



 New York City Transit



Nostrand Avenue / Rogers Avenue Select Bus Service Community Advisory Committee Meeting 3 Wednesday, October 27, 2010

Agenda

Introductions

Nostrand Avenue / Rogers Avenue SBS Summary

CAC #2 Summary

Existing Traffic Conditions

Street Design with Select Bus Service

Traffic Conditions with Select Bus Service

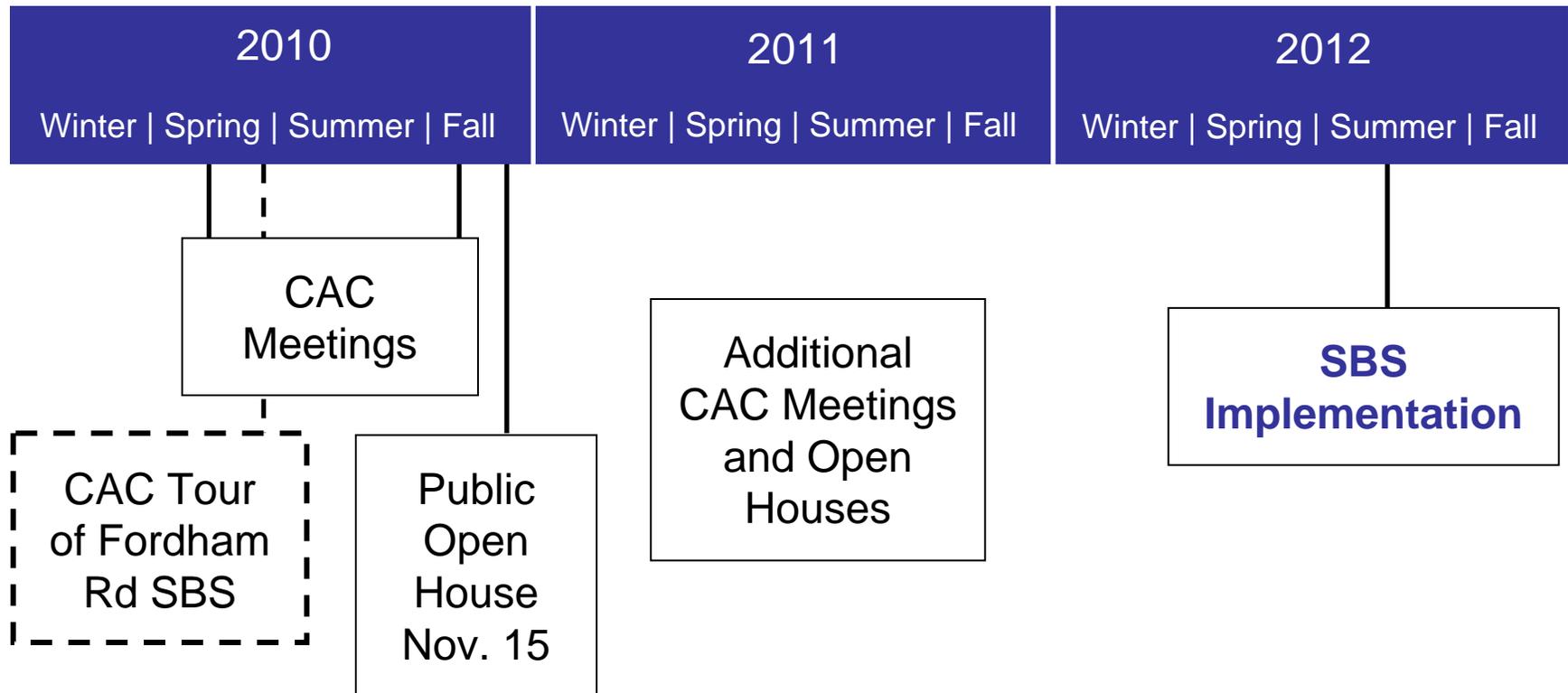
Improvement Options

Group Discussions of Improvements

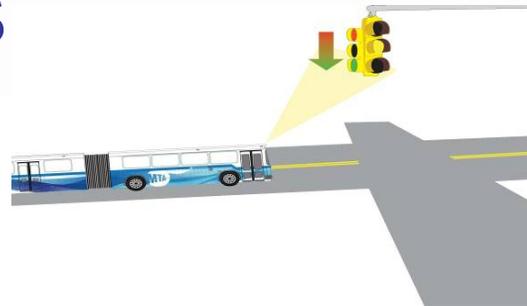
Recap and Next Steps

Nostrand Avenue / Rogers Avenue SBS Summary

Nostrand / Rogers SBS: Timeline



SBS Features



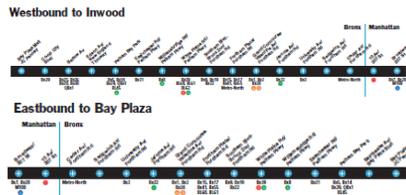
Bus Signal Priority



Pre-Payment



Bus Lanes



Fordham Road SBS

Travel Time:

20% reduction in
running time

Ridership:

10% increase

Customer Satisfaction:

98% satisfied or very
satisfied

Tour of Fordham SBS

Was held for Nostrand
CAC members on June 17



1st and 2nd Avenues Select Bus Service

Service began October
10th on the M15 SBS

New buses have 3 doors,
streamlined appearance,
and quiet operation

Fare-prepayment

Curbside and offset bus
lanes



Nostrand SBS Project Features

B44 Limited will become SBS; B44 Local will continue as before. SBS buses will have the same fare as the locals.

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



Community Advisory Committee # 2

April 26, 2010

Topic: Station Placement and Layout

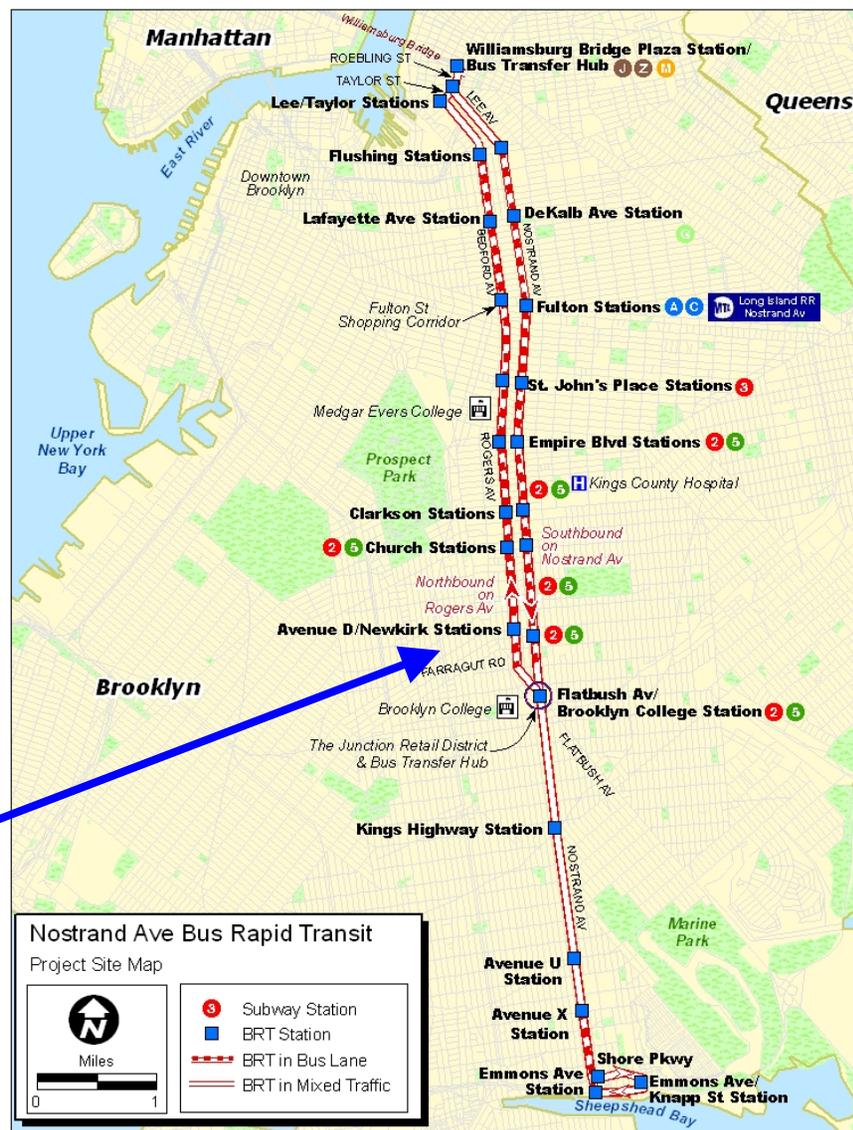
Station Placement

Proposed Station Locations were Discussed

Stations Planned:

- At High Ridership Locations
- At Major Intersecting Bus Routes
- On Average 7/10 Mile Spacing

Multiple CAC members requested station at Ave D / Newkirk Ave, which has very high ridership. Station will be added.

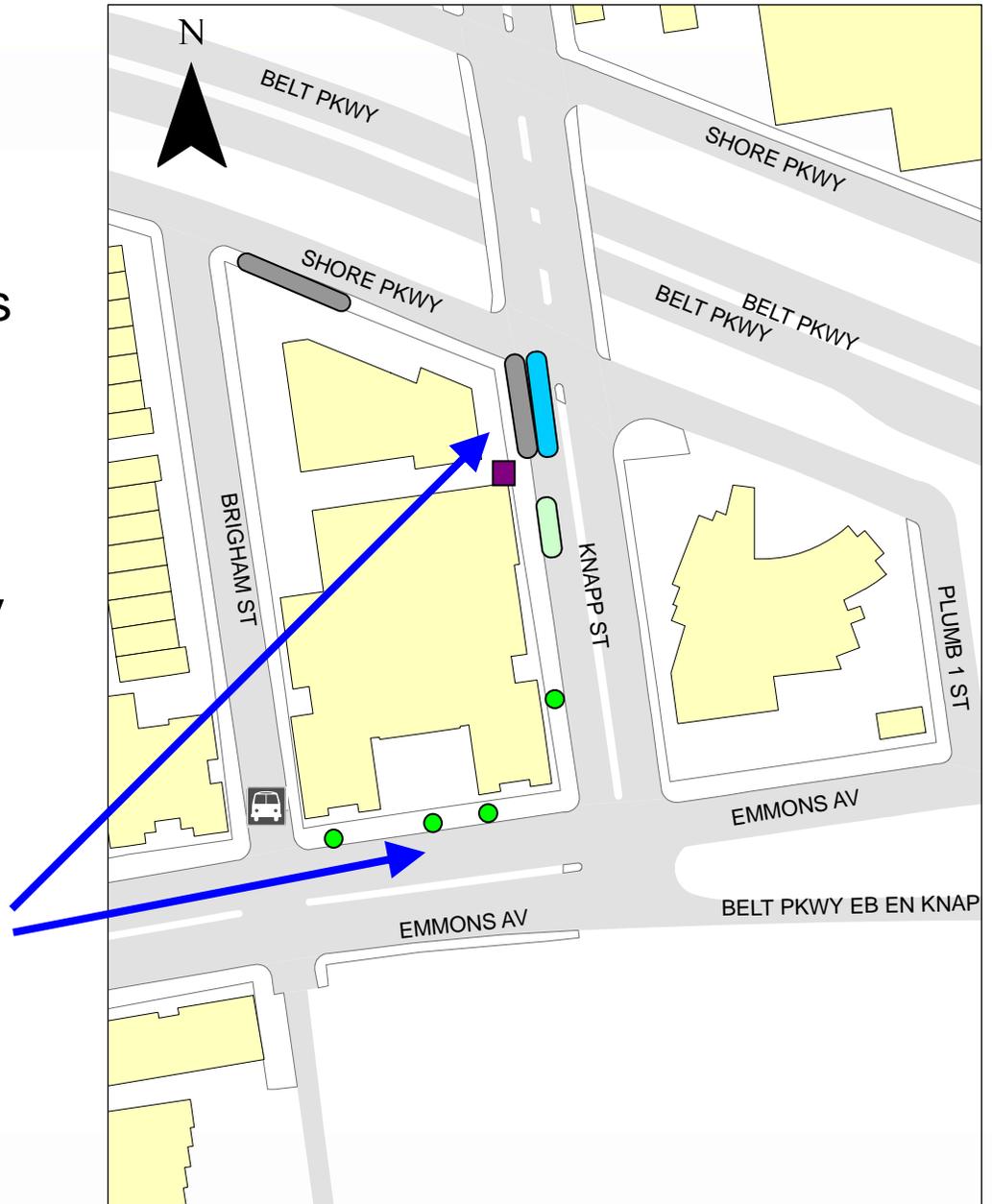


Station Layout

The layout of each station was discussed.

CAC members noted where special conditions such as driveways or loading activity would affect station placement

CAC members requested the Knapp St station be moved around corner to Emmons Ave, which is being considered



Existing Traffic Conditions

Traffic Analysis Process

28 intersections were studied, at SBS stations and major cross streets where bus lanes are proposed.

