

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



SBS results include:

- 15-23% faster bus service
- 95% rider satisfaction
- about 10% increase in ridership
- up to 20% reduction in crashes

SELECT BUS SERVICE FEATURES



Dedicated Bus Lanes



Branding



Faster Fare Collection



Improved Station Amenities



Signal Priority for Buses

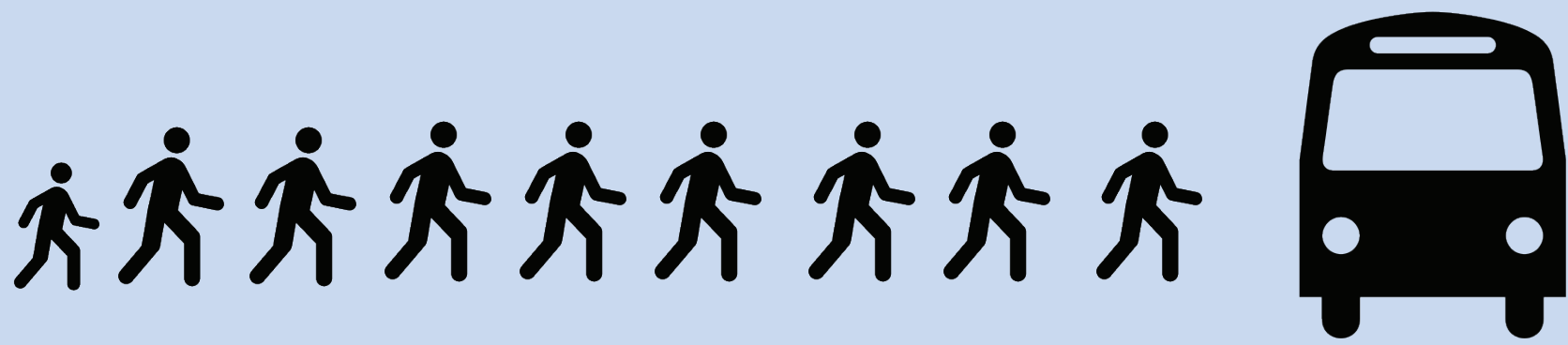
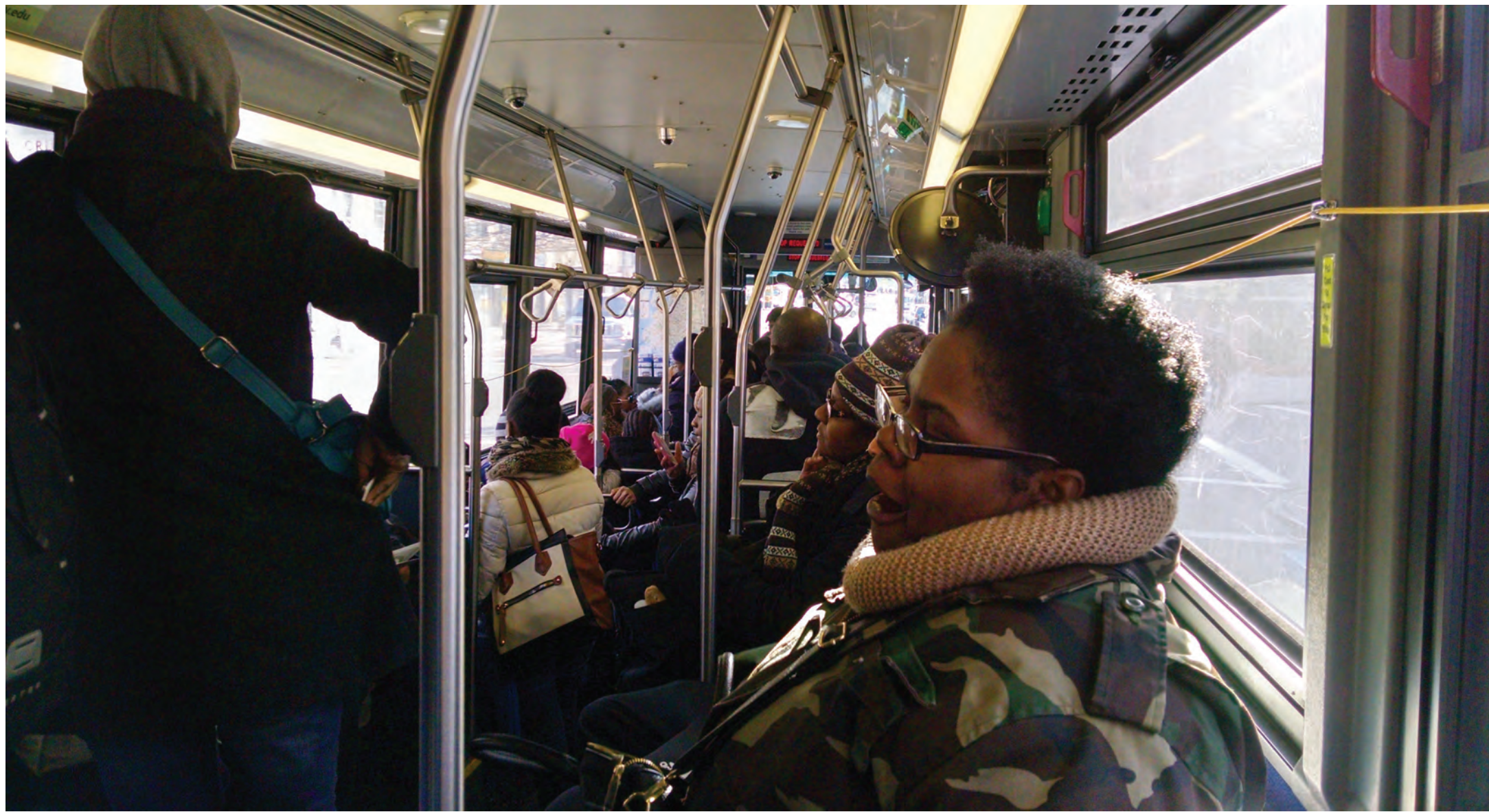
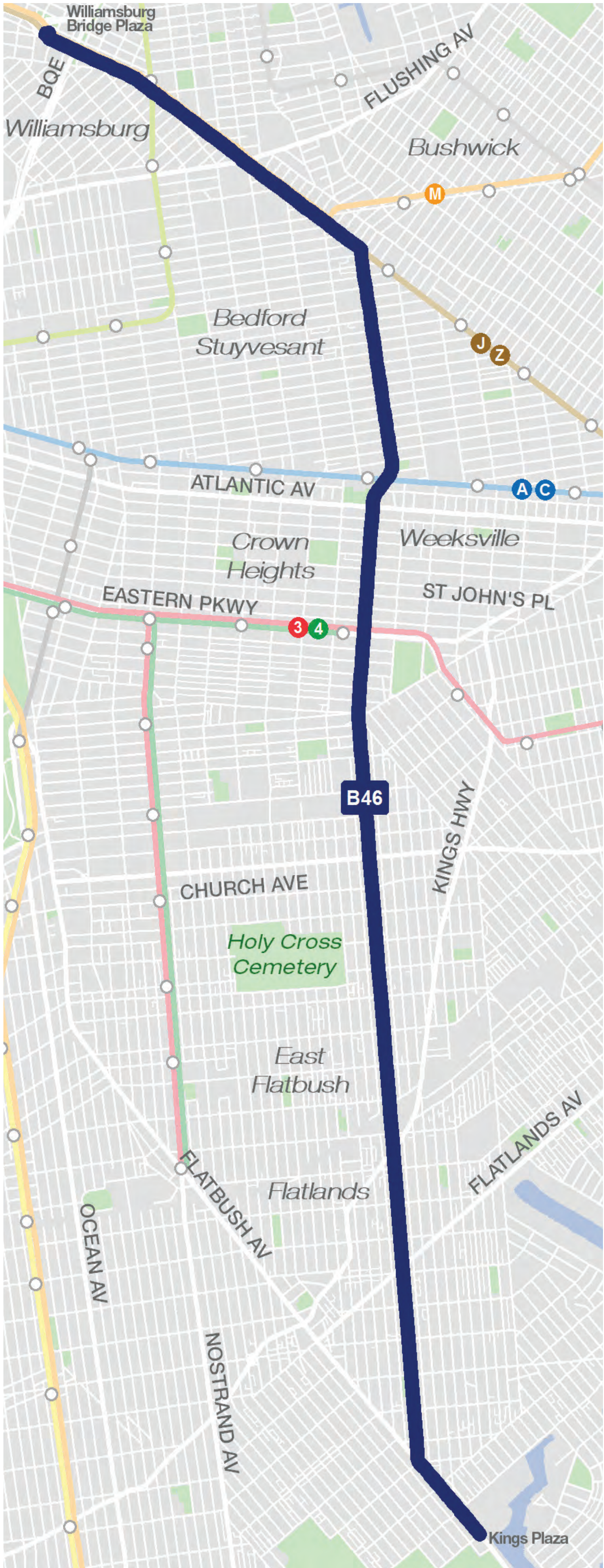


