

# M23 Select Bus Service

March 28, 2016 – Manhattan Community Board Five 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



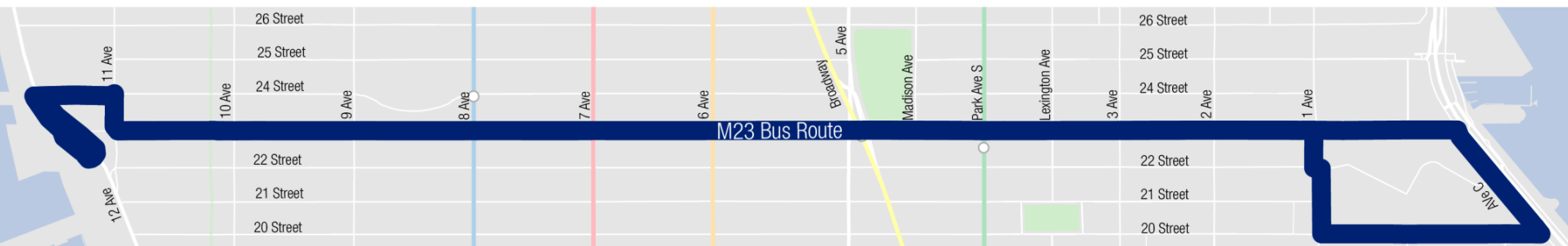
**Pedestrian safety amenities** address safety concerns



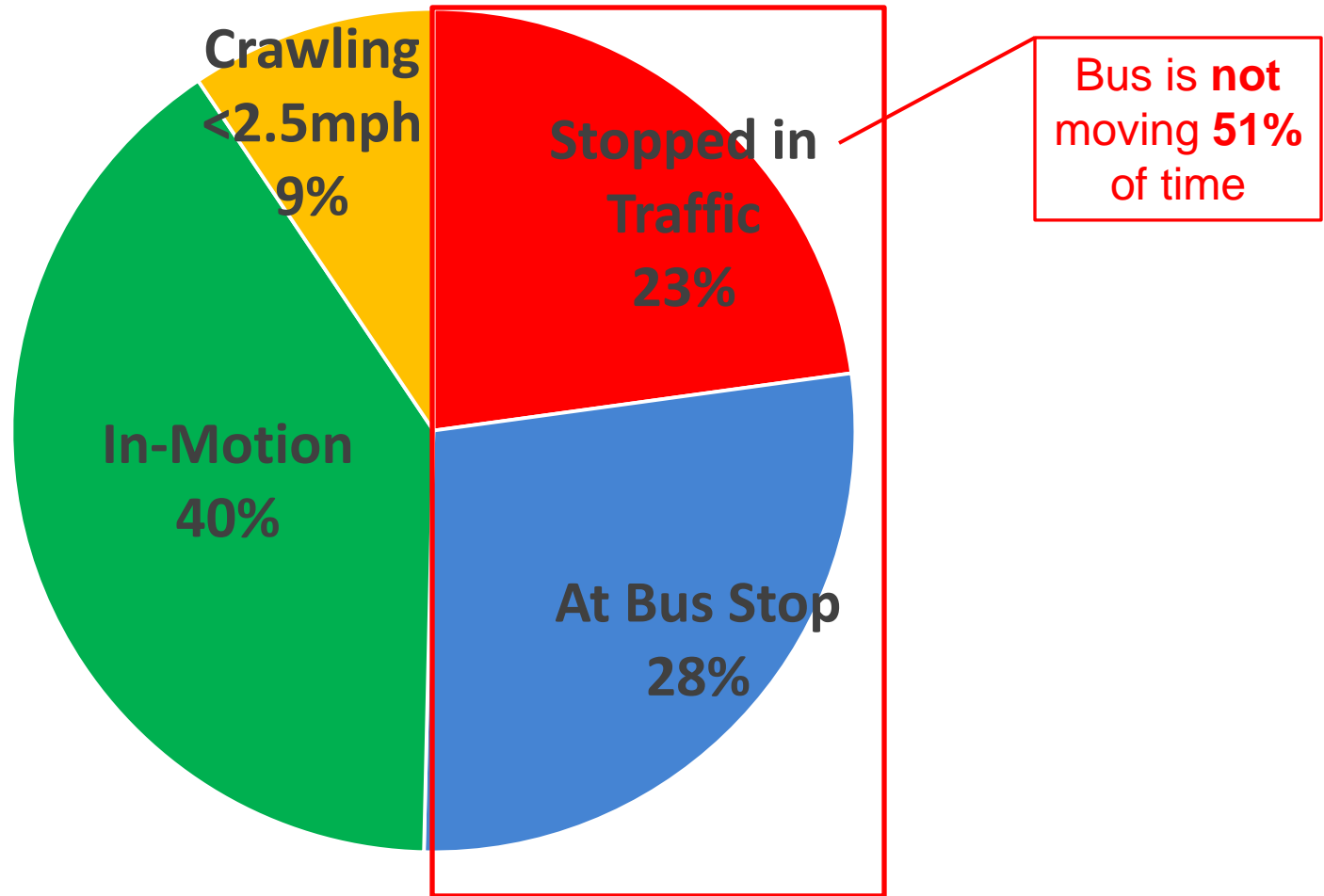
**Updated curb regulations**  
balance the needs of parking, loading and buses

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

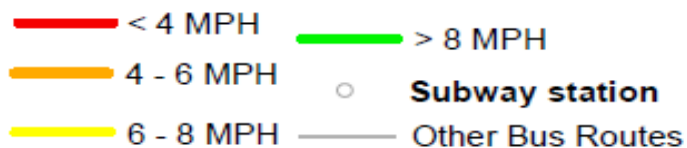
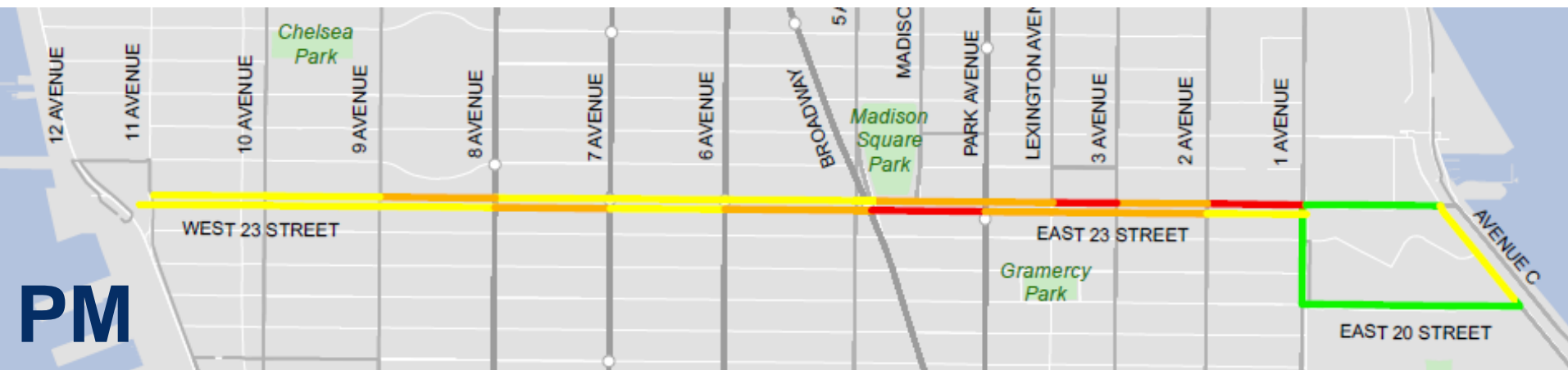
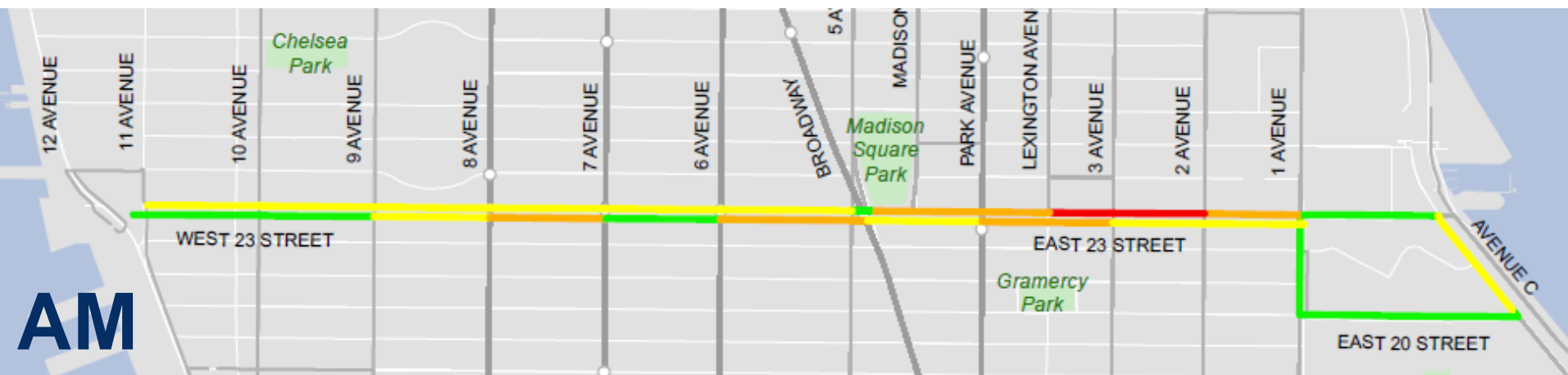
- Identified in CB Five *District Needs Statement*
- Identified as Lower Midtown Priority Corridor in *BRT Phase II* study
- 15,000 daily M23 passengers – high per mile ridership
- Offers access to *PATH* and **1 6 C E F M N R** subway lines
- Serves areas far from subway
- Connection to 14 local and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



