B82 Southern Brooklyn
Select Bus Service

For presentation to CB 11 Transportation Committee | April 26, 2017
Overview

• Project Background
• B82 SBS Proposed Designs
• Next Steps
• Questions and discussion
B82 Project Background

The Southern Brooklyn B82 corridor was identified as a potential candidate for Select Bus Service in the 2009 Bus Rapid Transit Phase II Study.

- Serves 32,000 daily riders on B82 Limited and Local
- Heavily used route with slow trips
- Important east-west transit connection across Southern Brooklyn
- Connects to D N F B Q L subway lines and 21 bus routes, including B44 Nostrand SBS and B46 Utica SBS
- Serves areas far from the subway
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:

- 10-30% faster bus speeds
- About 10% increase in ridership
- More reliable service
- Customer satisfaction of 95%
- Safer streets / reduction in crashes

There are 12 Select Bus Service routes in operation serving all 5 boroughs.
Select Bus Service Features

- **Faster** bus rides
- **Reduced traffic conflicts** between buses and traffic
- **More reliable** bus service
- Buses spend **less time stopped** at red lights

- **Quicker** bus boarding
- Buses spend **less time waiting** at bus stops
Select Bus Service Features

- Improved Station Amenities
- Real-Time Passenger Information
  - More attractive, appealing bus stops
  - Better trip information for riders to know when the bus is coming
  - More comfortable wait for the bus
- Pedestrian Safety Improvements
  - Better visibility for pedestrians, bus operators, and drivers
  - Clearer, shorter pedestrian crossings
Community Engagement

- **Borough Hall Kickoff Meeting** (June 2015)
- **Online Feedback Portal Launches** (August 2015)
  - Over 130 location specific comments to date
  - Site is still live at nycdotfeedbackportals.nyc
- **On-Street Outreach** (August 2015 – August 2016)
  - Over 1500 passengers reached at 12 Bus Stops
  - 3000 project information cards distributed
- **Stakeholder Meetings** (June 2015 – present)
  - 27 meetings to date across the corridor
- **Community Board Meetings** (January 2016 – Present)
Community Engagement

2015
- Elected Officials Briefing Kickoff
- Kings Highway BID Meeting
- On-Street Outreach:
  - Pennsylvania Ave
  - Kings Highway at E.15th St
  - Ralph Ave at Flatlands Ave
- Bay Parkway at 86th St
  - Glenwood Rd at Rockaway Parkway
  - Flatlands Ave at Rockaway Parkway
- Bay Parkway at 86th St #2
- Kings Highway at W. 7th St
- Kings Hwy at McDonald Ave
  - Kings Hwy at Ocean Ave
  - Kings Hwy at E. 15th St #2
- Brooklyn Borough Service Cabinet Presentation
- Kings Highway BID Walkthrough

2016
- CB18 Full Board Presentation
- Kings Highway BID Monthly Meeting Presentation
- NYCHA Breukelen Houses TA President Briefing
- Holy Family RC Church
- Starrett City TA President Briefing
- NYCHA Breukelen Houses TA Meeting
- Brooklyn Auditory Oral School Consultation
- Starrett City TA Meeting
- CB18 Leadership Meeting
- Fraser Square Field Meeting
- New York Community Hospital Walkthrough
- St Matthew’s Church Briefing
- Canarsie Full Gospel Briefing
- Christian Cultural Center Briefing
- Mt. Sinai Beth Israel Walkthrough

2016 continued
- Stakeholder meeting with Kings Hwy Beautification Association, Edith and Carl Marks Center
- Magen David Yeshiva Discussion
- Christian Cultural Center Traffic Observation
- Kings Hwy @ Fraser Square Constituent Walkthrough

2017
- Library Outreach
  - Canarsie Branch
- Highlawn Branch
- Kings Highway Branch
- Highlawn Branch #2
- Senior Centers Outreach
  - Vandalia Neighborhood
  - Abe Stark Center
  - Midwood Neighborhood Center
- Ocean Parkway Neighborhood Center

