

M60 Select Bus Service on 125th Street

Thursday, May 23, 2013



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

NEW YORK CITY
M60
M100
M101
Bx15

MTA New York City Transit

JUANEReads

Clean Air Hybrid Electric Bus

3883

M60 LAGUARDIA AIRPORT

LEAF 1
& 2
FILMMAKING
ACTING
M.F.M.T.O.A.

JUNE 14

3883 LACKY'S

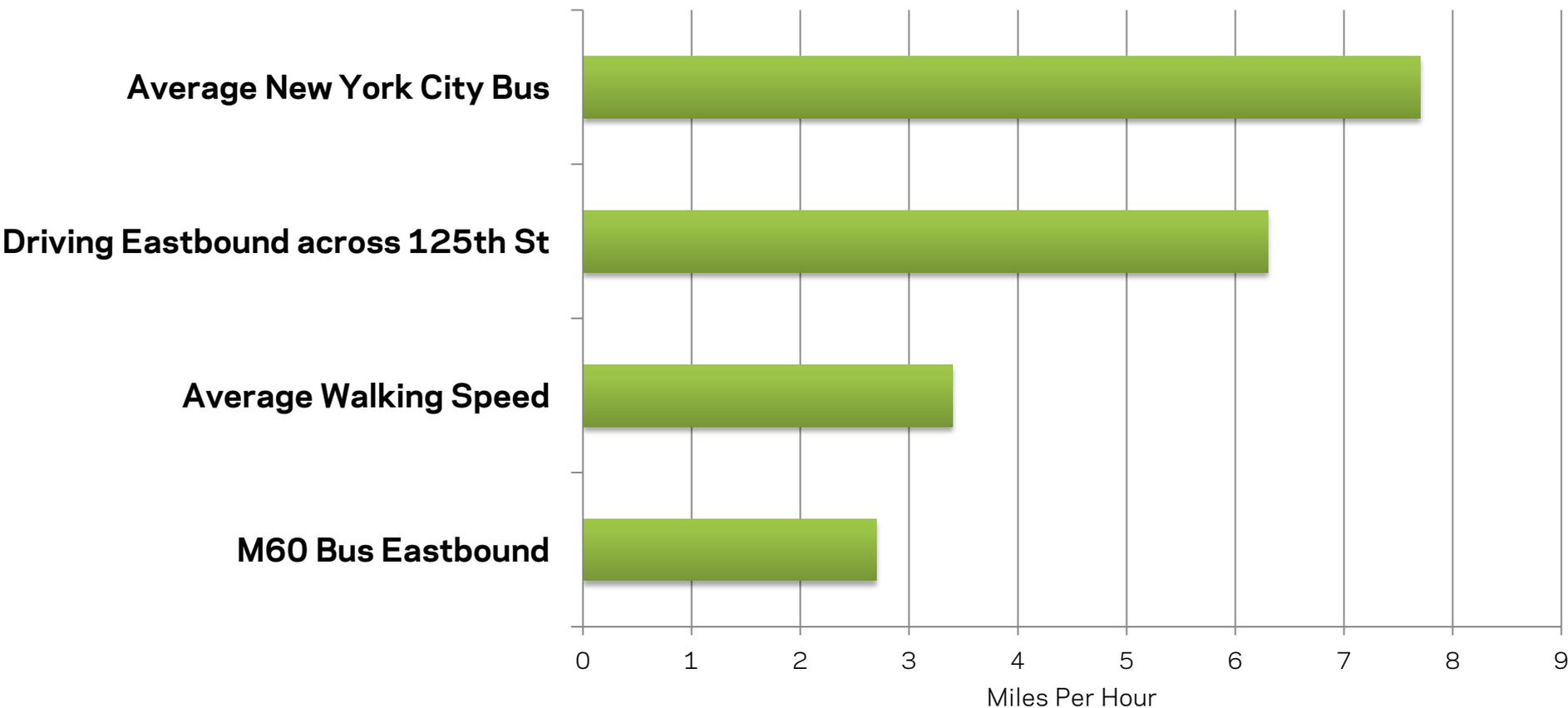
How are people getting to 125th Street?



