

125th Street Transportation Improvements

Community Advisory Committee Meeting
November 28, 2012



Overview

Background

Summary of September Public Workshop

Potential Improvements

Analysis In Progress
Merchant Survey Results
Parking Analysis

Next Steps



Community Advisory Committee (CAC)

Composed of representatives from:

Elected officials

Community boards

Community organizations

Local businesses and institutions



Community Advisory Committee (CAC)

Role:

To provide input and guidance during project design and implementation

To help relay important project information and updates to your constituents and members

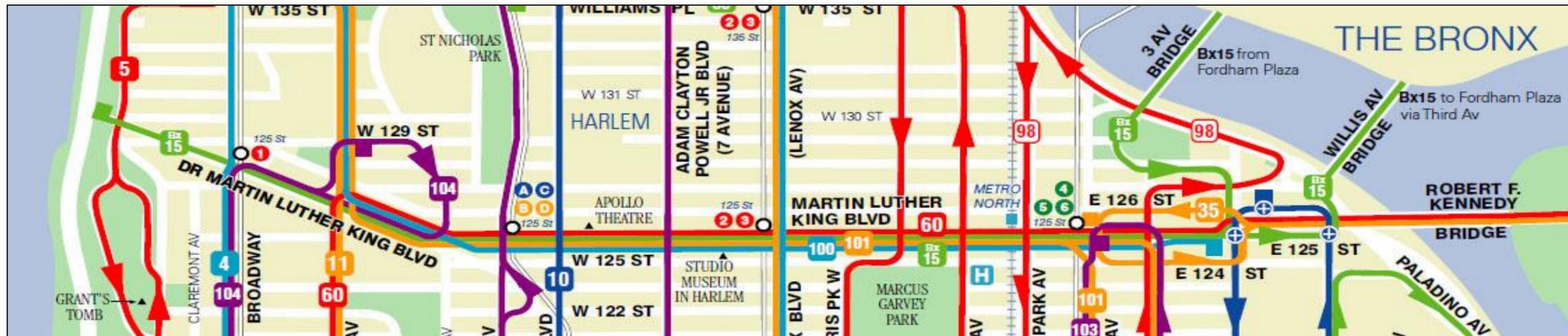
Meetings will take place every 2-3 months throughout 2013

Emails and newsletters will provide more frequent updates

Background

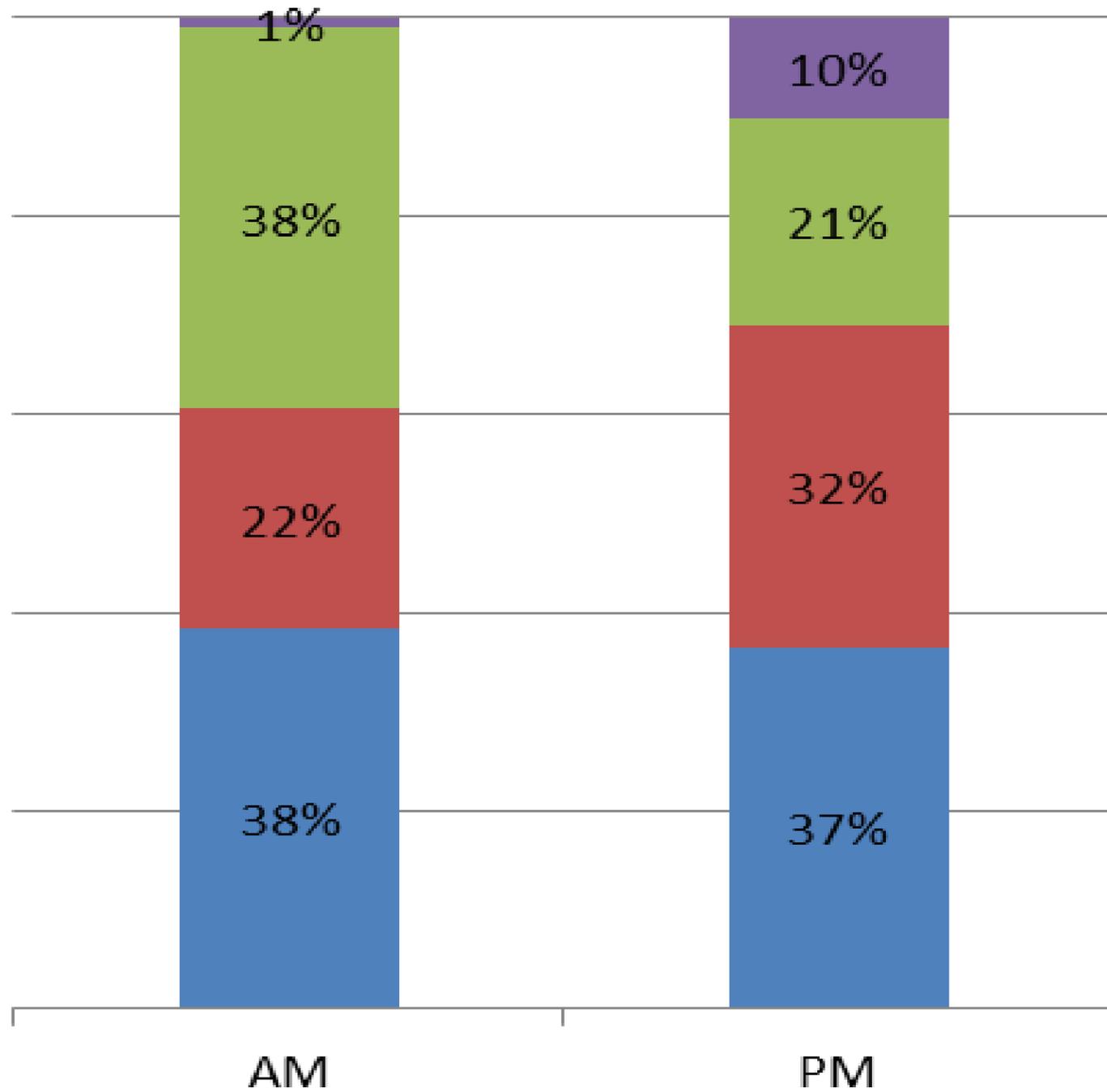
Bus Routes on 125th St:

- Bx15
- M60
- M100
- M101



Over 30,000 bus passengers riding on 125th Street daily

Bus Speed



Source: M60 Eastbound

- Other Delay
- Stopped at Bus Stops
- Stopped at Red Lights
- Bus in Motion

Buses are **stopped over 60% of the time**

Eastbound PM peak period bus speed: **2.7 mph**

Average bus speed in NYC: **7.7 mph**

September Public Workshop



Over 90 attendees

Sponsored by all Harlem area elected officials and Community Boards

September Public Workshop

Major Comments Heard:

Bus service slowed by

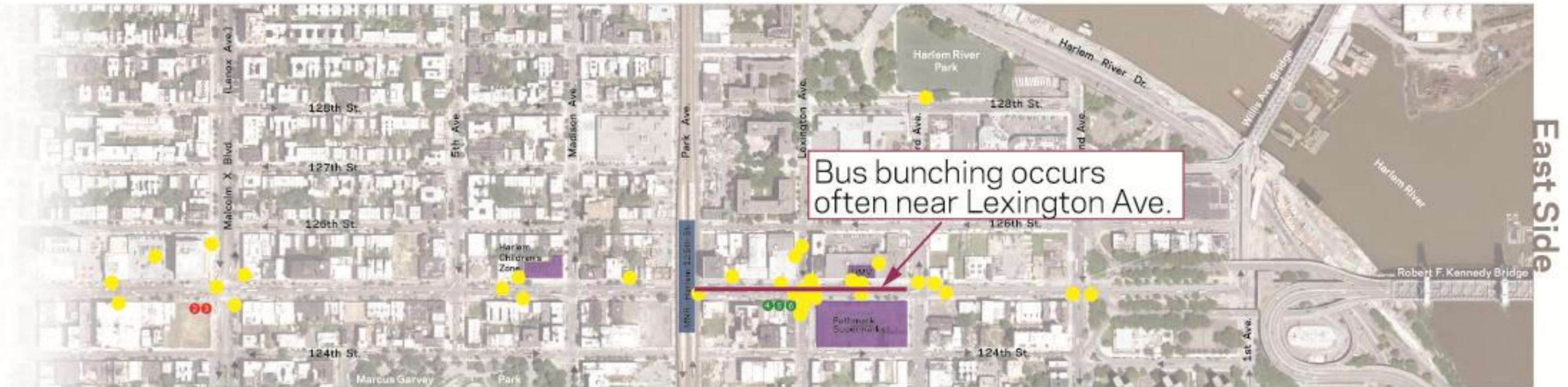
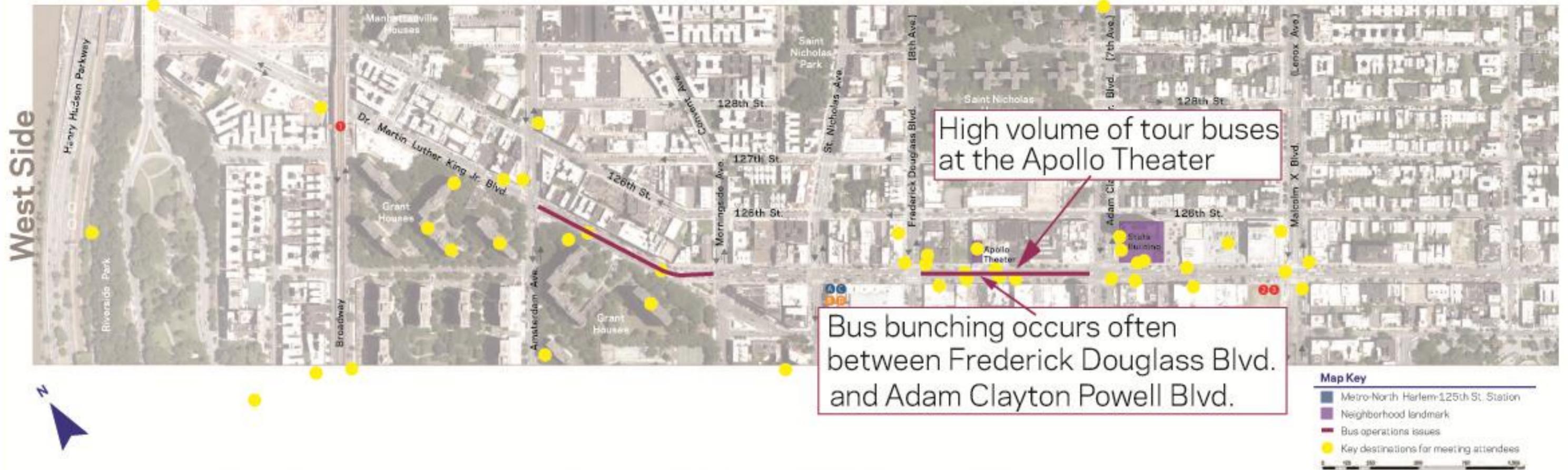
- long boarding times
- traffic congestion approaching RFK bridge
- double parking

Pedestrian crowding, especially at 125th Street/Lexington Avenue

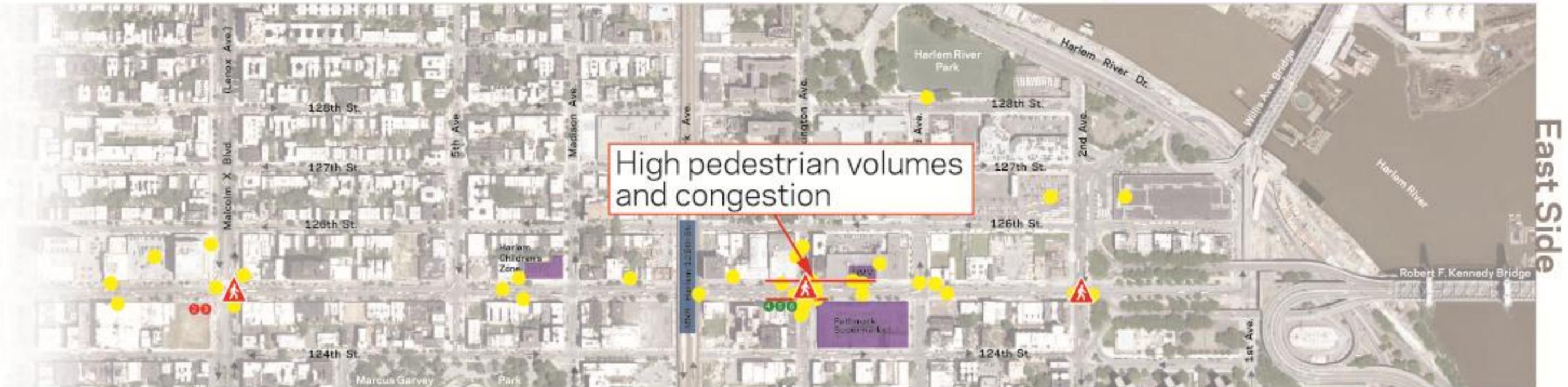
Pedestrian safety concerns crossing 125th Street



