



 New York City Transit



First Avenue/Second Avenue Select Bus Service

Community Board 6 Transportation Committee
Monday, February 1, 2010

Agenda

Project Overview

Project Schedule

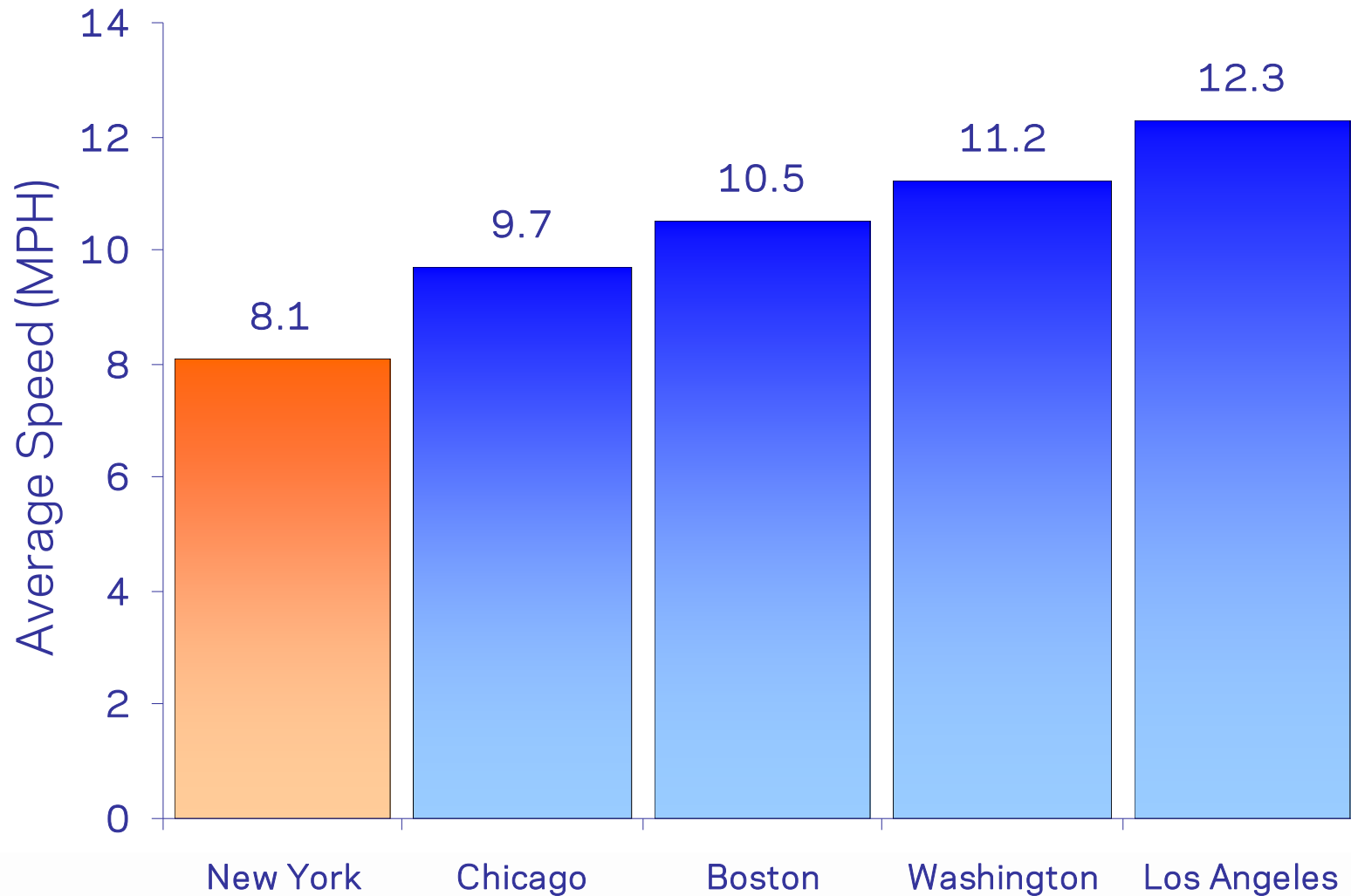
Design Goals

Proposed Design

CB6 Design Details

