

M14A/D Select Bus Service

April 2019



Background



- M14 was identified as a critical future SBS corridor in past BRT studies as far back as 2011
- M14A/D is second-busiest bus route in Manhattan (27,000 daily riders) and second-slowest in NYC
- M14A and D connect to 18 subway lines and 16 other bus routes

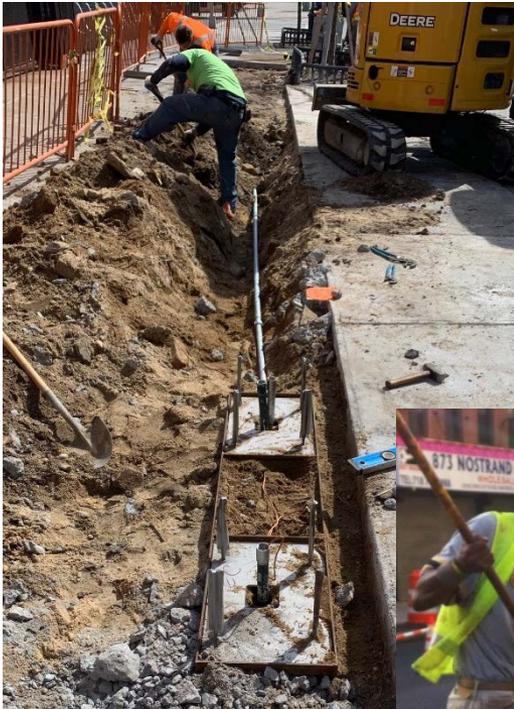
Planning & Implementation To Date



- Extensive public outreach helped to refine the 14th St design in preparation for full tunnel closure
- 14th Street markings and SBS fare machines were partially installed in Fall 2018
- 2018 design was intended for M14 SBS route from 10th Av to Stuyvesant Cove ferry, with local bus service on M14A and D branches

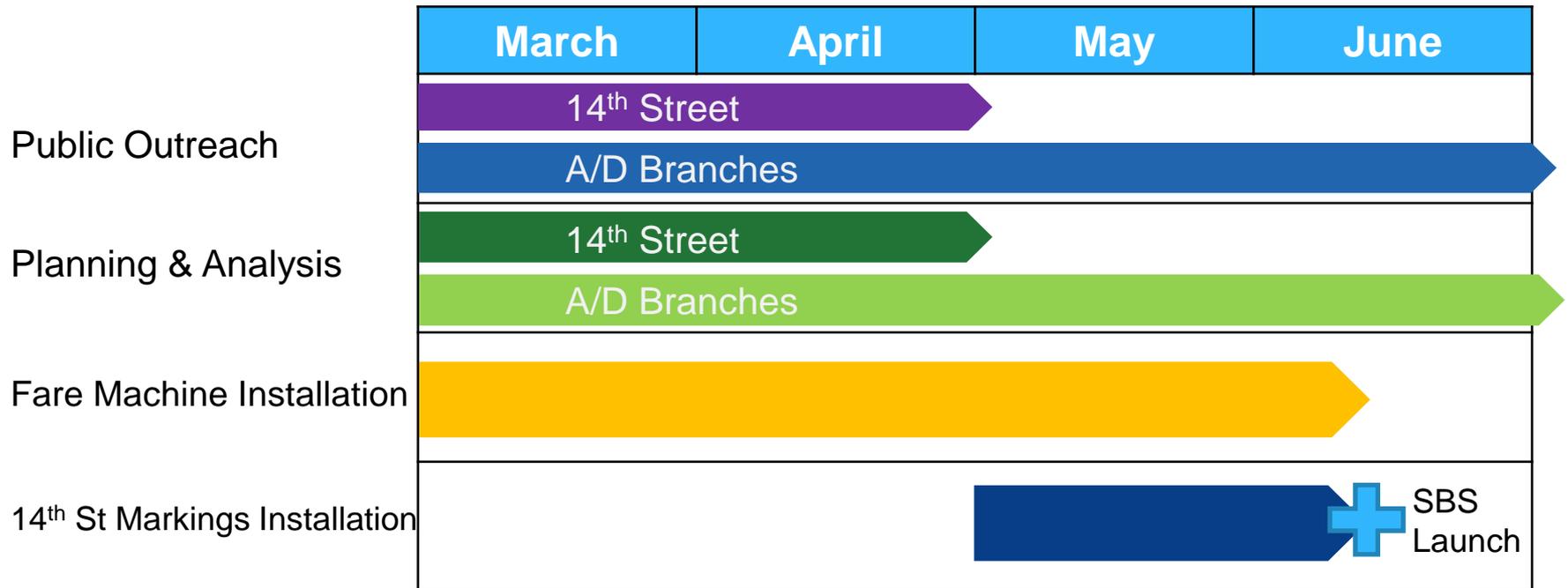


Moving toward Full M14A/D SBS



- Bring SBS improvements much earlier than original 2020 plan for full M14 SBS
- Serve A and D branches on Lower East Side, not just 14 St
- Make use of installed SBS fare equipment

