

New York City Transit



Nostrand Ave / Rogers Ave Select Bus Service Community Board 15

Monday, May 17, 2010

Agenda

Introductions

Outreach

BRT/SBS in New York City

Project Description

Schedule

Next Steps

Community Planning Process

19 meetings to date with elected officials, Community Boards, and the public about Nostrand/Rogers BRT

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

Public Open Houses will take place approximately every 9 months

Project newsletters (print and email) and web site (www.nyc.gov/brt)

Community Advisory Committee

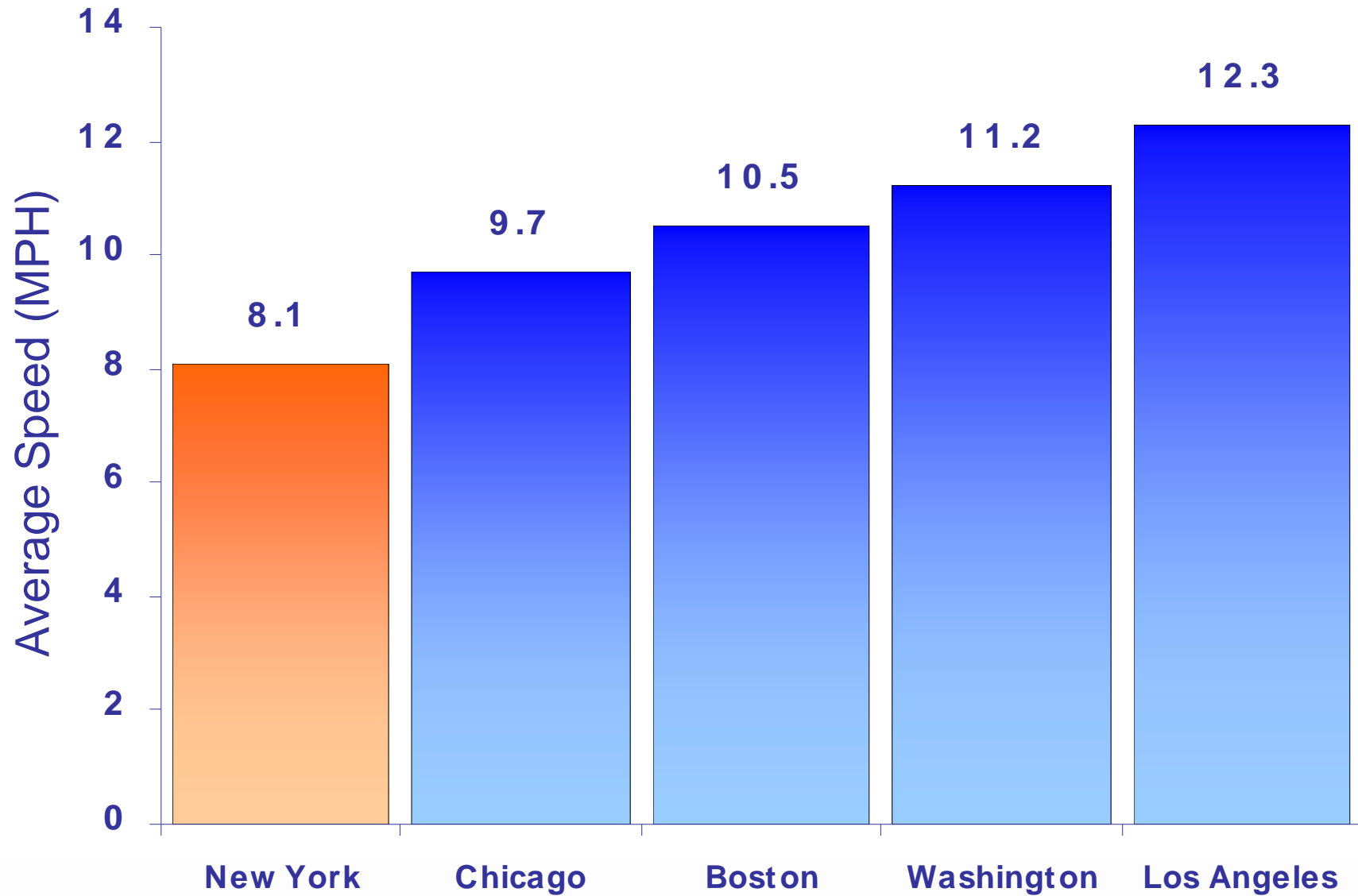
Composed of:

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

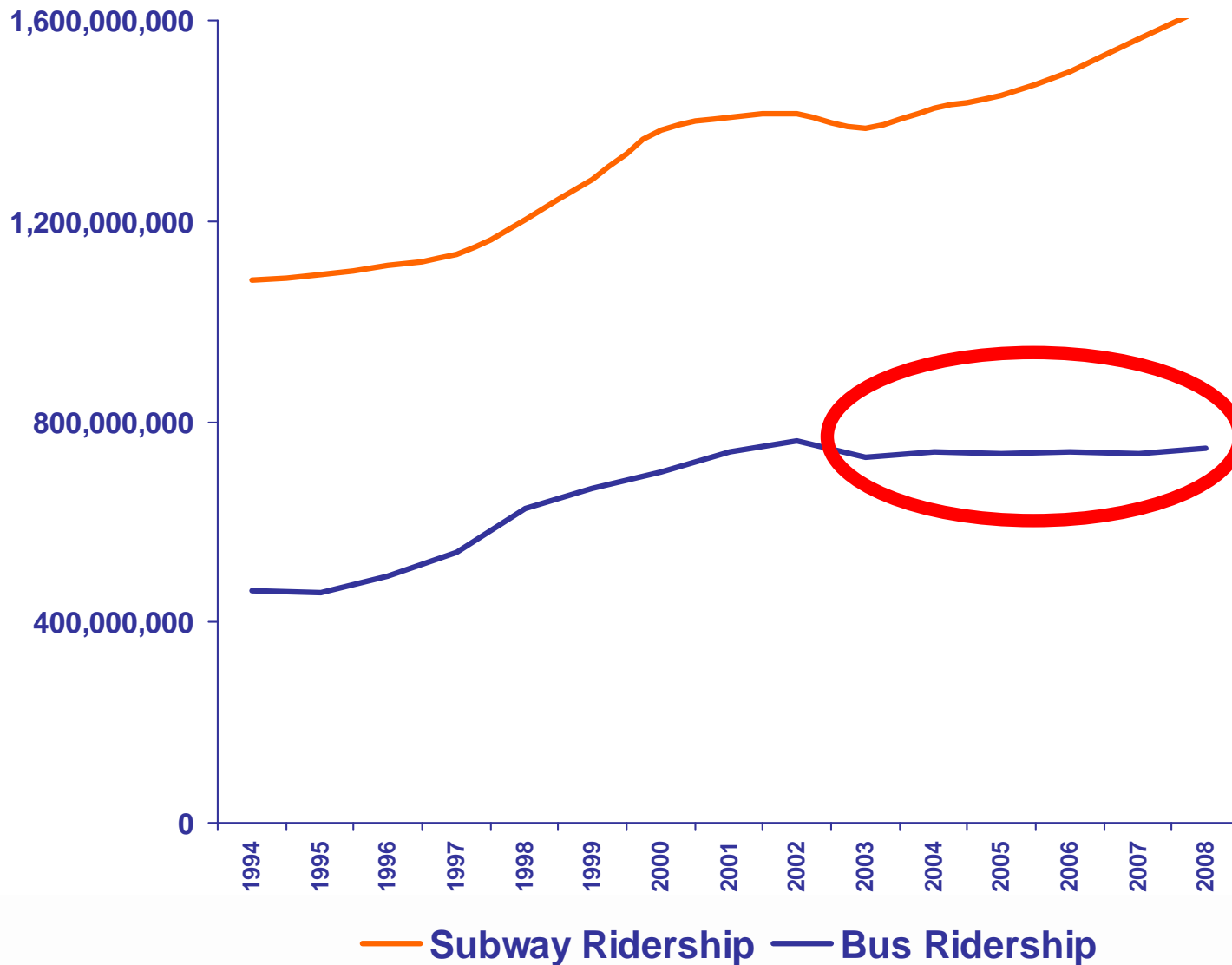
Role:

- 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.

