

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 highlights include:

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

SELECT BUS SERVICE FEATURES

Faster Service



Dedicated Bus lanes

Increased Comfort



Branding



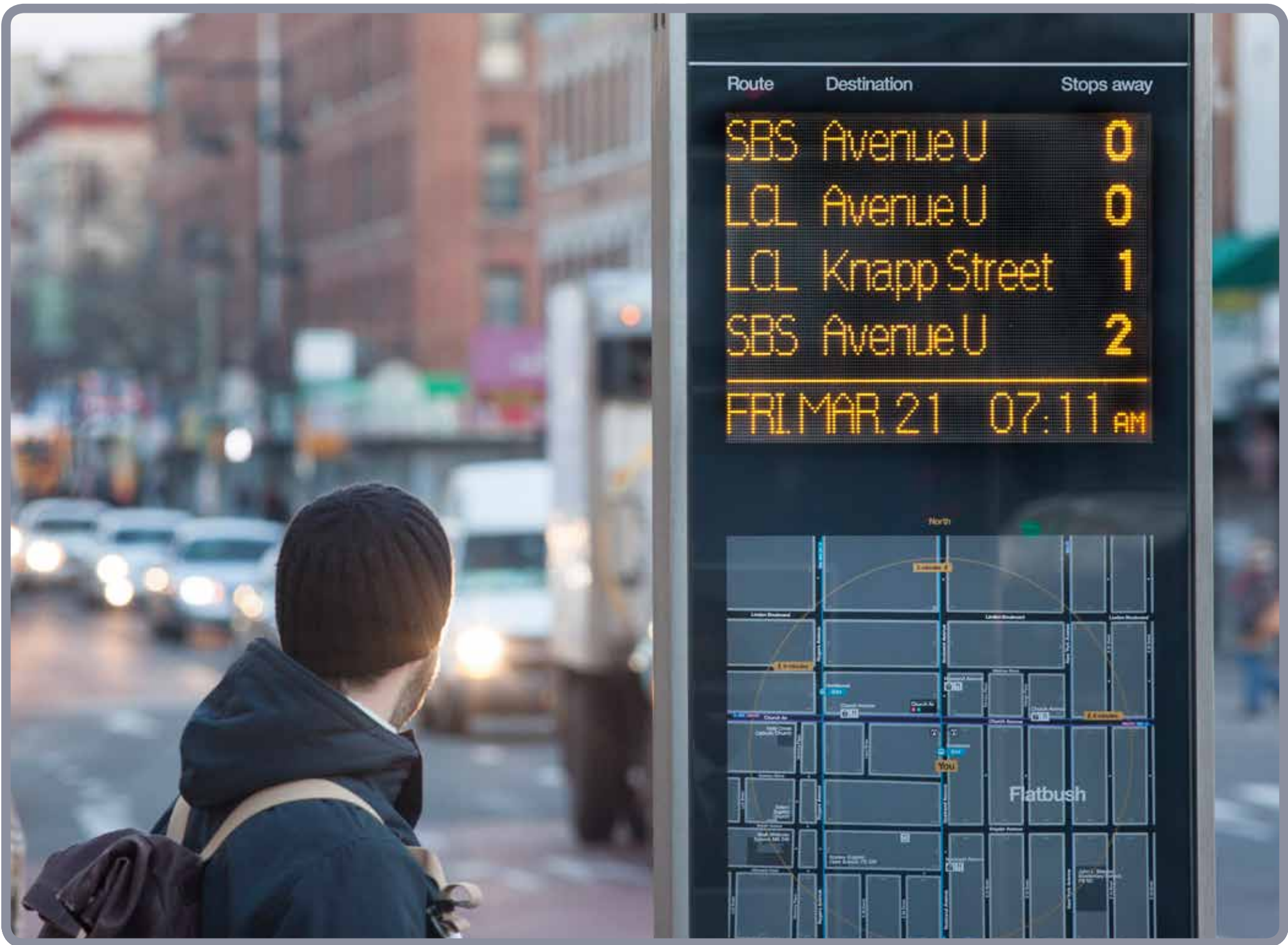
Faster Fare Collection



Improved Station Amenities



Signal Priority for Buses



Real-time Passenger information



COMMUNITY OUTREACH

Community Advisory Committee (CAC)

The Woodhaven 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 to stakeholders to engage in detailed conversation about design and implementation.

OUTREACH TIMELINE

Community Advisory Committee #1: Kickoff

February 24, 2014

Queens Metropolitan High School: SBS Briefing

March 11, 2014

Public Workshop #1: Planning Workshop

April 23, 2014

Community Board 10: Presentation

June 5, 2014

Public Workshop #2: Design Workshop

June 25, 2014

Rockaway Workshop: Bus Service in the Rockaways

September 18, 2014

Community Advisory Committee #2: Design Concepts

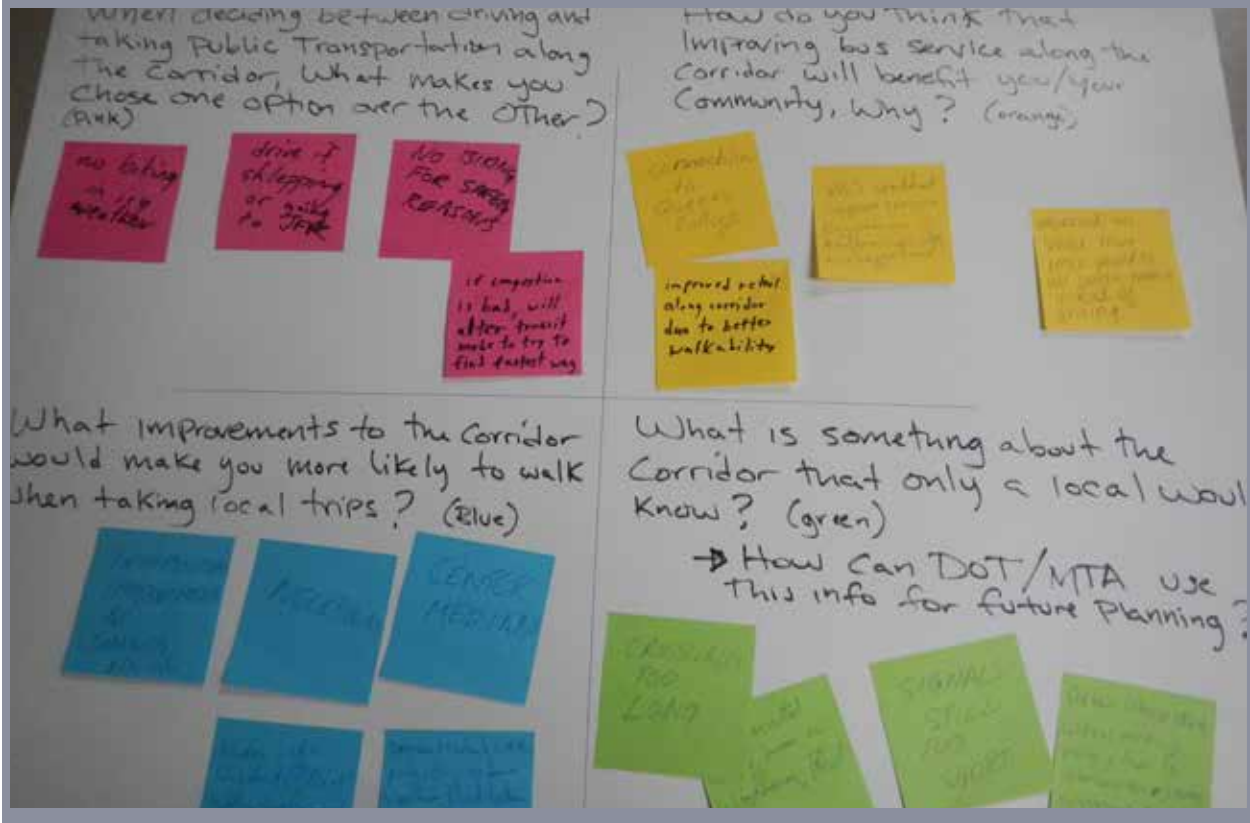
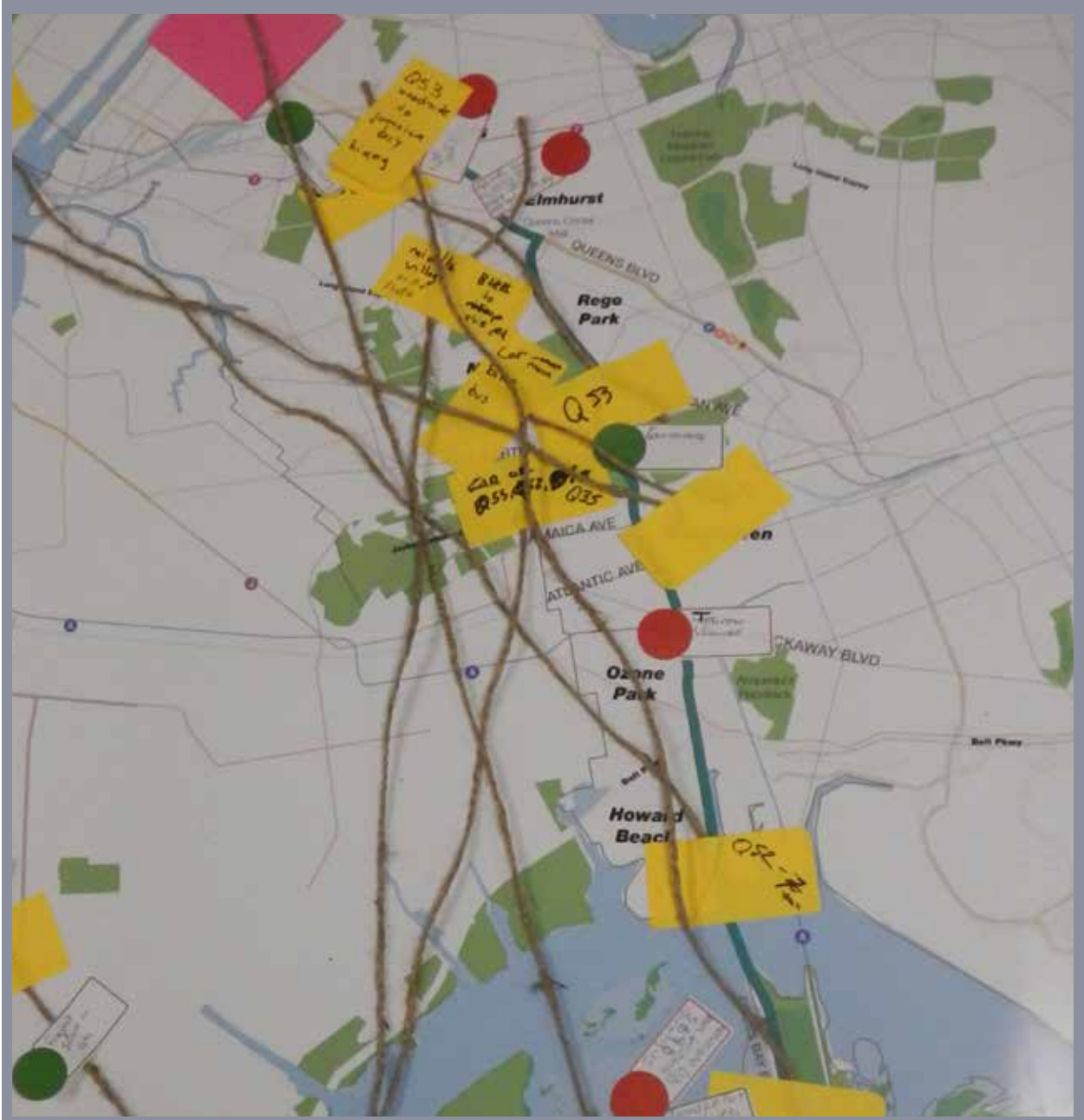
October 22, 2014

Public Open House #3: Design Concepts

November 5, 2014

Project Detail and Design Meetings and Workshops

Ongoing throughout planning and design process



COMMUNITY FEEDBACK

Bus Service and Reliability

Bus service is unreliable and slow during rush hour

- Long wait times
- Buses get stuck in heavy traffic during peak times
- Buses do not keep to schedule
- Transfers are hard to make, sometimes have to wait 1/2 hour
- Q52 extension would improve bus service in Far Rockaway



Congestion

Congestion leads to long and difficult trips for drivers

- Slow traffic flow during bad weather and heavy beach traffic during the summer
- Eliot Avenue overpass is a major point of congestion and a downside to the journey along the route
- A lot of congestion is caused by casino buses and airport shuttles



Safety

Pedestrian crossings are long and dangerous and roads are unsafe for drivers

- Dangerous crossing due to long crosswalks
- Difficult for disabled & elderly to cross, not enough signal time
- Medians are not wide enough for people to stand on
- Heading south on Park Lane South is very dangerous for drivers. Median ends and drivers won't allow you to merge



