

M14A/D Bus Priority

NYC DOT | Better Buses Restart | June 2021

Lower East Side, Manhattan



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M14A/D Bus Priority Background

M14A/D East Village & Lower East Side Bus Priority

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



Better Buses Action Plan

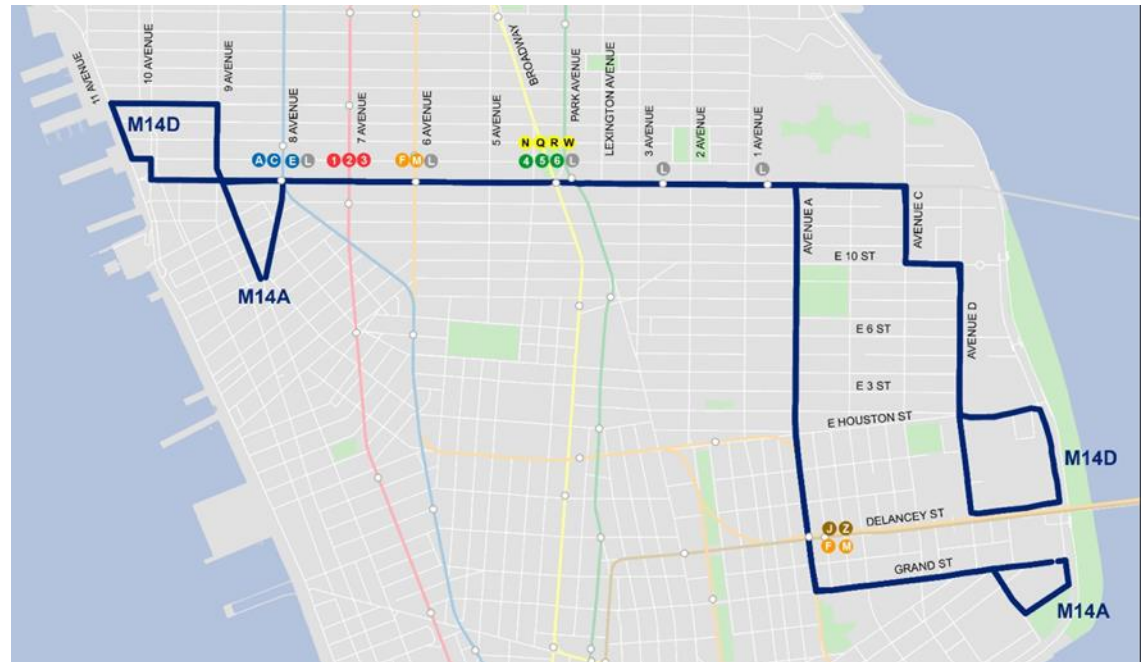
Released 2019, aimed to:

- 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 Select Bus Service Corridor

