M60 Select Bus Service on 125th Street
Community Advisory Committee Meeting
Wednesday, January 23, 2013
Overview

Project Recap

Recent Public Outreach

Sidewalk Survey

Bus Stop Locations

Parking Analysis

Turn Restrictions

Review Corridor Concept Design

Next Steps
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

Source: M60 Eastbound
Select Bus Service for 125th Street

NYCT and DOT are proposing SBS on the M60 route

Potential Improvements:

- Limited Stops
- Off-Board Fare Collection
- Offset bus lanes benefit all buses on corridor, and maintain needed parking
- Updated curb regulations reduce double parking, and make deliveries easier
- Transit Signal Priority reduces time stopped at red lights
- Pedestrian Safety Improvements at key intersections
Public Outreach

Public Workshop #1: September 19, 2012

Community Advisory Committee Meeting #1: November 28, 2012

Public Workshop #2: December 3, 2012

125th St Community Walk-through: January 17, 2013
Public Outreach

Key Points raised at CAC and Public Meetings

Curb access should be preserved for shoppers/merchants

Double parking of cars and trucks contributes to bus delays

Select Bus Service should stop at major subway/rail connections

Outreach to merchants and vendors is essential

Issues at 125th St/Lexington Av need to be addressed

CB11 leading a multi-agency working group

DOT, NYCT are participating
Data Collection and Analysis

✔ Merchant Survey
✔ Sidewalk Survey
✔ Parking Analysis

Traffic Analysis - ongoing

Review of Curb Regulations
Sidewalk ("Shoppers") Survey

Conducted on Tuesday, December 18, 2012

752 people interviewed between 10 AM and 2 PM

Various locations on 125th St between Madison Av and St Nicholas Av
Sidewalk Survey

Most survey participants came from Harlem or surrounding neighborhoods.
Sidewalk Survey

Most survey participants travel to 125th St to shop or work

An additional 28% of respondents intend to shop on 125th St later that day
Sidewalk Survey

Most survey participants walk or ride transit to 125th St.
Sidewalk Survey

Less than one in ten shoppers drive to 125th St

- Subway, 29.9%
- Walked from home, 38.9%
- Bus, 20.1%
- Car, 8.6%
- Car service, 1.6%
- Other, 0.8%
Merchant Survey

How do you think customers typically get to your business?

From November Merchant Survey: merchant impressions closely match shopper behavior
M60 SBS makes limited stops in Manhattan and Queens. Bx15, M100, and M101 make local stops along 125th Street.
M60 SBS connects to all subway/rail lines
Some existing stops will need to be longer to accommodate SBS
Additional SBS stop details on concept design maps
Proposed SBS Stop Locations on 125th Street

Local service is retained on Bx15, M100, M101
Parking Analysis

Observations on all blocks of 125th St 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

Average parking duration [hr:min]
Adam Clayton Powell Jr. Blvd to Madison Av - sample section
North Curb

<table>
<thead>
<tr>
<th>Adam Clayton Powell Jr. Blvd</th>
<th>Lenox Av</th>
<th>125th St</th>
<th>Lenox Av</th>
<th>125th St</th>
<th>125th St</th>
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</thead>
<tbody>
<tr>
<td>0:40</td>
<td>0:50</td>
<td>0:49</td>
<td>1:35</td>
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<td>0:27</td>
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<td>0:43</td>
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<td>0:17</td>
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South Curb

<table>
<thead>
<tr>
<th>Scale</th>
<th>High</th>
<th>Medium</th>
<th>Low</th>
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</thead>
<tbody>
<tr>
<td>Parking Duration [hr:min]</td>
<td>1:00</td>
<td>0:45</td>
<td>0:15</td>
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</tbody>
</table>
# Parking Analysis

Average parking occupancy [% ]
Adam Clayton Powell Jr. Blvd to Madison Av - sample section
North Curb

<table>
<thead>
<tr>
<th>Location</th>
<th>Parking Occupancy [%]</th>
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</thead>
<tbody>
<tr>
<td>Adam Clayton Powell Jr. Blvd</td>
<td>59%</td>
</tr>
<tr>
<td>Palestinian Crossing</td>
<td>82%</td>
</tr>
<tr>
<td>Lenox Av</td>
<td>78%</td>
</tr>
<tr>
<td>125th St</td>
<td>74%</td>
</tr>
<tr>
<td>Fifth Av</td>
<td>90%</td>
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South Curb

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<th>Location</th>
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<tbody>
<tr>
<td>Adam Clayton Powell Jr. Blvd</td>
<td>81%</td>
</tr>
<tr>
<td>Lenox Av</td>
<td>73%</td>
</tr>
<tr>
<td>125th St</td>
<td>78%</td>
</tr>
<tr>
<td>Fifth Av</td>
<td>62%</td>
</tr>
<tr>
<td>Madison Av</td>
<td>90%</td>
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## Scale

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<tbody>
<tr>
<td>Parking Occupancy [%]</td>
<td>80%</td>
<td>75%</td>
<td>65%</td>
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</table>
Parking Analysis

% of time when vehicles were double parked
Adam Clayton Powell Jr. Blvd to Madison Av - sample section
North Curb

<table>
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<tr>
<th>Location</th>
<th>Double parked cars [%]</th>
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<tbody>
<tr>
<td>Adam Clayton Powell Jr. Blvd</td>
<td>11%</td>
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<tr>
<td>Pedestrian Crossing</td>
<td>9%</td>
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<tr>
<td>Lenox Av</td>
<td>27%</td>
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<td>Double parked cars [%]</td>
<td>40%</td>
<td>30%</td>
<td>20%</td>
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Proposed Turn Restrictions

Turn restrictions serve to

- improve pedestrian safety
- improve traffic flow

Restrictions on left turns are common on major crosstown streets in Manhattan

125th St is among the busiest crosstown corridors in Manhattan
Proposed Turn Restrictions
Lenox Av to Fifth Av - Sample block

**Right-turn bays**
- Reduce blockages at intersections

**Offset Bus Lanes**
- Replace one general travel lane in each direction and maintain curb access

**Curb Regulation Updates**
- Increase turn-over and reduce need for double parking

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**Legend**
- Parking
- Bus Only Lane
- Travel Lane / Right-Turn
- Turn Restriction
Proposed Design - Typical

Offset Bus Lanes: replace one general travel lane in each direction and maintain curb access.

Right-turn Bays: reduce blockages at intersections.
Breakout Tables - Discussion

Proposed Concept Design
Proposed SBS Stations
Parking Analysis
Madison Av - Second Av

Legend
- Parking
- Bus Only Lane
- Travel Lane / Right-Turn Bay
- Curbside Bus Lane
- Turn Restriction

- CurbRegulation: Updates increase turn-over and reduce need for double parking
- Left-turn Bans: simplify traffic operations
- Right-turn bays: reduce blockages at intersections
- Offset Bus Lanes: replace one general travel lane in each direction and maintain curb access
- Curbside Bus Lane: replace parking lane in the eastbound direction and keep two general travel lanes
- Mixed Flow: reduce to one general travel lane westbound
125th Street - Summary
125th Street - Parking Summary

% of time when vehicles where double parked

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Average parking occupancy [%]

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Average parking duration [hr:min]

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- north curb
- south curb
Next Steps

Revise Concept Design based on CAC input

Complete Traffic Analysis

Review Curb Regulations

Refine Bus Stop Locations
Upcoming Meetings

Next Public Event
M 15 SBS Tour
Friday, February 1, 2013, 12:30 PM

Community Board Transportation Committee meetings

Next CAC Meeting: Early Spring 2013

Next Public Meeting: Early Spring 2013