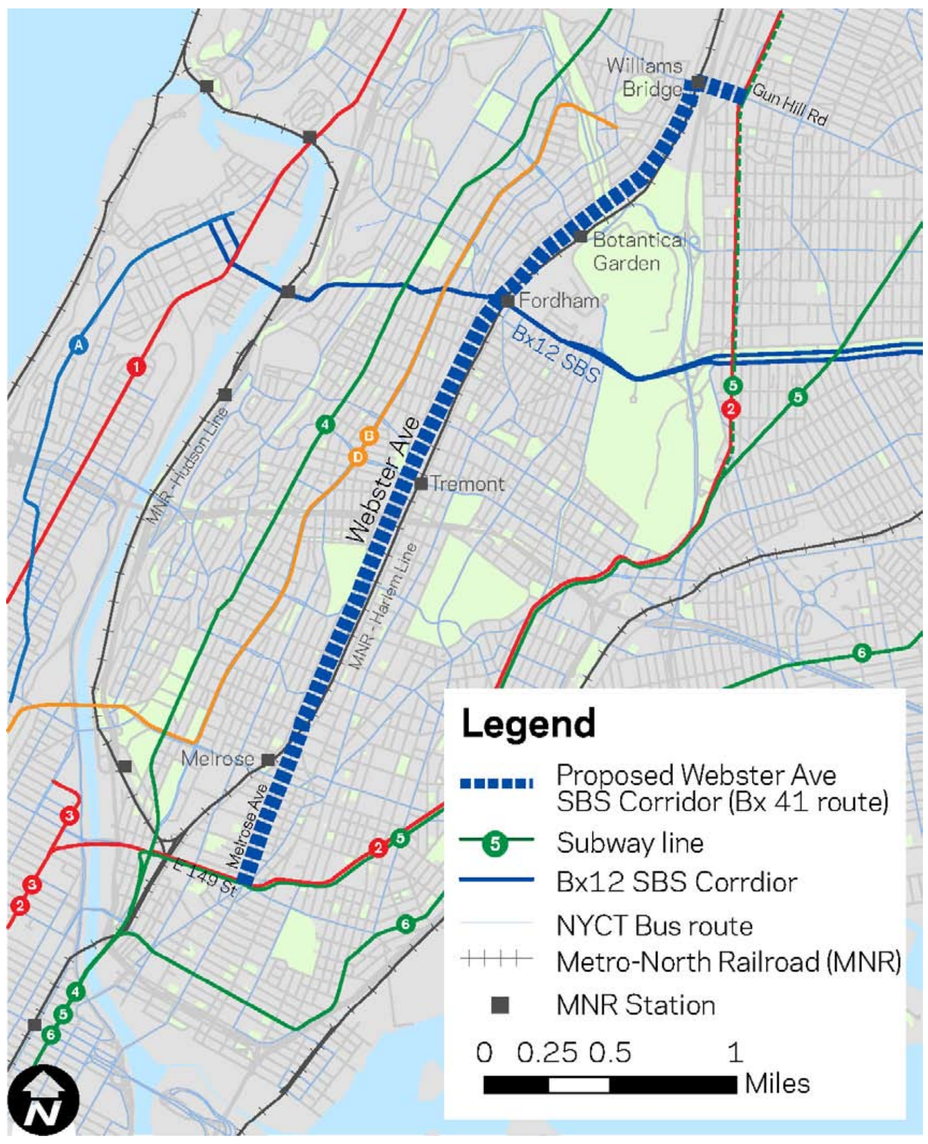
WEBSTER AVENUE SBS

Study Corridor



- Based on the existing Bx41 bus route
- 5.3 miles long
- Within a quarter-mile of the corridor:
  - 125,000 residents
  - 74% of households do not own a car
  - 63% of residents commute by public transit

