

New York City Transit



# Nostrand Avenue / Rogers Avenue Select Bus Service

Presentation to Community Board 14

November 30, 2011



# Nostrand Ave/Rogers Ave Corridor

9.3 miles from Williamsburg Bridge to Sheepshead Bay

Currently served by B44 bus route

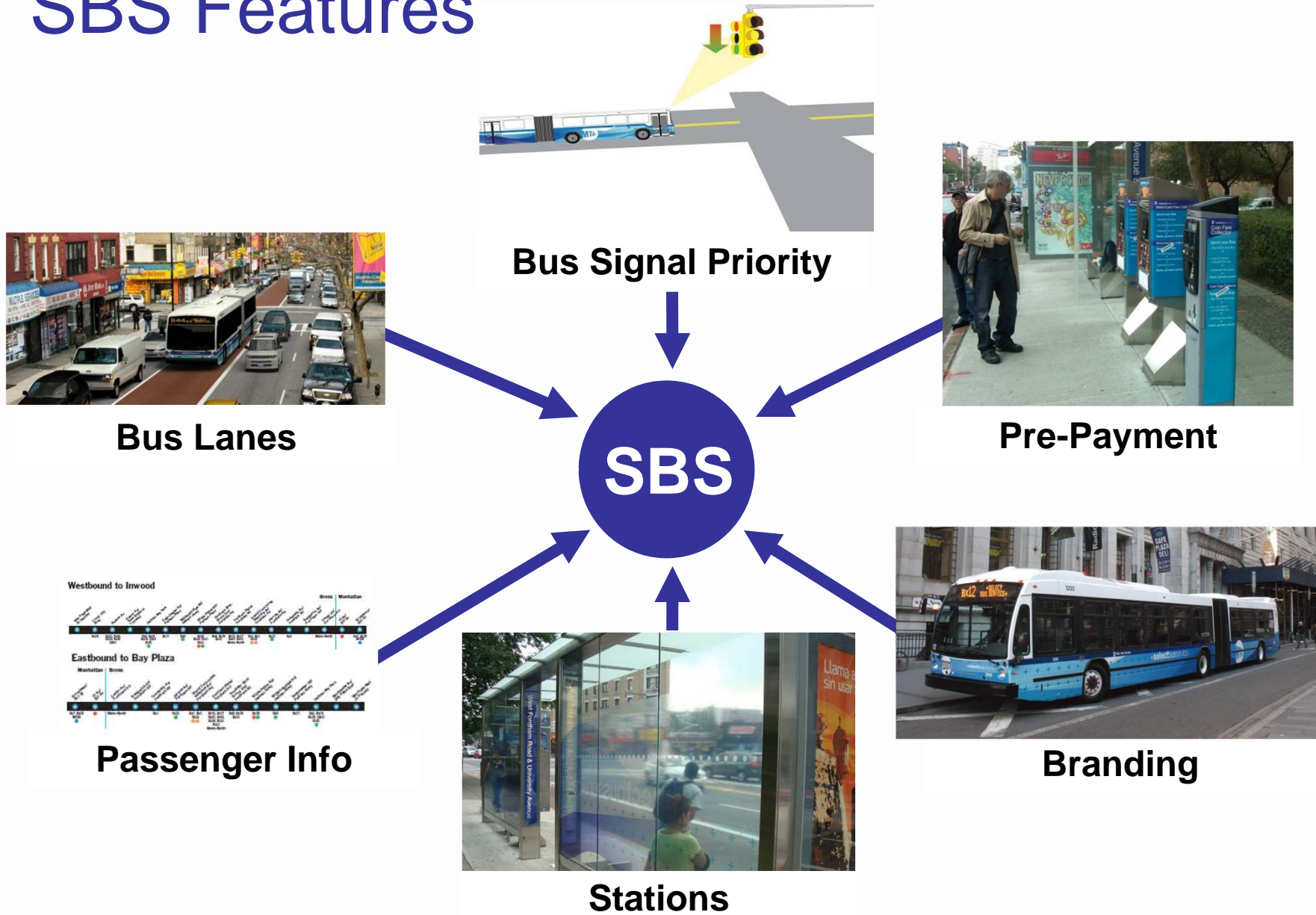
- 42,000 weekday riders – 7th busiest bus route in city
- 6,800 people board in CB 14
- Buses travel at an average speed of 7-8 mph

Within a ¼ mile:

- 300,000 residents
- 62% of households do not own a car (58% in CB 14)
- 60% of residents commute by transit (59% in CB 14, compared to 30% by car, truck, or van)



