

Nostrand Avenue / Rogers Avenue Select Bus Service Presentation to Community Board 9

September 27, 2011

Nostrand Ave/Rogers Ave Corridor

9.3 miles from Williamsburg Bridge to Sheepshead Bay

Currently served by B44 bus route

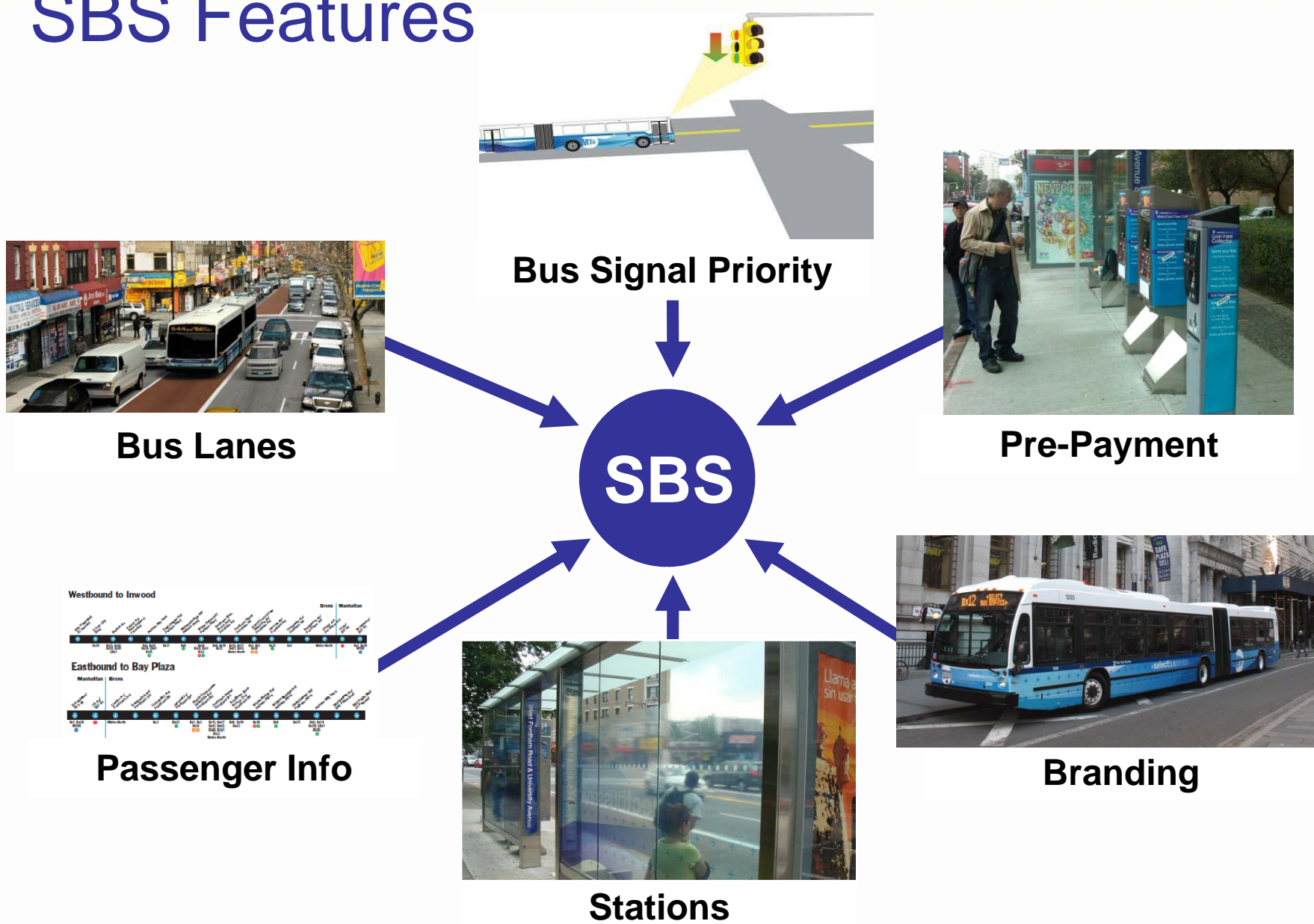
- 41,000 weekday riders – 7th busiest bus route in city
- 5,500 people board in CB9
- Buses travel at an average speed of 7-8 mph

Within a ¼ mile:

- 300,000 residents
- 62% of households do not own a car (65% in CB9)
- 60% of residents commute by transit (67% in CB9, compared to 22% by car, truck, or van)



SBS Features



How Pre-Payment Works: Overview

1. Pay before you board by dipping MetroCard at sidewalk MetroCard machine or inserting coins at sidewalk coin machine
2. Take your proof of payment receipt
3. Enter through front or rear door of bus – no need to show receipt to the driver



