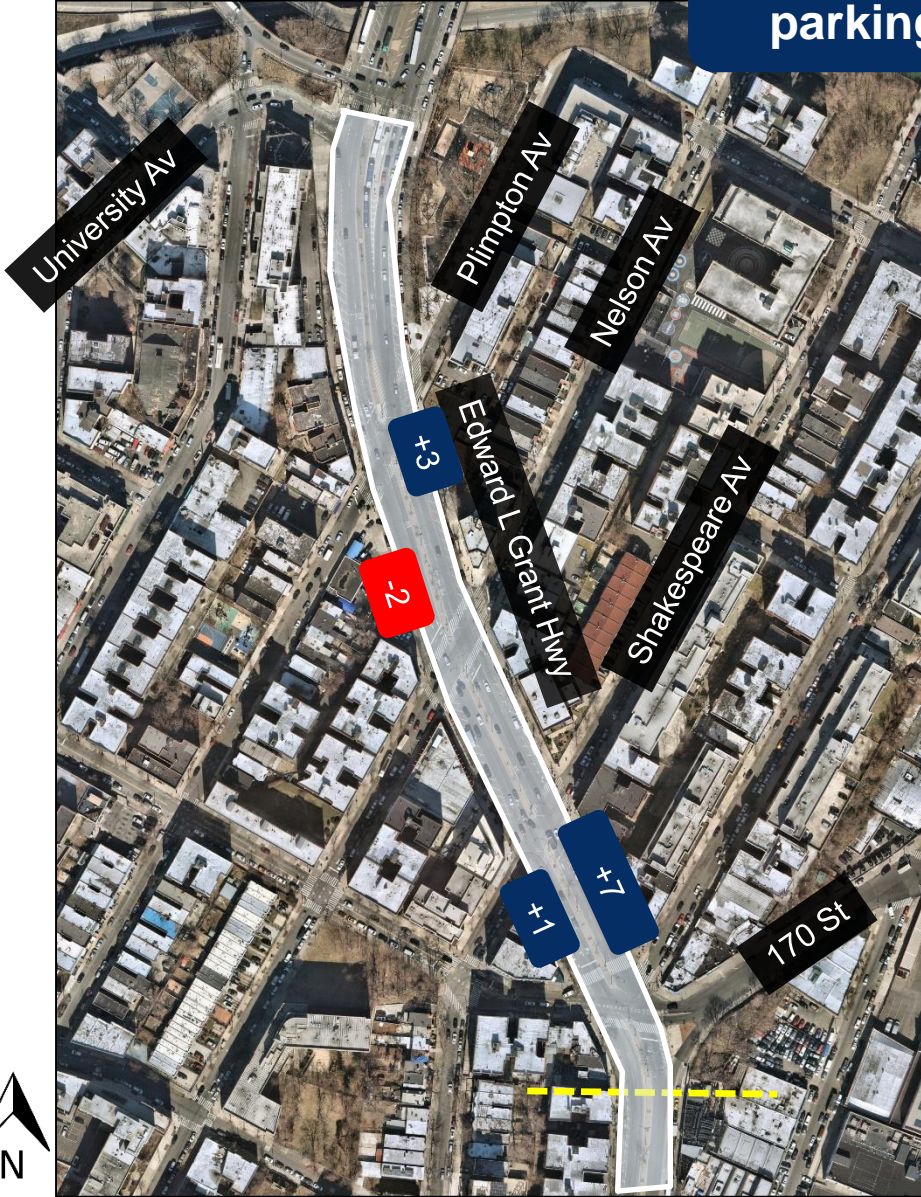


Edward L Grant Hwy & 169 St,
Looking South

Proposed

Parking

Net loss of 10 parking spaces



New Metered Parking Spaces – 9am-7pm All Days Ex Sun



Left Turn Restrictions

Southeast bound
E L Grant Hwy to
Northbound Plimpton Av

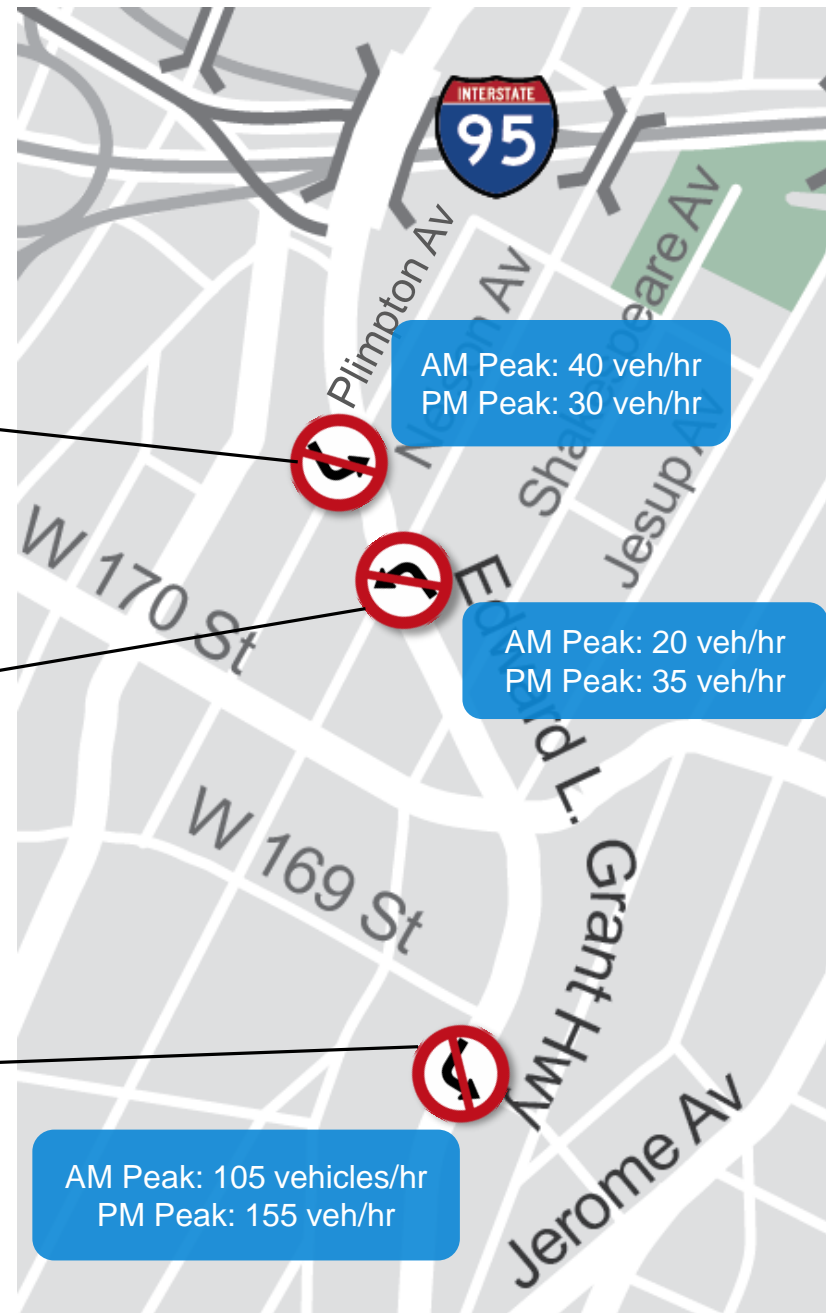
AM Peak: 40 veh/hr
PM Peak: 30 veh/hr

Northwest bound
E L Grant Hwy to
Southbound Nelson Av

AM Peak: 20 veh/hr
PM Peak: 35 veh/hr

Southeast bound
E L Grant Hwy to
Eastbound 169 St

AM Peak: 105 vehicles/hr
PM Peak: 155 veh/hr



Implementation Direction

Implementation will begin at Washington Bridge exit and progress south towards Jerome Ave

Markings removal and new layout starting June 29

Concrete construction starting July 6

July – October:
Other elements to follow



Preliminary Implementation Schedule

Late June

- Sign adjustments/ installations
- Markings installation



July - October

- Concrete construction
- Traffic and pedestrian signal installations

- Bus stop relocation
- Parking meter adjustments/ installations
- Markings installation

