

New York City Transit



Nostrand Avenue / Rogers Avenue Select Bus Service Community Advisory Committee Meeting 2

Monday, April 26, 2010

Agenda

Introductions

Nostrand Avenue / Rogers Avenue SBS Summary

Station Location Overview

Station Design

Questions and Answers

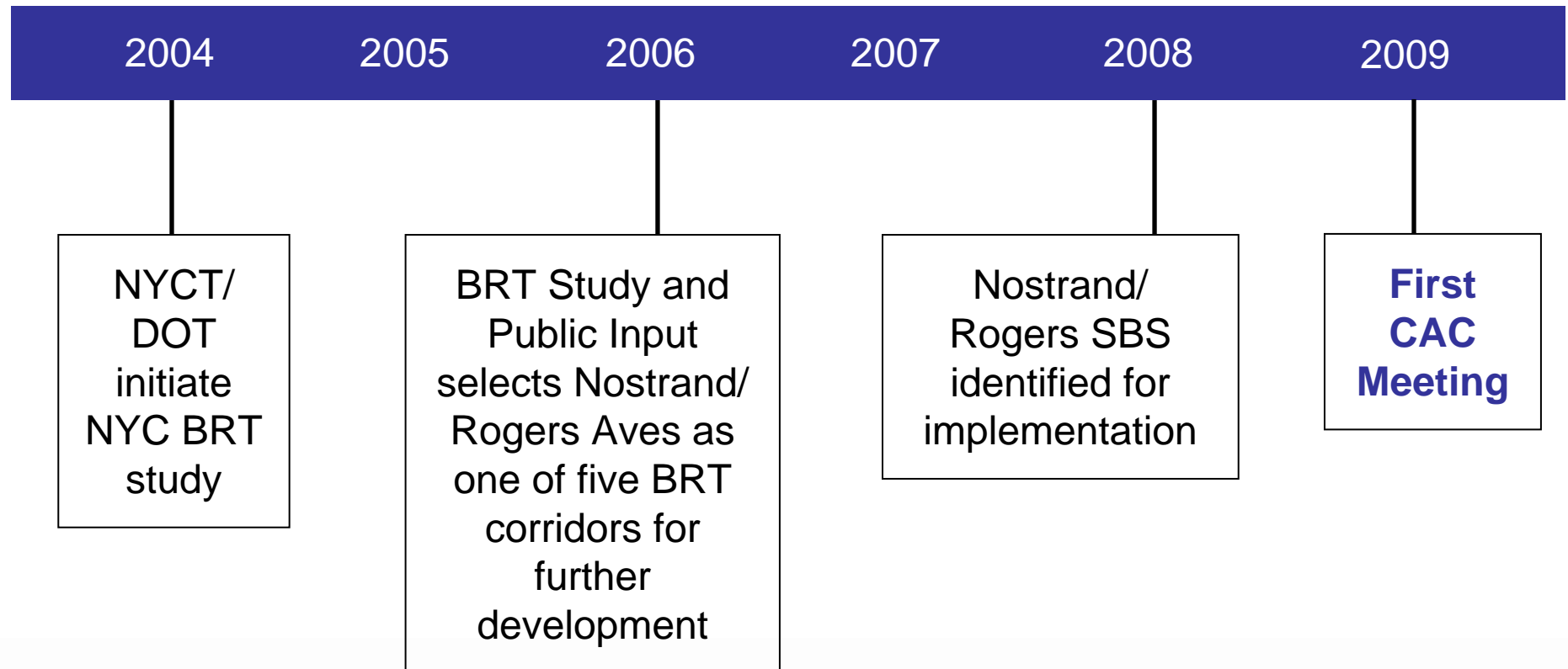
Breakout Discussion of Individual Stations

