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**
- **10%+ increase in ridership**
- **up to 20% reduction in crashes**

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SELECT BUS SERVICE FEATURES

Faster Service

Dedicated Bus lanes

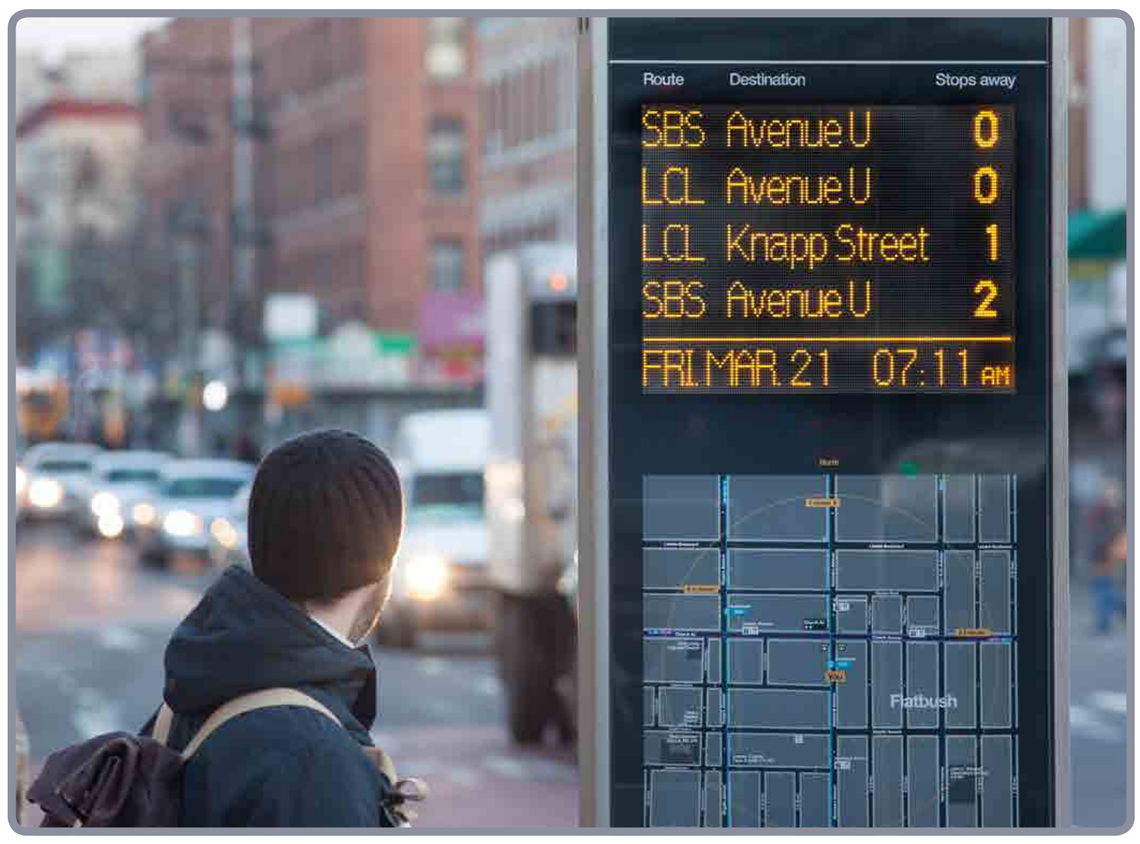
Faster Fare Collection

Signal Priority for Buses

Increased Comfort

Branding

Improved Station Amenities



Real-time Passenger information

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DIVERSE APPROACHES FOR DIVERSE COMMUNITIES

Select Bus Service has taken on different forms on New York City's streets, with MTA and DOT responding to local neighborhood input to address traffic, parking and loading needs. Here are some examples of SBS streetscapes seen throughout the city:

Fordham Road at Jerome Avenue, Bronx
60 foot wide, two-way roadway
Curbside Bus Lanes
Midday Delivery Windows

Allen Street at Delancey Street, Manhattan
60 foot wide, two-way roadway
No Bus Lanes
Transit Signal Priority

34th Street at Eighth Avenue, Manhattan
50 foot wide, two-way roadway
Curbside and Offset Bus Lanes
Bus Bulb Station

Richmond Avenue at Forest Hill Road, Staten Island
130 foot wide, two-way roadway
Offset Bus Lanes

Webster Av at Mosholu Parkway, Bronx
70 foot wide, two-way roadway
Offset Bus Lanes

Nostrand Avenue at Church Avenue, Brooklyn
40 foot wide, one-way roadway
Offset Bus Lanes

125th Street at Amsterdam Avenue, Manhattan
70 foot wide, two-way roadway
No Bus Lanes

COMMUNITY OUTREACH

Community Advisory Committee (CAC)

The Flushing to Jamaica 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 / introduction meeting

July 11, 2014

Public Workshop #1: Community planning

September 30, 2014 (Jamaica) | October 7, 2014 (Flushing)

Public Workshop #2: Street design, bus lanes, and stop locations

January 22, 2015

Pomonok Houses Transportation Committee: Select Bus Service Briefing

February 4, 2015

Queens Hospital: Select Bus Service Briefing

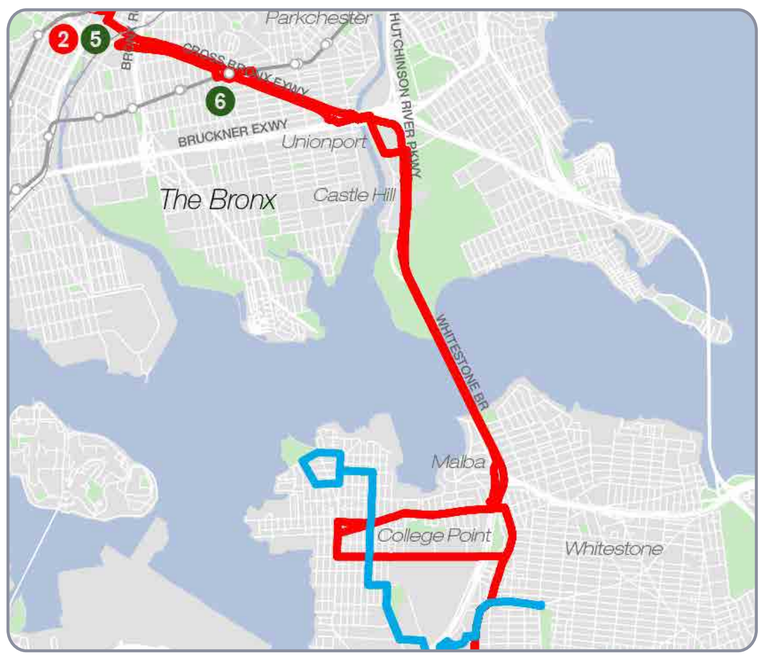
February 10, 2015

Further Meetings and Workshops

Ongoing throughout planning and design process

COMMUNITY FEEDBACK

Inter-borough Service



- Q44 is a vital link b/w Queens and the Bronx
- There is a need for more buses connecting Queens and the Bronx

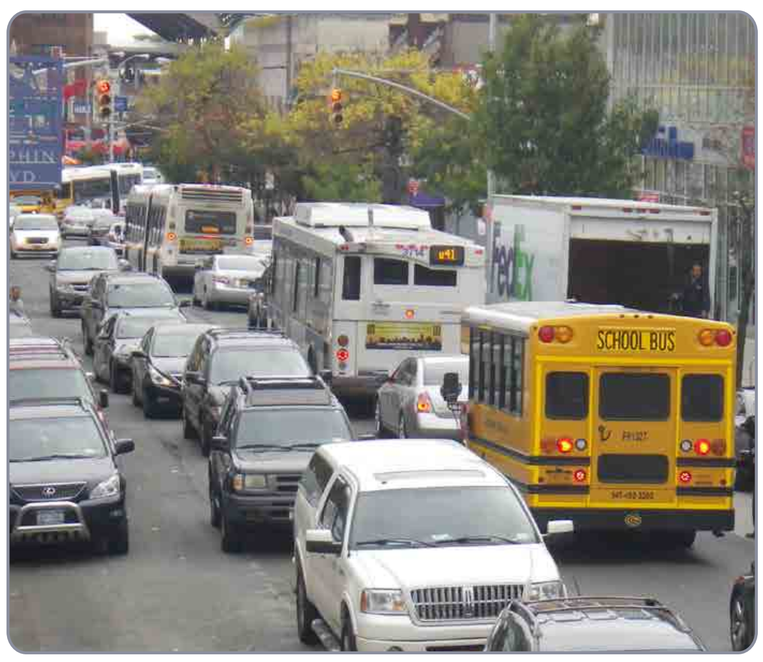
Bus Stop Issues

- Long lines in Flushing
- Crowding at bus stops
- Signs in Jamaica are old and in bad shape
- Congestion due to buses terminating/turning around in Jamaica
- Too many buses located at same bus stop
- Buses stop in moving traffic because stops are too short and they can't pull to the curb