- Sign adjustments/ installations
- Bench and leaning bar installations at bus stops

Post-Implementation

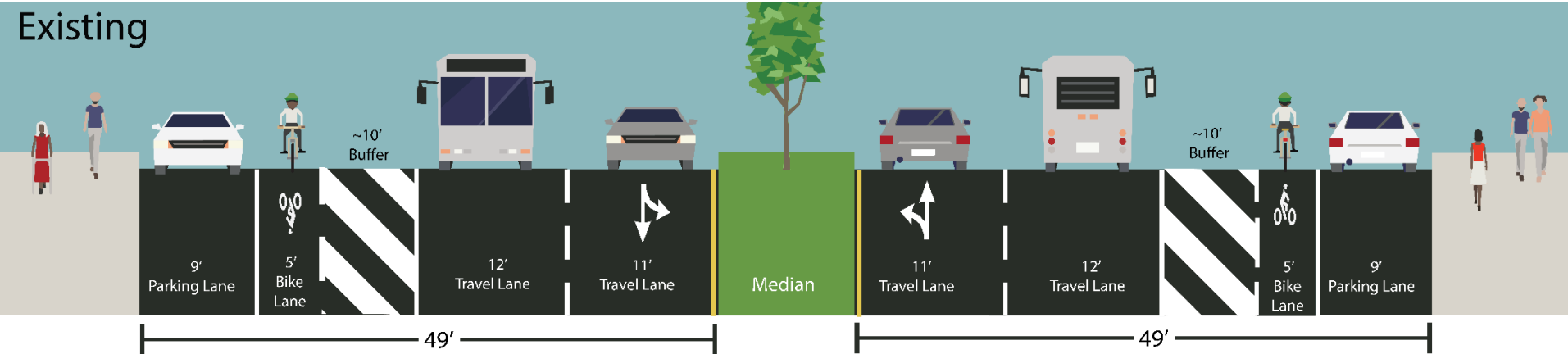


- Project monitoring
- Adjustments based on community feedback

