



New York City Transit

Webster Avenue Select Bus Service

Community Advisory Committee Meeting #3 | September 27, 2012 | 3:00 pm

Agenda

- Presentation
 - *Project background*
 - *Preferred Plan overview*
- Breakout into small groups
- Reconvene
 - *Recap small group discussions*
 - *Business outreach results*
 - *Project timeline / next steps*

Community Advisory Committee (CAC)

Composed of representatives from:

- Elected officials
- Community boards
- Community organizations
- Local businesses and 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



February 6, 2012 - CAC Meeting #1



May 2, 2012 - CAC Meeting #2

Features of Select Bus Service

**Bus
lanes**



Branding



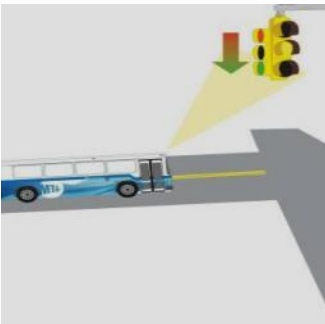
**Faster
fare
collection**



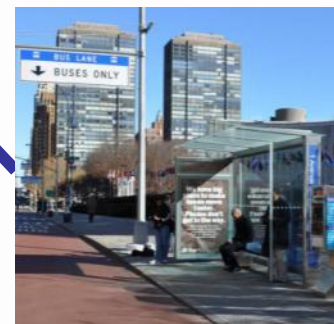
**Passenger
info**



**Bus
signal
priority**



Stations



SBS Corridors

June 2008 Fordham Rd (Bx12)

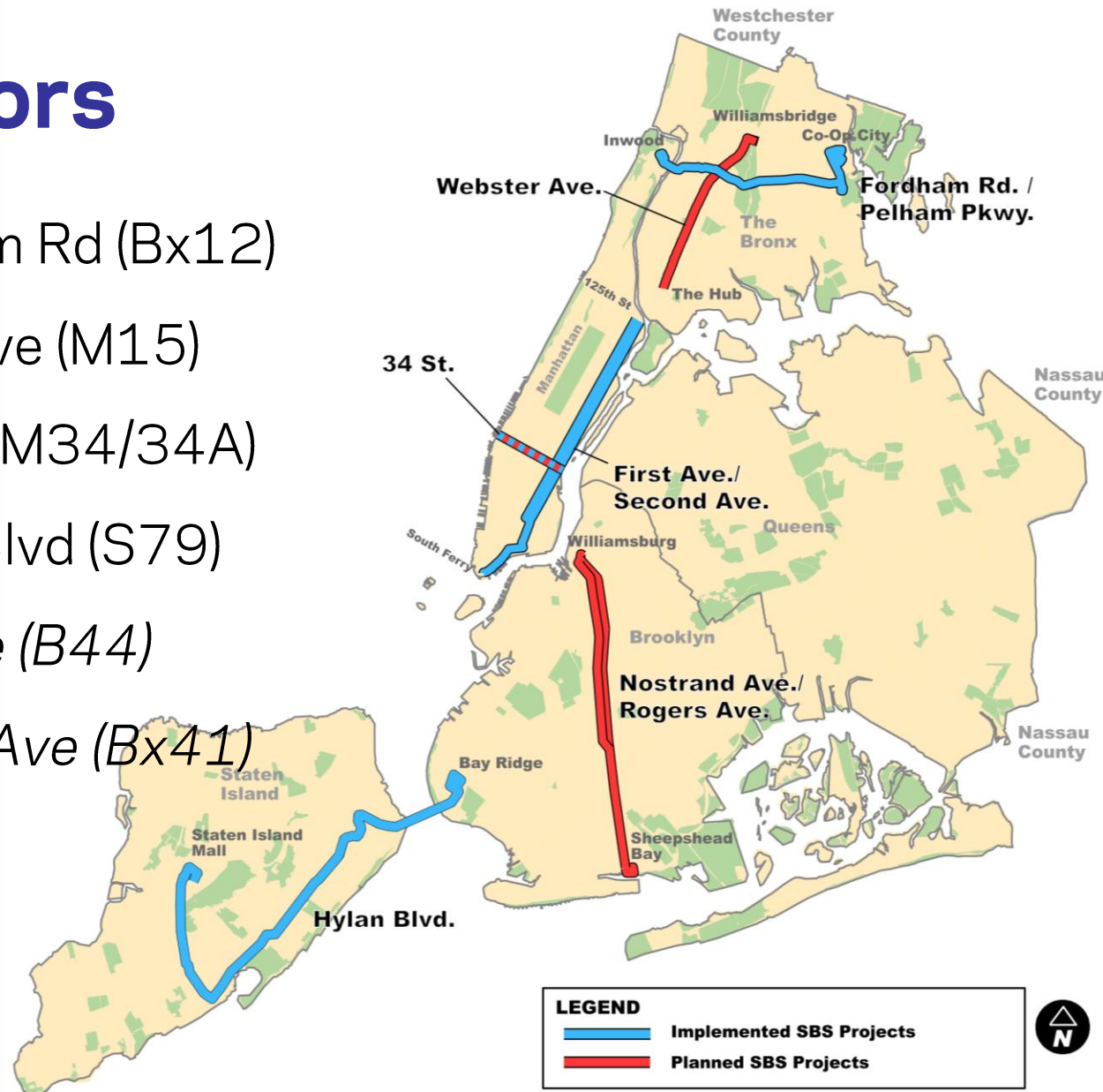
Oct 2010 1st/2nd Ave (M15)

