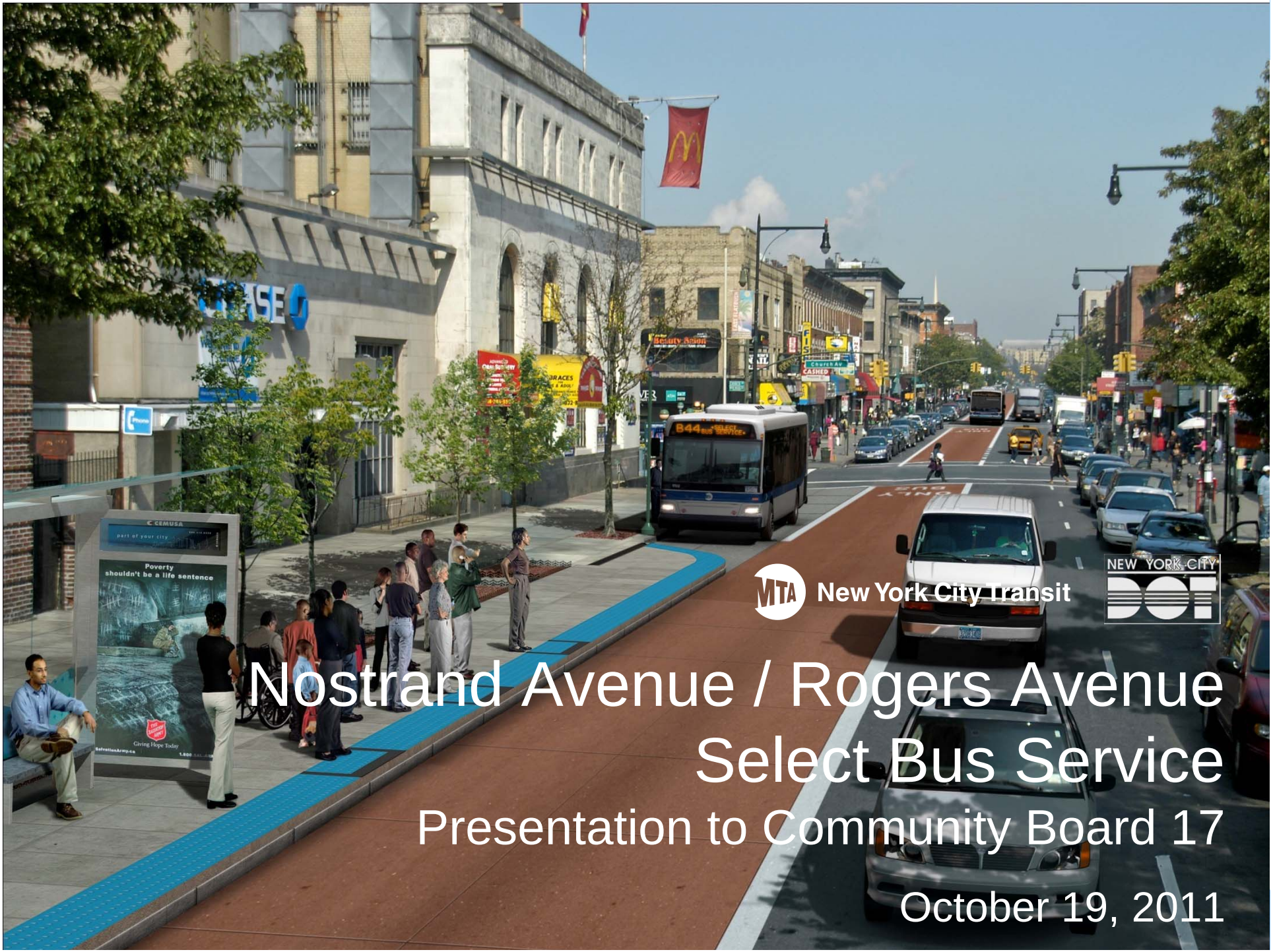

MTA New York City Transit
NEW YORK CITY DOT
Nostrand Avenue / Rogers Avenue
Select Bus Service
Presentation to Community Board 17
October 19, 2011

Nostrand Ave/Rogers Ave Corridor

9.3 miles from Williamsburg Bridge to Sheepshead Bay

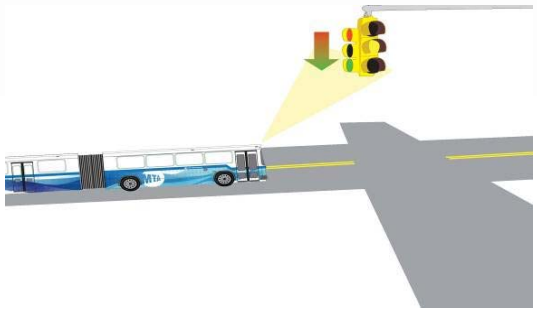
Currently served by B44 bus route

- 42,000 weekday riders – 7th busiest bus route in city
- 9,500 people board in CB 17
- Buses travel at an average speed of 7-8 mph

Within a ¼ mile:

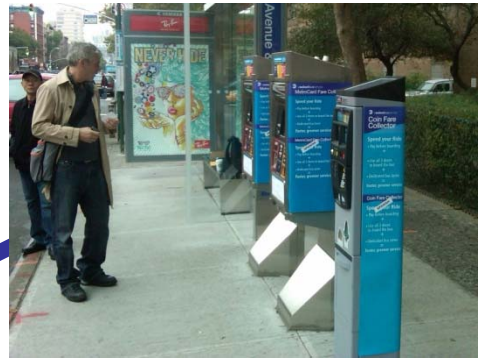
- 300,000 residents
- 62% of households do not own a car (56% in CB 17)
- 60% of residents commute by transit (59% in CB 17, compared to 30% by car, truck, or van)

