

42nd Street Transit Improvements

Community Board 6 | June 3, 2019



PRESENTATION OVERVIEW

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

Project Background

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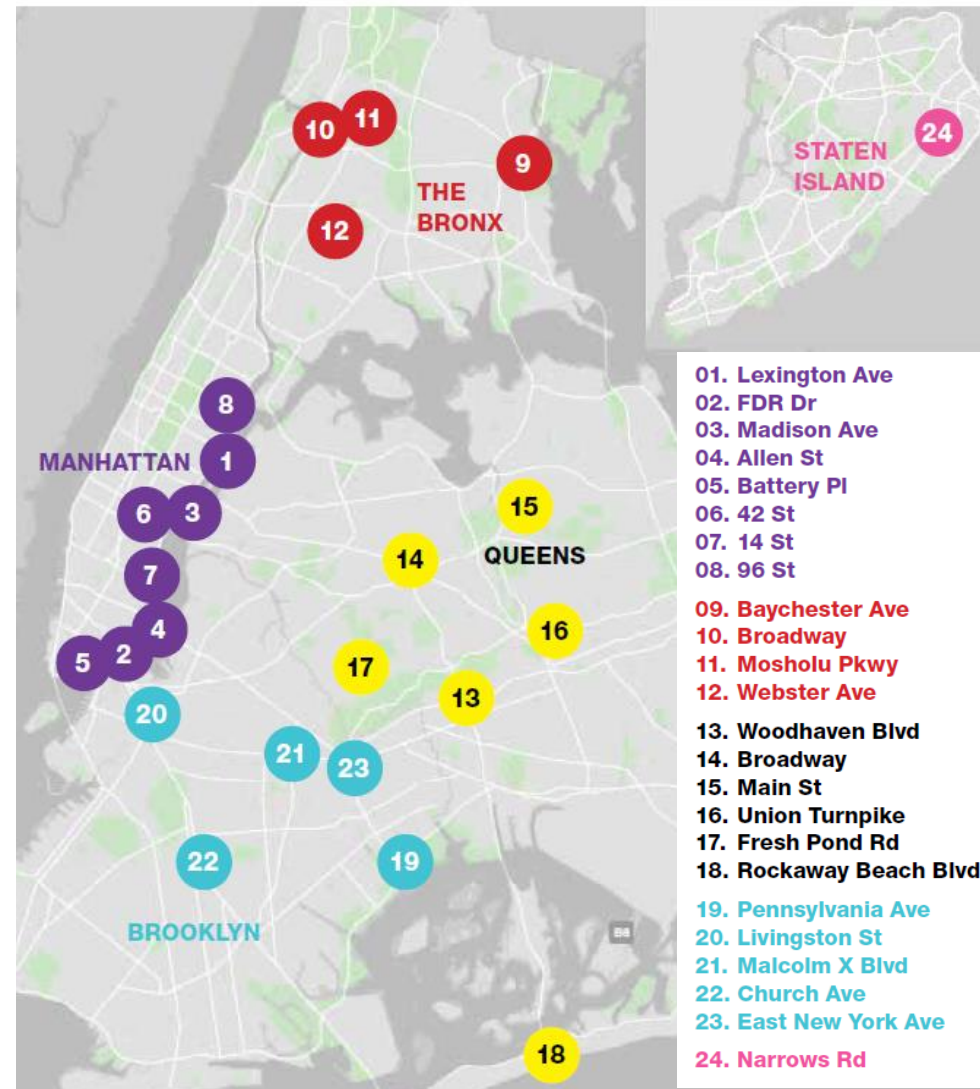
BETTER BUSES ACTION PLAN

- 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

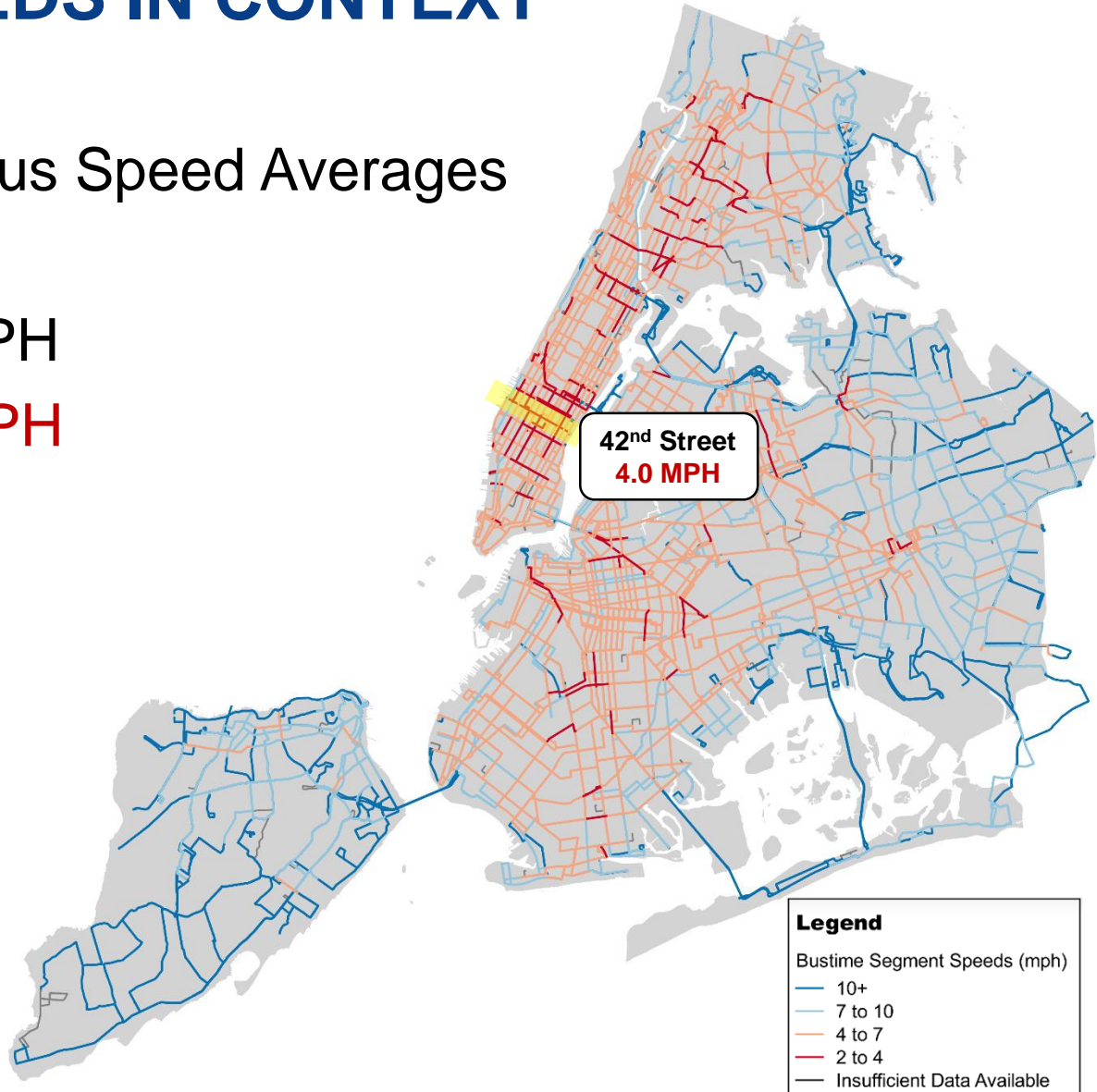
- 42nd St identified as priority 2019 project due to:
 - Slow bus speeds & unreliable bus travel times
 - High ridership & high volume of buses
 - Major crosstown multimodal corridor

