Webster Avenue Select Bus Service
Community Advisory Committee Meeting | February 6, 2012 | 6:30pm | Lincoln Hospital
Agenda

- Introductions
- BRT/SBS in New York City
- Webster Avenue Corridor
- Discussion
- Next steps
Community Advisory Committee (CAC)

Composed of representatives from:
- Elected officials
- Community boards
- Community organizations
- Business representatives
- Major Institutions

Role:
- To provide input and guidance during project design and implementation
- To help relay important project information and updates to your constituents and members
Outreach process

- Community Advisory Committee
- Public Open Houses
- Targeted efforts for bus riders and local businesses along the corridor
Project goals

1. Speed buses and improve reliability

2. Improve safety for all corridor users

3. Support community needs
Bus Rapid Transit & Select Bus Service

**Bus Rapid Transit (BRT)** – a cost-effective approach to transit service that cities around the world have used to make riding the bus more like a subway. BRT improves:

- Speed
- Reliability
- Passenger comfort & convenience

**Select Bus Service (SBS)** - New York City’s version of BRT, first used on the Fordham Road-Pelham Parkway Bx12 SBS route
Features of Select Bus Service

- Bus lanes
- Faster fare collection
- Bus signal priority
- Bracing
- Passenger info
- Stations

New York City Transit
BRT Phase I Corridors

June 2008 Fordham Rd (Bx12)
Oct 2010 1st/2nd Ave (M15)
Nov 2011 34th St (M34/34A)
2012 Nostrand Ave (B44)
2012 Hylan Blvd (S79)
Bx12 SBS | Features

- New/upgraded bus lanes
  - Curbside 7am-7pm lanes
  - Red coloration
  - Overhead signs for visibility
  - “Delivery Windows” in retail core

- Off-board fare collection
- Transit Signal Priority
- Simplified Service Pattern
- New Shelters
Bx12 SBS | Results

Implementation
June 2008

Travel Time
20% reduction in running time

Ridership
7% increase from June 2008 to June 2009

Customer Satisfaction
98% satisfied or very satisfied
BRT Phase II Study

- Recommendations based on a series of community workshops in 2009 and technical analysis

- Webster Ave Corridor:
  - received the highest overall ranking of potential new BRT routes in the Bronx community workshop
  - selected as the highest priority Phase II corridor for the city
Webster Avenue Corridor

- Based on the existing Bx41 route
- 5.3 miles long
- Within a quarter mile of the corridor:
  - 125,000 residents
  - 74% of households do not own a car
  - 61% of residents commute by transit
Webster Avenue Corridor

E Fordham Rd

The Hub

Webster Ave

E Gun Hill Rd

Claremont Pkwy
Bus delay

E Gun Hill Rd

Fordham Rd

E Tremont Ave and the Cross Bronx Expwy

E 167 St - E 170 St

Third Ave
Bus delay

- In Motion: 49%
- Red Lights: 26%
- Bus Stops: 24%
- Other: 1%

One-way travel time: 37-57 minutes
Bus delay
Bus delay

Red lights
Bus delay

Congestion
Traffic

Collecting a large amount of traffic and parking data in order to:

- Understand how the corridor works as a whole
- Guide discussion about specific areas
- Inform design decisions
Traffic
Traffic

Cross Bronx Expressway

New York City Transit
Safety

- 5-year analysis (2006-11)
- Problem areas:
  - E Gun Hill Rd
  - Fordham Rd
  - E Tremont Ave

E Gun Hill Rd
119 crashes
19% pedestrian
2 ped fatalities

E Fordham Rd
129 crashes
35% pedestrian

White Plains Rd
102 crashes
28% pedestrian

E Tremont Ave
78 crashes
18% pedestrian

Legend
Total Crash Data
- 2 - 10
- 11 - 25
- 26 - 50
- 51 - 100
- 101 - 129
Project benefits

- Faster and more reliable transit service for the 22,000 daily Bx41 riders
- Expanded SBS network in the Bronx
- Coordinated bus service pattern between Webster Ave and 3rd Ave
- Improved safety for all corridor users
- Support economic growth along the corridor
Project overview

Step 1: Data collection & analysis

- Traffic counts
- Parking survey
- Safety data
- Travel-time surveys
- Transit operations
  - Ridership
  - Sources of delay
Step 2: Design ideas

- Present 2-3 design ideas which look at transit, traffic, and pedestrian improvements
- Evaluate the impacts of each idea at two representative locations. Impacts to be considered:
  - Transit travel time
  - Traffic flow
  - Safety
  - Parking / delivery access
- Discuss ideas with the CAC and local stakeholders
Project overview

Step 3: Preferred plan

- Develop preferred plan for the corridor
  - Street/station design
  - Transit operations plan
- Evaluate the impact of the plan at all major intersections along the corridor
- Refine details with the CAC, local stakeholders, and the general public
Project overview

Step 4: Final design and implementation

- Finalize corridor design
- Develop implementation and construction plan
- Launch SBS service

2013-2014
Discussion

What other issues should the Webster Avenue SBS project address?
Next steps

- Winter 2012
  - Continue data analysis
  - Develop design ideas

- Spring 2012
  - 2nd CAC meeting to discuss design ideas
  - Develop preferred plan
Thank you!

Questions? Contact the project team at WebsterSBS@zetlin.com