M60 Select Bus Service on 125th Street

Manhattan Community Board 9 Transportation Committee
Thursday, March 7, 2013
Overview

Project Background

Public Outreach

Proposed Street Design in CB 9

Traffic Analysis

Changes to Parking Regulations

Other Changes

Next Steps
Buses on 125th Street

Bus Routes on 125th St:
- Bx15
- M60
- M100
- M101

Weekday Bus Boardings on 125th Street (2011)

<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>Count</td>
<td>8,838</td>
<td>9,682</td>
<td>6,912</td>
<td>7,198</td>
<td>32,630</td>
</tr>
</tbody>
</table>

M60 is busiest route
M60 Ridership

Boardings by Area

- AIRPORT: 11%
- QUEENS: 19%
- MORNING SIDE HEIGHTS: 21%
- 125 ST: 49%

Alightings by Area

- AIRPORT: 10%
- QUEENS: 22%
- MORNING SIDE HEIGHTS: 17%
- 125 ST: 51%

Much of the ridership of M60 is concentrated within Manhattan and on 125th Street. Most riders are not traveling to/from LaGuardia Airport.
Bus Speed

- **1%** Other Delay
- **38%** Stopped at Bus Stops
- **22%** Stopped at Red Lights
- **38%** Bus in Motion

**AM**
- **38%** Bus in Motion
- **22%** Stopped at Red Lights
- **38%** Stopped at Bus Stops
- **1%** Other Delay

**PM**
- **37%** Bus in Motion
- **32%** Stopped at Red Lights
- **21%** Stopped at Bus Stops
- **10%** Other Delay

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**

Source: M60 Eastbound
Select Bus Service on the M60

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
How SBS Works

Paying your fare:

1. Pay at sidewalk Metrocard or coin machines before boarding the bus
2. Take your receipt
3. Board the bus through any of the three doors
Public Outreach

Public Workshop #1: September 19, 2012

CAC Meeting #1: November 28, 2012

Public Workshop #2: December 3, 2012

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

CAC Meeting #2: January 23, 2013

M15 SBS Tour: February 1, 2013
Public Outreach

Key Points raised at Outreach Events

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
Data Collection and Analysis

Merchant Survey
Sidewalk Survey
Parking Analysis
Traffic Analysis
Review of Curb Regulations
Offset Bus Lanes replace one general travel lane in each direction and maintain curb access.
Amsterdam Av - Adam Clayton Powell Jr. Blvd

Legend

- Parking
- Bus Only Lane
- Travel Lane / Right-Turn Bay
- Turn Restriction
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 stops at 106th, 110th, 116th Streets along Broadway
Local service is retained on Bx15, M100, M101
Existing Traffic Conditions

All intersections from Morningside Avenue to Second Avenue were analyzed at AM and PM peak on a typical day.

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
- C to D is typical in NYC
Traffic Changes on 125th Street

Offset Bus Lanes replace one general travel lane in each direction.
Traffic Changes on 125th Street

Left Turn Restrictions reduce conflicts and increase signal time for through traffic.
Traffic Changes on 125th Street

Right-turn bays reduce blockages at intersections

Updated Curb Regulations reduce double parking
Level of Service 125th Street: Existing

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
Level of Service 125th Street: Proposed

More than 10s delay increase at Westbound Third Av Only

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

10s+ delay increase
Parking Regulations - Existing

Alternate Side Parking (unmetered) 1 Hour Metered Parking Permit Parking Bus Stop

e.g. Ambulette, Diplomat, FDNY, NYPD, etc.
Potential Changes to Parking Regulations

Alternate-Side Parking (ASP) between Amsterdam Av and Morningside Av
- allows free parking for as long as 4 days
- makes it more difficult for shoppers and delivery trucks to find short-term parking
- leads to double parking

DOT proposes converting ASP to 1-Hour Metered Parking from 8 AM to 7 PM

DOT would also add 1-Hour Metered Commercial Loading from 8 AM to 12 PM where needed
Proposed Curb Extensions at Amsterdam Av

Curb extensions on SW and NE corners would reduce crossing distances
Next Steps

Revise Design based on Community Input

Finalize Curb Regulations

Finalize Bus Stop Locations

Implementation in 2013

Upcoming Meetings

Community Advisory Committee Meeting #3: March 18, 2013, Alhambra Ballroom, 6:30 PM

M60 SBS Open House: Early April