

B46 Select Bus Service

Community Board 3 Transportation Committee Meeting | March 10, 2015



Agenda

1. Provide an update about the project to date
2. Present draft service plan for B46 SBS and B46 local
3. Present pedestrian safety improvements for Utica Avenue & Fulton Street intersection
4. Discuss plans and identify key comments and issues

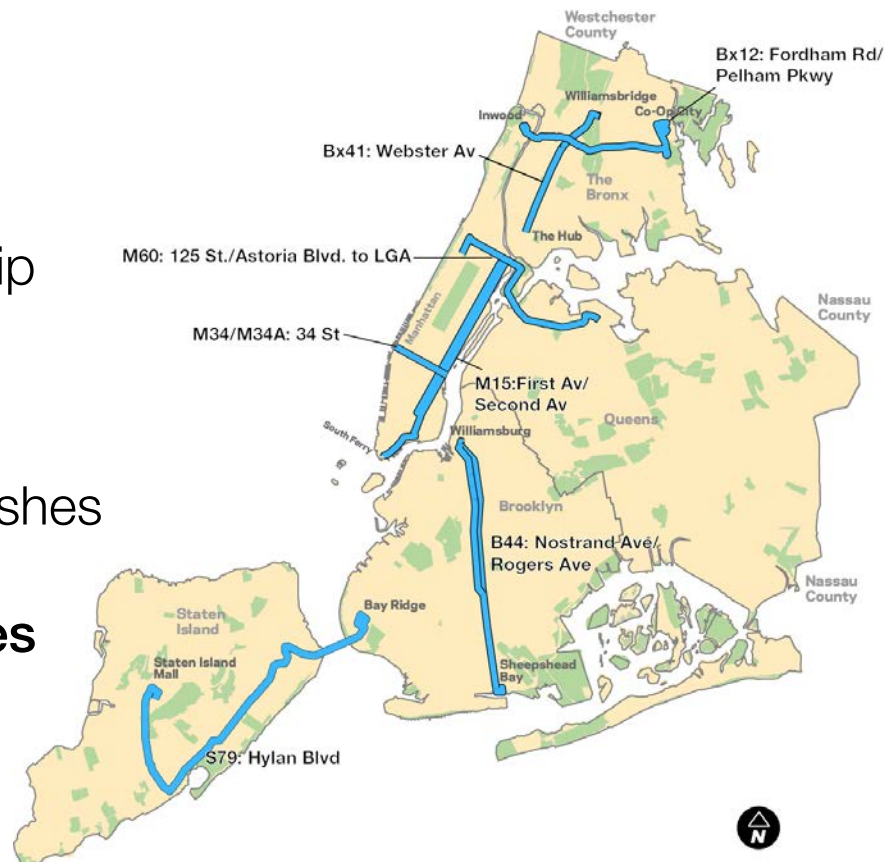
Select Bus Service in New York City

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



Passenger information



Improved station amenities



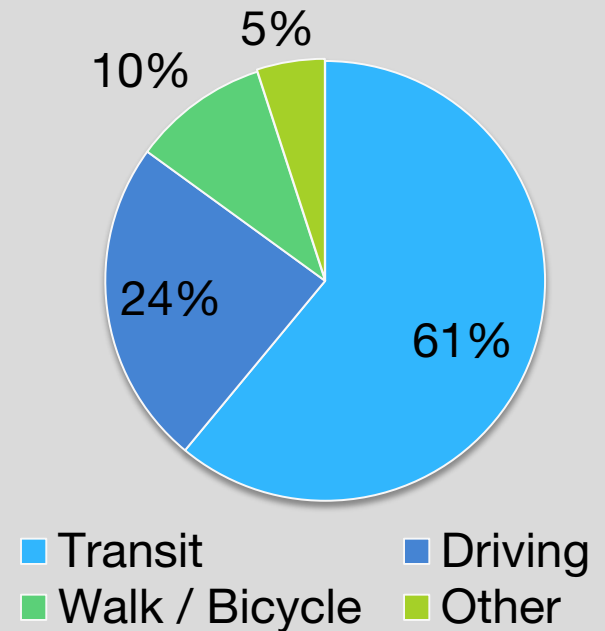
Pedestrian safety improvements

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 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 and 30 bus routes
- Bus lanes implemented in 2014 in portion of corridor, improving bus and vehicle travel times

