

Bx6 South Bronx Crosstown Select Bus Service

Bronx Community Board 4 Municipal Services Committee Meeting | March 1, 2017



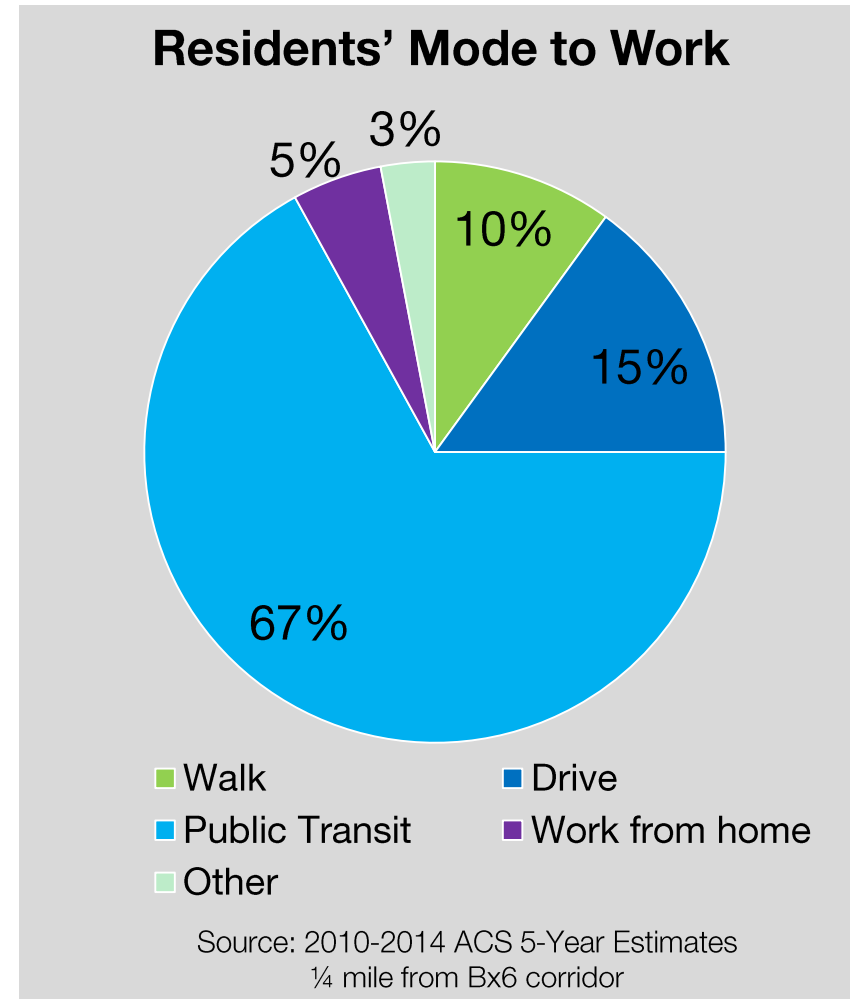
Agenda

- Project background
- 161st Street design alternatives
- 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



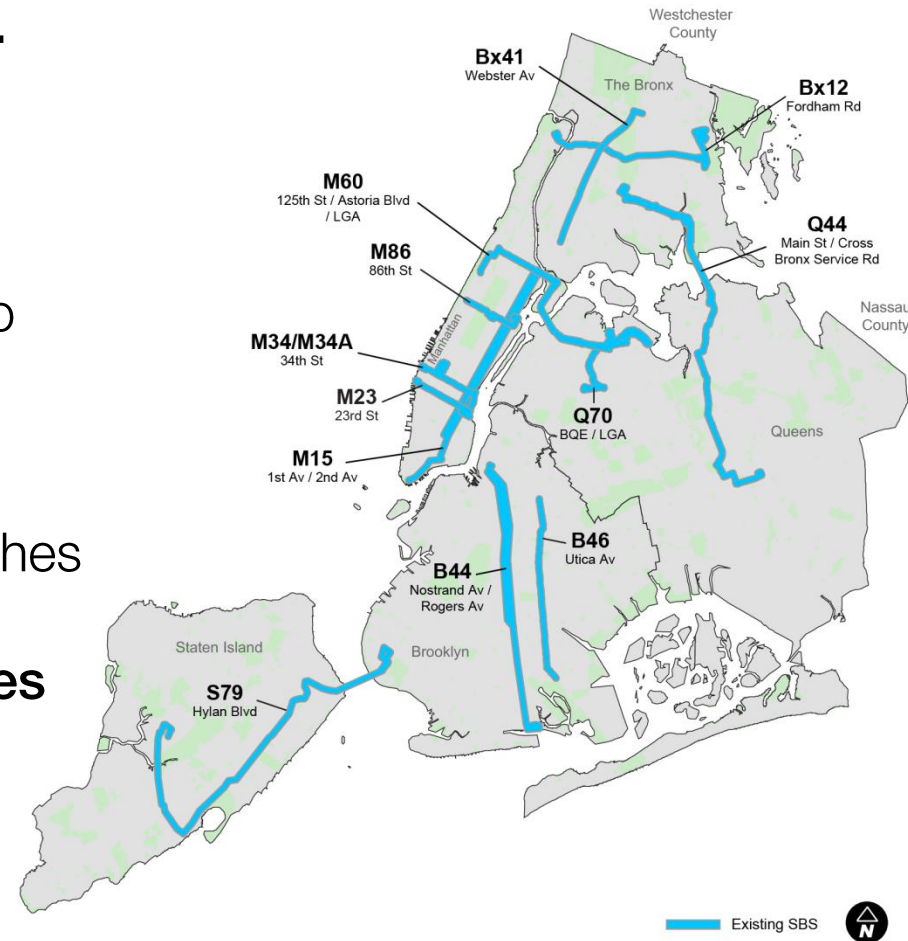
Select Bus Service in New York City

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

Dedicated Bus Lanes



Signal Priority for Buses



- **Faster** bus rides
- **Reduced traffic conflicts** between buses and traffic
- **More reliable** bus service
- Buses spend **less time stopped** at red lights

Off-Board Fare Collection



All-Door Boarding



- **Quicker** bus boarding
- Buses spend **less time waiting** at bus stops

Select Bus Service Features

Improved Station Amenities



Real-Time Passenger Information



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

Pedestrian Safety Improvements



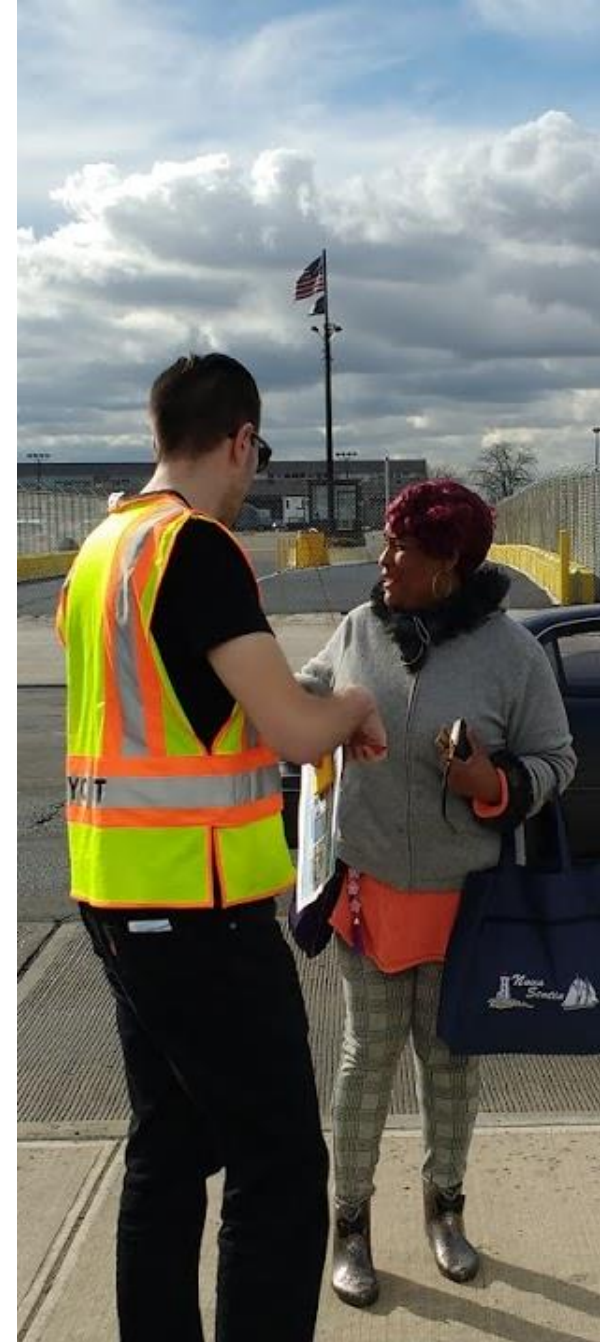
- **Better visibility** for pedestrians, bus operators, and drivers
- **Clearer, shorter** pedestrian crossings

