

# M14A/D Bus Priority

NYC DOT | Better Buses Restart | July 2021

Lower East Side, Manhattan



# Table of Contents

1. Background
2. M14A/D Proposed Project
3. Next Steps

# M14A/D Bus Priority Background

# Better Buses Action Plan

Released 2019, aimed to:

- Improve bus speeds 25%
- Install 10-15 miles of new bus lanes per year
- Improve 5 miles of existing bus lanes per year
- Support MTA Bus Network Redesign efforts with borough bus priority plans





# M14A/D East Village & Lower East Side Bus Priority

- Better Buses Action Plan 2019 identified M14A/D corridor, including 14<sup>th</sup> St, Ave A, Ave D as a priority location
- During 14<sup>th</sup> St Busway planning, DOT committed to returning to address bus priority on the branches south of 14<sup>th</sup> Street
- In May, during *Streets Week*, Mayor de Blasio announced plans to add bus lanes to Avenue A and Avenue D



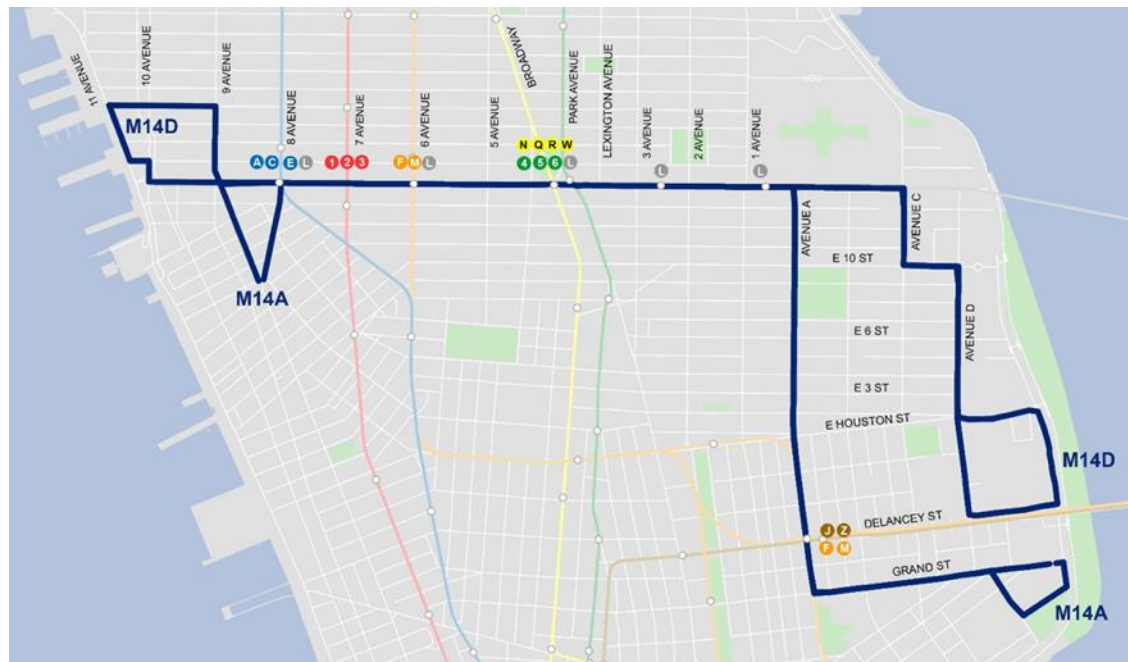
# 14<sup>th</sup> Street Busway and Bus Lanes

- M14 SBS launched July 2019
- 14<sup>th</sup> St Busway launched October 2019
  - Buses, trucks and local access only between 3<sup>rd</sup> Avenue and 9<sup>th</sup> Avenue
  - Regular bus lanes between 1<sup>st</sup> Avenue and 3<sup>rd</sup> Avenue
- Bus lanes on 14<sup>th</sup> Street extended to Avenue C in July 2020
- Stationary bus lane cameras installed on busway and on-bus enforcement cameras enabled for full M14A/D route



# M14A/D Select Bus Service Corridor

- M14A/D travels on
  - 14th St
  - Avenue A
  - Essex Street
  - Grand Street
  - Avenue D
  - Columbia St
- A Branch: 2 miles
- D Branch: 2 miles
- Provides critical connections to subway and the rest of Manhattan for East Village and Lower East Side residents



# M14A/D SBS Ridership

M14A/D SBS serves approximately 32,000 customers daily (2019 data)