How Pre-Payment Works: Enforcement

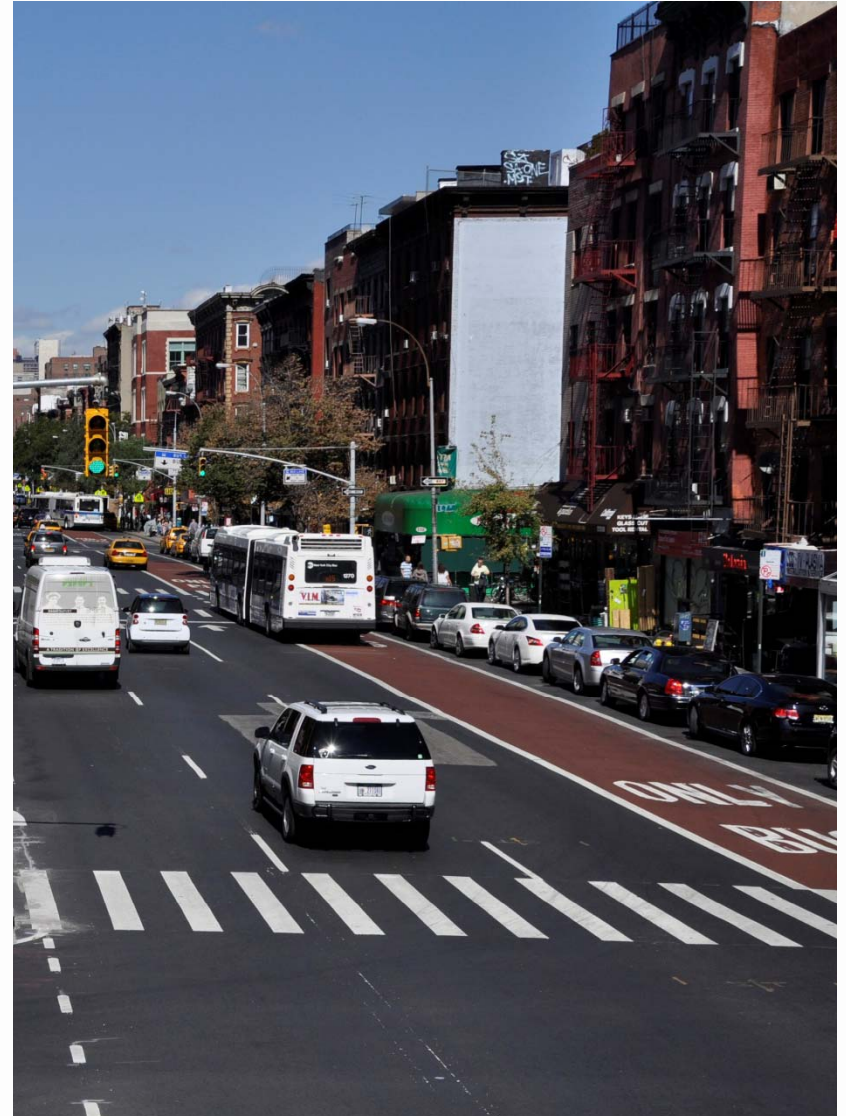
- Inspector teams conduct random checks of buses
- \$100 fine for passengers without a receipt
- Fare evasion on Bx12 SBS and M15 SBS *declined* after pre-payment introduced



SBS Results in NYC

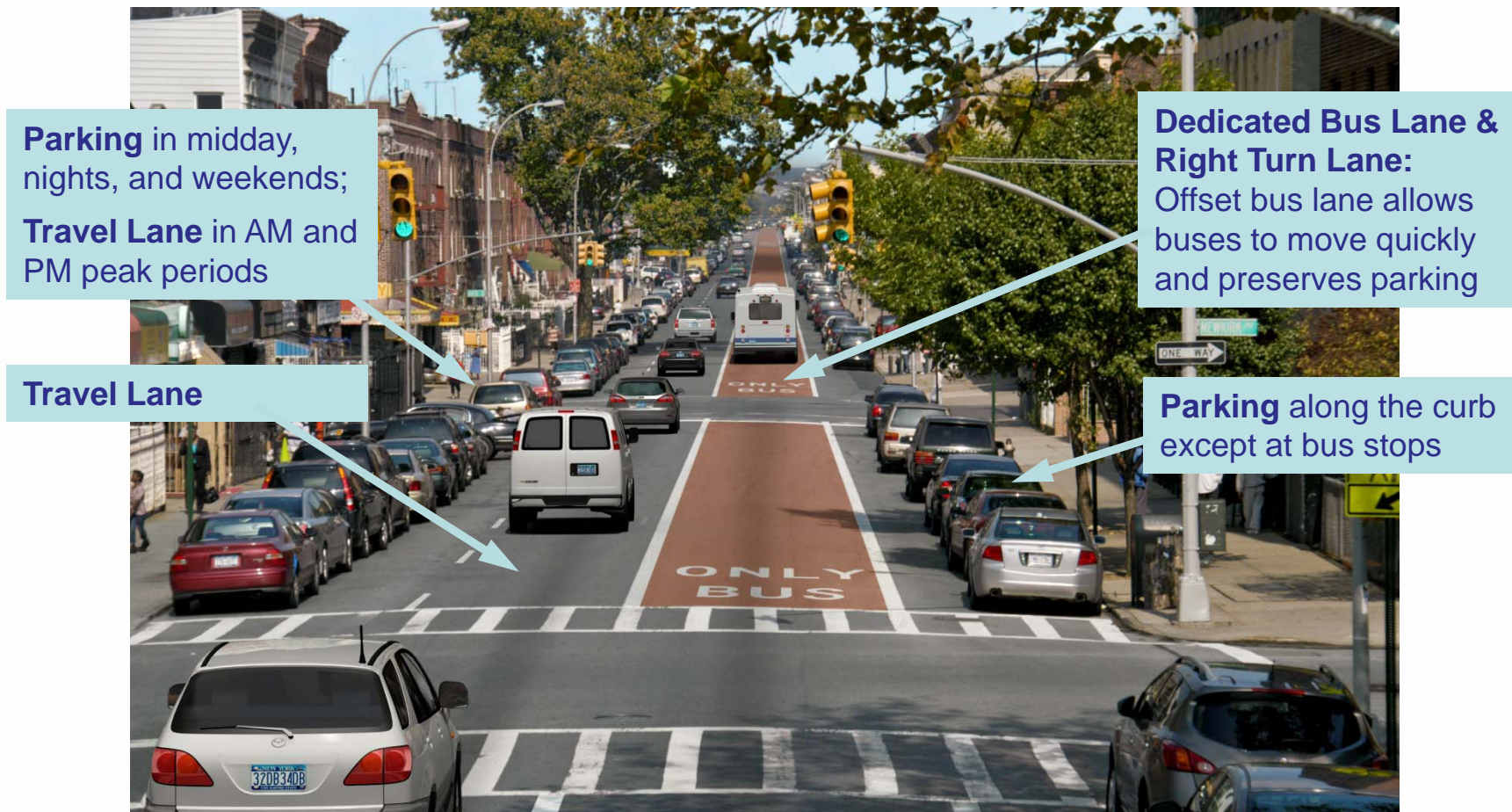
SBS has been implemented on Fordham Rd in the Bronx in 2008, and on 1st and 2nd Aves in Manhattan in 2010, providing significant benefits:

- 15% to 20% faster trips
- Over 90% customer satisfaction
- 10% ridership increase on the entire route, including SBS and local



Nostrand SBS Project Features

Design from Flushing Ave to Eastern Pkwy, and Empire Blvd to Farragut Rd



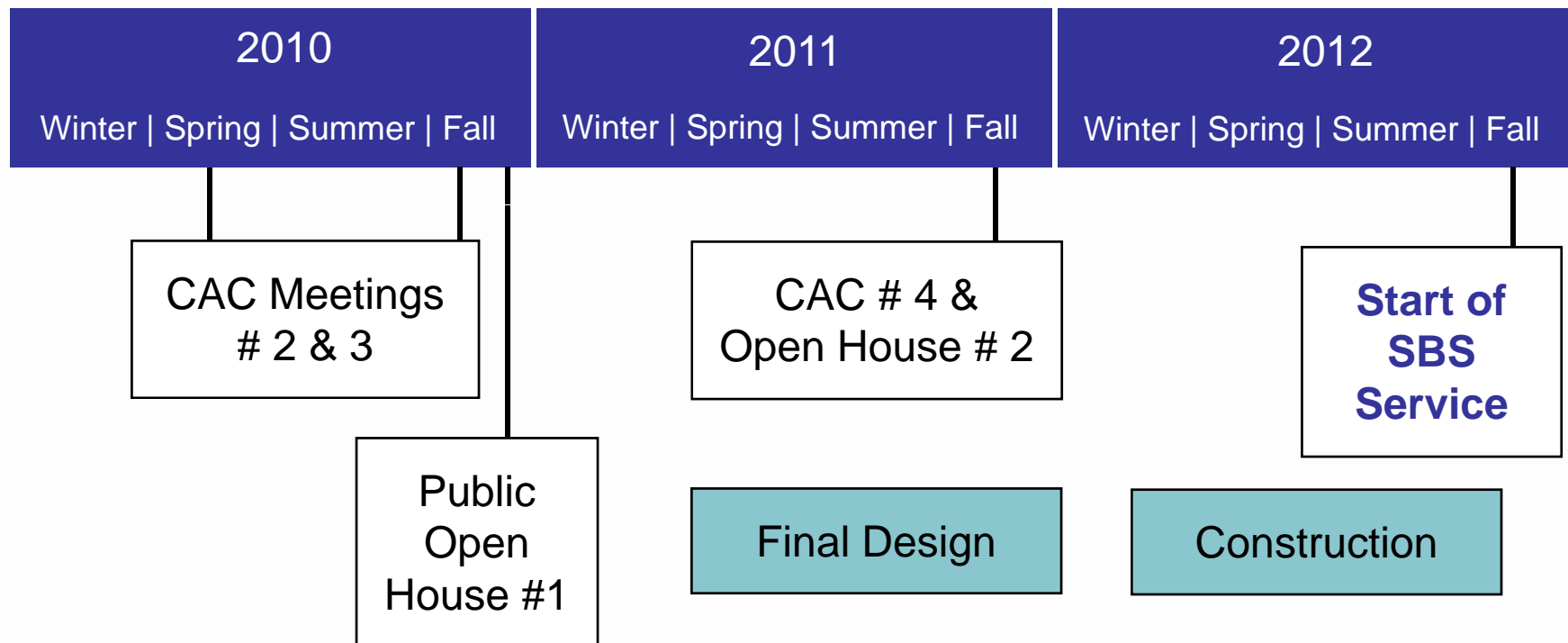
Note: Bus Lane is at right curb on Nostrand & Rogers between Eastern Pkwy & Empire Blvd, and on Bedford Ave between DeKalb & Flushing Aves

