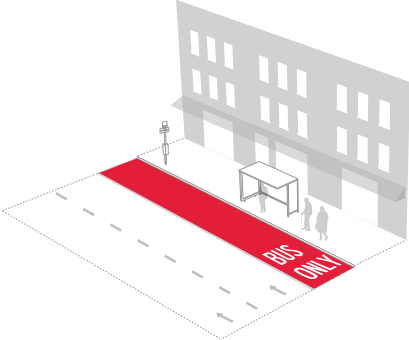
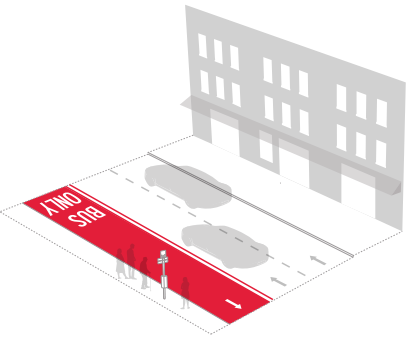
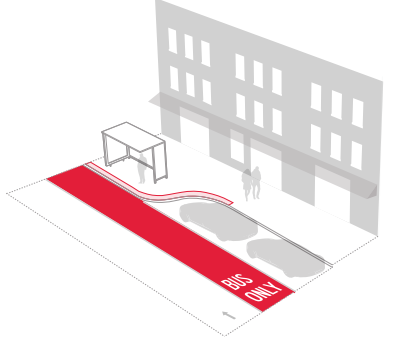
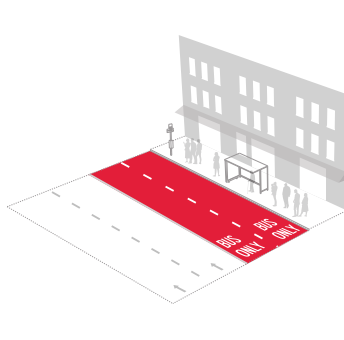
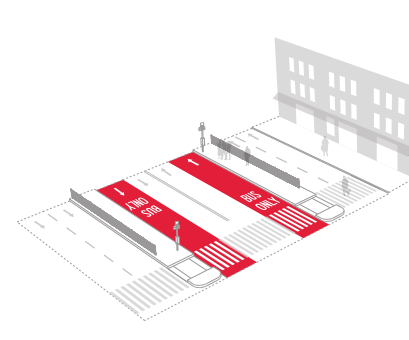
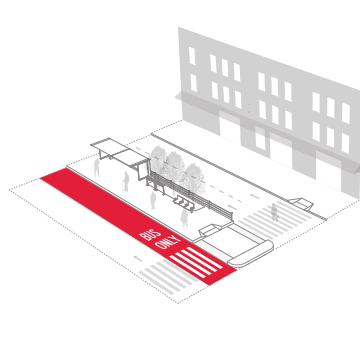



TABLE 2C: BUS LANES

	<b>Curbside Bus Lane</b> Ex: Hylan Boulevard, Staten Island 	<b>Contraflow Bus Lane</b> Ex: Glenwood Road, Brooklyn 	<b>Offset Bus Lane</b> Ex: Utica Avenue, Brooklyn 	<b>Double Bus Lane</b> Ex: Madison Avenue, Manhattan 	<b>Median Bus Lane</b> Ex: Woodhaven Boulevard, Queens 	<b>Center-Running Bus Lane</b> Ex: 161st Street, Bronx 	<b>Limited Access Transit Street</b> Ex: 14th Street, Manhattan 
<b>Width</b>	11-14'	12-14'	11-12'	21-24'	11-12'	11-12'	24-48'
<b>Ideal Application</b>	<ul style="list-style-type: none"> <li>Streets with narrow right-of-way where an offset bus lane is not geometrically feasible</li> <li>Streets with minimal curb demand</li> </ul>	<ul style="list-style-type: none"> <li>Simplifying bus routing</li> <li>Very high-volume bus corridors</li> <li>Streets with narrow right-of-way where two-way general traffic is not feasible or desired</li> </ul>	<ul style="list-style-type: none"> <li>Congested streets with heavy demand at the curb</li> </ul>	<ul style="list-style-type: none"> <li>Very high-volume bus corridors</li> <li>Corridors with a high frequency of bus stops used by many lines (i.e. express bus corridors)</li> </ul>	<ul style="list-style-type: none"> <li>Streets with a main line / service road design</li> </ul>	<ul style="list-style-type: none"> <li>Streets with chronic double-parking issues</li> <li>Streets where boarding islands can be accommodated</li> </ul>	<ul style="list-style-type: none"> <li>Very high-volume bus corridors</li> </ul>
<b>Advantages</b>	<ul style="list-style-type: none"> <li>Preserves vehicular travel lanes</li> <li>Bus lane can be used for parking/loading off-hours</li> </ul>	<ul style="list-style-type: none"> <li>Eliminates conflicts at the curb</li> <li>Allows buses to use a simpler routing than the street network currently allows</li> <li>Can be grade-separated</li> </ul>	<ul style="list-style-type: none"> <li>Avoids conflicts at the curb</li> <li>Can be in effect 24 hours/7 days per week allowing for uncomplicated signage to drivers</li> <li>Provides opportunity to construct bus bulbs, adding more space for pedestrians and bus stop amenities</li> <li>Buses can pass buses who are stopped at the curb</li> </ul>	<ul style="list-style-type: none"> <li>Allows buses to pass each other</li> </ul>	<ul style="list-style-type: none"> <li>Separates buses from curb conflicts</li> <li>Allows for robust median bus stops</li> </ul>	<ul style="list-style-type: none"> <li>Removes right-turn and curb conflicts</li> </ul>	<ul style="list-style-type: none"> <li>Fully grade-separated right-of-way</li> </ul>
