

Third Avenue and 57th St

Bus Boarding Island & Pedestrian Safety Improvements



December 1, 2014

Presentation to Manhattan Community Board 6
Transportation Committee



Background

- Fall 2014: curbside bus lane converted to “offset” bus lane from 36th Street to 56th Street
- Improves bus speeds and reliability for M101, M102, M103, and express buses
- Adds daytime commercial loading space to curb (meters being installed)



After: Third Avenue looking north at 46th Street

Background



Before

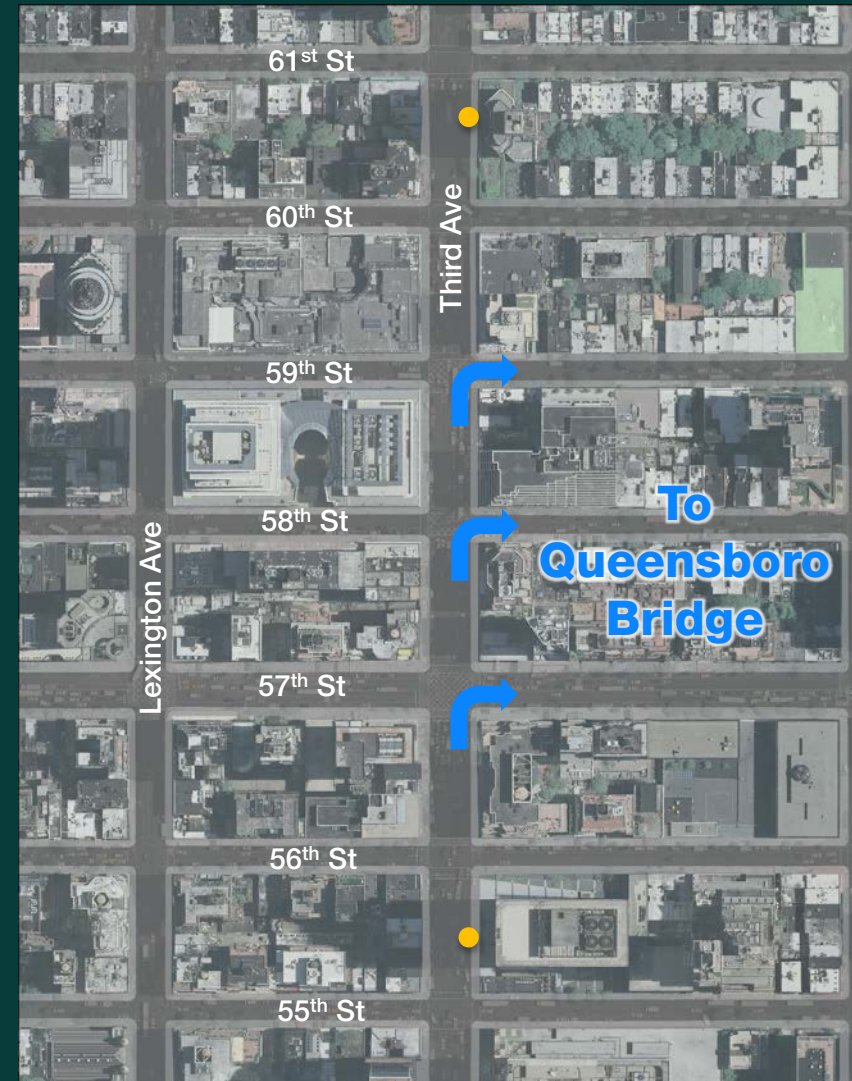


After

Third Avenue and 57th Street

Transit Needs

- No bus stops between 55th Street and 61st Street
- Bus cannot access curb 57th St to 59th St due to right-turn lanes to Queensboro Bridge
- 57th Street is a major destination



● existing M101, M102, M103 bus stops

Third Avenue and 57th Street

Safety Needs

- Third Avenue & 57th Street is a high-crash intersection for pedestrians:
 - 39 non-fatal pedestrian injuries (2008-2012)
 - 1 pedestrian fatality (2008-2012)
 - Vision Zero “Priority Intersection”
- Heavy turn volumes and high pedestrian volumes



