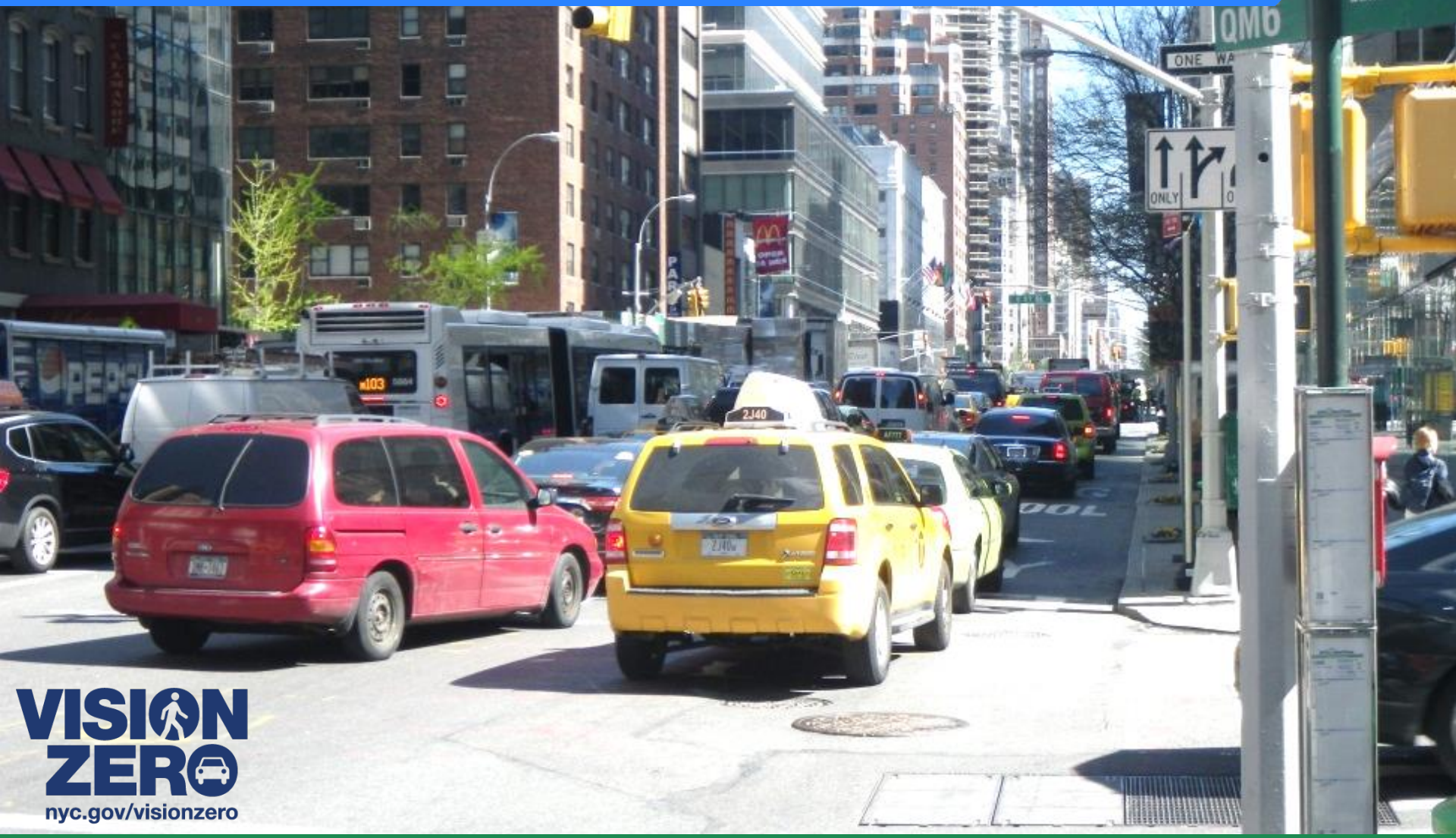
Third Avenue and 57th St

Bus Boarding Island & Pedestrian Safety Improvements



VISION ZERO
nyc.gov/visionzero

December 1, 2014

Presentation to Manhattan Community Board 6
Transportation Committee

