

# M60 Select Bus Service on 125<sup>th</sup> Street

Manhattan Community Board 9 Transportation Committee

Thursday, March 7, 2013



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# Overview

Project Background

Public Outreach

Proposed Street Design in CB 9

Traffic Analysis

Changes to Parking Regulations

Other Changes

Next Steps



# Buses on 125<sup>th</sup> Street

## Bus Routes on 125<sup>th</sup> St:

- Bx15
- M60
- M100
- M101



## Weekday Bus Boardings on 125<sup>th</sup> Street (2011)

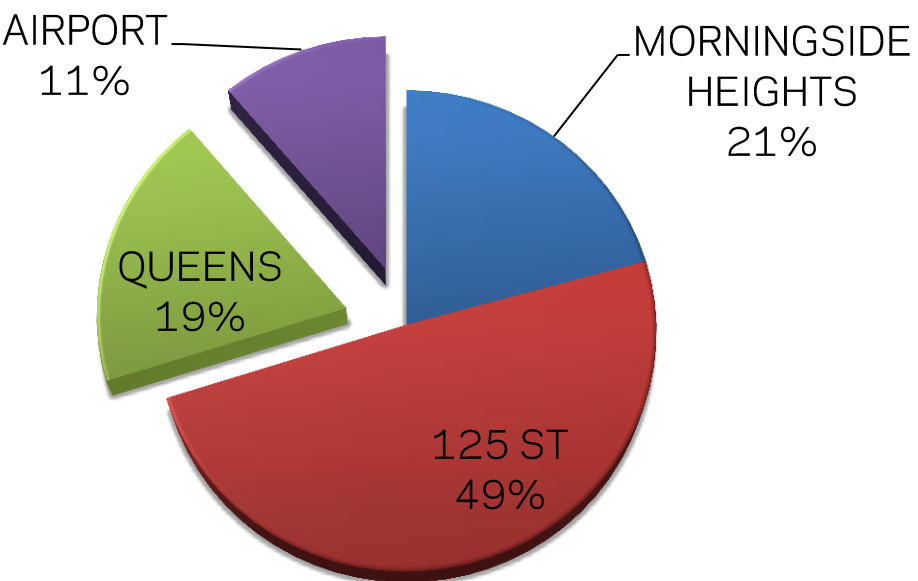
Bx15	M60	M100	M101	Total
8,838	<b>9,682</b>	6,912	7,198	32,630

