

M60 Select Bus Service on 125th Street

Community Board 10 Transportation Committee | April 14, 2015



+selectbusservice



Overview

M60 SBS 2014 Implementation

Results

- Bus Speeds
- Taxi Speeds
- Parking Analysis

2015 Plan

- Street Design
- Left Turns
- Transit Signal Priority

Next Steps

M60 SBS 2014 Implementation

Stop Changes on M60 Route

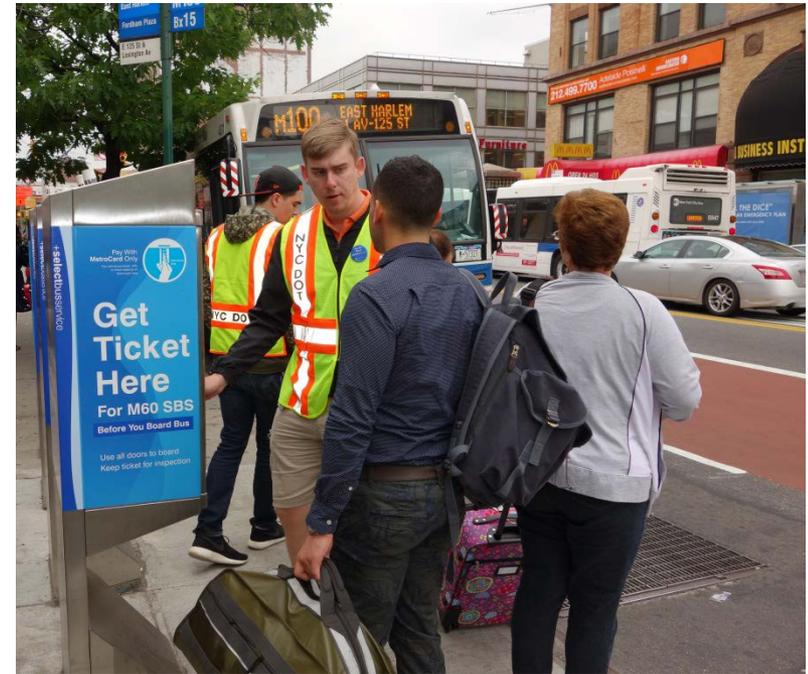


M60 SBS stops are focused on serving major destinations and transit connections

Bx15, M100 and M101 continue to stop on every block on 125th Street

M60 SBS 2014 Implementation

Station Amenities



39 fare machines, 6 new bus shelters installed along 125th Street

M60 SBS 2014 Implementation

Station Amenities

Bus Time wayfinding panel at Madison Av was one of the first installed in NYC

Additional panels to be installed at other 125th St stops in 2015



M60 SBS 2014 Implementation

New Parking and Commercial Loading

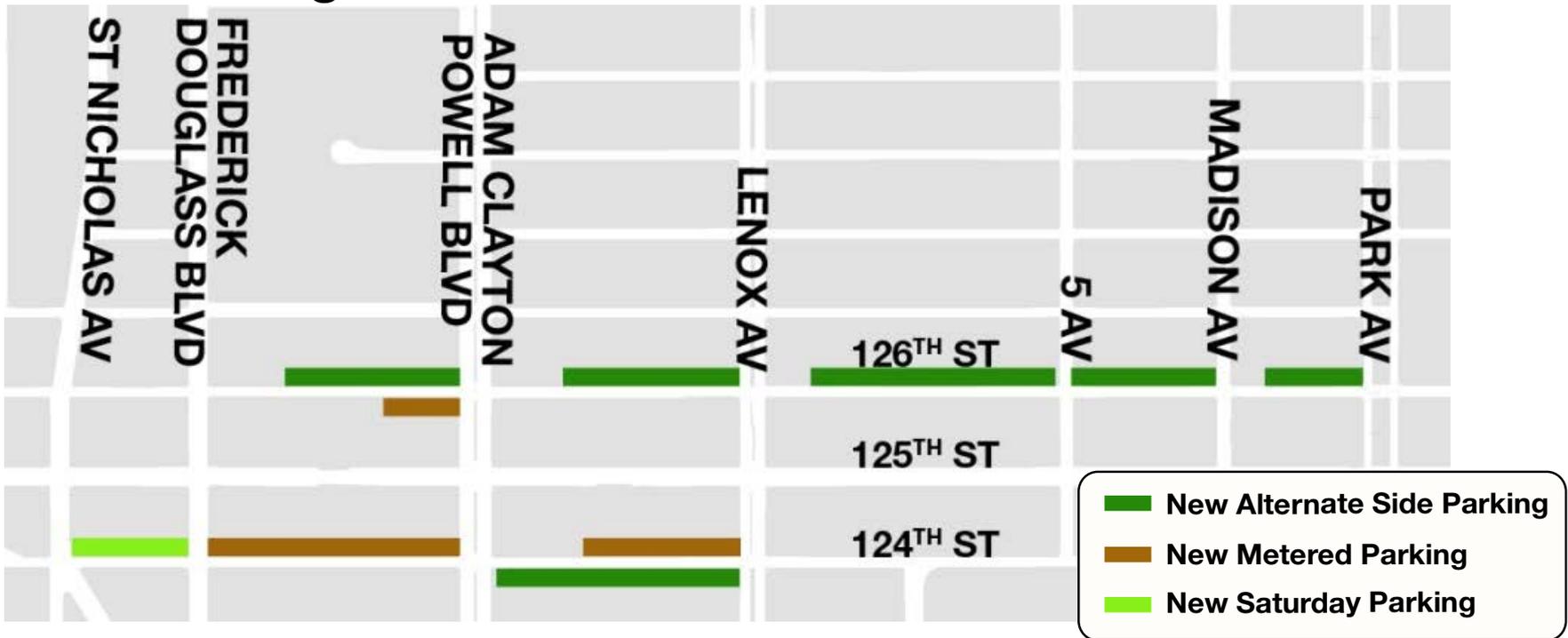
Metered parking added on 125th Street
between Fifth and Third Avenues

