

M60 Select Bus Service on 125th Street

Community Advisory Committee Meeting #3
Monday, March 18, 2013

LaGuardia
Airport
East Harlem
East Village
Fordham Plaza
W 125 St &
Fred Douglass Blvd



New York City Transit



Overview

Project Recap

Public Outreach

Proposed Street Design

Traffic Analysis

Breakout Session on Parking Regulations

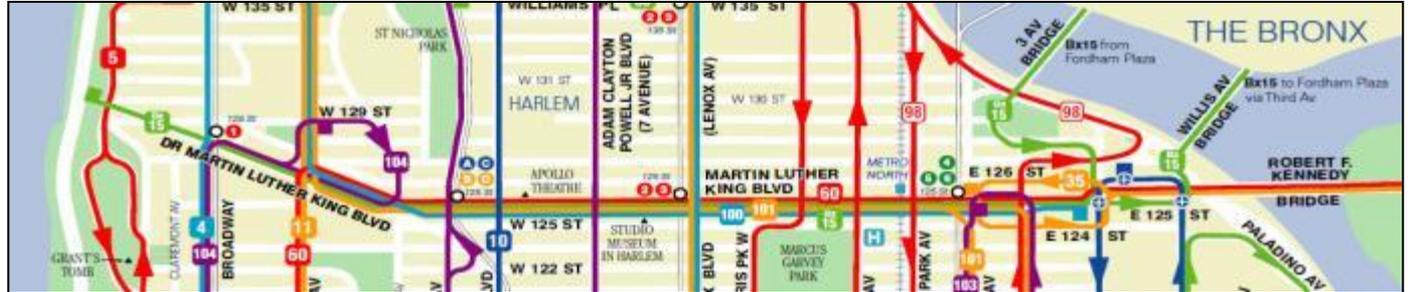
Other Changes

Next Steps

Buses on 125th Street

Bus Routes on 125th St:

- Bx15
- M60
- M100
- M101



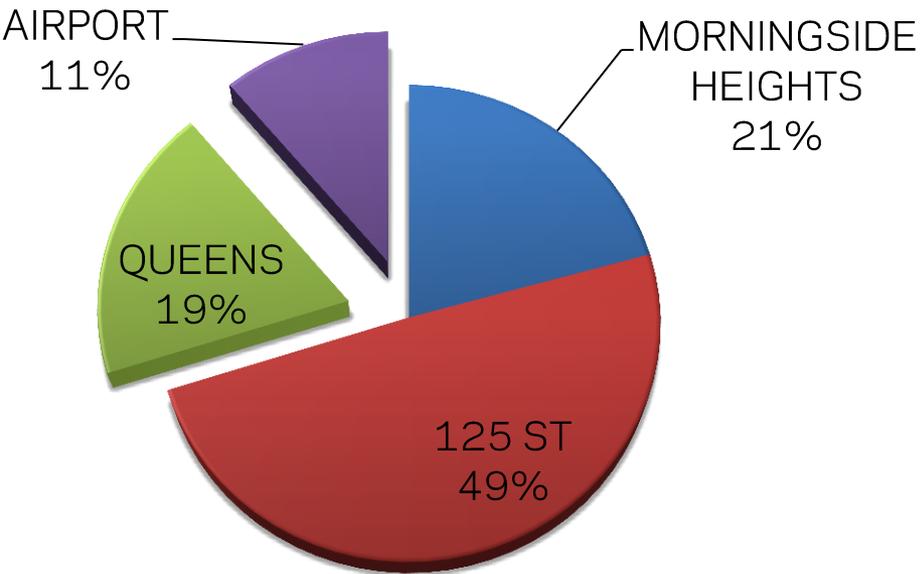
Weekday Bus Boardings on 125th Street (2011)

