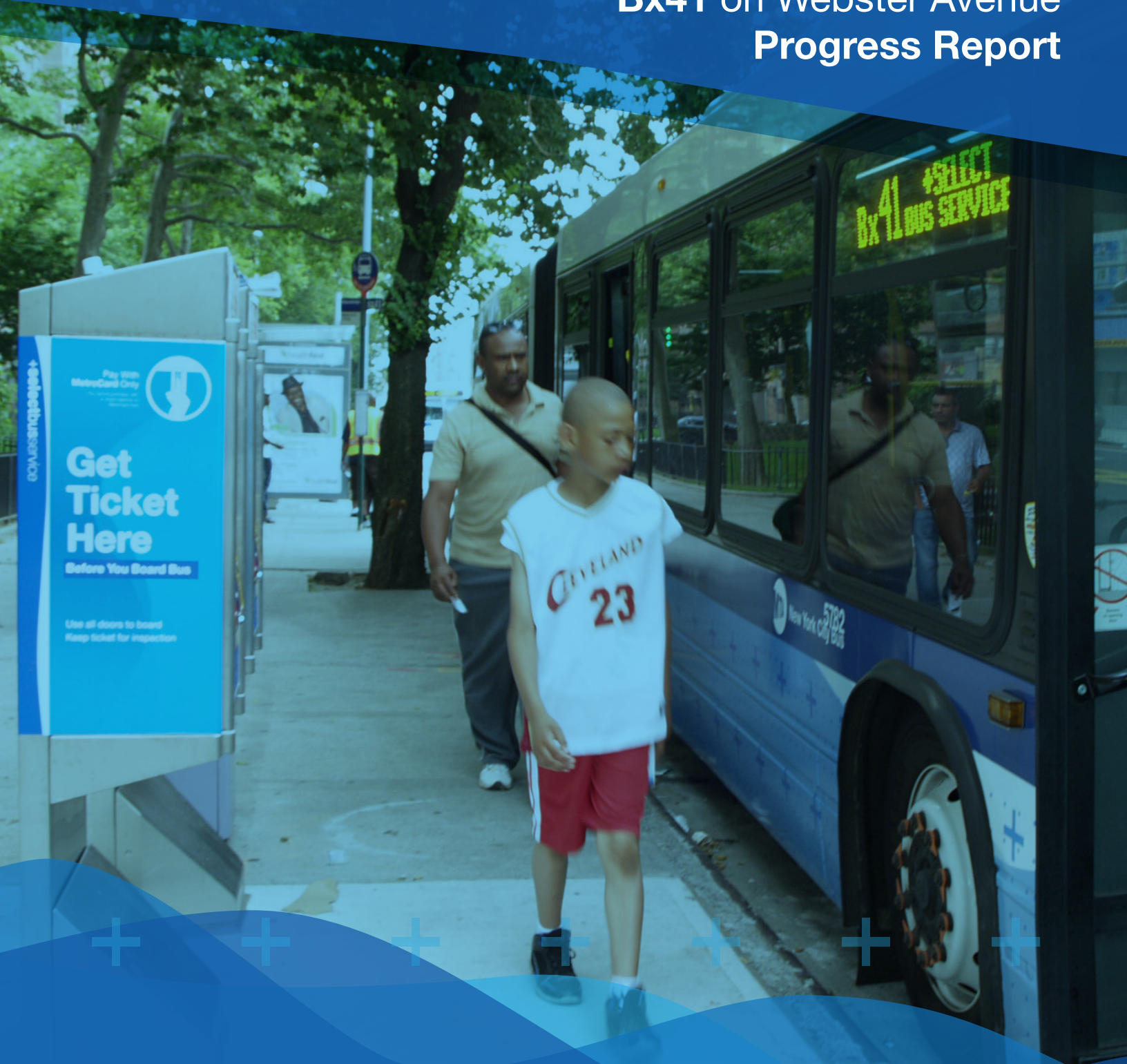


+selectbusservice

Bx41 on Webster Avenue

Progress Report



New York City Transit



STAY

STOP

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Executive Summary

Webster Avenue is one of the Bronx's important streets, providing connections from residential neighborhoods to major shopping centers and subway connections. The Bx41 bus route along Webster Avenue provides a critical transportation service for the corridor, connecting to three major commercial and transportation centers – The Hub, Fordham Plaza, and the Gun Hill Road Intermodal Terminal.

Prior to the beginning of Select Bus Service (SBS), Bx41 speeds were very slow and unreliable, due to traffic congestion, double parking, and high passenger boardings along the route.

On June 30, 2013, MTA New York City Transit (NYCT) and New York City Department of Transportation (NYCDOT) launched the Bx41 SBS along Webster Avenue. The Bx41 SBS improves bus speed and reliability through off-board fare collection, eight miles of offset bus lanes, and intersection traffic improvements. SBS also improved the passenger experience through improved scheduling, enhanced stations, and better customer information.

SBS generated a significant improvement in transit service in this corridor, all while maintaining general traffic flow and improving safety. Key project results include:

- 19-23% improvement in Bx41 SBS bus speeds (compared to the Bx41 LTD);
- 11-16% improvement in Bx41 Local bus speeds;
- 25% increase in Bx41 ridership;
- maintenance of traffic speeds and volume; and
- pedestrian safety improvements along the corridor.

These results were achieved through extensive outreach and coordination with community stakeholders, careful use of different priority treatments on different parts of the corridor, and the strong working partnership between NYCDOT and NYCT.

Working with the NYC Department of Design and Construction, NYCDOT and NYCT are also currently designing a capital project to construct additional improvements along Webster Avenue to support the Bx41 SBS. Construction is planned for 2015-2016 and will include additional resurfacing, bus bulbs (expanded sidewalks) at SBS stations on Webster Avenue, new street trees, planted medians, and pedestrian safety improvements.