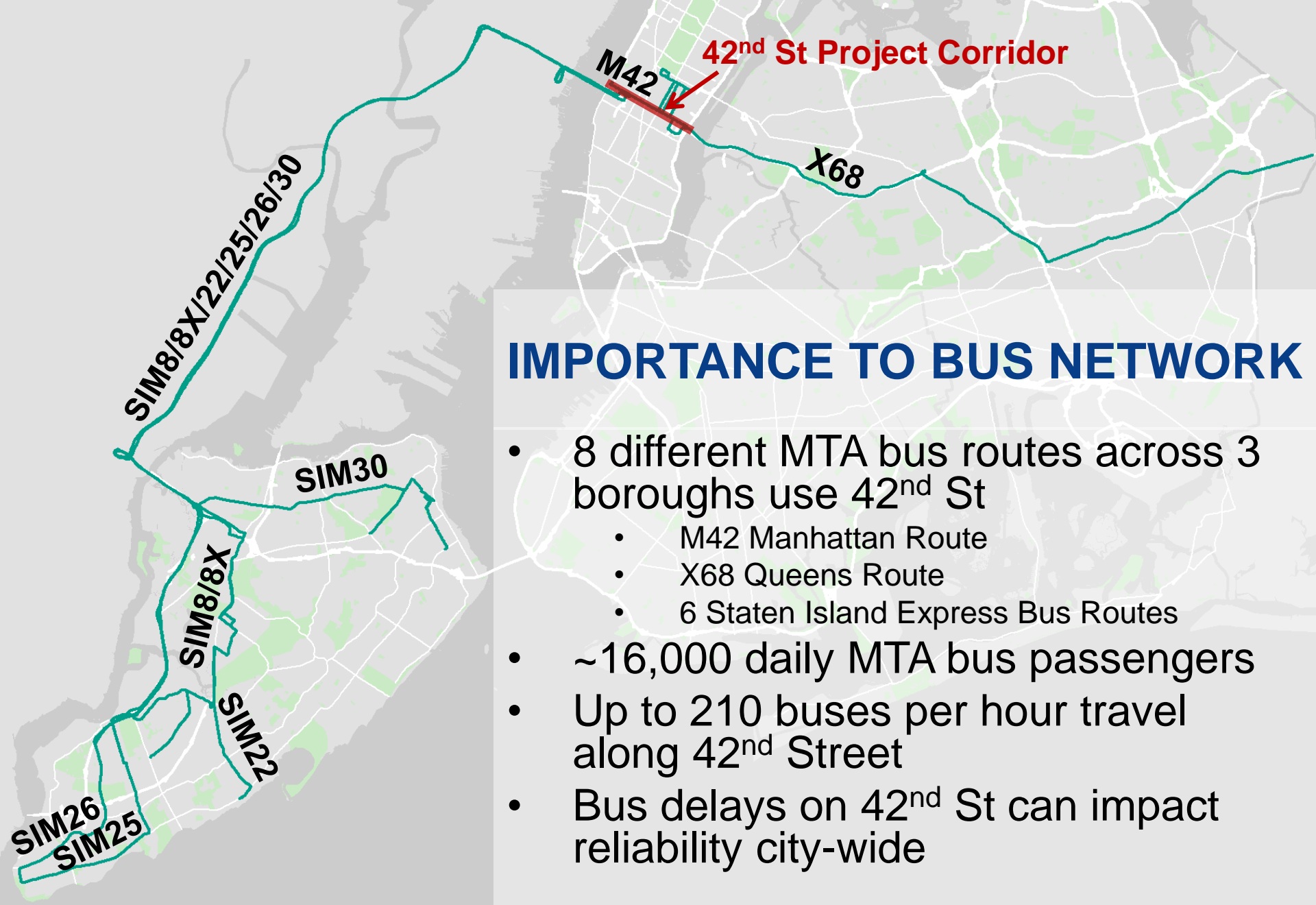


AREA BUS SPEEDS IN CONTEXT

AM/PM Peak Hour Bus Speed Averages

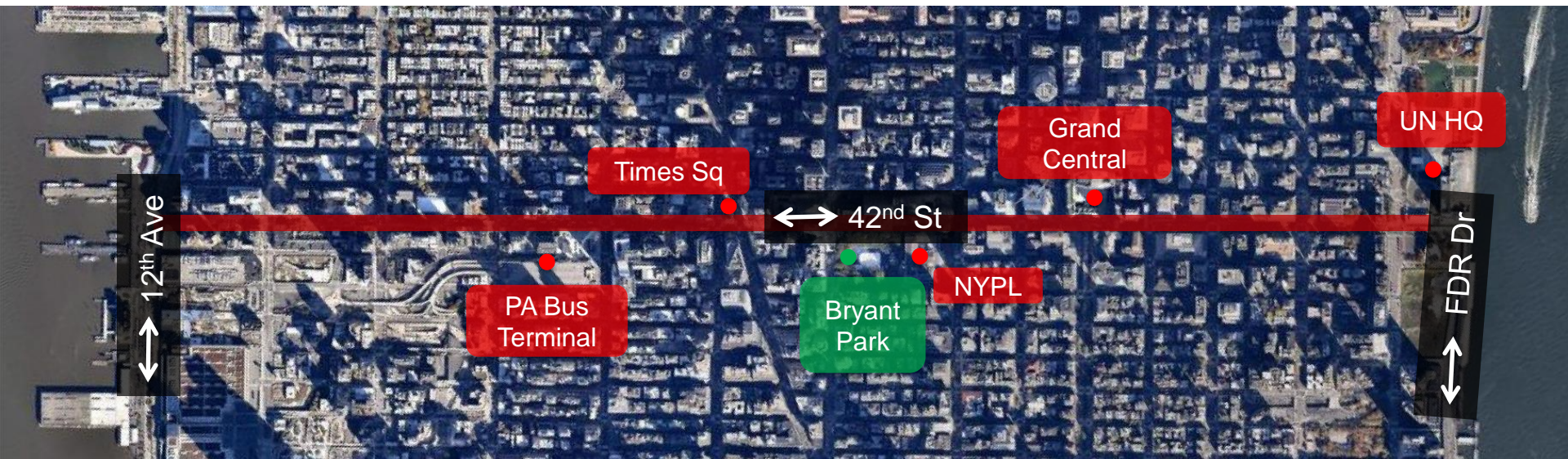
- Citywide: 7.7 MPH
- Manhattan: 5.6 MPH
- 42nd Street: **4.0 MPH**



