PRESENTATION OVERVIEW

1. Project Recap
2. Updated Proposal
3. Summary / Next Steps
Project Recap
**42nd Street Project Extents**

- Plan extends from 12th Ave to FDR Drive
- AM/PM bus speeds along 42nd St are 4.0 MPH, compared to citywide average of 7.7 MPH
- Important crosstown transit corridor carrying 8 MTA bus routes with 16,000 daily riders
Buses operate on the margins of 42nd St, but carry the majority of the people.

Bus lanes in effect 7-10 AM, 4-7 PM except Sunday
### BUS TRAVEL TIMES

<table>
<thead>
<tr>
<th>Direction</th>
<th>Day</th>
<th>Time of Day</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>12-6am</td>
</tr>
<tr>
<td>EB</td>
<td>Weekday</td>
<td>18.8</td>
</tr>
<tr>
<td></td>
<td>Weekend</td>
<td>18.7</td>
</tr>
<tr>
<td>WB</td>
<td>Weekday</td>
<td>15.8</td>
</tr>
<tr>
<td></td>
<td>Weekend</td>
<td>16.4</td>
</tr>
</tbody>
</table>

Source: MTA NYCT

- Bus travel times are nearly double their overnight times throughout the day.
- Trips are consistently long starting with the AM peak hour and through the PM peak.
- On average, M42 buses spend more than 40% of their time stalled in traffic, at red lights, or crawling.
BUS RELIABILITY ISSUES

- Bus running time is unreliable even within the same time period due to varying traffic conditions day to day.
- Runs can vary by 20-40 minutes, leading to bus bunching, long/unpredictable waits at the bus stop, and crowding on the bus.

Source: MTA NYCT
Updated Proposal
TRANSIT STREET DESIGN TOOLKIT

- Bus lanes
- Bus queue jump signals
- Physical separation
- Turn restrictions
- Curb regulations
- Bus boarders
UPDATED DESIGN 2ND AVE – 1ST AVE

- WB bus queue jump signal (7s)
- Left turn bay for turns onto 2nd Ave
- Diplomat parking
- Left turn bay for turns onto 1st Ave
- Quick kurb
- Bus stop with bus boarder
- Offset bus lanes (all times)
**UPDATED DESIGN 3RD AVE – 2ND AVE**

- WB bus queue jump signal (7s)
- Offset bus lanes (all times)
- EB bus queue jump signal (7s)
- Right turn bay for turns onto 3rd Ave
- Offset bus lanes (all times)
- Right turn bay for turns onto 2nd Ave
- 1 hr comm’l metered parking 7A-12A, truck loading 12A-7A
- Quick kurb
- Quick kurb
UPDATED DESIGN LEXINGTON AVE – 3RD AVE

- WB bus queue jump signal (7s)
- Extend existing left turn restriction to all times ex. buses
- 1 hr comm'l metered parking 7A-12A, truck loading 12A-7A
- Offset bus lane (all times)
- Left turn bay for turns onto 3rd Ave
- Extend existing right turn restriction to 7A-7P, all days ex. buses
- EB bus queue jump signal (7s)
- Curbside bus lane 7A-7P 1 hr comm'l metered parking 7P-12A, truck loading 12A-7A
- Relocated EB bus stop
- EB bus queue jump signal (7s)
# CHANGES TO TURN RESTRICTIONS

<table>
<thead>
<tr>
<th>Location</th>
<th>Turn Direction</th>
<th>Current Regulation</th>
<th>New Regulation</th>
<th>Max. Impacted Hourly Turns</th>
<th>Nearby Alternatives</th>
</tr>
</thead>
<tbody>
<tr>
<td>7 Ave</td>
<td>Right turn EB to SB</td>
<td>Permitted All Times for All Vehicles</td>
<td>Restricted All Times for All Vehicles</td>
<td>135 (Midday Peak)</td>
<td>44/40 St to 7 Ave, 42 St to 9 Ave /Broadway</td>
</tr>
<tr>
<td></td>
<td>Left turn WB to SB</td>
<td>Restricted All Times Except Buses</td>
<td>Restricted All Times for All Vehicles</td>
<td>3 buses (Midday &amp; PM Peaks)</td>
<td>43/41 St to 7 Ave, 42 St to 9 Ave /Broadway</td>
</tr>
<tr>
<td>6 Ave</td>
<td>Left turn EB to NB</td>
<td>No Turns 7am-7pm Except Sunday</td>
<td>Restricted All Times for All Vehicles</td>
<td>125 (Weekend Peak)</td>
<td>44/40 St to 6 Ave, 42 St to 8 Ave</td>
</tr>
<tr>
<td>Lexington Ave</td>
<td>Left turn WB to SB</td>
<td>No Turns 7am-7pm Except Sunday</td>
<td>Restricted All Times Except Buses</td>
<td>50 (Weekend Peak)</td>
<td>39/43 St to Lex Ave, 42 St to 2 Ave</td>
</tr>
<tr>
<td></td>
<td>Right turn EB to SB</td>
<td>No Turns 7-10am, 4-7pm Mon-Fri Except Buses</td>
<td>No Turns 7am-7pm Except Buses</td>
<td>115 (Midday Peak)</td>
<td>41/40 St to Lex Ave, 42 St to 2 Ave</td>
</tr>
</tbody>
</table>
LEXINGTON AVE TURNS & PEDESTRIANS

- Banning turns through the midday provides operational and safety improvements along 42 St due to high midday pedestrian volumes.
- Estimated 120 hourly would-be right turns are already banned during the peak hours.

Pedestrians Crossing Lexington Ave at 42 St (southern crosswalk)

- Existing turn ban (7-10 AM)
- Planned turn ban (10 AM-4 PM) - 1,101
- Existing turn ban (4-7 PM)
BUS STOPS - EXISTING

- Park Ave – 3rd Ave: 3 stops within 2 short blocks in each direction
• Consolidate Lex Ave and 3rd Ave stops to improve stop spacing, more closely matching standard spacing along rest of 42nd
• Daily transfers are infrequent between M42 & M101/102/103 buses
• Most M42 transfers are to subway (529 daily to GCT)
BUS STOPS – PROPOSED CHANGES

Major Subway / Metro-North Entrances

M42 Stop

M42 Stop

M42 Stop

New M42 Stop Location @ 3 Av

M42 Stop (to be removed)

M42 Stop (to be removed)
MODELED TRAFFIC & BUS IMPACTS

• Better organization of all traffic with right-sized lanes, bus only lanes, turning lanes
• Traffic analysis for the planned changes on 42 St showed:
  • Traffic will operate at current or improved levels of service along 42 St (up to 7% improvement in travel times, up to 9% reduction in delay)
  • Improved bus travel times along 42 St (up to 13% improvement in travel times, up to 27% reduction in delay)
  • Maintained or improved travel times for general traffic on side streets surrounding 42 St
SUMMER/FALL 2019 PROJECT SCHEDULE

- **June 2019**: Corridor plan presented to Community Boards 4, 5, & 6
- **July-August 2019**: Plan refinement & updates
- **September 2019**: Presentation update to CB 6
- **September-October 2019**: Project implementation, incl. new markings & signage
- **Fall 2019-Spring 2020**: Post-implementation data collection & monitoring
THANK YOU!

Questions?