

Nostrand Avenue / Rogers Avenue Select Bus Service

Presentation to Community Board 8

October 13, 2011

Nostrand Ave/Rogers Ave Corridor

9.3 miles from Williamsburg Bridge to Sheepshead Bay

Currently served by B44 bus route

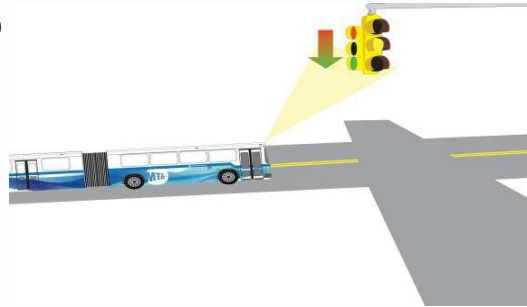
- 42,000 weekday riders – 7th busiest bus route in city
- 3,500 people board in CB 8
- Buses travel at an average speed of 7-8 mph

Within a ¼ mile:

- 300,000 residents
- 62% of households do not own a car (70% in CB 8)
- 60% of residents commute by transit (67% in CB 8, compared to 19% by car, truck, or van)



SBS Features



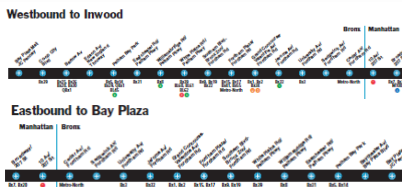
Bus Signal Priority



Pre-Payment



Bus Lanes



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

Local Bus Stop at curb

New Shelter

Fare Collection Machines

Bus Bulb:

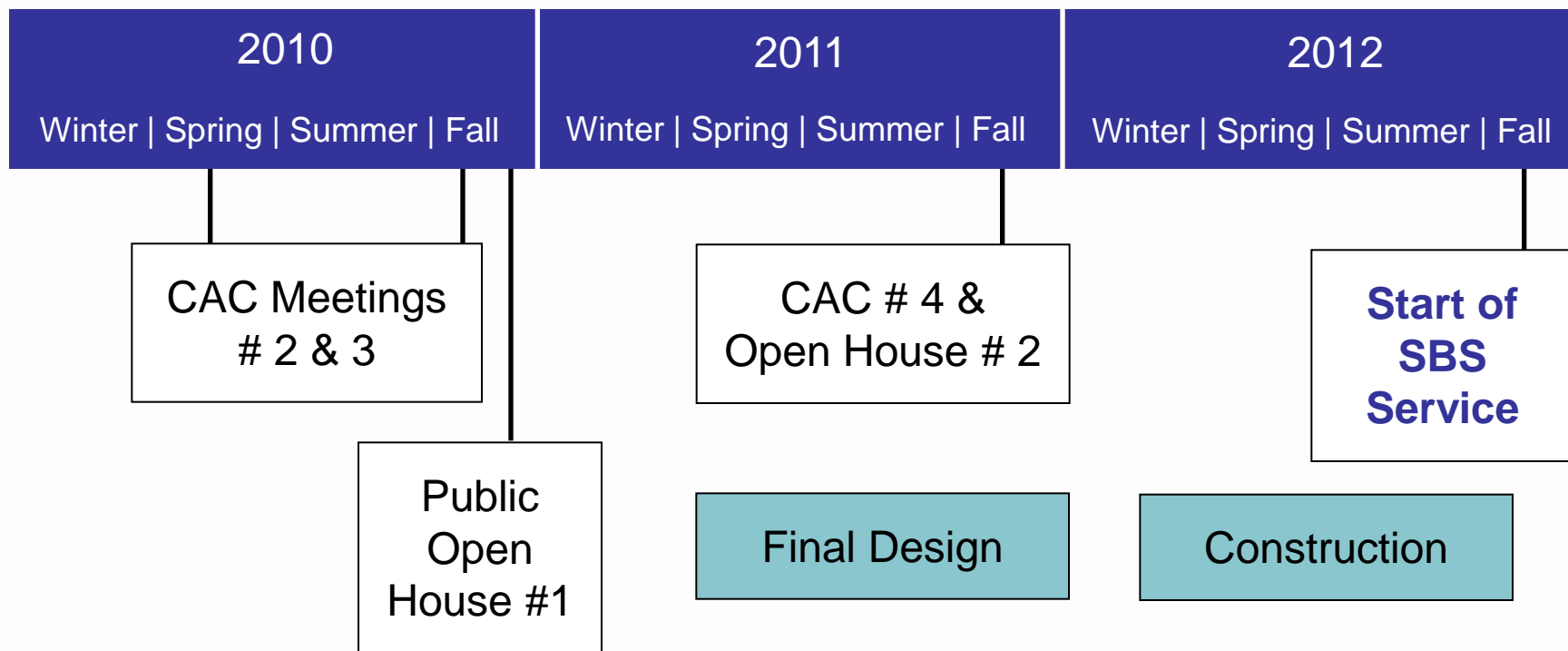
Sidewalks at SBS stations will extend out to the bus lane.

Buses will not need to pull in and out of traffic.

Higher curbs on the SBS platform will allow for easier boarding.



