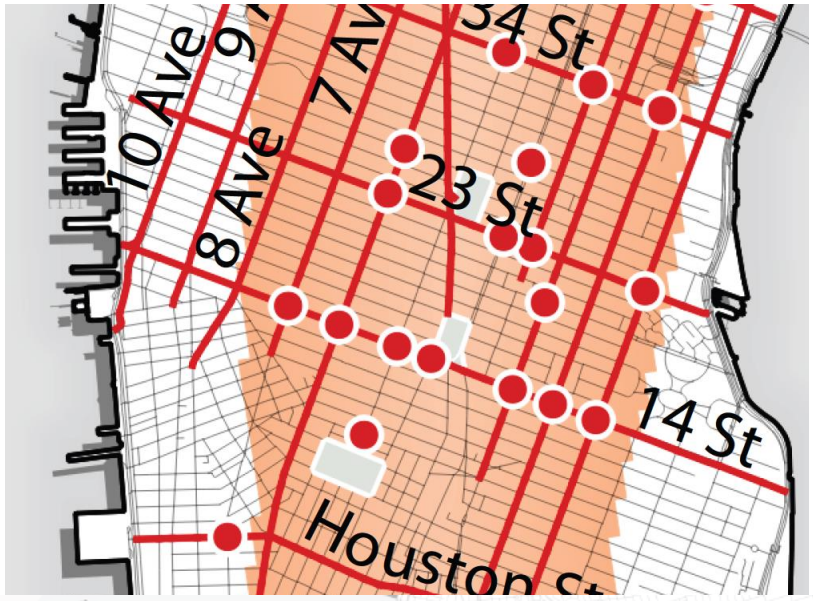
14th Street Update

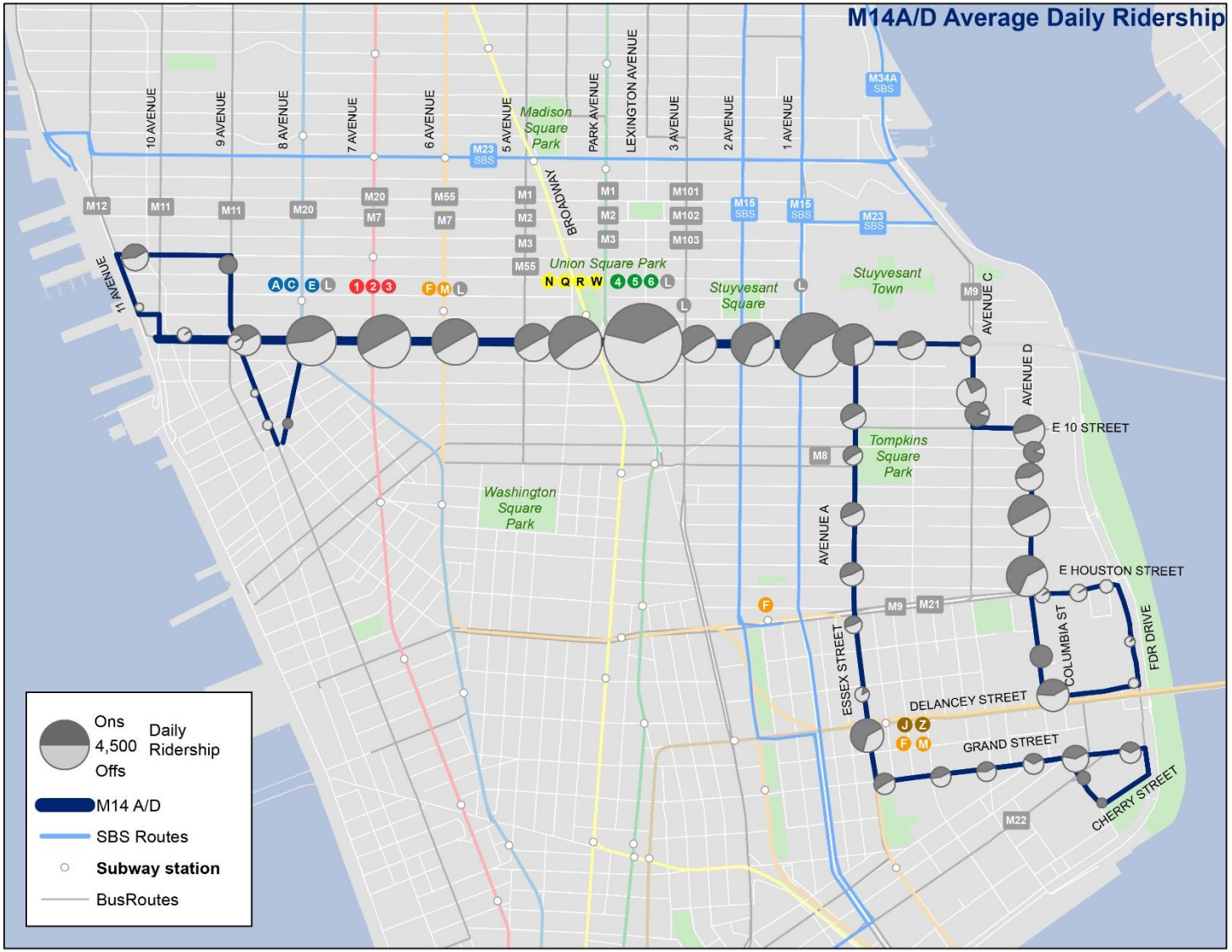
Manhattan Community Board 2 – Thursday May 2, 2019