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

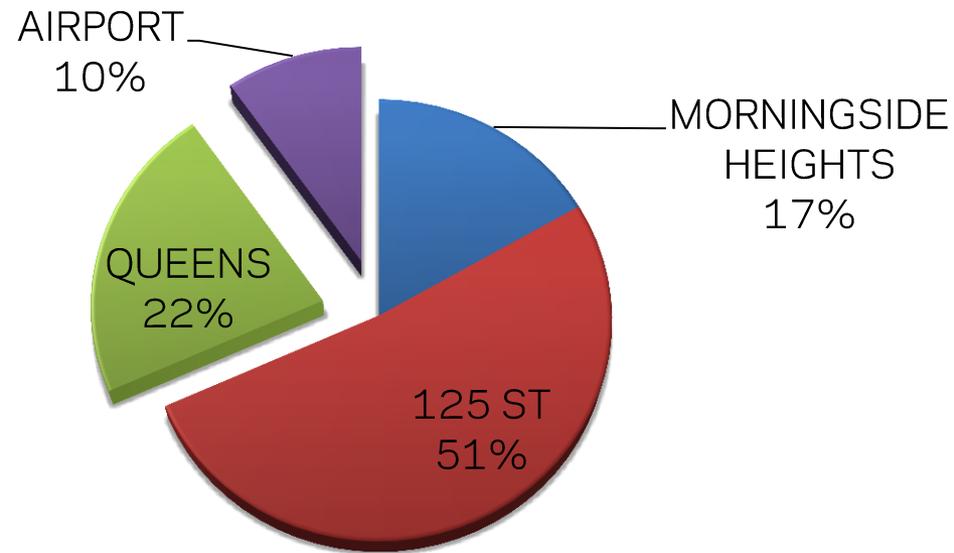
M60 is busiest route

M60 Ridership

Boardings by Area



Alightings by Area

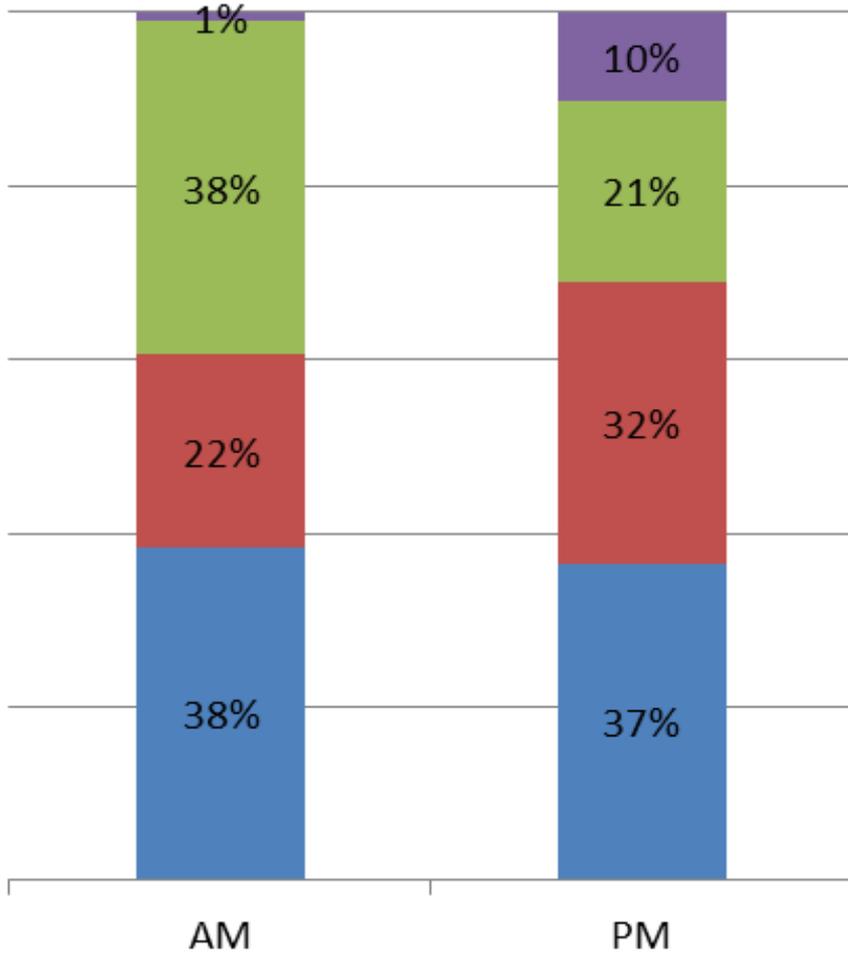


Much of the ridership of M60 is concentrated within Manhattan and on 125th Street

Most riders are not traveling to/from LaGuardia Airport



Bus Speed



- 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**

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

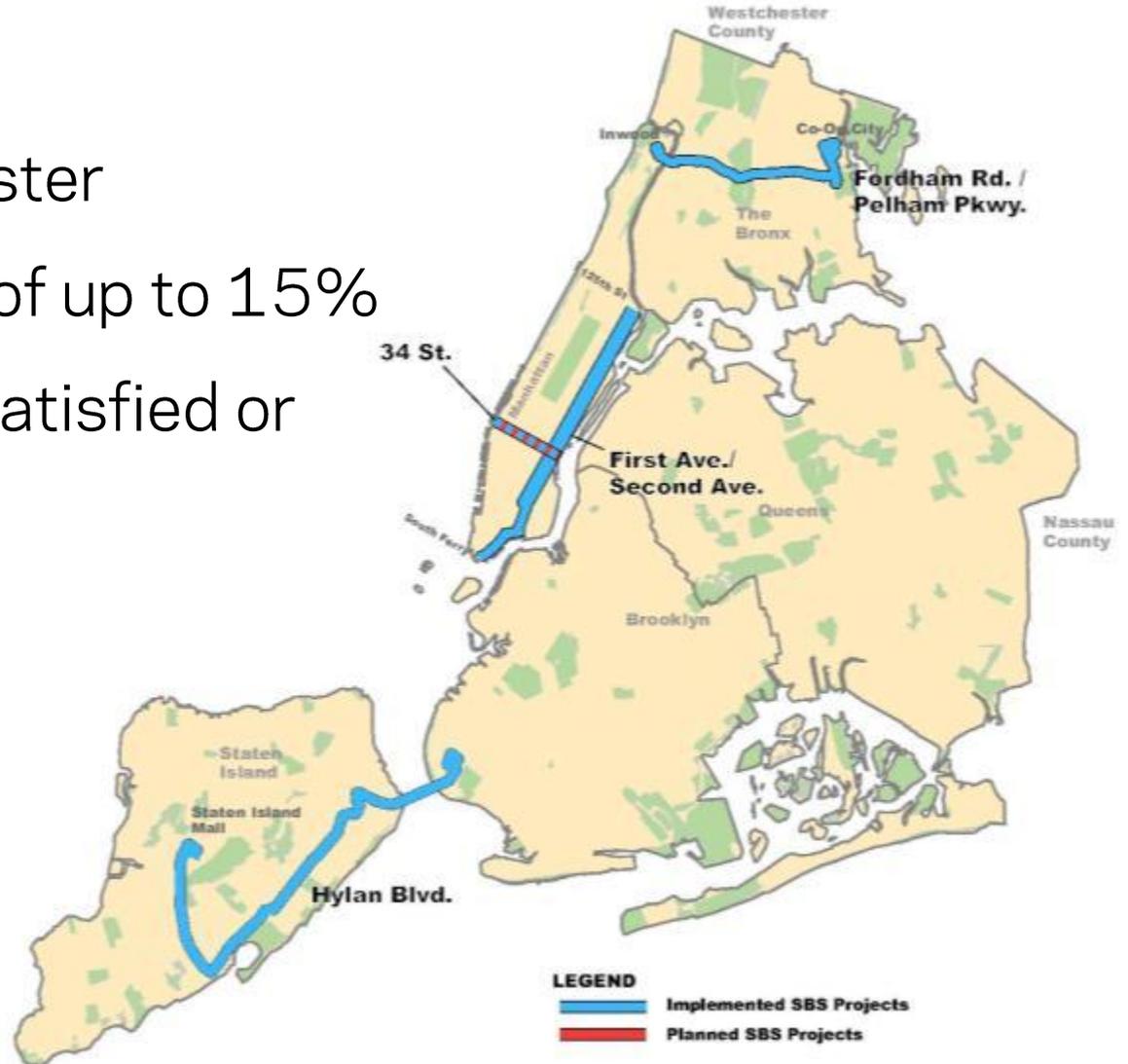


SBS Results

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

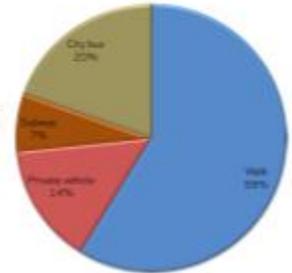
Review of Curb
Regulations



Merchant Survey

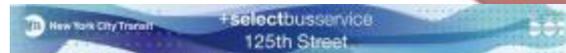
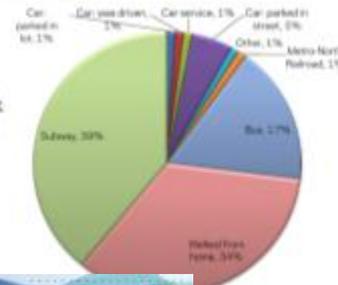
How do you think customers typically get to your business?

From November Merchant Survey: merchant impressions closely match shopper behavior



Sidewalk Survey

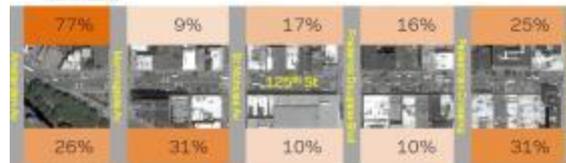
Most survey participants walk or ride transit to 125th St



