

First Avenue Bus Lane Enhancement

Community Board 8 Transportation Committee | July 12, 2022



Agenda

1. Background
2. Proposal
3. Summary/Next Steps

Background

1

First Ave Bus Service

- Served by the M15 Local and M15 SBS
- Total daily ridership: 48,000
- Bus scheduled every 3 minutes in AM and PM peaks
- **Average bus speeds: 5.4 mph (AM) / 7.8 mph (PM)**

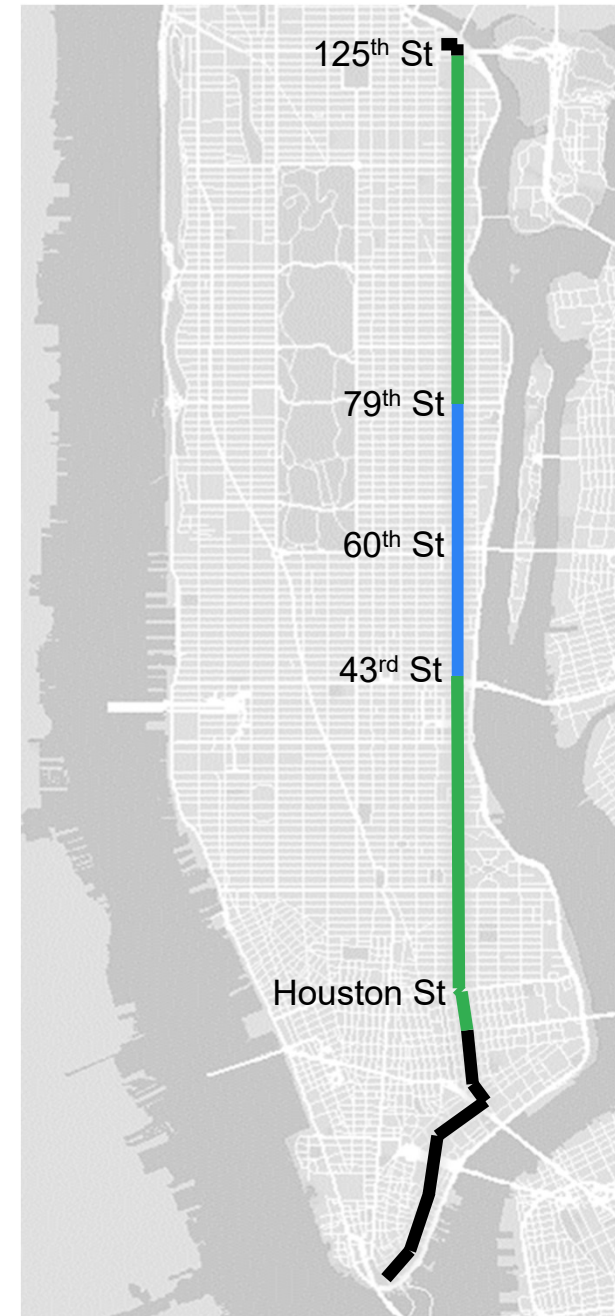


Bus lane during PM Peak, 1st Ave @ 68th

Existing Bus Priority

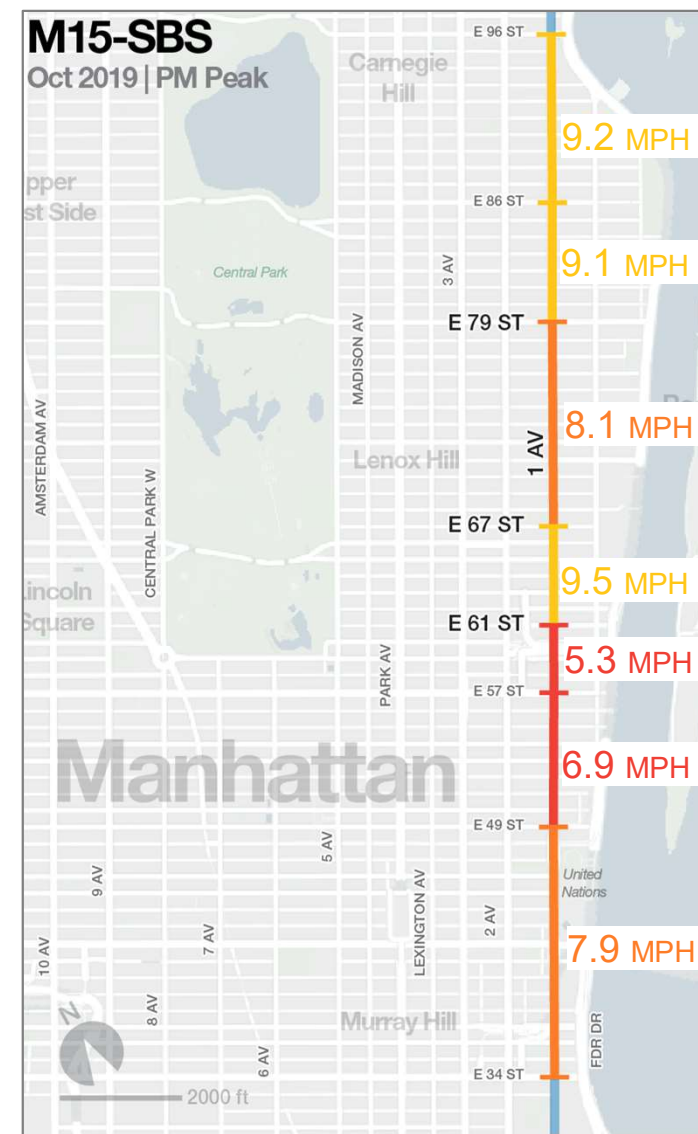
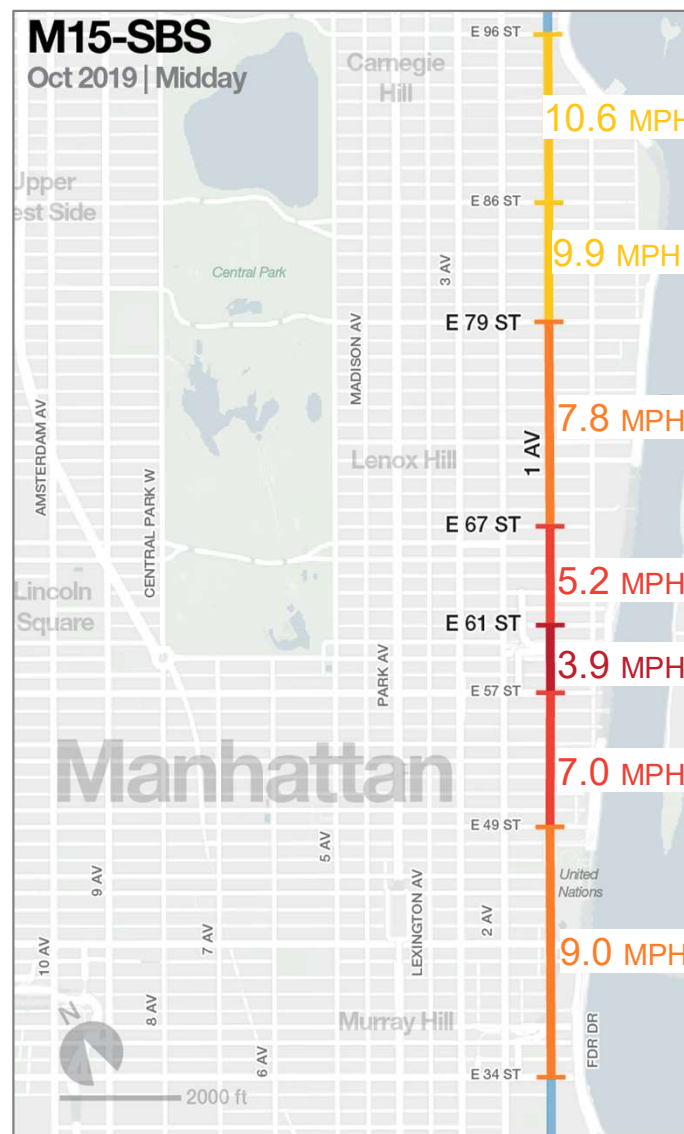
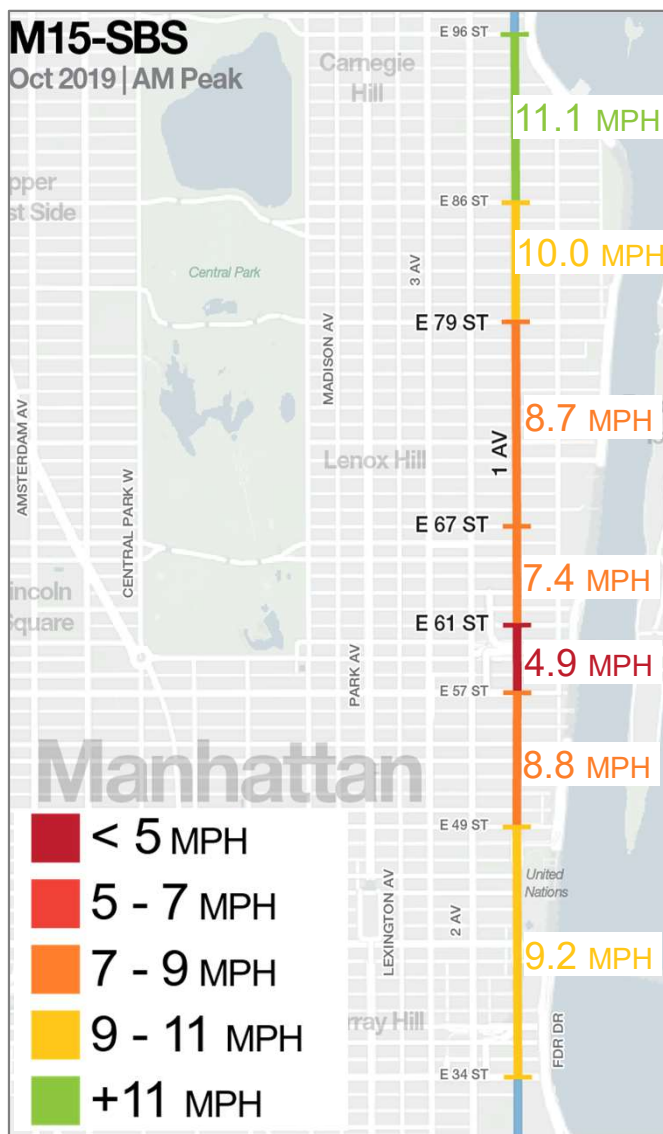
- M15 Select Bus Service (SBS) launched October 2010 with a mix of **curbside** and **offset bus lanes** along the corridor

