Agenda

1. Project Background
2. Existing Conditions
3. Proposal
4. Summary / Next Steps
Project Background
Better Buses Action Plan

Mayor’s 2019 *State of the City*

• Improve bus speeds 25% by 2020

Better Buses Action Plan

• Released April 2019

• **24 priority projects** announced for 2019 to increase bus speeds across all 5 boroughs
Better Buses Action Plan

Lexington Ave identified as priority 2019 project due to:

• Slow bus speeds
• Unreliable bus travel times
• High ridership
• High volume of buses
Bus Speed Context

PM Peak Bus Speeds

- Citywide: 6.79 mph
- Manhattan: 5.24 mph
- Lexington Ave: 3.9 MPH
Existing Conditions
Lexington Ave Bus Service

- Served by the M98, M101, M102, and M103
- Total daily ridership: 44,000
- Bus scheduled every 3 minutes in AM and PM peaks
- **Average bus speeds: 5.0 mph (AM) / 3.9 mph (PM)**
Lexington Ave Bus Lane

- **Curbside bus lane** (96th St to 30th St)
  - West curb
  - In effect 7-10am

- Often blocked by vehicles due to intense curb activity

- In peak hours, **24-30% of people using the roadway are riding the bus**

- **Current street design does not effectively serve these riders**
Proposal
Proposal: Offset Bus Lane

- Shift bus lane from west curb to the “offset” position, 96th St to 60th St
- In effect at all times, improves service throughout the day
- Enables commercial metered parking during morning peak
Proposal: Turn Bays

To keep bus lane clear at heavy right turn locations:
• Add southbound right-turn bays to keep bus lane clear
• Removes ~3-5 parking spaces per intersection
Proposal: Turn Bays

To improve traffic flow at congested intersections:

• Add southbound left-turn bay and eastbound right-turn bay at 68th St
• Add westbound left-turn bay at 60th St
• Removes ~3-4 parking spaces per location
Proposal: Curb Regulation Updates

- Existing regulations are generally metered parking 10am-7pm on west curb and 7am-7pm on east curb
- Add commercial meters to **improve curb access** and **reduce double parking**

<table>
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<tr>
<th>Land Use</th>
<th>Proposed Weekday Regulation</th>
<th>Purpose</th>
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| Generic commercial        | 7am-10am 3-hr commercial meters  
10am-7pm 2-hr passenger meters | • Accommodates morning loading  
• Serves business patrons thought the day  
• **Allows overnight parking** |
| Small stores / Restaurants | 7am-4pm 2-hr commercial meters  
4pm-7pm/10pm 2-hr passenger meters | • Facilitates turnover in locations with high number of deliveries  
• Accommodates restaurant patrons in the evening  
• **Allows overnight parking** |
| Large retail chain        | 7am-7pm 3-hr commercial meters | • Facilitates large deliveries for businesses throughout the day  
• **Allows overnight parking** |
Proposal: Curb Regulation Updates

New 3-hr commercial meters 7a-7p (larger retail chain)
New 2-hr commercial meters 7a-4p (small stores/restaurants)
New 3-hr commercial meters 7a-10a (generic commercial)

New No Standing Anytime
New No Standing rush-hr reg (7a-10a, 4p-7p)
3-hr commercial meters 10a-4p

Draft plan subject to change
Traffic Analysis

Traffic impacts of new bus lane alignment largely mitigated by:

- **New turn bays** at 68th St, 63rd St
- **Signal modifications** at 79th St, 72nd St, 68th St, 63rd St, 60th St
- **Updated curb/meter allocations** to reduce double parking
Proposal

Install bus boarding platforms at M101 Limited stops:
• 79th St, 72nd St (potential for 2019/2020)
• 96th St, 86th St, 68th St (potential future)

Benefits:
• Speeds boarding
• Ensures bus aligns with the curb
• Adds pedestrian space
Summary / Next Steps
Summary

- Existing bus speeds on Lexington Ave are **very slow** (3.9 MPH)
- Proposed design will
  - Improve bus speeds and reliability for thousands of daily bus riders
  - **Enable loading during peak period along west curb**
  - Improve curb access for local businesses by updating regulations
  - Have minimal impact on traffic flow
Next Steps

- **Summer 2019**: begin implementation

- **Fall/Winter 2019**: post-implementation data collection and monitoring
Thank You!