# Lexington Ave Bus Lane Enhancement

Community Board 8 Transportation Committee | May 1, 2019

# Agenda

1. Project Background

2. Existing Conditions

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
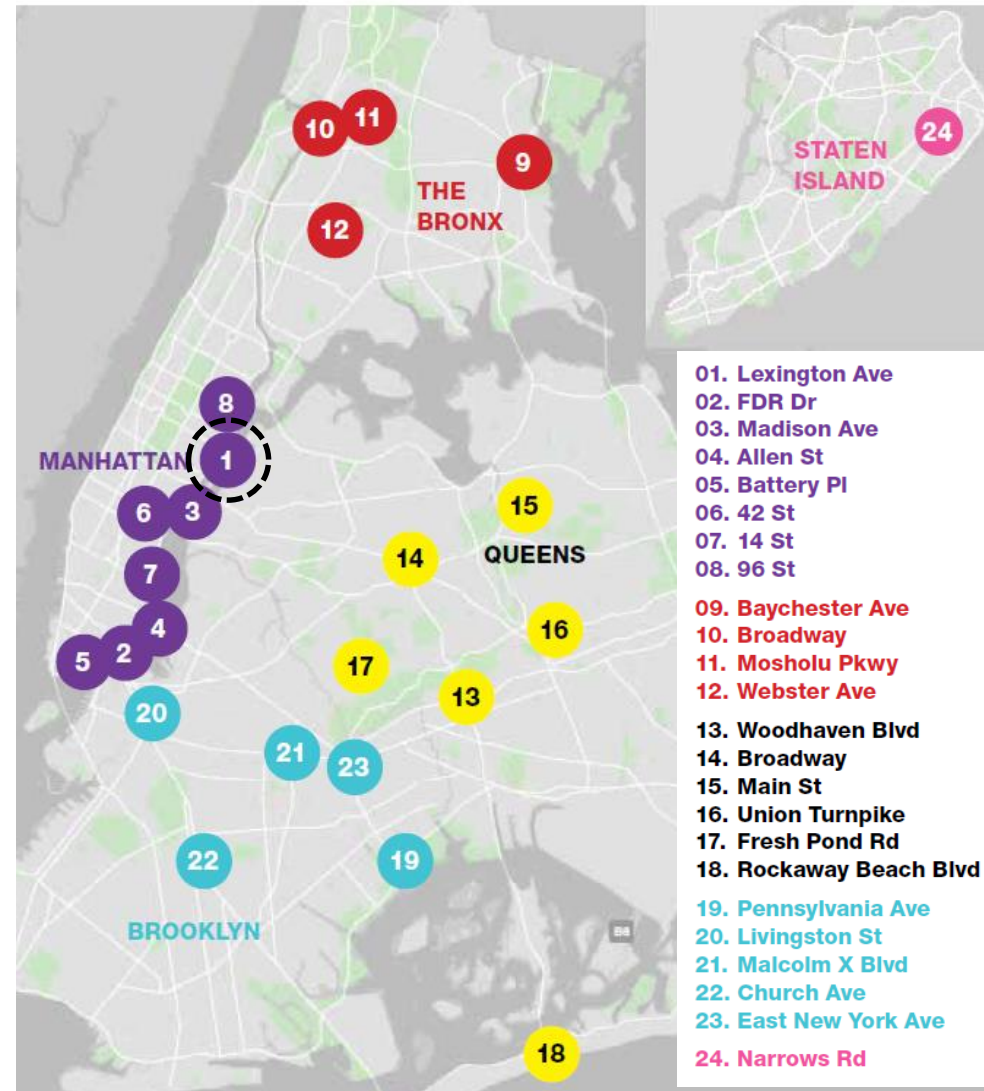
## Better Buses Action Plan

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

# Better Buses Action Plan

Lexington Ave identified as priority 2019 project due to:

