

WEBSTER AVENUE SBS

Study Corridor



- Based on the existing Bx41 bus route that carries 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 public transit

Project Goals



1. Speed buses and improve reliability



2. Improve safety for all corridor users



3. Support community needs

DESIGN SELECTION

STEP 1 - Develop three corridor design ideas

Curbside bus lanes



Offset bus lanes



Median bus lanes



STEP 2 - Screening analysis

Community Input



Meetings

- Community Advisory Committee Meeting #2 - May 2, 2012
- Public Open House #1 - May 16, 2012

Top Community Priorities

- Bx41 bus service
- Pedestrian safety
- Curb access and parking
- Accommodate future development

Technical Analysis



Transit operations

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



Traffic Operations

- Maintains appropriate traffic flows/speeds
- Accommodates local circulation



Pedestrian Amenities

- Increases total pedestrian space
- Improves pedestrian safety at intersections



Curb access

- Minimizes loss of on-street parking and delivery space

STEP 3 - Choose a preferred design



Based on the screening analysis, the Offset Bus Lane design option most effectively balances the transit and traffic needs along the Webster Avenue Corridor while maintaining on-street parking and supporting pedestrian activity.

COMMUNITY OUTREACH

Community Advisory Committee (CAC) meetings

allowed stakeholders to:

- Learn about the project and share key information with constituencies
- Provide input on project design
- Ensure that key issues are identified and addressed



February 6, 2012



May 2, 2012



September 27, 2012



November 29, 2012

Public Open Houses

allowed the public to:

- Have one-on-one conversations with project staff
- Review and comment on design plans



May 16, 2012



January 8, 2013



Other Outreach Efforts

include:

- Stakeholder meetings and presentations
- Door-to-door surveys of local businesses and institutions



Presentation to NYCT Senior Citizen's Committee



Meeting with the William Hodson Community Center

SELECT BUS SERVICE IN NYC

Bus Rapid Transit (BRT)

A cost-effective approach to transit service that cities around the world have used to make riding the bus more like a subway. BRT improves speed, reliability, and passenger comfort/convenience.

Select Bus Service (SBS)

New York City's version of BRT, first used on the Fordham Road-Pelham Parkway Bx12 bus route in the Bronx.

Bx12 SBS

Fordham Road / Pelham Parkway



Launched

- June 2008

Corridor

- 207th Street in Upper Manhattan to the Bay Plaza Shopping Center in Co-op City, Bronx via Fordham Road and Pelham Parkway

Features

- Red-colored curbside 7am-7pm bus lanes on Fordham Road
- "Delivery windows" in the retail core
- Fare Pre-Payment
- Transit Signal Priority
- Simplified service pattern

Results

- Speed: 20% reduction in travel time
- Ridership: 7% increase in first year
- Customer Satisfaction: 98% satisfied or very satisfied