Real-Time Passenger Information

*Board Has Been Updated

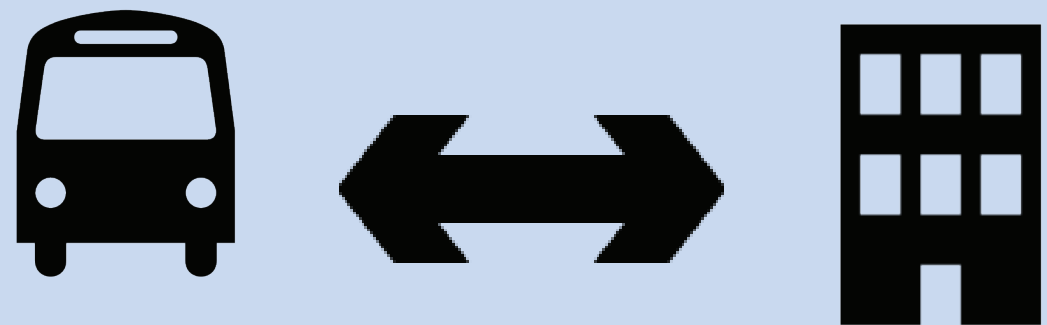
UTICA AVENUE SBS

Existing B46 Limited
Utica Avenue & Malcolm X Boulevard



50,000 Daily Bus Riders
2nd Busiest Route in NYC

61% of
Residents
Commute
via Transit



Major Connections to
3 4 A C
and Over 30 Bus Routes

COMMUNITY OUTREACH

Community Advisory Committee (CAC)

The B46 Utica Avenue Community Advisory Committee (CAC) consists of elected officials, Community Boards, representatives from civic organizations, and other stakeholders. 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 to stakeholders to engage in detailed conversation about design and implementation.

OUTREACH TIMELINE

Community Advisory Committee #1: Kickoff / Introduction Meeting

September 16, 2014

Public Workshop #1: Community Planning

November 12, 2014

Community Board 8 (Crown Heights) Briefing

November 18, 2014

Community Advisory Committee #2: Design Briefing

February 4, 2015

Community Boards 3, 4, 1 (Bedford-Stuyvesant, Bushwick, Williamsburg) Briefings

March 10, 11, and 17, 2015

Further Meetings and Workshops

Ongoing throughout planning and design process



*Board Has Been Updated



New York City Transit

+selectbusservice

Utica Avenue



COMMUNITY FEEDBACK

Transit Concerns



- Crowding (especially during rush hour)
- Bus bunching and reliability issues
- Service to Williamsburg
- Lack of real-time information

Safety Concerns



- Pedestrian safety at complex intersections
- Lighting at night
- Speeding along the corridor

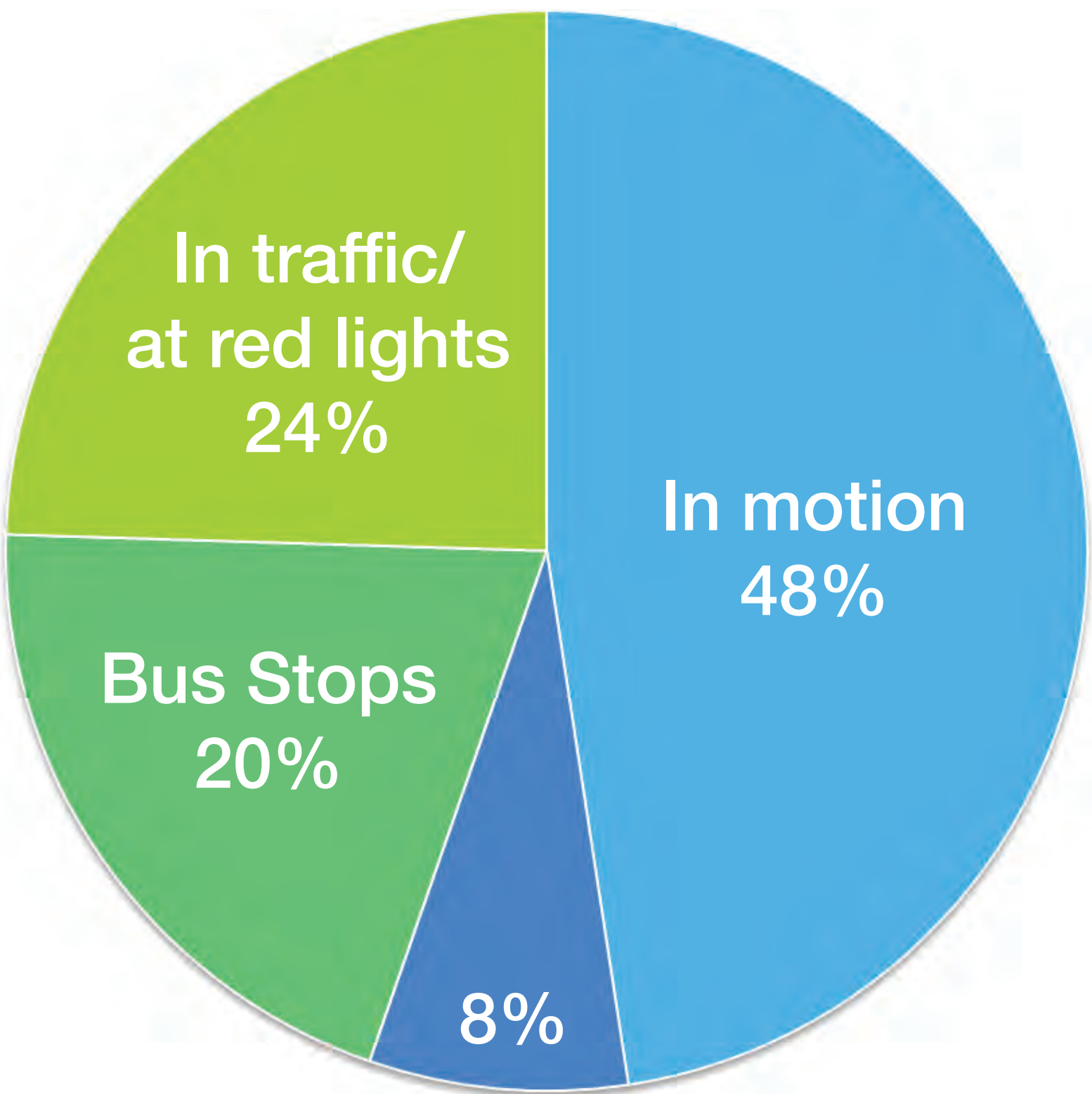
Traffic Concerns



- Double parking and illegal commercial activity
- Lighting at night
- Bus lane being blocked
- Lack of bus lane enforcement

