Bx6 South Bronx Crosstown Select Bus Service
Bronx Community Board 3 Meeting | February 14, 2017
Agenda

• Project background
• Elton Avenue proposed design
• 161st Street design alternatives
• Questions and discussion
Bx6 Background

The Bx6 South Bronx corridor was identified as a potential candidate for Select Bus Service in the 2009 Bus Rapid Transit Phase II Study.

- Serves nearly 25,000 daily riders
- Connects to 1, C, 4, B, D, 2, 5, 6 subway lines, Metro-North, and 20 bus routes, including Bx41 SBS
- 76% of households within a quarter-mile of the route do not own a vehicle

Residents’ Mode to Work

- 67% Drive
- 15% Public Transit
- 10% Walk
- 3% Other
- 5% Work from home

Source: 2010-2014 ACS 5-Year Estimates ¼ mile from Bx6 corridor
Select Bus Service in New York City

Select Bus Service (SBS) is New York City’s brand name for Bus Rapid Transit: an improved bus service that offers fast, frequent, and reliable service on high-ridership bus routes.

SBS has brought:

- 10-30% faster bus speeds
- About 10% increase in ridership
- More reliable service
- Customer satisfaction of 95%
- Safer streets / reduction in crashes

There are 12 Select Bus Service routes in operation serving all 5 boroughs.
Select Bus Service Features

- **Faster** bus rides
- **Reduced traffic conflicts** between buses and traffic
- **More reliable** bus service
- Buses spend **less time stopped** at red lights

- **Quicker** bus boarding
- Buses spend **less time waiting** at bus stops
Select Bus Service Features

- Improved Station Amenities
- Real-Time Passenger Information
- Pedestrian Safety Improvements

- More attractive, appealing bus stops
- Better trip information for riders to know when the bus is coming
- More comfortable wait for the bus

- Better visibility for pedestrians, bus operators, and drivers
- Clearer, shorter pedestrian crossings
Bx6 SBS Project Goals

• Improve bus speeds

• Address bus boarding and vehicle organization issues in front of courts

• Improve pedestrian conditions

• Maintain and better organize traffic flow
Data Collection & Community Engagement

- **Bronx Kickoff Meeting** (November 2015)
- **Bronx/Manhattan On-street Outreach** (November 2015 – June 2016)
  - During AM peak at six locations
  - Received 578 individual comments and distributed over 1,300 Bx6 SBS information cards in English and Spanish
- **Traffic and Pedestrian Data Collection** (October 2015 – June 2016)
- **Online Feedback Portal** (launched November 2015)
  - Received 59 location-specific comments
- **Bronx Elected Officials Briefing** (April 2016)
- **Bronx Community Board Meetings** (May 2016)
- **Manhattan Community Board Meetings** (June 2016, September 2016)
- **Small Stakeholder Meetings** (June 2016 – present)
- **Bronx Borough President Meetings** (October 2016 – February 2017)
Bx6 Service Plan

Existing Bx6

- **Bx6 SBS**: Stops only at SBS stops
- **Bx6 local**: Stops at every stop
Bx6 SBS Stops

- Bx6 SBS at stops shown
- Bx6 Local at nearly all current stops
- Bus frequencies to be split between Bx6 SBS and Bx6 Local
Community Board 3 Bus Stops

- Sherman Av
- Melrose Av
- E 163 St
- Intervale Av
- Southern Blvd/Bruckner Blvd

Key:
- Bx6 SBS and Local
- Bx6 SBS and Local stop
- Bx6 Local only stop
- Subway route
- Subway station
- Metro-North
- Metro-North station
- Bx41 SBS
- Bx41 SBS stop
- Connecting bus route
- Start of bridge or underpass
Existing Bx6 Bus Speeds
Westbound 7-10 AM

Bus Speeds (MPH)
- 3 - 4
- 5 - 6
- 7 - 8
- 9 - 10
- 11+
Existing Bx6 Bus Speeds
Eastbound 7-10 AM

Bus Speeds (MPH)
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- 11+
Elton Avenue Proposal
Existing –
Elton Av/Washington Av/163rd St
Existing – Elton Av/Washington Av/163rd St

- Very wide lane
- Unsignalized double right-turn
- Unused space
Proposed –
Elton Av/Washington Av/163rd St

- Painted curb extension
- Added parking
Questions on Elton Avenue Improvements?
161st Street
Existing Conditions
161st Street Courthouse Congestion

- Traffic backup upstream
- Bus pickup / drop-off two lanes from curb
- Parking in No Standing Anytime zone
- Parking in bus stop
- Double parking
161st Street
Alternative 1
Existing

161st St & Sheridan Av
Looking West
Alternative 1: Two-Way Bus Tunnel
Existing

161st St & Sherman Av
Looking East
Alternative 1: Two-Way Bus Tunnel

161st St & Sherman Av
Looking East
Alternative 1: Two-Way Bus Tunnel

- Adds vehicle capacity at approach
- Removes curbside bus stops creating legal parking/curb access

(Simplified diagram with annotations)
Alternative 1: Two-Way Bus Tunnel
Alternative 1: Two-Way Bus Tunnel

• Most beneficial for 25,000 daily bus riders
• Straightforward design for drivers
• Traffic works eastbound at Sheridan Ave
• Traffic would experience more delays westbound at Sheridan Ave
161st Street
Alternative 2
Alternative 2: One-Way Bus Tunnel

161st St & Sheridan Av Looking West
Alternative 2: One-Way Bus Tunnel

Exploring further geometry changes to improve eastbound traffic flow
Alternative 2: One-Way Bus Tunnel

- Beneficial for 25,000 daily bus riders
- No significant traffic impacts
- Addresses boarding issue in front of courts
Next Steps

• Winter 2017
  – Begin fare machine installation at SBS stops
  – Discuss proposed street design with other Community Boards, elected officials, and stakeholders
  – Finalize street design based on feedback

• Spring 2017
  – Implement street design

• Summer 2017
  – Launch Bx6 SBS service

• 2018-2020
  – Design and implement capital project
Questions and Discussion