

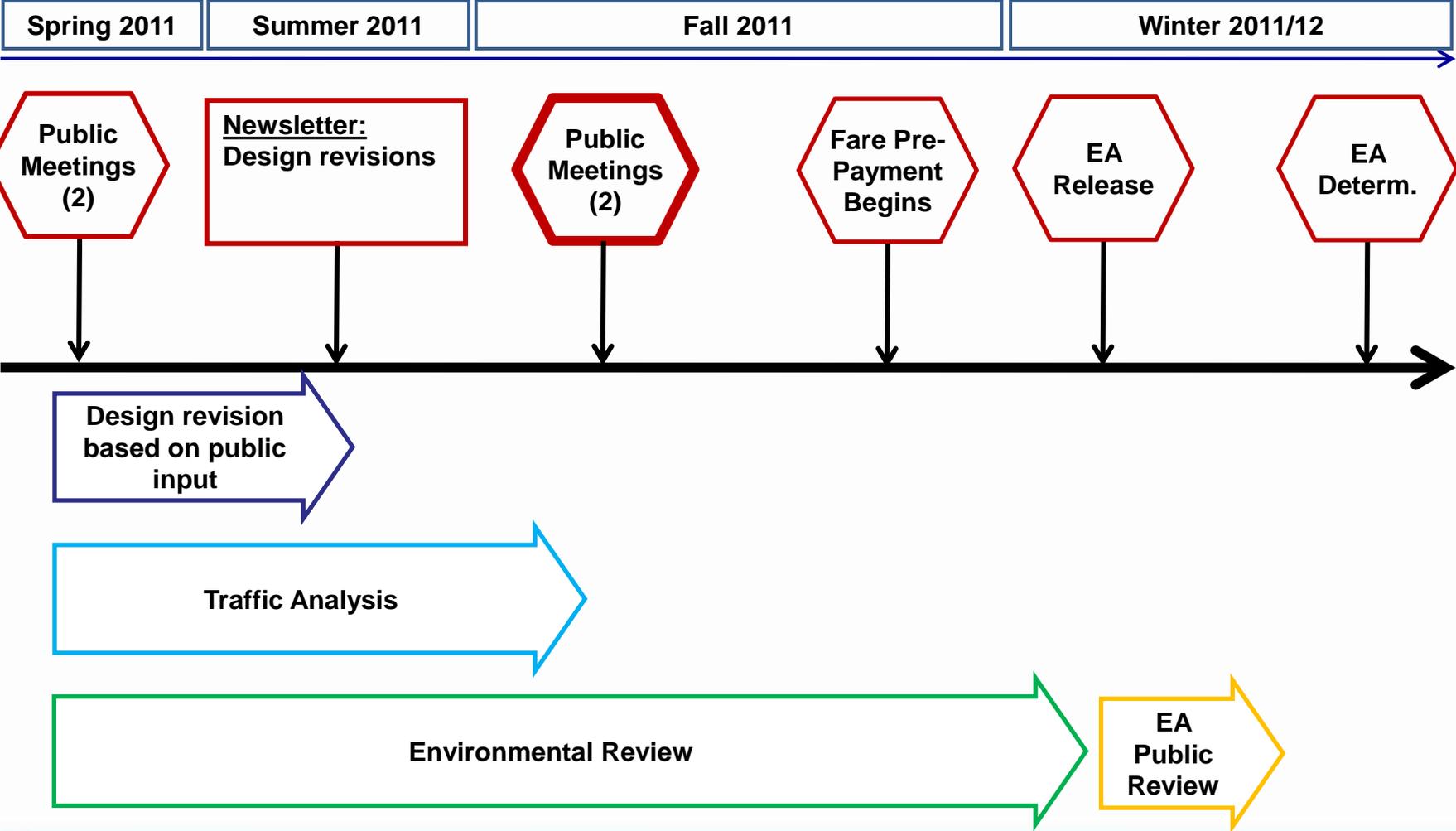
34th Street SBS Fall 2011 Open Houses

October 6 & 11, 2011

Open House Agenda

- I. Project Schedule
- II. Design
- III. Traffic Analysis Results
- IV. Fare Pre-Payment Demonstration

