

14TH STREET TRANSIT & TRUCK PRIORITY PILOT PROJECT

QUARTERLY REPORT | WINTER 2020



Sam Schwartz



Pilot Project Background

The 14th Street Transit & Truck Priority (TTP) Pilot Project was implemented by the New York City Department of Transportation (NYCDOT) in October 2019, aiming to improve operations of the M14 A and M14 D Select Bus Service (M14 A/D SBS). The TTP Pilot Project also aims to increase safety on this Vision Zero Priority Corridor while maintaining the street as an important truck route.

From 6 AM–10 PM, only buses, trucks, and emergency vehicles are allowed to drive on 14th Street from 3rd Avenue to 8th Avenue heading westbound, and 9th Avenue to 3rd Avenue heading eastbound. Other vehicles are allowed to drive on 14th Street for local trips, pick-up/drop-off, and garage access but must make the next available right turn off of 14th Street. All left turns are restricted off of the TTP corridor, except for MTA buses at certain intersections. Updates to the curb regulations along the TTP corridor were implemented to prioritize passenger pick-up/drop-off (taxis and personal vehicles) and commercial loading.

Additional elements of the pilot include new pedestrian space around Union Square, painted curb extensions to shorten pedestrian crossings, and bus boarding platforms.



Monitoring Plan

Sam Schwartz is monitoring the performance of the 14th Street TTP Pilot Project and its effects on adjacent roadways. For this project, Sam Schwartz is partnering with Traffic Databank for data collection and Public Works Partners for public engagement. The monitoring plan includes tracking and evaluation of Metropolitan Transportation Authority New York City Transit (MTA NYCT) bus performance; vehicle speeds and volumes on area roadways; and bicycle activity. Data was collected by the Sam Schwartz team and gathered from a variety of sources including MTA NYCT, INRIX, NYCDOT, NYPD, and Citi Bike, among others.

In addition, from December 2019 through February 2020, the team conducted surveys of both the public and businesses on and adjacent to 14th Street to gather feedback on the project.

Sam Schwartz will continue to create and release periodic monitoring reports and the final Pilot Evaluation Report about the performance of the TTP Pilot Project.

Winter 2020 Study Area Activity

→ **In April 2019, the L Train began operating with reduced service between Manhattan and Brooklyn after 8 PM on weekdays and all day on weekends to accommodate work on the tunnel. Reduced service was in effect at the time data for this report was collected; however, work on the tunnel was completed on April 27, 2020.**

→ Construction Activity

- » 6th Ave eastern-most lane, between 14th Street and 15th Street, occupied by construction activity.
- » 14th Street southern-most lane, between Irving Place and 3rd Avenue, occupied by construction activity.

→ Street Closures

- » **January 18, 19, 25, 26 (weekends)**
11th Street, between 6th Avenue and 7th Avenue
- » **January 18, 19, 25, 26 (weekends)**
15th Street, between Union Square E and Irving Place

REPORT RELEASE SCHEDULE:

Preliminary Report: Fall 2019
Quarterly Report: Winter 2020
Quarterly Report: Spring 2020
Quarterly Report: Summer 2020
Quarterly Report: Fall 2020
Quarterly Report: Winter 2021
Final Evaluation: Spring 2021

UPDATE ON FUTURE MONITORING REPORTS:

All data included in the Winter 2020 Quarterly Report was collected in January/February 2020, prior to the "New York State on PAUSE" executive order issued by Governor Cuomo that went into effect on March 22nd. This order was issued in response to the COVID-19 pandemic and mandated the closure of all non-essential businesses, cancellation of all non-essential gatherings, and other restrictions that have resulted in a drastic reduction of bus and subway ridership, vehicle volumes, pedestrian activity, and bicycle activity throughout the New York City metro area including this study area. As a result, data will not be gathered for future Quarterly Reports until travel conditions throughout the region return to more typical activity levels, which will be determined in consultation with NYCDOT.



Project Updates

In response to area conditions, NYCDOT made changes to improve the performance of 14th Street and nearby roadways since launching the 14th Street TTP Pilot Project on October 3, 2019. These include the following:

- ➔ Added additional green time for westbound traffic at the intersection of 13th Street and 5th Avenue; signal timing on other streets continues to be monitored.
- ➔ Added additional signage to 14th Street and along approaching avenues to better inform drivers of the new traffic regulations.
- ➔ Installed plastic delineators (bollards) along the expanded pedestrian areas adjacent to Union Square.
- ➔ Installed bus boarding platforms (temporary sidewalk extensions at bus stops) along 14th Street to facilitate passenger access at key stops and to provide additional waiting space outside the flow of pedestrian traffic.
- ➔ Installed benches at six locations along 14th Street for the convenience and comfort of bus passengers and pedestrians.
- ➔ Implemented automated enforcement along 14th Street, with both fixed position and bus-mounted cameras.

NYCDOT and MTA continue to address issues as they arise to ensure the success of the TTP Pilot Project.

HIGHLIGHTS/RESULTS



BUS OPERATIONS¹

WEEKDAY AVERAGE TRAVEL TIME



24% improvement
in travel times

2.9 minutes faster

Combined for both directions:
3rd Avenue to 8th Avenue from
January 2018 to January 2020

WEEKDAY RIDERSHIP



14% increase in bus ridership
from January 2018 to
January 2020, up to
29,568.

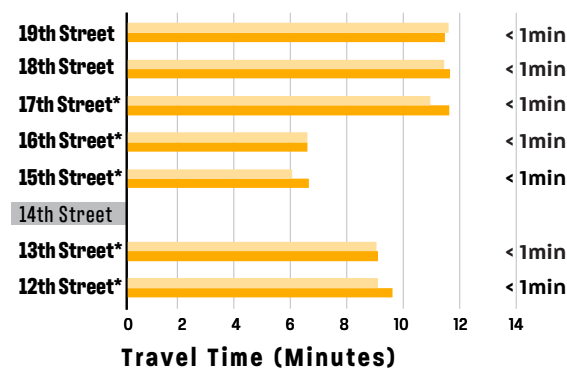
3,526 riders



VEHICLE TRAVEL TIMES²

WEEKDAY PM (5-6PM)

PRE-IMPLEMENTATION (October 2018/May 2019)
 POST-IMPLEMENTATION (January 2020)



* OCTOBER 2018 DATA NOT AVAILABLE. MAY 2019 USED FOR PRE-IMPLEMENTATION DATA.



CITI BIKE VOLUMES³

MONTHLY BIKE RIDERSHIP



94% increase in Citi Bike ridership in
the project area from January
2018 to January 2020, up to
185,268.

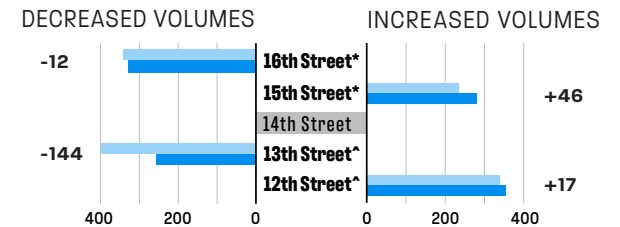
89,686 riders



VEHICLE VOLUMES⁴

WEEKDAY PM (5-6PM)

PRE-IMPLEMENTATION (May/June 2015 and June 2016)
 POST-IMPLEMENTATION (January/February 2020)



* BETWEEN 7TH AVE & 8TH AVE
 ^ BETWEEN 5TH AVE & UNIVERSITY PL



SAFETY⁵

CRASHES



42%

decrease in crashes
with injuries between
October 2017-January
2018 and October
2019-January 2020

PEDESTRIAN INJURIES = 3

Oct '17-Jan '18	24	
Oct '18-Jan '19	27	
Oct '19-Jan '20	14	

DATA SOURCES/NOTES

1. Data provided by MTA NYCT.
2. Data provided by INRIX.
3. Data retrieved from Citi Bike.

4. Data provided by NYCDOT. Data collected by Sam Schwartz Team.
5. Data provided by NYPD.

Camera Violations

- **October 3, 2019**
Stationary cameras went into warning mode on launch day
- **November 21, 2019**
Bus mounted (ABLE) cameras went into warning mode
- **December 2, 2019**
Stationary cameras started sending violations 60 days after launch. NYPD stopped deploying Traffic Enforcement Agents to the corridor.
- **January 20, 2020**
ABLE violations began

14th Street Transit & Truck Priority Camera Violations				
	Total	Daily Average	Total	Daily Average
Warnings	Fixed Location Cameras		Bus Mounted Cameras	
October 2019	5,951	205	n/a	n/a
November 2019	7,561	252	12	1
December 2019	n/a	n/a	98	3
January 2020	n/a	n/a	63	3
Violations	Fixed Location Cameras		Bus Mounted Cameras	
December 2019	12,227	408	n/a	n/a
January 2020	12,859	415	11	1



MTA BUS OPERATIONS

14th Street buses are more reliable, faster, and have higher ridership

SUMMARY

- Improving bus speeds and reliability was a primary stated goal of the 14th Street TTP Pilot Project. Citywide, average bus speeds declined 3% from 2010 to 2017 (2019 Mobility Report). Prior to implementation of the 14th Street TTP Pilot Project, M14 A and M14 D buses were chronically unreliable, with slow and unpredictable travel times due to background traffic on 14th Street, and had gradually decreasing ridership.
- Since implementation of the project, buses have become significantly more reliable, able to traverse 14th Street more easily and adhere more closely to schedules. These operational improvements have been noticed by customers and translated into drastically higher ridership (bucking city-wide bus ridership trends).
- Some bus riders, though, have complained that the removal of certain bus stops is detrimental to disabled and elderly customers; in particular, the bus stops at 14th Street and Fifth Avenue, and various stops in the Lower East Side were mentioned by community members. However, after the changes to bus stop spacing, the additional walking distances to stops are generally short and, on the Lower East Side, not more than two blocks.

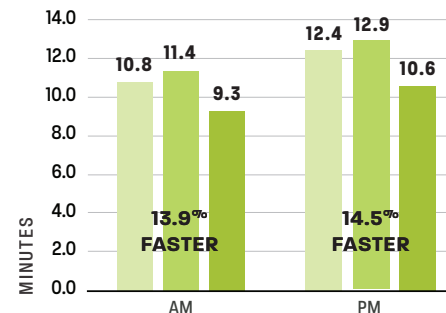
AVERAGE BUS TRAVEL TIME



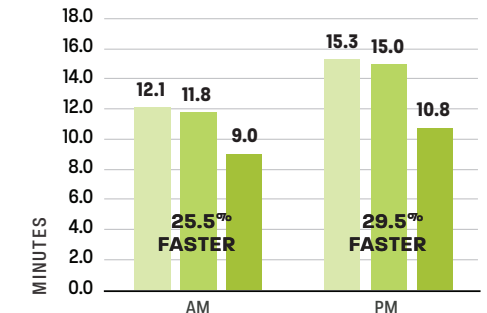
M14 A/D SBS:
 14th Street between
 3rd Avenue & 8th Avenue

- PRE-IMPLEMENTATION M14 A/D (January 2018)¹
- PRE-IMPLEMENTATION M14 A/D (January 2019)¹
- POST-IMPLEMENTATION M14 A/D SBS (January 2020)¹

