Nostrand Ave / Rogers Ave
Select Bus Service
Community Board 9
Tuesday, June 22, 2010
Bus Speeds in NYC vs. Other Cities

<table>
<thead>
<tr>
<th>City</th>
<th>Average Speed (MPH)</th>
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<tbody>
<tr>
<td>New York</td>
<td>8.1</td>
</tr>
<tr>
<td>Chicago</td>
<td>9.7</td>
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<tr>
<td>Boston</td>
<td>10.5</td>
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<tr>
<td>Washington</td>
<td>11.2</td>
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<tr>
<td>Los Angeles</td>
<td>12.3</td>
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</tbody>
</table>
Phase I BRT Corridors
Sources of Bus Delay – B44 Limited

- Bus in Motion: 45%
- At Bus Stops: 24%
- At Red Lights: 26%
- Other Delays: 5%
Select Bus Service Features

- Bus Signal Priority
- Bus Lanes
- Fare Pre-Payment
- Passenger Info
- Stations
- Branding
Fordham Road SBS: Results

Travel Time: 20% reduction in running time

Ridership: 7% increase from May 2008 to May 2009

Customer Satisfaction: 98% satisfied or very satisfied
Corridor Description

9.3 miles from Williamsburg Bridge to Sheepshead Bay

Currently served by B44 bus route

- 44,000 weekday riders – 5th busiest bus route in city
- 5,500 people board in CB9
- 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 (65% in CB9)
- 60% of residents commute by transit (67% in CB9, compared to 22% by car, truck, or van)
Project Features

B44 Limited will become SBS; B44 Local will continue as before

Offset bus lanes for 5 miles, with bus bulbs at stations from DeKalb to Church Aves

Transit Signal Priority for 3.8 miles from Flatbush Avenue to Sheepshead Bay

For the Entire Route:
- New low-floor buses
- Next generation fare collection
- Branding of stations and buses
- Local Buses Serve the Full Route at All Times
Fulton Street to Church Avenue

Map showing subway stations, BRT stations, and other points of interest along Fulton Street to Church Avenue. The map includes subway stations labeled as A, C, and CB 9, as well as BRT stations. Key markers indicate subway stations, BRT in bus lane, and BRT in mixed traffic.
Existing Conditions – Rogers Ave at Empire Boulevard
Proposed Design with SBS Station, with Peak Travel Lane on Left Curb
Existing Conditions – Nostrand Ave at Empire Boulevard
Proposed Design with SBS Station
Project Benefits

Over the length of the corridor, bus lanes, transit signal priority, and quicker boarding would lead to 25% faster trips.

A trip from Empire Blvd to Flatbush Ave would be about 6 minutes faster, from 24 minutes today to 18 minutes with SBS.

Bus bulbs at SBS stations would allow easy, level boarding, with more pedestrian space and greenery.

Bus service would be more reliable, with less bus bunching.
Community Planning Process

21 meetings to date with elected officials, Community Boards, and the public about Nostrand/Rogers BRT

Community Advisory Committee will meet every 3-4 months over the next two years

Public Open Houses will take place approximately every 9 months

Project newsletters (print and email) and web site (www.nyc.gov/brt)
Nostrand / Rogers SBS: Timeline

- **2010**
  - Winter
  - Spring
  - Summer
  - Fall
  - CAC Meetings
  - CAC Tour of Fordham Rd
    - SBS – June 17
  - Public Open House
    - TBD

- **2011**
  - Winter
  - Spring
  - Summer
  - Fall
  - Additional CAC Meetings
  - and Open Houses

- **2012**
  - Winter
  - Spring
  - Summer
  - Fall
  - SBS Implementation