Introduction

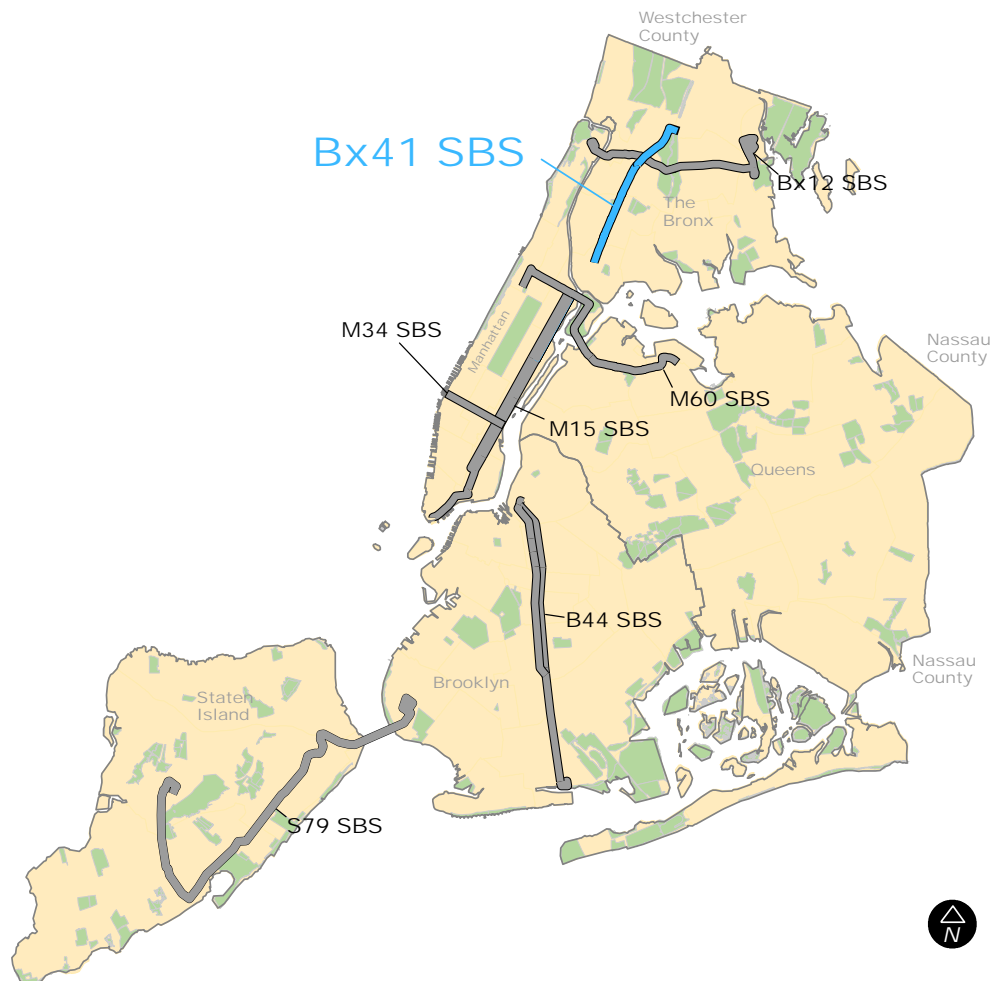
Select Bus Service in New York City

In 2004, the NYC Department of Transportation (NYCDOT), MTA New York City Transit (NYCT), and the New York State Department of Transportation began studying how Bus Rapid Transit (BRT) could improve transit service in New York City.

Through a process that involved detailed analysis and significant public outreach, the agencies developed a set of recommended routes that would be most appropriate for BRT improvements. These first five routes, known as Phase I, were included in PlaNYC 2030, the City's comprehensive sustainability plan. Beginning in 2008 with the Bx12 SBS, NYCDOT and NYCT have since implemented all of the five Phase I SBS routes.

The first two routes, the Bx12 in the Bronx and the M15 in Manhattan, both achieved a 15-20% reduction in travel time and significant ridership growth. Additionally, bus riders have been very responsive, with over 98% stating that they are either "satisfied" or "very satisfied" with the new service.

Following the success of the Phase I SBS routes, NYCDOT and NYCT have begun development on the next set of routes, as outlined in the 2010 Bus Rapid Transit Phase II Study. The Webster Avenue corridor was identified as the priority transit need in the Bronx and received significant community support at a Bronx BRT workshop in 2009.



Select Bus Service routes in operation



The Bx41 LTD (2012)

The Bx41 bus route

Webster Avenue is an important north-south street through the center of the Bronx, connecting three major commercial centers – The Hub, Fordham Plaza, and the Gun Hill Road Intermodal Terminal.

The Bx41 is the primary transit service on the corridor, and runs along Melrose Avenue, Webster Avenue and East Gun Hill Road. With most areas far from the subway and often up a steep hill, the Bx41 bus route is a particularly crucial service for the 200,000 people who live within a 10-minute walk of the route.

In 2012, based on strong community requests, as well as the demonstrated need for the service, the Webster Avenue corridor was selected as the first of the Phase II BRT routes to be implemented.

Specific concerns for the corridor that required attention included:

Slow and unreliable bus service – Prior to the launch of SBS, the Bx41 traveled at an average speed of seven miles per hour. For nearly half of its travel time, the bus was stopped at either bus stops or traffic lights. The bus was also unreliable - the typical one-way travel time varied by more than 20 minutes.

Pedestrian and traffic safety - Webster Avenue had one of the highest rates of vehicular accidents in the Bronx. Between 2006 and 2010, 1,663 crashes occurred along the project corridor, resulting in over 2,000 injuries and eight fatalities. Speeding was identified during the community outreach process as an issue of concern along the corridor.

Expected development and growth - The New York City Department of City Planning recently rezoned significant portions of the Webster Avenue corridor in order to encourage higher density residential and commercial development.

Project Planning

Public outreach

Stakeholder and community outreach was critical to incorporating community knowledge and feedback into the development of the Webster Avenue SBS project. Public outreach efforts that guided the design process included a Community Advisory Committee (CAC), public open houses, door-to-door business surveys, and other meetings with key stakeholders.

Community Advisory Committee

In February 2012, NYCDOT and NYCT convened a Community Advisory Committee (CAC) to provide guidance for the Webster Avenue SBS project. The CAC was comprised of a broad range of stakeholders, from elected officials to Community Boards to major area institutions.

The CAC's role was to provide input on project design, provide stakeholders with information to share with their constituencies about project details and outreach efforts, and ensure that key issues were identified and addressed. The CAC met every few months during the planning phase of the project.



Community Advisory Committee participants

Community Advisory Committee Meetings

1. February 6, 2012 – Project introduction and discussion
2. May 2, 2012 – Design ideas for the corridor
3. September 27, 2012 – Draft corridor design
4. November 29, 2012 – Traffic analysis and bus service changes

Project Goals

- 1. Speed buses and improve reliability**
- 2. Improve safety for all corridor users**, particularly pedestrians
- 3. Support community needs**, including maintaining access to existing businesses and residences and designing a project that will support future growth in the area

Public Open Houses

Public open houses were held at key points to involve the greater community in the project planning process. The open house format allowed members of the community to have one-on-one conversations with project staff and to review and comment on design plans. Three public open houses were held during the project planning process:

1. May 16, 2012 – Design ideas for the corridor
2. January 8, 2013 – Draft corridor design, traffic analysis, and bus service changes
3. June 5, 2013 – Bx41 SBS launch information