M15 SBS

First Avenue / Second Avenue



Launched

- October 2010

Corridor

- South Ferry to 125th Street in Manhattan via First and Second Avenues

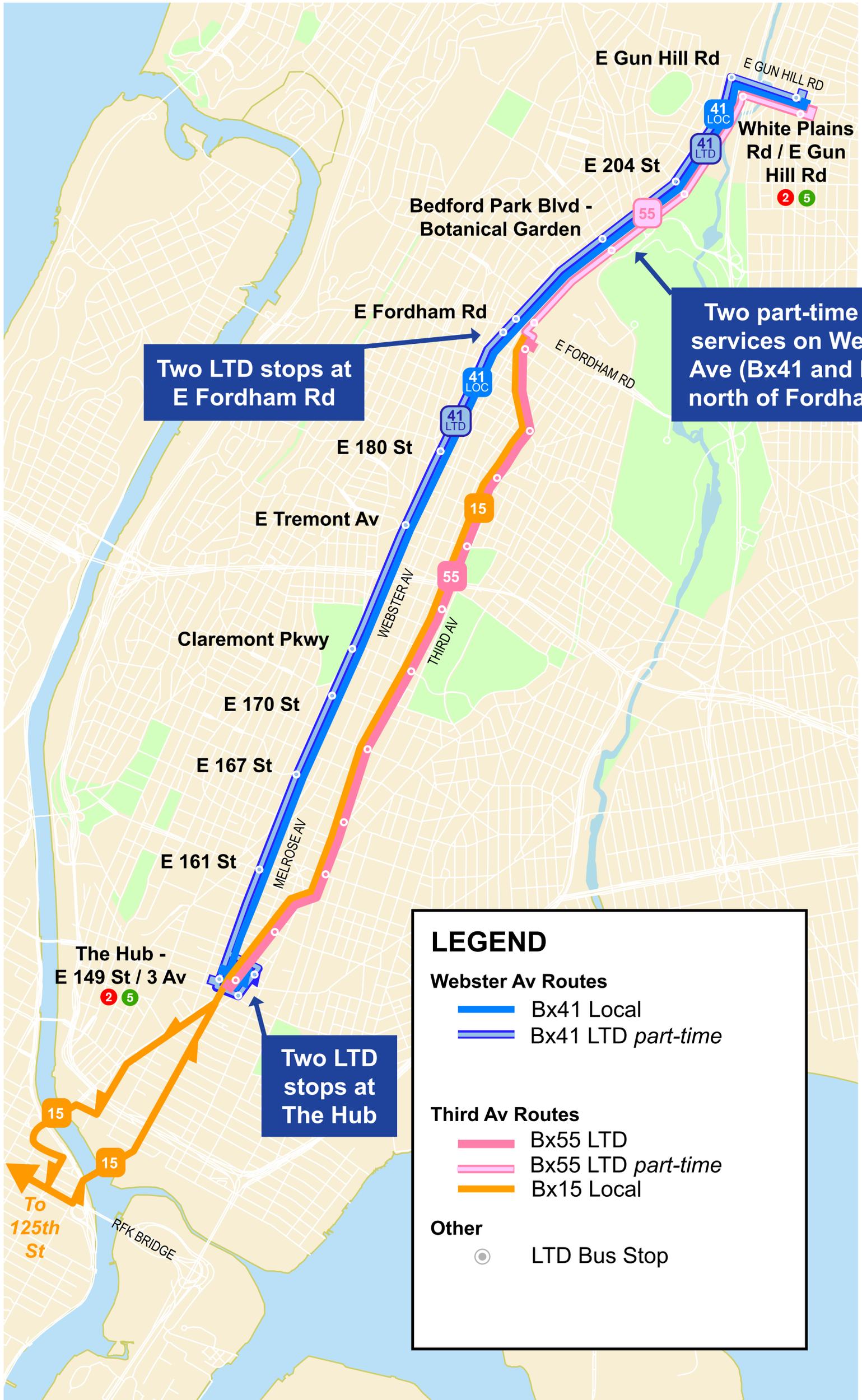
Features

- Red-colored curbside and offset bus lanes
- New low-floor, three-door buses
- Fare Pre-Payment
- Pedestrian and bicycle safety improvements
- 2012: Bus bulbs and transit signal priority

Results

- Speed: 15-18% reduction in travel time
- Ridership: 9% increase in first year
- Customer Satisfaction: 99% satisfied or very satisfied
- Safety: 21% reduction in traffic injuries in sections with full design treatments

