

M60 Select Bus Service on 125th Street

Community Advisory Committee Meeting
Wednesday, January 23, 2013



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Overview

Project Recap

Recent Public Outreach

Sidewalk Survey

Bus Stop Locations

Parking Analysis

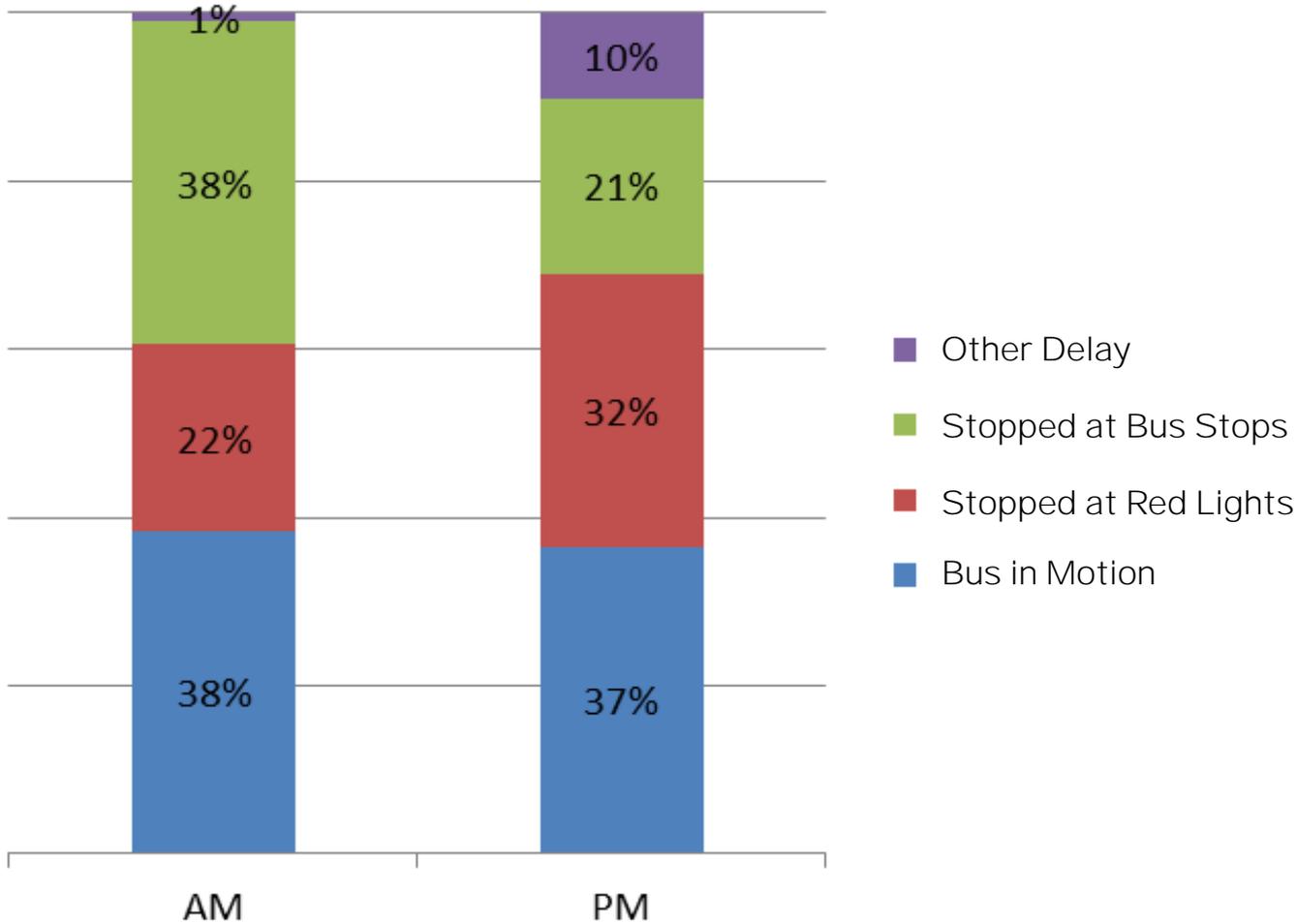
Turn Restrictions

Review Corridor Concept Design

Next Steps



Bus Speed



Source: M60 Eastbound

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

Select Bus Service for 125th Street

NYCT and DOT are proposing SBS on the M60 route

Potential 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





Public Outreach

Public Workshop #1:
September 19, 2012

Community Advisory
Committee Meeting #1:
November 28, 2012

Public Workshop #2:
December 3, 2012

125th St Community
Walk-through:
January 17, 2013



Public Outreach

Key Points raised at CAC and Public Meetings

Curb access should be preserved for shoppers/merchants

Double parking of cars and trucks contributes to bus delays

Select Bus Service should stop at major subway/rail connections

Outreach to merchants and vendors is essential

Issues at 125th St/Lexington Av need to be addressed

CB11 leading a multi-agency working group

DOT, NYCT are participating

Data Collection and Analysis

 Merchant Survey

 Sidewalk Survey

 Parking Analysis

Traffic Analysis - ongoing

Review of Curb Regulations



Sidewalk (“Shoppers”) Survey

Conducted on Tuesday,
December 18, 2012

752 people interviewed
between 10 AM and 2 PM

Various locations on
125th St between
Madison Av and
St Nicholas Av



Sidewalk Survey

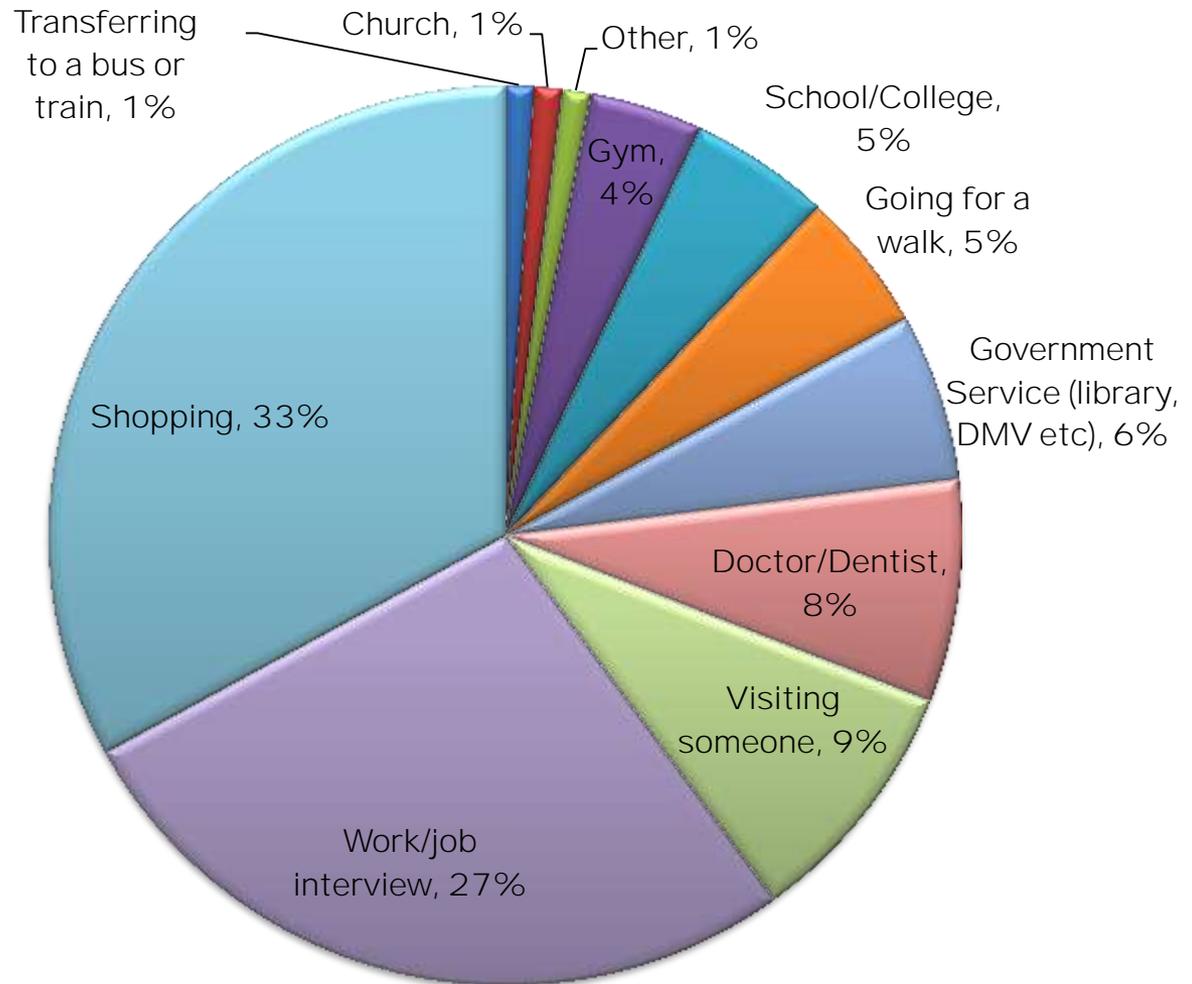
Most survey participants came from Harlem or surrounding neighborhoods



