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 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
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

- **Transit and Truck Priority**
  All other vehicles, local access only

- **Standard Bus Lanes**
  with adjacent general traffic lane

- **M14A/D Bus Route**

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14th Street Plan
A Transit and Truck Priority Street

BEFORE

PROPOSED: MIDBLOCK
Loading Space/ Pick-up & Drop-off
Bus/Truck & Local Access Travel Lane
Bus/Truck & Local Access Travel Lane
Loading Space/ Pick-up & Drop-off

PROPOSED: INTERSECTION
Plastic Bus Bulb
Bus Only Lane
Bus, Truck & Local Access Travel Lane
Bus, Truck & Local Access Travel Lane
Pedestrian Area

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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
14th Street Plan
A Transit and Truck Priority Street

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- **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
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• 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 Hudson St
- Bus only lane
- Plastic bus boarder
- General traffic must make right turn at 8 Av
- Commercial Loading/ Pick-up & Drop-off at curb
- Sidewalk extension at intersection
- Plastic bus boarder
Transit and Truck Priority Street

8th to 7th Ave

General traffic must make right turn at 8 Av

Sidewalk extension at intersection

Plastic bus boarder

General traffic must make right turn at 8 Av

Sidewalk extension at intersection

Plastic bus boarder

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

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Transit and Truck Priority Street

7th to 6th Ave

- General traffic must make right turn at 7 Av
- General traffic must make right turn at 6 Av
- Plastic bus boarder
- Sidewalk extension at intersection
- Sidewalk extension at intersection
- Commercial Loading/ Pick-up & Drop-off at curb
Transit and Truck Priority Street

6th to 5th Ave

General traffic must make right turn at 6 Av

Plastic bus boarder

General traffic must make right turn at 5 Av

Sidewalk extension at intersection

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

Sidewalk extension at intersection
Transit and Truck Priority Street

5th Ave to 4th Ave

- Plastic bus boarder
- General traffic must make right turn at University Pl
- Sidewalk extension at intersection
- Commercial Loading/ Pick-up & Drop-off at curb
- Sidewalk extension
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

Proposed M14A turnaround and layover relocation at 10th Av

Current M14A Abingdon Sq. turnaround and layover

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