Background

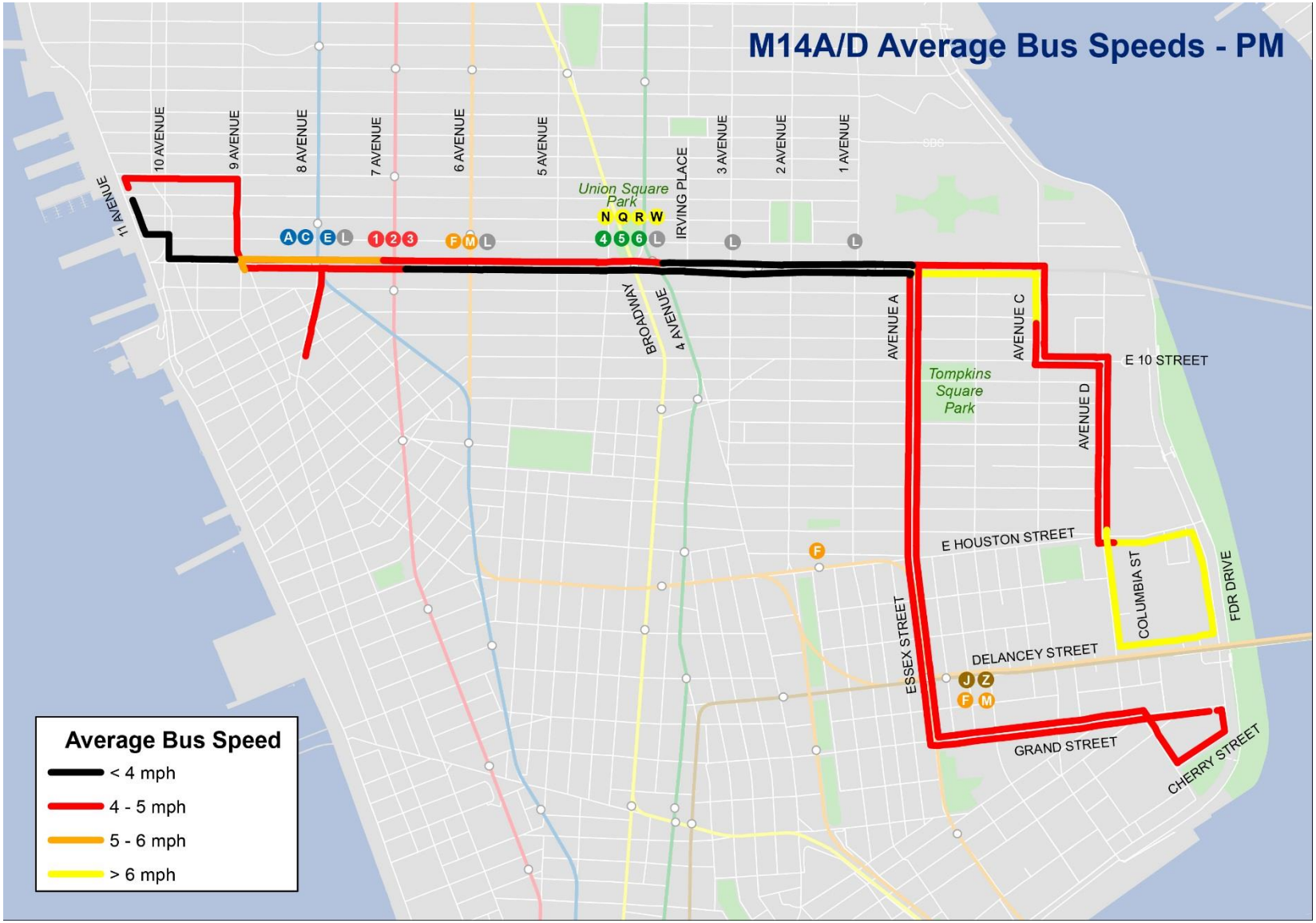


- M14A/D is second-busiest bus route in Manhattan (27,000 daily riders) and second-slowest in NYC
- 14th St identified as a Select Bus Service priority corridor since 2010
- 14th Street is a **Vision Zero Priority** corridor with seven priority intersections
- Extensive public outreach helped to refine 14th St design in preparation for full Canarsie Tunnel closure
- 14th Street markings and SBS fare machines were partially installed in Fall 2018

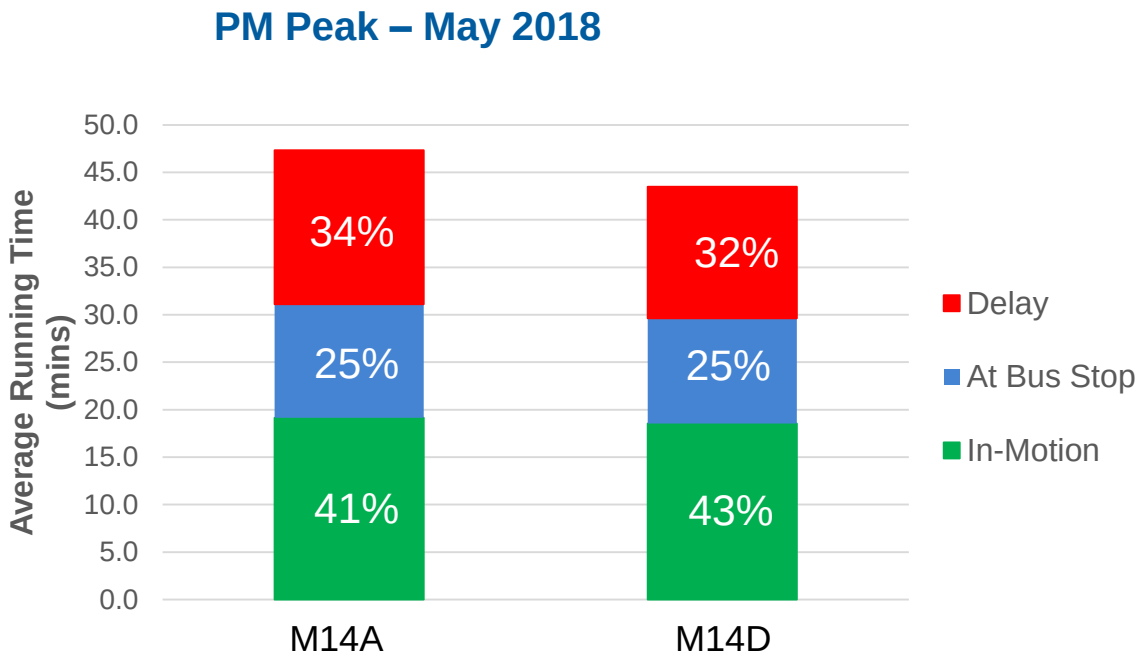
M14A/D Ridership



M14 Travel Speeds



M14A/D Performance



- 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

14th Street Outreach Takeaways

What We Heard From The Community

Design should meet the needs of 14th Street during night and weekend L train service reductions and regular traffic at other times

14th St residents:

- concern about curb access that was removed in Fall 2018
- concern about potential restriction of curbside bus lane in alternate design proposed by DOT in March 2019

Side street residents:

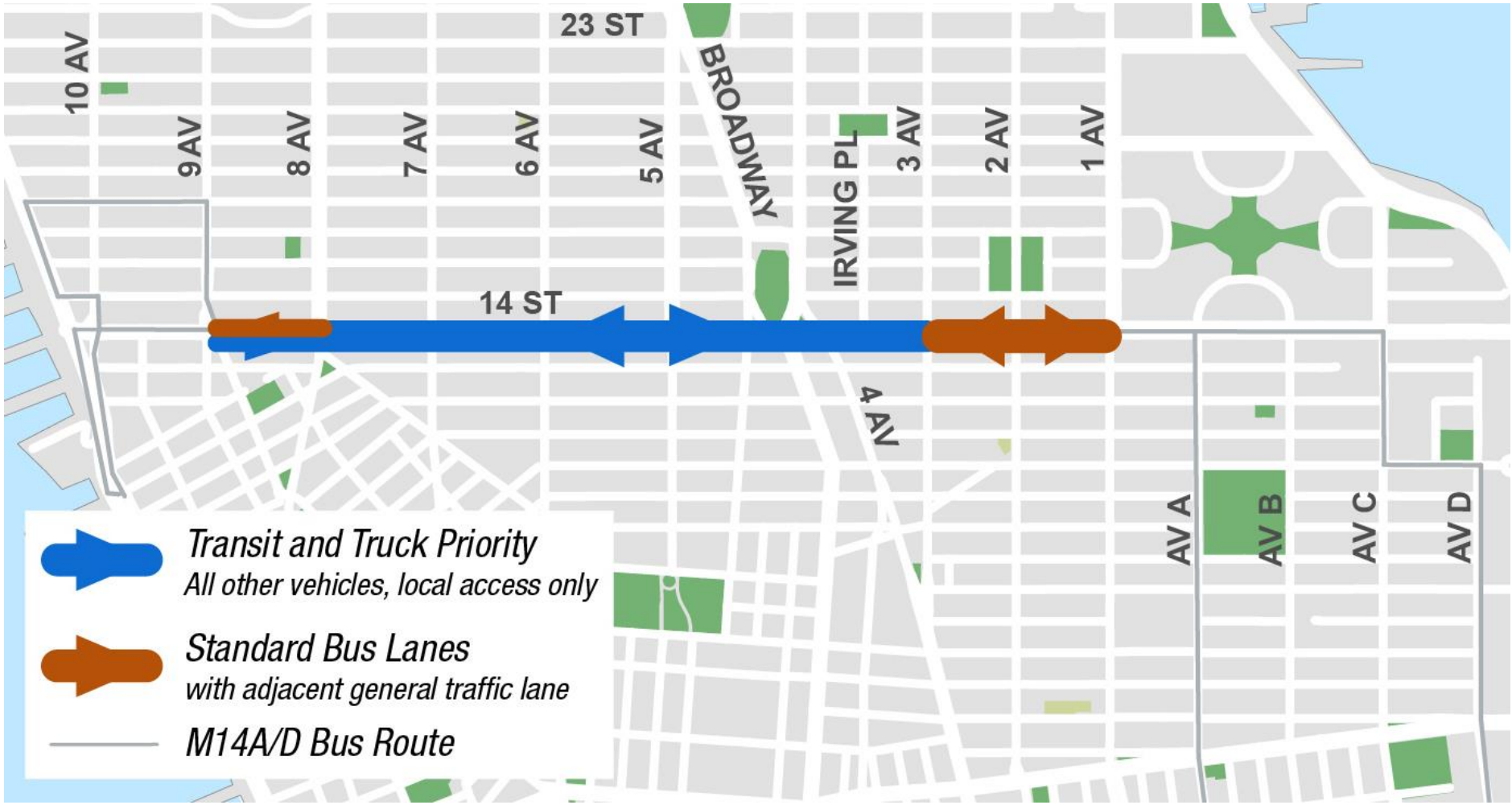
- concern about through traffic, especially trucks, on adjacent residential streets

14th St crosstown bus riders:

- Concern about slow bus speeds as a result of traffic congestion

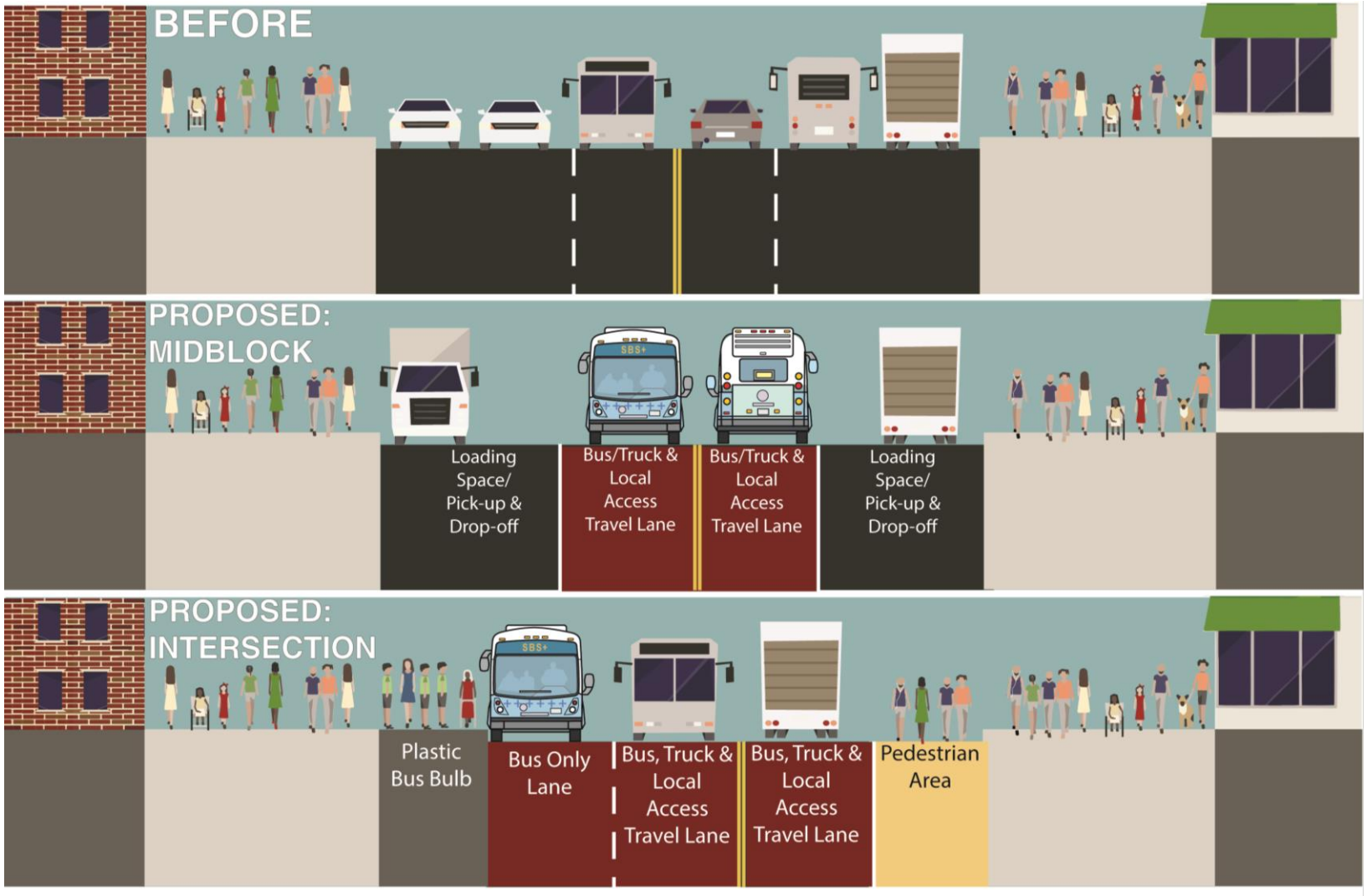
14th Street Plan

A Transit and Truck Priority Street: 18 month pilot



14th Street Plan

A Transit and Truck Priority Street



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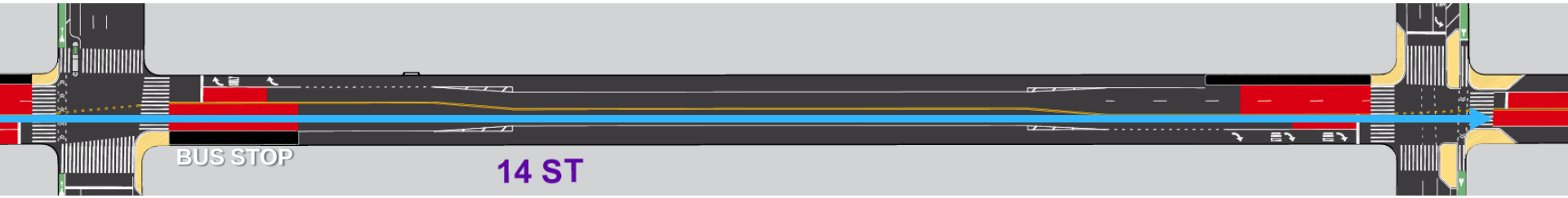
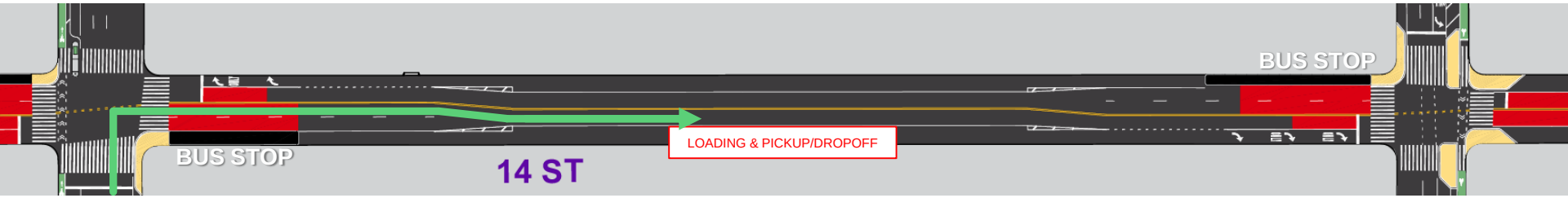


How it works:

- **Buses, trucks and emergency vehicles** can make through trips between 3rd and 9th Avenues, observing all turn restrictions

14th Street Plan

A Transit and Truck Priority Street

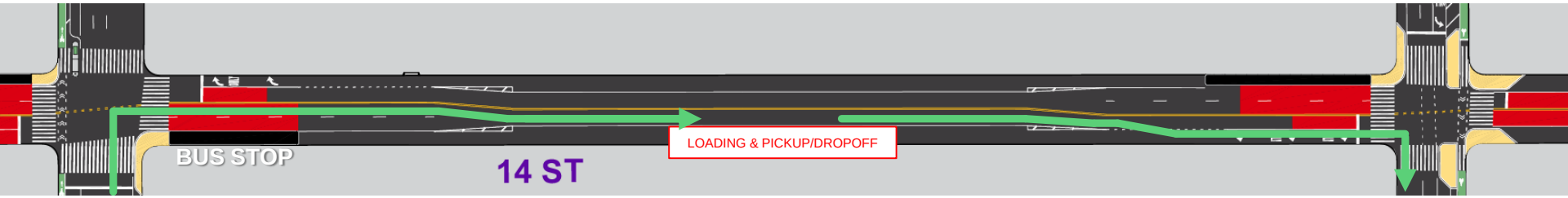


How it works:

- **Buses, trucks and emergency vehicles** can make through trips between 3rd and 9th Avenues, observing all turn restrictions
- All vehicles are permitted to load/unload, pickup/drop-off and access garages

14th Street Plan

A Transit and Truck Priority Street

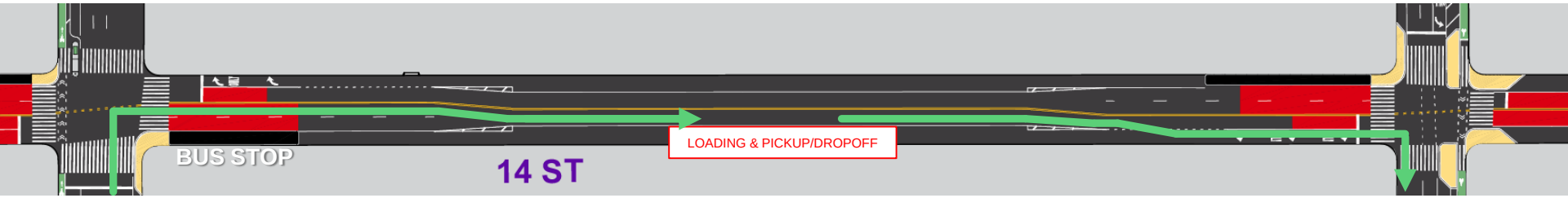


How it works:

- **Buses, trucks and emergency vehicles** can make through trips between 3rd and 9th Avenues, observing all turn restrictions
- All vehicles are permitted to load/unload, pickup/drop-off and access garages
- General traffic must make the next right turn