Recap

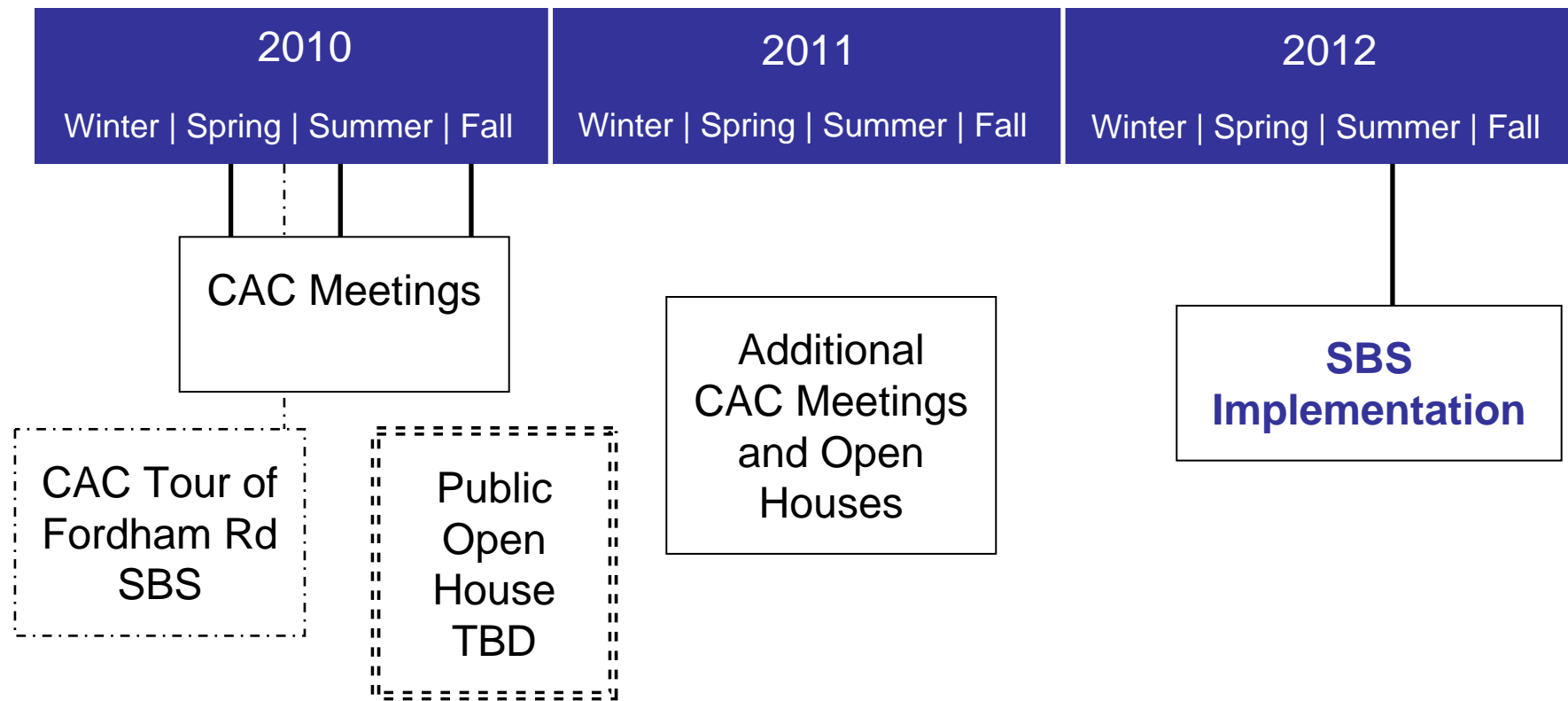
Next Steps

Nostrand Avenue / Rogers Avenue SBS Summary

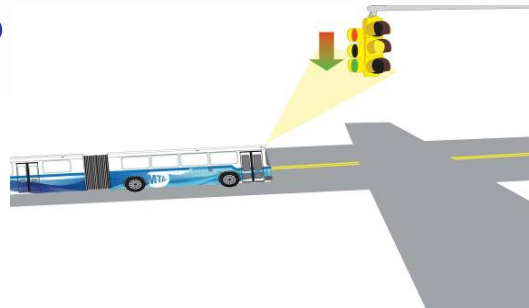
Nostrand / Rogers SBS: Timeline



Nostrand / Rogers SBS: Timeline



SBS Features



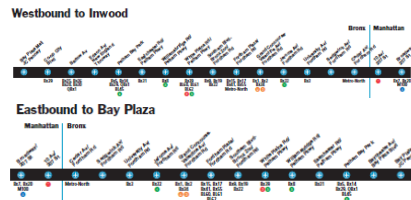
Bus Signal Priority



Bus Lanes



Pre-Payment



Passenger Info



Stations



Branding

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

- 44,300 weekday riders – 5th busiest bus route in city
- 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
- 60% of residents commute by transit