Intersection Analysis Includes:

- Traffic Volumes
- Traffic Signal Timing
- Signal Progression
- Number of Travel Lanes
- Parking Movements
- Bus Stops



Traffic Congestion

Congestion is often found approaching major cross streets



Truck double parking while loading creates congestion



Free-flow Traffic

Curbs cleared at rush hours can help traffic flow



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

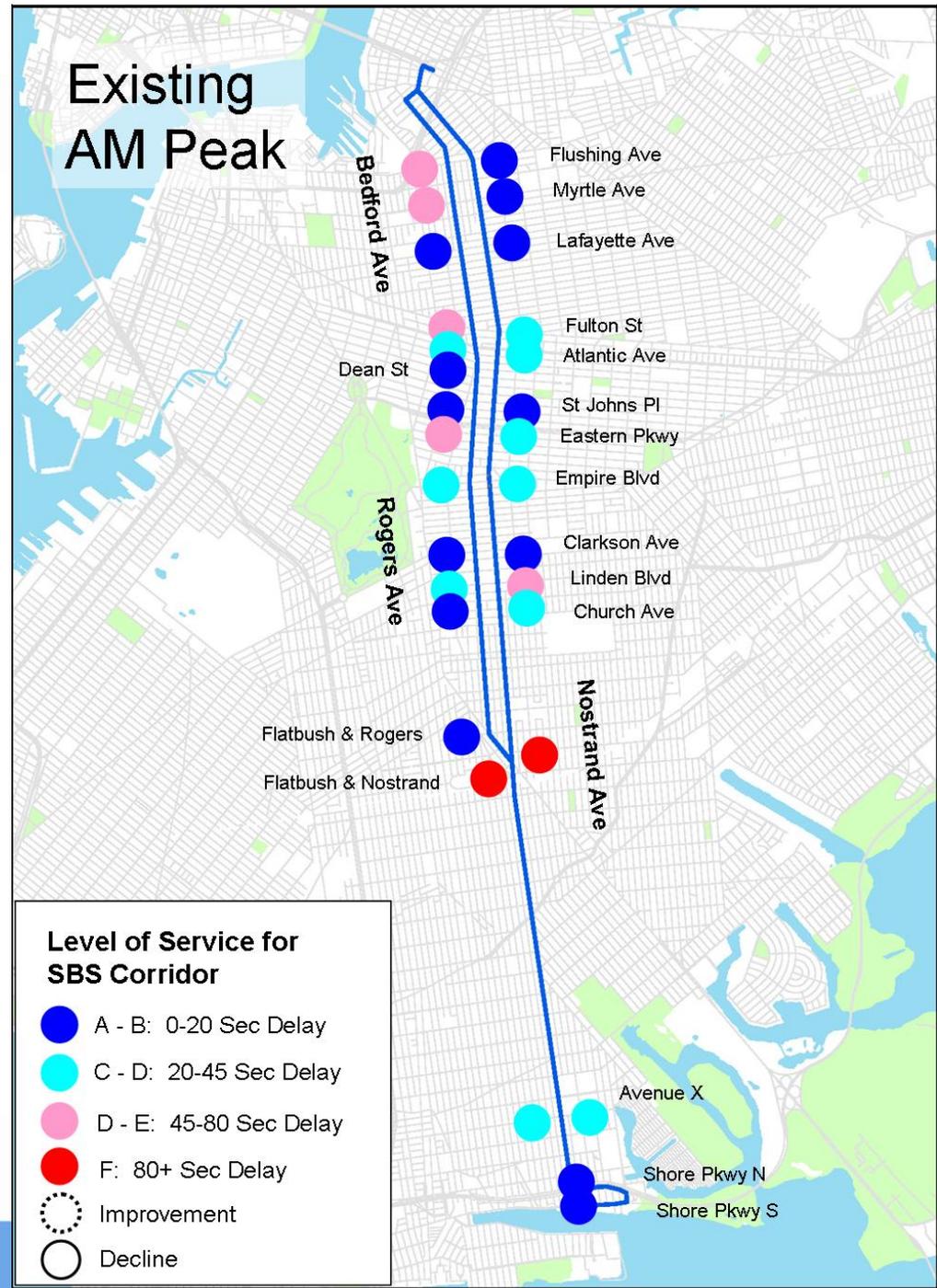


Existing Morning Peak

Congestion on Bedford Ave approaching Williamsburg Bridge and BQE

Congestion at major intersections such as Eastern Pkwy, Linden Blvd, and Flatbush Ave

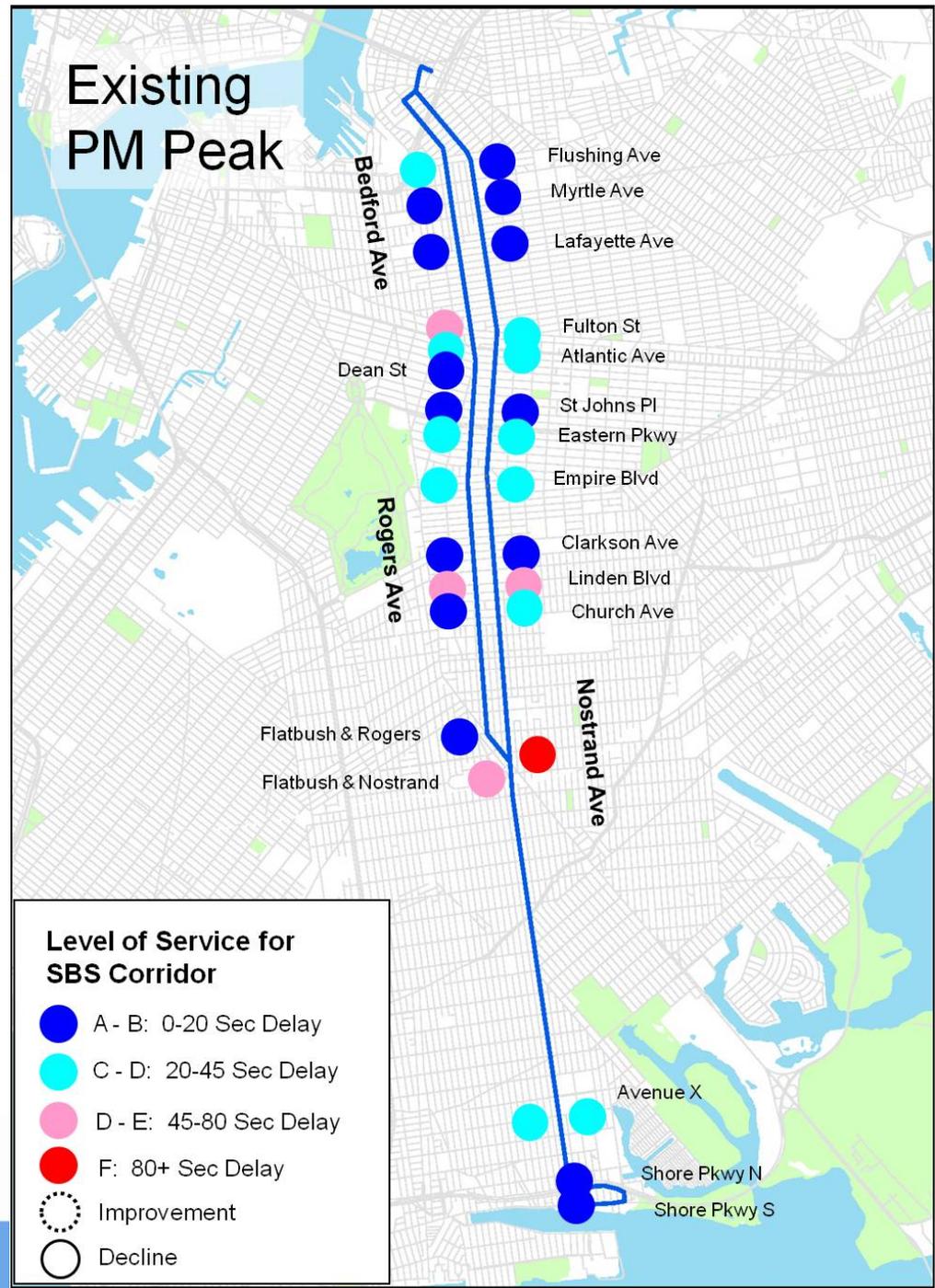
Outside these locations and on most of Nostrand, traffic usually moves well



Existing Evening Peak

Congestion at major intersections such as Fulton St, Linden Blvd, and Flatbush Ave

