

Gun Hill Rd Bus & Pedestrian Improvements

Community Advisory Board Meeting #4

February 15th, 2023



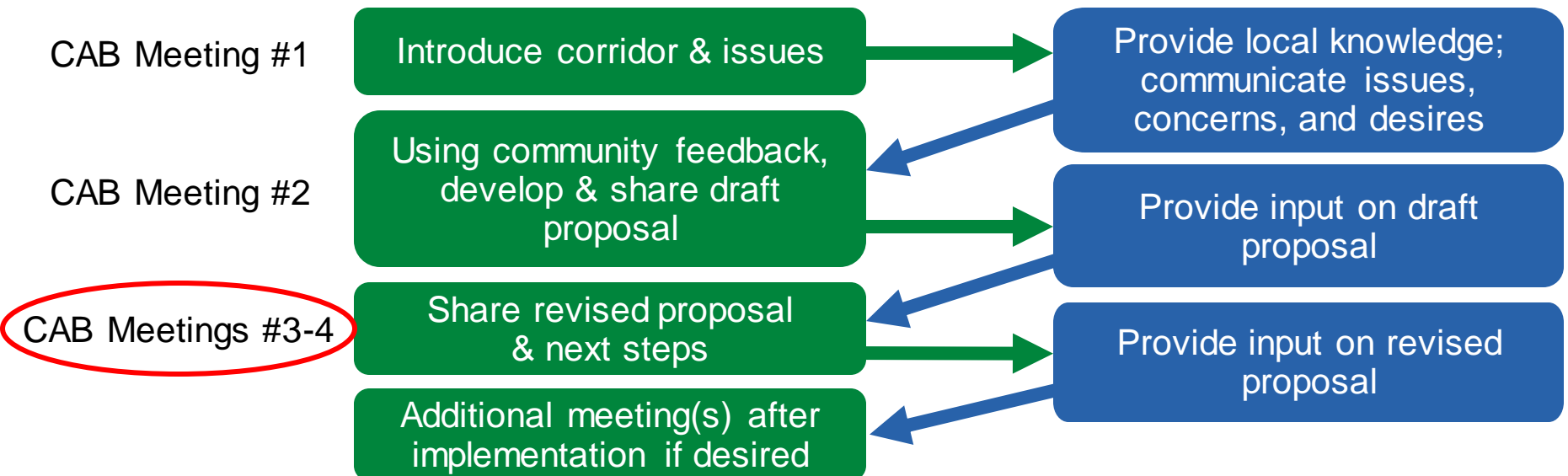
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Introduction

Community Advisory Board (CAB)

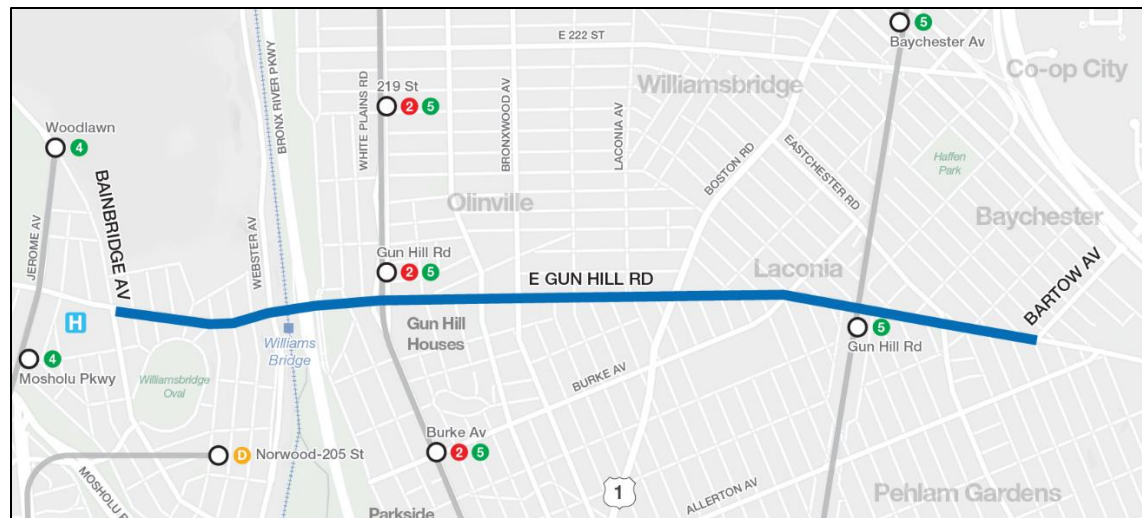
- Compliments standard outreach with Community Boards, elected officials, stakeholders
- Extra opportunity to meet together, share ideas and inform each other
- CAB meets before project implementation; can continue to meet during and after implementation if desired
- Not public meetings, but intended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



Why Gun Hill Road?

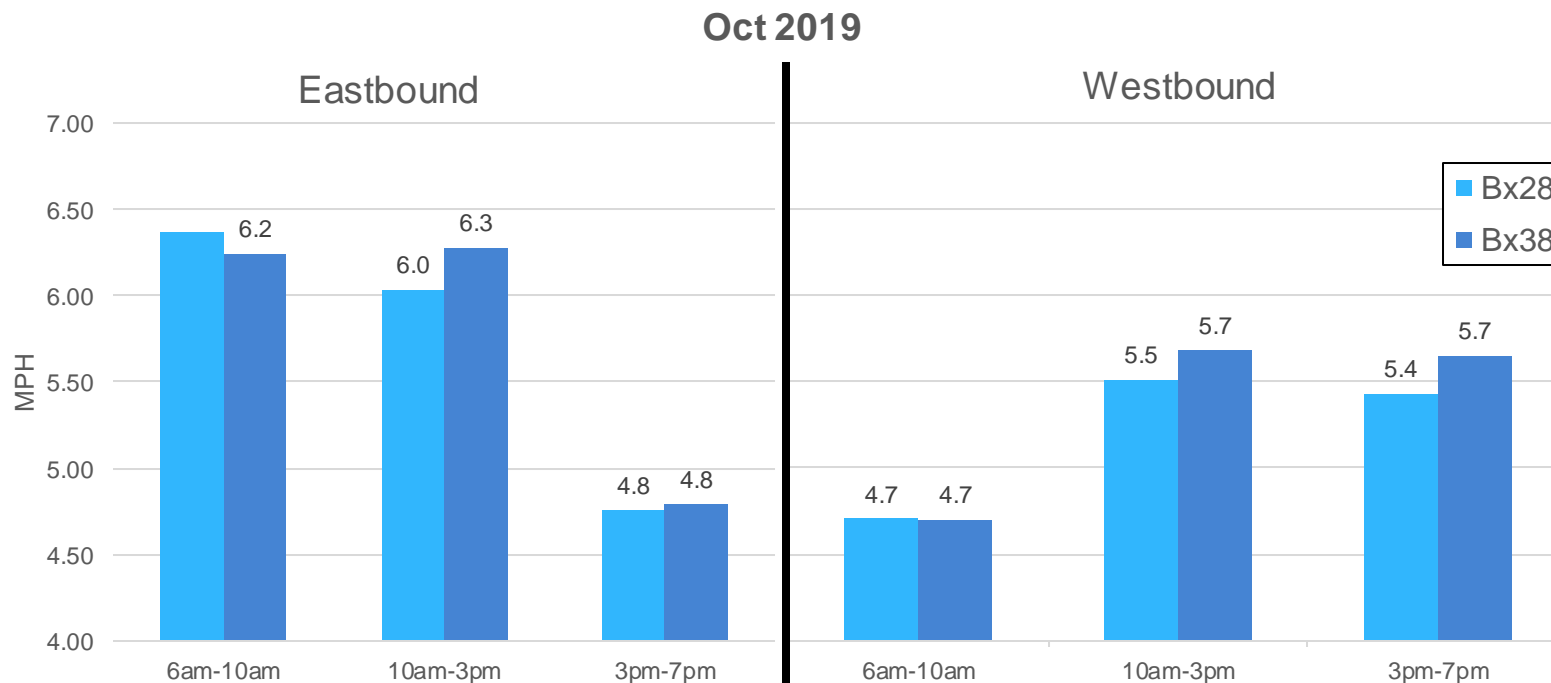
- 40,000 daily bus passengers
- Critical crosstown service with key connections to **2** **5** **D**, many local bus routes, Montefiore Hospital, Co-Op City, Bay Plaza
- MTA Bronx Bus Network Redesign (implemented 2022)
 - 50+ outreach events
 - Community requests to improve Gun Hill Rd bus service
 - Named 1 of 10 key Bronx corridors for bus priority

Bronx Bus Priority Corridors



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

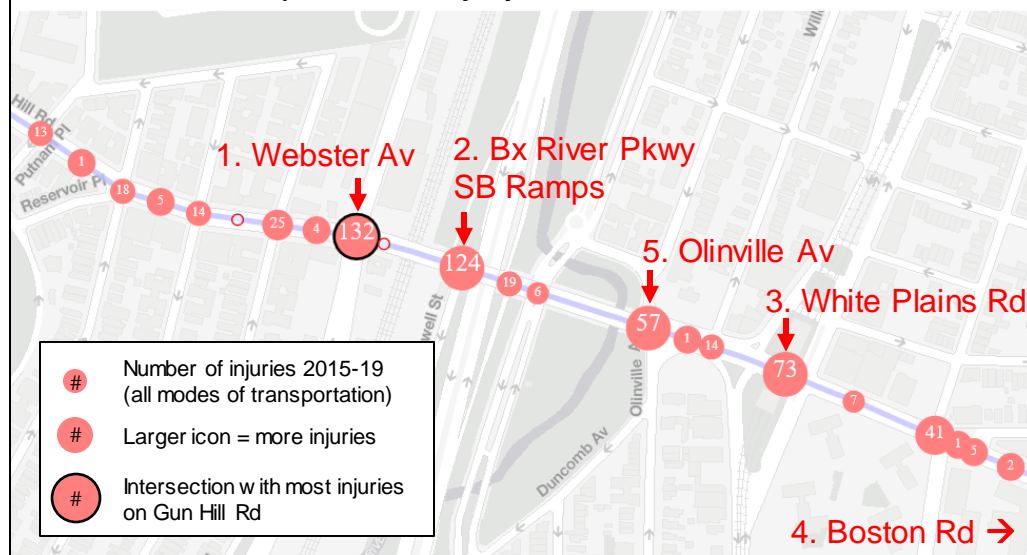


Crash History

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

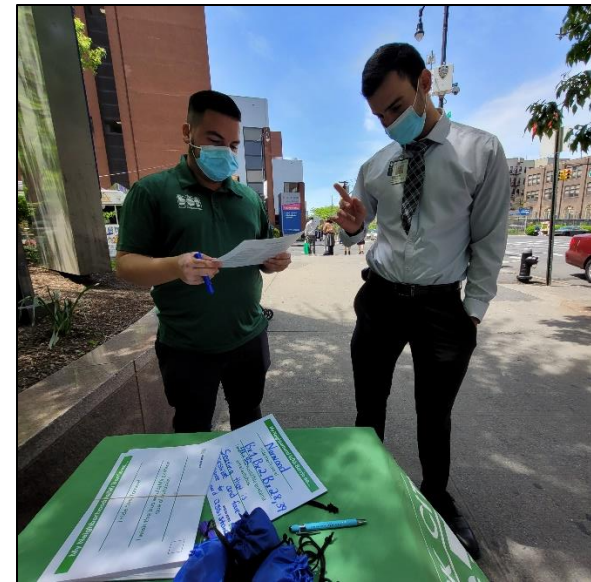


Gun Hill Rd & Boston Rd

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)