Moving Forward



- DOT & MTA are committed to launching M14A & M14D SBS in Spring 2019
- Accelerated public process intended to deliver SBS improvements to L train customers
- 14th Street bus lanes could be implemented in time for SBS launch
- Bus priority on the Lower East Side branches will be investigated for later implementation

SBS Elements

Toolkit of SBS elements includes:

- Camera-enforced bus lanes
- Off-board fare collection on M14A and M14D
- Longer stop spacing
- Bus boarding curb extensions
- Changes to parking/loading regulations
- Signal timing adjustments
- Real Time Passenger Information

SBS routes have provided travel time savings of 10-30%, with 10% ridership gains

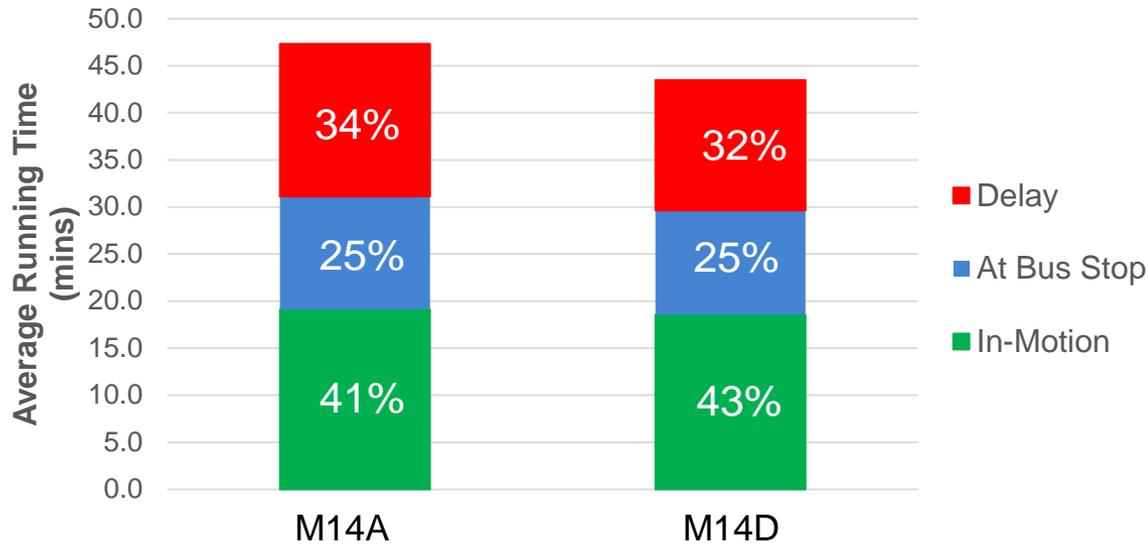


M14A/D Ridership



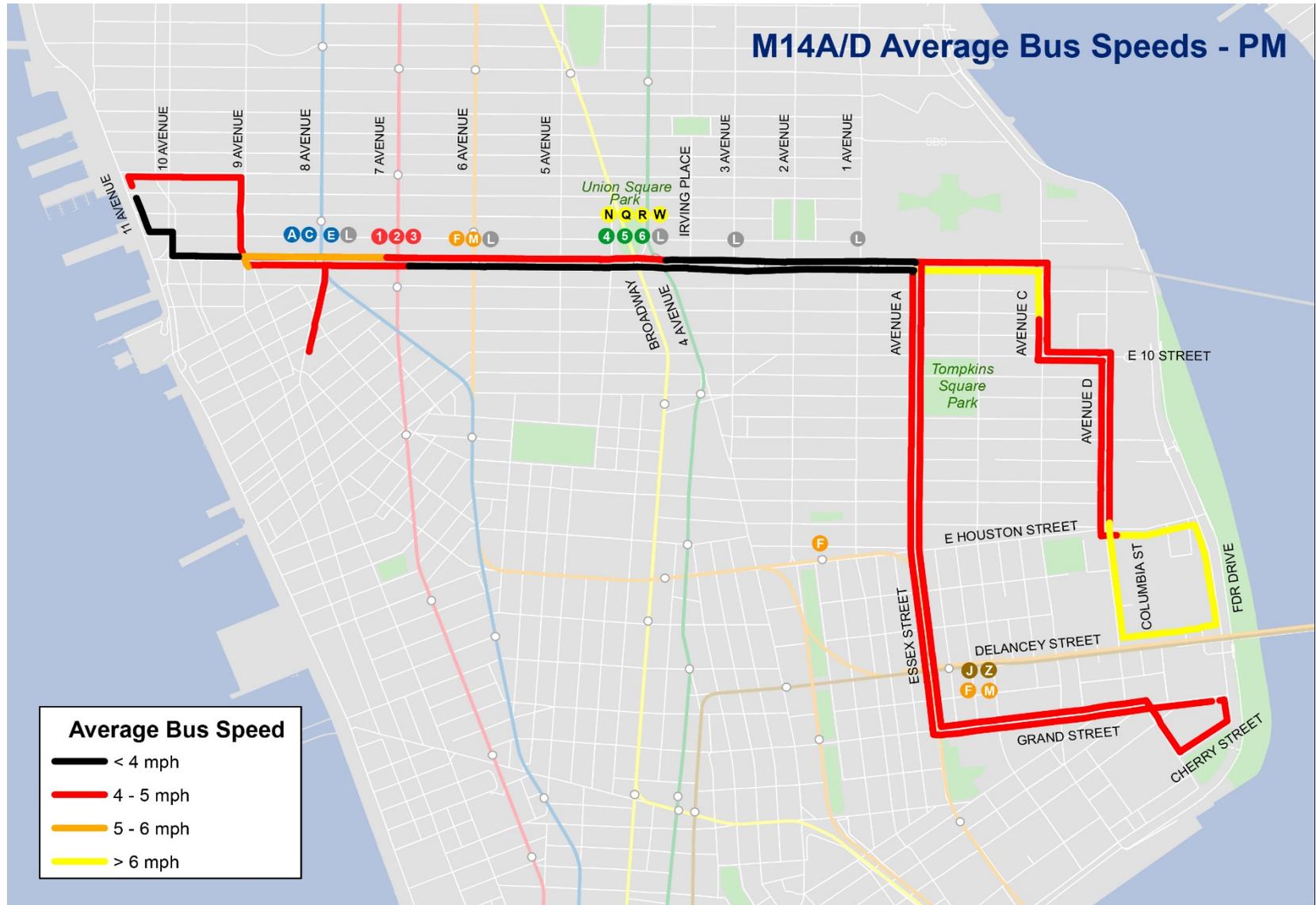
M14A/D Performance

PM Peak – May 2018

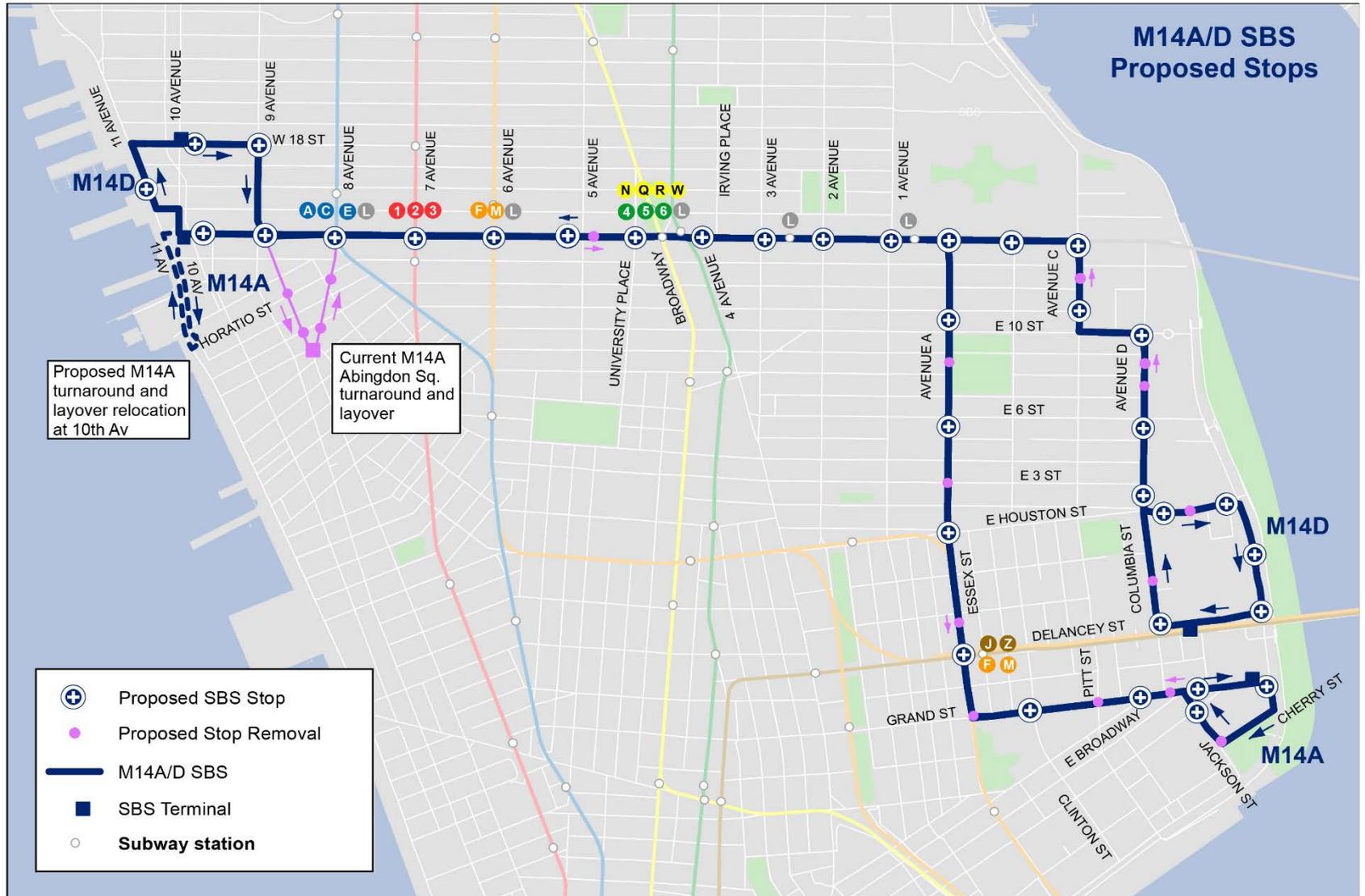


- Average Speed
 - M14A: 4.2 mph
 - M14D: 4.6 mph
- M14 routes spend almost **60%** of their trip at bus stops or stopped in traffic

