

# First Avenue/Second Avenue Select Bus Service Community Advisory Committee Meeting #6

April 27, 2011



# Agenda

M15 SBS Performance Update

Traffic, Bicycle and Pedestrian Data

2011 Implementation

Next Steps



# 2010 Implementation

M15 Select Bus Service  
launched October 10, 2010

- Over 10 miles of dedicated bus lanes
- NYPD and camera enforcement
- off-board fare payment
- revised station spacing
- low-floor, three-door buses



# 2010 Implementation



Doubled the protected bike lanes in New York City  
Installed over 50 pedestrian refuge islands



# M15 SBS Performance

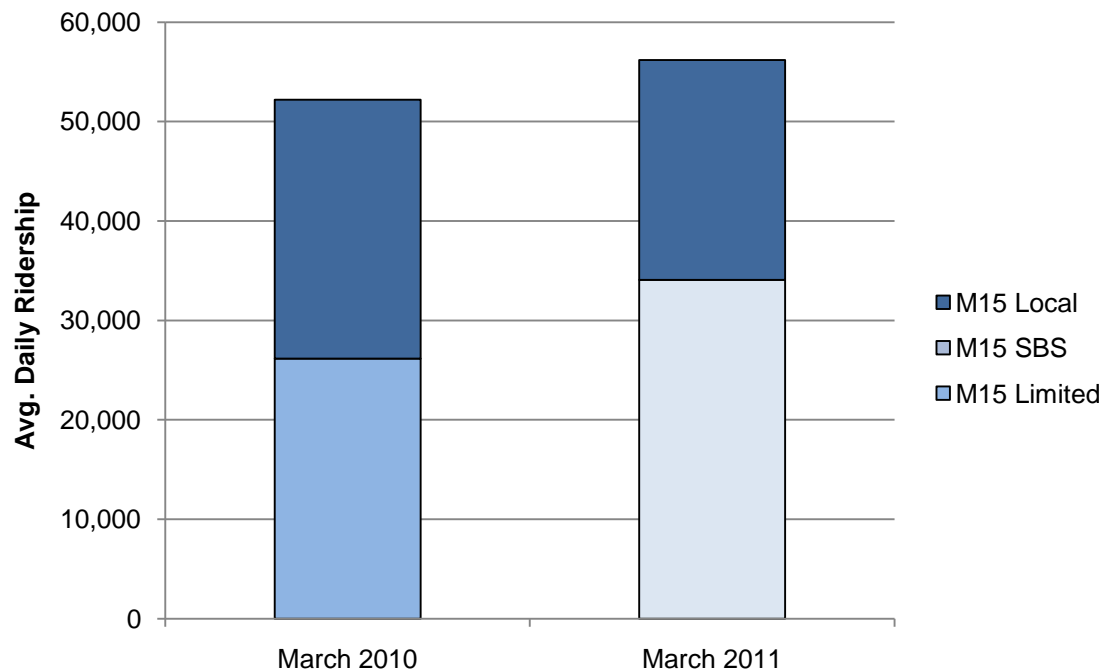
**Ridership**

Running Time

Time at bus stops

Time in motion

Bus lane violations



30% increase from Limited to SBS

4,000 new M15 trips per day

Bus ridership in Manhattan overall down by 5%

# M15 SBS Performance

## M15 Limited vs. M15 SBS

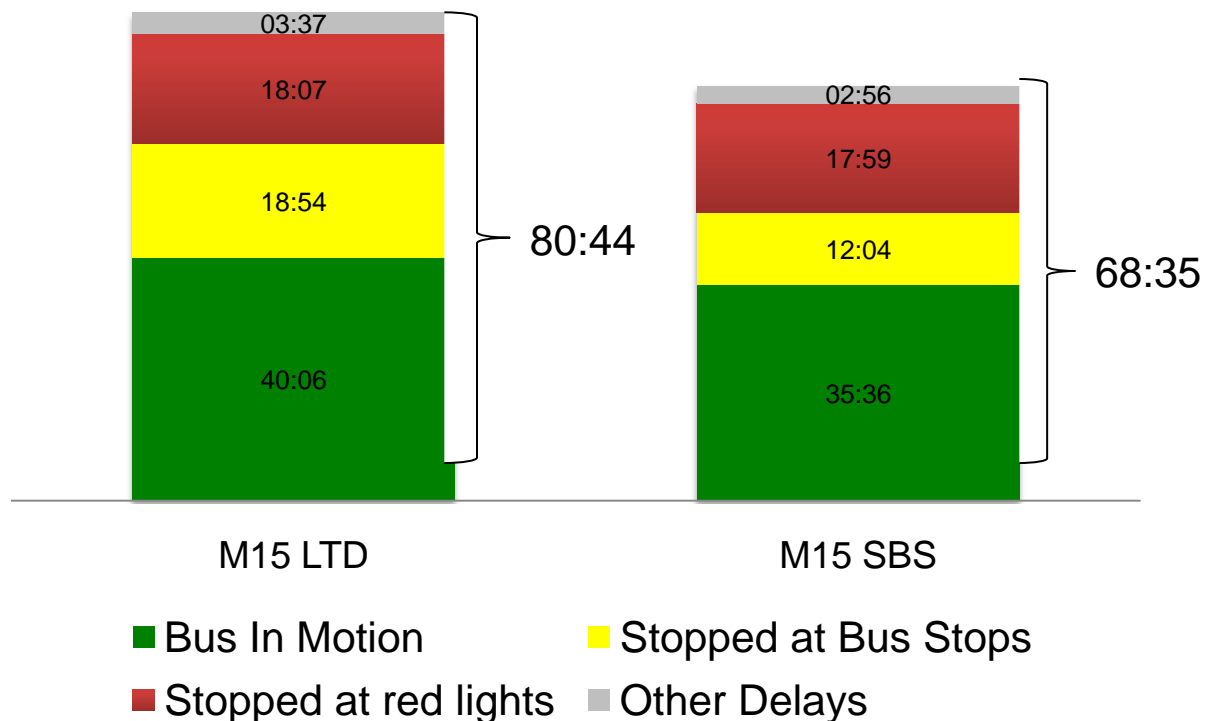
Ridership

**Running Time**

Time at bus stops

Time in motion

Bus lane violations



SBS 12 minutes (15%) faster  
than Limited

# M15 SBS Performance

Ridership

Running Time

**Time at bus stops**

Time in motion

Bus lane violations

**Before**



**After**



SBS spent 36%  
less time at stops  
than Limited

# M15 SBS Performance

Ridership

Running Time

Time at bus stops

**Time in motion**

Bus lane violations



When the bus was in motion, bus lanes allowed  
SBS to move 11% faster than Limited



