Overview

M60 SBS 2014 Implementation

Results

• Bus Speeds
• Taxi Speeds
• Parking Analysis

2015 Plan

• Street Design
• Left Turns
• Transit Signal Priority

Next Steps
M60 SBS 2014 Implementation

Stop Changes on M60 Route

M60 SBS stops are focused on serving major destinations and transit connections. Bx15, M100 and M101 continue to stop on every block on 125th Street.
M60 SBS 2014 Implementation

Station Amenities

39 fare machines, 6 new bus shelters installed along 125th Street
M60 SBS 2014 Implementation

Station Amenities

Bus Time wayfinding panel at Madison Av was one of the first installed in NYC

Additional panels to be installed at other 125th St stops in 2015
M60 SBS 2014 Implementation

New Parking and Commercial Loading

Metered parking added on 125th Street between Fifth and Third Avenues
New AM commercial loading zones added on 125th St
M60 SBS 2014 Implementation

New Parking on 124\textsuperscript{th} and 126\textsuperscript{th} Streets

200 new parking spaces added for residential/retail use on 124\textsuperscript{th} and 126\textsuperscript{th} Streets, in response to community concerns

DOT evaluating how 125\textsuperscript{th} St changes affected 124\textsuperscript{th} and 126\textsuperscript{th} Streets
M60 SBS 2014 Implementation

Dedicated Lanes for Buses and Right Turns

Bus lanes installed between Lenox Av and Second Av
Bus Speeds: M60 SBS

Travel time from Lenox Avenue to 2 Av, Eastbound

SBS trips are 32-34% faster in bus lane section
SBS trips are **27-36% faster** in section without bus lane
Taxi Speeds

125th St between Amsterdam Av and Second Av, Eastbound

Taxi trips are generally faster in EB direction, unchanged or slightly slower in WB direction.
125th Street: 2014 Changes

East of Lenox Avenue

Changes that help M60 SBS buses move faster:

- Fare Machines
- Bus Lanes
- Limited Stops

Changes that help Bx15 and M100 buses move faster:

- Bus Lanes
125th Street: 2014 Changes

West of Lenox Avenue

Changes that help M60 SBS buses move faster:

- Fare Machines
- Limited Stops

Changes that help Bx15 and M100 buses move faster:

None implemented in 2014
Bus Speeds: Bx15, M100

Travel time in 125th St bus lane section, Eastbound

Local bus trips are **7-20% faster** in bus lane section
Bus Speeds: Bx15, M100

Travel time in 125th St bus lane section, Eastbound

Local bus speeds remain about the same in section without bus lane
125th Street: 2014 Changes

Faster fare payment and limited stops have improved M60 SBS service across the corridor.

Local bus service has only improved on the east side of 125th Street, where bus lanes exist.
Parking Analysis

Sample Block:
125th St between Third Av and Lexington Av, north curb

2014 Improvements:

• Bus lanes
• Commercial loading zones
• Metered parking

Results:

• Turnover of parking spaces increased by 37%
• Double parking decreased by 55%
Parking Analysis

Sample Block:
125th St between 5th Av and Lenox Av, south curb

2014 Improvements:

• Bus lanes
• Commercial loading zones

Results:

• Turnover of parking spaces increased by 4%
• Double parking decreased over 91%
125th Street: 2015 Plan

Extend bus lanes west from Lenox Av to Morningside Av

Implementing bus lanes on west side will improve service on SBS and local buses
125th Street: 2015 Plan

Extend bus lanes west from Lenox Av to Morningside Av

Four blocks of new offset bus lanes
- Parking and deliveries at the curb remain unchanged
- Right turn bays better organize traffic at key intersections
125th Street: 2015 Plan

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125th Street: VISION ZERO Priority Corridor

125th Street from river to river identified as Priority Corridor for safety improvements

125th Street is among highest injury/fatality corridors in Manhattan with 14.2 pedestrians Killed or Severely Injured (KSI) per mile*

125th St and Adam Clayton Powell is one of the intersections in Manhattan with the highest crash rate (6 KSI*)

* From 2009 to 2013
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* From 2009 to 2013
Left turns account for three times as many pedestrian KSI crashes as right turns (citywide)

Left turn restrictions from 125th Street to Frederick Douglass Blvd and to Adam Clayton Powell Blvd
125th Street: 2015 Plan

Pedestrian crashes 2009-2013

- 125th/ACP: 24 crashes (6 KSI)
- 125th/FDB: 17 crashes (1 KSI)

Left turn restrictions from 125th Street to Frederick Douglass Blvd and to Adam Clayton Powell Blvd

- Reduce pedestrian/vehicle conflicts
- Improve through movement
Left turns account for three times as many pedestrian KSI crashes as right turns (citywide)

Left turn restrictions from 125th Street to Frederick Douglass Blvd and to Adam Clayton Powell Blvd
125th Street: 2015 Plan

Transit Signal Priority

Signal timing modifications allow buses to move through the intersection in a timely manner and reduce transit delay.

Potential intersections: 125th Street between Amsterdam and Second Avenues.

Analysis still in progress.
Next Steps

Additional Traffic Analysis

Community Board and Merchant Outreach

Summer Bus Lane Implementation
Questions?
125th Street

All Turn Restrictions, Current and Proposed

- Offset Bus Lane
- Eastbound and Westbound
- In one direction
- Curbside Bus Lane
- Eastbound only
- No Bus Lane
- Community Board Boundary

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