Project Schedule Update

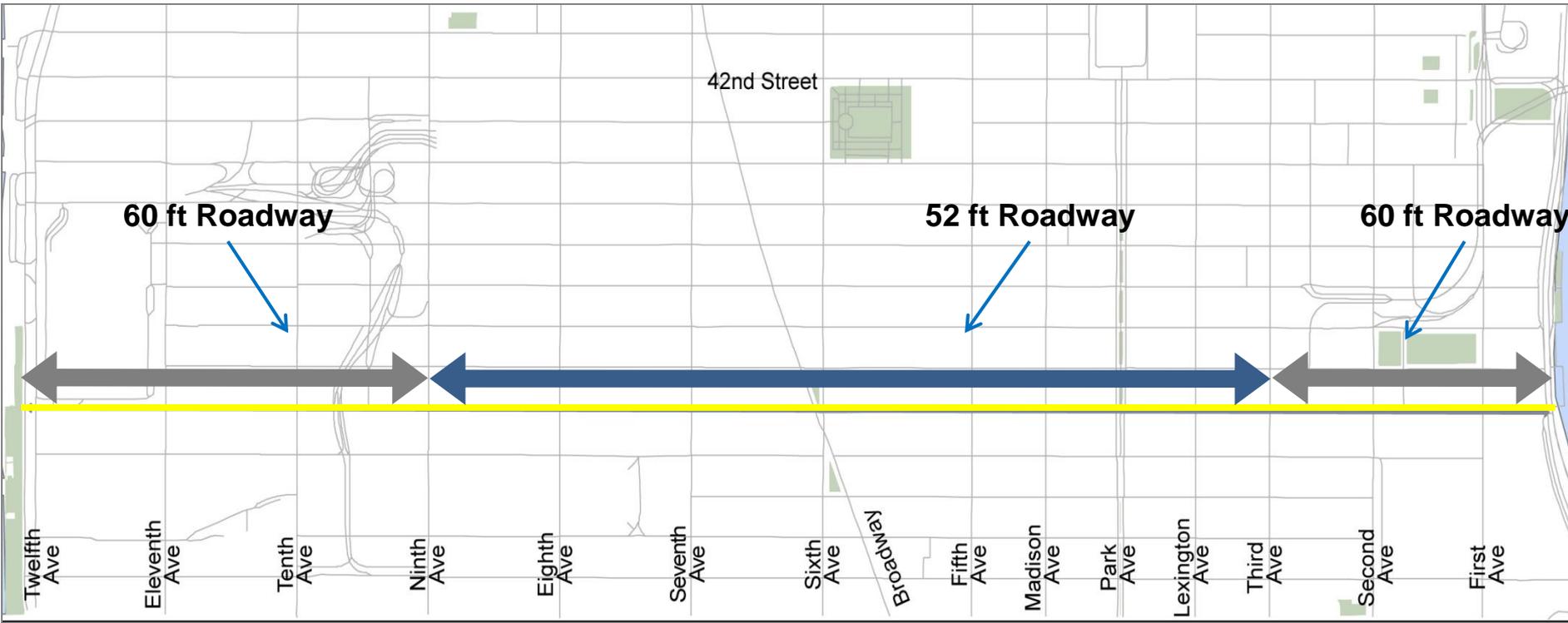


34th St SBS Design Update

34th Street SBS design

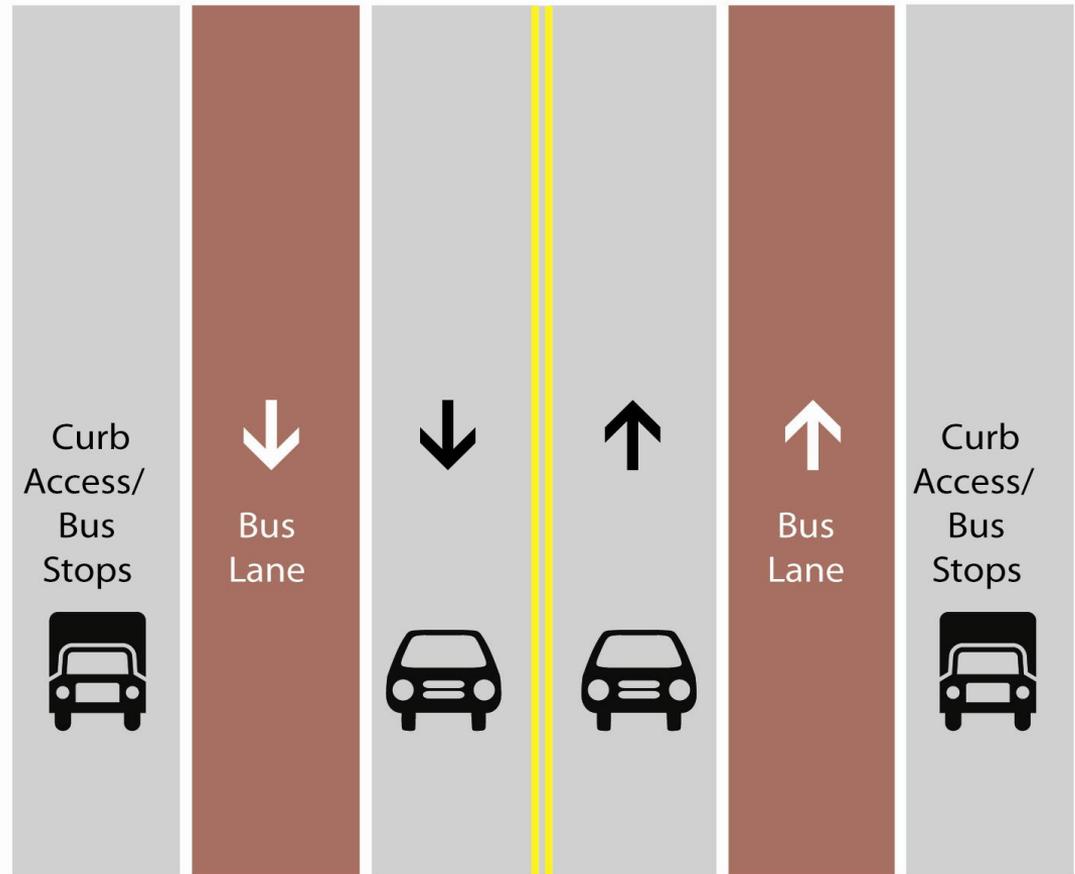
- **2011 planned improvements**
 - Off-board fare collection
 - Bus lane camera enforcement
- **2012 proposed design**
 - Offset bus lanes
 - Bus bulbs and sidewalk extensions
 - Expanded loading zones

