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

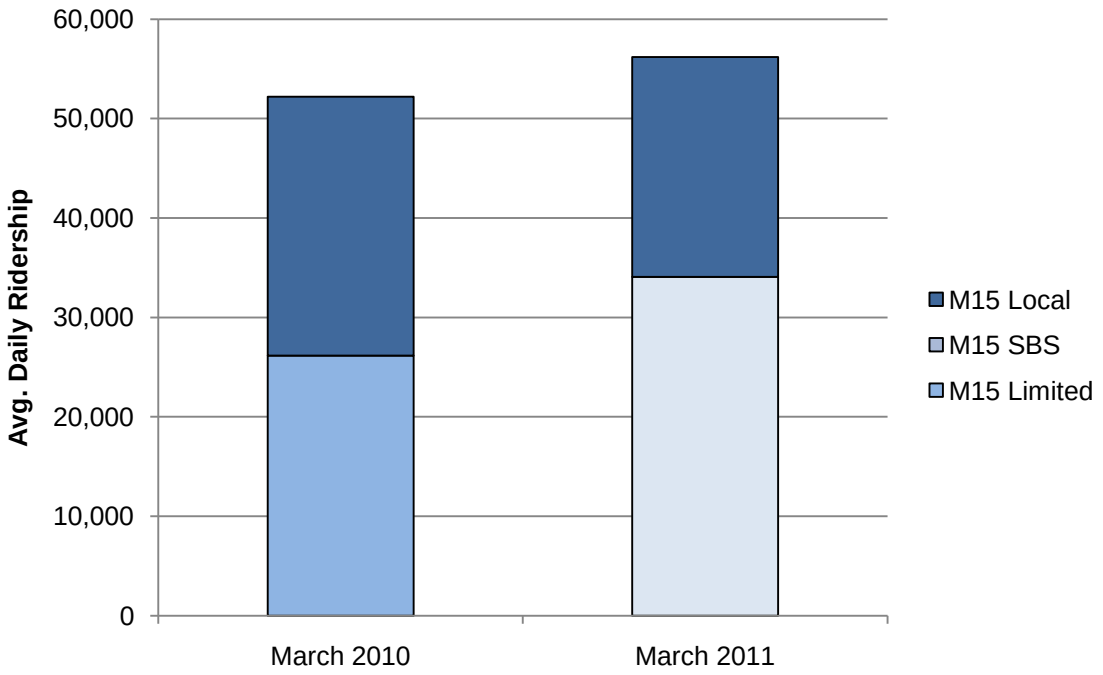
Ridership

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

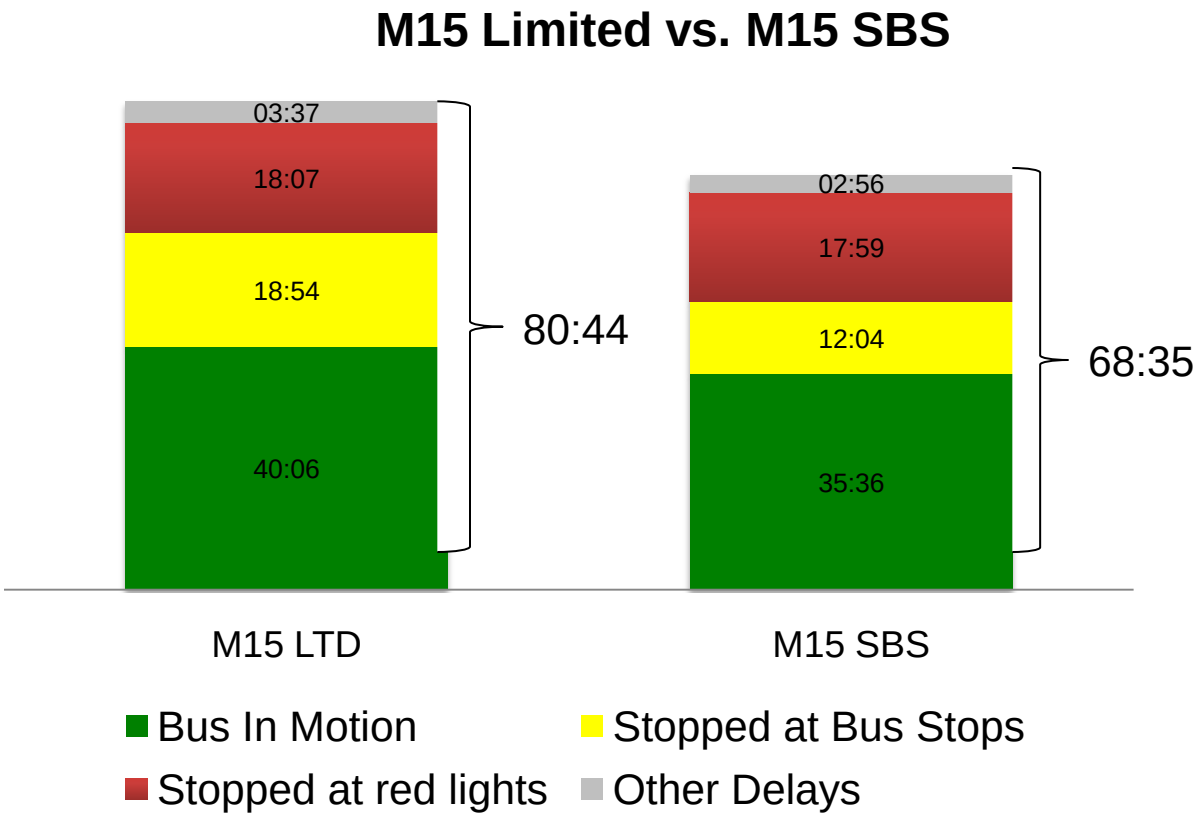
Ridership

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

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