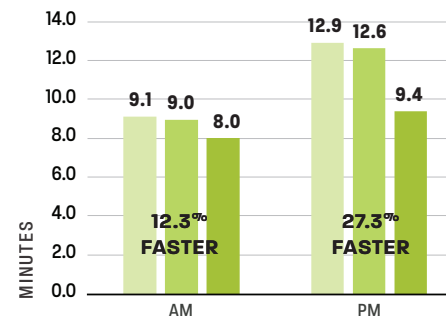
Weekday Westbound



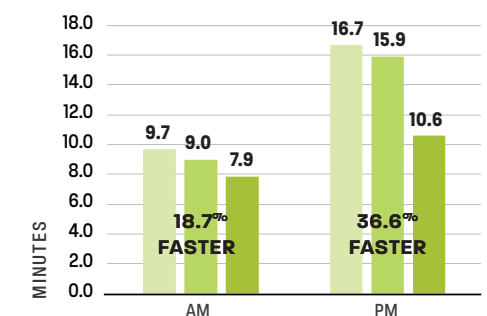
Weekday Eastbound



Saturday Westbound



Saturday Eastbound



Note: M14 A/D SBS services started in July 2019

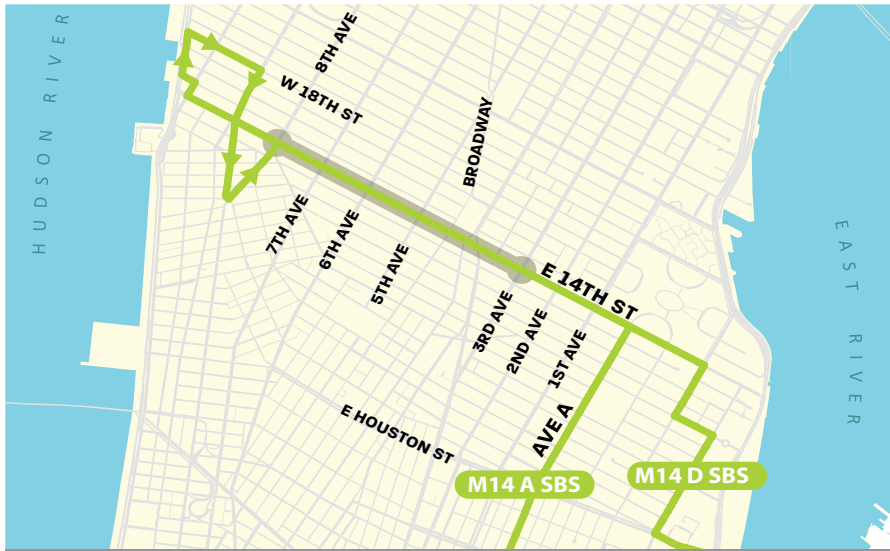
DATA SOURCES/NOTES

1. Data provided by MTA NYCT. Displayed values are rounded.

MTA BUS OPERATIONS

14th Street buses are more reliable, faster, and have higher ridership

ROUTE MAP

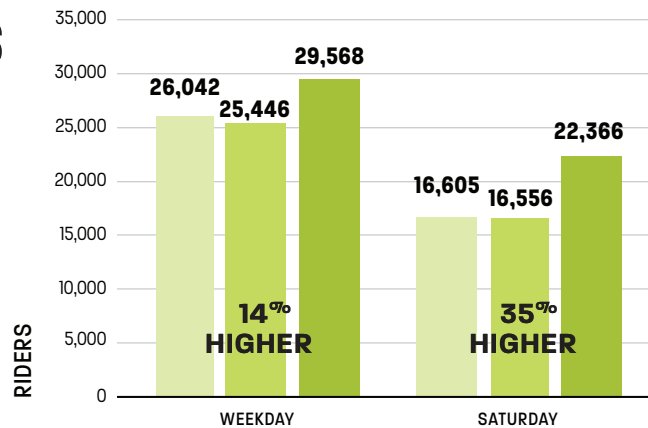


Note: Standard bus lanes are located on 14th Street from 1st Avenue to 3rd Avenue in both directions and 8th Avenue to 9th Avenue in the westbound direction. Additional bus priority treatments to be implemented in 2020.

M14 A/D SBS RIDERSHIP

Average Daily Customers

Note: M14 A/D SBS services started in July 2019



DATA SOURCES/NOTES

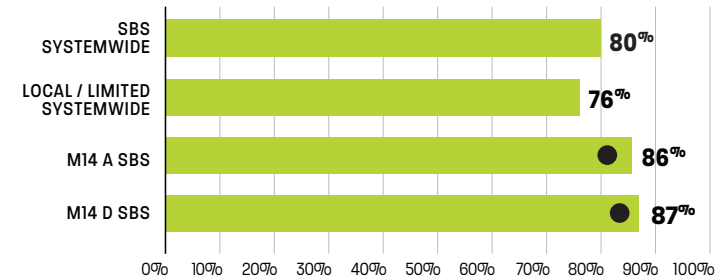
1. Data provided by MTA NYCT. Displayed values are rounded.

CUSTOMER JOURNEY TIME PERFORMANCE

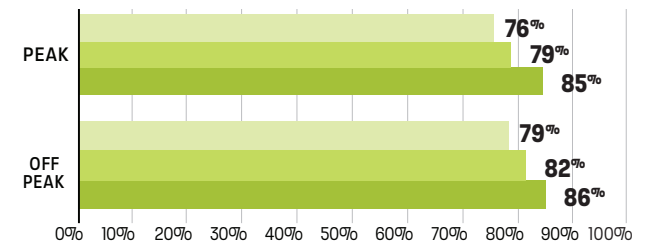
Customer Journey Time Performance is the percentage of customers whose journeys are completed within 5 minutes of the scheduled time.

- PRE-IMPLEMENTATION M14 A/D (January 2018) ¹
- PRE-IMPLEMENTATION M14 A/D (January 2019) ¹
- POST-IMPLEMENTATION M14 A/D SBS (January 2020) ¹
- January 2019 Customer Journey Time Performance

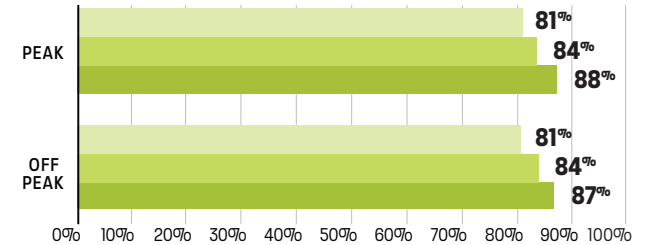
January 2020 Average



M14 A SBS: Full Route



M14 D SBS: Full Route

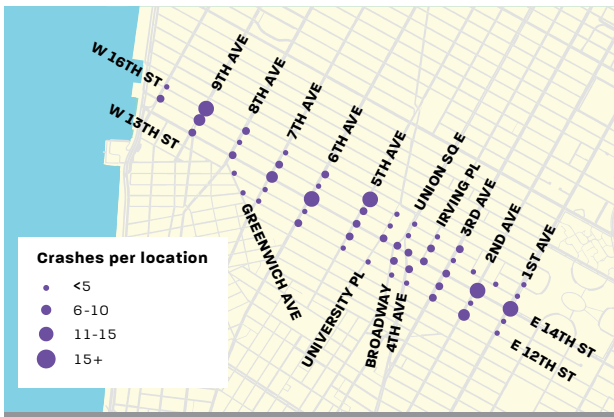


SAFETY

Crashes with injuries have decreased 42% in the study area since October 2017-January 2018

CRASH DATA - 12TH STREET TO 16TH STREET

Oct 2017–Jan 2018¹ (Pre-Implementation)



67

Crashes with Injuries

= 3 = 3 = 3

24 Pedestrian Injuries



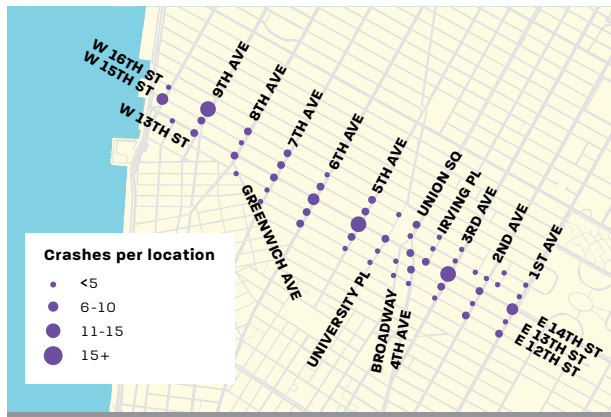
18 Bicyclist Injuries



25 Motorist Injuries



Oct 2018–Jan 2019¹ (Pre-Implementation)



81

Crashes with Injuries

= 3 = 3 = 3

27 Pedestrian Injuries



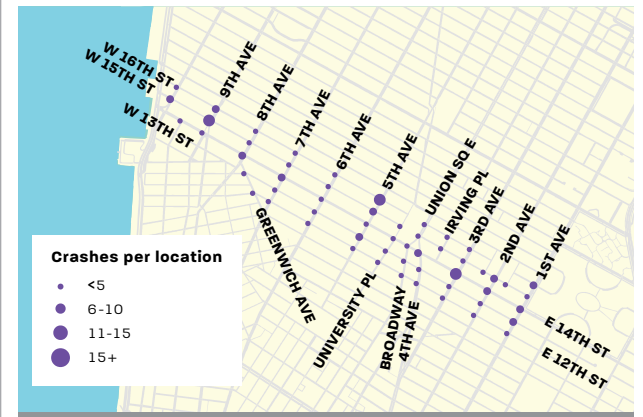
17 Bicyclist Injuries



37 Motorist Injuries



Oct 2019–Jan 2020¹ (Post-Implementation)



39

Crashes with Injuries

= 3 = 3 = 3

14 Pedestrian Injuries



18 Bicyclist Injuries



7 Motorist Injuries



DATA SOURCES/NOTES

1. Data provided by NYPD.

VEHICLE TRAVEL TIMES

Minor changes in travel times on most east-west streets

SUMMARY

→ The diversion of most vehicle traffic from 14th Street has not resulted in major increases to congestion on area streets, with most east-west streets that run parallel to 14th Street experiencing only minor increases in vehicle travel times, compared to before the Pilot Project was implemented.

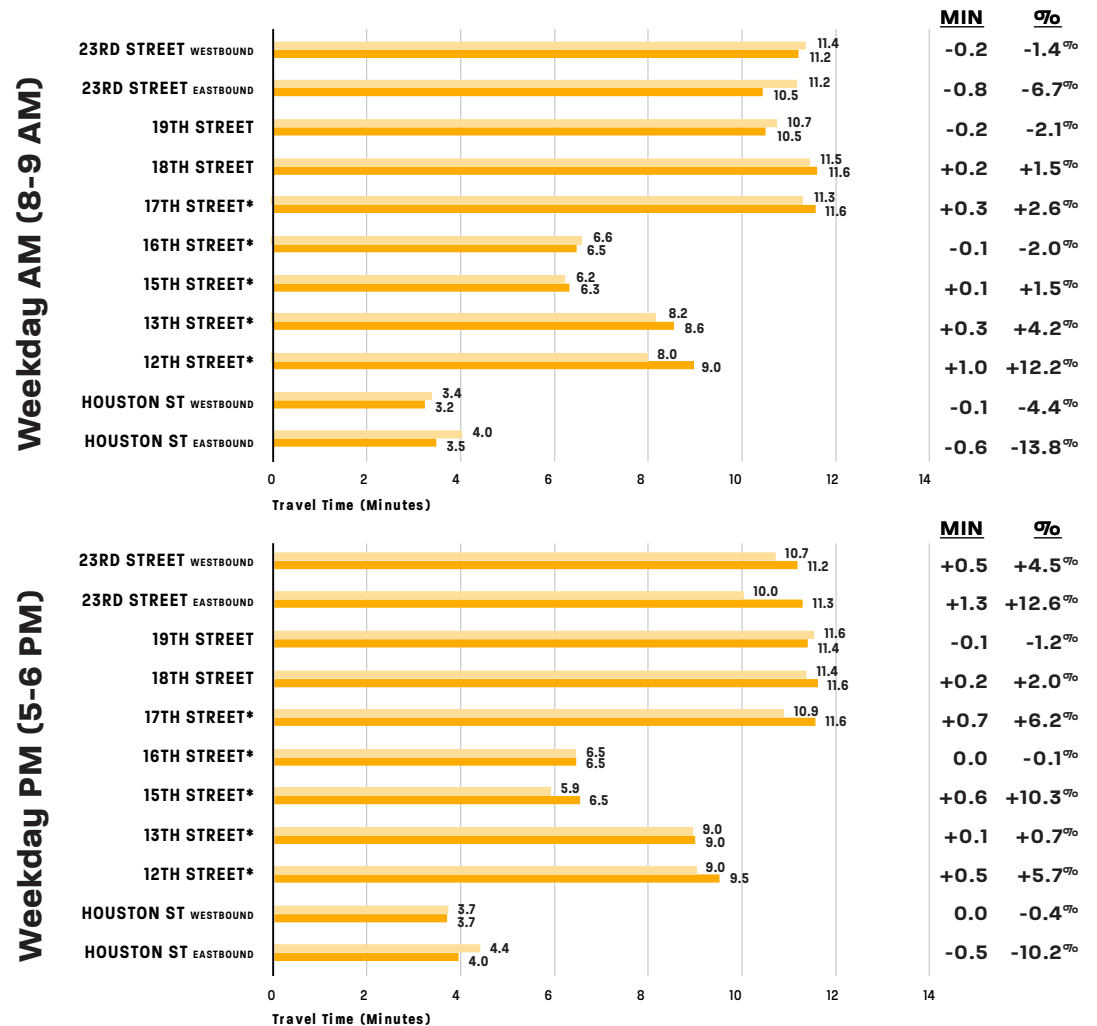
As a point of comparison, average travel speeds in the Manhattan Central Business District (below 60th Street) declined by 22% from 2010 to 2017 (2019 Mobility Report).

