

M60 Select Bus Service on 125th Street

Manhattan Community Board 10 Transportation Committee
Wednesday, March 13, 2013



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Overview

Project Background

Public Outreach

Proposed Street Design in CB 10

Traffic Analysis

Changes to Parking Regulations

Next Steps



Buses on 125th Street

Bus Routes on 125th St:

- Bx15
- M60
- M100
- M101



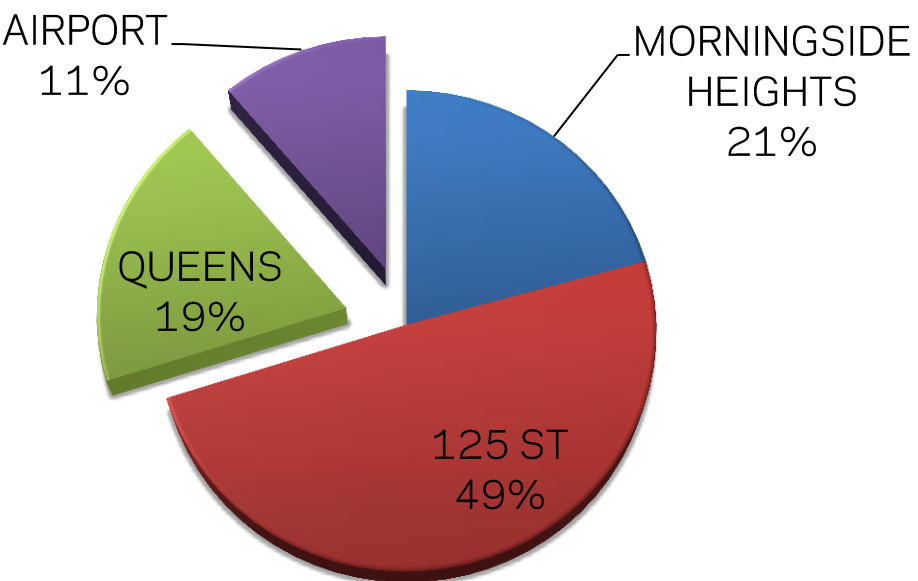
Weekday Bus Boardings on 125th Street (2011)

