

M23 Select Bus Service

April 4, 2016 – Manhattan Community Board Six 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

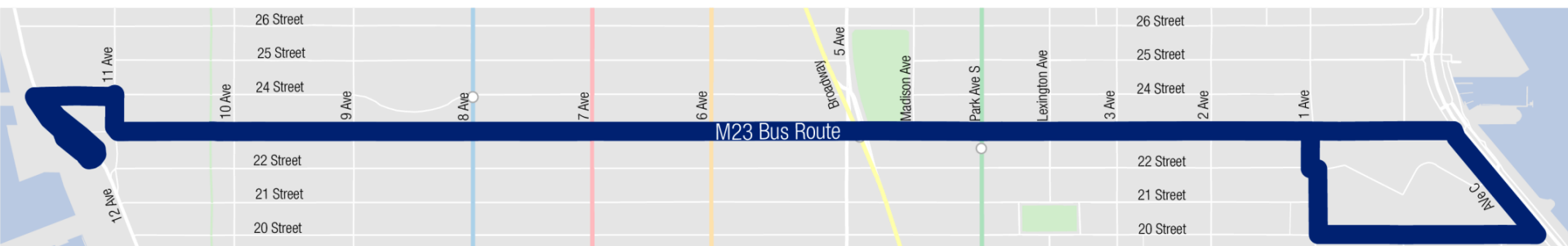


Updated curb regulations

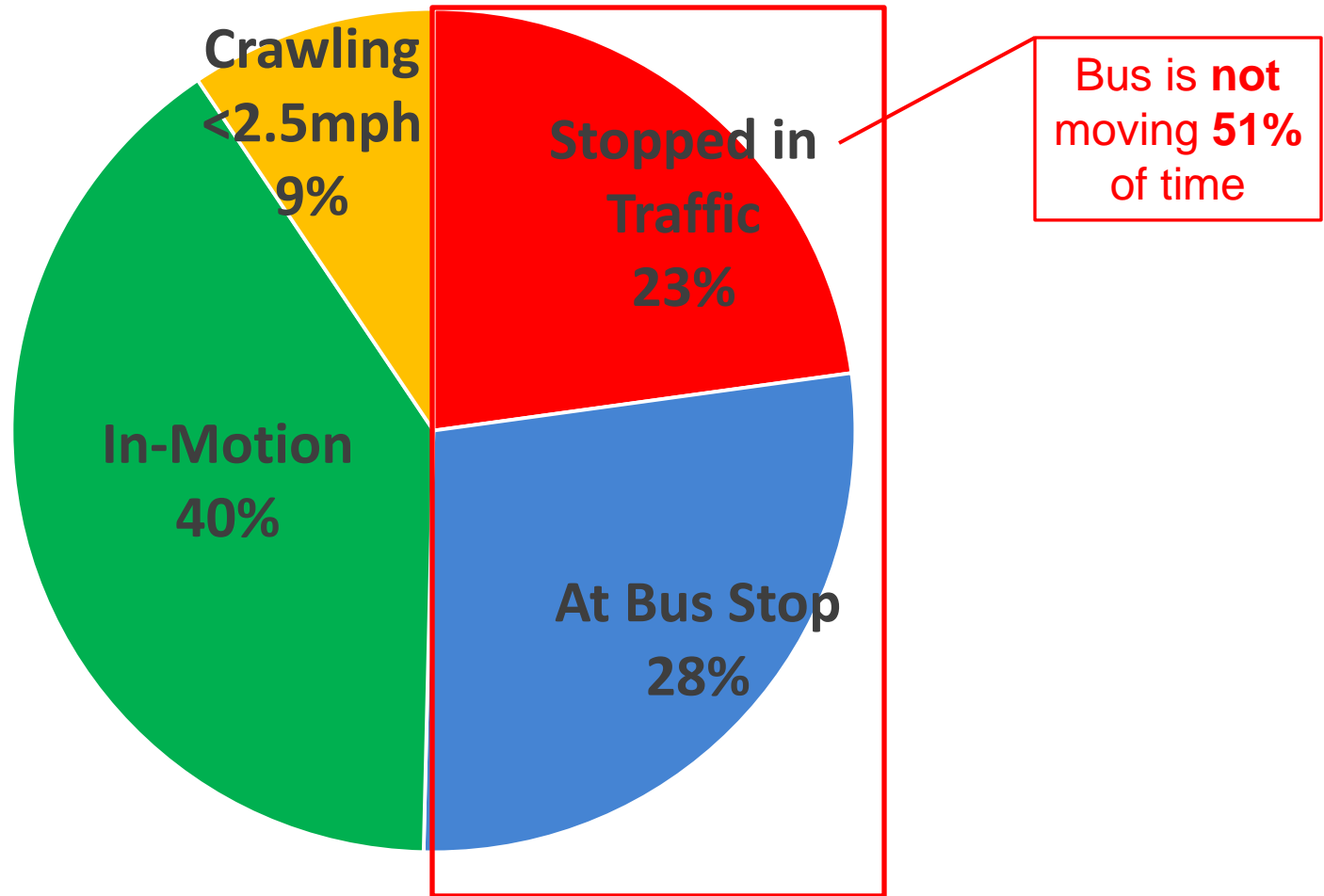
balance the needs
of parking, loading
and buses

23rd Street Manhattan Crosstown

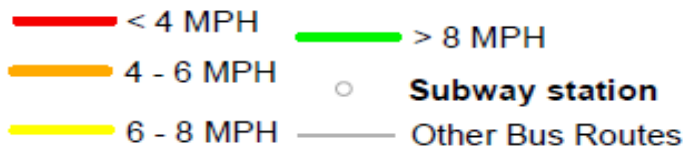
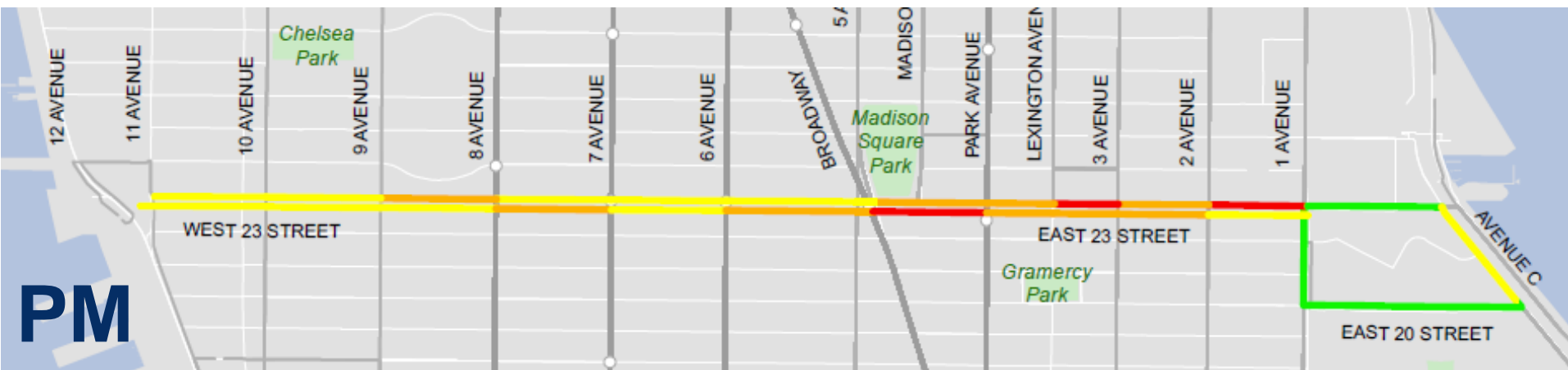
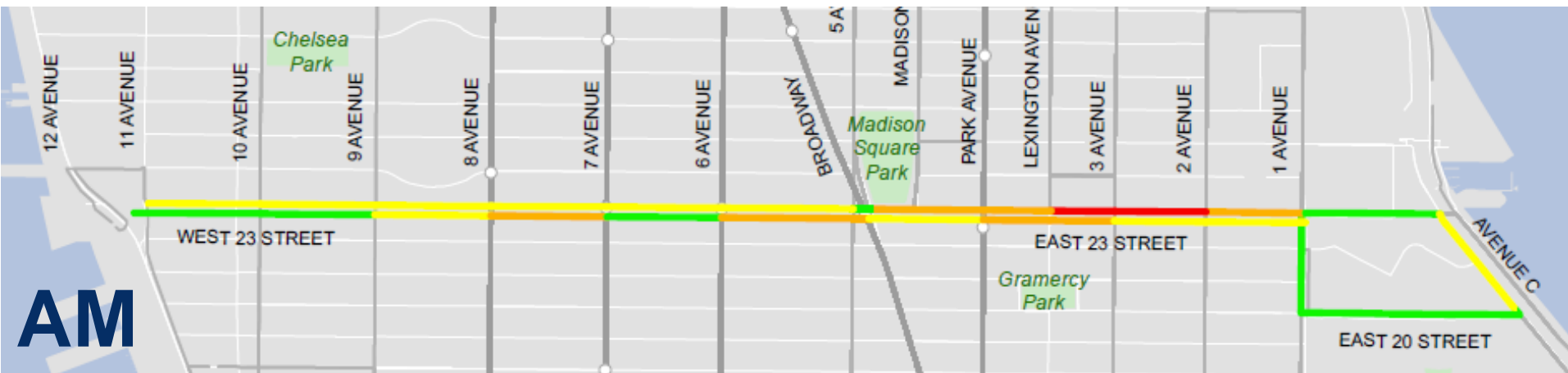
- Improved crosstown bus service noted in CB Six *District Needs Statement*
- Identified as Lower Midtown Priority Corridor in *BRT Phase II* study
- 15,000 daily M23 passengers – high per mile ridership
- Offers access to *PATH* and **1 6 C E F M N R** subway lines
- Serves areas far from subway
- Connection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