Slow/Crowded Buses

- Heavy crowding of school-aged children on the Q44, especially in the after school rush
- Bus bunching is mainly a problem during school start and end times

Traffic Congestion



- Double parking causes congestion especially near the botanical garden and hospital
- Major congestion along Northern Blvd
- Main Street has heavy traffic and is too crowded
- Heading into Flushing, traffic backs up to Franklin Av

Commuter/Private Vans

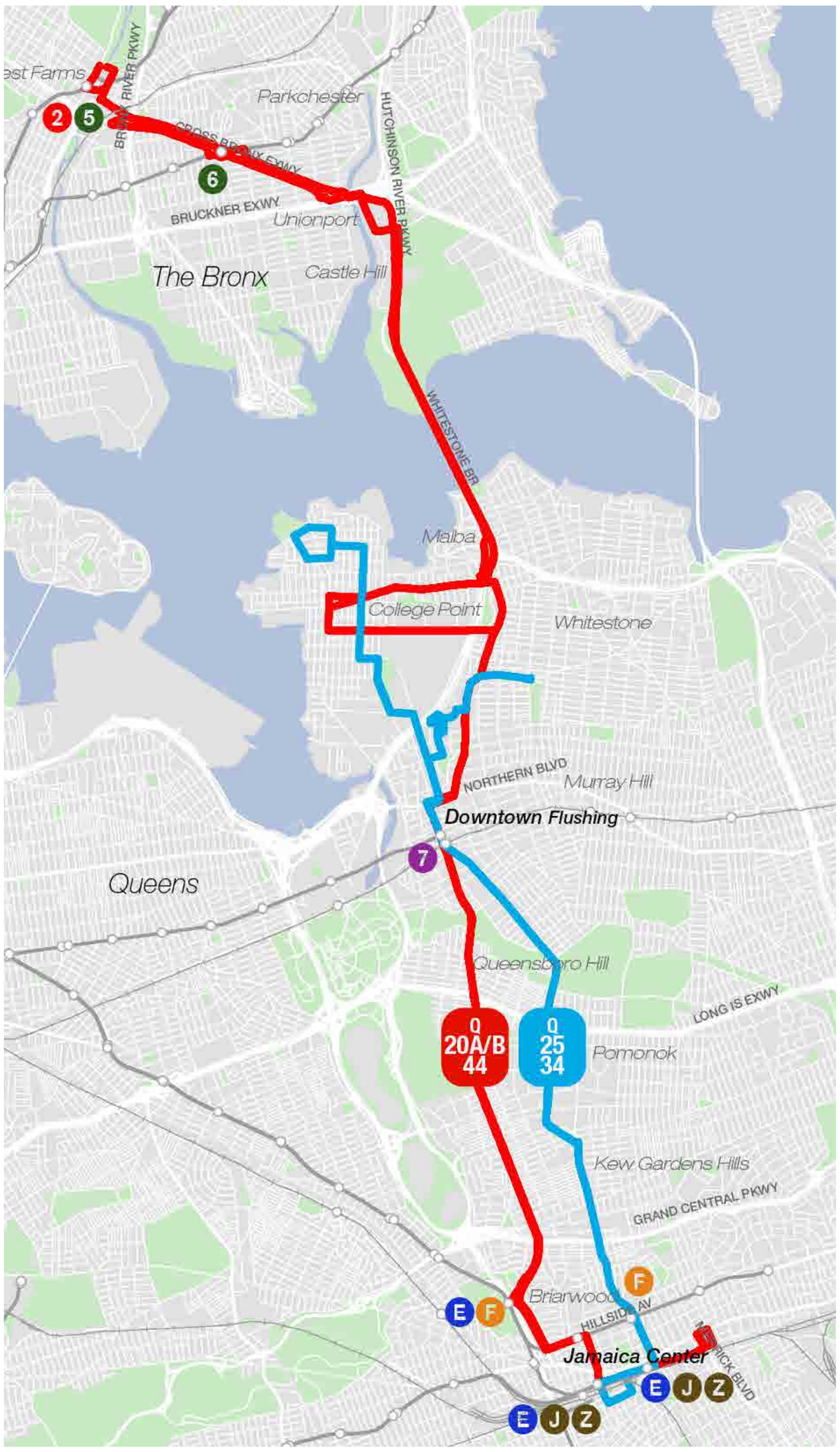
- Commuter vans cause congestion on Parsons Blvd b/w Jamaica & Archer Avs
- Vans often speed and drive dangerously
- Vans are helpful at night
- New Queens College buses cause congestion

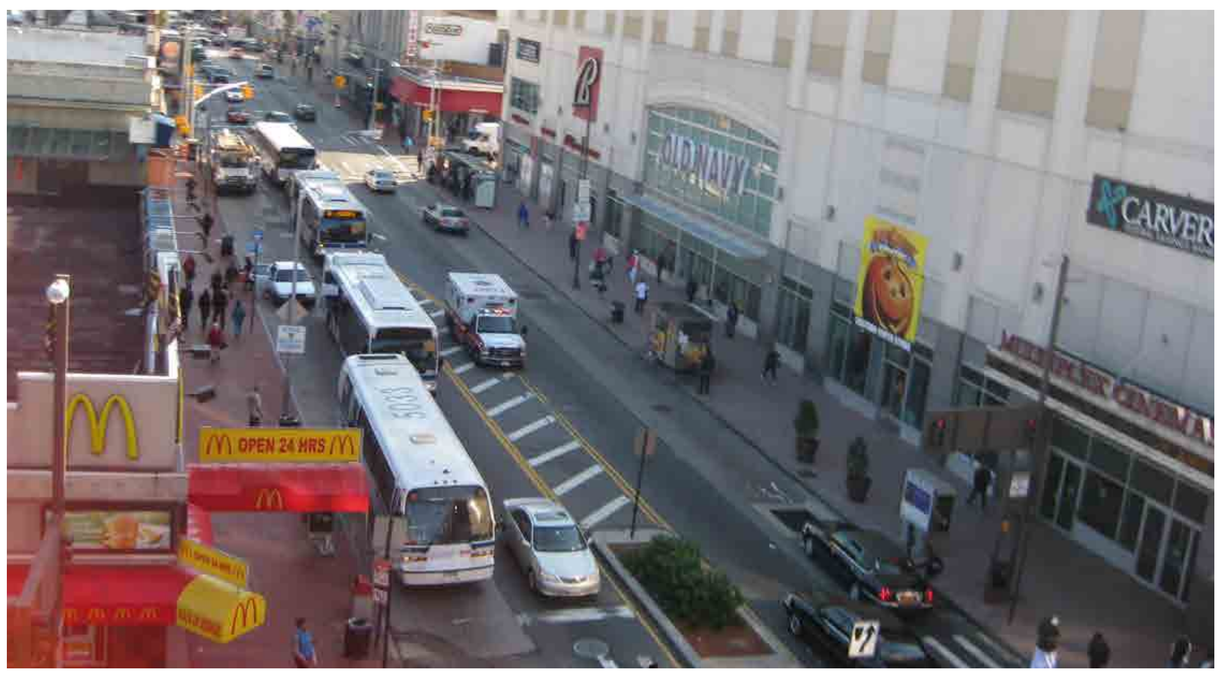
Pedestrian/Cyclist Conflict

- Congested sidewalks in Flushing and Jamaica
- Kissena Blvd and Main St crossings are dangerous
- Bus congestion makes it difficult to cross the street in Flushing
- Frequent pedestrian/ motorist turning conflicts
- Kissena Blvd is dangerous for cyclists

