



New York City Transit

# Webster Avenue Select Bus Service

Community Advisory Committee Meeting | February 6, 2012 | 6:30pm | Lincoln Hospital

# Agenda

- Introductions
- BRT/SBS in New York City
- Webster Avenue Corridor
- Discussion
- Next steps

# Community Advisory Committee (CAC)

## Composed of representatives from:

- Elected officials
- Community boards
- Community organizations
- Business representatives
- Major Institutions



## Role:

- To provide input and guidance during project design and implementation
- To help relay important project information and updates to your constituents and members

# Outreach process

- Community Advisory Committee
- Public Open Houses
- Targeted efforts for bus riders and local businesses along the corridor



# Project goals



1. Speed buses and improve reliability



2. Improve safety for all corridor users



3. Support community needs

# Bus Rapid Transit & Select Bus Service

**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
- Passenger comfort & convenience

**Select Bus Service (SBS)** - New York City's version of BRT, first used on the Fordham Road-Pelham Parkway Bx12 SBS route

# Features of Select Bus Service

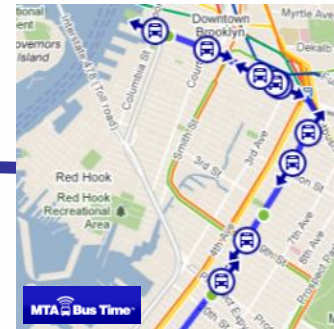
**Bus  
lanes**



**Branding**



**Passenger  
info**



**Stations**

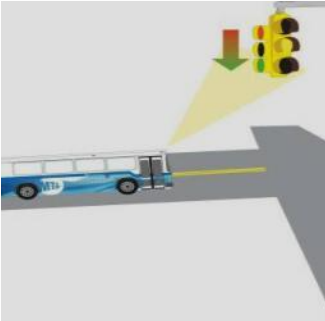


**SBS**

**Faster  
fare  
collection**



**Bus  
signal  
priority**



# BRT Phase I Corridors

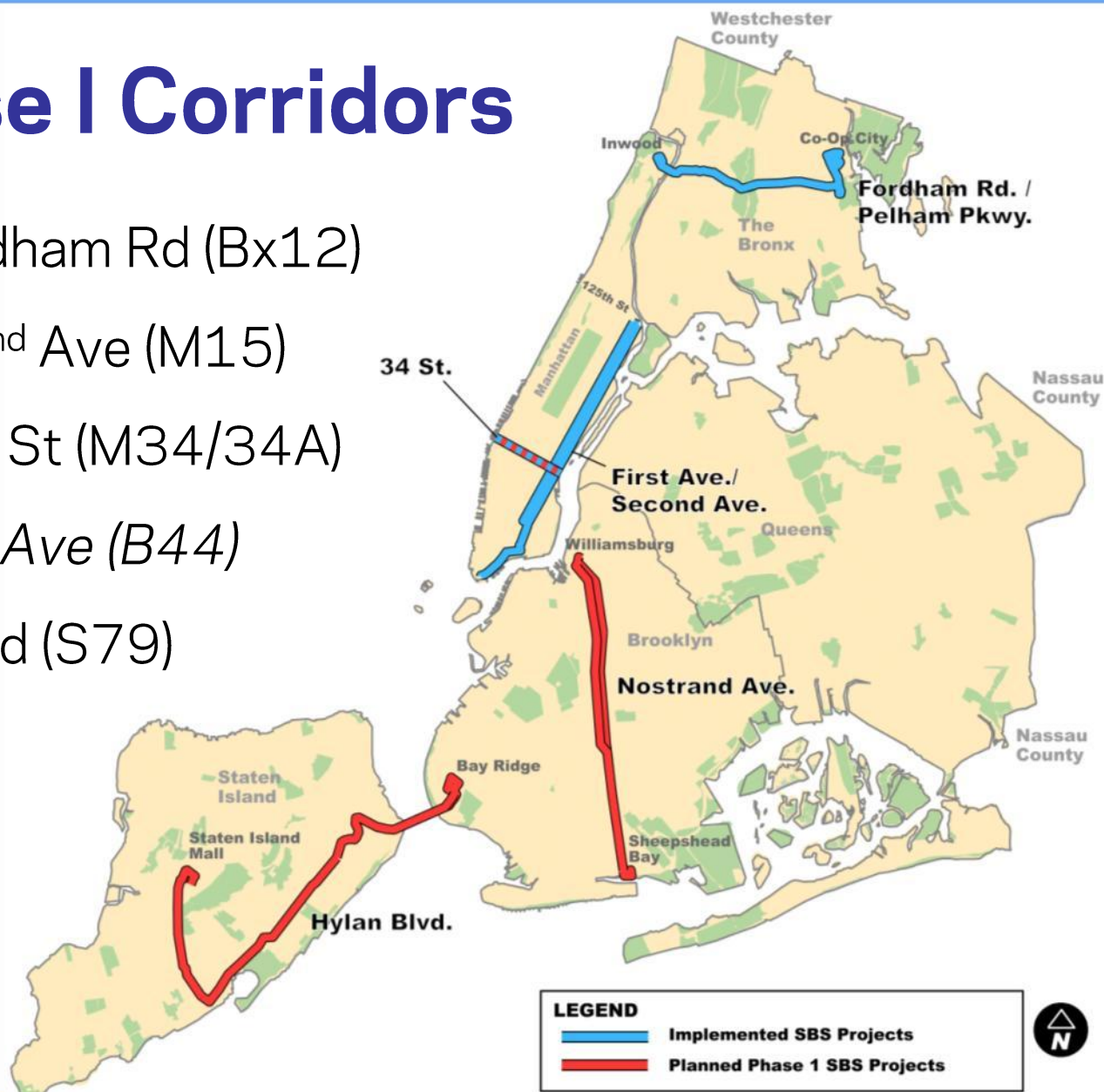
**June 2008** Fordham Rd (Bx12)

