

 New York City Transit



Nostrand Avenue / Rogers Avenue Select Bus Service Community Advisory Committee Meeting 4 Tuesday, September 20, 2011

Agenda

Introductions

Project Summary and Update

Recap of CACs # 2-3

Shopper Surveys

Merchant Surveys

Proposed Parking and Loading Regulations

Group Discussions

Recap and Next Steps

Nostrand Ave/Rogers Ave Corridor

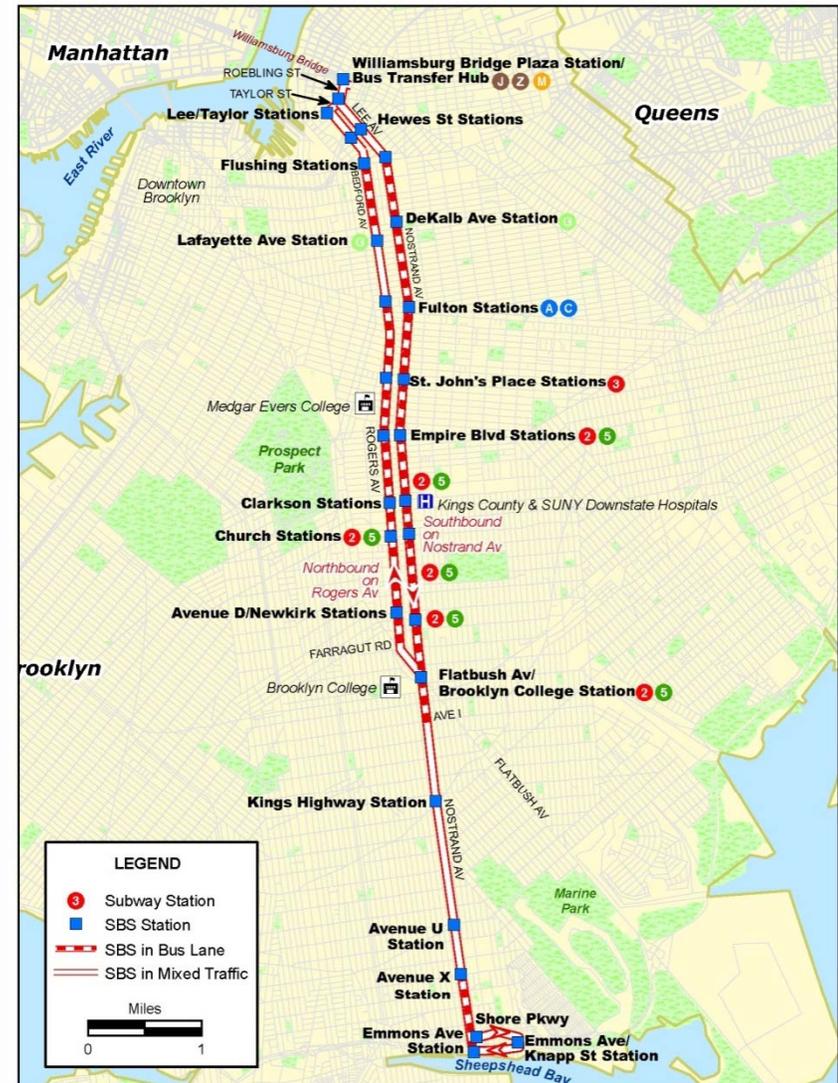
9.3 miles from Williamsburg Bridge to Sheepshead Bay

Currently served by B44 bus route

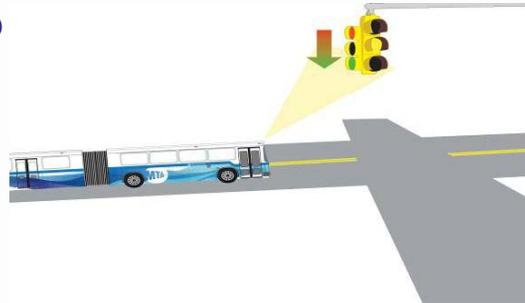
- 41,000 weekday riders – 7th busiest bus route in city
- Buses travel at an average speed of 7-8 mph

Within a ¼ mile:

- 300,000 residents
- 62% of households do not own a car
- 60% of residents commute by transit



SBS Features



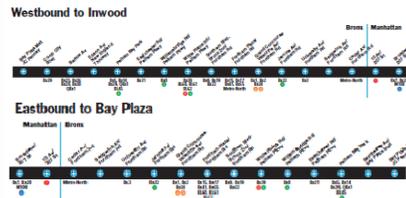
Bus Signal Priority



Pre-Payment



Bus Lanes



Passenger Info



Stations

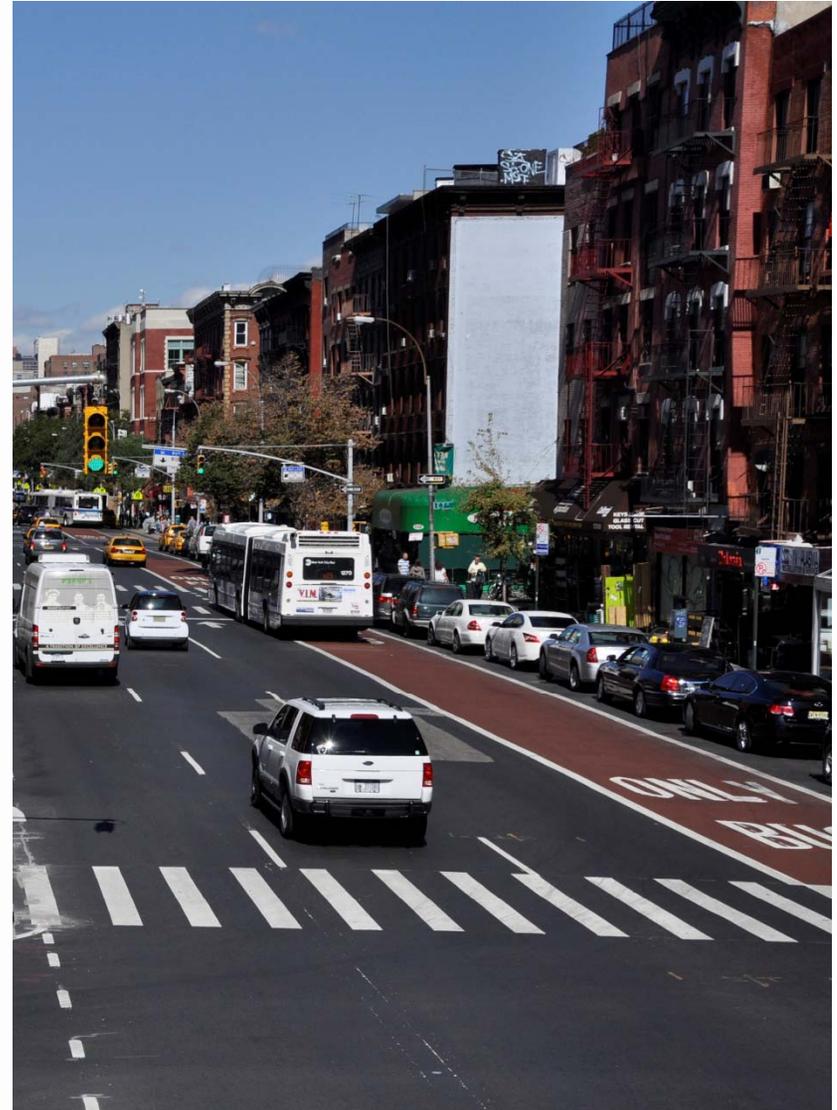


Branding

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



Parking in midday, nights, and weekends;
Travel Lane in AM and PM peak periods

Travel Lane

Dedicated Bus Lane & Right Turn Lane:
Offset bus lane allows buses to move quickly and preserves parking

Parking along the curb except at bus stops

Note: Bus Lane is at right curb on Nostrand & Rogers between Eastern Pkwy & Empire Blvd, and on Bedford Ave between DeKalb & Flushing Aves

