Overview

• Project Elements
• NYCDOT/DDC Street Improvement Project
• Current Traffic Conditions
• Traffic Analysis
• M86 Bus Stops
• Project Timeline and Next Steps
Select Bus Service in New York City

Select Bus Service (SBS) is New York City’s brand name for Bus Rapid Transit: an improved bus service that offers fast, frequent, and reliable service on high-ridership bus routes.

SBS has brought:

- 15-23% faster bus speeds
- ~10% increase in ridership
- More reliable service
- Customer satisfaction of 95%
- Safer streets / reduction in crashes

There are currently 7 Select Bus Service routes serving all 5 boroughs.
Select Bus Service Features

- Improved fare collection
- Bus lanes
- Transit signal priority
- Passenger information
- Improved station amenities
- Pedestrian safety improvements
Select Bus Service in New York City
Faster Fare Collection

Fare machines can be positioned to maximize pedestrian flow
Select Bus Service in New York City

Signal Improvements and Targeted Bus Lanes

No dedicated bus lanes proposed for East 86th St – queue jumps being considered for 84th St exiting Central Park
Select Bus Service in New York City
Real-time Passenger Information

Coming to 86th St in 2015
Select Bus Service in New York City

Improved Streetscape Elements – Bus Bulbs

New Bus Bulbs at 3rd and Lexington Avenues
Select Bus Service in New York City

Pedestrian Safety Improvements – Neckdowns

New Neckdowns at Park, Lexington, and Third Avenues
Select Bus Service in New York City
Implement Commercial Loading Zones where needed
Why SBS on 86th St?

Most passengers per mile of any bus route in NYC

Carries over 25,000 passengers per day

Crucial connection to trains and 12 bus routes

CB8 support of SBS elements (fare machine) and streetscape improvements
Proposed Westbound Stop Change

- First two stops are 1 1/2 short blocks apart
- Combining stops into one would help promote faster service
Proposed Central Park Stop Change

M86 Stops on Central Park Transverse

- Transverse stops have extremely low ridership
- Very narrow sidewalks make it difficult to install fare machines

Westbound Ridership
- 9 On
- 17 Off

Eastbound Ridership
- 24 On
- 58 Off
Pedestrian Improvements

Two travel lanes retained in each direction

M86 SBS stops at bus bulbs at Lexington and Third Avenues
East 86th Street Pedestrian Improvements

Neckdowns
- Park Av: NW and SE corners
- Lexington Av: NE corner

Bus Bulbs
- Lexington Av: NW corner
- Lexington Av: SE corner
East 86th Street Pedestrian Improvements

**Neckdowns**
- Park Av: NW and SE corners
- Lexington Av: NE corner

**Bus Bulbs**
- Lexington Av: NW corner
- Lexington Av: SE corner
Pedestrian Improvements

Bus bulbs reduce boarding times and separate waiting bus customers from pedestrian traffic.
East 86th Street Conditions

Current Issues:
Loading and delivery
Traffic and safety impacts
Second Ave Subway construction

Future growth issues:
Marine Transfer Station truck activity
East 86th Street Curb Analysis

86th St between Lexington and 3rd Av, south curb

Time lapse camera analysis shows truck double parking occurring for over 50% of the hour at busiest time periods, blocking one travel lane

Commercial loading regulations should be considered
East 86th Street Curb Analysis

86th St between Park Av and Lexington Av, north curb

Time lapse camera analysis shows truck double parking occurring for over 50% of the hour at busiest time periods, blocking one travel lane

Commercial loading regulations should be considered
East 86th Street Traffic Analysis

M86: 12 buses per peak hour

Typical SBS loading time at a busy stop: 30 seconds

Buses loading at bus bulbs 10% of the time at peak hour

DOT collected traffic volumes that indicate maneuvering around loading buses will not have significant impact
East 86th St Traffic Analysis Conclusions

- Existing double parking for loading and deliveries blocks travel lanes for long periods
- Articulated M86 buses not currently reaching the curb at every stop
- SBS fare collection will dramatically speed dwell time at stops
- Current traffic conditions lead to lanes blocked for much longer than they would be with M86 SBS bus bulbs
Traffic movement on East 86th St is not adversely affected by proposed bus bulbs since motorists are typically able to clear the upcoming intersection in the same signal cycle.
Next Steps

Winter 2015
• Refine bus priority elements

Spring 2015
• Install fare machines and other SBS elements
• Upgrade M86 to SBS

Summer-Fall 2015
• DDC Streetscape construction begins