- Slow bus speeds

- Unreliable bus travel times

- High ridership

- High volume of buses



01. Lexington Ave
02. FDR Dr
03. Madison Ave
04. Allen St
05. Battery Pl
06. 42 St
07. 14 St
08. 96 St

09. Baychester Ave
10. Broadway
11. Mosholu Pkwy
12. Webster Ave

13. Woodhaven Blvd
14. Broadway
15. Main St
16. Union Turnpike
17. Fresh Pond Rd
18. Rockaway Beach Blvd

19. Pennsylvania Ave
20. Livingston St
21. Malcolm X Blvd
22. Church Ave
23. East New York Ave

24. Narrows Rd

# Bus Speed Context

PM Peak Bus Speeds

- Citywide: 6.79 mph

- Manhattan: 5.24 mph
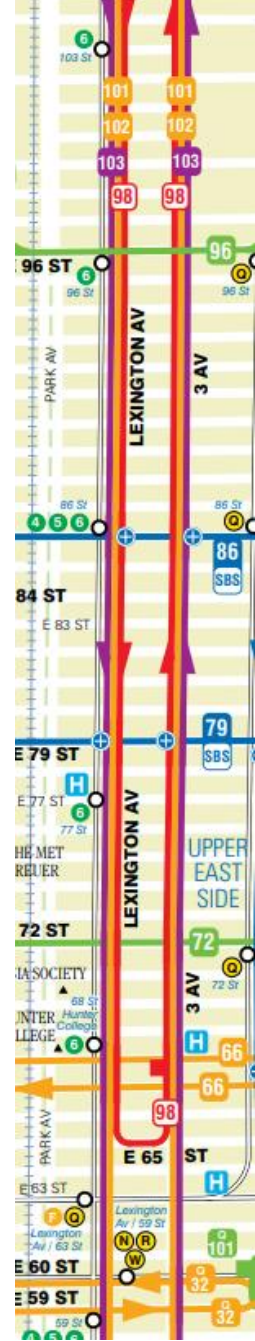
- Lexington Ave: 3.9 MPH
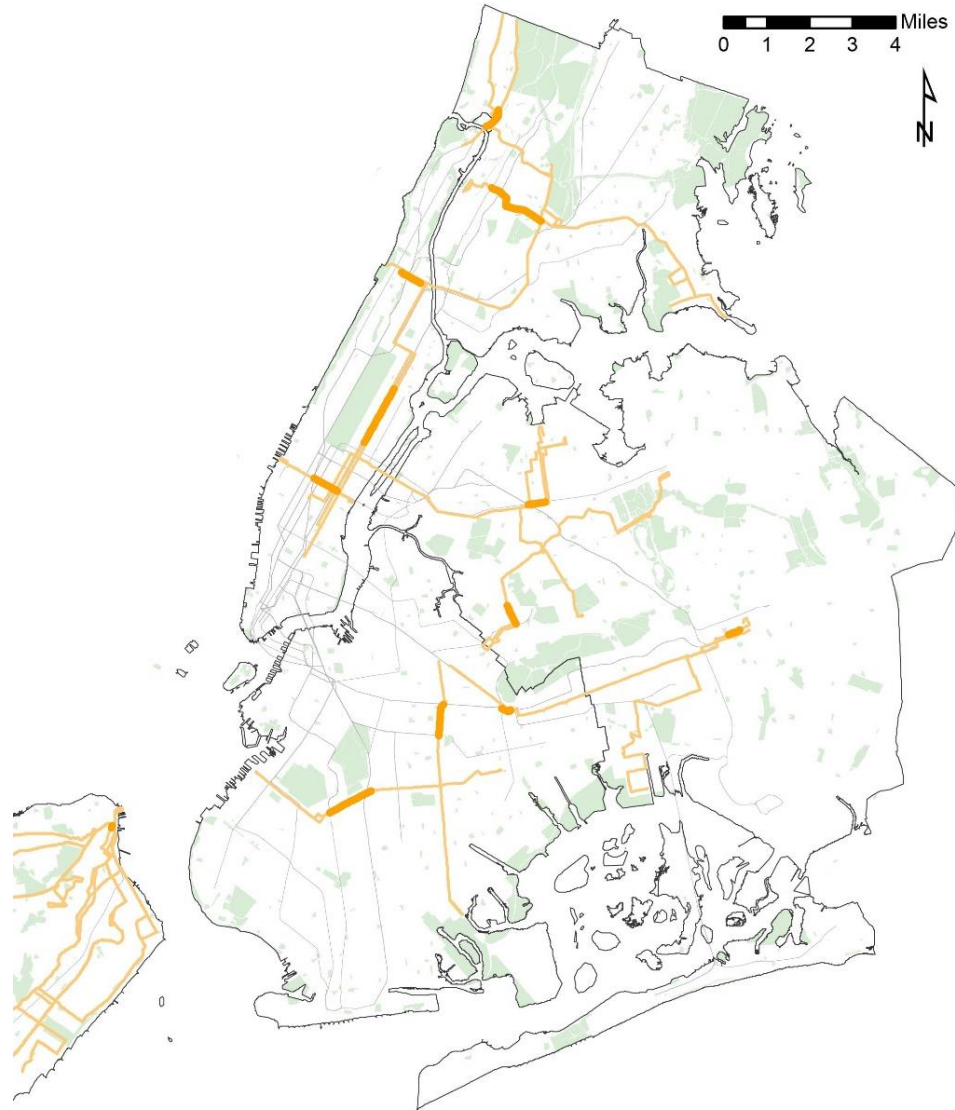
**Slow Bus Speed Segments**

