

116th Street Bus & Pedestrian Priority Project – Updated Proposal

CB10's Transportation, Historic Preservation & Landmarks Committee

June 2025



Table of Contents

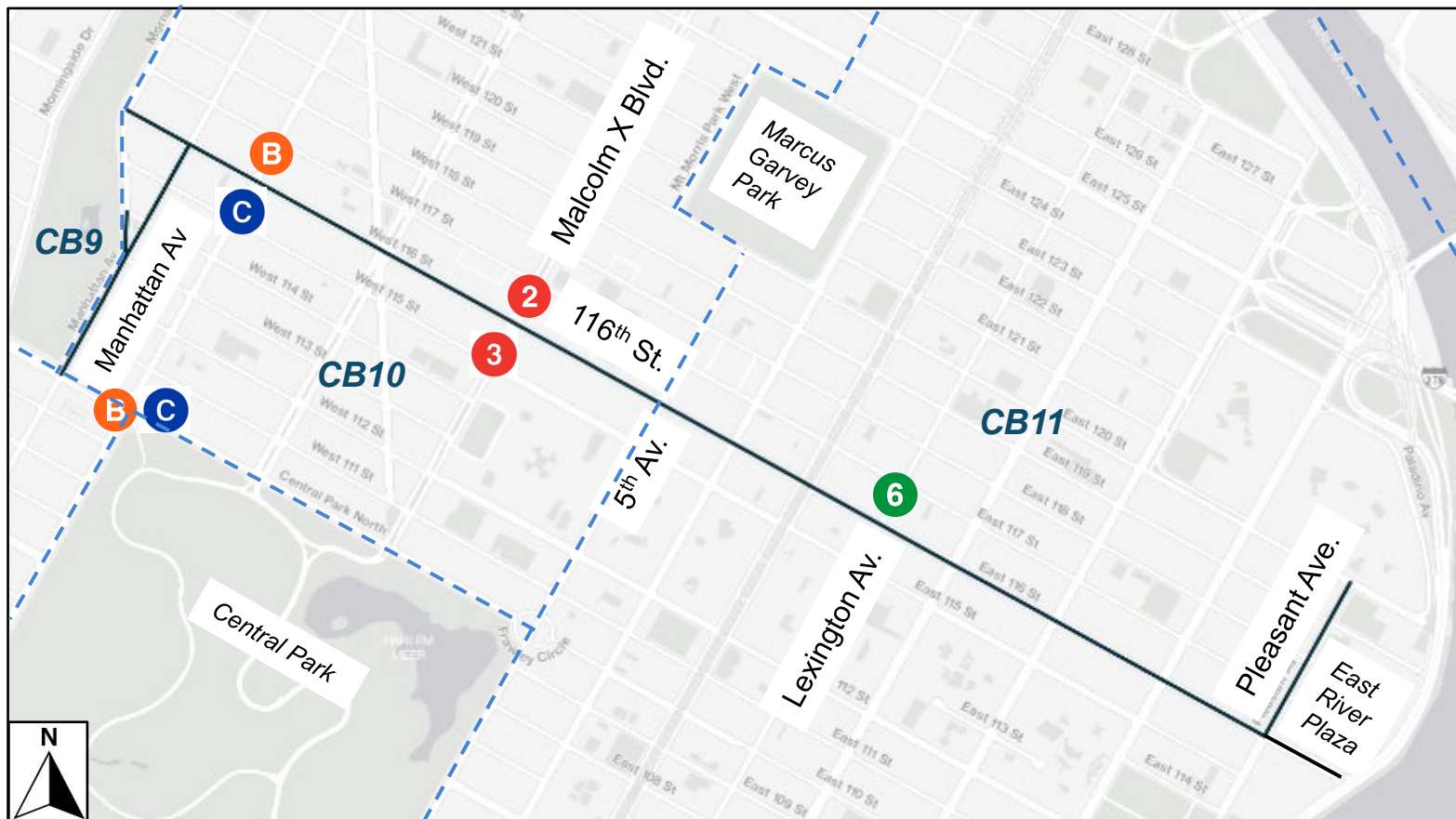
1. Introduction
2. Outreach & Feedback to Date
3. Updated Proposed Design
4. Updated Parking Changes
5. Summary
6. Timeline

Introduction

Greater Project Area

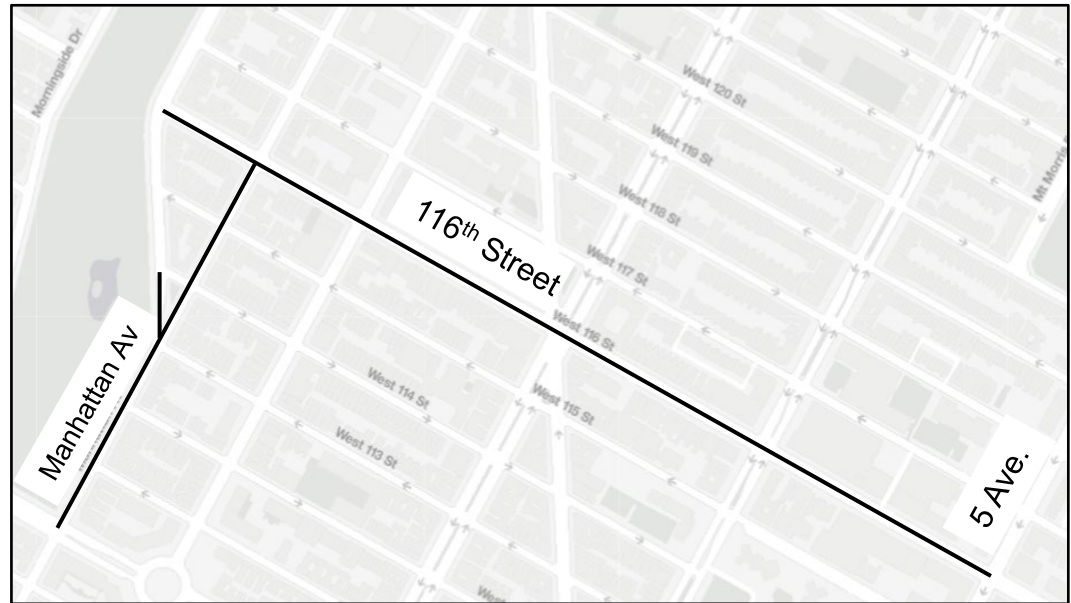
Key:

— Study Area



Why 116th Street?

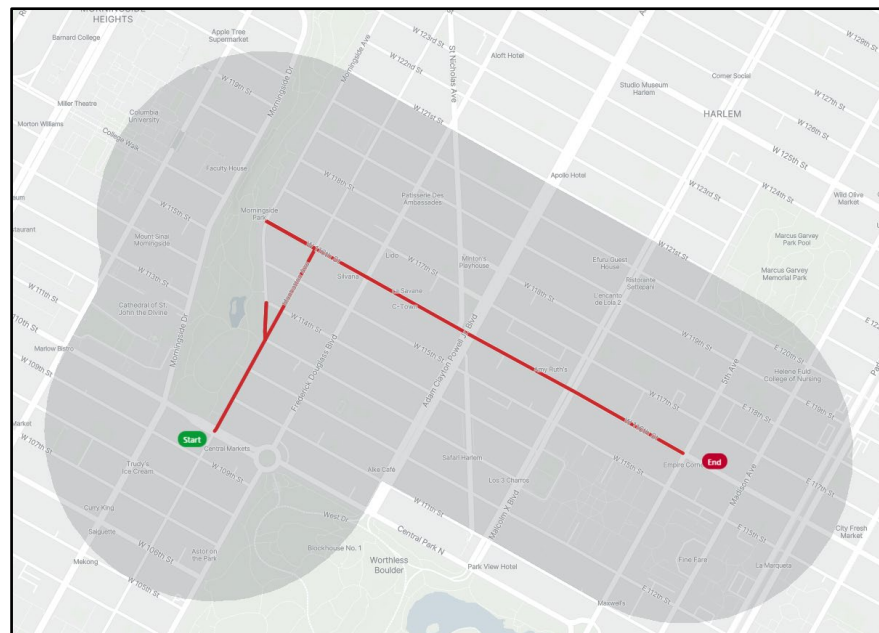
- CB10 Study area: 116th St., Manhattan Av., and Morningside Av. b/n 114th St. & 113th St.
 - Total: 1.1 miles
- Over 64,000+ daily bus passengers across 10 bus routes:
 - M3, M7, M102, M116, BxM6, BxM7, BxM8, BxM9, BxM11
- Critical crosstown service with connections to **2** **3** **6** **B** **C** and seven different bus routes
- Important neighborhood corridor for shopping and restaurants



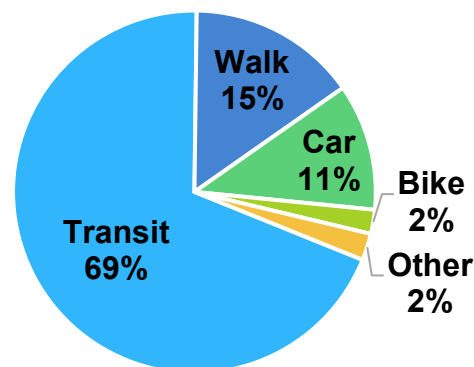
Demographics

CB10 Study Area

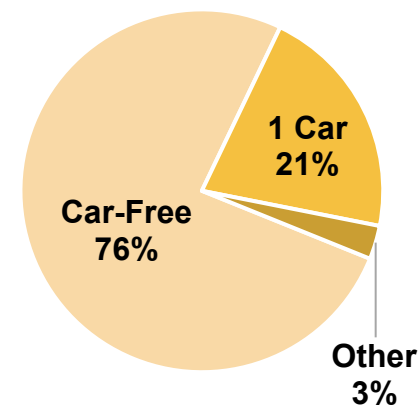
- 62,800 residents within $\frac{1}{4}$ mile
- 76% of households are car-free
 - Above city average of 55%
- 86% commute to work via public transit, walking, or biking
 - Above city average of 71%



Travel to Work



Car Access by Household



Source: 2022 American Community Survey

Crash History

- From 2020-2024, 248 people were injured in crashes in the CB10 study area on 116th St and Manhattan Av, ranking in the top 33% of corridors in Manhattan
 - 12 people severely injured
 - 2 people were killed
- Vision Zero Priority Corridor and Zone, with one Priority Intersection at Malcolm X Blvd. & 116th St.



