

# BUS RAPID TRANSIT PHASE II: Future Corridors



## THE BRT PHASE II STUDY

In the fall of 2008, the New York City Department of Transportation (DOT) and MTA New York City Transit (NYCT) initiated a planning study of a citywide Bus Rapid Transit (BRT) network. This Phase II BRT study was undertaken based on the successful implementation of the Bx12 Select Bus Service (SBS) route, and the need to focus on cost-effective transit improvements given the financial challenges faced by the City and the Metropolitan Transit Authority. By improving service efficiency, BRT enables improvements in existing bus service while having limited impact on NYCT's operating budget. This study included both a detailed analysis of transit needs and extensive public outreach, leading to the identification of 16 potential future BRT corridors. The intent of the study was to create the basis for detailed planning of Phase II BRT routes to complement the five Phase I routes already in development.

As a first step in this process, NYCT and DOT planning staff conducted a citywide analysis of transit needs to identify candidates for BRT, with the goals of enhancing transit in underserved areas, improving the speed of slow transit trips, supplementing subway lines that experience severe crowding, and accommodating future growth. As part of this effort, NYCT and DOT performed a detailed needs analysis and consulted with other regional transportation and planning agencies. The analysis identified over 30 potential corridors that may be candidates for BRT. The results of the study are summarized in "Introduction to Bus Rapid Transit Phase II," which was released in April of 2009.<sup>1</sup>

<sup>1</sup> A copy of this report can be downloaded from the DOT website at:  
[www.nyc.gov/html/brt/html/future/brt\\_phase2.shtml](http://www.nyc.gov/html/brt/html/future/brt_phase2.shtml)

Public input was the second key component of the BRT Phase II effort, and in the spring of 2009 DOT and NYCT engaged New Yorkers in a dialogue on the future of BRT. This effort included seven public workshops across the city, along with an online survey. The goals of this outreach were to educate the public about BRT and current BRT projects and to solicit feedback on unmet transit needs that may be appropriate for BRT. Over 325 people participated in the workshops, including representatives from 47 community and business groups, and staff members from the offices of 23 local elected officials. In addition, over 600 people completed the online survey.

The workshop and survey participants provided DOT and NYCT with a wealth of feedback, identifying over a dozen additional BRT routes or route extensions, as well as feedback on potential future BRT elements, such as real time bus information displays at stations. From all the public comments DOT and NYCT received, one central theme emerged: NYCT and DOT should do more to meet the transit needs of New Yorkers through improvements to the city's bus system. The results of the public outreach are summarized in "Bus Rapid Transit Phase II: Public Input," released in June of 2010.<sup>2</sup>

<sup>2</sup> A copy of this report can be downloaded from the DOT website at:  
[www.nyc.gov/html/brt/html/future/brt\\_phase2.shtml](http://www.nyc.gov/html/brt/html/future/brt_phase2.shtml)

## Study Recommendations

Based on the results of the transit needs analysis and public feedback through the workshops and online survey, NYCT and DOT compiled a list of over 40 potential BRT corridors. The two agencies then evaluated these corridors on five primary criteria: community feedback, ridership potential, network benefits (i.e. connections to subway lines and other BRT routes), bus lane and busway feasibility, and geographic diversity. Based on this effort, NYCT and DOT have identified 16 potential future corridors.

NYCT and DOT will draw upon the list in developing new BRT services based on available funding, community support, and progress on related transit projects. For each corridor, NYCT and DOT will engage in an extensive community planning effort that will include outreach to residents, neighborhood groups, community boards, local elected officials, business groups, and other stakeholders. For each corridor, NYCT and DOT will create a Community Advisory Committee, which will meet periodically during the planning for the corridor, as well as hold a series of open public workshops. NYCT and DOT have successfully used this outreach approach for the First Avenue/Second Avenue and the Nostrand Avenue/Rogers Avenue SBS planning efforts.

A list and map of the 16 potential Phase II corridors is presented on the next two pages. Out of these 16, NYCT and DOT have identified a short list of three candidates for the next BRT planning effort in New York City: Webster Avenue/Third Avenue in the Bronx, Hillside Avenue in Queens, and LaGuardia/East Elmhurst in Queens. Within this group, Hillside Avenue and Third Avenue/Webster Avenue are typical transit corridors with defined limits. In contrast, the LaGuardia Airport/East Elmhurst Corridor is comprised of several inter-related travel markets that could be tied together through one or more BRT services. Given this complexity and the need to coordinate with the airport's operator, the Port Authority of New York and New Jersey, the LaGuardia/East Elmhurst corridor would require a separate alternatives analysis.

**Table of Routes****Short List for Next Select Bus Service Route**

1	Webster Avenue/Third Avenue Corridor
2	Hillside Avenue Corridor
3	LaGuardia/East Elmhurst Corridor

**BRT Phase II Candidates**

4	South Bronx East-West Corridor (Hunts Pt./Soundview)
5	Utica Avenue Corridor
6	Bushwick to Downtown Brooklyn Corridor
7	Southern Brooklyn East-West Corridor
8	Flatbush Avenue Corridor
9	125th Street Crosstown Corridor
10	Upper West Side/Upper East Side Crosstown Corridor
11	14th Street Crosstown Corridor
12	Manhattan West Side Corridor
13	Southeast Queens Corridor
14	Flushing-Jamaica Corridor
15	Woodhaven Blvd Corridor
16	Manhattan-Northern Blvd-Flushing Corridor

**BRT Phase I Program**

A	Fordham Road Bx12 SBS – in service
B	First Avenue/Second Avenue M15 SBS – October 2010 implementation
C	34th Street Transitway – 2012 implementation
D	Downtown Jamaica Bus Study – 2011/2012 implementation
E	Nostrand Avenue/Rogers Avenue B44 SBS – 2012 implementation
F	Hylan Boulevard SBS – 2013/2014 implementation