Bx6 SBS Project Goals

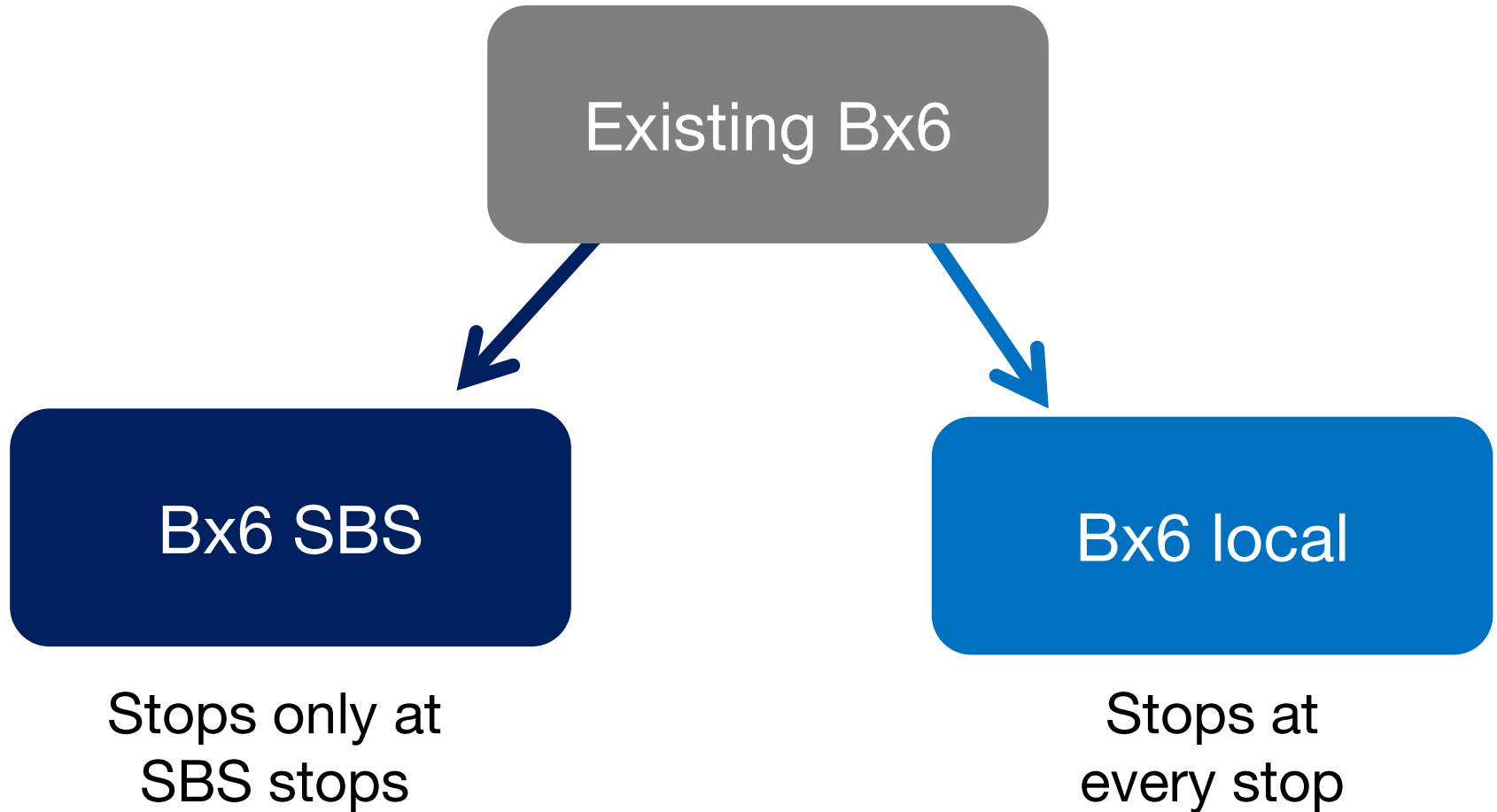
- Improve bus speeds
- Address bus boarding and vehicle organization issues in front of courts
- Improve pedestrian conditions
- Maintain and better organize traffic flow

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)
- **Bronx Community Board Meetings** (February – March 2017)