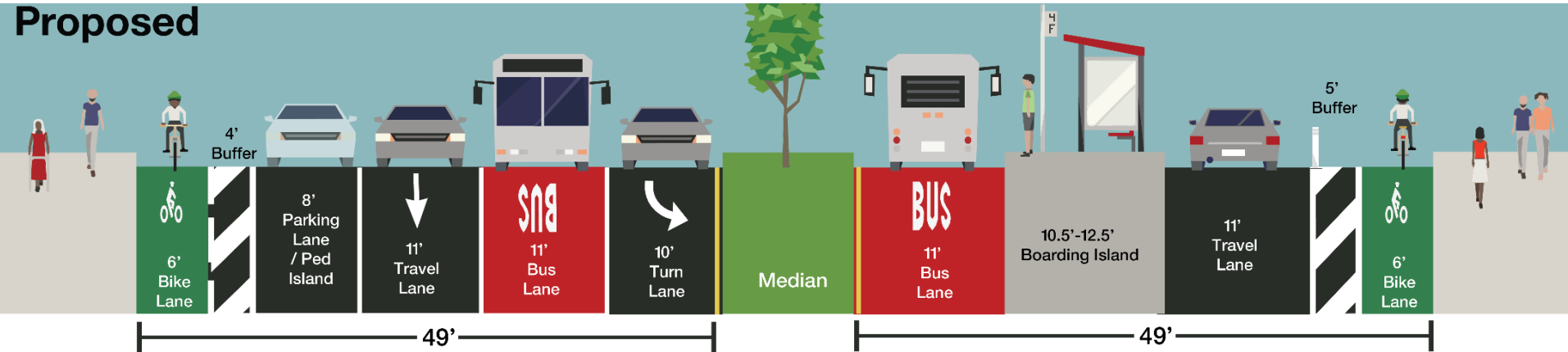
Appendix

Proposed Treatment

Existing



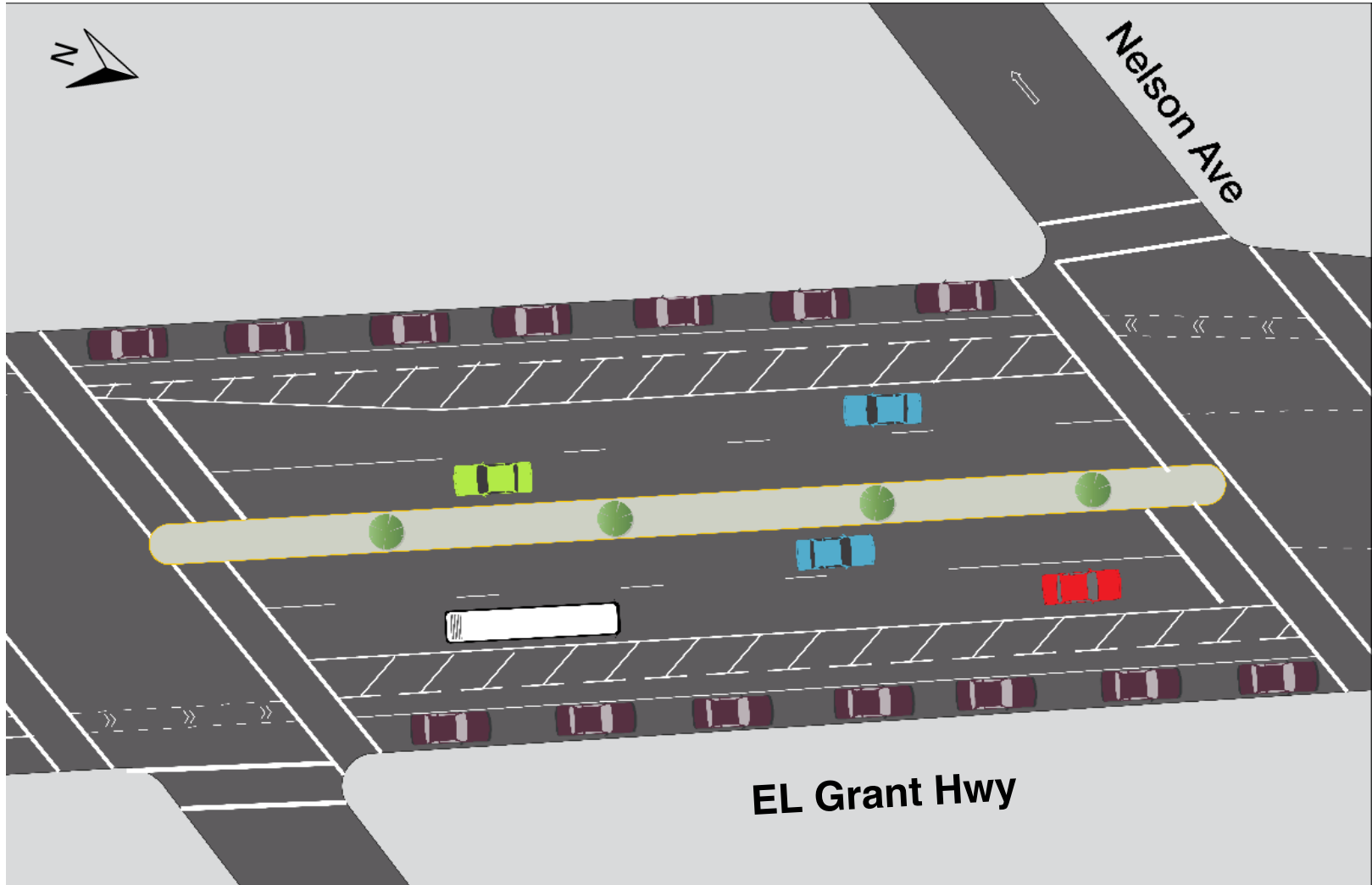
Proposed



Typical section with no bus stop

Typical section with bus stop

Existing



Key Features of Treatment