Sidewalk Survey

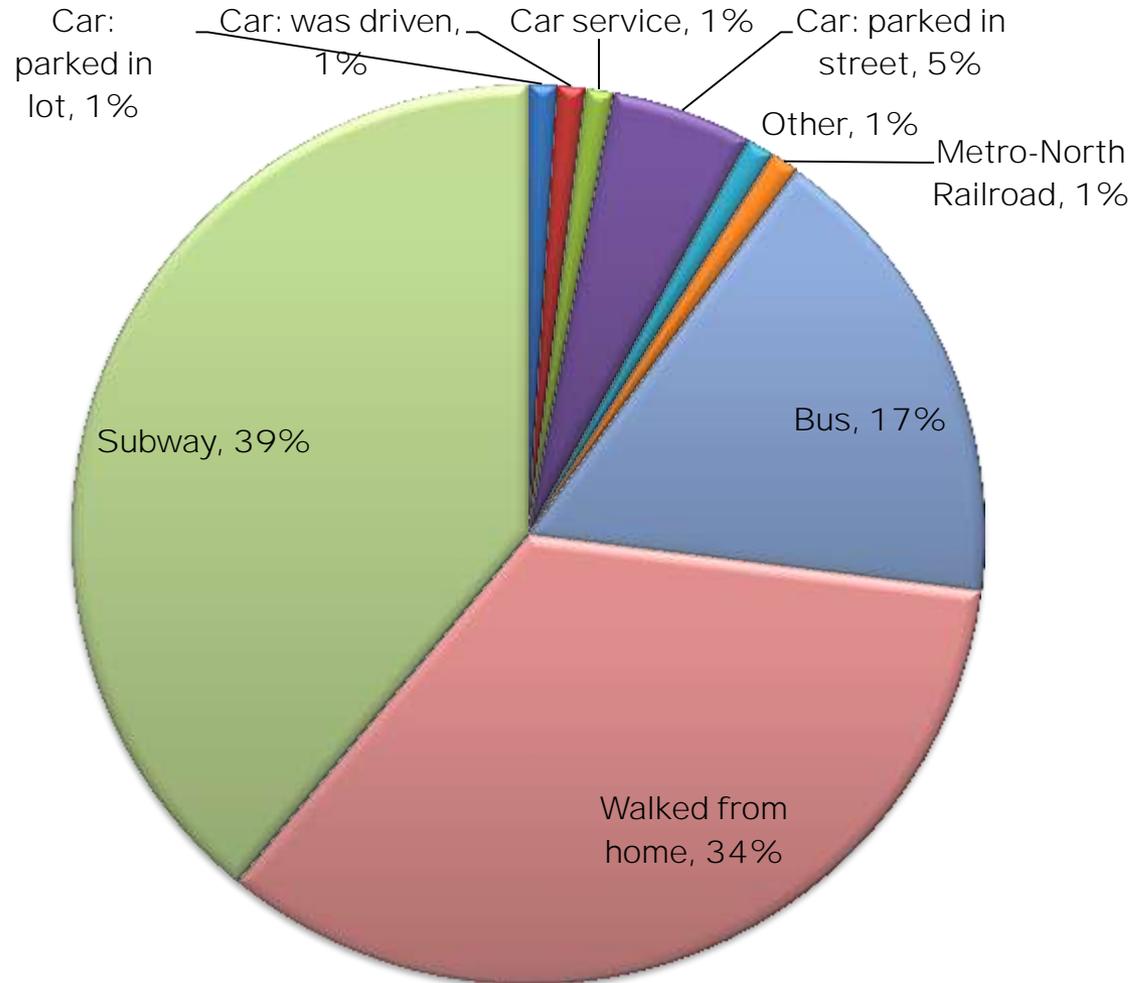
Most survey participants travel to 125th St to shop or work