# SBS Features



# 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

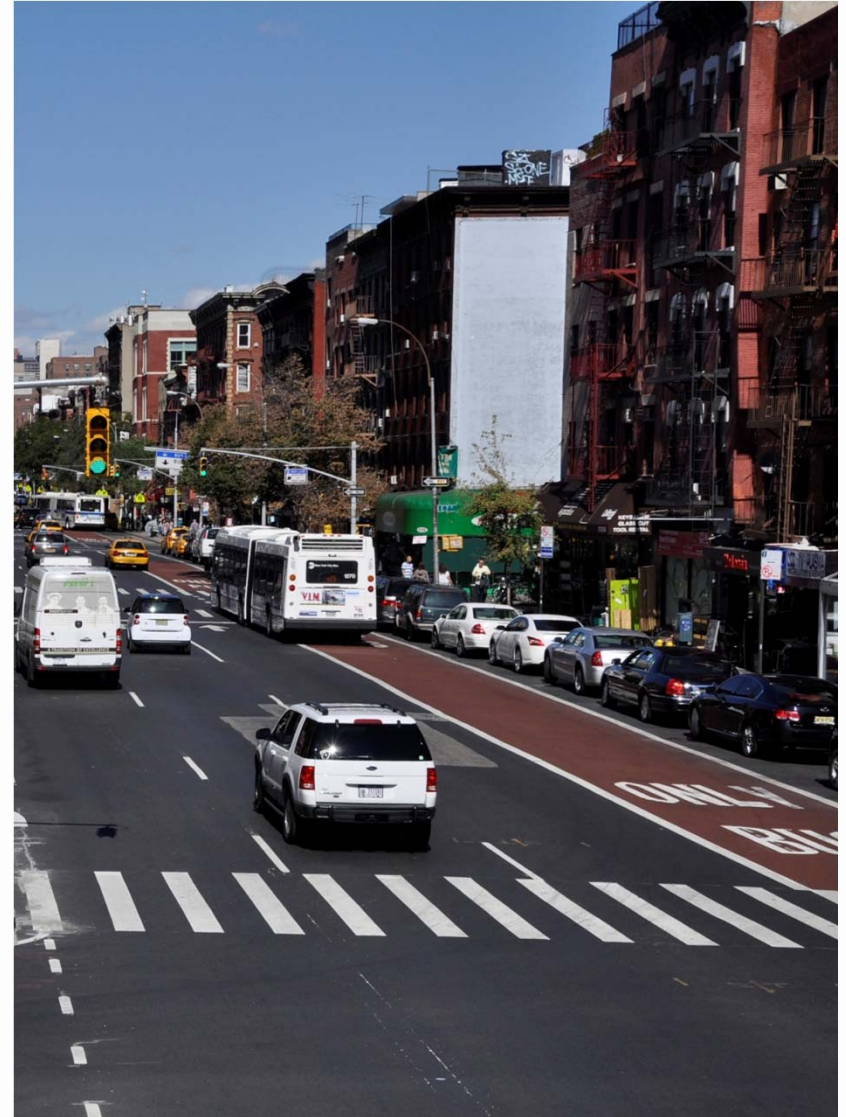
- Inspector teams conduct random checks of buses
- \$100 fine for passengers without a receipt
- Fare evasion on Bx12 SBS and M15 SBS *declined* after pre-payment introduced



# SBS Results in NYC

SBS has been implemented on Fordham Rd in the Bronx in 2008, and on 1<sup>st</sup> and 2<sup>nd</sup> 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



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

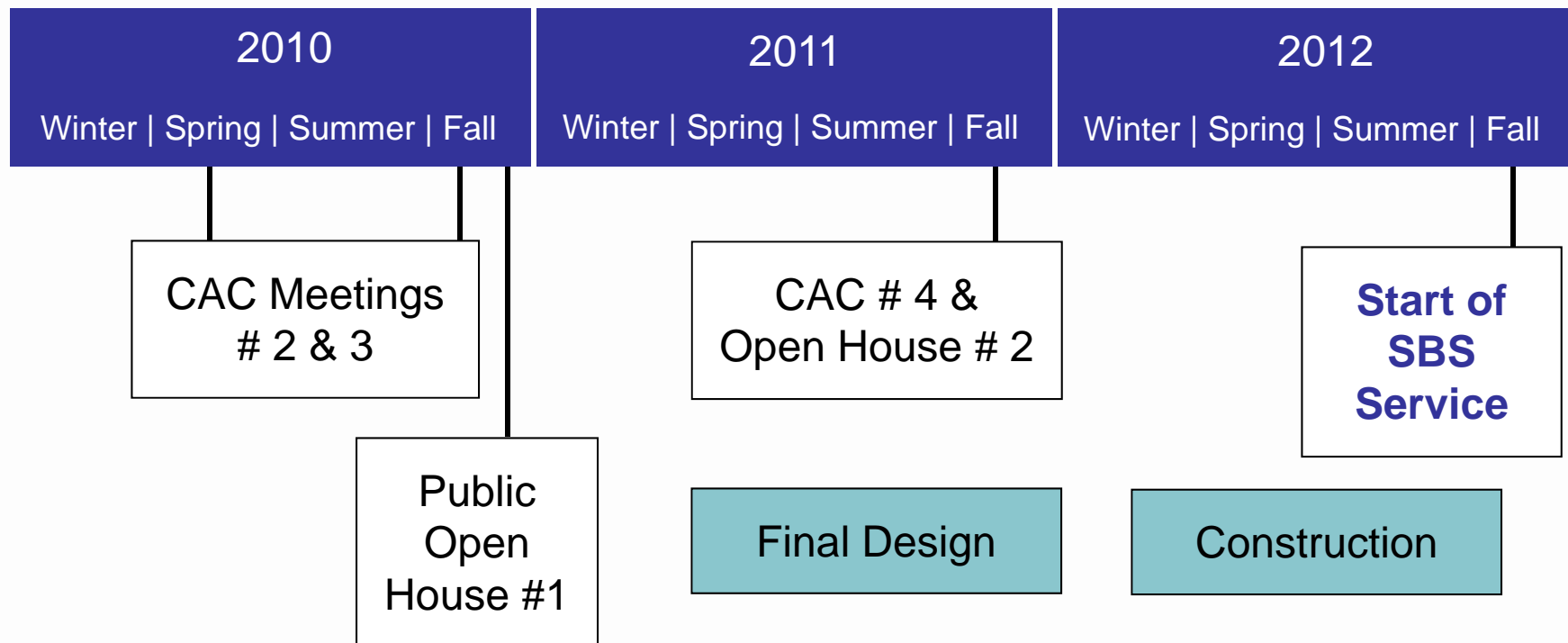
18 Public Meetings in the last 3 years about Nostrand & Rogers SBS

