

 New York City Transit

 NEW YORK CITY

Nostrand Avenue / Rogers Avenue Select Bus Service

Presentation to Community Board 3
December 5, 2011

Nostrand / Rogers Corridor

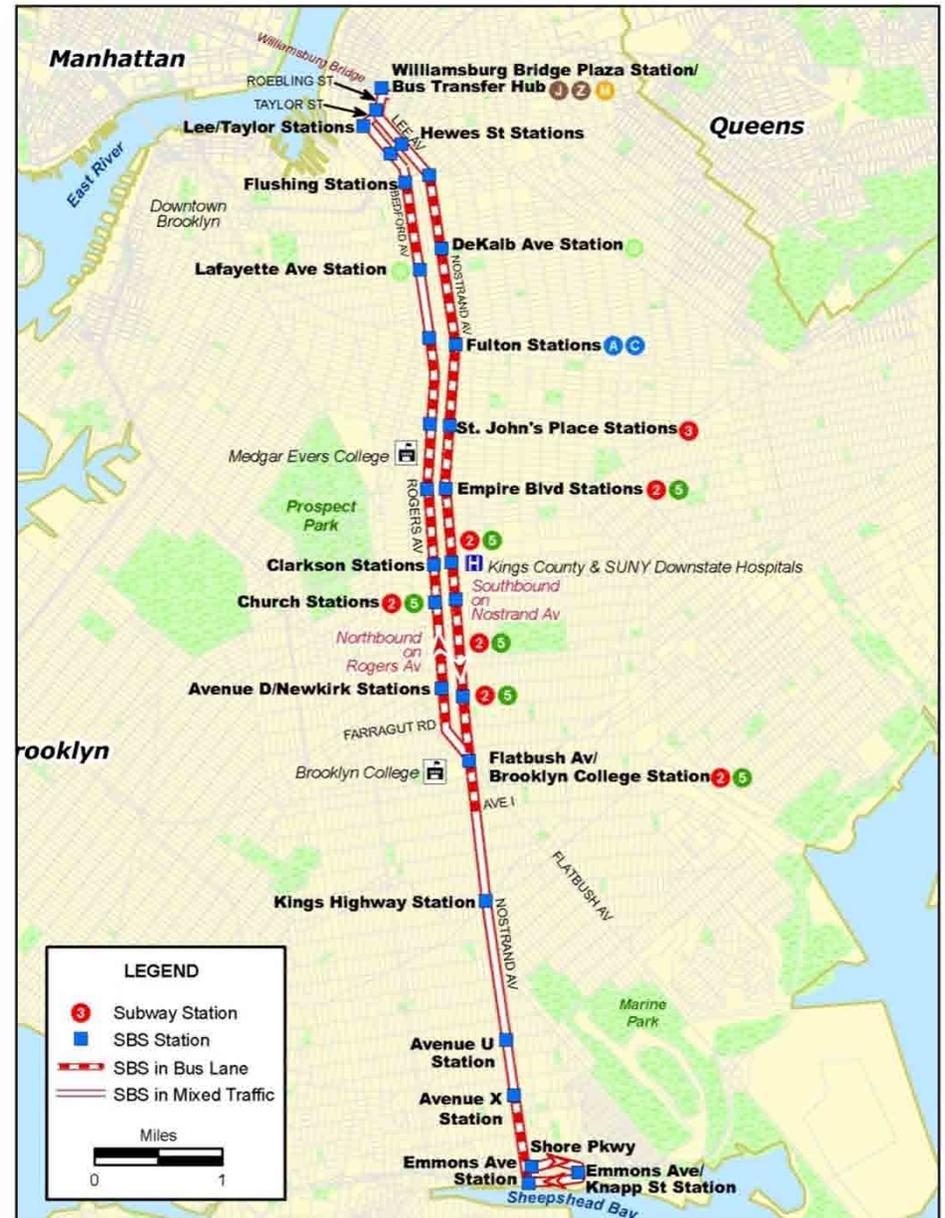
9.3 miles from Williamsburg Bridge to Sheepshead Bay

Currently served by B44 bus route

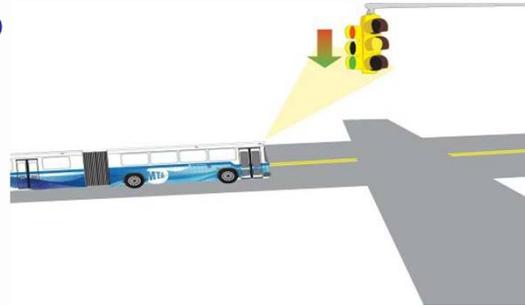
- 42,000 weekday riders – 7th busiest bus route in city
- 11,000 people board in CB 8
- Buses travel at an average speed of 7-8 mph