Nov 2011 34th St (M34/34A)

Sept 2012 Hylan Blvd (S79)

2013 Nostrand Ave (B44)

2013/14 Webster Ave (Bx41)



SBS Results

Speed: 15- 20% faster

Ridership: 5-10% increase in first year

Customer Satisfaction: over 95% satisfied or very satisfied

Safety: 1st and 2nd Avenues saw a 21% reduction in traffic injuries in sections with full design treatments



The Webster Avenue corridor

- Based on the existing Bx41 route that carries over 22,000 daily riders
- 5.3 miles from The Hub to Williamsbridge
- Within a 10-minute walk of the corridor:
 - 200,000 residents
 - 71% of households do not own a car
 - 61% of residents commute by transit



Project goals



1. Speed buses and improve reliability



2. Improve safety for all corridor users



3. Support community needs

Project overview

Fall
2011

Data collection & analysis

- **Collect** a variety of data to better understand the corridor

Spring
2012

Design ideas & screening

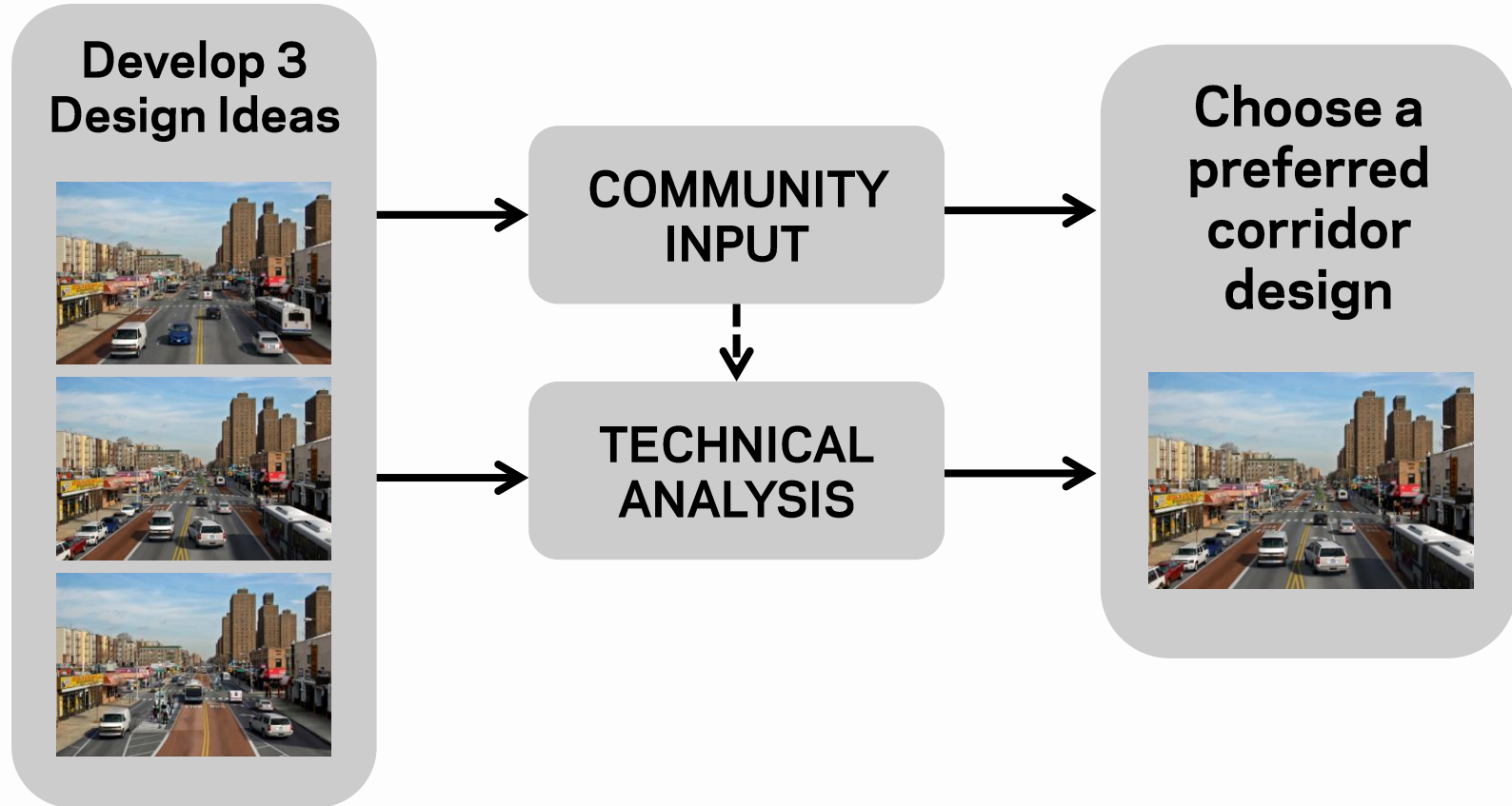
- **Develop** three design ideas
- **Evaluate** the benefits and effects of each idea

Summer
/ Fall
2012

Preferred corridor plan

- **Select** preferred alternative with community input
- **Design** full plan for corridor