Nostrand SBS Project Features

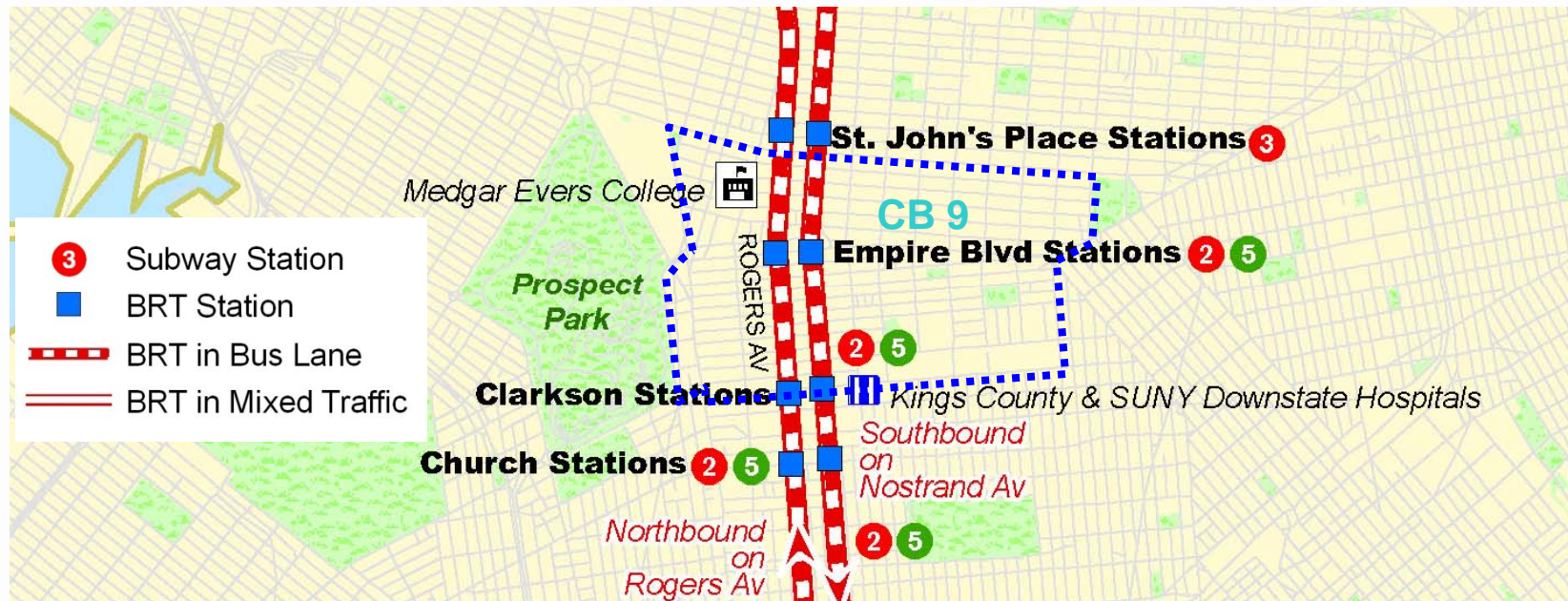
Empire Blvd SBS Station



Nostrand / Rogers SBS: Timeline



SBS Plan in CB9

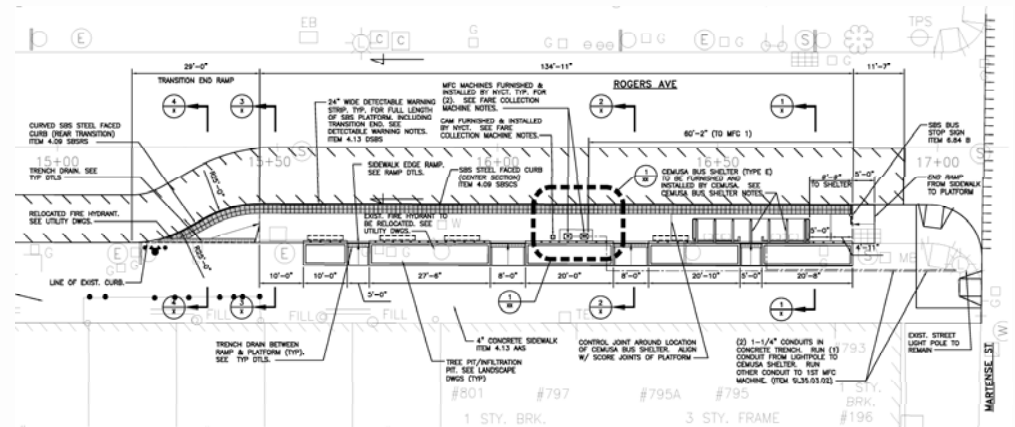
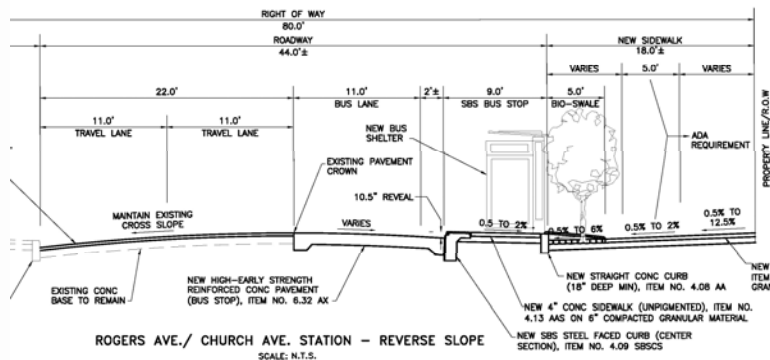


- Bus lane at right curb in 3-lane sections of Nostrand & Rogers between Eastern Pkwy and Empire Blvd
- Northbound B44 SBS on Rogers Ave, B44 local remains on New York Ave

Final Design Process: Bus Bulbs

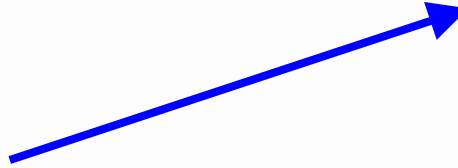
Developing 3 platform types to respond to site conditions:

- Platform sloped toward roadway (Rogers at Empire)
- Platform sloped toward sidewalk (Rogers at Clarkson)
- Island platform connected by grate with sidewalk (Nostrand at Empire)