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

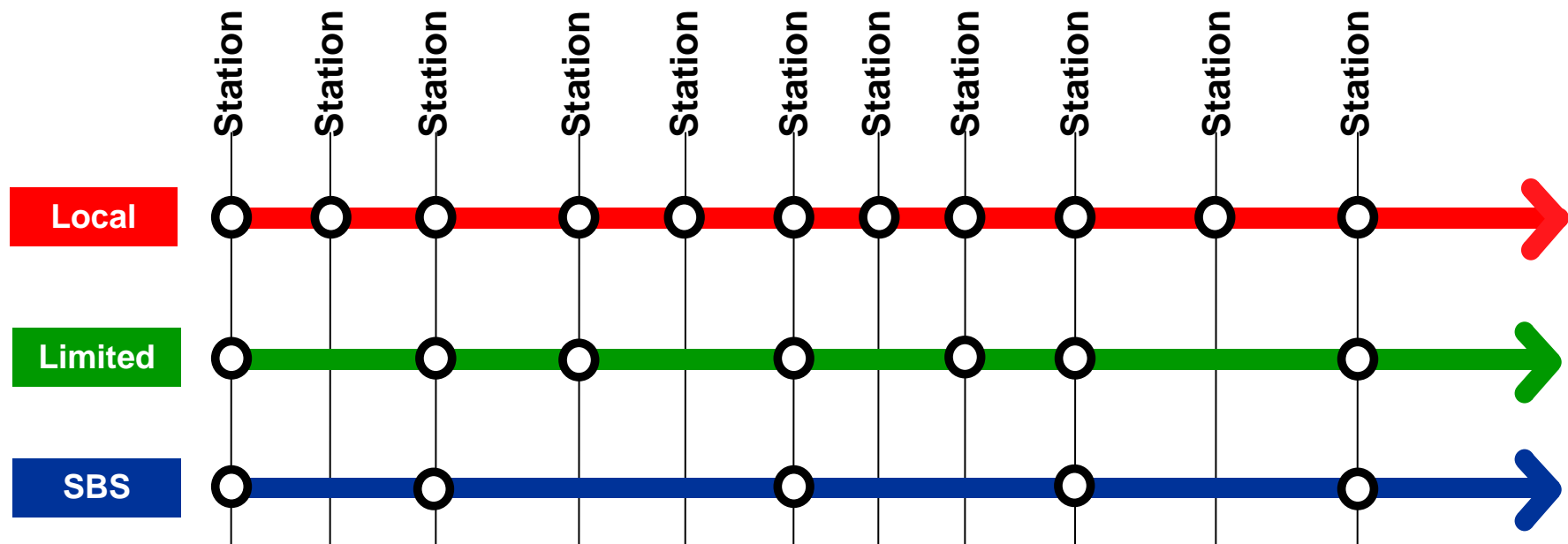
For the Entire Route:

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



SBS Station Location Overview

Select Bus Service Has Fewer Stops Than Limited Stop Service



Station Locations – Spacing

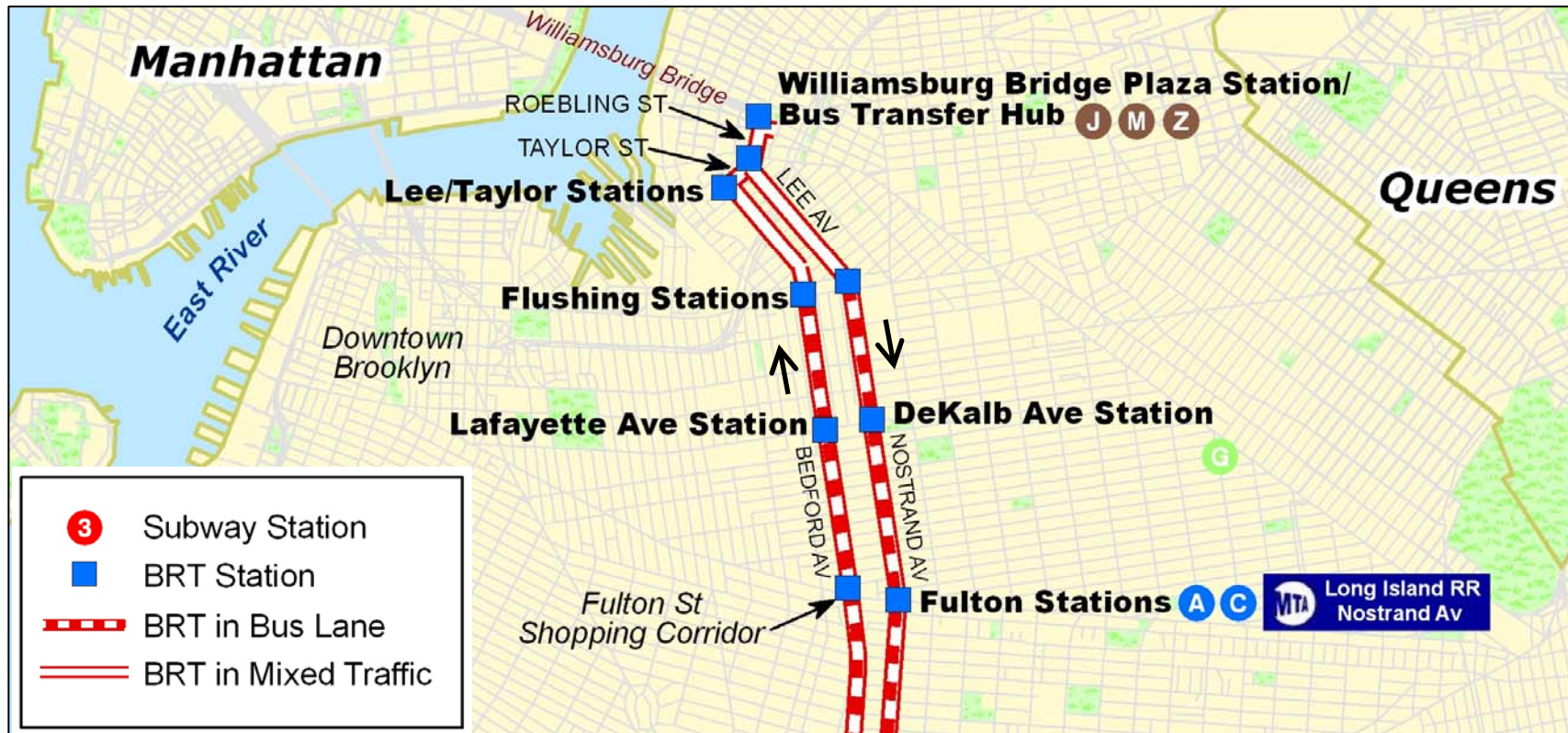
Stations on Fordham Road SBS are an average of 0.6 mile apart.