- Existing Offset Bus Lane
- Existing Curbside Bus Lane
- No Existing Bus Lane

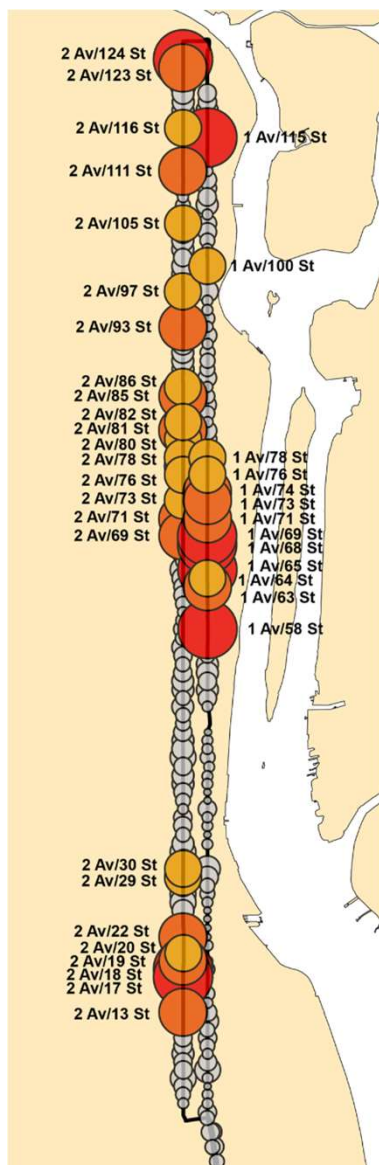


Existing Northbound M15 and M15 SBS Route

Bus Speeds throughout the Corridor



Why 61st St to 79th St?