SBS Features



Bus Signal Priority

Bus Lanes



Pre-Payment

SBS

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

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

Community Planning Process

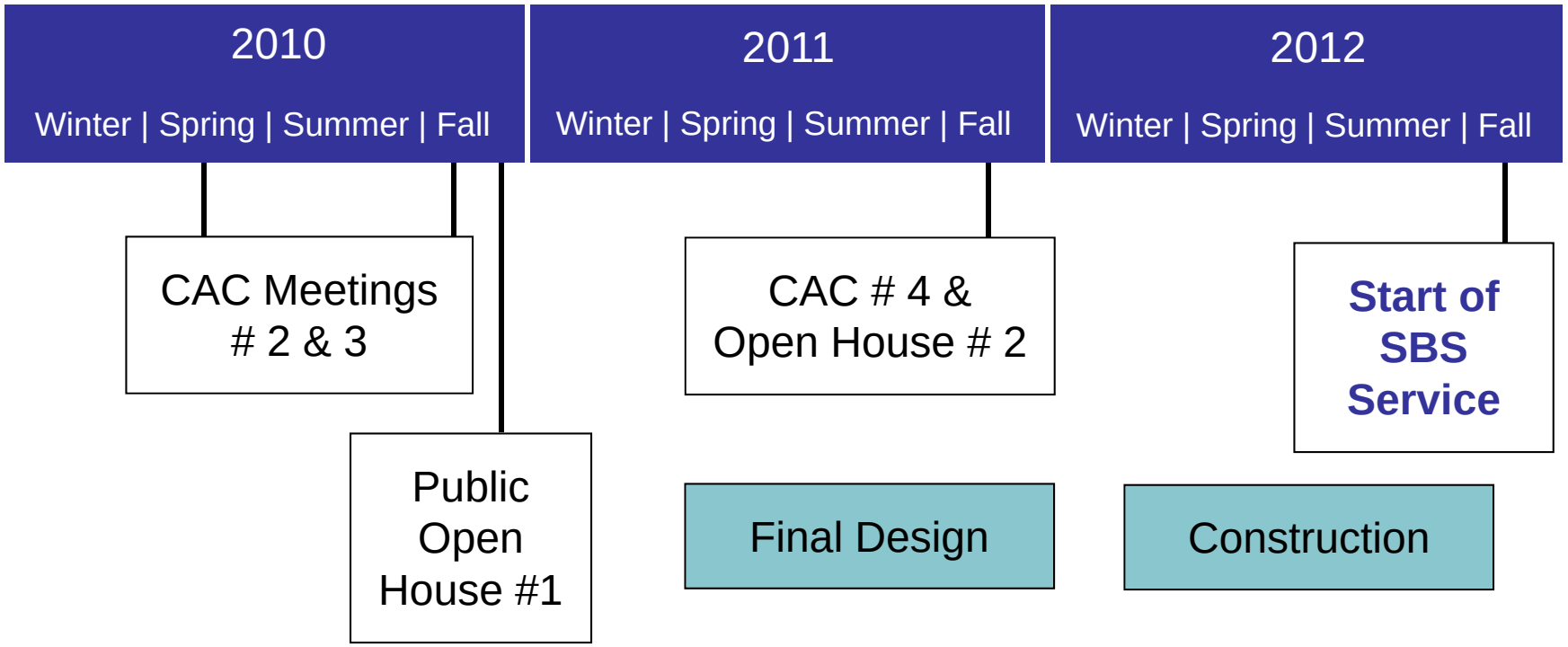
15 Public Meetings in the last 3 years about Nostrand & Rogers SBS

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

Nostrand / Rogers SBS: Timeline



SBS Plan in CB 17

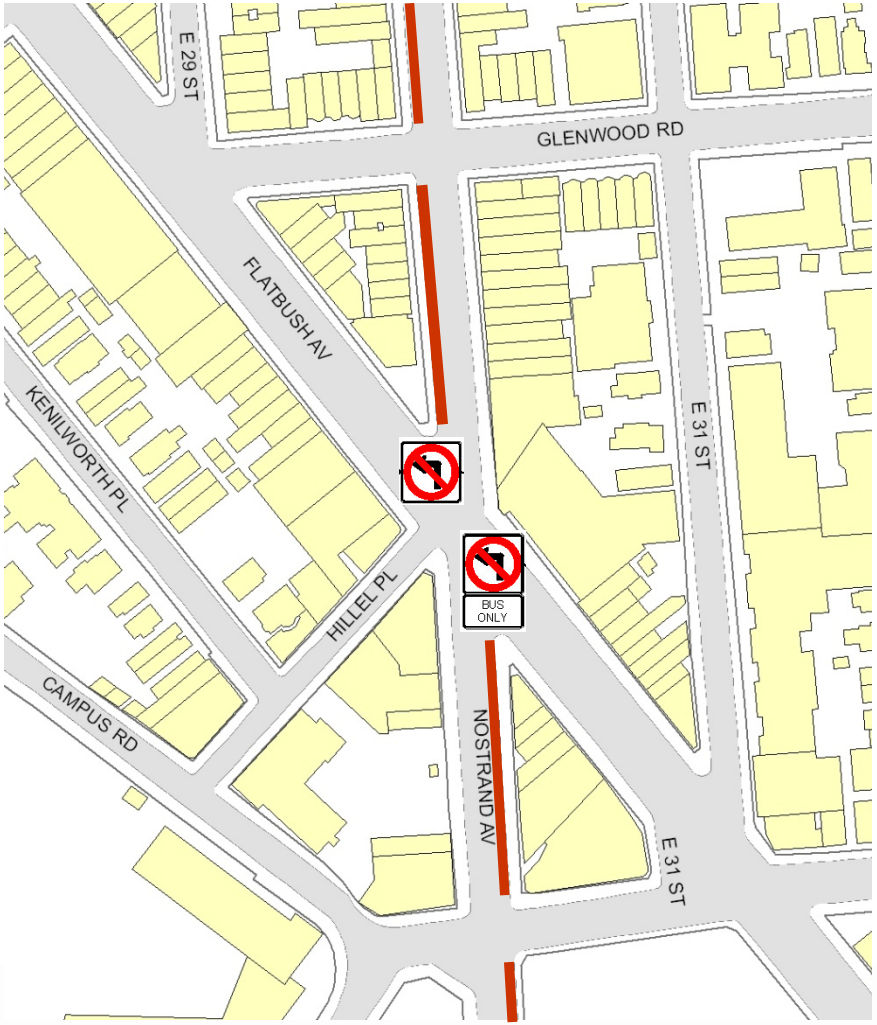
- Southbound B44 SBS on Nostrand Ave
- Northbound B44 SBS on Rogers Ave, B44 local remains on New York Ave
- Stations at Ave D/Newkirk Ave, Church Ave, and Clarkson Ave (northbound at Clarkson in CB 9)

Nostrand/Flatbush Junction Proposal

Curbside bus/right turn lanes for peak periods provide extra capacity on approaches to Flatbush Ave between Avenue I and Farragut Rd

Left turn bans reduce conflicts in the intersection.

