Agenda

• Project background

• Community Board 2 improvements
  – 163rd Street proposed design

• Other corridor improvements
  – 161st Street design alternatives
  – Elton Avenue proposed design

• Questions and discussion
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%
- Public Transit: 15%
- Work from home: 10%
- Walk: 3%
- Other: 5%

Source: 2010-2014 ACS 5-Year Estimates ¼ mile from Bx6 corridor
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:
- 10-30% faster bus speeds
- About 10% increase in ridership
- More reliable service
- Customer satisfaction of 95%
- Safer streets / reduction in crashes

There are 12 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

- More attractive, appealing bus stops
- Better trip information for riders to know when the bus is coming
- More comfortable wait for the bus

- Better visibility for pedestrians, bus operators, and drivers
- Clearer, shorter pedestrian crossings
Bx6 SBS Project Goals

• Improve bus speeds

• Address bus boarding and vehicle organization issues in front of courts

• Improve pedestrian conditions

• Maintain and better organize traffic flow
Data Collection & Community Engagement

- **Bronx Kickoff Meeting** (November 2015)
- **Bronx/Manhattan On-street Outreach** (November 2015 – June 2016)
  - During AM peak at six locations
  - Received 578 individual comments and distributed over 1,300 Bx6 SBS information cards in English and Spanish
- **Traffic and Pedestrian Data Collection** (October 2015 – June 2016)
- **Online Feedback Portal** (launched November 2015)
  - Received 59 location-specific comments
- **Bronx Elected Officials Briefing** (April 2016)
- **Bronx Community Board Meetings** (May 2016)
- **Manhattan Community Board Meetings** (June 2016, September 2016)
- **Small Stakeholder Meetings** (June 2016 – present)
- **Bronx Borough President Meetings** (October 2016 – February 2017)
Bx6 Service Plan

Existing Bx6

Bx6 SBS
Stops only at SBS stops

Bx6 local
Stops at every stop
Hunts Point Bus Stops

Replace cobblestone at three Hunts Point Av bus stops:
- Garrison Av Eastbound
- Gilbert Pl Eastbound
- Seneca Av Westbound

Bus stop to be maintained as Bx6 local stop

Existing: Hunts Point Av & Garrison Av Eastbound
Existing Bx6 Bus Speeds
Westbound 7-10 AM

Grand Concourse Tunnel Entrances

Bus Speeds (MPH)
- 3 - 4
- 5 - 6
- 7 - 8
- 9 - 10
- 11+
Existing Bx6 Bus Speeds
Eastbound 7-10 AM
Proposed Bus Lanes
163rd Street Proposal
Existing – Simpson St to Southern Blvd
Proposed – Tiffany St to Fox St
Proposed – Simpson St to Southern Blvd

Add ~3 seconds of green time

Right-turns allowed from bus lane
Questions on 163rd Street Improvements?
161st Street
Existing Conditions
East of Tunnel: Courthouse Congestion

- Traffic backup upstream
- Bus pickup / drop-off two lanes from curb
- Parking in No Standing Anytime zone
- Parking in bus stop
- Double parking
Existing

Eastbound curbside bus lane, M-F 7am-7pm
161st Street Alternatives
**Alternative 1: Two-Way Bus Tunnel**

- **Adds vehicle capacity at approach**
- **Removes curbside bus stops creating legal parking/curb access**
Alternative 1: Two-Way Bus Tunnel

- Most beneficial for 25,000 daily bus riders
- Straightforward design for drivers
- Traffic works eastbound at Sheridan Ave
- Traffic would experience more delays westbound at Sheridan Ave
Exploring further geometry changes to improve eastbound traffic flow

Alternative 2: One-Way Bus Tunnel
Alternative 2: One-Way Bus Tunnel
Existing

161st St & Sheridan Av
Looking West
Alternative 2: One-Way Bus Tunnel

161st St & Sheridan Av
Looking West
Existing

161st St & Sherman Av
Looking East
Alternative 2: One-Way Bus Tunnel

161st St & Sherman Av
Looking East
Alternative 2: One-Way Bus Tunnel

• Beneficial for 25,000 daily bus riders
• No significant traffic impacts
• Addresses boarding issue in front of courts
Elton Avenue Proposal
Existing – Elton Av/Washington Av/163rd St

- Very wide lane
- Unsignalized double right-turn
- Unused space

Washington Av

Elton Av

163rd St
Next Steps

• Winter 2017
  – Begin fare machine installation at SBS stops
  – Discuss proposed street design with other Community Boards, elected officials, and stakeholders
  – Finalize street design based on feedback

• Spring 2017
  – Implement street design
  – Replace cobblestones in Hunts Point bus stops

• Summer 2017
  – Launch Bx6 SBS service

• 2018-2020
  – Design and implement capital project
Questions and Discussion