Current Conditions on 125th Street

Buses on 125th Street

- Bx15
- M60
- M100
- M101

Weekday Bus Boardings on 125th Street

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

Year: 2011

M60 Ridership

Boardings by Area

- Queens: 19%
- 125th ST: 49%
- Morningside Heights: 21%
- Other Areas: 11%

Alightings by Area

- Queens: 22%
- 125th ST: 51%
- Morningside Heights: 17%
- Other Areas: 10%

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.
Features of Select Bus Service

- **Offset bus lanes**: Replace one general travel lane in each direction and maintain curb access.
- **Station spacing**: Improves travel time.
- **Off-board fare collection**: Reduces wait time at stations.
- **Bus lane enforcement**: Reduces bus lane blockages and increases bus speeds.
- **Stations**: Enhance customer experience.
- **Multi-door boarding**: Reduces wait time at stations.
- **Transit signal priority**: Reduces stop time at intersections.
- **Branding**: Increases visibility of SBS.
- **Ticket enforcement**: Reduces incidents of fare evasion.

Select Bus Service in New York City

**Previous Results:**
- Buses up to 20% faster
- Ridership increases of up to 15%
- 98% of customers satisfied or very satisfied
Public Outreach

<table>
<thead>
<tr>
<th>Event</th>
<th>Date</th>
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</thead>
<tbody>
<tr>
<td>Public Workshop 1</td>
<td>September 2012</td>
</tr>
<tr>
<td>CAC Meeting 1</td>
<td>November 2012</td>
</tr>
<tr>
<td>Public Workshop 2</td>
<td>December 2012</td>
</tr>
<tr>
<td>125th Street Walkthrough</td>
<td>January 2013</td>
</tr>
<tr>
<td>CAC Meeting 2</td>
<td>January 2013</td>
</tr>
<tr>
<td>M15 Tour</td>
<td>February 2013</td>
</tr>
<tr>
<td>Community Boards 9, 10 &amp; 11</td>
<td>March 2013</td>
</tr>
<tr>
<td>CAC Meeting 3</td>
<td>March 2013</td>
</tr>
<tr>
<td>Merchant Outreach</td>
<td>April 2013</td>
</tr>
</tbody>
</table>

**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 proposals affect traffic
- Outreach to merchants and vendors is essential

**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
Shopper and Merchant Surveys

Sidewalk ("Shoppers") Survey

Conducted on Tuesday, December 18, 2012
752 people interviewed between 10 AM and 2 PM
Various locations on 125th Street between Madison Av and St Nicholas Av

Results:
Most survey participants travel to 125th Street to shop or work
28% of respondents intend to shop on 125th Street later that day
90% of respondents walk (34%) or use transit (39% subway, 17% bus) to get to 125th Street
Only 10% of respondents use a car or taxi/livery cab to get to 125th Street

How did you get to 125th Street?

Merchant Survey

Conducted in November 2012
200 businesses and institutions interviewed between Amsterdam Av and Second Av

Results:
Businesses on 125th Street are primarily supported by shoppers walking or taking transit
Businesses do not consider parking a major concern for their business (50%)

How do you think customers typically get to your business?

How long do you think a customer typically parks to visit your business?

Most customers park for less than 30 minutes
Parking regulations on 125th Street could be revised to better match these patterns

How long do you think a typical delivery takes?

Most deliveries are completed in less than 30 minutes
Parking Regulations

No Standing / Bus Stop
- Stopping to expeditiously drop off or pick up passengers allowed
- No loading of packages or merchandise
- No parking

Unmetered Parking / Alternate Side Parking
- Parking allowed at any time except as indicated
- Vehicles may stop or stand at this location during street cleaning times but driver may not leave the vehicle

Commercial Loading Zones
- No standing regulations apply to all non-commercial vehicles
- Commercial vehicles can load and unload goods
- Common parking regulation in commercial areas
- Specified parking period can be as short as 1 hour to encourage turnover

Metered Parking
- Parking allowed during indicated times and for indicated time period
- Requires paying parking fee at Muni-Meter

Special Zones / Permit Parking
Examples:
- Hotels: Hotel Loading Zones
- Medical Facilities: No Standing except ambulances or passenger pick-up and drop-off
- Houses of Worship

Time of Day Variations
Peak Period Regulations:
- 7 AM - 7 PM
- 7 - 10 AM
- 4 - 7 PM

Night Regulations
- 7 PM - 7 AM
- Midnight - 7 AM

Day of Week Regulations
- Weekdays only
- Weekends or Sundays only

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125th Street
125th Street - Parking Summary

How Parking Activity Affects Traffic on 125th Street

Parking regulations that allow long-term unmetered parking prevent shoppers and deliveries from accessing businesses.
Buses and other vehicles are slowed when pulling around double parked vehicles.
Lack of commercial parking regulations leads to truck double parking.