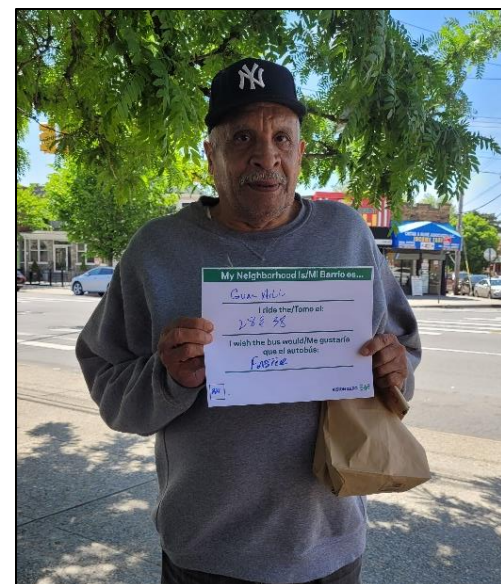
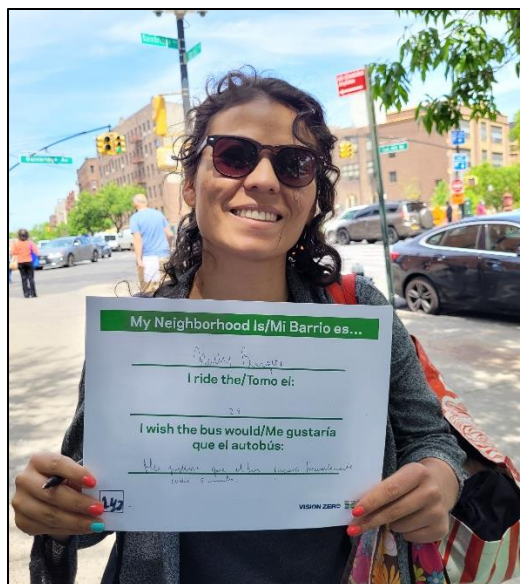
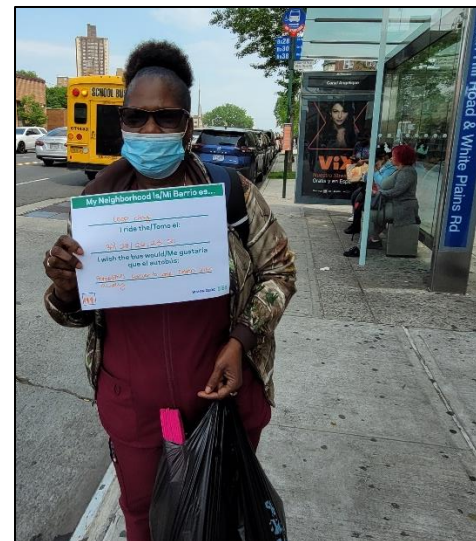


On-Street Outreach

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 & 16

I wish the bus would/Me gustaría que el autobús:

The buses are on-time, it's the traffic.

VISION ZERO



My Neighborhood Is/Mi Barrio es...

fremont

I ride the/Tomo el:

30

I wish the bus would/Me gustaría que el autobús:

very slow. wait too long for it.

VISION ZERO



My Neighborhood Is/Mi Barrio es...

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

VISION ZERO



My Neighborhood Is/Mi Barrio es...

Wakefield

I ride the/Tomo el:

Bx 28 Bx 30

I wish the bus would/Me gustaría que el autobús:

be more frequent & faster

VISION ZERO



My Neighborhood Is/Mi Barrio es...

Williamsbridge

I ride the/Tomo el:

Bx 28, Bx 30

I wish the bus would/Me gustaría que el autobús:

Timing and schedule

VISION ZERO



My Neighborhood Is/Mi Barrio es...

Bx 28

I ride the/Tomo el:

Eastchester

I wish the bus would/Me gustaría que el autobús:

Being on Time

VISION ZERO



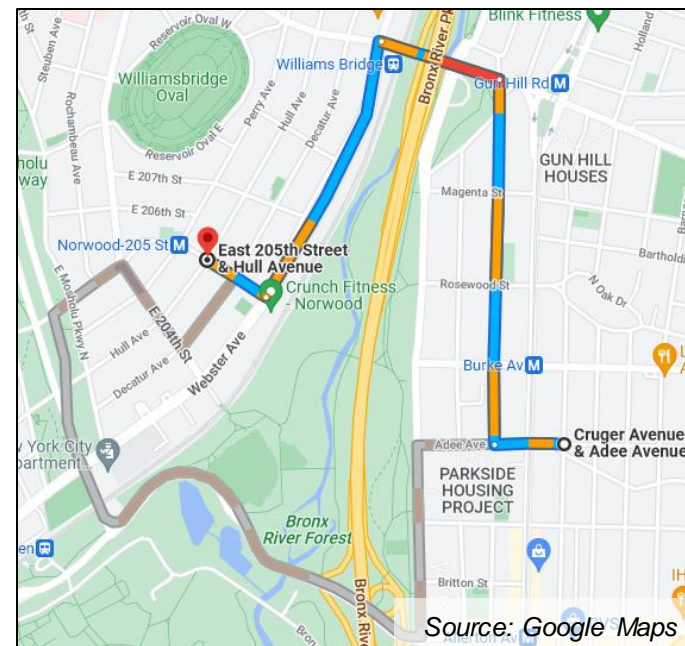
Goals & Challenges

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



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

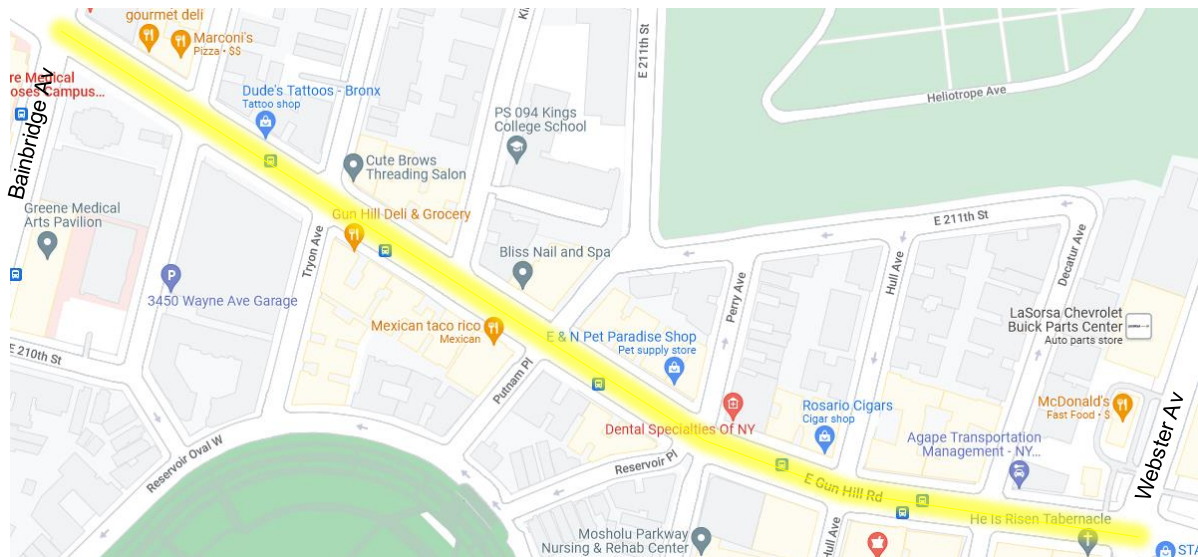
3. Webster Av to White Plains Rd (Bronx River Pkwy area)