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

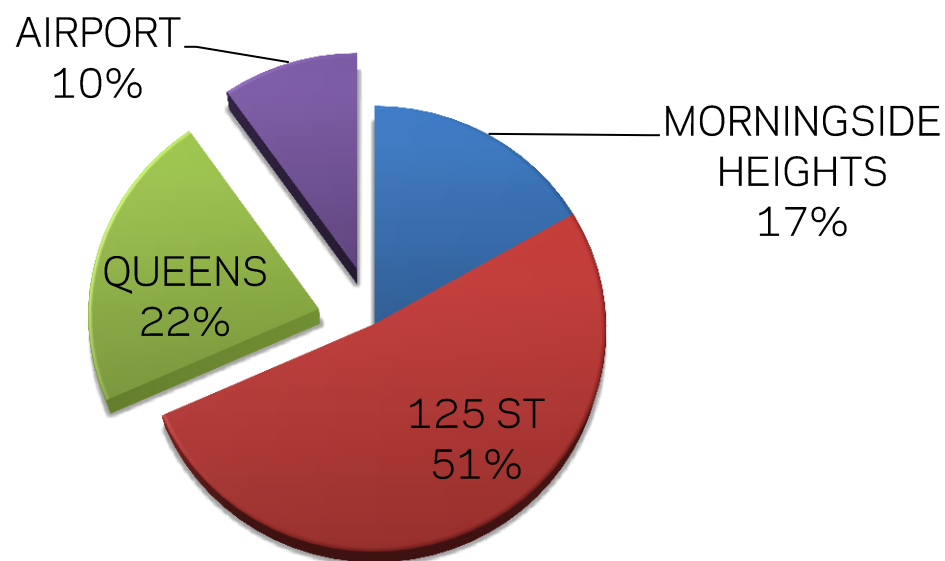
M60 is busiest route

M60 Ridership

Boardings by Area



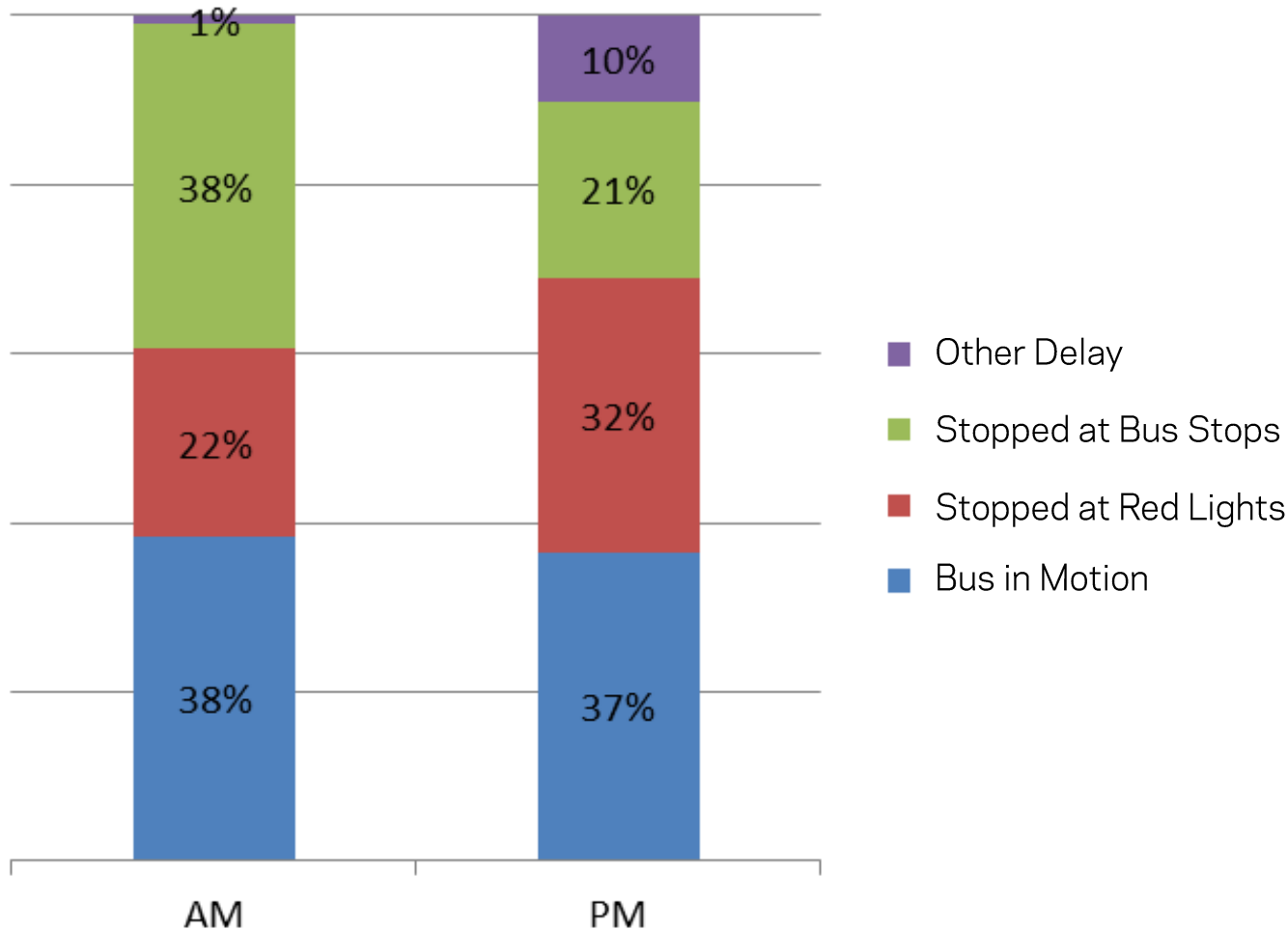
Alightings by Area



Much of the ridership of M60 is concentrated within Manhattan and on 125th Street

Most riders are not traveling to/from LaGuardia Airport

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

125th 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

DOT must evaluate how the proposal affects traffic

Data Collection and Analysis

Merchant Survey

Sidewalk Survey

Parking Analysis

Traffic Analysis

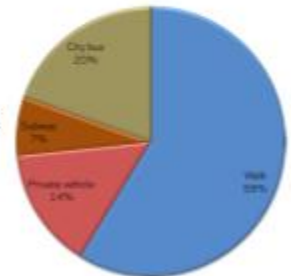
Review of Curb
Regulations



Merchant Survey

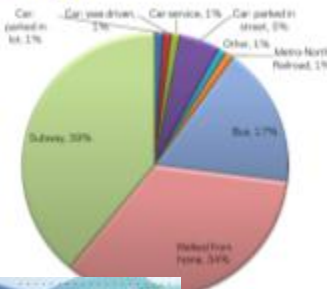
How do you think customers typically get to your business?

From November Merchant Survey: merchant impressions closely match shopper behavior



Sidewalk Survey

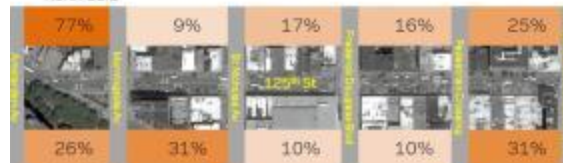
Most survey participants walk or ride transit to 125th St