Current M23 Travel Time

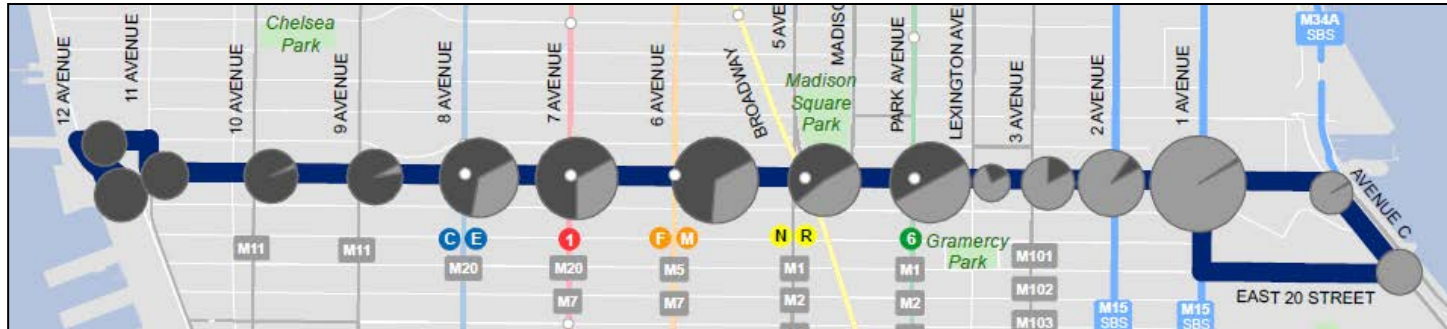


M23 Bus Speeds (In-Motion)

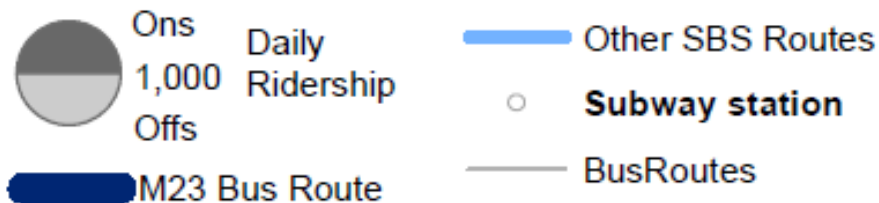
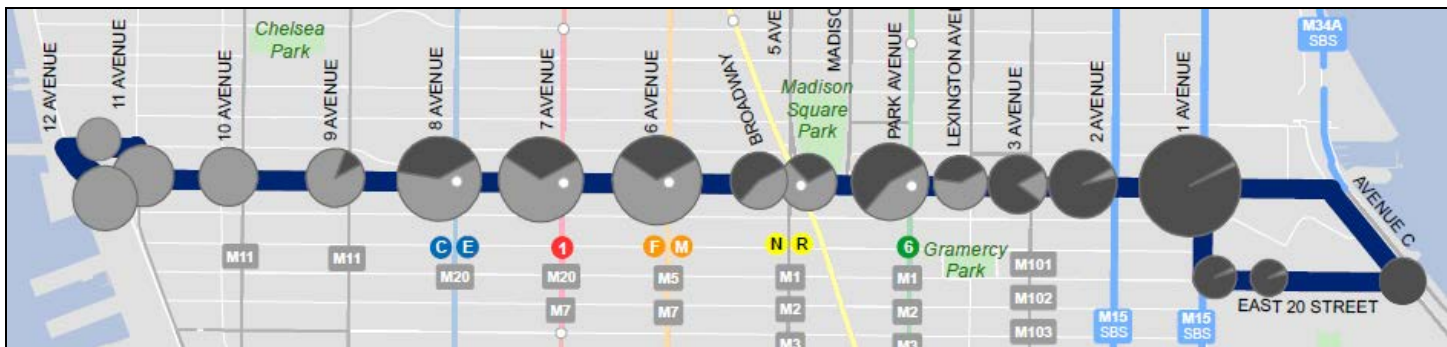


M23 Bus Ridership

Eastbound



Westbound



Vision Zero Priorities



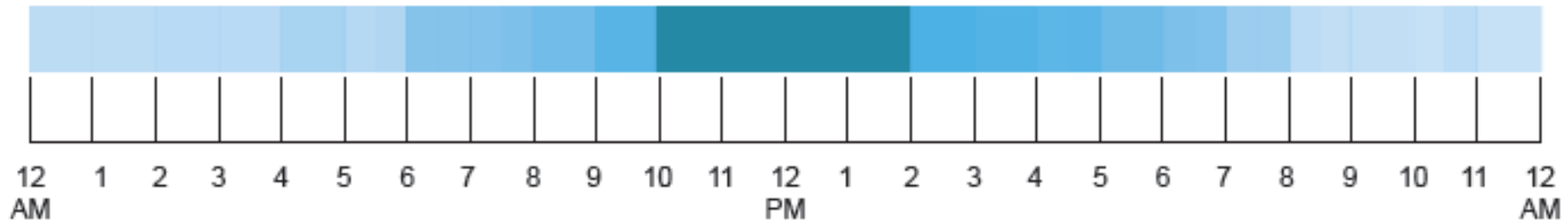
Community Engagement

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



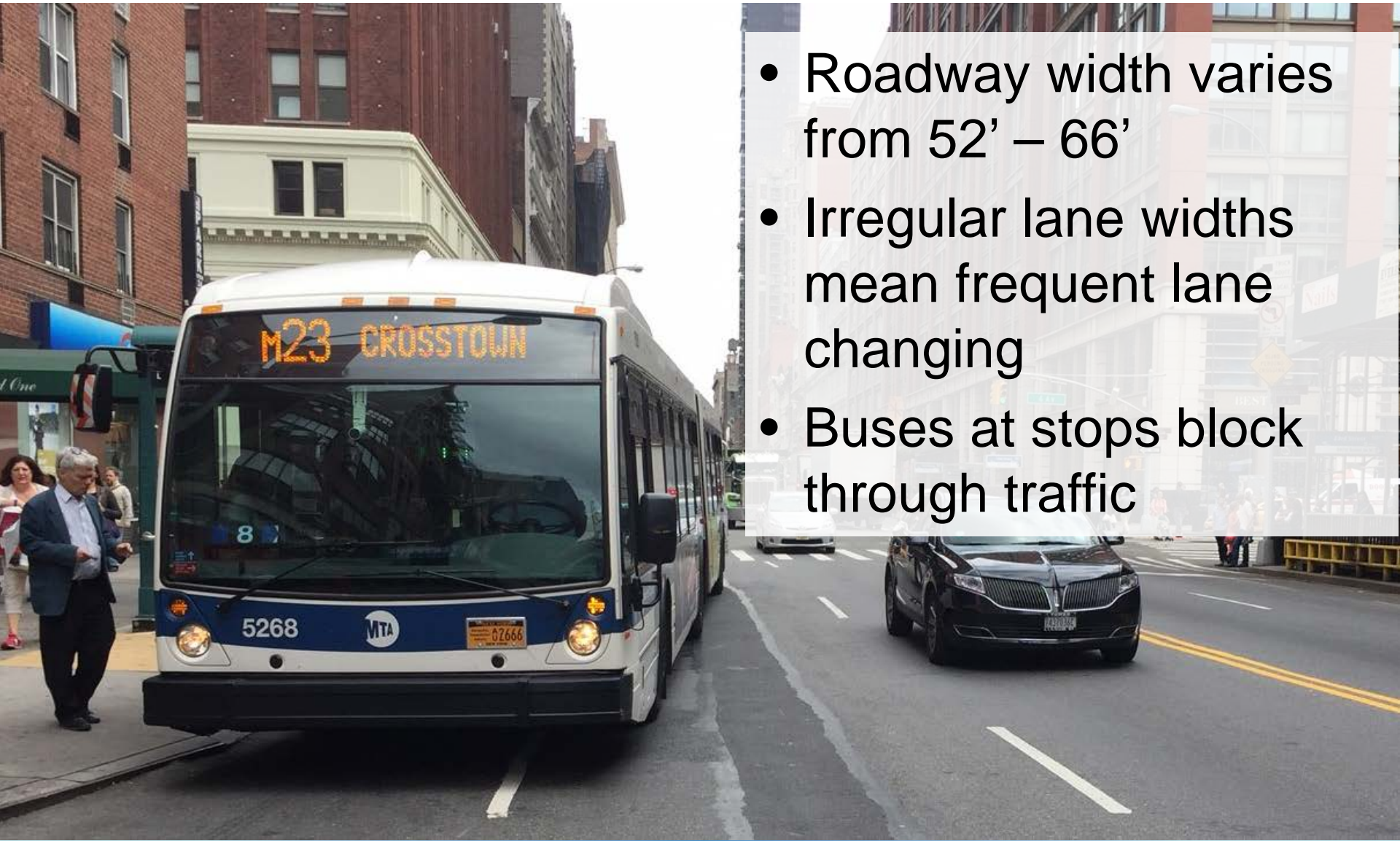
23rd Street Commercial Loading

Delivery Times on 23rd Street between 1st Ave – 11th 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