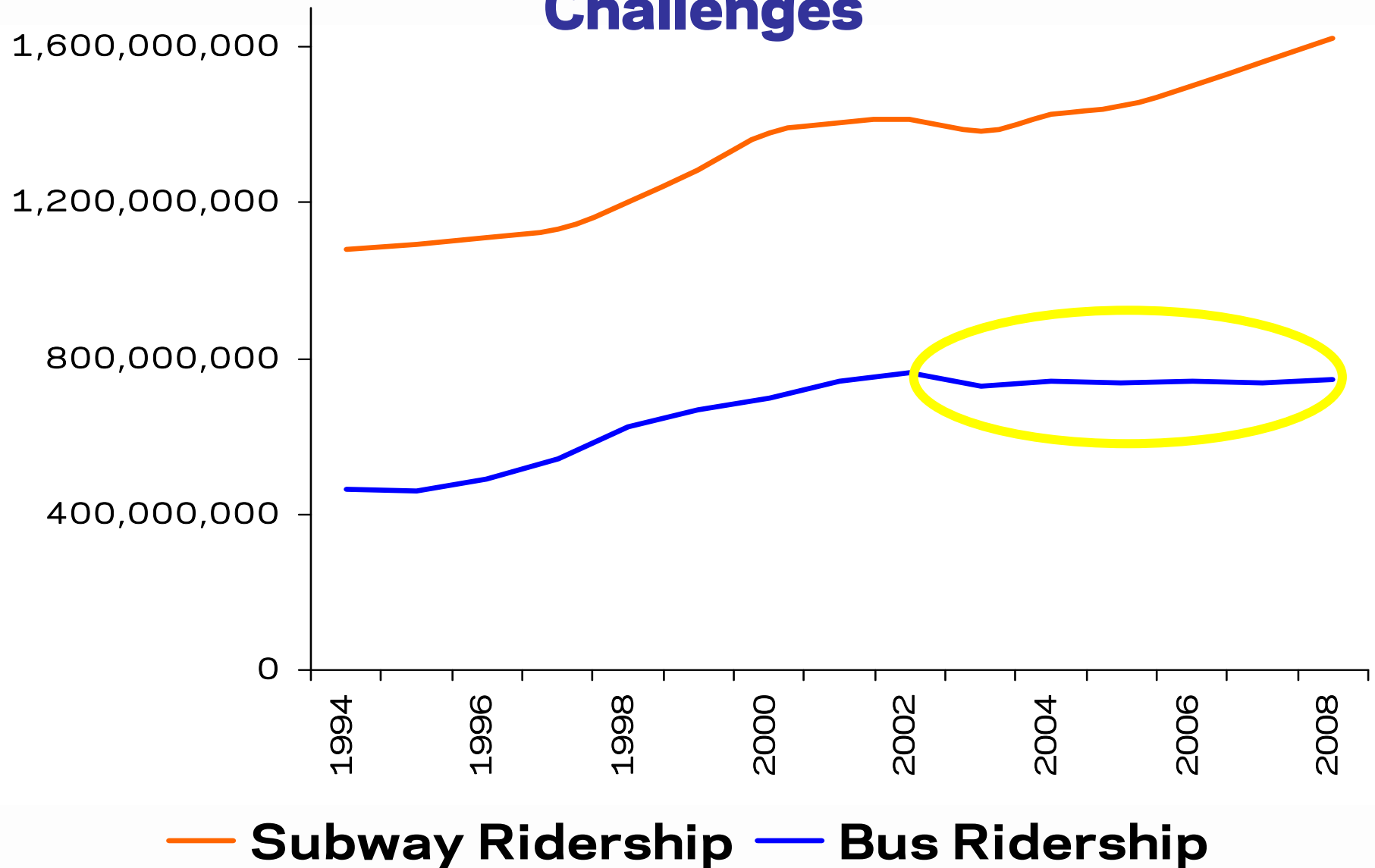
Next Steps

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 been declining

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

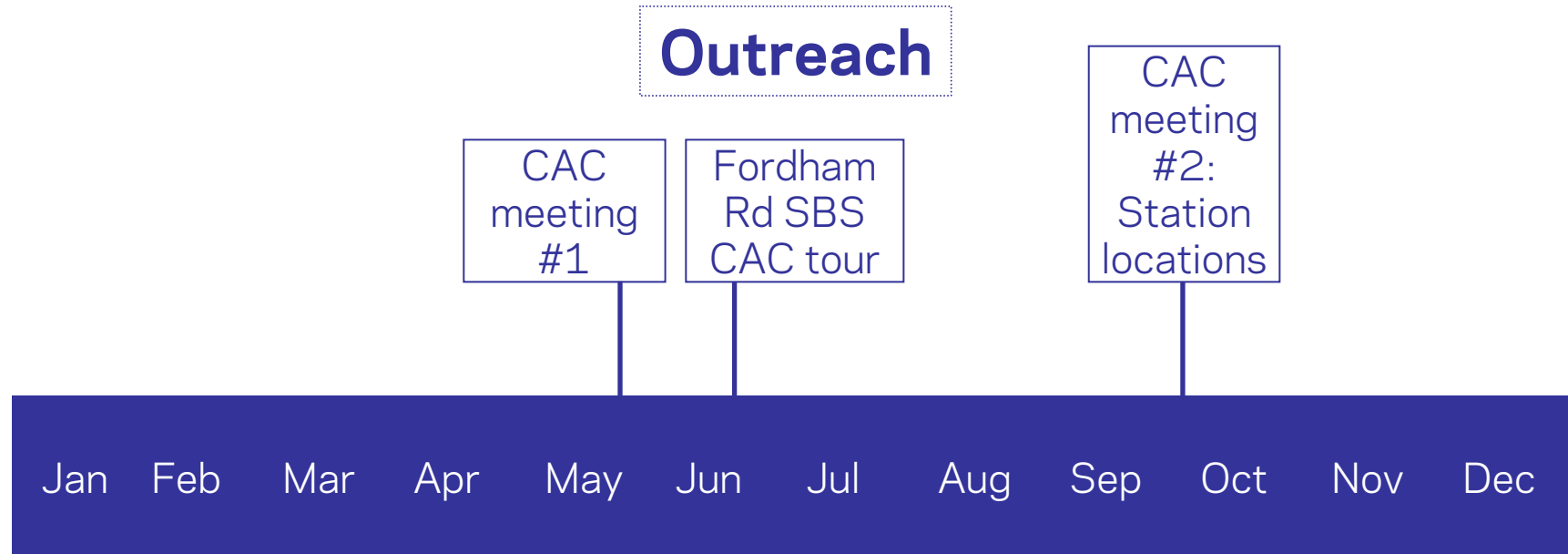
Meetings with Boards 3, 6, 8 and 11: February 2010