Weekday Bus Boardings on 125th Street (2011)

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

Half of M60 ridership is on 125th St; only 11% to airport



M60 Buses are **stopped over 60% of the time**

Why 125th St Is Congested



Vibrant business activity day and night

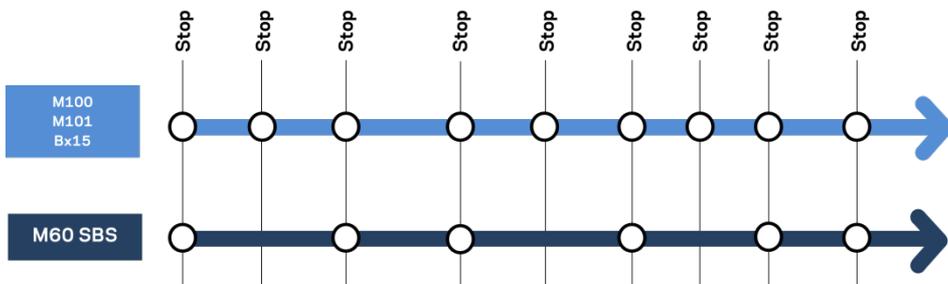
Heavy double parking throughout the corridor

No commercial loading zones → deliveries unable to get to the curb

Short bus stops → buses are unable to safely load/unload passengers and block traffic

Select Bus Service on the M60

Limited stops



Off-board fare payment



Offset lanes for buses and right turns



Updated parking regulations



Public Outreach since September 2012

Summer 2012 Consultation with CB9, CB10 and CB11

September 2012 Public Workshop

3 Community Advisory Committee Meetings

2 Public Open House Events

2 Merchant Open House Events

Spring 2013 Community Meetings with CB9, CB10, CB11

Walking tours of 125th Street

Public tour of M15 Select Bus Service



Public Outreach

Key Traffic/Parking Issues raised at Outreach Events

Curb access should be preserved for shoppers/merchants

DOT should evaluate how bus lane proposal affects traffic

Double parking of cars and trucks contributes to bus delays

Outreach to merchants and vendors is essential

Support for commercial loading zones

Public Outreach

Key Transit Issues raised at Outreach Events

Bus service on 125th St is slow and unreliable

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

Parking Analysis

Traffic Analysis

Review of Curb Regulations

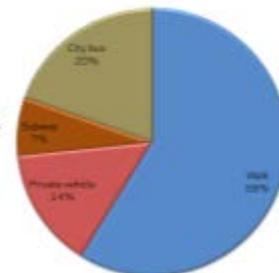
Community Surveys



Merchant Survey

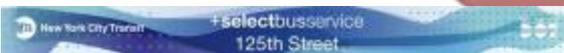
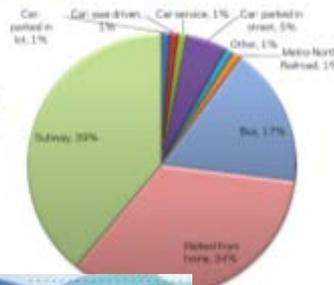
How do you think customers typically get to your business?

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 SBS Stop Locations on 125th Street