M60 is busiest route

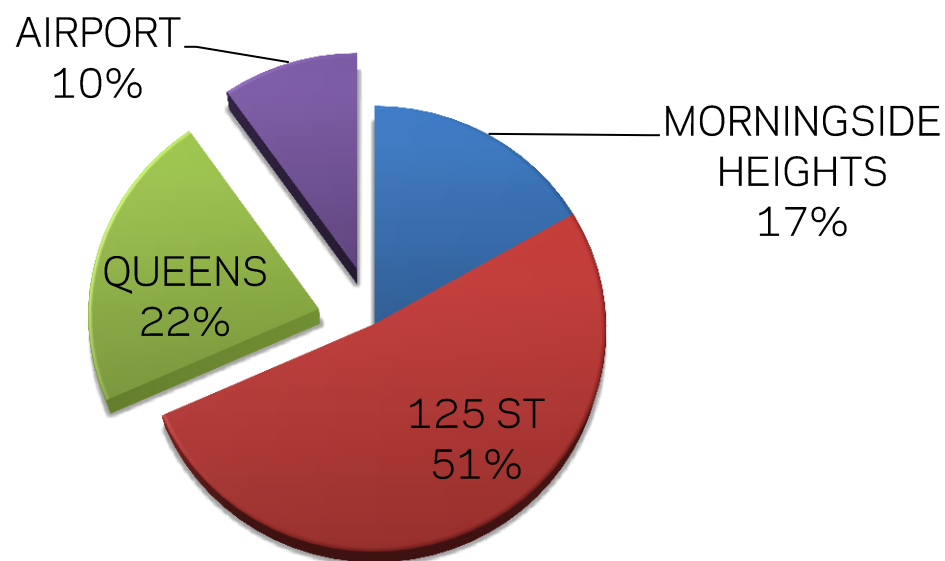


# M60 Ridership

## Boardings by Area



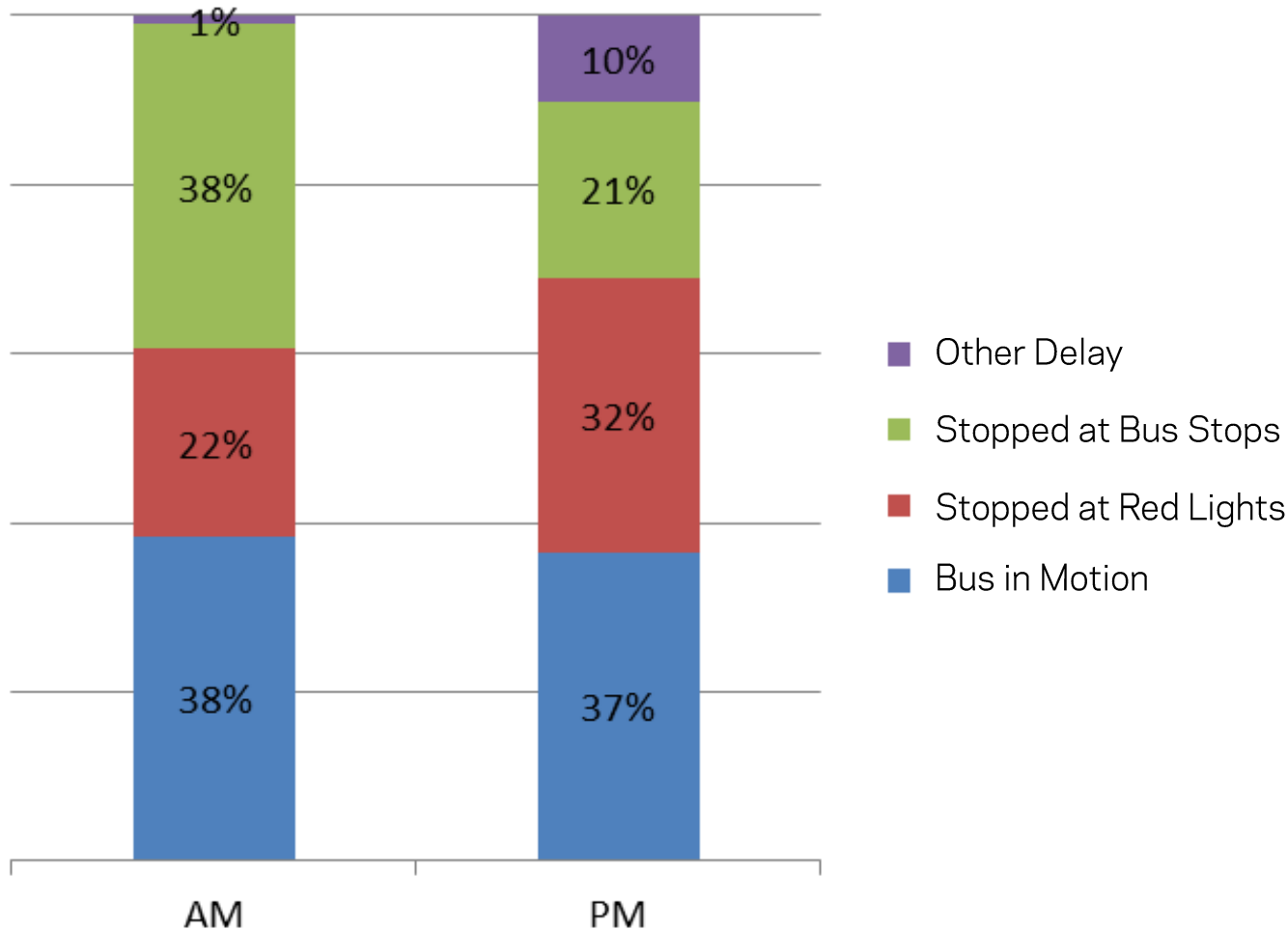
## Alightings by Area



Much of the ridership of M60 is concentrated within Manhattan and on 125<sup>th</sup> Street

Most riders are not traveling to/from LaGuardia Airport

# Bus Speed



Source: M60 Eastbound

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**

# Select Bus Service on the M60

## 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



# How SBS Works

## Paying your fare:

1. Pay at sidewalk Metrocard or coin machines before boarding the bus
2. Take your receipt
3. Board the bus through any of the three doors





# Public Outreach

Public Workshop #1:  
September 19, 2012

CAC Meeting #1:  
November 28, 2012

Public Workshop #2:  
December 3, 2012

125<sup>th</sup> St Community  
Walk-through:  
January 17, 2013

CAC Meeting #2:  
January 23, 2013

M15 SBS Tour:  
February 1, 2013





# Public Outreach

## Key Points raised at Outreach Events

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

# Data Collection and Analysis

Merchant Survey

Sidewalk Survey

Parking Analysis

Traffic Analysis

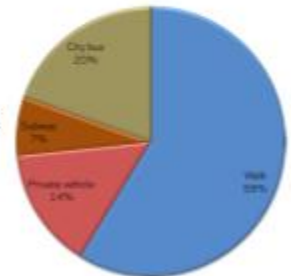
Review of Curb  
Regulations



## Merchant Survey

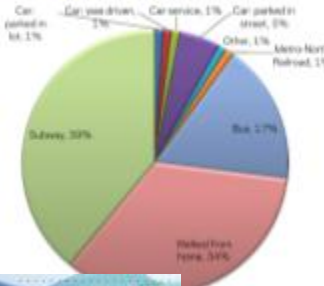
How do you think customers typically get to your business?

From November Merchant Survey: merchant impressions closely match shopper behavior



## Sidewalk Survey

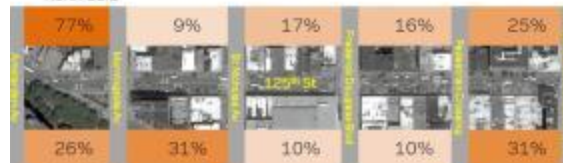
Most survey participants walk or ride transit to 125th St



## Parking Analysis

% of time when vehicles were double parked  
Amsterdam Av to Adam Clayton Powell Jr. Blvd

