

42nd Street Transit Improvements

Community Board 4 | June 19, 2019



PRESENTATION OVERVIEW

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

Project Background

1

BETTER BUSES ACTION PLAN

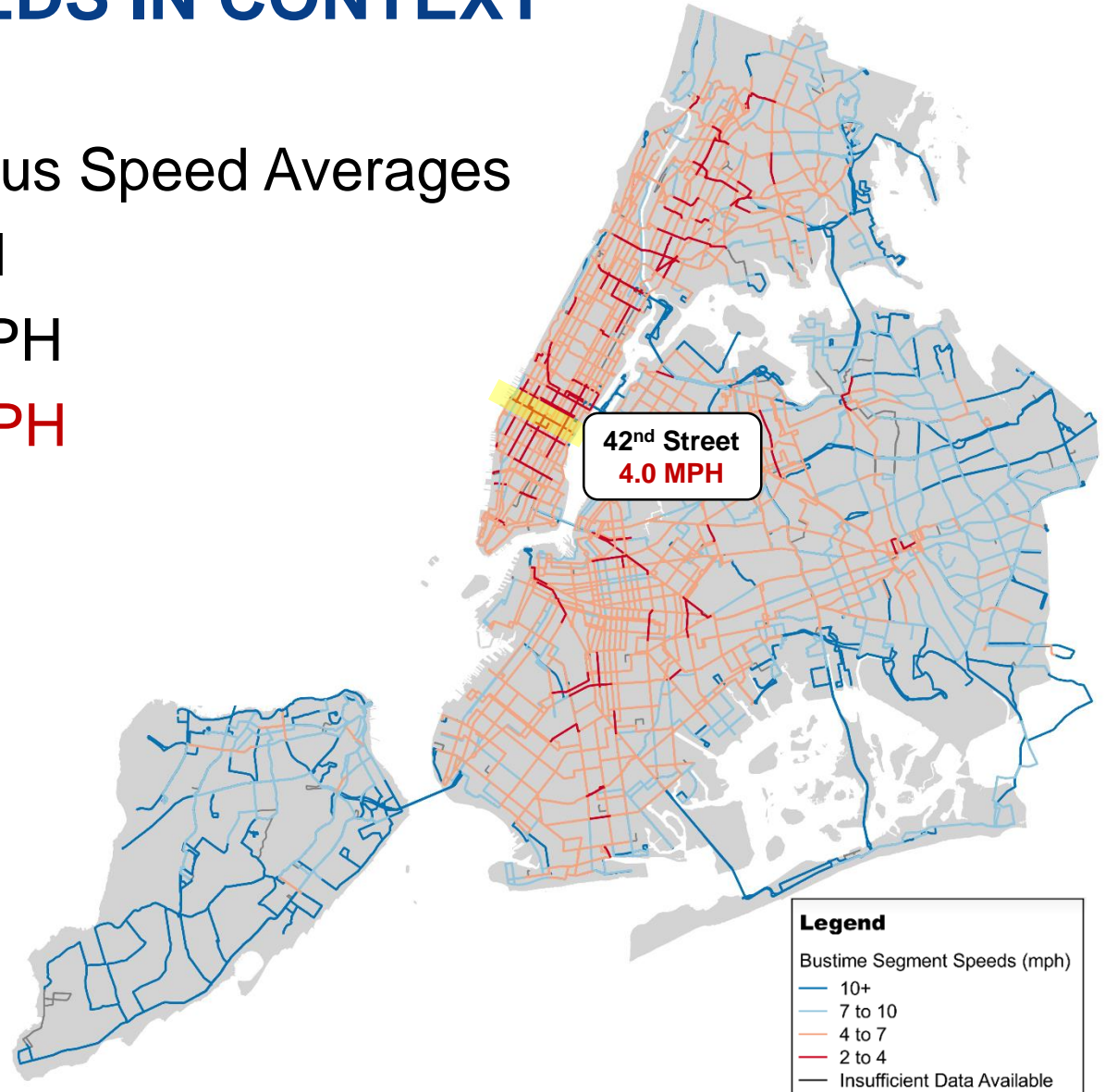
- Mayor's 2019 State of the City
 - Improve bus speeds 25% by 2020
- Better Buses Action Plan released April 2019
 - 24 priority projects announced for 2019 to increase bus speeds across all 5 boroughs

