Select Bus Service

Package of improvements working together to keep buses moving

- Off-board fare payment and all door boarding
- Dedicated and camera enforced bus lanes
- Traffic Signal timing adjustments
- Better bus stop spacing
## Select Bus Service

### In New York City
- **18** routes throughout the city
- **10-30%** travel time improvements over pre-SBS service
- **10%** ridership gains
- **27%** faster than other local or limited routes

### On similar crosstown routes

| Route   | Improvement | Ridership
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>M23 SBS</td>
<td>15% peak period travel times</td>
<td>11% increase when overall Manhattan bus ridership declined by 9%</td>
</tr>
<tr>
<td>M34 SBS</td>
<td>25% peak period travel times</td>
<td>Ridership 18% better than overall Manhattan trend</td>
</tr>
</tbody>
</table>
M14 A/D Today

Performance and Ridership

- Second slowest route in New York City
- Buses spend 60% of trip time stopped at a bus stop or in traffic
- Average bus speed barely above walking speed M14A 4.2, mph; M14D 4.6 mph

- Second busiest route in Manhattan—27,000 daily riders
- Identified in 2010 as critical future SBS corridor
M14 A/D Today

Bus Stop Spacing

- Very close stop spacing on A/D branches means slow service
- Stop spacing on Lower East Side is shorter than MTA standards for local service

<table>
<thead>
<tr>
<th>Route/City/Service</th>
<th>Bus Stop Spacing in Feet</th>
</tr>
</thead>
<tbody>
<tr>
<td>Existing M14 A/D (Lower East Side only)</td>
<td>675</td>
</tr>
<tr>
<td>Existing M14 A/D</td>
<td>733</td>
</tr>
<tr>
<td>NYCT local bus standard (3 short blocks)</td>
<td>750</td>
</tr>
<tr>
<td>M86 SBS</td>
<td>862</td>
</tr>
<tr>
<td>M23 SBS</td>
<td>880</td>
</tr>
<tr>
<td>M79 SBS</td>
<td>908</td>
</tr>
<tr>
<td>Proposed M14 A/D SBS</td>
<td>920</td>
</tr>
<tr>
<td>Proposed M14 A/D SBS Lower East Side only</td>
<td>1,023</td>
</tr>
<tr>
<td>M15 SBS</td>
<td>2,268</td>
</tr>
<tr>
<td>NYCT SBS standard (10 short blocks)</td>
<td>2,464</td>
</tr>
</tbody>
</table>
Select Bus Service on the M14 A/D

Proposed Route

[Map showing the proposed route and stops for the Select Bus Service on the M14 A/D.]
• Lower East Side Customers will be within two additional blocks or a 4 min walk (at 2 mph) of their SBS stop

• Bus stop spacing improves route’s reliability and speed
Survey Says

NYC Transit surveyed 477 customers on the M14A and M14D on March 26th, from 7 AM to 7 PM.

- 60% of customers said they would be willing to walk one or two blocks more to a bus stop if it improved bus speed and reliability.

- Included 73% of customers going to or from a M14A-only stop, and 55% of customers going to or from a M14D-only stop.
Moving Forward

Changes to 2018 Work Plan

### Original Bus Priority Plan

![Map of Original Bus Priority Plan]

<table>
<thead>
<tr>
<th>Project</th>
<th>Work Completed in 2018</th>
<th>Path Forward in 2019</th>
</tr>
</thead>
</table>
| 14th Street Busway           | • Partially resurfaced  
• Roadway markings partially installed  
• Bus lanes and traffic restrictions not in effect | • Conduct public outreach for permanent M14 Select Bus Service                                                                             |
| Delancey Street              | • Roadway markings partially installed  
• Previously planned bike lanes in effect  
• Bus lanes not in effect | • Revise street design to remove red paint, adjust pedestrian safety elements                                                              |
| Grand Street (BK)            | • Roadway markings partially installed  
• Bike lanes in effect  
• Bus lanes not in effect | • Revise street design to remove red paint, adjust bus stops and curb regulations  
• DOT will monitor the usage and function of bike lanes while undertaking public outreach                                                  |
| Allen Street                 | • Roadway markings partially installed  
• Bus lanes not in effect | • Conduct public outreach for bus lanes that benefit M15 Select Bus Service                                                               |
| Kenmare Street               | • Roadway markings not installed | • No longer proposed                                                                                                                      |
| Williamsburg Bridge HOV3+ policy | • No changes implemented | • No longer proposed                                                                                                                      |

