

Current Conditions on 125th Street

Buses on 125th Street

- Bx15
- M60
- M100
- M101



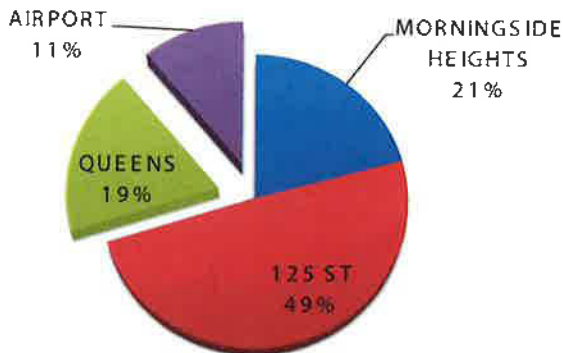
Weekday Bus Boardings on 125th Street

Bx15	M60	M100	M101	Total
8,838	9,682	6,912	7,198	32,630

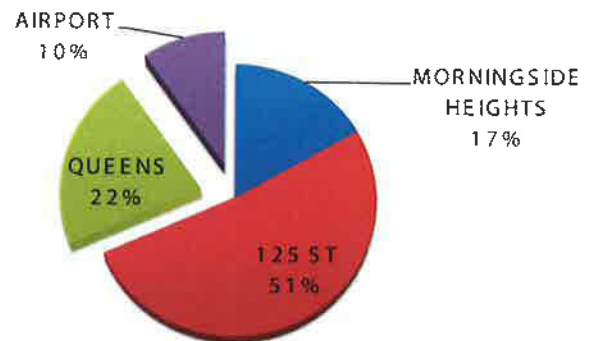
Year: 2011

M60 Ridership

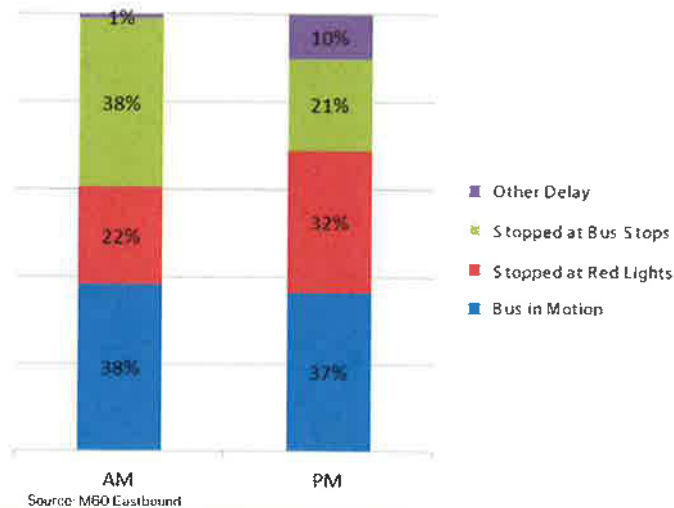
Boardings by Area



Alightings by Area



Bus Speed



Buses are **stopped over 60% of the time.**

Eastbound PM peak period bus speed: **2.7 mph.**

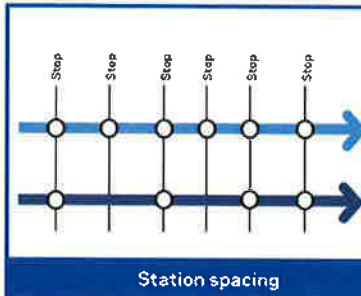
Average bus speed in NYC: **7.7 mph.**

Features of Select Bus Service



Offset bus lanes

Replace one general travel lane in each direction and maintain curb access



Station spacing

Improves travel time



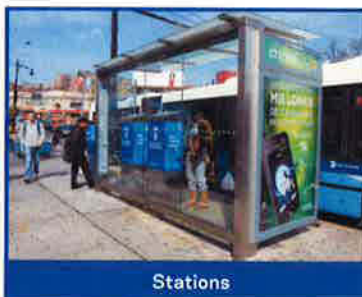
Off-board fare collection

Reduces wait time at stations



Bus lane enforcement

Reduces bus lane blockages and increases bus speeds



Stations

Enhance customer experience



Multi-door boarding

Reduces wait time at stations



Transit signal priority

Reduces stop time at intersections



Branding

Increases visibility of SBS



Ticket enforcement

Reduces incidents of fare evasion

Select Bus Service in New York City

Previous Results:

- Buses up to 20% faster
- Ridership increases of up to 15%
- 98% of customers satisfied or very satisfied



Public Outreach



Key Traffic/Parking Issues Raised at Outreach Events

- Curb access should be preserved for shoppers/merchants
- Double parking of cars and trucks contributes to bus delays
- DOT should evaluate how bus lane proposals affect traffic
- Outreach to merchants and vendors is essential



Key Transit Issues Raised at Outreach Events

- Select Bus Service should stop at major subway/rail connections
- SBS should be accessible for disabled riders
- Concerns about bus bunching, station locations



Shopper and Merchant Surveys

Sidewalk ("Shoppers") Survey

Conducted on Tuesday, December 18, 2012

752 people interviewed between 10 AM and 2 PM

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

Results:

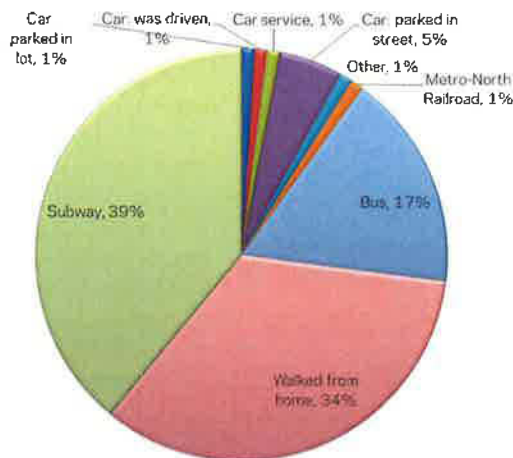
Most survey participants travel to 125th Street to shop or work

28% of respondents intend to shop on 125th Street later that day

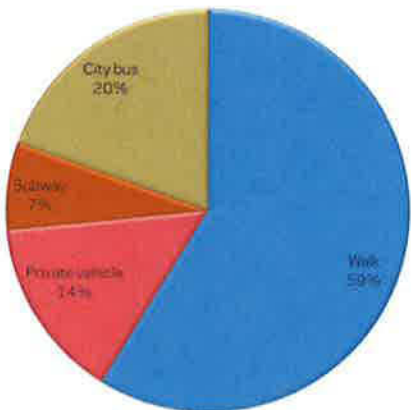
90% of respondents walk (34%) or use transit (39% subway, 17% bus) to get to 125th Street

Only 10% of respondents use a car or taxi/livery cab to get to 125th Street

How did you get to 125th Street?



How do you think customers typically get to your business?



Merchant Survey

Conducted in November 2012

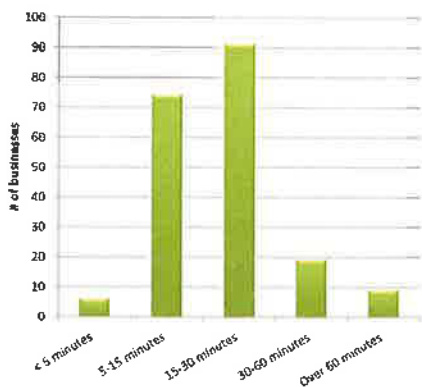
200 businesses and institutions interviewed between Amsterdam Av and Second Av

Results:

Businesses on 125th Street are primarily supported by shoppers walking or taking transit

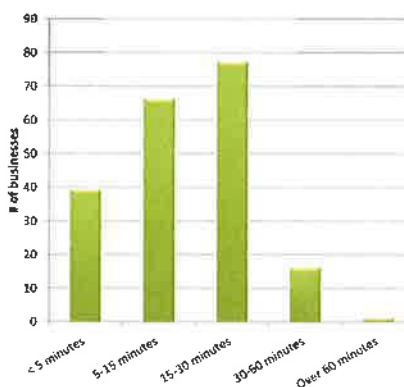
Businesses do **not** consider parking a major concern for their business (50%)

How long do you think a customer typically parks to visit your business?



Most customers park for less than 30 minutes

How long do you think a typical delivery takes?