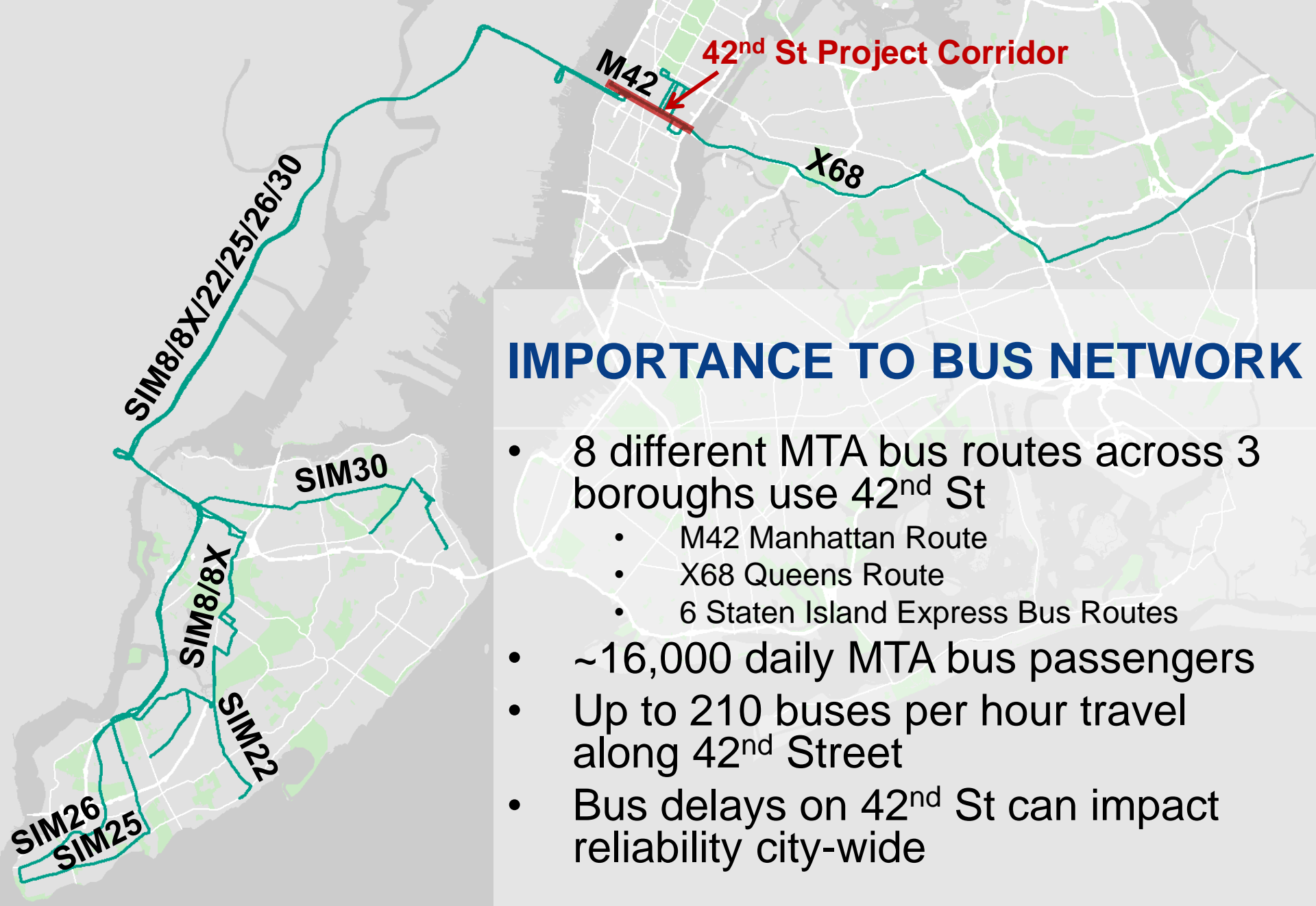


AREA BUS SPEEDS IN CONTEXT

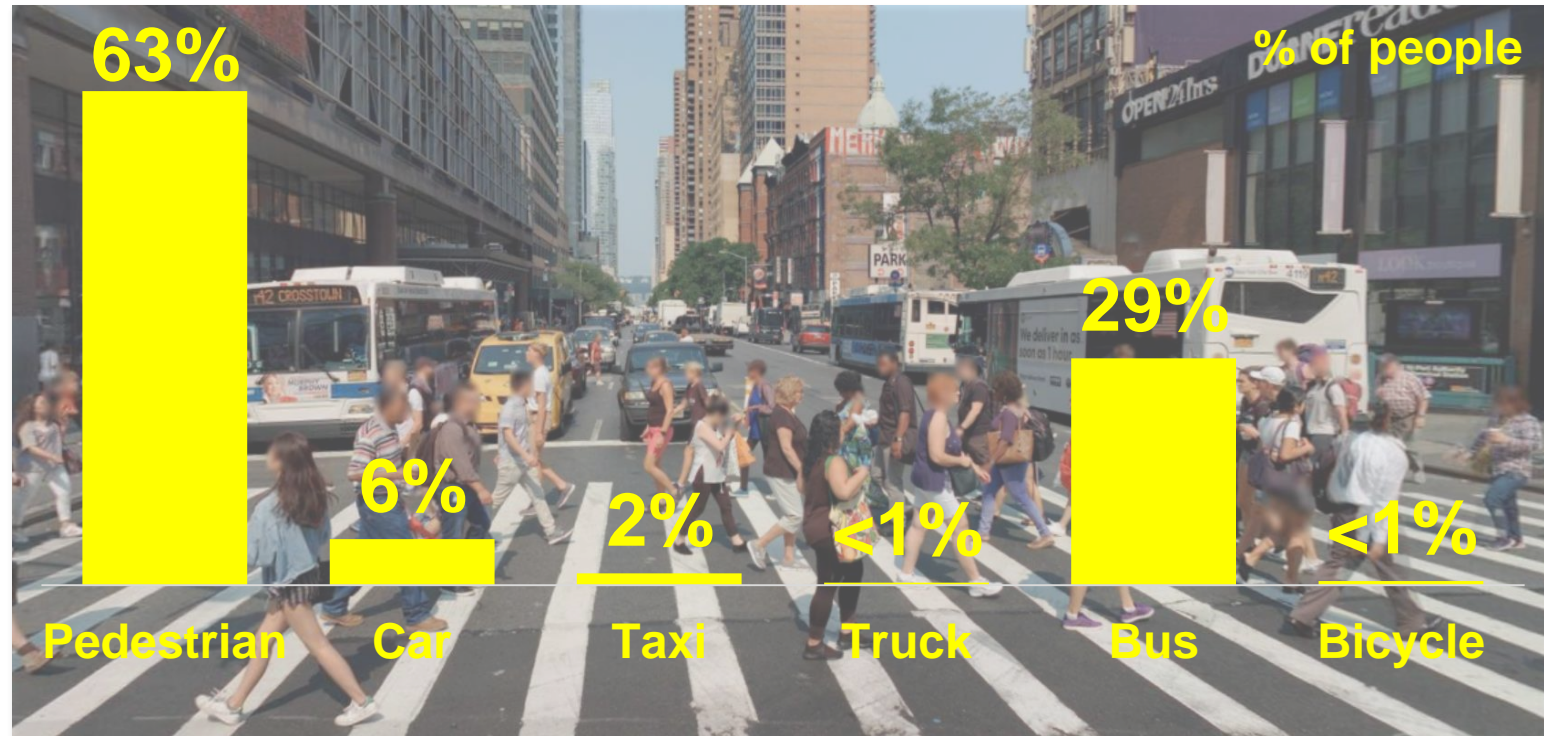
AM/PM Peak Hour Bus Speed Averages

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





42ND ST IS MULTI-MODAL

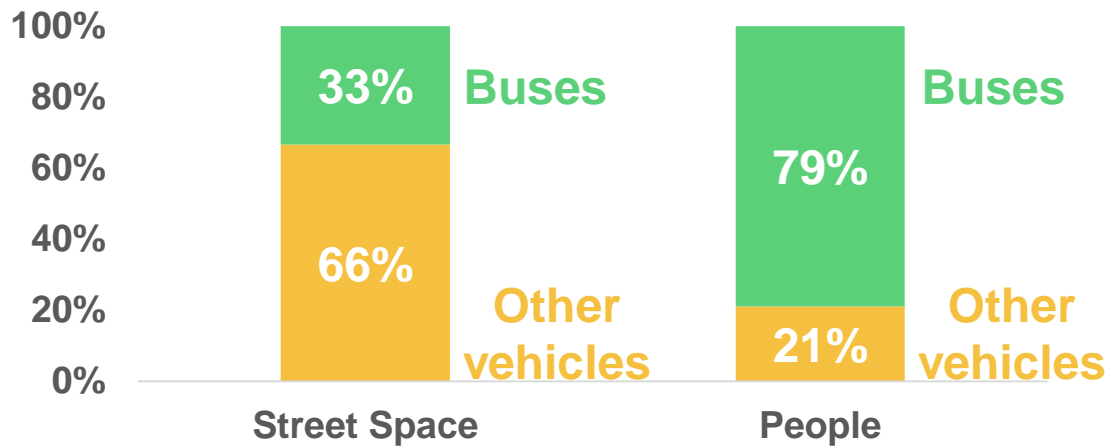