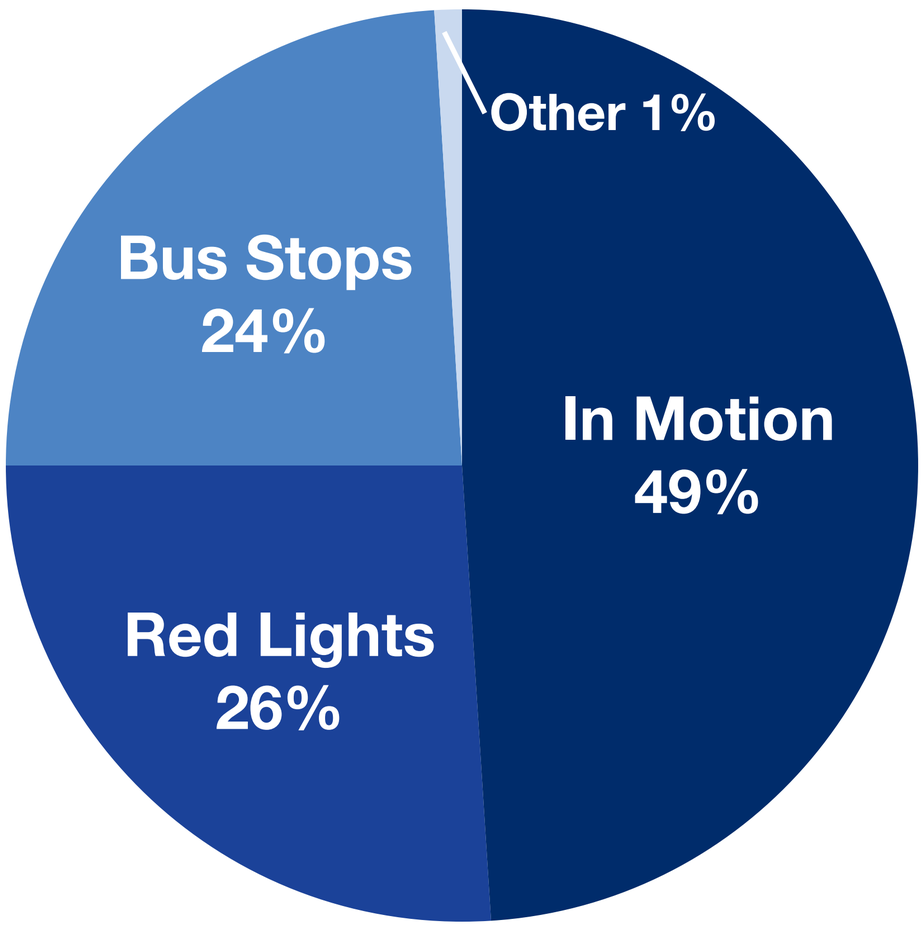
Project Goals

1. Speed buses and improve reliability

2. Improve safety for all corridor users

3. Support community needs

BUS DELAY



Average Bx41 LTD trip = 46 minutes

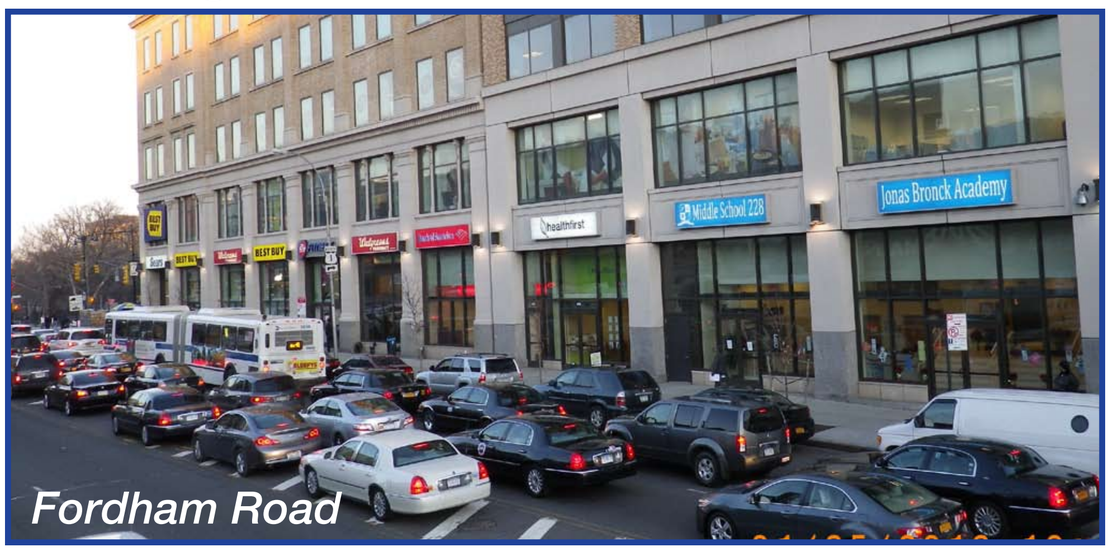
- Bx41 LTD buses are stopped more than 50% of the time
- One-way travel time can vary by up to 20 minutes (typical times are between 37 and 57 minutes)
- Travel times are worst in the PM peak