Residents Mode to Work



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

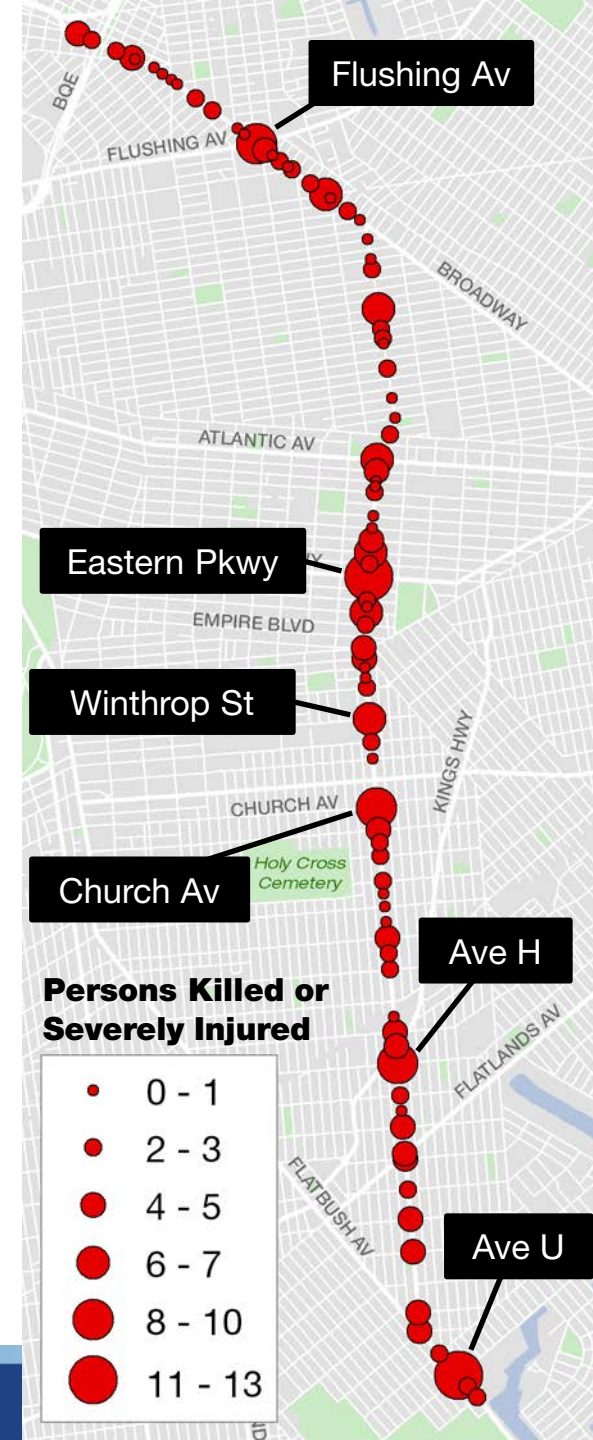
Safety Concerns

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

- 18 fatalities and 250 severe injuries between 2009 and 2013
- 60% of vehicles travel above the speed limit (30 mph at time of observation)

High Crash Intersections (2009-2013)

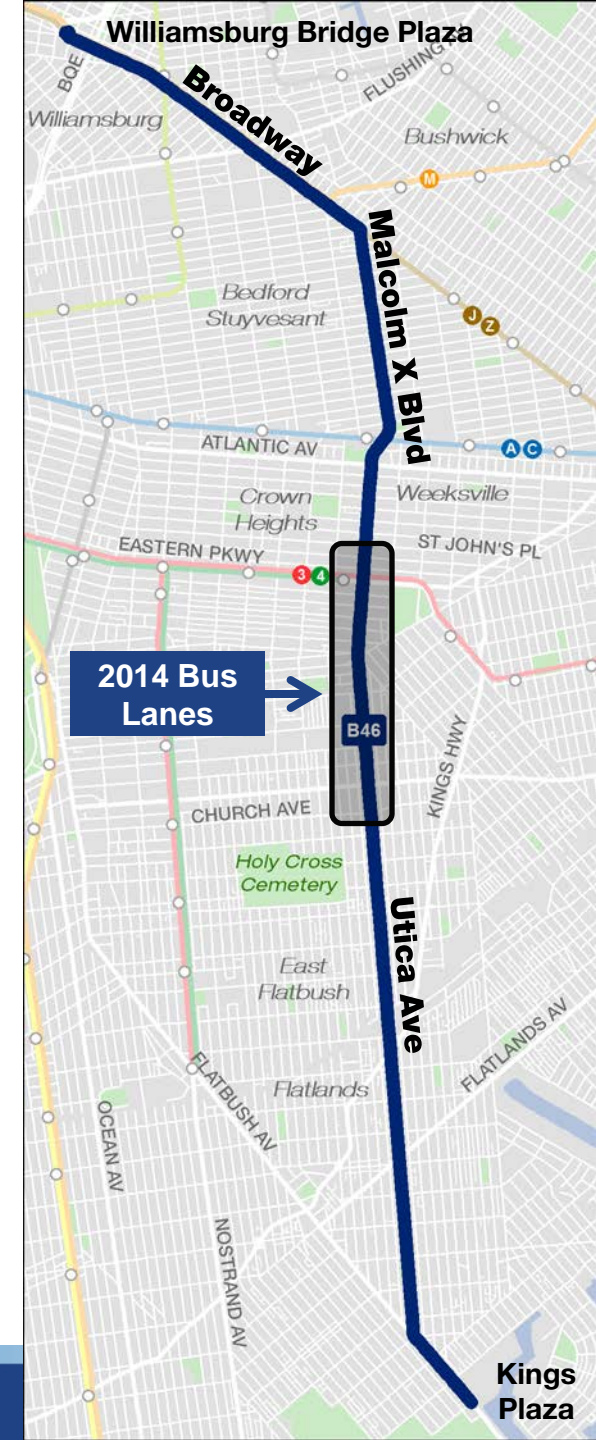
Intersection	Fatalities	Severe Injuries
Eastern Pkwy	2	11
Avenue U	1	10
Church Av	1	10
Flushing St	0	9
Avenue H	0	8
Winthrop St	2	5



Utica Avenue Select Bus Service

B46 Limited to be upgraded to B46 SBS, which will include:

- Off-board fare collection
- Dedicated bus lanes (possible extension south of Church Avenue)
- Transit signal priority
- Service changes to improve reliability
- Capital improvements at SBS stations
 - Real-time passenger information
 - Bus bulbs (sidewalk extensions at bus stops)
 - Pedestrian safety enhancements at complex intersections
 - New shelters, plantings, benches, etc.