Within a ¼ mile:

- 300,000 residents
- 62% of households do not own a car (71% in CB 3)
- 60% of residents commute by transit (66% in CB 3)



SBS Features



Bus Signal Priority



Pre-Payment



Bus Lanes



Passenger Info



Stations



Branding



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

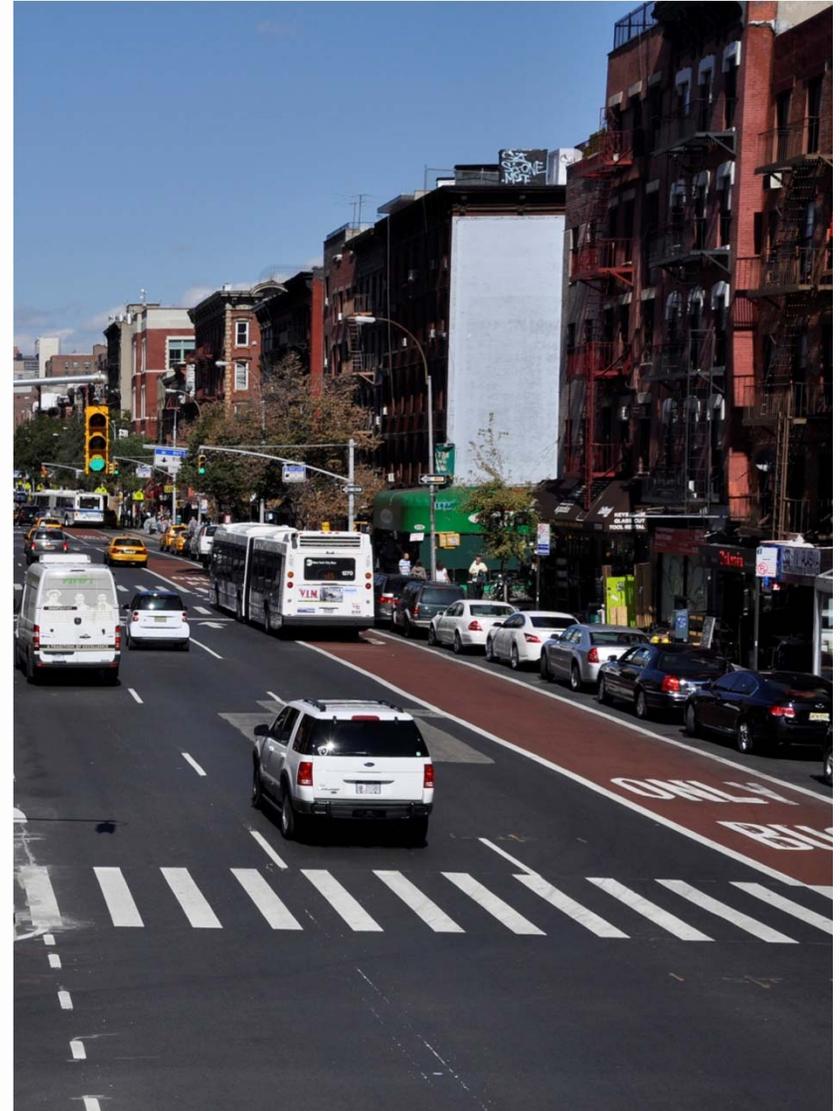
- Inspector teams conduct random checks of buses
- \$100 fine for passengers without a receipt
- Fare evasion on Bx12 SBS and M15 SBS *declined* after pre-payment introduced



