

B46 Select Bus Service

Community Board 3 Town Hall | May 11, 2015



Agenda

1. Present project background and existing conditions
2. Present proposed B46 Select Bus Service (SBS) improvements
3. Discuss plans and identify comments and issues from community

Outreach

Outreach to date for B46 Select Bus Service

- Community Advisory Committee Meeting #1 (September 2014)
- Public Workshop #1 (November 2014)
- Community Advisory Committee Meeting #2 (February 2015)
- Open House (March 2015)
- Community Board Meetings:
 - CB 3 Transportation Committee (March 2015)
 - CB 3 Board (April 2015)
 - CB 1, 4, 8, 9, 17, 18 (March-April 2015)

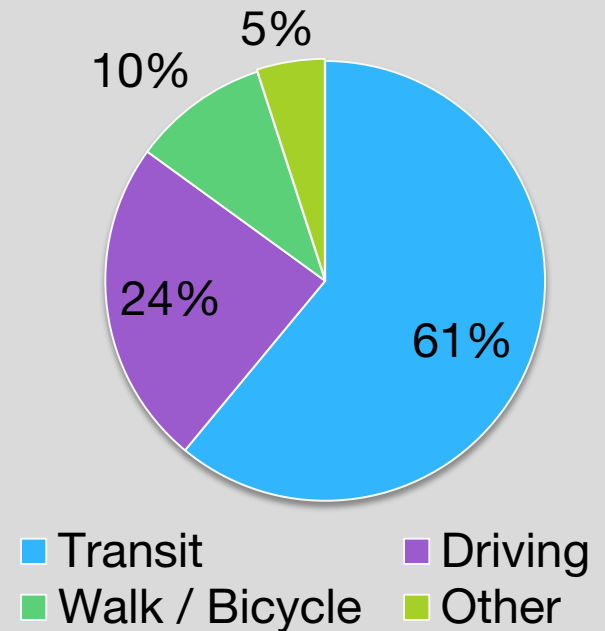


Project Background

The Utica Avenue B46 corridor was identified as a potential candidate for Select Bus Service in the 2009 Bus Rapid Transit Phase II Study.

- Characterized by slow and crowded trips
- Busiest bus route in Brooklyn, carrying nearly 50,000 passengers per day
- Crucial connection to **3** **4** **A** **C** trains and 30 bus routes
- Vision Zero Priority Corridor
 - 7 pedestrians killed and 57 pedestrians severely injured (2009-2013)

Residents' Mode to Work



Source: 2008-2012 ACS 5-Year Estimates
¼ mile from B46 corridor

Safety Concerns

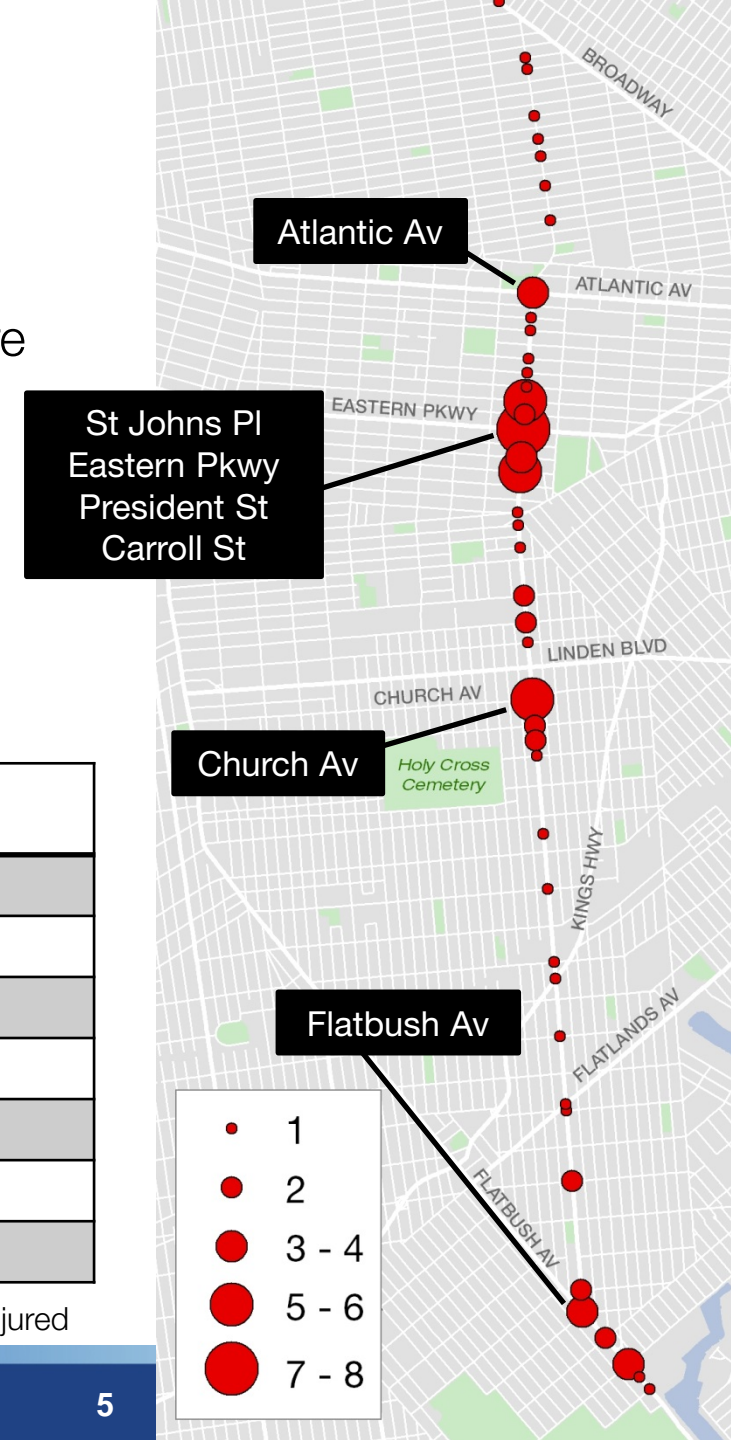
Utica Avenue is a Vision Zero Priority Corridor

