

B46 Select Bus Service

Community Board 18 | April 15, 2015



Agenda

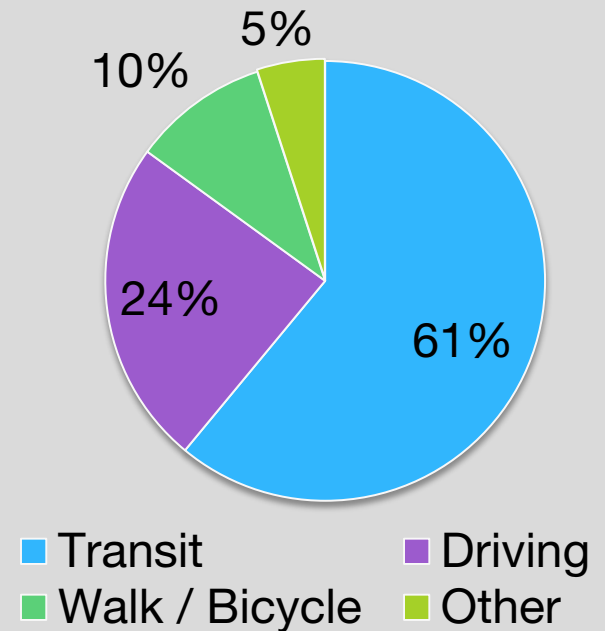
1. Provide an update about the project to date
2. Present draft service plan for B46 SBS and B46 local
3. Present draft street design changes in CB 18
4. Discuss plans and identify key comments and issues

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
- Vision Zero Priority Corridor
 - 7 pedestrians killed and 57 pedestrians severely injured (2009-2013)

Residents Mode to Work



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

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)
- Community Advisory Committee Meeting #2 (February 2015)
- Open House (March 2015)
- Community Board Meetings (March-April 2015)



