

University Ave North Bus & Bike Improvements

Community Board 5 – Municipal Services Committee

October 12, 2021



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Background

Better Buses Action Plan

- Improve bus speeds by 25%
- Install 10-15 miles of new bus lanes per year
- Improve 5 miles of existing bus lanes per year
- Support MTA Bus Network Redesign efforts with borough bus priority plans



Bus Priority Corridors



- NYC DOT analyzed Bronx corridors to determine where bus lanes and other bus priority are most needed
- University Ave was identified as a top Bronx corridor
- **High ranking due to:**
 - High ridership & high volume of buses
 - Slow and unreliable bus service
 - Important cross-borough connections

Outreach

Community Engagement to Date

MTA Bronx Bus Redesign / NYC DOT Better Buses

- **November 13, 2019:** Presentation to Community Board 5 on identified issues along University Ave

Community Board Presentations

- **December 3, 2019:** Presentation to Community Board 5, Municipal Services Committee, concerning data analysis and draft designs
- **June 19, 2020:** Presentation to Community Board 5 District Manager, provided updated designs and timeline
- **September 23, 2020:** Presentation to Community Board 5, Full Board, provided updated designs and implementation updates
- **July 22, 2021:** Virtual meeting with CB 5 District Manager + CB 7 TC Chair – Revised potential treatments

Project Status Update

Washington Bridge to Tremont Ave:

- Currently under construction
- 5 of 6 concrete boarding islands completed

Tremont Ave to Kingsbridge Rd:

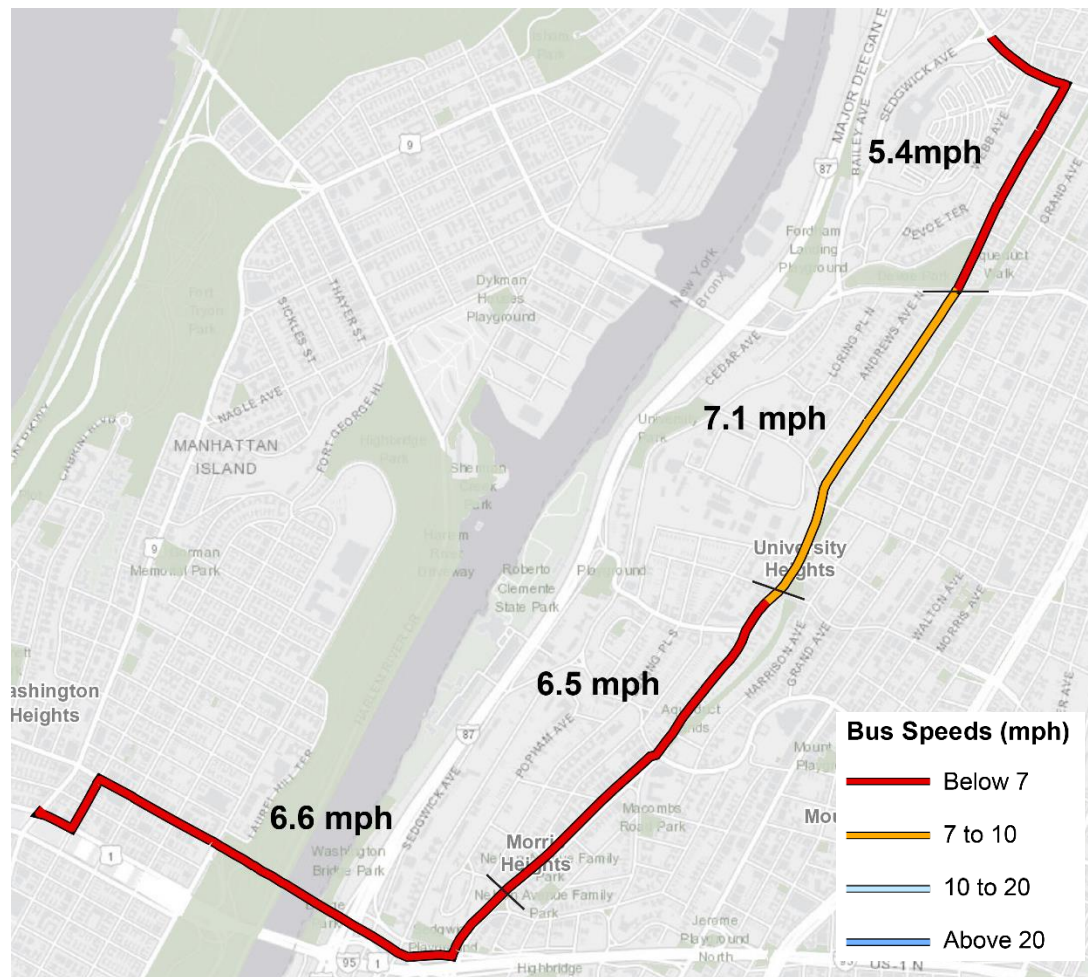
- Planning/design phase
- Narrow roadway presented constraints for both bus and bike treatments
- Current design proposal has four distinct segments