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



Community Planning Process

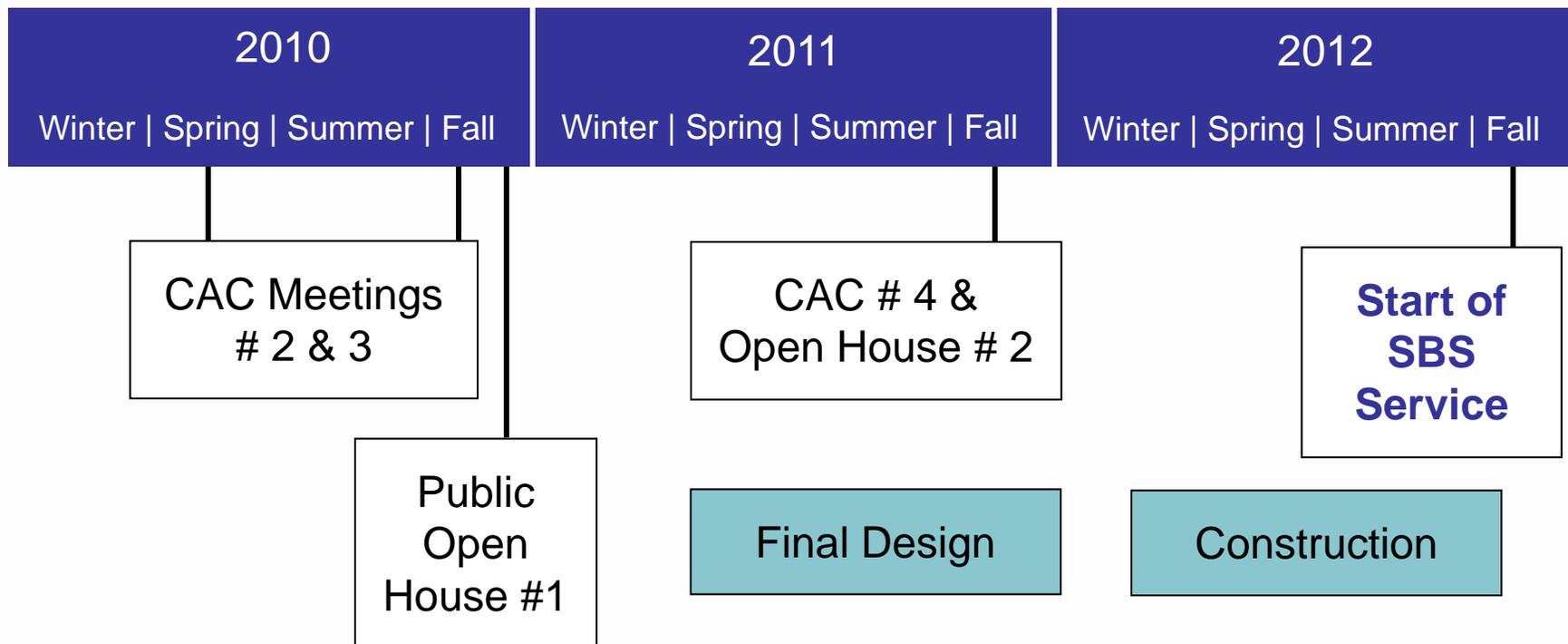
19 Public Meetings in the last 3 years about Nostrand & Rogers SBS

4 Community Advisory Committee meetings and 2 Public Open Houses to date

Community Advisory Committee Composed of:

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

Nostrand / Rogers SBS: Timeline



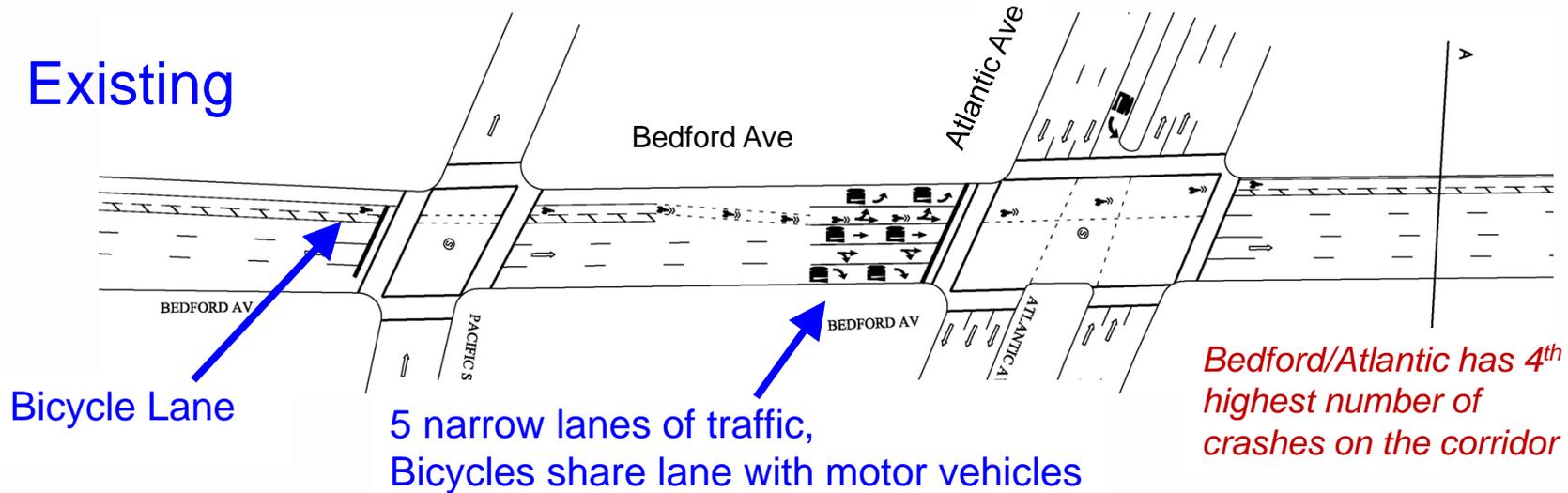
SBS Plan in CB 3



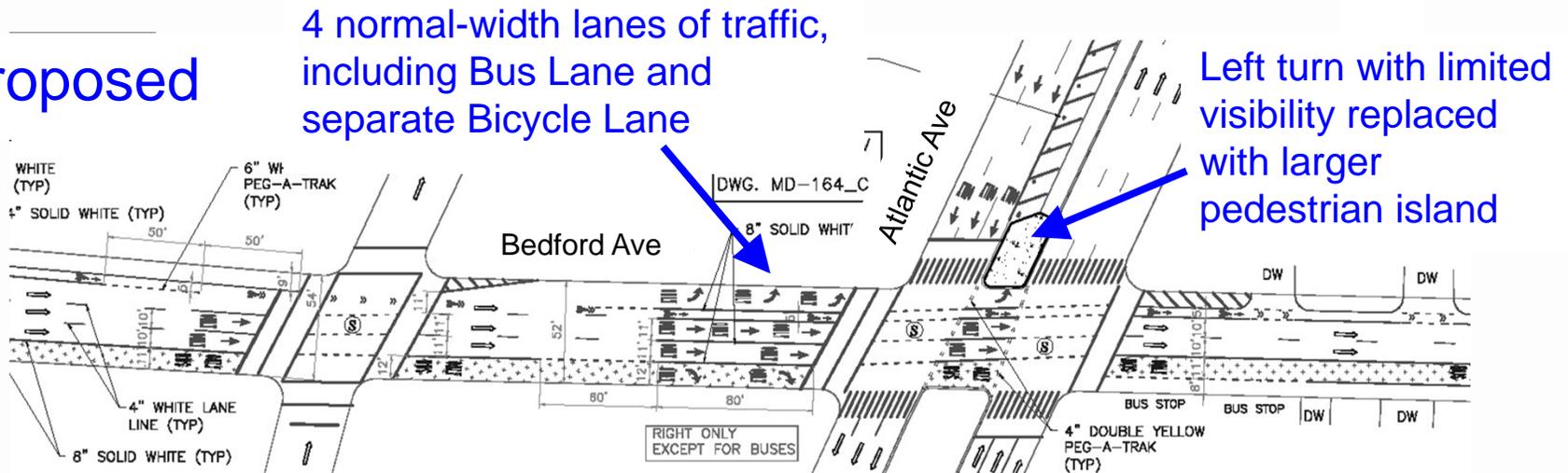
- Southbound B44 SBS on Nostrand Ave in Offset Bus Lane
- Northbound B44 SBS on Bedford Ave:
 - Offset bus lane up to Halsey St
 - Curbside, Morning Peak Bus Lane North of DeKalb Ave