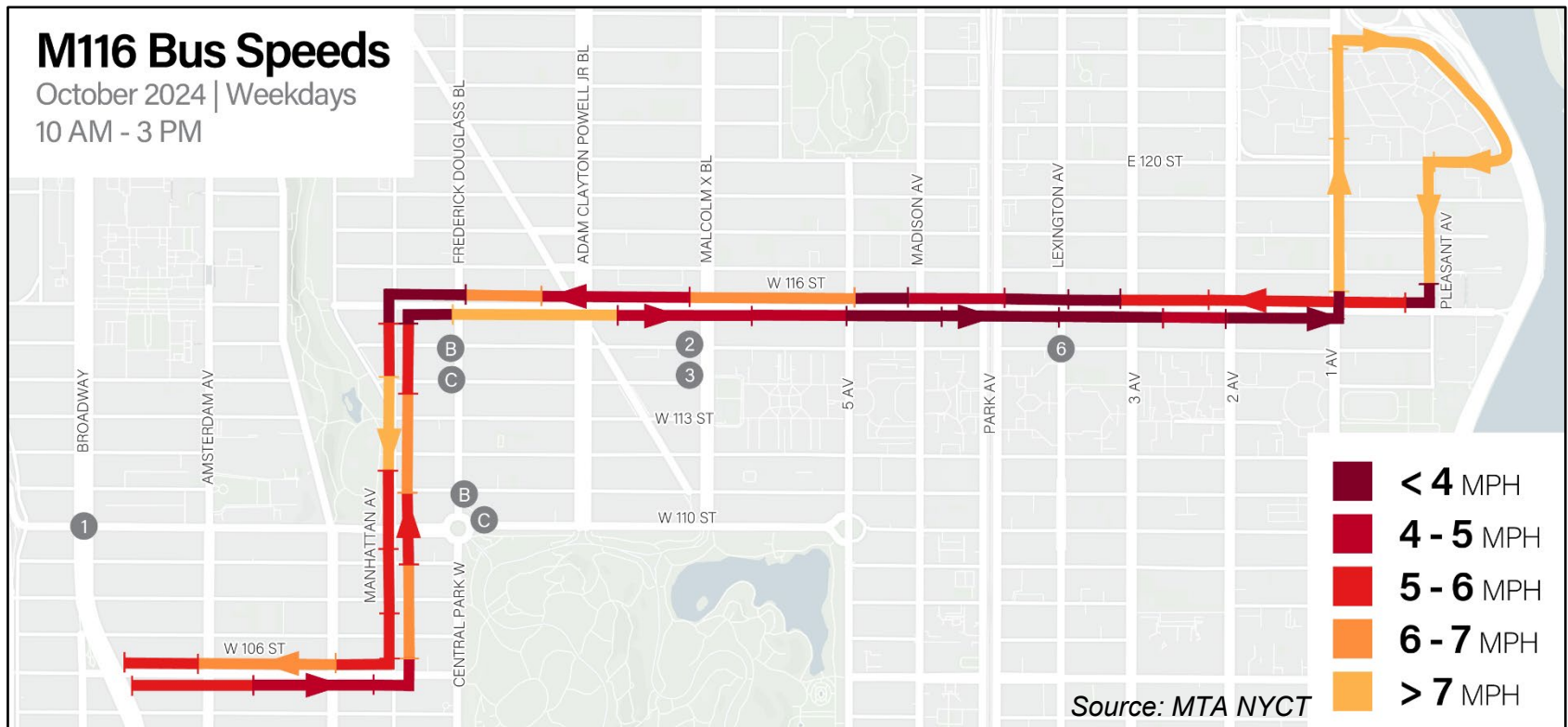
Study Area Injury Summary
2020-2024 (5 years)

	Total Injuries	Severe Injuries	Fatalities	KSI
Pedestrian	59	1	1	2
Bicyclists	56	4	0	4
Motor Vehicle Occupant	115	7	1	8
Other Motorized	18	0	0	0
Total	248	12	2	14

KSI = Killed or Severely Injured. Source: NYC DOT

Bus Speeds – Mid-Day

- Slow and unreliable bus service along 116th St.
- Buses move slowly all day and **less than 4 mph** in some segments
- Weekday congestion causes **785 hours of delay** to M116 passengers daily



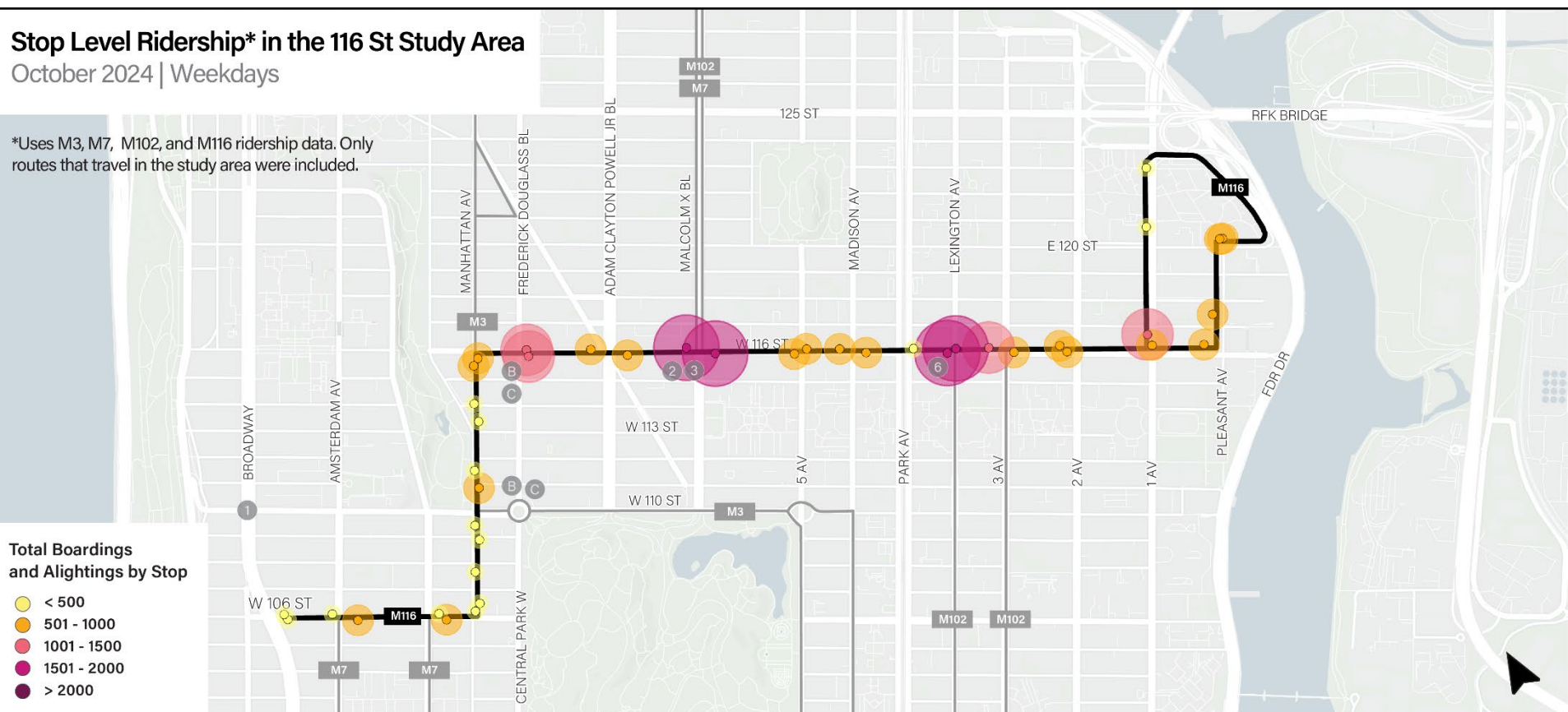
Daily Bus Stop Usage

- Stops near subway and local bus connections are the most heavily used

Stop Level Ridership* in the 116 St Study Area

October 2024 | Weekdays

*Uses M3, M7, M102, and M116 ridership data. Only routes that travel in the study area were included.