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

Community Advisory Committee Composed of:

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

# Nostrand / Rogers SBS: Timeline





# SBS Plan in CB 14

- Stations at Flatbush Ave and Kings Highway
- Traffic and Transit Improvements at Flatbush Junction
- North of Flatbush: Northbound B44 SBS on Rogers Ave, B44 local remains on New York Ave

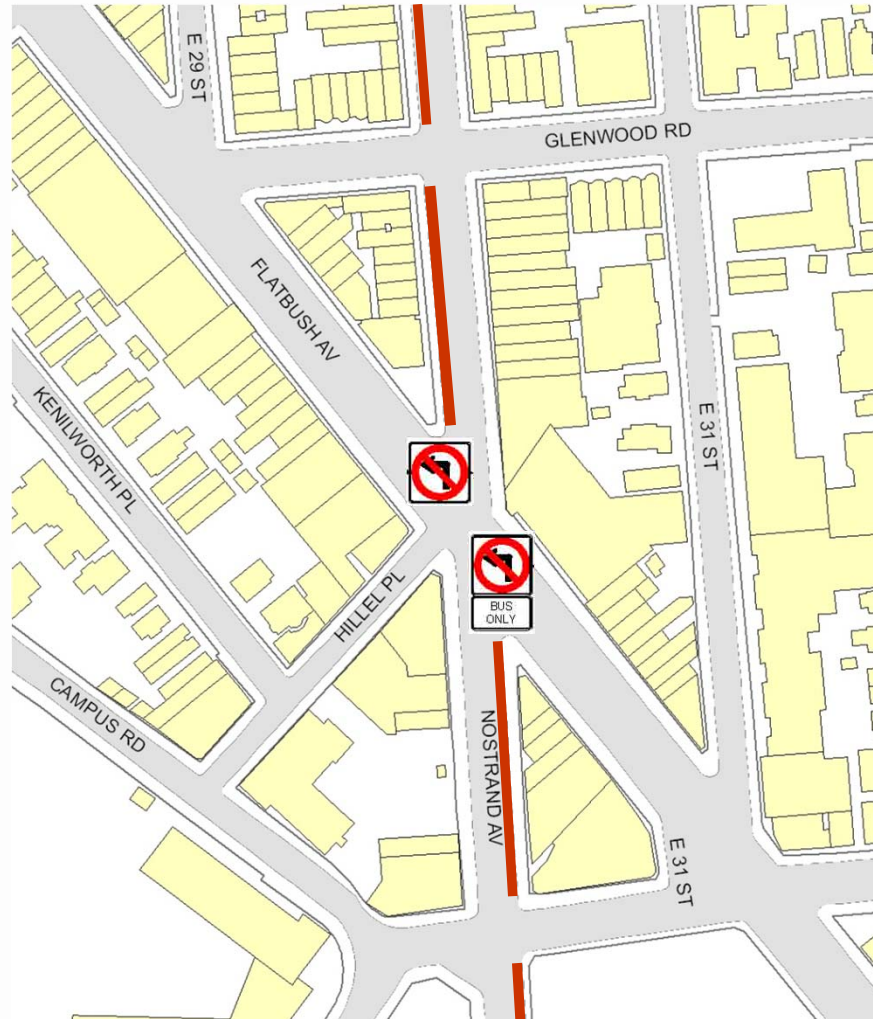


# Nostrand/Flatbush Junction Proposal

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.





