

M60 Select Bus Service on 125th Street

Community Board 10 Transportation Committee | June 9, 2015



Overview

125th St Bus Lane Improvements

Traffic Analysis for Bus Lane Extension

124th and 126th St Traffic Conditions

Next Steps

125th Street: 2014 Changes

SBS upgrades have improved M60 SBS service across the corridor

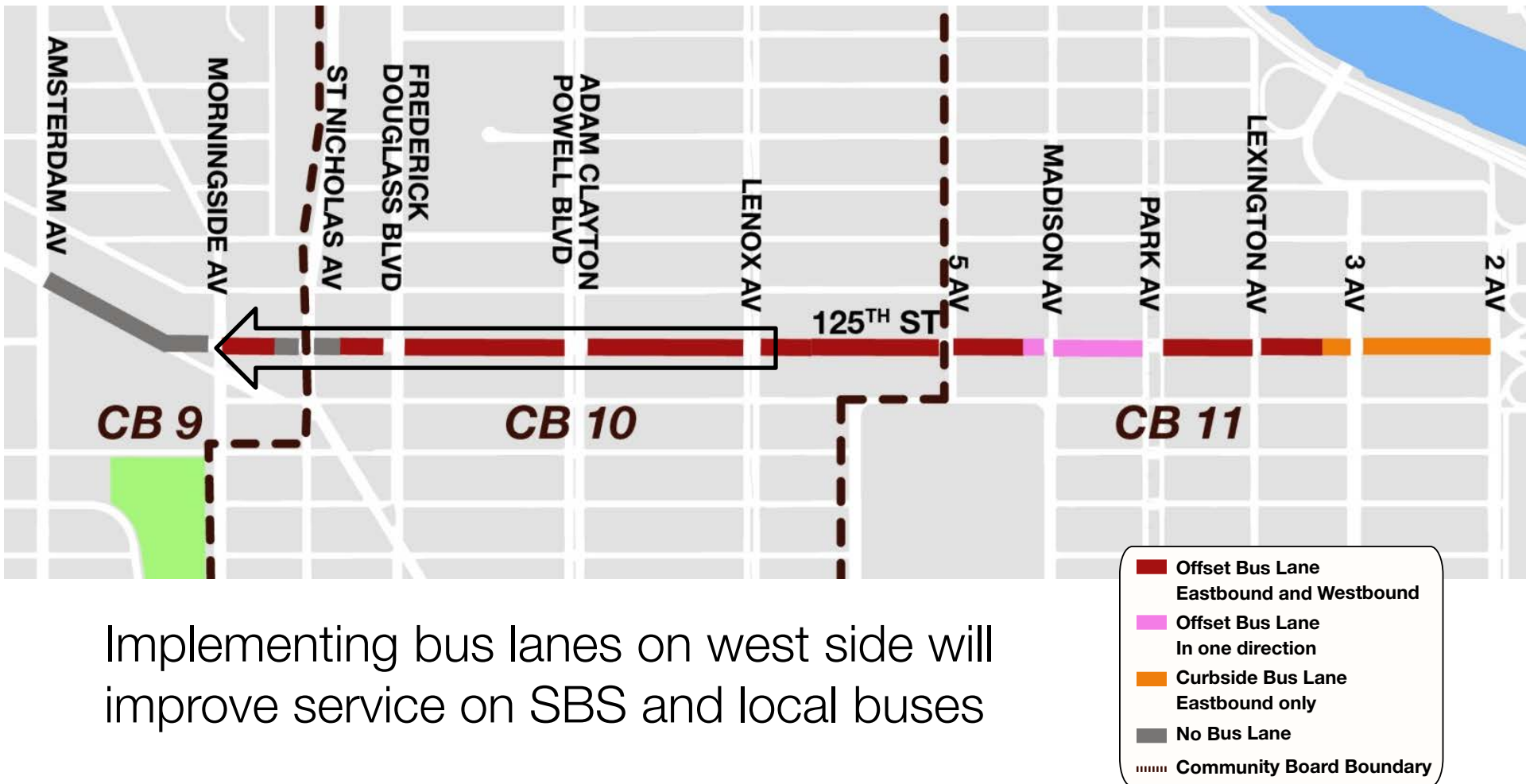
- 32-34% faster east of Lenox Av
- 27-36% faster west of Lenox Av

