



New York City Transit



First Avenue/Second Avenue SBS Community Advisory Committee Meeting

Manhattan Borough President's Office
Wednesday, May 13, 2009

Agenda

Introductions

About the Community Advisory Committee and project outreach efforts

BRT/SBS in New York City

First Avenue/Second Avenue SBS

Design and service issues

Next steps

About the First Ave/Second Ave CAC

Composed of:

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

Role:

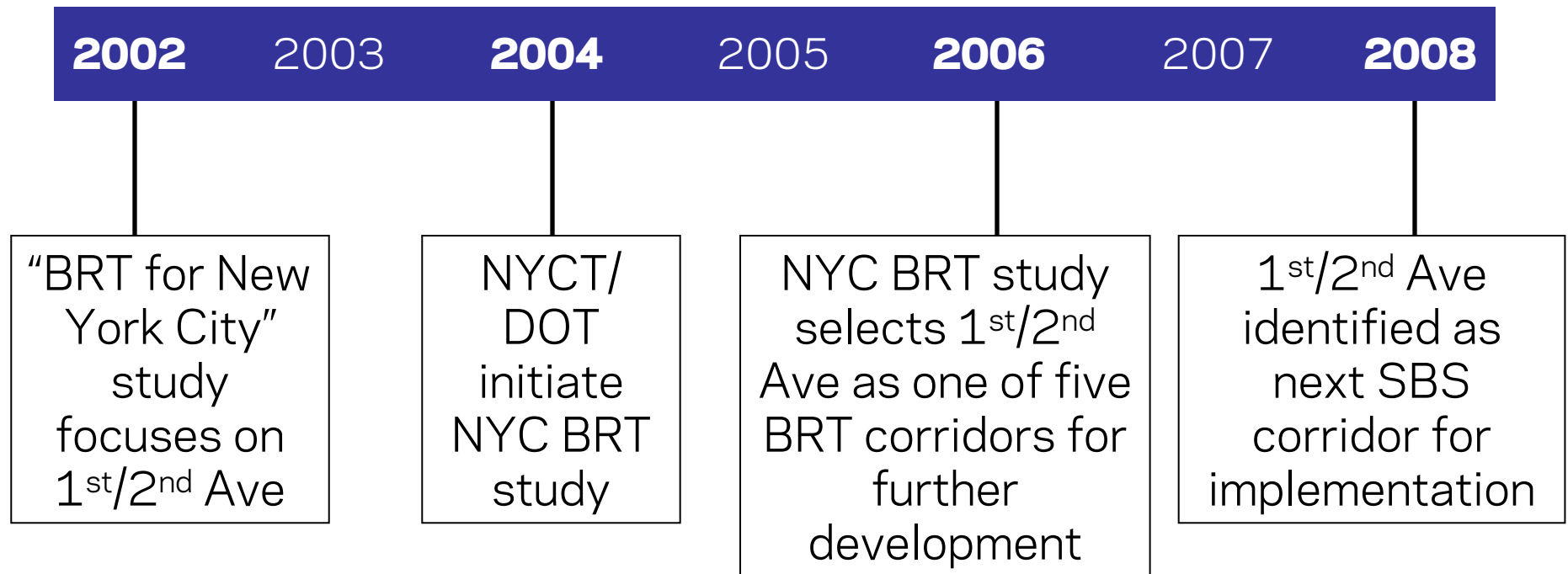
To provide opportunities for input as project design and implementation progresses