PM Peak Hour Screen-line on 42nd Street @ 8th Ave*

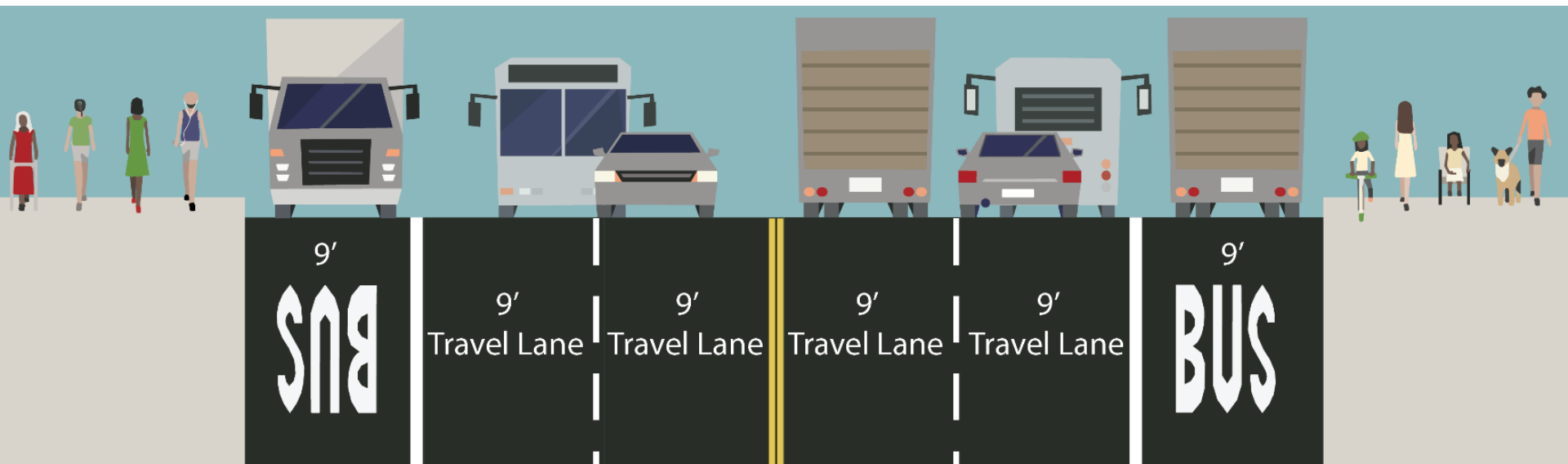
- 42nd Street travelers use a variety of modes, with nearly one-third traveling by bus during the PM peak

*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.