Improvements on Bedford Ave near Atlantic

Existing



Proposed



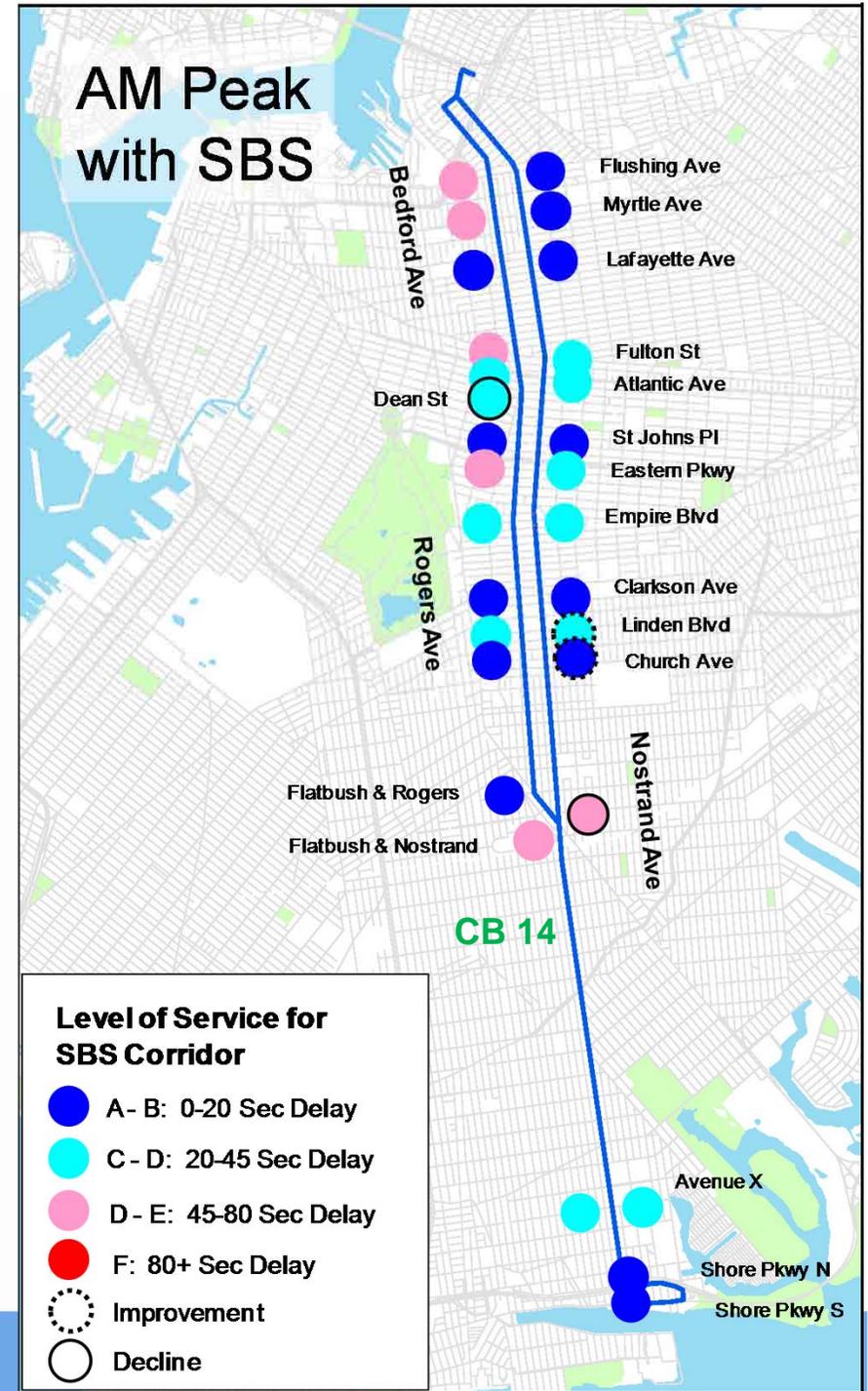
Traffic Analysis Results

Peak direction generally unchanged because 2 general traffic lanes maintained plus bus/right turn lane