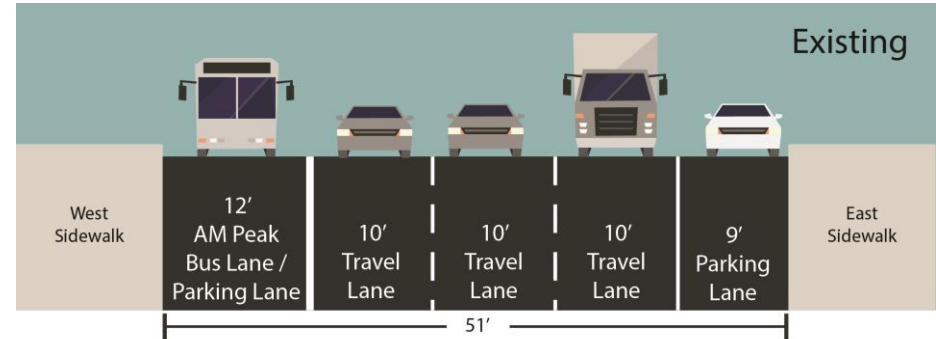# Existing Conditions

**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**



Existing

West Sidewalk | 12' AM Peak Bus Lane / Parking Lane | 10' Travel Lane | 10' Travel Lane | 10' Travel Lane | 9' Parking Lane | East Sidewalk
51'



Lexington Av at 66th St, looking south

# Proposal

# 3

# Proposal: Offset Bus Lane

- Shift bus lane from west curb to the "offset" position, 96$^{th}$ St to 60$^{th}$ St

- In effect at all times, improves service throughout the day

- Enables commercial metered parking during morning peak
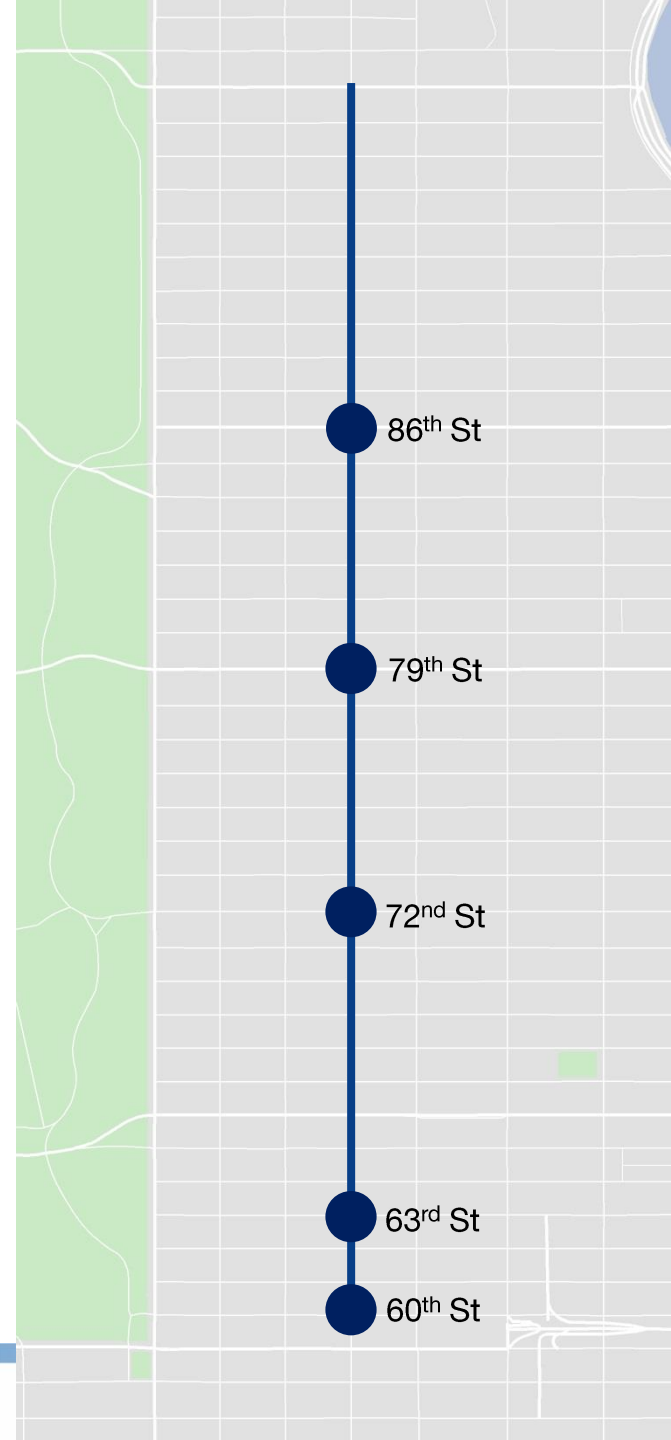