Public Open Houses

Forthcoming

First Avenue/Second Avenue SBS

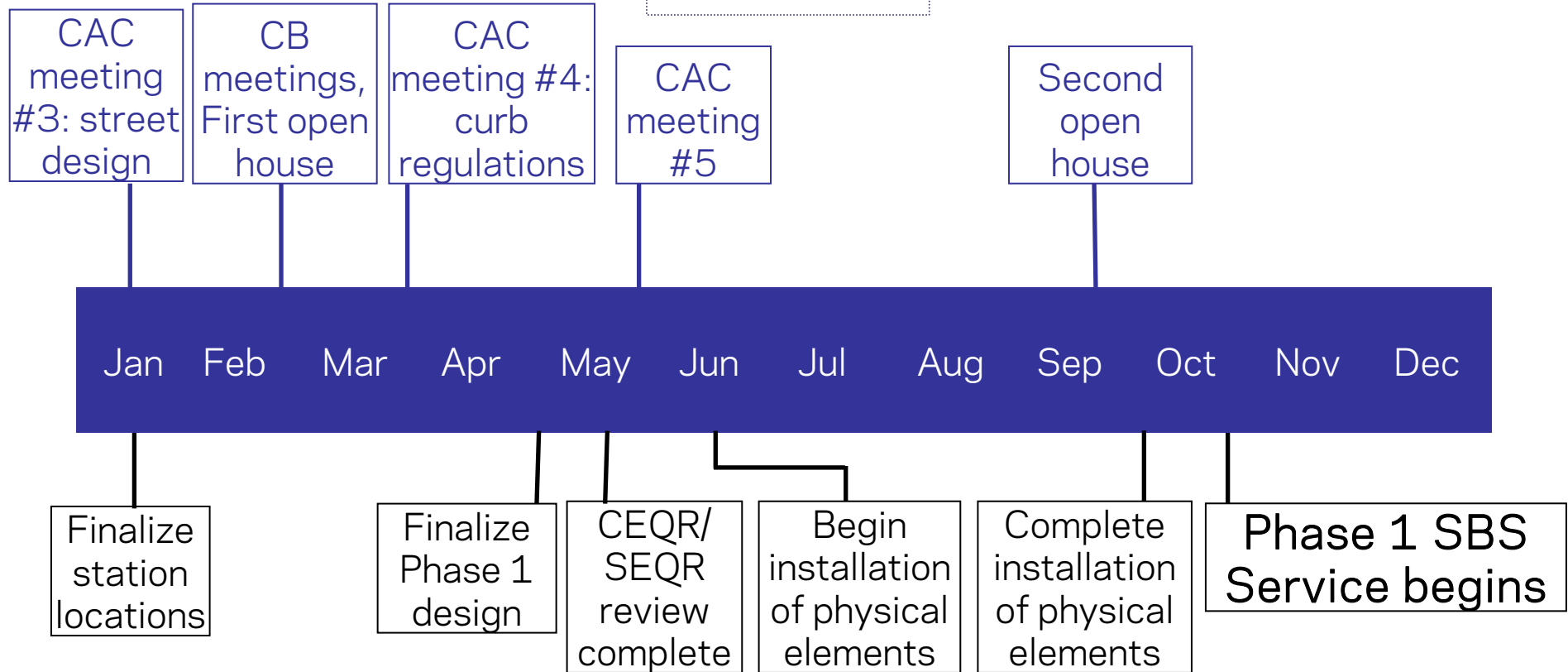
2009 Schedule



First Avenue/Second Avenue SBS

2010 Schedule

Outreach



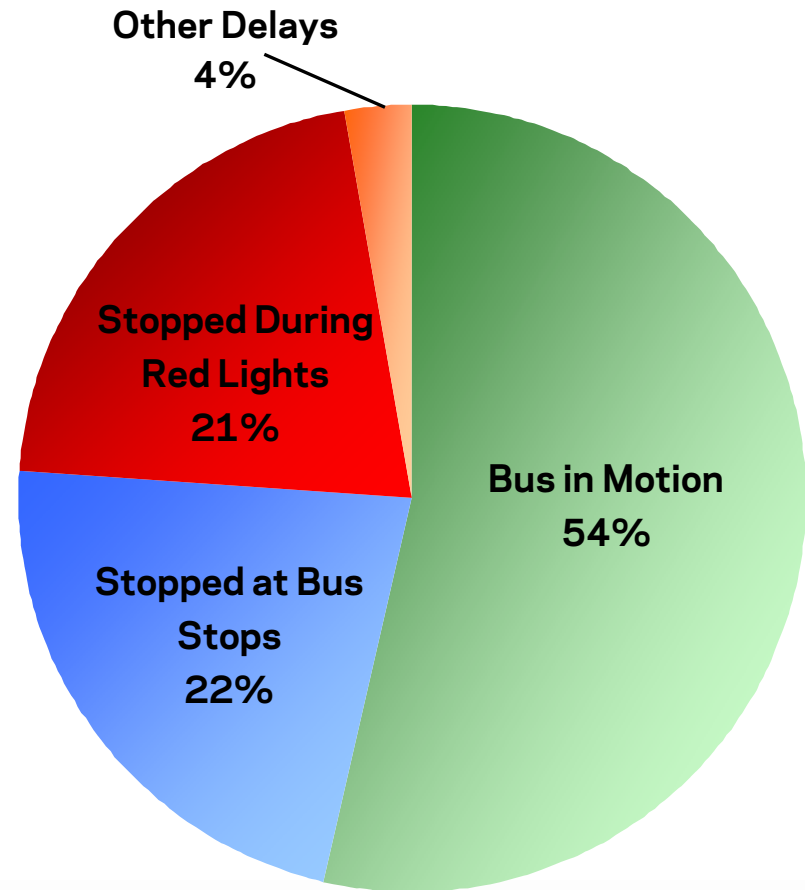
Project Milestones

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

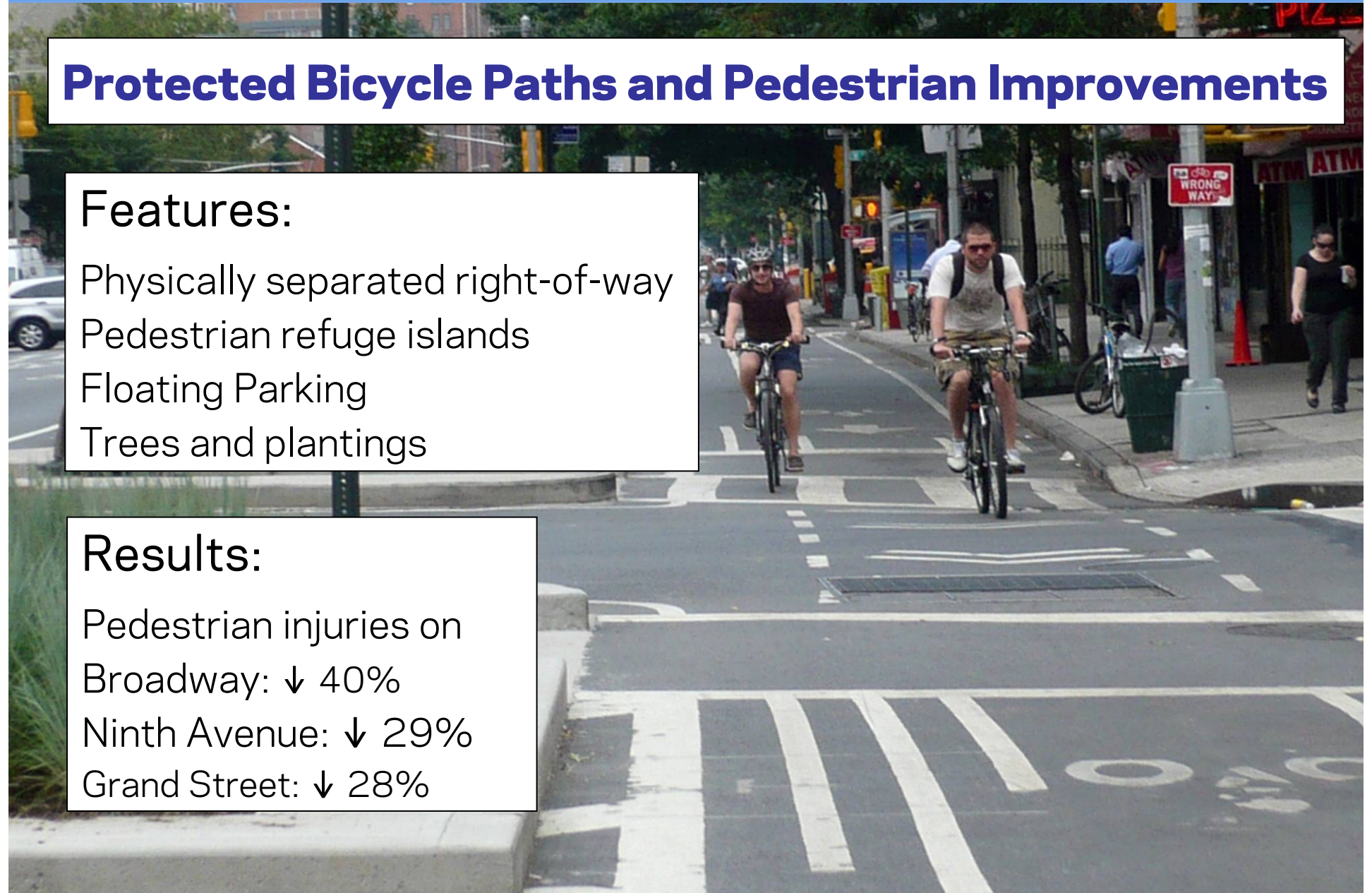
Protected Bicycle Paths and Pedestrian Improvements