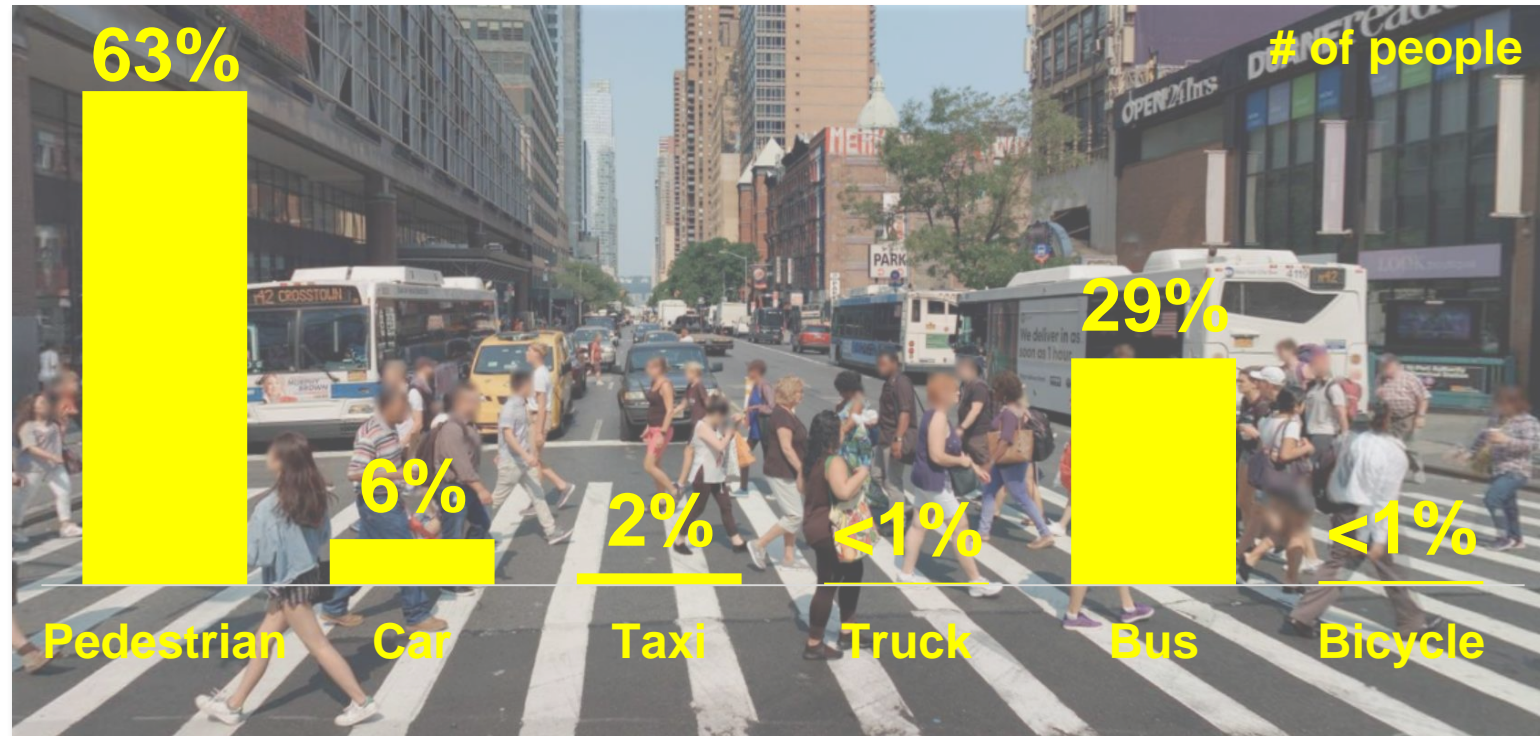


42ND STREET CORRIDOR

- Major commercial corridor in midtown
- Important east-west commuter corridor with major transit hubs (PABT, Times Sq, Grand Central)
- Popular tourist area with heavy foot traffic



42ND ST IS MULTI-MODAL

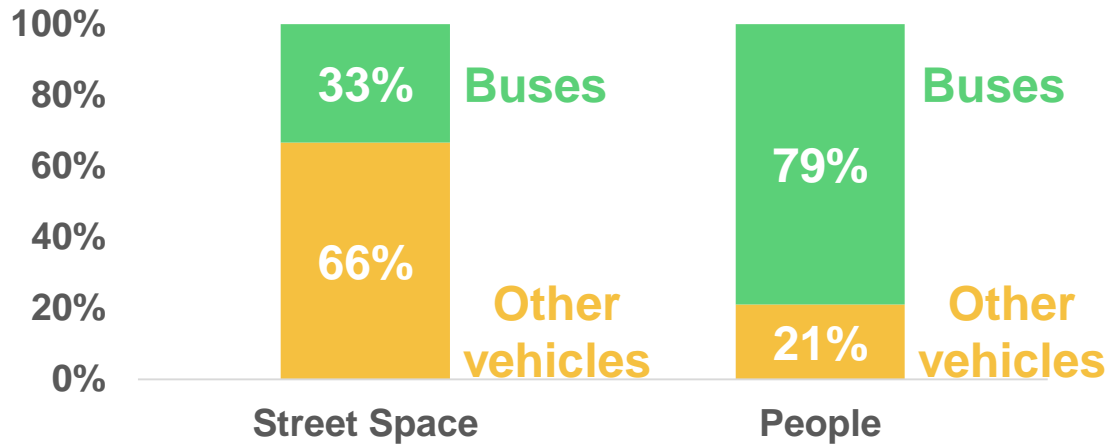


PM Peak Hour Screen-line on 42nd Street @ 8th Ave*

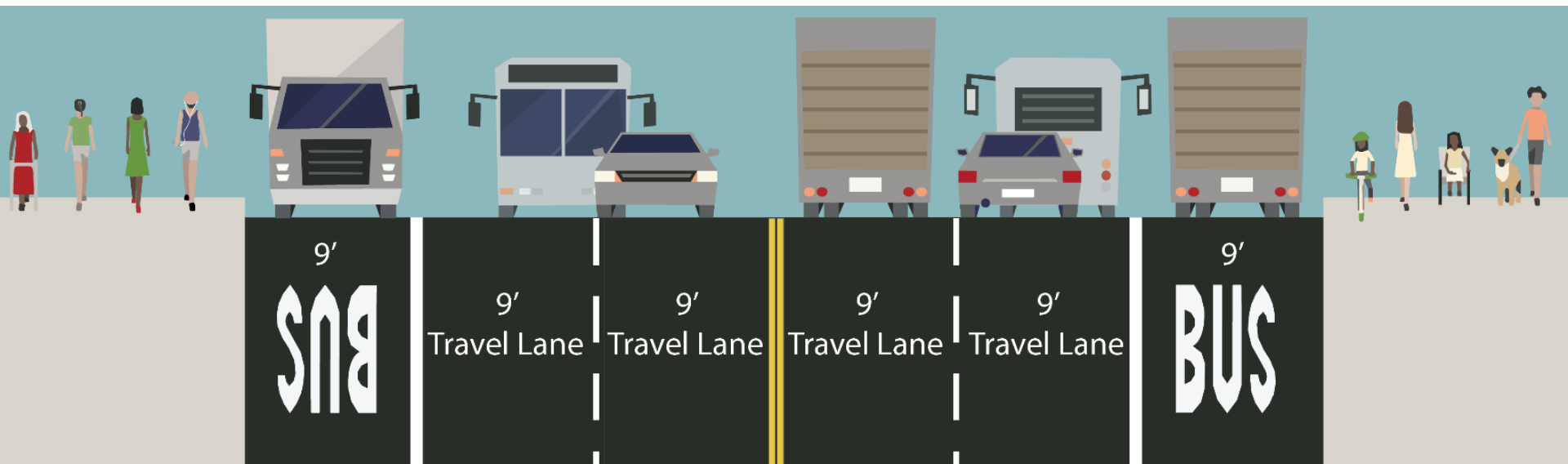
- 42nd Street travelers use a variety of modes, with nearly one-third traveling by bus during the PM peak