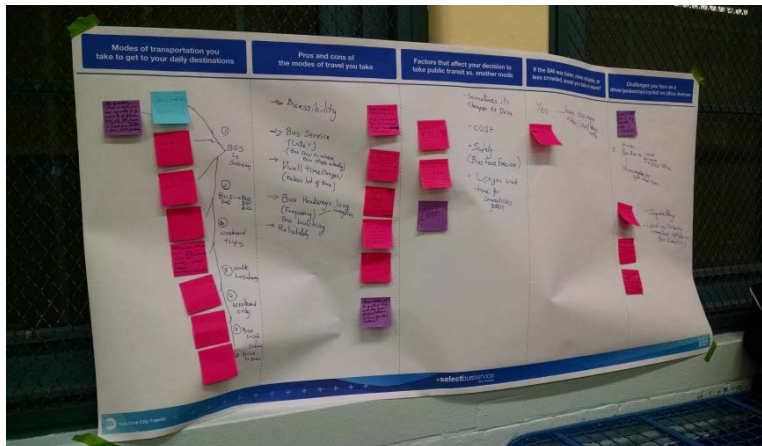
Utica Avenue Outreach

Outreach for the 2014 Bus Improvement Project (2013-2014)

- Meetings with Community Boards, local businesses, and elected officials

Outreach for Select Bus Service

- Community Advisory Committee Meeting #1 (September 2014)
- Public Workshop #1 (November 2014)
- Presentation to CB8 - Transportation Committee (November 2014)
- Community Advisory Committee Meeting #2 (February 2015)



What We've 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



Data Collection

Collected and analyzed a large amount of data in order to:

- Understand how the corridor works as a whole
- Guide discussion about specific areas
- Inform street design and service pattern decisions

Types of data collected:

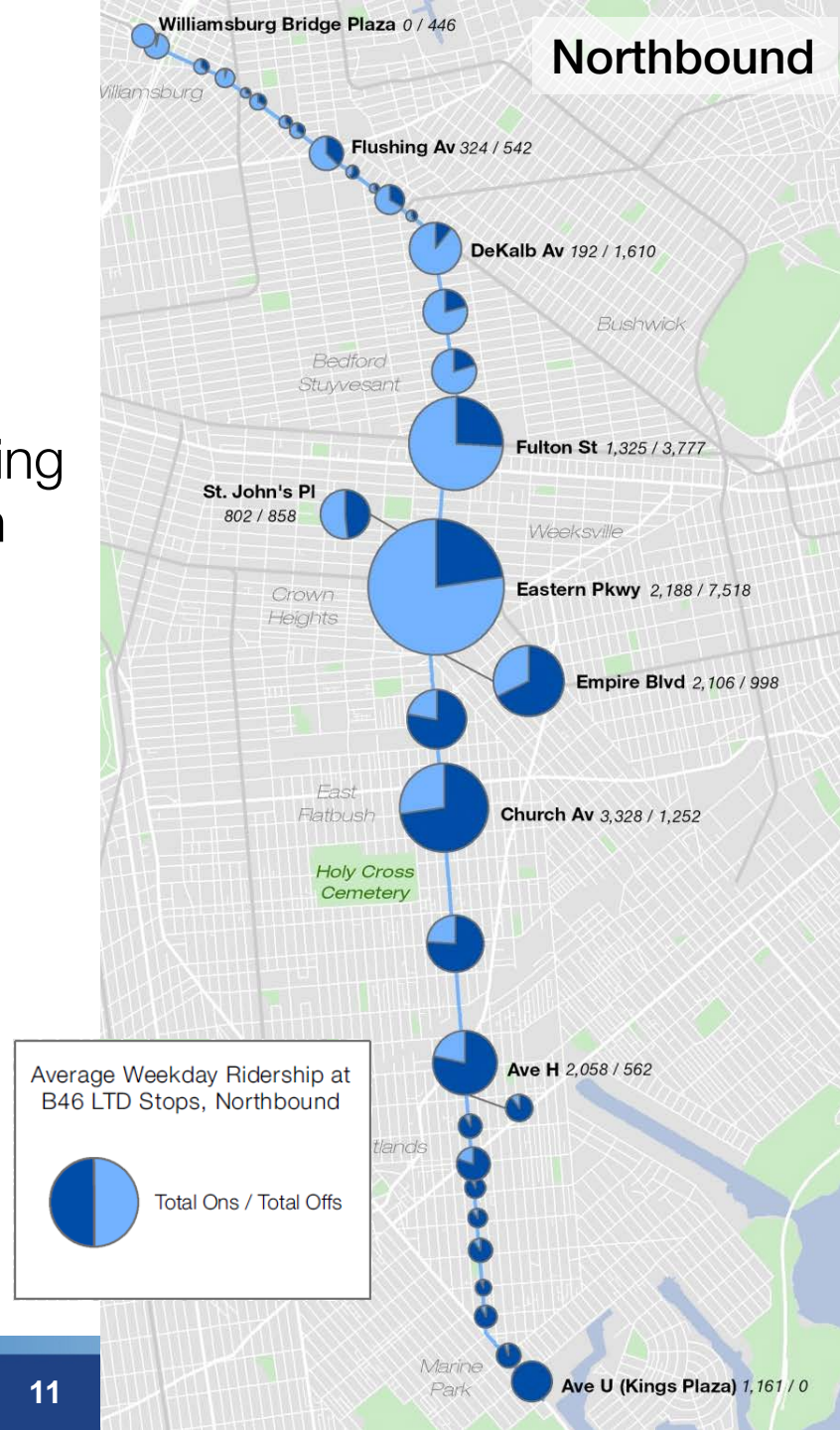
- Bus speeds
- Bus delay
- Bus ridership per stop
- Traffic volumes
- Parking activity
- Crash data