**Oct 2010** 1<sup>st</sup>/2<sup>nd</sup> Ave (M15)

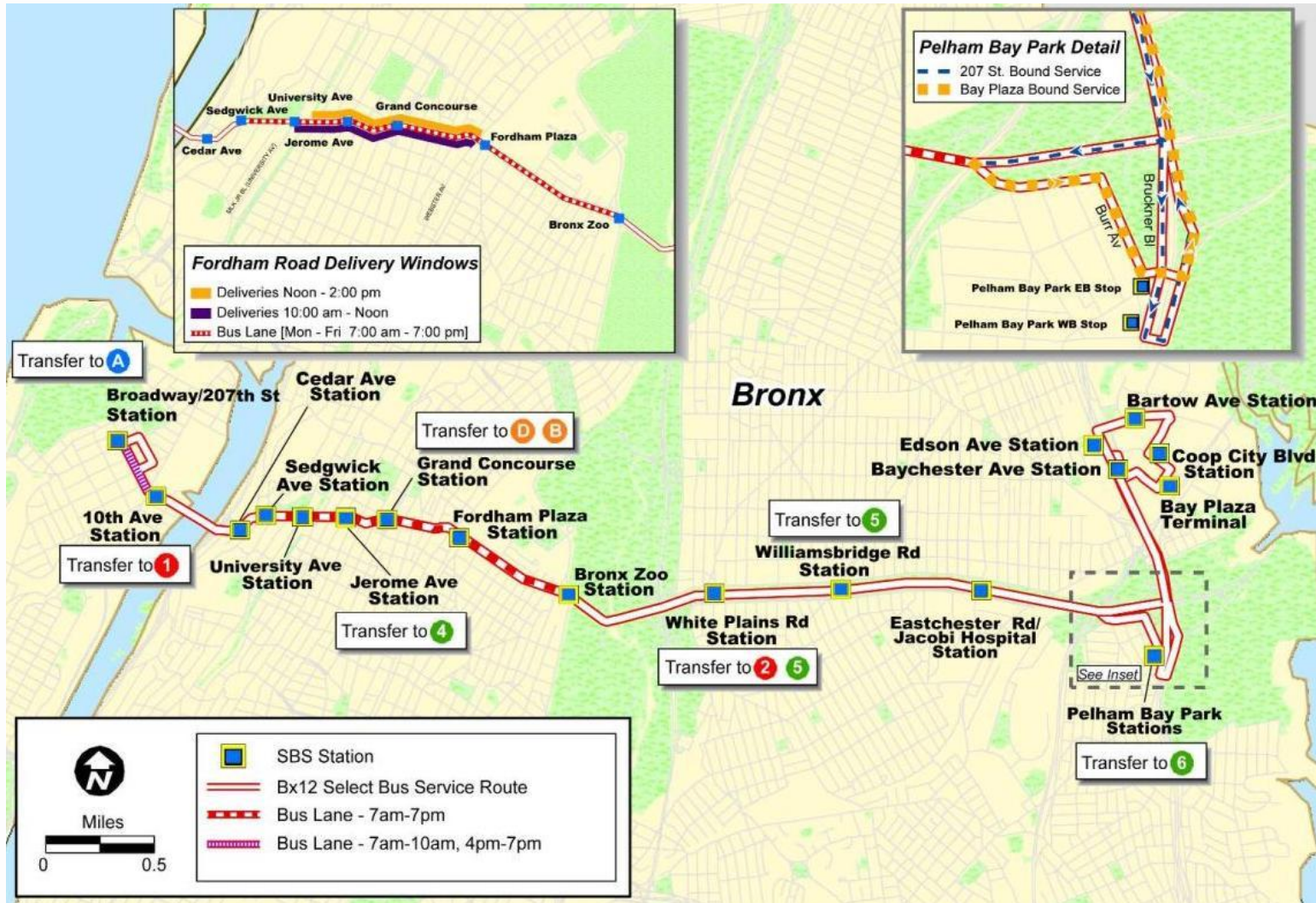
**Nov 2011** 34th St (M34/34A)

