

Bx6 Select Bus Service Project Update

Bronx Community Board 4 Municipal Services Committee

May 12, 2022



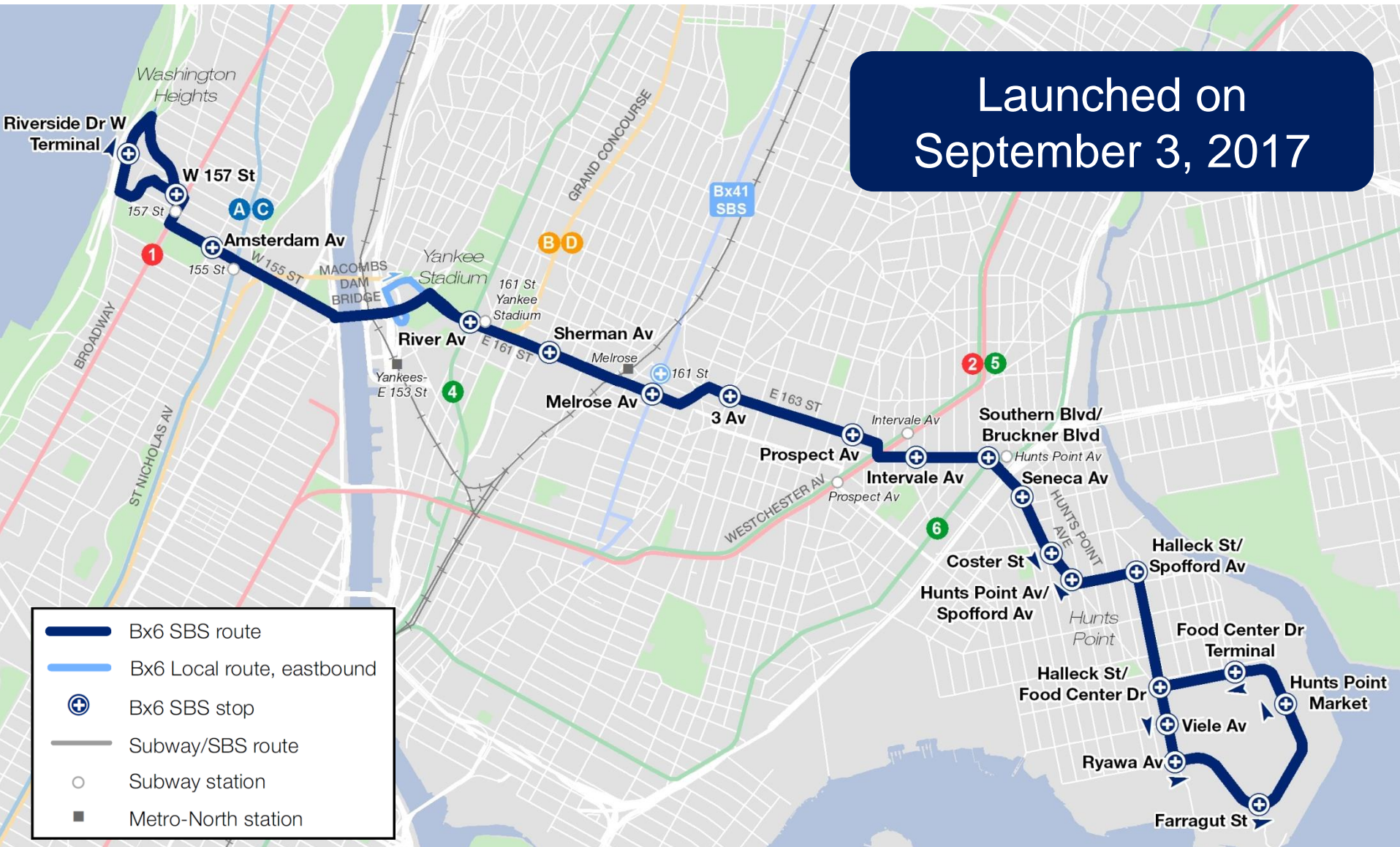
Agenda

1. Background
2. Bx6 Select Bus Service Results
3. Proposed Capital Improvements
4. Next Steps

Background

Bx6 Select Bus Service

Launched on
September 3, 2017



Implemented Improvements



Bus Lanes



Fare Machines



Boarding Islands



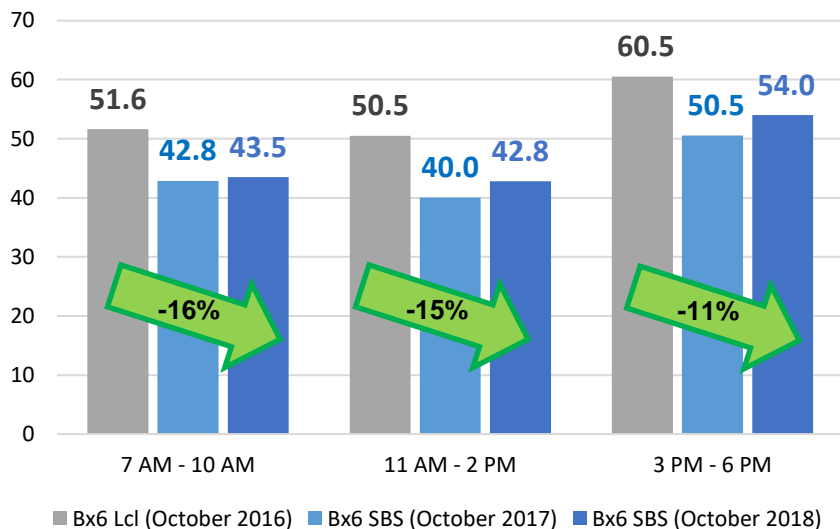
161st Street Bus Only Tunnel
(eastbound)

Bx6 Select Bus Service Results

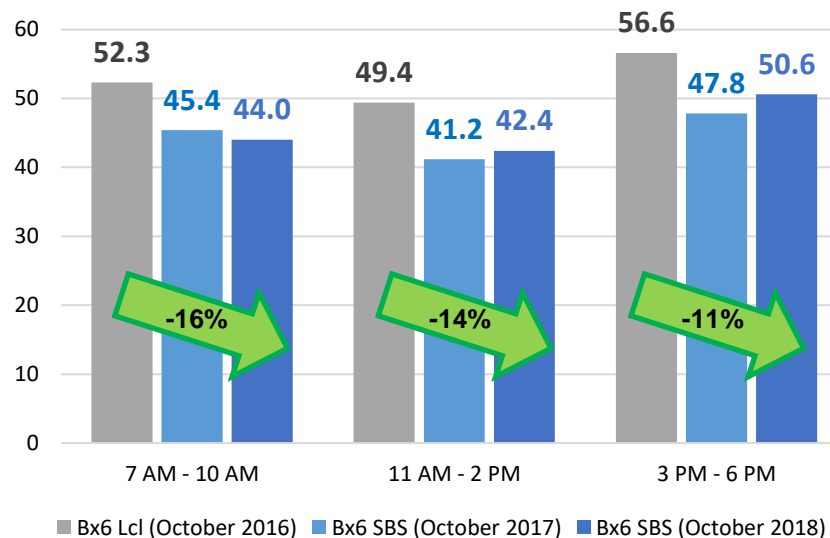
Bus Travel Times – Full Route

After launch of SBS, buses moved 11% to 16% faster end-to-end.

Eastbound Bus Travel Time
(Minutes)

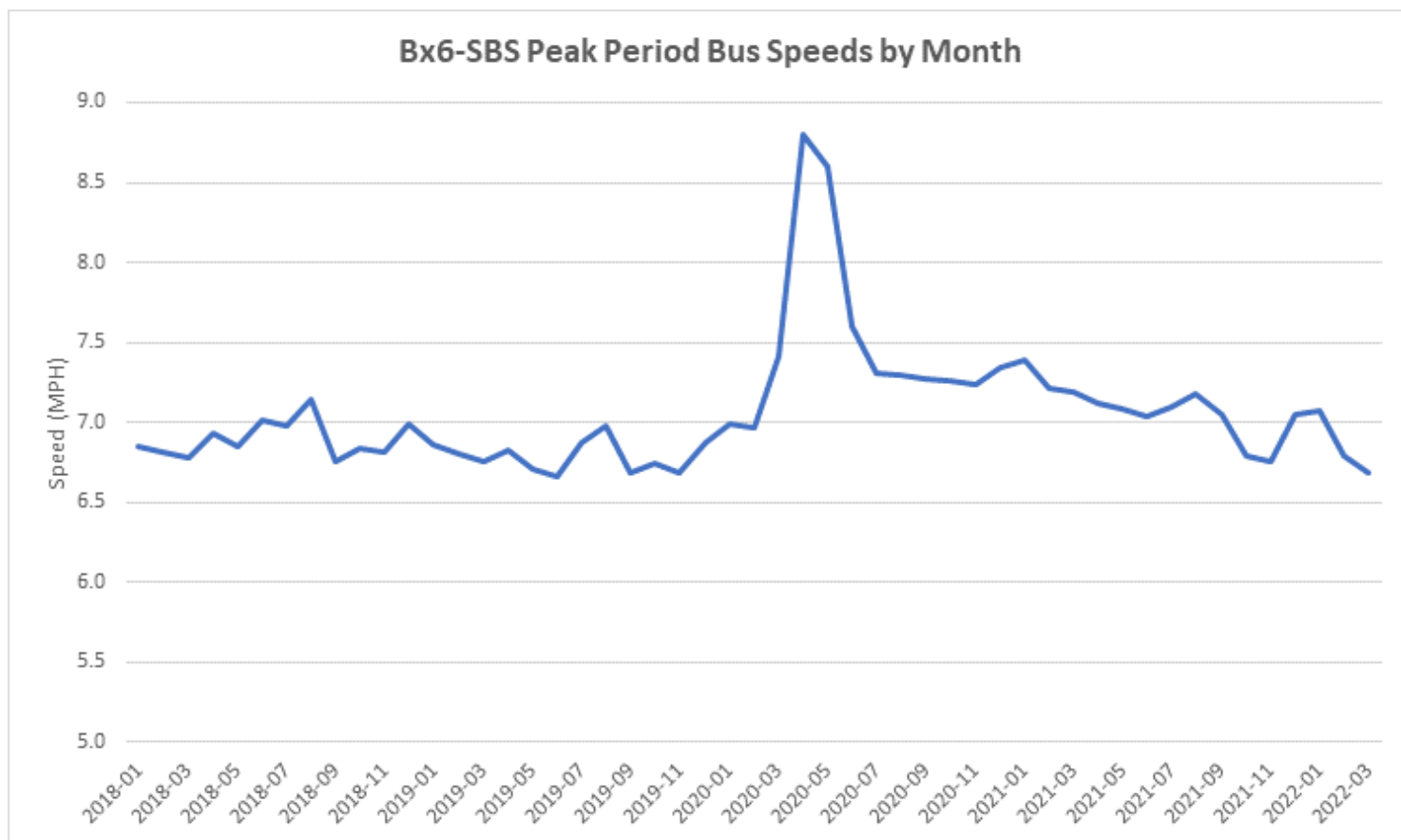


Westbound Bus Travel Time
(Minutes)



Bus Speeds

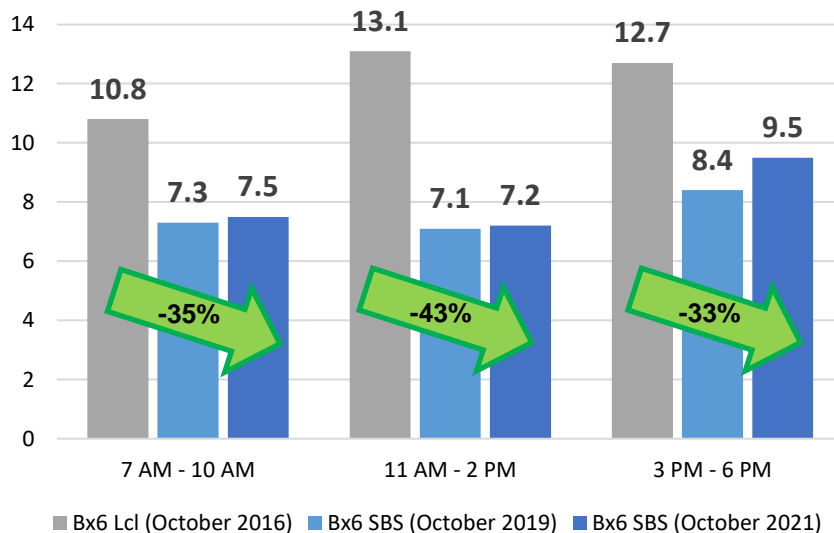
Bus speeds spiked at height of pandemic but are trending back to pre-pandemic levels.