→ There are specific locations, however, where project-related circulation changes may have increased local congestion, as reported by community members and observed by Sam Schwartz staff. In particular, 13th Street near University Place has experienced increases in congestion, likely due to project-related traffic diversions.

In addition, the bicycle buffer on 12th Street, between University Place and Broadway, adjacent to the Police Athletic League Building, is regularly blocked by parked vehicles with parking placards displayed, which does not allow emergency vehicles to bypass general traffic. NYCDOT and NYPD have been coordinating to address this issue.

PEAK HOUR AVERAGE TRAVEL TIMES

PRE-IMPLEMENTATION (October 2018/May 2019)¹
 POST-IMPLEMENTATION (January 2020)¹



DATA SOURCES/NOTES

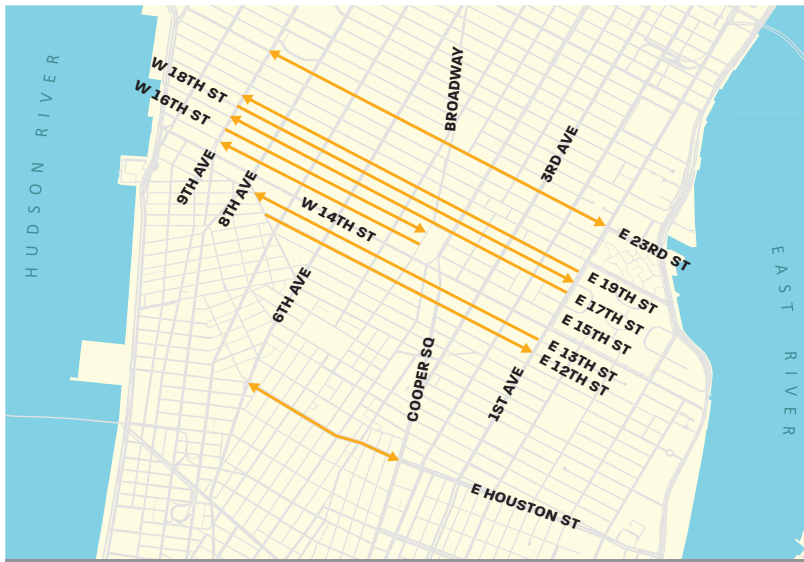
1. Data retrieved from INRIX for October 2018, and January 2020. Displayed values are rounded. Pre-implementation travel times during the Weekday PM peak hour for 13th and 17th Streets in the re-issued Fall 2019 Report have been adjusted from the version initially released to correct for a calculation error. Sam Schwartz regrets the error.

* October 2018 data not available. May 2019 used for pre-implementation data.

VEHICLE SPEEDS

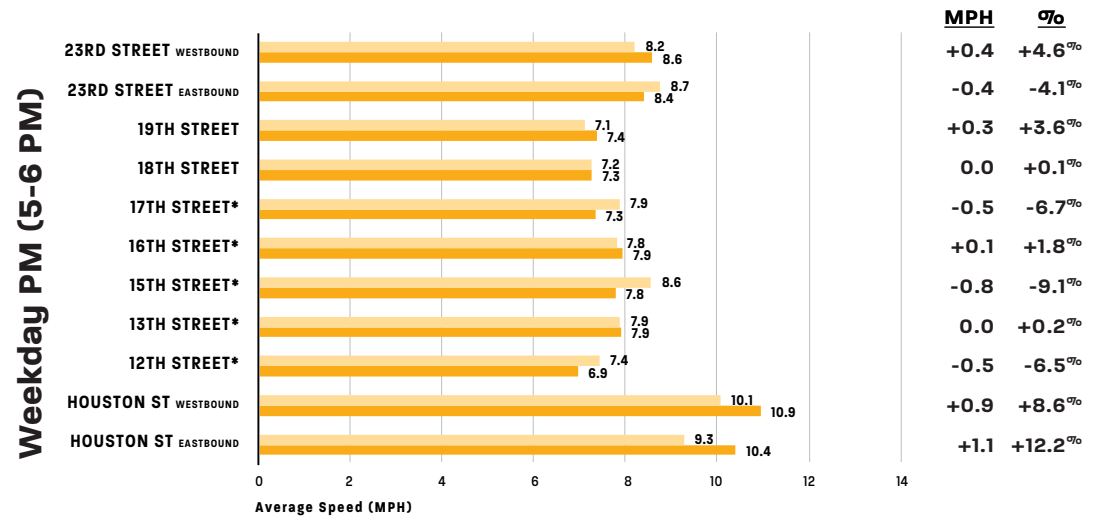
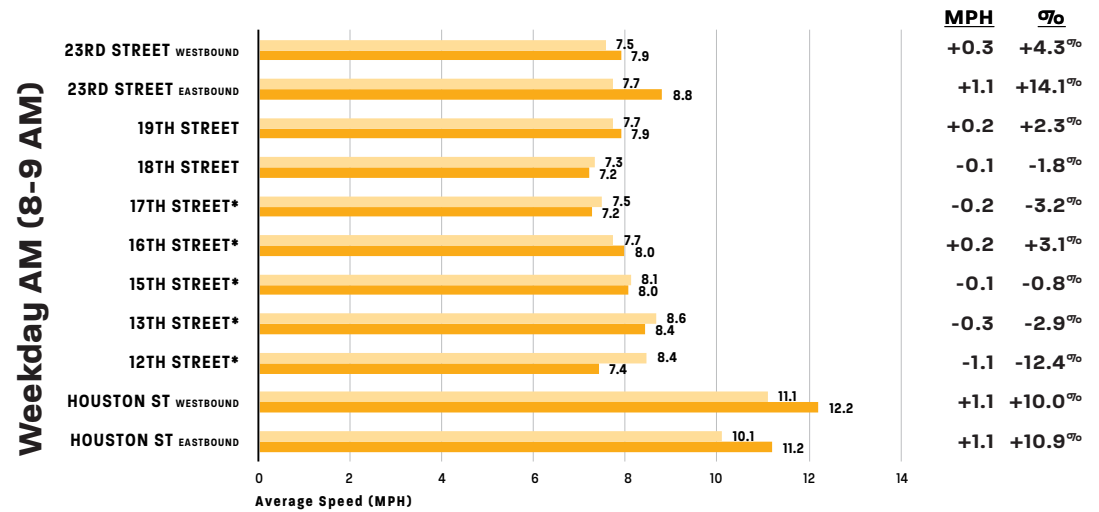
Minor changes in vehicle speeds on most east-west streets

STREETS MONITORED



PEAK HOUR AVERAGE SPEEDS

PRE-IMPLEMENTATION (October 2018/May 2019)¹
 POST-IMPLEMENTATION (January 2020)¹



DATA SOURCES/NOTES

1. Data retrieved from INRIX for October 2018, and January 2020. Displayed values are rounded.

*October 2018 data not available. May 2019 used for pre-implementation data.

VEHICLE TRAVEL TIMES

Mostly minor changes in travel times on north-south avenues

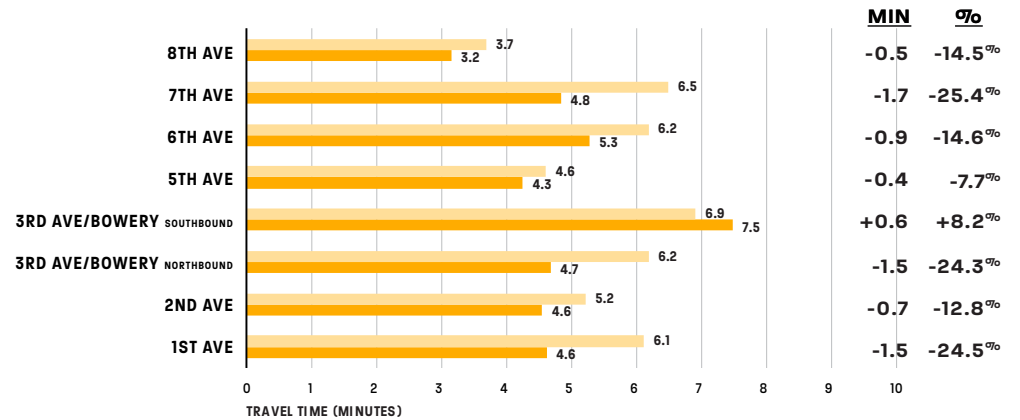
AVENUES MONITORED



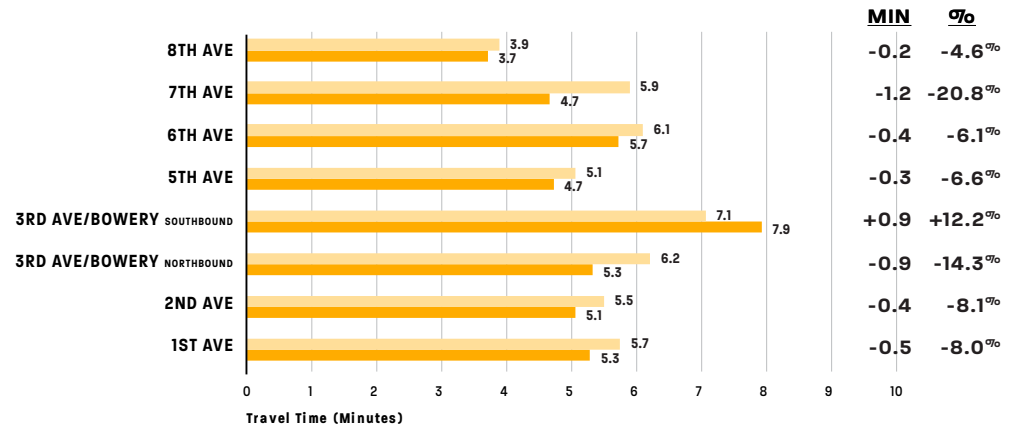
PEAK HOUR AVERAGE TRAVEL TIMES

PRE-IMPLEMENTATION (October 2018)¹
 POST-IMPLEMENTATION (January 2020)¹

Weekday AM (8-9 AM)



Weekday PM (5-6 PM)