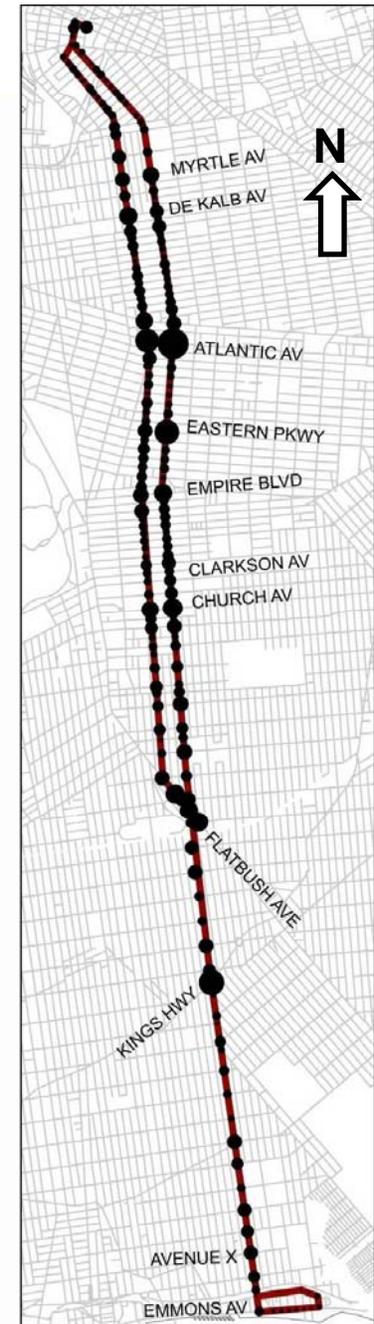
Nostrand SBS Project Features

Empire Blvd SBS Station

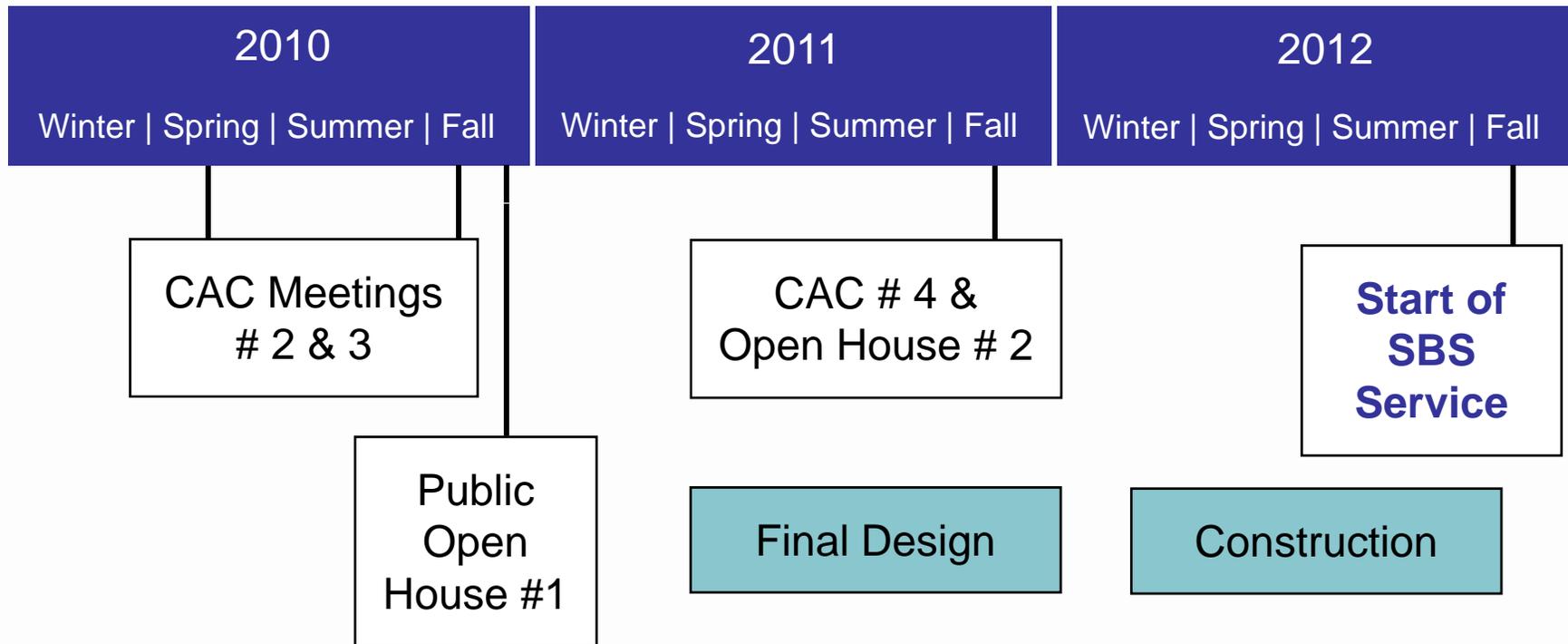


Safety

- 4,308 crashes along corridor in past 5 years
- Worst 5% of intersections represent 25% of crashes (Nostrand/Atlantic worst location)
- Focus on fixing high-crash locations
 - Reduce pedestrian crossing distances with bus bulbs
 - Fix traffic merges and alignment issues (e.g. Nostrand/Atlantic)
 - Prohibit selected left turns (e.g. Nostrand/Flatbush Junction)



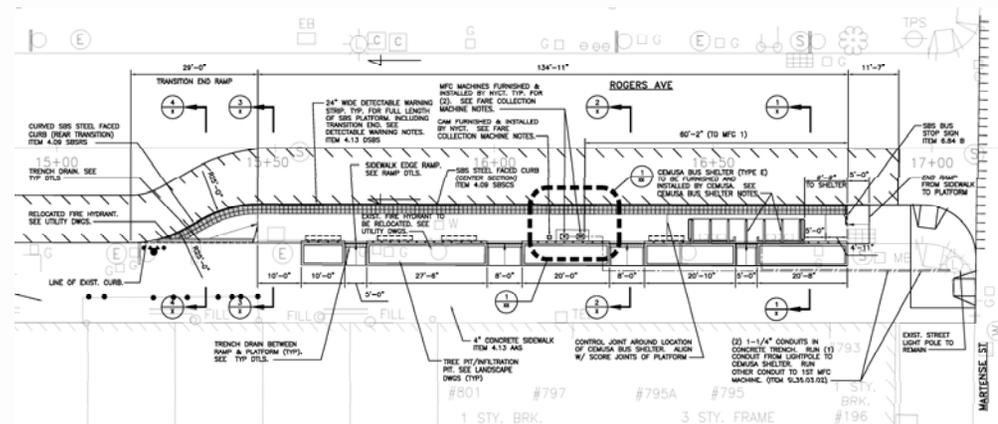
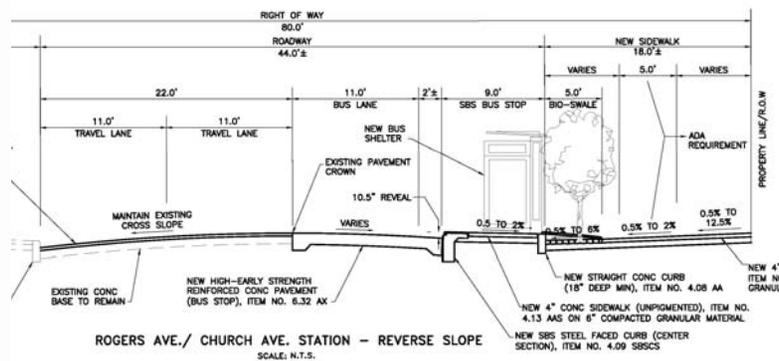
Nostrand / Rogers SBS: Timeline



Final Design Process: Bus Bulbs

Developing 3 platform types to respond to site conditions:

- Platform sloped toward roadway
- Platform sloped toward sidewalk
- Island platform connected by grate with sidewalk



CAC # 2

April 26, 2010

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.



Community Advisory Committee # 3

October 27, 2010

Traffic Conditions



Traffic Analysis Process

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

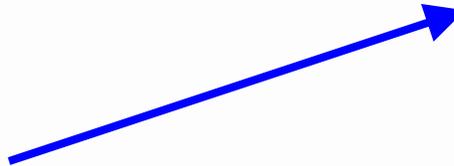
Intersection Analysis Includes:

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



Existing Conditions

Congestion is often found approaching major cross streets



Truck double parking while loading creates congestion



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



Traffic Analysis Results

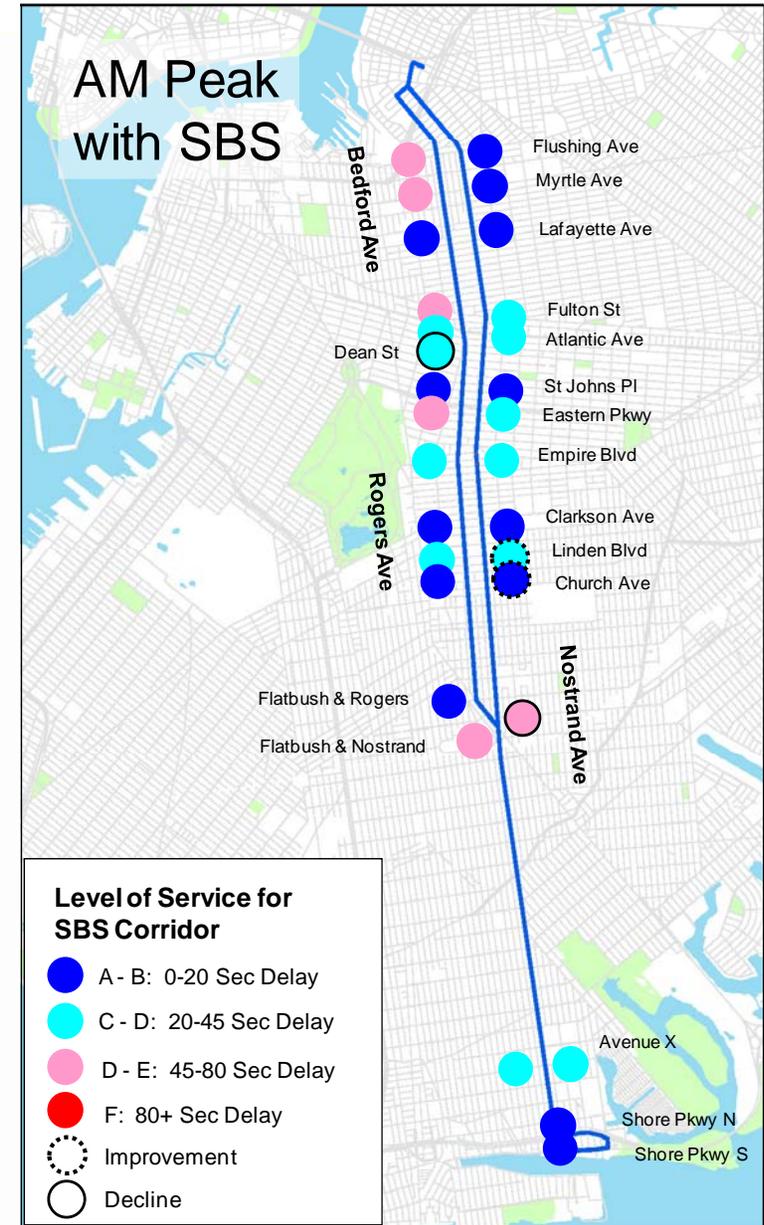
Peak direction generally unchanged because 2 general traffic lanes maintained plus bus/right turn lane