Bx6 Service Plan



Bx6 SBS Stops



Community Board 4 Bus Stops



Existing Bx6 Bus Speeds

Westbound 7-10 AM



Existing Bx6 Bus Speeds

Eastbound 7-10 AM



Proposed Bus Lanes

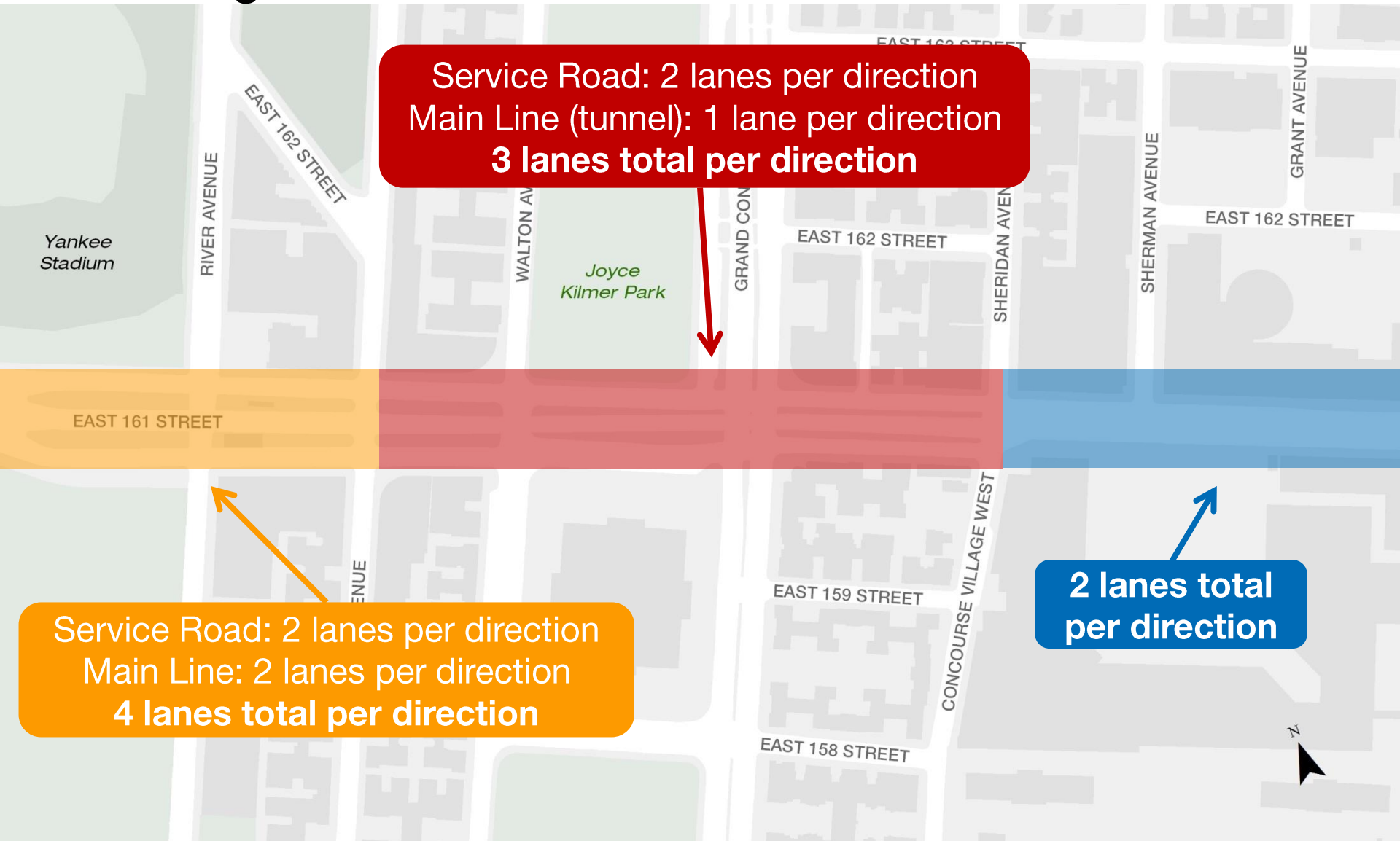


161st Street

Existing Conditions

161st Street Configuration

Existing



Service Road: 2 lanes per direction
Main Line (tunnel): 1 lane per direction
3 lanes total per direction

Service Road: 2 lanes per direction
Main Line: 2 lanes per direction
4 lanes total per direction

2 lanes total per direction

West of Tunnel: Narrow sidewalks

161st St & River Av:

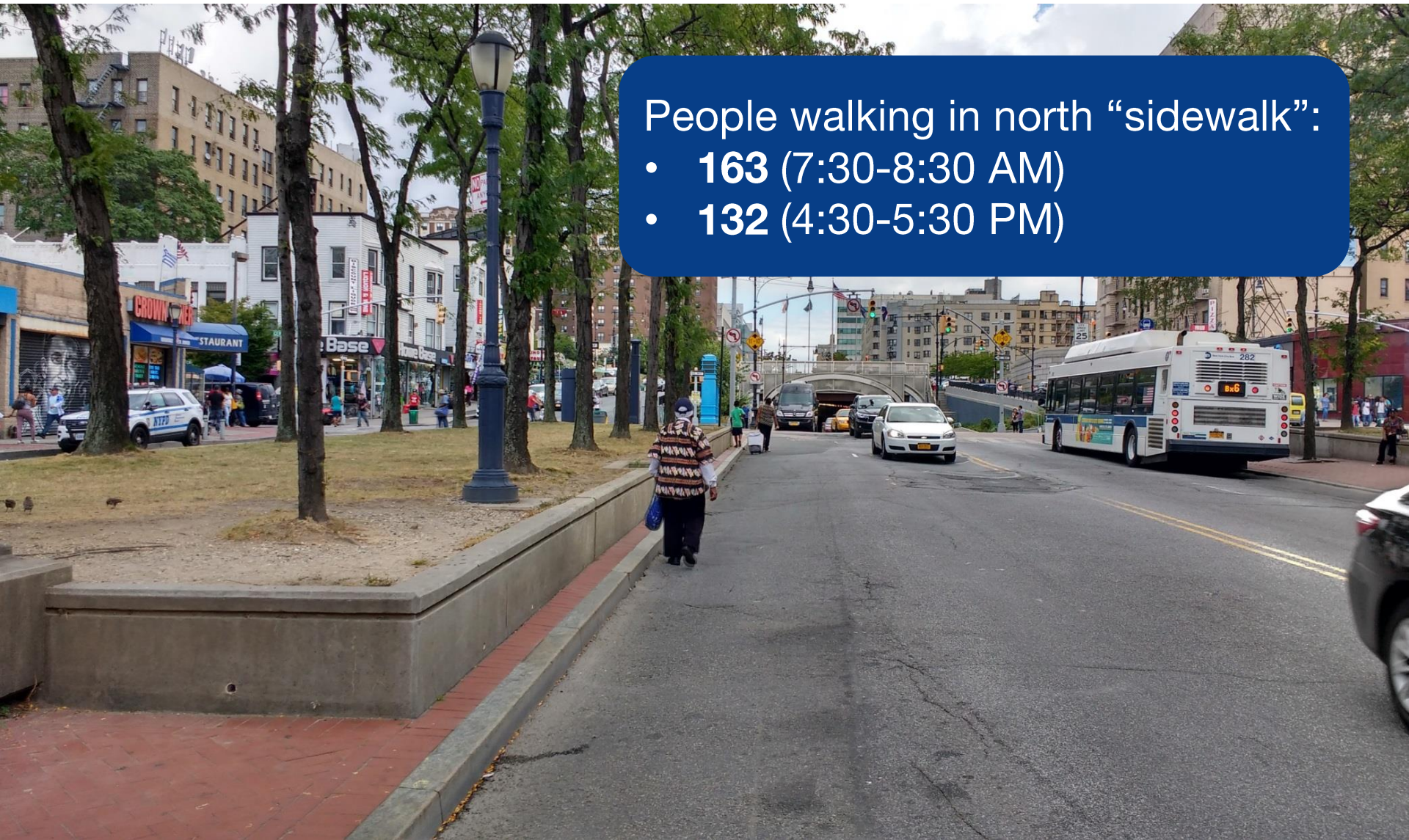
- 38 pedestrian injuries (2010-2014)



West of Tunnel: Narrow sidewalks

People walking in north “sidewalk”:

- **163** (7:30-8:30 AM)
- **132** (4:30-5:30 PM)