2012 Proposed Plan: Overview



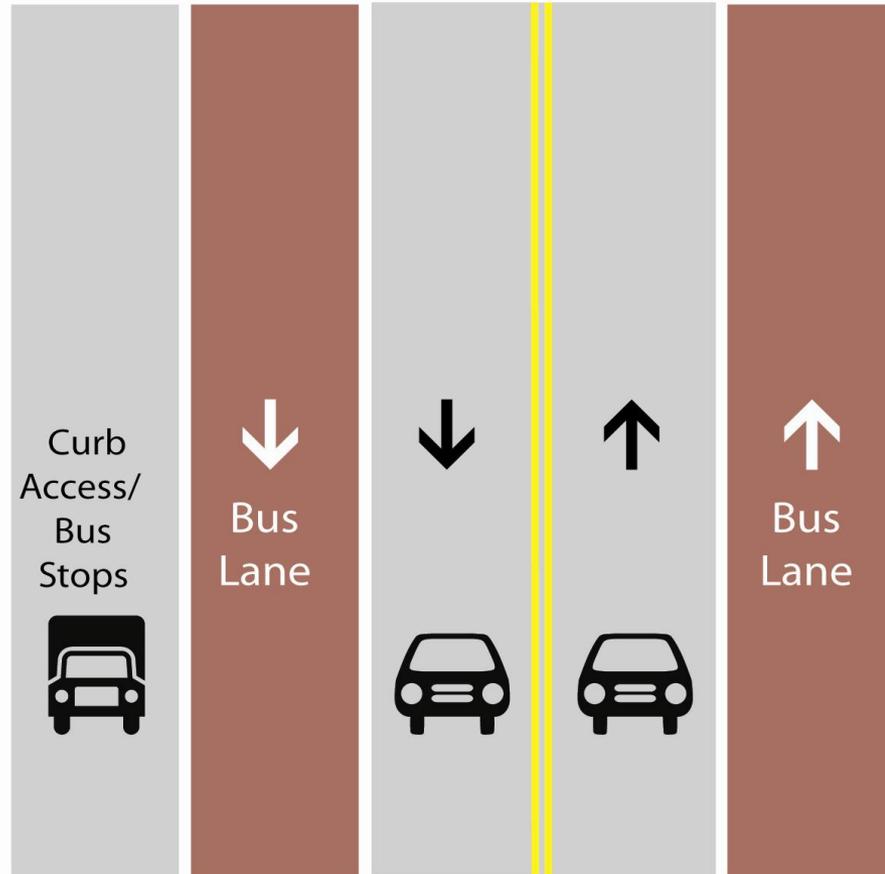
2012 Proposed Plan: Overview

60 ft wide section:
East of Third Ave
West of Ninth Ave

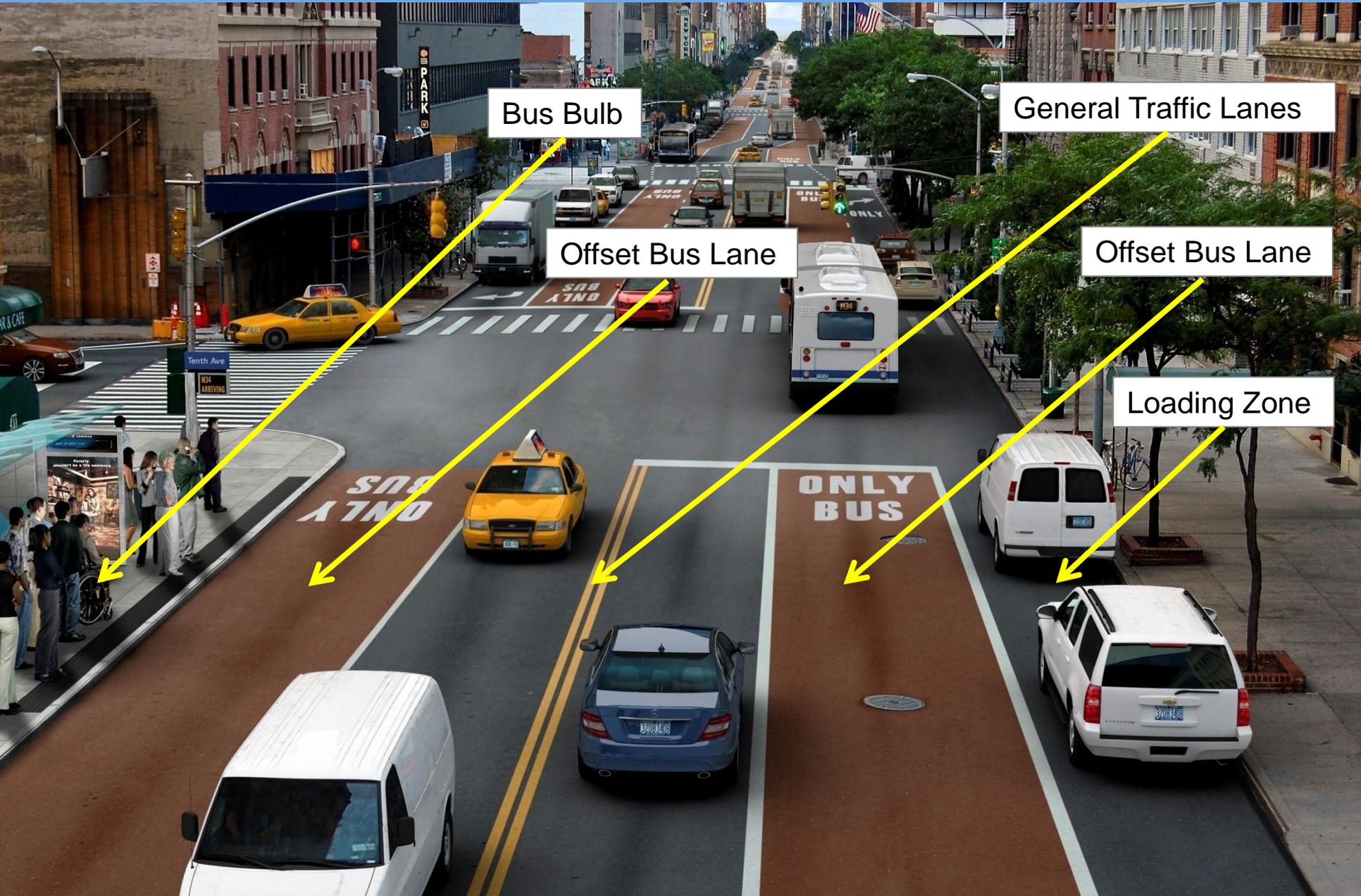


2012 Proposed Plan: Overview

**52 ft wide section:
Third Ave to
Ninth Ave**







Bus Bulb

General Traffic Lanes

Offset Bus Lane

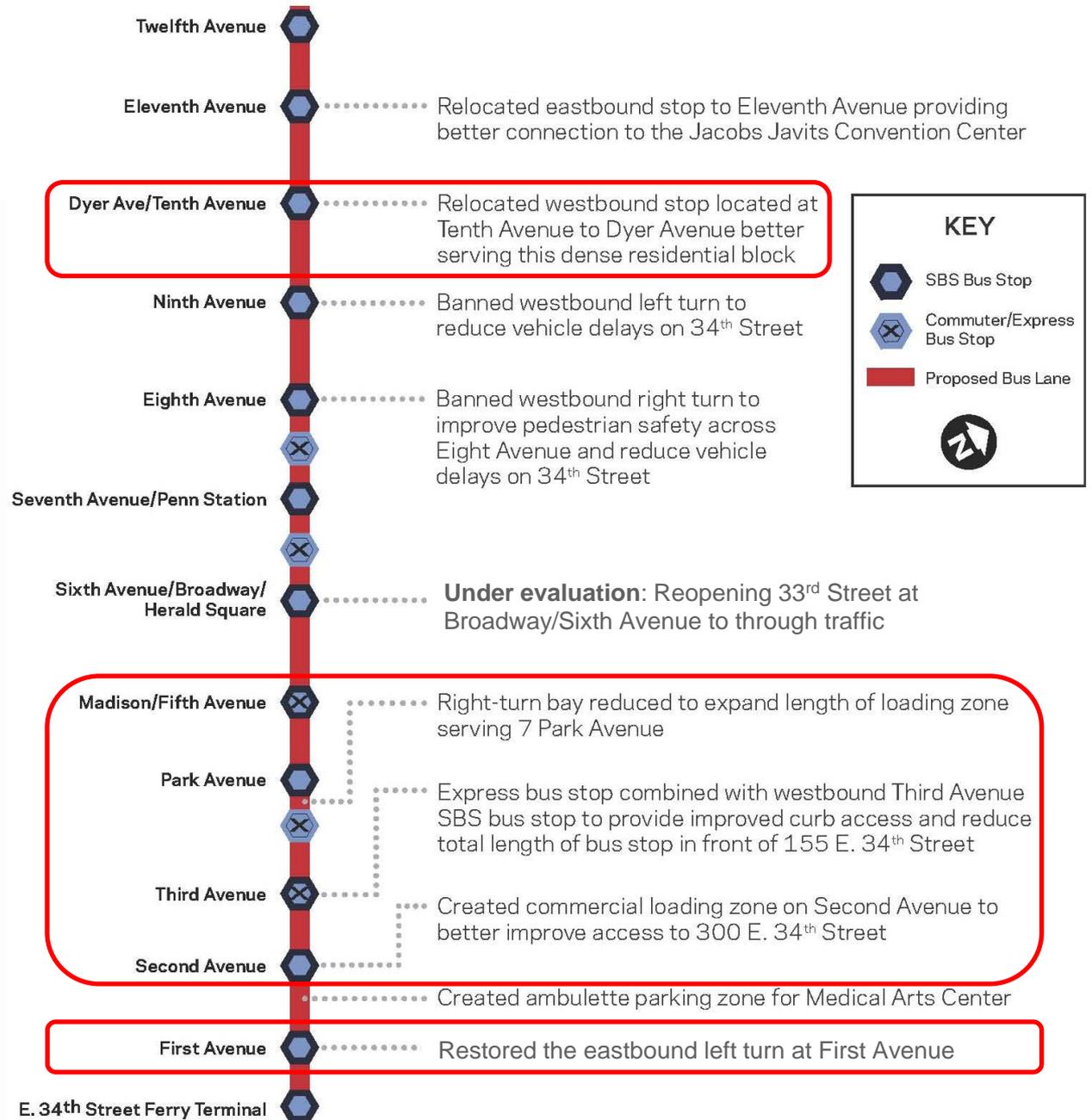
Offset Bus Lane

Loading Zone

Project Benefits

- **Bus Service:** improves bus reliability and increase bus speeds for over 33,000 daily riders
- **Pedestrians:** adds 18,000 sq. ft. of new pedestrian space, reducing crowding and improving safety
- **Loading:** increases daytime loading from 32 to 258 spaces with a loading zone on every block
- **Design:** uses standard bus and pedestrian design elements; emergency vehicles could use the improved bus lanes
- **Traffic:** maintains 2-way traffic from river to river