Most deliveries are completed in less than 30 minutes

Parking regulations on 125th Street could be revised to better match these patterns

Parking Regulations

No Standing / Bus Stop

- Stopping to expeditiously drop off or pick up passengers allowed
- No loading of packages or merchandise
- No parking



Unmetered Parking / Alternate Side Parking

- Parking allowed at any time except as indicated
- Vehicles may stop or stand at this location during street cleaning times but driver may not leave the vehicle



Commercial Loading Zones

- No standing regulations apply to all non-commercial vehicles
- Commercial vehicles can load and unload goods
- Common parking regulation in commercial areas
- Specified parking period can be as short as 1 hour to encourage turnover



Metered Parking

- Parking allowed during indicated times and for indicated time period
- Requires paying parking fee at Muni-Meter



Special Zones / Permit Parking

- Examples:
- Hotels: Hotel Loading Zones
 - Medical Facilities: No Standing except ambulettes or passenger pick-up and drop-off
 - Houses of Worship



Time of Day Variations

- Peak Period Regulations:
- 7 AM - 7 PM
 - 7 - 10 AM
 - 4 - 7 PM

- Night Regulations
- 7 PM - 7 AM
 - Midnight - 7 AM

- Day of Week Regulations
- Weekdays only
 - Weekends or Sundays only



* Picture not from 125th Street, between Amsterdam Av and Second Av

125th Street - Parking Summary

How Parking Activity Affects Traffic on 125th Street

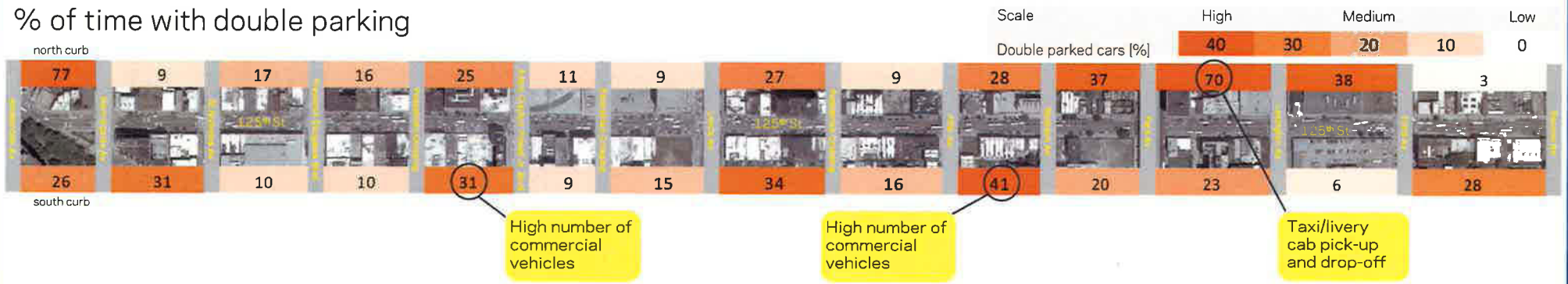
Parking regulations that allow long-term unmetered parking prevent shoppers and deliveries from accessing businesses

Buses and other vehicles are slowed when pulling around double parked vehicles

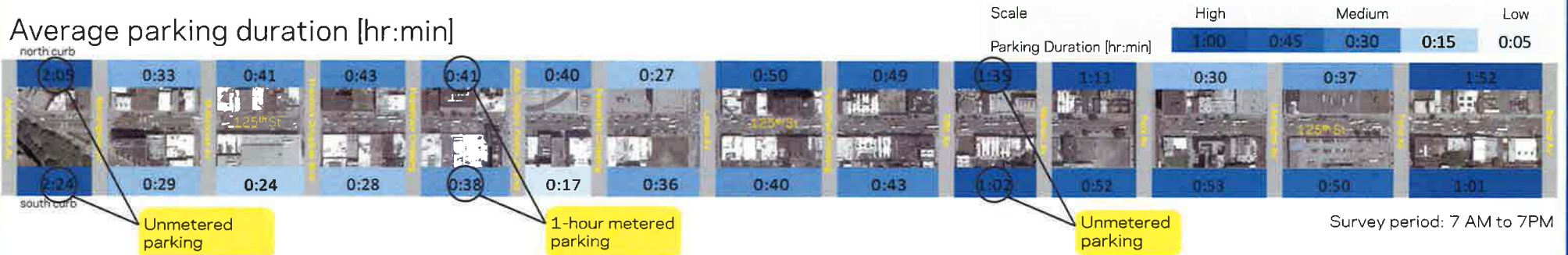
Lack of commercial parking regulations leads to truck double parking



% of time with double parking



Average parking duration [hr:min]