Parking Analysis

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

North Curb



South Curb



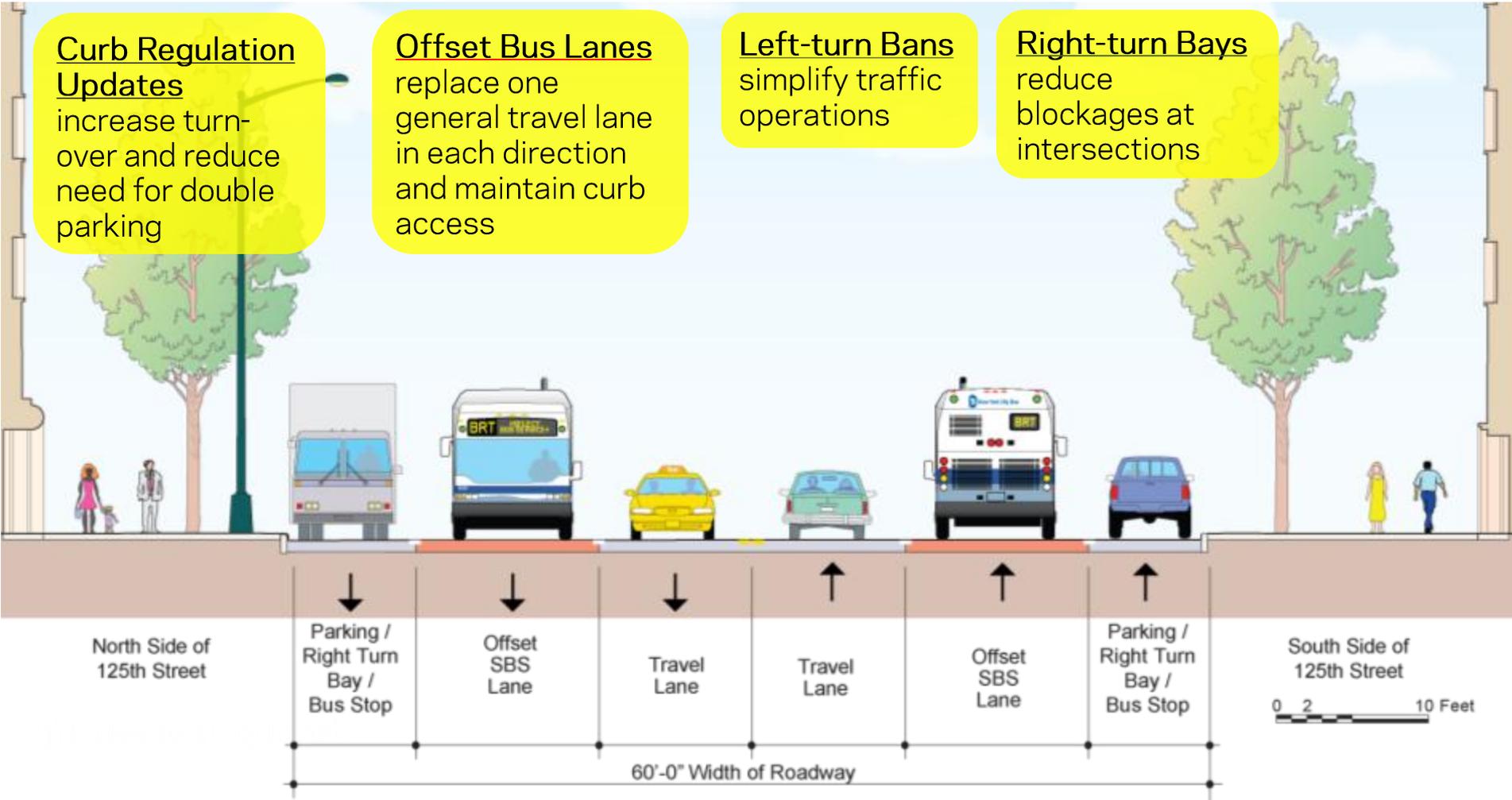
Proposed Design - Typical (Morningside Av -Third Av)

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

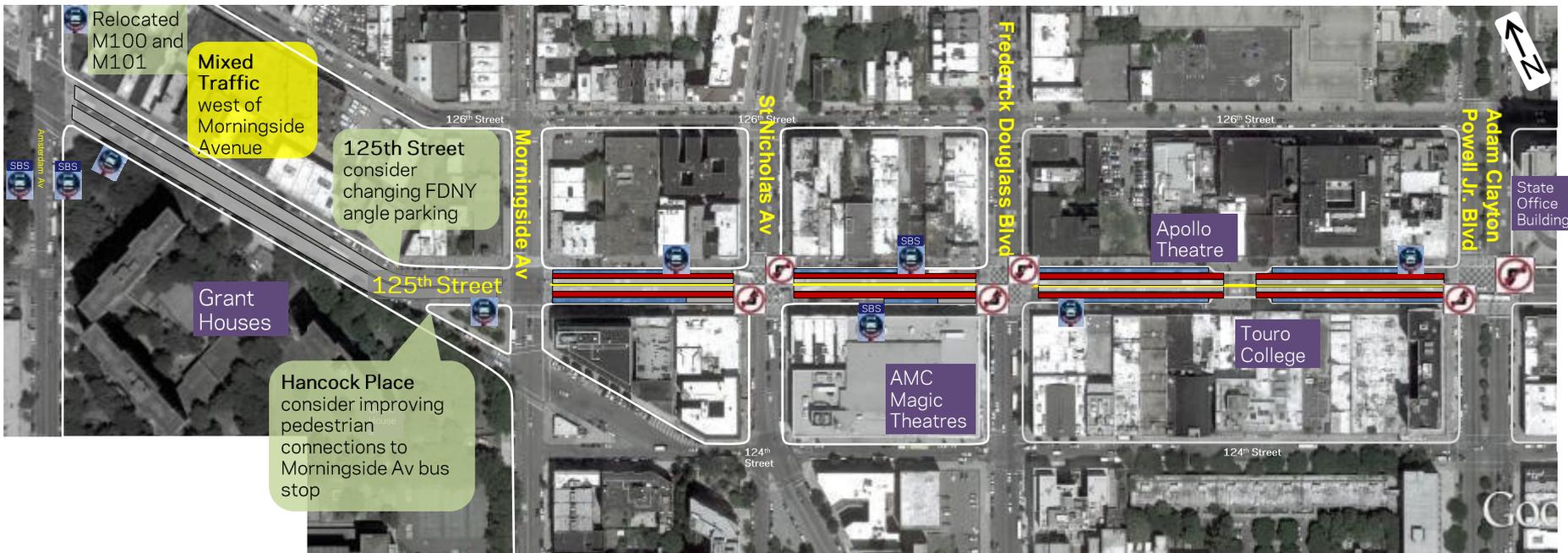
Offset Bus Lanes
replace one general travel lane in each direction and maintain curb access