Design Changes

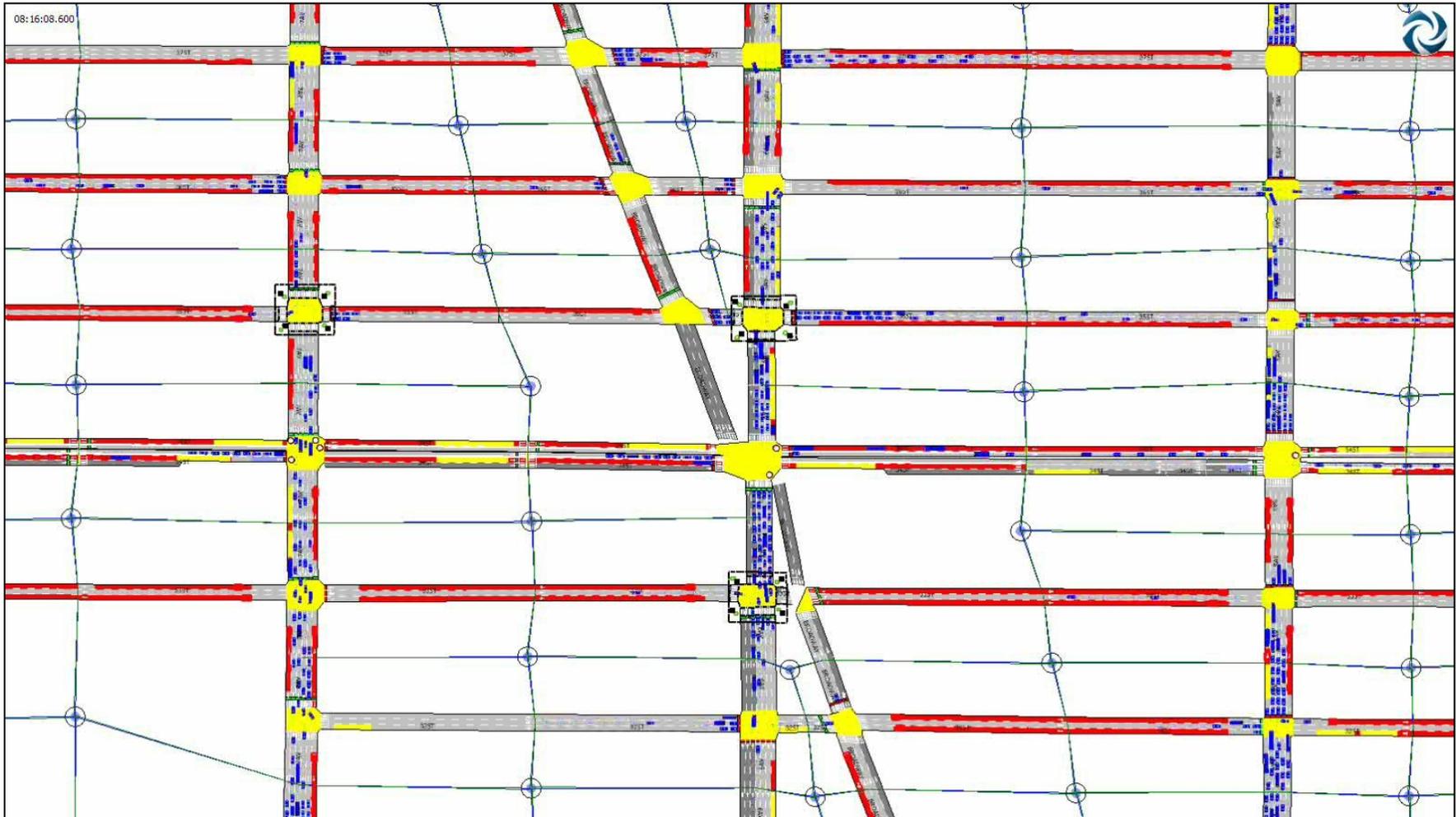


Traffic Analysis

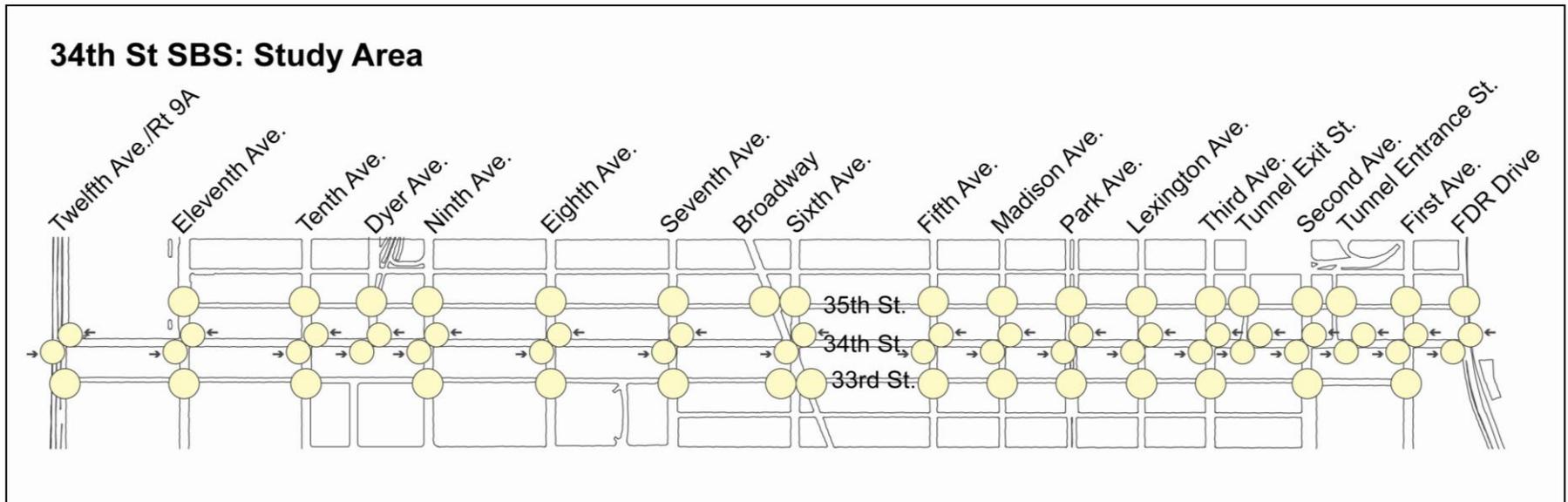
Traffic Analysis Process

- **Analyzed project effects on the regional transportation network:**
 - Modeled Midtown from 23rd Street to 60th Street with DOT's Manhattan Traffic Model (MTM)
- **Identified potential traffic effects of 34th St SBS on:**
 - 34th Street
 - Parallel streets
 - North-south Avenues
- **Conducted corridor analysis following guidelines of the City Environmental Quality Review (CEQR) handbook:**
 - Intersection based approach
 - Analyzed all intersections which may be affected by diversions
 - Determined impact of the project on vehicle delay

The Broader Context: The Manhattan Traffic Model



Traffic Analysis Area



- Created Synchro traffic model
- Intersections connected into a network

Three scenarios:

- Existing Conditions
- 2012 without the project: “No Build”
- 2012 with the project: “Build”

Key Location of Congestion: Intersections

- Intersections determine the traffic capacity of the street
- Intersection Analysis – what goes in:
 - Traffic Volumes
 - Signal timing and progression
 - Number of lanes
 - Curb activity
- Intersection Analysis – what comes out:
 - Delay per vehicle
 - Level of Service (LOS): A to F