An additional 28% of respondents intend to shop on 125th St later that day



Sidewalk Survey

Most survey participants walk or ride transit to 125th St

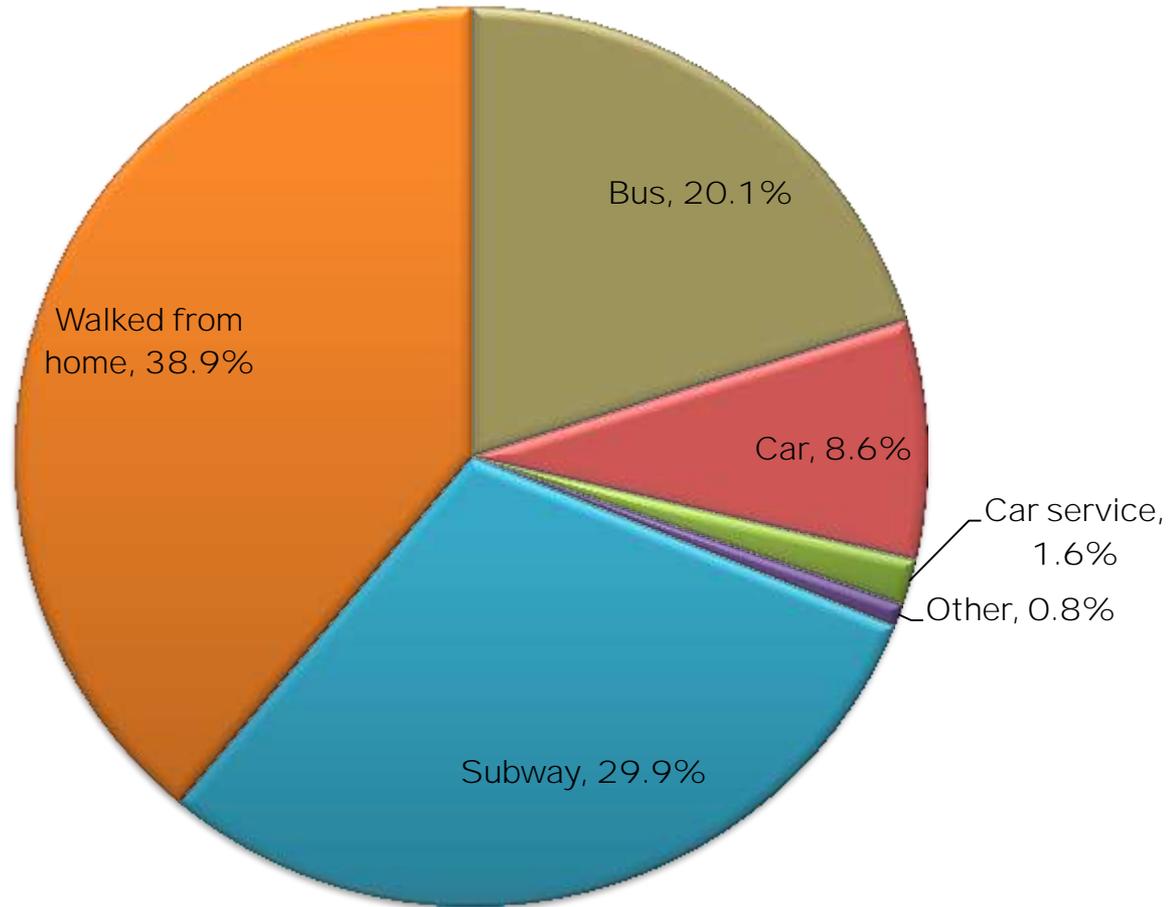




Sidewalk Survey

Shoppers Only

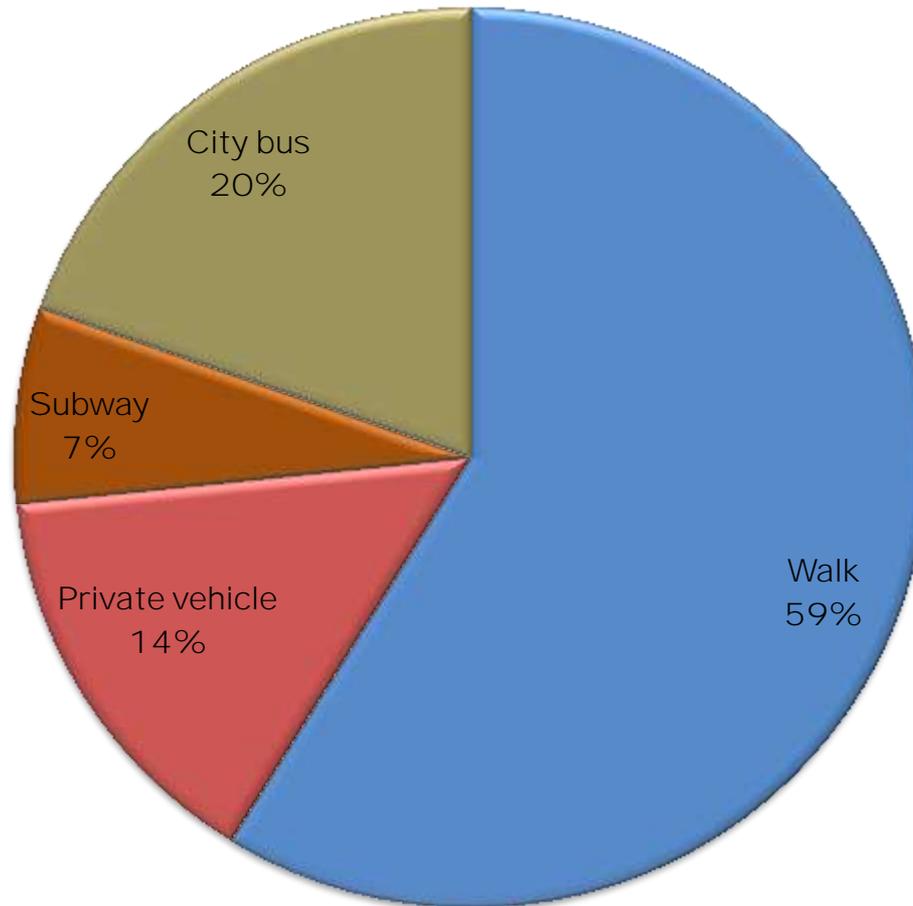
Less than one in ten shoppers drive to 125th St



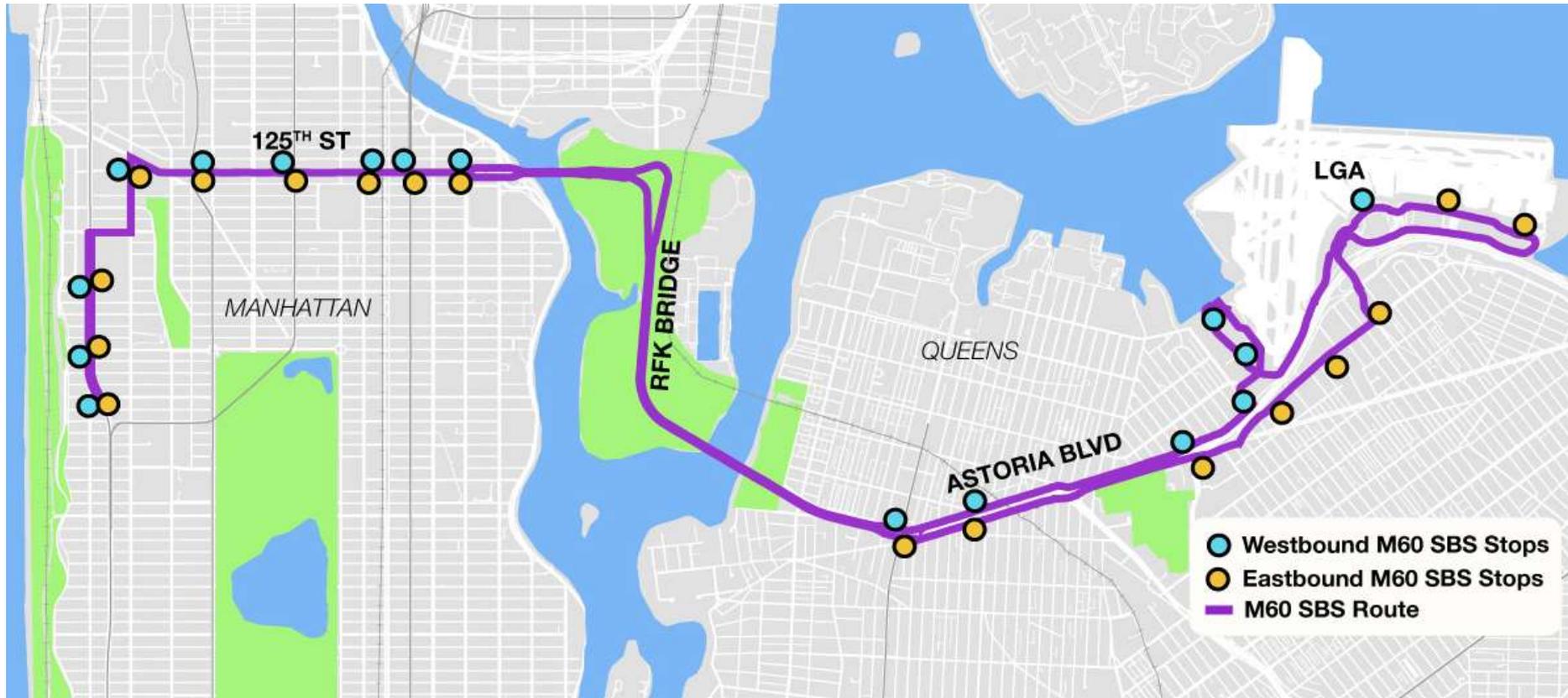
Merchant Survey

How do you think customers typically get to your business?

From November Merchant Survey: merchant impressions closely match shopper behavior

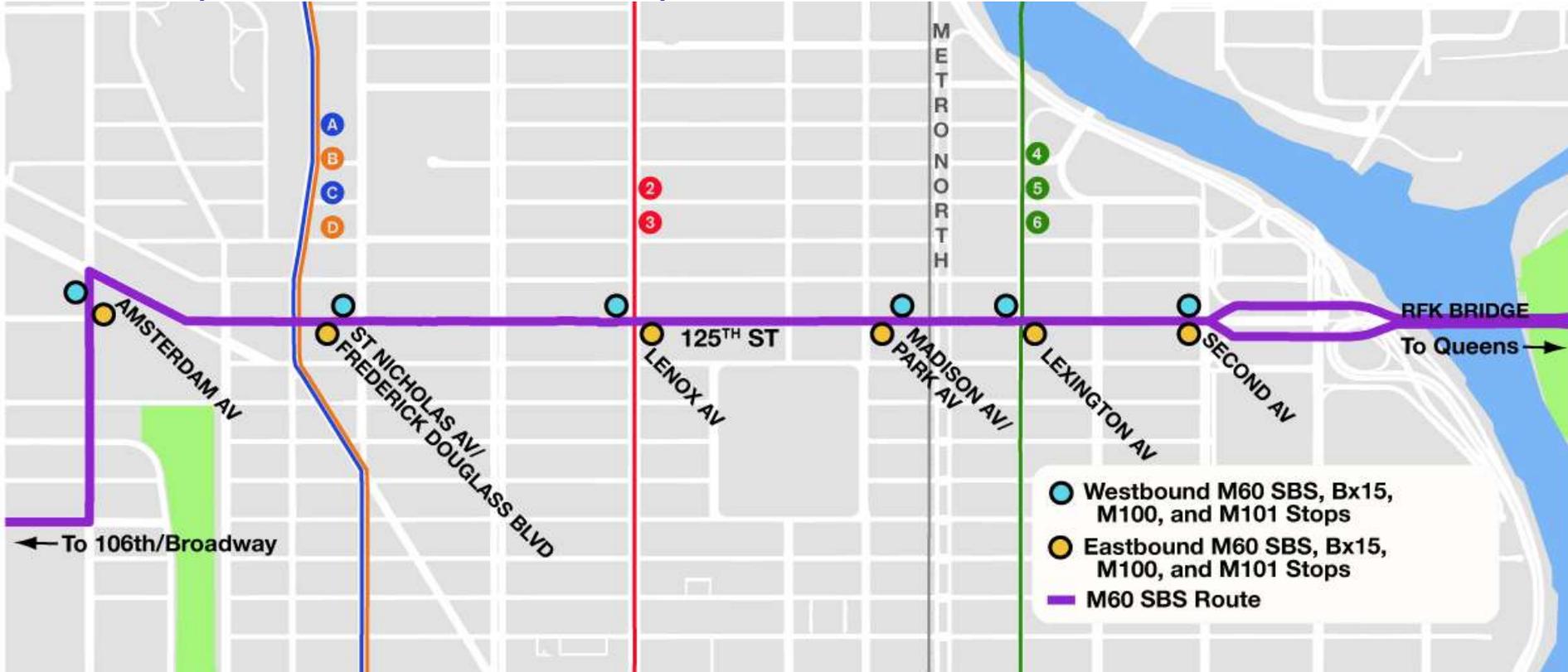


Proposed M60 SBS Station Locations



M60 SBS makes limited stops in Manhattan and Queens
Bx15, M100 and M101 make local stops along 125th Street