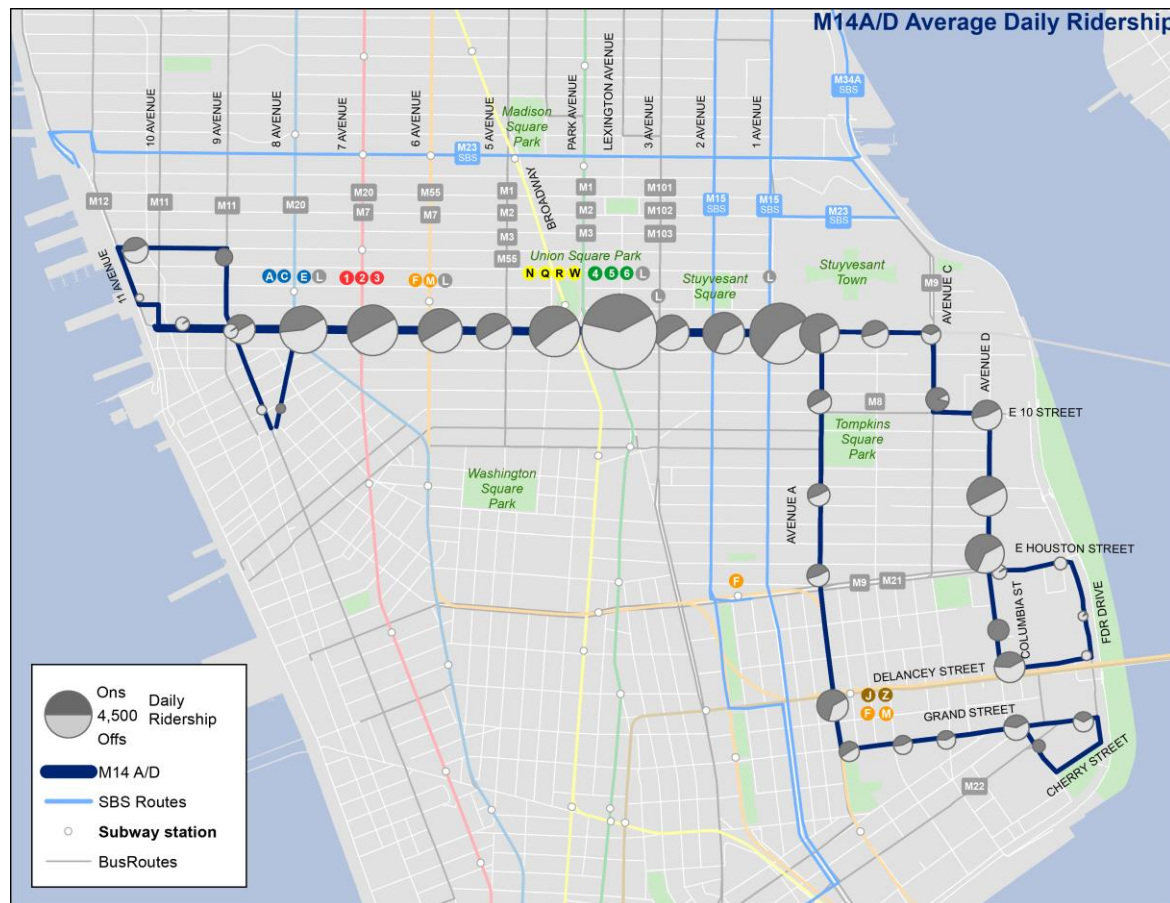
- M14A/D travels on
 - 14th St
 - Avenue A
 - Essex Street
 - Grand Street
 - Avenue D
 - Columbia St
- A Branch: 2 miles
- D Branch: 2 miles
- Provides critical connections to subway and the rest of Manhattan for East Village and Lower East Side residents



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



14th Street Busway and Bus Lanes

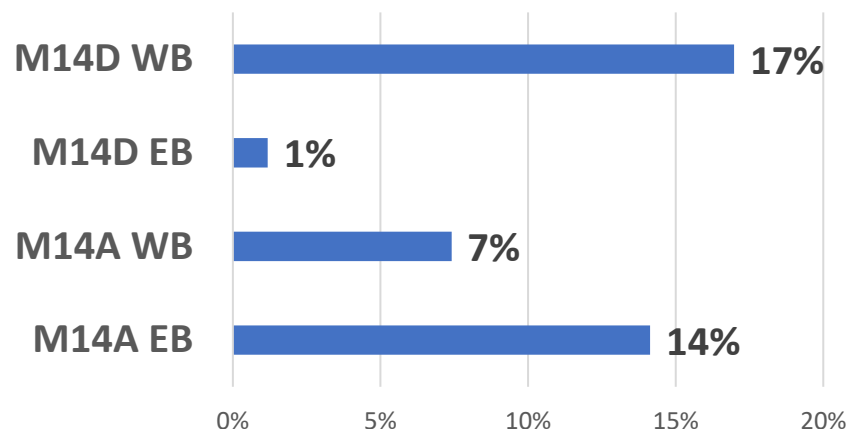
- M14 SBS launched July 2019
- 14th St Busway launched October 2019
 - Buses, trucks and local access only between 3rd Avenue and 9th Avenue
 - Regular bus lanes between 1st Avenue and 3rd Avenue
- Bus lanes on 14th Street extended to Avenue C in July 2020
- Stationary bus lane cameras installed on busway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



