Overview

- About Select Bus Service
- Project background
- Community engagement
- B82 overview
- Identified issues
- Next steps
- Questions
Select Bus Service (SBS) is NYC’s brand name for a package of improvements that result in faster and more reliable bus service.

SBS benefits:
• Faster, more reliable bus service
• Reduced crashes
• Increased ridership and high customer satisfaction
• Minimal effects on traffic speeds and volumes (with positive effects along the corridor)
Select Bus Service Features

- **Dedicated Bus Lanes**
- **Signal Priority for Buses**
- **Off-Board Fare Collection**
- **All-Door Boarding**

**Faster** bus rides

**Reduced traffic conflicts** between buses and other traffic

**More reliable** bus service

Buses spend **less time stopped** at red lights

**Quicker** bus boarding

Buses spend **less time waiting** at bus stops
Select Bus Service Features

- **Improved Station Amenities**
- **Real-Time Passenger Information**
- **Pedestrian Safety Improvements**

**More attractive, appealing** bus stops

**Better trip information** for riders to **know when** the bus is coming

**More comfortable wait** for the bus

**Better visibility** for pedestrians, bus operators, and drivers

**Clearer, shorter** pedestrian crossings
The Bus Rapid Transit Phase II Study (2009) identified the South Brooklyn east-west corridor as a priority service need.

Key issues raised at public workshops included:

- Bus trips are *long and slow*
- Many parts of South Brooklyn are underserved by transit
- A bus trip across South Brooklyn can take up to 2 hours
Community Engagement

Summer 2015:
• Project kick-off with representatives of community boards and elected officials’ offices

Fall 2015:
• Borough Service Cabinet Meeting
• Bus rider engagement at bus stops – comments from over 1,500 people
• Meeting with Kings Highway BID
Community Engagement

Engagement is ongoing and will include:
- Public workshops or open houses
- Community board meetings
- Bus rider engagement
- Stakeholder meetings
B82 Corridor Overview

- **10 miles** long
- **32,000** daily riders
- Connects to **six subway lines** and the three highest-ridership bus routes in Brooklyn
- **Key east-west connector** along Kings Hwy and Flatlands Ave
B82 Corridor Map

Kings Hwy: Wide portion

Kings Hwy: Narrow portion

Flatlands Ave

Pennsylvania Ave

Existing Lane Configuration

- 2 Travel Lanes
  - 1 Median
- 2 Travel Lanes
- 4 Travel Lanes
  - 1 Median
- 4 Travel Lanes
  - 4 Thru-Travel Lanes
  - 2 Service Lanes
  - 2 Medians
Transit Issues

• **Long delays** - Bus is in motion **only 48% of the time**, due to:
  • Traffic signal delay
  • Time at bus stops (Dwell time)
Transit Issues

- **Bus stops, access to bus stops** need improvement
- **Bus crowding** during rush hours & before/after school

Existing stop

Potential stop (Pelham Pkwy, BX 12)
Traffic Issues

- Many portions of the corridor move reasonably well, even during rush hour
- Congestion issues at key points along the corridor
  - Focusing on these as part of project improvements
Traffic Issues

• Commercial deliveries, double parking
• Traffic signal coordination
• Complex intersections – difficult turns, long waits
  – Focusing on all of these as part of project improvements
Traffic and Transit

PM Rush Hour (5-6 PM)

Total people in other vehicles* (55%)
Total bus passengers on MTA buses** (45%)

When vehicle volumes are highest on Flatlands Ave, city bus passengers still make up 45% of people on the road.

Flatlands Ave showing afternoon city bus & school bus traffic during “school rush hour”

*Calculated using 2015 traffic volumes and vehicle occupancy rate (1.2) from the 2010 NYMTC Hub Bound Report
**Bus passenger count only includes passengers on MTA buses, not school buses or other non-MTA buses
Safety Issues

CB18 high crash locations:
1. Flatlands & Ralph
2. Kings Hwy & Nostrand
3. Flatlands & Rockaway Pkwy
4. Kings Hwy & Flatbush
5. Flatlands & E 80th St

Number of Crashes
- 10
- 50
- 100

Vision Zero Priority Intersection

Crashes 2011-2013. Source: NYSDOT, NYPD
Safety Issues

• Complex intersections – multiple streets converge, difficult to navigate
• Long crossings, worn crosswalks
Next Steps

• **Winter 2016:**
  • Ongoing community engagement by meeting with stakeholder and community groups along the corridor
  • Develop a comprehensive street design based on community feedback received to date

• **Spring 2016:**
  • Present draft designs to the community at public open houses/workshops, community board meetings, and stakeholder meetings
Thank You!

• Questions?

• We appreciate your input! You can provide it at your convenience online:
  – [www.nyc.gov/brt](http://www.nyc.gov/brt) or
  – [nycdotfeedbackportals.nyc/south-brooklyn-sbs](http://nycdotfeedbackportals.nyc/south-brooklyn-sbs)

• To invite us to community events or give other feedback, please email us at [brt@dot.nyc.gov](mailto:brt@dot.nyc.gov)