Ridership

Running Time

Time at bus stops

Time in motion

Bus lane violations

Summonses issued by NYPD

January 1, 2011 to March 31, 2011

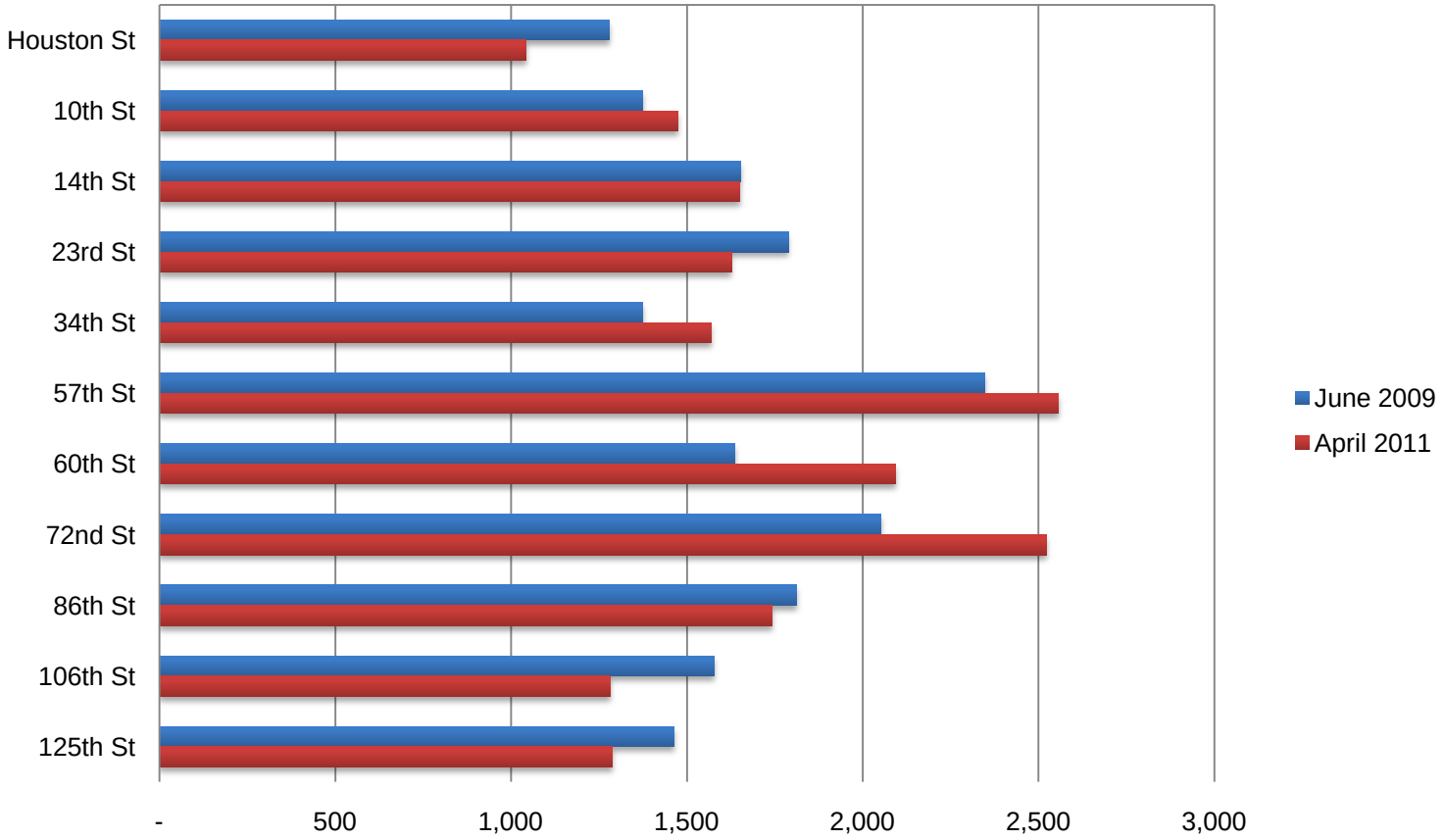
	Parking in Bus Lane	Driving in Bus Lane	Total
First Avenue	2,009	72	2,081
Second Avenue	2,536	78	2,614