- 7 pedestrian fatalities and 57 pedestrian severe injuries between 2009 and 2013
- 1 additional fatality in April 2014
- 60% of vehicles travel above the speed limit (30 mph at time of observation)

Vision Zero Priority Intersections

Intersection	Ped Fatalities (2009-2013)	Ped KSI* (2009-2013)
Utica Av & Eastern Pkwy	2	8
Utica Av & Church Av	1	6
Utica Av & St Johns Pl	0	5
Utica Av & Carroll St	0	5
Utica Av & Atlantic Av	0	3
Utica Av & President St	0	3
Utica Av & Flatbush Av	0	3

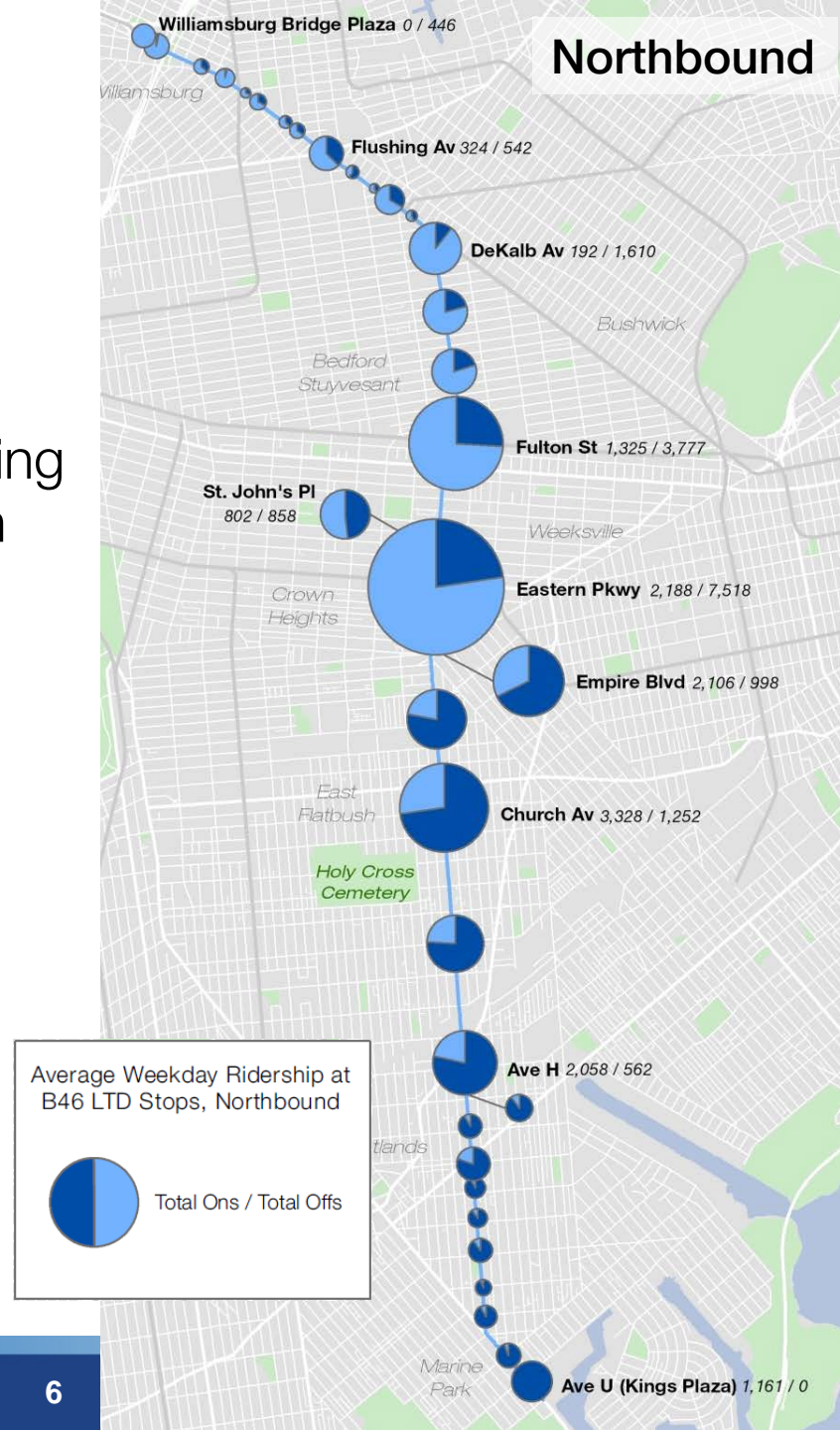
*Killed or Severely Injured