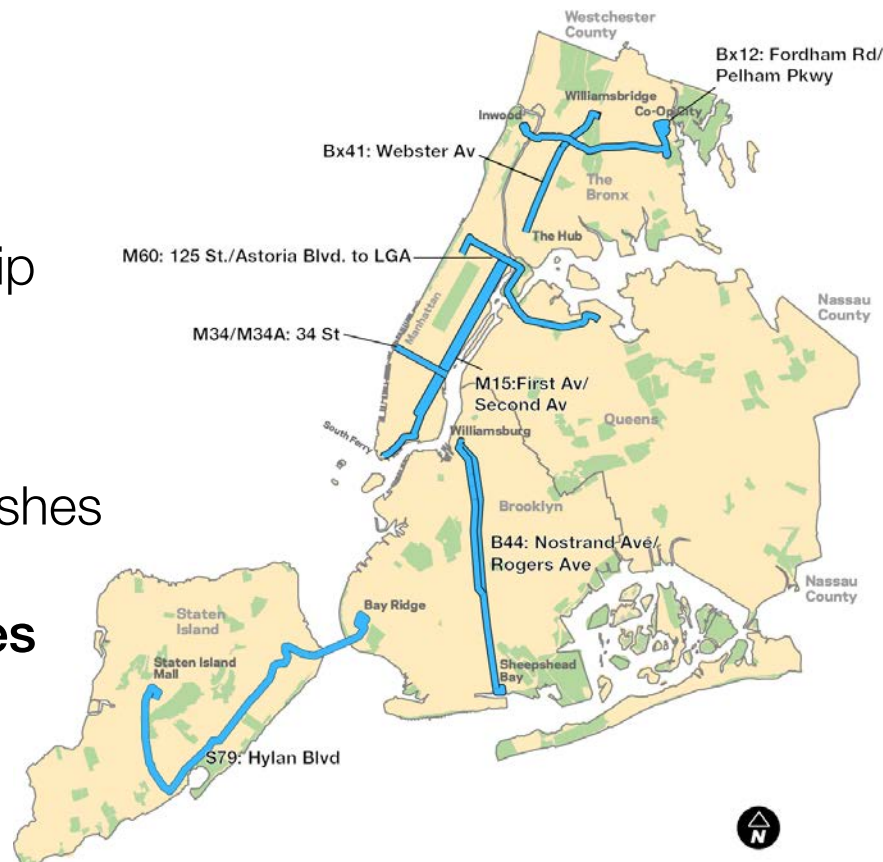
Select Bus Service in New York City

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

Select Bus Service Fare Payment



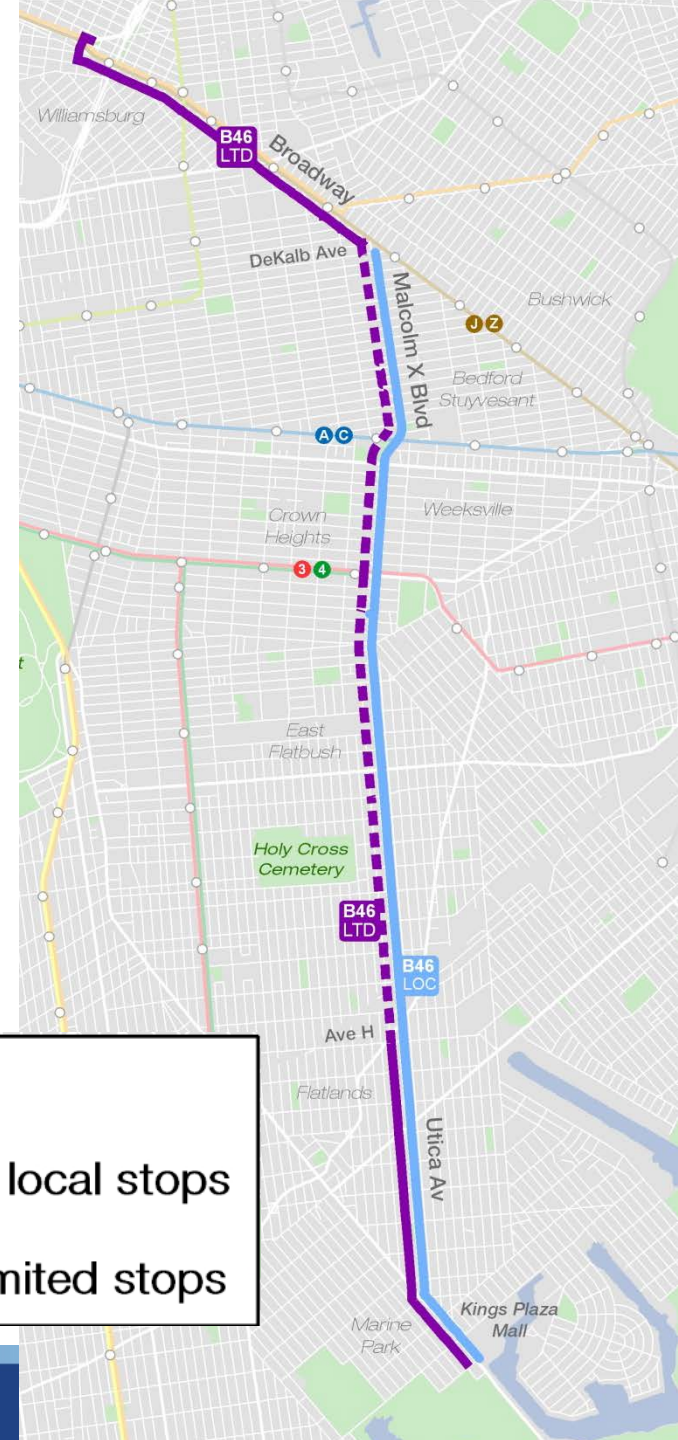