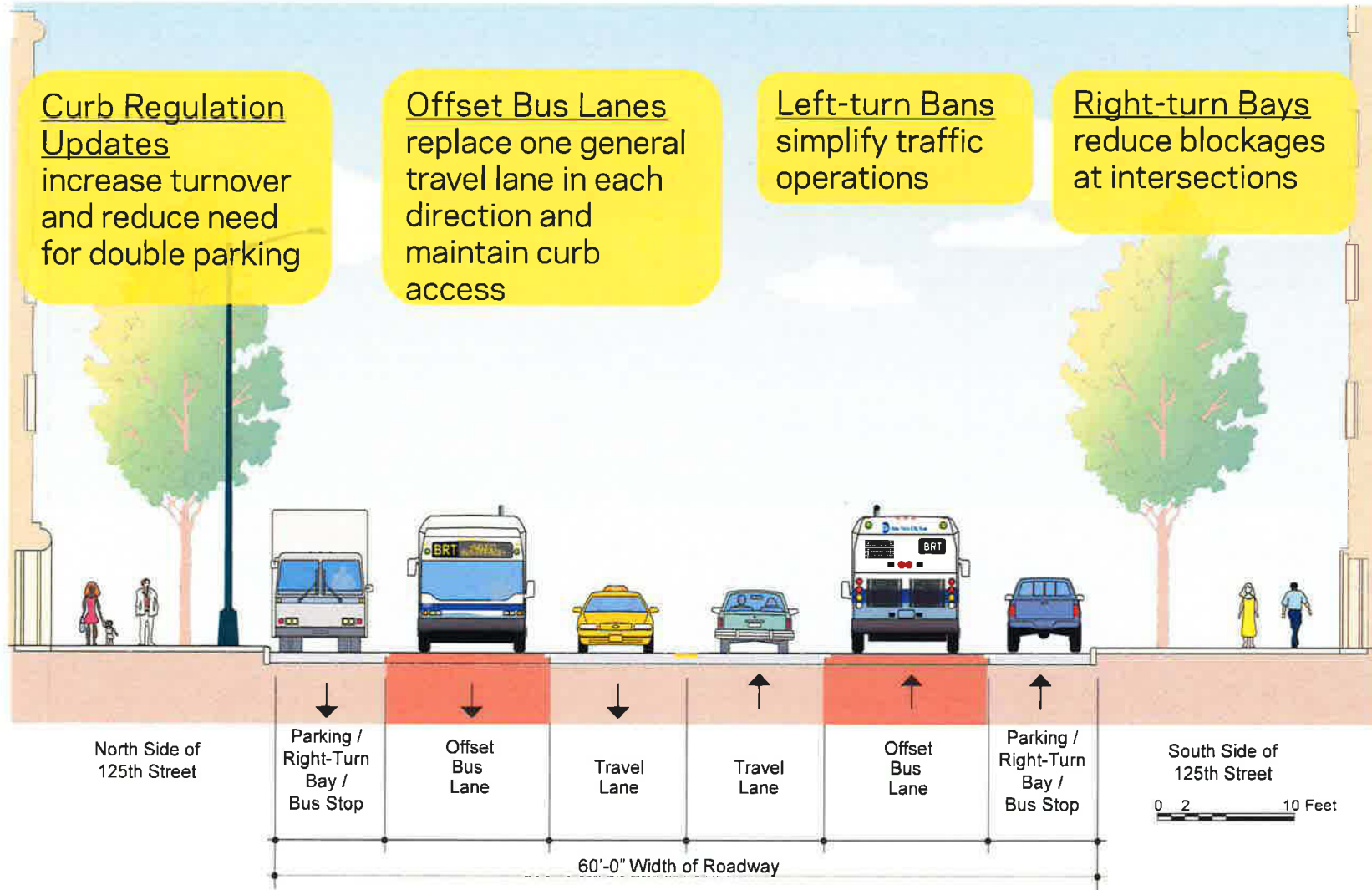
Proposed Design - Typical (Morningside Av - Third Av)

Curb Regulation Updates
increase turnover
and reduce need
for double parking

Offset Bus Lanes
replace one general
travel lane in each
direction and
maintain curb
access

Left-turn Bans
simplify traffic
operations

Right-turn Bays
reduce blockages
at intersections



Proposed M60 SBS Station Locations



M60 SBS stops at every subway/rail station on 125th St plus Amsterdam Ave and Second Ave

Local service is unchanged on Bx15, M100, M101

M60 SBS makes limited stops in Manhattan and Queens

Bx15, M100 and M101 make local stops along 125th Street

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



Parking Regulations - Existing

Various parking regulations along 125th Street
 Unmetered parking west of Morningside Av and east of Fifth Av
 1 hour metered parking between Morningside Av and Fifth Av



Alternate Side Parking (unmetered)

1 Hour Metered Parking

Permit Parking
 e.g. Ambulette, Diplomat, FDNY, NYPD, etc.

