



New York City Transit



Nostrand Ave / Rogers Ave
Select Bus Service
Community Board 15
October 25, 2011

Nostrand Ave/Rogers Ave Corridor

9.3 miles from Williamsburg Bridge to Sheepshead Bay

Currently served by B44 bus route

- 42,000 weekday riders – 7th busiest bus route in city
- 6,000 people board in CB 15
- 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 (41% in CB 15)
- 60% of residents commute by transit (48% in CB 15, compared to 42% by car, truck, or van)



Community Planning Process

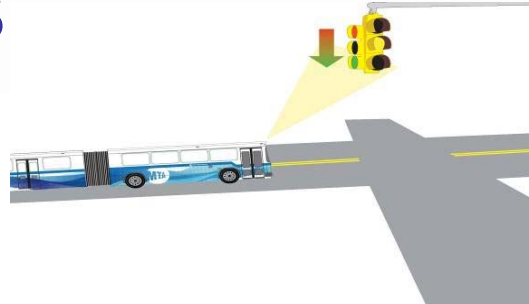
16 Public Meetings in the last 3 years about Nostrand & Rogers SBS

4 Community Advisory Committee meetings and 2 Public Open Houses to date

Community Advisory Committee Composed of:

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

SBS Features



Bus Signal Priority



Bus Lanes



Pre-Payment



Passenger Info



Stations



Branding

How Pre-Payment Works: Overview

1. Pay before you board by dipping MetroCard at sidewalk MetroCard machine or inserting coins at sidewalk coin machine
2. Take your proof of payment receipt
3. Enter through front or rear door of bus – no need to show receipt to the driver



How Pre-Payment Works: Enforcement

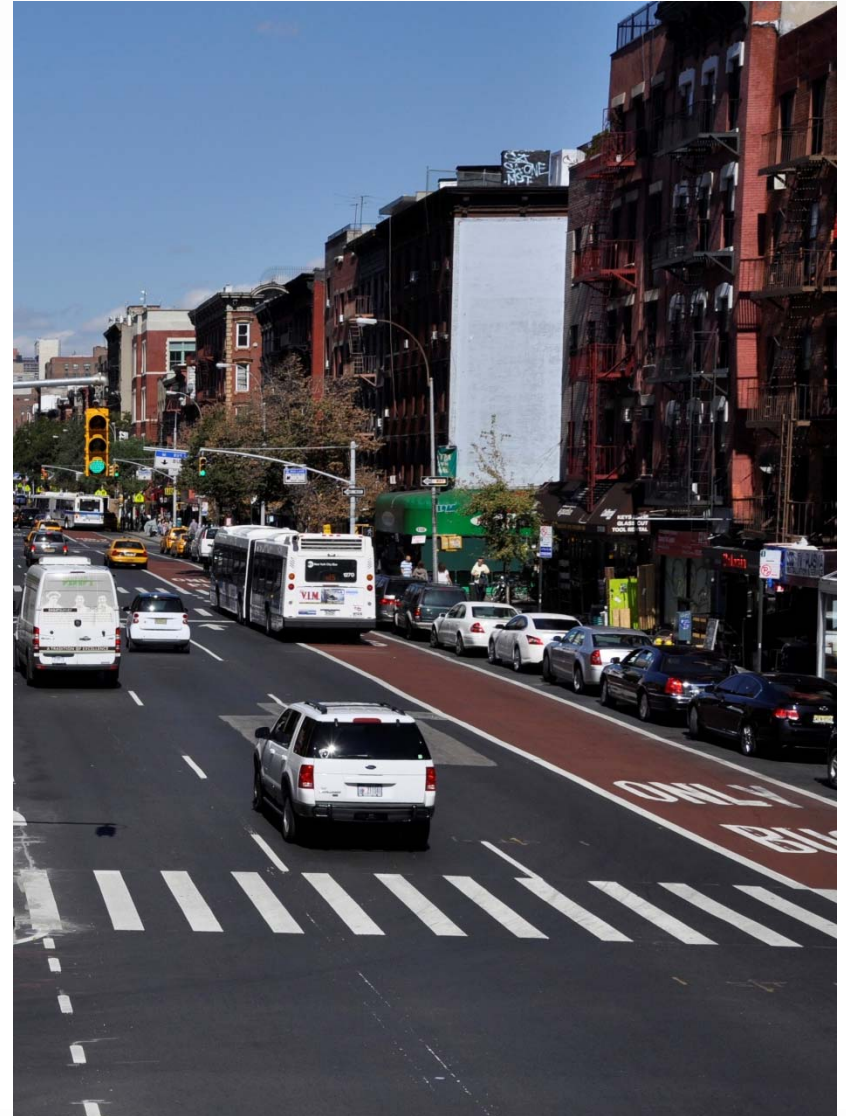
- Inspector teams conduct random checks of buses
- \$100 fine for passengers without a receipt
- Fare evasion on Bx12 SBS and M15 SBS *declined* after pre-payment introduced