Nostrand / Rogers SBS: Timeline

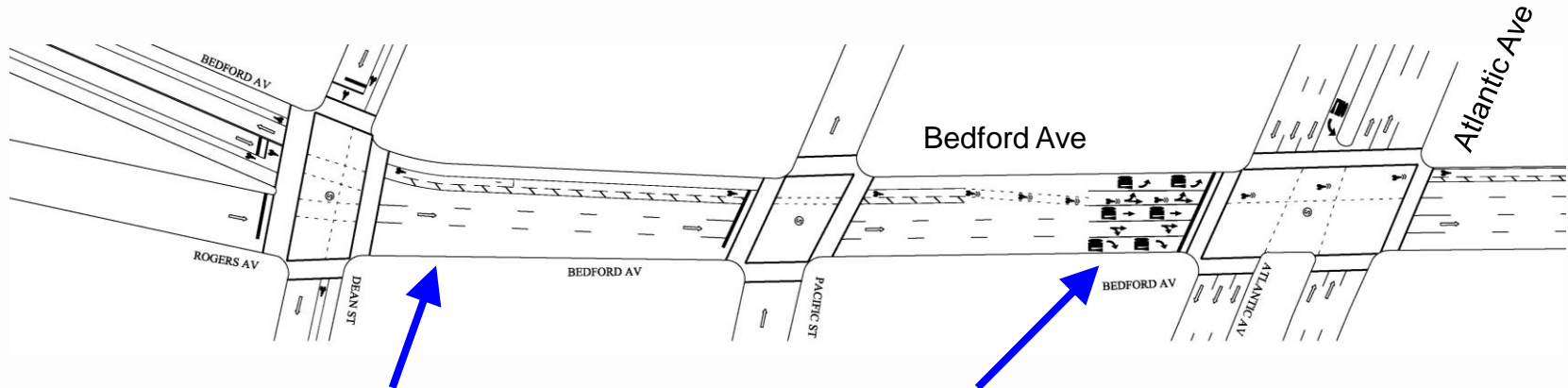


SBS Plan in CB 8



- Southbound B44 SBS on Nostrand Ave
- Northbound B44 SBS on Rogers Ave,
B44 local remains on New York Ave
- Northbound and Southbound Stations at St. John's Place

High-Crash Intersections at Atlantic Ave



Confusing merge area where Bedford and Rogers join

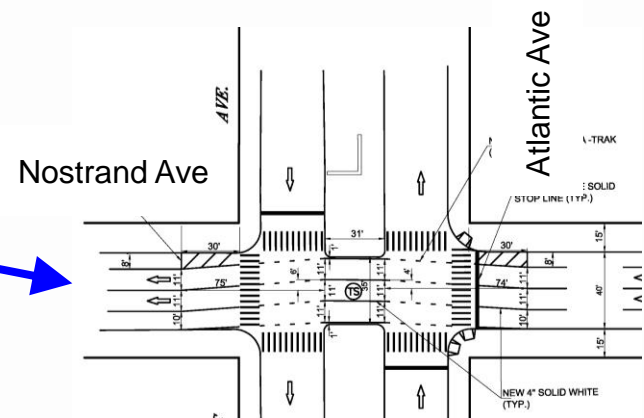
Five narrow lanes of traffic at Atlantic intersection, no separate bike lane

Bedford/Atlantic has 4th highest number of crashes on the corridor

4 lanes of Nostrand merge into 3 under LIRR

Proposed plan will maintain continuous lanes, displaces 2 part-time parking spaces south of Atlantic

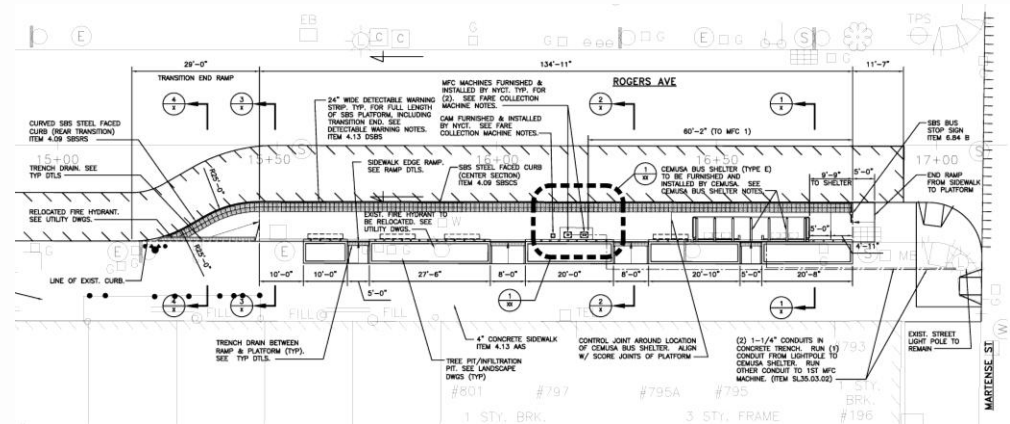
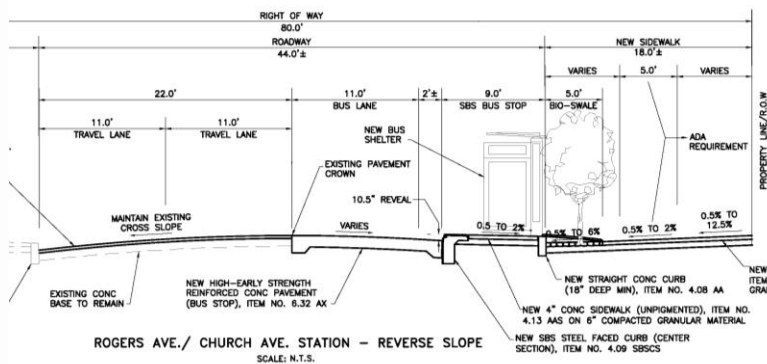
Nostrand/Atlantic has highest number of crashes on the corridor