- 5,800 boardings on A branch
- 8,700 boardings on D branch

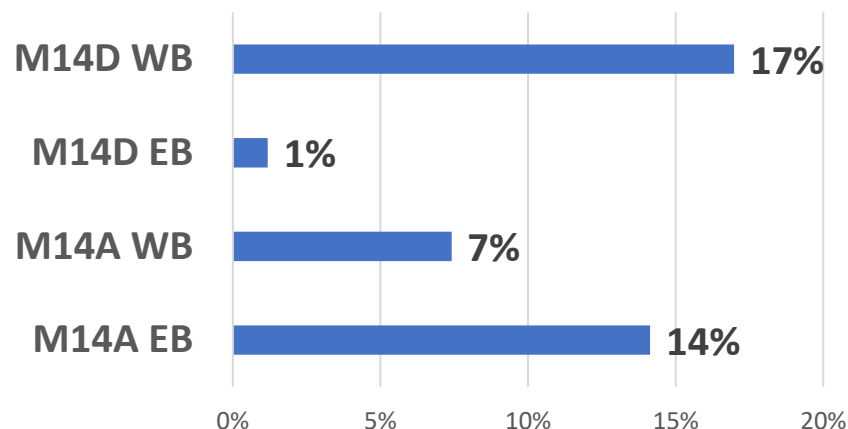




# M14A/D SBS Improvements

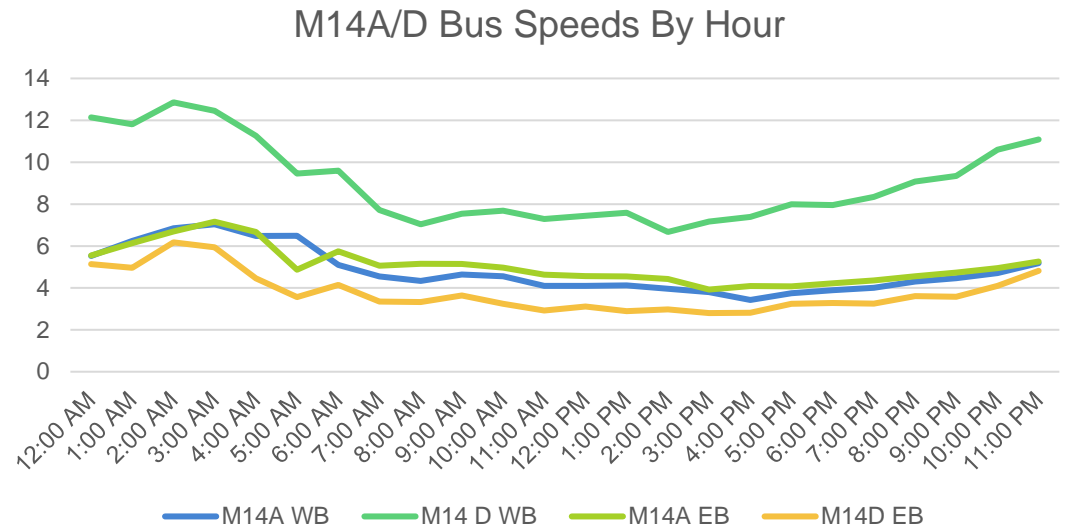
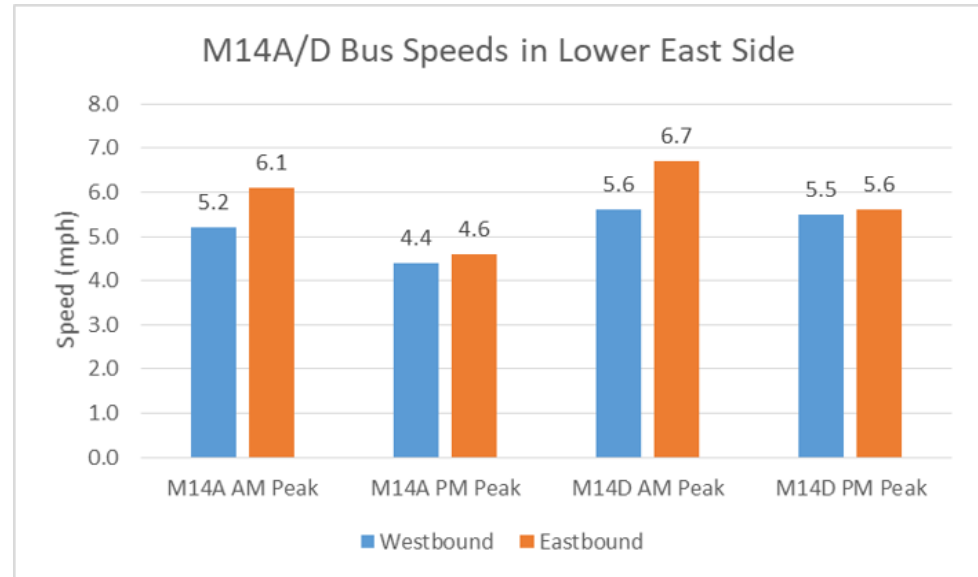
- 14<sup>th</sup> St Busway launch led to:
  - Ridership increase by 24% or over 6,000 daily riders (Nov 2018-Nov 2019)
  - Bus travel times improved by 36% along 14<sup>th</sup> St between 3 Av – 8 Av where the busway was installed (Nov 2018-Nov 2019)
- Customer Journey Time Performance increased to 85%, well above the systemwide average (70%)
- Bus travel times improved by up to 17% along the Av A and Av D branches in the LES

