



New York City Transit

# Webster Avenue Select Bus Service

Presentation to Community Board 5 | March 21, 2013

# Agenda

- Project background
- Corridor design
- Traffic analysis
- CB 5 design details
- Bus service planning
- Project timeline / Next steps

# Project background





# SBS Corridors

**June 2008** Fordham Rd (Bx12)

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

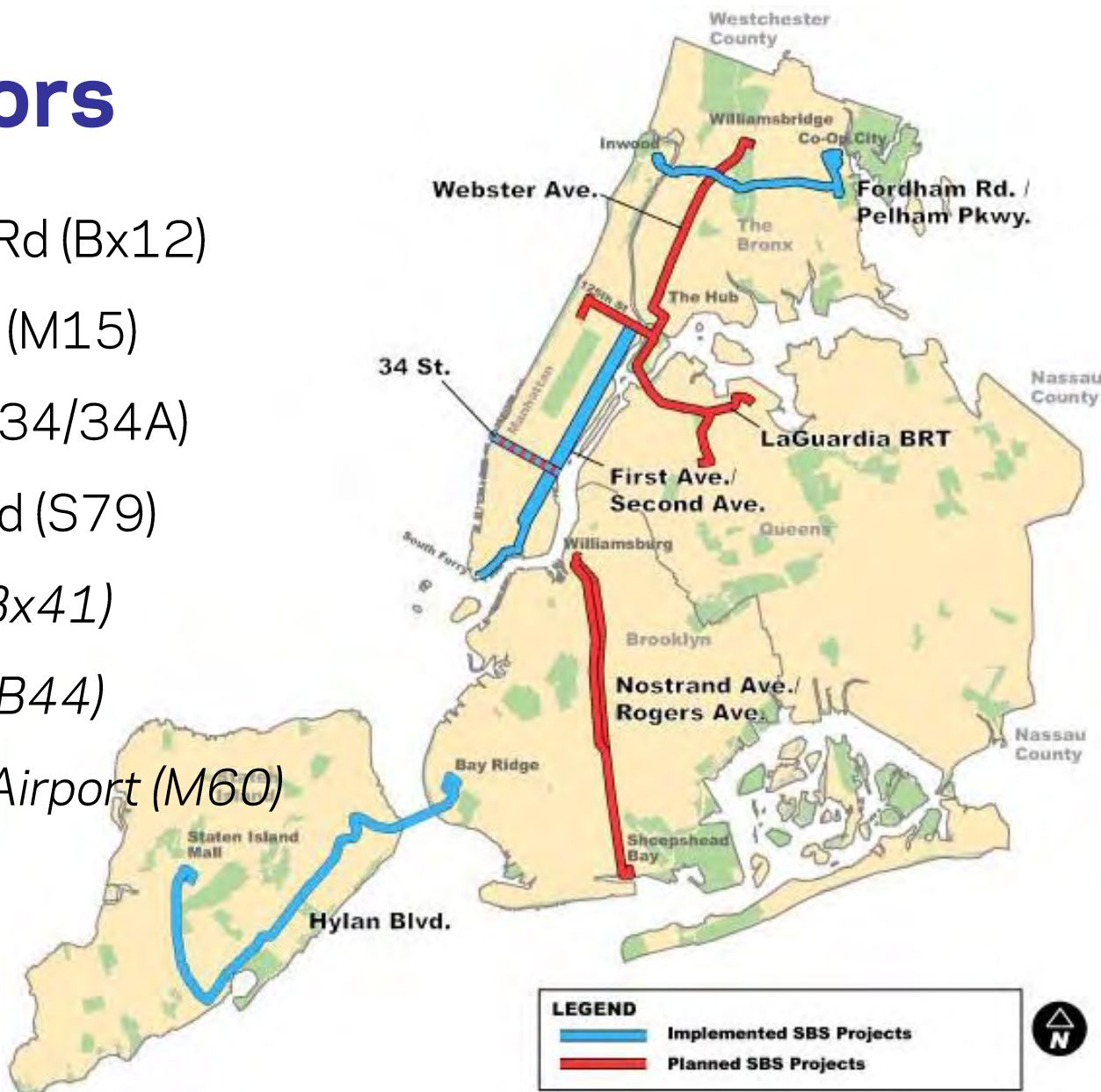
**Nov 2011** 34th St (M34/34A)

**Sept 2012** Hylan Blvd (S79)

**2013** Webster Ave (Bx41)

**2013** Nostrand Ave (B44)

**2013/14** LaGuardia Airport (M60)



# Features of Select Bus Service (SBS)

**Bus  
lanes**



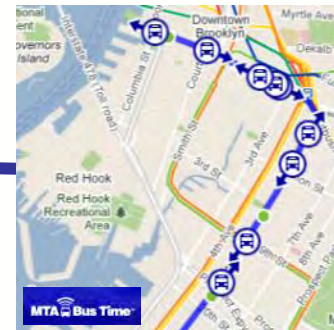
**Branding**



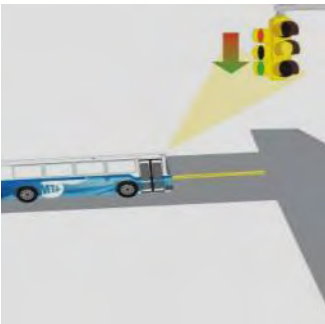
**Faster  
fare  
collection**



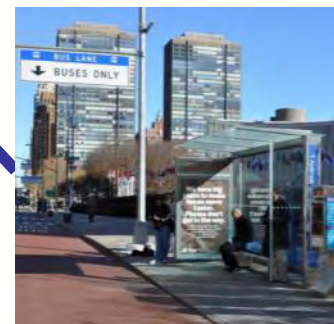
**Passenger  
info**



**Bus  
signal  
priority**



**Stations**



# SBS Results

**Speed:** 15- 20% faster

**Ridership:** 5-10% increase in first year

**Customer Satisfaction:** over 95% satisfied or very satisfied

**Safety:** 1<sup>st</sup> and 2<sup>nd</sup> 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 20,000 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



# Community outreach process

- Community Advisory Committee (CAC) meetings:
  1. February 6, 2012
  2. May 2, 2012
  3. September 27, 2012
  4. November 29, 2012
- Public open houses
  1. May 16, 2012
  2. January 8, 2013
- Door-to-door surveys of local businesses and institutions
- Stakeholder meetings and presentations



Public Open House #2



Presentation to NYCT Senior Citizen's Committee



# Community Input

## Top priorities:

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



Public Open House #1



Community Advisory Committee Meeting #2



# Project goals



1. Speed buses and improve reliability



2. Improve safety for all corridor users



3. Support community needs

# SBS Overview

- Bx41 LTD → Bx41 SBS
- 4 miles of offset bus lanes with bus bulb stations
- For the entire route:
  - Off-board fare collection
  - Low-floor buses
  - Station and bus branding
  - Transit signal priority
  - Pedestrian safety improvements





# SBS Pre-Payment (like the Bx12)

## How do you pay?

1. Before you board, dip your MetroCard at the MetroCard machine or insert coins into the coin machine located on the sidewalk
2. Take your proof of payment receipt
3. Enter through the front or rear door of bus - no need to show the receipt to the driver



## How is it enforced?

- NYCT inspector teams conduct random checks of buses
- \$100 fine for not having a receipt
- Fare evasion declined on the Bx12 and M15 after pre-payment was introduced