Traffic flow and safety are improved.



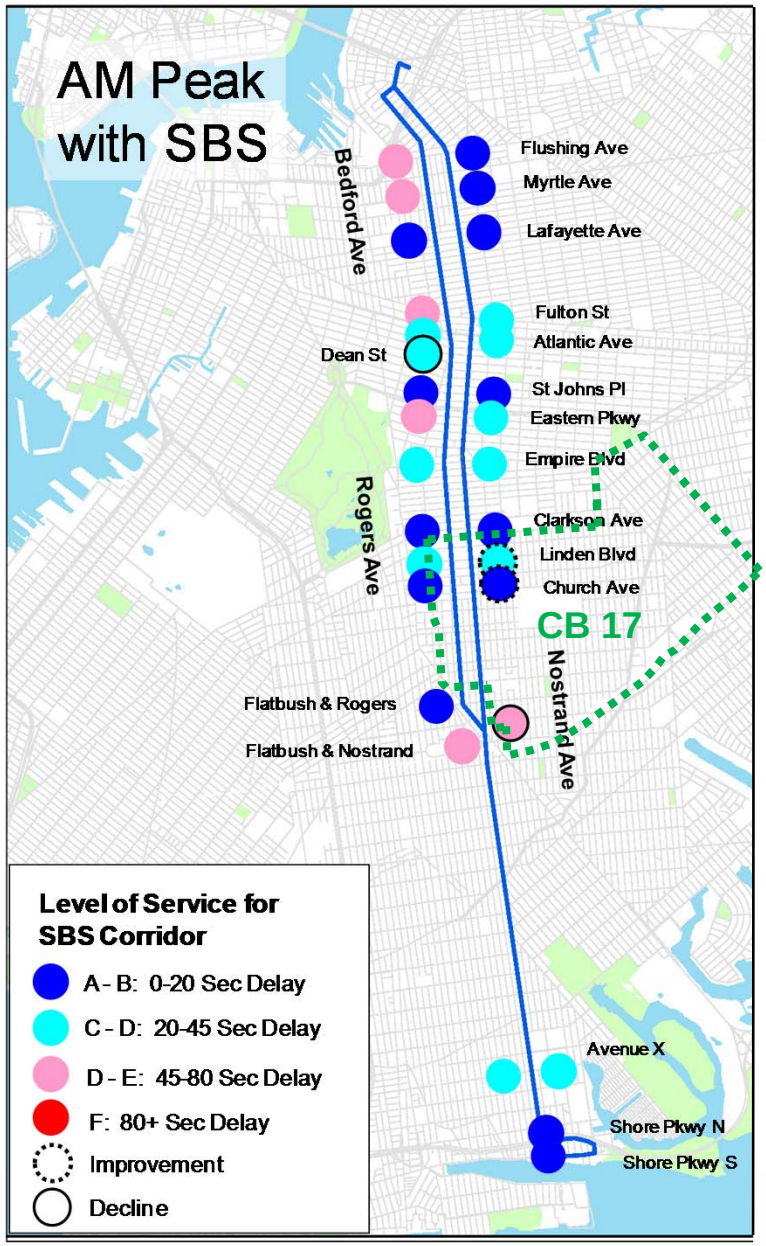
Traffic Analysis Results

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

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

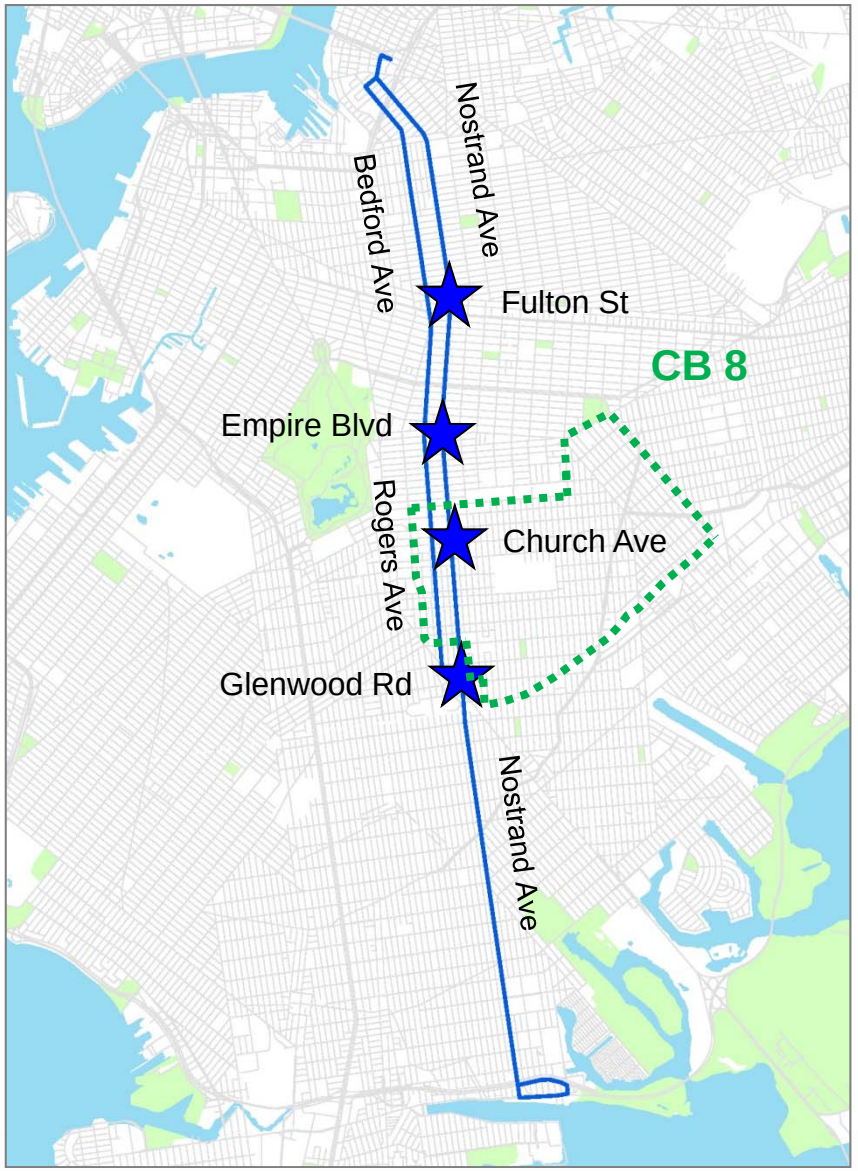


Merchant and Shopper Surveys

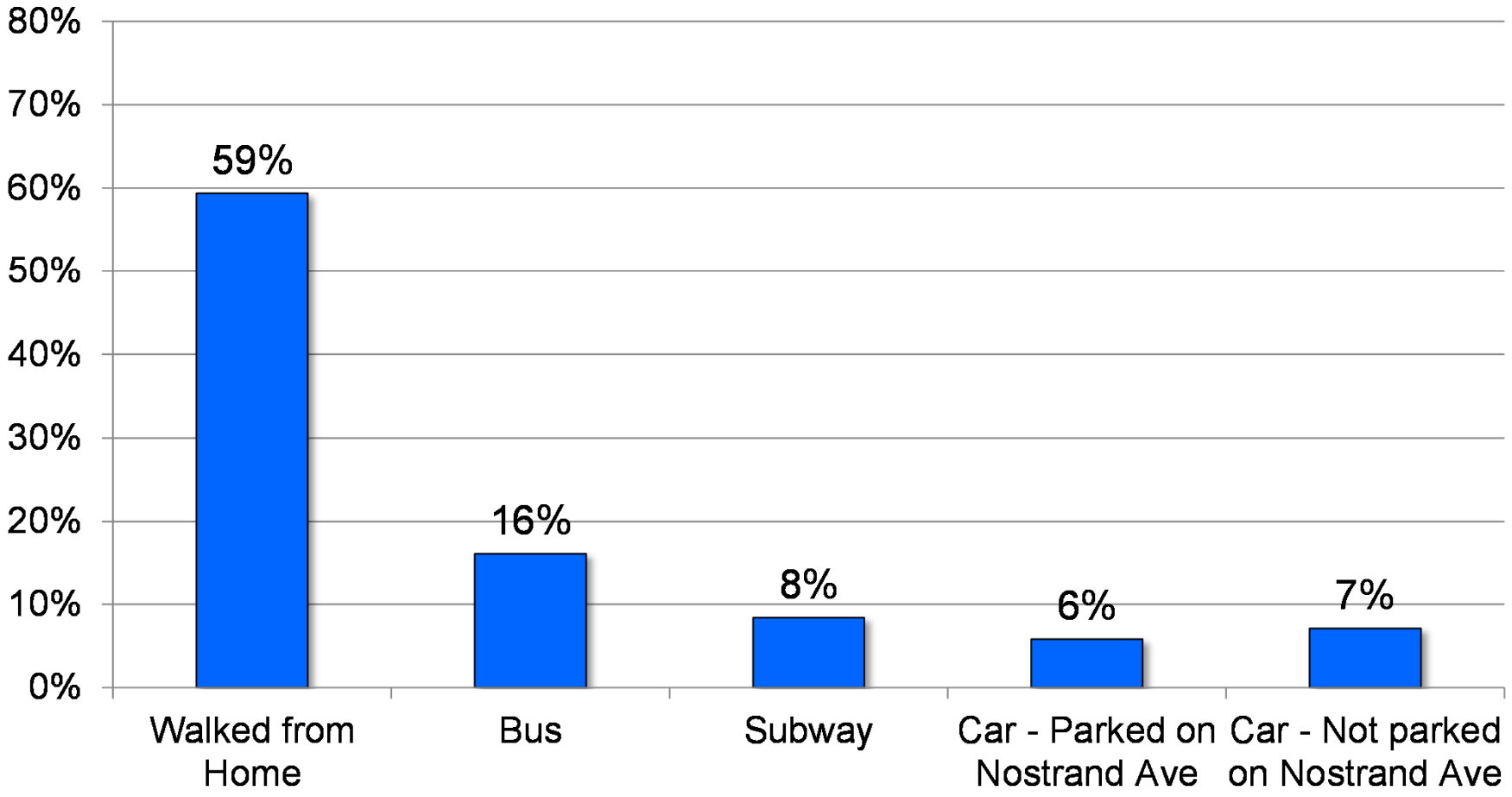
1,186 pedestrians interviewed at 4 locations on Nostrand Ave

All businesses on Nostrand, Rogers, and Bedford Ave between Flushing Ave and Avenue I were surveyed about parking and loading

- Mail-in Survey for most areas
- In-person surveys for section represented by Nostrand Ave Merchants Association