Peak Period Run Time Improvements –  
LES Branches



# Additional M14A/D Priority Improvements

- Speeds on M14A/D branches remain low
- Bus speeds hover between 4.4-6.7 mph on branches during day hours, **consistently slow throughout the day and evening**
- Speeds are slower during PM Peak than AM Peak
- Westbound speeds are slower than eastbound speeds



# M14A/D Bus Priority Proposed Project

# DOT Toolkit to Improve Bus Service

## Curbside Bus Lanes



## Offset Bus Lanes



## Turn Bays



## Curb Management





# DOT Toolkit to Improve Bus Service

- **Bus lanes** increase speed and reliability of bus service.
  - **Offset bus lanes** used when corridor is wide enough to also accommodate a parking lane, a bus lane and a general travel lane.
  - **Curbside bus lanes** used when the roadway is more constrained. Curb access provided off-peak.
  - Bus lanes can be enforced by on-bus cameras
- **Turn bays** help manage traffic queues, improving flow for buses and general traffic
- **Updated curb regulations** such as commercial loading spaces reduce double parking
- **Transit Signal Priority** gives buses additional green time at intersections (already implemented on much of corridor)

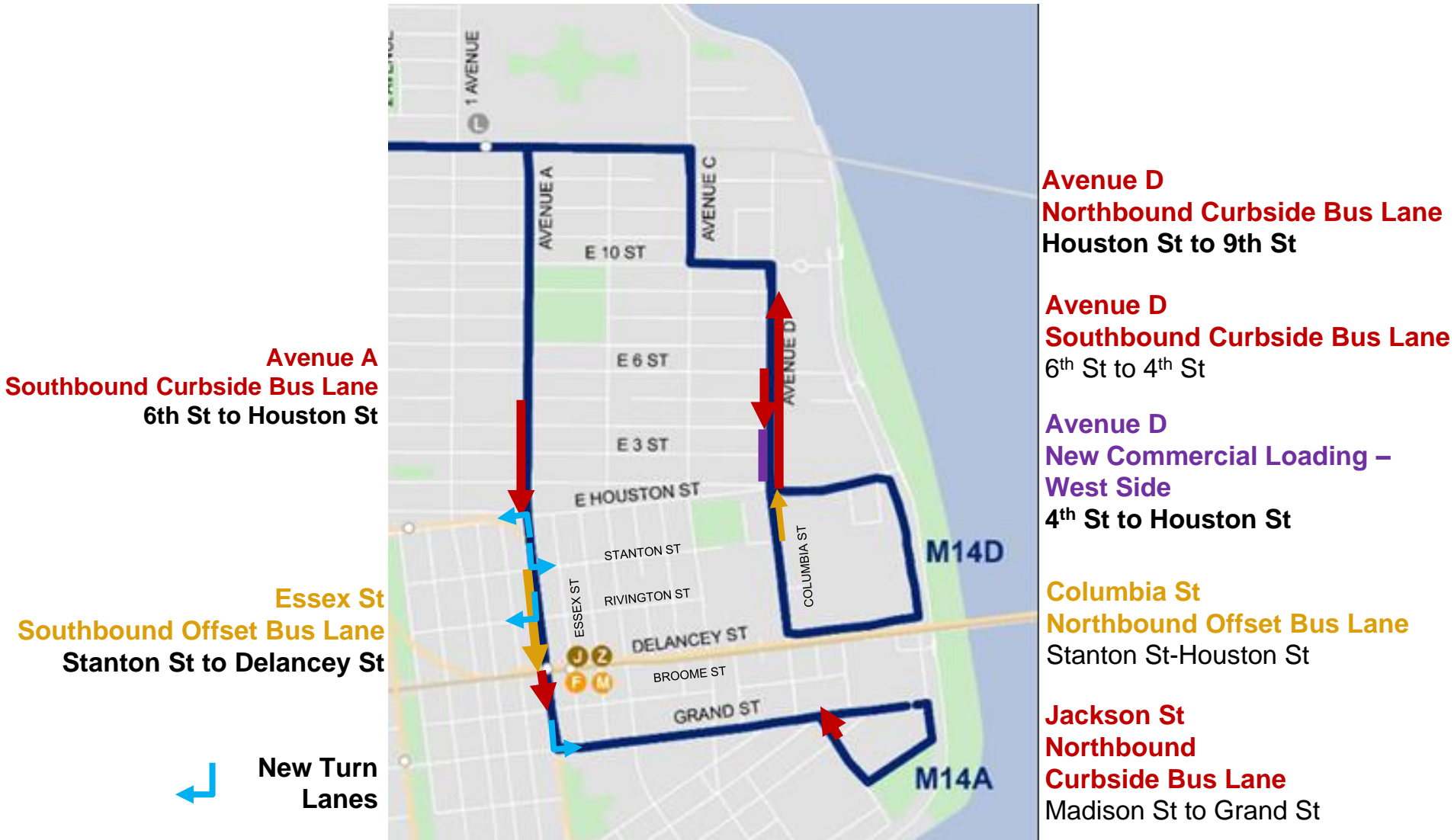


# DOT Toolkit to Address Loading

- Lower East Side and East Village experience loading vehicles double parking caused by loading vehicles and delivery vehicles that cannot find curb access.
- **Loading Zones** reserve space at the curb for commercial vehicles
- **Metered Loading Zones** work similarly to loading zones but encourage more turnover
- **Neighborhood Loading Zones** are zones on narrow streets intended for delivery vehicles or personal vehicles to residential buildings or near commercial corridors
- Standard parking meters support commercial areas by encouraging cars to only use as much time as they need and then leave, to open that space up for other users.



# Overview of Proposed Improvements



# Overview of Potential Parking Improvement Areas

## Ave A Neighborhood Loading Zones

Looking at loading on Ave A and side streets

Ave A 4<sup>th</sup> St-2<sup>nd</sup> St  
Commercial Loading  
Compensating for converted commercial spaces on Ave A for bus lane



Avenue D & 6<sup>th</sup> St  
– West Side  
Truck loading concerns

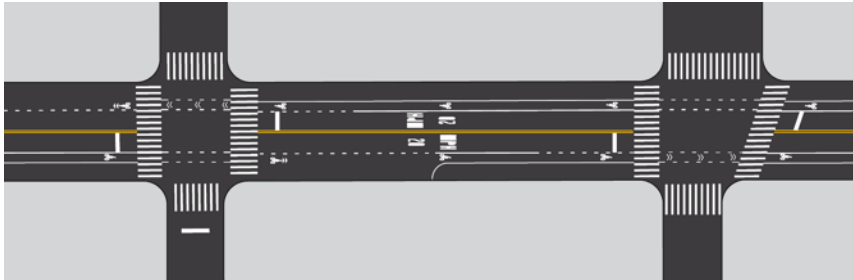
Avenue D, 4<sup>th</sup> St-2<sup>nd</sup> St  
– West Side  
Address double parking concerns



