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Introduction
Community Advisory Board (CAB)

- Compliments 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
- Using community feedback, develop & share draft proposal

**CAB Meeting #2**
- Provide local knowledge; communicate issues, concerns, and desires
- Provide input on draft proposal

**CAB Meetings #3-4**
- Share revised proposal & next steps
- Provide input on revised proposal
- Additional meeting(s) after implementation if desired
- Additional meeting(s) after implementation if desired
Why Gun Hill Road?

- 40,000 daily bus passengers
- Critical crosstown service with key connections to 2 5 D, many local bus routes, Montefiore Hospital, Co-Op City, Bay Plaza
- MTA Bronx Bus Network Redesign (implemented 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

**Oct 2019**

<table>
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<table>
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<tr>
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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
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
On-Street Outreach: More Feedback

My Neighborhood Is/Mi Barrio es...

- Norwood (work)
  - I ride the/Tomo el:
    - Bx 30, 34 
  - I wish the bus would/Me gustaría que el autobús:
    - The buses are on-time, it's the traffic.
  - 164

- Tremont
  - I ride the/Tomo el:
    - 30
  - I wish the bus would/Me gustaría que el autobús:
    - very slow, wait too long for it.
  - 207

- Castle Hill - Bx
  - I ride the/Tomo el:
    - Bx 28, Bx 30
  - I wish the bus would/Me gustaría que el autobús:
    - Traffic and congestion

- Wakefield
  - I ride the/Tomo el:
    - Bx 28, Bx 30
  - I wish the bus would/Me gustaría que el autobús:
    - be more frequent? Faster
  - 180

- Williamsbridge
  - I ride the/Tomo el:
    - Bx 28, Bx 30
  - I wish the bus would/Me gustaría que el autobús:
    - Timing and schedule
  - 20

- Bx 28
  - I ride the/Tomo el:
    - Fast, cheaper
  - I wish the bus would/Me gustaría que el autobús:
    - Being on Time

VISION ZERO

MTA

NEW YORK CITY
BETTER BUSES

10
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
Design
**Corridor Segments**

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

2. **White Plains Rd to Bartow Av**
   - Offset bus lanes in both directions
   - Pedestrian safety improvements at 20+ intersections
   - **Implementation in Spring 2023**

3. **Webster Av to White Plains Rd** (Bronx River Pkwy area)
   - 2 painted curb extensions will be implemented in **Spring 2023**
   - Bus priority proposal coming soon; **implementation in late 2023/2024**
Segment 1: Bainbridge Av to Webster Av

- Westbound center-running bus lane with 2 bus boarding islands
- Eastbound offset bus lane
- Safety improvements at 4 intersections
- Curb regulation & bus stop improvements
- Implementation in Spring 2023
  - Slight design changes may arise in implementation
Segment 1: Toolkit

- Center Bus Lane
  - 161st St, BX

- Bus Boarding Island
  - Kings Hwy, BK

- Offset Bus Lane
  - Woodhaven Blvd, QN

- Metered Parking

Images illustrating various bus lane configurations and related infrastructure at different locations in New York City.
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

- Westbound bus boarding island moved 1 block west
- Restrict westbound left turn
- Restrict southbound right turn
- Eastbound bus lane begins

Kings College Pl

Gun Hill Rd

Putnam Pl
Putnam Pl to Hull Av

- Restrict westbound left turn
- New left turn bay onto Reservoir Pl
- New Bx28/38 bus stop
  Relocated from Hull Av
Hull Av to Webster Av

Restrict westbound left turn

Restrict northbound left turn

Relocate bus stop, restore parking

Westbound bus lane begins 250’ east of Webster Av

Currently No Standing 7-9am & 4-7pm, Mon-Sat

Add third eastbound moving lane (buses + right turns from curbside lane)
Curb Regulations: Bainbridge Av to Webster Av

- Repurpose 33 full-time parking spaces to accommodate bus boarding islands, left turn bays & curbside bus lanes
  - Plus 8 spaces where parking is currently allowed off-peak hours only*
- Add 17 new spaces in former bus stops
- 4 truck loading zones (13 spaces) + 2 residential loading zones (4 spaces)
  - These spaces available for resident parking off-hours
- 54 newly metered spaces on blocks with businesses
  - Ensure parking availability & reduce double parking