Proposed SBS Stop Locations on 125th Street

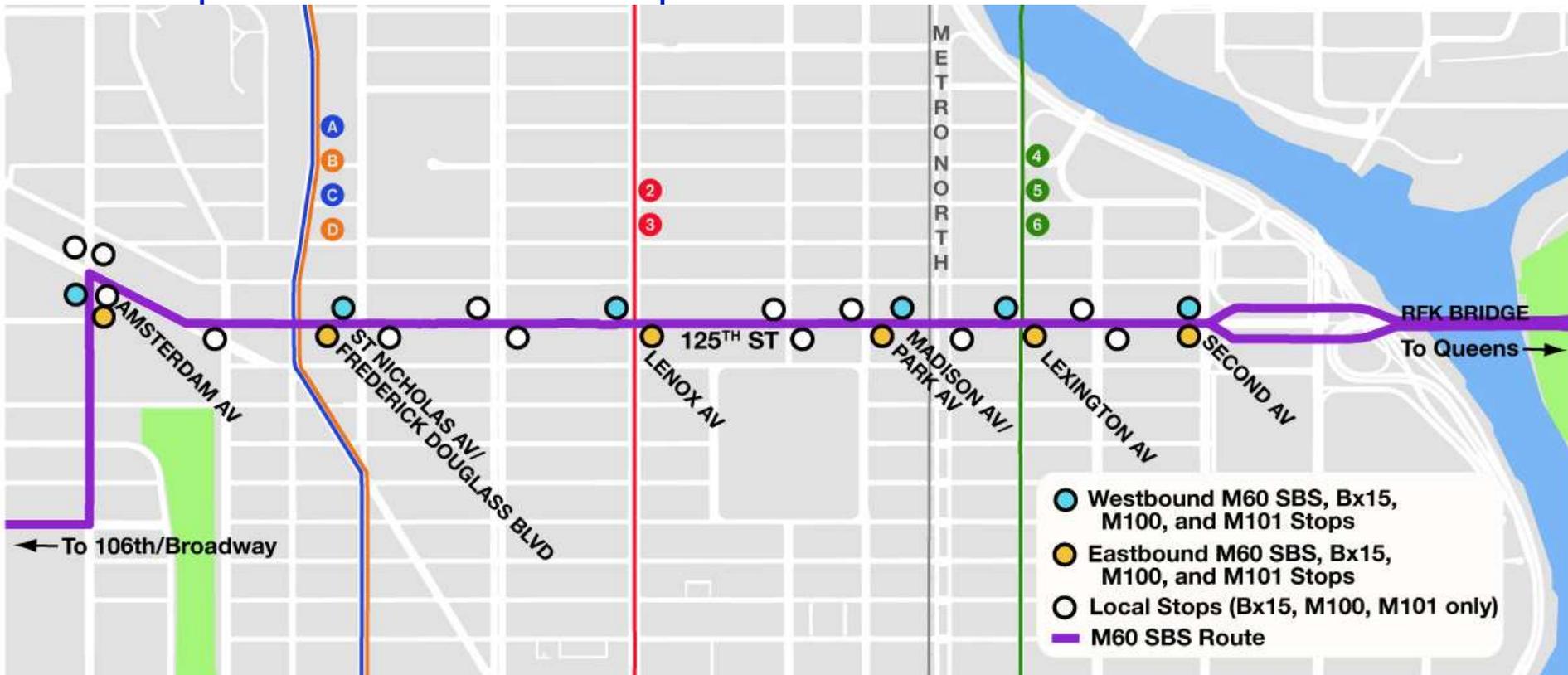


M60 SBS connects to all subway/rail lines

Some existing stops will need to be longer to accommodate SBS

Additional SBS stop details on concept design maps

Proposed SBS Stop Locations on 125th Street



Local service is retained on Bx15, M100, M101

Parking Analysis

Observations on all blocks of 125th St from Amsterdam to Second Av in October 2012

Cameras measure

- Parking occupancy

- Parking duration

- Illegal parking

- Double parking

- Types of vehicles parking (cars, trucks, buses, etc.)

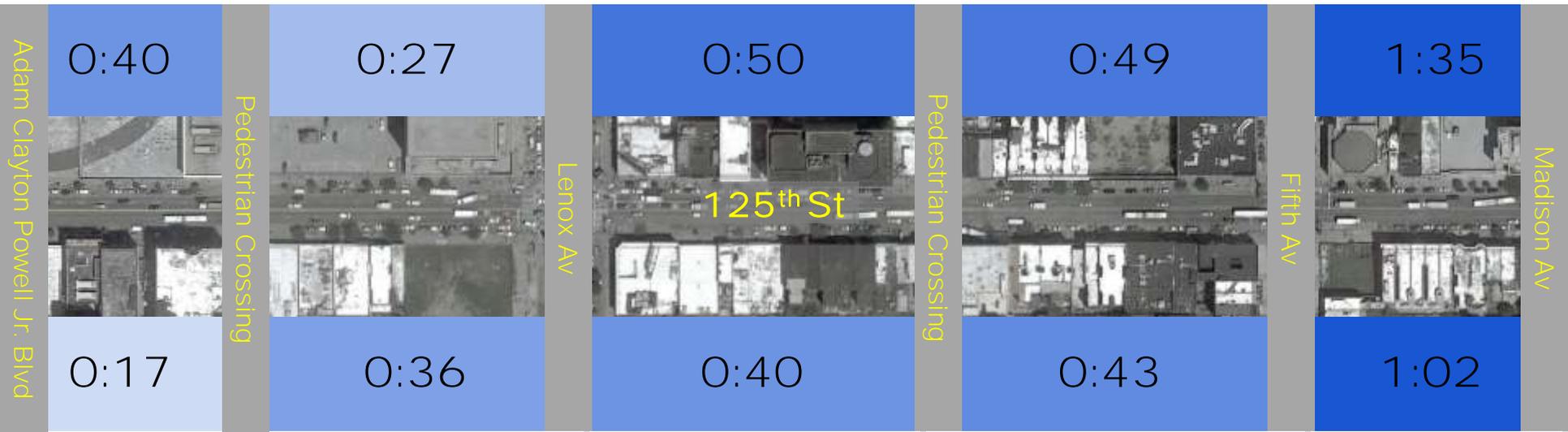


Parking Analysis

Average parking duration [hr:min]

Adam Clayton Powell Jr. Blvd to Madison Av - sample section

North Curb

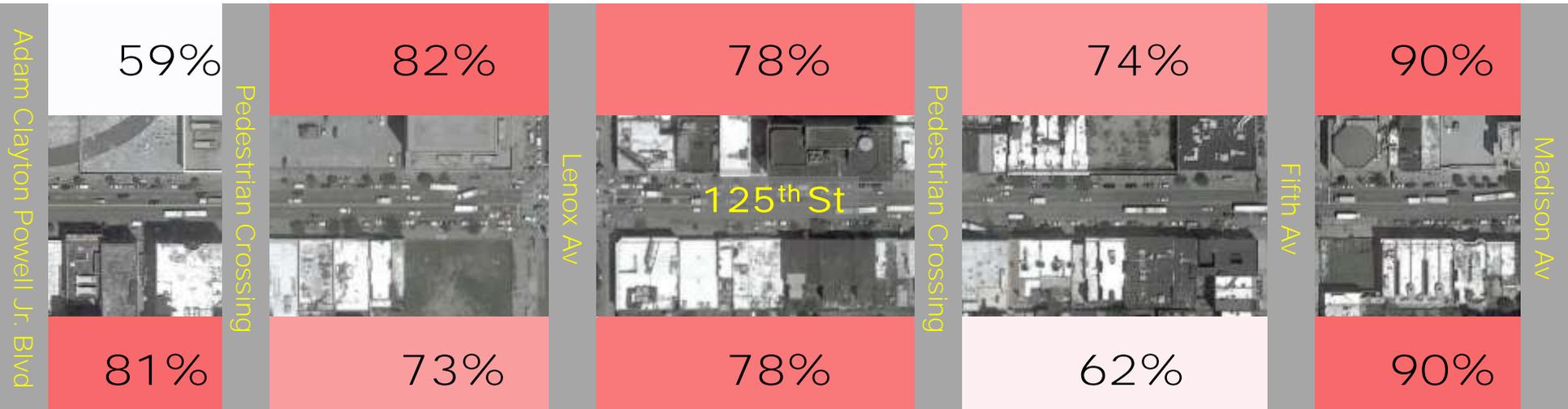


South Curb

Scale	High	Medium	Low
Parking Duration [hr:min]	1:00	0:45	0:15

Parking Analysis

Average parking occupancy [%]
Adam Clayton Powell Jr. Blvd to Madison Av - sample section
North Curb