EXISTING SERVICE



Two LTD stops at E Fordham Rd

Two part-time LTD services on Webster Ave (Bx41 and Bx55) north of Fordham Rd

Two LTD stops at The Hub

LEGEND

Webster Av Routes

- Bx41 Local
- Bx41 LTD *part-time*

Third Av Routes

- Bx55 LTD
- Bx55 LTD *part-time*
- Bx15 Local

Other

- LTD Bus Stop

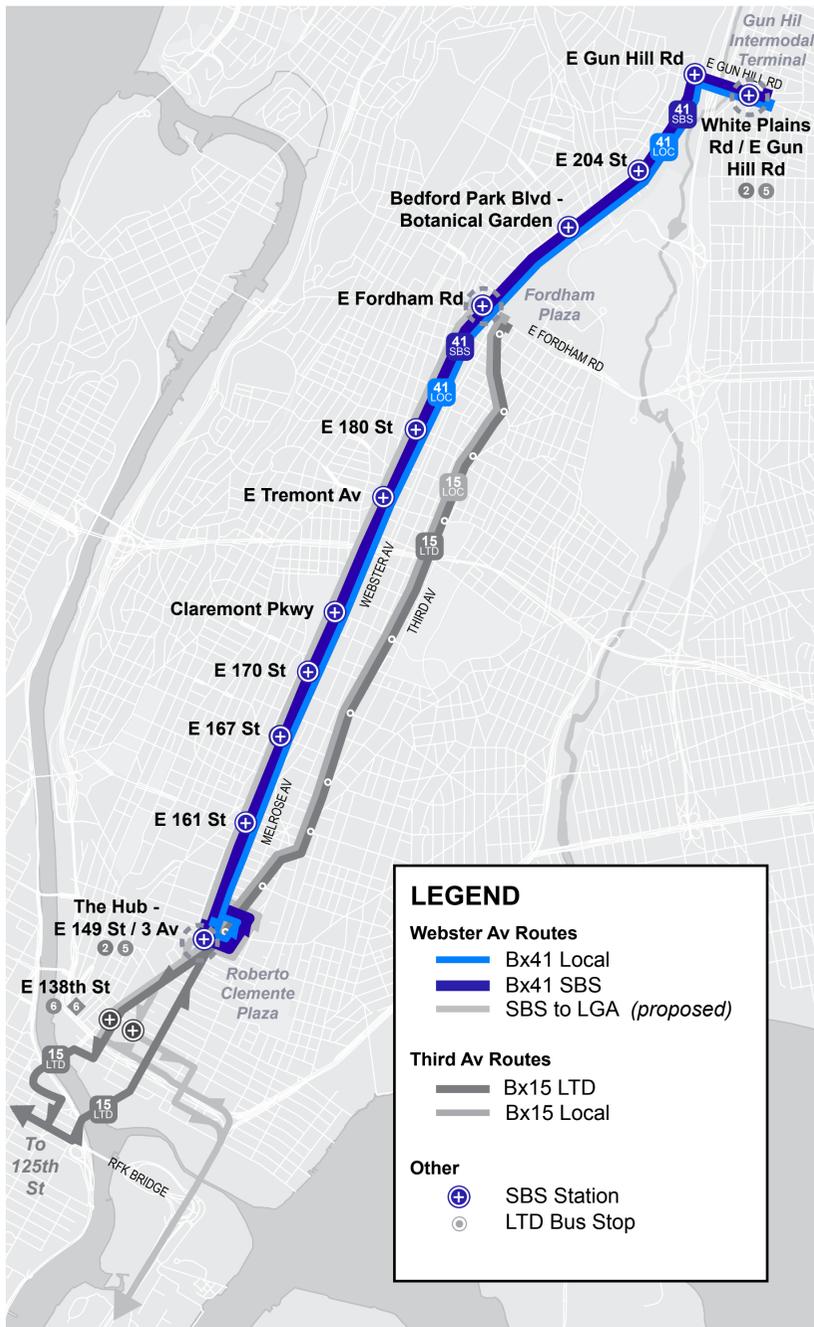
NEW SERVICE



SERVICE CHANGES

Webster Avenue

Third Avenue



Bx41 SBS

- Replaces the Bx41 LTD
- 1/2-mile stop spacing
- Frequent service all day
- Off-board fare collection (like the Bx12 SBS on Fordham Road)
- Standard bus fare

Bx41 Local

- No change to stop spacing
- Service every ~10 minutes

Bx15 Local

- Local stops between The Hub and Fordham Plaza

Bx15 LTD

- Local stops between Harlem 125th Street and The Hub
- Limited stops between The Hub and Fordham Plaza
- All Third Avenue service ends at Fordham Plaza

PAYING THE FARE - METROCARD



Pay your fare at the MetroCard machine

- 1 Push the Start button
- 2 Insert your MetroCard (all MetroCards are accepted) or paper transfer
- 3 Take your receipt and keep it during your ride

and enter through any of the three doors

PAYING THE FARE - CASH



Pay your fare at the cash machine

1 Insert coin fare

(For Reduced-Fare or Student Half-Fare MetroCard: push yellow button first)

2 Take your receipt and keep it during your ride and enter through any of the three doors

HOW TO TRANSFER WITH SBS

With a MetroCard

Transferring to another bus or the subway works the same as it does today. The connecting transfer is encoded on the MetroCard when the fare is paid at the Bx41 SBS MetroCard machine. Insert the card in the connecting bus farebox or swipe at the subway turnstile and the transfer will be accepted.



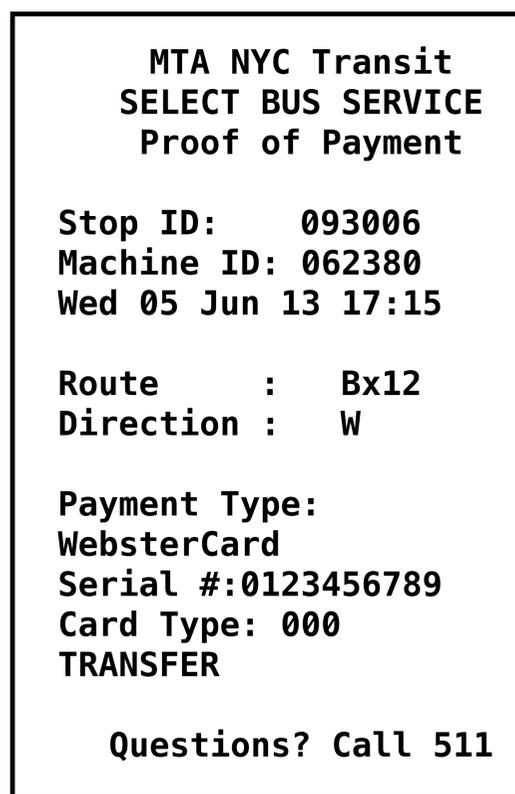
With Cash

Cash customers who need to transfer from Bx41 SBS to another bus route must board through the front door, show their receipt to the bus operator, and ask for a transfer. The bus operator will issue a transfer from the farebox.