M14A/D SBS Improvements

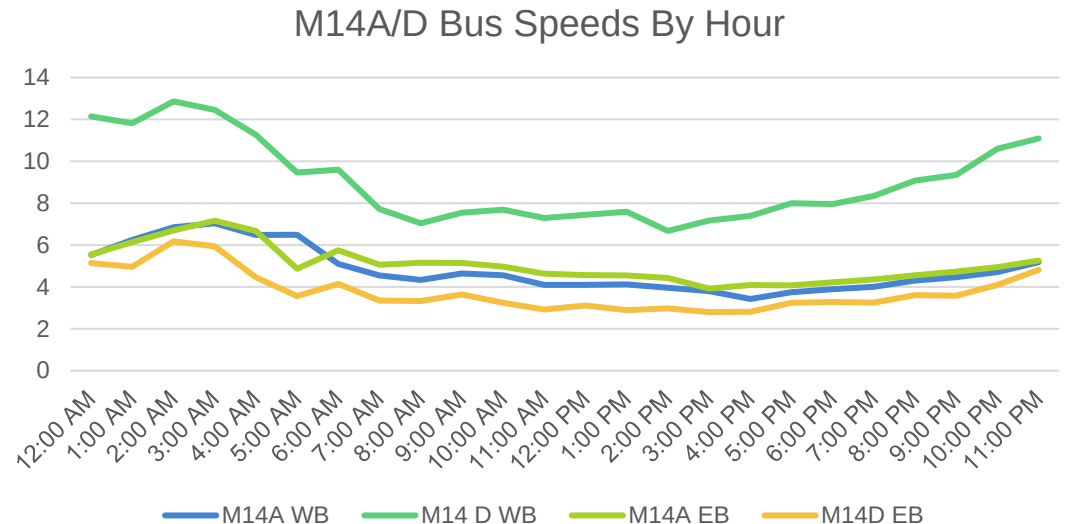
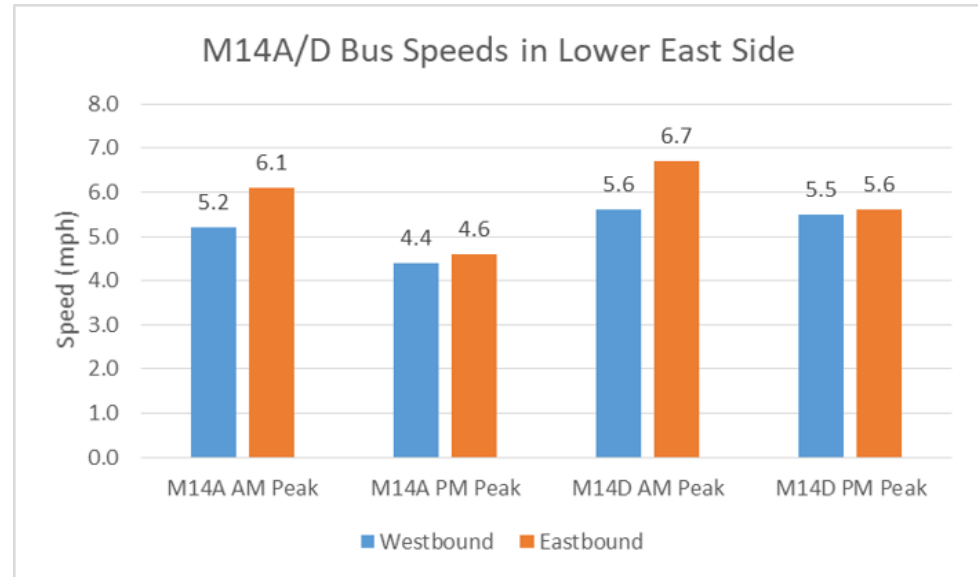
- 14th St Busway launch led to:
 - Ridership increase by 24% or over 6,000 daily riders (Nov 2018-Nov 2019)
 - Bus travel times improved by 36% along 14th St between 3 Av – 8 Av where the busway was installed (Nov 2018-Nov 2019)
- Customer Journey Time Performance increased to 85%, well above the systemwide 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)