How Shoppers Traveled to Nostrand Ave & Church Ave

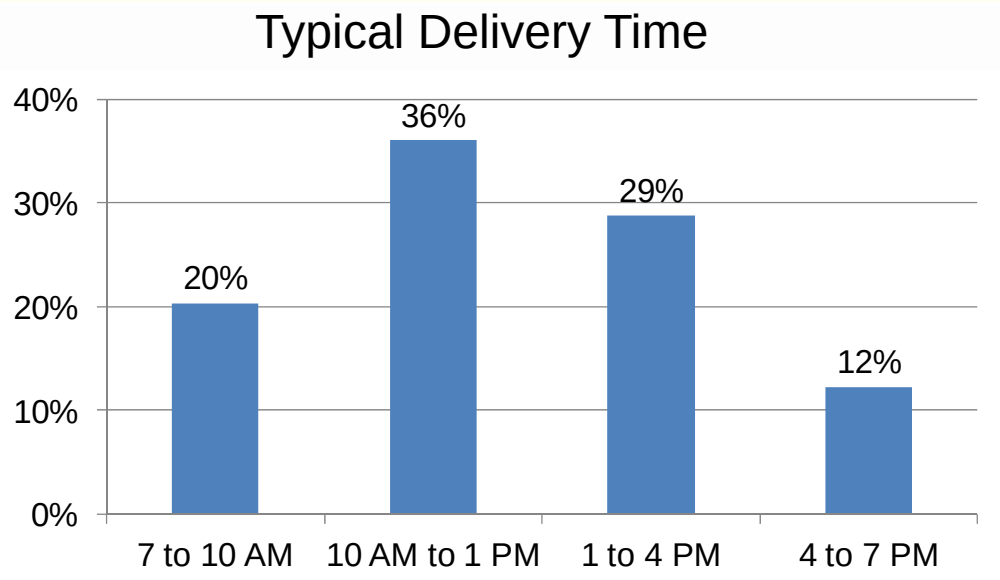


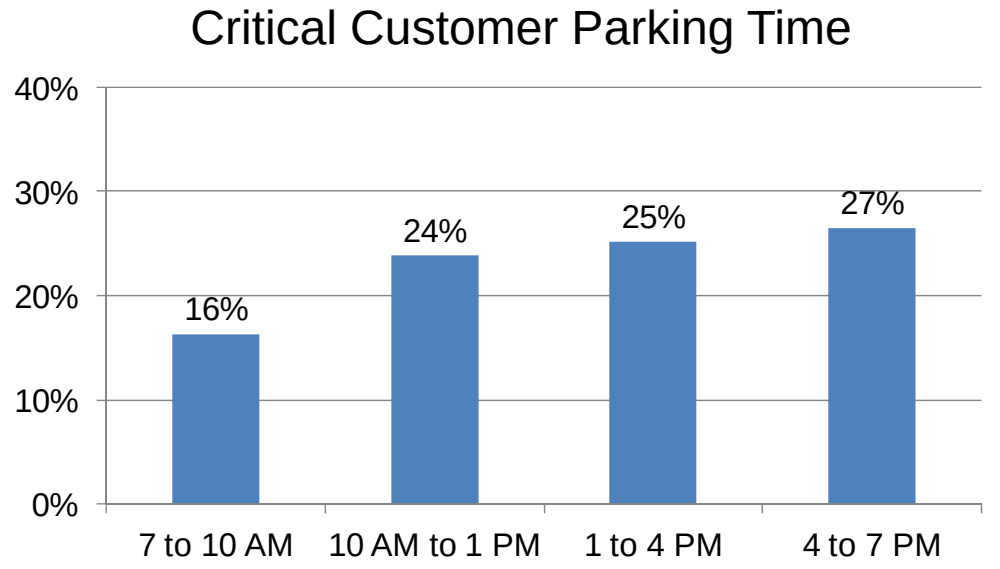
Mail-in Merchant Survey

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

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

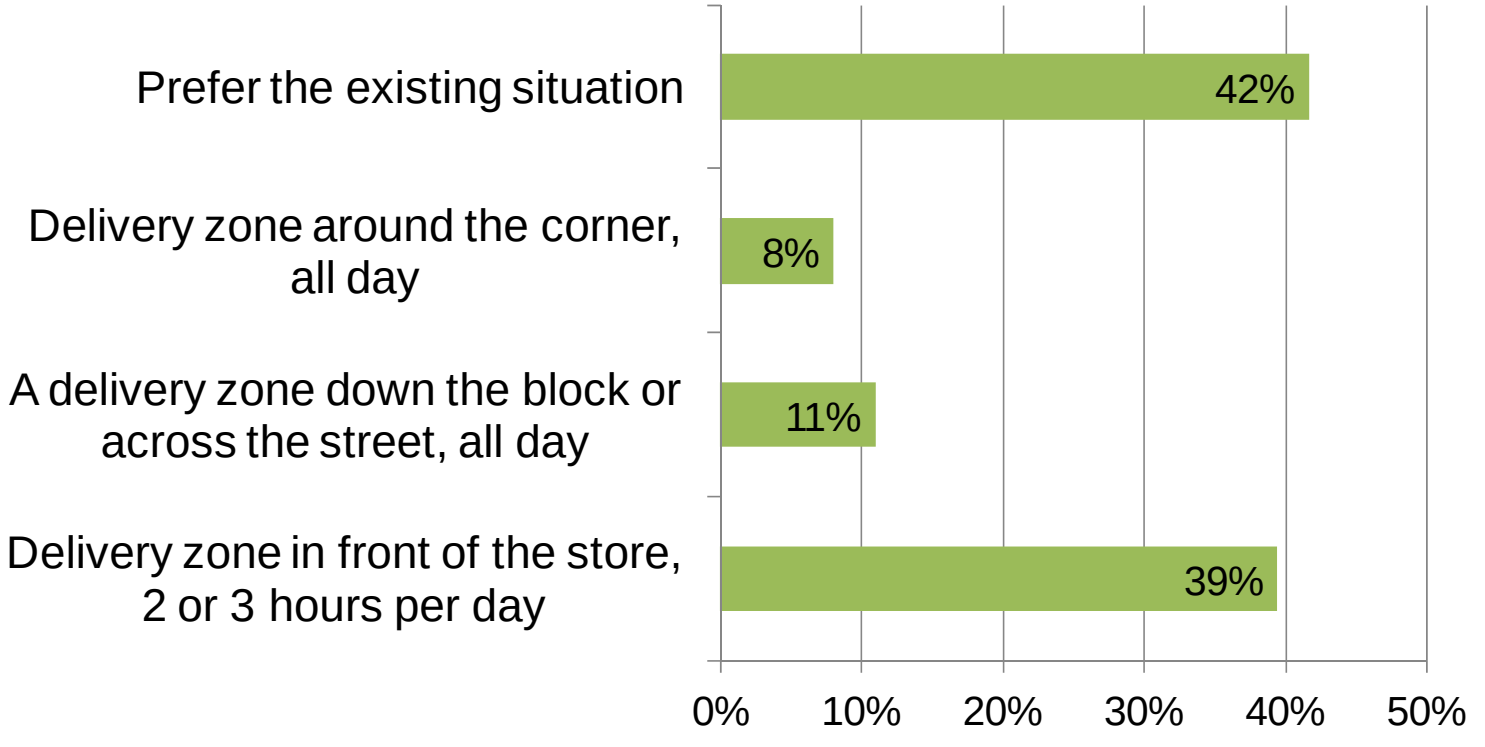
Merchants considered customer parking most critical in the late afternoon, and least in the early morning