DATA SOURCES/NOTES

1. Data retrieved from INRIX for October 2018, and January 2020. Displayed values are rounded.

VEHICLE SPEEDS

Minor changes in vehicle speeds in AM peak hour on north-south avenues

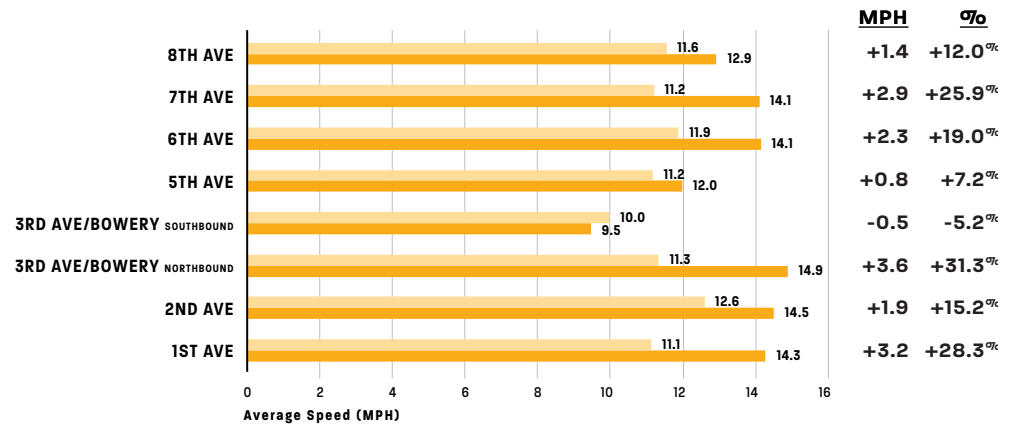
AVENUES MONITORED



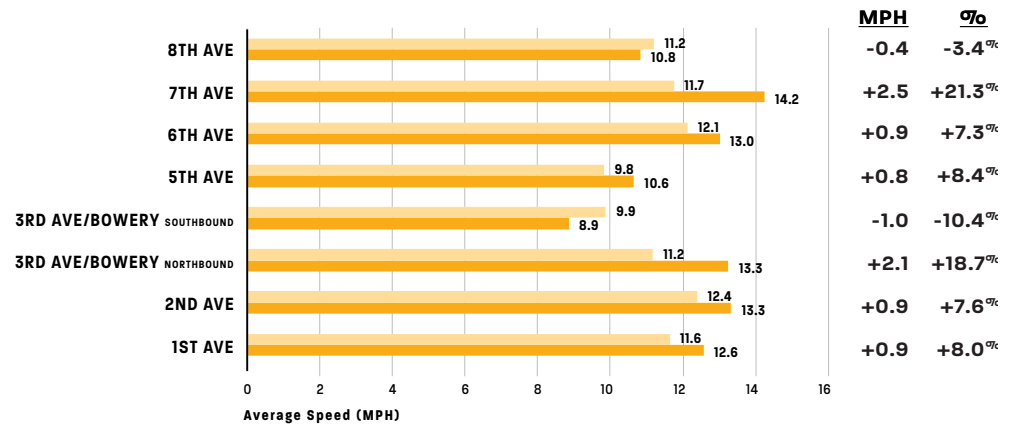
PEAK HOUR AVERAGE SPEEDS

PRE-IMPLEMENTATION (October 2018)¹
 POST-IMPLEMENTATION (January 2020)¹

Weekday AM (8-9 AM)



Weekday PM (5-6 PM)



DATA SOURCES/NOTES

1. Data retrieved from INRIX for October 2018, and January 2020. Displayed values are rounded.

VEHICLE VOLUMES

Daily vehicle volumes on most streets in the area changed slightly, with some larger changes during peak hours

AVERAGE PEAK HOUR VOLUMES

SUMMARY

- ➔ Vehicle volumes on most streets in the area experienced small changes after implementation of the Pilot Project, with some individual blocks experiencing larger increases or decreases in volumes during certain hours.
- ➔ It should be noted that changes in vehicle volumes do not necessarily translate to changes in congestion. Roadway operations are affected by a variety of factors, in addition to actual numbers of vehicles, such as signal timing, pedestrian crossings, lane designations (e.g., turn lanes or bays), and driver behavior (e.g., double parking); because of these reasons, Sam Schwartz and NYC DOT representatives are examining a variety of factors (included in this report) to determine the effects of the project.

Saturday PM (8-9 PM)

Block		Pre-Implementation ¹	Post-Implementation ²	Diff.	% Change
16th St between 7th Ave & 8th Ave	Eastbound	346	364	+18	+5%
15th St between 7th Ave & 8th Ave	Westbound	290	337	+47	+16%
14th St between 7th Ave & 8th Ave	Eastbound	493	188	-306	-62%
14th St between 7th Ave & 8th Ave	Westbound	433	256	-178	-41%
13th St between 5th Ave & University Pl	Westbound	318	391	+73	+23%
12th St between 5th Ave & University Pl	Eastbound	302	402	+100	+33%
7th Ave between 13th St & 14th St	Southbound	1,601	1,509	-92	-6%
6th Ave between 14th St & 15th St	Northbound	1,872	1,910	+38	+2%
5th Ave between 13th St & 14th St	Southbound	1,529	1,061	-469	-31%
3rd Ave between 13th St & 14th St	Southbound	584	948	+364	+62%
3rd Ave between 13th St & 14th St	Northbound	938	950	+12	+1%

Weekday AM (8-9 AM)

Block		Pre-Implementation ¹	Post-Implementation ²	Diff.	% Change
16th St between 7th Ave & 8th Ave	Eastbound	252	287	+36	+14%
15th St between 7th Ave & 8th Ave	Westbound	254	242	-12	-5%
14th St between 7th Ave & 8th Ave	Eastbound	367	154	-213	-58%
14th St between 7th Ave & 8th Ave	Westbound	366	203	-163	-45%
13th St between 5th Ave & University Pl	Westbound	356	374	+17	+5%
12th St between 5th Ave & University Pl	Eastbound	289	348	+59	+20%
7th Ave between 13th & 14th St	Southbound	1,373	1,328	-45	-3%
6th Ave between 14th & 15th St	Northbound	1,187	1,559	+372	+31%
5th Ave between 13th & 14th St	Southbound	923	988	+64	+7%
3rd Ave between 13th & 14th St	Southbound	452	487	+35	+8%
3rd Ave between 13th & 14th St	Northbound	799	1,180	+381	+48%

Weekday PM (5-6 PM)

Block		Pre-Implementation ¹	Post-Implementation ²	Diff.	% Change
16th St between 7th Ave & 8th Ave	Eastbound	345	333	-12	-3%
15th St between 7th Ave & 8th Ave	Westbound	234	280	+46	+20%
14th St between 7th Ave & 8th Ave	Eastbound	428	127	-301	-70%
14th St between 7th Ave & 8th Ave	Westbound	389	179	-210	-54%
13th St between 5th Ave & University Pl	Westbound	404	260	-144	-36%
12th St between 5th Ave & University Pl	Eastbound	337	354	+17	+5%
7th Ave between 13th St & 14th St	Southbound	1,495	1,521	+27	+2%
6th Ave between 14th St & 15th St	Northbound	1,593	1,589	-4	0%
5th Ave between 13th St & 14th St	Southbound	1,183	954	-230	-19%
3rd Ave between 13th St & 14th St	Southbound	563	509	-54	-10%
3rd Ave between 13th St & 14th St	Northbound	815	884	+69	+8%

DATA SOURCES/NOTES

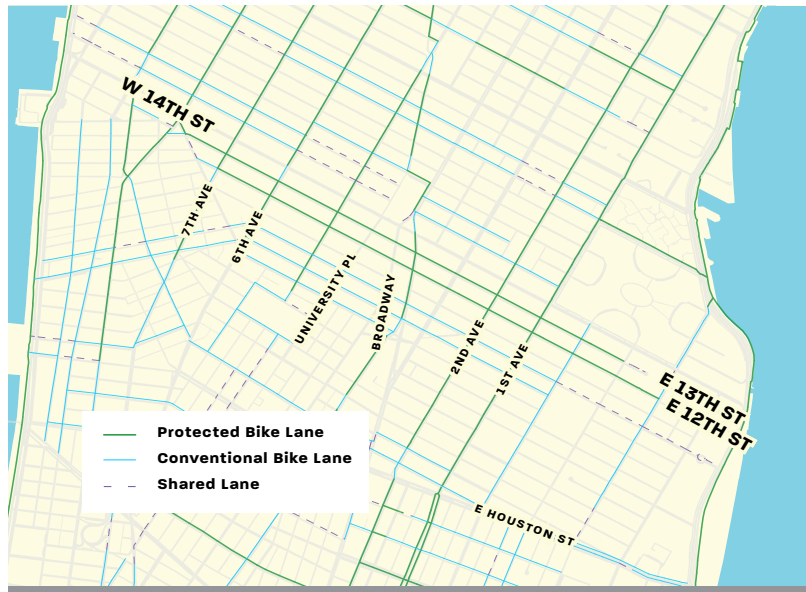
1. Data provided by NYCDOT for May/June 2015 and June 2016 traffic counts.
2. Data collected by Sam Schwartz team in January/February 2020. Displayed values are rounded.

BIKE VOLUMES

SUMMARY

→ Even more than other transportation modes, bicycle ridership is highly subject to seasonal factors such as weather conditions. Pre-implementation data from winter is not available for comparison, therefore changes in bicycle volumes will be compared in future reports when corresponding “before” data is available.

BIKE NETWORK



DATA SOURCES/NOTES

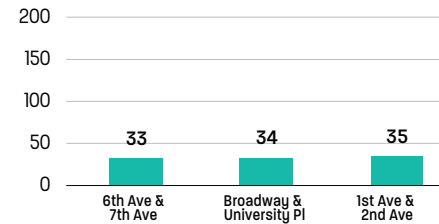
1. Data collected by Sam Schwartz team in January/February 2020. Displayed values are rounded.

PEAK HOUR BIKE VOLUMES

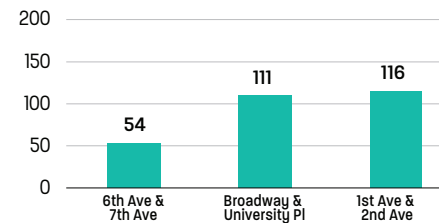
■ POST-IMPLEMENTATION (January/February 2020)¹

12TH STREET

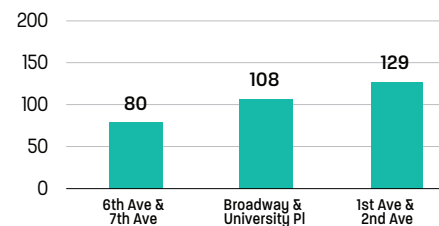
Weekday AM (8-9 AM)



Weekday PM (5-6 PM)

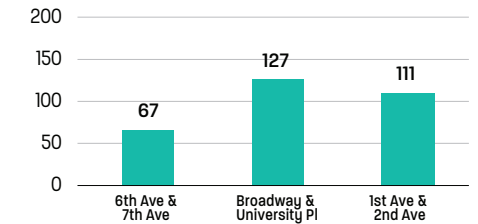


Saturday PM (6-7 PM)

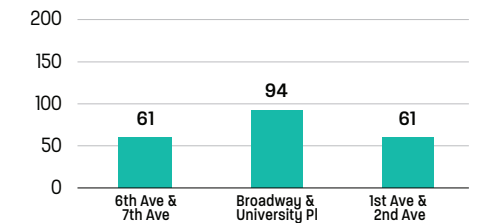


13TH STREET

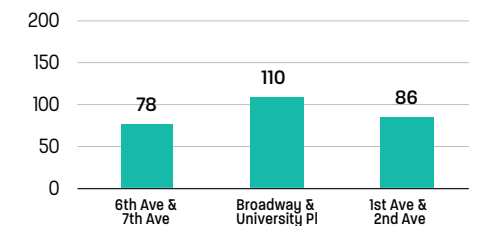
Weekday AM (8-9 AM)



Weekday PM (5-6 PM)



Saturday PM (6-7 PM)



CITI BIKE RIDERSHIP

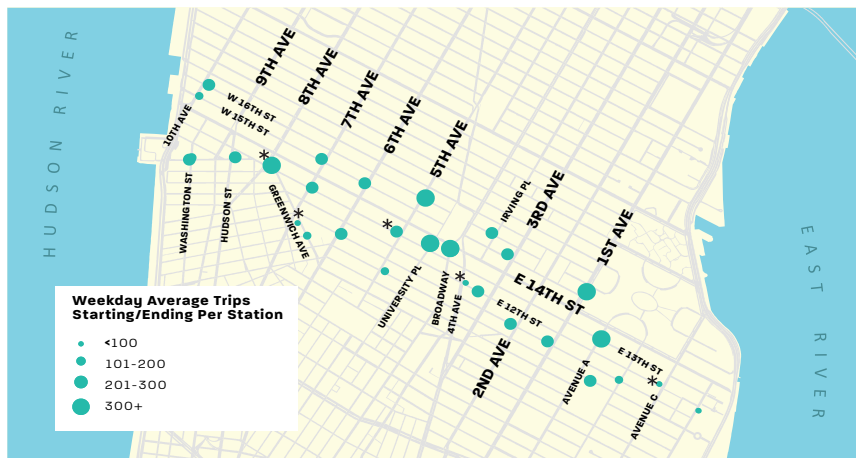
Citi Bike ridership increased by 94% in the study area since 2018

SUMMARY

- ➔ Citi Bike ridership data is available to compare before and after data between the same seasons and provides another good indicator of bicycle ridership in the study area. Overall, Citi Bike ridership across the system has increased dramatically in recent years, as the system has expanded along with the network of bicycle lanes and travelers' awareness of the system.
- ➔ In the study area, the installation of protected bicycle lanes on 12th and 13th Streets (as well as lanes on other local roadways) has likely contributed to an even sharper increase in ridership than city-wide growth, as cyclists feel safer and more comfortable riding in protected lanes.

