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   • Updated design: bus lanes & pedestrian safety improvements
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Introduction
Community Advisory Board (CAB)

- Complements standard outreach with Community Boards, elected officials & stakeholders
- Extra opportunity to meet together, share ideas and inform each other
- CAB meets before project implementation; can continue to meet during and after implementation if desired
- Not public meetings, but intended to be broad and inclusive

**CAB Meeting #1**
- Introduce corridor & issues

**CAB Meeting #2**
- Using community feedback, develop & share draft proposal

**CAB Meeting #3**
- Share revised proposal & next steps

**Provide local knowledge; communicate issues, concerns, and desires**
- Provide input on draft proposal
- Provide input on revised proposal

Additional meeting(s) after implementation if desired
Why Gun Hill Road?

- 40,000 daily bus passengers
- Critical crosstown service with key connections to 725D, many local bus routes, Montefiore Hospital, Co-Op City, Bay Plaza
- MTA Bronx Bus Network Redesign (implemented June 2022)
  - 50+ outreach events
  - Community requests to improve Gun Hill Rd bus service
  - Named 1 of 10 key Bronx corridors for bus priority
Gun Hill Rd Bus Speeds

- Slow and unreliable bus service along Gun Hill Rd
- Buses move slow all day and less than 5 mph in the AM westbound, PM eastbound
- Peak-period trips take 15-17 minutes longer than evening/overnight
- Traffic congestion and double-parking cause slowdowns
- Only 65% of Bx28/38 trips completed within 5 min of scheduled time
Crash History

Injuries & Fatalities 2015-2019

- On average, nearly 5 people every week are injured in crashes on Gun Hill Rd
- In top 10% of most dangerous Bronx streets
- 64 severe injuries + 2 fatalities
- Vision Zero Priority Corridor
- Safety solutions:
  - Fix wide-angle left turns
  - Discourage speeding
  - Improve driver-pedestrian visibility

Gun Hill Rd, Top 5 Most Injury-Prone Intersections, 2015-19

Community Feedback: On-Street Outreach

DOT held public outreach pop-ups and had conversations with over 100 bus riders & community members

- Wed, May 18 – Gun Hill Rd & Bainbridge Ave
- Fri, May 20 – Gun Hill Rd & White Plains Rd
- Mon, May 23 – Gun Hill Rd & Knapp St (5 train)
On-Street Outreach

Popular requests:

• Faster service
• More frequent, consistent service
• Less crowding on buses

Bus lanes can address all of these
Goals & Challenges

Goals:
- Make bus service fast, reliable and on-time
- Reduce crashes, injuries & fatalities
- Organize traffic movements

Challenges:
- Traffic congestion & double parking
- Broken street grid
- Bronx River Pkwy bottleneck

Source: Google Maps
Updated Design
Corridor Segments

1. **White Plains Rd to Bartow Av**
   - Offset bus lanes in both directions
   - Pedestrian safety improvements at 20+ intersections
   - Implementation begins as early as September 2022

2. **Bainbridge Av to Webster Av**
   - Westbound center-running bus lane with 2 bus boarding islands
   - Eastbound offset bus lane
   - Implementation in early 2023

3. **Webster Av to White Plains Rd** (Bronx River Pkwy area)
   - Proposal coming soon; implementation in 2023/2024
Segment 1: White Plains Rd to Bartow Av

- Offset bus lanes in both directions; some curbside bus lanes
- Pedestrian safety improvements at 20+ intersections
- Curb regulation improvements
- Implementation begins as early as September 2022
  - Slight design changes may arise in implementation
White Plains Rd to Barnes Av

Bus lanes drop 100’ before Holland Av (creates extra space to pass)

White Plains Rd to Barnes Av

Bus lane returns after intersection

Painted curb extensions

Restrict WB left turn

Painted curb extension

WB bus lane shifts to offset

Relocate Bx28/38 bus stop

Former Bx30 bus stop

New Bx28/38 bus stop

Bx28/38 bus stop

New Bx28/38 bus stop

Former Bx30 bus stop

EB bus lane begins just after White Plains Rd

Relocate Bx28/38 bus stop

Painted curb extensions

Tilden St
Mattie Harris Pl

Bus lane returns after intersection
Barnes Av to Hone Av

WB bus lane is curbside on this block

New EB+WB left turn bays onto Barnes Av

New EB+WB left turn bays onto Bronxwood Av

Bus lanes drop 100’ before Paulding Av, then pick up after the intersection

WB bus lane returns to offset

New EB+WB left turn
Hone Av to Tenbroeck Av

- Bus lanes drop 100’ before Laconia Av
- Third EB travel lane (curbside bus lane) from Laconia Av to Boston Rd
- New EB+WB left turn bays onto Boston Rd
- Painted curb extension
Tenbroeck Av to Young Av