Summonses issued through Bus Lane Camera program: 5,800

Through April 5, 2011

Traffic Data

First Avenue PM Peak Hour Traffic Volumes



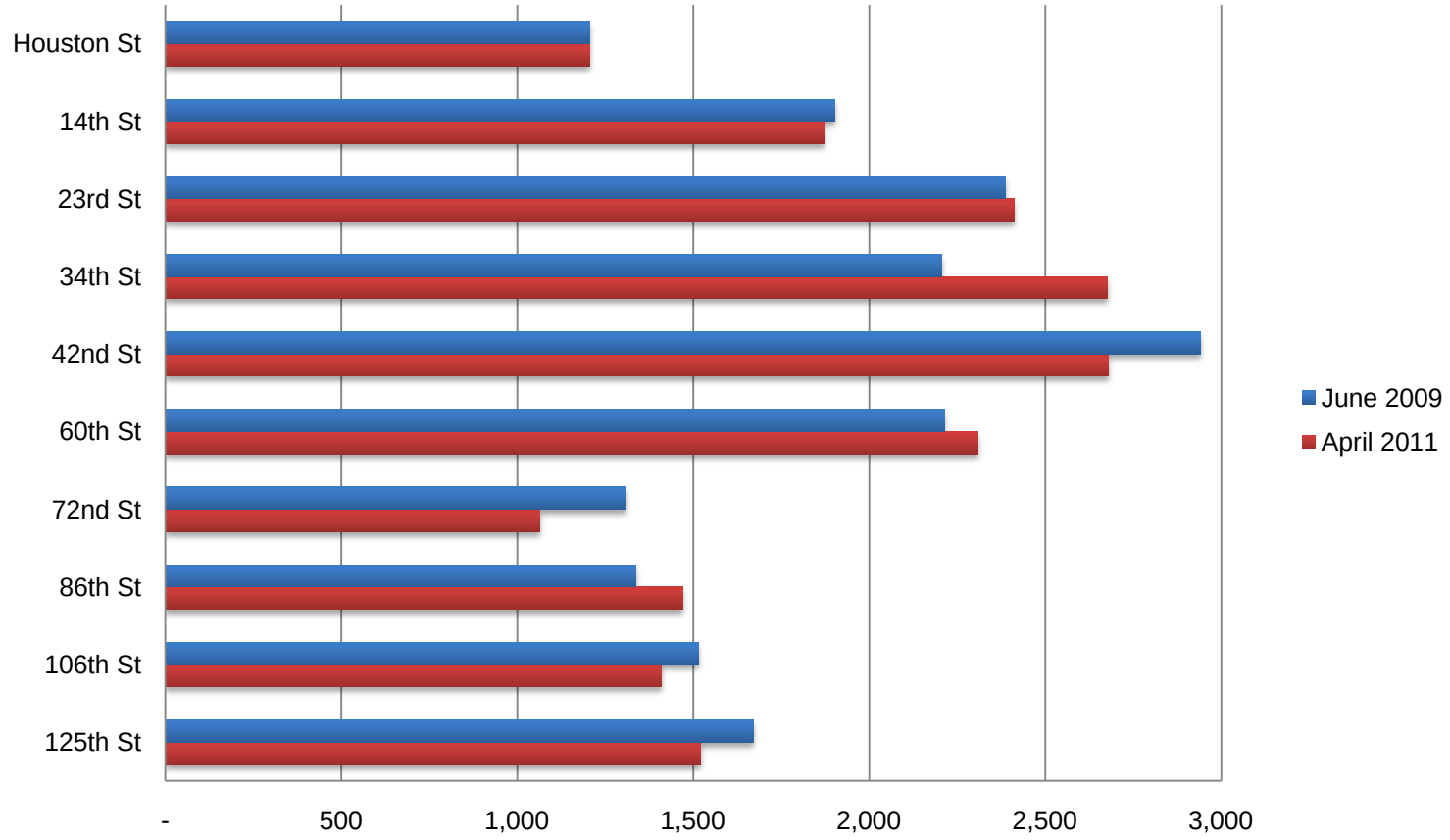
PM Peak hour: 5:30 pm to 6:30 pm

Before data collected June 9-15, 2009

