

116th Street Bus and Pedestrian Priority Project – Major Transportation Project Notification

Community Board 11 Public Safety & Transportation Committee

June 2026



Table of Contents

1. Project Summary
2. Design
3. Timeline and Next Steps

Project Summary

Why 116th Street?

- Over **36,000+** daily bus passengers across **7 bus routes** with bus speeds as slow as **4mph**
- Critical crosstown service with connections to **2 3 6 B C** and seven different bus routes
- **83%** of households do not own a car and **85%** commute via public transit
- From 2020-2024, **317 people** were injured in crashes in the CB11 study area

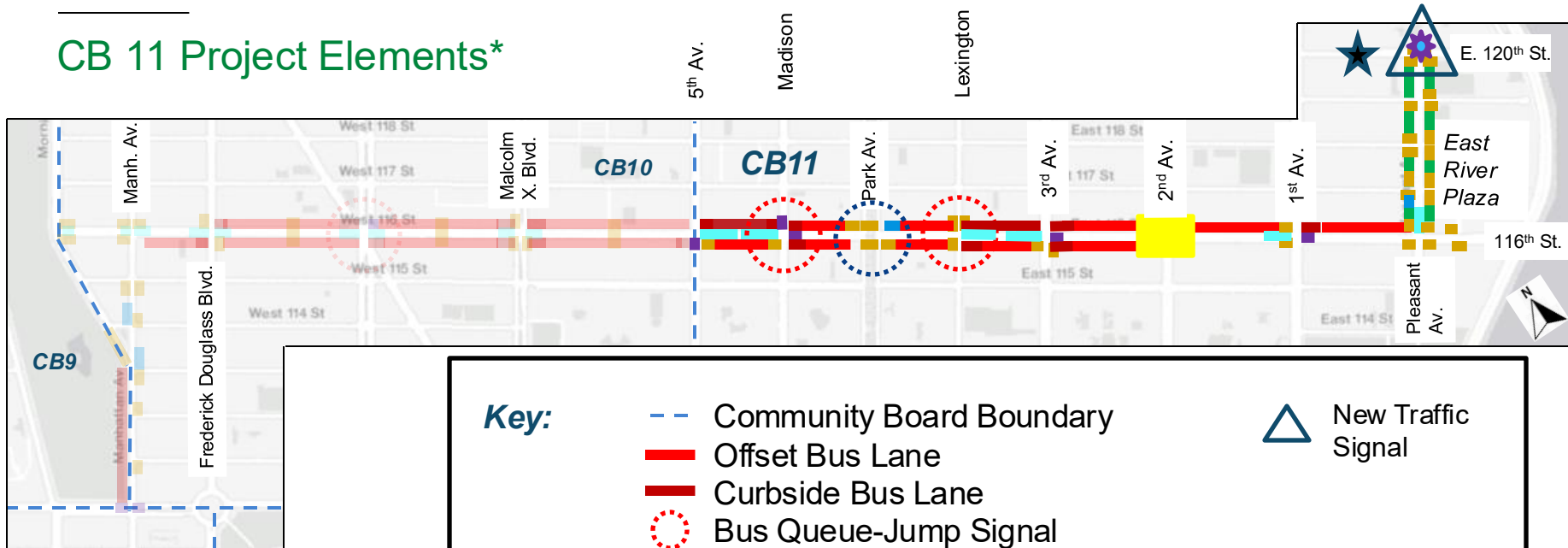


Project Overview

- 24/7 curbside and offset bus lanes on 116th St between 5th Av and Pleasant Av with a single general travel lane and left turn bays in each direction
- Protected Bike Lane on Pleasant Ave between 120th St and 116th St
- New traffic signal on 120th St and Pleasant Ave
- Speed hump on 120th St between 1st Ave and Pleasant Ave
- Curb extensions, pedestrian islands, hardened daylighting, and bike parking throughout the corridor
- East-west left turn restriction from 116th Street to Park Avenue due to visibility and safety concerns. Columns block view of pedestrians
 - Left turns from Park Avenue to 116th Street will be maintained and re-evaluated following storefront activation at La Marqueta
- Two proposed Queue Jump Signals at Madison Avenue and Lexington Avenue (east-west)
- **Approved**: additional concrete island at Madison Avenue requested by MBC11
- Repurposes 61 car parkings spaces for safety-related treatments

116th Street Bus & Pedestrian Priority Project Limits

CB 11 Project Elements*



Key:

- Community Board Boundary
- Offset Bus Lane
- Curbside Bus Lane
- Bus Queue-Jump Signal
- Left-Turn Restriction (EB/WB)
- Concrete Pedestrian Space
- Painted Pedestrian Space/Daylighting
- Left Turn Lane
- Capital Project Overlap
- Parking-Protected Bike Lane
- Bus Stop Removals – New Parking
- ★ Speed Reducer – AKA speed hump
- ✿ DOT Art – Asphalt Art Mural

△ New Traffic Signal

*ANNOTATIONS ARE NOT TO SCALE.
Intended for illustration purposes only
Subject to change based on engineering judgement

Project Update

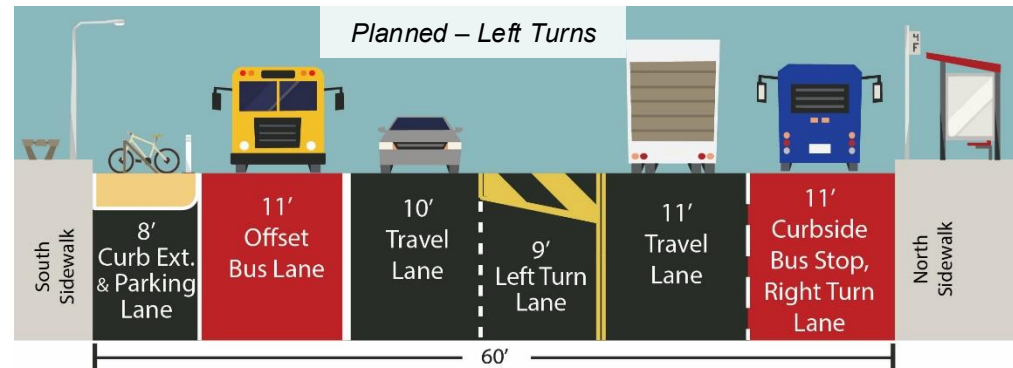
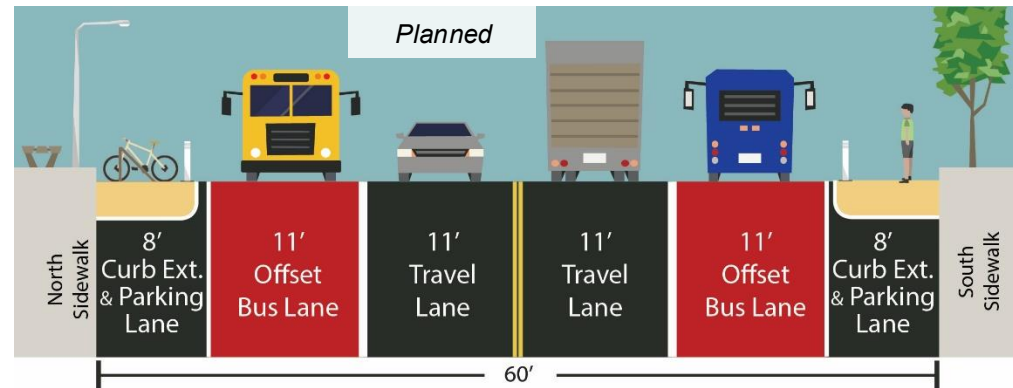
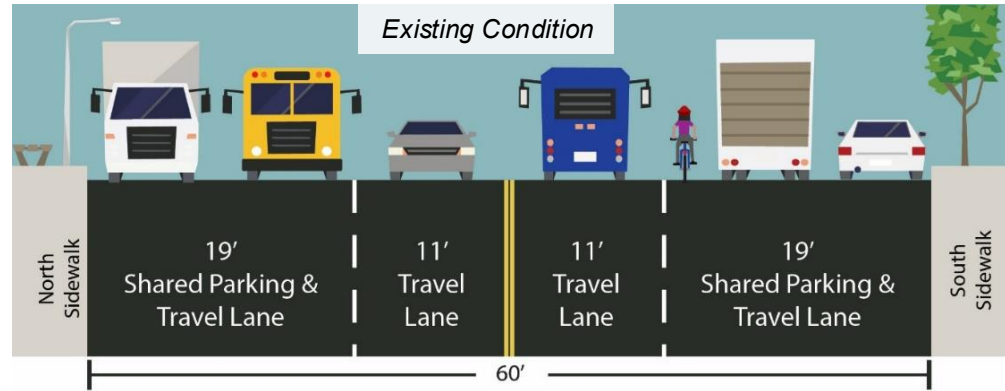
- DOT presented an existing conditions presentation in March 2025, proposed design in May 2025, and an updated design in June 2025
- May 2025, DOT Street Ambassadors deployed to survey community, and tabled at La Marqueta about project
 - Found strong support for bus and pedestrian improvements
- Since then, DOT has been refining plans based on traffic analysis and engineering review
- DOT will move forward with installation this summer