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

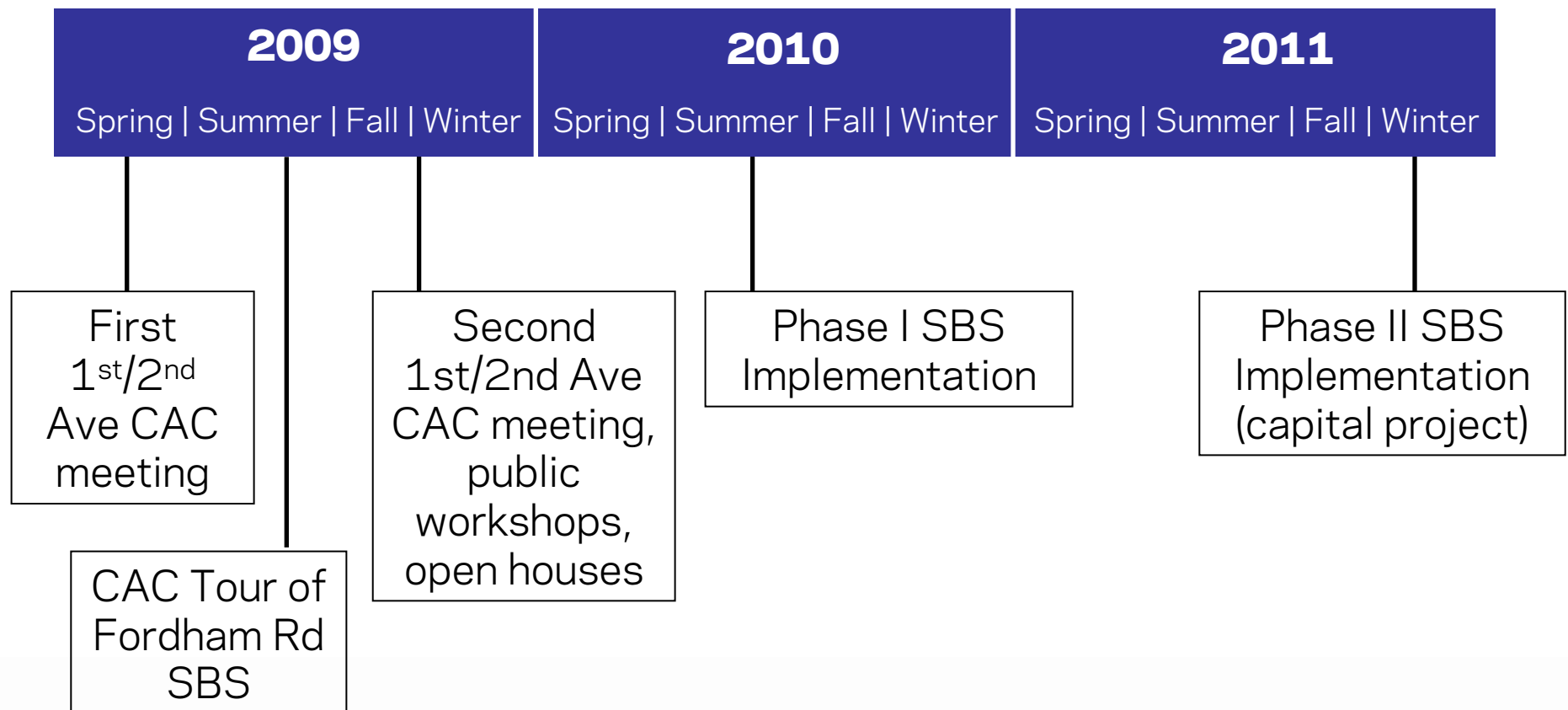
To ensure that key issues are not overlooked

First Ave/Second Ave SBS: Timeline



First Avenue/Second Avenue SBS

First Ave/Second Ave SBS: Timeline



Community Planning Process

11 meetings to date with elected officials and Community Boards about First Ave/Second Ave SBS

Transition from corridor identification to route design

CAC will enable future community engagement

Ongoing Community Engagement

Community Advisory Committee will meet every 2-3 months over the next two years

Public Open Houses will take place at key points, with first meeting tentatively scheduled for Fall 2009

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

What is BRT?

Bus Rapid Transit

- Premium transit service using rubber-tired vehicles
- High capacity, low cost system to improve urban mobility

Select Bus Service

- New York City's first phase of BRT
- Improves bus speed and reliability
- Being implemented on five corridors across NYC