Screening process



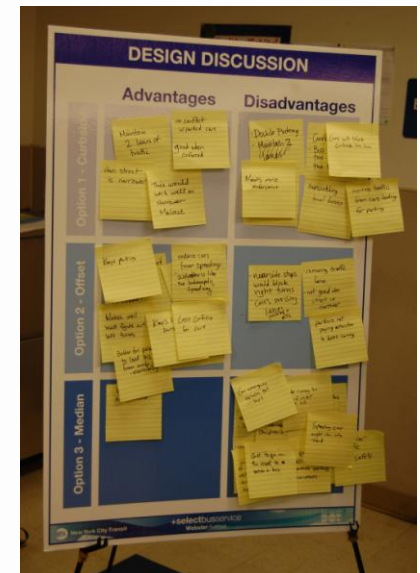
Screening – Community Input

- **May 2, 2012** – CAC Meeting #2
- **May 16, 2012** – Public Open House



Top priorities:

1. Bx41 bus service
2. Pedestrian safety
3. Curb access and parking
4. Accommodating future development



Screening – Technical Analysis

Transit operations

*Improves bus speed and reliability
Benefits SBS and local buses*



Pedestrian amenities

*Increases total pedestrian space
Improves pedestrian safety at intersections*



Traffic operations

*Maintains appropriate traffic flows/speeds
Accommodates local circulation*



On-street parking / curb access

Minimizes parking/delivery space loss



Existing conditions



Webster Avenue / E 167th Street

Proposed design



Webster Avenue / E 167th Street

Proposed design



Benefits of proposed design



1. Offset bus lanes improve bus speed
2. Bus bulbs allow for high-quality SBS stations
3. Curb extensions and medians improve pedestrian safety

Benefits of proposed design



- 4. Maintains curbside access and parking
- 5. Addresses speeding and vehicle safety issues
- 6. Maintains appropriate traffic flows and circulation