# M15 SBS Performance

## Summonses issued by NYPD

January 1, 2011 to March 31, 2011

Ridership

Running Time

Time at bus stops

Time in motion

Bus lane violations

	Parking in Bus Lane	Driving in Bus Lane	Total
<b>First Avenue</b>	2,009	72	2,081
<b>Second Avenue</b>	2,536	78	2,614

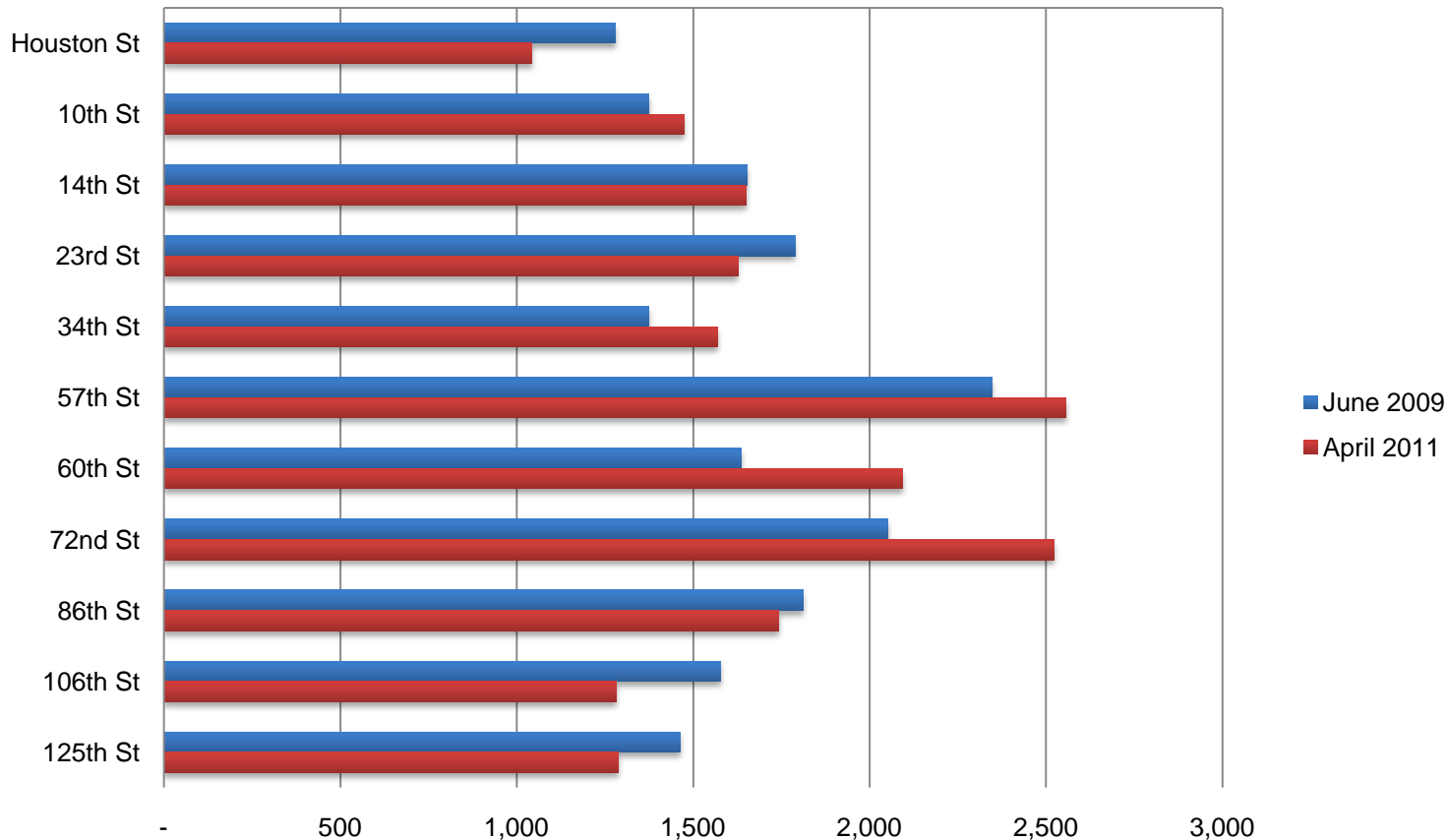
## Summonses issued through Bus Lane

**Camera program: 5,800**

Through April 5, 2011