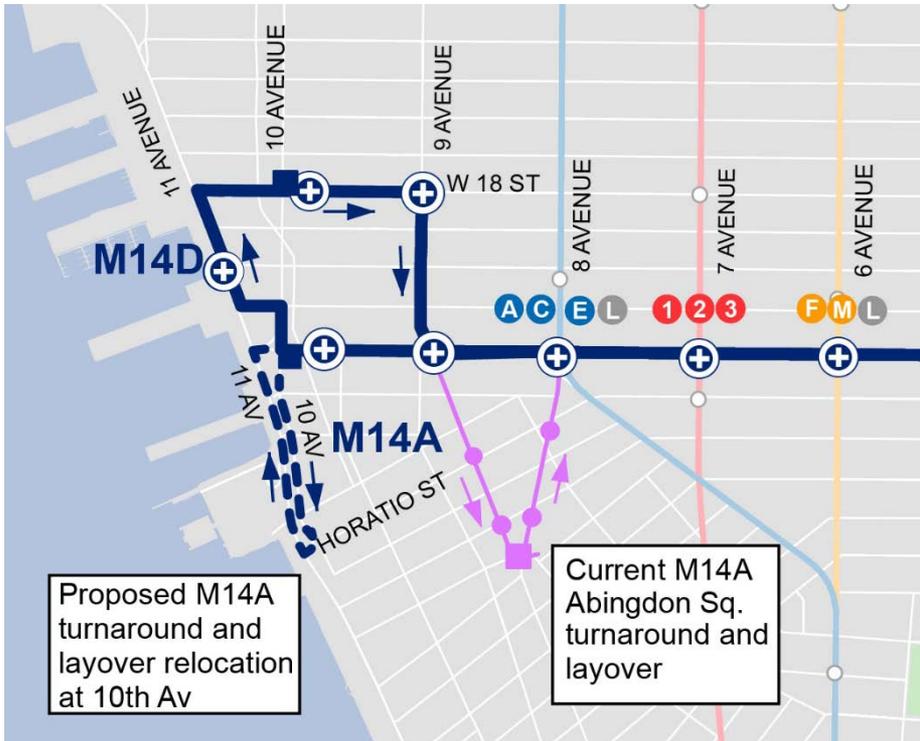
M14 Travel Speeds



Proposed Service Plan

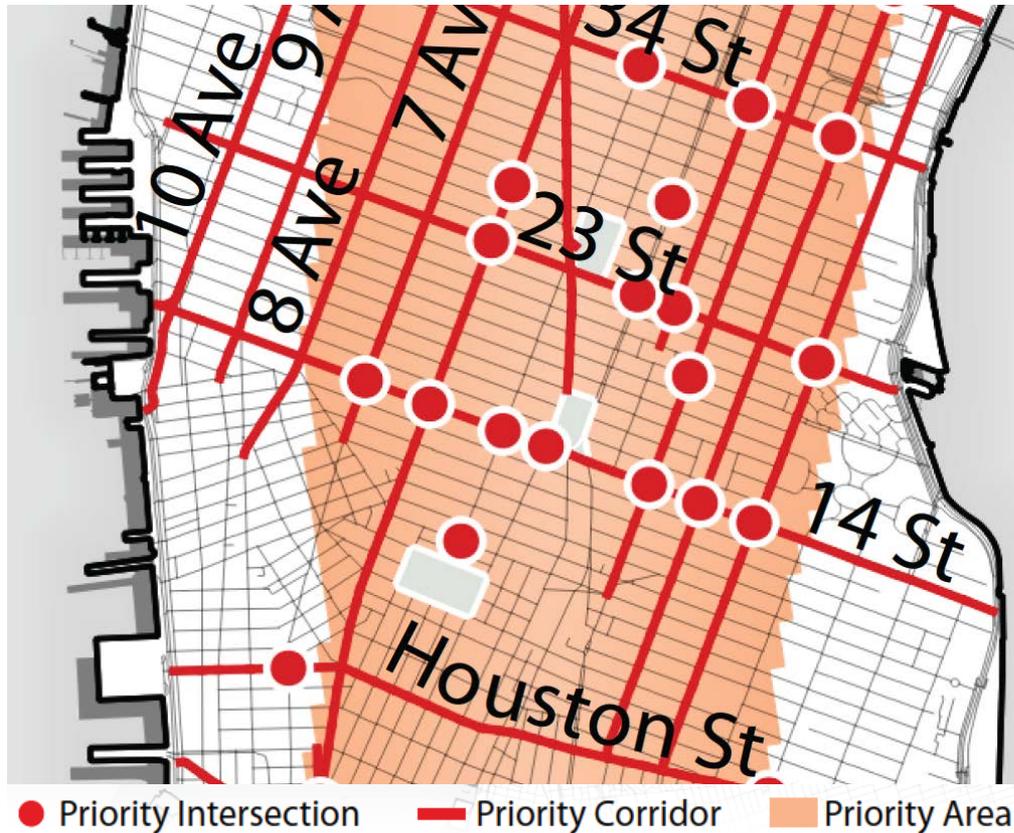


West Side M14A Adjustment



- M14A loop through Abingdon Square requires tight turns and disruption to narrow streets.
- Proposal removes M14A from Abingdon Square and extends it to 10 Avenue, providing more service on the primary corridor of 14 Street.
- Abingdon Square stops have 1/12 the ridership of the 14 St stops at 8 and 9 Aves.

14th Street: Vision Zero Corridor



- 14th Street is a Vision Zero priority corridor with 7 priority intersections, more than any other Manhattan street