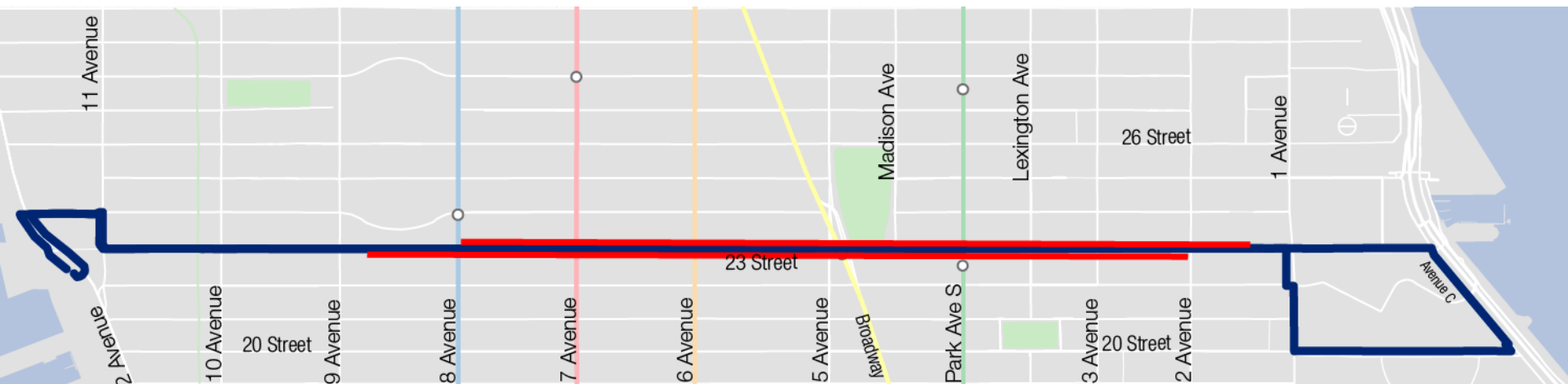


- Roadway width varies from 52' – 66'
- Irregular lane widths mean frequent lane changing
- Buses at stops block through traffic

Bus Lane Design – 23rd Street

Westbound bus lanes:
1st Ave – 8th Ave

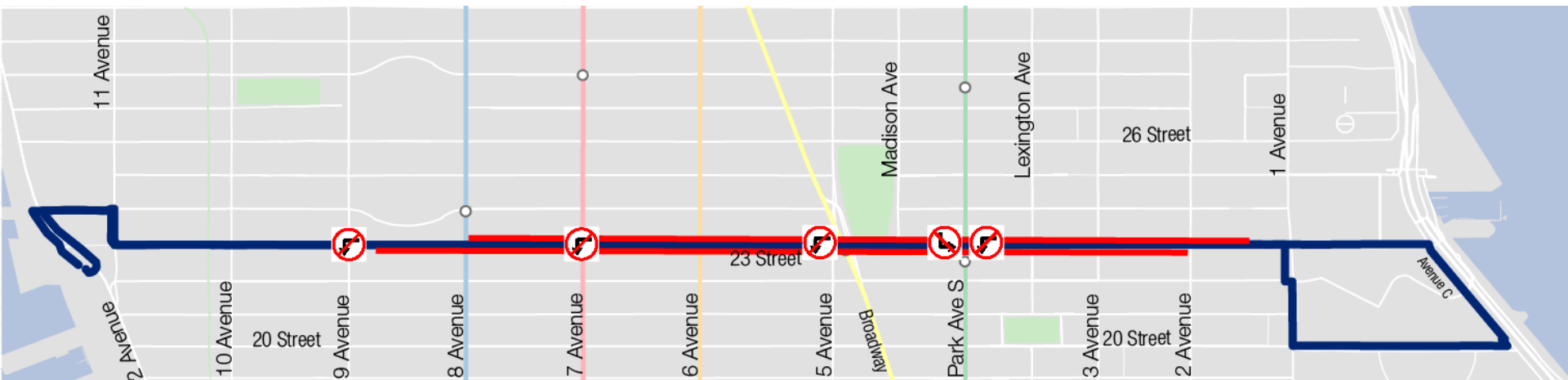
Eastbound bus lanes:
9th Ave – 2nd Ave



23rd Street Turn Restrictions

Existing Turn Restrictions:

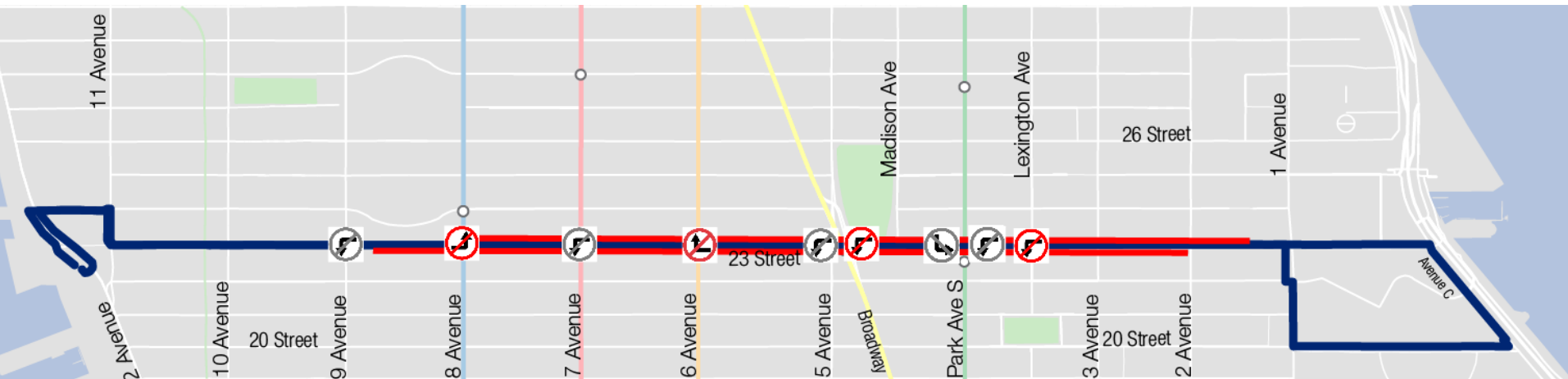
- LT – WB 9th Ave
- LT – WB 7th Ave
- LT – WB 5th Ave
- LT – EB/WB Park Ave S