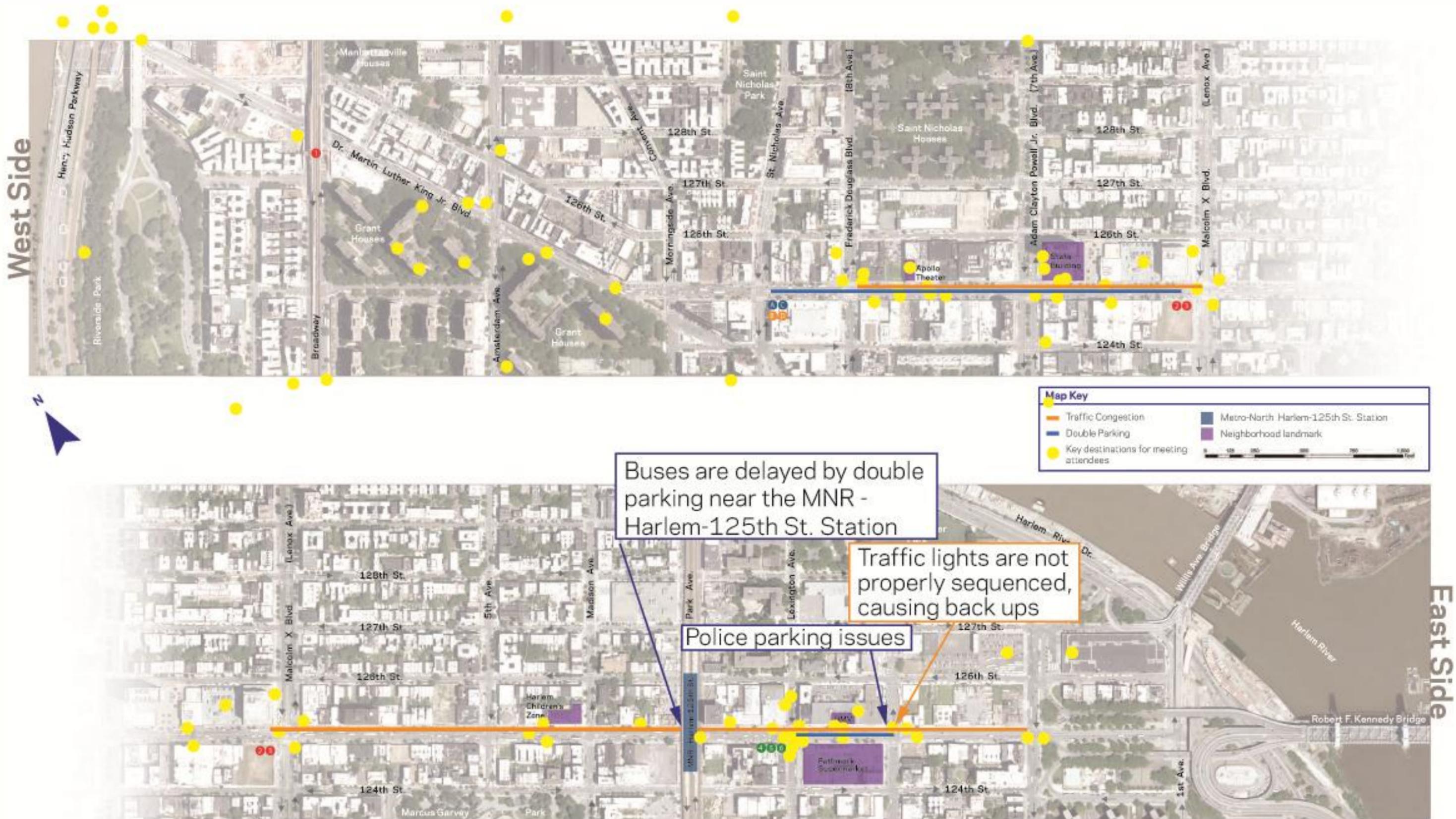
Input from the September 2012 public workshop: Bus Operations



Input from the September 2012 public workshop: Pedestrian Issues



Input from the September 2012 public workshop: Traffic Operations and Parking



September Public Workshop

Solutions Suggested by Meeting Attendees

Implement off-board fare payment

Implement limited-stop service on 125th Street

Provide dedicated lanes for buses

Adjust parking regulations

Install pedestrian safety elements



September Public Workshop

Key Concerns Raised by Meeting Attendees

Curb access should be preserved for shoppers/merchants

Bus lane enforcement should be a top priority

Public outreach should include a wide variety of stakeholders

Concerns about changes to bus stops

SBS in New York City

Speed: 15- 20% faster

Ridership: 5-10% increase in first year

Customer Satisfaction: over 95% satisfied or very satisfied



Select Bus Service for 125th Street

Based on public workshop feedback, NYCT and DOT are proposing SBS for 125th Street

Upgrade M60 route to SBS – busiest route for crosstown travel

Potential Improvements:

- Limited Stops

- Off-Board Fare Collection

- Offset bus lanes benefit all buses on corridor, and maintain needed parking

- Updated curb regulations will reduce double parking, and make deliveries easier