First Avenue/Second Avenue SBS

Speed



First Avenue/Second Avenue SBS

Reliability



First Avenue/Second Avenue SBS

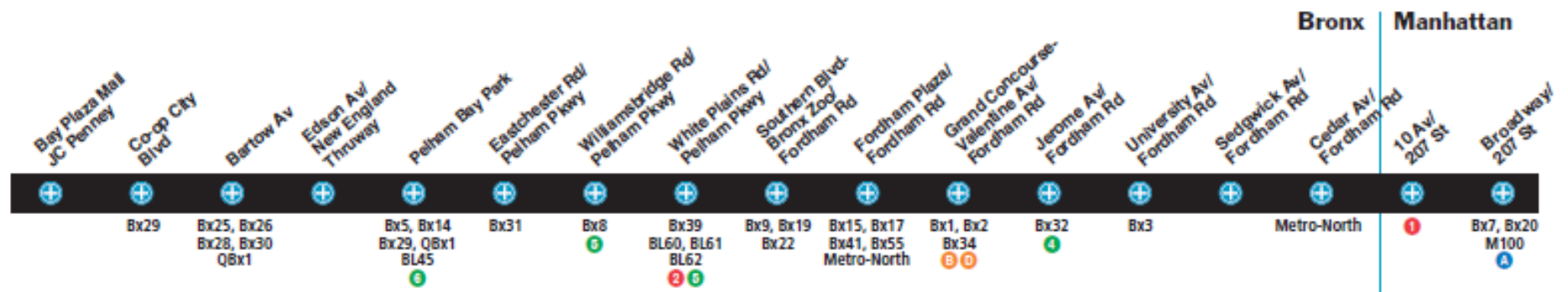
Comfort



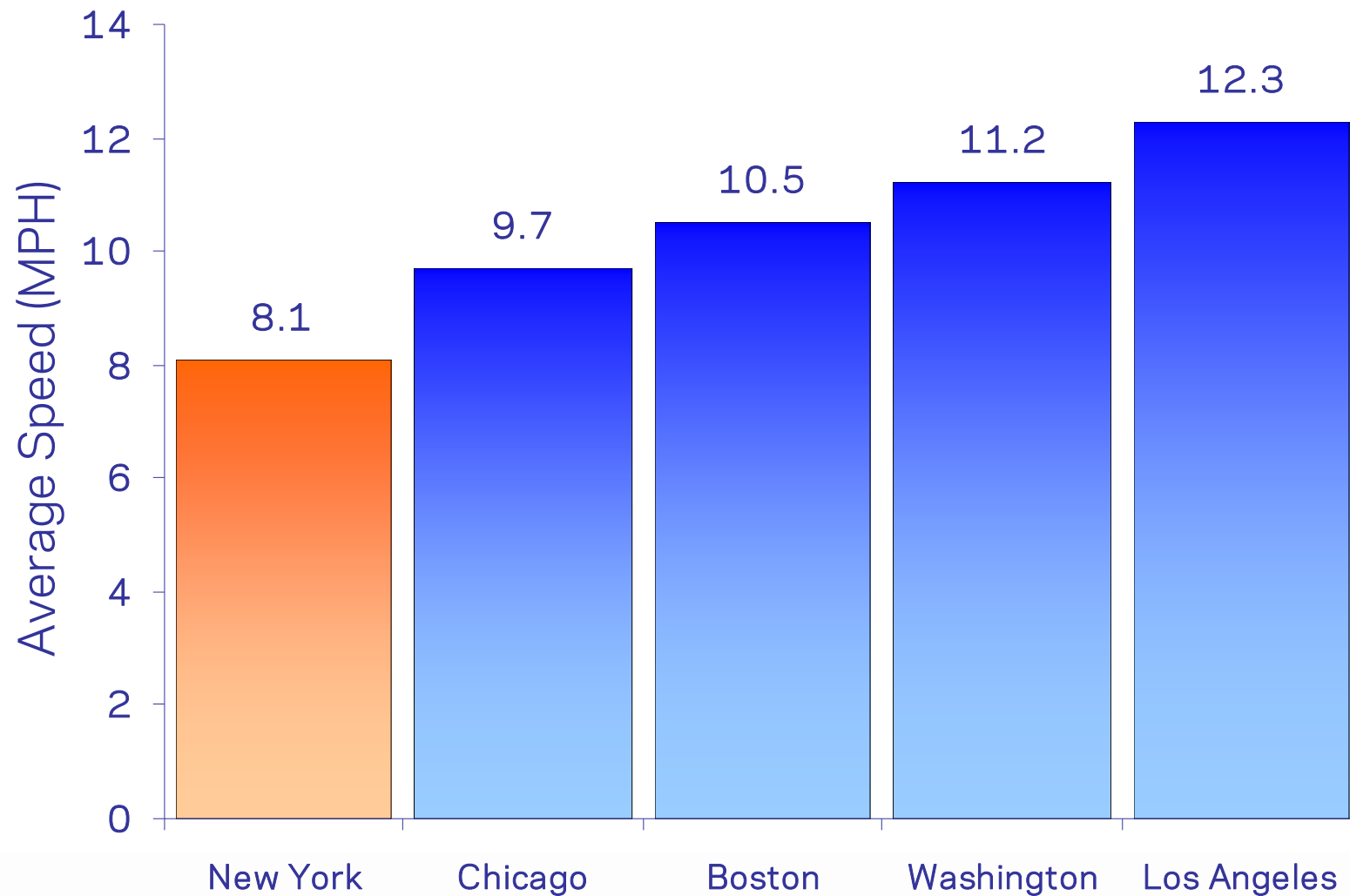