Reverse peak traffic is the same or faster because of new left curb travel lane

Traffic at Flatbush Ave improves because no left turns and new curb bus lane

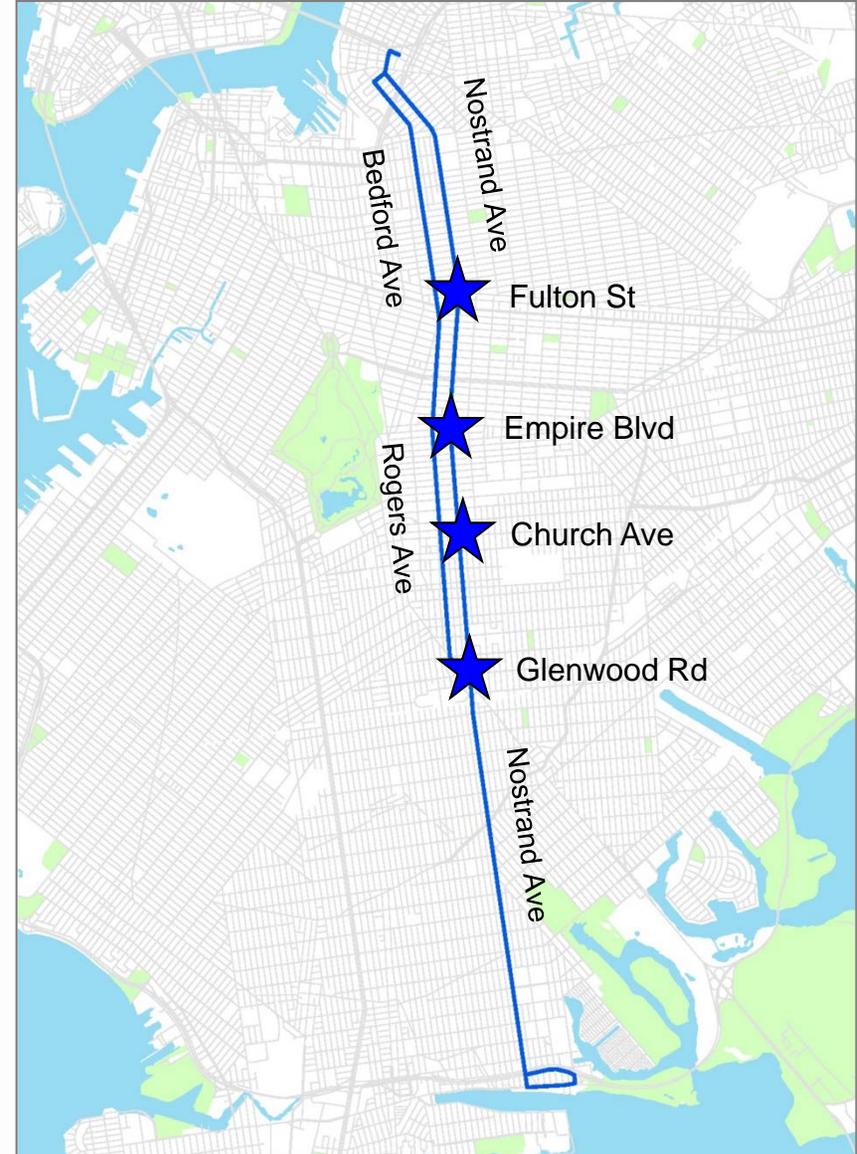
Midday traffic slightly slower because through and left traffic uses one lane, so that parking is preserved



