



New York City Transit



# Nostrand & Rogers Select Bus Service Community Advisory Committee

Brooklyn College, Tuesday, December 8, 2009

# 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

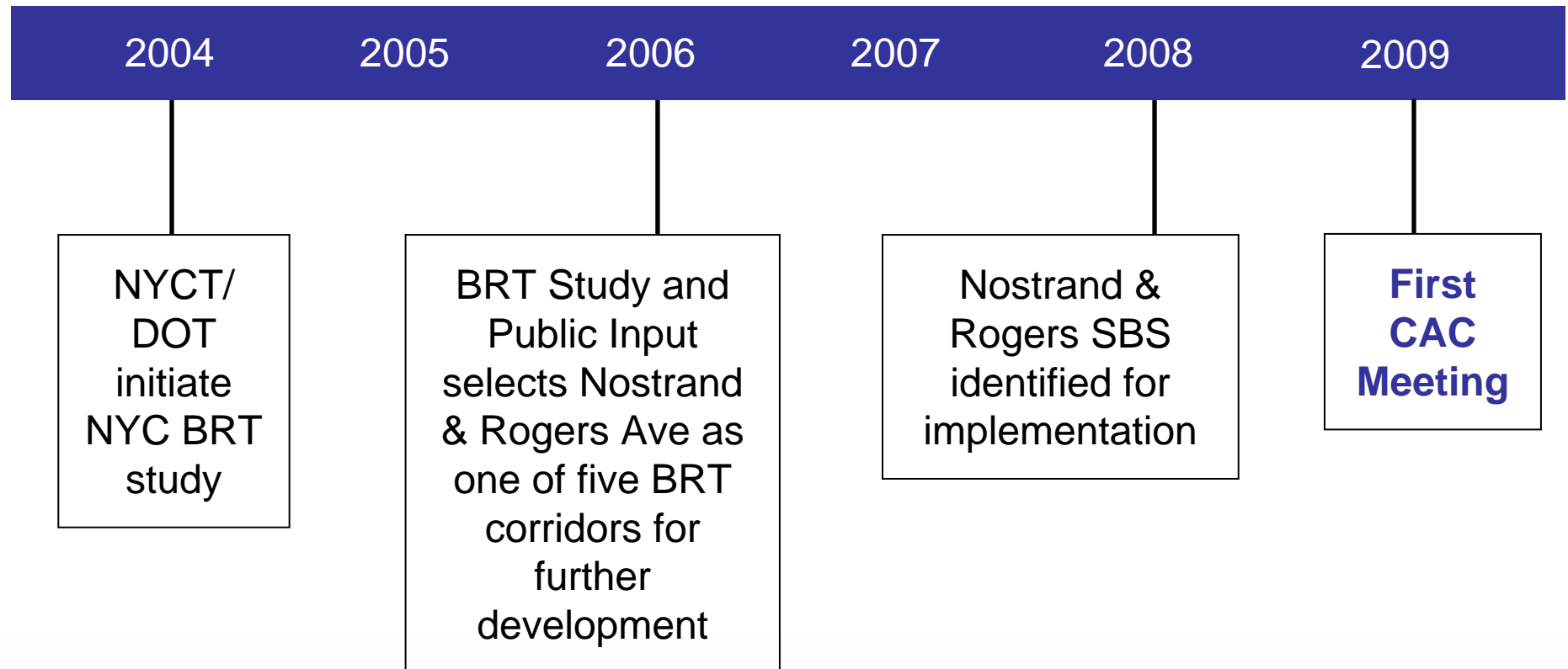
Community Advisory Committee will meet every 3-4 months over the next two years