- 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



Metered Parking



Offset Bus Lane

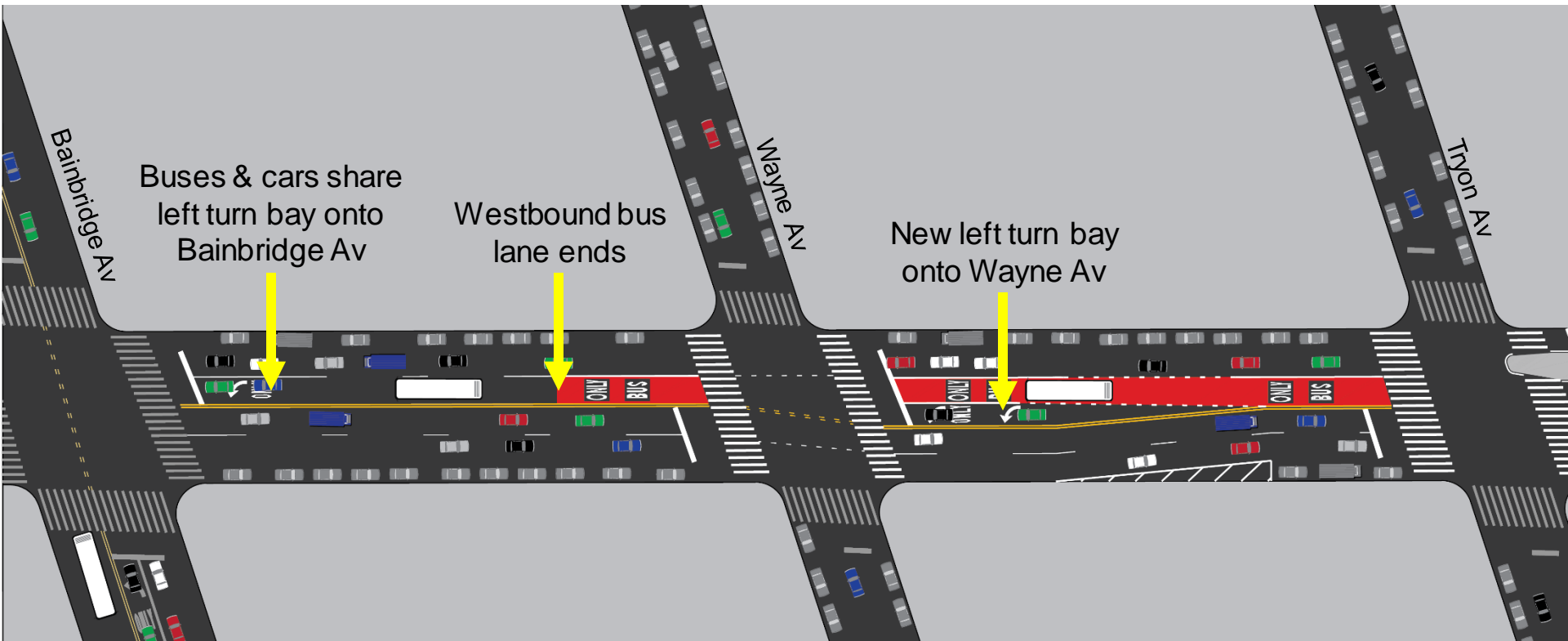
Woodhaven Blvd, QN



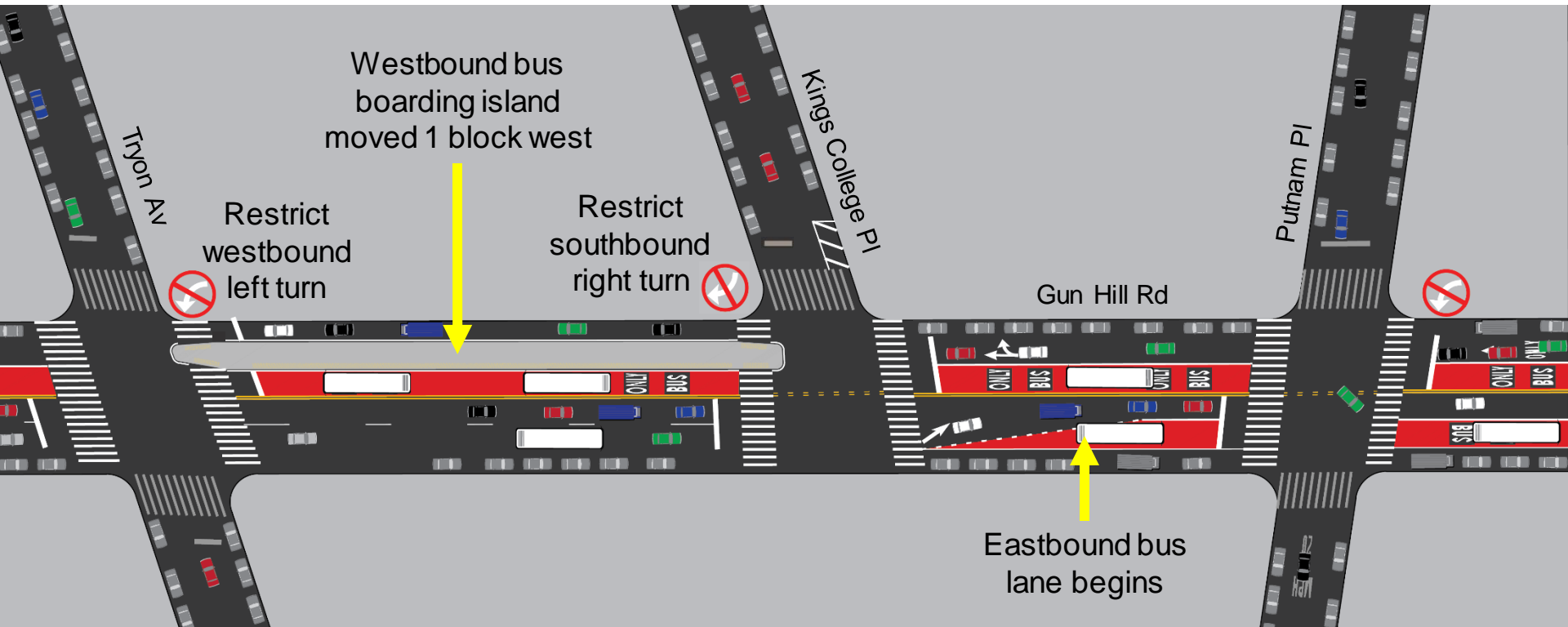
Truck Loading Zones

© NYC DOT

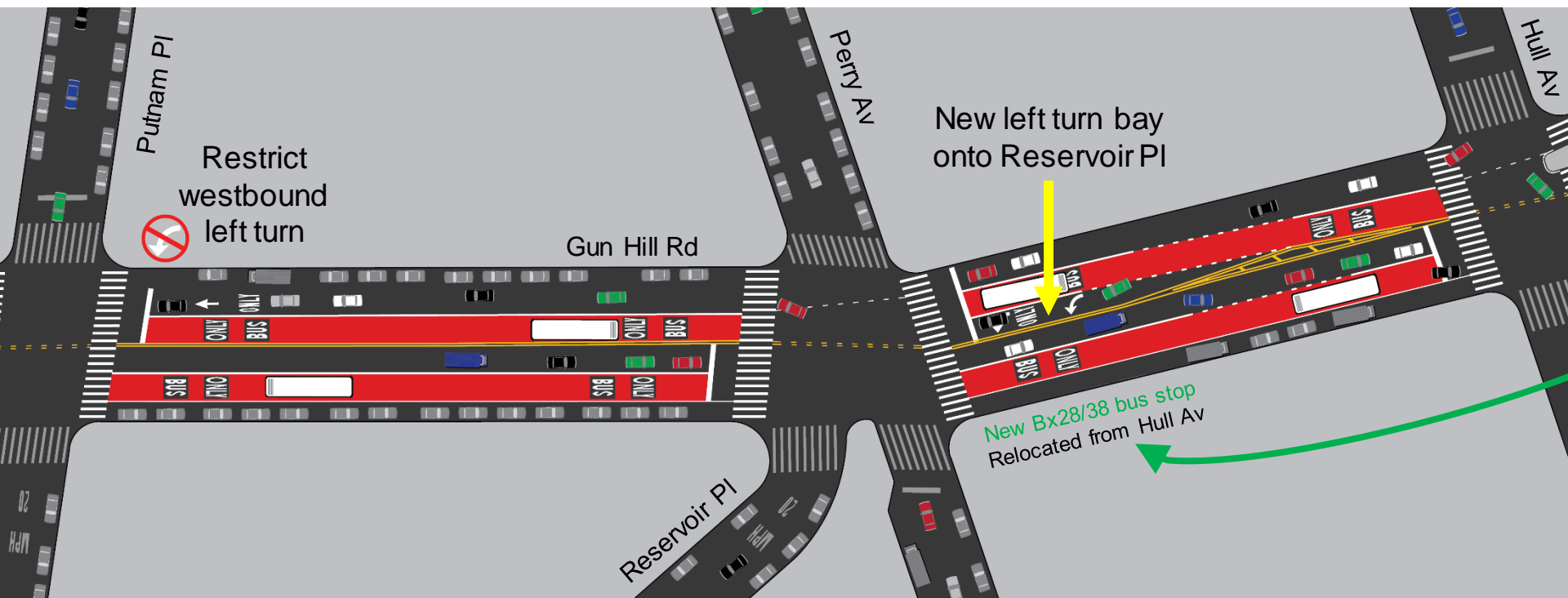
Bainbridge Av to Tryon Av



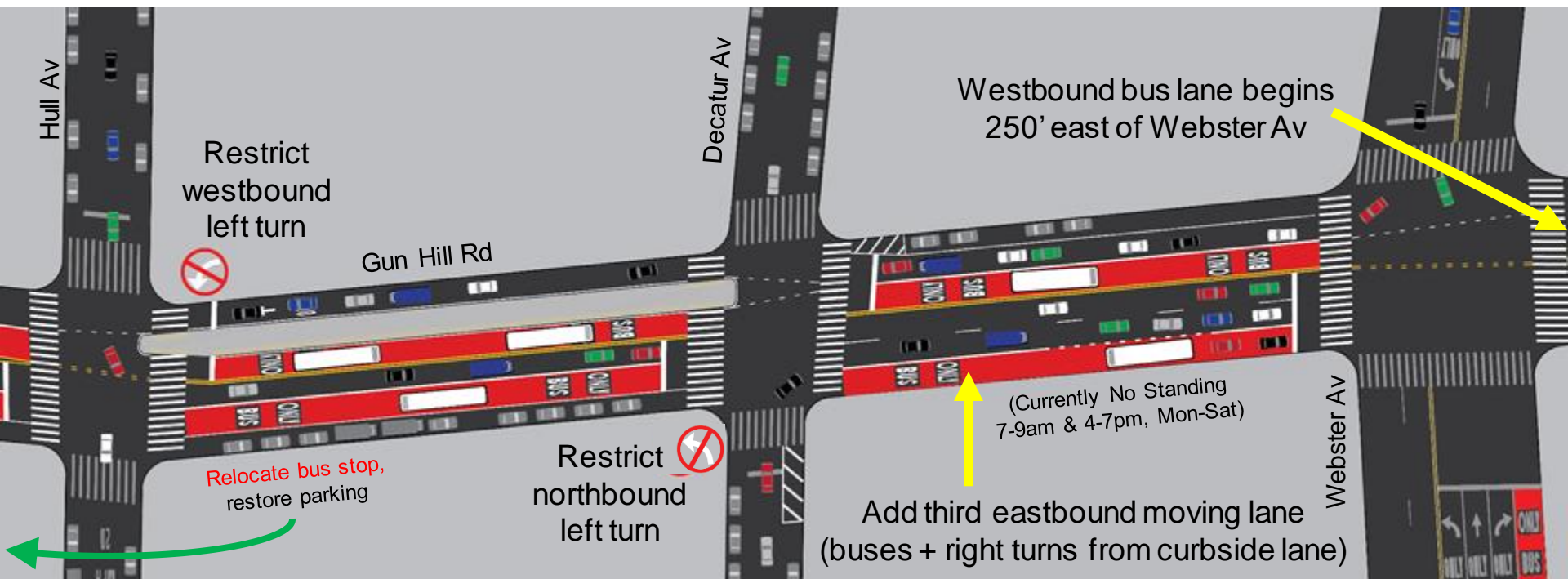
Tryon Av to Putnam Pl



Putnam Pl to Hull Av

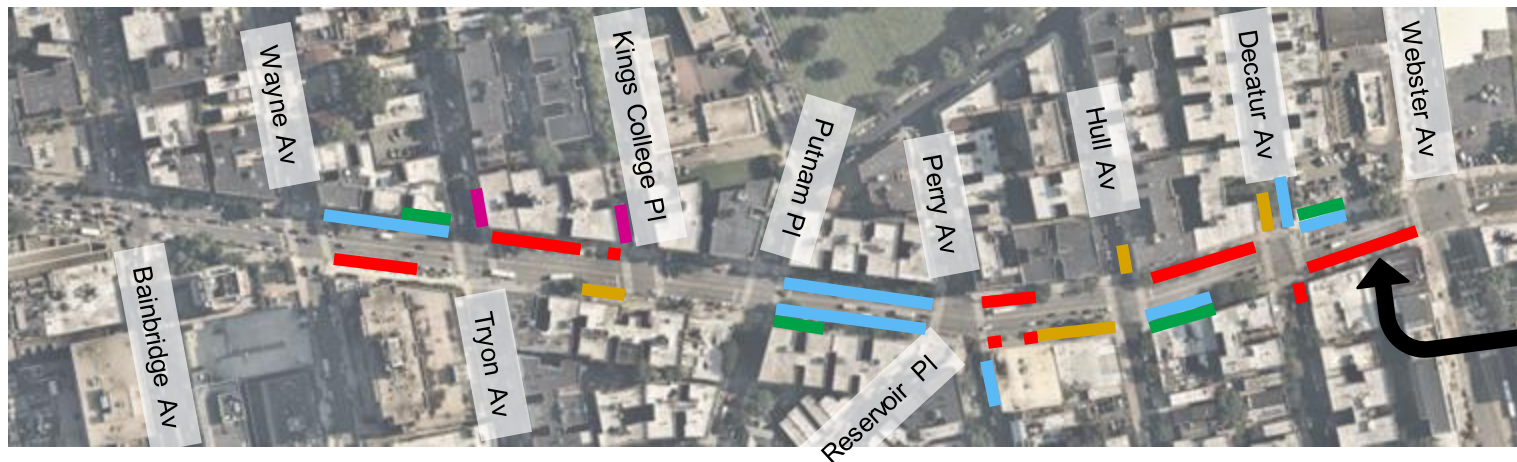


Hull Av to Webster Av



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

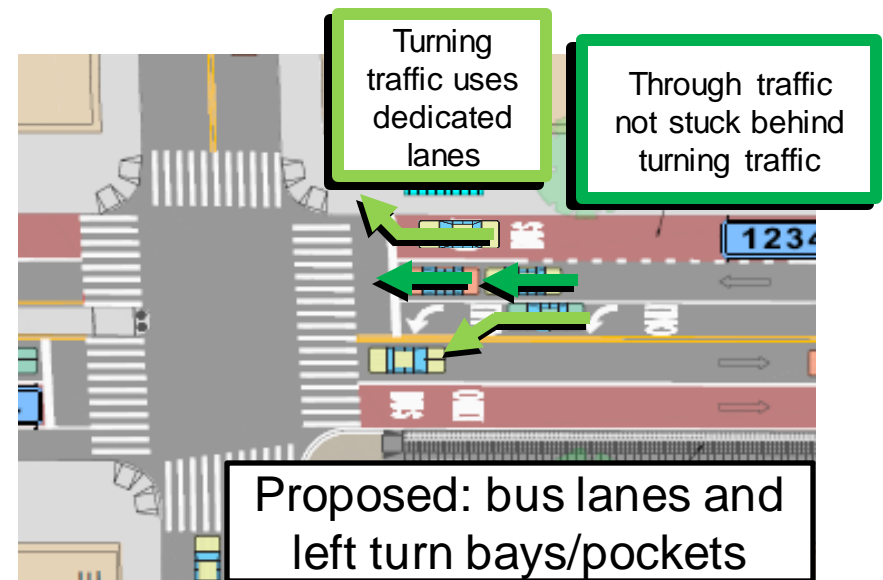
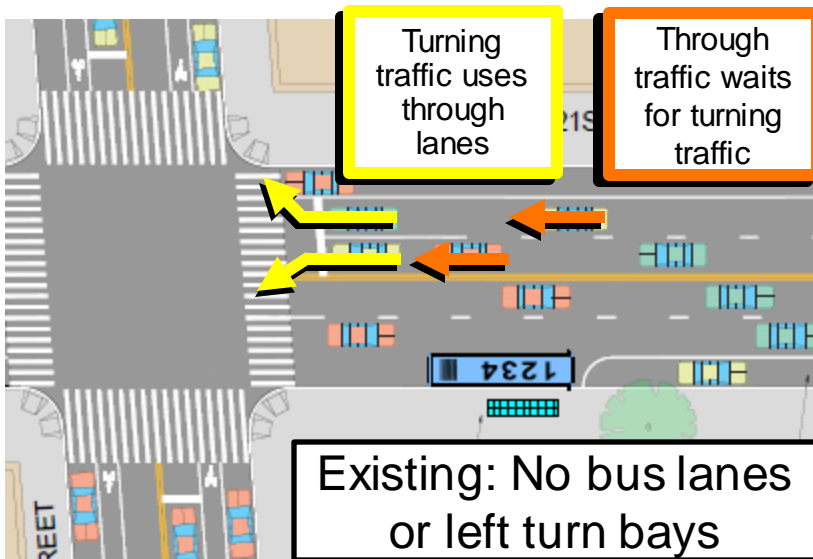
Traffic Hotspots: Bainbridge Av to Webster Av

- Potential **traffic hotspot locations** for additional monitoring:



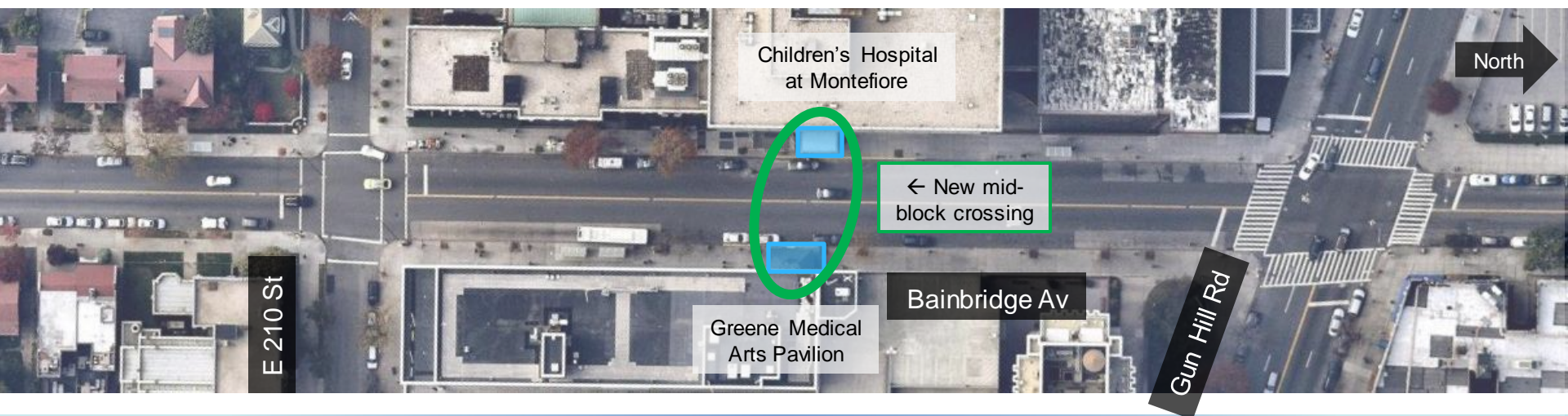
Traffic Accommodations: Bainbridge Av to Webster Av

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



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

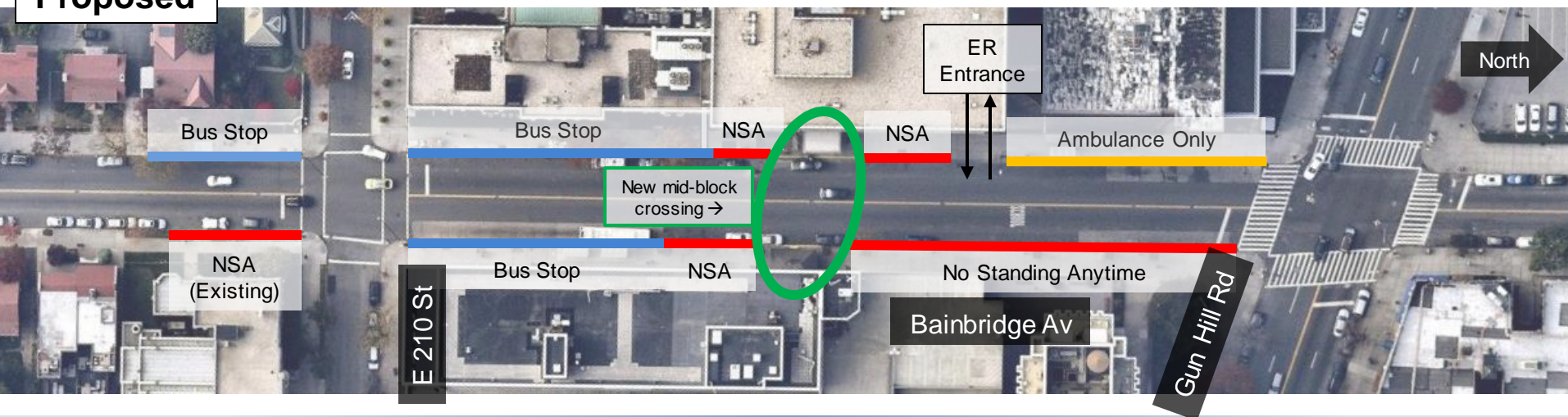
- Busy bus corridor serving 6 routes
- Currently, southbound buses stop twice, one block apart
- **Consolidate two southbound stops to one stop** at **near side of 210th St**
- Retain stop at **far side of 210th St** for BxM4 Express Bus only
- Implementation: Spring 2023



Bainbridge Av Curb Regulations

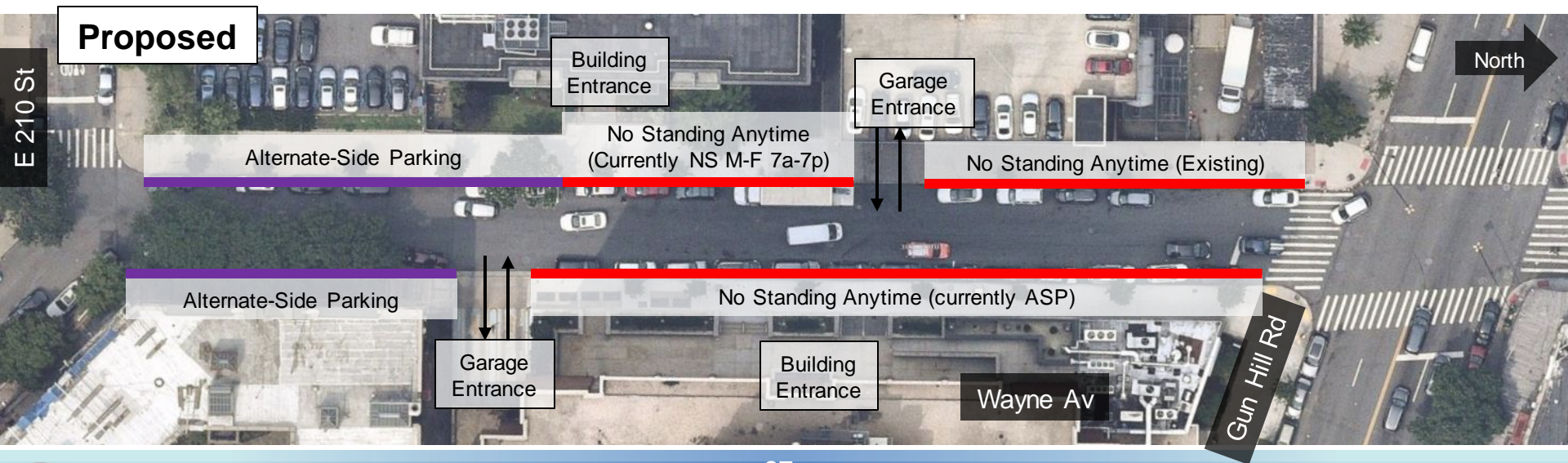
- Currently an inconsistent mix of No Standing Anytime, No Standing 7am-7pm Mon-Sat, No Parking Mon-Fri 8am-6pm, Ambulette Only
- Frequent double-parking blocks entrances & traffic
- No ambulance parking area near ER entrance
- **Strengthen No Standing rules & add ambulance parking near ER**