# Avenue A, 5th St to Houston St

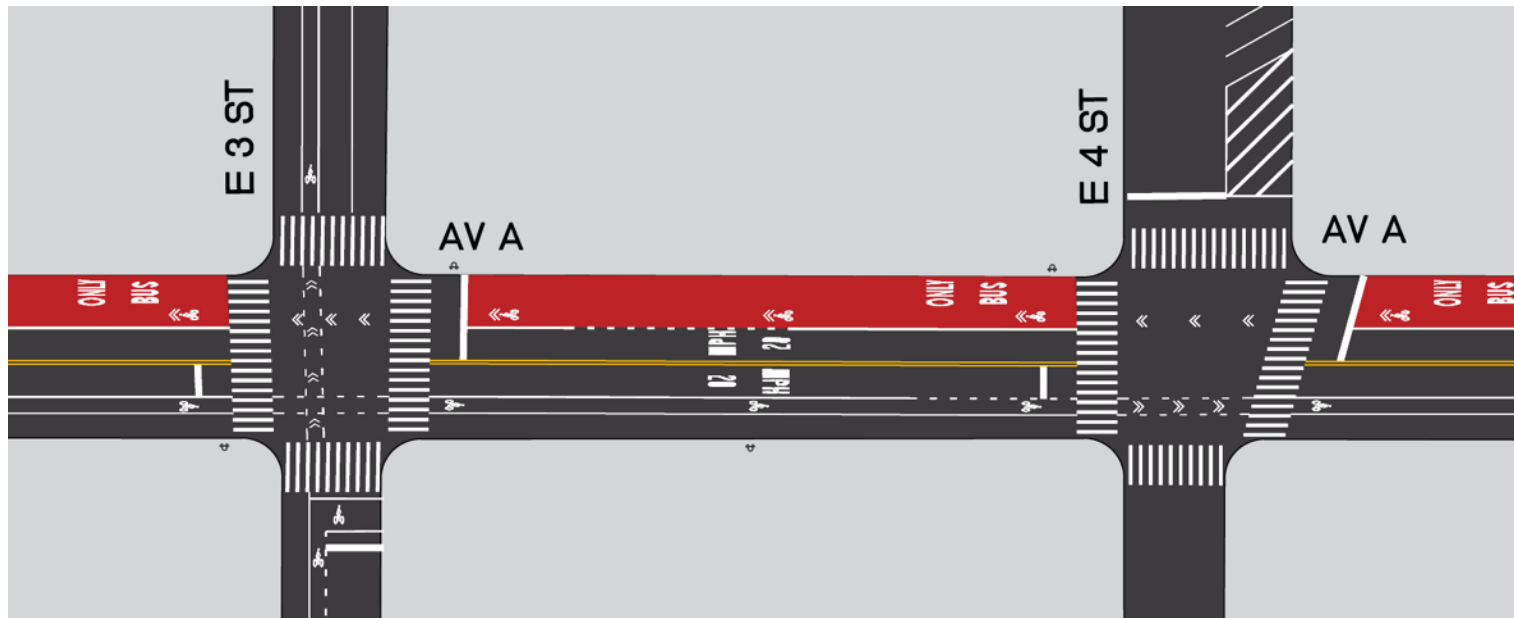
## Southbound Curbside Bus Lane

Existing – Typical Design



- Curbside bus lane proposed due to insufficient width to fit parking lane, SB offset bus lane and bike lanes
- Proposed bus lane hours: 6 am to 10 pm, every day
- Shared lane markings maintain bike access
- Converts 33 spots daytime and evening metered parking on west curb to bus lane