East of Tunnel: Parking in Bus Stops

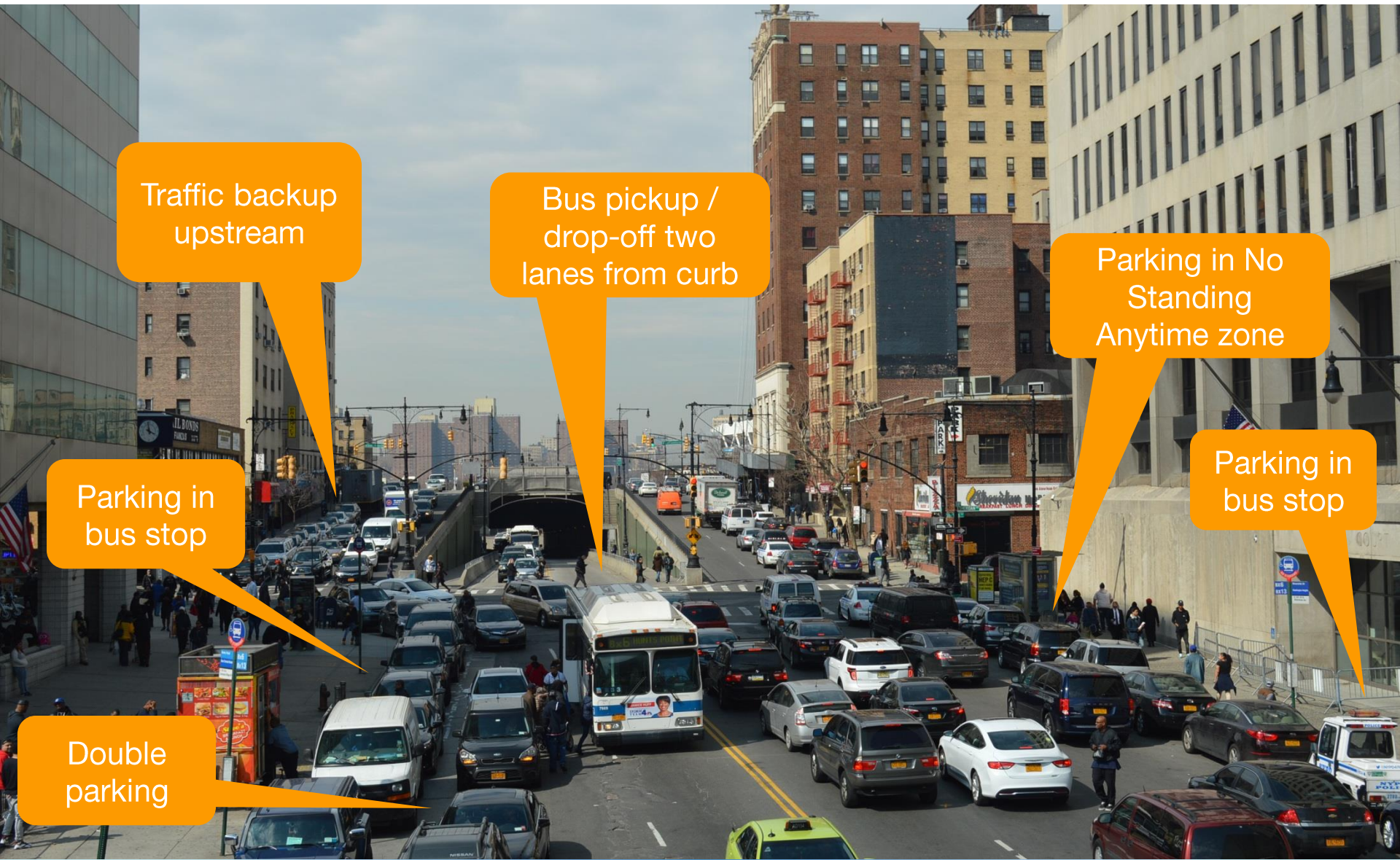
Bus can only access curb:

- 14% of time at Sherman Av westbound
- 6% of time at Concourse Village W eastbound



