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 Process To Date

- Extensive public outreach helped to refine the 14th St design in preparation for full tunnel closure
- 14th Street markings 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
- 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
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
Proposed Service Plan

[Map of Proposed Service Plan]

- Proposed M14A turnaround and layover relocation at 10th Av
- Current M14A Abingdon Sq. turnaround and layover

Legend:
- Proposed SBS Stop
- Proposed Stop Removal
- M14A/D SBS
- SBS Terminal
- Subway station

(selectbusservice)
East Side Stop Spacing Improvements

- Very close stop spacing on A and D branches means slow service
- Currently are 14 stops on M14A and 9 stops on M14D before getting to 14 St
- Proposal maintains approximately every other stop, focusing on higher ridership locations and transfer points
- Customers will always be within two blocks of a stop
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.
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

23rd Street

34th Street

Parking/Loading (could be on north or south block face)

Curbside bus lane (potential parking/loading at designated times)

1 general traffic lane in each direction

SBS stop
How protected bus lanes could work on 14th street

- 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 Open House: March 7
  • East Side Open House: April 8
  • Community Boards in March, April, May

• Construction at bus stops for SBS fare payment starting March 13

• 14th St detailed design

• Updated traffic analysis

• Final bus stop and routing plan

• Curb regulations development