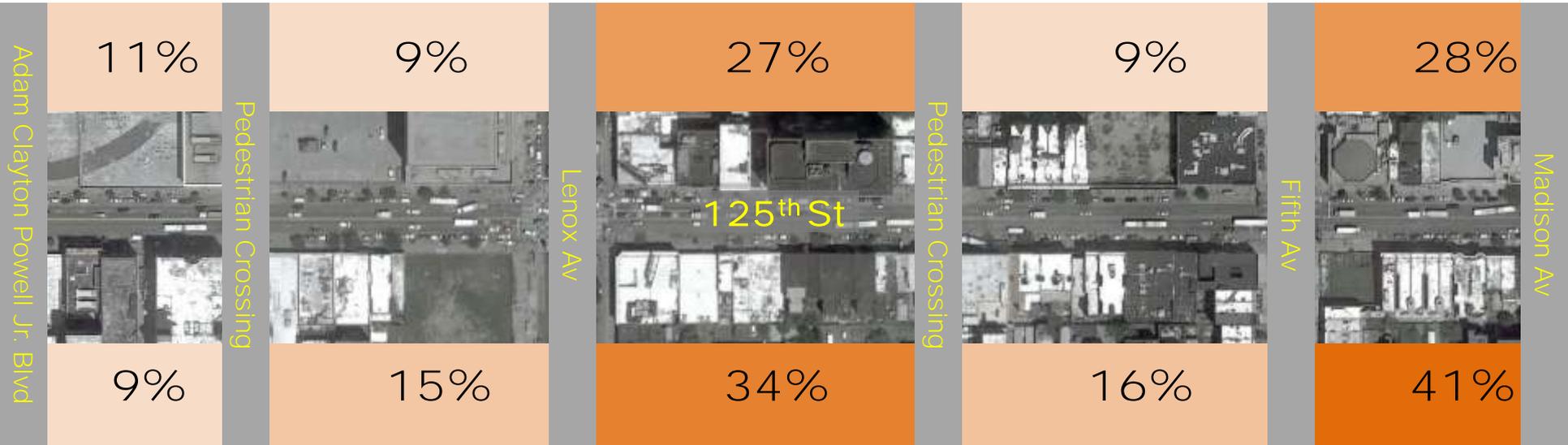
South Curb

Scale	High	Medium	Low
Parking Occupancy [%]	80%	75%	65%



Parking Analysis

% of time when vehicles were double parked
Adam Clayton Powell Jr. Blvd to Madison Av - sample section
North Curb



