



New York City Transit

Webster Avenue Select Bus Service

Presentation to Community Board 7 | March 14, 2013

Agenda

- Project background
- Corridor design
- Traffic analysis
- CB 7 design details
- Bus service planning
- Project timeline / Next steps

Project background



SBS Corridors

June 2008 Fordham Rd (Bx12)

Oct 2010 1st/2nd Ave (M15)

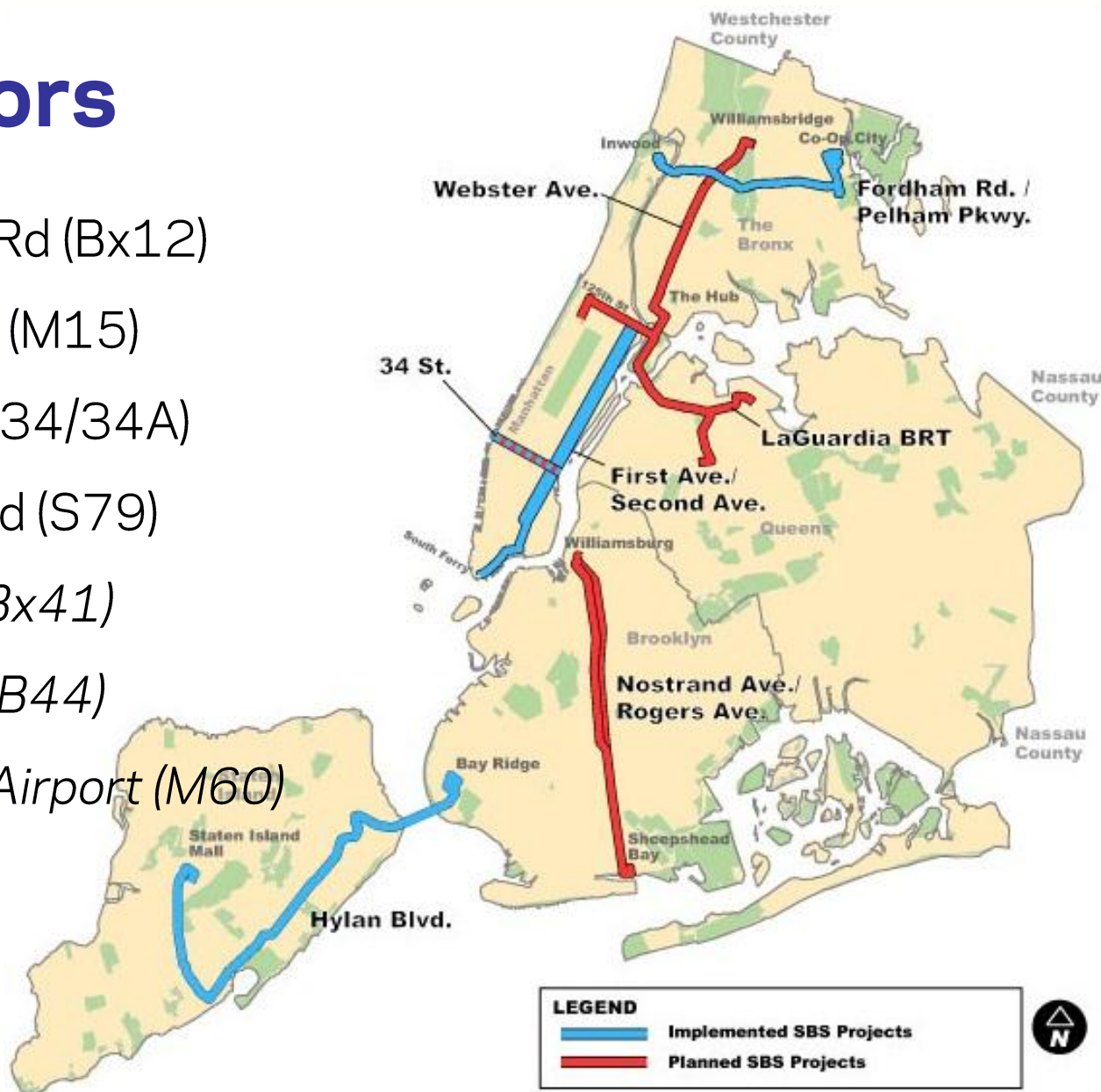
Nov 2011 34th St (M34/34A)

Sept 2012 Hylan Blvd (S79)

