

Select Bus Service on 86th Street

Manhattan Community Board 8 | February 4, 2014



Overview

- Project Elements
- NYCDOT/DDC Street Improvement Project
- Current Traffic Conditions
- Traffic Analysis
- M86 Bus Stops
- Project Timeline and Next Steps

Select Bus Service in New York City

Select Bus Service (SBS) is New York City's brand name for Bus Rapid Transit: an improved bus service that offers fast, frequent, and reliable service on high-ridership bus routes.

SBS has brought:

- 15-23% faster bus speeds
- ~10% increase in ridership
- More reliable service
- Customer satisfaction of 95%
- Safer streets / reduction in crashes

There are currently 7 Select Bus Service routes serving all 5 boroughs.



Select Bus Service Features



Improved fare collection



Bus lanes



Transit signal priority



Passenger information



Improved station amenities



Pedestrian safety improvements

Select Bus Service in New York City

Faster Fare Collection

Fare machines can be positioned to maximize pedestrian flow



Select Bus Service in New York City

Signal Improvements and Targeted Bus Lanes



No dedicated bus lanes proposed for East 86th St – queue jumps being considered for 84th St exiting Central Park



Select Bus Service in New York City

Real-time Passenger Information

Coming to 86th St in 2015



Route Designation Stop

B44 Avenue U	0
B44 Avenue U	0
B44 Knapp Street	1
B44 Avenue U	2
FRI MAR. 21 07:13 AM	



Select Bus Service in New York City

Improved Streetscape Elements – Bus Bulbs



New Bus Bulbs at 3rd and Lexington Avenues

Select Bus Service in New York City

Pedestrian Safety Improvements – Neckdowns

New Neckdowns at Park,
Lexington, and Third Avenues



Select Bus Service in New York City

Implement Commercial Loading Zones where needed



Why SBS on 86th St?