Ridership

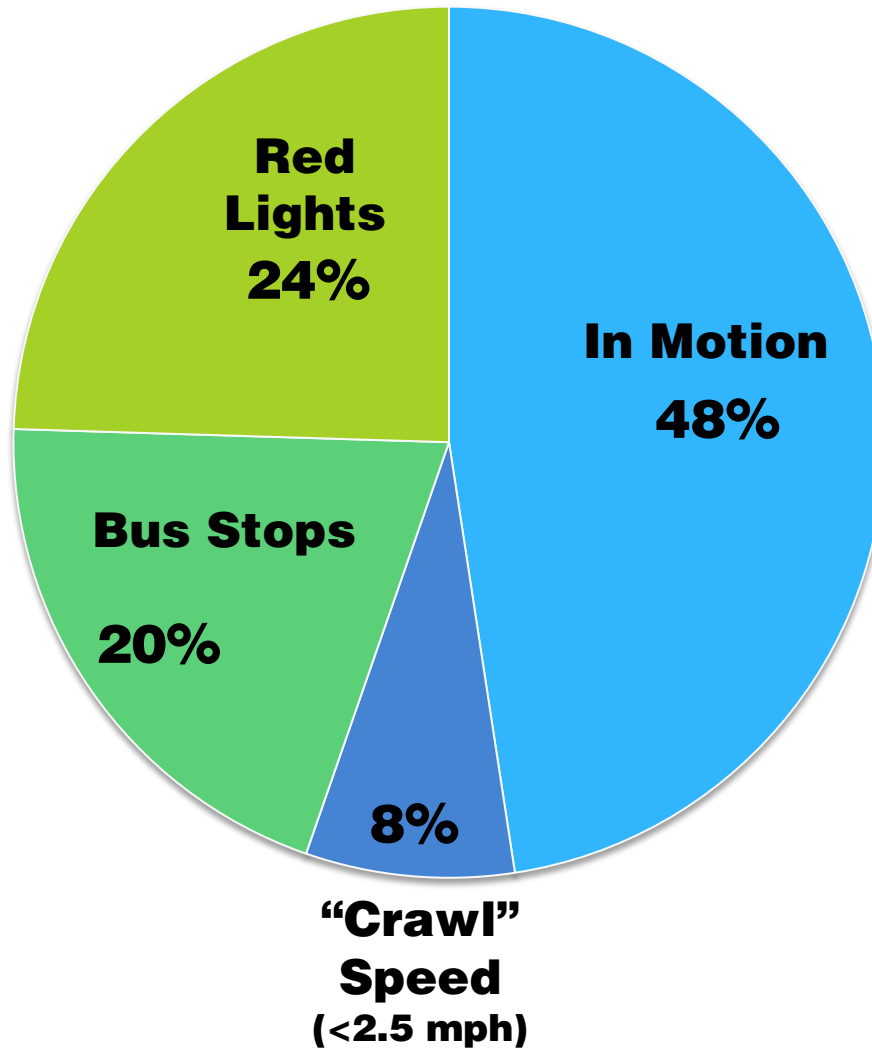
- High ridership at many existing B46 Limited stops, particularly those with subway/bus transfers
- Largest percentage of riders are traveling north to or south from **3** **4** at Eastern Pkwy or **A** **C** at Fulton St
- Only 9% of riders travel between Broadway and the rest of the route

Top 5 Busiest Stops	Top 5 Least Busy Stops
Eastern Pkwy	Broadway & Arion Pl
Fulton St	Broadway & Boerum St
Church Ave	Broadway & Willoughby
Empire Blvd	Broadway & Malcolm X
Ave H	Broadway & Hooper St