**2012** Nostrand Ave (B44)

**2012** Hylan Blvd (S79)



# Bx12 SBS | Fordham Rd/Pelham Pkwy



# Bx12 SBS | Features

- New/upgraded bus lanes
  - Curbside 7am-7pm lanes
  - Red coloration
  - Overhead signs for visibility
  - “Delivery Windows” in retail core
- Off-board fare collection
- Transit Signal Priority
- Simplified Service Pattern
- New Shelters



# Bx12 SBS | Results



## **Implementation**

June 2008

## **Travel Time**

20% reduction in running time

## **Ridership**

7% increase from June 2008 to June 2009

## **Customer Satisfaction**

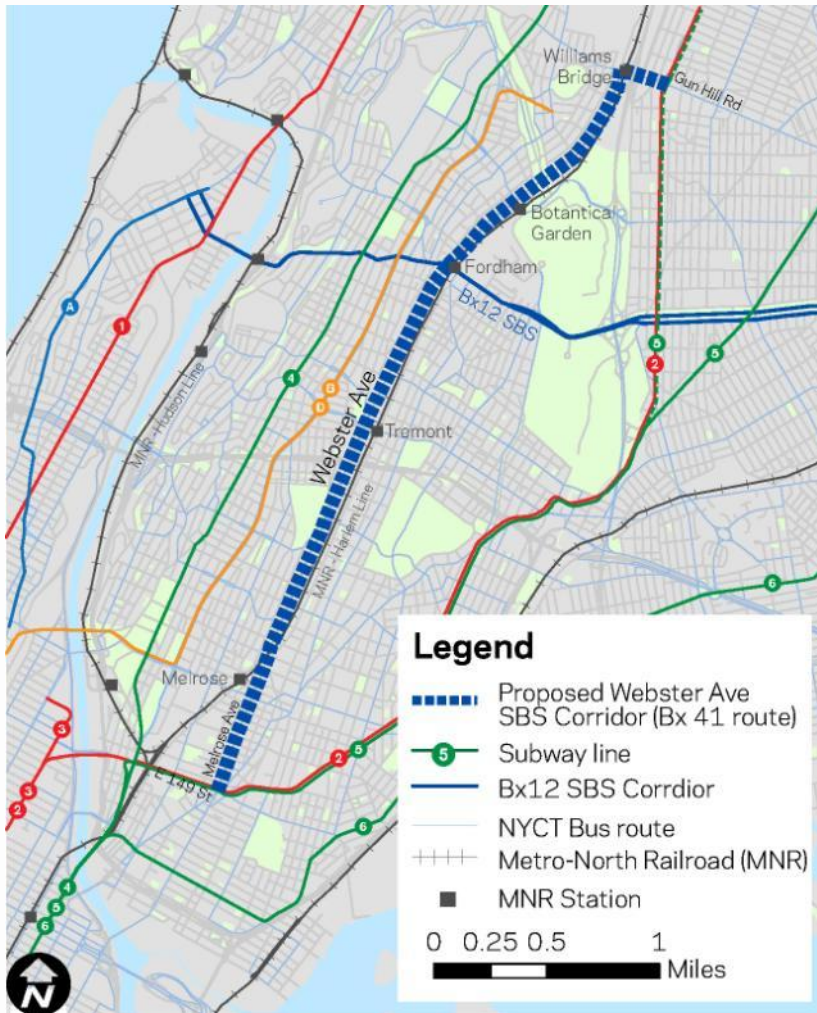
98% satisfied or very satisfied

# BRT Phase II Study

- Recommendations based on a series of community workshops in 2009 and technical analysis
- Webster Ave Corridor:
  - received the **highest overall ranking of potential new BRT routes** in the Bronx community workshop
  - selected as the **highest priority Phase II corridor** for the city



# Webster Avenue Corridor



- Based on the existing Bx41 route
- 5.3 miles long
- Within a quarter mile of the corridor:
  - 125,000 residents
  - 74% of households do not own a car
  - 61% of residents commute by transit