TRANSIT

B46 LTD Bus Delay (PM)

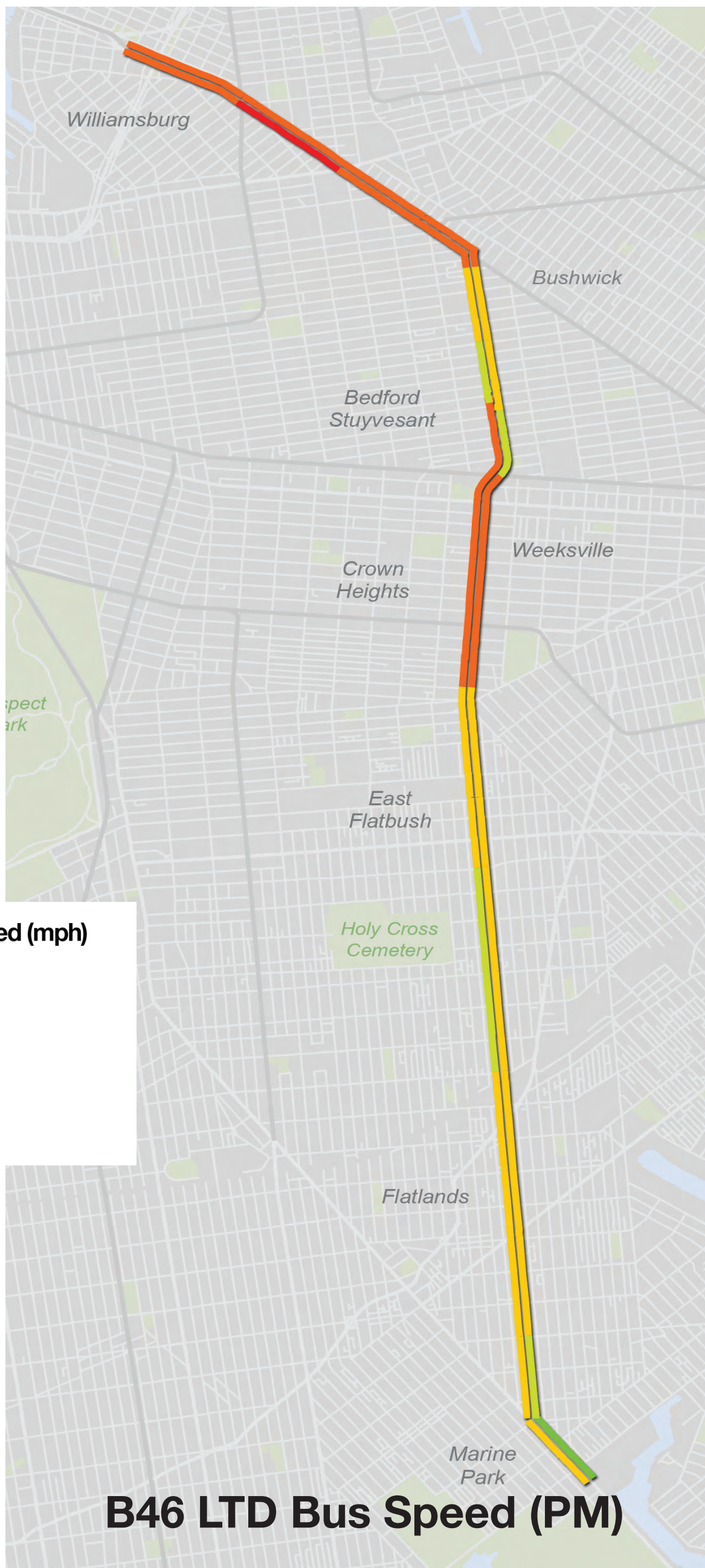
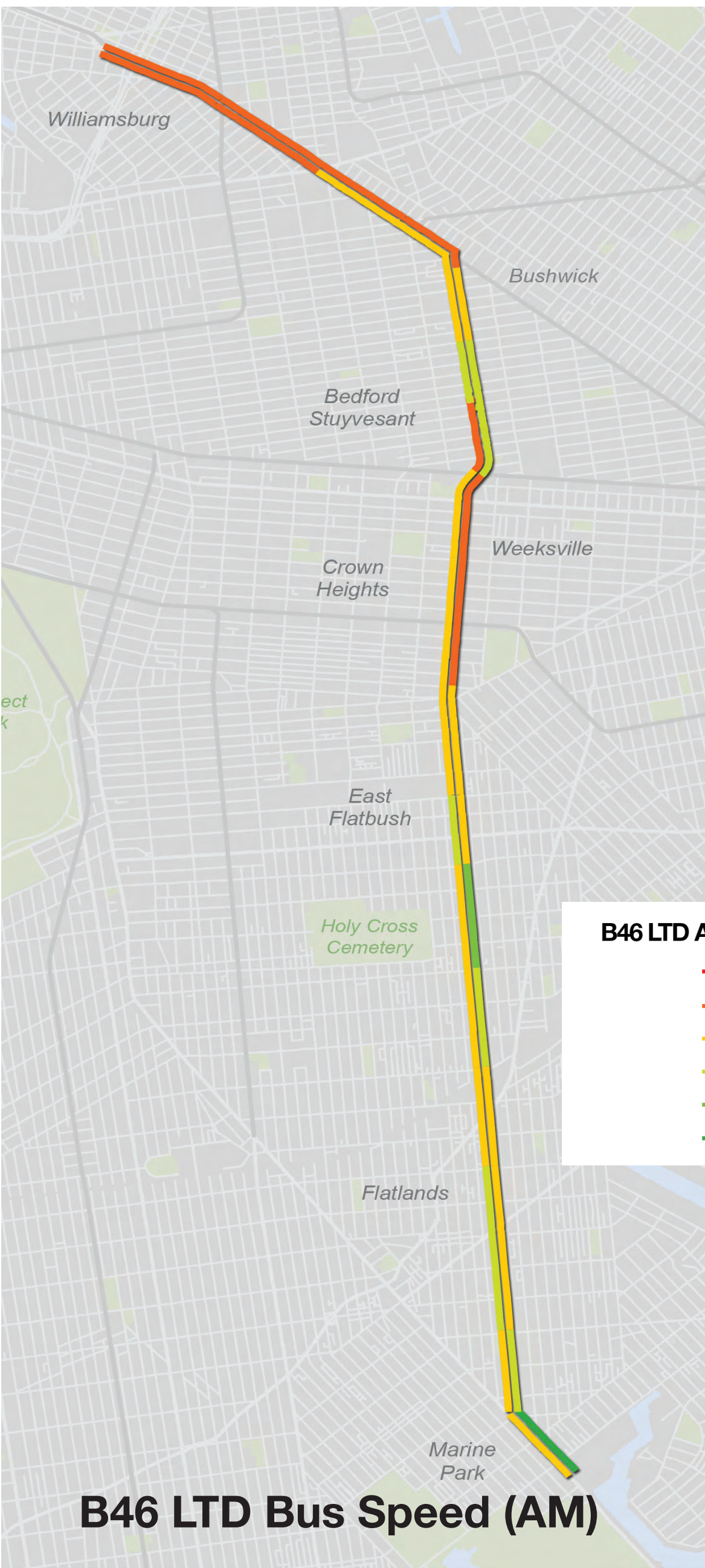


“Crawl”

Speed (<2.5 mph)

Bus Travel Speeds

On average, the B46 runs under 8 mph throughout the course of the route.



