

## **Bus Rapid Transit – A good idea that City and MTA seek to implement badly**

NYC DOT Commissioner Janette Sadik-Khan addressed the June Queens Civic Congress public meeting and questions came up concerning Bus Rapid Transit (BRT). Queens Civic Congress supports BRT and states such in CIVIC 2030. However, concerns arise about public meeting scheduled with insufficient notice to the Queens Community.

It is important Queens residents and especially Queens Community groups share their concerns on proposals to make sure our voices get heeded and BRT lines get placed in Queens where the need exists and not where we find it inappropriate or less than necessary.

Through our multi-faceted connections, Queens Civic Congress was able to confirm that NYCT and DOT will select routes this summer. Several of those routes were rejected by local community boards and in no case has the local civic or Queens Civic Congress been informed of the routes MTA/DOT seek to advance. And we should all be mindful that outsiders such as the folks from Pratt and their cohort are “hot on BRT” for Queens neighborhoods like Jamaica where they were so helpful with the Jamaica Zoning Plan. Please share your views at this link: [http://www.surveymonkey.com/s.aspx?sm=SlyNjapMsd0wgQHWr\\_2bJ\\_2bjA\\_3d\\_3d](http://www.surveymonkey.com/s.aspx?sm=SlyNjapMsd0wgQHWr_2bJ_2bjA_3d_3d)

You can download the BRT [report](#) to your computer (make sure to download rather than to try and open it directly because the latter did not work when I tried it). Page 28 of the report (36 of the PDF) indicates where DOT and NYCT look to install bus rapid transit.

- Corey Bearak, President, Queens Civic Congress

For more information, click on the link below or read starting on the next page:

<http://www.nyc.gov/html/dot/html/ferrybus/selectbusservice.shtml#brt>  
<http://www.nyc.gov/html/dot/html/ferrybus/selectbusservice.shtml#pi>

New!

## Bus Rapid Transit Phase II

New York City Transit and NYCDOT are looking for ways to continue to dramatically improve transit service through a comprehensive Bus Rapid Transit (BRT) network across New York City -- complete with links to subways, ferries, and major destinations. NYCT and DOT invite the public to take part in interactive workshops that will lay the groundwork for the next phase of a BRT program for New York City. Given the magnitude of the MTA's current fiscal constraints, it is even more imperative that we work together to expand this high performance bus service - an approach that will allow for cost savings realized from improving bus speeds, attracting more customers, and providing more efficient bus operations.

## The Report

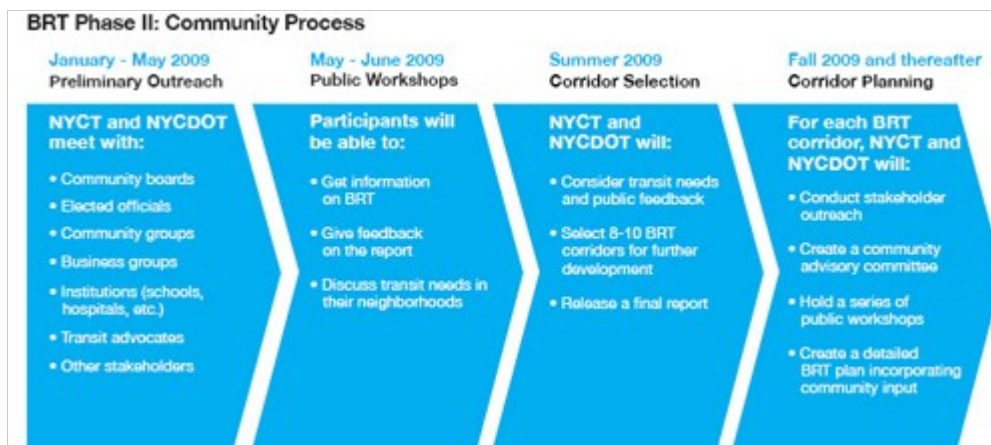
Introduction to Bus Rapid Transit Phase II report contains a general introduction to BRT features as well as an update on the results of BRT Phase I. The first phase of BRT kicked off in June 2008 as NYCT and DOT launched the City's first BRT Phase I route, the Bx12 Select Bus Service (SBS) on Fordham Road in the Bronx. This report also identifies over 30 corridors that present opportunities for new BRT services. These potential BRT corridors address different types of transit needs, ranging from areas underserved by the subway to trips that are difficult to make by subway or bus.

▶ [Read](#) the report

▶ [Appendix A](#) Service Needs Assessment Methodology

## Bus Rapid Transit Phase II - Public Input

NYCT and DOT invite your feedback on where new BRT routes should be established and how they should operate. Seven public workshops were held in May and June in all five boroughs. Now you can [click here](#) to give your feedback electronically.



## BRT Phase I Corridors / Select Bus Service

SBS stands for "Select Bus Service." SBS is the first generation of BRT in New York City (aka BRT Phase I). SBS is a joint venture of MTA/New York City Transit and NYCDOT. In June 2008, NYCT and DOT launched the City's first BRT Phase I route, the Bx12 Select Bus Service (SBS) on Fordham Road in the Bronx. The Bx12 SBS includes a combination of features, including off-board fare payment, high-visibility bus lanes, and transit signal priority, as well as

increased service and distinctive branding. The results of the pilot have been striking. Bus speeds on the Bx12 SBS have increased 20 percent and ridership has increased by 5,000 riders a day. And an NYCT survey found 98% of riders were satisfied or very satisfied with the new service.