# Traffic Data

## First Avenue PM Peak Hour Traffic Volumes



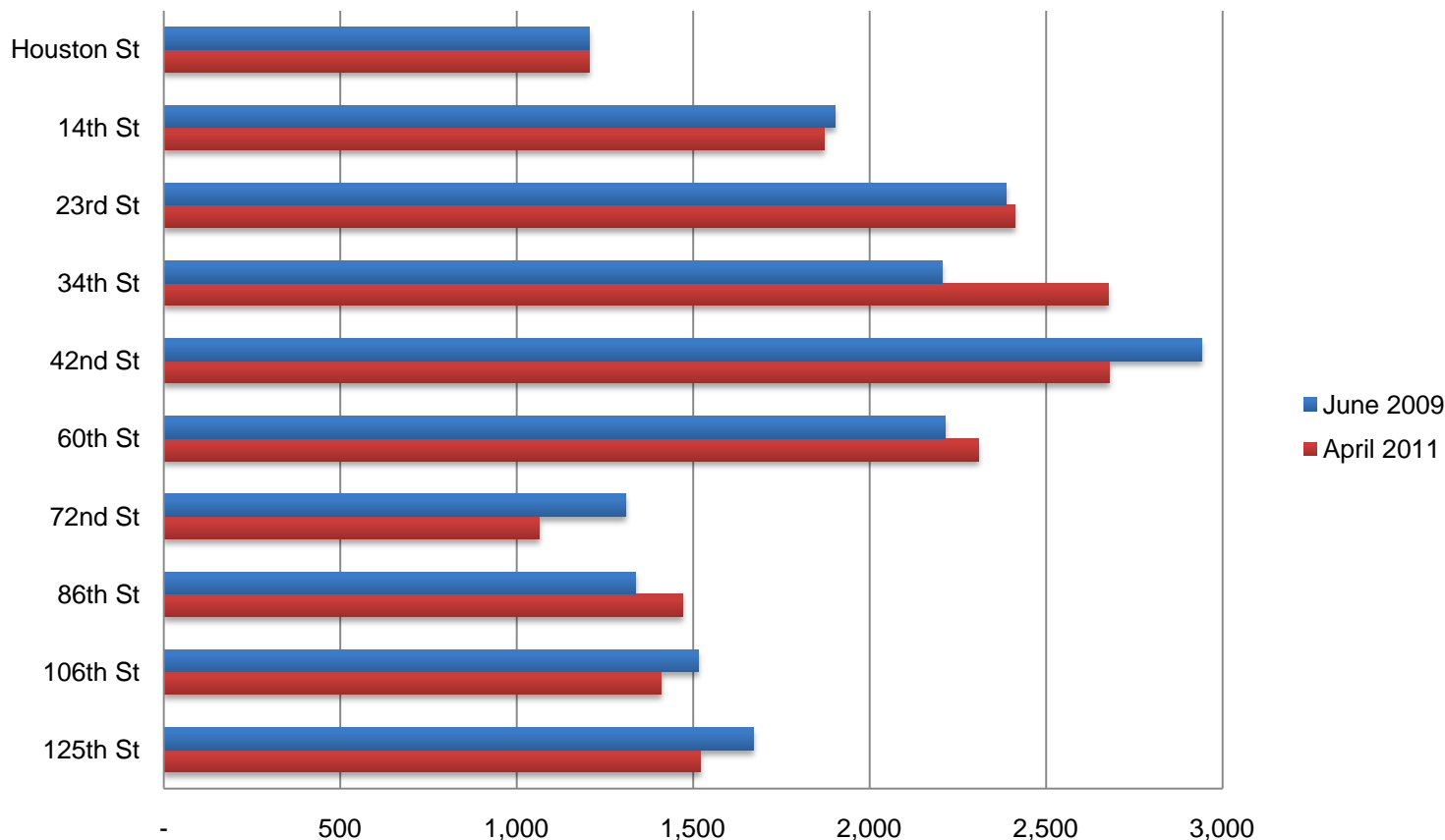
PM Peak hour: 5:30 pm to 6:30 pm

Before data collected June 9-15, 2009

After data collected April 4-10, 2011

# Traffic Data

## Second Avenue PM Peak Hour Traffic Volumes



PM Peak hour: 5:30 pm to 6:30 pm

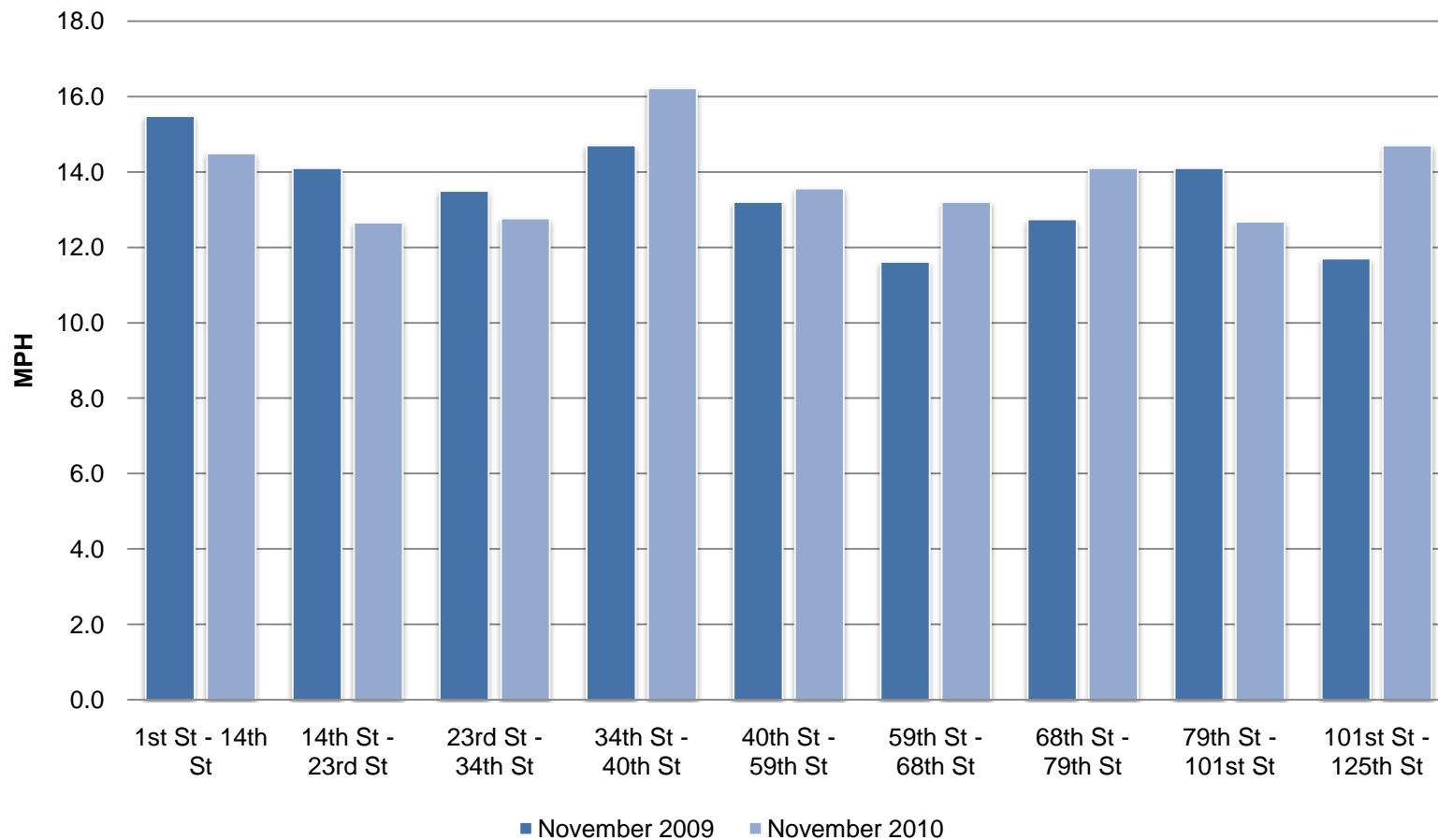