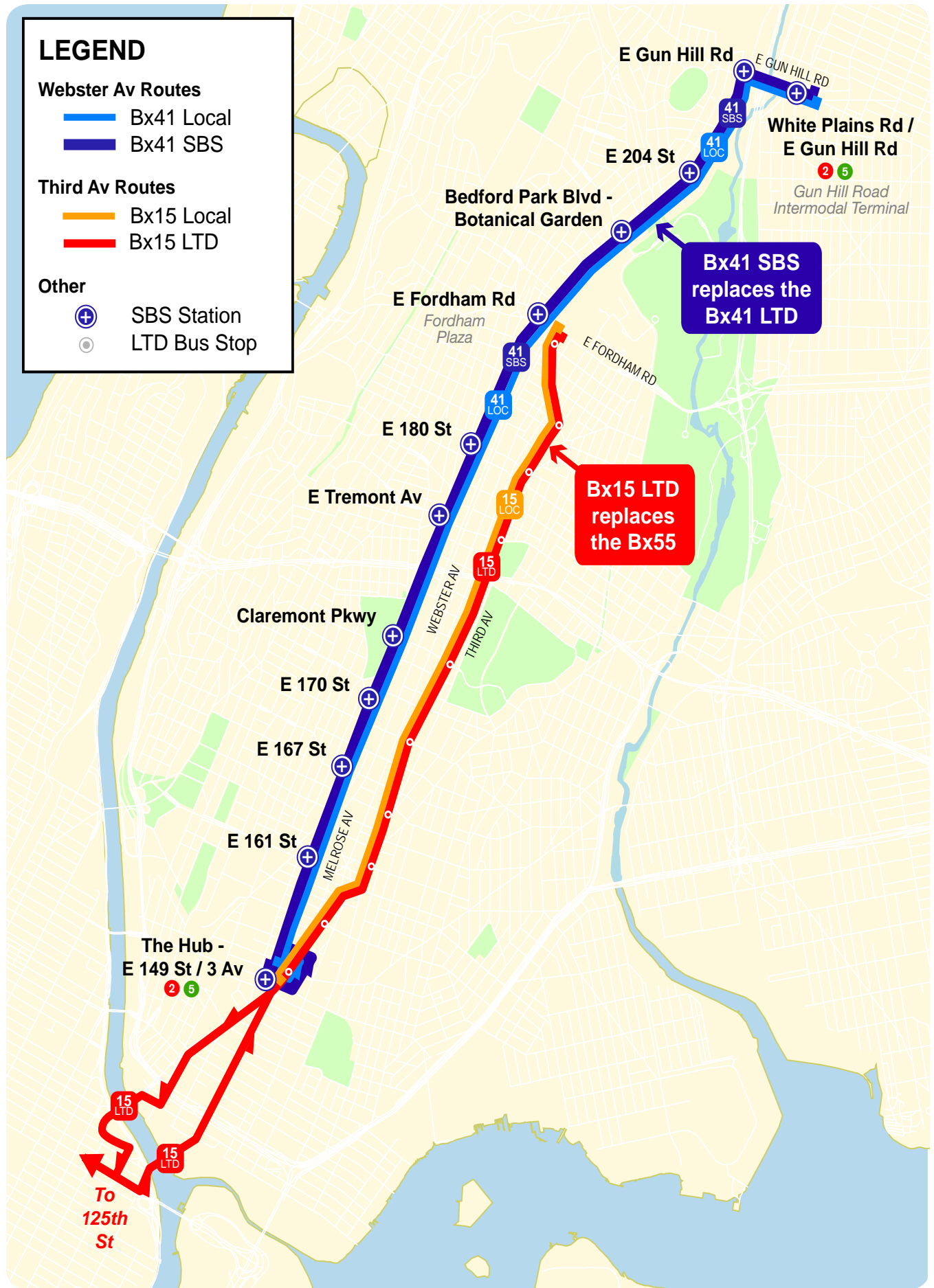
Stakeholder Meetings and Presentations

In addition to the CAC meetings and public open houses, NYCDOT and NYCT met with a variety of individual organizations to gain specific feedback about the project. These organizations included:

- Bronx Borough Board;
- Bronx Borough President's Office;
- Community Boards 1, 3, 4, 5, 6, 7;
- FDNY Office of City Planning;
- Fordham Road Business Improvement District;
- MTA ADA Compliance Coordination Committee;
- MTA Senior Citizens Advisory Committee;
- New York Botanical Garden;
- NYPD 52nd Precinct; and,
- William Hodson Senior Center.



Open House participants



Webster Avenue and Third Avenue bus routes

Service planning

The introduction of Bx41 SBS to Webster Avenue brought with it not only faster and more frequent bus service but a significant lengthening of the span of service. The Bx41 Limited route that it replaced only operated weekdays during peak hours on a 12-minute headway; the Bx41 SBS operates from approximately 6am to 9pm, seven days a week, with headways between 8 and 12 minutes.

With the introduction of Bx41 SBS, NYCT took the opportunity to restructure overlapping and parallel local bus service. Prior to that point, the Bx41 operated on Webster Avenue and the Bx15 operated on 3rd Avenue, a parallel corridor at most 0.3 miles away. The Bx55, the limited-stop replacement for the 3rd Avenue elevated subway service that was discontinued in 1973, also operated partly on Webster Avenue and partly on 3rd Avenue.

In conjunction with the Bx41 SBS launch, the duplicative portion of the Bx55 on northern Webster Avenue was eliminated, since the expanded span of the Bx41 covered this portion of the corridor. The remainder of the Bx55 route on 3rd Avenue was renamed the Bx15 Limited to more clearly indicate its pairing with the Bx15 Local. In addition, the interborough Bronx-to-Manhattan segment of the Bx15 is now served by the Bx15 Limited, making the limited-stop service the longer route, as is standard practice in New York City. Customers traveling between boroughs now enjoy the advantages of limited-stop service along 3rd Avenue.

SBS station locations

Bx41 SBS stations generally match the locations of former Bx41 Limited stops, with a few exceptions. After detailed analysis and consultation with the community, it was decided that the Bx41 Limited stops best served the major destinations along the corridor, including providing easy transfers to all connecting bus routes, while also providing beneficial BRT stop spacing.

At two locations, the northbound Bx41 Limited had two bus stops within a short distance. At The Hub, there were bus stops at both E 149 Street and Westchester Avenue; at Fordham Plaza, there were bus stops at both E 189 Street and Fordham Road. The Bx41 SBS stops only once at each of these major destinations in order to decrease boarding time.

Precise locations of some bus stops were adjusted with the introduction of SBS depending on specific circumstances such as: providing bus stops long enough to allow both the Bx41 SBS and Bx41 Local to pull safely to the curb; allowing for proper placement of fare machines; and avoiding land uses that would potentially interfere with the safe operation of the bus stop.

Wherever possible, the Bx41 Local stop was kept adjacent to the Bx41 SBS station. Some changes were made to local stops along the route, both on the Bx41 and on intersecting routes, to provide even stop spacing and to ensure safe locations for bus customers to wait.



Traffic planning

NYCDOT and NYCT collected detailed information about how buses, traffic, and pedestrians use the Webster Avenue corridor, as well as collecting data on parking, safety, and business needs along the corridor. This information was carefully analyzed to ensure that the street changes would result in improved conditions for bus riders and maintenance of traffic flow for all other vehicles on the street, while maintaining curb and property access along the corridor.

The project plan went through both the local (CEQR) and federal (NEPA) environmental review processes, qualifying as a Type II action and as a Categorical Exclusion, respectively.

The overall chosen corridor design for Webster Avenue converts the right-most travel lane into a dedicated bus lane, maintaining one mixed-travel lane and parking in each direction and maintaining left-turn storage bays where needed.

The street design improves the organization of traffic: buses, which make frequent stops, now travel exclusively in the right travel lane, while general traffic is able to utilize the left travel lane. This improvement, along with an optimized traffic signal plan, improves overall traffic flow for the corridor.

There were three intersections along Webster Avenue – at the Cross Bronx Expressway, E Tremont Avenue, and E Fordham Road -- where traffic congestion and safety were particularly problematic, resulting in slow speeds for both the Bx41 bus and general traffic as well as poor pedestrian conditions. During project planning, each of these locations went through a unique design process that included community feedback in order to develop solutions that would improve traffic flow and safety for all users. The resulting design for each location is described in greater detail on pages 12 and 13 of this report.

Webster Avenue & Cross Bronx Expy

Webster Avenue is a busy entrance to the Cross Bronx Expressway. During peak hours, a long queue of southbound vehicles formed on Webster Avenue leading to the on-ramp, clogging up the street for through traffic, including the Bx41 bus.

Improvements:

- **Converting Ittner Place to one-way westbound** improves access to the Expressway and allows the southbound left-turn lane to be converted to a thru lane.
- **Dual right-turning lanes** better accommodate the high vehicle volumes accessing the Expressway.
- **Dual thru lanes** allow traffic, including the Bx41 bus, to bypass congestion around the Expressway on-ramp.



Webster Avenue & E Tremont Avenue

Webster Avenue and E Tremont Avenue are high-volume roadways with moderate levels of pedestrian traffic, a disproportionately high volume of pedestrian jay-walking, and unconventional roadway geometries.