*Source: Feb 2019 traffic & sidewalk screen-line counts. Occupancy factors: 30 persons/bus, 1.3 persons/other vehicles

ALLOCATING STREET SPACE



Buses operate on the margins of 42nd St, but carry the majority of the people.



CROSTOWN TRANSIT CORRIDORS

- NYCDOT has retrofitted several crosstown corridors to meet modern street design standards & transit needs:
 - 86 St
 - 79 St
 - 34 St
 - 23 St
- Street width and traffic volumes are similar to 34th St or 23rd St, which suggests a similar design on 42nd St would be appropriate



Existing Conditions & Analysis

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BUS TRAVEL TIMES

M42 Running Time (Min, end to end)

Direction	Day	Time of Day				
		12-6am	6-10am	10am-3pm	3-7pm	7pm-12am
EB	Weekday	18.8	33.1	34.4	29.4	24.3
	Weekend	18.7	20.7	29.1	30.8	25.2
WB	Weekday	15.8	26.4	32.1	35.2	22.6
	Weekend	16.4	19.1	27.8	29.3	23.2

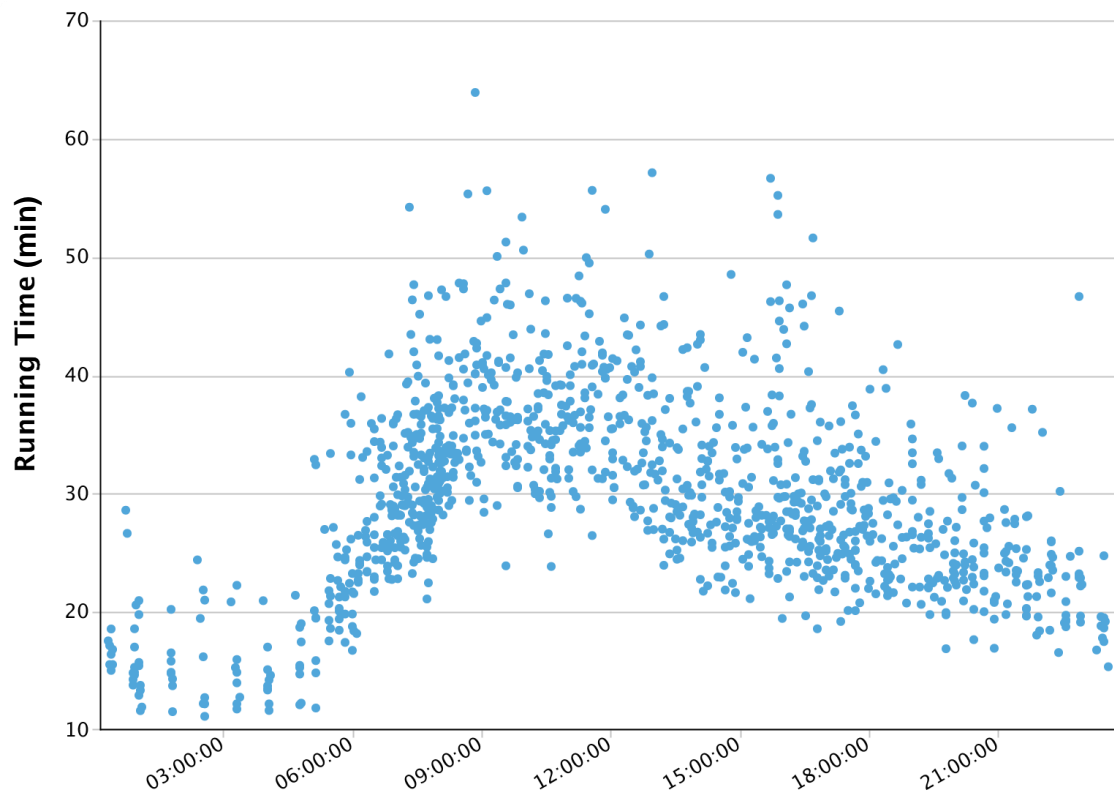
Source: MTA NYCT

- 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

M42 Running Times, Weekdays EB



Source: MTA NYCT

CURB ACTIVITY

- Fieldwork and video analysis
- Summary of findings:
 - Bus lanes are underused due to very narrow width (9') and occasional blockages by other vehicles
 - Quick pick-up/drop-off activity common along corridor
 - Commercial loading activity is high and durations are short (<1 hr)