Third Ave offset bus lane
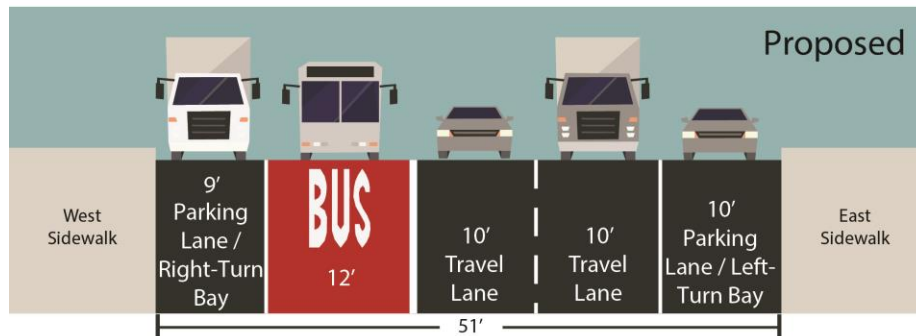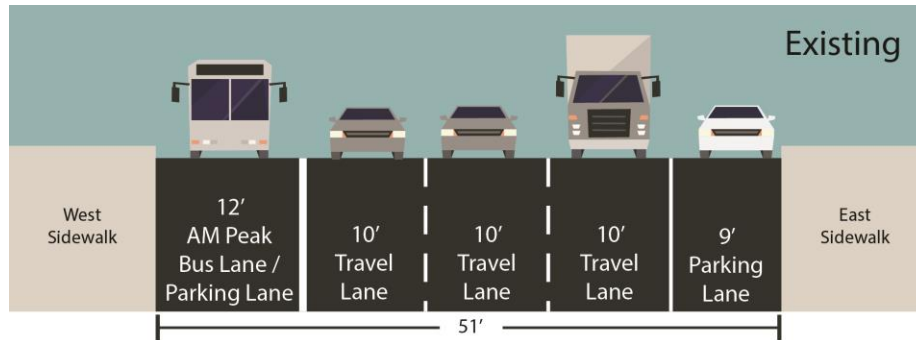
# Proposal: Turn Bays