Streets for All Users

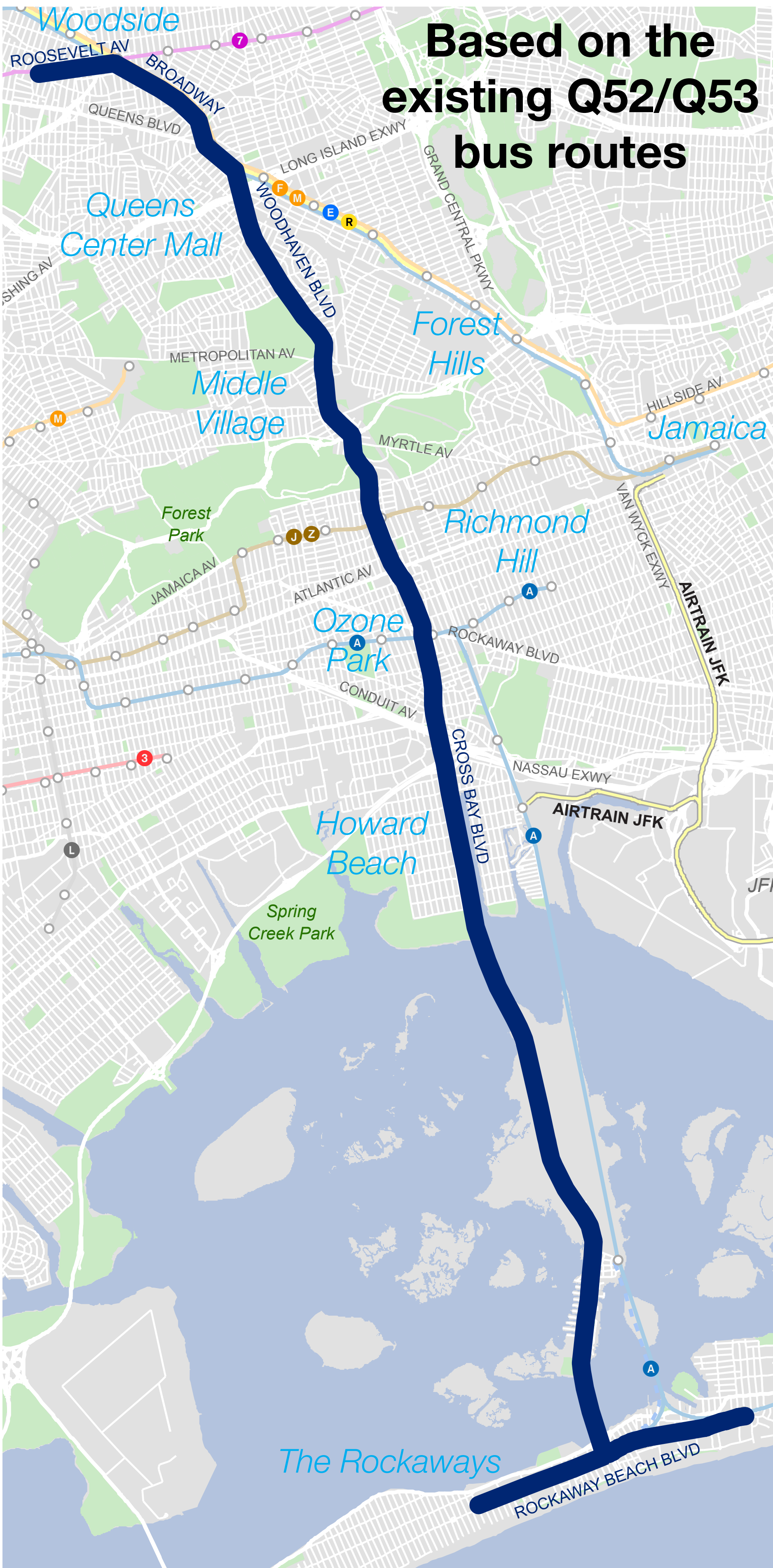
Changing road widths and configurations make the corridor difficult to navigate

- Road space should be better allocated
- Roads should accommodate all types of transit
- Signage is hard to read
- Roads are hard to navigate
- Bike racks on buses should be explored

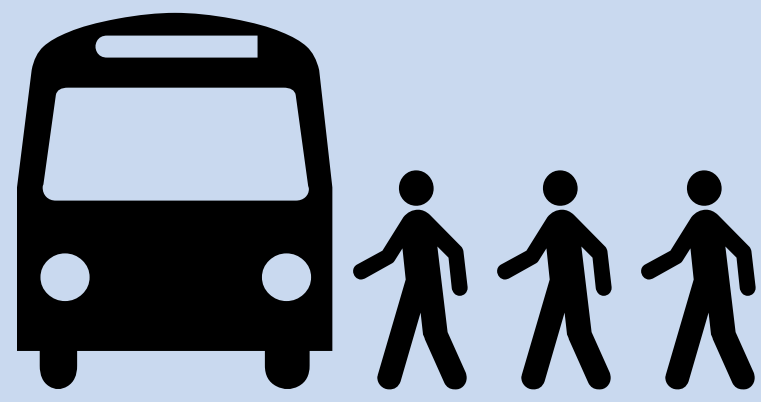


WOODHAVEN / CROSS BAY SBS

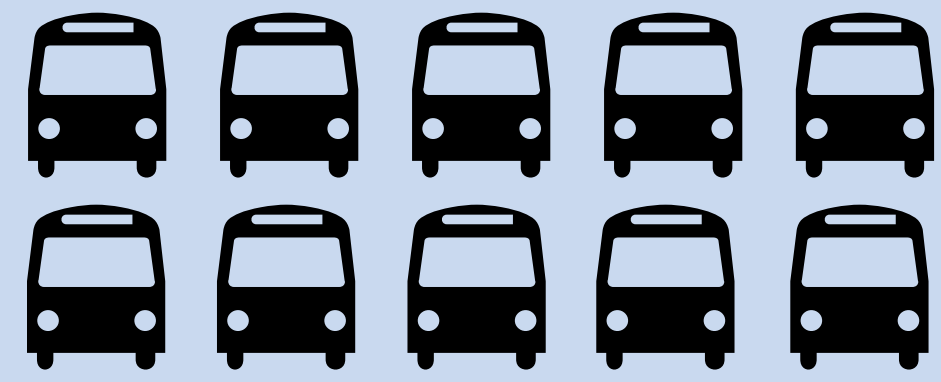
Study Corridor



Based on the
existing Q52/Q53
bus routes

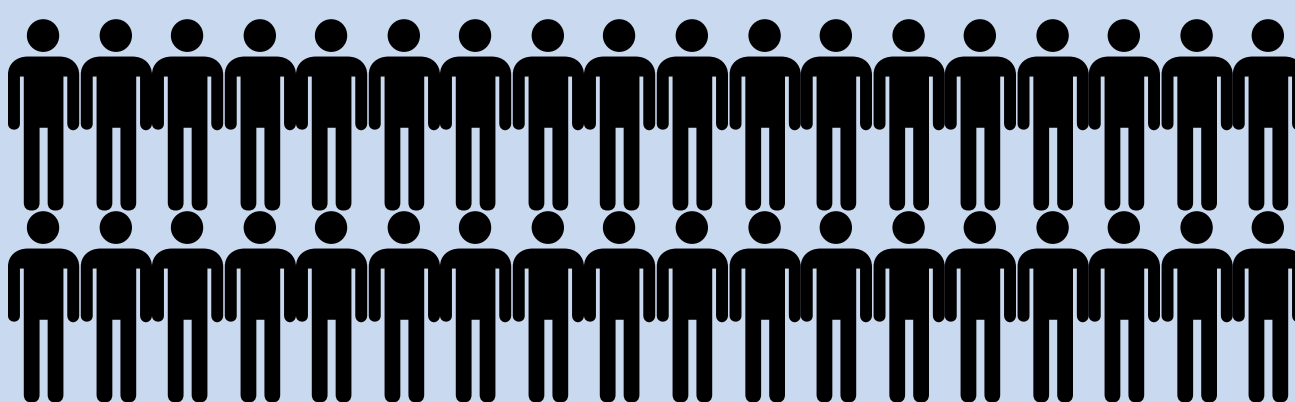


30,000 daily
bus riders

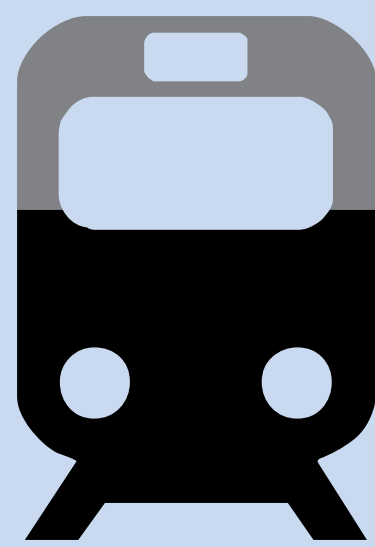


10 Bus routes
2 Limited
3 Local
4 Express

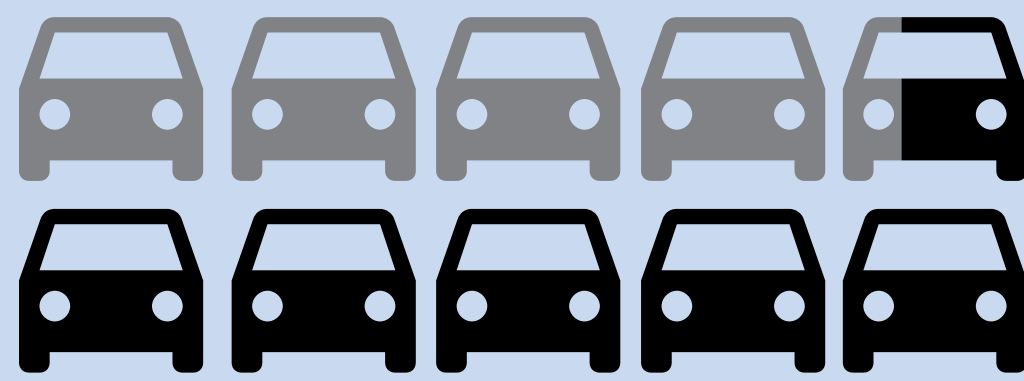
Within a 15 minute walk of the corridor



400,000
residents



60% of
residents
commute by
transit



43% of
households
do not
own a car

Project goals



1
Faster and
more reliable
bus service



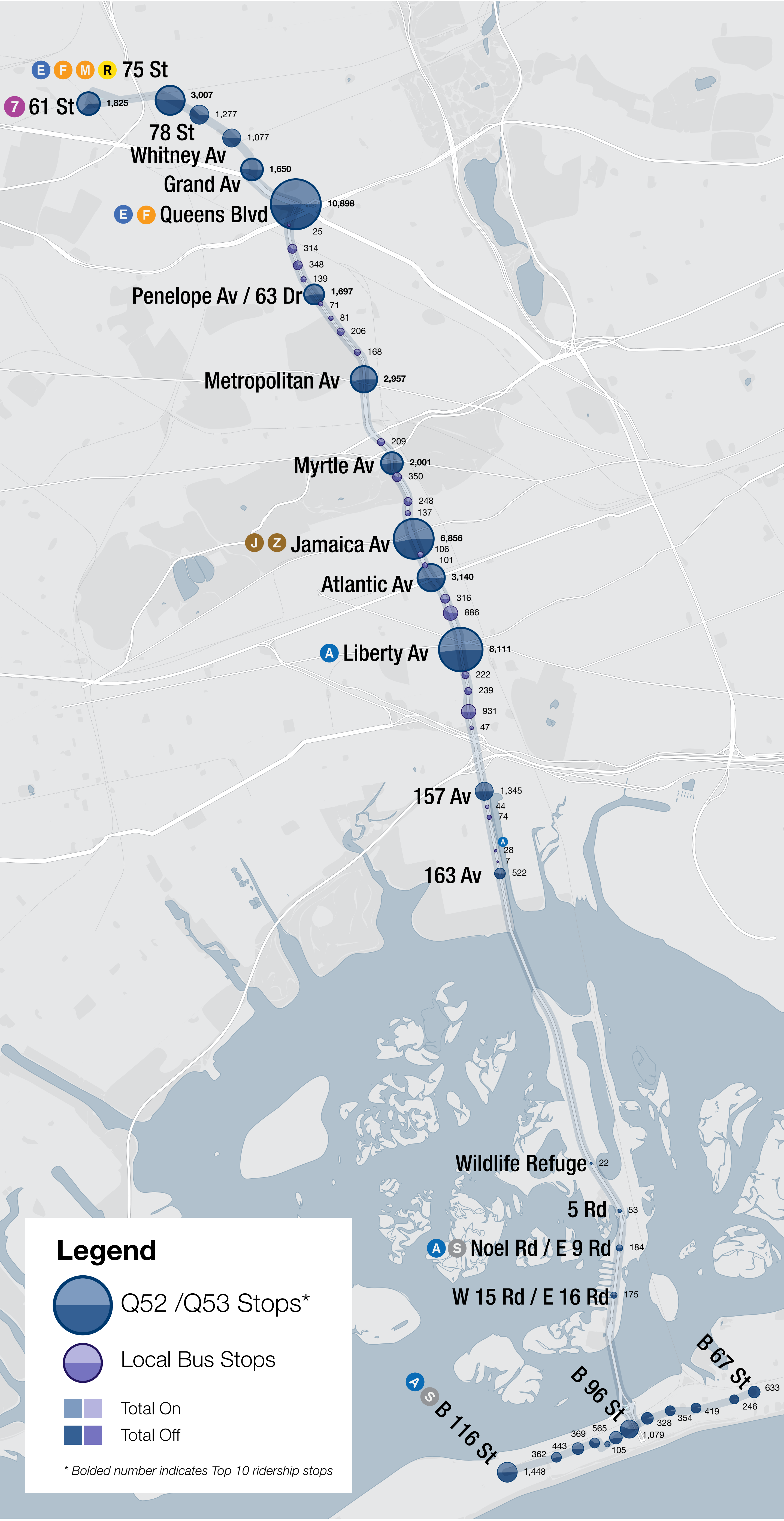
2
Safer streets for
pedestrians
and drivers