First Avenue/Second Avenue SBS

Ease of Use

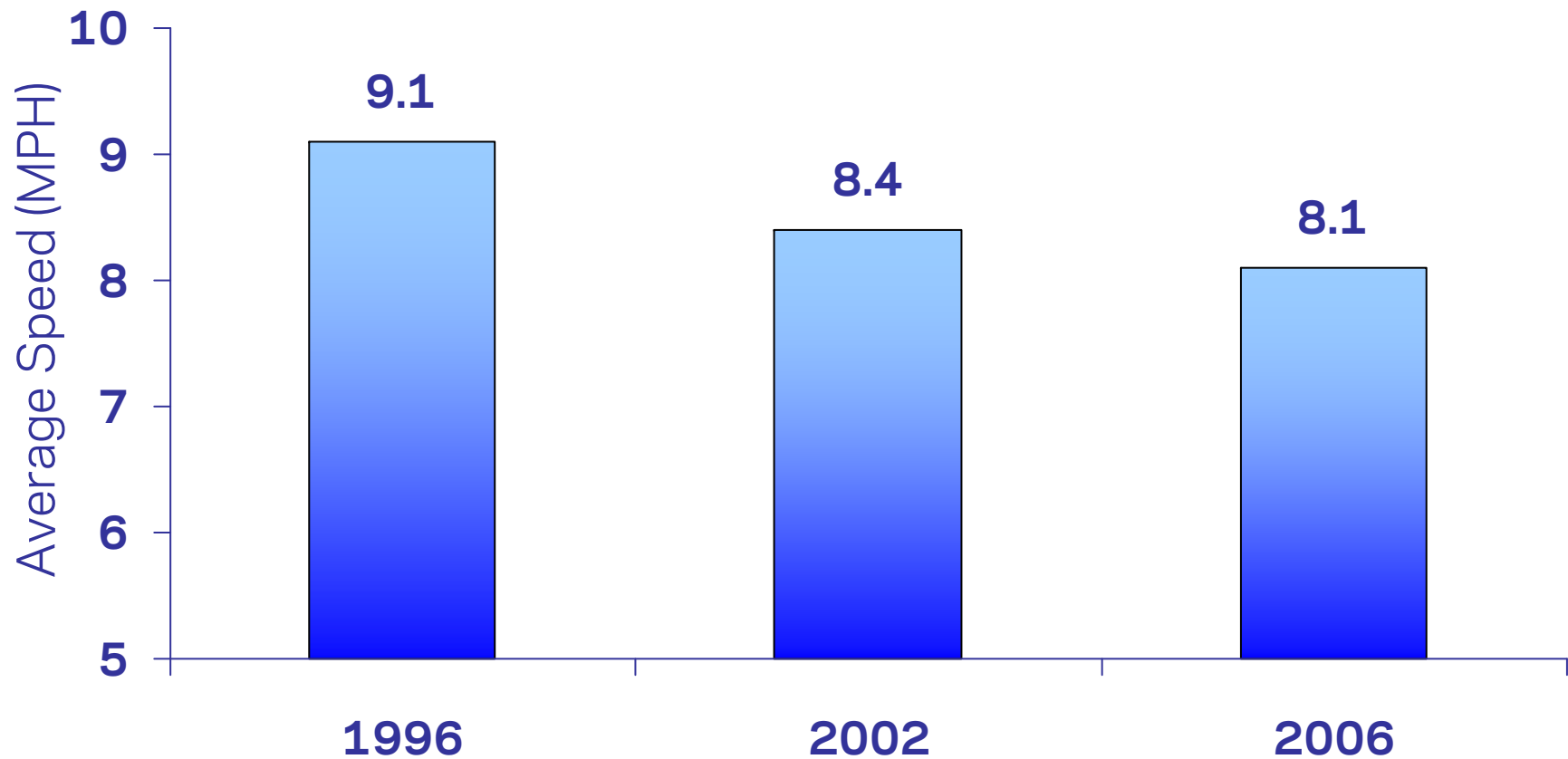
Westbound to Inwood



Bus Speeds in NYC vs. Other Cities

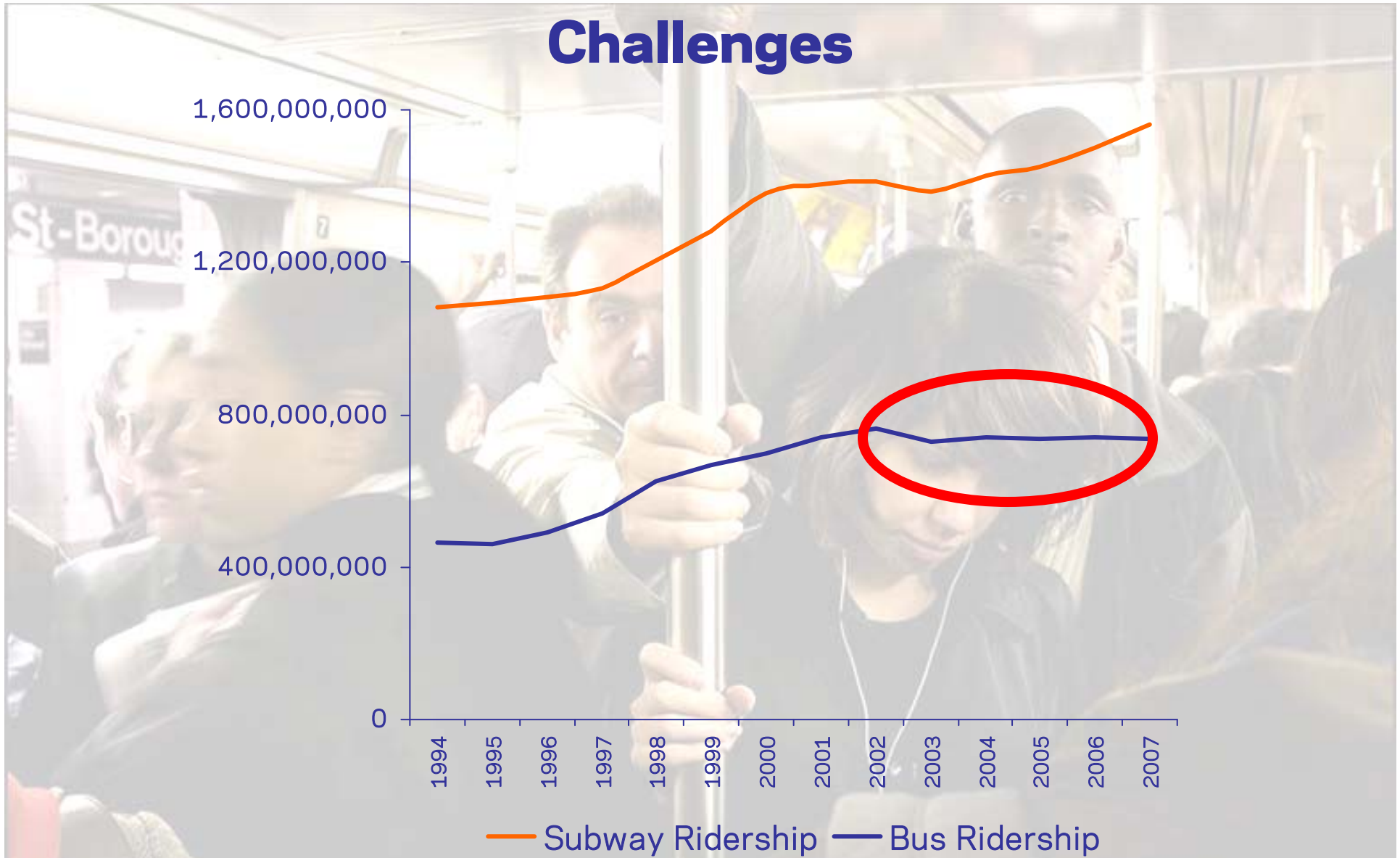


Trend: Bus Speeds Dropping

