Agenda

Introductions
Nostrand Avenue / Rogers Avenue SBS Summary
Station Location Overview
Station Design
Questions and Answers
Breakout Discussion of Individual Stations
Recap
Next Steps
Nostrand Avenue / Rogers Avenue
SBS Summary
NYC BRT Study and Public Input selects Nostrand/Rogers Aves as one of five BRT corridors for further development

2008
Nostrand/Rogers SBS identified for implementation

2009
First CAC Meeting

2004
NYCT/ DOT initiate NYC BRT study
Nostrand / Rogers SBS: Timeline

2010
Winter | Spring | Summer | Fall
CAC Meetings
CAC Tour of Fordham Rd SBS
Public Open House TBD

2011
Winter | Spring | Summer | Fall
Additional CAC Meetings and Open Houses

2012
Winter | Spring | Summer | Fall
SBS Implementation
SBS Features

- Bus Lanes
- Passenger Info
- Stations
- Pre-Payment
- Branding
- Bus Signal Priority

MTA New York City Transit
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

- 44,300 weekday riders – 5th busiest bus route in city
- 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
- 60% of residents commute by transit
Project Features

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

Offset bus lanes with bus bulbs at stations for 5 miles

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
SBS Station Location Overview
Select Bus Service Has Fewer Stops Than Limited Stop Service

- **Local**
- **Limited**
- **SBS**

![Diagram showing the comparison between Local, Limited, and SBS services in terms of stops](image-url)
Station Locations – Spacing

Stations on Fordham Road SBS are an average of 0.6 mile apart.

Proposed Nostrand/Rogers Aves SBS stations are an average of 0.7 mile apart.

Station placement depends on current ridership and transfers.
Proposed Stations
Williamsburg Bridge to Fulton Street
Proposed Stations
St John’s Place to Church Avenue
Proposed Stations
Flatbush Avenue to Emmons Avenue
SBS Station Design and Placement
Station Types

**Bus Bulb Stations**
Bus bulbs extend sidewalk out to the bus lane, at SBS stations between Lafayette or DeKalb Ave and Church Ave.

**Curbside Stations**
These stations would be placed on the existing sidewalk, with no construction other than bus shelters and ticket vending machines.
SBS Elements

New Shelters
- Single or Double Length
- SBS Branding
- Real-time Information Capability

Improved Fare Collection
- Fast and simple.
- Board through any door of the bus.
Curbside Stations

- Local Stop
- SBS Station
- Ticket Vending Machine
- Shelter

New York City Transit
Existing Conditions – Nostrand Ave at Kings Highway
Proposed Design with SBS Stations
Curbside Stations – Placement Considerations

The placement of bus stops, shelters, and ticket vending machines can be limited by . . .

trees, cellar doors, subway gratings, newsstands, fire hydrants, and driveways.
Bus Bulb Stations

- Local Stop
- SBS Station
- Ticket Vending Machine
- Shelter
Existing Conditions – Nostrand Ave at Empire Boulevard
Proposed Design with Bus Bulb
Conceptual Bus Bulb Design

View from Sidewalk of Platform, Ramp and Tree Pit

Ramp and Drain Next to Shelter

Plan View of Platform, Ramp, and Tree Pits
Questions and Answers
Station Locations – Breakout Groups

North  Taylor Street to Fulton Street
Central  St. John’s Place to Church Avenue
South  Flatbush Avenue to Emmons Avenue

Recap of Discussions
Next Steps

• CAC Tour of Fordham Road SBS – Spring 2010
• Public Open House – TBD
• Additional outreach and presentations as requested