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

- Improved crosstown bus service noted in CB Six 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
Daily Ridership
Offs

Other SBS Routes
Subway station
M23 Bus Route
Bus Routes
Vision Zero Priorities

- Vision Zero: a multi-agency 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

Delivery Times on 23rd Street between 1st Ave – 11th 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
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:
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Proposed Turn Restrictions:
- LT – EB 8th Ave
- LT – Lexington Ave
- LT – Broadway
- RT – 6 Ave
Bus Lane Design – 1st Ave
Bus Lane Design – 1st Ave

Offset Bus Lane

Merge transition before bus lane

Maintains existing turn lane
Bus Lane Design – 2nd Ave
Bus Lane Design – 2nd Ave

- Offset bus lane
- Curbside bus & right turn lane
- Dedicated left turn bay
- Pedestrian safety island
- Offset bus lane
Changes to Parking – 1\textsuperscript{st} Ave to 2\textsuperscript{nd} Ave

Maintains existing curb regulations

Adds 20’ of parking
Bus Lane Design – 3rd Ave
Bus Lane Design – 3rd Ave

- Offset bus lane
- Left turn bays
- Offset bus lane
- Curbside bus & right turn lane
- Curbside bus lane
Changes to Parking – 2nd Ave to 3rd Ave

- Maintains existing 1hr parking regulation
- Maintains existing school bus no standing
- Removes 20’ of commercial loading space
Bus Lane Design – Lexington Ave
Bus Lane Design – Lexington Ave

offset bus lane

left turn restriction

offset bus lane
Parking Changes – Lexington Ave to 3rd Ave

Maintains existing 1hr parking regulation

Removes current rush hour restriction (8-10a, 4-6p);

Removes 90’ of 1 hr parking
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
Consolidate 20\textsuperscript{th} Street Stops

1\textsuperscript{st} Ave and 20\textsuperscript{th} St. Oval stops are approximately 450’ apart – short for even local bus spacing

Likely need to lengthen stop at 1\textsuperscript{st} Ave to support fare payment machine placement and improve bus turning movement

Will improve speed and reliability of bus
Move Eastbound 1st Ave to Farside

- Relocated eastbound M23 SBS 1st Ave stop to the farside (eastern) of 1st Ave
- Offers closer connection to VA Hospital, Peter Cooper Village and transfers to M15
- Would require moving some express bus stops to nearside (western) of 1st Ave
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 Board Four
  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?