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



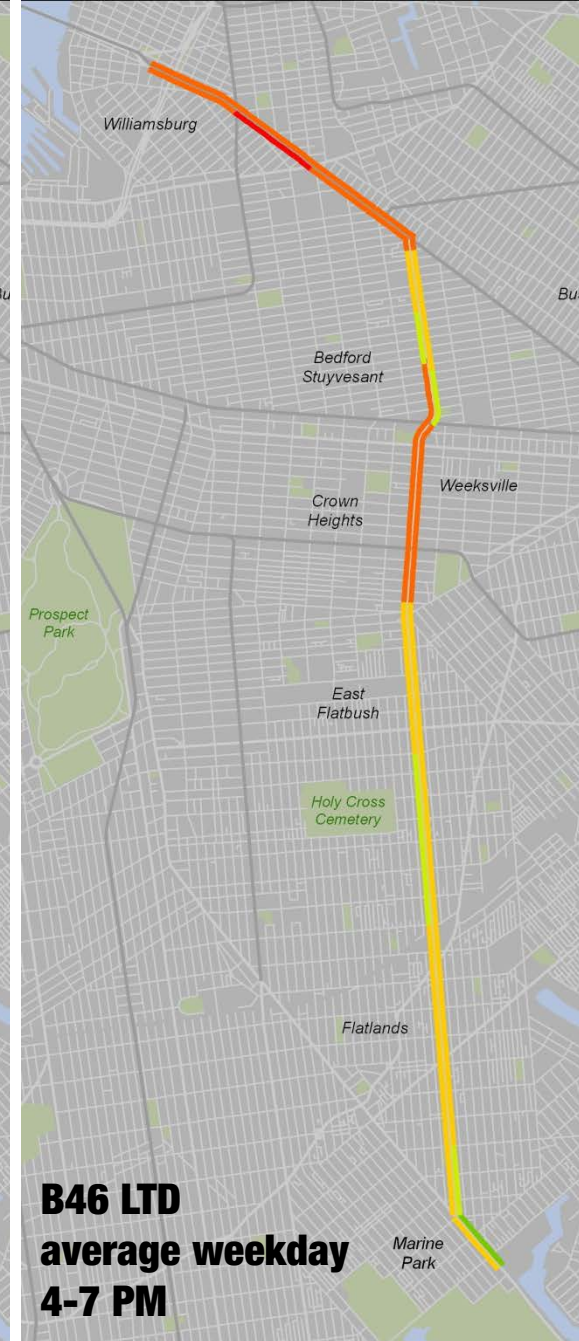
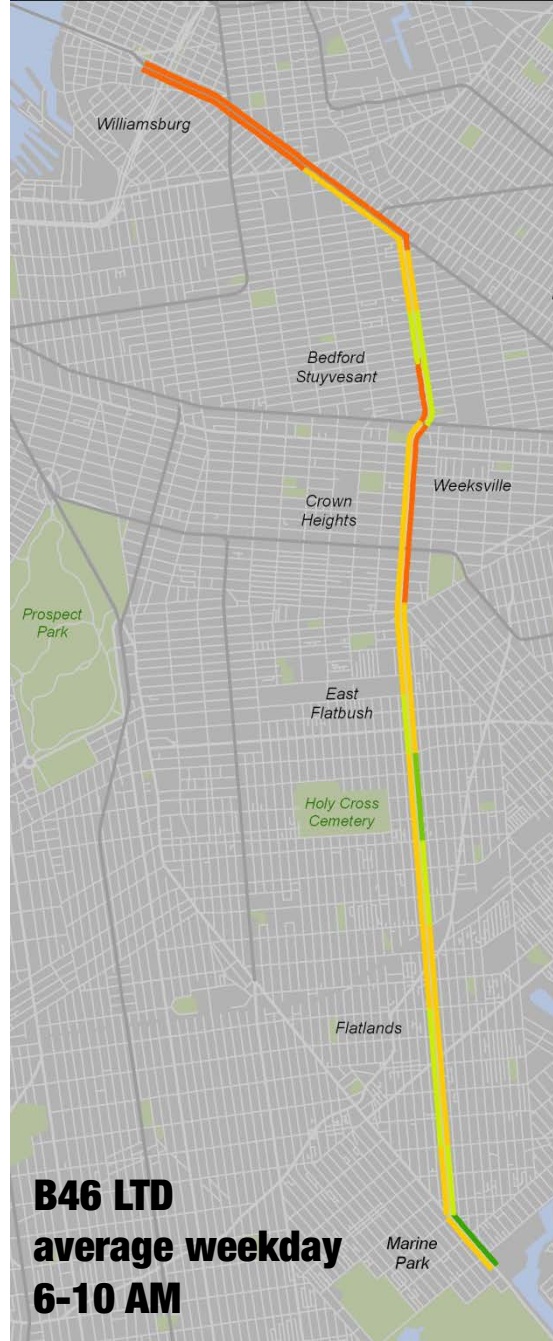
Bus Speeds

