

# First Avenue/Second Avenue Select Bus Service

## Community Board 6 Transportation Committee Meeting

May 2, 2011



New York City Transit





# 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

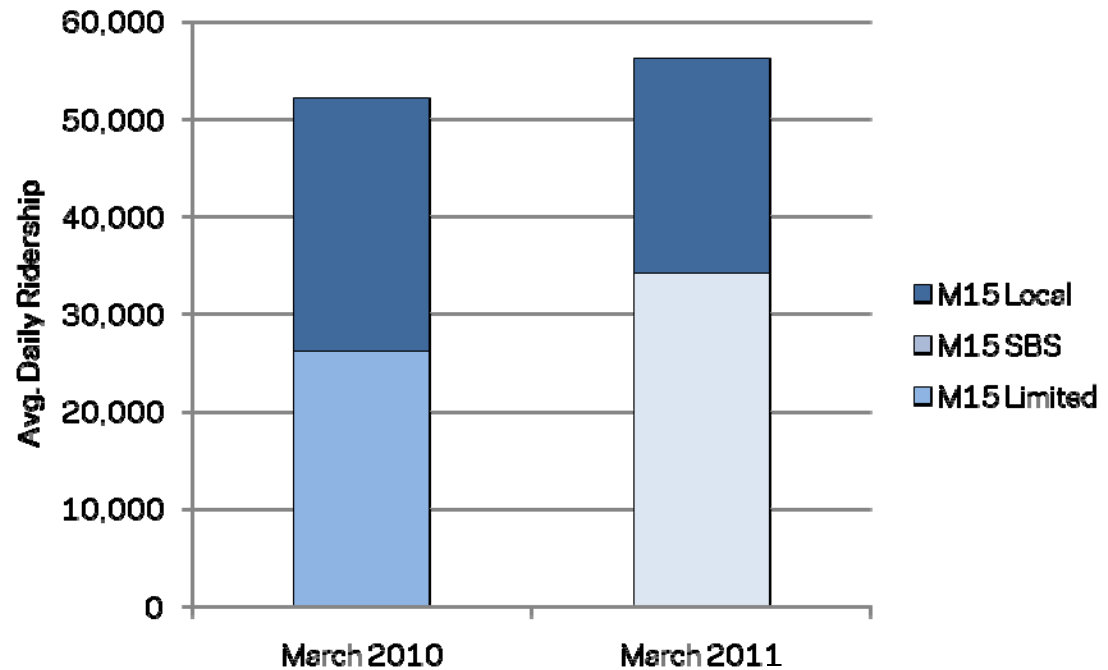
Ridership

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

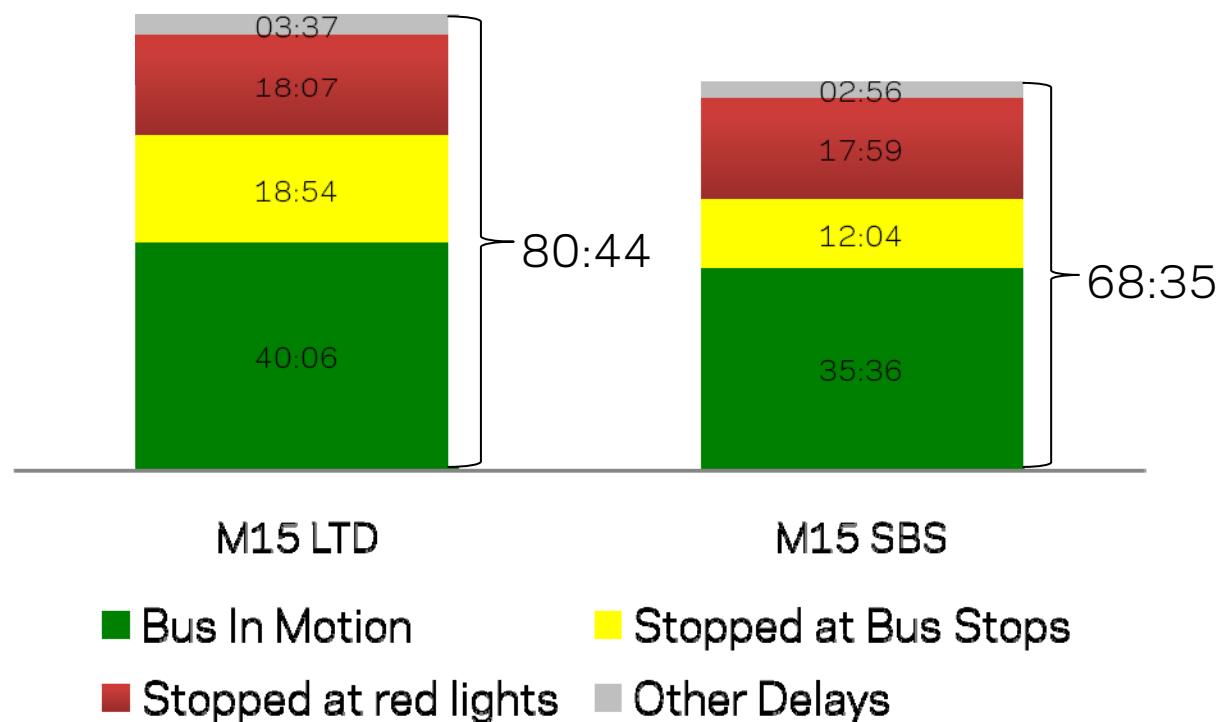
Ridership