Final Design Process: Bus Bulbs

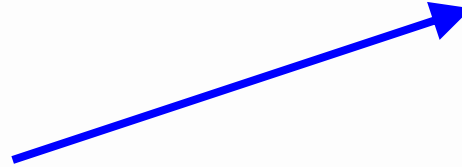
Developing 3 platform types to respond to site conditions:

- Platform sloped toward roadway (Rogers at Empire)
- Platform sloped toward sidewalk (Rogers at Clarkson)
- Island platform connected by grate with sidewalk (Nostrand at Empire)



Existing Conditions

Congestion is often found approaching major cross streets



Truck double parking while loading creates congestion



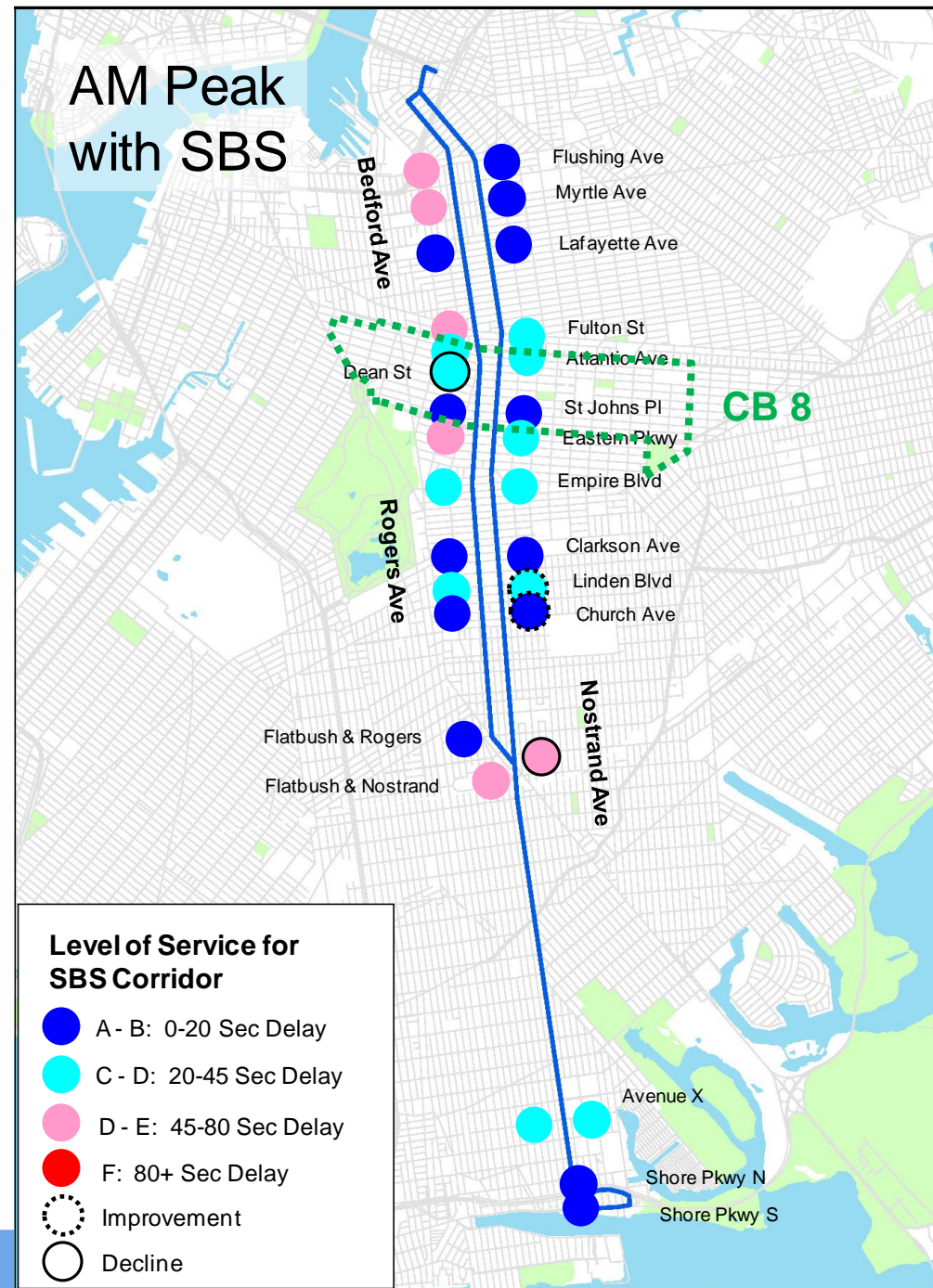
Between major cross streets and with no double-parking, traffic can move quickly