New AM commercial loading zones
added on 125th St



M60 SBS 2014 Implementation

New Parking on 124th and 126th Streets



200 new parking spaces added for residential/retail use on 124th and 126th Streets, in response to community concerns

DOT evaluating how 125th St changes affected 124th and 126th Streets

M60 SBS 2014 Implementation

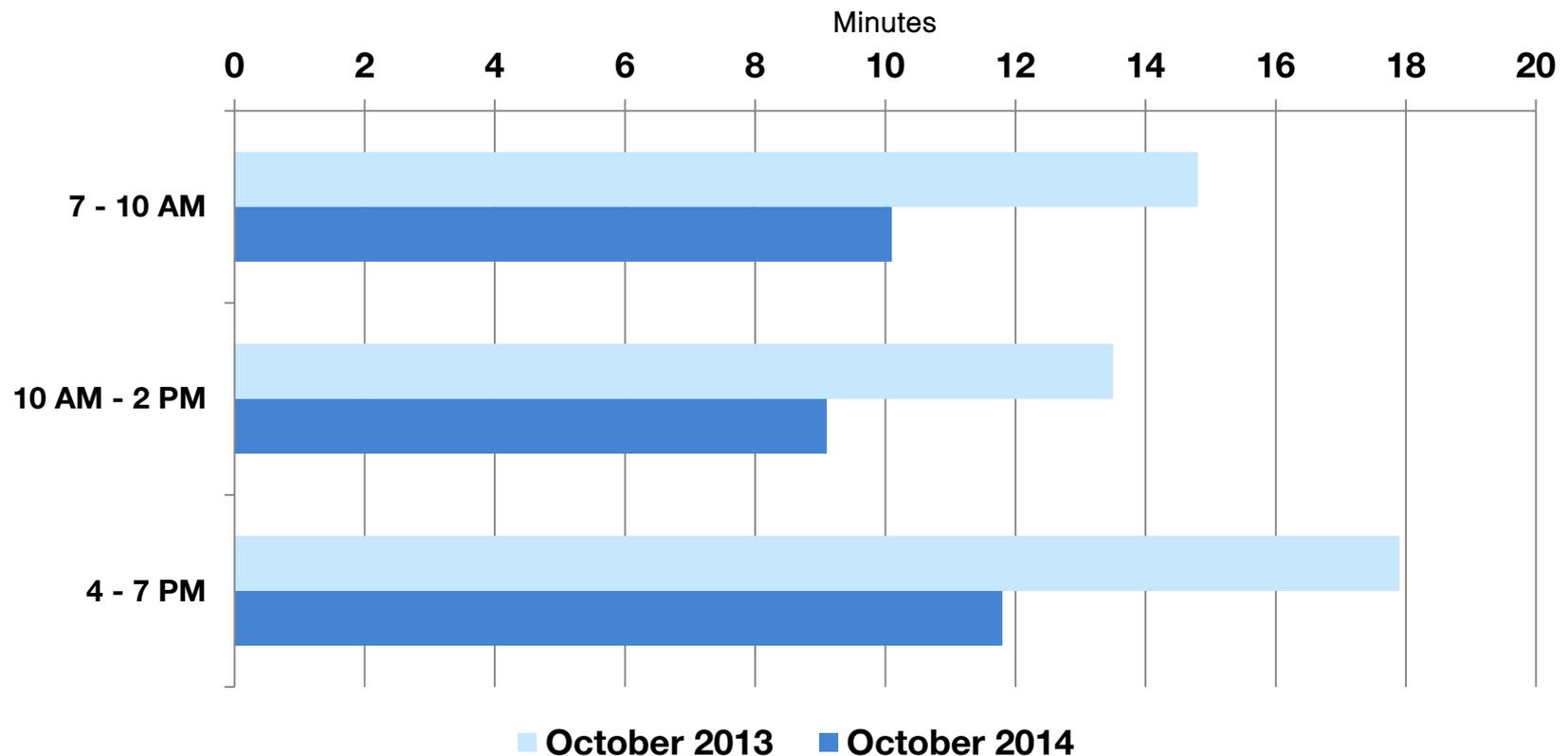
Dedicated Lanes for Buses and Right Turns



Bus lanes installed between Lenox Av and Second Av

Bus Speeds: M60 SBS

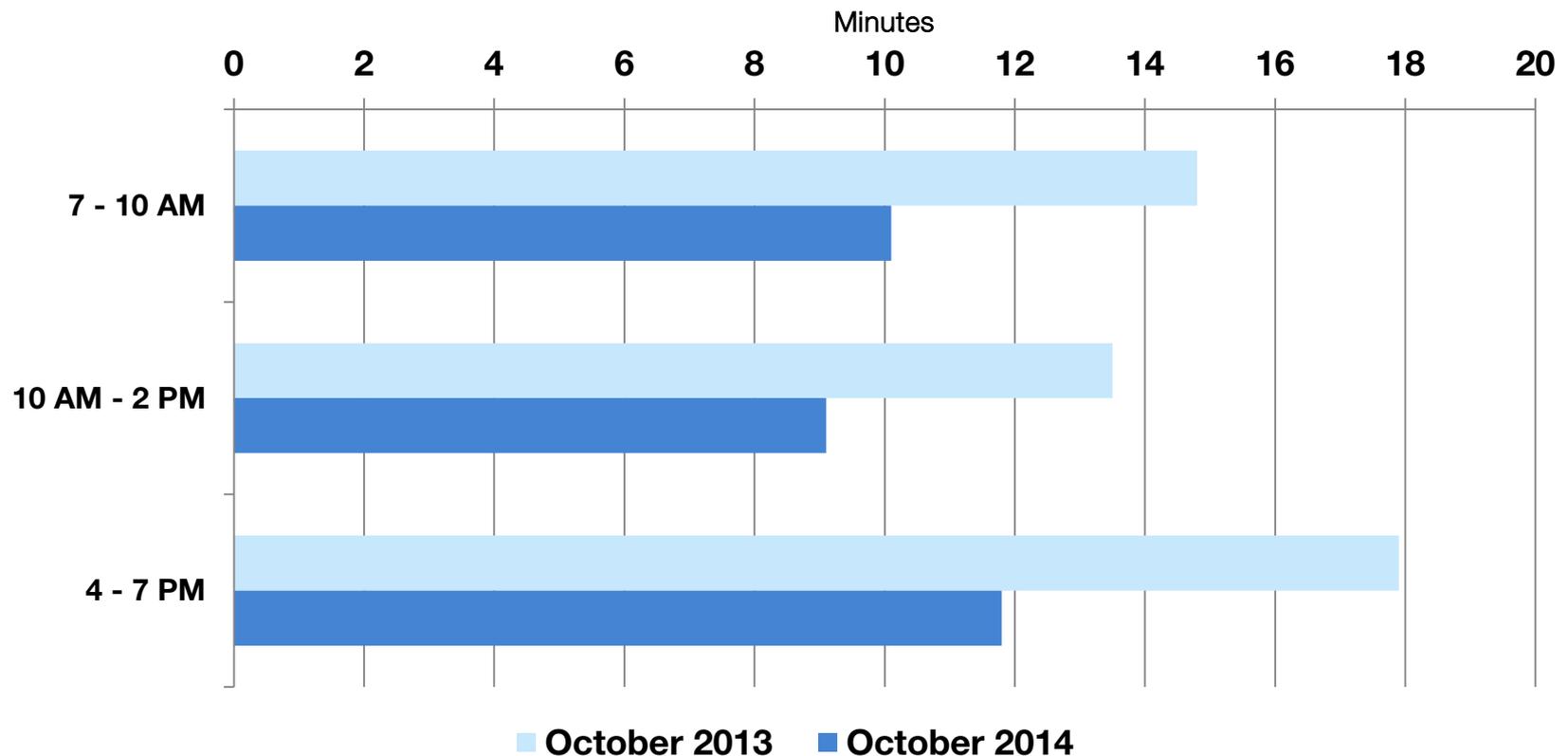
Travel time from Lenox Avenue to 2 Av, Eastbound