Bus Stop

Commercial Loading Zones

Parking Regulations - Proposed

More consistent parking regulations along 125th Street
 Unmetered parking becomes 1 hour metered parking
 Commercial loading zone between Third Av and Second Av replaced by curbside bus lane



1 Hour Metered Parking
 8 AM - 7 PM

Permit Parking
 e.g. Ambulette, Diplomat, FDNY, NYPD, etc.

Bus Stop / Lane

Parking Regulations - Under Consideration



Potential 1 Hour Metered Parking
7 PM - 10PM



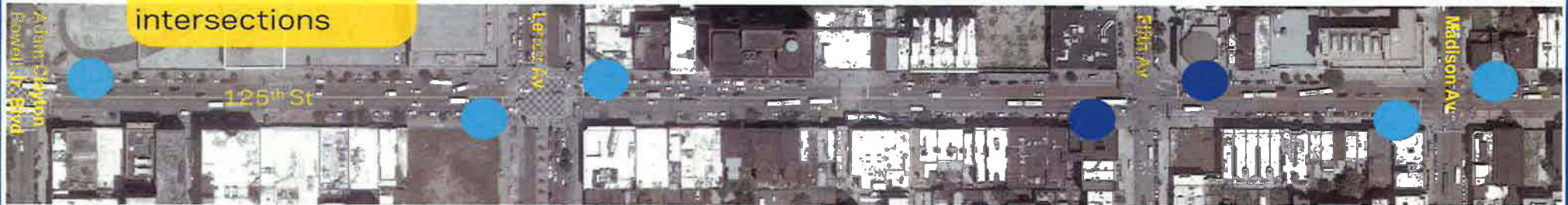
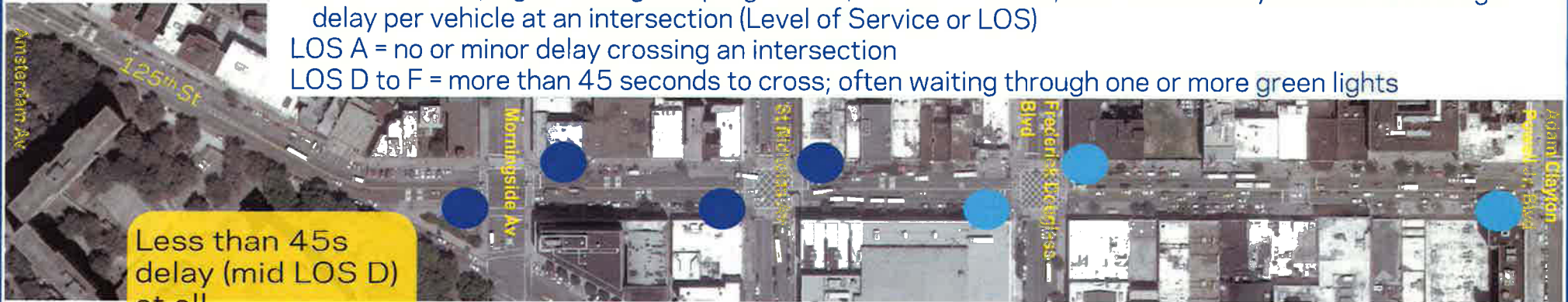
Commercial Loading Zones
8 AM - 12 PM

Traffic Analysis - Level of Service: Existing

Traffic volumes, signal timing and progression, number of lanes, and curb activity determine average delay per vehicle at an intersection (Level of Service or LOS)

LOS A = no or minor delay crossing an intersection

LOS D to F = more than 45 seconds to cross; often waiting through one or more green lights