*Existing No Standing 7-9am & 4-7pm, Mon-Sat
**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.
- Gun Hill Rd will receive substantially more green time, benefiting traffic.
  - Pedestrians still have 30+ seconds to cross Gun Hill Rd (down from 50 seconds).
- **During AM & PM rush hour:**
  - With 10% fewer vehicles (1.5 per minute), traffic would be comparable to 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
Traffic Accommodations: Bainbridge Av to Webster Av

1. Left turn bays
2. Left turn restrictions
3. Curb regulation improvements to reduce double parking
4. Third eastbound 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
Bainbridge Av Mid-Block Crossing

- New, signalized & marked, **mid-block crossing**
- Connects **main entrances** of Children’s Hospital (3415 Bainbridge Av) & Greene Medical Arts Pavilion (3400 Bainbridge Av)
- Implementation: traffic & pedestrian signals in Winter 2023, roadway markings in Spring 2023
Bainbridge Av Bus Stop Changes

- Busy bus corridor serving 6 routes
- Currently, southbound buses stop twice, one block apart
- **Consolidate two southbound stops to one stop** at near side of 210th St
- Retain stop at far side of 210th St for BxM4 Express Bus only
- Implementation: Spring 2023
Bainbridge Av Curb Regulations

- Currently an inconsistent mix of No Standing Anytime, No Standing 7am-7pm Mon-Sat, No Parking Mon-Fri 8am-6pm, Ambulette Only
- Frequent double-parking blocks entrances & traffic
- No ambulance parking area near ER entrance
- **Strengthen No Standing rules & add ambulance parking near ER**
Wayne Av Curb Regulations

- Narrow, 2-way street
- One double-parked vehicle can block garage access, back up traffic on Wayne Av, and cause spillbacks onto Gun Hill Rd
- Currently an inconsistent mix of No Standing Anytime, No Standing Mon-Fri 7am-7pm, alternate side parking
- **Strengthen No Standing rules** to reduce lane blockages, create easier access to garages and buildings
Segment 2: White Plains Rd to Bartow Av

• Offset bus lanes in both directions; some curbside bus lanes
• Pedestrian safety improvements at 20+ intersections
• Curb regulation & bus stop improvements
• Implementation in Spring 2023
  – Slight design changes may arise in implementation
Segment 2: Toolkit

Offset Bus Lane
Woodhaven Blvd, QN

Painted Pedestrian Space
Southern Blvd, BX

Concrete Pedestrian Space
Meeker Av, BK

Metered Parking
White Plains Rd to Barnes Av

- Bus lanes drop 100’ before Holland Av (creates extra space to pass)
- Former Bx30 bus stop
- Relocate Bx28/38 bus stop
- New Bx28/38 bus stop + widened sidewalk
- Painted curb extensions
- Restrict WB left turn
- WB bus lane shifts to curb
- New EB + WB left turn bays onto Barnes Av
- Bus lane returns after intersection
- Painted curb extension
- New EB + WB left turn bays onto Barnes Av
**Barnes Av to Hone Av**

- **New EB+WB left turn bays onto Barnes Av**
- **New EB+WB left turn bays onto Bronxwood Av**
- **WB bus lane is curbside on this block**
- **WB bus lane returns to offset**

Bus lanes drop 100’ before Paulding Av, then pick up after the intersection.
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
- Restrict SB left turn
Adee Av to Kingsland Av

- Painted curb extensions throughout
- EB bus lane ends at Eastchester Rd
- EB+WB left turn bays onto Eastchester Rd
- 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 34 parking spaces** to accommodate curbside bus lanes and left turn lanes
- **Add 3 new spaces** in a former bus stop
- **1 truck loading zone** for businesses (3 spaces)
  - These spaces available for resident parking off-hours
- **45 newly metered spaces** on blocks with businesses
  - Ensure parking availability & reduce double parking
Curb Regulations: Boston Rd to Eastchester Rd

