**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 results include:**

- 15-23% faster bus service
- 95% rider satisfaction
- about 10% increase in ridership
- up to 20% reduction in crashes
SELECT BUS SERVICE FEATURES

Dedicated Bus Lanes | Branding

Faster Fare Collection | Improved Station Amenities

Signal Priority for Buses | Real-Time Passenger Information

*Board Has Been Updated
UTICA AVENUE SBS
Existing B46 Limited
Utica Avenue & Malcolm X Boulevard

61% of Residents Commute via Transit

50,000 Daily Bus Riders
2nd Busiest Route in NYC

Major Connections to 3, 4, A, C, and Over 30 Bus Routes
COMMUNITY OUTREACH

Community Advisory Committee (CAC)
The B46 Utica Avenue Community Advisory Committee (CAC) consists of elected officials, Community Boards, representatives from civic organizations, and other stakeholders. 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 / Introduction Meeting
    September 16, 2014

Public Workshop #1: Community Planning
    November 12, 2014

Community Board 8 (Crown Heights) Briefing
    November 18, 2014

Community Advisory Committee #2: Design Briefing
    February 4, 2015

Community Boards 3, 4, 1 (Bedford-Stuyvesant, Bushwick, Williamsburg) Briefings
    March 10, 11, and 17, 2015

Further Meetings and Workshops
    Ongoing throughout planning and design process
COMMUNITY FEEDBACK

Transit Concerns

• Crowding (especially during rush hour)
• Bus bunching and reliability issues
• Service to Williamsburg
• Lack of real-time information

Safety Concerns

• Pedestrian safety at complex intersections
• Lighting at night
• Speeding along the corridor

Traffic Concerns

• Double parking and illegal commercial activity
• Lighting at night
• Bus lane being blocked
• Lack of bus lane enforcement
B46 LTD Bus Delay (PM)

- In traffic/at red lights: 24%
- In motion: 48%
- Bus Stops: 20%
- "Crawl" Speed (<2.5 mph): 8%

Bus Travel Speeds
On average, the B46 runs under 8 mph throughout the course of the route.

Average Daily B46 LTD Ridership by Stop

<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 PI</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>

Utica Av Bus Boarding

Average Weekday Ridership at B46 LTD Stops, Northbound

- Total On/Total Offs

New York City Transit
+selectbusservice
Utica Avenue
2014 UTICA AVENUE BUS PRIORITY IMPROVMENTS

Existing: Utica Avenue and Winthrop Street

1 Curbside Bus Lanes
2 Left-Turn Bays
3 Offset Bus Lanes

Where Bus Lanes Have Been Installed (St. Johns Place to Church Avenue)

- B46 Limited and local travel times decreased 8% to 15%*
- Vehicle travel times decreased 20% to 25% in peak direction*

*AM and PM peak
PROJECT GOALS

- Improve speed and reliability of bus service on B46 Utica Avenue corridor
- Enhance pedestrian safety at high-crash and complicated intersections
- Maintain curb access for truck loading and parking

Existing: Utica Avenue and Empire Boulevard

- Off-Board Fare Collection
- Bus Lanes South of Church Avenue
- Improvements to Bus Service

Transit Signal Priority

Upgraded Bus Stops

Existing: Nostrand Avenue and Church Avenue

Off-Board Fare Collection
**Average Daily B46 LTD Ridership by Stop**

<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>

---

**Bus Travel Speeds**

On average, the B46 runs under 8 mph throughout the course of the route.

**B46 LTD Bus Delay (PM)**

- In motion: 48%
- In traffic/at red lights: 24%
- Bus Stops: 20%

**“Crawl” Speed (<2.5 mph)**

**Average Daily B46 LTD Ridership by Stop**

---

**Utica Av Bus Boarding**

*Board has been updated*
B46 SERVICE PATTERNS

Existing B46 Service (Local & Limited)

Proposed B46 Service (Local & SBS)

Existing B46 Limited stops will either be converted to SBS stops or local stops:
- Proposed SBS stops
- Proposed Local stops

Existing B46 Local stops will remain:
- Local stops
On / Offs: 750 / 43

B46 Local
-----
B46 LTD making all local stops
-----
B46 LTD making Limited stops
The B46 Local will be extended to Williamsburg Bridge Plaza, making all stops along Broadway 24-hours per day.

The northern terminal of the B46 SBS will be at Dekalb Av

The B46 SBS will make SBS stops from DeKalb Av to Avenue U (Kings Plaza).

The B46 Local will continue to make all local stops from DeKalb Av to Avenue U (Kings Plaza).

The B46 SBS will not make local stops south of Avenue H.
BUS LANES WITH LEFT-TURN BAYS

Existing Example: Utica Avenue and Winthrop Street

1. Curbside Bus Lane
2. Left-Turn Bay
3. Offset Bus Lane
4. Parking / Loading Access

Proposed Example: Utica Avenue and Foster Avenue
**BUS LANES**

**WITH TURN RESTRICTIONS**

**Existing Example: Utica Avenue and Church Avenue**

1. Curbside Parking and Loading Remains at Intersection
2. Offset Bus Lane
3. Left-Turn Restriction

**Proposed Example: Utica Avenue and Avenue D**

- Proposed Bus Lane
- Local Bus Stop
- Parking / Loading Access

**New York City Transit**

+selectbusservice

Utica Avenue
B46 Utica Avenue
Select Bus Service
Design Proposal

- Left-turn ban both directions from Utica Ave onto cross street
- Left-turn bay both directions from Utica Ave onto cross street
- Pedestrian island
- Proposed SBS station
**Utica Avenue identified in BRT Phase II Study**

- **2009-2010**: Summer 2014
- **2014**: Fall 2014
- **2015**: Winter 2015
- **2015**: Spring 2015
- **2015**: Summer / Fall 2015

**Street Design and Transit Service**

- **Utica Avenue south of Church Avenue**
  - **2014**: Bus lane project implemented from St. Johns Place to Church Avenue
  - **2015**: Develop B46 SBS and B46 local service plan
  - **2015**: Finalize B46 SBS and B46 local service plan
  - **2015**: Develop street design changes
  - **2015**: Finalize street design changes
  - **2015**: Implement new markings and curb regulations

**Bus Bulbs and Other Capital Construction**

- **2015-2017**: Engineering design of bus bulbs and other capital elements
- **Construction**

**Public Outreach**

- **Meetings with Community Boards, community groups, and elected officials to discuss 2014 bus lane project**
- **CAC Meeting and Public Workshop to introduce SBS project and identify key issues**
- **Meetings with CAC and Community Boards and Public Open House to discuss proposed service plan and introduce design concepts**
- **Community meetings to present and refine detailed street design**
- **Community meetings to discuss construction schedules**