Improvements:

- **Simplified Valentine Avenue** design improves safety by organizing traffic flows between Webster Avenue and Valentine Avenue, improving sight lines, and creating protected pedestrian space.
- **New mid-block traffic signals** provide better pedestrian access to and from bus stops at this busy transfer point in the bus network.
- **Prohibited southbound left turns** eliminate the movement that caused the most crashes at this intersection.



Before - Looking southbound



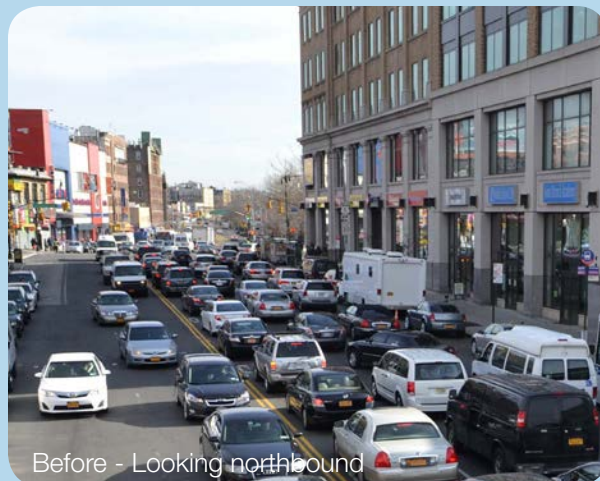
After - Looking southbound

Webster Avenue & E Fordham Road

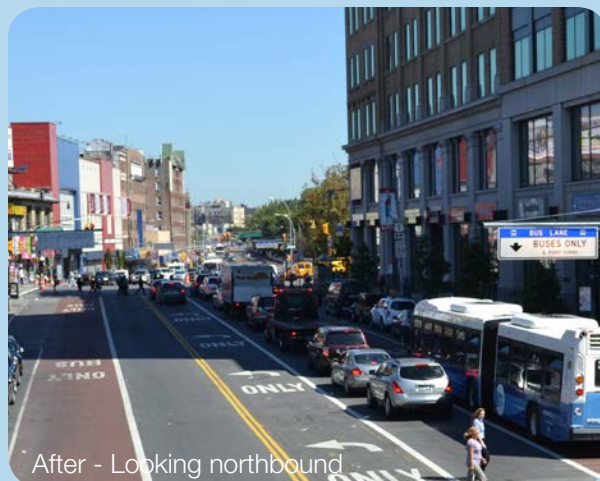
Webster Avenue and E Fordham Road is one of the busiest intersections in the Bronx. Both streets carry high volumes of general traffic, buses, and pedestrians.

Improvements:

- **Prohibited left turns** on E Fordham Road remove the conflict between left-turning vehicles and the high volume of pedestrians crossing Webster Avenue. The previously assigned left-turn signal time is reallocated to Webster Avenue.
- **Extended pedestrian refuge** on E Fordham Road protects pedestrians from conflicting left turns.
- **Lengthened left- and right-turn lanes** on Webster Avenue provide storage space for high-volume turning movements.



Before - Looking northbound



After - Looking northbound

Bx41 Select Bus Service Elements



Bus lanes

Eight miles of bus lanes (four miles in each direction) were installed on Webster Avenue from E 165 Street to E Gun Hill Road to support the launch of the Bx41 SBS. The bus lanes are painted terracotta red and are identified with large overhead signs as well as curbside signs.

Non-bus vehicles are allowed to enter the bus lanes to make the next available right turn, to quickly pick-up or drop-off passengers, or to access a parking spot or driveway. The bus lanes can be used by all buses on the corridor, including the Bx41 local buses.

The majority of the bus lanes on Webster Avenue are offset bus lanes, meaning they are one lane away from the curb. Offset bus lanes maintain space at the curb for parking and other curbside activity and are in effect at all times.

There are a few locations along the corridor, totaling less than 0.5 miles (6% of the total bus lane mileage), where it was necessary to install curbside bus lanes due to roadway geometry and traffic volumes. In residential

areas, the curbside bus lanes are in effect Monday through Friday, 7am to 7pm, allowing the curb to be used as parking overnight and on weekends.

Stations and branding

The development of BRT in New York City led to the creation of the distinct SBS brand. The unique brand, initially developed for the Bx12 SBS, has been used across all SBS routes in the city. Branded elements with unifying colors and logos include bus exteriors, fare machinery, bus stop signs, and customer information.

At launch, all SBS stations featured on-street MetroCard and coin proof-of-payment fare machines, wrapped with the SBS brand. New bus shelters were installed at key locations and informational materials were installed in all SBS shelters to aid in wayfinding and the off-board fare payment process. A capital project is currently in design that will create enhanced bus “bulb” stations at most SBS stops. See page 24 of this report (“Next Steps”) for more information.

Off-board fare collection

Under the off-board fare collection system, riders pay their fare before boarding, using MetroCard or coin fare machines located at each station to obtain a ticket. A typical station has two fare machines that accept MetroCards and one fare machine that accepts coins.



When the bus arrives, riders can then board the bus through any of the three doors and do not need to interact with the bus operator. The bus can therefore load and leave significantly faster. Overall, dwell time on the Bx41 SBS was reduced by 28% thanks to the new payment system.

NYCT security personnel, known as the “Eagle Team”, are responsible for enforcing the payment system. These employees, who are not peace officers, are a dedicated force devoted to fare inspection. The fare inspectors patrol the SBS route in teams and ask riders to show their proof-of-payment ticket. Any rider without a valid ticket is subject to the standard \$100 fare evasion fine. Inspectors are strategically deployed in a way that makes the potential penalty real to riders.

Customer service information

Customer service improvements are one of the important upgrades with Select Bus Service. Comprehensive fixed bus information is available at every SBS station including service frequencies, simple strip maps, and information on how to use the off-board fare collection system.

Additionally, NYCT has introduced Bus Time, a system that offers real-time bus information via text message, Internet or smartphone. Real-time information signs that display Bus Time information will also be installed at SBS stations along the corridor as part of the Webster Ave SBS Capital Project (see “Next Steps” on page 24 of this report).

Pedestrian improvements

In response to the strong community support for pedestrian safety improvements, NYCDOT installed nine pedestrian refuge islands and two longer medians as part of the project. The islands shorten crossing distances and provide a safe place for crossing pedestrians to wait in the middle of the street. NYCDOT also installed dedicated pedestrian space at E Tremont Avenue and E 205 Street / Parkside Place in order to improve pedestrian and traffic circulation.



Pedestrian improvements on Valentine Avenue near the intersection of Webster Avenue and E Tremont Avenue

Implementation

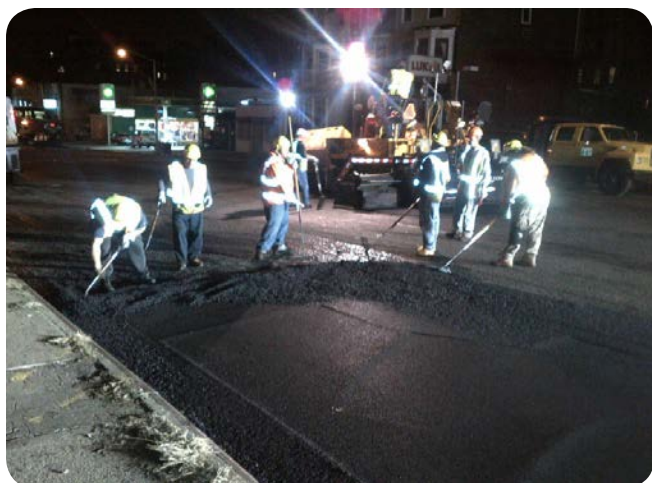
Construction

In the four months leading up to the launch of the Bx41 SBS, between March 2013 and June 2013, NYCDOT and NYCT crews and contractors worked to construct and implement the robust package of improvements described in the “Bx41 Select Bus Service Elements” section (pages 14-15) of this report.

