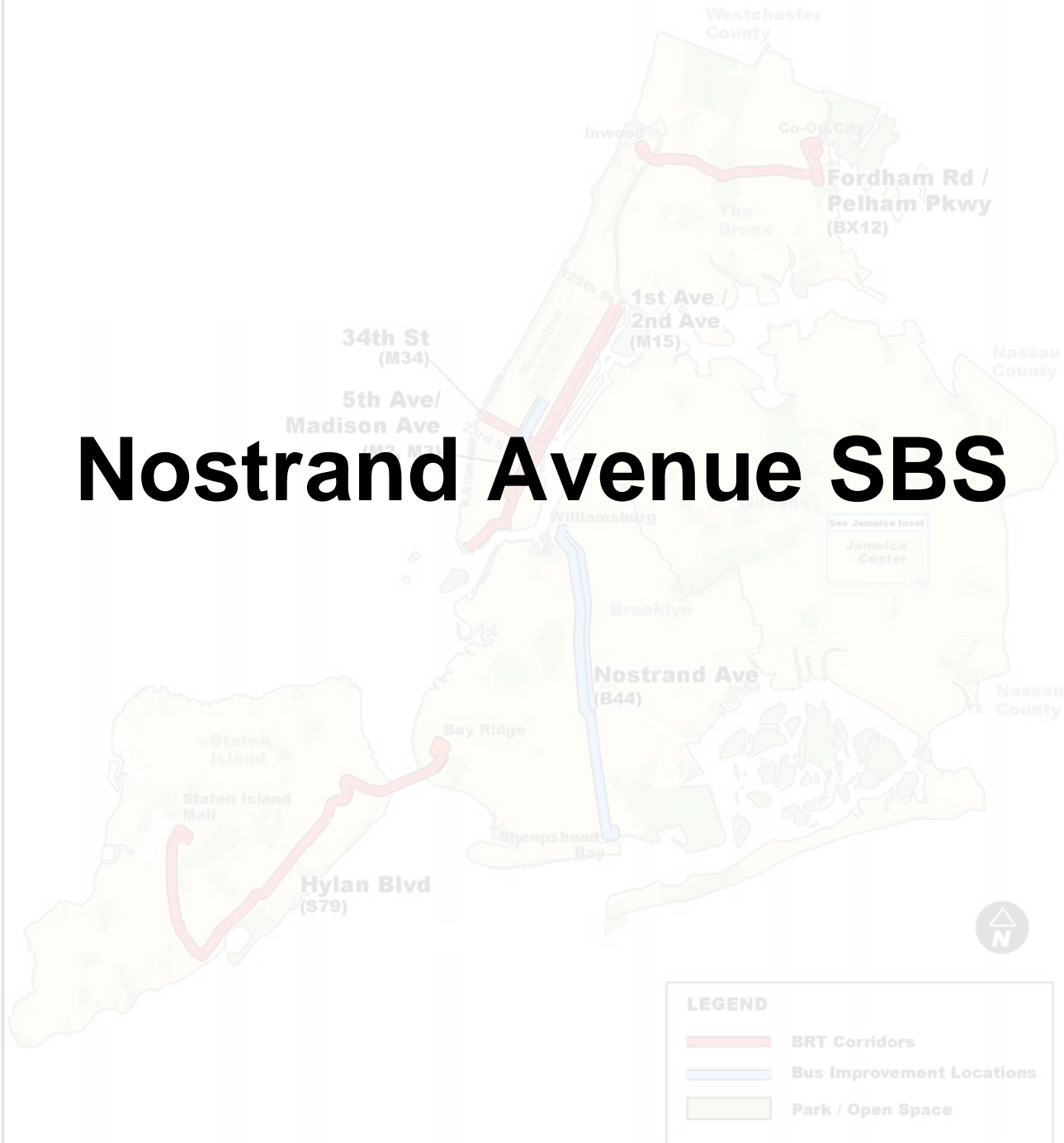


Nostrand Avenue SBS



Background: BRT Feasibility Study

- Initial BRT study focused on improving existing bus routes in each borough
- Nostrand Avenue chosen as initial implementation corridor