Bus Delay

B46 Limited, 4-7 PM



Source: IVN data, 10/28/14 – 11/20/14 T/W/Th

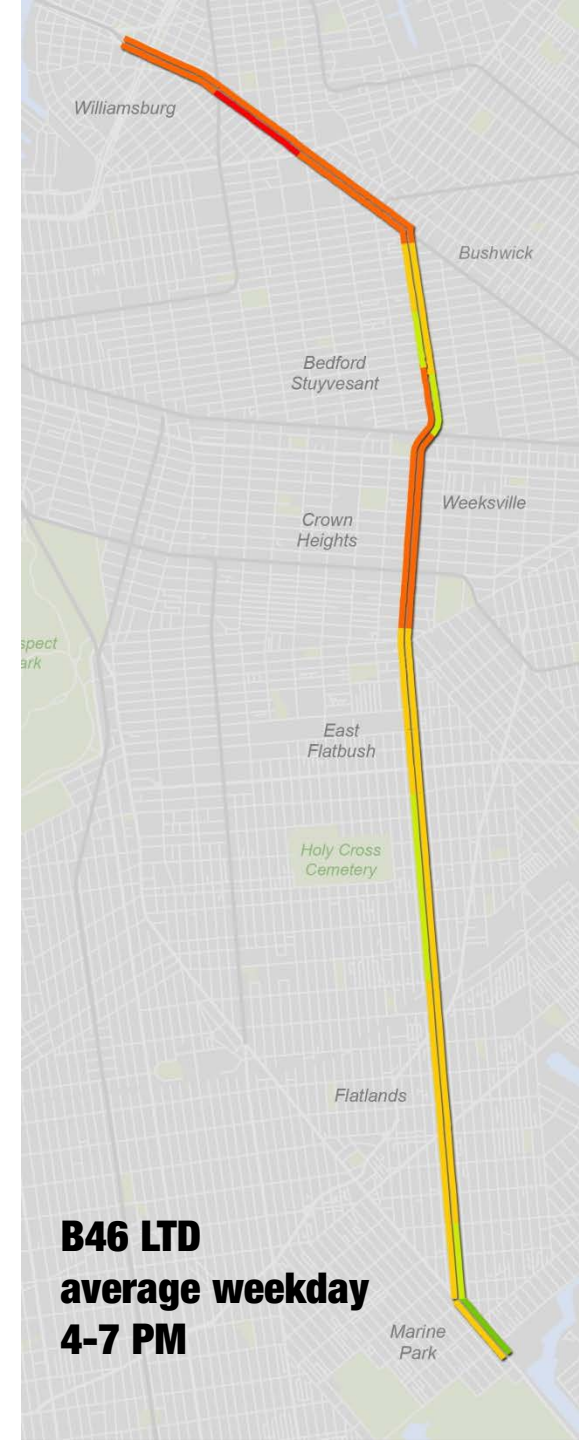
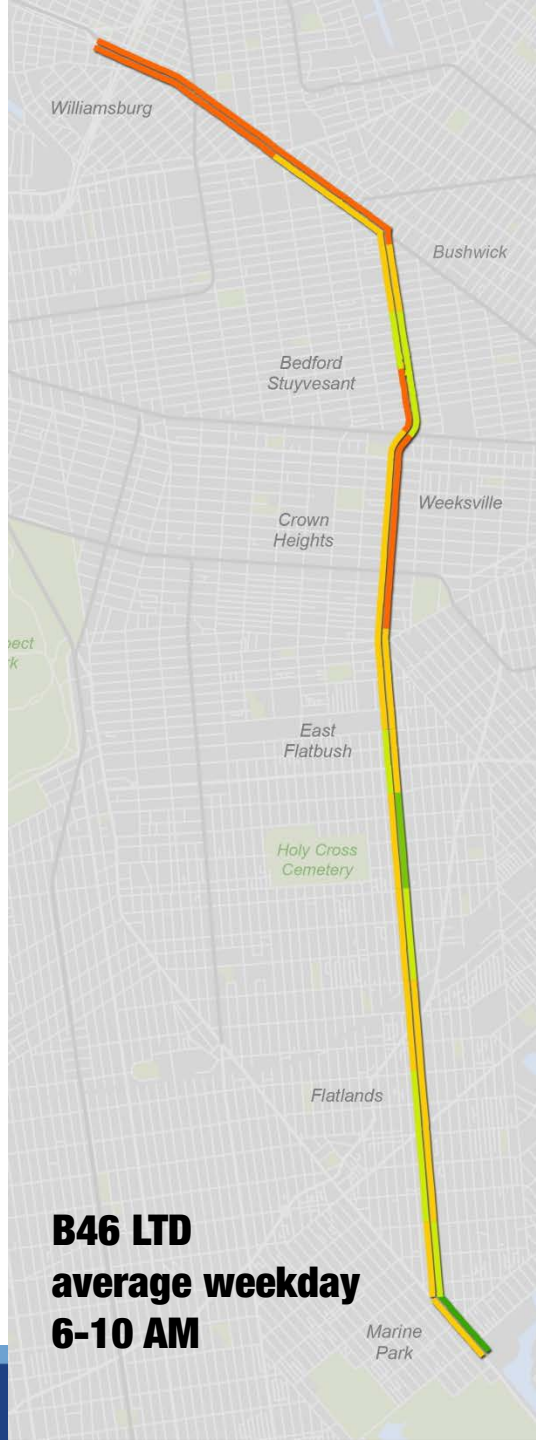
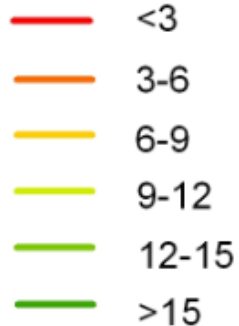
Bus Speeds