Most passengers per mile of any bus route in NYC

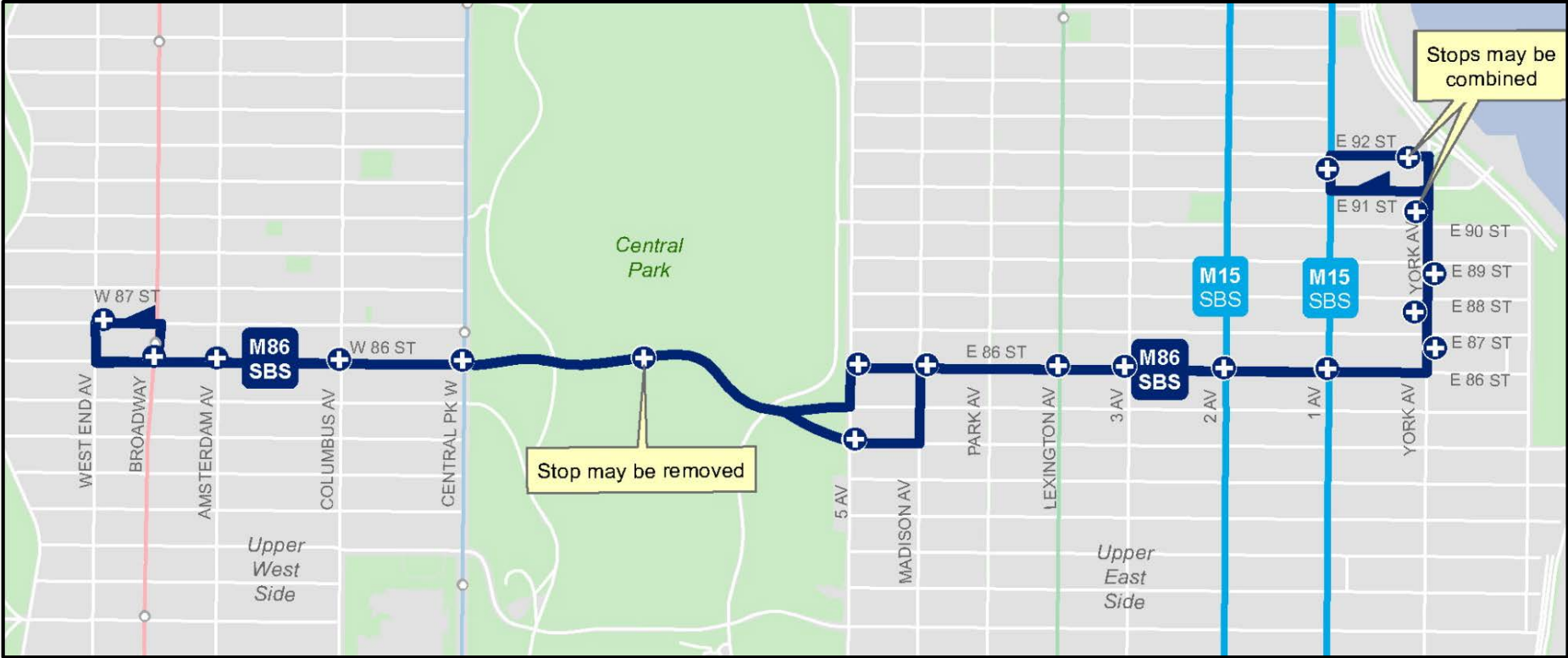
Carries over 25,000 passengers per day

Crucial connection to **1** **4** **5** **6** **B** **C** trains and 12 bus routes

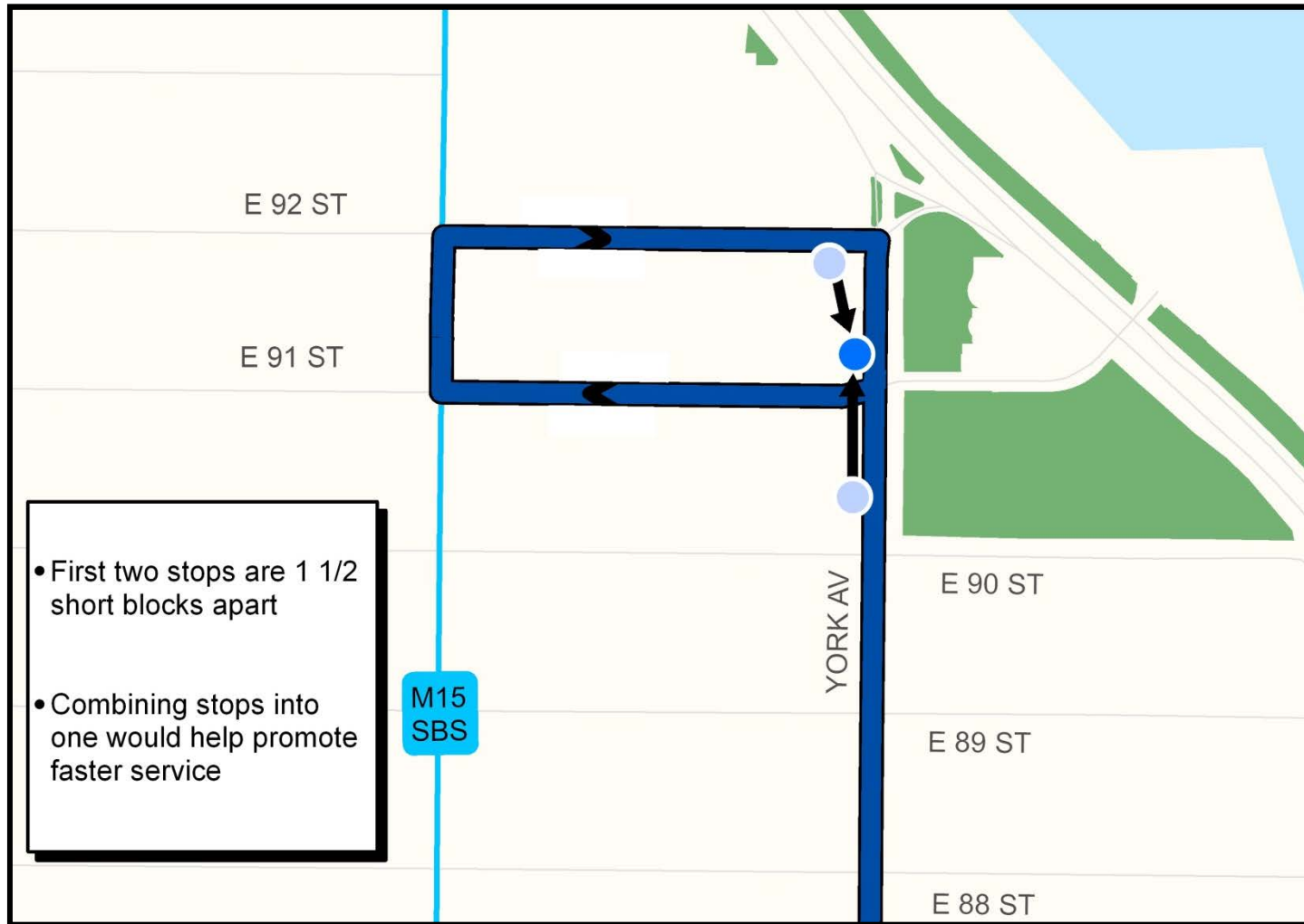
CB8 support of SBS elements (fare machine) and streetscape improvements