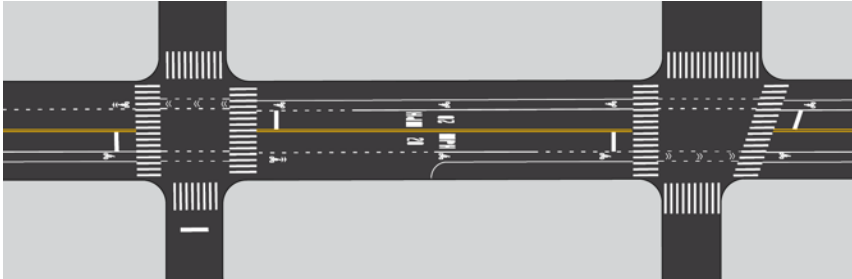
Overview of Proposed Improvements



Avenue A, 6th St to Houston St

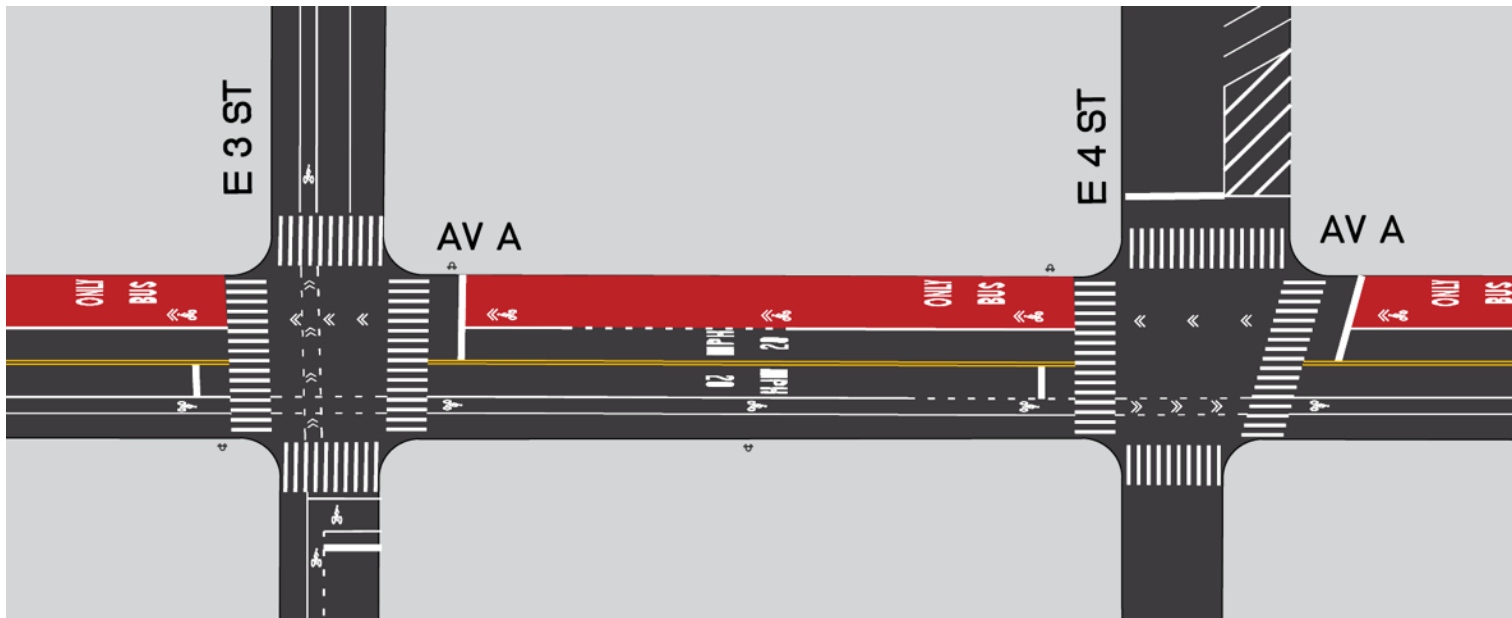
Southbound Curbside Bus Lane

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