NEW YORK CITY DOT

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

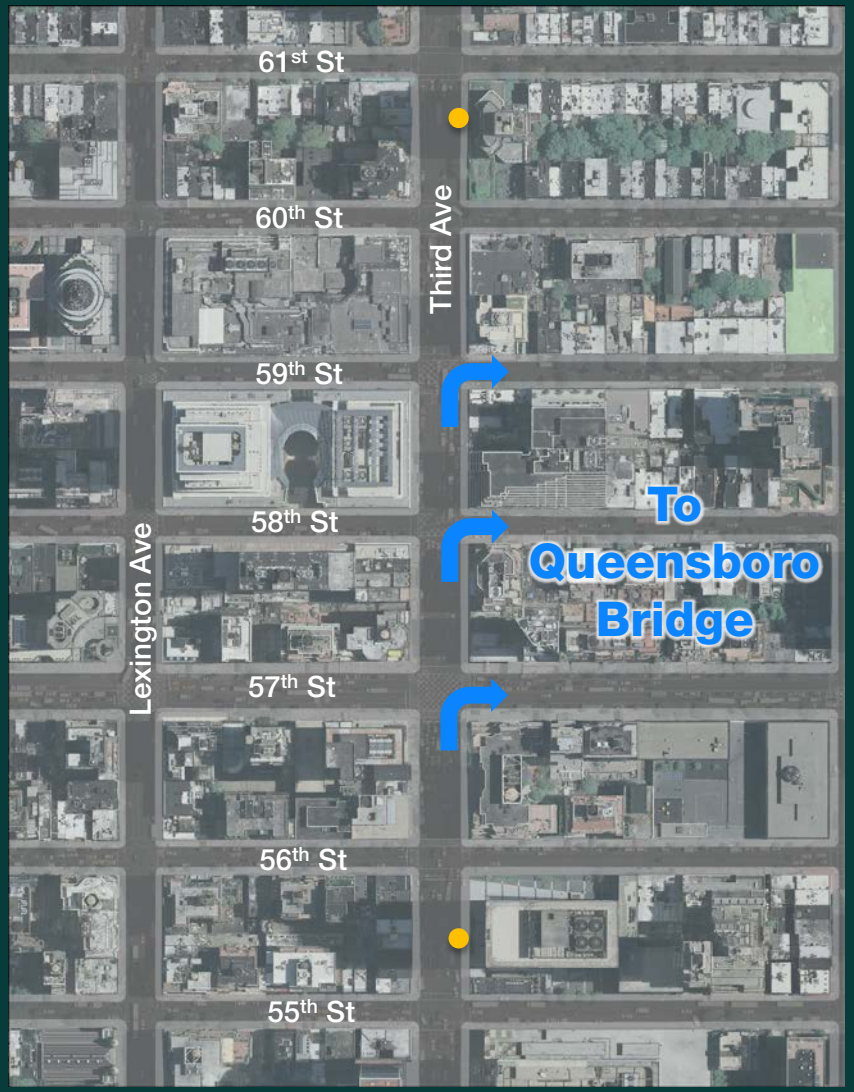
Before

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

VISION ZERO
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NEW YORK CITY DOT