Bus stops

The Hub

Fordham Road

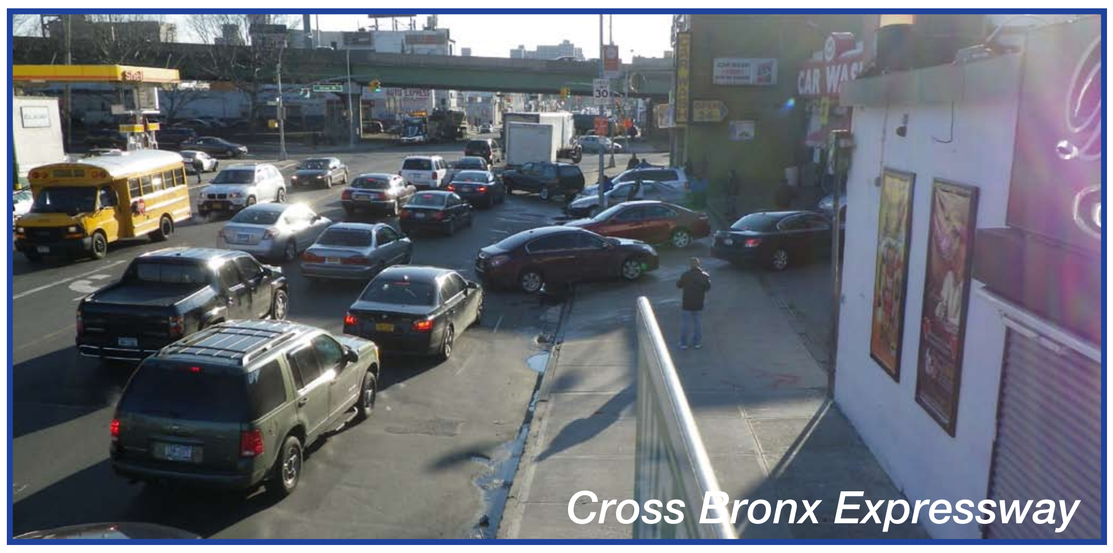
Red lights


Fordham Road

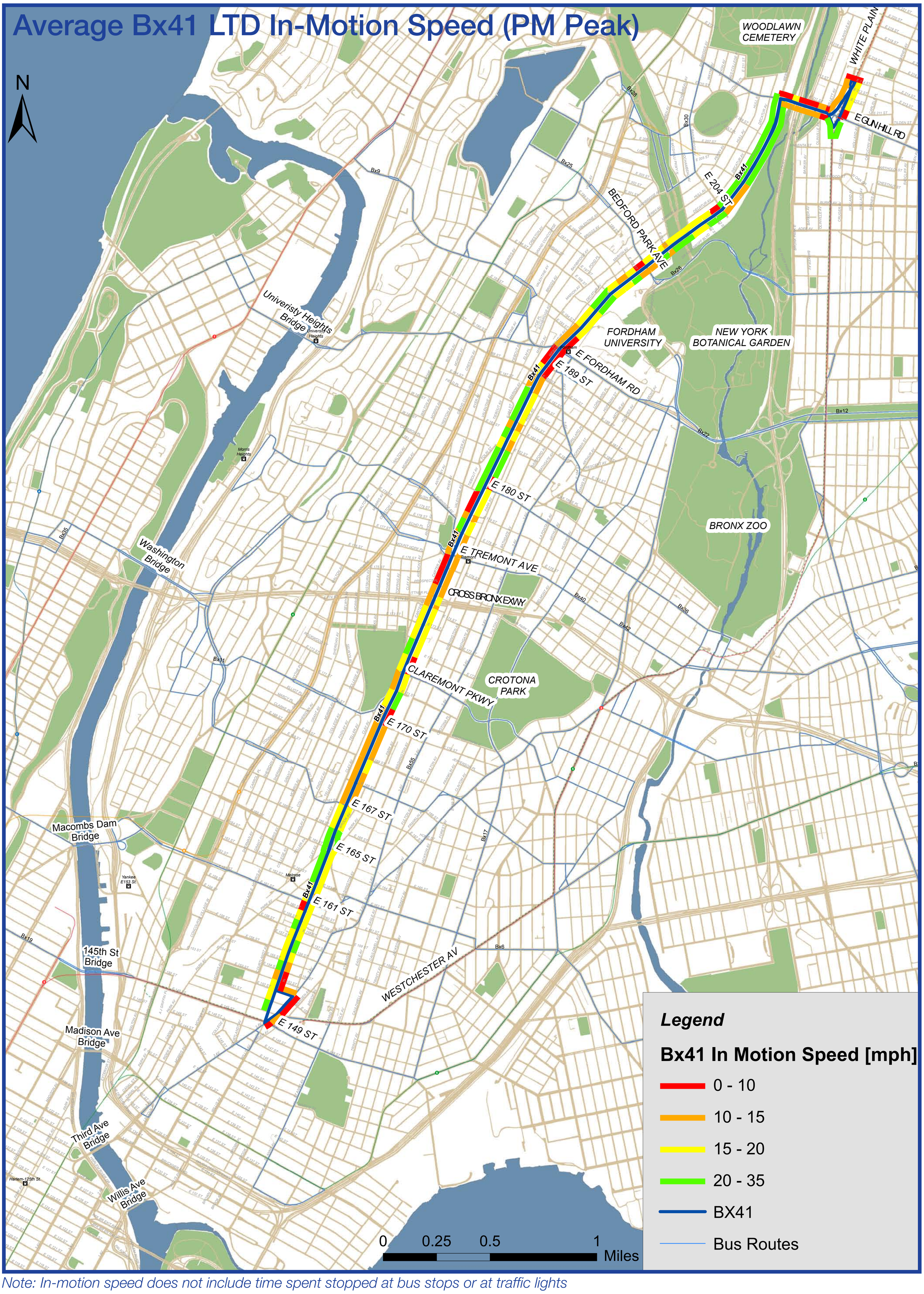
Claremont Avenue

Congestion

E Gun Hill Road


Cross Bronx Expressway

BUS DELAY



Note: In-motion speed does not include time spent stopped at bus stops or at traffic lights