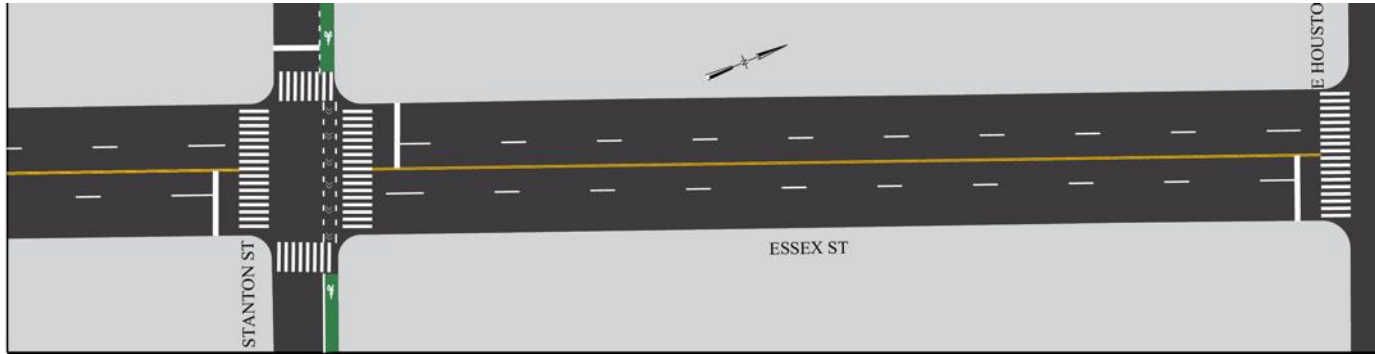
Proposed – Typical Design



Essex Street, Houston St to Stanton St

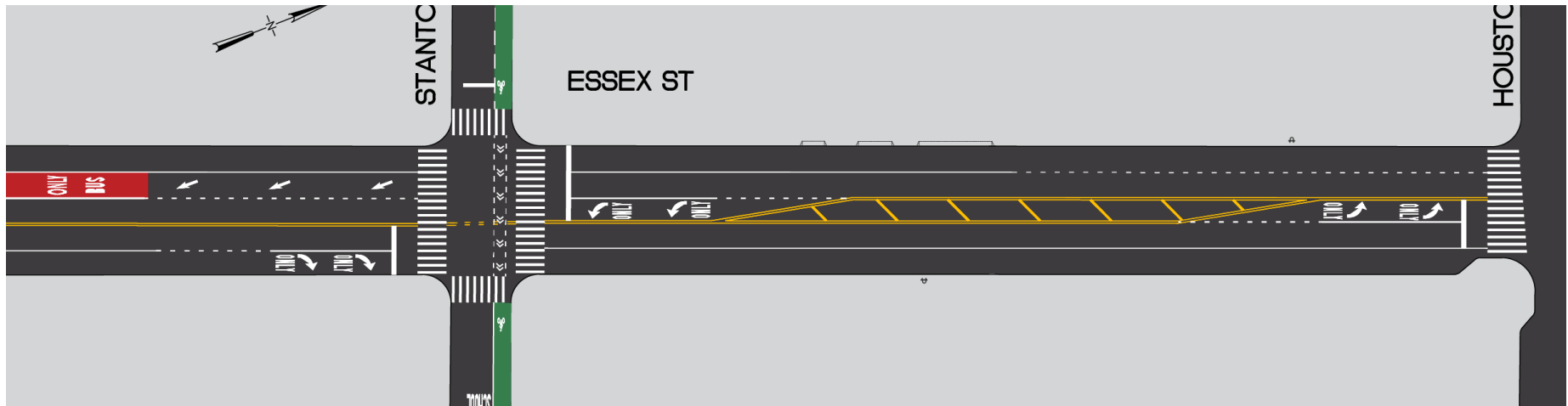
Left Turn Bays

Existing Design