<b>Disadvantages</b>	<ul style="list-style-type: none"> <li>Removes parking/curb access</li> <li>Only effective if properly enforced</li> </ul>	<ul style="list-style-type: none"> <li>Removes parking/curb access</li> <li>Requires sufficient right-of-way</li> </ul>	<ul style="list-style-type: none"> <li>Requires removal of travel lane</li> <li>For two-way streets ~60'-70', left turns must often be restricted or bus lanes must often transition to the curb to accommodate a left turn bay (example: Utica Avenue, Brooklyn; Main Street, Queens)</li> </ul>	<ul style="list-style-type: none"> <li>Removes parking/curb access</li> <li>Requires sufficient right-of-way</li> </ul>	<ul style="list-style-type: none"> <li>Vehicle intrusion remains possible</li> </ul>	<ul style="list-style-type: none"> <li>Left turns must be restricted or have separate signal phasing</li> <li>Requires sufficient right-of-way</li> </ul>	<ul style="list-style-type: none"> <li>Typically requires a capital project</li> <li>Loading challenges for businesses</li> </ul>
<b>Parking Loss</b>	Medium-High <ul style="list-style-type: none"> <li>Parking removed when bus lane is in effect</li> </ul>	High <ul style="list-style-type: none"> <li>All parking should be removed</li> </ul>	Low-Medium <ul style="list-style-type: none"> <li>Parking typically preserved. Truck loading zones and meters should be added to prevent double-parking in bus lane</li> </ul>	Medium-High <ul style="list-style-type: none"> <li>Curbside parking typically removed but could allow curb access during off-peak hours (causing the bus facility to function as a de facto offset bus lane)</li> </ul>	Very Low <ul style="list-style-type: none"> <li>Parking is sometimes gained due to relocating bus stops from service road to main line</li> </ul>	Very Low <ul style="list-style-type: none"> <li>Parking is sometimes gained due to relocating bus stops from service road to main line</li> </ul>	High <ul style="list-style-type: none"> <li>All parking should be removed</li> </ul>
<b>Red Color Treatment</b>	<ul style="list-style-type: none"> <li>Preferred when bus lane is in effect for at least six hours per day</li> </ul>	<ul style="list-style-type: none"> <li>Preferred</li> </ul>	<ul style="list-style-type: none"> <li>Preferred</li> </ul>	<ul style="list-style-type: none"> <li>Preferred</li> </ul>	<ul style="list-style-type: none"> <li>Preferred</li> </ul>	<ul style="list-style-type: none"> <li>Preferred</li> </ul>	<ul style="list-style-type: none"> <li>Preferred but less necessary since no traffic is allowed in right-of-way</li> </ul>