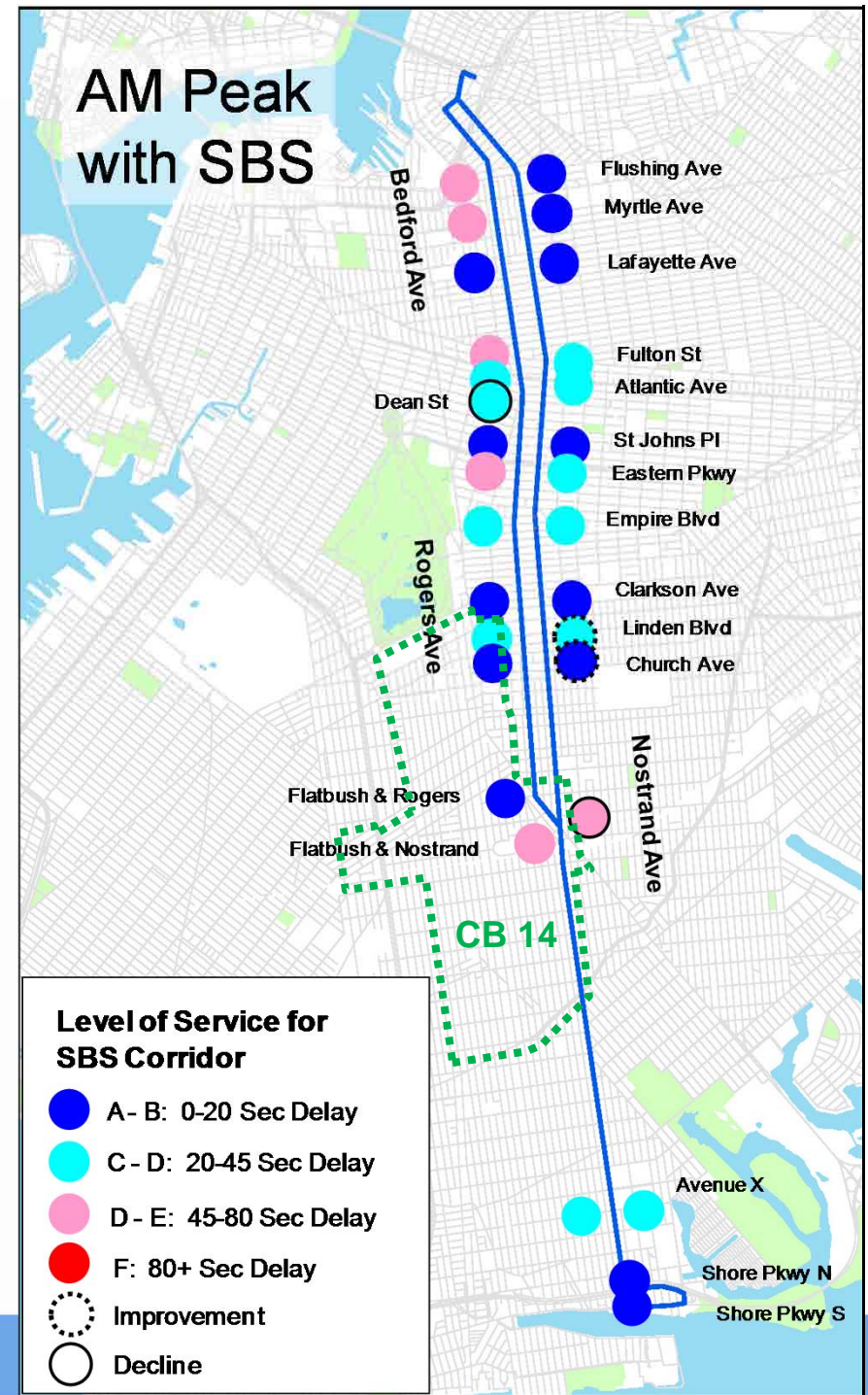
# Traffic Analysis Results

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

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

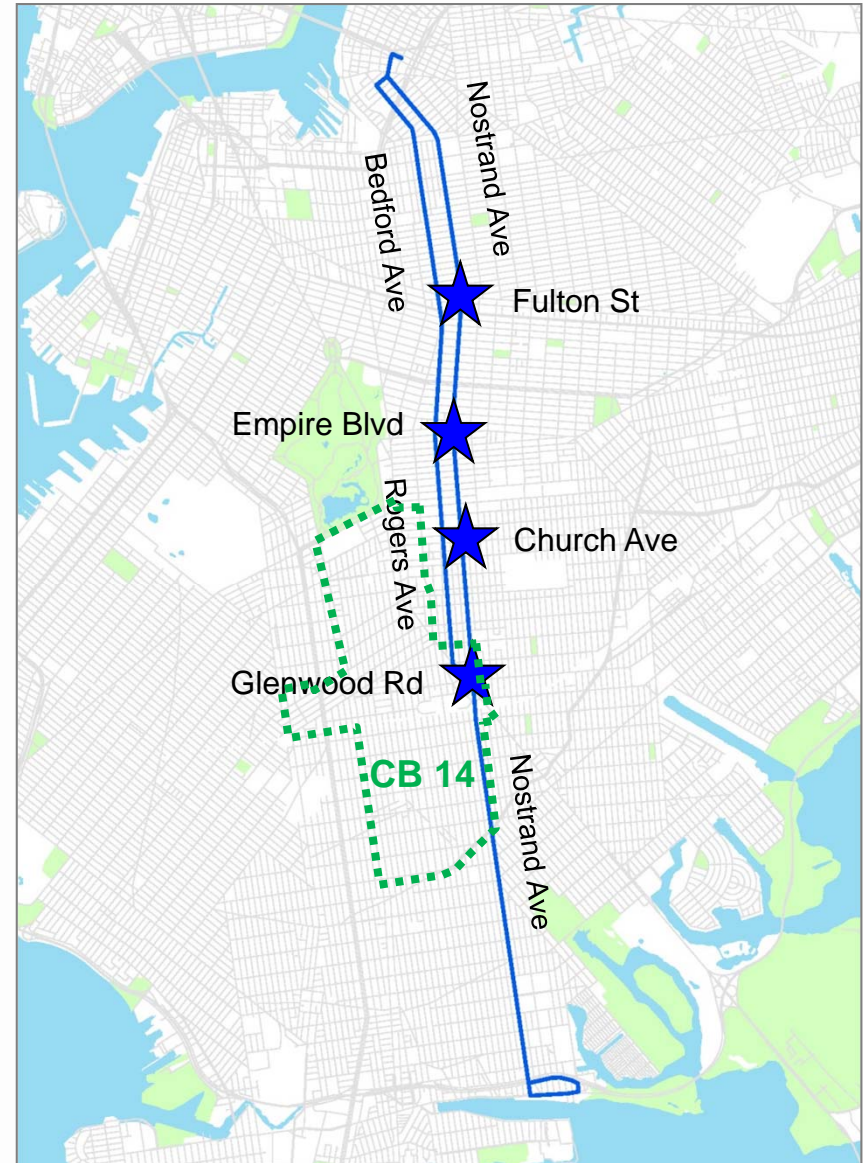