Key Measure of Congestion: Vehicle Delay



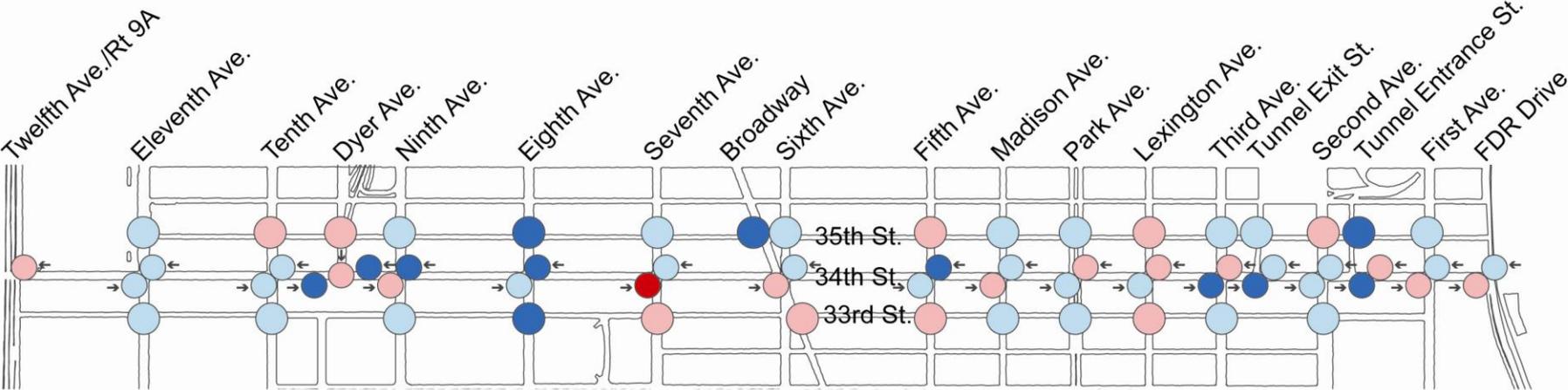
- Shorter delay: short queues, cars can clear intersection quickly (LOS A or B)



- Longer delay: long queues, cars may wait more than one green light to clear (LOS E or F)

Findings: AM Peak Hour without the Project (2012)

34th St SBS: AM No-Build Traffic Analysis



34th St SBS Level of Service

- A-B 20 seconds of delay
- C-D 20-45 seconds of delay
- D-E 46-80 seconds of delay
- F 80+ seconds of delay

Findings: PM Peak Hour without the Project (2012)

34th St SBS: PM No-Build Traffic Analysis



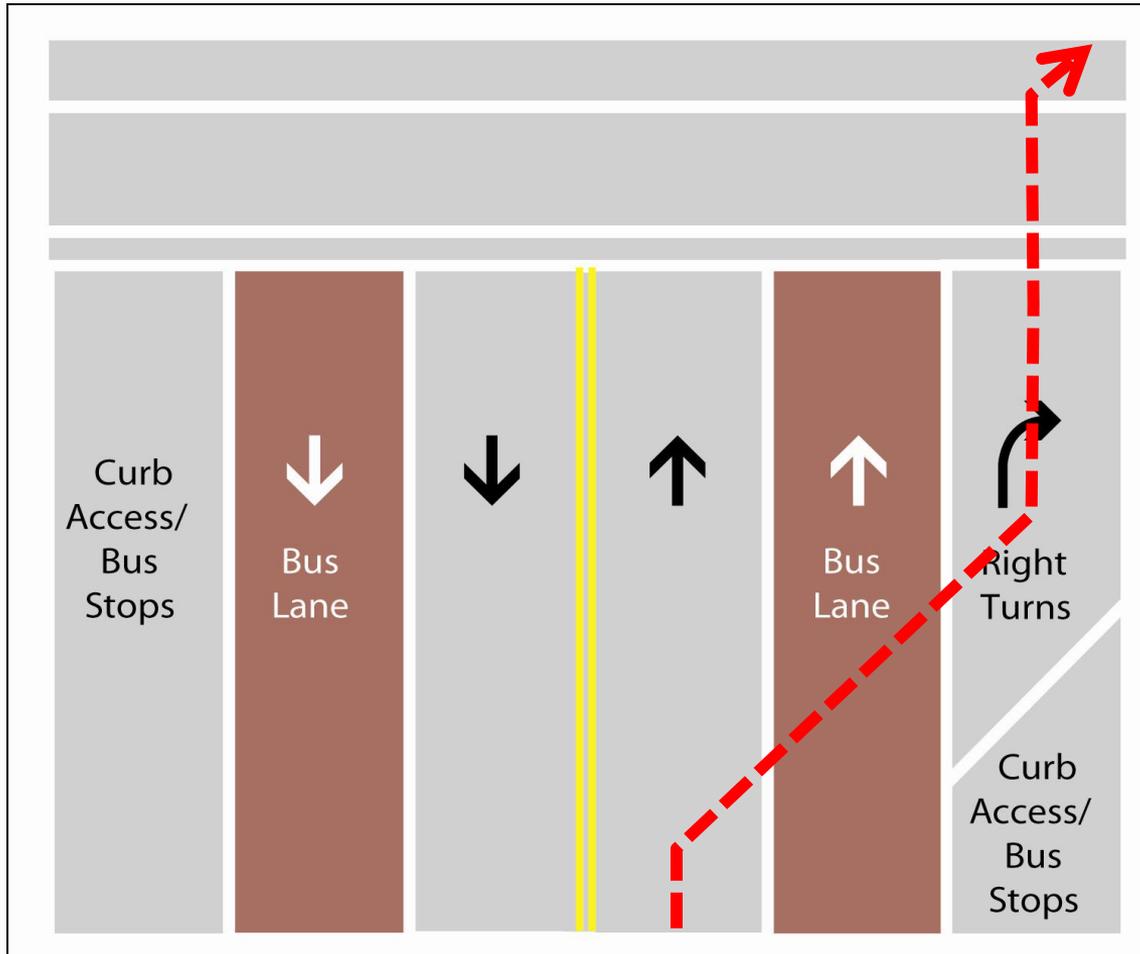
34th St SBS Level of Service

- A-B 20 seconds of delay
- C-D 20-45 seconds of delay
- D-E 46-80 seconds of delay
- F 80+ seconds of delay