Design

Bus Lane Design

- Bus lanes will be in effect 24/7 on 116th Street
- Primarily offset bus lanes with parking and loading on the curb
- At left-turn lanes and bus stops, bus lane is along the curb.
- Bus stop consolidation (two locations in CB11) will result in new parking spaces



Existing: 116th Street and Madison Avenue



Bus stop blocked by parked car

Long crossing distances with no refuge

Lack of roadway organization

Planned: 116th Street and Madison Avenue*



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

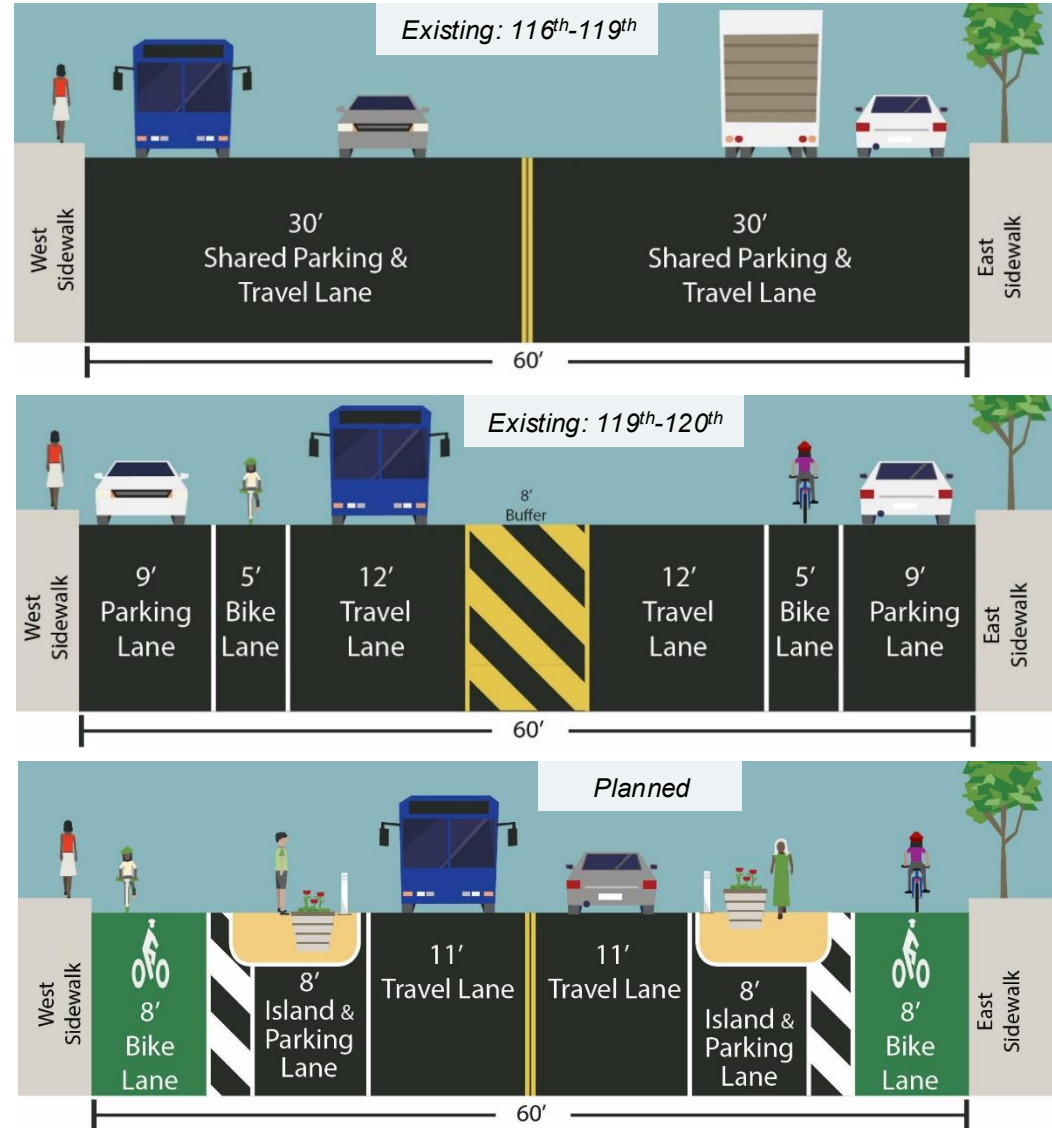
Dedicated bus lanes give priority to buses & emergency vehicles

