



 **New York City Transit**



First Avenue/Second Avenue Select Bus Service

Community Board 11 Public Safety & Transportation Committee
Tuesday, February 2, 2010

Agenda

Project Overview

Project Schedule

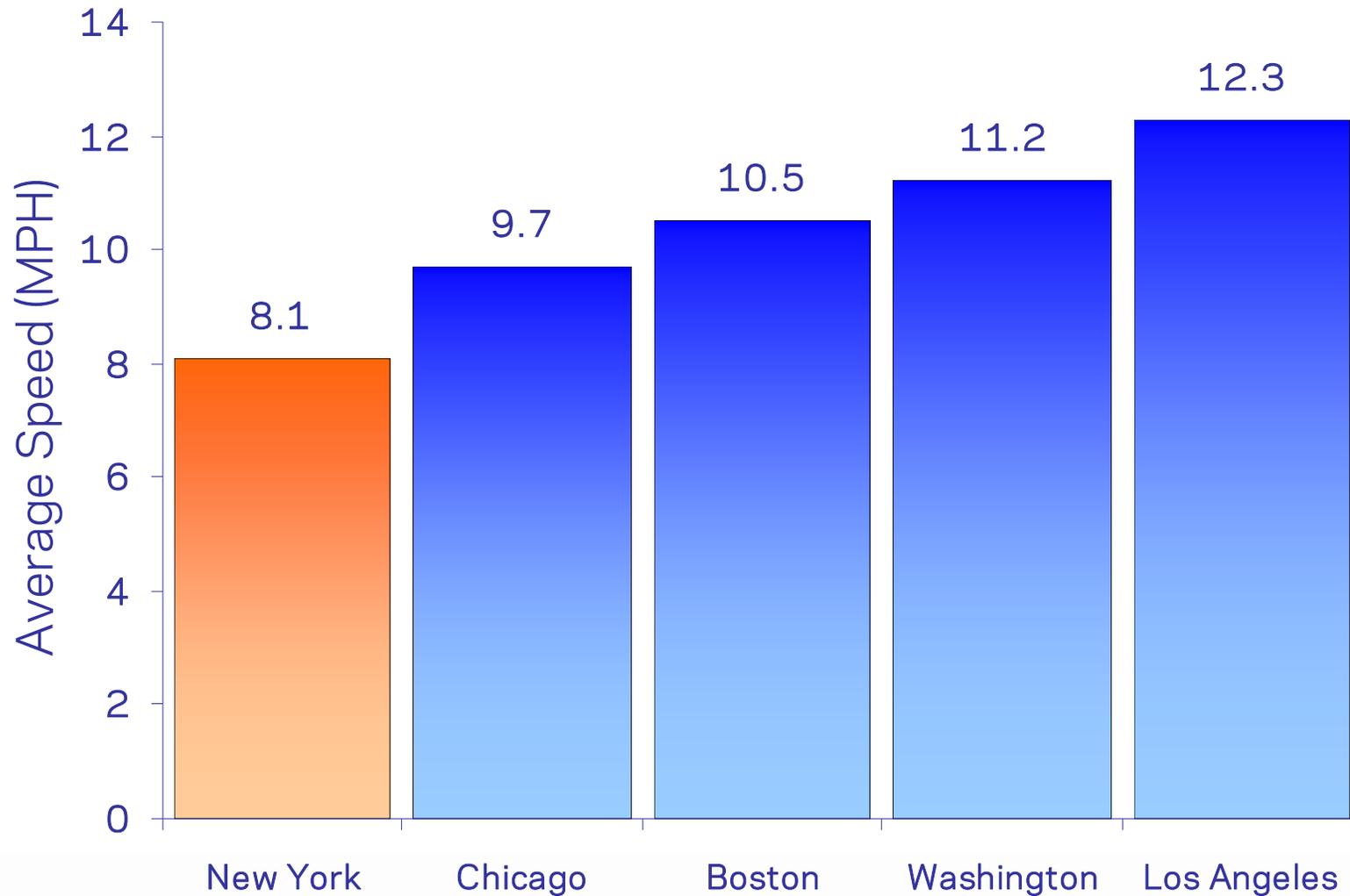
Design Goals

Proposed Design

CB11 Design Details

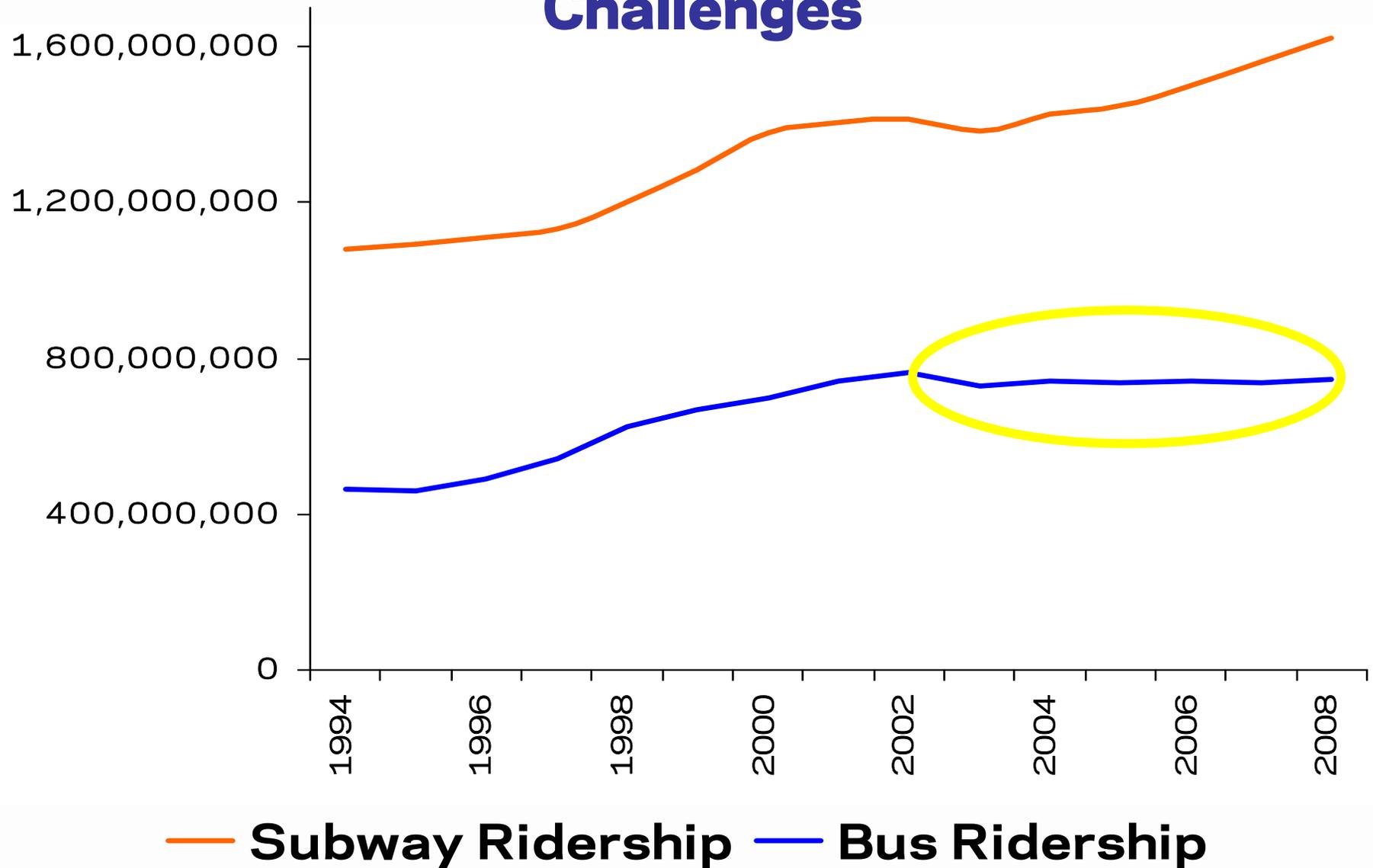
Next Steps

Bus Speeds in NYC vs. Other Cities



First Avenue/Second Avenue SBS

Challenges



First Avenue/Second Avenue SBS

Phase I BRT Corridors

NYC BRT Study identified First/Second Avenue M15 as a top Bus Rapid Transit corridor in 2006