# Webster Avenue Corridor

E Fordham Rd



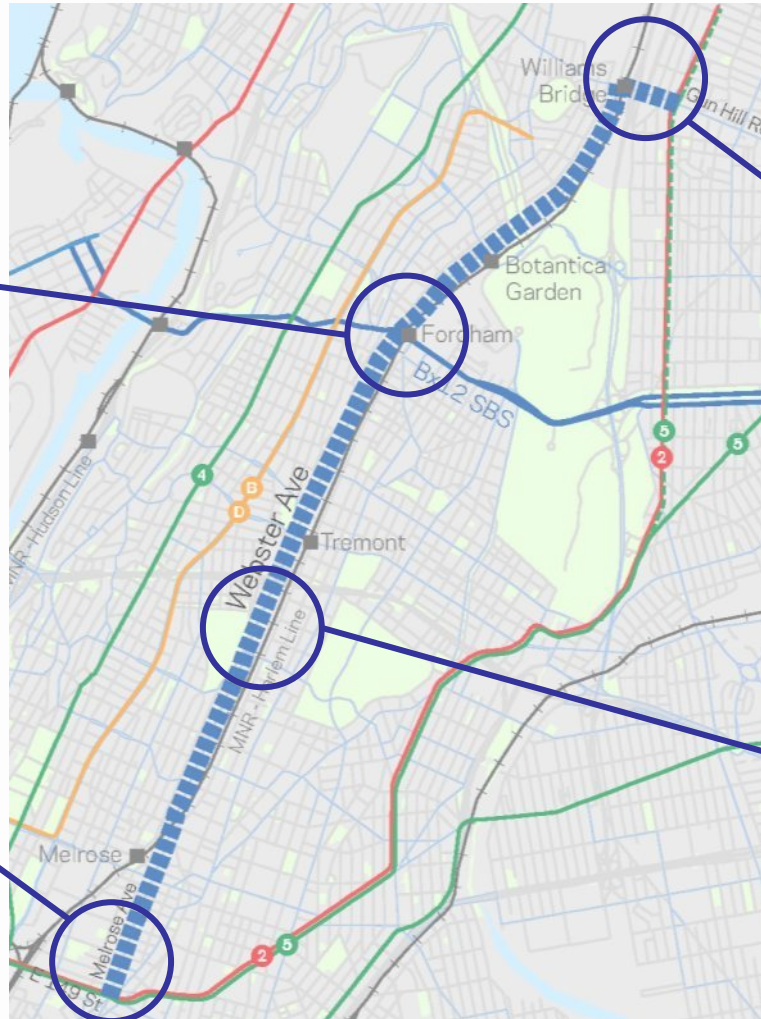
E Gun Hill Rd



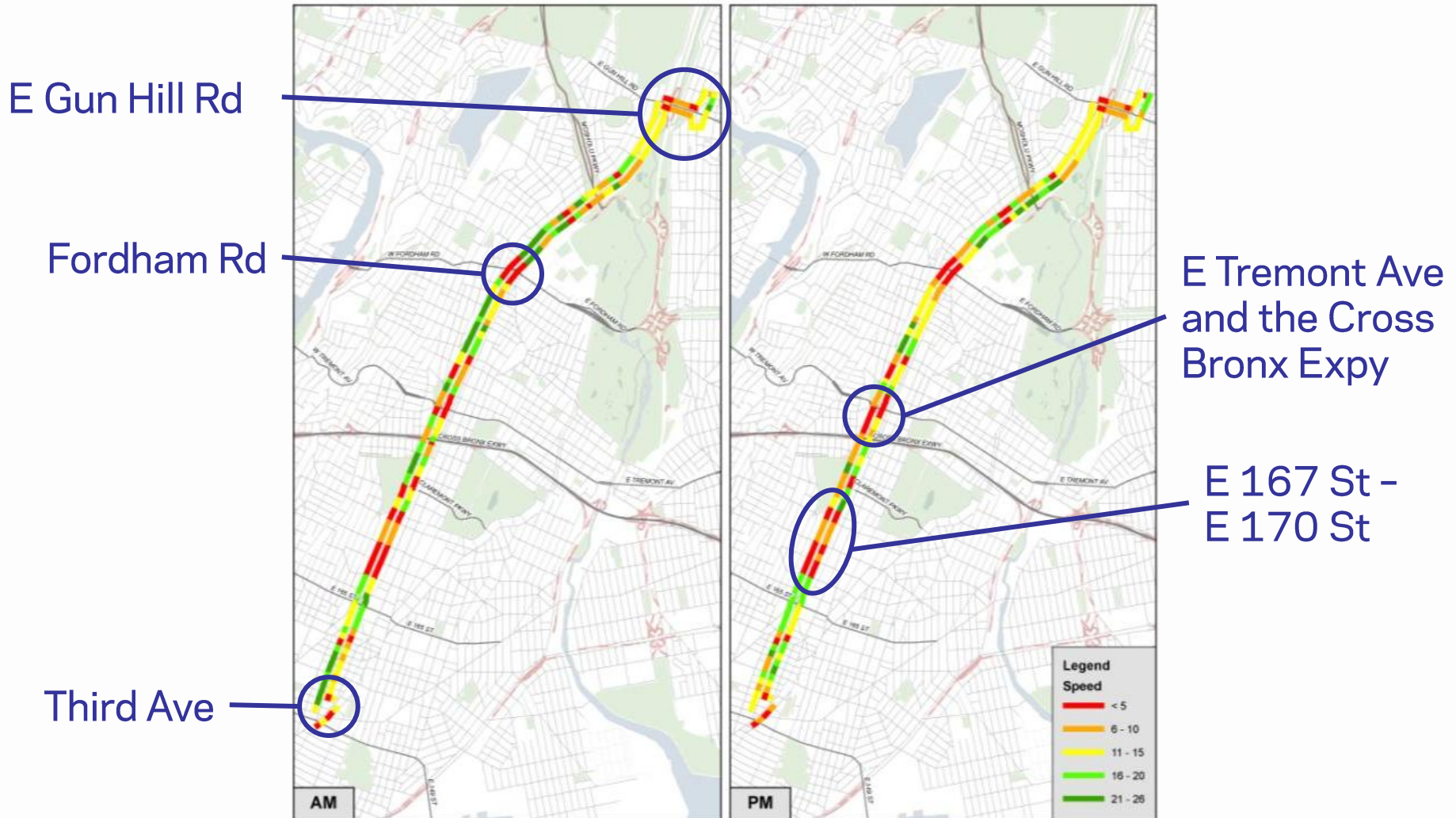
The Hub



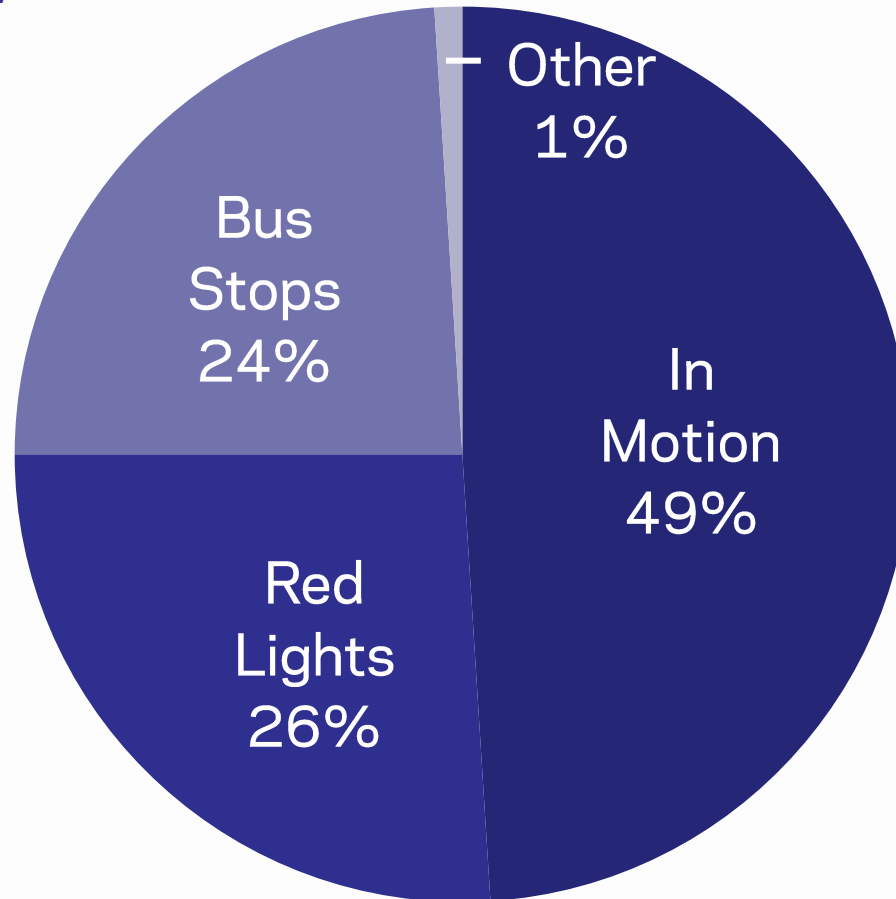