Third Avenue and 57th Street

Existing



Third Avenue and 57th Street

Existing

Right-turning vehicles from Third Avenue onto 57th Street

- Vehicle-pedestrian conflict point
- Heavy turn volumes and heavy pedestrian volumes

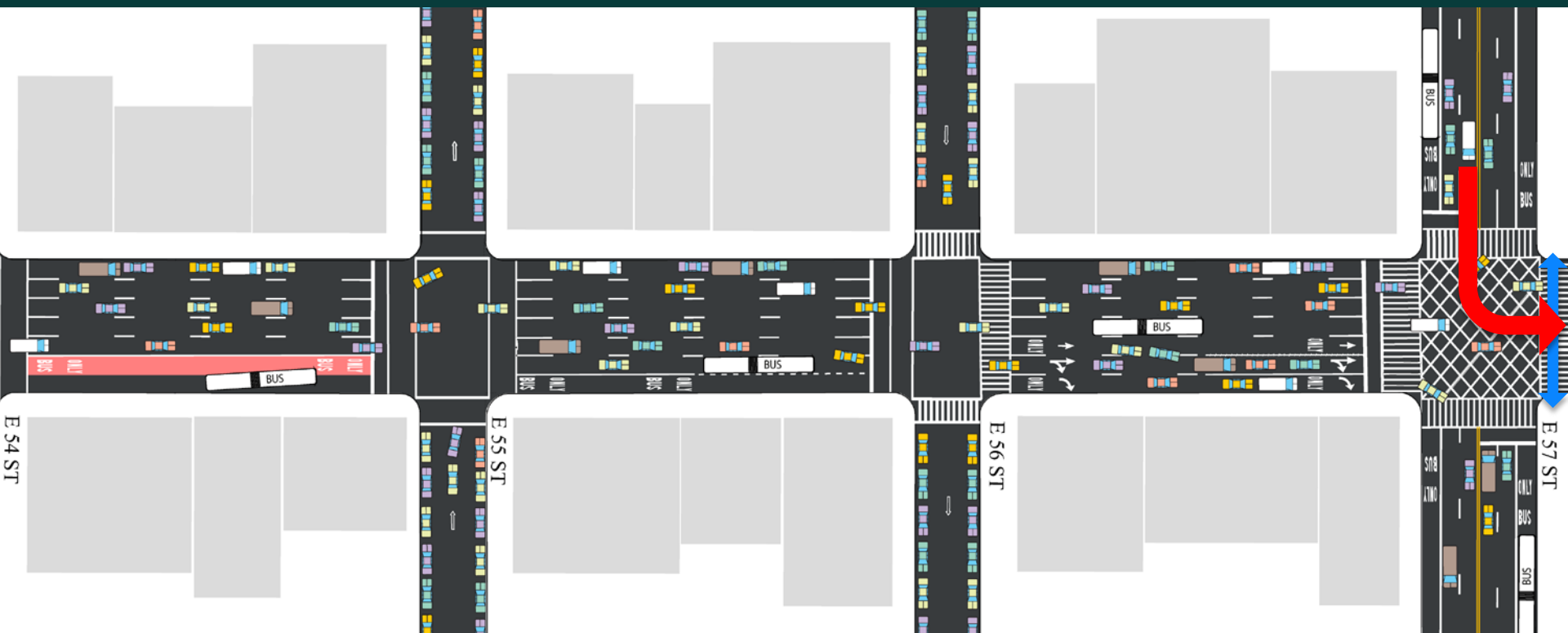


Third Avenue and 57th Street

Existing

Left-turning vehicles from 57th Street EB onto Third Ave

- Vehicle-pedestrian conflict in north crosswalk
- Left-turning vehicles restricts traffic flow on 57th Street