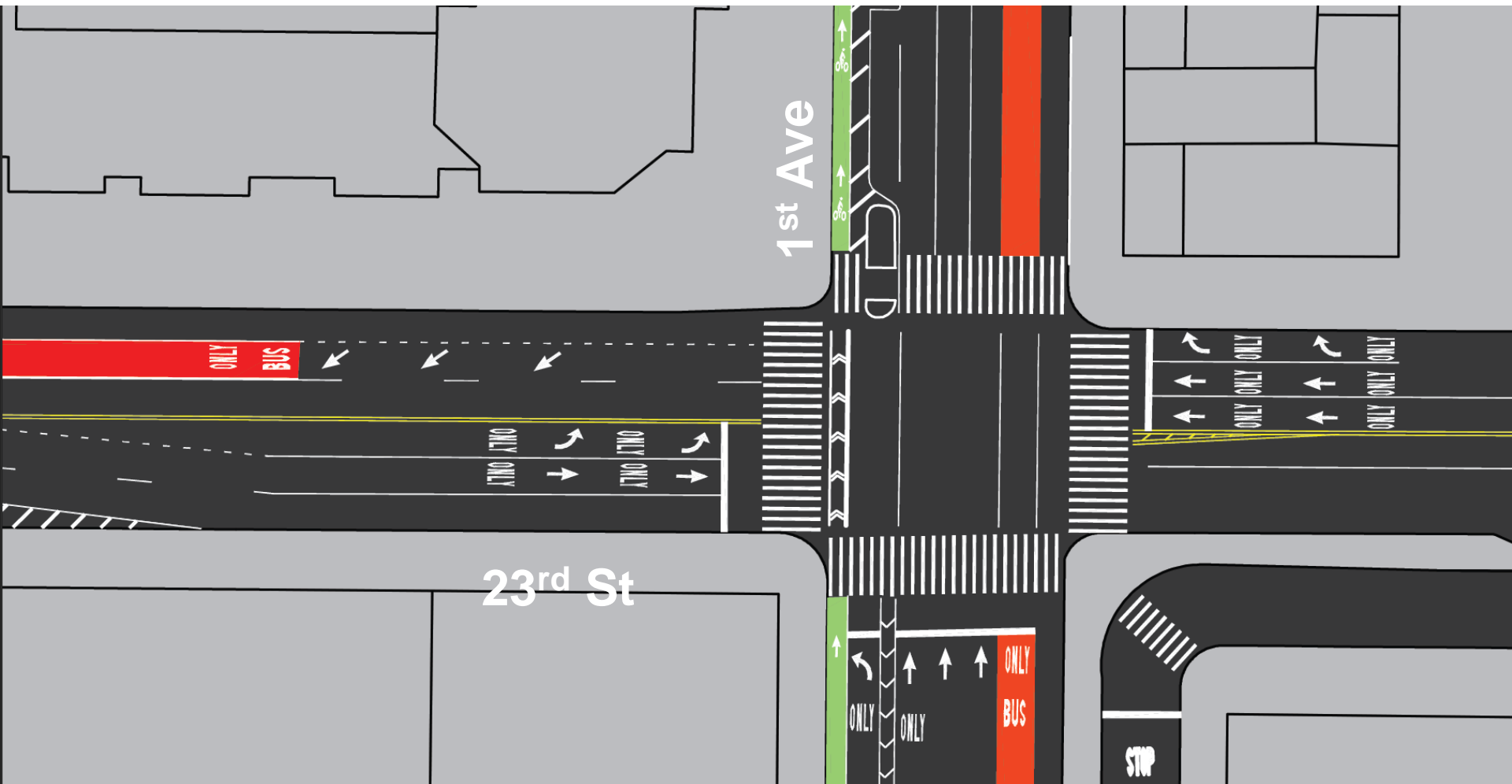
23rd Street Turn Restrictions

Existing Turn Restrictions: *Proposed* Turn Restrictions:

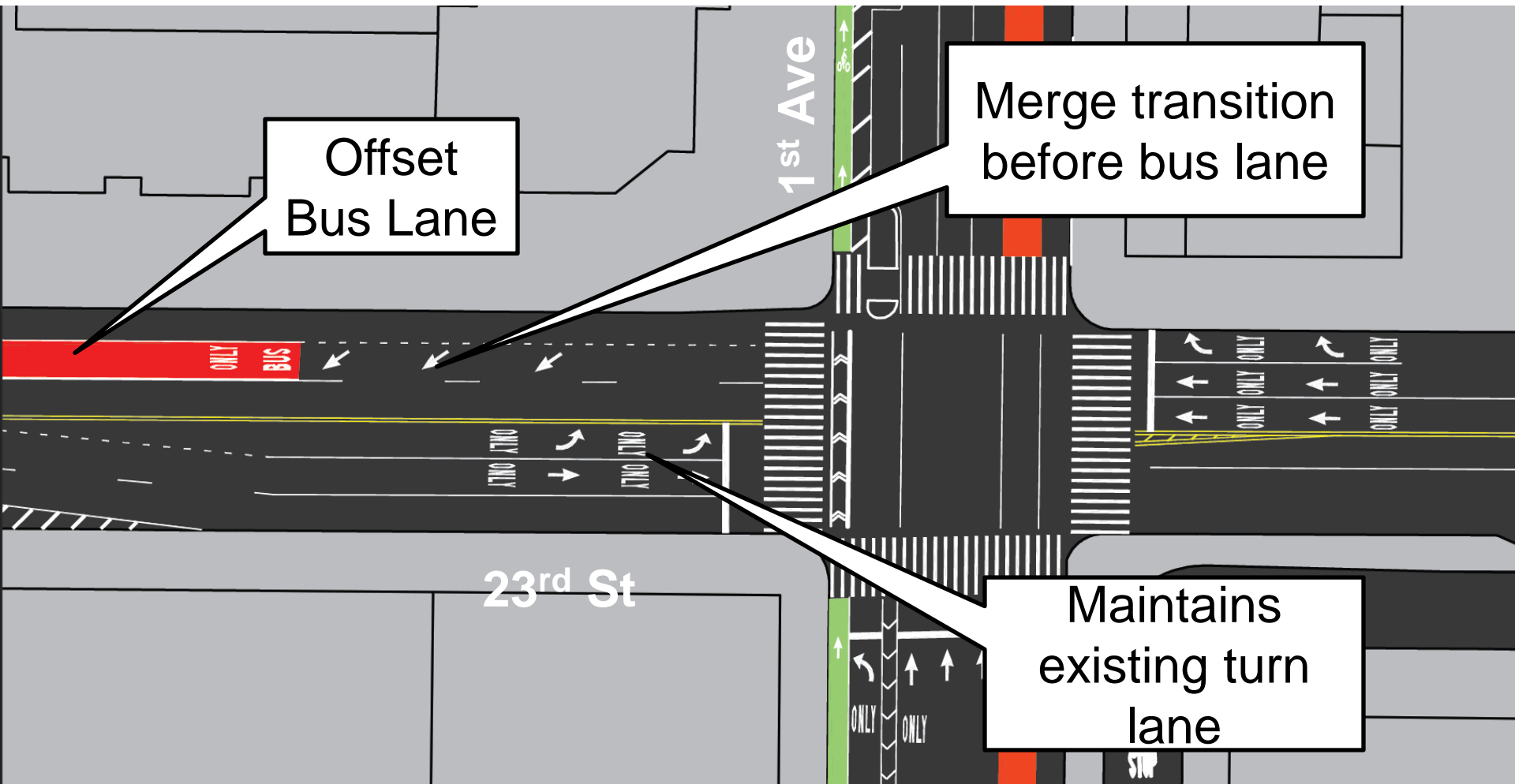
- LT – WB 9th Ave
- LT – WB 7th Ave
- LT – WB 5th Ave
- LT – EB/WB Park Ave S
- LT – EB 8th Ave
- LT – Lexington Ave
- LT – Broadway
- RT – 6 Ave