Between Bx41 SBS and Bx12 SBS

- You **MUST** get a different receipt at the fare machines for each bus, as the receipt specifies the exact SBS route for which it is valid.
- When using cash, after paying, board through the front door and ask the driver for a transfer. Insert the transfer in the connecting SBS MetroCard machine and get a receipt.



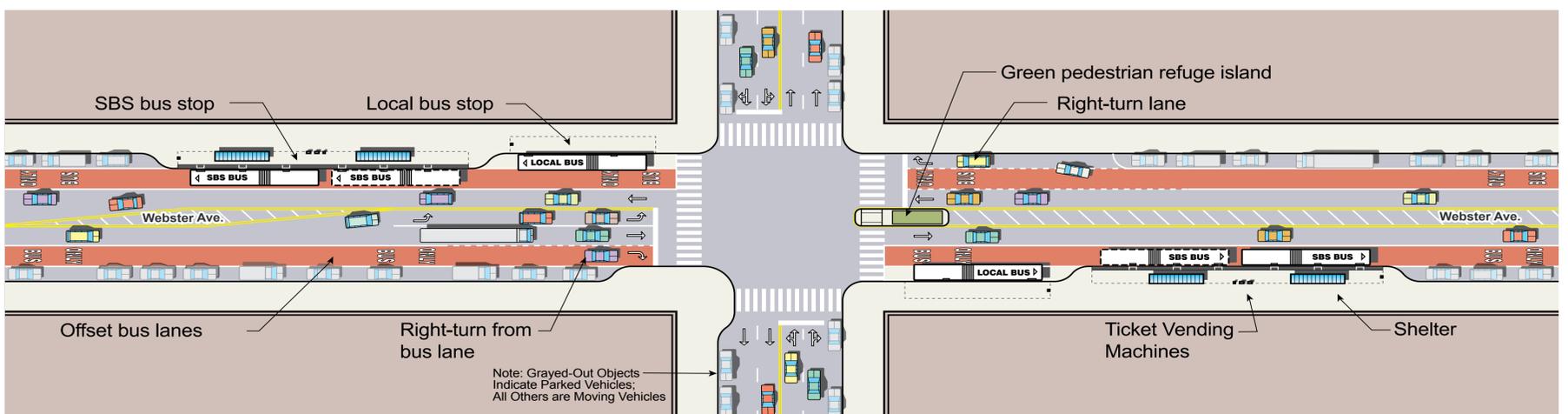
CORRIDOR DESIGN



Benefits of design

- 1 Faster bus speeds due to new offset bus lanes
- 2 High-quality SBS stations constructed at bus bulbs
- 3 Preservation of parking and delivery space
- 4 Improved pedestrian safety with curb extensions and medians
- 5 Reduced speeding and crashes with single travel lane
- 6 Maintenance of traffic flow and circulation in street design