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



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

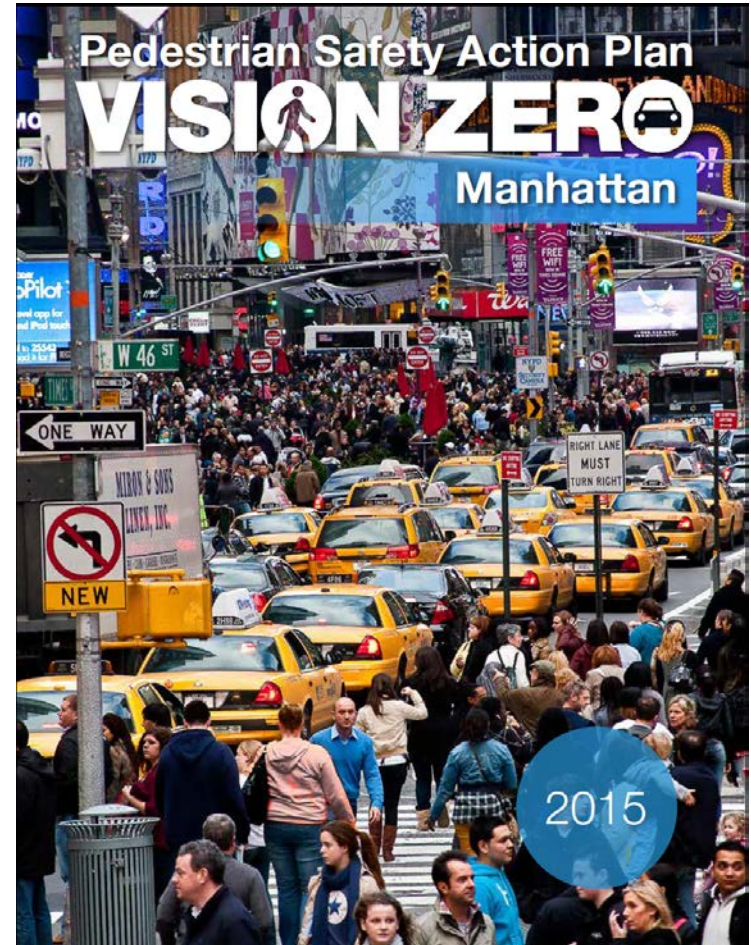
125th Street: **VISION ZERO** Priority Corridor

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

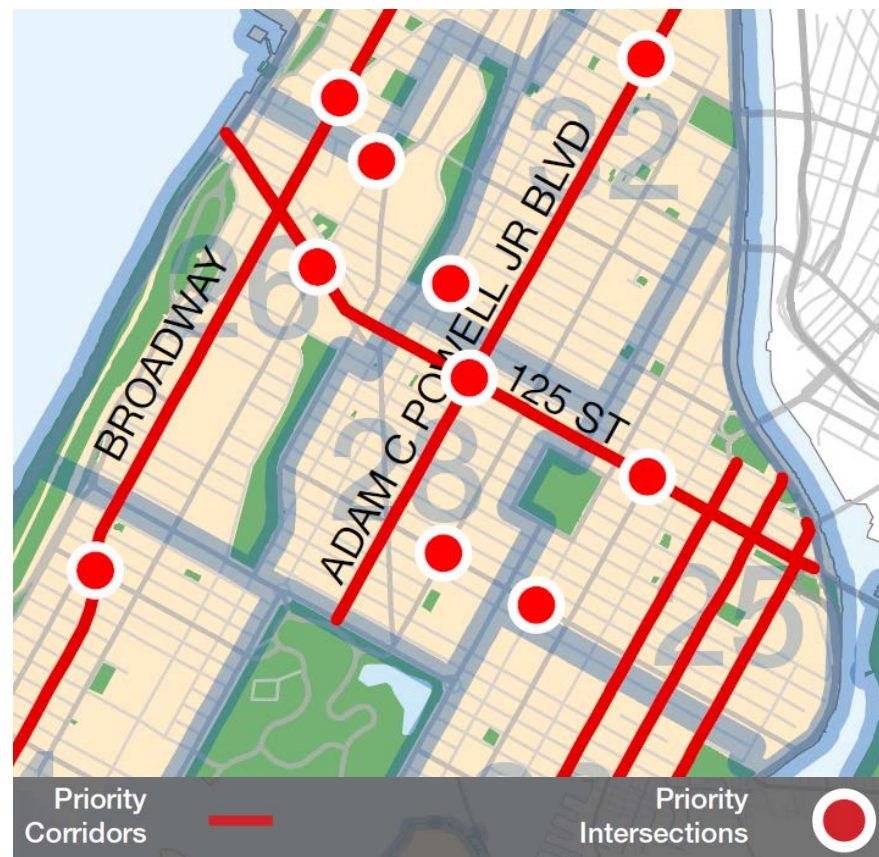


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Manhattan Pedestrian Safety Action Plan, p. 21

