



Webster Avenue Select Bus Service Public Open House #2 Summary

Tuesday January 8, 2013
NYC Business Solutions Center
400 East Fordham Road, Bronx, NY 10458

Meeting Summary

On Tuesday, January 8, 2013, The New York City Department of Transportation (NYCDOT) and MTA New York City Transit (NYCT), held the second Open House for the Webster Avenue Select Bus Service (SBS) project at the NYC Business Solutions Center, 400 East Fordham Road, Bronx, New York, 10458. Fifty-nine members of the public attended the meeting.

The open house was broken up into two parts. First, participants were encouraged to circulate through five stations of informational presentation boards. These stations covered the following topics:

1. Project Introduction
2. Design Selection
3. Traffic Analysis
4. Service Planning
5. Project Timeline/Next Steps

Following the informational stations, participants were encouraged to review draft designs for the entire corridor, which were mounted on the wall. The designs were broken up into three sections:

- A. South (E. 149th Street – Cross Bronx Expressway)
- B. Middle (E. 175th Street – E. Fordham Road)
- C. North (E. 193rd Street – E. Gun Hill Road)

Members of the project team staffed each informational and corridor design station in order to answer questions and record comments, which are summarized below.

A copy of all presentation boards can be downloaded at:

<http://www.nyc.gov/html/brt/downloads/pdf/2013-01-08-webster-sbs-presentation-boards.pdf>

Participants also received a project newsletter, which can be downloaded at:

<http://www.nyc.gov/html/brt/downloads/pdf/2013-01-webster-sbs-newsletter.pdf>

Comments Received

Project Introduction

Participants stated a clear preference for retaining the current Bx41 Limited stop at E. 180th Street rather than relocating it to E. 183rd Street. Participants expressed frustration with long wait times for buses due to severe bus bunching along the Webster Avenue corridor. Additionally, there were questions raised as to why the Bx41 terminates at Gun Hill Road/White Plains Road rather than continuing further up Webster Avenue or further up White Plains Road.

On the southern end of the corridor, participants were concerned about the congestion around E. 149th Street in the northbound direction. One participant suggested extending the Bx41 to E. 138th Street.

Several participants also expressed interest in the future SBS service that will connect the Webster Avenue corridor to LaGuardia Airport. Several participants suggested possible route names for that new service, including the Bx50 or Bx51. There was also a suggestion to connect Montefiore Hospital to the LaGuardia route.

Design Selection

The majority of meeting participants agreed with the selection of the offset bus lane design, citing retaining parking as the main benefit of the selected design. Of all the design components, the one to raise the most concern was reducing general travel lanes to one in each direction. Some participants agreed that traffic will not be significantly impacted along the corridor, while others disagreed and believed congestion will increase along Webster Avenue.

One participant expressed concern regarding buses properly pulling to the curb for loading/unloading passengers. They stated that bus drivers often will stop a significant distance from the curb, therefore making it extremely difficult for passengers to board and/or alight the bus (specifically those with mobility issues). Project Team staff explained that the combination of bus lanes, bus bulbs, and reduction of double parking along the corridor will help with this issue.

Participants confirmed that double parking by regular vehicles and delivery trucks was an issue along the corridor that needs to be addressed. The majority of the participants thought positively about the Project Team communicating with local Community Boards to tailor these curb regulations.

Traffic Analysis

Participants expressed a strong desire for increased enforcement of double-parking throughout the corridor, especially in commercial areas. A recommendation was made to ban right turns at E. Fordham Road from Webster Avenue in both directions. Participants wanted to ensure the Project Team took future development, both residential and educational, around E. 204th Street into account.

Service Planning

At the Service Planning station, the preference for retaining the E. 180th Street stop over relocating it to E. 183rd Street was expressed. Participants noted that the morning commute is very slow with severe bus bunching around 8:00a.m. Participants requested schedules be placed at stations and maintained to ensure accuracy, since schedules at stops now do not seem to reflect actual service. Project staff mentioned that all Bronx buses now have MTA Bus Time; this system allows passengers to track the real-time location of buses via computer, smart phone, or text message in order to know when the next bus will arrive at their stop.

Design Stations

South (E. 149th Street – Cross Bronx Expressway)

Participants noted better signal coordination is needed at E. 170th Street and Webster Avenue. Several participants noted that the “jug handle” concept for mitigating congestion at the Cross Bronx Expressway was a good idea. Participants supported the proposed E. 170th Street stop location (mid-block between E. 169th Street and E. 170th Street), noting that it would better serve the William Hodson Senior Center and the public housing in general.

Middle (E. 175th Street – E. Fordham Road)

A representative of the Parks Department noted that they have concerns over the high tree mortality rate in the area and any effort to make vehicles move more efficiently leading to fewer emissions is a good thing. Participants also offered to act as community ambassadors for the project with businesses along the corridor with whom they have existing relationships.

The improvements at the E. Fordham Road intersection, including banning the left-turns from E. Fordham Road onto Webster Avenue, were well received. Participants noted that pedestrian safety at this intersection is an issue; “Wait for Crossing Light” signs and a pedestrian-only signal cycle were suggested as possible improvements.

North (E. 193rd Street – E. Gun Hill Road)

Several participants noted that Transit Signal Priority would improve traffic flow at intersections such as E. Gun Hill Road since the buses are so long that getting them through the light quicker will create more storage space for vehicles. This was also identified as a problematic intersection for pedestrians as well.

Additional Comments

One participant submitted a pre-printed written comment about the project, which is attached to this summary.

Meeting Photos



WRITTEN COMMENT RECIEVED AT MEETING

WHAT TO DO WITH Bx15, Bx41 & Bx55 SERVICE WITH SELECT BUS SERVICE IMPLEMENTATION

According to the map below, the Bx41 (SBS) is to extend into Queens to LaGuardia Airport via the Robert F. Kennedy Bridge.