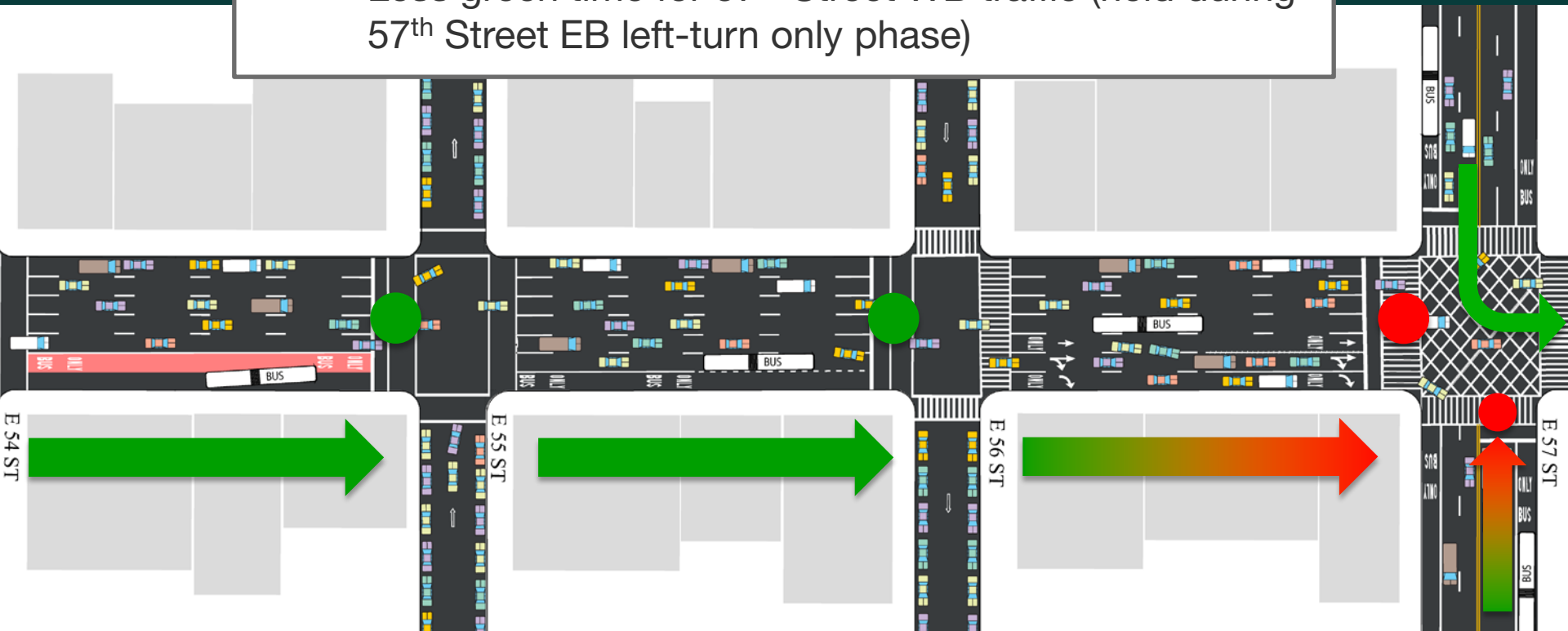


Third Avenue and 57th Street

Existing

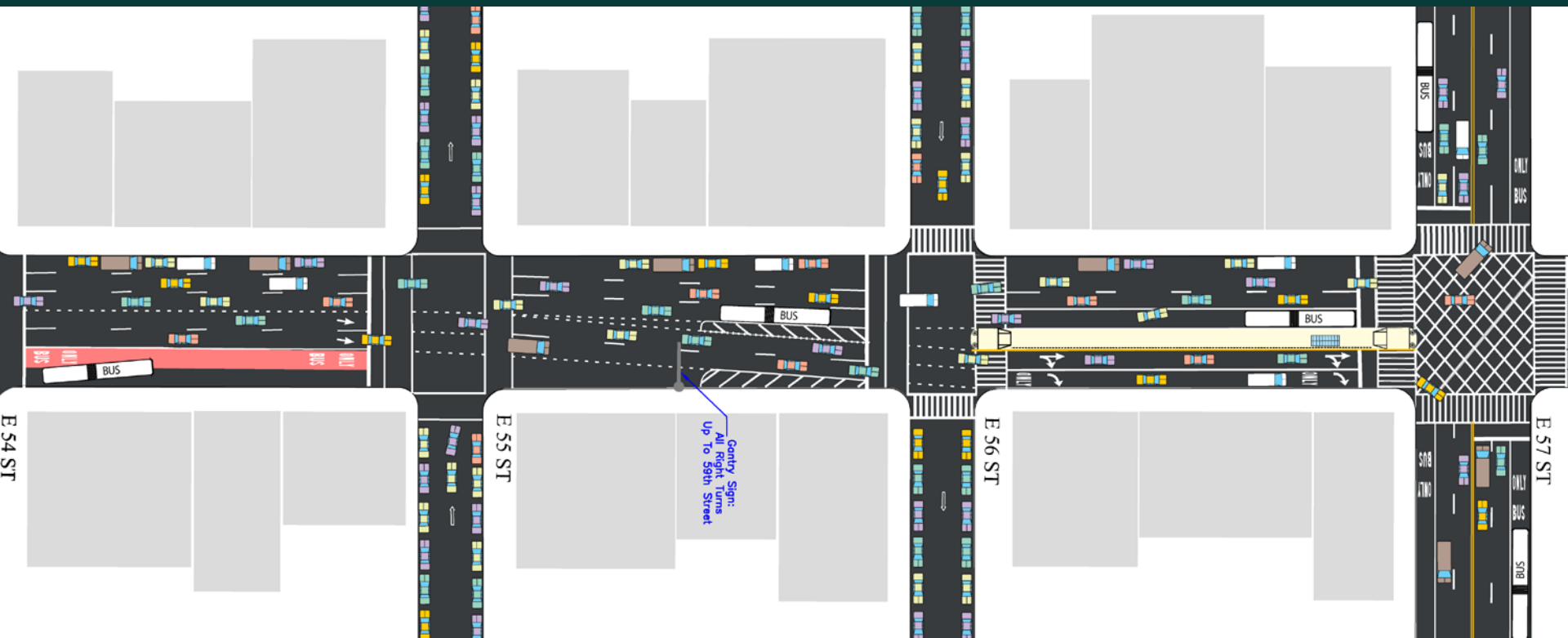
Signal Timing at 57th Street

- Less green time for Third Avenue traffic at 57th Street than preceding intersections
- Less green time for 57th Street WB traffic (held during 57th Street EB left-turn only phase)