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

Causes of slow speeds are:

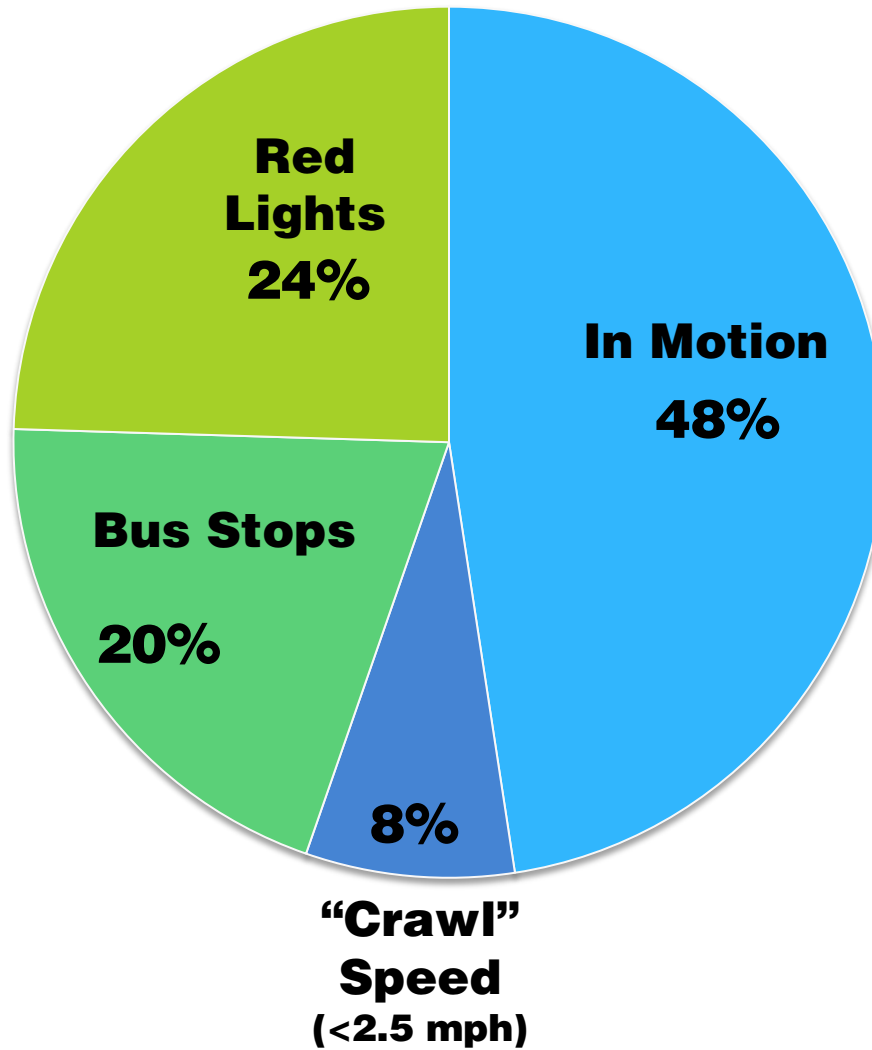
- Busy stops
- Delay due to double-parking, turning vehicles, etc.
- Congestion
- Red lights

Bus Speeds
(mph)