Existing Conditions

Congestion is often found approaching major cross streets



Truck double parking while loading creates congestion



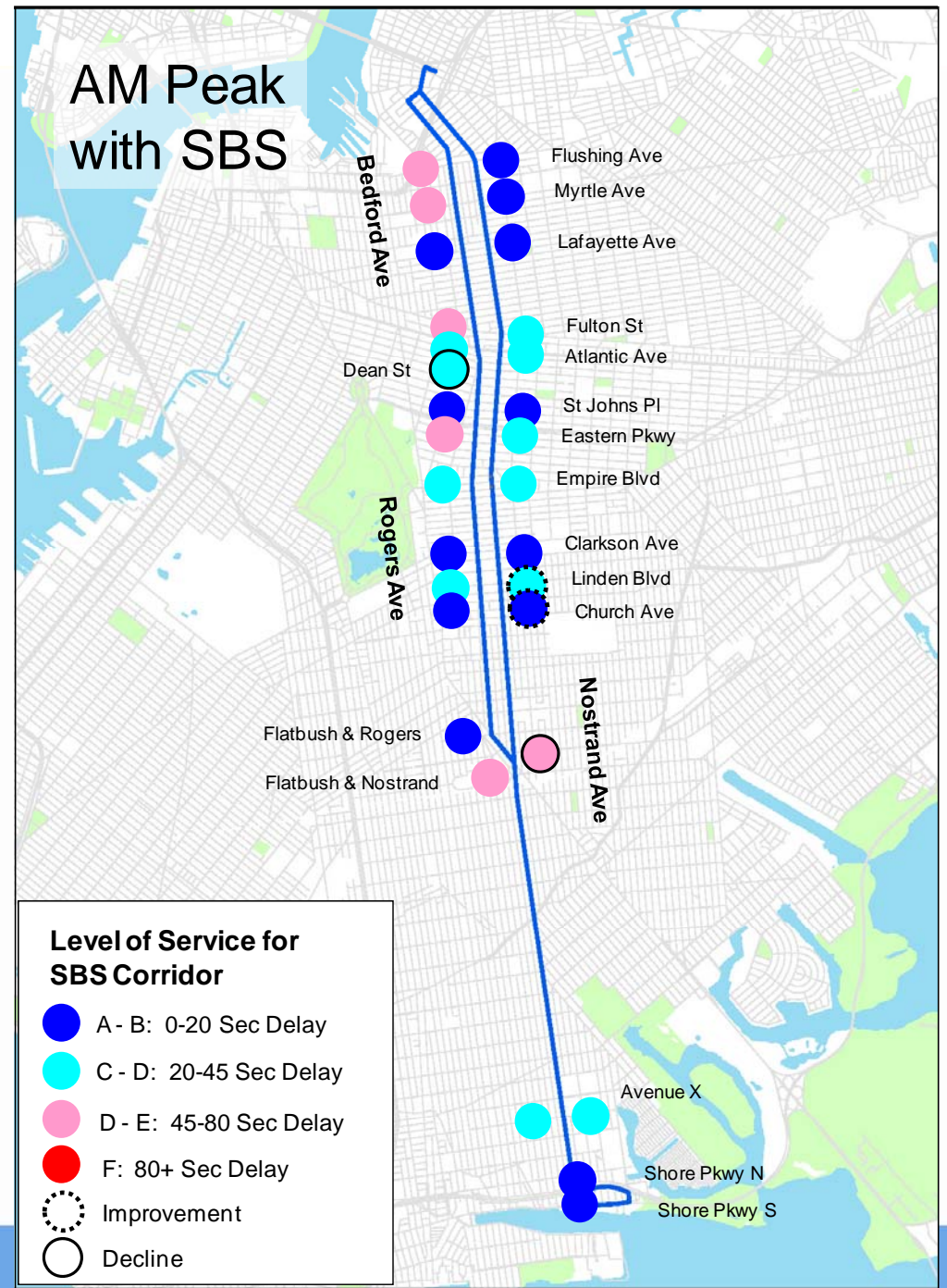
Between major cross streets and with no double-parking, traffic can move quickly



Morning Peak with SBS

Northbound traffic on Rogers and Bedford generally will not change because 2 general traffic lanes maintained plus bus/right turn lane

Southbound traffic on Nostrand above Flatbush will improve slightly because of new left curb travel lane

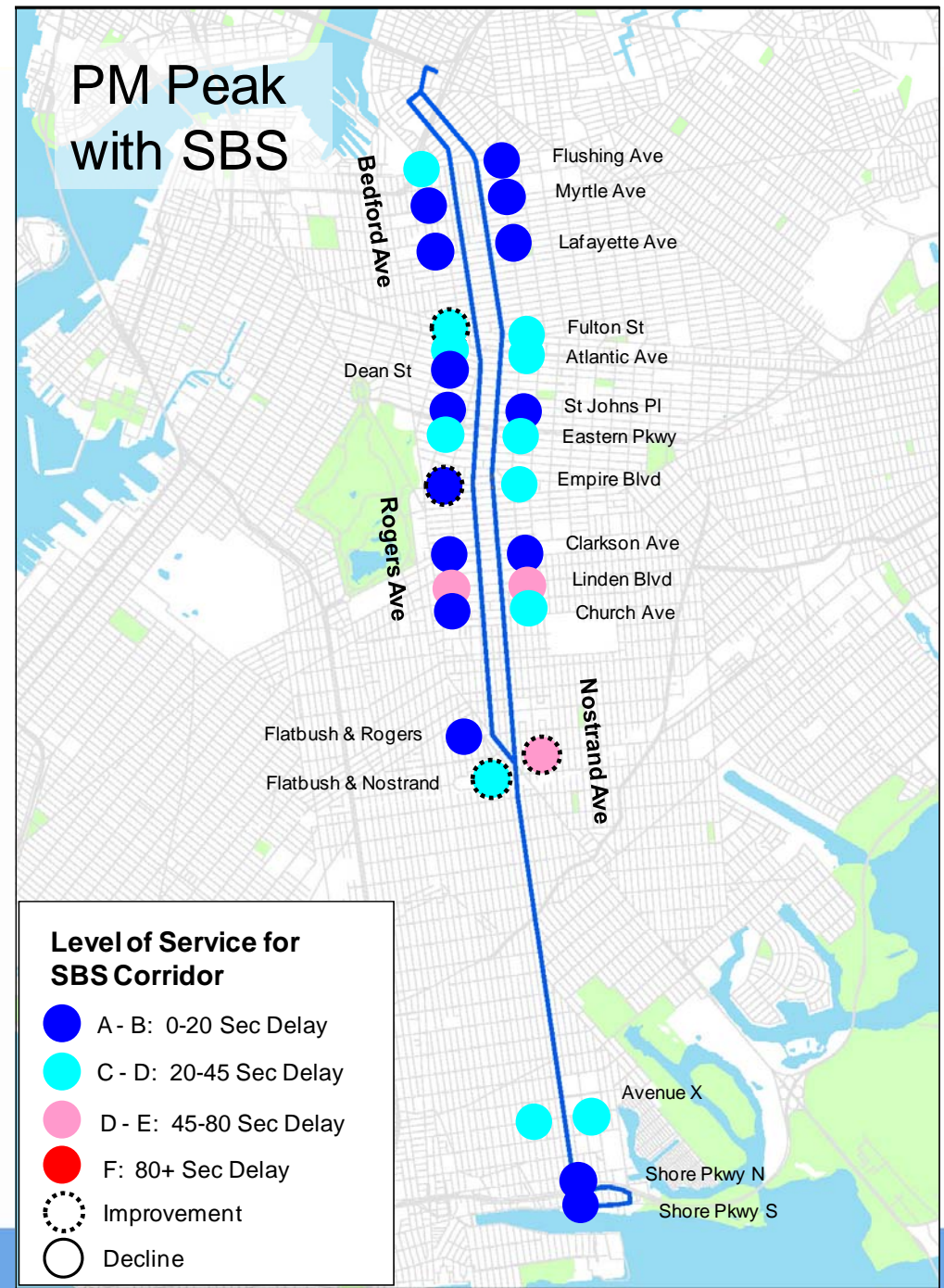


Evening Peak with SBS

Northbound traffic on Bedford
generally will not change
because 2 traffic lanes
maintained

