

# M23 Select Bus Service

April 20, 2016 – Manhattan Community Board Four Transportation Committee



**VISION  
ZERO**



+selectbusservice



# Overview

- Select Bus Service
- Existing Conditions
- Community Outreach
- Draft Street Design
- SBS Stops
- Questions and Discussion

# About Select Bus Service

- 9 SBS routes carrying more than 250,000 daily riders
- Faster buses reducing travel time up to 23%
- High rider satisfaction
- Better bus stop waiting environments
- Safer streets leading to 20% reduction in all crashes





# Select Bus Service Features



**Faster fare collection**  
reduces time  
spent at stops  
through all-door  
boarding



**Bus lanes** improve  
in-motion bus  
speeds and  
reliability



**Improved stop spacing** promotes  
faster travel to  
busiest stops

# Select Bus Service Features



## Passenger information

improves the bus riding experience



**Pedestrian safety**  
amenities address  
safety concerns  
and improve  
access to bus stops

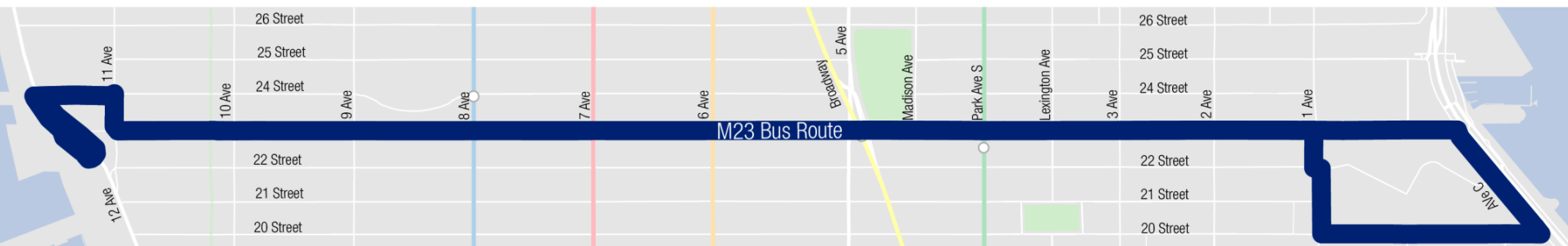


## Updated curb regulations

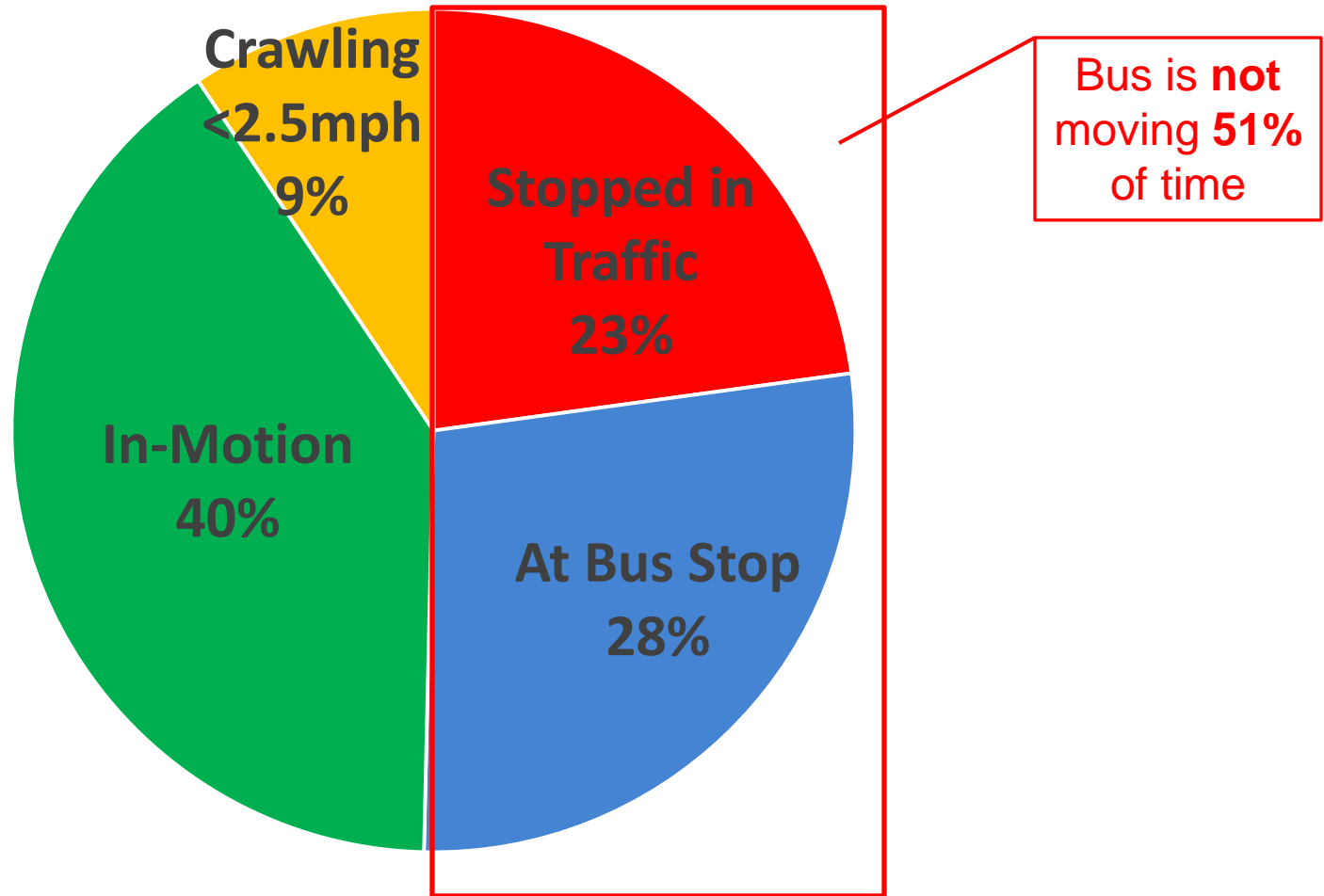
balance the needs  
of parking, loading  
and buses

# 23<sup>rd</sup> Street Manhattan Crosstown

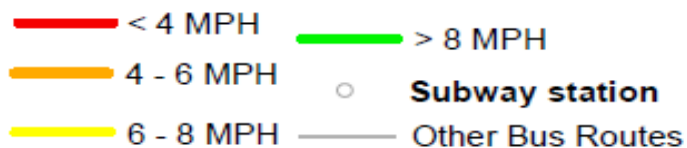
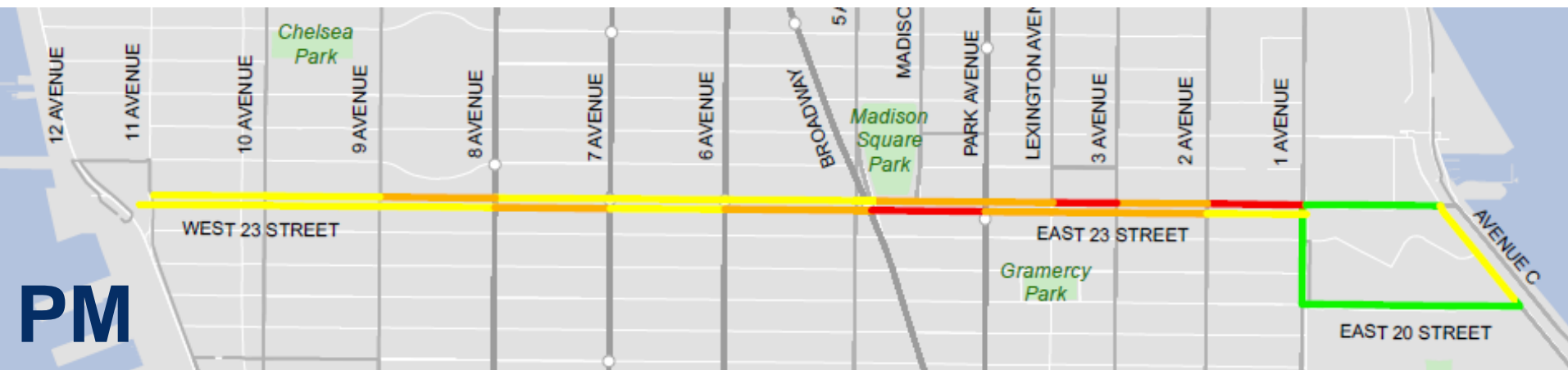
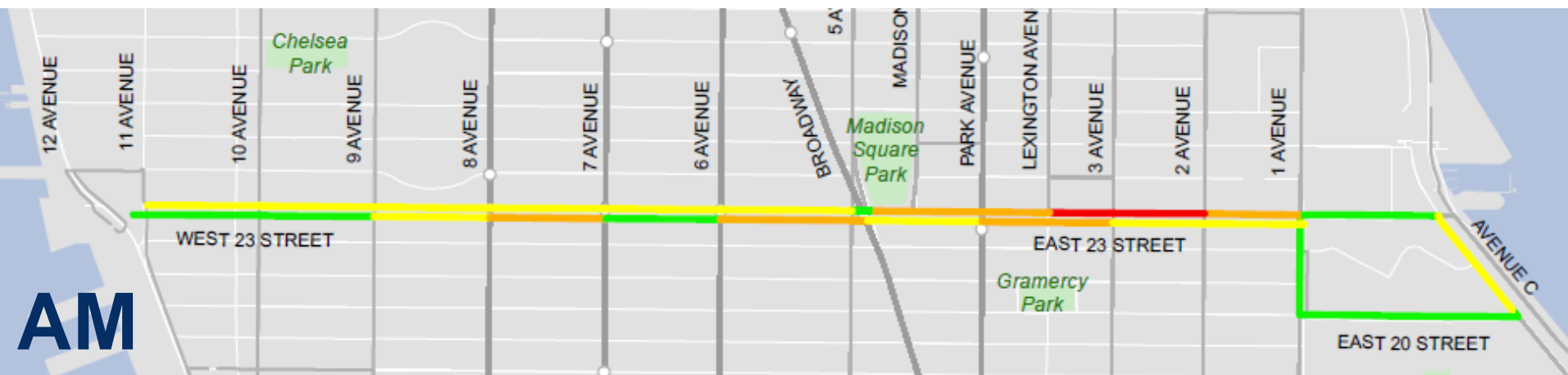
- Identified as Lower Midtown Priority Corridor in *BRT Phase II* study
- 15,000 daily M23 passengers – high per mile ridership
- Serves areas far from subway
- Offers access to *PATH* and **1 6 C E F M N R** subway lines
- Connection to 14 local and SBS bus routes
- 28 express buses utilize corridor for portion of route