NYCDOT crews also resurfaced the majority of Webster Avenue between E 165 Street and E 204 Street and built accessible pedestrian ramps in multiple locations.



NYCDOT contractors installed new bus shelters at key Bx41 SBS stations.



NYCDOT crews resurfaced the majority of Webster Avenue between E 165 Street and E 204 Street.



NYCDOT concrete crews built nine pedestrian refuges, two medians, and one sidewalk extension.



NYCDOT contractors painted more than 8 miles of terracotta bus lane.



NYCT crews and contractors installed both MetroCard and coin fare machines at Bx41 SBS stations.

Project launch

All elements described in the “Bx41 Select Bus Service Elements” section of this report (pages 14-15) were substantially in place for SBS service launch on June 30, 2013. In the month prior to the beginning of SBS service, a public open house was held in order to inform bus riders about the upcoming changes, in addition to posted notices on the buses, in subway stations, and at all Bx41 SBS stops.

For the first two weeks of service, a team of NYCT and NYCDOT employees were stationed as customer ambassadors at all SBS stations. These ambassadors assisted riders in all aspects of using the service, with a focus on explaining the new fare payment system to riders.



SBS Customer Ambassador



The Bx41 SBS rolls in to service

Project Results

Bus travel times

The Bx41 SBS operates 19 to 23% faster than the Bx41 Limited service it replaced. One-way northbound travel in the PM peak was reduced from 52 to 40 minutes. The Bx41 Local has also benefited from the bus lanes and traffic improvements on Webster Avenue with travel time reductions of 11 to 17%.

Bus travel times through key intersections including Fordham Road and the Cross Bronx Expressway were also significantly reduced due to bus priority treatments and signal and street improvements.

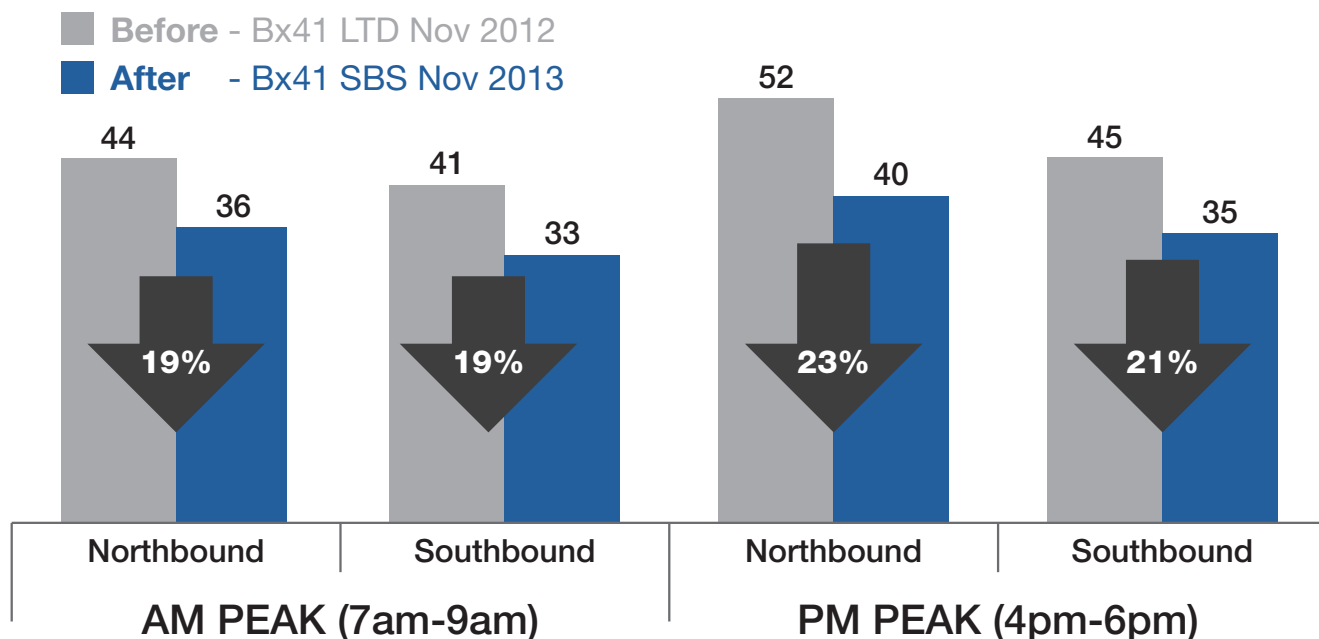
For example, SBS buses saved nearly 2 minutes per trip on average between E 187 Street and E 195 Street in the northbound direction during the AM peak and nearly 4 minutes per trip between E 179 Street and E 173 Street in the southbound direction during the PM peak.



Bx41 SBS buses saved nearly 2 minutes per trip on average near E Fordham Road.

The Bx41 SBS
operates 19 to 23%
faster than
the Bx41 Limited

Average Bx41 Weekday Travel Time (in minutes)



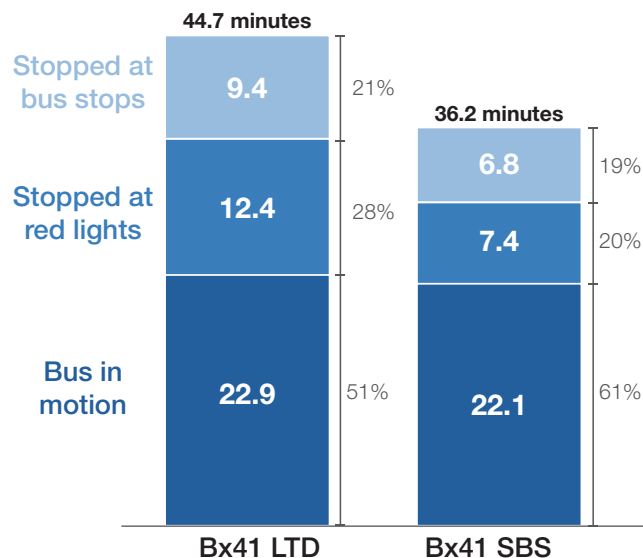
Bus delay

In addition to faster bus travel times, the dedicated bus lanes, off-board fare collection, and signal timing improvements have led to decreased bus delays and more reliable service.

During an average trip on the Bx41 Limited the bus was in motion only 51% of the time. An average Bx41 SBS bus is in motion 61% of the time. This translates to a time savings of 8.5 minutes per trip. It is anticipated that the rollout of Transit Signal Priority in 2015 will contribute to reductions in time spent at red lights as well.

Additionally, off-board fare collection significantly decreased the amount of time the bus spends loading and unloading passengers at the bus stop - from an average of 9.4 minutes to 6.8 minutes.

Types of Bus Delay
Average of all Bx41 SBS Trips



97% of Bx41 SBS riders are “satisfied” or “very satisfied”



Customer satisfaction

Bx41 SBS ridership has been growing and overall customer satisfaction has been very high. Customer satisfaction surveys were conducted both before and after the implementation of SBS to gauge and compare overall rider satisfaction.