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

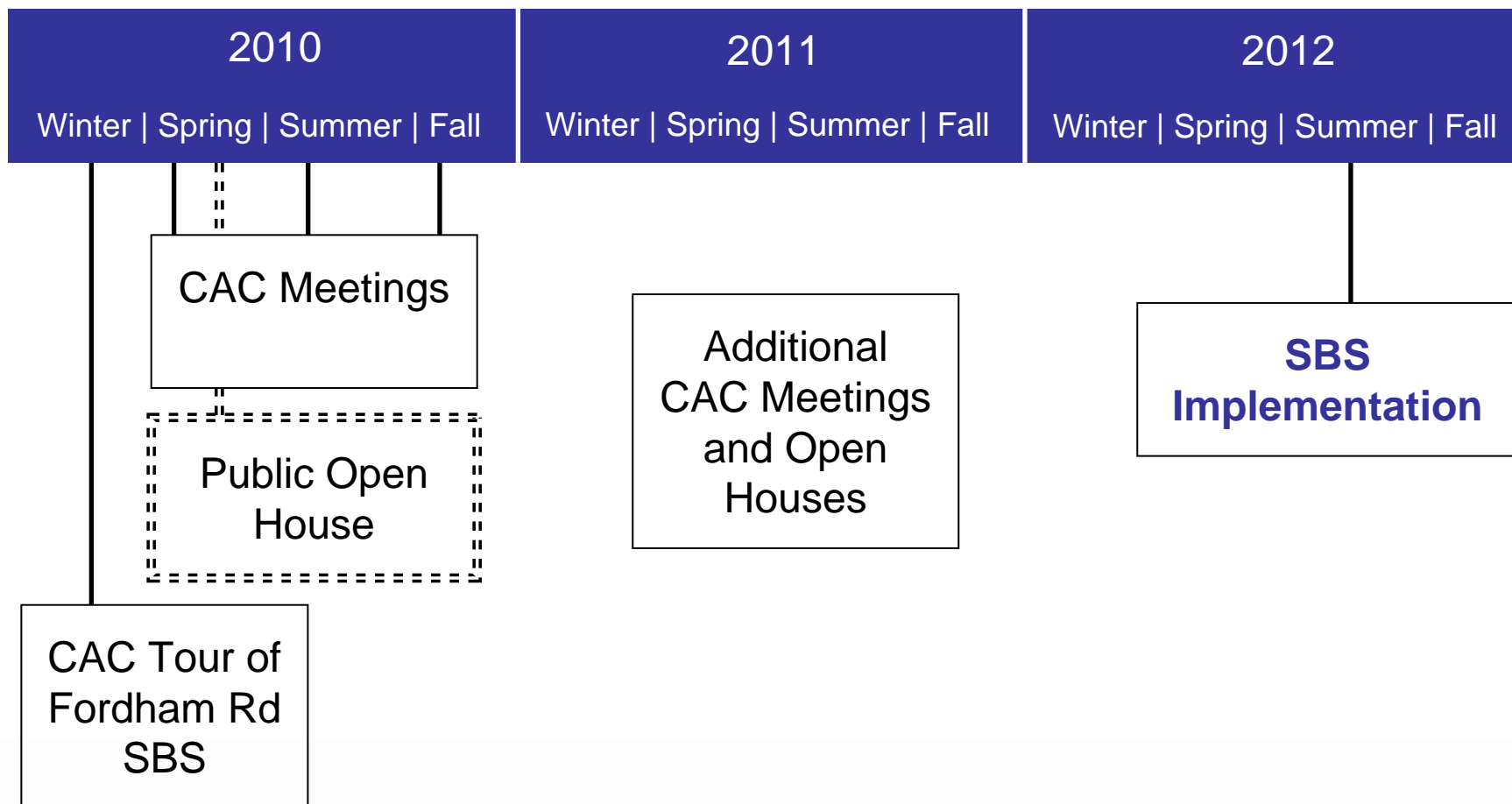
Project newsletters (print and email) and web site ([www.nyc.gov/brt](http://www.nyc.gov/brt))