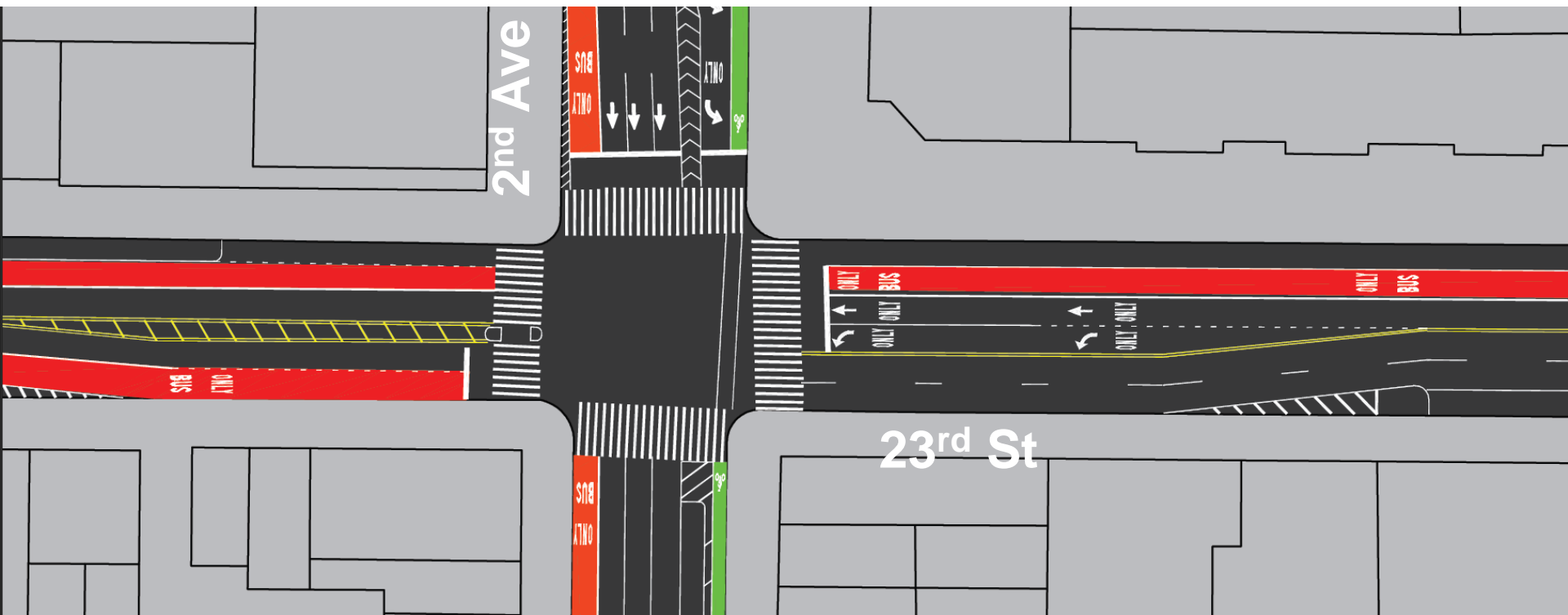
Bus Lane Design – 1st Ave



Bus Lane Design – 1st Ave



Bus Lane Design – 2nd Ave

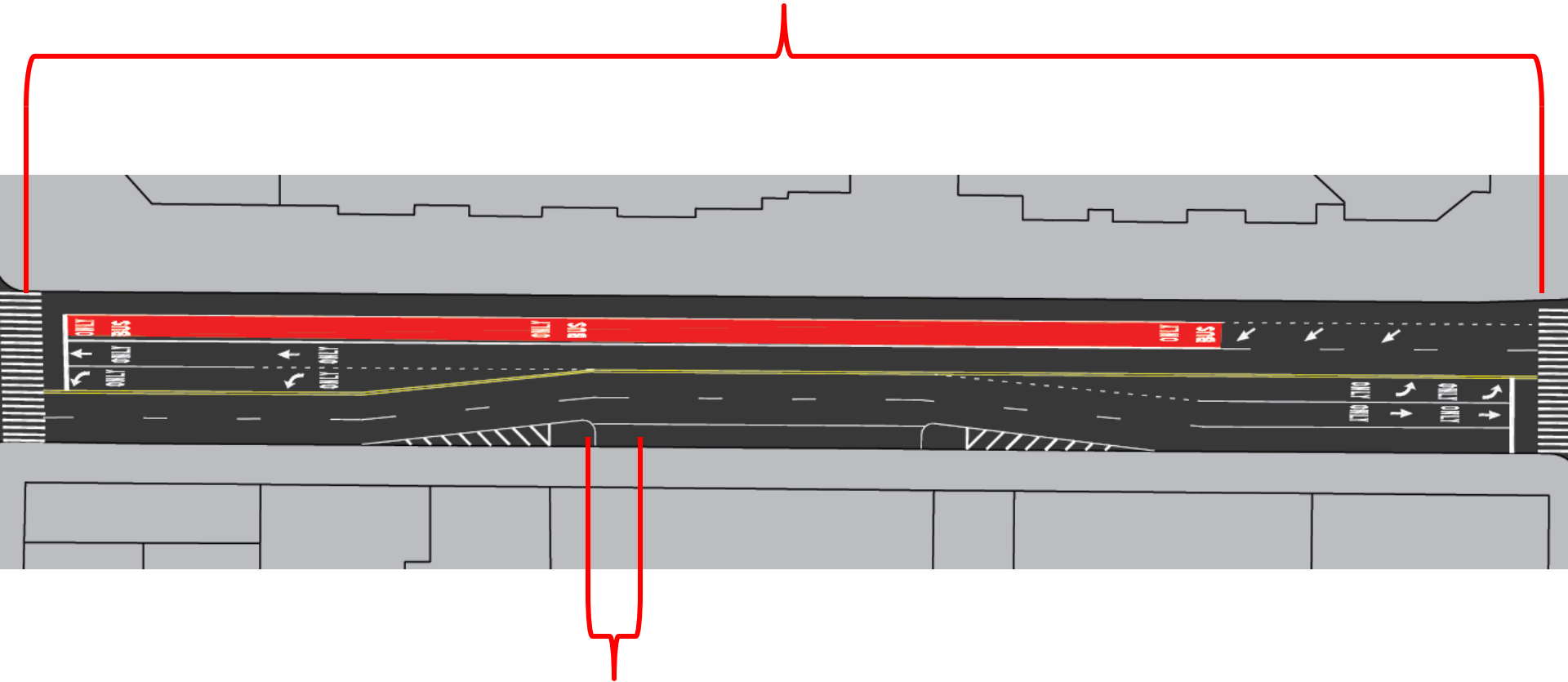


Bus Lane Design – 2nd Ave



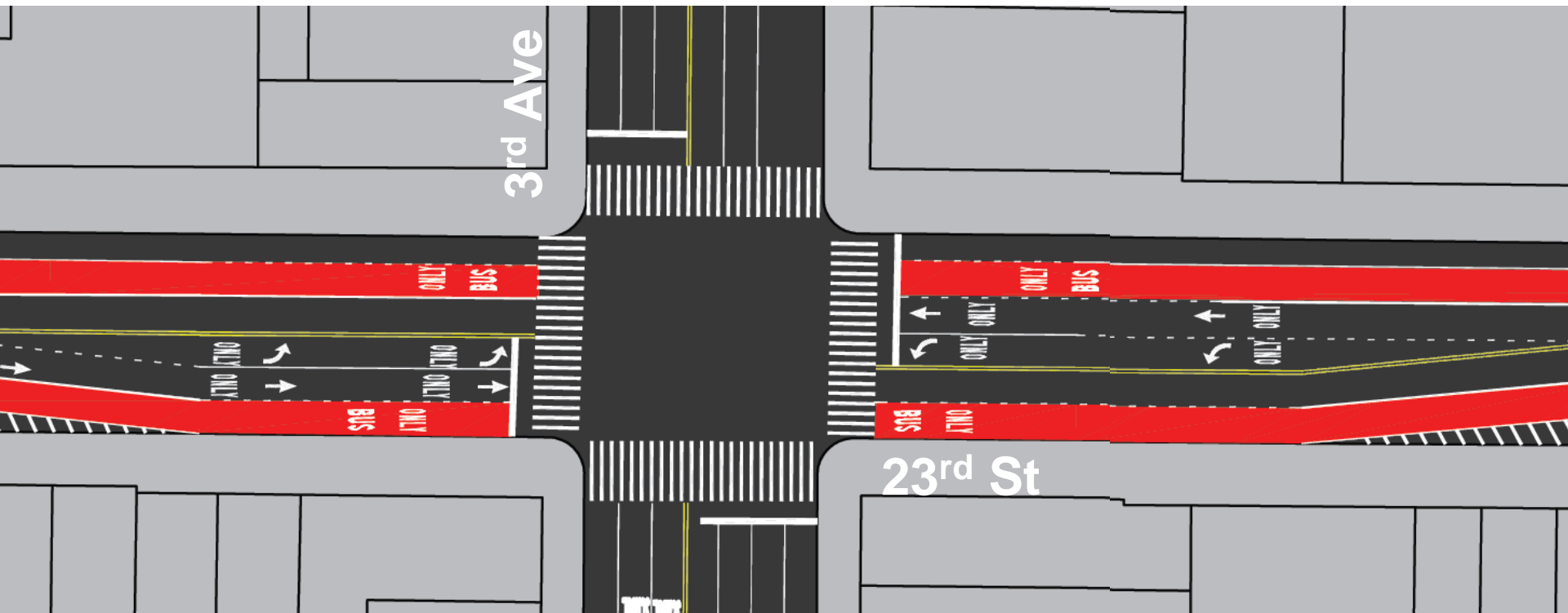
Changes to Parking – 1st Ave to 2nd Ave

Maintains existing curb regulations