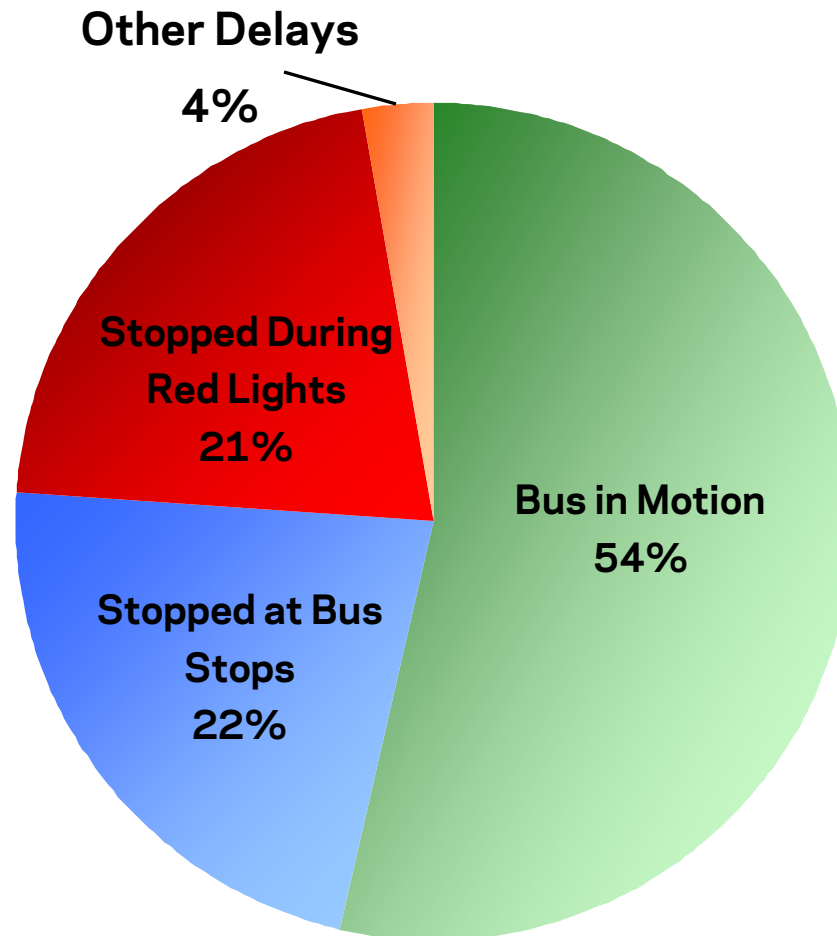


First Avenue/Second Avenue SBS

Challenges



Sources of Bus Delay - M15 Limited



Fordham Road SBS: Results

Travel Time: 20%
reduction in running time

Ridership: 10% increase
from October 2007 to
October 2008

Customer Satisfaction:
98% satisfied or very
satisfied



First Avenue/Second Avenue SBS

+selectbusservice

Voice of **Janette Sadik-Khan**
Commissioner of New York City
Department of Transportation