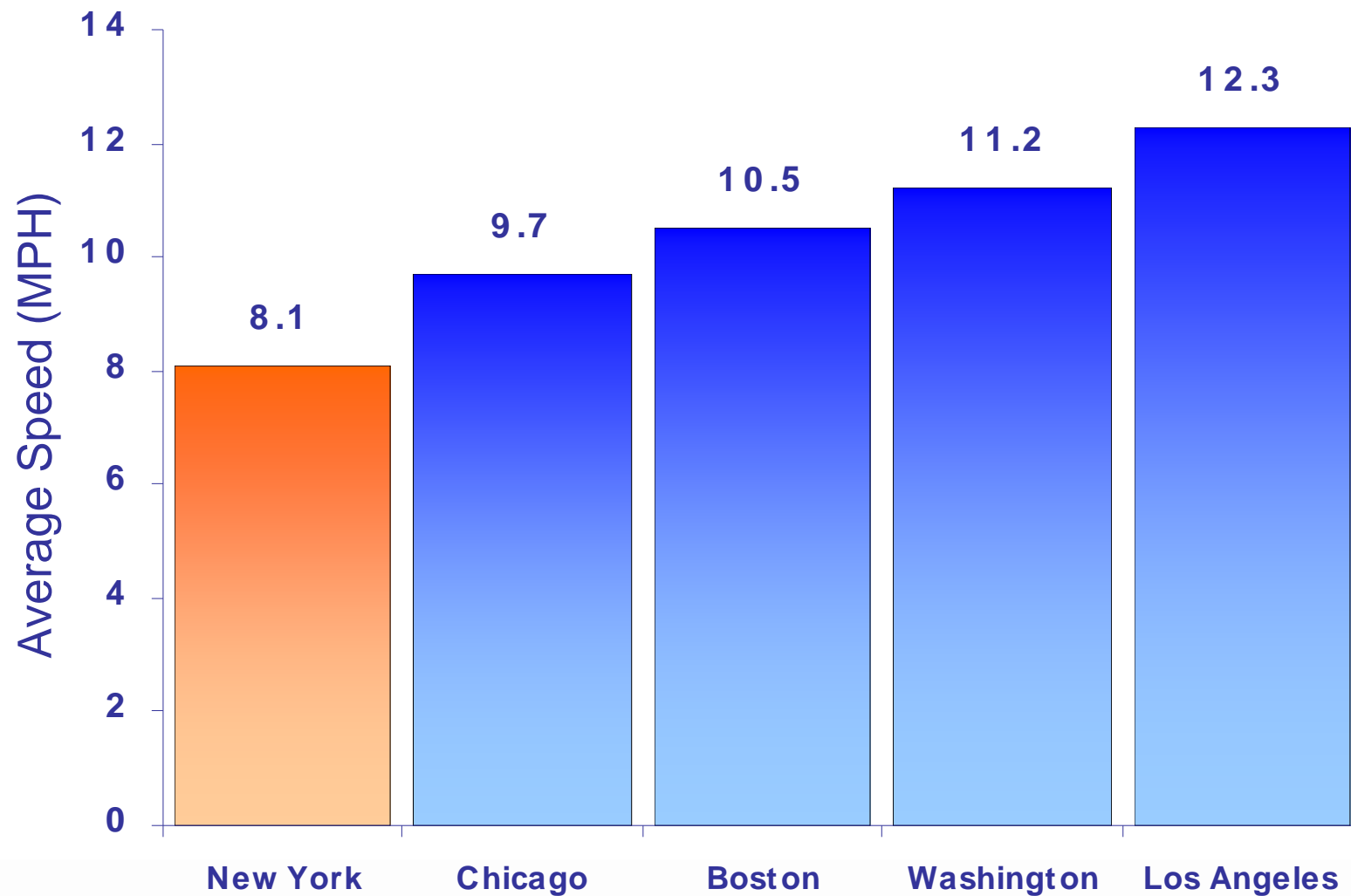
# Nostrand & Rogers SBS: Timeline



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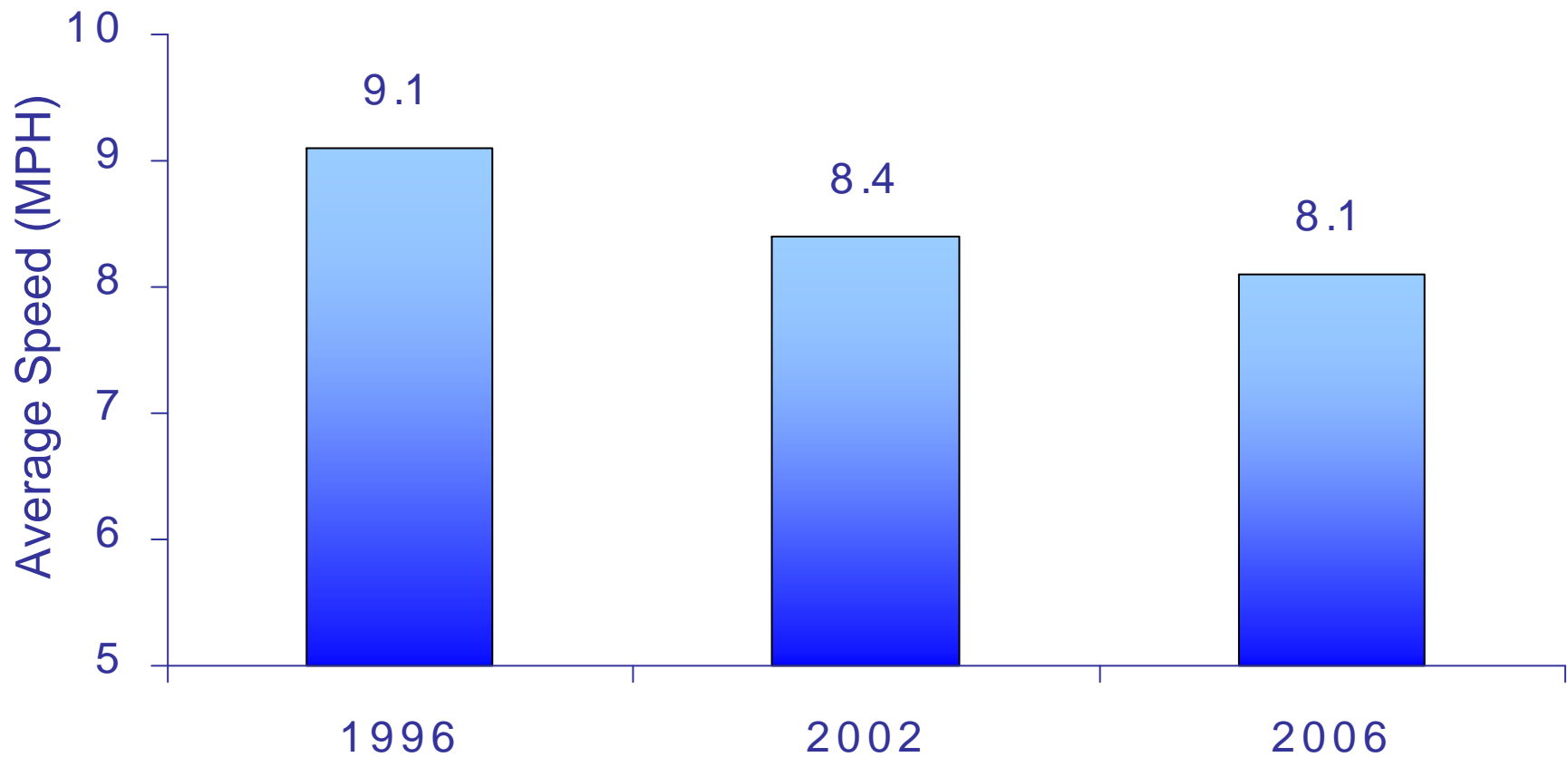