# Current M23 Travel Time



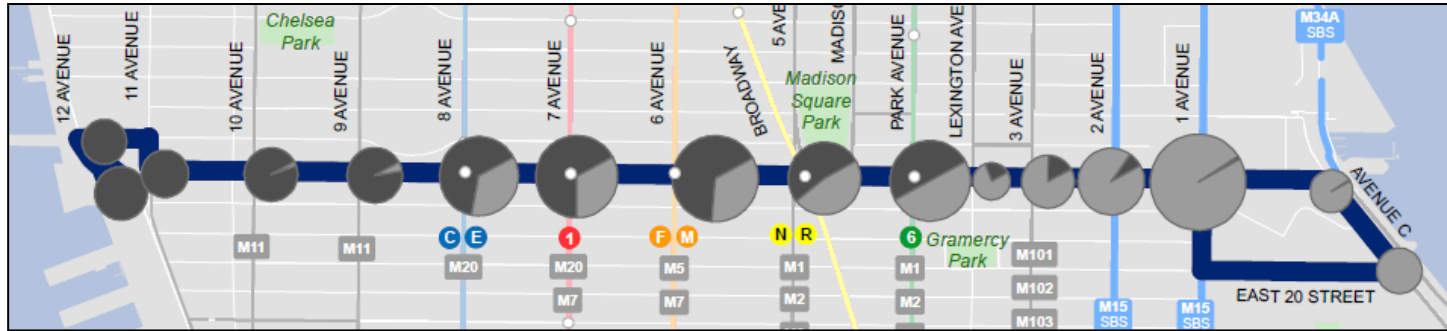
# M23 Bus Speeds (In-Motion)



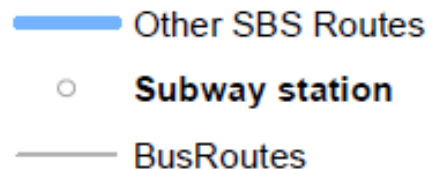
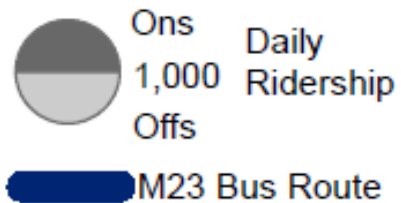
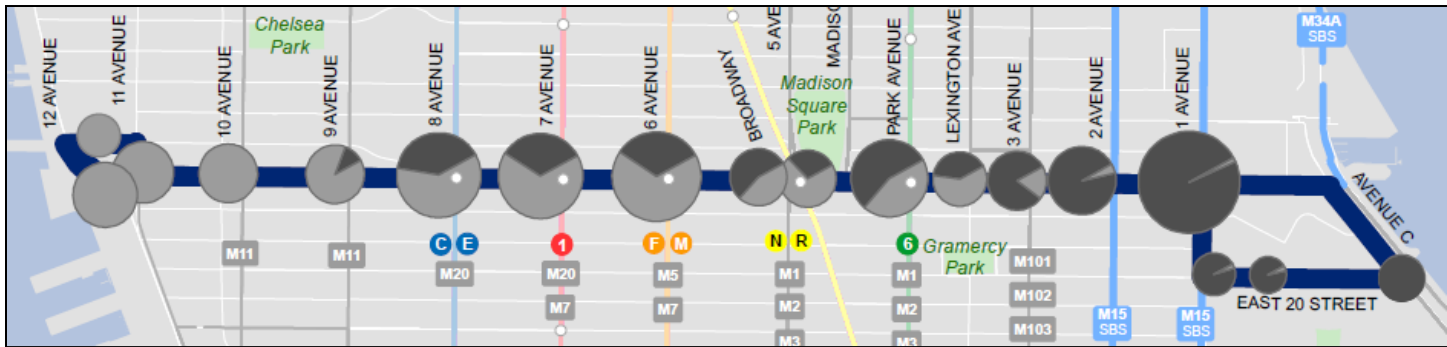


# M23 Bus Ridership

## Eastbound



## Westbound



# Vision Zero Priorities



# Community Engagement

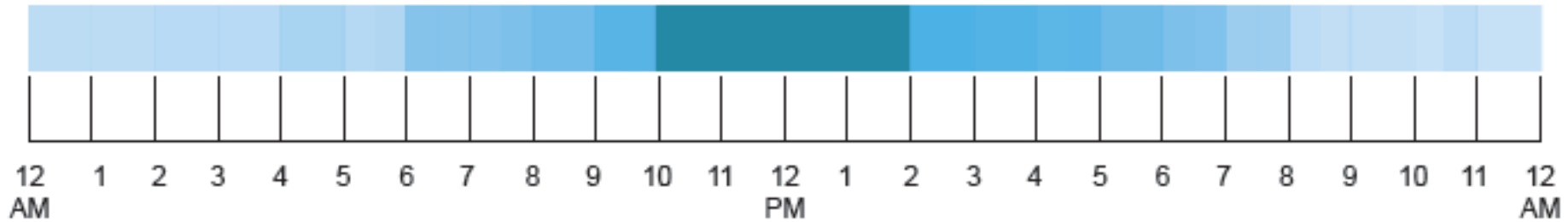
- Received feedback online and at bus stops from **500+ M23 customers**
- In coordination with Flatiron Partnership, DOT surveyed **182 businesses** for their loading/delivery needs
- Individual stakeholder meetings





# 23<sup>rd</sup> Street Commercial Loading

## Delivery Times on 23<sup>rd</sup> Street between 1<sup>st</sup> Ave – 11<sup>th</sup> Ave



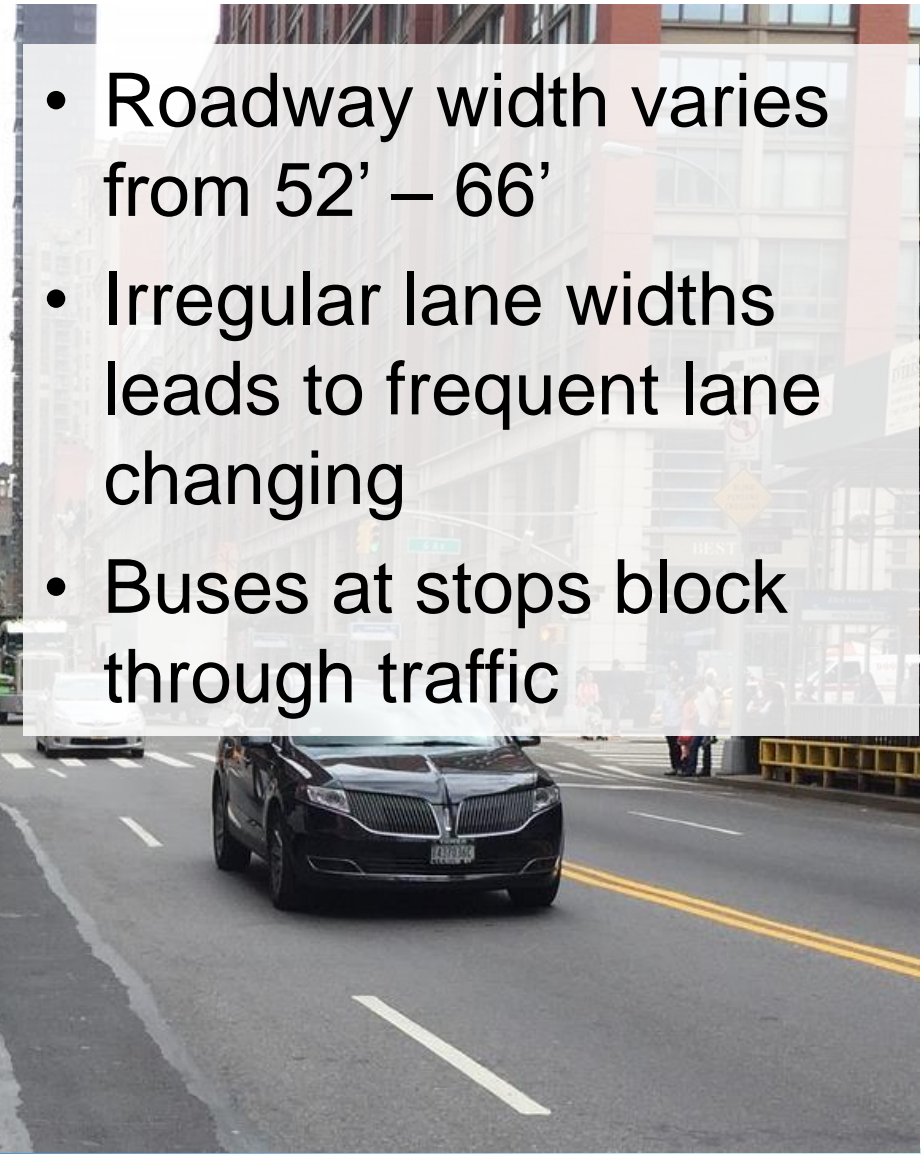
- Coordination with Flatiron Partnership
- 78% of businesses have no control over delivery times
- Most deliveries between 10:00am-2:00pm – varies block to block
- 50% of businesses prefer a delivery zone in effect for 2-3 hours in front of their store