- Transit Signal Priority will reduce time stopped at red lights



M60 Ridership

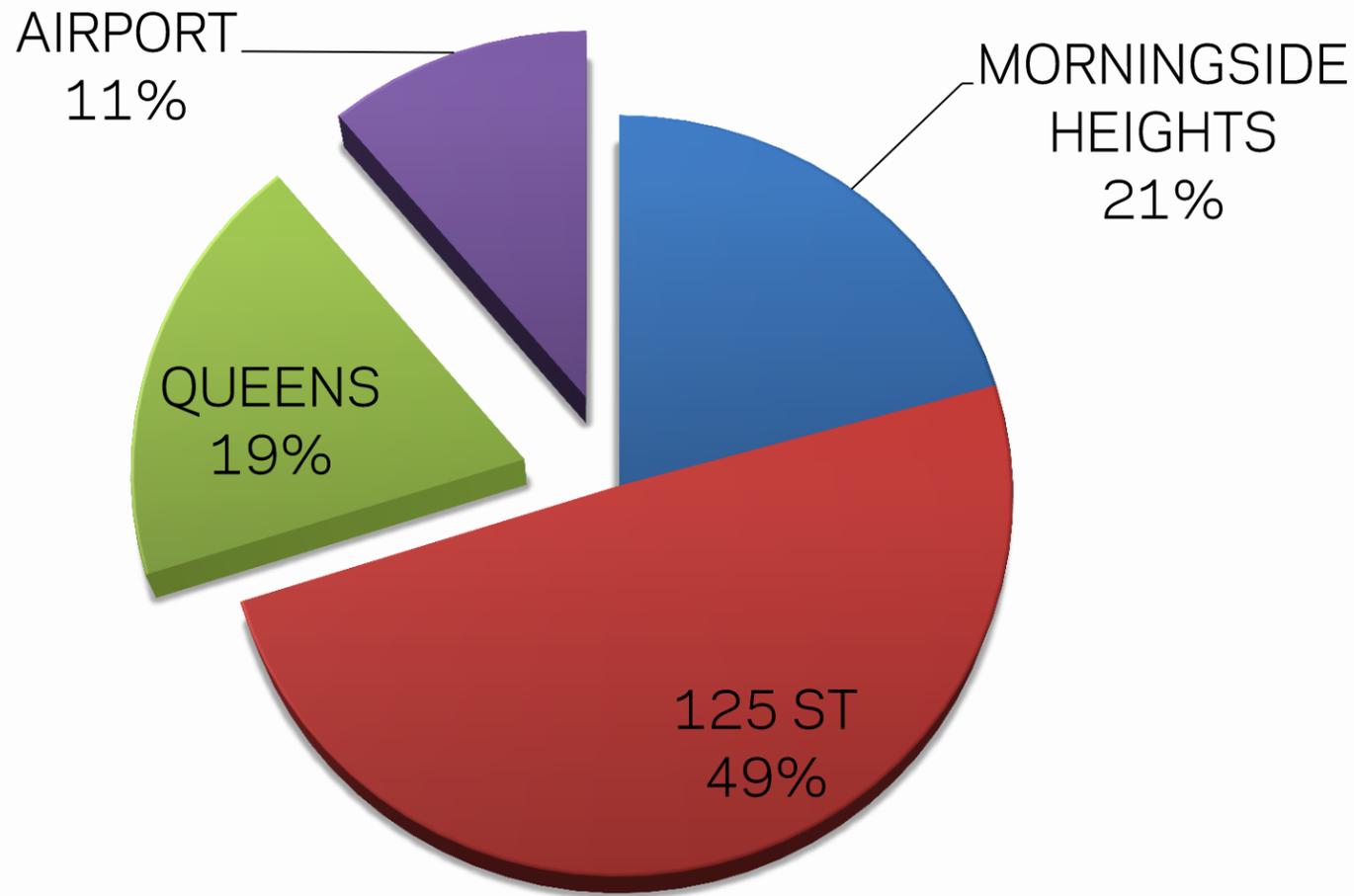
Weekday Bus Boardings on 125th Street (2011)