First Avenue/Second Avenue SBS

About the Corridor



8.5 miles from South Ferry to 125th Street

Currently served by M15 bus route

Over 57,000 weekday riders

Bus speeds have slowed

Ridership has been decreasing

Within a ¼ mile:

537,000 residents

78% of households do not own a car

57% of residents commute by transit

First Ave/Second Ave SBS Features

Improved Service

Increased hours of service and simpler service pattern

Signal Priority

Transit signal priority between Houston Street and South Ferry

Fare Collection

Proof-of-payment fare system with fare pre-payment

Bus Lanes

Curbside or offset bus lanes between Houston and 125th Streets



Public Outreach

Community Advisory Committee

Composed of:

Elected Officials

Community Organizations

Community Boards

Business Representatives

Major Institutions

Transit Customers

Meetings in May 2009, September 2009, January 2010

Community Board Meetings

Board 1 meeting: December 2009

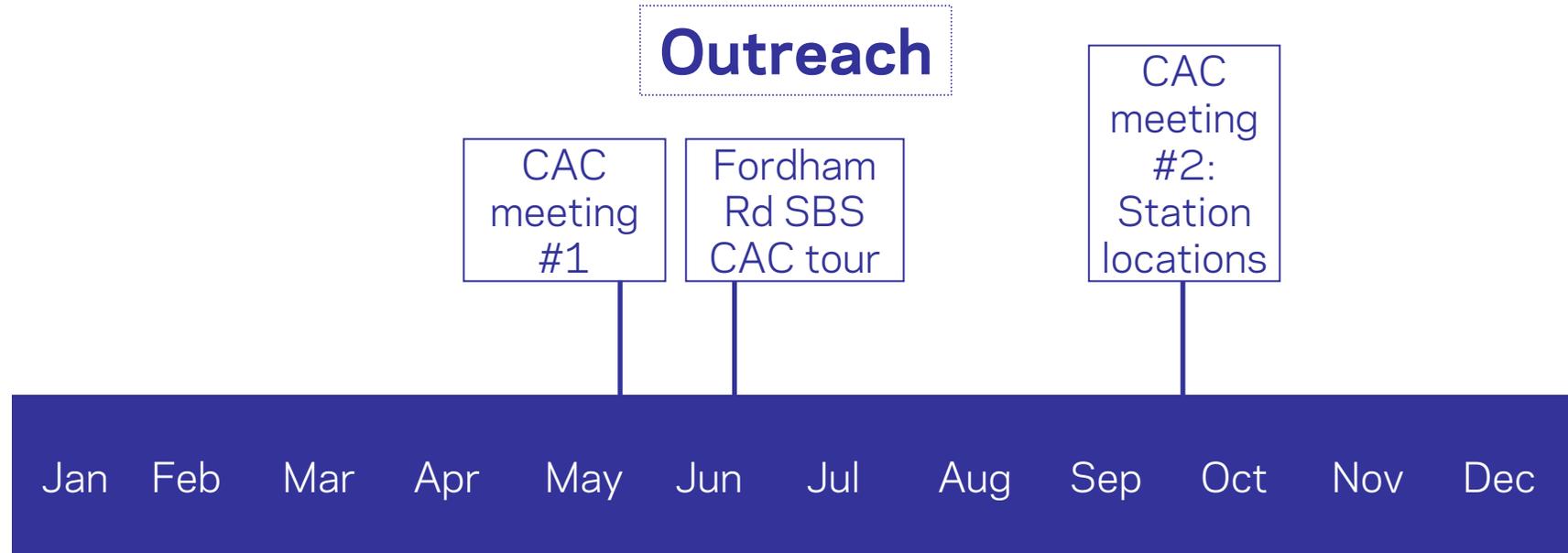
Meetings with Boards 3, 6, 8 and 11: February 2010