SBS trips are **32-34% faster** in bus lane section

Bus Speeds: M60 SBS

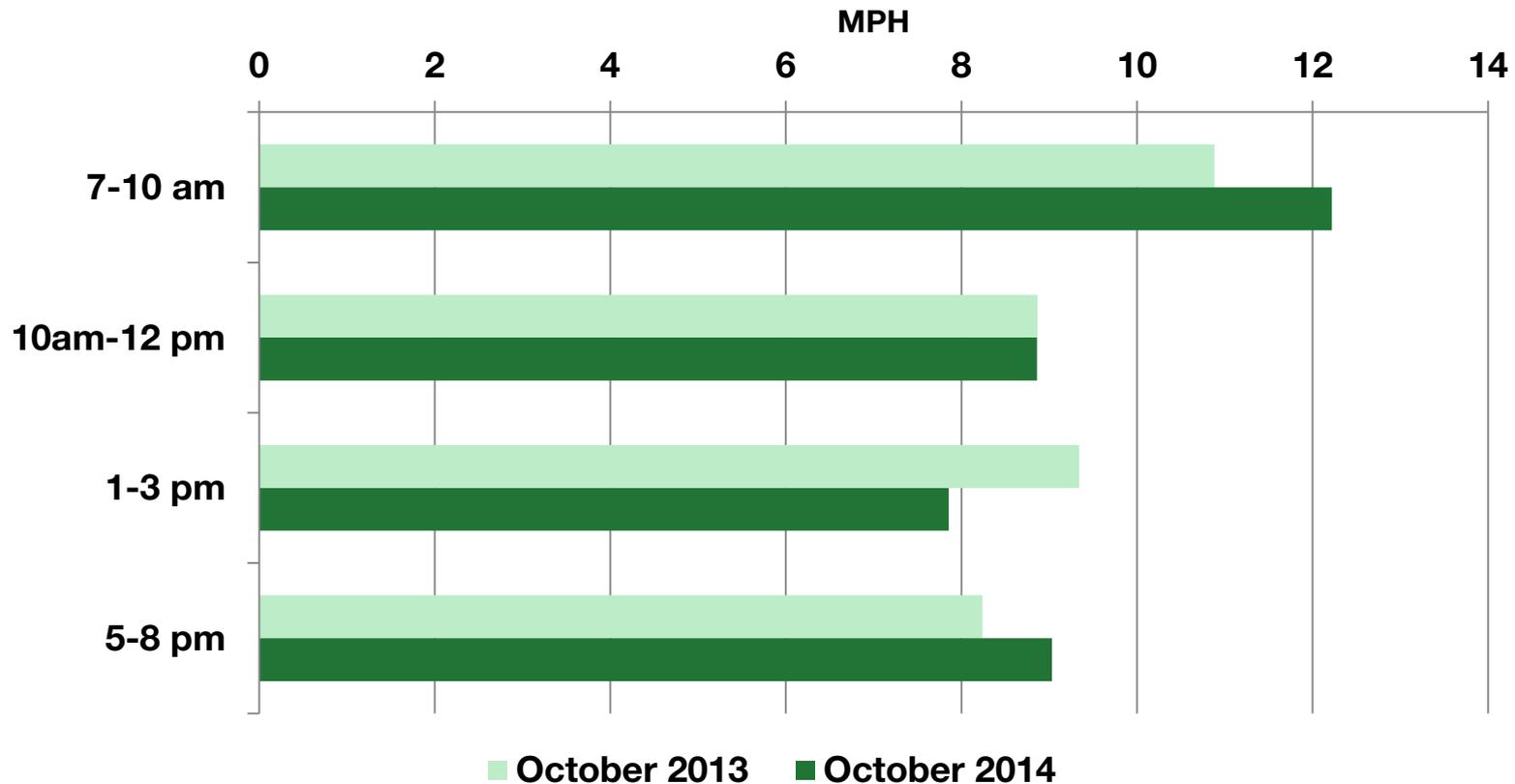
Travel time from Amsterdam Av to Lenox Av, Eastbound