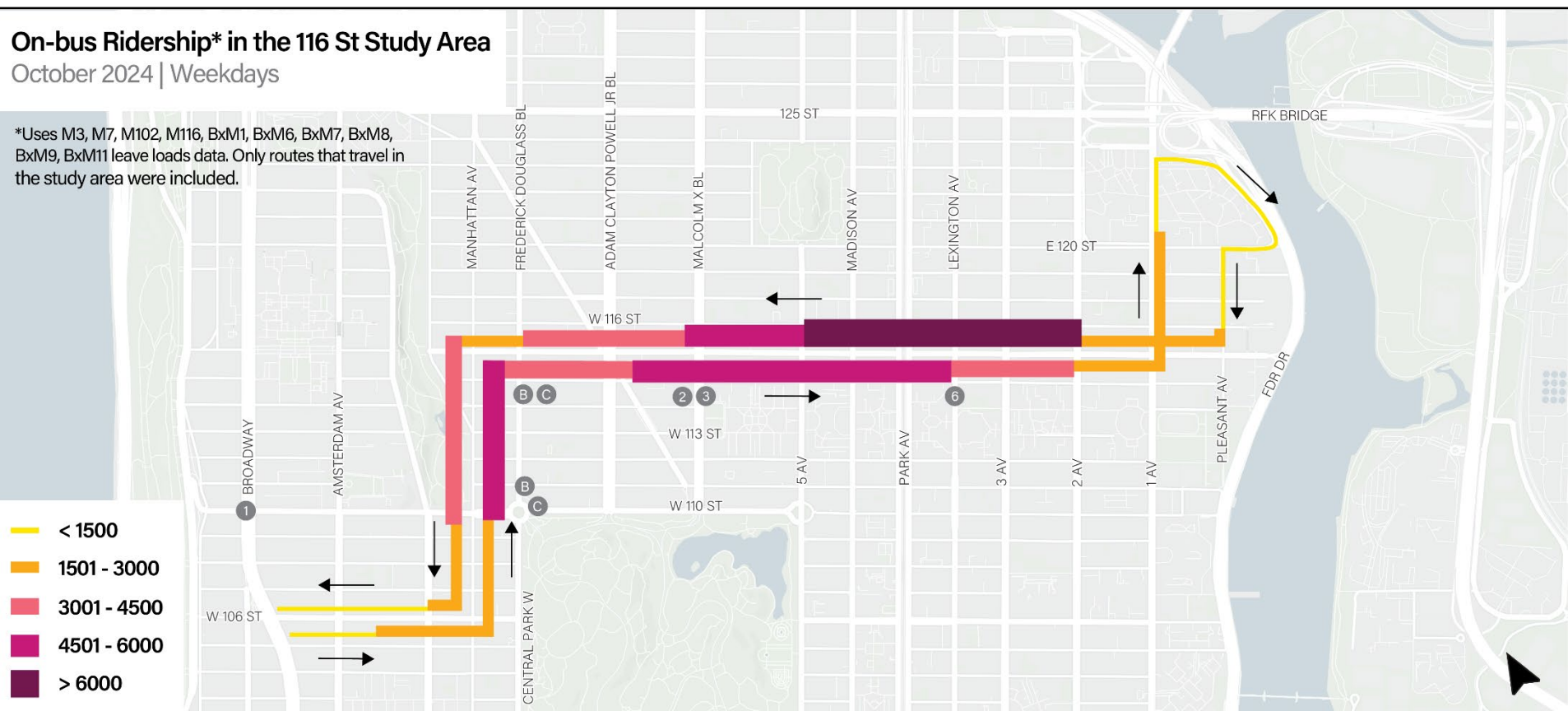
Daily On-Bus Ridership

- High ridership across 10 bus routes that use much of the study area

On-bus Ridership* in the 116 St Study Area

October 2024 | Weekdays

*Uses M3, M7, M102, M116, BxM1, BxM6, BxM7, BxM8, BxM9, BxM11 leave loads data. Only routes that travel in the study area were included.



Outreach & Feedback to Date

What We've Heard

Feedback we received

Next steps

Pedestrian Safety

- Add pedestrian space at intersections to make safer to walk/shop

Traffic Congestion

- Continue detailed traffic analysis to determine potential effects of lane reduction

Access to Morningside Park

- Rethink bus stop removals to prioritize accessible access to Morningside Park

Loading Needs

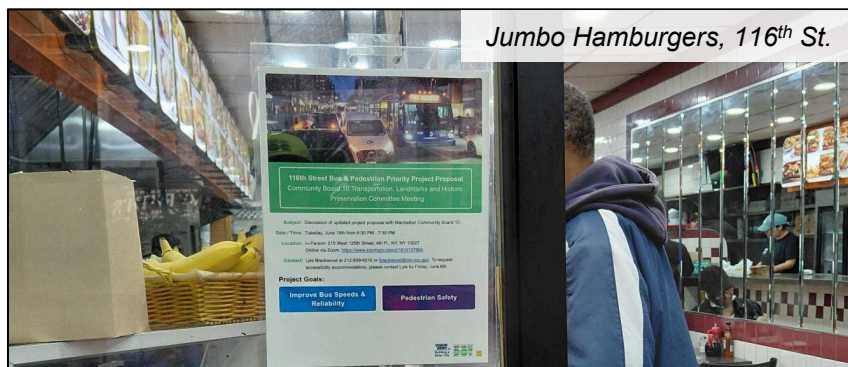
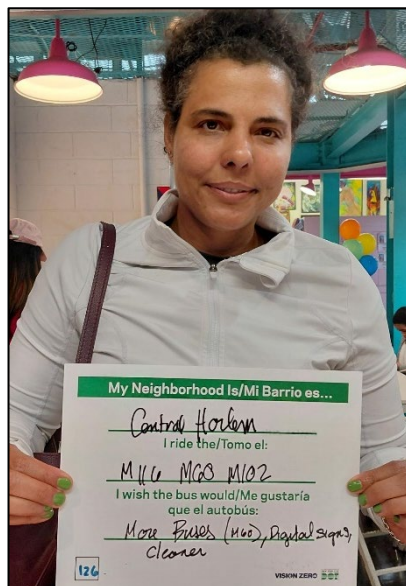
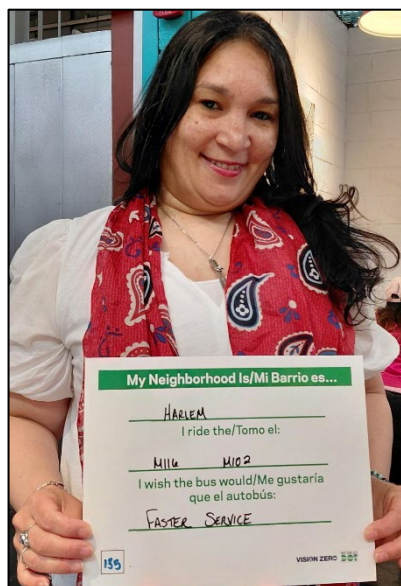
- Propose truck/neighborhood loading zones and short-term parking where appropriate

Enforcement

- DOT stationary cameras and ACE on bus cameras to enforce bus lane
- Coordinate with NYPD

Pedestrian and Small Business Outreach

Outreach to small businesses, pedestrians & bus riders confirm interest in streetscape improvements along 116th.

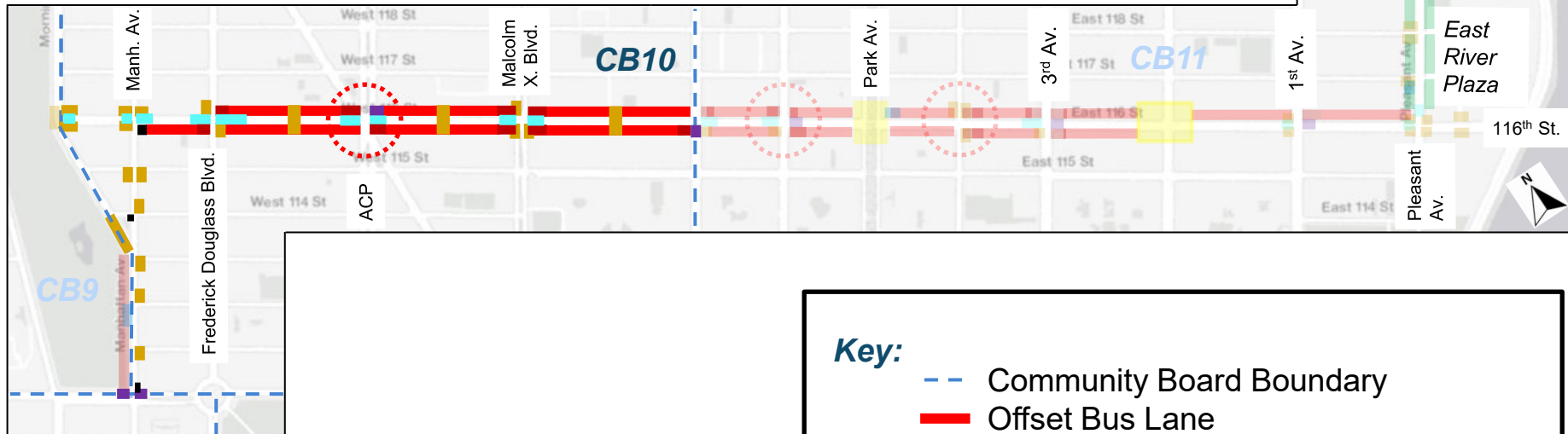


5/31/25 at
La Marqueta Block Party

Proposed Design

116th Street Bus & Pedestrian Priority Project Overview*

Subject to change due to traffic analysis and engineering judgement



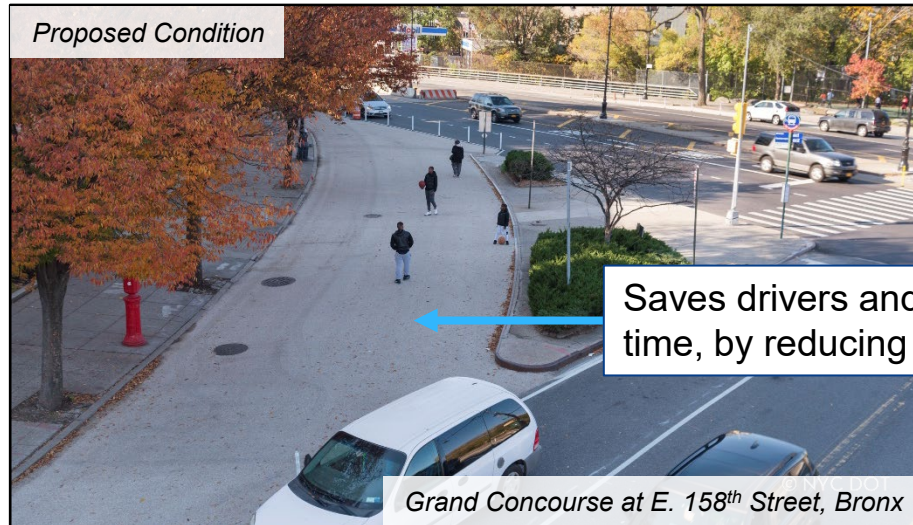
*ANNOTATIONS ARE NOT TO SCALE.
Intended for illustration purposes only

Key:

- Community Board Boundary
- Offset Bus Lane
- Curbside Bus Lane/Bus Stop
- Bus Queue-Jump Signal
- Concrete Pedestrian Space
- Painted Pedestrian Space/Daylighting
- Left Turn Lane
- Capital Project Overlap
- Parking-Protected Bike Lane
- Bus Stop Removals – New Parking
- Sign-Only Daylighting

