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

- 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

- Stopped in Traffic: 23%
- At Bus Stop: 28%
- In-Motion: 40%
- Crawling <2.5mph: 9%

Bus is not moving 51% of time.
M23 Bus Speeds (In-Motion)
M23 Bus Ridership

Eastbound

Westbound

Ons 1,000 Offs
Daily Ridership

Other SBS Routes

Subway station

M23 Bus Route

+selectbusservice
Vision Zero Priorities

- Vision Zero: a multiagency effort to reduce traffic fatalities
- Manhattan Action Plan – 23rd Street Priority Corridor; 4 Priority Intersections
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

- 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 8th Ave - Lexington

- Well used commercial loading
- 60% parking/loading turns over in <30mins
- Unnecessary AM and PM No Standing regulation between 5th and 6th 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 – 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:
- LT – WB 9th Ave
- LT – WB 7th Ave
- LT – WB 5th Ave
- LT – EB/WB Park Ave S

Proposed Turn Restrictions:
- LT – EB 8th Ave
- LT – Lexington Ave
- LT – Broadway
- RT – 6 Ave
Bus Lane Design – 8th Ave

Curbside Bus Lane Hours: 7-10am & 4-7pm
Bus Lane Design – 8th Ave

- Curbside Bus Lane
- Offset Bus Lane
- Left Turn Restriction
- Offset Bus Lane
Bus Lane Design – 7th Ave

Curbside Bus Lane Hours:
7-10am & 4-7pm
Bus Lane Design – 7th Ave

- Curbside Bus Lane
- Offset Bus Lane
- Offset Bus Lane
- Left Turn Restriction (existing)
Changes to Parking – 8th Ave to 7th 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 – 6th Ave
Bus Lane Design – 6th Ave

- Left Turn Restriction *(existing)*
- Right Turn Restriction
- Offset Bus Lane
- Offset Bus Lane

23rd St
6th Ave
Changes to Parking – 7th Ave to 6th Ave

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

Remove approximately 15’ of parking/loading
Bus Lane Design – 5th Ave to Madison Ave
Bus Lane Design – 5th Ave to Madison Ave

- Left Turn Restriction (existing)
- Right Turn Bay (existing)
- Left Turn Bay
- Offset Bus Lane
- Curbside Bus Lane
- Pedestrian Island
- 5th Ave
- 23rd St
Changes to Parking – 6th Ave to Madison Ave

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

Removes approximately 60’ of parking/loading

Maintains existing bus stop

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

Offset Bus Lane

Left Turn Restriction

Right Turn Bay (existing)

Left Turn Restriction

Offset Bus Lane
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 5th/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 & 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
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?