POLICE DEPARTMENT CITY OF NEW YORK

NYC Taxi & Limousine Commission

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

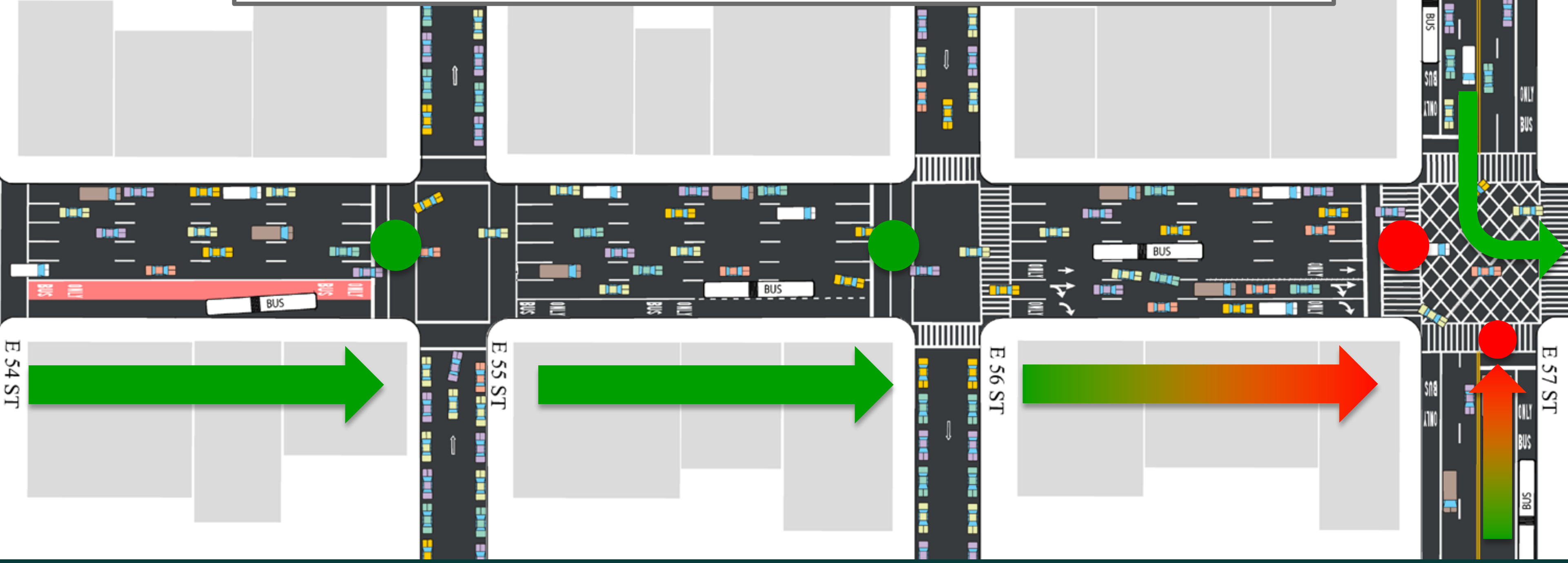
- Vehicle-pedestrian conflict in north crosswalk
- Left-turning vehicles restricts traffic flow on 57th Street

