Agenda

Introductions
Bus Lane Cameras
Project Recap
Summary of Bx12 SBS Tour
Discussion of Station Locations
  Siting guidelines/constraints
  Breakout discussions
  Recap
Next steps
First Avenue/Second Avenue SBS

Bus Lane Cameras
Ongoing Community Engagement

CAC will meet every 2-3 months over the next two years

Public Open Houses will take place at key points, with first one tentatively scheduled for early December

Project newsletters (print and email) and web site (www.nyc.gov/brt)
About the First Ave/Second Ave CAC

Composed of:

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

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

Environmental Review

City Environmental Quality Review (CEQR)
State Environmental Quality Review Act (SEQRA)
National Environmental Policy Act (NEPA)

Analysis

Traffic
Noise and air quality
Other environmental issues
First Avenue/Second Avenue SBS

Project Development Timeline

2002: "BRT for New York City" study focuses on 1st/2nd Ave
2003: NYCT/DOT initiate NYC BRT study
2004: NYC BRT study selects 1st/2nd Ave as one of five BRT corridors for further development
2005: 1st/2nd Ave identified as next SBS corridor for implementation
2006:
2007:
2008:
2009 Schedule

Outreach

- CAC meeting #1
- Fordham Rd SBS CAC tour
- CAC meeting #2: Station locations
- Optional CAC meeting #2a: selected station locations
- CAC meeting #3: bike facility design
- First open house

Jan  Feb  Mar  Apr  May  Jun  Jul  Aug  Sep  Oct  Nov  Dec

Finalize station locations
Finalize bike facility concept design

Project Milestones
First Avenue/Second Avenue SBS

2010 Schedule

Outreach

- CAC meeting #4: curb regulations
- CAC meeting #5
- Second open house
- CAC meeting #6

Project Milestones

- Jan: Finalize curb regulation changes
- Feb: Finalize Phase 1 design
- Mar: CEQR/SEQRA approval
- Apr: Complete installation of physical elements
- May: Phase 1 SBS Implementation
- Jun: CAC meeting #5
- Jul: Second open house
- Aug: CAC meeting #6
- Sep: Finalize curb regulations
- Oct: Complete installation of physical elements
- Nov: Phase 1 SBS Implementation
- Dec: CAC meeting #6
First Avenue/Second Avenue SBS

Tour of Bx12 Select Bus Service
First Avenue/Second Avenue SBS

Tour of Bx12 Select Bus Service
First Avenue/Second Avenue SBS

Tour of Bx12 Select Bus Service
8.5 miles from South Ferry to 125th Street
Currently served by M15 bus route

- Over 57,000 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
Select Bus Service Has Fewer Stops Than Limited Stop Service

First Avenue/Second Avenue SBS

Local

Limited

SBS
Station Locations - Spacing

US DOT  BRT Practitioners Guide

“BRT should be rapid. It should operate … on wide, continuous, free-flowing streets where separate right of way are unavailable or removed from markets.”

“Wide station spacing (except in downtown areas) is desirable.”

California DOT: Service Characteristics for BRT

Frequent all-day service
Short headways (10 minutes or better)
Wide station stop spacing
Station Locations - Spacing

Average Station Spacing on Fordham Road SBS: 0.6 mile

If First/Second Av SBS Stations were 10 blocks apart, that would create 0.5 mile spacing.

Principal streets, however, are often less than 10 blocks apart.
Manhattan blocks offer 200 feet of usable curb space. This allows for SBS Stations and local stops to be on the same block.

Trees, café seating, cellar doors, subway gratings, newsstands, fire hydrants, driveways, etc. can limit usable space on many blocks.
Station Shelters

Standard Cemusa design
Single or double length
Branding opportunities
Real-time information opportunities (Phase 2)
Proposed Stations
Lower & Midtown Manhattan
Proposed Stations
Midtown Manhattan & Harlem
Station Locations - Breakout Groups

**South** - South Ferry to 14\(^{th}\) Street

**Central** - 14\(^{th}\) Street to 57\(^{th}\) Street

**North** - 67\(^{th}\) Street to 125\(^{th}\) Street

Recap of Discussions
First Avenue/Second Avenue SBS

Next Steps

Questions/Comments

Next Meetings

- Third CAC meeting – Mid November 2009
- Public Open House/Workshop – Early December 2009