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

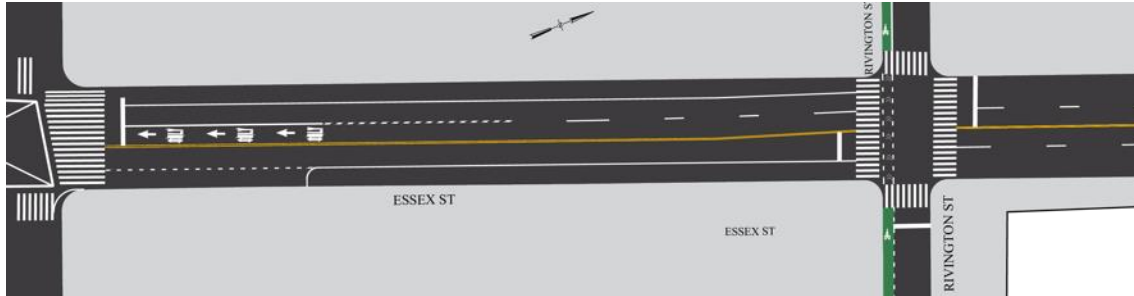
Proposed Design



Essex Street, Stanton St to Delancey St

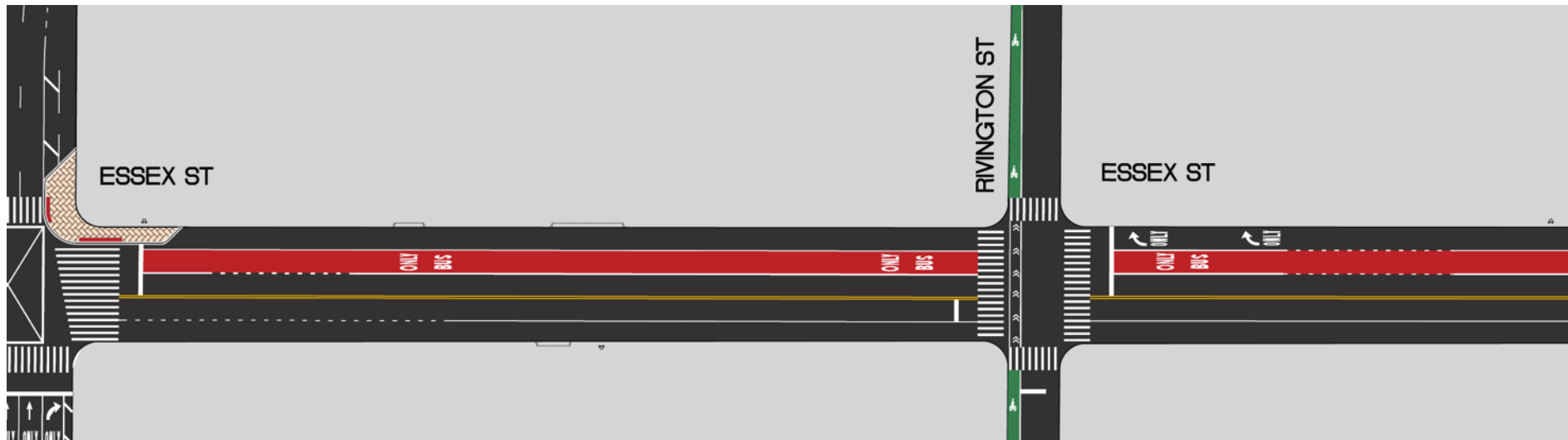
Southbound Offset Bus Lane, Curb Extension, Turn Lane