 - 7th Avenue
 - 6th Avenue
 - 5th Avenue
 - Union Sq West/University Pl
 - 3rd Avenue
 - 2nd Avenue
 - 1st Avenue
- 16.8 pedestrians killed or severely injured per mile

14th Street Design

Key Considerations

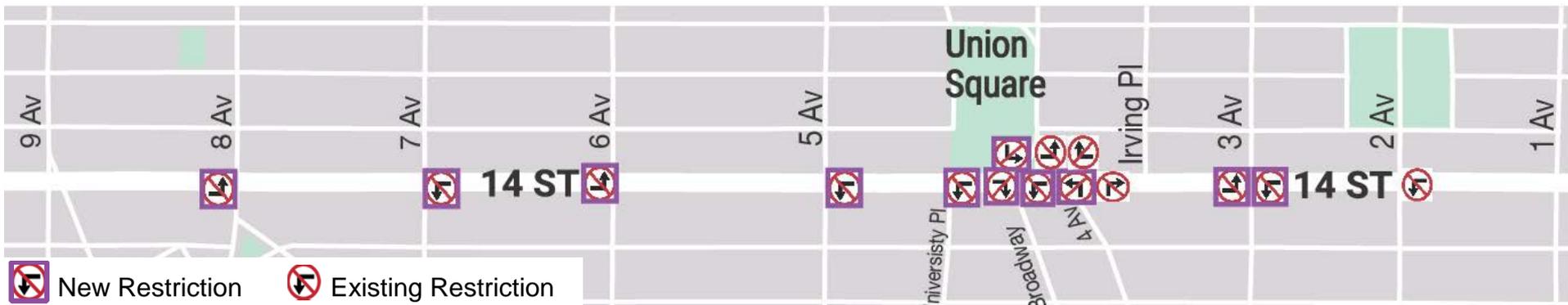


- Busway markings have been installed
- Busway parking regulations and traffic restrictions have not been installed
- Changes to street design would require street resurfacing and installation of new markings
- Markings cannot be installed until late April or early May at the earliest, due to temperature restrictions

