

New York City Transit



Nostrand Ave/Rogers Ave Select Bus Service Community Board 3

Tuesday, May 11, 2010

Agenda

Introductions

Outreach

BRT/SBS in New York City

Project Description

Schedule

Next Steps

Community Planning Process

18 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

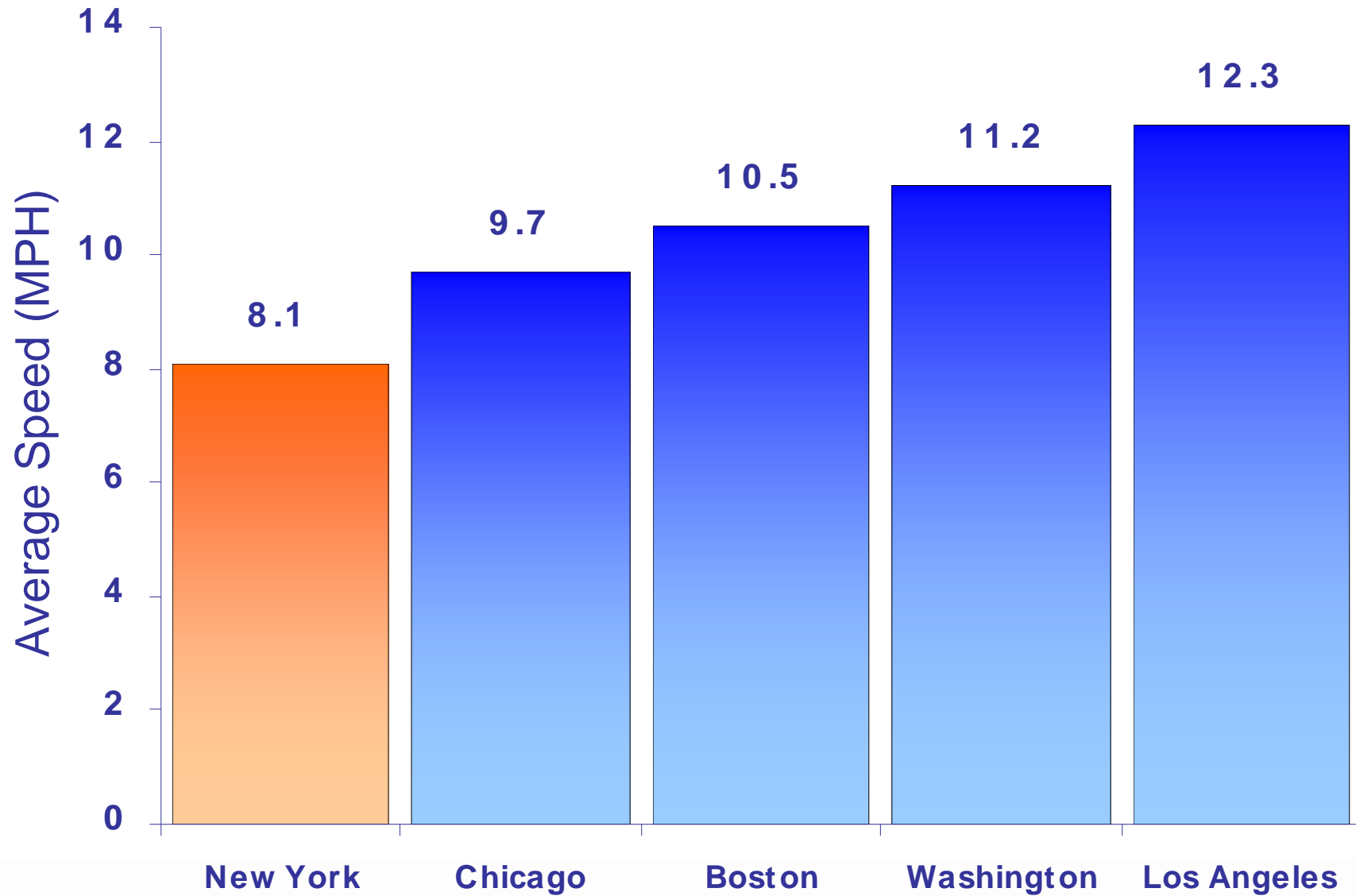
Composed of:

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

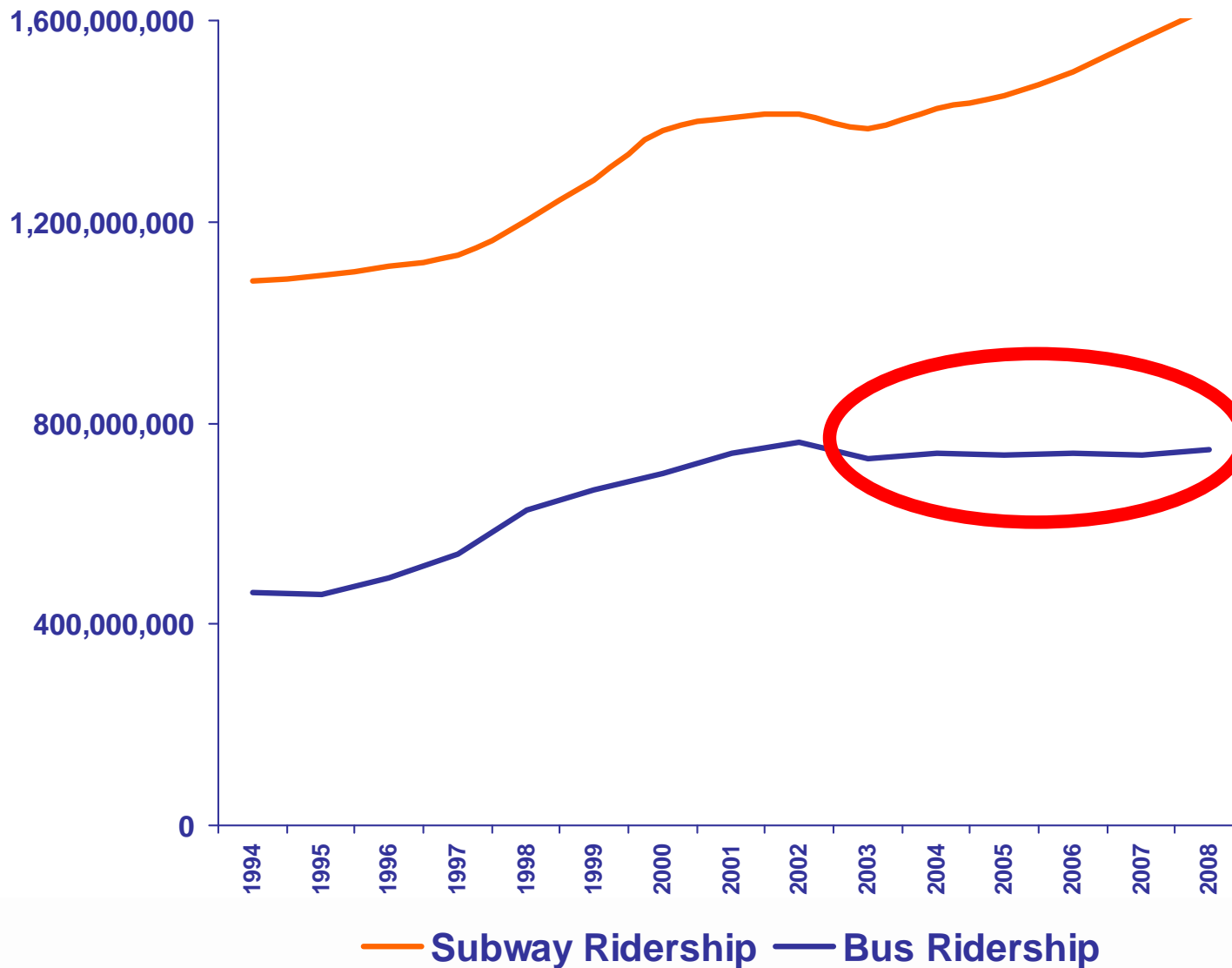
Role:

- 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



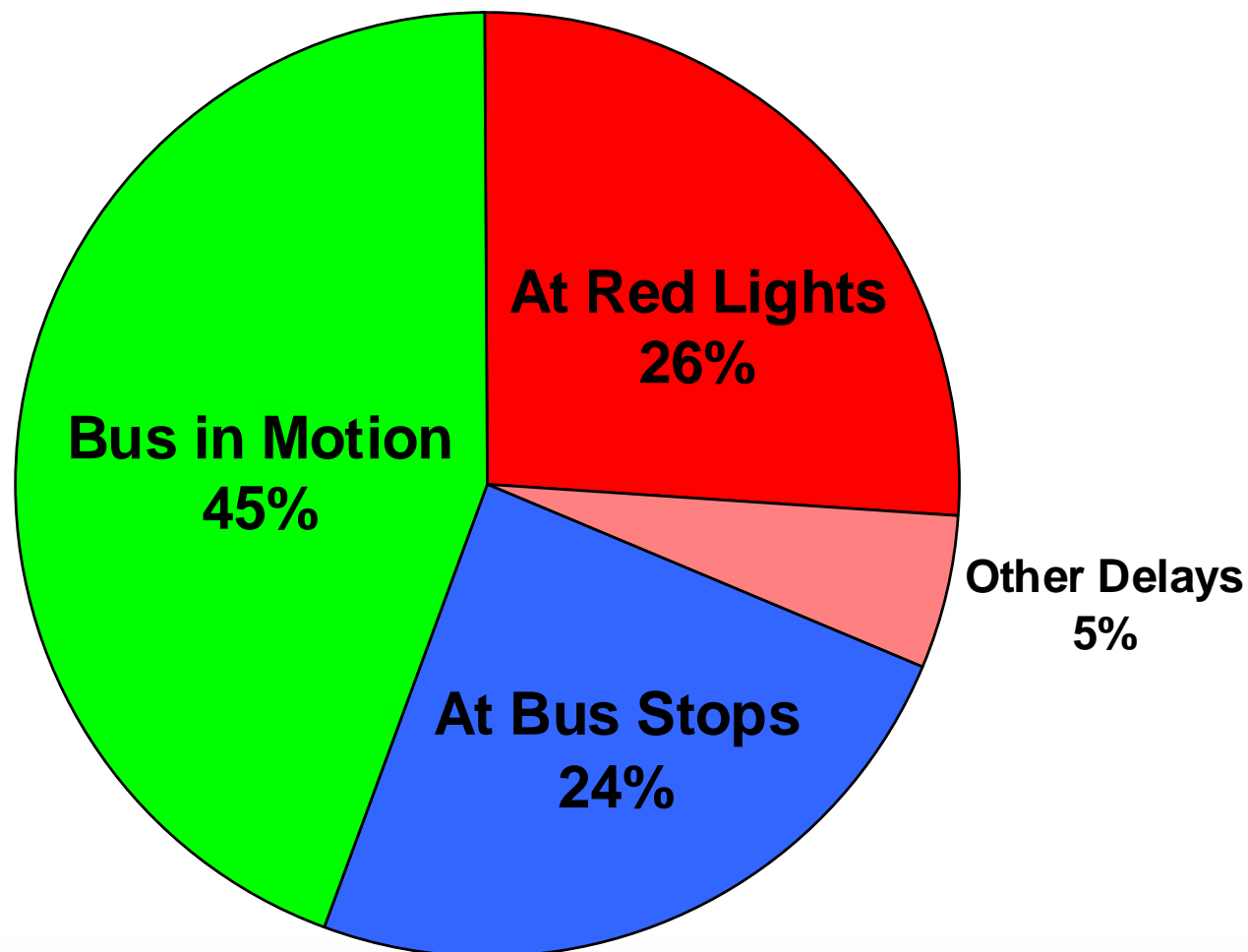
Challenge: Can Buses Play a Bigger Role in Meeting the City's Mobility Needs?



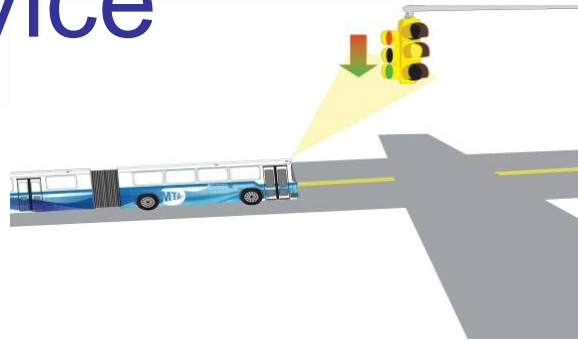
Phase I BRT Corridors



Sources of Bus Delay – B44 Limited



Select Bus Service Features



Bus Signal Priority



Pre-Payment



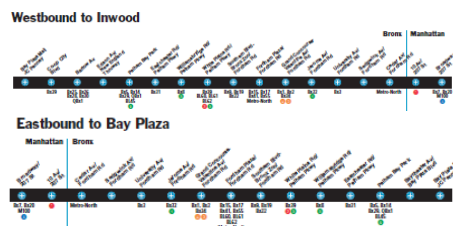
Branding



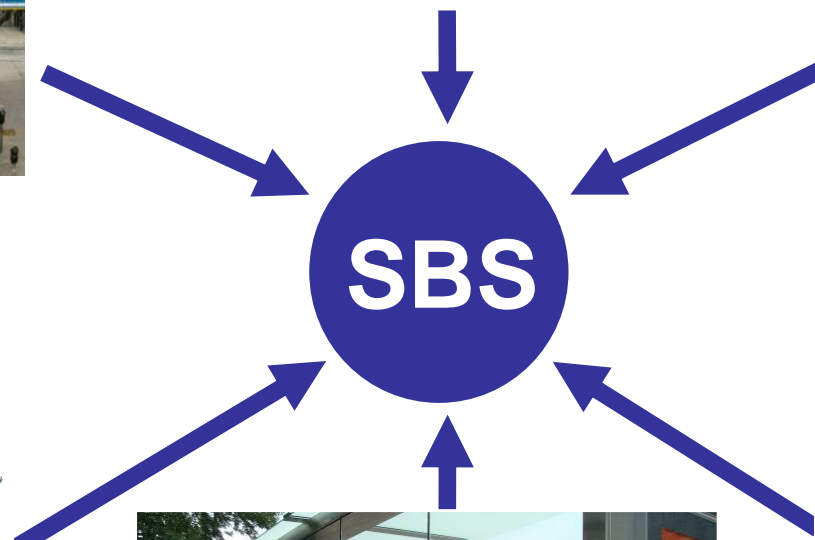
Stations



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
- 11,000 people get on in CB3
- 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 CB3)
- 60% of residents commute by transit (66% in CB3)