Public Open Houses

Forthcoming

First Avenue/Second Avenue SBS

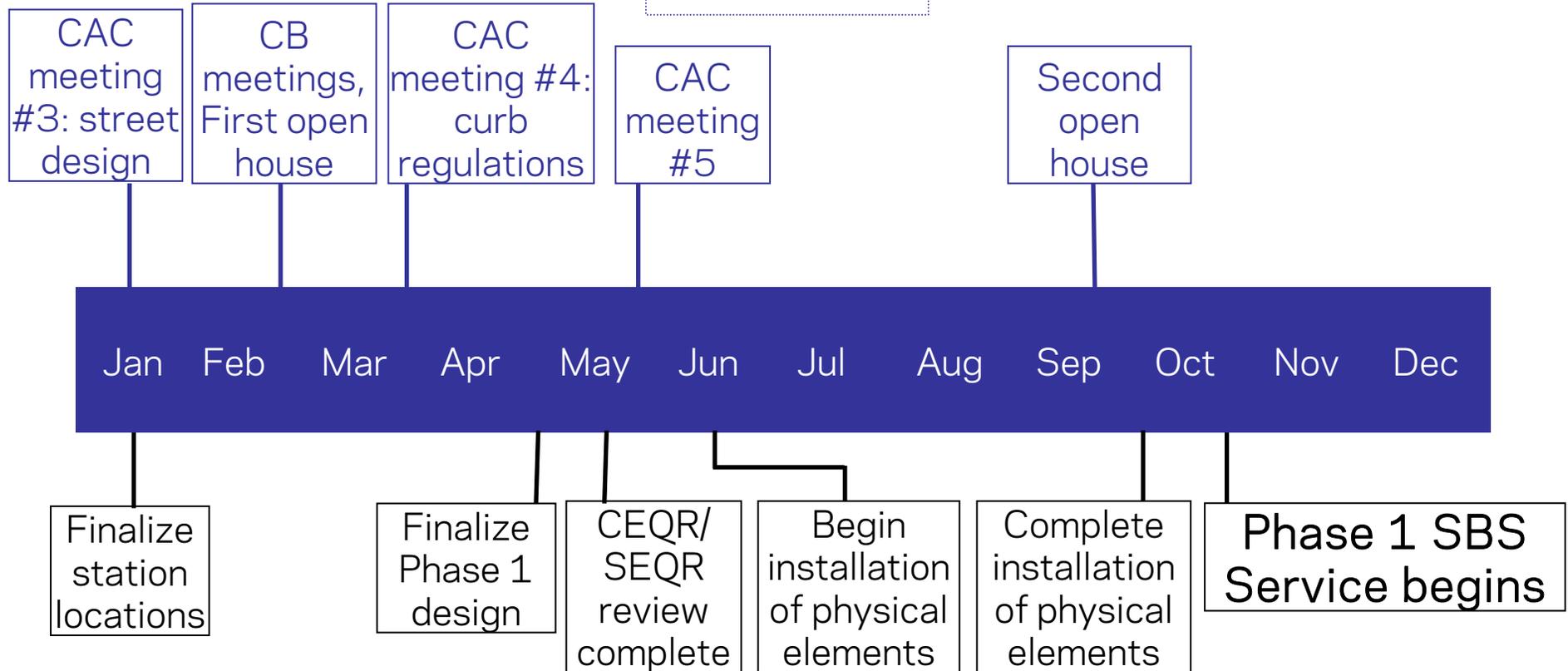
2009 Schedule



First Avenue/Second Avenue SBS

2010 Schedule

Outreach



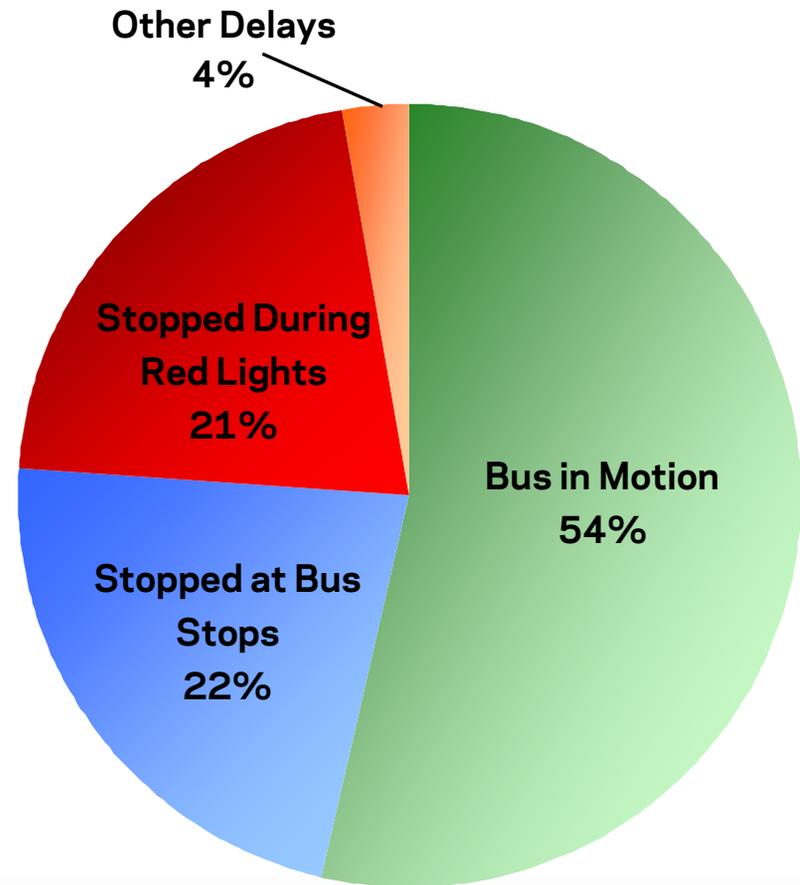
Project Milestones

Design Goals

Design Goals

Improve bus service

Sources of delay on M15 Limited



34th Street Enhanced Bus Priority

Features:

- Curbside bus lane
- Real-time arrival information
- Left-turn signal priority
- Taxi video enforcement

Results:

- 17% improvement in travel time
- 29% less time stopped at red lights



Fordham Road Select Bus Service

Features:

Curbside Bus Lane

Off-Board Fare Collection

Transit Signal Priority

Results:

Travel Time: 20% reduction
in running time

Ridership: 10% increase
from October 2007 to
October 2008

Customer Satisfaction:
98% satisfied or very
satisfied



Design Goals

Improve bus service

Improve pedestrian safety

Pedestrian safety data, 2006-2008

	Pedestrian fatalities	Pedestrian crashes
First Avenue	7	538
Second Avenue	4	597

First Avenue/Second Avenue SBS

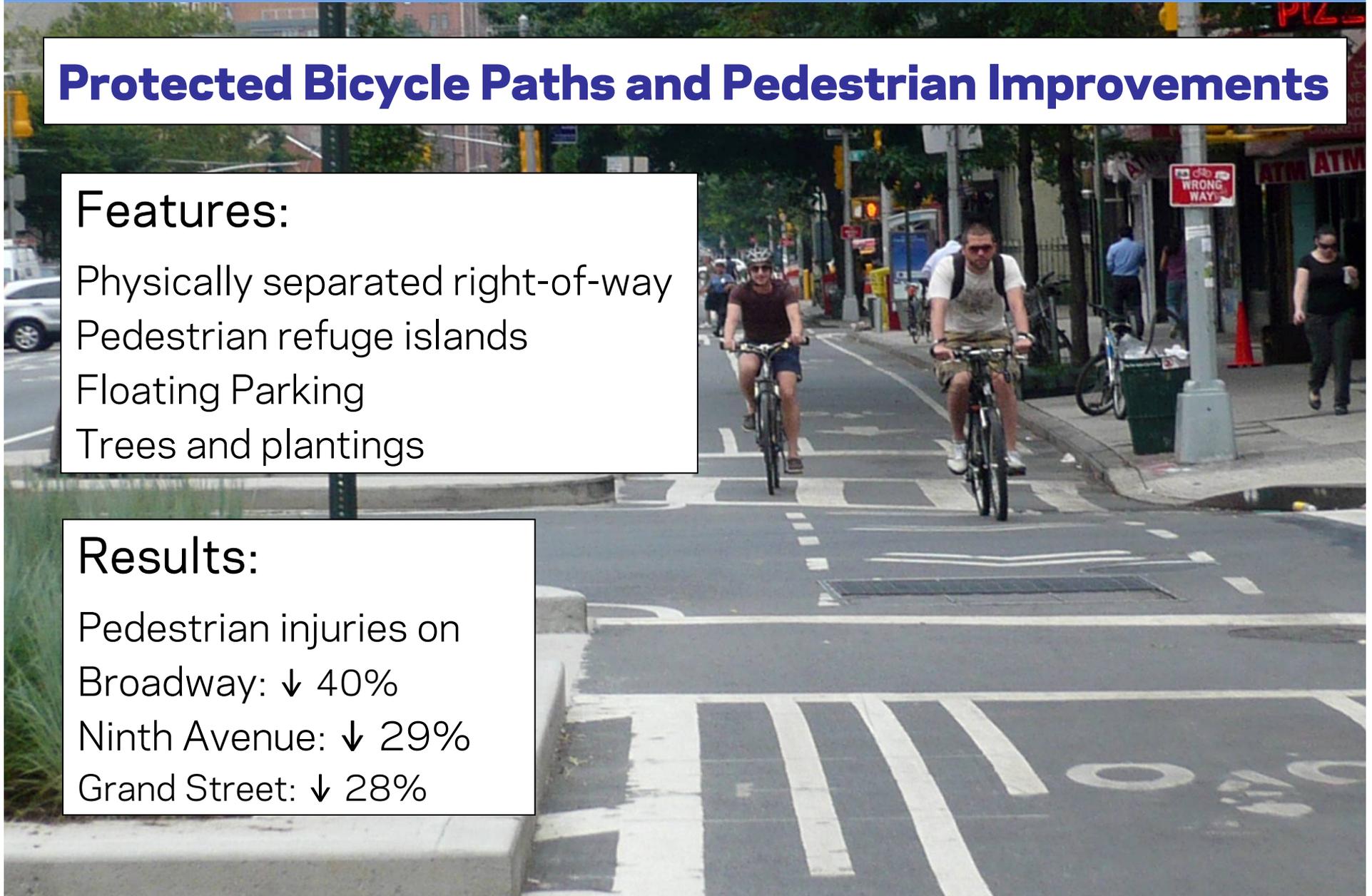
Protected Bicycle Paths and Pedestrian Improvements

Features:

- Physically separated right-of-way
- Pedestrian refuge islands
- Floating Parking
- Trees and plantings

Results:

- Pedestrian injuries on
Broadway: ↓ 40%
- Ninth Avenue: ↓ 29%
- Grand Street: ↓ 28%