### M14A and M14D Select Bus Service

- DOT/MTA are committed to launching M14A & M14D SBS in Spring 2019, though some elements are weather dependent
- Accelerated public process intended to deliver SBS improvements to L train customers
- Bus priority east of First Avenue and on Avenue A, Avenue D etc will be investigated for later implementation

**SBS elements:**

- Camera-enforced bus lanes on 14th St and A/D branches
- Off-board fare collection on M14A and M14D
- Bus boarding curb extensions
- Changes to bus stop locations
- Changes to parking/loading regulations
- Signal Timing Adjustments
- Wayfinding panels

**Schedule**

<table>
<thead>
<tr>
<th>Project</th>
<th>March</th>
<th>April</th>
<th>May</th>
<th>June</th>
</tr>
</thead>
<tbody>
<tr>
<td>Public Outreach</td>
<td>14th Street</td>
<td>A/D Branches</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Planning &amp; Analysis</td>
<td>14th Street</td>
<td>A/D Branches</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fare Machine Installation</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Markings Installation</td>
<td></td>
<td></td>
<td></td>
<td>SBS Launch</td>
</tr>
</tbody>
</table>
Pedestrian Safety

14th Street: A Vision Zero Priority Corridor

Proposed Safety Improvements

New Turn Restrictions on 14th Street

- No left from 14th St to 6th Av: DOT will explore exception for buses as part of SBS street design
- No left from 14th St to 5th Av
- No left from 14th St to University Pl
- No right from 14th St to Broadway
- No left from 4th Av to 14th St
- No left from 14th St to 3rd Av

On M14A/D routes, DOT will also explore:

- Left Turn Traffic Calming
  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

- Curb Extensions

- Bus Boarders

Seven Vision Zero priority intersections on 14th Street:

- 7th Avenue
- 6th Avenue
- 5th Avenue
- Union Square West/University Place
- 3rd Avenue
- 2nd Avenue
- 1st Avenue

More than any other Manhattan street
Option 1: Retain existing markings

- Busway markings have been installed
- Busway parking regulations and traffic restrictions have not been installed
- Busway was 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

Option 2: Install standard bus lanes

- 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

- Provides extensive bus priority outside of tunnel construction zone
- Consistent with SBS street designs on other Manhattan crosstown streets
- Could incorporate pedestrian safety improvements at intersections
- Would remove parking/loading on some block faces
## Bicycle Lane Projects

### 12th & 13th Streets
- Mostly installed in late Fall 2018
- DOT will monitor the usage and function of bike lanes while undertaking public outreach
- May be helpful during the night/weekend L train construction

### Grand Street, Brooklyn
- Mostly installed in late Fall 2018
- DOT will monitor the usage and function of bike lanes while undertaking public outreach
- Design adjustments will be made to incorporate bus stop changes

### Delancey Street
- Installed in late Fall 2018 as part of a separate public process

### Citibike Expansion
- Expansion of high-capacity valet services
- 6 Temporary Stations in Bushwick, exploring larger expansion in 2019
- Infill installed in time to meet anticipate surge in citibike ridership along L train corridor

### East 20th Street
- Partially installed in late Fall 2018 as part of a separate public process
- Implementation to be completed in 2019
NYC DOT is in the initial stages of investigating bus priority treatments along the M14 A/D routes in the East Village and Lower East Side. Potential options include:

**Protected Bus Lanes**

**Offset and Curbside Bus Lanes**

**Turn Restrictions**

**Bus Signal Queue Jumps**

**Bus Lane Queue Jumps**

—the end—