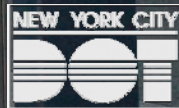




New York City Transit



First Avenue/Second Avenue SBS Community Advisory Committee Meeting

Manhattan Borough President's Office
Wednesday, September 23, 2009

Agenda

Introductions

Bus Lane Cameras

Project Recap

Summary of Bx12 SBS Tour

Discussion of Station Locations

- Siting guidelines/constraints

- Breakout discussions

- Recap

Next steps

First Avenue/Second Avenue SBS

Bus Lane Cameras



Ongoing Community Engagement

CAC will meet every 2-3 months over the next two years

Public Open Houses will take place at key points, with first one tentatively scheduled for early December

Project newsletters (print and email) and web site (www.nyc.gov/brt)

About the First Ave/Second Ave CAC

Composed of:

- Elected Officials
- Community Boards
- Major Institutions
- Community Organizations
- Business Representatives

Role:

To provide opportunities for input as project design and implementation progresses

To keep key stakeholders up to date on the project

To provide stakeholders with information to pass on to other constituents about project details and outreach efforts

To ensure that key issues are not overlooked

Environmental Review

City Environmental Quality Review (CEQR)

State Environmental Quality Review Act (SEQRA)

National Environmental Policy Act (NEPA)

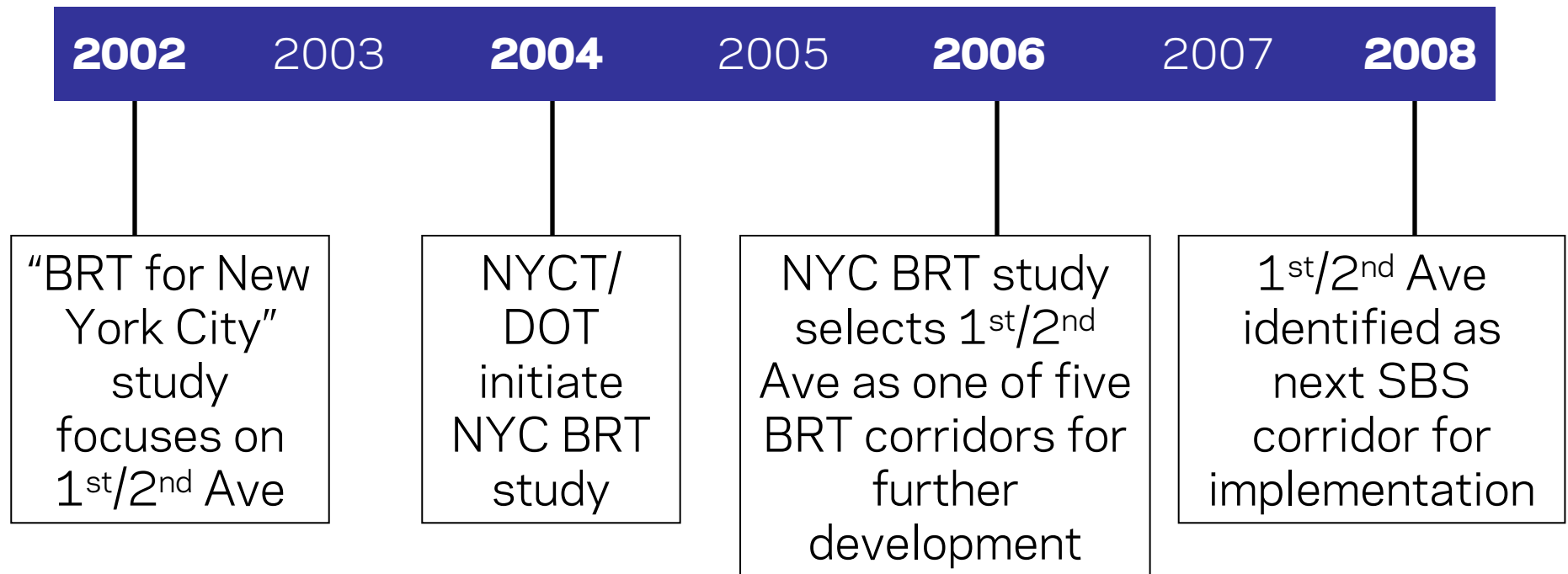
Analysis

- Traffic

- Noise and air quality

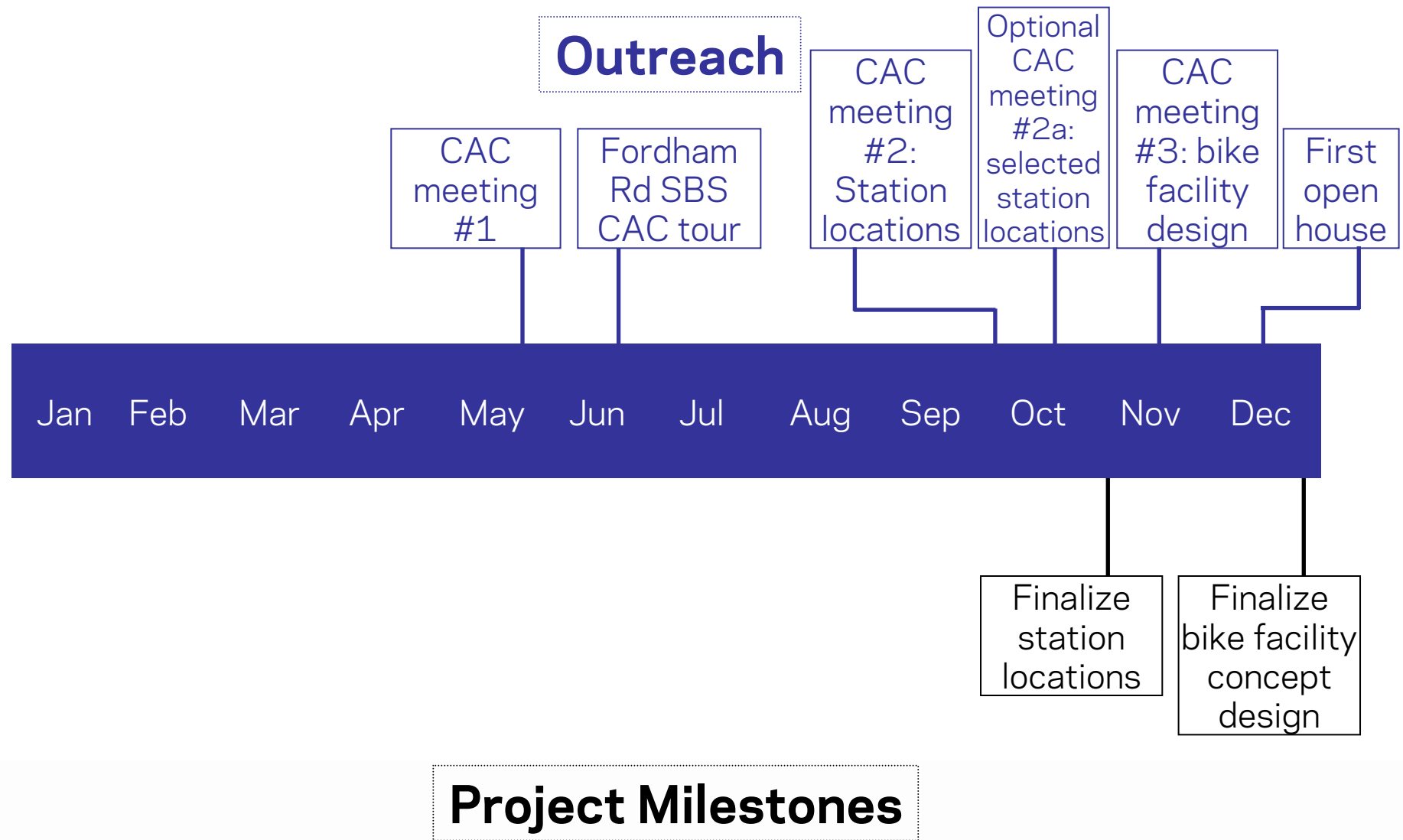
- Other environmental issues

Project Development Timeline



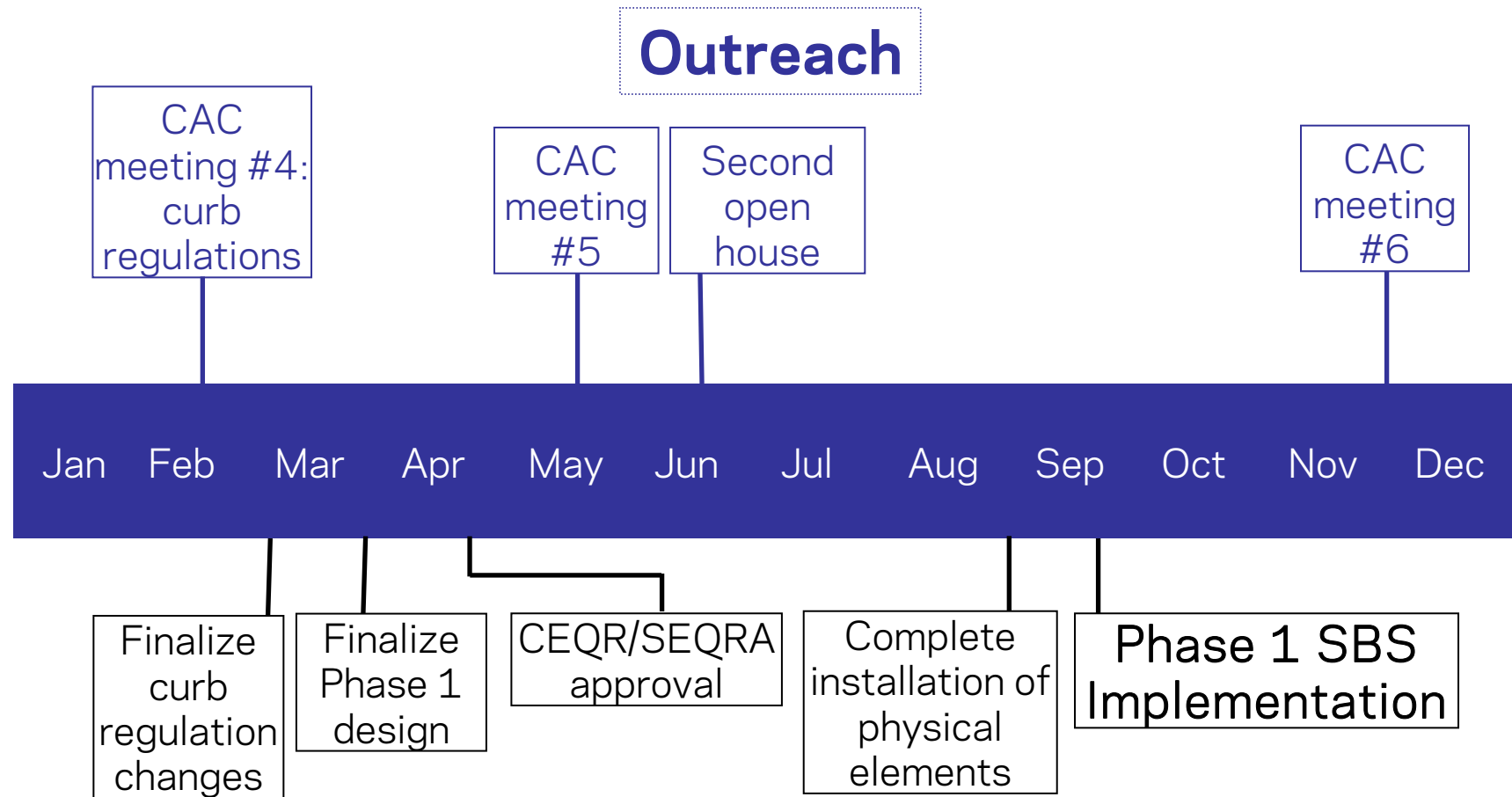
First Avenue/Second Avenue SBS

2009 Schedule



First Avenue/Second Avenue SBS

2010 Schedule



Project Milestones

First Avenue/Second Avenue SBS

Tour of Bx12 Select Bus Service



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First Avenue/Second Avenue SBS