SAFETY

Total Crashes by Intersection, 2006-2010
N
WOODLAWN CEMETERY
WHITE PLAINS
E GUNHILL RD
E 204 ST
BEDFORD PARK AVE
Univeristy Heights Bridge
FORDHAM UNIVERSITY
NEW YORK BOTANICAL GARDEN
E FORDHAM RD
E 189 ST
E 180 ST
BRONX ZOO
Washington Bridge
E TREMONT AVE
CROSS BRONX EXWY
CLAREMONT PKWY
CROTONA PARK
E 170 ST
E 167 ST
E 165 ST
Macombs Dam Bridge
E 161 ST
145th St Bridge
WESTCHESTER AV
E 149 ST
Madison Ave Bridge
Third Ave Bridge
Willis Ave Bridge
Bx41
Bx28
Bx30
Bx9
Bx25
Bx26
Bx12
Bx22
Bx35
Bx40
Bx36
Bx42
Bx11
Bx55
Bx17
Bx6
Bx4
Bx19
0 0.25 0.5 1 Miles
Legend
Total Crashes
2 - 10
11 - 25
26 - 50
51 - 100
101 - 129
BX41
Bus Routes

SELECT BUS SERVICE IN NYC

Bus Rapid Transit (BRT)

A cost-effective approach to transit service that cities around the world have used to make riding the bus more like a subway. BRT improves speed, reliability, and passenger comfort/convenience.

Select Bus Service (SBS)

New York City's version of BRT, first used on the Fordham Road-Pelham Parkway Bx12 bus route in the Bronx.

Bx12 SBS

Fordham Road / Pelham Parkway

Launched

- June 2008

Corridor

- 207th Street in Upper Manhattan to the Bay Plaza Shopping Center in Co-op City, Bronx via Fordham Road and Pelham Parkway

Features

- Red-colored curbside 7am-7pm bus lanes on Fordham Road
- "Delivery windows" in the retail core
- Fare Pre-Payment
- Transit Signal Priority
- Simplified service pattern

Results

- Speed: 20% reduction in travel time
- Ridership: 7% increase in first year
- Customer Satisfaction: 98% satisfied or very satisfied

M15 SBS

First Avenue / Second Avenue

Launched

- October 2010

Corridor

- South Ferry to 125th Street in Manhattan via First and Second Avenues

Features

- Red-colored curbside and offset bus lanes
- New low-floor, three-door buses
- Fare Pre-Payment
- Pedestrian and bicycle safety improvements
- 2012: Bus bulbs and transit signal priority

Results

- Speed: 15-18% reduction in travel time
- Ridership: 9% increase in first year
- Customer Satisfaction: 99% satisfied or very satisfied
- Safety: 21% reduction in traffic injuries in sections with full design treatments