2013 Webster Ave (Bx41)

2013 Nostrand Ave (B44)

2013/14 LaGuardia Airport (M60)



Features of Select Bus Service (SBS)

**Bus
lanes**



Branding



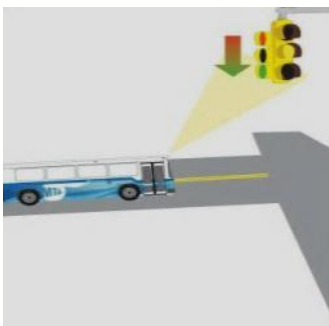
**Faster
fare
collection**



**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: 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 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, 1st Ave/1st St Station

SBS Bus Stations - Curbside

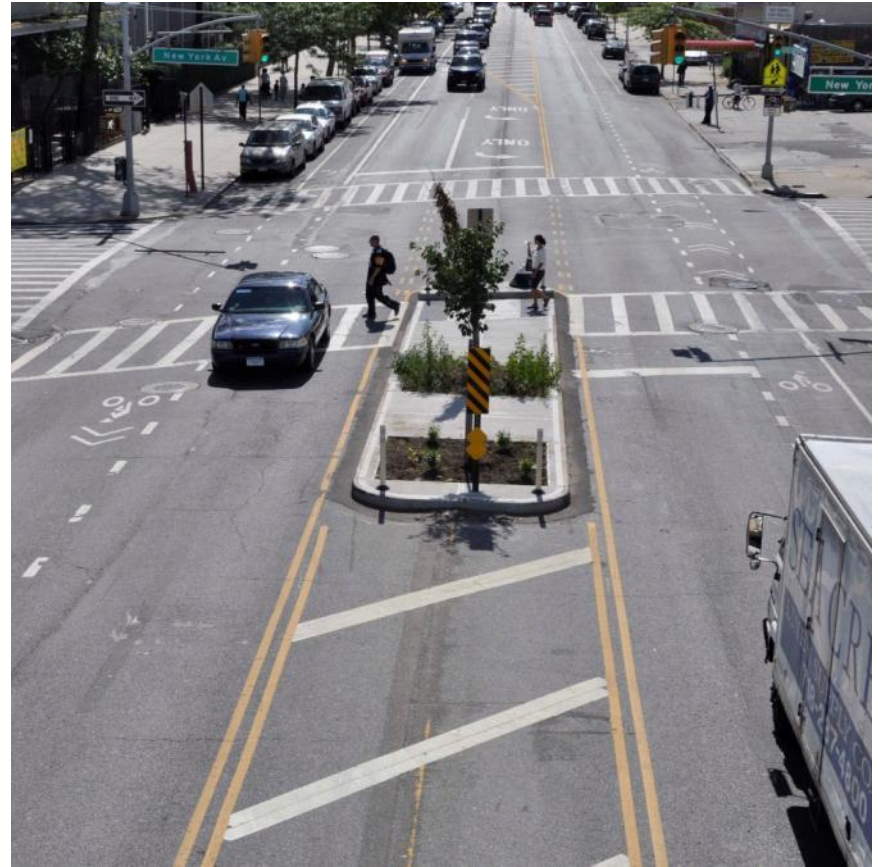


Example: Bx12 SBS, Fordham Rd / Webster Av Station

Pedestrian safety elements



Neckdown / curb extension



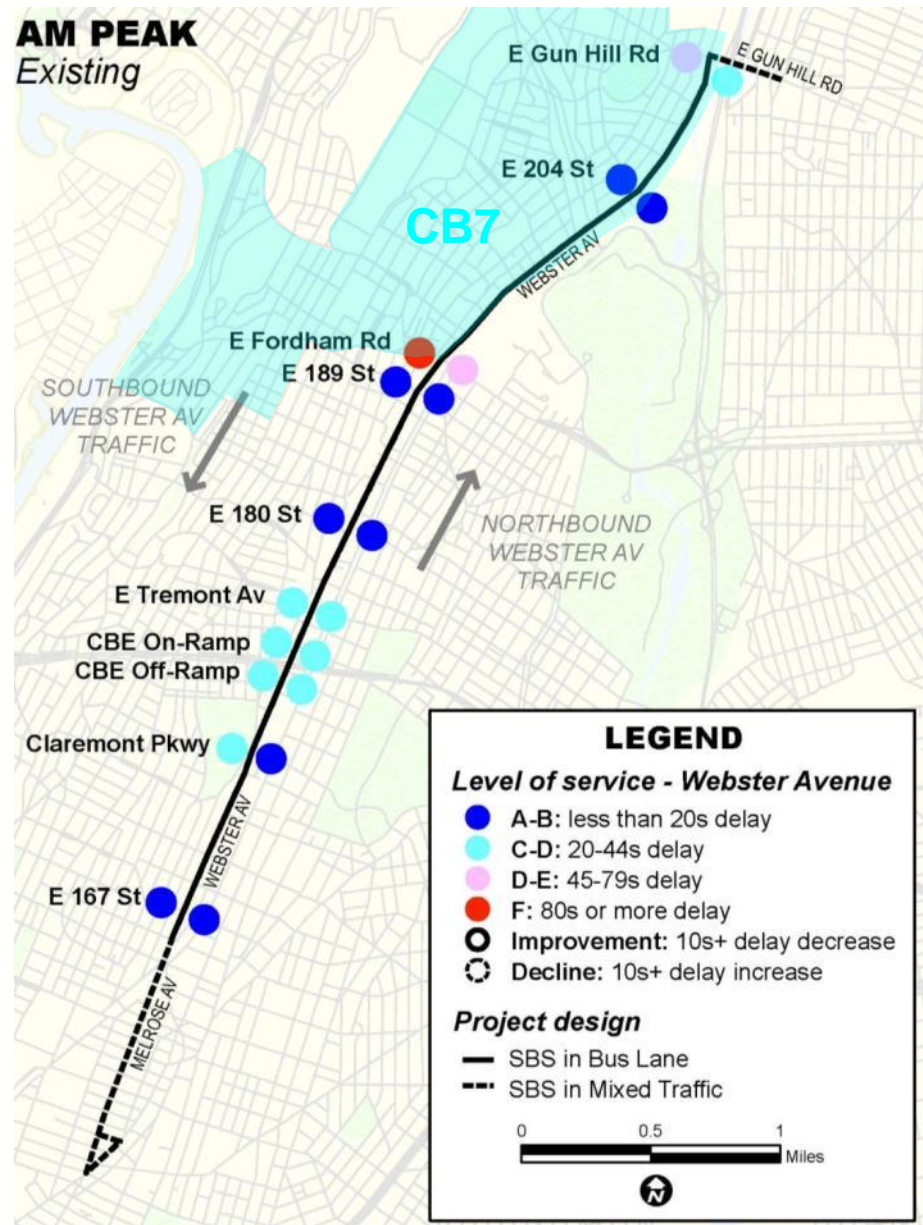
Pedestrian refuge / Median

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

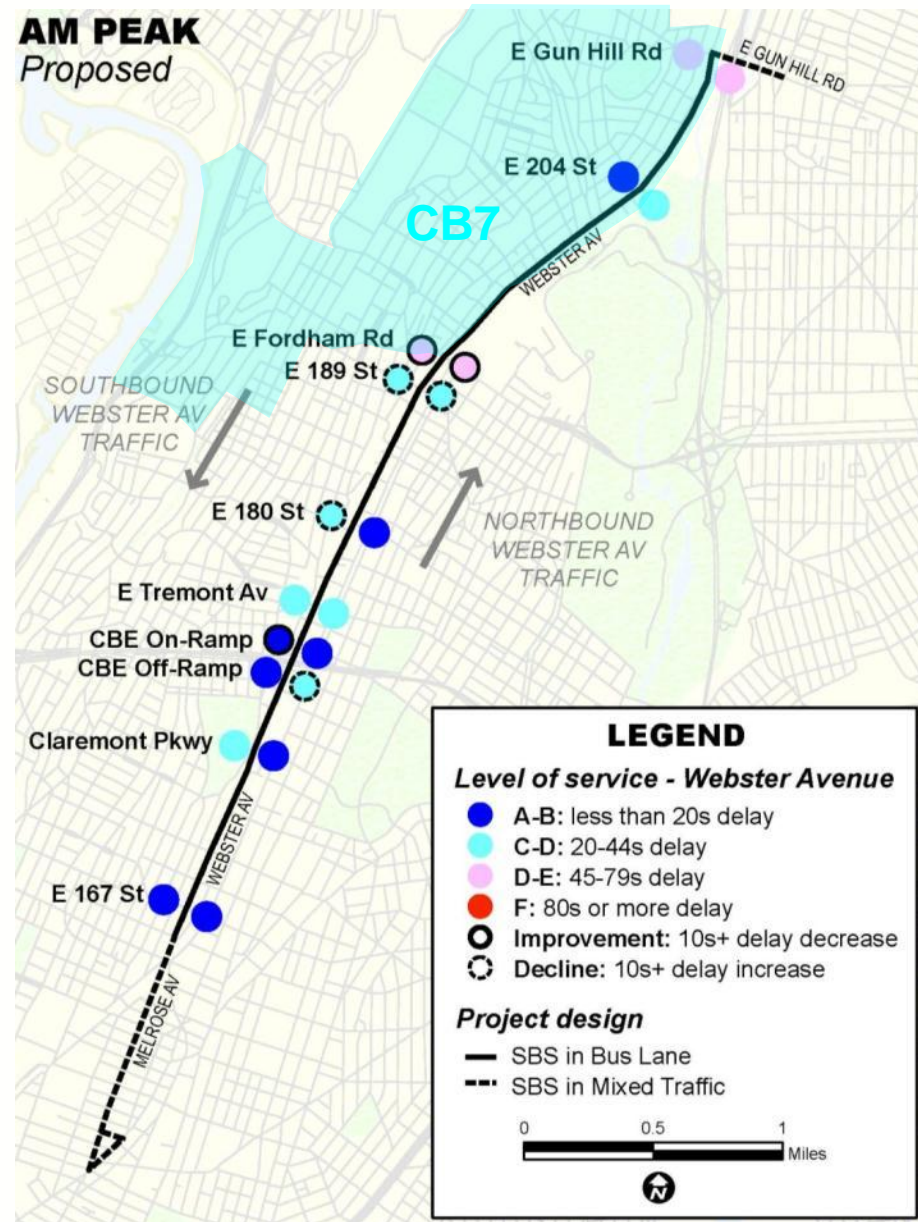
- Replace one general travel lane with a bus lane in each direction