Proposed



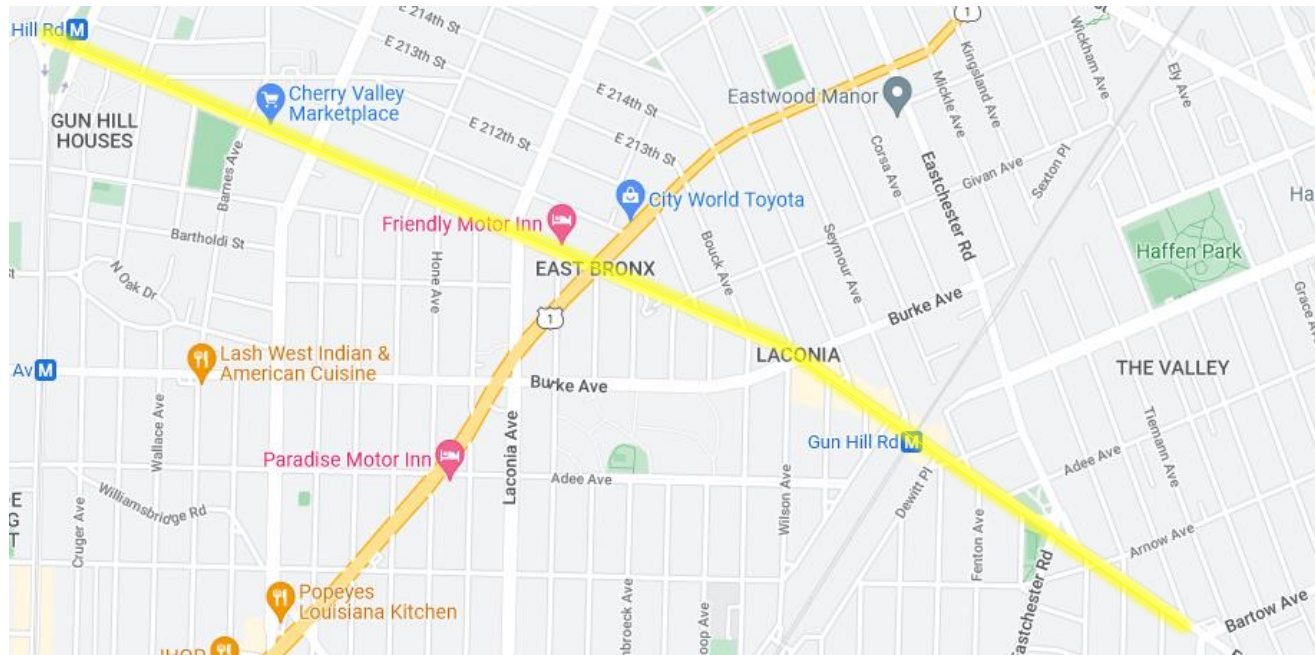
Wayne Av Curb Regulations

- 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



Woodhaven Blvd, QN



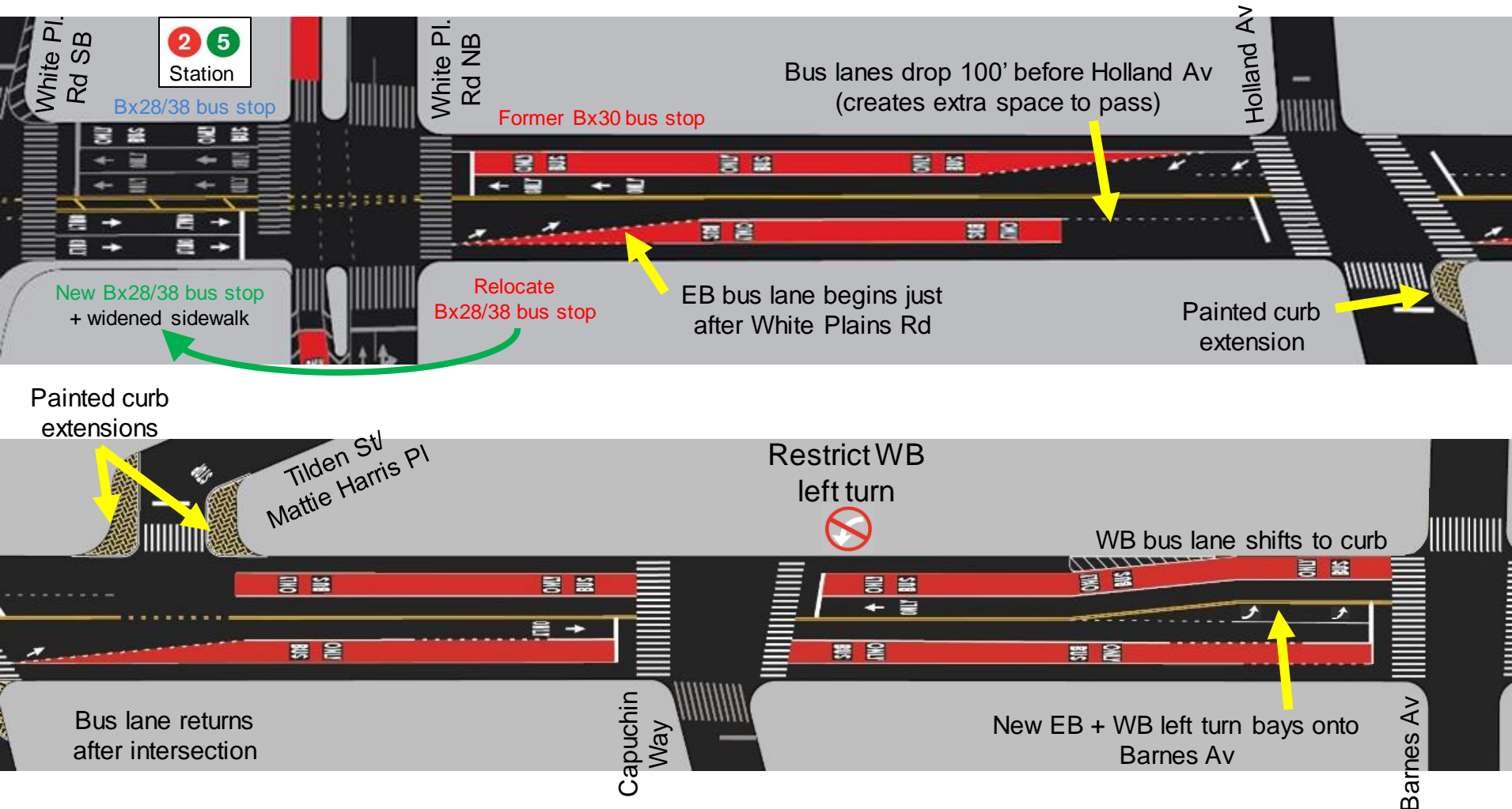
Southern Blvd, BX



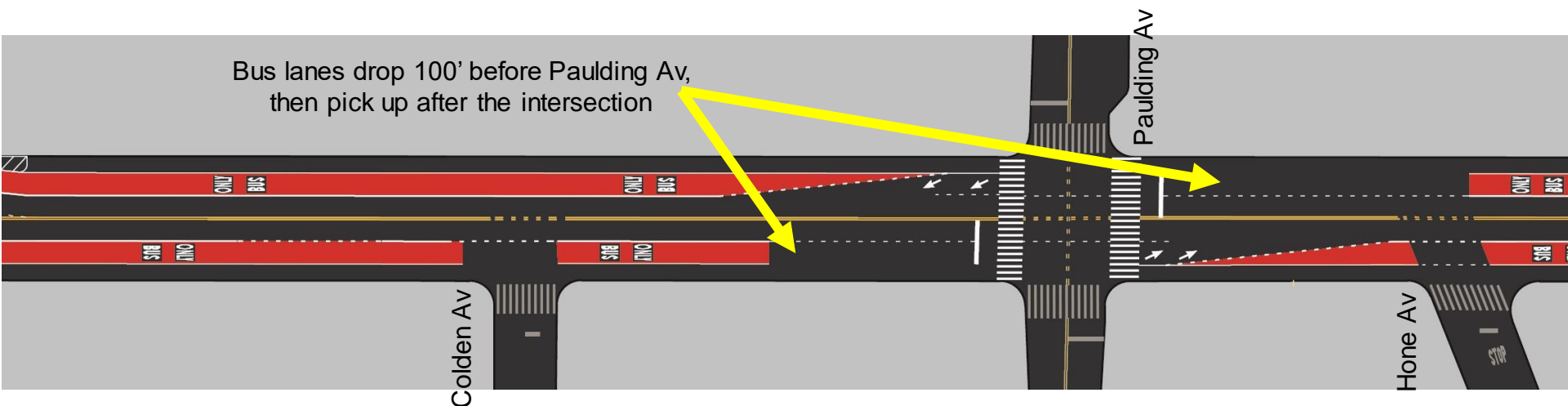
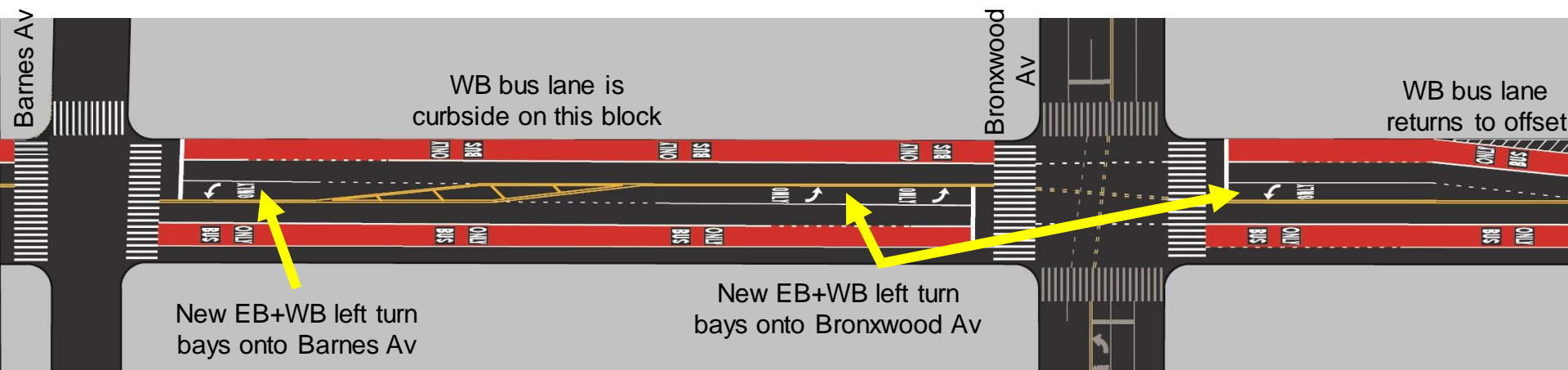
Meeker Av, BK



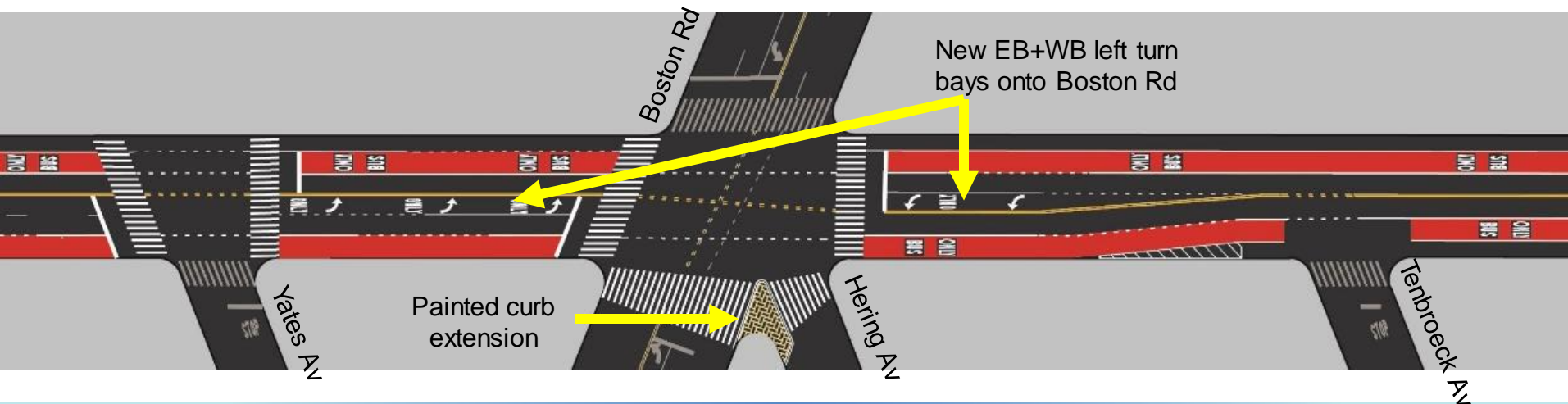
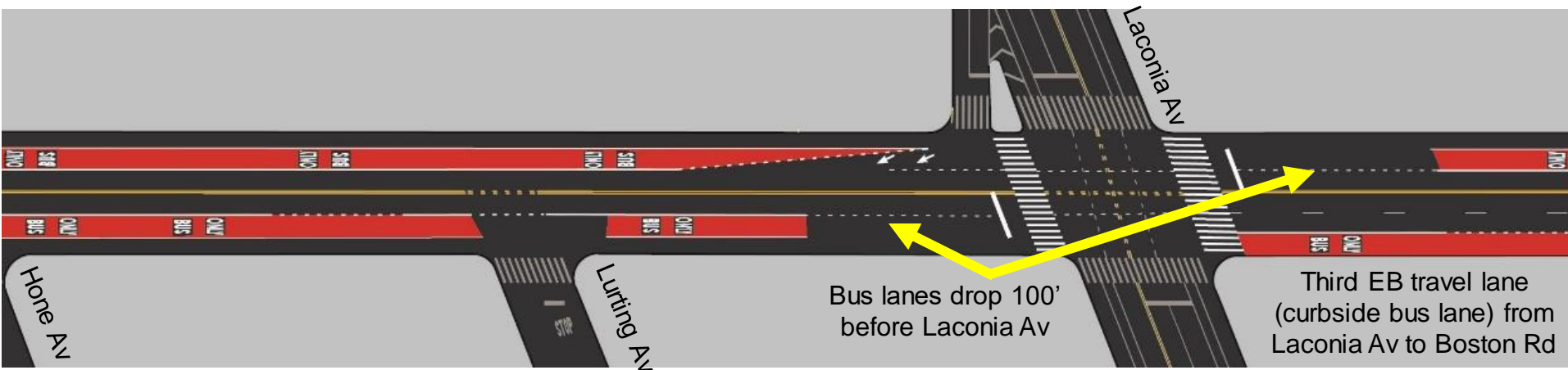
White Plains Rd to Barnes Av



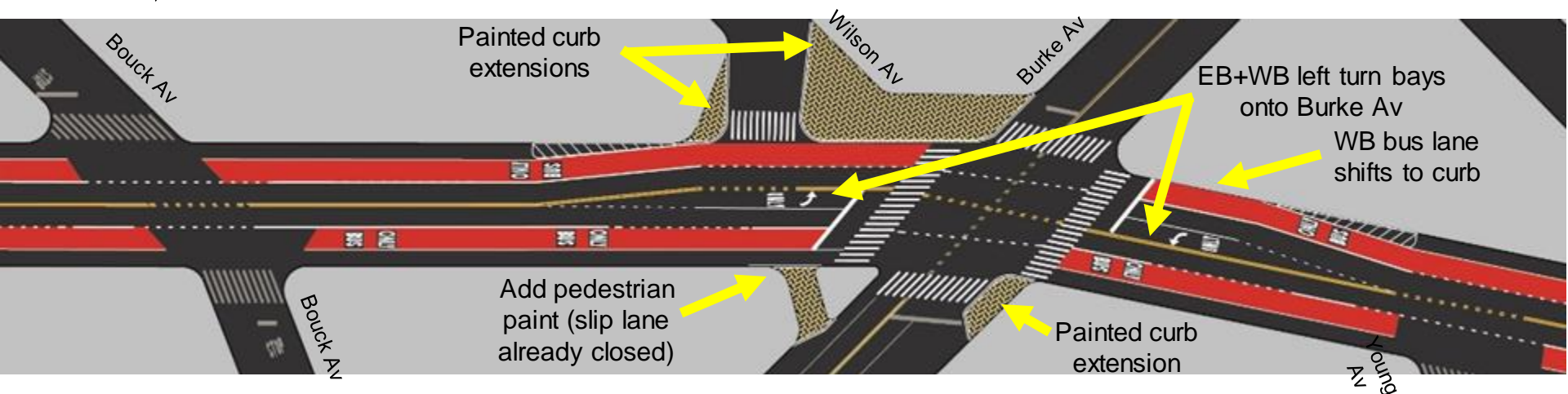
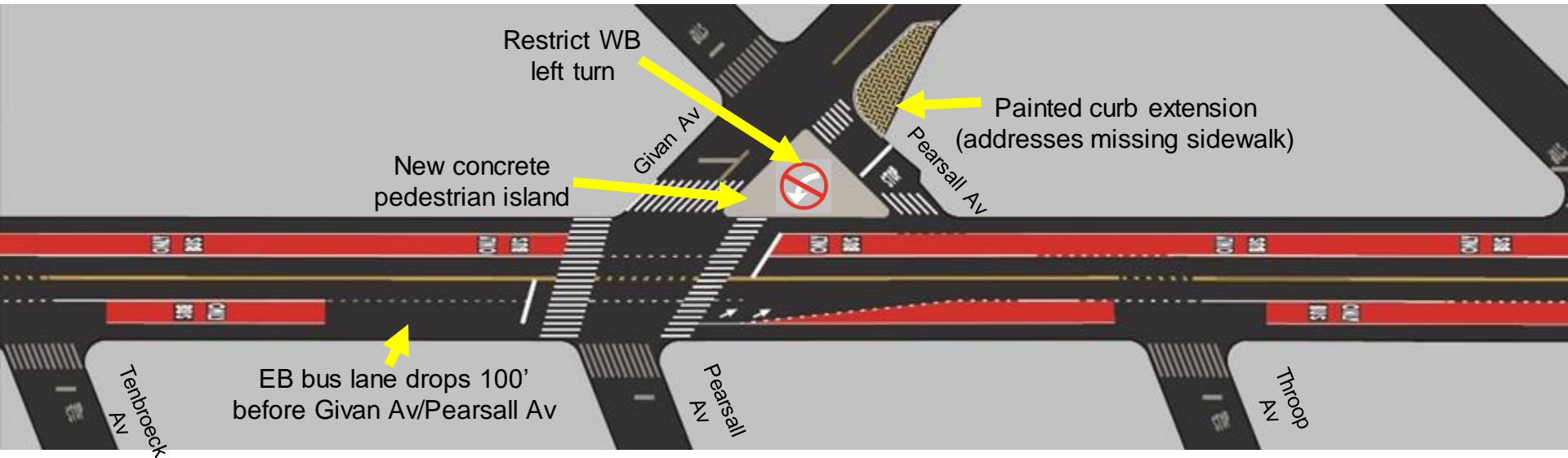
Barnes Av to Hone Av