- EB bus lane drops 100’ before Givan Av/Pearsall Av
- New concrete pedestrian island
- Restrict WB left turn
- Painted curb extension (addresses missing sidewalk)
- Painted curb extensions
- Add pedestrian paint (slip lane already closed)
- EB+WB left turn bays onto Burke Av
- WB bus lane shifts to curb
- Painted curb extension
Young Av to Adee Av

- Painted curb extensions
- Relocated bus stop (closer to train)
- Former bus stop location
- Bus lanes drop 100' before Dewitt Pl/Knapp St
Adee Av to Kingsland Av

Painted curb extensions throughout

EB bus lane ends at Eastchester Rd

EB+WB left turn bays onto Eastchester Rd

Painted curb extension

WB bus lane begins between Bartow Av & Kingsland Av
Kingsland Av to Gunther Av

WB bus lane begins between Bartow Av & Kingsland Av

Painted curb extensions

Painted curb extensions
Curb Regulations: White Plains Rd to Boston Rd

- **Repurpose 41 parking spaces** to accommodate curbside bus lanes & a truck loading zone for businesses
- **45 newly metered spaces** on blocks with businesses, to ensure parking availability & reduce double parking
- **8 new spaces** in former bus stops (5 metered)
Curb Regulations: Boston Rd to Eastchester Rd

- Repurpose 24 parking spaces to accommodate curbside bus lanes & passenger pickup/drop-off in front of the 5 train
- 31 newly metered spaces on blocks with businesses, to ensure parking availability & reduce double parking
- 6 new spaces adjacent to new pedestrian space
Curb Regulations: Eastchester Rd to Gunther Av

- Repurpose 8 parking spaces to accommodate new left turn bay onto Eastchester Rd
- 15 new spaces in former bus stops & adjacent to new pedestrian space
Traffic Analysis: What to Expect
White Plains Rd to Bartow Av

• Initially, notable congestion is likely as drivers adjust to Gun Hill Rd’s new design
• This is typical for bus lane projects; conditions will improve over time
  – Some drivers will use alternate routes, travel at less busy times of day, or use other means of travel
• During AM rush hour:
  – With 10% fewer vehicles, traffic would be comparable to today
  – With 20% fewer vehicles, traffic would be slightly better than today
• During PM rush hour:
  – With 20% fewer vehicles, traffic would be slightly worse than today
  – With 30% fewer vehicles, traffic would be slightly better than today
• We will monitor traffic during and after implementation and will consider additional changes as needed
Traffic Hotspots: White Plains Rd to Bartow Av

- Potential traffic hotspot locations for additional monitoring
Traffic Accommodations: White Plains Rd to Bartow Av

1. Left turn bays at 5 intersections
2. Bus lanes drop 100’ before 5 intersections
3. Left turn restrictions at 2 locations
4. Curb regulation improvements to reduce double parking
5. Third EB moving lane (curbside bus lane) from Laconia Av to Boston Rd
6. All vehicles use offset/curbside bus lane to turn right or access a driveway
7. Signal timing improvements

Existing: No bus lanes or left turn bays

Proposed: bus lanes and left turn bays/pockets
Segment 2: Bainbridge Av to Webster Av

- Updated draft proposal; traffic analysis & design are still ongoing, preliminary and subject to change
- Westbound center-running bus lane with 2 bus boarding islands
- Eastbound offset bus lane
- Curb regulation improvements
- Implementation planned for early 2023
Bainbridge Av to Tryon Av

- Buses & cars share left turn bay onto Bainbridge Av
- Westbound bus lane ends
- New left turn bay onto Wayne Av
Tryon Av to Putnam Pl

- Restrict WB left turn
- Eastbound bus lane begins
- Westbound bus boarding island moved 1 block east
Putnam Pl to Hull Av

Restrict WB left turn

New left turn bay onto Reservoir Pl
Hull Av to Webster Av

- Restrict WB left turn
- WB bus boarding island moved 1 block west
- Add third EB moving lane (curbside bus lane + right turn lane)

(Currently No Standing 7-9am & 4-7pm, Mon-Sat)
Curb Regulations: Bainbridge Av to Webster Av

- Repurpose 35 parking spaces to accommodate bus boarding islands, curbside bus lanes & truck loading zones for businesses
- 54 newly metered spaces on blocks with businesses, to ensure parking availability & reduce double parking
  - Includes 11 new spaces in former bus stops
Draft Traffic Analysis: What to Expect Bainbridge Av to Webster Av

- Initially, notable congestion is likely as drivers adjust to Gun Hill Rd’s new design
- This is typical for bus lane projects; conditions will improve over time
  - Some drivers will use alternate routes, travel at less busy times of day, or use other means of travel
- **During AM rush hour:**
  - With 10% fewer vehicles, traffic would be *slightly worse* than today
  - With 20% fewer vehicles, traffic would be *slightly better* than today
- **During PM rush hour:**
  - With no change in vehicle volumes, traffic would be *slightly worse* than today
  - With 10% fewer vehicles, traffic would be *slightly better* than today
- We will monitor traffic during and after implementation and will consider additional changes as needed
Traffic Hotspots: Bainbridge Av to Webster Av