SBS trips are **27-36% faster** in section without bus lane

Taxi Speeds

125th St between Amsterdam Av and Second Av, Eastbound

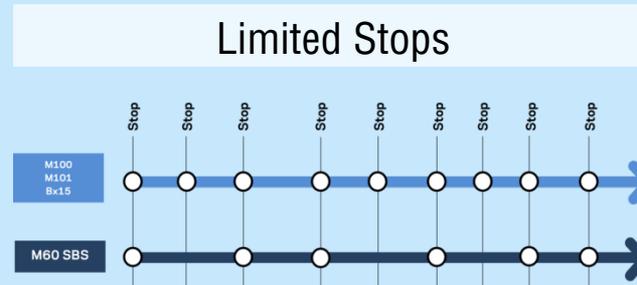


Taxi trips are generally faster in EB direction, unchanged or slightly slower in WB direction

125th Street: 2014 Changes

East of Lenox Avenue

Changes that help M60 SBS buses move faster:



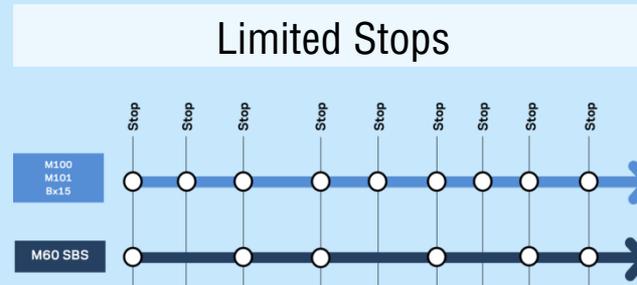
Changes that help Bx15 and M100 buses move faster:



125th Street: 2014 Changes

West of Lenox Avenue

Changes that help M60 SBS buses move faster:

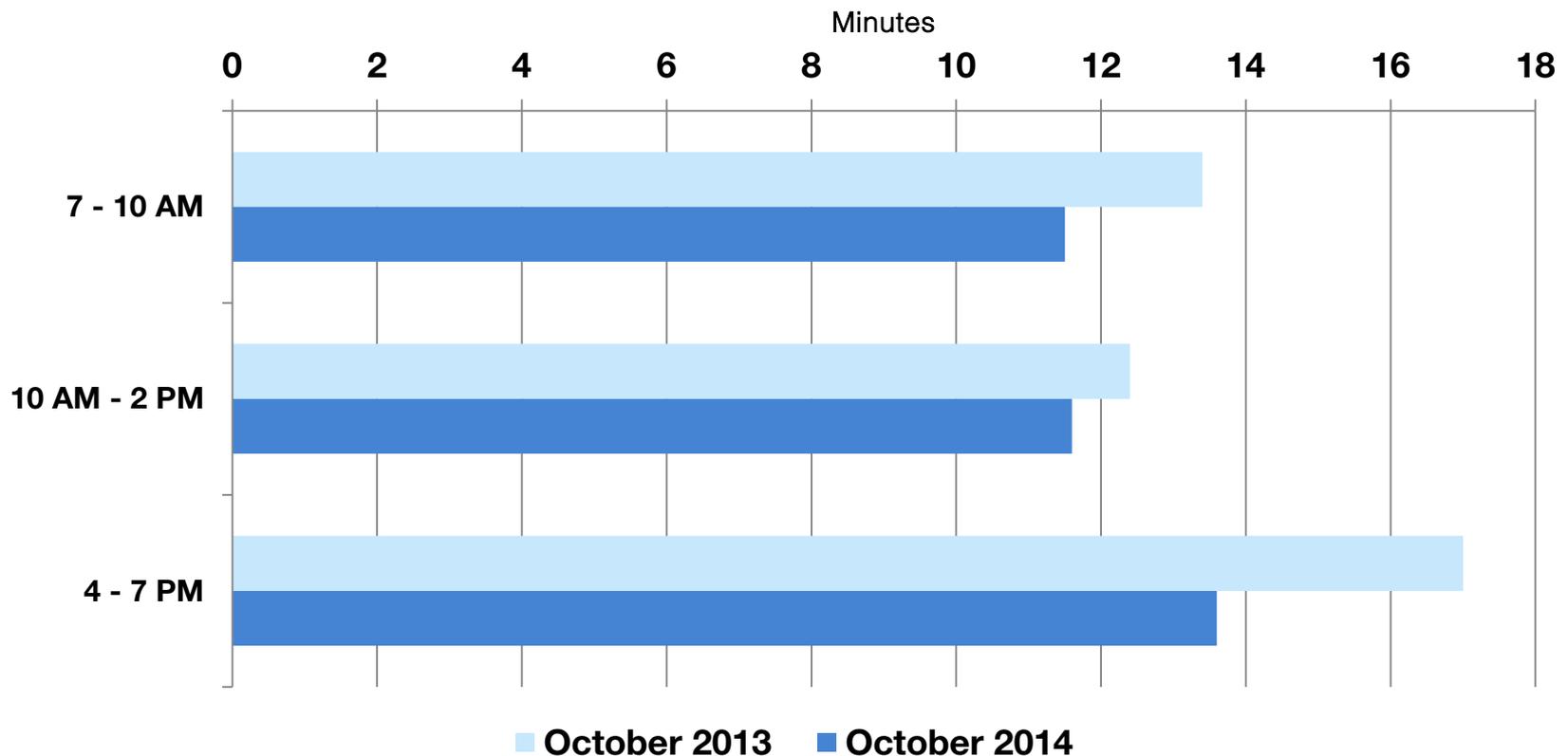


Changes that help Bx15 and M100 buses move faster:

None implemented
in 2014

Bus Speeds: Bx15, M100

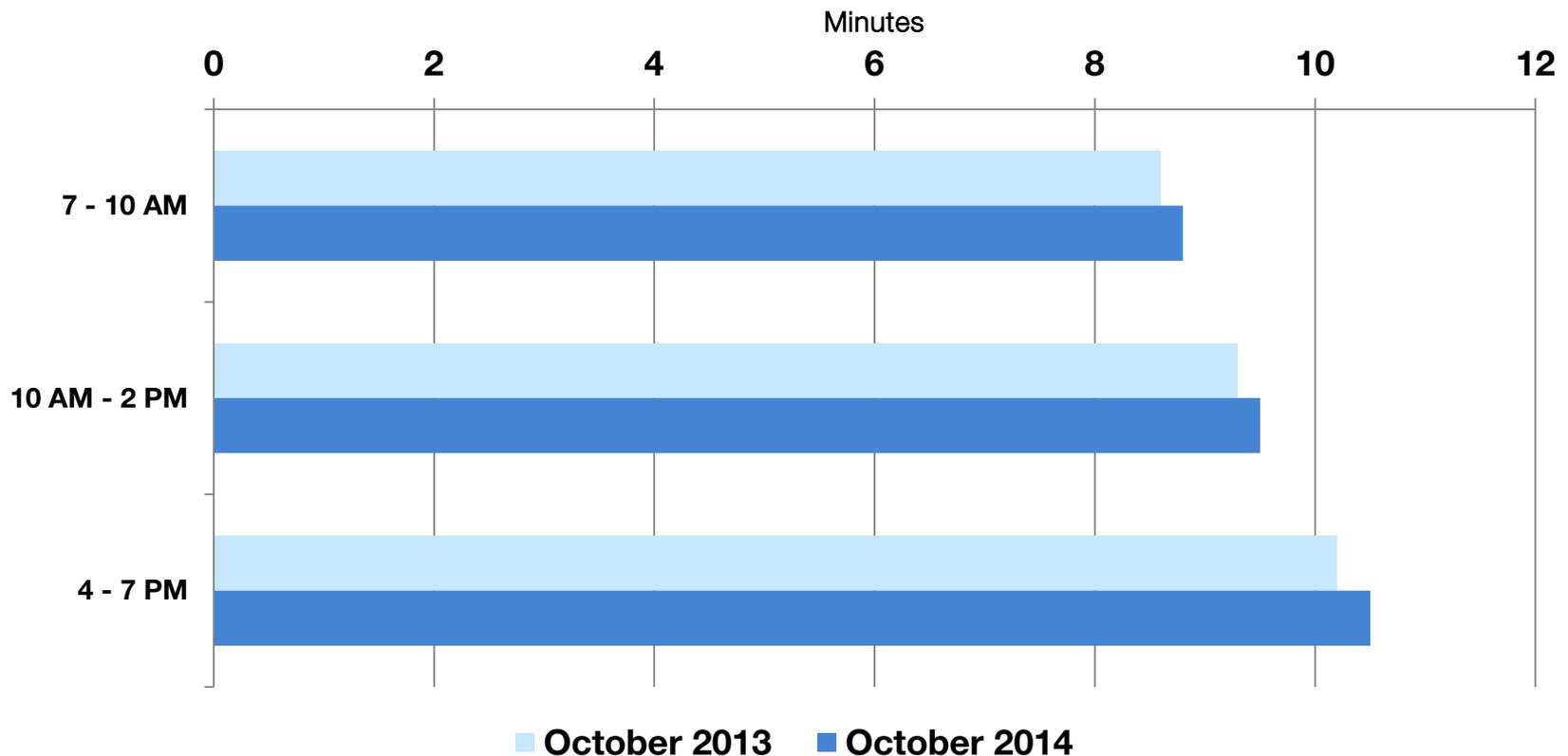
Travel time in 125th St bus lane section, Eastbound



Local bus trips are **7-20% faster** in bus lane section

Bus Speeds: Bx15, M100

Travel time in 125th St bus lane section, Eastbound



Local bus speeds remain about the same in section without bus lane

125th Street: 2014 Changes

Faster fare payment and limited stops have improved M60 SBS service across the corridor

Local bus service has only improved on the east side of 125th Street, where bus lanes exist

Parking Analysis

Sample Block:

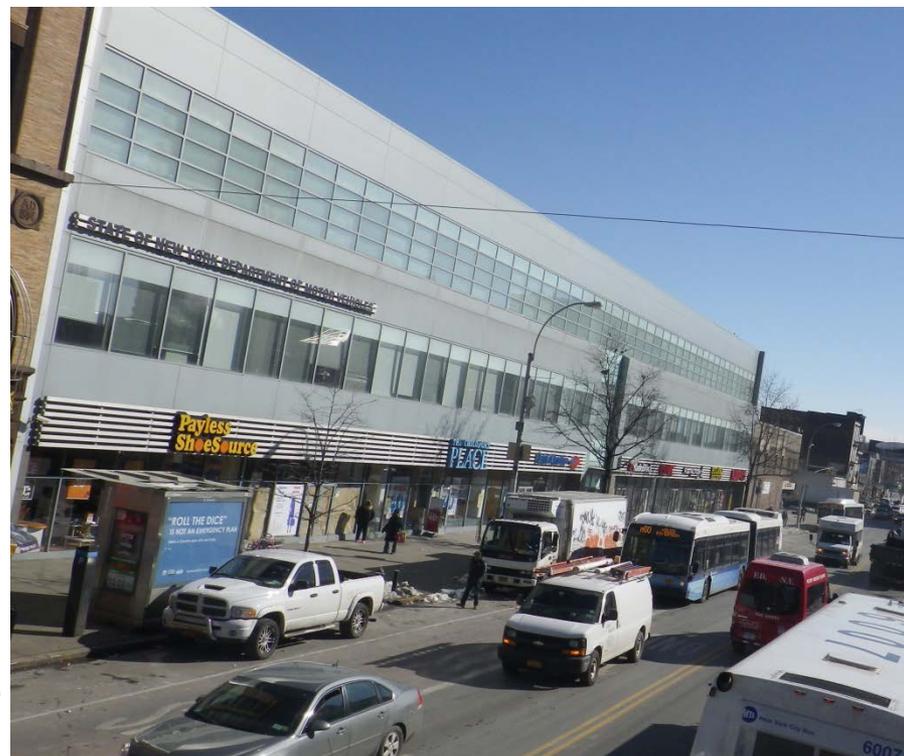
125th St between Third Av and Lexington Av, north curb

2014 Improvements:

- Bus lanes
- Commercial loading zones
- Metered parking

Results:

- Turnover of parking spaces increased by 37%
- Double parking decreased by 55%



Parking Analysis

Sample Block:

125th St between 5th Av and Lenox Av, south curb

2014 Improvements:

- Bus lanes
- Commercial loading zones

Results:

- Turnover of parking spaces increased by 4%
- Double parking decreased over 91%



125th Street: 2015 Plan

Extend bus lanes west from Lenox Av to Morningside Av

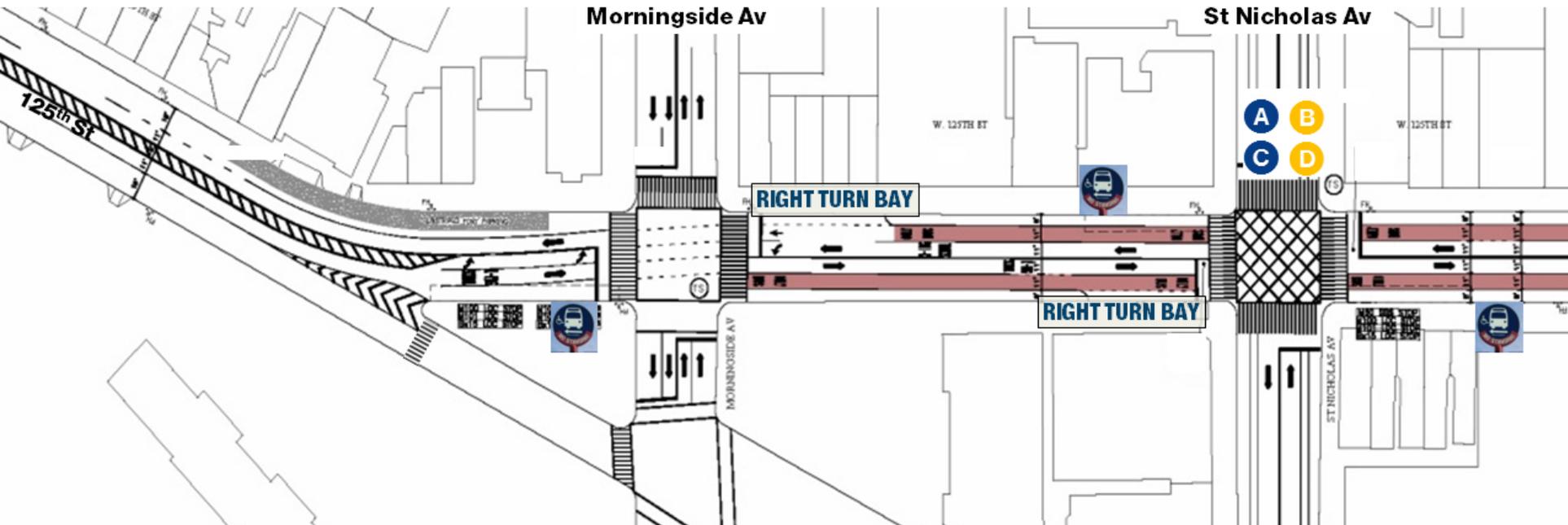


Implementing bus lanes on west side will improve service on SBS and local buses



125th Street: 2015 Plan

