Overview

125^{th} St Bus Lane Improvements
Traffic Analysis for Bus Lane Extension
124^{th} and 126^{th} 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
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
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

Manhattan Pedestrian Safety Action Plan, p. 21
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
Left turns account for three times as many pedestrian KSI crashes as right turns (citywide)
125th Street: 2015 Plan

Extend bus lanes west from Lenox Av to Morningside Av
125th Street: 2015 Plan

Extend bus lanes west from Lenox Av to Morningside Av

Four blocks of new offset bus lanes

Parking and deliveries at the curb remain unchanged

Right turn bays better organize traffic at key intersections

Bus lane modified to allow drivers to maneuver around left turning vehicles
125th Street: 2015 Plan

Extend bus lanes west from Lenox Av to Morningside Av

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

Extend bus lanes west from Lenox Av to Morningside Av

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 Traffic Analysis: Existing

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: 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

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: Proposed
PM 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

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?