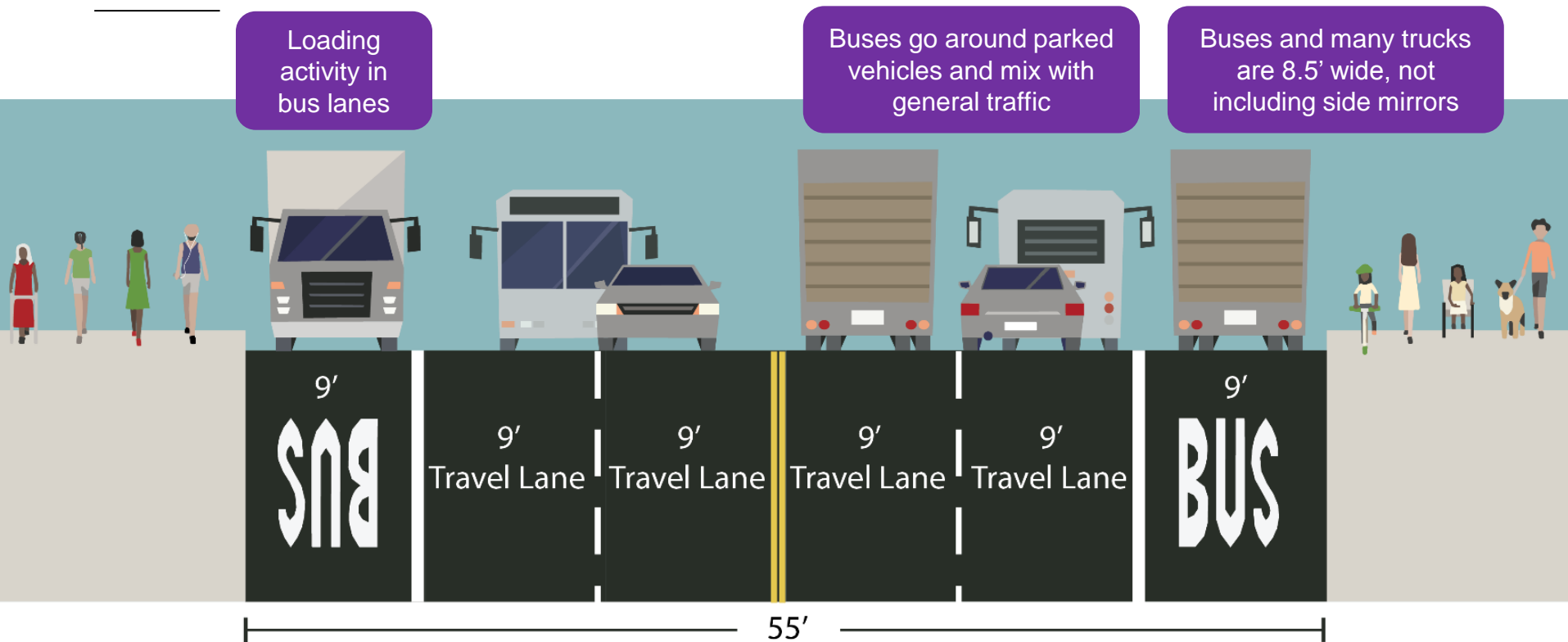
Proposal

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TRANSIT STREET DESIGN TOOLKIT



EXISTING CONDITIONS



- Existing roadway conditions do not meet current DOT standards for lane widths. Typical lane widths are 10'-11' for general travel lanes and 11'-12' for bus lanes.
- 42 St is marked for 2 travel lanes with 1 curbside bus lane in each direction (in effect 7-10 AM, 4-7 PM except Sunday). However, it rarely functions that way due to loading needs and traffic conditions.

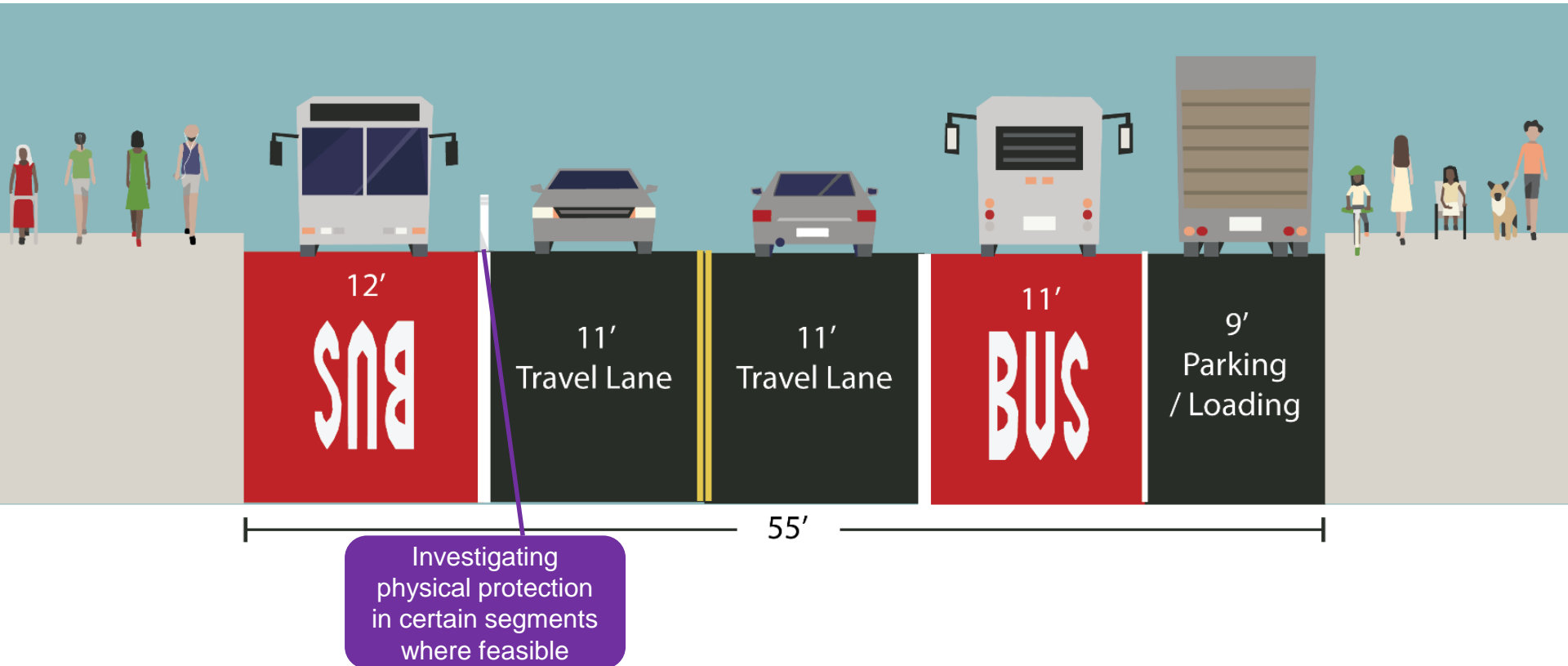
PROPOSED CROSS SECTION (MIDBLOCK & INTERSECTIONS WITH NO TURNS)