Average Daily B46 LTD Ridership by Stop

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



2014 UTICA AVENUE BUS PRIORITY IMPROVMENTS

Existing: Utica Avenue and Winthrop Street



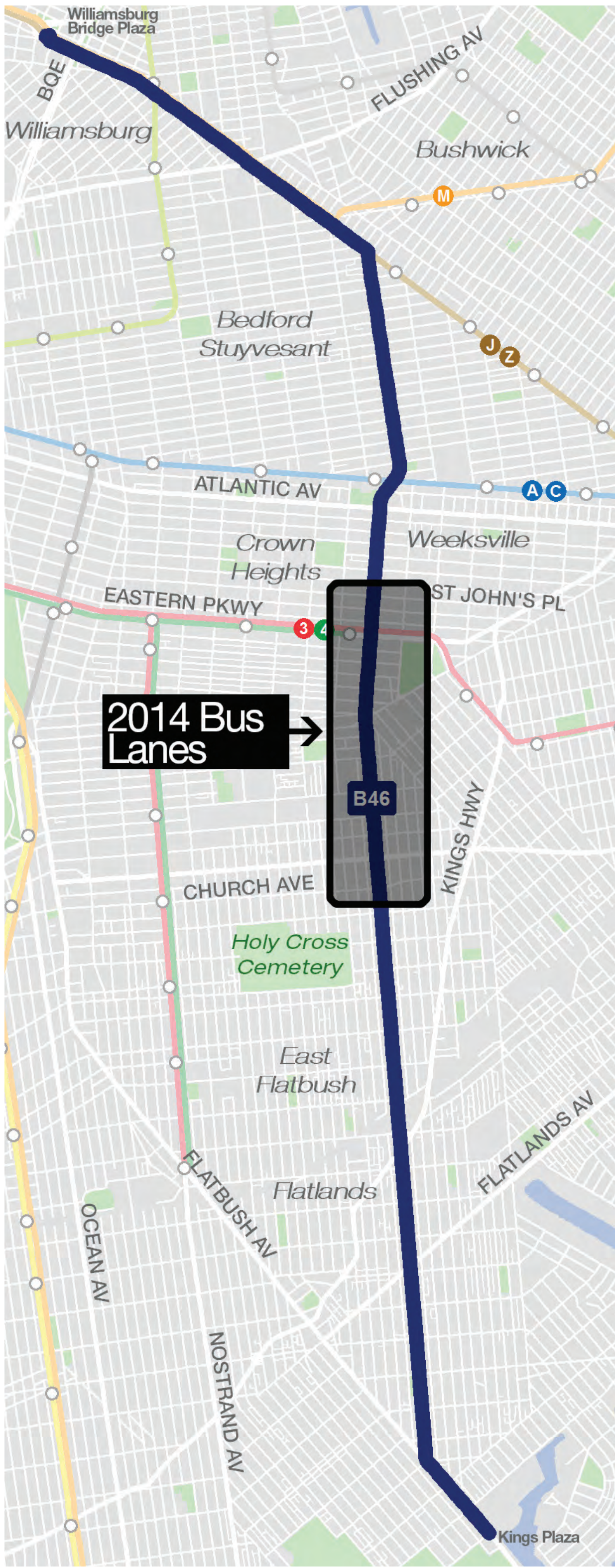
1 Curbside Bus Lanes

2 Left-Turn Bays

3 Offset Bus Lanes

Where Bus Lanes Have Been Installed (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*