Before data collected June 9-15, 2009

After data collected April 4-10, 2011



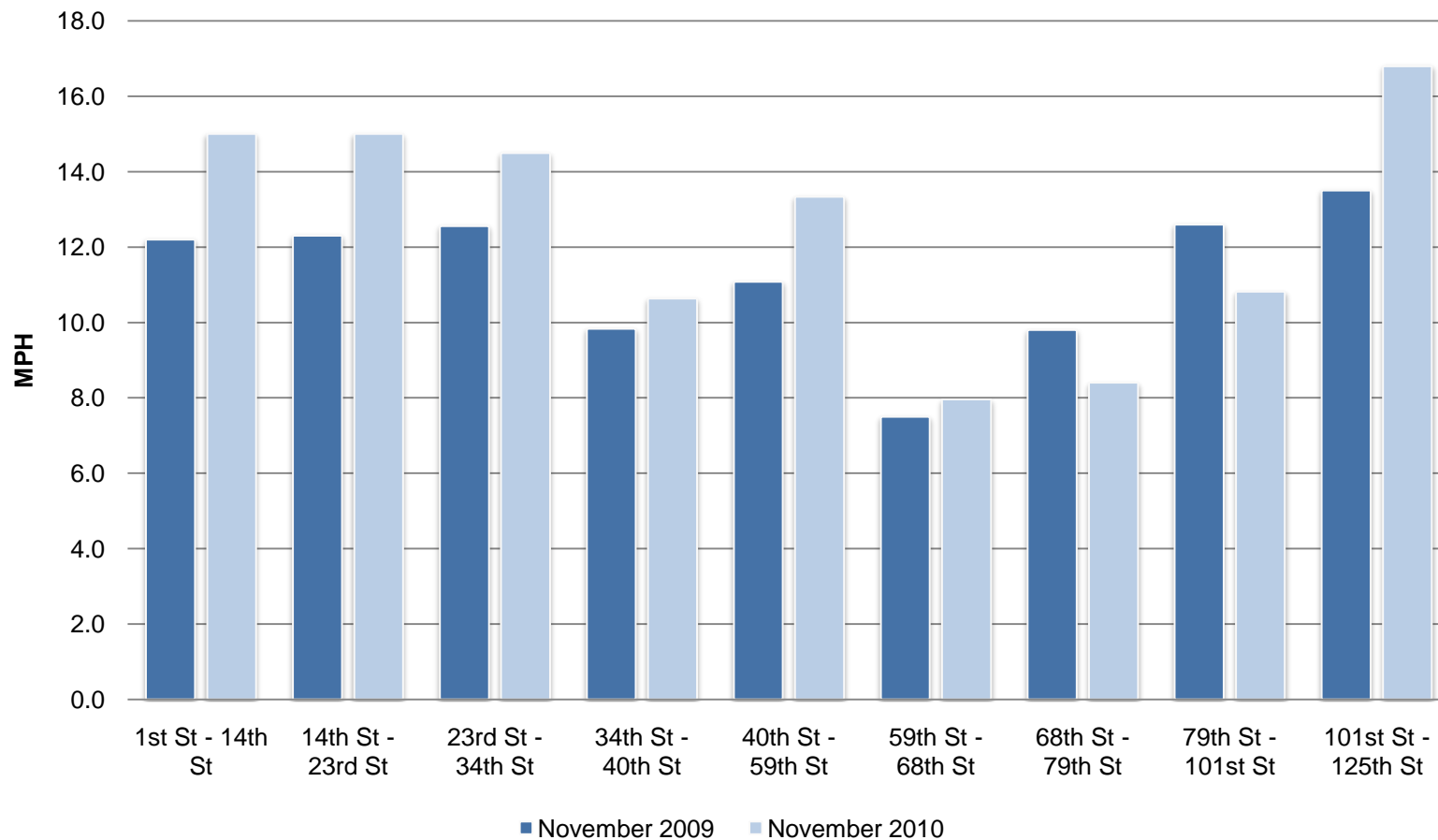
# Traffic Data

## First Avenue Taxi Speeds



# Traffic Data

## Second Avenue Taxi Speeds



# Traffic Data

Minimal discernable pattern in traffic volumes

Taxi speeds are slightly faster on Second Avenue, about the same on First Avenue, despite changes in number of general travel lanes