After data collected April 4-10, 2011

Traffic Data

Second Avenue PM Peak Hour Traffic Volumes



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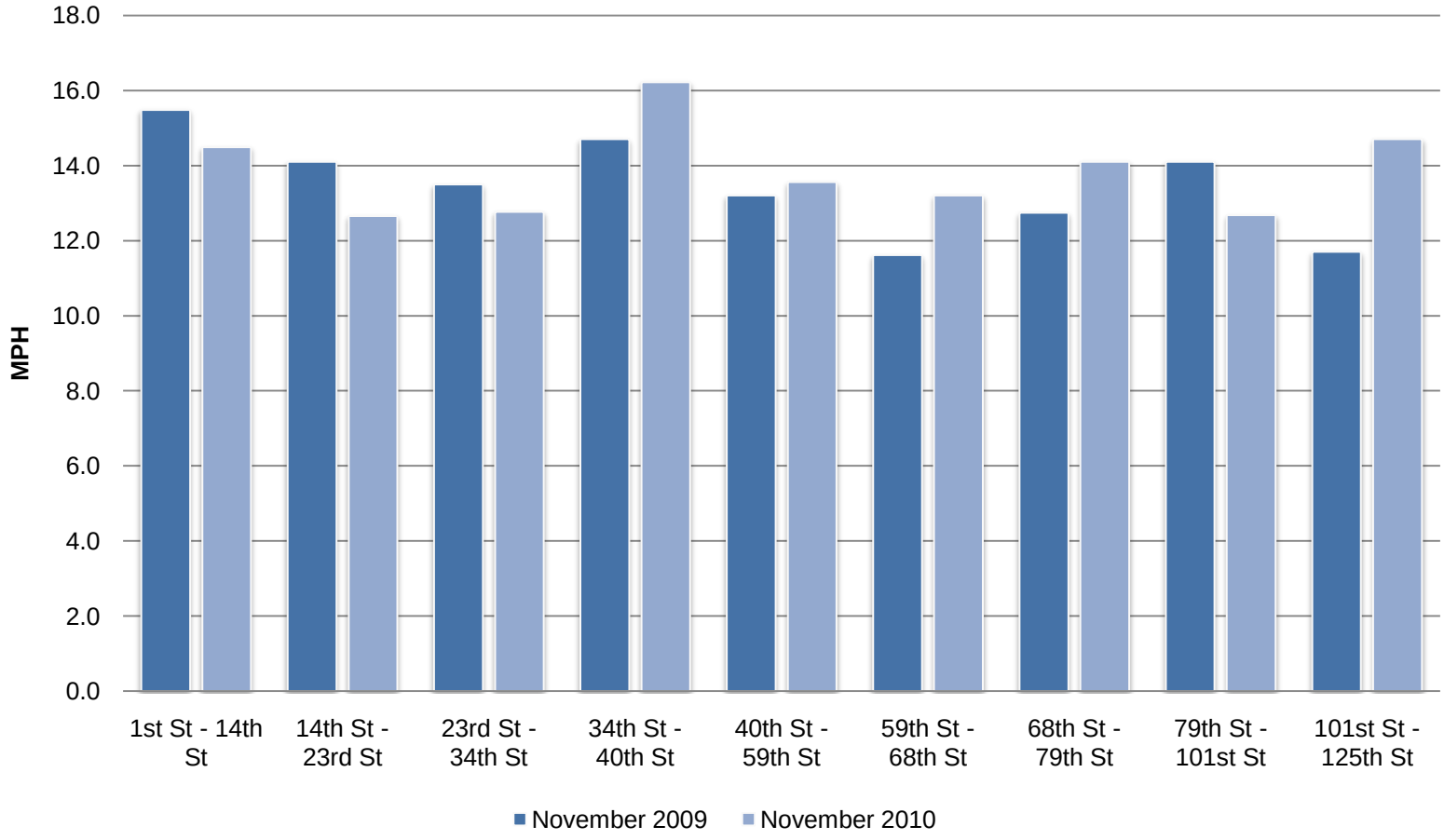
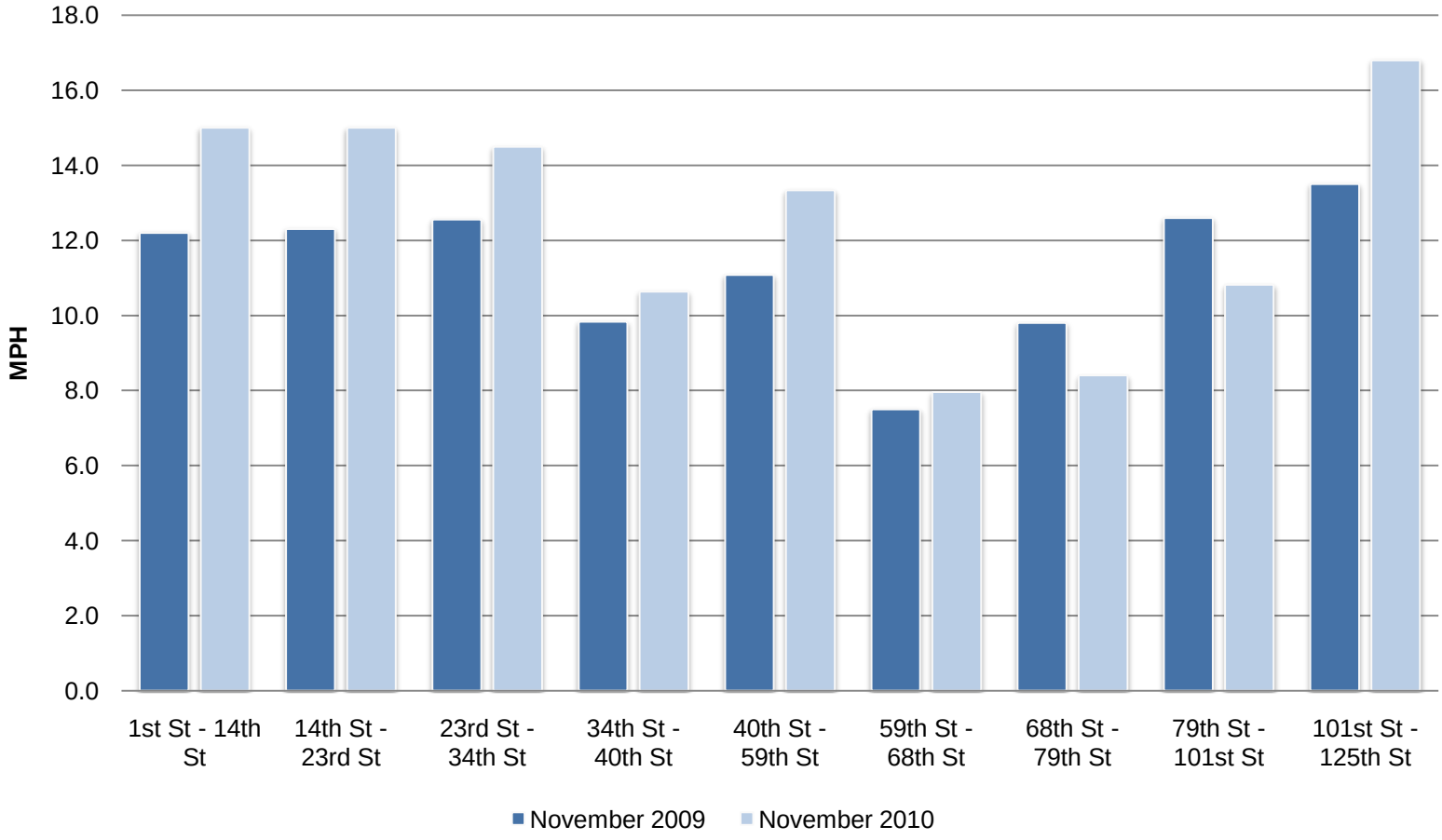
Traffic Data