Running Time

Time at bus stops

Time in motion

Bus lane violations



SBS 12 minutes (15%) faster  
than Limited

# M15 SBS Performance

## 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
First Avenue	2,009	72	2,081
Second Avenue	2,536	78	2,614

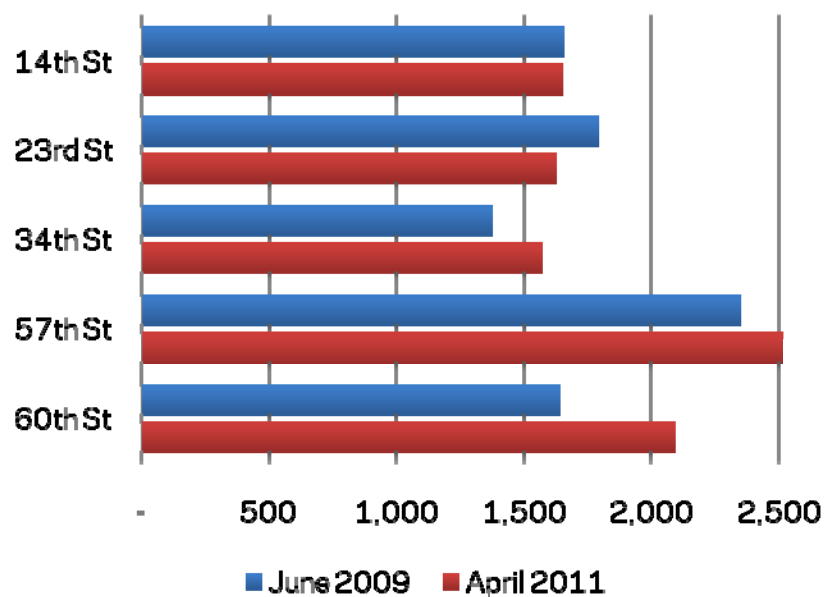
Summonses issued through Bus Lane  
Camera program: 5,800