# Roadway Width



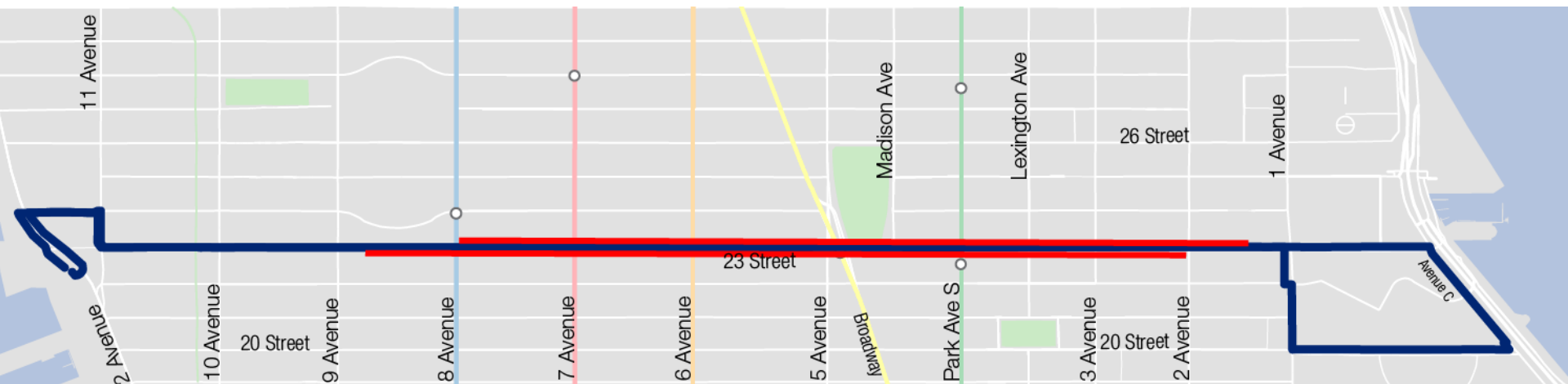
- Roadway width varies from 52' – 66'
- Irregular lane widths leads to frequent lane changing
- Buses at stops block through traffic



# Bus Lane Design – 23<sup>rd</sup> Street

Westbound bus lanes:  
1<sup>st</sup> Ave – 8<sup>th</sup> Ave

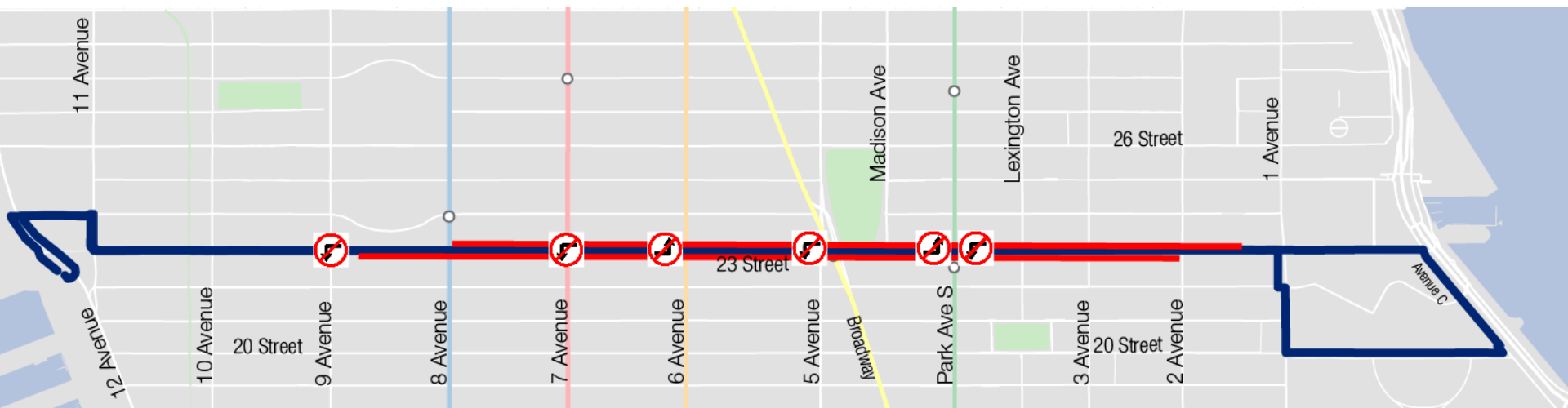
Eastbound bus lanes:  
9<sup>th</sup> Ave – 2<sup>nd</sup> Ave



# 23<sup>rd</sup> Street Turn Restrictions

## Existing Turn Restrictions:

- LT – WB 9<sup>th</sup> Ave
- LT – WB 7<sup>th</sup> Ave
- LT – EB 6<sup>th</sup> Ave
- LT – WB 5<sup>th</sup> Ave
- LT – EB/WB Park Ave S

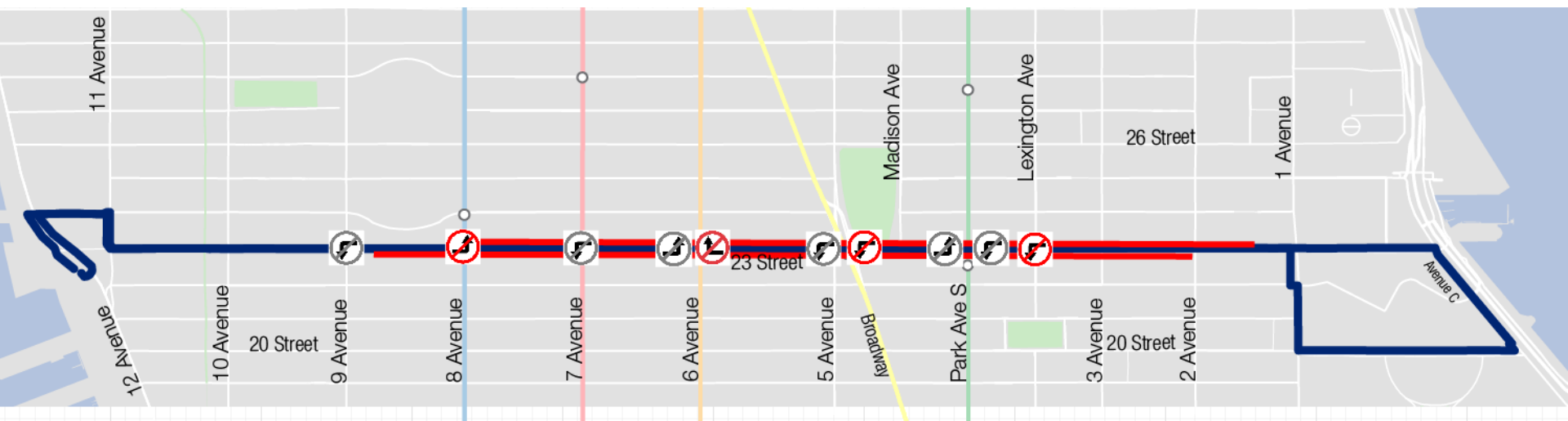


# 23<sup>rd</sup> Street Turn Restrictions

## Existing Turn Restrictions: *Proposed* Turn Restrictions:

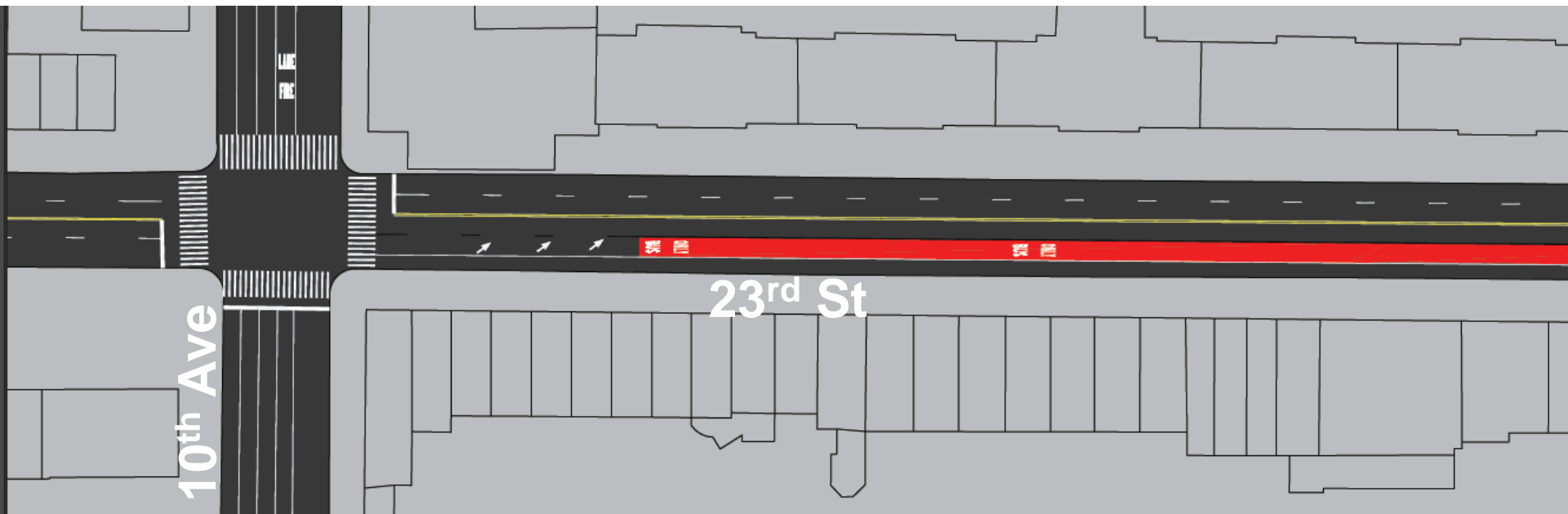
- LT – WB 9<sup>th</sup> Ave
- LT – WB 7<sup>th</sup> Ave
- LT – EB 6<sup>th</sup> Ave
- LT – WB 5<sup>th</sup> Ave
- LT – EB/WB Park Ave S