Bx15	M60	M100	M101	Total
8,838	9,682	6,912	7,198	32,630

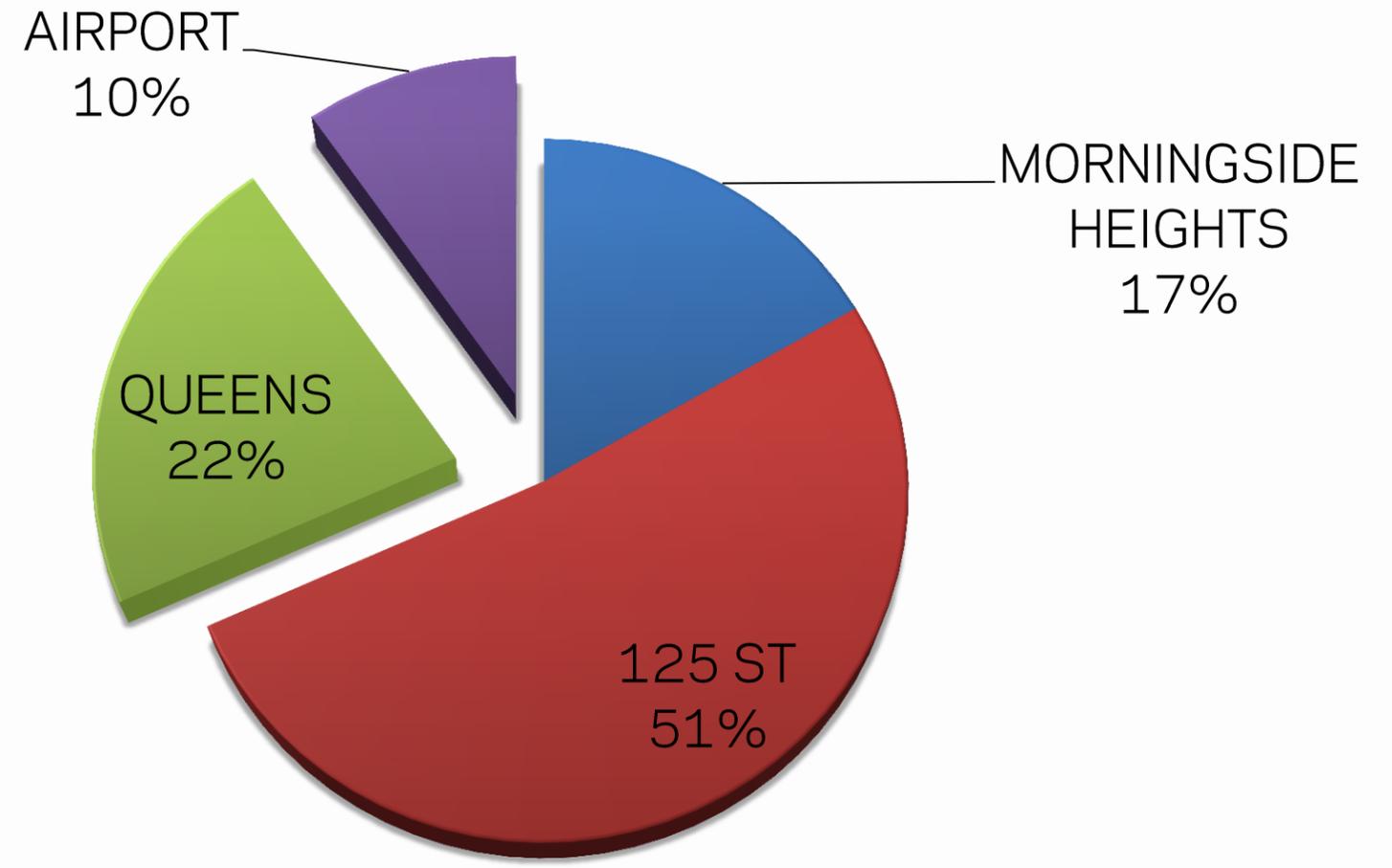
M60 is busiest route

M60 Ridership

Boardings by Area



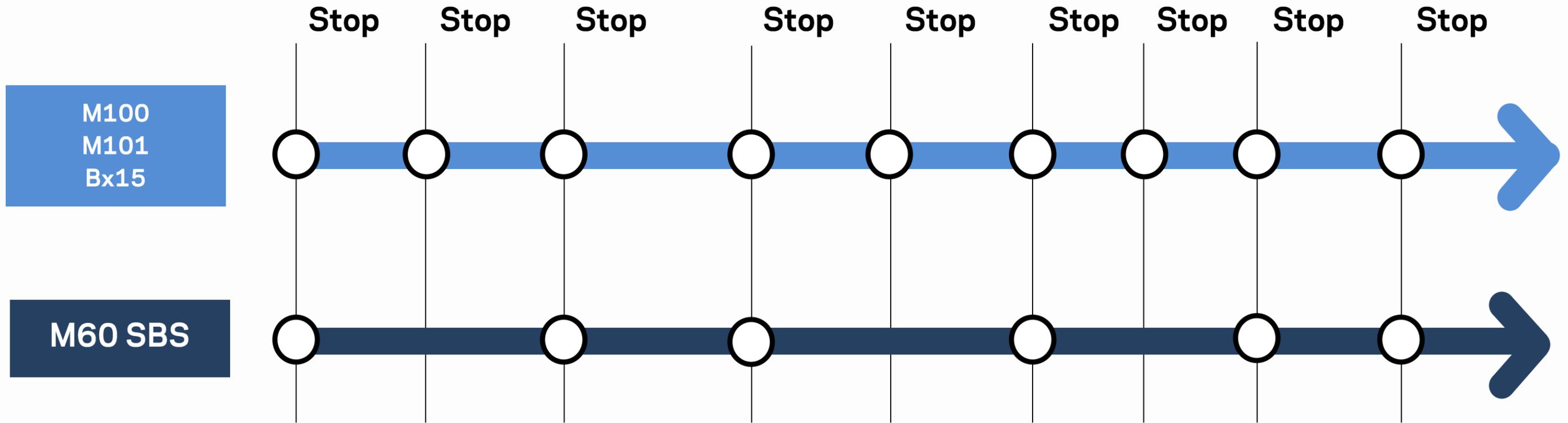
Alightings by Area



Much of the ridership of M60 is concentrated within Manhattan and on 125th Street
Most riders are not traveling to/from LaGuardia Airport

Potential Improvements

Limited Stops



Potential Improvements

Faster Fare Collection



Potential Improvements

Dedicated Bus Lanes

Offset ✓



Curbside



Implement offset bus lanes where possible on 125th Street



Potential Improvements

Signal Priority for Buses



Potential Improvements

Revised Curb Regulations



Potential Improvements

Street Safety Improvements



Potential Improvements Improved Passenger Information

The screenshot displays the MTA Bus Time website interface. At the top left is the MTA logo and ".info" domain. A navigation menu includes Home, Schedules, Fares & Tolls, Maps, Planned Service Changes, About the MTA, Doing Business With Us, and Transparency. A search bar is located at the top right with links for Accessibility, Text-only, and FAQs/Contact Us. The main content area features the "MTA Bus Time" logo and a search bar containing "M100". Below the search bar, it lists routes for "M100 Inwood - East Harlem" via Broadway / Amsterdam Av / 125th St, with options to go to E. HARLEM 2 AV-125 ST via BWAY via AMSTE or to INWOOD 220 ST via AMSTERDAM via BWAY. The central map shows the M100 route in blue, with a popup window for "M100 INWOOD 220 ST via AMSTERDAM via BWAY" (Vehicle #4386). The popup provides next stops: W 125 ST - MALCOLM X BL (approaching), W 125 ST - ADAM C POWELL BL (1 stop away), and W 125 ST - FRED DOUGLASS BL (2 stops away). It also includes a "While at the bus stop..." section with a link to check the route on a smartphone and a "Center & Zoom Here" link. The map shows the route from Inwood 220 St to East Harlem, with various street names and landmarks visible.