Northbound traffic on Rogers
improves in places because of
new left curb travel lane

Southbound traffic generally
will not change due to the left
curb travel lane

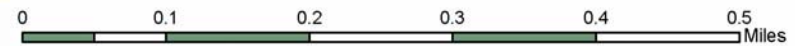


Existing Parking Regulations

Many Commercial Areas have Parking Meters

Some Commercial Areas have Parking Time Limits but No Meters, or no Limits at all

NOSTRAND AVENUE - DAYTIME PARKING REGULATIONS

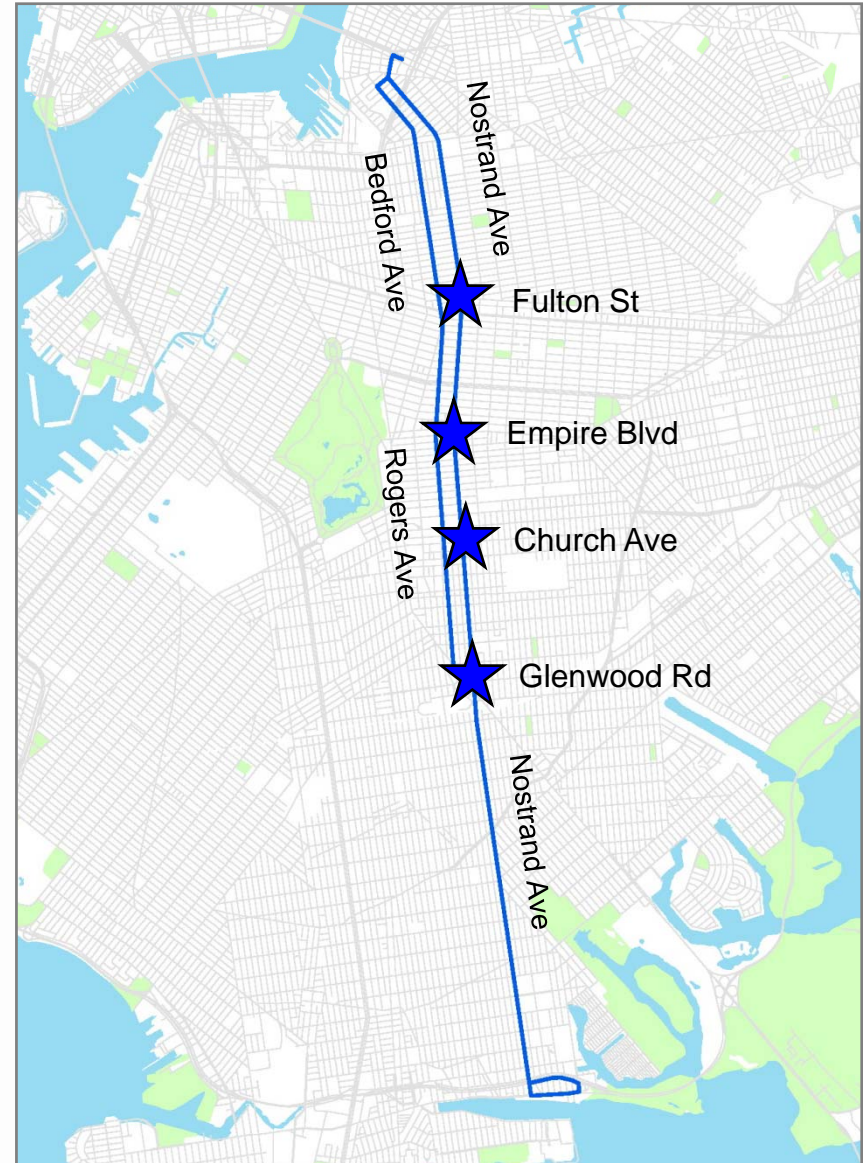


Merchant and Shopper Surveys

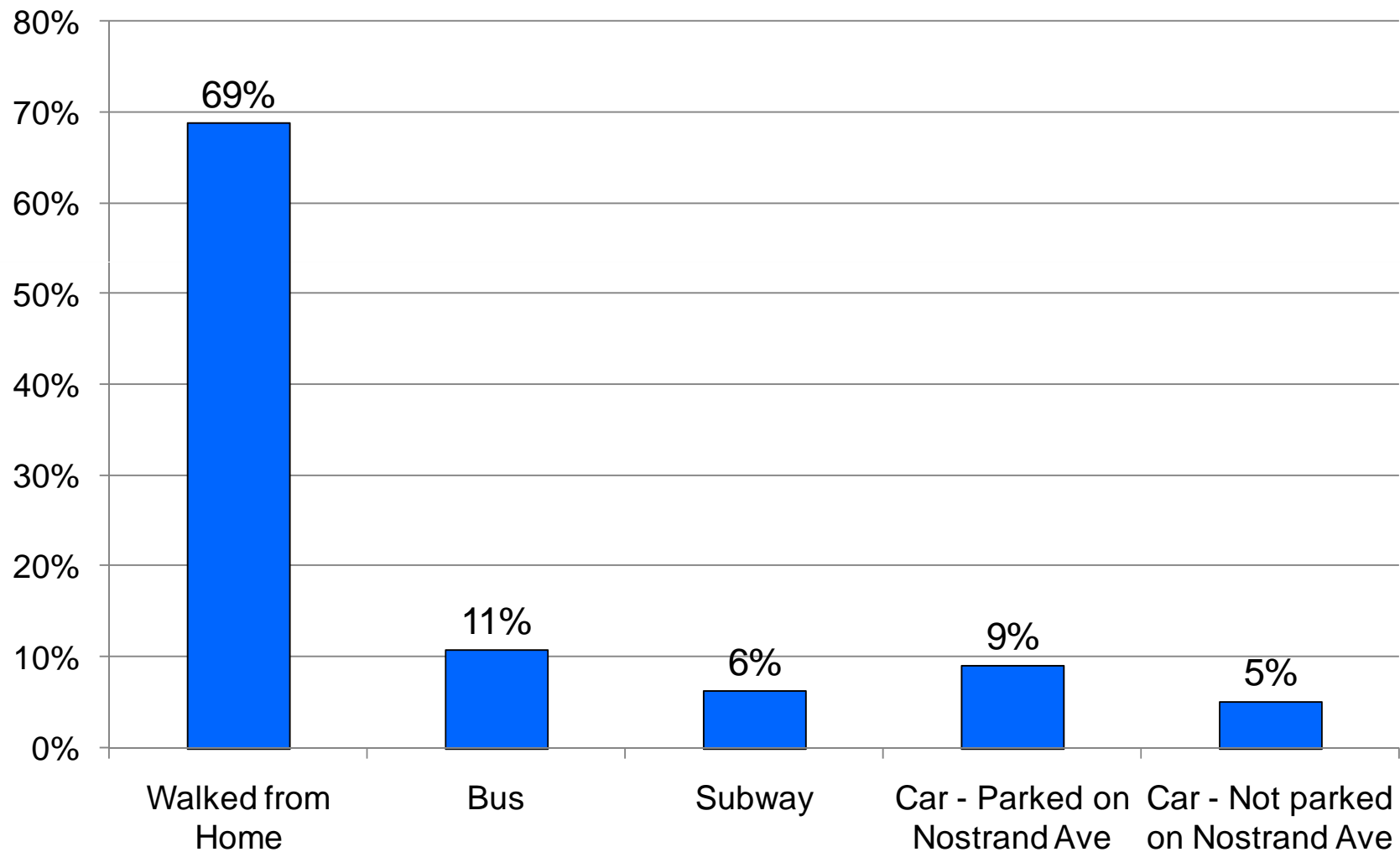
1,186 pedestrians interviewed at 4 locations on Nostrand Ave.