Project Features

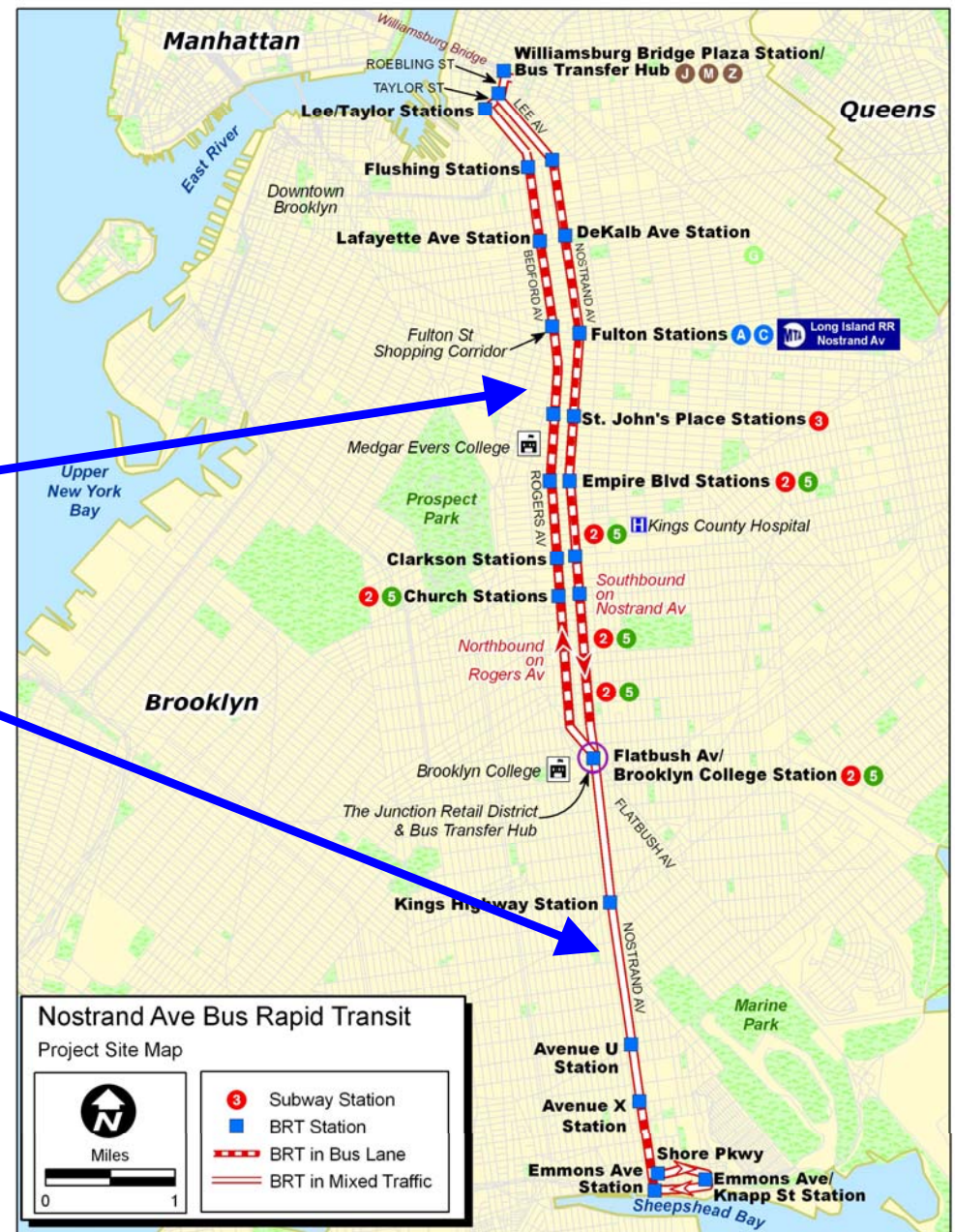
B44 Limited will become SBS; B44 Local will continue as before