Bus Speeds

Issues Identified Along University Ave: Slow Bus Speeds

- Average southbound bus speeds during AM peak (7AM – 10AM) range from 5.4 – 7.1 mph

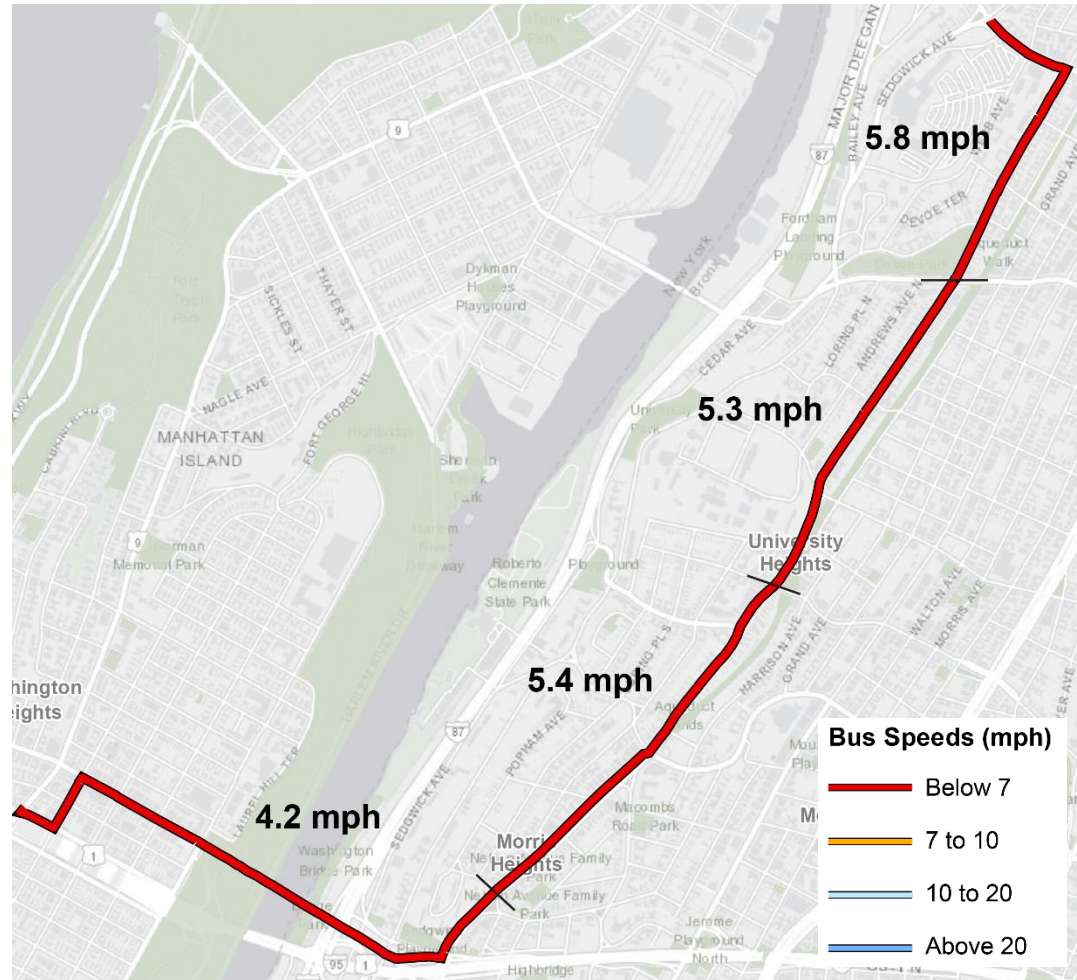


Source: MTA

Bus Speeds

Issues Identified Along University Ave: Slow Bus Speeds

- Average northbound bus speeds during PM peak (3PM – 7PM) range from 4.2 – 5.8 mph



Source: MTA

Cycling in Numbers

24% (nearly 1.6 million) of adult New Yorkers **ride a bike regularly**

540,000 daily cycling commuting trips in **2019**

+116% growth (2008-2018)

+35% growth (2013-2018)

15% of New Yorkers use bike share
(Mobility Survey, 2018)

Citi Bike regularly serves over **80,000** trips per day; **19.5 million trips** in 2020