# Corridor Design



# 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. Maintains curbside access and parking



# Benefits of proposed design



- 4. Curb extensions and medians improve pedestrian safety
- 5. Addresses speeding and vehicle safety issues
- 6. Maintains appropriate traffic flows and circulation

# SBS Bus Stations – Bus Bulbs



**Example: M15 SBS, 1<sup>st</sup> Ave/1<sup>st</sup> St Station**



# SBS Bus Stations - Curbside



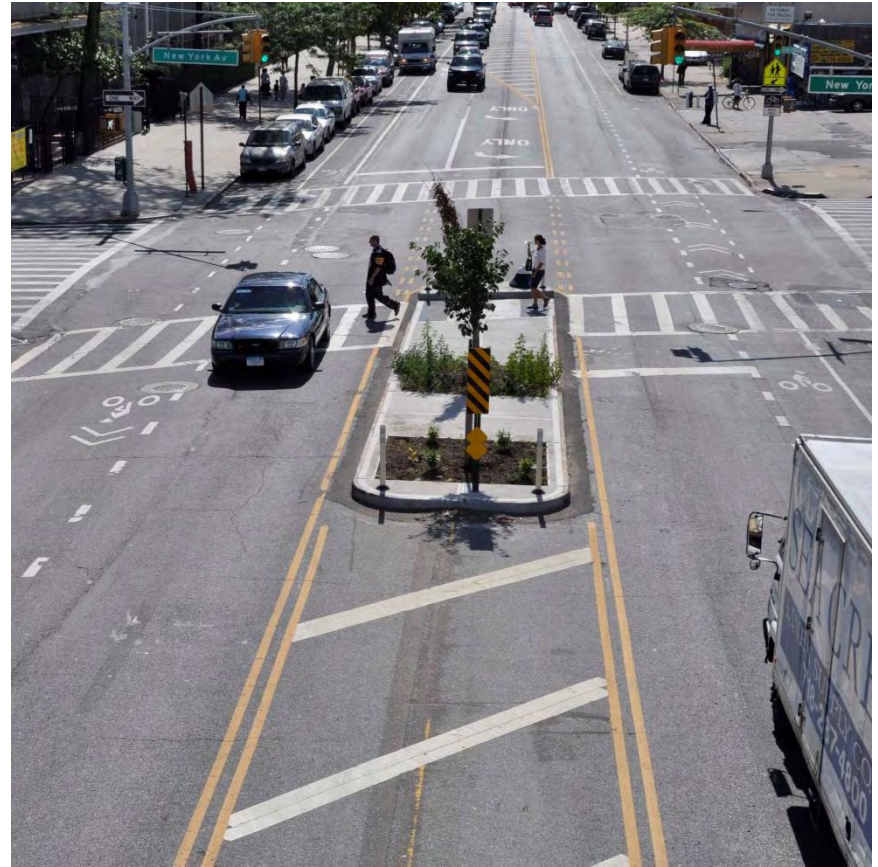
**Example: Bx12 SBS, Fordham Rd / Webster Av Station**



# Pedestrian safety elements



**Neckdown / curb extension**



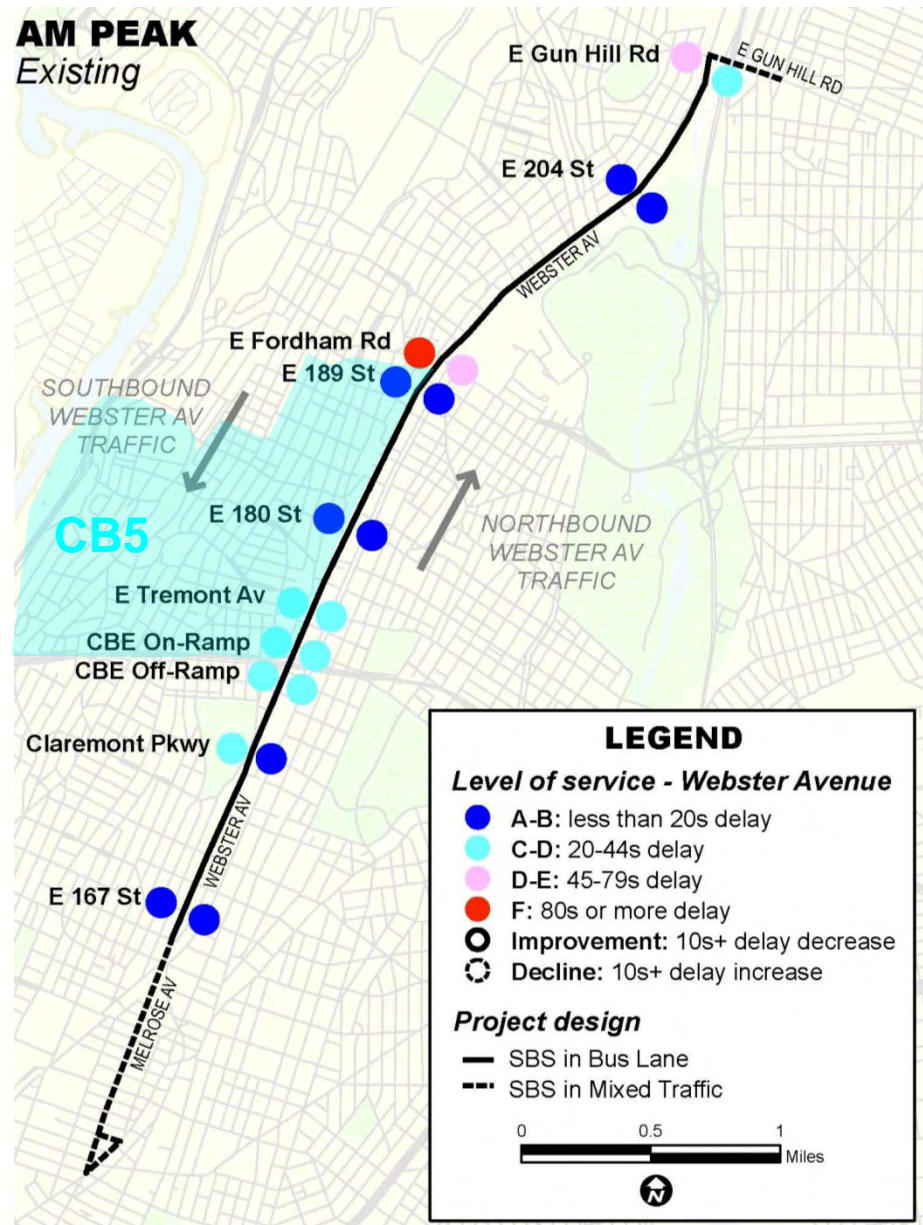
**Pedestrian refuge / Median**

# Traffic Analysis



# Existing Traffic Conditions

- Overall, corridor moves very well
- Congestion at selected intersections
  - E Fordham Rd
  - E Gun Hill Rd
  - Cross Bronx Expressway