7am-7pm on an average weekday

East of Tunnel: Congestion



Traffic backup upstream

Bus pickup / drop-off two lanes from curb

Parking in No Standing Anytime zone

Parking in bus stop

Parking in bus stop

Double parking

161st Street Alternative 1

Existing



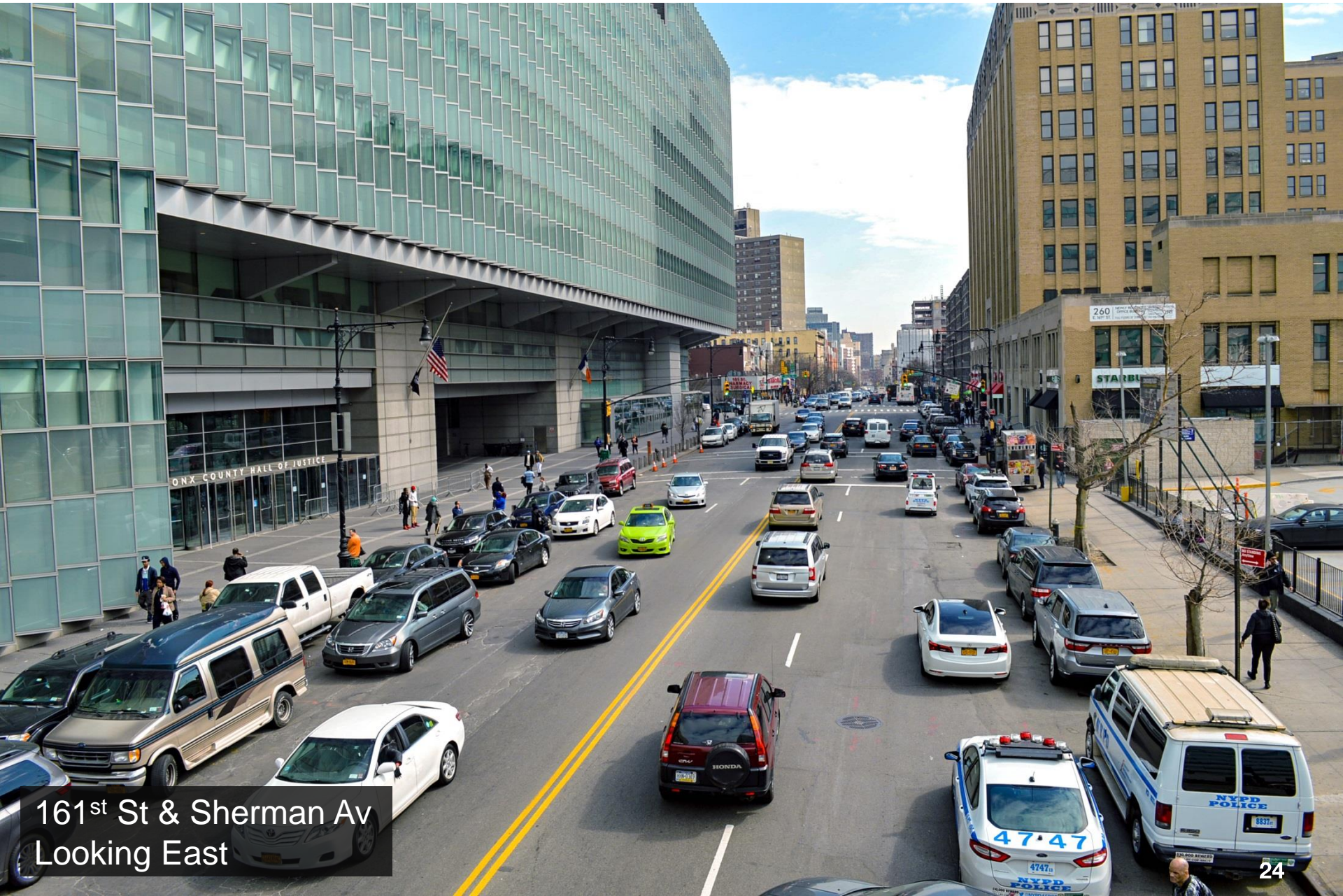
161st St & Sheridan Av
Looking West

Alternative 1: Two-Way Bus Tunnel



161st St & Sheridan Av
Looking West

Existing



161st St & Sherman Av
Looking East

Alternative 1: Two-Way Bus Tunnel



ONX COUNTY HALL OF JUSTICE

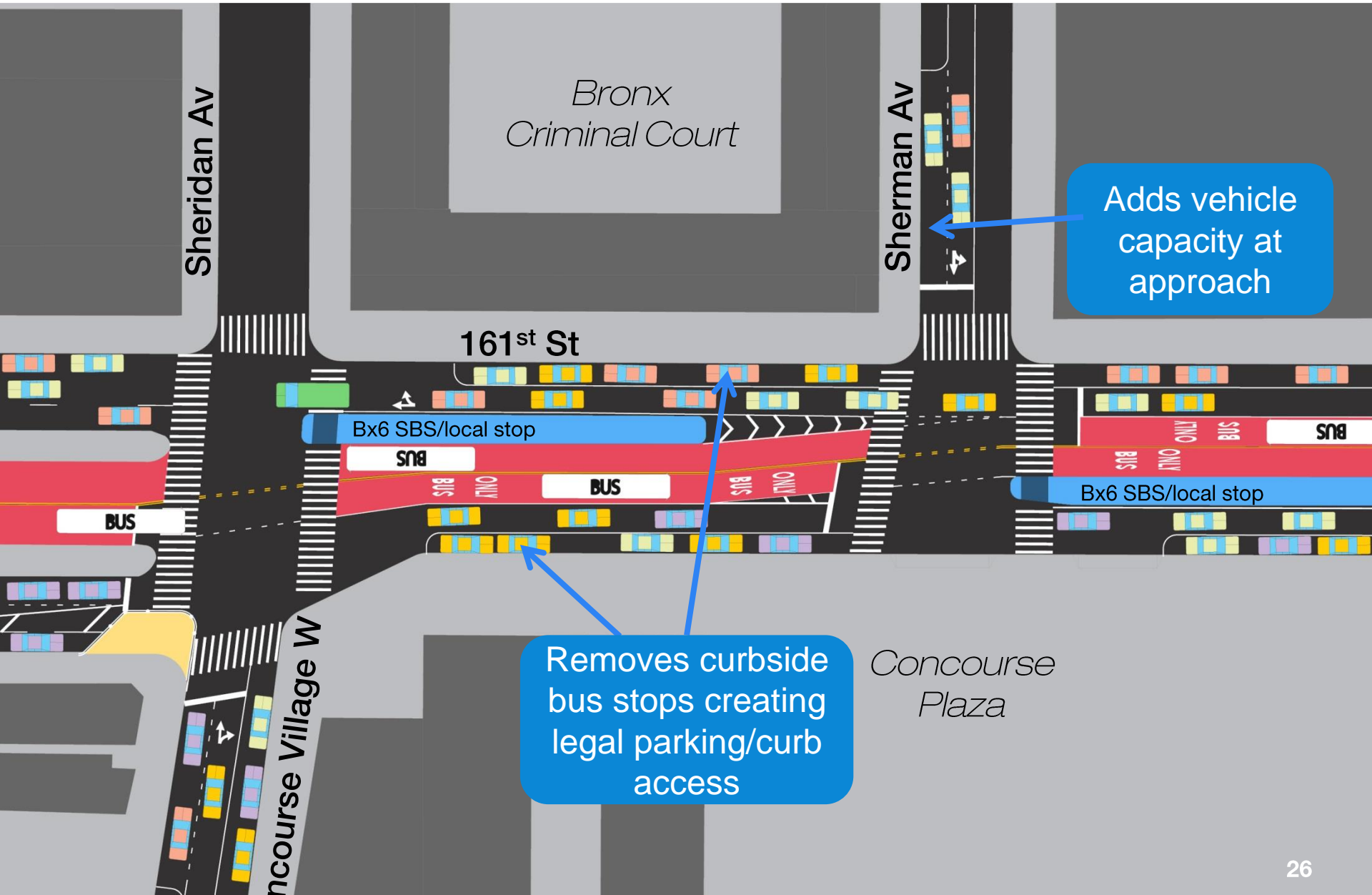
260

STARBUCKS

ONLY
BUS

161st St & Sherman Av
Looking East

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



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

161st Street Alternative 2

Existing



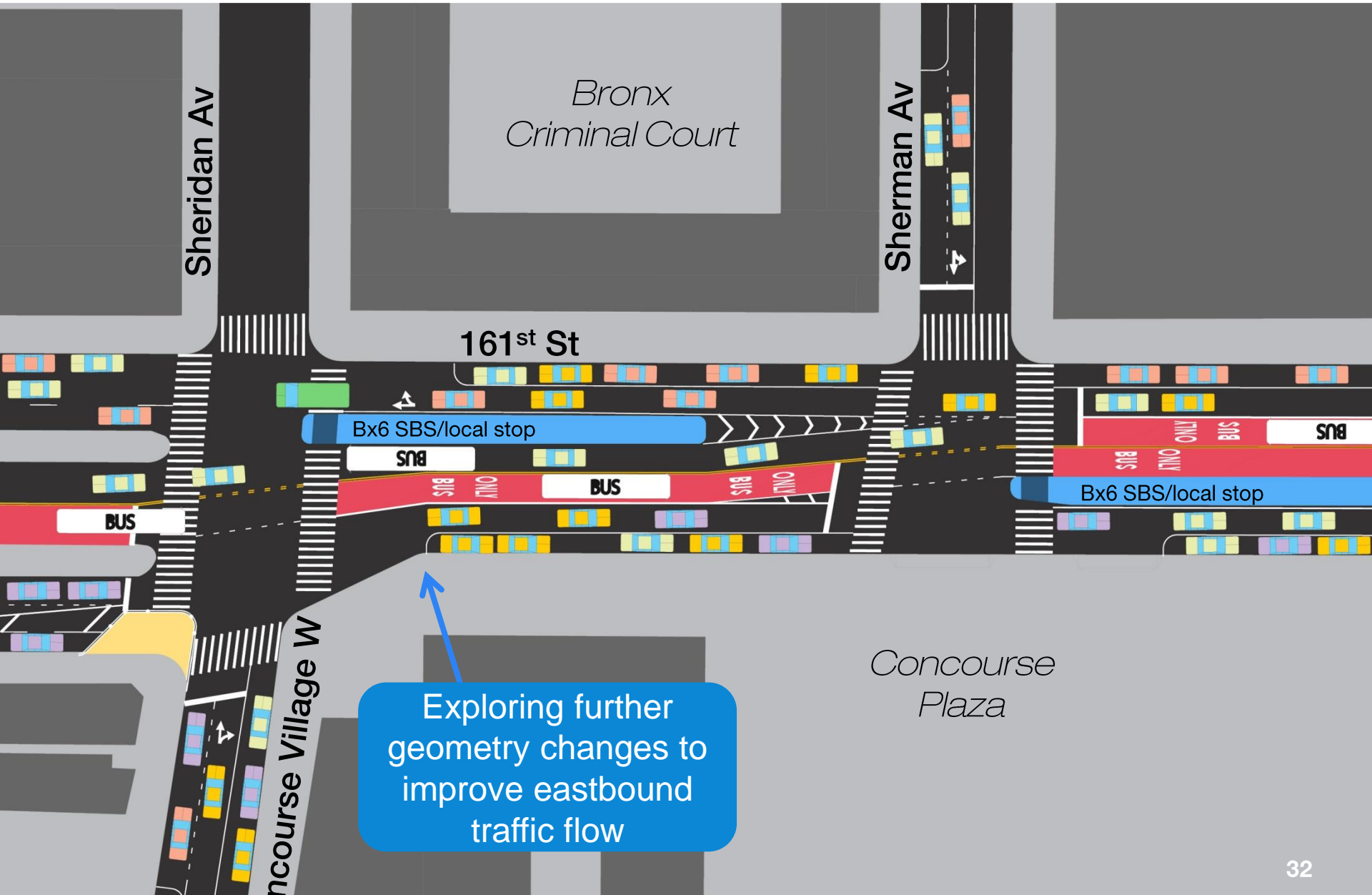
161st St & Sheridan Av
Looking West

Alternative 2: One-Way Bus Tunnel



161st St & Sheridan Av
Looking West

Alternative 2: One-Way Bus Tunnel



Alternative 2: One-Way Bus Tunnel

- Beneficial for 25,000 daily bus riders
- No significant traffic impacts
- Addresses boarding issue in front of courts