New left turn lanes help organize traffic

**Illustrations are not to scale. Intended for demonstration purposes only. Subject to change based on engineering judgement*

Bike Lane Design

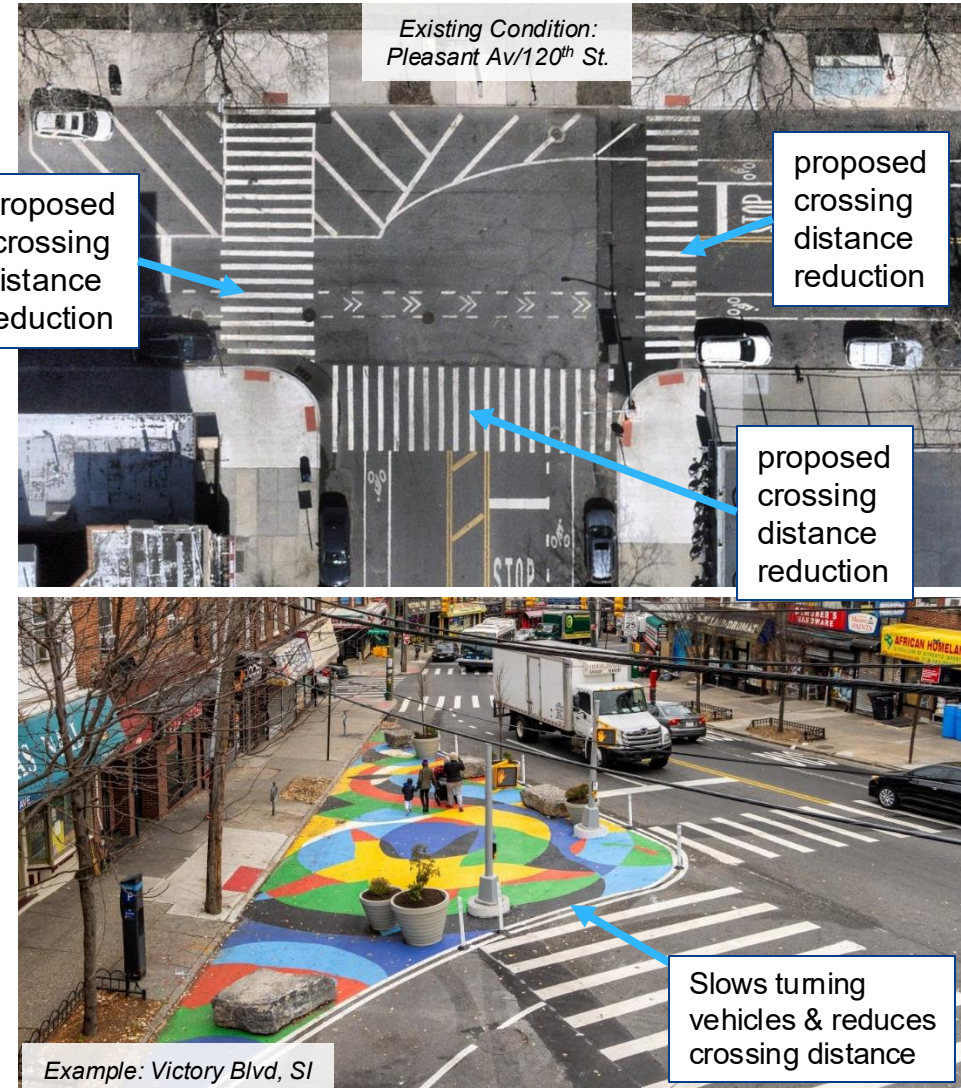
- Parking protected bike lane from 116th St to 120th St, connecting to East River Greenway
- Painted pedestrian islands to shorten crossing distance across Pleasant Av
- Hardened daylighting (Quick Kurb) for areas where painted pedestrian islands are not feasible



Details for East 120th Street/Pleasant Avenue

Pedestrian Intersection Improvements:

- Install three (3) painted pedestrian curb extensions and hardened daylighting
- Reduce pedestrian crossing distance
- Harden with granite blocks and, with maintenance partner, planters
- Beautify improvements with asphalt art in partnership with NYC DOT Art
- Speed hump requested by MCB11 on East 120th Street between 1st Avenue and Pleasant Avenue, has been **APPROVED**
- Traffic signal request requested by MBC11 at East 120th Street/Pleasant Avenue has been **APPROVED**