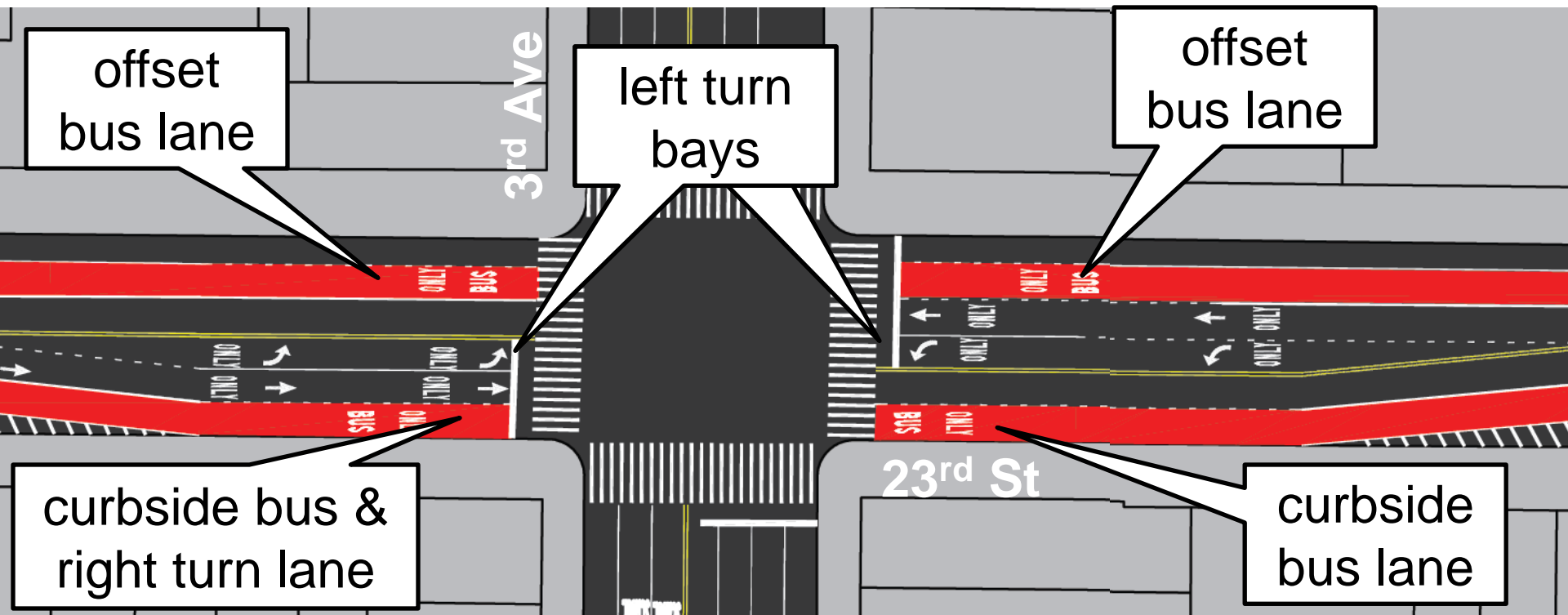


Adds 20' of parking

Bus Lane Design – 3rd Ave



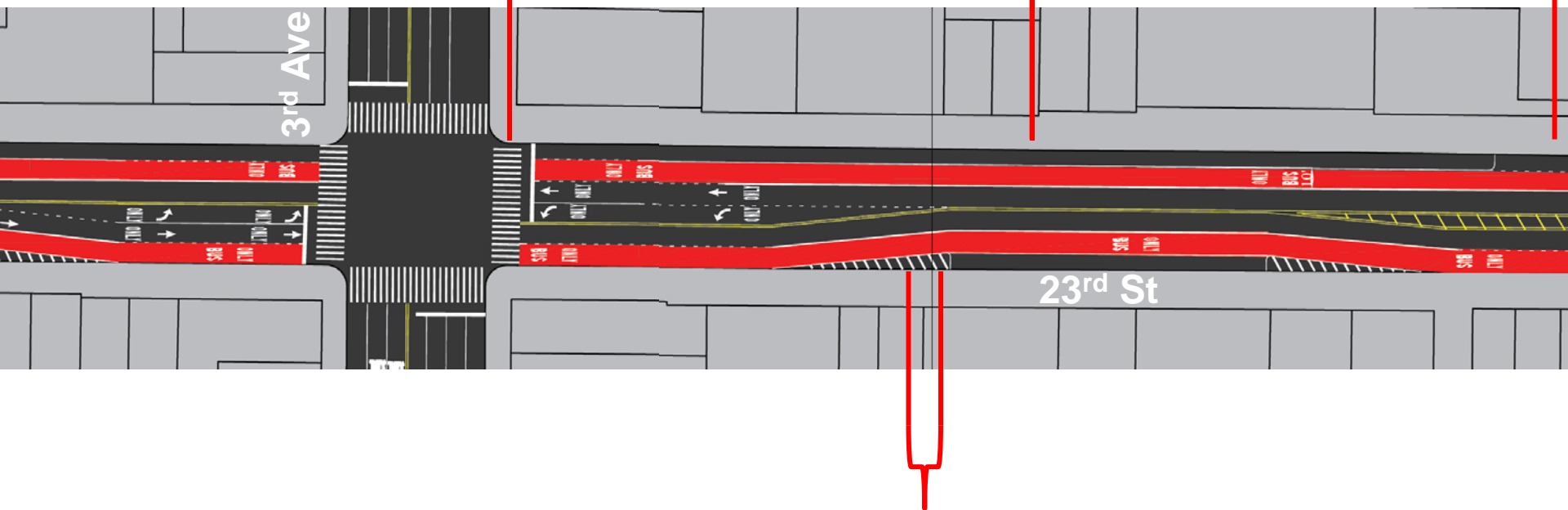
Bus Lane Design – 3rd Ave



Changes to Parking – 2nd Ave to 3rd Ave

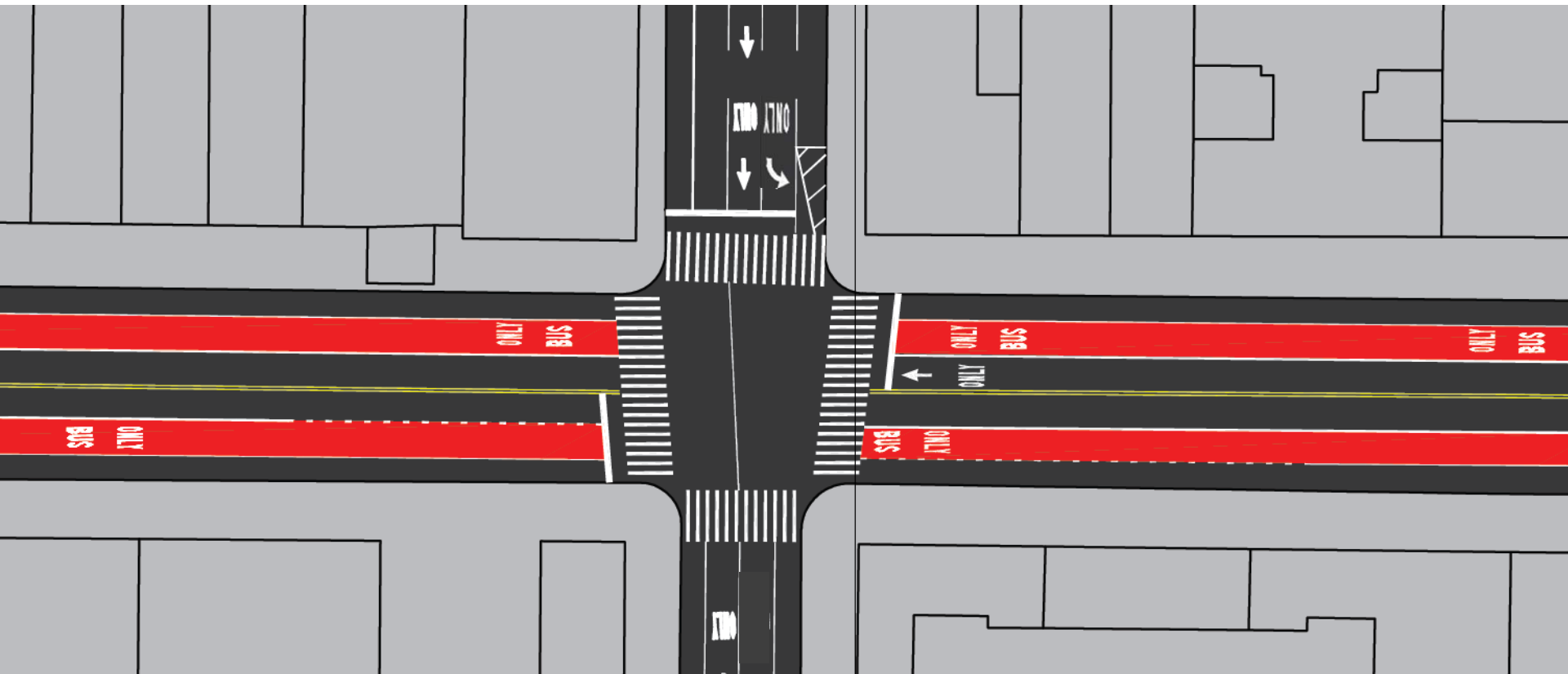
Maintains existing
1hr parking regulation