First Avenue Taxi Speeds



Traffic Data

Second Avenue Taxi Speeds



Traffic Data

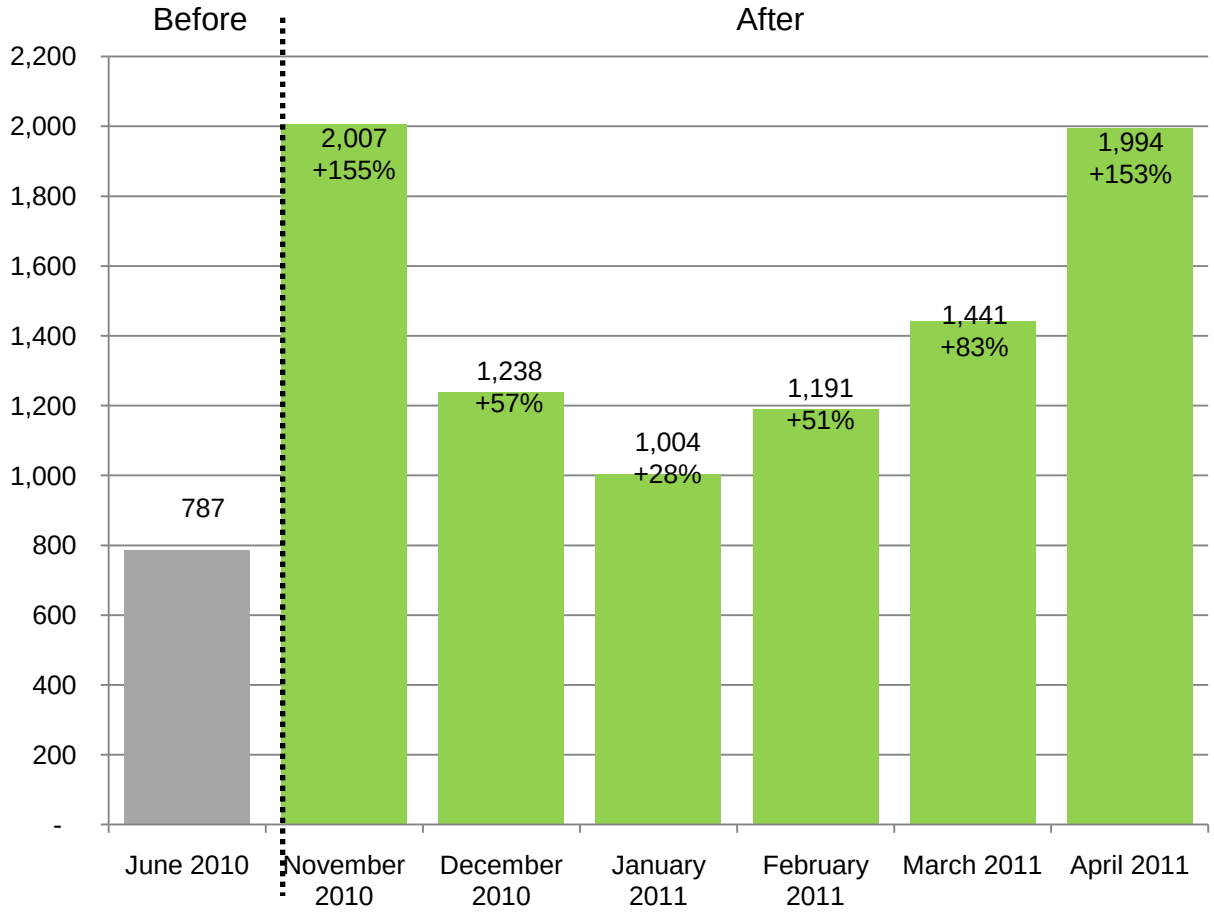
Minimal discernable pattern in traffic volumes