Offset bus lanes with bus bulbs at stations for 5 miles

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

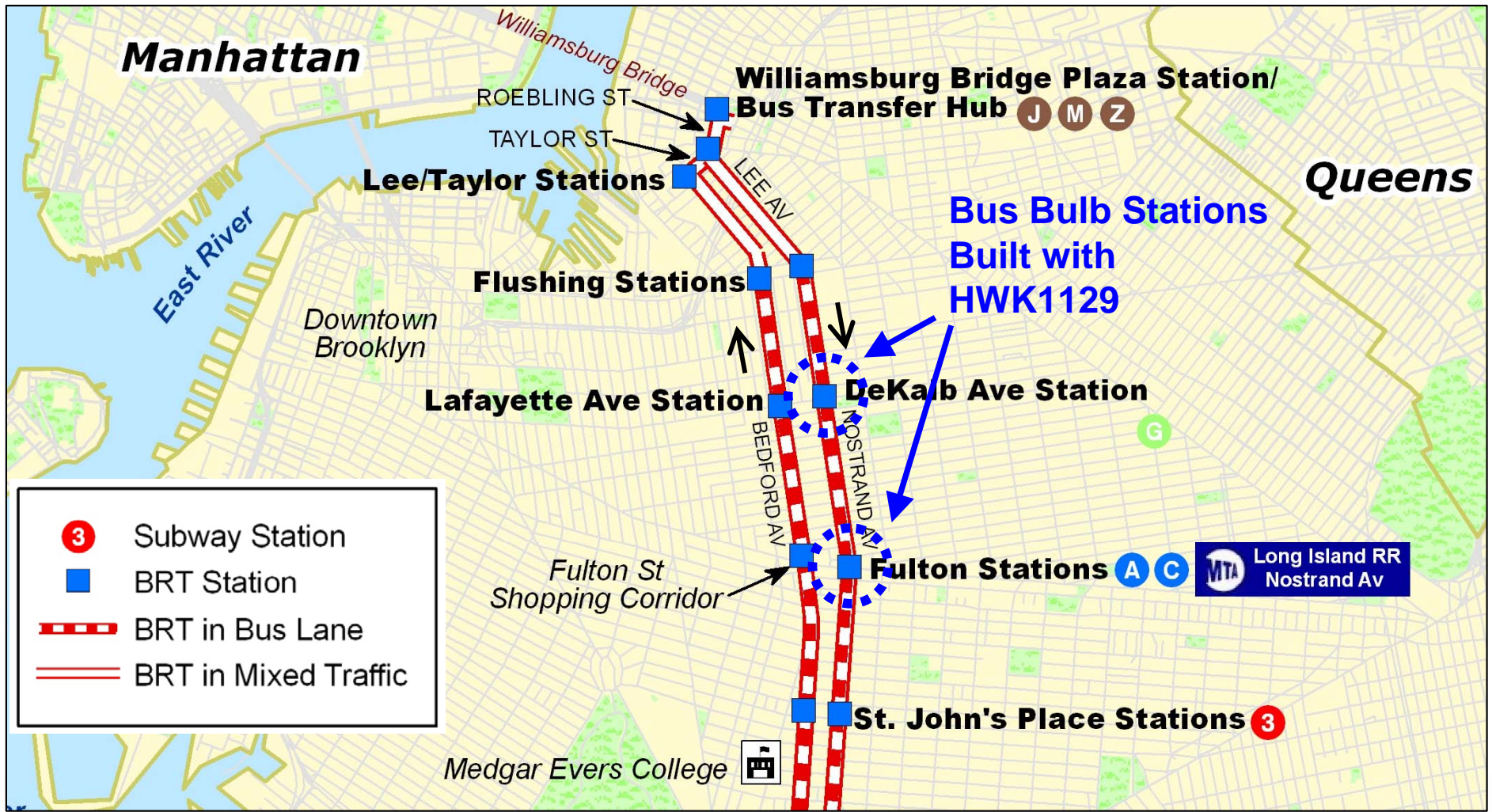
For the Entire Route:

- New low-floor buses
- Next generation fare collection
- Branding of stations and buses