Mail-in Merchant Survey

Merchant Preferences for Delivery Zones



Curb Solutions

Metered Parking:

- Encourages drivers to park just as long as needed, then space is open to the next shopper
- Add to commercial areas without meters

Delivery Windows:

- Commercial Vehicle delivery zones help businesses get deliveries and reduce double parking
- 10am-12pm on one side of street, 12pm-2pm on other side of street – preserves critical afternoon parking

Next Steps

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

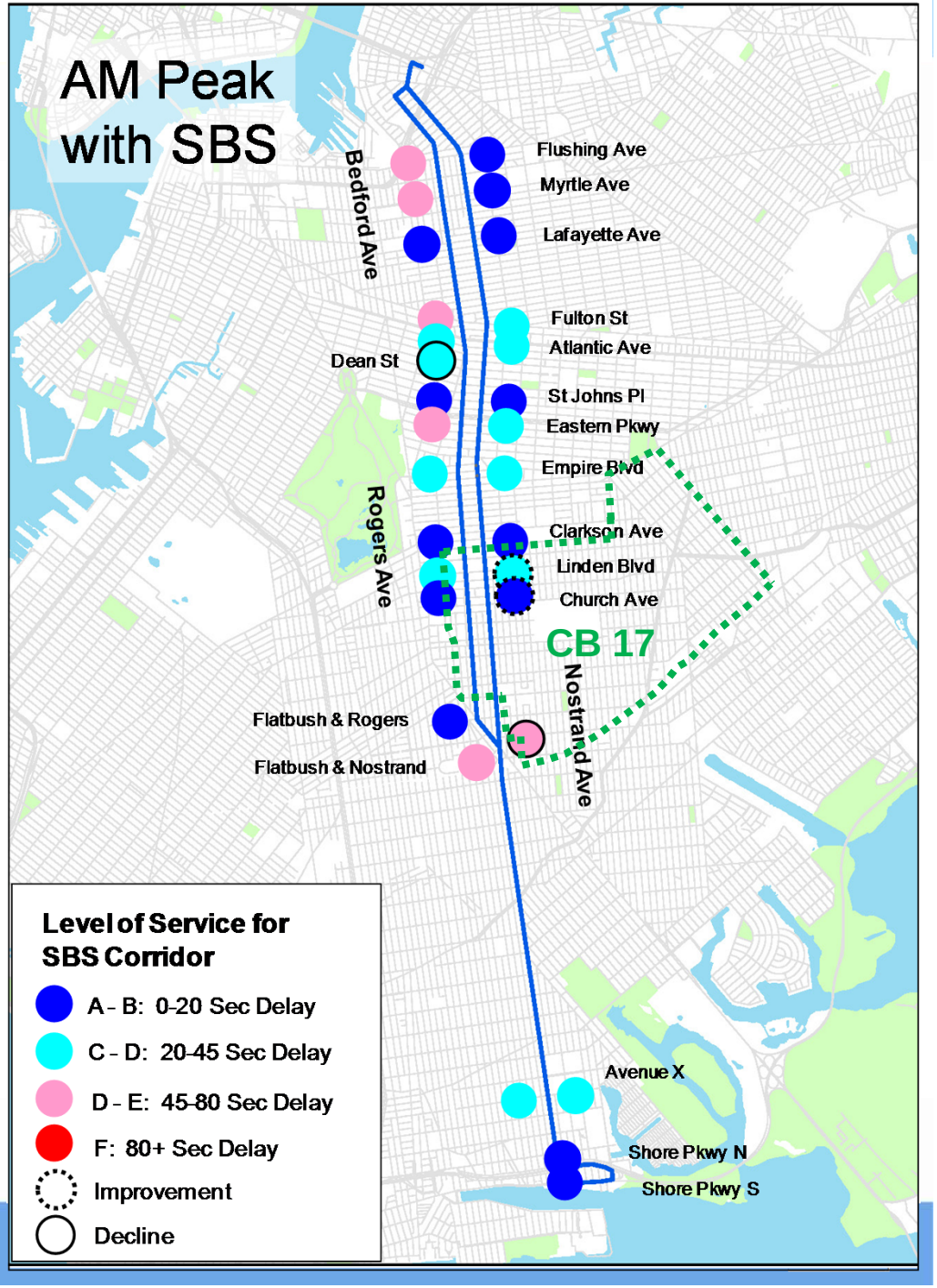
End

(next slides for reference)

Morning Peak with SBS

Northbound traffic on Rogers and Bedford generally will not change because 2 general traffic lanes maintained plus bus/right turn lane

Southbound traffic on Nostrand above Flatbush will improve slightly because of new left curb travel lane