FLUSHING-JAMAICA SBS

Main Street and Kissena-Parsons Boulevards



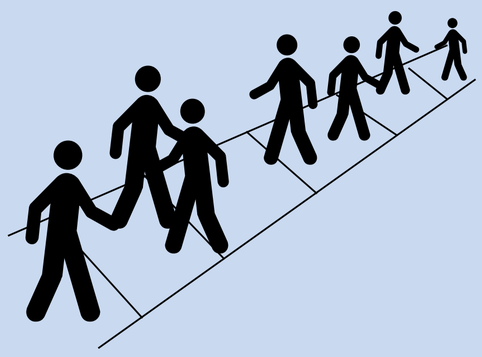


13.9 miles — Main Street

8.4 miles — Kissena/ Parsons Blvds

68,000 daily bus riders

Heavy pedestrian activity



Major connections

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FLUSHING-JAMAICA SBS

Q44 Limited - Main Street

- Runs from the Bronx Zoo to Downtown Jamaica, connecting:
  - Bronx Park South
  - Parkchester
  - Whitestone
  - Flushing
  - Kew Garden Hills
  - Briarwood
  - Jamaica
- Highest ridership corridor
- Wider roadway allows for more flexibility in design

Q25 - Kissena Parsons

- Runs from College Point to Downtown Jamaica, connecting:
  - Linden Hill
  - Flushing
  - Kissena Park
  - Pomonok

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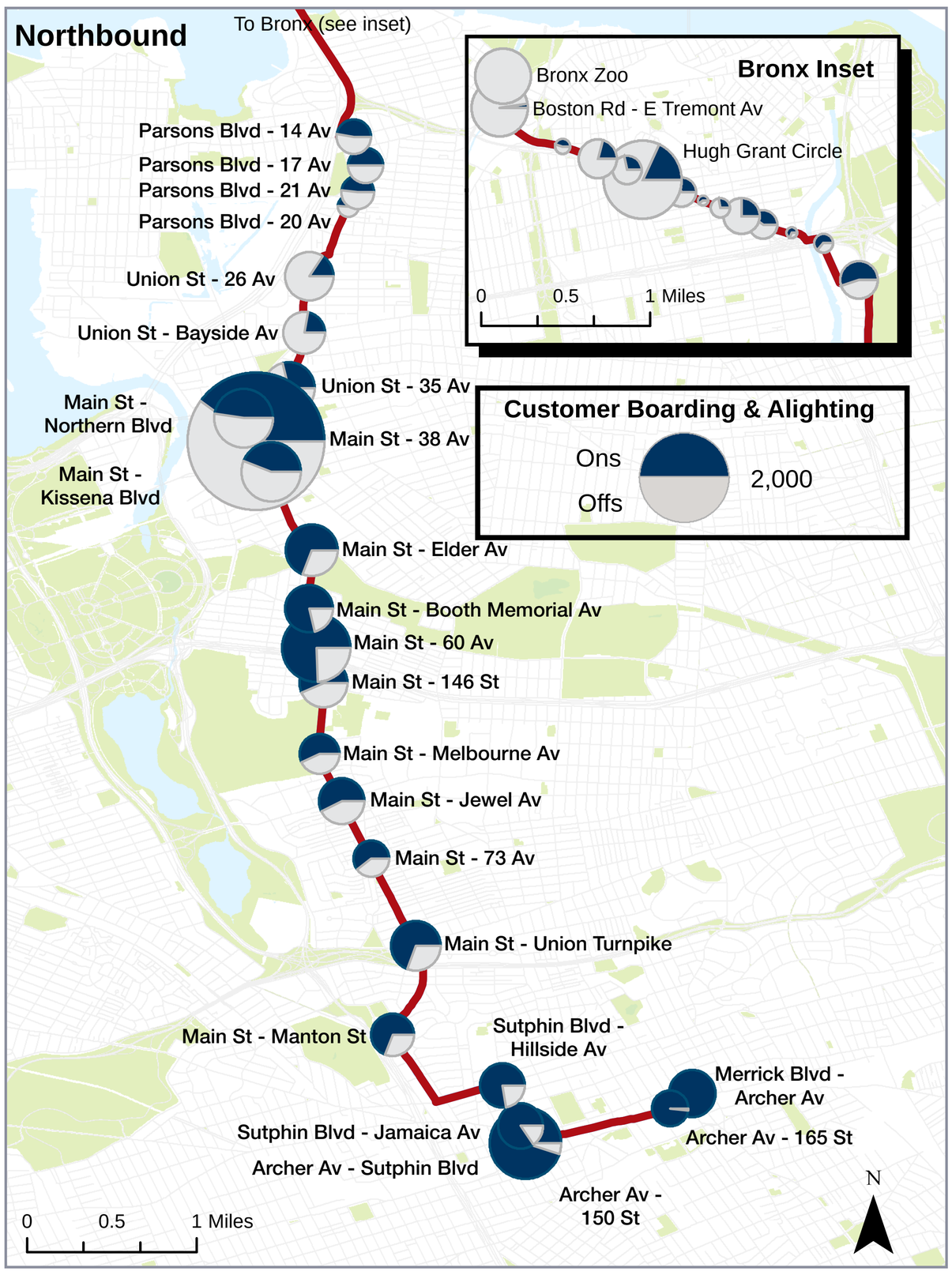
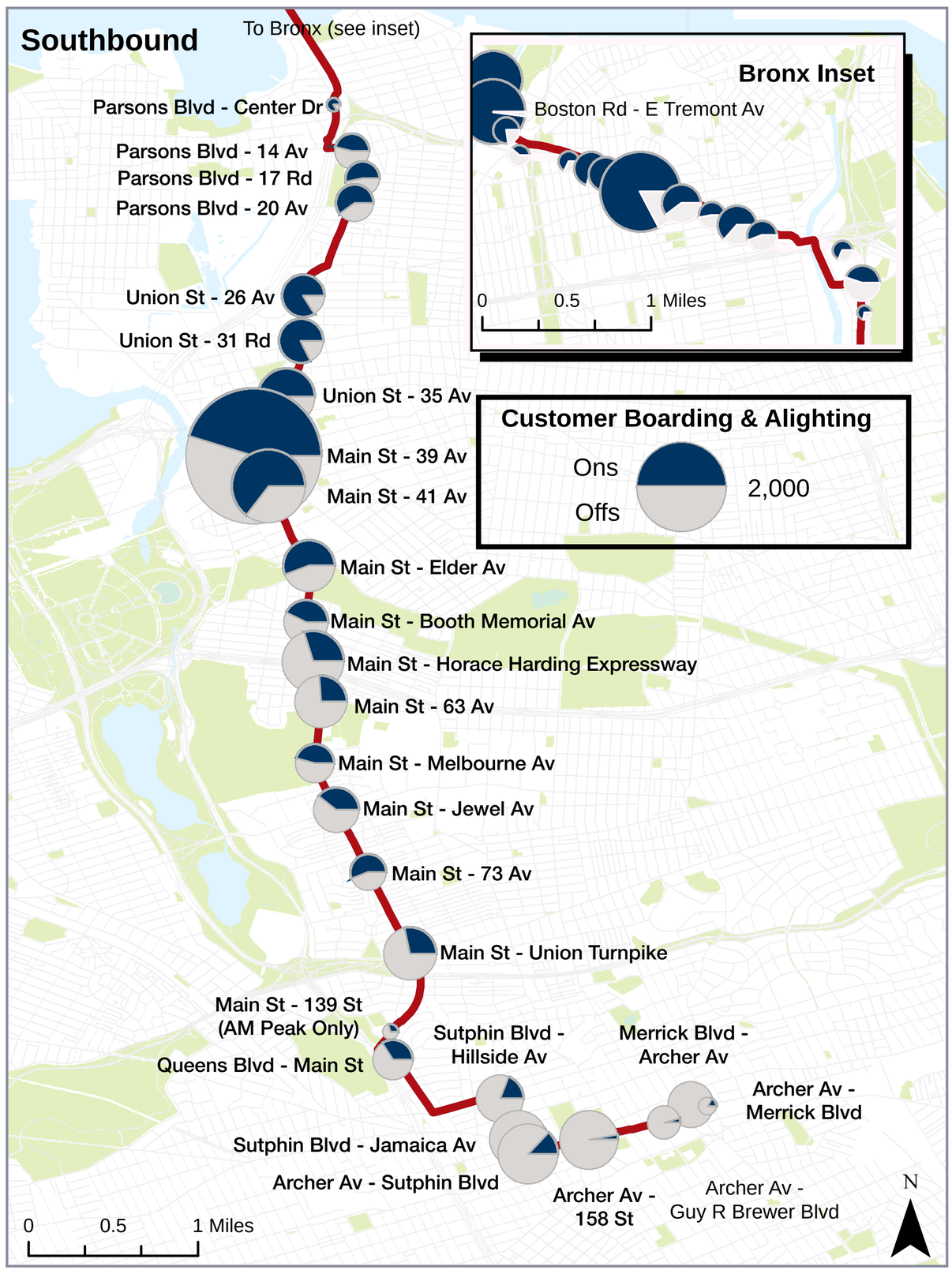
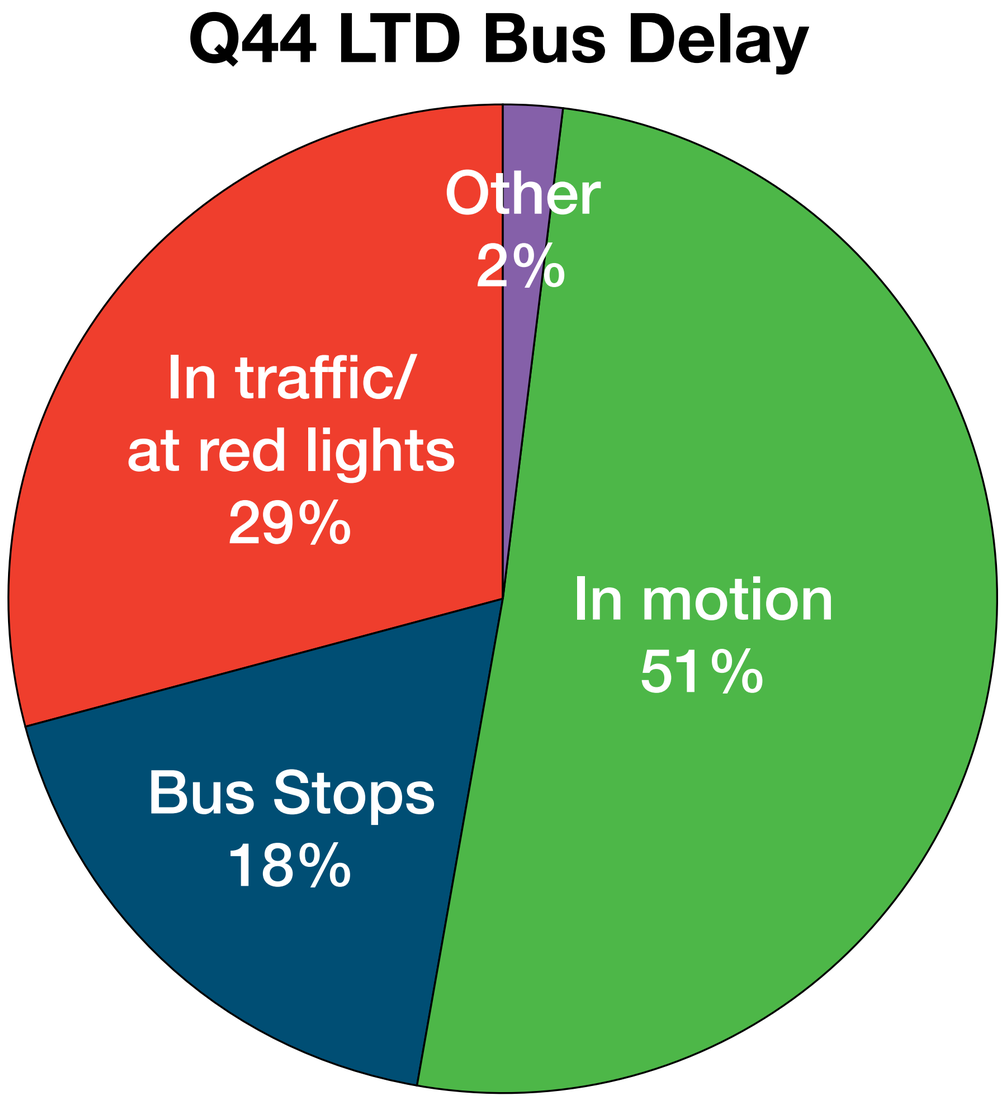
TRANSIT

