

116th Street Bus and Pedestrian Priority Project

CB10's Transportation, Historic Preservation & Landmarks Committee

May 2025



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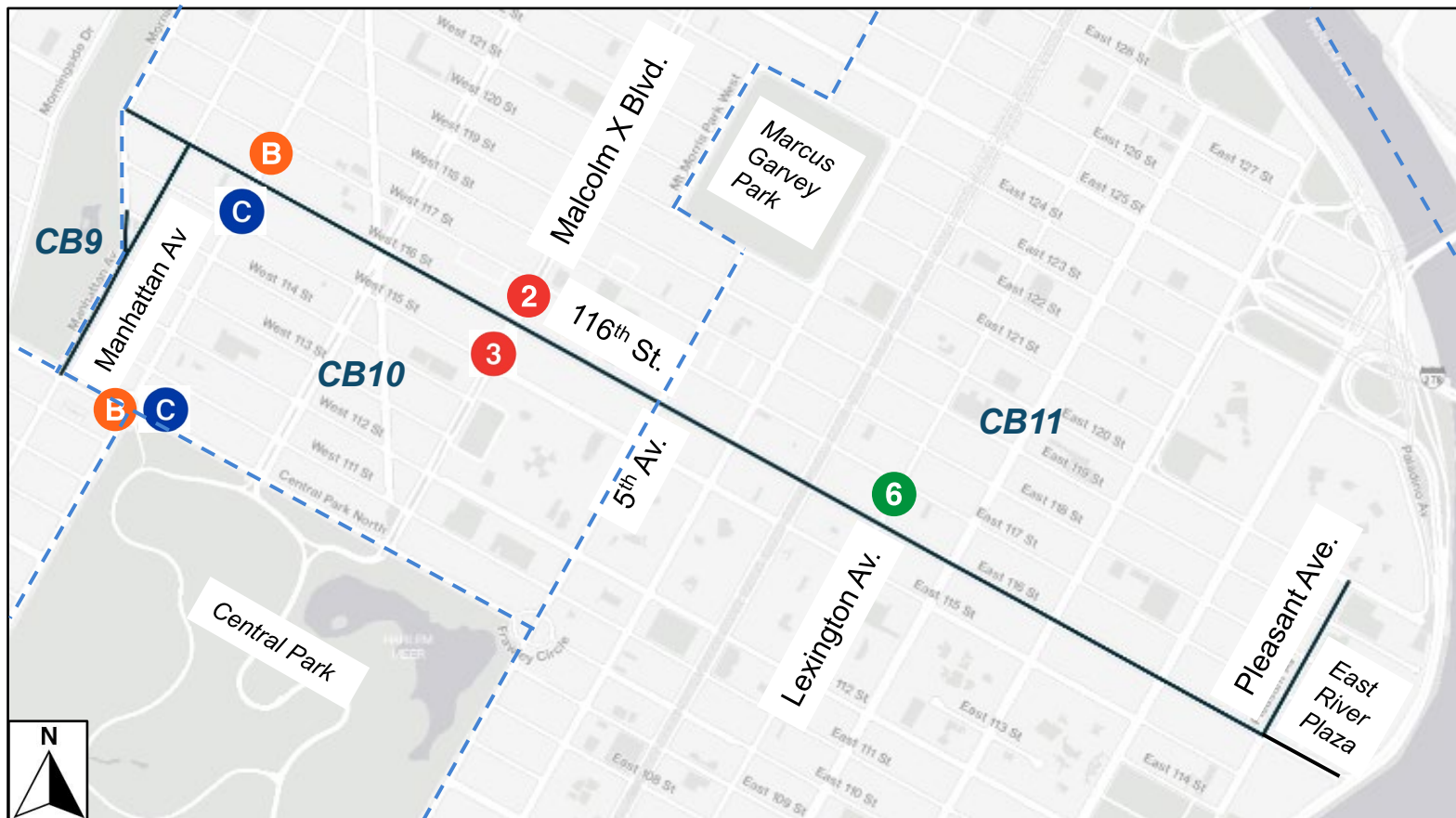
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Introduction

Greater Project Area

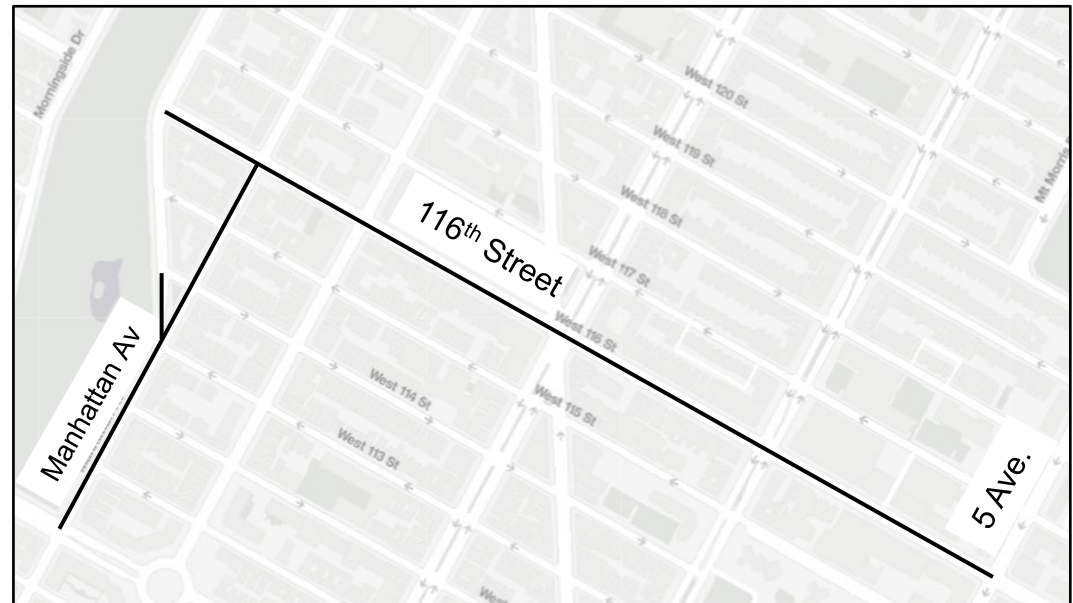
Key:

— Study Area



Why 116th Street?

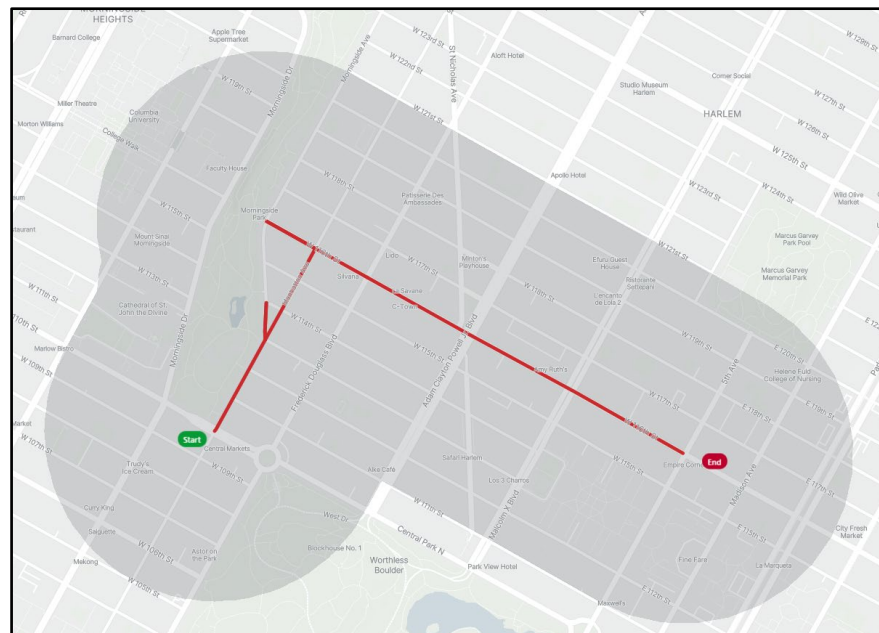
- CB10 Study area: 116th St., Manhattan Av., and Morningside Av. b/n 114th St. & 113th St.
 - Total: 1.1 miles
- Over 64,000+ daily bus passengers across 10 bus routes:
 - M3, M7, M102, M116, BxM6, BxM7, BxM8, BxM9, BxM11
- Critical crosstown service with connections to **2** **3** **6** **B** **C**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



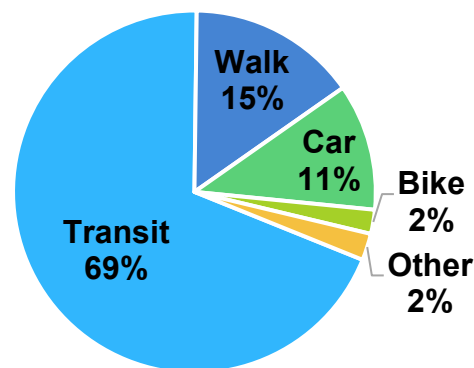
Demographics

CB10 Study Area

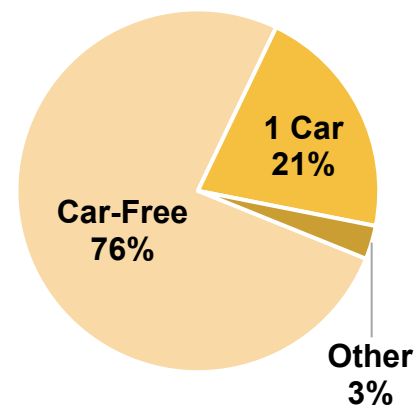
- 62,800 residents within $\frac{1}{4}$ mile
- 76% of households are car-free
 - Above city average of 55%
- 86% commute to work via public transit, walking, or biking
 - Above city average of 71%



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.