JANUARY 2020 STUDY AREA CITI BIKE STATIONS²

TRIP ORIGINS & DESTINATIONS



* Station data only available in 2020.

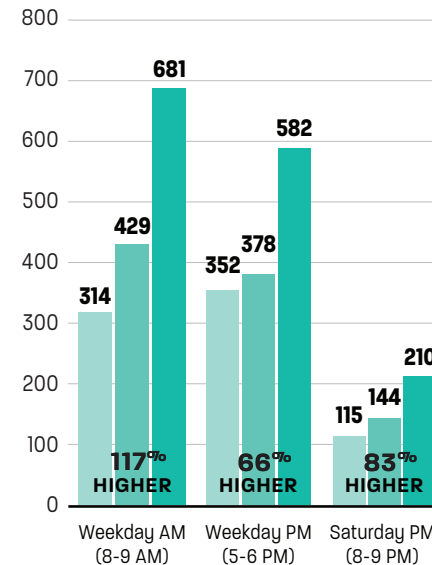
DATA SOURCES/NOTES

1. Data retrieved from Citi Bike for January 2018, January 2019, and January 2020. Data includes all trips beginning and ending at Study Area stations.
2. Study Area data includes all Citi Bike stations between 10th & 16th Streets. Displayed values are rounded.

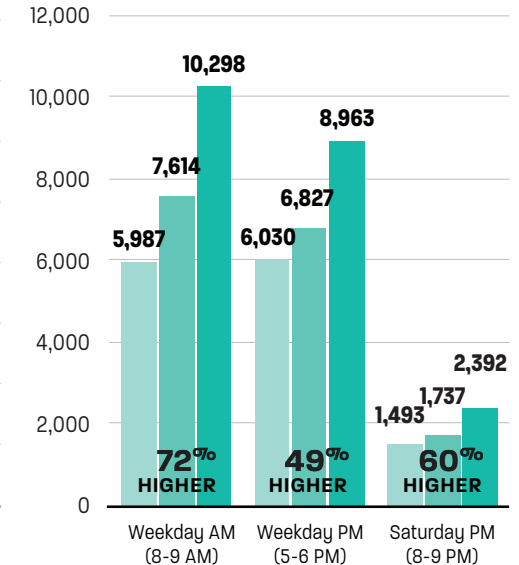
PEAK HOUR RIDERSHIP

■ PRE-IMPLEMENTATION (January 2018)¹
 ■ PRE-IMPLEMENTATION (January 2019)¹
 ■ POST-IMPLEMENTATION (January 2020)¹

Study Area²

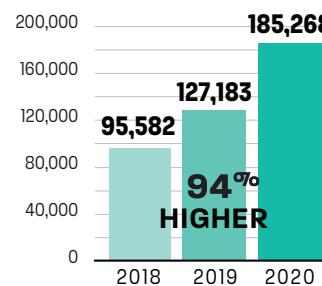


Citywide

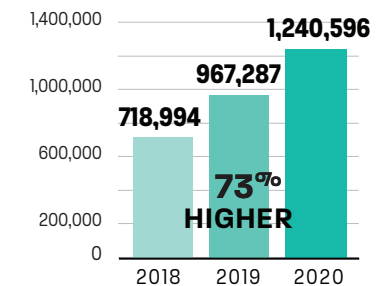


MONTHLY RIDERSHIP

Study Area²



Citywide



COMMUNITY FEEDBACK



SUMMARY

- ➔ Surveys of the general public and businesses conducted from December 2019 through February 2020.
- ➔ Public survey responses gathered via online portal and in-person at community centers, public markets, and on-street.
- ➔ Business survey responses gathered via in-person canvassing and coordination with NYCDOT Street Ambassadors.
- ➔ Total of 1,680 public survey responses gathered and 183 business survey responses gathered.

“Bus service feels much more reliable and has changed my commute – I now prefer it over the subway...”







WHO TOOK THIS SURVEY?

Public Survey

Relationship with Project Area

Live in the Project Area	63%
Visit the Project Area	20%
Work/Go to School in the Project Area	15%
Other	2%
<i>Total Respondents</i>	<i>1,680</i>

Primary Mode(s) of Transportation

	Walk	69%
	Subway	62%
	Bus	53%
	Taxis or other for-hire vehicles	24%
	Bike	22%
	Car	12%
<i>Total Respondents</i>	<i>1,584</i>	

Business Survey

Type of Business

Food & beverage (restaurants, bars, street food vendors)	41%
Dry retail (clothing and textile stores, furniture stores, electronics stores, supermarkets)	37%
Service (salons, banks, gyms, medical care centers, nonprofits)	20%
Commercial office space (includes company office and shared office spaces)	3%
<i>Total Respondents</i>	<i>183</i>

“It has increased traffic on residential side streets”

DATA SOURCES/NOTES

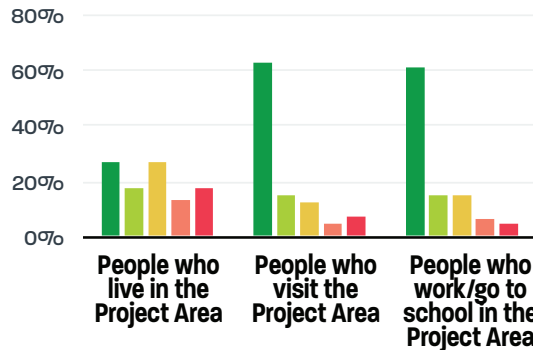
Data collected by Sam Schwartz team.
 Displayed values are rounded.

PUBLIC FEEDBACK

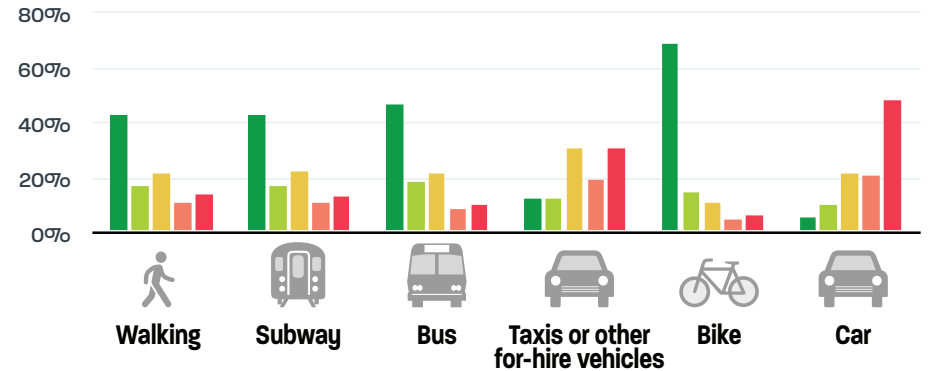
HOW HAS THE 14TH STREET PILOT PROJECT AFFECTED ENJOYMENT OF THE 14TH STREET PROJECT AREA?

Since the 14th Street Project changes, my enjoyment of 14th Street has...

- Greatly increased
- Somewhat increased
- Stayed the same
- Somewhat decreased
- Greatly decreased



Respondents:	980	301	226
--------------	-----	-----	-----

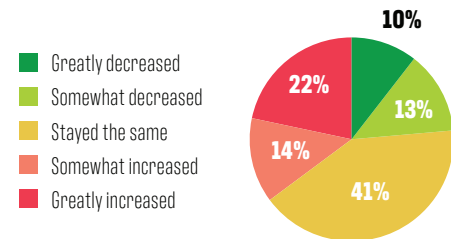


Respondents:	1,055	937	803	365	333	175
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HOW DID RESIDENTS REPORT CHANGE IN THEIR COMMUNITY?

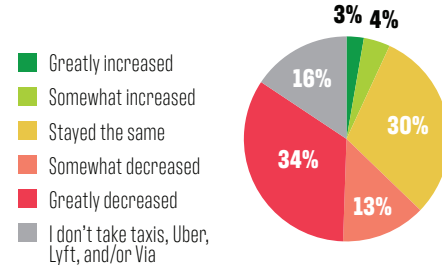
Since the 14th Street Project changes...

The noise level has...



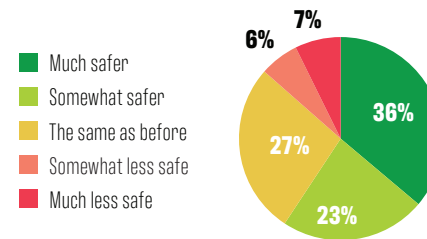
Respondents:	1,029
--------------	-------

The ability to access taxis or for-hire vehicles has...



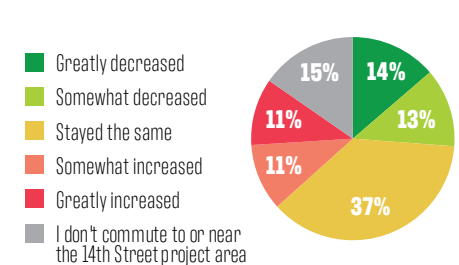
Respondents:	1,029
--------------	-------

My experience as a pedestrian crossing 14th Street feels...



Respondents:	1,029
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My daily commute travel time has...



Respondents:	1,023
--------------	-------

DATA SOURCES/NOTES

Data collected by Sam Schwartz team.
 Displayed values are rounded.

PUBLIC FEEDBACK

HOW HAS THE PROJECT IMPACTED TRAVEL?



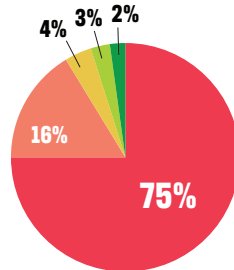
For those who take the bus, the 14th Street Project has made...

...Bus travel along 14th Street feel <i>Respondents: 824</i>	Much Faster	Somewhat Faster	About The Same	Somewhat Slower	Much Slower	I Don't Know
	59%	24%	11%	2%	1%	3%
...the M14-SBS bus service feel <i>Respondents: 824</i>	Much More Frequent	Somewhat More Frequent	The Same	Somewhat Less Frequent	Much Less Frequent	I Don't Know
	43%	29%	18%	3%	2%	4%
...my daily commute travel time <i>Respondents: 840</i>	Greatly Decreased	Somewhat Decreased	Stayed The Same	Somewhat Increased	Greatly Increased	I Don't Commute On/Near the 14th St. Project
	26%	16%	25%	9%	10%	14%



Since the 14th Street Project changes, driving has...

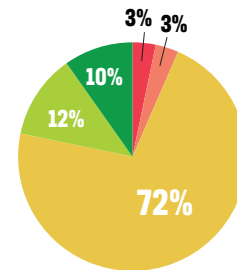
- Become much easier
- Become somewhat easier
- Stayed the same
- Become somewhat more challenging
- Become much more challenging



Respondents: 184

Since the 14th Street Project changes, I drive...

- Much more often
- Somewhat more often
- About the same
- Somewhat less often
- Much less often



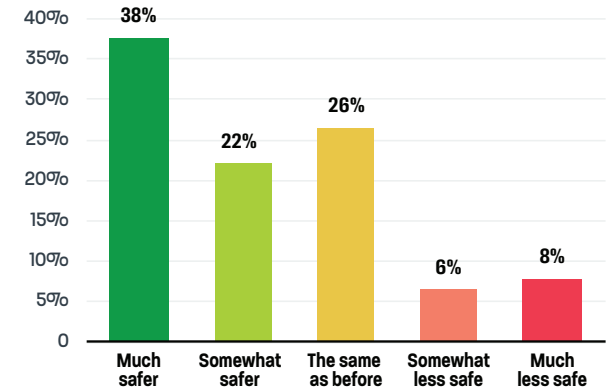
Respondents: 184

SAFETY

Since the 14th Street Project changes, my experience as a pedestrian crossing 14th Street feels:



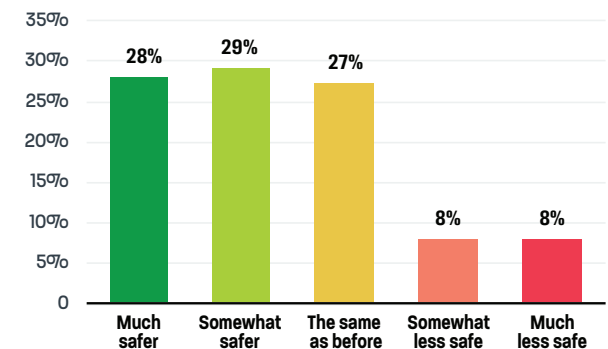
For those who walk...