Third Avenue and 57th Street

Proposed

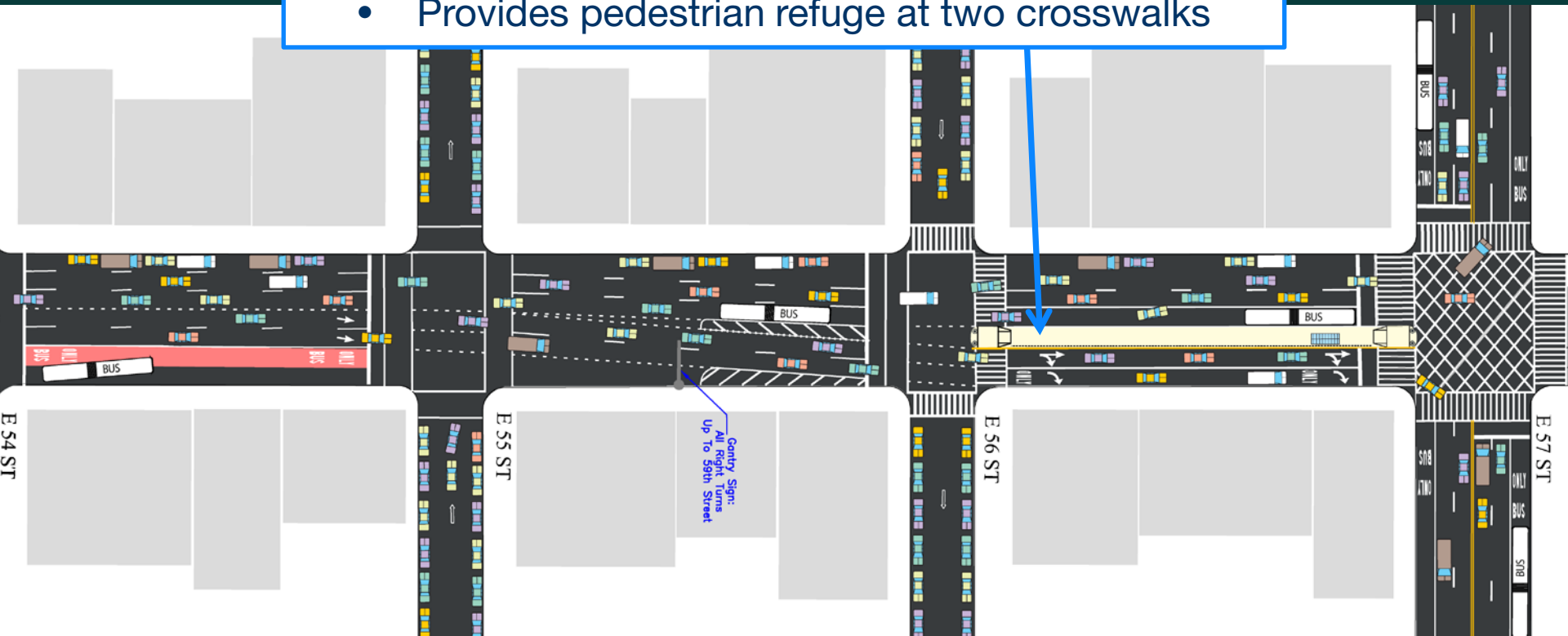


Third Avenue and 57th Street

Proposed

Bus Boarding Island

- Allows for M101, M102, and M103 to stop at 57th Street
- Provides pedestrian refuge at two crosswalks