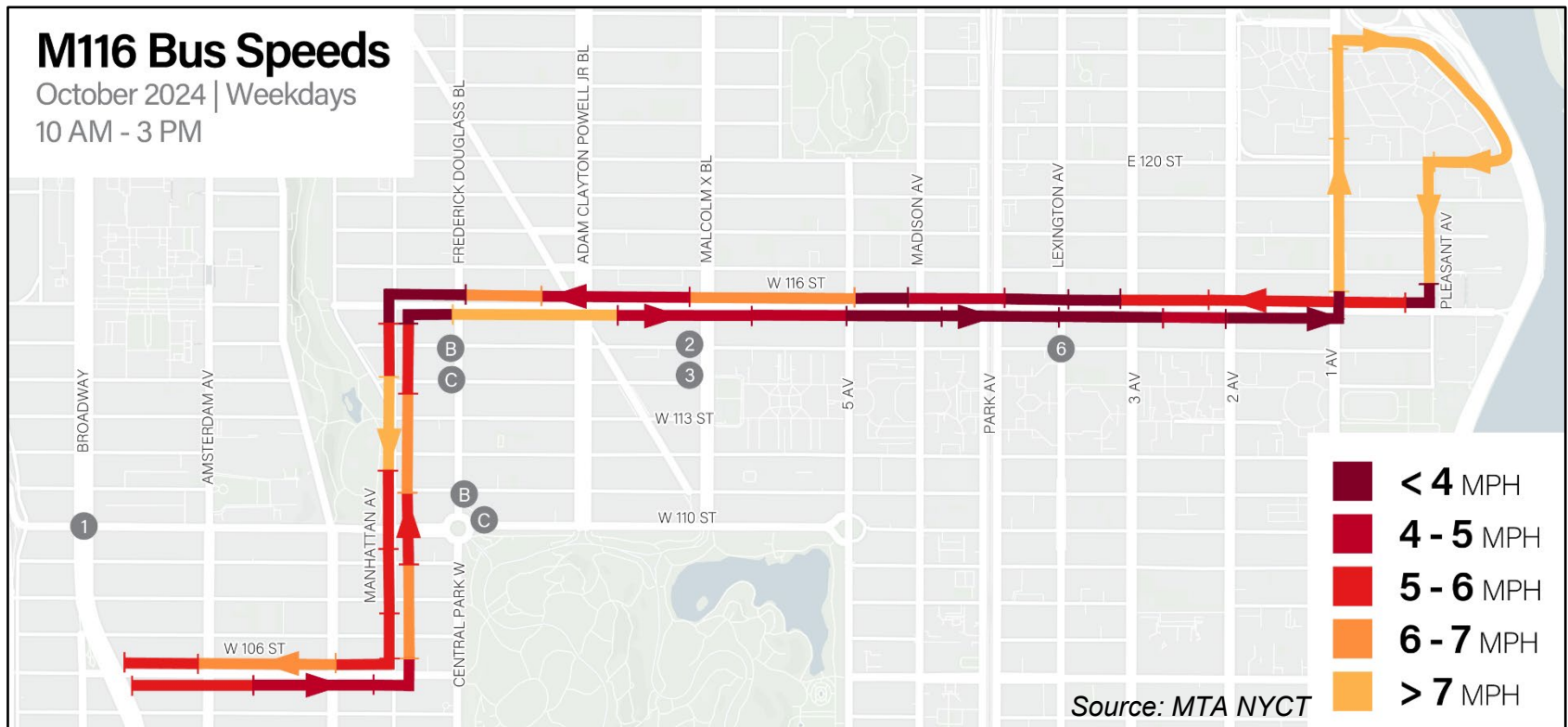


Study Area Injury Summary 2020-2024 (5 years)				
	Total Injuries	Severe Injuries	Fatalities	KSI
Pedestrian	59	1	1	2
Bicyclists	56	4	0	4
Motor Vehicle Occupant	115	7	1	8
Other Motorized	18	0	0	0
Total	248	12	2	14

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



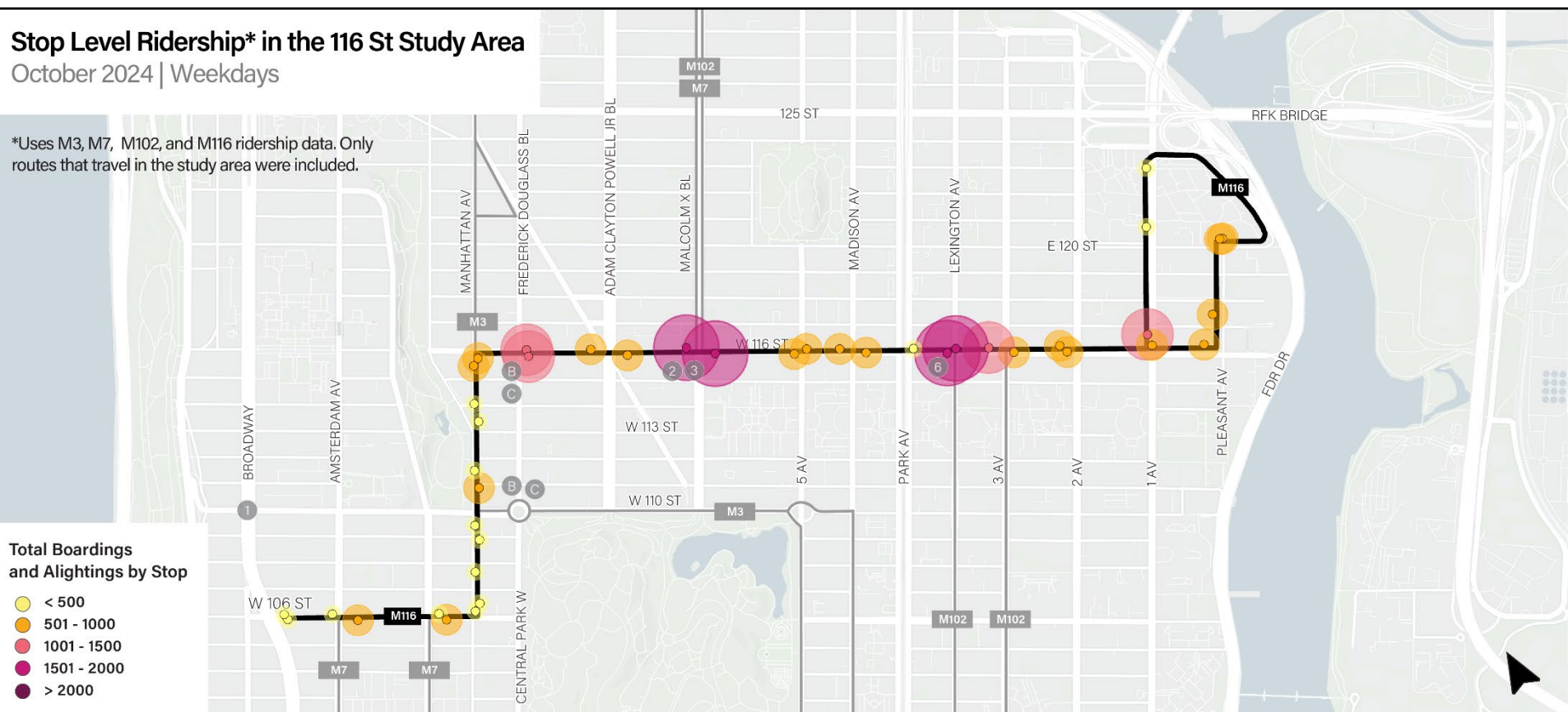
Daily Bus Stop Usage

- 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.