Bus Speeds in NYC vs. Other Cities



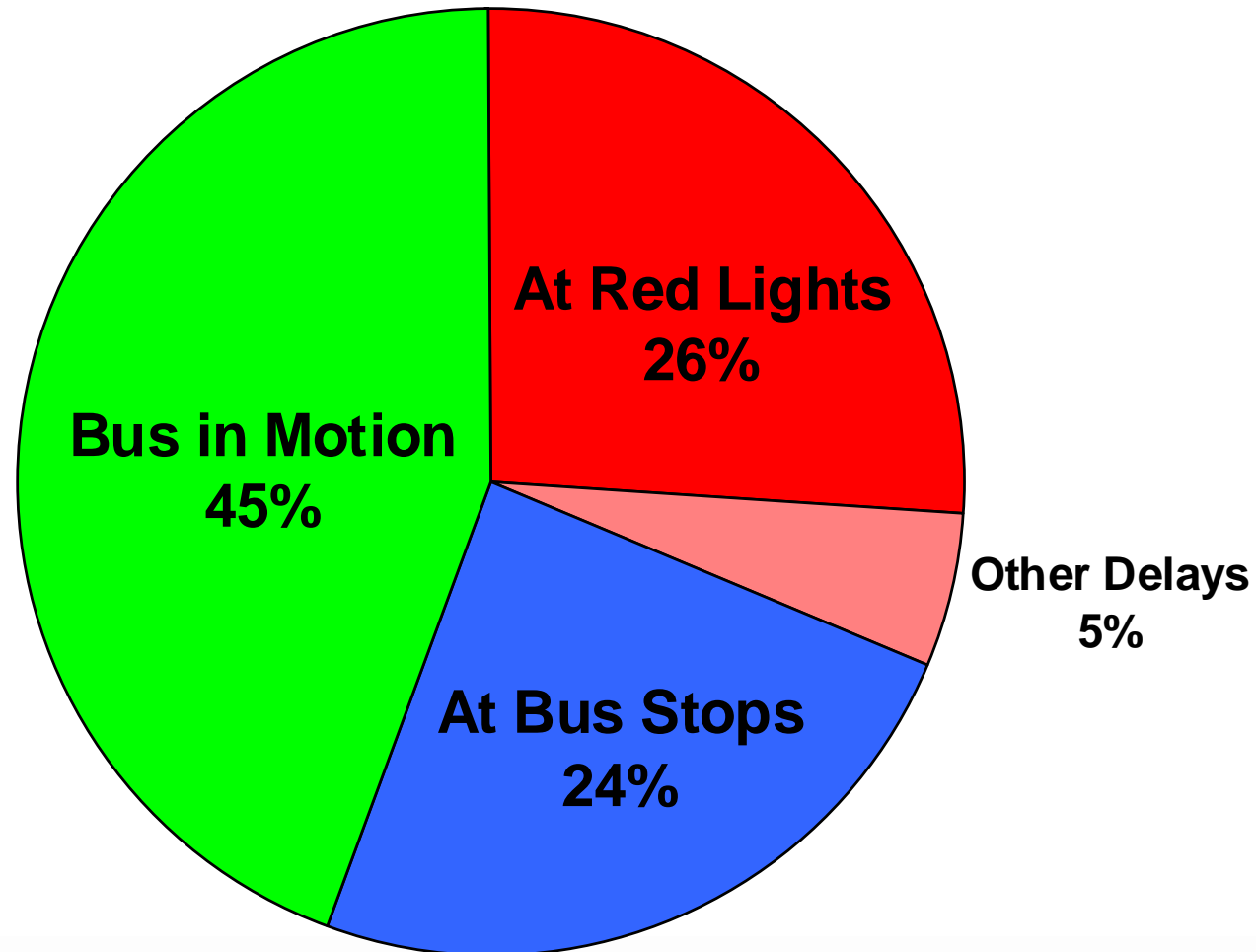
Challenge: Can Buses Play a Bigger Role in Meeting the City's Mobility Needs?