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%



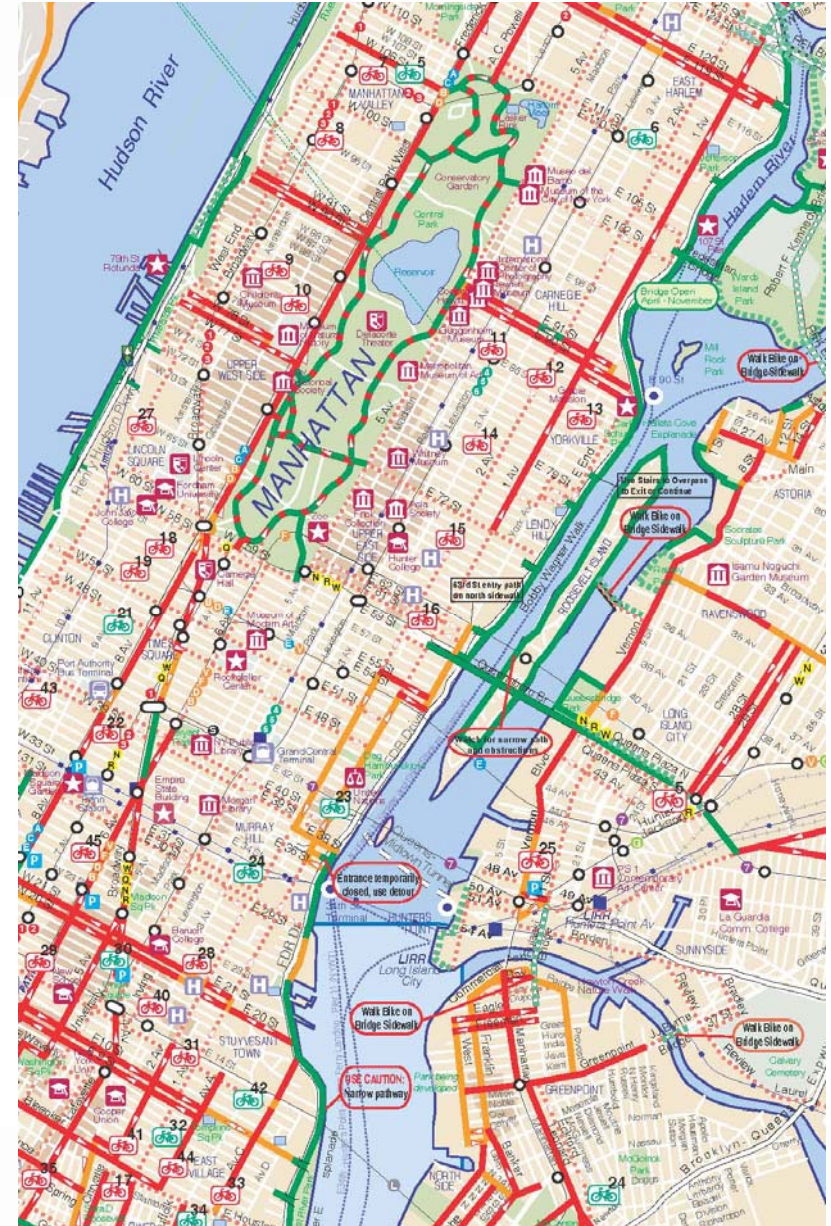
First Avenue/Second Avenue SBS

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 ↑ 50%

Ninth Avenue ↑ 37%

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

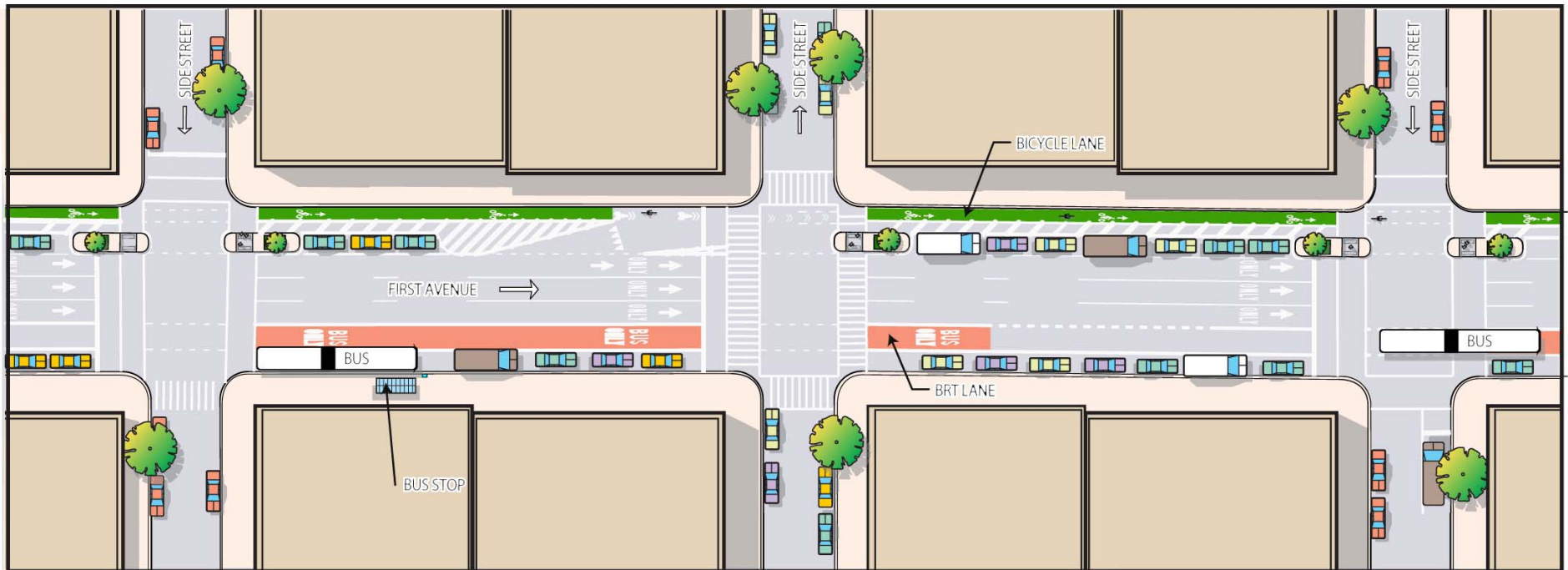
First Avenue/Second Avenue SBS