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125th Street: **VISION ZERO** Priority Corridor

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



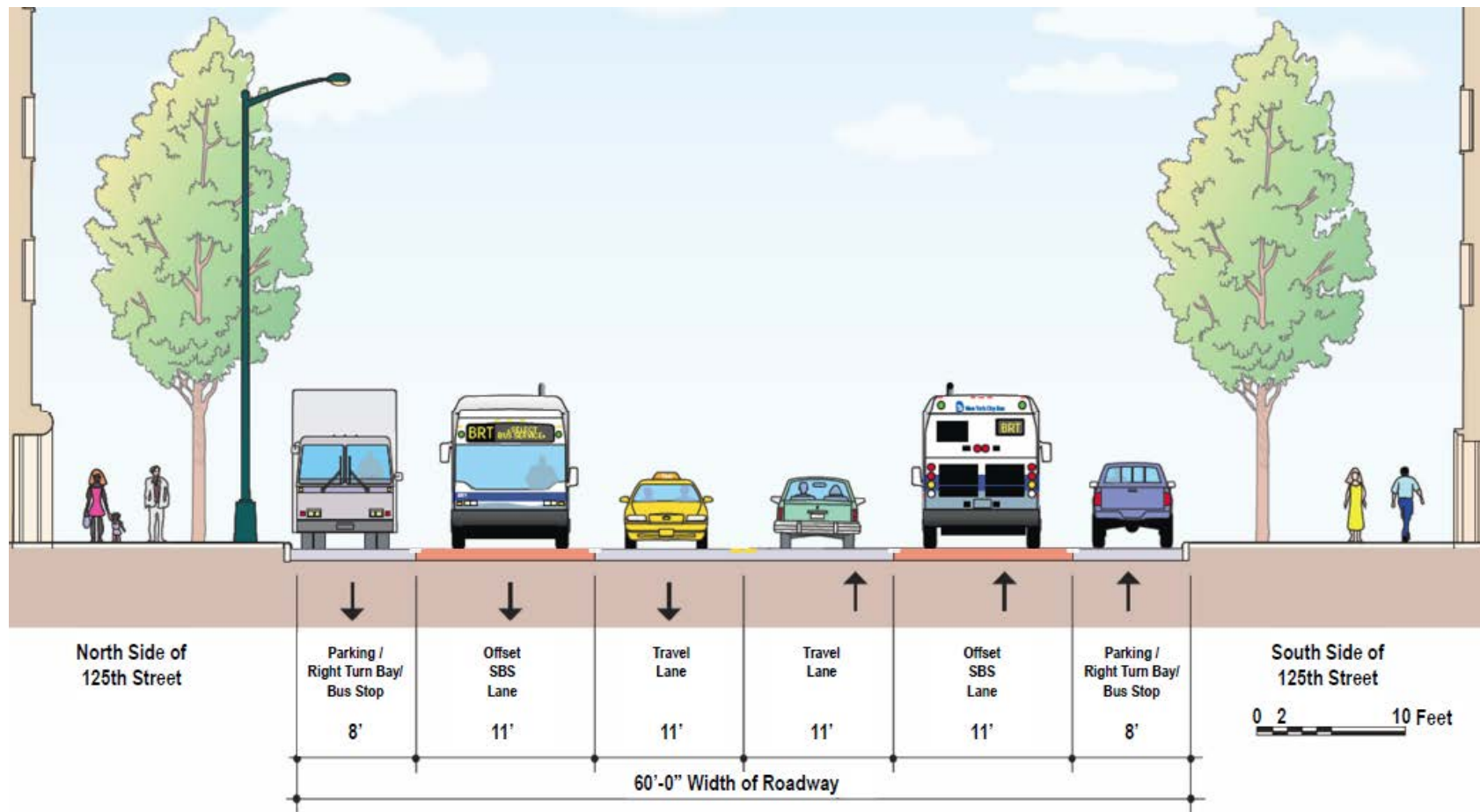
125th Street: 2015 Plan