# Webster Ave SBS traffic changes

## Capacity reductions

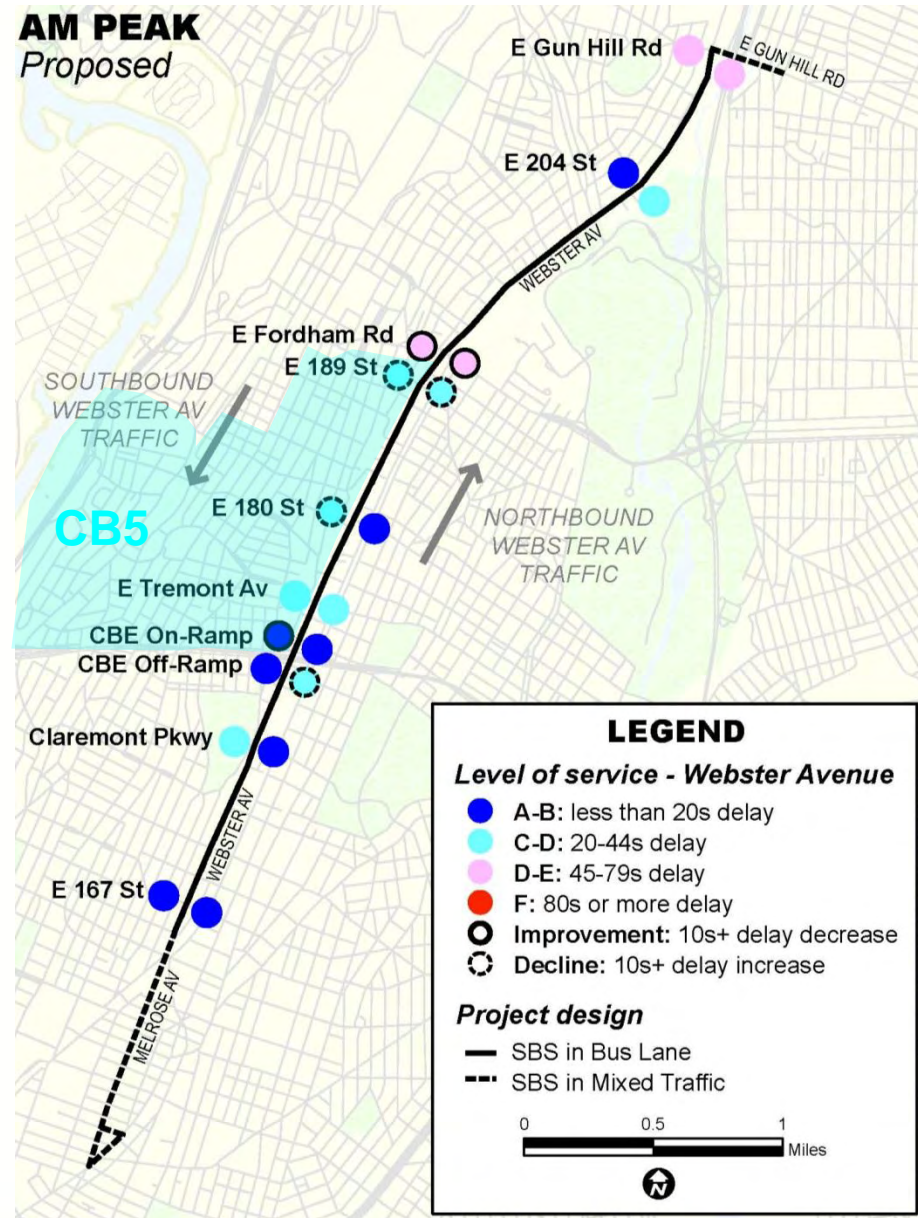
- Replace one general travel lane with a bus lane in each direction

## Capacity improvements

- Right-turn bays reduce blockages at busy intersections
- Lengthening left-turn bays creates more storage space
- Banning left-turns at key intersections reduces conflicts and opens up additional signal time for other congested movements
- More signal time for key thru or left-turning movements
- Updated curb regulations and offset bus lanes reduce double parking

# Projected Traffic Conditions

- Small changes along the majority of the corridor
- Overall traffic levels are still very good
- Improvements at major intersections
  - E Fordham Rd
  - Cross Bronx Expressway