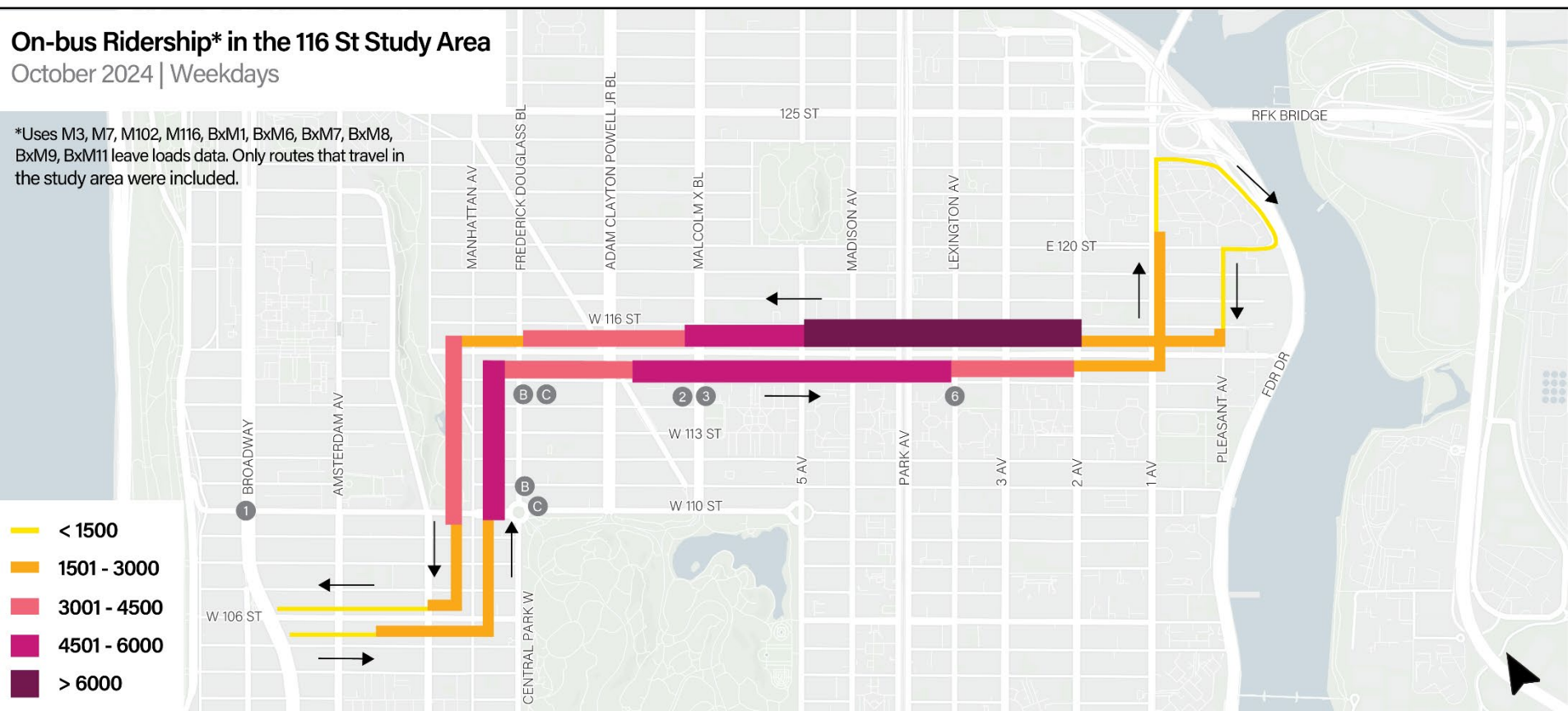
Daily On-Bus Ridership

- 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

Parking & Local Business Access

- Explore solutions to provide turnover at curb

Loading Needs

- Explore options for truck/neighborhood loading zones and short-term parking where appropriate

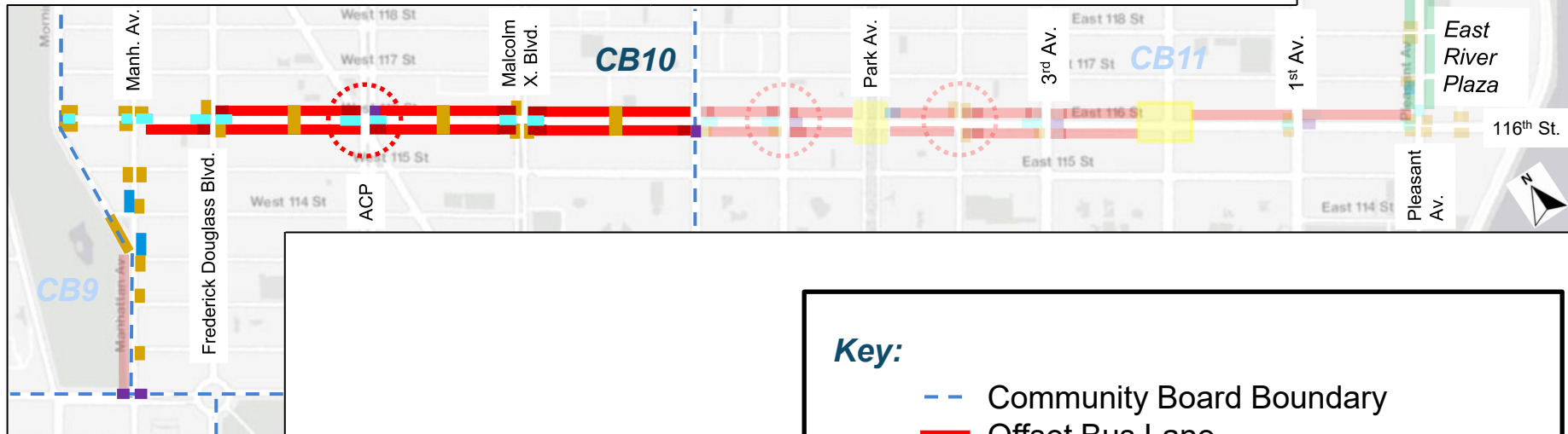
Enforcement

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

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 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

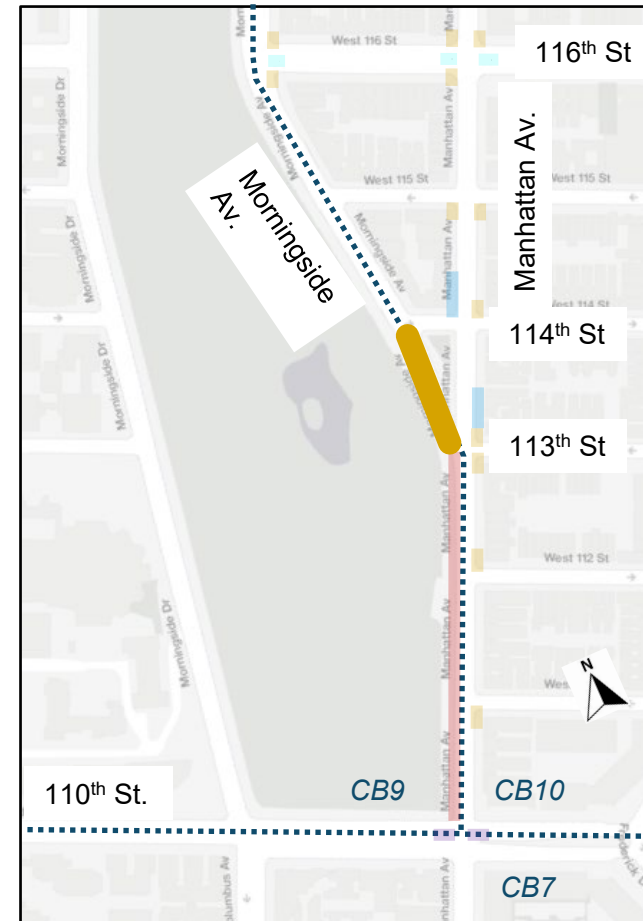
Proposed Pedestrian Space (1 Block)

Repurpose Slip Lane for Pedestrians & Potential Programming, pending traffic analysis



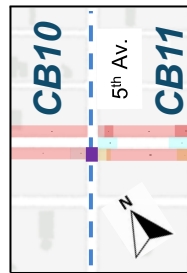
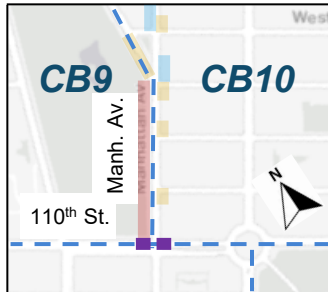
Key:

— Pedestrian Space



Three (3) Proposed Concrete Pedestrian Islands

Protected by bollards, with potential trees



116th St.