VISION ZERO Turn Restrictions



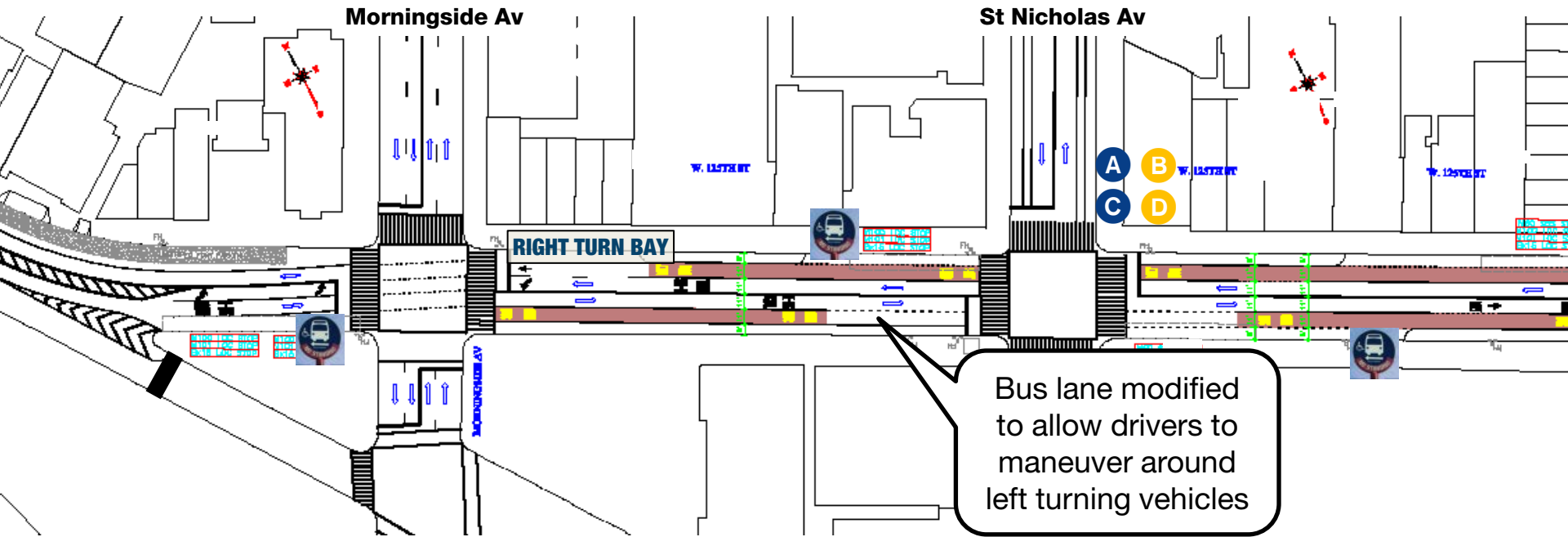
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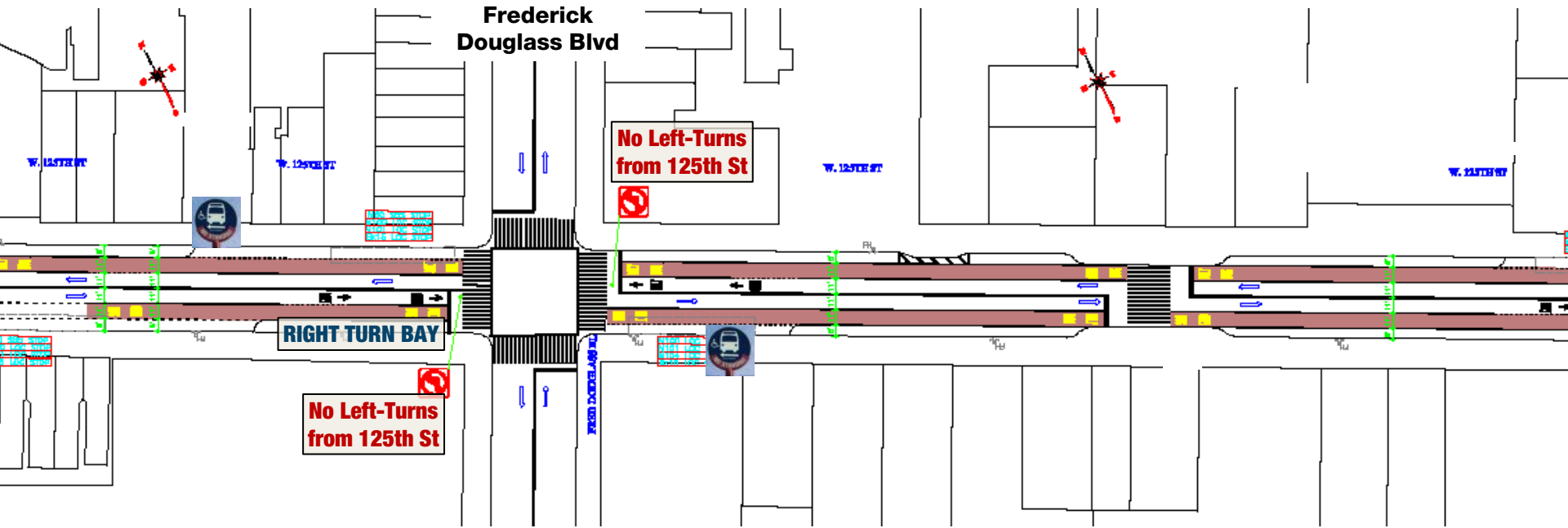
Four blocks of new offset bus lanes