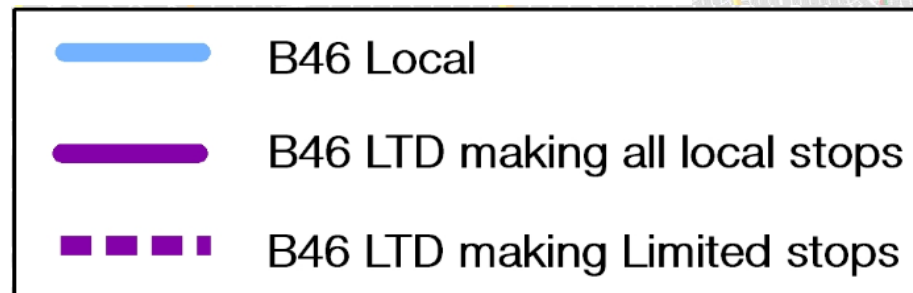
Riders pay with MetroCard or coins before boarding, receive ticket



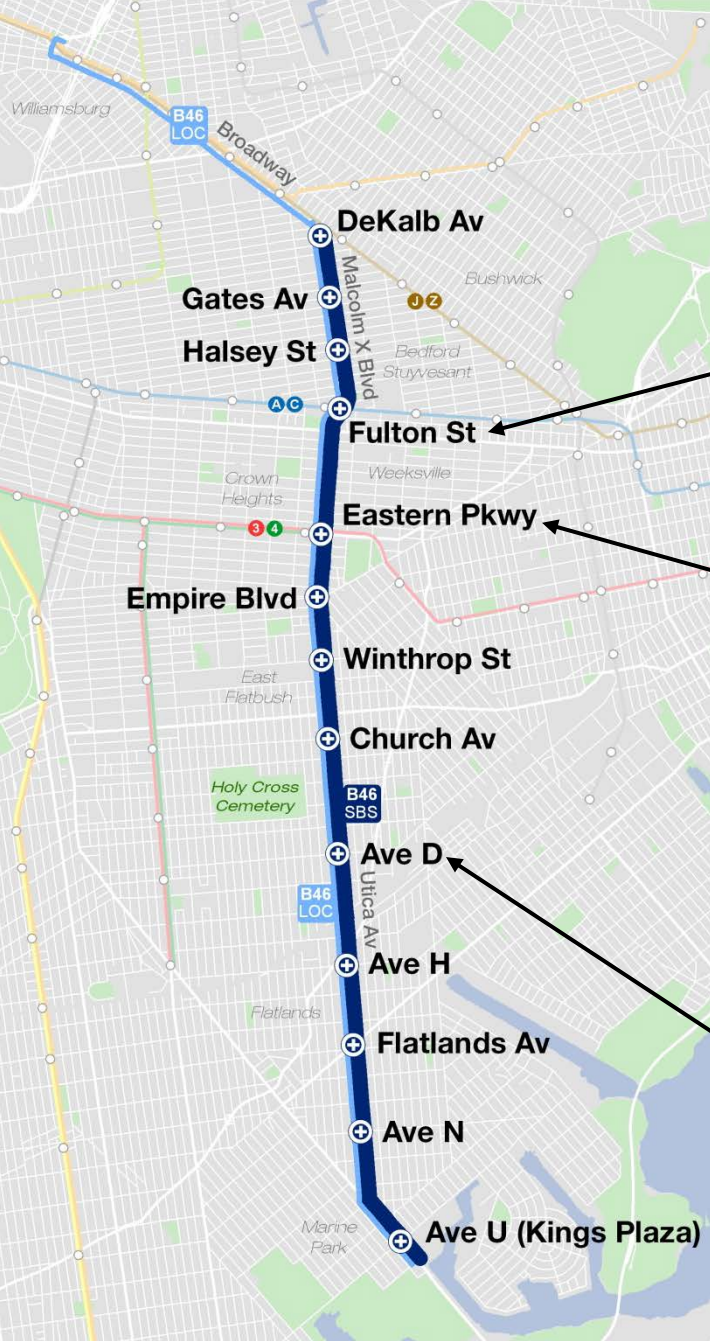
MTA NYCT conducts random fare payment inspections