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

Bus stops are unchanged on Bx15, M100, M101

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

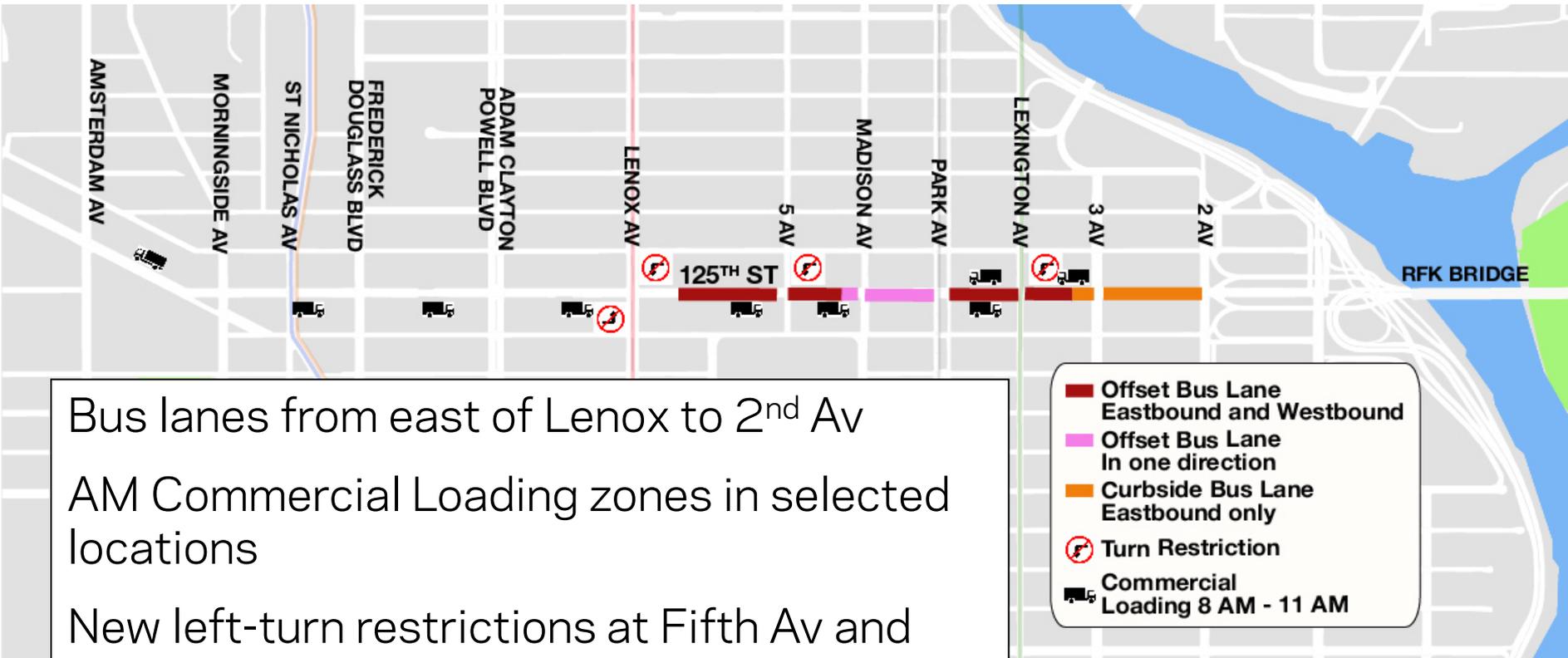
Street Design from Lenox Av to Third Av



Parking/bus stops at the curb

Offset lane for buses and right-turning cars

Revised Street Design



Bus lanes from east of Lenox to 2nd Av
AM Commercial Loading zones in selected locations
New left-turn restrictions at Fifth Av and Lexington Av
DOT studying turn restrictions west of Lenox

Changes Made in Response to Community Input

Bus lanes begin east of Lenox Av

Hours and locations of commercial loading zones

Keeping left turn from 125th St to Third Av

Keeping Alternate-Side Parking on south side of 125th St between Amsterdam Av and Morningside Av

Keeping local bus stop at St Nicholas westbound

Keeping alternate side parking in the evenings

Additions to Plan in Response to Community Input

Proposal to add residential parking on 124th St and 126th St

Convert some No Parking zones to Alternate-Side Parking

Proposed pedestrian safety improvements at

Amsterdam Av

Hancock Pl

Lexington Av

Traffic Analysis

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
- **Result: no significant changes to traffic delay**

Current Level of Service



Less than 45s delay at all intersections



Traffic Analysis

Analysis inputs

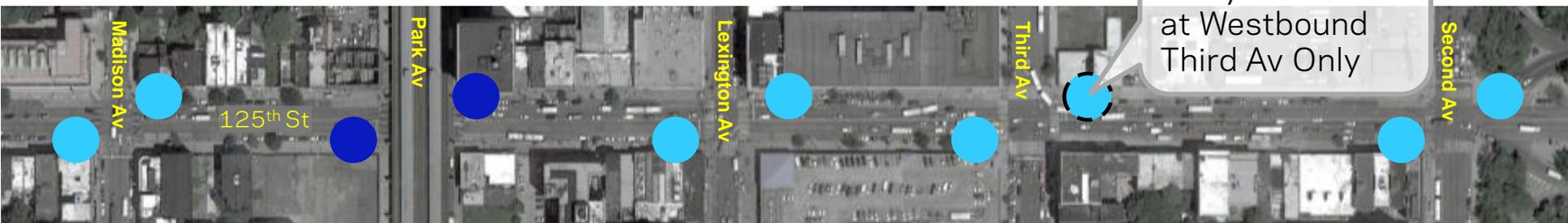
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Analysis outputs

