

Bx6 South Bronx Crosstown Select Bus Service

River Terrace Residents Briefing | September 6, 2016



+selectbusservice



Agenda

- Select Bus Service overview
- Bx6 corridor overview
- Proposed SBS stops
- Proposed street design and signal changes
- Next steps
- Questions and discussion

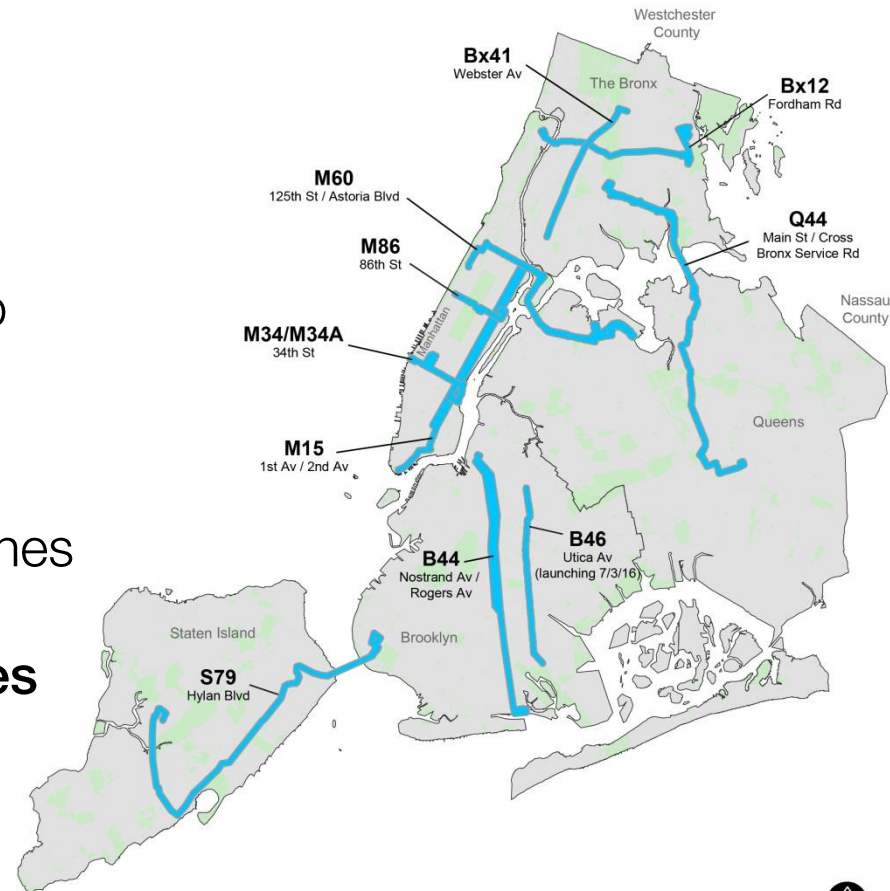
Select Bus Service in New York City

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:

- 10-25% faster bus speeds
- About 10% increase in ridership
- More reliable service
- Customer satisfaction of 95%
- Safer streets / reduction in crashes