Off-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

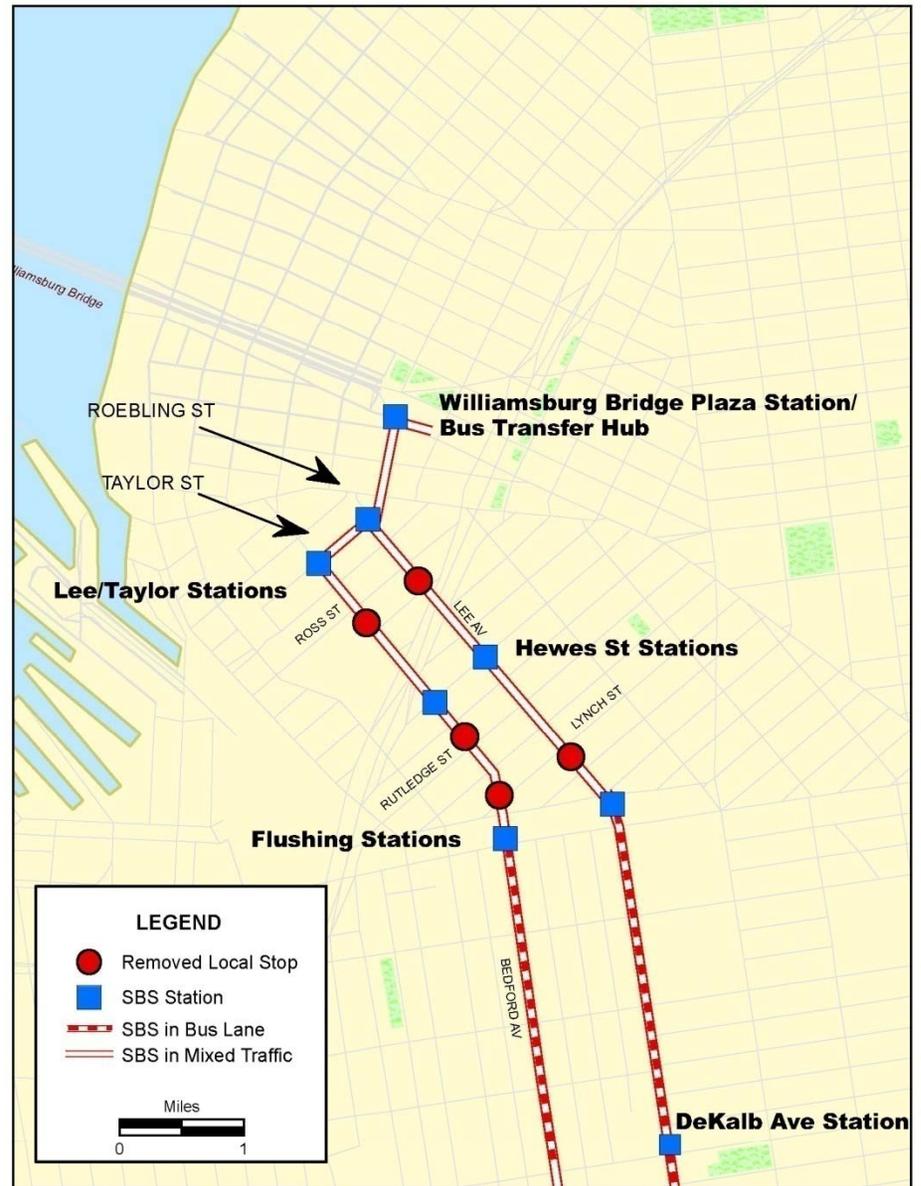
Low traffic on southern Nostrand means little change with bus lane

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



Project Changes: Bus Service North of Flushing

- Ridership is very low between Flushing Ave and Taylor St
- B44 local buses will terminate at Flushing Avenue, as they do now
- SBS stations will be added at Hewes St, in between Taylor and Flushing stations
- Removal of local stops will allow more parking or loading zones

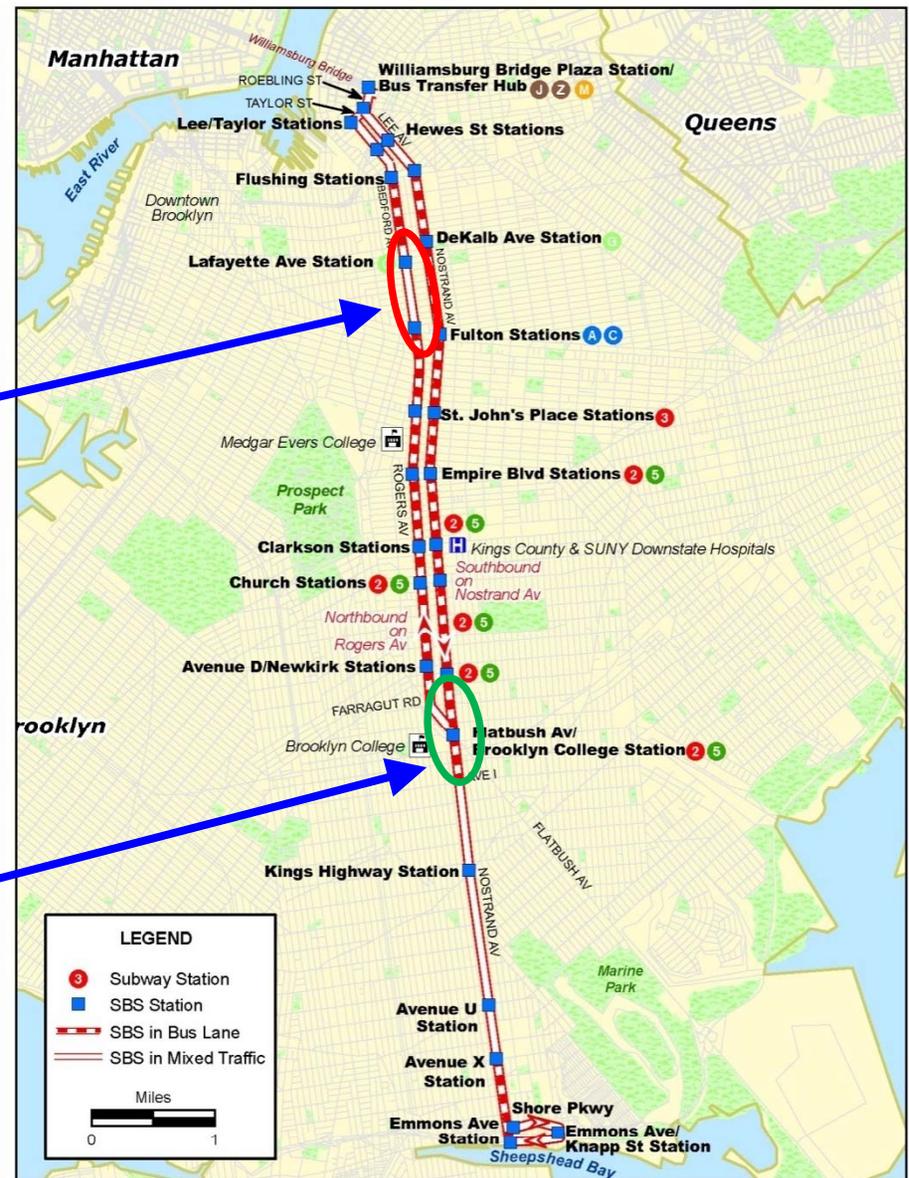


Project Changes: Bus Lanes

Originally planned bus lanes on Bedford Ave between Fulton and DeKalb will not be included