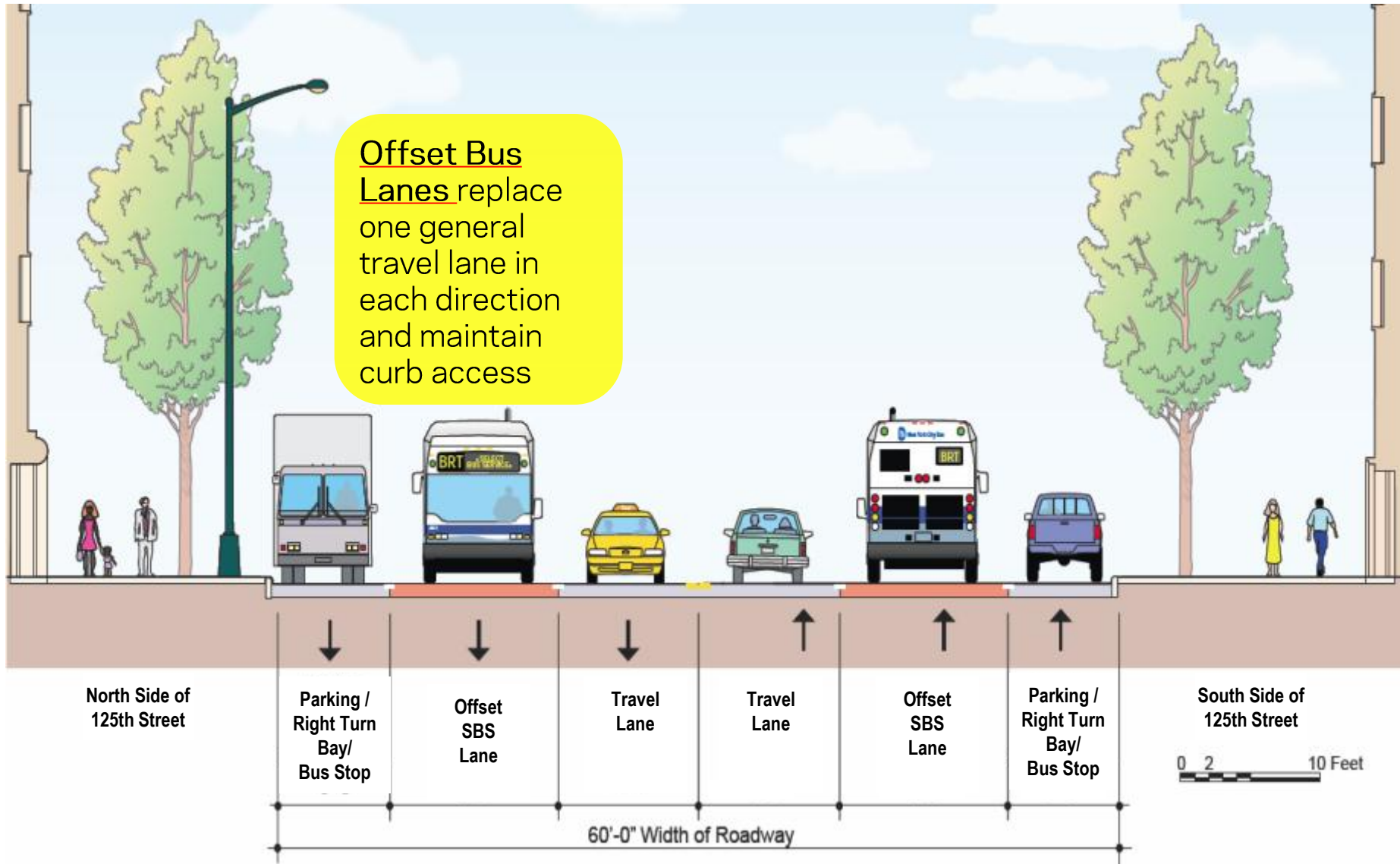
North Curb



South Curb

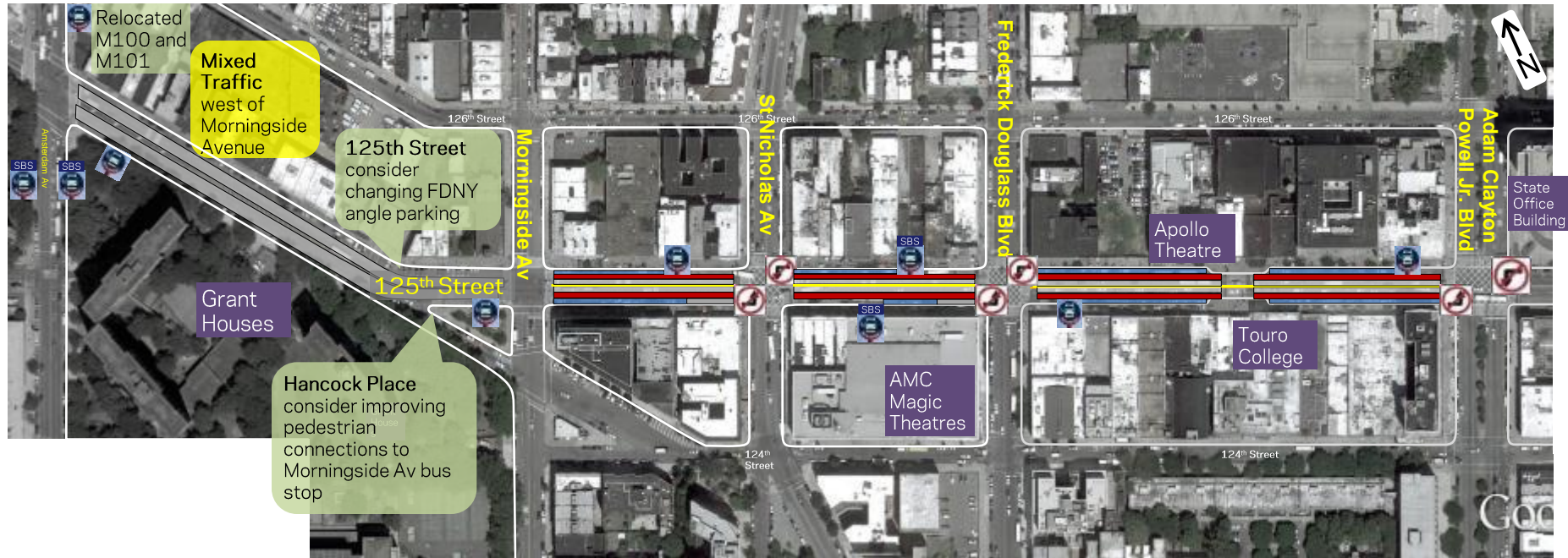
Scale	High	Medium	Low		
Double parked cars (%)	40%	30%	20%	10%	0%