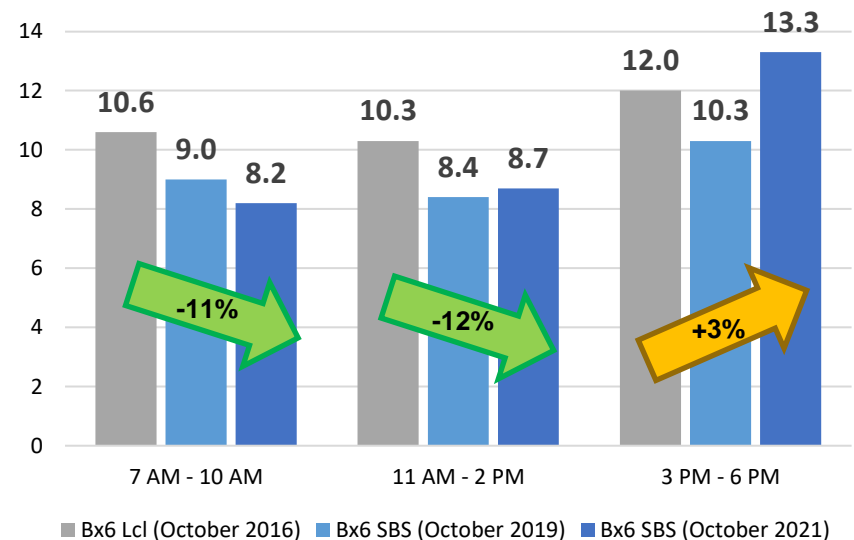
Bus Travel Times – 161st St

On 161st Street bus speeds have improved by 33% - 43% eastbound, but less so westbound.

**Eastbound Bus Travel Time
(Jerome Av to Melrose Av)**



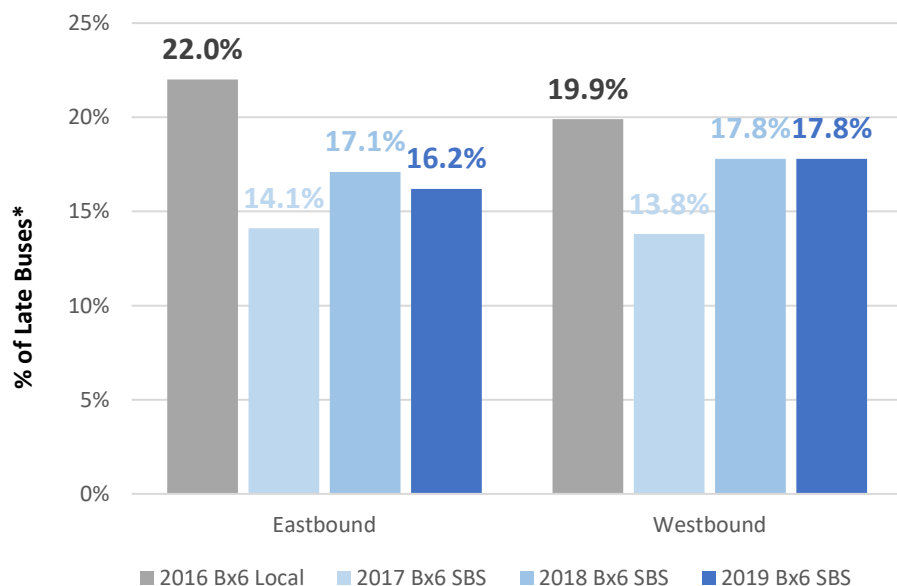
**Westbound Bus Travel Time
(Melrose Av to Jerome Av)**



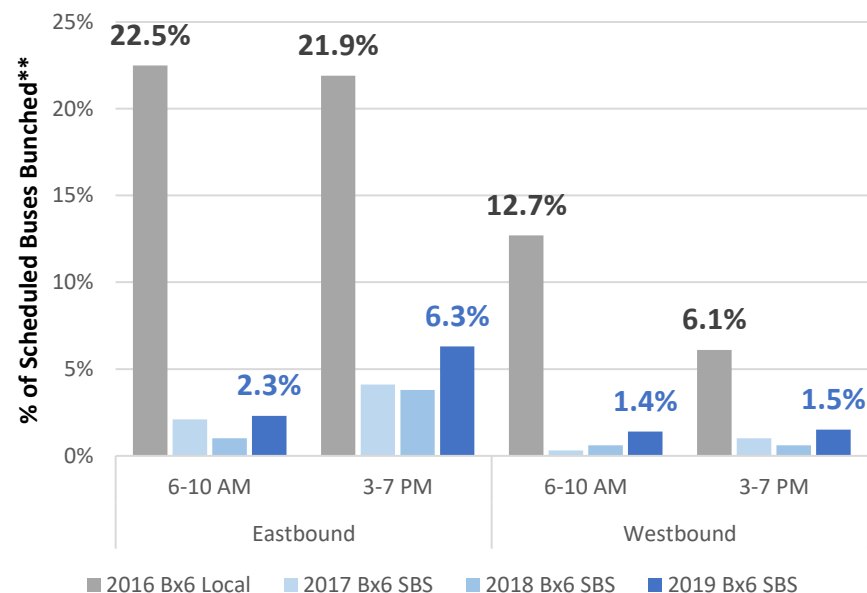
Bus Reliability

Bus reliability has improved with fewer buses arriving late and less bus “bunching”.

Late Buses



Peak Period Bus Bunching



*Late defined as arriving 5 minutes or more after scheduled arrival time

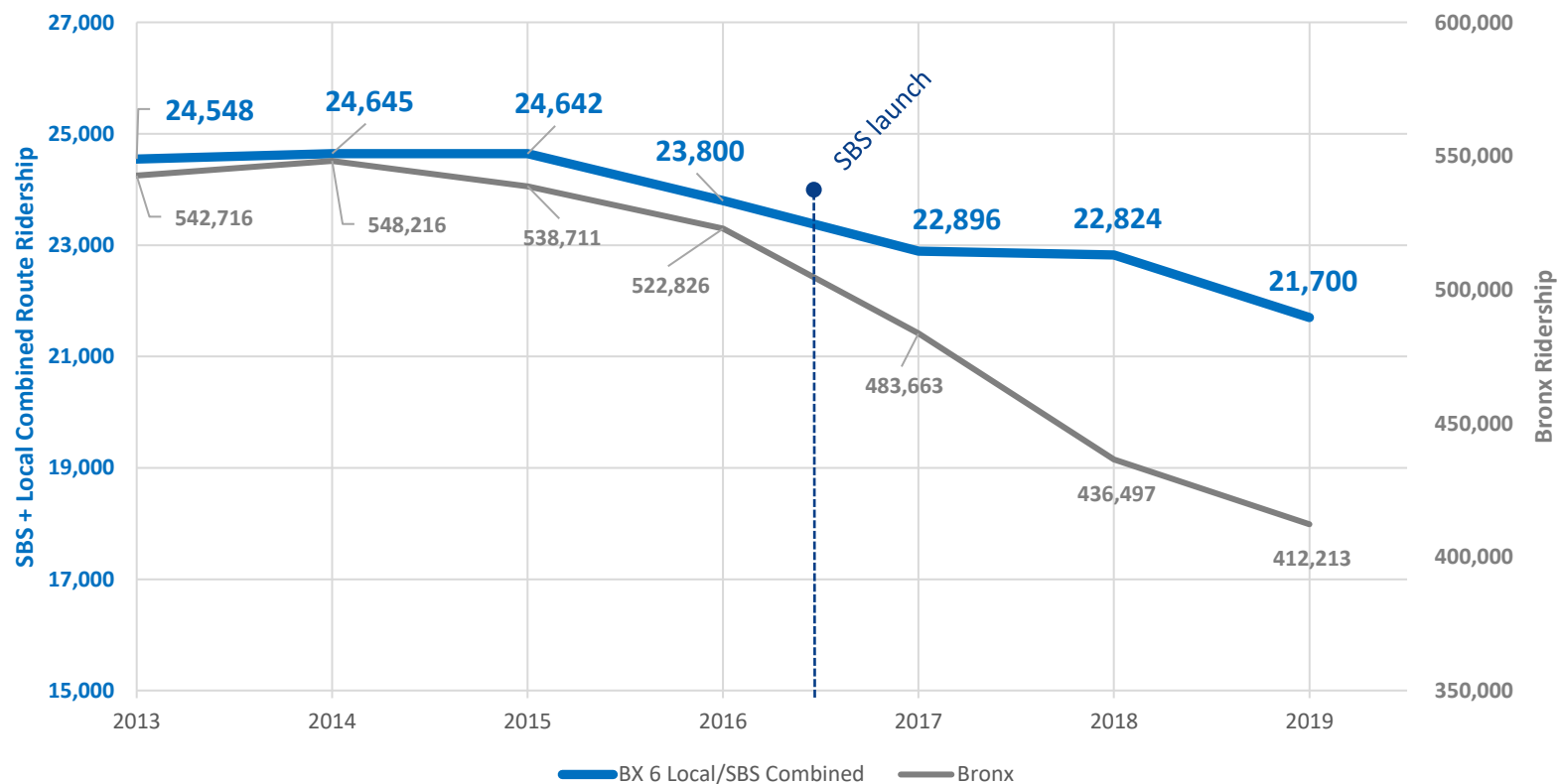
**Bunching defined as two or more buses heading in the same direction departing a stop within 90 seconds of each other

Source: NYCT Operations Planning

Bus Ridership Trends

Bus ridership in both the Bronx and along the Bx6 route has been decreasing. However, ridership along the Bx6 corridor is declining at a slower rate than the borough average.

Annual Weekday Average NYCT Bus Ridership 2013-2019,
Bx6 Local/SBS Total vs. Bronx Average



Source: NYCT Operations Planning

Vehicle Travel Times – 161st Street

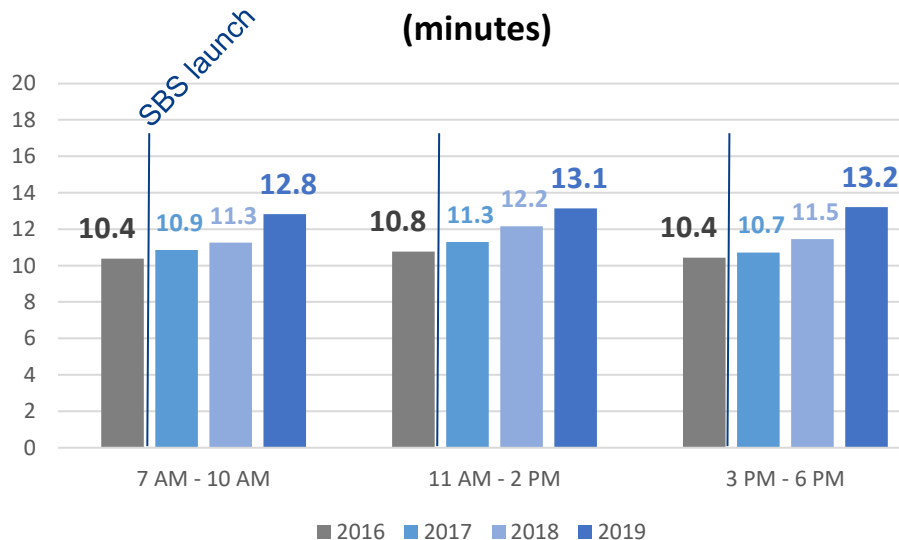
On average, vehicle travel times increased by 3-5% eastbound and 6-8% westbound immediately after SBS launch.

Increases from 2018 to 2019 may be due to construction or other factors.