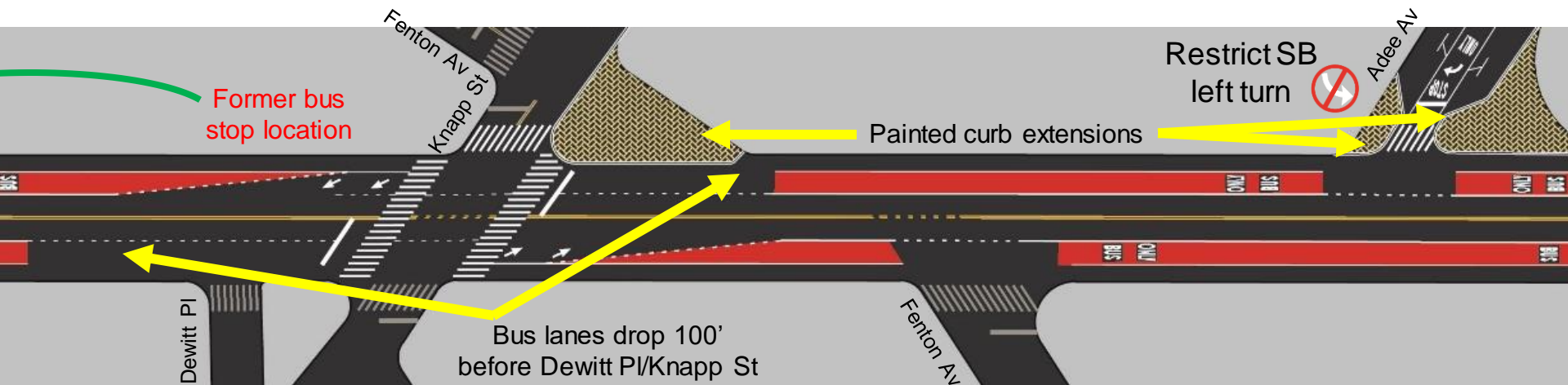
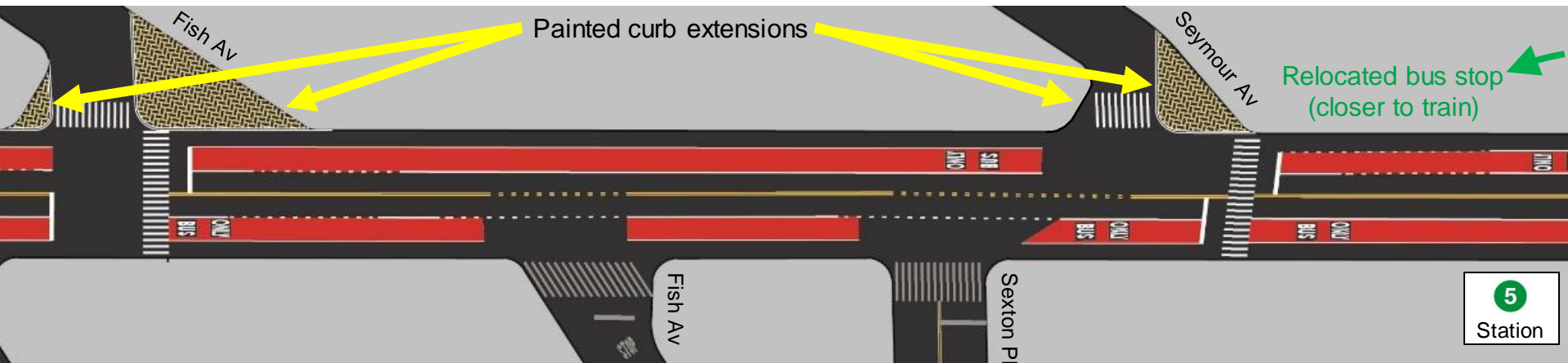
Hone Av to Tenbroeck Av



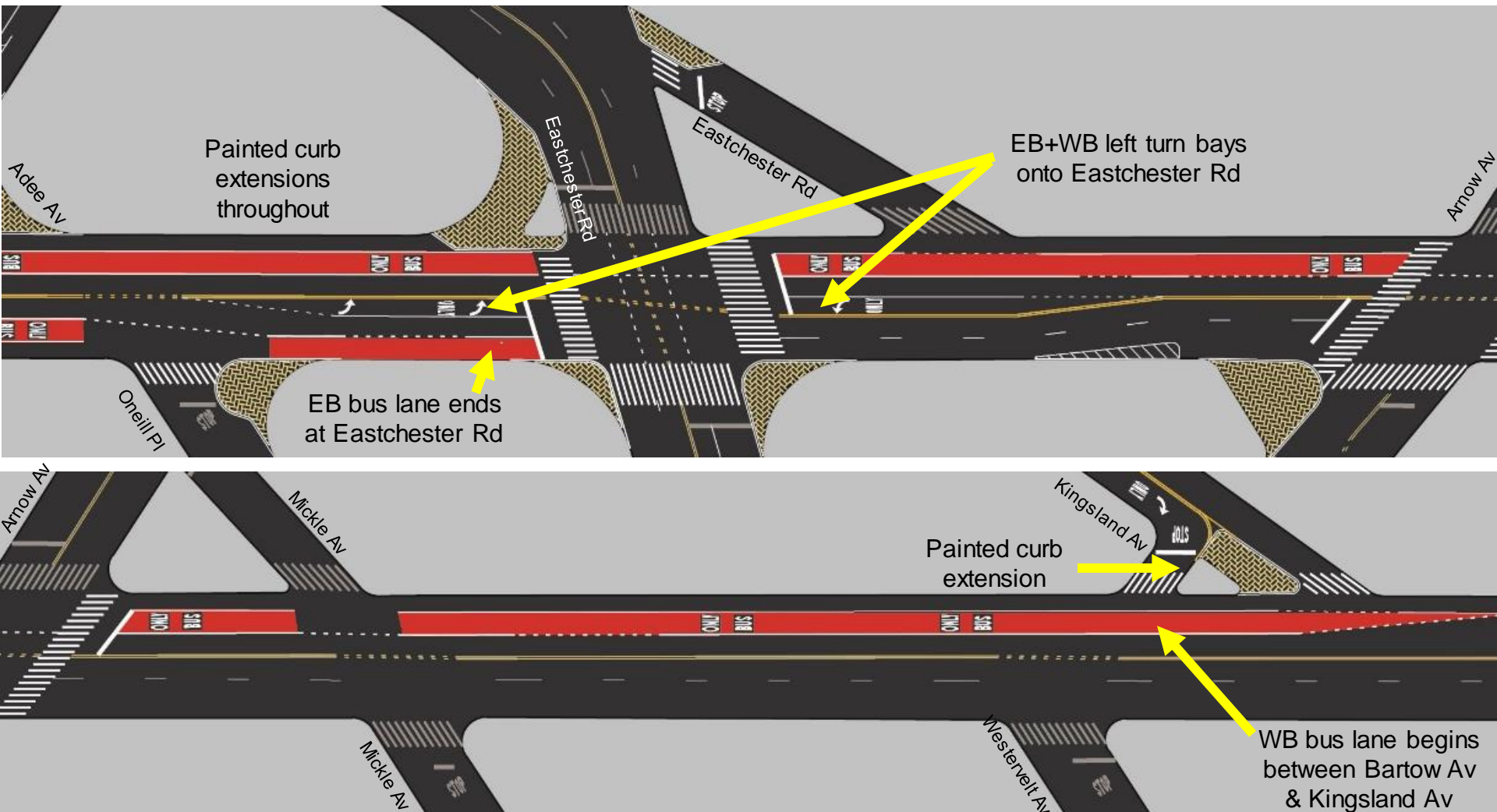
Tenbroeck Av to Young Av



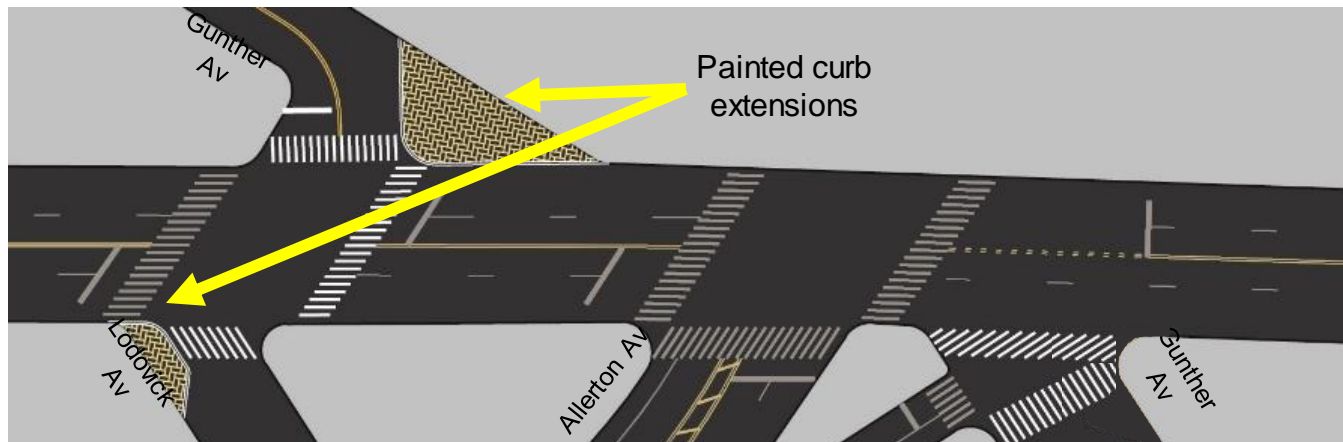
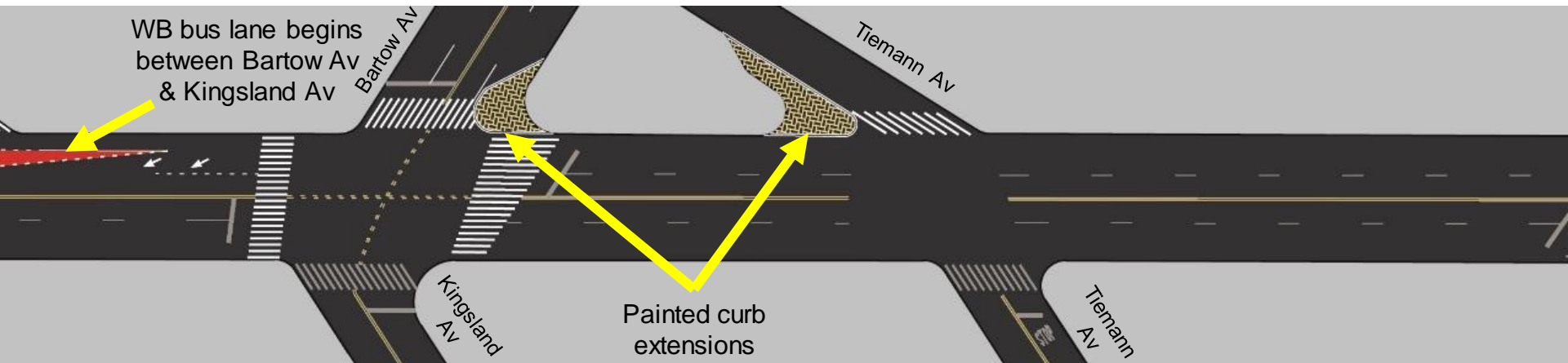
Young Av to Adee Av