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

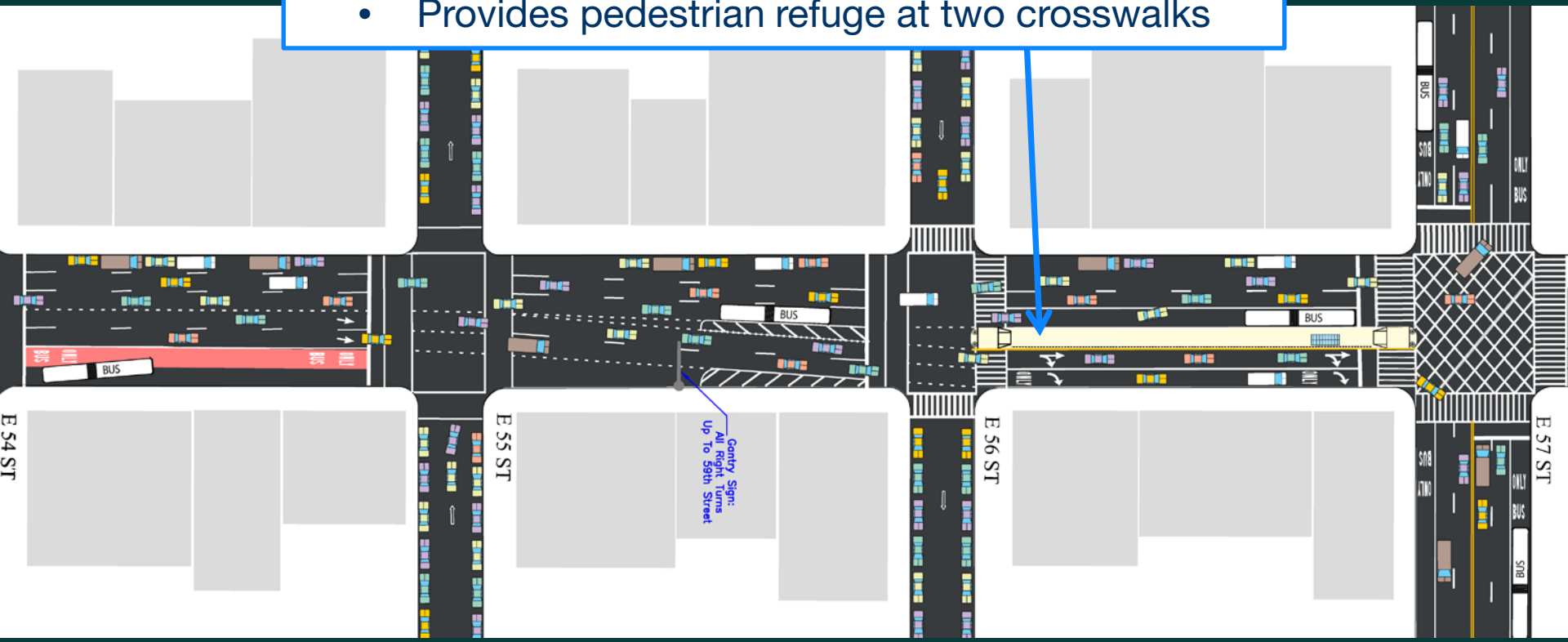
Proposed

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

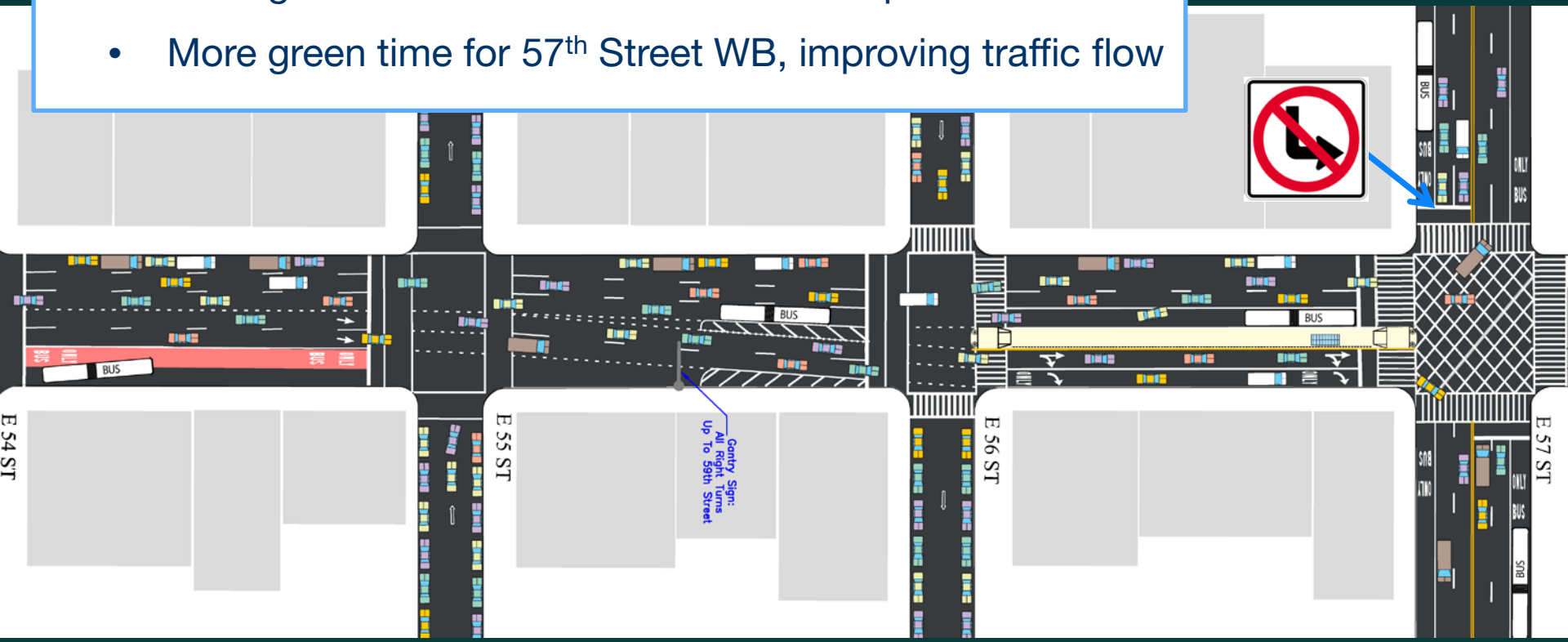