Riders who were interviewed on the SBS overwhelmingly liked the service and felt service had improved over the prior Limited stop service, while Bx41 Local riders also generally felt that the introduction of SBS had improved Bx41 service.

Those who favored the Bx41 SBS cited faster rides and shorter waits. Among those interviewed on the Bx41 SBS, 97% are “satisfied” or “very satisfied”; among Bx41 Local bus riders, this figure is 90%.

Ridership

Bx41 route

Ridership on the Bx41 has steadily grown since the Bx41 SBS launched on June 30, 2013. Total Bx41 ridership increased nearly 25%, a portion of which is attributed to customers switching to the Bx41 from the former Bx55 north of Fordham Road.

During the first month of service, more riders chose to ride the Bx41 Local. However, over the first nine months of service, the proportion of riders choosing to ride the Bx41 SBS grew to 53%, indicating the increasing popularity of the service.

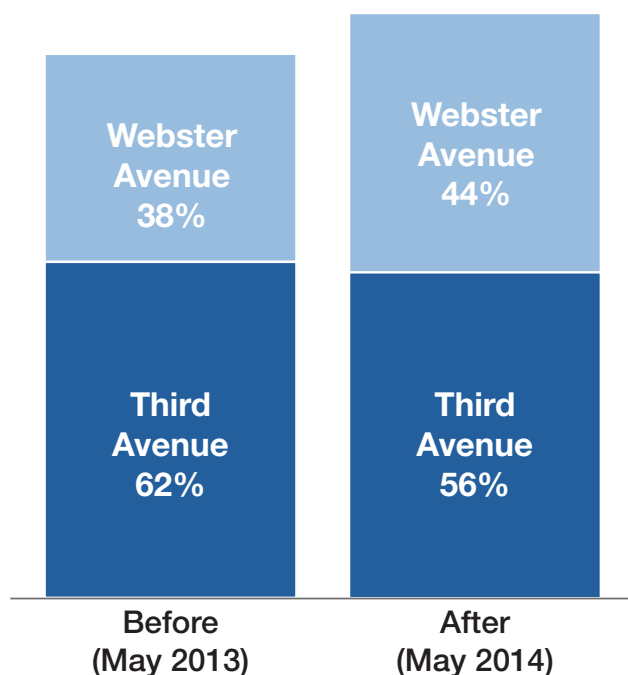
Third / Webster Avenue Corridor

Ridership on the Third / Webster Avenue corridor as a whole between The Hub and Fordham Road on the Bx41 and Bx15/55 has increased more than 7%, up approximately 3,400 daily riders.

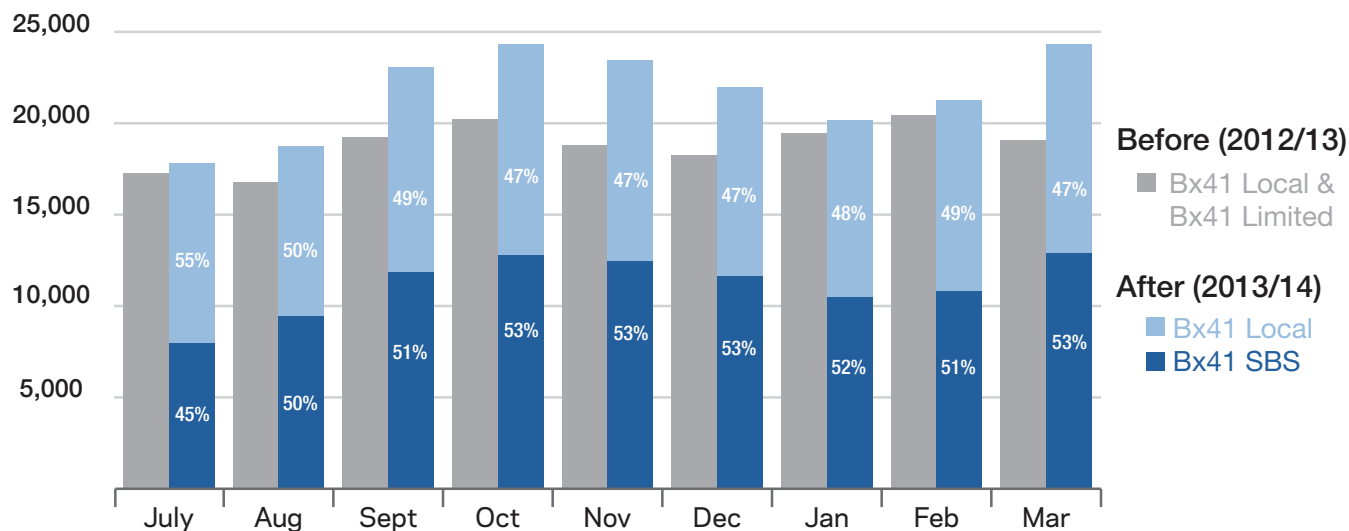
Some riders are also choosing to ride along Webster Avenue rather than Third Avenue to take advantage of the faster trip that the Bx41 SBS provides. Between The Hub and Fordham Road, the proportion of riders on Webster Avenue grew from 38% to 44%, indicating a slight shift from previous ridership patterns.

Total Bx41 ridership increased nearly 25% since introducing SBS

Average Weekday Ridership
between The Hub and Fordham Rd



Average Bx41 Weekday Ridership



Traffic patterns

Two primary metrics - travel time and traffic volumes - were used to analyze traffic patterns after implementing bus lanes and other roadway design changes as part of the Webster Avenue SBS project. The metrics are discussed in detail below.

Travel Time

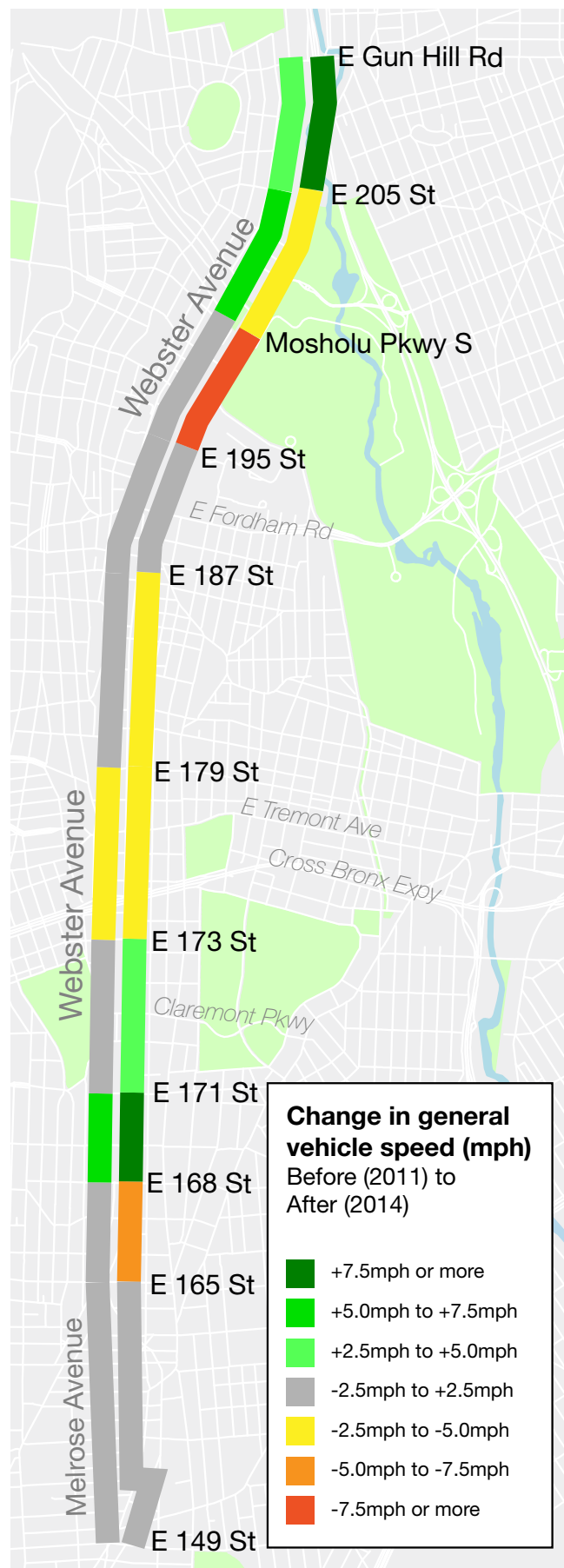
General vehicle travel times were collected in 2011 (“before”) and in 2014 (“after”) to measure the effects of the project on general vehicle travel speeds. This data was collected using in-vehicle GPS recorders.

