Agenda

- Presentation
- Workshop
- Group 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
Features of Select Bus Service

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

MTA New York City Transit
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
Potential SBS features

- Offset bus lane
  1st/2nd Avenue SBS (M15)

- Pedestrian island
  New York Av / Empire Blvd

- SBS Station
  1st/2nd Avenue SBS (M15)

- Bus bulb
  Broadway / Spring St
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
  - 63% of residents commute by transit
Project goals

1. Speed buses and improve reliability

2. Improve safety for all corridor users

3. Support community needs
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
Main issues raised:

- **Bx41** – bus service needs both operational improvements to make it run faster/more reliably and amenity improvements (e.g. bus shelters) to improve the bus rider experience

- **Curb access and parking** – especially near Fordham Plaza

- **Future development** along the corridor is coming, especially north of Fordham Rd, and should be considered during project development
Data collection

Collected and analyzed a large amount data in order to:
- Understand how the corridor works as a whole
- Guide discussion about specific areas
- Inform design decisions

Types of data collected:
1. Bus travel times and types of delay
2. Bus passenger volumes
3. Traffic volumes and travel times
4. Parking occupancy and duration
5. Safety (vehicle, pedestrian, and bus crashes)
Example - bus delay

- Bx41 LTD buses are stopped more than 50% of the time
- One-way travel time can vary by up to 20 minutes (typical times are between 37 and 57 minutes)
- Travel times are worst in the midday and PM peaks
Example - Fordham Road

- There are 20% more pedestrian movements than vehicles at the Webster Av / Fordham Rd intersection during peak hours.
- Peak pedestrian volumes are similar to Midtown Manhattan.
- More than 4,000 people board the Bx41 here daily; it is the busiest stop on the route.
- The intersection has the highest number of total crashes and highest number of pedestrian crashes on the corridor.

Weekday 4:00-5:00pm

Pedestrians = 4,186 total movements
Vehicles = 3,492 total movements
Example - parking

Analyzed 10 different sample blocks along the corridor between 7am and 7pm

- 47% of the time there was at least one double parked vehicle on the east side of Webster Av between E 170 St and E 171 St

- 58% of vehicles parked for less than 15 minutes on the west side of Webster Av between E 189 St and Fordham Rd

- On average, only 20% of parking spaces on the east side of Webster Av just south of Gun Hill Rd were occupied during the day
Project timeline

- Present design ideas which look at transit, traffic, and pedestrian improvements
- Evaluate the effects of each idea at two representative locations (E 167th St and E 204th St). Impacts to be considered:
  - Transit travel time
  - Traffic flow
  - Safety
  - Parking / delivery access
- Discuss ideas with the CAC and local stakeholders
Workshop
Next steps

- **Spring 2012**
  - 1st Public Open House
    - Wednesday May 16, 2012 6:00 – 8:00pm
    - Icahn Charter Middle School Cafeteria
    - 1506 Brook Avenue, Bronx, NY 10457
  - Begin developing corridor plan based on data analysis and feedback from the CAC meeting and open house

- **Summer 2012**
  - Traffic and environmental analysis
  - Targeted outreach for bus riders and local businesses along the corridor

- **Fall 2012**
  - CAC Meeting #3 – Present draft corridor plan