- DOT reviewing potential loading opportunities on side streets
- Overnight parking maintained
- Looking at solutions to replace metered parking

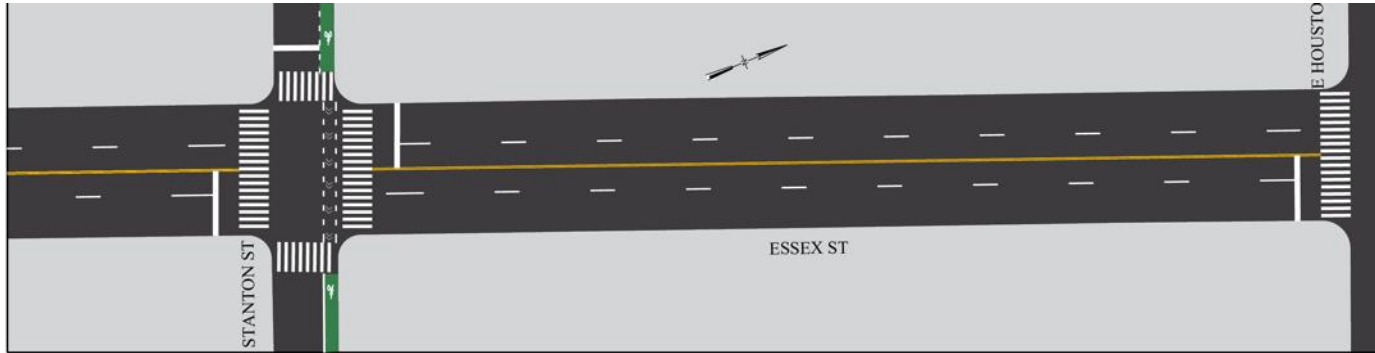
Proposed – Typical Design



# Essex Street, Houston St to Stanton St

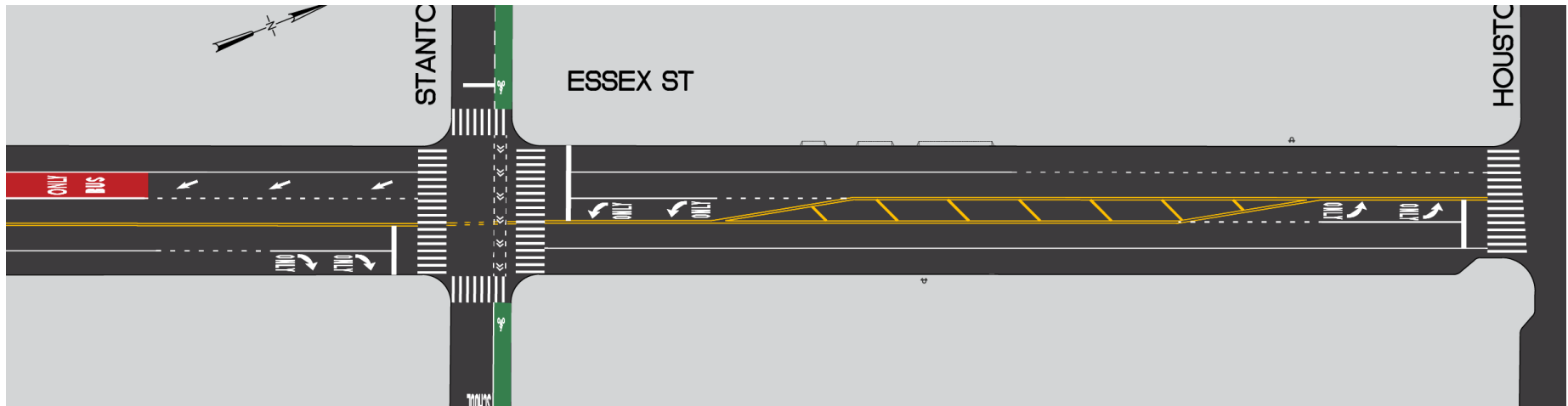
## Left Turn Bays

### Existing Design



- New left turn bays increase safety and improve traffic flow for all vehicles, including buses