Outside these locations, traffic usually moves at a reasonable pace

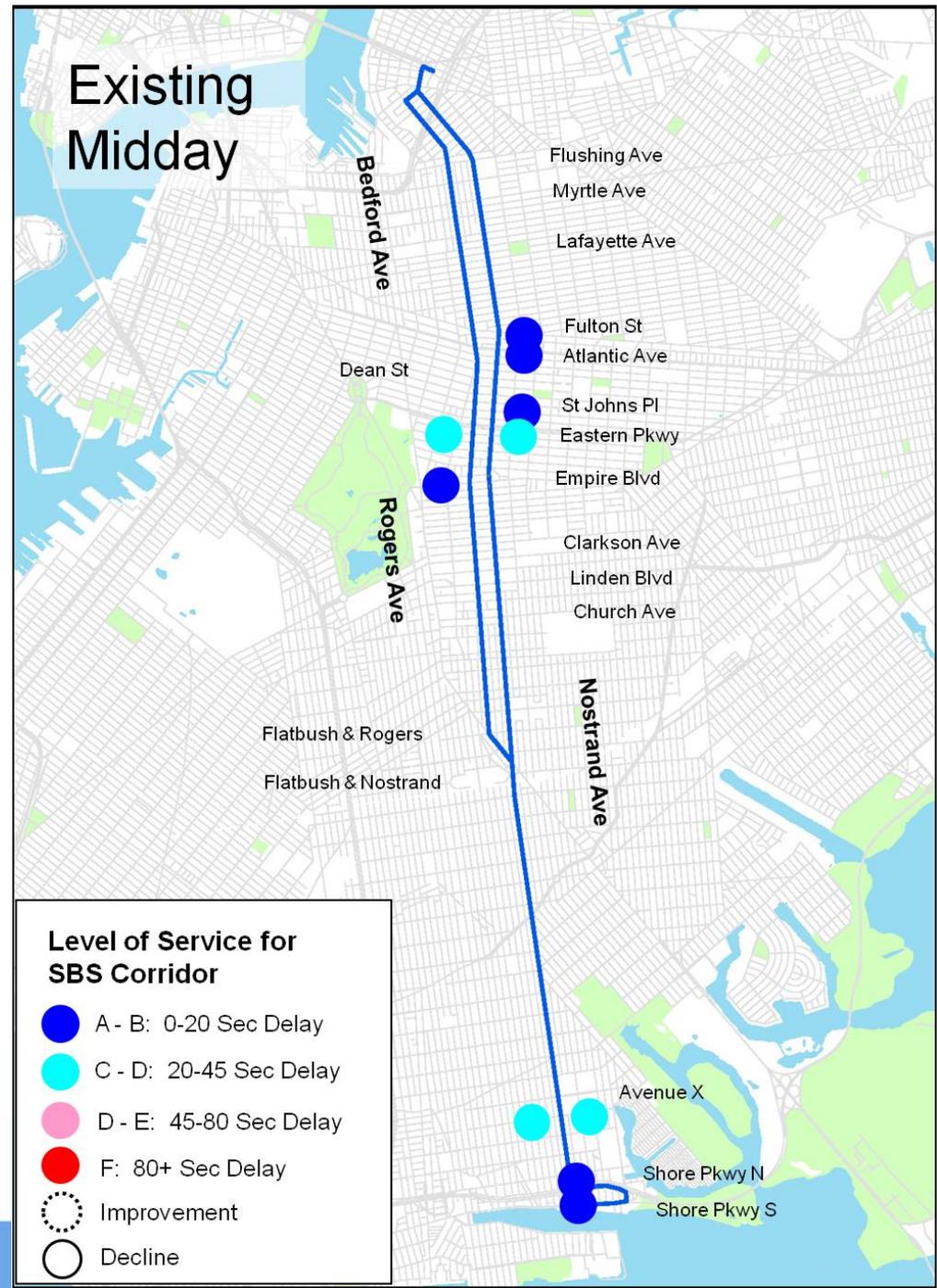


Existing Midday

Smaller set of intersections studied, but they represent typical conditions

Some congestion at major intersection – Eastern Pkwy

Generally traffic moves well

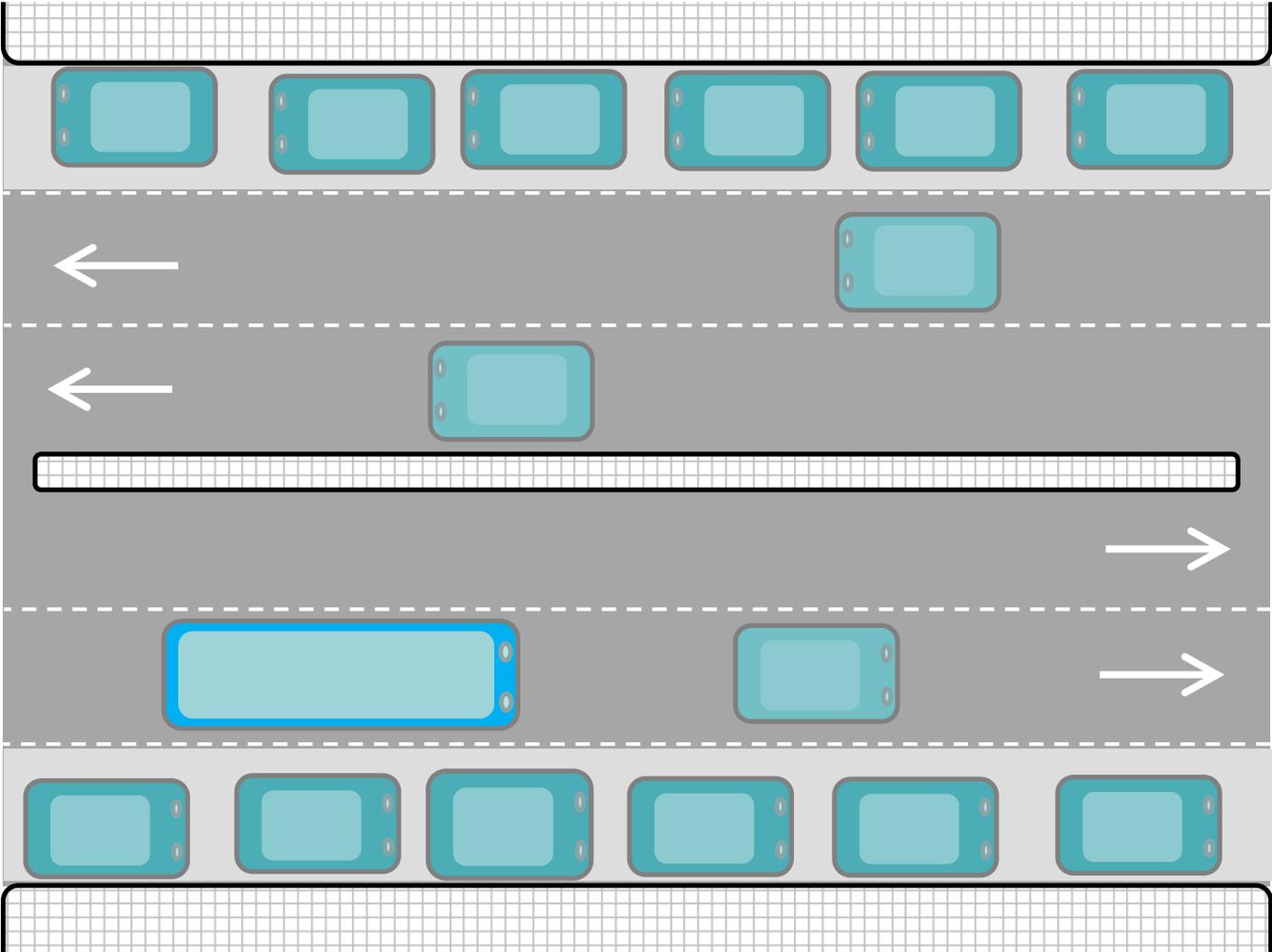


Street Designs and Traffic Conditions with Select Bus Service

Nostrand Ave, Ave X to Emmons