M86 SBS Route

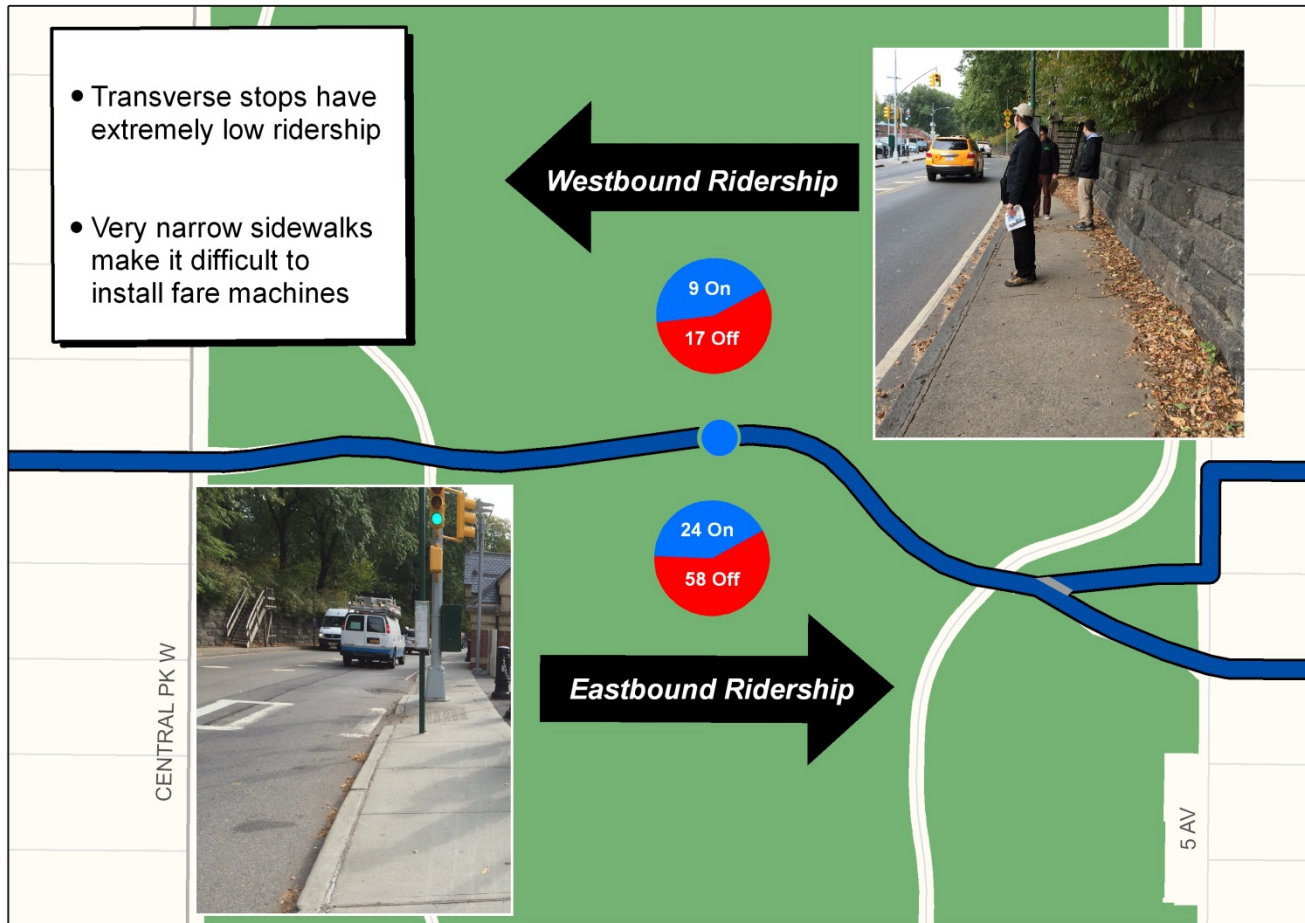


Proposed Westbound Stop Change



Proposed Central Park Stop Change

M86 Stops on Central Park Transverse

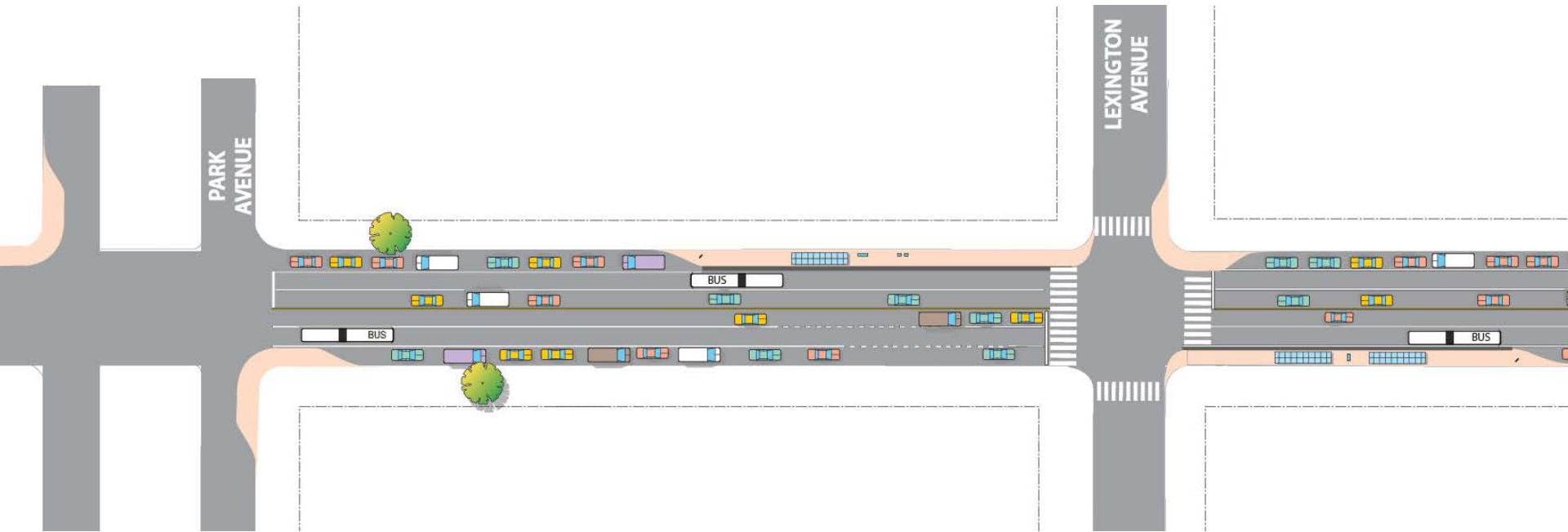


Pedestrian Improvements

Two travel lanes retained in each direction
M86 SBS stops at bus bulbs at Lexington and Third Avenues