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 – North of Farragut Rd



Nostrand SBS Project Features – South of Avenue I



SBS Plan in CB 15



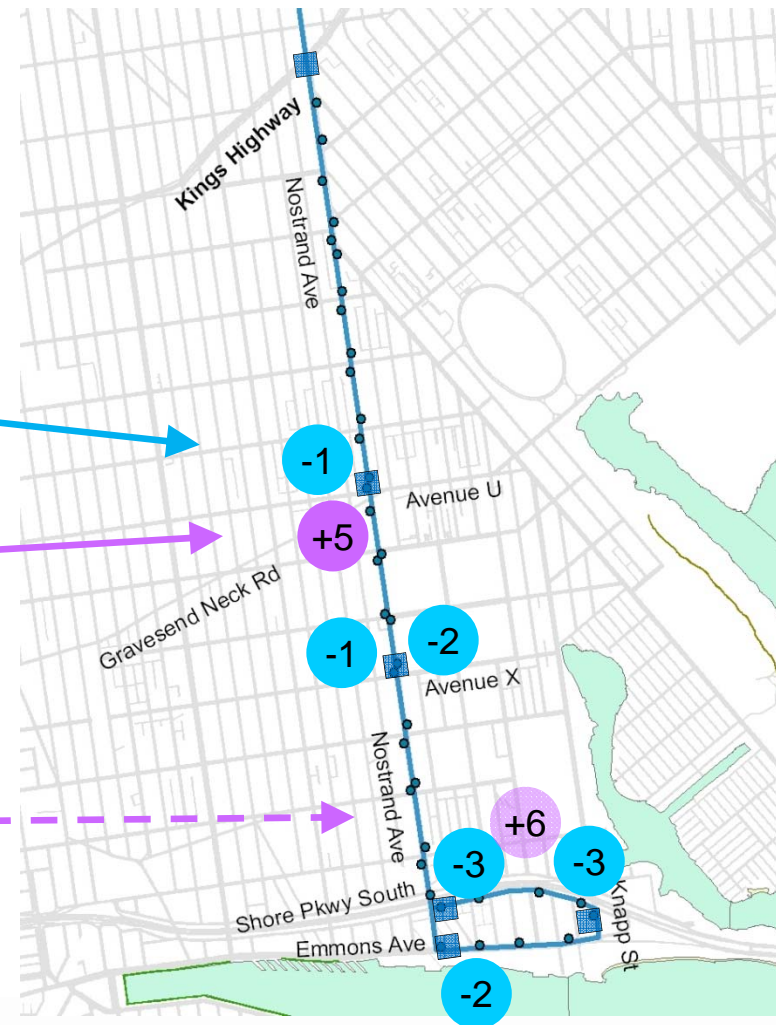
- B44 Limited will become SBS; both SBS and Local will travel to Knapp St
- Transit Signal Priority improves bus and traffic flow
- Peak-period bus lanes in wider section of Nostrand will speed buses and reduce conflicts with general traffic

Parking Changes In CB15

Overall parking change: 7 spaces converted to bus stops in CB15 (out of about 1,050 spaces in the corridor in CB15)

- Small expansions of bus stops to accommodate articulated buses: -12 spaces
- At Gravesend Neck Rd, removal of extra B44 stop and relocation of B36 stop allows parking increase: +5 spaces