Existing Conditions & Analysis

2

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

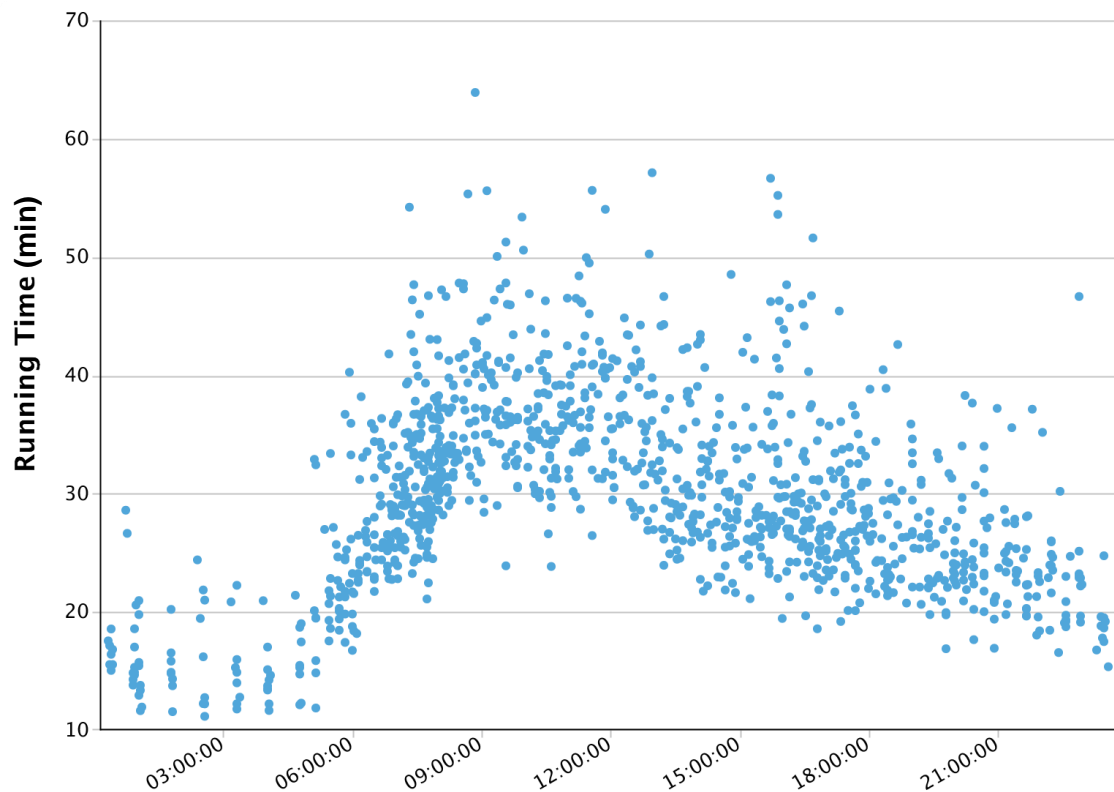
Source: MTA NYCT

- 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
 - 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)



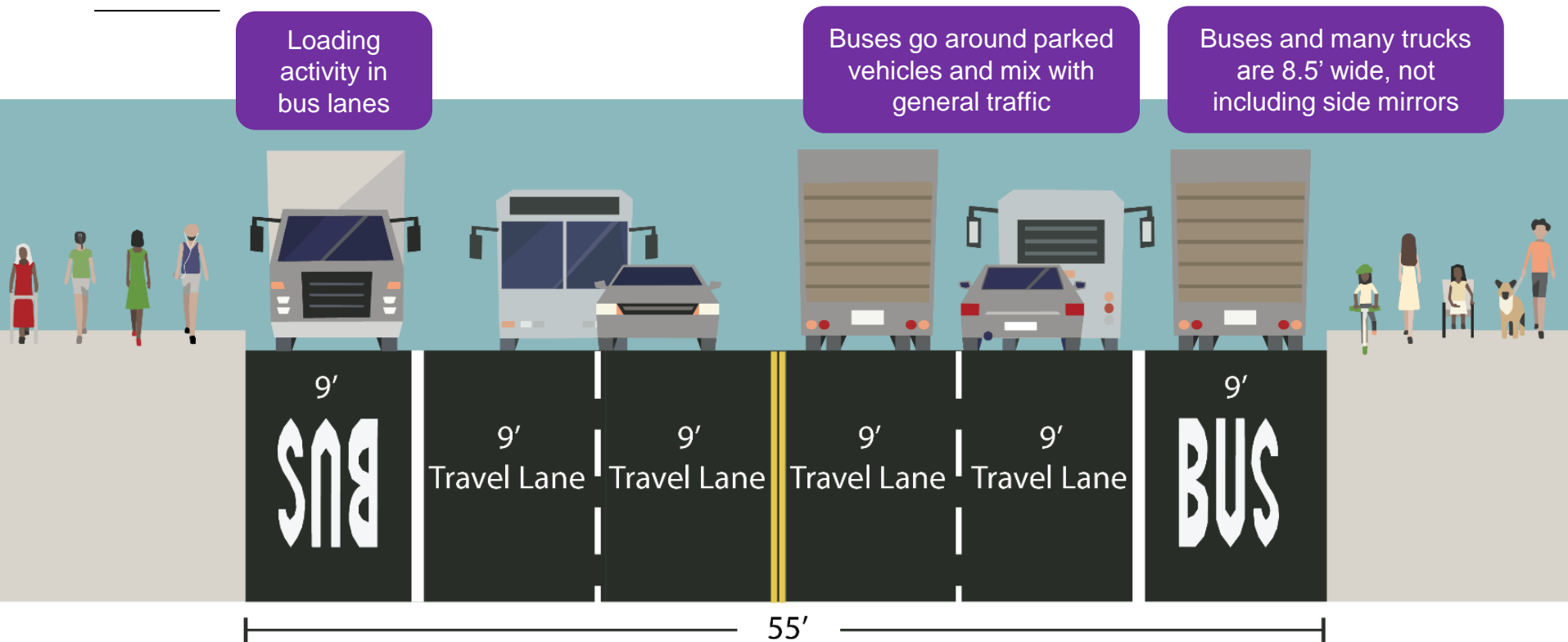
Proposal

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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.

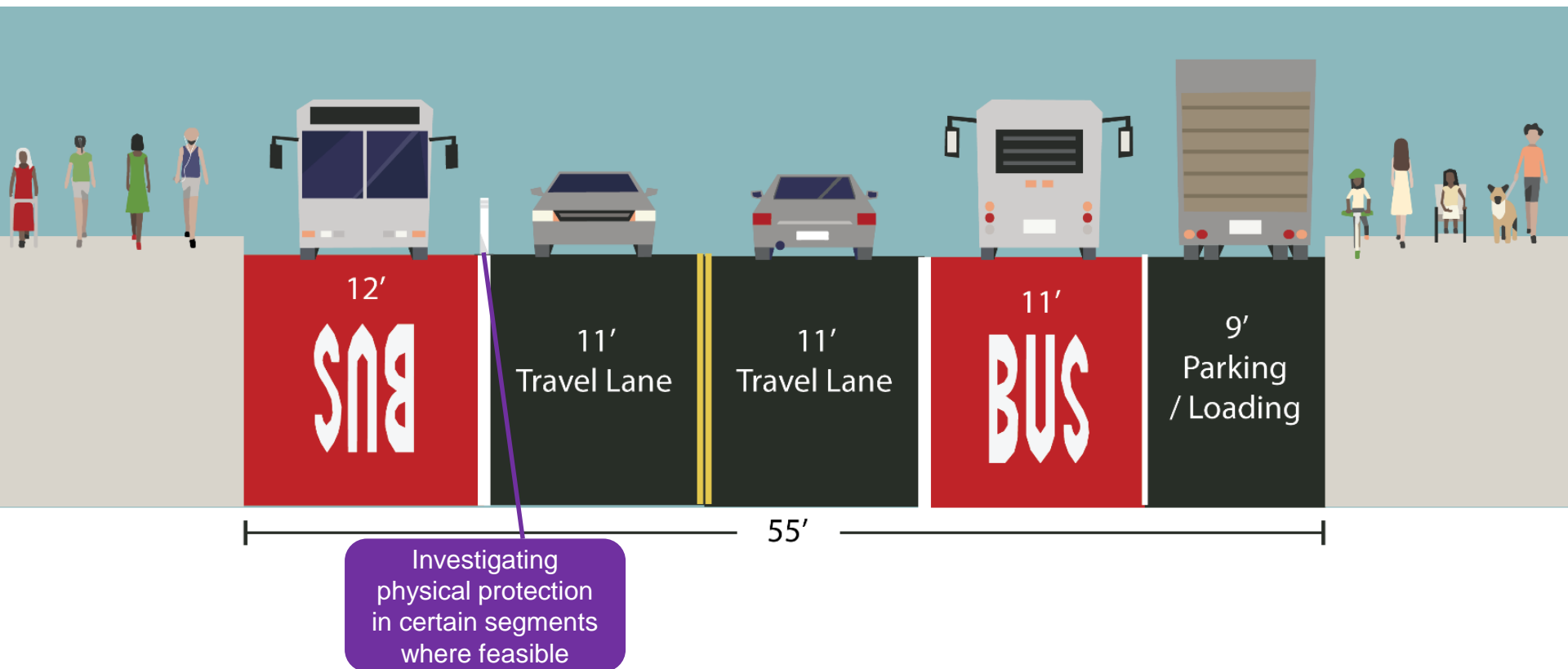
PROPOSED CROSS SECTION (MIDBLOCK & INTERSECTIONS WITH NO TURNS)