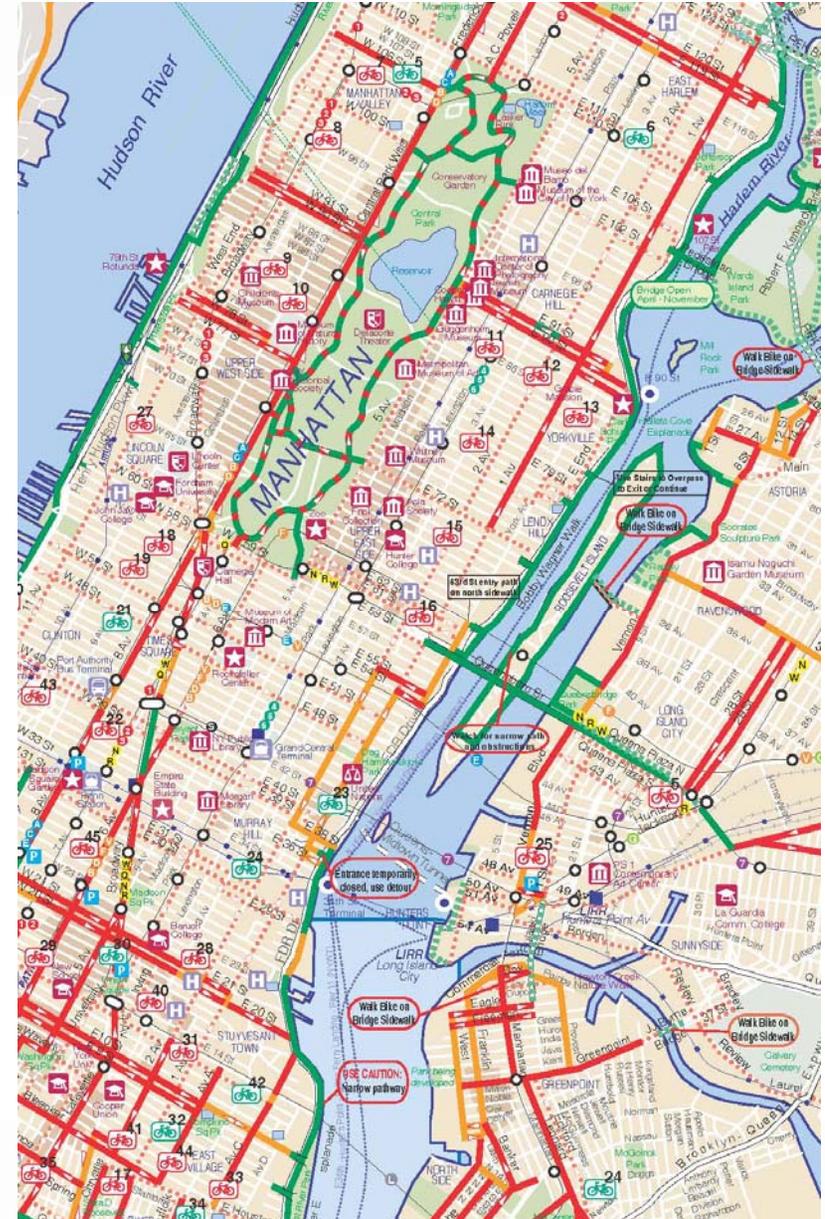
First Avenue/Second Avenue SBS

Design Goals

Improve bus service

Improve pedestrian safety

Improve bicycle access on the East Side



First Avenue/Second Avenue SBS

Protected Bicycle Paths and Pedestrian Improvements

Results:

Bike volumes on

Broadway ↑ 58%

Ninth Avenue ↑ 50%

Grand Street ↑ 29%



Design Goals

Improve bus service

Improve pedestrian safety

Improve bicycle access on the East Side

Maintain traffic flow

Allow curb access for deliveries, dropoffs and short-term parking

Street Design

Range of treatments throughout the corridor due to:

- Traffic levels

- Changes in street width

- Curbside access needs

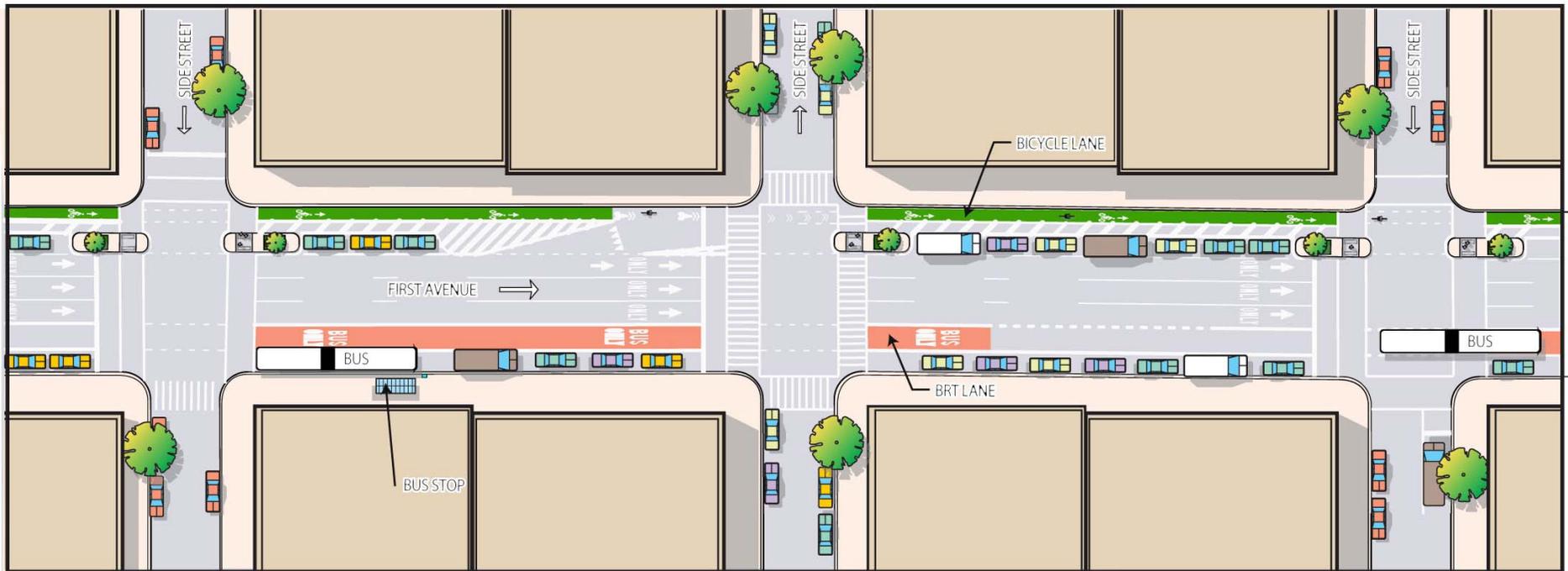
First Avenue/Second Avenue SBS

Design A



First Avenue/Second Avenue SBS

Design A



First Avenue/Second Avenue SBS

Design A with bus bulb



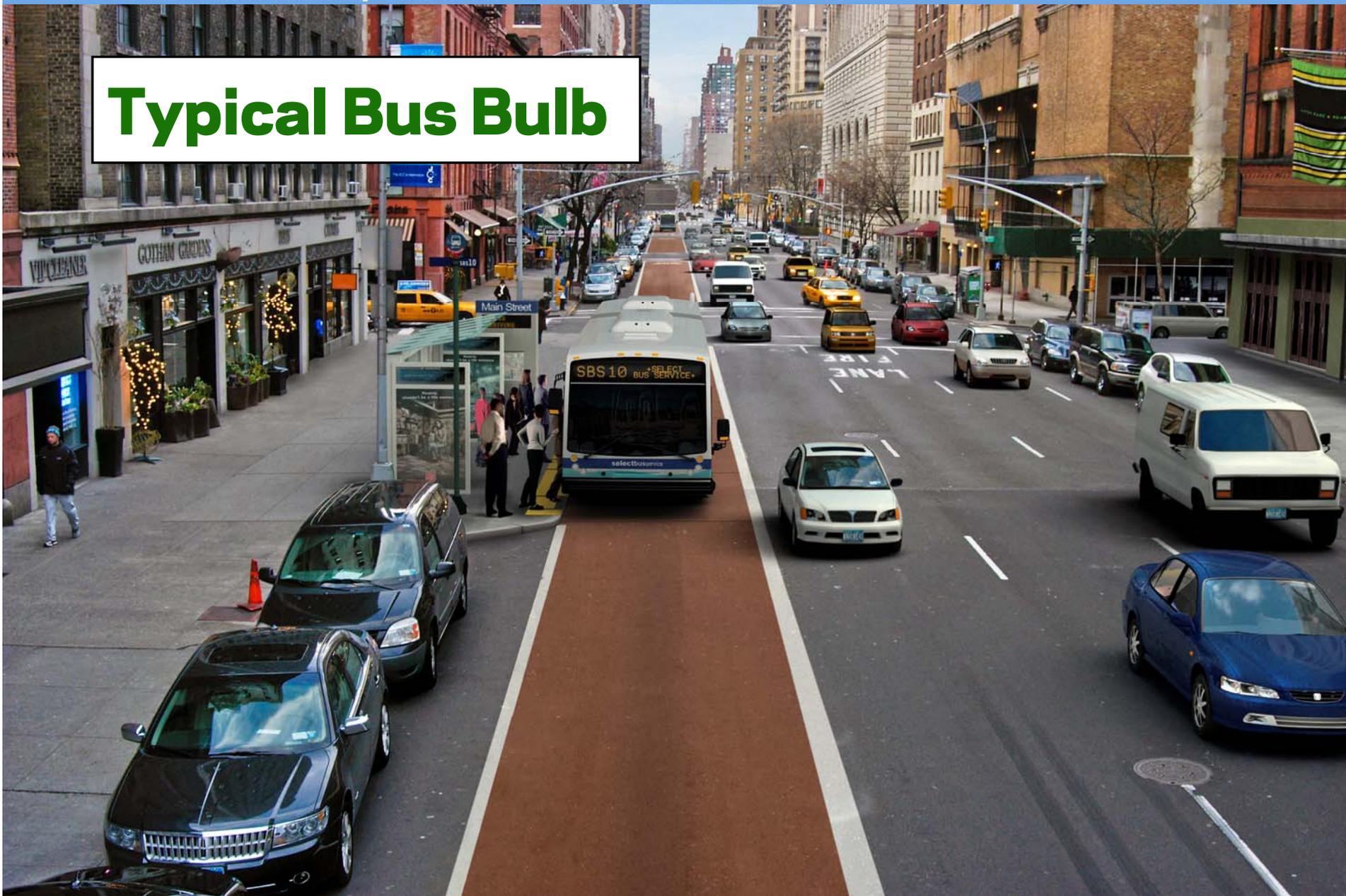
First Avenue/Second Avenue SBS

Design A with bus bulb



First Avenue/Second Avenue SBS

Typical Bus Bulb



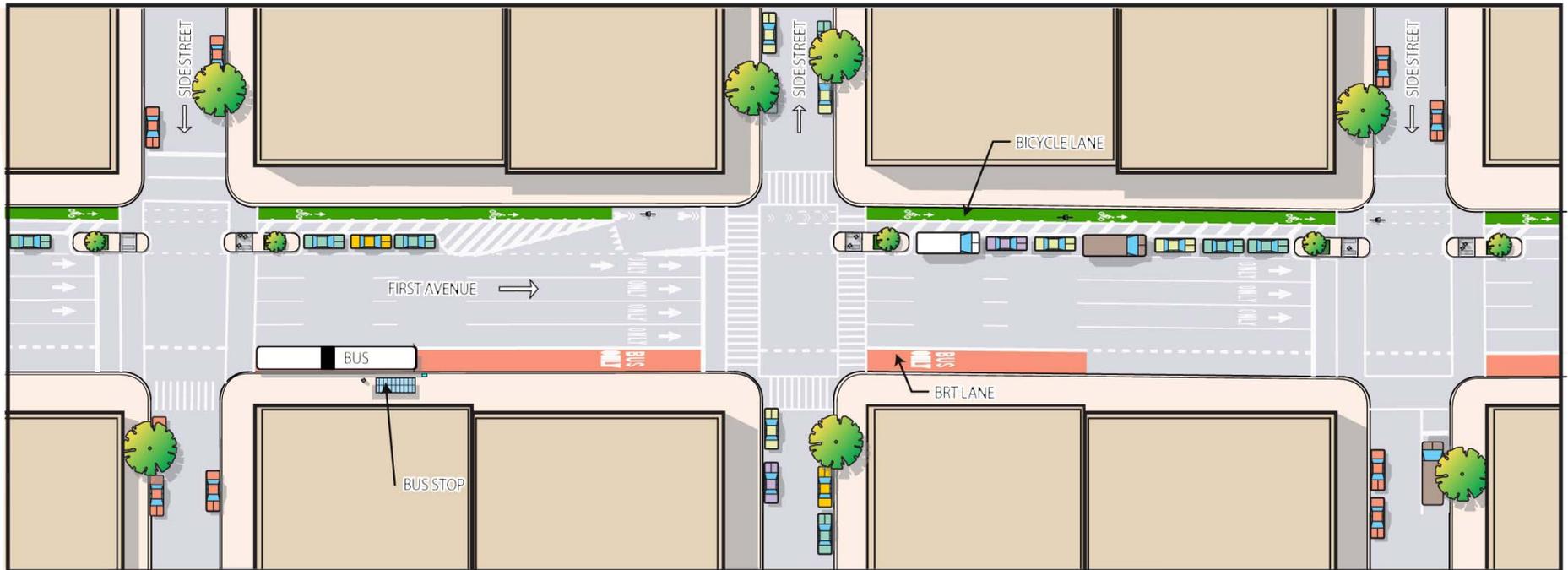
First Avenue/Second Avenue SBS

Design B



First Avenue/Second Avenue SBS

Design B



First Avenue/Second Avenue SBS

Design C



First Avenue/Second Avenue SBS

Design C



First Avenue/Second Avenue SBS

Corridor Map

- SBS Station
- A: Offset Bus Lane, Protected Bike Path
- B: Curb Bus Lane, Protected Bike Path
- C: Curb Bus Lane, Shared Bike Lane
- A or B, subject to further analysis
- No change to street design
- Construction Zone



First Avenue/Second Avenue SBS

Corridor Map

First Avenue

Design A:

Houston St to 40th St

61st Street to 72nd Street

Design B:

40th St to 49th St

Design C:

49th St to 57th St

Either A or B:

72nd St to 125th St

Construction Zone:

57th St to 61st St



First Avenue/Second Avenue SBS

Corridor Map

Second Avenue

Either A or B:

125th St to 100th St

Design B:

34th St to Houston St

Design C:

68th St to 61st St

59th St to 34th St

Construction Zone:

100th St to 68th St

57th St to 61st St



First Avenue/Second Avenue SBS

Community Board 11

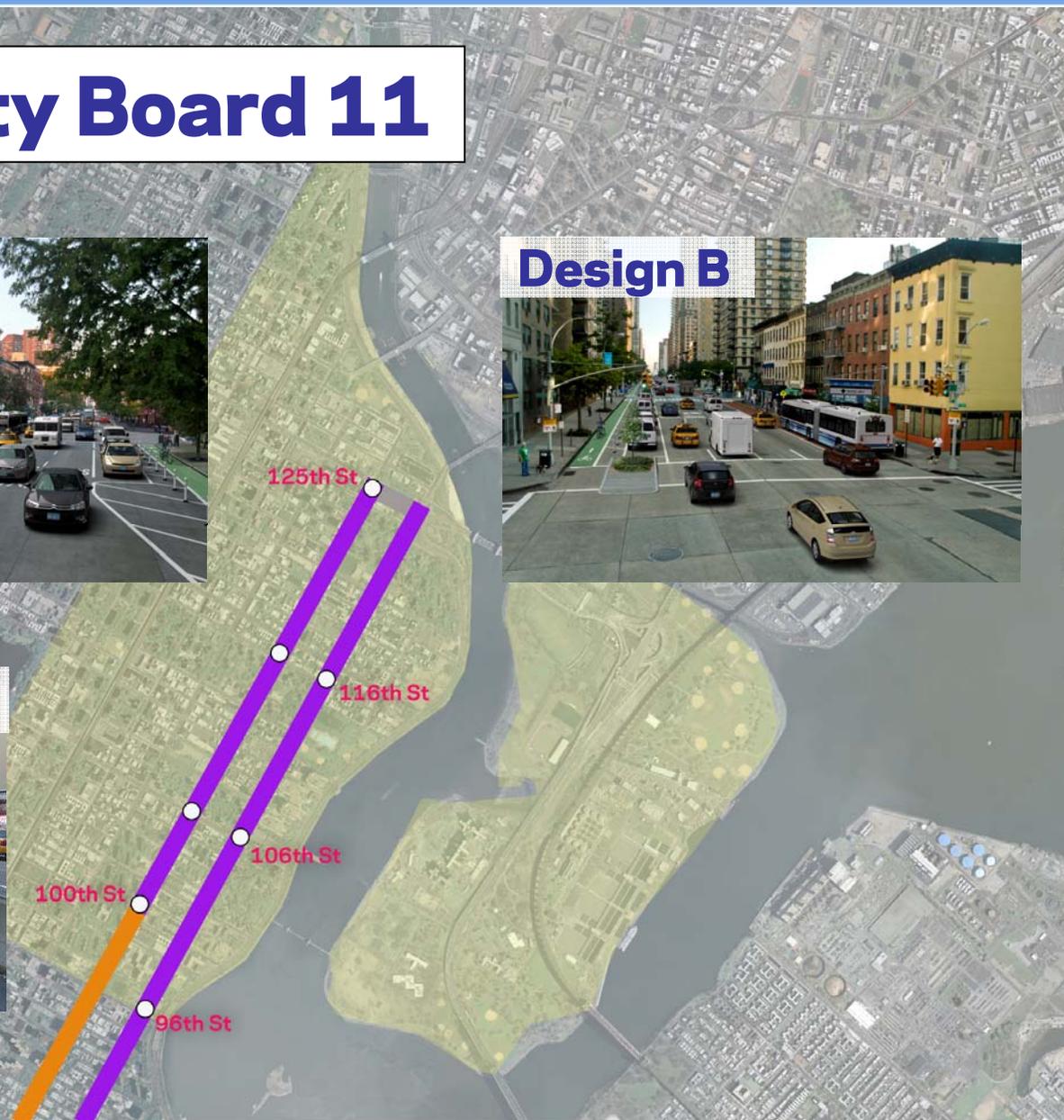
Design A



Design B

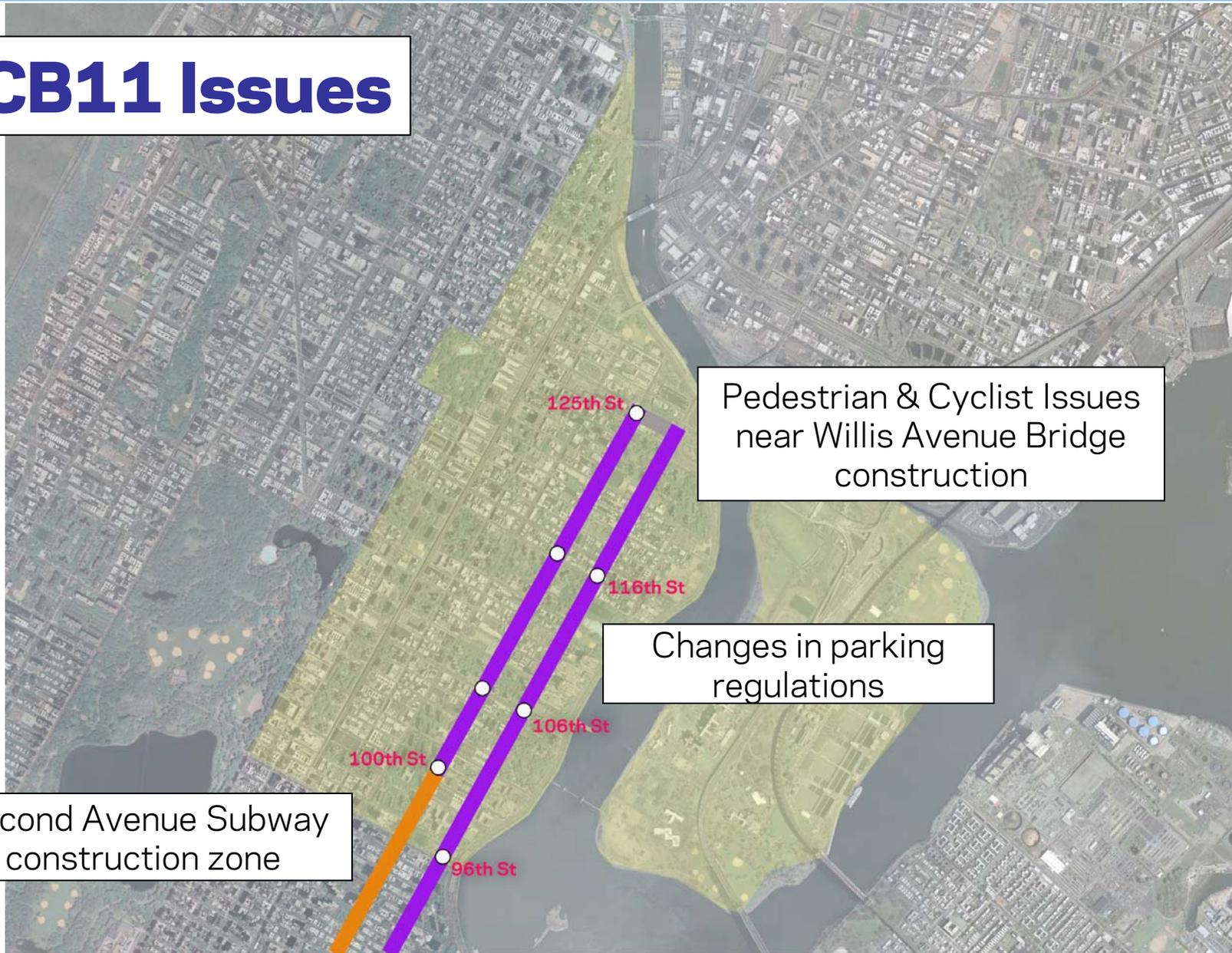


Construction



First Avenue/Second Avenue SBS

CB11 Issues

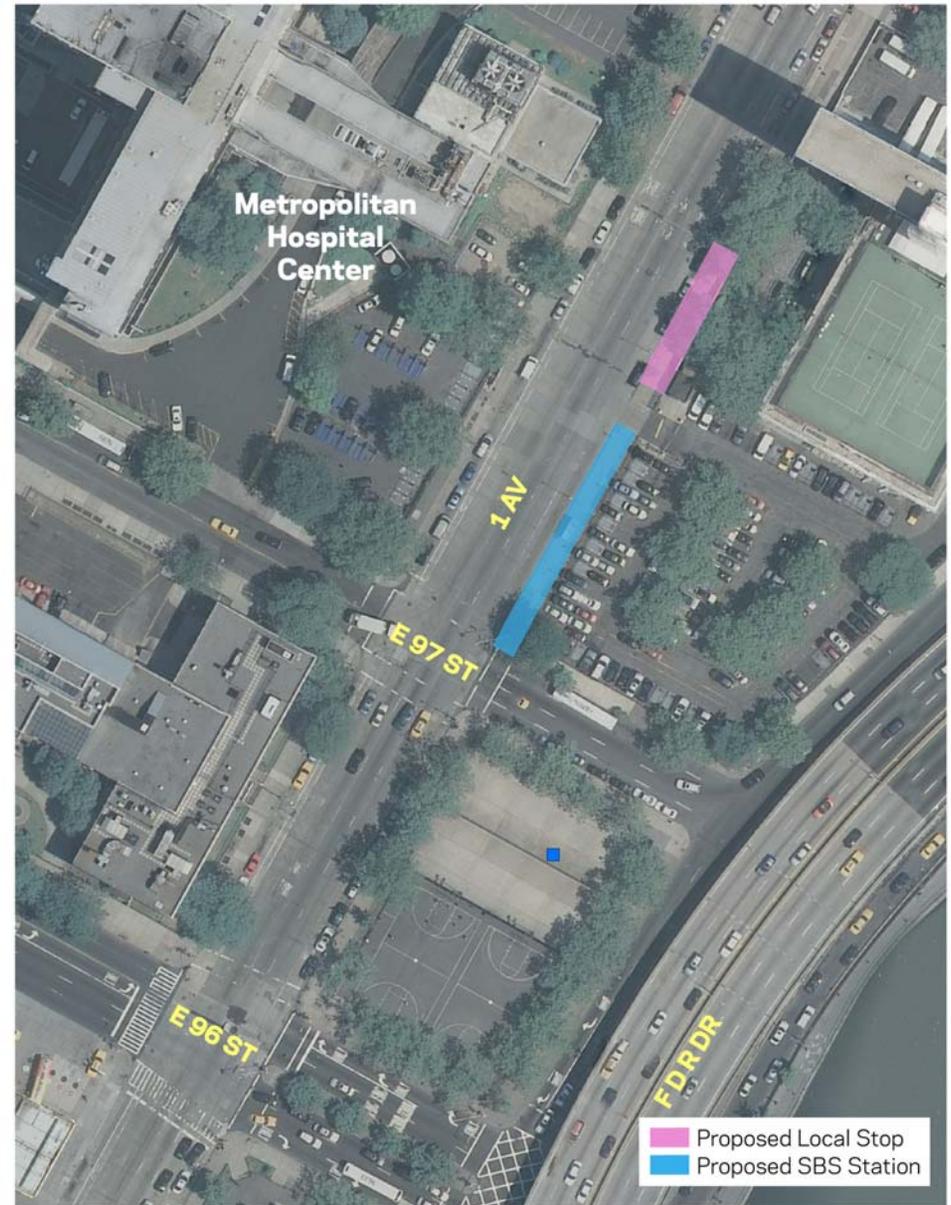


CB11 Station Locations

