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

**Ridership**

**Running Time**

**Time at bus stops**

**Time in motion**

**Bus lane violations**

SBS 12 minutes (15%) faster than Limited
M15 SBS Performance

Before

Ridership
Running Time

Time at bus stops

Time in motion

Bus lane violations

After

SBS spent 36% less time at stops than Limited
M15 SBS Performance

When the bus was in motion, bus lanes allowed SBS to move 11% faster than Limited
M15 SBS Performance

Summons issued by NYPD
January 1, 2011 to March 31, 2011

<table>
<thead>
<tr>
<th>Avenue</th>
<th>Parking in Bus Lane</th>
<th>Driving in Bus Lane</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>First Avenue</td>
<td>2,009</td>
<td>72</td>
<td>2,081</td>
</tr>
<tr>
<td>Second Avenue</td>
<td>2,536</td>
<td>78</td>
<td>2,614</td>
</tr>
</tbody>
</table>

Summons 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

<table>
<thead>
<tr>
<th>Section</th>
<th>November 2009</th>
<th>November 2010</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st St - 14th St</td>
<td></td>
<td></td>
</tr>
<tr>
<td>14th St - 23rd St</td>
<td></td>
<td></td>
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<tr>
<td>23rd St - 34th St</td>
<td></td>
<td></td>
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<tr>
<td>34th St - 40th St</td>
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<td></td>
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<tr>
<td>40th St - 59th St</td>
<td></td>
<td></td>
</tr>
<tr>
<td>59th St - 68th St</td>
<td></td>
<td></td>
</tr>
<tr>
<td>68th St - 79th St</td>
<td></td>
<td></td>
</tr>
<tr>
<td>79th St - 101st St</td>
<td></td>
<td></td>
</tr>
<tr>
<td>101st St - 125th St</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Traffic Data

Second Avenue Taxi Speeds

MPH

1st St - 14th St
14th St - 23rd St
23rd St - 34th St
34th St - 40th St
40th St - 59th St
59th St - 68th St
68th St - 79th St
79th St - 101st St
101st St - 125th St

November 2009
November 2010
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 9th St
Cyclist Volumes – 12 Hour: 7am-7pm, Weekdays

Before

After

<table>
<thead>
<tr>
<th>Month</th>
<th>Before</th>
<th>Change</th>
<th>After</th>
<th>Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>June 2010</td>
<td>787</td>
<td></td>
<td>2,007</td>
<td>+155%</td>
</tr>
<tr>
<td>November 2010</td>
<td>1,238</td>
<td>+57%</td>
<td>1,441</td>
<td>+83%</td>
</tr>
<tr>
<td>December 2010</td>
<td>1,004</td>
<td>+28%</td>
<td>1,191</td>
<td>+51%</td>
</tr>
<tr>
<td>January 2011</td>
<td>1,191</td>
<td></td>
<td>1,994</td>
<td>+153%</td>
</tr>
<tr>
<td>February 2011</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>March 2011</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>April 2011</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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 9th St
Cyclist Volumes – 12 Hour: 7am-7pm, Weekdays

Before

<table>
<thead>
<tr>
<th>Month</th>
<th>Volume</th>
<th>Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>June 2010</td>
<td>1,226</td>
<td>+2%</td>
</tr>
<tr>
<td>November</td>
<td>1,247</td>
<td>+2%</td>
</tr>
<tr>
<td>December</td>
<td>1,067</td>
<td>-13%</td>
</tr>
<tr>
<td>January</td>
<td>1,049</td>
<td>-14%</td>
</tr>
<tr>
<td>February</td>
<td>1,129</td>
<td>-8%</td>
</tr>
<tr>
<td>March</td>
<td>1,023</td>
<td>-17%</td>
</tr>
</tbody>
</table>

After

<table>
<thead>
<tr>
<th>Month</th>
<th>Volume</th>
<th>Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>April</td>
<td>1,903</td>
<td>+55%</td>
</tr>
</tbody>
</table>

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)
Questions?
Proposed Bicycle Facilities
E 34th Street to E 59th 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\textsuperscript{th} Street to E 40\textsuperscript{th} 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 40th Street to E 49th 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.