



 New York City Transit



First Avenue/Second Avenue Select Bus Service

Manhattan Community Board 3 Transportation Committee
Wednesday, March 10, 2010

Agenda

Project Overview

Project Schedule

Design Goals

Proposed Design

CB3 Issues

Next Steps

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

SBS Features

Features	Current M15	M15 SBS (2010)	M15 SBS (2012)
Local service	Yes	Yes	Yes
Limited service	Yes	No	No
Simpler service pattern	No	Yes	
Off-board fare collection	No	Yes	
Regular bus fare	Yes	Yes	
Improved bus lanes	No	Yes	
Bus bulbs	No	No	Yes
Transit Signal Priority	No	No	Yes (below Houston St)

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/March 2010

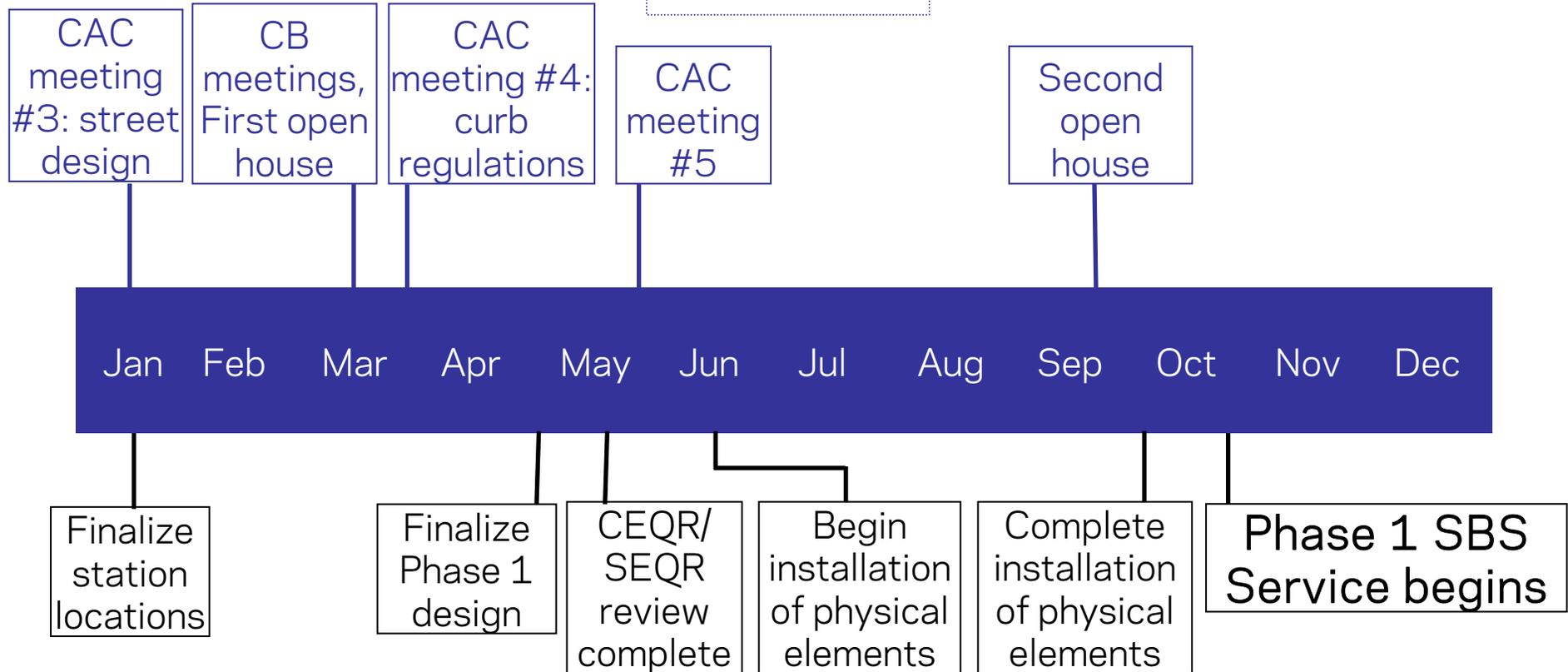
Public Open Houses

March 18 and 24, 2010

First Avenue/Second Avenue SBS

2010 Schedule

Outreach

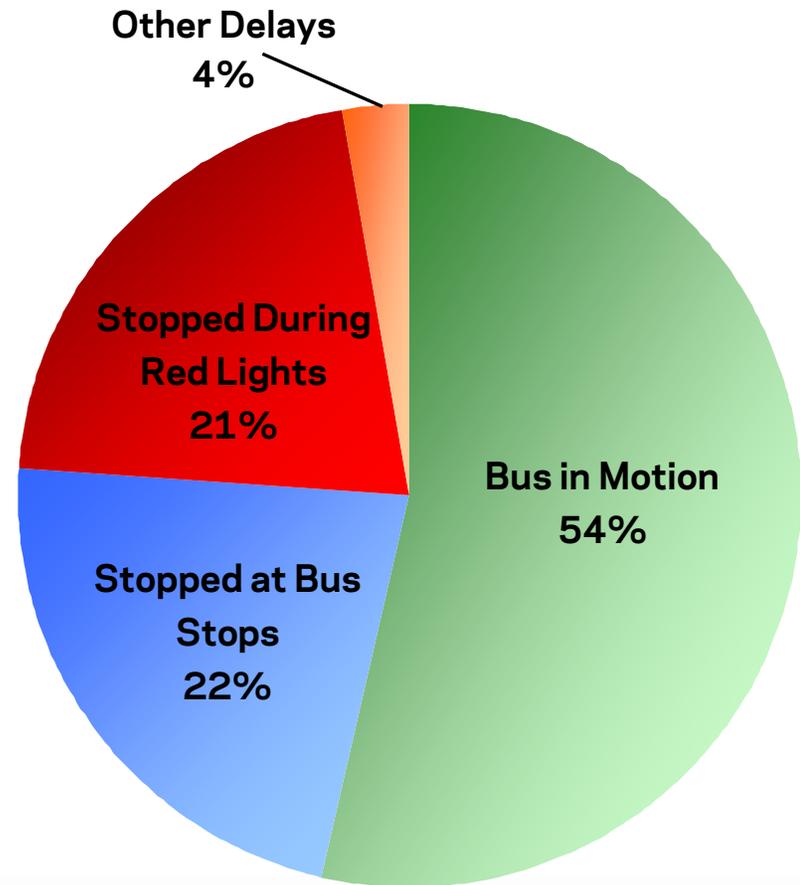


Project Milestones

Design Goals

Improve bus service

Sources of delay on M15 Limited



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

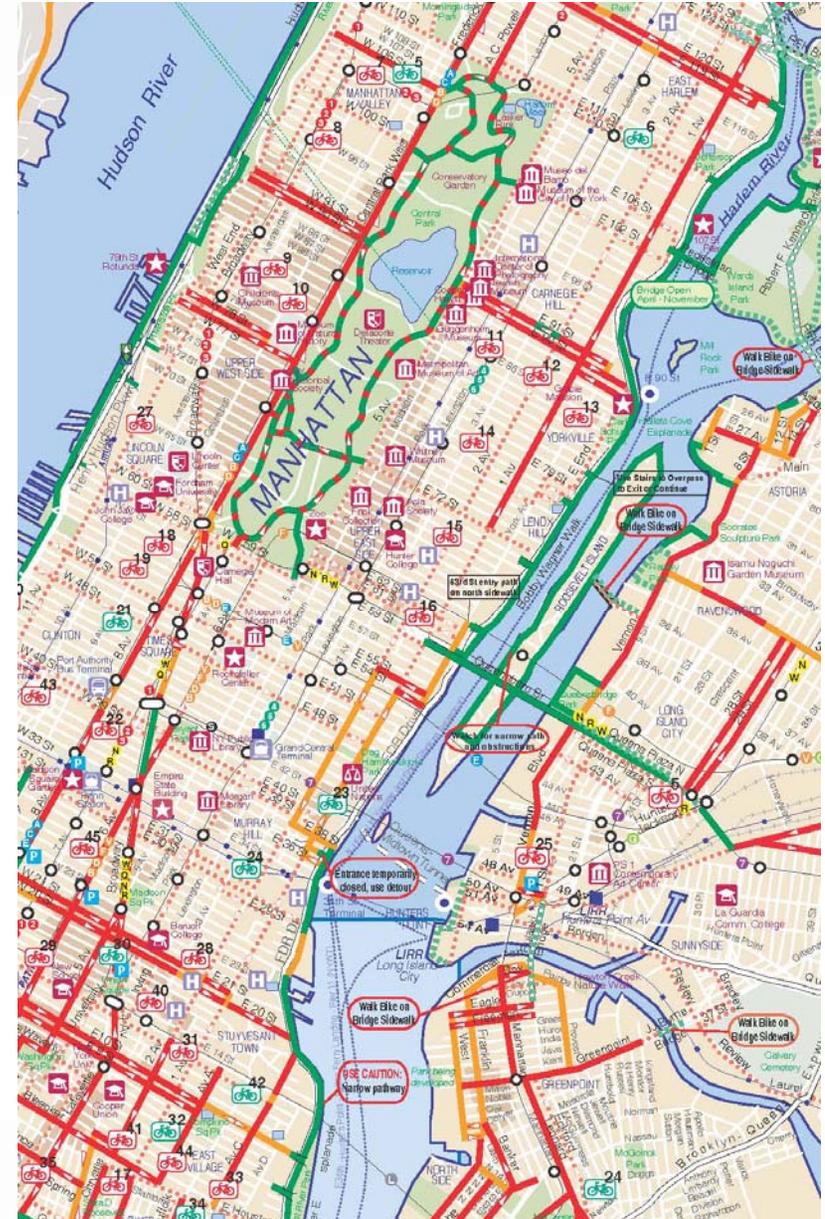
