

Utica Avenue

CB 8 Transportation Committee | November 18, 2014



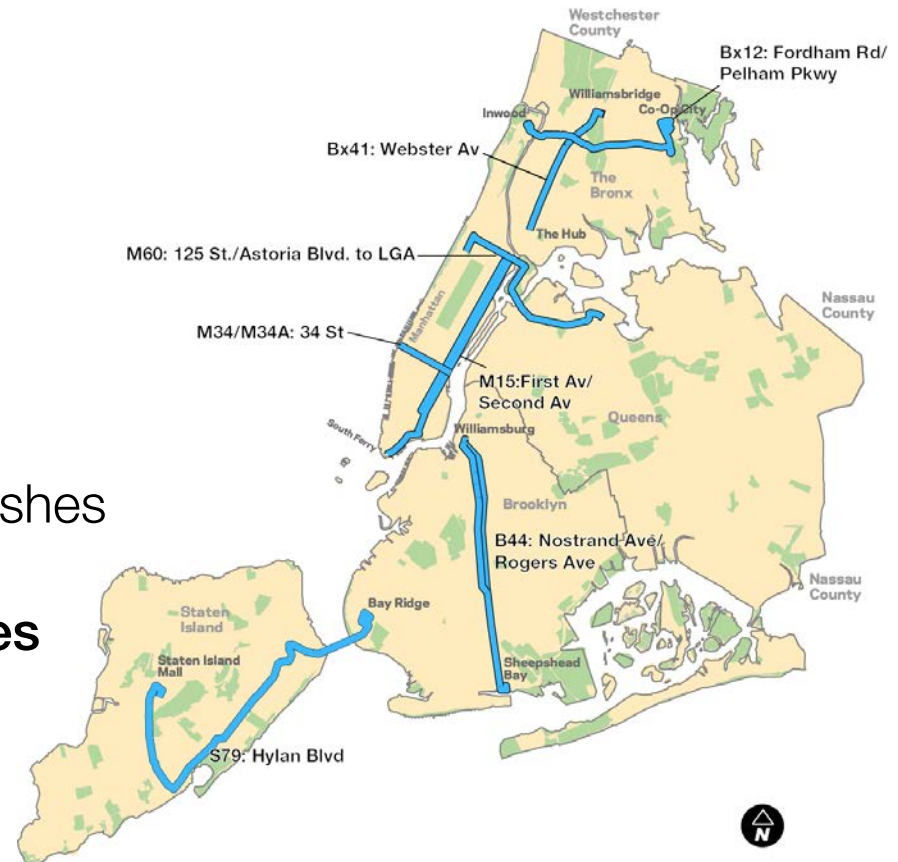
Select Bus Service in New York City

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
- 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 in New York City

Dedicated Bus Lanes



Select Bus Service in New York City

Improved Fare Collection



Select Bus Service in New York City

Transit Signal Priority



Select Bus Service in New York City

Real-time Passenger Information



Route Information Stop

B44 Avenue U 0
B44 Avenue U 0
B44 Knapp Street 1
B44 Avenue U 2

FRI MAR. 21 07:13 AM



Select Bus Service in New York City

Improved Station Amenities



Select Bus Service in New York City

Pedestrian Safety Improvements



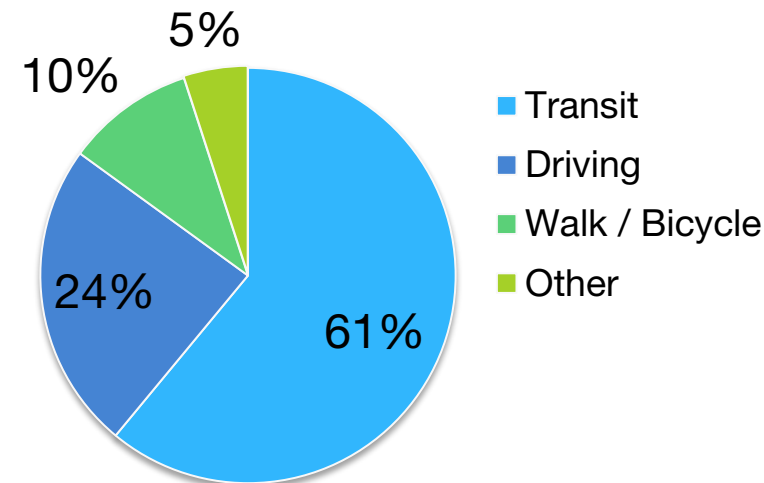
Project Background

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

- Ranked by community as one of two corridors most in need of bus improvements
- Characterized by slow and crowded trips
- Second-busiest bus route in NYC, carrying nearly 50,000 passengers per day
- Crucial connection to 3 4 A C trains
- Connection to 30 bus routes including B35, B6, B12
 - B35-to-B46 transfer is the most frequent bus-to-bus transfer in NYC



Residents Mode to Work



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

Project Background

Safety Concerns

Corridor has among the highest rates of injury from motor vehicle crashes in Brooklyn.