Benefits

Faster and more reliable bus service on all 125th Street bus routes

Improved parking regulations

Safer environment for pedestrians

Analysis in Progress

Merchant Surveys

Parking Analysis

Shopper Surveys

Traffic Analysis

Merchant Surveys

200 businesses/institutions surveyed on 125th Street between Amsterdam Avenue and Second Avenue in November 2012 about:

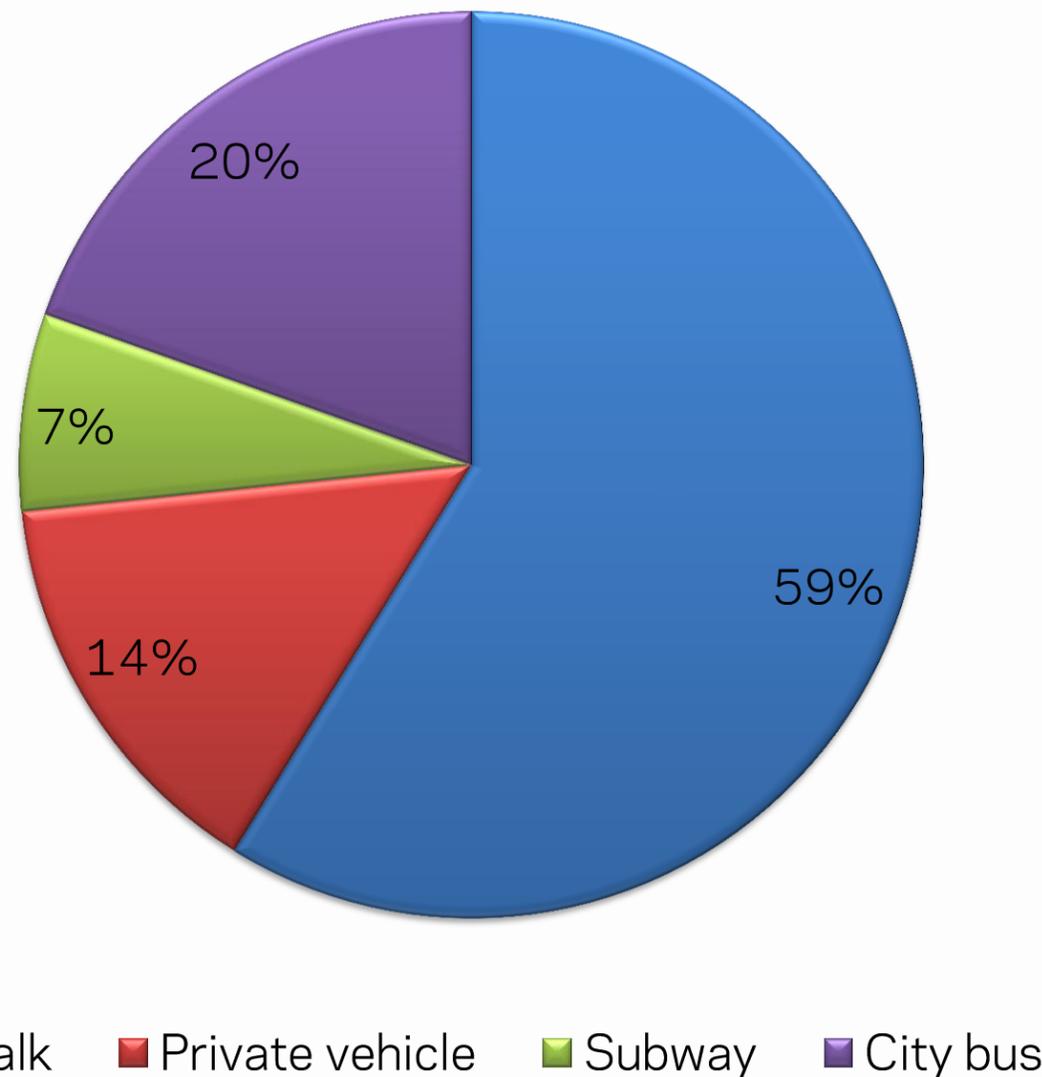
How employees, customers and delivery vehicles access their businesses

When/where/how they receive deliveries

How most of their customers get to 125th Street

Merchant Surveys

How do you think customers typically get to your business?

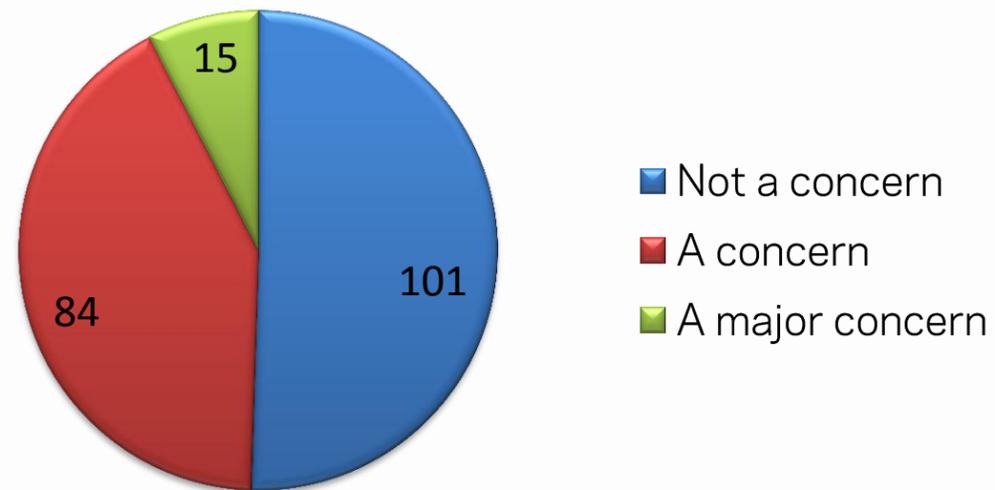


Businesses on 125th Street are primarily supported by shoppers walking or taking transit