Left-turn Bans
simplify traffic operations

Right-turn Bays
reduce blockages at intersections

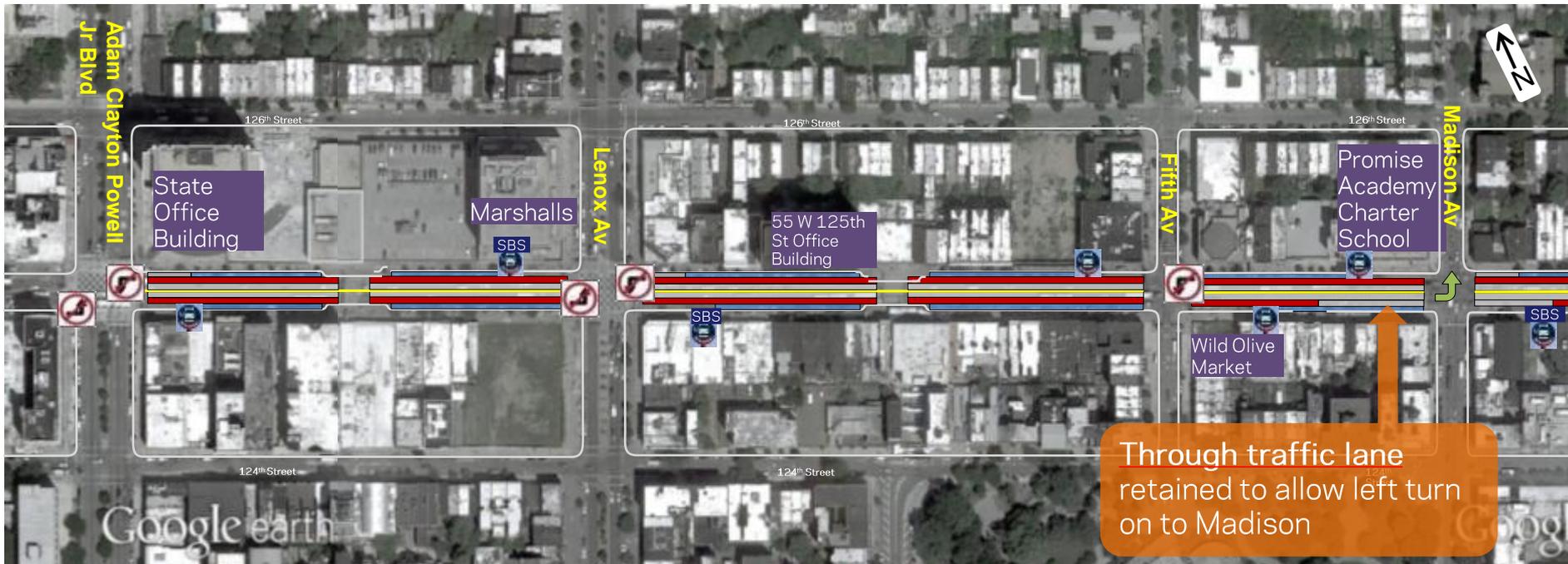


Amsterdam Av - Adam Clayton Powell Jr. Blvd



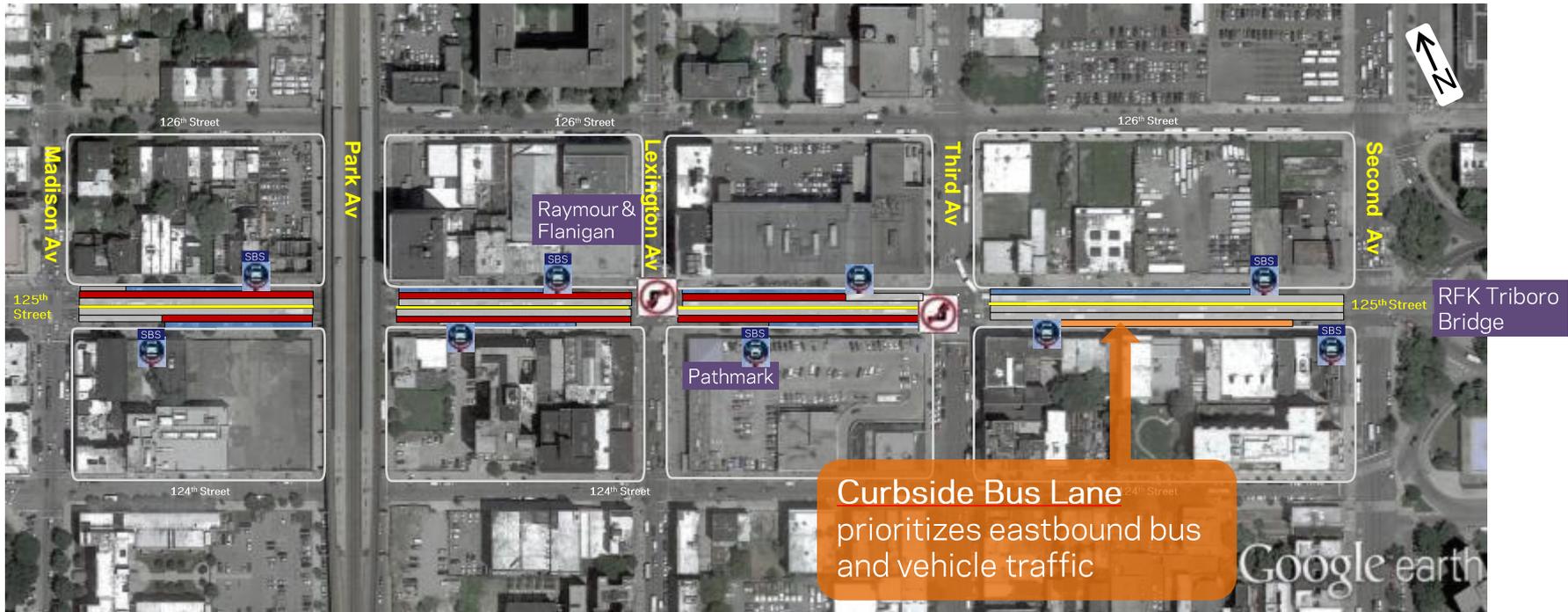
Legend Parking Bus Only Lane Travel Lane / Right-Turn Bay Turn Restriction