There are 10 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

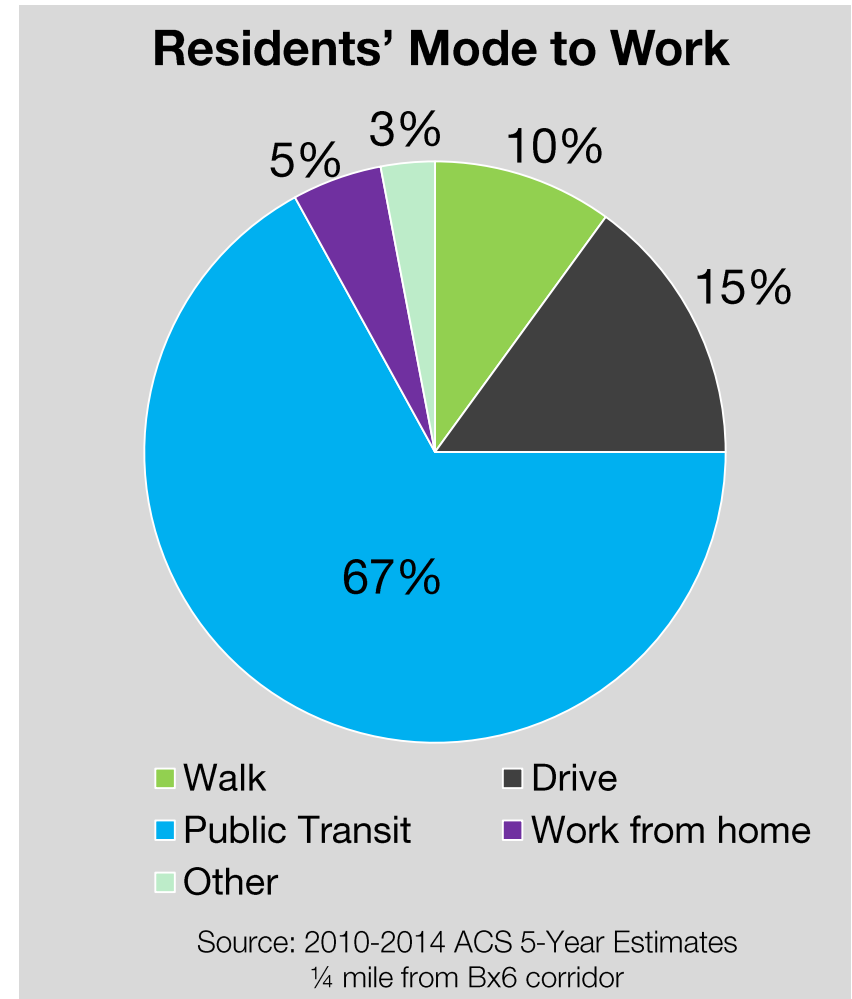
Existing Bx6 local bus route



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



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
- **Online Feedback Portal** (launched November 2015)
 - Received 51 location-specific comments
- **Bronx Elected Officials Briefing** (April 2016)
- **Bronx Community Board Meetings** (May 2016)
- **Manhattan Community Board Meetings** (June 2016)
- **Small Stakeholder Meetings** (June 2016 and ongoing)



Community Engagement

- Online Feedback Portal
- We appreciate your input!

The screenshot displays the NYC BRT online feedback portal. The top navigation bar includes 'Content', 'Structure', 'Translate', and 'Help'. The user is logged in as 'Hello jschipper' and can 'Log out'. The main heading is 'SOUTH BRONX CROSSTOWN SBS'. Below this is a map of the South Bronx area, showing the proposed Crosstown SBS route in black. A yellow callout box on the map says 'Click the marker icon and place it on the map to add a comment.' The map shows various streets, parks, and landmarks. To the right of the map is a 'RECENT COMMENTS' section. It lists several comments with their dates, user avatars, and star ratings. The comments are:

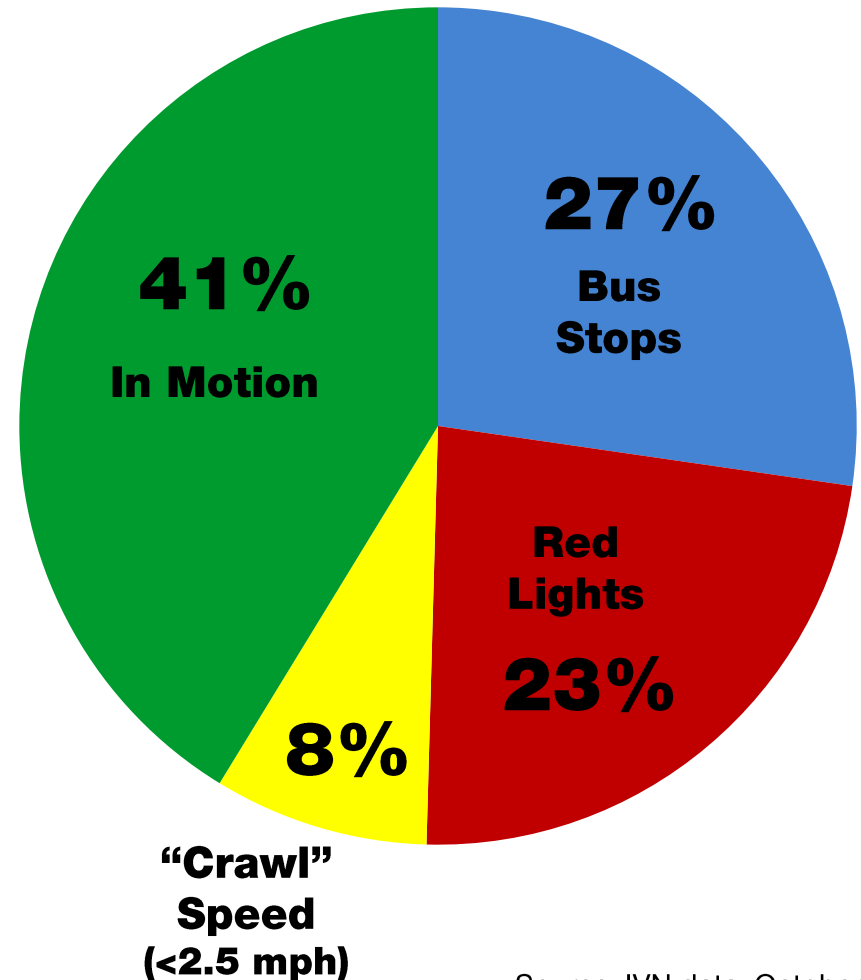
- Other** (03/30/2016 - 15:06): "This corridor should be considered for elevated light rail transit instead of buses. The transit demands are so high that buses cannot cope." (5 stars, Average: 5 (1 vote))
- Crowded Bus** (03/15/2016 - 13:39): "The b6x bus 90% of the time is super crowded. Its a struggle for people with walkers or wheelchairs to get on or off the bus. The bus has that staircase in the back which is a hazard. The aisle is narrow and you can barely squeeze by to get to the back of the bus. Nobody wants to stand on the stairs, in case there is a sudden stop, you could easily fall. The bus stops are usually crowded with no form of a line. I think the b6x bus during peak times could use the long extended bus and it should also have select bus service." (5 stars, Average: 3.3 (3 votes))
- Long Distance to Cross** (02/06/2016 - 06:44): "E 163rd St is TOO WIDE. Cars travel TOO FAST." (5 stars, Average: 4 (3 votes))
- Long Distance to Cross** (02/05/2016 - 01:46): "E 163rd St is too wide." (5 stars, Average: 5 (1 vote))
- Blocking the Box** (02/05/2016 - 01:44): "Blocking the Box"

nyc.gov/brt

Bus Delays

- 56 minutes on average to travel from Hunts Point to Riverside Drive (4.8 miles)
- Over 25% of trip spent boarding passengers
- Bus is moving less than half of the time