Proposed Nostrand/Rogers Aves SBS stations are an average of 0.7 mile apart.

Station placement depends on current ridership and transfers.

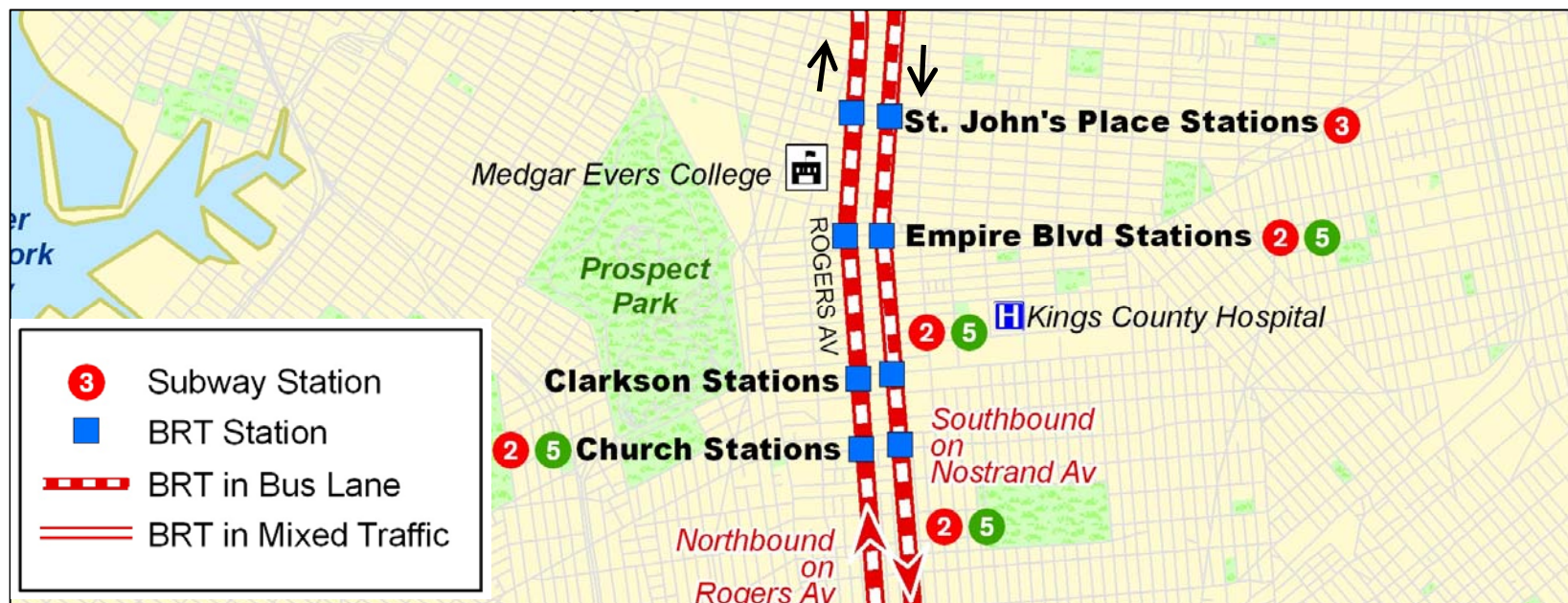
Proposed Stations

Williamsburg Bridge to Fulton Street



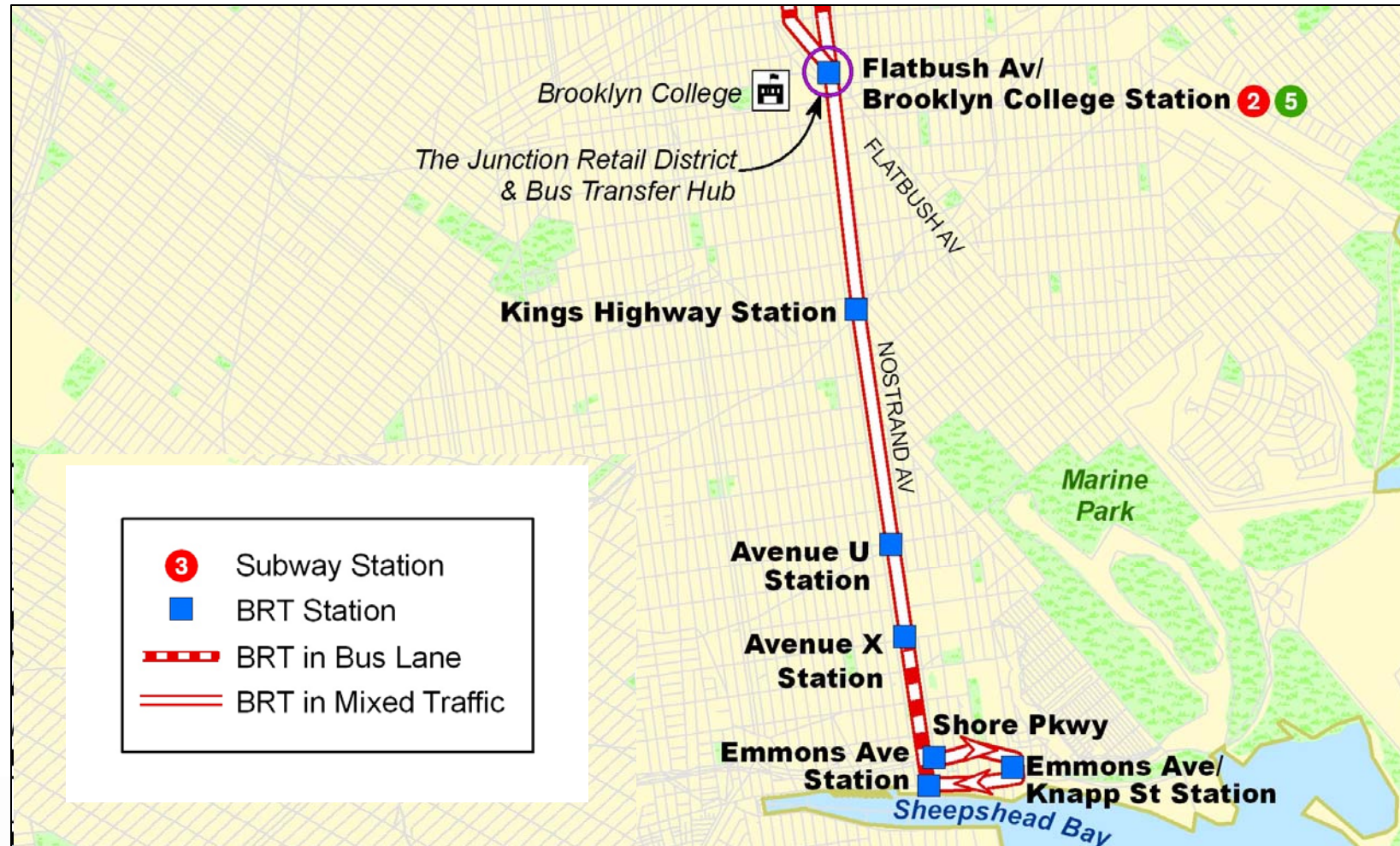
Proposed Stations

St John's Place to Church Avenue



Proposed Stations

Flatbush Avenue to Emmons Avenue



SBS Station Design and Placement

Station Types

Bus Bulb Stations

Bus bulbs extend sidewalk out to the bus lane, at SBS stations between Lafayette or DeKalb Ave and Church Ave.