# Proposed Design - Typical





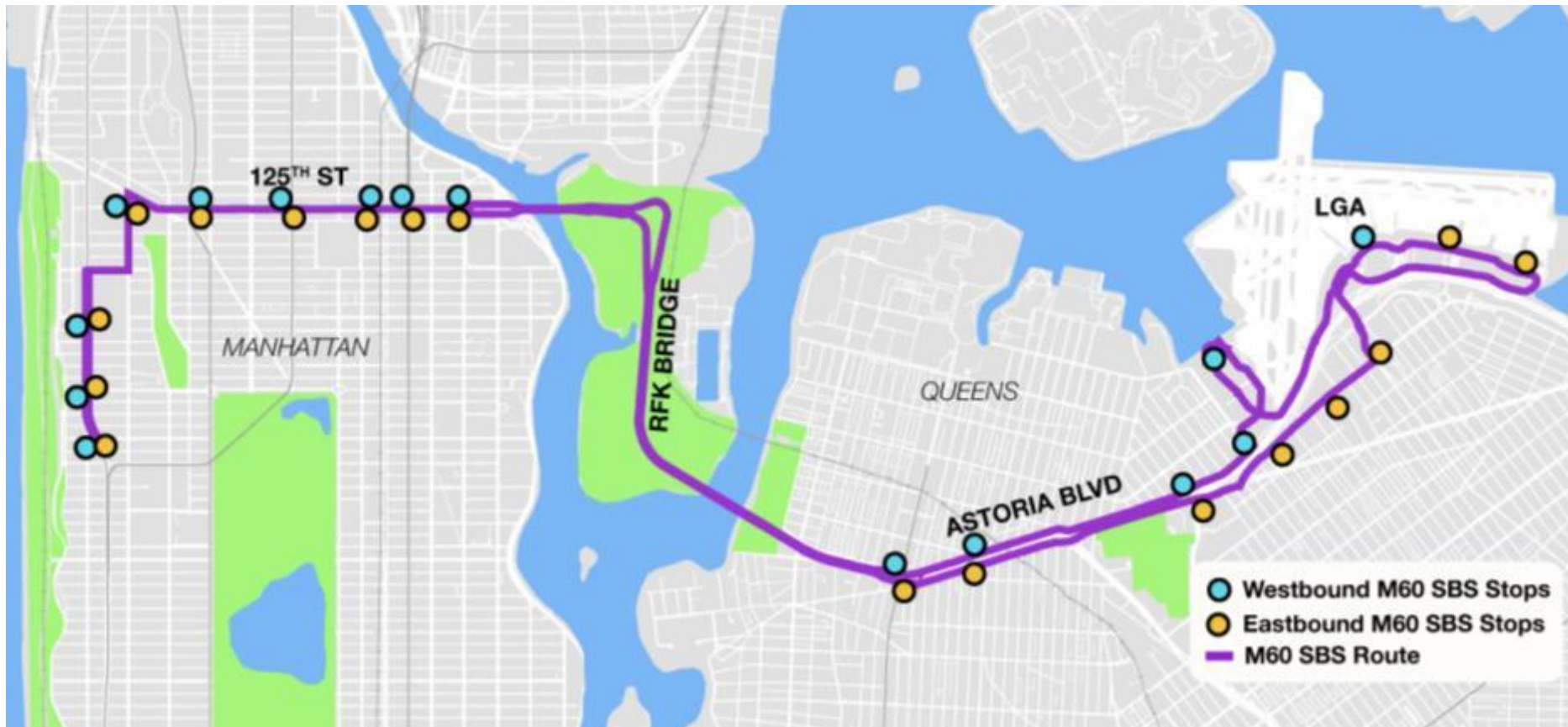
## Amsterdam Av - Adam Clayton Powell Jr. Blvd



Legend

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

# Proposed M60 SBS Station Locations



M60 SBS makes limited stops in Manhattan and Queens  
Bx15, M100 and M101 make local stops along 125<sup>th</sup> Street



## Proposed SBS Stop Locations on 125<sup>th</sup> Street



M60 SBS stops at 106<sup>th</sup>, 110<sup>th</sup>, 116<sup>th</sup> Streets along Broadway

Local service is retained on Bx15, M100, M101



## Existing Traffic Conditions

All intersections from Morningside Avenue to Second Avenue were analyzed at AM and PM peak on a typical day

### Analysis inputs

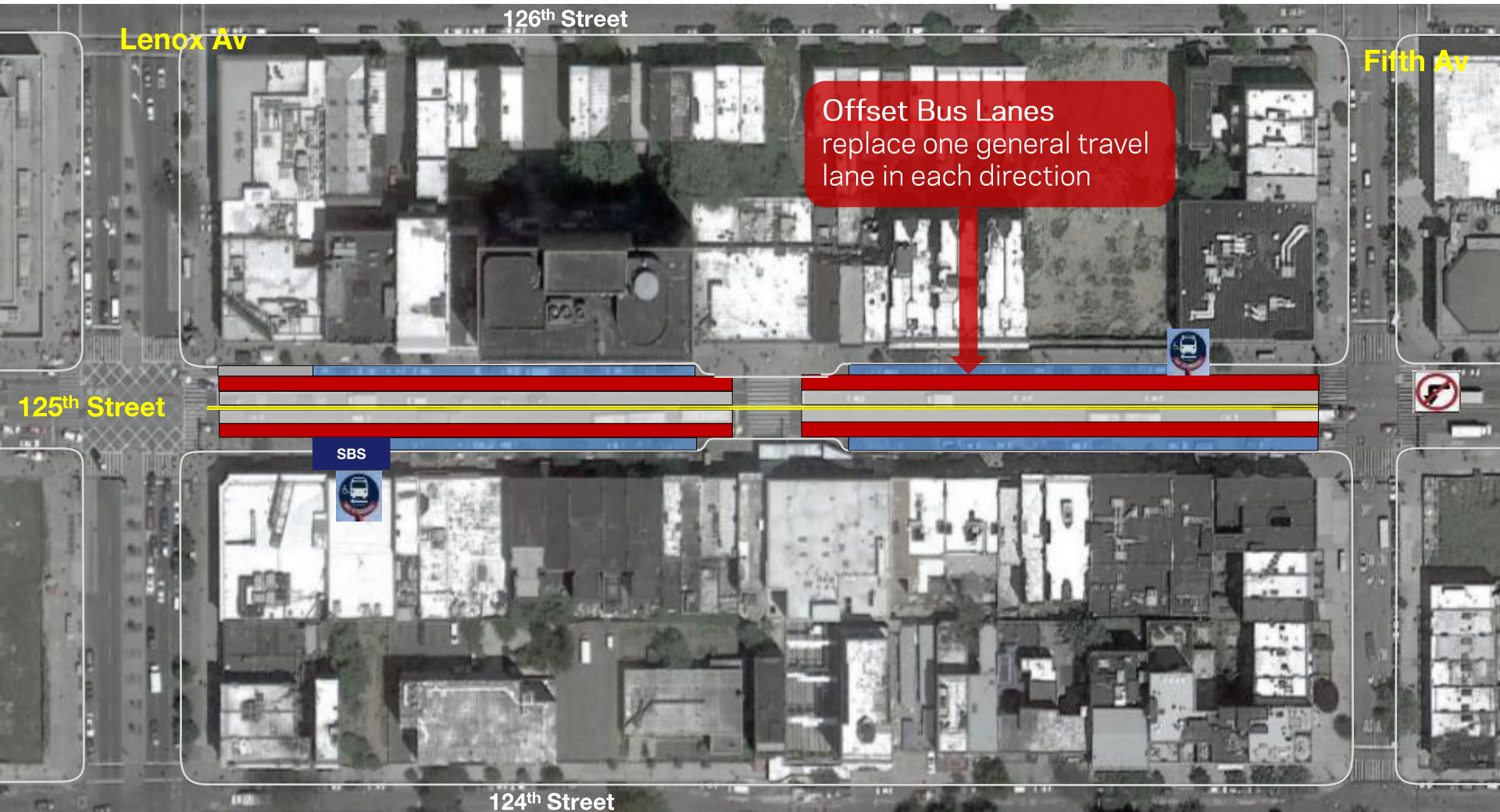
- Traffic volumes
- Traffic signal timing and progression
- Number of lanes
- Curb activity