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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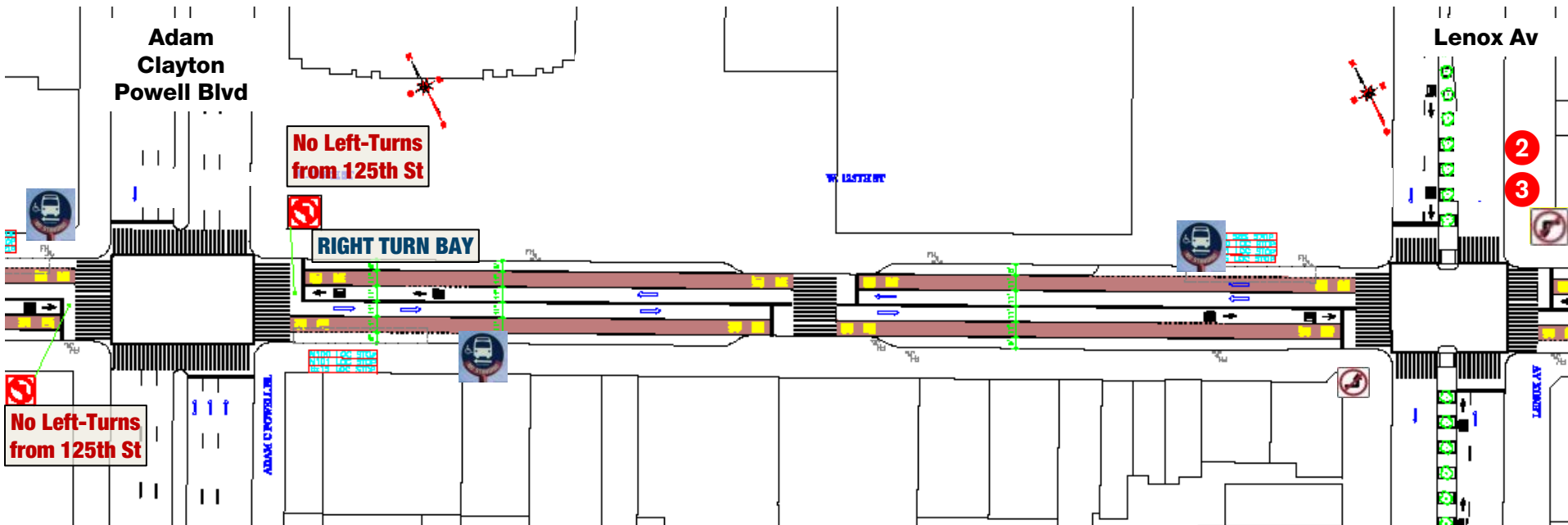
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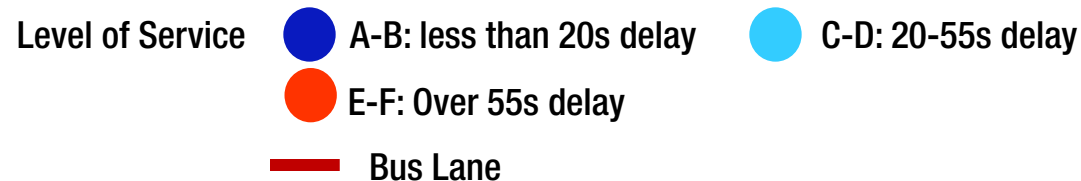
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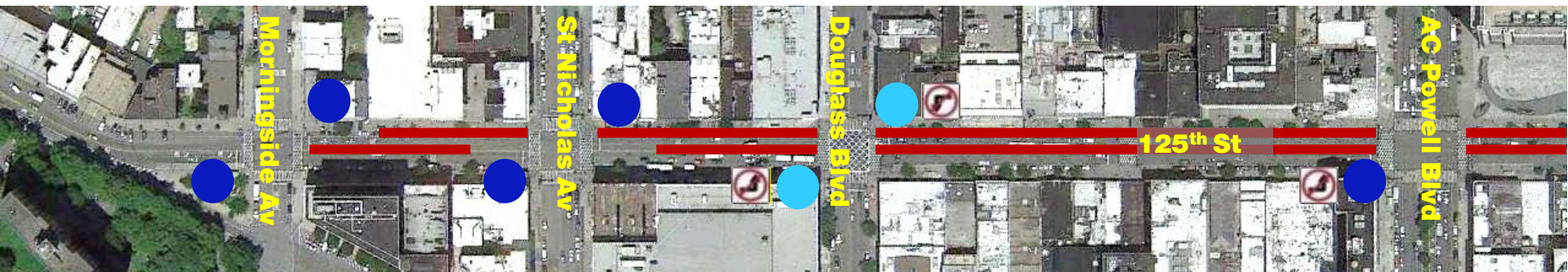
125th Street Traffic Analysis: Existing