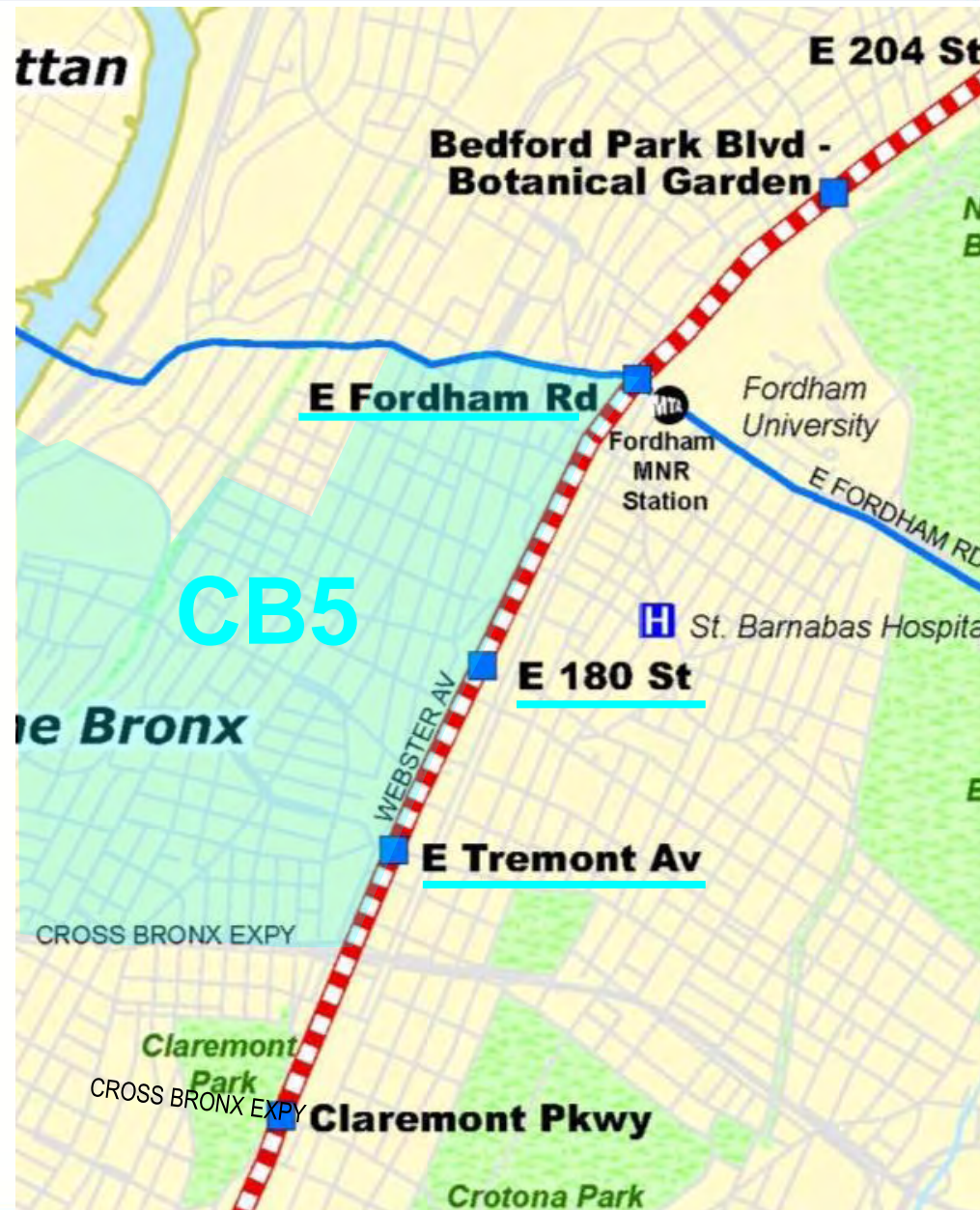
# CB5 Design Details



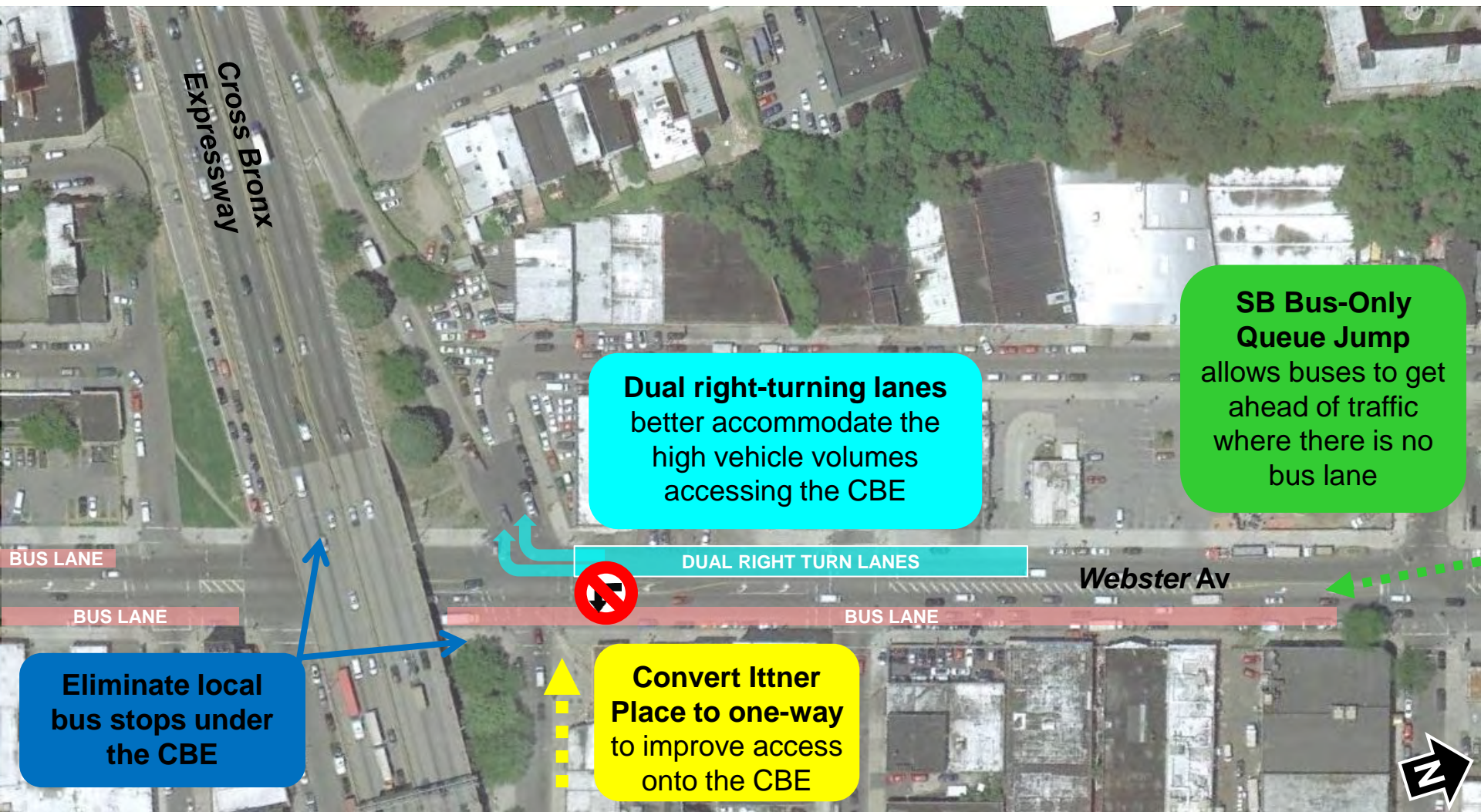


# SBS in CB5

- **3 station pairs**
- **2013 Implementation**
  - Offset bus lanes
  - Off-board fare collection
  - Traffic operational improvements
  - Selected pedestrian islands / medians
- **2014-2015**
  - Bus bulbs
  - Additional capital construction items