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

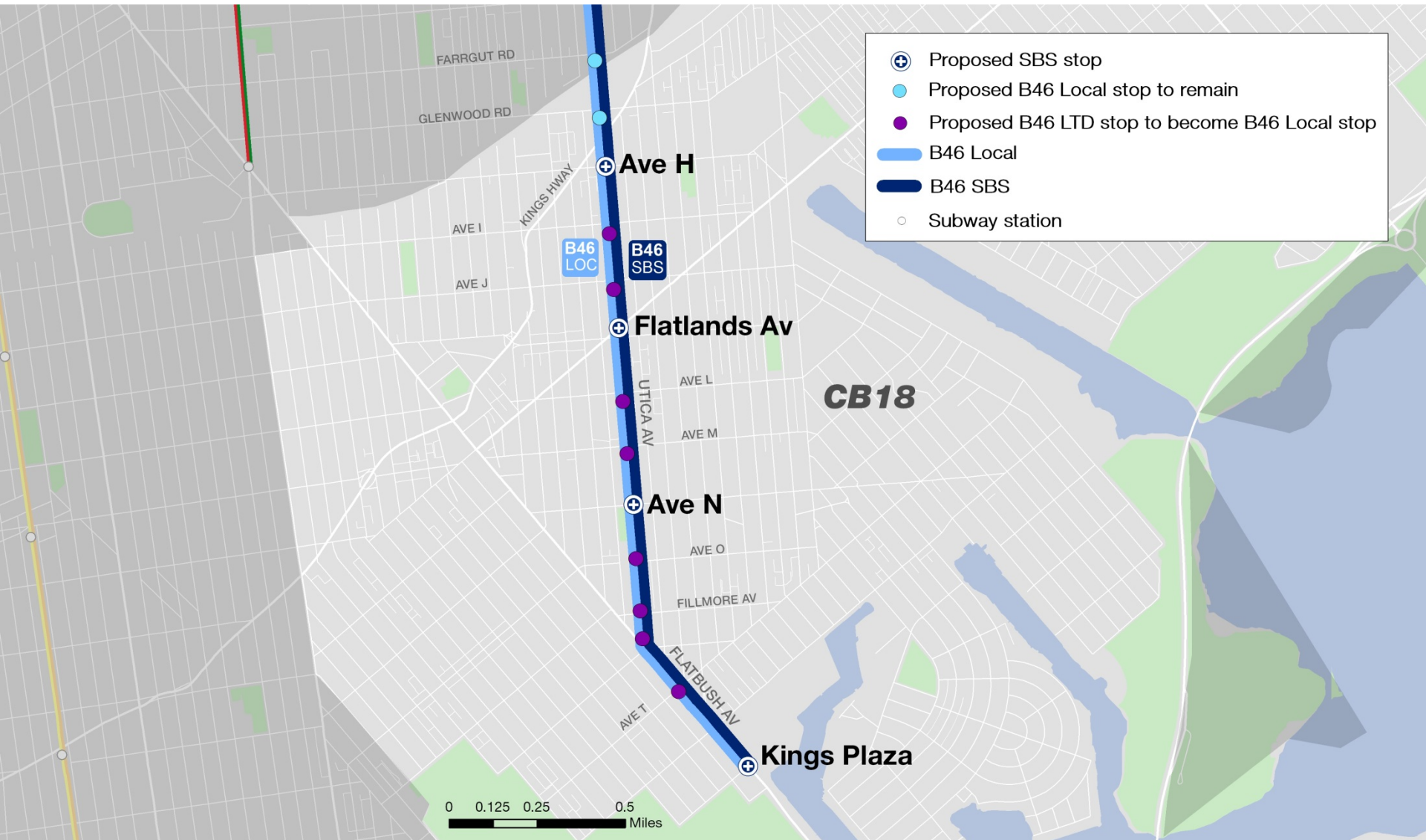


Proposed B46 SBS Stations

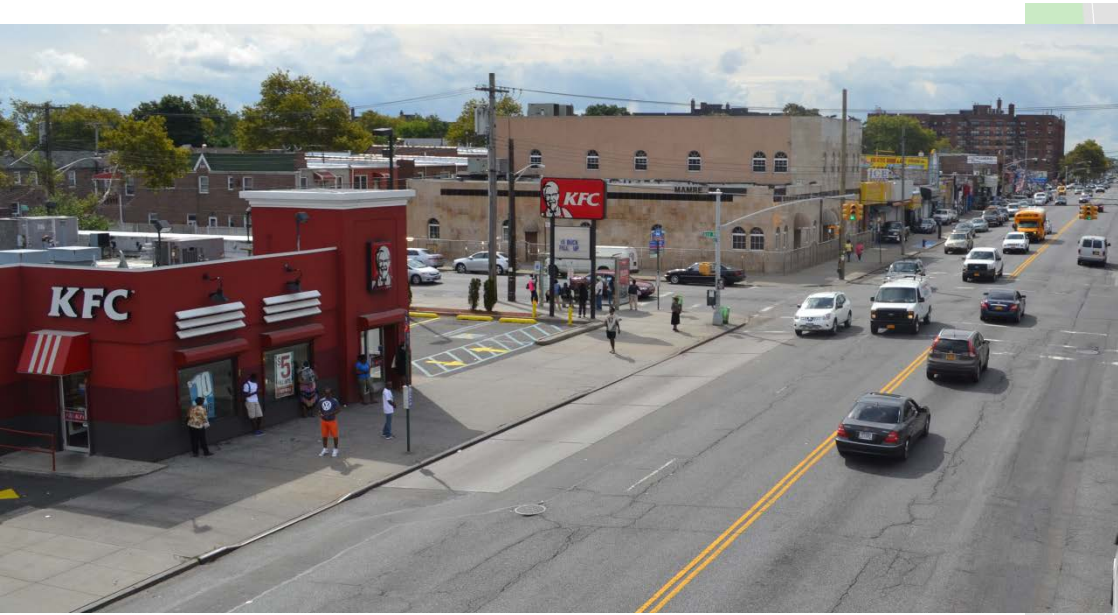


Proposed B46 Service Changes

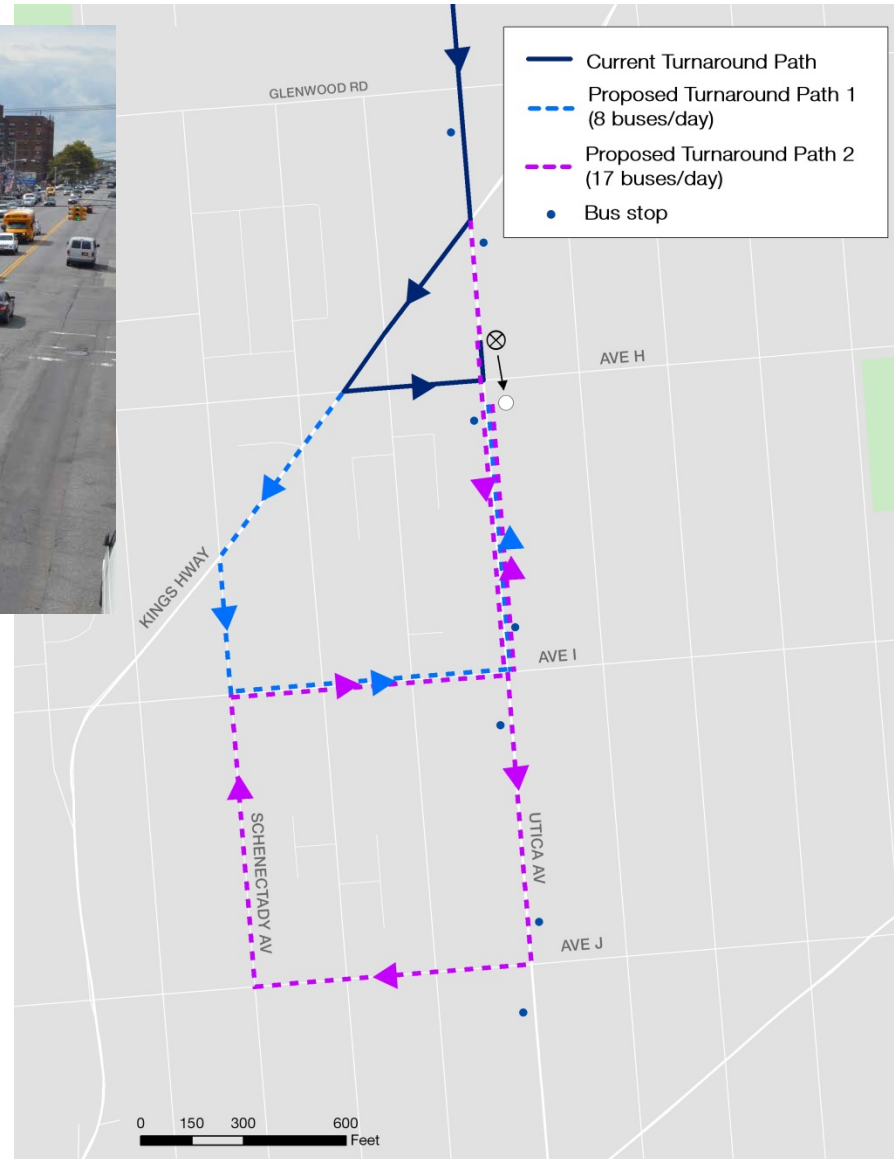
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B46 Short-Turns at Avenue H



- Avenue H northbound stop currently in KFC driveways
- Unwelcoming waiting environment for 2,600 bus riders who use stop daily
- Propose to move from farside (NE corner) to nearside (SE corner)
- Two new turnaround paths