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

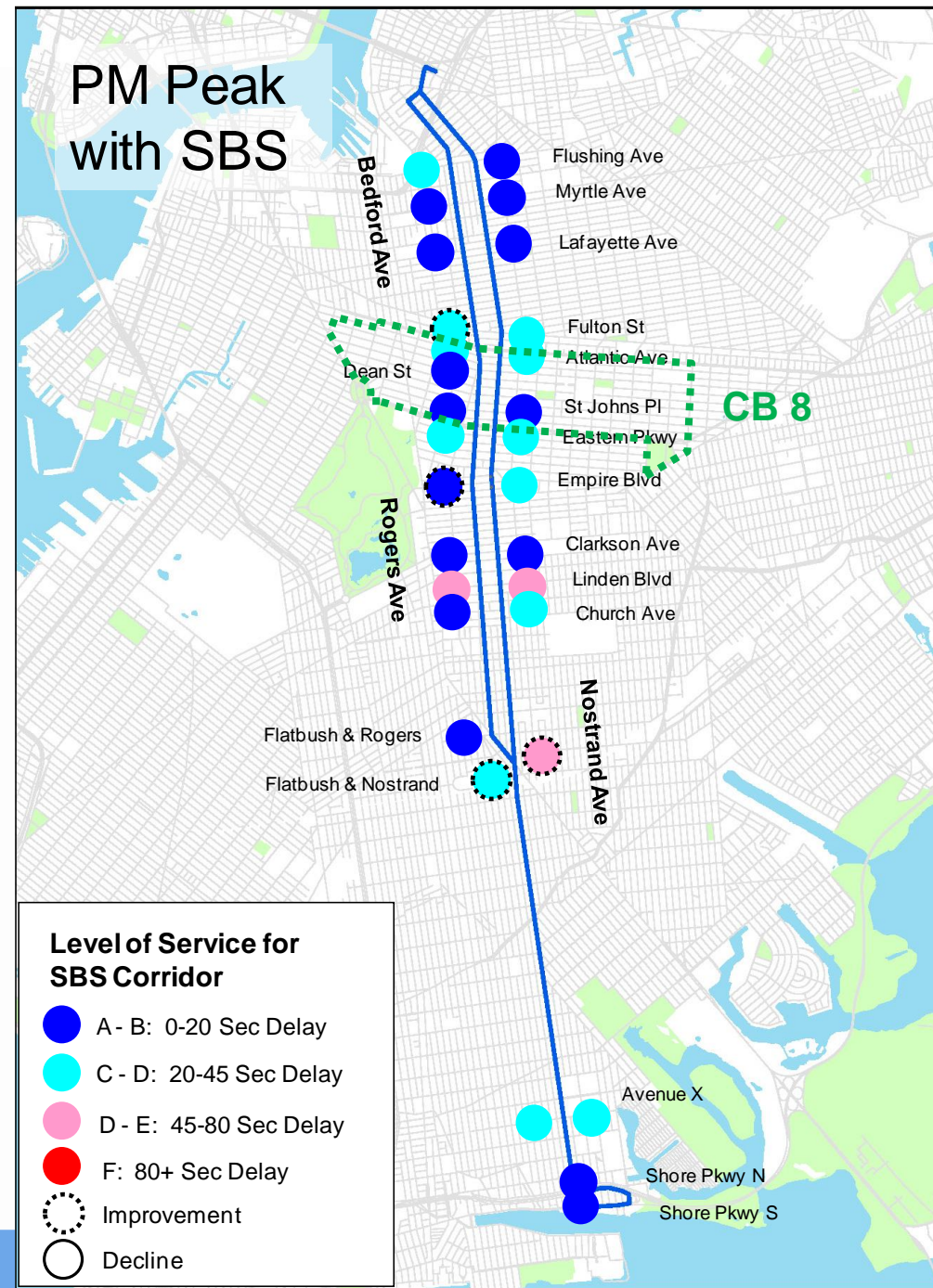


Evening Peak with SBS

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



Existing Parking Regulations



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

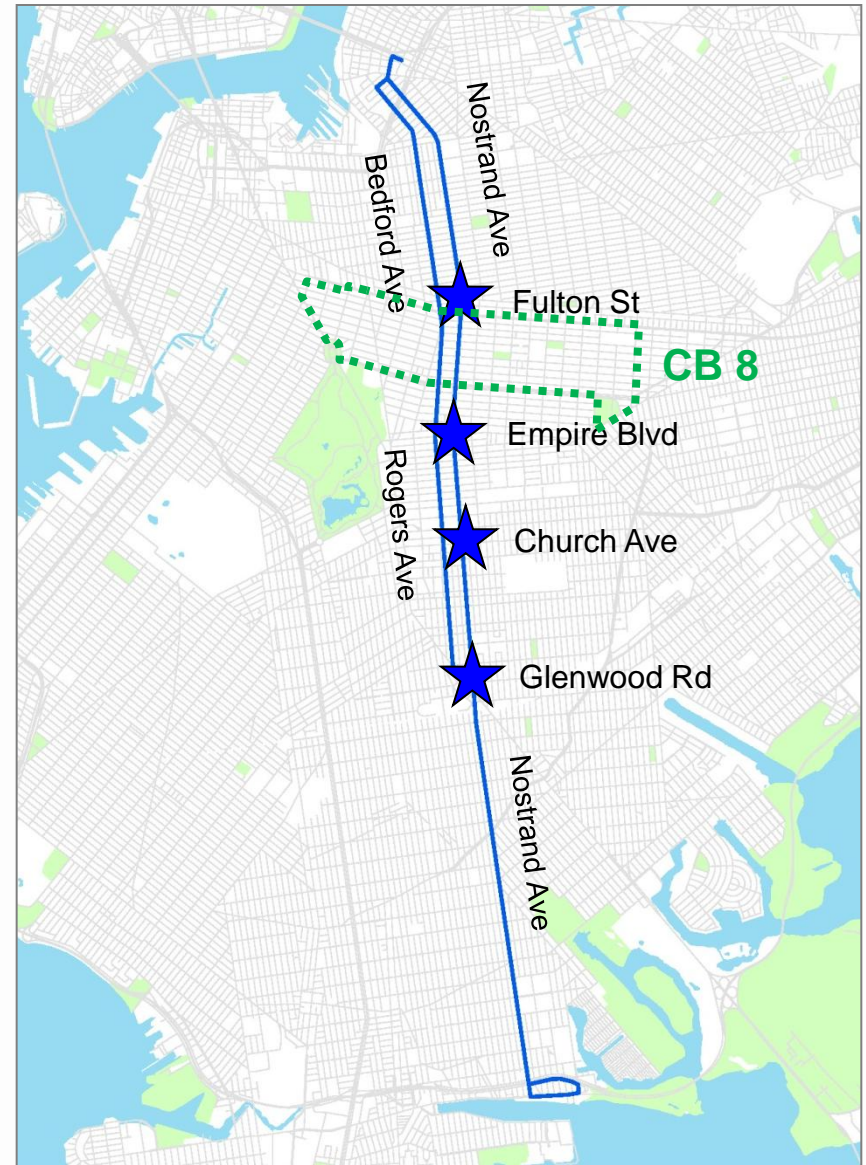
Most Commercial Areas have Parking Meters