Third Avenue and 57th Street

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

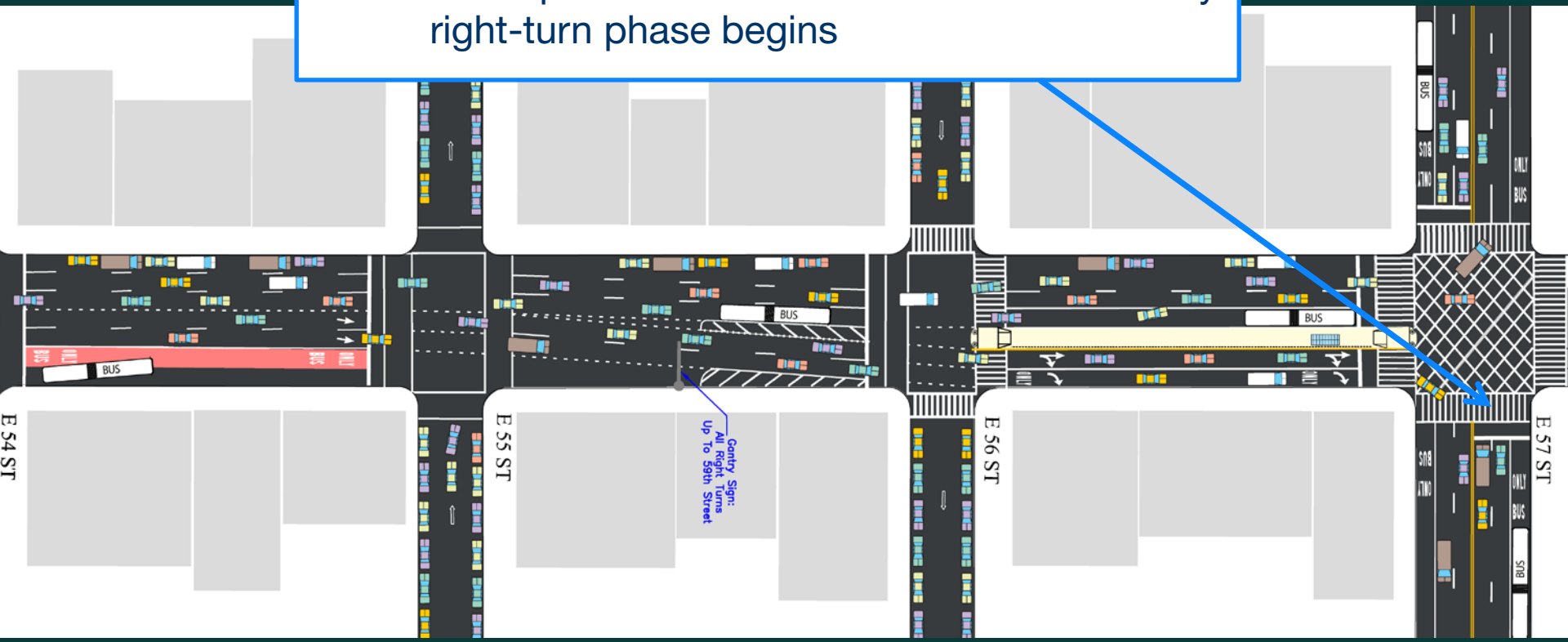


Third Avenue and 57th Street

Proposed

Add protected crossing time on east crosswalk