# Bus Speeds in NYC vs. Other Cities

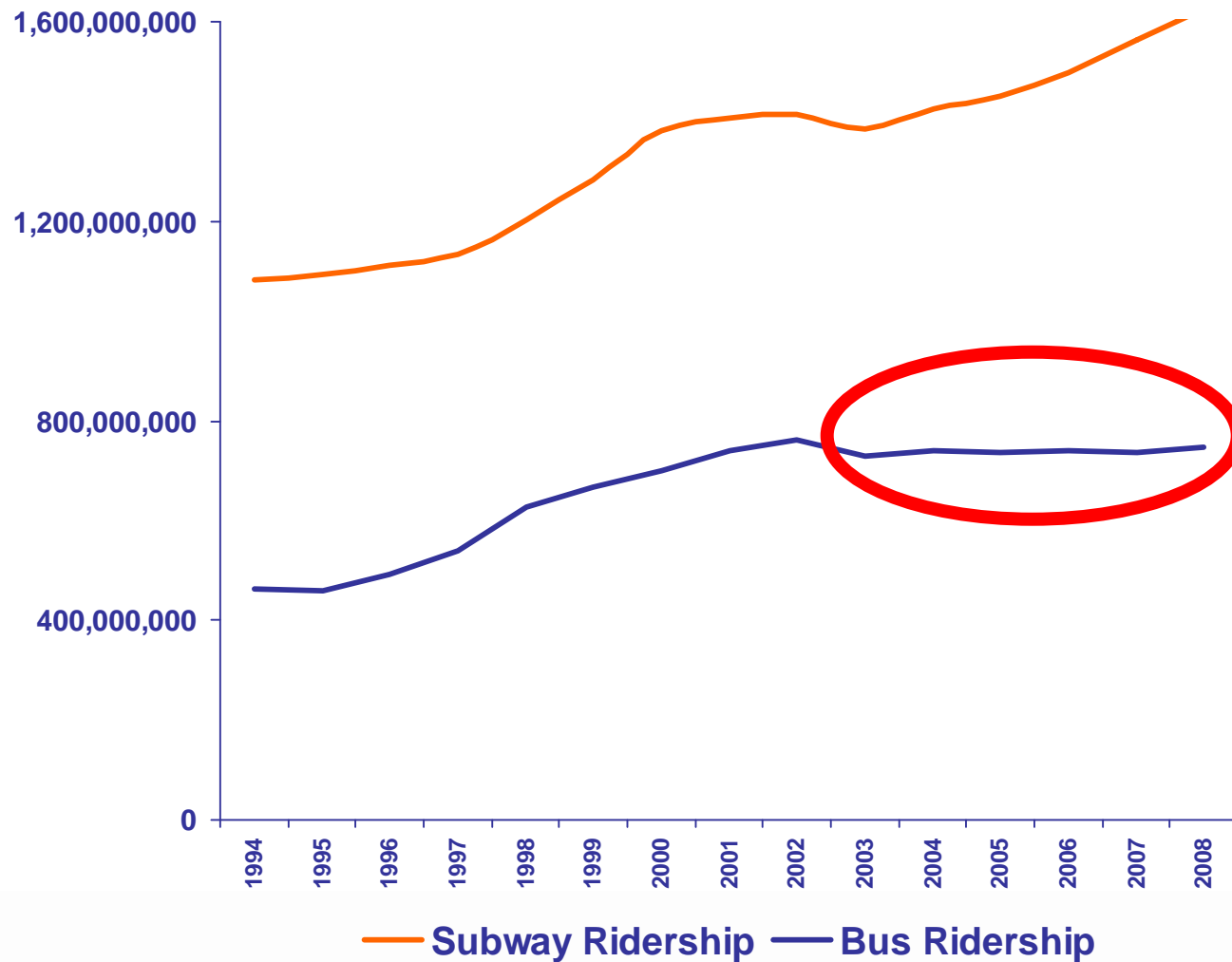




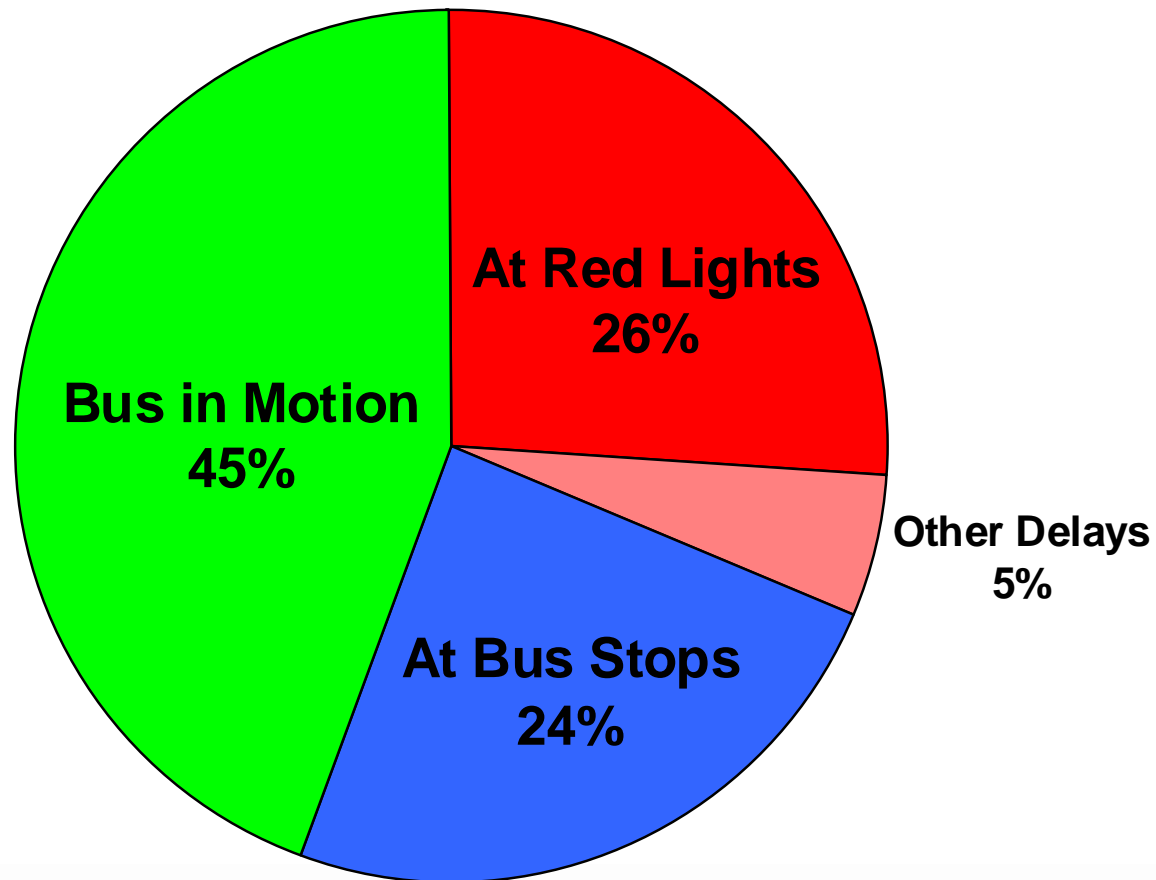
## Trend: NYC Bus Speeds Dropping



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