Utica Avenue Street Design

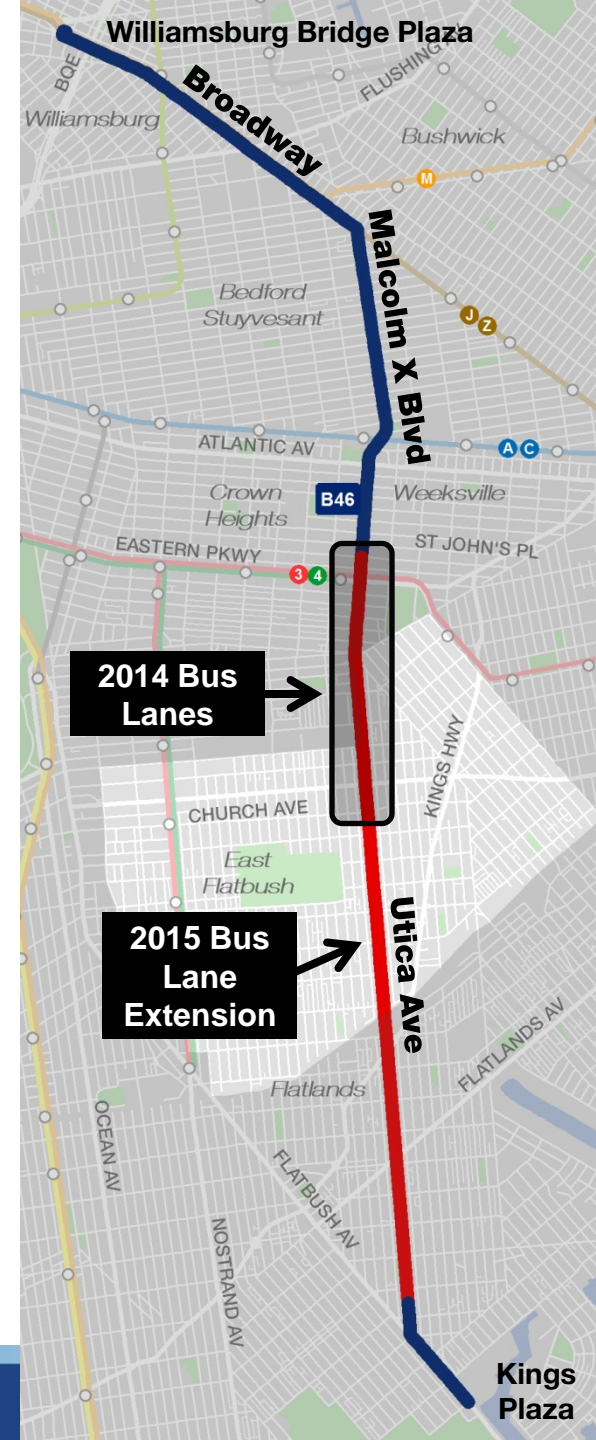
St. Johns Place to Church Avenue (Implemented Summer 2014)

- Added bus lanes, left-turn bays, and turn restrictions
- B46 Limited and local travel times decreased 8% to 15%*
- Vehicle travel times decreased 20% to 25% in peak direction*

Church Avenue to Fillmore Avenue (Proposed Summer 2015)

- Add bus lanes, left-turn bays, turn restrictions
- Add truck loading zones, update curb regulations

*AM and PM peak



Utica Avenue Street Design

Long-Term (2016-2017)