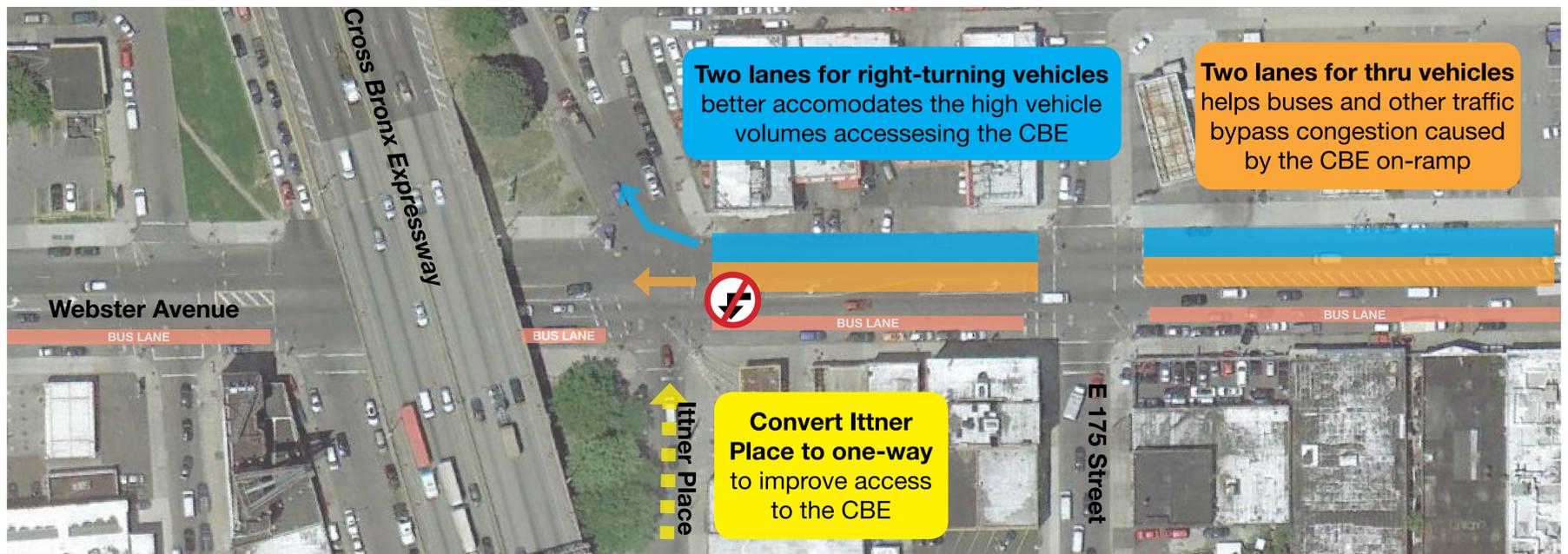
Typical plan



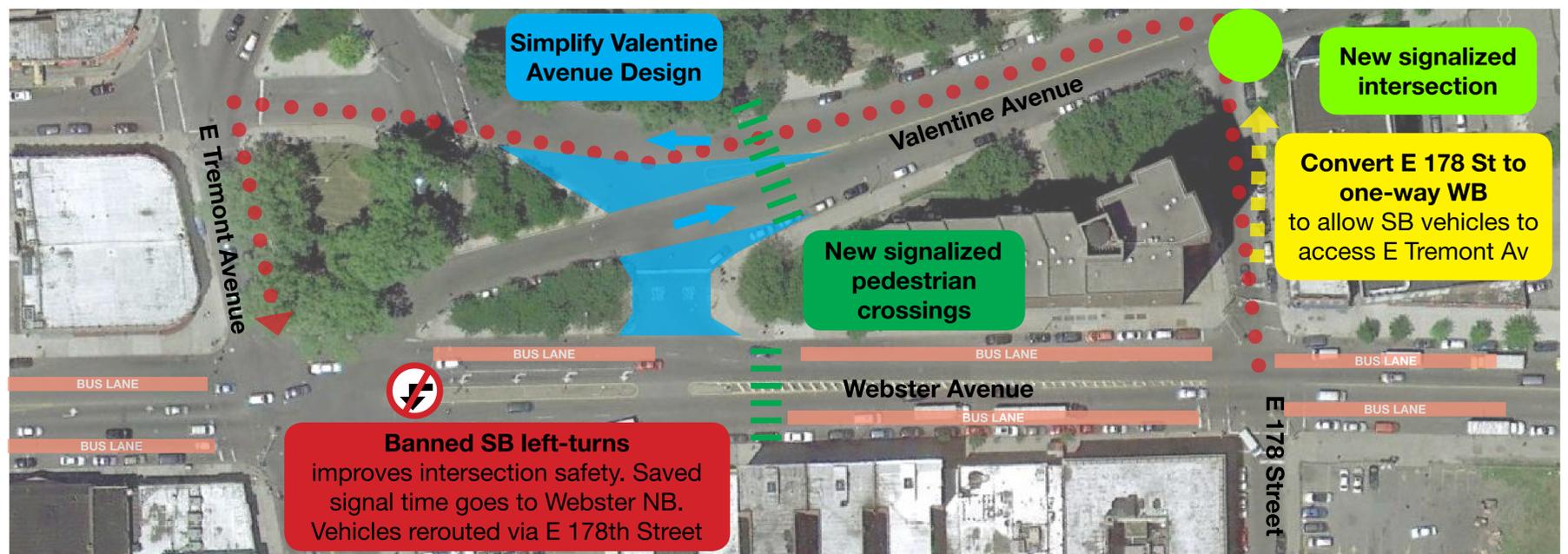
TRAFFIC IMPROVEMENTS

Traffic operational changes are underway at key intersections along Webster Avenue in order to improve conditions for pedestrians, buses, and general traffic.