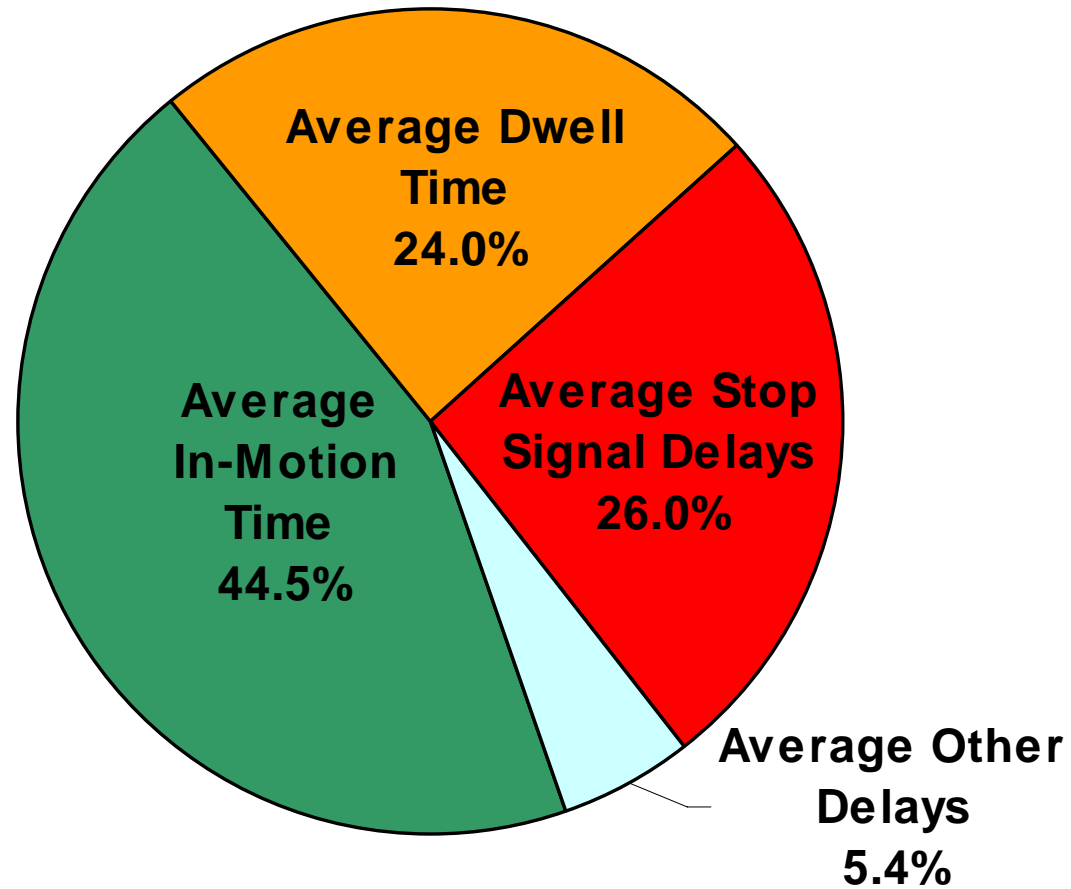


BRT corridors as of Spring 2007

Nostrand Avenue Corridor



Existing B44 - Percentage of Trip by Time Component (Nostrand Avenue)