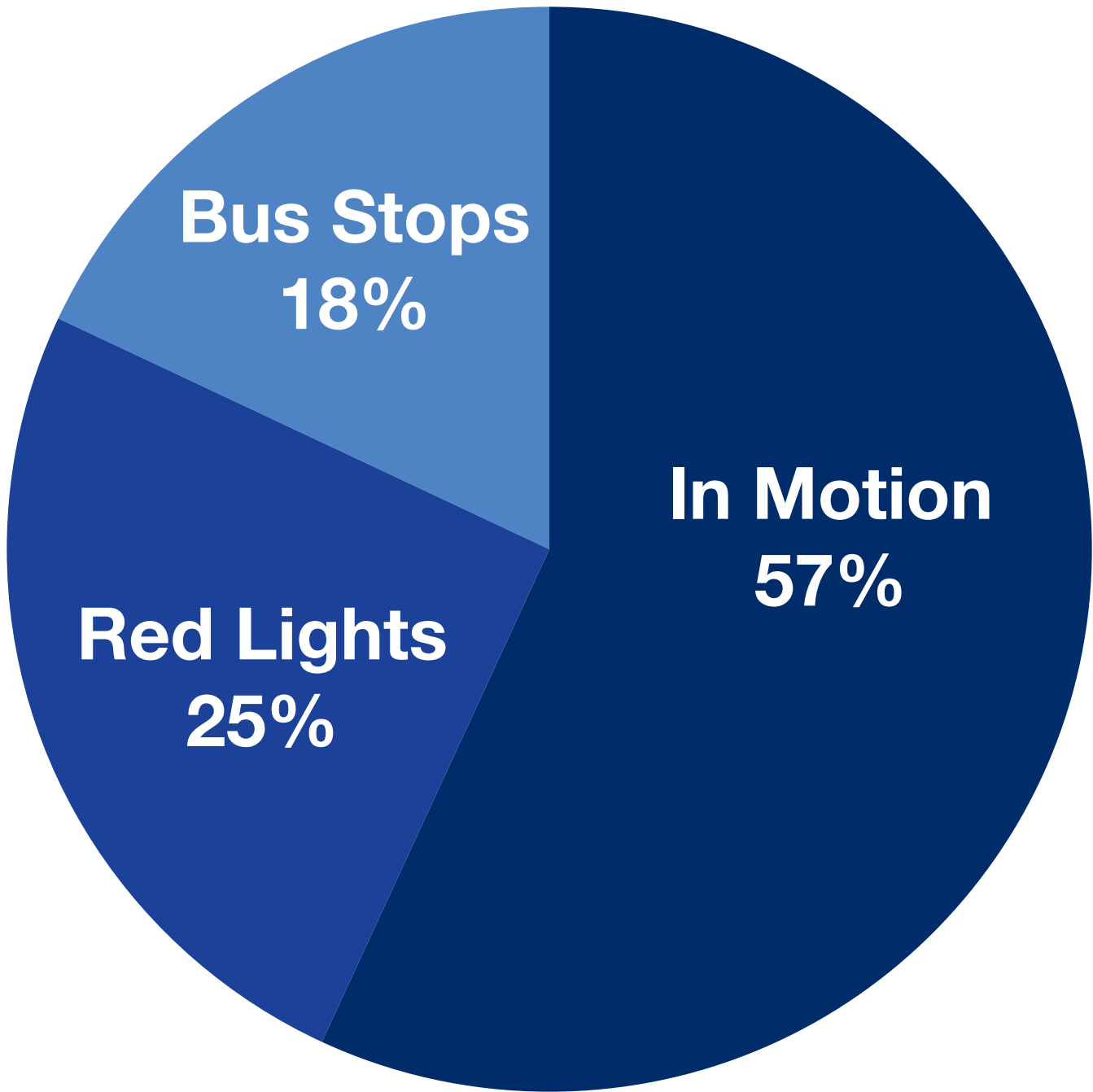
3
Maintain appropriate
traffic flow for local
and through drivers

TRANSIT

Average Daily Q52/Q53 Ridership by Stop



Bus Delay



All Q53 Northbound Trips

- Q53 LTD buses are stopped almost half the time
- One-way travel time can vary by up to 30 minutes (between 55 and 85 minutes)
- Travel times are worst in the midday and PM peak



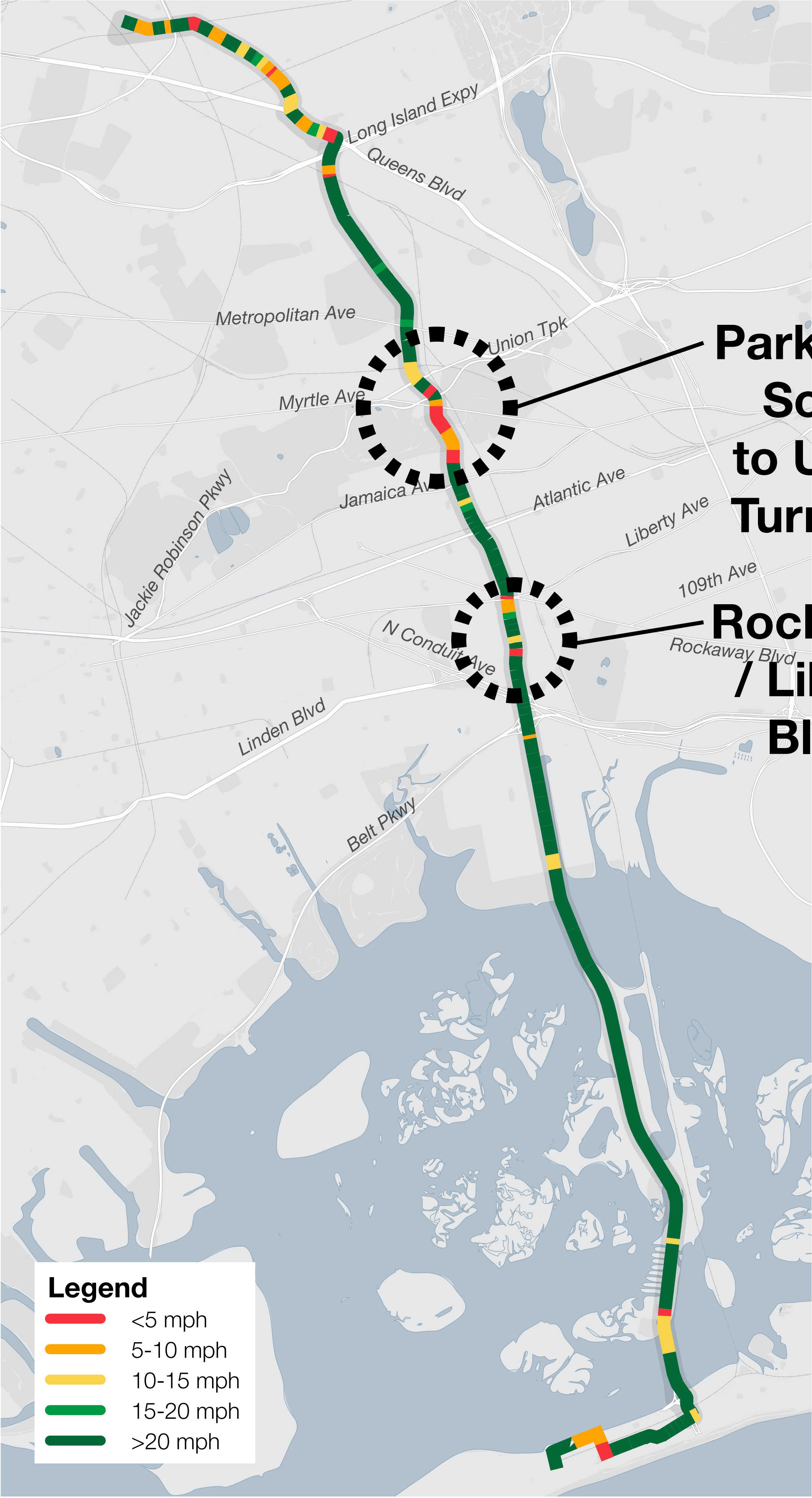
Q53 in traffic during PM Peak



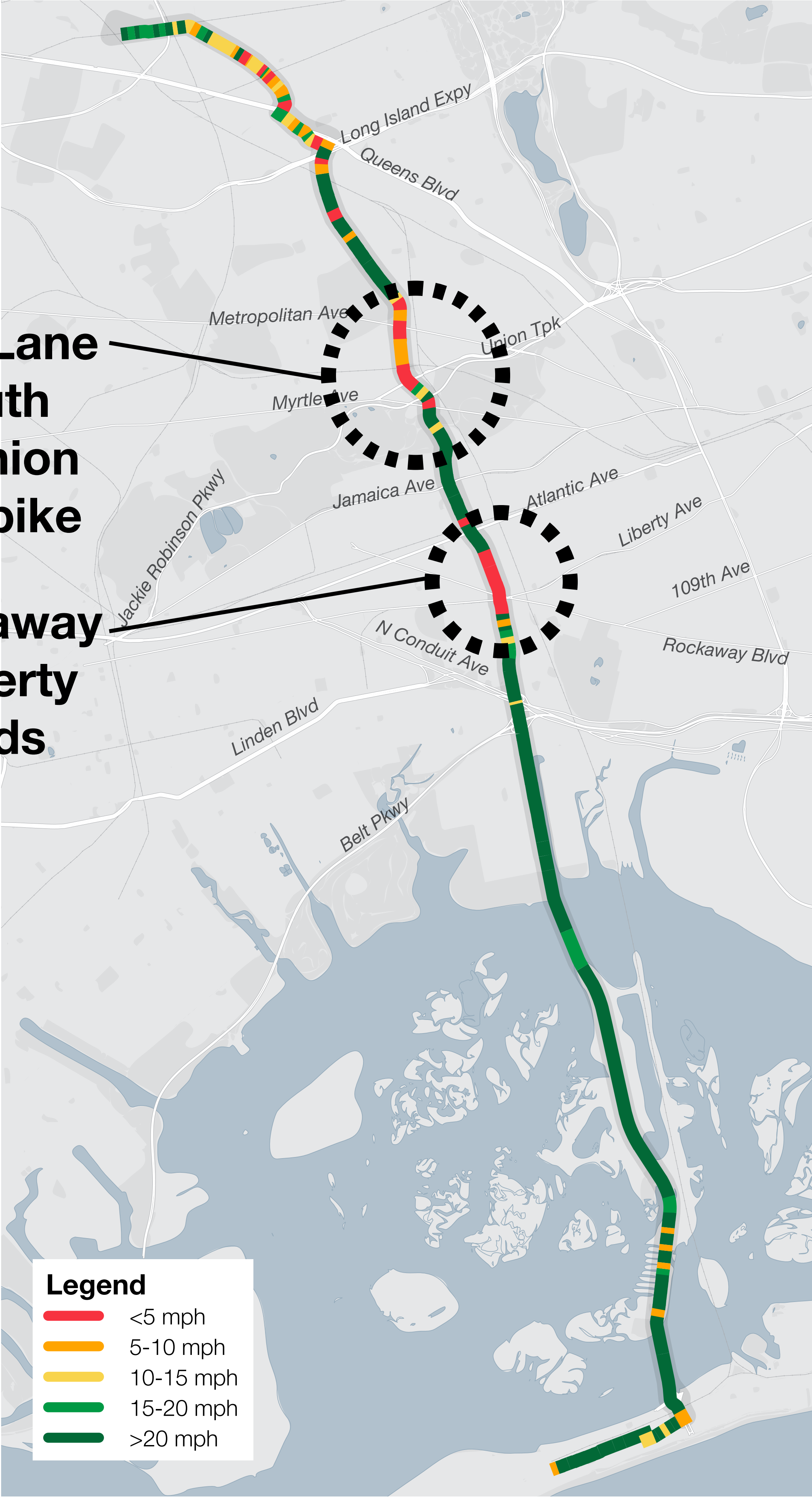
Q53 customers boarding at Jamaica Av

TRAFFIC

Travel Speed
Northbound AM Peak (7-10am)

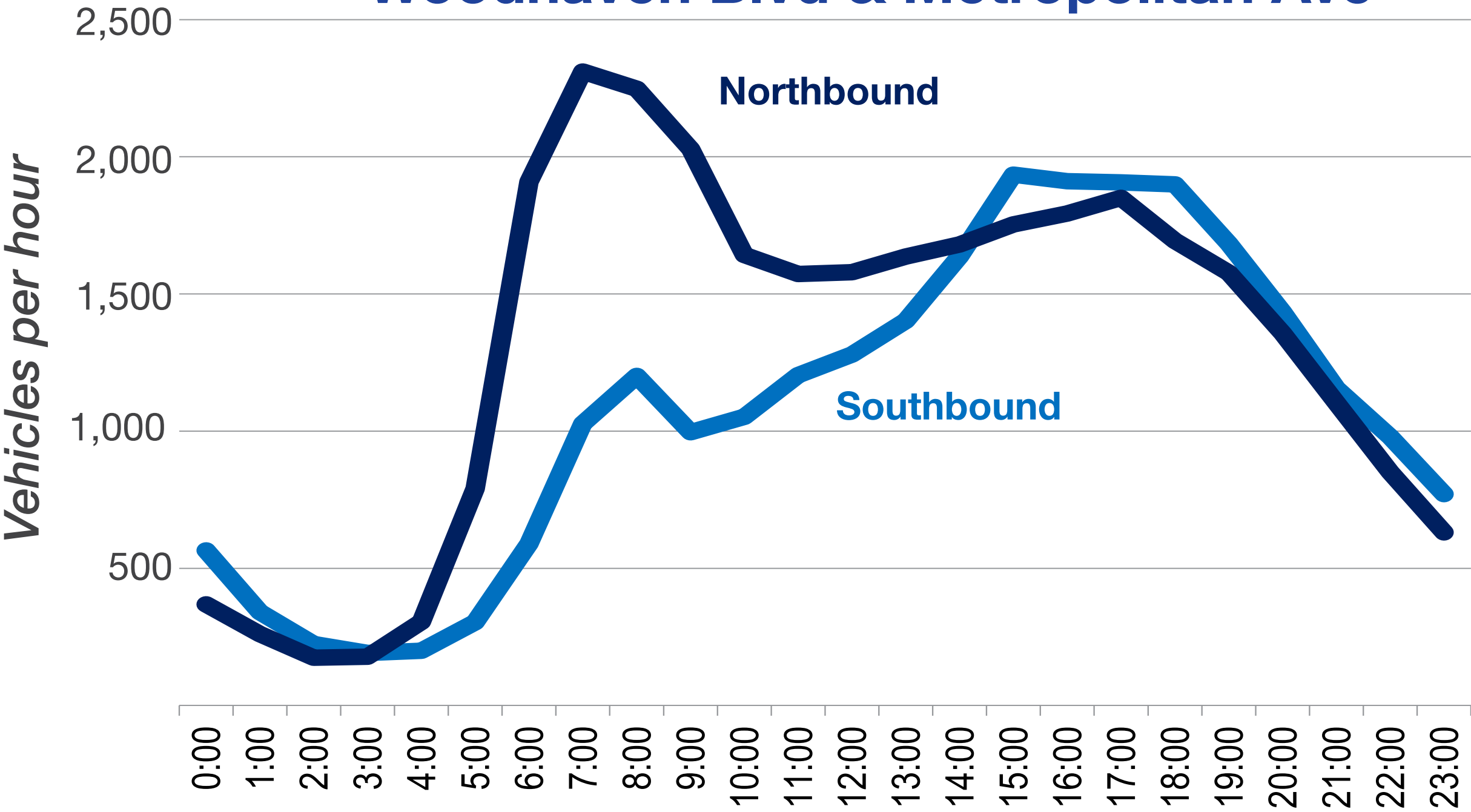


Travel Speed
Southbound PM Peak (3-7pm)