Respondents: 735



For those 62 and over who walk...



Respondents: 268






DATA SOURCES/NOTES

Data collected by Sam Schwartz team.
 Displayed values are rounded.

PUBLIC FEEDBACK

BENEFITS:

The top benefits of the 14th Street Project have been: (choose up to 2)






Reduced vehicular traffic on 14th Street	49%	
Quality of bus service	31%	
Additional pedestrian space for safer street crossings	28%	
Improved environmental quality (noise, vehicle exhaust)	27%	
There have been no benefits to the 14th Street Busway.	22%	
Respondents	1,507	

Common Written Comments:

- Buses are faster with shorter travel times.
- Buses are much more reliable.
- Bus platforms make buses more accessible, are safer for pedestrians, and help with pedestrian traffic flow.
- There is much less honking on 14th Street.

CHALLENGES:

The top challenges to the success of the 14th Street Project have been: (choose up to 2)

There have been no challenges to the 14th Street busway.	33%	
Access to taxi, Uber, Lyft, Via	27%	
Pedestrian safety	16%	
Quality of bus service	14%	
Access to businesses	14%	
Respondents	1,507	

Common Written Comments:

- There is more congestion on nearby side streets.
- The bus stop on 14th Street, at 5th Avenue should be restored.
- Bus bunching still occurs and bus frequency should be increased.
- Taxis and for-hire vehicles (Uber, Lyft, Via) believe they are not allowed to pick-up/drop-off on 14th Street.

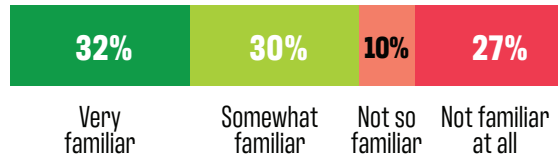
DATA SOURCES/NOTES

Data collected by Sam Schwartz team.
Displayed values are rounded.

BUSINESS FEEDBACK

How familiar are you with the 14th Street Transit & Truck Priority Pilot Project?

Respondents: 183

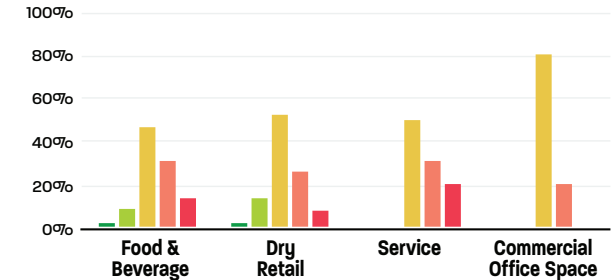


"There are less customers since there is not parking in the area."

"I like this because I can actually cross the street without fearing for my life."

Since the 14th Street Project changes, the number of customers visiting my business has:

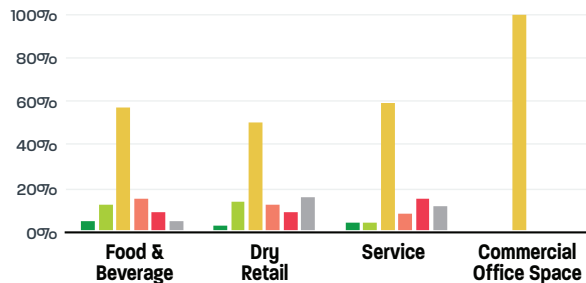
- Greatly increased
- Somewhat increased
- Stayed the same
- Somewhat decreased
- Greatly decreased



Respondents: 75 (Food & Beverage), 67 (Dry Retail), 36 (Service), 5 (Commercial Office Space)

Since the 14th Street Project changes, loading and receiving goods has become:

- Much easier than before
- Somewhat easier than before
- It hasn't changed
- Somewhat harder than before
- Much harder than before
- Not sure/Don't know



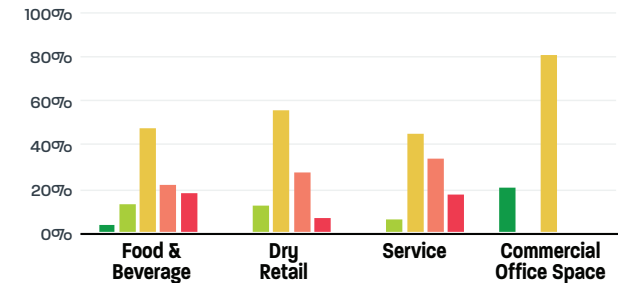
Respondents: 70 (Food & Beverage), 60 (Dry Retail), 27 (Service), 2 (Commercial Office Space)

"...harder to get to business for staff and customers, deliveries are more challenging."

"Cabs can't stop and we have lost customers because of it."

Since the 14th Street Project changes my business has...

- Greatly improved
- Somewhat improved
- Stayed the same
- Become somewhat worse
- Become much worse



Respondents: 75 (Food & Beverage), 67 (Dry Retail), 36 (Service), 5 (Commercial Office Space)

"Business is about the same, we receive about the same amount of customers as before as we have a lot of foot traffic."

DATA SOURCES/NOTES

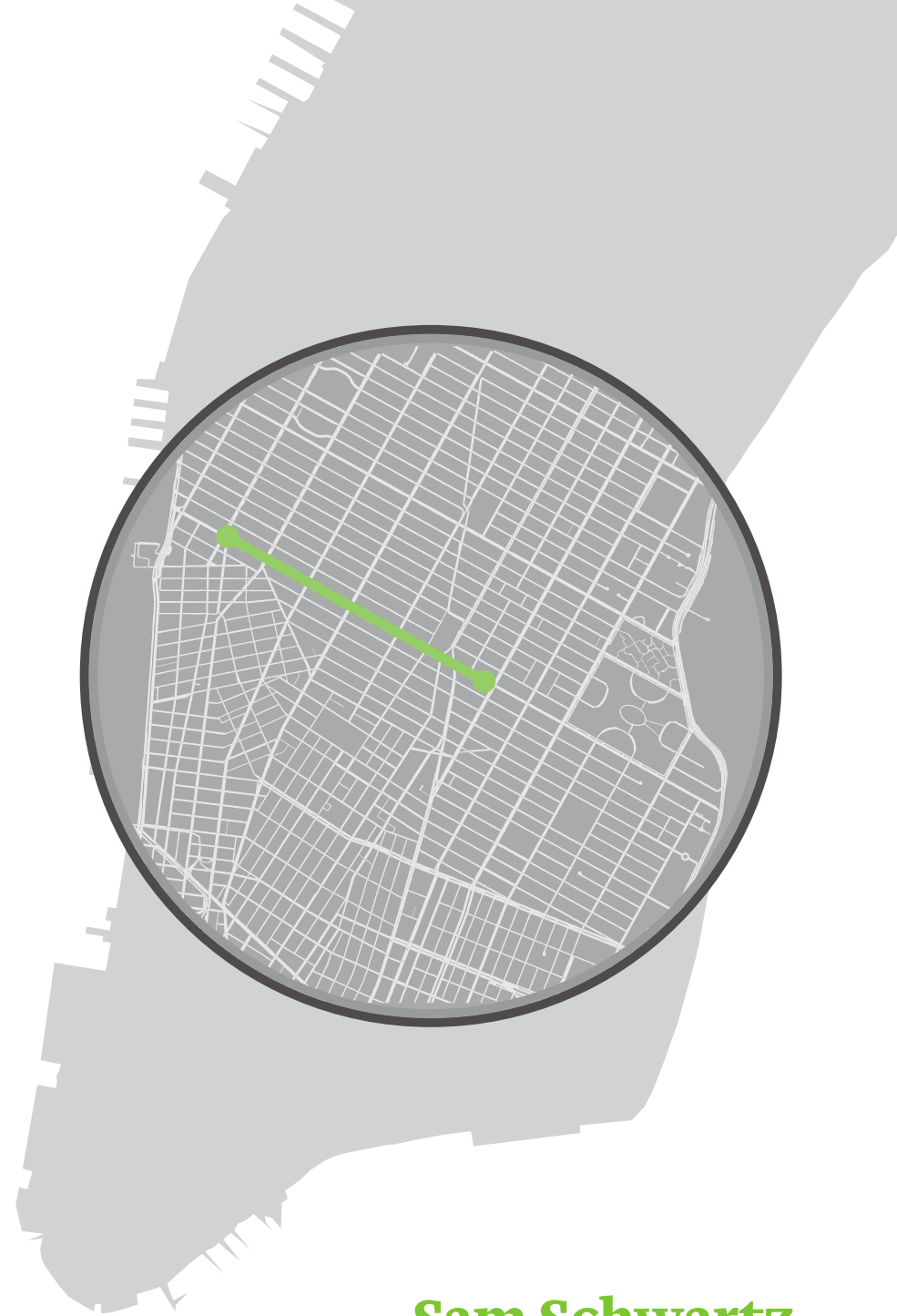
Data collected by Sam Schwartz team. Displayed values are rounded.

APPENDIX



14TH STREET TRANSIT & TRUCK PRIORITY PILOT PROJECT

QUARTERLY REPORT | WINTER 2020



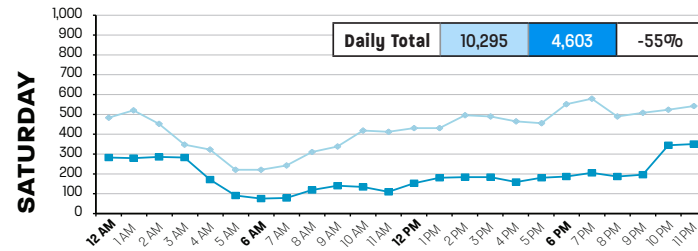
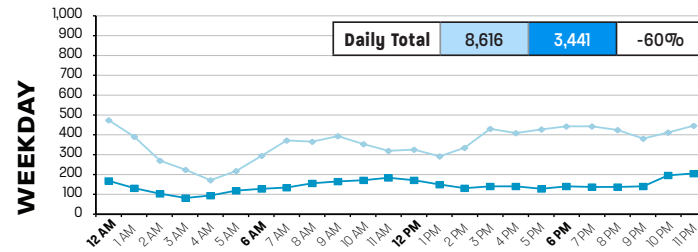
Sam Schwartz

VEHICLE VOLUMES

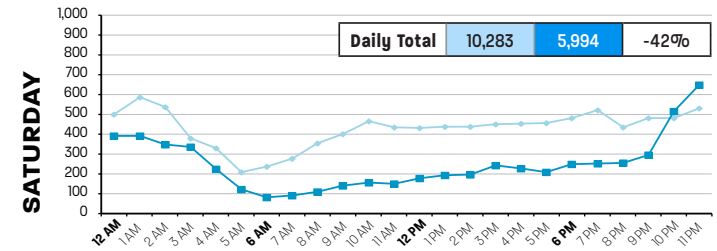
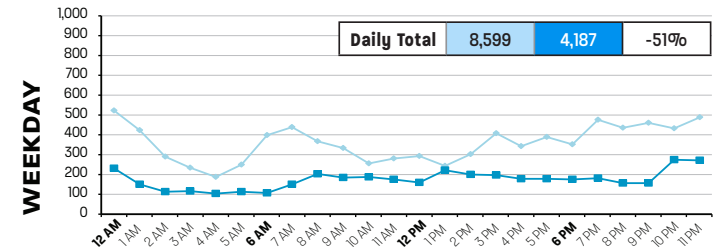
AVERAGE HOURLY VEHICLE VOLUMES

- PRE-IMPLEMENTATION (May/June 2015 and June 2016) ¹
- POST-IMPLEMENTATION (January/February 2020) ²

14th St Eastbound, between 7th Ave & 8th Ave



14th St Westbound, between 7th Ave & 8th Ave



DATA SOURCES/NOTES

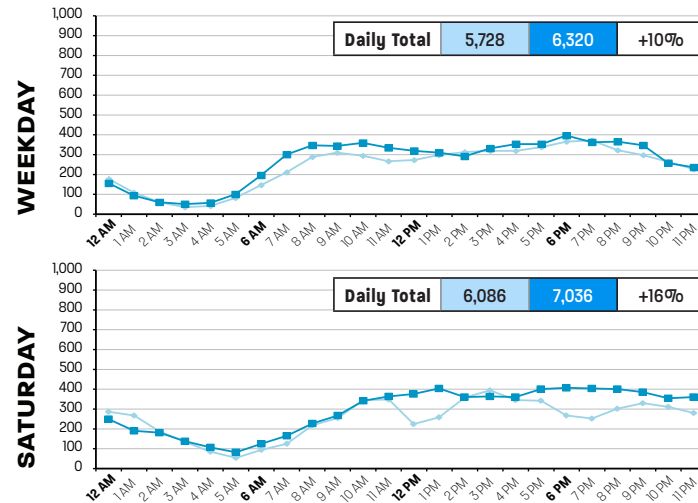
1. Data provided by NYCDOT for May/June 2015 and June 2016.
2. Data collected by Sam Schwartz team in January/February 2020.