Level of Service

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

Traffic Analysis

Issues



Midblock Delays
due to double parking

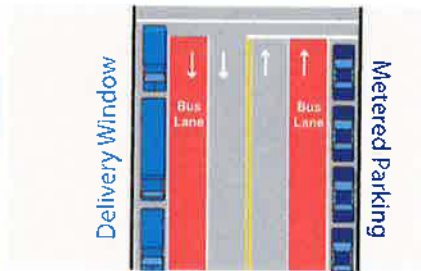


Intersection delays
due to left and right
turns



Intersection delays
due to signal timings
and volumes

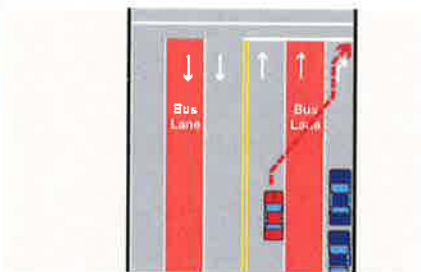
Potential Improvements



Offset bus lanes
speed up buses
Updated curb regulations
reduce double parking



Banning left turns
reduces turning conflicts
and keeps through traffic
moving more smoothly



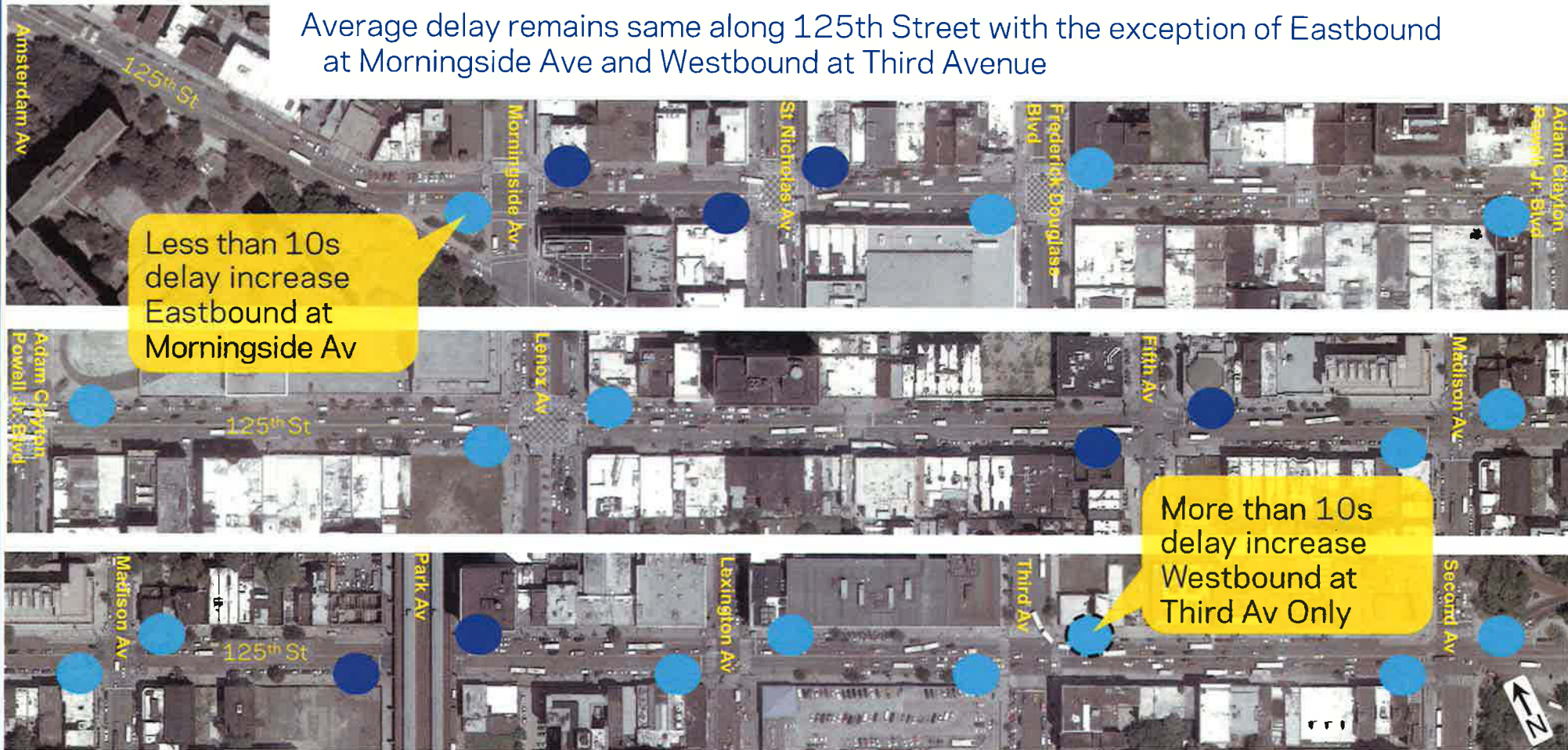
Daylighting at intersections
improves visibility and
eases right turns



