SELECT BUS SERVICE IN NYC

Bus Rapid Transit (BRT) is a cost-effective approach to transit service that cities around the world use to make riding the bus more like a subway. BRT improves speed, reliability, and passenger comfort/convenience.

Select Bus Service (SBS) is New York City’s brand name for BRT. The first route launched in 2008, and a total of seven routes have been implemented throughout the City:

- Fordham Road (Bx12 SBS)
- First Avenue/Second Avenue (M15 SBS)
- 34th Street (M34/M34A SBS)
- Hylan Boulevard (S79 SBS)
- Webster Avenue (Bx41 SBS)
- Nostrand Avenue (B44 SBS)
- 125th Street-LGA (M60 SBS)

SBS results include:

- 15-23% faster bus service
- 95% rider satisfaction
- 10%+ increase in ridership
- up to 20% reduction in crashes
SELECT BUS SERVICE FEATURES

Faster Service
- Dedicated Bus lanes

Increased Comfort
- Branding

- Faster Fare Collection
- Improved Station Amenities
- Signal Priority for Buses
- Real-time Passenger information
DIVERSE APPROACHES FOR DIVERSE COMMUNITIES

Select Bus Service has taken on different forms on New York City’s streets, with MTA and DOT responding to local neighborhood input to address traffic, parking and loading needs. Here are some examples of SBS streetscapes seen throughout the city:

Fordham Road at Jerome Avenue, Bronx
60 foot wide, two-way roadway
Curbside Bus Lanes
Midday Delivery Windows

Allen Street at Delancey Street, Manhattan
60 foot wide, two-way roadway
No Bus Lanes
Transit Signal Priority

34th Street at Eighth Avenue, Manhattan
50 foot wide, two-way roadway
Curbside and Offset Bus Lanes
Bus Bulb Station

Richmond Avenue at Forest Hill Road, Staten Island
130 foot wide, two-way roadway
Offset Bus Lanes

Webster Av at Mosholu Parkway, Bronx
70 foot wide, two-way roadway
Offset Bus Lanes

Nostrand Avenue at Church Avenue, Brooklyn
40 foot wide, one-way roadway
Offset Bus Lanes

125th Street at Amsterdam Avenue, Manhattan
70 foot wide, two-way roadway
No Bus Lanes
COMMUNITY OUTREACH

Community Advisory Committee (CAC)
The Flushing to Jamaica CAC consists of elected officials, community boards, representatives from civic organizations, and bus riders. The CAC meets throughout the process to provide feedback on project design and the implementation process.

Public Workshops and Open Houses
Workshops and open houses take place throughout the process, allowing the public to have in depth conversations with project staff and to provide comments on design plans.

Community Board and Stakeholder Meetings
DOT and the MTA make presentations to Community Boards and stakeholders to engage in detailed conversation about design and implementation.

OUTREACH TIMELINE

Community Advisory Committee #1: Kickoff / introduction meeting
July 11, 2014

Public Workshop #1: Community planning
September 30, 2014 (Jamaica) | October 7, 2014 (Flushing)

Public Workshop #2: Street design, bus lanes, and stop locations
January 22, 2015

Pomonok Houses Transportation Committee: Select Bus Service Briefing
February 4, 2015

Queens Hospital: Select Bus Service Briefing
February 10, 2015

Further Meetings and Workshops
Ongoing throughout planning and design process
**COMMUNITY FEEDBACK**

**Inter-borough Service**

- Q44 is a vital link b/w Queens and the Bronx
- There is a need for more buses connecting Queens and the Bronx

**Bus Stop Issues**

- Long lines in Flushing
- Crowding at bus stops
- Signs in Jamaica are old and in bad shape
- Congestion due to buses terminating/turning around in Jamaica
- Too many buses located at same bus stop
- Buses stop in moving traffic because stops are too short and they can’t pull to the curb