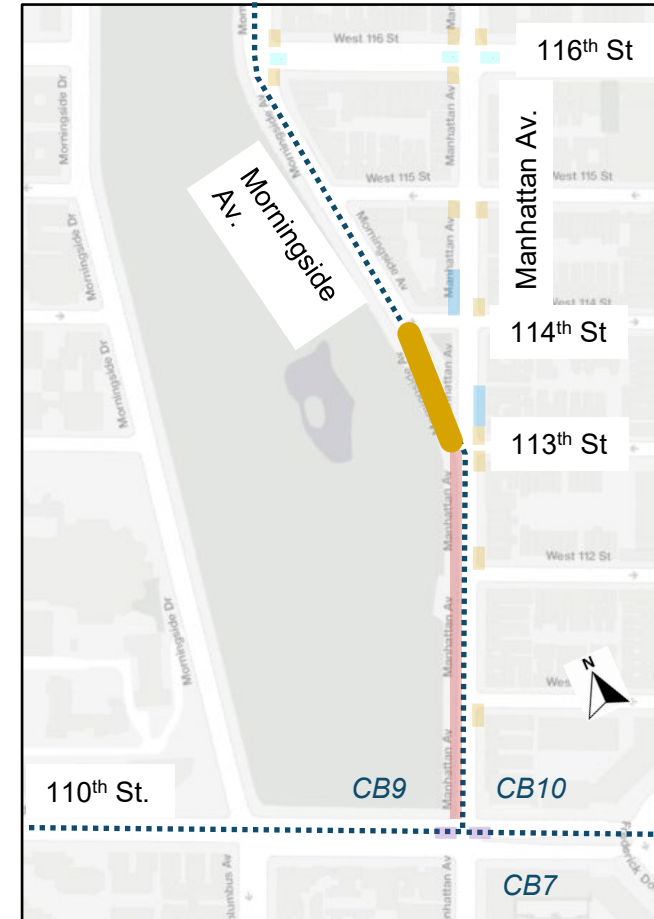
Proposed Pedestrian Space (1 Block)

Repurpose Slip Lane for Pedestrians & Potential Programming, speed up circulation



Key:

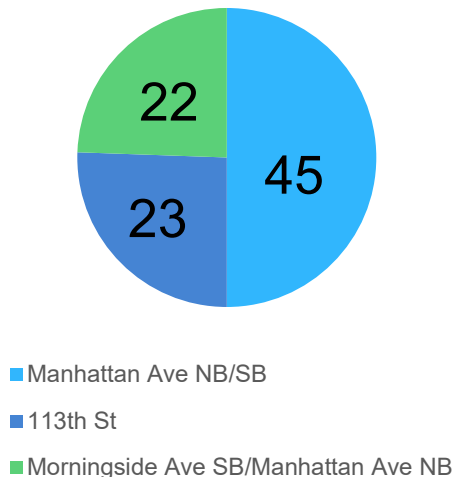
— Pedestrian Space



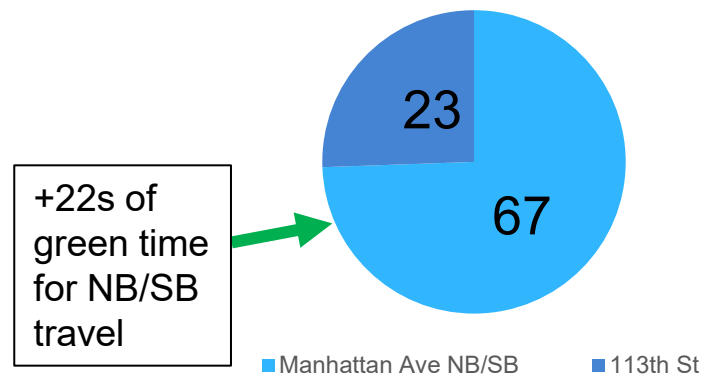
Proposed Pedestrian Space Benefits

- 8,600+ ft² of programmable plaza space
- Hardened by granite blocks and vertical elements
- Simpler traffic signal cycle will save time for drivers and bus riders on Morningside Avenue and Manhattan Avenue

Three-Phase Signal
(seconds per 90s light cycle)

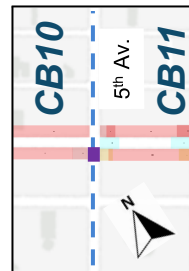
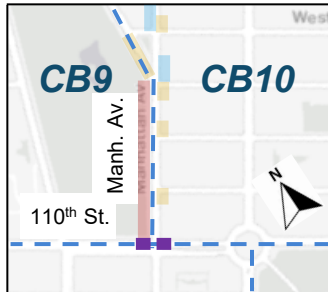


Two-Phase Signal
(seconds per 90s light cycle)



Three (3) Proposed Concrete Pedestrian Islands

Protected by bollards, with potential trees



116th St.

Key:

Concrete Pedestrian Island



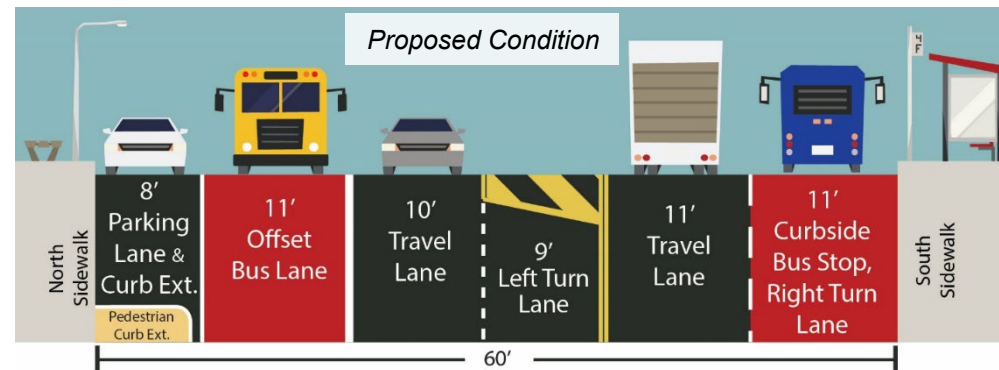
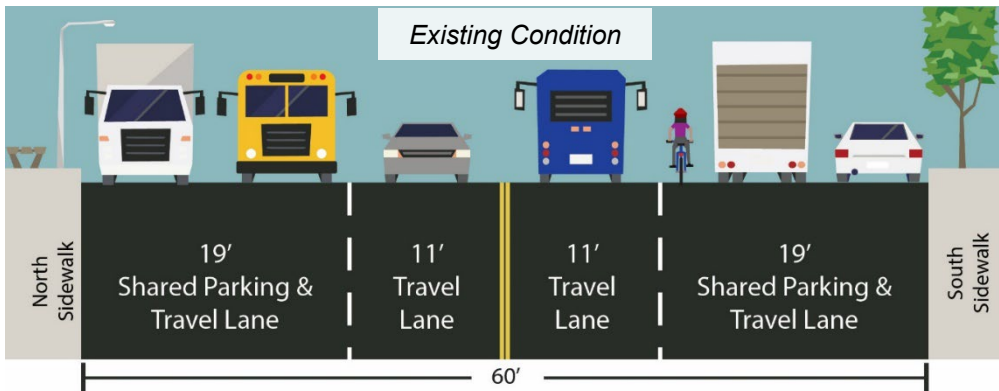
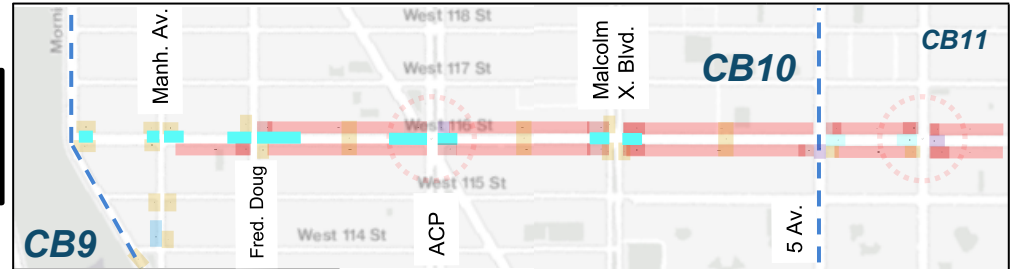
Calms left-turning drivers, adds
refuge space to intersection

Nine (9) Proposed Left Turn Lanes

Maintains traffic flow and improves safety

Key:

Left Turn Bay



Adds organization and safety for all road users

One (1) Proposed Concrete Pedestrian Curb Extension

Shortens crossing distance with expanded sidewalk space



Reduces crossing distance by 12%

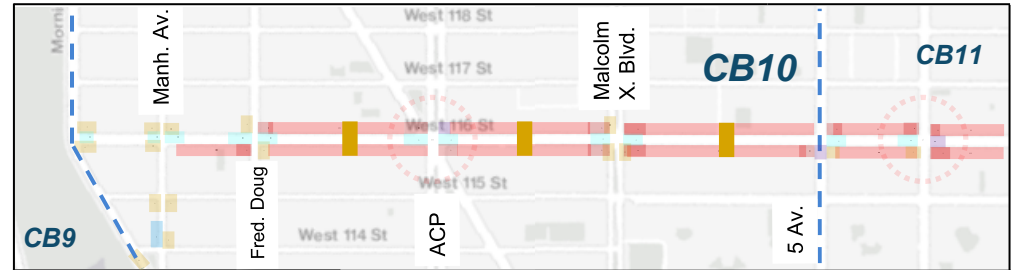
Key:

Concrete Pedestrian Space

Three (3) Proposed Signalized Mid-Block Crossings

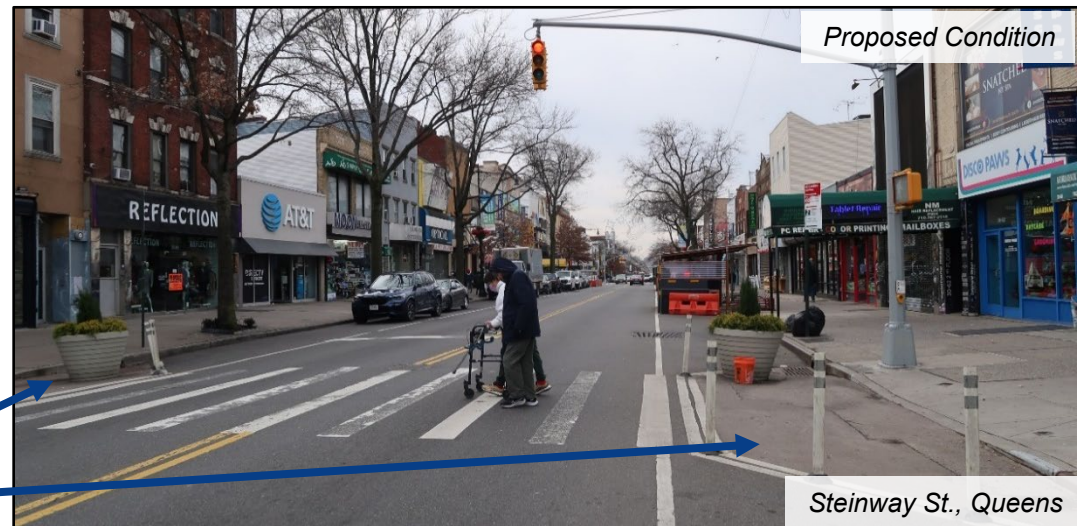
Located between Frederick Douglass Blvd and 5th Avenue

Location	Crossing Pedestrians / Hour
Between Fredrick Douglass Blvd & Adam Clayton Powell Jr Blvd	330
Between Adam Clayton Powell Jr Blvd & Malcolm X Blvd	240
Between Malcolm X Blvd & 5 th Av	100



Key:

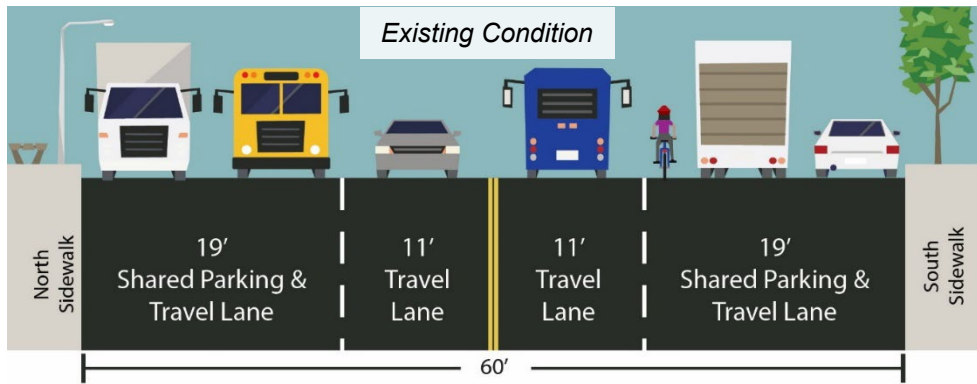
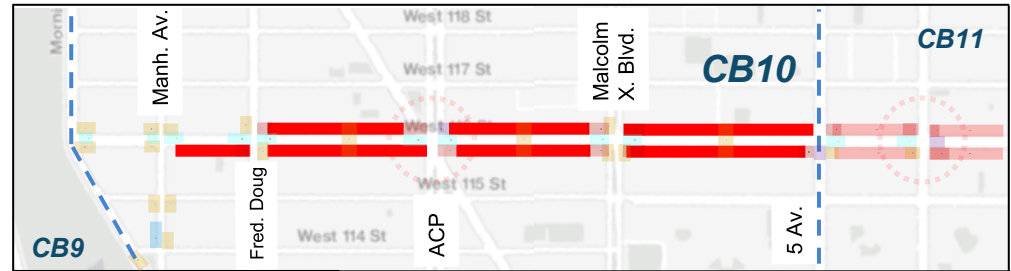
 Mid-Block Crossing



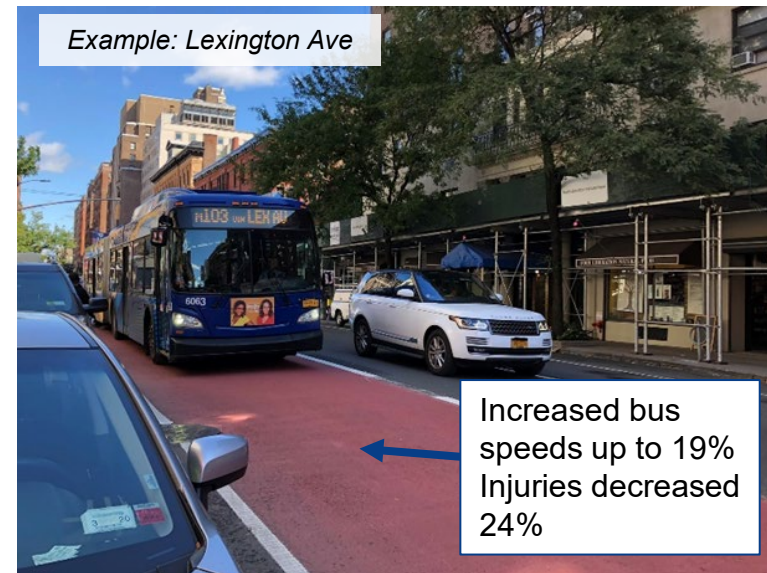
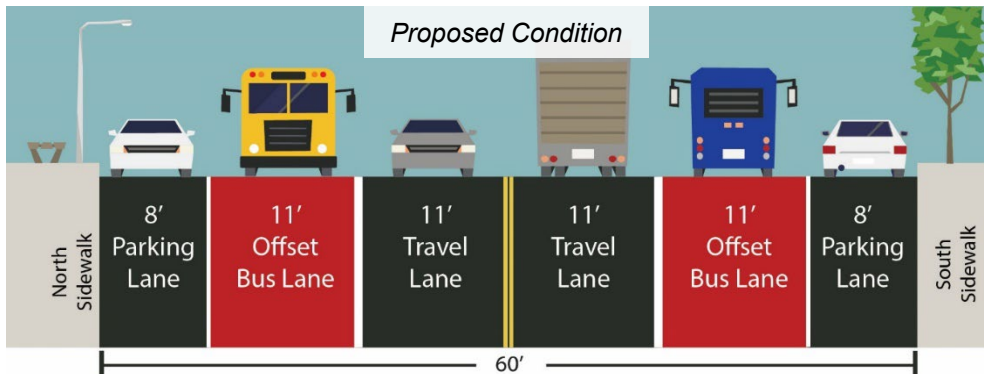
Reduces crossing distance by 27%

Proposed Offset Bus Lane (4 Blocks)

On 116th St from Manhattan Av. to 5th Av., maintains parking throughout

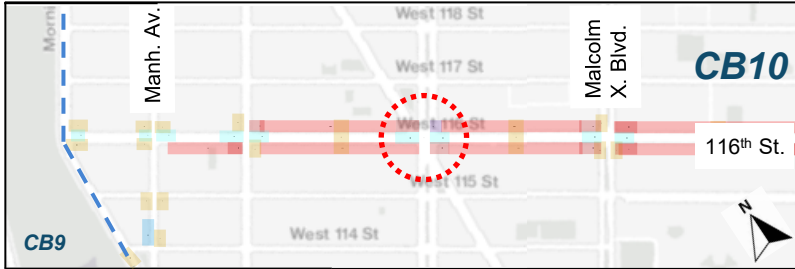


Key:
 Offset Bus Lane



One (1) Proposed Bus Queue Jump Signal

At 116th Street and Adam Clayton Powell Jr. Blvd. (East-West only)



Proposed Pedestrian Curb Extensions (22)

Adds hardened pedestrian space to nine (9) intersections & three (3) new crossings



Key:

■ Pedestrian Curb Extension

Adds sidewalk space by removing bike parking from sidewalk

Improves delivery access for small businesses

Improves visibility & significantly reduces crossing distances



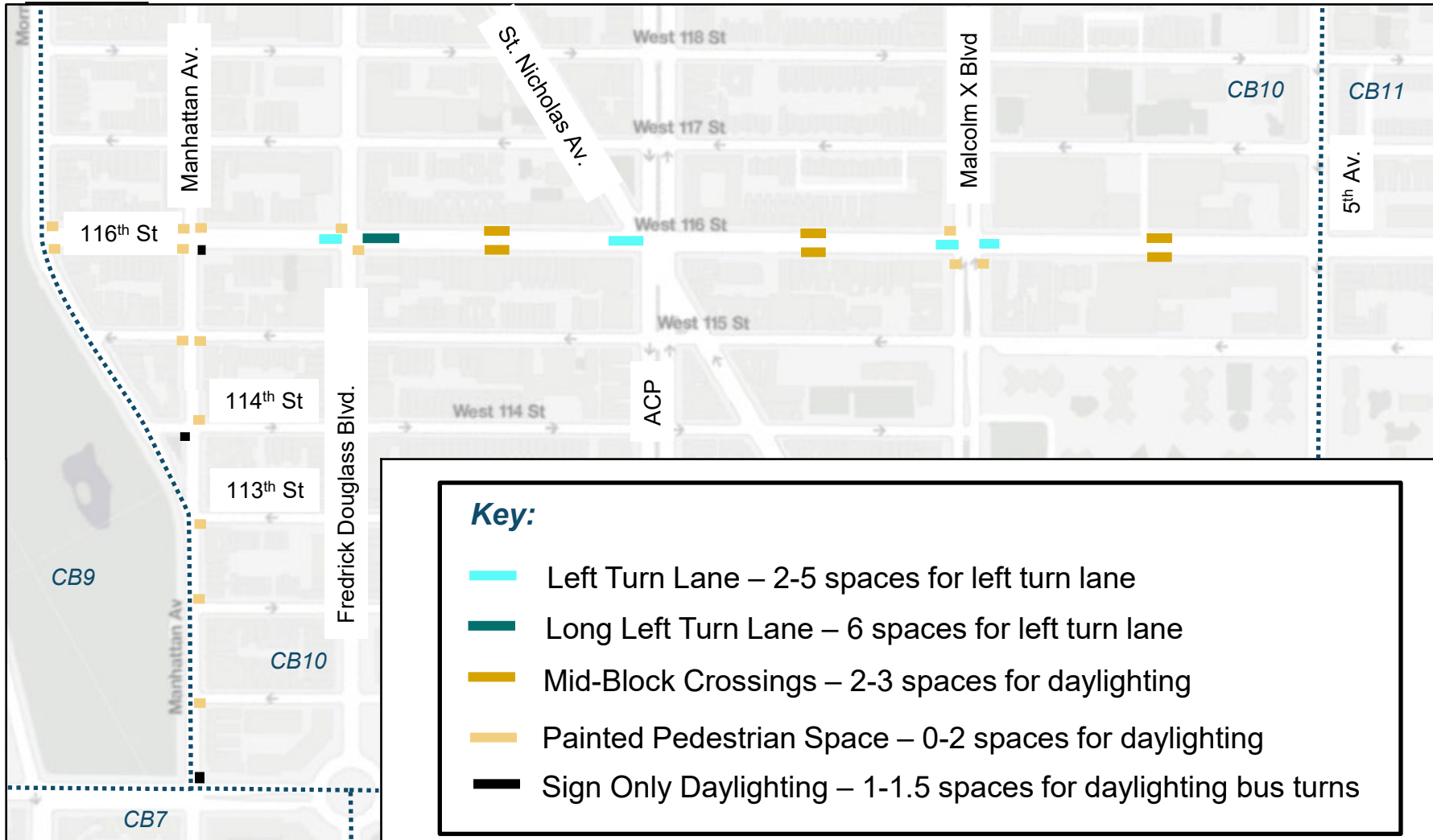
Adds greenery with maintenance partner



Estimated Parking Changes

CB10: Estimated Parking Changes

Subject to change based on traffic analysis and community feedback



Summary

Existing: 116th Street and Madison Avenue



Bus stop
blocked by
parked car

Long crossing distances
with no refuge

Lack of roadway
organization

Proposed: 116th Street and Madison Avenue

Opportunities
for greening

New pedestrian spaces with
shorter crossing distances to
improve safety & comfort

Dedicated bus lanes
give priority to buses
& emergency vehicles

New left turn
lanes help
organize traffic



Project Summary*

- Adds 1.15 miles of bus lanes
- Maintains all CB10 bus stops
- Adds 18,700+ ft² of painted pedestrian space
 - Daylighting at 10 intersections
- Adds one (1) new plaza (slip lane closure)
- Adds 880+ ft² of concrete pedestrian space
- Adds several new street tree pits
- Adds three (3) new pedestrian midblock crossings
- Adds one (1) bus queue jump signal
- Adds nine (9) left turn bays



**all calculations are estimates, subject to change
based on engineering judgement and traffic analysis*

Timeline

Project Timeline

1. NYC Streets Plan: 2021 (Identified corridor)
2. Field observations & traffic data
3. Pre-Meeting – CB10
4. Pre-Meeting – CB11
5. Pre-Meeting – Electeds & CBs
6. February 2025 Existing Conditions: CB9
7. February 2025 Existing Conditions: CB10
8. March 2025 Existing Conditions: CB11
9. May: present draft proposal to CBs
- 10. June: present updated proposal to CBs and elected officials**
11. Engineering review and approval
12. Summer 2025: * Tentative* begin Implementation



W. 116th St. & Malcolm X Blvd.

Thank You!