Average Daily Q44LTD Ridership by Stop







Bus Travel Speeds
On average, the Q44 runs under 10 mph throughout the course of the route.

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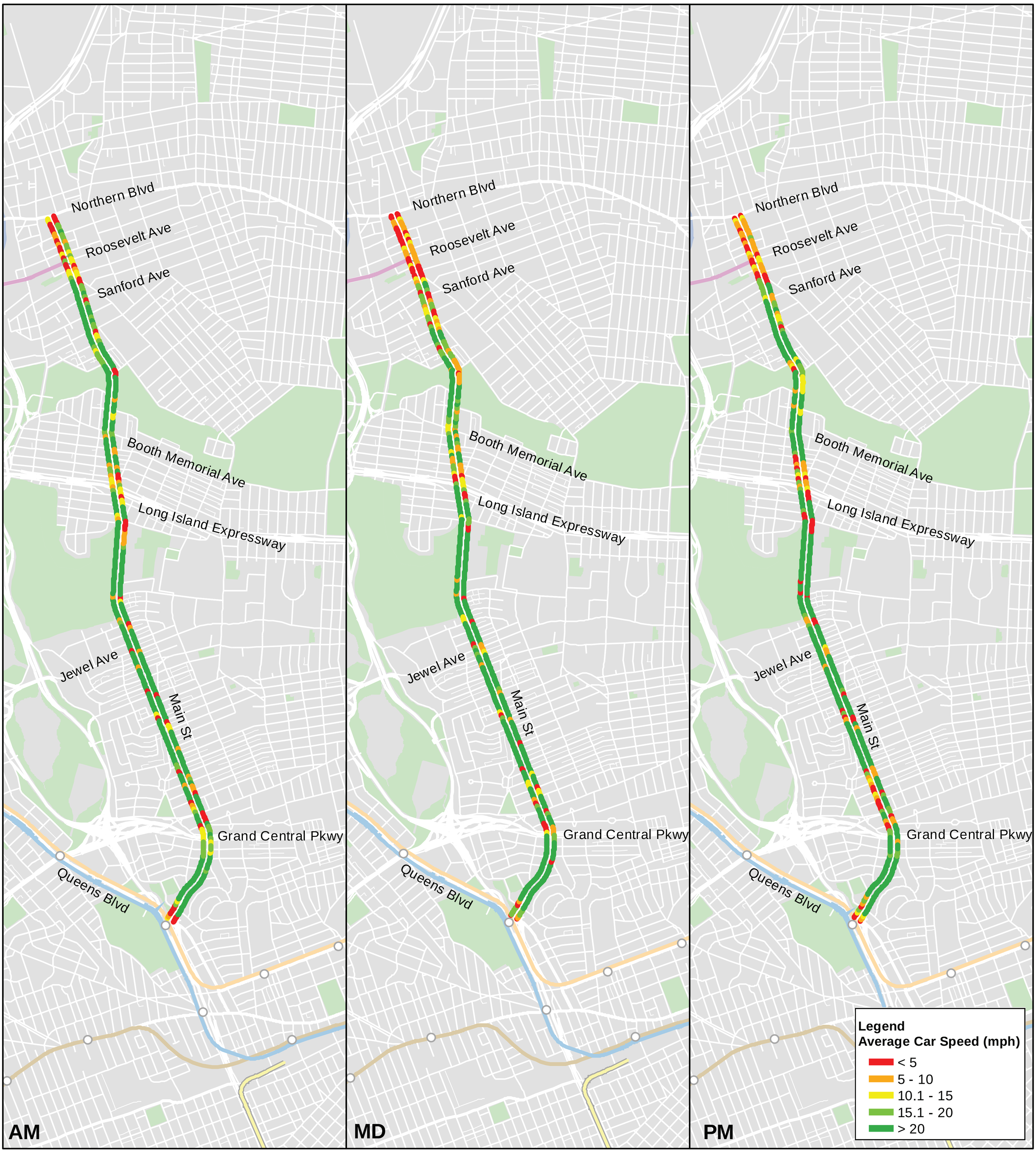
TRAFFIC