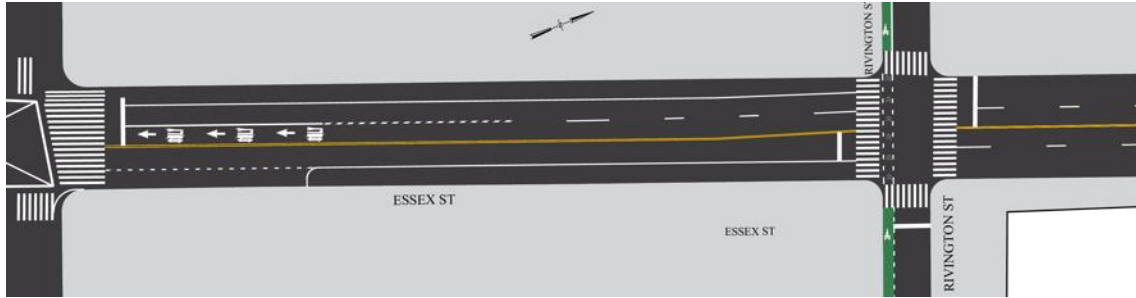
### Proposed Design



# Essex Street, Stanton St to Delancey St

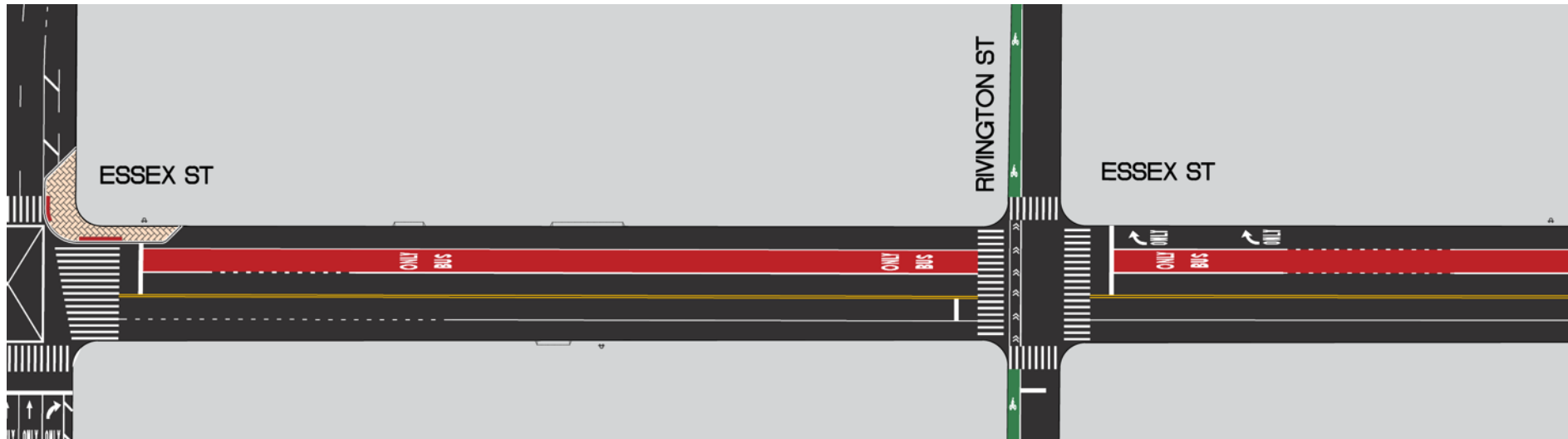
## Southbound Offset Bus Lane, Curb Extension, Turn Lane

### Existing Design



- Offset bus lane proposed because there is sufficient width to maintain parking and general traffic lanes in both directions
- In effect at all times, every day
- New painted curb extension at Delancey St
- Right turn lane approaching Rivington St converts 8 full-time parking spaces

