

Lexington Ave Bus Lane Enhancement

Community Board 8 Transportation Committee | June 5, 2019



Agenda

1. Project Background
2. Existing Conditions
3. Proposal
4. Summary / Next Steps

Project Background

1

Better Buses Action Plan

Mayor's 2019 *State of the City*

- Improve bus speeds 25% by 2020

Better Buses Action Plan

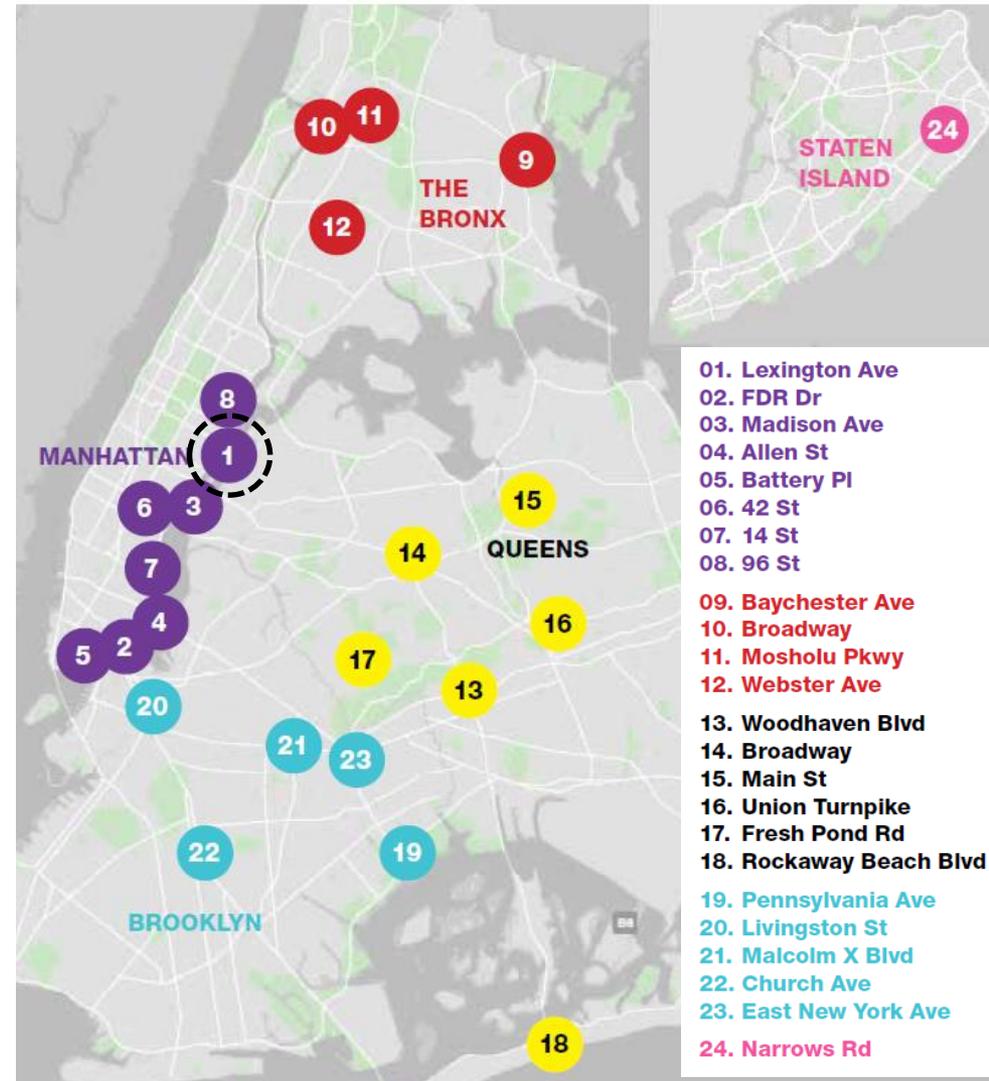
- Released April 2019
- **24 priority projects** announced for 2019 to increase bus speeds across all 5 boroughs



Better Buses Action Plan

Lexington Ave identified as priority 2019 project due to:

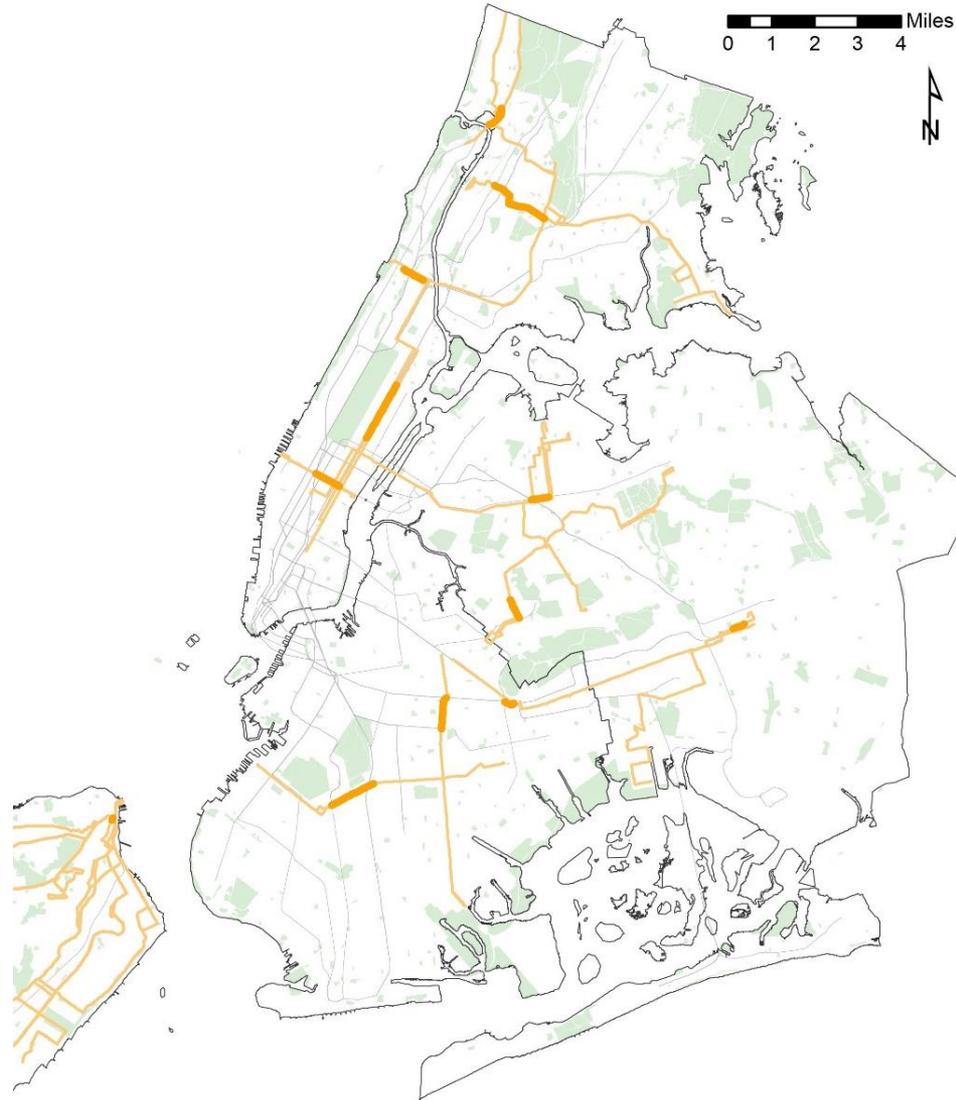
- Slow bus speeds
- Unreliable bus travel times
- High ridership
- High volume of buses