Curbside bus lane

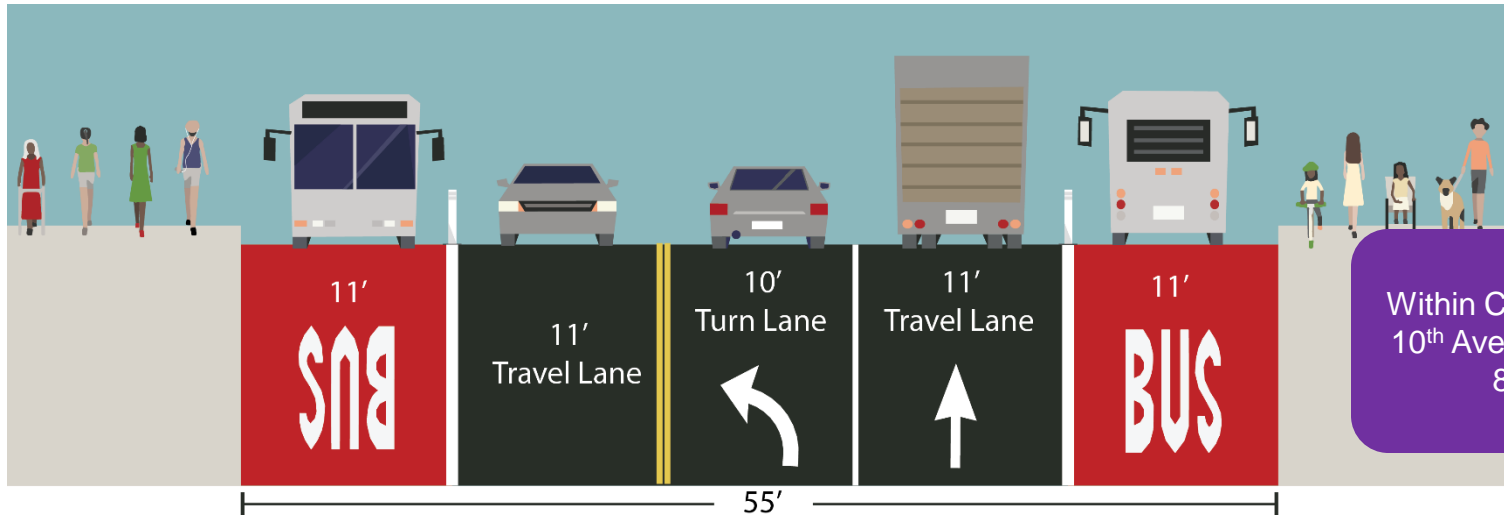
Thru travel lanes

Offset bus lane

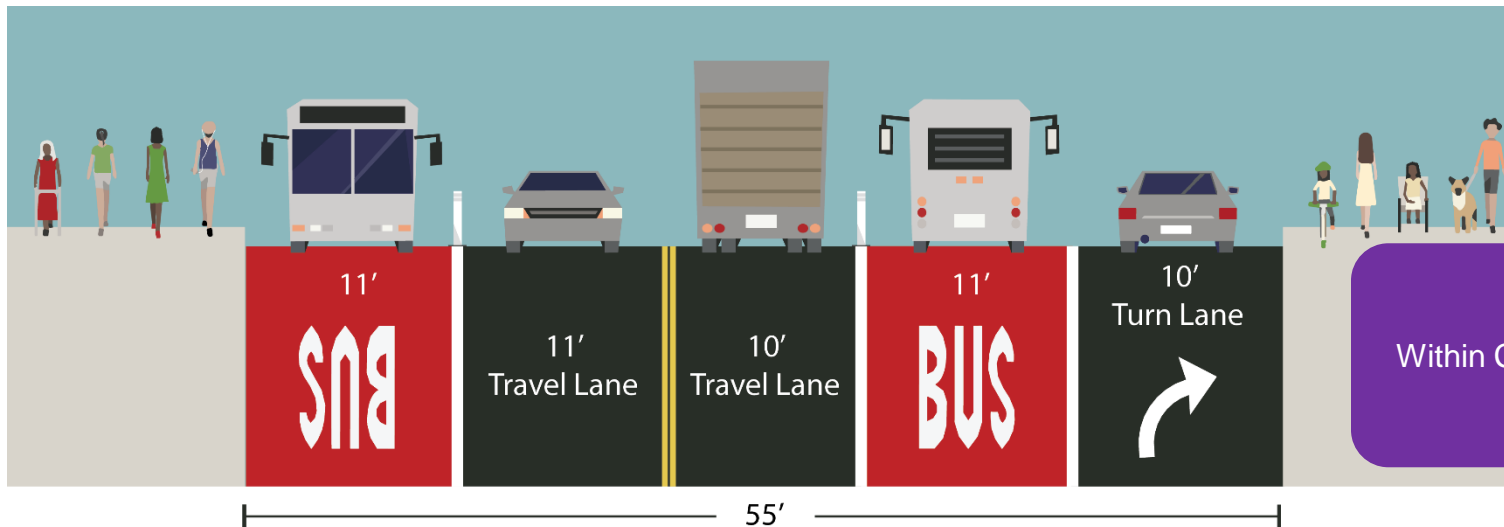
Commercial Metered Parking/Loading



PROPOSED CROSS SECTION (AT INTERSECTION WITH TURNS)