East 86th Street Pedestrian Improvements



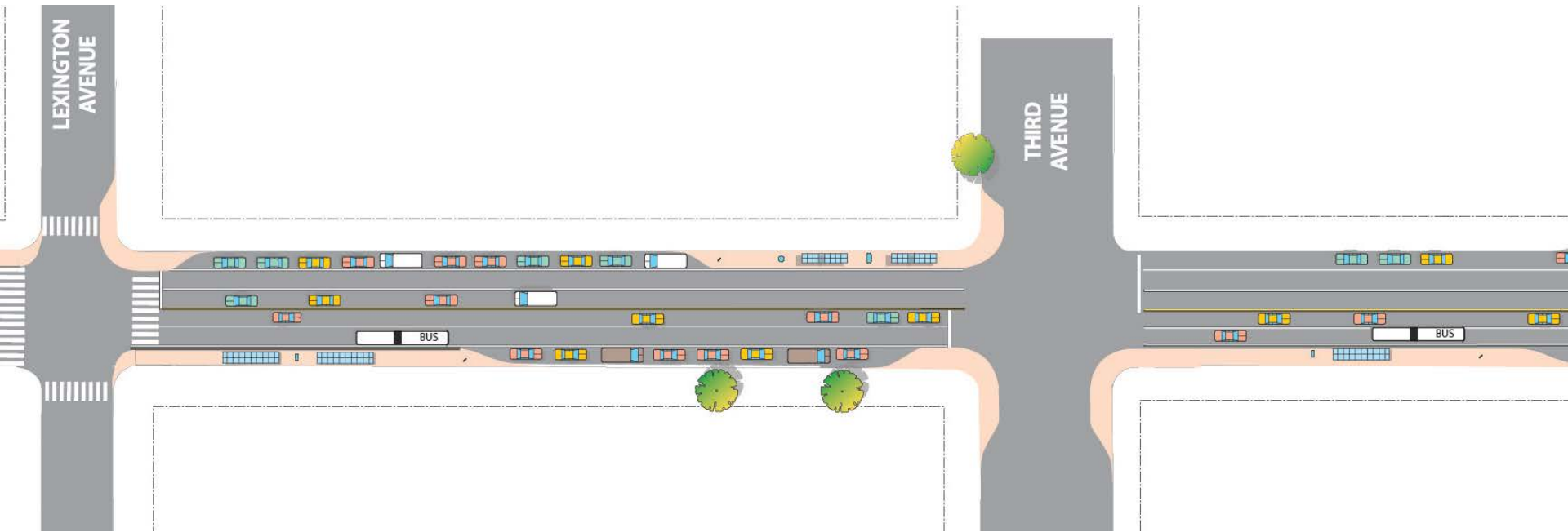
Neckdowns

Park Av: NW and SE corners
Lexington Av: NE corner

Bus Bulbs

Lexington Av: NW corner
Lexington Av: SE corner

East 86th Street Pedestrian Improvements



Neckdowns

Park Av: NW and SE corners
Lexington Av: NE corner

Bus Bulbs

Lexington Av: NW corner
Lexington Av: SE corner

Pedestrian Improvements

Bus bulbs reduce boarding times and separate waiting bus customers from pedestrian traffic



**BUS
BOARDING**

**THROUGH
PEDESTRIAN
TRAFFIC**

East 86th Street Conditions

Current Issues:

Loading and delivery

Traffic and safety impacts

Second Ave Subway
construction

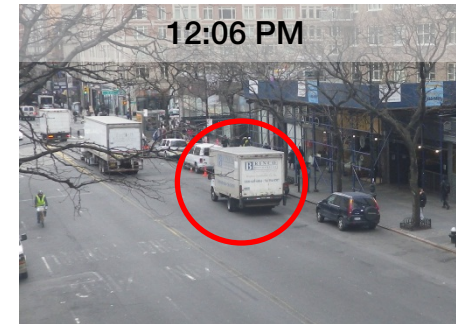
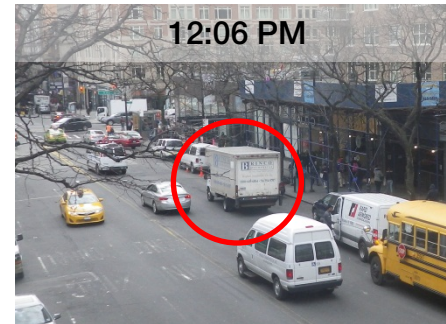
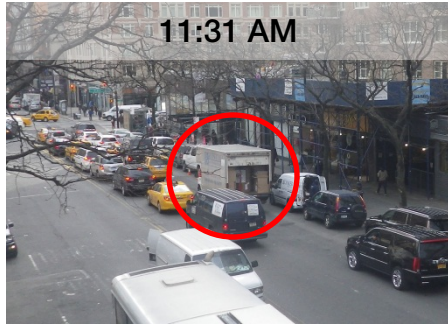
Future growth issues:

Marine Transfer Station truck
activity



East 86th Street Curb Analysis

86th St between Lexington and 3rd Av, south curb



Time lapse camera analysis shows truck double parking occurring for over 50% of the hour at busiest time periods, blocking one travel lane

Commercial loading regulations should be considered

East 86th Street Curb Analysis

86th St between Park Av and Lexington Av, north curb



Time lapse camera analysis shows truck double parking occurring for over 50% of the hour at busiest time periods, blocking one travel lane

Commercial loading regulations should be considered

East 86th Street Traffic Analysis

M86: 12 buses per peak hour

Typical SBS loading time at a busy stop: 30 seconds

Buses loading at bus bulbs 10% of the time at peak hour

DOT collected traffic volumes that indicate maneuvering around loading buses will not have significant impact



East 86th St Traffic Analysis Conclusions

- Existing double parking for loading and deliveries blocks travel lanes for long periods
- Articulated M86 buses not currently reaching the curb at every stop
- SBS fare collection will dramatically speed dwell time at stops
- Current traffic conditions lead to lanes blocked for much longer than they would be with M86 SBS bus bulbs

East 86th St Traffic Analysis Conclusions

Traffic movement on East 86th St is not adversely affected by proposed bus bulbs since motorists are typically able to clear the upcoming intersection in the same signal cycle

Next Steps

Winter 2015

- Refine bus priority elements

Spring 2015

- Install fare machines and other SBS elements
- Upgrade M86 to SBS

Summer-Fall 2015

- DDC Streetscape construction begins

Questions?