First Avenue/Second Avenue SBS

SBS Features



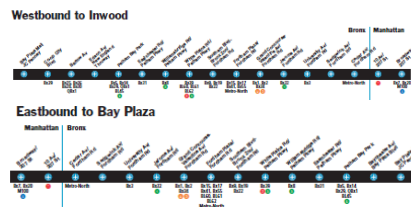
Bus Lanes



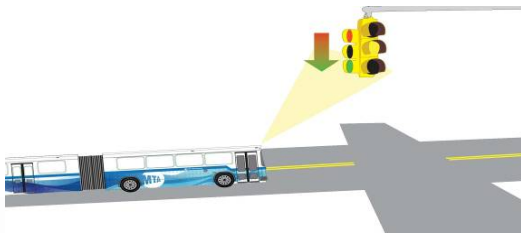
Pre-Payment



Stations



Passenger Info



Bus Signal Priority



Branding

First Avenue/Second Avenue SBS

Phase I BRT Corridors



First Avenue/Second Avenue SBS

First Ave/Second Ave SBS Corridor



8.5 miles from South Ferry to 125th Street

Currently served by M15 bus route

- 58,000 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

First Ave/Second Ave SBS Features

Improved Service

Increased hours of service and simpler service pattern

Signal Priority

Transit signal priority between Houston Street and South Ferry

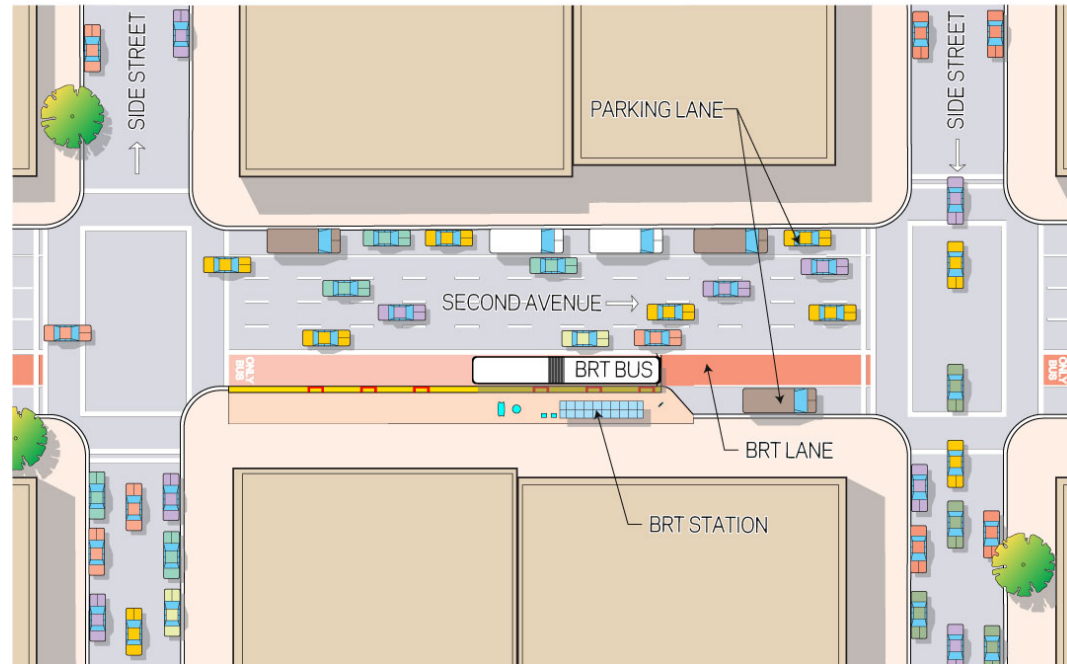
Fare Collection

Proof-of-payment fare system with fare pre-payment



First Avenue/Second Avenue SBS

First Ave/Second Ave SBS Features



Bus Lanes

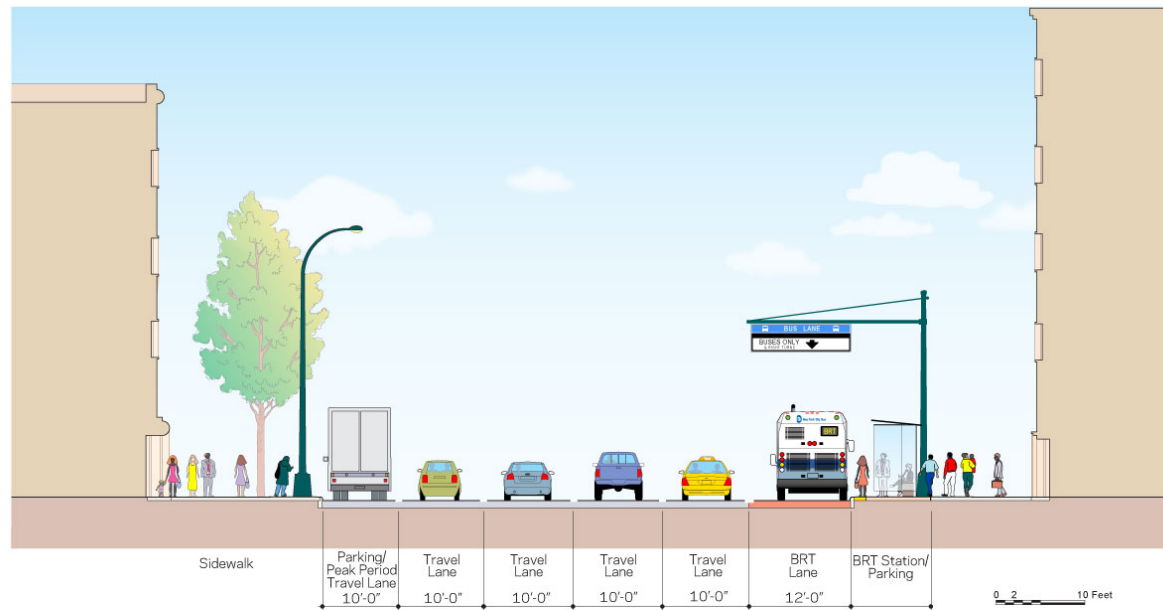
Offset bus lanes from 125th Street to Houston Street