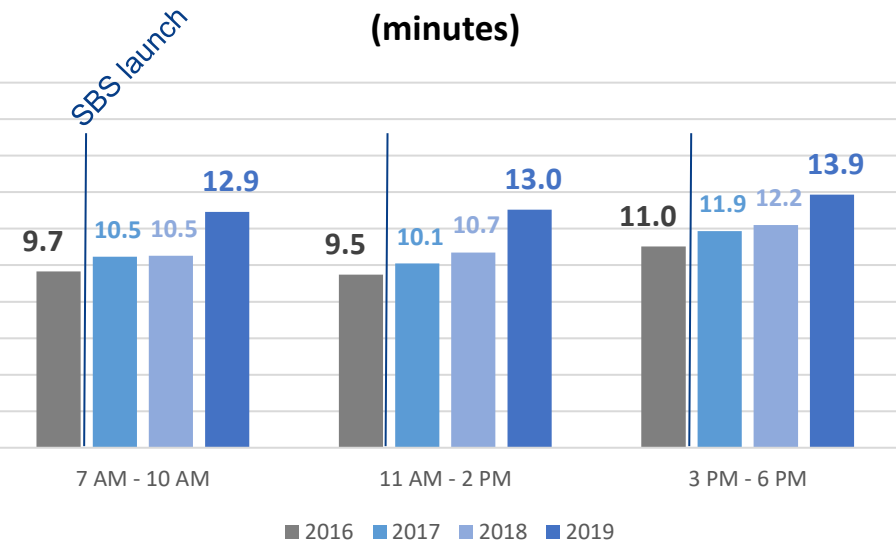


**Includes service road and mainline.*

Eastbound Vehicular Travel Time (minutes)



Westbound Vehicular Travel Time (minutes)

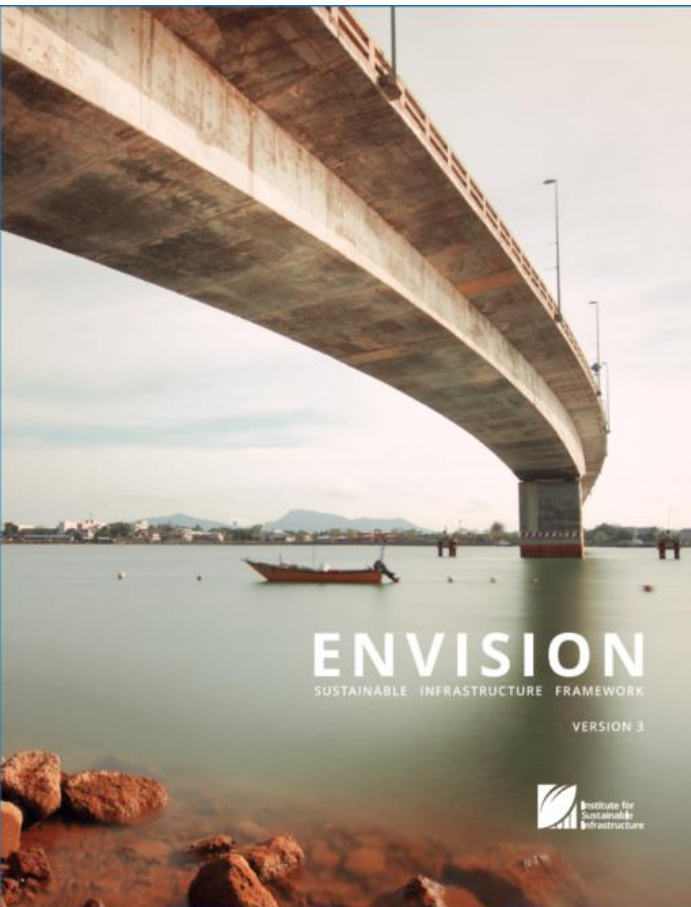


Source: INRIX RITIS, October Weekday Data by Year, 161st St from Jerome Ave to 163rd St/Elton Ave

Proposed Improvements

Sustainability and Resiliency

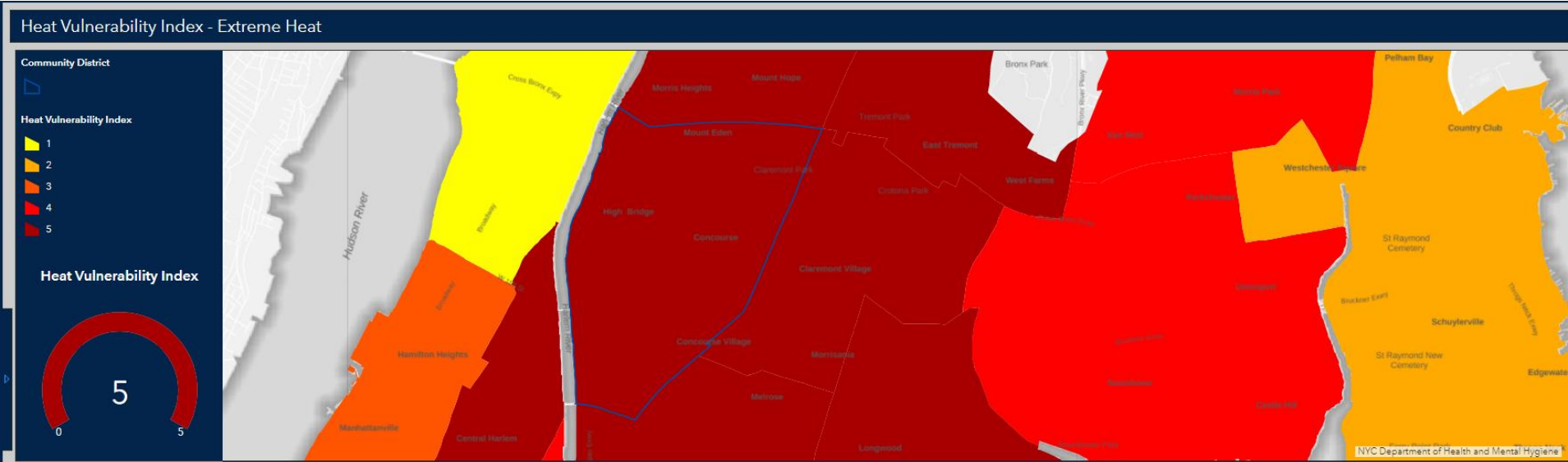
DDC Application of “Envision” Framework



- Envision is designated for infrastructure similar in the way LEED (Leadership in Energy & Environmental Design from the U.S. Green Building Council) focuses on buildings
- Envision is a rating system providing guidance required to initiate a systematic change in planning, design and delivery of sustainable and resilient infrastructure
- Envision addresses a full range of sustainability: social, environmental, economic and resilience

Heat Vulnerability

Project is in Heat Vulnerability Index 1, 2, and 5



Mitigation / Design Strategies

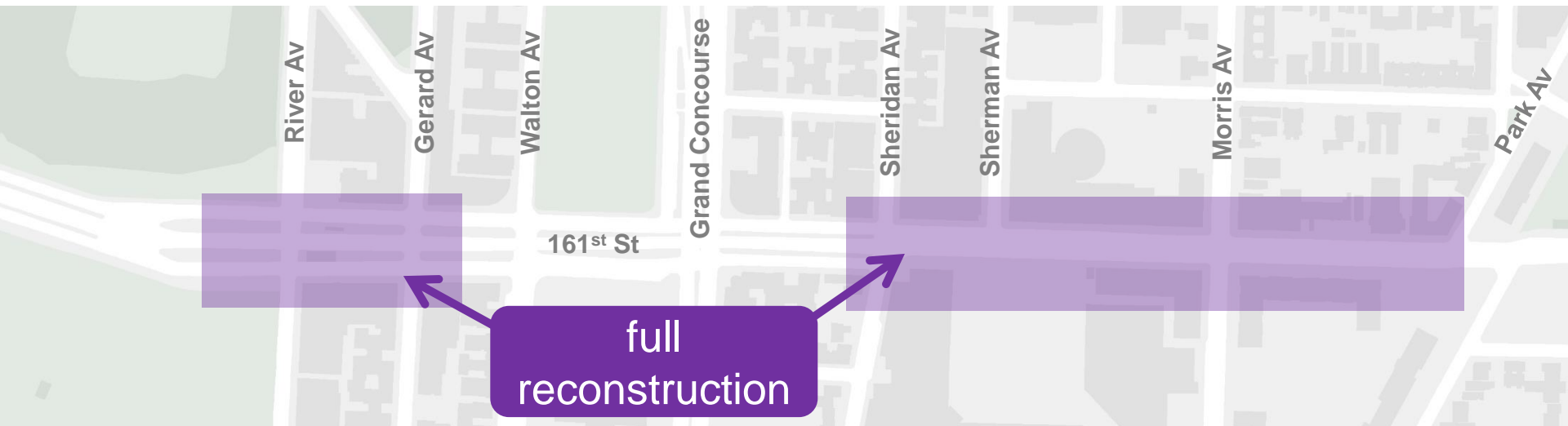
- Maximize green cover with new trees and interconnected planting zones within areas of the project where there are proposed bus bulbs
- Upgrade an existing triangular median and planted area at Elton Av, Washington Av, and 163rd St
- Make sure existing trees will be preserved in place around the proposed road reconstruction work

161st Street Reconstruction

Full reconstruction of 161st St,
River Ave to Park Ave

- Rebuild from road base, curb to curb
- Use DOT standard materials for improved maintenance

Poor roadway condition to be repaired



Capital Improvement Elements



Pedestrian Islands



Curb Extensions



Bus Pads



Bus Bulbs

E 161st St Bus Tunnel

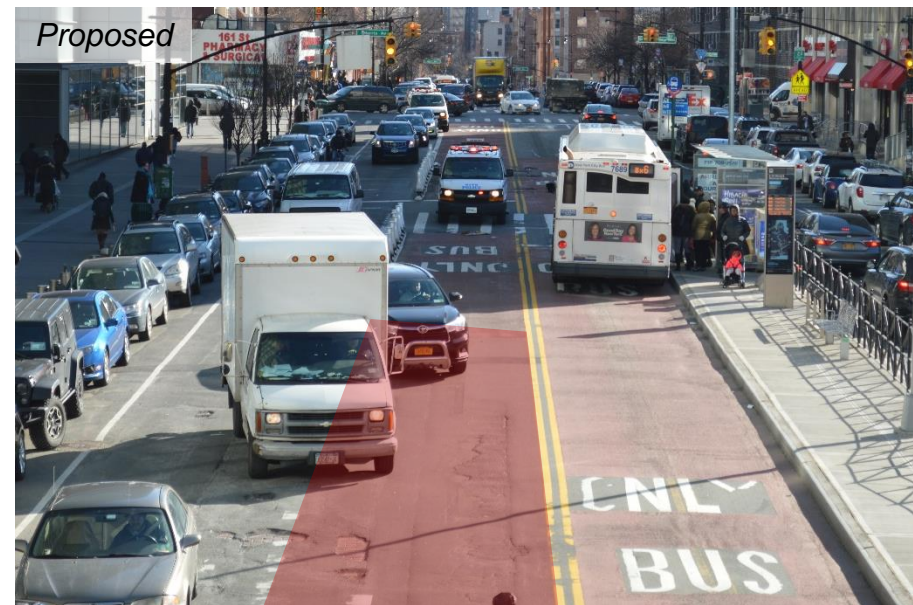
Add Westbound Bus Tunnel to Complement Eastbound Bus Tunnel



E 161st St Bus Tunnel

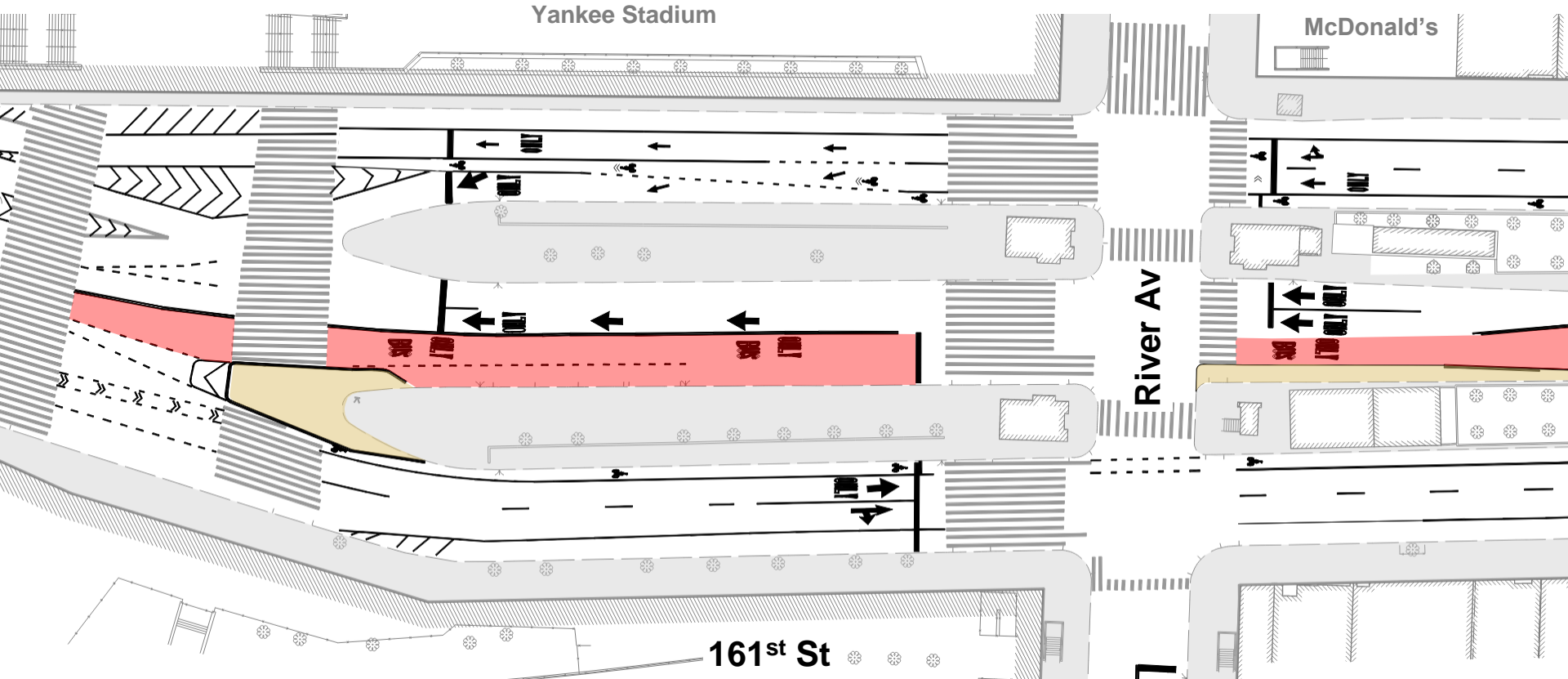
Add Westbound Bus Tunnel to Complement Eastbound Bus Tunnel