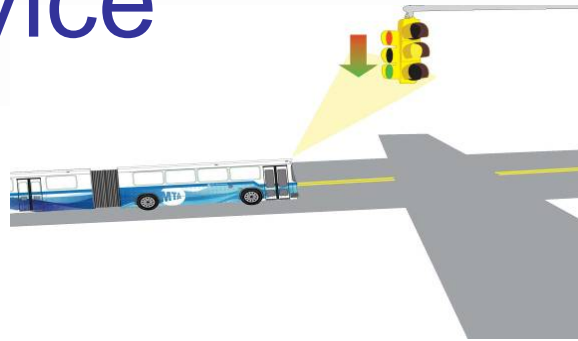
Phase I BRT Corridors



Sources of Bus Delay – B44 Limited



Select Bus Service Features



Bus Signal Priority



Fare Pre-Payment



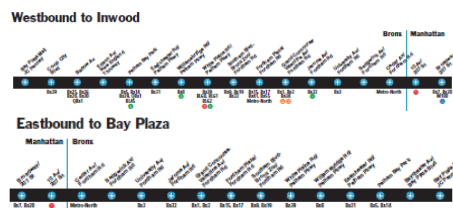
Branding



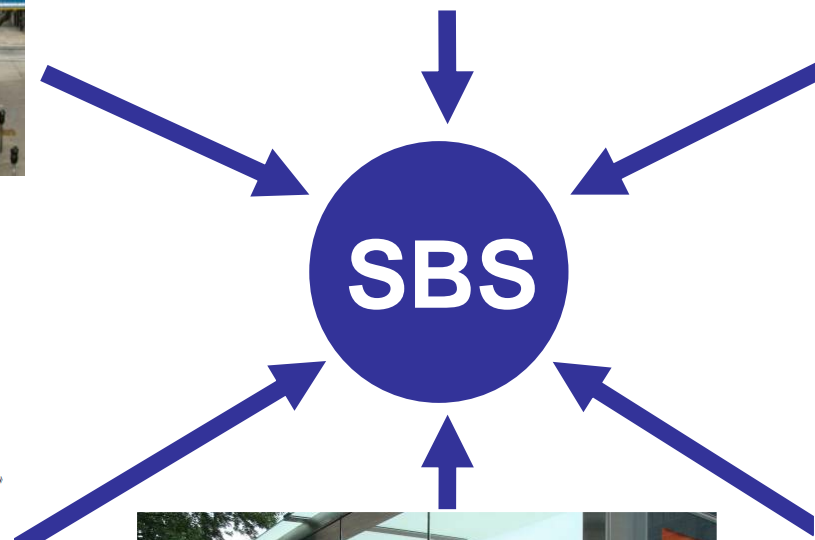
Stations



Bus Lanes



Passenger Info



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



Corridor Description

9.3 miles from Williamsburg Bridge to Sheepshead Bay

Currently served by B44 bus route

- 44,000 weekday riders – 5th busiest bus route in city
- 6,000 people get on in CB15
- Buses travel at an average speed of 7-8 mph

Within a ¼ mile:

- 300,000 residents
- 62% of households do not own a car (41% in CB15)
- 60% of residents commute by transit (48% in CB15, compared to 42% by car, truck, or van)



Project Features

B44 Limited will become SBS; B44 Local will continue as before

Offset bus lanes for 5 miles, with bus bulbs at stations from DeKalb to Church Aves