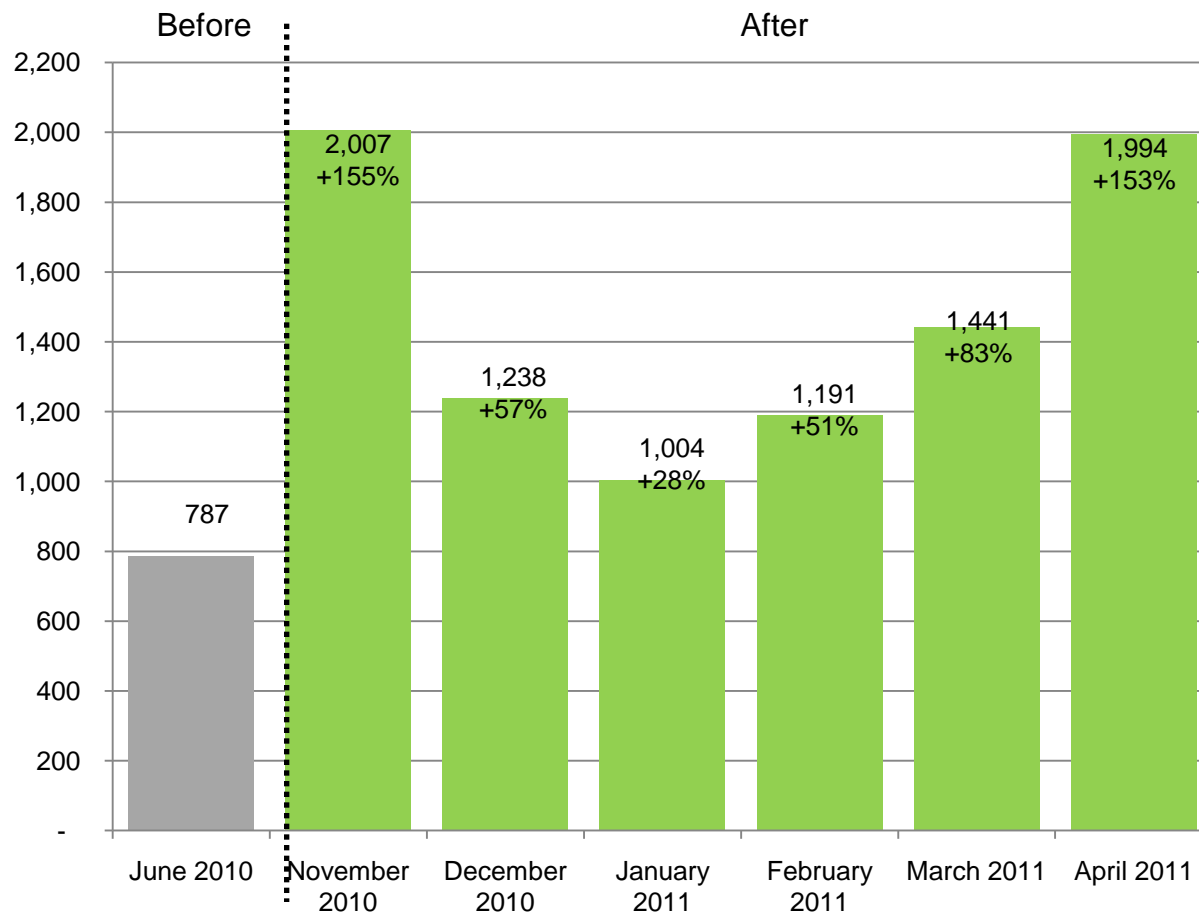


# Bicycle Volumes (weekdays)

## First Avenue

Between St Marks Pl and E 9<sup>th</sup> St

Cyclist Volumes – 12 Hour: 7am-7pm, Weekdays



### Notes:

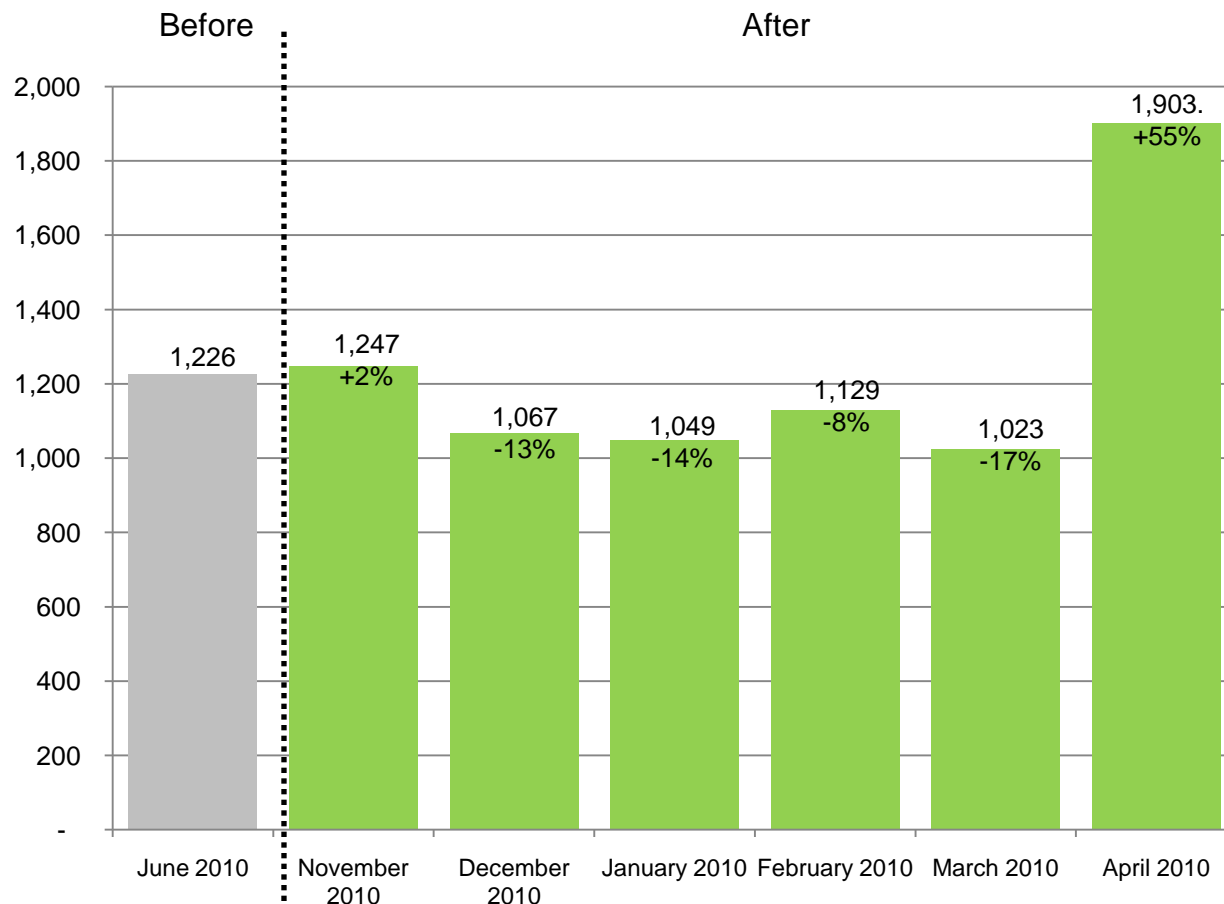
Data from a single weekday count (06/29/10; 11/03/10; 12/09/10, 01/06/11, 02/15/10, 03/08/11, 04/21/11)