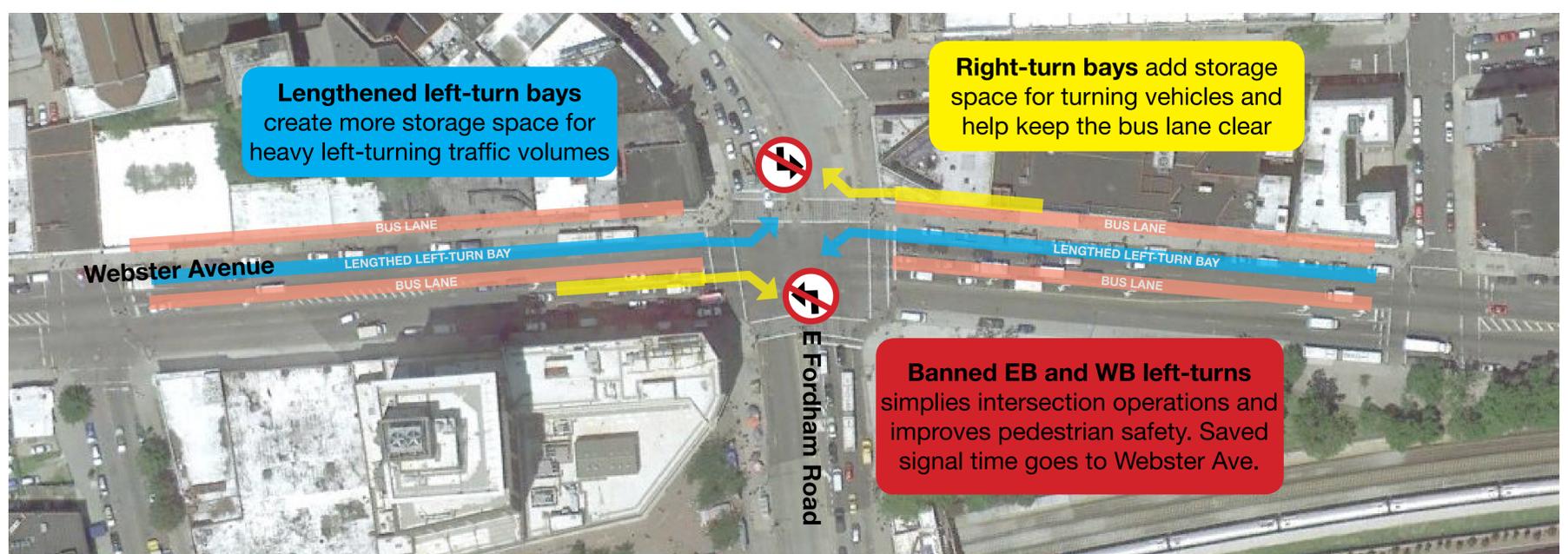
Cross Bronx Expressway



E Tremont Avenue



E Fordham Road



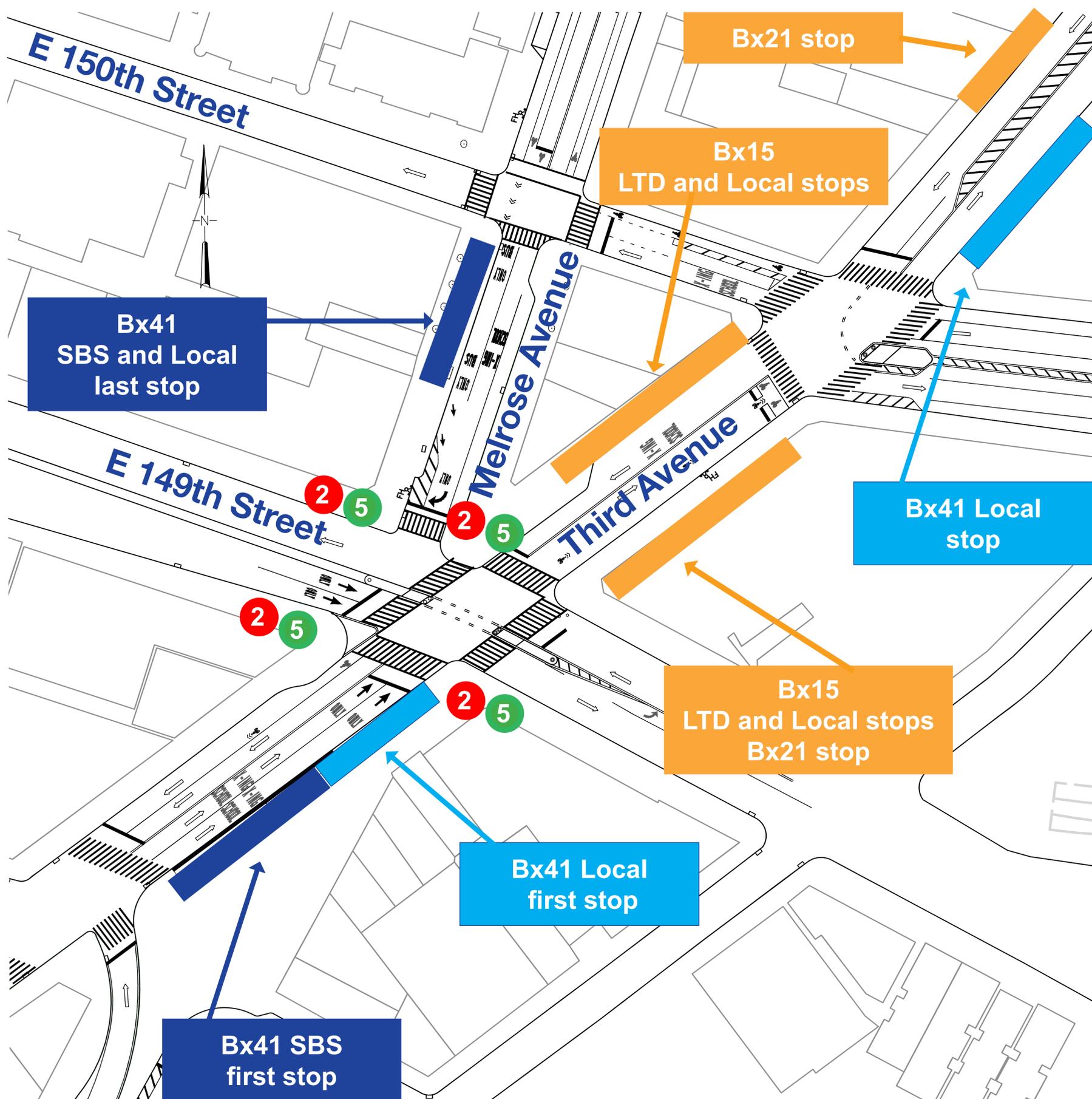
PEDESTRIAN IMPROVEMENTS

New refuge islands and medians along Webster Ave will improve pedestrian crossings and access to bus stops. Construction began in May 2013 and will continue into the summer.