# Current M23 Travel Time



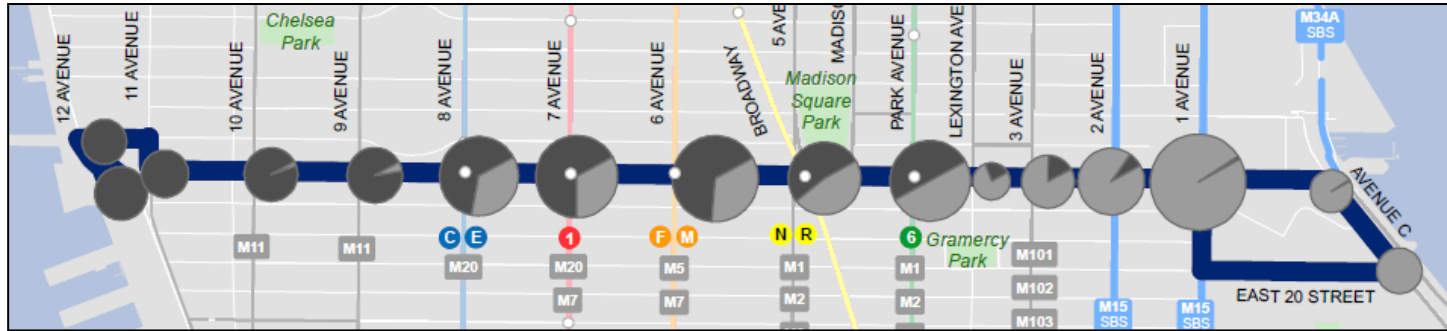
# M23 Bus Speeds (In-Motion)



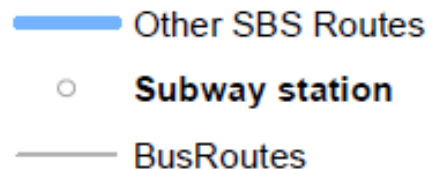
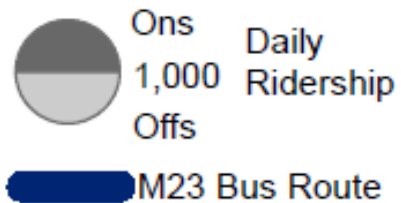
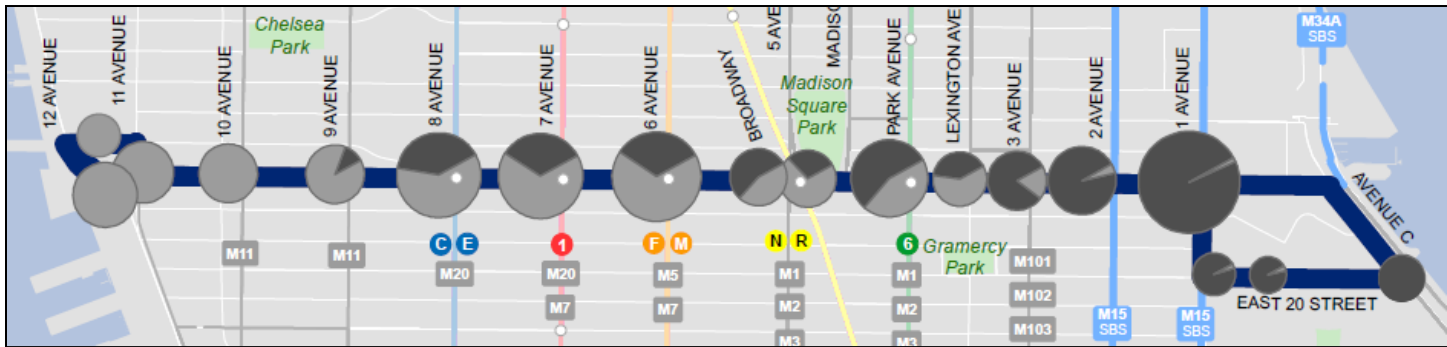


# M23 Bus Ridership

## Eastbound



## Westbound



# Vision Zero Priorities



**VISION**  
**ZERO**

# Community Engagement

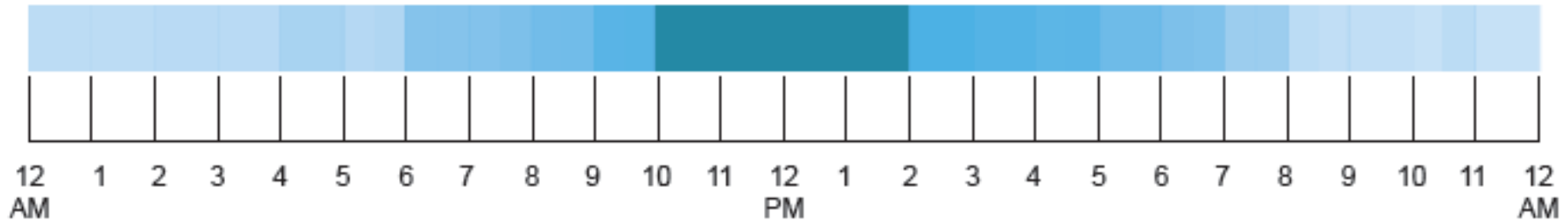
- Received feedback online and at stops from **500+ M23 customers**
- In coordination with Flatiron Partnership, DOT surveyed **182 businesses** for their loading/delivery needs
- Individual stakeholder meetings





# 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



# Curb Access from 8<sup>th</sup> Ave - Lexington

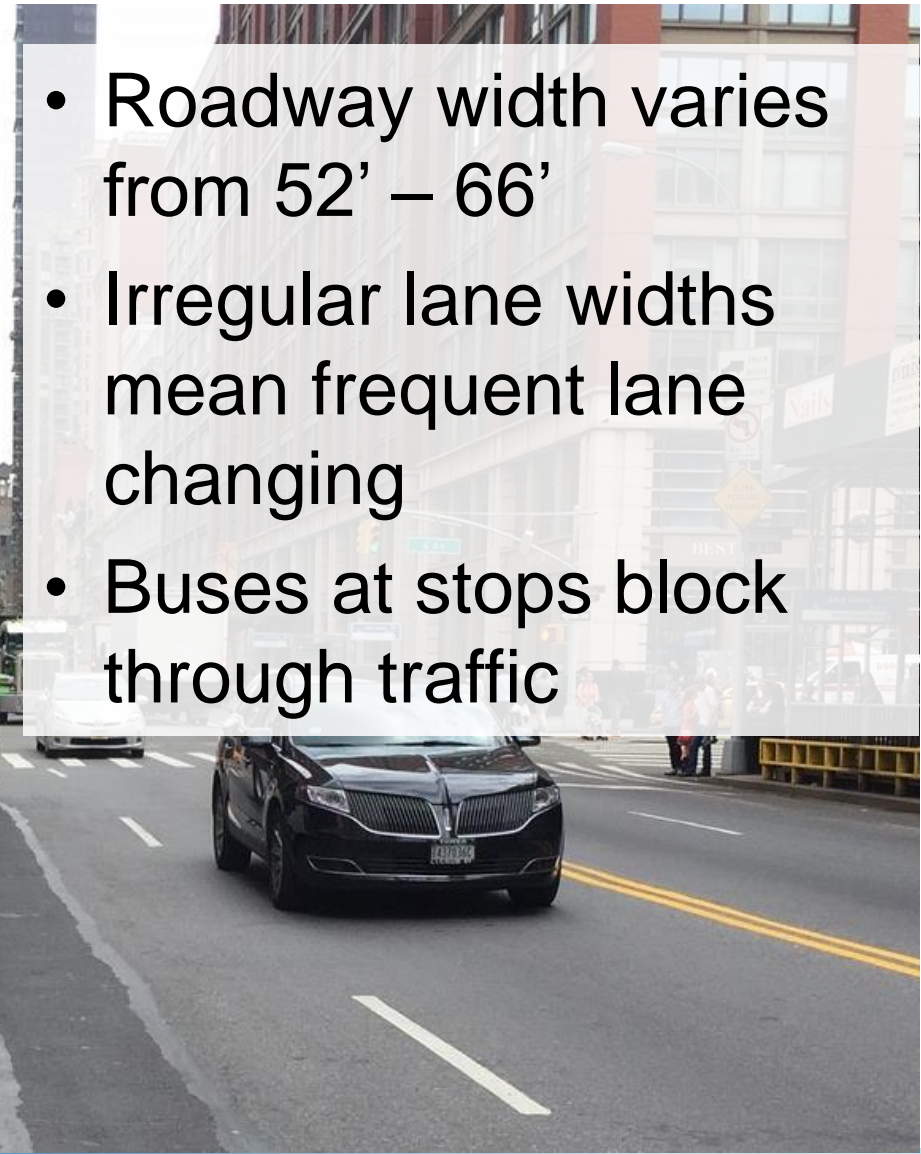
- Well used commercial loading
- 60% parking/loading turns over in <30mins
- Unnecessary AM and PM No Standing regulation between 5<sup>th</sup> and 6<sup>th</sup> Aves