Car Travel Speed along Main Street

AM Peak, Midday and PM Peak Periods



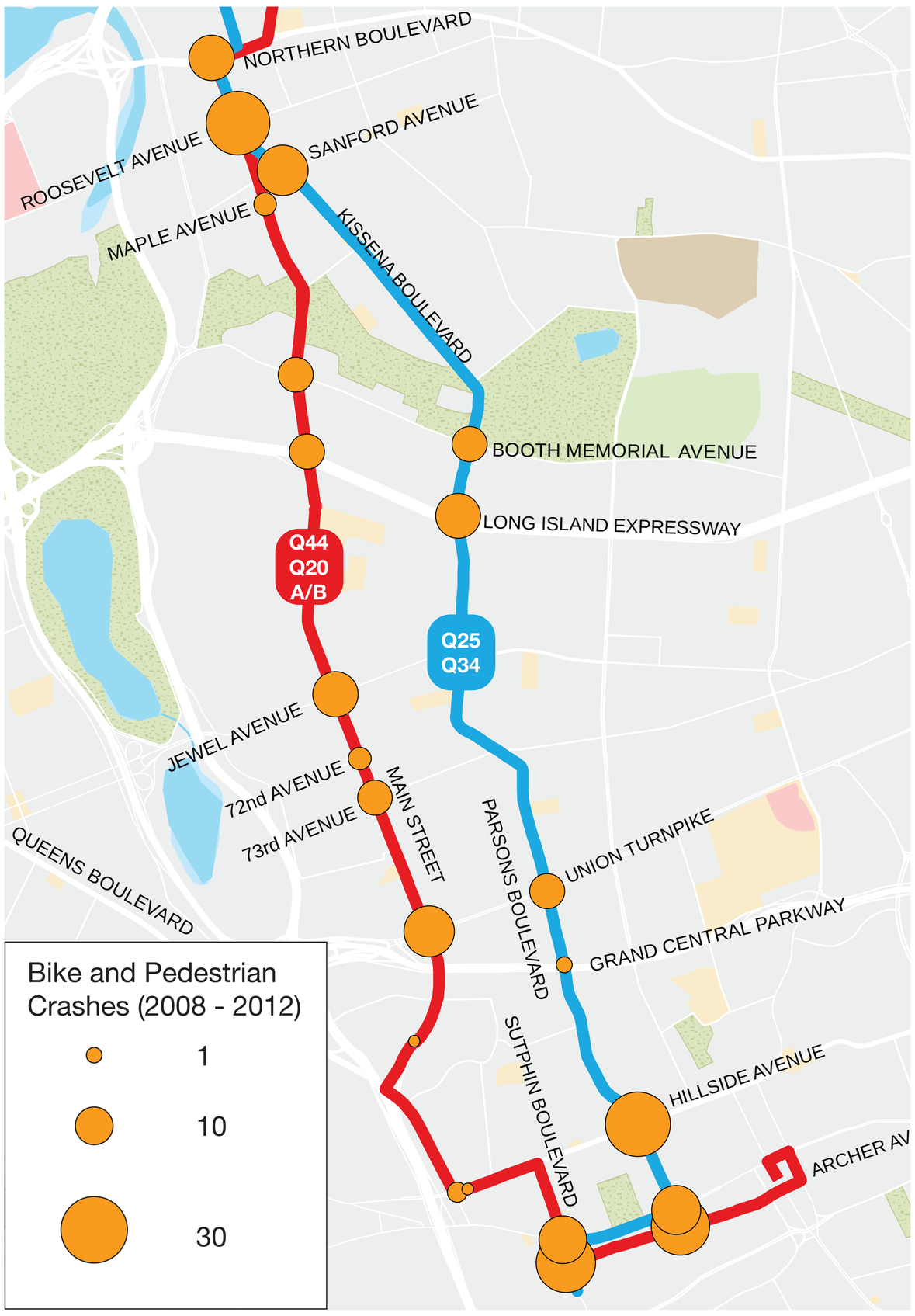
Related Initiative: Flushing in Motion

Flushing in Motion is a traffic control system for Downtown Flushing which enables traffic signals to be adjusted in response to real-time traffic congestion monitoring. A similar system was implemented in Midtown Manhattan which led to a 10% reduction in travel time.

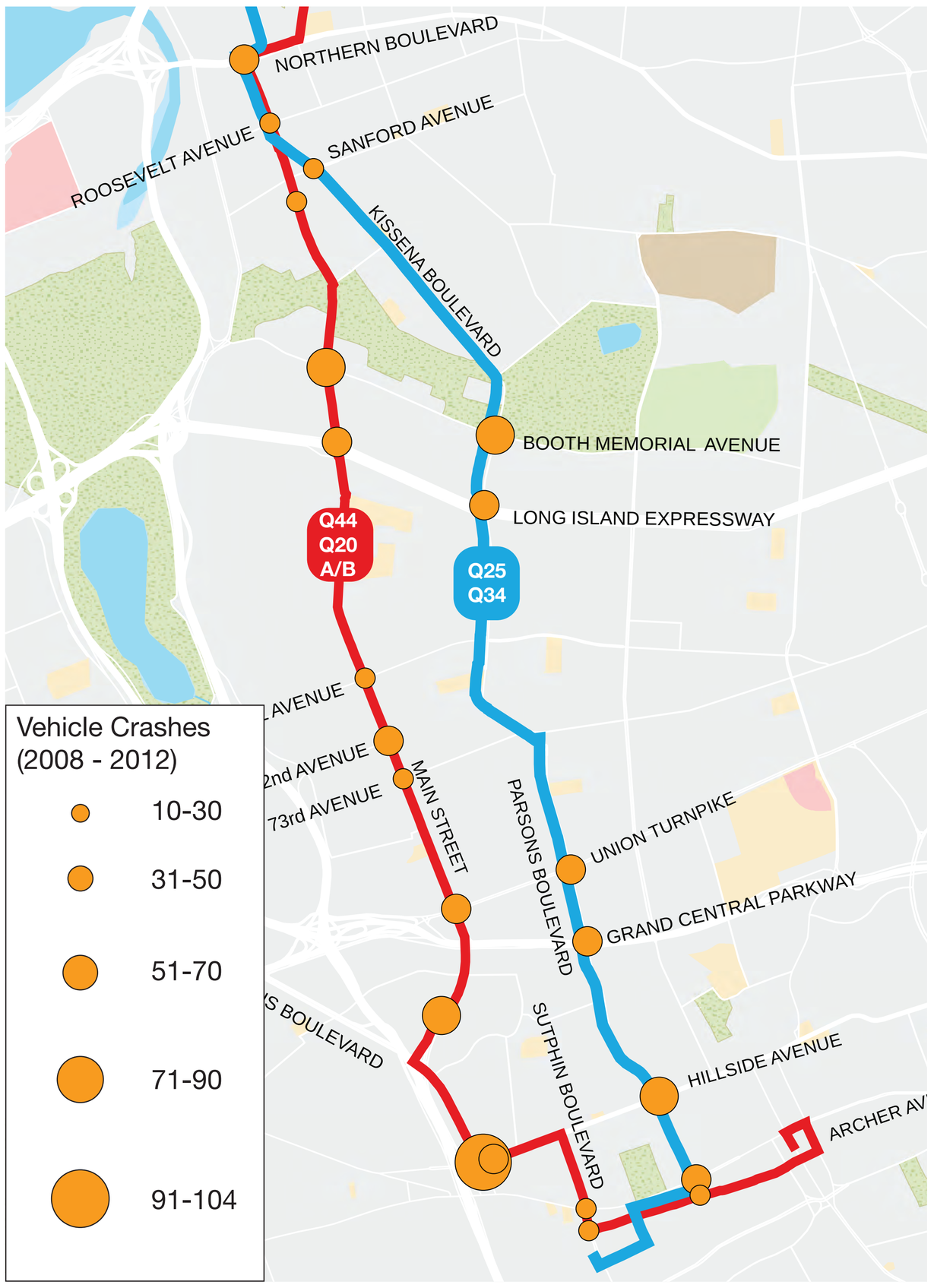
SAFETY

Crashes by Intersection along Main Street and Kissena/Parsons Boulevards (2008-2012)

Bicycle and Pedestrian Crashes



Vehicle Crashes



Main St and Roosevelt Av

Main St and Kissena Blvd

Parsons Blvd and Hillside Av

Related Initiative: Main Street Sidewalk Widening

The Department of Design and Construction will be widening the sidewalks along Main Street in Downtown Flushing between 38th Av and 41st Av. Detailed design is in progress.