### Proposed Design



# Avenue D

Northbound curbside bus lane – Houston St to 9<sup>th</sup> St

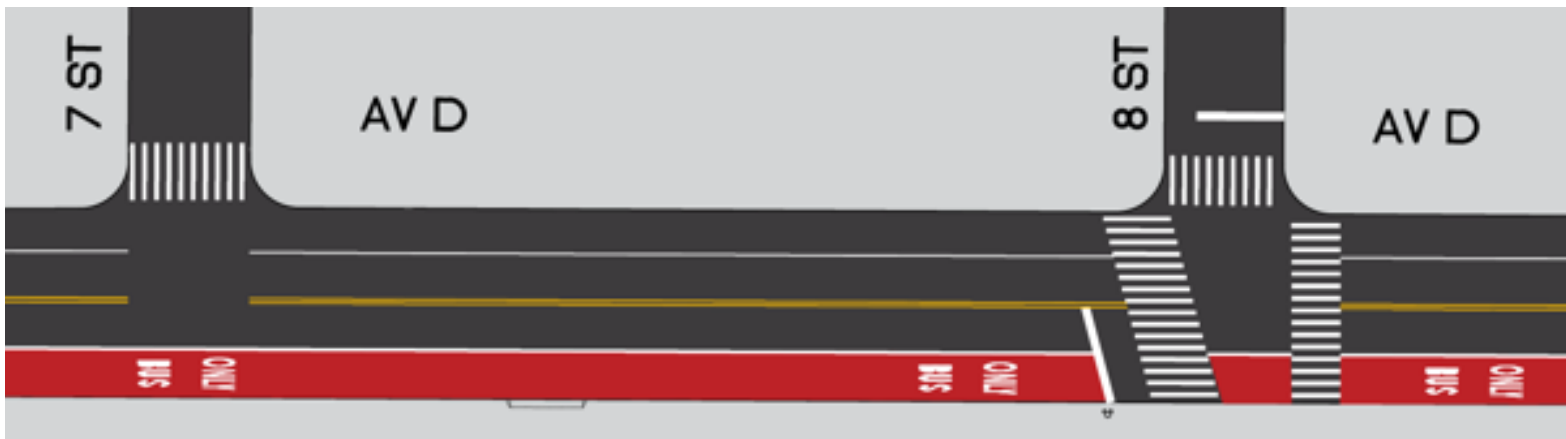
Southbound curbside bus lane – 6<sup>th</sup> St to 4<sup>th</sup> St

New commercial loading – 4<sup>th</sup> St to Houston St (west side)

Existing – Typical Design



Proposed – Typical Design



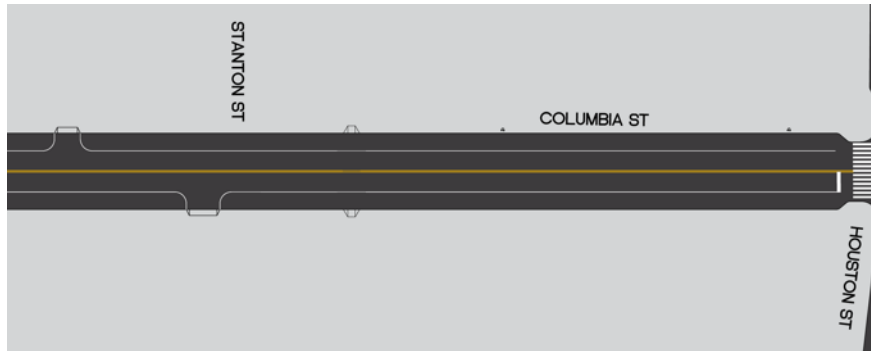
- Curbside bus lane proposed due to insufficient width to fit offset bus lane with parking and general travel lanes in both direction
- Proposed bus lane hours: 6 am to 10 pm, every day
- Converts 65 daytime/evening parking spaces
- New truck loading hours TBD, reviewing potential to add metered parking, and add loading for supermarkets and on side streets
- Loading converts 28 daytime parking spaces
- Overnight parking maintained



# Columbia St, Stanton St to Houston St

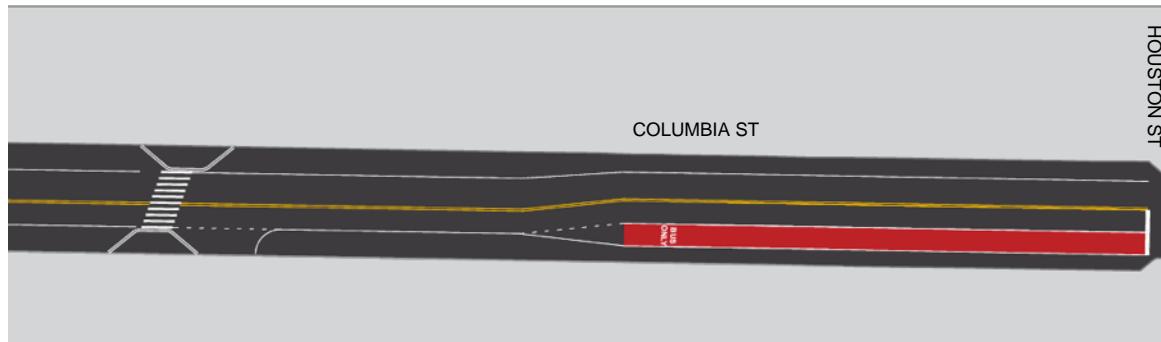
## Northbound offset bus lane

### Existing Design



- Offset bus lane proposed because there is sufficient width to maintain parking and general traffic lanes in both directions
- In effect at all times, every day