## Sources of Bus Delay – B44 Limited



# 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



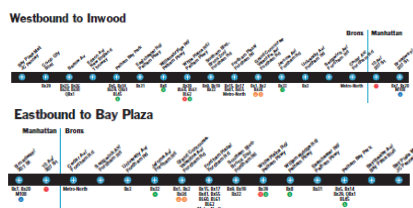
**Bus Lanes**



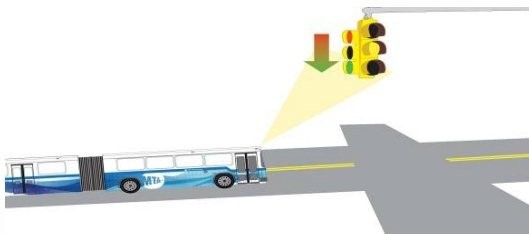
**Pre-Payment**



**Stations**



**Passenger Info**



**Bus Signal Priority**



**Branding**

# Phase I BRT Corridors

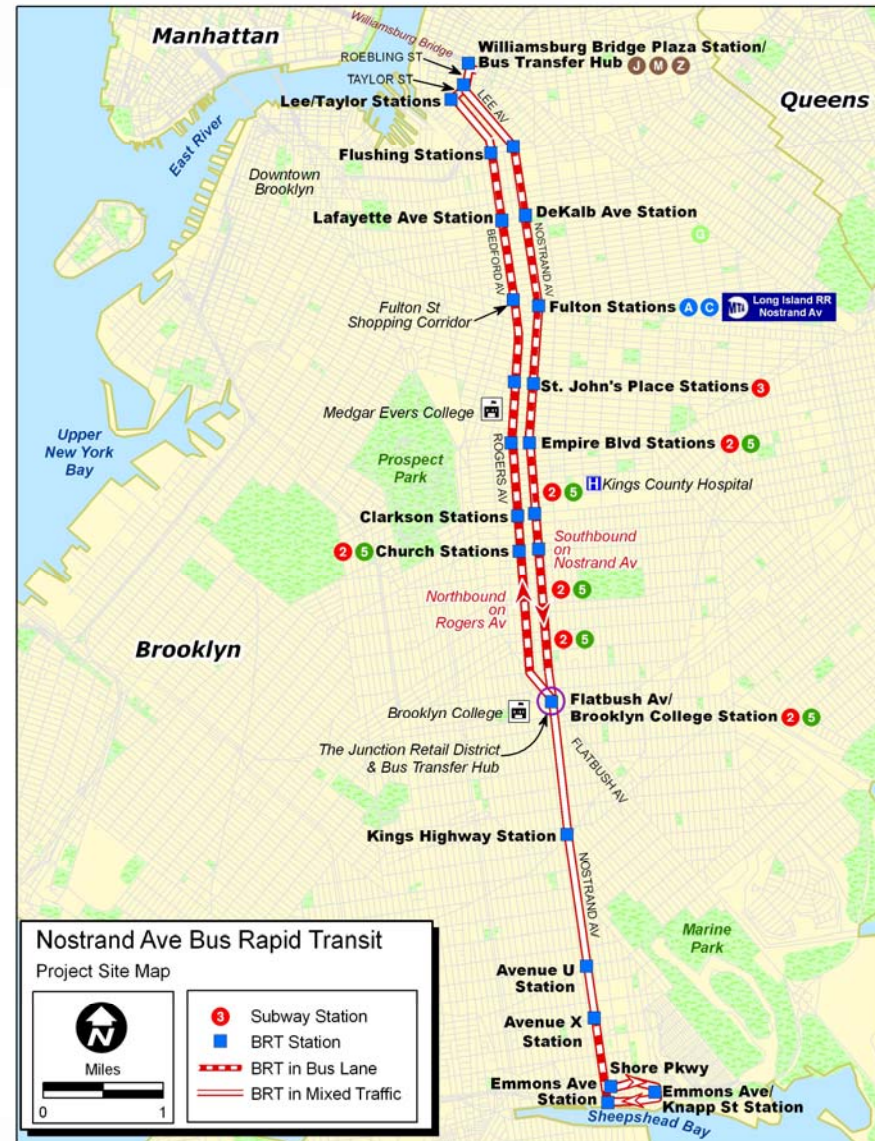




# Nostrand & Rogers Corridor

## 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

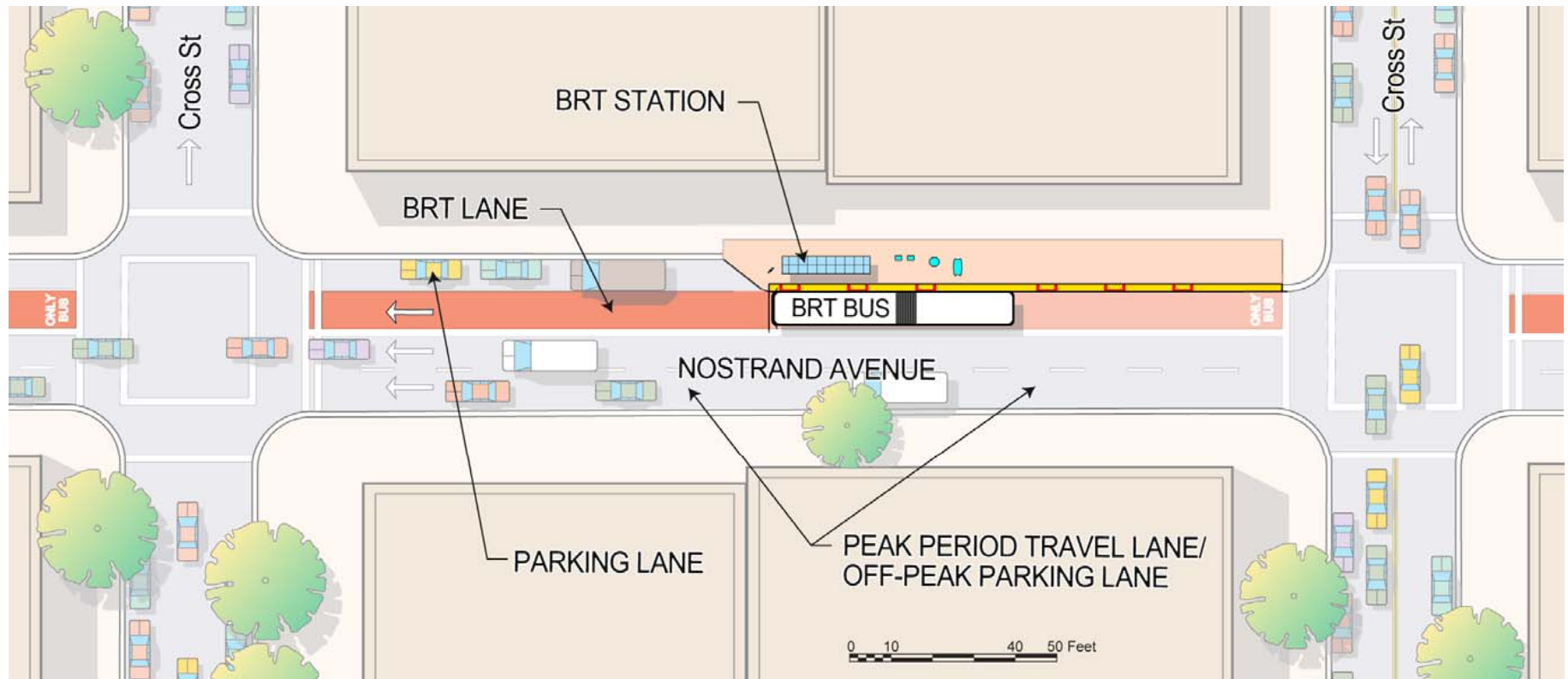