At CB request, bus stops could be combined on Shore Pkwy South, requiring tree removal (for net of 1 parking space loss in CB)



Traffic Changes

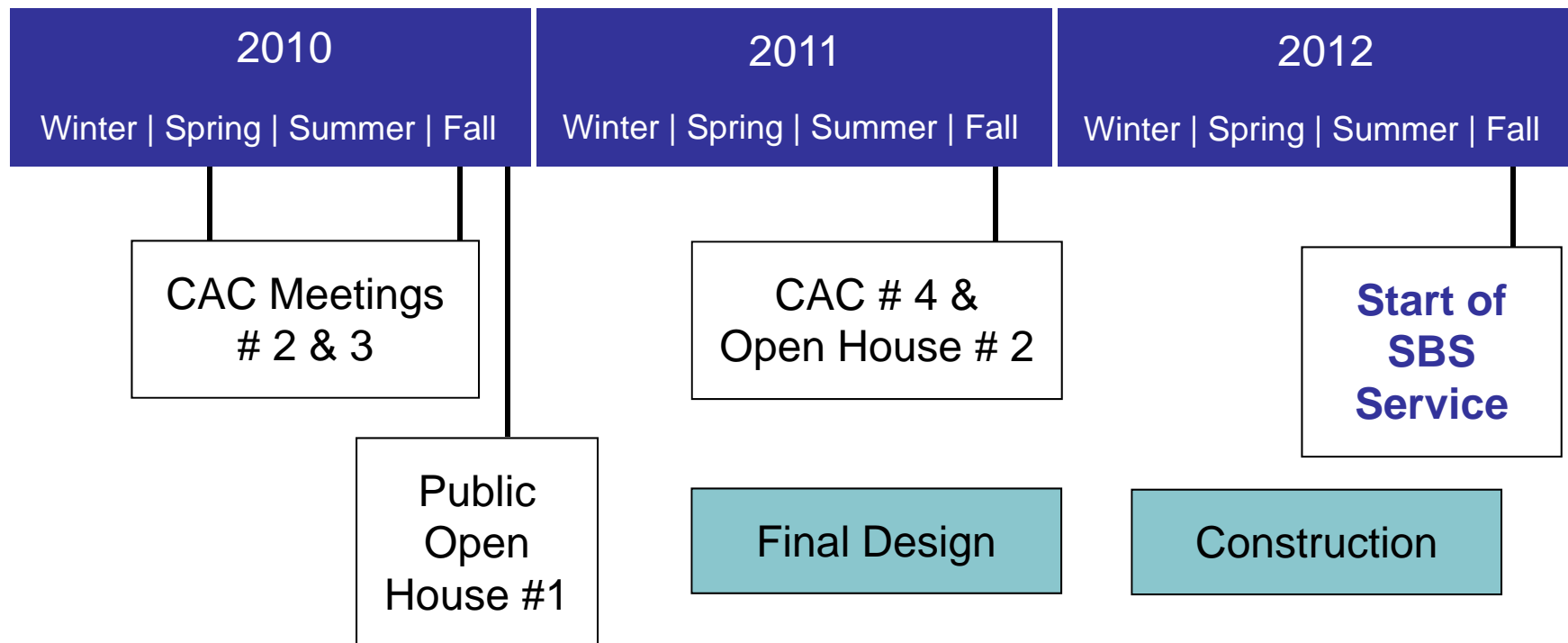
In CB 15

- In bus lane area, a small increase (12 seconds) in northbound delay in the morning peak hour.
- South of Flatbush Avenue, Transit Signal Priority will allow buses to travel more quickly, and will help general traffic flow.

North of CB 15

- In bus lane areas, analysis found little change in traffic conditions.
 - Left curb travel lane will function better than right curb lane.
 - Signal improvements and delivery zones will improve traffic flow.

Nostrand / Rogers SBS: Timeline



Next Steps

- Community Board Meetings – Fall 2011
- Final Design Complete – December 2011
- Start of Construction – Mid 2012
- Start of Service – Late 2012