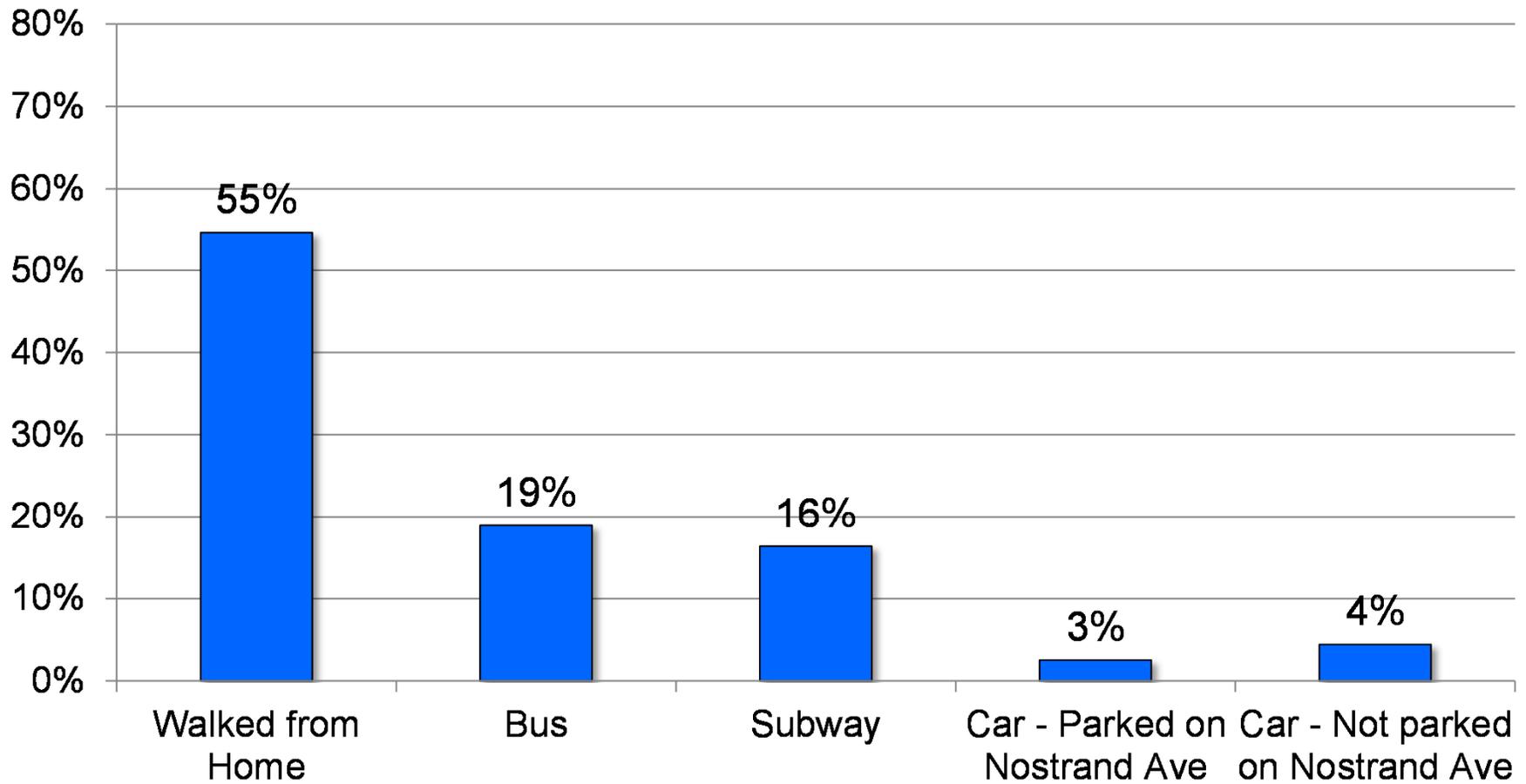
Merchant and Shopper Surveys

1,186 pedestrians interviewed at 4 locations on Nostrand Ave

All businesses on Nostrand, Rogers, and Bedford Ave between Flushing Ave and Avenue I were surveyed about parking and loading



How Shoppers Traveled to Nostrand Ave & Fulton St



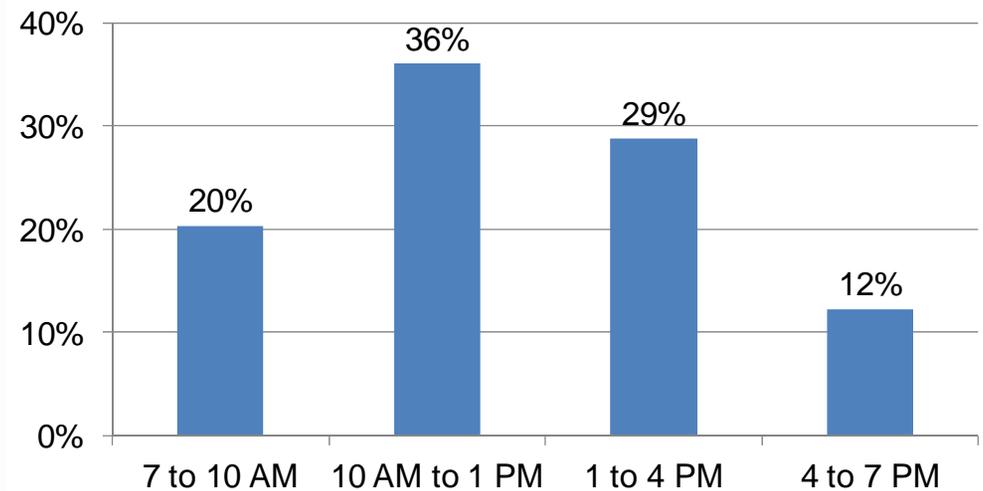
Merchant Survey

65% of deliveries occur midday, 10 AM to 4 PM

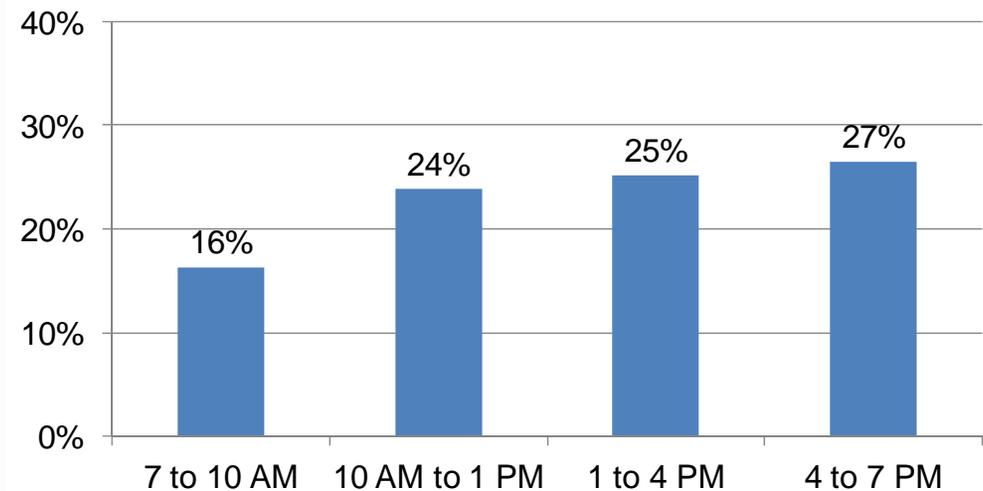
A third of deliveries occur from 7-10 AM or 4-7 PM