More signal time
for through movements
and transit signal priority
for buses reduce
intersection delays

Traffic Analysis - Level of Service: Proposed

Average delay remains same along 125th Street with the exception of Eastbound at Morningside Ave and Westbound at Third Avenue

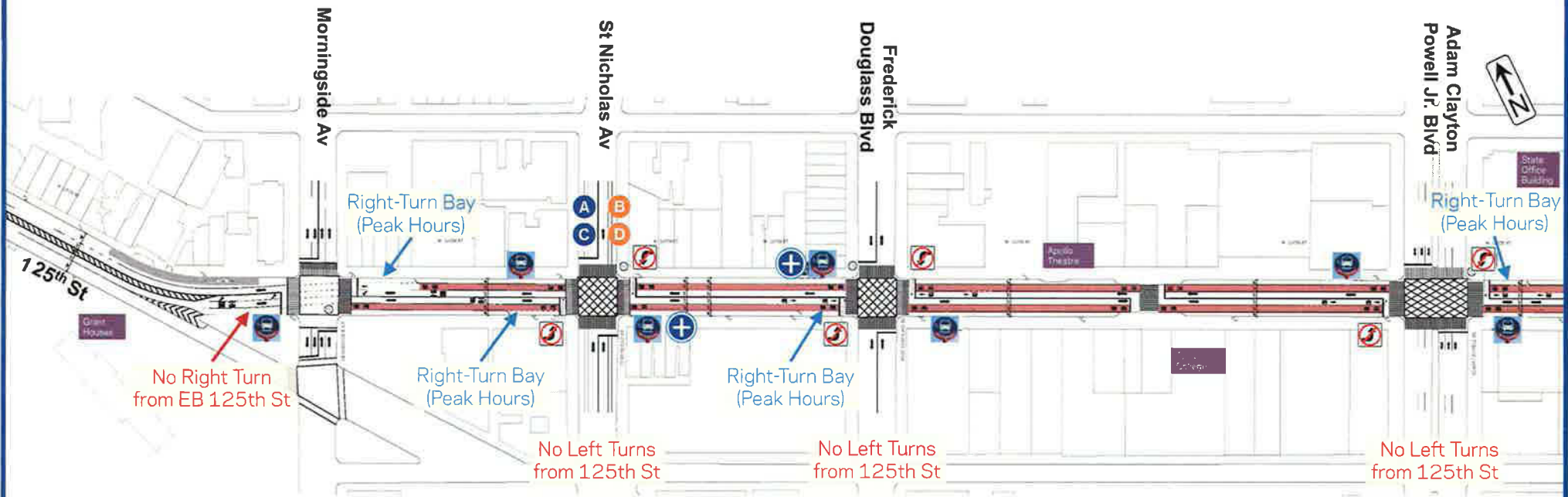


Level of Service

- A-B: less than 20s delay
- C-D: 20-44s delay
- D-E: 45-79s delay
- F: 80s or more delay
- 10s+ delay increase