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



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

Proposed Street Design: Madison Av to Second Av



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

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

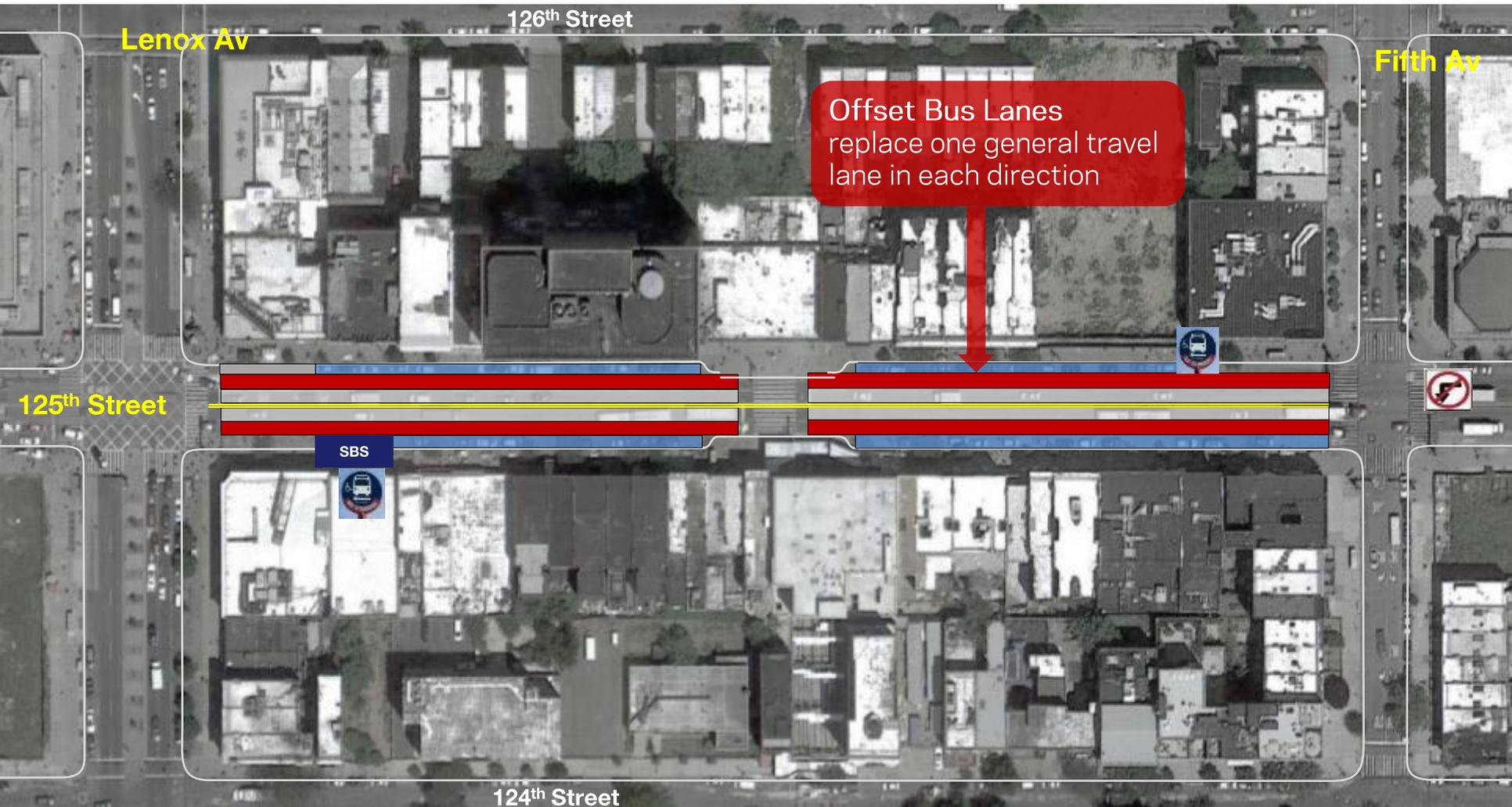
- Traffic volumes
- Traffic signal timing and progression
- Number of lanes
- Curb activity