- Automated Bus Lane Enforcement (ABLE) bus-mounted camera violations

- Vehicles parked in the bus lane

Large concentration of violations on First Ave from **58th St to 78th St**

- Highest violation hotspots:

1	1 Av/68 St
2	1 Av/69 St
3	2 Av/124 St
4	2 Av/18 St
5	1 Av/65 St

Existing Conditions: First Ave, 61st St to 79th St

- **Curbside Bus lane** in effect
7am-10am & 2pm-7pm, Mon-Fri
- **Parking & Loading** permitted
10am-2pm
- **Bus lane often blocked** by
delivery vehicles, cars & for-hire
vehicles
- **Slow bus speeds and high
ridership**
- **Current street design is
insufficient** for bus passengers
& curb access



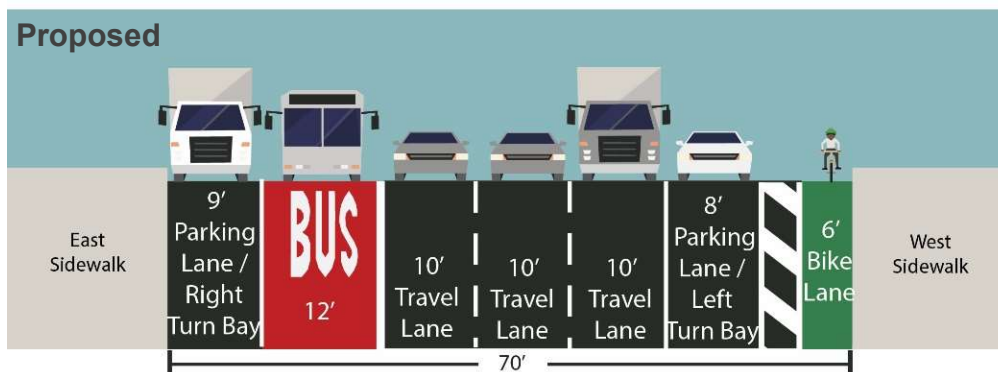
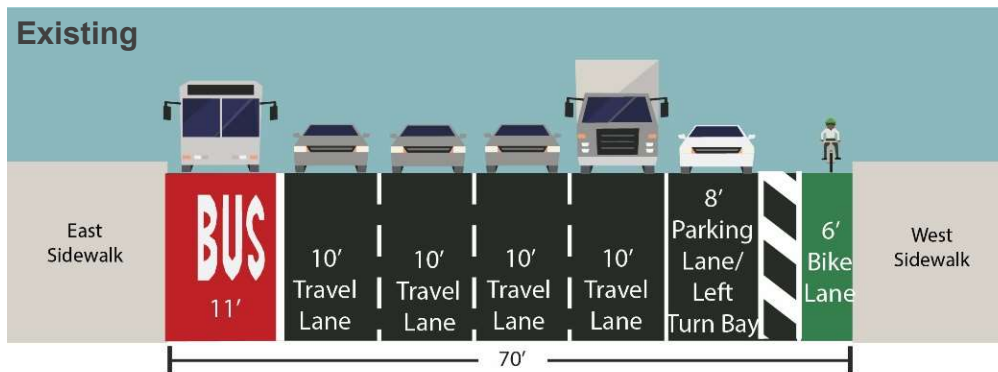
*Bus lane during AM Peak
1st Ave at 63rd St*

Proposal

2

Proposal: Offset Bus Lane

- Shift bus lane from east curb to the “offset” lane from 61st St to 79th St
- Upgrade bus lane from existing part-time to **full-time**, improving service throughout the day
- Connect to the existing offset bus lane north of 79th St



Offset Bus Lane

An offset bus lane:

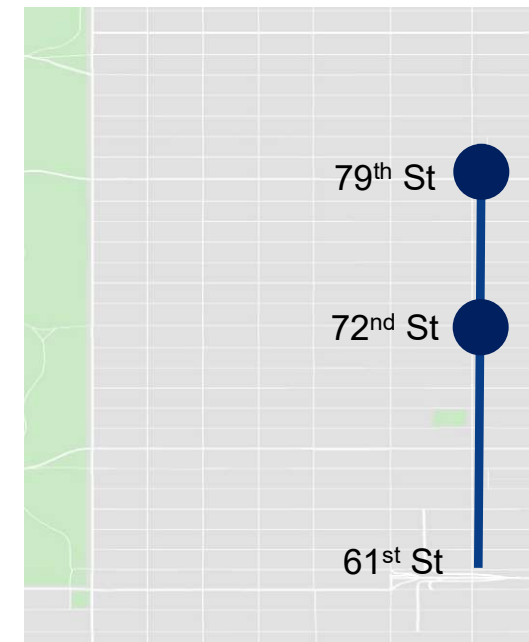
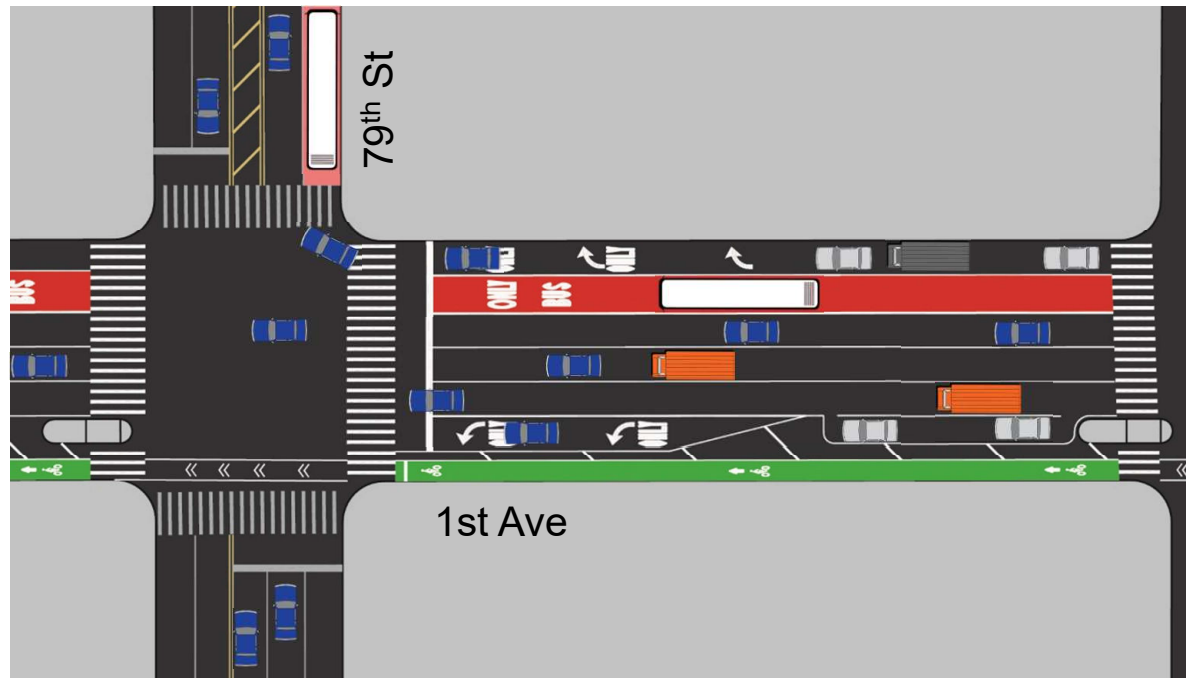
- **Allows buses to use bus lane** unimpeded by parked or standing vehicles
- **Restores curb access** for parking, truck loading, and passenger drop-offs/pickups
- **Keep No Standing** regulation during busiest hours (7am-9am)



Proposal: Right Turn Bays

At the intersections with heavy right turns (72nd St & 79th St):

- Add northbound right-turn bays to keep bus lane clear
- Repurposes ~6 parking spaces per location