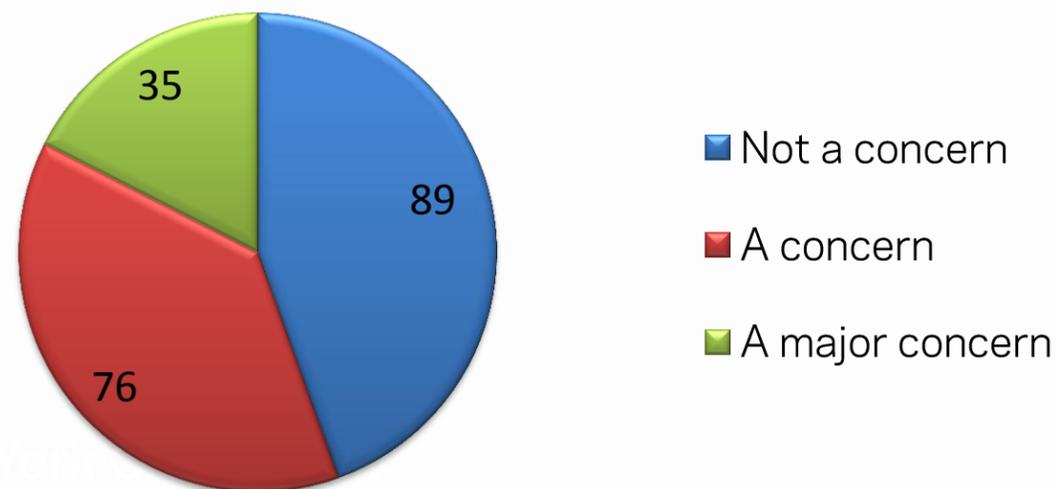
High percentage of walkers indicates strong local customer base

Merchant Surveys

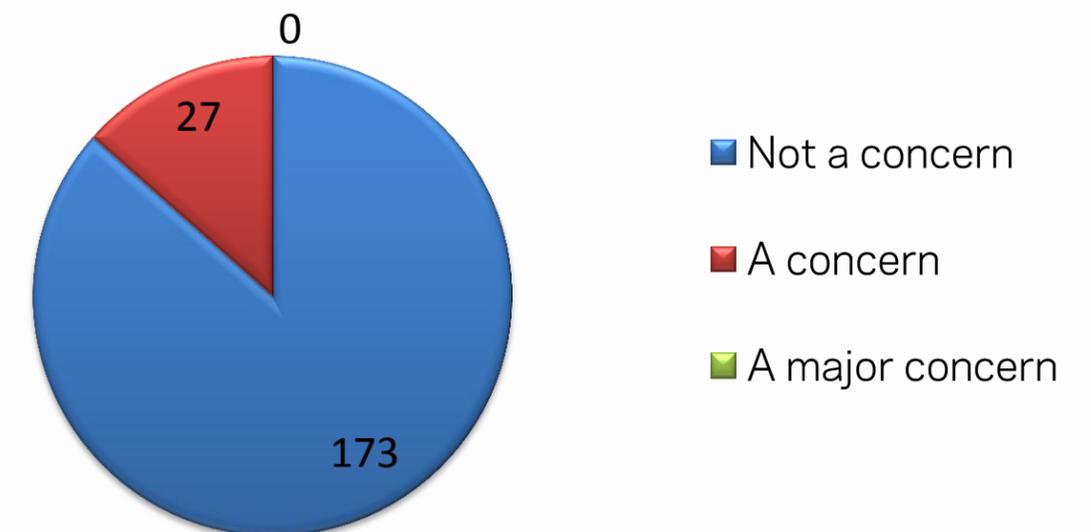
How important do you think customer parking is for your business?



Parking for deliveries?

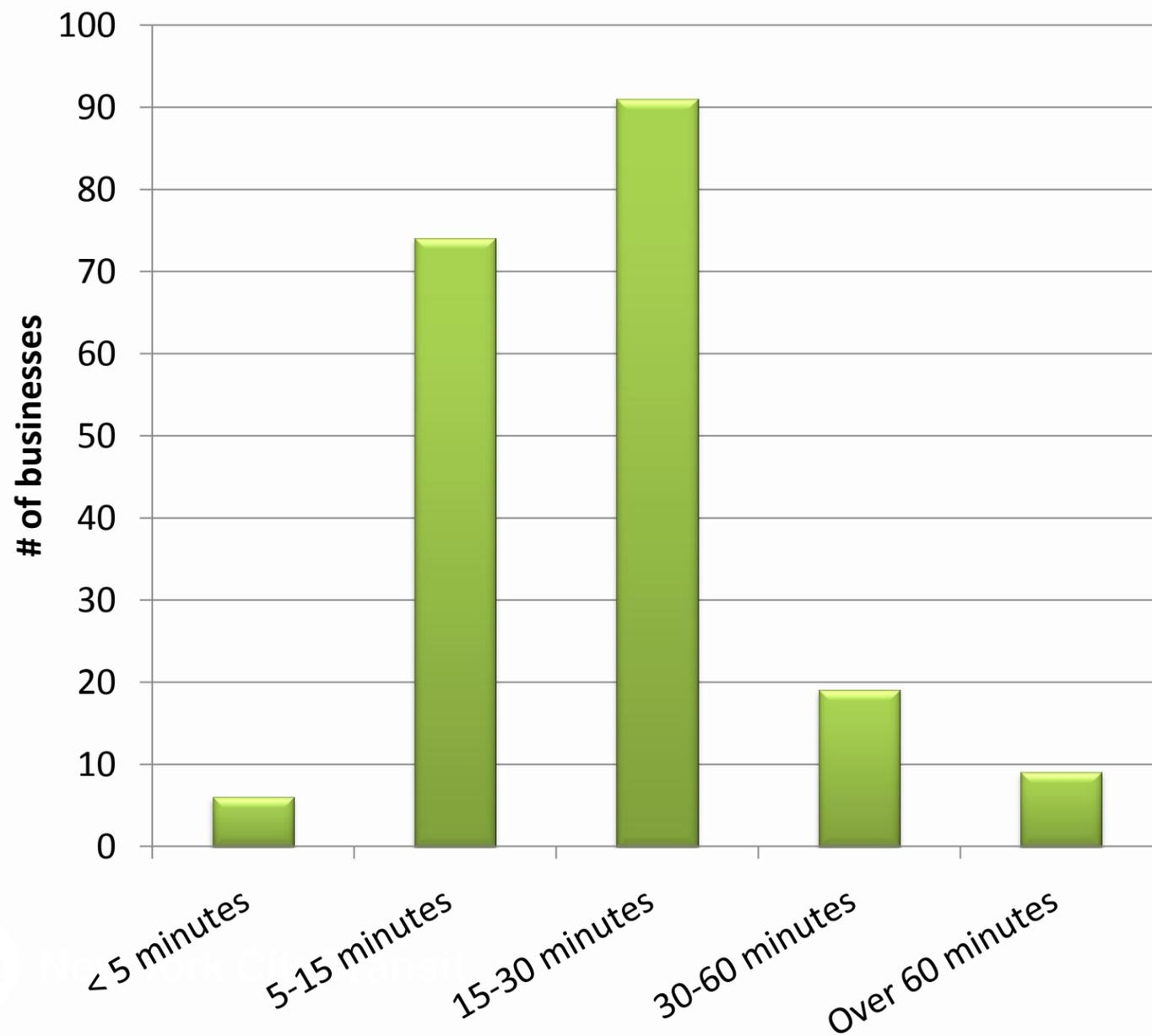


Employee Parking?