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



86th St
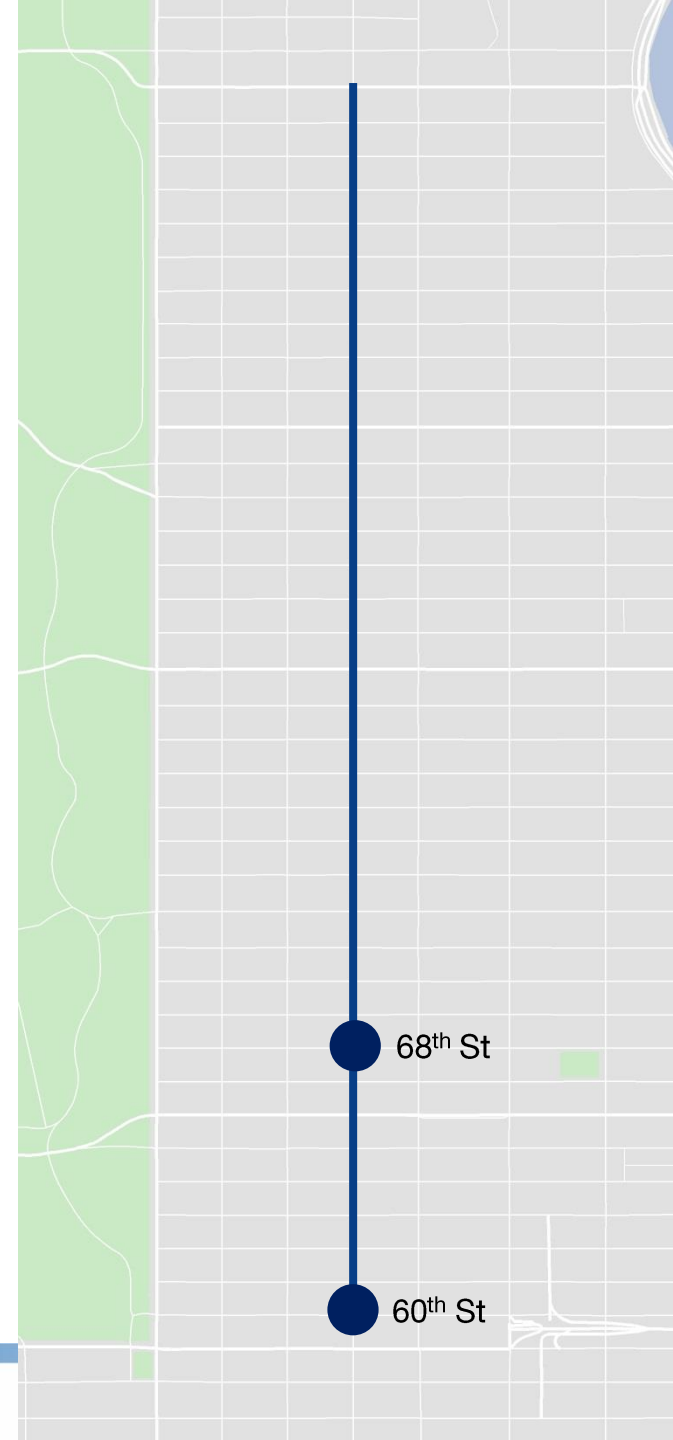
79th St

72nd St

63rd St

60th St

BUSFORWARD
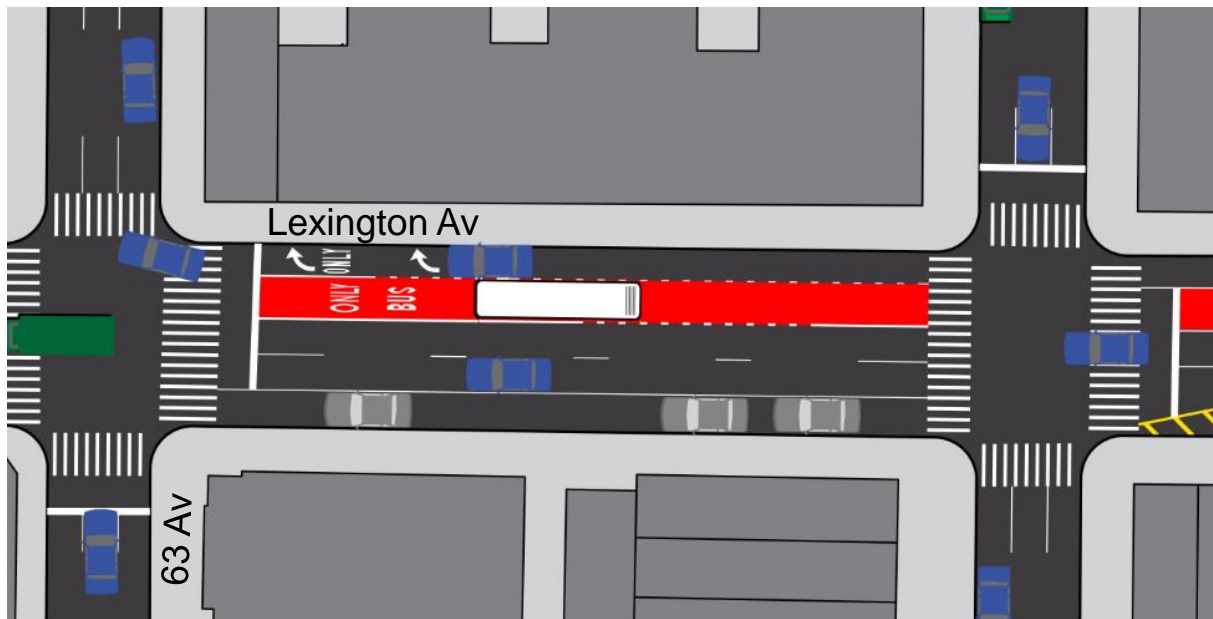
# Proposal: Turn Bays

To improve traffic flow at congested intersections:

- Add southbound left-turn bay and eastbound right-turn bay at 68$^{th}$ St

- Add westbound left-turn bay at 60$^{th}$ St

- Removes ~3-4 parking spaces per location

Proposed turn bay example

68th St

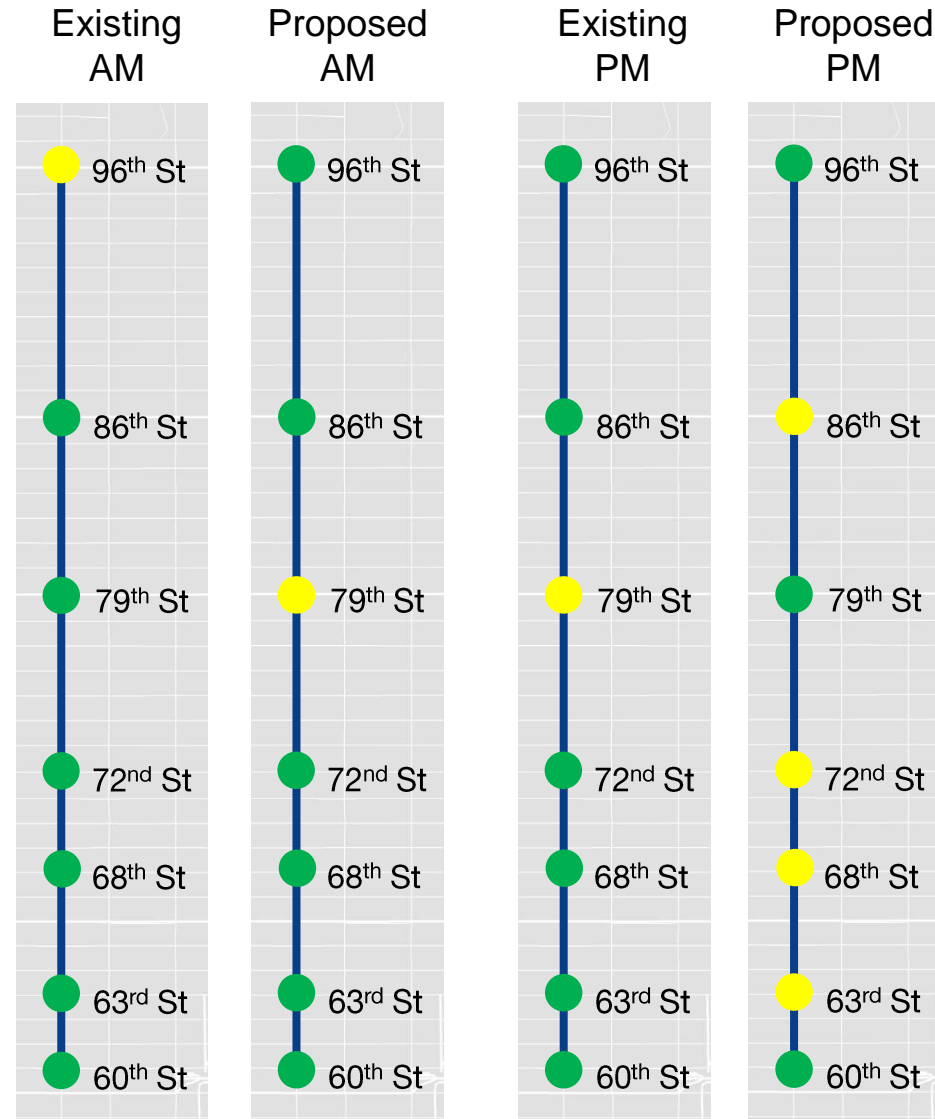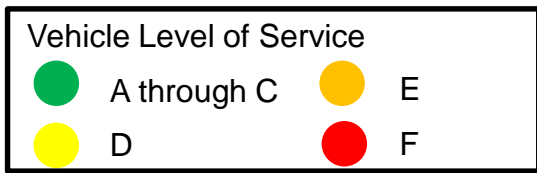60th St
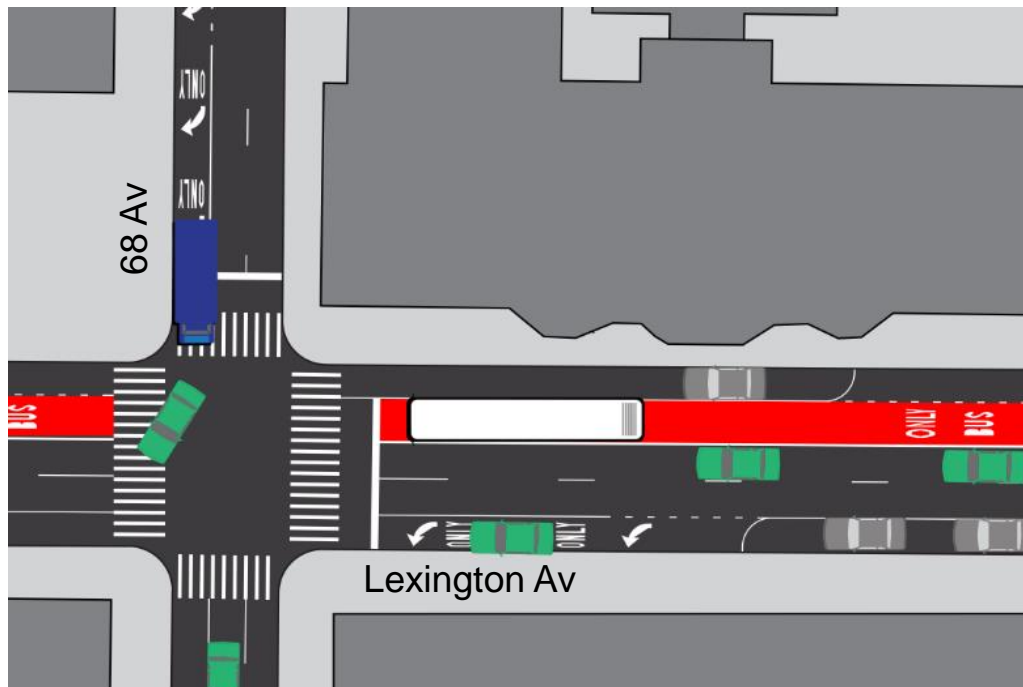
# Proposal: Curb Regulation Updates