Within CB4: 11th Ave WB,
10th Ave EB, 9th Ave WB,
8th Ave EB



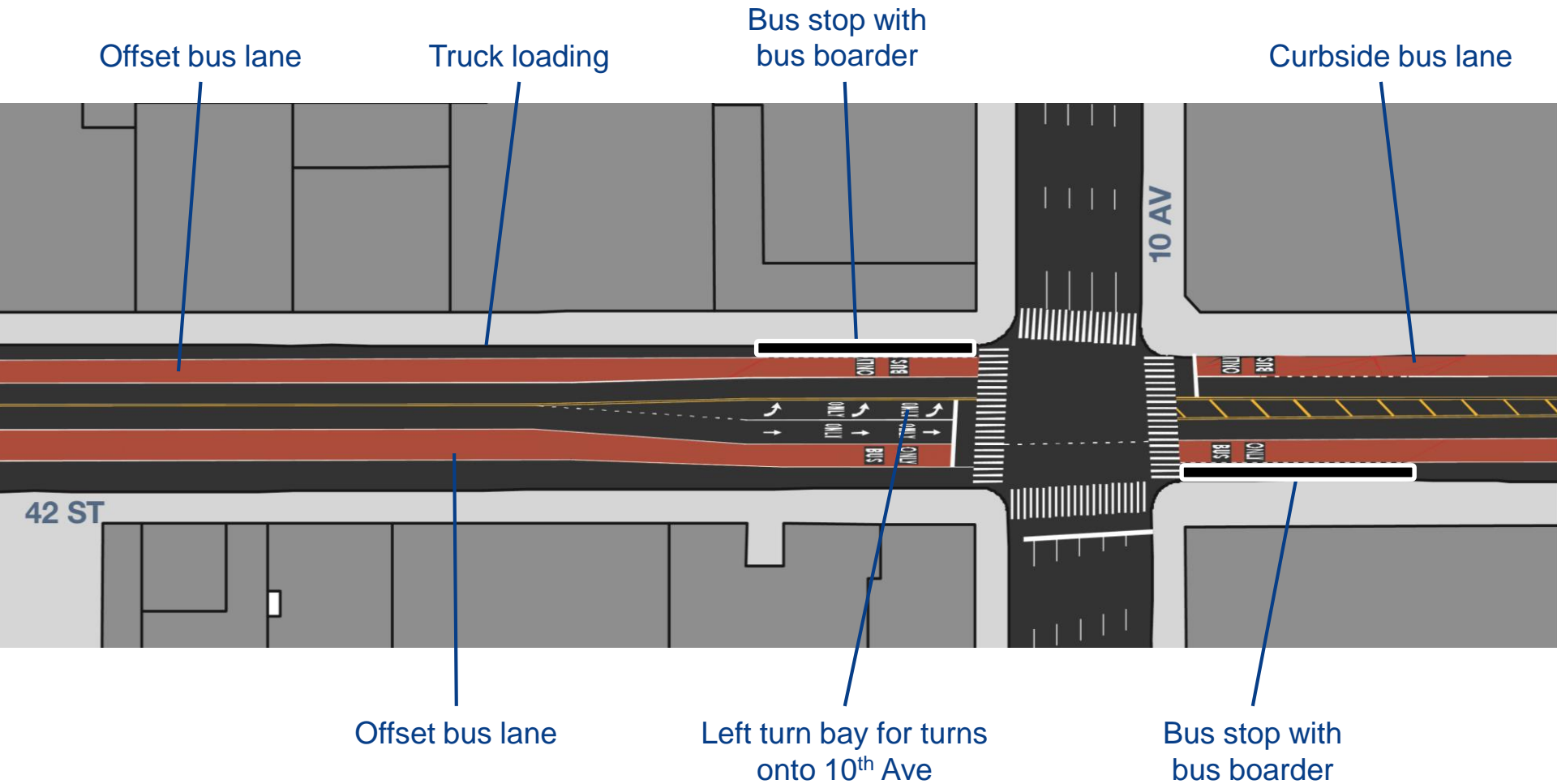
Within CB4: 11th Ave EB

BUS LANE HOURS & CURB REGULATIONS

- Offset bus lanes (lanes not against the curb) in effect 24/7
- Curbside bus lanes 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