Through April 5, 2011

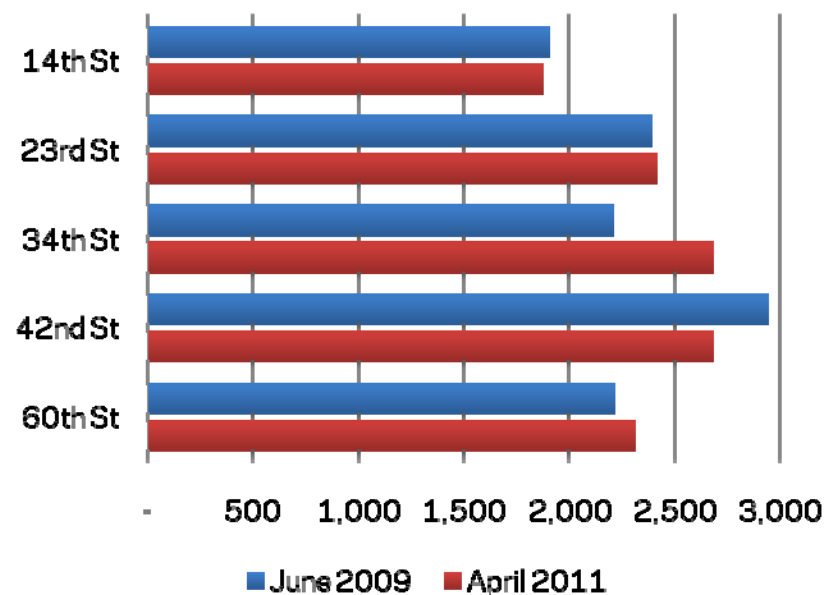
# Traffic Data

## PM Peak Hour Traffic Volumes

### First Avenue



### Second Avenue



Very minor changes in traffic volumes through project area

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

Before data collected June 9-15, 2009

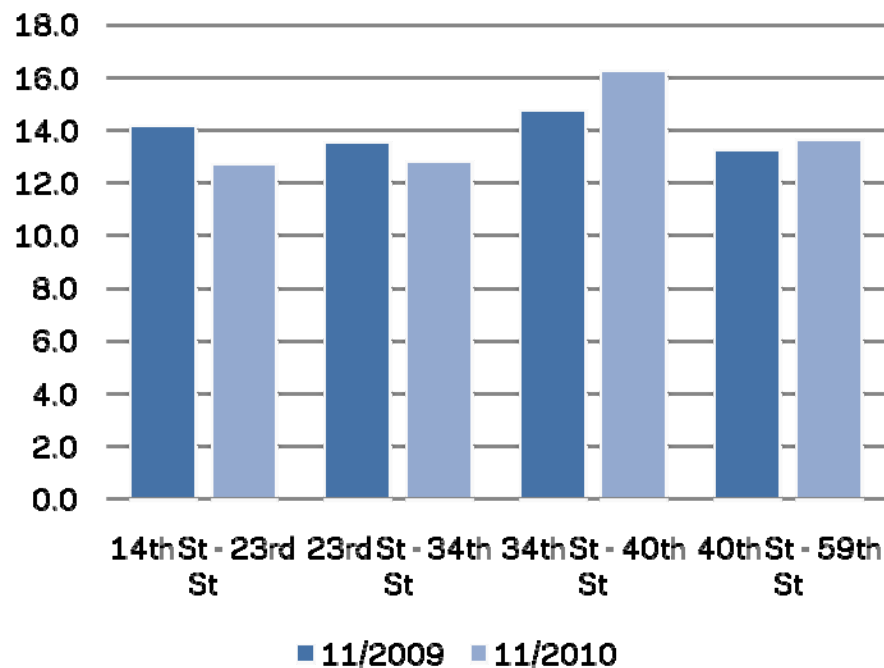
After data collected April 4-10, 2011



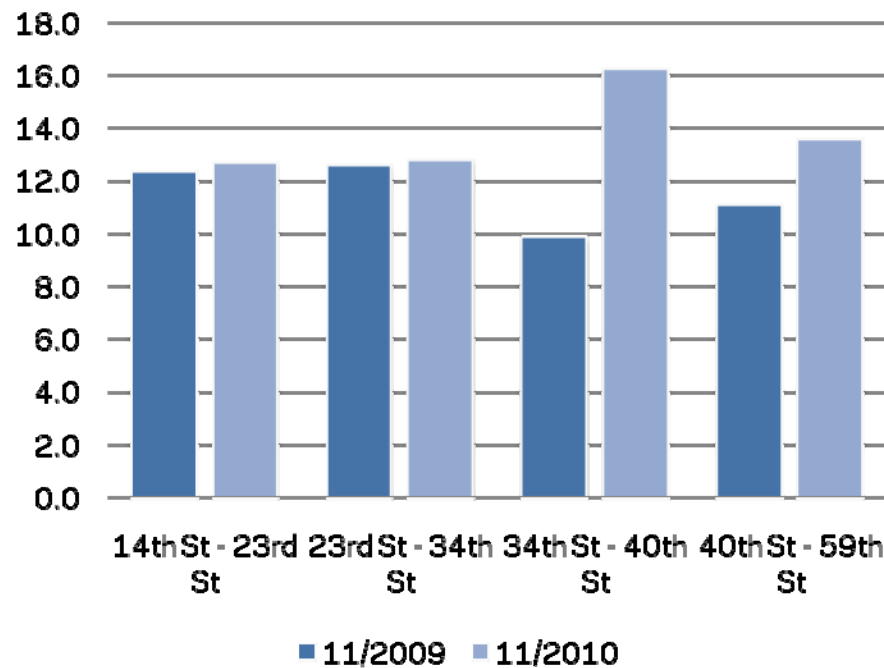
# Traffic Data

## Taxi Speeds

First Avenue



Second Avenue



Traffic speeds remained mostly level through project area

# Safety Data

## Houston St to 34<sup>th</sup> Street on First and Second Avenues\*

	Before		After	Percent change
	Total Before	Average per 4 months		
Crashes	1,144	381	375	<b>-2%</b>
Crashes with injuries	241	80	69	<b>-14%</b>
Total Injuries	268	89	74	<b>-17%</b>