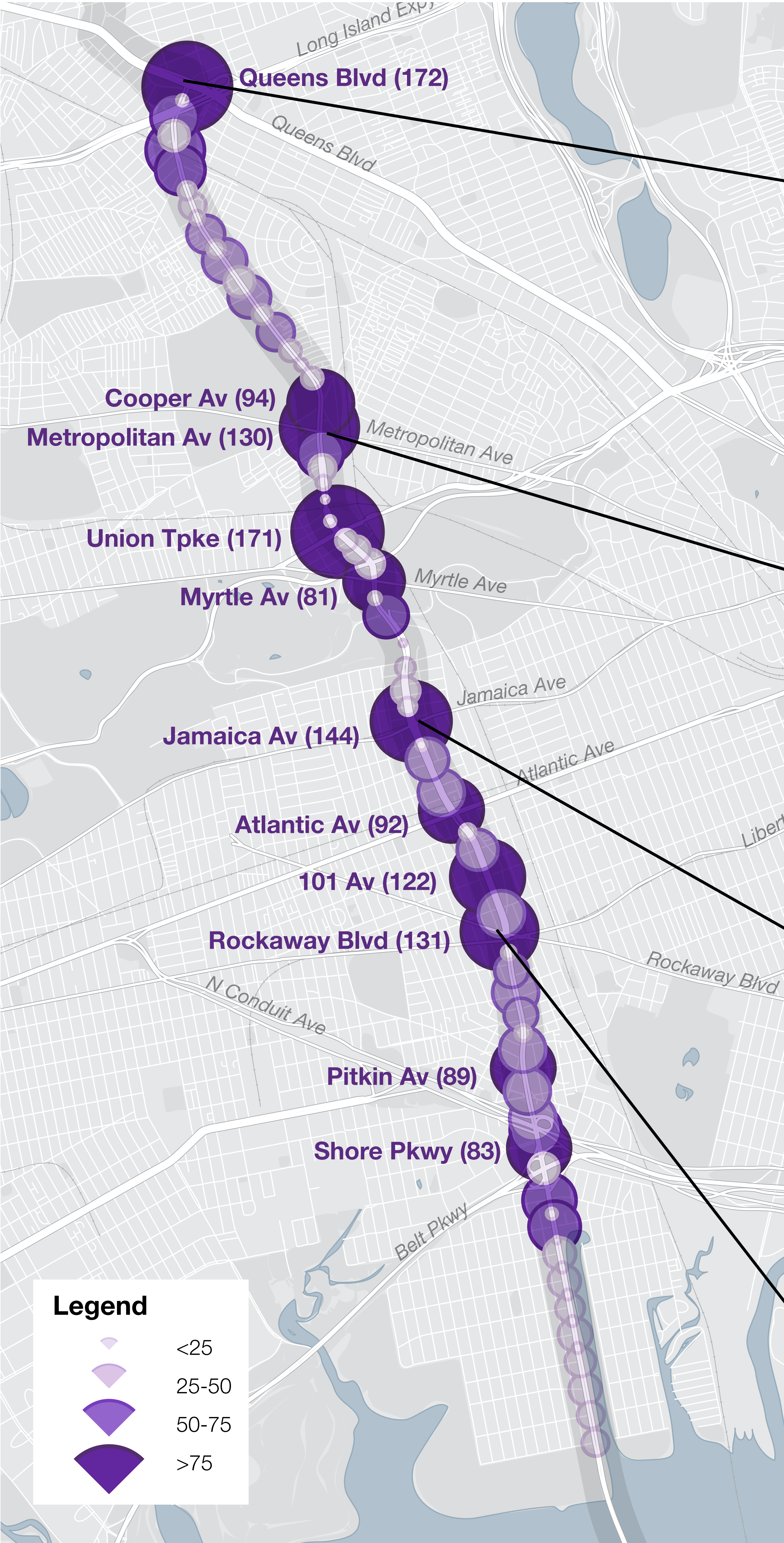
- Traffic moves at high speeds along some portions of the corridor
- Congestion is concentrated at key pinch points
- Traffic volumes are noticeably higher during rush hours

Average Hourly Weekday Traffic
Woodhaven Blvd & Metropolitan Ave



SAFETY

Total Crashes by Intersection on Woodhaven and Cross Bay Boulevards, 2008-2012



Woodhaven Blvd & Queens Blvd



Woodhaven Blvd & Metropolitan Av

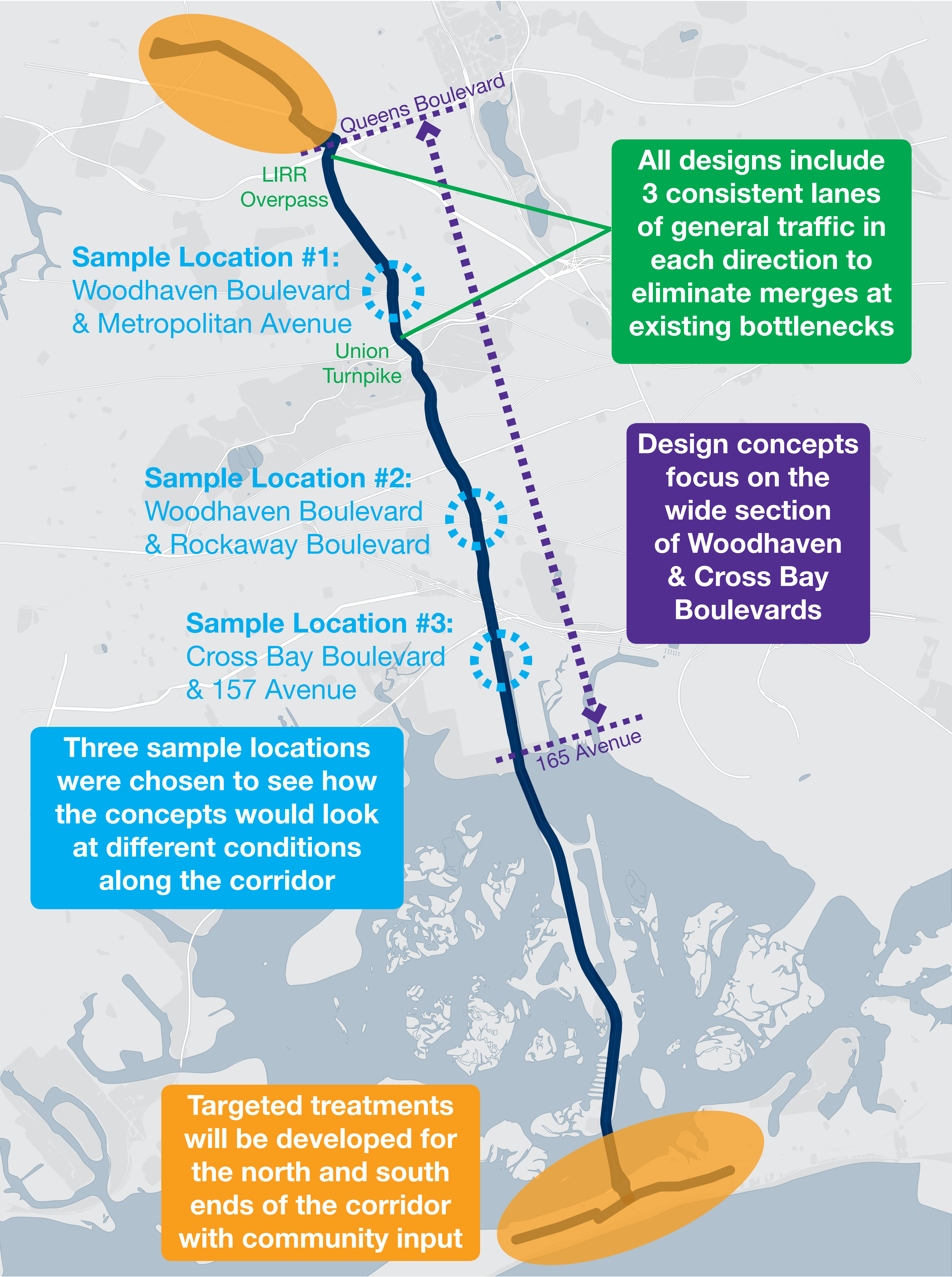


Woodhaven Blvd & Jamaica Av



Woodhaven Blvd & Rockaway Blvd

CONCEPTUAL DESIGN APPROACH



FEATURES OF ALL CONCEPTS

All design concepts will include a variety of features to address the three project goals:

Bus Service



Faster fare collection



Transit Signal Priority



SBS Branding



Improved bus stop amenities



Service planning (routes / bus stops)