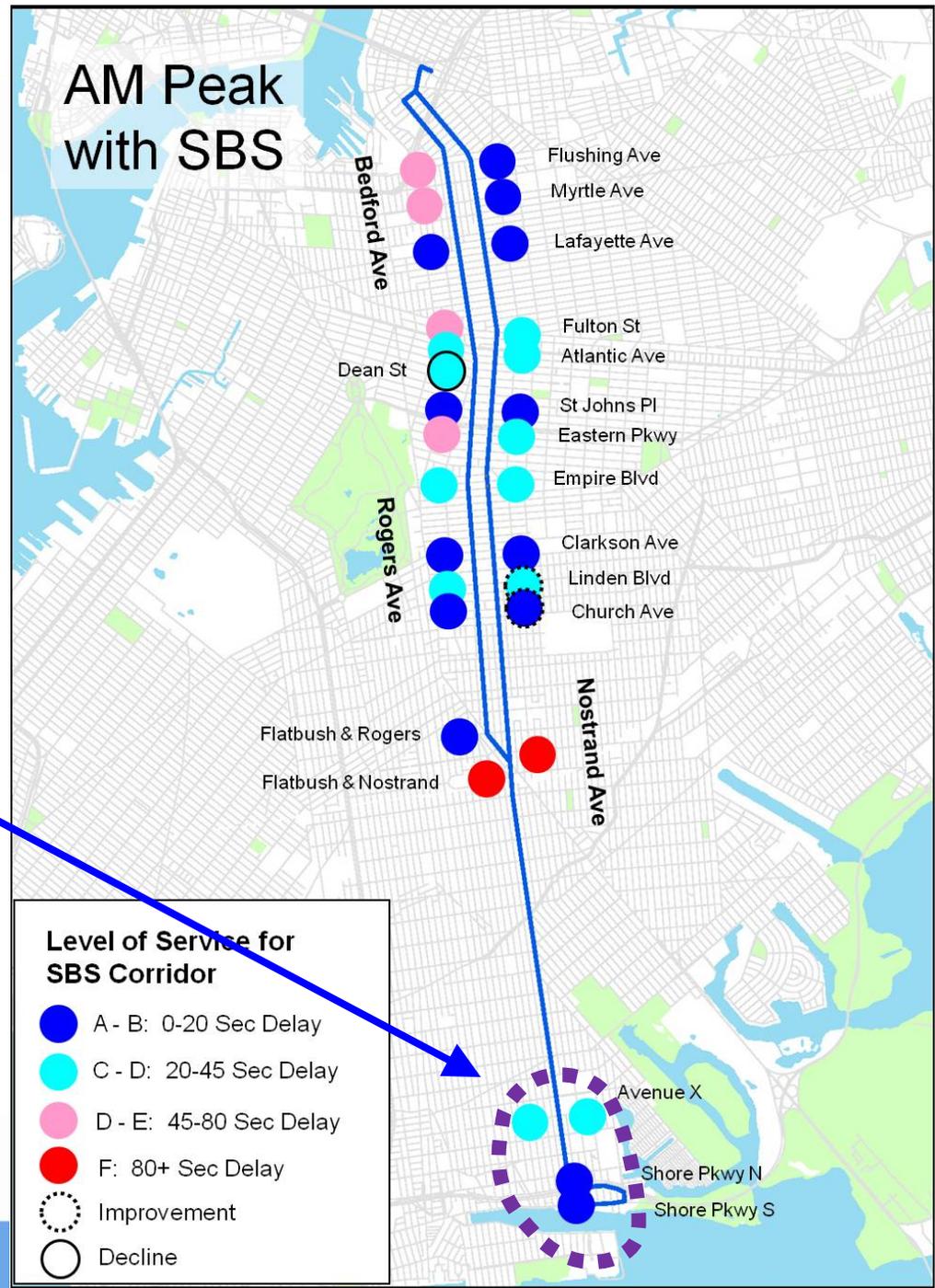


Existing Nostrand Ave, Ave X to Emmons



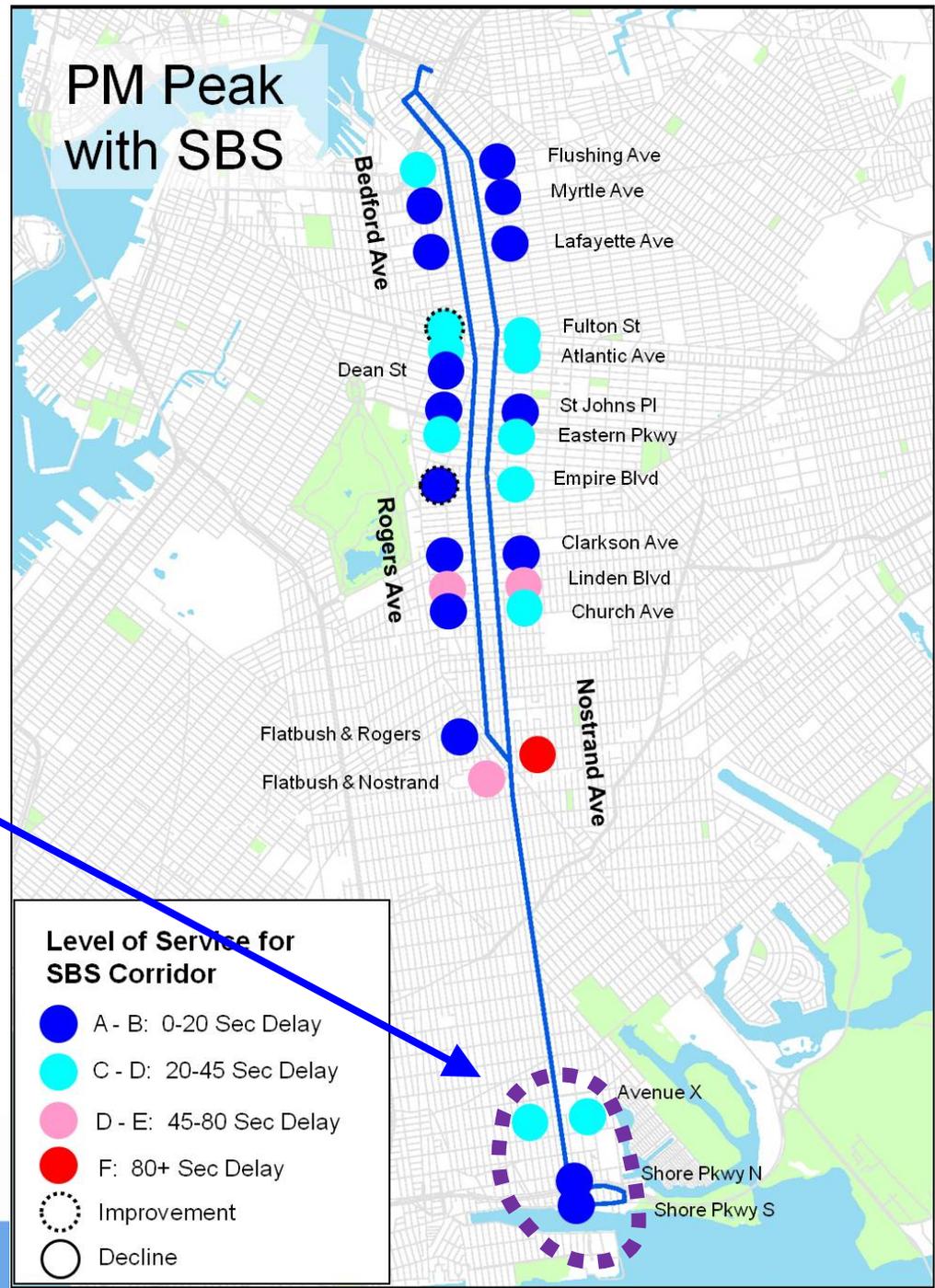
Morning Peak with SBS

Low traffic on southern Nostrand means little change with bus lane

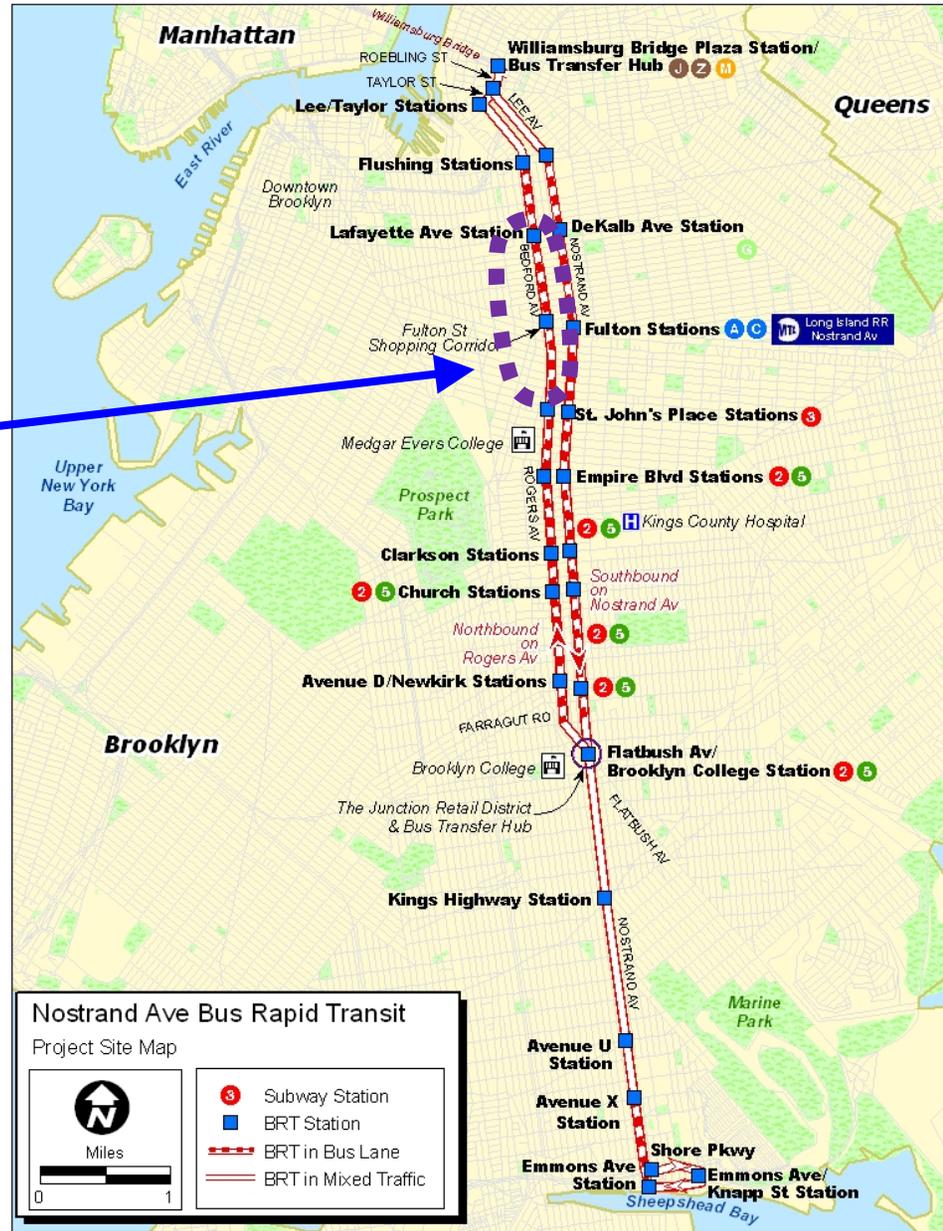


Evening Peak with SBS

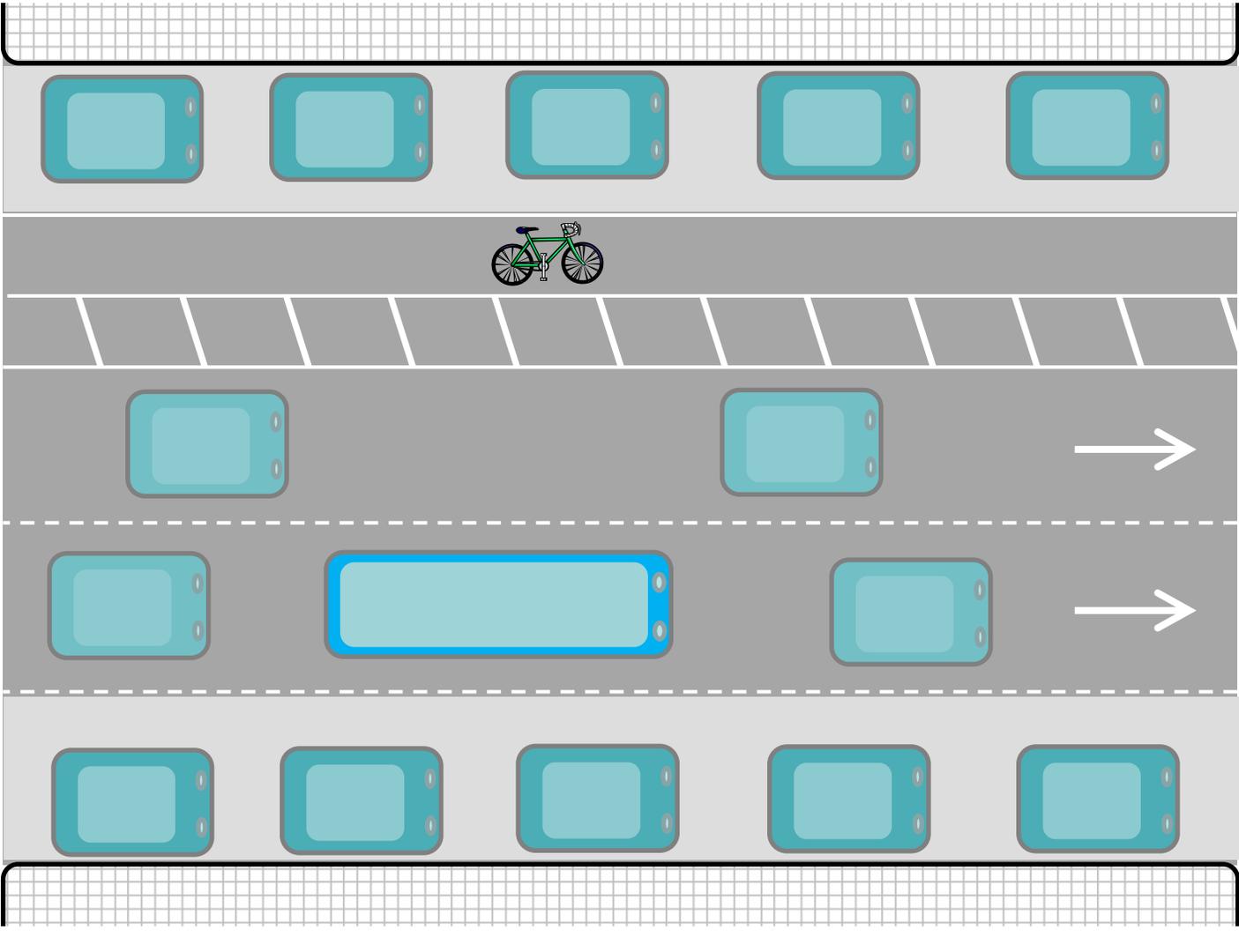
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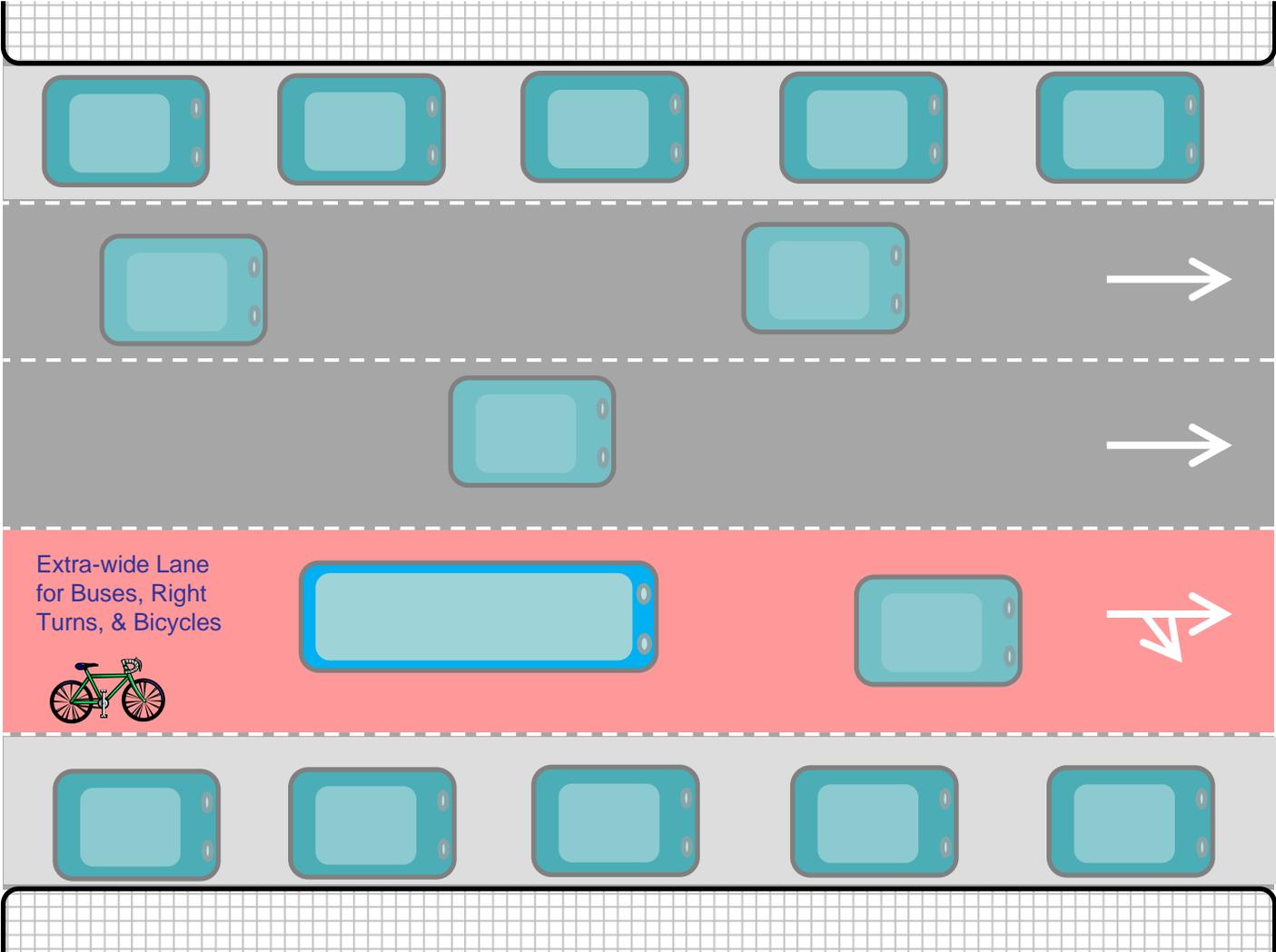
Bedford Ave, Dean to DeKalb