*AM and PM peak

PROJECT GOALS

Improve speed and reliability of bus service on B46 Utica Avenue corridor

Enhance pedestrian safety at high-crash and complicated intersections

Maintain curb access for truck loading and parking

Existing: Utica Avenue and Empire Boulevard



Off-Board Fare Collection

Bus Lanes South of Church Avenue

Improvements to Bus Service

Transit Signal Priority

Upgraded Bus Stops

Off-Board Fare Collection

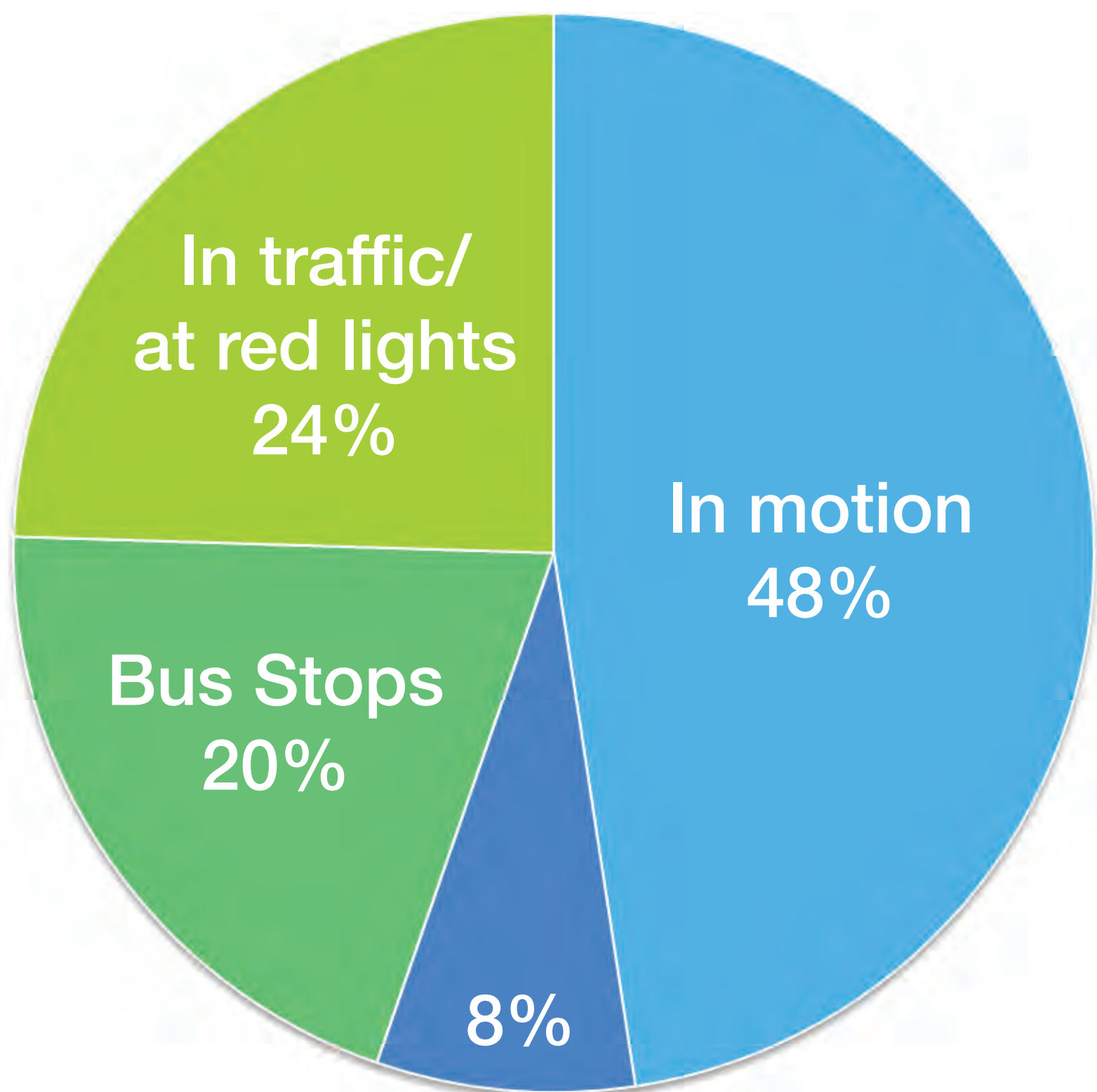


Existing: Nostrand Avenue and Church Avenue



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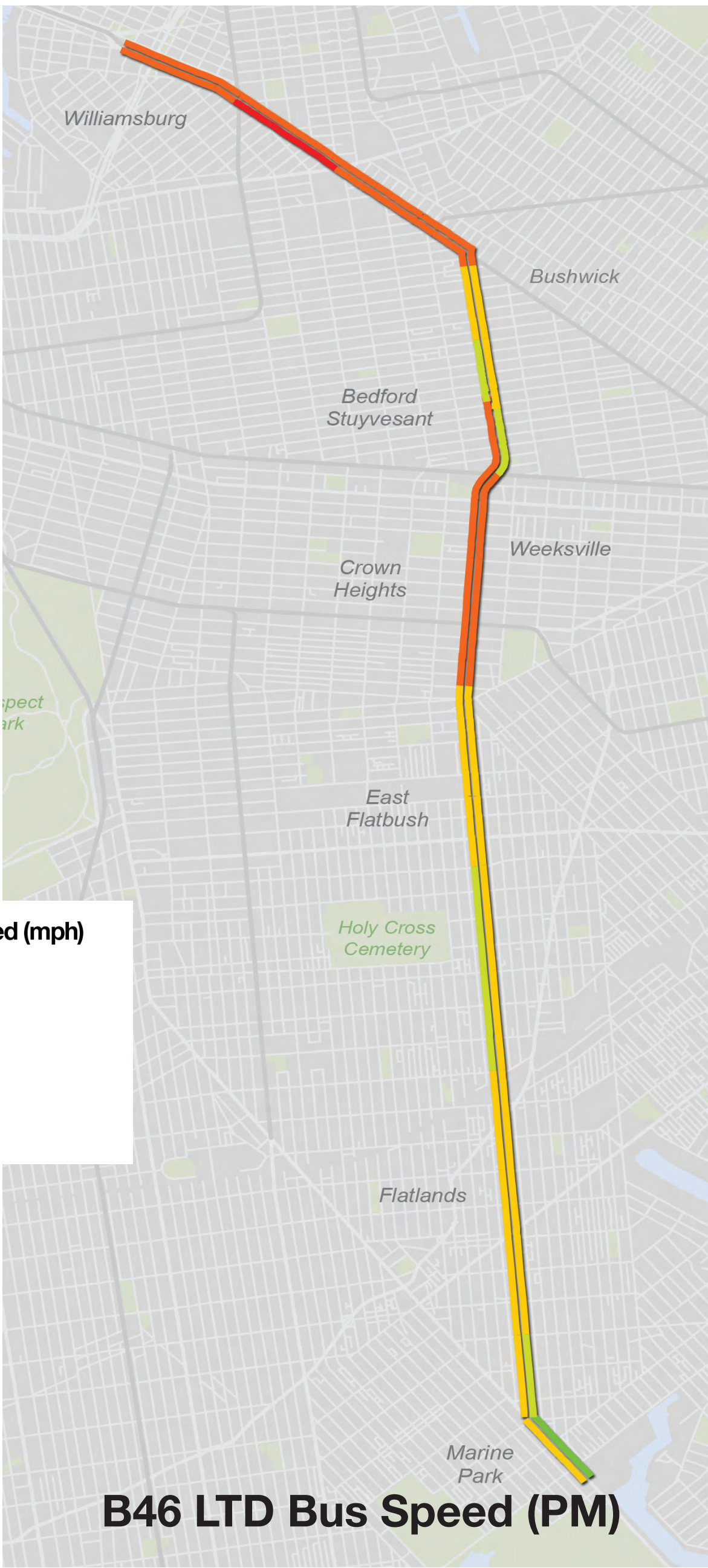