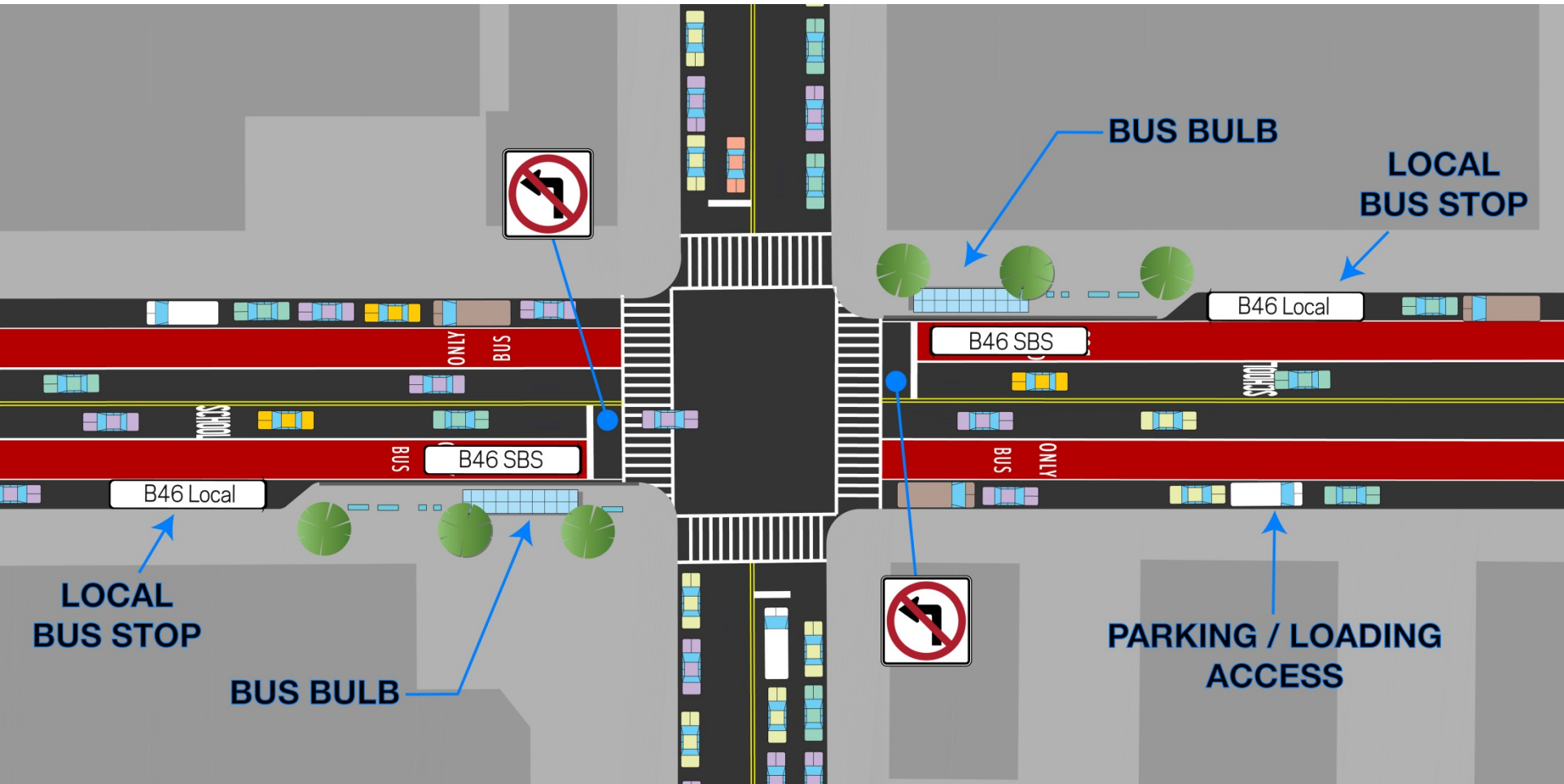
- Implement transit signal priority
- Construct bus bulbs at SBS stations south of Eastern Parkway
- Add real-time passenger information, new shelters, plantings, and benches
- Add curb extensions, pedestrian islands, and high-visibility crosswalks
- Resurface Utica Avenue