14th Street Plan

A Transit and Truck Priority Street

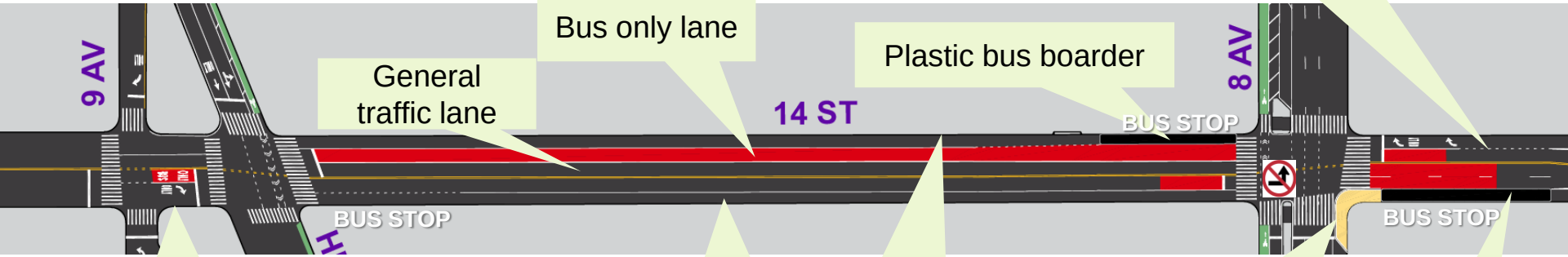


How it works:

- **Buses, trucks and emergency vehicles** can make through trips between 3rd and 9th Avenues, observing all turn restrictions
- All vehicles are permitted to load/unload, pickup/drop-off and access garages
- Cars must make the next right turn
- Bus lane cameras will issue violations against vehicles that do not turn, after a 60 day warning period.
- New curb regulations will prioritize short-term loading and passenger pickup activity

Transit and Truck Priority Street

9th to 8th Ave