- Signal timing adjustments to add green time to east/west movements and improve coordination
- New configuration will eliminate merging and create consistent design



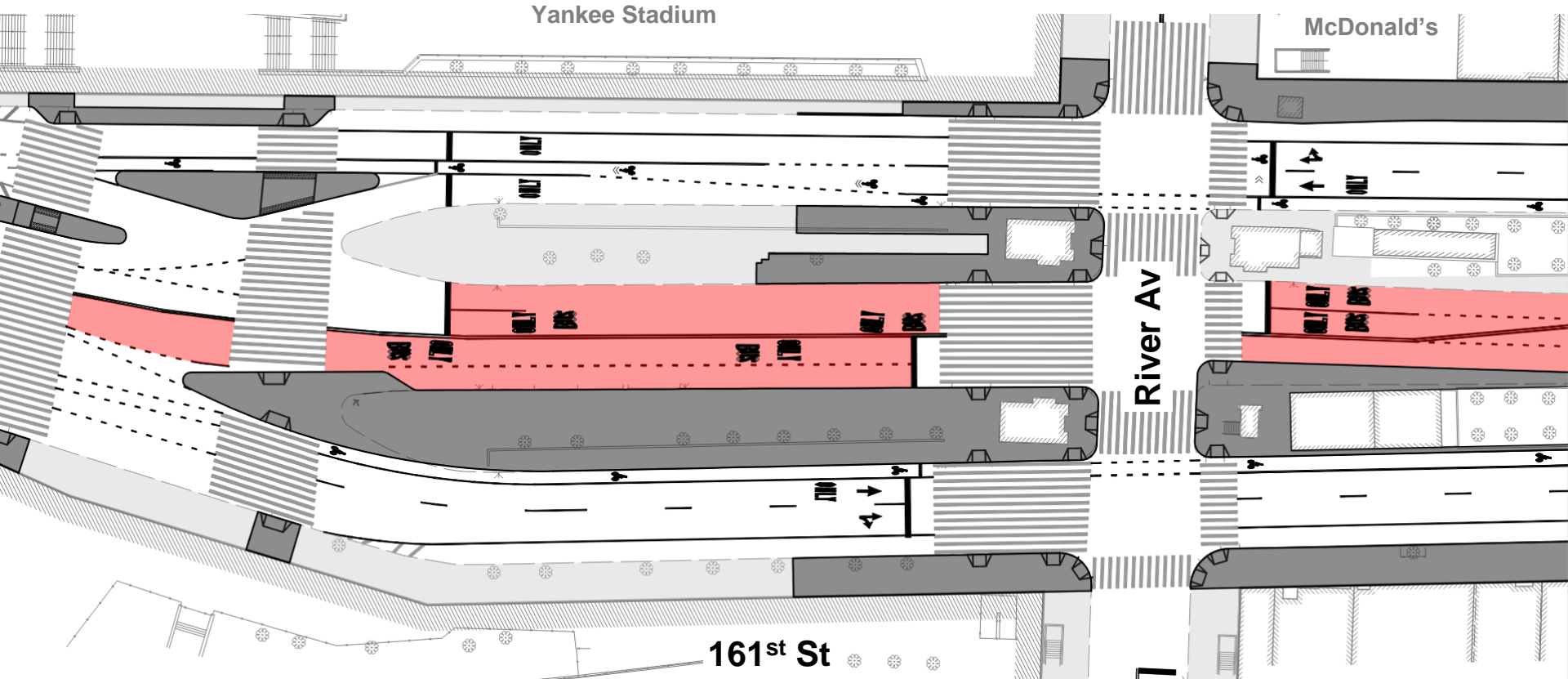
E 161st St & River Av

Existing



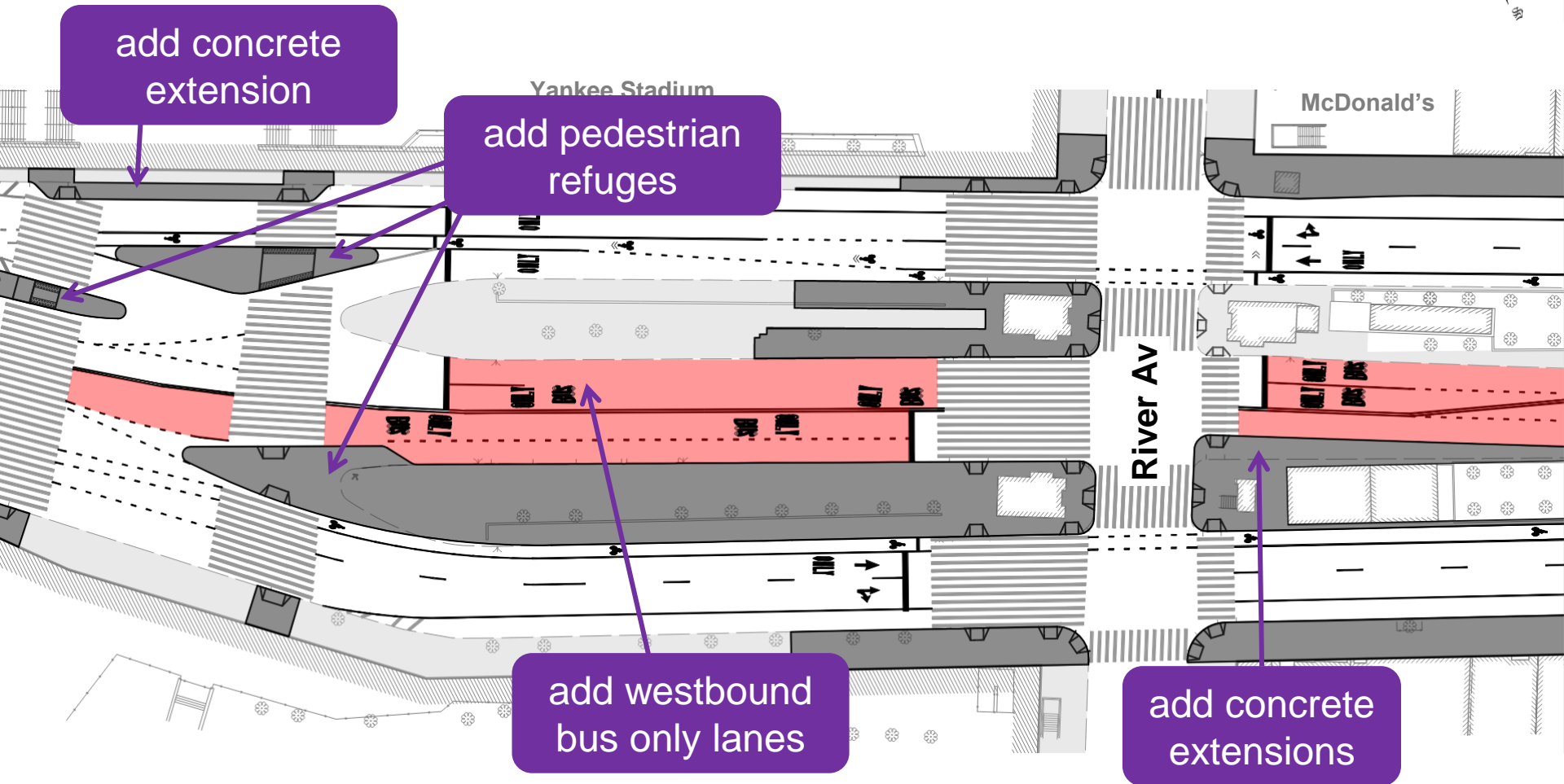
E 161st St & River Av

Proposed



E 161st St & River Av

Proposed



E 161st St & River Av

Proposed



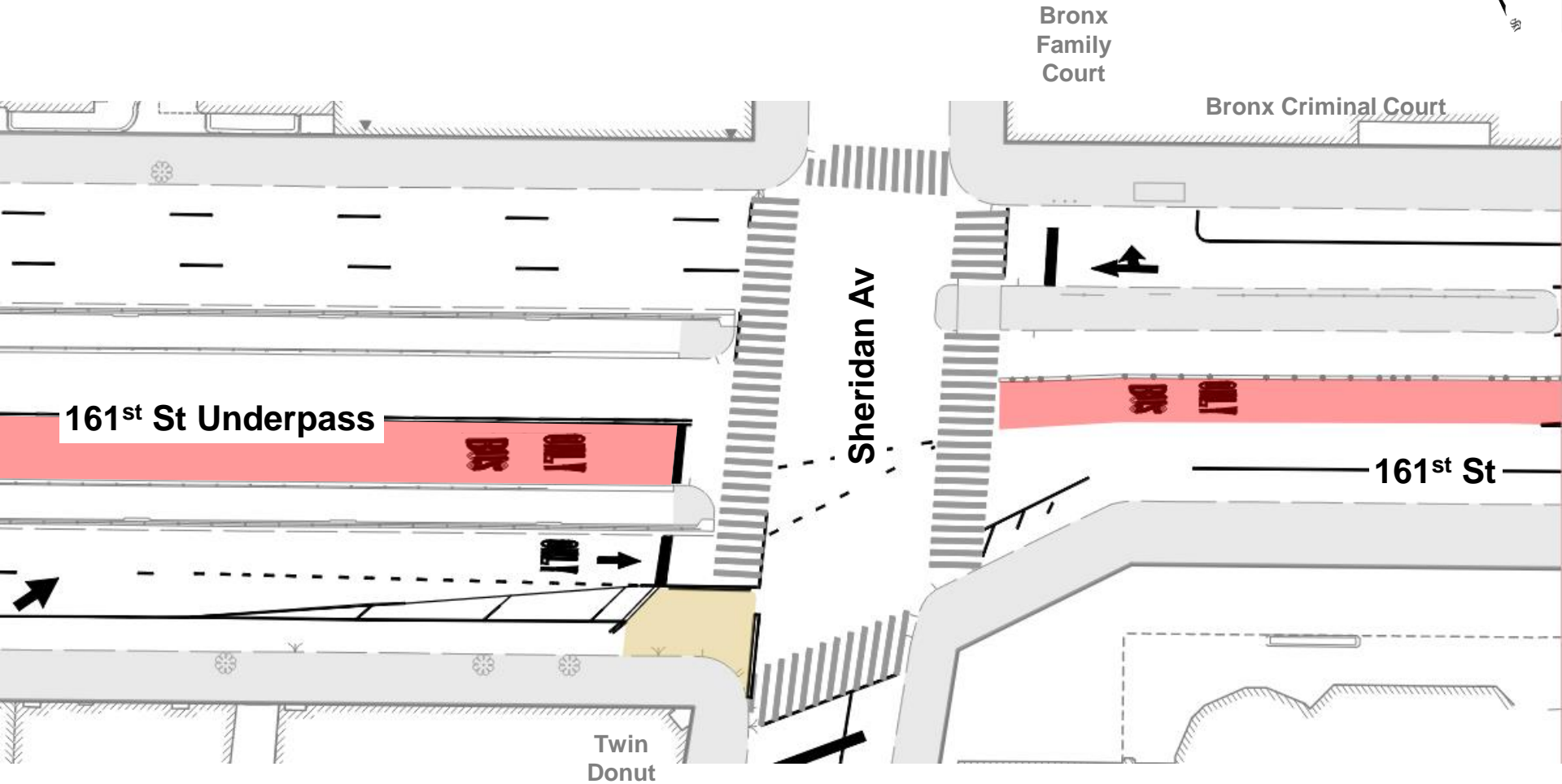
Add benches, shelter, leaning bars, and other furniture to create inviting public space on median