MTA +selectbusservice Flushing to Jamaica NEW YORK CITY DOT

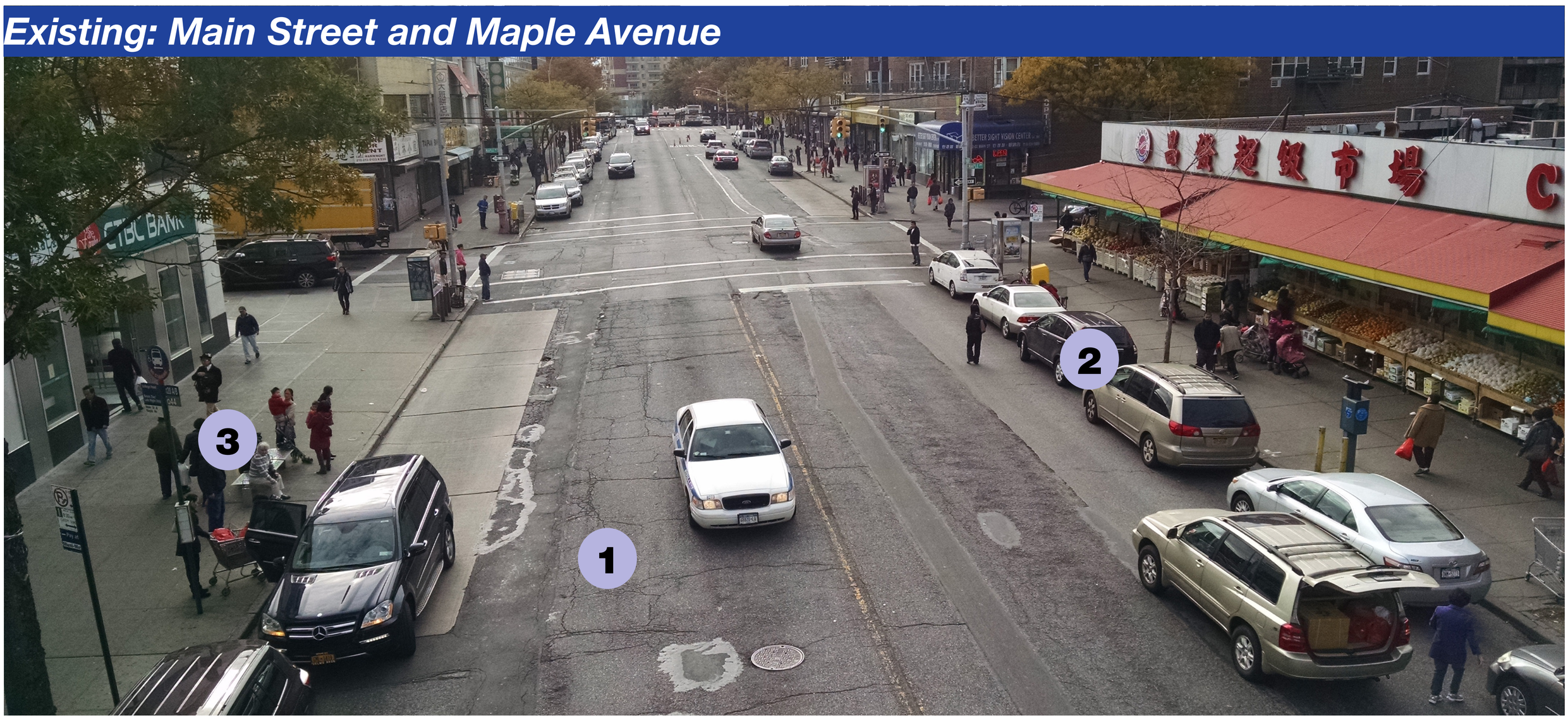
PROJECT GOALS

Improve transit service for neighborhoods that are far from the subway

Create stronger transit connections to retail and job centers in and between Downtown Flushing and Jamaica

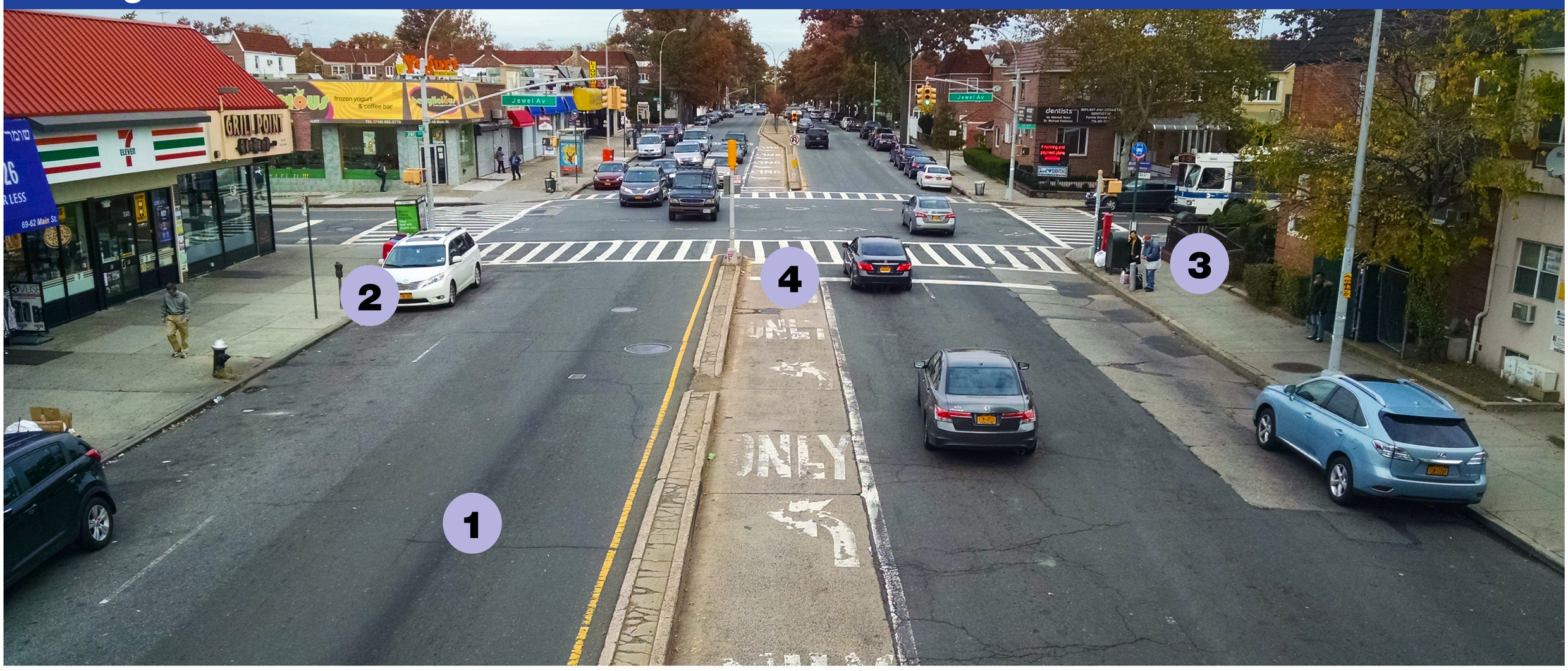
Implement safety upgrades in key Vision Zero priority corridors