Claremont Pkwy



# Bus delay



# Bus delay



One-way travel time: 37-57 minutes

# Bus delay



*Bus stops*

# Bus delay



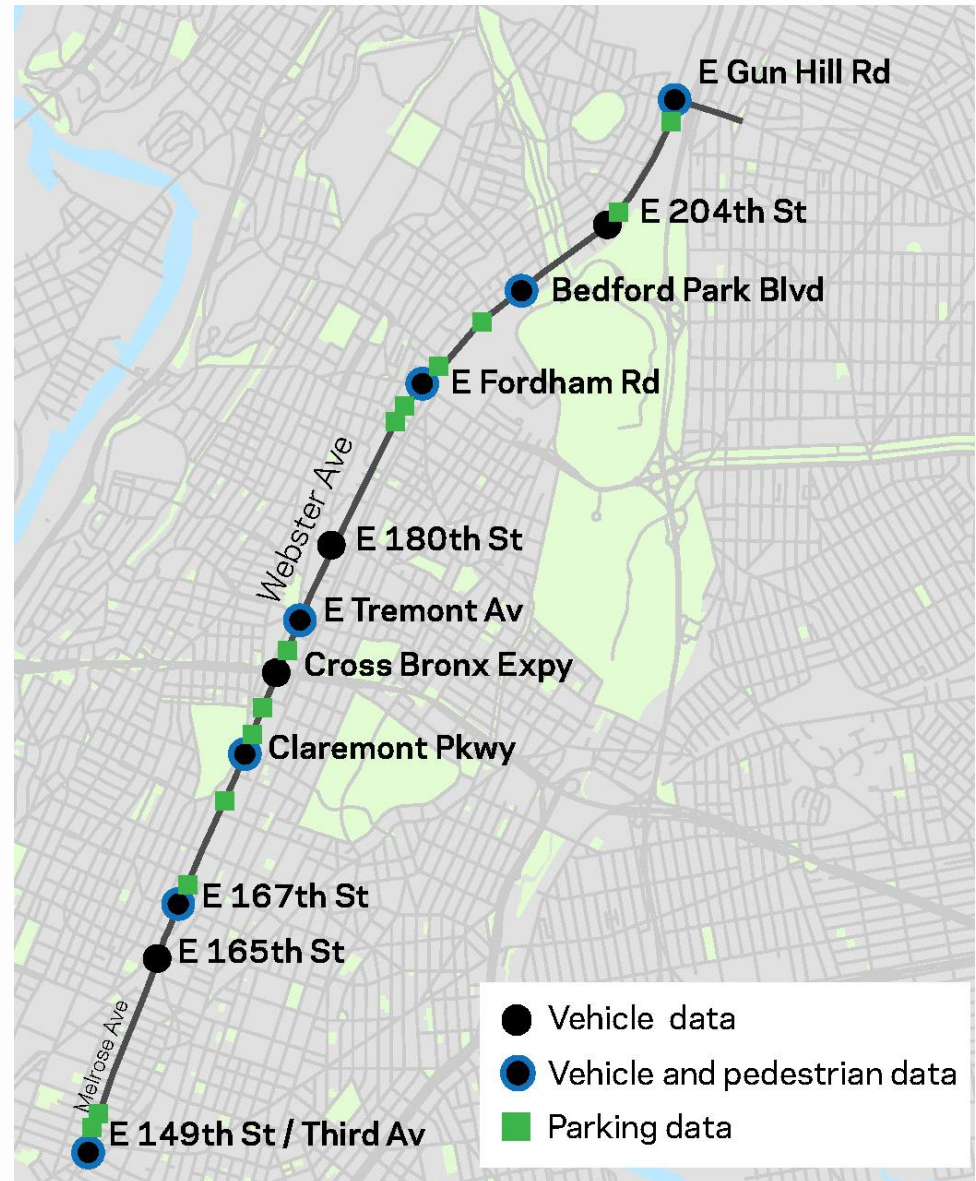
# Bus delay



# Traffic

Collecting a large amount of traffic and parking data in order to:

- Understand how the corridor works as a whole
- Guide discussion about specific areas
- Inform design decisions