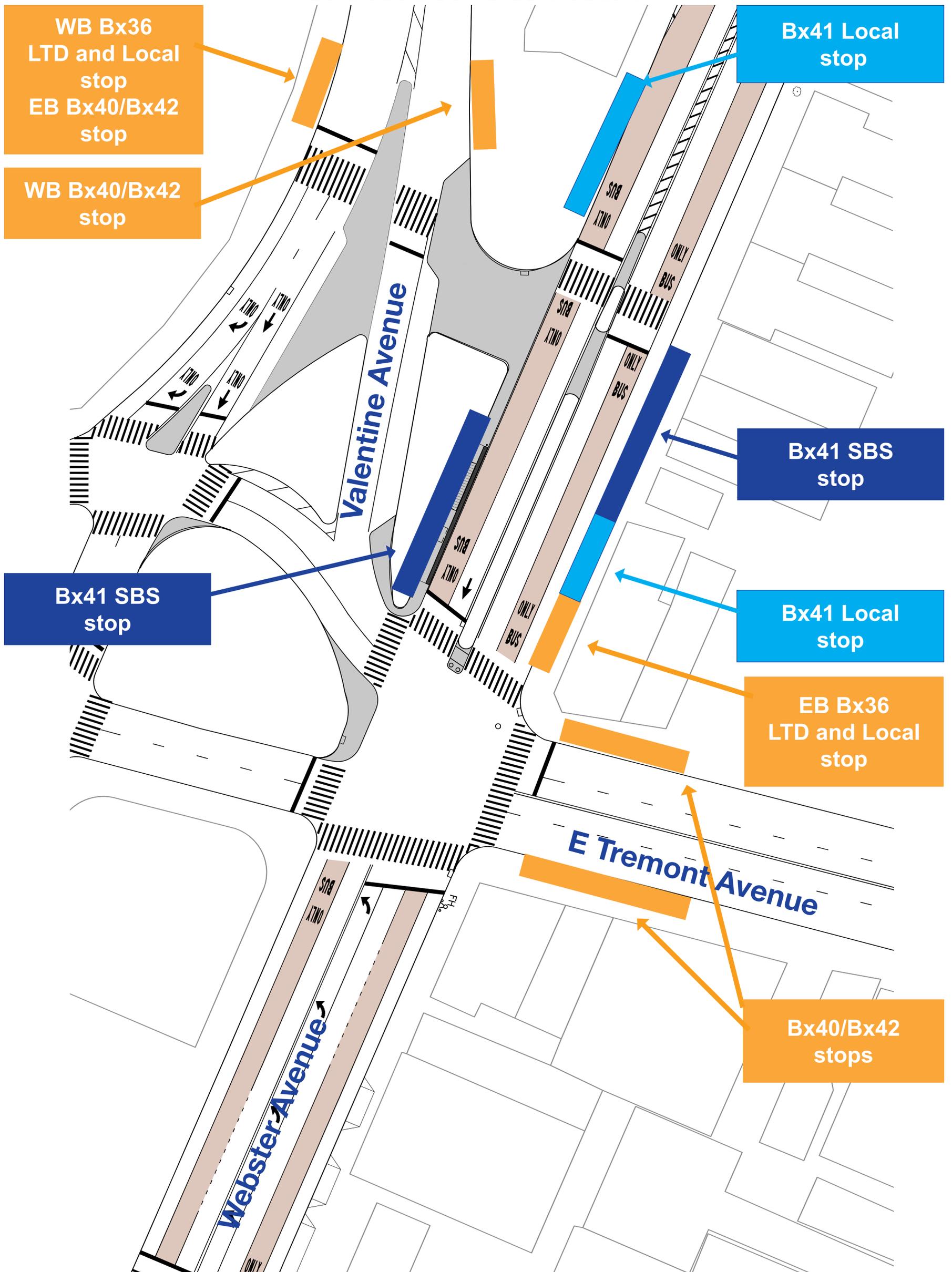
TRANSIT CONNECTIONS

The Hub - E 149th Street and 3rd Avenue



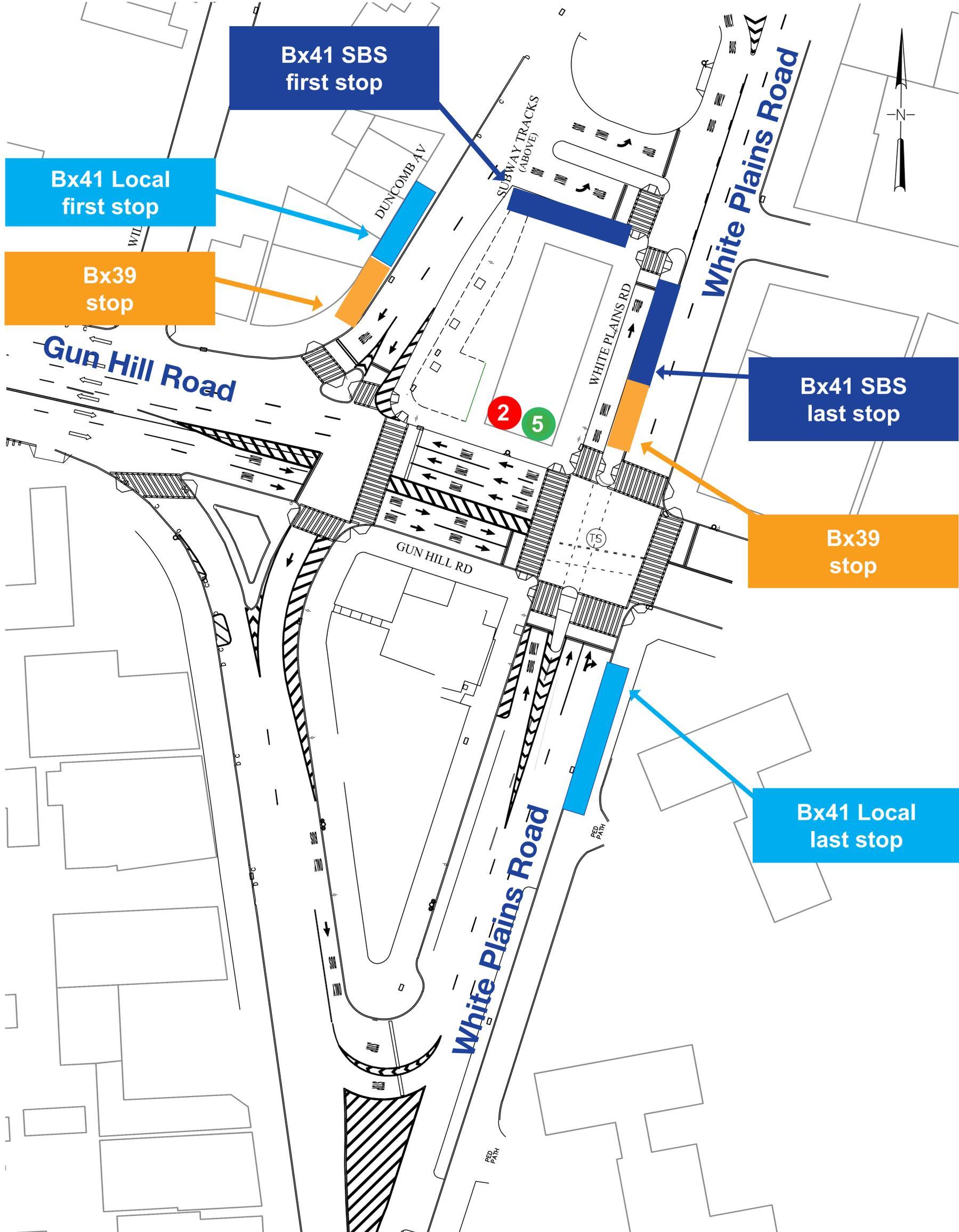
TRANSIT CONNECTIONS

Tremont Avenue



TRANSIT CONNECTIONS

Gun Hill Road Intermodal Terminal



PROJECT TIMELINE



2013 Improvements

- 1 Resurfacing the majority of Webster Avenue between E 165th Street and E 204th Street
- 2 Red painted bus lanes on Webster Avenue between E 165th Street and E Gun Hill Road
- 3 Pedestrian safety islands at key locations
- 4 Off-board fare collection
- 5 Traffic improvements at key intersections
- 6 Key bus stop and curb regulation changes
- 7 Transit Signal Priority

2014-15 Capital Improvements

- 1 Build bus bulbs at SBS stations on Webster Avenue
- 2 Additional pedestrian safety improvements, including neckdowns and extended medians

Next Steps

Community outreach to discuss 2014-2015 capital project construction