First Avenue/Second Avenue SBS

96th Street/First Avenue (Northbound)

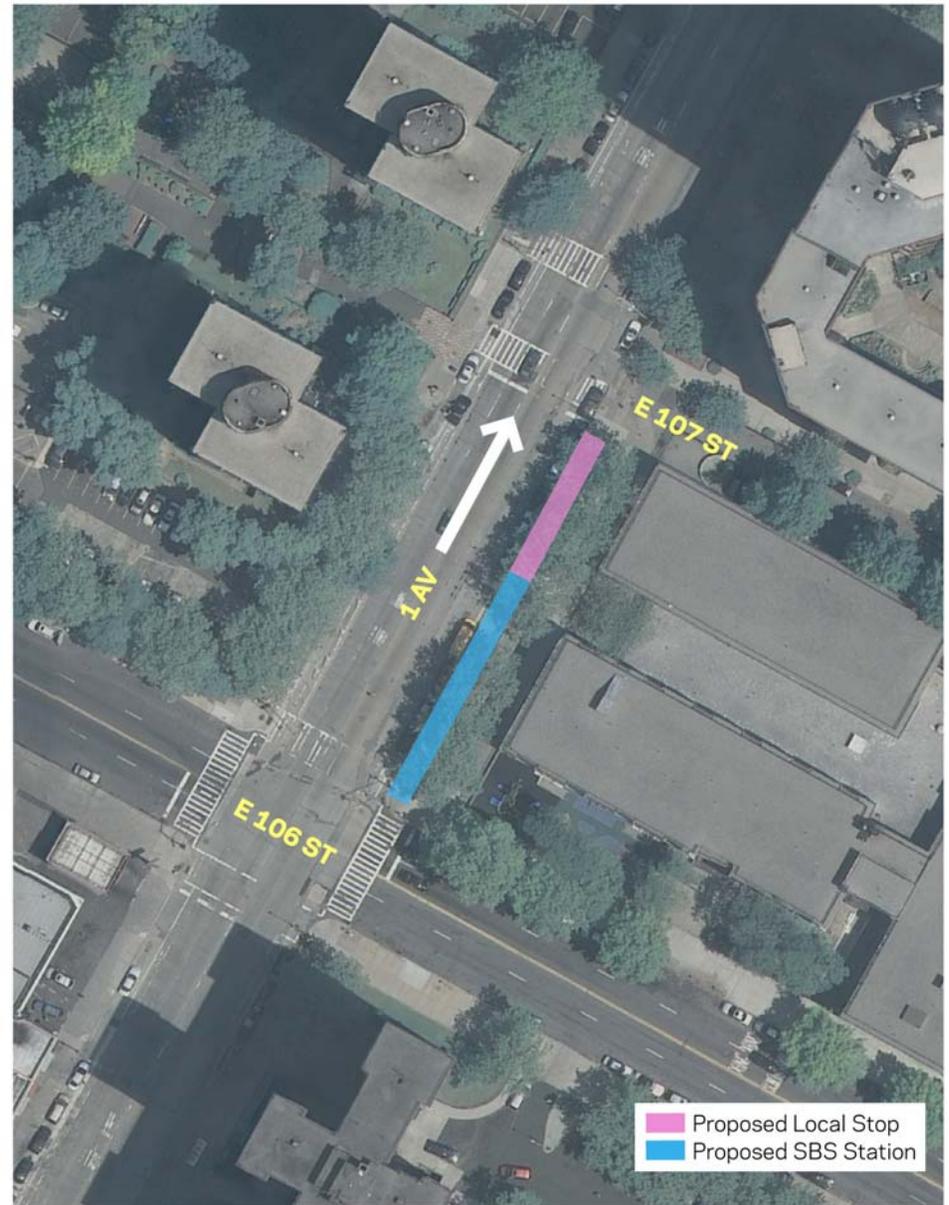
SBS south of local north of
97th Street



First Avenue/Second Avenue SBS

106th Street/First Avenue (Northbound)

SBS north of local between
106th and 107th Streets



First Avenue/Second Avenue SBS

116th Street/First Avenue (Northbound)