On average, the B46 Limited runs at 7.5 mph during the AM peak and 6.5 mph during the PM peak

Causes of slow speeds are:

- Busy stops
- Delay due to double-parking, turning vehicles, etc.
- Congestion
- Red lights

Bus Speeds
(mph)



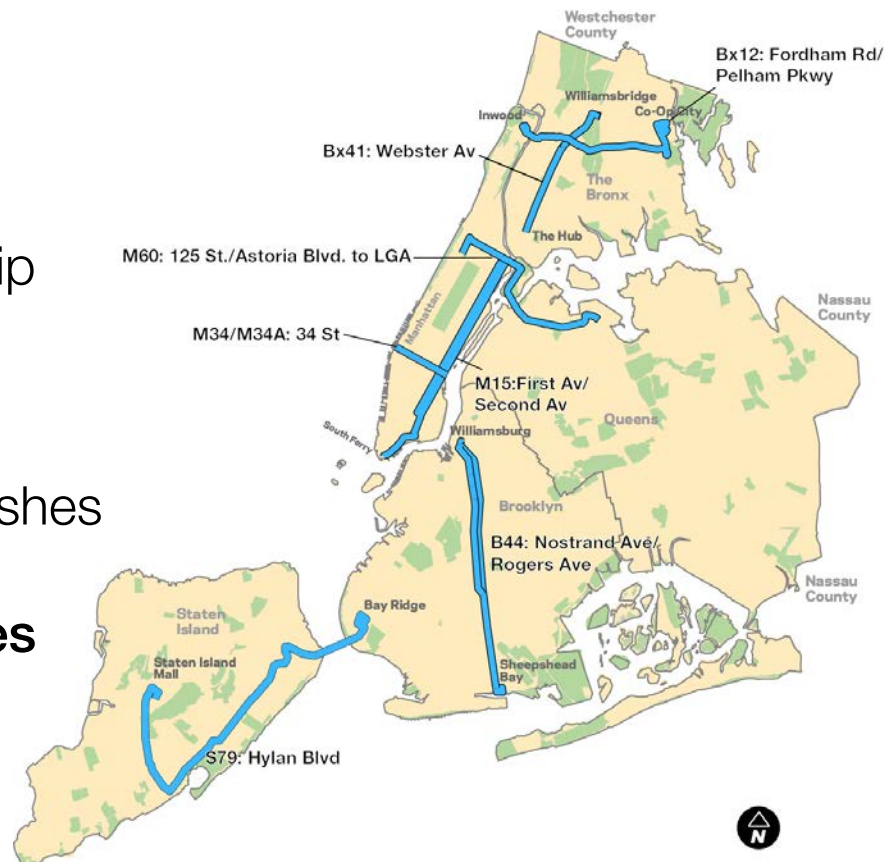
Select Bus Service in New York City

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:

- 15-23% faster bus speeds
- About 10% increase in ridership
- More reliable service
- Customer satisfaction of 95%
- Safer streets / reduction in crashes

There are 7 Select Bus Service routes serving all 5 boroughs.