Crash Statistics

University Ave, E Tremont Ave to E 181st St

Injury Summary, 2014-2018 (5 years)

	Total Injuries	Severe Injuries	Fatalities	KSI
Pedestrian	24	1	1	2
Bicyclists	12	1	0	1
Motor Vehicle Occupant	161	2	1	3
Total	197	4	2	6

Fatalities, 01/01/2014 – 01/07/2021: 3

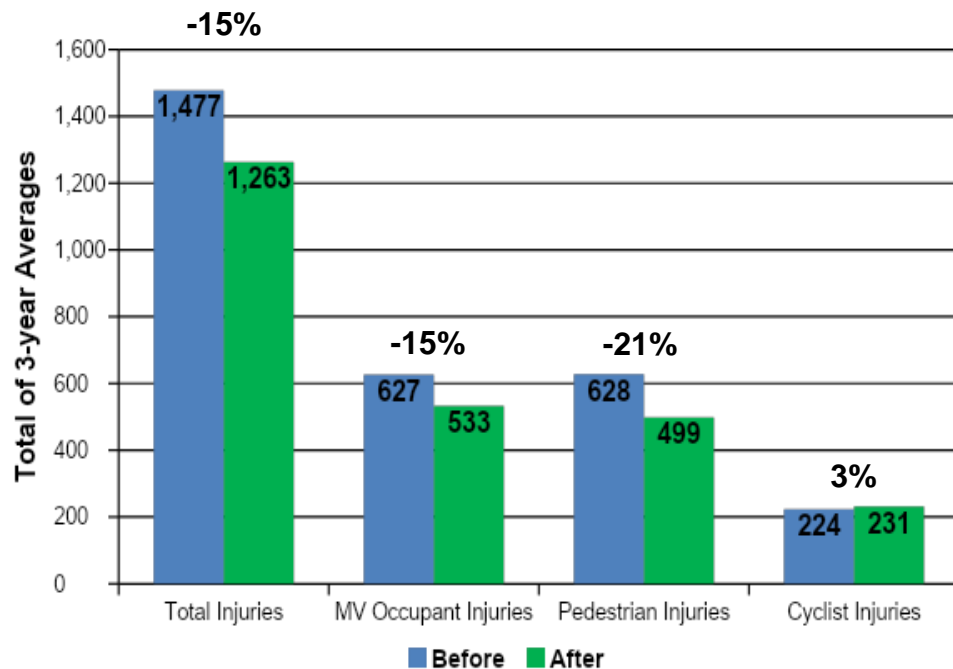
Vision Zero Priority Area

- 197 people have been injured, including 4 severely, and 2 killed in 0.6 miles
- This section of **University Ave** ranks in the top 33% for killed or severely injured (KSI) in all of the Bronx
- In 2020, **22 cyclists were killed** citywide; **8 were killed in the Bronx**

Safety Benefits of Protected Bike Lane

Protected Bike Lanes

Before and After Crash Data, 2007 - 2017



Data from 25 separate protected bicycle lane projects installed from 2007-2014 with 3 years of after data. Includes portions of 1 Ave, 2 Ave, 8 Ave, 9 Ave, Broadway, Columbus Ave, Hudson St, Lafayette St / 4 Ave, Sands St, Allen/Pike St, Kent Ave, Prospect Park West, Flushing Ave, Bruckner Blvd & Longfellow Ave, Imlay St / Conover St, Paerdegat Ave. Only sections of projects that included protected bike lanes were analyzed. Source: NYPD AIS/TAMS Crash Database



Multi-agency effort to reduce traffic fatalities and injuries

Green Wave: A Plan for Cycling in New York City

Analysis of fatalities key factors (2014-Present):

- **60% of fatalities happened at intersections**; 23% involved a vehicle turn; 16% involved a driver's failure to yield the right of way
- Nearly **90% of fatalities** happened on **streets without bike lanes**

