

# 116<sup>th</sup> Street Bus and Pedestrian Priority Project – Updated Proposal

Community Board 11 Public Safety & Transportation Committee

June 2025



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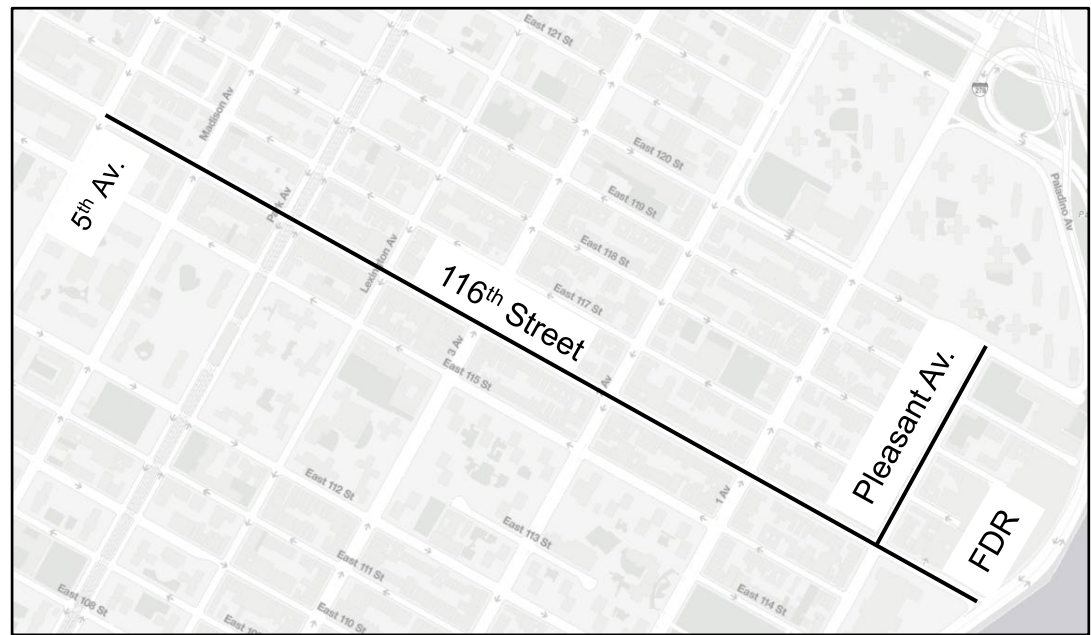
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# Introduction



# Why 116<sup>th</sup> Street?

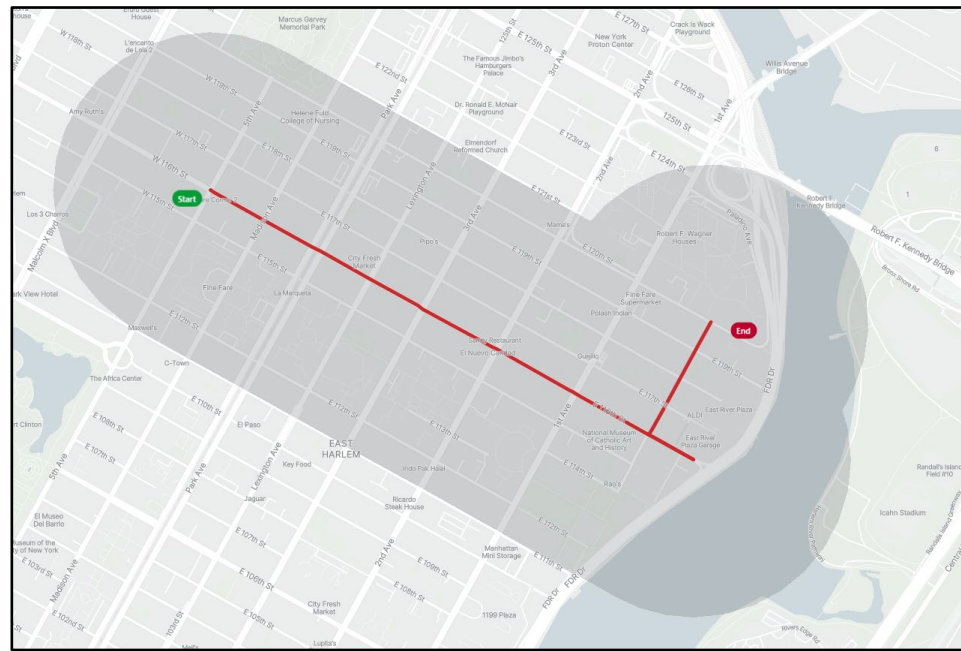
- CB11 Study area: 116<sup>th</sup> St. & Pleasant Av.
  - Total: 1.1 miles
- Over 36,000+ daily bus passengers across 7 bus routes:
  - M102, M116, BxM6, BxM7, BxM8, BxM9, BxM11
- Critical crosstown service with connections to **2** **3** **6** **B** **C** and seven different bus routes
- Important neighborhood corridor for shopping and restaurants





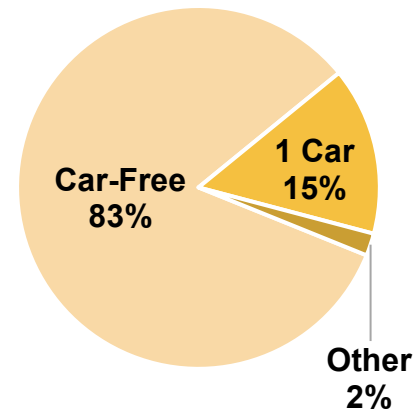
# Demographics

CB11 Study Area: 116<sup>th</sup> St. b/n 5<sup>th</sup> Ave. and FDR, Pleasant Av b/n 116<sup>th</sup> and 120<sup>th</sup>

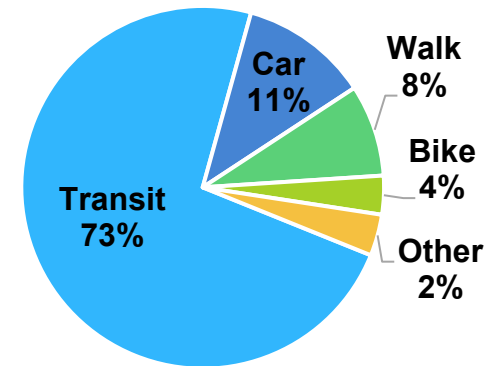


- 49,000 residents within ¼ mile
- **83% or 5/6** of households are car-free
  - Above city average of 55%
- **85%** commute to work via public transit, walking, or biking
  - Above city average of 71%

**Car Access  
by Household**



**Travel to Work**



Source: 2022 American Community Survey

# Crash History

- From 2020-2024, **317 people were injured in crashes in the CB11 study area**, on 116<sup>th</sup> St and Pleasant Av, ranking in the top 10% most dangerous corridors in Manhattan with 19.2 KSI/mile
  - 20 people severely injured
  - 1 person was killed
- Vision Zero Priority Corridor and Zone, with two Priority Intersections at Lexington Av./116<sup>th</sup> St. and 1<sup>st</sup> Av./116<sup>th</sup> St.



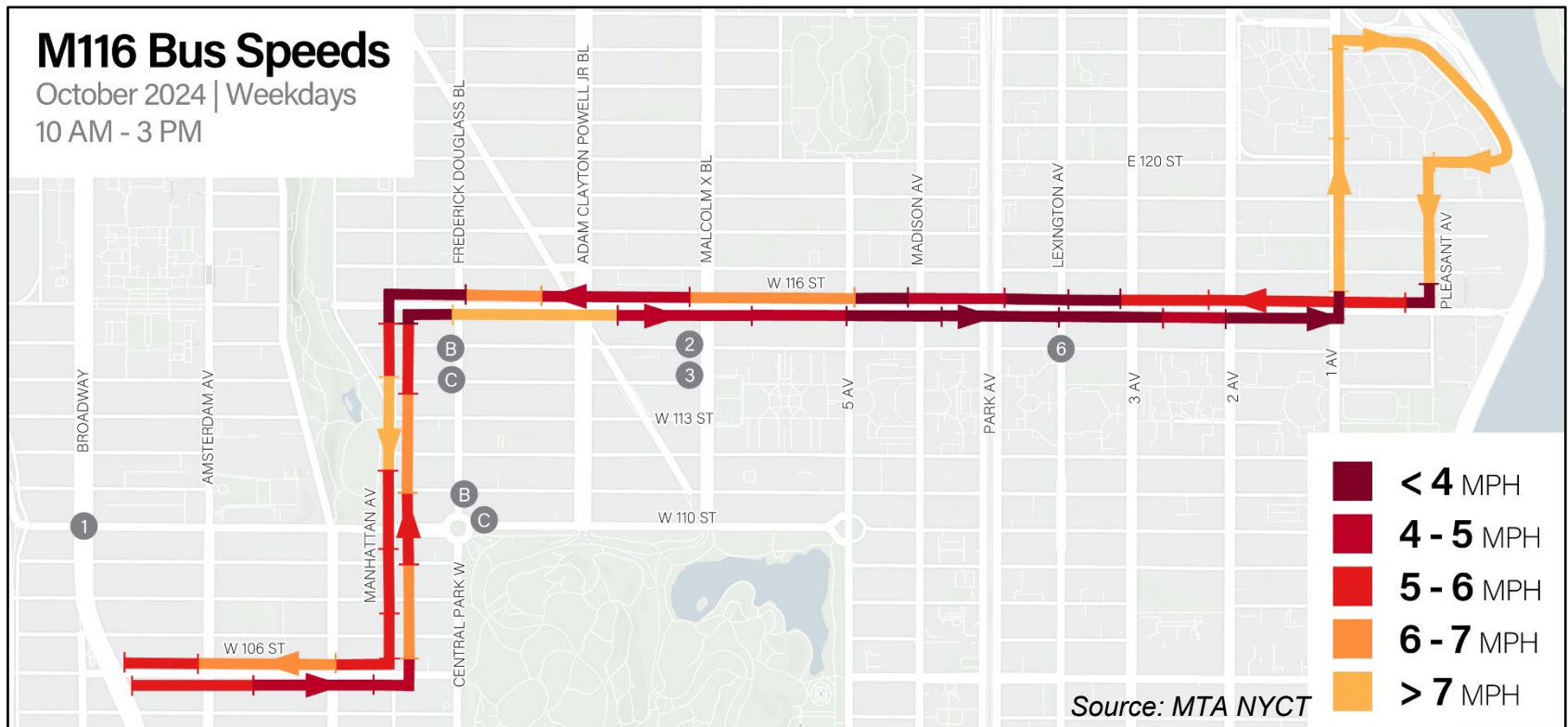
Study Area Injury Summary  
2020-2024 (5 years)

|                        | Total Injuries | Severe Injuries | Fatalities | KSI |
|------------------------|----------------|-----------------|------------|-----|
| Pedestrian             | 80             | 7               | 1          | 8   |
| Bicyclists             | 63             | 1               | 0          | 1   |
| Motor Vehicle Occupant | 162            | 11              | 0          | 11  |
| Other Motorized        | 12             | 1               | 0          | 1   |
| Total                  | 317            | 20              | 1          | 21  |