# Bicycle Volumes (weekdays)

## Second Avenue

Between St Marks Pl and E 9<sup>th</sup> St

Cyclist Volumes – 12 Hour: 7am-7pm, Weekdays



### Notes:

Data from a single weekday count (06/24/10; 11/03/10; 12/09/10, 01/06/11, 02/15/10, 03/08/11, 04/21/11)



New York City Transit

+selectbusservice  
first avenue/second avenue

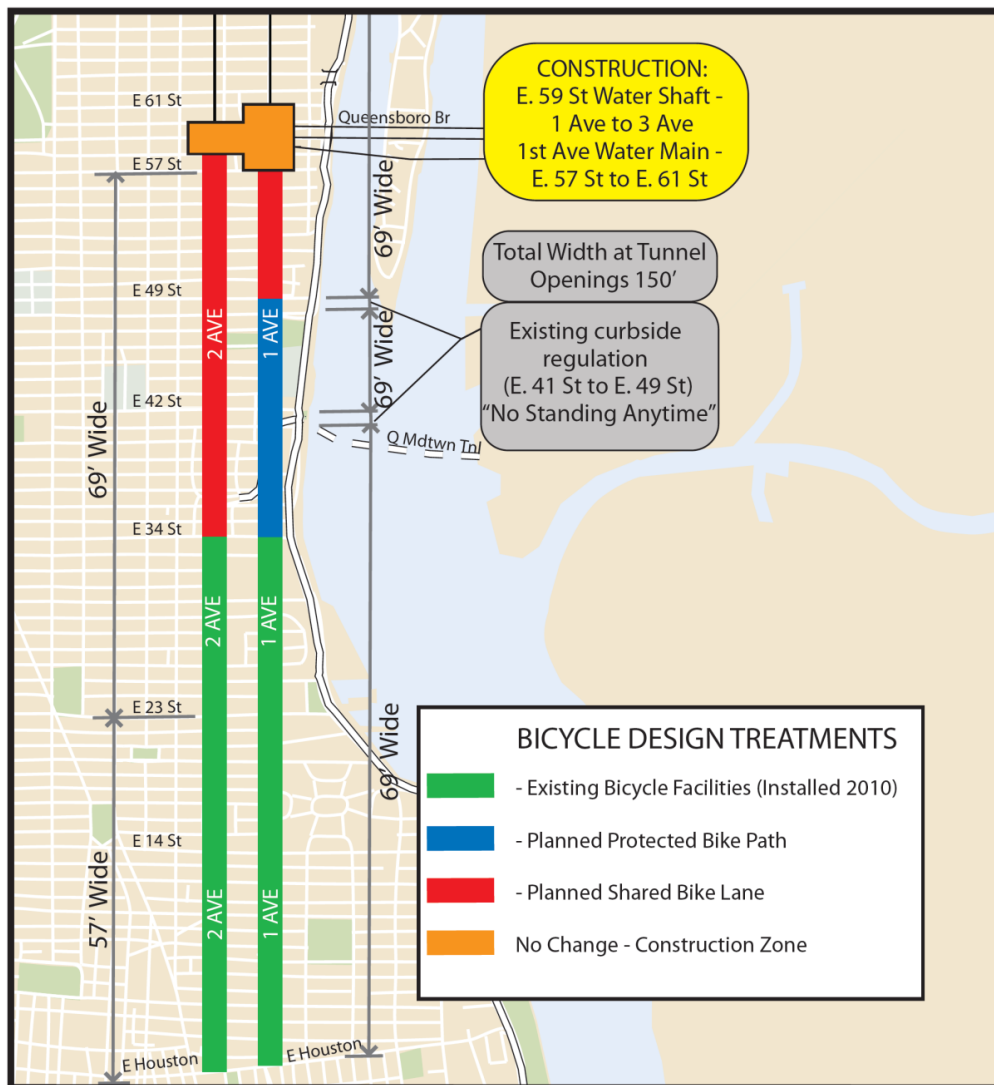


# Questions?



# Proposed Bicycle Facilities

## E 34<sup>th</sup> Street to E 59<sup>th</sup> Street



2010: Bike paths installed below 34th Street

2011: Extend bike facilities to 59th Street

Existing Cycling Volume at 50th Street:

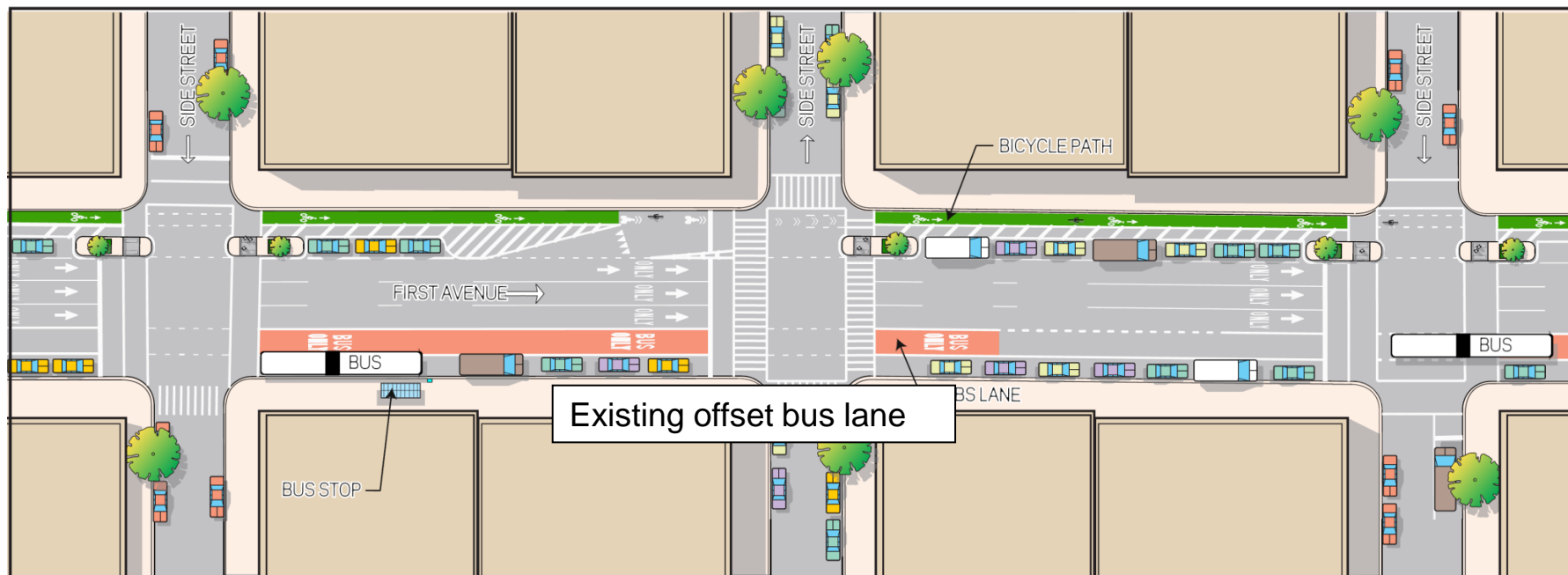
First Ave: 828\*

Second Ave: 1,118\*

\*Average of 3 single day counts (7am-7pm) May, August and September 2010

# Protected Bicycle Path

E 34<sup>th</sup> Street to E 40<sup>th</sup> Street



Mixing Zones – accommodate vehicle/bike turning conflict

Pedestrian Islands (12) – Shorten pedestrian crossings

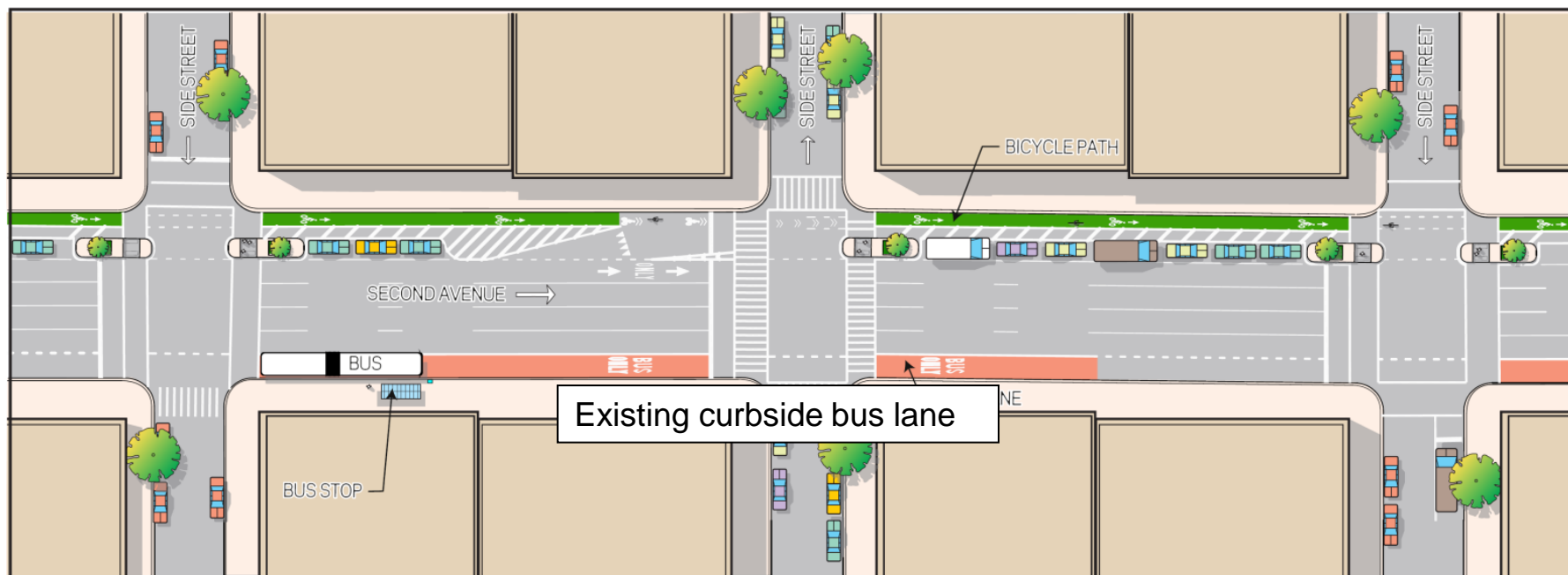
Total protection for cyclists mid-block

No loss of loading zone space

16 total parking spaces repurposed for pedestrian islands and mixing zones

# Protected Bicycle Path

E 40<sup>th</sup> Street to E 49<sup>th</sup> Street



Mixing Zones – accommodate vehicle/bike turning conflict

Pedestrian Islands (12) – Shorten pedestrian crossings

Total protection for cyclists mid-block

No loss of loading zone space

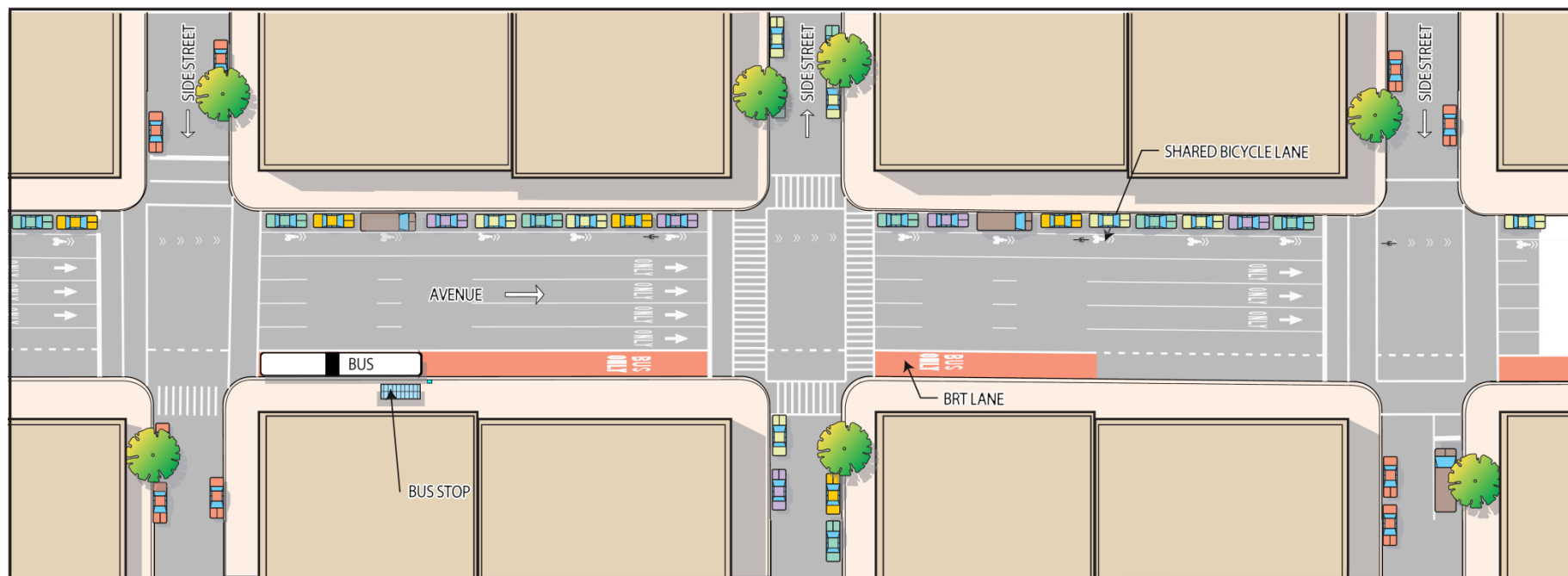
16 total parking spaces repurposed for pedestrian islands and mixing zones



# Shared Bicycle Path

First Avenue – East 49th St to East 57th St

Second Avenue – East 59th St to East 34th St



High vehicle volumes to/from QBB, to QMT