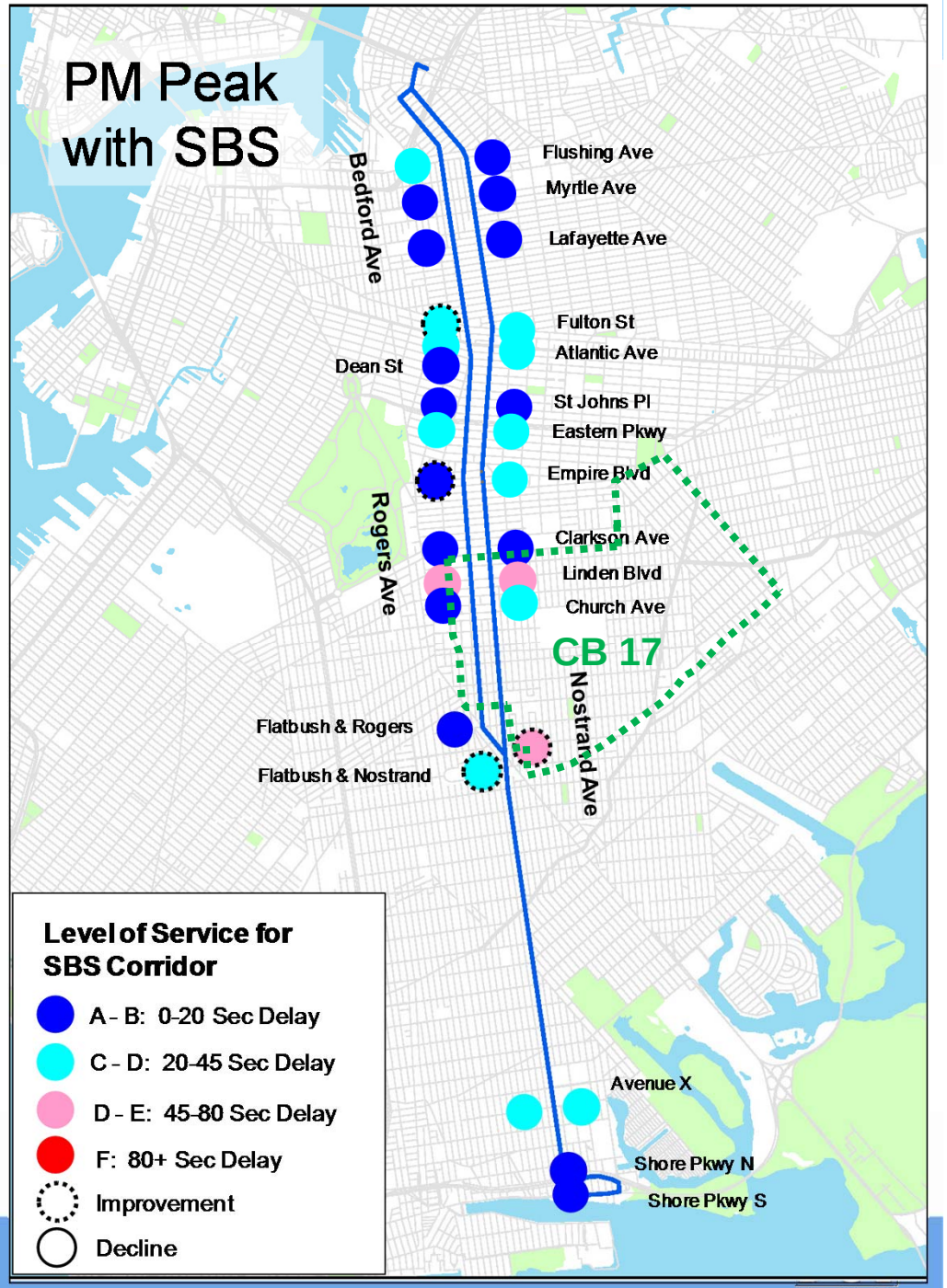


Evening Peak with SBS

Northbound traffic on Bedford generally will not change because 2 traffic lanes maintained

Northbound traffic on Rogers improves in places because of new left curb travel lane

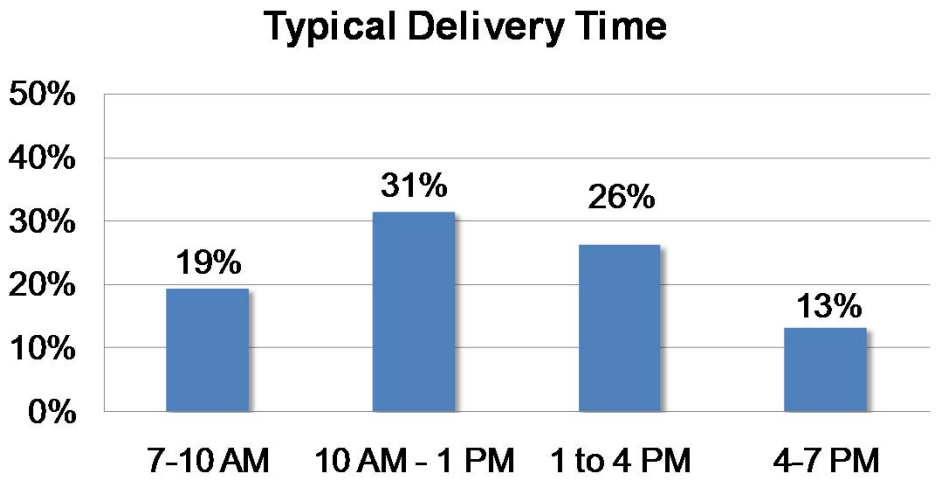
Southbound traffic generally will not change due to the left curb travel lane



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



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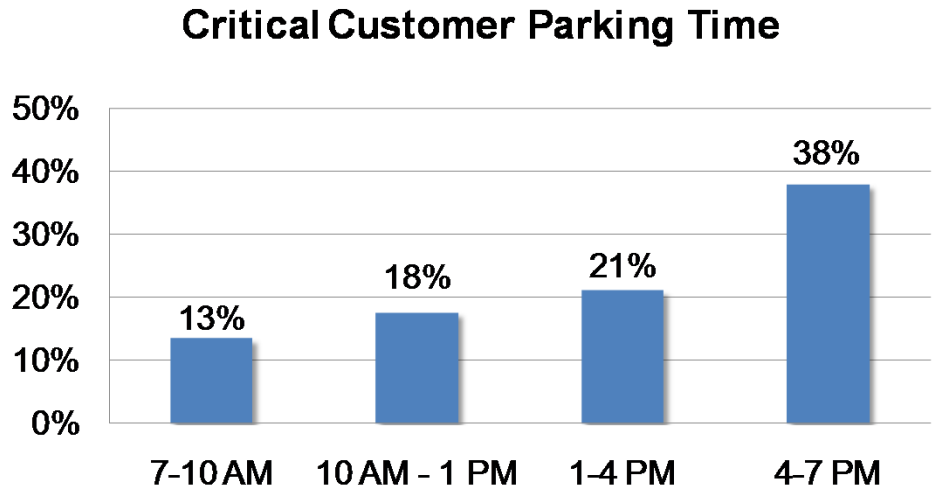