SBS Overview

- Bx41 LTD → Bx41 SBS
 - ½ mile stop spacing
 - Service will run frequently all day
- Bx41 Local
 - No change to stop spacing
 - Service every ~10 minutes
- 4 miles of offset bus lanes with bus bulb stations
- For the entire route:
 - Low-floor buses
 - Off board fare collection
 - Station and bus branding
 - Transit signal priority
 - Pedestrian safety improvements



**Breakout
into small
discussion
groups**

Group discussion recap

Business outreach

- Visited over 150 businesses along the corridor
- Asked a standard set of questions focusing on:
 - Delivery needs
 - Curb access
 - Issues and concerns
- Also interviewed 22 nearby institutions

Webster Avenue SBS Conceptual Design - Business Survey Form

Business Name: _____ Type of Business: _____
Address: _____ Contact Name/Email: _____

1. How much are the following issues a concern for your business?

A. Deliveries
☐ Not a concern
☐ A concern
☐ A major concern

B. Employee parking
☐ Not a concern
☐ A concern
☐ A major concern

C. Customer parking
☐ Not a concern
☐ A concern
☐ A major concern

2. How many deliveries do you receive on a typical weekday?
☐ Less than one a day
☐ 1-2
☐ 3-5
☐ 6-10
☐ More than 10

3. What time do you typically receive deliveries?
☐ Midnight to 7 AM
☐ 7 AM to 10 AM
☐ 10 AM to noon
☐ Noon to 2 PM
☐ 2 PM to 7 PM
☐ 7 PM to midnight

4. Are you able to control the time of day when deliveries arrive?
☐ Yes
☐ No

5. How long does a typical delivery take?
☐ Less than 5 minutes
☐ 5-15 minutes
☐ 15-30 minutes
☐ 30-60 minutes
☐ Over 60 minutes

6. What kind of vehicle do your deliveries typically arrive in?
☐ Car/minivan/SUV
☐ Cargo van
☐ Box truck
☐ Tractor Trailer

7. Where do delivery vehicles typically park?
☐ In front of my business
☐ Across the street from my business
☐ On a side street
☐ Loading dock / off-street loading area
☐ On the sidewalk
☐ Other: _____

8. What is the most common delivery/loading problem you deal with?
☐ Unable to receive deliveries due to other trucks parked at the curb
☐ Unable to receive deliveries due to lack of dedicated curb space to deliveries
☐ Other: _____

9. How long does a customer normally park to visit your business?
☐ Less than 5 minutes
☐ 5-15 minutes
☐ 15-30 minutes
☐ 30-60 minutes
☐ Over 60 minutes

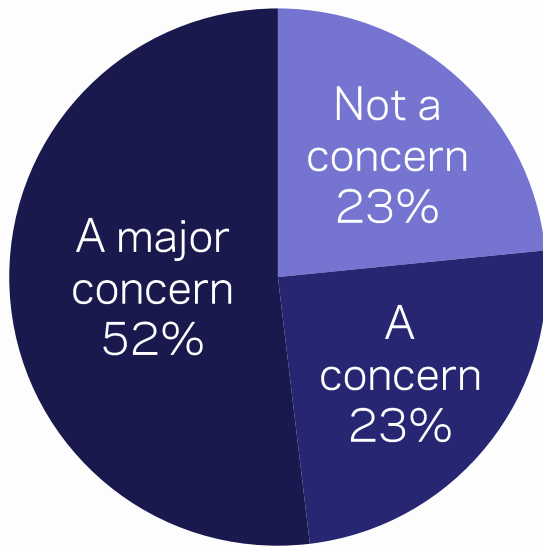
10. What times of the day or days of the week is customer parking most critical for you?