Parking Analysis

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

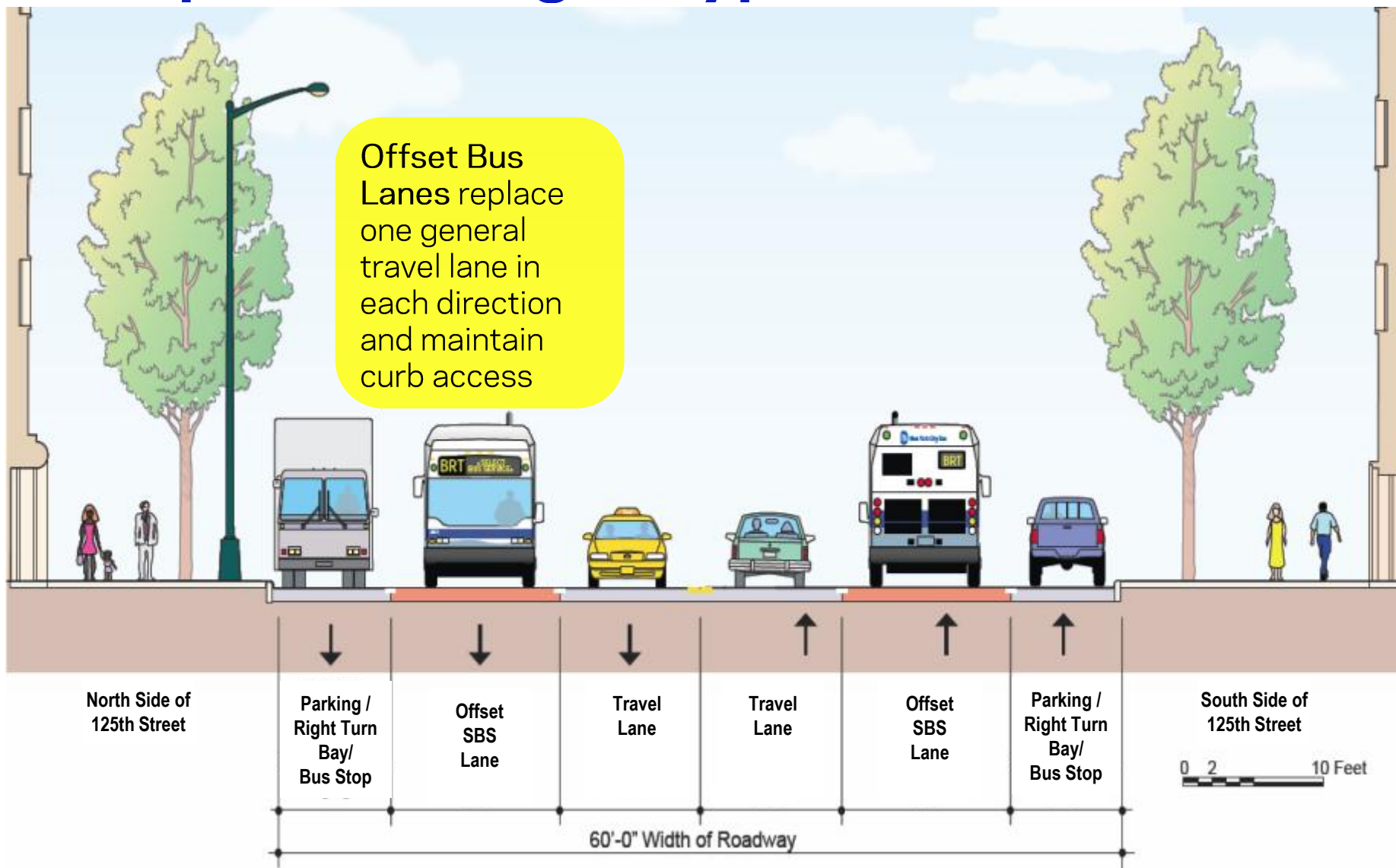
North Curb



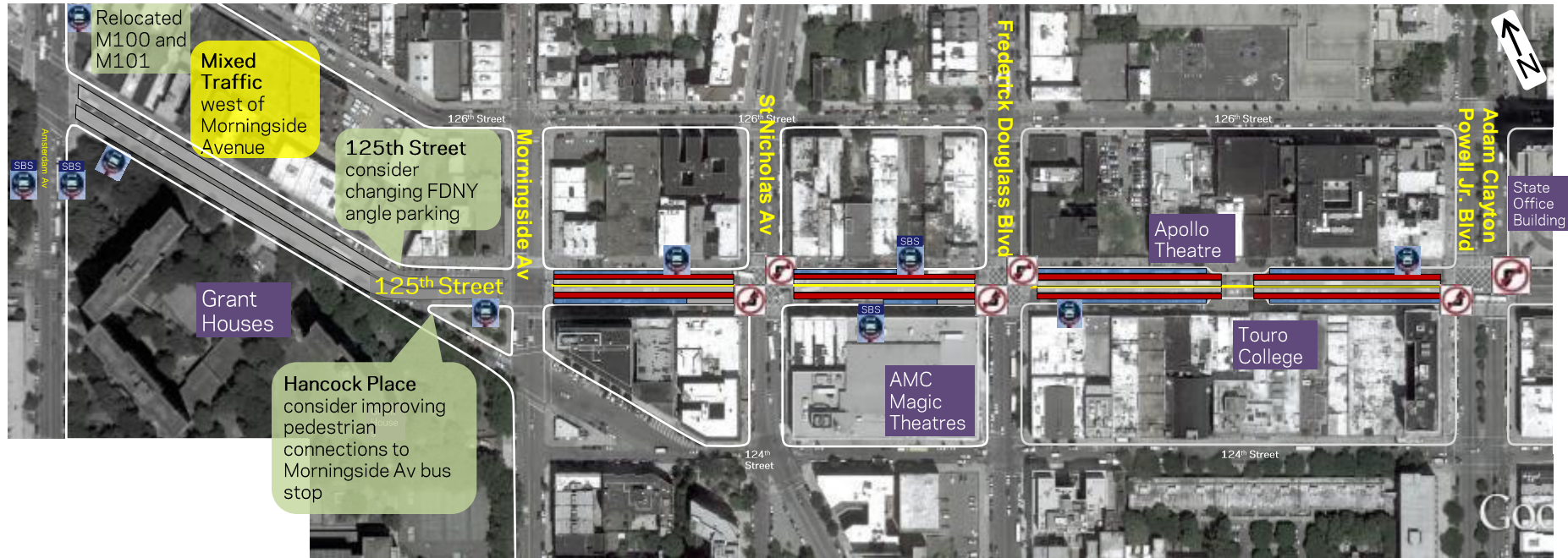
South Curb

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

Proposed Design - Typical



Amsterdam Av - Adam Clayton Powell Jr. Blvd



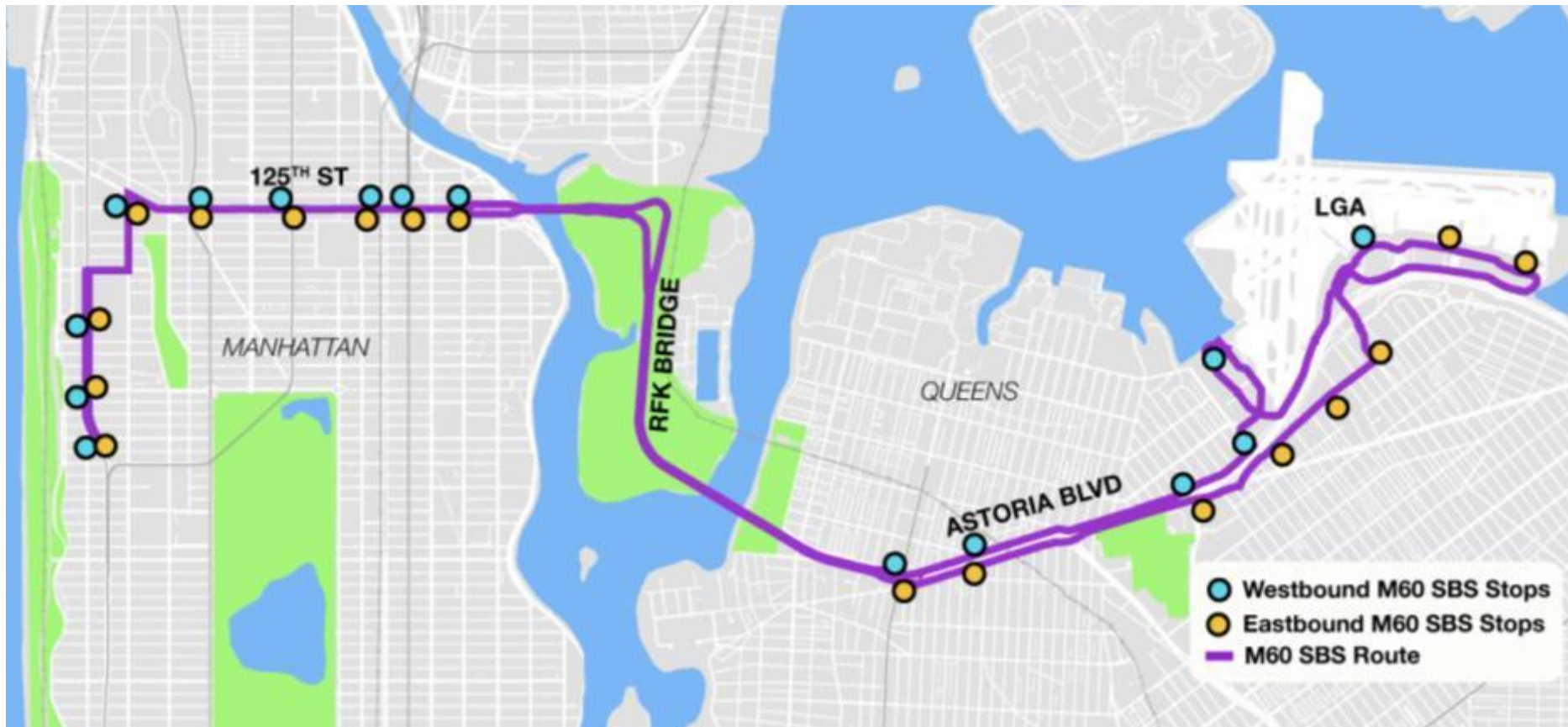
Legend

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

Proposed Street Design: Adam Clayton Powell Jr. Blvd - Madison Av



Proposed M60 SBS Station Locations