Bus Speed Context

PM Peak Bus Speeds

- Citywide: 6.79 mph
- Manhattan: 5.24 mph
- Lexington Ave: **3.9 MPH**



Slow Bus Speed Segments

Existing Conditions

2

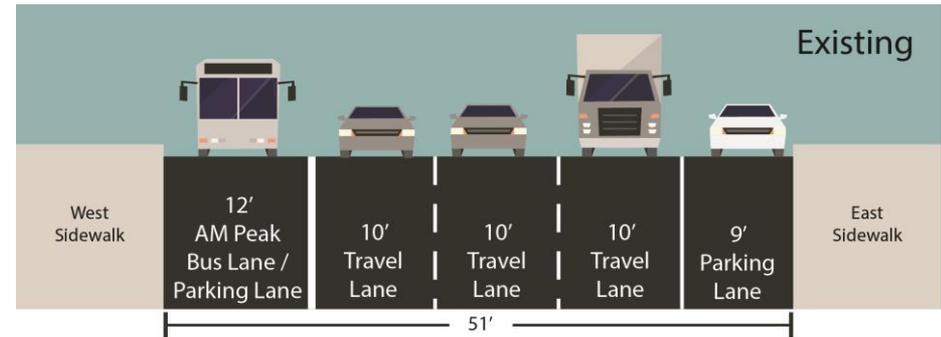
Lexington Ave Bus Service

- 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**



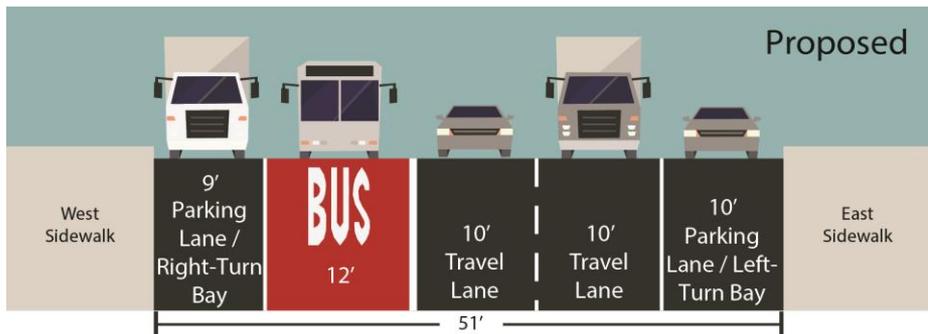
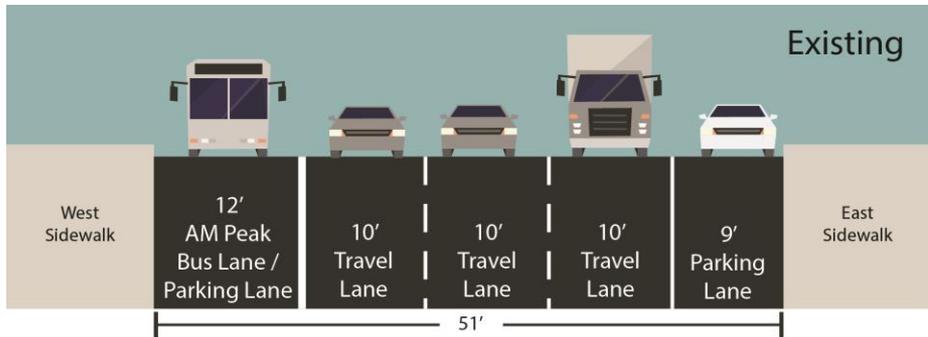
Lexington Av at 66th St, looking south