- 16 fatalities and 254 severe injuries between 2008 and 2012
- 60% of vehicles travel above the speed limit (30 mph at time of observation)

High Crash Intersections (2008-2012)

Intersection	Fatalities	Severe Injuries
Avenue U	1	10
Flushing Av	0	10
Eastern Pkwy	3	6
Avenue H	0	8
Winthrop St	2	6
Myrtle Av	1	6



2014 Bus Priority and Safety Improvements

Transit

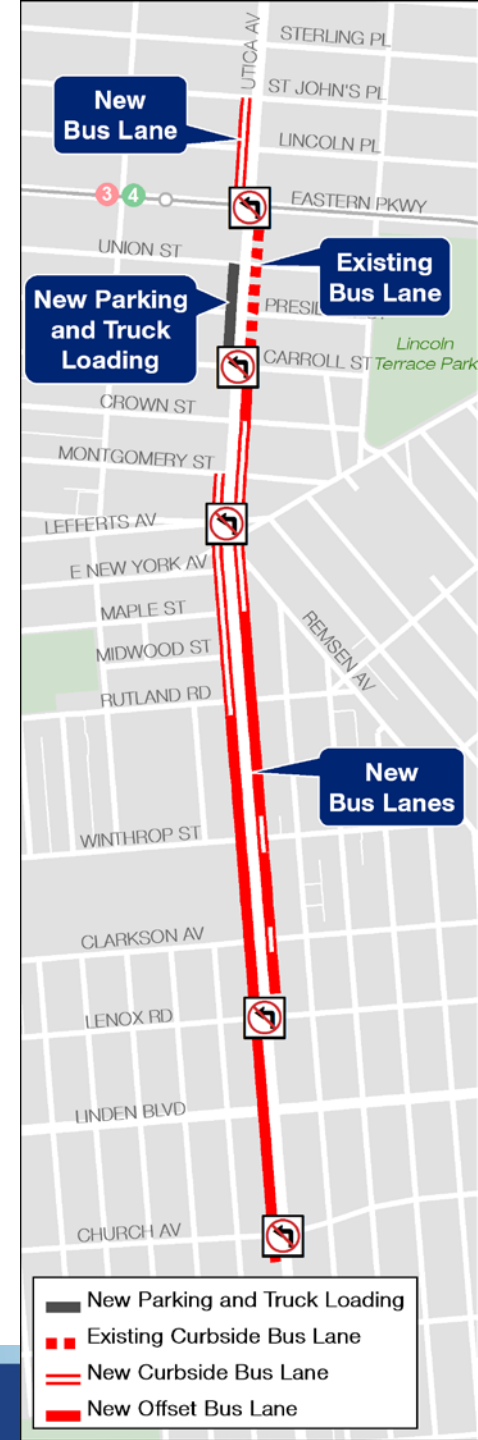
- Offset and curbside bus lanes on 1.3 miles of Utica Av corridor from St. John's Pl to Church Av

Traffic and Safety

- Left-turn restrictions to improve pedestrian safety and left-turn bay additions to maintain traffic flow

Parking

- +19 parking spaces near Eastern Parkway (within 3 blocks)
- -22 parking spaces along southern part of corridor (about 1 per block)
- New loading zones to accommodate businesses



2014 Bus Priority and Safety Improvements



2014 Bus Priority and Safety Improvements

Sections where bus lane was installed

- B46 Limited and local travel times decreased 8% to 15%*
- Vehicle travel times decreased 20% to 25% in peak direction*

*AM and PM peak



Utica Avenue Select Bus Service

Build on existing Bus Priority and Safety Project to upgrade B46 Limited to B46 SBS. Utica Avenue SBS might include:

- Off-board fare collection
- Additional bus lanes
- Transit signal priority
- Service planning changes to improve reliability
- Capital improvements at SBS stations
 - Real-time passenger information
 - Bus bulbs (sidewalk extensions at bus stops)
 - New shelters, plantings, benches, etc.