South Curb

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



Proposed Turn Restrictions

Turn restrictions serve to

- improve pedestrian safety

- improve traffic flow

Restrictions on left turns are common on major crosstown streets in Manhattan

125th St is among the busiest crosstown corridors in Manhattan

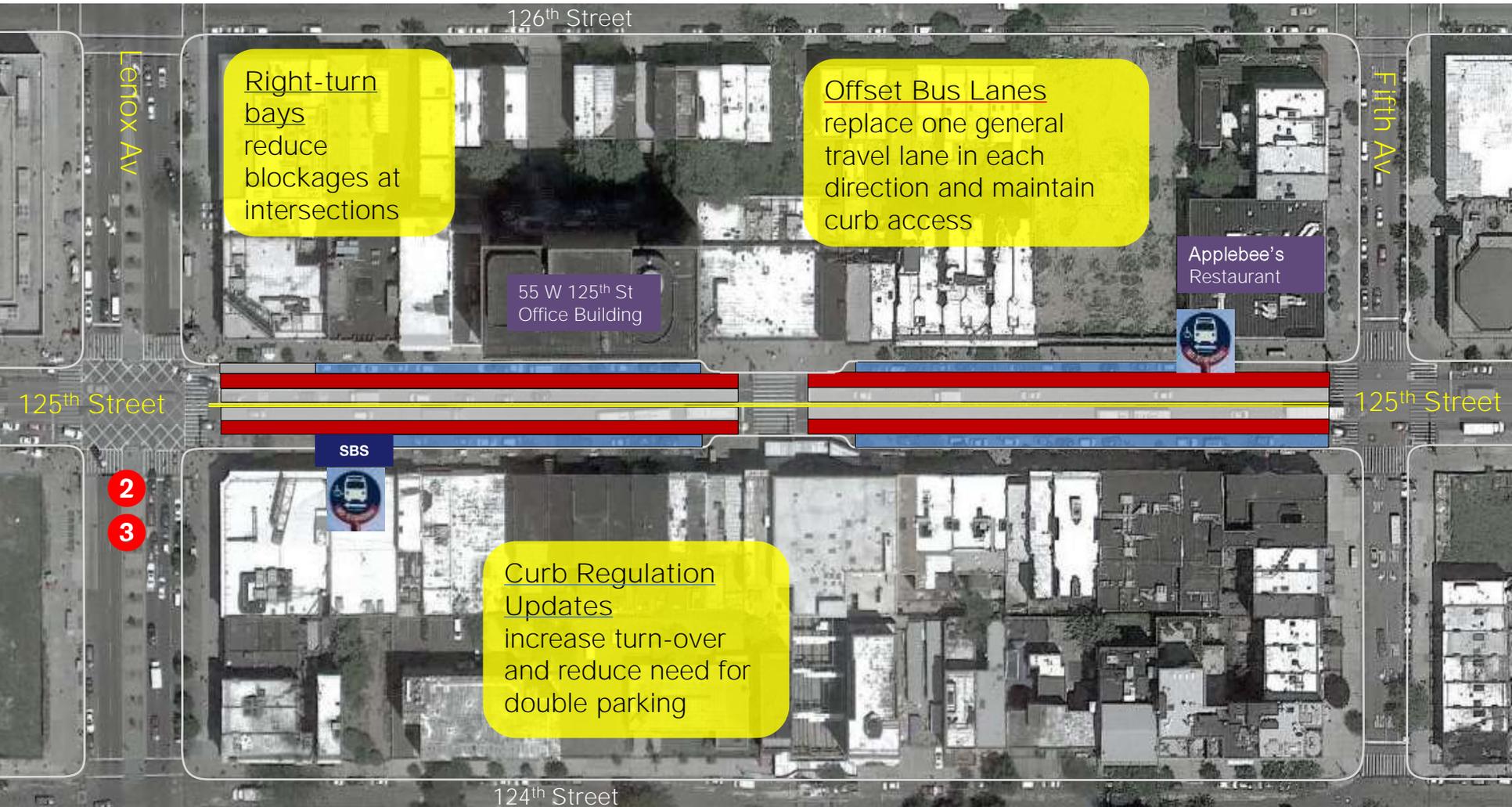


Proposed Turn Restrictions

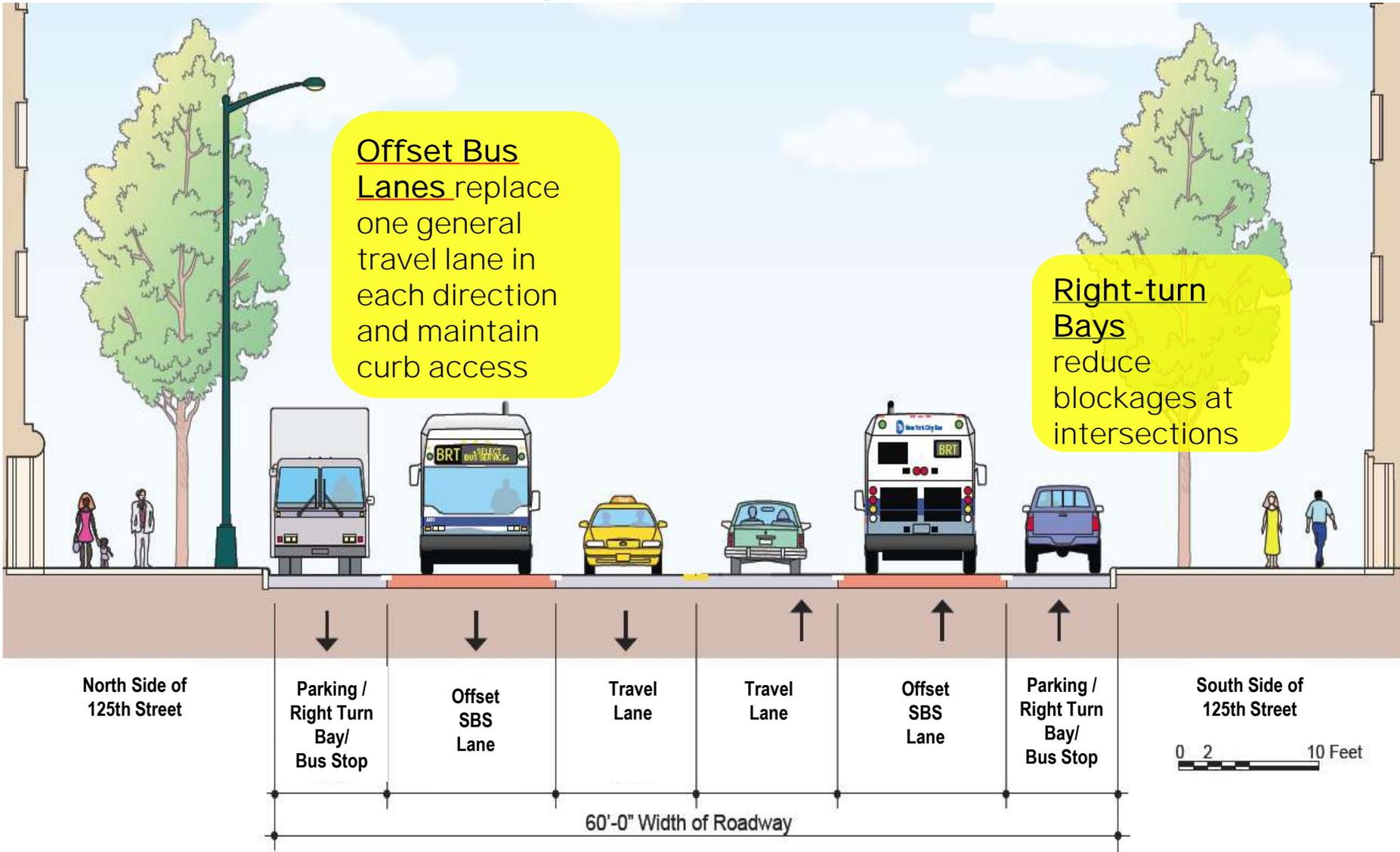


Legend  Proposed Turn Restrictions  Current Turn Restrictions

Lenox Av to Fifth Av - Sample block



Proposed Design - Typical





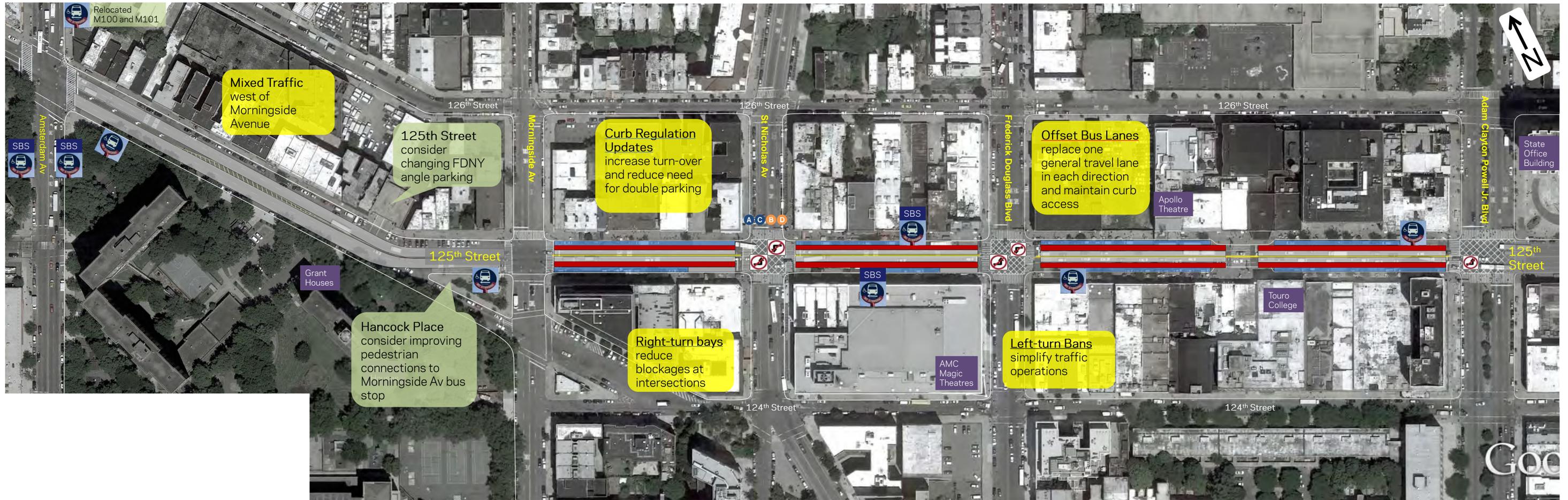
Breakout Tables - Discussion

Proposed Concept Design