Tour of Bx12 Select Bus Service



First Avenue/Second Avenue SBS

Tour of Bx12 Select Bus Service



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First Avenue/Second Avenue SBS

Tour of Bx12 Select Bus Service



First Avenue/Second Avenue SBS

Project Characteristics



8.5 miles from South Ferry to 125th Street

Currently served by M15 bus route

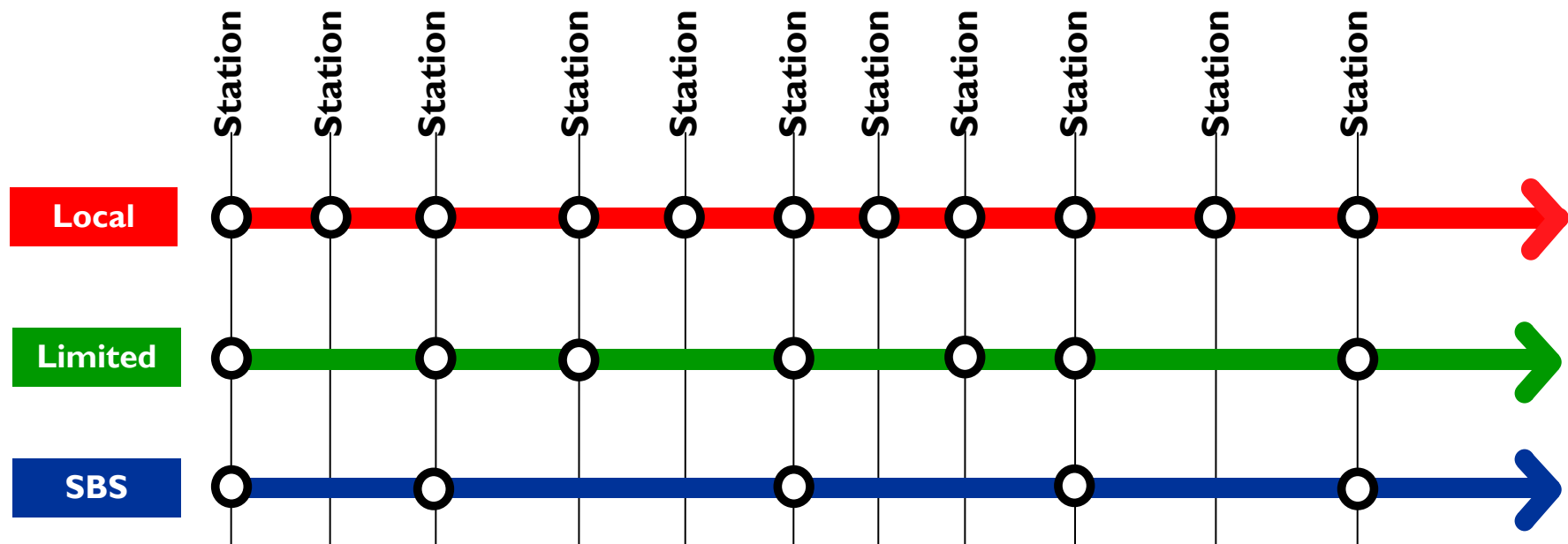
- Over 57,000 weekday riders
- Ridership has been decreasing due to slowing bus speeds

Within a ¼ mile:

- 537,000 residents
- 78% of households do not own a car
- 57% of residents commute by transit

First Avenue/Second Avenue SBS

Select Bus Service Has Fewer Stops Than Limited Stop Service



Station Locations - Spacing

US DOT BRT Practitioners Guide

“BRT should be rapid. It should operate ... on wide, continuous, free-flowing streets where separate right of way are unavailable or removed from markets.”

“Wide station spacing (except in downtown areas) is desirable.”