Extend bus lanes west from Lenox Av to Morningside Av



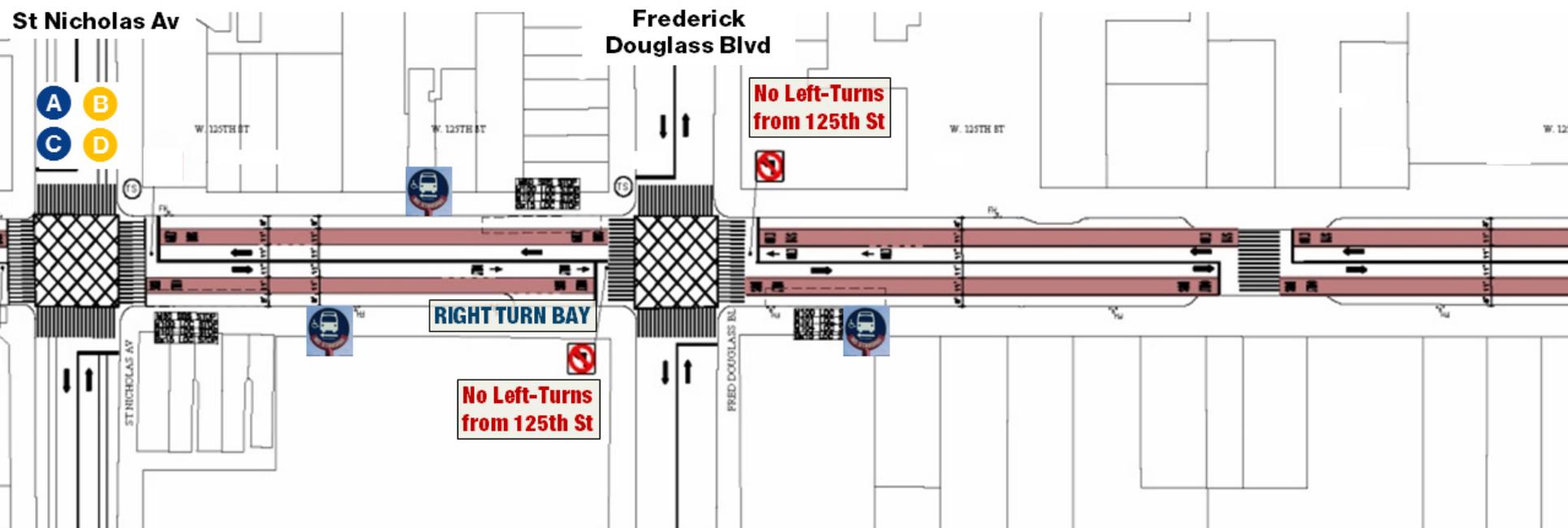
Four blocks of new offset bus lanes

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



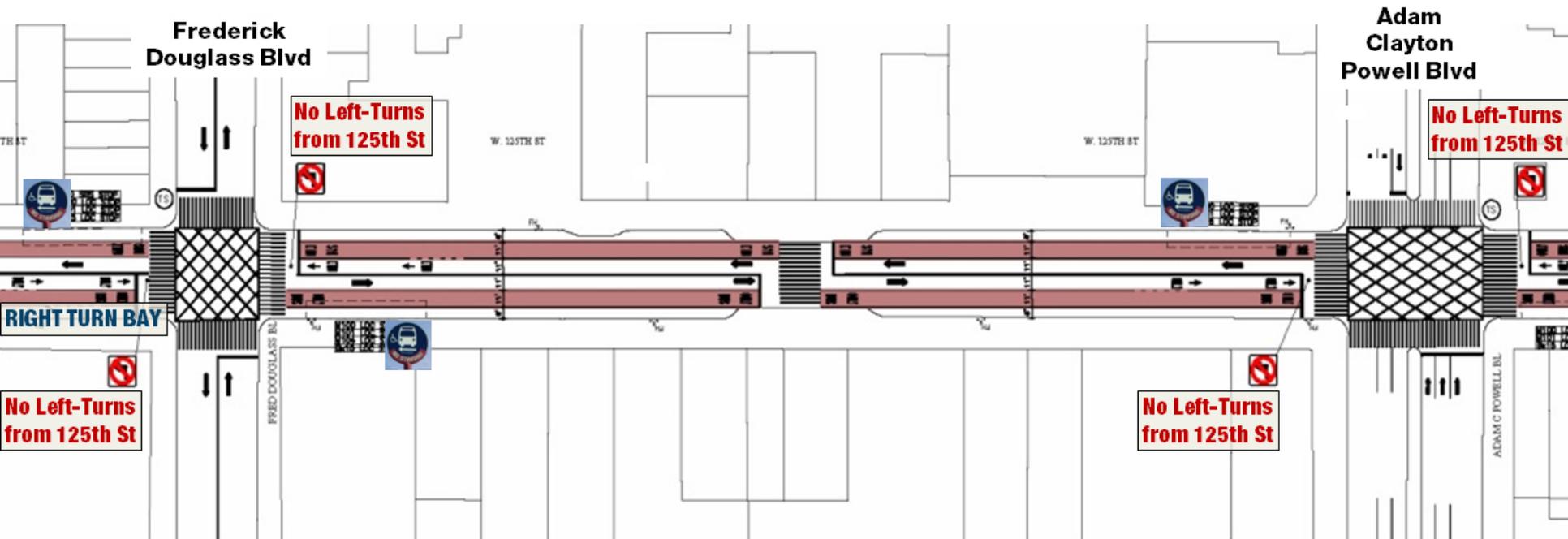
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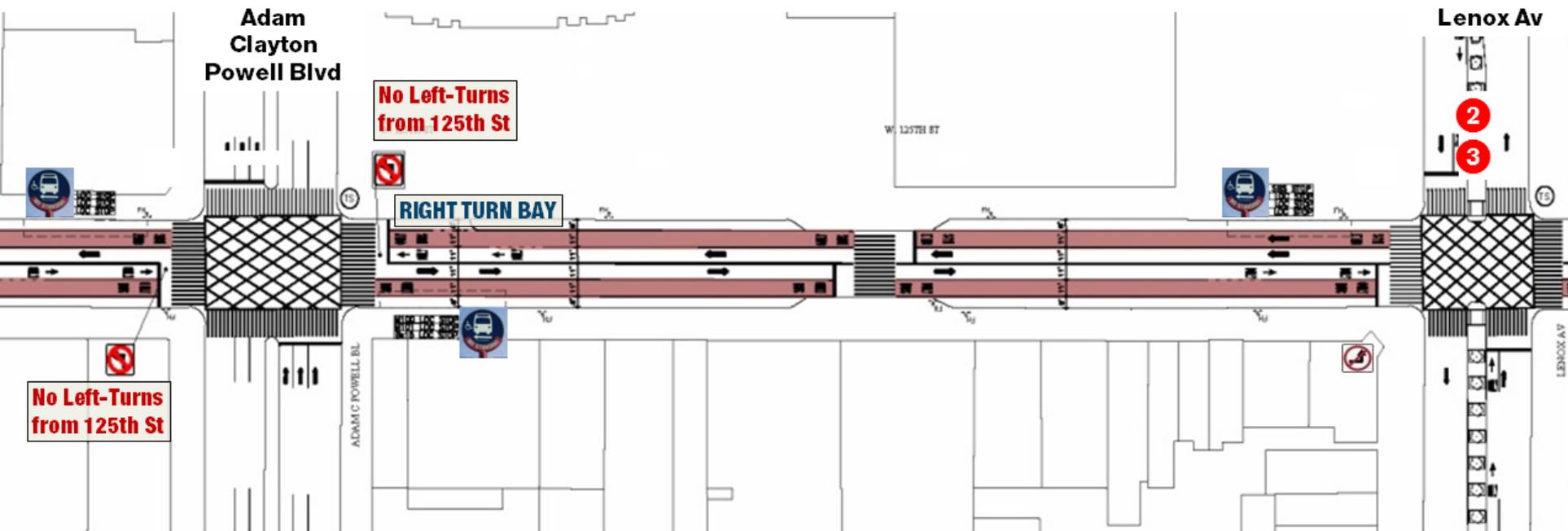
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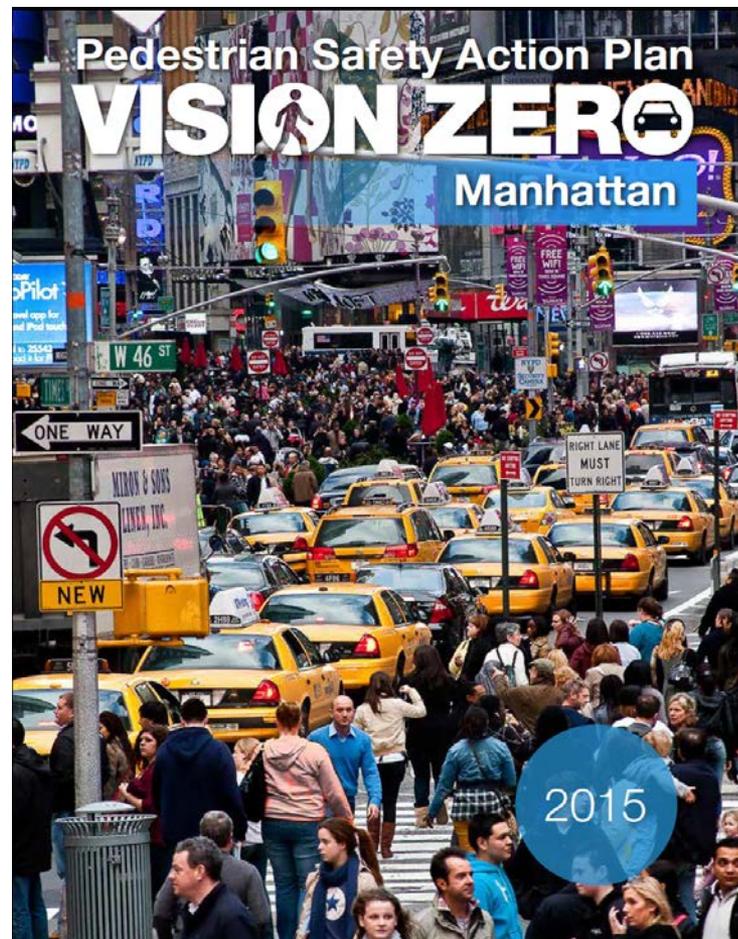
125th Street: **VISION ZERO** Priority Corridor