First Avenue/Second Avenue SBS

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



Features:

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

	Pedestrian injuries	Bike volumes
Broadway	↓ 40%	↑ 50%
Ninth Avenue	↓ 29%	↑ 37%
Grand Street	↓ 28%	↑ 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

First Avenue/Second Avenue SBS

Design A



First Avenue/Second Avenue SBS

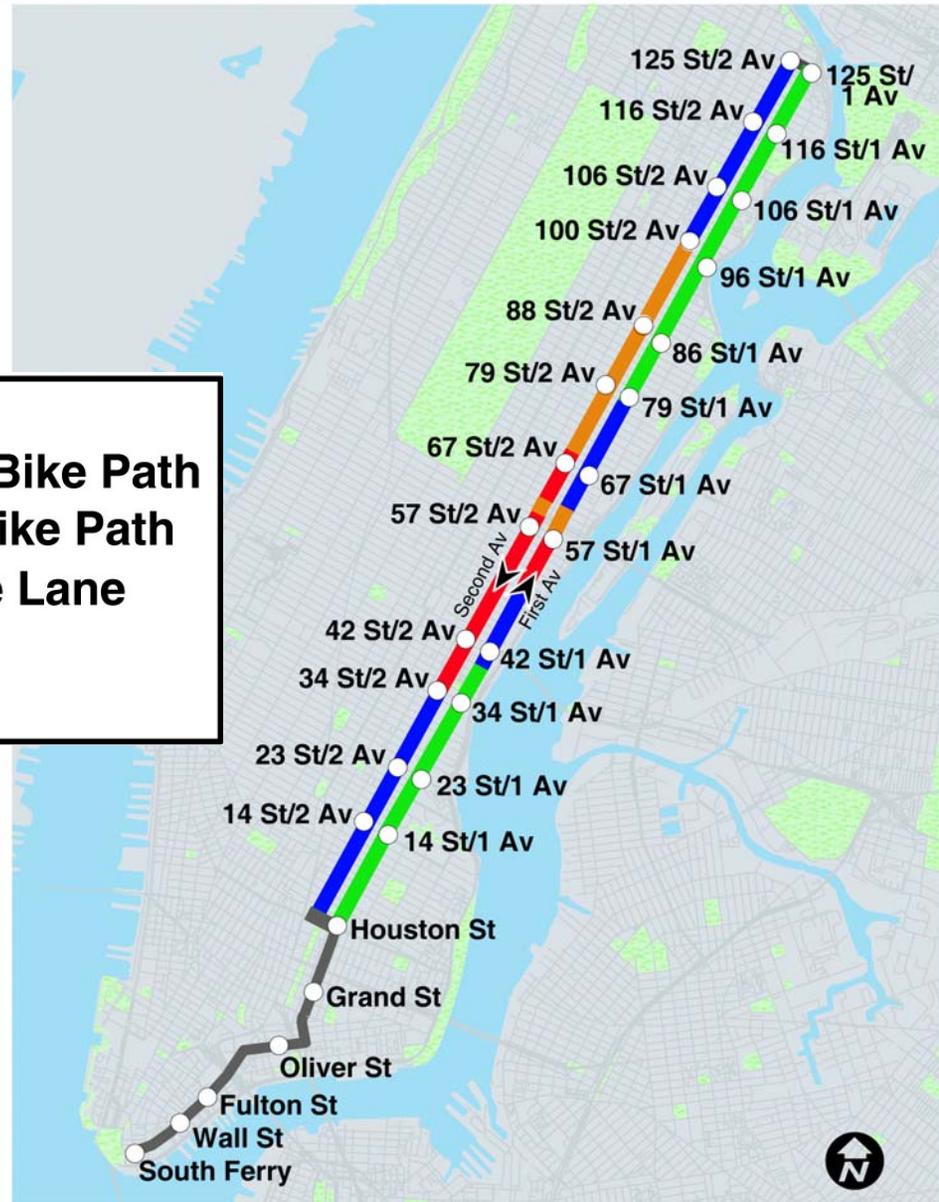
Design B



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
- No change to street design
- Construction Zone