Select Bus Service Features



Improved fare collection



Bus lanes



Transit signal priority



Bus Time Displays



Improved station amenities



Pedestrian safety improvements

Select Bus Service Fare Payment



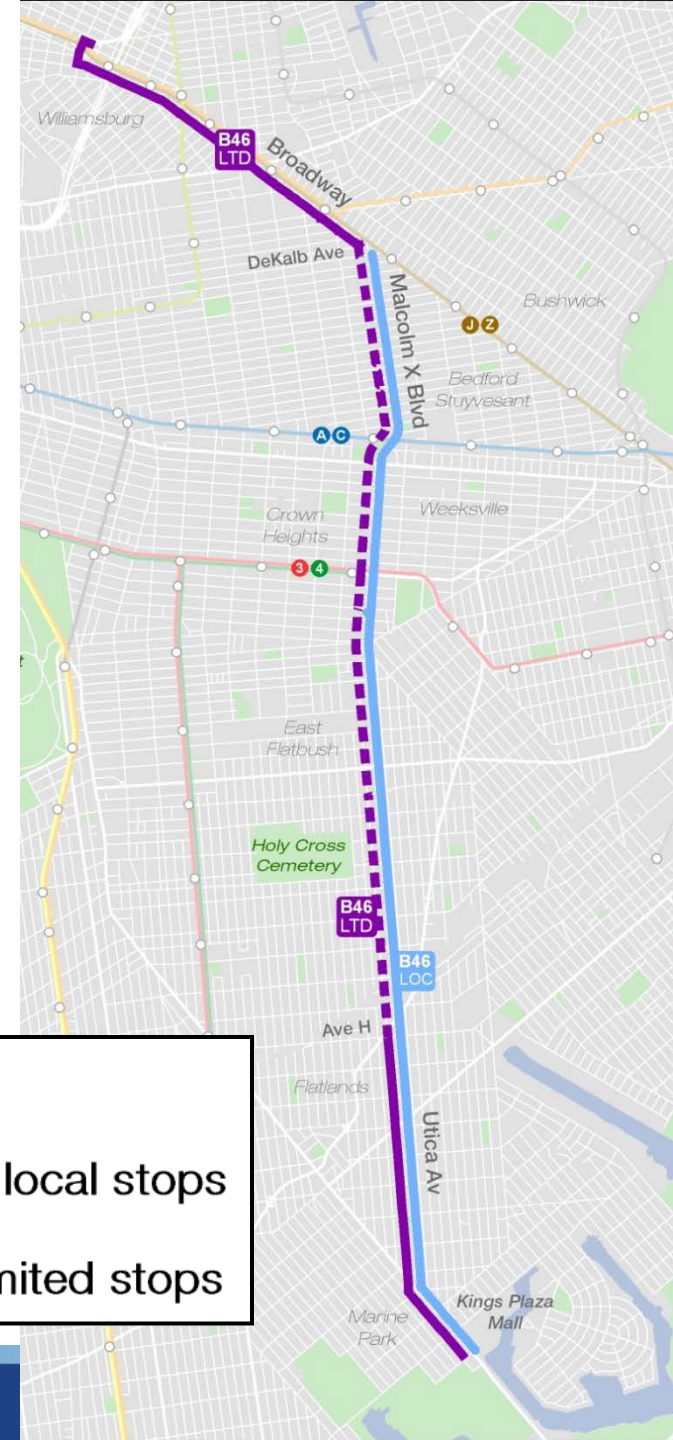
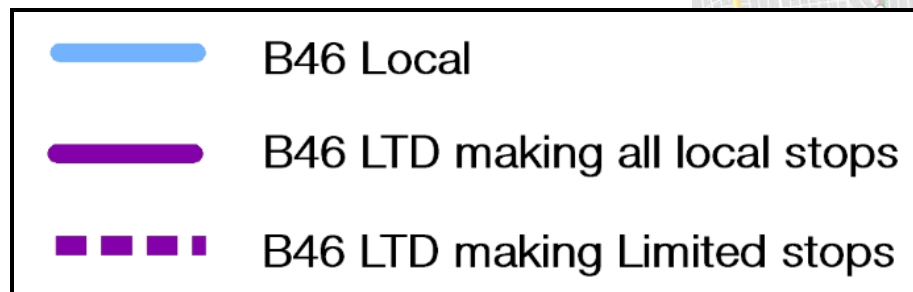
Riders pay with MetroCard or coins before boarding, receive ticket



MTA NYCT conducts random fare payment inspections

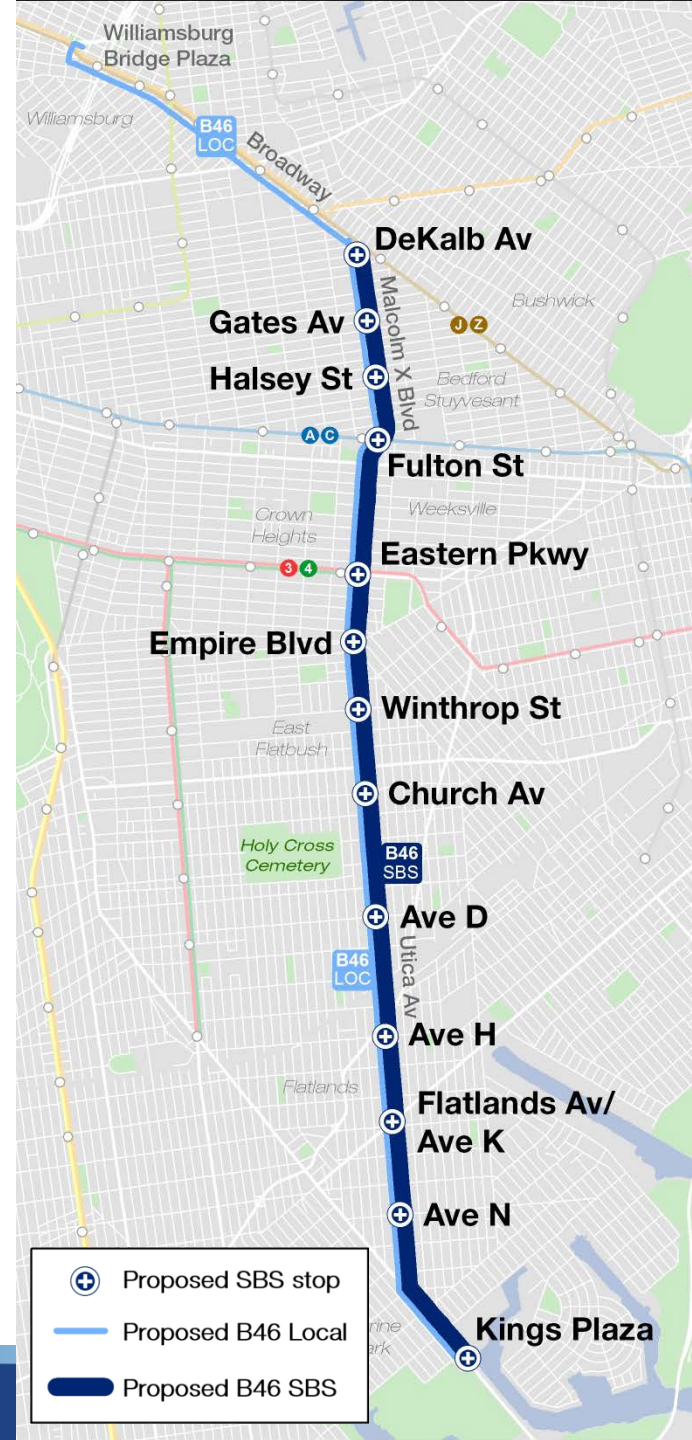
Current B46 Local and Limited Service Pattern