Existing Bedford Avenue, Dean to DeKalb



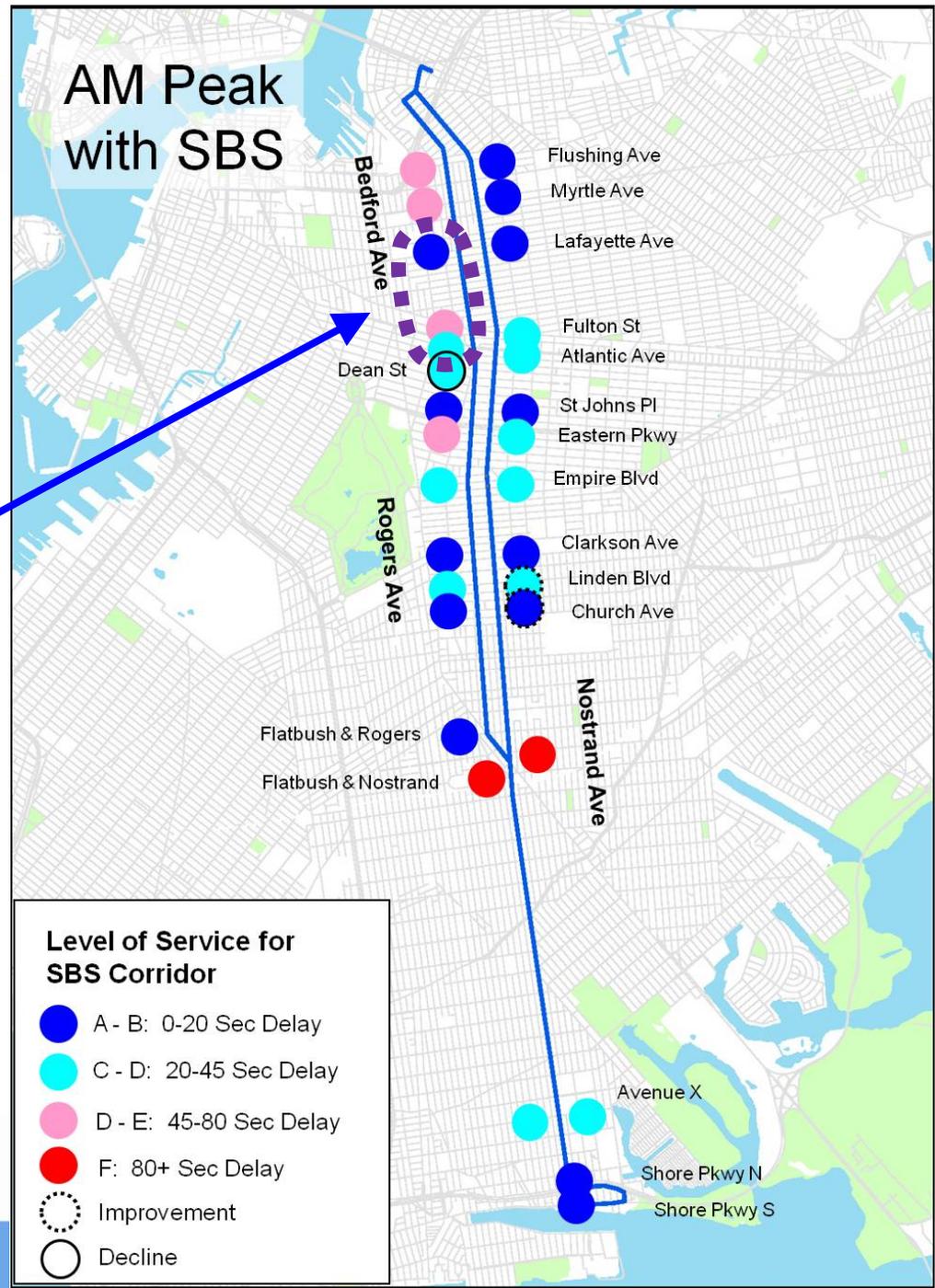
Bedford Avenue, Dean to DeKalb with SBS



Conceptual Design

Morning Peak with SBS

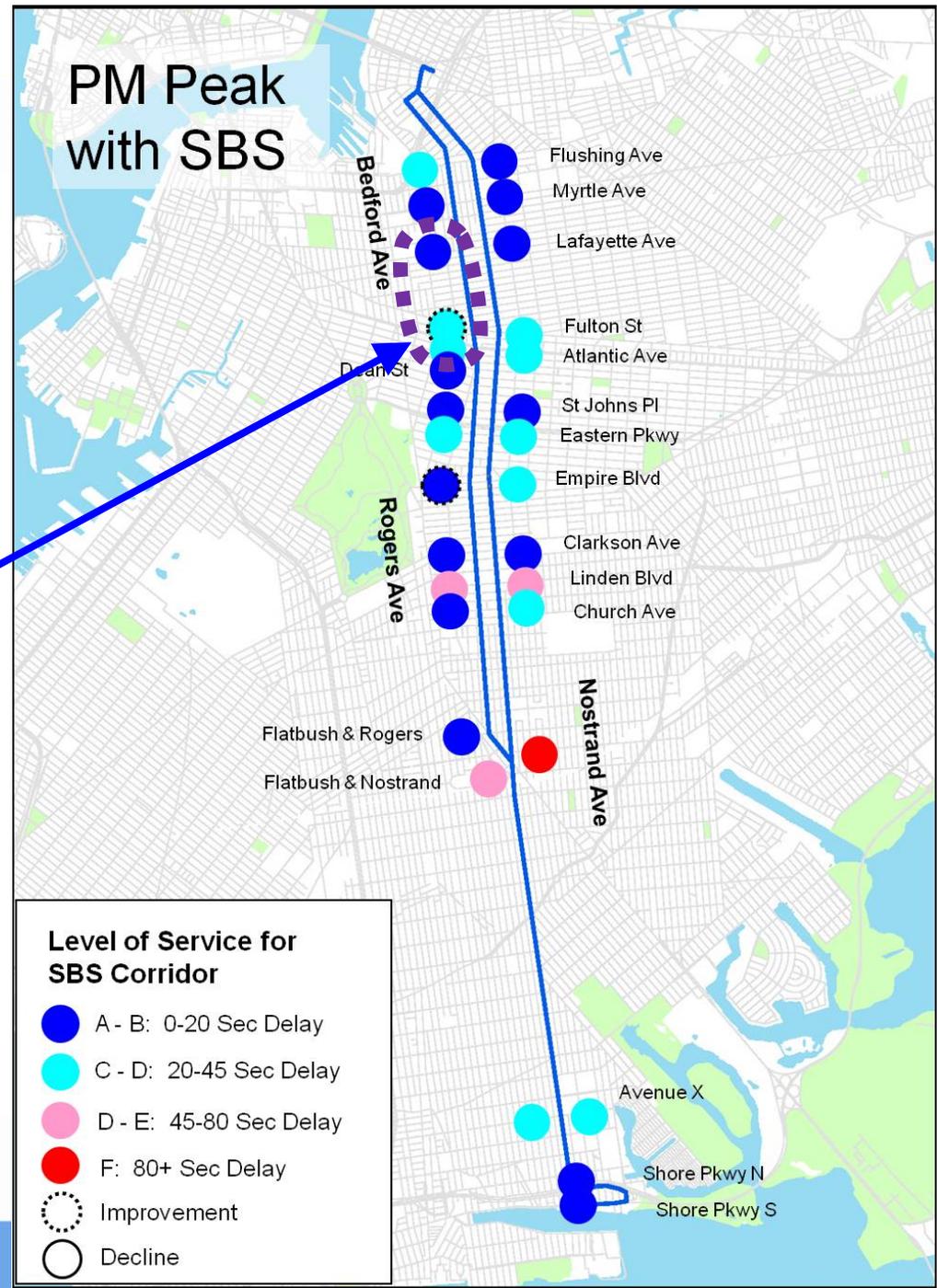
Traffic generally will not change because 2 general traffic lanes maintained



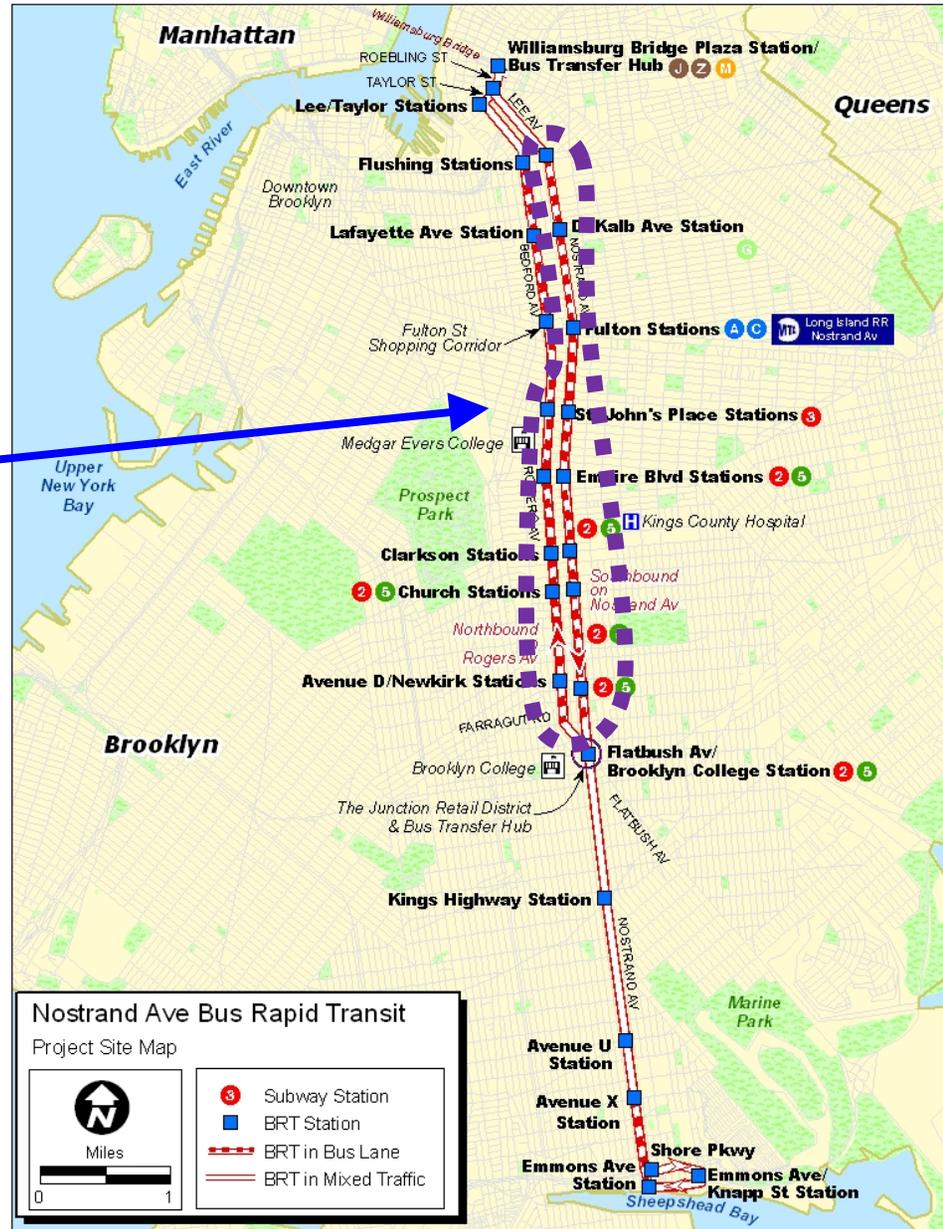
Evening Peak with SBS

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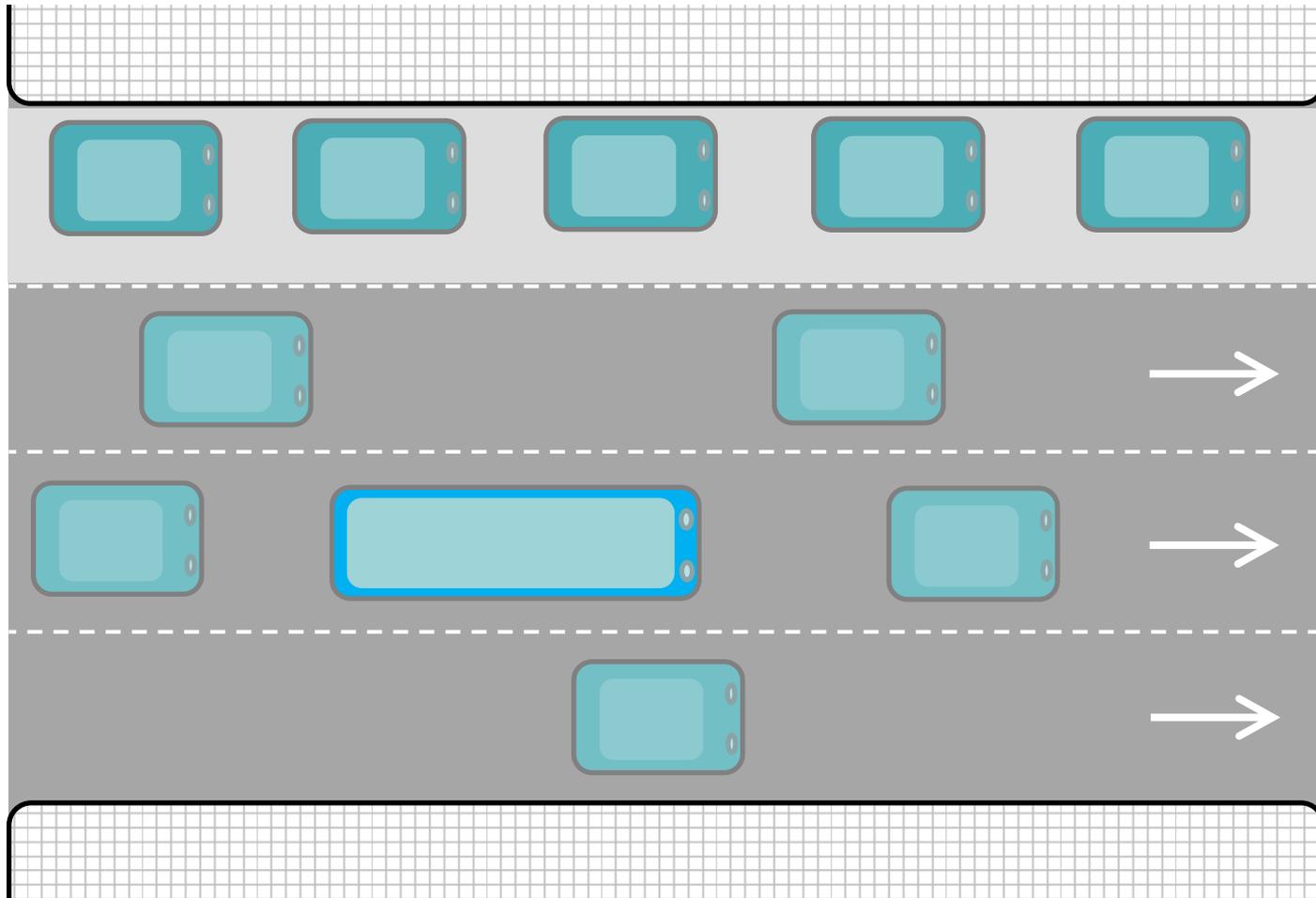
Traffic more free-flowing on Bedford at Fulton, because right turns shift to bus lane