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 9th St

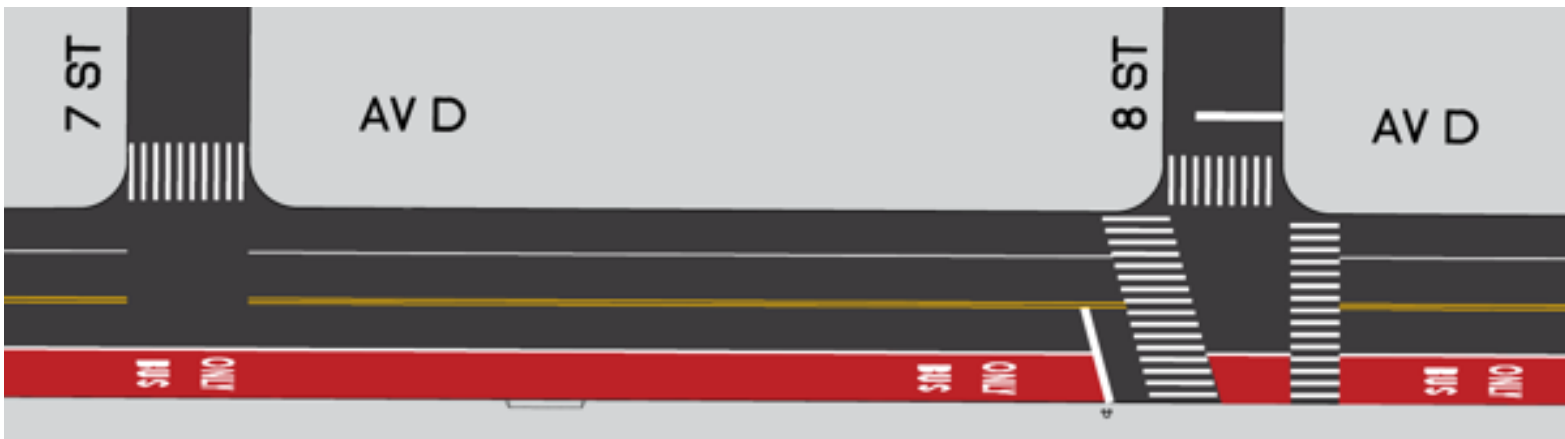
Southbound curbside bus lane – 6th St to 4th St

New commercial loading – 4th St to Houston St (west side)

Existing – Typical Design



Proposed – Typical Design

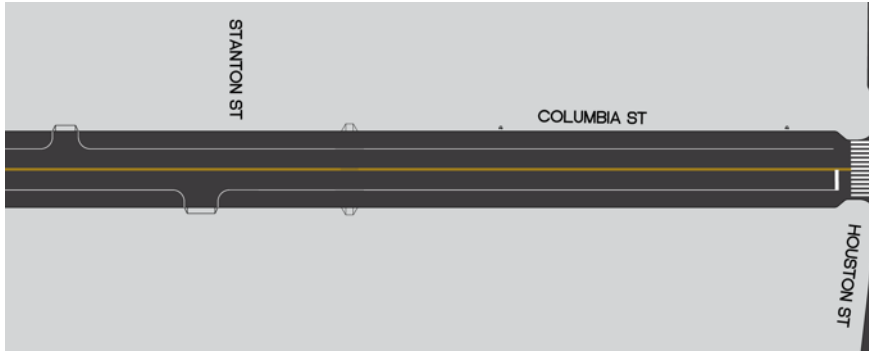


- Curbside bus lane proposed due to insufficient width to fit offset bus lane with parking and general travel lanes in both direction
- Proposed bus lane hours: 6 am to 10 pm, every day
- Converts 65 daytime/evening parking spaces
- New truck loading hours TBD, reviewing potential to add metered parking,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