- Conflict with bicycle lane
- High travel speeds

Bus Lanes will be added to address slow bus speeds on Nostrand Ave approaches to Flatbush Ave between Farragut Rd and Avenue I

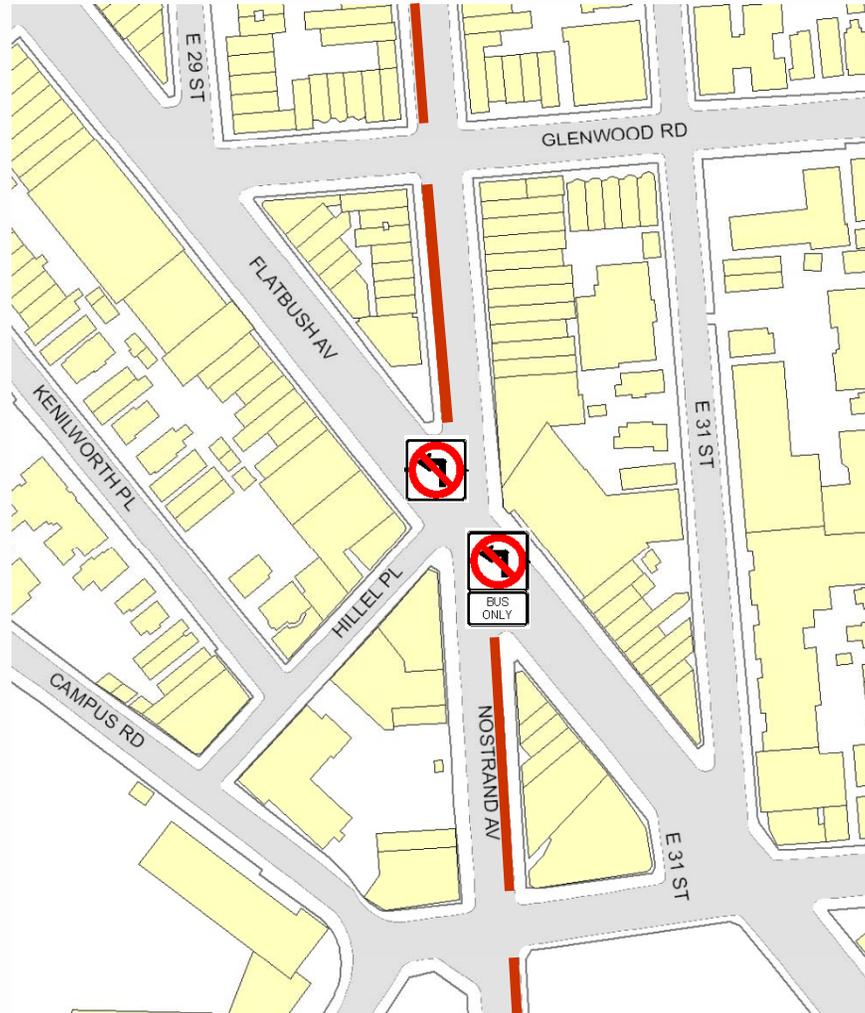


Nostrand/Flatbush Junction Proposal

Curbside bus/right turn lanes for peak periods provide extra capacity on approach to Flatbush Ave.

Left turn bans reduce conflicts in the intersection.

Traffic flow and safety are improved.



Research for Curb Regulation Changes: Surveys of Shoppers and Merchants

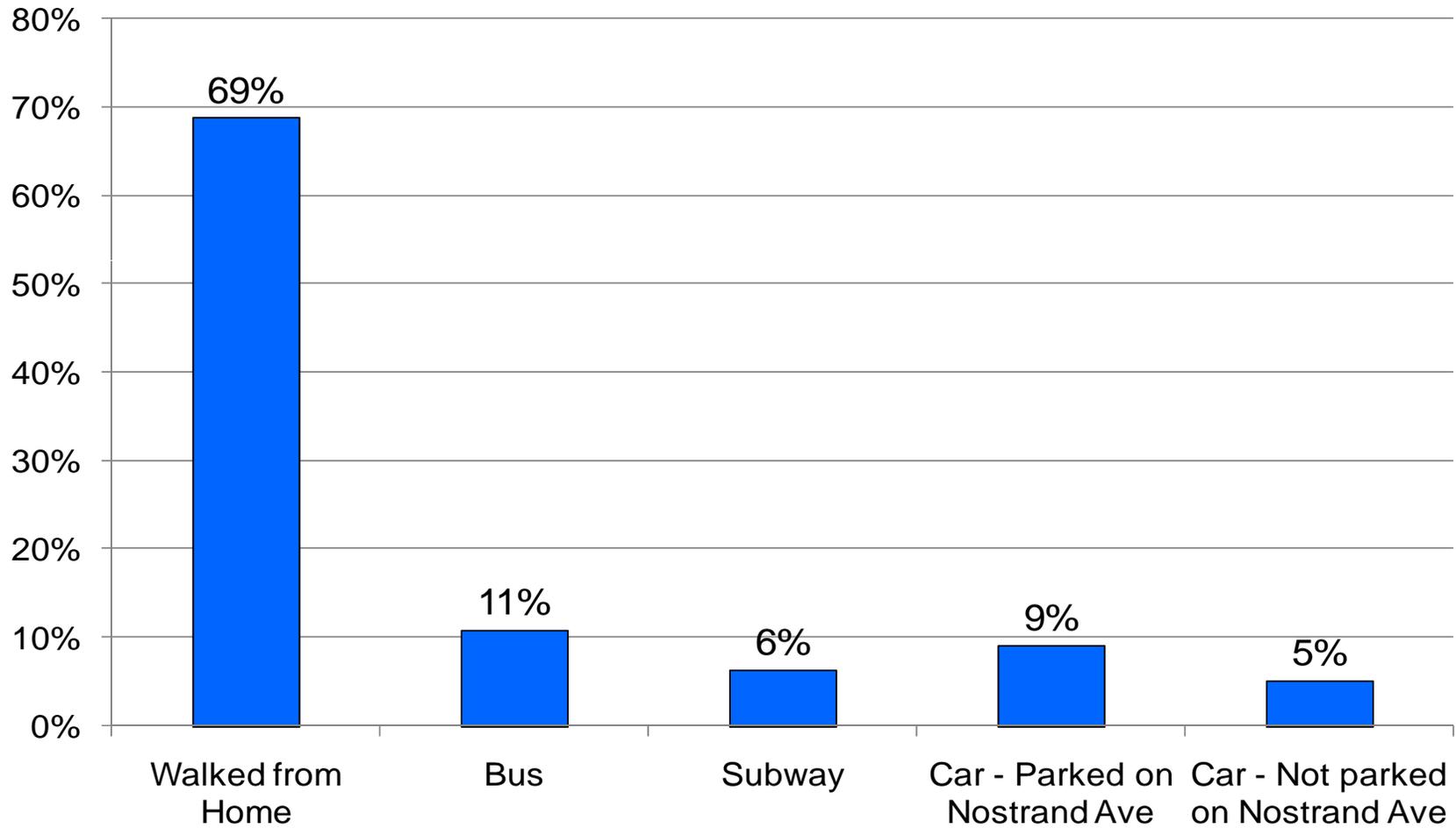
Shopper Survey

A survey firm interviewed pedestrians at 4 locations on Nostrand Ave.