KSI = Killed or Severely Injured. Source: NYC DOT

# Bus Speeds – Mid-Day

- Slow and unreliable bus service along 116<sup>th</sup> 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





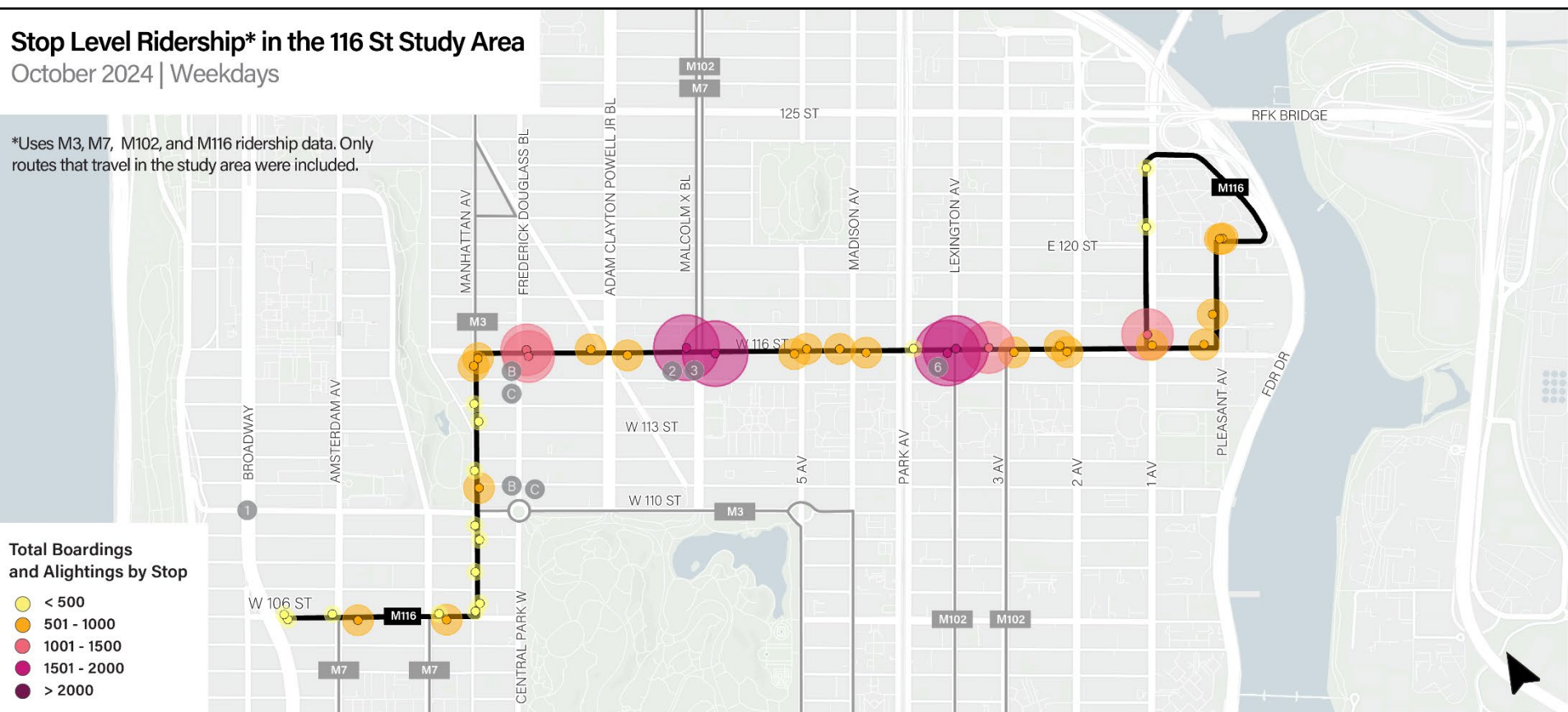
# Daily Bus Stop Usage

- 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.



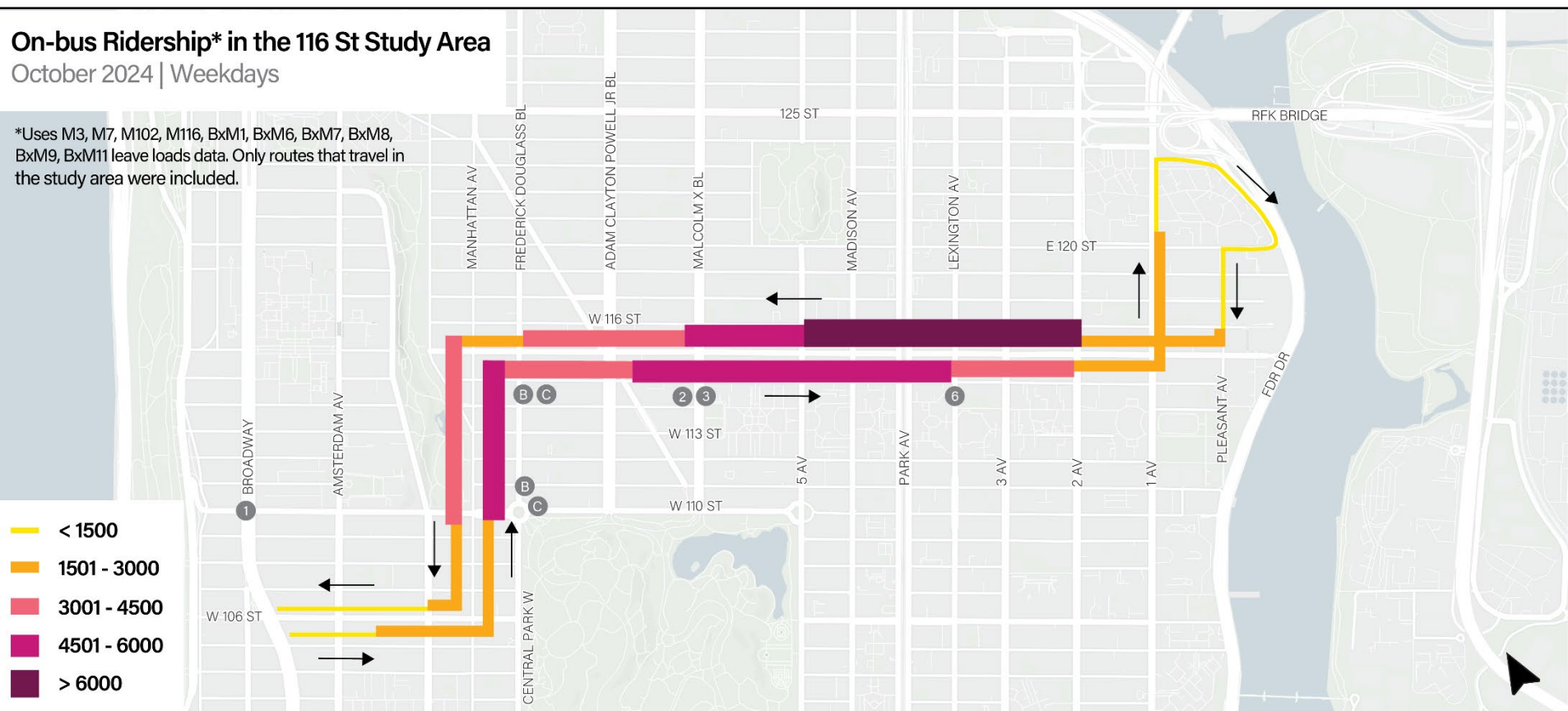
# Daily On-Bus Ridership

- 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

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## *Feedback we received*

## *Next steps*

Improvements to  
120<sup>th</sup> St./Pleasant Av.

- Incorporate hardened pedestrian treatments to slow turning/speeding cars

Traffic Congestion

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

Parking & Local  
Business Access

- Explore solutions to provide turnover at curb
- Add bike corrals to support small business and alleviate bike parking on the sidewalk