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



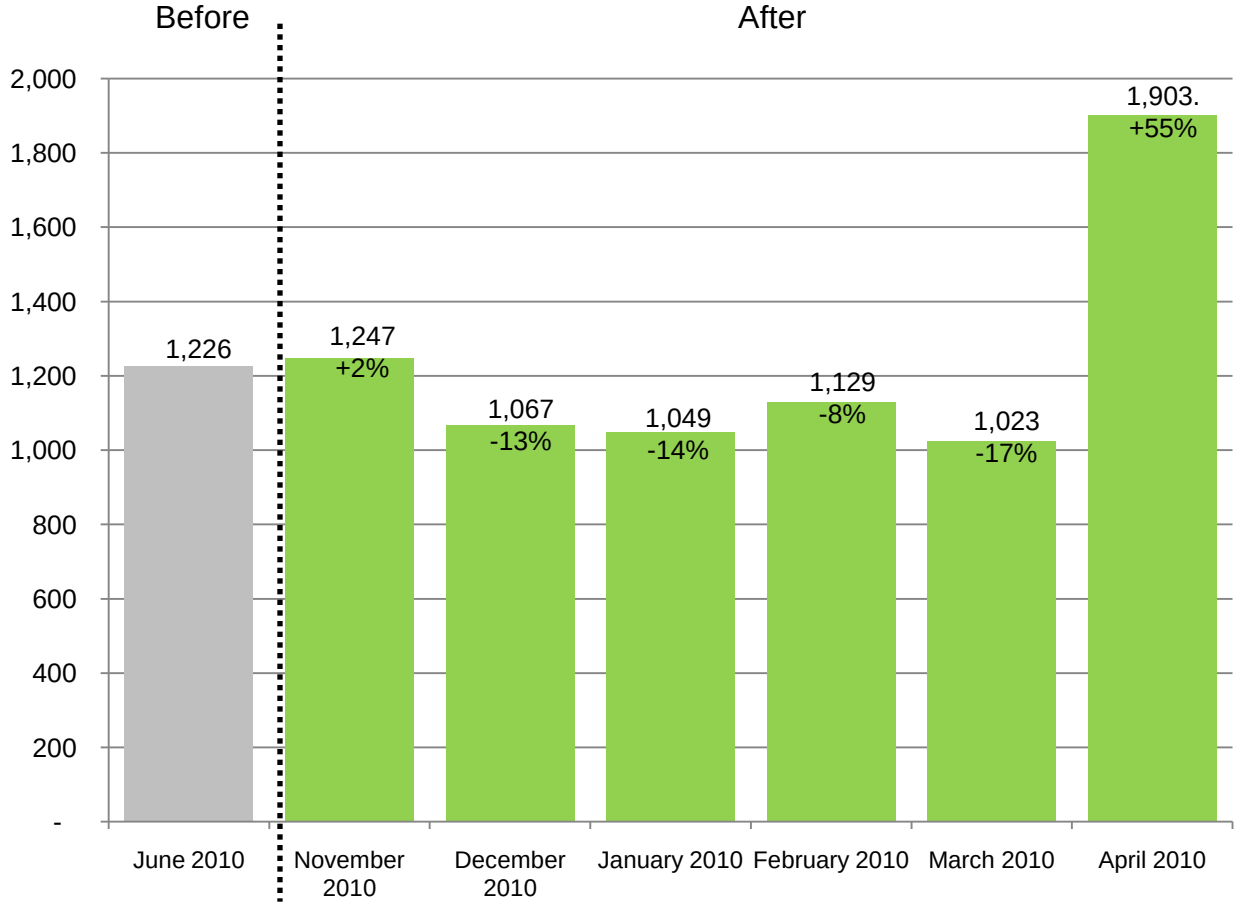
Notes:
Data from a single weekday count (06/29/10; 11/03/10; 12/09/10, 01/06/11, 02/15/10, 03/08/11, 04/21/11)

Bicycle Volumes (weekdays)