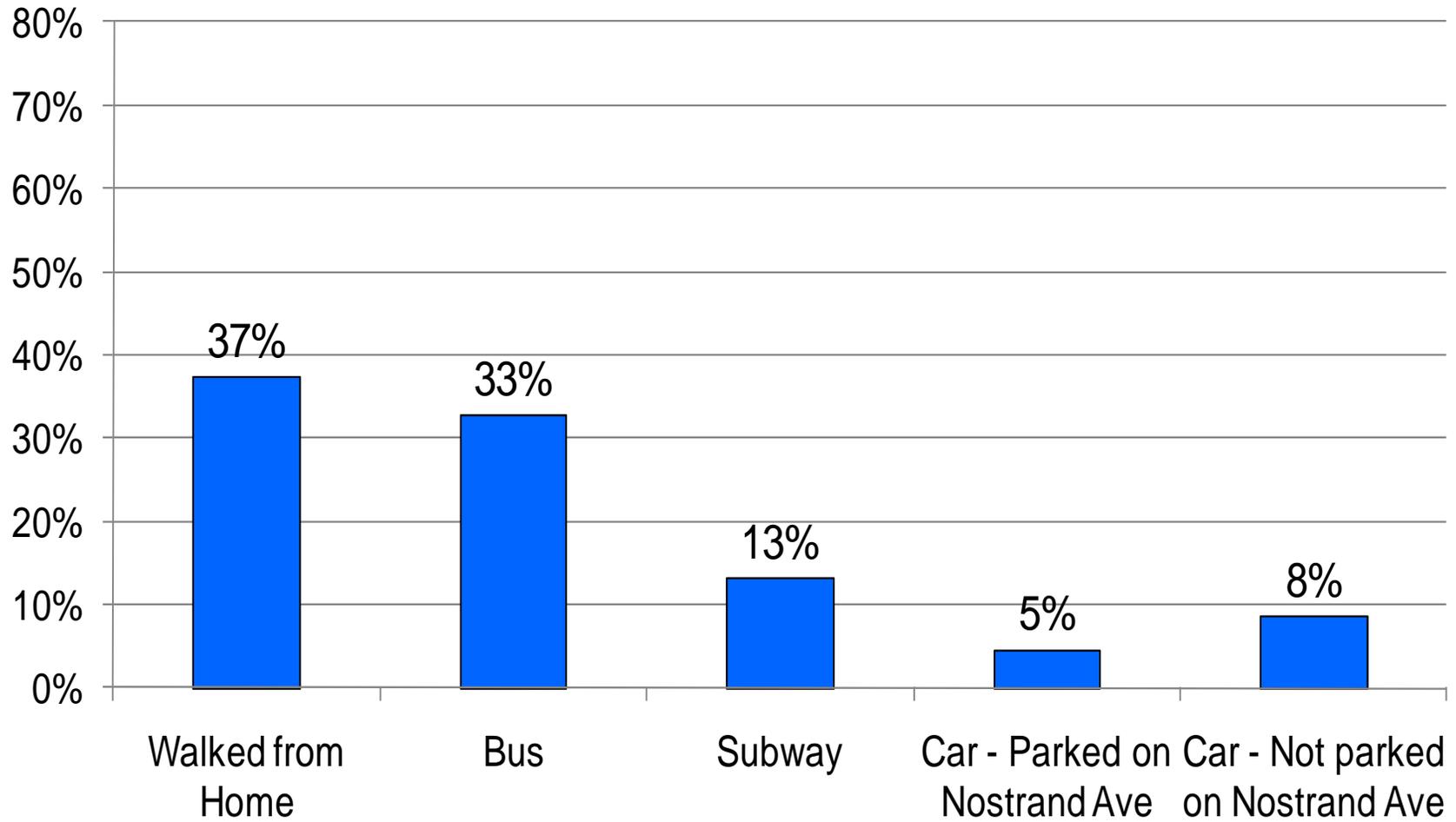
1,186 people were asked what they were doing and how they got there.



How Shoppers Traveled to Nostrand Ave & Empire Blvd



How Shoppers Traveled to Nostrand Ave & Glenwood Rd



Merchant Surveys

Merchants in the planned all-day bus lane areas were surveyed about their loading and parking needs.

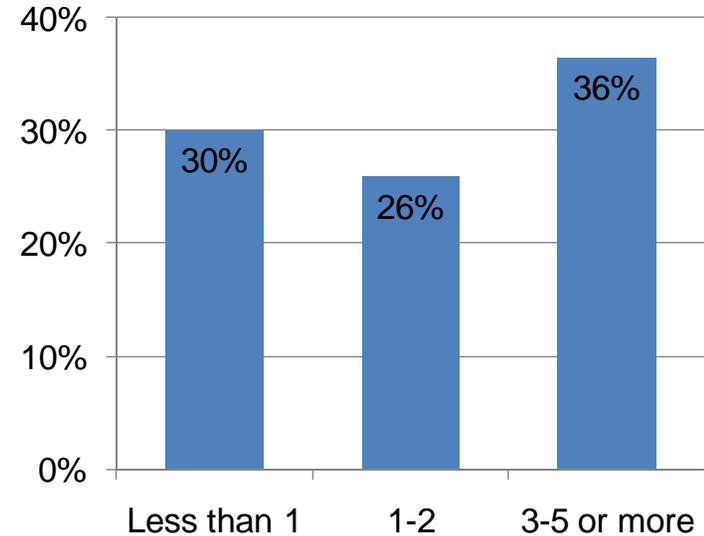
Consultants working with DOT and Nostrand Ave Merchants Association interviewed 192 of the 216 businesses (89%) along Nostrand Ave between Eastern Parkway and Linden Blvd.

Businesses in the larger area on Nostrand, Bedford, and Rogers from Flushing Ave to Avenue I were surveyed by mail, with 149 businesses responding.

In-Person Merchant Survey

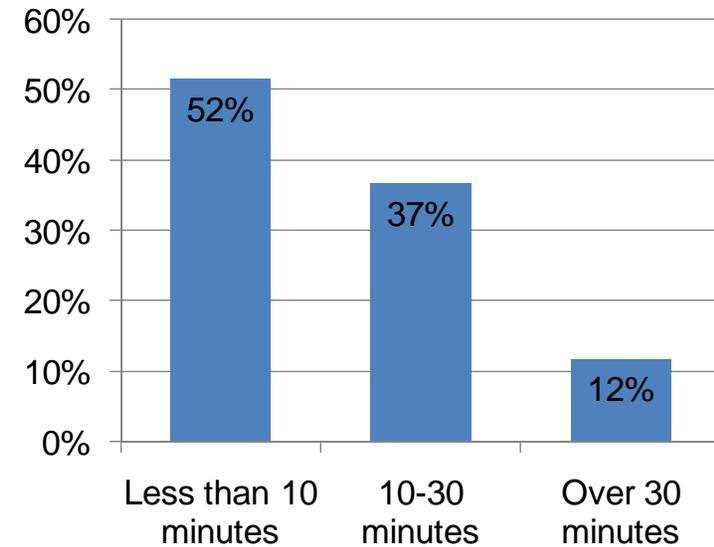
Deliveries per Day:

Most businesses get at least one, and more than 1/3 get three or more per day



Delivery Duration:

Half of all businesses have deliveries that take more than 10 minutes



Delivery Vehicle:

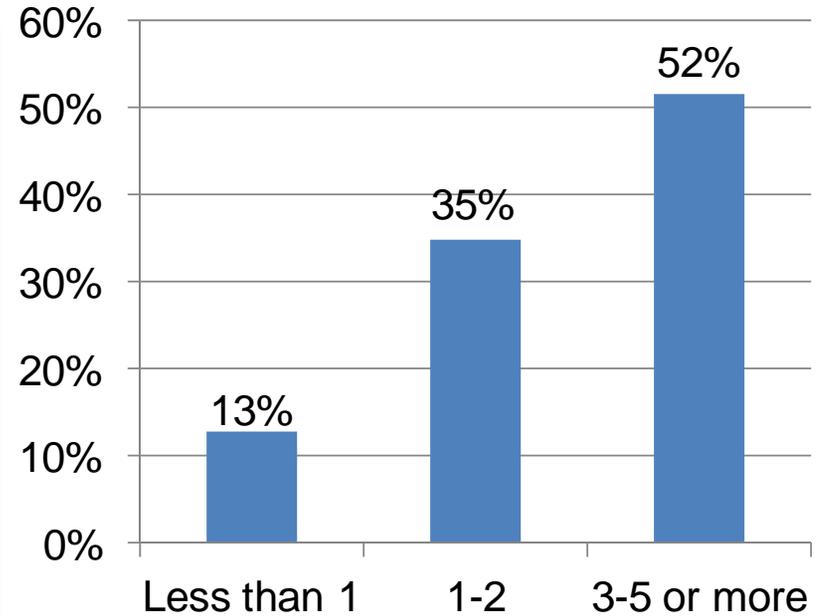
3/4 of deliveries are by box truck or cargo van



Mail-in Merchant Survey

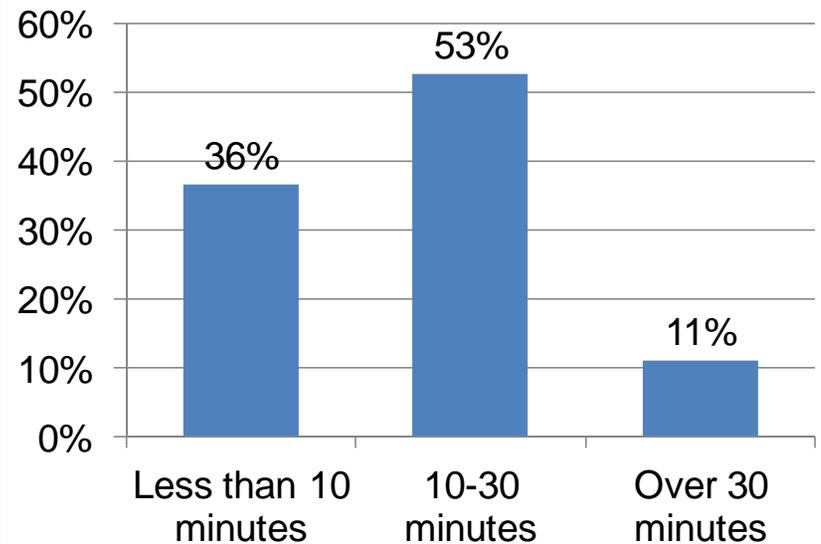
Deliveries per Day:

Almost all businesses get at least one, and more than 50% get three or more per day



Delivery Duration:

Over 60% of businesses have deliveries that take more than 10 minutes



Delivery Vehicle:

Over 60% of deliveries are by box truck or cargo van

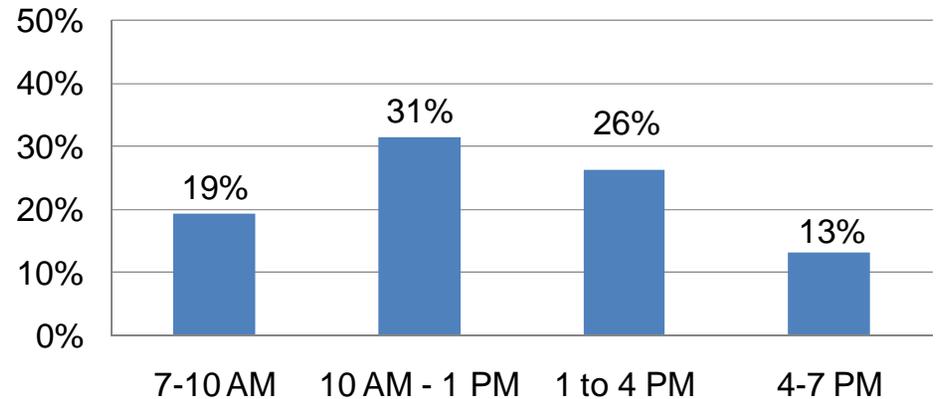
In-Person Merchant Survey

More than half of deliveries occur midday, 10 AM to 4 PM

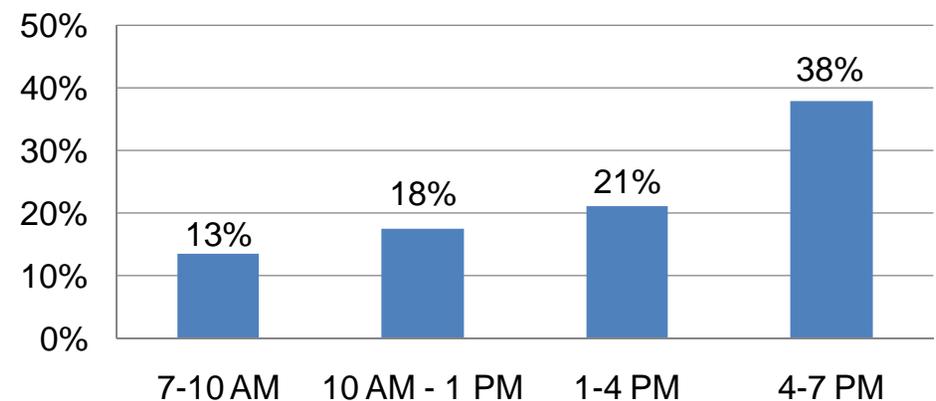
A third of deliveries occur from 7-10 AM or 4-7 PM

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

Typical Delivery Time



Critical Customer Parking Time



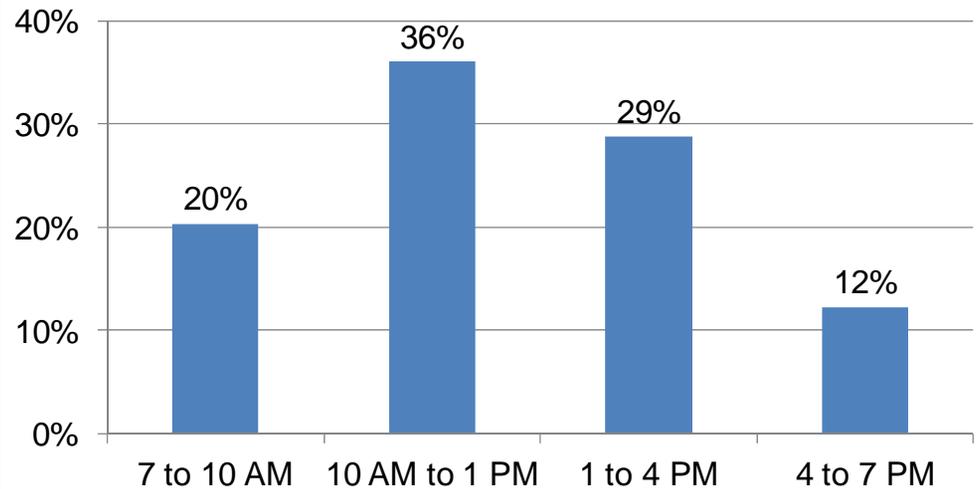
Mail-in Merchant Survey

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

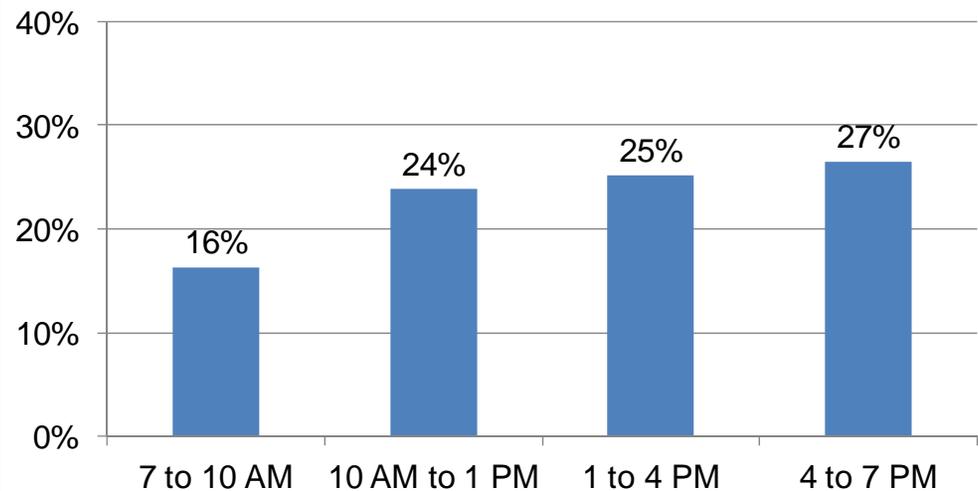
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Critical Customer Parking Time

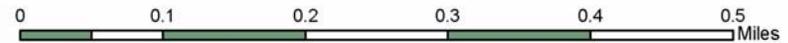


Existing Parking Regulations

Many Commercial Areas have Parking Meters

Some Commercial Areas have Parking Time Limits but No Meters, or no Limits at all

NOSTRAND AVENUE - DAYTIME PARKING REGULATIONS



- Free Parking
- Free Parking (1-Hr Limit)
- Free Parking (2-Hr Limit)
- Metered Parking (1-Hr Limit)
- Metered Parking (2-Hr Limit)
- No Parking
- No Standing
- Bus Stop



Parking Solutions

Metered Parking:

- Encourages drivers to park just as long as needed, then space is open to the next shopper
- Discourages residents from parking on commercial street

“Spur Meters” can be placed at beginning of side streets

Muni-Meters allow more flexibility than single-post meters



Delivery Solutions

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



Delivery Solutions

Example: Church Avenue Truck Delivery Windows



Before

- Lane blocked 25% of time by double parking
- Slow and unpredictable travel times