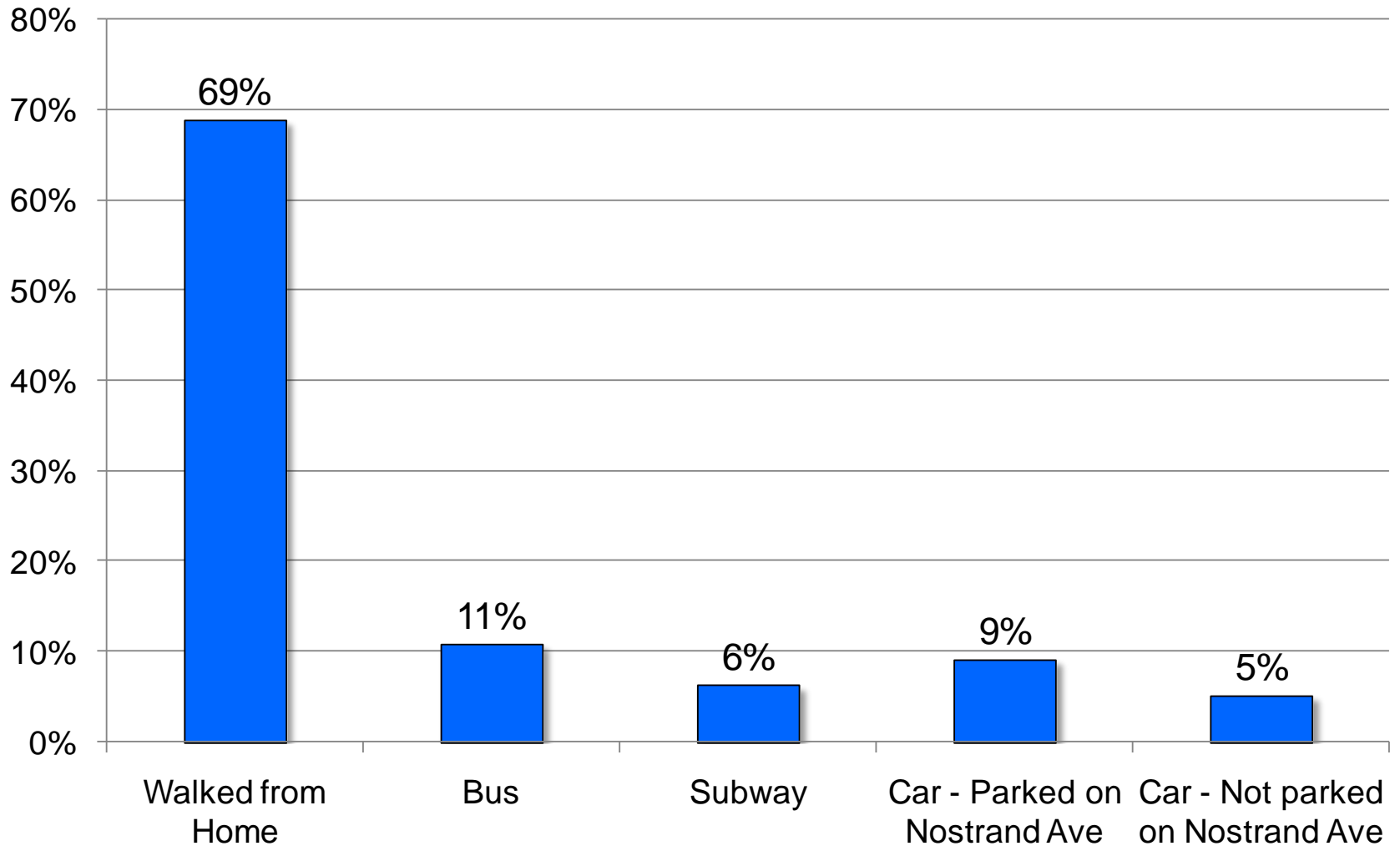
Merchant and Shopper Surveys

1,186 pedestrians interviewed at 4 locations on Nostrand Ave