Merchant Surveys

How long do you think a customer typically parks to visit your business?

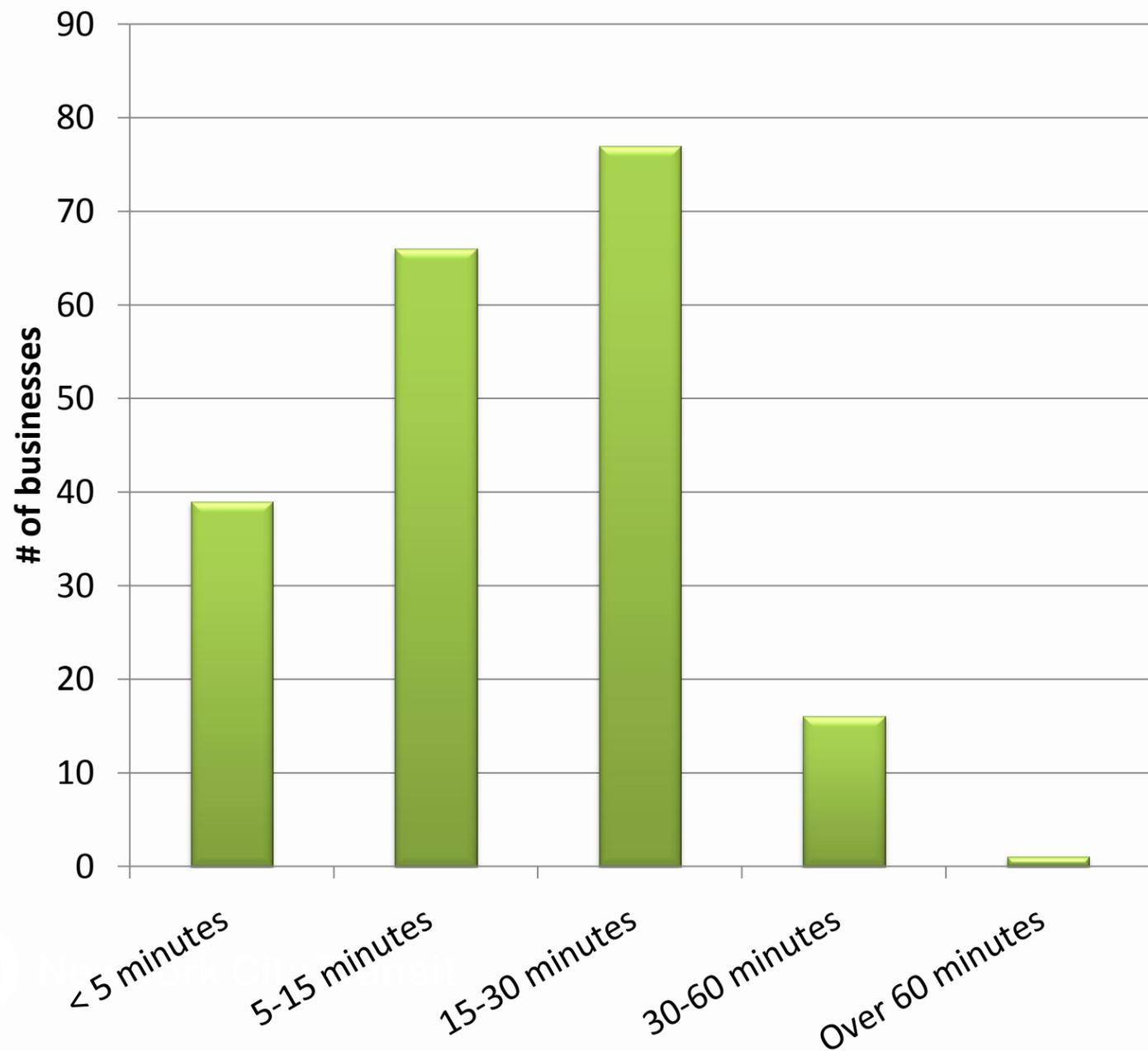


Customers park for relatively short periods of time

Parking regulations on 125th Street could be revised to better match these patterns

Merchant Surveys

How long do you think a typical delivery takes?



Most deliveries are completed in under 1/2 hour

Parking regulations on 125th Street need to better accommodate deliveries

Parking Analysis

Parking cameras installed on all blocks of 125th Street from Amsterdam to Second Av in October 2012

Cameras measure

- Parking occupancy

- Parking duration

- Illegal parking

- Double parking

- Types of vehicles parking (cars, trucks, buses etc.)



Parking Analysis

Preliminary Results

Sample Block: 125th Street Between Madison Avenue and 5 Avenue (south side)

Average parking occupancy: 90%

Vehicles parked in illegal spots for 82% of the day

Busiest period of the day: 1 PM to 4 PM

Vehicles double parked 41% of the time



Parking Analysis

How Parking Activity Affects Traffic on 125th Street



Parking regulations that allow long-term unmetered parking prevent shoppers and deliveries from accessing businesses

Buses and other vehicles are slowed when pulling around double parked vehicles

Lack of commercial parking regulations leads to truck double parking

Next Steps

Complete Parking Analysis

Traffic Data → Traffic Analysis

Survey of Shoppers on 125th Street

Corridor Design with Public Input

Next Steps

Next Public Meeting:

December 3 from 6pm to 8pm
Alhambra Ballroom

Next CAC Meeting: Winter 2013