Citywide Protected Bicycle Lane (PBL) Network

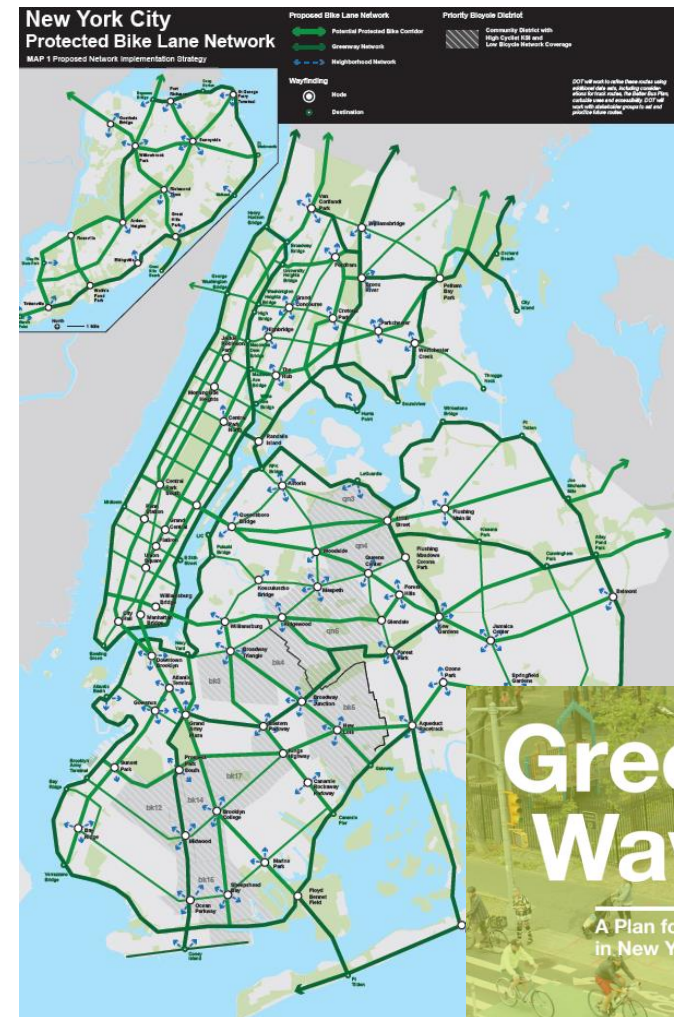
- **Build 30 miles of protected bicycle lane annually**, guided by a PBL vision document.

Better Design:

- Implement **new design** standards based on national & international best practices **to enhance safety at intersections**.
- Continue **piloting new designs with rigorous safety analysis**

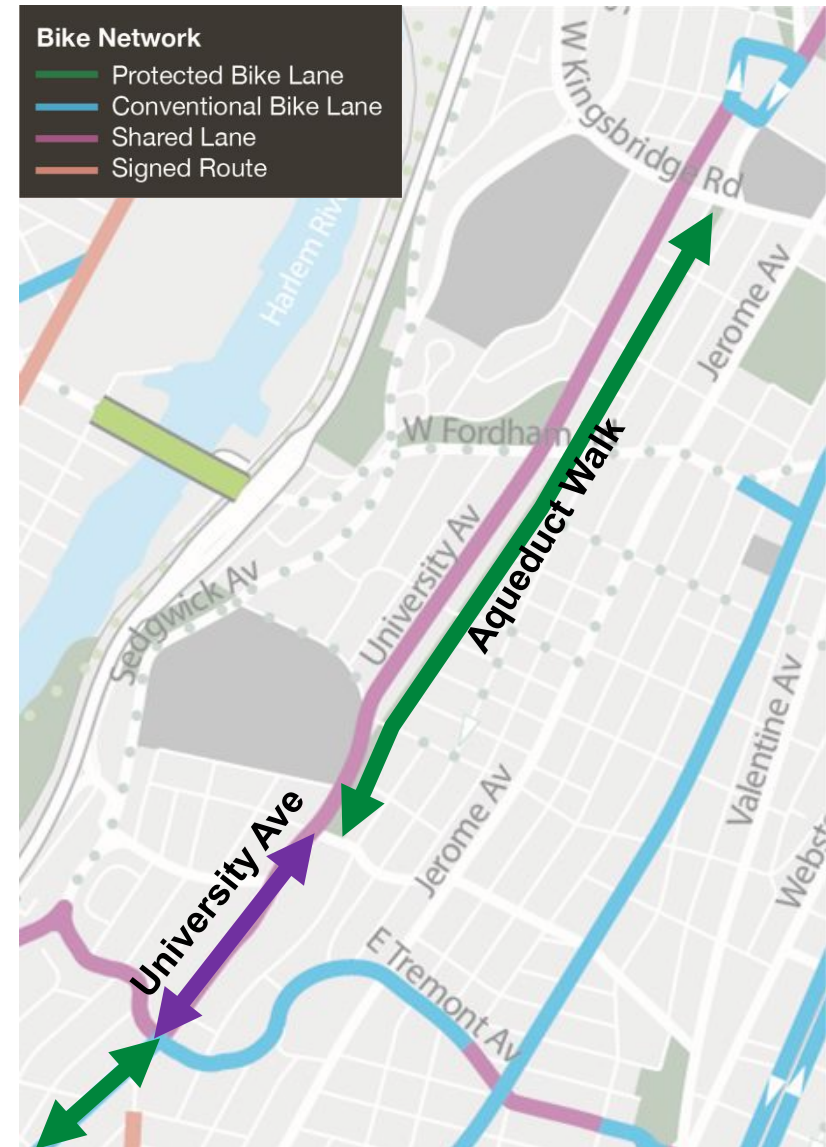
Education and Outreach:

- Launch **next phase of Vision Zero** public awareness campaign, educating drivers with a focus on cyclist safety — and **expand the “Get There”** bicycle encouragement/rules of the road campaign
- **Educate all street users** about safe truck operation on city streets
- Increase helmet giveaways and helmet use encouragement.