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



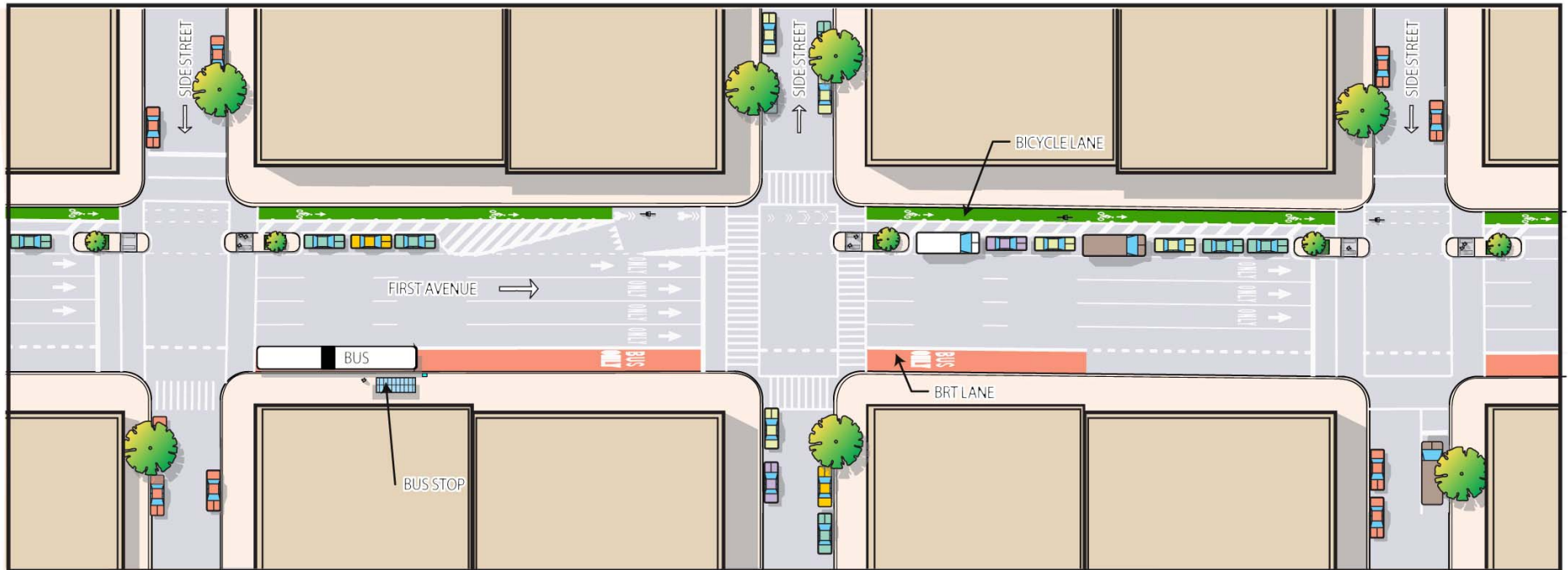
First Avenue/Second Avenue SBS

Design B



First Avenue/Second Avenue SBS

Design B



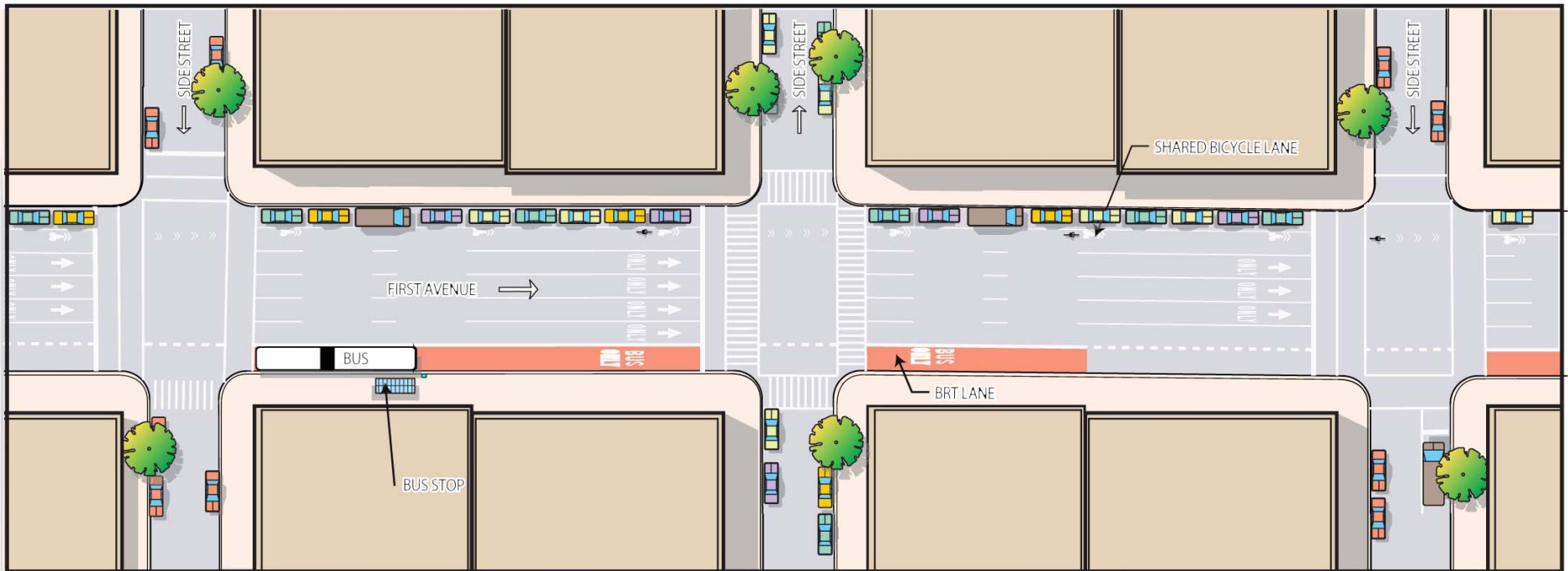
First Avenue/Second Avenue SBS

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 6

Design C



Design B



Design A