- Repurpose 14 parking spaces to accommodate curbside bus lanes & passenger pickup/drop-off in front of the 5 train
- Add 7 new spaces adjacent to new pedestrian space, former bus stop
- 31 newly metered spaces on blocks with businesses
  - Ensure parking availability & reduce double parking
Curb Regulations: Eastchester Rd to Gunther Av

- Repurpose 8 parking spaces to accommodate new left turn bay onto Eastchester Rd
- Add 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

• Gun Hill Rd will receive substantially more green time, benefiting traffic
  – Pedestrians still have 30+ seconds to cross Gun Hill Rd (down from 50 seconds)

• During AM & PM rush hour:
  – With 10% fewer vehicles (1.5 per minute), traffic would be comparable to 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 3: Webster Av to White Plains Rd

- 2 painted curb extensions will be implemented in Spring 2023
- Bus priority proposal coming soon; implementation in late 2023/2024
  - Separate timeframe from rest of project
  - Currently researching potential improvements
Olinville Av to White Plains Rd

- 2 painted curb extensions will be implemented in **Spring 2023**
Timeline
Project Timeline

1. MTA Bronx Bus Network Redesign (implemented 2022): 50+ 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 CBs
6. September 2022: Present updated proposal to CAB
7. Winter 2023: Continue refining proposal; present updated proposal to elected officials, CAB & CBs
8. Spring 2023: Begin implementation
Thank You!

Open Discussion & Questions
Appendix
Past Projects: 161st St, Bx (Jerome Av to Melrose Av Only)

- Select Bus Service with center-running busway, including an eastbound bus-only tunnel under Grand Concourse + off-board fare collection
- 32-46% faster eastbound, 14-18% faster westbound

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

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<tr>
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<th>Westbound</th>
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<tr>
<td>2016 Bx6 Local</td>
<td>22.0%</td>
<td>16.2%</td>
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<tr>
<td>2019 Bx6 SBS</td>
<td>19.9%</td>
<td>17.8%</td>
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% of Buses Arriving Bunched

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<tr>
<th></th>
<th>6-10 AM</th>
<th>3-7 PM</th>
<th>6-10 AM</th>
<th>3-7 PM</th>
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<td>22.5%</td>
<td>21.9%</td>
<td>12.7%</td>
<td>6.1%</td>
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<tr>
<td>Westbound</td>
<td>2.3%</td>
<td>6.3%</td>
<td>1.4%</td>
<td>1.5%</td>
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*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
Past Projects: EL Grant Hwy, Bx

- Center-running bus lanes
- **3-14% faster eastbound, 8-16% faster westbound**

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<th>PM Peak (3pm-7pm)</th>
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<td>After - Oct 2021</td>
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</tr>
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<td></td>
<td>-3%</td>
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<td>-7%</td>
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<tr>
<td><strong>Westbound</strong></td>
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<td>6</td>
</tr>
<tr>
<td></td>
<td>-12%</td>
<td>-14%</td>
<td>-8%</td>
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Source: MTA New York City Transit
Past Projects: Webster Av, Bx

- Select Bus Service with offset bus lanes + offboard fare collection
- **19-23% faster northbound, 19-21% faster southbound**

![Average Bx41 Weekday Travel Time (Mins)](chart)

**Source:** MTA New York City Transit
Past Projects: Allerton Av Road Diet

- Pedestrian injuries decreased by 50%
- Total injuries for all road users decreased by 35%

Crashes, Three-Year After Analysis
Allerton Ave Between Boston Rd and E Gun Hill Rd

Each before year period is the 12-month period beginning July 1 and ending June 30. The 3-yr after period is September 1, 2009 to August 31, 2012. The implementation period of July 1, 2009 to August 31, 2009 is excluded. Source: NYPD AIS/TAMS Crash Database
Past Projects: E 180th St Road Diet

- Pedestrian injuries decreased by 31%
- Total injuries for all road users decreased by 18%

Crashes, Three-Year After Analysis
E 180th St (Webster Avenue to Southern Boulevard)

Each before year period is the 12-month period beginning October 1 and ending September 30. The 2-yr after period is November 1, 2010 to October 31, 2012. The implementation period of October 1, 2010 to October 31, 2010 is excluded. Source: NYPD AIS/TAMS Crash Database