# Merchant and Shopper Surveys

1,186 pedestrians interviewed at 4 locations on Nostrand Ave

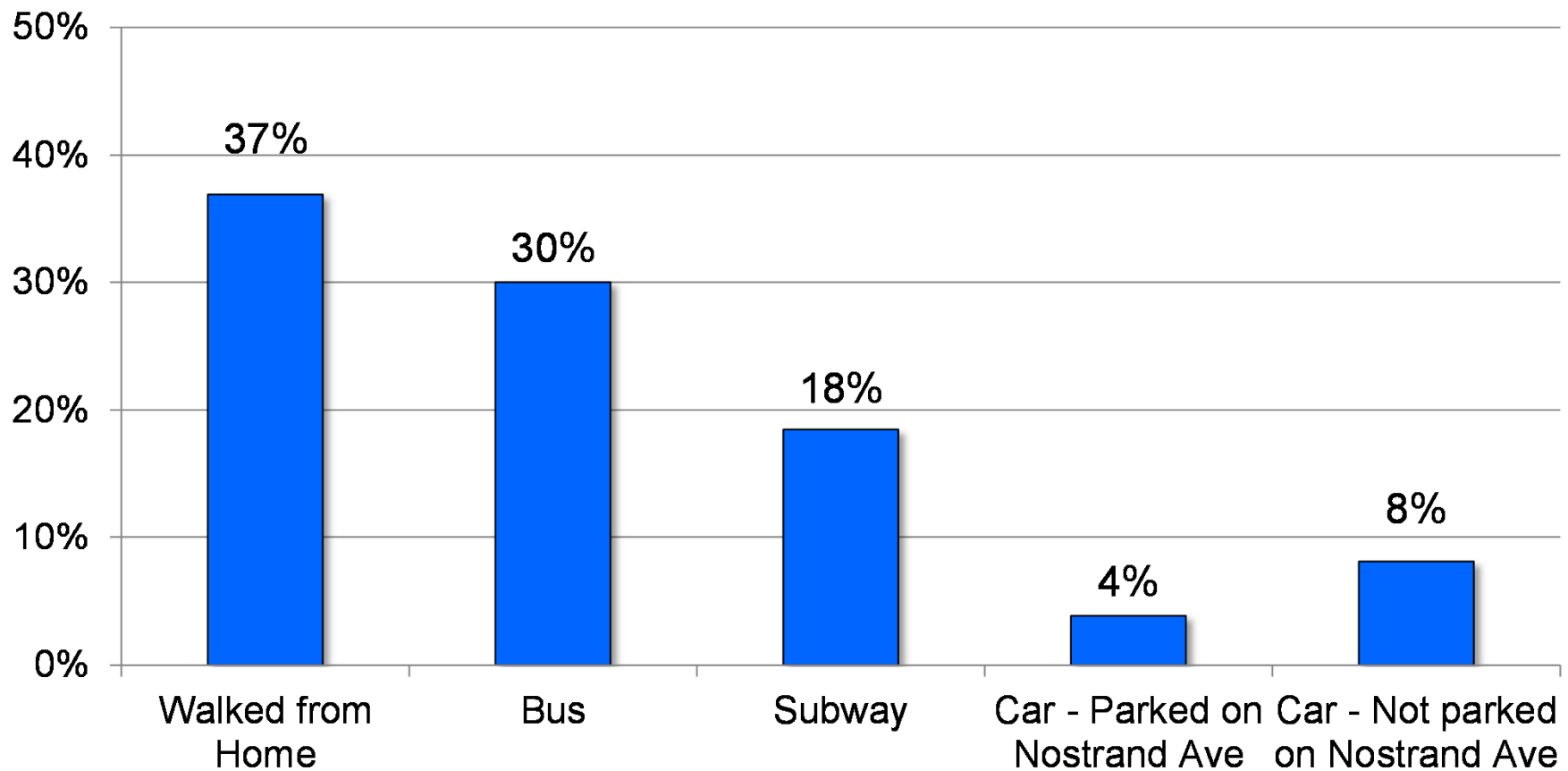
All businesses on Nostrand, Rogers, and Bedford Ave between Flushing Ave and Avenue I were surveyed about parking and loading