VEHICLE VOLUMES

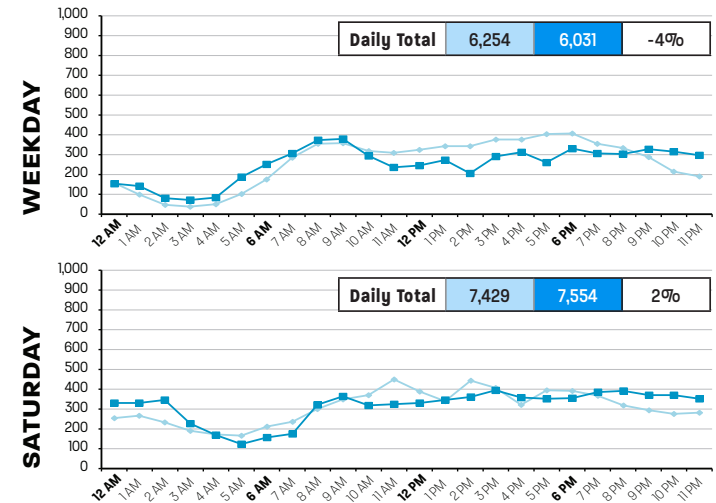
AVERAGE HOURLY VEHICLE VOLUMES

- PRE-IMPLEMENTATION (May/June 2015 and June 2016) ¹
- POST-IMPLEMENTATION (January/February 2020) ²

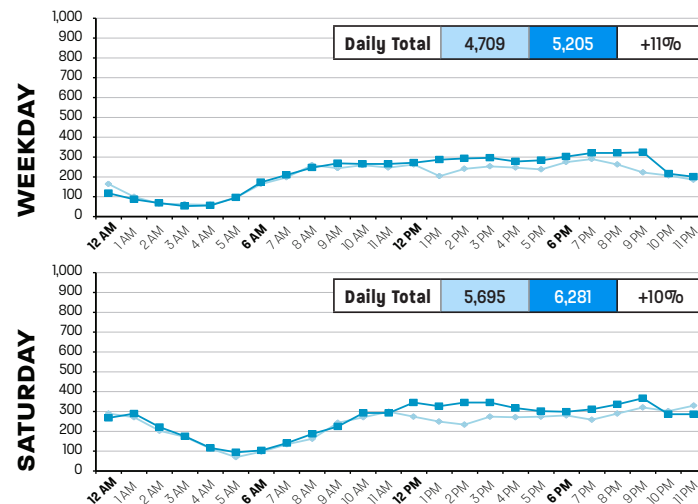
12th St Eastbound, between 5th Ave & University Pl



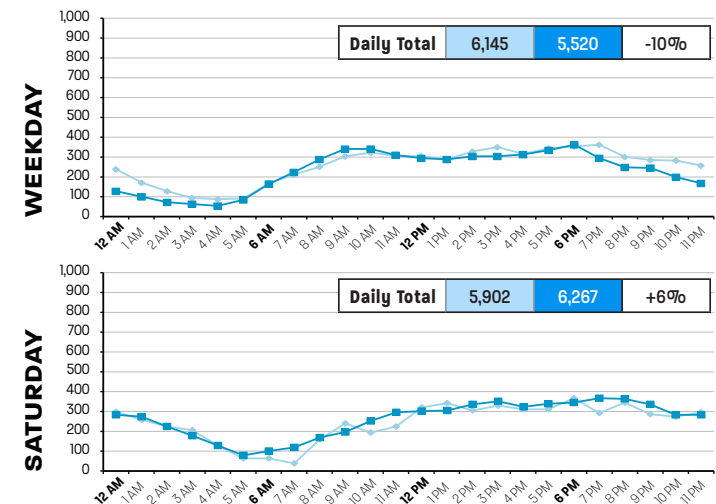
13th St Westbound, between 5th Ave & University Pl



15th St Westbound, between 7th Ave & 8th Ave



16th St Eastbound, between 7th Ave & 8th Ave



DATA SOURCES/NOTES

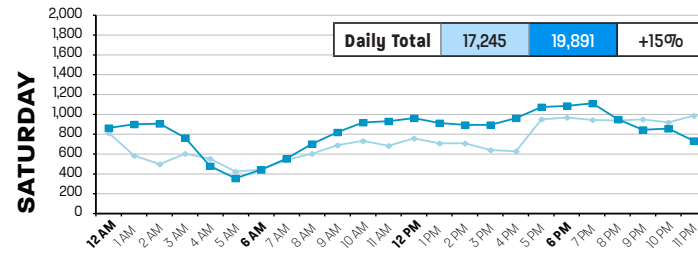
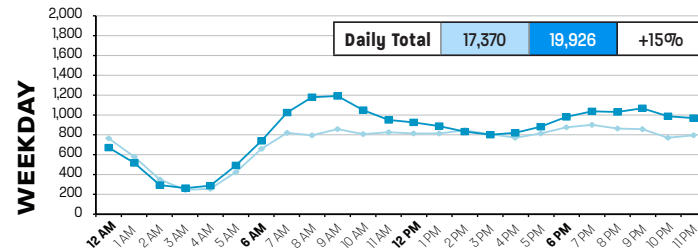
1. Data provided by NYCDOT for May/June 2015 and June 2016.
2. Data collected by Sam Schwartz team in January/February 2020.

VEHICLE VOLUMES

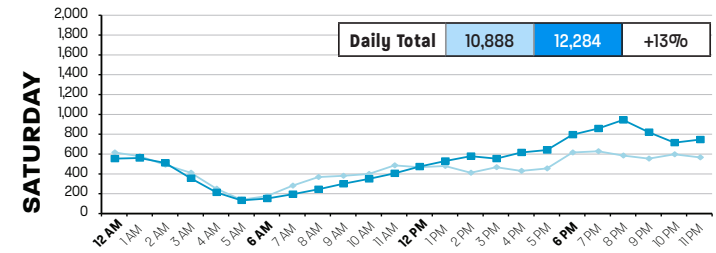
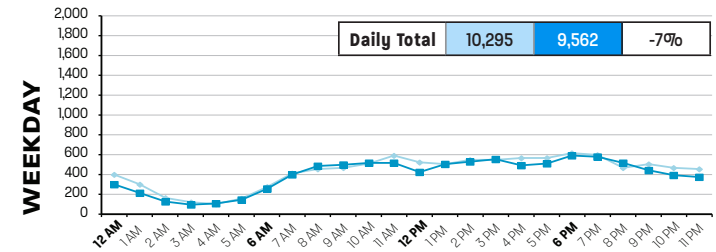
AVERAGE HOURLY VEHICLE VOLUMES

- PRE-IMPLEMENTATION (May/June 2015 and June 2016) ¹
- POST-IMPLEMENTATION (January/February 2020) ²

3rd Ave Northbound, between 13th St & 14th St



3rd Ave Southbound, between 13th St & 14th St



DATA SOURCES/NOTES

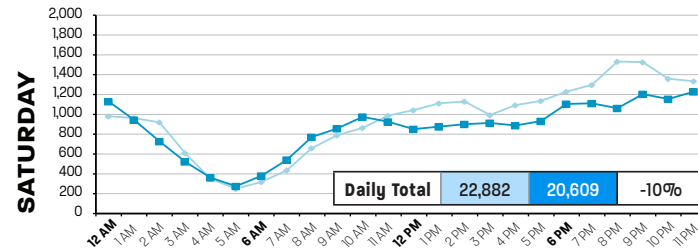
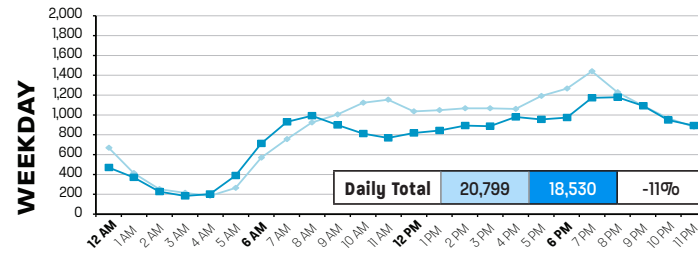
1. Data provided by NYCDOT for May/June 2015 and June 2016.
2. Data collected by Sam Schwartz team in January/February 2020.

VEHICLE VOLUMES

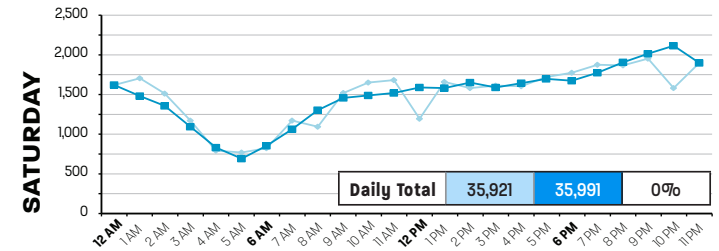
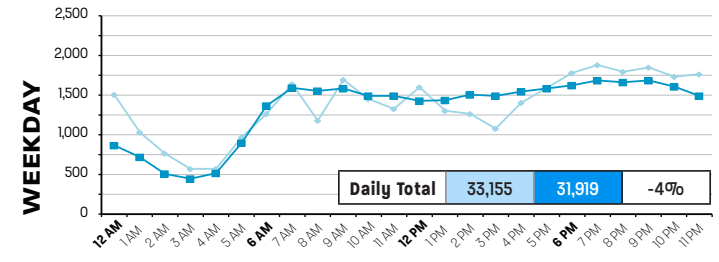
AVERAGE HOURLY VEHICLE VOLUMES

- PRE-IMPLEMENTATION (May/June 2015 and June 2016) ¹
- POST-IMPLEMENTATION (January/February 2020) ²

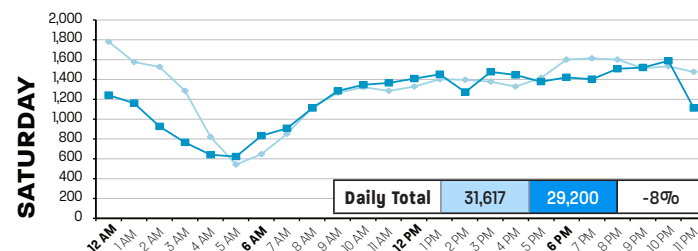
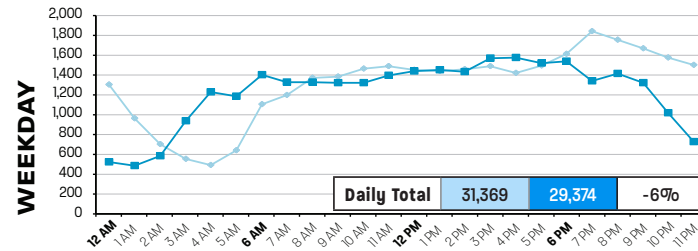
5th Ave Southbound, between 13th St & 14th St



6th Ave Northbound, between 14th St & 15th St



7th Ave Southbound, between 13th St & 14th St



DATA SOURCES/NOTES

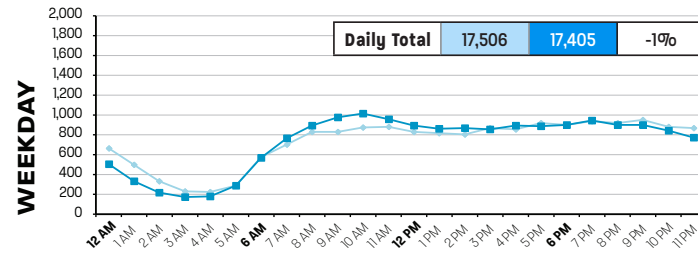
1. Data provided by NYCDOT for May/June 2015 and June 2016.
2. Data collected by Sam Schwartz team in January/February 2020.