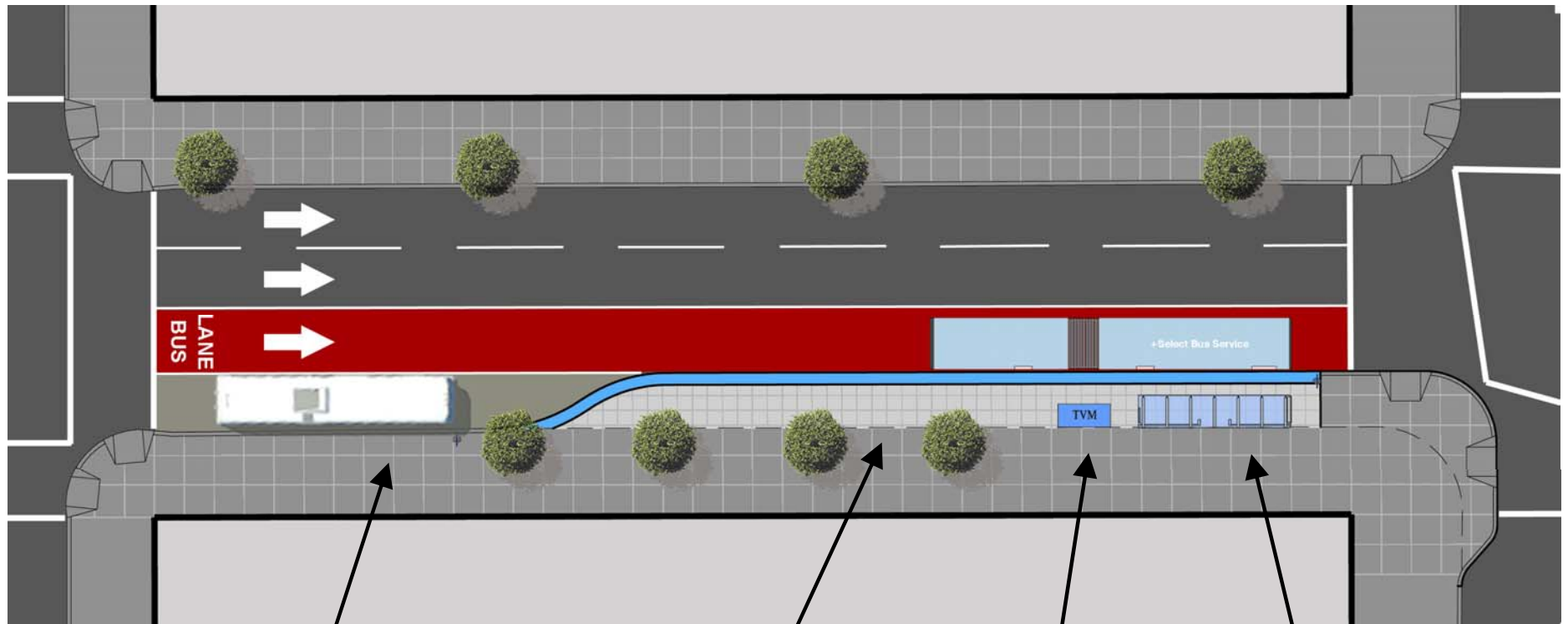


Proposed Stations

Williamsburg Bridge to St John's Place



Bus Bulb Stations



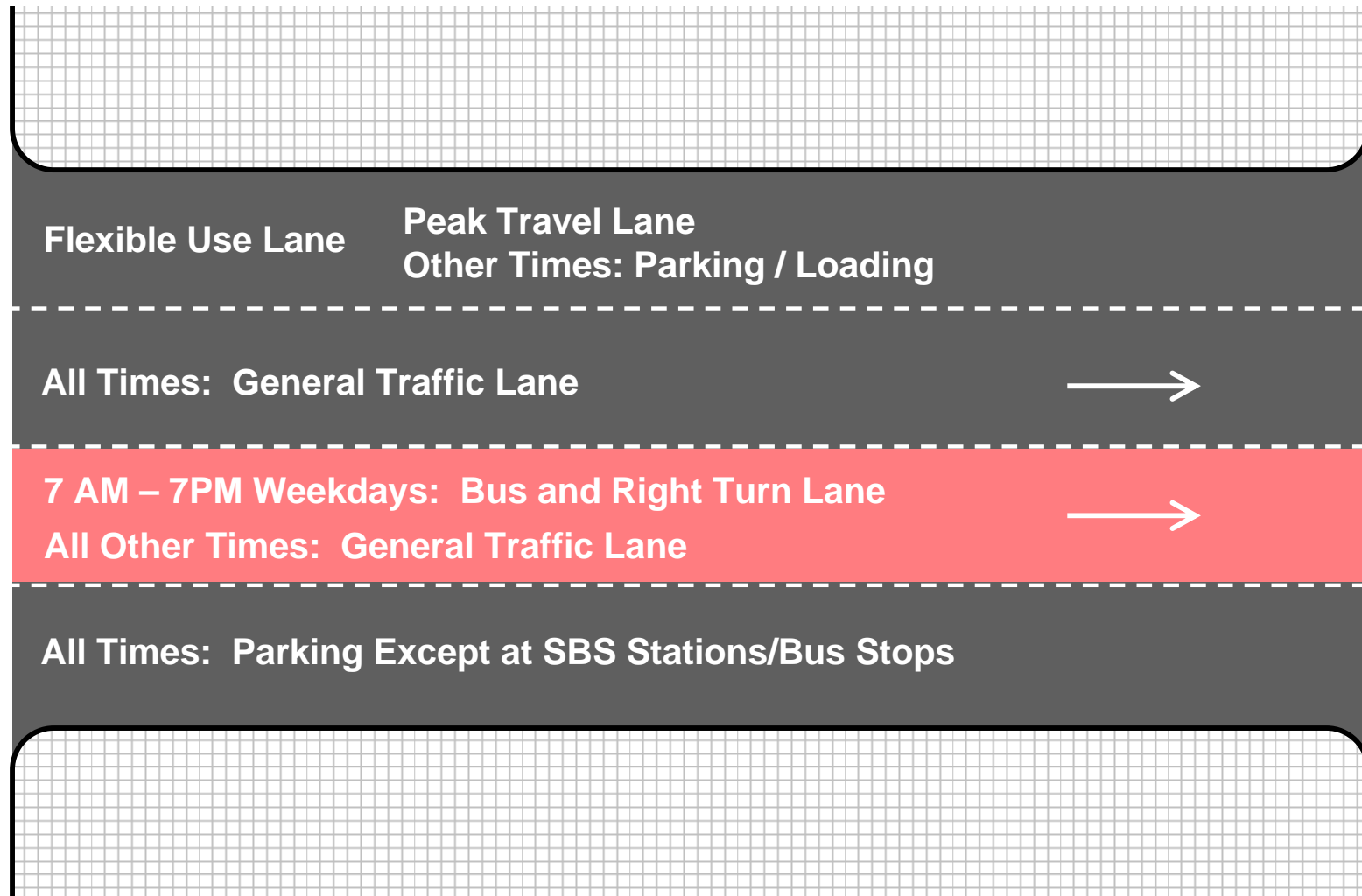
Local Stop

SBS Station

Ticket Vending
Machine

Shelter

Offset Bus Lane Design – Lane Use



Nostrand Avenue at DeKalb Avenue

Existing Conditions