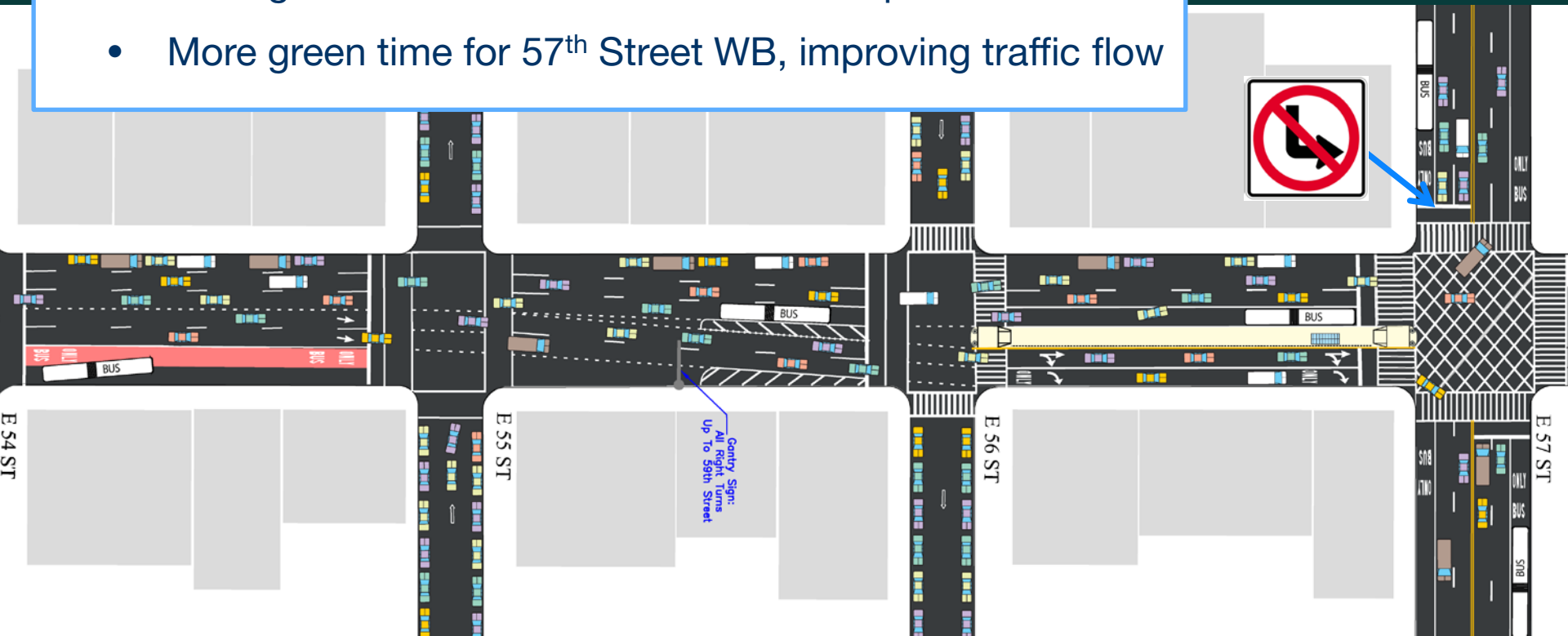


Third Avenue and 57th Street

Proposed

Ban left-turn from 57th St EB onto Third Ave

- Reduces pedestrian conflict in north crosswalk
- More green time for Third Ave traffic and pedestrians
- More green time for 57th Street WB, improving traffic flow



Proposed

- “Leading Pedestrian Interval” (LPI)
- Gives pedestrians time to cross before heavy right-turn phase begins