Retention of local bus service

Street Design



Bus lanes in each direction



3 traffic lanes in each direction

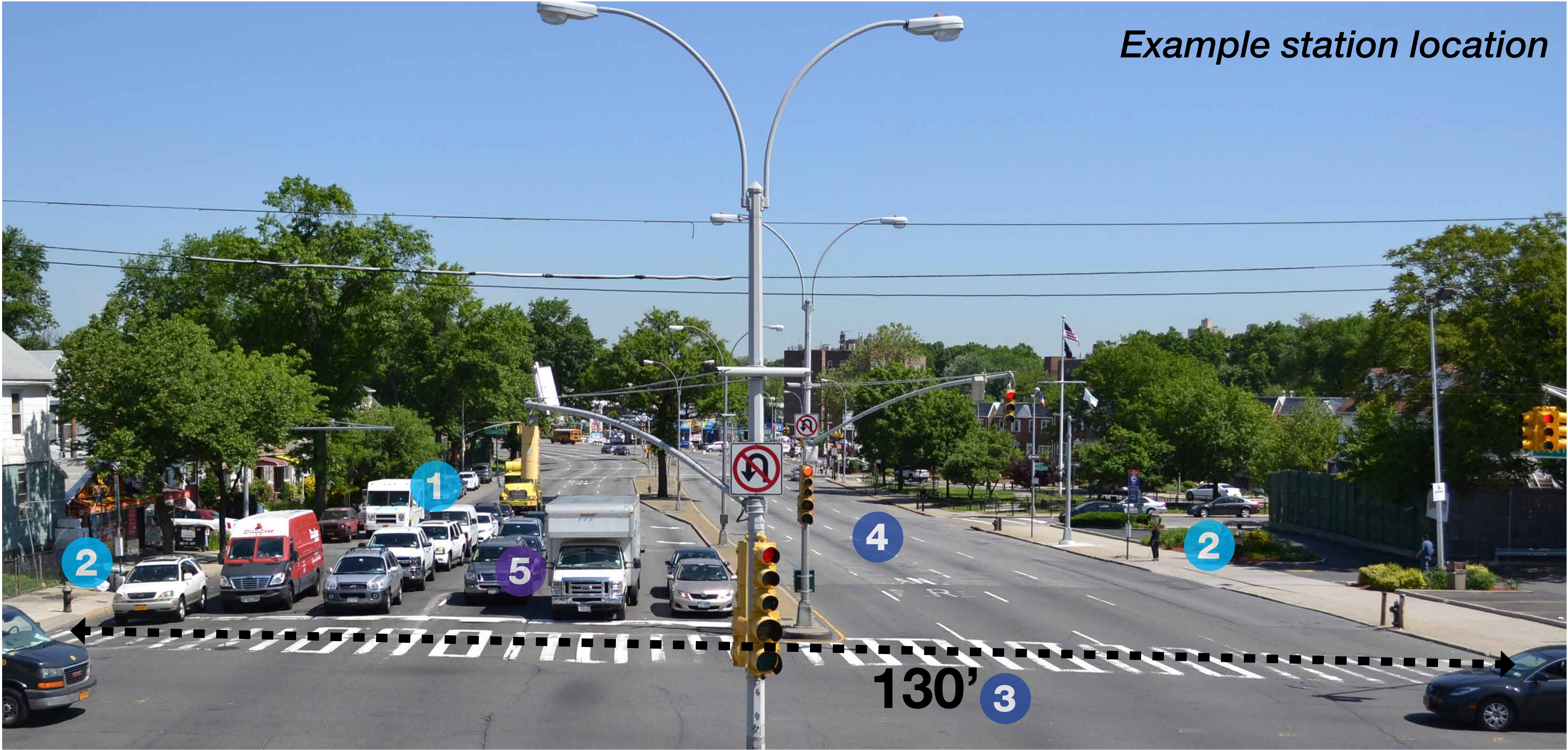


Pedestrian safety enhancements



Changes to left turns where needed to improve traffic flow and safety

EXISTING CONDITIONS



Transit

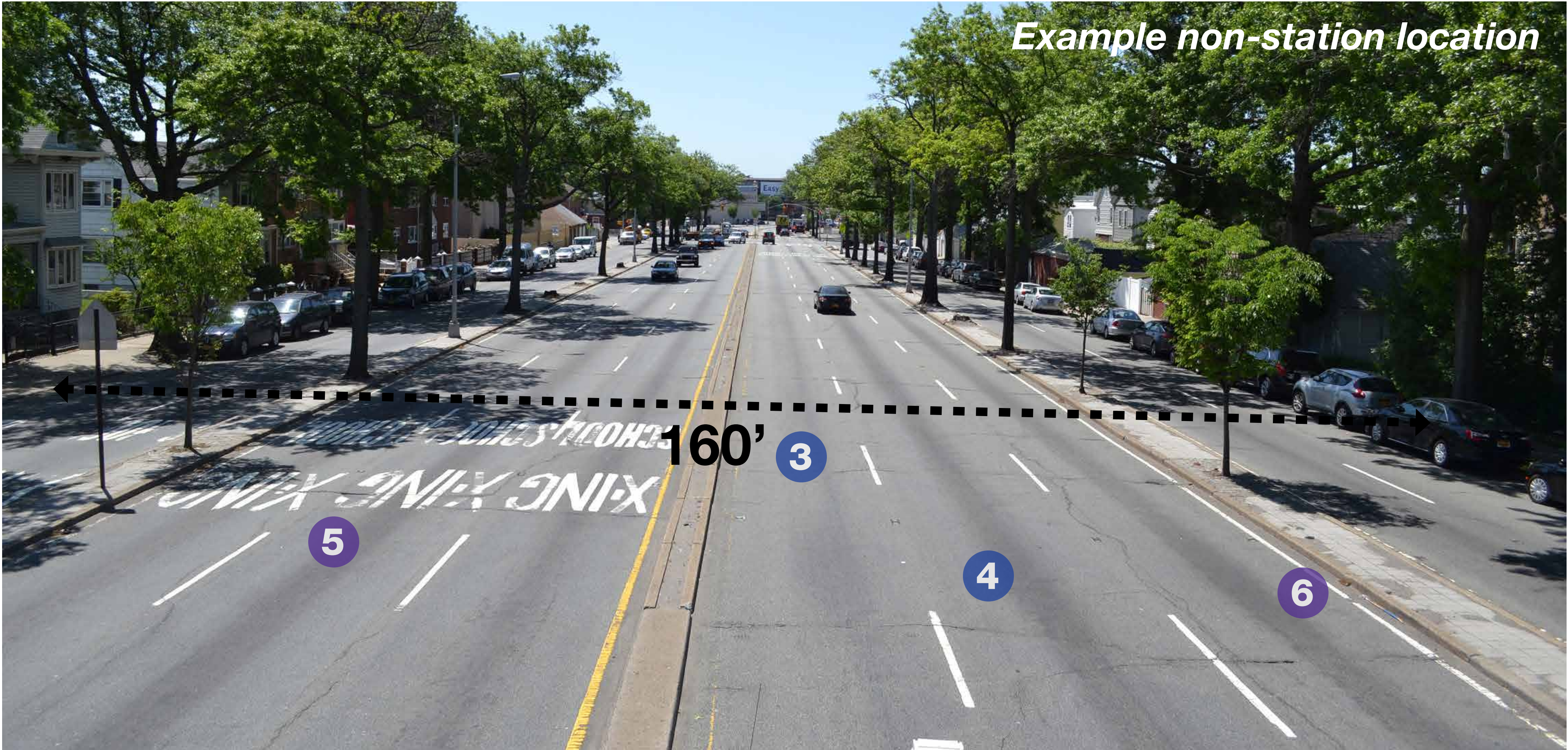
- ① buses travel in mixed traffic
- ② bus stops lack amenities

Safety

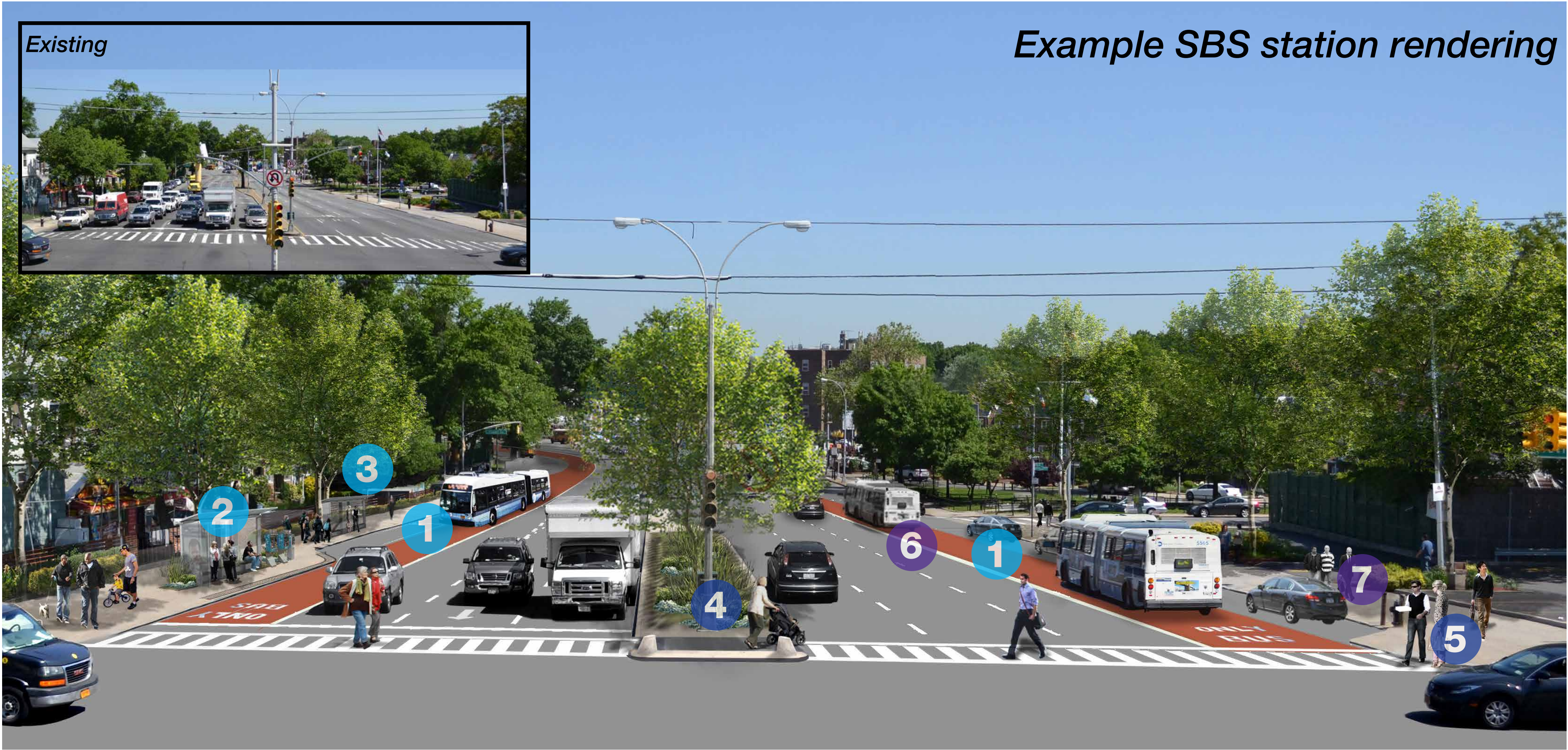
- ③ long pedestrian crossing distance with no refuge
- ④ wide roadway encourages speeding

Traffic

- ⑤ varying number of traffic lanes; lack of organization
- ⑥ complex roadway design / changing service road patterns; difficult to navigate



CONCEPT 1: OFFSET BUS LANES



Transit

- ① offset bus lanes (one lane from the curb)
- ② SBS Bus Bulb Station
- ③ curbside local bus stops

Safety

- ④ median pedestrian refuge
- ⑤ pedestrian neckdowns

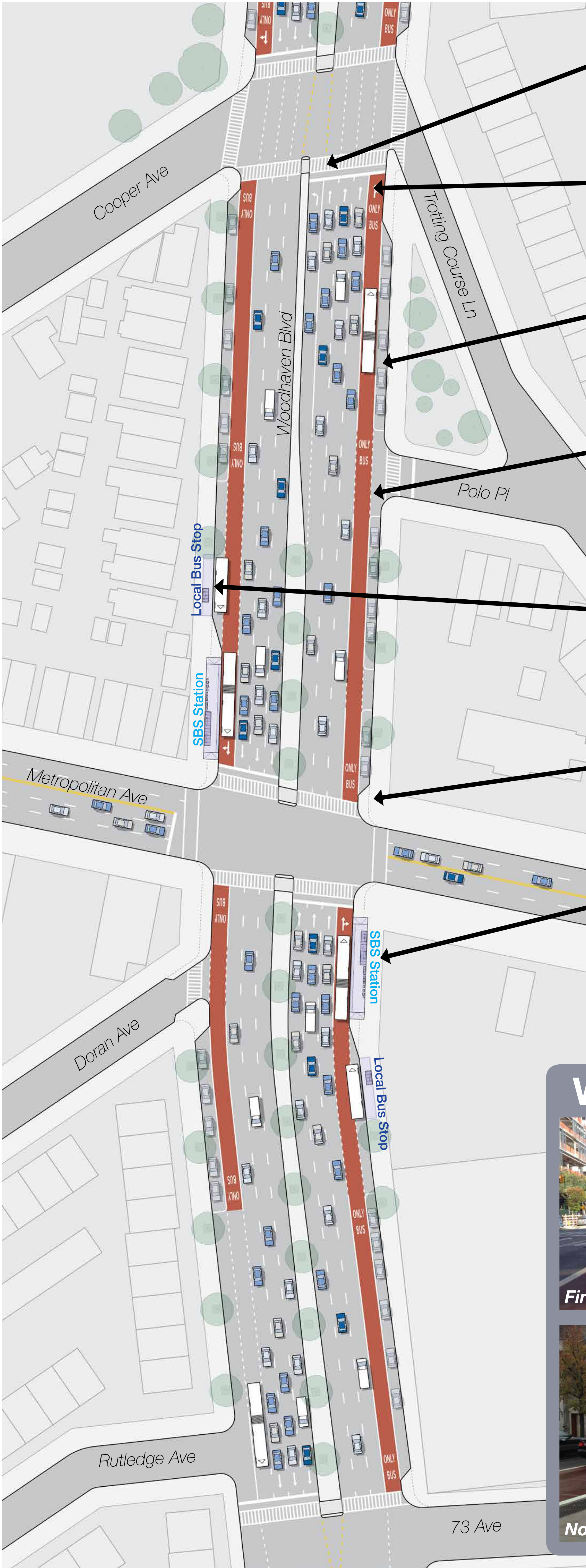
Traffic

- ⑥ three general lanes in each direction
- ⑦ curbside parking & delivery space
- ⑧ service roads are local access and buses only



CONCEPT 1: OFFSET BUS LANES

Sample Location 1: Woodhaven Blvd & Metropolitan Av



Left turns
are made from left-turn bays at selected intersections and are prohibited elsewhere

Right turns
are made from the bus lane

Parking & deliveries
cross the offset bus lane to access the designated curb space

Offset bus lanes
provide a designated lane for all buses; buses must yield to parking and turning vehicles

Local & express buses
stop at the curb adjacent to the SBS bus bulb stations

Medians and neckdowns
reduce pedestrian crossing distances and create a safe crossing refuge

SBS bus bulb stations
extend the sidewalk out to the bus lane at SBS stations, creating additional space for bus riders and pedestrians

Where has this been done before?