### Analysis outputs

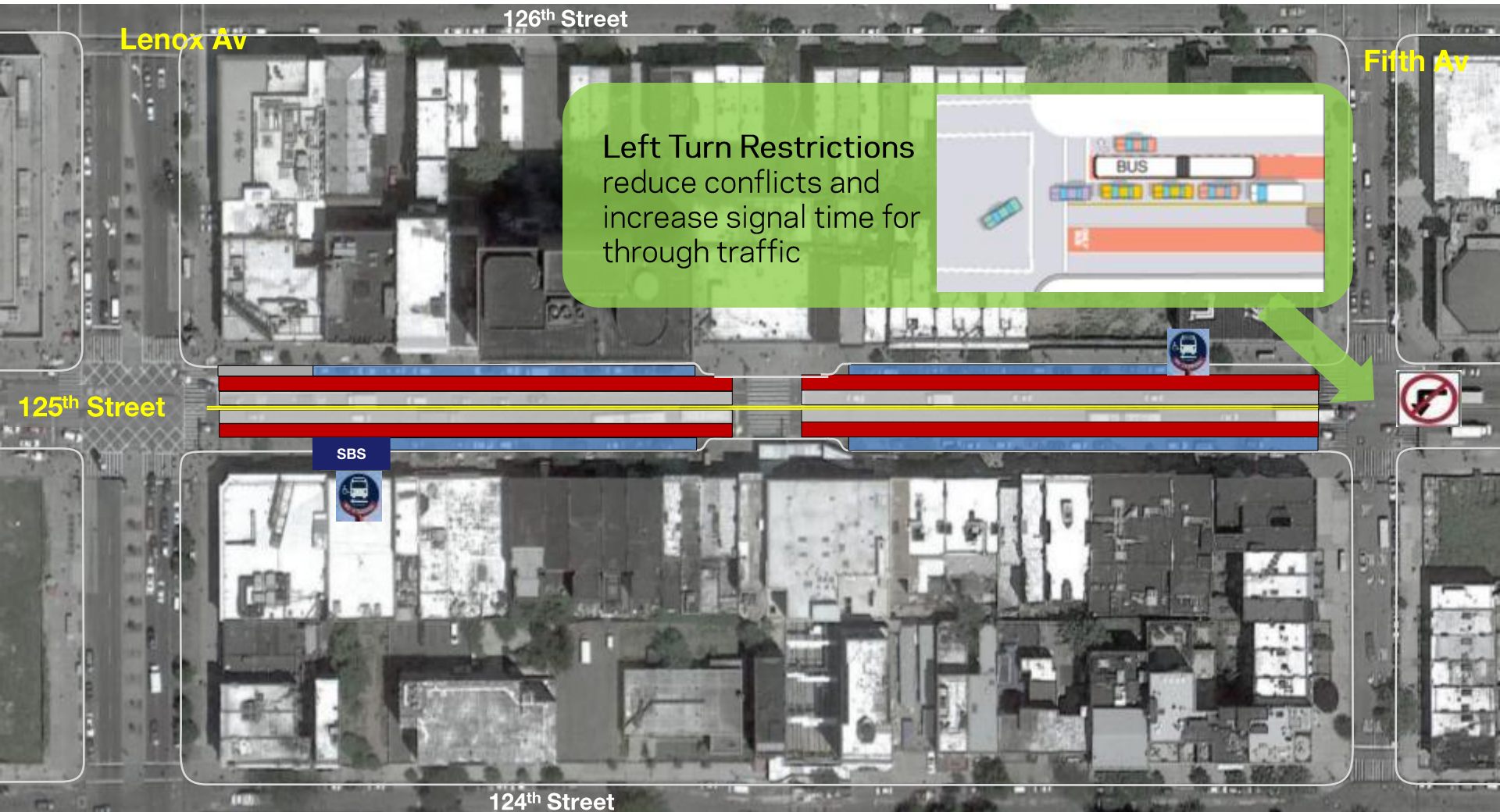
- Average delay per vehicle
- “Level of Service” (LOS): A through F
- C to D is typical in NYC