**Bx6 Westbound
4-7 PM Weekdays**



Source: IVN data, October 2015

Safety



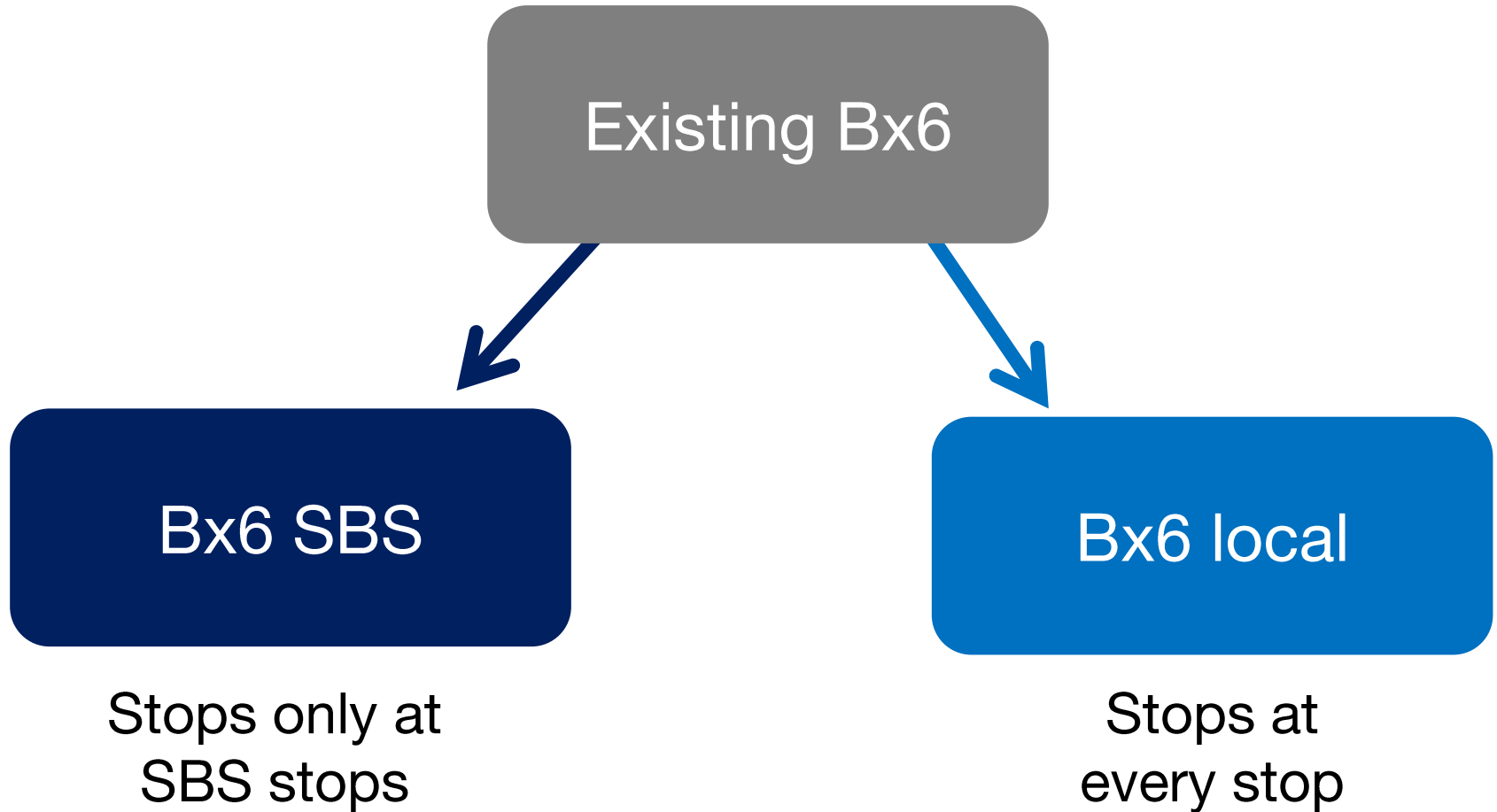
- Vision Zero: multiagency effort to reduce traffic fatalities
- 2 Priority Intersections along route in Manhattan