- LT – EB 8<sup>th</sup> Ave
- LT – WB Lexington Ave
- LT – WB Broadway
- RT – WB 6 Ave

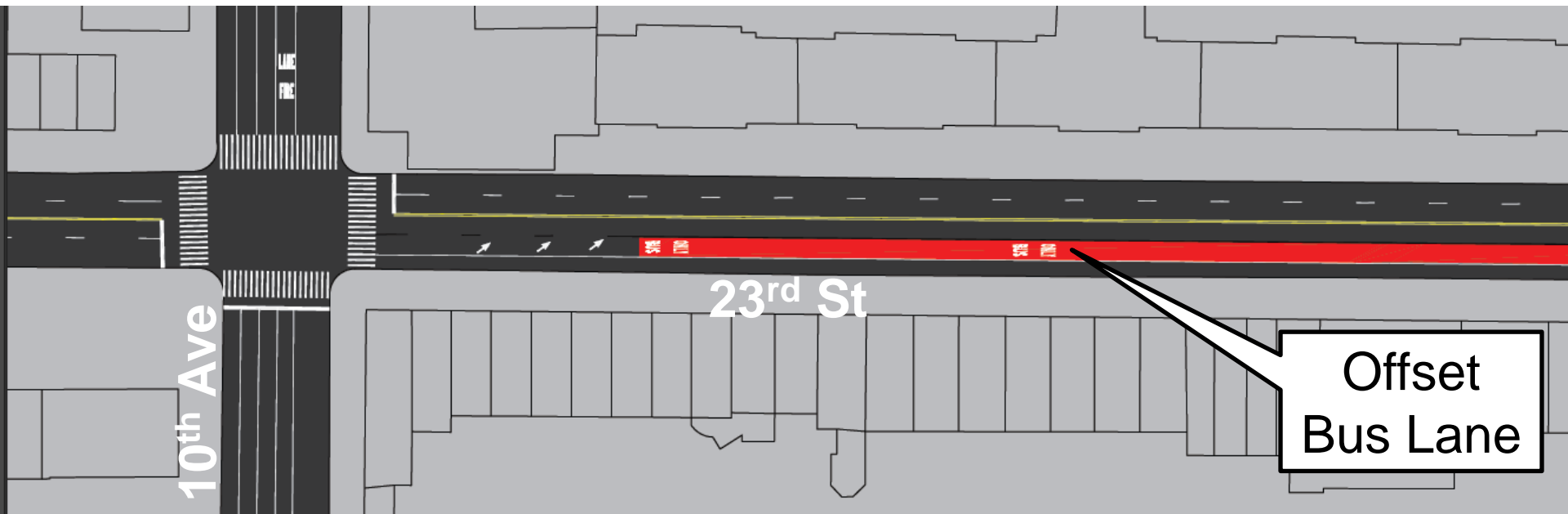




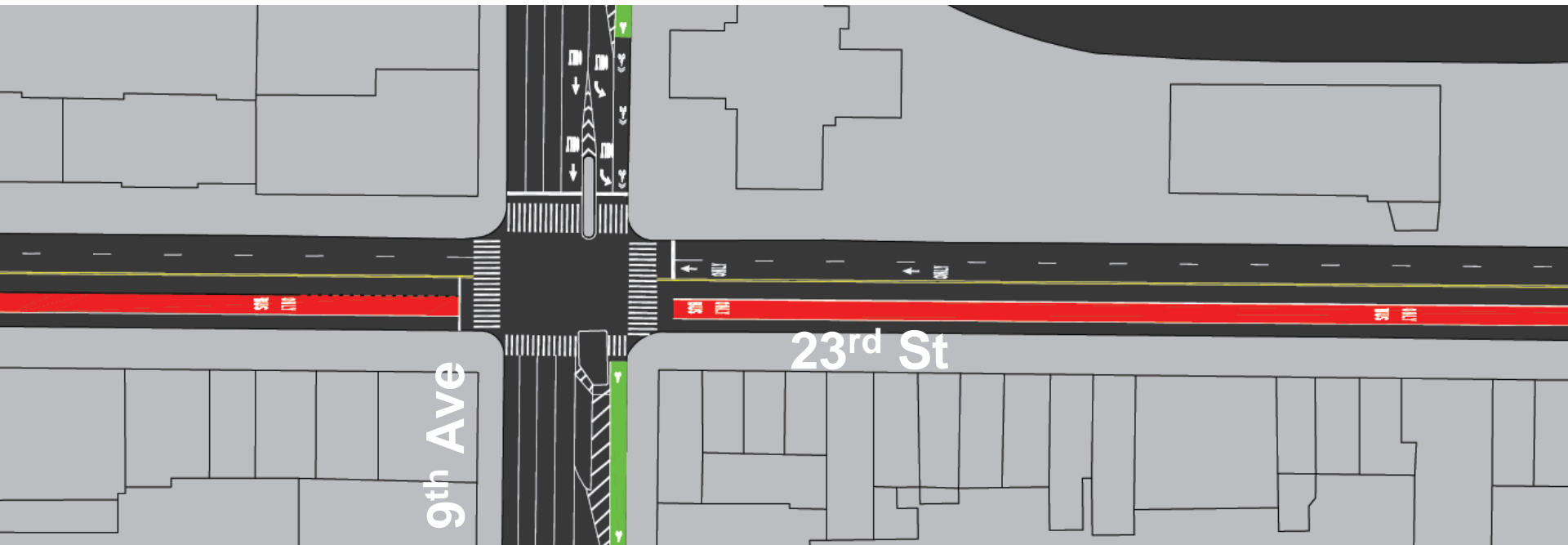
# Bus Lane Design – 10<sup>th</sup> Ave



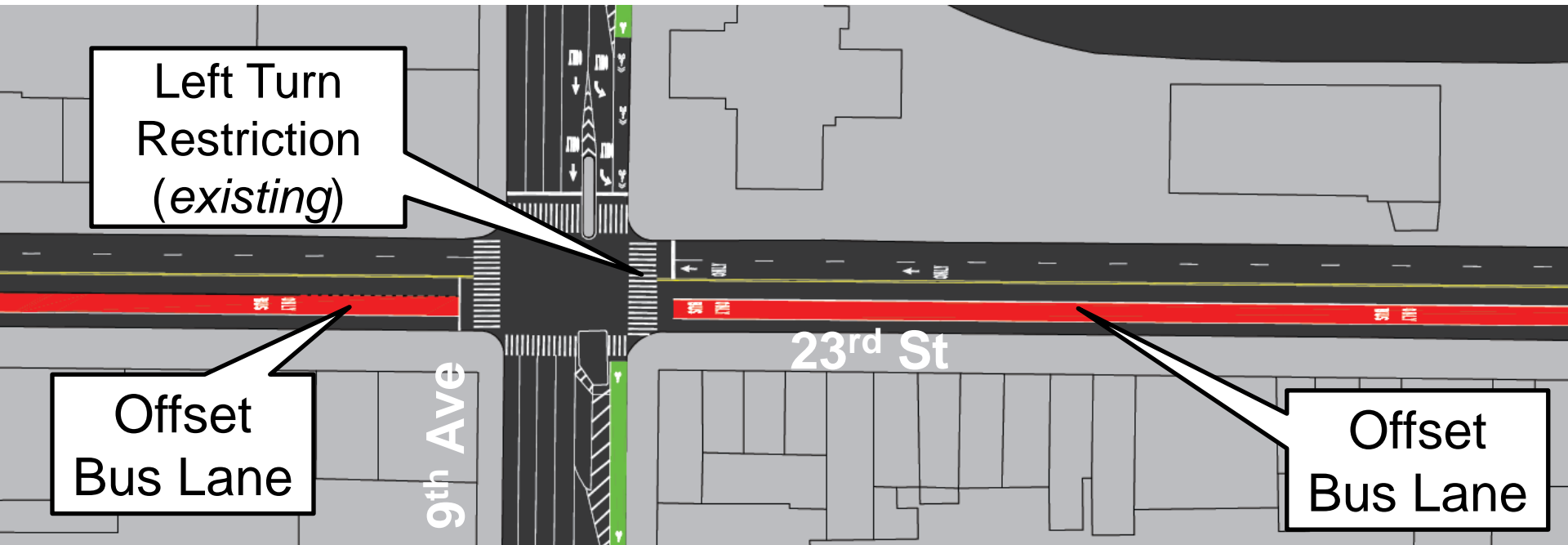
# Bus Lane Design – 10<sup>th</sup> Ave



# Bus Lane Design – 9<sup>th</sup> Ave



# Bus Lane Design – 9<sup>th</sup> Ave

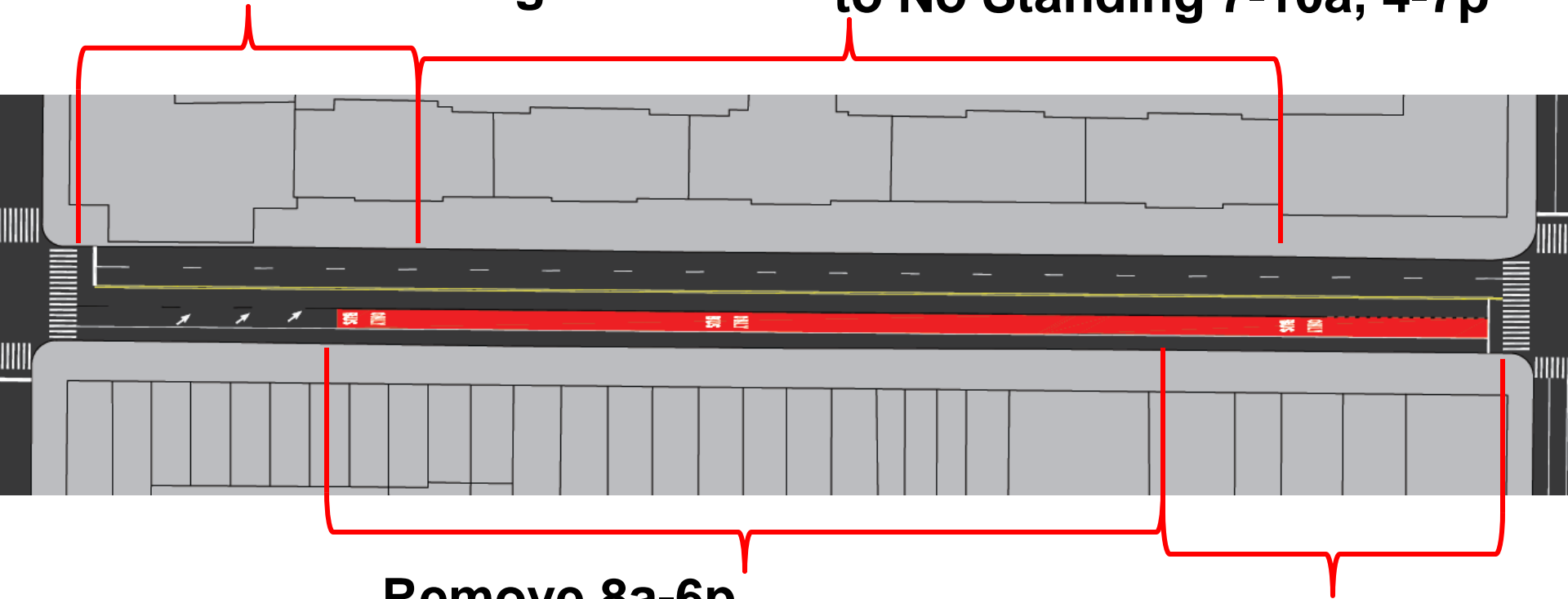




# Changes to Parking – 10<sup>th</sup> Ave to 9<sup>th</sup> Ave

**Add off-peak 10a-4p  
commercial loading**

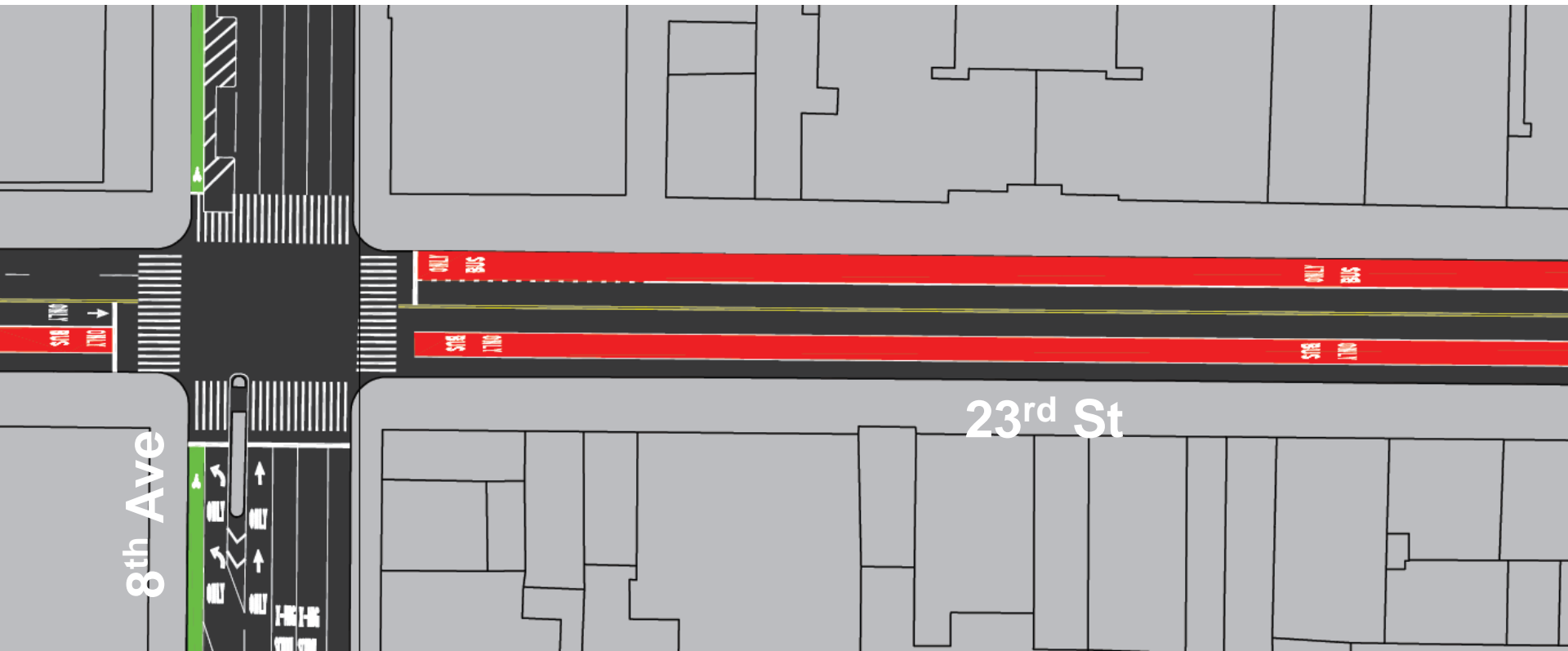
**Change 8a-6p No Parking  
to No Standing 7-10a, 4-7p**