remove existing wall / expand planted areas

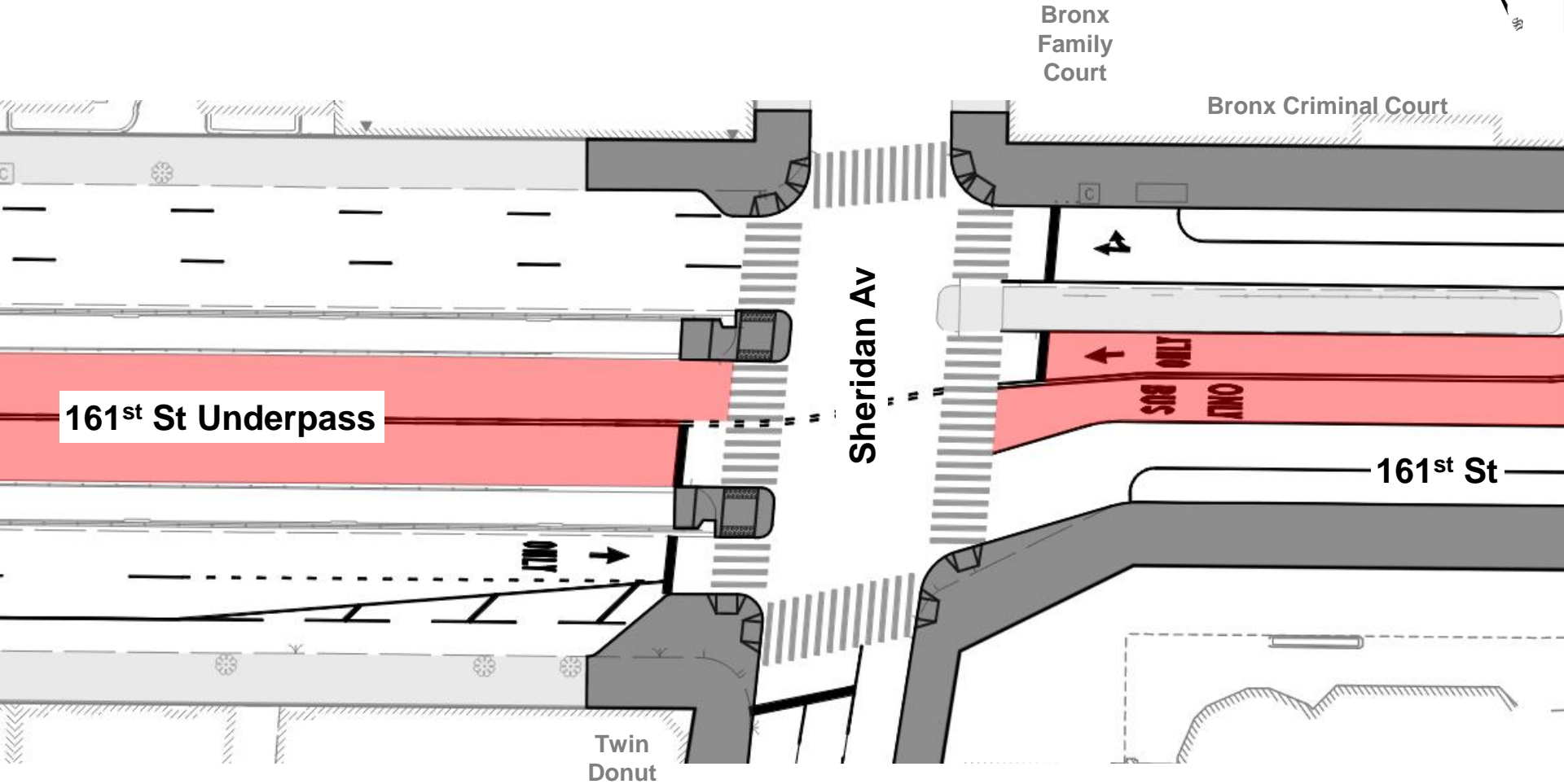
E 161st St & Sheridan Av

Existing



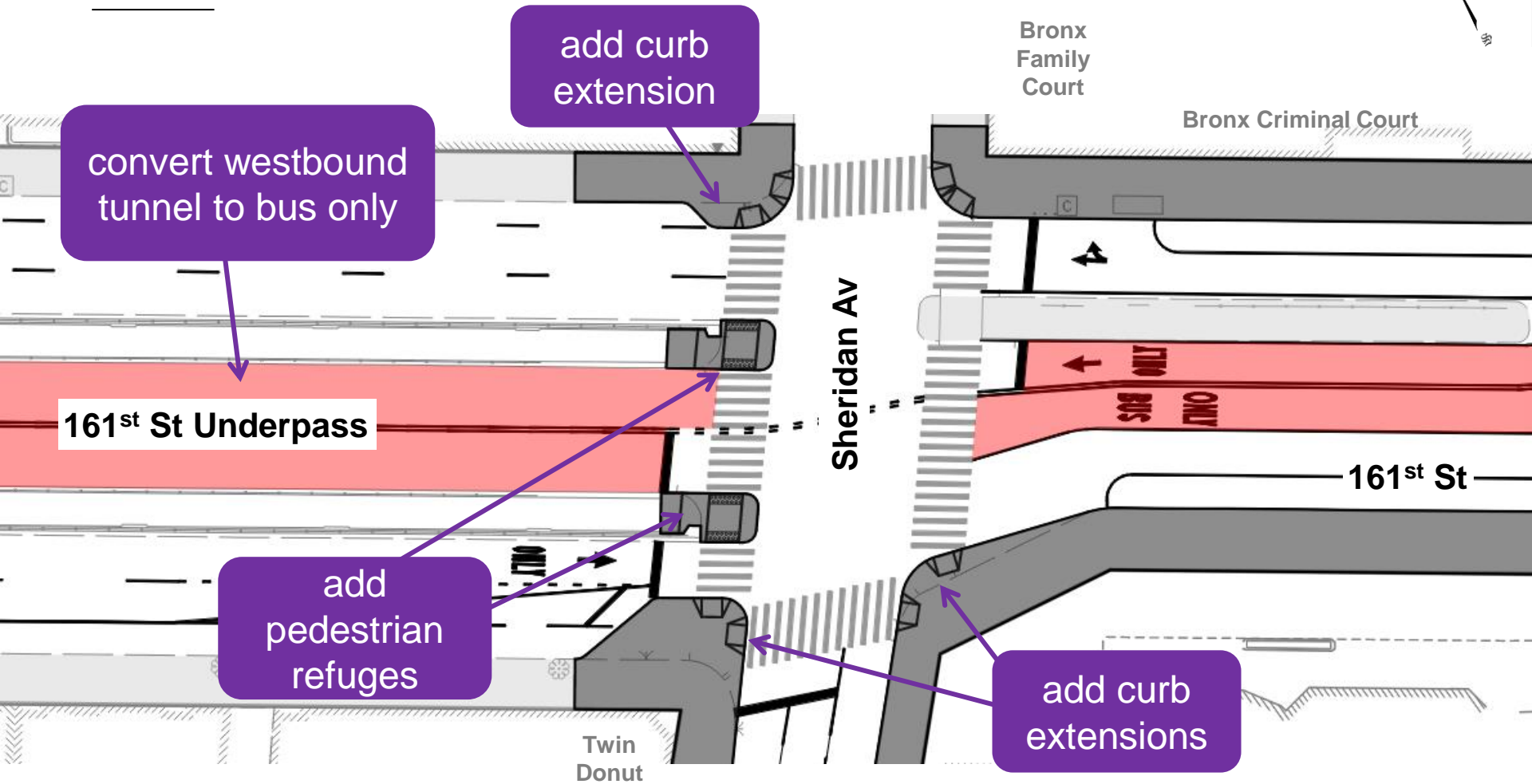
E 161st St & Sheridan Av

Proposed



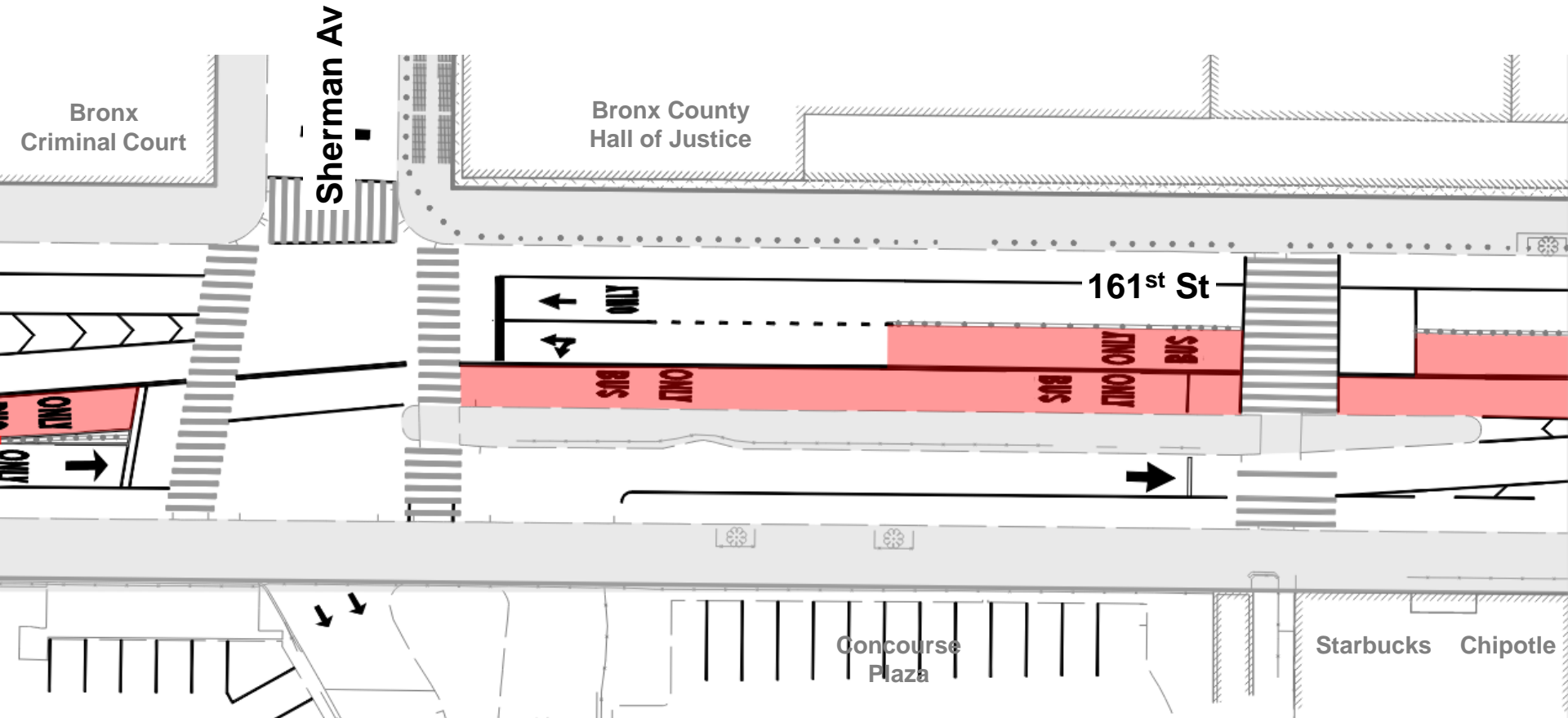
E 161st St & Sheridan Av

Proposed



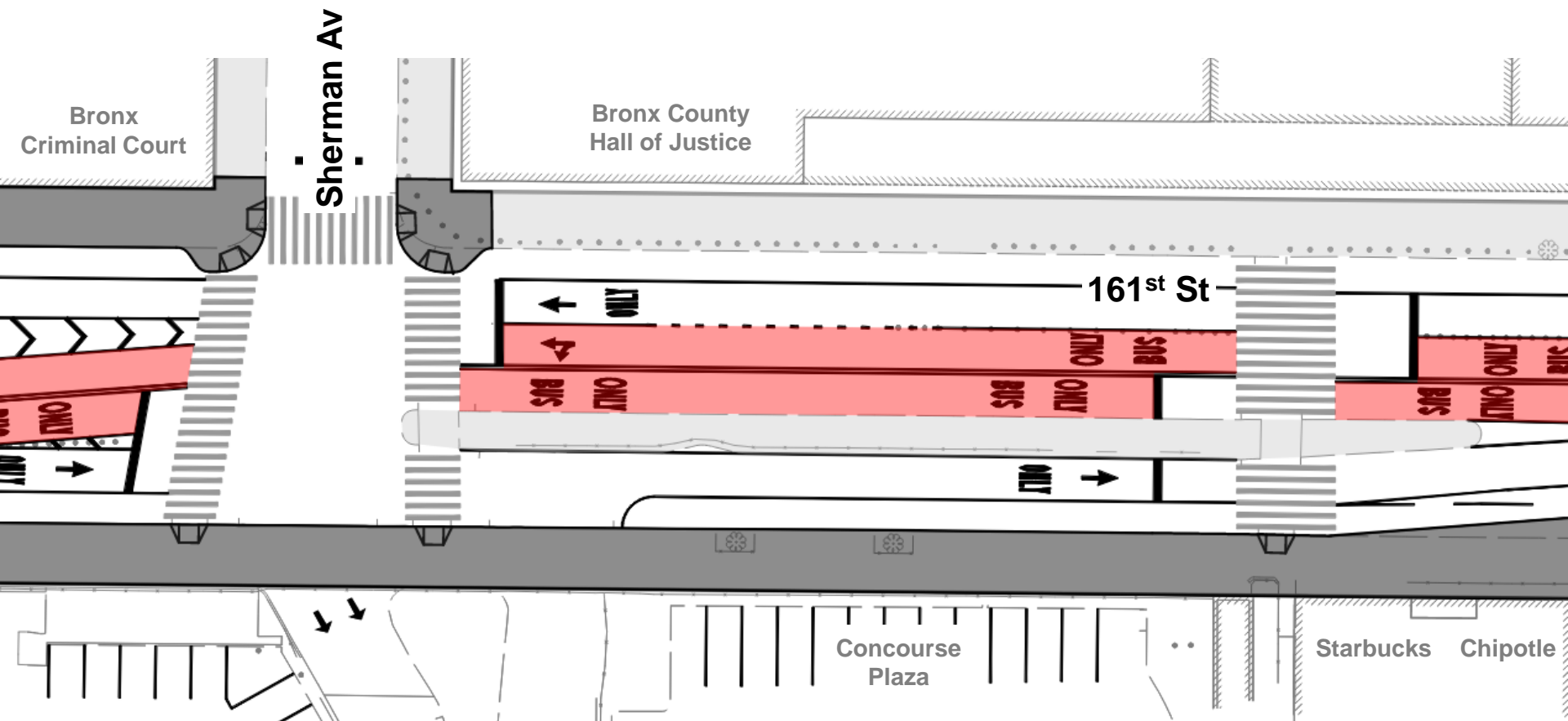
E 161st St & Sherman Av

Existing



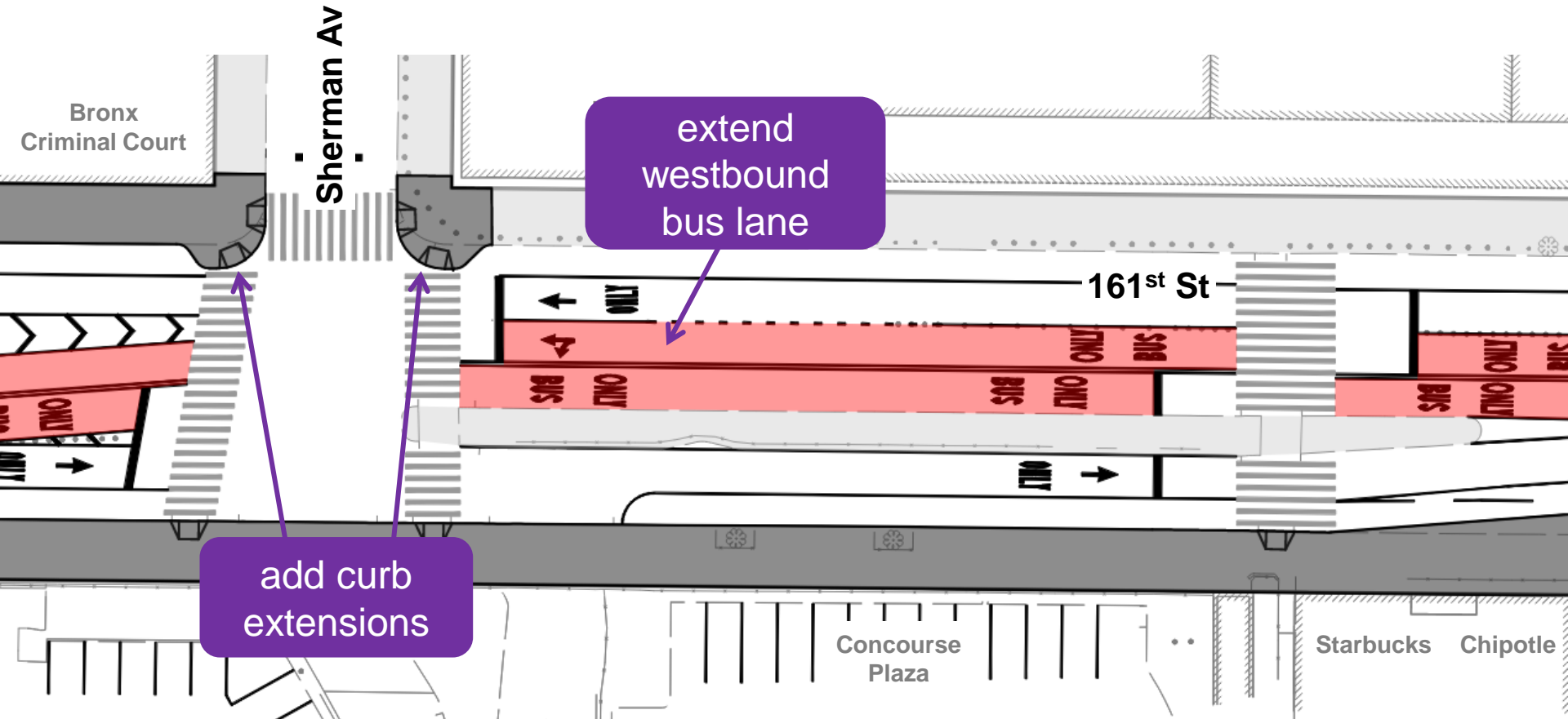
E 161st St & Sherman Av

Proposed



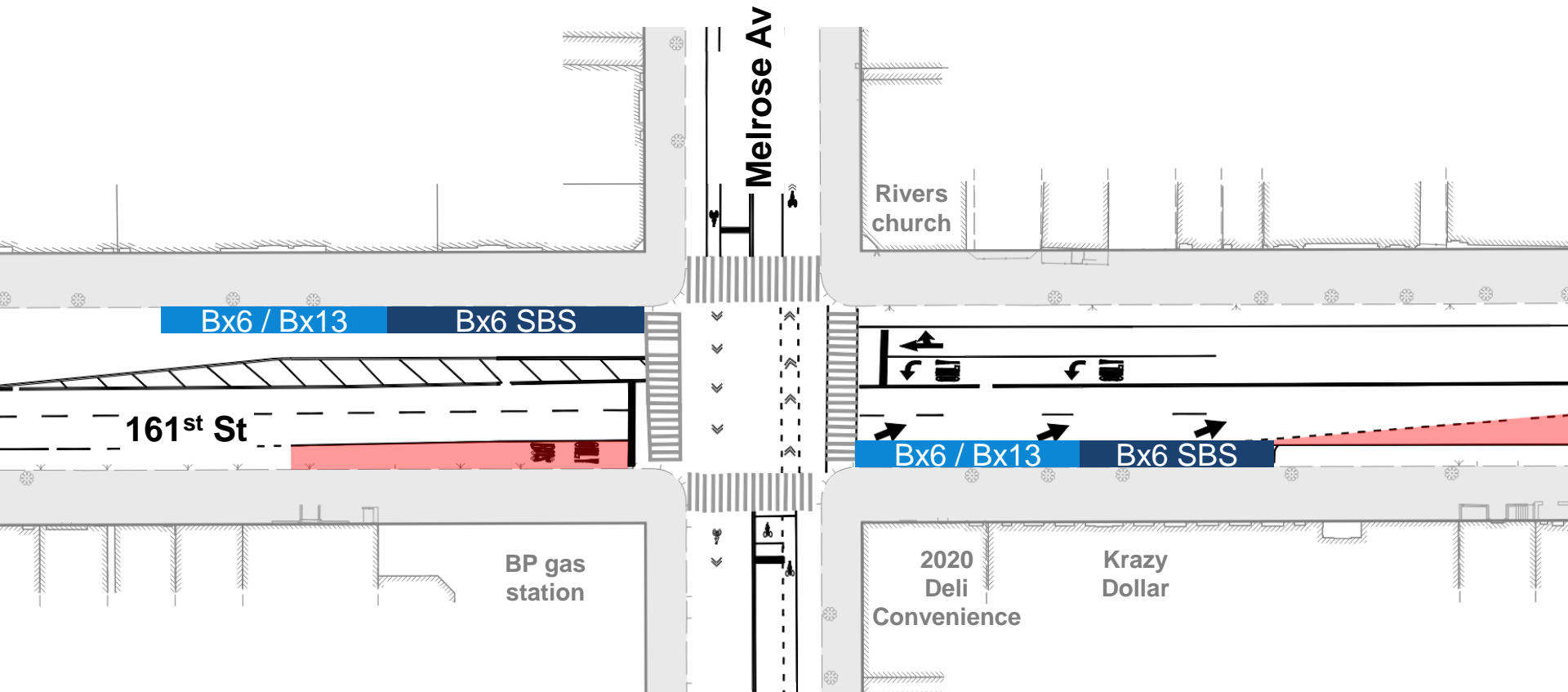