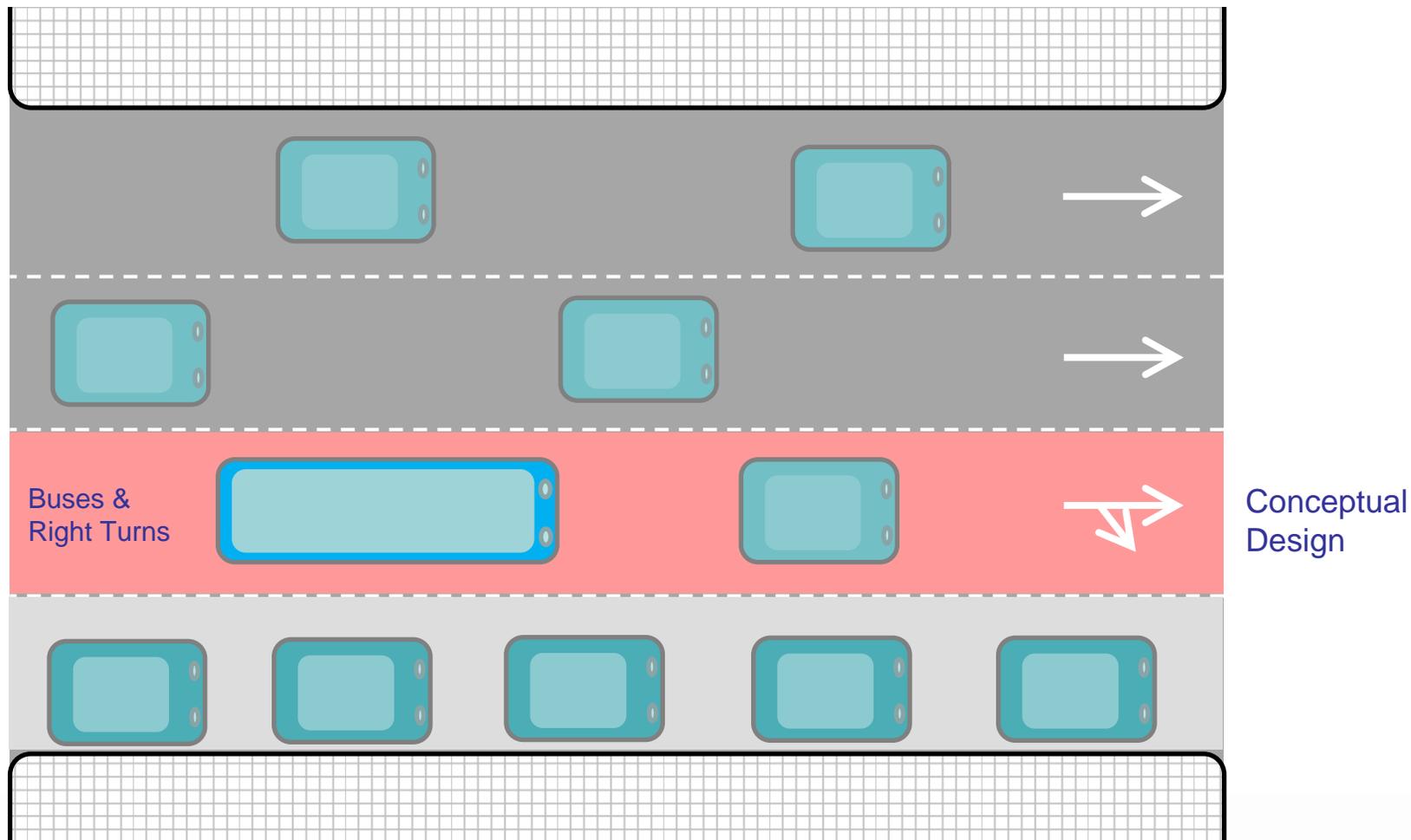
Rogers Ave and Upper Nostrand Ave



Existing Upper Nostrand and Rogers, Peak Direction



Upper Nostrand and Rogers with SBS AM and PM Peak

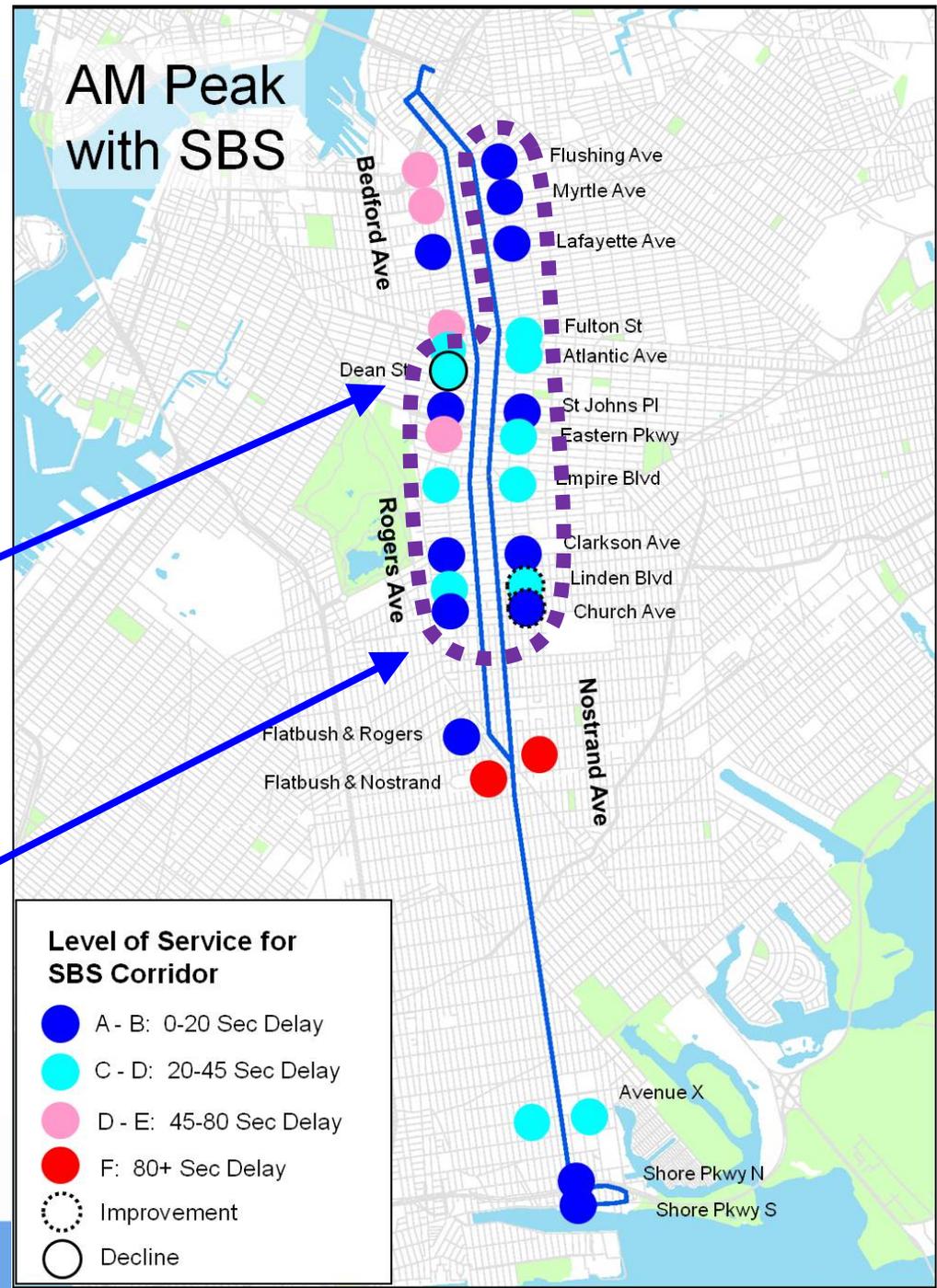


Morning Peak with SBS

Northbound traffic generally will not change due to left curb travel lane

Traffic slightly slower on Rogers at Dean, because curb through lane becomes bus & right lane

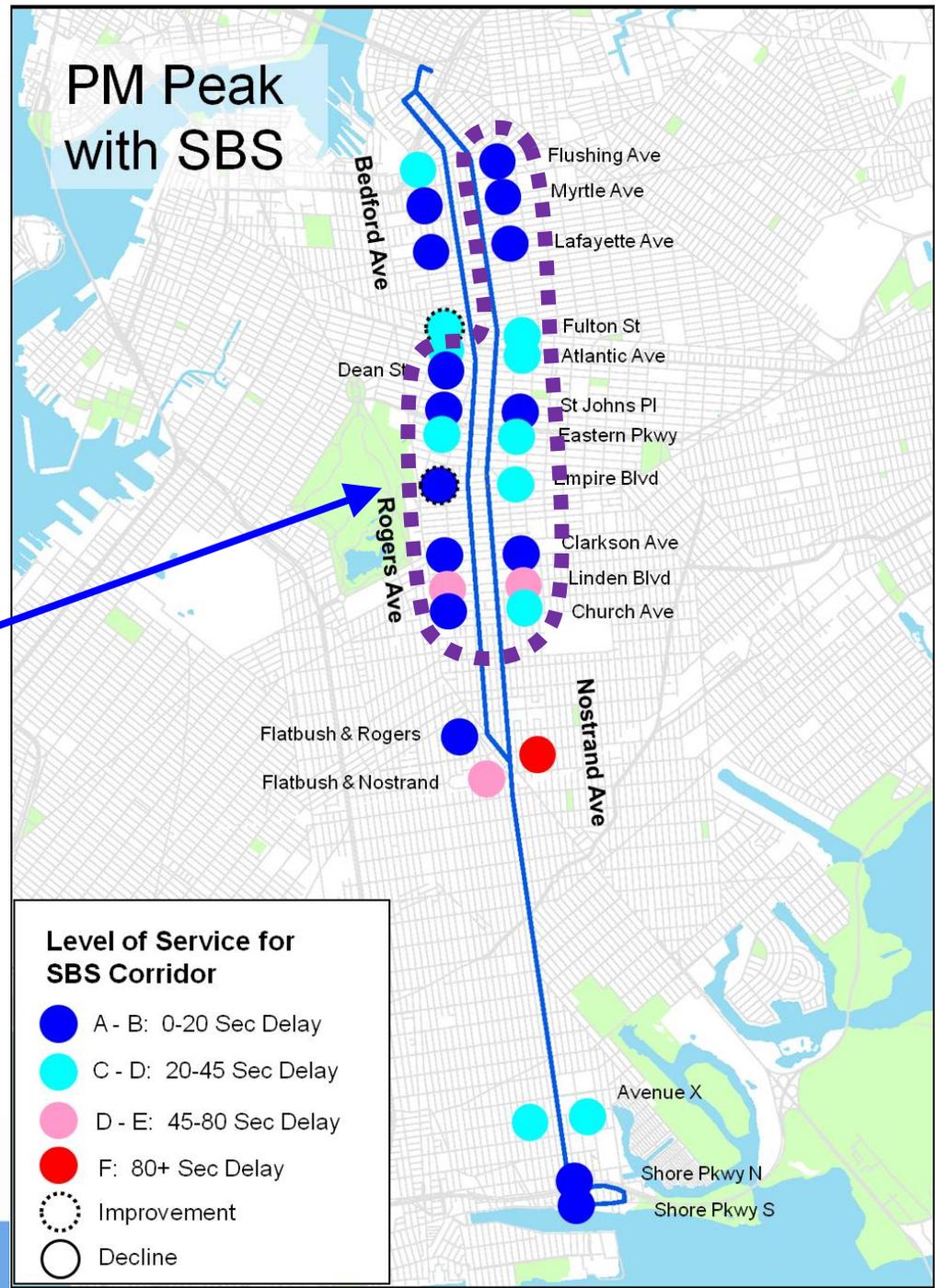
Traffic faster on Nostrand at Linden and Church, because of new curb travel lane