All businesses in Nostrand Area Merchants Association district interviewed in person (89% response)

All other corridor businesses sent mail-in surveys



How Shoppers Traveled to Nostrand Ave & Empire Blvd



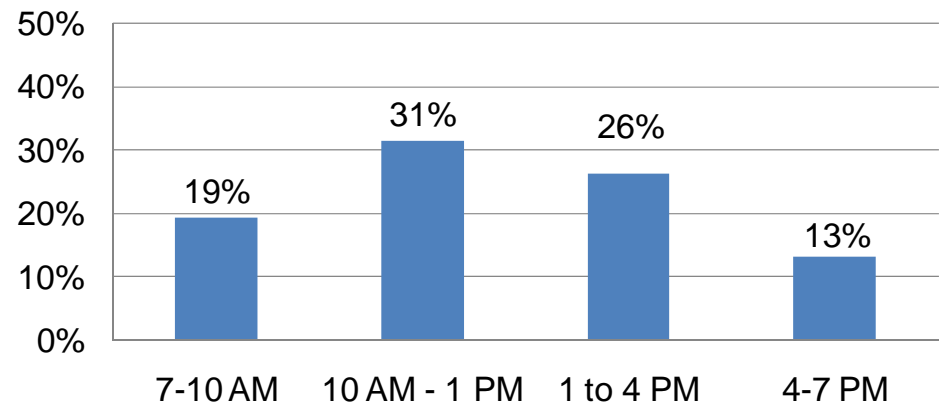
In-Person Merchant Survey

More than half of deliveries occur midday, 10 AM to 4 PM

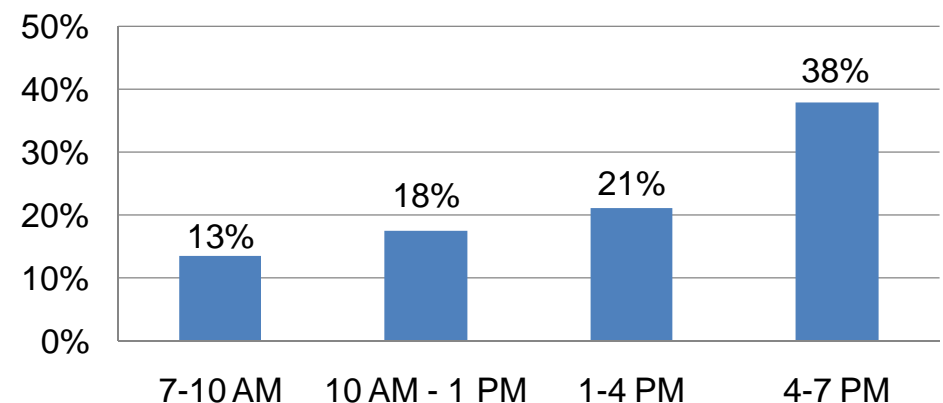
A third of deliveries occur from 7-10 AM or 4-7 PM

Merchants considered customer parking most critical in the late afternoon, and least in the early morning

