Agenda

Introductions

About the Community Advisory Committee and Project outreach efforts

BRT/SBS in New York City

Nostrand & Rogers SBS

Design and Service Issues

Next Steps
About the Community Advisory Committee

Composed of:

- Elected Officials
- Community Boards
- Major Institutions
- Community Organizations
- Business Representatives
- Transit Customers

Role:

- To provide opportunities for input as project design and implementation progresses.
- To keep key stakeholders up to date.
- To provide stakeholders with information to pass on to other constituents about project details and outreach efforts.
- To ensure that key issues are addressed in timely manner.
Community Planning Process

15 meetings to date with elected officials, Community Boards, and the public about Nostrand & Rogers BRT Transition from corridor identification to route design

Community Advisory Committee meetings will enable future community engagement
Ongoing Community Engagement

Community Advisory Committee will meet every 3-4 months over the next two years.

Public Open Houses will take place approximately every 9 months, with first meeting tentatively scheduled for Spring 2010.

Project newsletters (print and email) and web site (www.nyc.gov/brt)
Nostrand & Rogers SBS: Timeline

2004
- NYCT/ DOT initiate NYC BRT study

2005
- BRT Study and Public Input selects Nostrand & Rogers Ave as one of five BRT corridors for further development

2006
- Nostrand & Rogers SBS identified for implementation

2007

2008

2009
- First CAC Meeting
Nostrand & Rogers SBS: Timeline

- **2010**
  - Winter | Spring | Summer | Fall
  - CAC Meetings
  - Public Open House
  - CAC Tour of Fordham Rd SBS

- **2011**
  - Winter | Spring | Summer | Fall
  - Additional CAC Meetings and Open Houses

- **2012**
  - Winter | Spring | Summer | Fall
  - SBS Implementation
Bus Speeds in NYC vs. Other Cities

New York: 8.1 MPH
Chicago: 9.7 MPH
Boston: 10.5 MPH
Washington: 11.2 MPH
Los Angeles: 12.3 MPH
Trend: NYC Bus Speeds Dropping

Average Speed (MPH)

1996: 9.1
2002: 8.4
2006: 8.1
Challenge: Can Buses Play a Bigger Role in Meeting the City’s Mobility Needs?
Sources of Bus Delay – B44 Limited

- At Bus Stops: 24%
- At Red Lights: 26%
- Other Delays: 5%
- Bus in Motion: 45%
Fordham Road SBS: Results

**Travel Time:** 20% reduction in running time

**Ridership:** 7% increase from May 2008 to May 2009

**Customer Satisfaction:** 98% satisfied or very satisfied
SBS Features

- Pre-Payment
- Bus Lanes
- Stations
- Passenger Info
- Branding
- Bus Signal Priority
Phase I BRT Corridors
Nostrand & Rogers Corridor

Within ¼ Mile:

- 300,000 residents
- 62% of households do not own a car
- 60% of residents commute by transit
- At peak periods, number of people on buses roughly equal to number in cars
Select Bus Service Features

- B44 Ltd will become SBS
- B44 Local will Continue
- “Offset” Bus Lanes with Bus Bulb Stations for 5 miles
- Transit Signal Priority for 3.8 miles

On the entire route:
- Next Generation Fare Collection
- Branding of Stations and Buses
Select Bus Service Features

**Improved Service**
Simpler service pattern

**Signal Priority**
Transit signal priority between Flatbush and Emmons Aves

**Fare Collection**
Faster fare collection system
Existing Conditions – Rogers Ave at Empire Boulevard
Proposed Design with SBS Station, with Peak Travel Lane on Left Curb
Existing Conditions – Nostrand Ave at Empire Boulevard
Proposed Design with SBS Station
Nostrand & Rogers SBS Features

**Bus Lanes**
Offset bus lanes between Flushing Ave and Farragut Rd, and between Ave X and Emmons Ave

**Bus Bulbs**
Bus bulbs extend sidewalk out to the bus lane, at SBS stations between Flushing and Church Aves
**Bus Lanes**
Offset bus lanes from Flushing to Farragut Aves, and from Ave X to Emmons Ave

**Bus Bulbs**
Bus bulbs extend sidewalk out to the bus lane, at SBS stations between Flushing and Church Aves
Lane Use

Flexibility Use Lane
Other Times: Parking / Loading

All Times: General Traffic Lane

7 AM – 7PM Weekdays: Bus and Right Turn Lane
All Other Times: General Traffic Lane

All Times: Parking Except at SBS Stations/Bus Stops
Bus Bulb Design
Bus Bulb Design

Plan View

Width of Crosswalk + 5' Min

140' - 160'

± 18'

Detectable Warning Strip

Existing Sidewalk

RAMP

SHELTER

SBS

BUS PAD

SBS
Next Steps

- CAC Tour of Fordham Road SBS – Winter 2010
- Second CAC meeting – Spring 2010
- Public Open House – Spring 2010
- Additional outreach and presentations as requested