- 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 | • Accommodates morning loading <br> • Serves business patrons thought the day <br> • Allows overnight parking |
| Small stores / Restaurants | **7am-4pm** 2-hr commercial meters **4pm-7pm/10pm** 2-hr passenger meters | • Facilitates turnover in locations with high number of deliveries <br> • Accommodates restaurant patrons in the evening <br> • Allows overnight parking |
| Large retail chain | **7am-7pm** 3-hr commercial meters | • Facilitates large deliveries for businesses throughout the day <br> • Allows overnight parking |

# Traffic Analysis

Traffic impacts of new bus lane alignment largely mitigated by:

- **New turn bay**s 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

## Vehicle Level of Service

- 🟢 A through C
- 🟡 D
- 🟠 E
- 🔴 F

| Existing AM | Proposed AM | Existing PM | Proposed PM |
|---|---|---|---|
| 🟡 96th St | 🟢 96th St | 🟢 96th St | 🟢 96th St |
| 🟢 86th St | 🟢 86th St | 🟢 86th St | 🟡 86th St |
| 🟢 79th St | 🟡 79th St | 🟡 79th St | 🟢 79th St |
| 🟢 72nd St | 🟢 72nd St | 🟢 72nd St | 🟡 72nd St |
| 🟢 68th St | 🟢 68th St | 🟢 68th St | 🟡 68th St |
| 🟢 63rd St | 🟢 63rd St | 🟢 63rd St | 🟡 63rd St |
| 🟢 60th St | 🟢 60th St | 🟢 60th St | 🟢 60th St |

BUSFORWARD

# Proposal (Potential)

Install bus boarding platforms at M101 Limited stops (where feasible)


125th St & Lenox Av, Manhattan


Utica Ave & Avenue N, Brooklyn

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!