Adee Av to Kingsland Av



Kingsland Av to Gunther Av



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

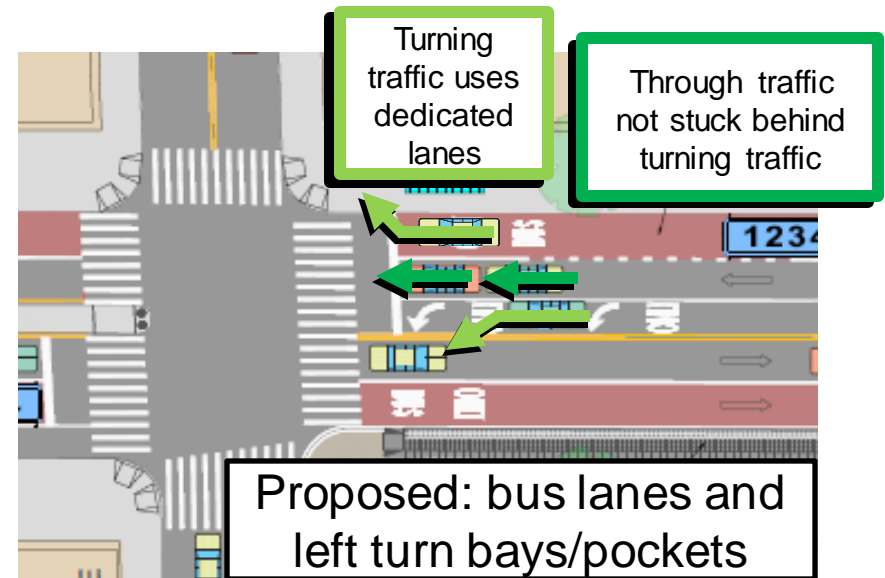
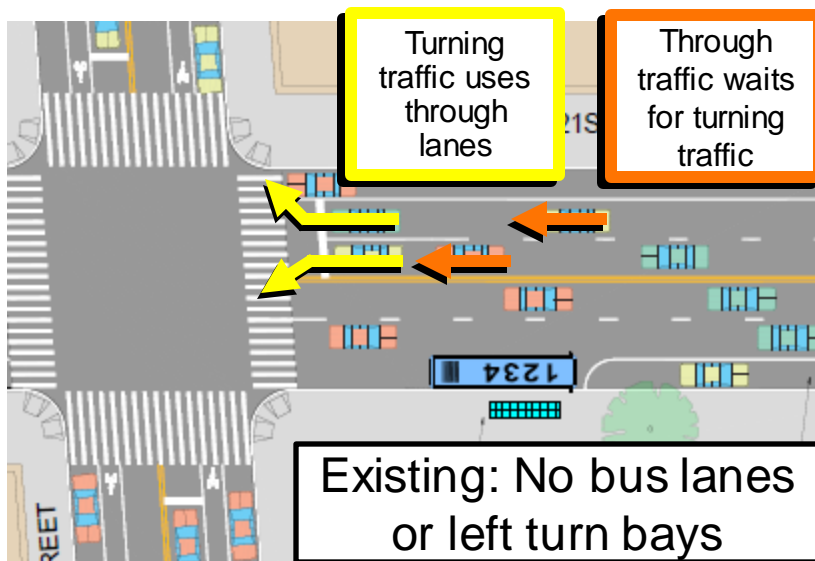
Traffic Hotspots: White Plains Rd to Bartow Av

- Potential **traffic hotspot locations** for additional monitoring



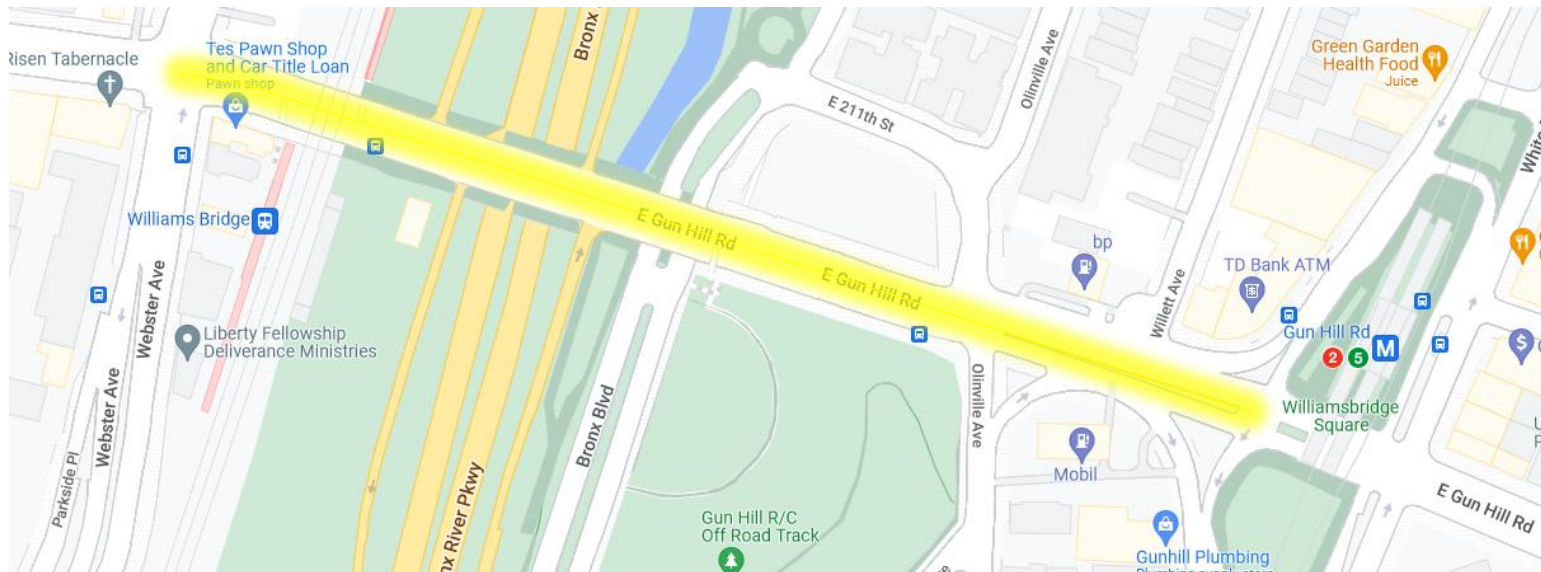
Traffic Accommodations: White Plains Rd to Bartow Av

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



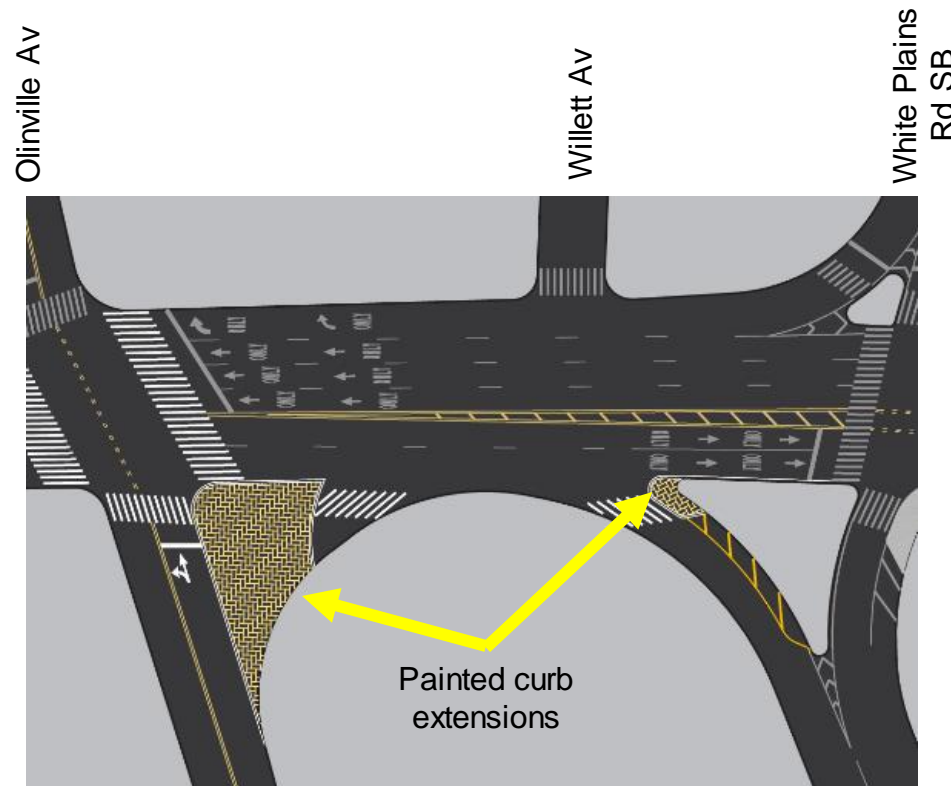
Segment 3: Webster Av to White Plains Rd

- 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



NYC DOT



NYC DOT



nyc_dot



NYC DOT

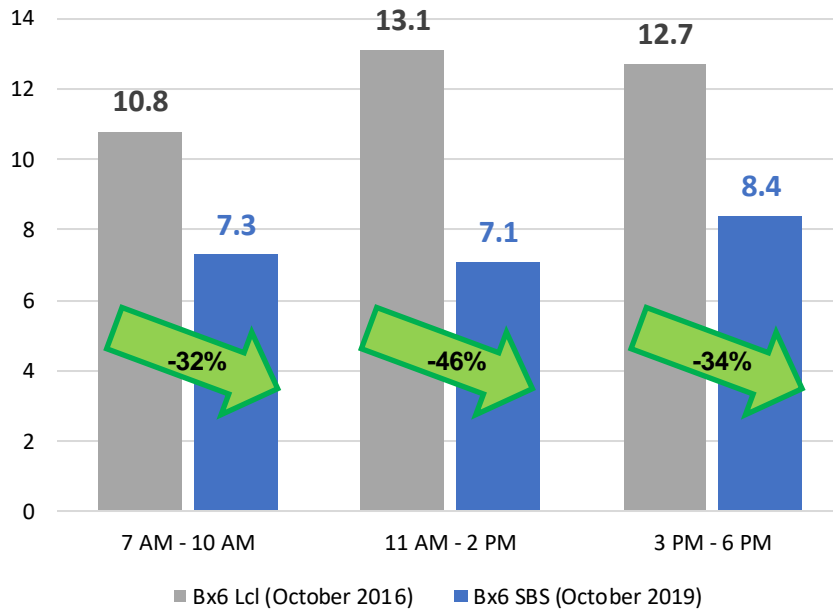
Appendix

Past Projects: 161st St, Bx (Jerome Av to Melrose Av Only)

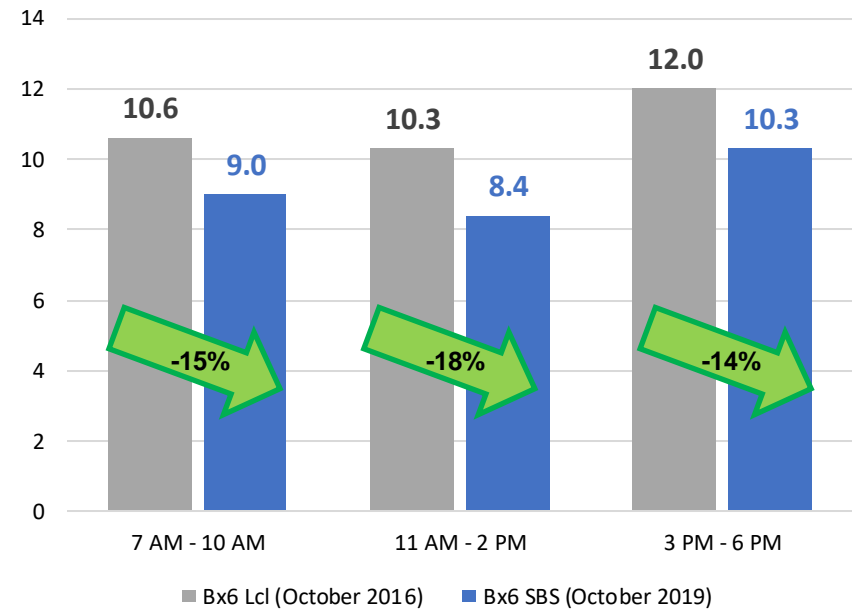
- Select Bus Service with center-running busway, including an eastbound bus-only tunnel under Grand Concourse + off-board fare collection
- **32-46% faster eastbound, 14-18% faster westbound**