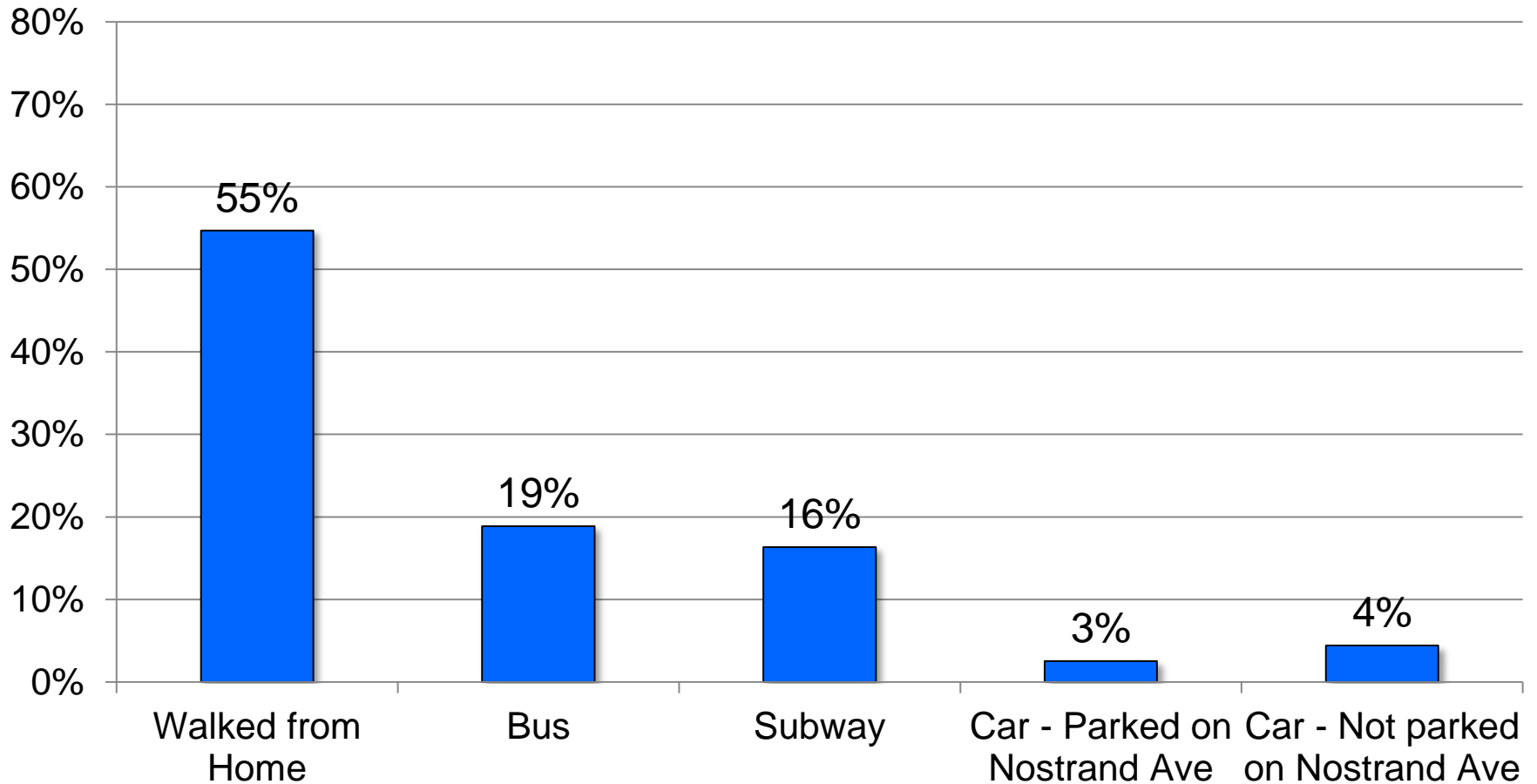
All businesses on Nostrand, Rogers, and Bedford Ave between Flushing Ave and Avenue I were surveyed about parking and loading