Proposed SBS Stations

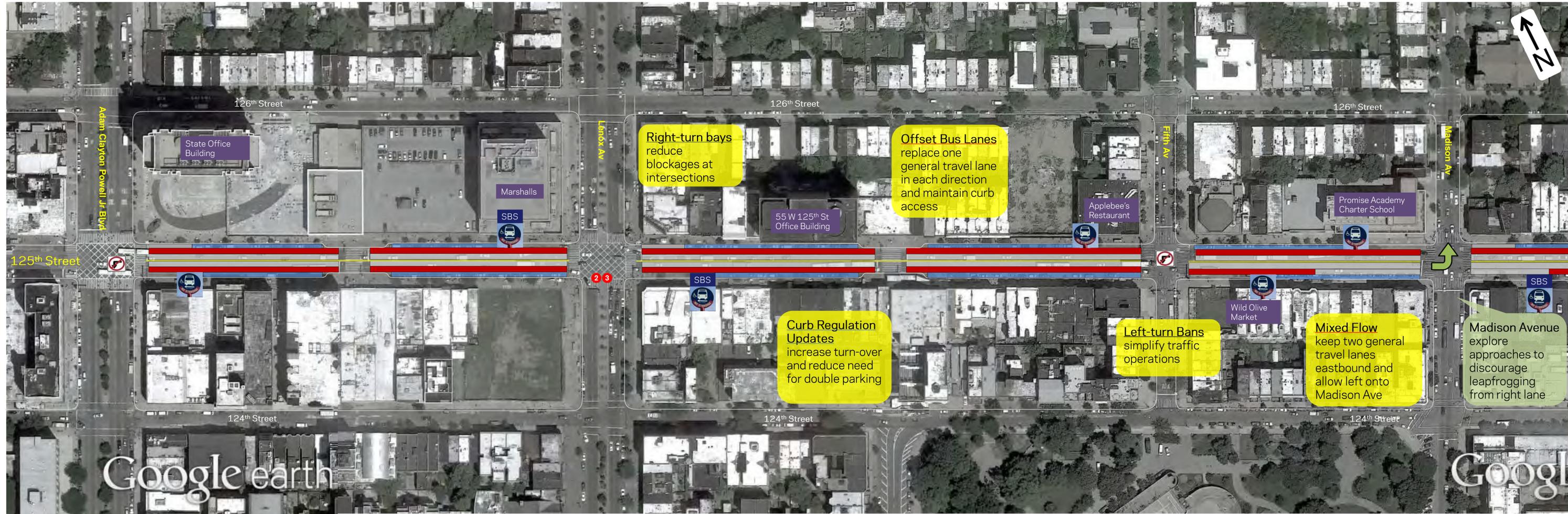
Parking Analysis

Amsterdam Av - Adam Clayton Powell Jr. Blvd



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

Adam Clayton Powell Jr. Blvd - Madison Av



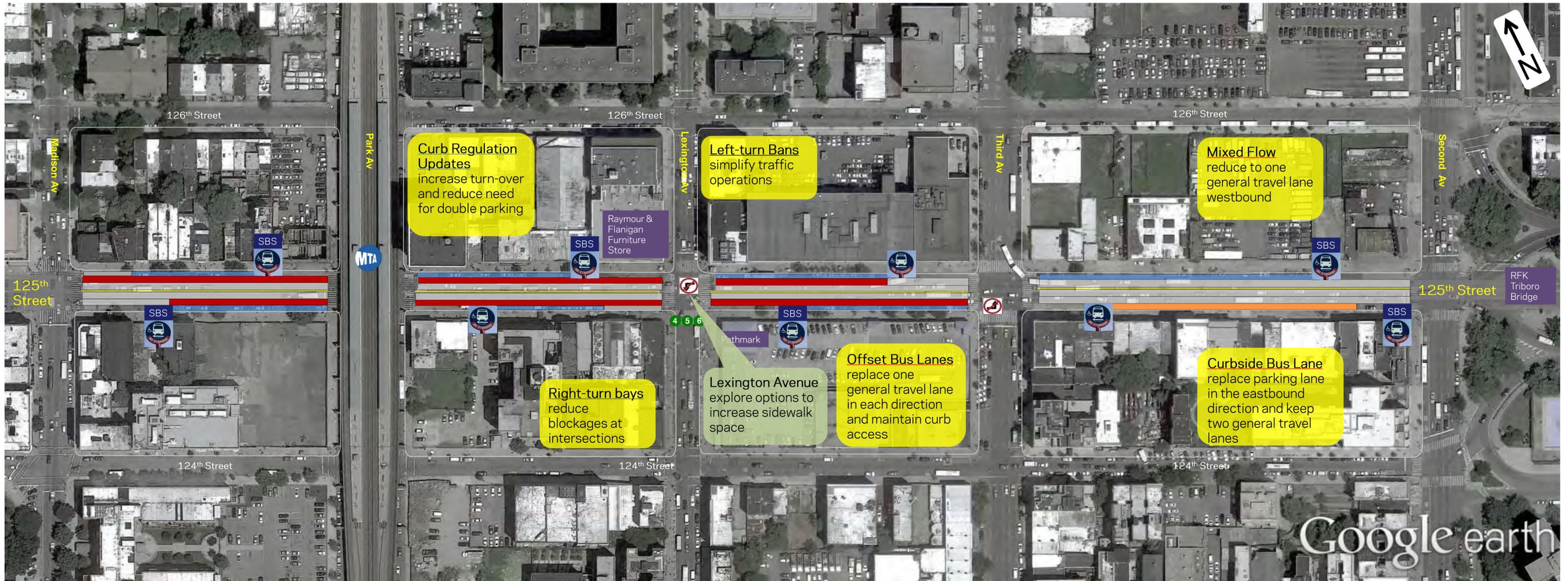
Legend Parking

Bus Only Lane

Travel Lane / Right-Turn Bay

Turn Restriction

Madison Av - Second Av



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

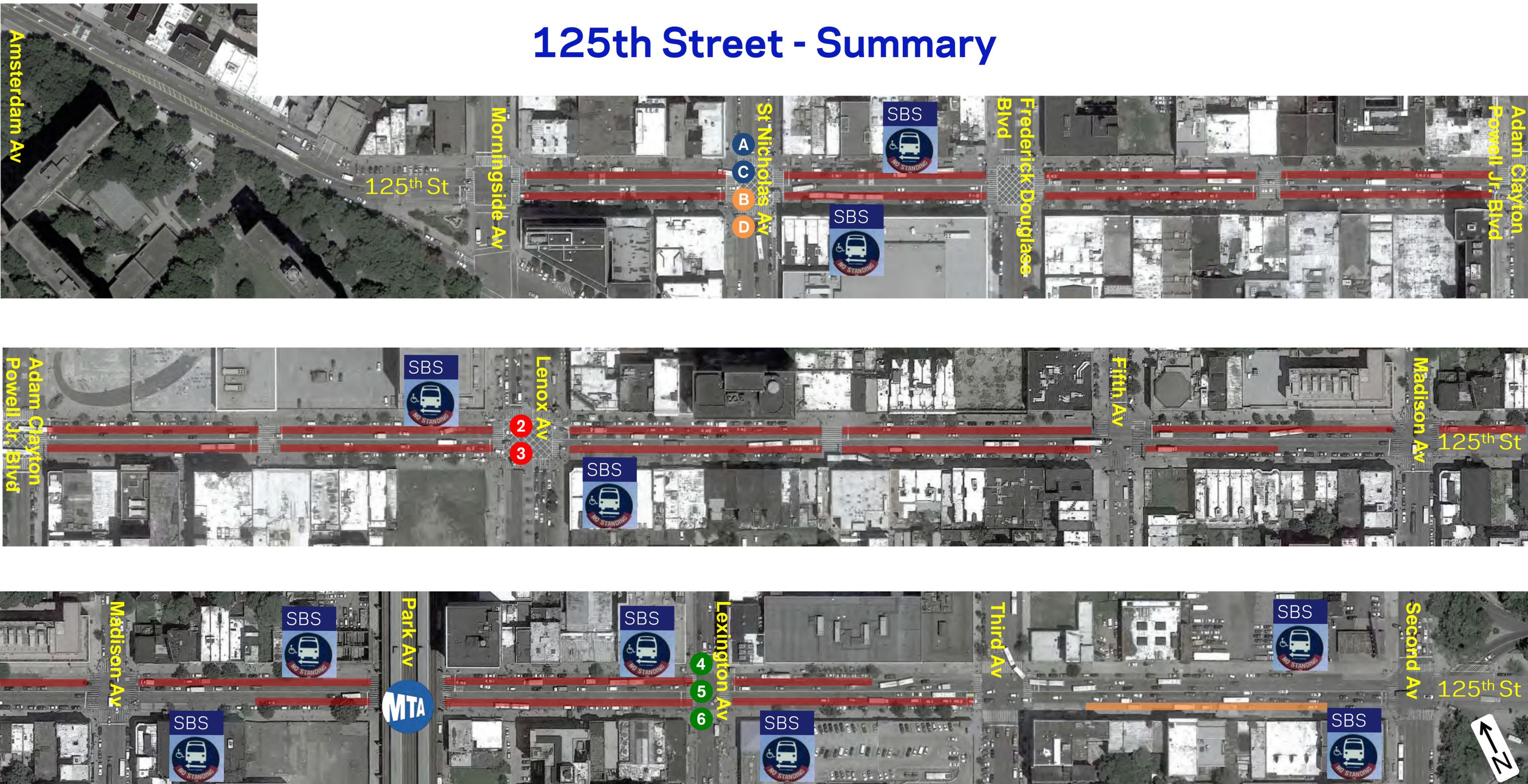


New York City Transit

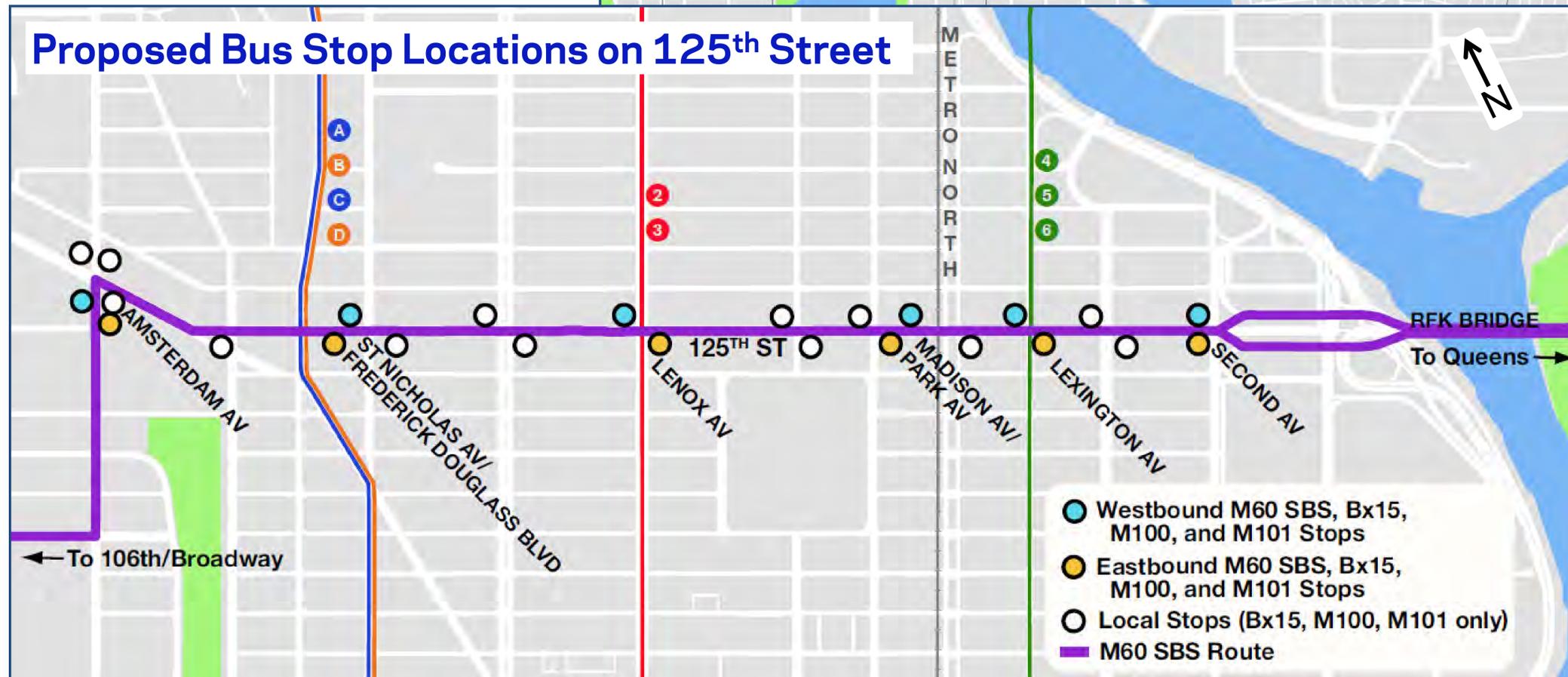
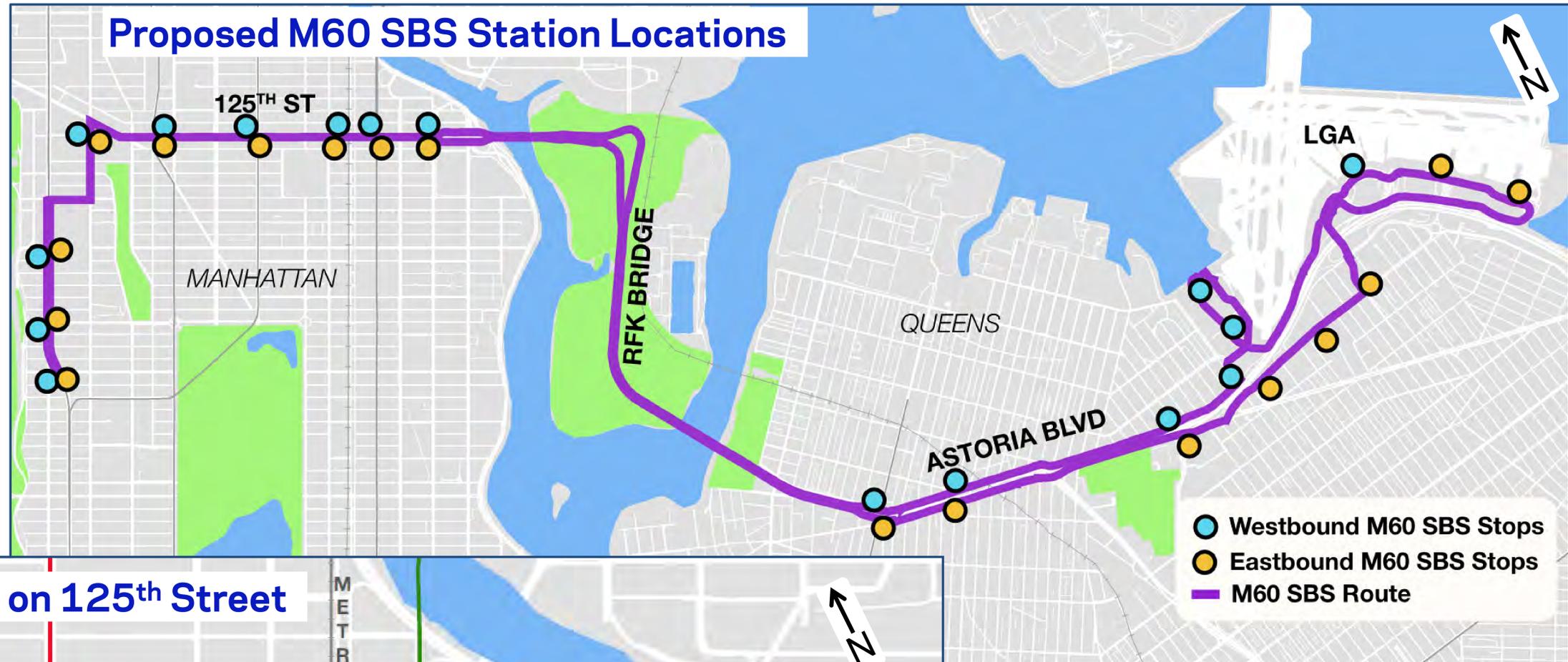
+selectbusservice 125th Street



125th Street - Summary

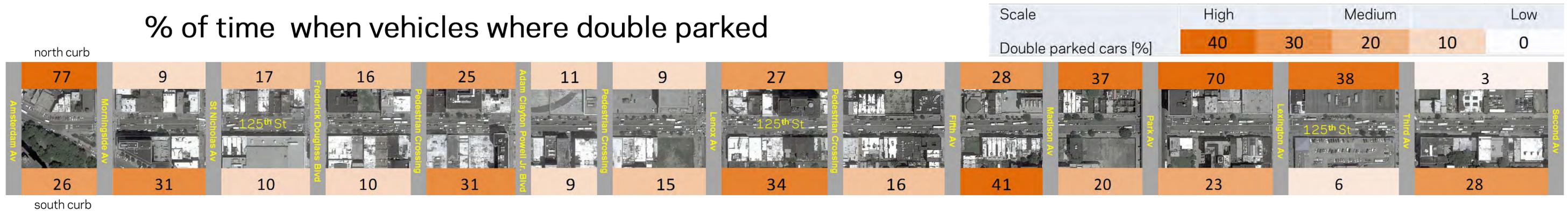