## Proposed Design with SBS Station





# Nostrand & Rogers SBS Features



## Bus Lanes

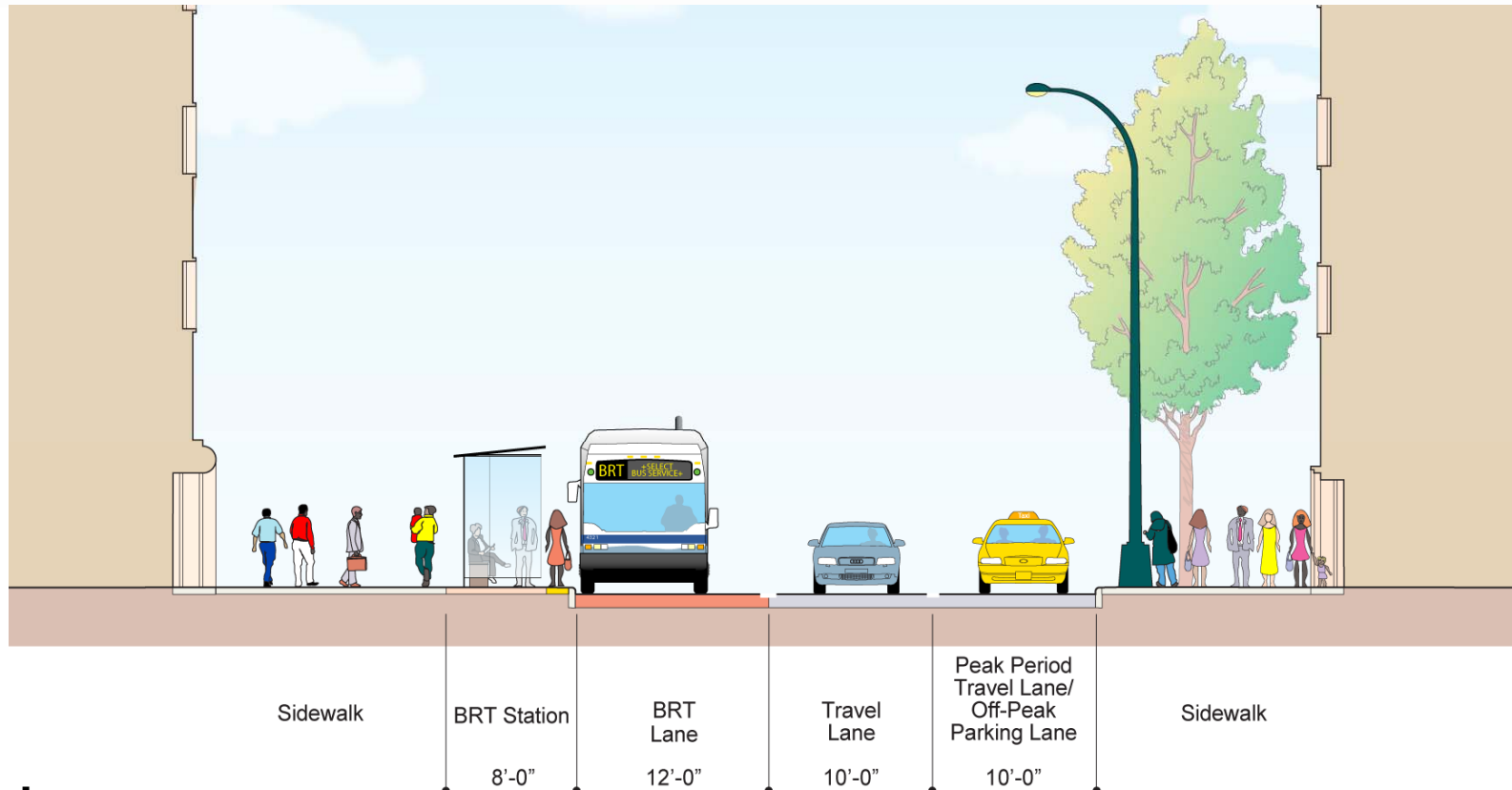
Offset bus lanes between Flushing Ave and Farragut Rd, and between Ave X and Emmons Ave

