Agenda

• Select Bus Service overview
• Bx6 corridor overview
• Proposed SBS stops
• Proposed street design and signal changes
• Next steps
• Questions and discussion
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:

- 10-25% faster bus speeds
- About 10% increase in ridership
- More reliable service
- Customer satisfaction of 95%
- Safer streets / reduction in crashes

There are 10 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

- 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
Existing Bx6 local bus route
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% Walk
- 15% Drive
- 10% Public Transit
- 3% Work from home
- 5% Other

Source: 2010-2014 ACS 5-Year Estimates ¼ mile from Bx6 corridor
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
- **Online Feedback Portal** (launched November 2015)
  - Received 51 location-specific comments
- **Bronx Elected Officials Briefing** (April 2016)
- **Bronx Community Board Meetings** (May 2016)
- **Manhattan Community Board Meetings** (June 2016)
- **Small Stakeholder Meetings** (June 2016 and ongoing)
Community Engagement

• Online Feedback Portal
• We appreciate your input!

nyc.gov/brt
Bus Delays

- 56 minutes on average to travel from Hunts Point to Riverside Drive (4.8 miles)
- Over 25% of trip spent boarding passengers
- Bus is moving less than half of the time

![Pie chart showing bus delays]

Bx6 Westbound
4-7 PM Weekdays

27% Bus Stops
41% In Motion
23% Red Lights
8% “Crawl” Speed (<2.5 mph)

Source: IVN data, October 2015
Safety

- Vision Zero: multiagency effort to reduce traffic fatalities
- 2 Priority Intersections along route in Manhattan
Existing Ridership

3,700 total eastbound boardings in Manhattan
Proposed Service Plan

Existing Bx6

Bx6 SBS
Stops only at SBS stops

Bx6 local
Stops at every stop
Riverside Drive West Challenges Being Addressed

- Developing alternative method for fare machine installation on bridge structure

- Exploring options for powering fare machines, as there are no nearby 24-hour DOT-owned street lights
Proposed SBS Stops – Eastern Section
Proposed SBS Stops

Bx6 local fares paid on bus

Bx6 SBS fares paid on street at fare machines
Proposed Street Design and Signal Changes

- No bus lanes proposed for 155th St
- Potential signal timing adjustments to improve traffic flow across Macombs Dam Bridge
Next steps

• Summer 2016
  – Community outreach
    • on-street outreach
    • stakeholder meetings
  – Draft street design
  – Traffic analysis

• Fall 2016
  – Finalize street design
  – Finalize service plan
  – Continued community outreach
    • community boards
    • on-street outreach
    • stakeholder meetings
    • elected official briefings

• Spring/Summer 2017
  – Launch Bx6 SBS service
Questions and Discussion

Thank You!