First Avenue/Second Avenue SBS

Curb Issues



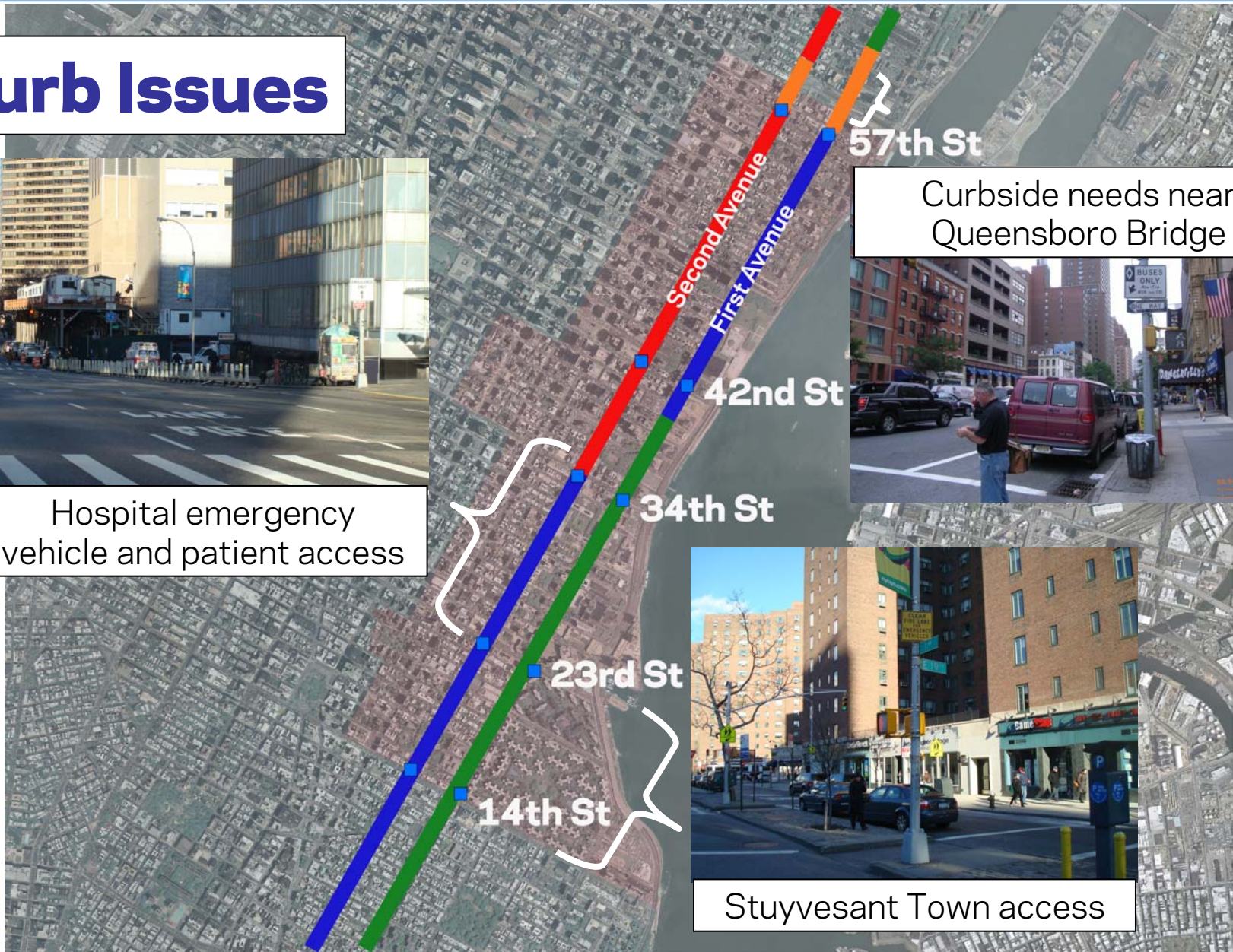
Hospital emergency vehicle and patient access



Curbside needs near Queensboro Bridge



Stuyvesant Town access

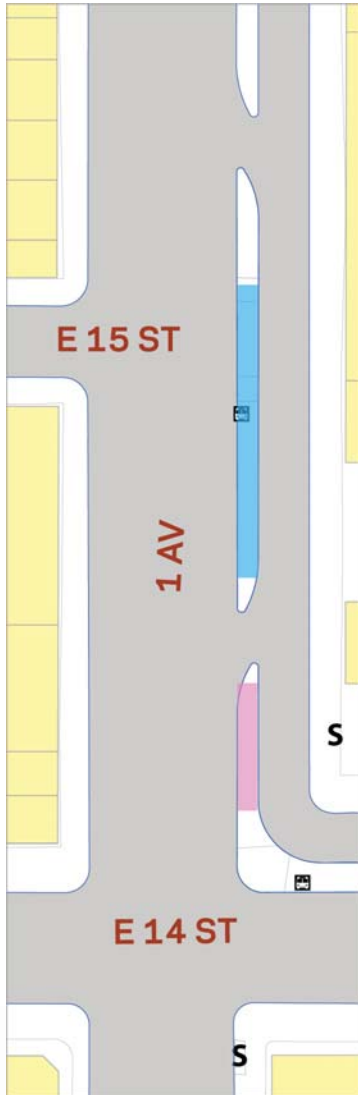


CB6 Station Locations



First Avenue/Second Avenue SBS

14th Street/First Avenue (Northbound)