Proposal

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Proposal: Offset Bus Lane

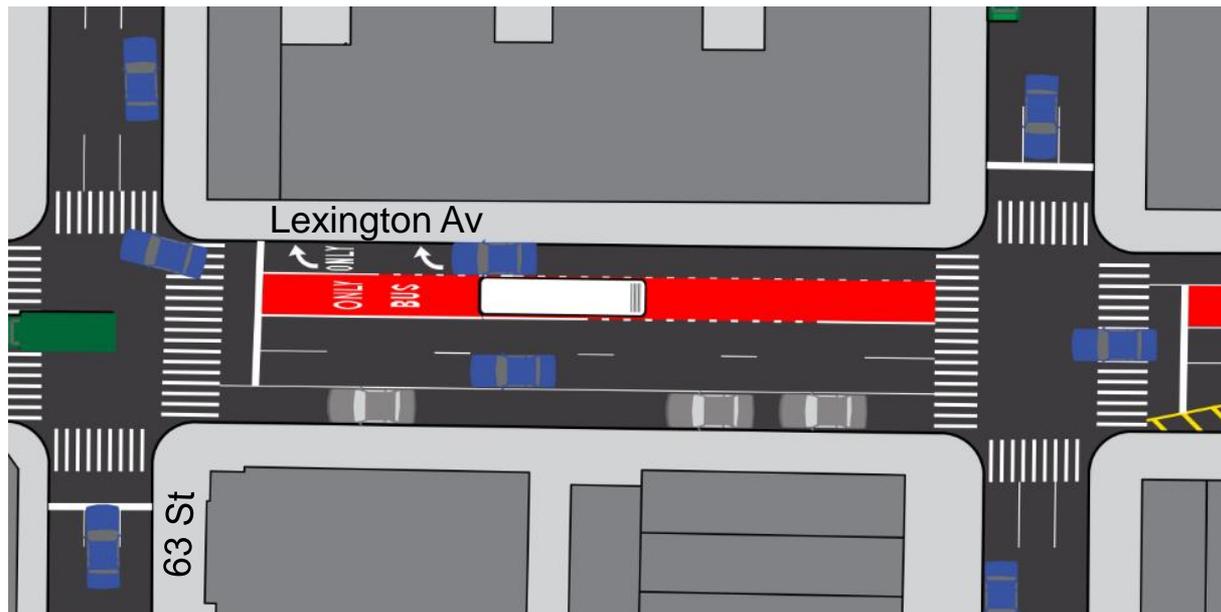
- Shift bus lane from west curb to the “offset” position, 96th St to 60th St
- In effect at all times, improves service throughout the day
- Enables commercial metered parking during morning peak