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

Proposed SBS Stop Locations on 125th Street



M60 SBS stops at every subway/rail station on 125th St plus Amsterdam Av and Second Av

Local service is unchanged on Bx15, M100, M101

Bus stops will be lengthened to make it easier for buses to get to the curb

Existing Traffic Conditions

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

Analysis inputs

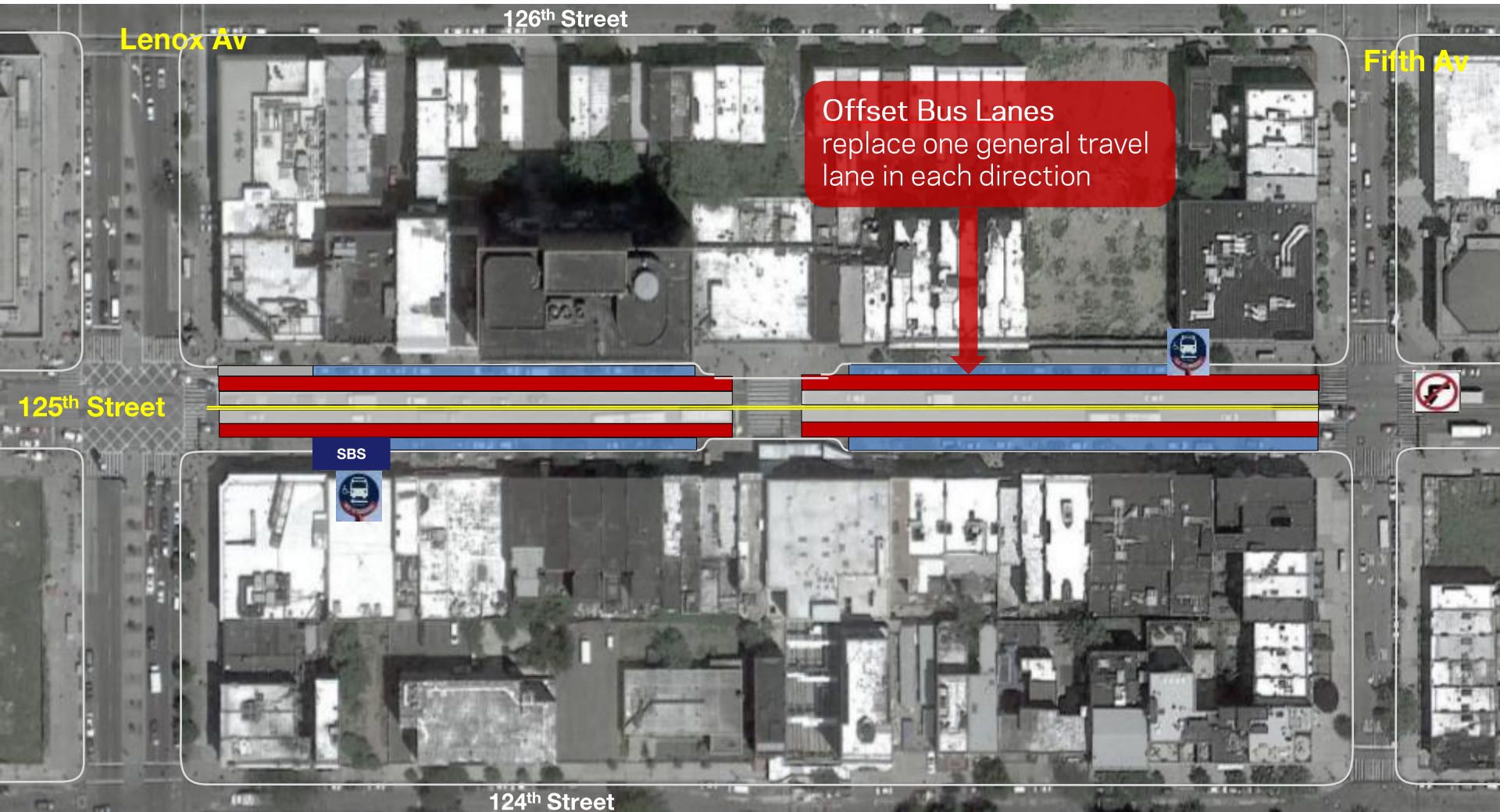
- Traffic volumes
- Traffic signal timing and progression
- Number of lanes
- Curb activity