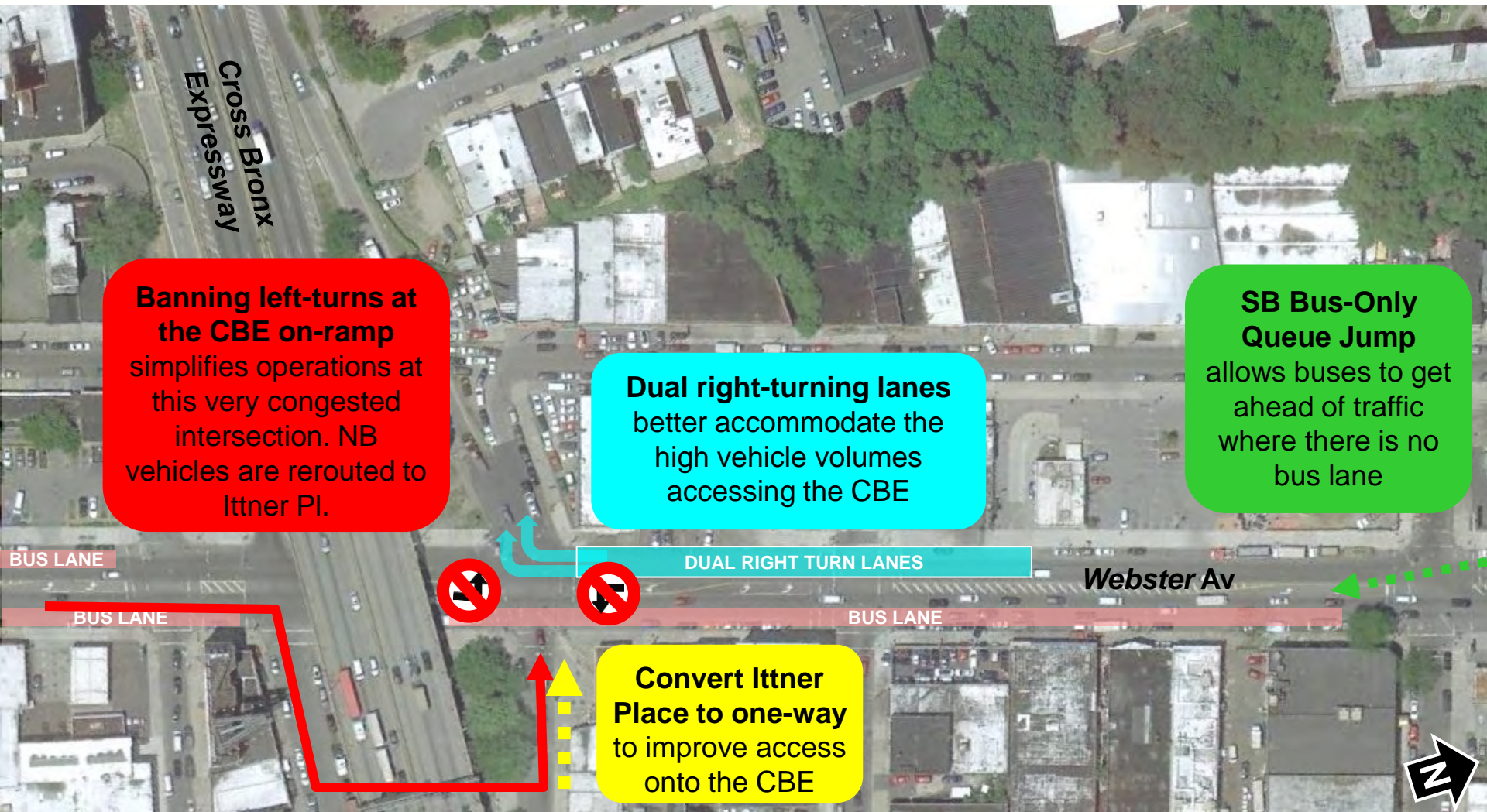


# CBE - Traffic operations (2013)

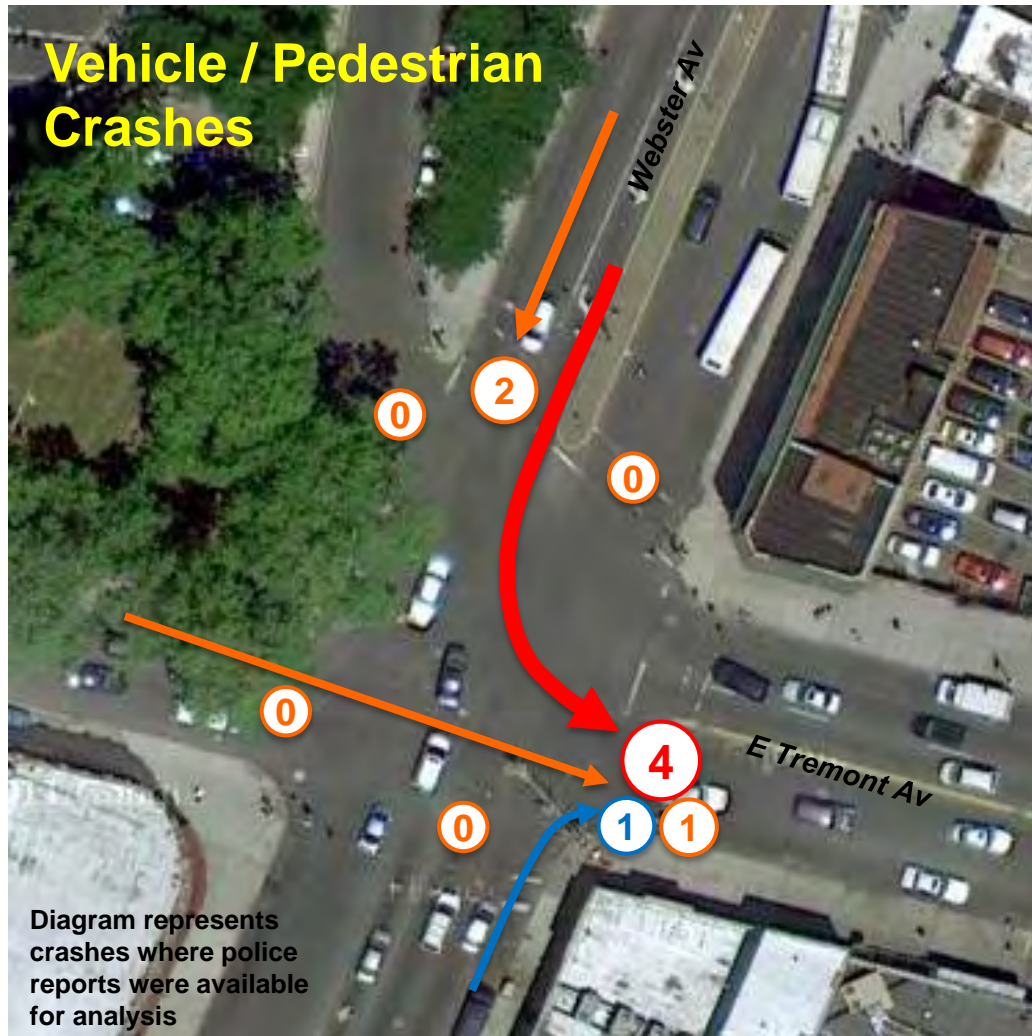




# CBE - Traffic operations (2014/15)



# E Tremont Av - Safety analysis



## 2006-2010

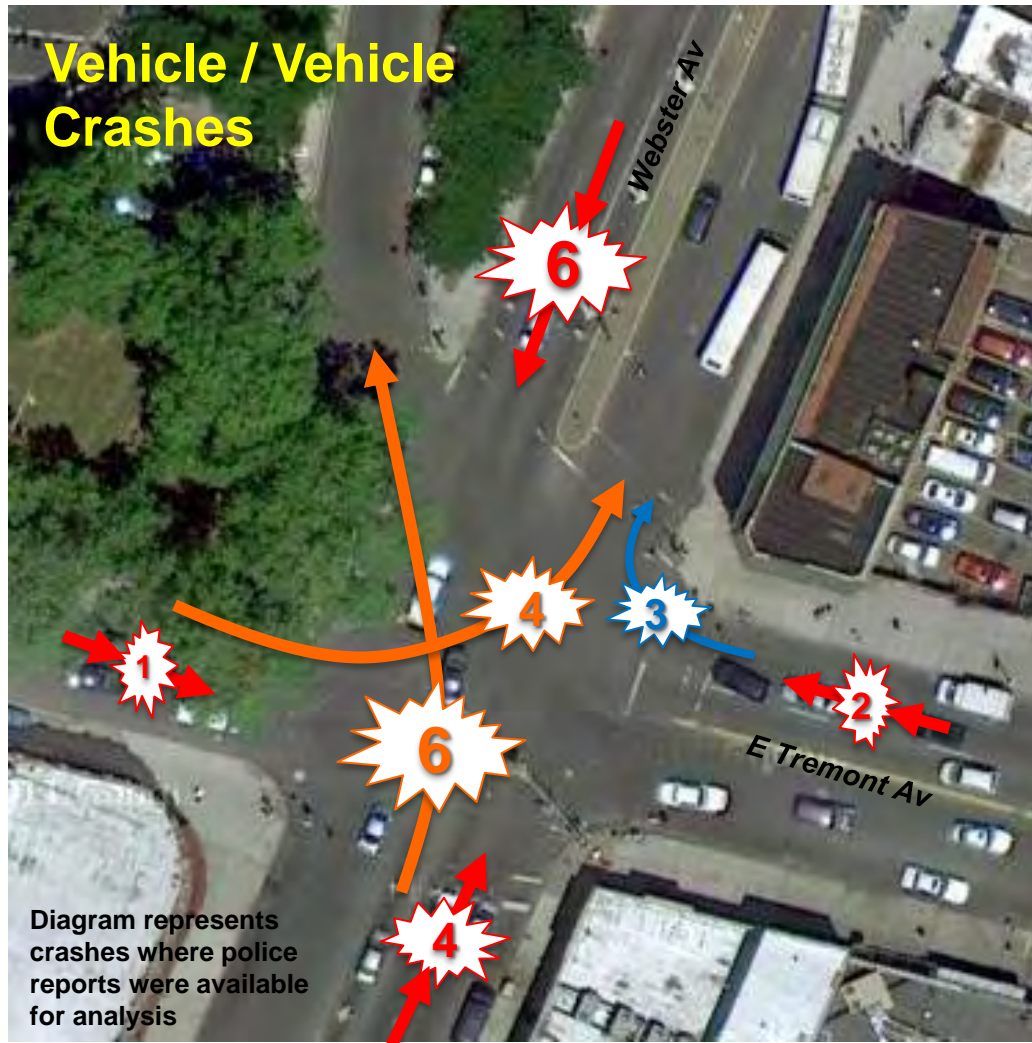
- 78 crashes; 18% involved pedestrians
- Avg 16.8 injuries/ year
- Left-turns account for 21% of known crashes (9% boro-wide)