# Roadway Width



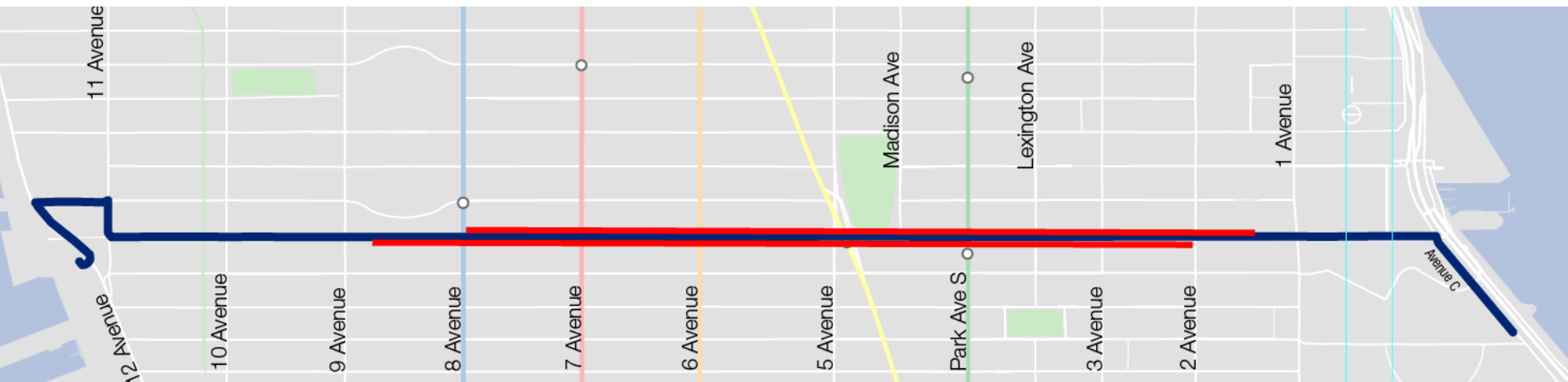
- Roadway width varies from 52' – 66'
- Irregular lane widths mean frequent lane changing
- Buses at stops block through traffic



# 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

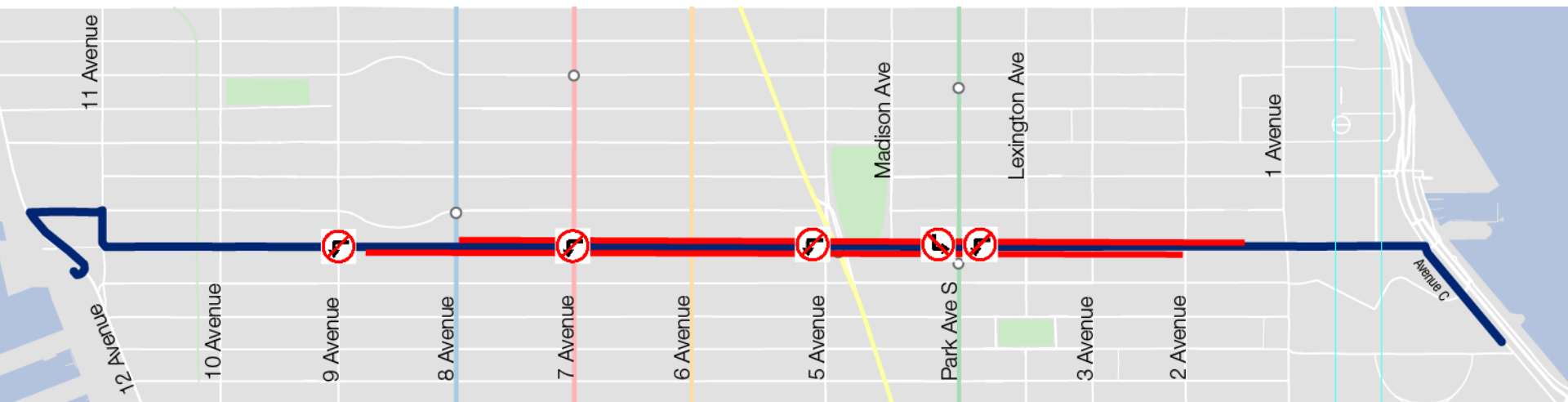




# 23<sup>rd</sup> Street Turn Restrictions

## Existing Turn Restrictions:

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

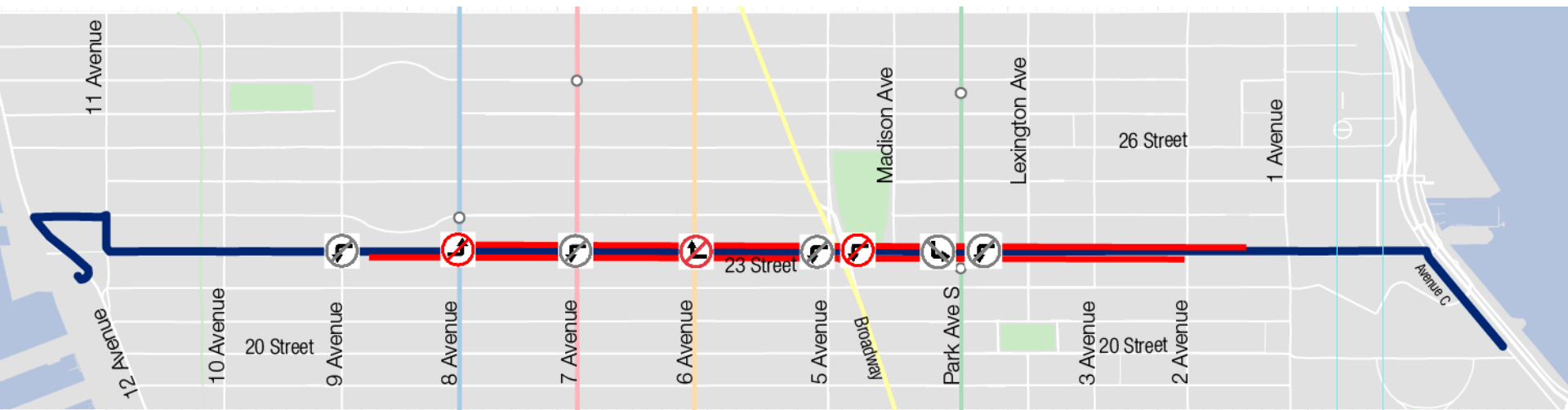




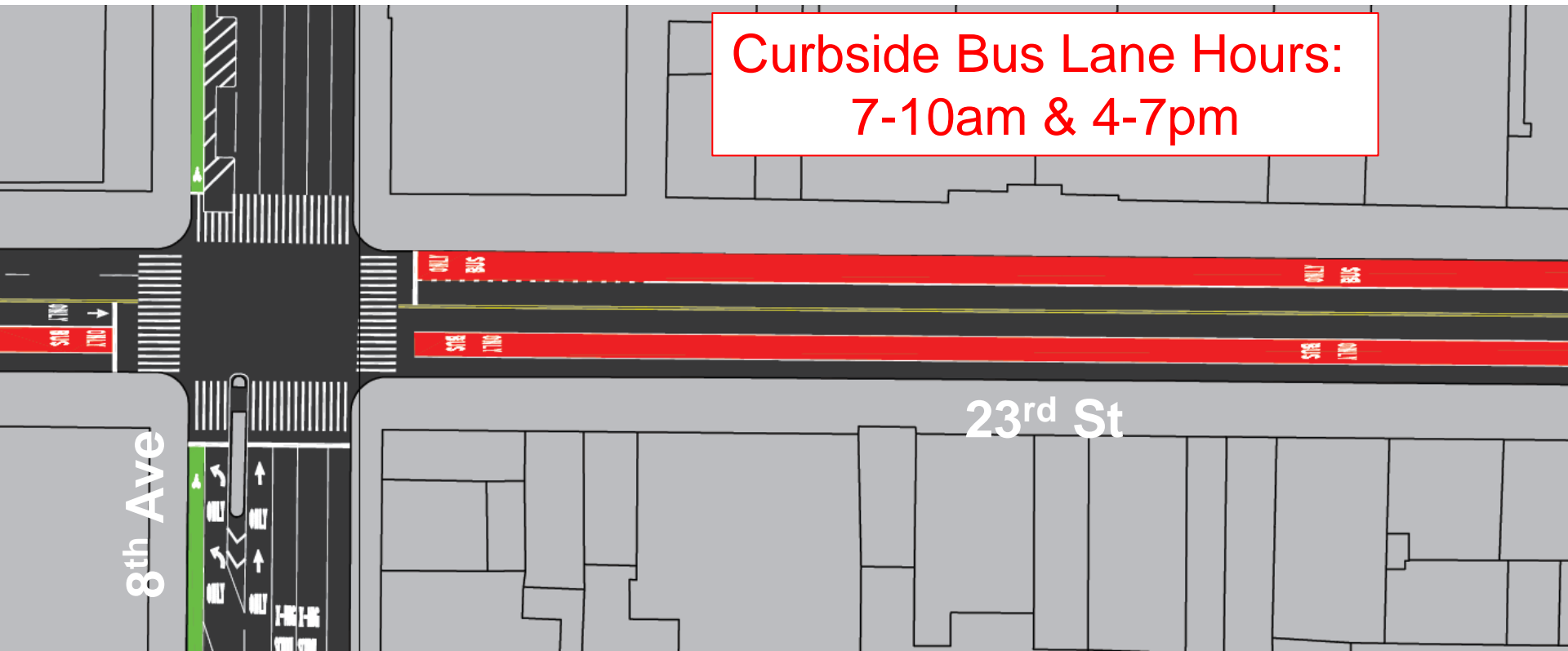
# 23<sup>rd</sup> Street Turn Restrictions