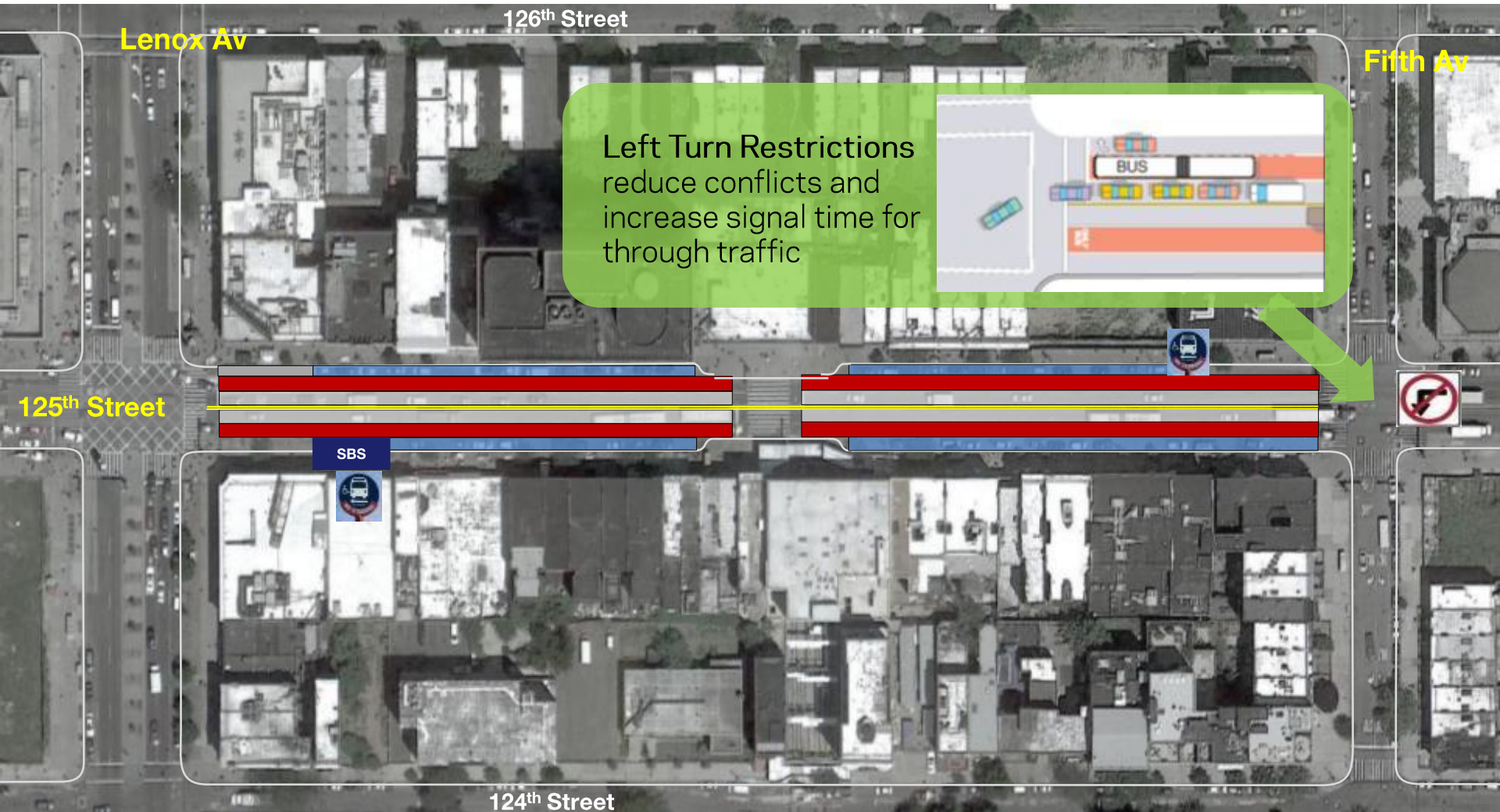
Analysis outputs

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

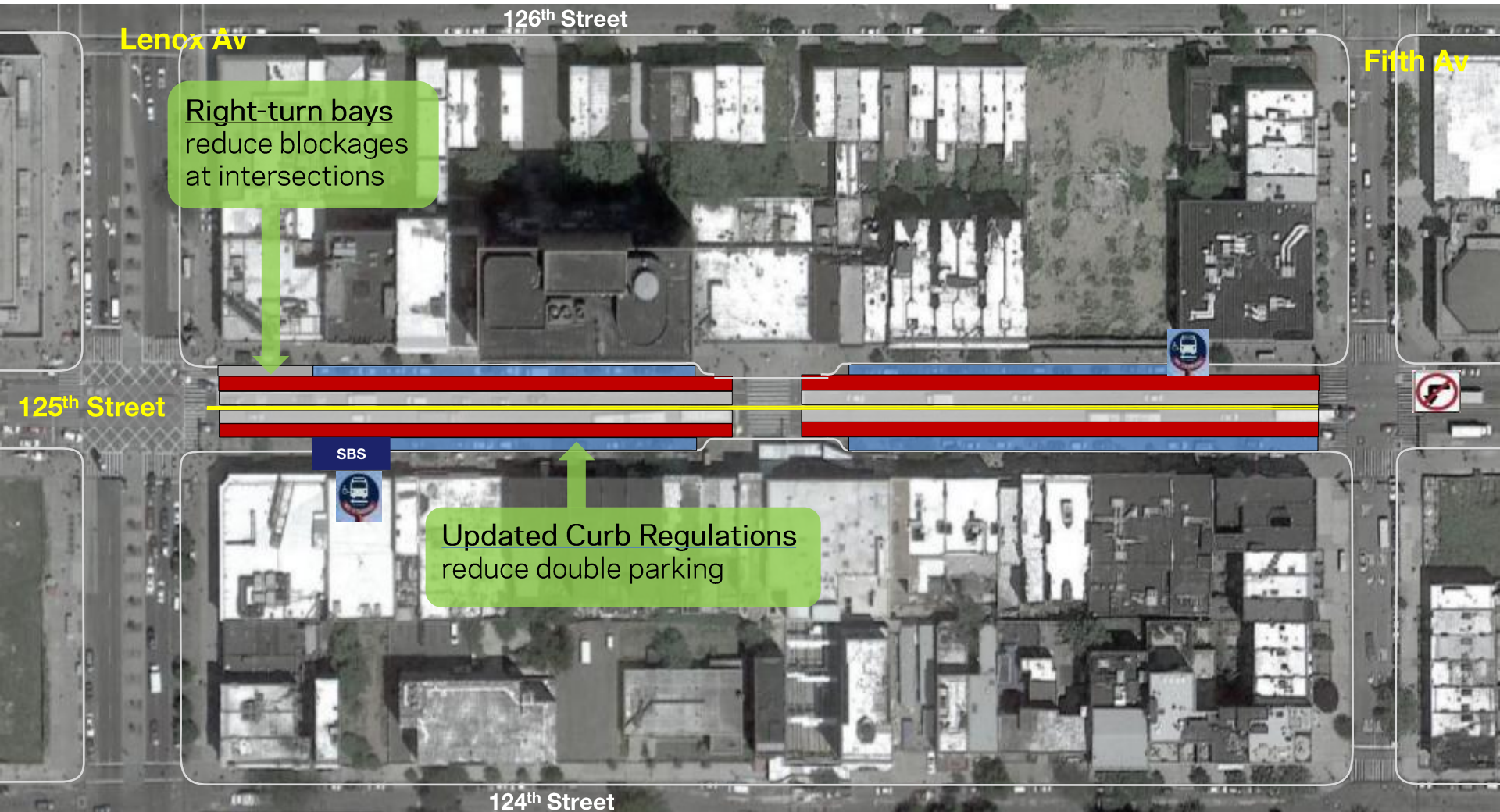
Traffic Changes on 125th Street



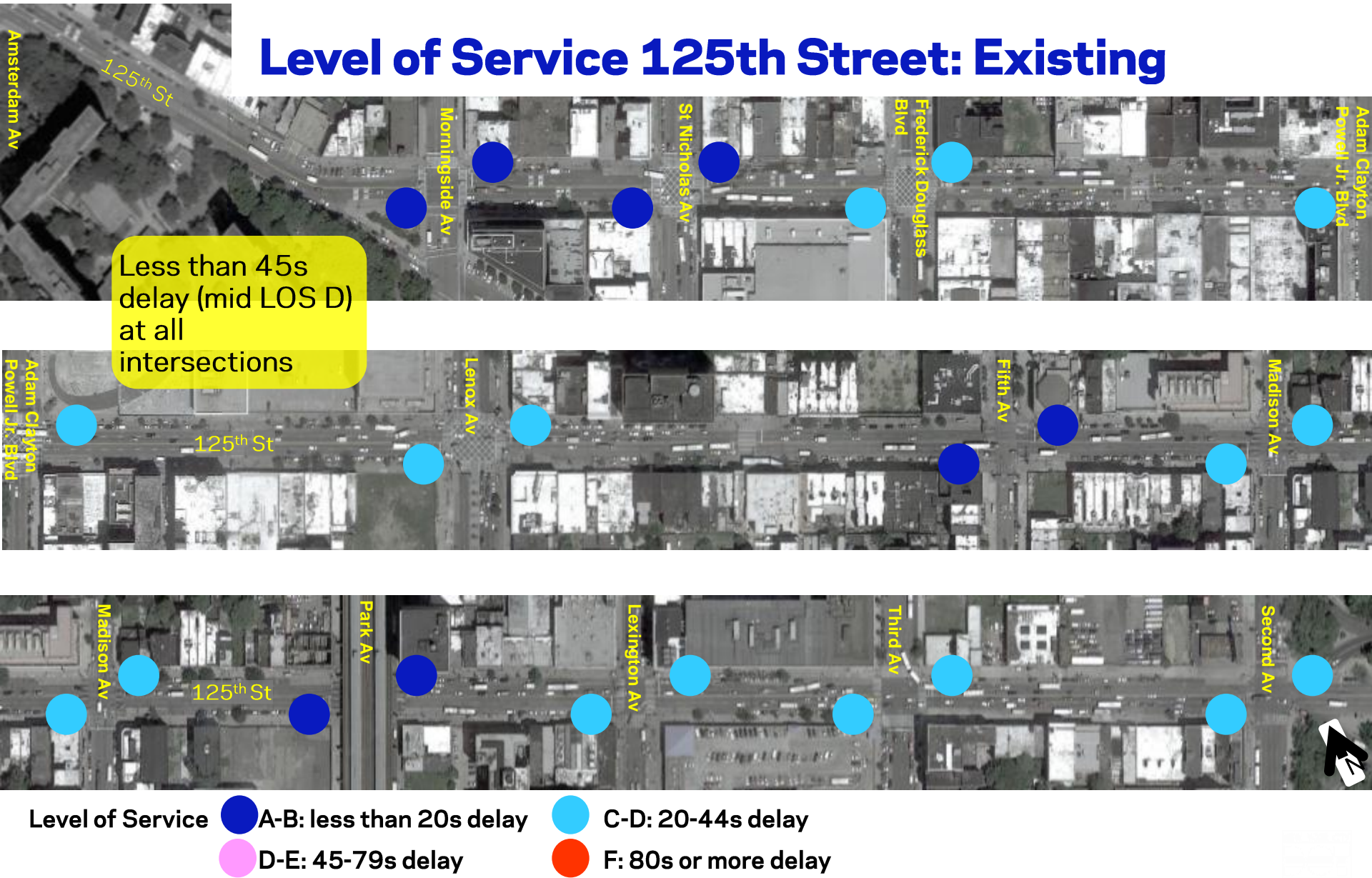
Traffic Changes on 125th Street



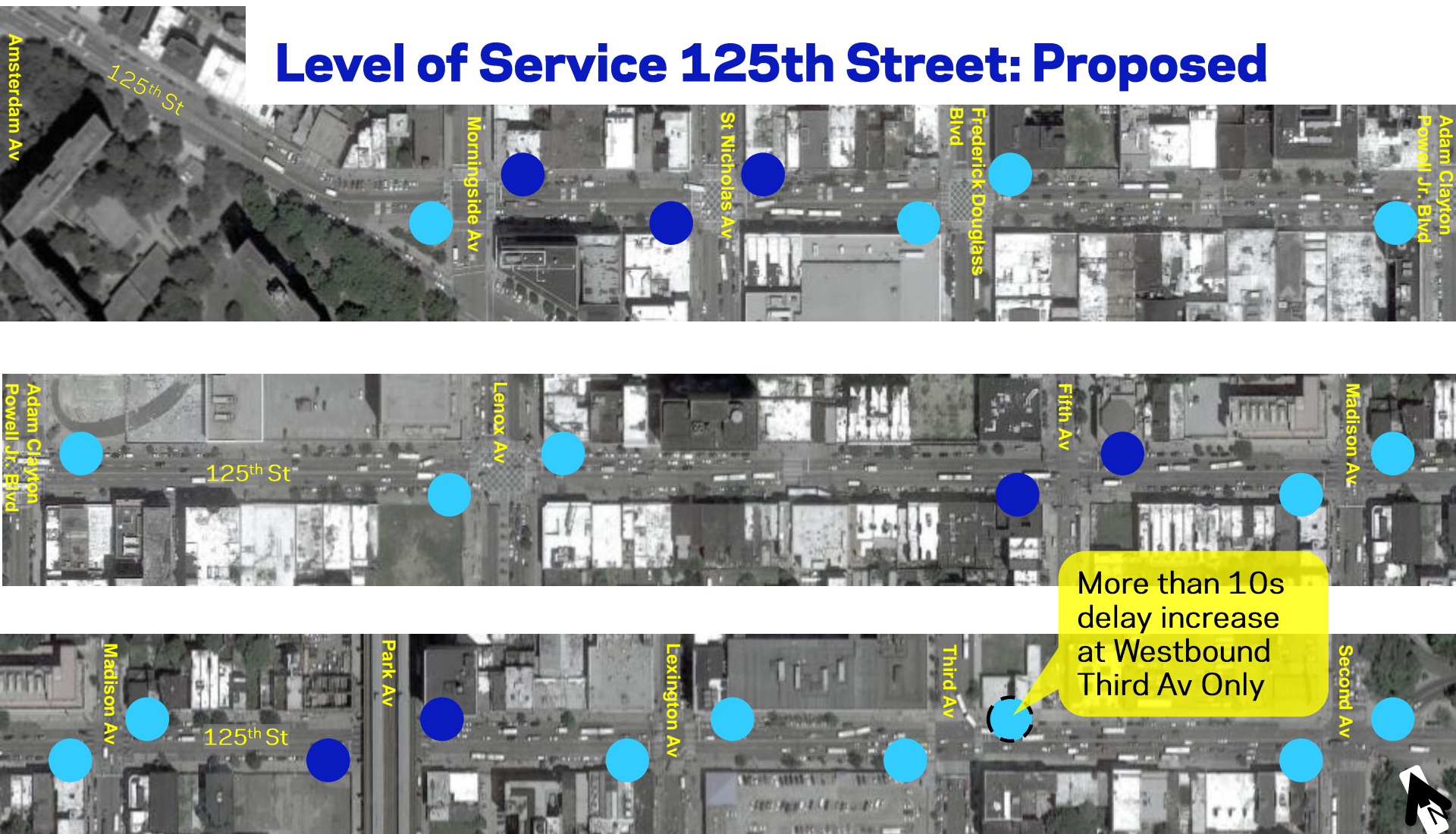
Traffic Changes on 125th Street