Bus Delay

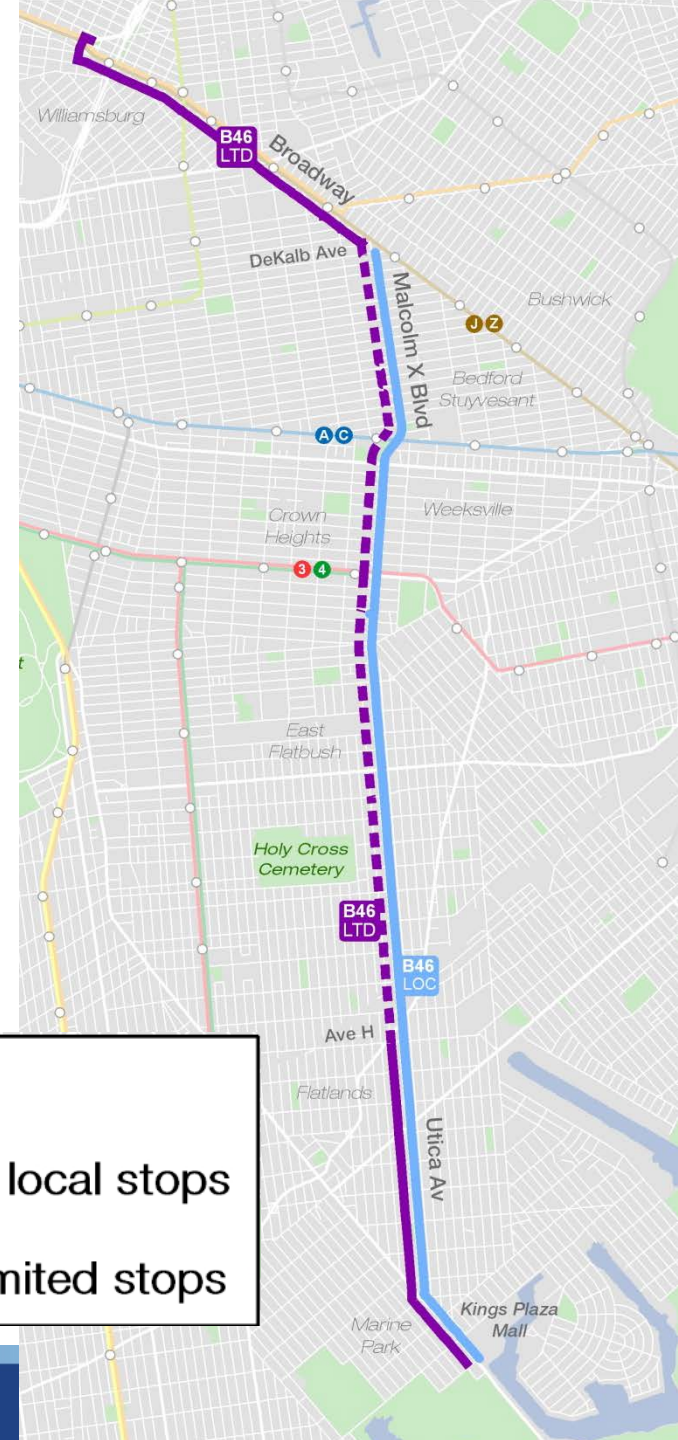
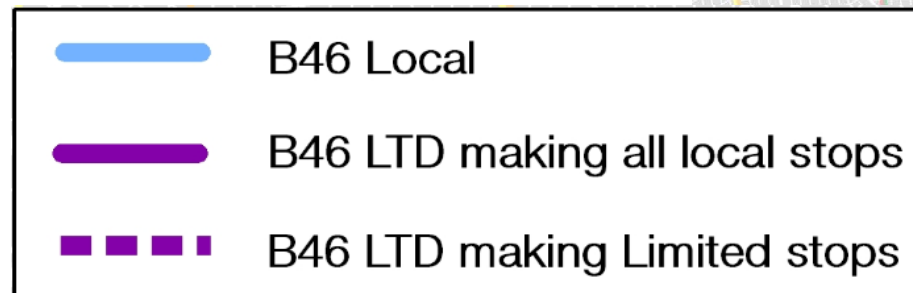
B46 LTD, 4-7 PM



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

Current B46 Local and LTD Service Pattern

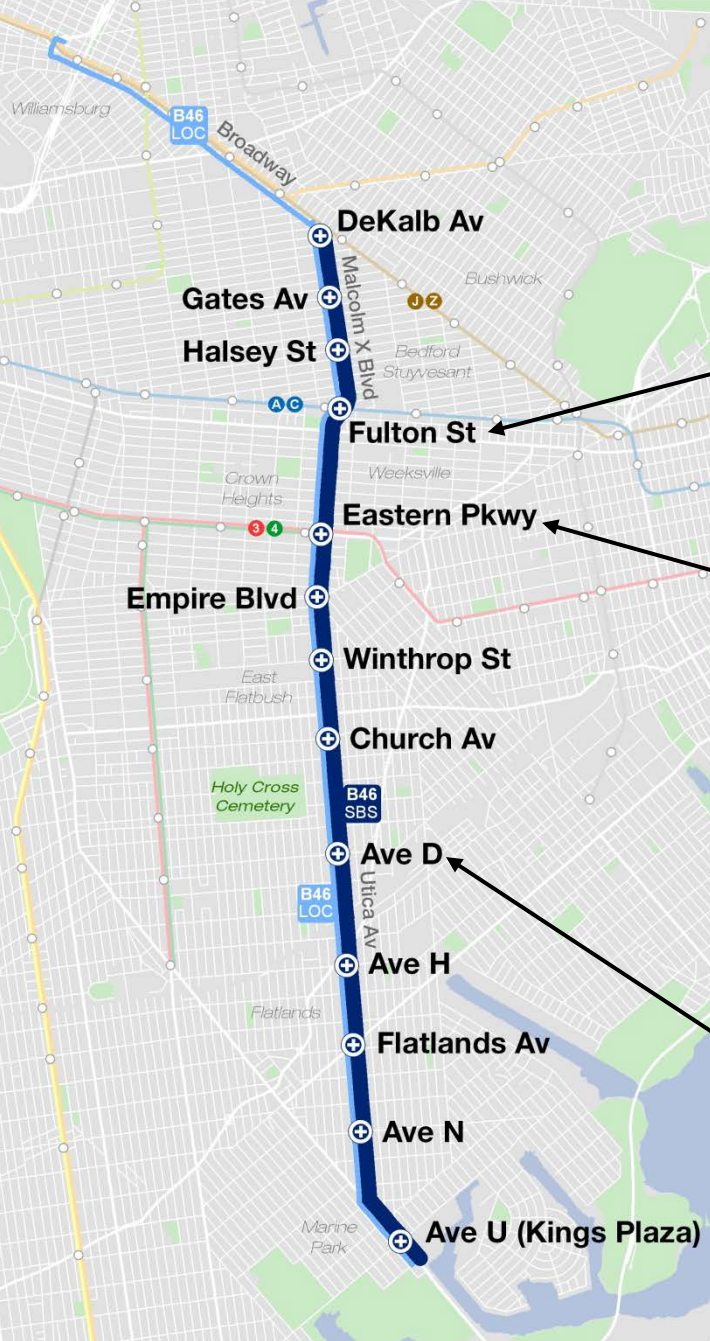
- B46 LTD generally travels between Kings Plaza and Williamsburg Bridge Plaza
- B46 LTD makes all local stops north of DeKalb Ave and south of Ave H
- B46 Local generally travels between Kings Plaza and DeKalb Ave