Protected Bike Lane Network

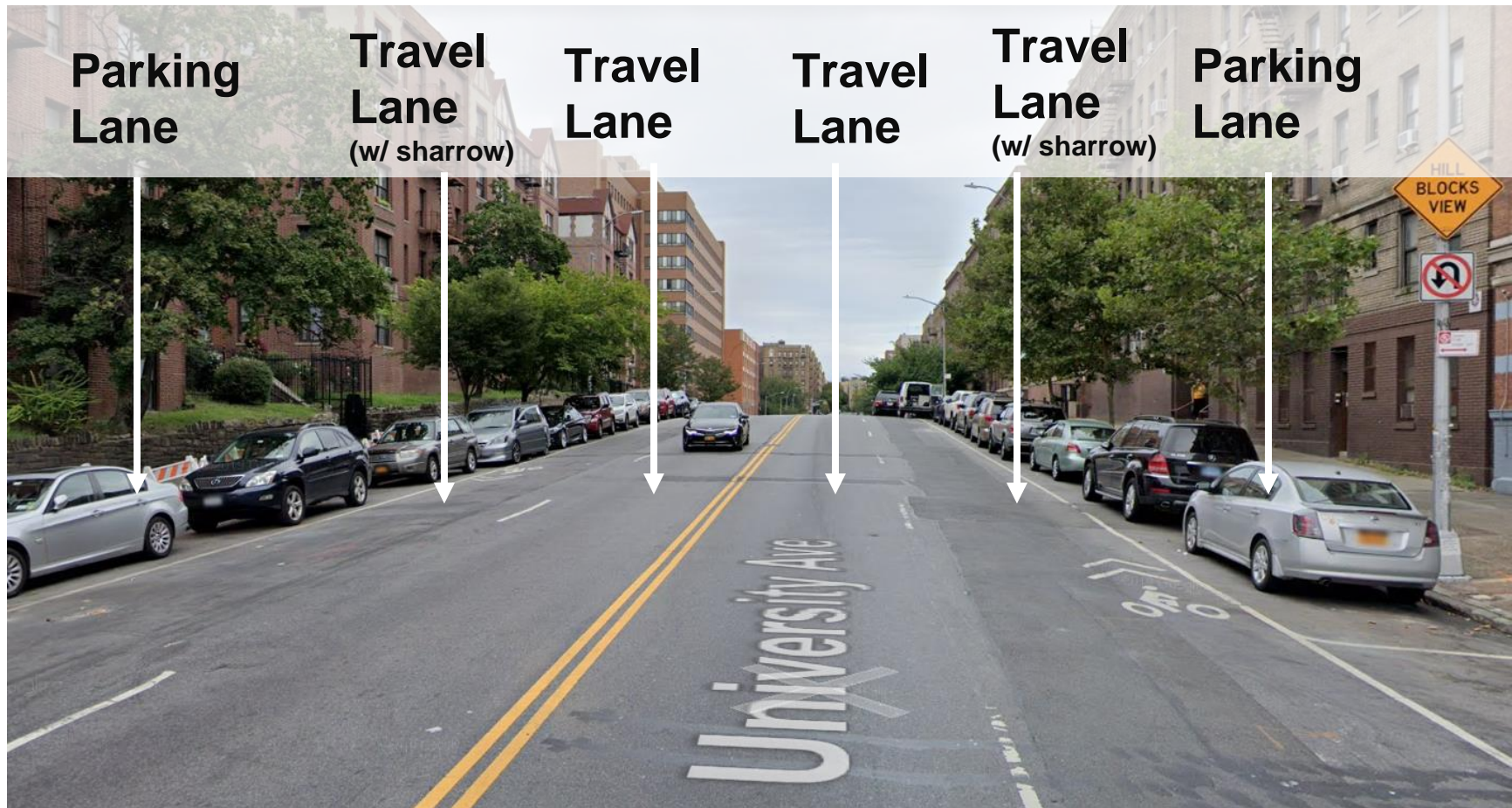
- **Challenging street grid** with few direct through routes. Minimal bike facilities.
- University Ave provides **critical connection** between protected bike lanes on University Ave (south of Tremont Ave) and Aqueduct Walk
- **Connection to major destinations** including the Washington Ave Br and Bronx Community College
- **Future connections to the Fordham Area Bike Network**
- University Ave is highlighted as a **priority corridors** in Connecting Communities: A Vision for the Harlem River Bridges report released in 2016