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





# How People Traveled to Nostrand Ave & Glenwood Rd



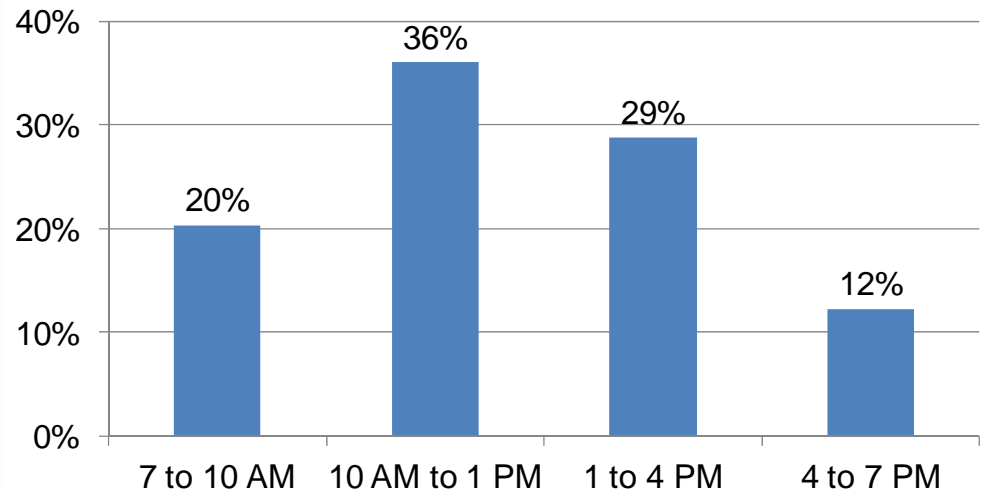
# Merchant Survey

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

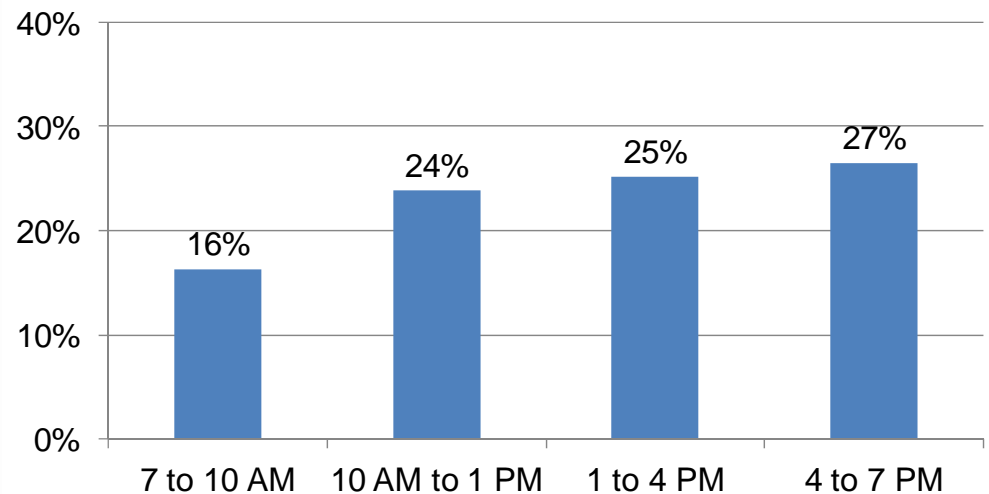
A third of deliveries occur from 7-10 AM or 4-7 PM