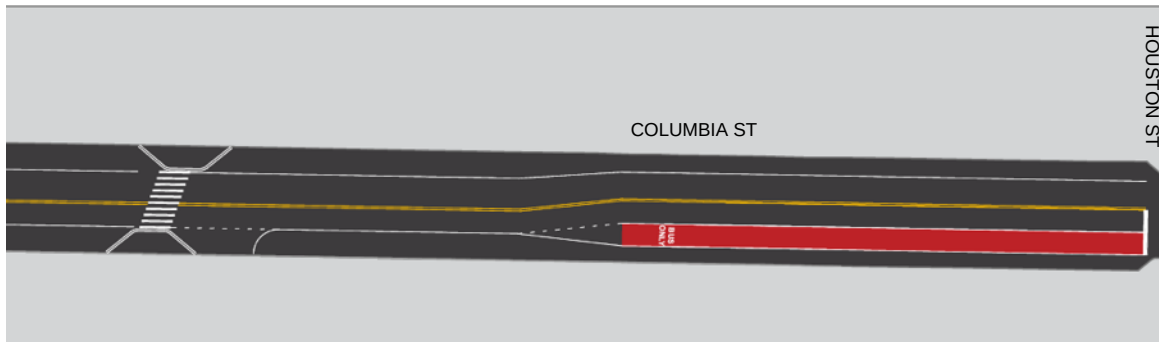
Northbound offset bus lane

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

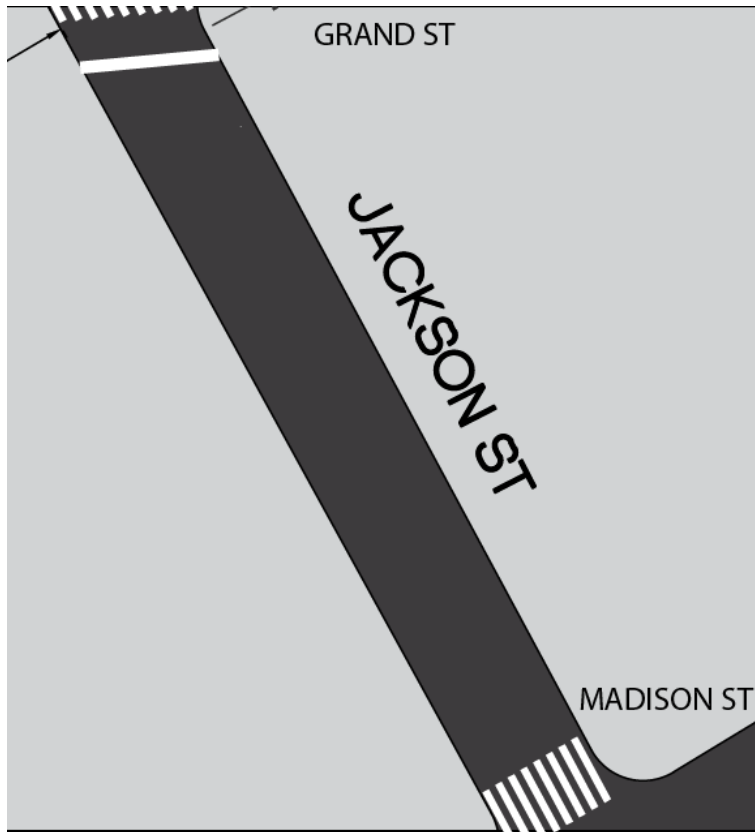
Proposed Design



Jackson St, Madison St to Grand St

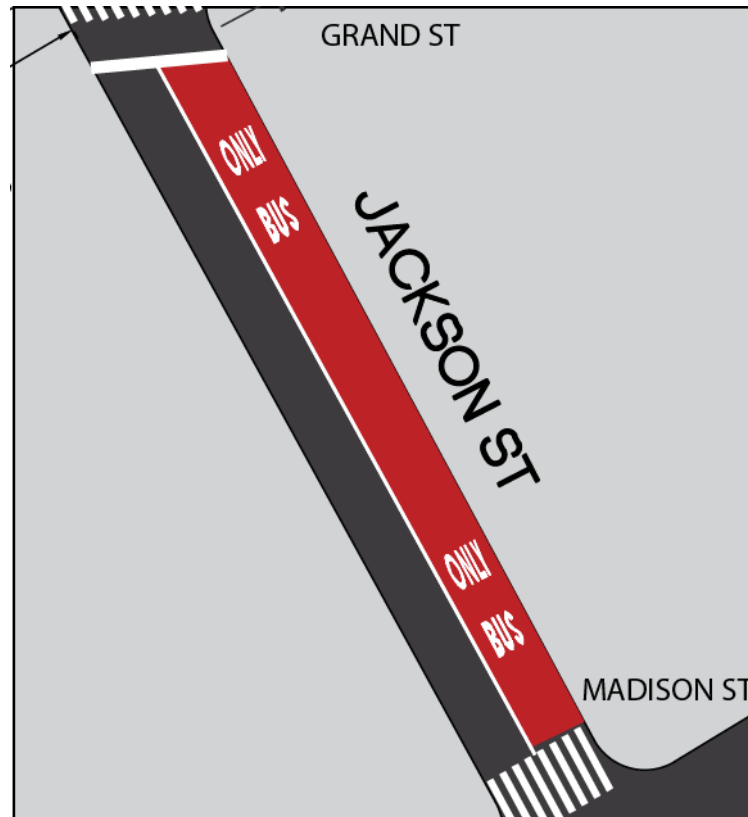
Northbound curbside bus lane

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?



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Overview of Proposed Improvements