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

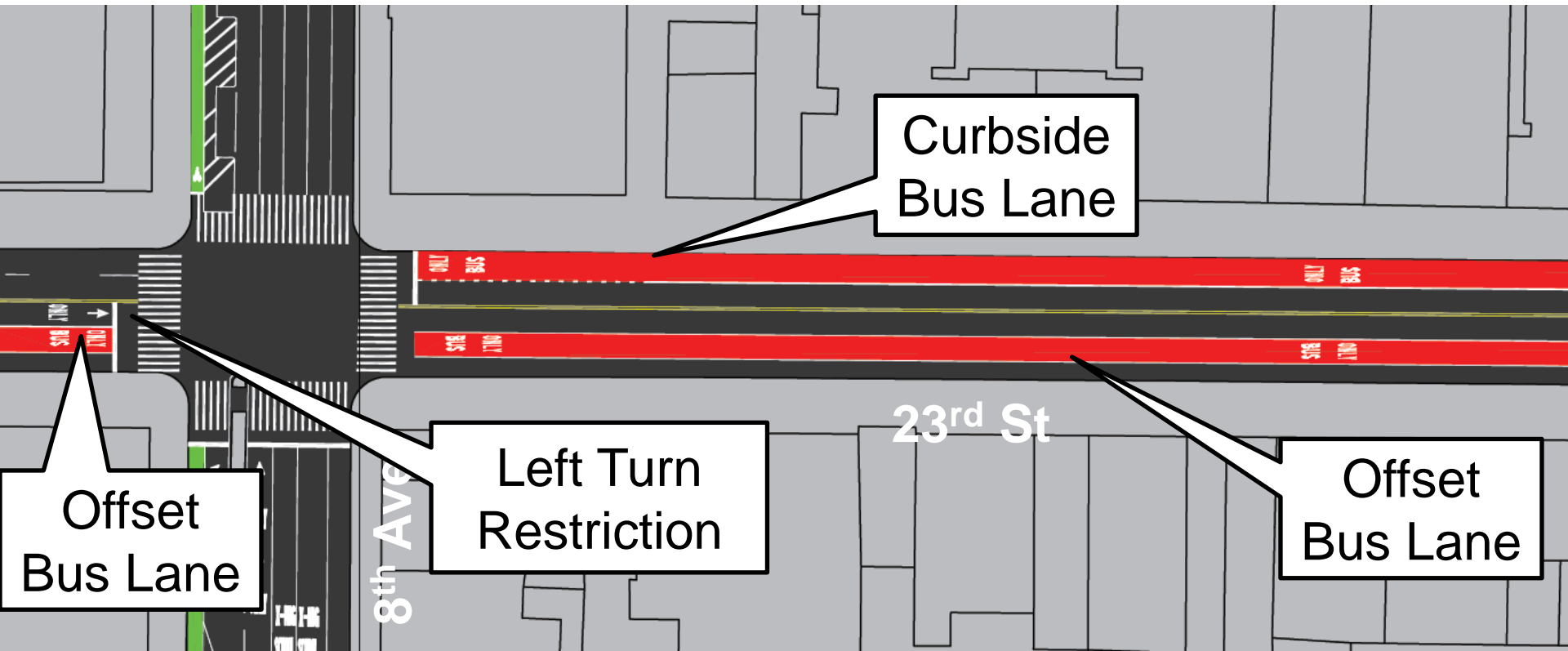
- LT – WB 9<sup>th</sup> Ave
- LT – WB 7<sup>th</sup> Ave
- LT – WB 5<sup>th</sup> Ave
- LT – EB/WB Park Ave S
- LT – EB 8<sup>th</sup> Ave
- LT – Lexington Ave
- LT – Broadway
- RT – 6 Ave