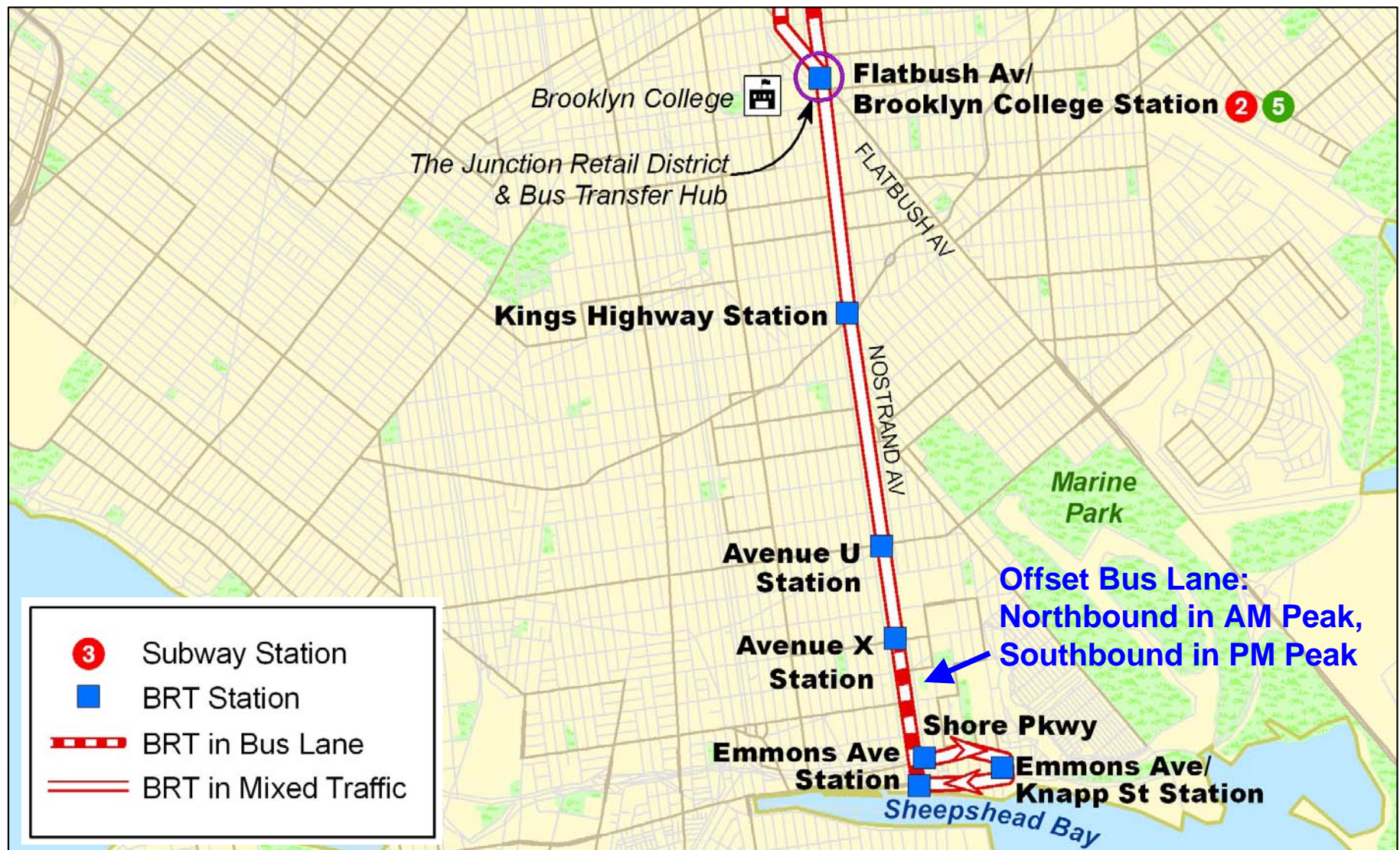
Transit Signal Priority for 3.8 miles from Flatbush Avenue to Sheepshead Bay

For the Entire Route:

- New low-floor buses
- Next generation fare collection
- Branding of stations and buses
- Local Buses Serve the Full Route at All Times



Flatbush Avenue to Emmons Avenue