Level of Service 125th Street: Existing



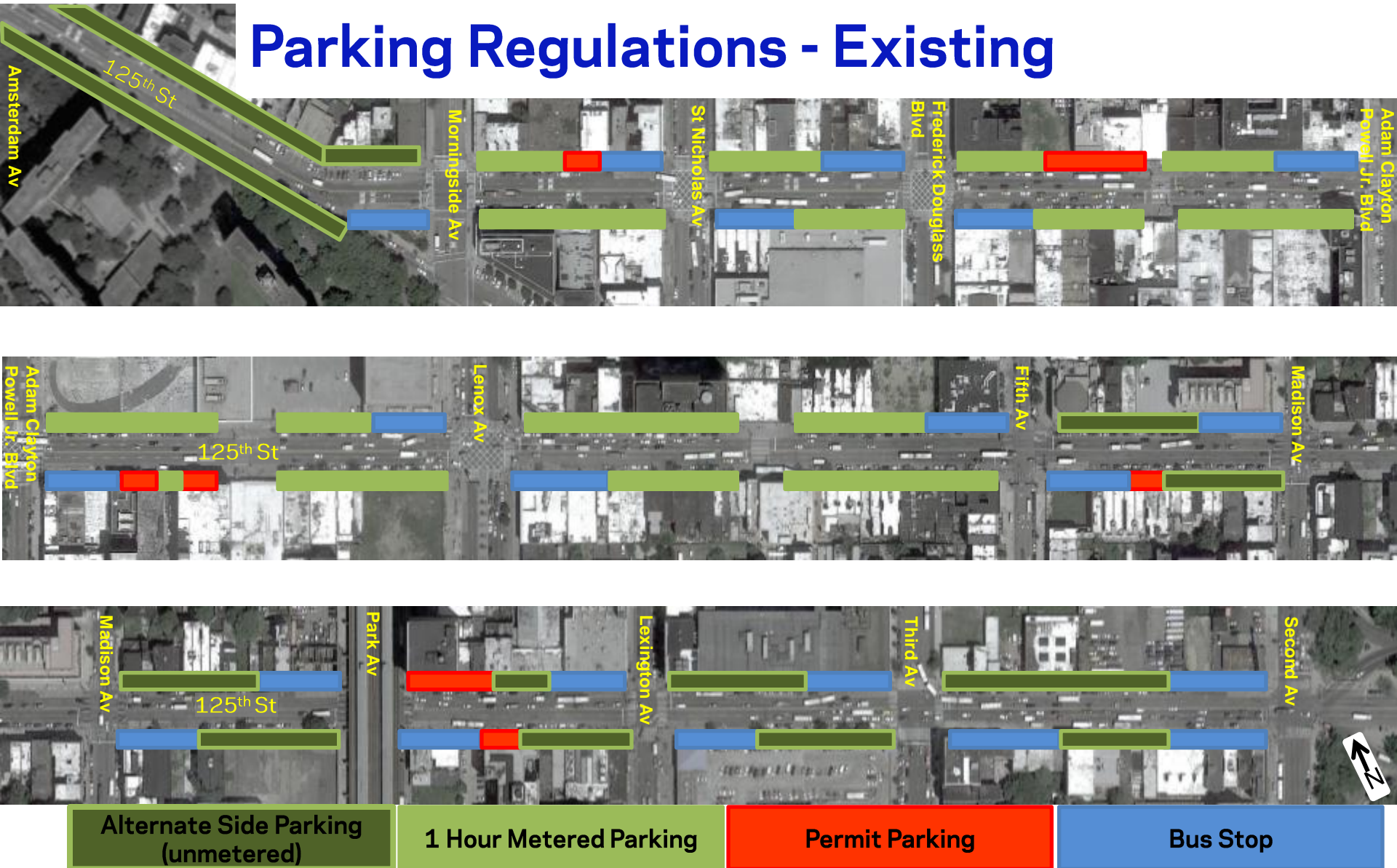
Level of Service 125th Street: Proposed



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 in CB 10

DOT proposes

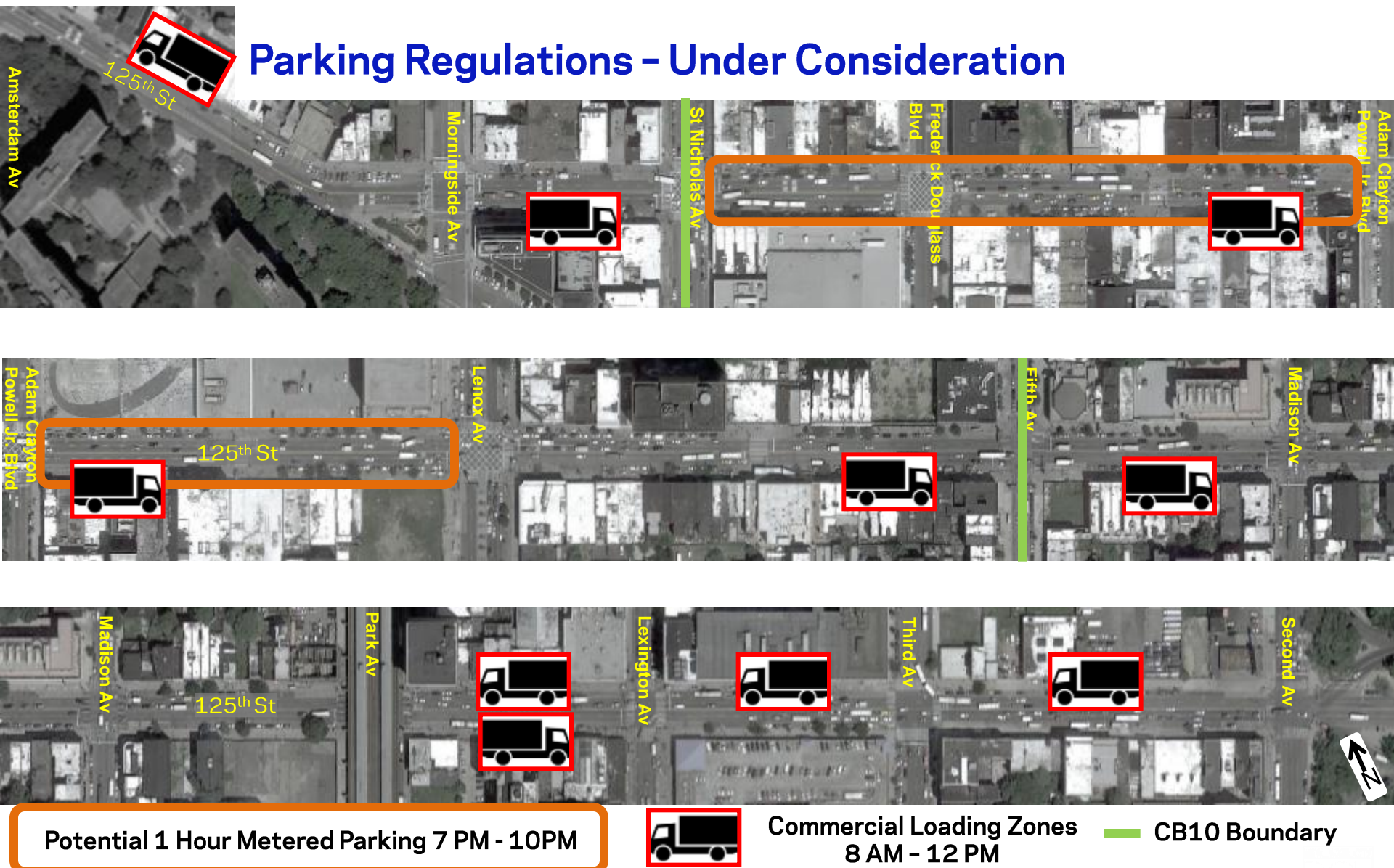
retaining 1-Hour Metered Parking in CB10