% of time with double parking

<table>
<thead>
<tr>
<th>north curb</th>
<th>77</th>
<th>17</th>
<th>16</th>
<th>25</th>
<th>11</th>
<th>9</th>
<th>27</th>
<th>9</th>
<th>28</th>
<th>37</th>
<th>70</th>
<th>38</th>
<th>6</th>
<th>23</th>
<th>20</th>
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<tbody>
<tr>
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<td>26</td>
<td>31</td>
<td>10</td>
<td>10</td>
<td>31</td>
<td>9</td>
<td>15</td>
<td>34</td>
<td>16</td>
<td>41</td>
<td>23</td>
<td>6</td>
<td>28</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Scale
High | Medium | Low
Double parked cars [%] | 40 | 30 | 20 | 10 | 0

High number of commercial vehicles

Taxi/livery cab pick-up and drop-off

Average parking duration [hr:min]

<table>
<thead>
<tr>
<th>north curb</th>
<th>0:33</th>
<th>0:41</th>
<th>0:43</th>
<th>0:42</th>
<th>0:40</th>
<th>0:27</th>
<th>0:50</th>
<th>0:49</th>
<th>0:39</th>
<th>1:13</th>
<th>0:30</th>
<th>0:37</th>
<th>1:53</th>
</tr>
</thead>
<tbody>
<tr>
<td>south curb</td>
<td>0:29</td>
<td>0:24</td>
<td>0:24</td>
<td>0:28</td>
<td>0:38</td>
<td>0:17</td>
<td>0:36</td>
<td>0:40</td>
<td>0:43</td>
<td>0:02</td>
<td>0:52</td>
<td>0:53</td>
<td>0:50</td>
</tr>
</tbody>
</table>

1-hour metered parking
Unmetered parking

Survey period: 7 AM to 7 PM
Proposed Design - Typical (Morningside Av - Third Av)

- **Curb Regulation Updates**: Increase turnover 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 different lane configurations and signage indicating parking and bus stops.
M60 SBS stops at every subway/rail station on 125th St plus Amsterdam Ave and Second Ave
Local service is unchanged on Bx15, M100, M101
M60 SBS makes limited stops in Manhattan and Queens
Bx15, M100 and M101 make local stops along 125th Street
Many bus stops will be lengthened to make it easier for buses to get to the curb
Parking Regulations - Existing

Various parking regulations along 125th Street
Unmetered parking west of Morningside Av and east of Fifth Av
1 hour metered parking between Morningside Av and Fifth Av

Alternate Side Parking (unmetered)
1 Hour Metered Parking
Permit Parking e.g. Ambulance, Diplomat, FDNY, NYPD, etc.
Bus Stop
Commercial Loading Zones

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125th Street
Parking Regulations - Proposed

More consistent parking regulations along 125th Street
Unmetered parking becomes 1 hour metered parking
Commercial loading zone between Third Av and Second Av replaced by curbside bus lane

1 Hour Metered Parking
8 AM - 7 PM

Permit Parking
e.g. Ambulette, Diplomat, FDNY, NYPD, etc.

Bus Stop / Lane

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Traffic Analysis - Level of Service: Existing

Traffic volumes, signal timing and progression, number of lanes, and curb activity determine average delay per vehicle at an intersection (Level of Service or LOS)

LOS A = no or minor delay crossing an intersection
LOS D to F = more than 45 seconds to cross; often waiting through one or more green lights

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
Traffic Analysis

Issues

Midblock Delays
due to double parking

Intersection delays
due to left and right turns

Intersection delays
due to signal timings and volumes

Potential Improvements

Offset bus lanes
speed up buses

Updated curb regulations
reduce double parking

Banning left turns
reduces turning conflicts and keeps through traffic moving more smoothly

Daylighting at intersections
improves visibility and eases right turns

More signal time
for through movements and transit signal priority for buses reduce intersection delays
Traffic Analysis - Level of Service: Proposed

Average delay remains same along 125th Street with the exception of Eastbound at Morningside Ave and Westbound at Third Avenue.

Less than 10s delay increase Eastbound at Morningside Av

More than 10s delay increase Westbound at Third Av Only

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

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125th Street
Proposed Design

Adam Clayton Powell Jr. Blvd to Madison Ave

Legend:
- Travel Lane
- Offset / Curbside Bus Lane
- No Left Turn
- Bus Stop for Bx15, M100, M101
- M60 SBS Station

Shared Travel Lanes to accommodate Left-Turn Lane
No Left Turn from 125th St
Right-Turn Bay (Peak Hours)
Right-Turn Bay (Peak Hours)

New York City Transit +selectbus service 125th Street

DOT NEW YORK CITY
Proposed Design

Madison Ave to Second Ave

Legend:
- Travel Lane
- Offset / Curbside Bus Lane
- No Left Turn
- Bus Stop for Bx15, M100, M101
- M60 SBS Station

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125th Street
Next Steps

Revise Design based on Community Input
Finalize Curb Regulations
Finalize Bus Stop Locations
Implementation in 2013
Continue investigating pedestrian safety improvements at Lexington Av and Amsterdam Av

Upcoming Meeting
CAC #4: Late Spring 2013