First Avenue, Manhattan



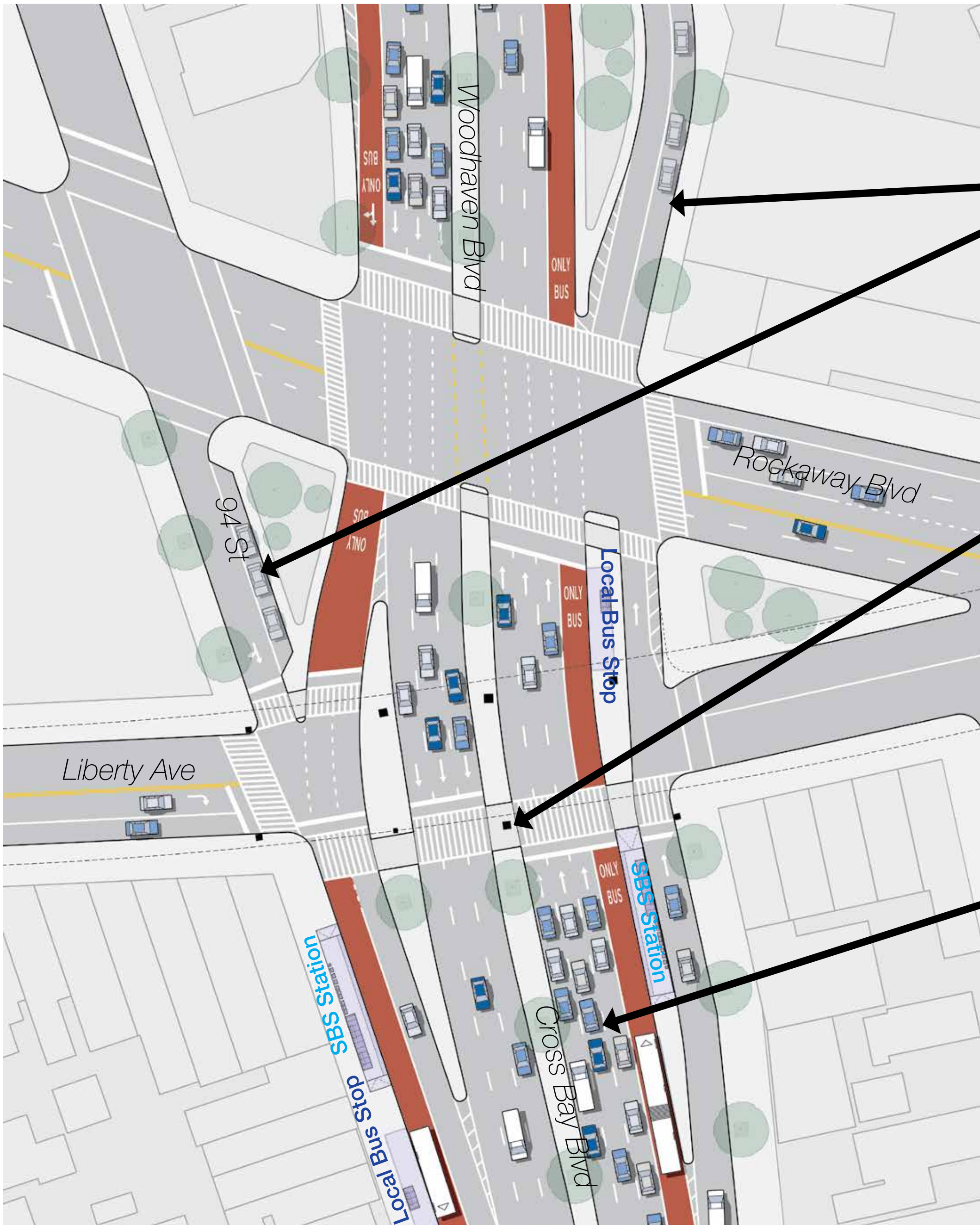
Nostrand Avenue, Brooklyn



Webster Avenue, Bronx

CONCEPT 1: OFFSET BUS LANES

Sample Location 2: Woodhaven Blvd & Rockaway Blvd

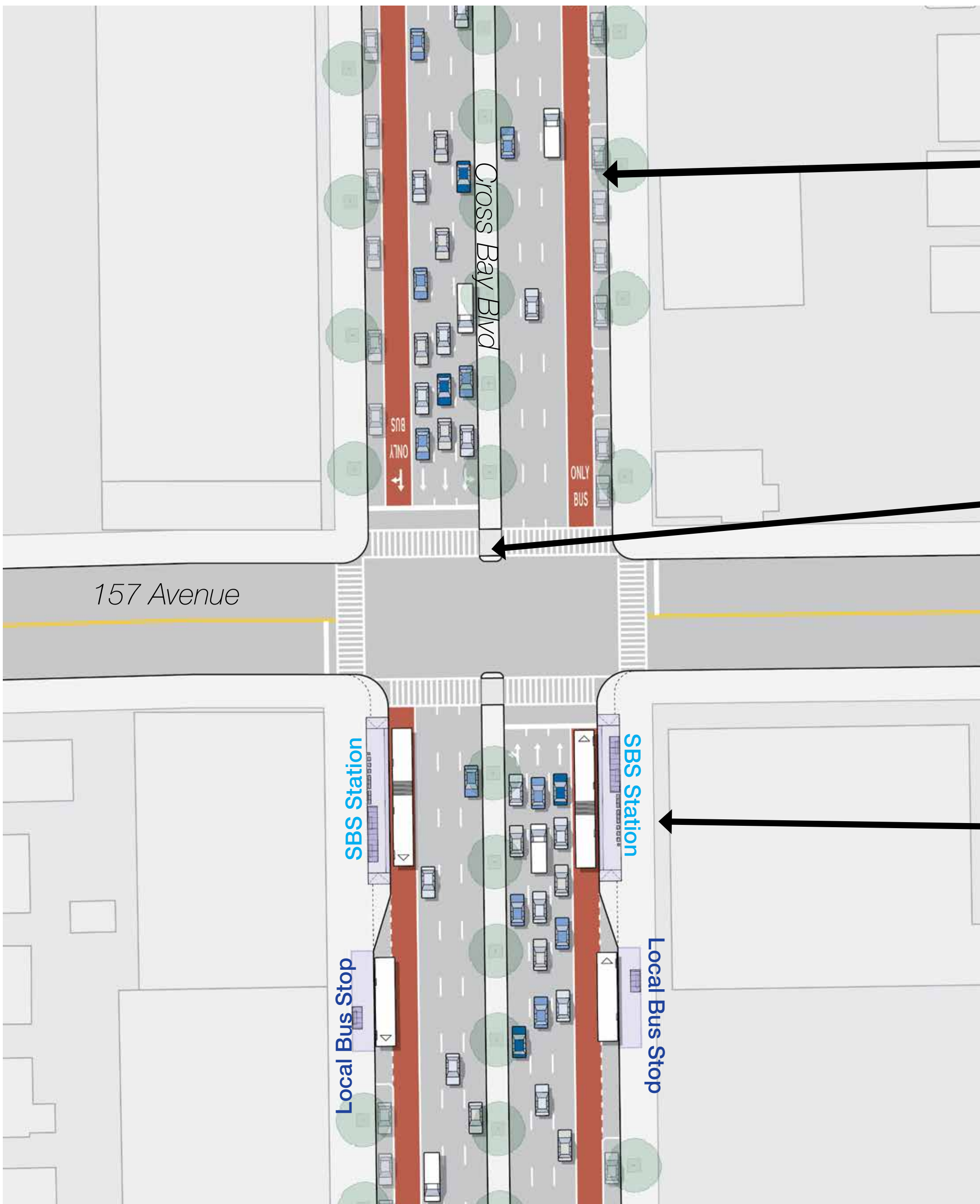


Parking and deliveries
at the curb

Expanded medians
reduce pedestrian crossing distances
and add public space / greening to the
intersection

Simplified traffic patterns
under the elevated subway tracks
improve traffic organization and safety

Sample Location 3: Cross Bay Blvd & 157 Av

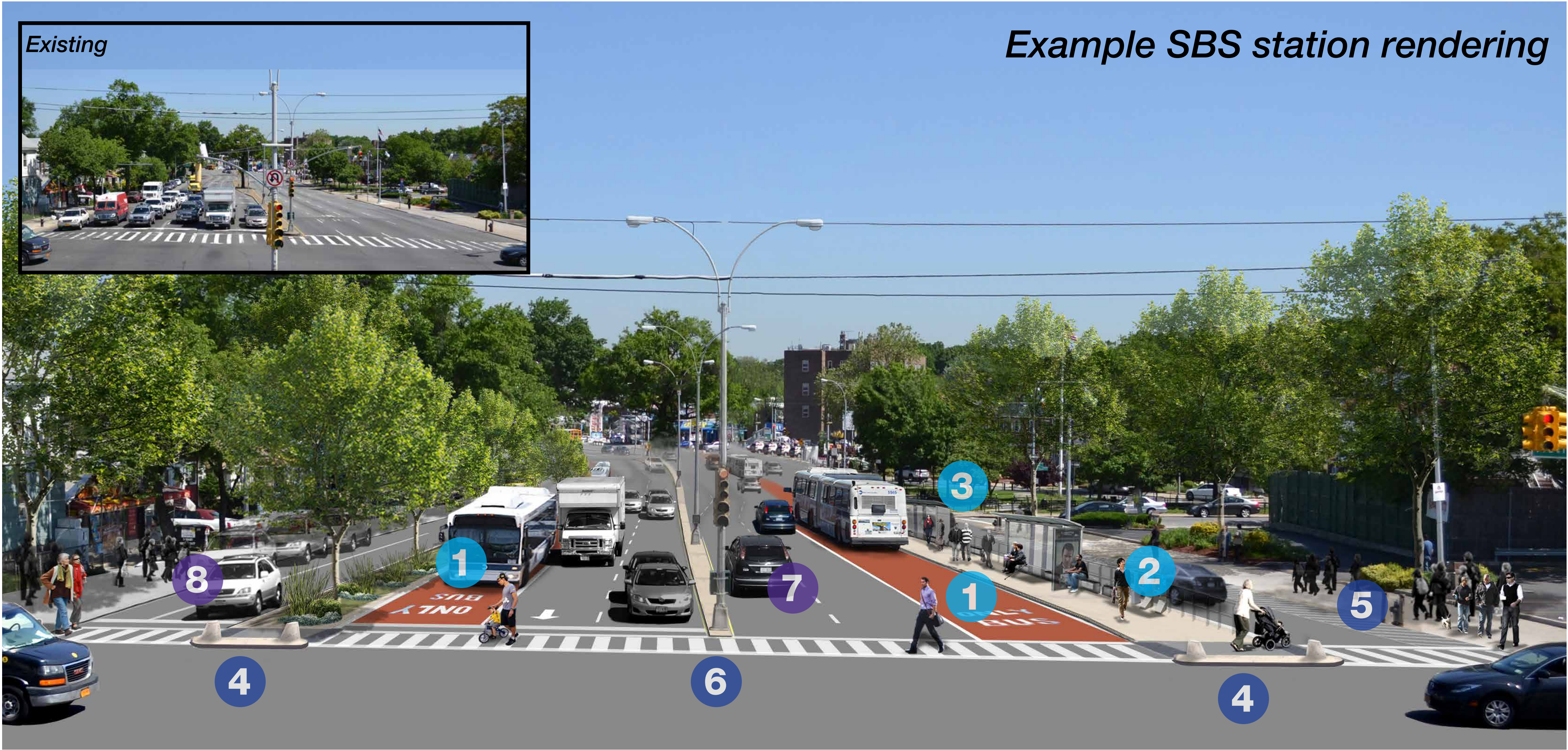


Parking & deliveries
cross the offset bus lane to access the
designated curb space

Expanded medians
reduce pedestrian crossing distances and
create a safe crossing refuge

SBS bus bulb stations
extend the sidewalk out to the bus lane at
SBS stations, creating additional space
for bus riders and pedestrians

CONCEPT 2: MAIN ROAD BUS LANES



Transit

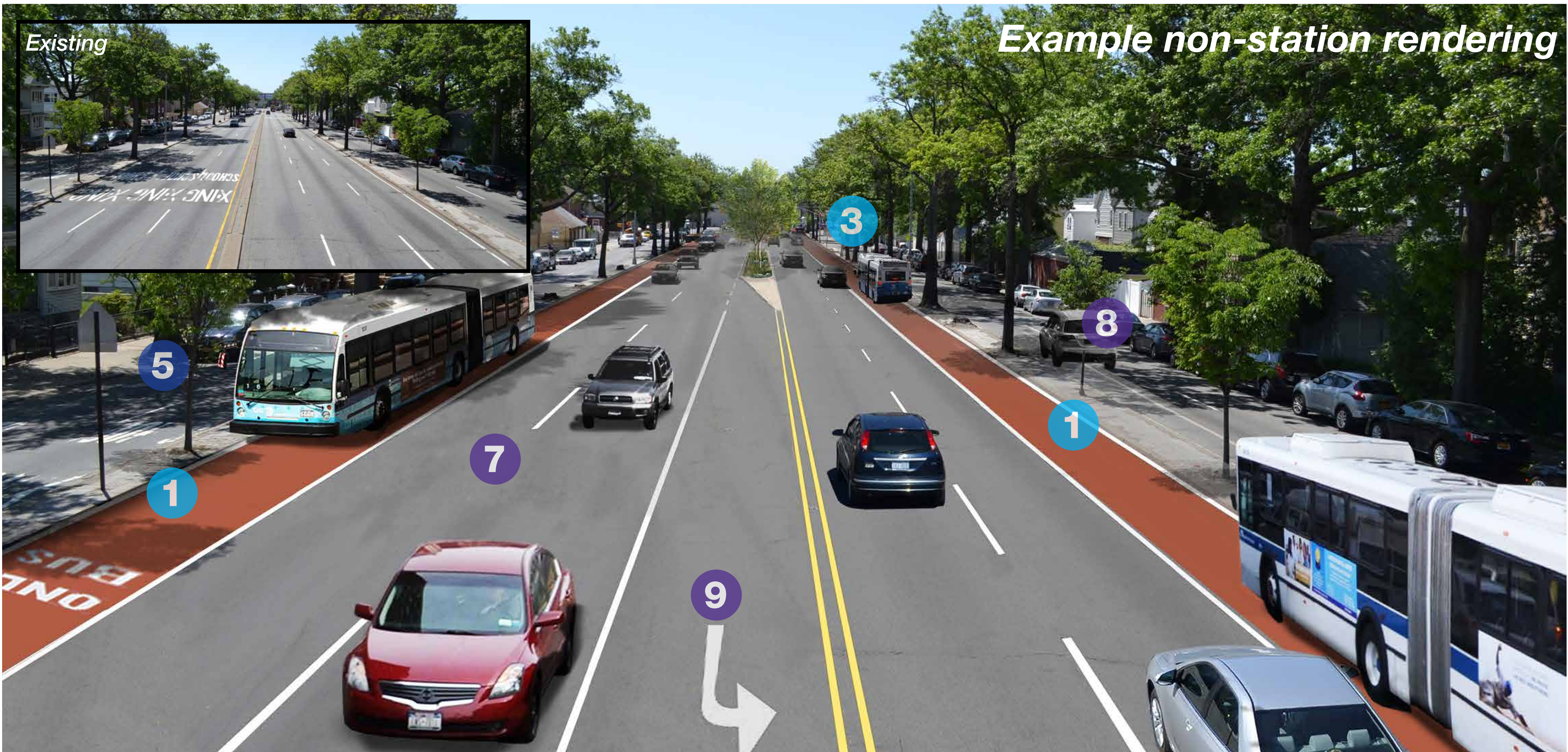
- ① curbside bus lanes in the main road
- ② SBS station on expanded median
- ③ Local bus stops on expanded median