## Pedestrian safety

- Most crashes occur in the east crosswalk
- SB left-turn is the biggest problem



# E Tremont Av - Safety analysis



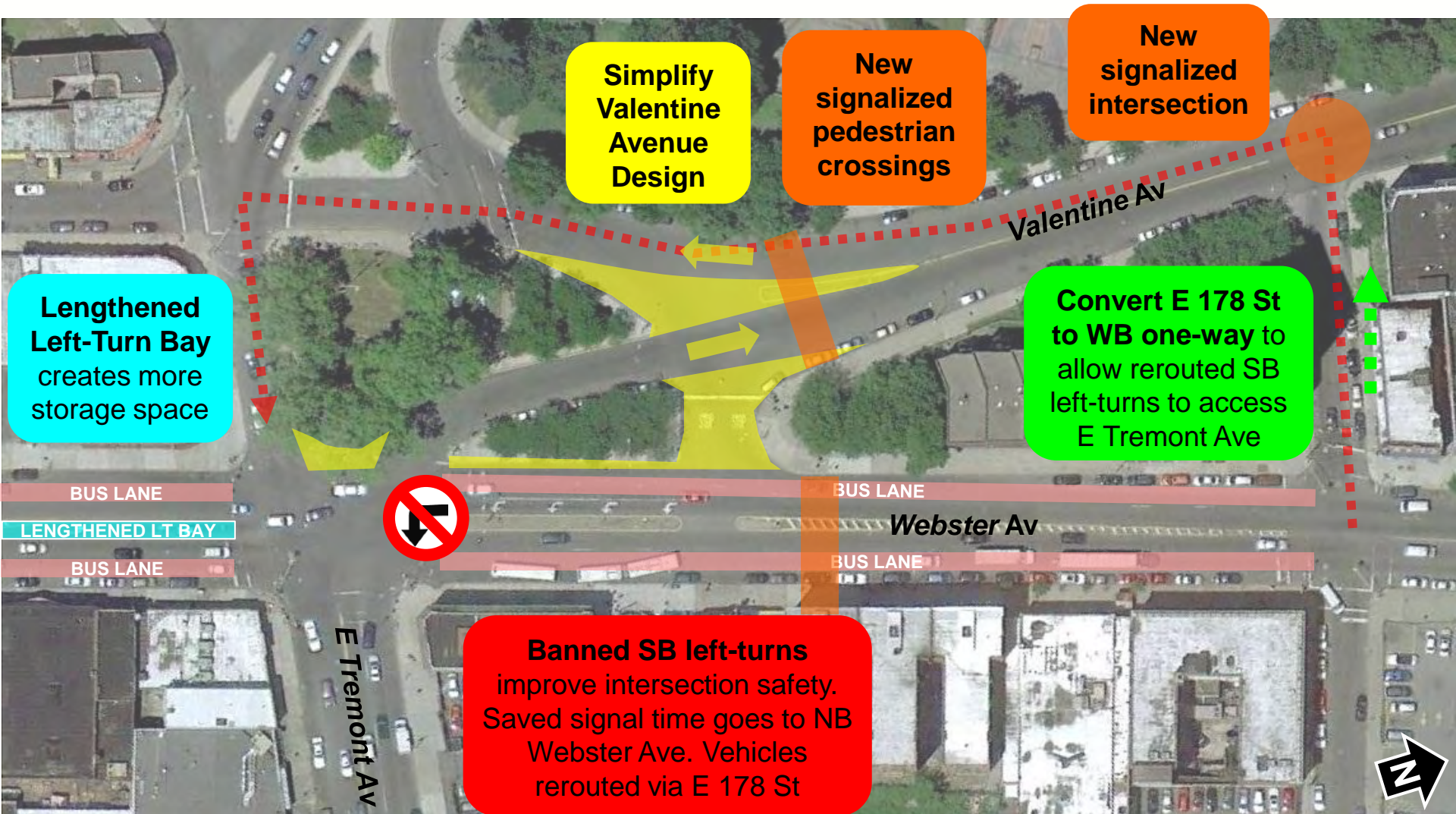
## 2006-2010

- 78 crashes; 18% involved pedestrians
- Avg 16.8 injuries/ year
- Left-turns account for 21% of known crashes (9% boro-wide)

## Vehicle safety

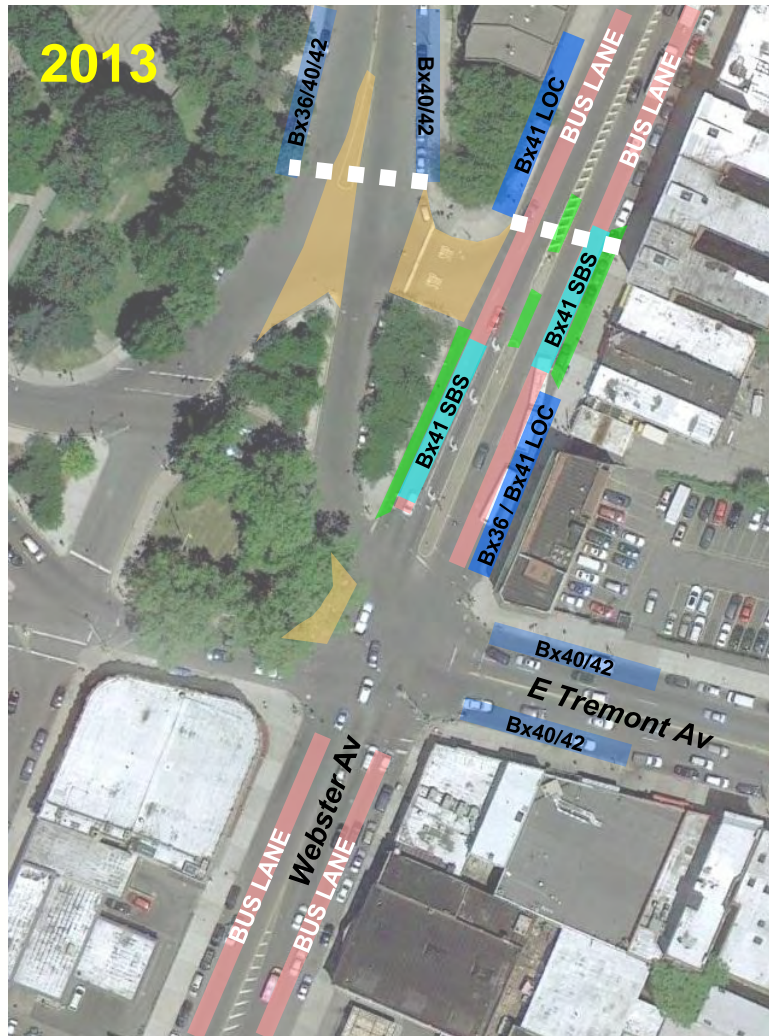
- Left-turns cause largest number of vehicle crashes
- Rear-end crashes likely due to left turn conflicts