For the Melrose / Webster Avenue corridor as a whole, there was minimal change in travel speeds. The average speed of a northbound trip increased by 1% from 12.1 to 12.3 mph and the average speed of a southbound trip increased by 7% from 11.4 to 12.1 mph.

At the north end of the corridor and near E170th Street and Claremont Parkway, traffic speeds increased significantly due to signal timing improvements. Travel speeds in the most congested sections of the corridor, including E Fordham Road and the Cross Bronx Expressway, were generally unchanged or saw slight decreases.

Average Travel Speed Webster Avenue

Corridor Segment	Northbound		Southbound	
	2011 (mph)	2014 (mph)	2011 (mph)	2014 (mph)
E 149 St - E 165 St	11.5	10.1	10.8	11.5
E 165 St - E 168 St	23.6	17.8	14.8	15.0
E 168 St - E 171 St	6.2	16.7	5.6	13.0
E 171 St - E 173 St	15.7	20.3	15.6	16.9
E 173 St - E 179 St	12.0	9.4	12.9	8.1
E 179 St - E 187 St	18.8	15.9	15.4	13.1
E 187 St - E 195 St	8.3	7.1	7.4	7.4
E 195 St - Mosholu Pkwy S	22.2	14.0	9.9	10.8
Mosholu Pkwy S - E 205 St	14.2	11.7	14.9	21.6
E 205 St - E Gun Hill Rd	9.0	21.5	22.2	26.4
End-to End	12.1	12.3	11.4	12.1



Change in vehicle speed (mph) from 2011 to 2014 based on in-vehicle GPS travel time runs

Traffic Volume

Hourly traffic volumes were collected at five key locations along Webster Avenue in November 2011 (“before”) and in November 2013 (“after”). As seen in the charts on page 30, Webster Avenue continues to carry similar traffic volumes in the PM peak hour (5:00-6:00pm) as it did before the introduction of bus lanes.

In two locations – southbound at the Cross Bronx Expressway and northbound at E Fordham Road – Webster Avenue now carries significantly more traffic than it did in 2011. At the Cross Bronx Expressway, significant roadway design changes were implemented as part of the project to

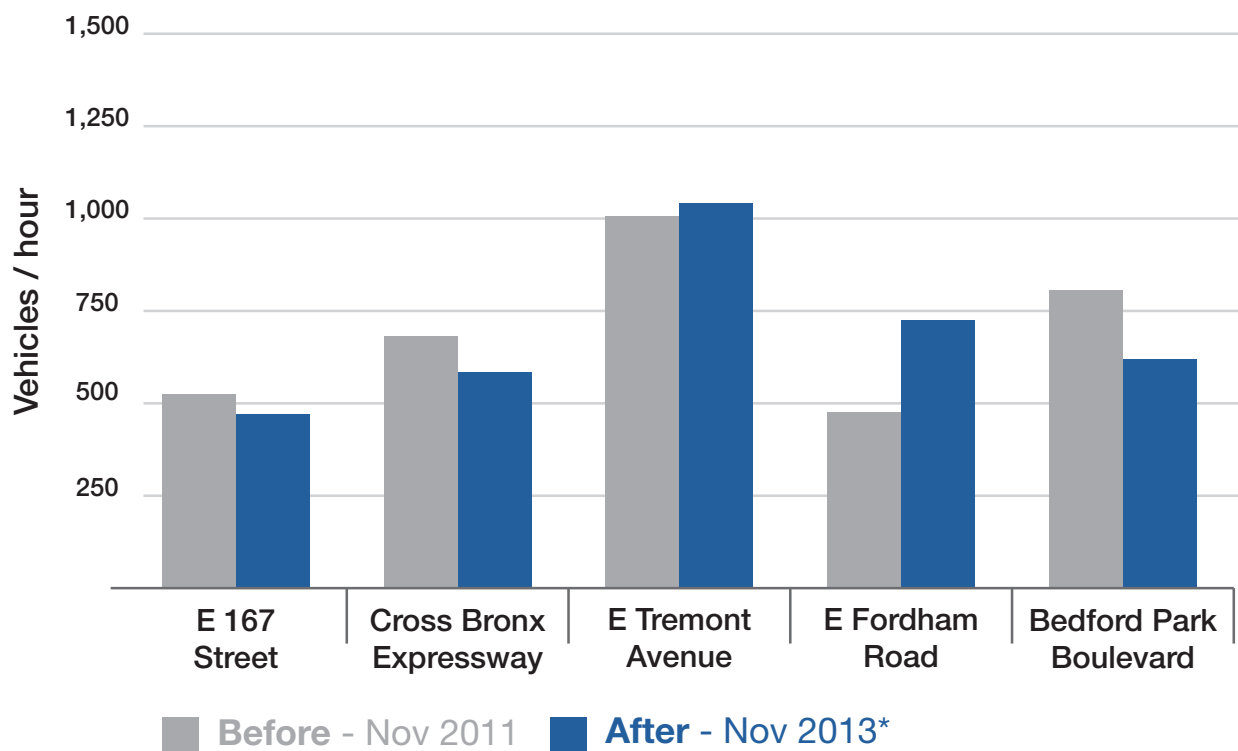
improve southbound traffic flow, which increased the overall capacity of Webster Avenue southbound (see “Traffic Planning” on page 12 of this report).

The increase in northbound volume at E Fordham Road is likely due to the traffic changes associated with the Fordham Plaza project, which closed Third Avenue to general traffic, thus diverting more traffic to Webster Avenue. The increase in volume was anticipated during the project planning phase and was accommodated through signal timing changes (see “Traffic Planning” on page 13 of this report).