How Shoppers Traveled to Nostrand Ave & Empire Blvd



How Shoppers Traveled to Nostrand Ave & Fulton St



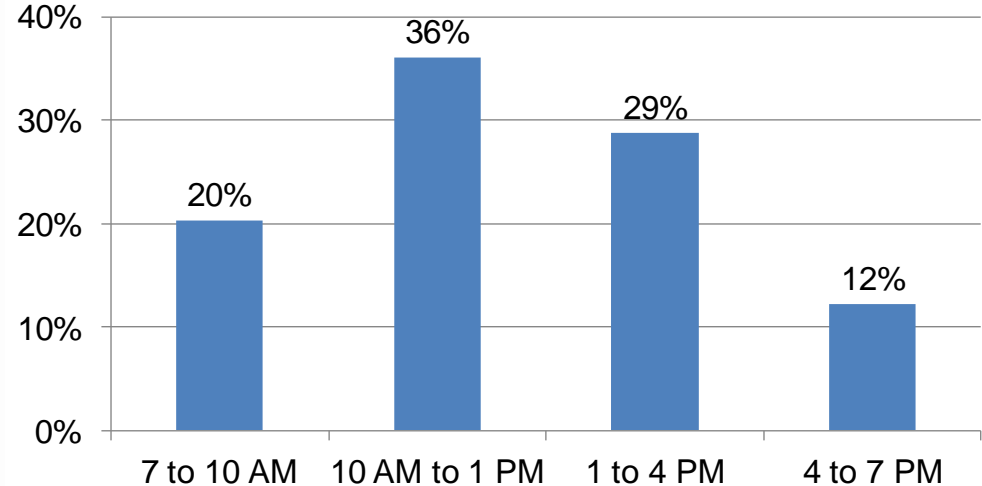
Merchant Survey

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

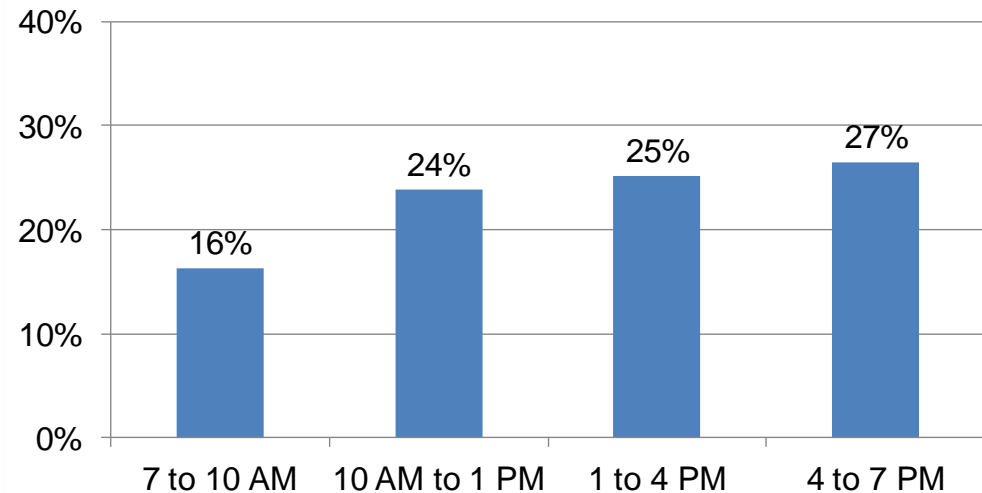
A third of deliveries occur from 7-10 AM or 4-7 PM