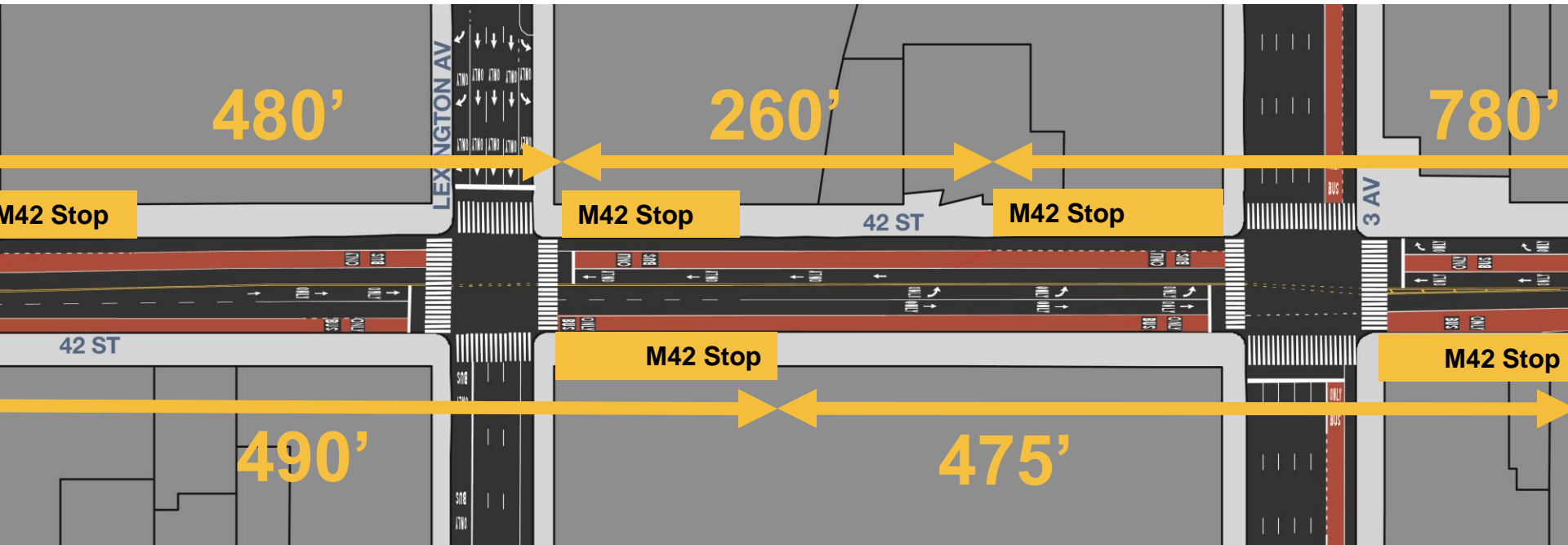
PROPOSED DESIGN SAMPLE BLOCK



CHANGES TO TURN RESTRICTIONS

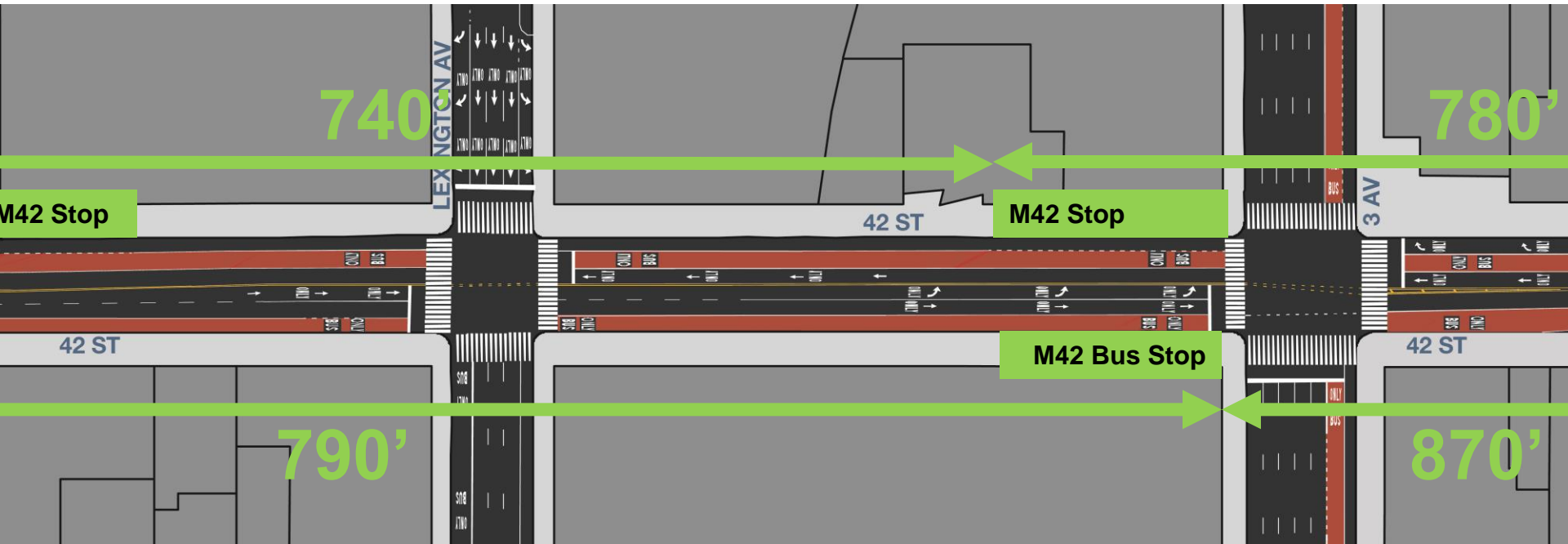
Location	Turn Direction	Current Regulation	New Regulation
7 Av	Right turn EB to SB	Permitted All Times for All Vehicles	Restricted All Times for All Vehicles
	Left turn WB to SB	Restricted All Times Except Buses	Restricted All Times for All Vehicles
6 Av	Left turn EB to NB	No Turns 7am-7pm Except Sunday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