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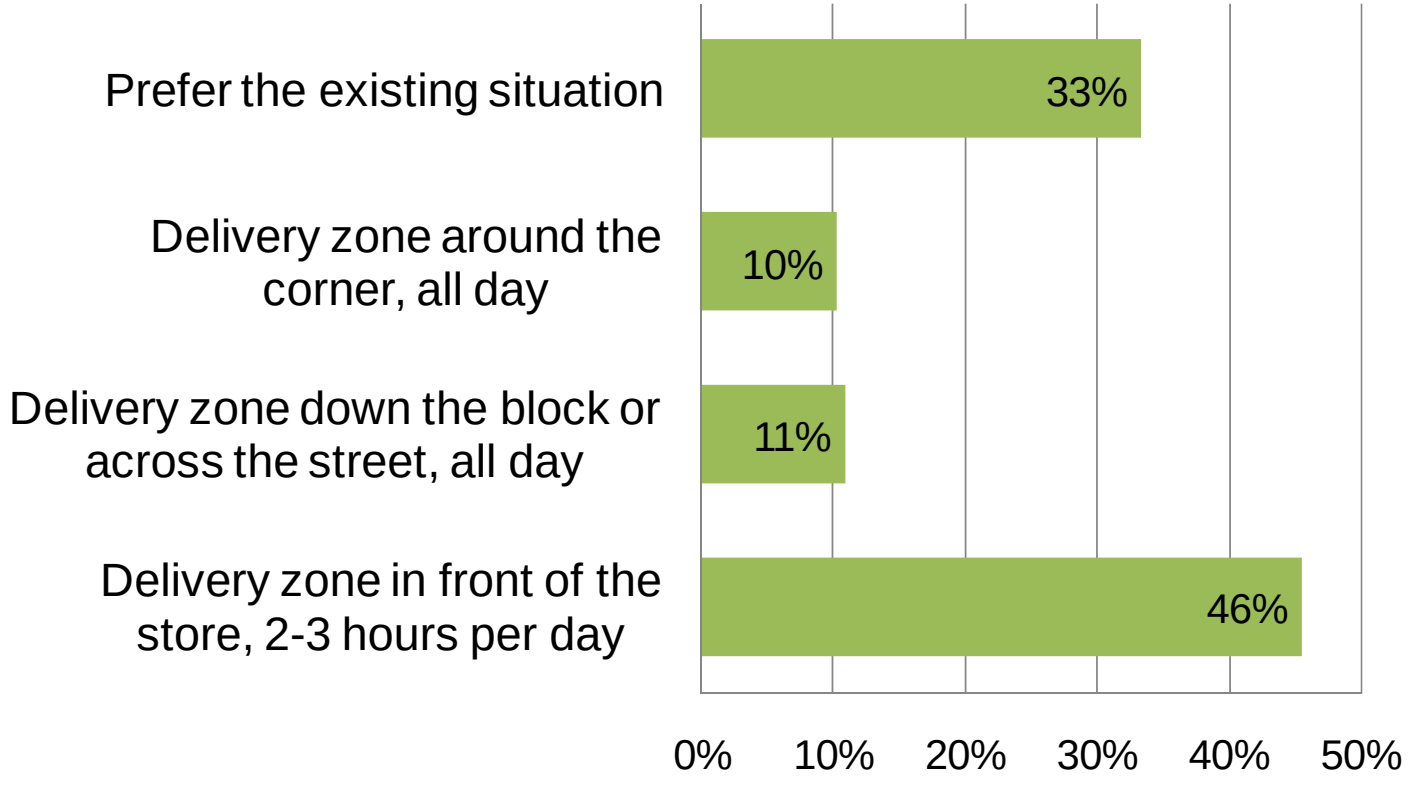
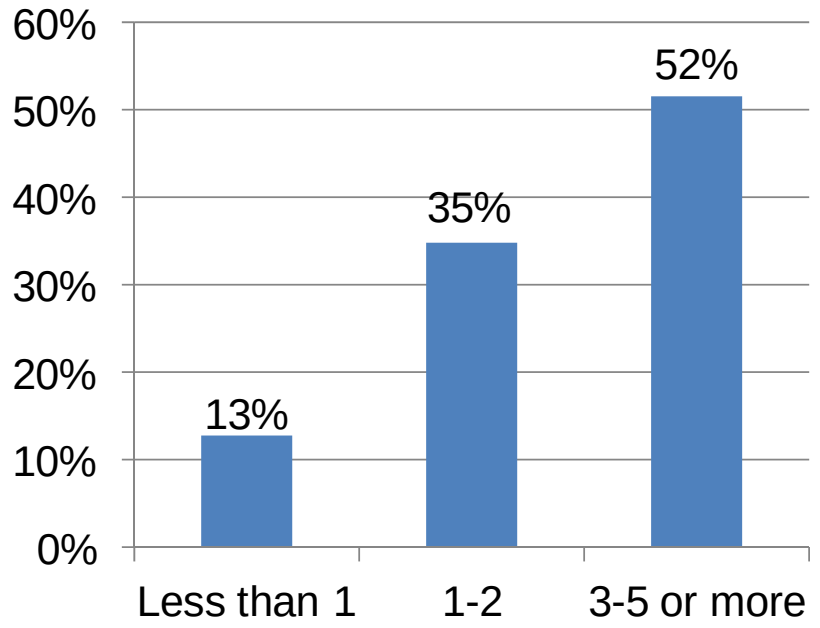
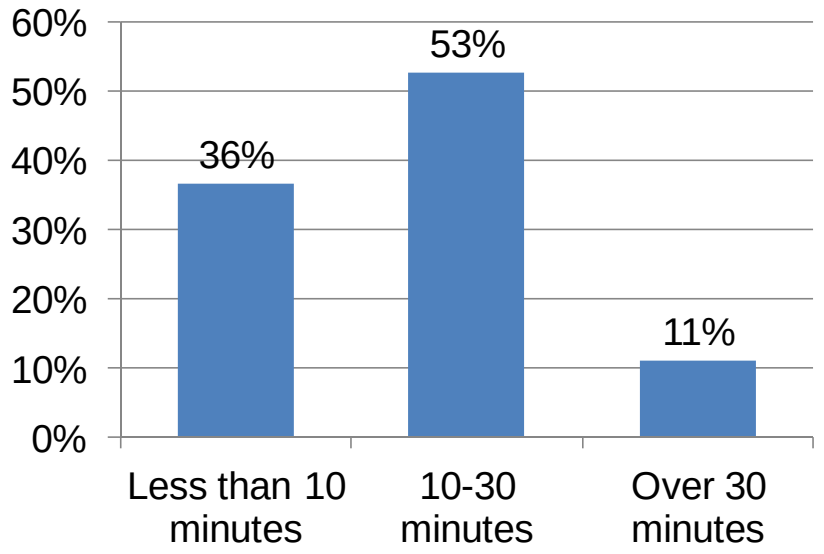


Mail-in Merchant Survey

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