11. How often do you observe customers double parking outside your store?
☐ Never
☐ Rarely
☐ Once or twice a day
☐ Multiple times a day
☐ Consistently

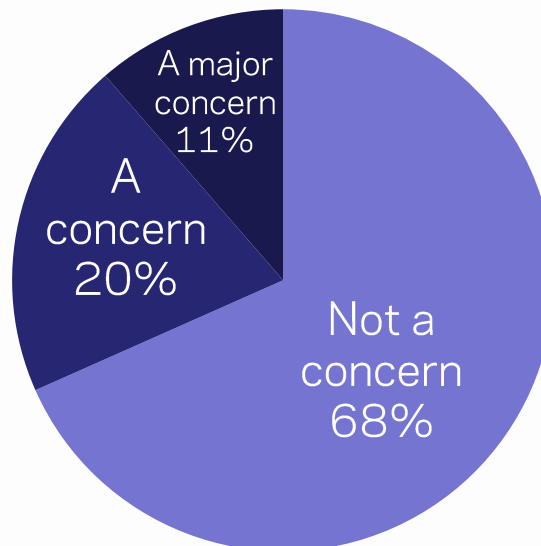
Other comments/questions

Curb access needs

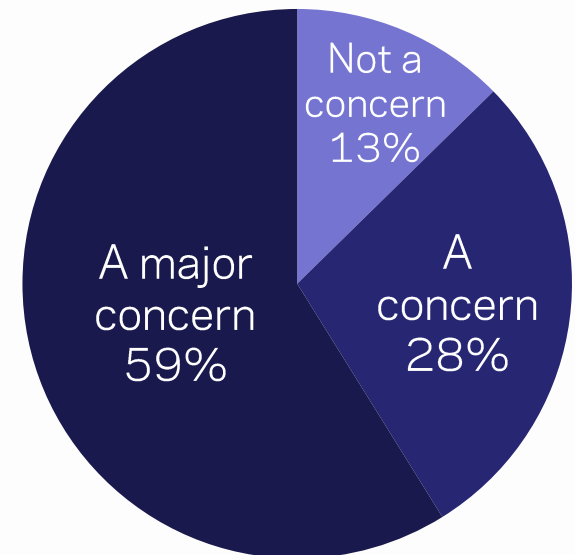
Deliveries



Employee parking



Customer parking

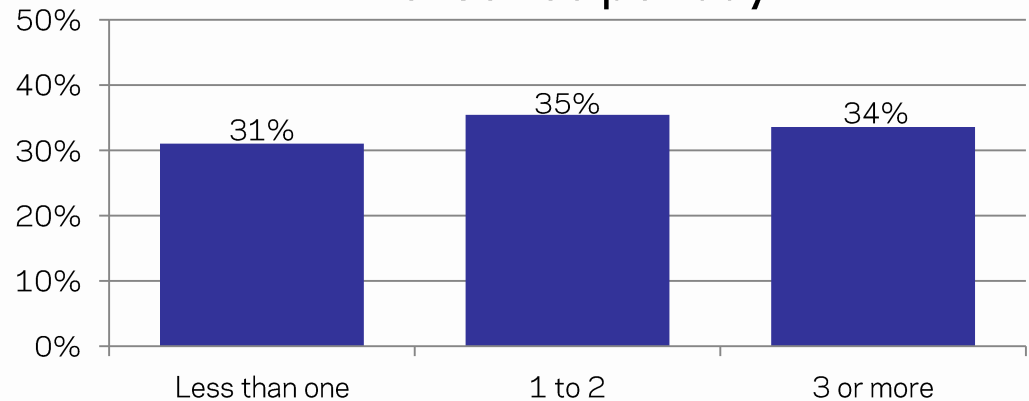


More than 50% of businesses identified space for deliveries and customer parking as very important curb access needs