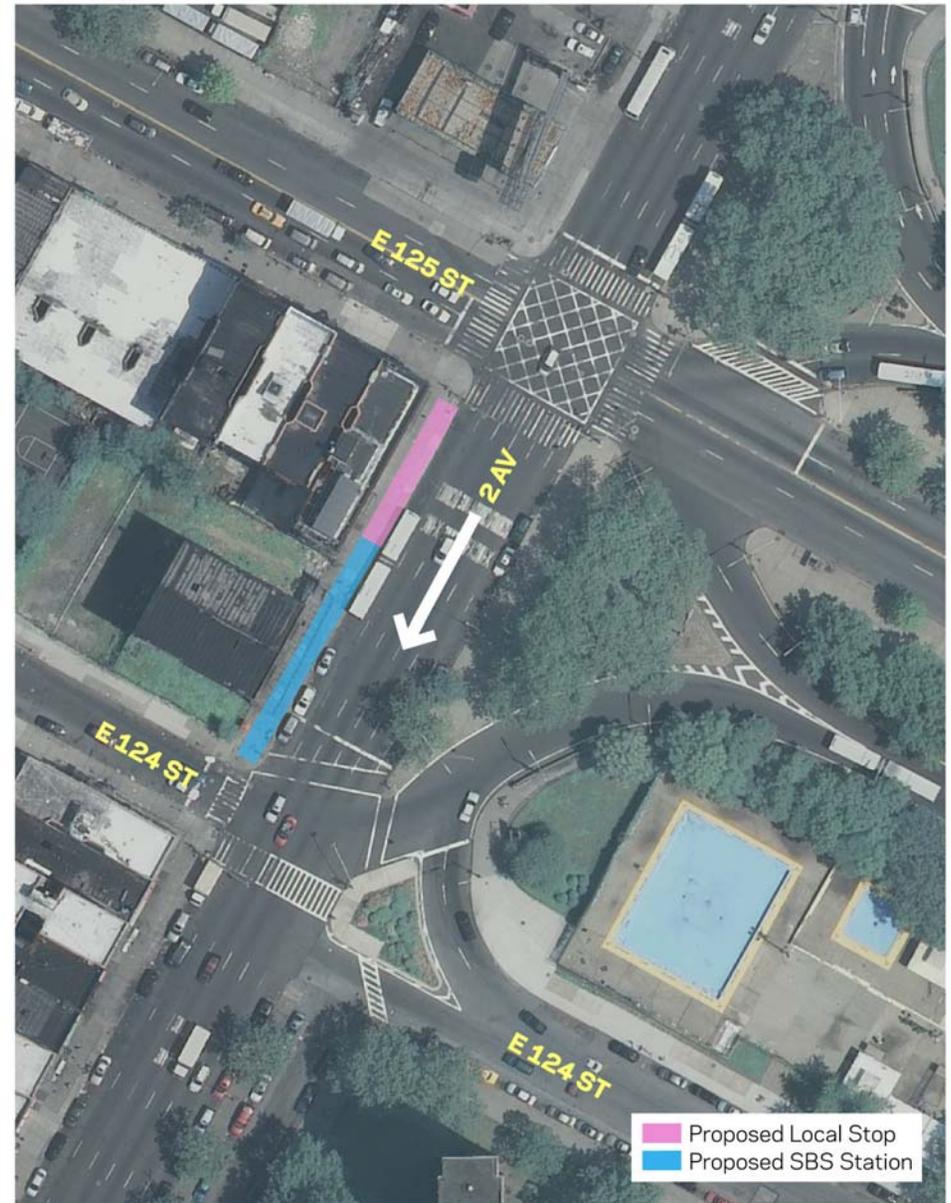
SBS north of local between
116th and 117th Streets



First Avenue/Second Avenue SBS

125th Street/Second Avenue (Southbound)

SBS south of local between 125th and 124th Streets



First Avenue/Second Avenue SBS

116th Street/Second Avenue (Southbound)

SBS south of local
between 116th and 115th
Streets

Front of SBS station
before driveway



First Avenue/Second Avenue SBS

106th Street/Second Avenue (Southbound)

SBS south of local between 106th and 105th Streets

Planter boxes in SBS station area

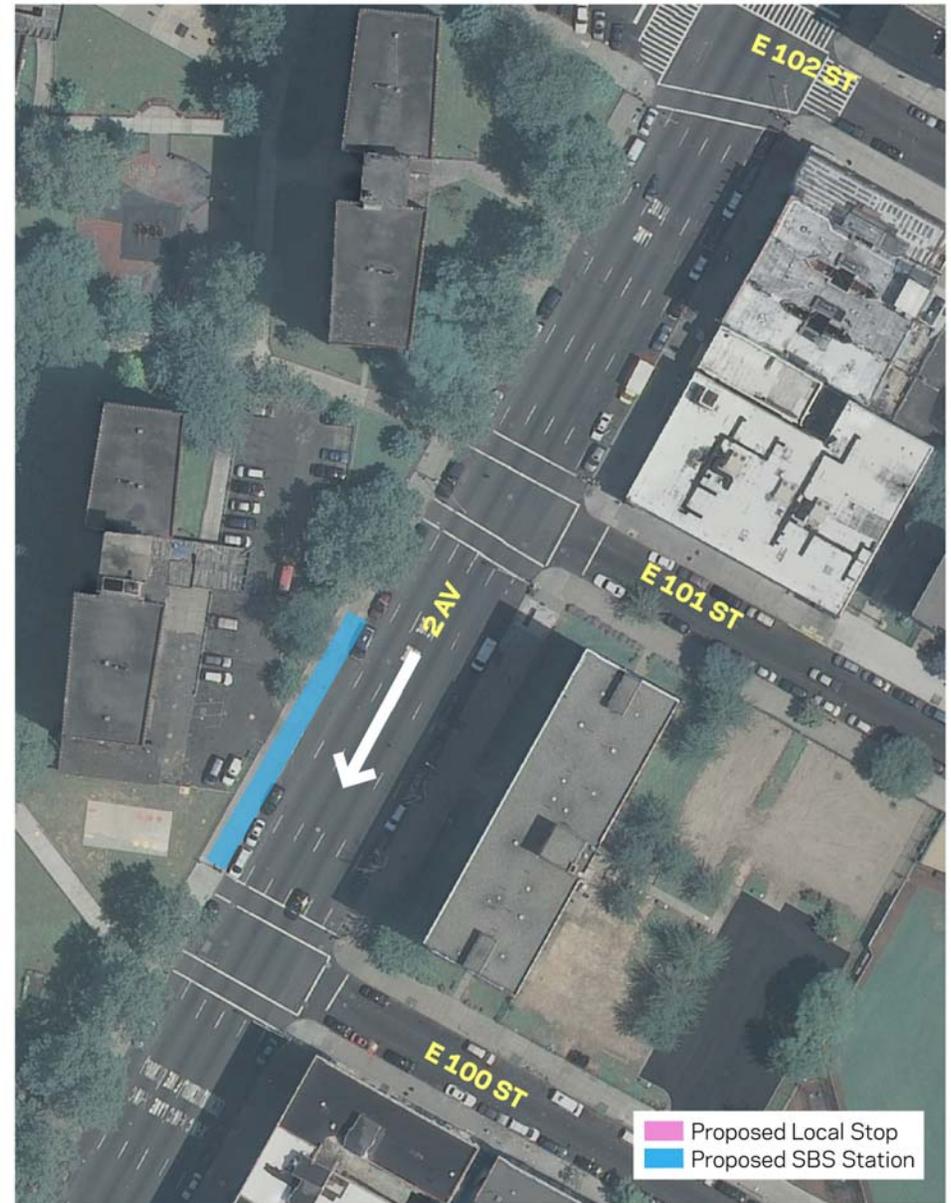


First Avenue/Second Avenue SBS

100th Street/Second Avenue (Southbound)

SBS between 101st and 100th
Streets

Location during Second Avenue
Subway construction



Next Steps

Next meetings

Community Board Meetings – February 2010

Public Open Houses – March 2010

Fourth CAC meeting – March 2010

Phase I implementation begins – June 2010

Phase I SBS service begins – October 2010

Questions and Comments?