First Avenue/Second Avenue SBS Community Advisory Committee Meeting

Manhattan Borough President’s Office

Wednesday, May 13, 2009
First Avenue/Second Avenue SBS

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 Avenue/Second Avenue SBS: Timeline

- 2002: "BRT for New York City" study focuses on 1st/2nd Ave
- 2004: NYCT/DOT initiate NYC BRT study
- 2005: NYC BRT study selects 1st/2nd Ave as one of five BRT corridors for further development
- 2006: 1st/2nd Ave identified as next SBS corridor for implementation

New York City Transit
First Ave/Second Ave SBS: Timeline

**2009**
- Spring | Summer | Fall | Winter
- First 1st/2nd Ave CAC meeting
- CAC Tour of Fordham Rd SBS

**2010**
- Spring | Summer | Fall | Winter
- Second 1st/2nd Ave CAC meeting, public workshops, open houses
- Phase I SBS Implementation

**2011**
- Spring | Summer | Fall | Winter
- Phase II SBS Implementation (capital project)
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

New York City Transit
First Avenue/Second Avenue SBS

Reliability
Comfort

First Avenue/Second Avenue SBS

MTA New York City Transit
First Avenue/Second Avenue SBS

Ease of Use

Westbound to Inwood

Bronx  Manhattan
Bus Speeds in NYC vs. Other Cities

Average Speed (MPH)

- New York: 8.1
- Chicago: 9.7
- Boston: 10.5
- Washington: 11.2
- Los Angeles: 12.3
First Avenue/Second Avenue SBS

Trend: Bus Speeds Dropping

Average Speed (MPH)

- 1996: 9.1
- 2002: 8.4
- 2006: 8.1

New York City Transit
First Avenue/Second Avenue SBS

Challenges

Subway Ridership

Bus Ridership

0 400,000,000 800,000,000 1,200,000,000 1,600,000,000


MTA New York City Transit
Sources of Bus Delay - M15 Limited

- Stopped at Bus Stops: 22%
- Stopped During Red Lights: 21%
- Other Delays: 4%
- Bus in Motion: 54%
First Avenue/Second Avenue SBS

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

SBS Features

- Pre-Payment
- Bus Lanes
- Stations
- Passenger Info
- Bus Signal Priority
- Branding

MTA New York City Transit
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 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 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 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
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 Ave/Second Ave SBS Phasing

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First Avenue/Second Avenue SBS

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

Plan View
First Avenue/Second Avenue SBS

Next Steps

Questions/Comments

Next Meetings

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