Bus Bulbs

Bus bulbs extend sidewalk out to the bus lane, at BRT stations between 125th Street and Houston Street

First Avenue/Second Avenue SBS

First Ave/Second Ave SBS Features



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Interaction with Second Ave Subway



During Construction

NYCT and DOT are working in close coordination with Second Avenue Subway construction to eliminate SBS station/routing conflicts

In Operation

Under both Phase 1 and full-build of SAS, passenger demand on the M15 will remain high

First Avenue/Second Avenue SBS

First Ave/Second Ave SBS Phasing

Element	Phase 1	Phase 2
Improved Service Pattern	✓	
Enhanced Bus Lane	✓	
Proof of Payment Fare Collection	✓	
Branding	✓	
Low-Floor Buses	✓	
Transit Signal Priority	Possible	✓
Bus Bulbs		✓

Design and Service Issues

Bus Stop Locations

Bus Bulb Design

Design at congested locations

- Midtown Tunnel
- 59th Street Bridge
- 125th Street
- Others

Curbside Regulations

- Left Side
- Right Side

Bike Lane Design

Right-of-way treatments
south of Houston

Other Issues?

First Avenue/Second Avenue SBS

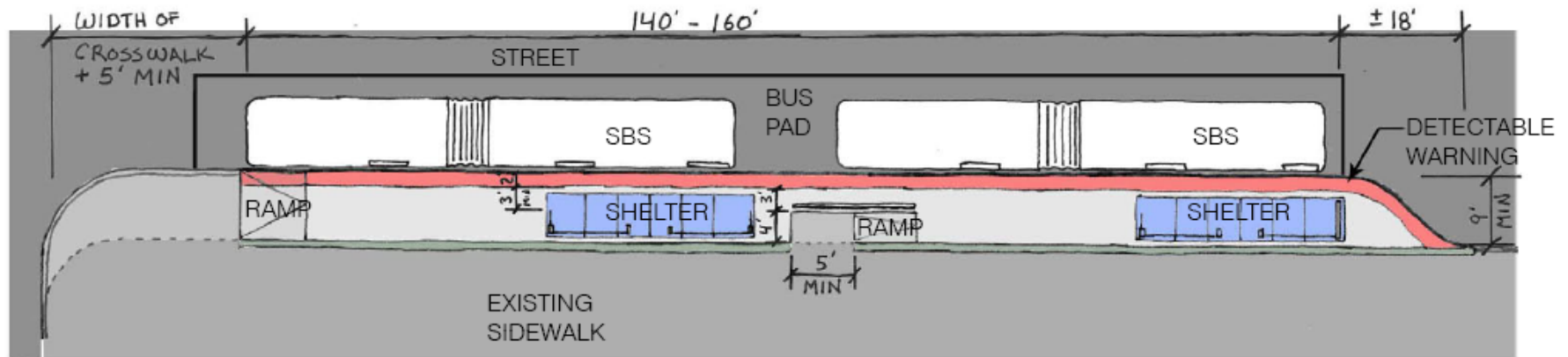
Bus Bulb Design



First Avenue/Second Avenue SBS

Bus Bulb Design

Plan View



Next Steps

Questions/Comments

Next Meetings

- CAC Tour of Fordham Road SBS – Summer 2009
- Second CAC meeting – September 2009
- Open House – Fall 2009