SELECT BUS SERVICE FEATURES

Faster Service

Bus lanes

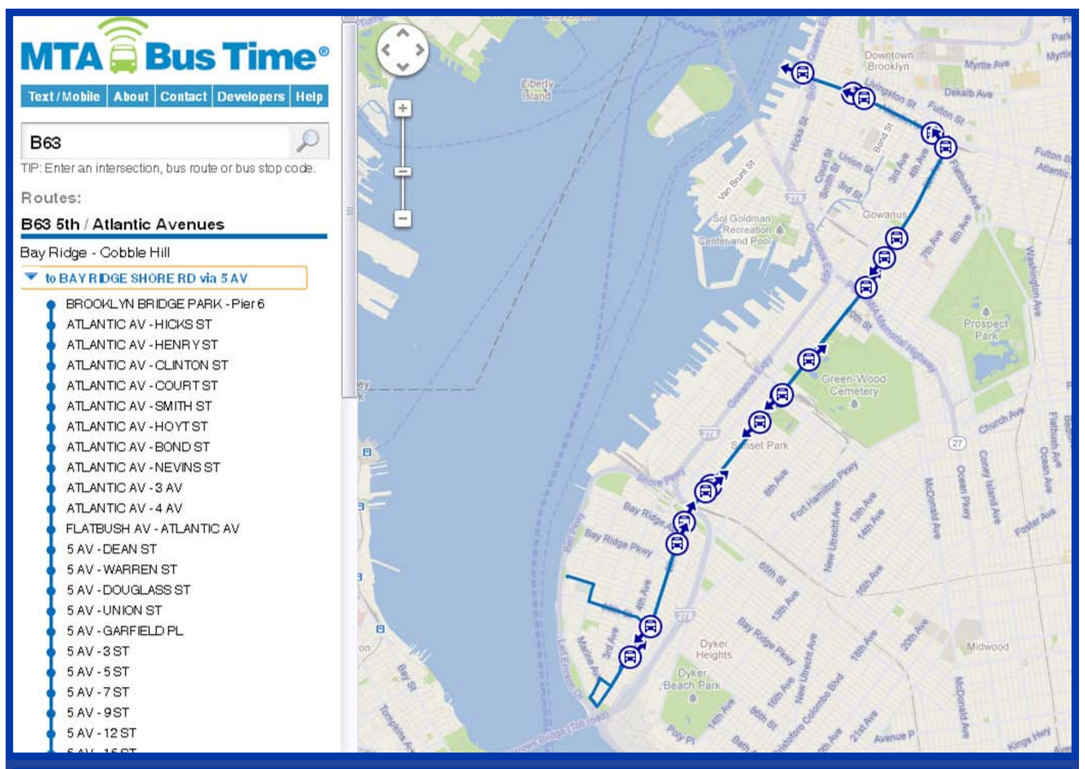
Faster fare collection

Transit signal priority

User-Friendly

Branding

Stations



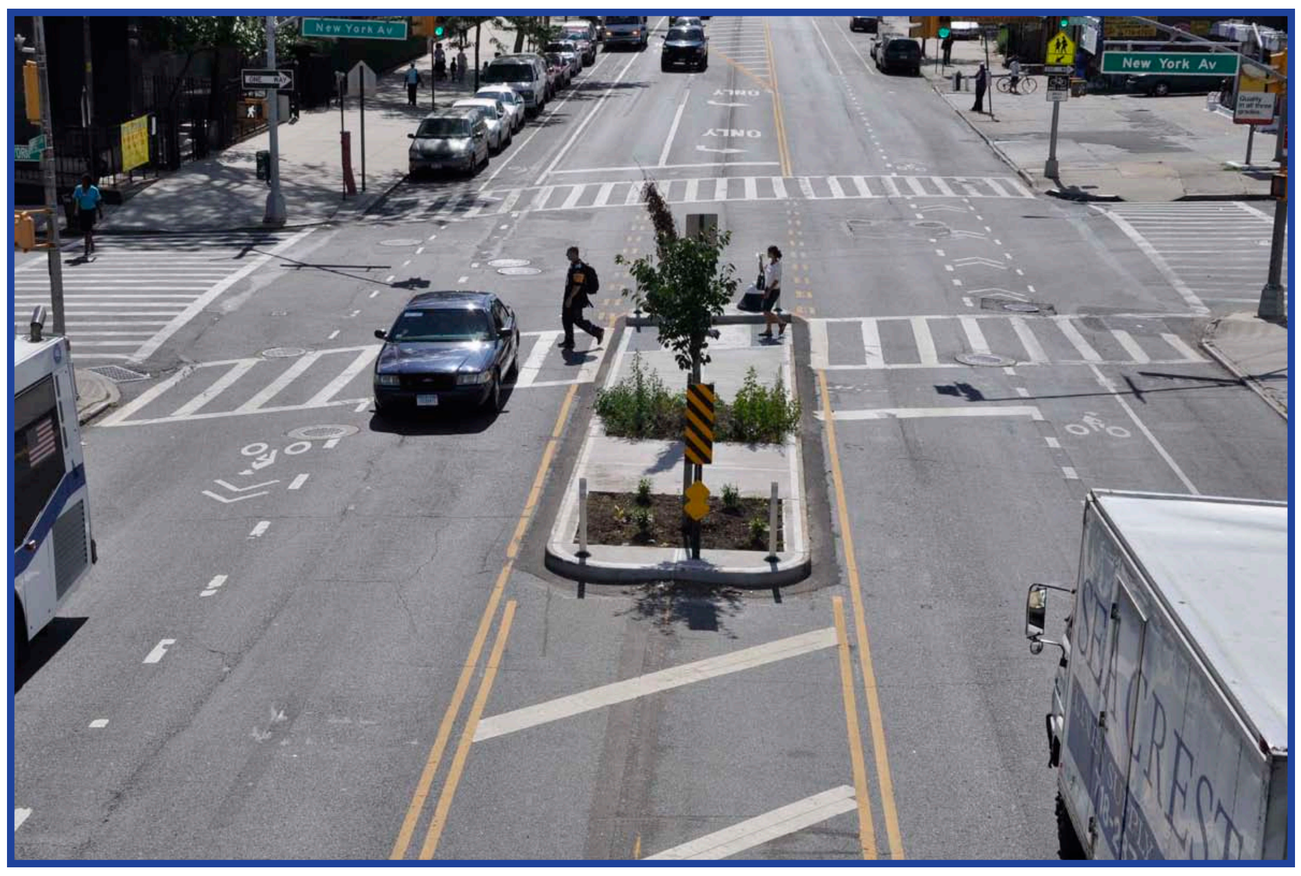
Passenger information

POTENTIAL PROJECT FEATURES

Offset bus lane
1st/2nd Avenue SBS, Manhattan