Curbside Stations

These stations would be placed on the existing sidewalk, with no construction other than bus shelters and ticket vending machines.



SBS Elements



New Shelters

- Single or Double Length
- SBS Branding
- Real-time Information Capability

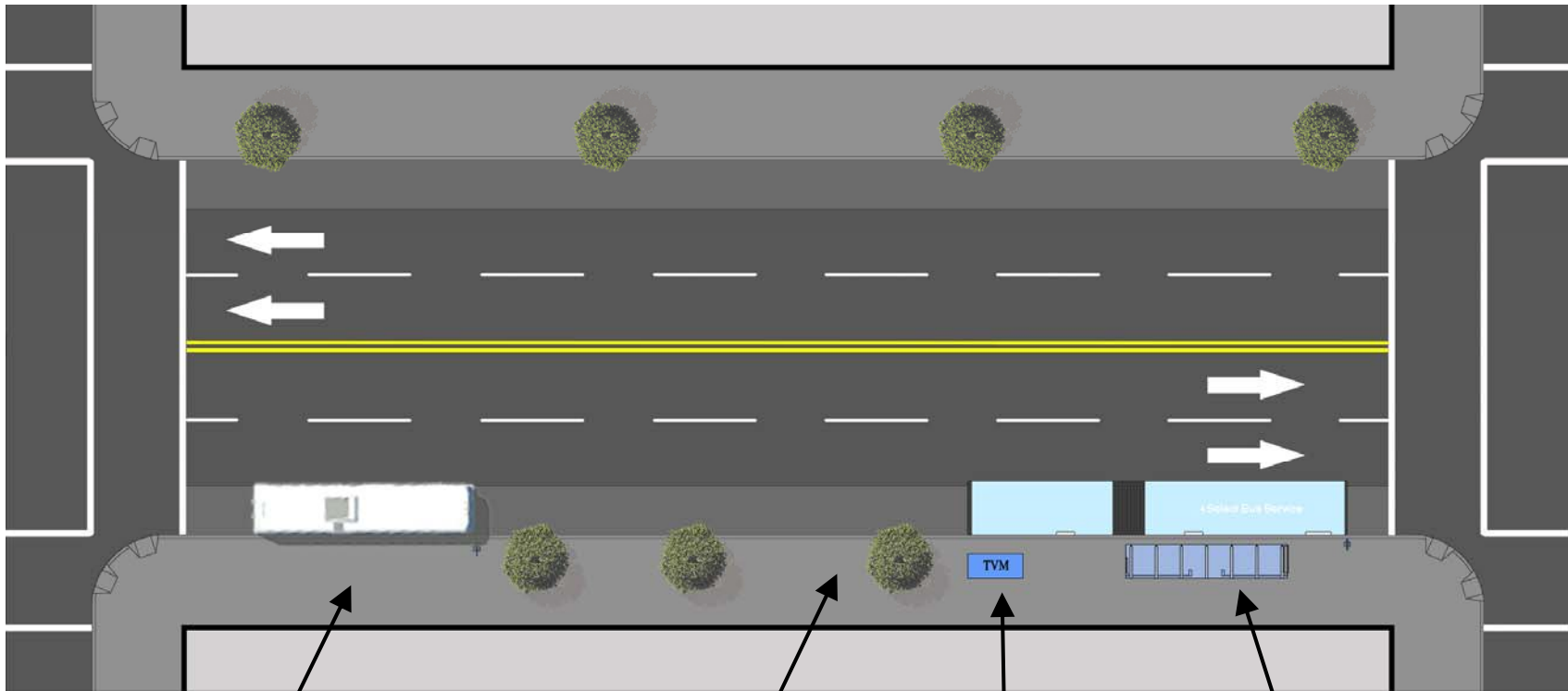


Improved Fare Collection

- Fast and simple.
- Board through any door of the bus.