# Traffic Changes on 125<sup>th</sup> Street



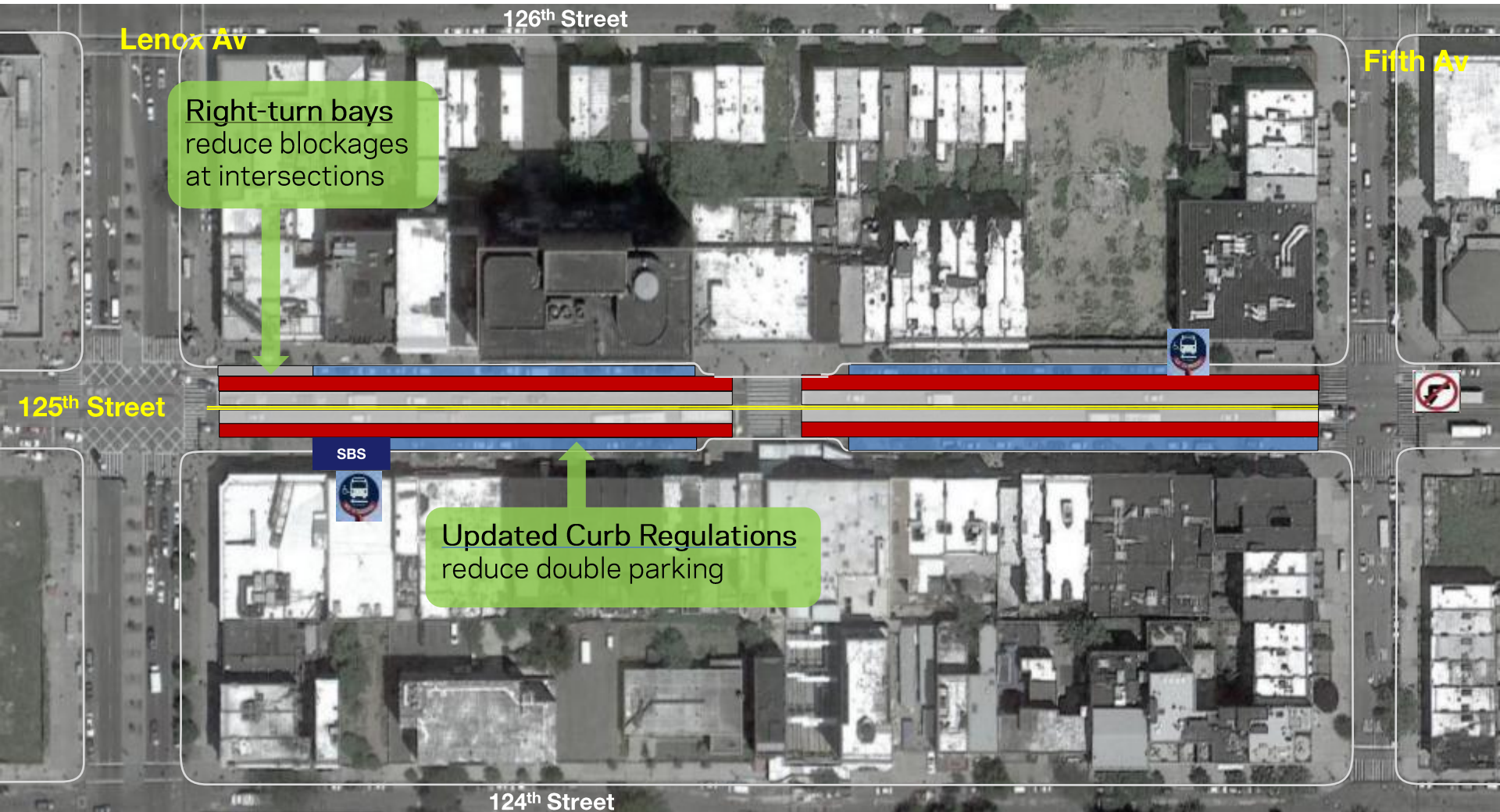


# Traffic Changes on 125<sup>th</sup> Street

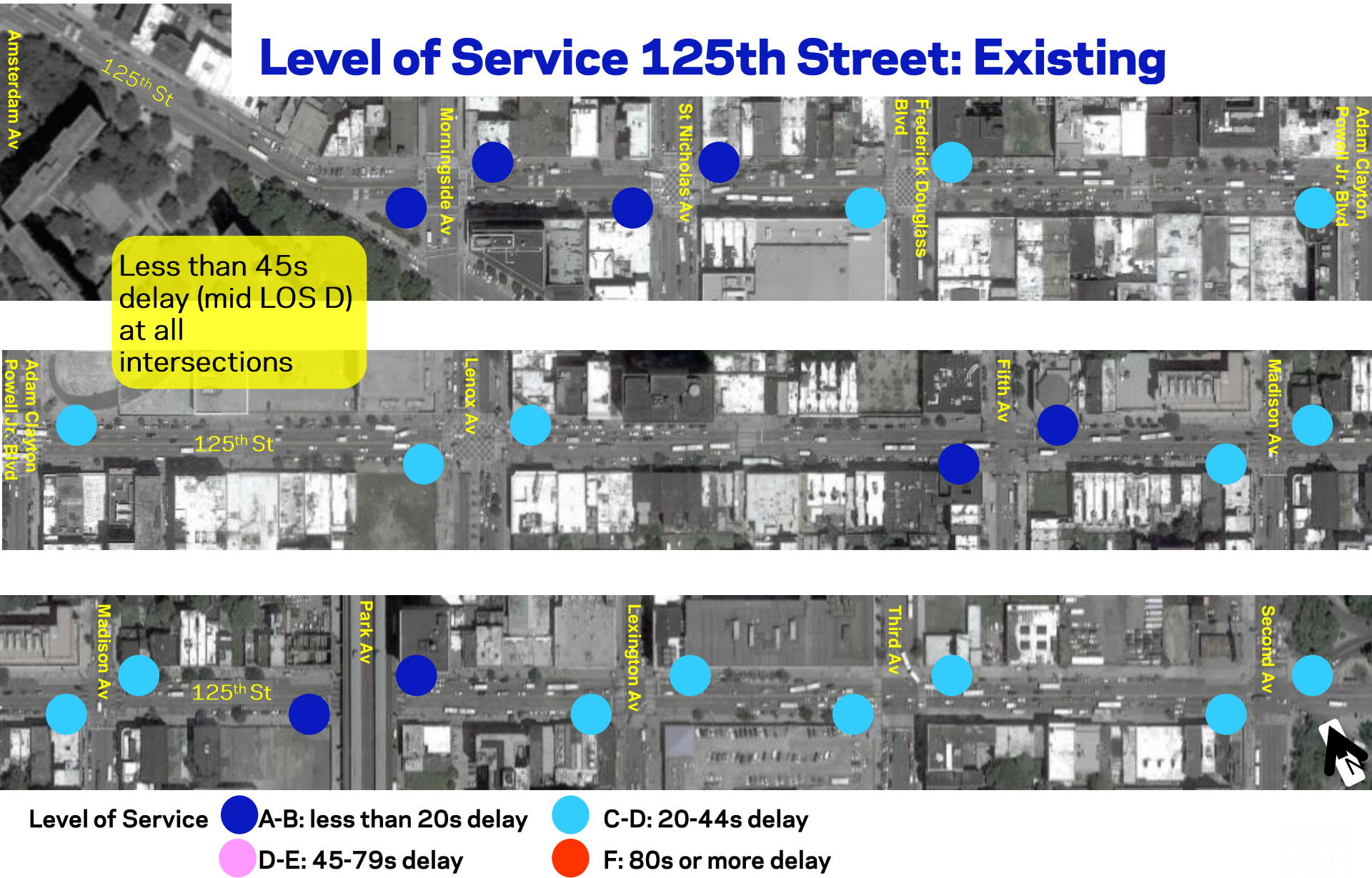




## Traffic Changes on 125<sup>th</sup> Street

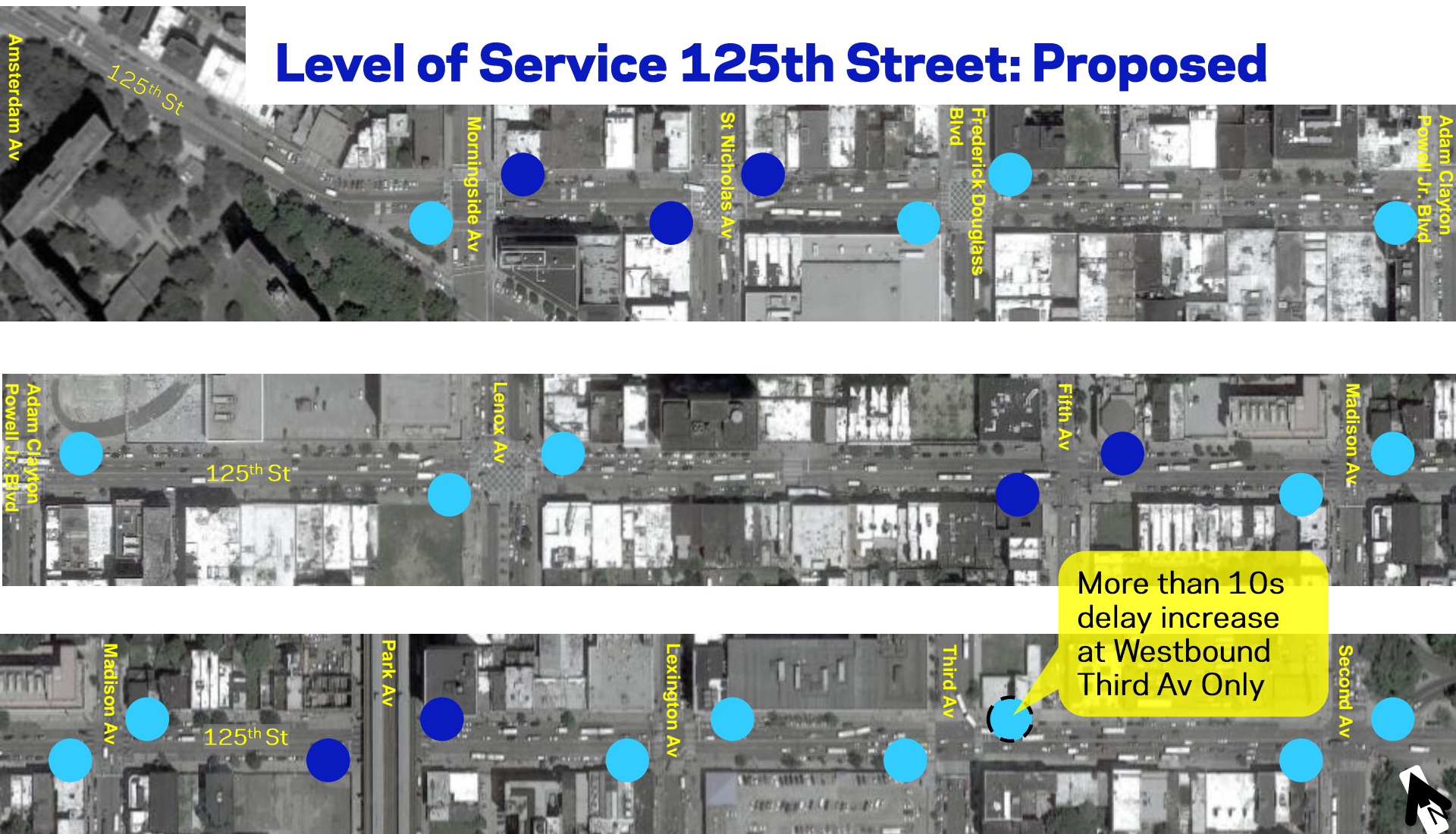


## Level of Service 125th Street: Existing





## Level of Service 125th Street: Proposed

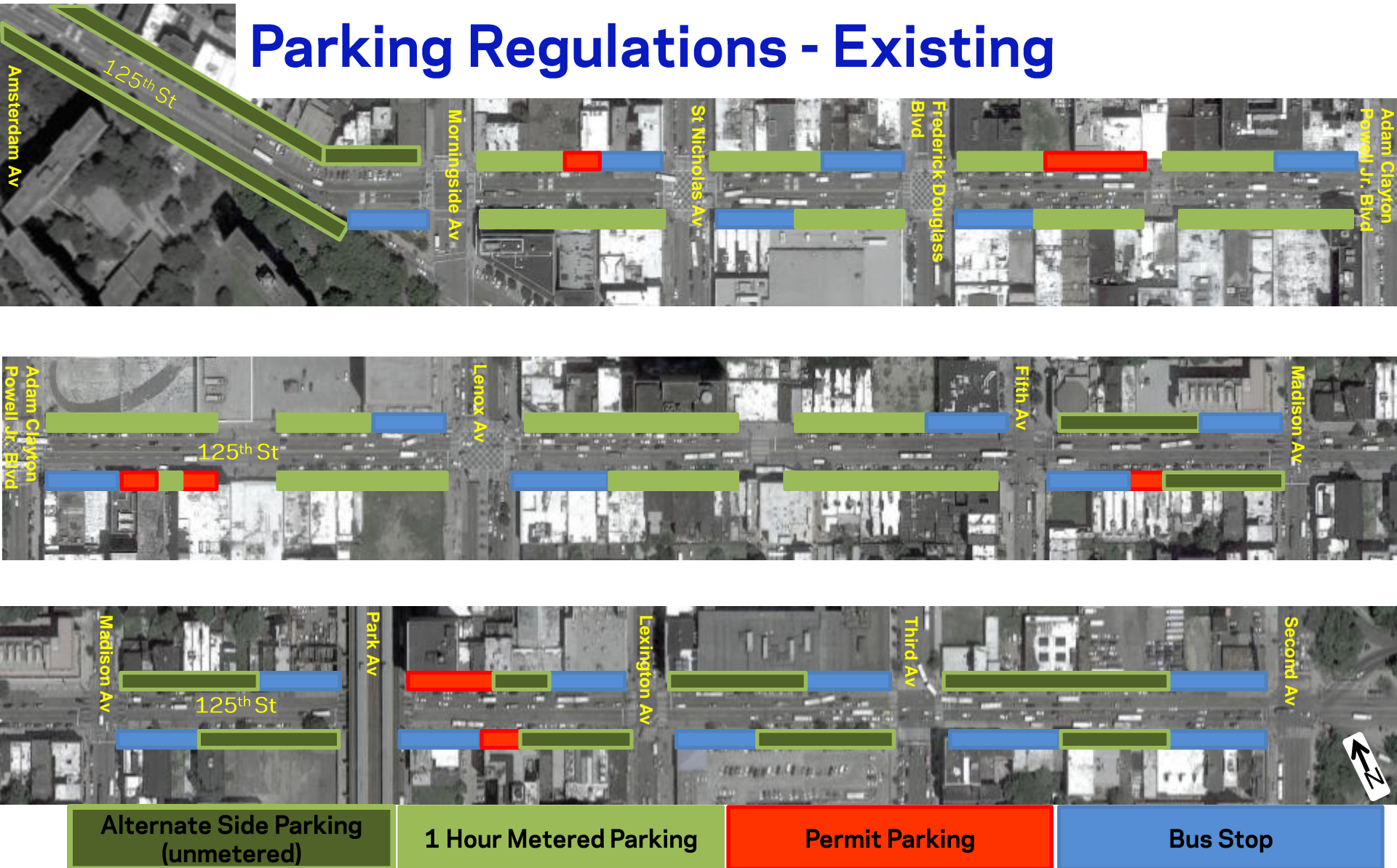


Level of Service

- A-B: less than 20s delay
- C-D: 20-44s delay
