M60 Select Bus Service on 125th Street
Manhattan Community Board 10 Transportation Committee
Wednesday, March 13, 2013
Overview

Project Background

Public Outreach

Proposed Street Design in CB 10

Traffic Analysis

Changes to Parking Regulations

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>Boardings</td>
<td>8,838</td>
<td>9,682</td>
<td>6,912</td>
<td>7,198</td>
<td>32,630</td>
</tr>
</tbody>
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M60 is busiest route
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

<table>
<thead>
<tr>
<th>AM</th>
<th>PM</th>
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<tbody>
<tr>
<td>38%</td>
<td>38%</td>
</tr>
<tr>
<td>22%</td>
<td>32%</td>
</tr>
<tr>
<td>1%</td>
<td>10%</td>
</tr>
<tr>
<td>Other Delay</td>
<td>Stopped at Bus Stops</td>
</tr>
</tbody>
</table>

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 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

DOT must evaluate how the proposal affects traffic
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 Street Design: Adam Clayton Powell Jr. Blvd - Madison Av

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

Through traffic lane retained to allow left turn on to Madison
Proposed M60 SBS Station Locations

M60 SBS makes limited stops in Manhattan and Queens. Bx15, M100, and M101 make local stops along 125th Street.
M60 SBS stops at every subway/rail station on 125th St plus Amsterdam Av and Second Av

Local service is unchanged on Bx15, M100, M101

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

Legend:
- Blue: Parking
- Red: Bus Only Lane
- Light Gray: Travel Lane / Right-Turn
- Red Circle with White Bar: Turn Restriction
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

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

More than 10s delay increase at Westbound Third Av Only
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 in CB 10

DOT proposes

- retaining 1-Hour Metered Parking in CB 10

- adding 1-Hour Metered Commercial Loading from 8 AM to 12 PM at selected locations in CB 10

- extending metered parking between St. Nicholas Av and Lenox Av until 10 PM to encourage parking availability during evening hours*

* Subject to Community Board approval
Parking Regulations - Under Consideration

Potential 1 Hour Metered Parking 7 PM - 10PM
Commercial Loading Zones 8 AM - 12 PM
Delivery Solutions

Example: Church Avenue Truck Delivery Windows

Before
Lane blocked 25% of time by double parking
Slow and unpredictable travel times

After
Portion of each block reserved for loading in the morning
Opens up parking for cars in the PM
Travel speeds 20% faster, and more reliable
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