**Remove 8a-6p  
No Parking Restriction**

**Add commercial  
loading zone**

# Bus Lane Design – 8<sup>th</sup> Ave



# Bus Lane Design – 8<sup>th</sup> Ave

Curbside Bus Lane Hours:  
7-10am & 4-7pm

Curbside  
Bus Lane

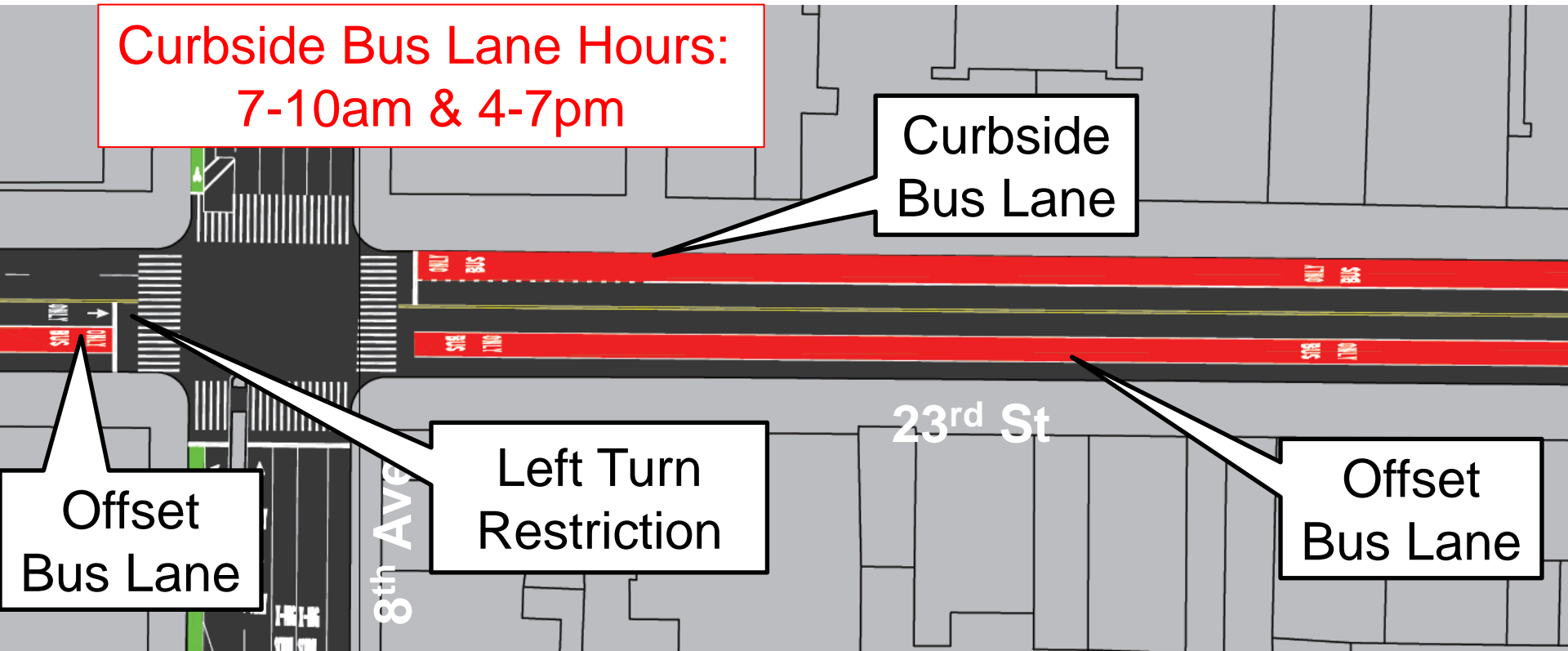
23<sup>rd</sup> St

Offset  
Bus Lane

Left Turn  
Restriction

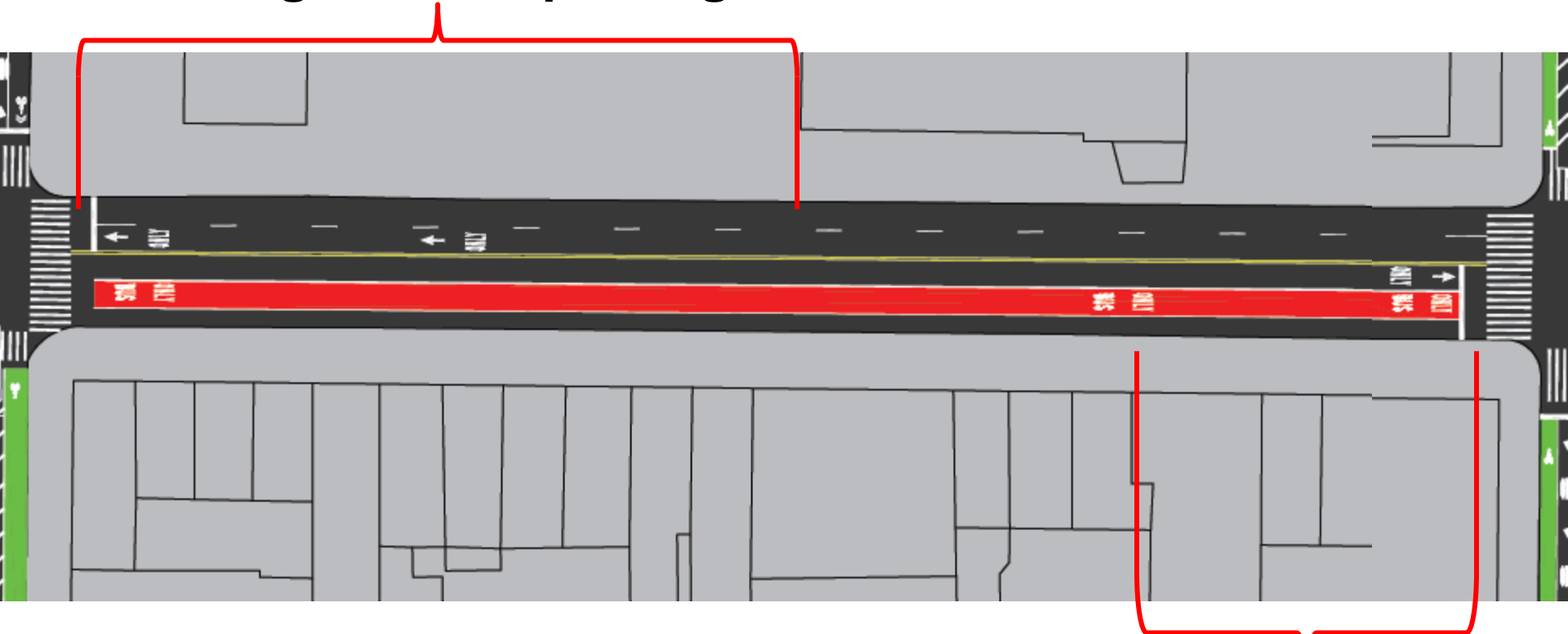
8<sup>th</sup> Ave

Offset  
Bus Lane



# Changes to Parking – 9<sup>th</sup> Ave to 8<sup>th</sup> Ave

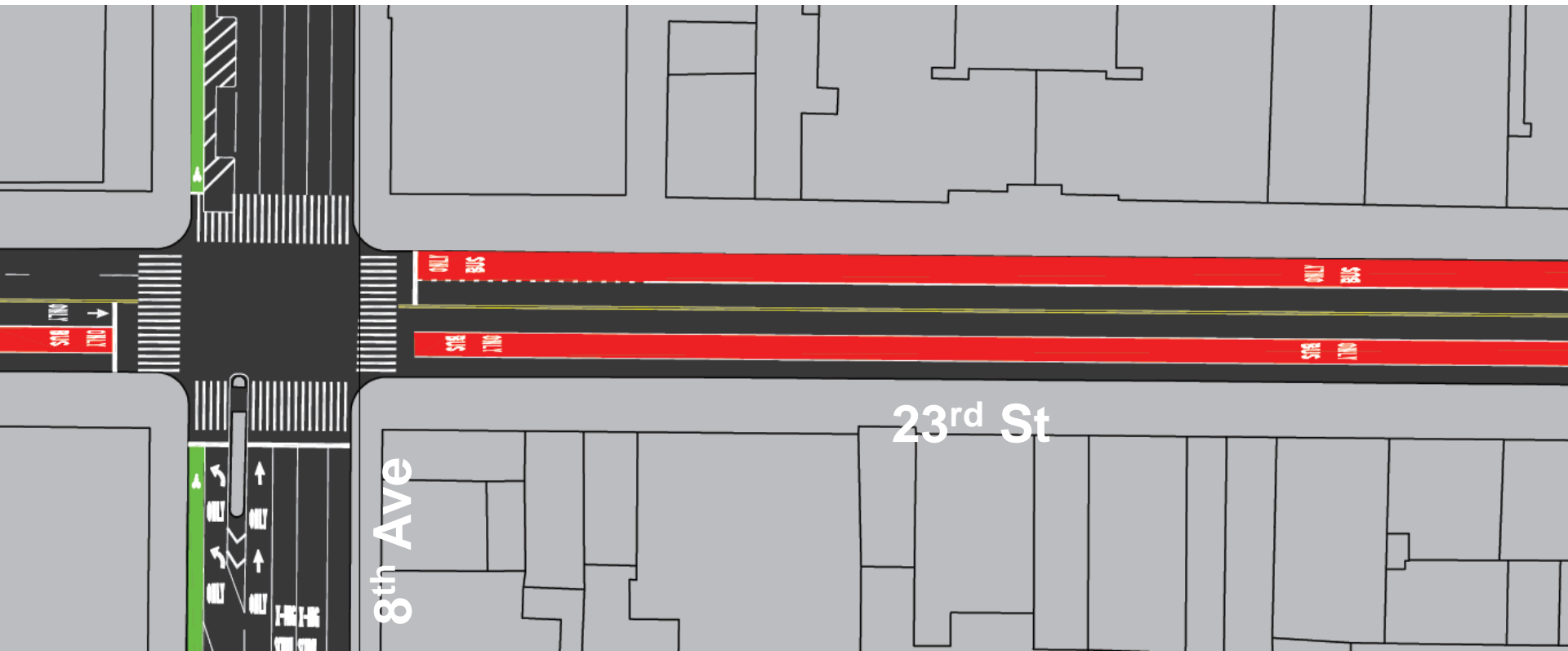
**Add No Standing 7-10a, 4-7p  
to existing metered parking**



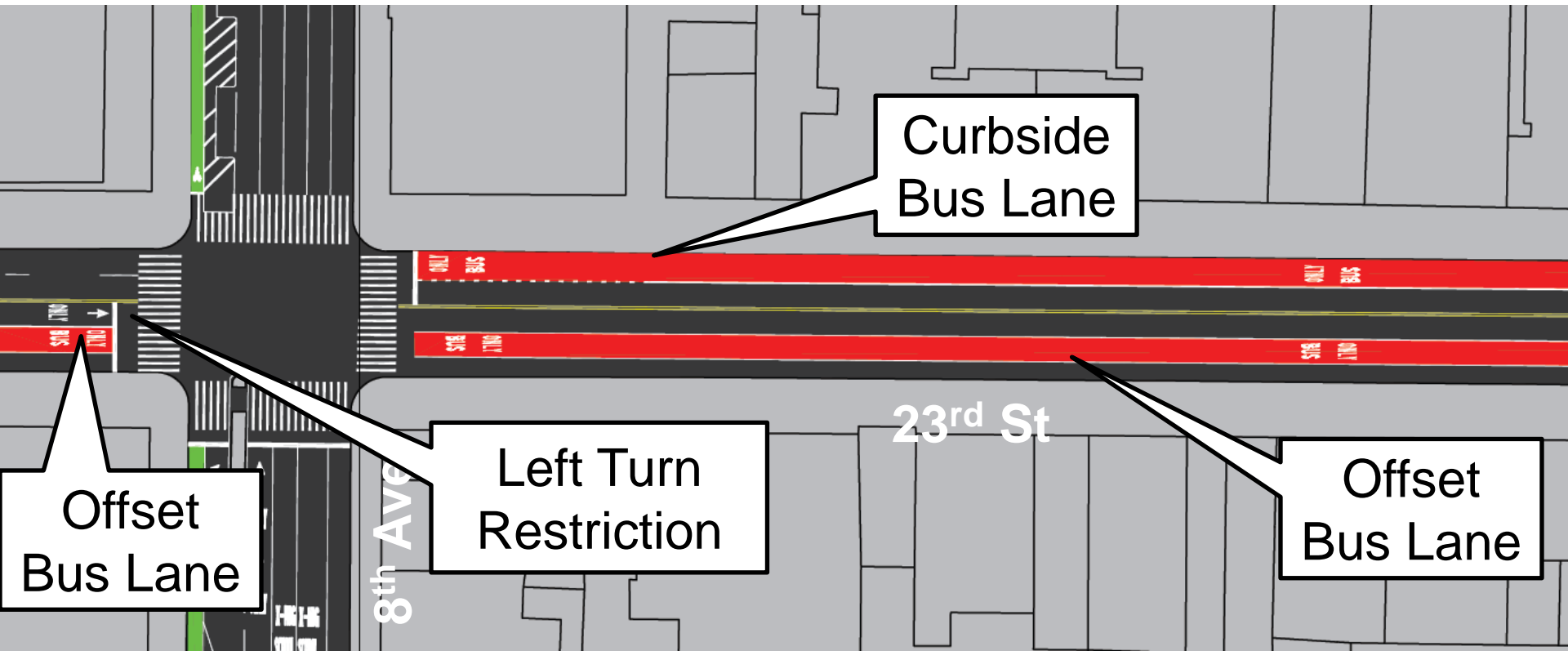
**Change No Parking to  
metered commercial loading**