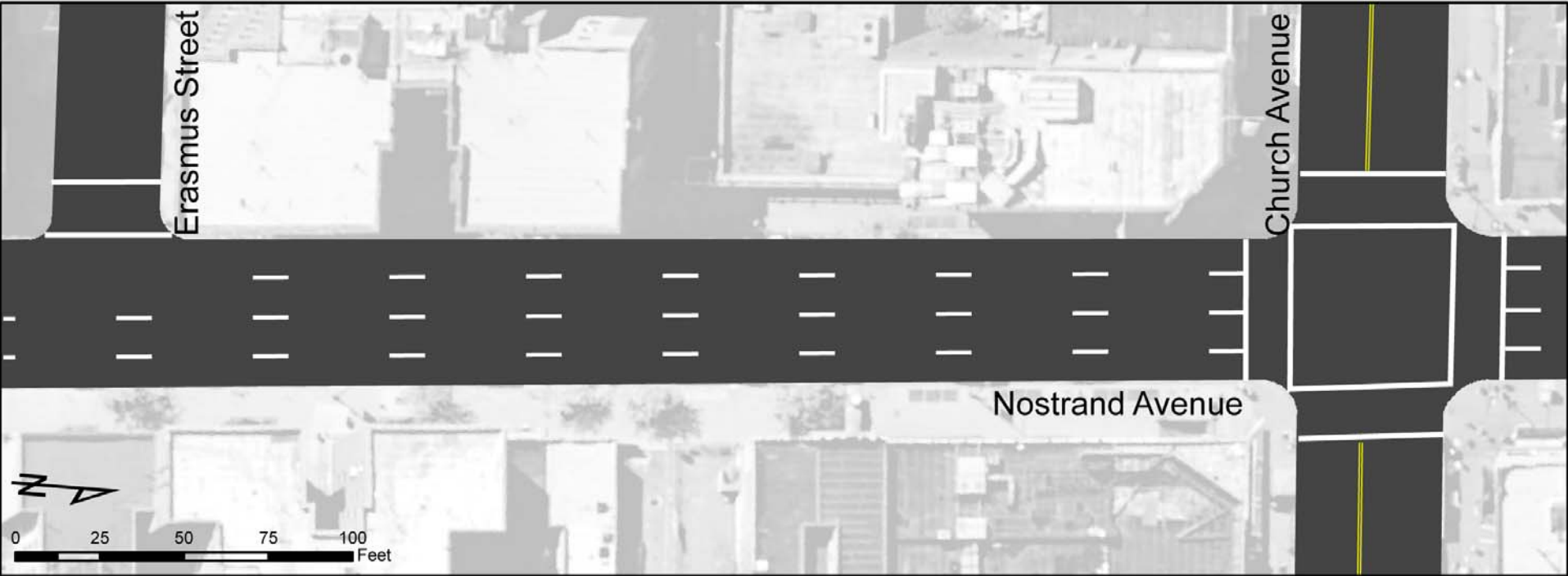


Nostrand Avenue Select Bus Service

Key Features:

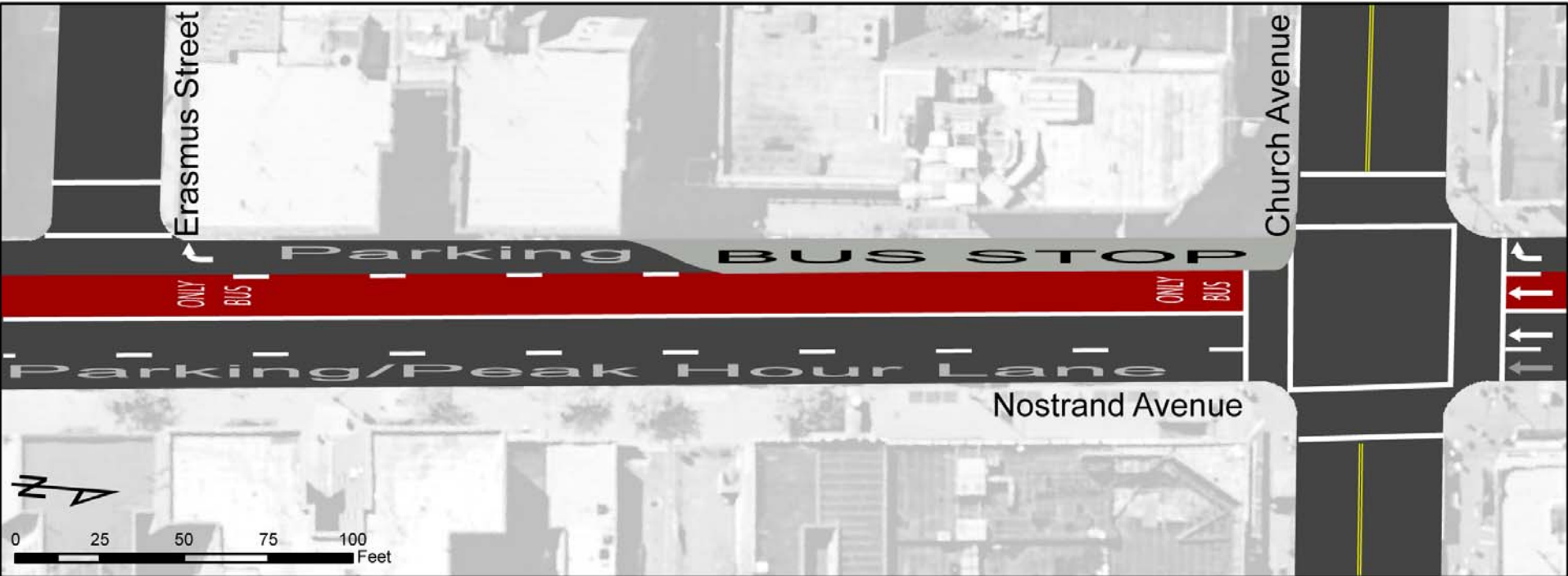
- Interior bus lanes on Nostrand and Rogers Ave
 - Preserves most parking
 - Reduces bus lane blockages
 - Allows SBS to pass local buses
- Bus bulbs at SBS stations
 - Additional passenger amenities
 - Buses do not have to pull in and out of traffic
- Signal Priority
- Off-board fare collection