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

## Typical Delivery Time



## Critical Customer Parking Time



# Curb Solutions

## 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

## 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





# 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)

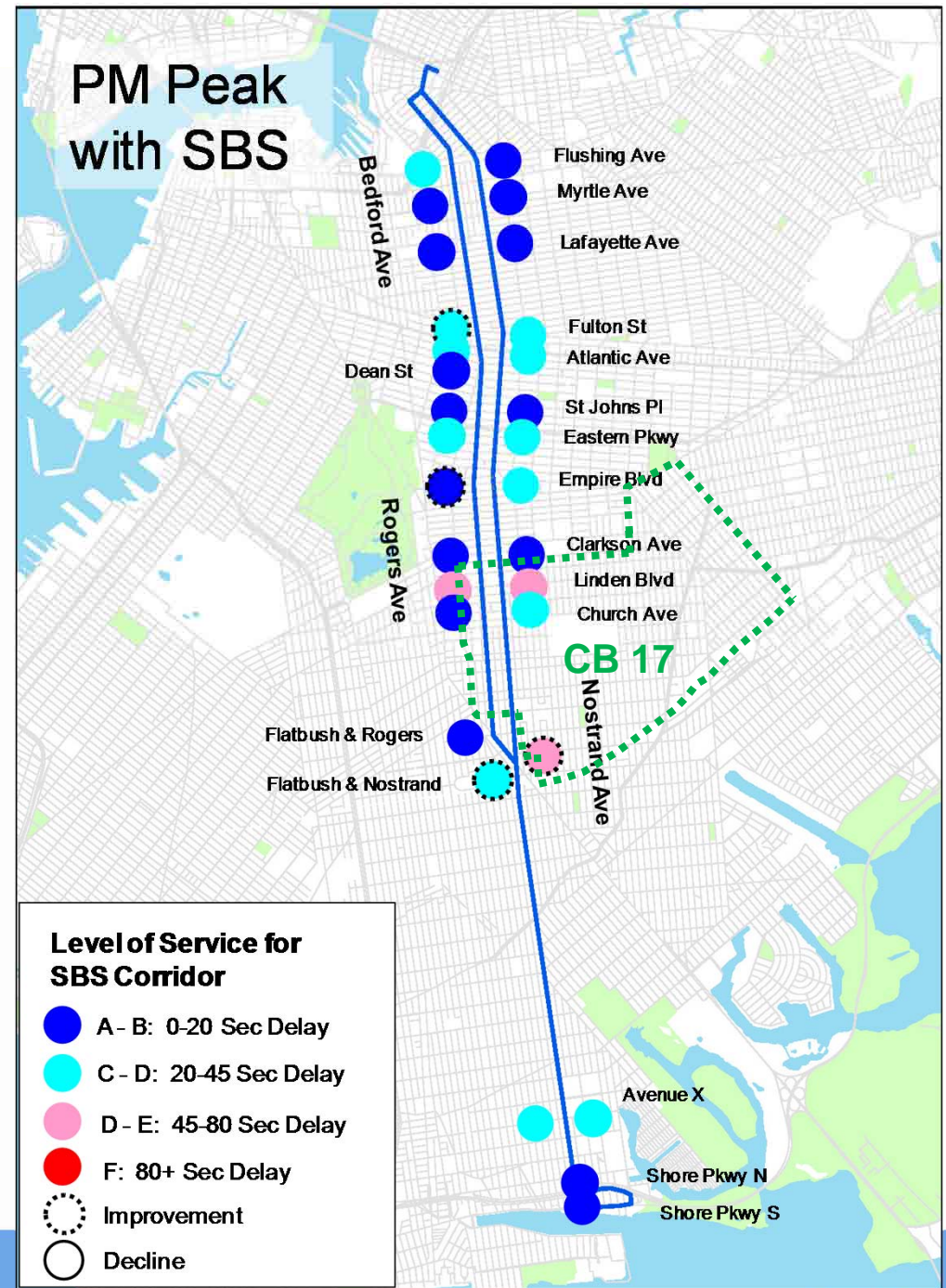


# Evening Peak with SBS

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



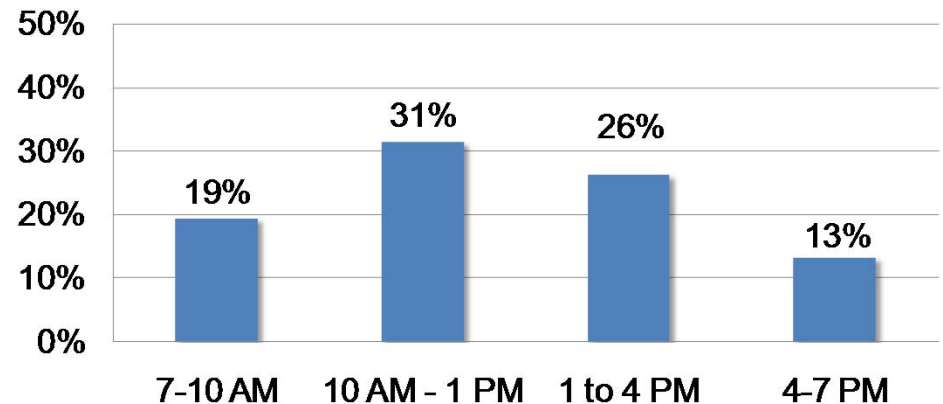
# In-Person Merchant Survey

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

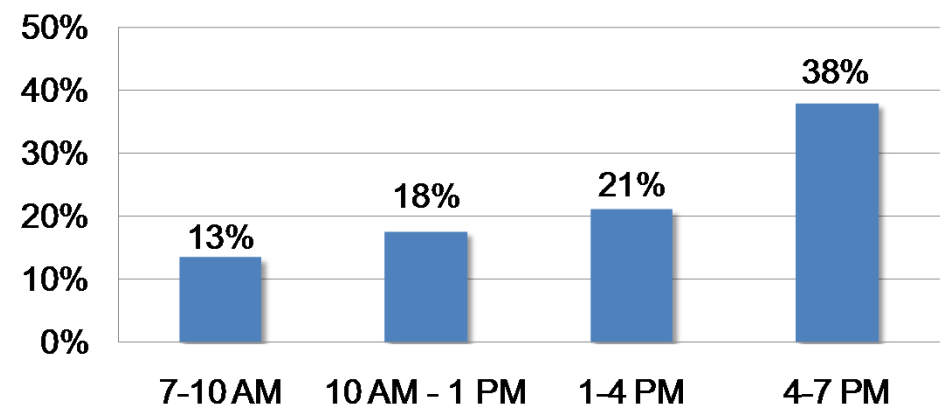
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Typical Delivery Time