SBS north of local between 14th and 15th Streets

- Local Stop
- SBS Station
- Sidewalk Vault
- Phone Booth
- Existing Bus Stop
- Street Tree
- Subway Entrance
- Bicycle Rack

First Avenue/Second Avenue SBS

23rd Street/First Avenue (Northbound)

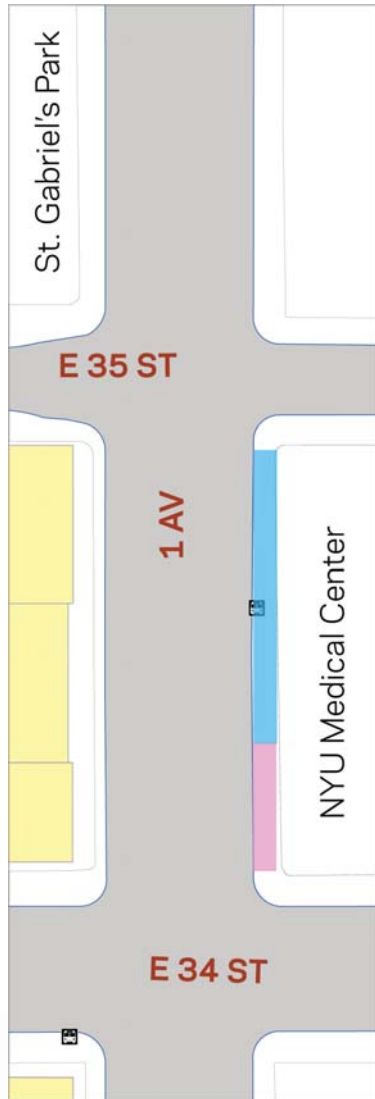


SBS north of local between 24th and 25th Streets
Local just north of VA Hospital driveway

- Local Stop
- SBS Station
- Sidewalk Vault
- Phone Booth
- Existing Bus Stop
- Street Tree
- Subway Entrance
- Bicycle Rack

First Avenue/Second Avenue SBS

34th Street/First Avenue (Northbound)

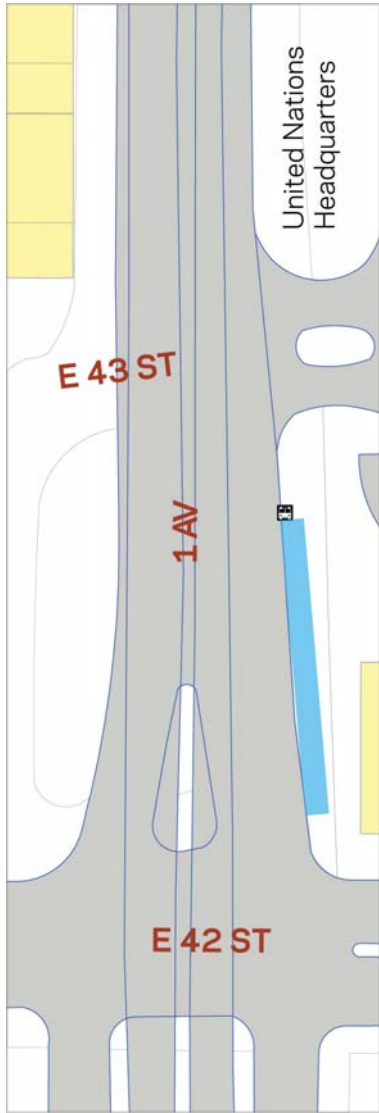


SBS north of local between 34th and 35th Streets

- Local Stop
- SBS Station
- Sidewalk Vault
- Phone Booth
- Existing Bus Stop
- Street Tree
- Subway Entrance
- Bicycle Rack

First Avenue/Second Avenue SBS

42nd Street/First Avenue (Northbound)

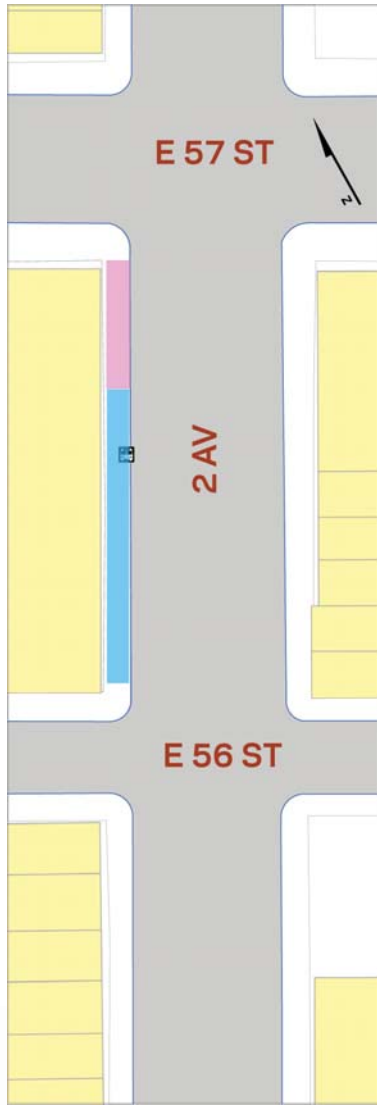


SBS north of 42nd Street

- Local Stop
- SBS Station
- Sidewalk Vault
- Phone Booth
- Existing Bus Stop
- Street Tree
- Subway Entrance
- Bicycle Rack

First Avenue/Second Avenue SBS

57th Street/Second Avenue (Southbound)