161st Street Alternative 2

Yankee Stadium to Gerard Avenue

Existing

Yankee Stadium

←
Macombs
Dam Bridge

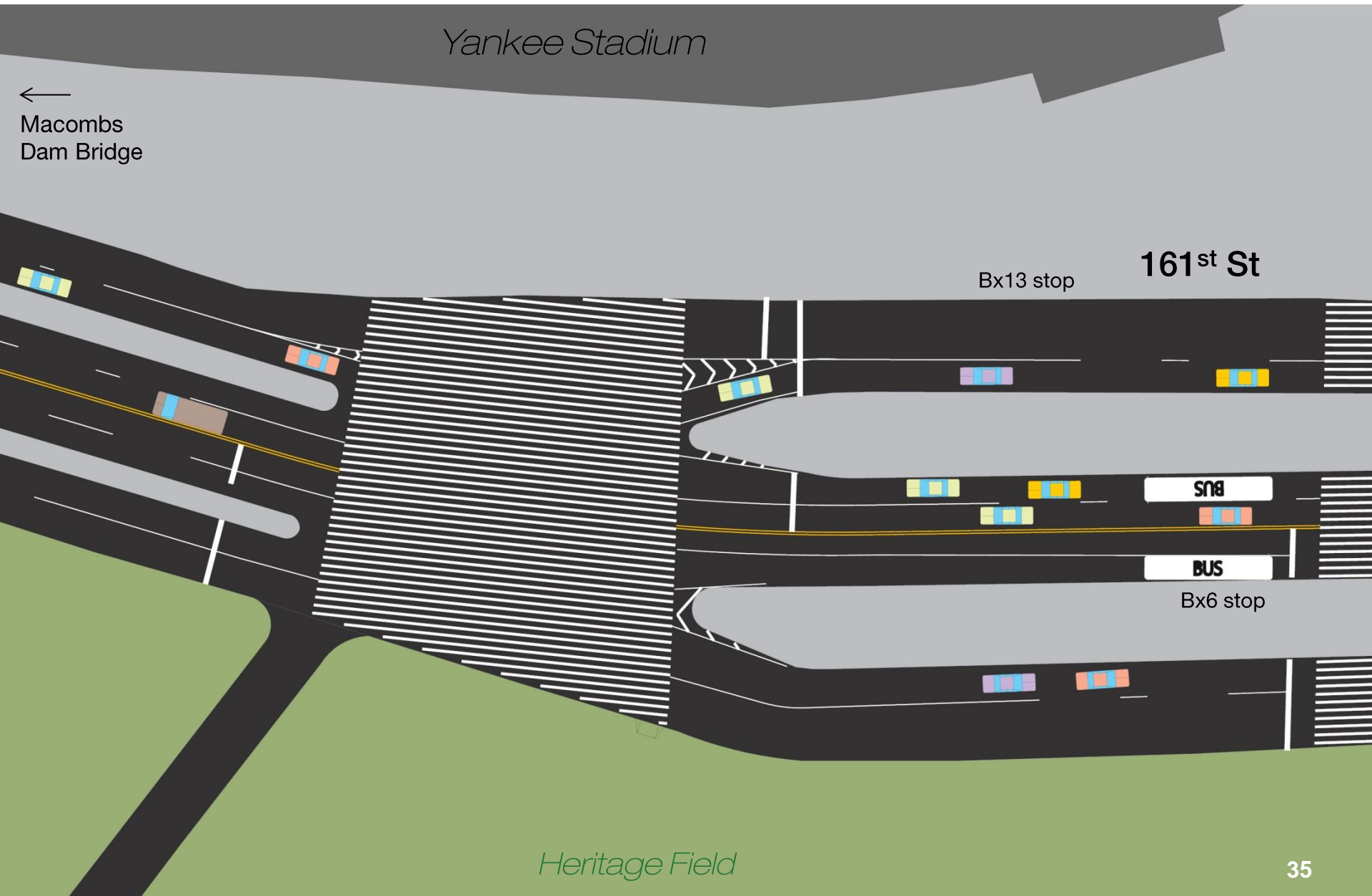
Bx13 stop **161st St**

BUS

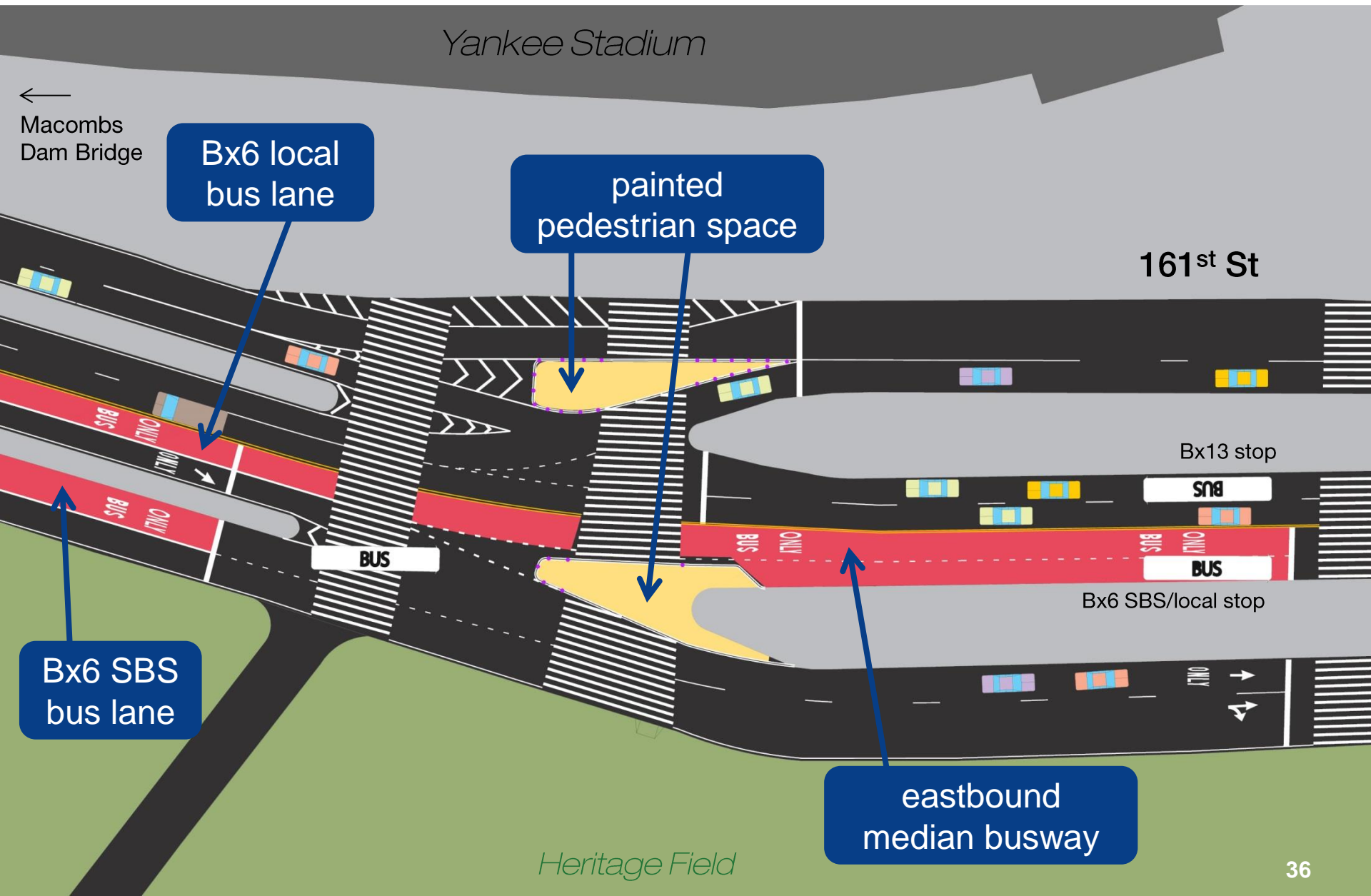
BUS

Bx6 stop

Heritage Field



Alternative 2: One-Way Bus Tunnel



Existing



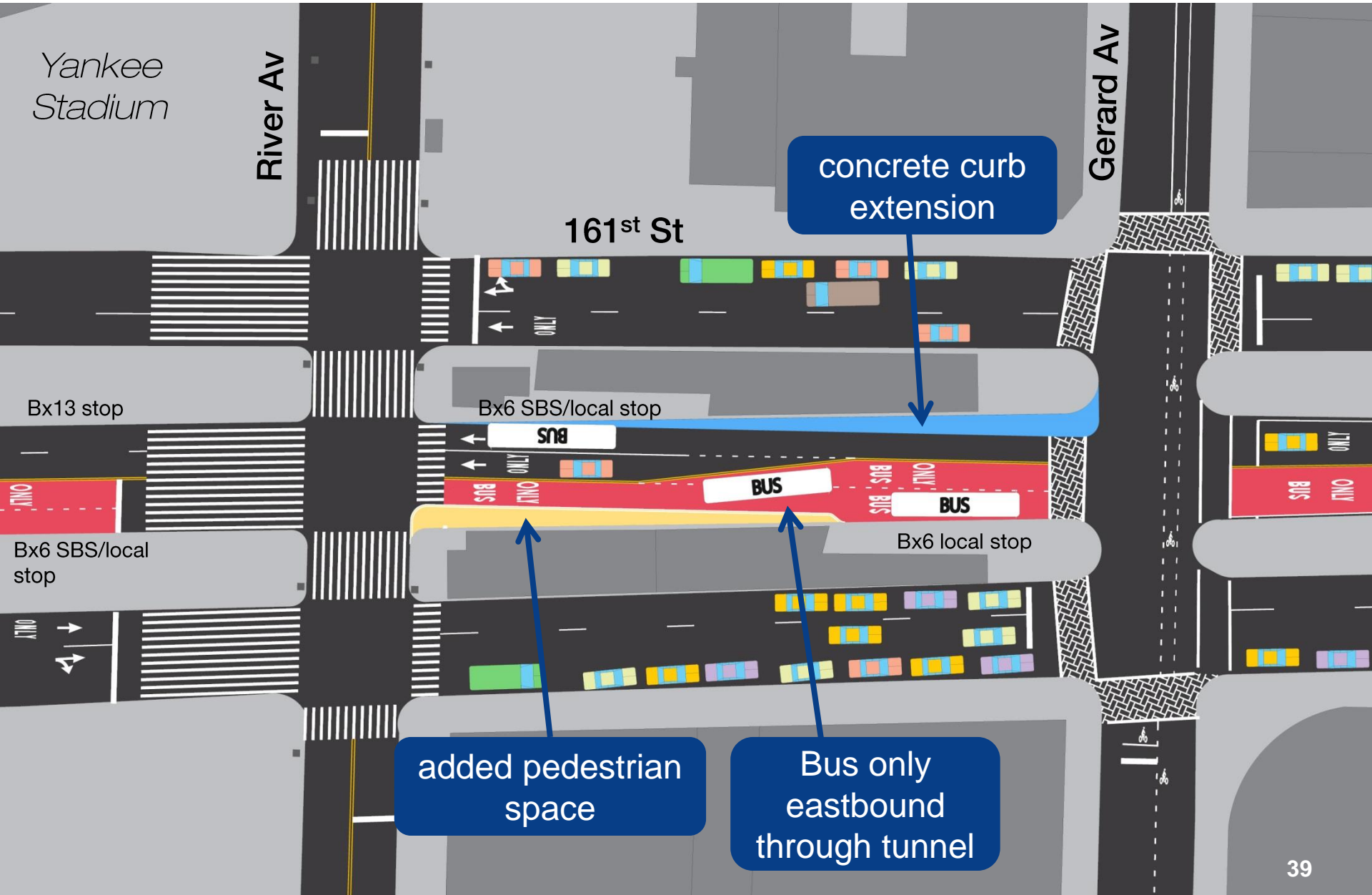
161st St & River Av