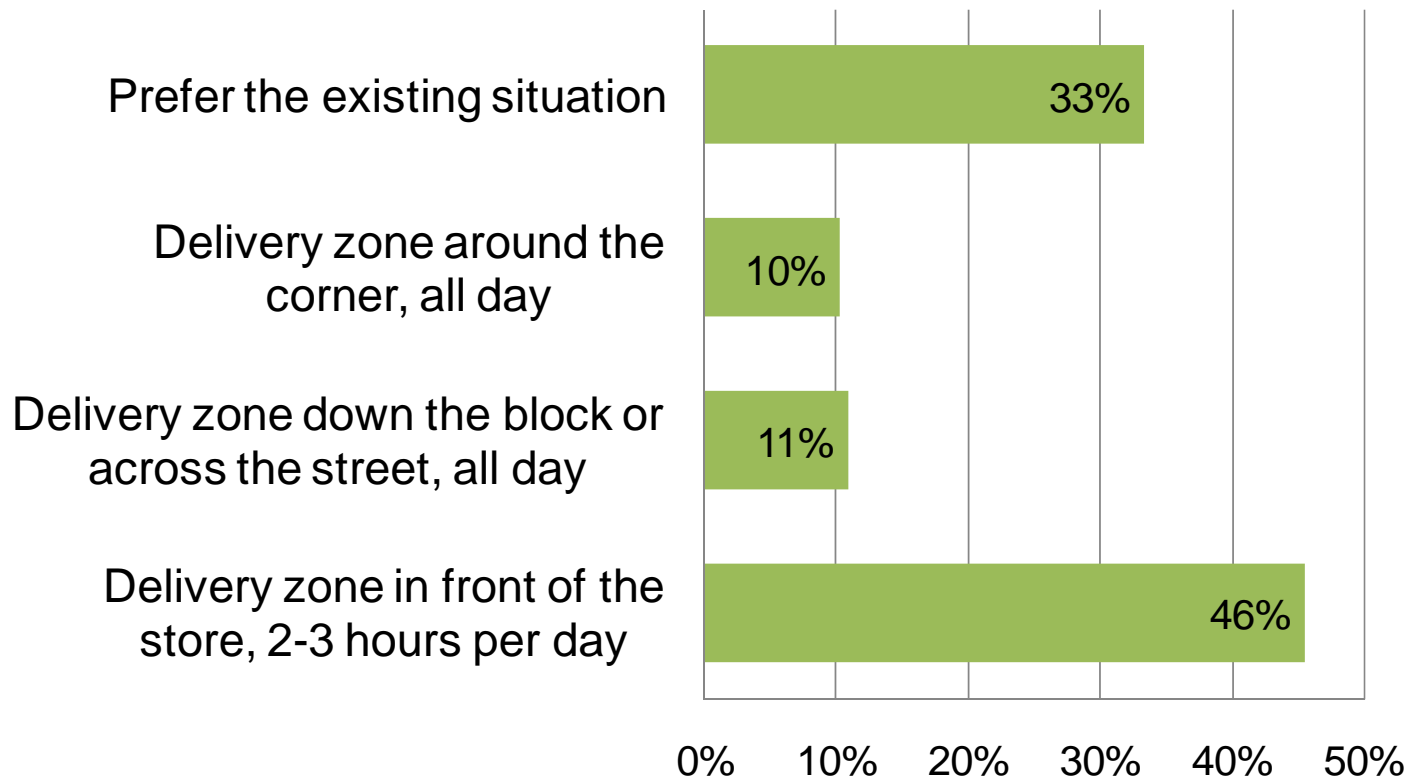


Critical Customer Parking Time



# In-Person Merchant Survey

## Merchant Preferences for Delivery Zones

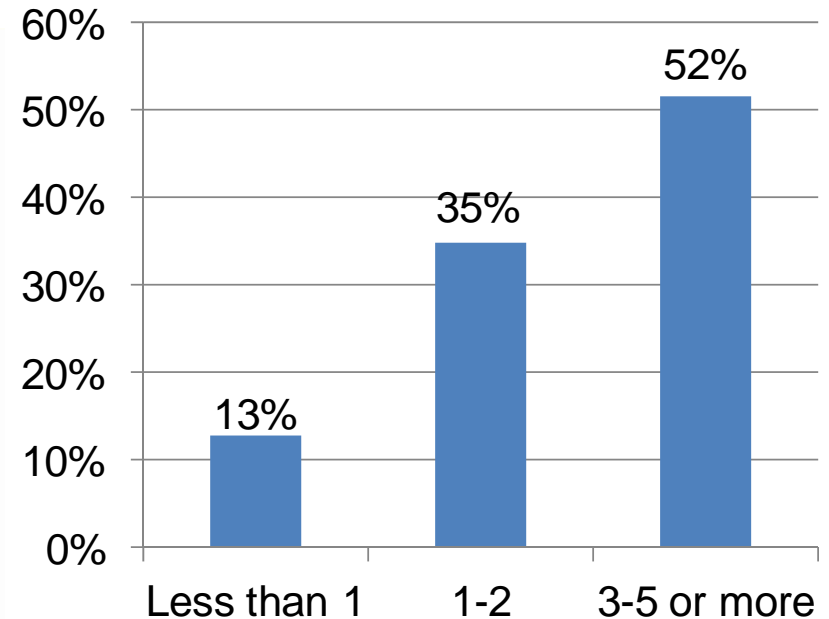




# Mail-in Merchant Survey

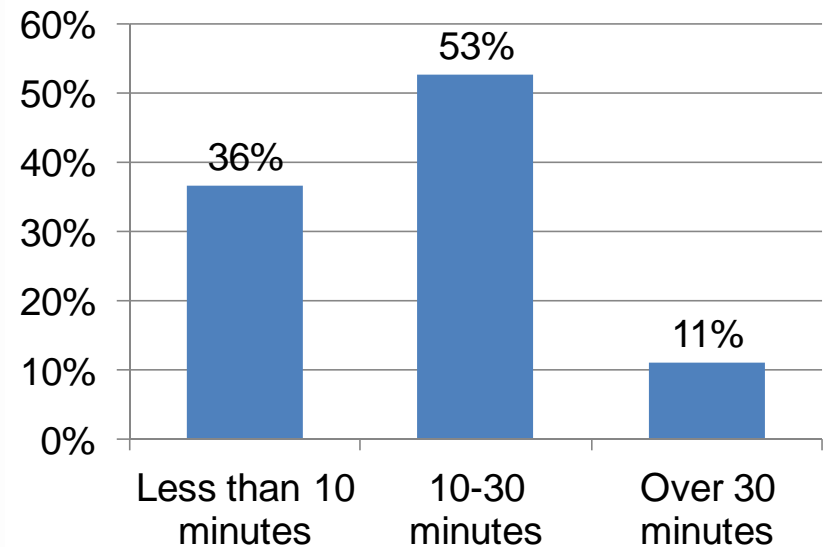
## **Deliveries per Day:**

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