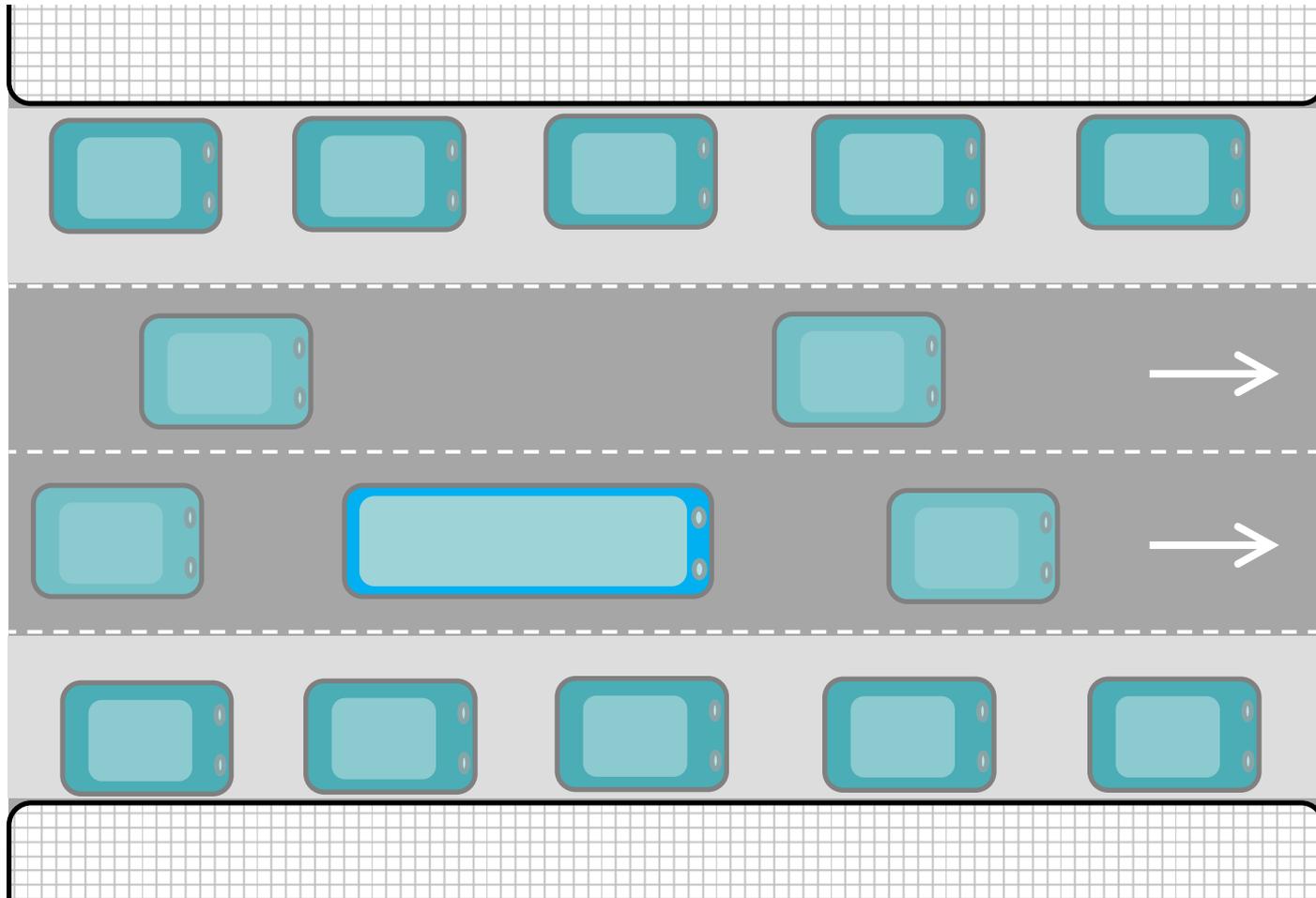
Evening Peak with SBS

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

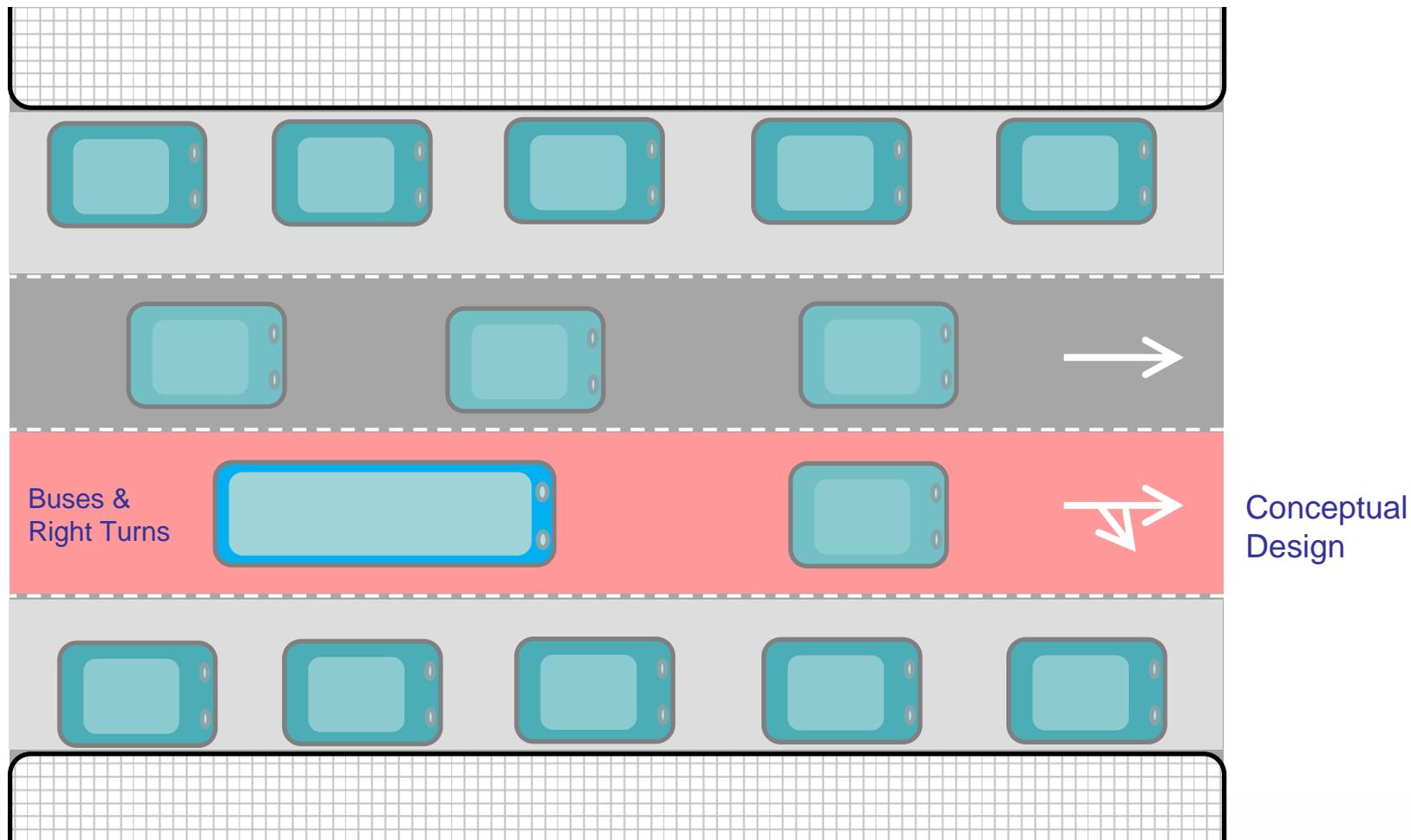
Traffic more free-flowing on Rogers at Empire due to off-peak curb travel lane



Existing Upper Nostrand and Rogers, Off-Peak Direction and Midday



Upper Nostrand and Rogers with SBS Midday

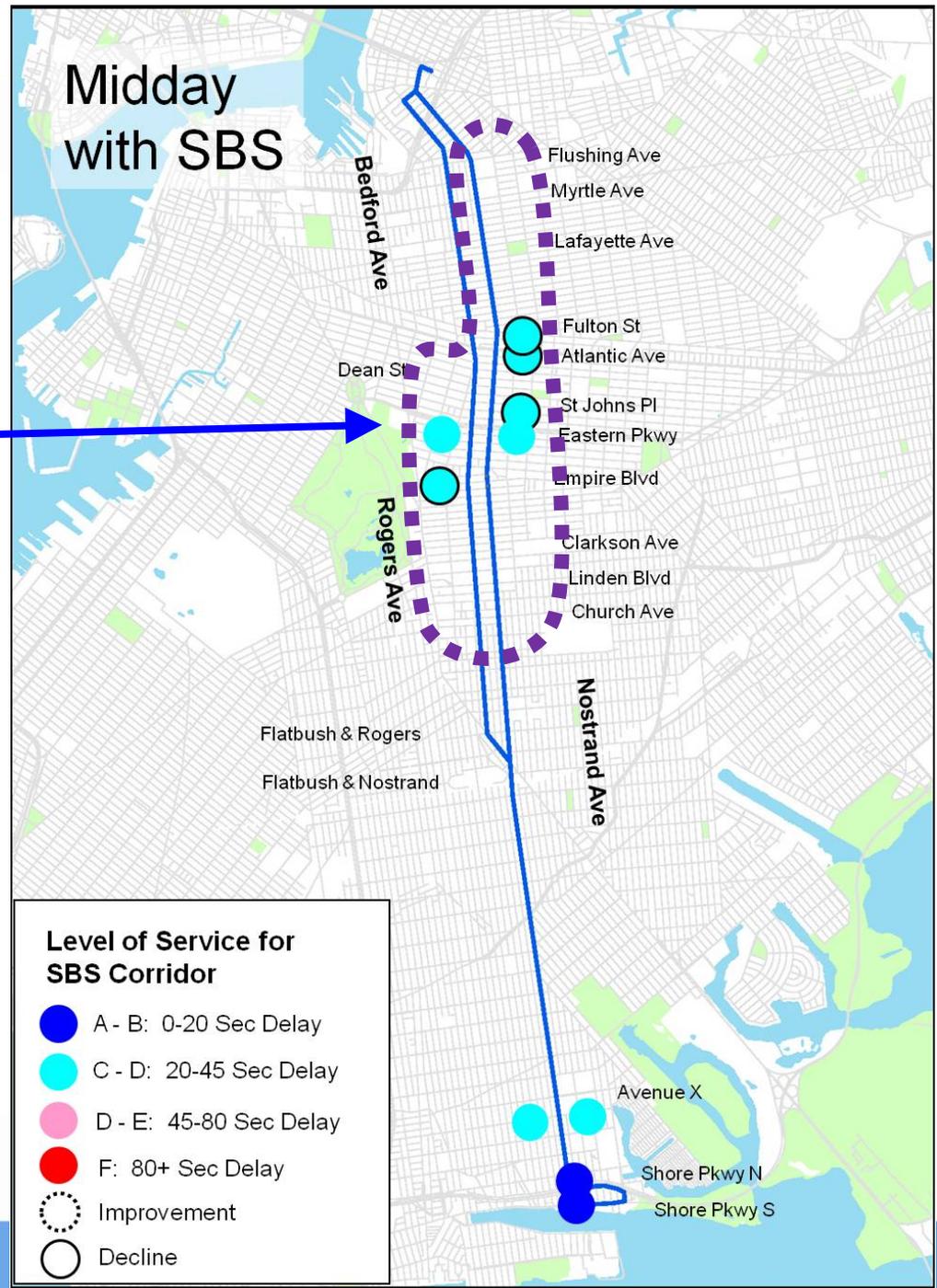


Midday with SBS

Slower traffic on upper Nostrand and Rogers because through and left traffic uses one lane, so that parking is preserved

No change on Bedford or southern Nostrand

Traffic would improve significantly with small changes at major intersections



Improvement Options

Signal Timing

“Green time” for the project corridor can be increased to improve traffic flow, while cross street gets less

Most useful where cross street traffic is not congested



Curb Travel Lanes

Parking can be changed to a travel lane on the block before a major intersection

Useful in midday when parking would normally be on both sides of street



Delivery Zones

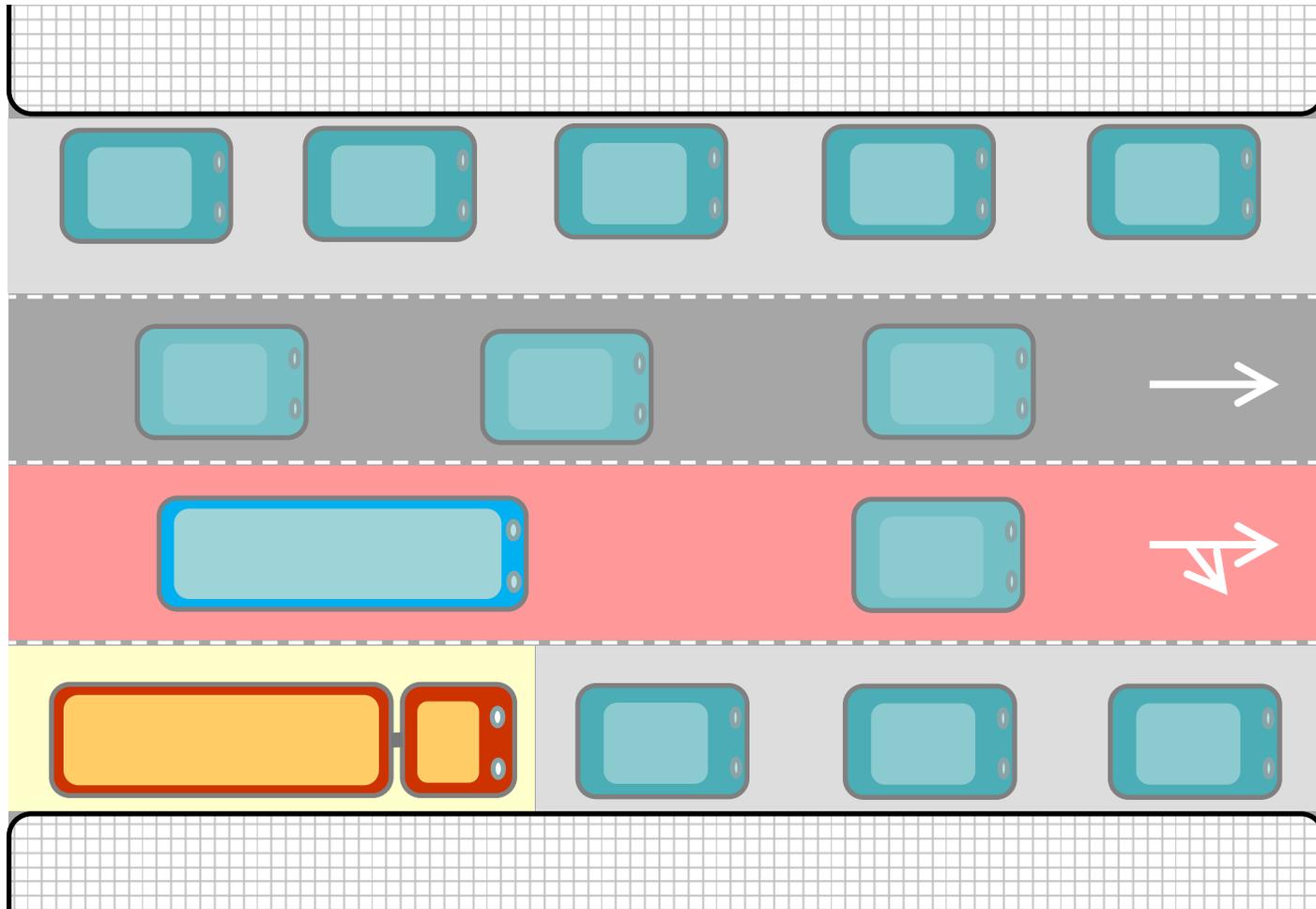
Truck loading zones can keep curb clear for store deliveries