34th St SBS Traffic Changes

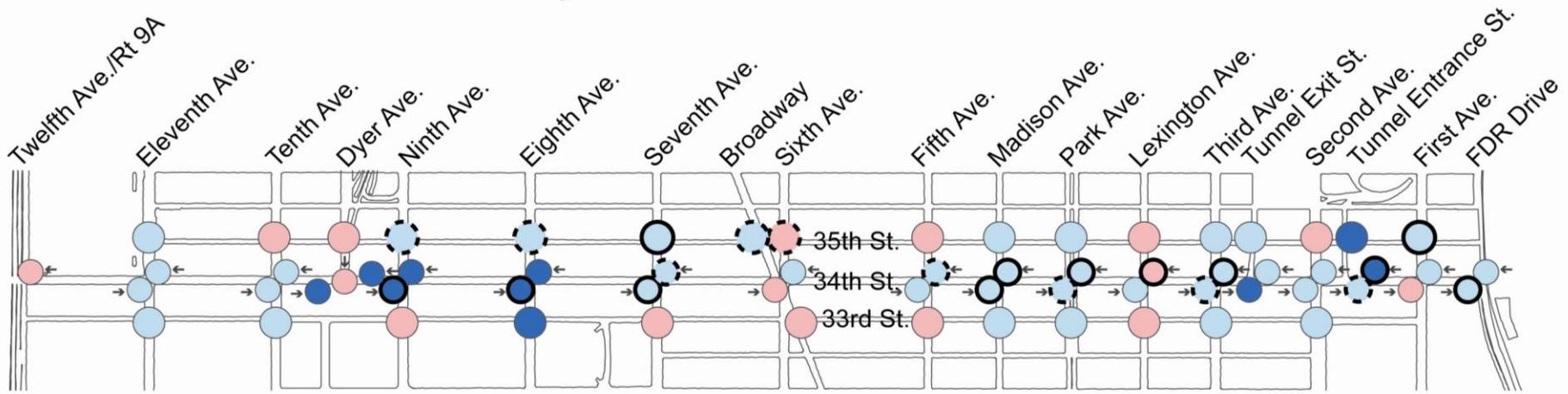
- **Capacity reductions**
 - West bound: 2 general traffic lanes to 1 from Madison Ave to Ninth Ave
 - Both directions: 2 general traffic lanes to 1 from Eleventh Ave to Ninth Ave and from Third Ave to First Ave
- **Capacity improvements**
 - Right-turn bays: reduces blockages at busy intersections
 - Signal timing improvements: more green time for 34th Street
 - Offset bus lanes: blocked less often than curbside bus lanes, can carry more buses

Right Turn Bays



Findings: AM Peak Hour with the Project (2012)

34th St SBS: AM Build Traffic Analysis

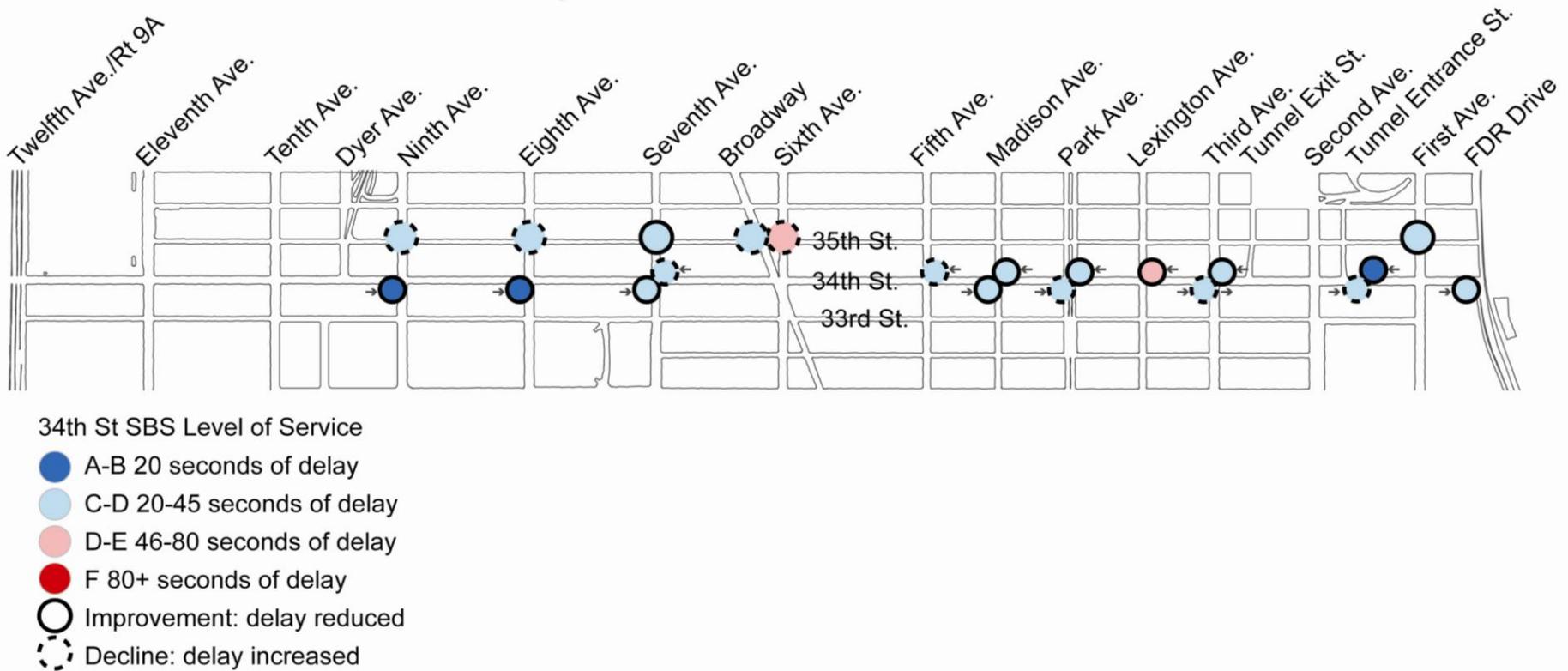


34th St SBS Level of Service

- A-B 20 seconds of delay
- C-D 20-45 seconds of delay
- D-E 46-80 seconds of delay
- F 80+ seconds of delay
- Improvement: delay reduced
- Decline: delay increased

Findings: AM Peak Hour with the Project (2012) – Changes Only

34th St SBS: AM Build Traffic Analysis



Design Changes in response to Traffic Analysis

- 34th St East Bound at Second Ave: added additional traffic lane at intersection
- 34th St East Bound at Madison Ave: added bus only left turn lane and pedestrian island
- Corridor wide: added green time to east-west traffic on 34th Street
- Expanded crosswalk widths