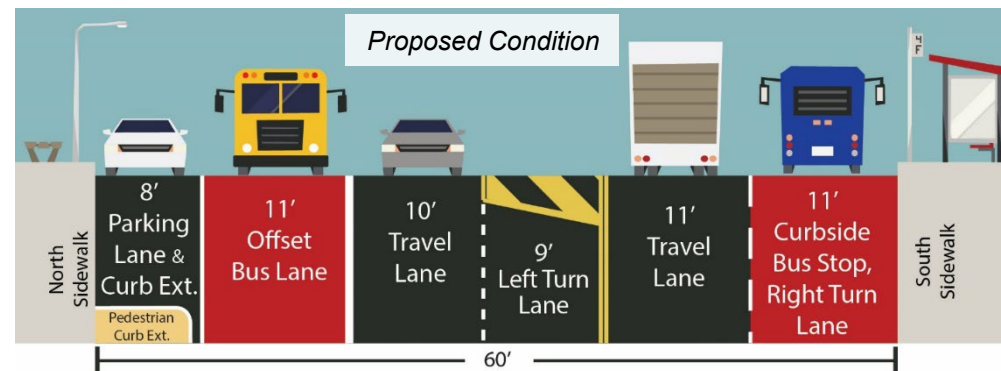
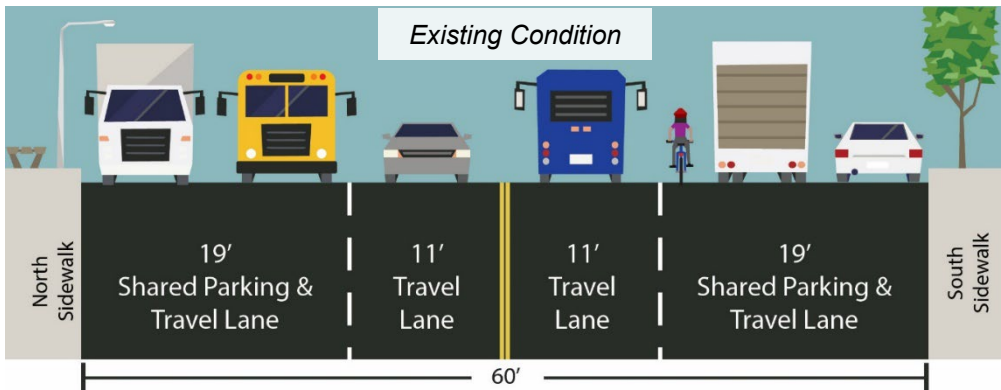
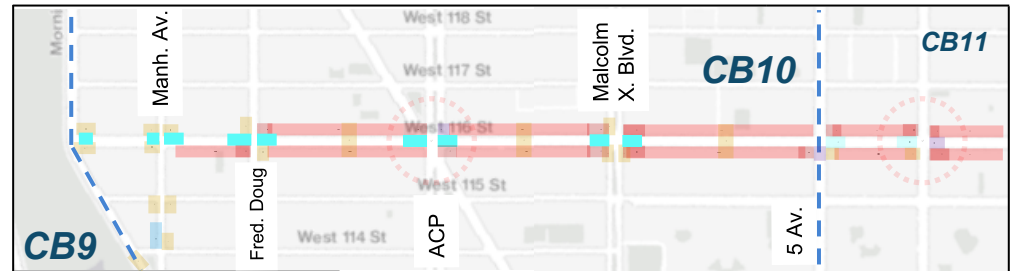
Key:

Concrete Pedestrian Island



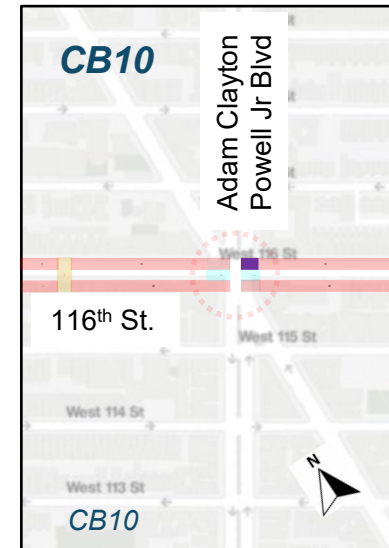
Nine (9) Proposed Left Turn Lanes

Maintains traffic flow and improves safety



One (1) Proposed Concrete Pedestrian Curb Extension

Shortens crossing distance with expanded sidewalk space



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



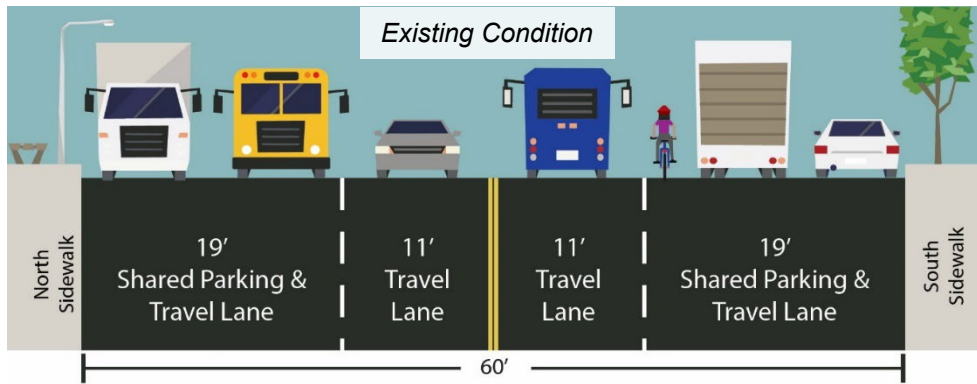
Key:

 Mid-Block Crossing



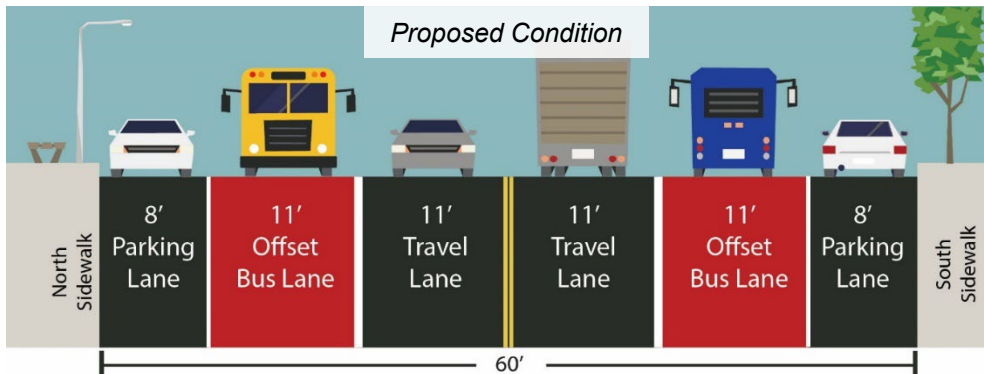
Proposed Offset Bus Lane (4 Blocks)

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



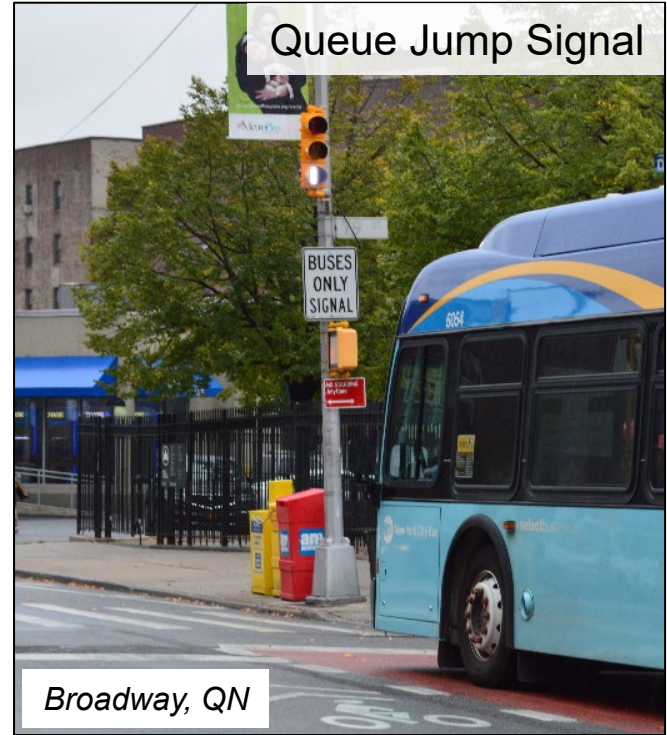
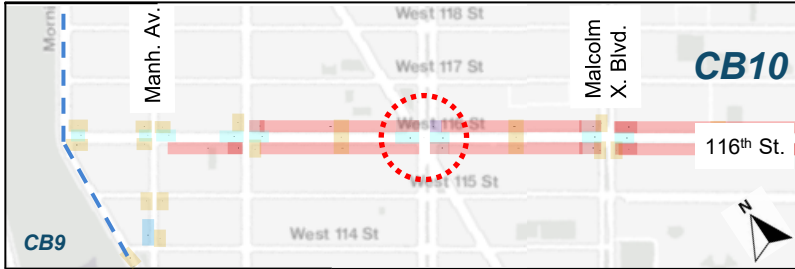
Key:

— Offset Bus Lane



One (1) Proposed Bus Queue Jump Signal

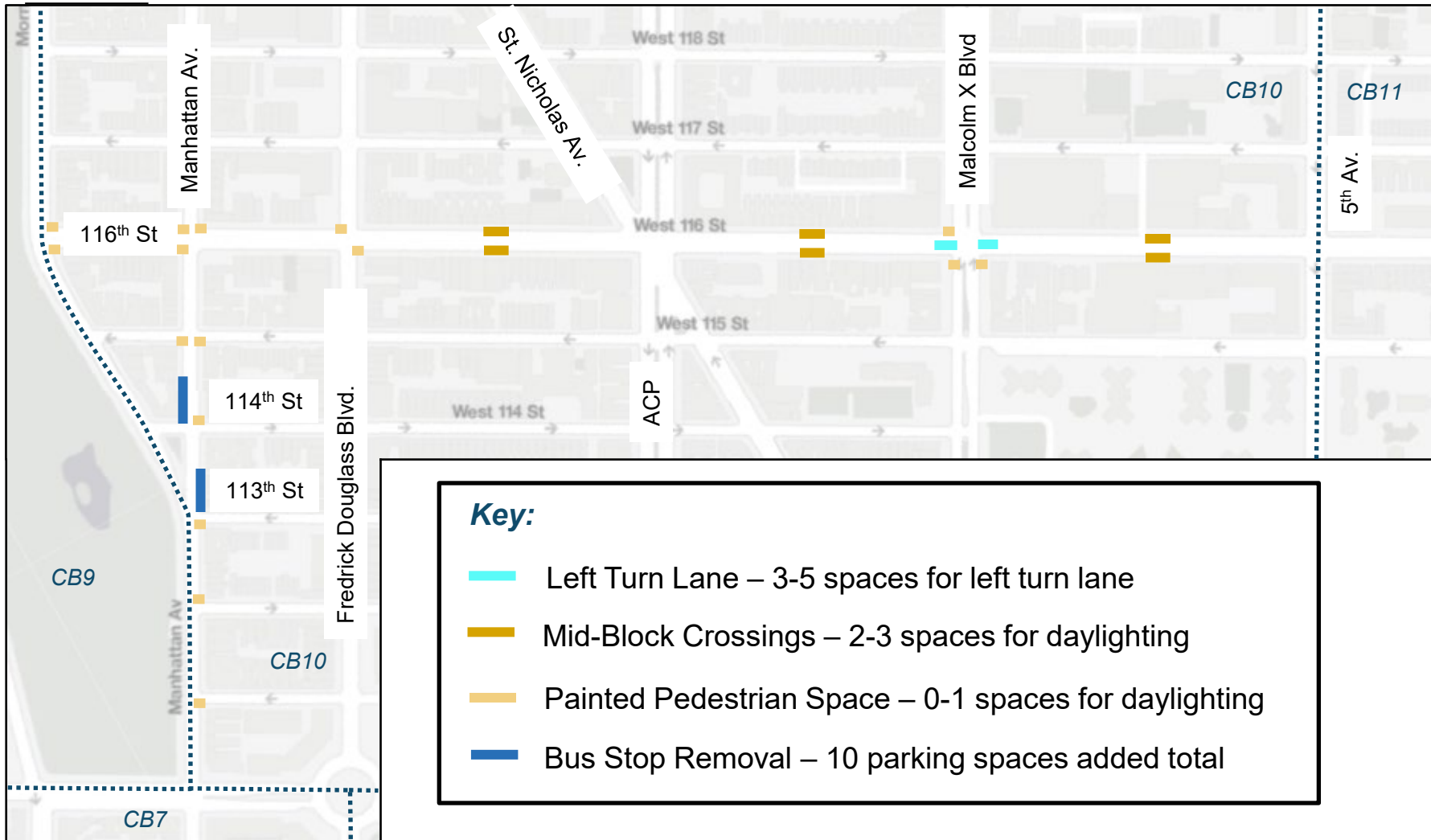
At 116th Street and Adam Clayton Powell Jr. Blvd. (East-West only)



Estimated Parking Changes

CB10: Estimated Parking Changes

Subject to change based on traffic analysis and community feedback



Summary

Project Summary*

- Adds 1.15 miles of bus lanes
- Adds 17,900+ ft² of painted pedestrian space
 - Daylighting at 11 intersections
- Adds one (1) new plaza (slip lane closure)
- Adds 1,450+ ft² of concrete pedestrian space
- Adds eight (8) new street tree pits
- Adds ten (10) new parking spaces
- 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. Engineering review and approval
11. June: present updated proposal to CBs and elected officials
12. Summer 2025: * Tentative* begin Implementation



W. 116th St. & Malcolm X Blvd.

Thank You!