Maintains existing
school bus
no standing

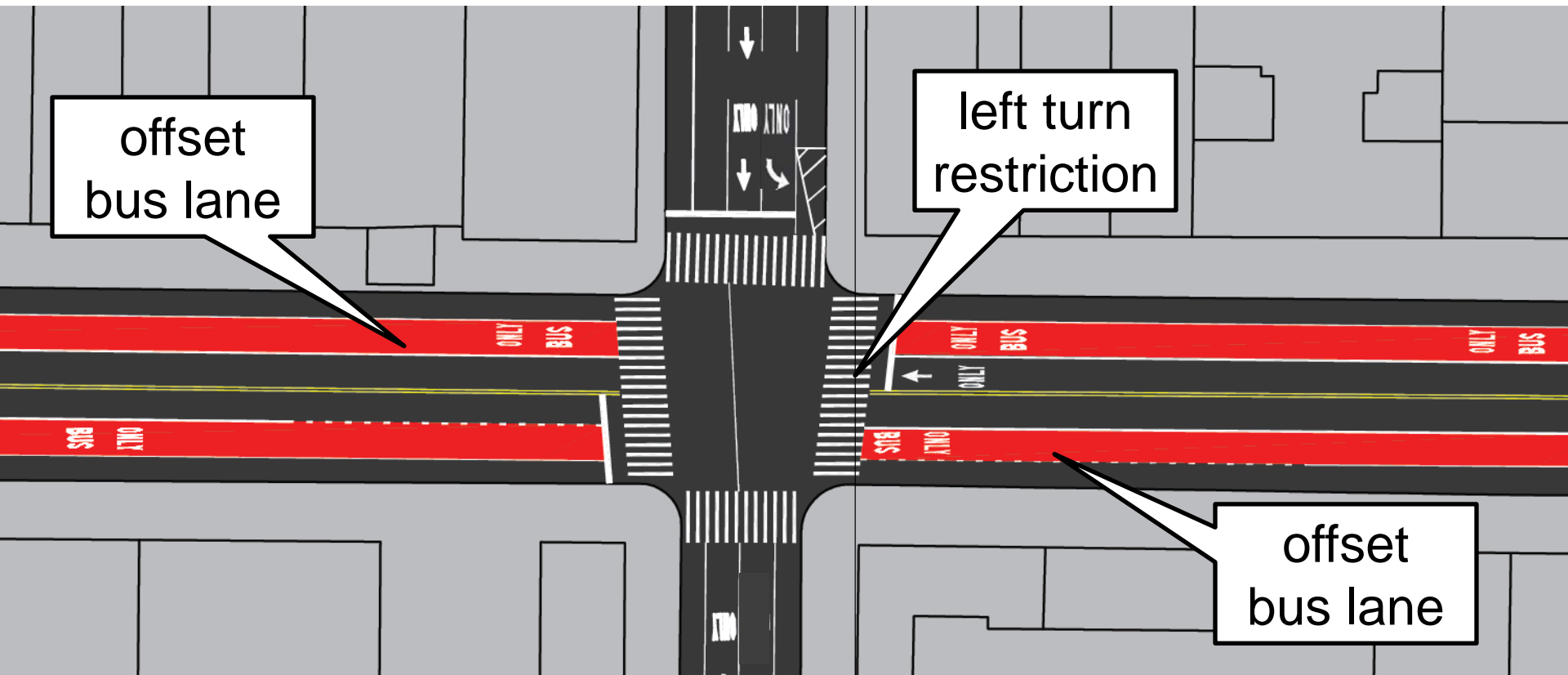


Removes 20' of commercial loading space

Bus Lane Design – Lexington Ave

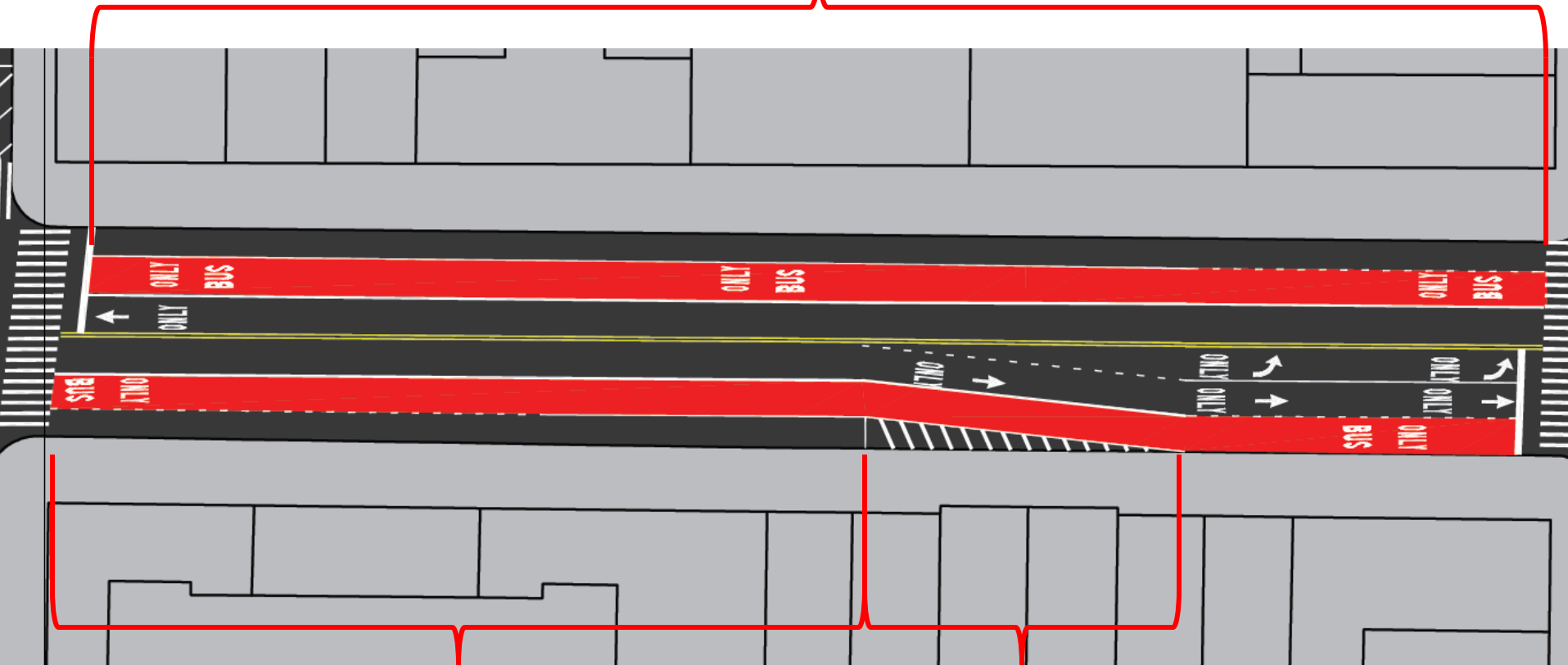


Bus Lane Design – Lexington Ave



Parking Changes – Lexington Ave to 3rd Ave

Maintains existing 1hr parking regulation

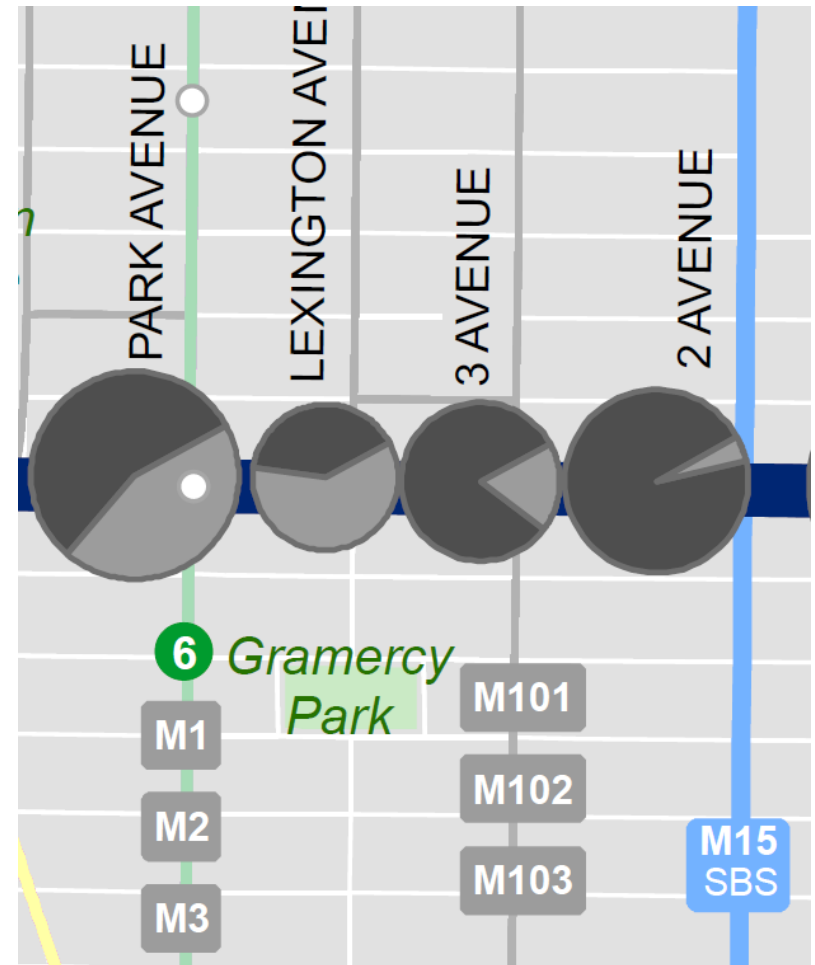


Removes current rush hour
restriction (8-10a, 4-6p);