# Traffic



*E Fordham Road*



New York City Transit



# Traffic

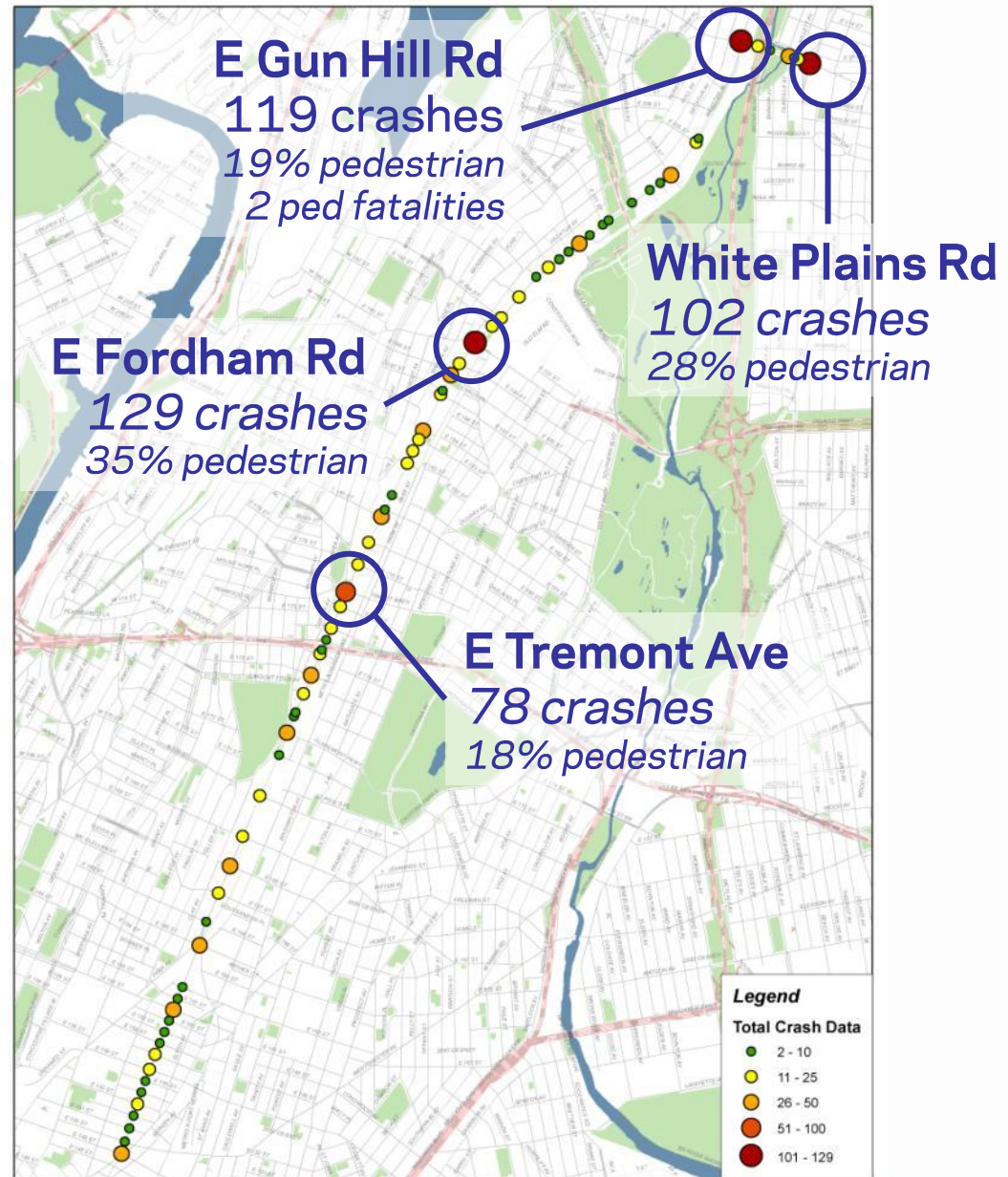


*Cross Bronx Expressway*



# Safety

- 5-year analysis (2006-11)
- Problem areas:
  - E Gun Hill Rd
  - Fordham Rd
  - E Tremont Ave



# Project benefits

- Faster and more reliable transit service for the 22,000 daily Bx41 riders
- Expanded SBS network in the Bronx
- Coordinated bus service pattern between Webster Ave and 3<sup>rd</sup> Ave
- Improved safety for all corridor users
- Support economic growth along the corridor

# Project overview

Step 1

Step 2

Step 3

Step 4

*Winter 2011/12*

## Step 1: Data collection & analysis

- Traffic counts
- Parking survey
- Safety data
- Travel-time surveys
- Transit operations
  - Ridership
  - Sources of delay

# Project overview



## Step 2: Design ideas

- Present 2-3 design ideas which look at transit, traffic, and pedestrian improvements
- Evaluate the impacts of each idea at two representative locations. Impacts to be considered:
  - Transit travel time
  - Traffic flow
  - Safety
  - Parking / delivery access
- Discuss ideas with the CAC and local stakeholders

# Project overview



## Step 3: Preferred plan

- Develop preferred plan for the corridor
  - Street/station design
  - Transit operations plan
- Evaluate the impact of the plan at all major intersections along the corridor
- Refine details with the CAC, local stakeholders, and the general public

# Project overview



## Step 4: Final design and implementation

- Finalize corridor design
- Develop implementation and construction plan
- Launch SBS service

# Discussion

What other issues should the  
Webster Avenue SBS  
project address?

# Next steps

- **Winter 2012**

- Continue data analysis
- Develop design ideas

- **Spring 2012**

- 2<sup>nd</sup> CAC meeting to discuss design ideas
- Develop preferred plan

# Thank you!



Questions? Contact the project team at [WebsterSBS@zetlin.com](mailto:WebsterSBS@zetlin.com)



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