**Slow/Crowded Buses**

- Heavy crowding of school-aged children on the Q44, especially in the after school rush
- Bus bunching is mainly a problem during school start and end times

**Traffic Congestion**

- Double parking causes congestion especially near the botanical garden and hospital
- Major congestion along Northern Blvd
- Main Street has heavy traffic and is too crowded
- Heading into Flushing, traffic backs up to Franklin Av

**Commuter/Private Vans**

- Commuter vans cause congestion on Parsons Blvd b/w Jamaica & Archer Aves
- Vans often speed and drive dangerously
- Vans are helpful at night
- New Queens College buses cause congestion

**Pedestrian/Cyclist Conflict**

- Congested sidewalks in Flushing and Jamaica
- Kissena Blvd and Main St crossings are dangerous
- Bus congestion makes it difficult to cross the street in Flushing
- Frequent pedestrian/motorist turning conflicts
- Kissena Blvd is dangerous for cyclists
FLUSHING-JAMAICA SBS

Main Street and Kissena-Parsons Boulevards

13.9 miles Main Street
8.4 miles Kissena/Parsons Blvd

Heavy pedestrian activity

68,000 daily bus riders

Major connections

select bus service Flushing to Jamaica
FLUSHING-JAMAICA SBS

Q44 Limited - Main Street

- Runs from the Bronx Zoo to Downtown Jamaica, connecting:
  - Bronx Park South
  - Parkchester
  - Whitestone
  - Flushing
  - Kew Garden Hills
  - Briarwood
  - Jamaica

- Highest ridership corridor
- Wider roadway allows for more flexibility in design

Q25 - Kissena Parsons

- Runs from College Point to Downtown Jamaica, connecting:
  - Linden Hill
  - Flushing
  - Kissena Park
  - Pomonok
Q44 LTD Bus Delay

- Other 2%
- In traffic/at red lights 29%
- In motion 51%
- Bus Stops 18%

**Bus Travel Speeds**
On average, the Q44 runs under 10 mph throughout the course of the route.
TRAFFIC

Car Travel Speed along Main Street
AM Peak, Midday and PM Peak Periods

Related Initiative: Flushing in Motion

Flushing in Motion is a traffic control system for Downtown Flushing which enables traffic signals to be adjusted in response to real-time traffic congestion monitoring. A similar system was implemented in Midtown Manhattan which led to a 10% reduction in travel time.
SAFETY
Crashes by Intersection along Main Street and Kissena/Parsons Boulevards (2008-2012)

Bicycle and Pedestrian Crashes

Vehicle Crashes

Vehicle Crashes (2008 - 2012)
- 10-30
- 31-50
- 51-70
- 71-90
- 91-104

Related Initiative: Main Street Sidewalk Widening
The Department of Design and Construction will be widening the sidewalks along Main Street in Downtown Flushing between 38th Av and 41st Av. Detailed design is in progress.
PROJECT GOALS

- Improve transit service for neighborhoods that are far from the subway
- Create stronger transit connections to retail and job centers in and between Downtown Flushing and Jamaica
- Implement safety upgrades in key Vision Zero priority corridors

Existing: Main Street and Maple Avenue

1. General lanes in each direction
2. Curbside parking
3. Bus stops at the curb
4. Left-turn bays

Existing: Main Street and Jewel Avenue

1. General lanes in each direction
2. Curbside parking
3. Bus stops at the curb
4. Left-turn bays
CURBSIDE BUS LANE

Example from Utica Avenue and East New York Avenue (Brooklyn, NY)

1 Curbside bus lanes
2 Parking restrictions during bus lane hours
3 General traffic lanes in each direction
4 Left-turn bays
OFFSET BUS LANES

Example from Webster Avenue (Bronx, NY)

1. Offset bus lanes
2. Curbside parking and loading remains
3. General traffic lane in each direction
4. Bus stop remains at curb
5. Left-turn bays

Example from Webster Avenue (Bronx, NY)