14th Street Design

Safety Improvements

2016 DOT Left Turn Study: pedestrians and bicyclists are killed or severely injured by left-turning vehicles at **over three times** the rate of right-turning vehicles



Proposed Turn Restrictions on 14th Street

- Left from 14th St to 8th Av
- Left from 14th St to 7th Av
- Left from 14th St to 6th Av: DOT will explore exception for buses as part of SBS street design
- Left from 14th St to 5th Av
- Left from 14th St to University Pl
- Right from 14th St to Broadway
- Left from 4th Av to 14th St
- Left from 14th St to 3rd Av

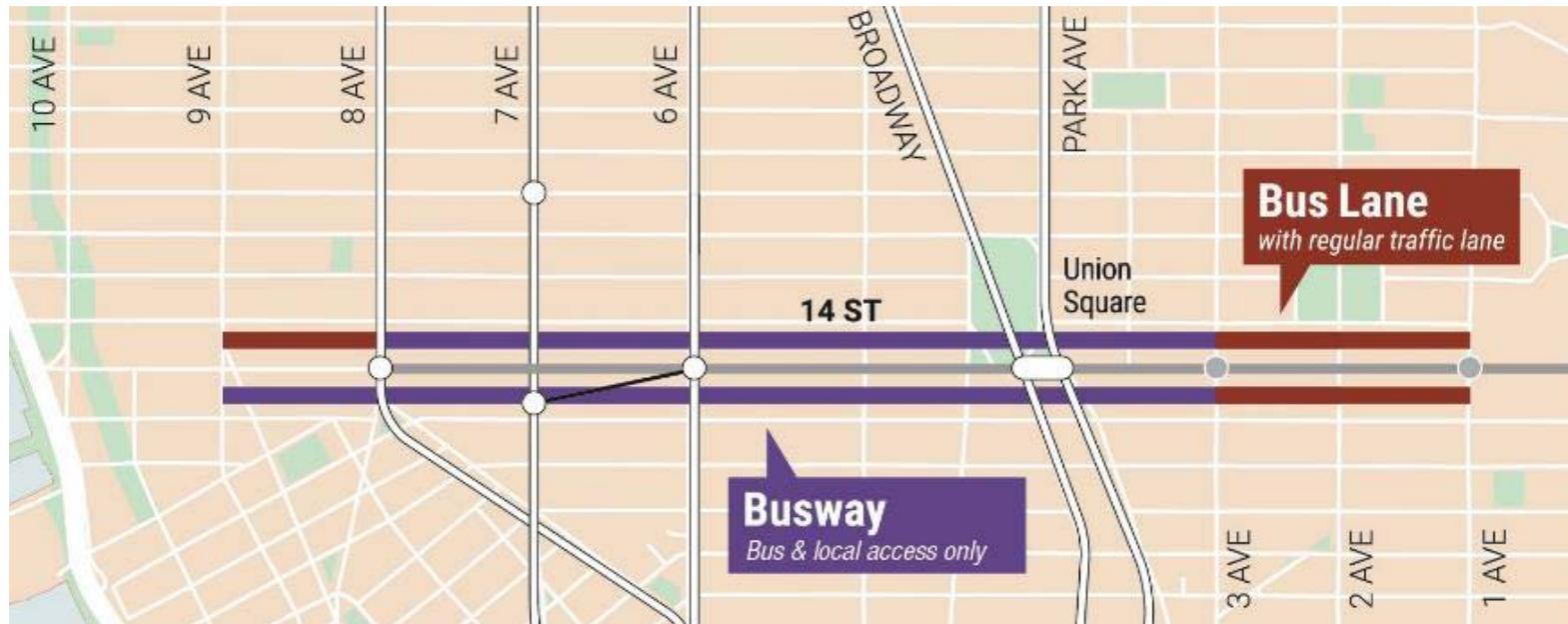
Other safety improvements to be explored on:

- 14th Street: curb extensions, bus boarding space
- A and D branches: Curb extensions, bus boarding space, left turn traffic calming, turn restrictions