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



CB7 Design Details

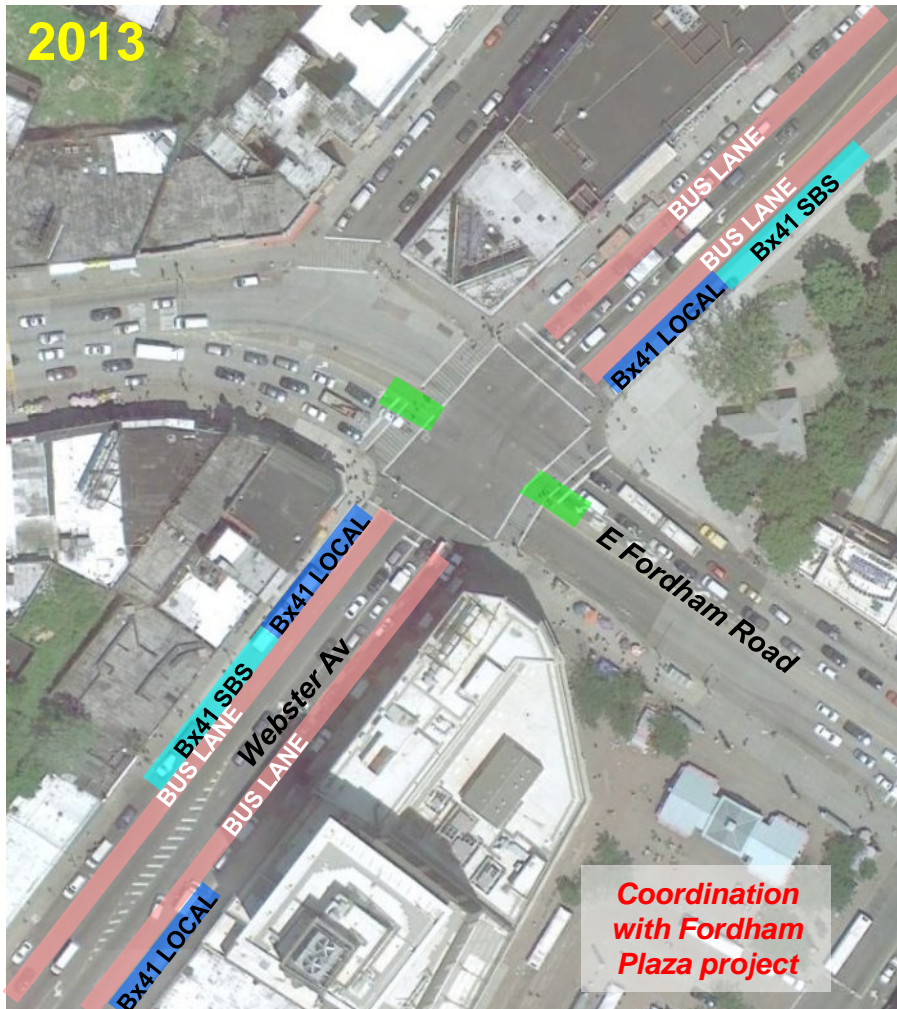


SBS in CB7

- 4 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