General traffic must make right turn at 8 Av

Bus only lane

General traffic lane

Plastic bus boarder

General traffic must make right turn at Hudson St

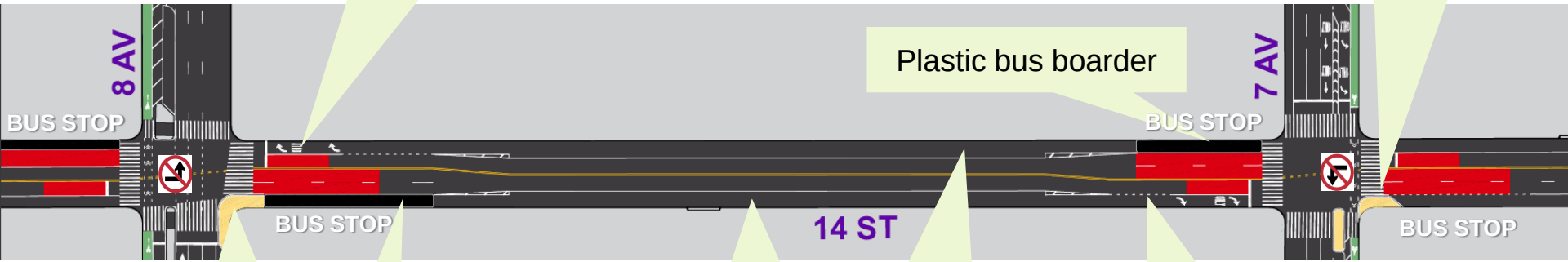
Commercial Loading/ Pick-up & Drop-off at curb

Sidewalk extension at intersection

Plastic bus boarder

Transit and Truck Priority Street

8th to 7th Ave



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Sidewalk extension at intersection

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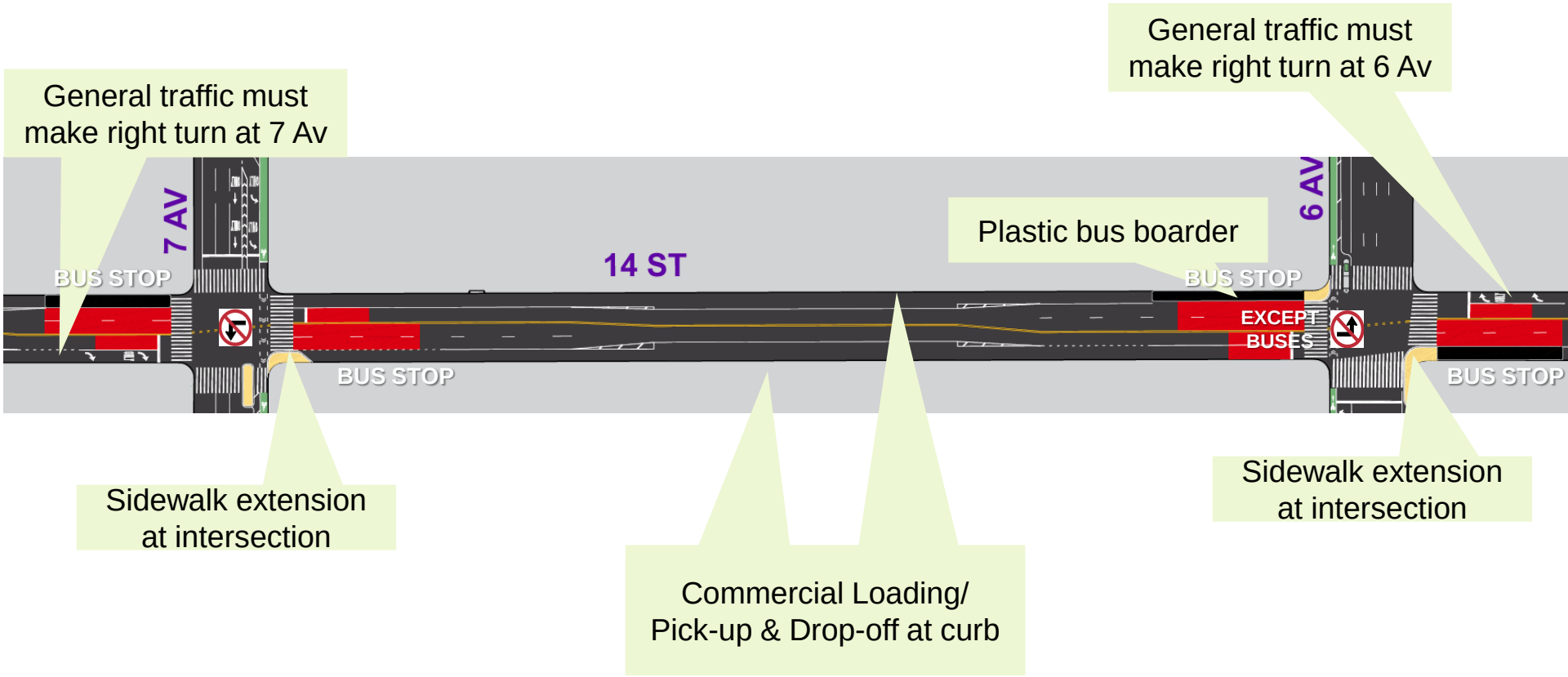
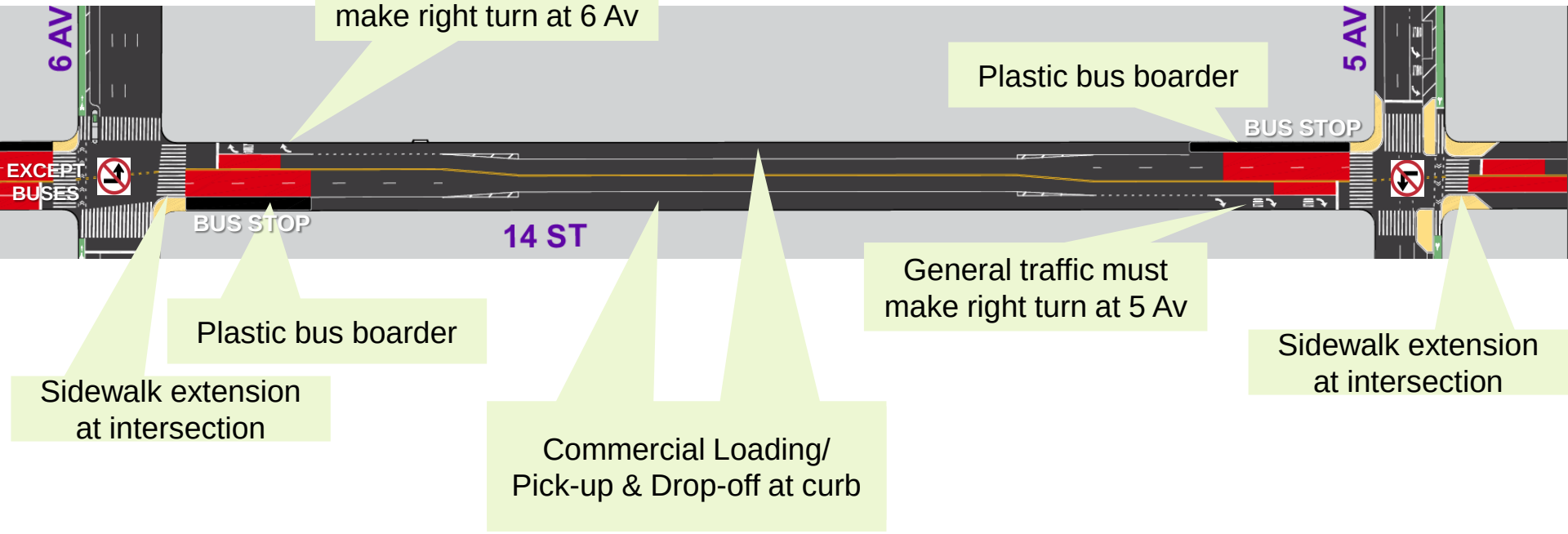
Transit and Truck Priority Street