Nostrand Avenue at DeKalb Avenue

Proposed Design: SBS Station, with Peak Travel Lane on Left



Nostrand Avenue at Church Avenue

Existing Conditions



Nostrand Avenue at Church Avenue

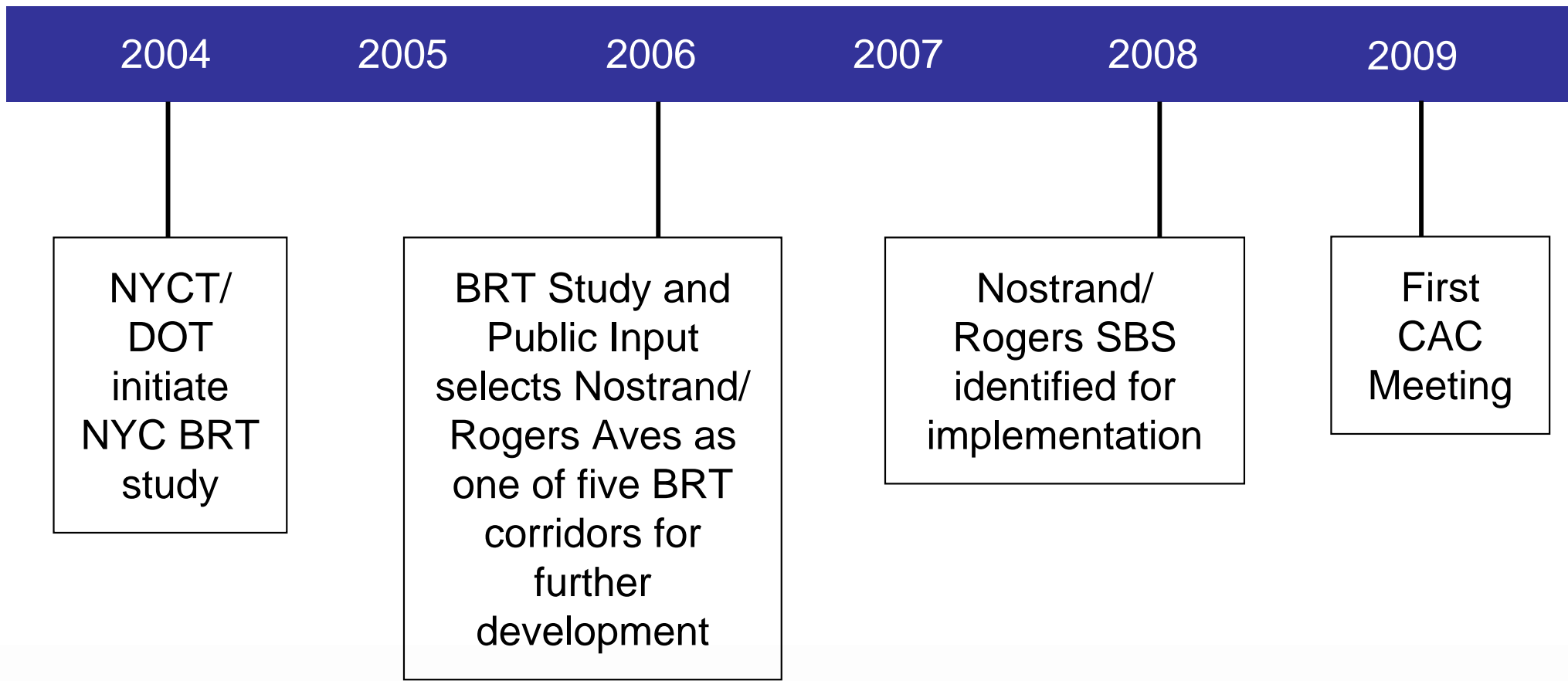
Proposed Design: SBS Station, with Parking Lane on Opposite Curb