Loading Needs

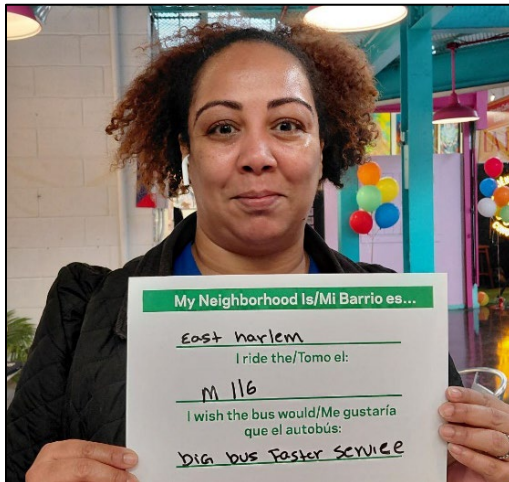
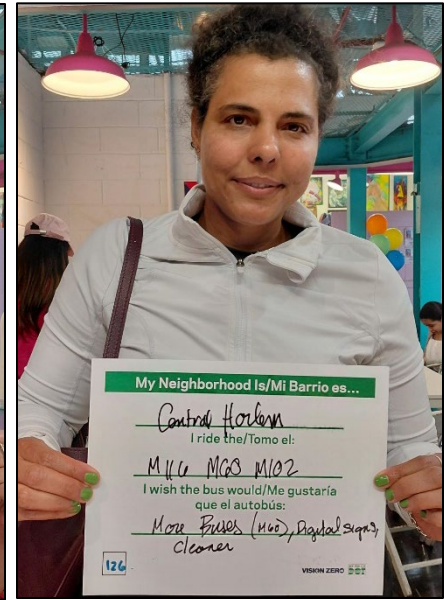
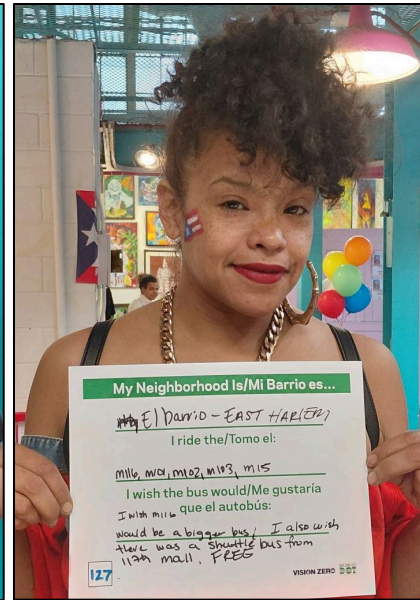
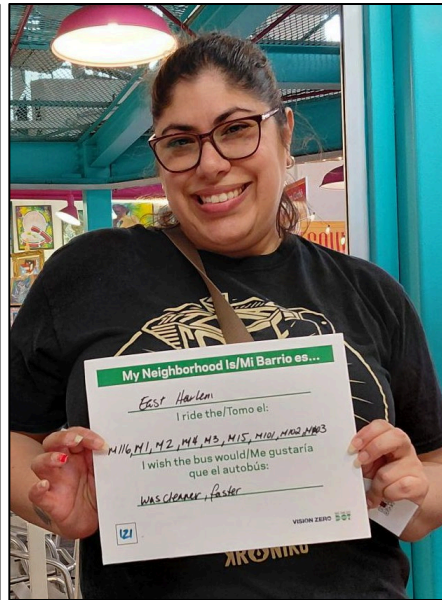
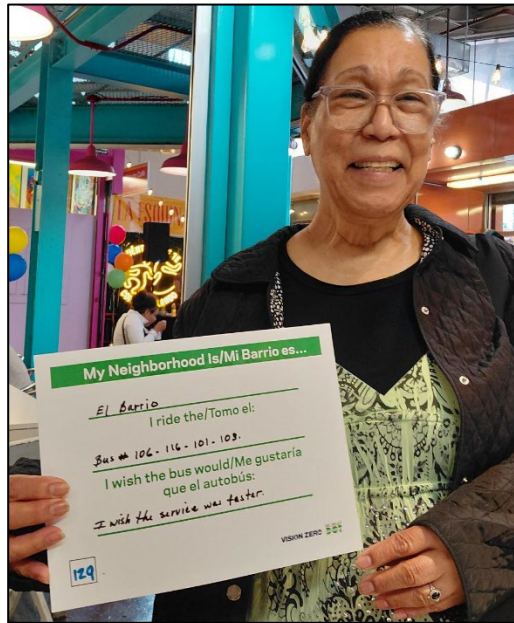
- Explore options for truck/neighborhood loading zones and short-term parking where appropriate

Pedestrian/Cyclist  
Safety

- Add pedestrian space at intersections to make safer to walk/shop. Add safety treatments to bike lanes to minimize conflict with other modes.

# Pedestrian and Small Business Outreach

Outreach to pedestrians, bus riders and small businesses confirm interest in streetscape improvements here.





# What We've Heard Street Ambassador Pedestrian Intercept Surveys 5/7/25

## Lexington Avenue/E. 116<sup>th</sup> Street

- "It's good to have improvements for pedestrians because there are a lot of children in the area."
- "I'm all for anything that makes the area safer; I don't drive, so I don't need the parking. Why do cars need so much parking? If this will make the community safer, you gotta do what you gotta do."
- "The streets are congested with traffic from 1st Avenue to Lexington Avenue, it is sometimes better to walk the distance than to sit on a crowded bus that is hardly moving."
- "The parking is already hard here, but I welcome any pedestrian improvements on 116th Street."
- "We need more bus lines for the service; if we miss a bus, the next bus is too crowded because you miss one bus."
- "I don't drive; I am not really concerned about parking spaces."

## 1<sup>st</sup> Av/E. 116<sup>th</sup> Street

Requests for pedestrian safety treatments since older adults, school children and people with disabilities travel along 116 St.

- "You should put red light or speeding cameras on 116 St to better enforce vehicles. Look at 116th St and Pleasant St specifically, where cars try to get on highway."
- Take away all the parking!"
- "For anything to change, we have to wait for a tragedy to happen. I hate to say that because it's not right"
- "They need to put more buses. With all the kids after school, its packed".

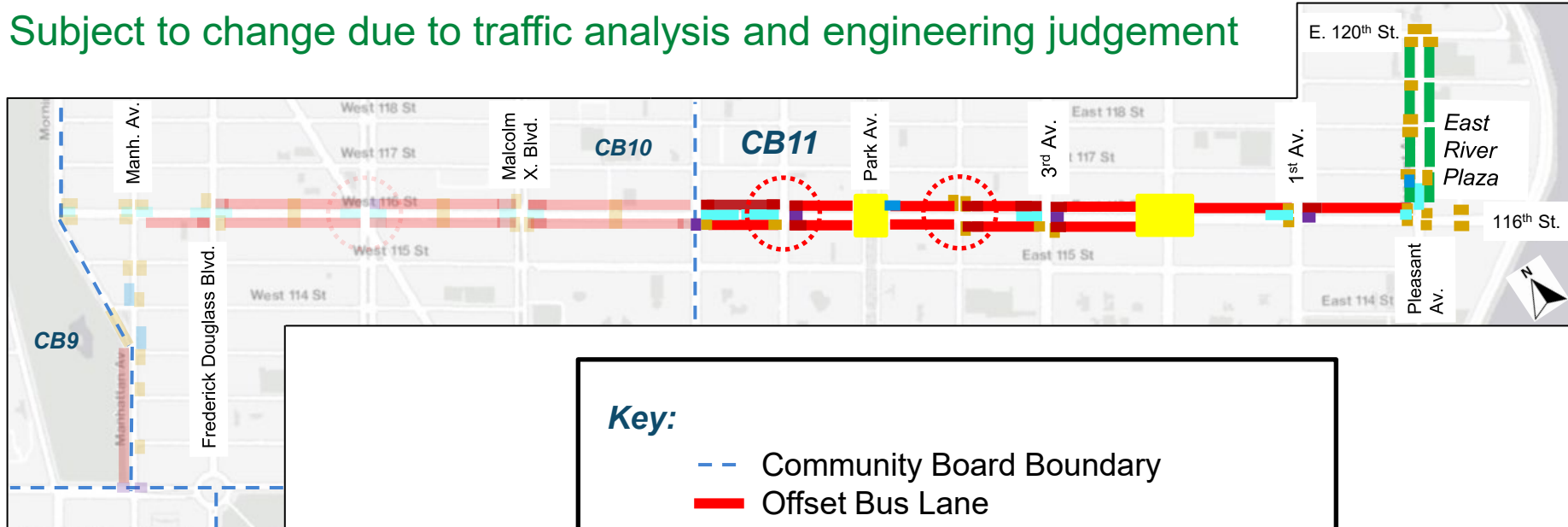




# Updated Design

# 116<sup>th</sup> Street Bus & Pedestrian Priority Project Overview\*

Subject to change due to traffic analysis and engineering judgement



## 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

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

# What's New Since The Last Meeting?

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- Longer left turn lanes to keep traffic moving at:
  - 5<sup>th</sup> Av
  - Madison Av.
  - Lexington Av.
  - 3<sup>rd</sup> Av.
  - 1<sup>st</sup> Av.
  - Pleasant Av./116<sup>th</sup> (southbound)
- Curbside Bus Lane (daytime only):
  - North side of 116<sup>th</sup> Street between 5<sup>th</sup> Av. & Madison Av.
- More hardened daylighting at:
  - Pleasant Av./116<sup>th</sup> St.
  - Pleasant Av./117<sup>th</sup> St.
- Add pedestrian curb extensions for potential bike parking:
  - Madison Av.
  - Lexington Av.
  - 3<sup>rd</sup> Av (including @ SE corner)
  - 1<sup>st</sup> Av.
  - Pleasant Av./116<sup>th</sup> St.