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



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125th St and Adam Clayton Powell is one of the intersections in Manhattan with the highest crash rate (6 KSI*)



Manhattan Pedestrian Safety Action Plan, p. 21

* From 2009 to 2013

125th Street: 2015 Plan

VISION ZERO Turn Restrictions



Left turns account for three times as many pedestrian KSI crashes as right turns (citywide)

Left turn restrictions from 125th Street to Frederick Douglass Blvd and to Adam Clayton Powell Blvd

125th Street: 2015 Plan

VISION ZERO Turn Restrictions

Pedestrian crashes 2009-2013

- 125th/ACP: 24 crashes (6 KSI)
- 125th/FDB: 17 crashes (1 KSI)

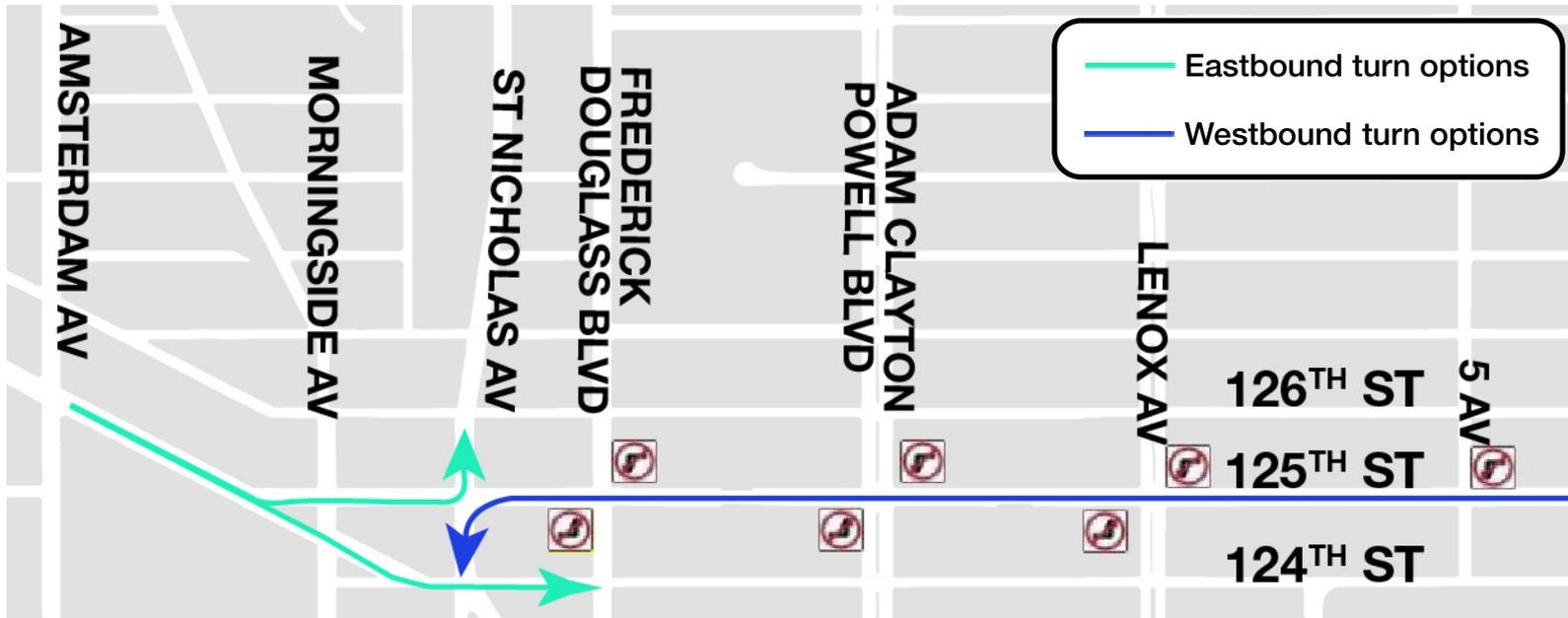
Left turn restrictions from 125th Street to Frederick Douglass Blvd and to Adam Clayton Powell Blvd

- Reduce pedestrian/vehicle conflicts
- Improve through movement



125th Street: 2015 Plan

VISION ZERO Turn Restrictions



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Left turn restrictions from 125th Street to Frederick Douglass Blvd and to Adam Clayton Powell Blvd

125th Street: 2015 Plan

Transit Signal Priority

Signal timing modifications allow buses to move through the intersection in a timely manner and reduce transit delay

Potential intersections: 125th Street between Amsterdam and Second Avenues

Analysis still in progress



Next Steps

Additional Traffic Analysis

Community Board and Merchant Outreach

Summer Bus Lane Implementation

Questions?

125th Street

All Turn Restrictions, Current and Proposed