*Bus Bulb Example
34th Street & Eight Avenue, Manhattan*

Utica Avenue Bus Lane Design

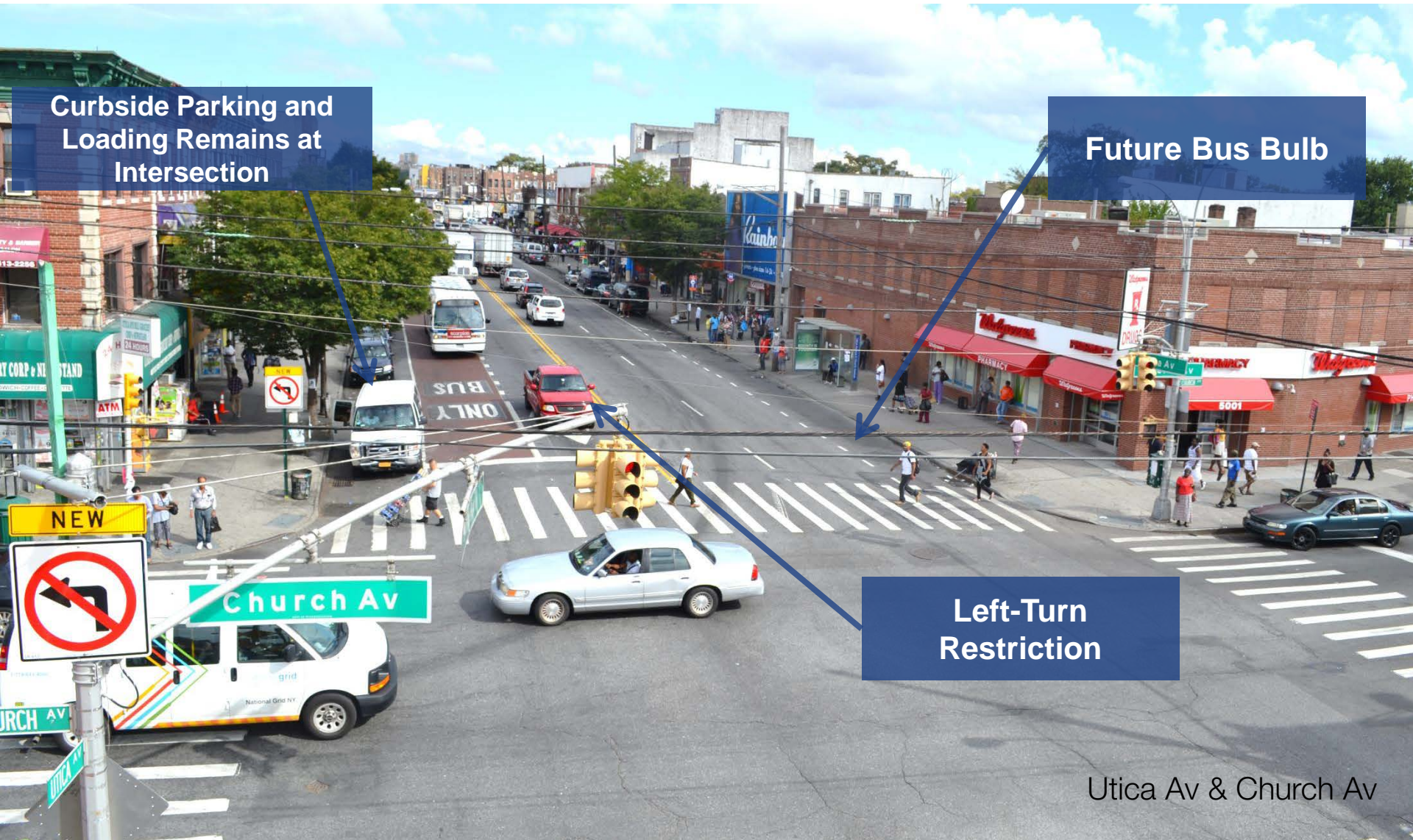
Left-Turn Restriction Intersection



Utica Av & Avenue D

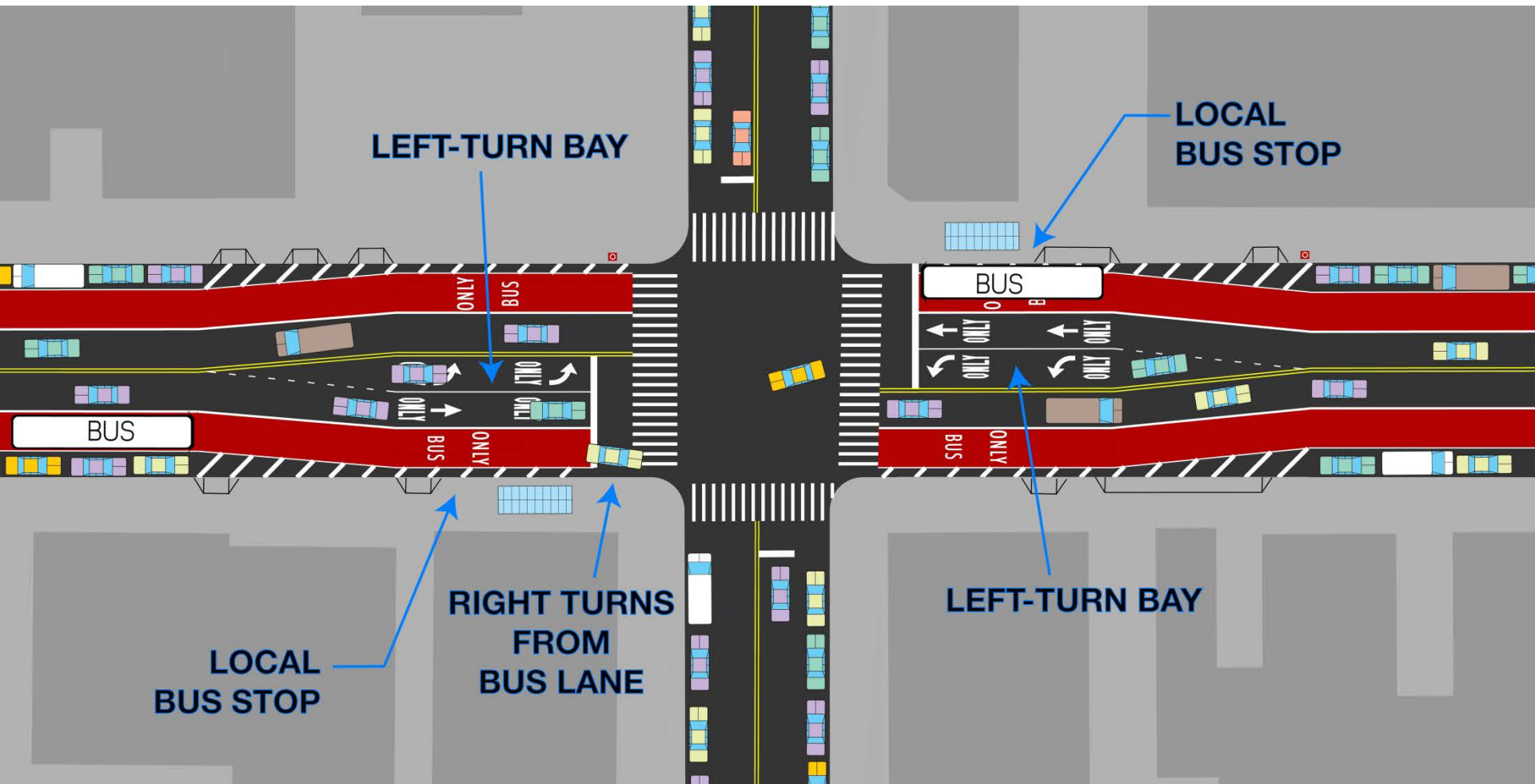
Utica Avenue Bus Lane Design

Left-Turn Restriction Intersection



Utica Avenue Bus Lane Design

Left-Turn Allowed Intersection



Utica Av & Foster Av

Utica Avenue Bus Lane Design

Left-Turn Allowed Intersection

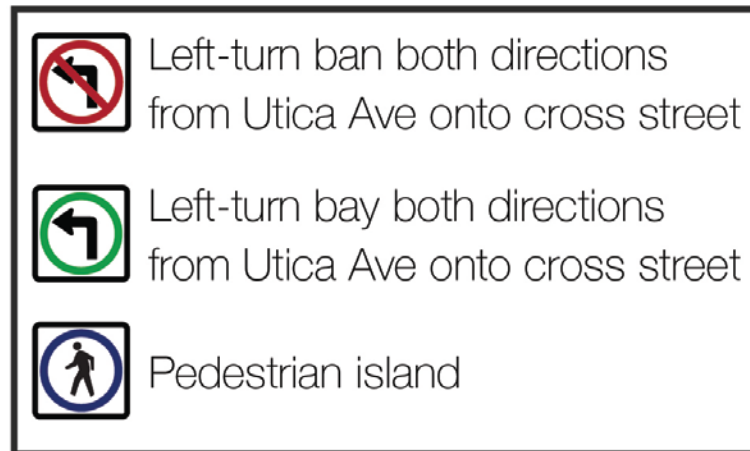


Utica Av & Winthrop St

Utica Avenue Design Proposal