E Fordham Rd - SBS Stations



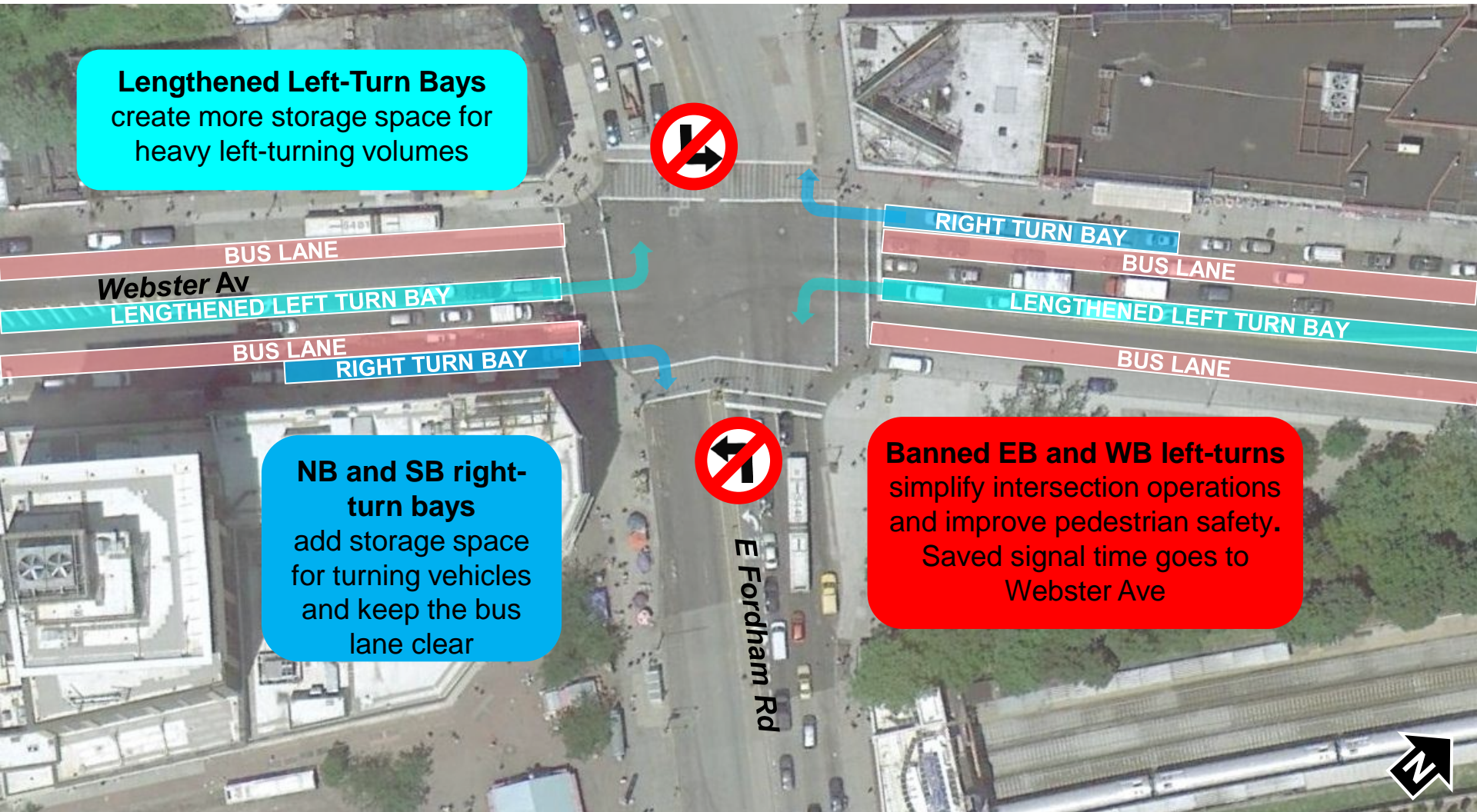
2013

- SBS stations at existing farside LTD stop locations
- Local stop only at E 189 St
- Extend concrete pedestrian refuges on Fordham Road