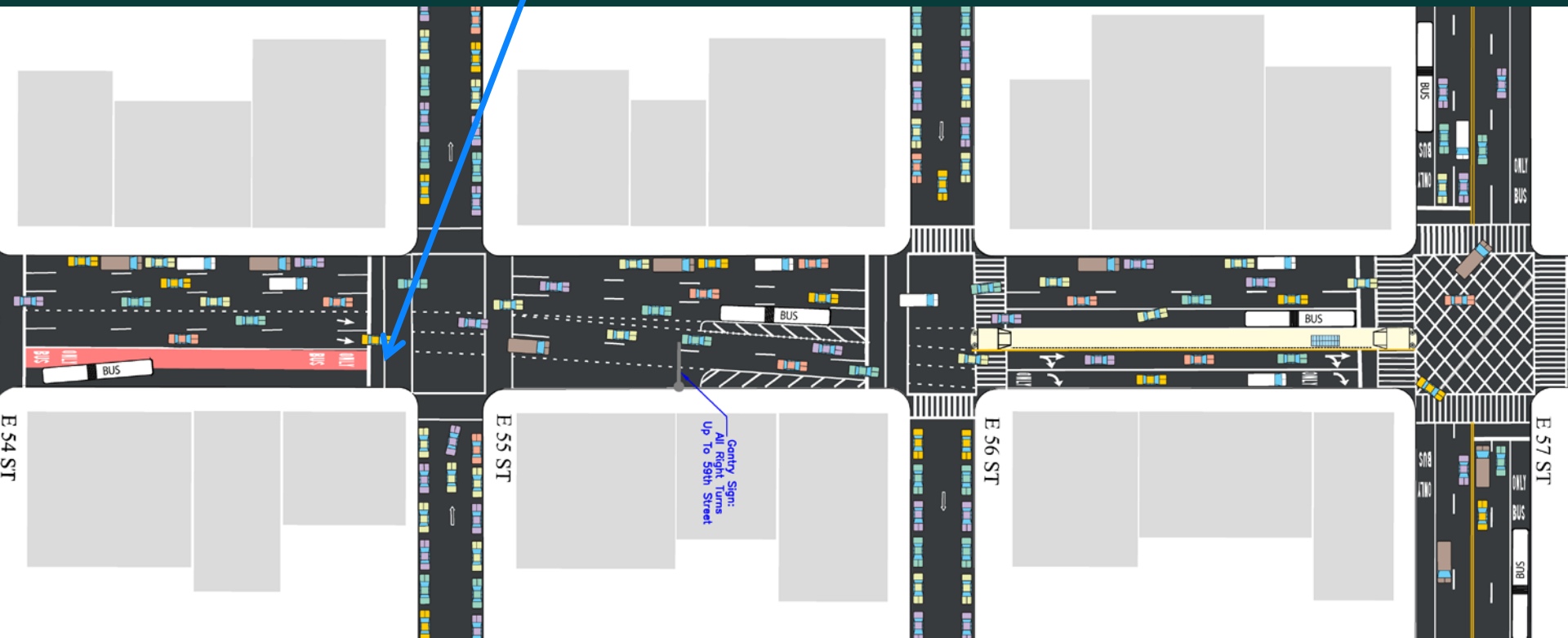


Third Avenue and 57th Street

Proposed

Add “Leading Bus Interval” (LBI) at 55th Street

- Assists bus in safely getting to left side of island



Boarding Island Example

Gun Hill Road, Bronx



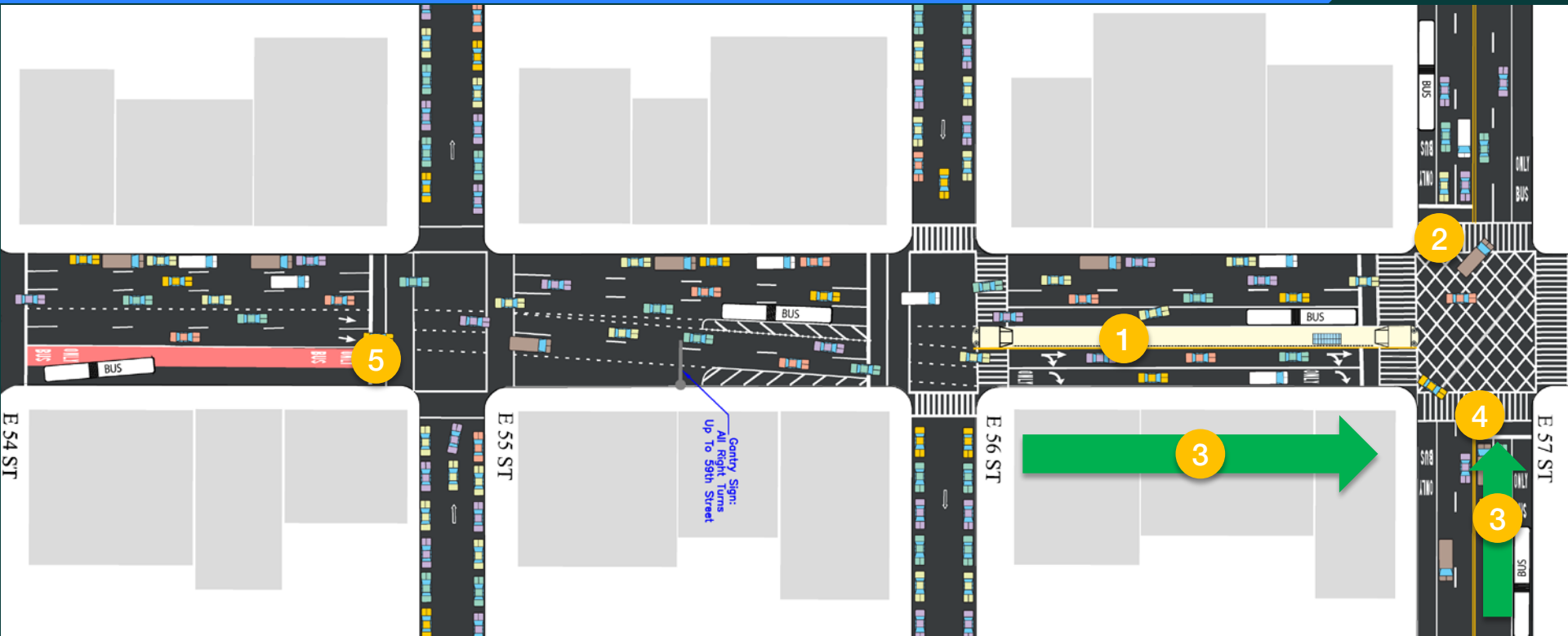
Boarding Island Example

Market Street, San Francisco



Third Avenue and 57th Street

Proposed



- 1 Add boarding island two lanes from curb from 56th Street to 57th Street
- 2 Ban left-turn from 57th St EB onto Third Avenue
- 3 Add green signal time to Third Avenue NB and 57th Street WB traffic
- 4 Add protected crossing time on east crosswalk of 57th Street
- 5 Add "leading bus interval" (LBI)
Maintains existing traffic flow

55th Street to 57th Street

Benefits

- New bus stop at major destination (57th Street)
- Provide pedestrian refuges on two crosswalks
- More crossing time / fewer conflicts in crosswalks
- Formalizes traffic and bus movements approaching 57th Street

Next Steps

- Finalize signal timing analysis
- Proposed boarding island implementation:
Spring 2015

Questions?

