1. Provide an update about the project to date

2. Present SBS and local bus stop configurations in CB18 for 2016 and capital plan

3. Discuss issues and concerns regarding capital plans and SBS launch
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.

- Characterized by slow and crowded trips
- Busiest bus route in Brooklyn, 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

- 61% Transit
- 24% Driving
- 10% Walk / Bicycle
- 5% Other

Source: 2008-2012 ACS 5-Year Estimates ¼ mile from B46 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 along B46 corridor (March-April 2015)
Implemented Improvements

Summer 2014
Utica Ave: St. Johns Place to Church Avenue

• 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*

Summer 2015
Utica Ave: Church Avenue to Fillmore Avenue

• Added bus lanes, left-turn bays, turn restrictions, pedestrian islands, Avenue K island expansion
• Added truck loading zones, update curb regulations

Fall 2015
Malcolm X Blvd & Broadway to Utica Ave & Kings Hwy

• Implemented transit signal priority

*AM and PM peak
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

Legend:
- B46 Local
- B46 LTD making all local stops
- B46 LTD making Limited stops
B46 Select Bus Service Route

- B46 SBS will run between Avenue U (Kings Plaza) and DeKalb Avenue
- B46 Local will run between Avenue U (Kings Plaza) and Williamsburg Bridge Plaza
2016 Select Bus Service Improvements

- Resurface Utica Avenue from Clarkson Avenue to Kings Highway
- Adjust bus stops for SBS service
- Install fare machines
- Install Bus Time wayfinding signs
- Install new shelters and benches where feasible

**SBS Service Launches Spring 2016**
Select Bus Service
Capital Improvements

Long-Term (2017-2018)

• Construct bus bulbs at SBS stops south of Empire Boulevard
• Add curb extensions, pedestrian islands, and high-visibility crosswalks
• Resurface Utica Avenue south of Flatlands Avenue
Community Board 18
SBS Stops and Capital Improvements
Utica Avenue and Kings Highway
Utica Avenue and Kings Highway
Existing
Utica Avenue and Kings Highway
Capital Plan
Utica Avenue and Avenue H
Utica Avenue and Avenue H
2016 Plan
Utica Avenue and Avenue H Capital Plan
Utica Avenue and Flatlands Avenue
Utica Avenue and Flatlands Avenue 2016 Plan

- Utica Avenue
- Flatlands Avenue
- B46 SBS/LOCAL
- B46 SBS
- B46 LOCAL
- Exxon gas station
- Walgreens
- Dunkin’ Donuts
- Avenue K
- Flatlands Av
Utica Avenue and Flatlands Avenue
Capital Plan

Exxon gas station
Utica Av
B46 SBS / LOCAL
B46 LOCAL
Dunkin’ Donuts
Avenue K
Flatlands Av
Walgreens

+selectbusservice
Utica Avenue and Avenue N
Utica Avenue and Avenue N
2016 Plan

Tip Top Shoe Repair

Power Playground

temporary bus boarder pilot
Utica Avenue and Avenue N

Bus Boarder

- Pilot test of bus boarder for SBS launch at southbound B46 SBS stop
- Temporary treatment until construction begins on permanent bus bulb
Utica Avenue and Avenue N
Capital Plan
Next Steps

SBS Launch

- Winter 2016
  - Begin fare machine installation
- Spring 2016
  - Resurface Utica Avenue (Clarkson Avenue to Kings Highway)
  - Restore markings and paint red bus lane on new pavement
  - Launch SBS service

Capital Improvements

- 2016: preliminary and final design
- 2017-2018: construction
Questions?
Appendix Slides
Select Bus Service Fare Payment

Riders pay with MetroCard or coins before boarding, receive ticket

MTA NYCT conducts random fare payment inspections
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

<table>
<thead>
<tr>
<th>Top 5 Busiest Stops</th>
<th>Top 5 Least Busy Stops</th>
</tr>
</thead>
<tbody>
<tr>
<td>Eastern Pkwy</td>
<td>Broadway &amp; Arion Pl</td>
</tr>
<tr>
<td>Fulton St</td>
<td>Broadway &amp; Boerum St</td>
</tr>
<tr>
<td>Church Ave</td>
<td>Broadway &amp; Willoughby</td>
</tr>
<tr>
<td>Empire Blvd</td>
<td>Broadway &amp; Malcolm X</td>
</tr>
<tr>
<td>Ave H</td>
<td>Broadway &amp; Hooper St</td>
</tr>
</tbody>
</table>

Average Weekday Ridership at B46 LTD Stops, Northbound
Utica Avenue Design Proposal
Brooklyn Community Board 18

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