E 161st St & Sherman Av

Proposed



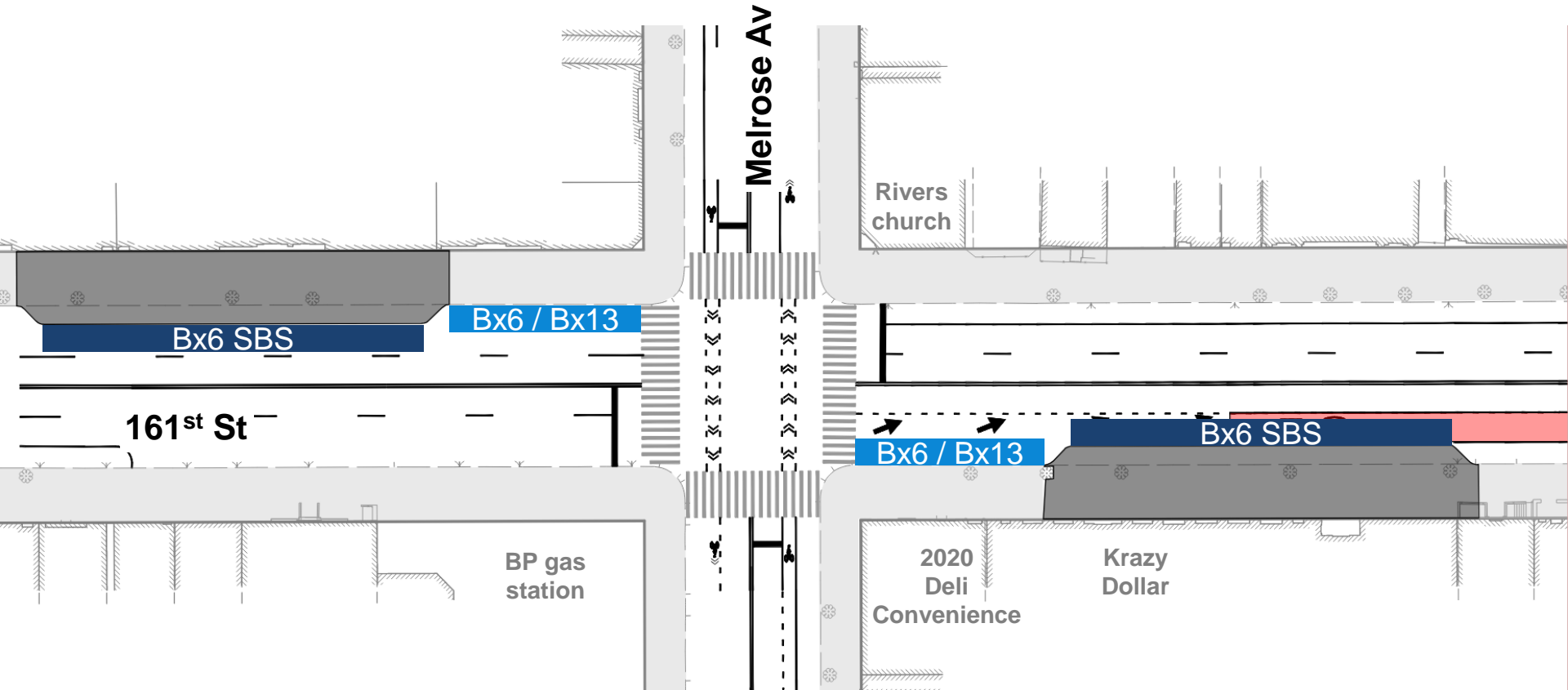
E 161st St & Melrose Av

Existing



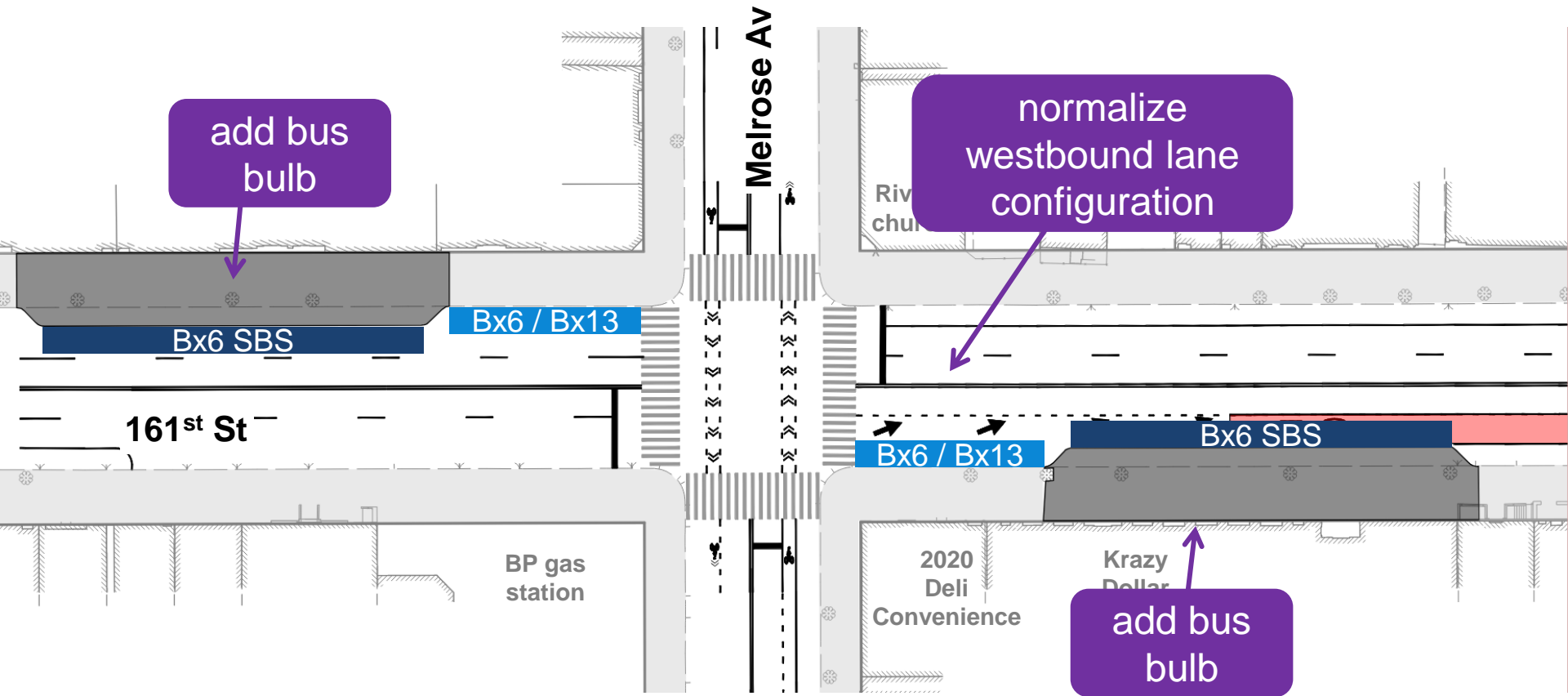
E 161st St & Melrose Av

Proposed



E 161st St & Melrose Av

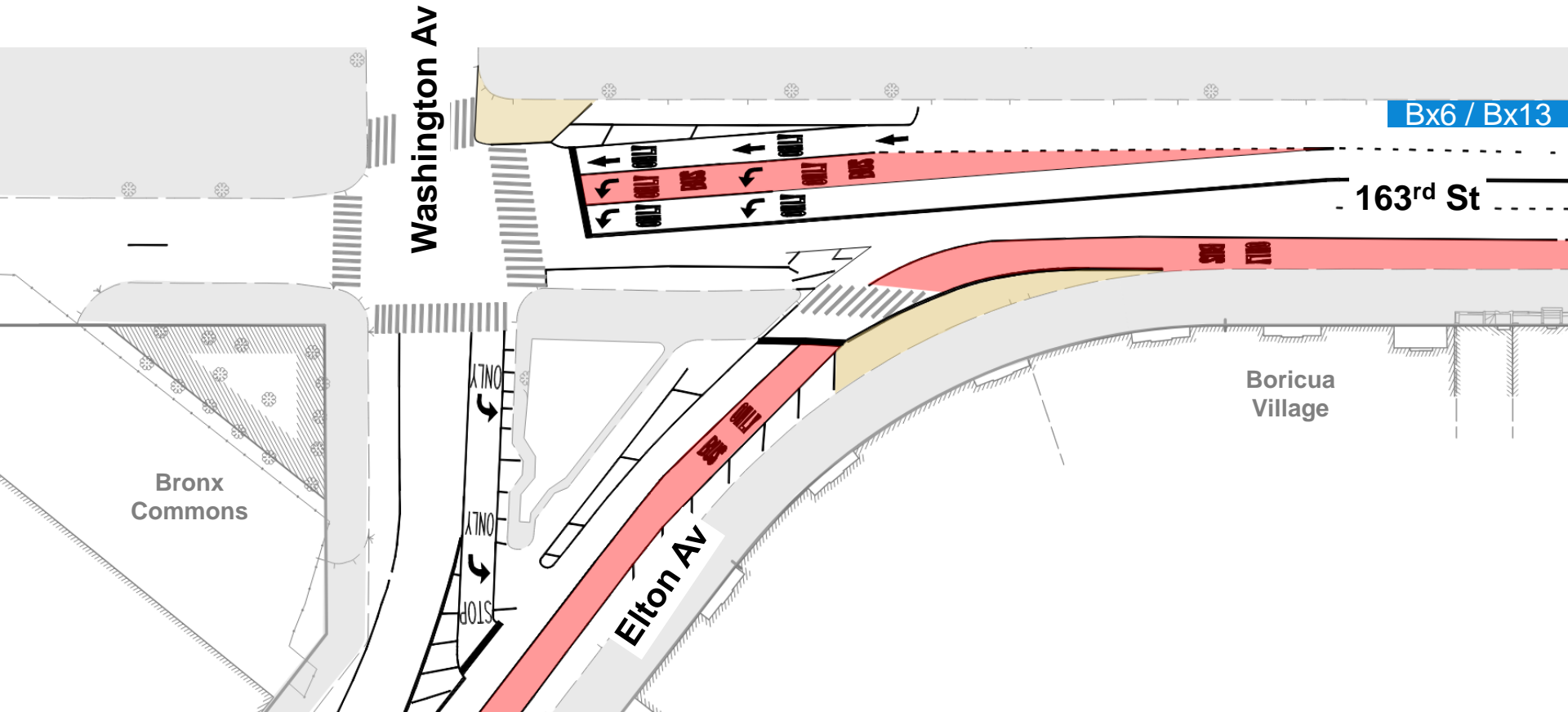
Proposed



Proposed Improvements: 163rd Street

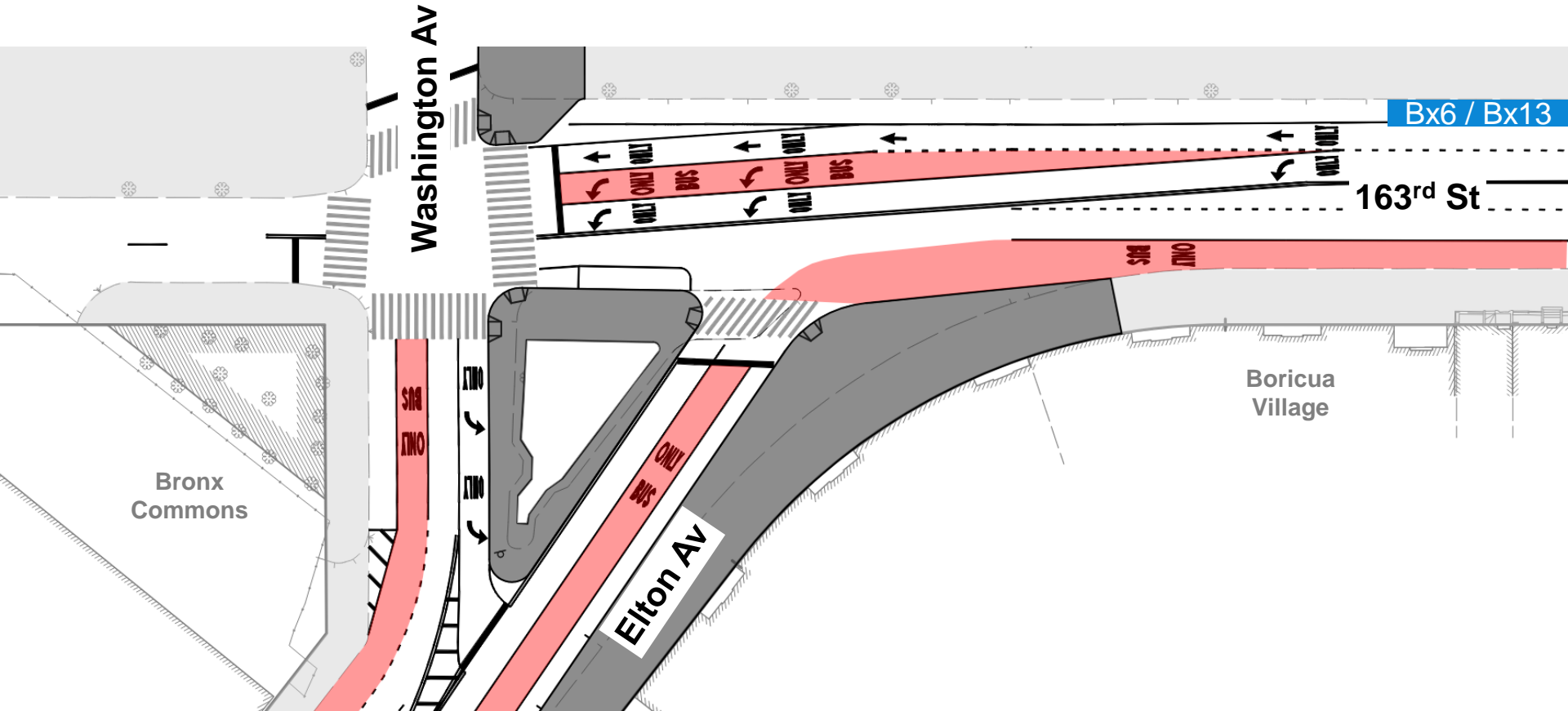
E 163rd St & Elton Av

Existing



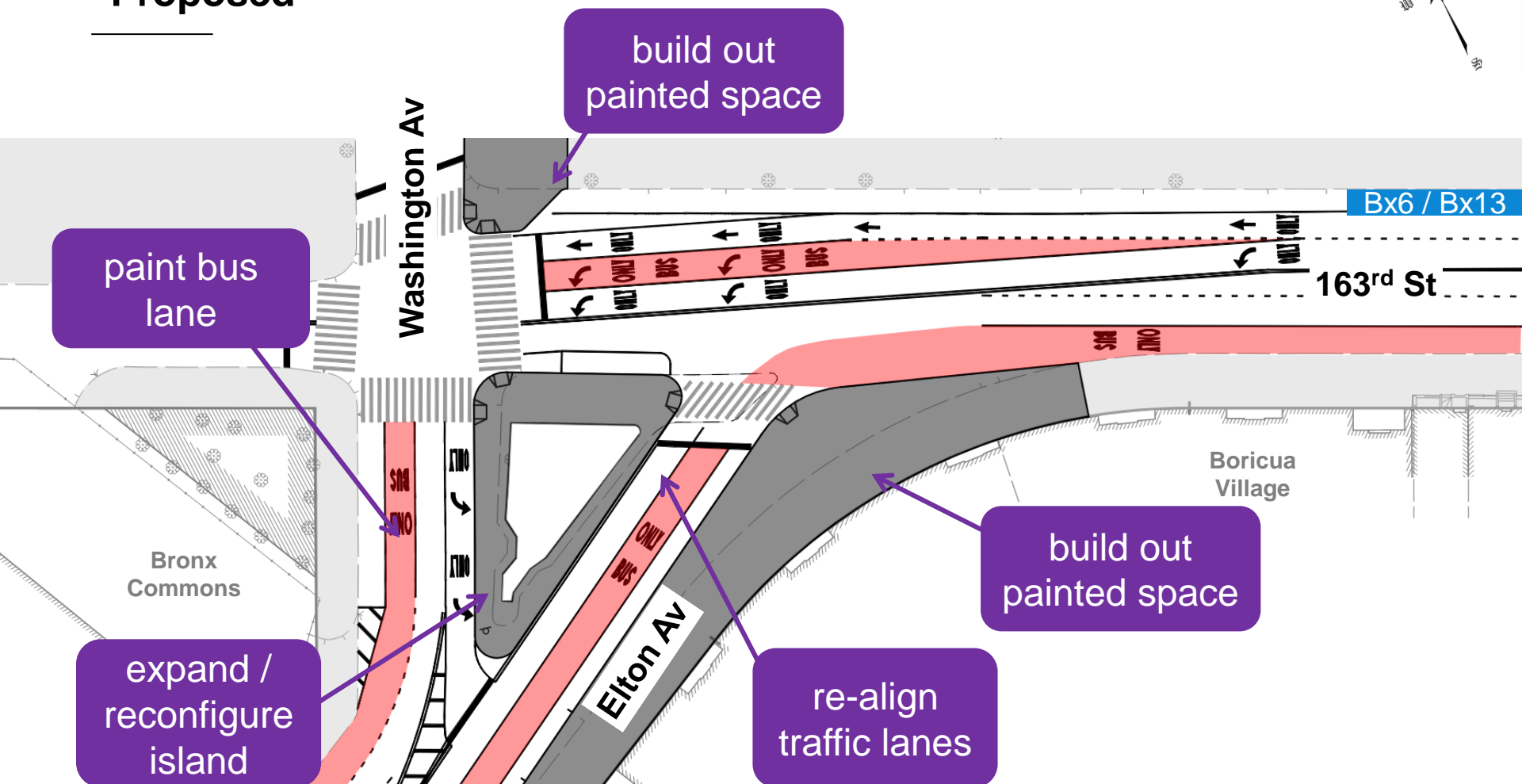
E 163rd St & Elton Av

