Agenda

- Project background
- Corridor design
- Traffic analysis
- CB 4 design details
- Bus service planning
- Project timeline / Next steps
Project background
SBS Corridors

June 2008  Fordham Rd (Bx12)
Oct 2010  1st/2nd Ave (M15)
Nov 2011  34th St (M34/34A)
Sept 2012  Hylan Blvd (S79)
2013  Webster Ave (Bx41)
2013  Nostrand Ave (B44)
2013/14  LaGuardia Airport (M60)
Features of Select Bus Service (SBS)

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

**Speed:** 15-20% faster

**Ridership:** 5-10% increase in first year

**Customer Satisfaction:** over 95% satisfied or very satisfied

**Safety:** 1st and 2nd Avenues saw a 21% reduction in traffic injuries in sections with full design treatments
The Webster Avenue corridor

- Based on the existing Bx41 route that carries over 20,000 daily riders
- 5.3 miles from The Hub to Williamsbridge
- Within a 10-minute walk of the corridor:
  - 200,000 residents
  - 71% of households do not own a car
  - 61% of residents commute by transit
Community outreach process

- Community Advisory Committee (CAC) meetings:
  1. February 6, 2012
  2. May 2, 2012
  3. September 27, 2012

- Public open houses
  1. May 16, 2012
  2. January 8, 2013

- Door-to-door surveys of local businesses and institutions

- Stakeholder meetings and presentations
Community Input

Top priorities:
1. Bx41 bus service
2. Pedestrian safety
3. Curb access and parking
4. Accommodating future development
Project goals

1. Speed buses and improve reliability

2. Improve safety for all corridor users

3. Support community needs
**SBS Overview**

- **Bx41 LTD → Bx41 SBS**
- 4 miles of offset bus lanes with bus bulb stations
- For the entire route:
  - Off-board fare collection
  - Low-floor buses
  - Station and bus branding
  - Transit signal priority
  - Pedestrian safety improvements
SBS Pre-Payment (like the Bx12)

How do you pay?
1. Before you board, dip your MetroCard at the MetroCard machine or insert coins into the coin machine located on the sidewalk
2. Take your proof of payment receipt
3. Enter through the front or rear door of bus - no need to show the receipt to the driver

How is it enforced?
- NYCT inspector teams conduct random checks of buses
- $100 fine for not having a receipt
- Fare evasion declined on the Bx12 and M15 after pre-payment was introduced
Corridor Design
Existing conditions
Proposed design
Proposed design

- Pedestrian neckdowns
- SBS Station / Bus Bulb
- Pedestrian refuge islands and greening
- Transit Signal Priority
- Left-turn Bay

Webster Avenue / E 167th Street
Benefits of proposed design

1. Offset bus lanes improve bus speed
2. Bus bulbs allow for high-quality SBS stations
3. Maintains curbside access and parking
Benefits of proposed design

4. Curb extensions and medians improve pedestrian safety

5. Addresses speeding and vehicle safety issues

6. Maintains appropriate traffic flows and circulation
SBS Bus Stations – Bus Bulbs

Example: M15 SBS, 1st Ave/1st St Station
SBS Bus Stations - Curbside

Example: Bx12 SBS, Fordham Rd / Webster Av Station
Pedestrian safety elements

Neckdown / curb extension

Pedestrian refuge / Median
Traffic Analysis
Existing Traffic Conditions

- Overall, corridor moves very well
- Congestion at selected intersections
  - E Fordham Rd
  - E Gun Hill Rd
  - Cross Bronx Expressway
Webster Ave SBS traffic changes

Capacity reductions
- Replace one general travel lane with a bus lane in each direction

Capacity improvements
- Right-turn bays reduce blockages at busy intersections
- Lengthening left-turn bays creates more storage space
- Banning left-turns at key intersections reduces conflicts and opens up additional signal time for other congested movements
- More signal time for key thru or left-turning movements
- Updated curb regulations and offset bus lanes reduce double parking
Projected Traffic Conditions