Looking East

Alternative 2: One-Way Bus Tunnel



161st St & River Av
Looking East

Alternative 2: One-Way Bus Tunnel



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
- Summer 2017
 - Launch Bx6 SBS service
- 2018-2020
 - Design and implement capital project



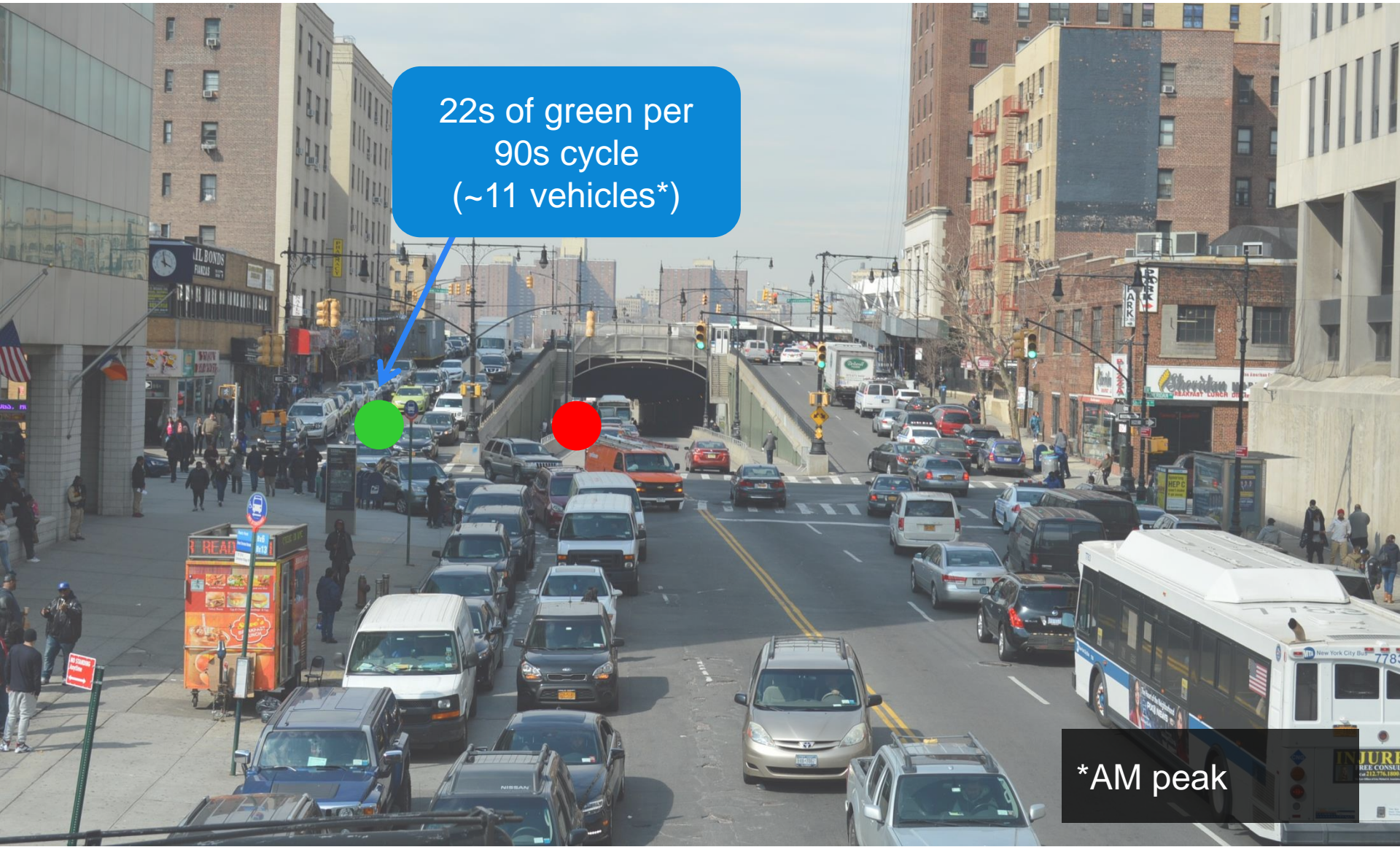
Questions and Discussion

Thank
You!