Before period: December 1 to March 31 of 2007-8, 2008-9 & 2009-10

After period: December 1, 2010 to March 31, 2011

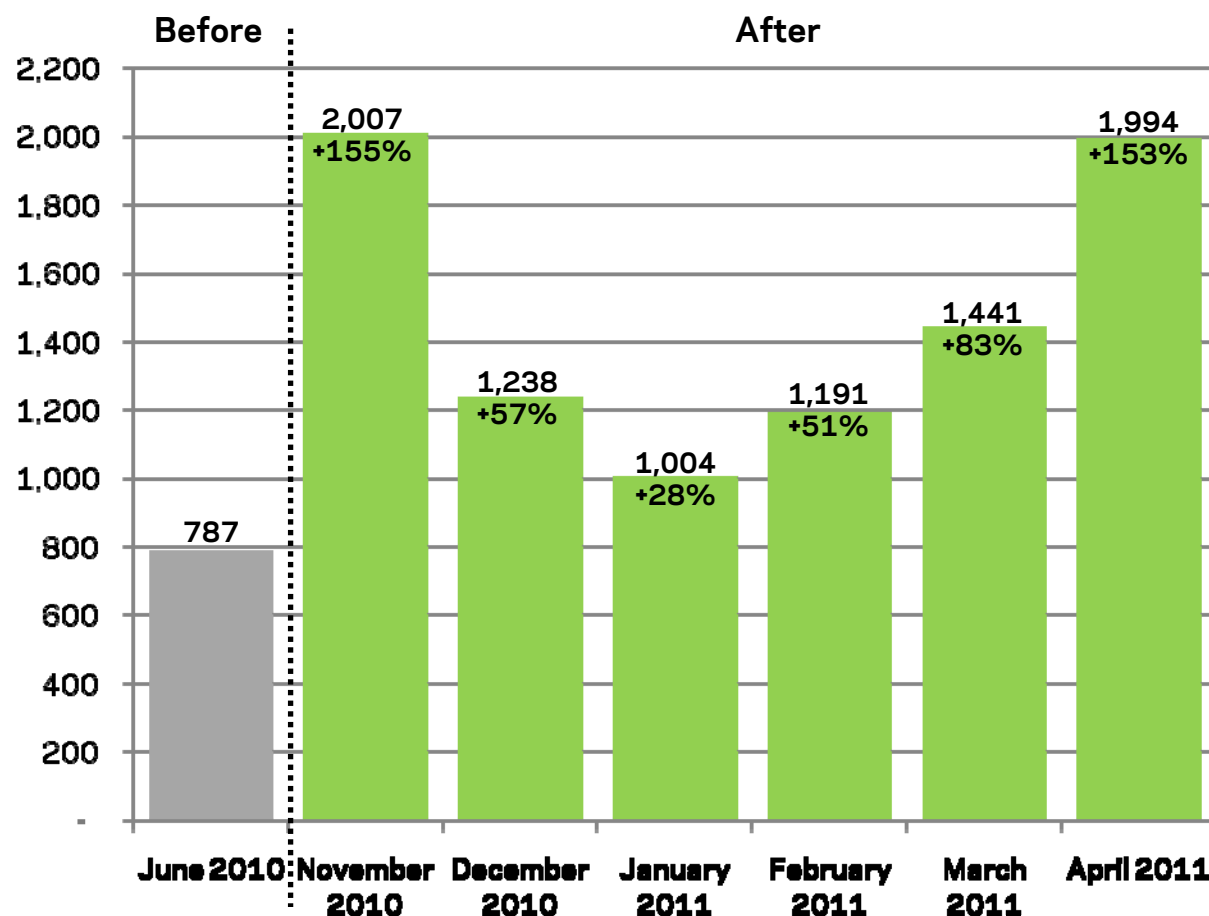
\*Note: Updated from CAC presentation to more accurately reflect construction finish date and other methodology improvements