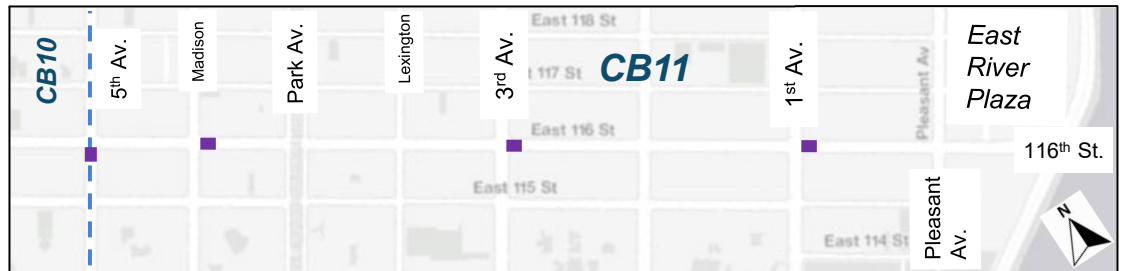


# Four (4) Proposed Concrete Pedestrian Islands

Protected by bollards, with potential trees

**Key:**

— Concrete Pedestrian Island



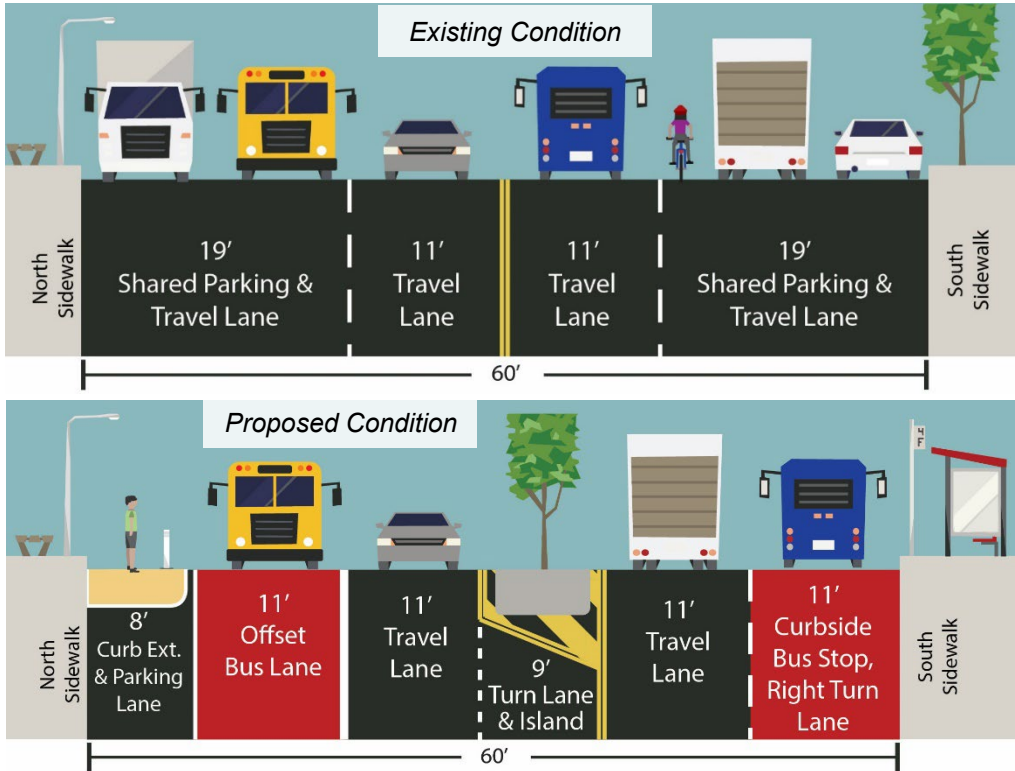
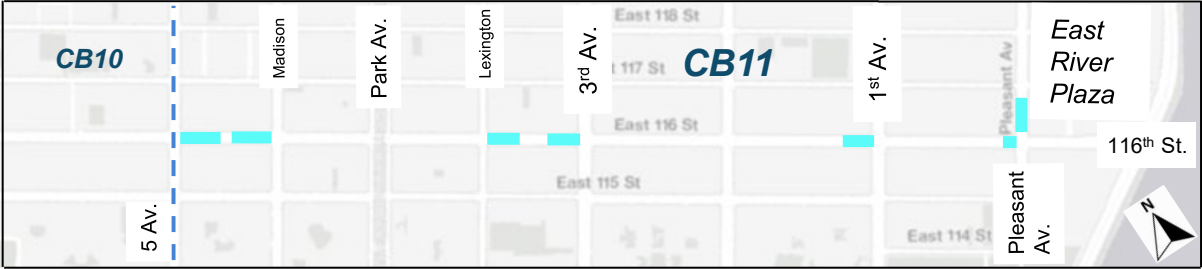
Calms left-turning drivers, adds  
refuge space to intersection

# Seven (7) Proposed Left Turn Lanes

Maintains traffic flow and improves safety

**Key:**

 Left Turn Bay




Adds organization and safety for all road users

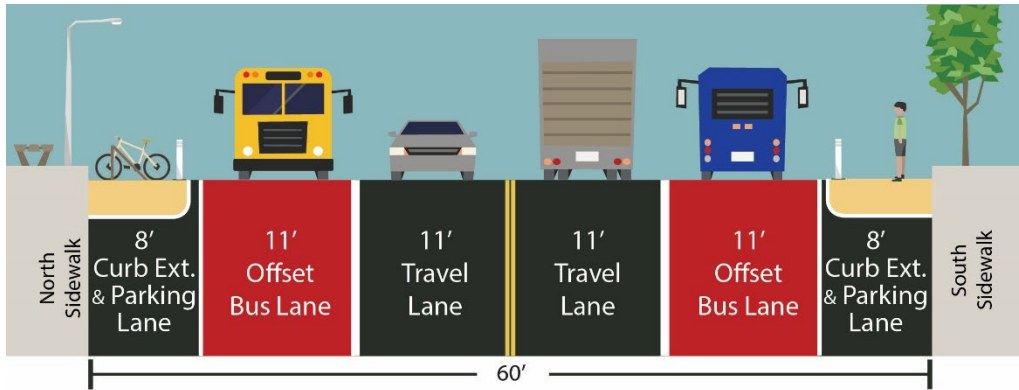
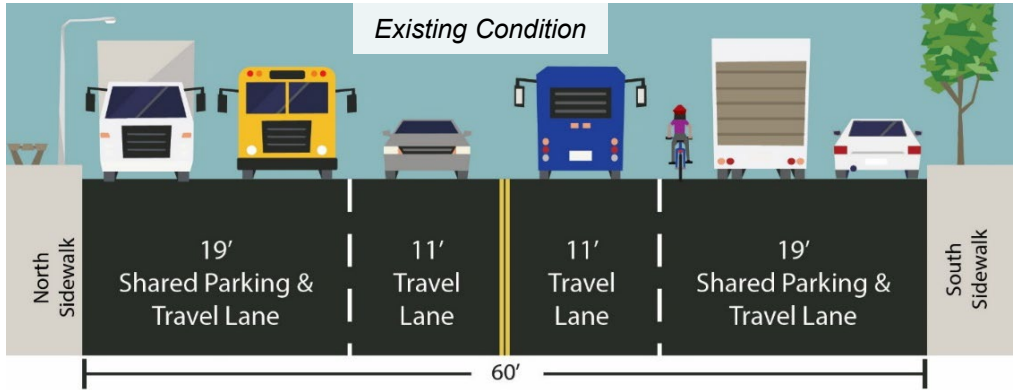
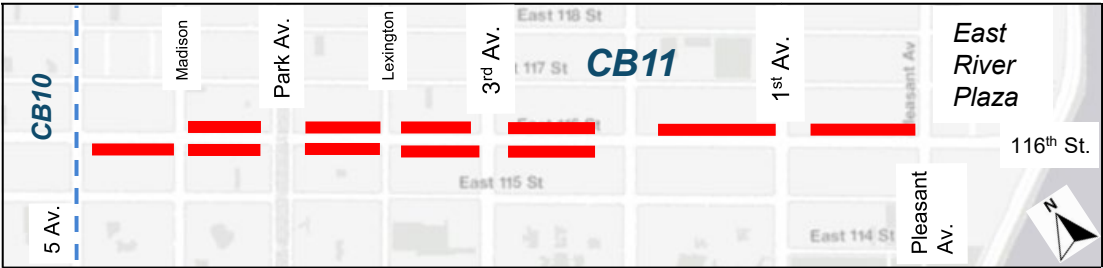


# Proposed Offset Bus Lane (7 Blocks)

On 116<sup>th</sup> St from 5 Av. to Pleasant Av., maintains parking throughout

**Key:**

**Offset Bus Lane**



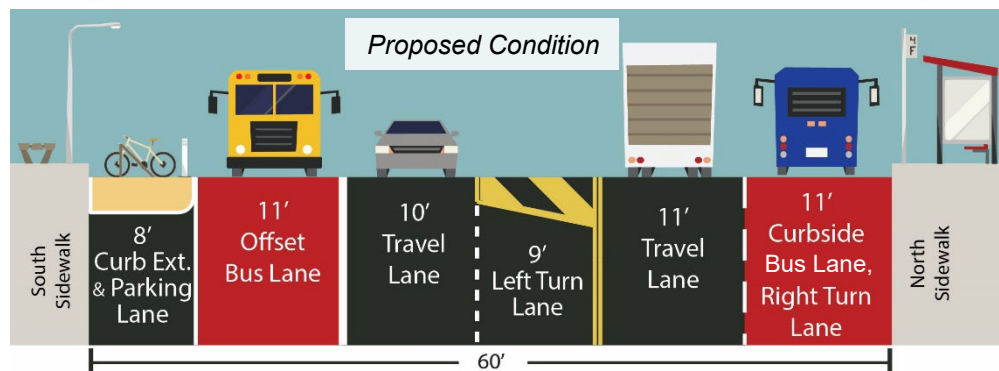
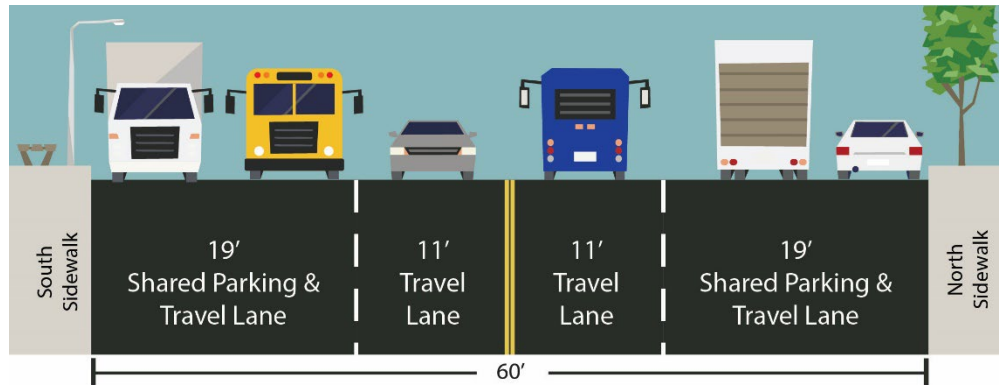
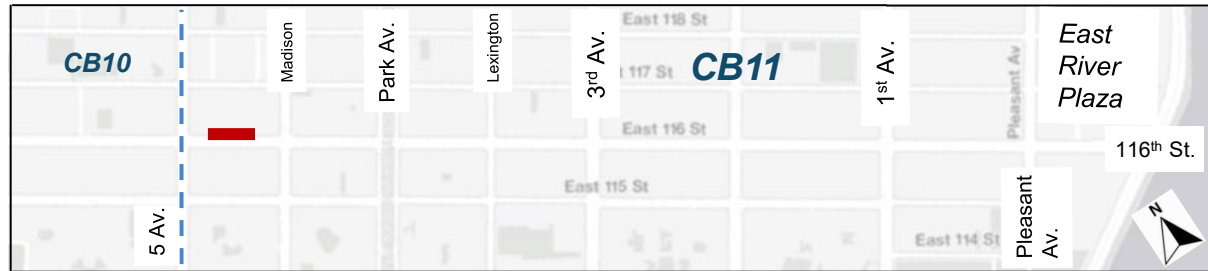
Increased bus speeds up to 19%  
Injuries decreased 24%