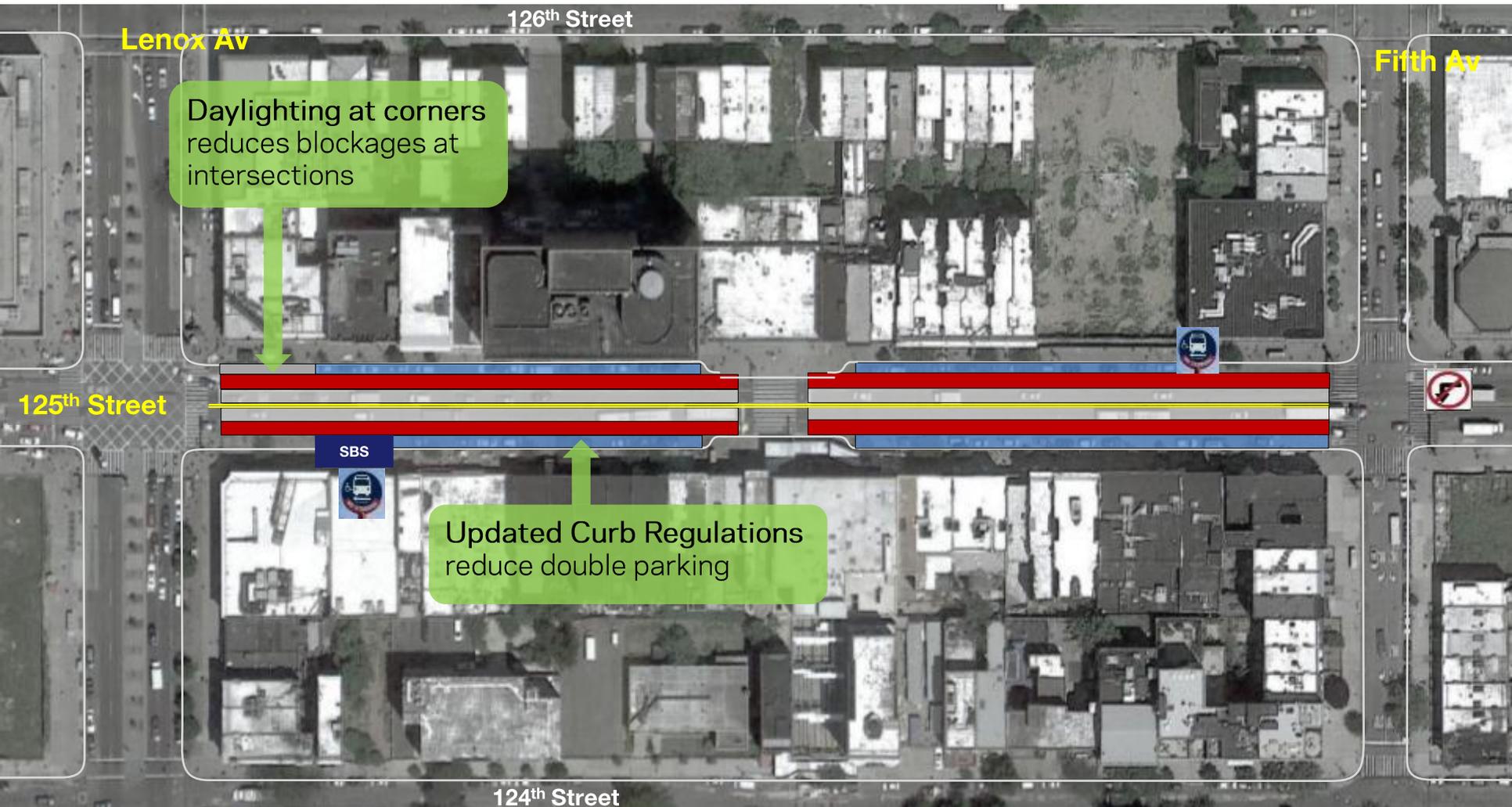
Analysis outputs

- 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

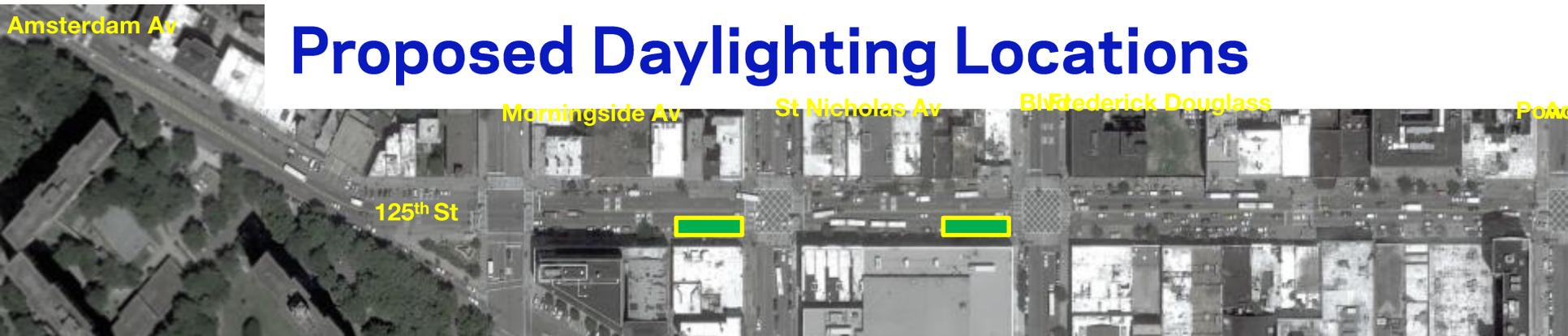
Traffic Changes on 125th Street



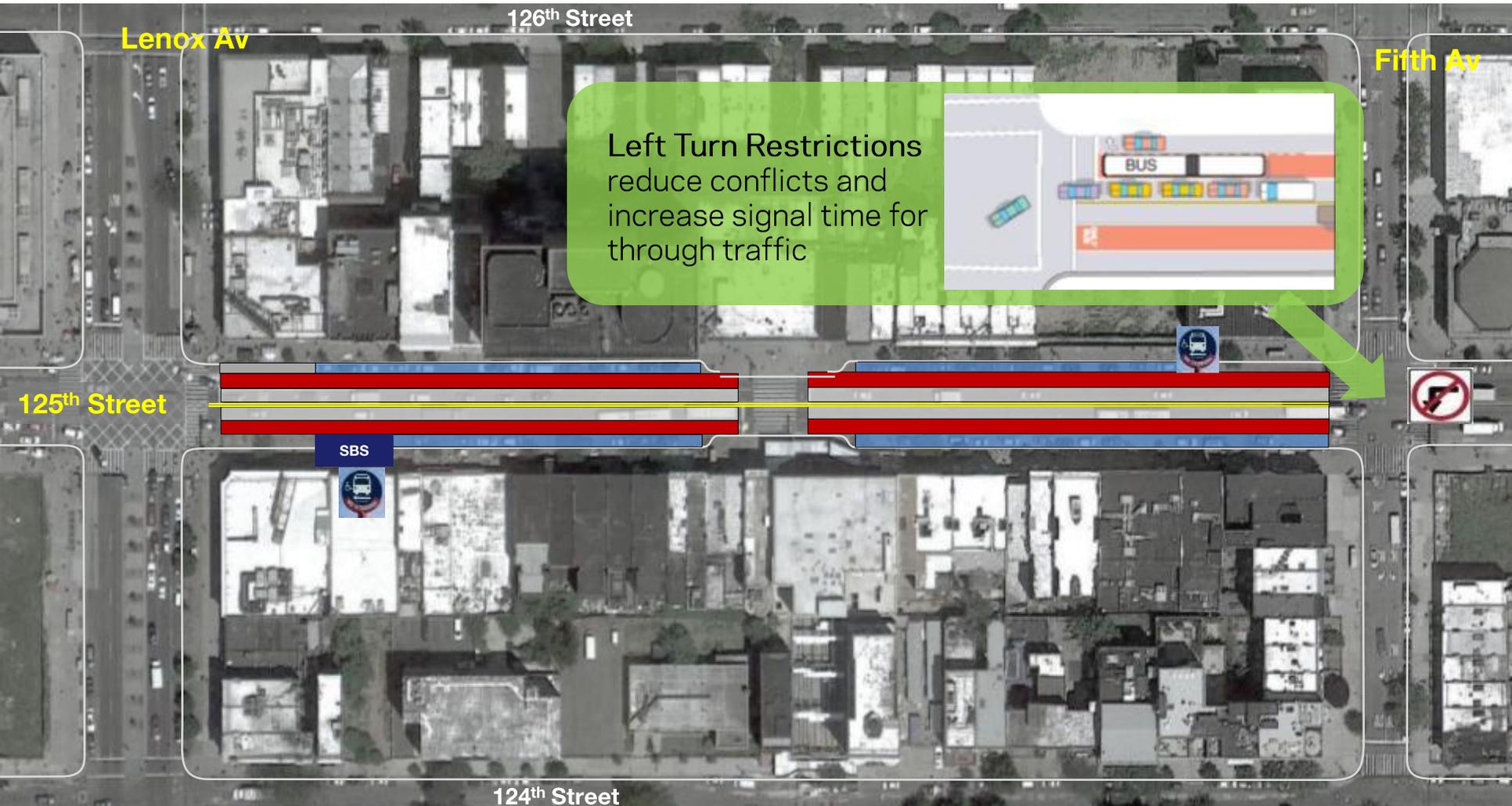
Traffic Changes on 125th Street



Proposed Daylighting Locations

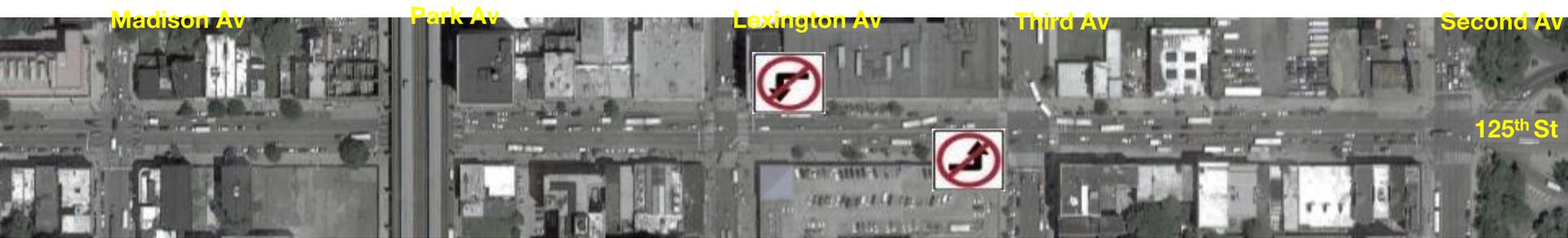


Traffic Changes on 125th Street





Proposed Turn Restrictions



Legend  Proposed Turn Restrictions  Current Turn Restrictions