Nostrand Avenue SBS



Nostrand Avenue at Church Avenue – existing conditions

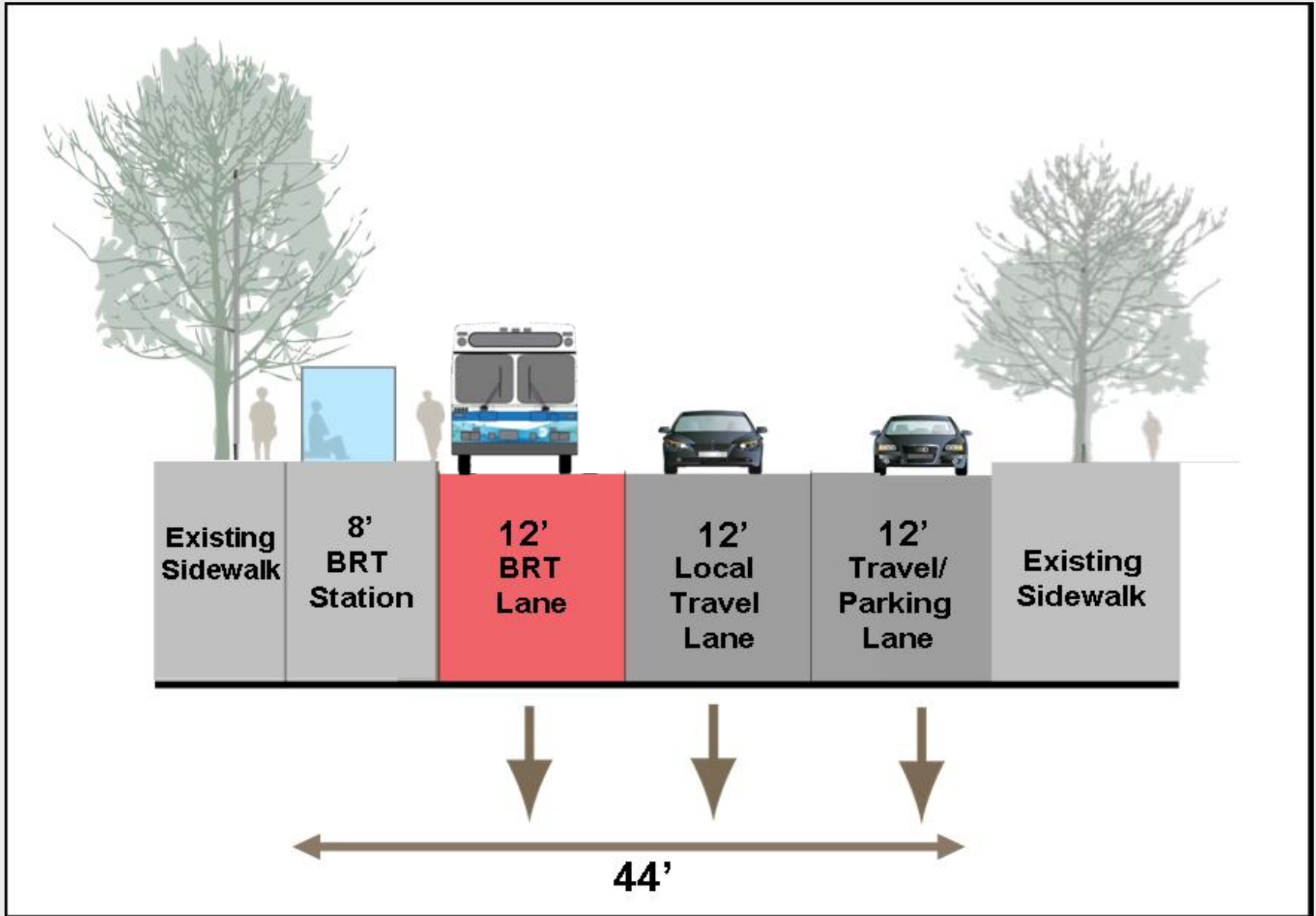
Nostrand Avenue SBS



Nostrand Avenue at Church Avenue – proposed plan conditions

Nostrand Avenue SBS

Nostrand Avenue at Church Avenue



Nostrand Avenue SBS

Interior Bus Lanes with bus bulbs – examples from Broadway



Spring St



Walker St



Grand St

Franklin St



Nostrand Avenue SBS

Overall Benefits:

- B44 carries 42,000 passengers daily - #4 bus route in city
- BRT could improve travel time by up to 25%
- Provides high quality transit option for areas of Brooklyn far from other rapid transit services
- Feeder route to several subway lines (2/5, A/C, J/M/Z)
- Potential for future trunk-feeder services, and service into Manhattan via Williamsburg Bridge

Better Bus Initiatives

- Bus Rapid Transit Corridors
 - Operational improvements
 - Capital improvements
- Bus Hot Spots Program
 - Transit Signal Priority Corridors
 - Localized operational improvements
 - Associated pedestrian improvements
- Corridor Improvements
 - Congested corridors project
 - Other planning/traffic initiatives
- Improvements to Existing Bus Lanes
- Increased Monitoring/Evaluation

Brooklyn Better Bus Initiatives