Proposed



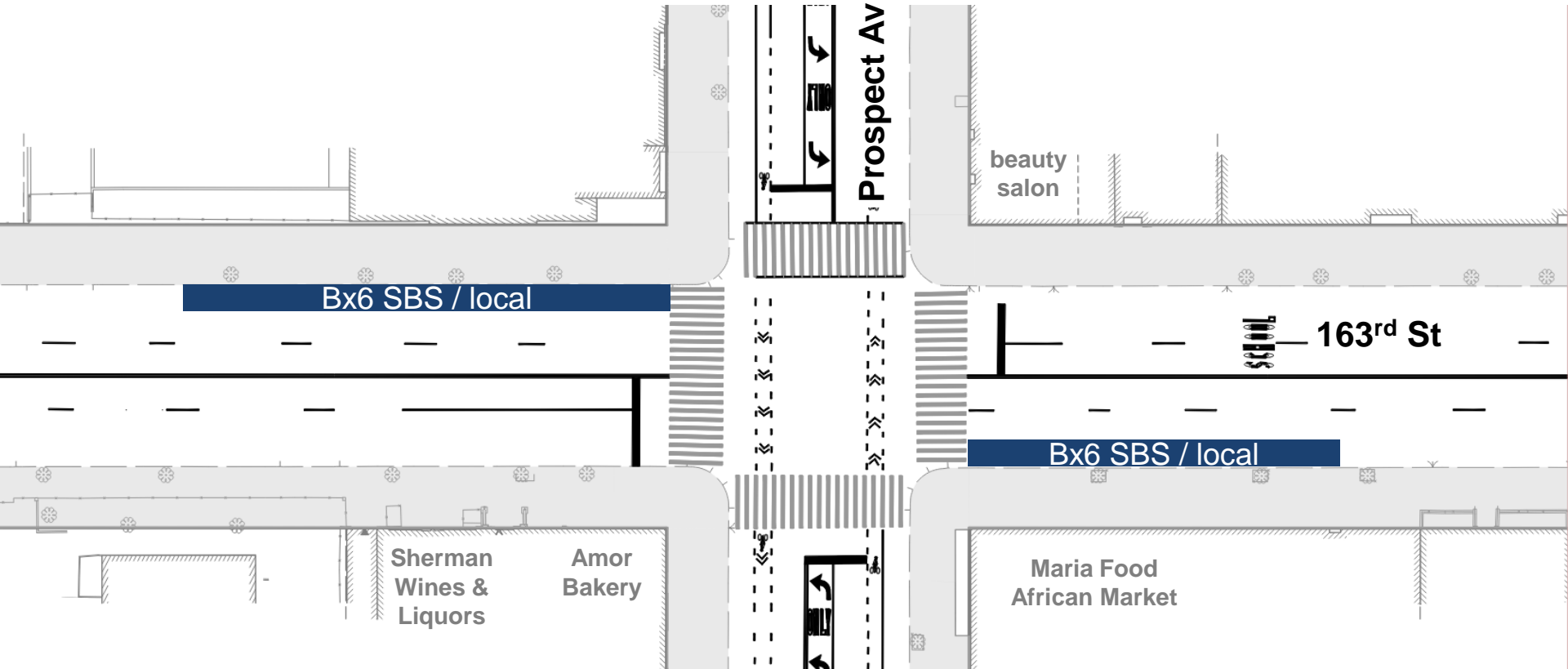
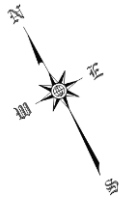
E 163rd St & Elton Av

Proposed



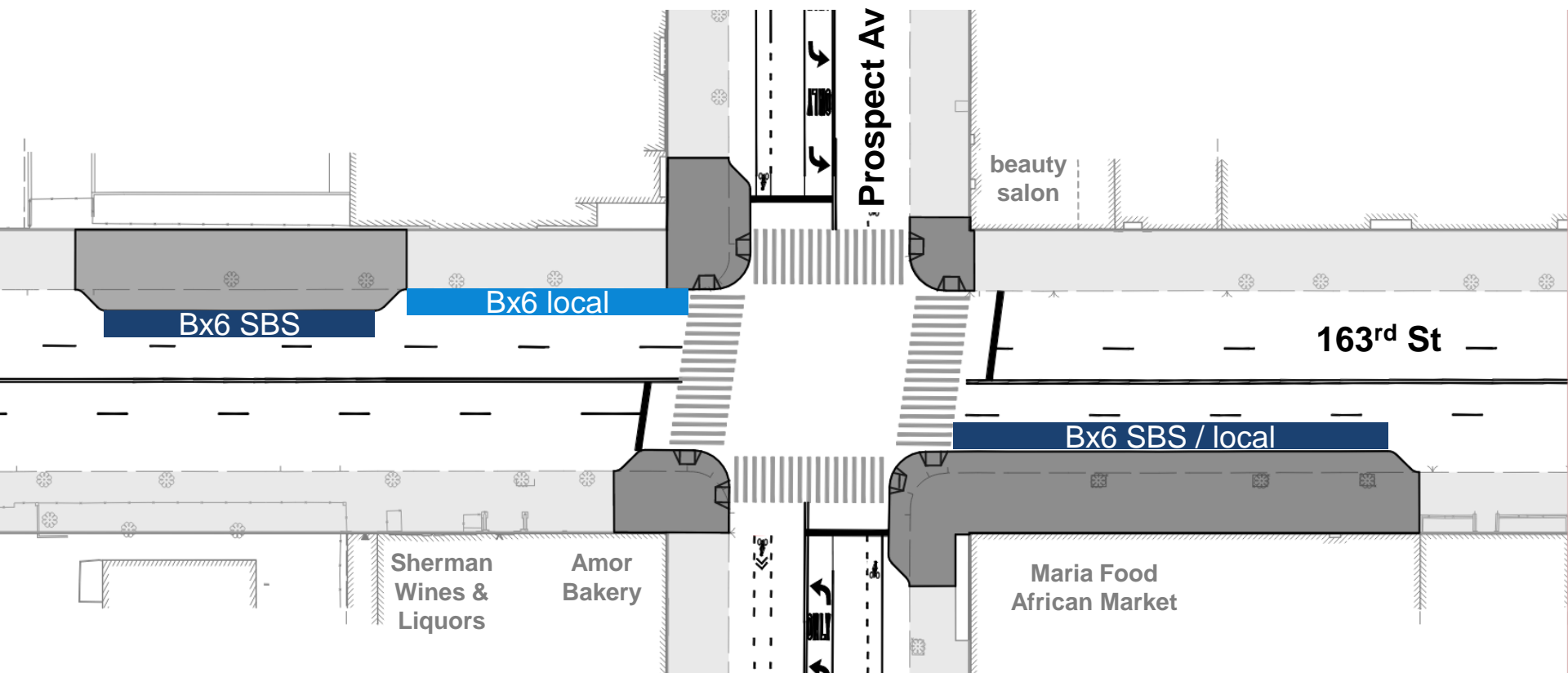
163rd St & Prospect Av

Existing



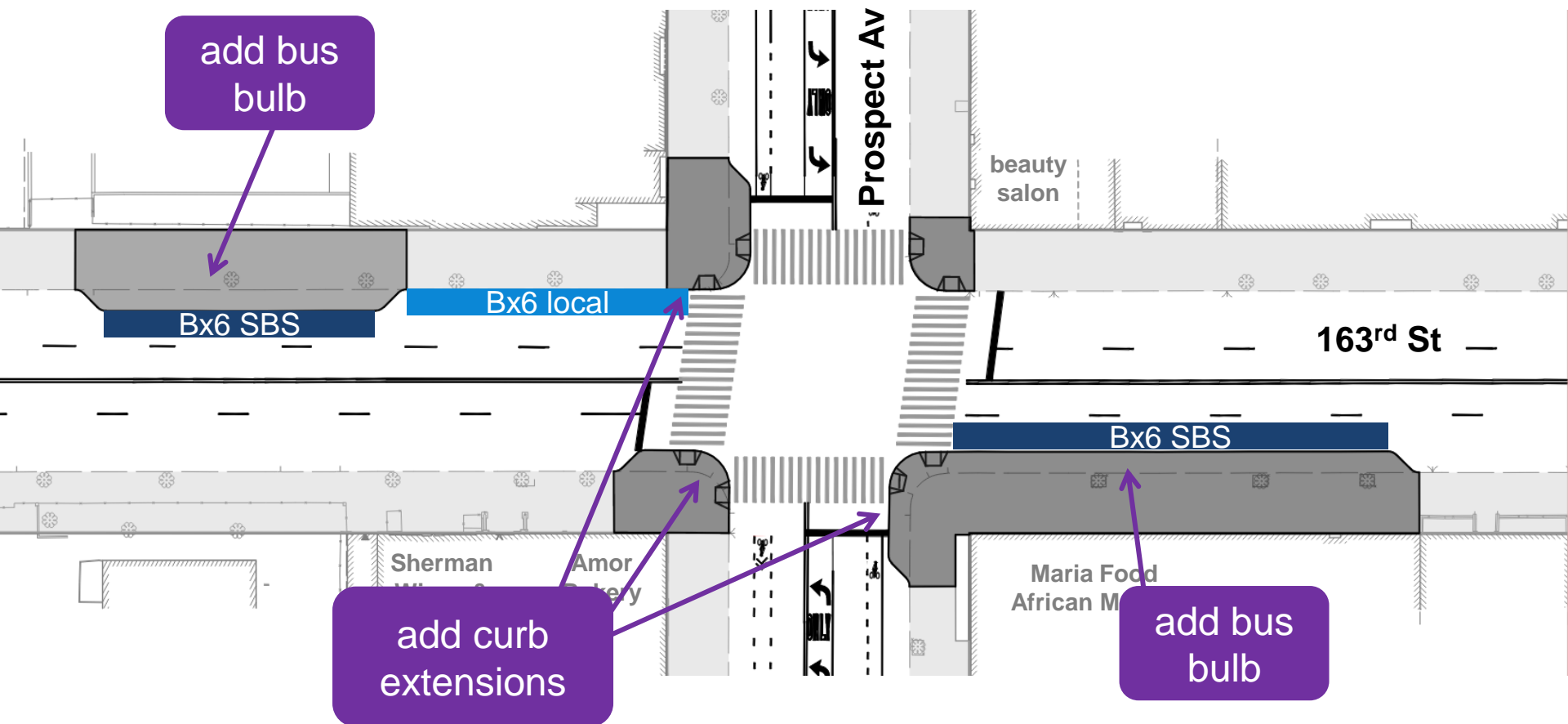
163rd St & Prospect Av

Proposed



163rd St & Prospect Av

Proposed



Next Steps

- **Spring 2022:** Present to Additional Community Boards
 - 5/2: Manhattan CB 12 Transportation Committee
 - 5/5: Manhattan CB 9 Transportation Committee
 - 5/10: Manhattan CB 10 Transportation Committee
 - 5/11: Bronx CB 2 Economic Development Committee
 - 5/12: Bronx CB 4 Municipal Services Committee
 - 5/16: Bronx CB 3 Housing, Land Use, Economic Development Committee
- **Winter/Spring 2023:** Finalize Design
- **Summer/Fall 2023:** Procurement
- **Winter/Spring 2024:** Construction Start

Thank You!

Questions?



NYC DOT



NYC DOT



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