Level of Service 125th Street: Existing



Level of Service 125th Street: Proposed



More than 10s delay increase at Westbound Third Av Only



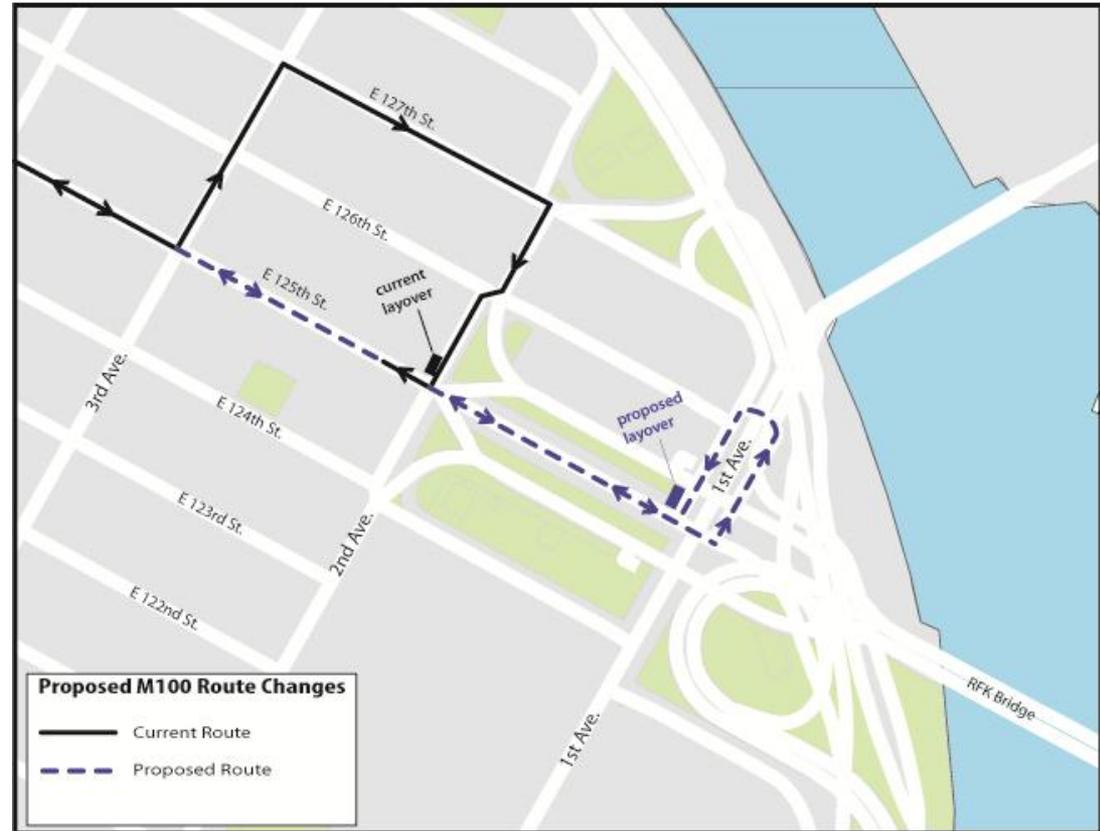
Breakout Session on Parking Regulations

Proposed Reroute of M100 in East Harlem

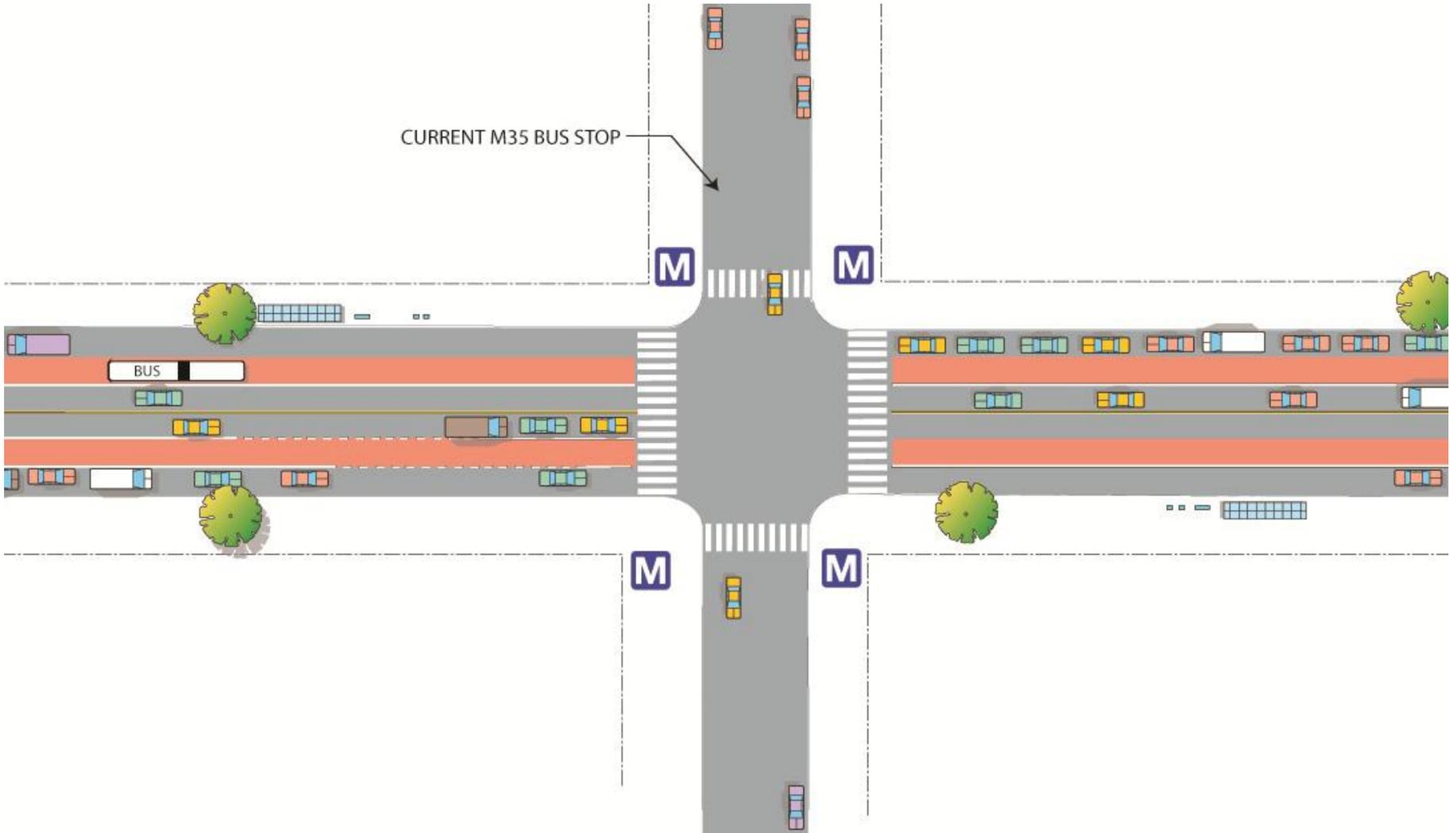
Eliminates unsafe left turn from 125th Street onto 3rd Avenue and reduces delays for through traffic