CB 11 Outreach
Existing B82 Bus Speeds

Traffic/parking/truck loading lead to slow bus speeds along Kings Highway

Routing from Flatlands Ave to Kings Hwy is slow, adds to congestion

Complicated routing around Rockaway Pkwy Station leads to slow bus speeds

Dwell Time (Seconds)

- 1
- 10
- 50
- 100

Average In-Motion Speed (mph)

- < 5
- 5.1 - 10
- 10.1 - 15
- 15.1 - 20
- > 20

B82 Westbound, 4:30-7 PM
B82 Transit Issues

- Over 50% of trip spent delayed, crawling, or at bus stop
- Customers wait in long lines to pay on board the bus
- Bus stops lack amenities, not ADA accessible
B82 Safety Issues

- Long crossings
- Lack of pedestrian refuges
- Limited visibility
- Complex intersections
- Difficult turns across traffic
- Narrow median bus stops

B82 SBS Proposed Route
- Proposed B82 SBS Route
- Existing B82 Limited Route
- Top 5 Crash Location
B82 Route Changes

Normalize B82 service with all Locals serving Coney Island, all SBS ending at Cropsey/Bay 37 St

Proposed re-route connects Kings Hwy to Flatlands Ave via Ave K instead of existing Flatbush Ave

Proposed re-route westbound via Glenwood Rd streamlines B82 and B6

B82 SBS Proposed Route
- Proposed B82 SBS Route
- Existing B82 Limited Route
B82 SBS Proposed Designs
Proposed Street Treatments

**B82 SBS Street Treatments**

- Bus lane one-way, along curb
- Bus lane two-way, travel lane
- Bus lane two-way, extra lane space
- Widen/reconfigure travel lanes
- Major safety treatment
- No new treatment proposed

*Note: Bus lanes serve all buses, emergency vehicles, and right turns*
District Treatments

• Key design pieces:
  • Cropsey Ave/Bay 37 St bus/pedestrian island
  • Kings Hwy one-way curbside bus lanes, Bay Pkwy to McDonald Ave

B82 SBS Street Treatments*
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Existing: Cropsey Ave at Bay 37 St

- Very wide lanes this block, lack of clear merge
- Long school crossings, faded markings

Existing bus island serves 4 routes + layovers

Cropsey Ave at Bay 37 St, looking north
Proposed: Cropsey Ave at Bay 37 St

Concrete refuge for pedestrians with shorter crossings

New concrete bus island

Painted curb extension for shorter crossing

Wider parking/bus layover space

Wider pedestrian islands and shorter crossings

Consistent travel lane widths throughout
Existing: Kings Highway (Bay Pkwy to Ocean Ave)

- Single lane for both directions of traffic creates long queues at busy times.
- Truck unloading in bus stop.
- Double parking/loading blocks buses & traffic.
- Bus unable to pull into stop, blocks lane.
- Blocked bus stops force bus to load/unload in travel lane.
Kings Highway Shoppers Survey

- Surveys conducted March and April 2016
- Face-to-face interviews with 7,500 people on Kings Highway between W 10th St and Ocean Ave

### How People Get to Kings Highway

<table>
<thead>
<tr>
<th>Weekday</th>
<th>Car 23%</th>
<th>Transit 24%</th>
<th>Walk 51%</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>Weekend</th>
<th>Car 21%</th>
<th>Transit 19%</th>
<th>Walk 58%</th>
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</table>

### Primary Purpose of Trip

1. Shopping (grocery, drug/discount store, clothing/shoes)
2. Work
3. Dining/restaurant
4. Medical

1. Shopping (grocery, drug/discount store, clothing/shoes)
2. Dining/restaurant
3. Work
4. Personal errand
Kings Highway Business Survey

- Surveys conducted February and March 2016
- Interviews with 235 businesses along Kings Highway
- Questions on parking and delivery habits and needs

For how long does a customer normally visit your business?

85% of businesses report typical visit is 1 hour or less

What delivery/loading problems do you deal with?

67% of businesses report double parking interferes with deliveries

46% of businesses report vehicles at curb interfere with deliveries

Does your business offer off-street parking for these uses?

0% of businesses offer employee parking; many feed meters throughout day

At what times does your business typically receive deliveries?