Safety

- ④ median refuges
- ⑤ calm service roads
- ⑥ shorter pedestrian crossings

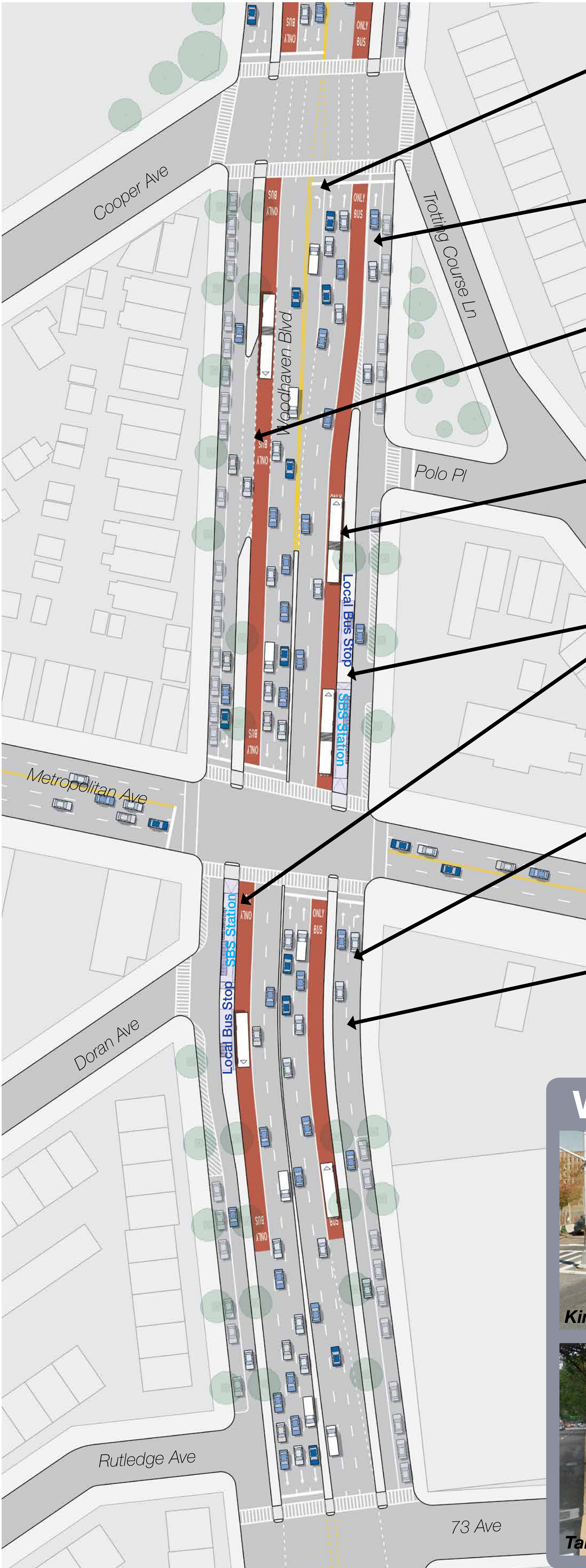
Traffic

- ⑦ two thru traffic lanes in each direction
- ⑧ one local traffic lane and parking in each direction
- ⑨ left-turn bays at non-stations



CONCEPT 2: MAIN ROAD BUS LANES

Sample Location 1: Woodhaven Blvd & Metropolitan Av



Left turns
are made from left-turn bays at selected intersections and are prohibited elsewhere

Right turns
are made from the service road

Slip openings
allow vehicles to cross the bus lane to access the service roads

Main road bus lanes
provide a designated lane for all buses; no conflicts from turning vehicles

Bus stations
create designated platforms for bus riders, pedestrian refuges at intersections, and provide opportunities for greening

Calmed service roads
organize thru and local traffic and shorten pedestrian crossing distances

Parking & deliveries
occur in the service lane

Where has this been done before?



Kings Highway, Brooklyn



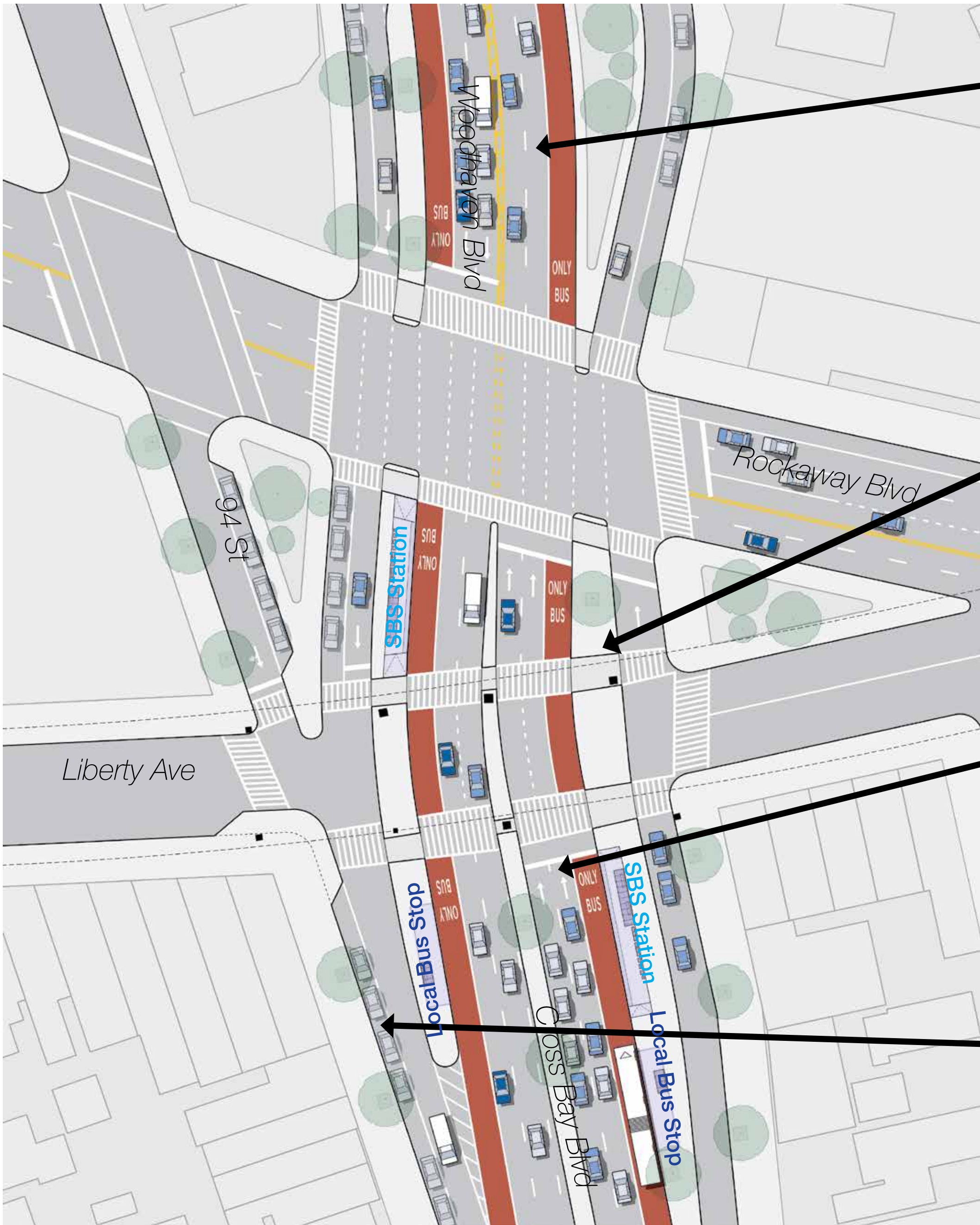
Taipei, Taiwan



K Street, Washington DC

CONCEPT 2: MAIN ROAD BUS LANES

Sample Location 2: Woodhaven Blvd & Rockaway Blvd



Consistent roadway configuration

along Woodhaven Boulevard makes the corridor easier to navigate as a driver and a pedestrian

Expanded medians

reduce pedestrian crossing distances and add public space / greening to the intersection

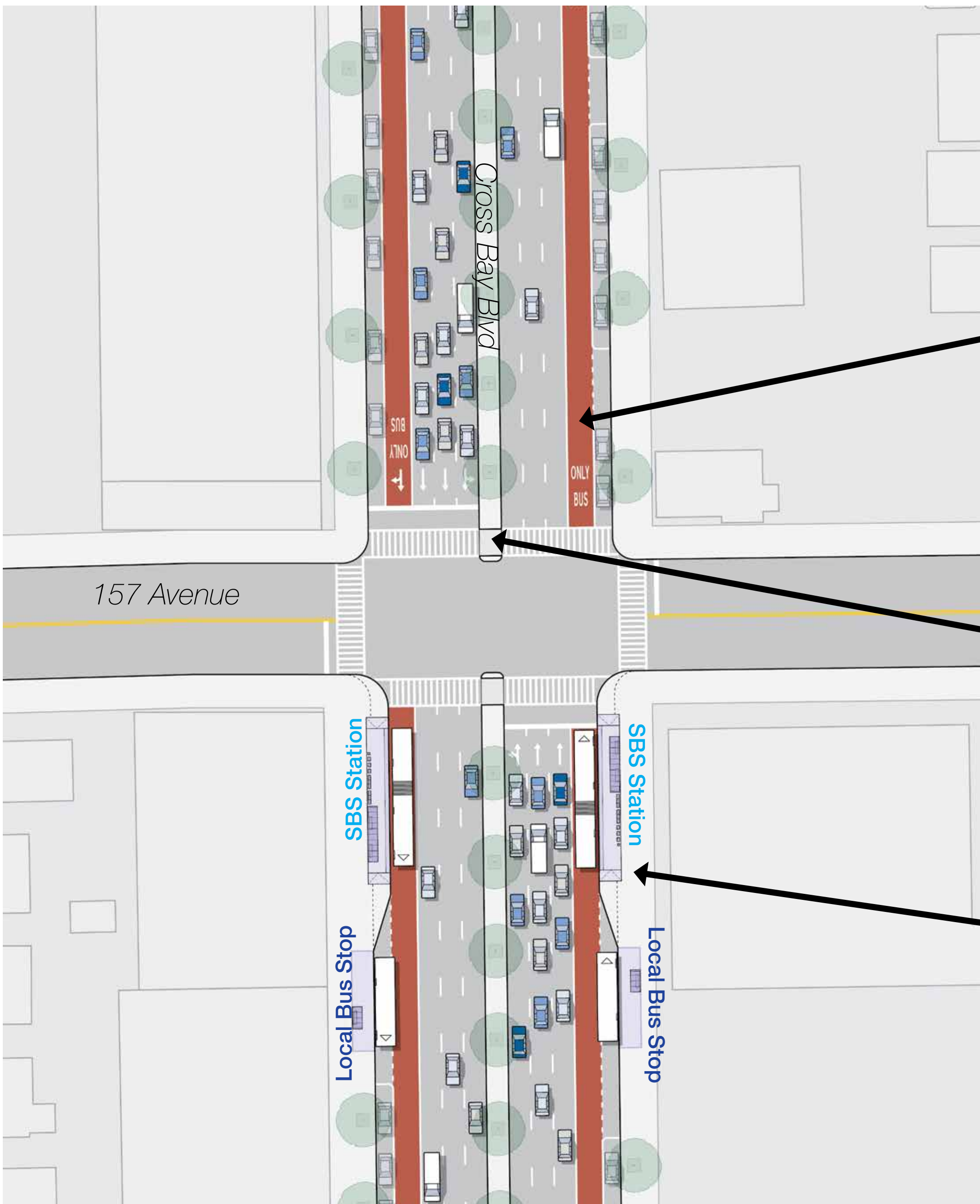
Buses and thru traffic

travel in the center of the roadway at busy intersections, avoiding conflicts from turning vehicles, deliveries, and parking

Parking and delivery space

is created at the curb in front of businesses

Sample Location 3: Cross Bay Blvd & 157 Av



Cross Bay Boulevard is too narrow for service roads so the “offset bus lane” configuration would be proposed

Offset bus lanes

provide a designated lane for all buses; buses must yield to parking and turning vehicles

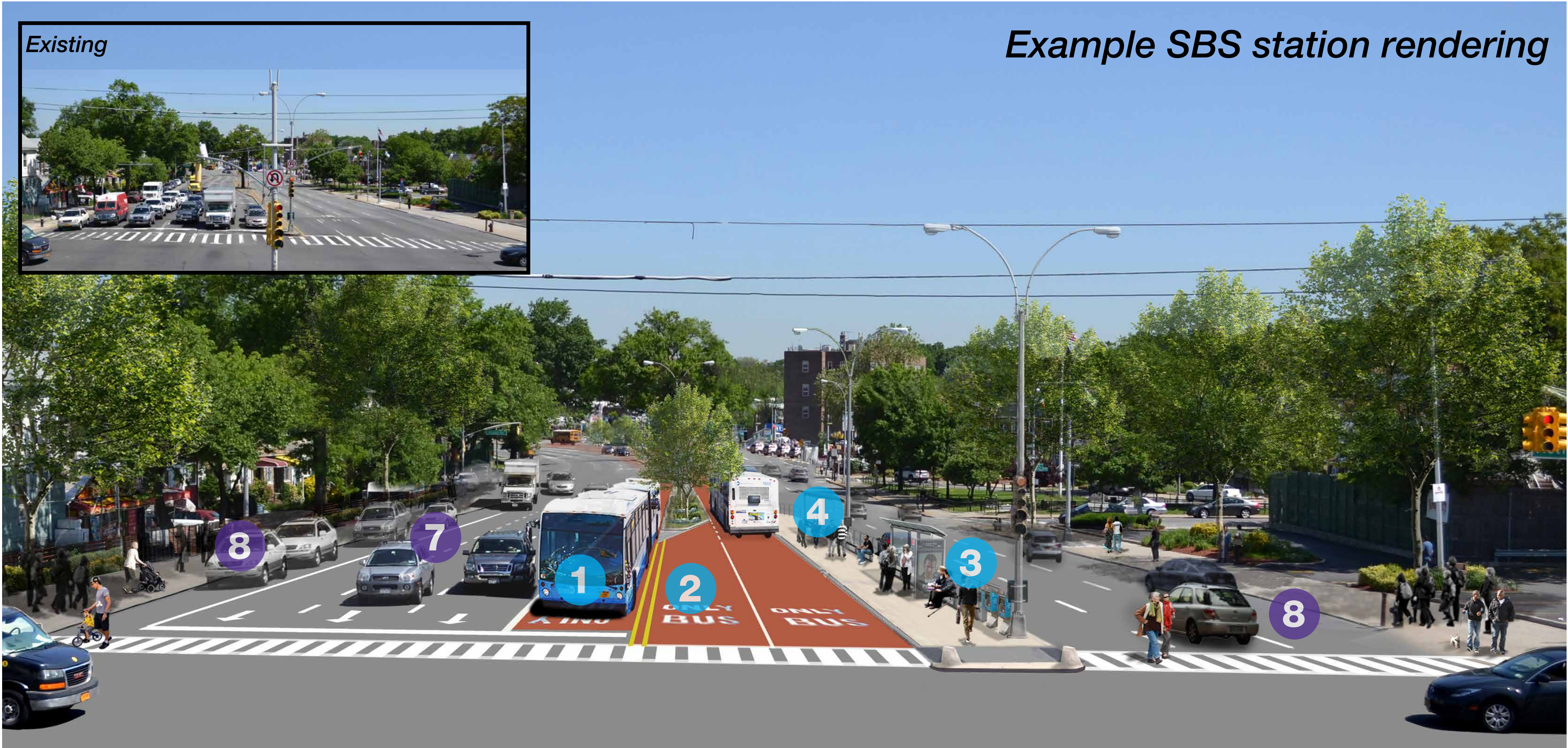
Expanded medians

reduce pedestrian crossing distances and create a safe crossing refuge

SBS bus bulb stations

extend the sidewalk out to the bus lane at SBS stations, creating additional space for bus riders and pedestrians