Appendix

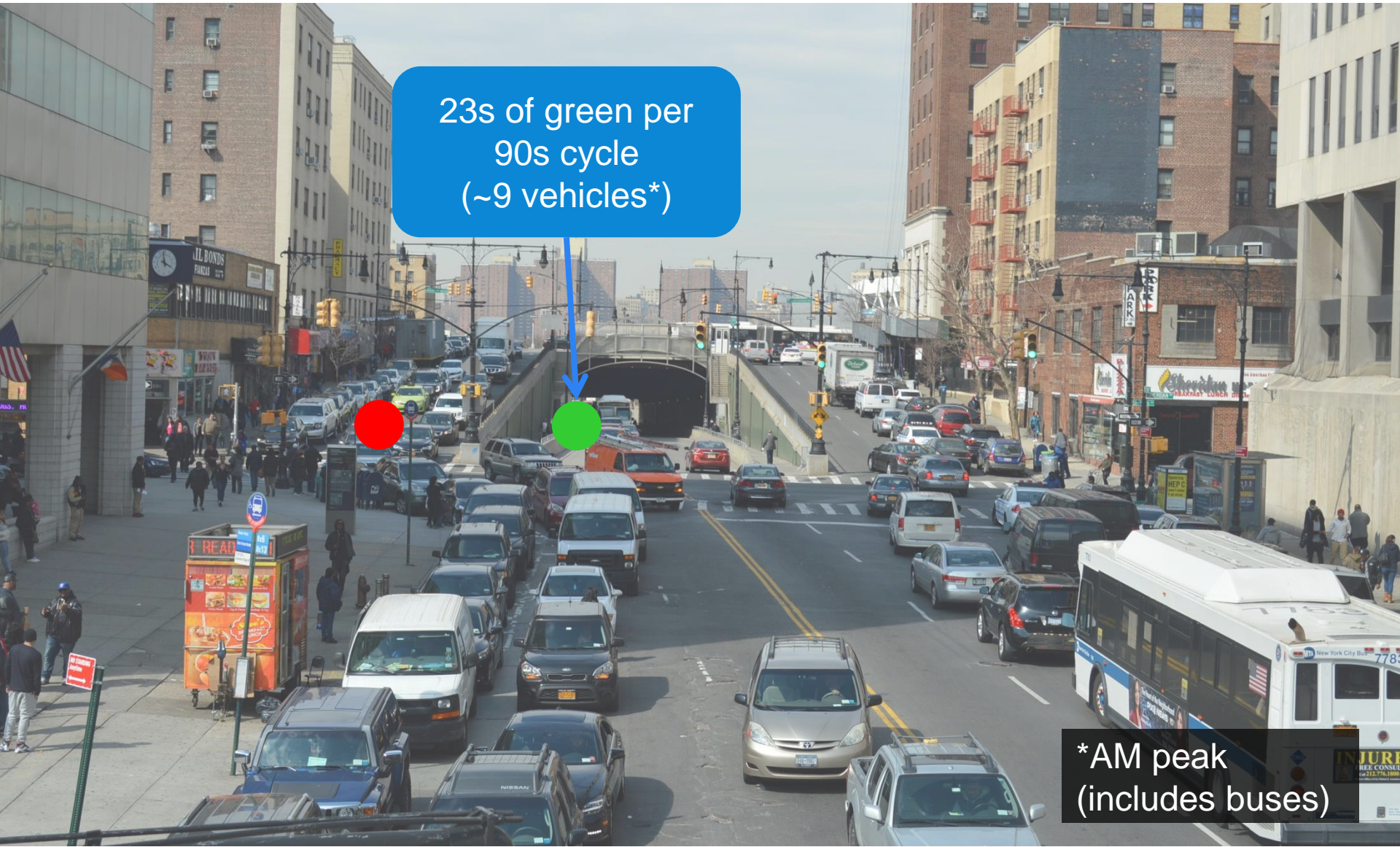
Existing Signal Timing



22s of green per
90s cycle
(~11 vehicles*)

* AM peak

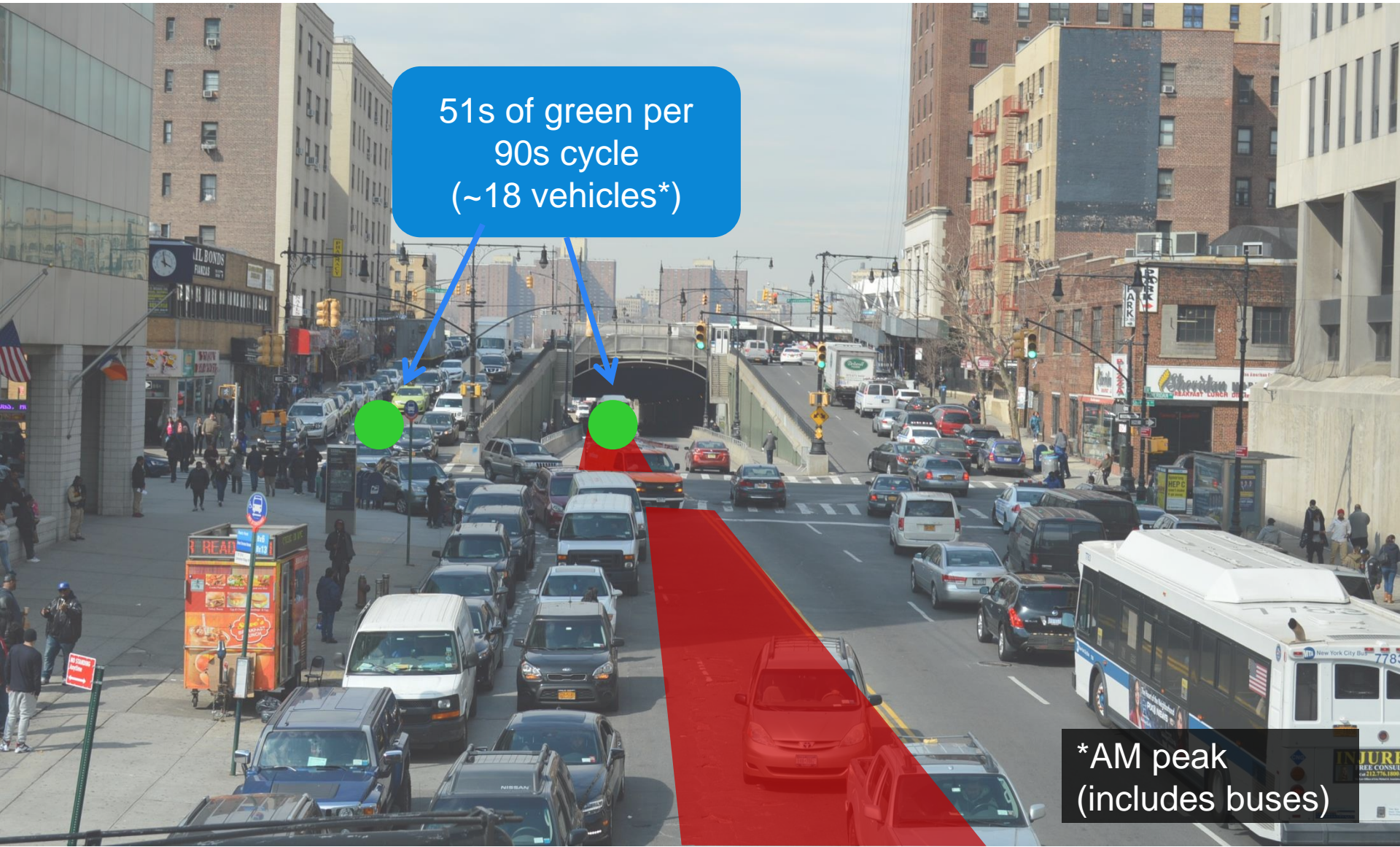
Existing Signal Timing



23s of green per
90s cycle
(~9 vehicles*)

*AM peak
(includes buses)

Proposed Signal Timing



51s of green per
90s cycle
(~18 vehicles*)

*AM peak
(includes buses)

Historic Streetcar

