Agenda

- Select Bus Service overview
- Bx6 corridor overview
- Proposed SBS stops
- Proposed street design features
- 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:

- 15-23% faster bus speeds
- About 10% increase in ridership
- More reliable service
- Customer satisfaction of 95%
- Safer streets / reduction in crashes

There are 9 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

- **Better visibility** for pedestrians, bus operators, and drivers
- **Clearer, shorter** pedestrian crossings
- **More attractive, appealing** bus stops
- **Better trip information** for riders to **know when** the bus is coming
- **More comfortable wait** for the bus
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

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

Source: 2010-2014 ACS 5-Year Estimates
¼ mile from Bx6 corridor
Community Engagement

- **Kickoff meeting** (November 2015)
- **On street outreach** (November 2015 – March 2016)
  - During AM peak at five locations
  - Received 431 individual comments and distributed over 1,050 Bx6 SBS information cards in English and Spanish
- **Online feedback portal** (launched November 2015)
  - Received 51 location-specific comments
- **Elected officials briefing** (April 2016)
- **Top comments:**
  - Buses are “late” or off schedule
  - Buses are over-crowded or too small
  - SBS would be a welcome addition to Bx6
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

Source: IVN data, October 2015
Safety

- Vision Zero: multiagency effort to reduce traffic fatalities
- Priority Corridors: 161\textsuperscript{st} Street, Hunts Point Av
- 3 Priority Intersections along route
Existing Ridership
Existing Ridership
# Hunts Point Ave Ridership, 7am-7pm

<table>
<thead>
<tr>
<th></th>
<th>Eastbound</th>
<th>Westbound</th>
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<tbody>
<tr>
<td></td>
<td>Total Ons</td>
<td>Total Offs</td>
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<tr>
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<tr>
<td>Bryant Av EB / Spofford Av WB</td>
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<td>258</td>
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Proposed Service Plan

Existing Bx6

Bx6 SBS
Stops only at SBS stops

Bx6 local
Stops at every stop
Proposed SBS Stops – Central Section

- Sherman Av
- Melrose Av
- 3 Av
- Prospect Av
- Intervale Av
- Southern Blvd/Bruckner Blvd

- Proposed Bx6 SBS and Local
- Proposed Bx6 SBS and Local stop
- Proposed 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

+selectbusservice
Proposed SBS Stops – Eastern Section

[Map showing bus routes and stops]
Proposed SBS Stops

Bx6 local fares paid on bus

Bx6 SBS fares paid on street at fare machines
Issue: Traffic Congestion
Issue: Pedestrian Safety
Issue: 161st Street Complicated Configuration

- 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

2 lanes total per direction
Issue: Courthouse Congestion

- Congestion
- Placard parking
- Illegal parking

161st St, Sherman Av to Sheridan Av
Issue: Parking at Bus Stops
Issues Summary

- Macombs Dam Bridge congestion
- Complicated street configuration
- Slow bus speeds
- 161st/163rd St congestion
- Vision Zero Priority Corridor
- Vision Zero Priority Intersections

Map showing bus routes and key locations such as 161st/163rd St, Vision Zero Priority Corridor, and Macombs Dam Bridge congestion.
Potential Street Design Features

Bus / traffic treatments

Offset bus lanes

Transit Signal Priority throughout corridor
Potential Street Design Features

Pedestrian safety improvements
Next steps

• Spring 2016
  – Continued outreach (Community Boards, stakeholders meetings, on-street outreach)
  – Draft street design
  – Traffic analysis

• Summer / Fall 2016
  – Finalize street design
  – Finalize service plan

• Fall 2016 / Spring 2017
  – Launch Bx6 SBS service
Questions and Discussion

Thank You!