Project Benefits

Bus lanes, transit signal priority, and quicker boarding would lead to 25% faster trips.

A trip from Emmons Ave to Flatbush Ave would be about 6 minutes faster, from 25 minutes today to 19 minutes with SBS.

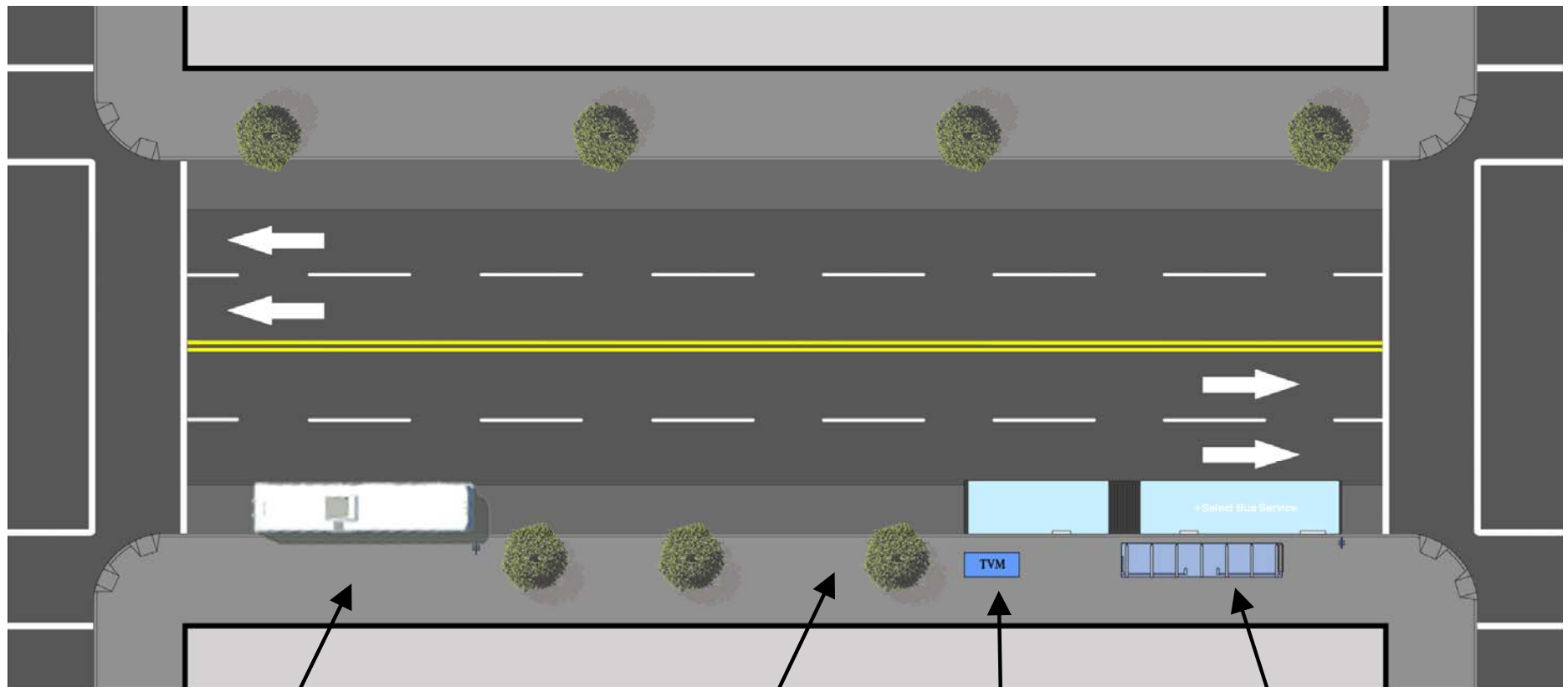
Signal optimization will help all traffic to flow more smoothly.