Conclusions

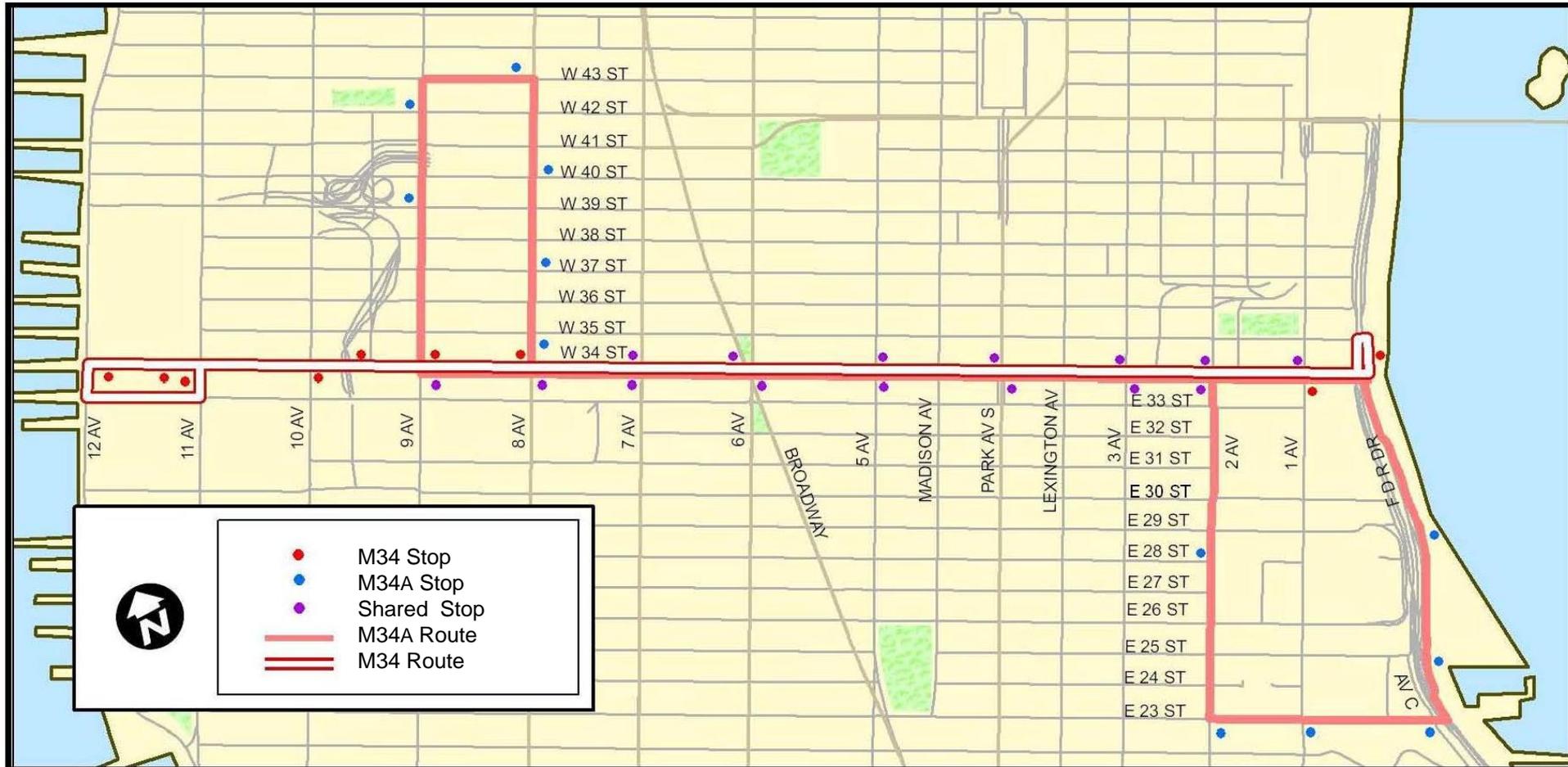
- Overall, traffic delays will remain roughly the same
- Some intersections will operate slightly better and a few slightly worse
- Some traffic diverted to 35th Street, number of vehicles is small
- MTM shows no effect on traffic beyond the project area

Fare Pre-Payment Update

Fare Pre-Payment Overview

- Start date: Sunday November 13, 2011
- M34 to be renamed M34 SBS
- M16 to be renamed the M34A SBS for clearer passenger communication
- Pre-payment will be introduced at all M34 and M34A stops
- Service levels and route will remain the same on both M34 SBS and M34A SBS

Station Locations



How Pre-Payment Works: Overview

1. Pay before you board by dipping MetroCard at sidewalk MetroCard machine or inserting coins at sidewalk coin machine
2. Take your proof of payment receipt
3. Enter through front or rear door of bus – no need to show receipt to the driver



How Pre-Payment Works: MetroCard Machine

1. Push the Start button
 2. Insert your Metrocard
 3. Take your receipt
 4. Hold onto receipt for inspection
- All MetroCards accepted
 - Transfers accepted - *same transfer policies apply*



How Pre-Payment Works: Coin Machine

1. Press black button to start
 2. Insert coins
 3. Take your receipt
- For reduced fare: press yellow button before inserting coins



How Pre-Payment Works: Enforcement

- Inspector teams conduct random checks of buses
- \$100 fine for passengers with out a receipt
- Fare evasion on Bx12 SBS and M15 SBS *declined* after pre-payment introduced



How Pre-Payment Works: Passenger Communication

During Start-Up Period

- **Customer Ambassadors at all stops to explain system and help riders**
- **All stops will be staffed by Customer Ambassadors**
- **NYCT will distribute pre-payment guides to all passengers**



What are the Benefits of Fare Pre-Payment?

- **Faster Boarding**
 - 36% less time spent at stops (M15 SBS)
- **Fare Evasion Reduced**
 - 37% less fare evasion (M15 SBS)



Schedule for Implementation

- Machine installation: begins October 4
- Start of pre-payment: **Sunday, November 13, 2011**
- Passenger Ambassador teams in place during start-up period