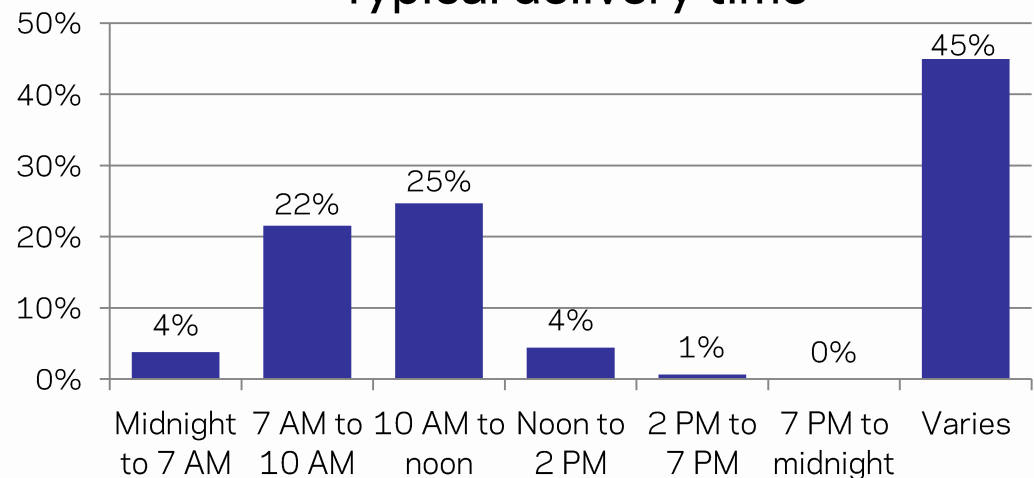
Deliveries

- Almost 70% of businesses get deliveries daily
- The most common delivery time is between 7am and noon

Deliveries per day



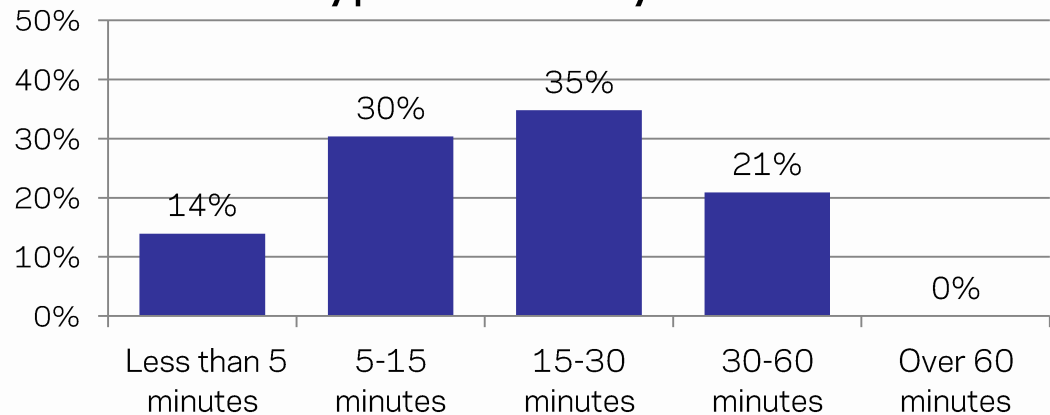
Typical delivery time



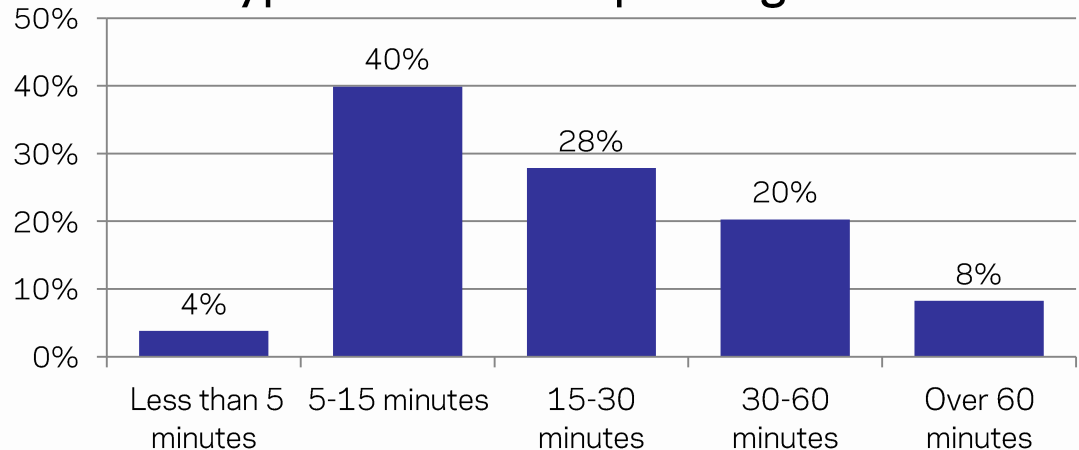
Curb usage

- 79% of businesses have deliveries that take 30 minutes or less
- 72% of businesses estimate that customers park for less than 30 minutes