• Potential traffic hotspot locations for additional monitoring:

AM Rush Hour

PM Rush Hour
Draft Traffic Accommodations: Bainbridge Av to Webster Av

1. Left turn bays (Perry Av WB, Wayne Av WB)
2. Left turn restrictions
3. Curb regulation improvements to reduce double parking
4. Third EB moving lane (curbside bus lane) from Decatur Av to Webster Av
5. All vehicles use offset/curbside bus lane to turn right or access a driveway
6. Signal timing improvements

Existing: No bus lanes or left turn bays

Proposed: bus lanes and left turn bays/pockets
Segment 3: Webster Av to White Plains Rd

- Separate timeframe from rest of project
- Currently researching potential improvements; proposal coming soon
- Implementation in 2023/2024
Timeline
Project Timeline

1. MTA Bronx Bus Network Redesign (implemented June 2022): 50+ public outreach events
2. Merchant survey w/ Jerome Gun Hill BID
3. Field observations & traffic data
4. April 2022: discuss existing conditions & needs with Community Advisory Board (CAB) and Community Boards 7, 11 & 12
5. May/June 2022: present draft proposal to CAB and Community Boards 7, 11 & 12
6. September 2022: Present updated proposal to CAB; begin implementing
7. Late 2022 and beyond: Continue working with CAB, Community Boards & other stakeholders for Segments 2 and 3 (Bainbridge Av to White Plains Rd)
Thank You!

Open Discussion & Questions
Appendix
Past Projects: EL Grant Hwy, Bx

- Center-running bus lanes
- 3-14% faster EB and 8-16% faster WB

EL Grant Hwy Travel Time, Jerome Av to University Av (Minutes)

<table>
<thead>
<tr>
<th>AM Peak (6am-10am)</th>
<th>Mid-day (10am-3pm)</th>
<th>PM Peak (3pm-7pm)</th>
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</thead>
<tbody>
<tr>
<td>Eastbound</td>
<td>Westbound</td>
<td>Eastbound</td>
</tr>
<tr>
<td>Before - Oct 2019</td>
<td>After - Oct 2021</td>
<td></td>
</tr>
<tr>
<td>5.7</td>
<td>5.5</td>
<td>5.7</td>
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<tr>
<td>5.2</td>
<td>4.6</td>
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</tr>
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<td>5.7</td>
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<td>5.6</td>
</tr>
<tr>
<td>5.6</td>
<td>4.7</td>
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</tr>
</tbody>
</table>

Source: MTA New York City Transit
Past Projects: Webster Av, Bx

- Select Bus Service with offset bus lanes + offboard fare collection
- 19-23% faster NB and 19-21% faster SB

Average Bx41 Weekday Travel Time (Mins)

<table>
<thead>
<tr>
<th>AM Peak (7am-9am)</th>
<th>PM Peak (4pm-6pm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Northbound</td>
<td>Southbound</td>
</tr>
<tr>
<td>Northbound</td>
<td>Southbound</td>
</tr>
</tbody>
</table>

- Before - Bx41 LTD Nov 2012
- After - Bx41 SBS Nov 2013

Source: MTA New York City Transit
Past Projects: 161st St, Bx (Jerome Av to Melrose Av)

- Select Bus Service with center-running busway, including an EB bus-only tunnel under Grand Conc., + off-board fare collection
- 32-46% faster EB and 14-18% faster WB

Source: MTA New York City Transit
Past Projects: 161st/163rd St, Bx (Full Corridor)

- Improved on-time performance in both directions
- Reduced bus bunching in both directions

### % of Buses Arriving Late

<table>
<thead>
<tr>
<th></th>
<th>Eastbound</th>
<th>Westbound</th>
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</thead>
<tbody>
<tr>
<td>2016 Bx6 Local</td>
<td>22.0%</td>
<td>16.2%</td>
</tr>
<tr>
<td>2019 Bx6 SBS</td>
<td>19.9%</td>
<td>17.8%</td>
</tr>
</tbody>
</table>

### % of Buses Arriving Bunched

<table>
<thead>
<tr>
<th></th>
<th>6-10 AM</th>
<th>3-7 PM</th>
<th>6-10 AM</th>
<th>3-7 PM</th>
</tr>
</thead>
<tbody>
<tr>
<td>Eastbound</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2016 Bx6 Local</td>
<td>22.5%</td>
<td>2.3%</td>
<td>12.7%</td>
<td>1.4%</td>
</tr>
<tr>
<td>2019 Bx6 SBS</td>
<td>21.9%</td>
<td>6.3%</td>
<td>6.1%</td>
<td>1.5%</td>
</tr>
</tbody>
</table>

*Late defined as arriving 5 minutes or more after scheduled arrival time
**Bunching defined as two or more buses heading in the same direction departing a stop within 90 seconds of each other

Source: MTA NYCT