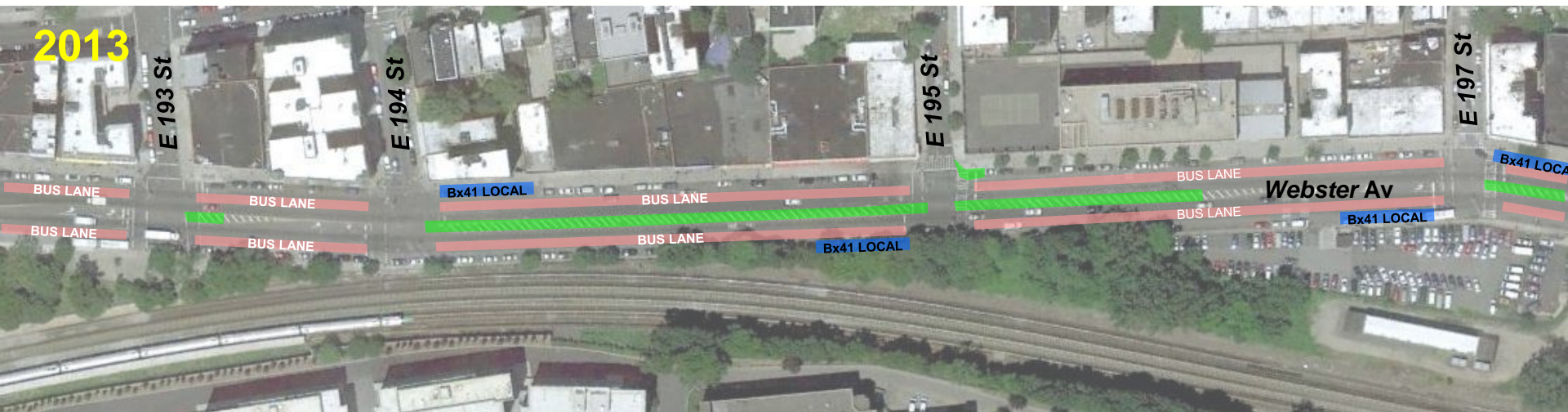
2014-2015

- Bus bulbs at SBS bus stops

E Fordham Rd - Traffic operations



E193 to E197 - Improvements



2013

- Pedestrian safety improvements:
 - E 193 pedestrian refuge
 - E 194 St median
 - E 195 St median + neckdown
 - E 197 pedestrian refuge

Bedford Park Blvd - SBS Stations



2013

- NB SBS station at existing LTD stop
- SB SBS stop moved to north side of intersection (no curb cuts)

2014-2015

- NB bus bulb constructed north of intersection (adjacent to NYBG parking garage)
- SB bus bulb at SBS stop
- Pedestrian neckdown(s)