# Proposed Curbside Bus Lane (1 Block)

In effect from 7a-7p, reverts to parking in the evenings

**Key:**

 Curbside Bus Lane



Example: Church Ave, Bk





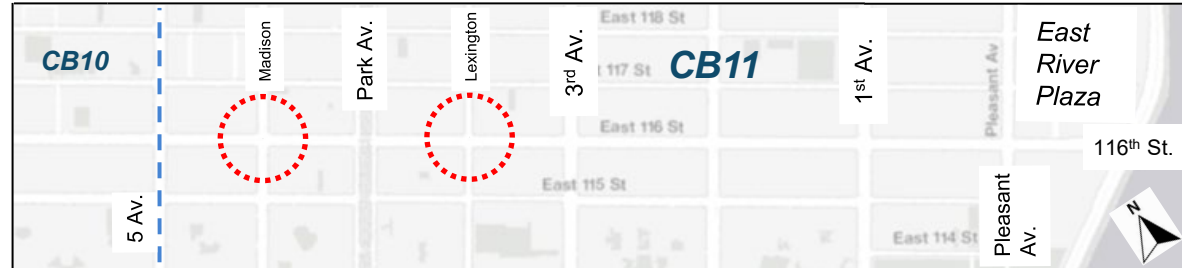
# Two (2) Proposed Bus Queue Jump Signals

At Madison Avenue and Lexington Avenue

**Key:**

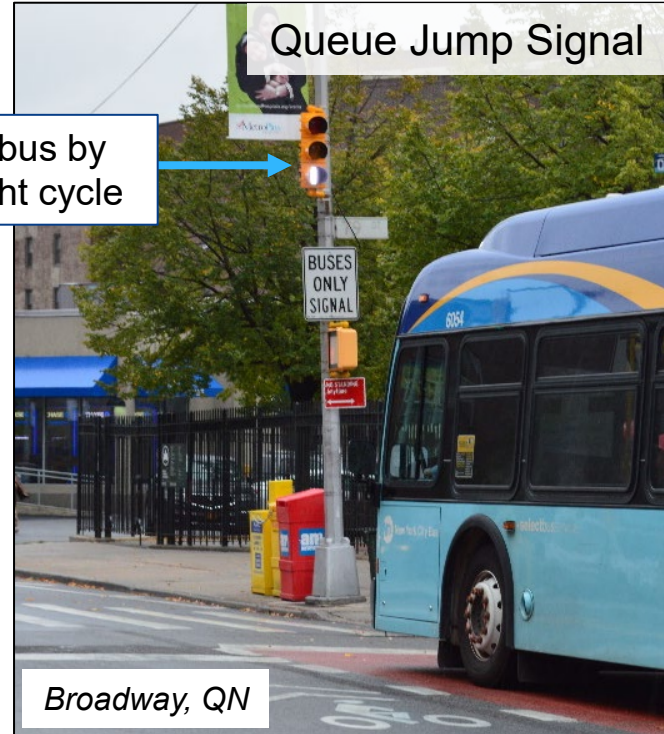


Bus Queue Jump Signal



5th Av. At 79th St

Speeds up bus by  
7s every light cycle

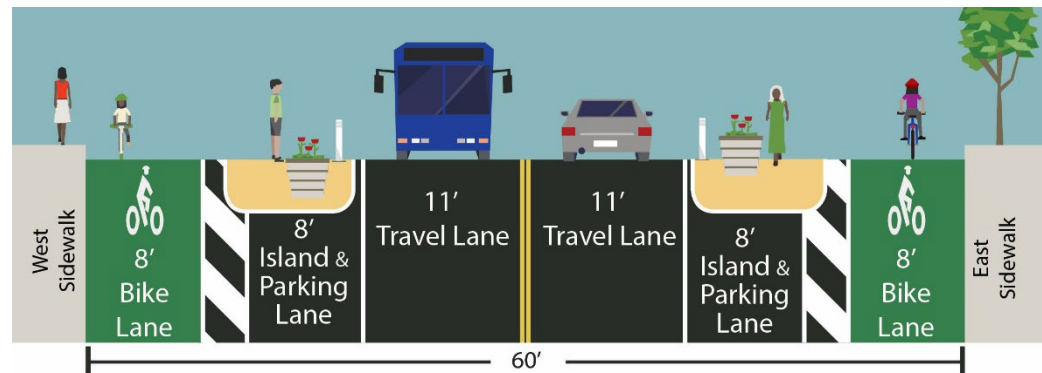
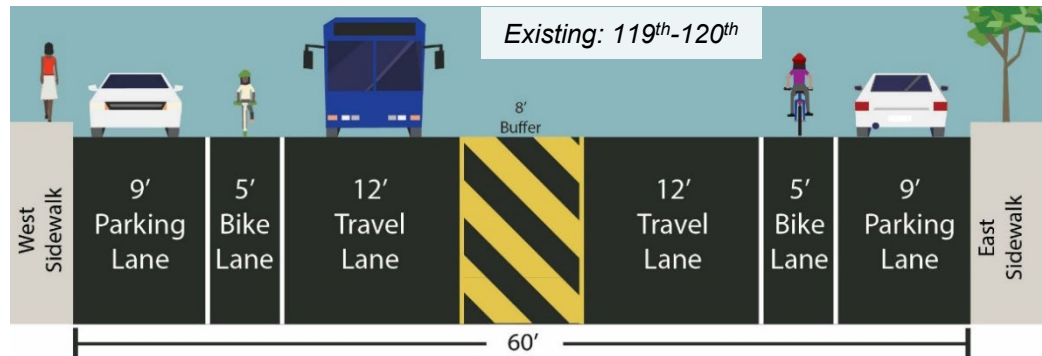
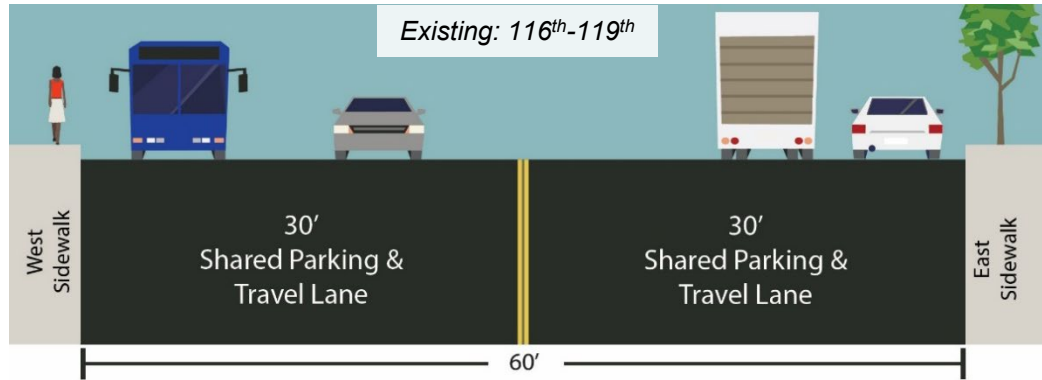


Queue Jump Signal

Broadway, QN

# Proposed Parking-Protected Bike Lane (4 Blocks)

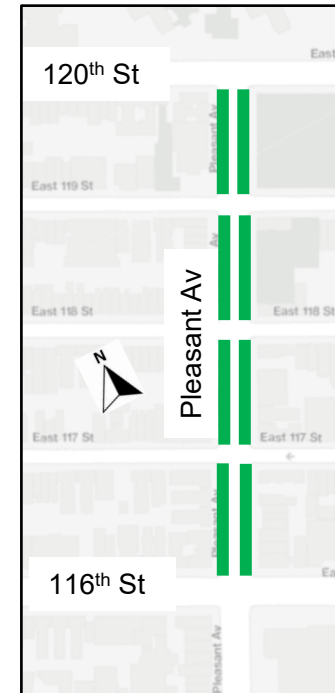
Upgrades existing bike lane while maintaining parking throughout



Existing Condition



Proposed Condition



**Key:**

 Parking-Protected Bike Lane



# Pleasant Ave – Field Observations

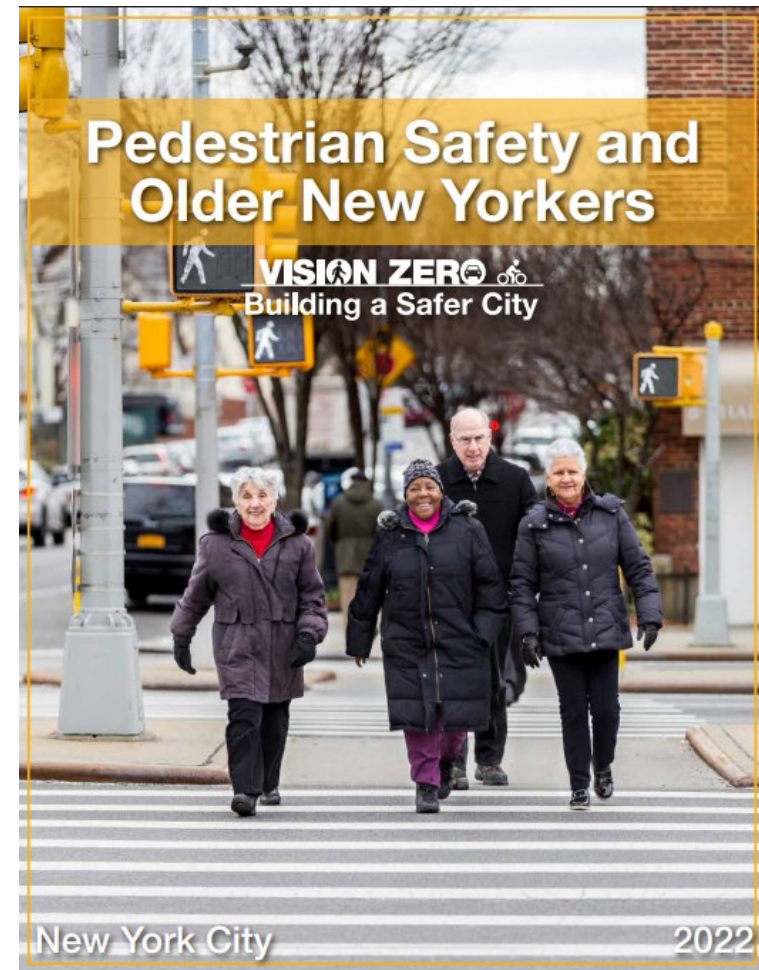
Cyclists lack dedicated space, separate from other road users