More reliable service and less bus bunching.

With both local and SBS buses traveling the full route, the area south of Avenue U would have more frequent bus service than today.



Curbside Stations



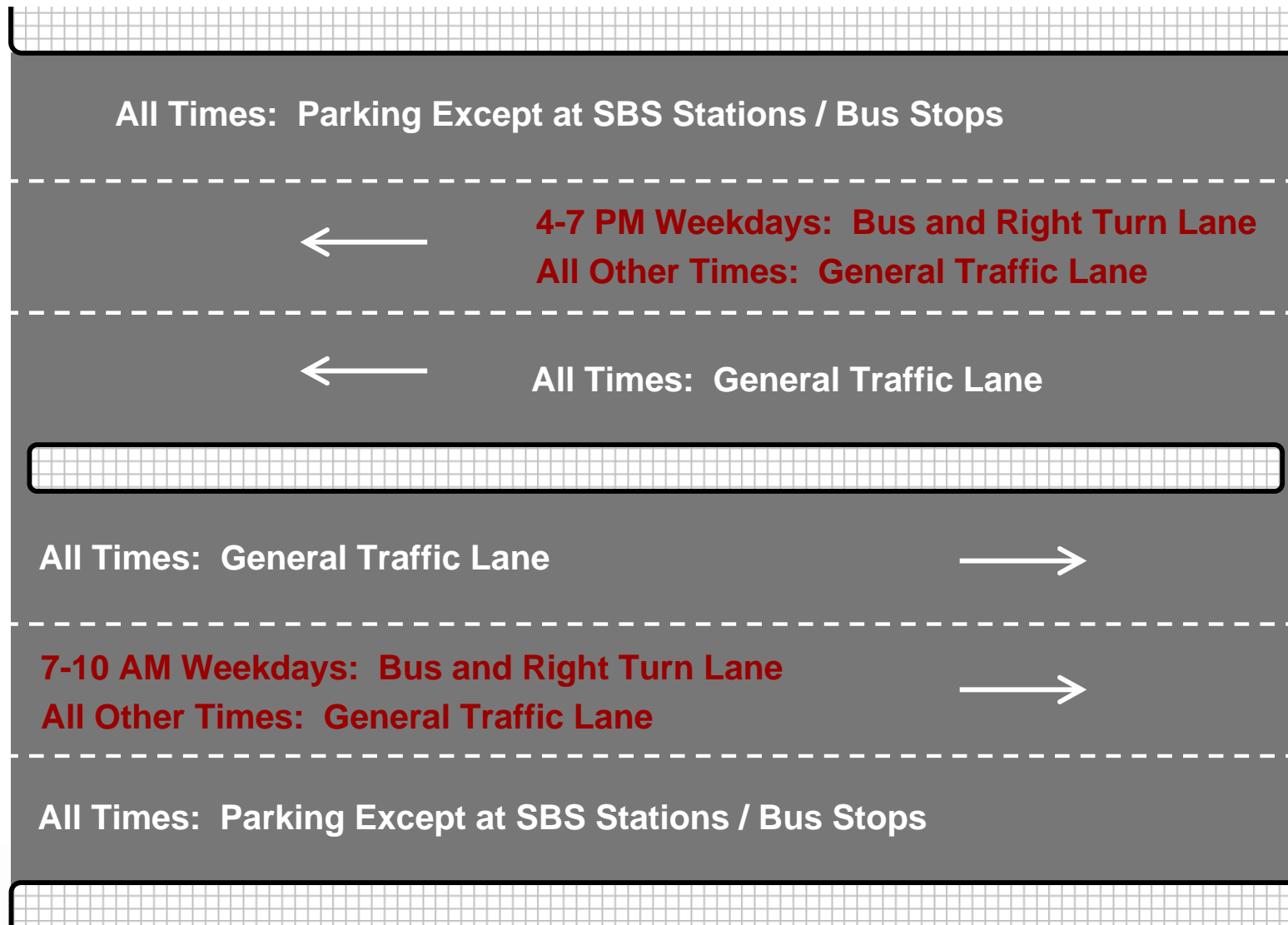
Local Stop

SBS Station

Ticket Vending
Machine

Shelter

Nostrand Ave Lane Use between Emmons and Avenue X



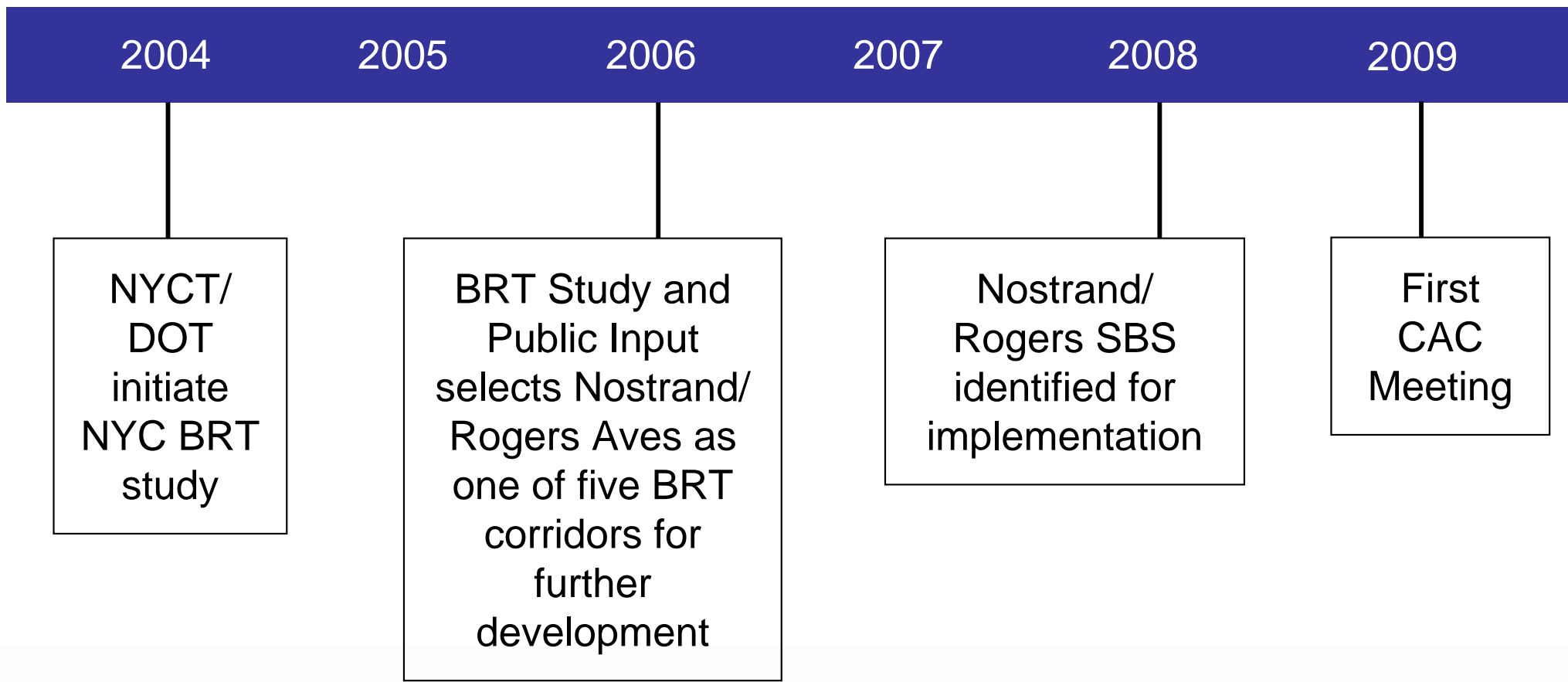
Existing Conditions – Nostrand Ave at Kings Highway



