Third Avenue Bus Lane Improvements

May 5, 2014
Polly Trottenberg, Commissioner
Presentation to Manhattan Community Board 6
Transportation Committee
• Curbside bus lane implemented in 1982 from 36th St to 56th St
• In effect 7am-7pm
• 59,000 daily riders on M101, M102, M103
• 12 express routes
Section 1:
36th Street to 55th Street

Section 2:
55th Street to 57th Street
Section 1
36th Street to 55th Street

Issues

• No loading space on east side of Third Avenue
• Trucks frequently block bus lane
• Buses cannot effectively use bus lane
• Street much wider than needed for traffic volume

Third Avenue at East 37th Street
Proposal

- Move bus lane to “offset” design
- Add parking and loading space to curb

Offset bus lane example: First Avenue, Manhattan
Benefits

- Improved bus operations
- Added commercial vehicle loading/parking
- Updated curb regulations
New York City’s commitment to improve street safety in every neighborhood and in every borough

NYCDOT Action: develop street designs and configurations that improve safety
Section 2
55th Street to 57th Street

Issues

• No bus stops between 55th Street and 61st Street

• 57th Street is a major destination

• High-crash intersection
  • 39 non-fatal pedestrian injuries (2008-2012)
  • 1 pedestrian fatality (2008-2012)
Third Avenue: 55th Street to 57th Street
Existing Design
Third Avenue: 55th Street to 57th Street
Existing Design
Third Avenue: 55th Street to 57th Street
Proposed Design
Boarding Island Example:
Gun Hill Road, Bronx
Boarding Island Example:
Gun Hill Road, Bronx
Boarding Island Example:
San Francisco, CA
55th Street to 57th Street

Benefits

• New bus stop at major destination (57th Street)
• Pedestrian refuge for 57th Street southern crosswalk
• Better traffic organization
Next Steps

• Offset bus lane implementation: September 2014
• Traffic Analysis for 57th Street intersection

Offset bus lane: First Avenue, Manhattan
Questions?