# 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, 02/15/11, 03/08/11, 04/21/11)

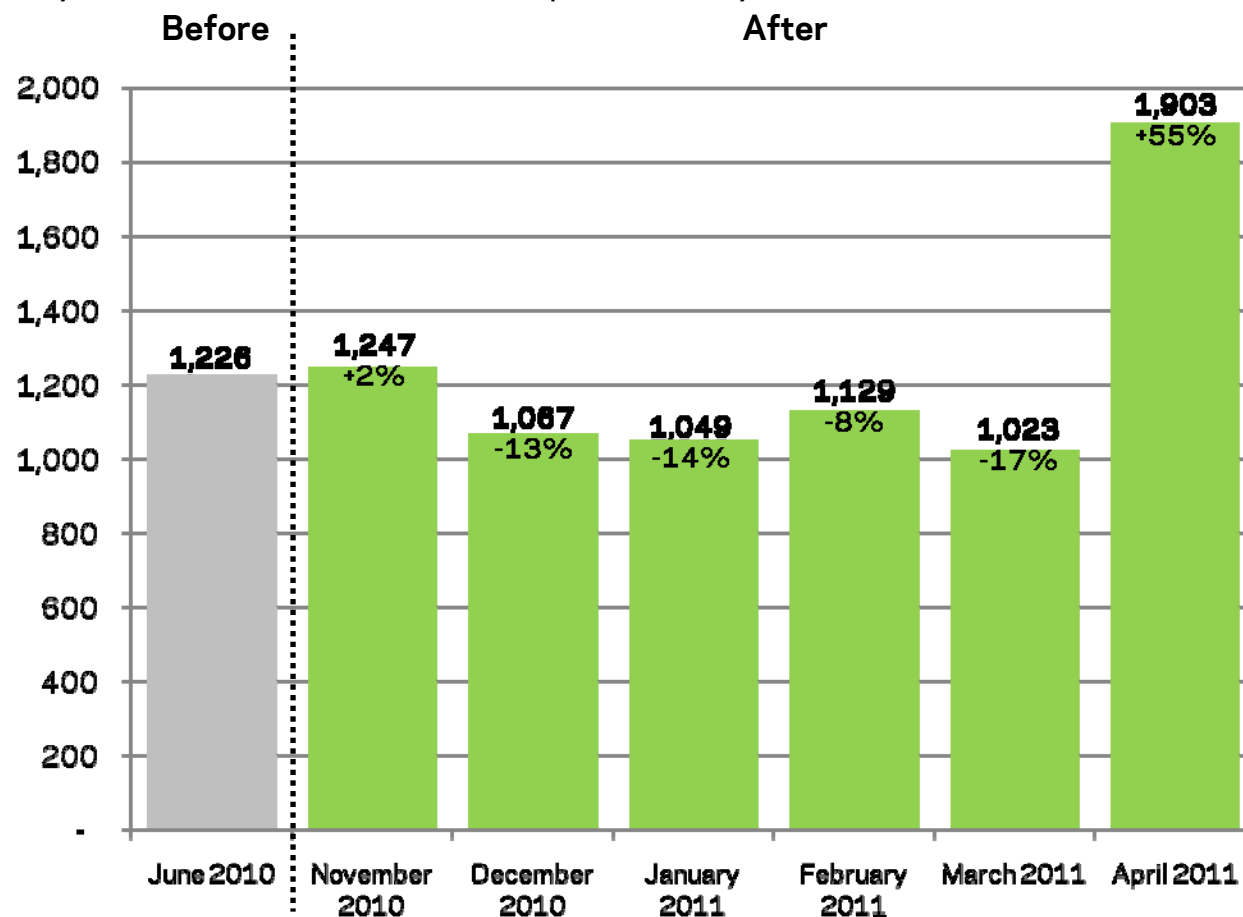


# Bicycle Volumes (weekdays)

## Second Avenue

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

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

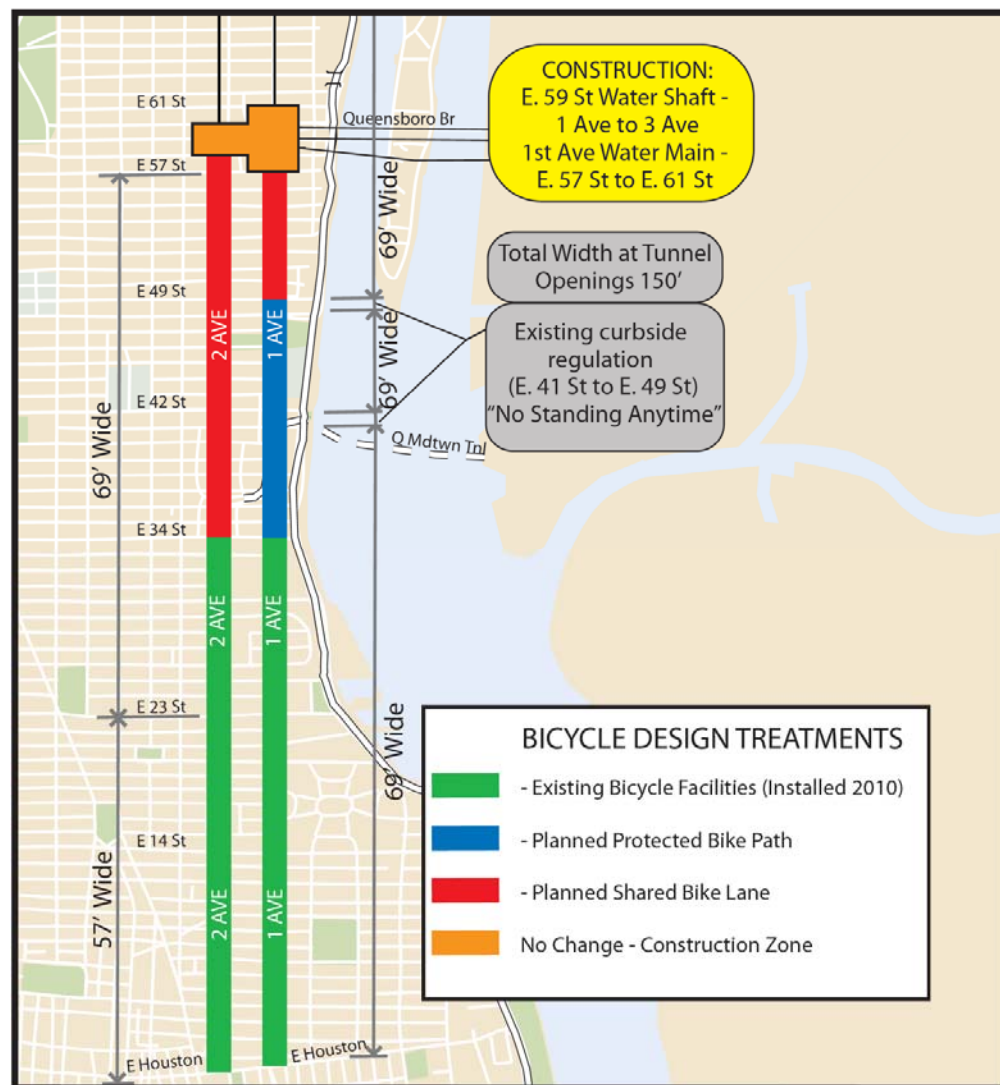


### Notes:

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

# Proposed Bicycle Facilities

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



2010:

Bike paths installed below 34th Street

Discussion of "Design D" with CB6 left open

2011:

Extend bike facilities to 59th Street

Existing Cycling Volume at 50th Street:

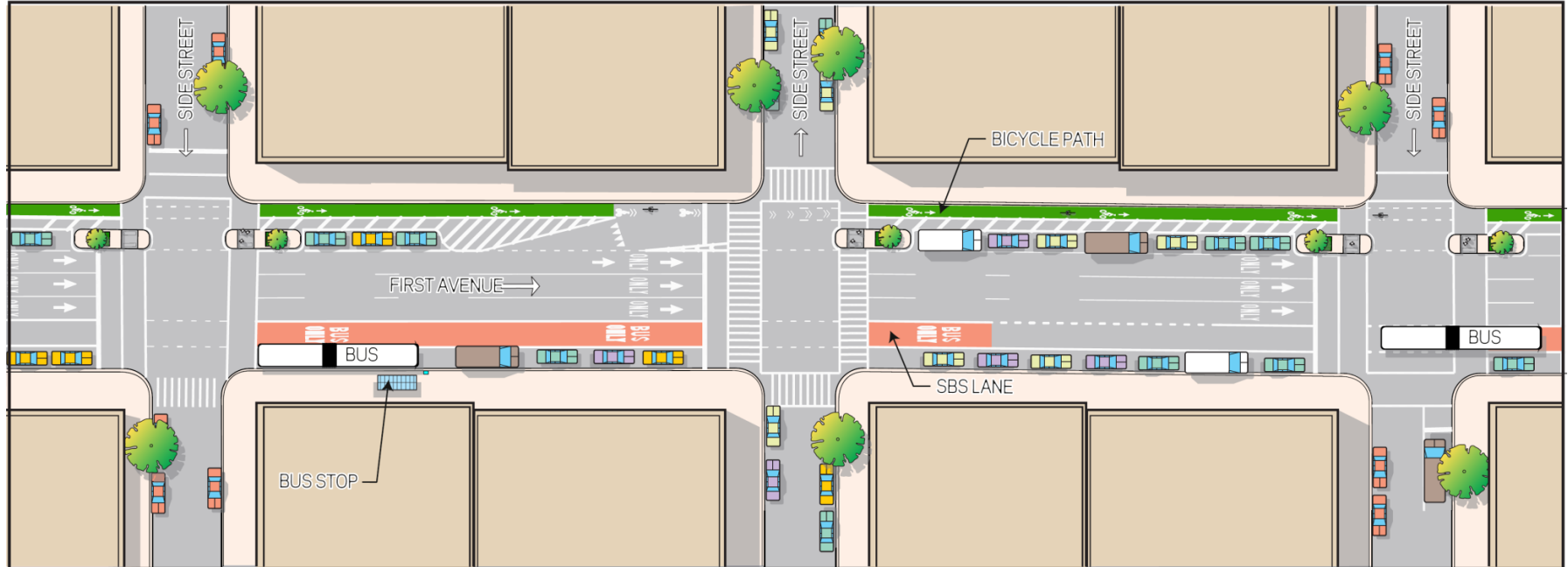
First Ave: 828\*

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 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

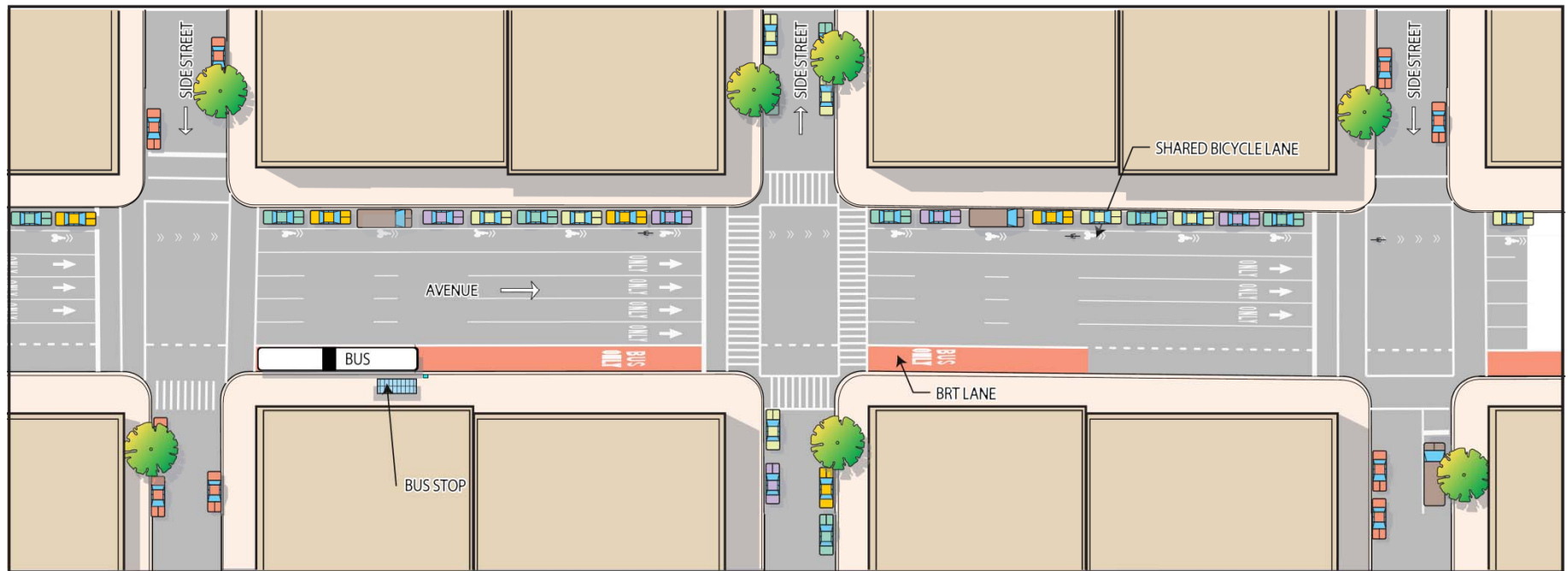
16 total parking spaces repurposed for pedestrian islands and mixing zones



