M14A/D Bus Priority
NYC DOT | Better Buses Restart | July 2021

Lower East Side, Manhattan
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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 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

- In May, during Streets Week, Mayor de Blasio announced plans to add bus lanes to Avenue A and Avenue D
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 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

• 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
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

Avenue A
Southbound Curbside Bus Lane
6th St to Houston St

Avenue D
Northbound Curbside Bus Lane
Houston St to 9th St

Avenue D
Southbound Curbside Bus Lane
6th St to 4th St

Avenue D
New Commercial Loading – West Side
4th St to Houston St

Columbia St
Northbound Offset Bus Lane
Stanton St-Houston St

Jackson St
Northbound Curbside Bus Lane
Madison St to Grand St

Essex St
Southbound Offset Bus Lane
Stanton St to Delancey St

New Turn Lanes
Overview of Potential Parking Improvement Areas

Ave A Neighborhood Loading Zones
Looking at loading on Ave A and side streets

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

Avenue D & 6th St – West Side
Truck loading concerns

Avenue D, 4th St-2nd 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 9th St
Southbound curbside bus lane – 6th St to 4th St
New commercial loading – 4th St to Houston St (west side)

Existing – 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
Northbound curbside bus lane

Existing Design

Proposed 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
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?