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
• 2,000 people board in CB 1
• 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 (69% in CB 1)
• 60% of residents commute by transit (58% in CB1, compared to 21% by car, truck, or van)
Community Planning Process

17 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
SBS Features

Bus Lanes

Pre-Payment

Bus Signal Priority

Passenger Info

Stations

Branding

New York City Transit
SBS has been operating on Fordham Rd in the Bronx since 2008, and on 1st and 2nd Aves in Manhattan since 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 – From Flushing Ave to Farragut Rd

**Parking** in midday, nights, and weekends;

**Travel Lane** in AM and PM peak periods

**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
Nostrand SBS Project Features – From Flushing Ave to Farragut Rd

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.
SBS Plan in CB 1

- B44 Limited will become SBS; with Stations at Williamsburg Bridge, Taylor St, Hewes St, and Flushing Ave
- Enhancements at Williamsburg Bridge Plaza
Local Bus Service Changes in CB1

- Ridership is very low between Flushing Ave and Taylor St
- B44 local buses will turn around at Flushing Avenue, as they do now
- SBS station will be added at Hewes St
- Local stops will be converted to parking or loading
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
Traffic Changes

In CB 1
- No changes to roadway
- Local bus stops converted to loading could reduce double-parking

South of CB 1
In bus lane areas, analysis found little change in traffic conditions.
- Left curb travel lane will function better than right curb lane.
- Signal improvements and delivery zones will improve traffic flow.
Nostrand / Rogers SBS: Timeline

2010
Winter | Spring | Summer | Fall
CAC Meetings # 2 & 3
Public Open House # 1

2011
Winter | Spring | Summer | Fall
CAC # 4 & Open House # 2
Final Design

2012
Winter | Spring | Summer | Fall
Start of SBS Service
Construction