# Protected Bike Lane Safety

- Protected Bike Lane designs are proven to calm traffic and improve safety for all roadway users and include pedestrian safety benefits at every intersection
- Safety improvements associated with Protected Bike Lanes are most impactful for the most vulnerable roadway users
  - All users:
    - 14.8% injury reduction,
    - 18.1% KSI (killed or severely injured) reduction
  - Pedestrians
    - 17.8% injury reduction,
    - 29.2% KSI reduction
  - Senior Pedestrians
    - 22% injury reduction,
    - 39% reduction in fatalities and serious injuries**



*Cover of NYC DOT's Pedestrian Safety and Older New Yorkers Report*



# Proposed Painted Pedestrian Spaces (33)

Nine (9) islands and 24 curb extensions provide hardened daylighting



Adds greenery with maintenance partner



Improves visibility & significantly reduces crossing distances

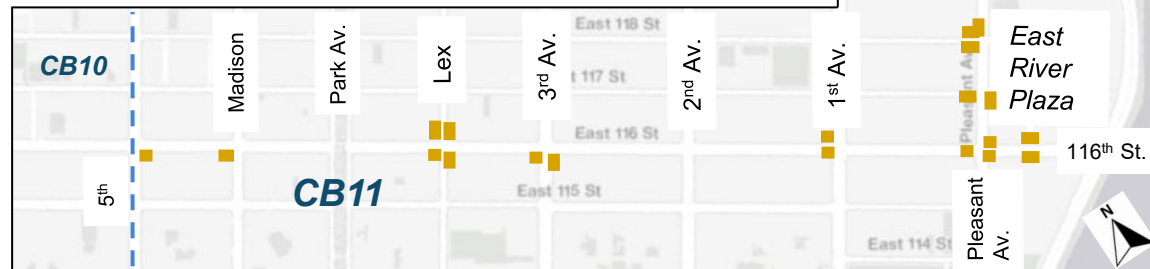
Adds sidewalk space by removing bike parking from sidewalk



Improves delivery access for small businesses

**Key:**

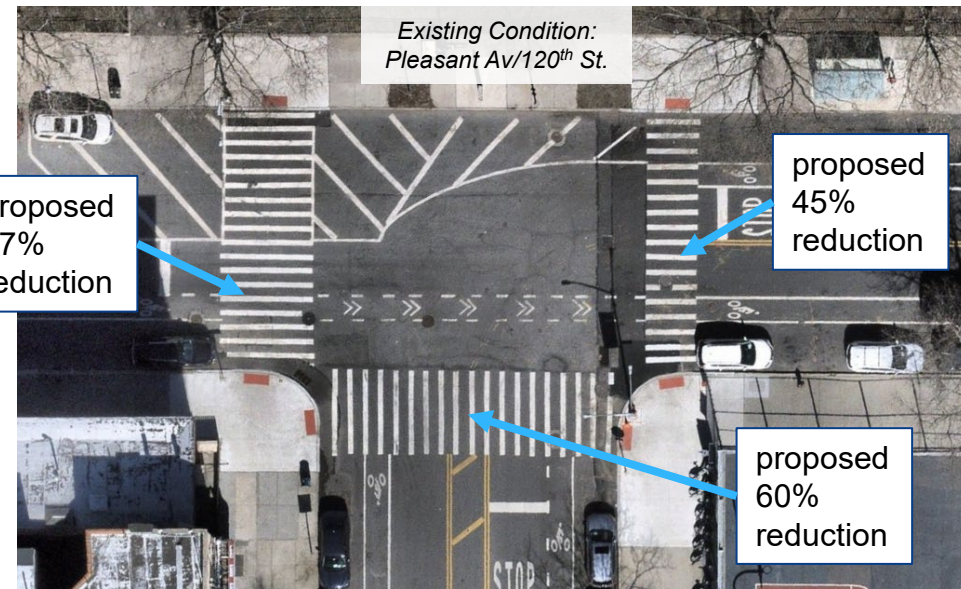
■ New Pedestrian Space



# Details for East 120<sup>th</sup> Street/Pleasant Avenue

## Pedestrian Intersection Improvements:

- Install three (3) painted pedestrian curb extensions and two (2) islands
  - Reduce pedestrian crossing distance by an average of 57%
  - Harden with granite blocks and, with maintenance partner, planters
  - Beautify improvements with asphalt art in partnership with NYC DOT Art
- 
- Continue to study speed hump request on East 120<sup>th</sup> Street between 1<sup>st</sup> Avenue and Pleasant Avenue
  - Continue to study traffic signal request at East 120<sup>th</sup> Street/Pleasant Avenue



# Estimated Parking Changes

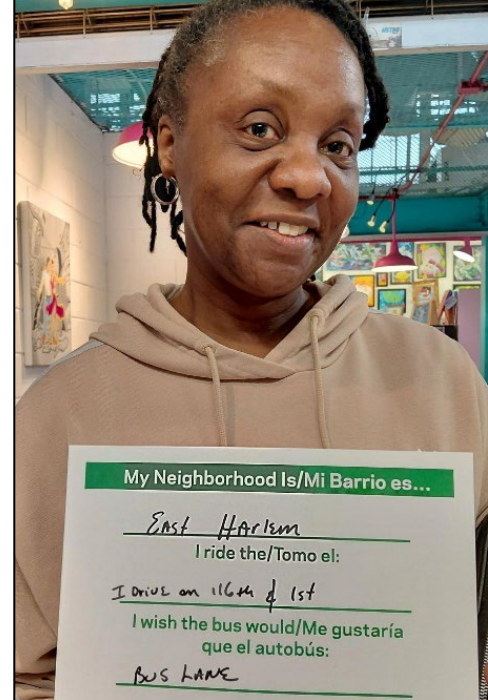


# CB11: Estimated Parking Changes

Subject to change based on traffic analysis & community feedback

## Key:

- Left Turn Lane – 2-3 spaces
- Long Left Turn Lane – 6 spaces, which revert to overnight parking
- Concrete Refuge Island – 2-3 spaces
- Painted Pedestrian Space – 1-2 spaces for daylighting
- Bus Stop Removal – 10 parking spaces added total
- Sign Only Daylighting – 1-1.5 spaces for better turns





# Vision & Summary

# Existing: 116<sup>th</sup> Street and Madison Avenue



Bus stop  
blocked by  
parked car

Long crossing distances  
with no refuge

Lack of roadway  
organization



# Proposed: 116<sup>th</sup> 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

*\*Illustrations are not to scale. Intended for demonstration purposes only.*

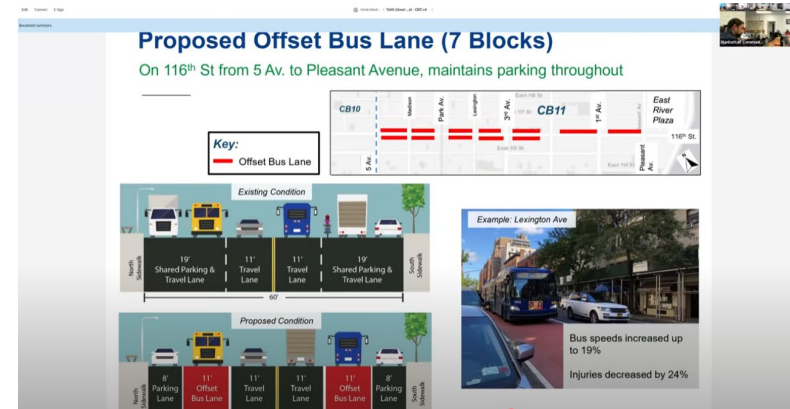


# Project Summary\*

- Adds 1.1 miles of bus lanes
- Adds 14,400+ ft<sup>2</sup> of painted pedestrian space
  - Daylighting at 11 intersections
  - Asphalt art at 120<sup>th</sup> St/Pleasant Ave intersection
- Adds 1,100+ft<sup>2</sup> of concrete pedestrian space
- Adds 7 new street tree pits
- Adds 10 new parking spaces
- Adds 0.4 miles of parking-protected bike lanes
- Adds two (2) bus queue jump signals
- Adds seven (7) left turn bays

The typical 10-20% speed improvement from offset bus lanes would mean 1-2 minutes saved per passenger-trip, or up to 400 hours saved of passenger time each weekday on the M116 alone