First Avenue/Second Avenue SBS

Community Board 3

Design B



Design A



CB3 Station Locations

First Avenue/Second Avenue SBS

Oliver Street

Northbound SBS at near side of Oliver St

Southbound SBS at near side of Oliver St



First Avenue/Second Avenue SBS

Grand Street

Northbound SBS at near side of Broome St, north of local stop

Southbound SBS at far side of Grand St, local at near side

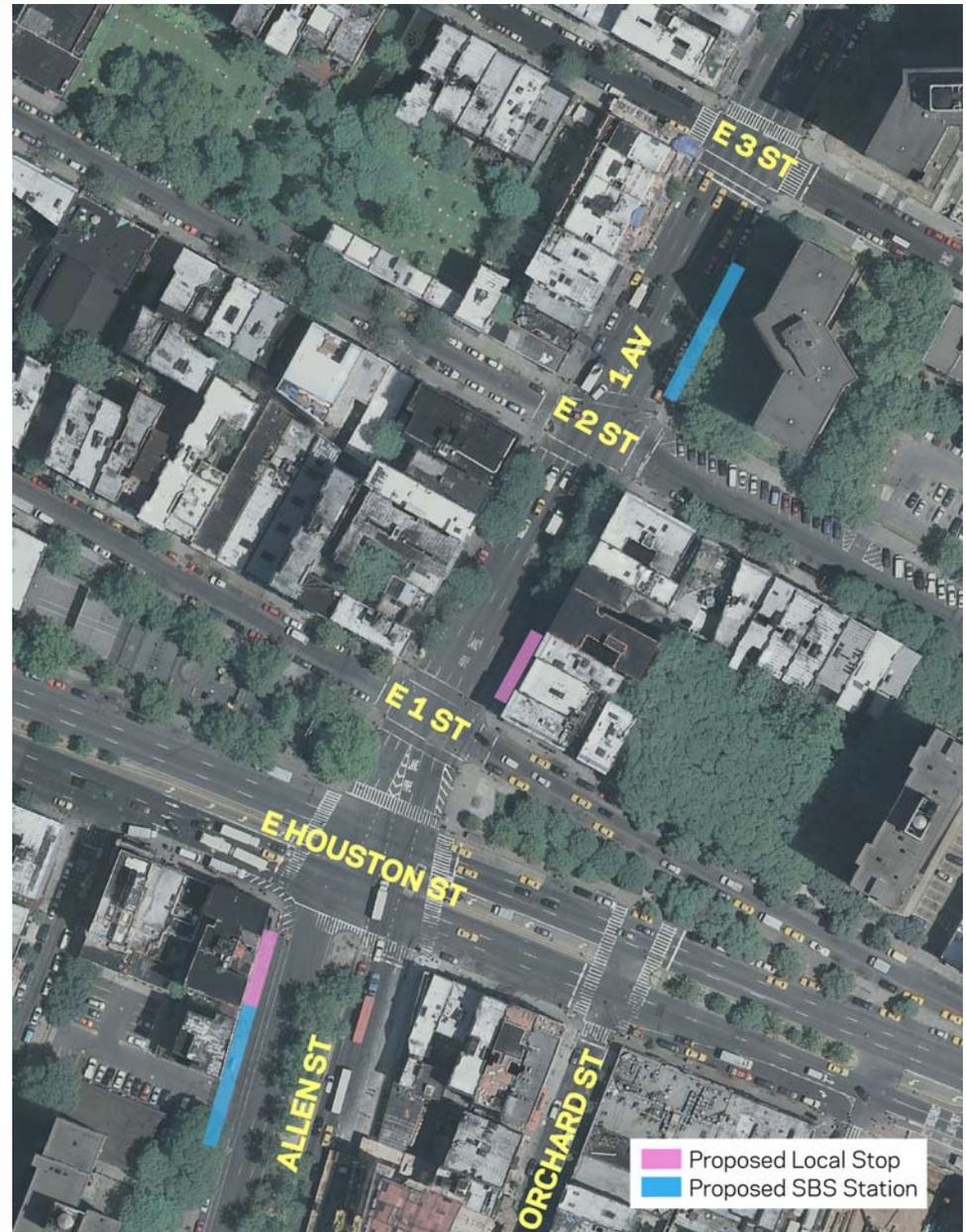


First Avenue/Second Avenue SBS

Houston Street

Northbound SBS at far side of 2nd St, local at far side of 1st St

Southbound SBS at far side of Houston St, south of local stop



First Avenue/Second Avenue SBS

14th Street/First Avenue (Northbound)