AM Peak Period



125th Street Traffic Analysis: Proposed

AM Peak Period



- Level of Service
- A-B: less than 20s delay
 - C-D: 20-55s delay
 - E-F: Over 55s delay
 - Bus Lane

125th Street Traffic Analysis: Existing

PM Peak Period

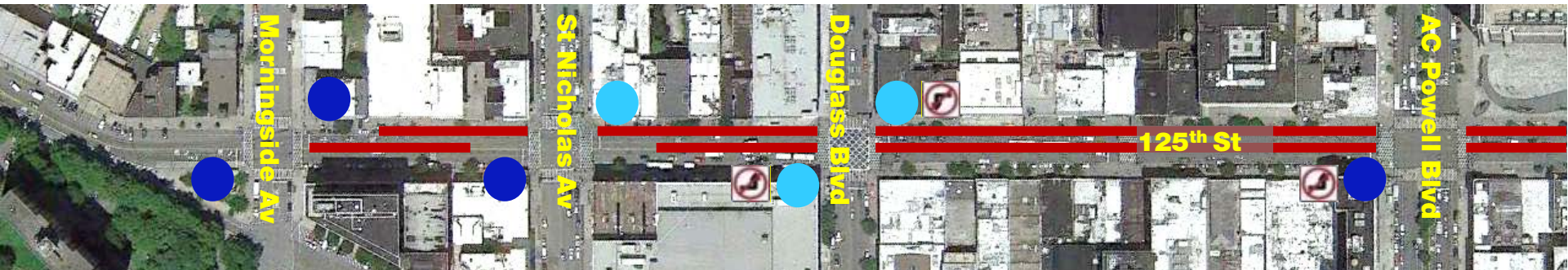


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125th Street Traffic Analysis: Proposed

PM Peak Period



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125th Street Traffic Analysis



No significant traffic impact on 125th St as measured by delays

No increases or decreases in delay greater than 9 seconds

Reasons:

- Bus lane modification at St Nicholas keeps buses and through vehicles moving
- Left turn restrictions reduce waiting behind turning vehicles

Next Steps

Continued Monitoring of Bus Movement, Traffic and Parking
West Side Bus Lane Implementation – Summer 2015

Questions?