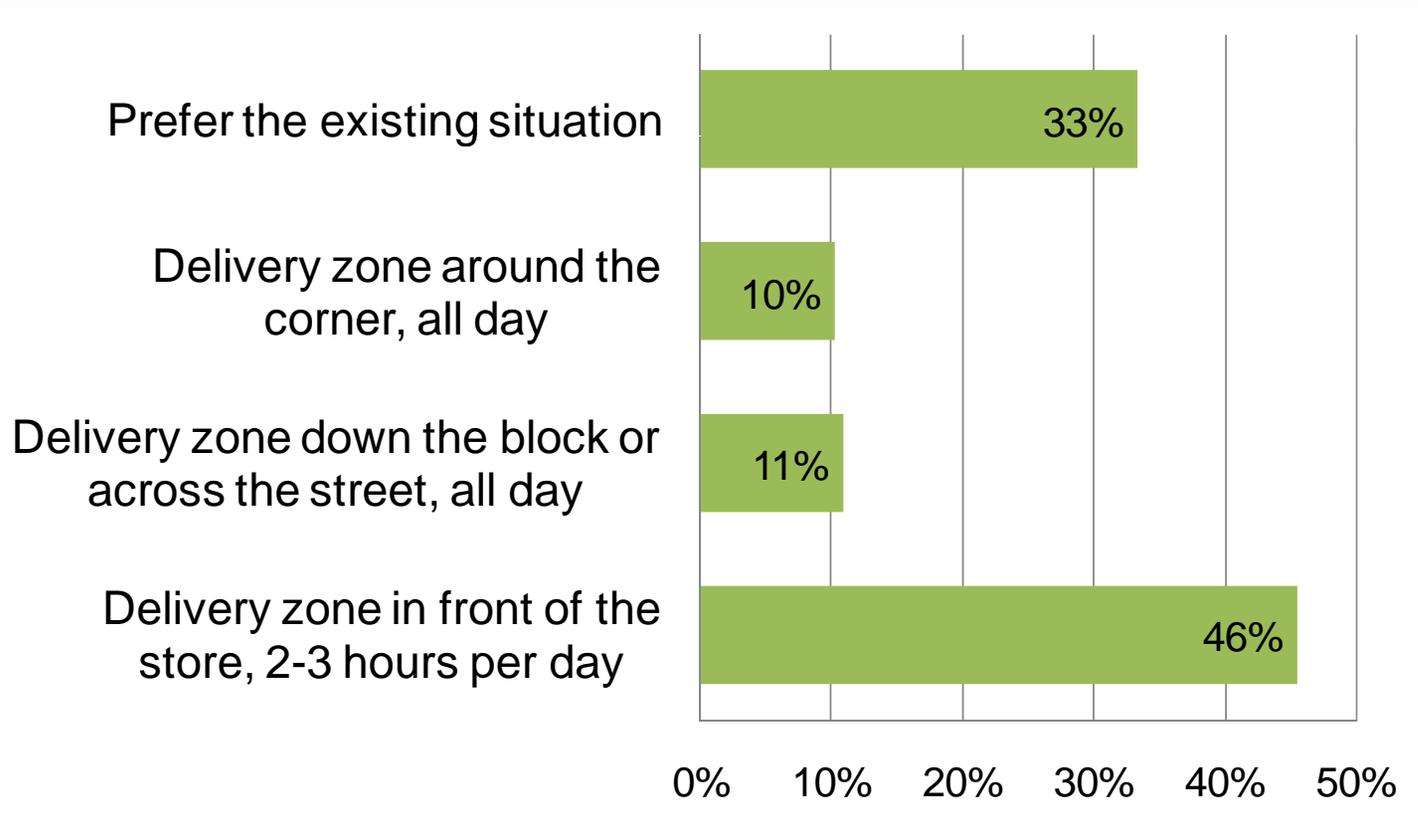


After

- Portion of each block reserved for loading in the morning
- Opens up parking for cars in the afternoon
- Travel speeds 20% faster, and more reliable