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

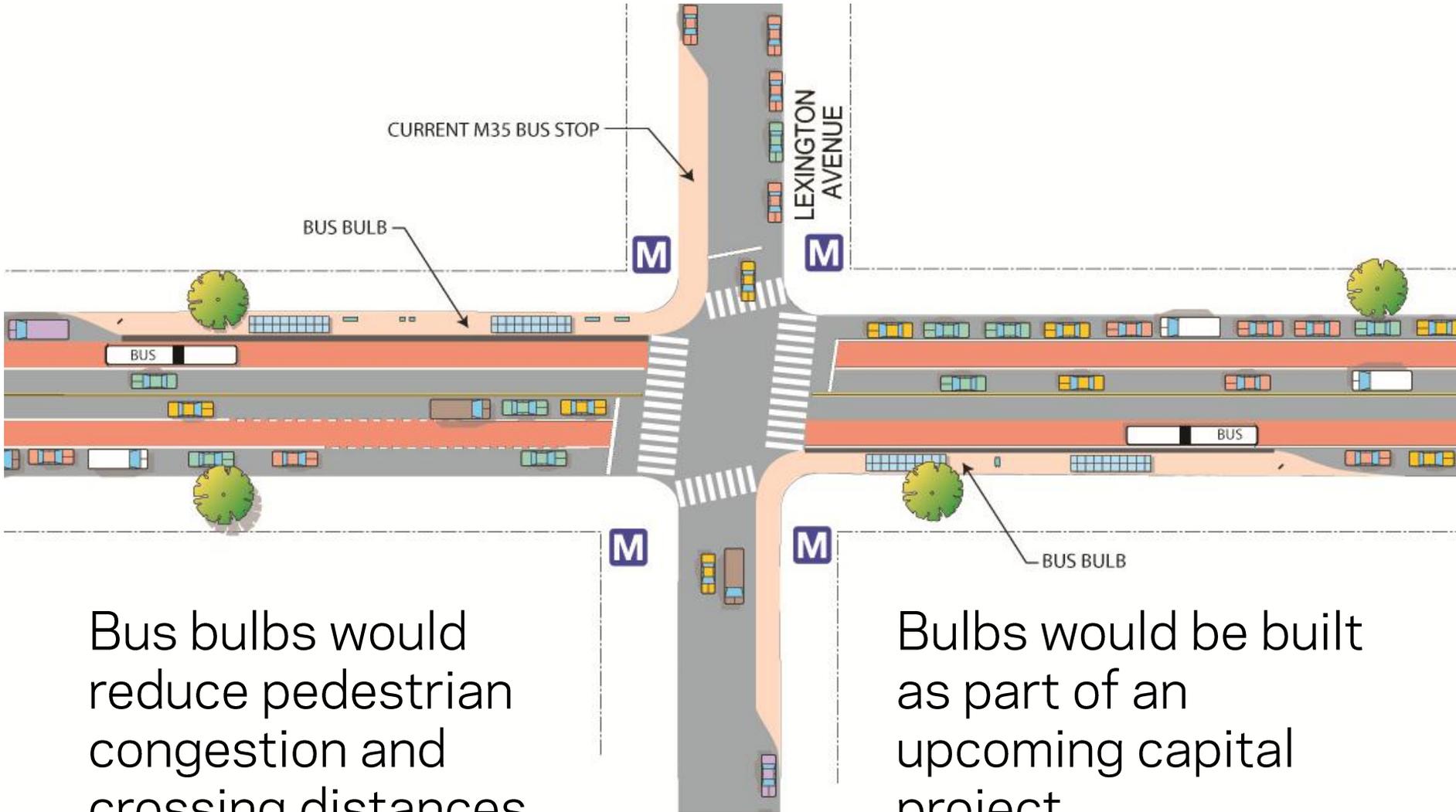
Current layover impedes traffic flow



Proposed Bus Bulbs at Lexington Av



Proposed Bus Bulbs at Lexington Av

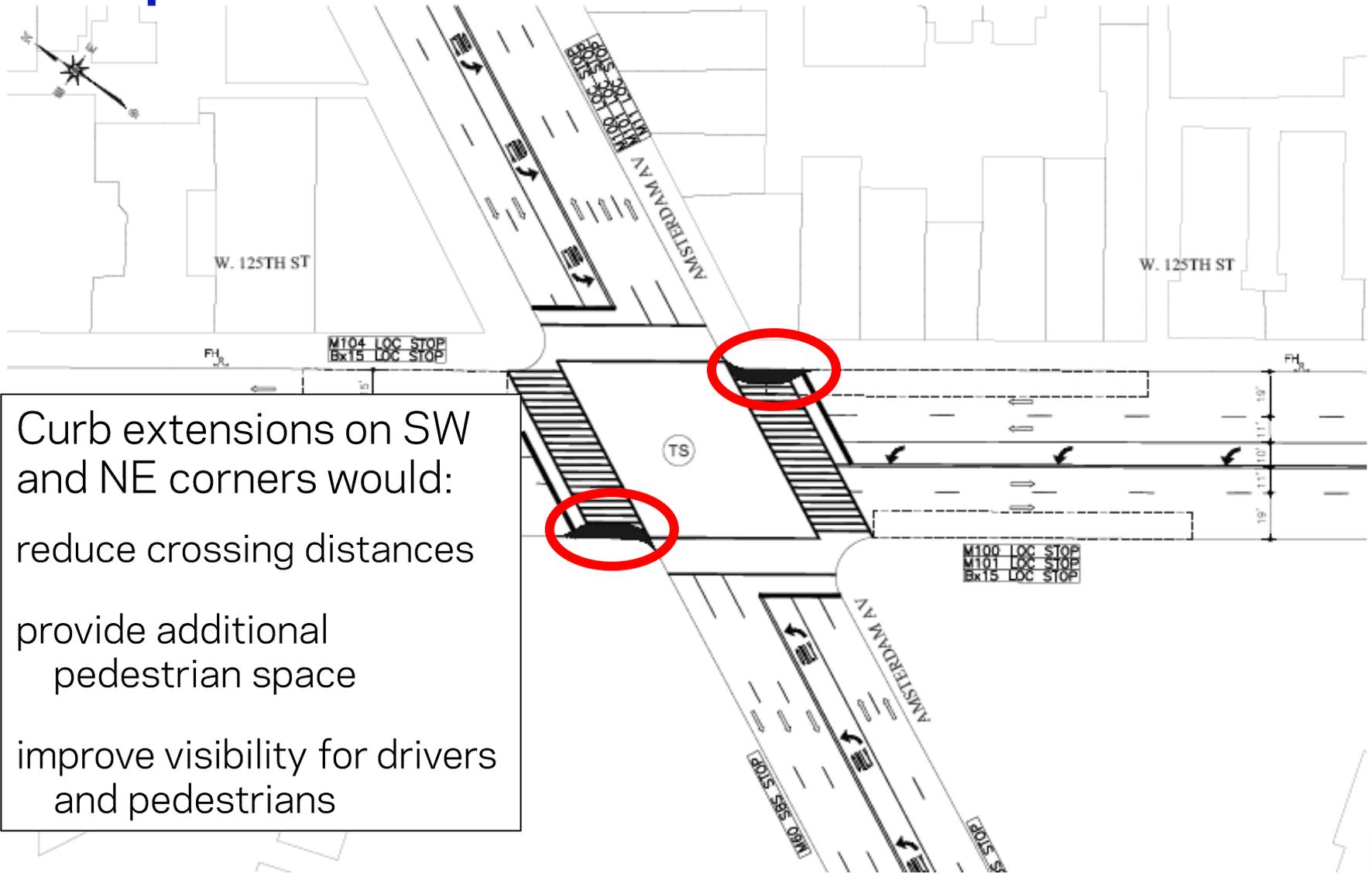


Bus bulbs would reduce pedestrian congestion and crossing distances

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