Typical Delivery Time

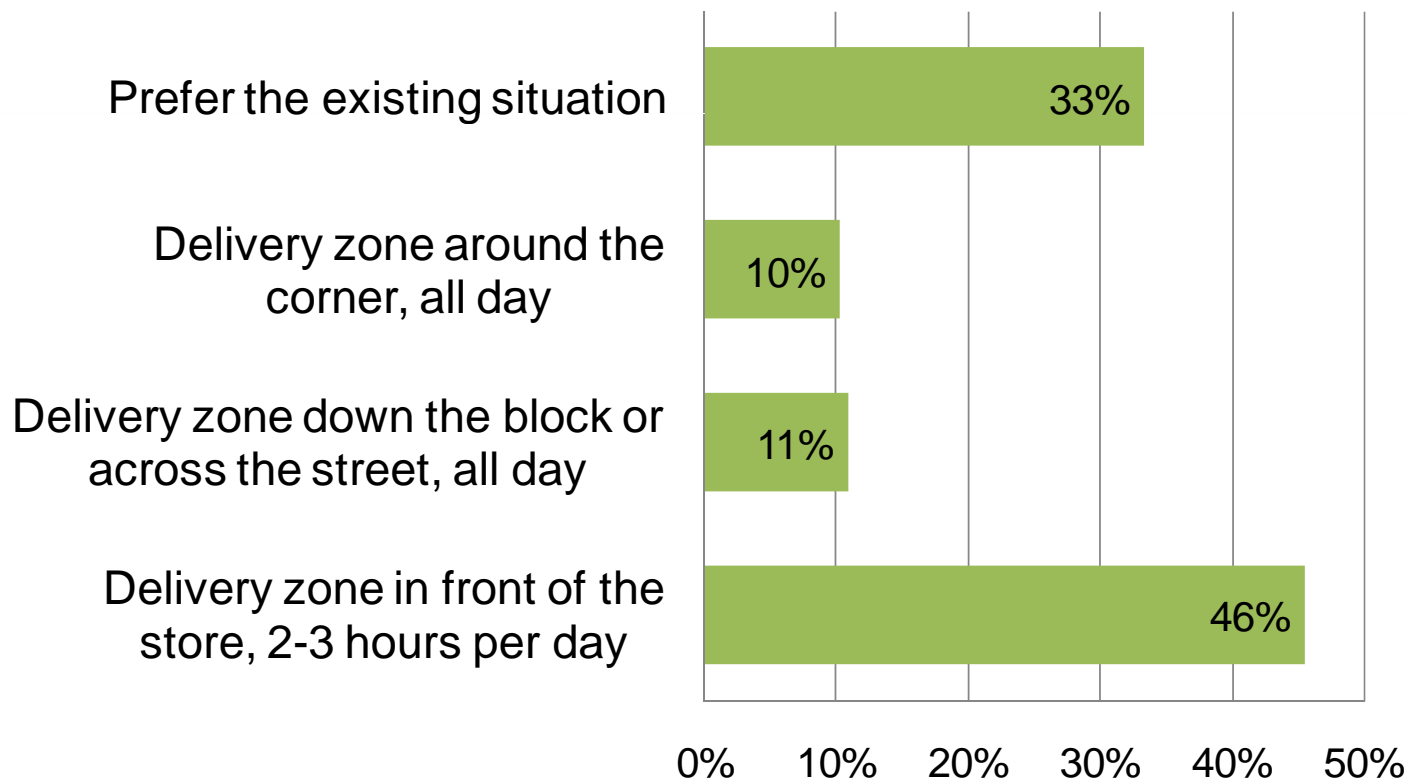


Critical Customer Parking Time



In-Person Merchant Survey

Merchant Preferences for Delivery Zones



Curb Solutions

Metered Parking:

- Encourages drivers to park just as long as needed, then space is open to the next shopper
- Add to commercial areas without meters

Delivery Windows:

- Commercial Vehicle delivery zones help businesses get deliveries and reduce double parking
- 10am-12pm on one side of street, 12pm-2pm on other side of street – preserves critical afternoon parking



Next Steps

- Public Open House – October 4th
- Community Board Meetings – Fall 2011
- Final Design Complete – December 2011
- Start of Construction – Mid 2012
- Start of Service – Late 2012

End

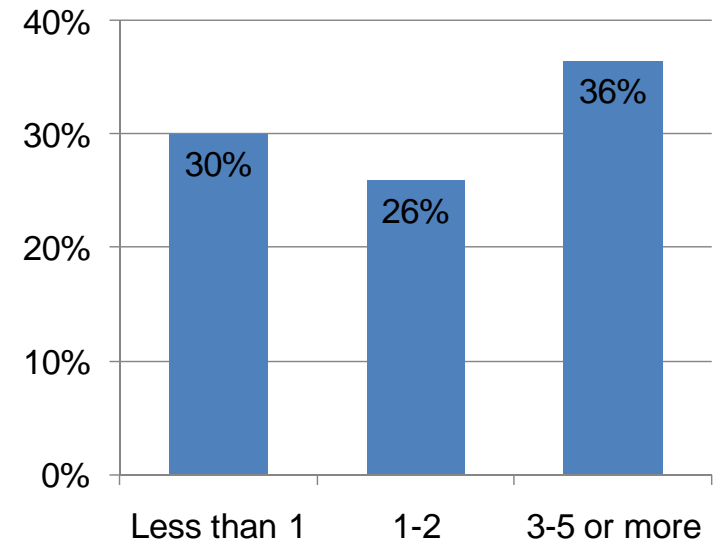


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In-Person Merchant Survey

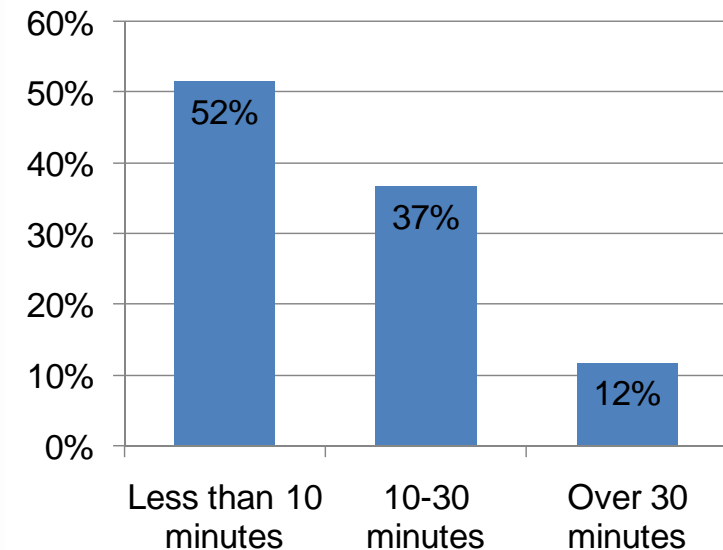
Deliveries per Day:

Most businesses get at least one, and more than 1/3 get three or more per day



Delivery Duration:

Half of all businesses have deliveries that take more than 10 minutes



Delivery Vehicle:

$\frac{3}{4}$ of deliveries are by box truck or cargo van