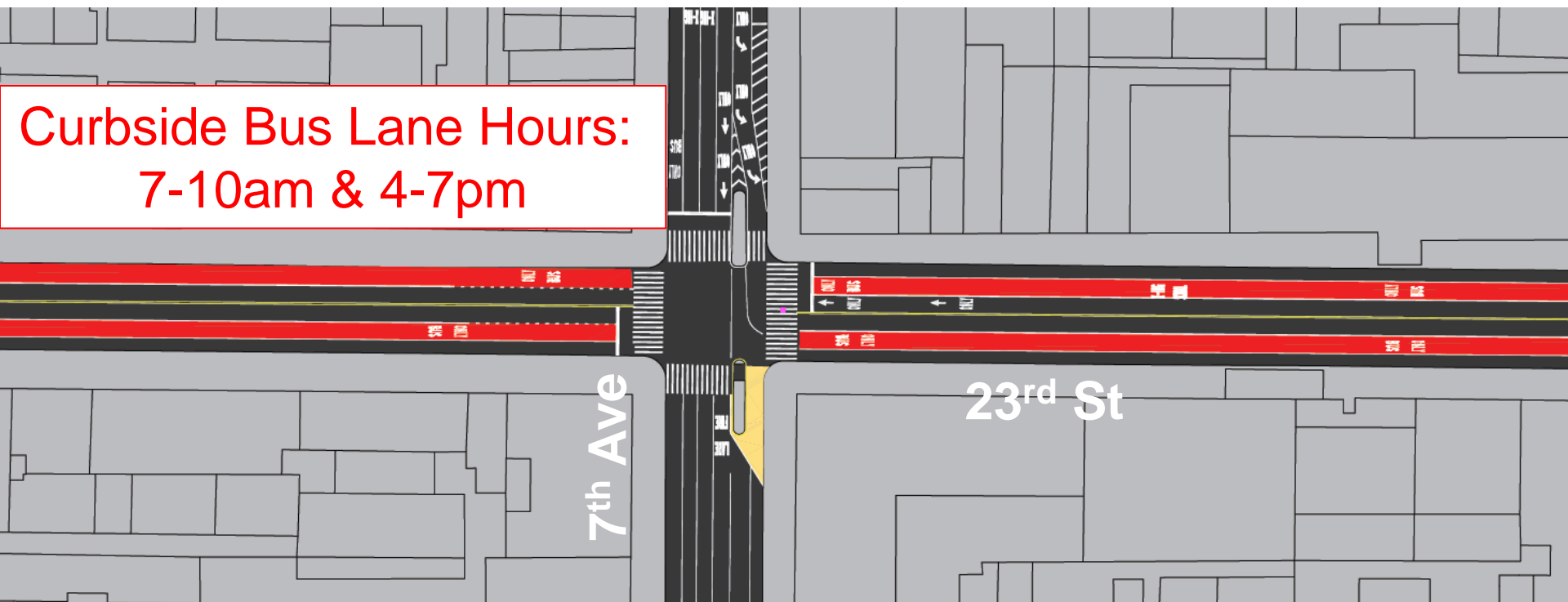
# Bus Lane Design – 8<sup>th</sup> Ave



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

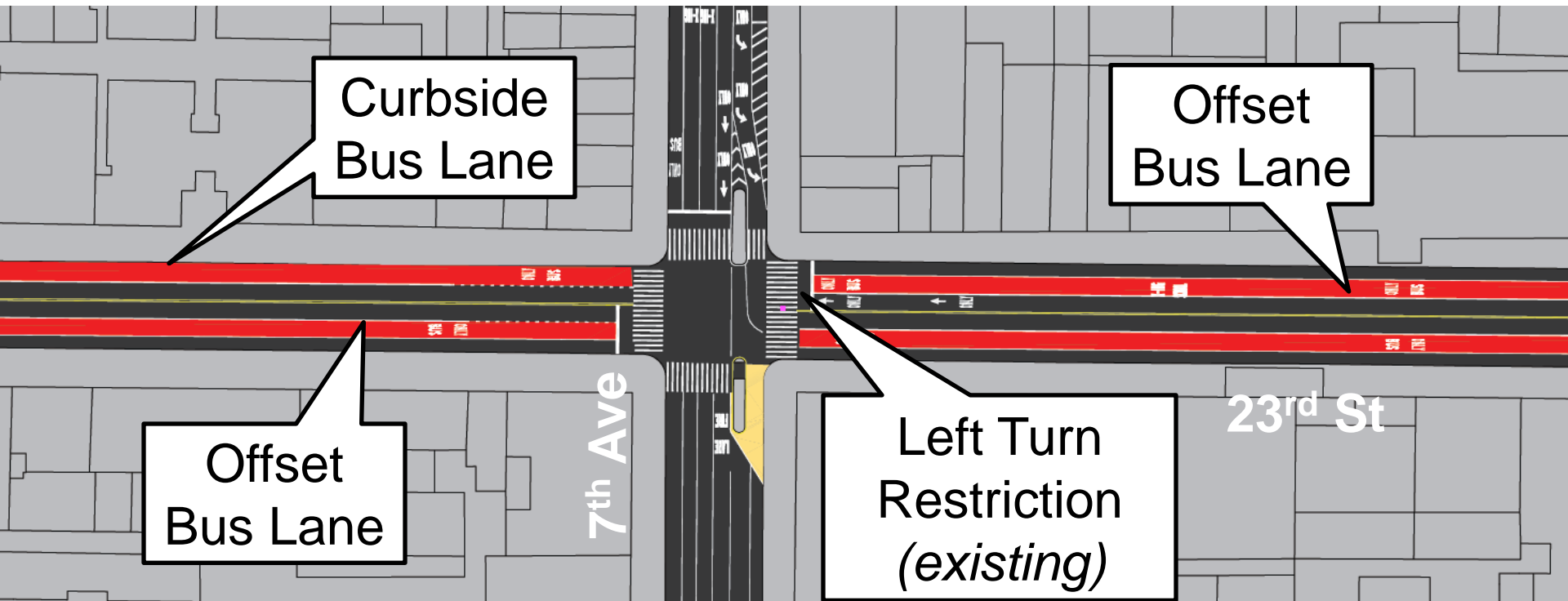


# Bus Lane Design – 7<sup>th</sup> Ave





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



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

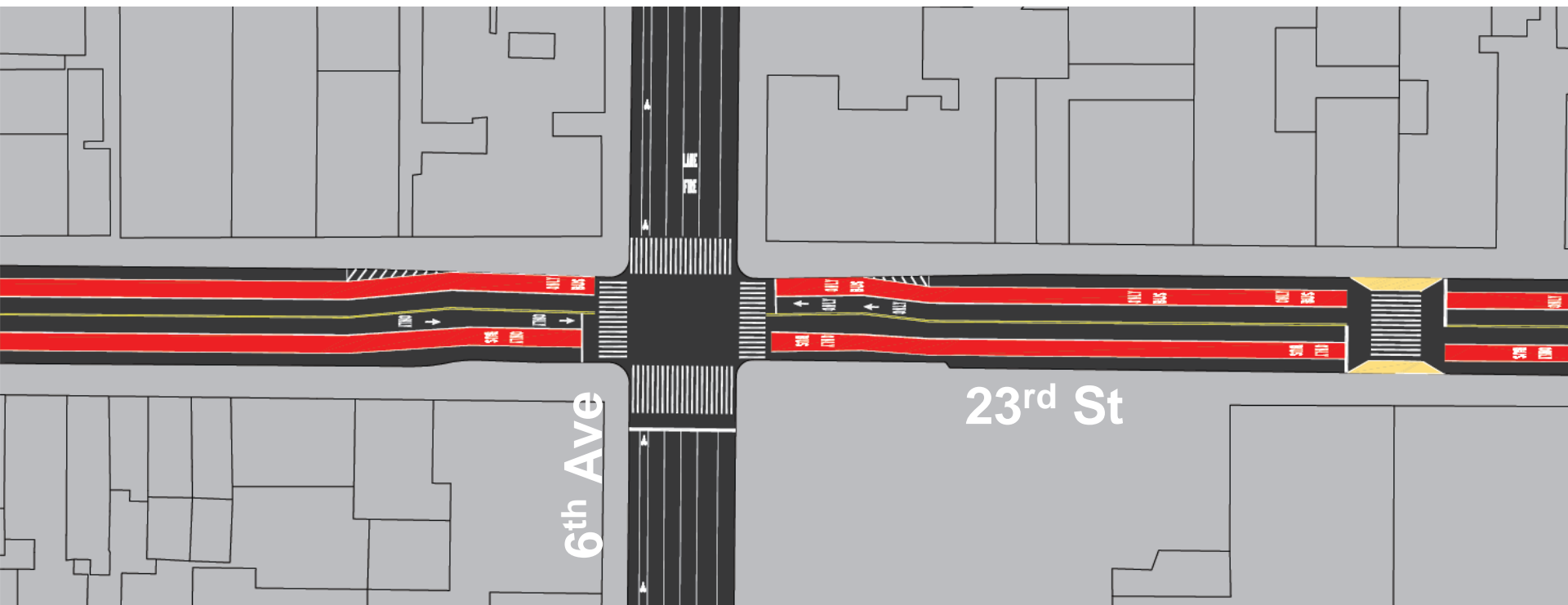
**Extend current rush hour restriction;  
maintain current loading zone**



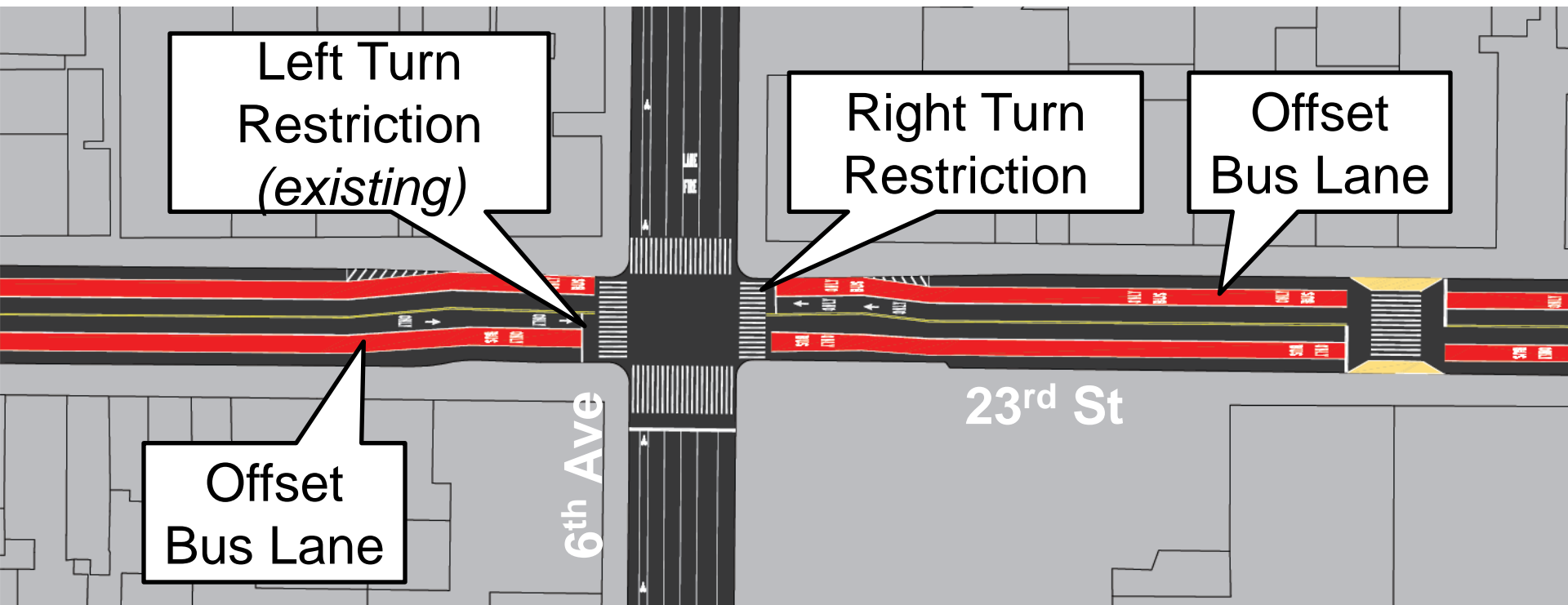
**Curbside Bus Lane Hours:  
7-10am & 4-7pm**