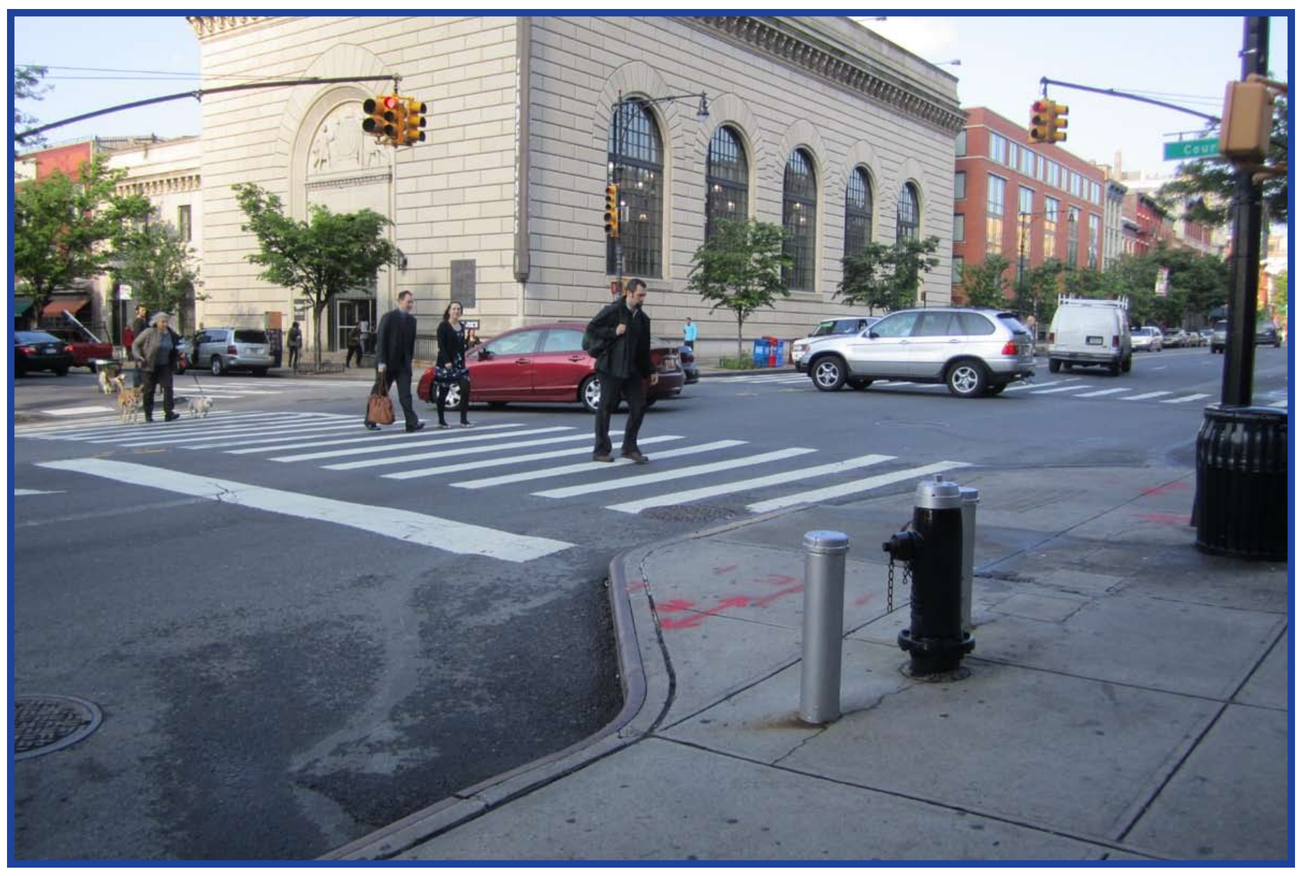
Low-floor, three-door articulated buses / City Bench
1st/2nd Avenue SBS, Manhattan

Bus boarding island
White Plains Road / E Gun Hill Road, Bronx



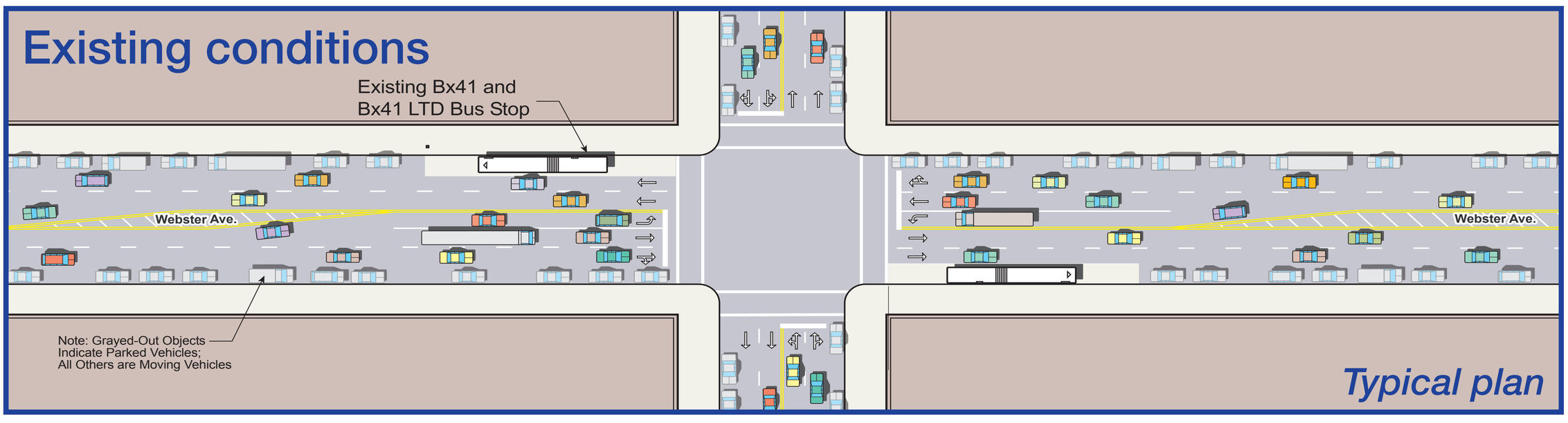
Green pedestrian island
New York Avenue / Empire Boulevard, Brooklyn