VISION
ZERO
nyc.gov/visionzero

Existing Ridership



Proposed Service Plan

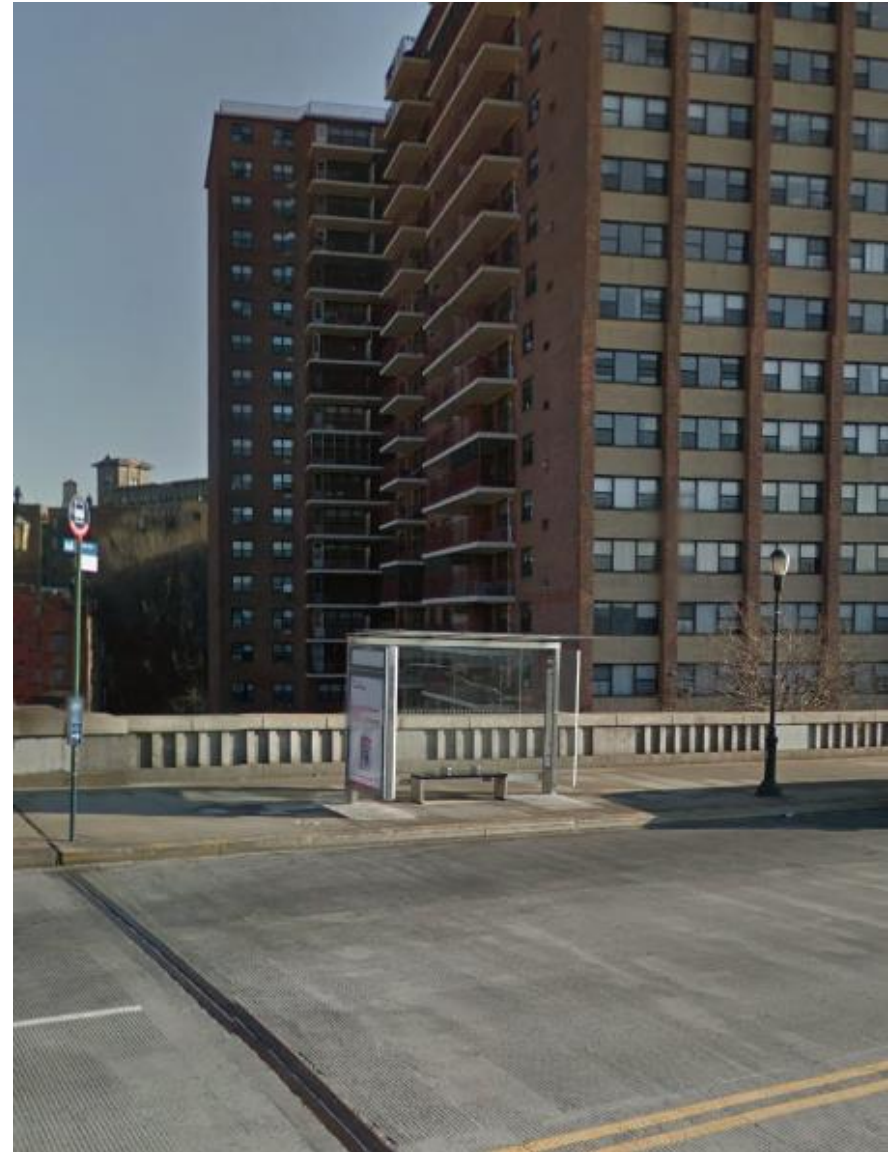


Proposed SBS Stops – Western Section

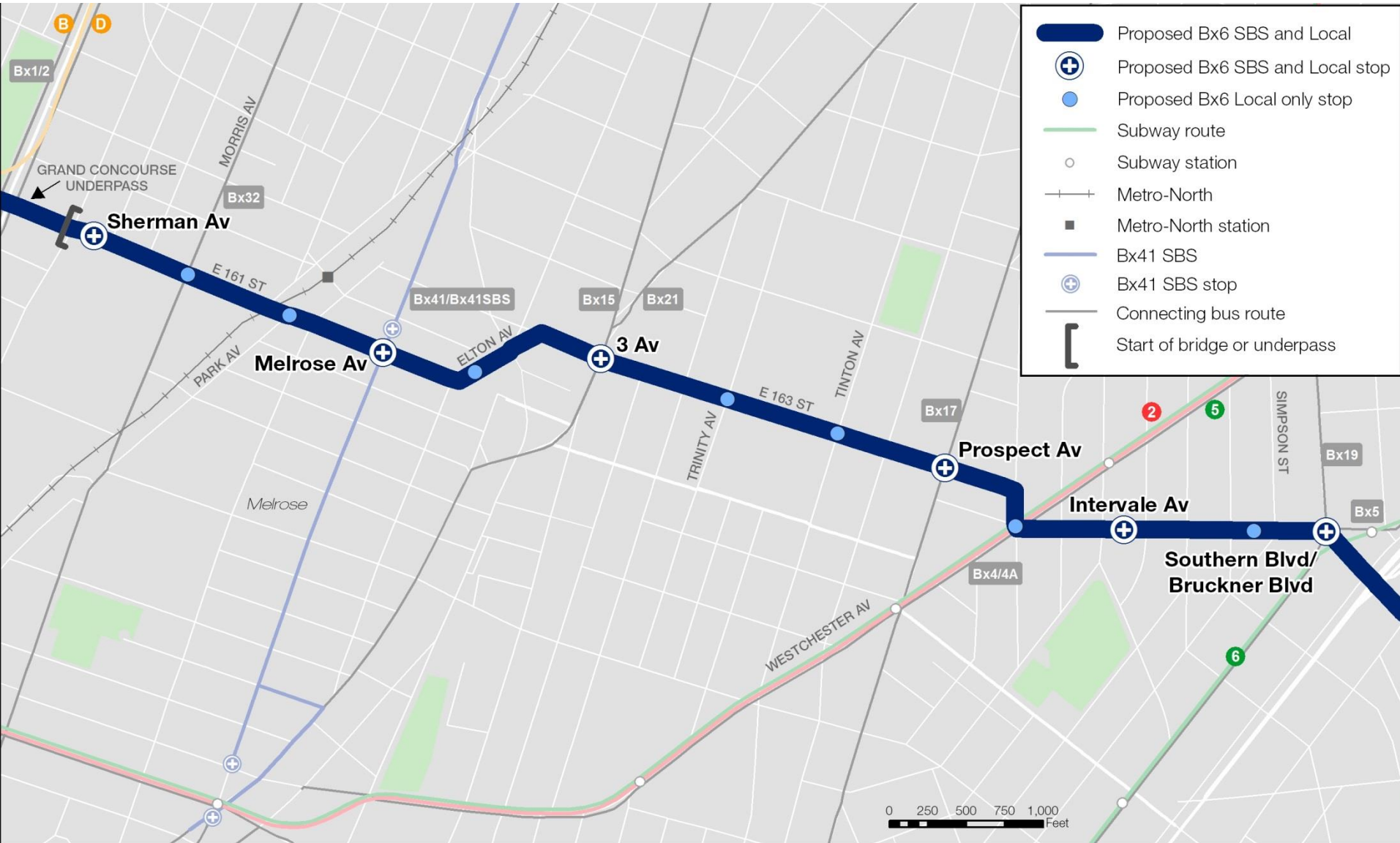


Riverside Drive West Challenges Being Addressed

- Developing alternative method for fare machine installation on bridge structure
- Exploring options for powering fare machines, as there are no nearby 24-hour DOT-owned street lights