7th to 6th Ave



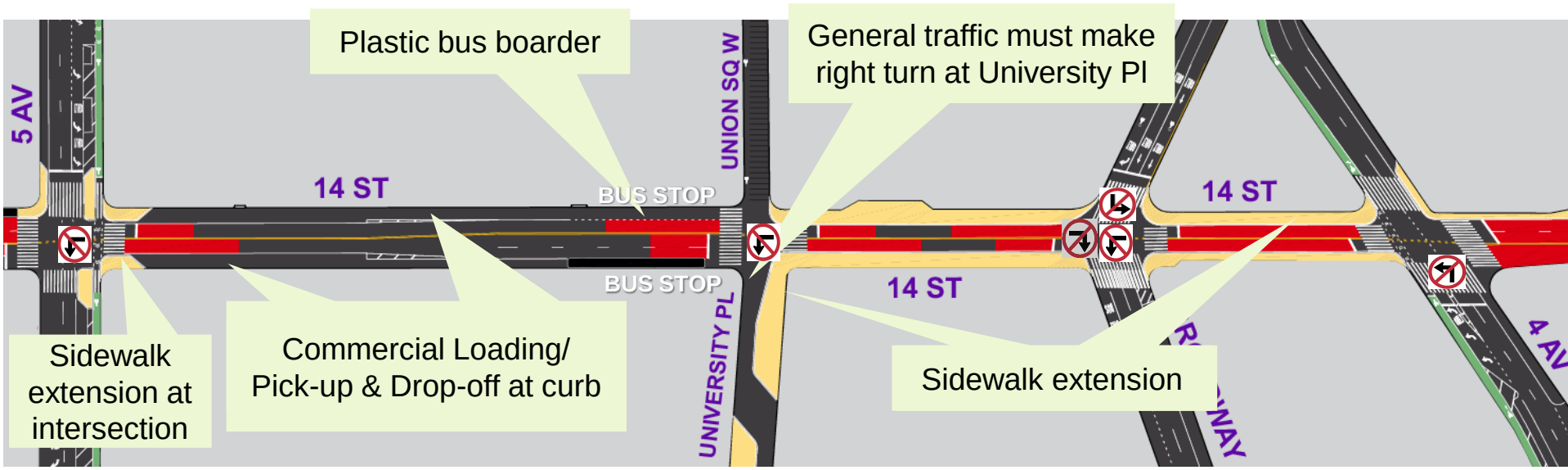
Transit and Truck Priority Street

6th to 5th Ave

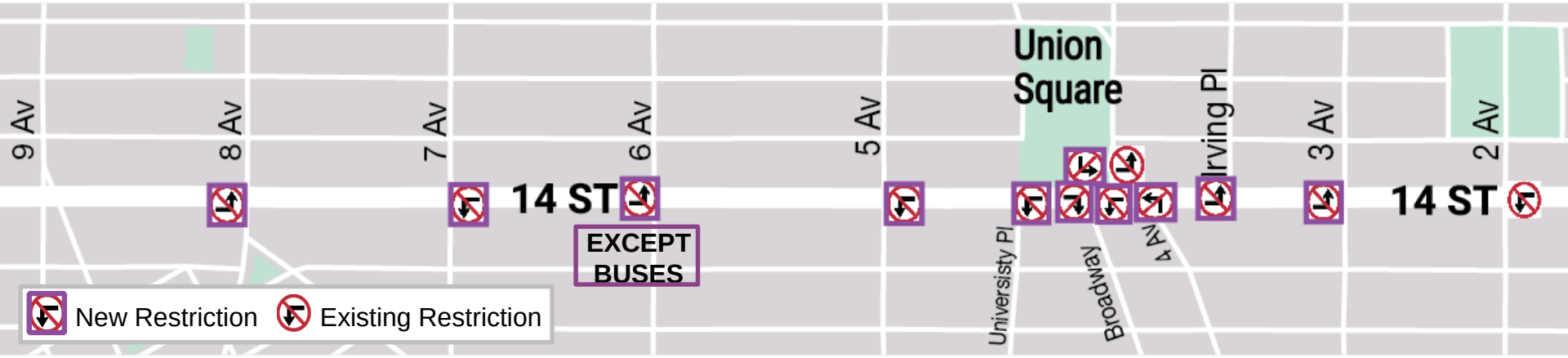


Transit and Truck Priority Street

5th Ave to 4th Ave



14th Street Turn Restrictions



Left turn restrictions from 14th Street

- Eastbound 8th Av
- Westbound 7th Av
- Eastbound 6th Av:
  "Except Buses" rider will be added to allow M7 turn
- Westbound 5th Av
- Westbound University Pl
- Westbound Broadway
- Eastbound Irving Pl
- Eastbound 3rd Av
- Westbound 2nd Av

Right turn restrictions from 14th Street

- Eastbound Broadway

Turn restrictions onto 14th Street

- Left turn from Broadway
- Left from 4th Av

Transit and Truck Priority Street

Benefits of TTP

14th St prioritizes frequent, high ridership buses:

- Buses will run up to 30% faster

Improves pedestrian safety:

- Turn restrictions
- Sidewalk expansions to shorten crossing distances

Allows through moving trucks:

- Keeps trucks on designated route and off primarily residential side streets

Maintains curb access:

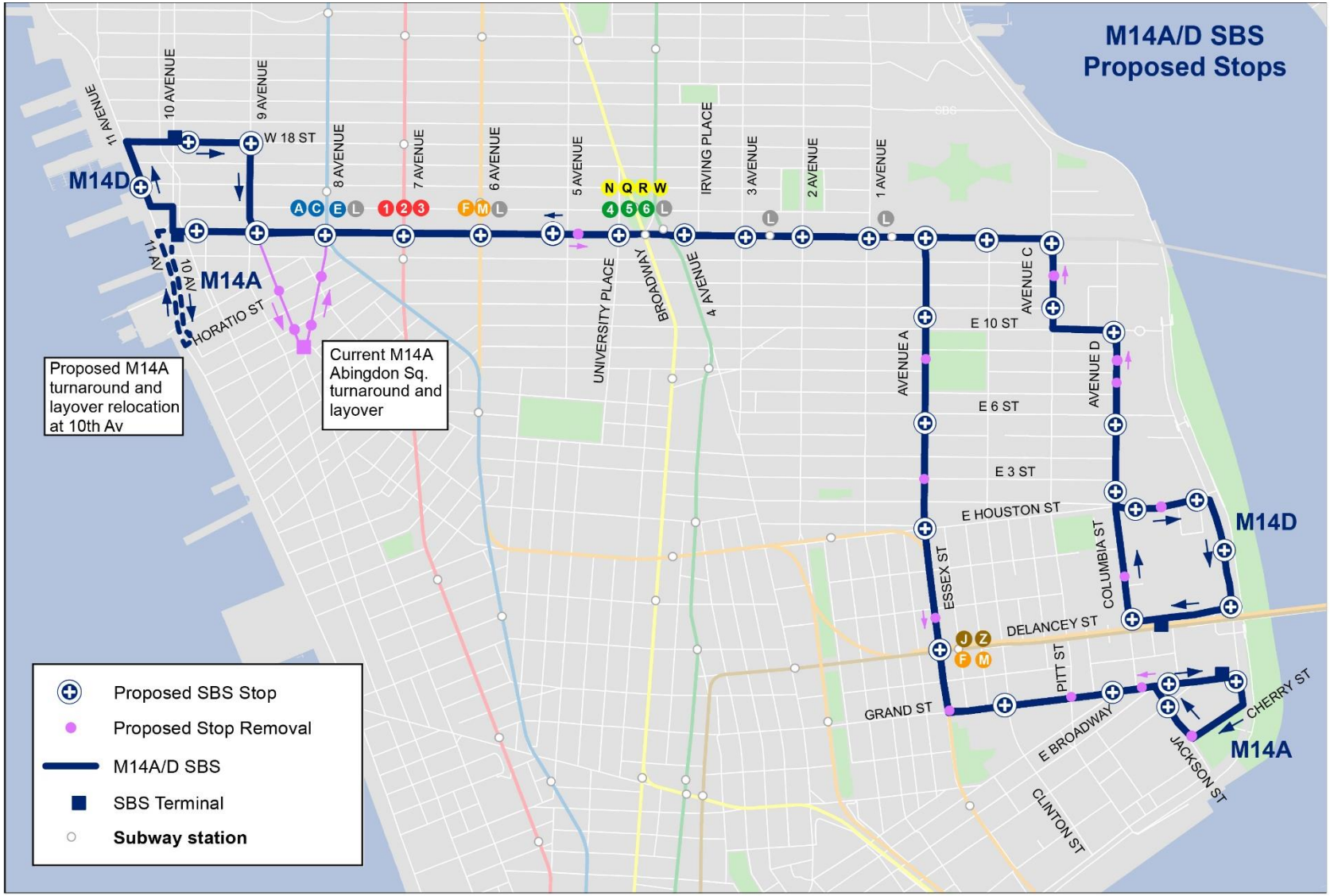
- Commercial loading will accommodate needs of local businesses
- Designated pick-up/drop-off ensures residents and visitors can access curb