Second Avenue

Between St Marks Pl and E 9th St

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

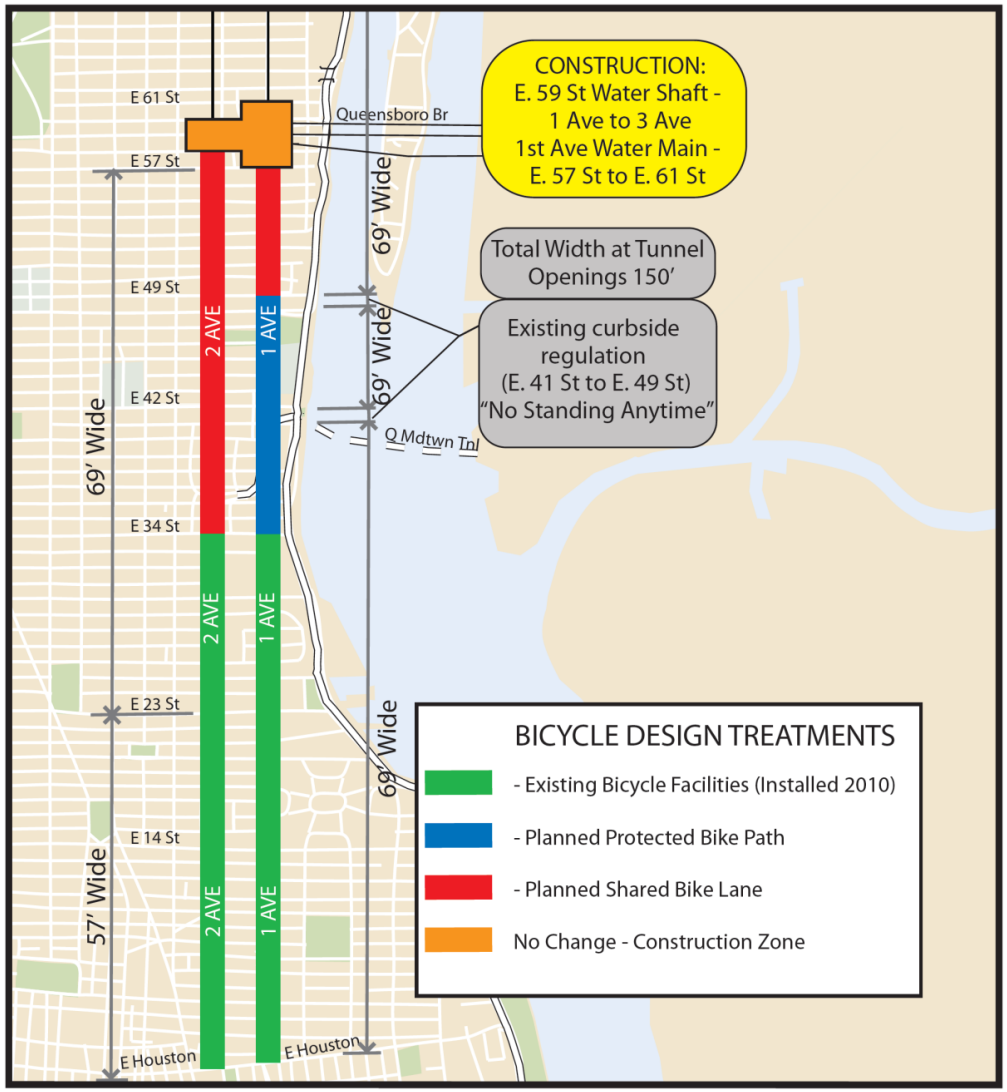


Notes:
Data from a single weekday count (06/24/10; 11/03/10; 12/09/10, 01/06/11, 02/15/10, 03/08/11, 04/21/11)

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:

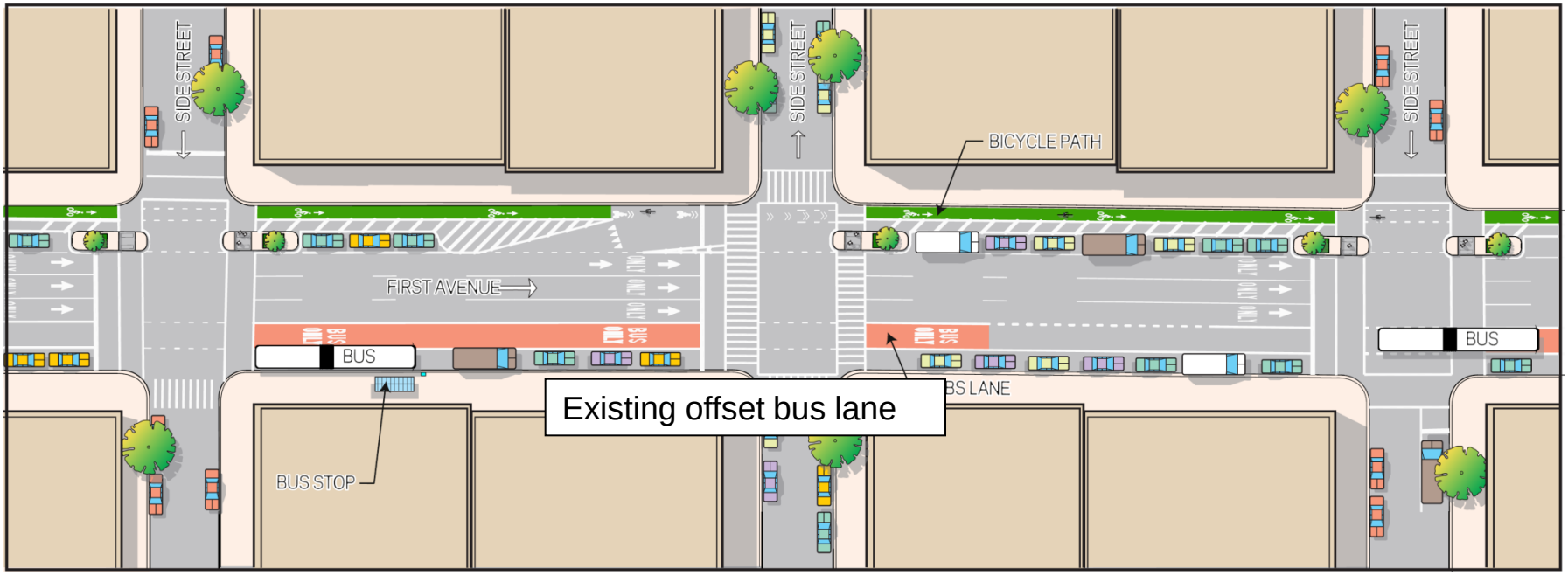
First Ave: 828*

Second Ave: 1,118*

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

Protected Bicycle Path

E 34th Street to E 40th Street



Mixing Zones – accommodate vehicle/bike turning conflict

Pedestrian Islands (12) – Shorten pedestrian crossings

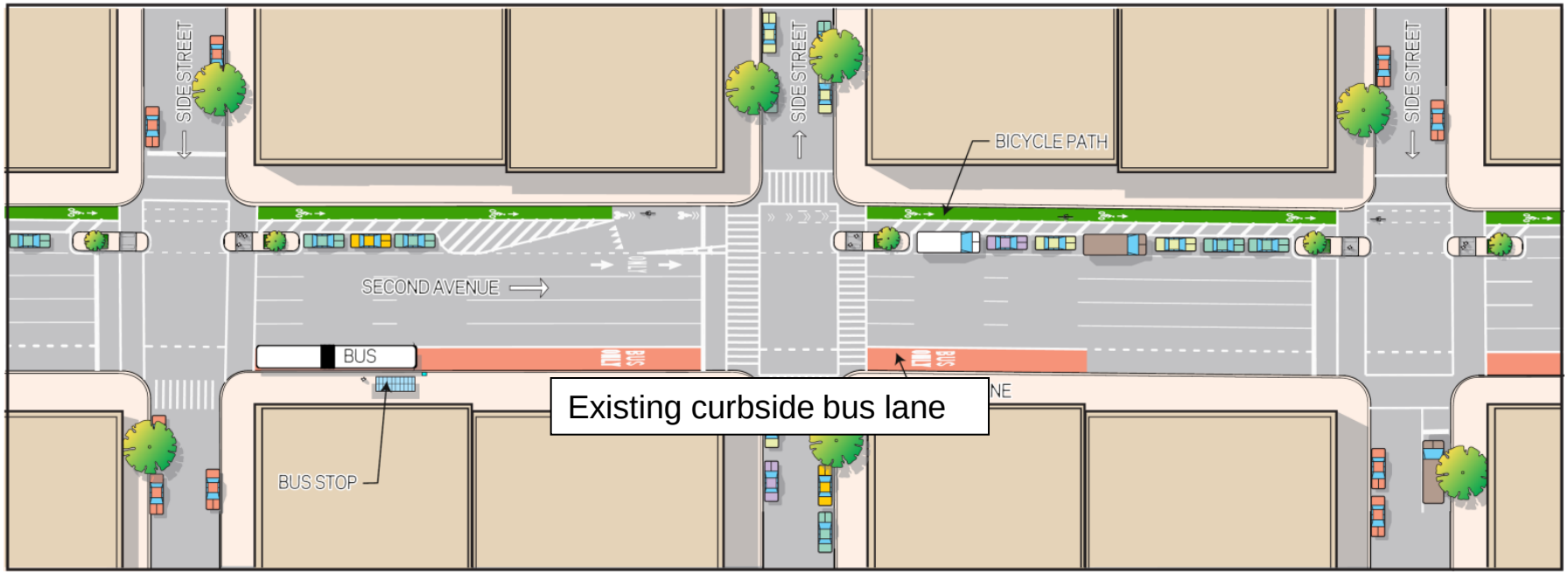
Total protection for cyclists mid-block

No loss of loading zone space

<u>16</u> total parking spaces repurposed for pedestrian islands and mixing zones

Protected Bicycle Path

E 40th Street to E 49th Street



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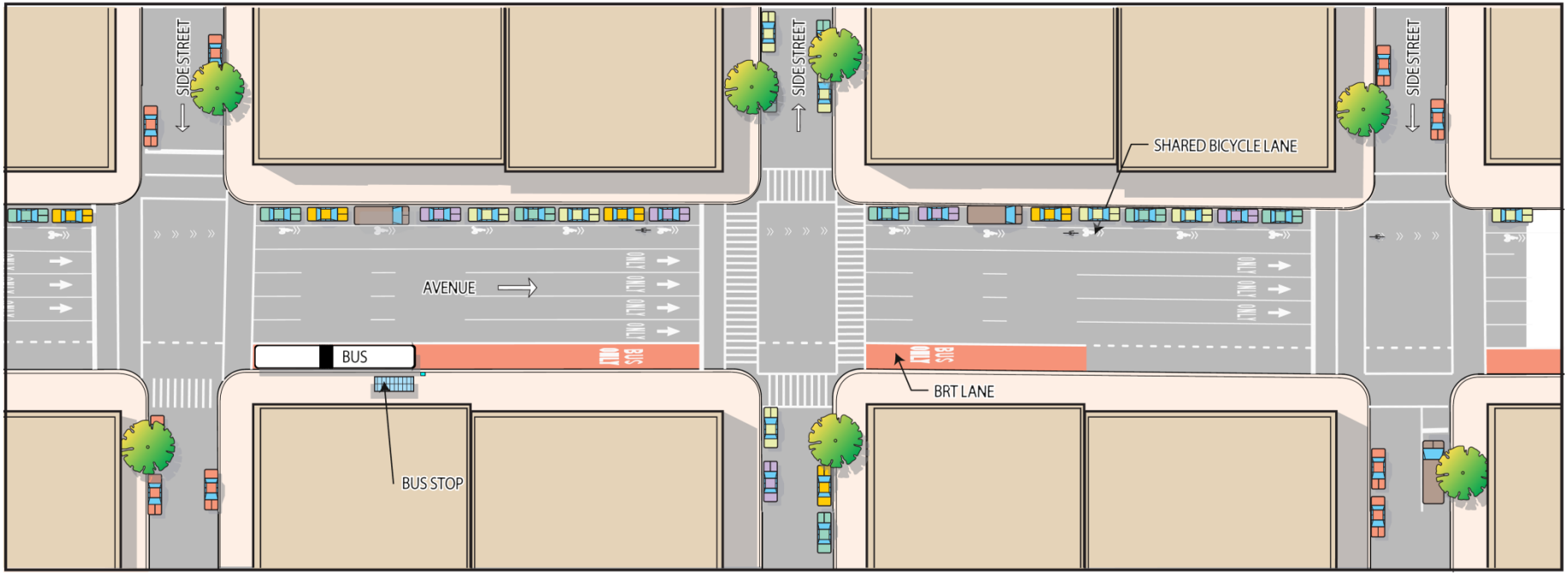
Shared Bicycle Path

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.