Existing: Main Street and Maple Avenue



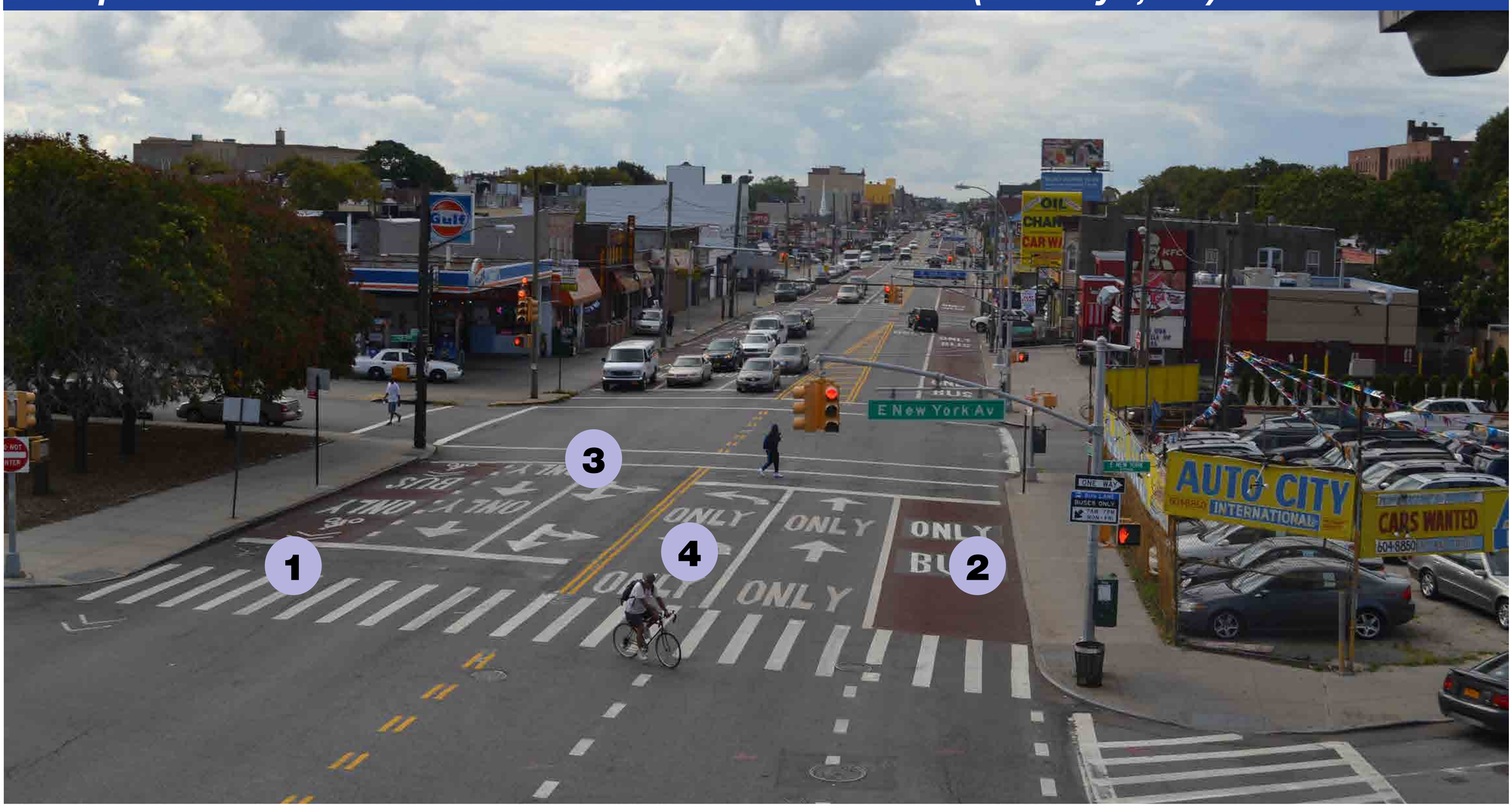
1. **General lanes in each direction**
2. **Curbside parking**
3. **Bus stops at the curb**
4. **Left-turn bays**

Existing: Main Street and Jewel Avenue



CURBSIDE BUS LANE

Example from Utica Avenue and East New York Avenue (Brooklyn, NY)

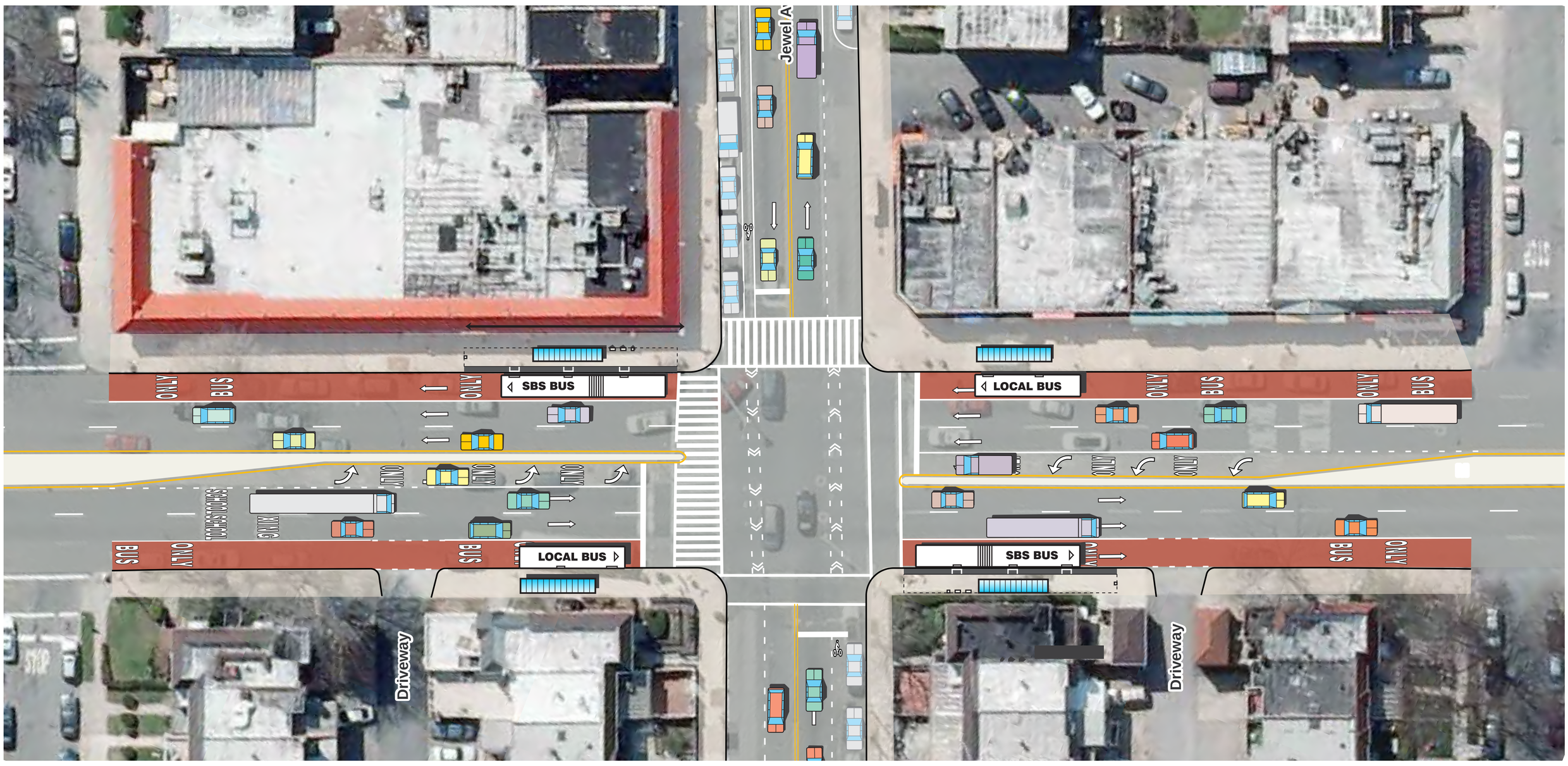


1 Curbside bus lanes

2 Parking restrictions during bus lane hours

3 General traffic lanes in each direction

4 Left-turn bays



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OFFSET BUS LANES

Example from Webster Avenue (Bronx, NY)