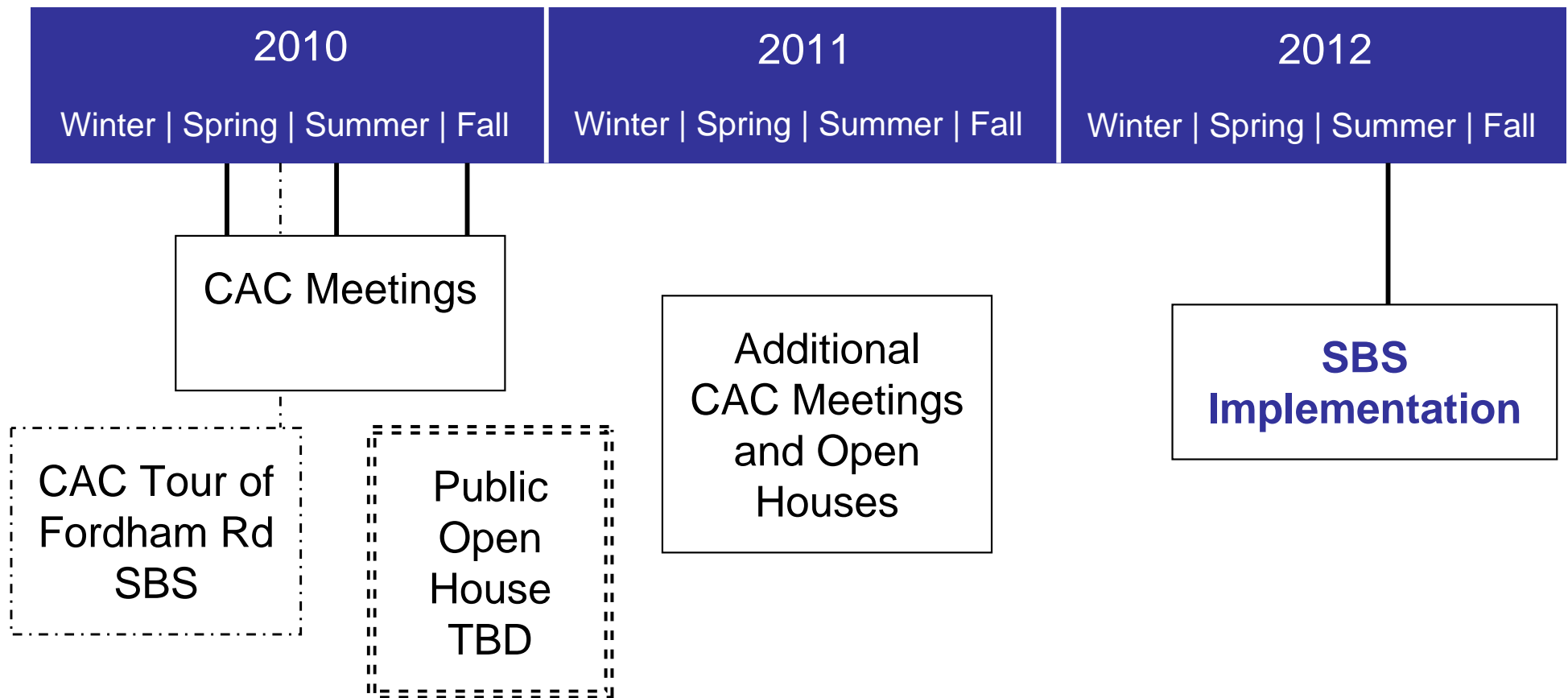
Animation



Nostrand / Rogers SBS: Timeline



Nostrand / Rogers SBS: Timeline



Coordination with DDC Nostrand Reconstruction

Regular Meetings on Design Process

Engineering Consultant for SBS Project is
Designing Bus Bulbs at DeKalb and Fulton Sts

Close Coordination Planned when SBS and
Nostrand Reconstruction Projects near Completion

Next Steps

CAC Tour of Fordham Road SBS – Spring 2010

Public Open House – TBD

Additional outreach and presentations as requested