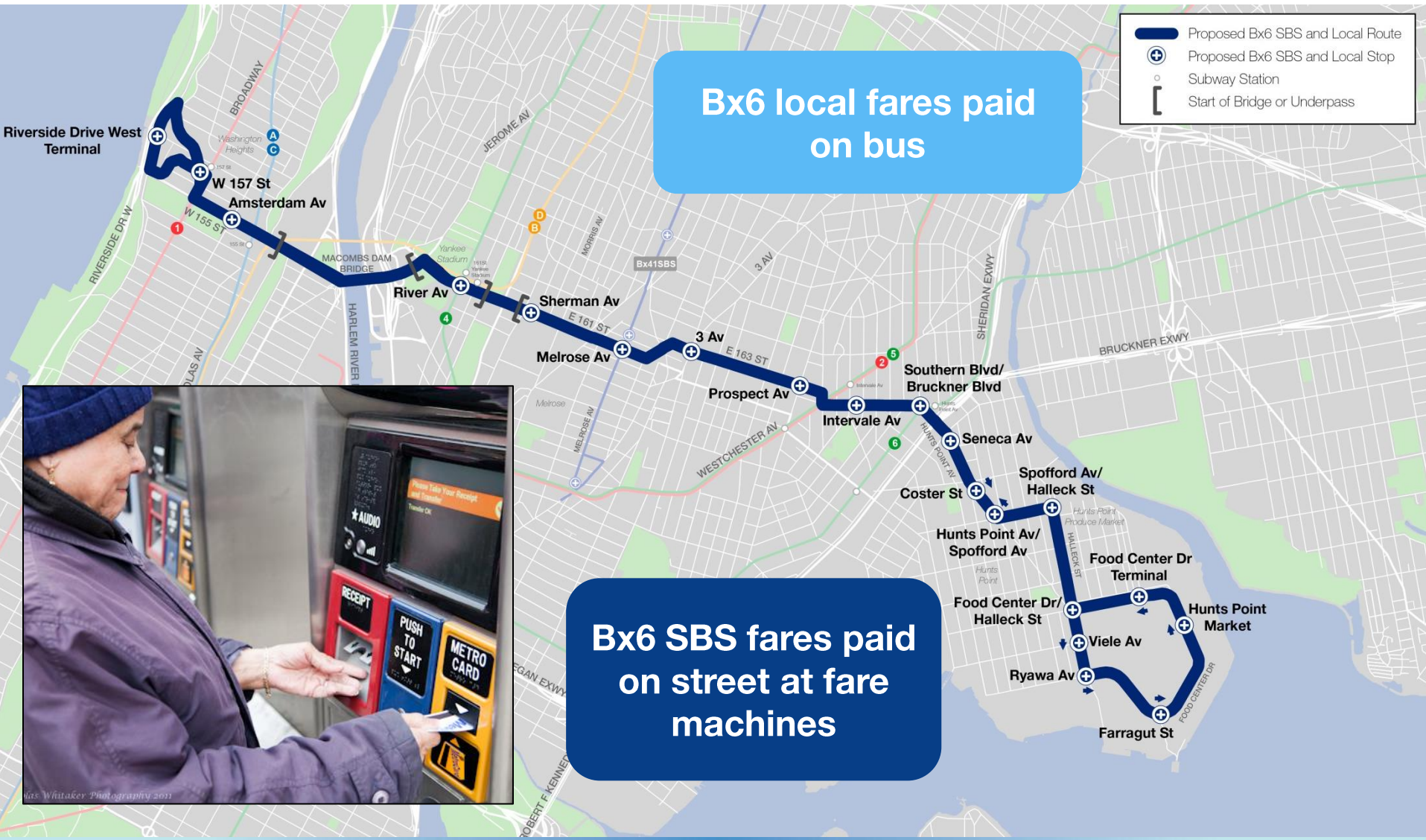
Proposed SBS Stops – Central Section



Proposed SBS Stops – Eastern Section

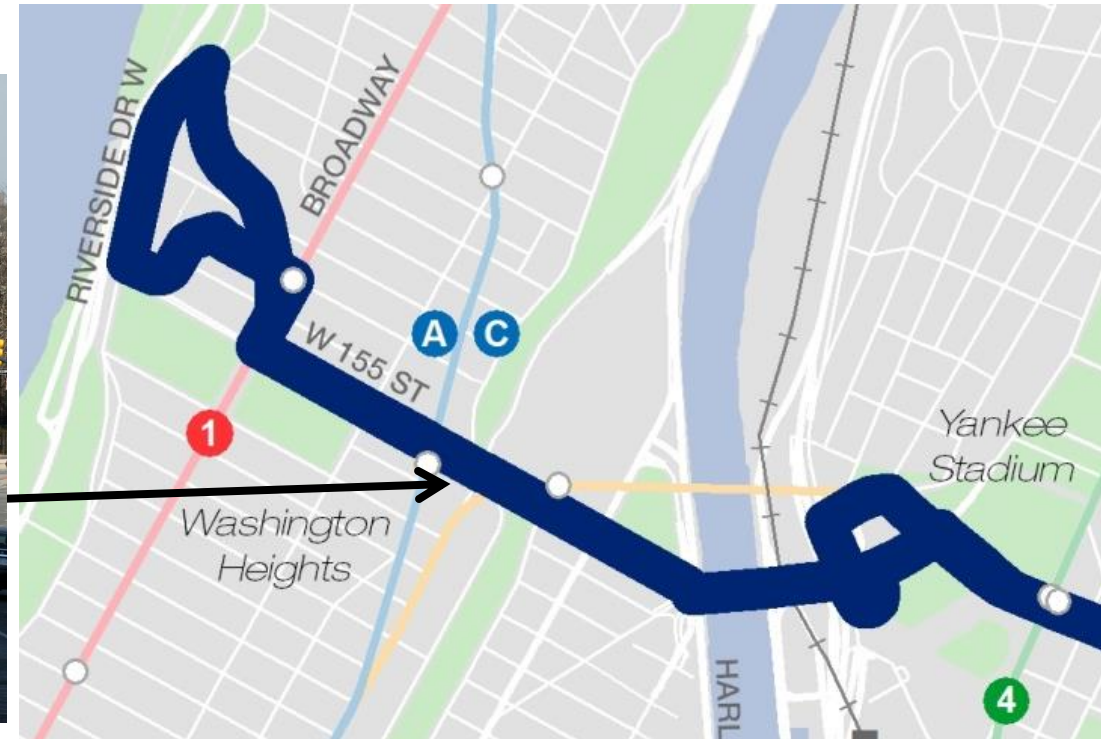


Proposed SBS Stops



Proposed Street Design and Signal Changes

- No bus lanes proposed for 155th St
- Potential signal timing adjustments to improve traffic flow across Macombs Dam Bridge



Next steps

- Summer 2016
 - Community outreach
 - on-street outreach
 - stakeholder meetings
 - Draft street design
 - Traffic analysis
- Fall 2016
 - Finalize street design
 - Finalize service plan
 - Continued community outreach
 - community boards
 - on-street outreach
 - stakeholder meetings
 - elected official briefings
- Spring/Summer 2017
 - Launch Bx6 SBS service



Questions and Discussion

Thank
You!