Curbside bus lane

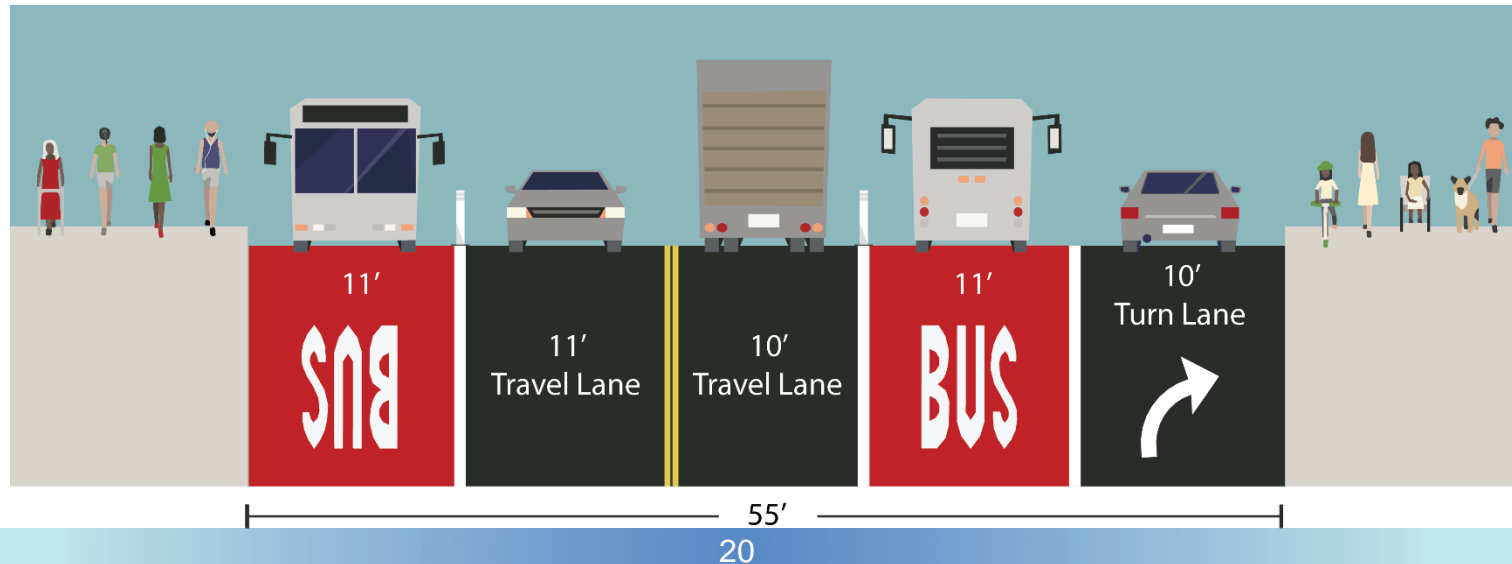
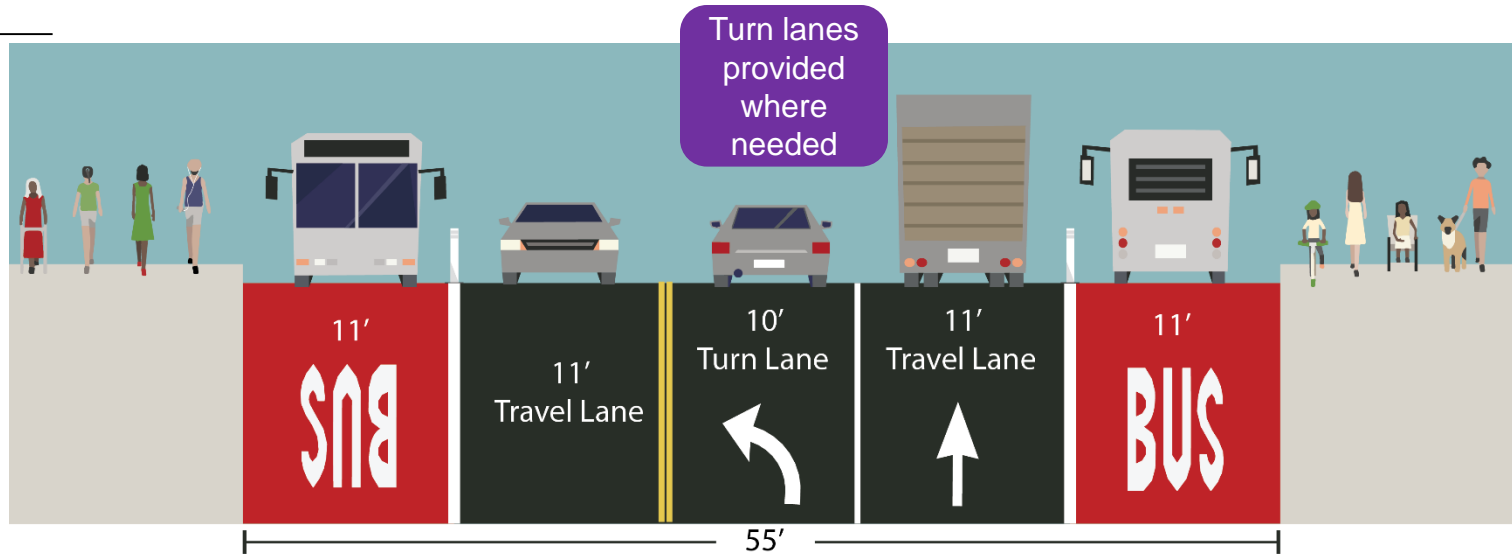
Thru travel
lanes