- D-E: 45-79s delay
- F: 80s or more delay
- ( ) 10s+ delay increase



## Parking Regulations - Existing



# Potential Changes to Parking Regulations

## **Alternate-Side Parking (ASP) between Amsterdam Av and Morningside Av**

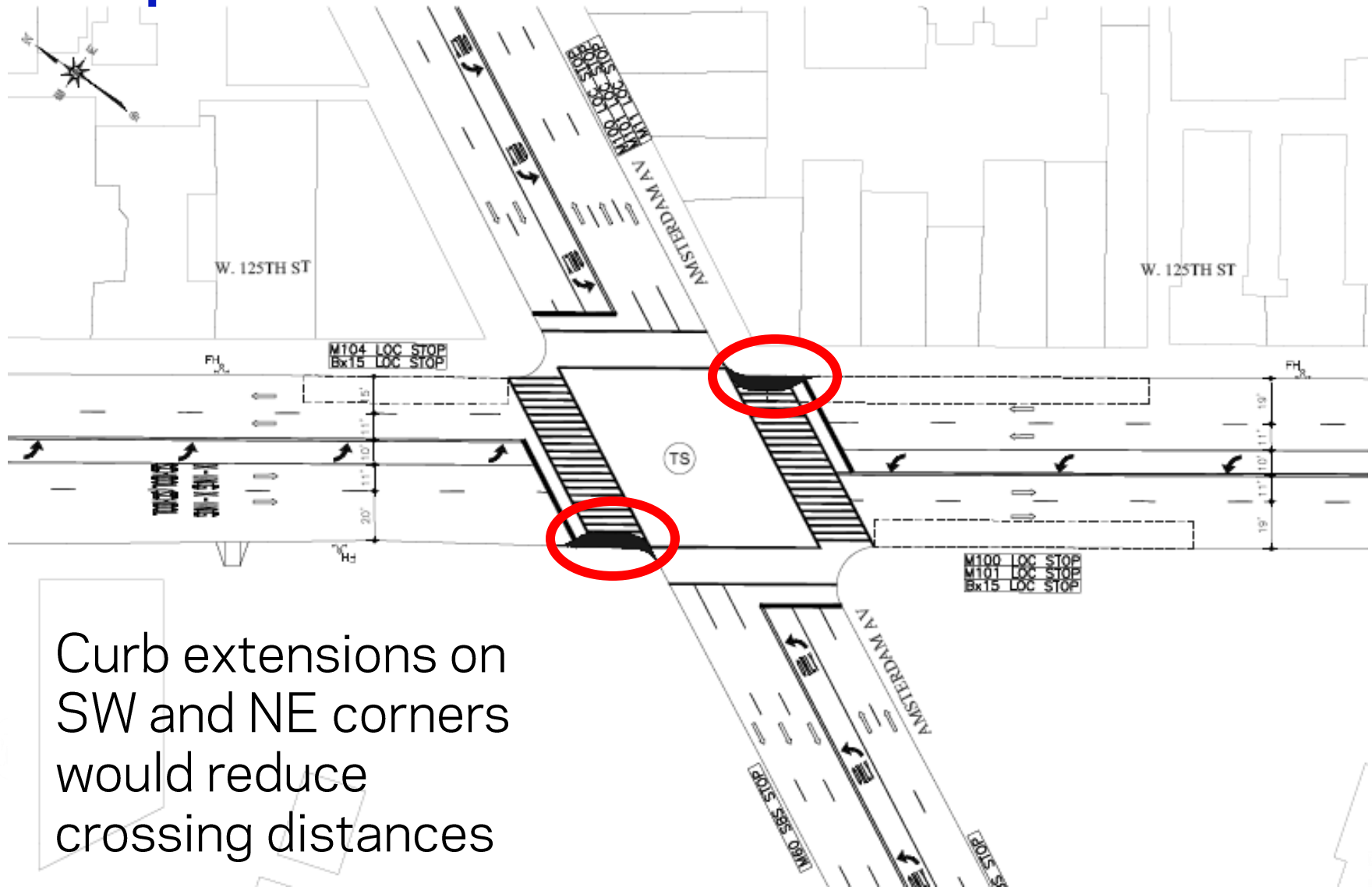
- allows free parking for as long as 4 days

- makes it more difficult for shoppers and delivery trucks to find short-term parking

- leads to double parking

DOT proposes converting ASP to 1-Hour Metered Parking from 8 AM to 7 PM

DOT would also add 1-Hour Metered Commercial Loading from 8 AM to 12 PM where needed



Curb extensions on  
SW and NE corners  
would reduce  
crossing distances



# Next Steps

Revise Design based on Community Input

Finalize Curb Regulations

Finalize Bus Stop Locations

Implementation in 2013

Upcoming Meetings

Community Advisory Committee Meeting #3:  
March 18, 2013, Alhambra Ballroom, 6:30 PM

M60 SBS Open House: Early April