Removes 90' of 1 hr parking

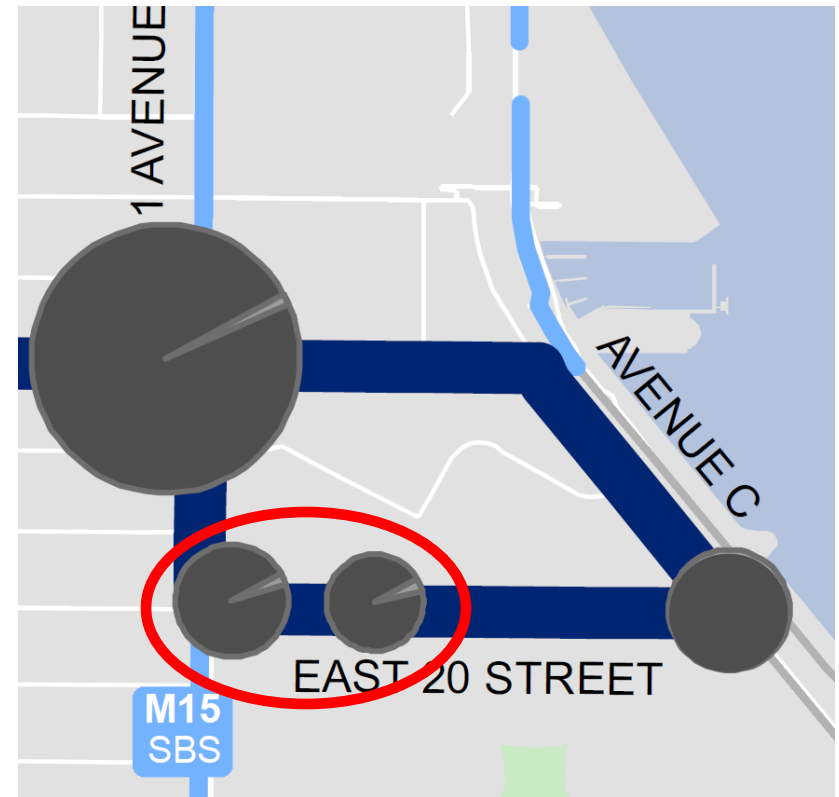
Consolidate Lexington Ave & 3rd Ave Stops

- Lexington Ave offers no bus or subway connection
- Lexington Ave is 500' to Park Ave and 3rd Ave – short for local bus spacing
- Travel time reduction for over 8,000 customers per day
- Provides opportunity for reallocating curb space



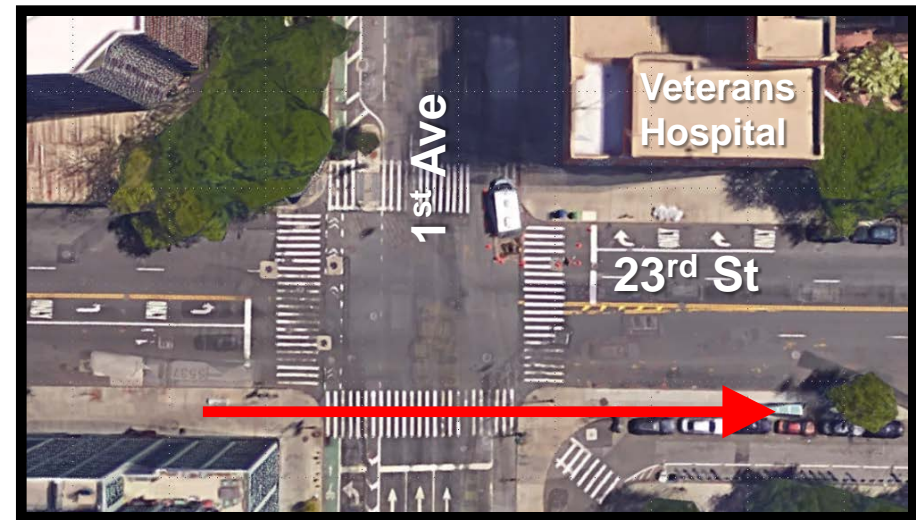
Consolidate 20th Street Stops

- 1st Ave and 20th St. Oval stops are approximately 450' apart – short for even local bus spacing
- Likely need to lengthen stop at 1st Ave to support fare payment machine placement and improve bus turning movement
- Will improve speed and reliability of bus

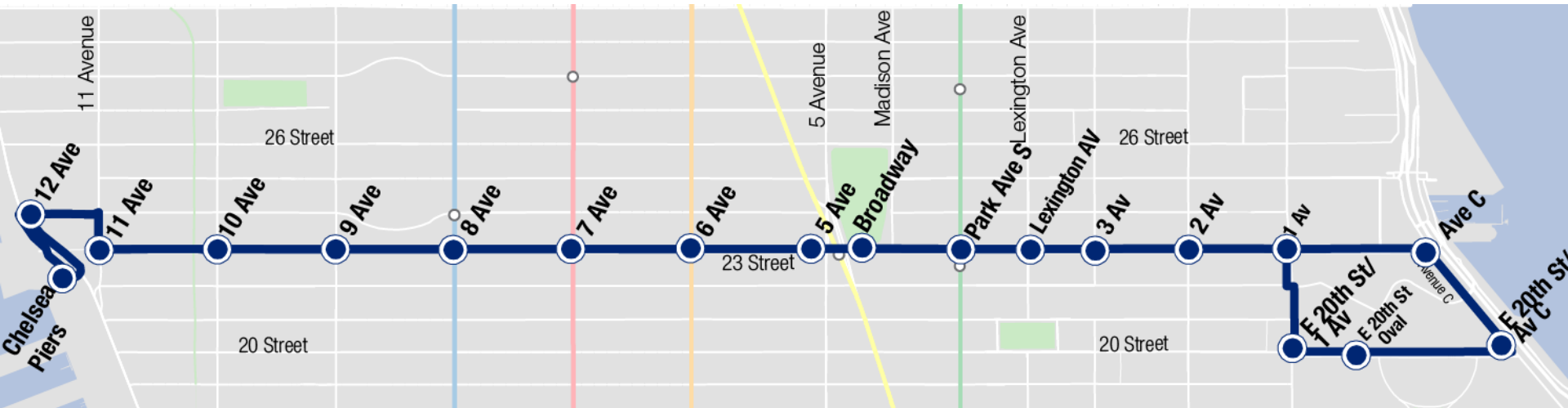


Move Eastbound 1st Ave to Farside

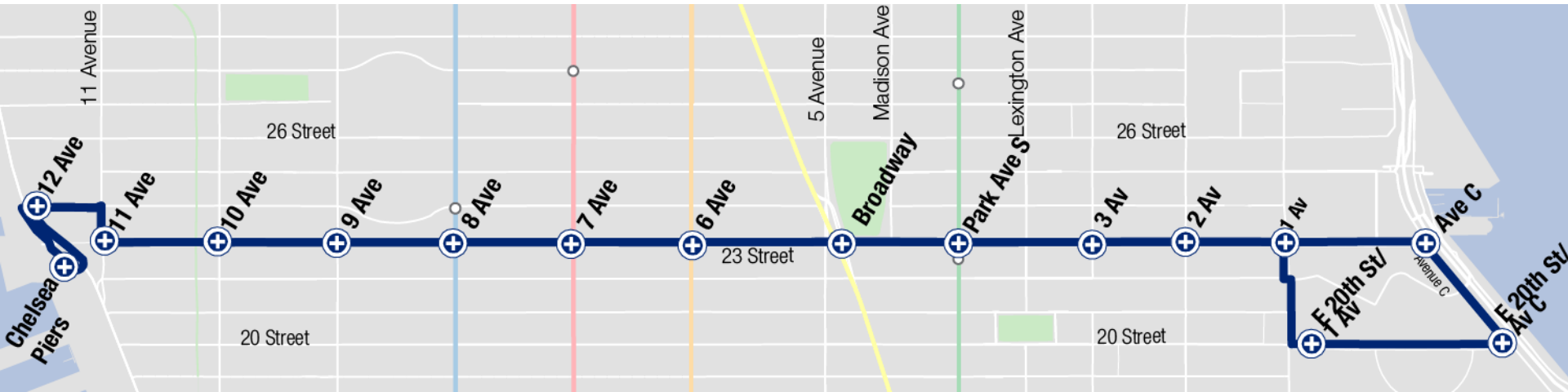
- Relocated eastbound M23 SBS 1st Ave stop to the farside (eastern) of 1st Ave
- Offers closer connection to VA Hospital, Peter Cooper Village and transfers to M15
- Would require moving some express bus stops to nearside (western) of 1st Ave



Current M23 Stops



Proposed M23 SBS Stops



M23 SBS Benefits

- Improved bus speeds, reliability and quicker 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:

- Present draft plan to Community Board Four
- Continue community outreach

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?