Transit and Truck Priority Street

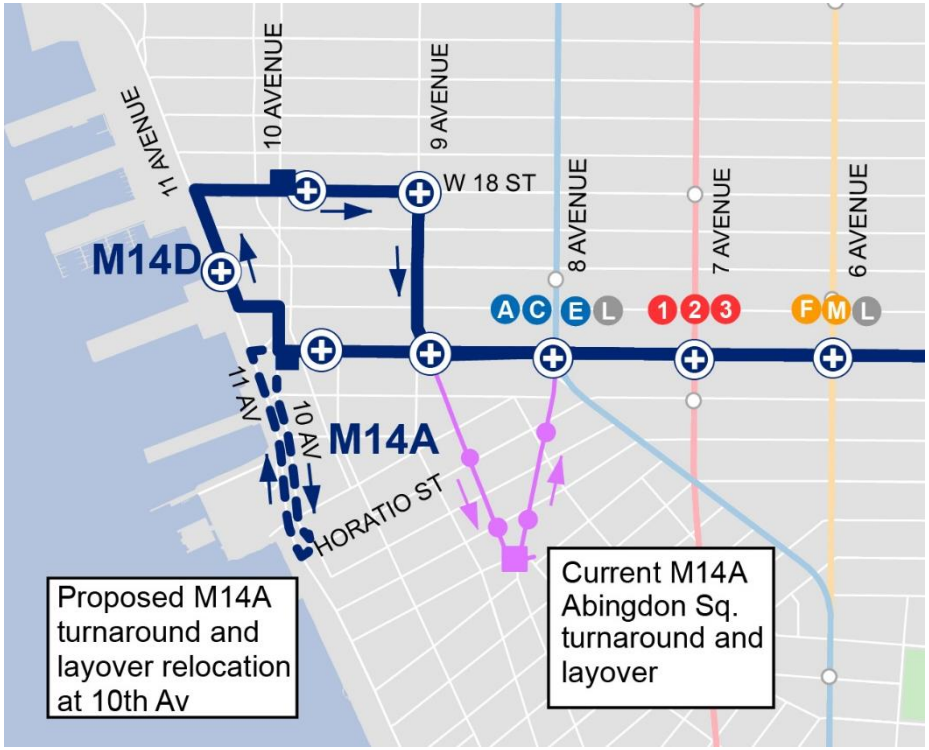
Pilot Project Monitoring Plan

- **Bus performance**
  - Travel times
  - Ridership
- **Traffic volumes**
  - 14th Street
  - Adjacent streets
  - Trucks
- **Curb activity**
  - Commercial loading
  - Pick-up/Drop-off access
- **Enforcement**
  - Through movements on 14th
  - Trucks off designated routes
- **Safety**

Proposed Service Plan

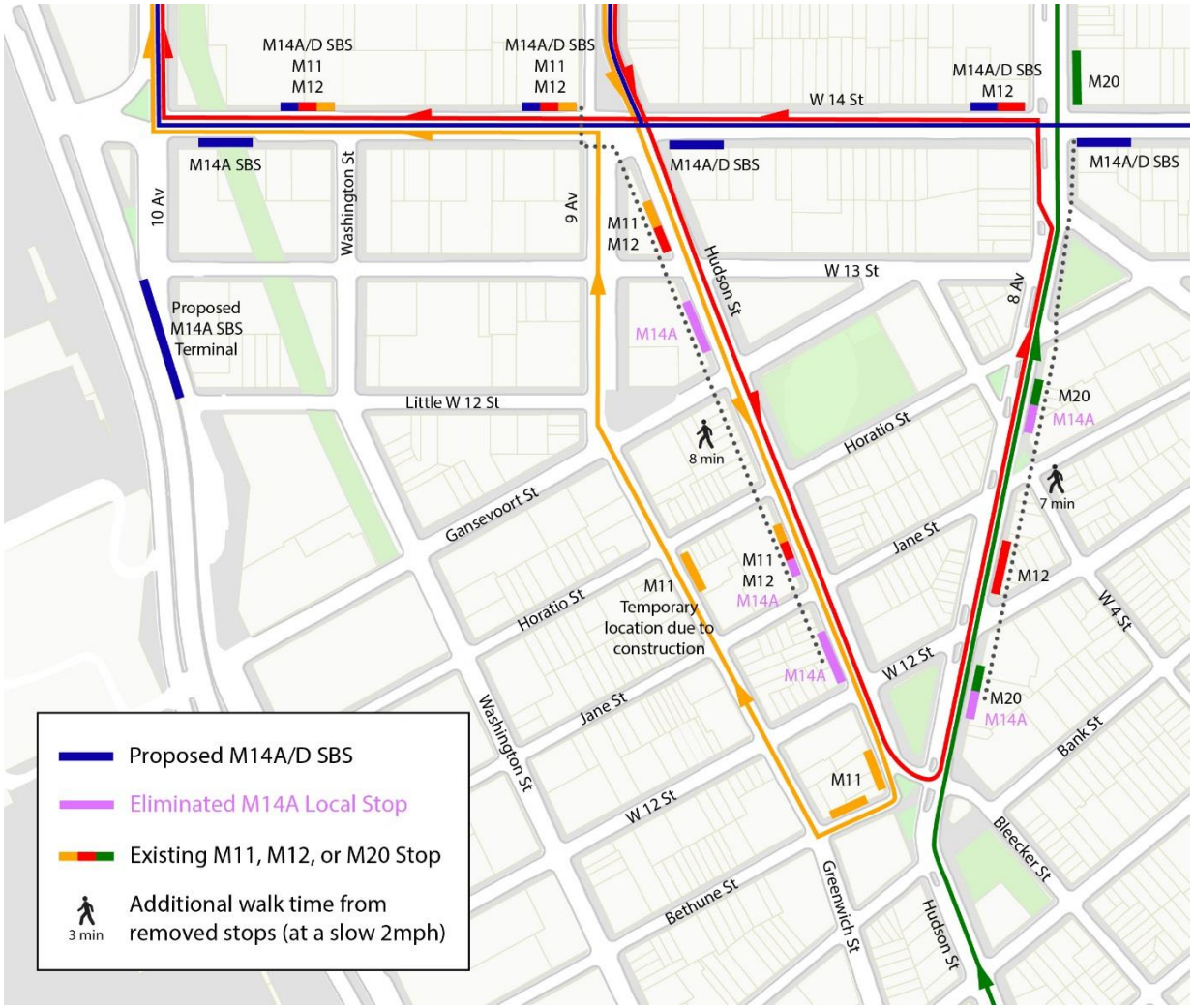


West Side M14A Adjustment



- 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.

West Side M14A Adjustment



- Abingdon Square area is served by 3 other bus routes connecting to 14 St: the M11, M12, and M20
- Combined frequency of these routes is 6 min northbound, 8 minutes southbound
- M11 by itself has almost the same frequency as M14A

Union Square Area Bus Stops

5 Av and University Pl eastbound stops relocated to new stop at southwest corner of 14 St & University Pl

M14A/D Proposed SBS Stops

M14A/D Relocated Stops

Next Steps

- Outreach to Community Boards 3, 4, 5 and 6 and other stakeholders in May, fulfilling Major Transportation Project requirements
- Coordination with City agencies
- Transit and Truck Priority implementation in early summer