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

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

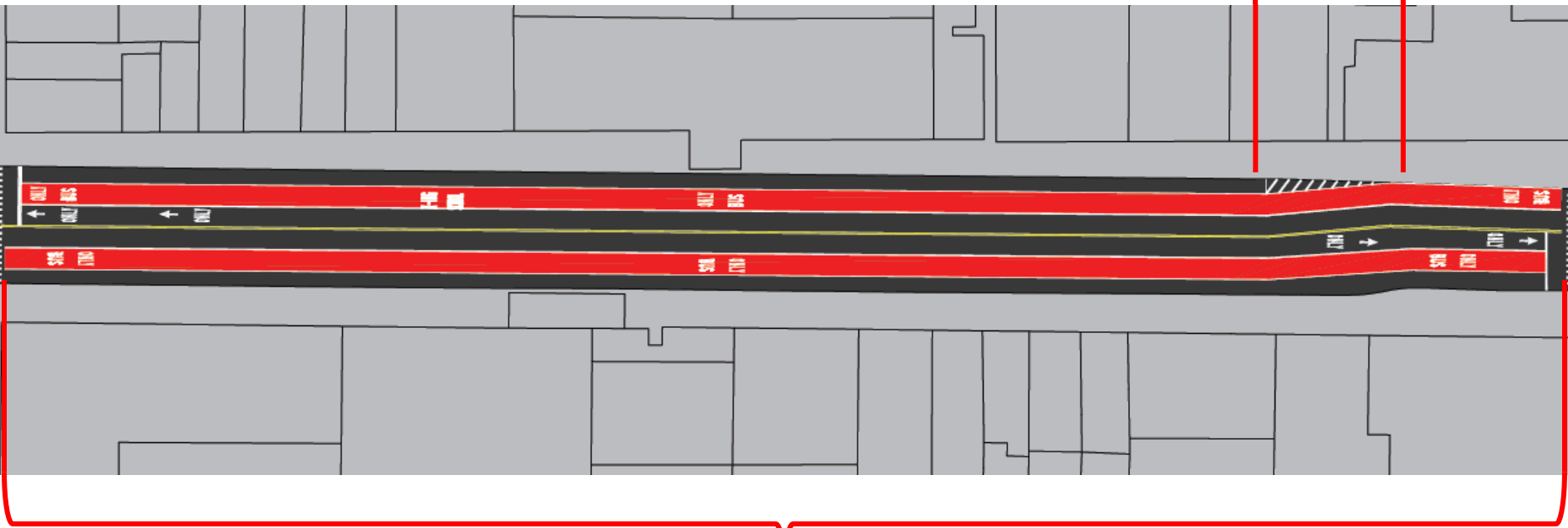


# Bus Lane Design – 6<sup>th</sup> Ave



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

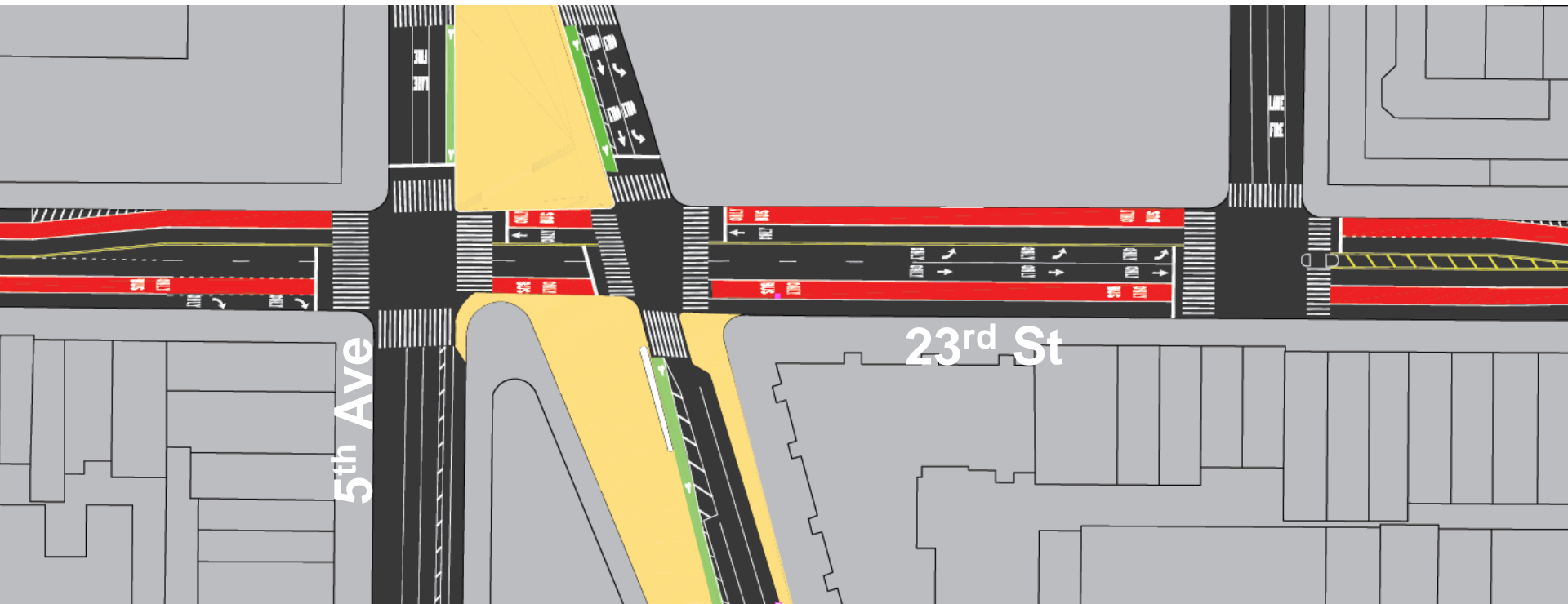
Remove approximately  
15' of parking/loading



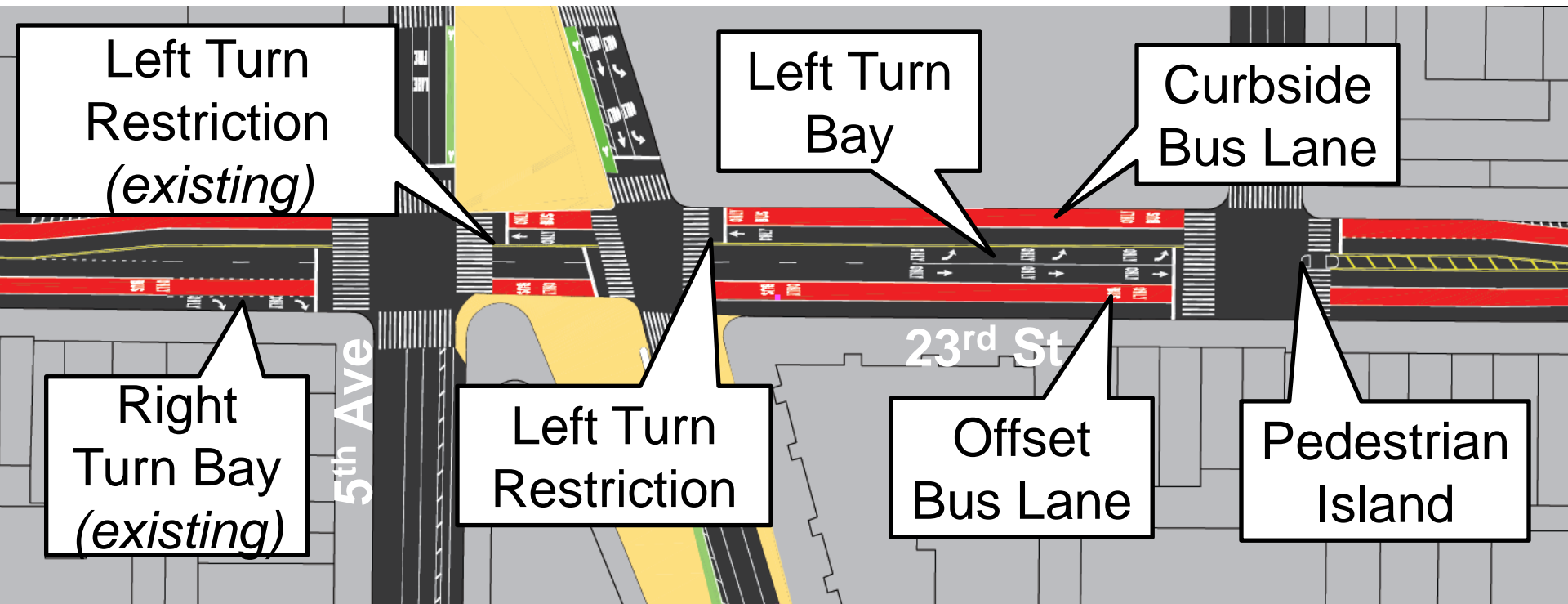
Remove current rush hour restriction  
creating commercial loading 7a-7p