There are also plans for SELECT BUS SERVICE via the 125th Street corridor (as seen in the map above and below).



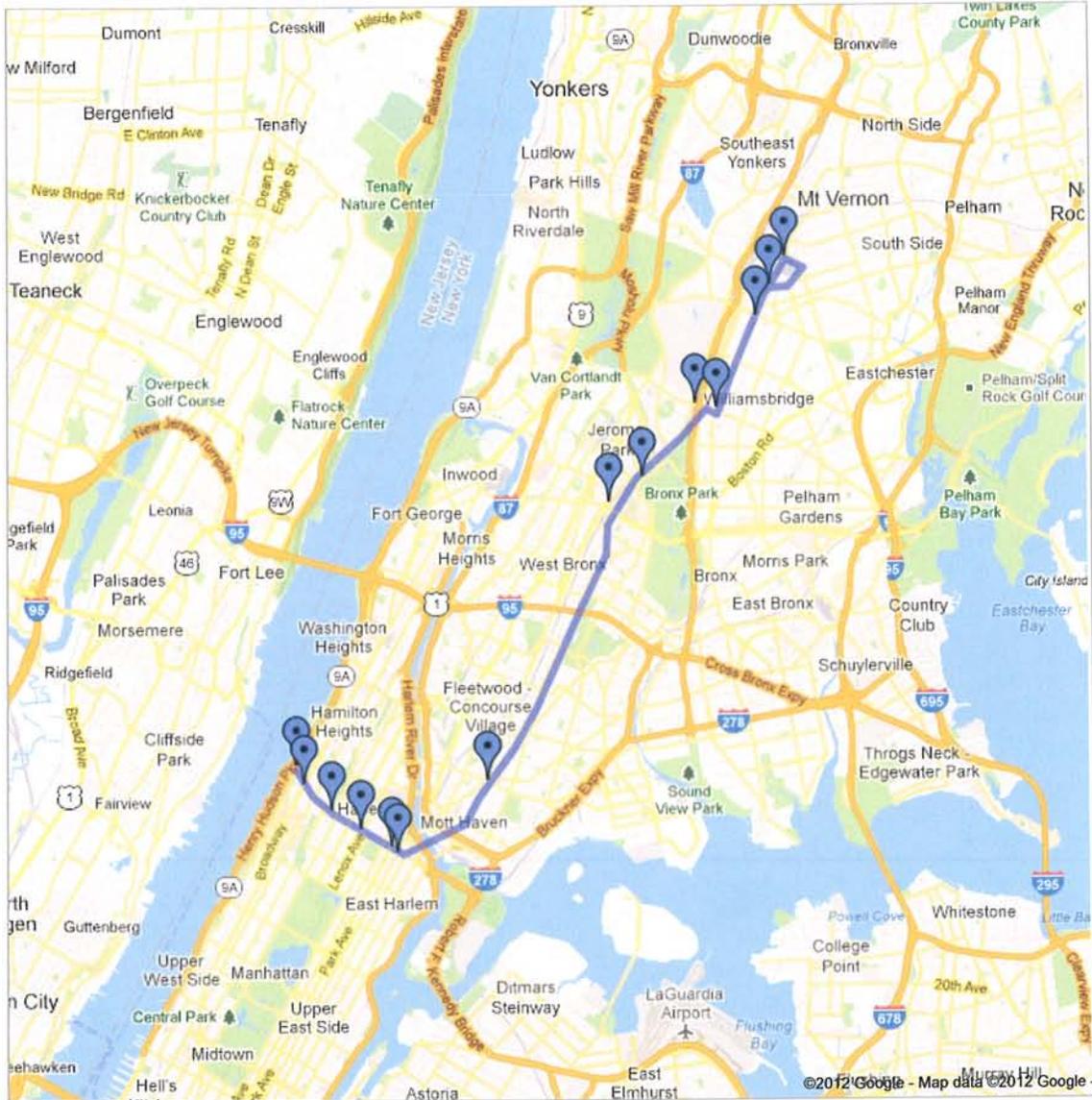
With this in mind, I am placing the suggestion of extending the Bx15 route to Williamsbridge replacing the Bx55 LTD (which will be eliminated) along with a new Bx15 SBS for the 125th Street corridor in Manhattan. The reason is that the Bx15 operates 24 Hour service while the Bx55 LTD operates Weekdays Only. While I placed the suggestion to extend the Bx15 route to Wakefield, East 241st Street **2** Station, the main intention is to service the Williamsbridge, East Gun Hill Road **2** **5** Station (and MetroNorth Station). The Bx41 Local and SBS is to be diverted to service the Norwood, East 205th Street **D** Station.

Further suggestions for M101 SBS (125th Street corridor) will be placed (at the 125th Street SBS meeting).

WRITTEN COMMENT RECIEVED AT MEETING



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Bx15 route and extension to Wakefield

The route extends mainly to replace the Bx41 in Wakefield (due to routing for LaGuardia Airport extension along with allowing direct connection from a White Plains Road bus service to this route along Webster Avenue). This is also to replace the Bx55 and to increase service along the White Plains Road corridor (sharing the corridor with the Bx39).

Public · 5 views
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-  West Harlem Terminal - 12th Avenue/West 125th Street
This is the Southwestern Terminal for the Bx15 route.
-  125 St
-  125 St
-  125 St
-  Harlem-125th St.

WRITTEN COMMENT RECIEVED AT MEETING

-  125 St
-  3 Av - 149 St
-  Fordham
-  Botanical Garden
-  Williams Bridge
-  Gun Hill Rd
-  233 St
-  Nereid Av
-  Wakefield - 241 St
-  Line 1