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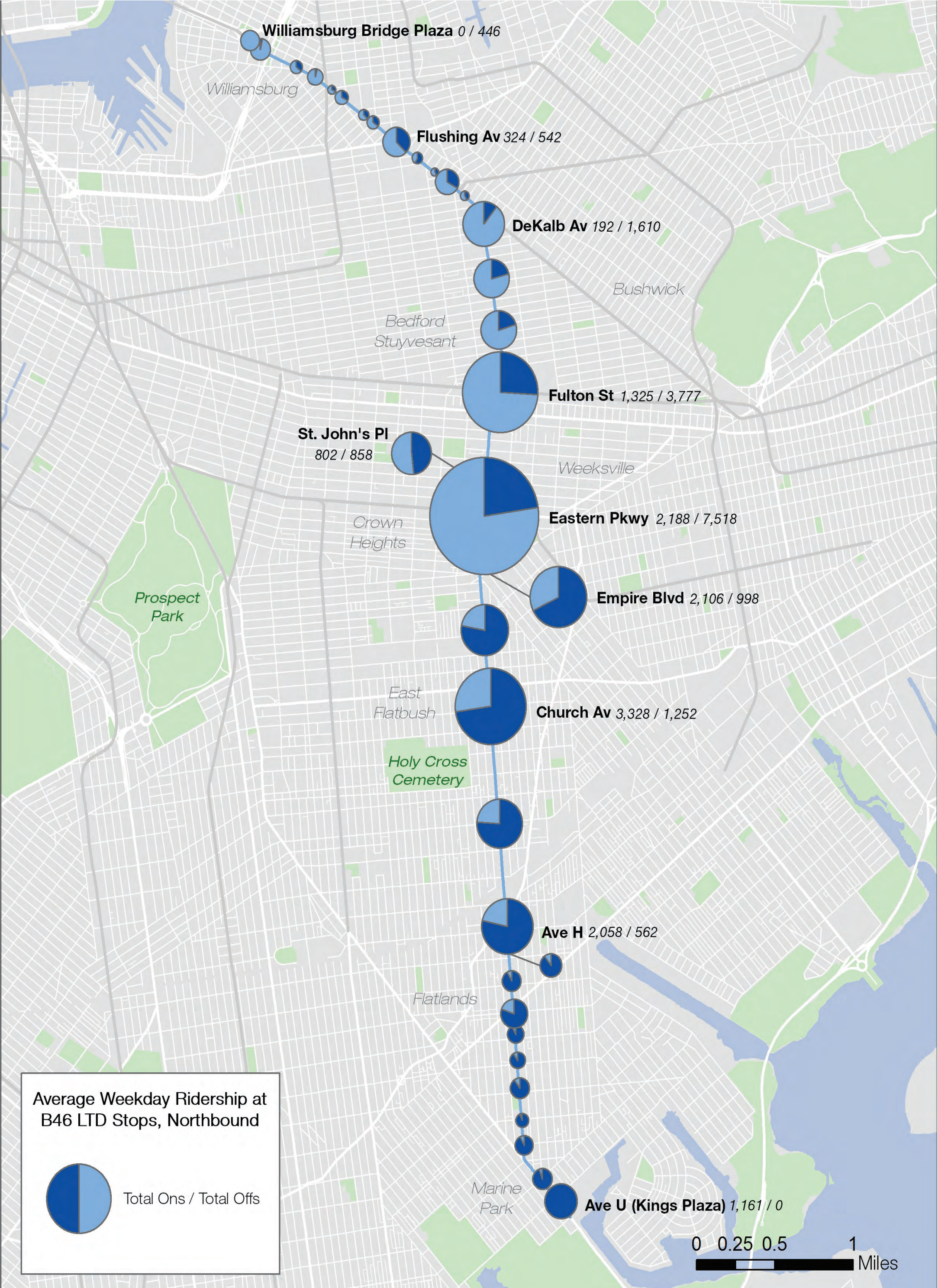
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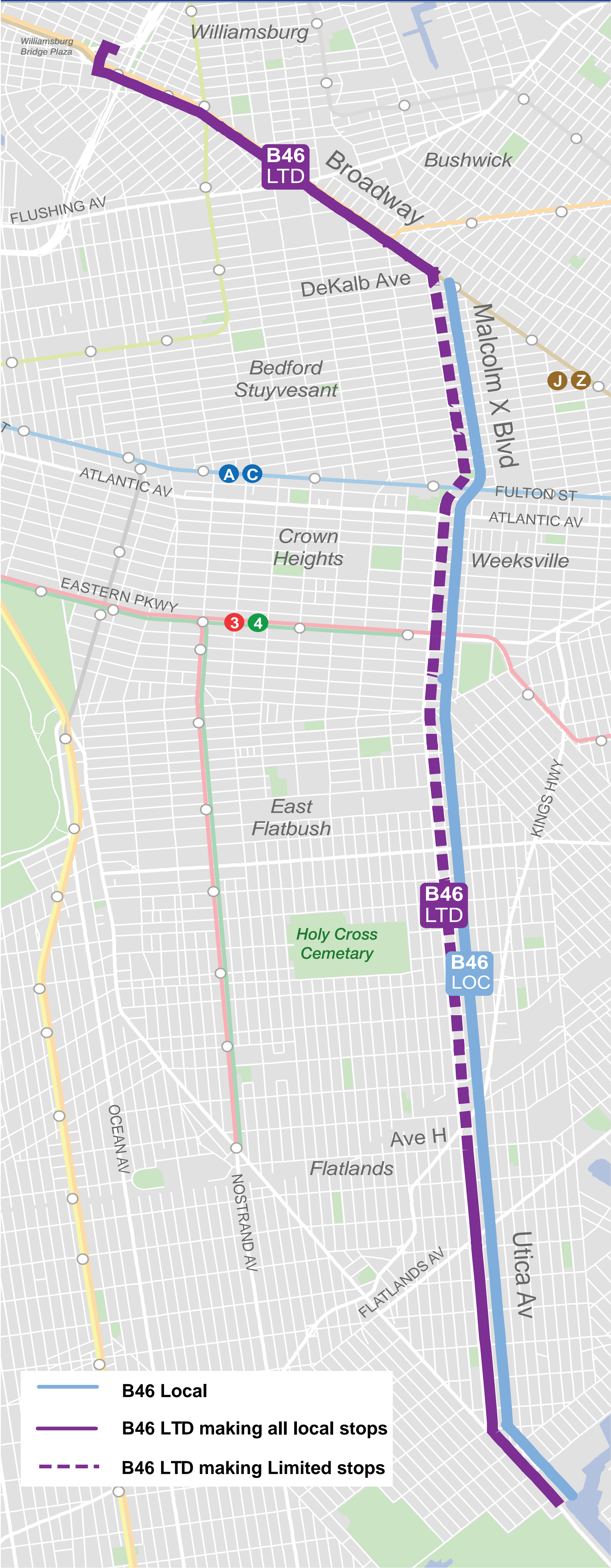
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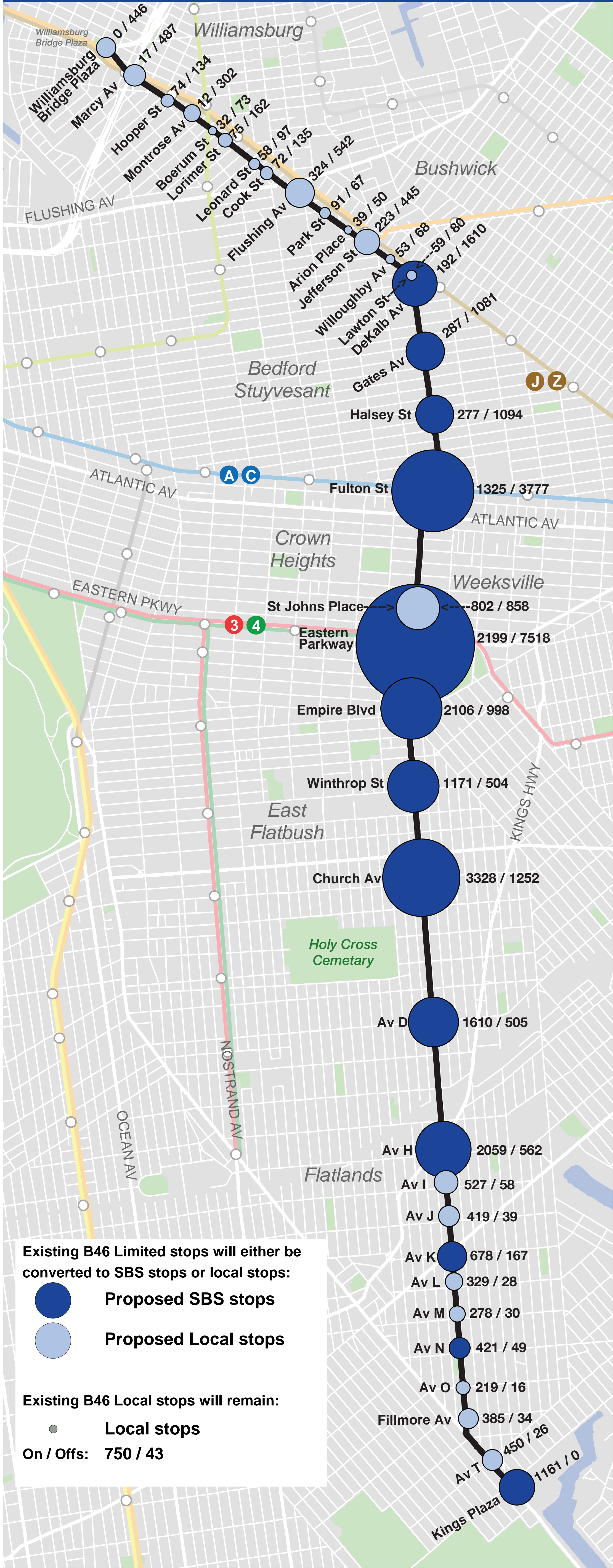
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B46 SERVICE PATTERNS