- B46 Limited generally travels between Kings Plaza and Williamsburg Bridge Plaza
- B46 Limited makes all local stops north of DeKalb Avenue and south of Avenue H
- B46 Local generally travels between Kings Plaza and DeKalb Avenue



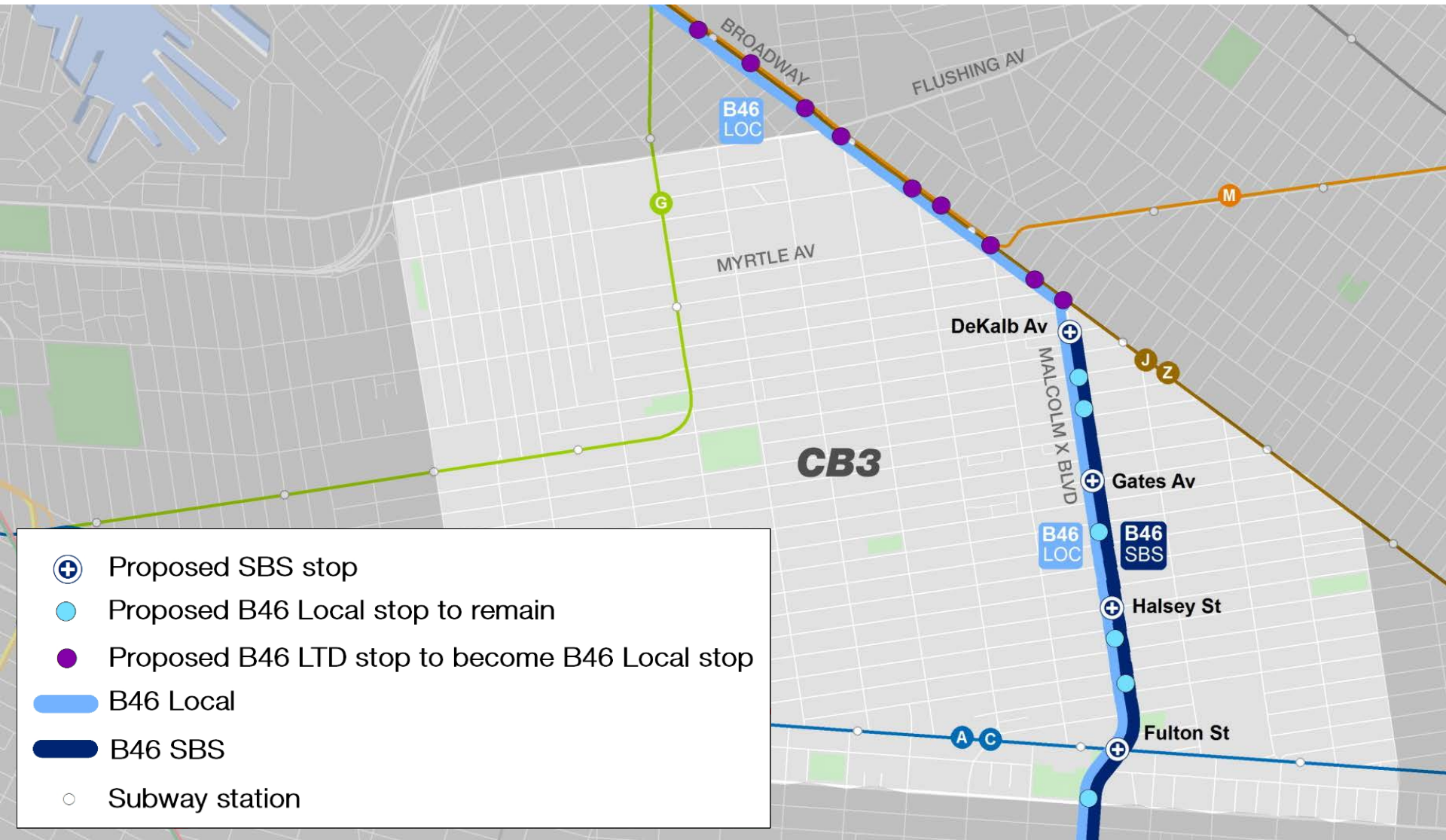
Proposed B46 SBS Stations

- The northern terminal of B46 SBS will be DeKalb Avenue
- B46 SBS will make limited stops south of Avenue H
- B46 Local will be extended to Williamsburg Bridge Plaza 24 hours a day
- Standard (non-articulated) buses will be used