# E Tremont Av - Traffic operations





# E Tremont Av - SBS Stations



## 2013

- SB SBS station relocated north of intersection (near other bus stops)
- NB SBS station at existing LTD stop
- Relocate Bx40/42 and Bx36 bus stops to Valentine Av
- Create pedestrian areas with temporary paint treatment
- New midblock pedestrian crossings
- Construct bus bulbs
- Extend medians on Webster Av

## 2014-2015

- Build pedestrian areas in concrete

# E 180 St - SBS Stations



2013

## 2013

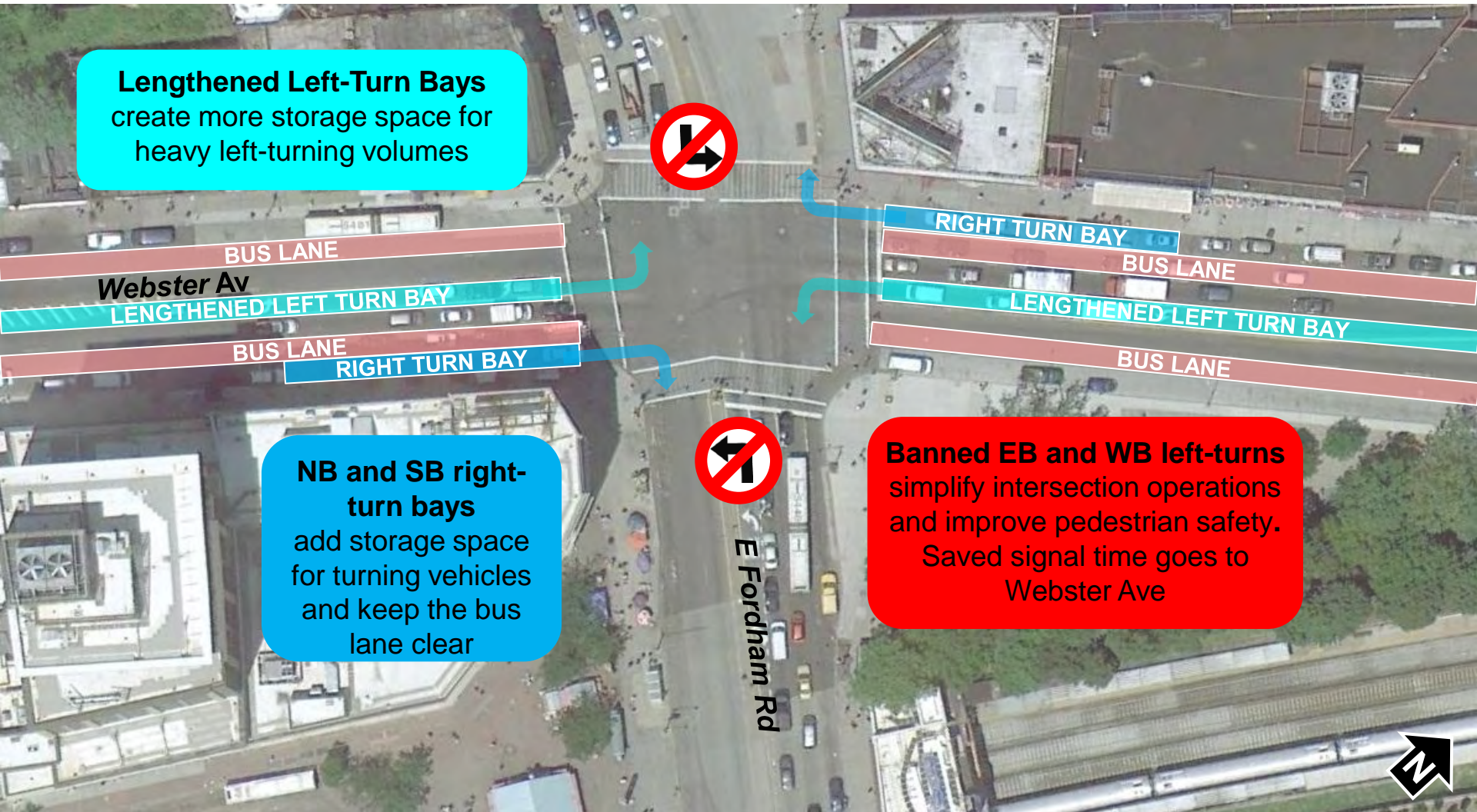
- SB SBS station at existing LTD stop location
- NB SBS station relocated adjacent to Western Beef supermarket

## 2014-2015

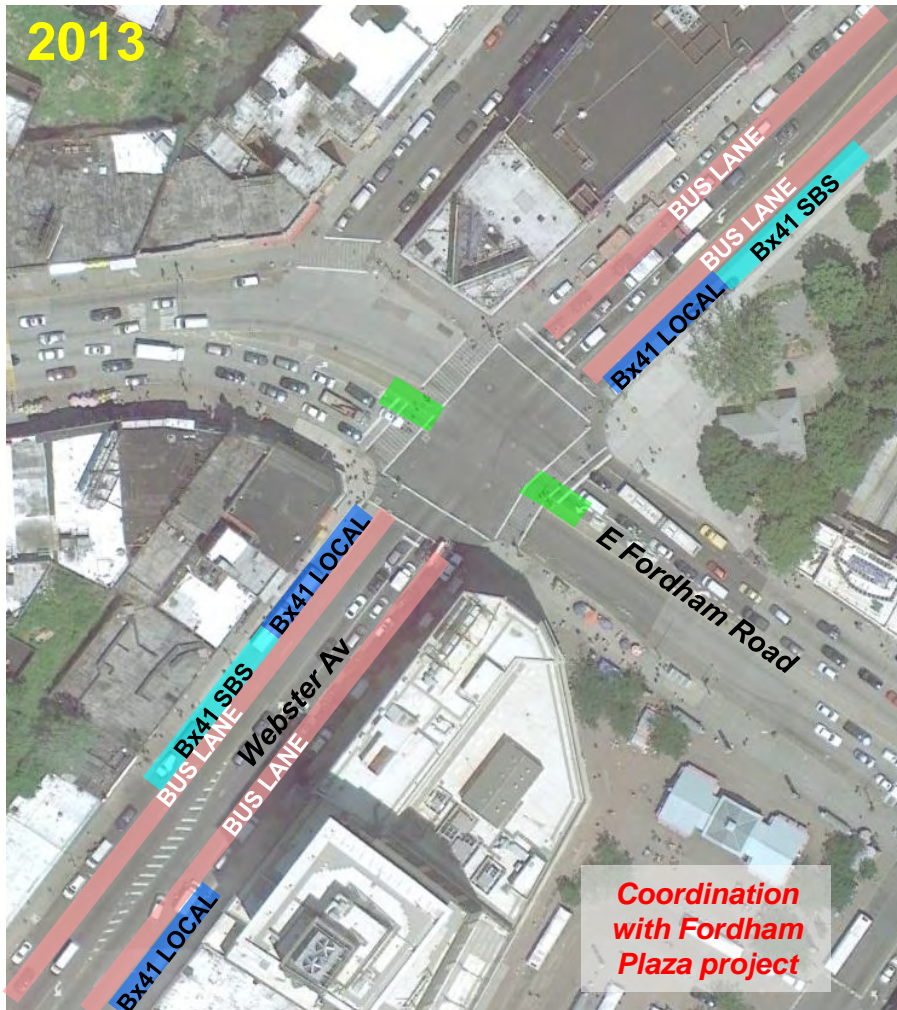
- Bus bulbs at SBS bus stops



# E Fordham Rd - Traffic operations



# E Fordham Rd – SBS Stations



## 2013

- SBS stations at existing LTD stop locations
- No NB SBS stop at existing E 189<sup>th</sup> LTD stop
- Extend concrete pedestrian refuges on Fordham Road