Community Outreach



Community Advisory Committee



Public open houses and workshops



Community Board Presentations



Individual Stakeholder Meetings

Public Workshop #1

What We Heard

Transit Concerns

- Crowding (especially during rush hour)
- Bus bunching / reliability
- Amount of service to Williamsburg
- Lack of real-time information

Traffic Concerns

- Double parking
- Congestion / slow bus trips
- Bus lane being blocked / lack of enforcement

Safety Concerns

- Pedestrian safety at complex intersections
- Dangerous driver behavior / speeding
- Lighting at night



Project Timeline

Step 1

Step 2

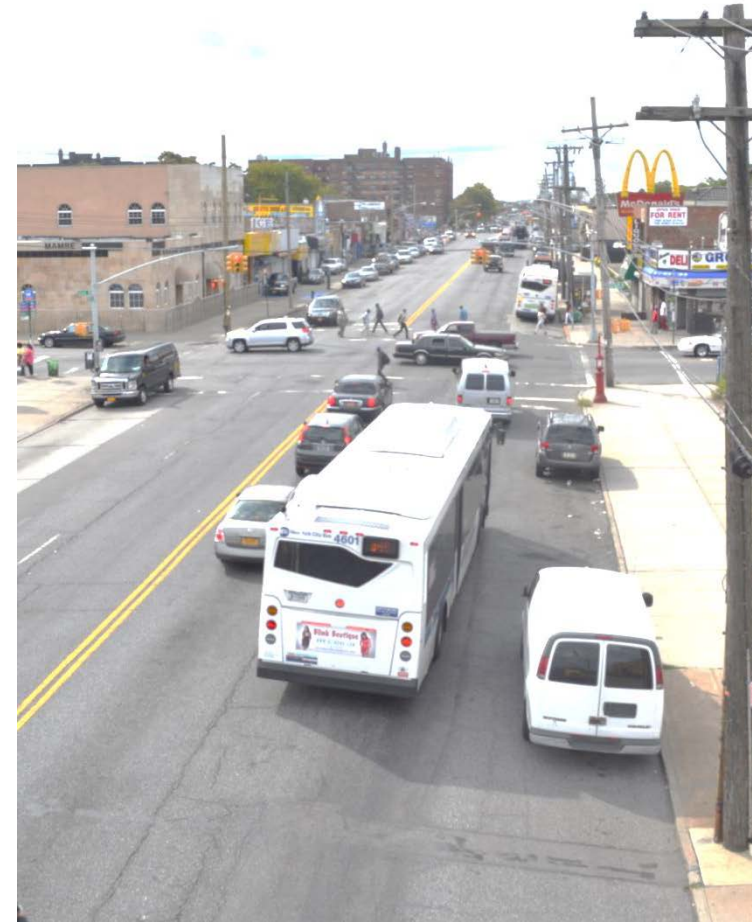
Step 3

Step 4

Fall 2014

Step 1: Data collection and analysis

- Monitor and evaluate 2014 project
 - Bus speeds
 - Vehicle travel time
- Analyze full B46 corridor
 - Traffic counts
 - Parking survey
 - Safety data
 - Transit operations
 - Ridership / transfer data
 - Sources of delay
 - Local and Limited service patterns



Project Timeline



Step 2: Conceptual design

- Identify feasible street design changes south of Church Avenue and north of St. John's Place and determine impacts on:
 - Transit travel time and reliability
 - Traffic flow
 - Safety
 - Parking / delivery access
- Develop conceptual service plans for B46 SBS and B46 Local
- Solicit input from community members

Project Timeline

Step 1

Step 2

Step 3

Step 4

2015

Step 3: Develop corridor plan

- Develop detailed street design
- Prepare traffic analysis
- Identify SBS station locations
- Develop capital designs for station improvements
- Refine details with CAC, community boards, and general public



Project Timeline

Step 1

Step 2

Step 3

Step 4

TBD

Step 4: Final design plan

- Finalize corridor design
- Develop implementation plan
- Potential 2015 SBS service launch
- Prepare construction phasing plan for capital elements



Next Steps

Fall 2014

- Traffic and parking data collection and analysis
- Transit operations data collection and analysis

Winter 2015

- CAC Meeting #2
- Public Meeting #2

Questions?