# Bus Lane Design – 8<sup>th</sup> Ave



# Bus Lane Design – 8<sup>th</sup> Ave



# Changes to Parking – 8<sup>th</sup> Ave to 7<sup>th</sup> Ave

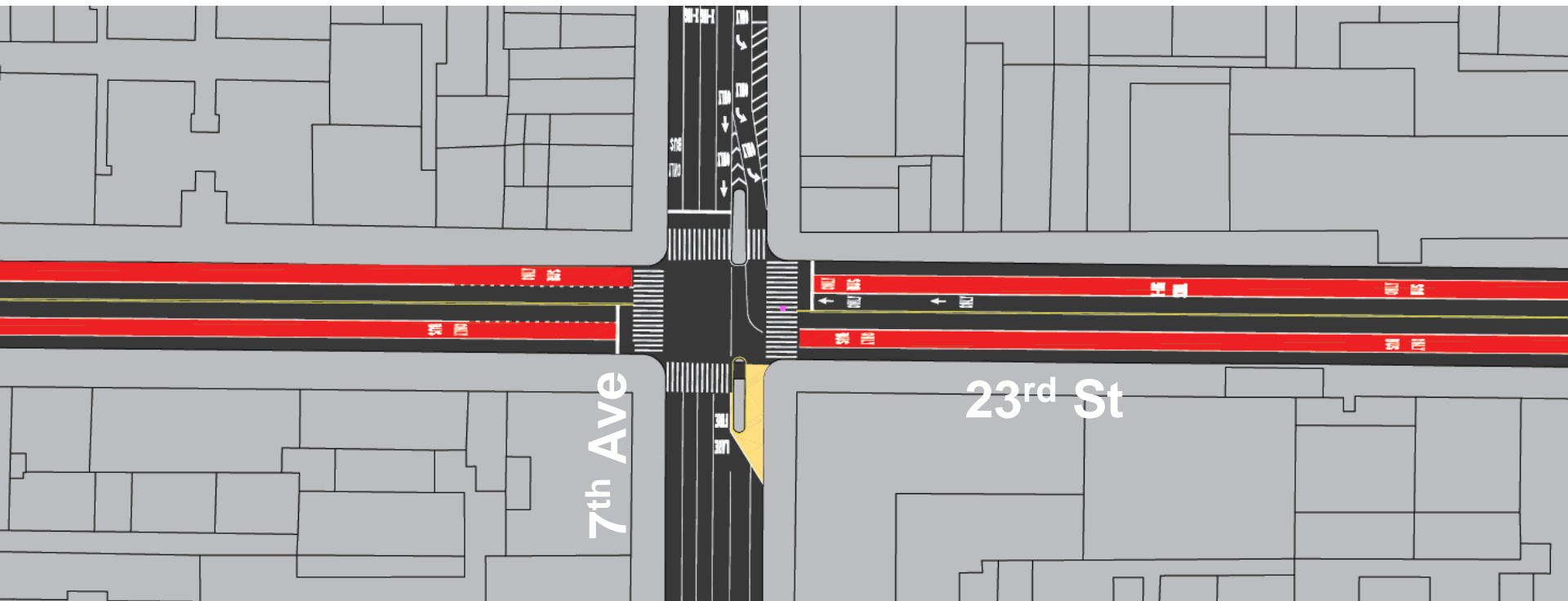
**Extend current rush hour restriction;  
maintain current loading zone**



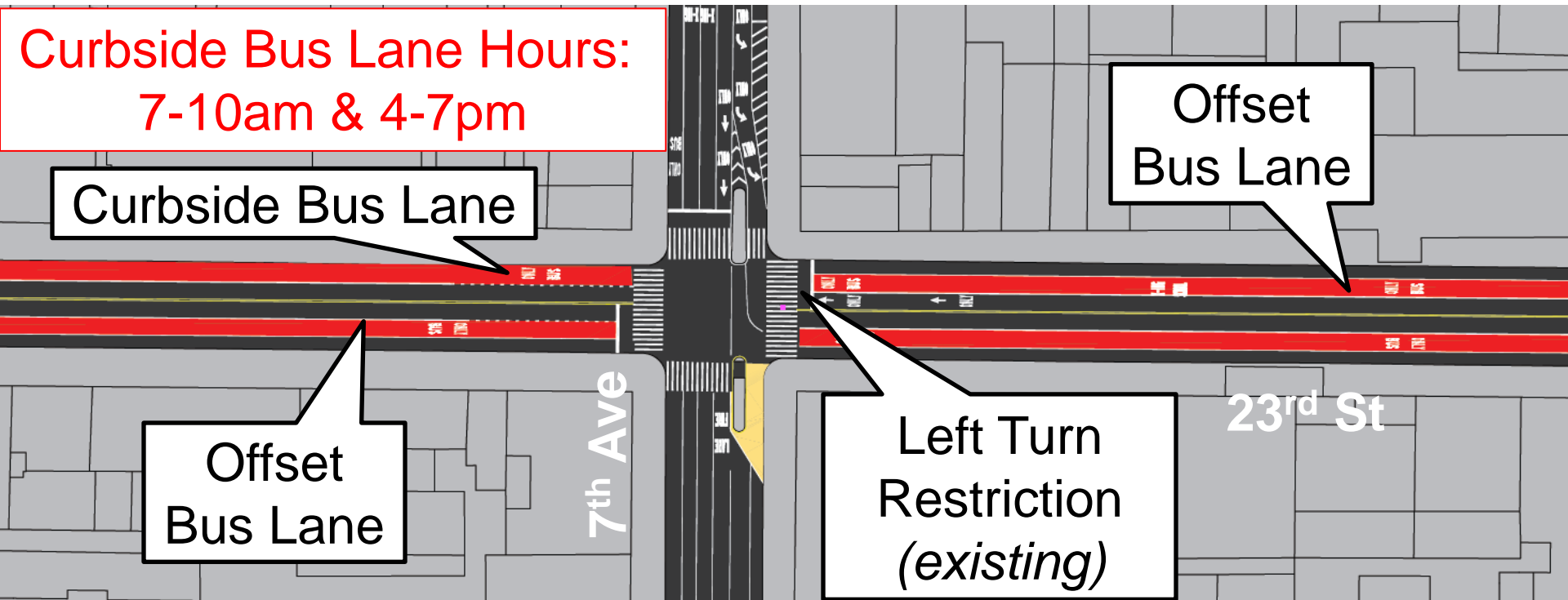
**Curbside Bus Lane Hours:  
7-10am & 4-7pm**