Legend  Parking Lane, Offset Bus Lane, Travel Lane  Curbside Bus Lane, Travel Lanes  SBS Bus Stop

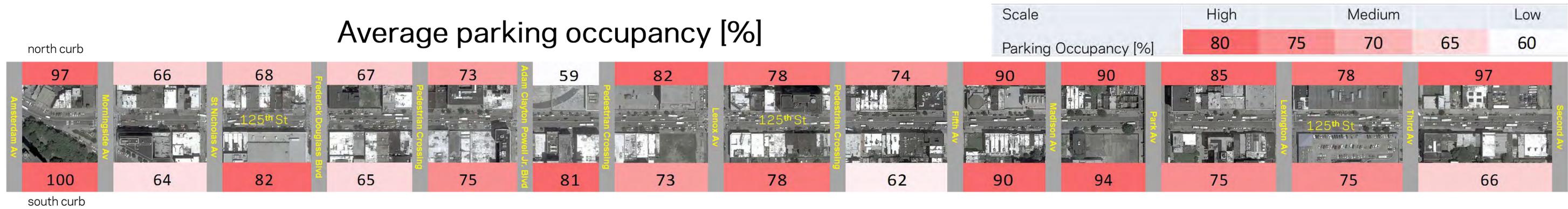


125th Street - Parking Summary

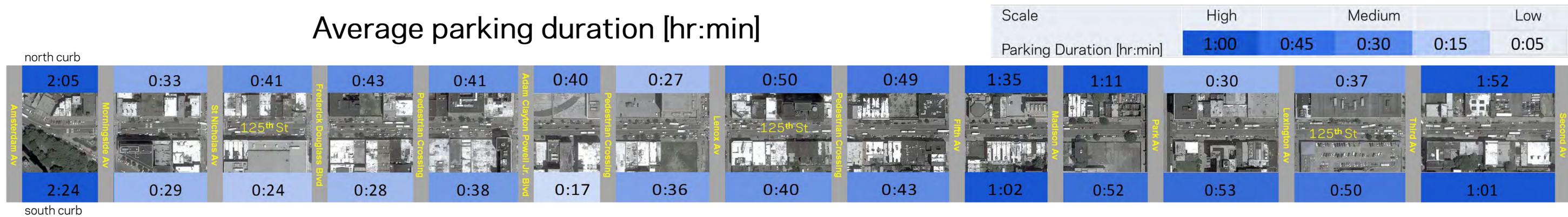
% of time when vehicles where double parked



Average parking occupancy [%]



Average parking duration [hr:min]





Next Steps

Revise Concept Design based on CAC input

Complete Traffic Analysis

Review Curb Regulations

Refine Bus Stop Locations



Upcoming Meetings

Next Public Event

M15 SBS Tour

Friday, February 1, 2013, 12:30 PM

Community Board Transportation Committee meetings

Next CAC Meeting: Early Spring 2013

Next Public Meeting: Early Spring 2013