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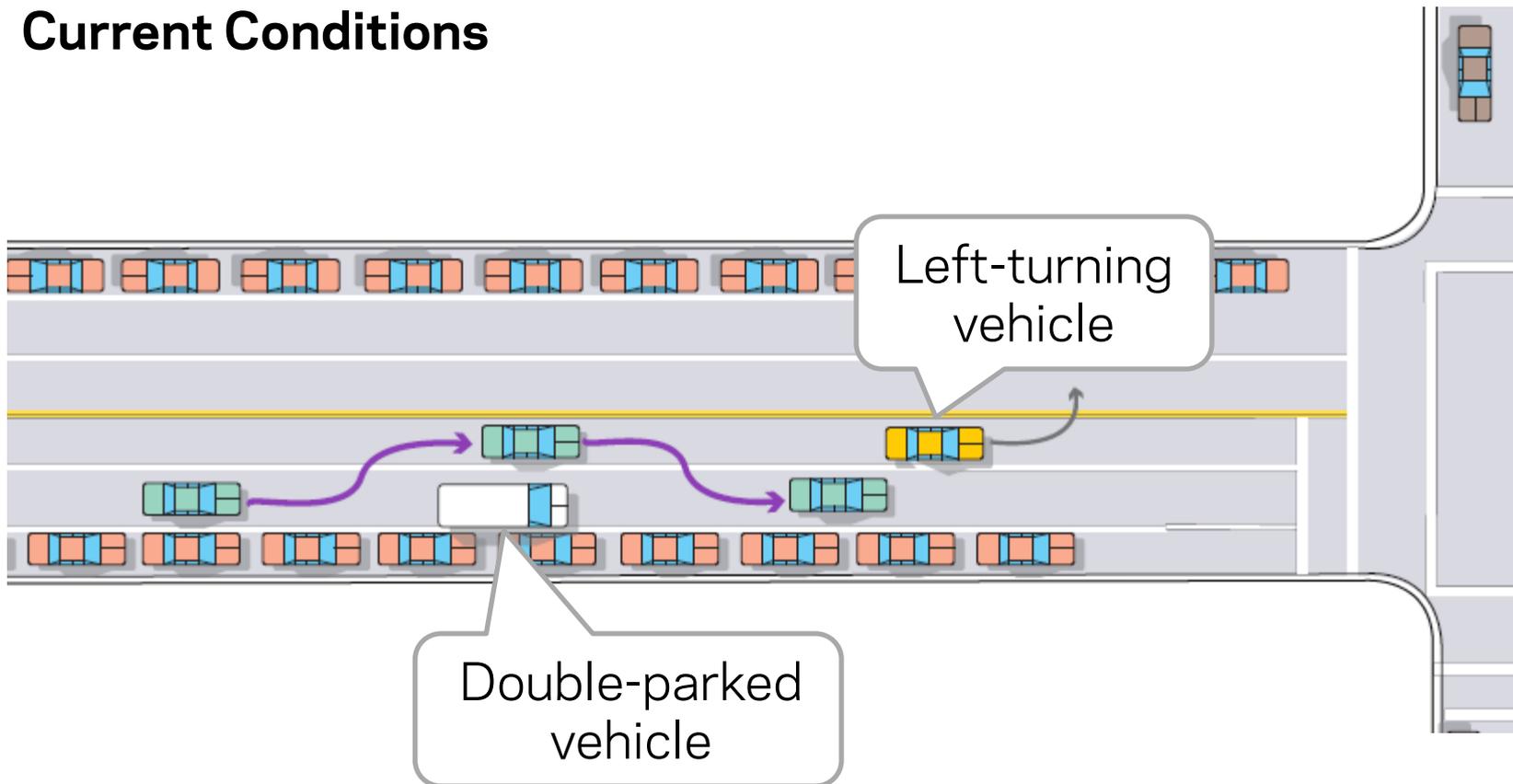
Proposed Level of Service