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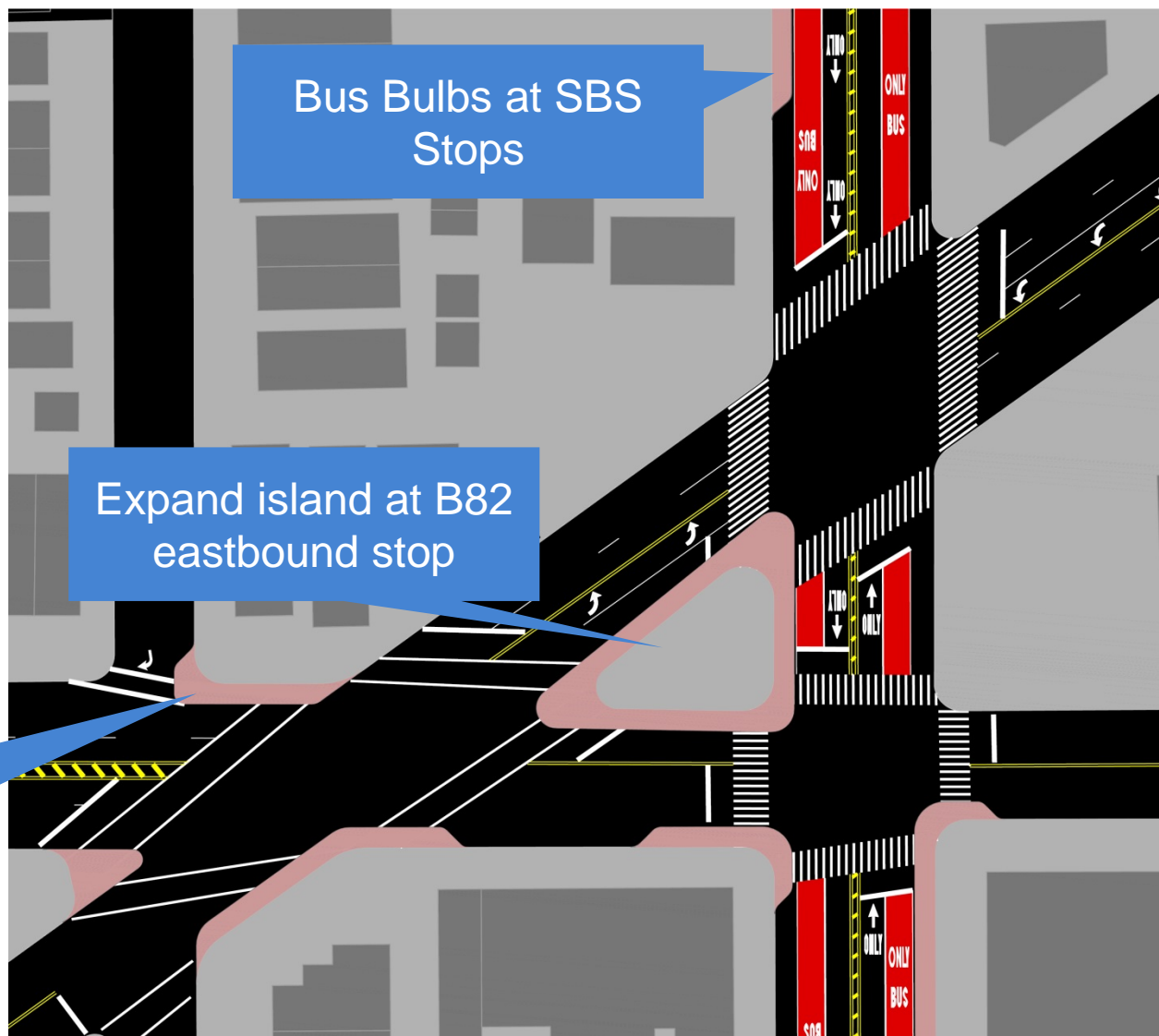
- Bus lanes extended
- Left-turn bays, left-turn restrictions, pedestrian islands added at intersections



Utica Avenue / Flatlands Avenue / Avenue K

Proposed Pedestrian Safety Improvements

- Complicated intersection
- Major transfer location between B46 and B82



Next Steps

Spring 2015

- Finalize service plan for B46 SBS and B46 local
- Present to other Community Boards along corridor

Summer 2015

- Develop implementation plan
- Implement new street markings
- Install fare machines
- Launch service in September

Questions?