# Bus Lane Design – 5<sup>th</sup> Ave to Madison Ave



# Bus Lane Design – 5<sup>th</sup> Ave to Madison Ave

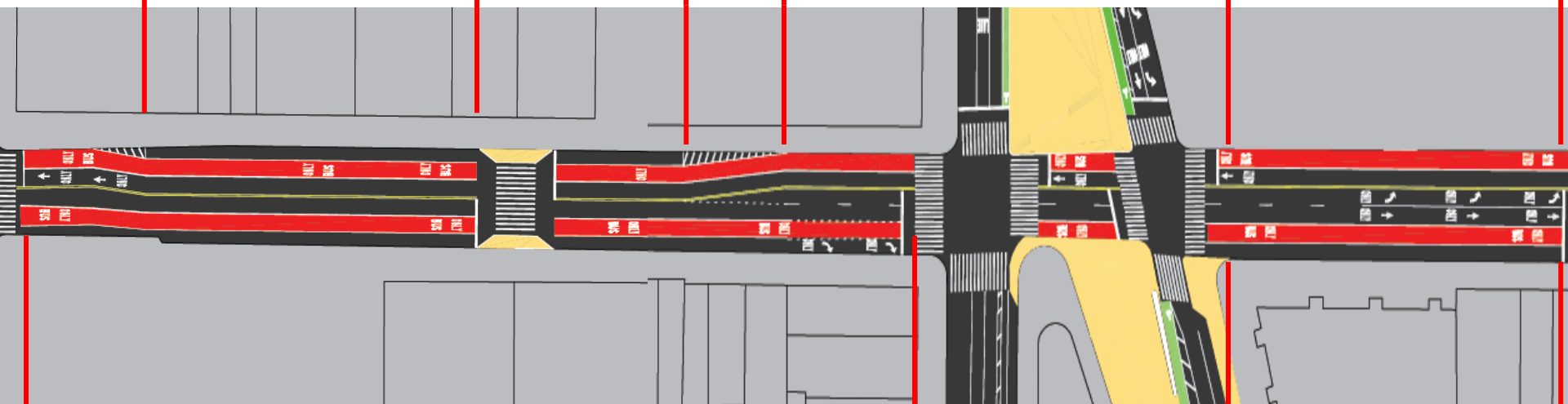


# Changes to Parking – 6<sup>th</sup> Ave to Madison Ave

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

**Maintains existing  
bus stop**

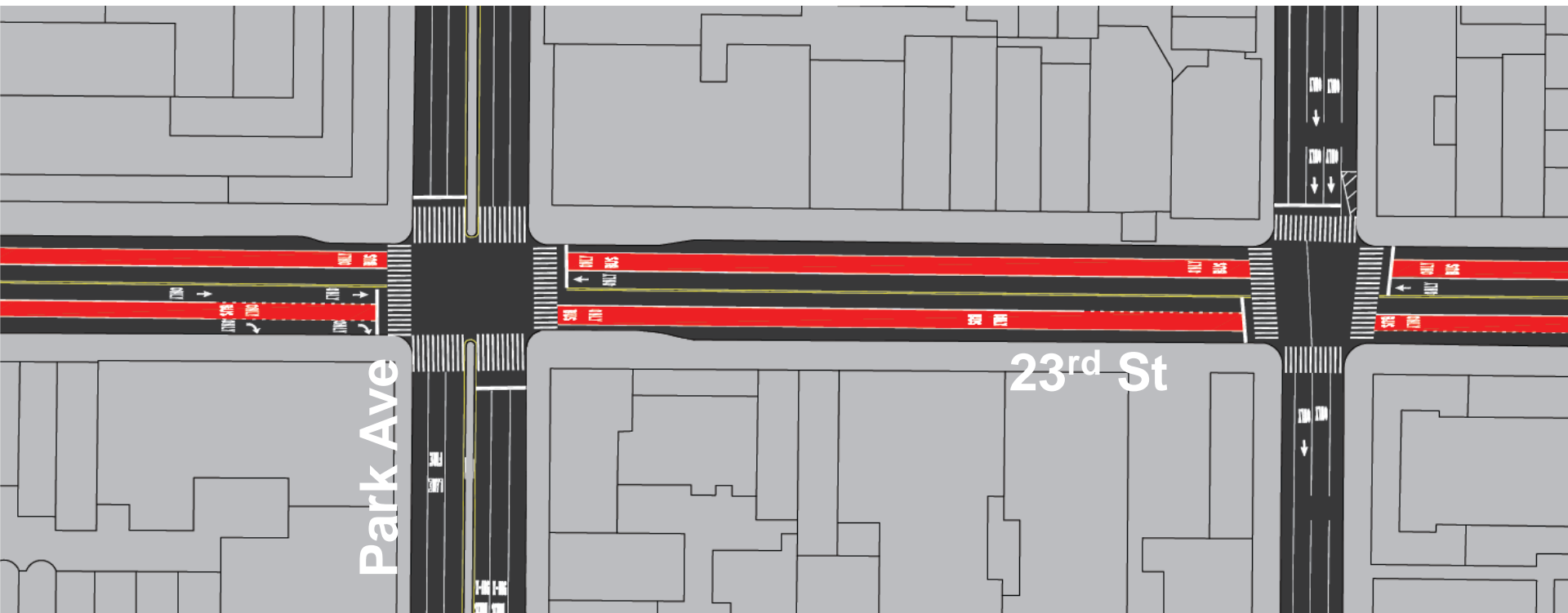
**Removes approximately 60' of  
parking/loading**



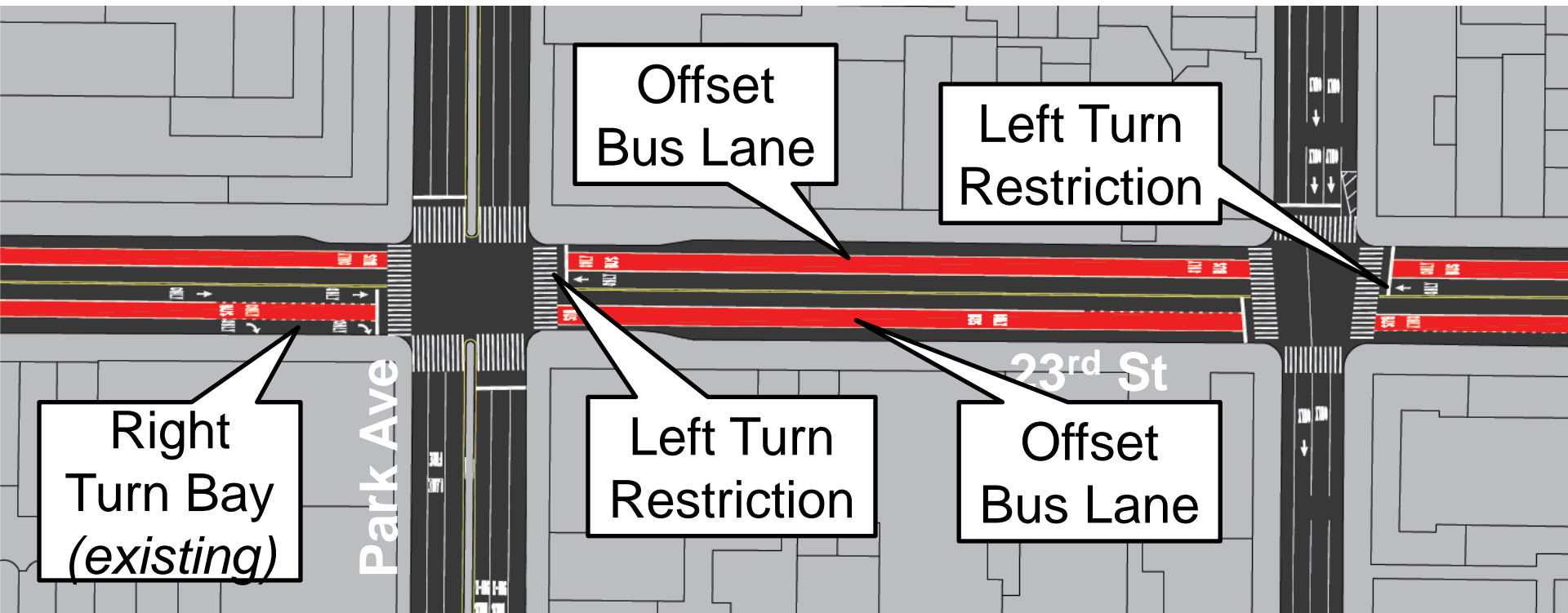
**Remove current rush hour restriction  
creating commercial loading 7a-7p**