E 204 St - SBS Stations



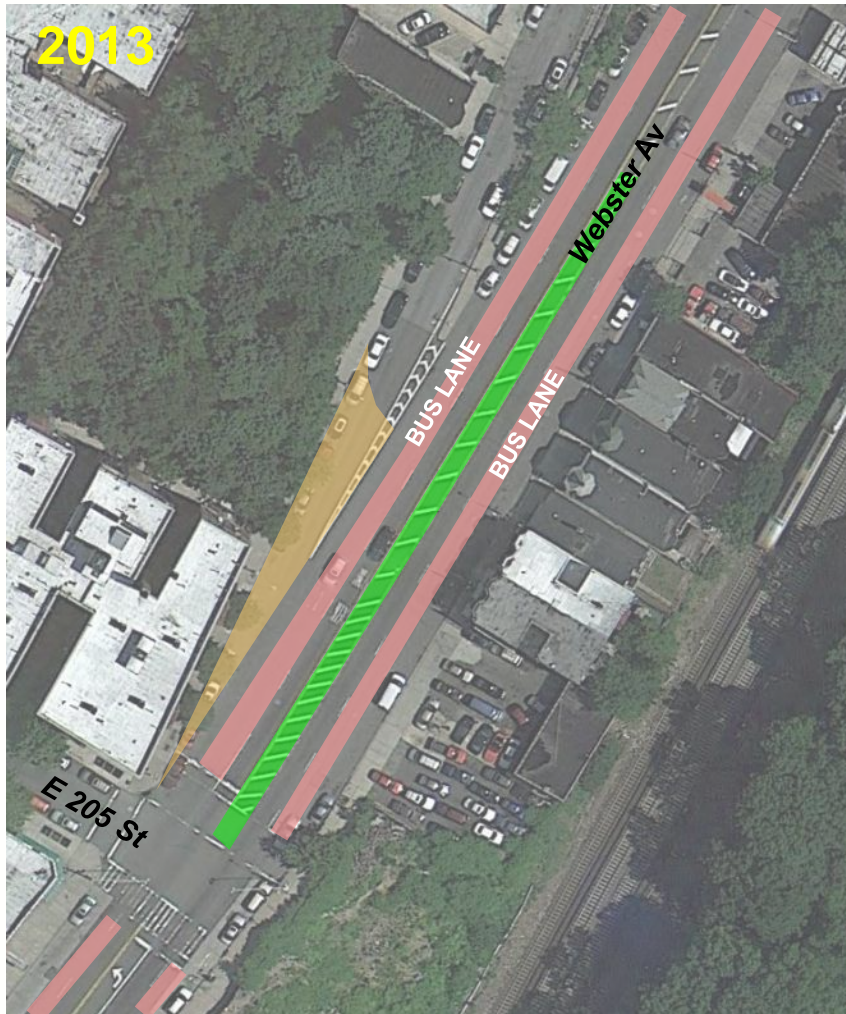
2013

- NB SBS station at existing LTD stop
- SB SBS stop moved to north side of intersection (no curb cuts)

2014-2015

- Bus bulbs constructed at SBS stops
- Pedestrian neckdown (s)

Parkside Place - Improvements



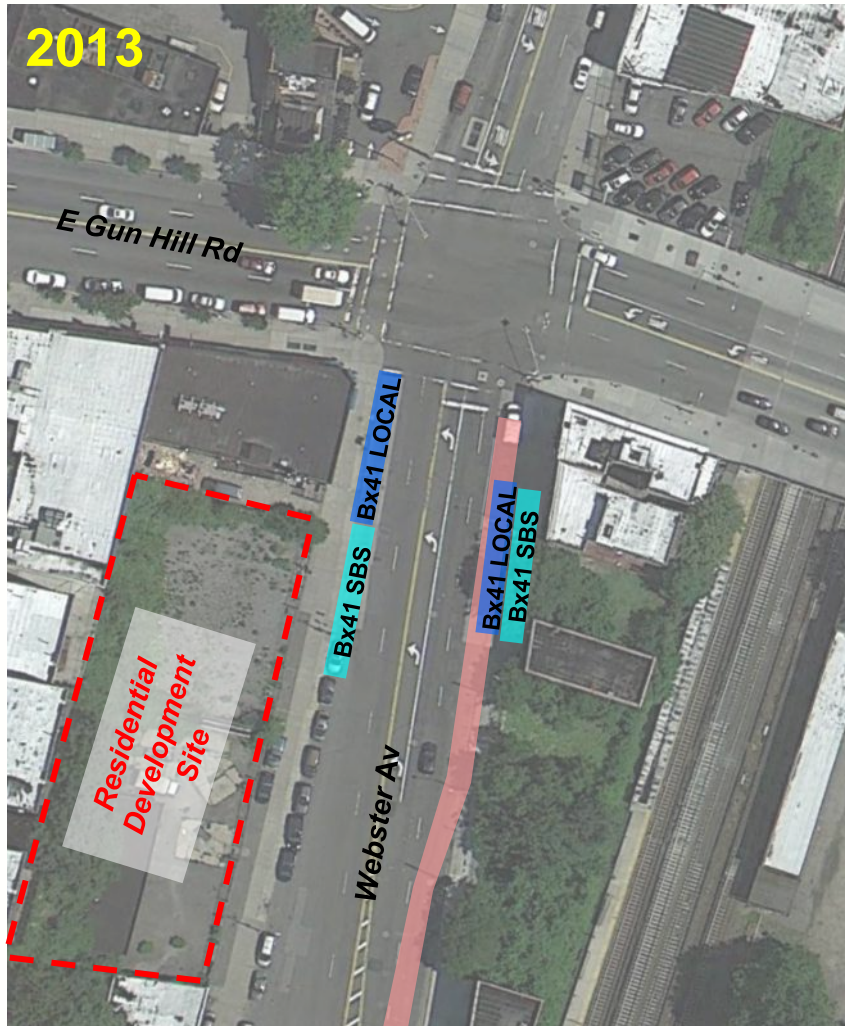
2013

- Realign Parkside Place and create a pedestrian area using temporary paint treatment with granite blocks to define the space
- Build concrete pedestrian median