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

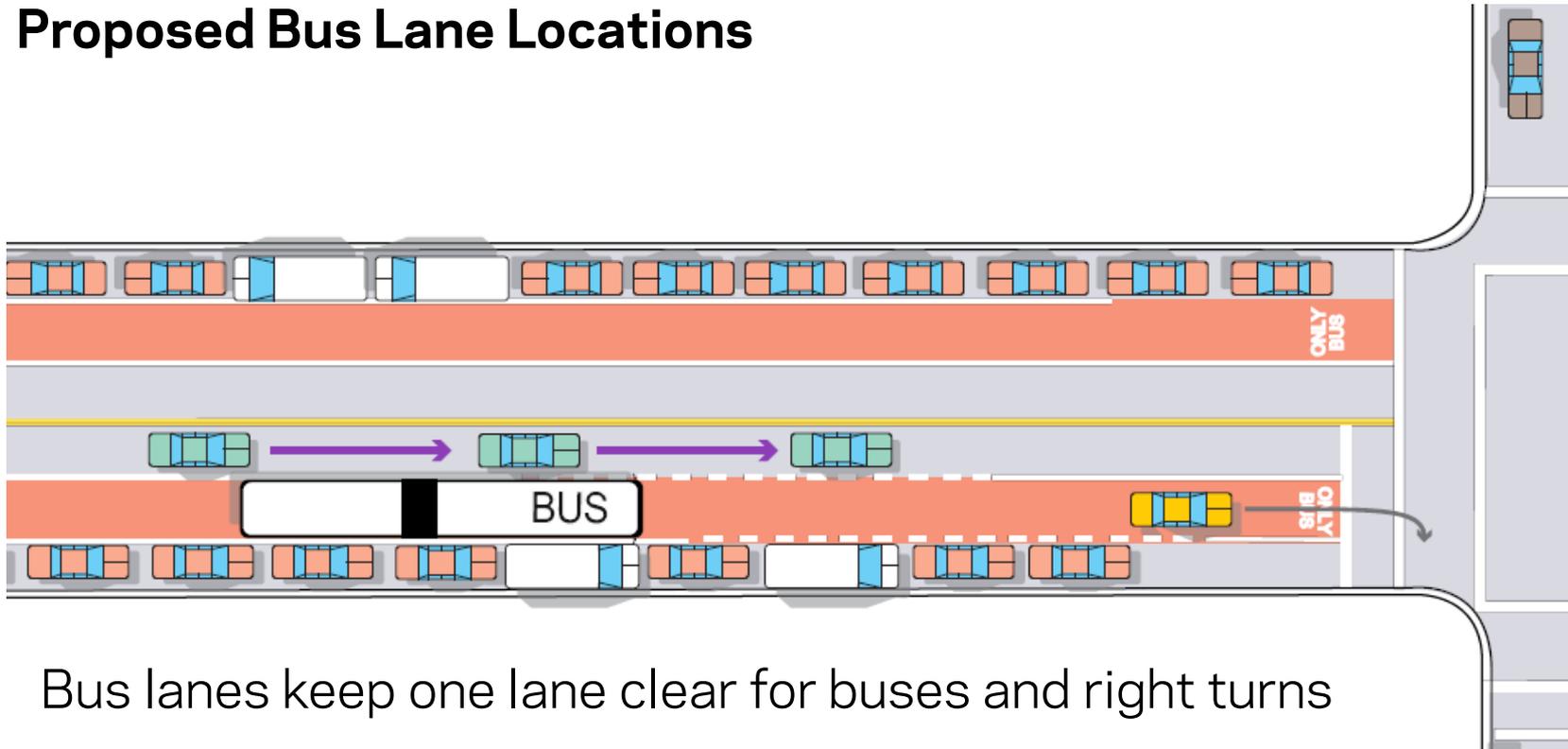
Traffic Analysis

Current Conditions



Traffic Analysis

Proposed Bus Lane Locations



Bus lanes keep one lane clear for buses and right turns

Curb regulations changes ease access to the curb

Left turn restrictions keep through traffic moving and keep pedestrians safe

Next Steps

Revise Design based on Community Input

Finalize Curb Regulations

Finalize Bus Stop Locations

Move toward implementation