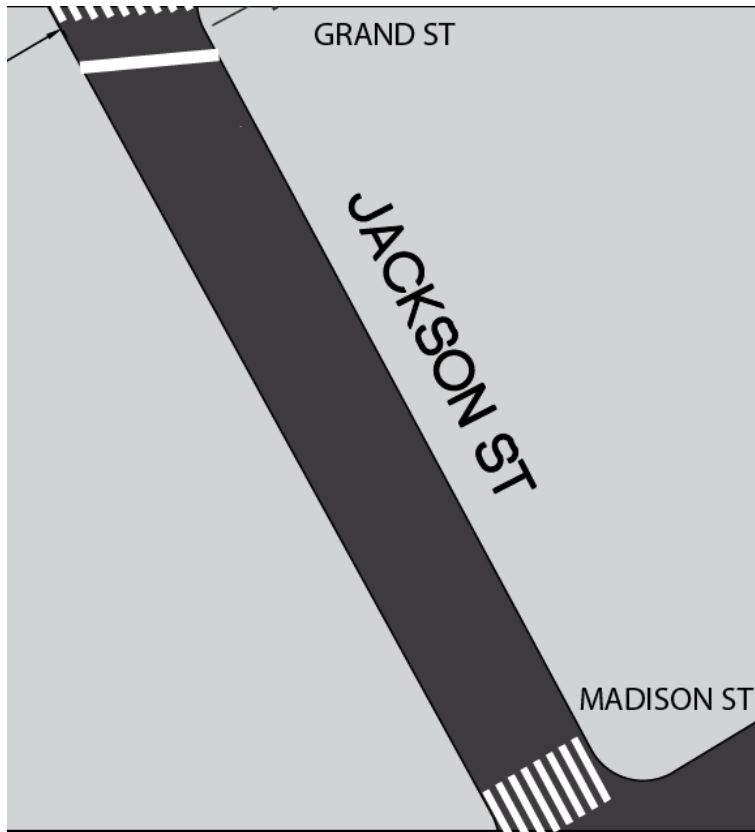
### Proposed Design



# Jackson St, Madison St to Grand St

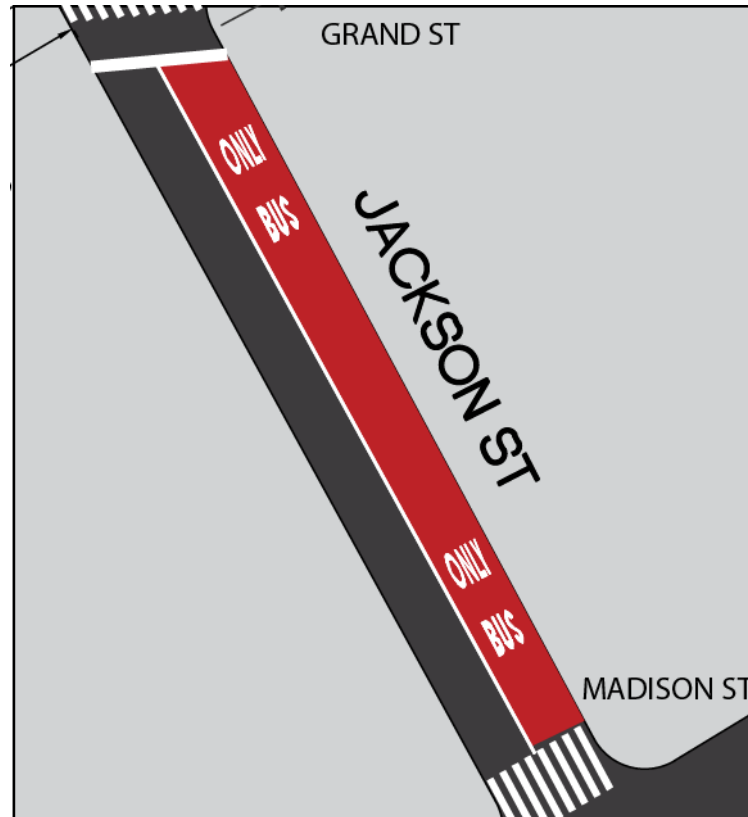
## Northbound curbside bus lane

Existing Design



- Curbside bus lane proposed to provide clearance for left turning buses
- Proposed bus lane hours: in effect at all times, every day
- Converts 16 parking spaces bus lane

Proposed Design



## Next Steps

- Complete corridor traffic analysis
- Finalize bus lane design and curb management plan
- Additional community outreach
- Implementation (Late Summer/Fall 2021)

# Thank You!

---

## Questions?



NYC DOT



NYC DOT



nyc\_dot



NYC DOT