Bus bulb
Broadway / Spring Street, Manhattan

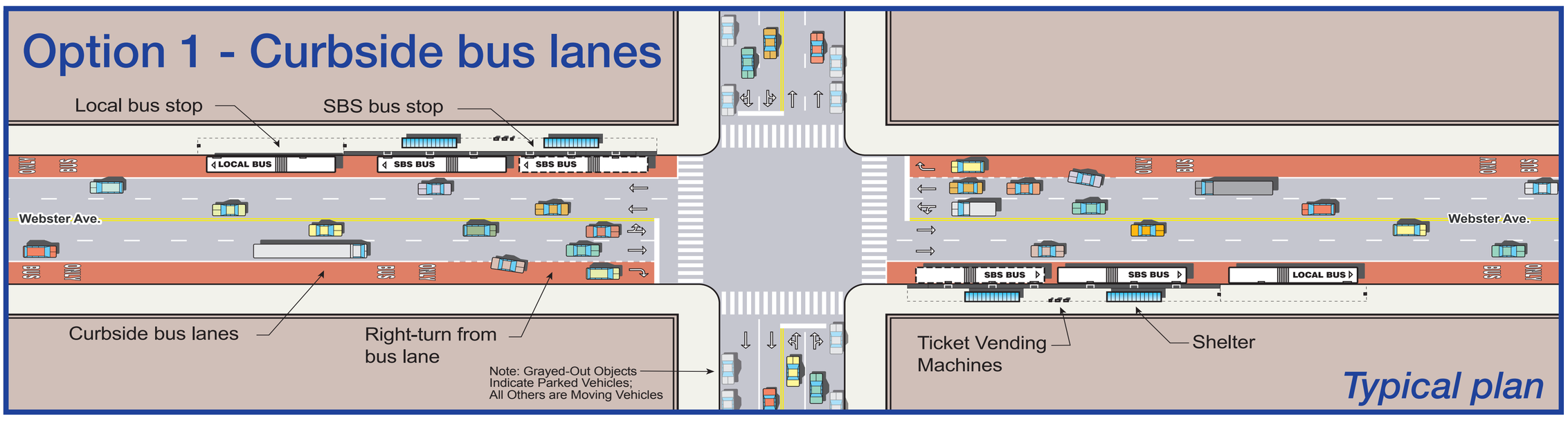


Neckdown
Atlantic Avenue / Court Street, Brooklyn

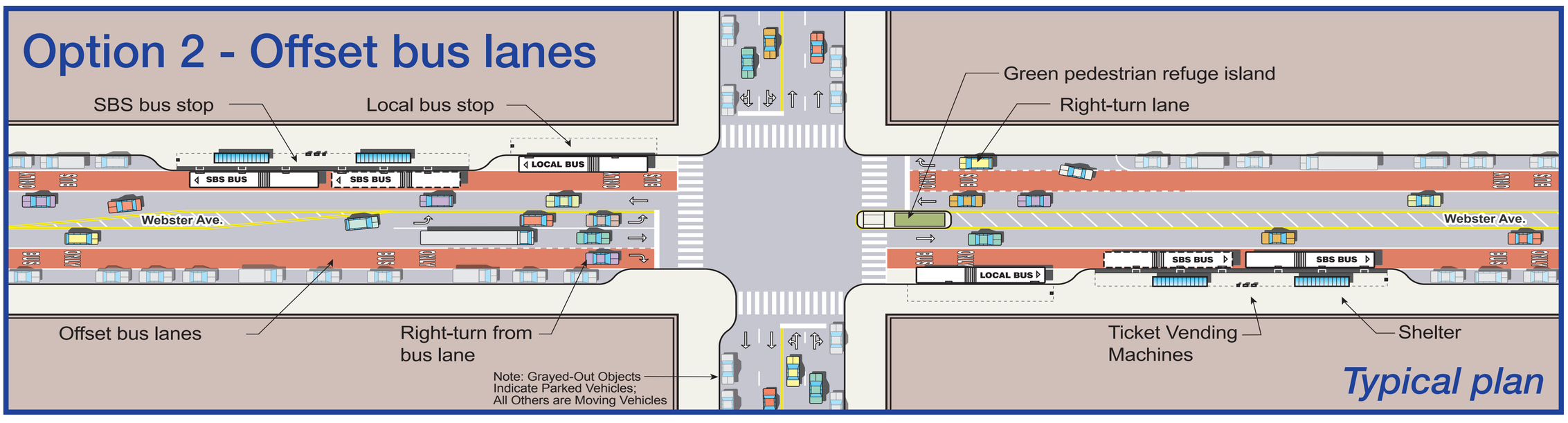
EXISTING CONDITIONS



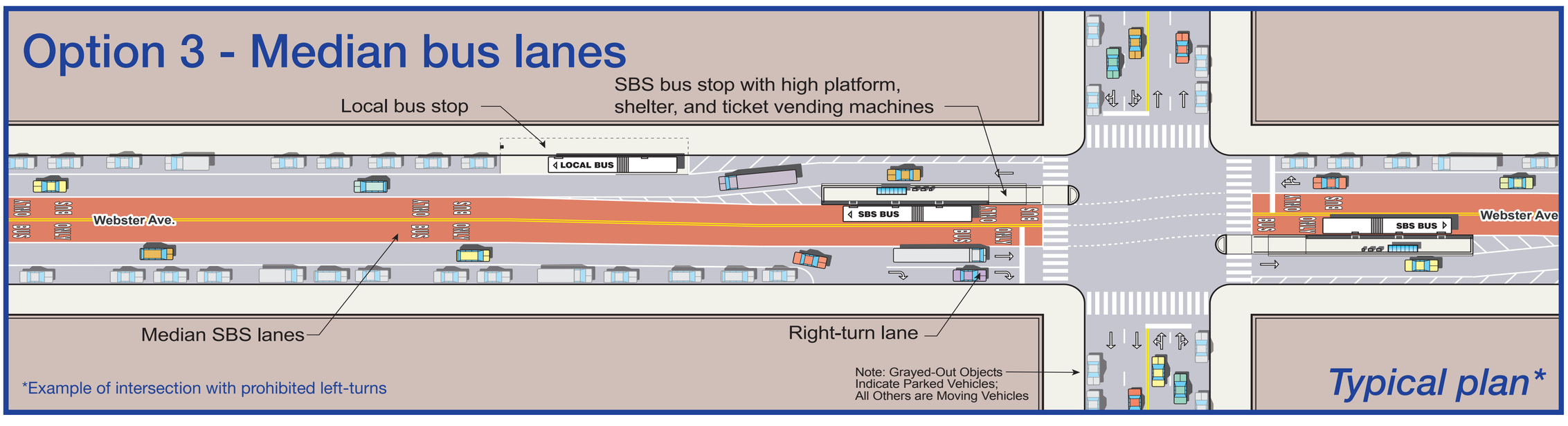
OPTION 1 - CURBSIDE BUS LANES



OPTION 2 - OFFSET BUS LANES



OPTION 3 - MEDIAN BUS LANES



DESIGN DISCUSSION

	Advantages	Disadvantages
Option 1 - Curbside		
Option 2 - Offset		
Option 3 - Median		

PROJECT TIMELINE

FALL 2011

Step 1: Data Collection

- Traffic volume counts and turning movements counts
- Parking survey
- Analysis of transit ridership and sources of bus delay
- Crash analysis
- Feedback from stakeholders

SPRING 2012

Step 2: Design Ideas

- Present three design ideas which look at transit, traffic, and pedestrian improvements
- Evaluate the effects of each idea at two representative locations
- Effects to be considered: transit travel times, traffic flow, traffic and pedestrian safety, parking, delivery access, other issues of concern to project stakeholders
- Discuss ideas with the Community Advisory Committee (CAC) and the general public

SUMMER / FALL 2012

Step 3: Preferred Corridor Plan

- Select preferred alternative with community input
- Evaluate the effects of the project at all major intersections along the study corridor
- Refine details with the CAC, local stakeholders, and the general public

2013 - 2014

Step 4: Final Design & Implementation

PUBLIC OUTREACH

Community Advisory Committee (CAC):

- DOT and NYCT convened a CAC to provide input and guidance during project design and implementation
- Composed of:
  - Elected officials
  - Community Boards
  - Major institutions
  - Community organizations
  - Business representatives
- Meetings:
  - February 6, 2012
  - May 2, 2012
  - Additional meetings will occur regularly throughout the project

CAC Meeting #1 - February 6, 2012

CAC Meeting #2 - May 2, 2012

Project Open Houses:

- **May 16, 2012**
- Additional open house in Fall 2012 and at future project milestones

Other Outreach:

- Other stakeholder organizations (as requested)
- Project website
- Social media

Stay in touch

If you have questions or comments about the project, please contact:

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212-799-8803

Visit www.nyc.gov/brt for updated project information