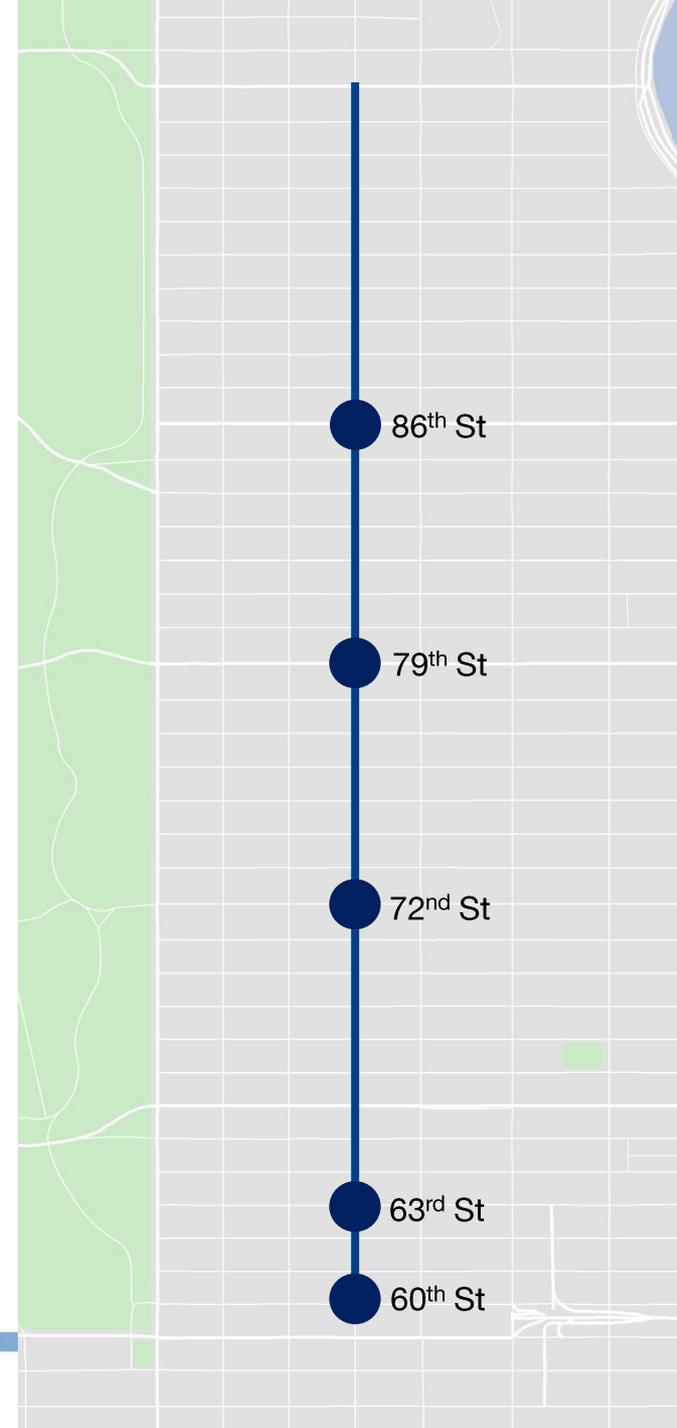
Proposal: Turn Bays

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



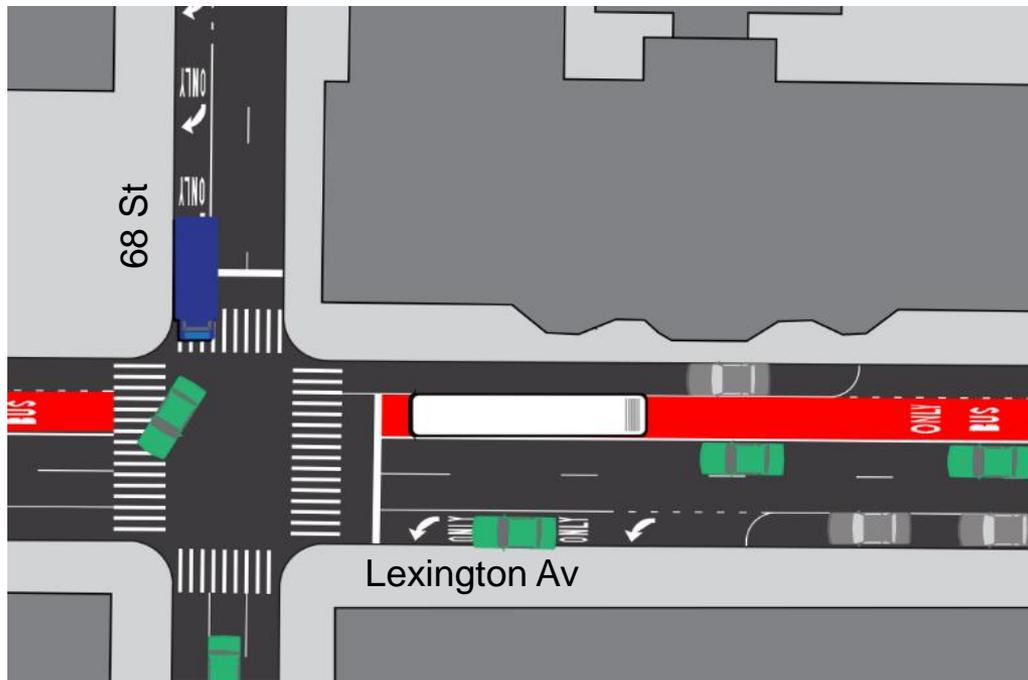
Proposed turn bay example



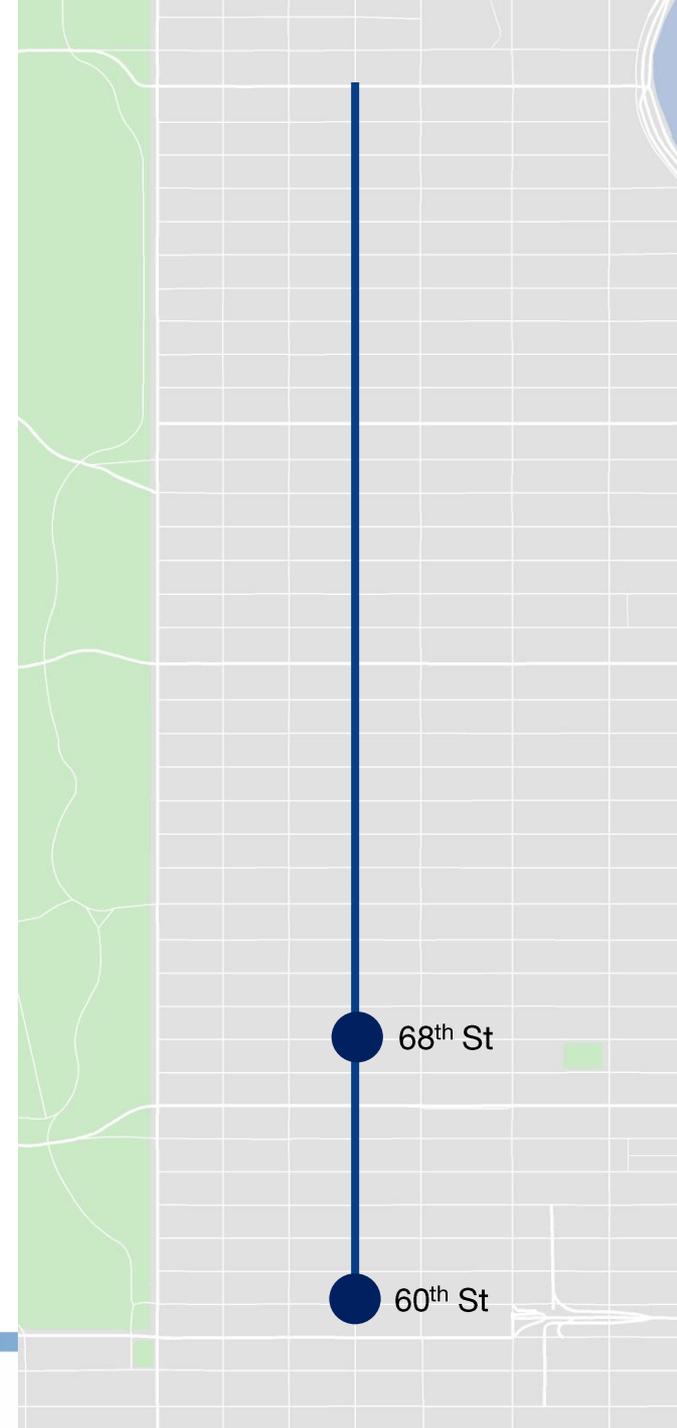
Proposal: Turn Bays

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

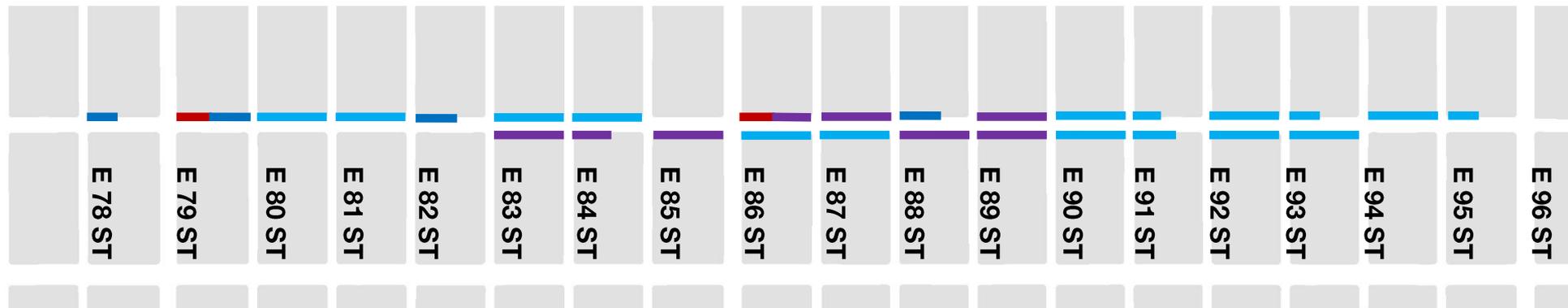


Proposal: Curb Regulation Updates

- 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**

Land Use	Proposed Weekday Regulation	Purpose
Generic commercial	7am-10am 3-hr commercial meters 10am-7pm 2-hr passenger meters	<ul style="list-style-type: none"> • Accommodates morning loading • Serves business patrons throughout the day • Allows overnight parking
Small stores / Restaurants	7am-4pm 2-hr commercial meters 4pm-7pm/10pm 2-hr passenger meters	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • Facilitates large deliveries for businesses throughout the day • Allows overnight parking

Proposal: Curb Regulation Updates



- New 1-hr commercial meters 7a-7p
- 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)