14th Street Design Options

Option 1: Retain Existing Markings

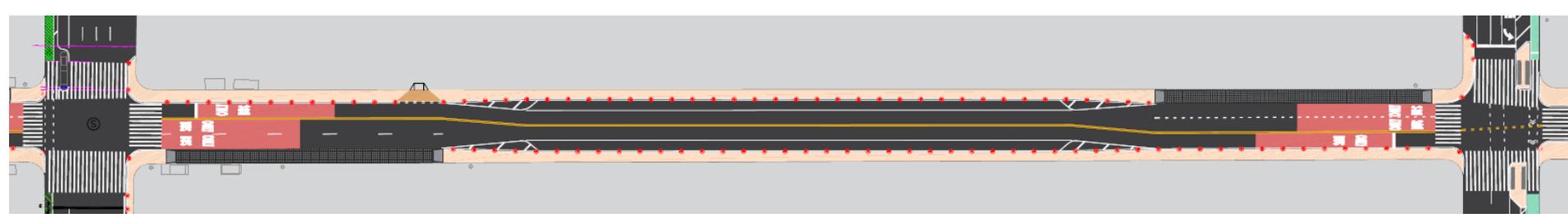
Preliminary projected speed improvement: 20-35%, plus reliability benefits



- Designed for 85,000 daily riders during full shutdown
- Complicated traffic pattern that may divert through traffic to other crosstown streets
- Pedestrian space was designed for pedestrian surges under original tunnel reconstruction plan
- Retains parking/loading space for private vehicles on both sides of every residential block
- Minimal bus lane markings required in 2019
- Some electeds, advocates have called to retain busway
- Traffic restrictions and parking changes would go into effect

14th Street Design Options

Option 1: Retain Existing Markings



14th Street Design Options

Option 2: Install standard bus lanes

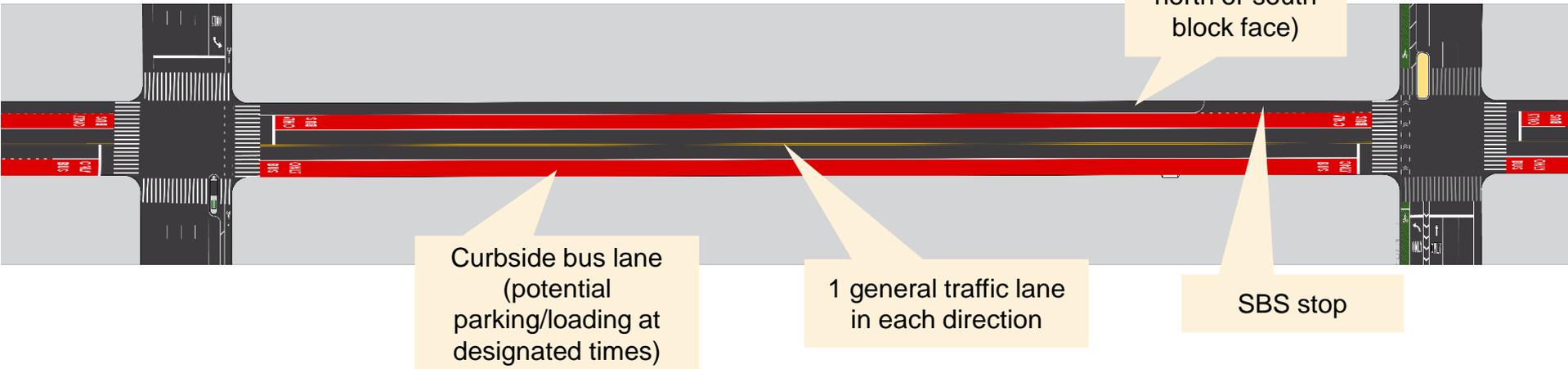
Preliminary projected speed improvement: 12-20%, plus reliability benefits



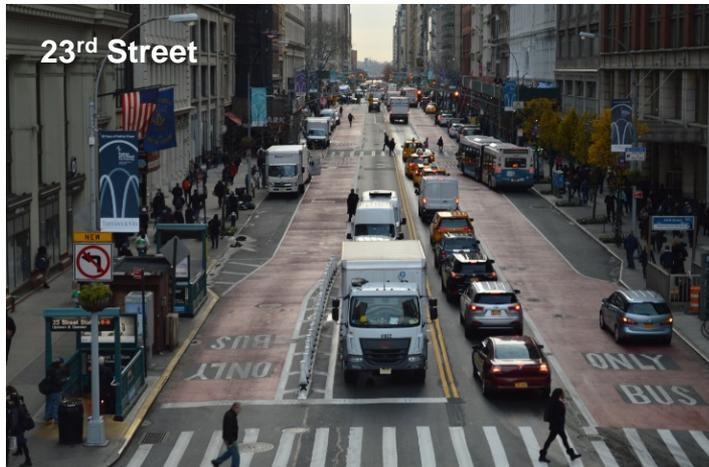
- Provides extensive bus priority outside of tunnel construction zone
- Could incorporate pedestrian safety improvements at intersections
- Would remove parking/loading on some block faces