Proposed Design

Current Conditions

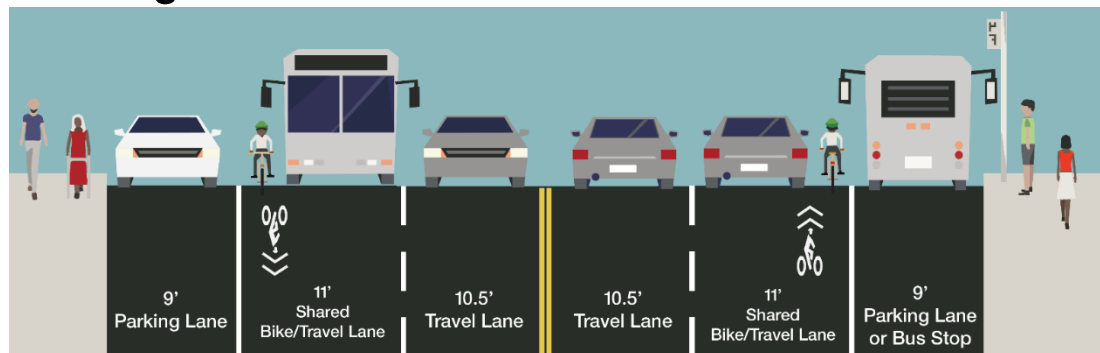
University Ave, North of Tremont Ave



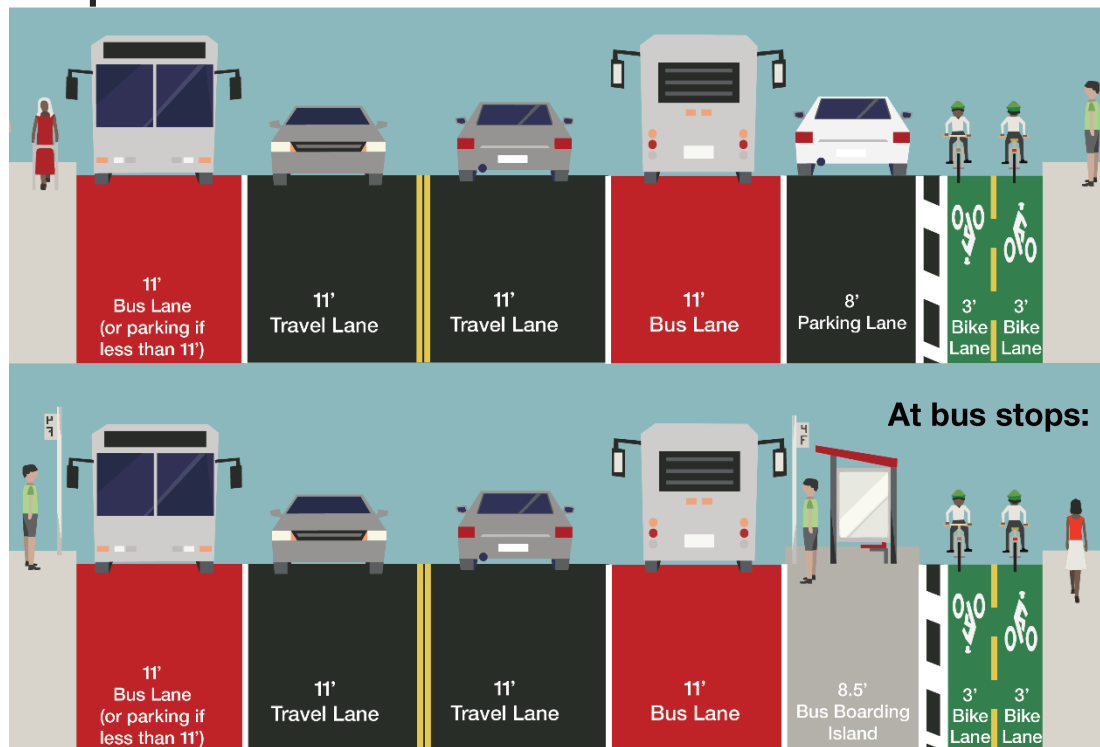
University Ave, from Tremont Ave to 179th St/Burnside Ave (Community Board 5)

