Agenda

• Project background

• 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

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

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

- **Dedicated Bus Lanes**
- **Signal Priority for Buses**
- **Off-Board Fare Collection**
- **All-Door Boarding**

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

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

- 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)
- **Bronx Community Board Meetings** (February – March 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 4 Bus Stops
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
Proposed Bus Lanes
161st Street
Existing Conditions
161st Street Configuration

Existing

Service Road: 2 lanes per direction
Main Line (tunnel): 1 lane per direction
3 lanes total per direction

Service Road: 2 lanes per direction
Main Line: 2 lanes per direction
4 lanes total per direction

+selectbusservice
West of Tunnel: Narrow sidewalks

161st St & River Av:
• 38 pedestrian injuries (2010-2014)
West of Tunnel: Narrow sidewalks

People walking in north “sidewalk”:
- **163** (7:30-8:30 AM)
- **132** (4:30-5:30 PM)
East of Tunnel: Parking in Bus Stops

Bus can only access curb:

- 14% of time at Sherman Av westbound
- 6% of time at Concourse Village W eastbound

7am-7pm on an average weekday
East of Tunnel: Congestion

- Traffic backup upstream
- Bus pickup / drop-off two lanes from curb
- Parking in No Standing Anytime zone
- Parking in bus stop
- Double parking

(selectbusservice)
161st Street
Alternative 1
Alternative 1: Two-Way Bus Tunnel

161st St & Sheridan Av
Looking West
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
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
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
161<sup>st</sup> Street
Alternative 2
Yankee Stadium to Gerard Avenue
Existing

Yankee Stadium

Macombs Dam Bridge

Bx13 stop

161st St

Bx6 stop

Heritage Field
Alternative 2: One-Way Bus Tunnel

- Bx6 SBS bus lane
- Bx6 local bus lane
- Painted pedestrian space
- Eastbound median busway

Yankee Stadium

Macombs Dam Bridge

161st St

Bx13 stop

Bx6 SBS/local stop

Heritage Field
Alternative 2: One-Way Bus Tunnel

161st St & River Av
Looking East
Alternative 2: One-Way Bus Tunnel

- Concrete curb extension
- Added pedestrian space
- Bus only eastbound through tunnel
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

Thank You!
Appendix
Existing Signal Timing

22s of green per 90s cycle (~11 vehicles*)
Existing Signal Timing

23s of green per 90s cycle (~9 vehicles*)

*AM peak (includes buses)
Proposed Signal Timing

51s of green per 90s cycle (~18 vehicles*)

*AM peak (includes buses)