Open Discussion & Questions



NYC DOT



NYC DOT



nyc_dot

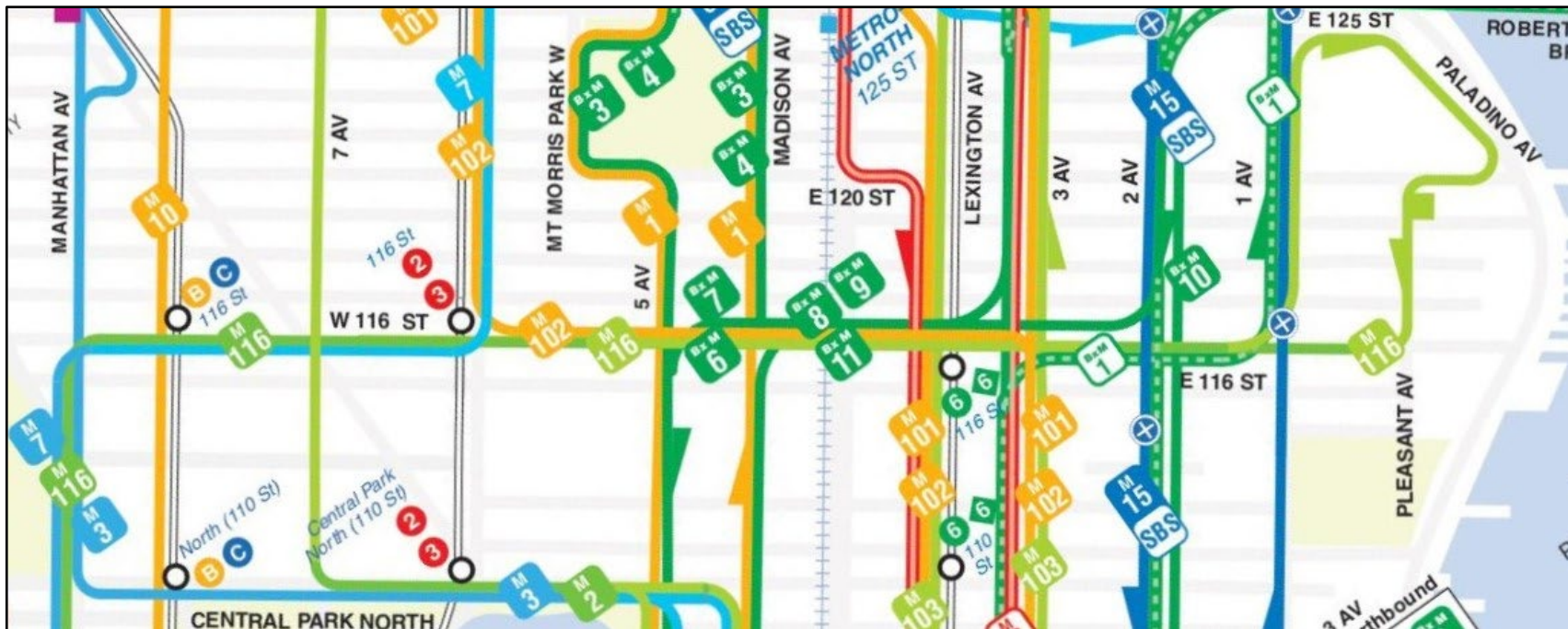


NYC DOT

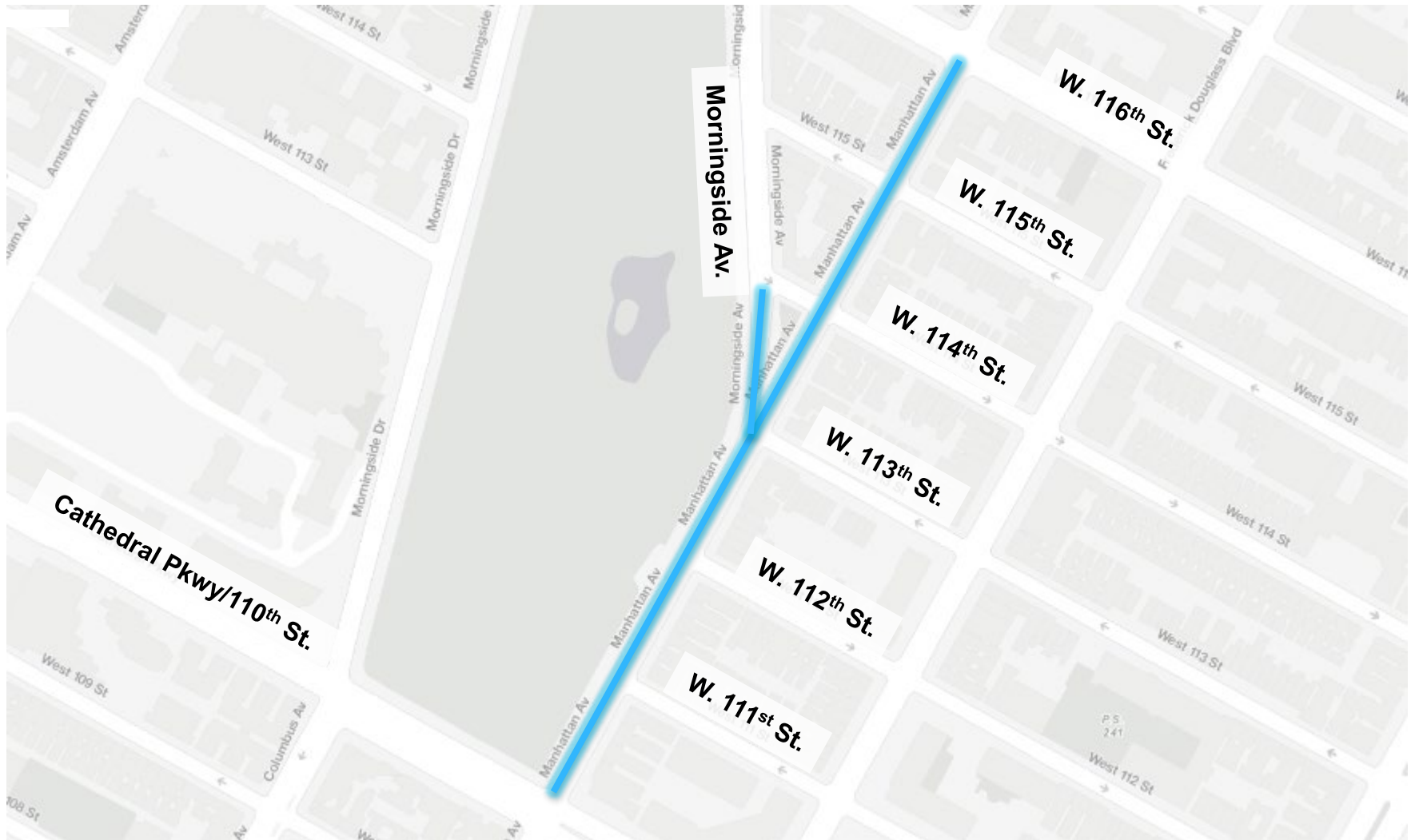
Appendix

Bus Map

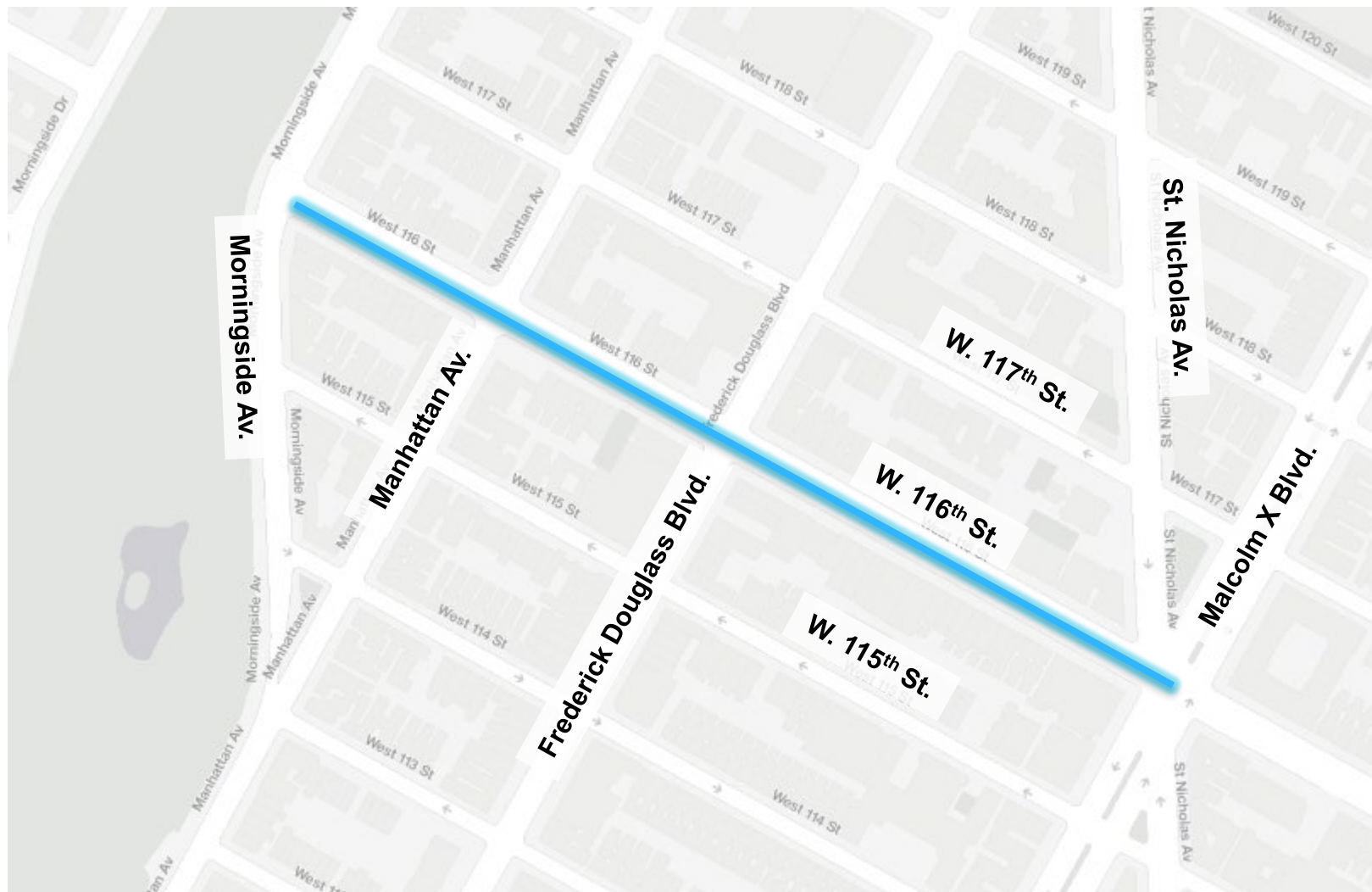
Local and Express Routes



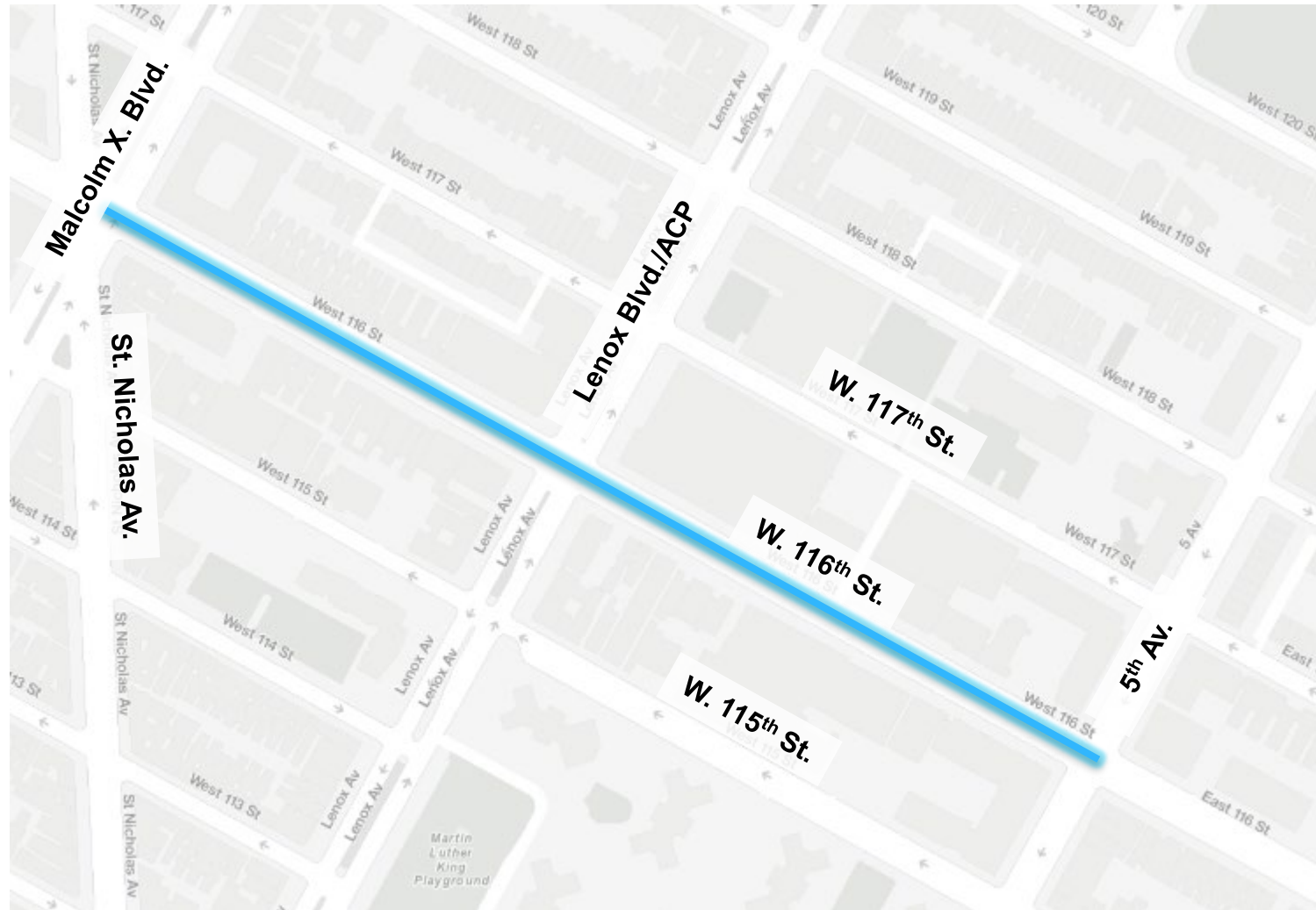
Section 1: Manhattan Av., 110th to 116th Sts.