Offset bus
lane

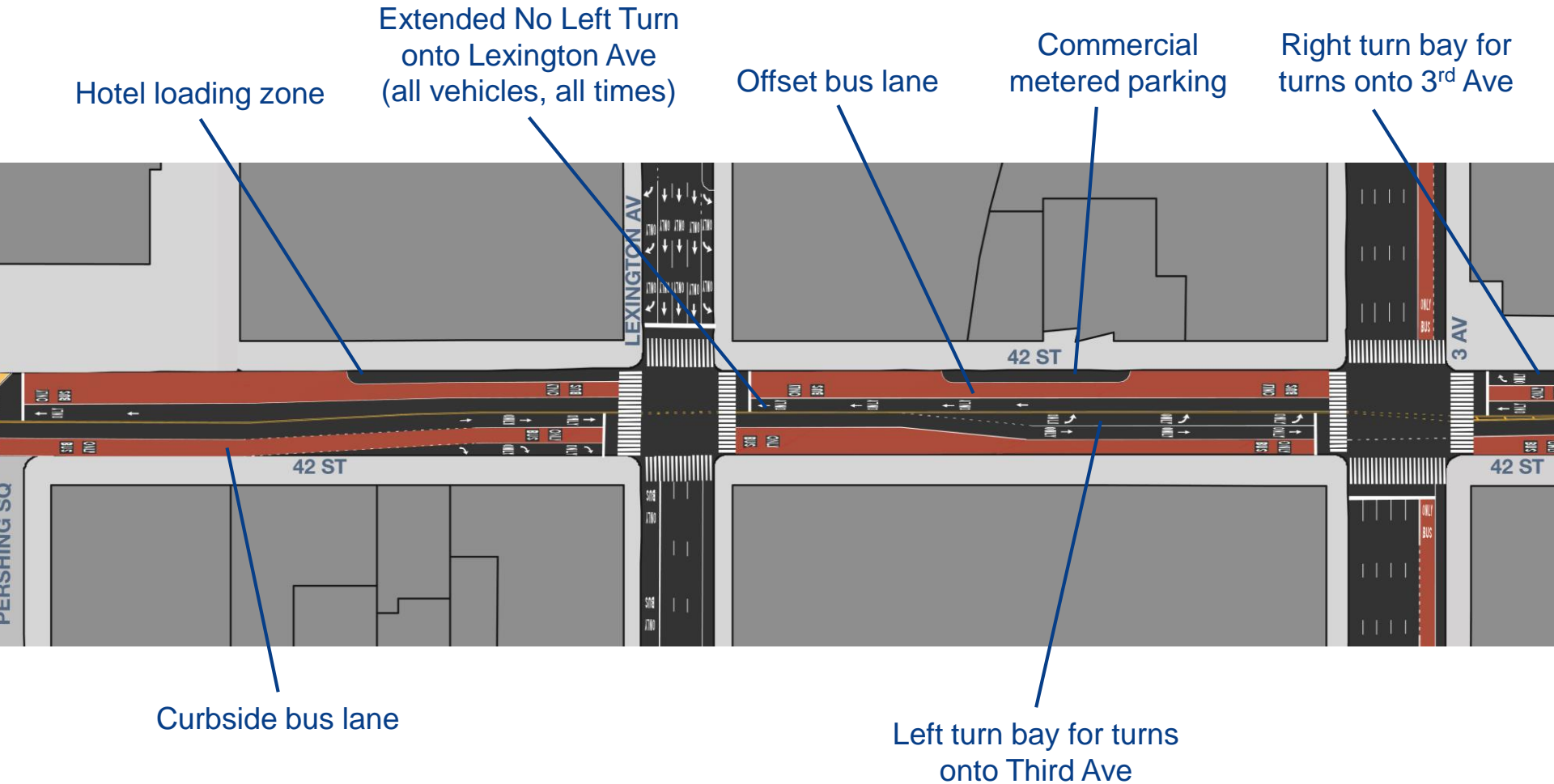
Commercial
Metered
Parking/Loading



PROPOSED CROSS SECTION (AT INTERSECTION WITH TURNS)



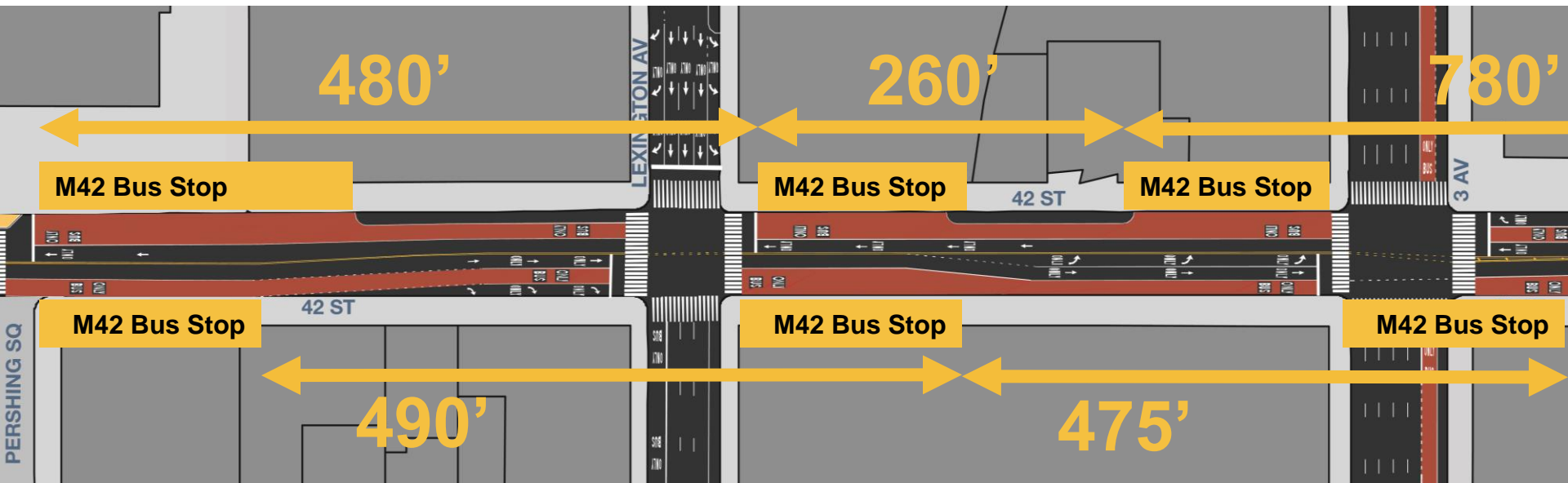
PROPOSED DESIGN SAMPLE BLOCK



PROPOSED TURN RESTRICTIONS

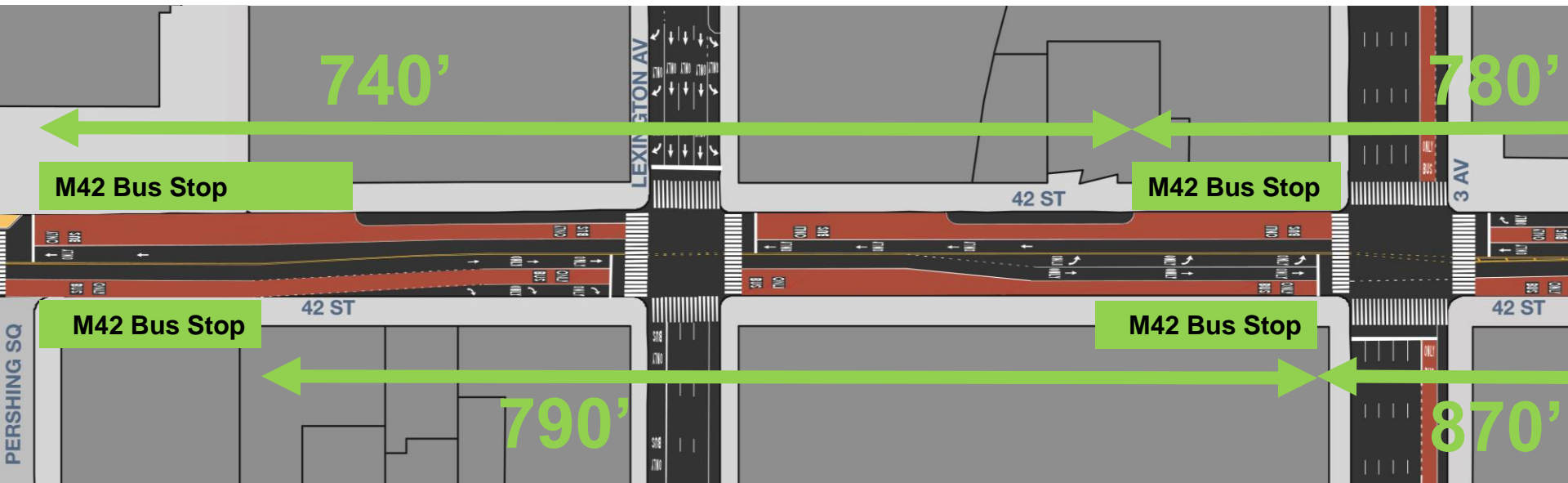
Location	Turn Direction	Current Regulation	New Regulation
7 Av	Right turn EB to SB	Permitted All Times for All Vehicles	Restricted All Times for All Vehicles
	Left turn WB to SB	Restricted All Times Except Buses	Restricted All Times for All Vehicles
6 Av	Left turn EB to NB	No Turns 7am-7pm Ex Sunday	Restricted All Times for All Vehicles
Lexington Av	Left turn WB to SB	No Turns 7am-7pm Ex Sunday	Restricted All Times for All Vehicles
	Right turn EB to SB	No Turns Ex Buses 7-10am, 4-7pm Mon-Fri	No Turns 7am-7pm for All Vehicles