Proposed B46 Service Changes

Brooklyn Community Board 3



Utica Avenue Street Design

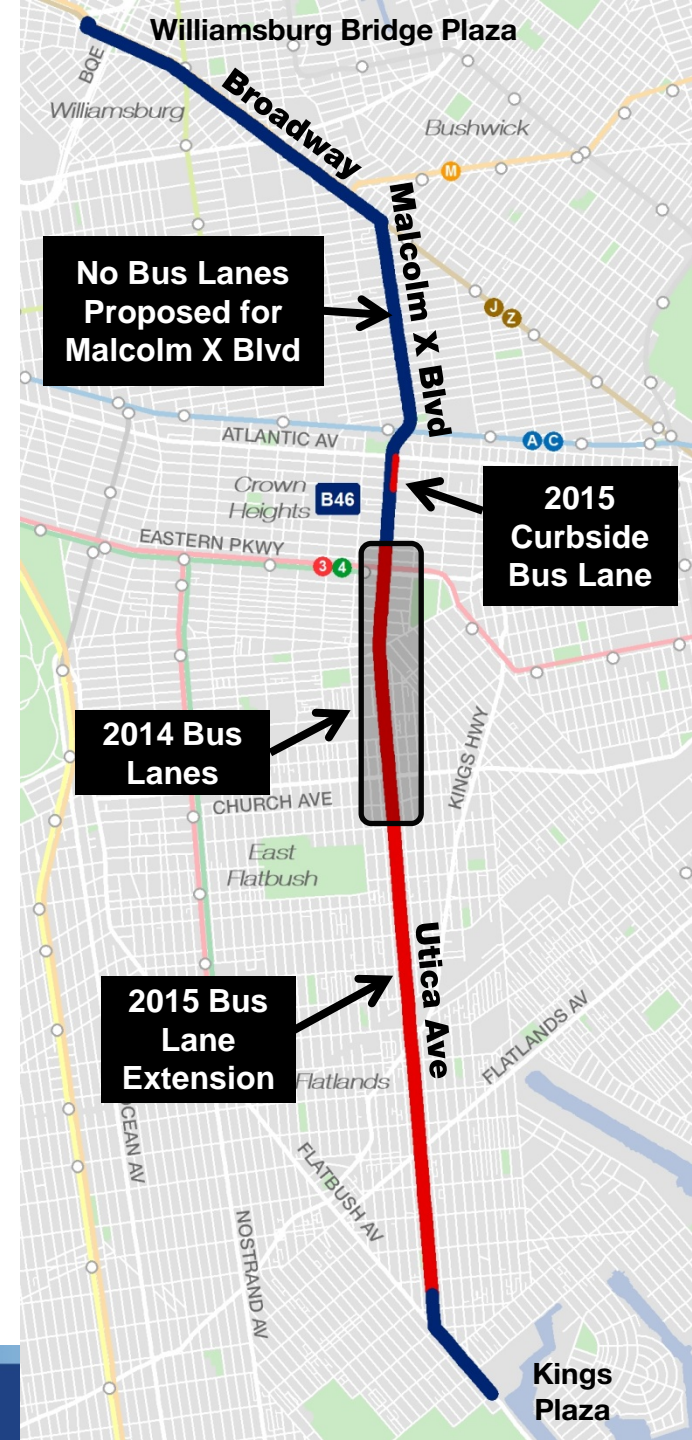
Summer 2014

- Added bus lanes, left-turn bays, and turn restrictions from St. Johns Place to Church Avenue
- B46 Limited and Local travel times decreased 8% to 15%*
- Vehicle travel times decreased 20% to 25% in peak direction*

Summer 2015

- Add bus lanes, left-turn bays, turn restrictions from Church Avenue to Fillmore Avenue
- Add three-block queue jump northbound-only curbside bus lane from Bergen Street to Atlantic Avenue
- Add truck loading zones, update curb regulations
- No bus lanes for Malcolm X Boulevard

*AM and PM peak



Station Improvements

Short-Term (2015)

- Bus Time displays
- New/expanded bus shelters
- New benches

Long-Term (2016-2017)

- Bus bulbs at SBS stations south of Eastern Parkway
- Curb extensions and pedestrian islands



*Bus Time display
Nostrand Avenue & Church Avenue*

Next Steps

Spring 2015

- Finalize service plan for B46 SBS and B46 Local
- Finalize street markings south of Church Avenue

Summer 2015

- Develop implementation plan
- Implement new street markings south of Church Avenue
- Install fare machines
- Launch service in September

Overview

Existing Issues

- B46 is slow and unreliable, yet 50,000 riders depend on it daily
- Utica Avenue is a Vision Zero Priority Corridor as 64 pedestrians have been killed or severely injured

Select Bus Service Improvement Goals

- Improve bus speed speeds and reliability
- Improve bus customer comfort and convenience
- Better organize the street to improve pedestrian safety and driver navigability

Questions?