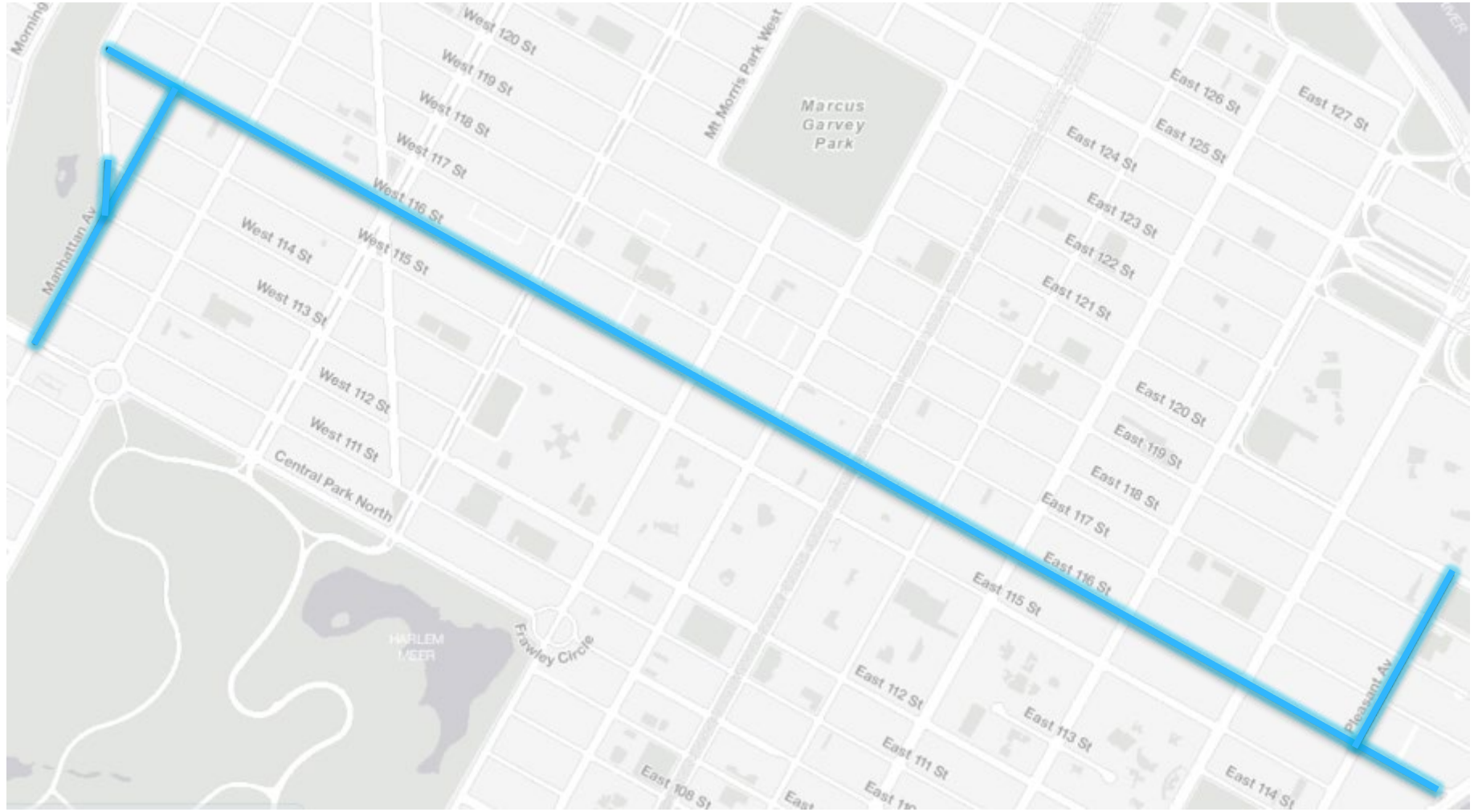
Section 2: 116th St., Morningside Av. to Malcolm X Blvd.



