Overview

Project Recap
Public Outreach
Proposed Street Design
Traffic Analysis
Breakout Session on Parking Regulations
Other Changes

Next Steps
Buses on 125th Street

Bus Routes on 125th St:
- Bx15
- M60
- M100
- M101

Weekday Bus Boardings on 125th Street (2011)

<table>
<thead>
<tr>
<th>Route</th>
<th>Boardings</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bx15</td>
<td>8,838</td>
</tr>
<tr>
<td>M60</td>
<td>9,682</td>
</tr>
<tr>
<td>M100</td>
<td>6,912</td>
</tr>
<tr>
<td>M101</td>
<td>7,198</td>
</tr>
<tr>
<td>Total</td>
<td>32,630</td>
</tr>
</tbody>
</table>

M60 is busiest route
M60 Ridership

**Boardings by Area**
- **AIRPORT**: 11%
- **QUEENS**: 19%
- **125 ST**: 49%
- **MORNINGSIDE HEIGHTS**: 21%

**Alightings by Area**
- **AIRPORT**: 10%
- **QUEENS**: 22%
- **125 ST**: 51%
- **MORNINGSIDE HEIGHTS**: 17%

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

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 on the M60

Proposed 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
SBS Results

Buses up to 20% faster
Ridership increases of up to 15%
98% of customers satisfied or very satisfied
Public Outreach

- Public Workshop 1
  - September 2012
- CAC Meeting 1
  - November 2012
- Public Workshop 2
  - December 2012
- 125th Street Walkthrough
  - January 2013
- CAC Meeting 2
  - January 2013
- M15 Tour
  - February 2013
- Community Boards 9, 10 & 11
  - March 2013
Public Outreach

Key Traffic/Parking Issues raised at Outreach Events

Curb access should be preserved for shoppers/merchants
Double parking of cars and trucks contributes to bus delays
DOT should evaluate how bus lane proposal affects traffic
Outreach to merchants and vendors is essential
Support for commercial loading zones
Public Outreach

Key Transit Issues raised at Outreach Events

Select Bus Service should stop at major subway/rail connections
SBS should be accessible for disabled riders
Concerns about bus bunching, station locations
Data Collection and Analysis

Merchant Survey
Sidewalk Survey
Parking Analysis
Traffic Analysis
Review of Curb Regulations
Proposed Design - Typical (Morningside Av - Third Av)

- **Curb Regulation Updates**: increase turn-over and reduce need for double parking
- **Offset Bus Lanes**: replace one general travel lane in each direction and maintain curb access
- **Left-turn Bans**: simplify traffic operations
- **Right-turn Bays**: reduce blockages at intersections

Diagram showing the layout of the road with various lanes and sections labeled for parking, bus stop, and travel.
Proposed Street Design: Adam Clayton Powell Jr. Blvd - Madison Av

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

Through traffic lane retained to allow left turn on to Madison
Proposed Street Design: Madison Av to Second Av

Curbside Bus Lane prioritizes eastbound bus and vehicle traffic

Legend
- Parking
- Bus Only Lane
- Travel Lane / Right-Turn Bay
- Turn Restriction
- Curbside Bus Lane
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
  - A = no or minor delay crossing an intersection
  - D to F = more than 45 seconds to cross, often waiting through one or more green lights
  - C to D is typical in NYC
Traffic Changes on 125th Street

Offset Bus Lanes replace one general travel lane in each direction
Traffic Changes on 125th Street

Daylighting at corners reduces blockages at intersections

Updated Curb Regulations reduce double parking

Legend:
- Parking
- Bus Only Lane
- Travel Lane / Right-Turn
- Turn Restriction

New York City Transit
+selectbusservice
125th Street

Lenox Av
126th Street
125th Street
124th Street
Fifth Av
Proposed Daylighting Locations

Legend  ■ Proposed Daylighting
Traffic Changes on 125th Street

Left Turn Restrictions reduce conflicts and increase signal time for through traffic.
Proposed Turn Restrictions
Level of Service 125th Street: Existing

Less than 45s delay (mid LOS D) at all intersections

Level of Service:
- A-B: less than 20s delay
- D-E: 45-79s delay
- C-D: 20-44s delay
- F: 80s or more delay
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

More than 10s delay increase at Westbound Third Av Only
Breakout Session on Parking Regulations
Proposed Reroute of M100 in East Harlem

Eliminates unsafe left turn from 125th Street onto 3rd Avenue and reduces delays for through traffic.

Increases service on 125th Street between 3rd Avenue and 1st Avenue.

Current layover impedes traffic flow.
Proposed Bus Bulbs at Lexington Av

CURRENT M35 BUS STOP
Proposed Bus Bulbs at Lexington Av

Bus bulbs would reduce pedestrian congestion and crossing distances

Bulbs would be built as part of an upcoming capital project
Proposed Curb Extensions at Amsterdam Av

Curb extensions on SW and NE corners would:
reduce crossing distances
provide additional pedestrian space
improve visibility for drivers and pedestrians
Next Steps

Revise Design based on Community Input

Finalize Curb Regulations

Finalize Bus Stop Locations

Implementation in 2013

Upcoming Meetings
- M60 SBS Open House: Early April
- Outreach to Merchants: Early April
- CAC #4: Late Spring 2013