- Midnight to 7 AM: 2%
- 7 AM to 10 AM: 40%
- 10 AM to Noon: 78%
- Noon to 2 PM: 69%
- 2 PM to 7 PM: 47%
- 7 PM to Midnight: 3%
Kings Highway Business Survey

How many deliveries do you receive on a typical weekday?

- 3 to 5: 18%
- 1 to 2: 39%
- 6 to 10: 7%
- More than 10: 3%

2/3 of businesses receive 1 or more deliveries per day.

How long do deliveries typically take?

- Less than 5 min: 37%
- 5-15 min: 30%
- 15-30 min: 26%
- 30-60 min: 6%
- Over 60 min: 1%

2/3 of deliveries take 15 minutes or less.

How do deliveries arrive?

- Box Truck: 58%
- Cargo Van: 15%
- Tractor trailer: 20%
- Car/minivan/SUV: 7%

80% of deliveries arrive by box truck or smaller vehicle.

What type of delivery zone would be most helpful for your business?

- In front of business: 17%
- Down the block / across the street: 15%
- Around the corner: 16%
- I prefer the existing situation: 44%
- Other: 8%

48% of businesses would find a delivery zone helpful.
Survey & Time Lapse Takeaways

• Large majority of people coming to Kings Highway arrive without a car, either on foot or by transit.

• For those who drive, parking is on-street, in demand especially 12-7 PM, short visits per business (< 1 hr), availability limited by meter-feeding throughout day.

• Deliveries are common, often short, occur most frequently 10 AM – 2 PM, in small trucks or vans, often hindered by parking/double parking activity.
  – About half of businesses would find nearby delivery zone useful.
Proposed: Kings Highway (Bay Pkwy to Ocean Ave)

Kings Highway in 24 Hours

12 – 7 AM
• Light transit/traffic
• Light delivery activity
• Light parking activity

7 – 10 AM
• Heavy transit/traffic
• Moderate delivery activity
• Light parking activity

10 AM – 2 PM
• Moderate transit/traffic
• High delivery activity
• Moderate parking activity

12 – 7 AM
• Add bus lanes to increase bus speeds and reliability

4 – 7 PM
• Heavy transit/traffic
• Light delivery activity
• Heavy parking activity

7 PM – 12 AM
• Moderate transit/traffic
• Light delivery activity
• Moderate parking activity

7 – 10 AM
• Add bus lanes to increase bus speeds and reliability

10 AM – 2 PM
• Add targeted loading zones
• Add metered parking on side streets, where possible

4 – 7 PM
• Add bus lanes to increase bus speeds and reliability
• Add metered parking on side streets, where possible

7 PM – 12 AM
• Add targeted loading zones

2 – 4 PM
• Moderate transit/traffic
• Moderate delivery activity
• Heavy parking activity

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Proposed: Kings Highway (Bay Pkwy to Ocean Ave)

- **Transit Signal Priority** – keeps lights green longer for buses (& traffic)
- **Curbside bus lanes** help provide faster, more reliable bus service
- **Parking & loading spaces in between bus lane segments**
- **Consistent travel lane in each direction**
- **Bus able to pull into bus stop flush to curb, out of traffic**

SBS Example – Main St, Queens, Q44 SBS
Next Steps

Spring 2017
• Present draft plan to community boards and elected officials
• Continue stakeholder outreach

Summer 2017
• Update street design based on community feedback
• Begin implementation for critical safety and transit accessibility locations of project: Cropsey Ave/Bay 37 St bus/pedestrian island

Fall 2017
• Present final plan to community boards and elected officials
• Continue stakeholder outreach

2018
• Implement project street designs, SBS stop amenities
• Launch B82 Southern Brooklyn Select Bus Service
Thank You!

• Questions?

• We appreciate your input! You can provide it at your convenience online:
  – [www.nyc.gov/brt](http://www.nyc.gov/brt) or
  – [nycdotfeedbackportals.nyc/south-brooklyn-sbs](http://nycdotfeedbackportals.nyc/south-brooklyn-sbs)

• To invite us to community events or give other feedback, please email us at [brt@dot.nyc.gov](mailto:brt@dot.nyc.gov)
Questions and Discussion