PLANNED BUS STOP CHANGES



- Park Ave – 3rd Ave: 3 stops within 2 short blocks in each direction

PLANNED BUS STOP CHANGES



- Consolidate Lex Ave and 3rd Ave stops to single stop in each direction to improve stop spacing, more closely matching standard spacing along rest of 42nd

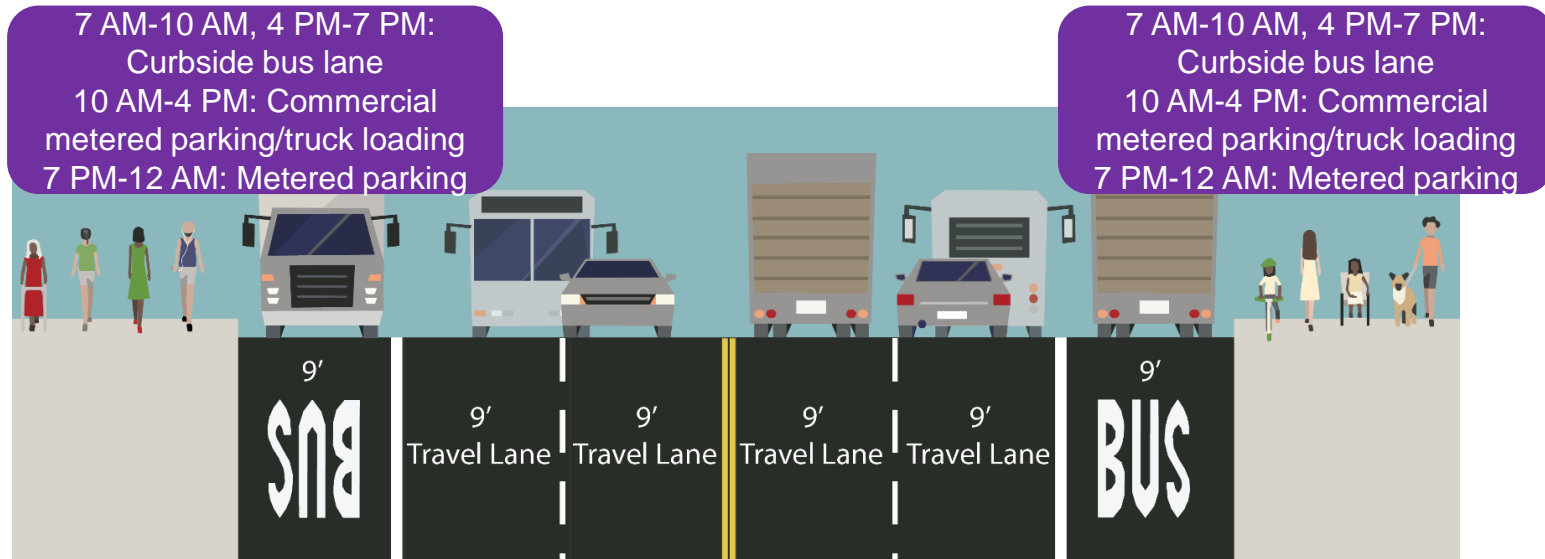
PROPOSED BUS LANE HOURS & CURB REGULATIONS

- Offset bus lanes (lanes not against the curb) will be in effect 24/7
- Curbside bus lanes will be in effect 7 AM – 7 PM all days, except at bus stops or other existing No Standing Anytime
 - 7 PM – 7 AM hours allocated to metered commercial/truck loading
- Other curb space allocated to metered commercial/truck loading, hotel loading zones, authorized parking

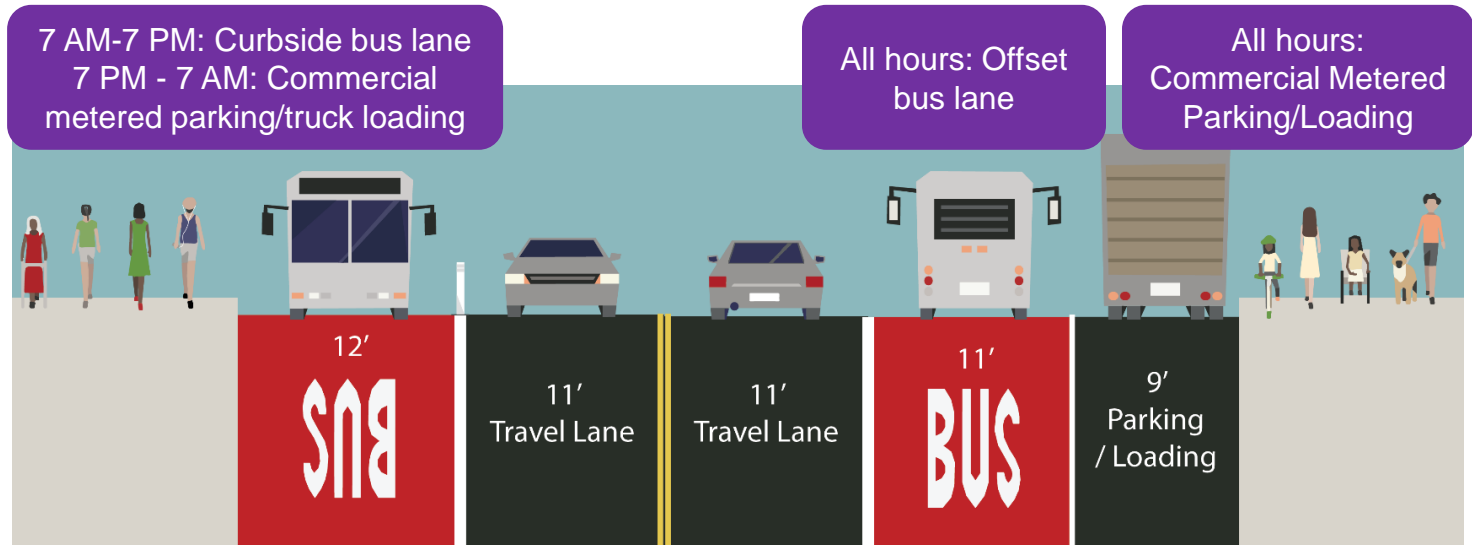


PROPOSED BUS LANE HOURS & CURB REGULATIONS

Existing



Proposed



Summary / Next Steps

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SUMMARY

- Current design of 42nd St does not meet the demands of most street users
- Street design changes will
 - Improve bus speeds and reliability
 - Make commercial metered parking/loading space available throughout the day and overnight to reduce illegal standing and daytime congestion
 - Improve turns off of 42nd Street at key intersections
 - Restrict some turns to improve safety and traffic flow

IMPLEMENTATION SCHEDULE

- **June 2019:** Corridor design presentation to Community Boards 4, 5, & 6
- **Summer 2019:** Adjustments to plan as needed, street design implementation
- **Fall 2019:** Post-implementation data collection & monitoring

THANK YOU!

Questions?



NYC DOT



NYC DOT



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