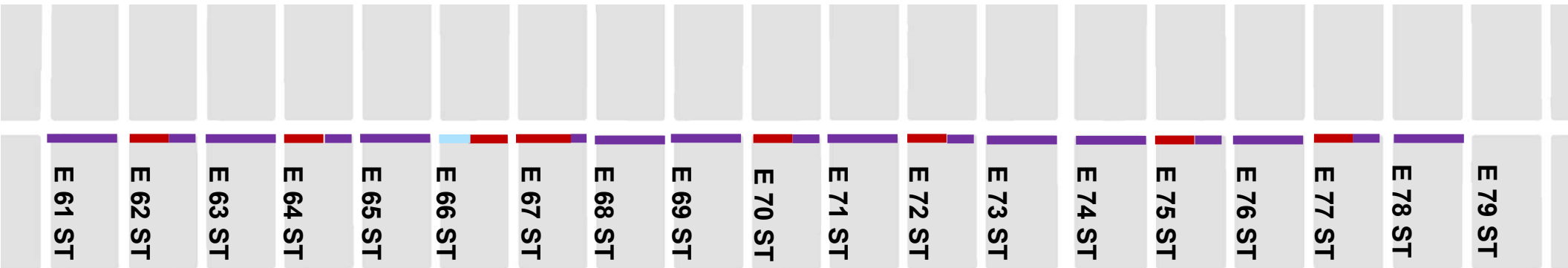
Proposed right turn bay example

Proposal: Curb Regulation Updates

Land Use	Proposed Weekday Regulation	Purpose
Small Stores/ Restaurants	9am-7pm 2-hr metered commercial parking	<ul style="list-style-type: none">• Facilitates turnover in locations with high number of deliveries• Maintains overnight & weekend parking
Generic Commercial/ Large Retail Chain	9am-7pm 3-hr metered commercial parking	<ul style="list-style-type: none">• Facilitates large deliveries for businesses throughout the day• Maintains overnight & weekend parking

Draft plan subject to change

Existing Curb Regulations

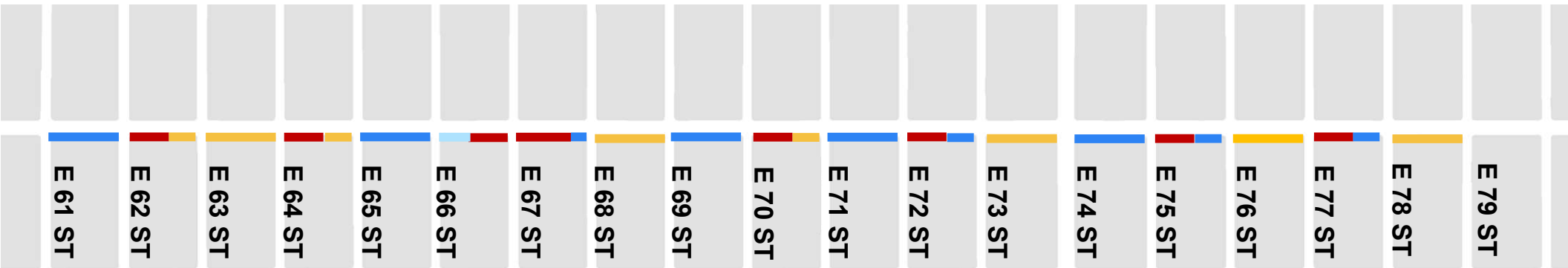


— No Parking Anytime

— No Standing Anytime/Bus Stop

— (No Standing) 7-10am, 2-7pm
 3-hour metered commercial parking Mon-Fri 10am-2pm
 2-hour metered parking Sat 9am-7pm

Curb Regulation Updates



New Proposed Weekday Curb Regulations

- No Standing 7-9am
2-hour metered commercial parking 9am-7pm
(small stores/restaurants)
- No Standing 7-9am
3-hour metered commercial parking 9am-7pm
(other commercial/large retail chain)

No Curb Regulation Changes

- No Standing Anytime/Bus Stop
- No Parking Anytime

Draft plan subject to change

Summary/Next Steps

3

Summary

- First Ave bus lanes are often blocked by vehicles
- Buses are forced to use shared travel lanes, slowing down bus service
- Offset bus lane will:
 - Improve bus speeds and reliability for thousands of daily bus riders
 - Improve curb access for local businesses
 - Have minimal impact on traffic flow



Next Steps

- **Summer 2022:** refine design / traffic analysis
- **Fall 2022:** implementation
- **Winter/Spring 2023:** collect data & monitor performance



Thank You!

Open Discussion & Questions



NYC DOT



NYC DOT



nyc_dot



NYC DOT

NYC Streets Plan

Transit goals of the Streets Plan:

- 1. Increase sustainable travel modes** by reconfiguring streets and making more attractive choices available for New Yorkers to support the continued growth of NYC while reducing congestion and emissions
- 2. Expand access to job opportunities** and encourage job creation through faster and more reliable transportation options.
- 3. Allow all New Yorkers, regardless of ability, to get around the city** in multiple ways without encountering barriers to travel