14th Street Design Options

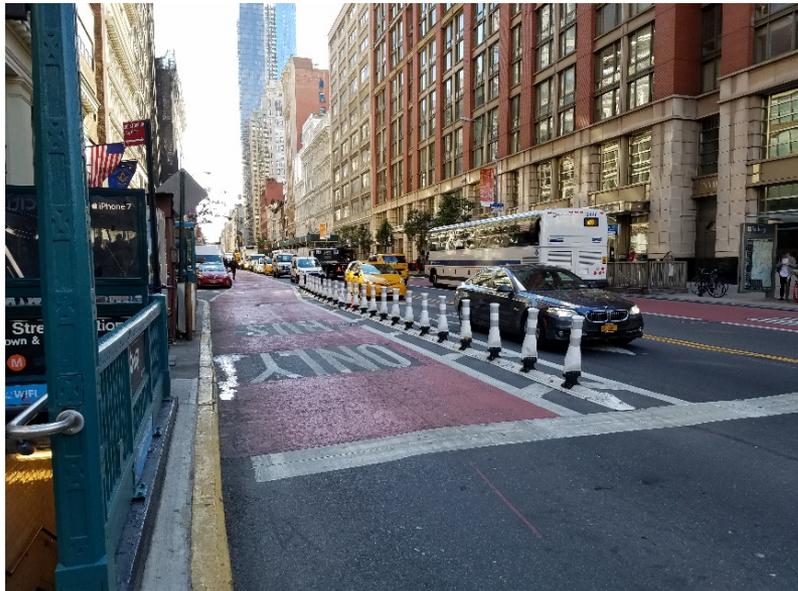
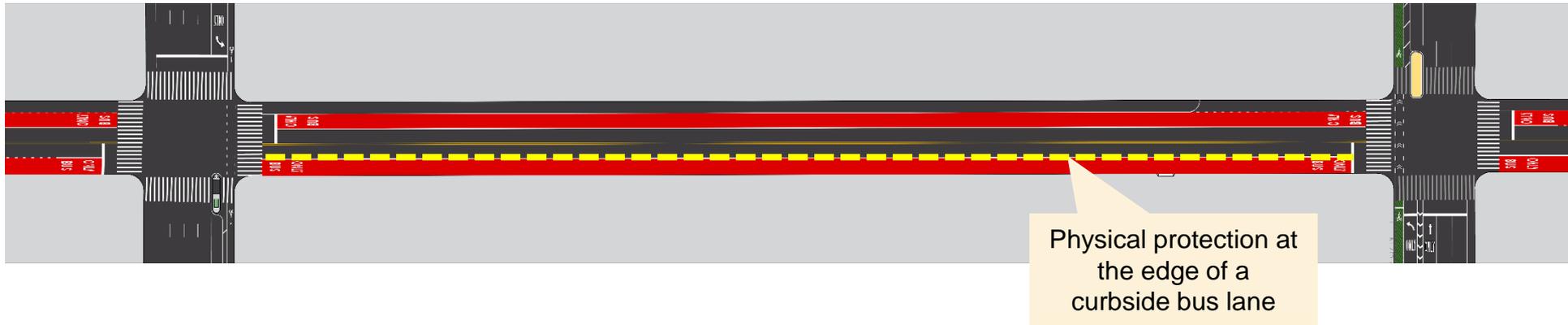
Option 2: Bus Lanes on a Typical Block



Manhattan Crosstown SBS examples



How protected bus lanes could work on 14th street



23rd Street: Bus lane protection approaching 6th Avenue

- Significantly less likely that bus lanes would be blocked
- Bus lanes would be in effect at all times (i.e. no overnight parking)
- Passenger pickups and deliveries would need to occur on the avenues
- Access to garages or loading zones would be maintained via gaps in treatment
- Potential issues for bus operations if lane were blocked
- Treatment only feasible adjacent to curbside lanes
- Would require balancing of residential and commercial curb access needs
- Can be implemented with various materials and typologies

Next Steps

- Ongoing public outreach
 - West Side L & M14 Open House: Held March 7
 - Lower East Side M14 Open House: April 2
 - East Side L & M14 Open House: April 8
 - Community Boards in March, April, May
- Construction at bus stops for SBS fare payment began March 13
- 14th St detailed design
- Updated traffic analysis
- Final bus stop and routing plan
- Curb regulations development