With trucks using curb instead of double-parking, travel lanes are kept open

Options include time of day and location

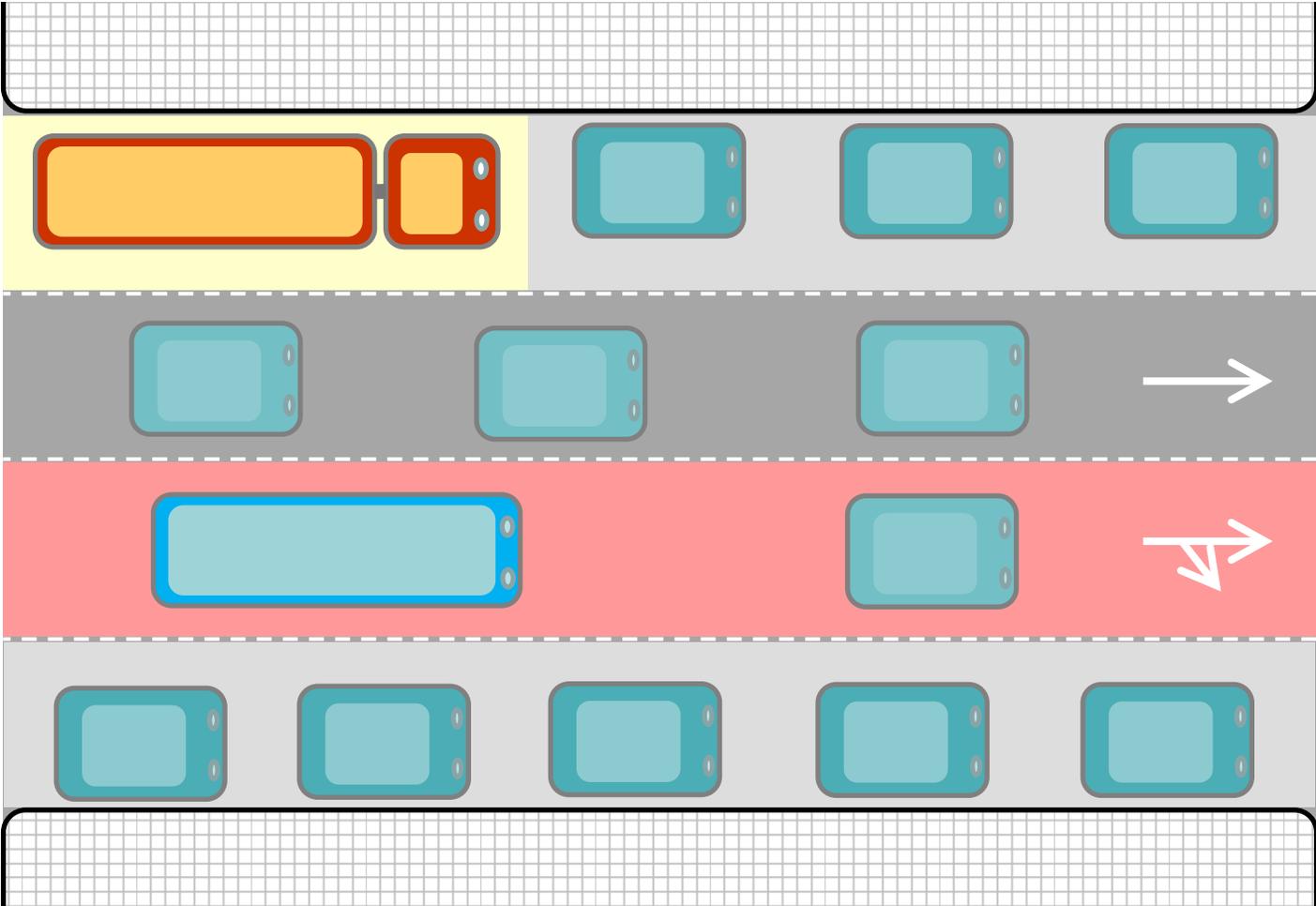


7 AM to 7 PM Delivery Zones on Right Curb



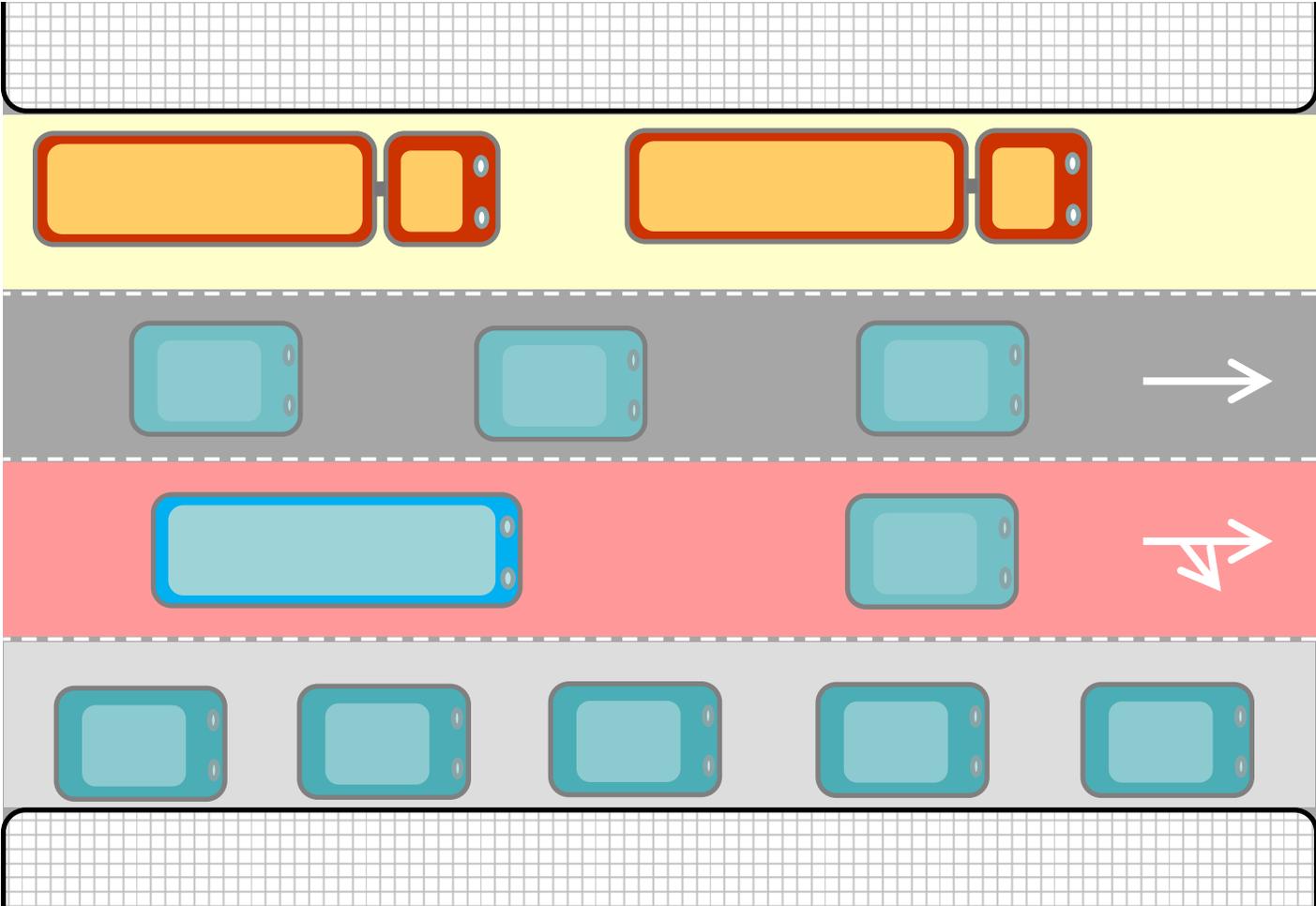
Conceptual Design

Delivery Zones on Left or Right Curb, 10 AM to 4 PM



Conceptual Design

Delivery “Windows” on Either Curb, 10 AM to Noon, or Noon to 2 PM



Conceptual Design

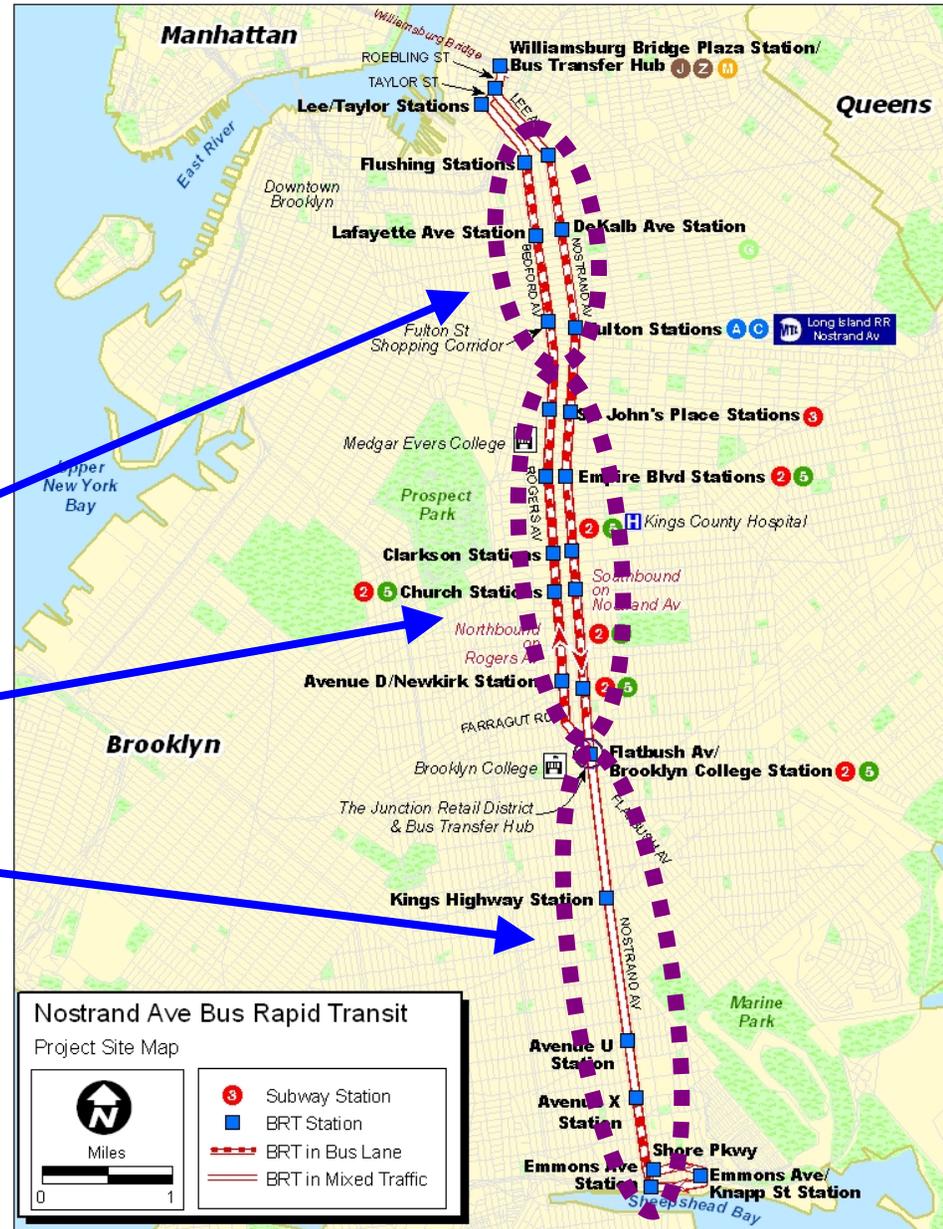
Group Discussions of Improvements

Groups:

Flushing to Atlantic

Atlantic to Flatbush

Flatbush to Emmons



Next Steps

- Public Open House – November 15th
- Final Design – 2011
- Additional Community Advisory Committee Meetings and Open Houses
- Start of Service – 2012

Questions and Answers