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

Typical Delivery Time

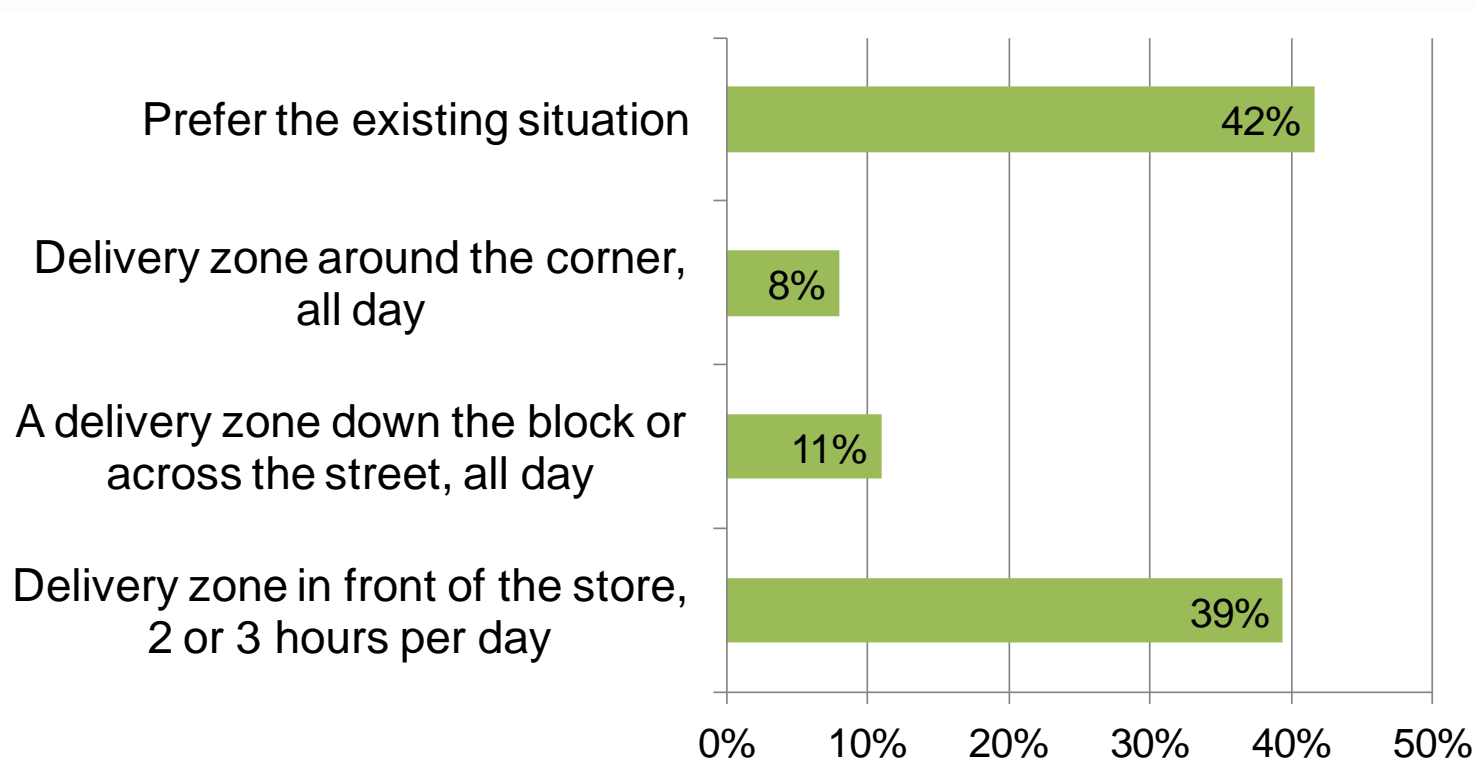


Critical Customer Parking Time



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

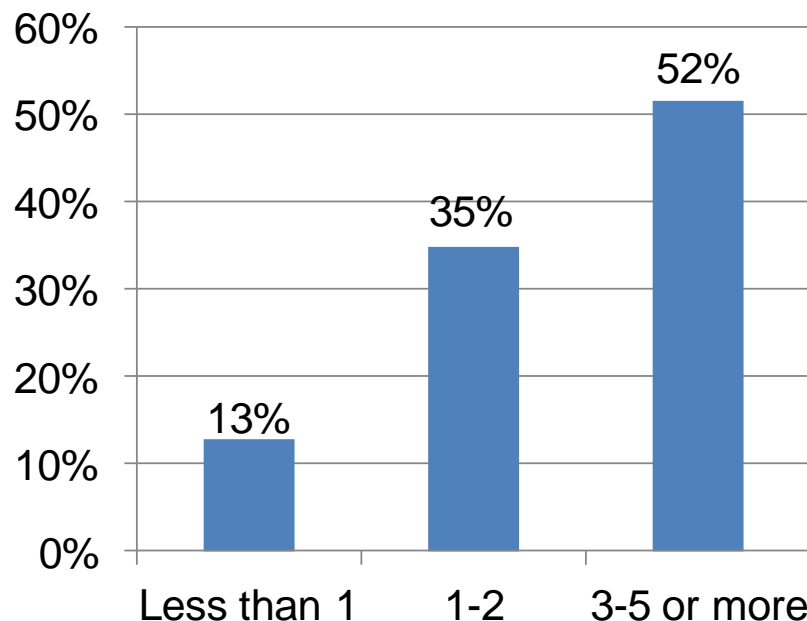
End

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Mail-in Merchant Survey

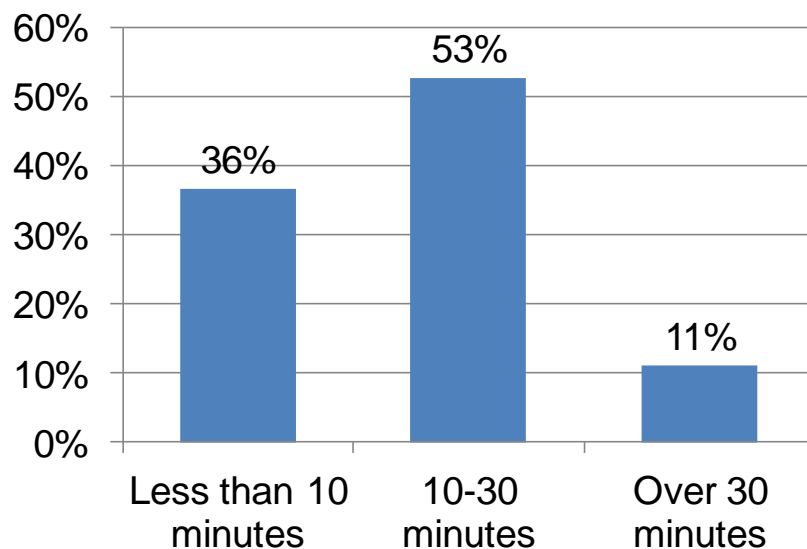
Deliveries per Day:

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