CONCEPT 3: MEDIAN BUS LANES



Transit

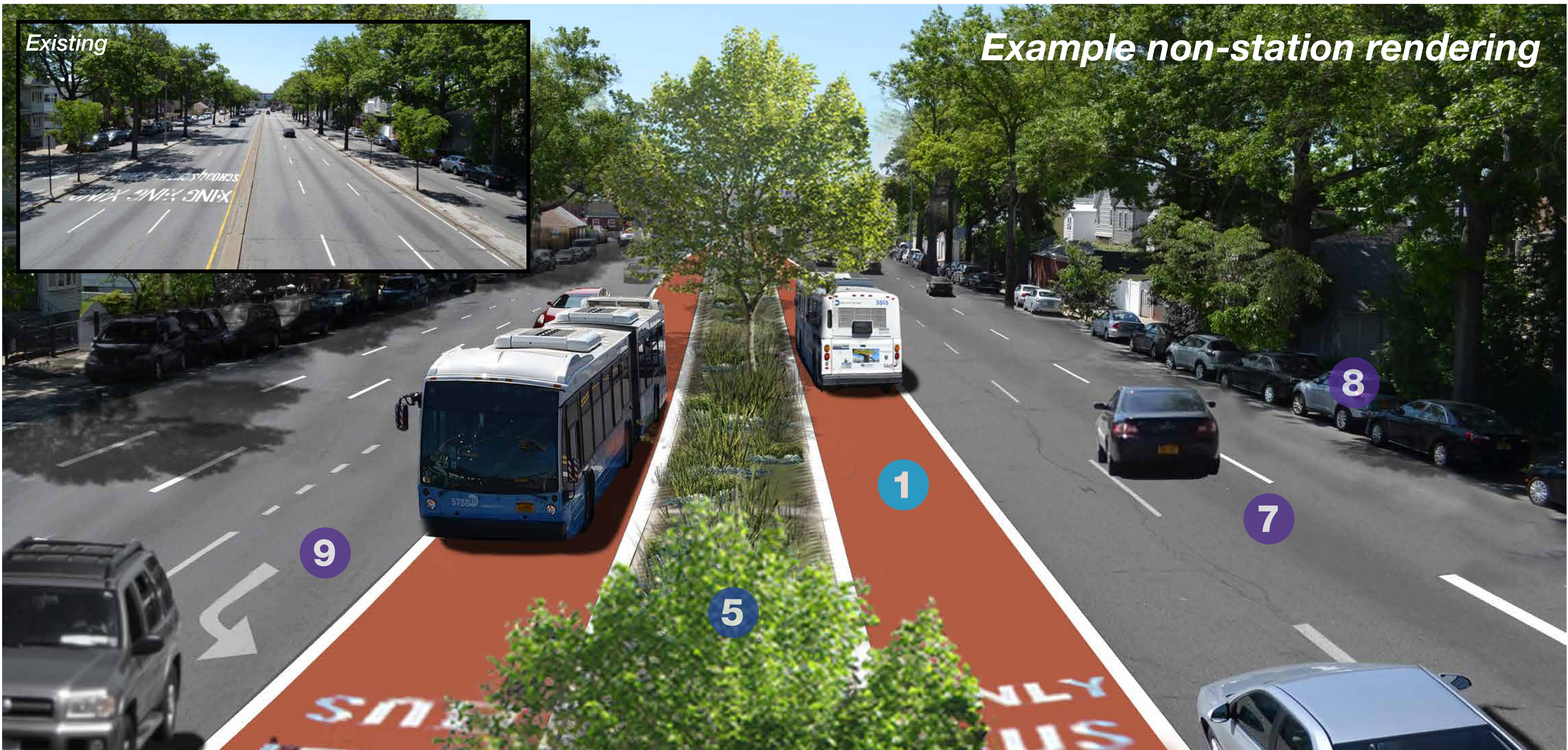
- ① median bus lanes
- ② passing bus lane at stations
- ③ median SBS station
- ④ median Local bus stops

Safety

- ⑤ center median at non-stations
- ⑥ pedestrian neckdowns at selected locations

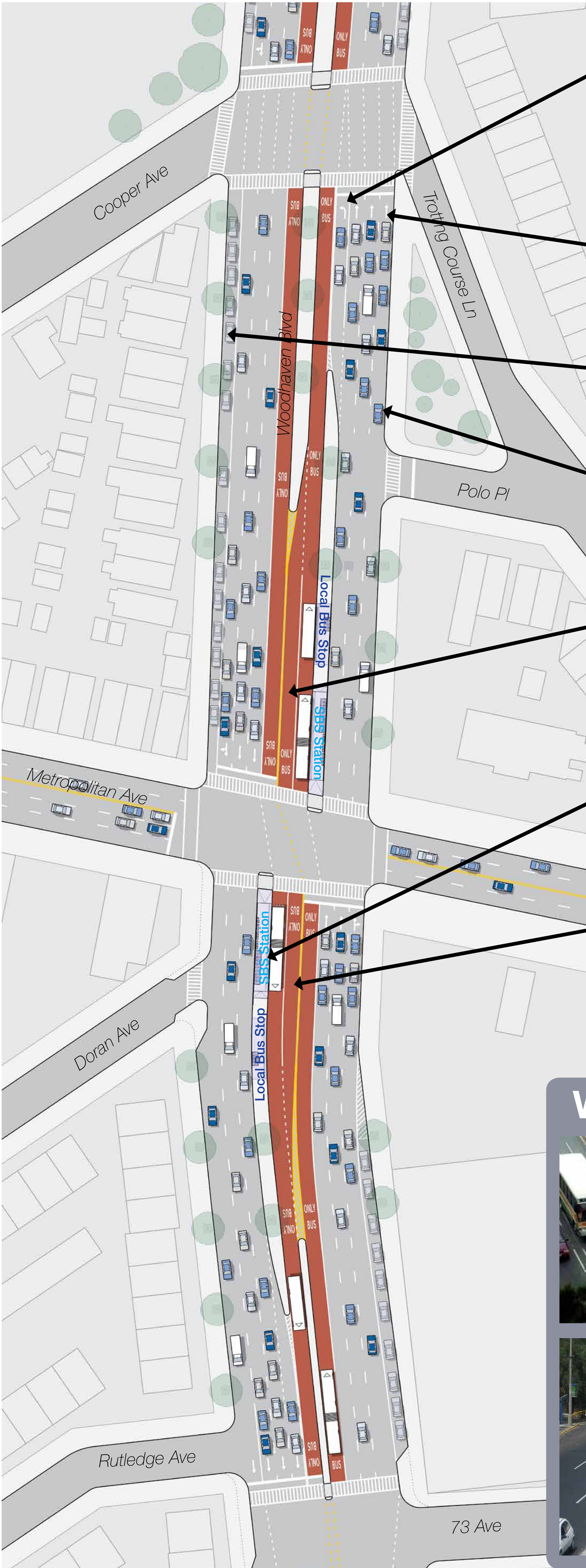
Traffic

- ⑦ three traffic lanes in each direction
- ⑧ parking lane; rush hour parking restrictions at select locations
- ⑨ left-turn bays at non-stations



CONCEPT 3: MEDIAN BUS LANES

Sample Location 1: Woodhaven Blvd & Metropolitan Av



Left turns
are made from left-turn bays at selected intersections and are prohibited at other locations; requires left-turn only signal to cross the busway

Right turns
are made from the rightmost lane

Parking & deliveries
occur in the curb lane

Rush hour parking restrictions
may be required in locations

Passing bus lanes
allow SBS and Express buses to bypass Local buses

Median bus stations
create designated platforms for bus riders and pedestrian refuges at intersections

Median bus lanes
is a designated facility for all buses without conflict from other traffic

Where has this been done before?



Curitiba, Brazil



Mexico City, Mexico



Euclid Avenue, Cleveland, OH

CONCEPT 3: MEDIAN BUS LANES

Sample Location 2: Woodhaven Blvd & Rockaway Blvd

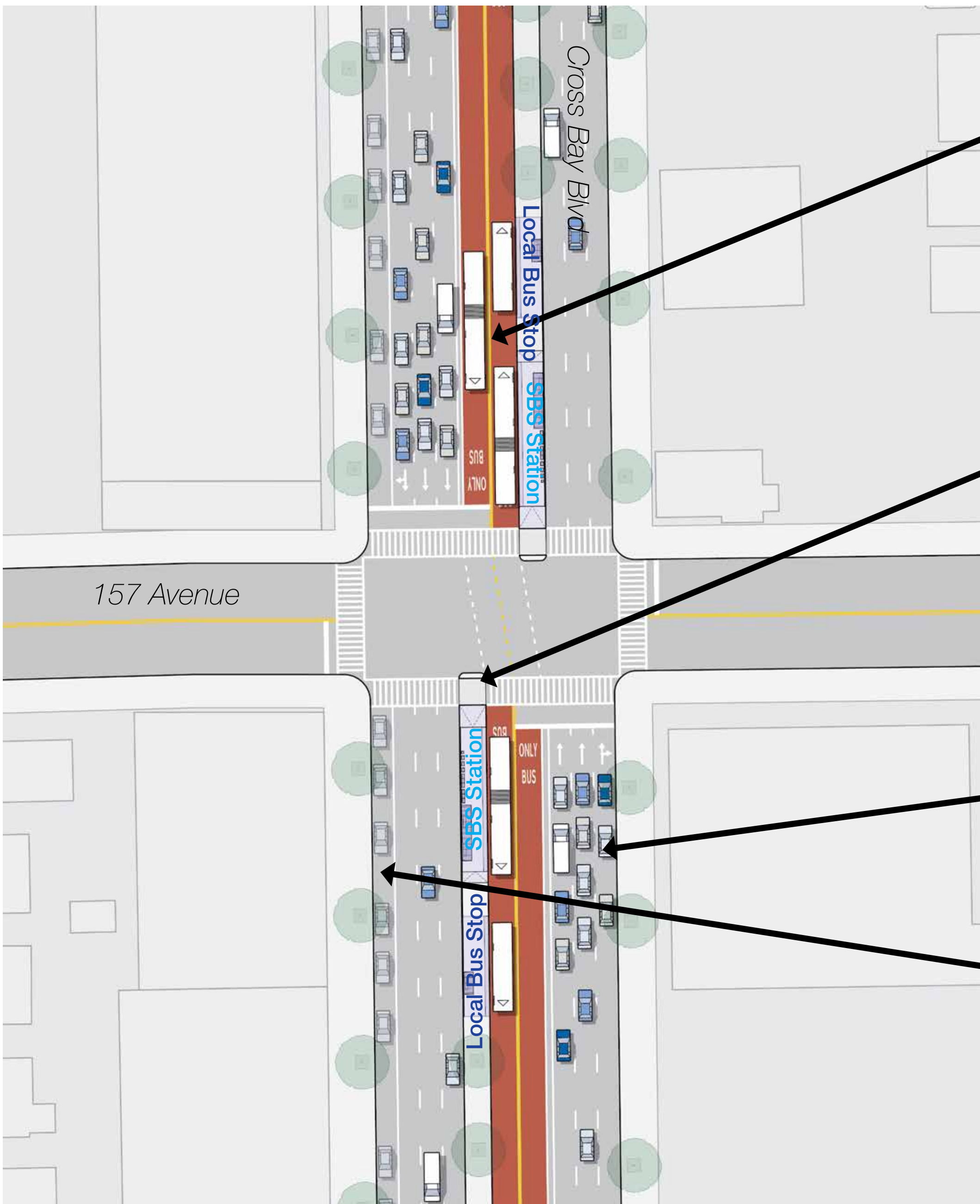


Median bus stations
reduce pedestrian crossing distances and create a safe crossing refuge

Expanded medians
reduce pedestrian crossing distances and add public space / greening to the intersection

Simplified traffic patterns
under the elevated subway tracks improve traffic organization and safety

Sample Location 3: Cross Bay Blvd & 157 Av



Median bus lanes
with no passing lane on Cross Bay Blvd where the right-of-way is narrower than Woodhaven Blvd

Median bus stations
provide a high-quality bus stop for bus customers and a safe crossing refuge for pedestrians

Rush hour parking restrictions
on the NB side of Cross Bay Blvd

Full-time parking & deliveries
occur in the SB curb lane