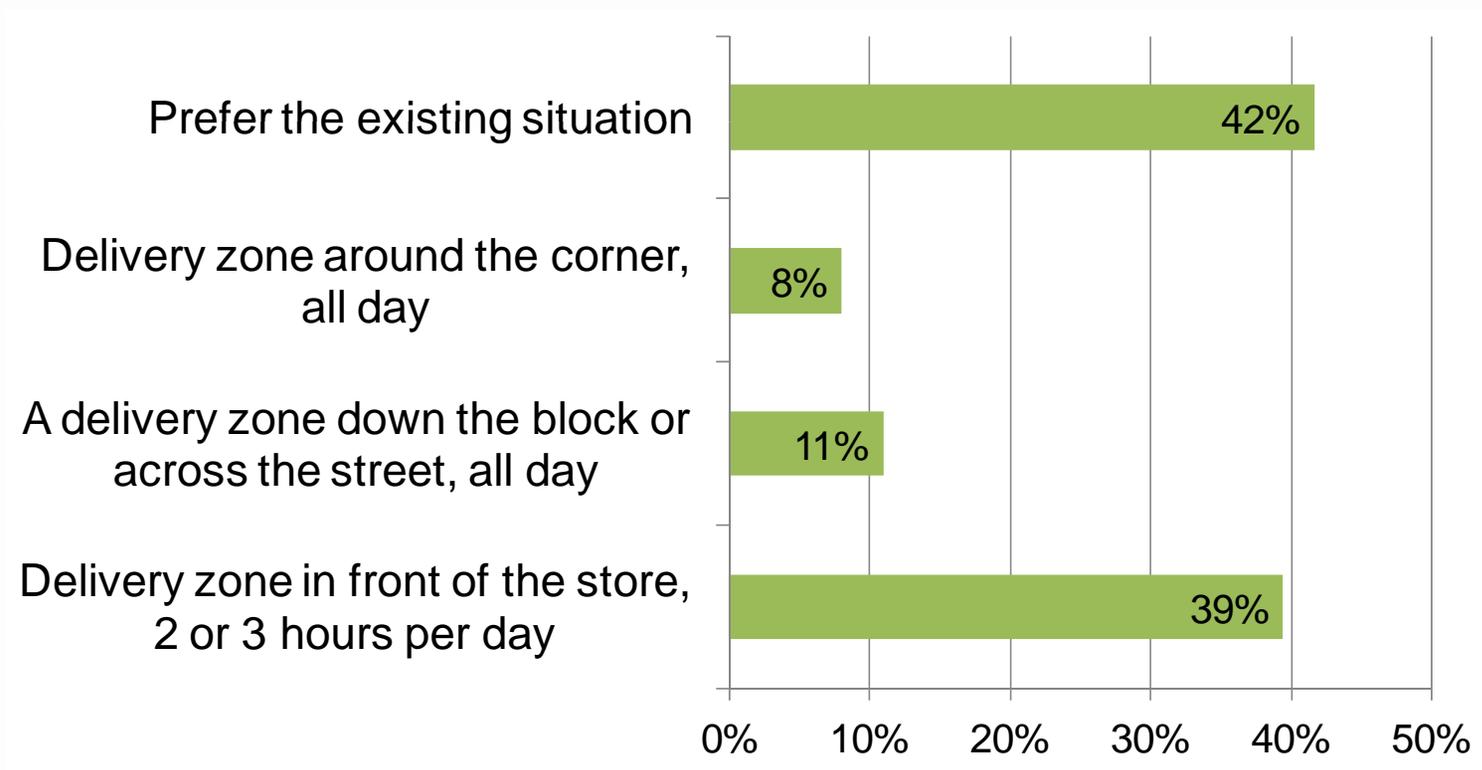
In-Person Merchant Survey

Merchant Preferences for Delivery Zones

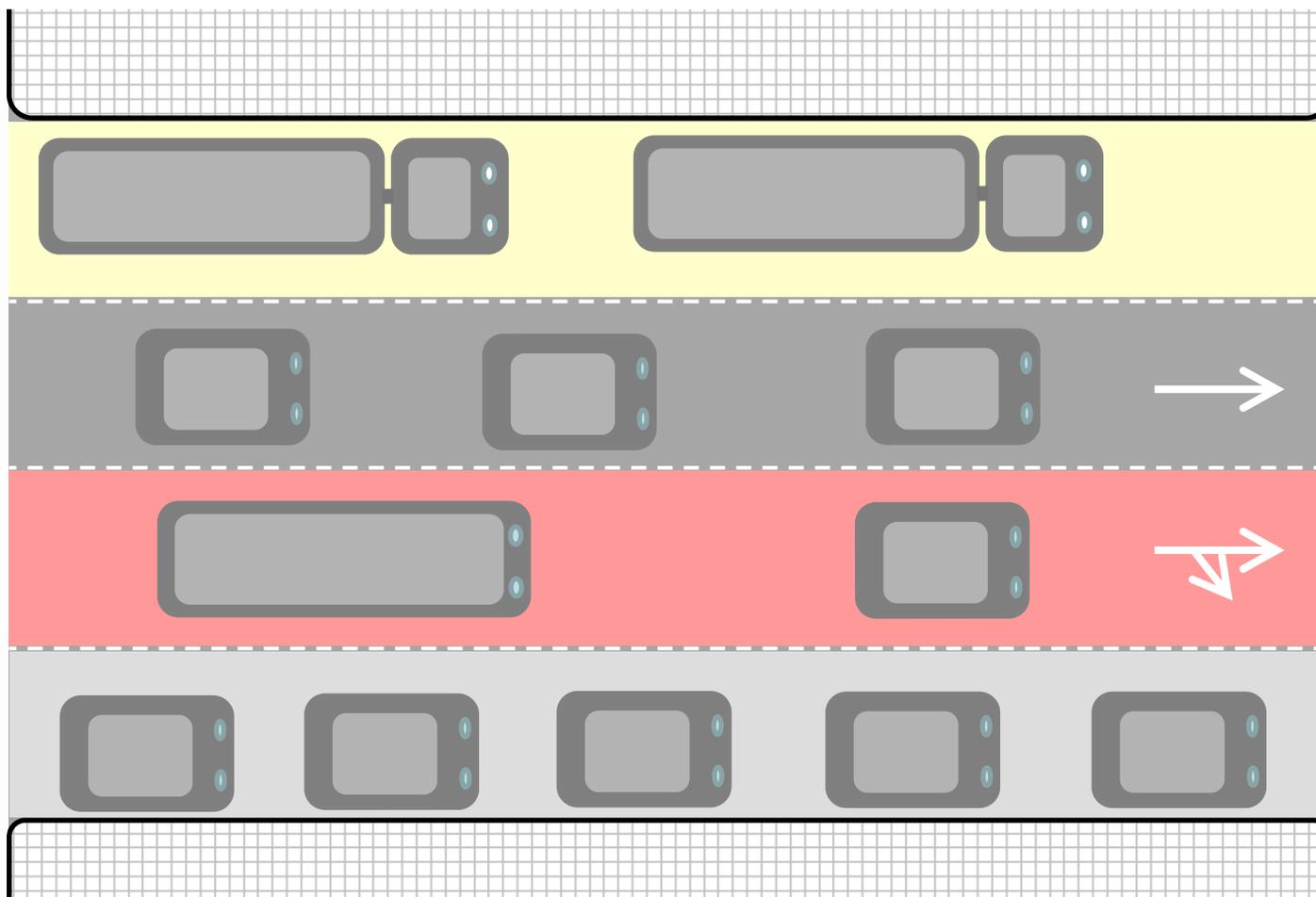


Mail-in Merchant Survey

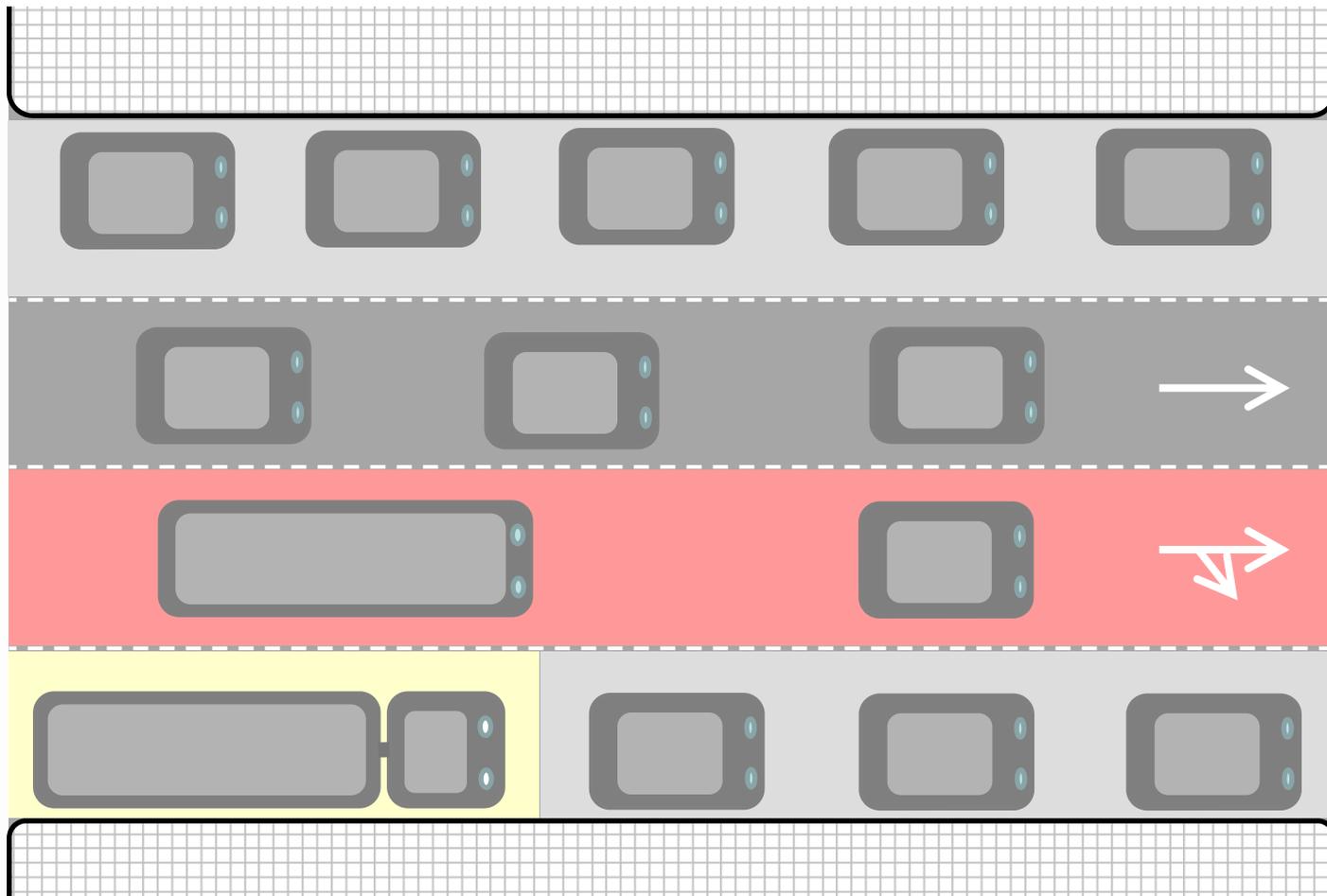
Merchant Preferences for Delivery Zones



Overall Proposal:
Delivery “Windows” on Alternating Curbs,
10 AM to Noon on East Curb, Noon to 2 PM on West Curb



Site-Specific Proposal for Special Needs: Delivery Zones on Part of Curb, All Day or Midday



Parking and Loading Recommendations

Convert existing meters to Muni Meters for greater parking flexibility (part of city-wide plan)

Add meters to create more parking for shoppers:

- In commercial areas currently without meters
- Evaluate side street locations at community request

Create Delivery Zones for midday loading in commercial areas:

- 10 AM – Noon on East Curb
- Noon – 2 PM on West Curb
- As Needed, Short Segments All Day or Midday



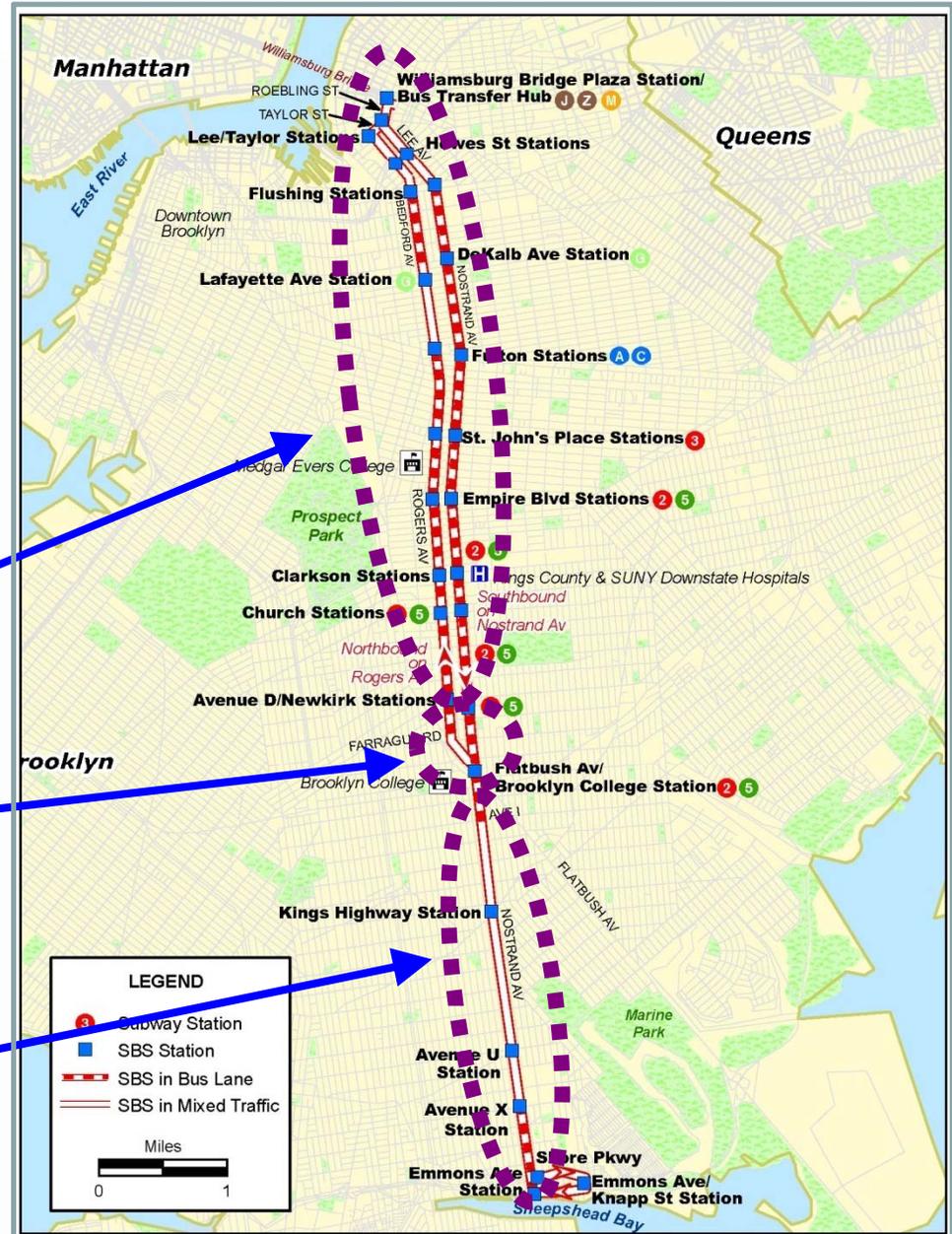
Group Discussions of Parking/Loading Recommendations

Groups:

Williamsburg Bridge to Farragut Rd

Farragut Rd to Avenue I

Ave I to Emmons Ave



Next Steps

- Public Open House – October 4th
- Community Board Meetings – Fall 2011
- Final Design Complete – December 2011
- Start of Construction – Mid 2012
- Start of Service – Late 2012

Questions and Answers