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



NYCDOT at 5/2025 CB11 Meeting



NYCDOT at 5/2025 La Marqueta Block Party

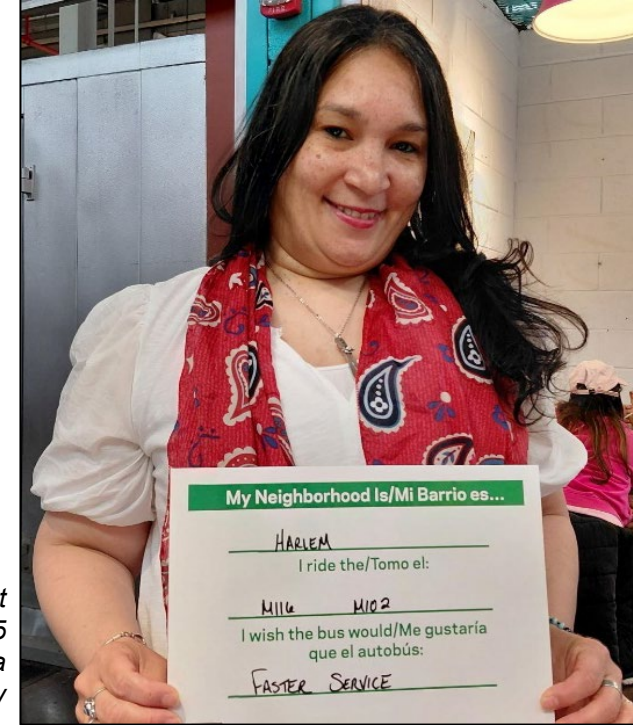


# Timeline

# 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

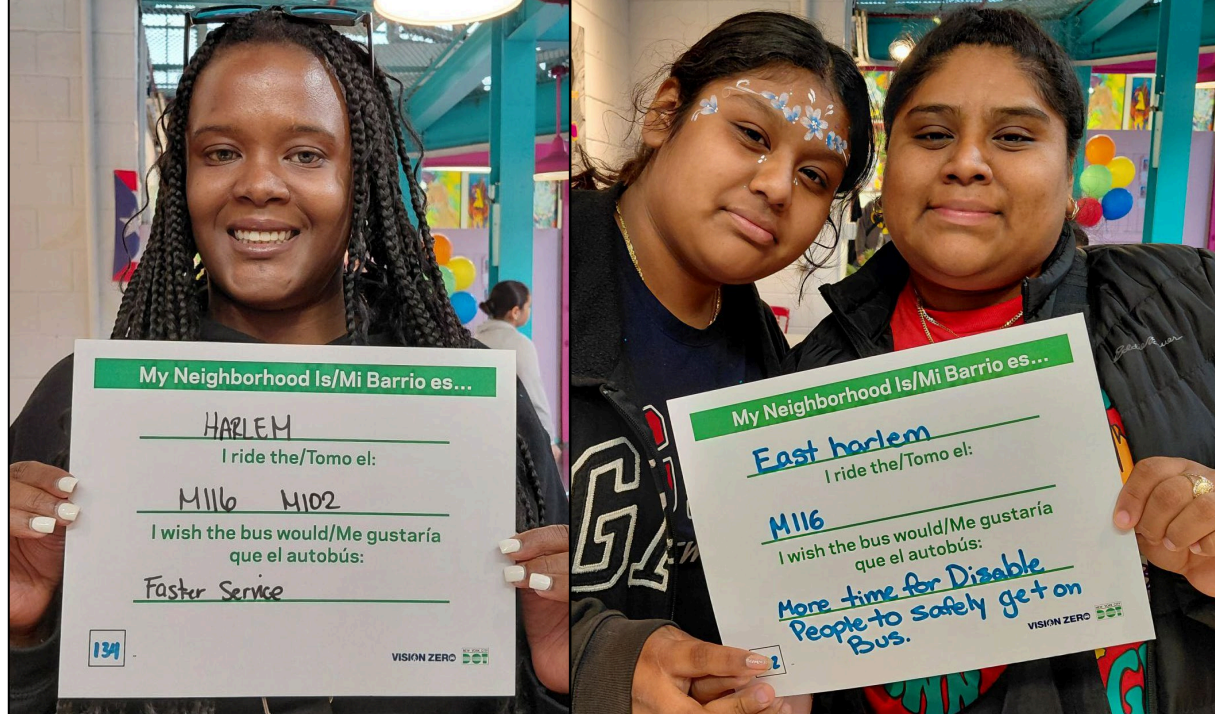
NYCDOT at  
5/2025  
La Marqueta  
Block Party



Pleasant Av. & 117<sup>th</sup> St.

# Thank You!

## Open Discussion & Questions



NYC DOT



NYC DOT



nyc\_dot



NYC DOT

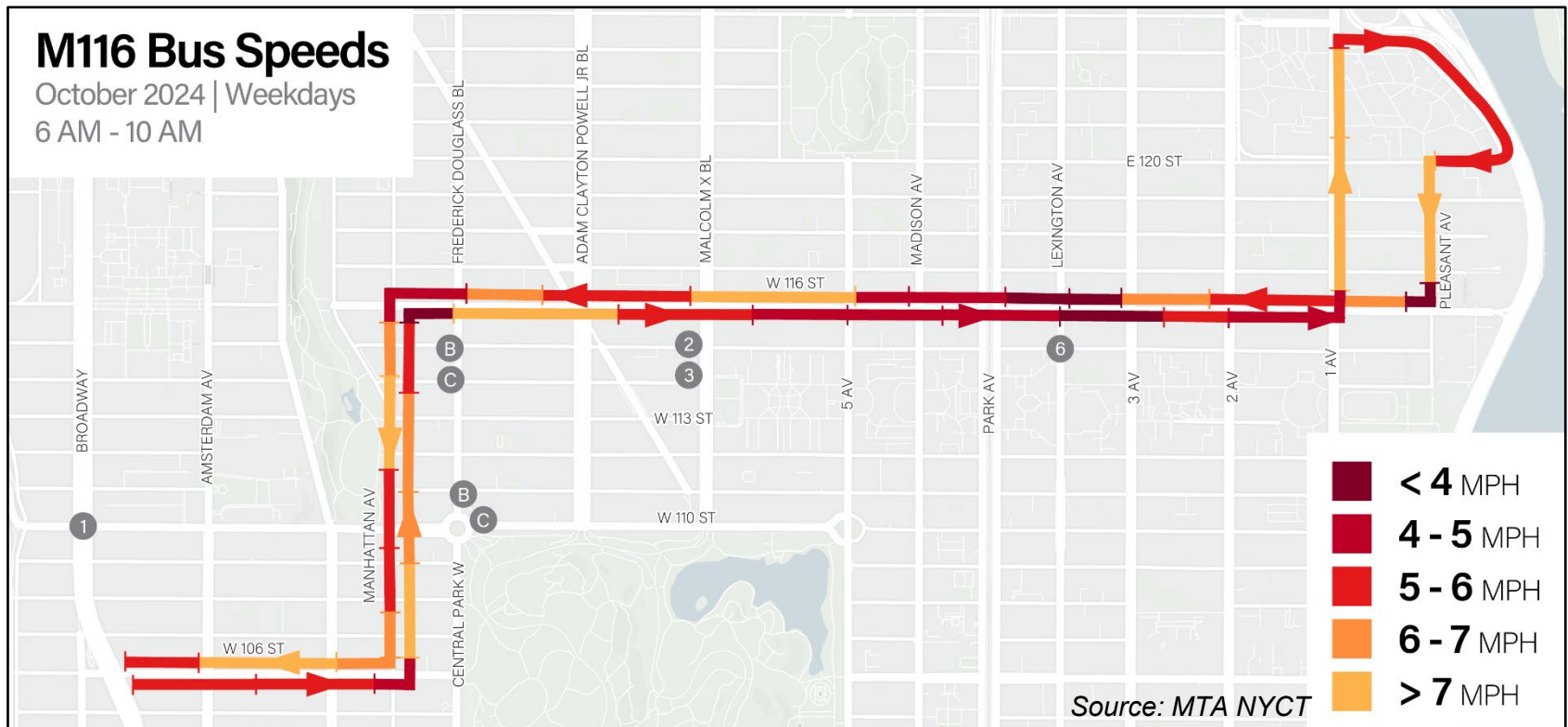




# Appendix

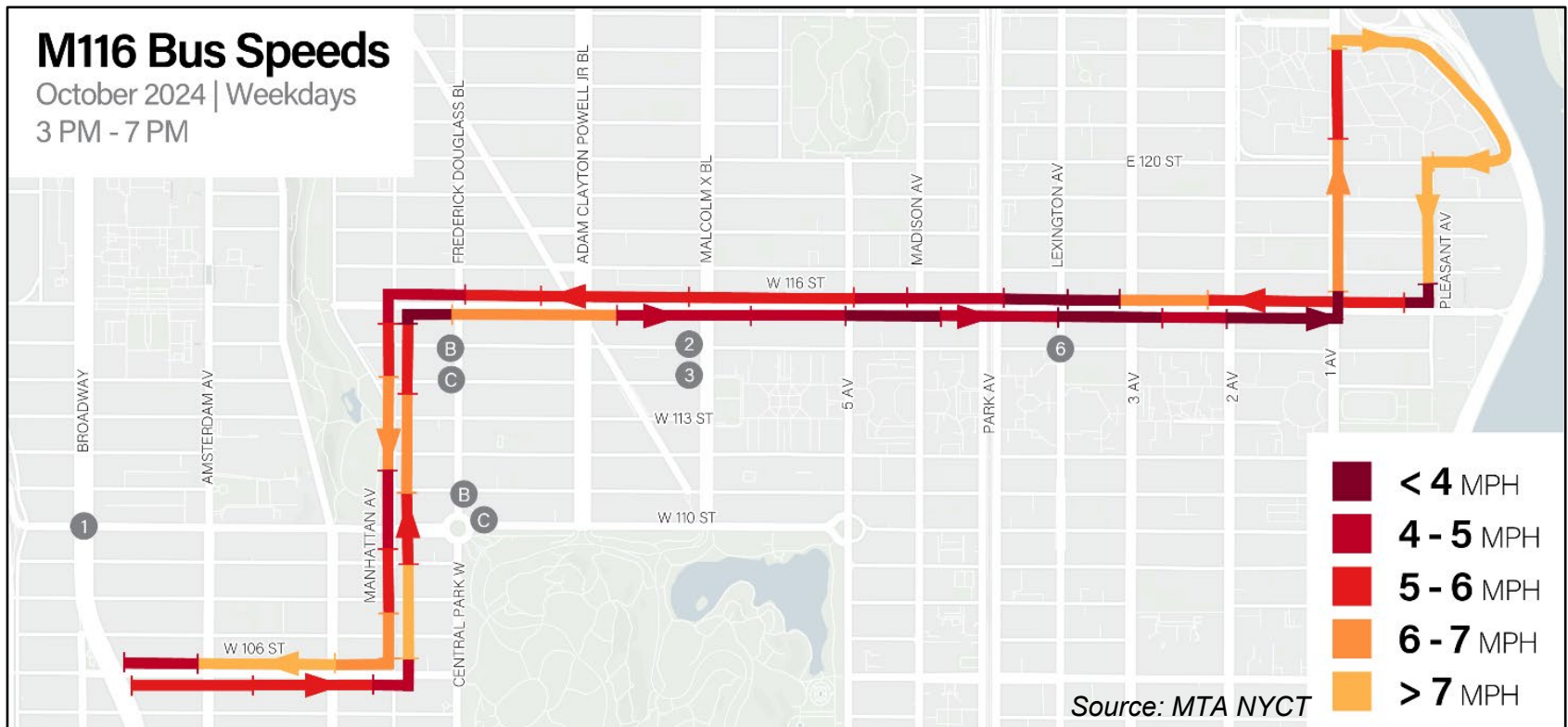
# Bus Speeds – AM

- Slow and unreliable bus service along 116<sup>th</sup> 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 116<sup>th</sup> 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