Curbside Stations



Local Stop

SBS Station

Ticket Vending
Machine

Shelter



New York City Transit



Existing Conditions – Nostrand Ave at Kings Highway



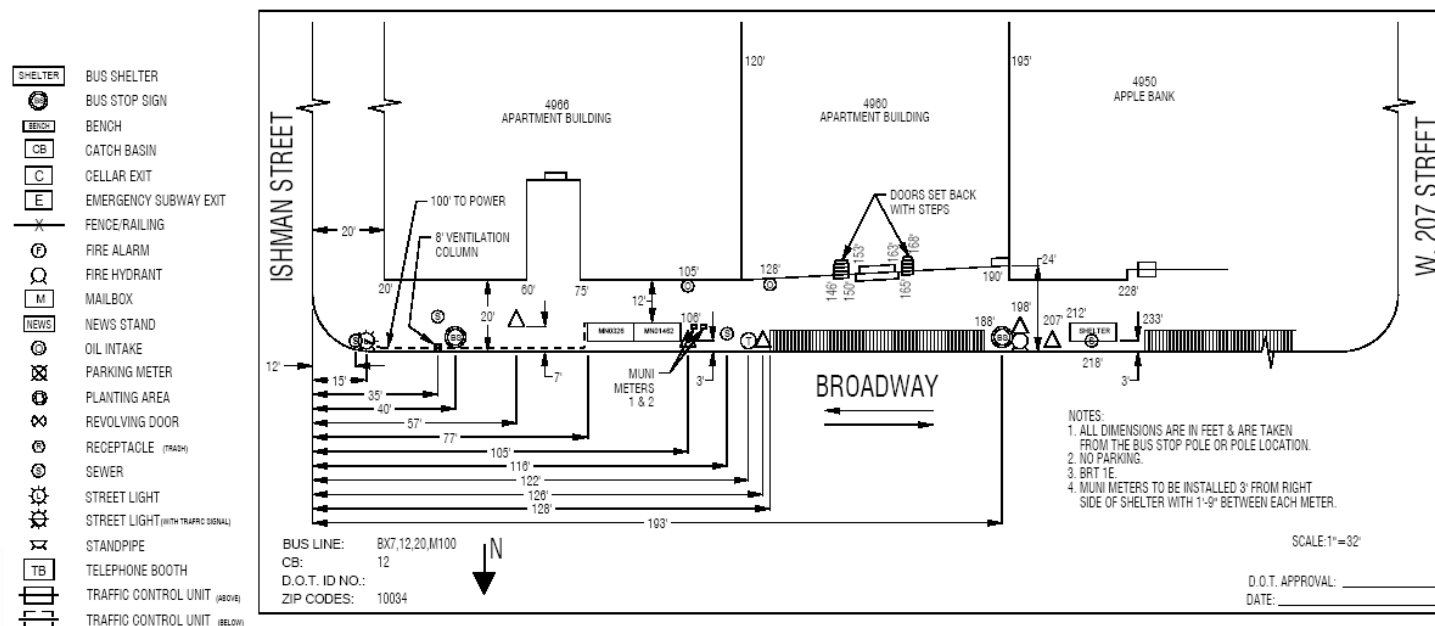
Proposed Design with SBS Stations



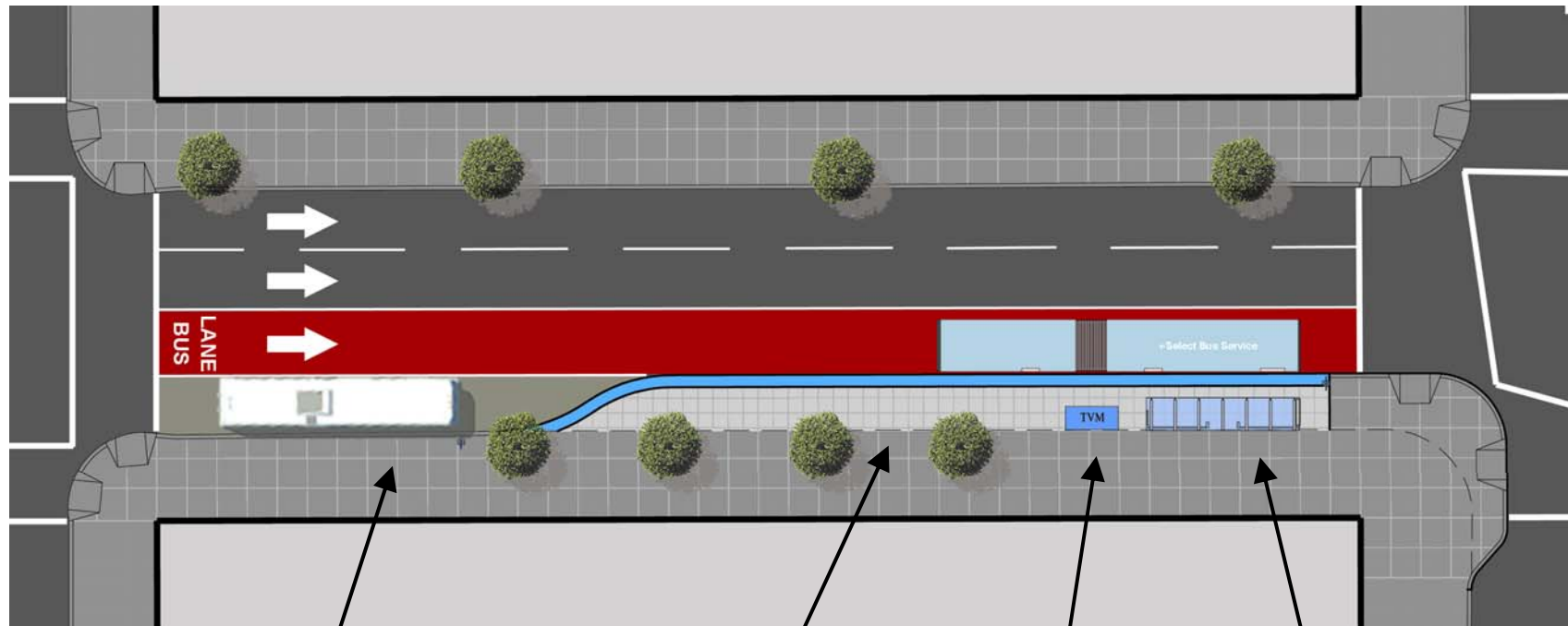
Curbside Stations – Placement Considerations

