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

**SBS highlights include:**

- 15-23% faster bus service
- 95% rider satisfaction
- 10% increase in ridership
- 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
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
• 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 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
SAFETY

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

Legend

- <25
- 25-50
- 50-75
- >75

Woodhaven Blvd & Queens Blvd
Woodhaven Blvd & Metropolitan Av
Woodhaven Blvd & Jamaica Av
Woodhaven Blvd & Rockaway Blvd
Three sample locations were chosen to see how the concepts would look at different conditions along the corridor.

Targeted treatments will be developed for the north and south ends of the corridor with community input.

Design concepts focus on the wide section of Woodhaven & Cross Bay Boulevards.

All designs include 3 consistent lanes of general traffic in each direction to eliminate merges at existing bottlenecks.

CONCEPTUAL DESIGN APPROACH

Sample Location #1: Woodhaven Boulevard & Metropolitan Avenue

Sample Location #2: Woodhaven Boulevard & Rockaway Boulevard

Sample Location #3: Cross Bay Boulevard & 157 Avenue
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
- Improved bus stop amenities
- SBS Branding
- 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

Example SBS station rendering

Example non-station rendering
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

Woodhaven and Cross Bay Boulevards
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

Example SBS station rendering

Example non-station rendering
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
- Sample location: Woodhaven Blvd & Metropolitan Av

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**Note:** This diagram illustrates the concept of main road bus lanes, highlighting specific elements such as bus stations, slip openings, and calmed service roads. The locations mentioned are examples of places where similar concepts have been implemented.
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

Existing

Example SBS station rendering

Example non-station rendering
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