- Small changes along the majority of the corridor
- Overall traffic levels are still very good
- Improvements at major intersections
  - E Fordham Rd
  - Cross Bronx Expressway
CB4 Design Details
SBS in CB4

- 3 station pairs
- 2013 Implementation
  - Offset bus lanes
  - Off-board fare collection
  - Traffic operational improvements
  - Selected pedestrian islands / medians
- 2014-2015
  - Bus bulbs
  - Additional capital construction items
**E 167 St Stations**

**2013**
- SBS stations at existing LTD stop locations
- Relocate WB Bx35 stop to E 167 St
- Remove Bx41 Local stop at E168 St - relocate the EB Bx35 to E 168 St at Park Av

**2014-2015**
- Bus bulbs at SBS bus stops
- Pedestrian neckdowns
- Median between E167 St and E168 St
E 170 St Stations

2013
- SBS stations at existing LTD stop locations

2014-2015
- Bus bulbs / SBS stations at mid-block crosswalk between E169 and E170
- Local stops stay in current locations
- Median between E169 St and E 170 St
Claremont Pkwy Stations

2013
- SBS stations at existing LTD stop locations
- Pedestrian refuge, extended medians, and operational improvements on Claremont

2014-2015
- SB bus bulb for both SBS and Local bus constructed north of intersection
- NB bus bulb at SBS Stop
- Medians at Clay Av (north of intersection)
Cross Bronx Expy - 2013

Dual right-turning lanes better accommodate the high vehicle volumes accessing the CBE

SB Bus-Only Queue Jump allows buses to get ahead of traffic where there is no bus lane

Eliminate local bus stops under the CBE

Convert Ittner Place to one-way to improve access onto the CBE
Banning left-turns at the CBE on-ramp simplifies operations at this very congested intersection. NB vehicles are rerouted to Ittner Pl.

Dual right-turning lanes better accommodate the high vehicle volumes accessing the CBE.

Convert Ittner Place to one-way to improve access onto the CBE.

SB Bus-Only Queue Jump allows buses to get ahead of traffic where there is no bus lane.
Bus Service Changes
Existing bus services

- **Webster Avenue**
  1. Bx41 LTD
  2. Bx41 Local
  3. Bx55 (Limited) north of Fordham Plaza

- **Third Avenue**
  1. Bx15 (Local)
  2. Bx55 (Limited)
Proposed bus services

- **Webster Avenue**
  1. Bx41 SBS
  2. Bx41 Local
  3. SBS to LaGuardia Airport

- **Third Avenue**
  1. Bx15 Local
  2. Bx15 LTD
Webster Avenue

- **Bx41 LTD → Bx41 SBS**
  - ½ mile stop spacing
  - Service will run frequently all day

- **Bx41 Local**
  - No change to stop spacing
  - Service every ~10 minutes

- **Off board fare collection (like the Bx12 SBS on Fordham Road)**
Third Avenue

- **Bx15 Local**
  - Local stops:
    - The Hub ↔ Fordham Plaza

- **Bx15 LTD**
  - Local stops:
    - Harlem 125th St ↔ The Hub
  - Limited stops:
    - The Hub ↔ Fordham Plaza

- All Third Avenue bus service ends at Fordham Plaza
Project Timeline / Next Steps
Project timeline

2013: Roadway markings and transit service

- Winter 2013: Finalize street geometry
- Spring 2013: Install bus lanes and priority treatments
- Summer 2013: Start of Service
- Fall 2013: Engineering Design for bus bulbs and other capital elements
- Winter 2013:

2014-2015: Bus bulbs and other capital construction

- Construction

Ongoing: Community outreach

- Meetings with Community Boards and CAC to discuss 2013 Implementation Plan
- Public Open House to present 2013 Implementation Plan before start of service
- Community meetings to discuss capital work and construction schedules
2013 Implementation

Late March – May

- Milling & Paving
- Lane markings
- Red bus lane paint
- Selected pedestrian islands / medians

June

- Install fare machines
- Bus stop changes
- Selected curb regulation changes
- **Start of Service at the end of the month**
Thank You!