adding 1-Hour Metered Commercial Loading from 8 AM to 12 PM at selected locations in CB 10

extending metered parking between St. Nicholas Av and Lenox Av until 10 PM to encourage parking availability during evening hours*

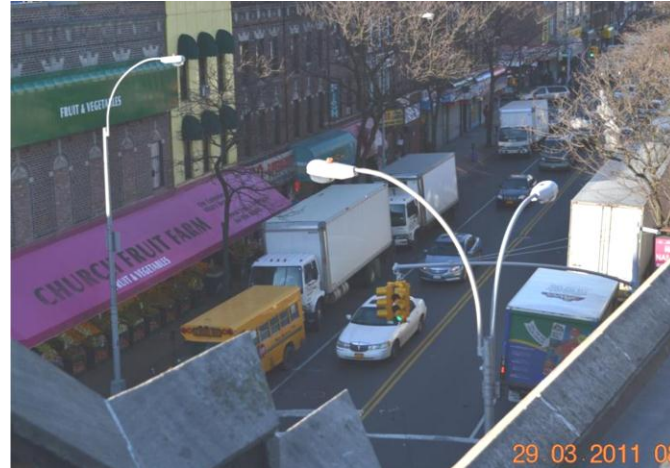
* Subject to Community Board approval

Parking Regulations - Under Consideration



Delivery Solutions

Example: Church Avenue Truck Delivery Windows



Before

Lane blocked 25% of time by double parking

Slow and unpredictable travel times

After

Portion of each block reserved for loading in the morning

Opens up parking for cars in the PM

Travel speeds 20% faster, and more reliable

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