- **Fordham Road-Pelham Parkway SBS**, Bronx (June 2008)
  - [Read](#) the press release
  - [Download](#) an overview of this project
- **34th Street Enhanced Bus Priority**, Manhattan (September 2008)
  - [Read](#) the press release
  - [Download](#) an overview of this project
- **First Avenue/Second Avenue SBS**, Manhattan (2010) MTA New York City Transit and the New York City Department of Transportation, in cooperation with Manhattan Borough President Scott Stringer, have convened a Community Advisory Committee (CAC) to provide guidance in the design and implementation of SBS in this corridor. The CAC is comprised of a broad range of stakeholders, from elected officials to Community Boards to major area institutions. The role of the CAC will be:
  - To provide opportunities for input as project design and implementation progresses
  - To keep key stakeholders up to date on the project
  - To provide stakeholders with information to pass on to other constituents about project details and outreach efforts
  - To ensure that key issues are not overlooked
  - The CAC will meet every two to three months over the next two years. Public Open Houses will also take place at key points, with the first open house tentatively scheduled for Fall 2009. The first meeting of the First Avenue/Second Avenue CAC was held on Wednesday, May 13, 2009. To view the presentation given at this meeting and the meeting agenda, [click here](#).
  - [Download](#) an overview of this project
- The CAC will meet every two to three months over the next two years. Public Open Houses will also take place at key points, with the first open house tentatively scheduled for Fall 2009. The first meeting of the First Avenue/Second Avenue CAC was held on Wednesday, May 13, 2009. To view the presentation given at this meeting and the meeting agenda, [click here](#).
- [Download](#) an overview of this project
- **Nostrand Avenue-Rogers Avenue SBS**, Brooklyn (2011, Subject to Change)
- **Hylan Boulevard SBS and Transitway**, Staten Island (2010, subject to change)
- **34th Street SBS Phase II**, Manhattan (2011, subject to Change)
- [See](#) a short presentation and animation that explains how the new transitway will operate. (.ppt format)

#### Other Bus Improvements

NYCT and DOT will also look for opportunities to provide certain elements of bus rapid transit (e.g. transit signal priority or high-visibility bus lanes) on other bus routes. We will call projects

with customer service improvements enhanced bus service and those intended to ease buses through traffic bus priority corridors.

- **34th Street Enhanced Bus Priority**, Manhattan (September 2008)
  - [Read](#) the press release
  - [Download](#) an overview of this project
- **Downtown Jamaica Bus Improvements**, Queens (study completion late 2009)
- **Fifth Avenue/Madison Avenue Bus Lane Improvements**, Manhattan
  - [Download](#) an overview of this project

What is BRT?

- BRT stands for "Bus Rapid Transit." It is an integrated, high performance transit system with a unique identity, designed to reduce travel time, improve reliability, and increase the level of comfort for bus customers. BRT systems typically consist of all or a combination of seven main elements, which include the following:



- System identity and branding which bring a unique and distinguished visibility to the BRT service

- Bus ways where the road is dedicated to the exclusive use of buses



- High capacity vehicles

- High visibility stations

- A service plan that provides an easily understandable route map and schedule
- Intelligent Transportation Systems (ITS) that provides information on next arriving bus at the bus stations, and the next stop on-board buses

- Traffic Signal Priority (TSP) which gives buses priority at traffic lights
  - DOT is currently piloting TSP on [Victory Boulevard](#) in Staten Island

The video at the top shows some of the first generation BRT elements already in place in New York City The video at the top shows some of the first generation BRT elements already in place in New York City

## Queens

Bus Improvements	
Action	Description
Jamaica Center bus study	Will examine ways to improve bus flow through Jamaica's congested downtown

Potential BRT Corridors			
	Corridor or Area	Need Type	Existing Conditions
1	LaGuardia Airport/ East Elmhurst	Underserved Area	Airport serves 60,000 passengers a day, is the only major NYC area airport without a rapid transit link
2	Middle Village	Underserved Area	Area beyond easy walking distance from the subway
3	Utopia/Fresh Meadows	Underserved Area	Area beyond easy walking distance from the subway
4	Jamaica Avenue/ Hillside Avenue Corridor	Underserved Area	Existing bus services carry 40,000 trips a day
6	Southeast Queens	Underserved Area	Area beyond easy walking distance from the subway
8	Jamaica to Flushing	Difficult Trip	Existing bus services carry 96,000 trips a day
7	Queens-Manhattan Connections	Subway Crowding	7, E, N, and M trains between Queens and Manhattan operating at or above 96% capacity during rush hour
8	Long Island Expressway	High Volume Express Bus Route	Carries 290 buses with 18,000 passengers each weekday morning
9	Long Island City East River Waterfront	Growth Area	Significant residential developments since 2000