



Webster Avenue Select Bus Service Public Open House #1 Summary

Wednesday May 16, 2012, 6:00-8:00pm
Icahn Charter Middle School Cafeteria
1506 Brook Avenue, Bronx, NY 10457

Meeting Summary

On Wednesday, May 16, 2012, The New York City Department of Transportation (NYCDOT) and MTA New York City Transit (NYCT) held the first Open House for the Webster Avenue Select Bus Service (SBS) project at the Icahn Charter Middle School, 1506 Brook Avenue, in the Bronx. Forty-six members of the public attended the meeting.

Open House participants were welcomed with a map exercise in which participants identified where they either lived or worked along the corridor. They also had the opportunity to identify existing issues along the study corridor.

A copy of the maps can be downloaded at:

http://www.nyc.gov/html/brt/downloads/pdf/2012-06_webster_public-comment-maps.pdf

After the map exercise, a member of the project team guided small groups of participants through the Open House. The Open House consisted of five main sections: Introduction to the Webster Avenue Corridor and the Project; Select Bus Service in New York City; Renderings of Three Conceptual Alignments; Bus Rider Preference Survey; and Outreach Process / Project Schedule.

A copy of all presentation boards can be downloaded at:

http://www.nyc.gov/html/brt/downloads/pdf/20120516_brt_webster_open-house.pdf

Conceptual Alignments Advantages and Disadvantages

After being introduced to the three conceptual alignments, the participants had an opportunity to identify the advantages and disadvantages of each one. The participant's thoughts were collected on a board using sticky notes and are outlined below. Some comments were repeated more than once.

Curbside Alignment:

Advantages:

- Maintains two lanes of traffic
 - Works well when enforced
 - This could work well on narrower Melrose Avenue
 - No conflict with parked cars
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Disadvantages:

- Curb cuts
- Bus can't use bus lane all the time
- Cars will block curbside lane
- Double parking
- Increased traffic from cars looking for parking
- Buses would speed next to curb (pedestrian safety issue)
- Losing parking & delivery space
- Needs more enforcement than other alignments
- SBS buses will have to maneuver around stopped local buses

Offset Alignment:

Advantages:

- Maintains parking
- Supports businesses
- Operator doesn't have to pull to curb
- Less confusing for cars than median
- Reduces number of cars speeding – “Webster is like the Indianapolis Speedway”
- Maintains parking at intersections
- Maintains turning lanes
- Better for passengers to load bus from curb
- Works well, must figure out left turns
- One lane for traffic is good
- Offset lane will stay clear

Disadvantages:

- Removes a general traffic lane
- Not good when street is narrower
- Parkers not paying attention to buses coming
- Double parking in bus lane
- Nearside stops would block right turns
- Cars crossing bus lanes – parking and right turns

Median Alignment:

Advantages:

- Select buses won't get blocked by local buses
- Buses will move a lot faster

Disadvantages:

- Crowding on bus islands would make it hard for wheelchairs to get off the bus
- Removes three lanes at stations
- People have to cross a lane of traffic to get to bus, like Westchester Ave.
- Congestion at major roads

- Local circulation -- many left turns banned, increases traffic due to extra turns
- Worried about jaywalking; concerns with children and elderly
- With amount of traffic on Webster Avenue, left turns will be tough
- Less safe for kids who are not respectful of bus
- Can emergency vehicles get by?
- Speeding cars might run into island
- Not good at the corners because it removes parking for businesses
- People running to island might get hit

Bus Rider Preference Survey

In order to examine the tradeoffs associated with various transit service options, participants were offered a series of three choices to state their preference. The results of the responses are shown in the table below.

Sheet	Scenario	Total
A	Walk: 5 minutes, Wait: 5 minutes, Bus trip: 20 minutes	7
	Walk: 8 minutes, Wait: 5 minutes, Bus trip: 14 minutes	11
B	Walk: 8 minutes, Wait: 5 minutes, Bus trip: 14 minutes	8
	Walk: 3 minutes, Wait: 3 minutes, Bus trip: 26 minutes	13
C	Walk: 3 minutes, Wait: 3 minutes, Bus trip: 26 minutes	11
	Walk: 5 minutes, Wait: 5 minutes, Bus trip: 20 minutes	8

Participants favored one scenario over the other in each sheet, with no clear preferred option emerging. Overall, results were quite mixed, which is reflective of the diversity of the audience at the Open House.

Meeting Photos