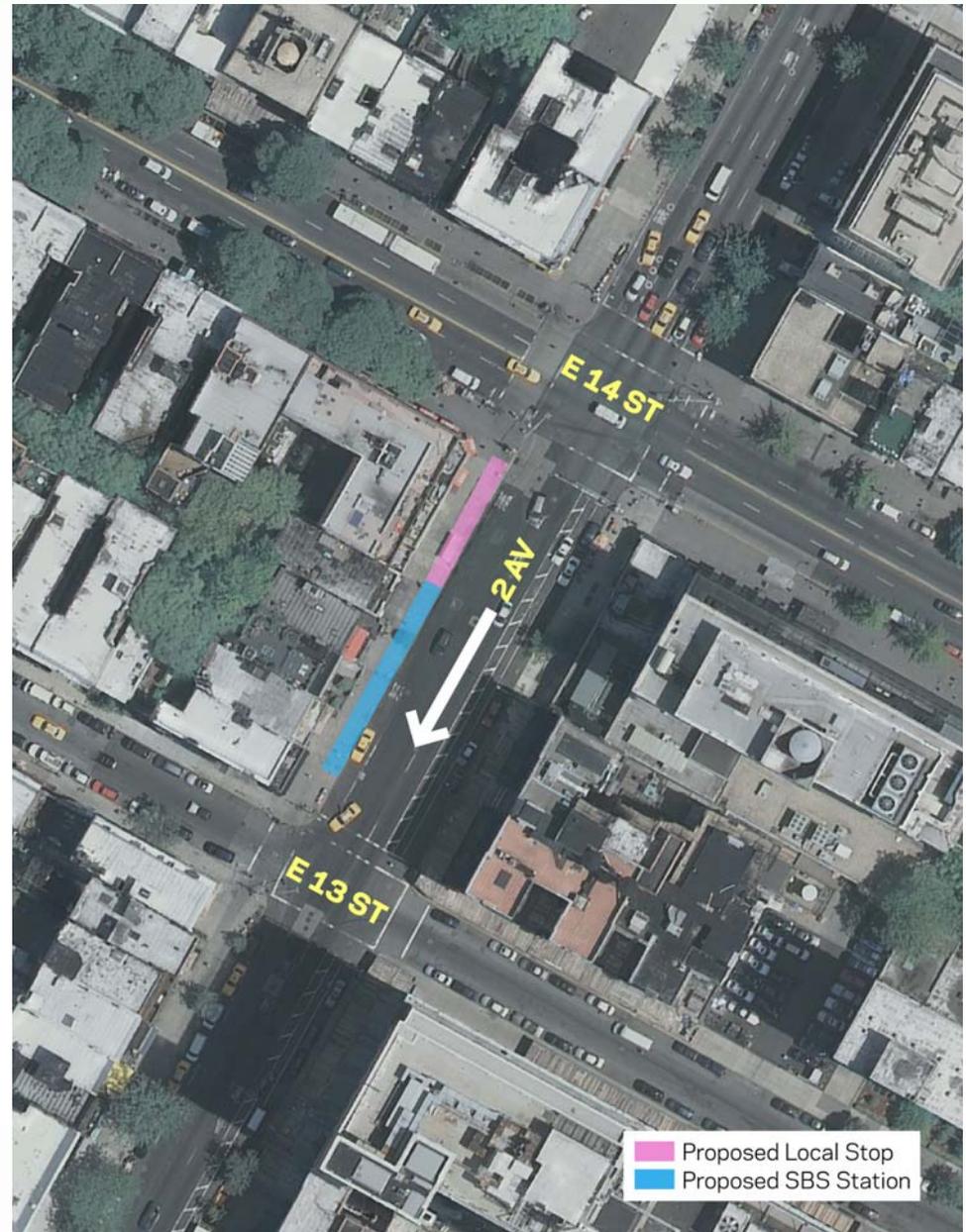
SBS at far side of 14th Street, north of local stop



First Avenue/Second Avenue SBS

14th Street/Second Avenue (Southbound)

SBS at far side of 14th Street, south of local stop



Next Steps

Next meetings

Community Board Meetings – February/March 2010

Public Open Houses – March 2010

Fourth CAC meeting – April 2010

Questions and Comments?