**Remove current rush hour restriction;  
maintain current loading zone**

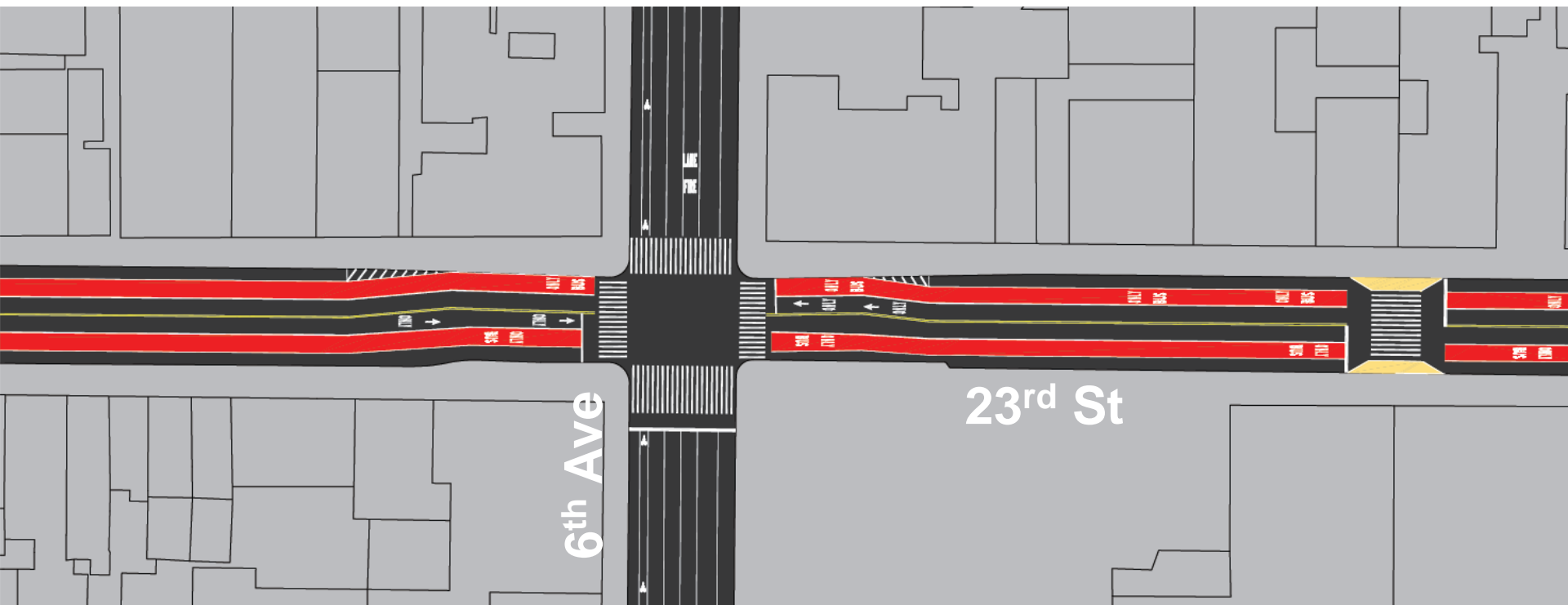
# Bus Lane Design – 7<sup>th</sup> Ave



# Bus Lane Design – 7<sup>th</sup> Ave

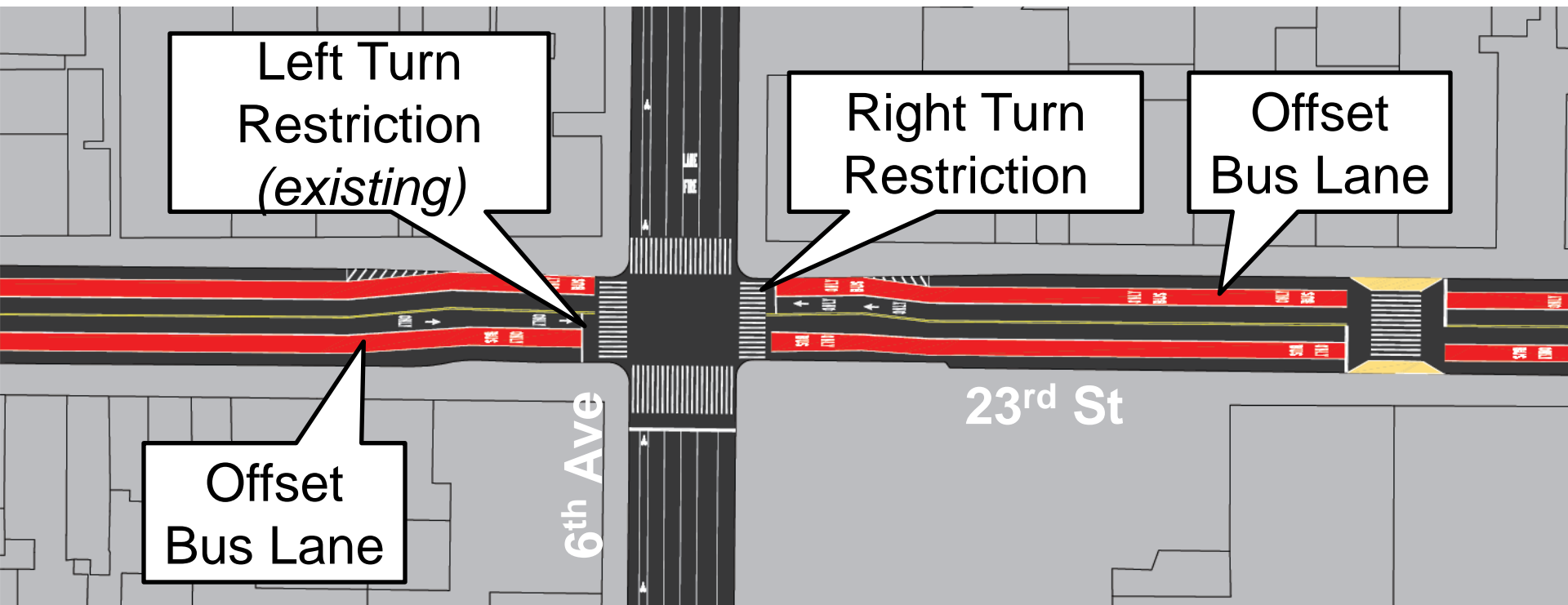


# Bus Lane Design – 6<sup>th</sup> Ave



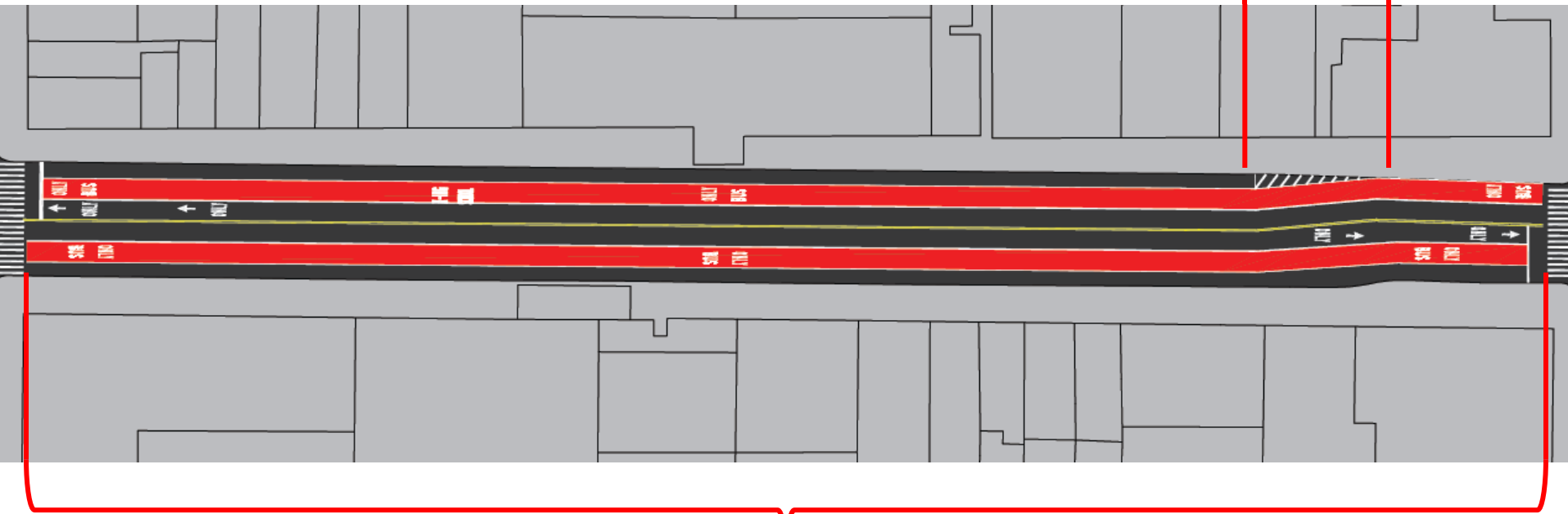


# Bus Lane Design – 6<sup>th</sup> Ave



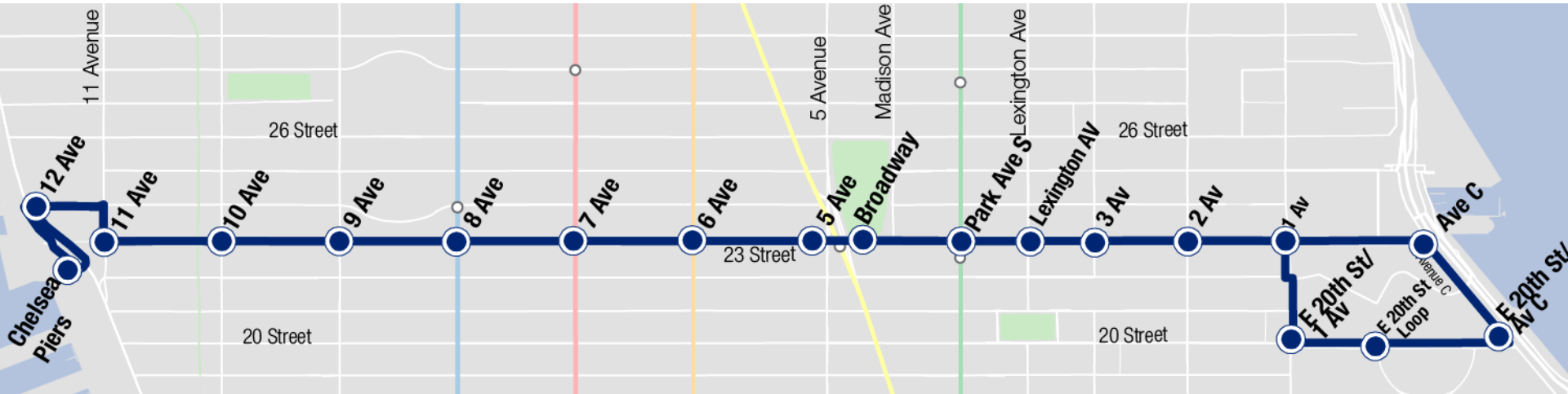
# Changes to Parking – 7<sup>th</sup> Ave to 6<sup>th</sup> Ave

Remove approximately  
15' of parking/loading

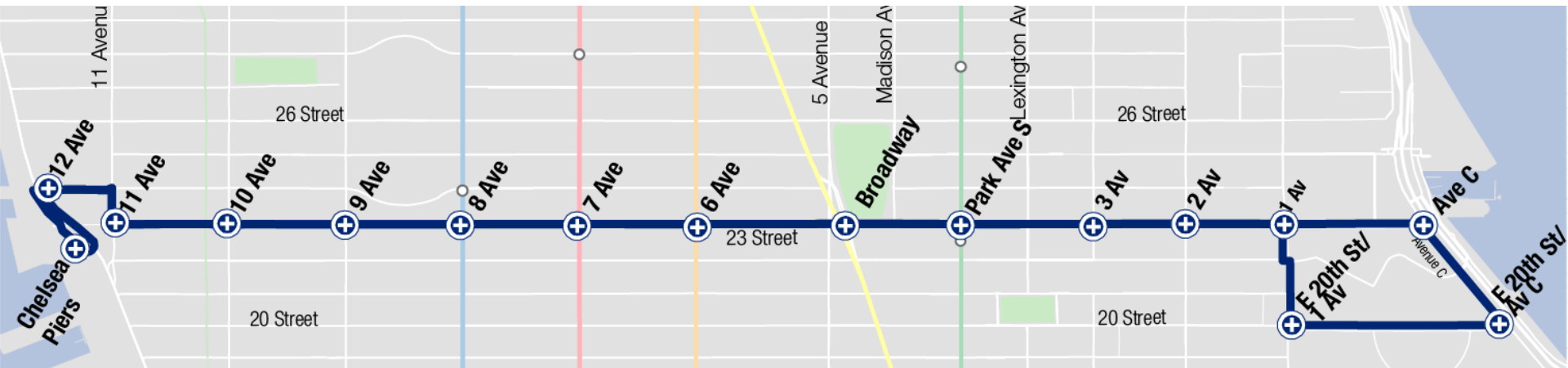


Remove current rush hour restriction  
creating commercial loading 7a-7p

# Current M23 Stops



# Proposed M23 SBS Stops



## M23 SBS Benefits

- Improved bus speeds, reliability and access to subway transfers
- Improves safety in priority Vision Zero locations
- Maintains through traffic and adds turn lanes where needed
- Minimal effects on loading and parking

# Next Steps

## **April-June:**

Refine plan based on feedback

## **June:**

Present final plan to Community Boards

## **July – September:**

Project implementation

## **2017 – beyond**

Evaluate SBS performance

Study more robust options if supported by community

Continue community outreach



# Questions?