Eastbound Bus Travel Time (Minutes)



Westbound Bus Travel Time (Minutes)



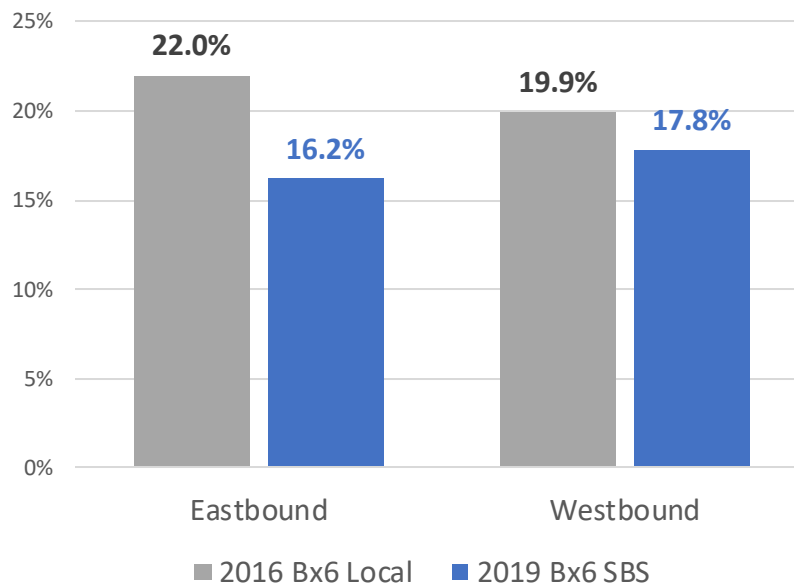
Source: MTA New York City Transit

Past Projects: 161st/163rd St, Bx (Full Corridor)

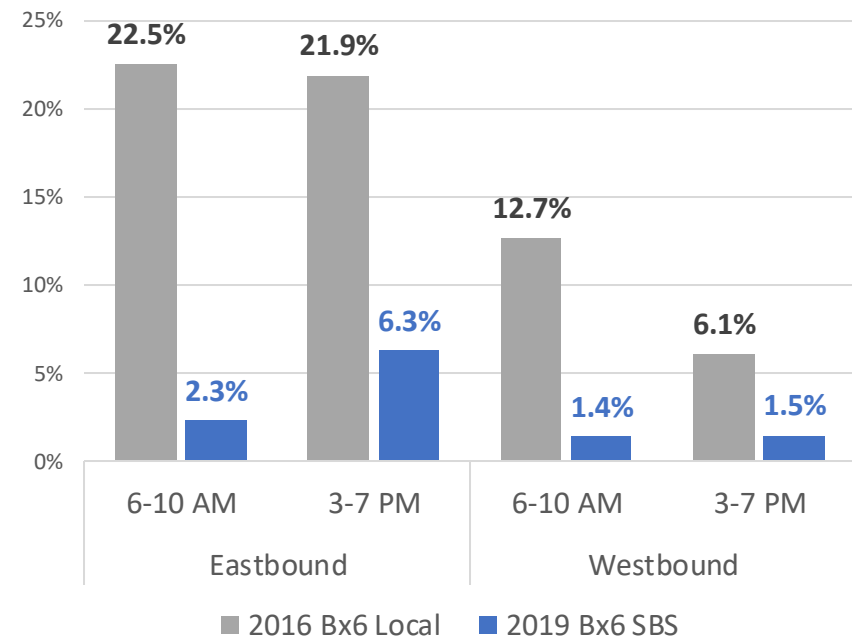
- Improved on-time performance in both directions
- Reduced bus bunching in both directions



% of Buses Arriving Late



% of Buses Arriving Bunched



*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

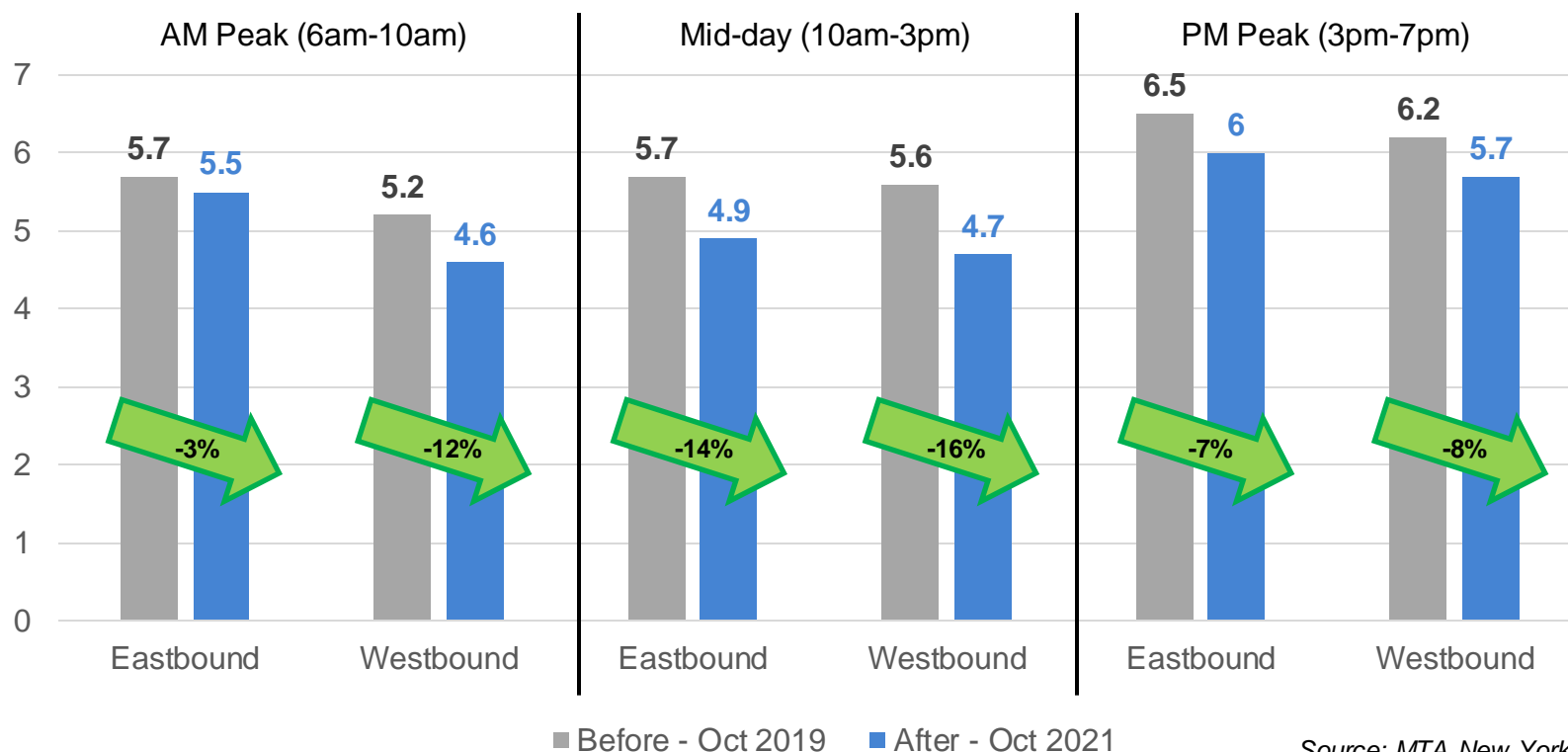
Source: MTA NYCT

Past Projects: EL Grant Hwy, Bx

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



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



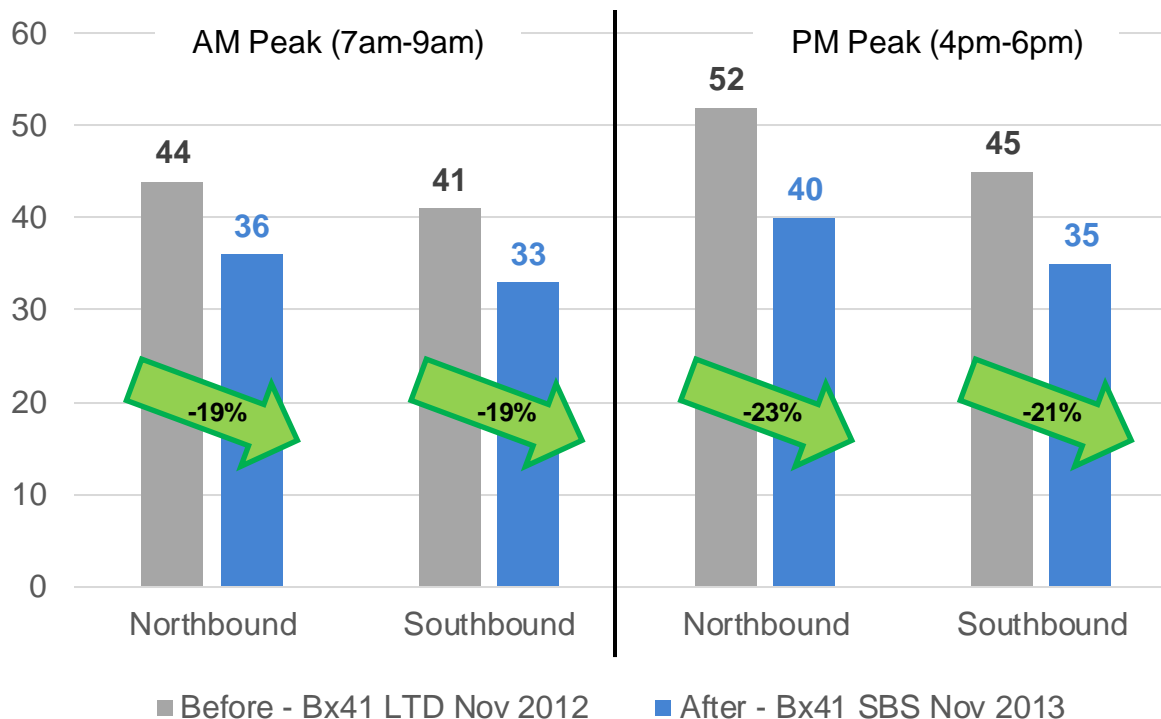
Source: MTA New York City Transit

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)



Source: MTA New York City Transit

Past Projects: Allerton Av Road Diet

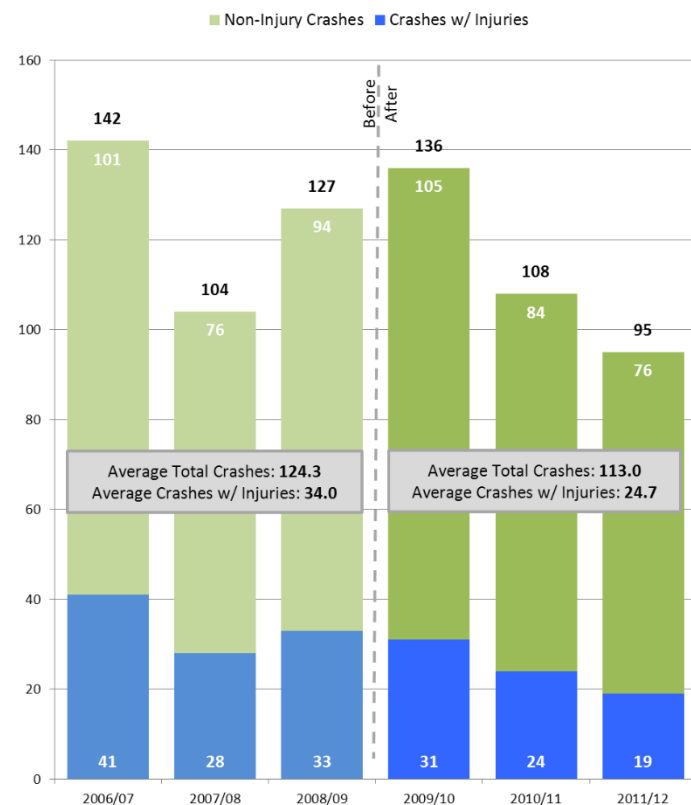
- Pedestrian injuries decreased by 50%
- Total injuries for all road users decreased by 35%



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*

Crashes, Three-Year After Analysis

Allerton Ave Between Boston Rd and E Gun Hill Rd



Past Projects: E 180th St Road Diet

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



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

Crashes, Three-Year After Analysis

E 180th St (Webster Avenue to Southern Boulevard)