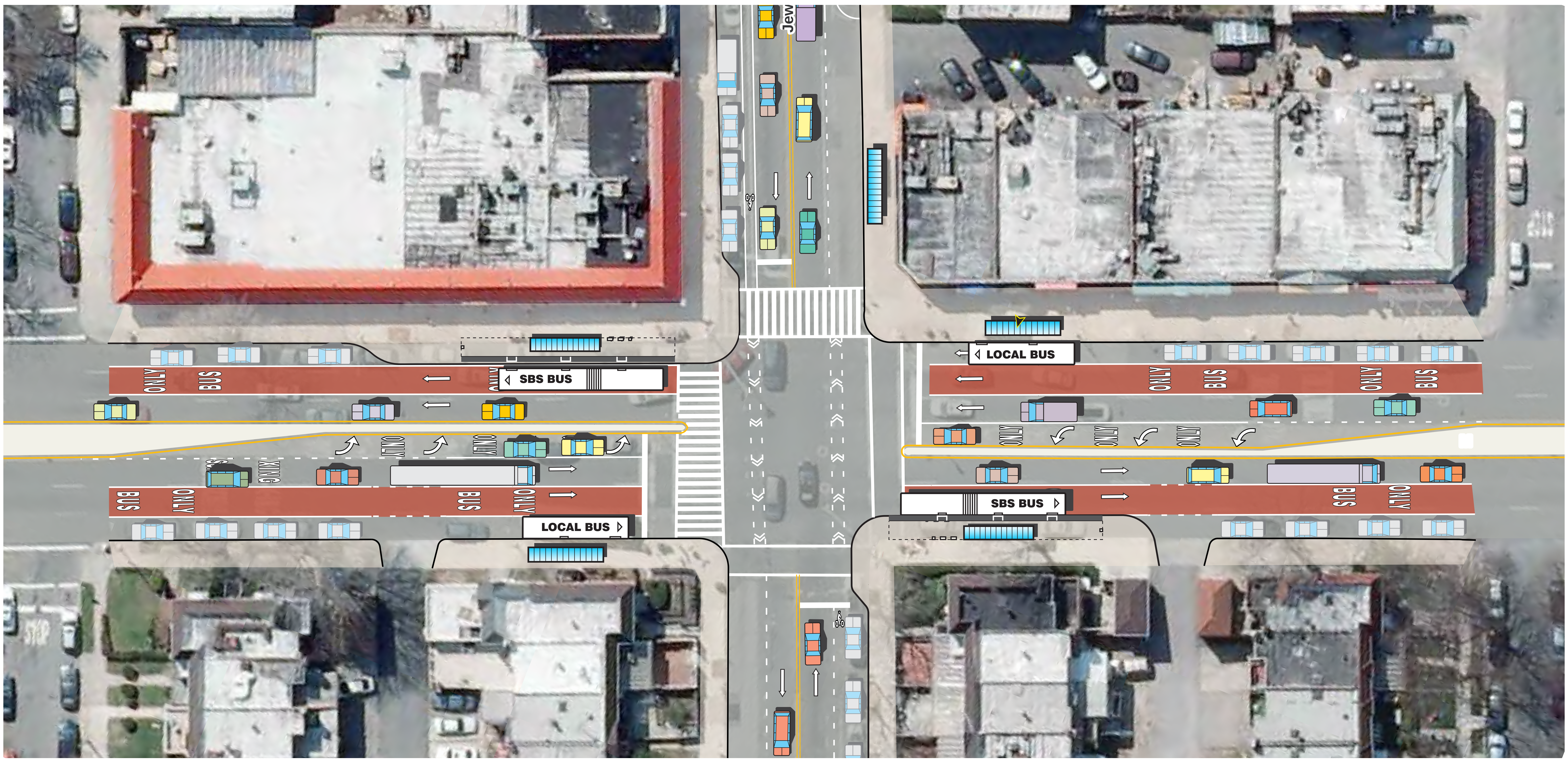
① **Offset bus lanes**

② **Curbside parking and loading remains**

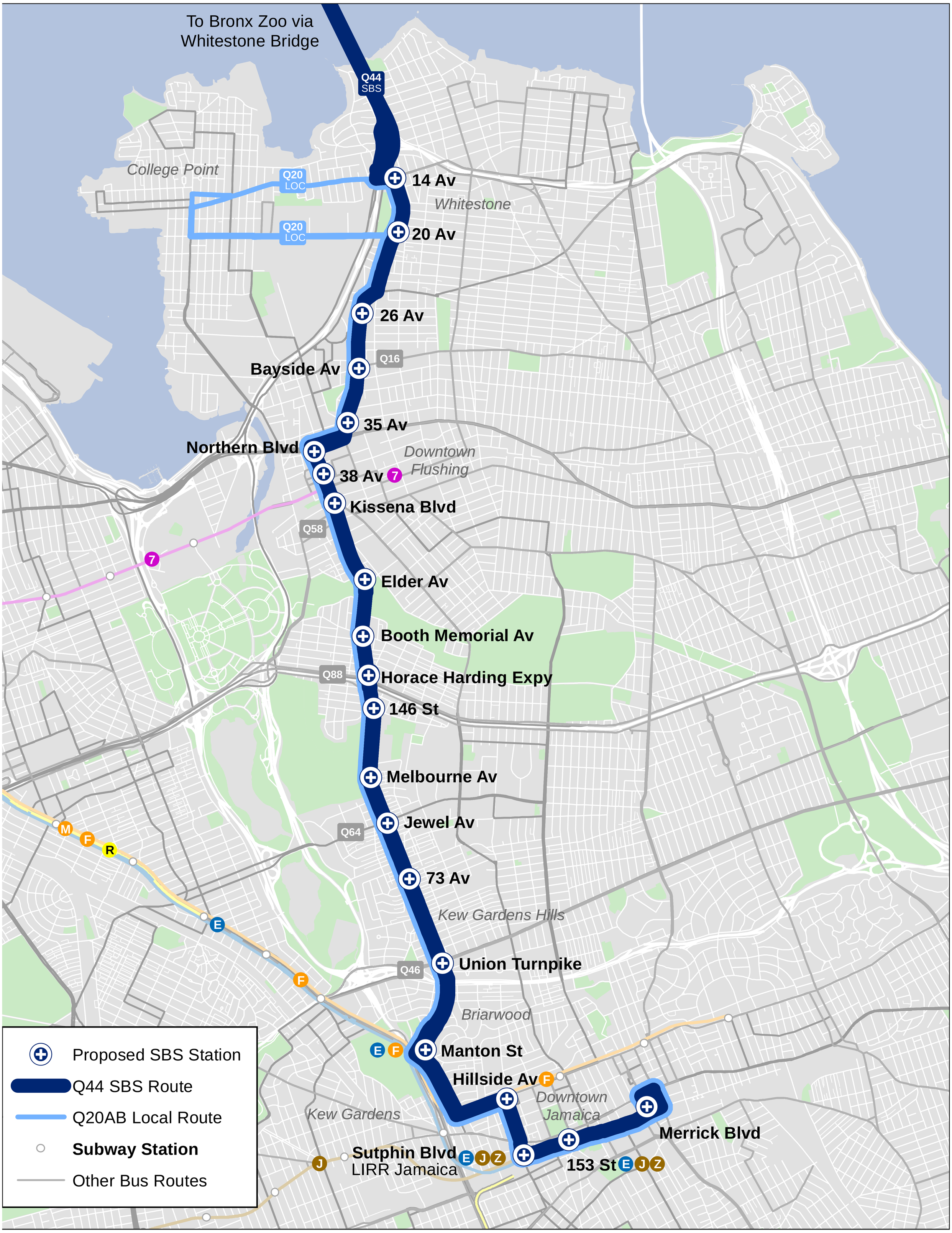
③ **General traffic lane in each direction**

④ **Bus stop remains at curb**

⑤ **Left-turn bays**



SELECT BUS SERVICE
BUS STOP LOCATIONS



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