

# **125th STREET**

## **TRANSPORTATION IMPROVEMENTS PROJECT**

### **TECHNICAL MEMORANDUM**

#### **Summary of November 28, 2012 Community Advisory Committee Meeting #1**

January 2, 2013

Prepared for:

**NYC Department of Transportation**

Prepared by:

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## Summary

On Wednesday, November 28, 2012, the New York City Department of Transportation (NYCDOT) and MTA New York City Transit (NYCT), held the first Community Advisory Committee (CAC) meeting for the 125th Street Transportation Improvements Project at The Alhambra Ballroom, 2116 Adam Clayton Powell Junior Boulevard, New York, NY. Nineteen CAC members attended the meeting (see attached list of organizations).

Mr. Eric Beaton, Director of Transit Development for NYCDOT, introduced himself and led the introductions of the CAC and project team members present. Mr. Beaton asked each CAC member to include in their introduction a brief statement about what they hoped the project could accomplish. Responses included:

- 125th Street buses need to be considered in a wider view of northern Manhattan buses
- Buses are vital need for the community
- 125th Street needs vehicular and pedestrian transportation improvements
- Double parking needs to be reduced because it delays both vehicles and transit
- Traffic back-ups from the Robert F. Kennedy (Triboro) Bridge affect 125th Street
- Announcement of SBS on the M60 has been confusing and needs more clarity
- M35 and the transfer of homeless people to and from Randall's Island needs a better solution
- Project team should have a strong, open and sustainable relationship with the community

Mr. Aaron Sugiura, project manager for NYCDOT, then began a presentation to introduce the project to the CAC members. Mr. Sugiura discussed the make-up and role of the CAC within the project. He went through the background of how transit functions on 125th Street and how delays diminish transit service. Mr. Sugiura summarized the first public workshop, held in September, and discussed what the project team heard at that meeting. Mr. Sugiura then introduced the M60 SBS and why it was chosen as the SBS route on 125th Street. Mr. Evan Bialostozky, NYCT, presented SBS amenities that could be included as part of M60 SBS.

Mr. Sugiura returned to discuss on-going work that has been undertaken since the September public workshop. This includes parking analysis, traffic analysis, a merchant survey and a "shopper survey", which actually involves the surveying of people on the street- not just shoppers. Mr. Sugiura also outlined the next steps for the project and encouraged attendees to help spread the word about the upcoming public workshop for the project.

After the presentation, there was a brief question and answer period.

A copy of the presentation can be downloaded at:

<http://www.nyc.gov/html/brt/downloads/pdf/2012-11-sbs-125th-cac1-slides.pdf>



## Discussion

*Residents who live on 125th Street need to be able to park in and around 125th Street to be close to their homes.*

The off-set bus lane preserves the curb access that exists today as much as possible. Some parking regulations may change to meet the current land uses on 125th Street.

*There are two mid-block crossings along 125th Street; the effect of these crossings on traffic needs to be considered in the analysis.*

These crossings will be considered, as well as all of the elements that effect traffic and transit along 125th Street.

*Could the timing of the mid-block crossing lights be reconfigured?*

This can be considered.

*The biggest issue affecting all modes of transportation is double-parking.*

The effect of double-parking throughout the corridor will be analyzed as part of the parking analysis along 125th Street.

*The M60 SBS will skip some stops along 125th Street; how will those be determined?*

The project team will discuss this issue with the community at an upcoming meeting to allow it to help NYCDOT/NYCT determine which stops should be skipped.

*The bus stops that connect to subways should be kept for the M60 SBS.*

*There is a lot of discussion of the safety issues at Lexington Avenue and 125th Street, but what about Amsterdam Avenue and 125th Street? It is just as dangerous.*

The project will be looking at the safety of all the intersections. Lexington Avenue and 125th Street was used as an example.

*Where does the M35 bus fit into this study? Could the route be shortened or relocated? It is a quality of life issue for the neighborhood as it drops off a large number of homeless people at Lexington Avenue/125th Street every day and they create pedestrian congestion and public safety issues.*

The study will consider the M35 from a transportation perspective, but NYCDOT and NYCT are limited in their scope to looking at the M35 only as it relates to transit. However, NYCDOT and NYCT are interested in working in a forum outside of the 125th Street Transportation Improvement Project to take up these concerns with the community.



*How will disabled people board a bus in an off-set bus lane?*

When the bus comes to a stop, it will pull to the curb like a normal bus. After picking up passengers, the bus will pull back out into the off-set bus lane.

*The Apollo Theater attracts many tour buses, since the sidewalk is quite wide in that area could some of the curb be cut out to create a space for buses to pull in?*

Due to heavy pedestrian congestion along 125th Street, reducing the width of the sidewalk would probably not be a viable option.

*Will there be bus bulbs at the SBS stops?*

Bus bulbs are an option at locations where they do not restrict turning movements and other traffic.

*How do you ensure delivery trucks will not double park in the off-set bus lane?*

As part of the parking analysis along 125th Street, dedicated commercial delivery parking will be considered. Also, continued enforcement will be necessary to ensure trucks do not block the bus lanes.

*How will Traffic Signal Priority affect traffic on the avenues?*

Traffic Signal Priority (TSP) will not necessarily be used at every intersection. In considering TSP, a traffic analysis is done in considering TSP to determine potential effect on traffic.

*Will there be a shelter or covering over SBS ticket machines to protect the printed tickets from the elements?*

Fare collection machines were placed inside the bus shelters for the Bx12 SBS, but have been moved outside of shelters on other routes. When they are installed inside the shelters, there tends to be too much conflict between those seeking shelter and those buying tickets.

**Attendees:**

The Community Advisory Committee (CAC) for the 125th Street Transportation Improvement Project is composed of 154 representatives of organizations from the Harlem community, of which, 19 attendees of the meeting represented the following organizations:

- 125th Street Business Improvement District
- Abyssinian Development Corporation
- Community Board 10
- Community Board 11
- Harlem Community Development Corporation



- Harlem Congregations for Community Involvement
- Harlem River Park Task Force
- Harlem Street Entrepreneurs
- Heritage Health and Housing
- NYCHA Grant Houses
- Office of City Council Member Robert Jackson
- Office of State Senator Adriano Espaillat
- Office of State Senator Jose Serrano
- Office of Manhattan Borough President Scott Stringer
- Straphangers Campaign
- Transportation Alternatives
- WE ACT for Environmental Justice (2 Attendees)