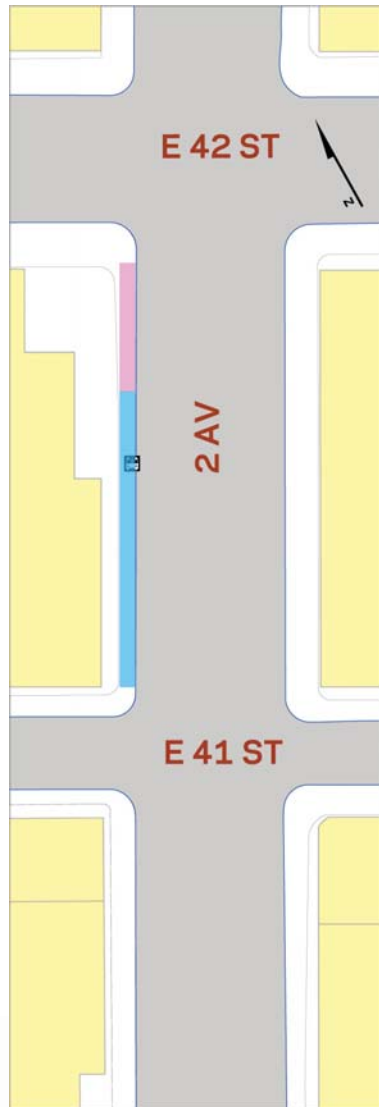


SBS south of local between 57th and 56th Streets


- Local Stop
- SBS Station
- Sidewalk Vault
- Phone Booth
- Existing Bus Stop
- Street Tree
- Subway Entrance
- Bicycle Rack

First Avenue/Second Avenue SBS

42nd Street/Second Avenue (Southbound)

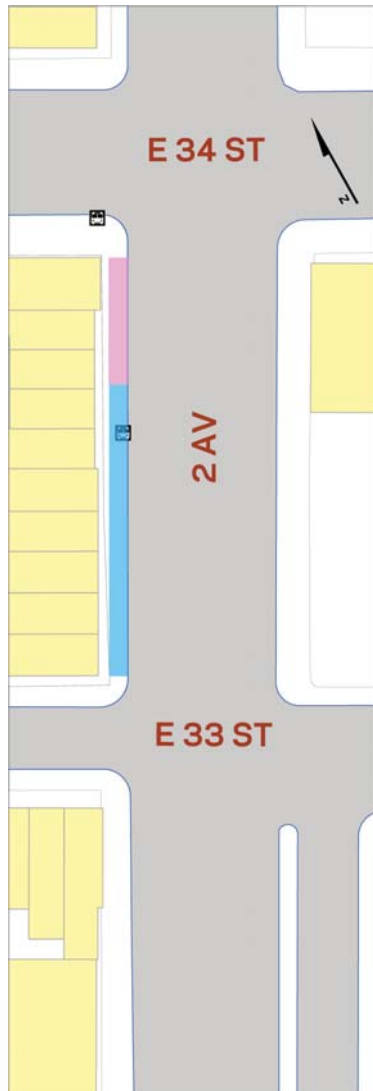


SBS south of local between 42nd and 41st Streets

-  Local Stop
-  SBS Station
-  Sidewalk Vault
-  Phone Booth
-  Existing Bus Stop
-  Street Tree
-  Subway Entrance
-  Bicycle Rack

First Avenue/Second Avenue SBS

34th Street/Second Avenue (Southbound)

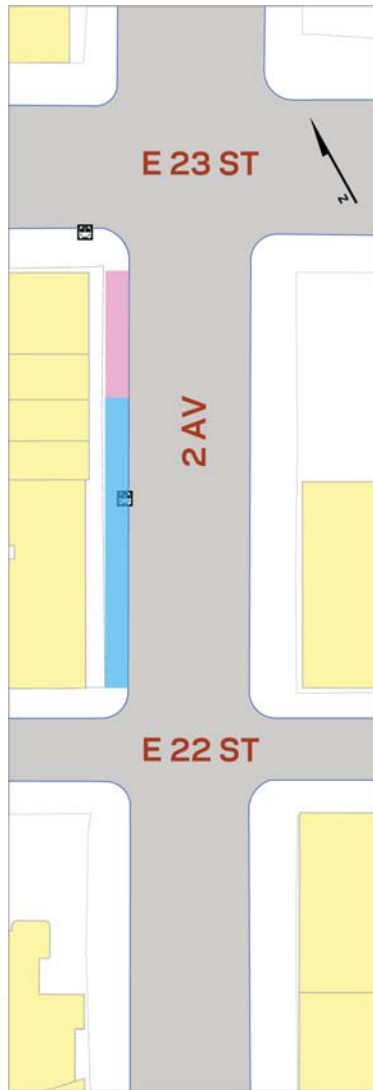


SBS south of local between 34th and 33rd Streets

- Local Stop
- SBS Station
- Sidewalk Vault
- Phone Booth
- Existing Bus Stop
- Street Tree
- Subway Entrance
- Bicycle Rack

First Avenue/Second Avenue SBS

23rd Street/Second Avenue (Southbound)

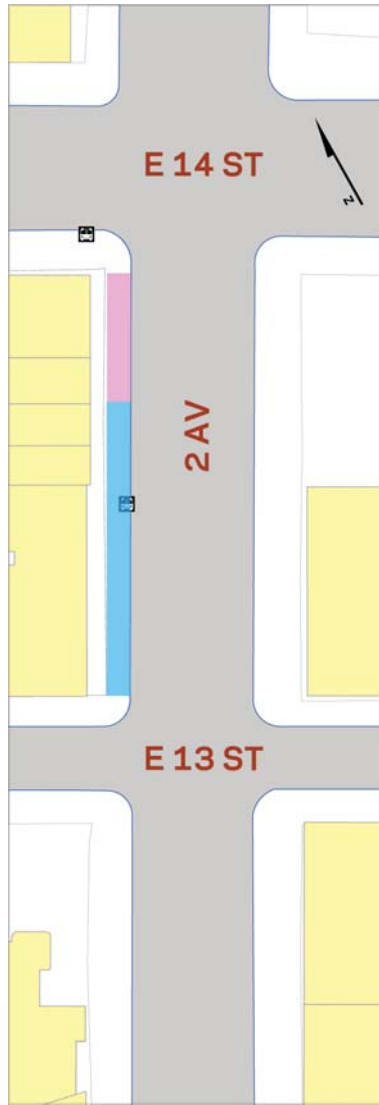


SBS south of local between 23rd and 22nd Streets

- Local Stop
- SBS Station
- Sidewalk Vault
- Phone Booth
- Existing Bus Stop
- Street Tree
- Subway Entrance
- Bicycle Rack

First Avenue/Second Avenue SBS

14th Street/Second Avenue (Southbound)



SBS south of local between 14th and 13th Streets

- Local Stop
- SBS Station
- Sidewalk Vault
- Phone Booth
- Existing Bus Stop
- Street Tree
- Subway Entrance
- Bicycle Rack

Next Steps

Next meetings

Community Board Meetings – February 2010

Public Open Houses – March 2010

Fourth CAC meeting – March 2010

Questions and Comments?