Typical delivery duration



Typical customer parking duration



Next steps

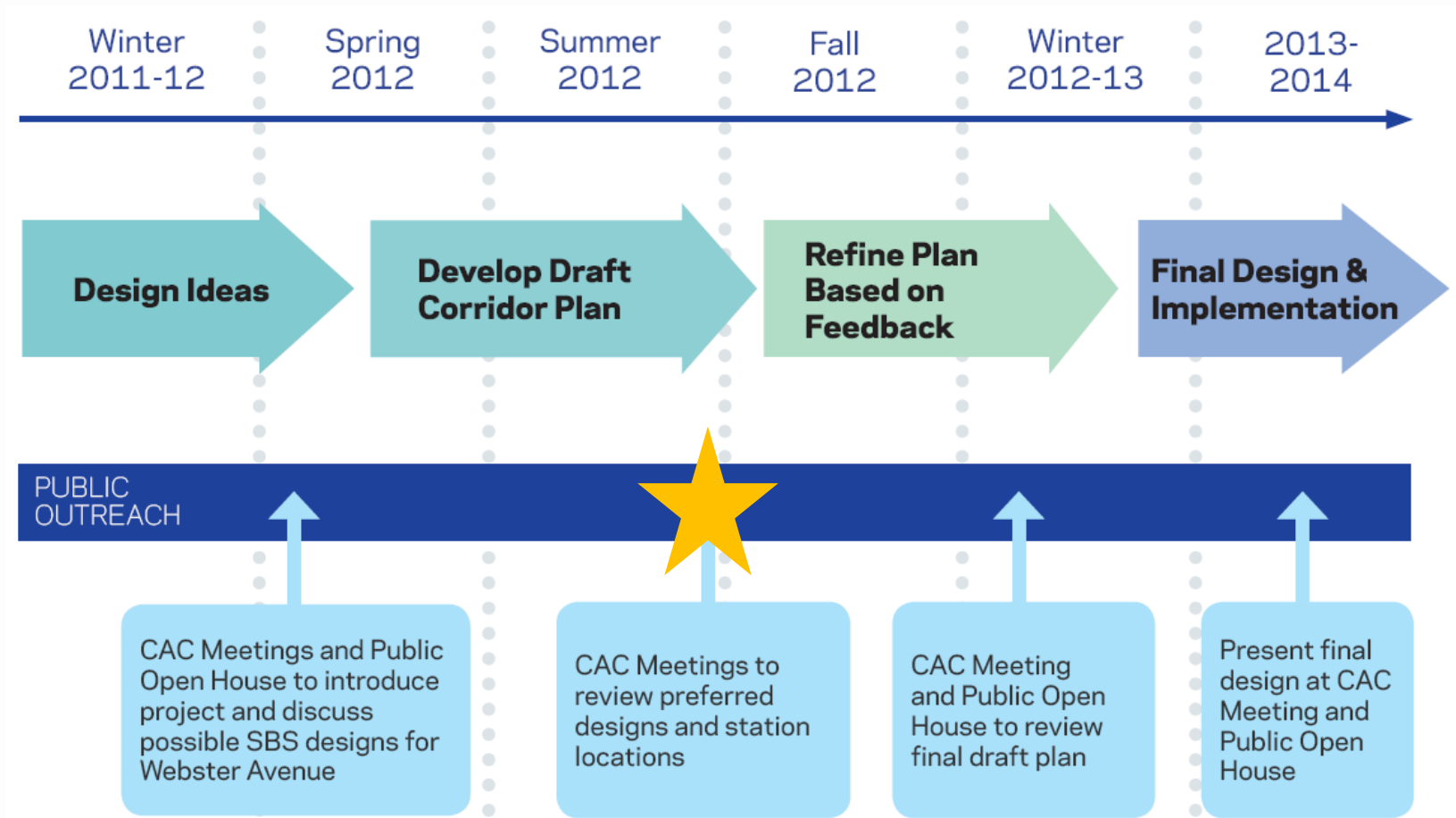
■ Fall 2012

- Revise plan based on feedback from today's meeting
- Finalize traffic and environmental analysis
- Begin developing curb regulation plan

■ Winter 2012/13

- CAC Meeting #4 – Review and discuss revised plan
- Public Open House #2 – Present corridor plan

Project timeline



Thank
You!