Proposed B46 Stations and Service Pattern

- Maintain high-ridership Limited stops and key transfers
- SBS will make Limited stops south of Avenue H, as it will elsewhere
- Extend local service to full corridor, 24 hours per day
- Northern terminal of SBS will be DeKalb Ave to increase reliability and better serve busiest portion of route
 - Only 9% of riders travel between Broadway and the rest of the route, yet Broadway section is 24% of route miles and has the slowest speeds

Proposed B46 SBS Stations



Proposed B46 Service Changes

Brooklyn Community Board 3



Fulton Street

Existing Conditions

- Safety concerns raised by elected officials and CB 3 representatives during May 2013 walkthrough
- Vision Zero Priority Area
- Pedestrian severely injured in June 2014

Fulton St & Utica Av Injury Summary
2009-2013

	Total Injuries	Severe Injuries
Pedestrian	17	0
Bicyclist	3	0
Motor Vehicle Occupant	38	3
Total	58	3



Fulton Street

Safety Issues

← A C STATION

B25 STOP

Crosswalks not where pedestrians want to go

Slip lanes allow for dangerous turns through crosswalk

B46 STOP

← MALCOM X BLVD →

Fulton St

← FULTON ST →

B25 STOP

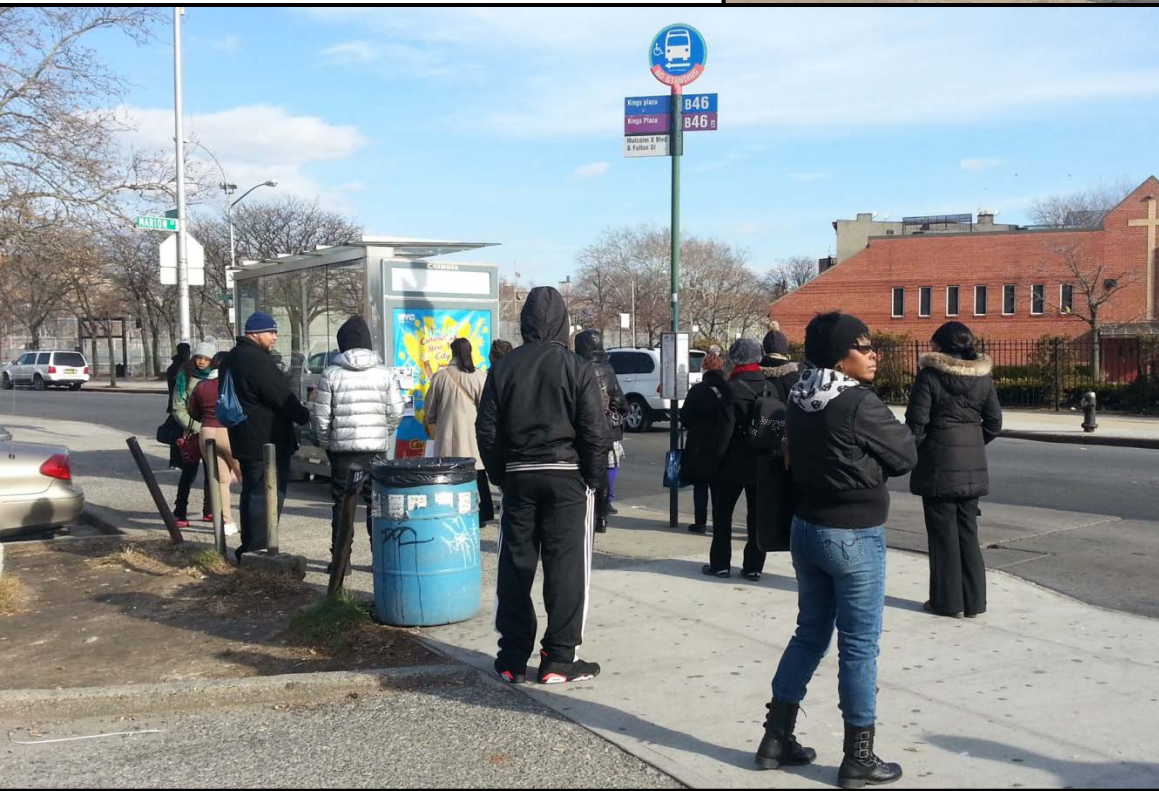
B46 STOP

← UTICA AVE →

Long, two-part crossings

Fulton Street Existing

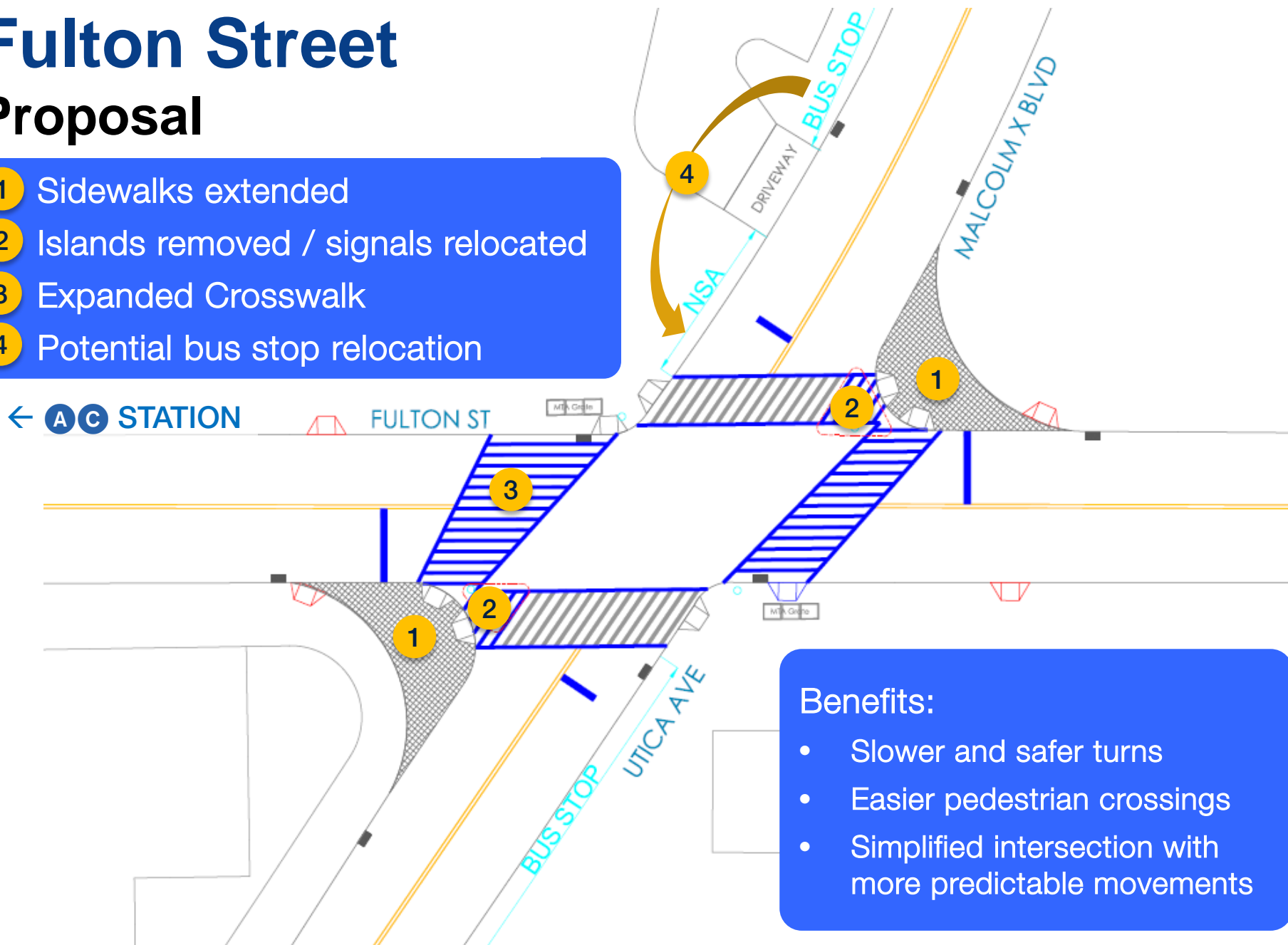
Existing islands are
small and not ADA
accessible



Bus stop set back
from intersection due
to driveway

Fulton Street Proposal

- 1 Sidewalks extended
- 2 Islands removed / signals relocated
- 3 Expanded Crosswalk
- 4 Potential bus stop relocation



Benefits:

- Slower and safer turns
- Easier pedestrian crossings
- Simplified intersection with more predictable movements

Next Steps

Spring 2015

- Finalize service plan for B46 SBS and B46 local
- Develop conceptual street design changes south of Church Avenue and north of St John's Place (if any)
- Present to other Community Boards along corridor
- Public Open House

Thursday, March 19th at 6:00pm

Kingsbrook Jewish Medical Center Ballroom

585 Schenectady Ave (b/w Rutland Rd & Winthrop St)

Brooklyn, NY

Summer 2015

- Develop corridor plan
- Develop implementation plan

Questions?



New York City Transit

+selectbusservice