Open Discussion & Questions



NYC DOT



NYC DOT



nyc_dot



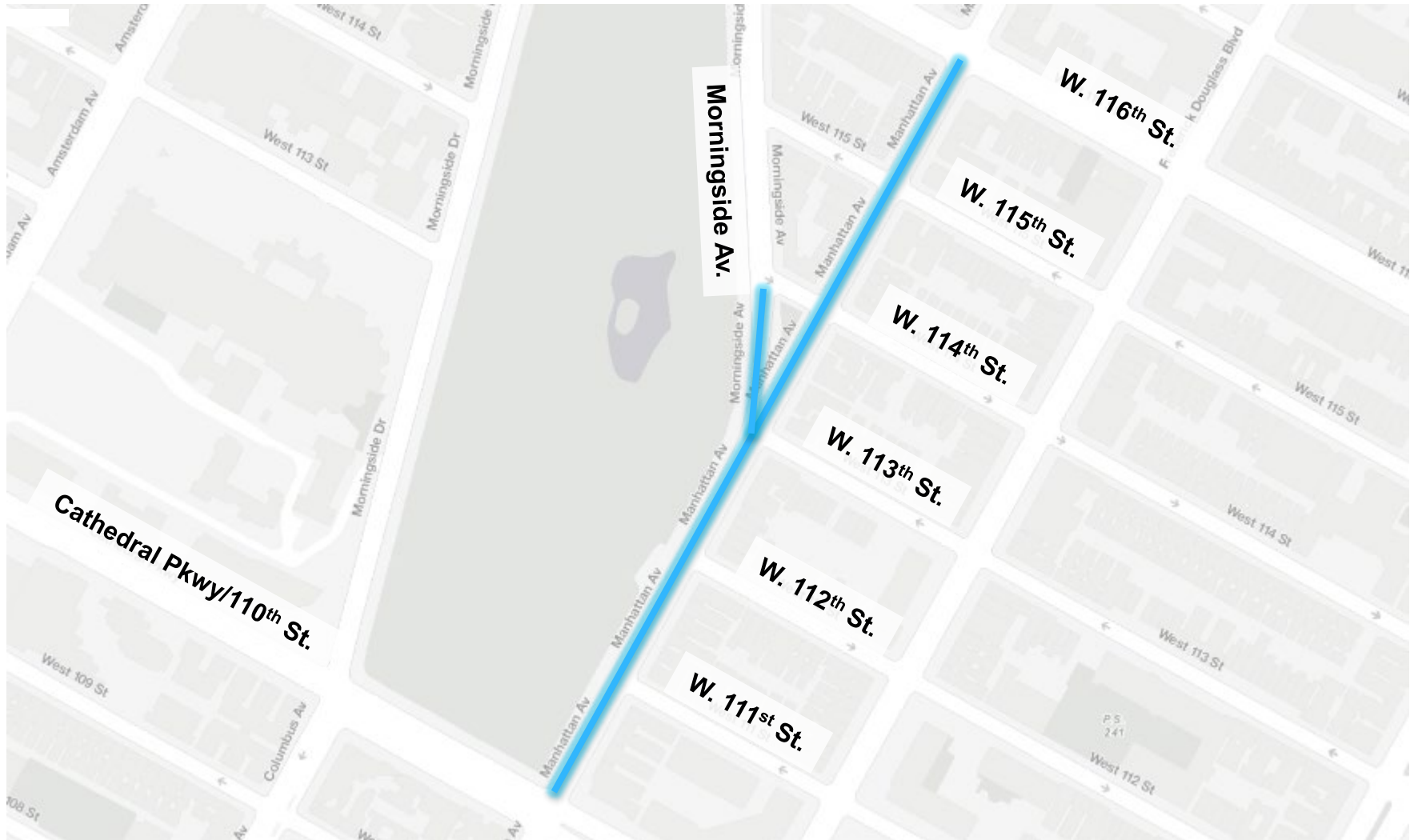
NYC DOT

Appendix

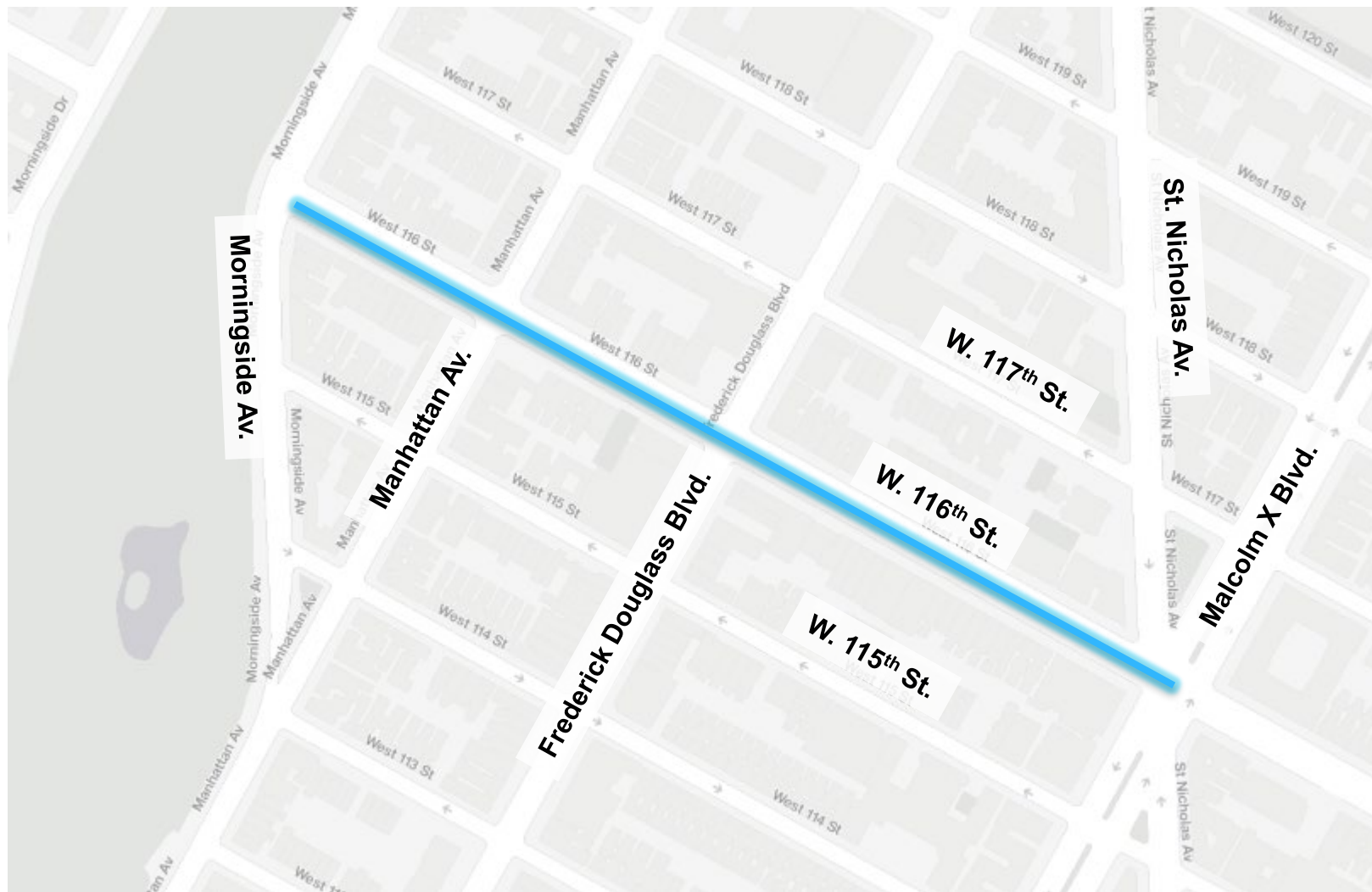
Local and Express Routes



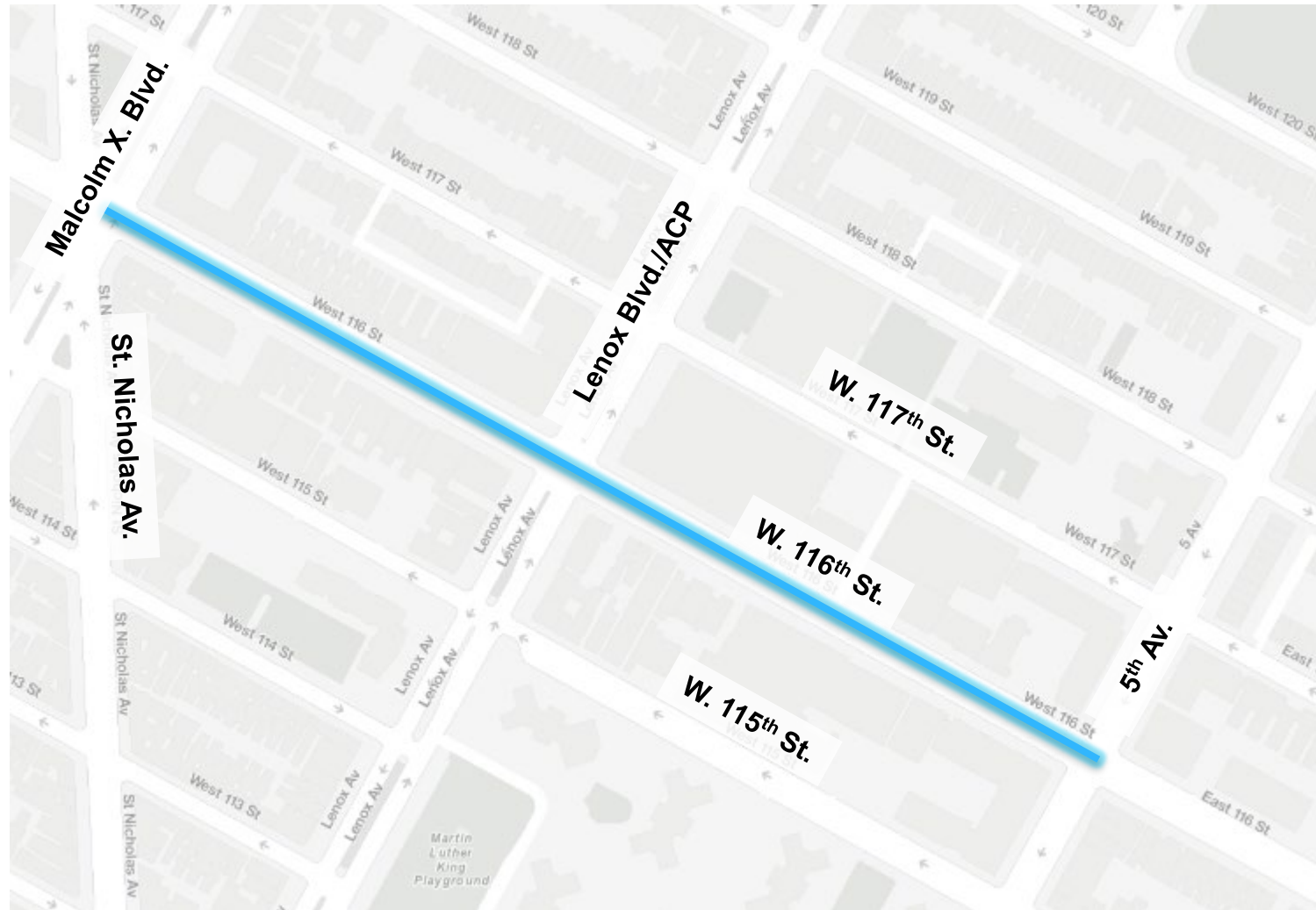
Section 1: Manhattan Av., 110th to 116th Sts.



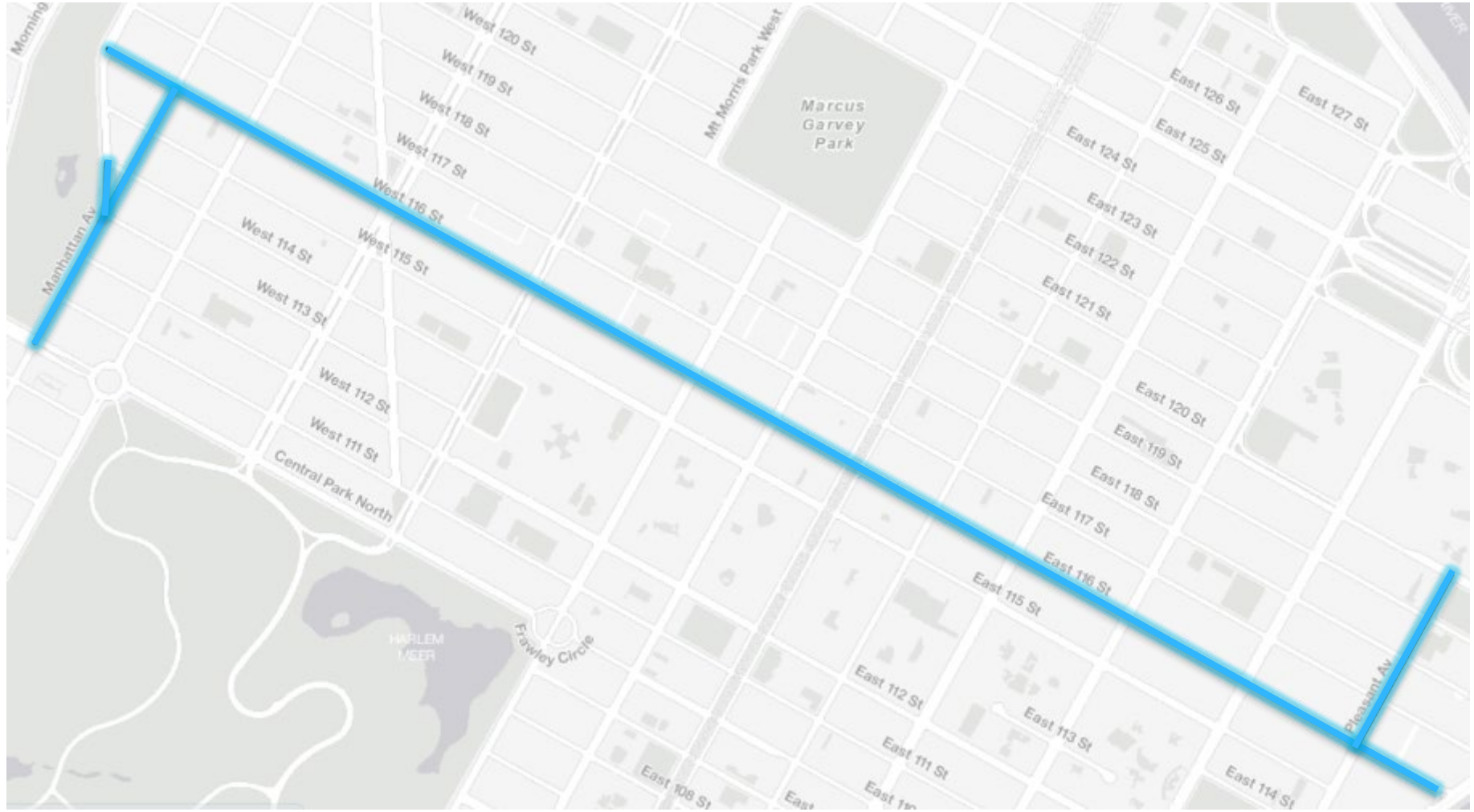
Section 2: 116th St., Morningside Av. to Malcolm X Blvd.



Section 3: 116th St., Malcolm X Blvd. to 5th Av.