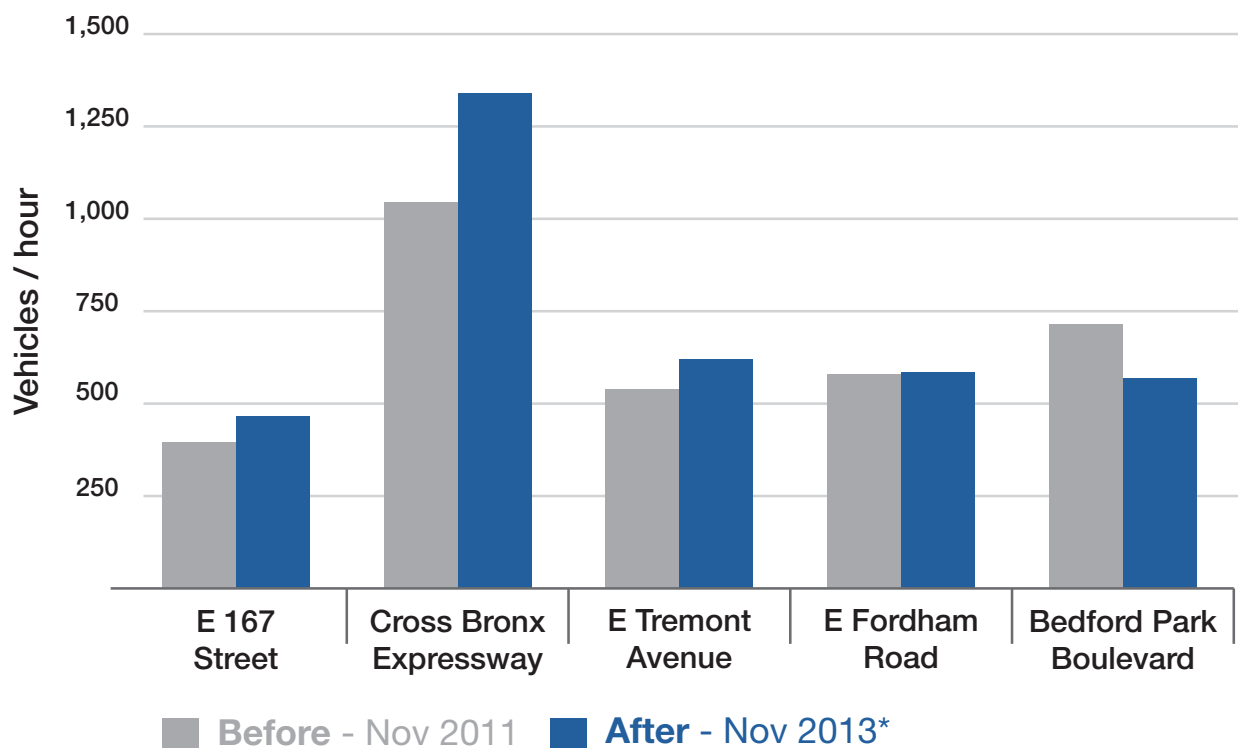


Webster Avenue & Bedford Park Boulevard

Webster Avenue Northbound Traffic Volumes Average Weekday Peak PM Hour



Webster Avenue Southbound Traffic Volumes Average Weekday Peak PM Hour



* The E Fordham Road "after" data is from May 2014

Next Steps

Transit signal priority

Active transit signal priority technology allows buses to communicate with upcoming traffic signals to shorten red or extend green signals by a few seconds at a time to further improve bus travel times and service reliability. This enhancement is expected to be installed along the Bx41 SBS corridor in 2015.

Select Bus Service to LaGuardia Airport

During the Webster Avenue SBS public meetings, many members of the community expressed interest in a future expansion of the Webster Avenue SBS route to LaGuardia Airport via the Robert F. Kennedy Bridge. This route is under consideration; however, it is currently unfunded in the MTA budget.

Capital project

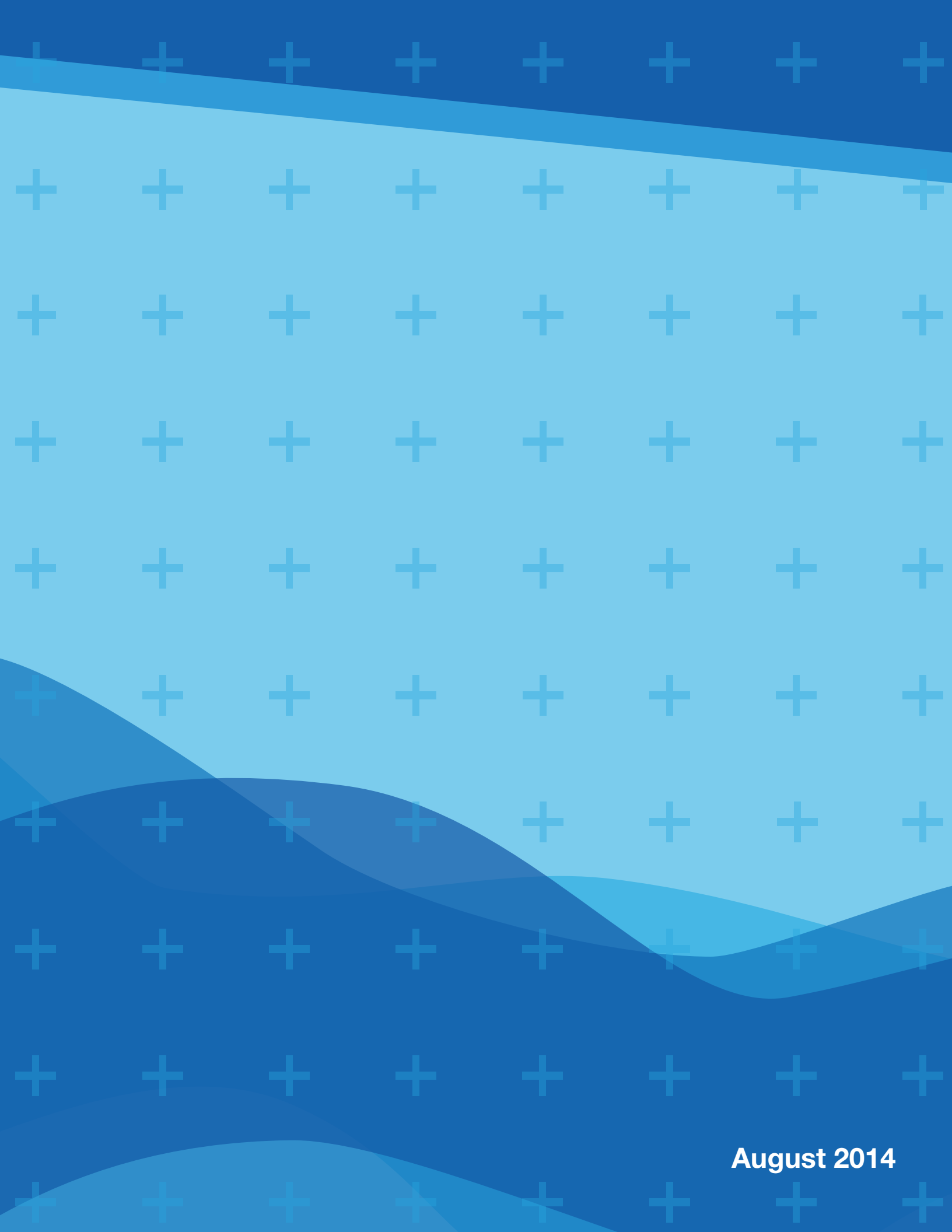
In partnership with the NYC Department of Design and Construction, NYCDOT and NYCT are currently designing a capital project to construct additional improvements along Webster Avenue to support the Bx41 SBS. Construction is planned for 2015-2016 and will include:

- Resurfacing the portions of Webster Avenue south of E 205 Street that were not resurfaced in 2013;
- Building bus bulbs (expanded sidewalks) at SBS stations on Webster Avenue;
- Planting additional street trees and building planted medians, where possible;
- Additional pedestrian safety improvements including neckdowns and new pedestrian-only areas; and
- Widening the sidewalk on the east side of Webster Avenue between E 193 Street and E 197 Street.



Example of a Select Bus Service bus bulb on Nostrand Avenue, Brooklyn





August 2014