Modified shared lane design to enhance cyclist's safety

Additional shared lane bike symbols

Solid lane striping, vehicles cannot move out of lane

Opportunity for additional overhead signage

No loss of loading zones

No loss of parking spaces

Potential for future upgrades

# 2011 Implementation

## Transit Signal Priority



Traffic signals from South Ferry to Houston St to provide additional green time for buses (Fall 2011)



# 2011 Implementation

## Bus Bulbs



# 2011 Implementation

## Bus Bulbs





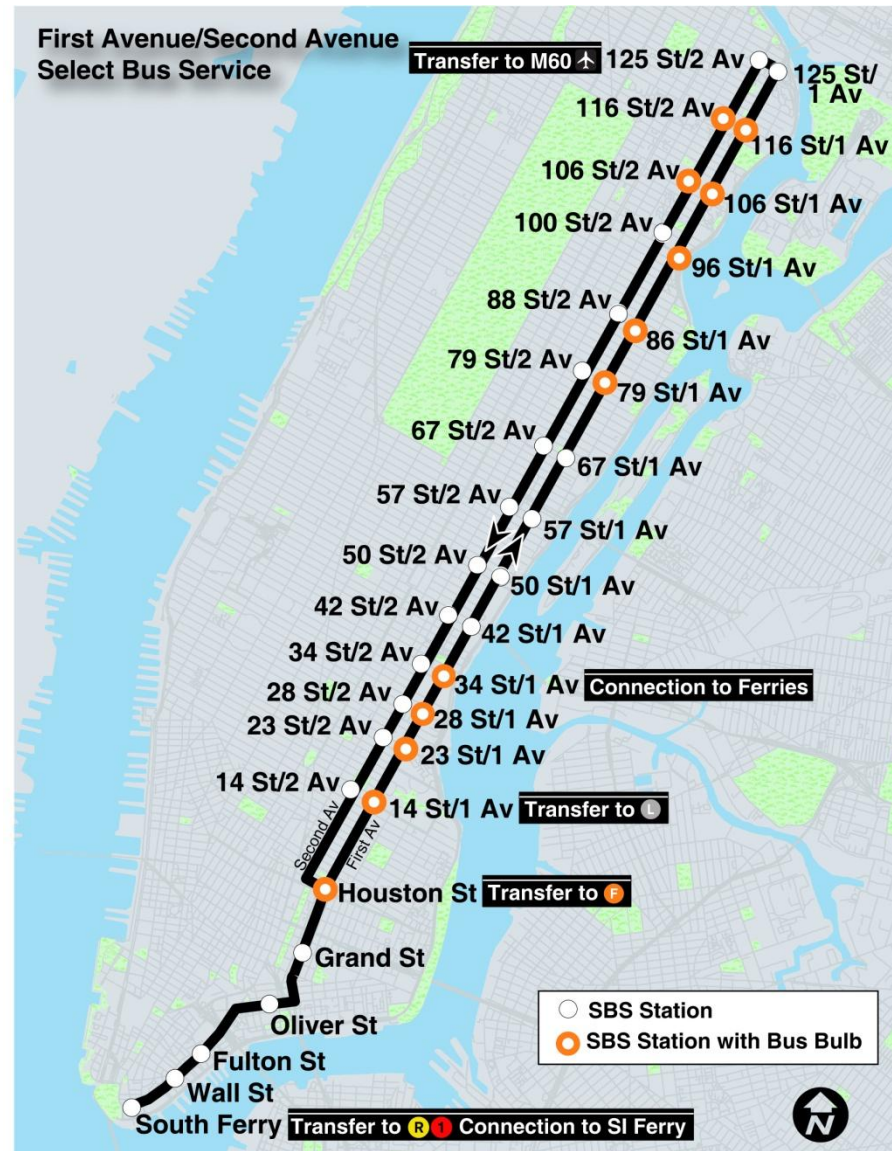
# 2011 Implementation

## Bus Bulbs

Early action implementation of a limited number of bus bulbs in 2011

Remainder in 2012

Bulbs will contain stormwater management component where feasible



# Next Steps

Six-month progress report

Summer/Fall 2011 Implementation

Bike lanes

Transit Signal Priority

Bus bulbs

Ongoing community outreach

Note: In the original version of this presentation, initial safety data was presented. That data had a calculation error, and has been removed from this version of the presentation.