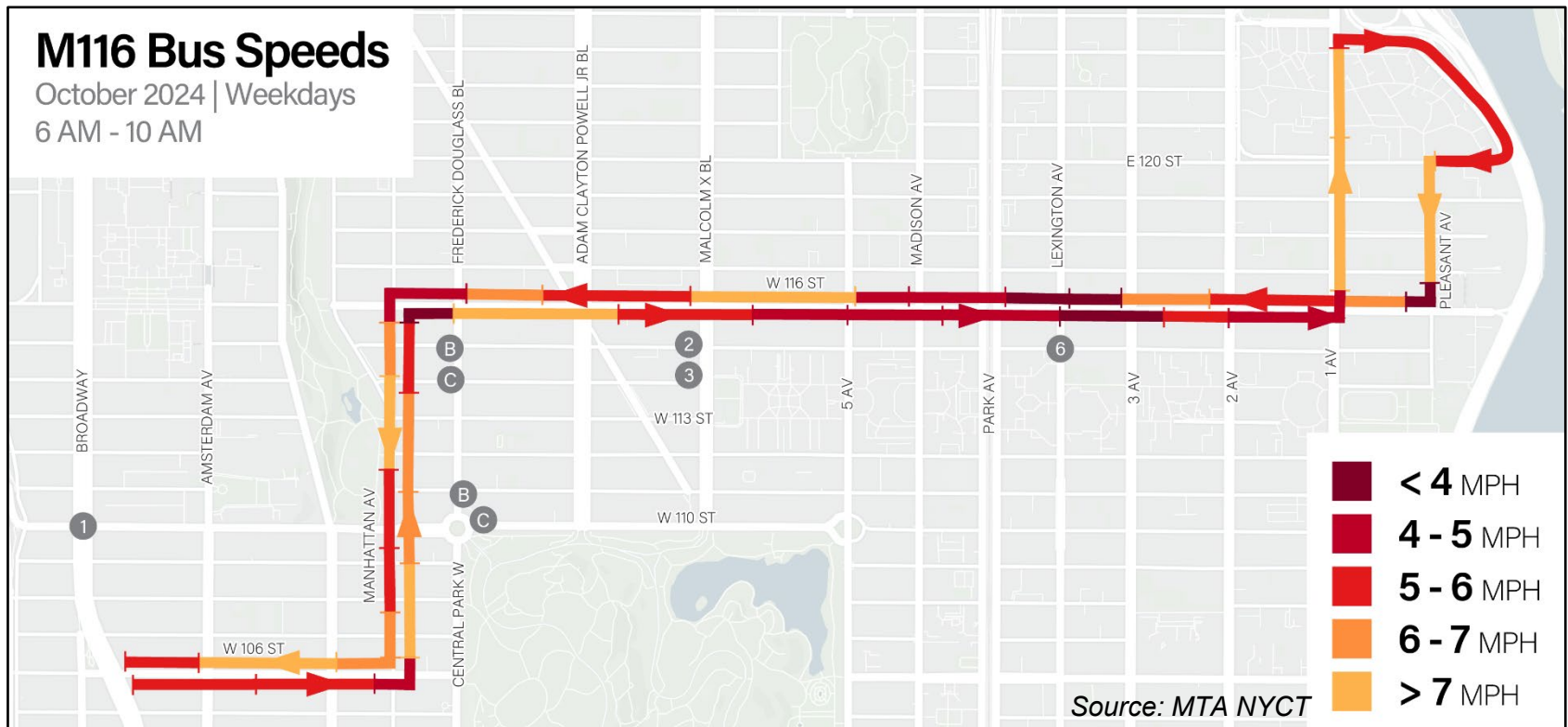


Full Corridor



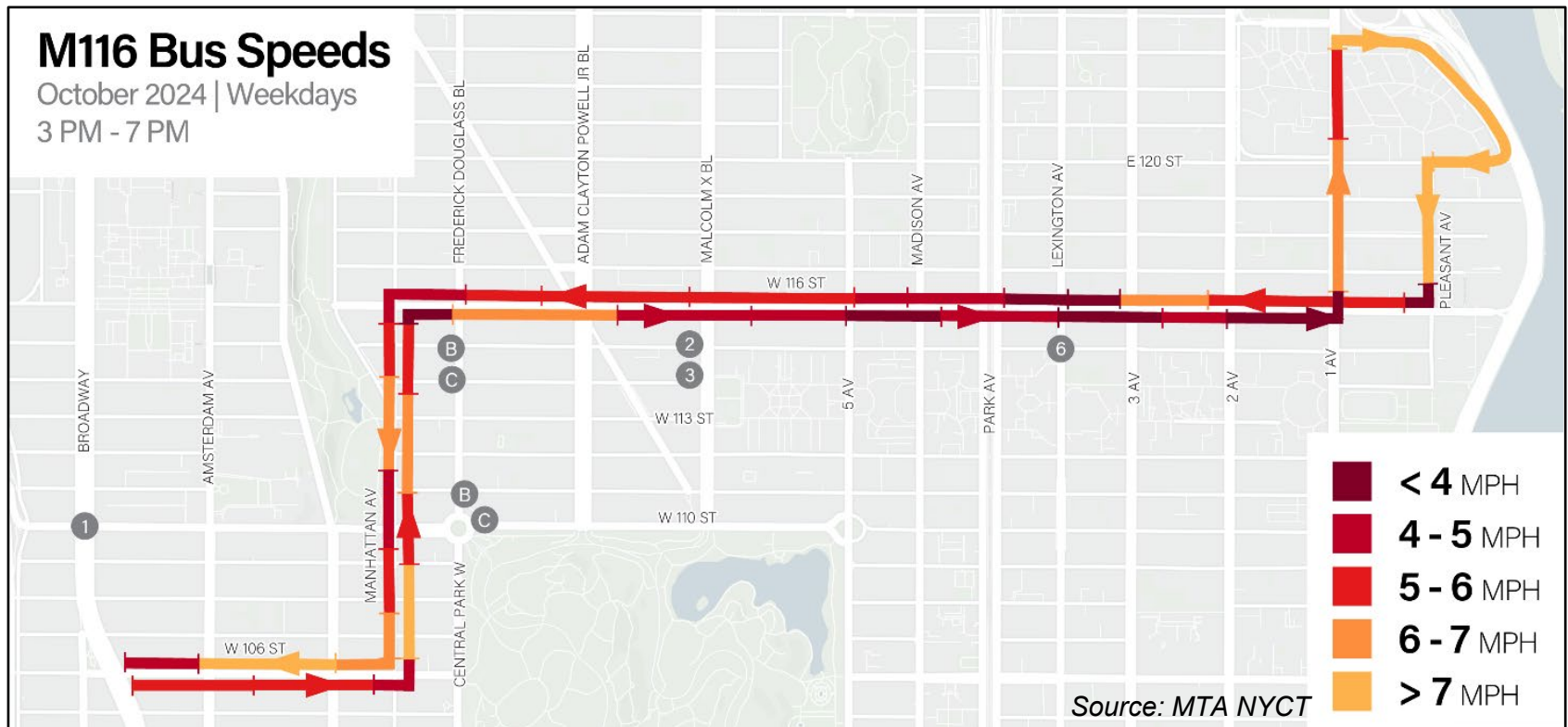
Bus Speeds – AM

- Slow and unreliable bus service along 116th St.
- Buses move slowly all day and **less than 4 mph** in some segments
- Weekday congestion causes **785 hours of delay** to M116 passengers daily



Bus Speeds - PM

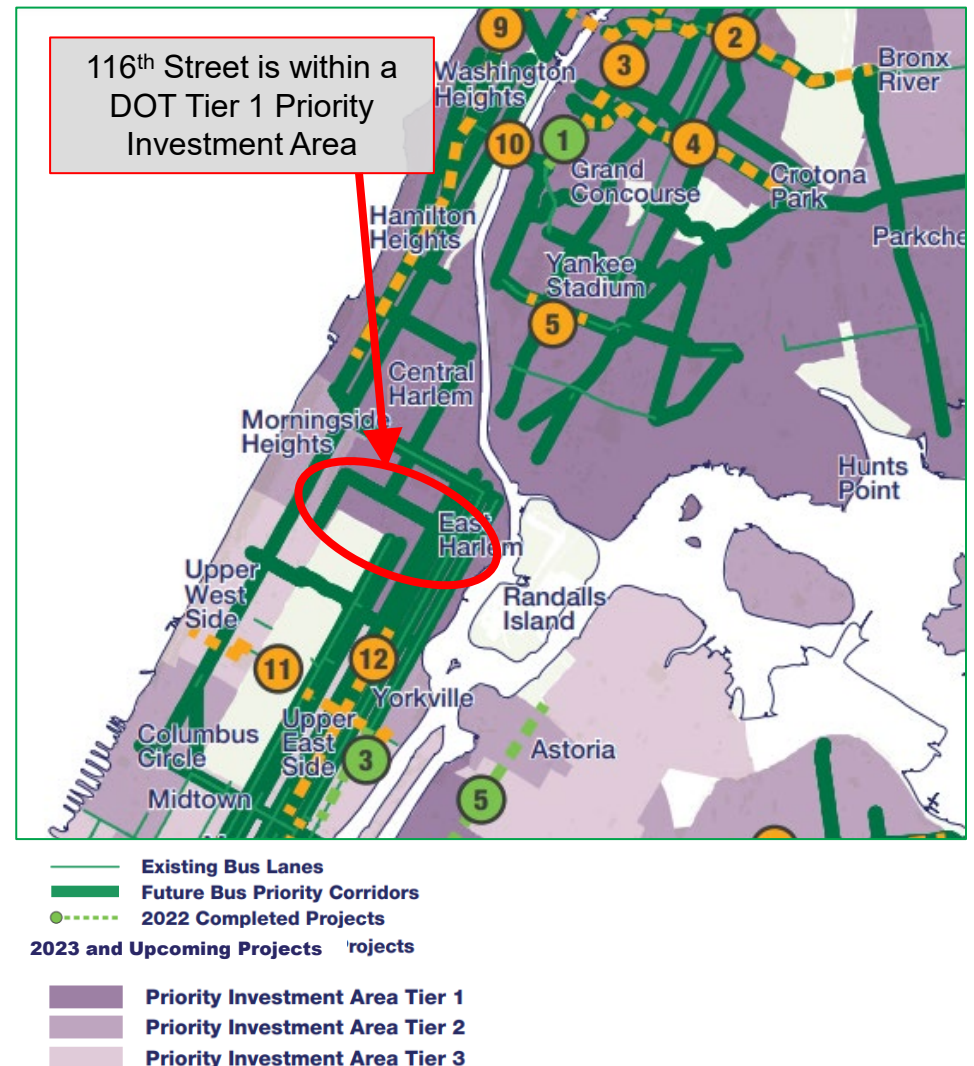
- Slow and unreliable bus service along 116th St.
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NYC Streets Plan and Transit Goals

Transit goals of the Streets Plan:

1. Increase sustainable travel modes by reconfiguring streets
2. Expand access to job opportunities through faster and more reliable transportation options
3. Allow all New Yorkers to get around the city in multiple ways without encountering barriers to travel



Vehicular Speeds on Manhattan Av.

- Slow speeds near 116th Street and between 110th and 113th Streets

