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

Proposed turn bay example
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>
<thead>
<tr>
<th>Land Use</th>
<th>Proposed Weekday Regulation</th>
<th>Purpose</th>
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<tbody>
<tr>
<td>Generic commercial</td>
<td><strong>7am-10am</strong> 3-hr commercial meters &lt;br&gt;<strong>10am-7pm</strong> 2-hr passenger meters</td>
<td>• Accommodates morning loading  &lt;br&gt;• Serves business patrons thought the day  &lt;br&gt;• Allows overnight parking</td>
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<tr>
<td>Small stores / Restaurants</td>
<td><strong>7am-4pm</strong> 2-hr commercial meters &lt;br&gt;<strong>4pm-7pm/10pm</strong> 2-hr passenger meters</td>
<td>• Facilitates turnover in locations with high number of deliveries  &lt;br&gt;• Accommodates restaurant patrons in the evening  &lt;br&gt;• Allows overnight parking</td>
</tr>
<tr>
<td>Large retail chain</td>
<td><strong>7am-7pm</strong> 3-hr commercial meters</td>
<td>• Facilitates large deliveries for businesses throughout the day  &lt;br&gt;• Allows overnight parking</td>
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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 (Potential)

Install bus boarding platforms at M101 Limited stops (where feasible)

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!