# 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 if clearly supported by CB

# 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





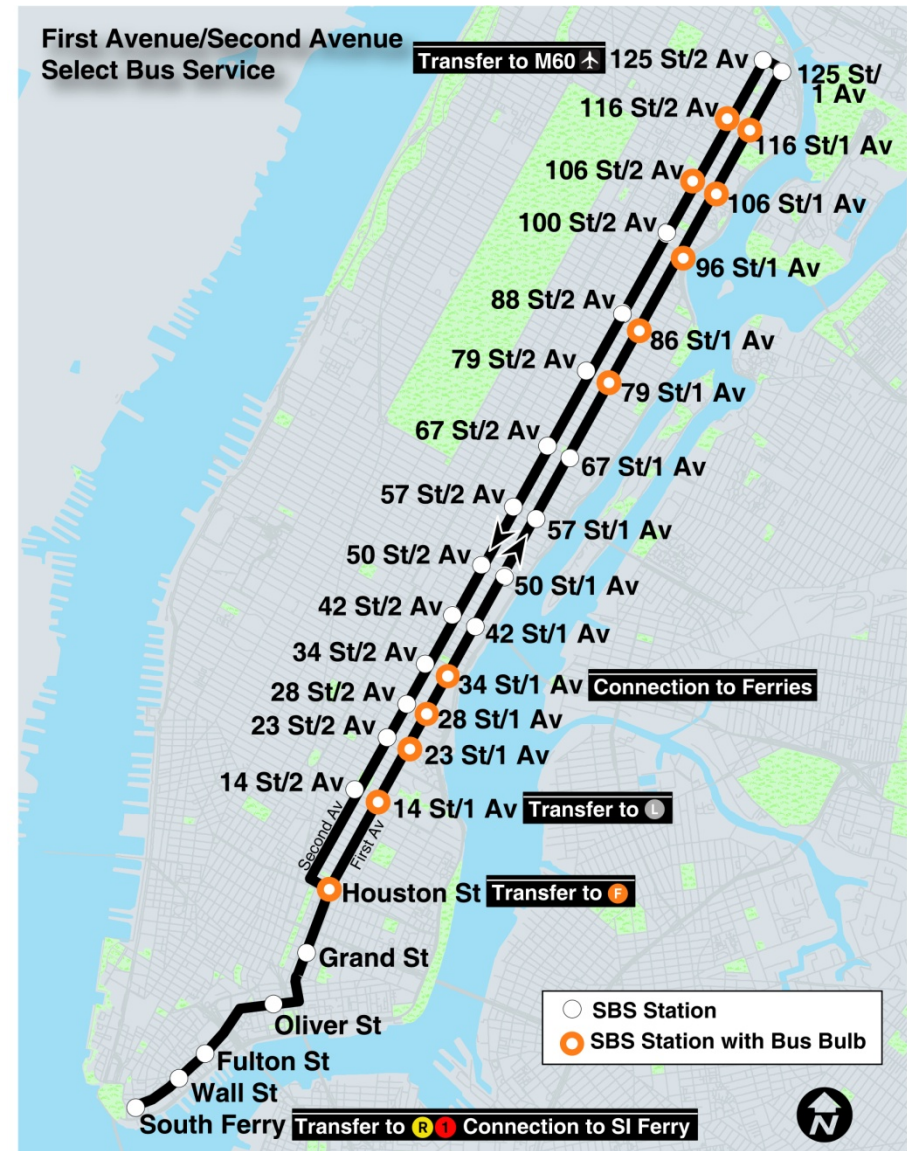
# 2011 Implementation

## Bus Bulbs

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

\*Pending CB6 review

# Questions?