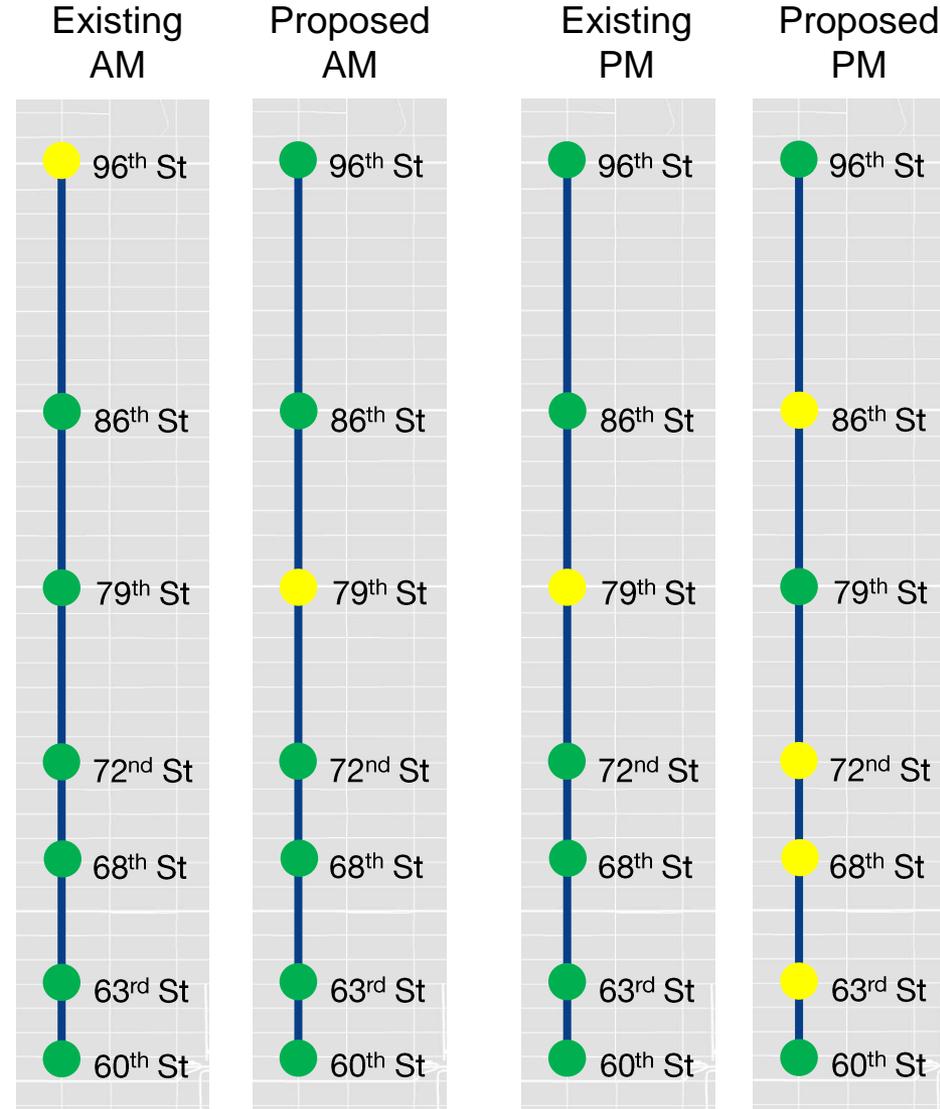
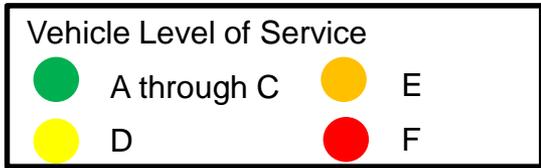
- New No Standing Anytime
- New No Standing rush-hr reg (7a-10a, 4p-7p) 3-hr commercial meters 10a-4p

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)



Utica Ave & Avenue N, Brooklyn



125th St & Lenox Av, Manhattan

Benefits:

- Speeds boarding
- Ensures bus aligns with the curb
- Adds pedestrian space

Summary / Next Steps

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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!