- "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

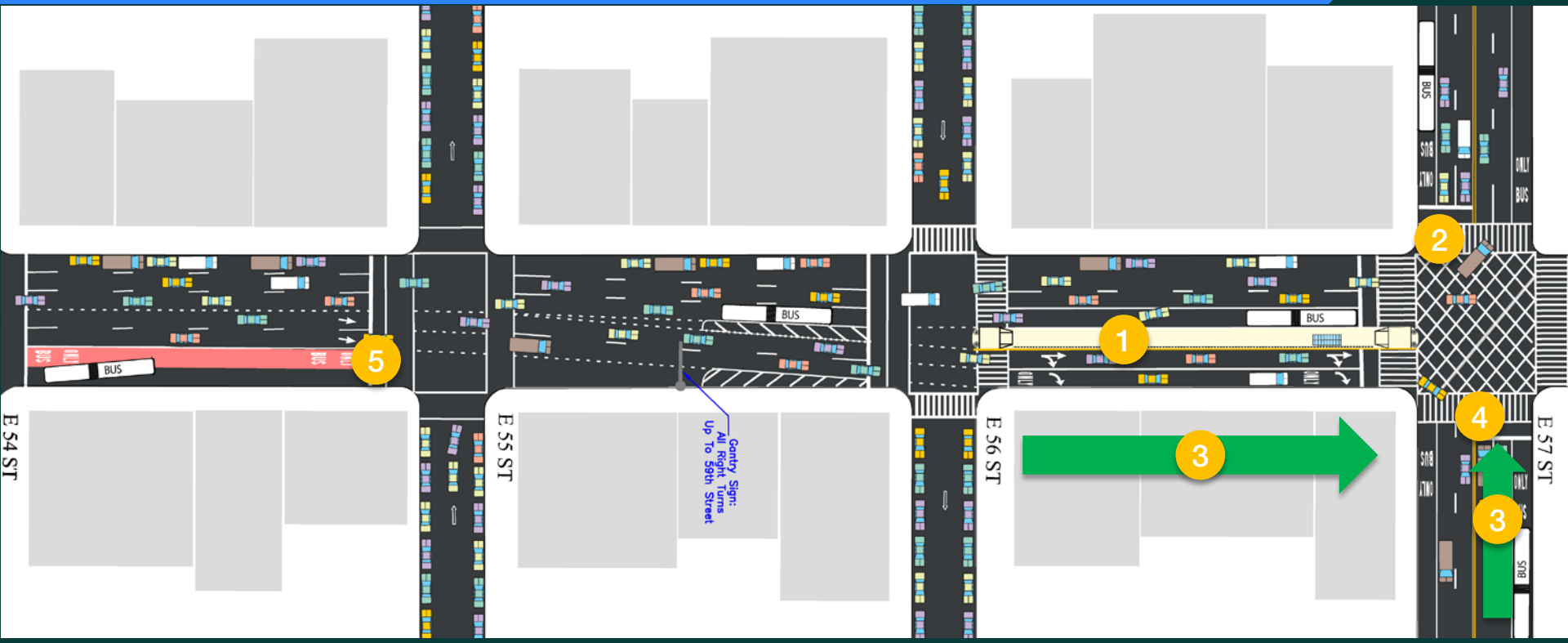
Gun Hill Road, Bronx

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?