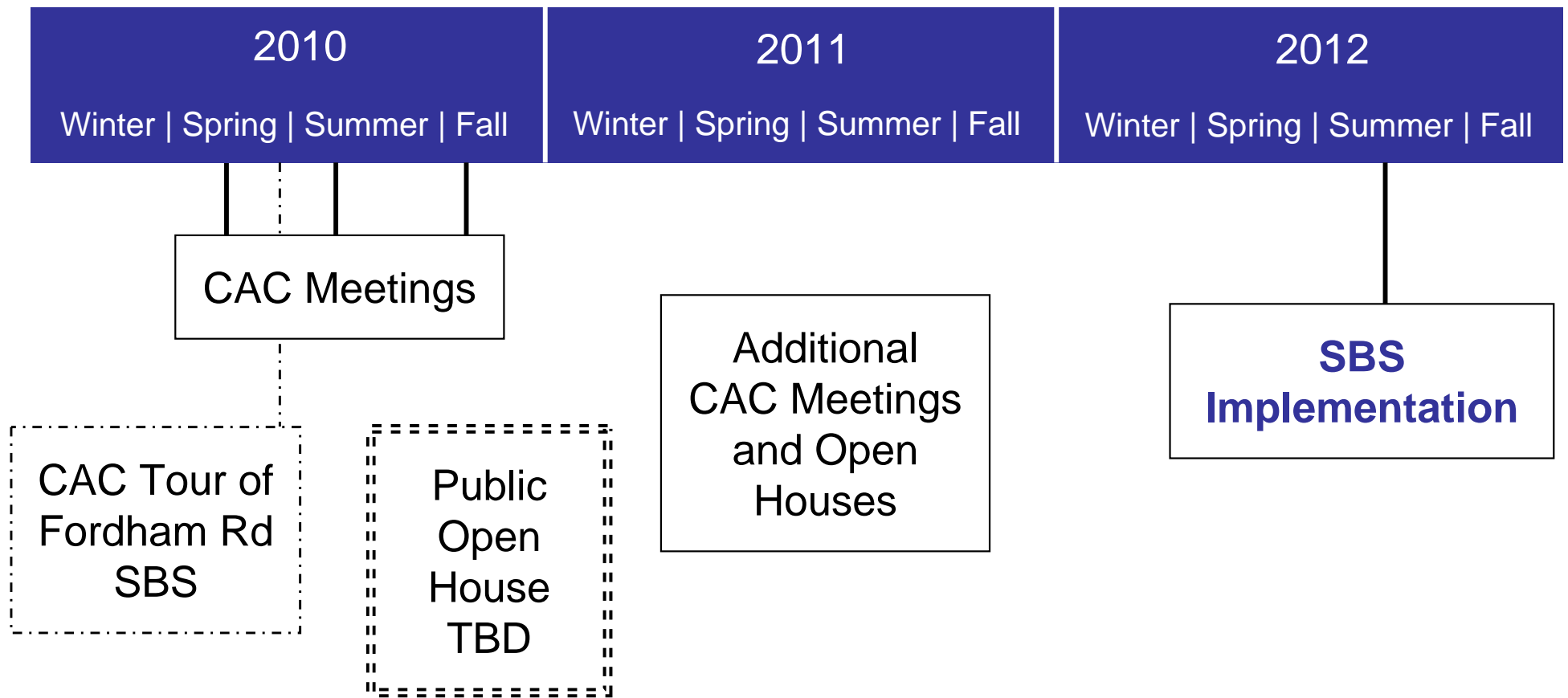
Proposed Design with SBS Stations



Nostrand / Rogers SBS: Timeline



Nostrand / Rogers SBS: Timeline



Next Steps

CAC Tour of Fordham Road SBS – Spring 2010

Public Open House – TBD

Additional outreach and presentations as requested