- Two-way bike path on eastern curb
- Dedicated bus lanes in each direction
- Concrete boarding island at northbound bus stops
- Parking lane on the western curb is remaining width is under 11'
- Segment ~1800 ft (0.34 miles)

Existing:

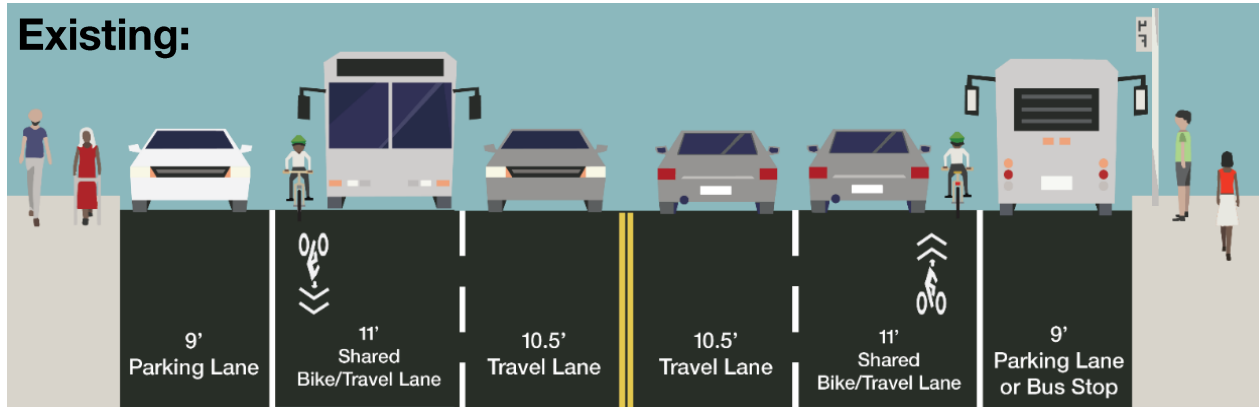


Proposed Treatment:

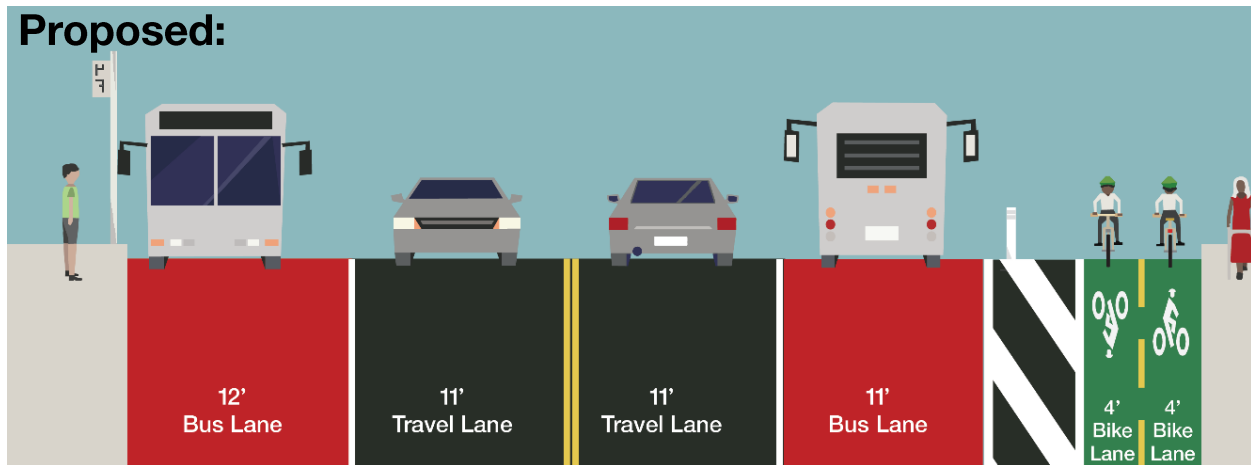


University Ave, from 179th St/Burnside Ave to 181st St (Community Board 5)

Existing:



Proposed:

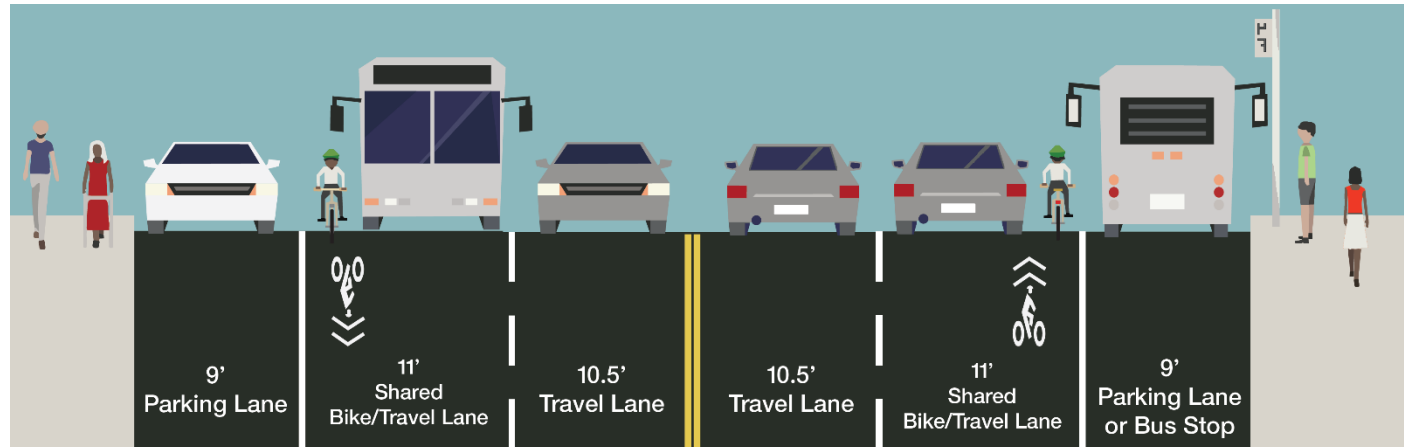


- Two-way bike path on eastern curb
- 1 bus lane + 1 travel lane in each direction
- Segment ~780 ft (2 blocks)

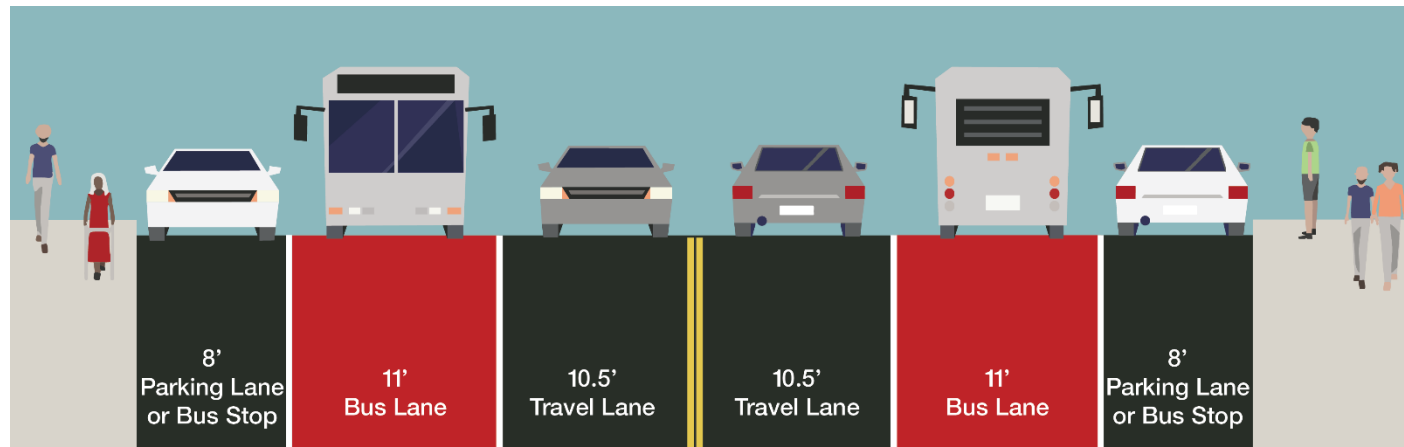
University Ave, from 181st St to Kingsbridge Rd (Community Board 7)

- Bikes diverted to Aqueduct Walk
- Sharrows to be removed
- Install offset bus lanes in each direction
- Segment ~4500 (0.9 miles)

Existing:



Proposed Treatment:



Recap

Washington Bridge to Tremont Ave (CB 5):

- Currently under construction

Tremont Ave to 181st St (CB 5):

- Exploring two-way bike path on eastern curb
- Bike path transitions off University Ave and onto the Aqueduct Walk

181st St to Kingsbridge Rd (CB 7):

- Offset bus lanes
- Sharrows to be removed



Next Steps

Next Steps

Winter – Spring 2021:

- DOT drafted conceptual design

July 2021:

- Presented conceptual design to CB 5 + 7 District Managers

Fall 2021:

- Present to Community Board 5 + 7 Committees
- Continue traffic analysis
- Refine design of bicycle facilities along Aqueduct Walk

Winter 2021-2022:

- Present to CB Full Boards on final design

Spring 2022:

- Implementation from Tremont Ave to Kingsbridge Rd

Thank You!

Questions?



NYC DOT



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