California DOT: Service Characteristics for BRT

Frequent all-day service

Short headways (10 minutes or better)

Wide station stop spacing

Station Locations - Spacing

Average Station Spacing on Fordham Road SBS: 0.6 mile

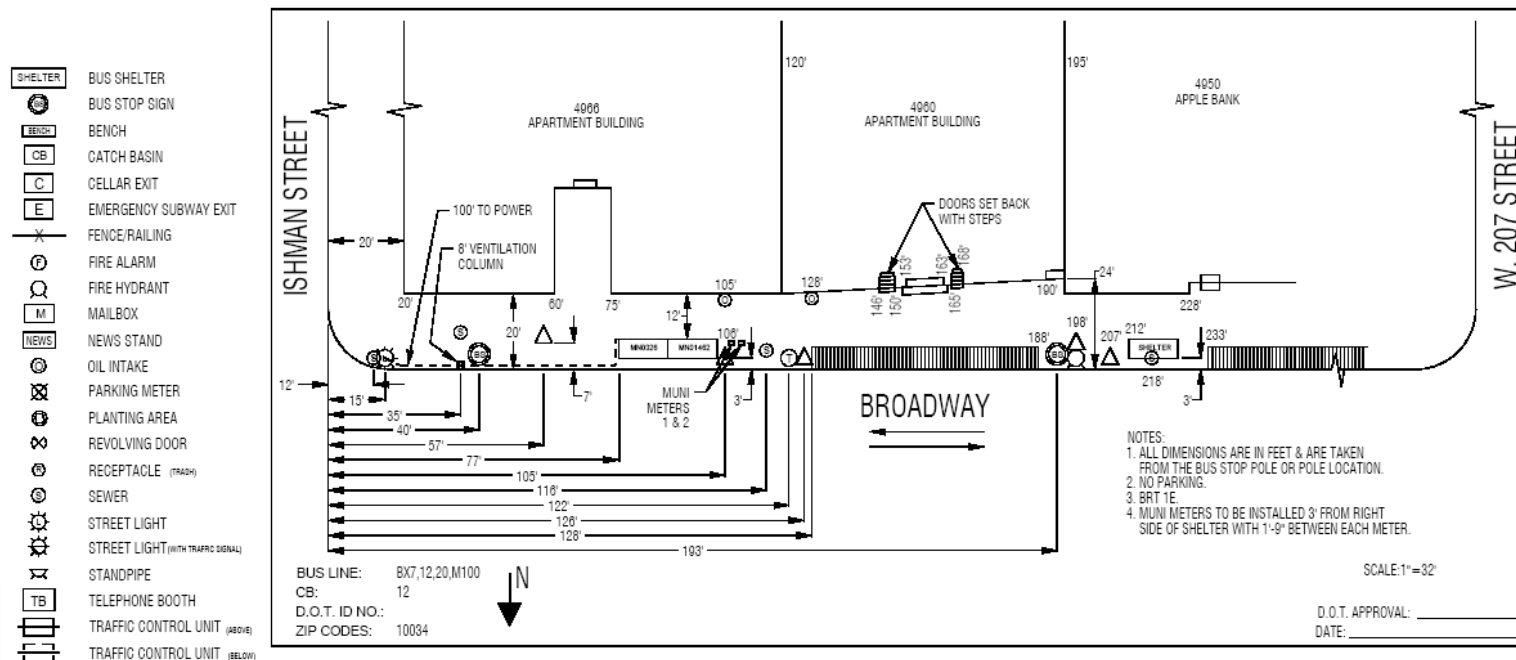
If First/Second Av SBS Stations were 10 blocks apart, that would create 0.5 mile spacing.

Principal streets, however, are often less than 10 blocks apart.

Station Locations - Placement

Manhattan blocks offer 200 feet of usable curb space. This allows for SBS Stations and local stops to be on the same block.

Trees, café seating, cellar doors, subway gratings, newsstands, fire hydrants, driveways, etc. can limit usable space on many blocks.



Station Shelters



Standard Cemusa design

Single or double length

Branding opportunities

Real-time information opportunities (Phase 2)

First Avenue/Second Avenue SBS

Proposed Stations Lower & Midtown Manhattan



First Avenue/Second Avenue SBS

Proposed Stations Midtown Manhattan & Harlem



Station Locations - Breakout Groups

South – South Ferry to 14th Street

Central – 14th Street to 57th Street

North – 67th Street to 125th Street

Recap of Discussions

Next Steps

Questions/Comments

Next Meetings

- Third CAC meeting – Mid November 2009
- Public Open House/Workshop – Early December 2009