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

- 30% increase from Limited to SBS
- 4,000 new M15 trips per day
- Bus ridership in Manhattan overall down by 5%

Graph showing average daily ridership comparison between March 2010 and March 2011.
M15 SBS Performance

M15 Limited vs. M15 SBS

Ridership

Running Time

Time at bus stops

Time in motion

Bus lane violations

SBS 12 minutes (15%) faster than Limited
M15 SBS Performance

Summons issued by NYPD
January 1, 2011 to March 31, 2011

<table>
<thead>
<tr>
<th>Avenue</th>
<th>Parking in Bus Lane</th>
<th>Driving in Bus Lane</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>First Avenue</td>
<td>2,009</td>
<td>72</td>
<td>2,081</td>
</tr>
<tr>
<td>Second Avenue</td>
<td>2,536</td>
<td>78</td>
<td>2,614</td>
</tr>
</tbody>
</table>

Summonses issued through Bus Lane Camera program: 5,800
Through April 5, 2011
Traffic Data

PM Peak Hour Traffic Volumes

First Avenue

Second Avenue

Very minor changes in traffic volumes through project area

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

Taxi Speeds

First Avenue

Second Avenue

Traffic speeds remained mostly level through project area
## Safety Data

### Houston St to 34th Street on First and Second Avenues*

<table>
<thead>
<tr>
<th></th>
<th>Before</th>
<th>After</th>
<th>Percent change</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Total Before</td>
<td>Average per 4 months</td>
<td></td>
</tr>
<tr>
<td>Crashes</td>
<td>1,144</td>
<td>381</td>
<td>375</td>
</tr>
<tr>
<td>Crashes with injuries</td>
<td>241</td>
<td>80</td>
<td>69</td>
</tr>
<tr>
<td>Total Injuries</td>
<td>268</td>
<td>89</td>
<td>74</td>
</tr>
</tbody>
</table>

Before period: December 1 to March 31 of 2007-8, 2008-9 & 2009-10
After period: December 1, 2010 to March 31, 2011

*Note: Updated from CAC presentation to more accurately reflect construction finish date and other methodology improvements*
Bicycle Volumes (weekdays)

First Avenue
Between St Marks Pl and E 9th St
Cyclist Volumes – 12 Hour:7am-7pm, Weekdays

<table>
<thead>
<tr>
<th>Month</th>
<th>Before</th>
<th>After</th>
</tr>
</thead>
<tbody>
<tr>
<td>June 2010</td>
<td>787</td>
<td></td>
</tr>
<tr>
<td>November 2010</td>
<td>2,007</td>
<td>+155%</td>
</tr>
<tr>
<td>December 2010</td>
<td>1,238</td>
<td>+57%</td>
</tr>
<tr>
<td>January 2011</td>
<td>1,004</td>
<td>+28%</td>
</tr>
<tr>
<td>February 2011</td>
<td>1,191</td>
<td>+51%</td>
</tr>
<tr>
<td>March 2011</td>
<td>1,441</td>
<td>+83%</td>
</tr>
<tr>
<td>April 2011</td>
<td>1,994</td>
<td>+153%</td>
</tr>
</tbody>
</table>

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

Before | After
--- | ---
June 2010 | 1,228 +2%
November 2010 | 1,247 +1%
December 2010 | 1,067 -13%
January 2011 | 1,049 -14%
February 2011 | 1,129 -8%
March 2011 | 1,023 -17%
April 2011 | 1,903 +55%

Notes:
Data from a single weekday count (06/24/10; 11/03/10; 12/09/10, 01/06/11, 02/15/11, 03/08/11, 04/21/11)
Proposed Bicycle Facilities
E 34th Street to E 59th Street

2010:
- Bike paths installed below 34th Street
- Discussion of “Design D” with CB6 left open

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 49th 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
16 total parking spaces repurposed for pedestrian islands and mixing zones
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 if clearly supported by CB
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**

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

*Pending CB6 review
Questions?