## Bus Bulbs

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



# Nostrand & Rogers SBS Features



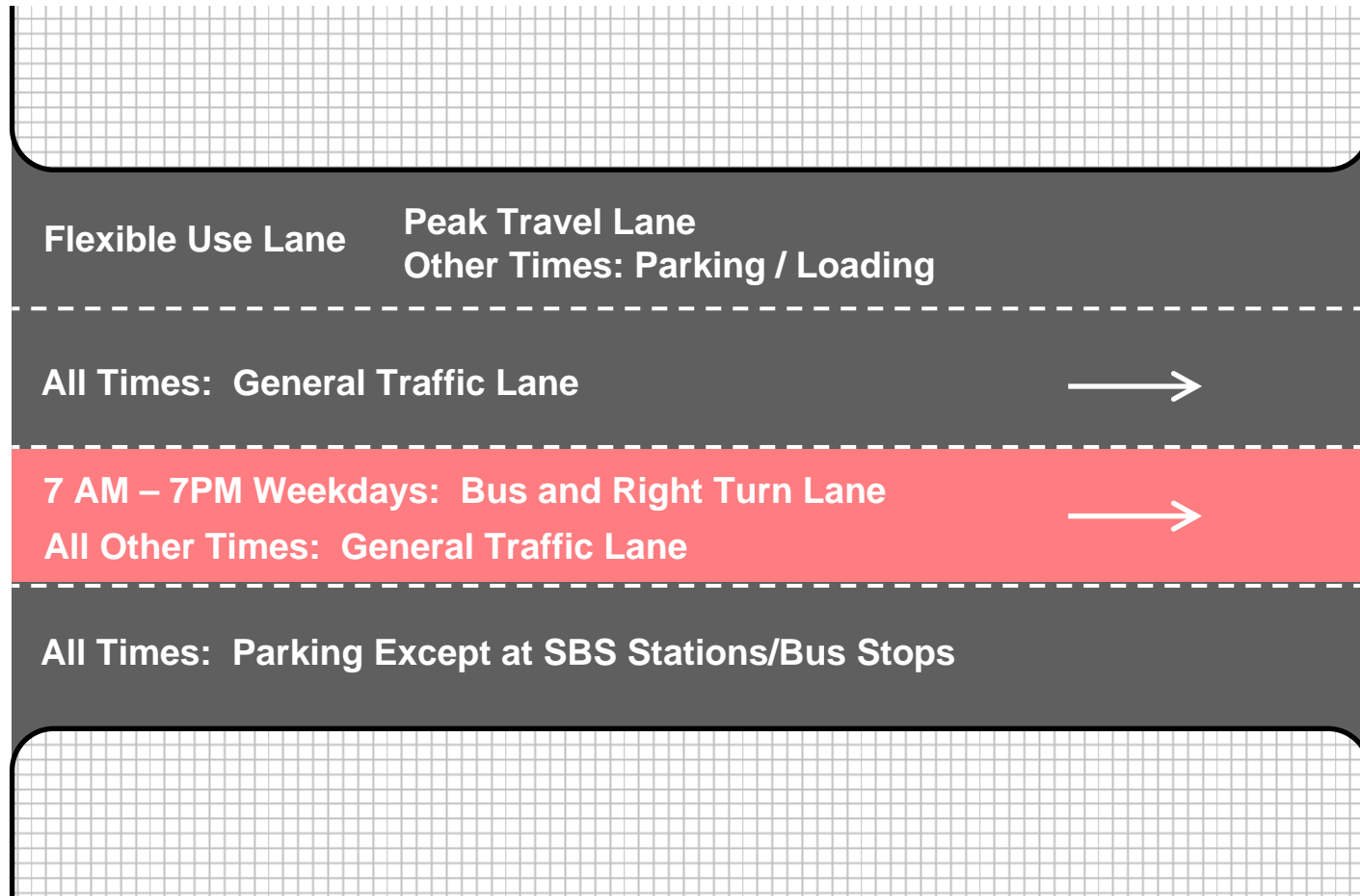
## Bus Lanes

Offset bus lanes from Flushing to Farragut Aves, and from Ave X to Emmons Ave

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# Lane Use

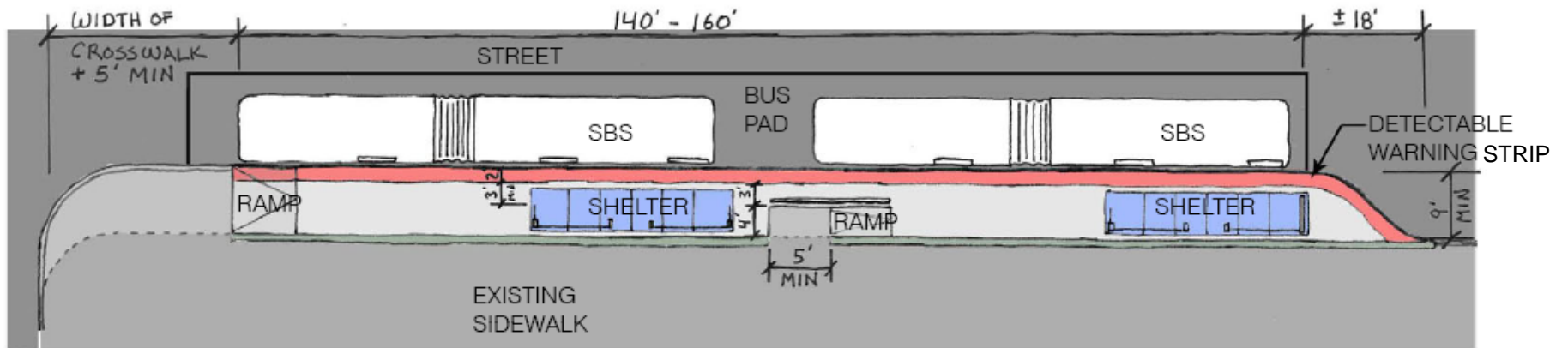


# Bus Bulb Design



# Bus Bulb Design

## Plan View



## 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