BUS STOP CHANGES



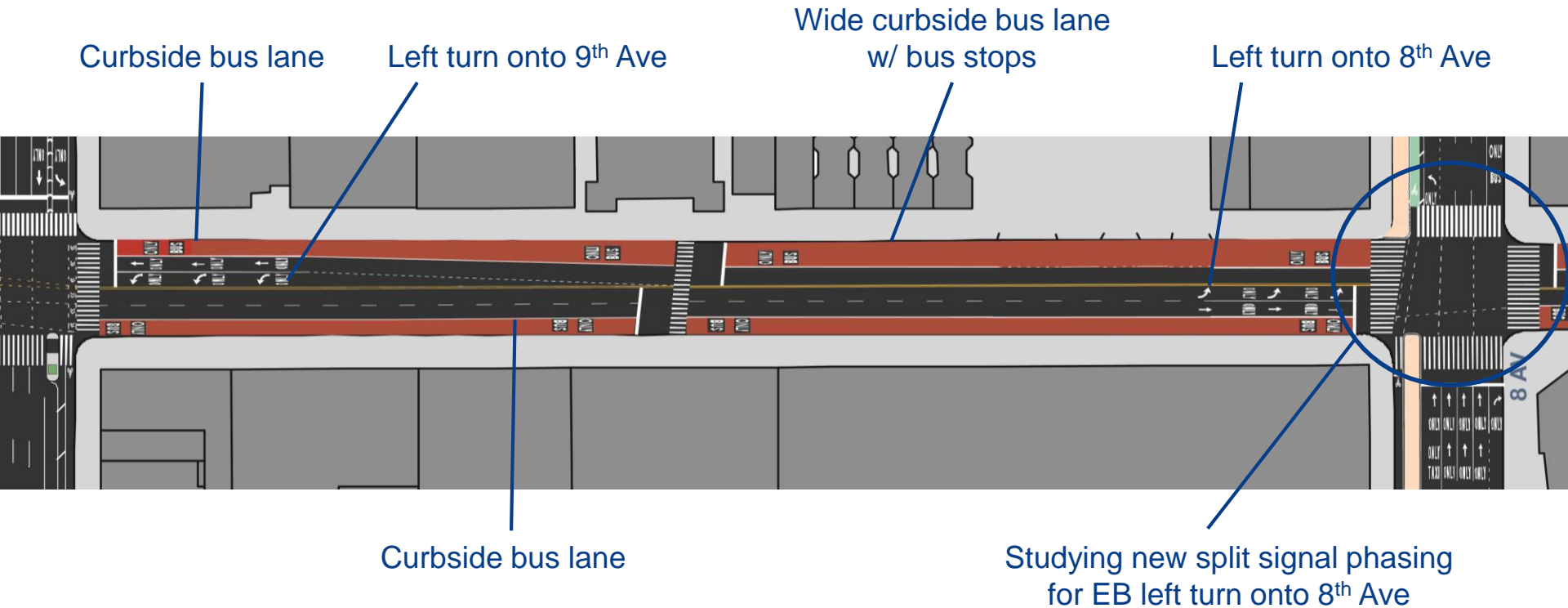
- Park Ave – 3rd Ave: 3 stops within 2 short blocks in each direction

BUS STOP CHANGES



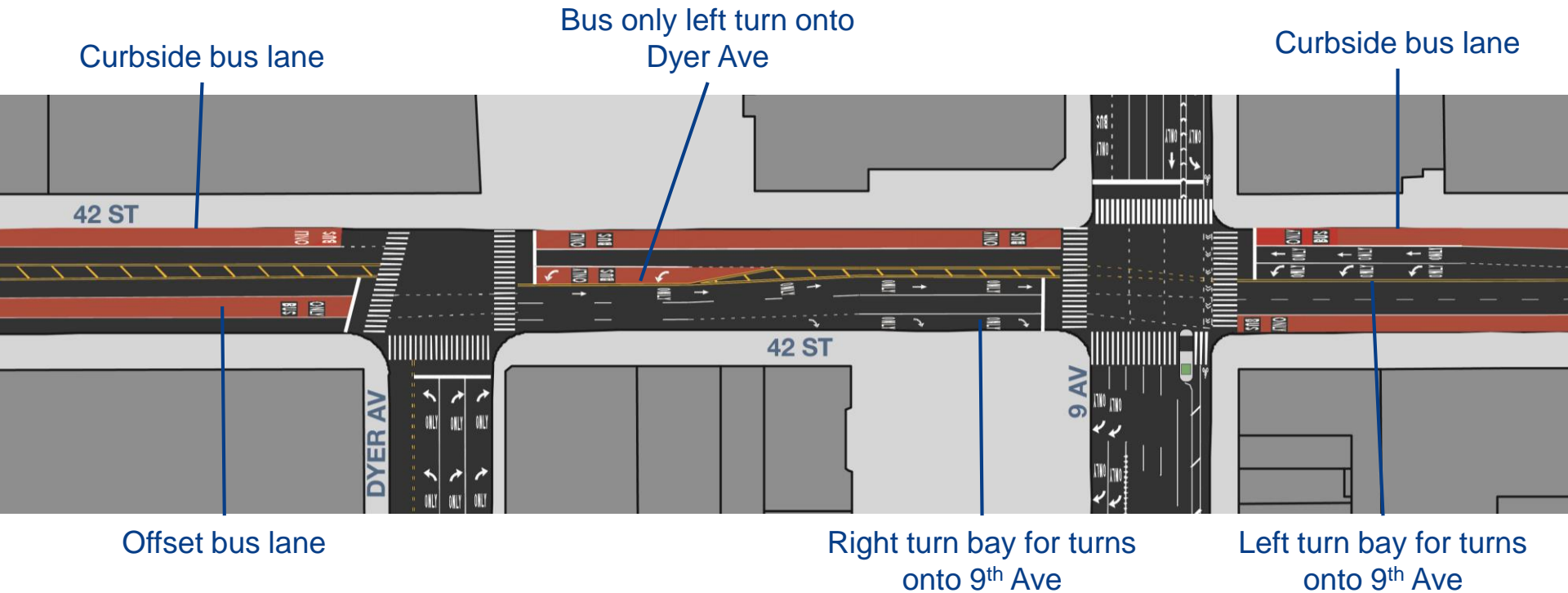
- Consolidate Lex Ave and 3rd Ave stops to single stop in each direction to improve stop spacing, more closely matching standard spacing along rest of 42nd

SIGNAL TIMING CHANGES



- Studying new split signal phasing for EB left turn from 42nd St onto 8th Ave to provide separate dedicated crossing time for pedestrians separate from left turns
- Proposed bus queue jump signals at 2nd Ave, 3rd Ave, Lexington Ave, & 10th Ave

DYER AVE – 9TH AVE OPERATIONS



- New 42nd St design provides groundwork for wider study of Dyer-9th Ave operations and additional improvements
- Post-implementation study to evaluate impacts to traffic volumes & potential for Dyer turn lane reductions/restrictions, extended EB bus lane to 9th Ave, & expanded hours of Dyer Ave contraflow bus lane

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



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