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

Typical Delivery Time

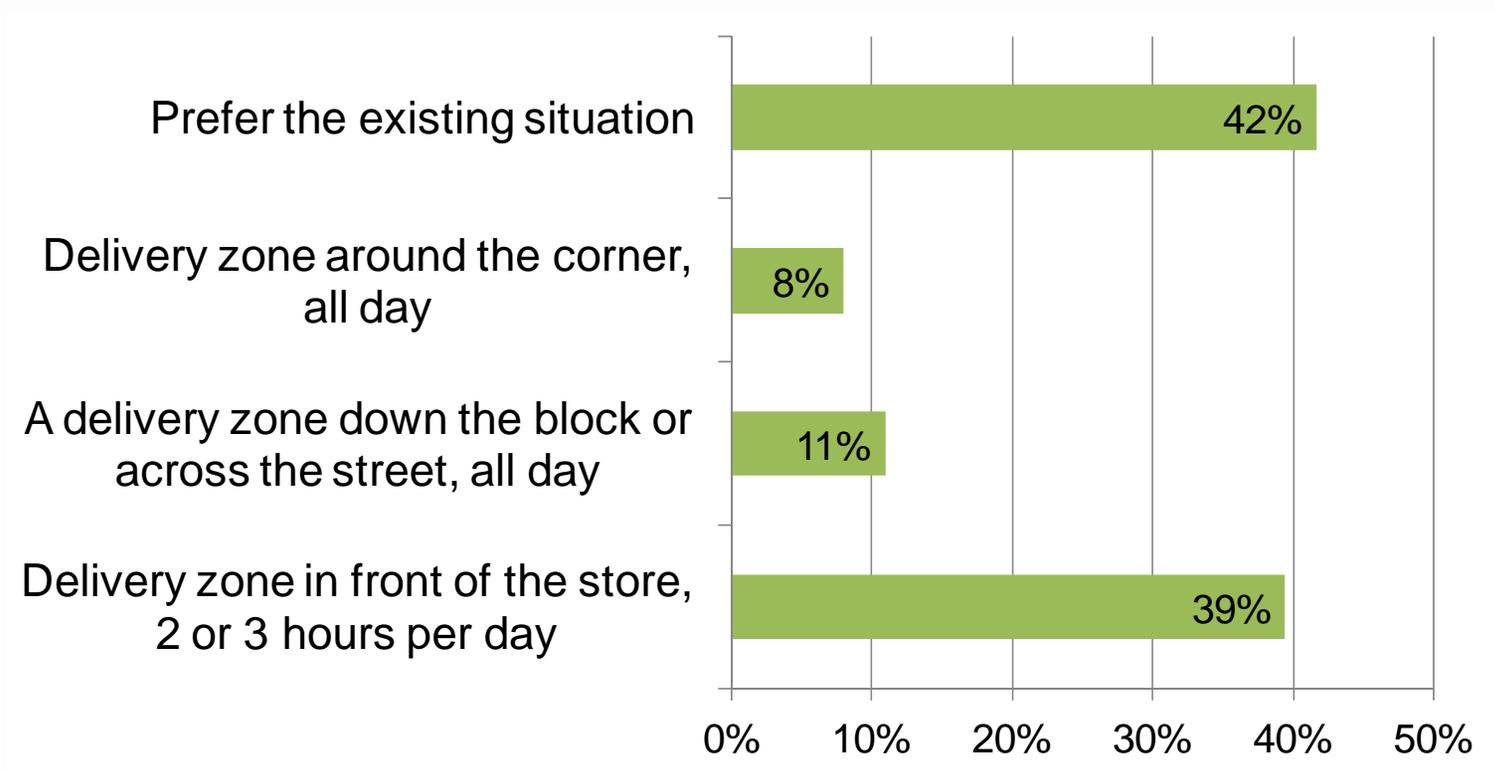


Critical Customer Parking Time



Merchant Survey

Merchant Preferences for Delivery Zones



Curb Solutions

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

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



Next Steps

- Community Board Meetings – Fall 2011
- Final Design Complete – December 2011
- Start of Construction – Mid 2012
- Start of Service – Late 2012