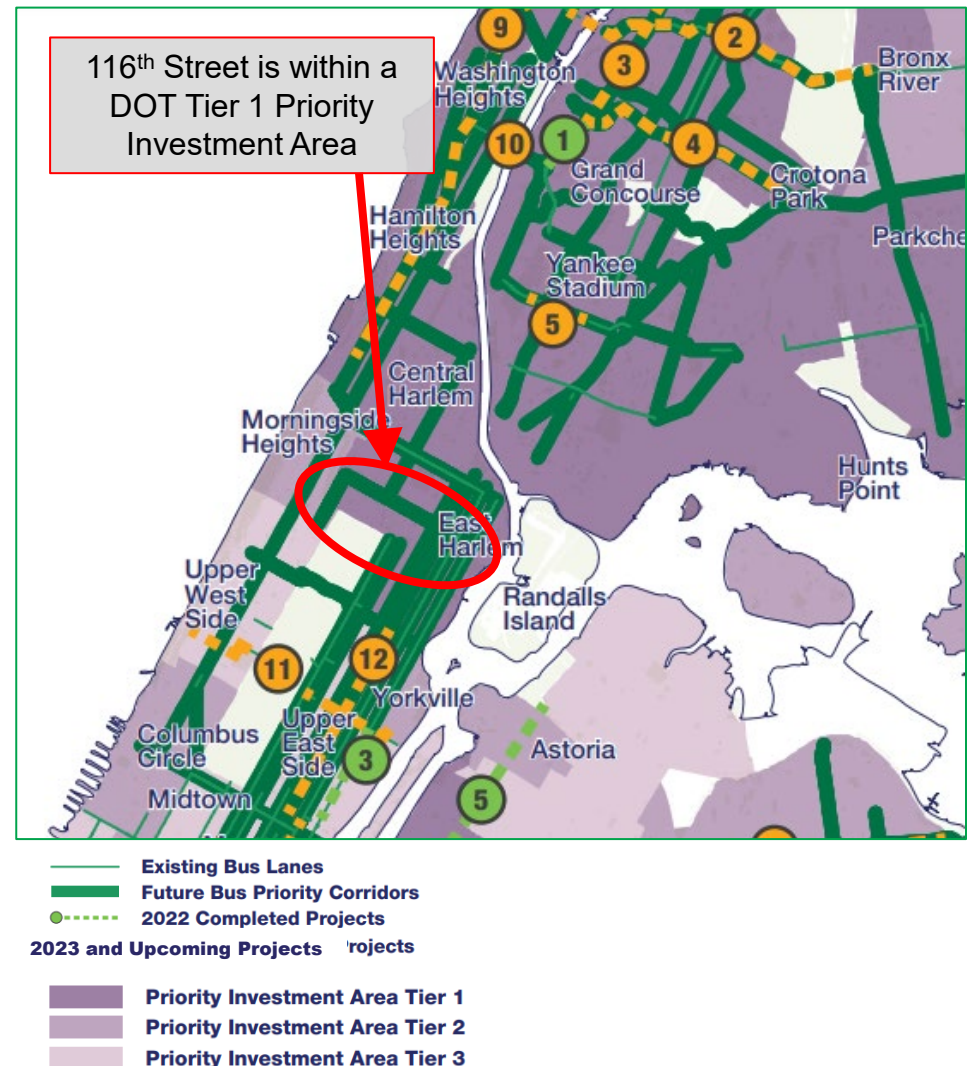




# NYC Streets Plan and Transit Goals

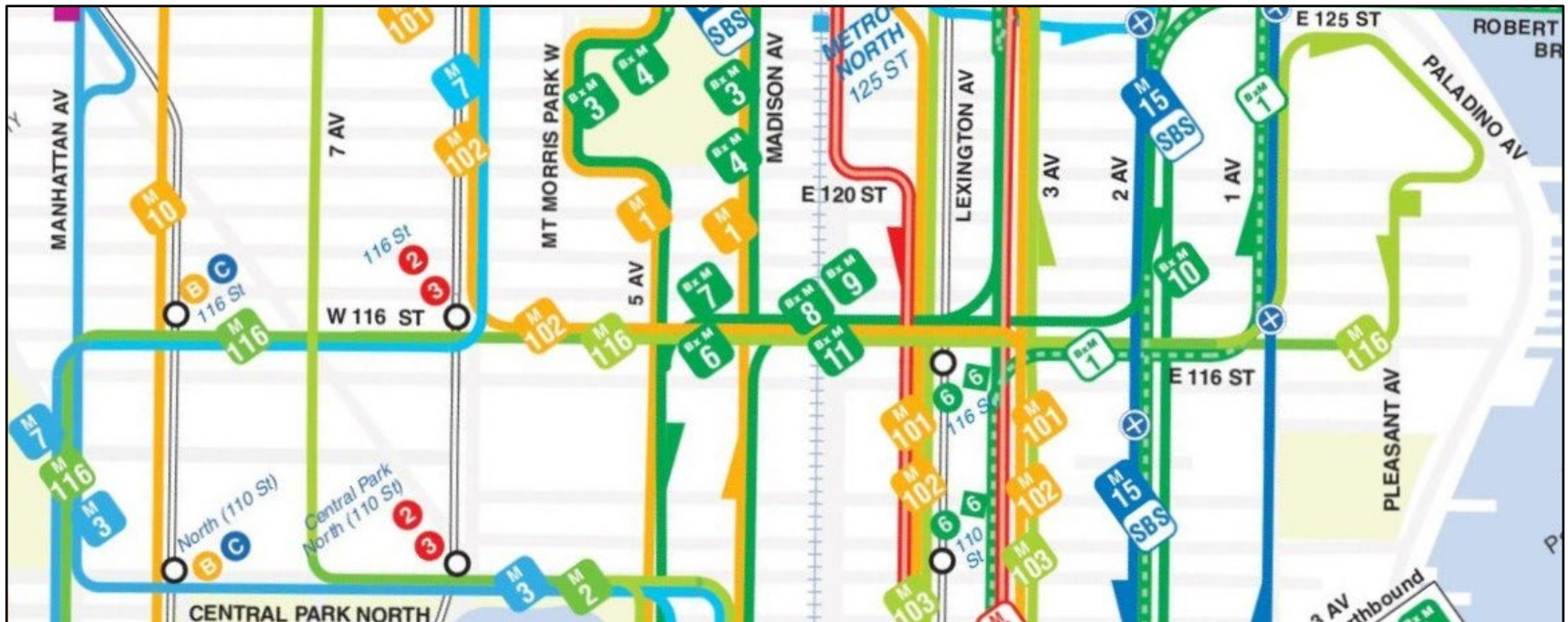
Transit goals of the Streets Plan:

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

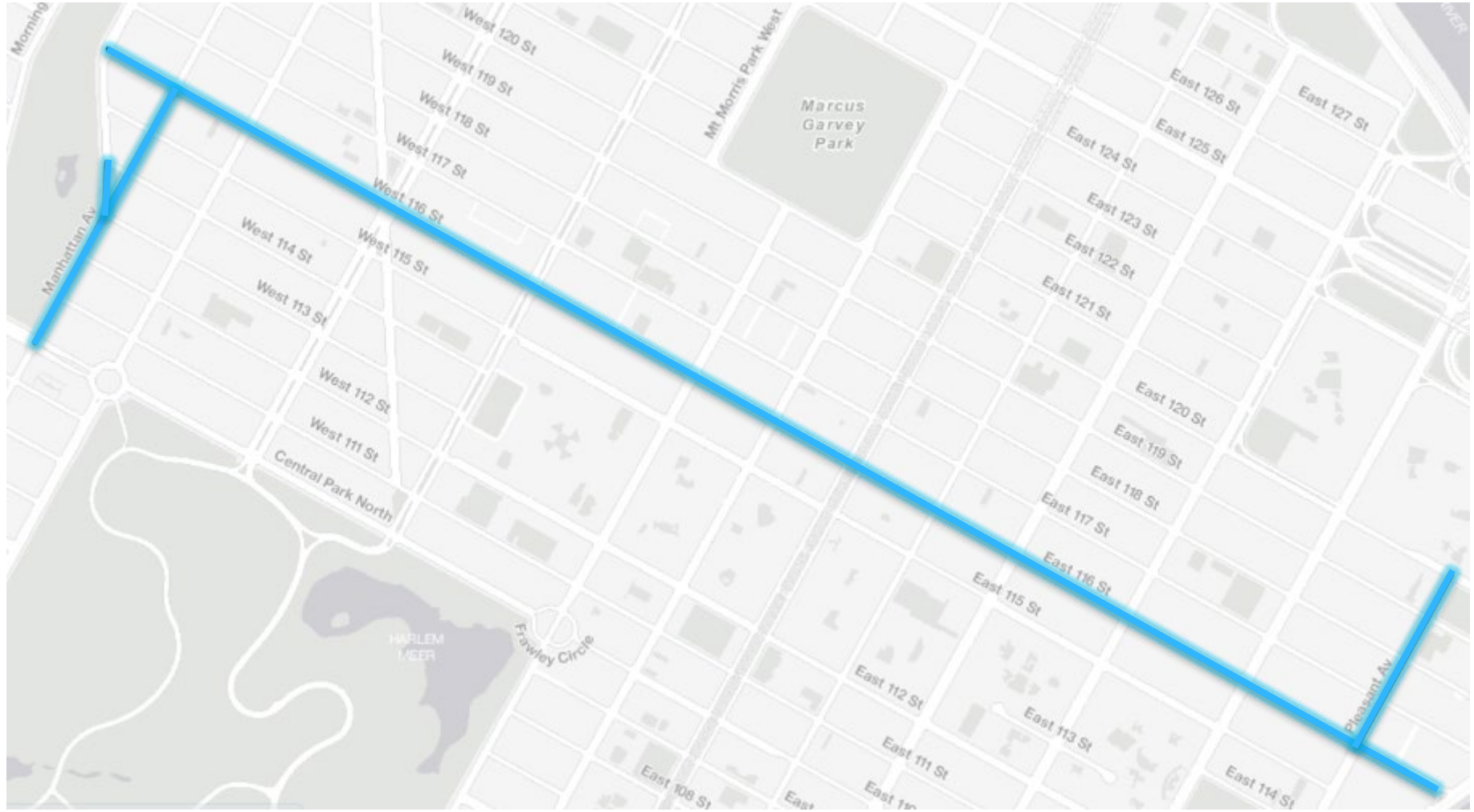


# Bus Map

Local and Express Routes



# Full Corridor





— Study Area