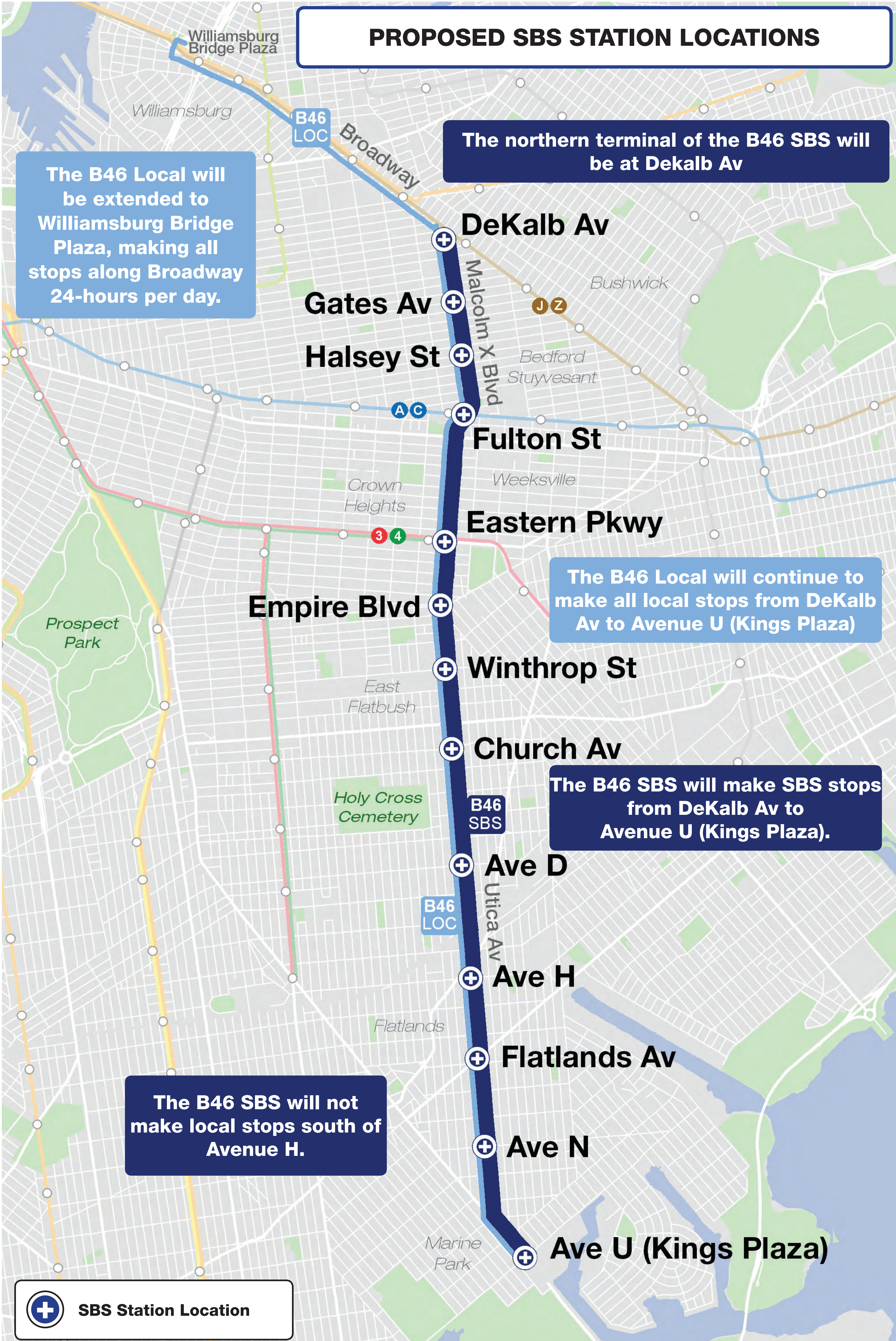
Existing B46 Service (Local & Limited)



Proposed B46 Service (Local & SBS)