**Maintains existing  
bus stop**

# Bus Lane Design – Park to Lexington



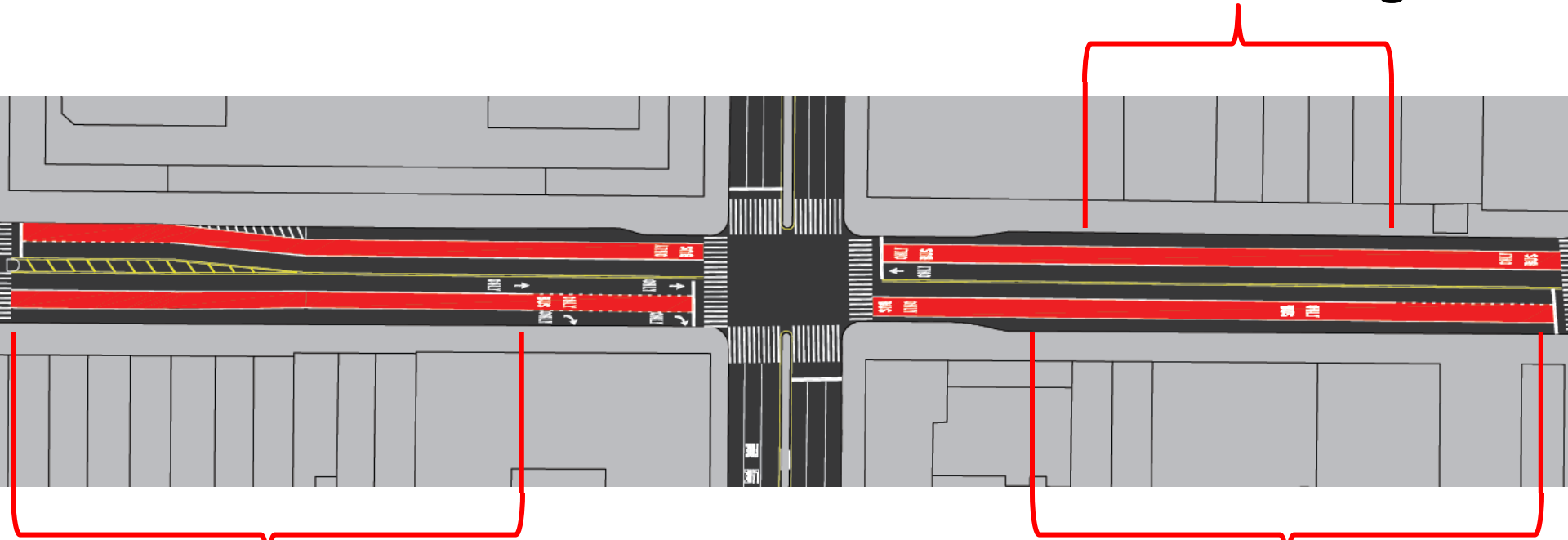
# Bus Lane Design – Park to Lexington





# Changes to Parking – Madison Ave to Lexington Ave

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

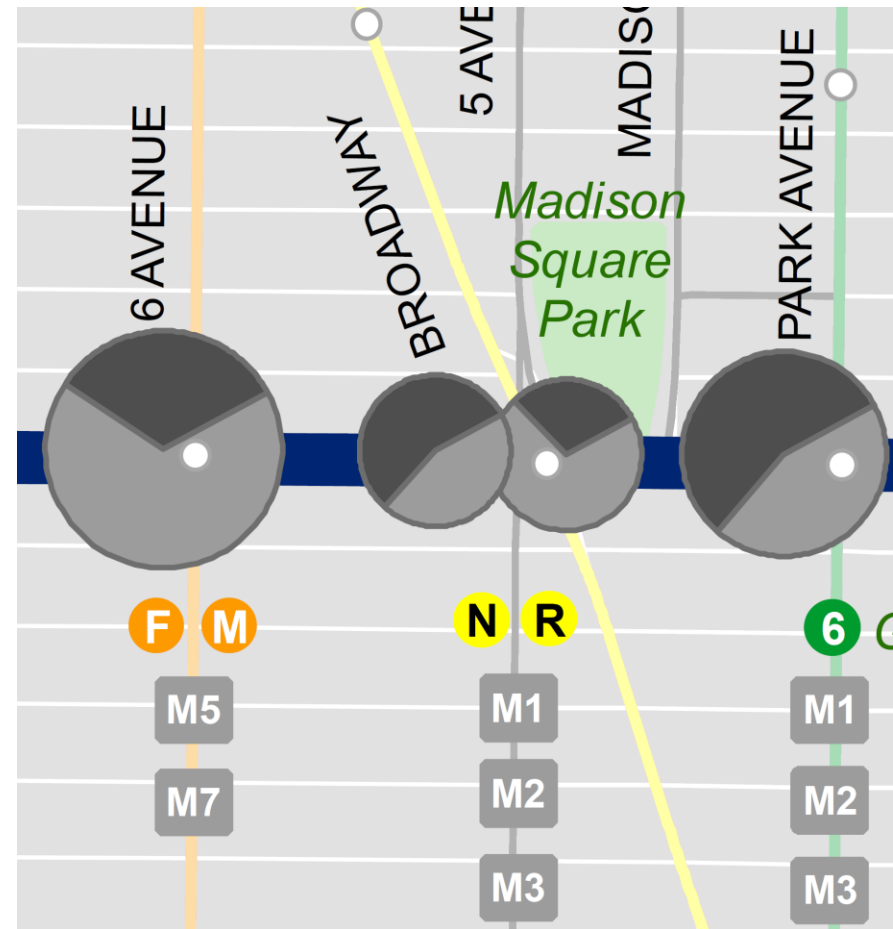


**Maintain rush hour  
restriction; loading zone**

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

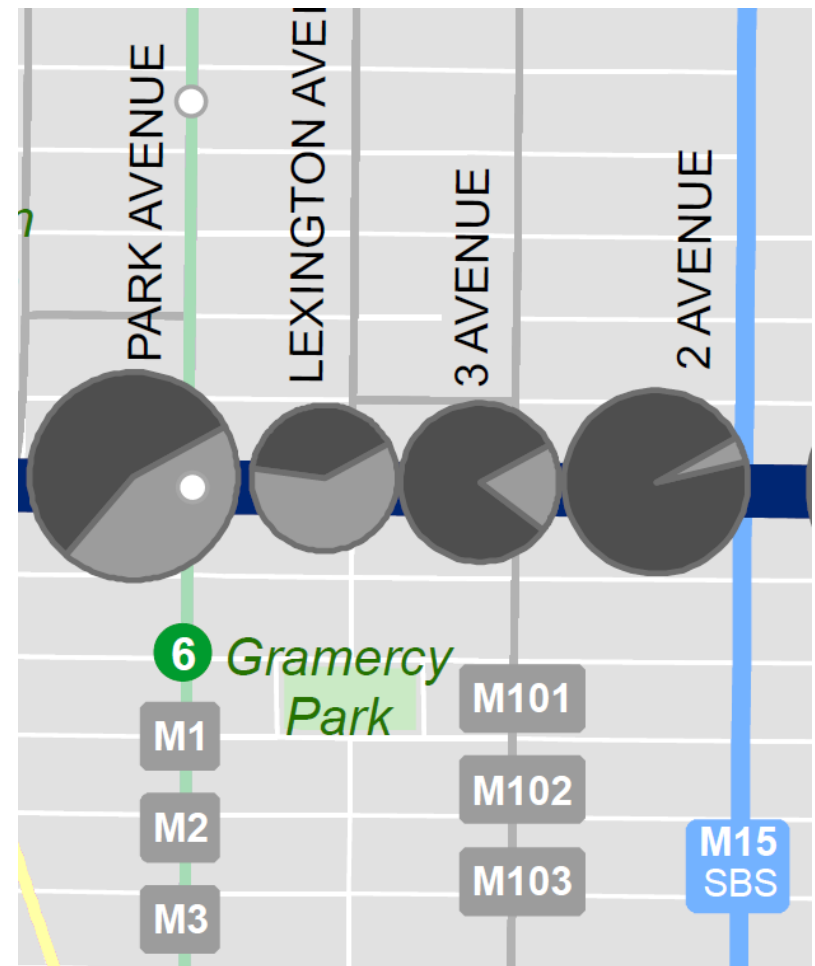
# Consolidate Westbound 5 Av & Broadway Stops

- Existing stops only 400' apart, on either side of plaza
- Not stopping twice at 5<sup>th</sup>/Broadway would save time for 4,500 riders per day
- Plaza project has improved pedestrian crossing safety, comfort
- Broadway stop has less sidewalk congestion

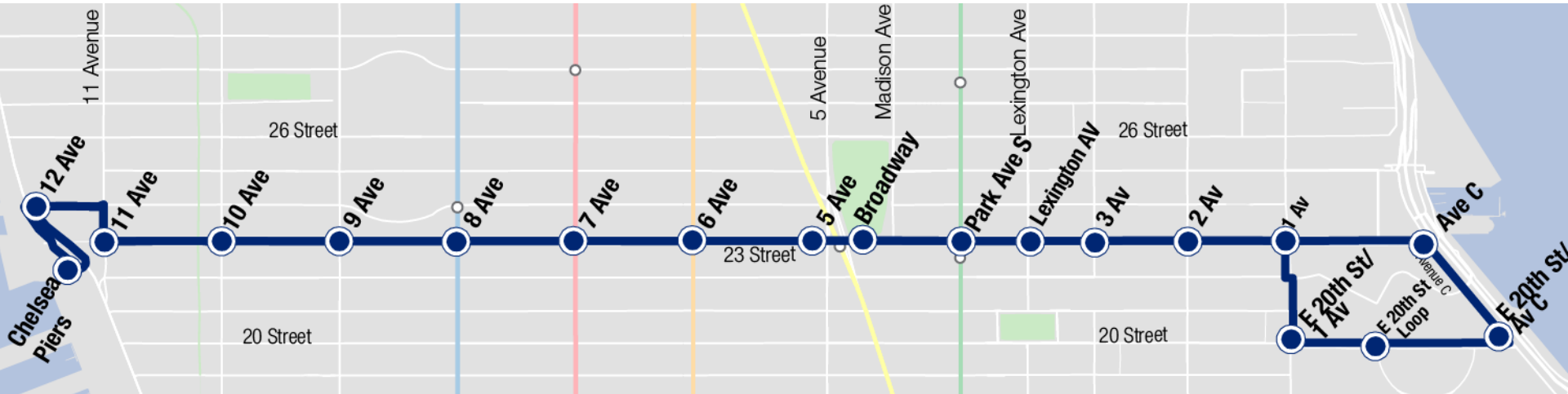


# Consolidate Lexington Ave & 3<sup>rd</sup> Ave Stops

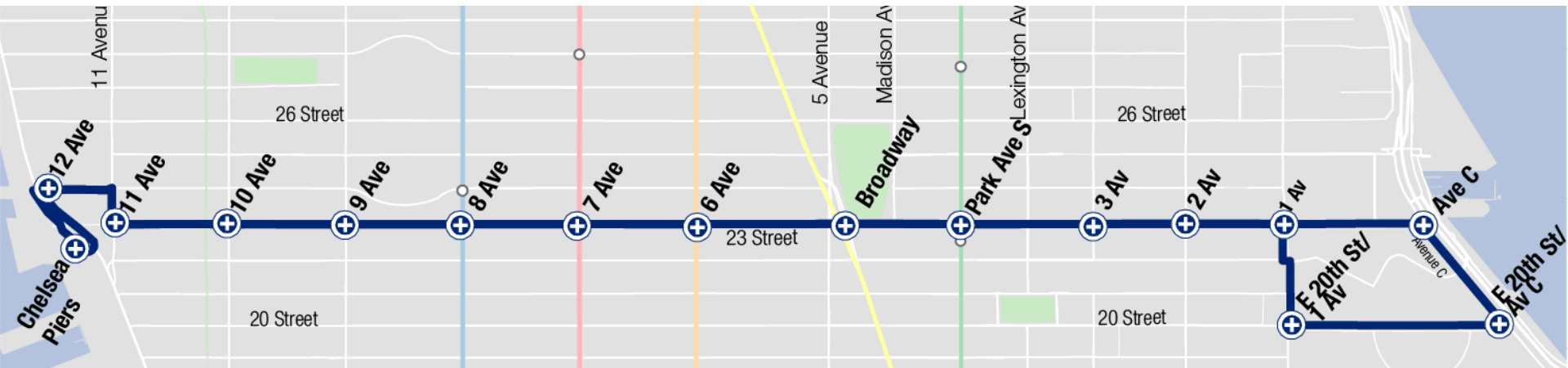
- Lexington Ave offers no bus or subway connection
- Lexington Ave is 500' to Park Ave and 3<sup>rd</sup> Ave – short for local bus spacing
- Travel time reduction for over 8,000 customers per day
- Provides opportunity for reallocating curb space



# 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 Boards Four and Six
- 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?

