



CITY OF NEW YORK

MANHATTAN COMMUNITY BOARD FOUR

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BURT LAZARIN
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District Manager

April 15, 2019

Ed Pincar
Manhattan Borough Commissioner
NYC Department of Transportation
59 Maiden Lane, 37th Floor
New York, NY 10037

Andy Byford
President
New York City Transit
2 Broadway
New York, NY 10004

Re: Proposed M14A and M14D Select Bus Service

Dear Borough Commissioner Pincar and President Byford,

Manhattan Community Board 4 (CB4) thanks the Department of Transportation (DOT) and the MTA for their presentation of possible designs for the future select bus service on 14th Street from Eleventh Avenue to FDR by way of Avenue A and Grand Street (M14A) and Avenue C, D, 10th Street, Columbia and Delancey Streets (M14D). In our district the layover would be located on 18th Street and Tenth Avenue. We understand this new design would be permanent, although future improvements and adjustments are not excluded.

By a vote of 31 in favor, 0 against, 0 abstaining and 0 present but not eligible to vote, CB4 supports a modified Option 2 – a true Bus Rapid Transit (BRT) plan with physically protected bus lanes, raised platforms for level boarding, dedicated vehicular lanes to service truck traffic (thru and local), sanitation and pick-up/deliveries without delays to the bus service, delivery bays at the curb with 30 minute time slots and no commercial deliveries during peak hours. We support left turn limitations for vehicles, the use of priority signals for buses and camera enforcement for the bus lanes.

CB4 does not support implementing the current busway design- Option 1- because we question whether some of its key elements would deliver the bus performance bus riders need on this route.

We appreciate that it is a challenging situation which must be resolved promptly. We ask that you return to CB4 as soon as feasible, to present the draft design you will be proposing.

We also recommend that you study the following:

- Locate the bus lanes in the center of the street, which is the standard BRT configuration in most countries to resolve all curb side conflicts. If necessary, convert 14th Street to one-way westbound for car traffic.
- Remove the temporary pedestrian extensions, which had been planned for the closing of the L train.
- Ensure that trucks remain on the 14th Street thru truck route: evaluate installing camera enforcement of “no truck on side streets.”
- Ensure that sanitation and commercial carting trucks operate only at non- peak hours. If necessary, explore other thru traffic limitations.
- Evaluate banning thru vehicular traffic (all except trucks).
- Increase the number of M14A buses, which currently are not frequent enough to provide appropriate service after 8 pm.
- Change the orientation of the fare paying machines: the current installation facing the street is not ADA compliant: does not provide sufficient space for wheelchair bound residents to pay. The machine should face the buildings or be installed back to back as is the case in many locations.

With any option you recommend, please provide us with the following information:

- Revised projections of vehicular volume on 14th Street and on the side streets under the new scenario where HOV lanes are not maintained on the bridge
- Where do you expect the through truck traffic to go if the option chosen includes restrictions on through traffic on 14th Street? Would the truck traffic map be amended?

CB4 opposes certain elements of the busway, which has been designed as an interim solution to accommodate a massive number of buses, for the duration of 18 months.

The circumstances have changed: an HOV lane was to be installed on the bridges to reduce the amount of traffic. It was also understood that the hardships created by the L train crisis were tolerable for such a limited construction phase. Key elements of that design would have to be modified to make it a BRT solution that would work permanently.

- In the Busway design there is only one moving lane going each way. That lane would be shared on any given block by buses, local cars, taxis, Ubers, and delivery trucks even during peak hours. It is hard to imagine how bus speeds would be accelerated if all this local traffic is intermingled in one lane with no possibility for buses to bypass it in another lane, as they do today. The buses will be trapped.
- Since every vehicle must turn right at the next intersection, delivery trucks (some of which are 54-ft long, like Budweiser and Coca-Cola, would have to yield to heavy flows

of pedestrians crossing the avenues with the walk sign, while the through traffic on the avenue has a green light. The turning vehicles will block the single moving lane.

As always, we thank both the MTA and DOT for working with us and keeping us updated on this project.

Sincerely,



Burt Lazarin
Chair
Manhattan Community Board 4



Christine Berthet
Co-Chair
Transportation Planning Committee



Dale Corvino
Co-Chair
Transportation Planning Committee

Cc: Hon. Brad Hoylman, New York State Senate
Hon. Deborah Glick, New York State Assembly
Hon. Richard Gottfried, New York State Assembly
Hon. Corey Johnson, Speaker of the City Council
Hon. Gale A. Brewer, Manhattan Borough President