VEHICLE VOLUMES

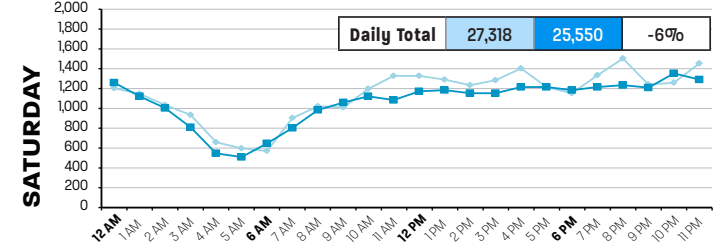
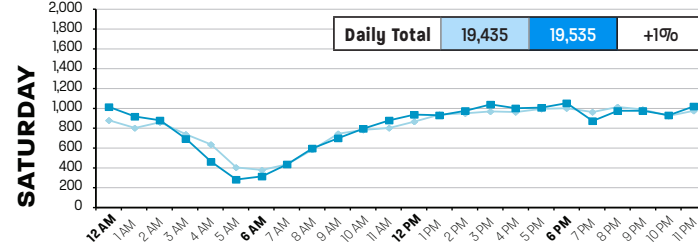
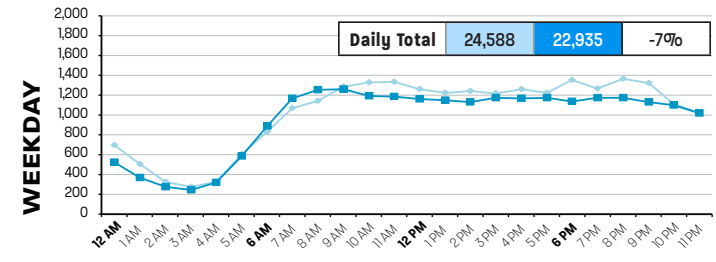
AVERAGE HOURLY VEHICLE VOLUMES

- PRE-IMPLEMENTATION (October/November 2017) ¹
- POST-IMPLEMENTATION (January/February 2020) ²

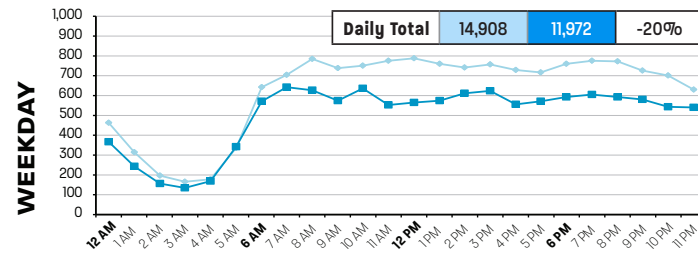
Houston St Eastbound, between Elizabeth St & Bowery



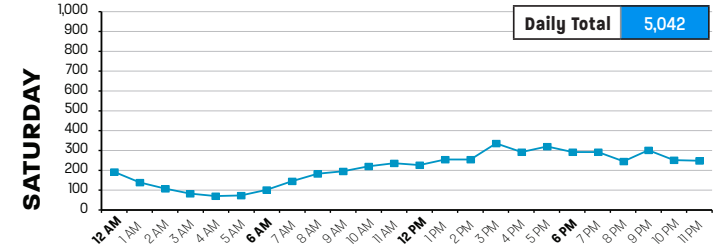
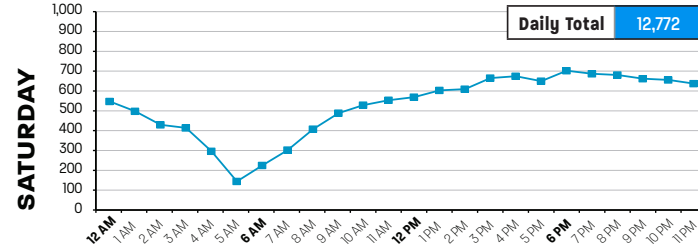
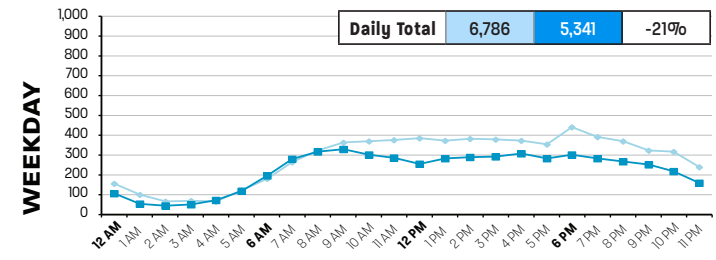
Houston St Westbound, between 2nd Ave & Bowery



23rd St Eastbound, between 6th Ave & 7th Ave



23rd St Westbound, between 5th Ave & 6th Ave



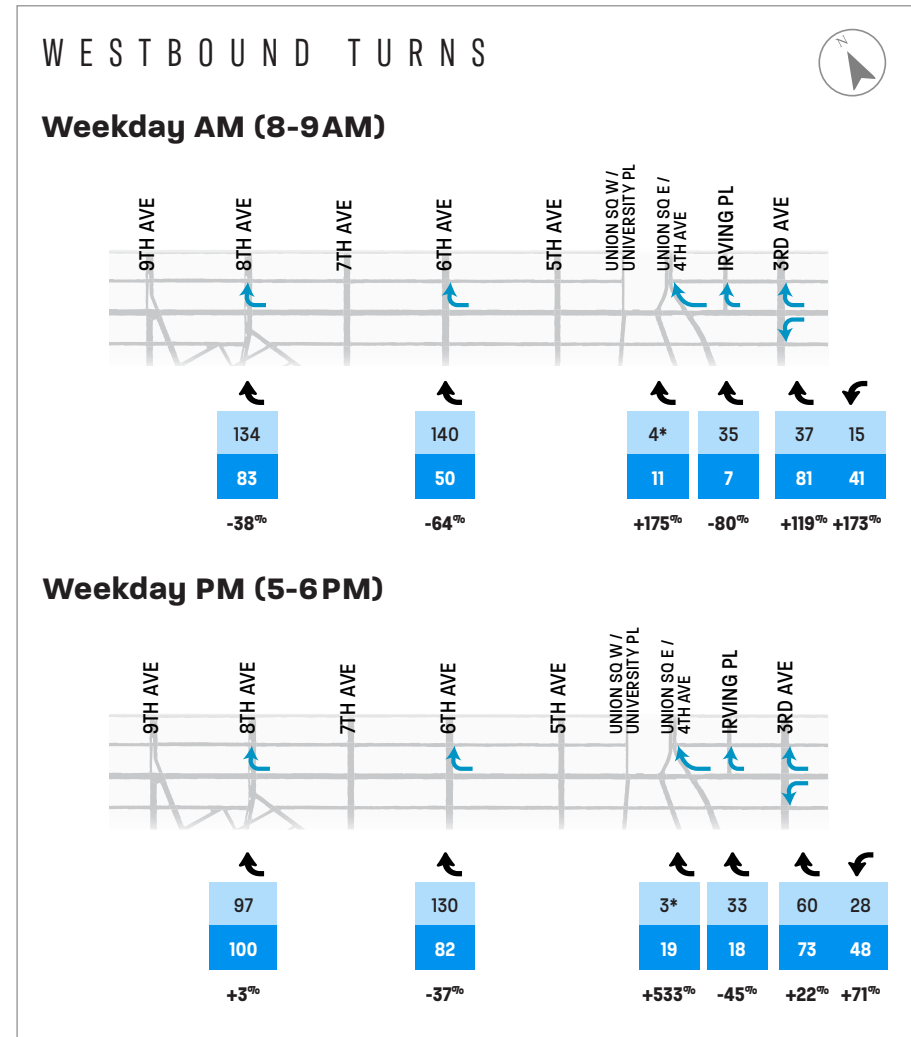
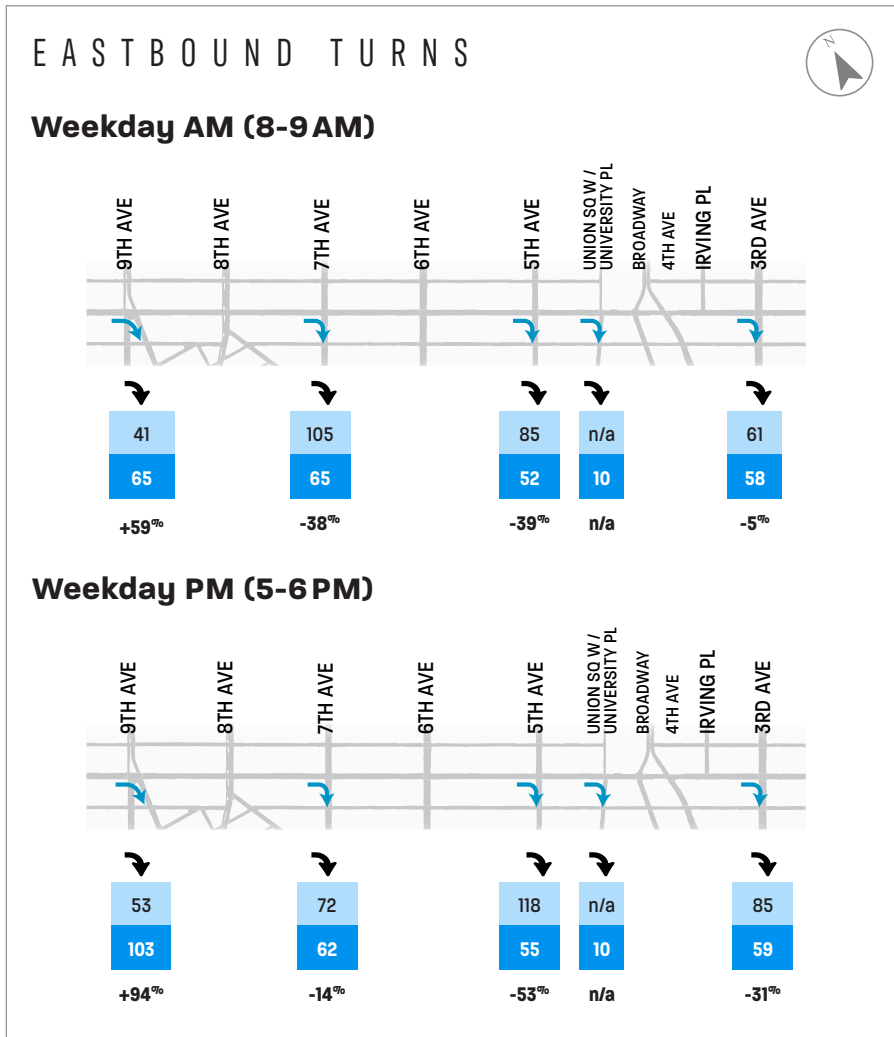
DATA SOURCES/NOTES

1. Data provided by NYCDOT for October/November 2017
2. Data collected by Sam Schwartz team in January/February 2020.

VEHICLE TURNING MOVEMENTS

14TH STREET - PEAK HOUR DATA

PRE-IMPLEMENTATION (June 2015) ¹
 POST-IMPLEMENTATION (January 2020) ²



* Turns prohibited at the time of data collection

DATA SOURCES/NOTES

1. Data provided by NYCDOT for June 2015.
2. Data collected by Sam Schwartz team in January 2020.