2014-2015

- Build pedestrian area in concrete

E Gun Hill Road - SBS Stations



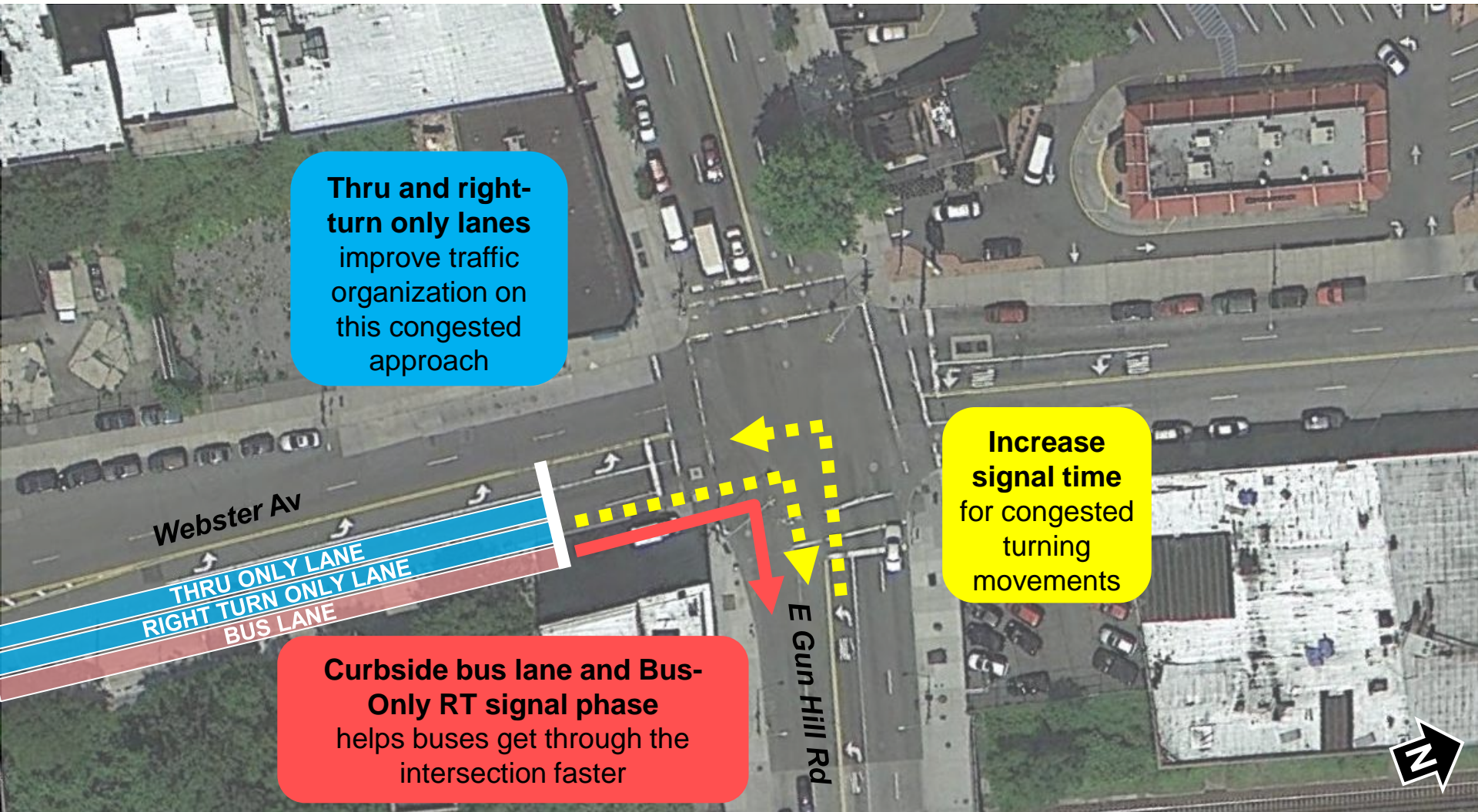
2013

- NB SBS stop moved closer to intersection (in curbside bus lane)
- SB SBS station at existing LTD stop

2014-2015

- SB SBS stop will move further south alongside new residential development site

E Gun Hill Road – Traffic operations



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 125th 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!