The placement of bus stops, shelters, and ticket vending machines can be limited by . . .

trees, cellar doors, subway gratings, newsstands,
fire hydrants, and driveways.



Bus Bulb Stations



Local Stop

SBS Station

Ticket Vending
Machine

Shelter

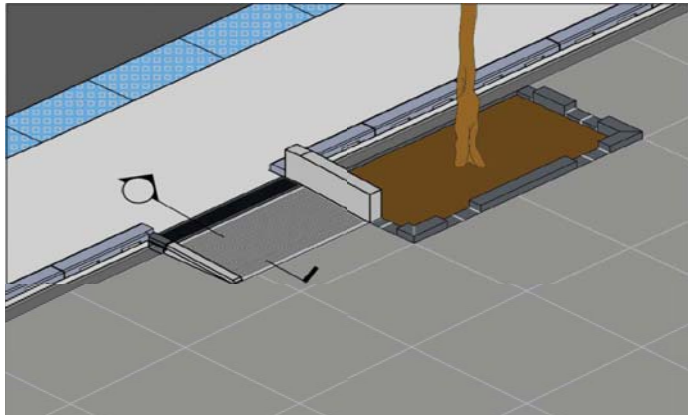
Existing Conditions – Nostrand Ave at Empire Boulevard



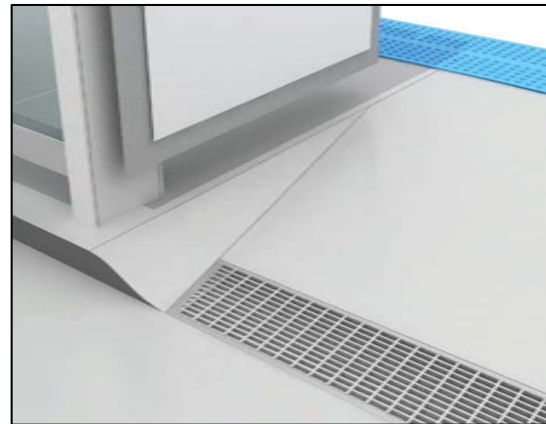
Proposed Design with Bus Bulb



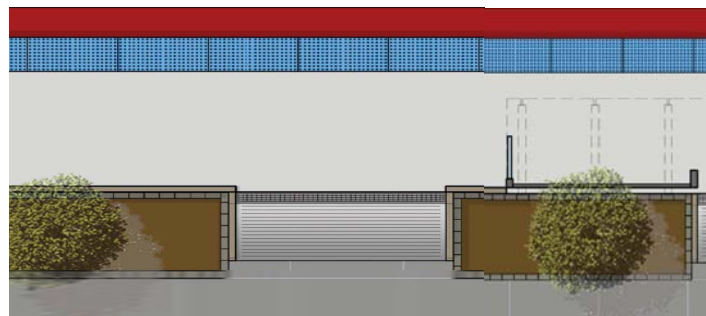
Conceptual Bus Bulb Design



View from Sidewalk of Platform,
Ramp and Tree Pit



Ramp and Drain Next to Shelter



Plan View of Platform, Ramp, and Tree Pits

Questions and Answers

Station Locations – Breakout Groups

North Taylor Street to Fulton Street

Central St. John's Place to Church Avenue

South Flatbush Avenue to Emmons Avenue

Recap of Discussions

Next Steps

- CAC Tour of Fordham Road SBS – Spring 2010
- Public Open House – TBD
- Additional outreach and presentations as requested