Proposed Design

Morningside Ave to Adam Clayton Powell Jr. Blvd

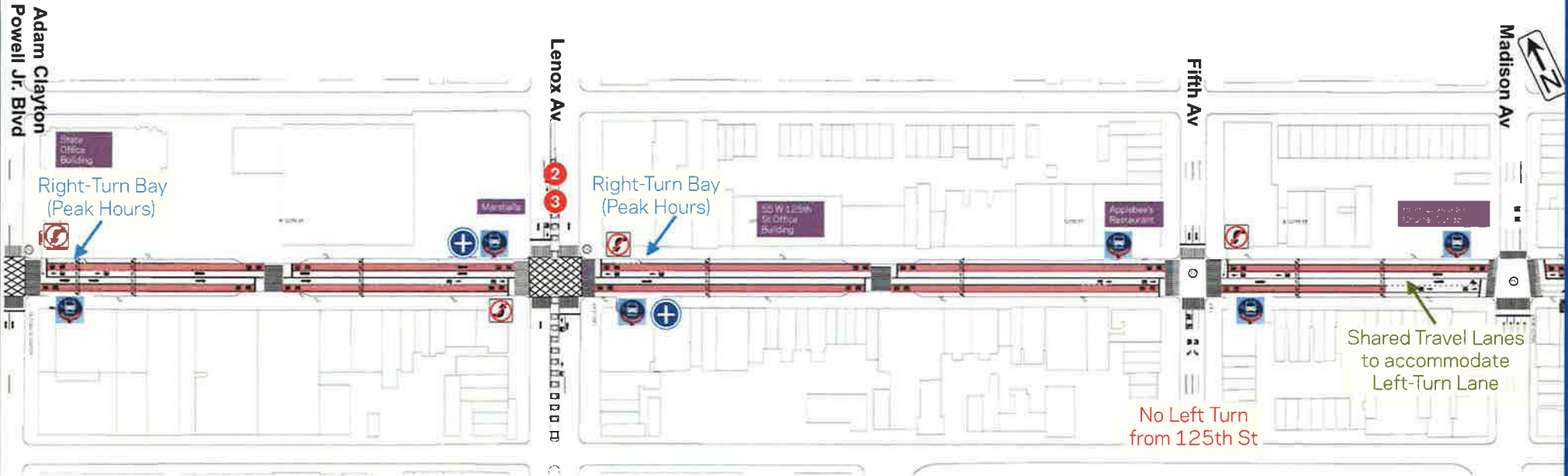


Legend:

- Travel Lane
- Offset / Curbside Bus Lane
- No Left Turn
- Bus Stop for Bx15, M100, M101
- M60 SBS Station

Proposed Design

Adam Clayton Powell Jr. Blvd to Madison Ave

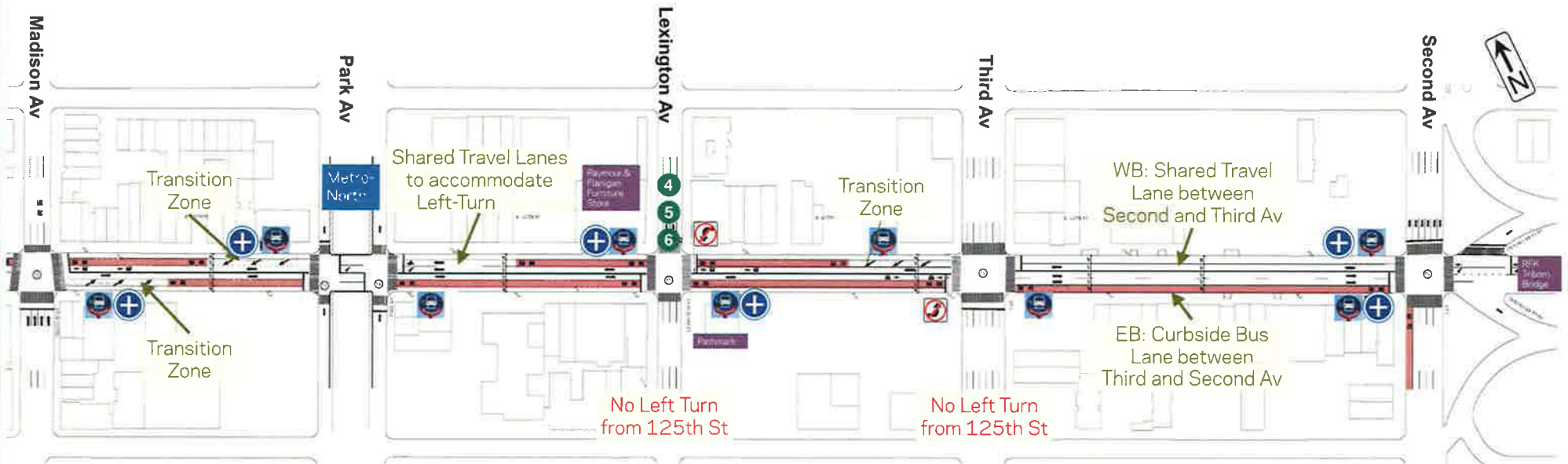


Legend:

- Travel Lane
- Offset / Curbside Bus Lane
- No Left Turn
- Bus Stop for Bx15, M100, M101
- M60 SBS Station

Proposed Design

Madison Ave to Second Ave



Legend:

- Travel Lane
- Offset / Curbside Bus Lane
- No Left Turn
- Bus Stop for Bx15, M100, M101
- M60 SBS Station

Next Steps

Revise Design based on Community Input

Finalize Curb Regulations

Finalize Bus Stop Locations

Implementation in 2013

**Continue investigating pedestrian
safety improvements at Lexington Av
and Amsterdam Av**

Upcoming Meeting

CAC #4: Late Spring 2013