## 2014-2015

- Bus bulbs at SBS bus stops



# Bus Service Changes



# Existing bus services

## ■ Webster Avenue

1. Bx41 LTD
2. Bx41 Local
3. Bx55 (Limited) north of Fordham Plaza

## ■ Third Avenue

1. Bx15 (Local)
2. Bx55 (Limited)





# Proposed bus services

## ■ Webster Avenue

1. Bx41 SBS
2. Bx41 Local
3. SBS to LaGuardia Airport

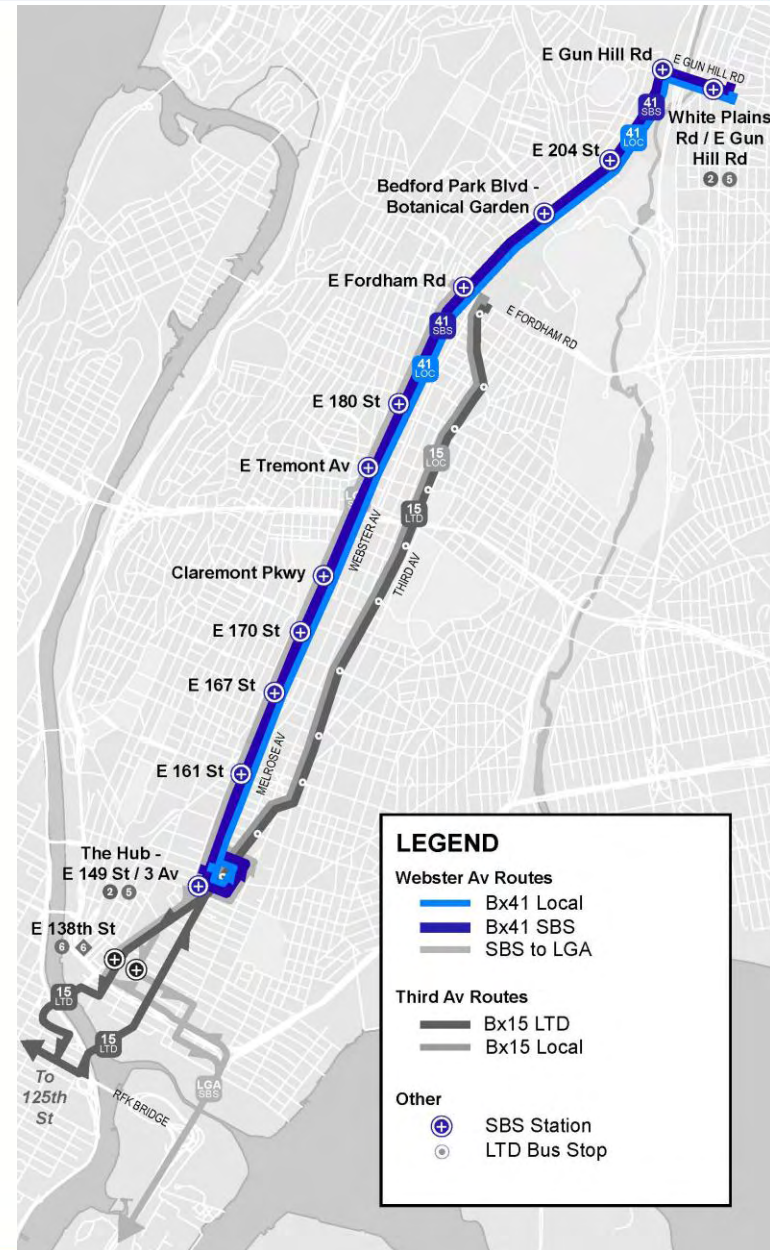
## ■ Third Avenue

1. Bx15 Local
2. Bx15 LTD



# Webster Avenue

- 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
- Off-board fare collection  
(like the Bx12 SBS on Fordham Road)





# Third Avenue

- **Bx15 Local**
  - Local stops:  
The Hub ↔ Fordham Plaza
- **Bx15 LTD**
  - Local stops:  
Harlem 125<sup>th</sup> St ↔ The Hub
  - Limited stops:  
The Hub ↔ Fordham Plaza
- All Third Avenue bus service ends at Fordham Plaza



# Project Timeline / Next Steps





# Project timeline

Winter  
2013

Spring  
2013

Summer  
2013

Fall  
2013

Winter  
2013

2014-2015

**2013:** Roadway markings and transit service

Finalize street  
geometry

Install bus lanes and  
priority treatments



Start of  
Service

**2014-2015:** Bus bulbs and other capital construction

Engineering Design for bus bulbs  
and other capital elements

Construction

**Ongoing:** Community outreach

Meetings with  
Community Boards  
to discuss 2013  
Implementation Plan

Public Open  
House to  
present 2013  
Implementation  
Plan before  
start of service

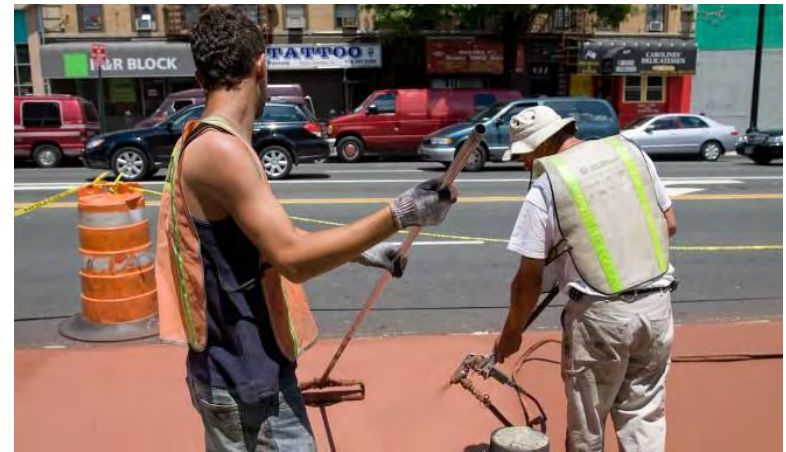
Community meetings to  
discuss capital work  
and construction  
schedules



# 2013 Implementation

## Late March – May

- Milling & Paving
- Lane markings
- Red bus lane paint
- Selected pedestrian islands / medians



## June

- Install fare machines
- Bus stop changes
- Selected curb regulation changes
- **Start of Service at the end of the month**





Thank  
You!