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

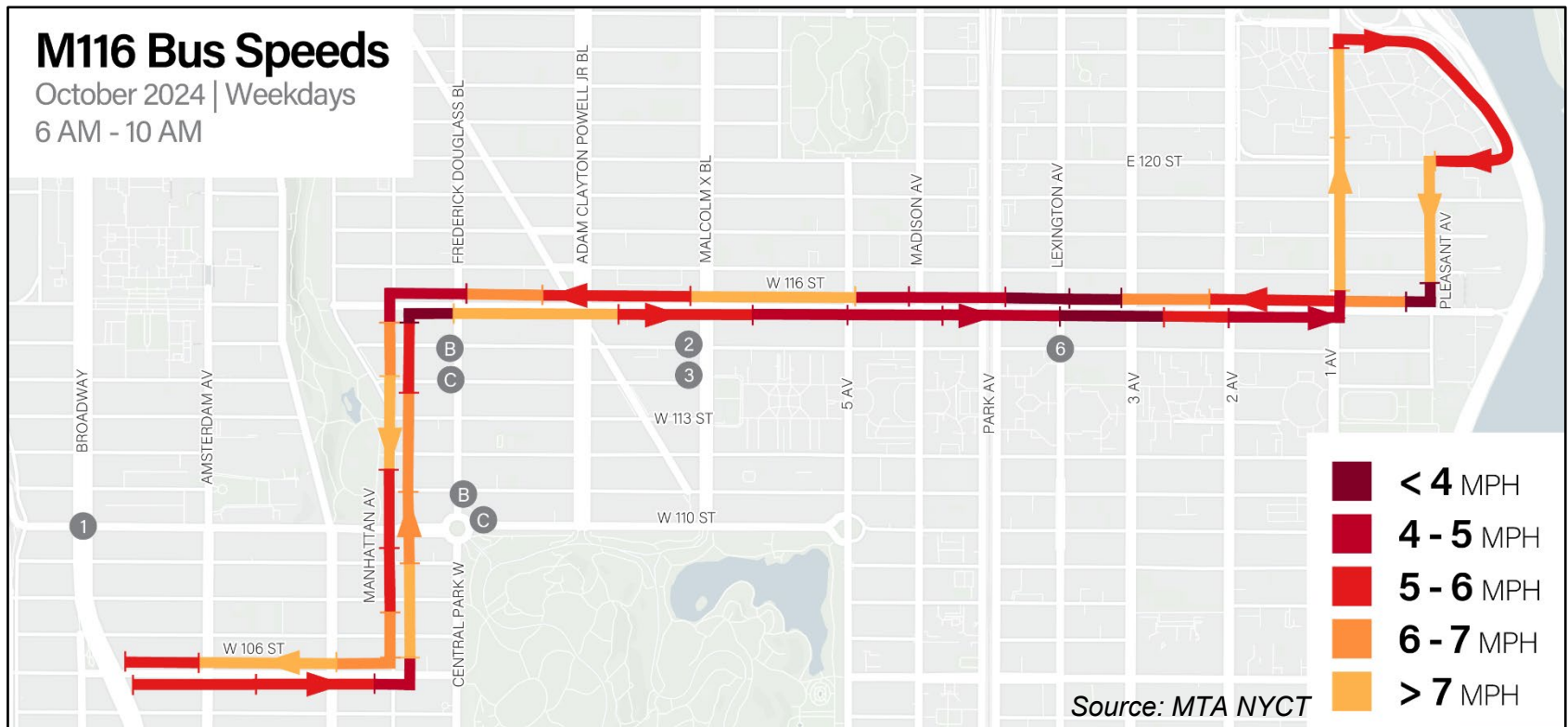


Full Corridor



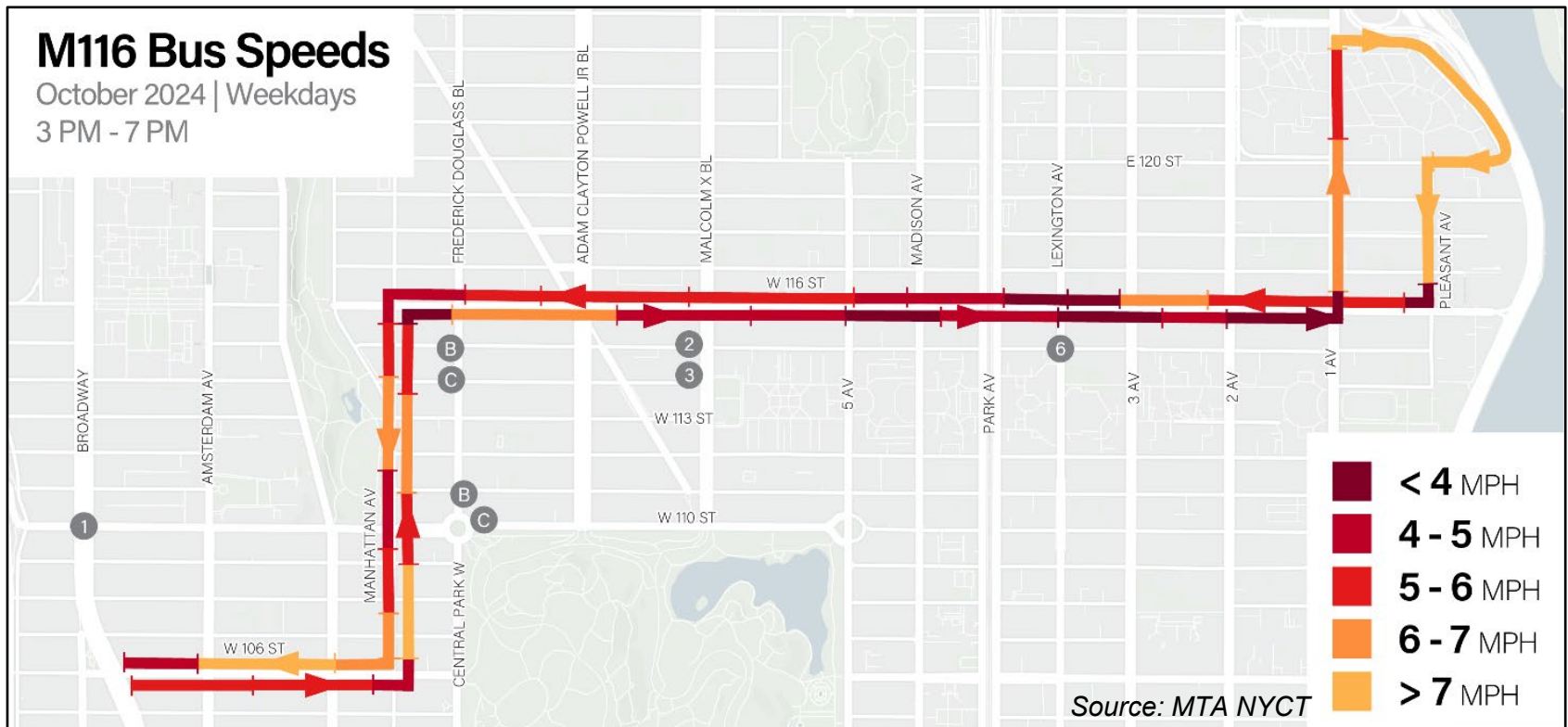
Bus Speeds – AM

- 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

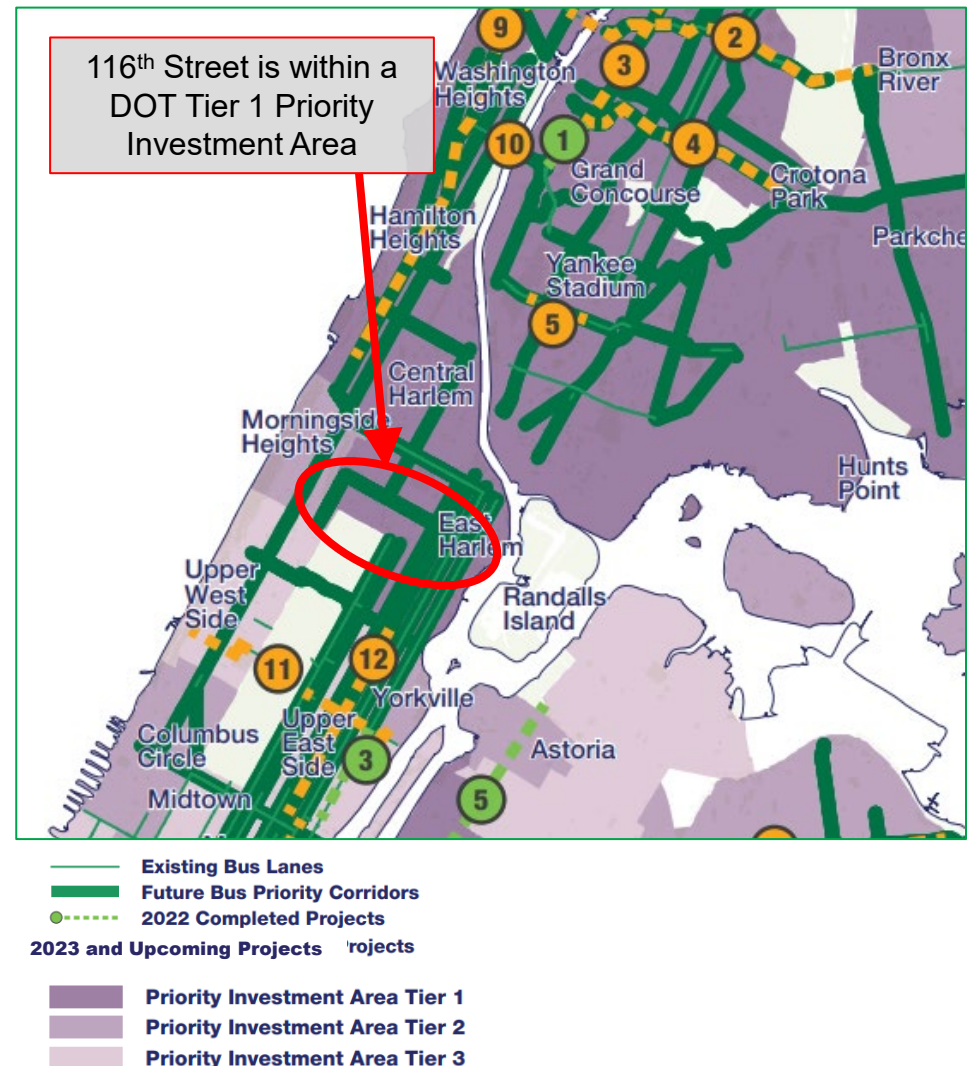
- Slow and unreliable bus service along 116th St.
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NYC Streets Plan and Transit Goals

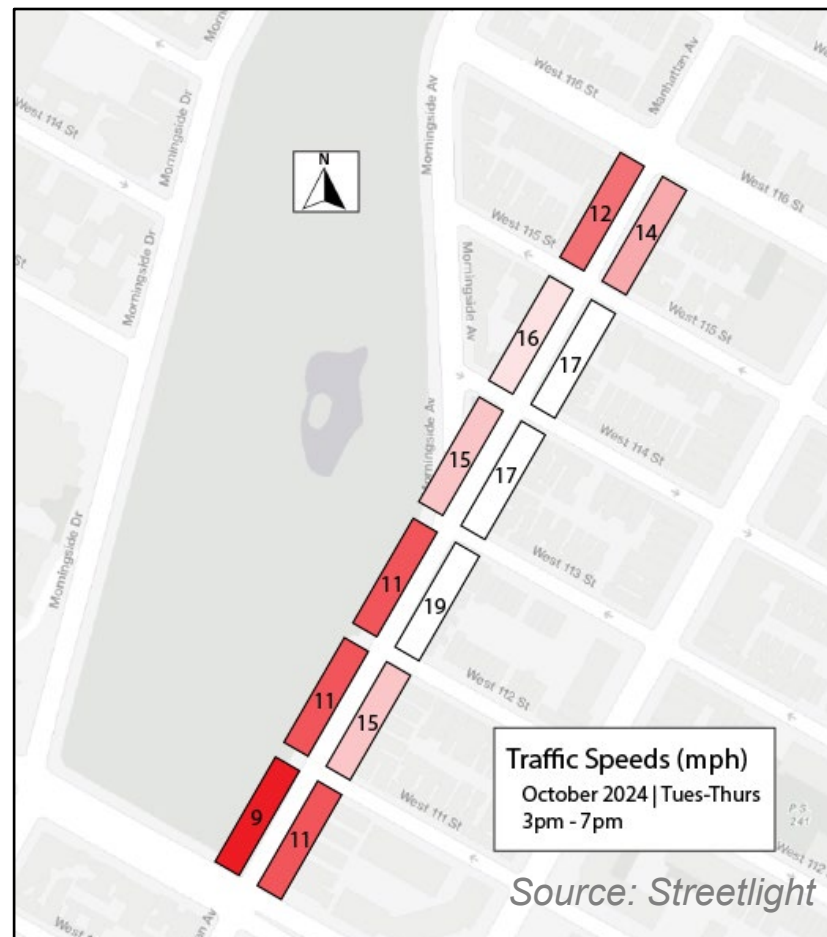
Transit goals of the Streets Plan:

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



Traffic Analysis Updates

- Traffic analysis is ongoing, we will continue to make design and signal timing adjustments to minimize traffic congestion and ensure efficient traffic flow
 - Adjustments to signal timing to increase “green time” to keep traffic moving will be made
 - Monitoring of entire corridor post implementation will be continuous, future adjustments will be made as necessary