SELECT BUS SERVICE STATION LOCATIONS



BUS LANES WITH LEFT-TURN BAYS

Existing Example: Utica Avenue and Winthrop Street



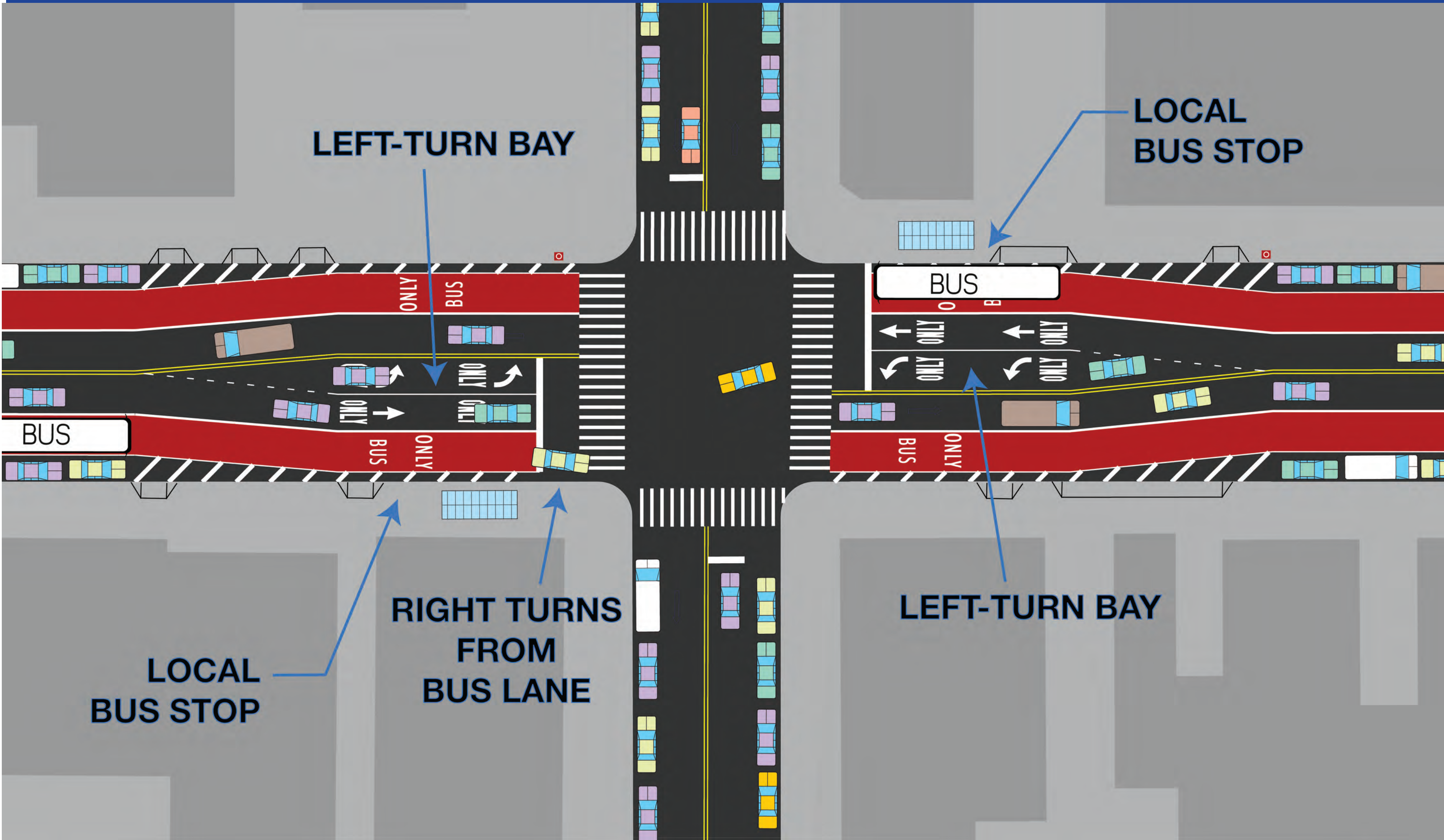
1 Curbside Bus Lane

2 Left-Turn Bay

3 Offset Bus Lane

4 Parking / Loading Access

Proposed Example: Utica Avenue and Foster Avenue



BUS LANES WITH TURN RESTRICTIONS

Existing Example: Utica Avenue and Church Avenue

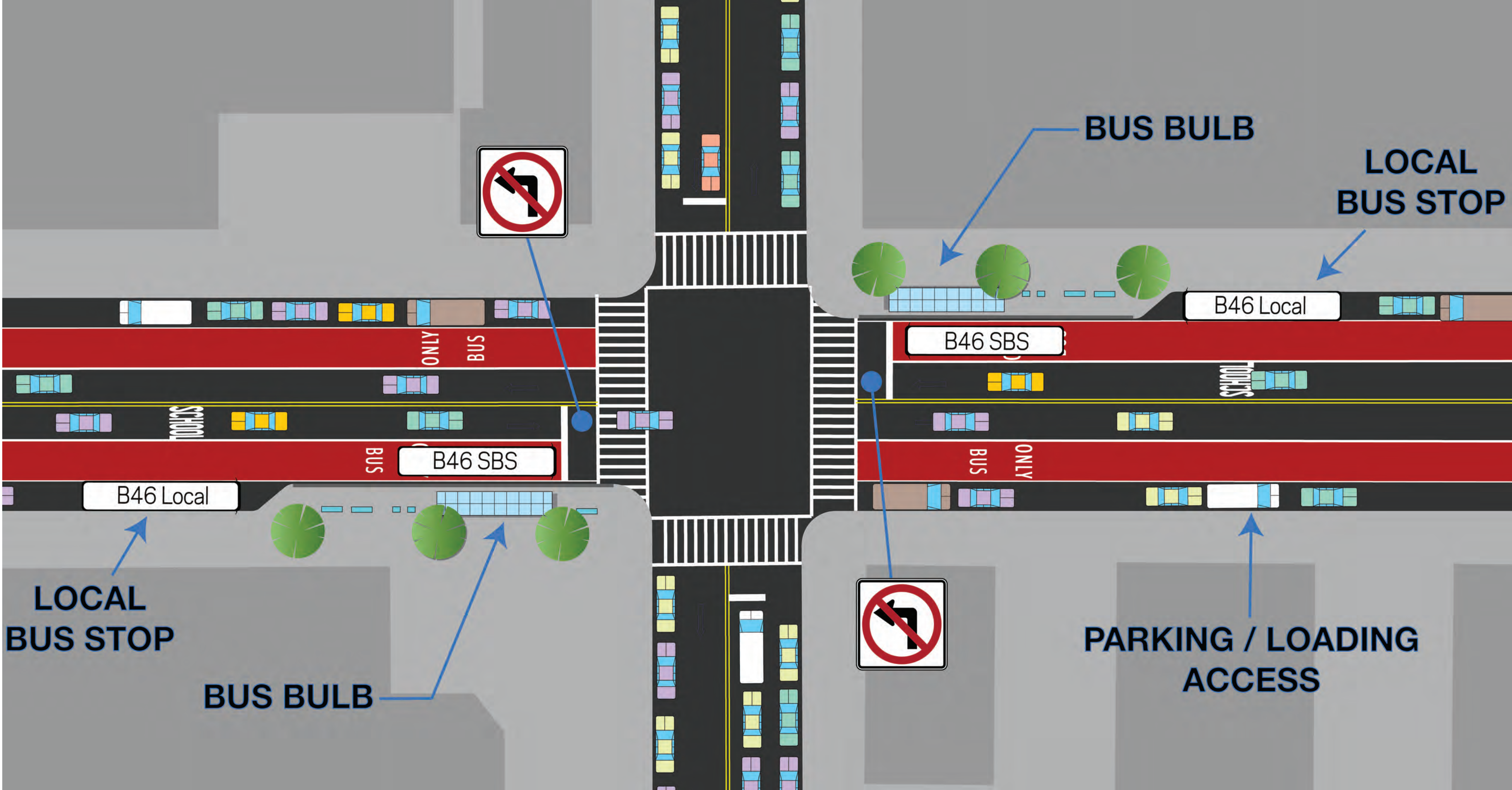


1 Curbside Parking and Loading Remains at Intersection

2 Offset Bus Lane





3 Left-Turn Restriction

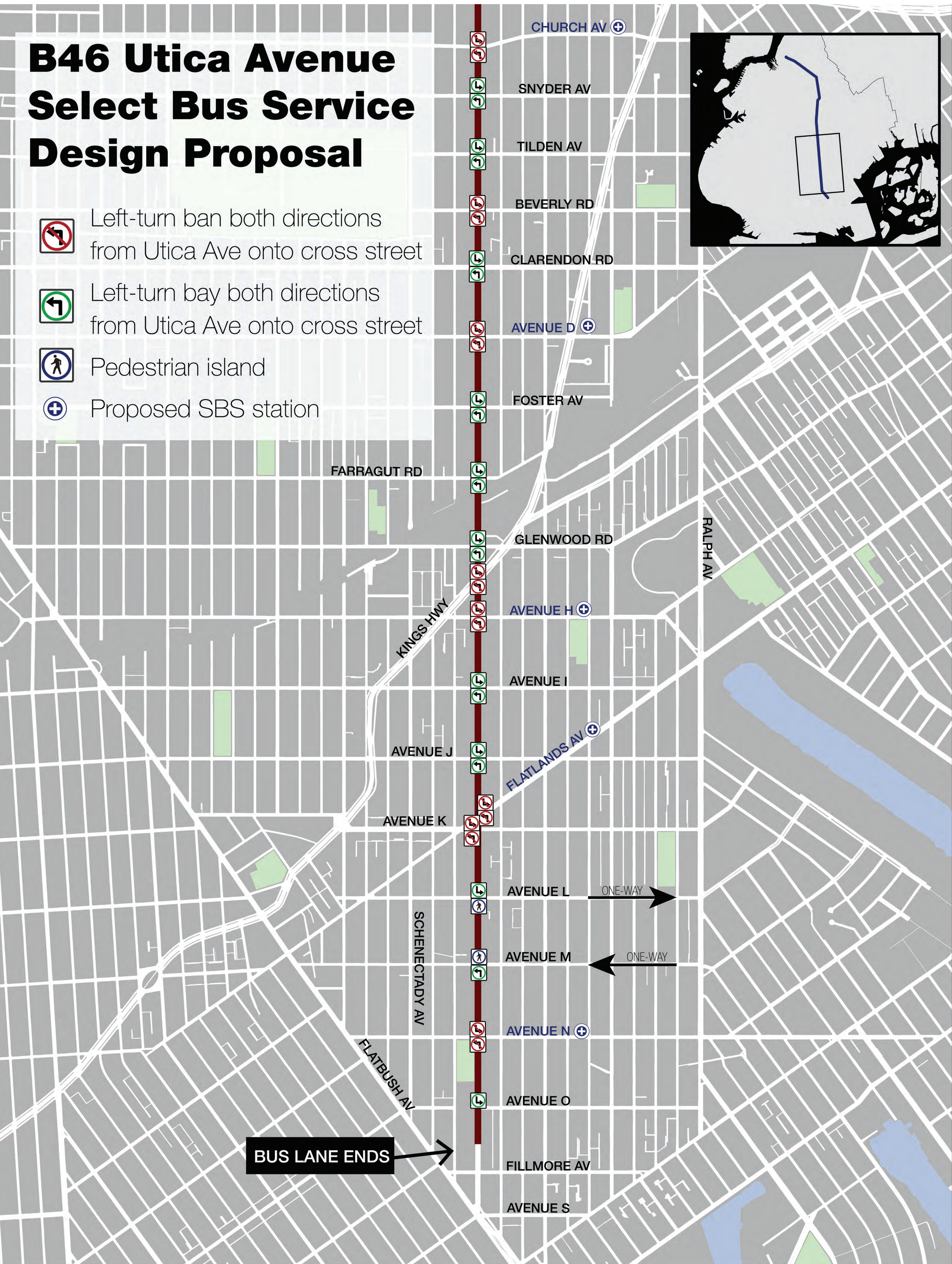
Proposed Example: Utica Avenue and Avenue D



PROPOSED STREET LAYOUT

B46 Utica Avenue Select Bus Service Design Proposal

-  Left-turn ban both directions from Utica Ave onto cross street
-  Left-turn bay both directions from Utica Ave onto cross street
-  Pedestrian island
-  Proposed SBS station



PROJECT SCHEDULE