Curb Management Plan

- Automated Camera Enforcement (ACE) active on coordior since 2025 to enforce existing regulations like double-parking
- DOT is currently preparing updates to curb regulations to increase curb access. This may include:
 - Installing new metered parking
 - Adjusting meter regulations where meters are already present
 - Adding Truck Loading Zones or Commercial Metered Parking to help trucks access the curb for deliveries and loading needs
- New regulations be tailored to the needs of each block



Bus passing double-parked car



Double-parked truck blocking bus stop

Timeline and Next Steps

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/June 2025: present draft/updated proposal to CBs
10. Engineering review and approval
11. May 2026: Project Implementation Notification
12. Summer 2026: Begin implementation
13. Post Implementation Monitoring



Bus Lane Painting on 2nd Ave

Thank you

Questions?



NYC DOT



NYC DOT



nyc_dot



NYC DOT

Appendix

What We've Heard

Feedback we received

Next steps

Improvements to
120th 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

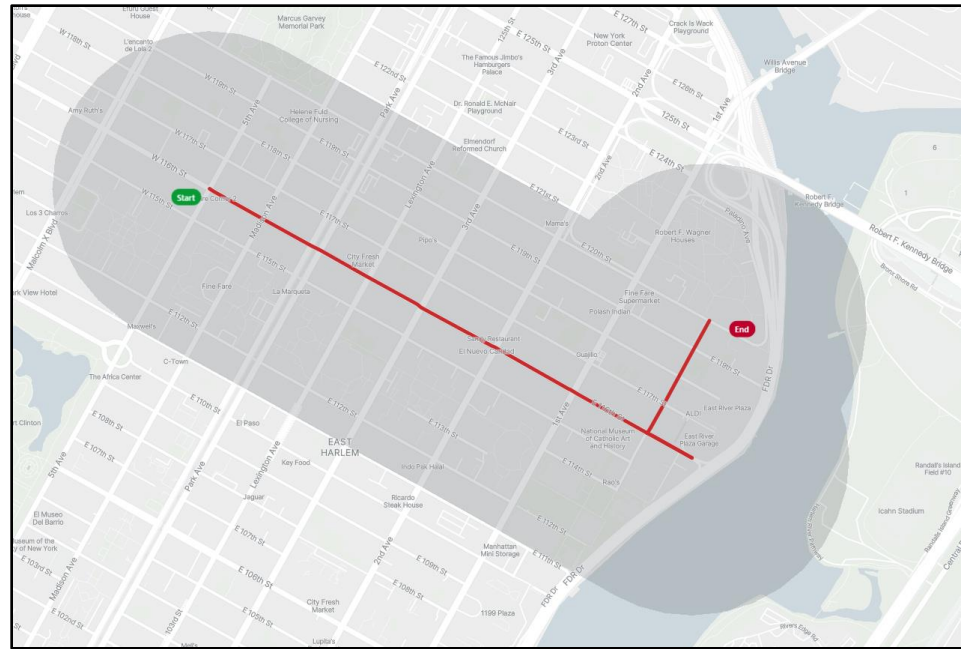
- Explore options for truck/neighborhood loading zones and short-term parking where appropriate

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.

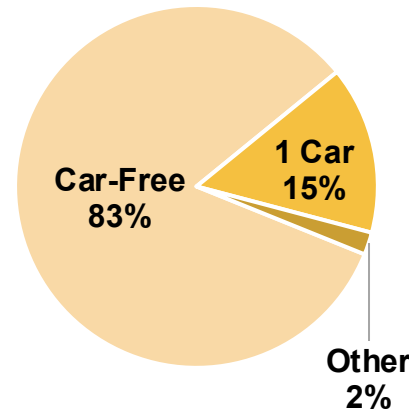
Demographics

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

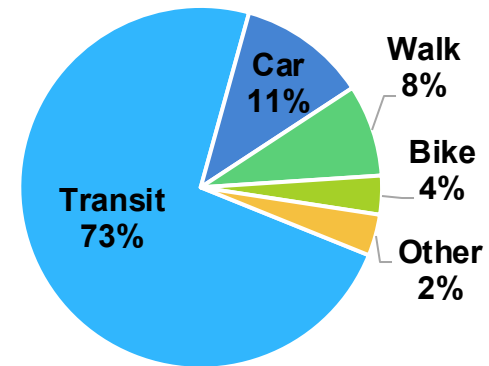


- 49,000 residents within ¼ mile
- **83% or 5/6** of households are car-free
 - Above city average of 55%
- **85%** commute to work via public transit, walking, or biking
 - Above city average of 71%

Car Access by Household



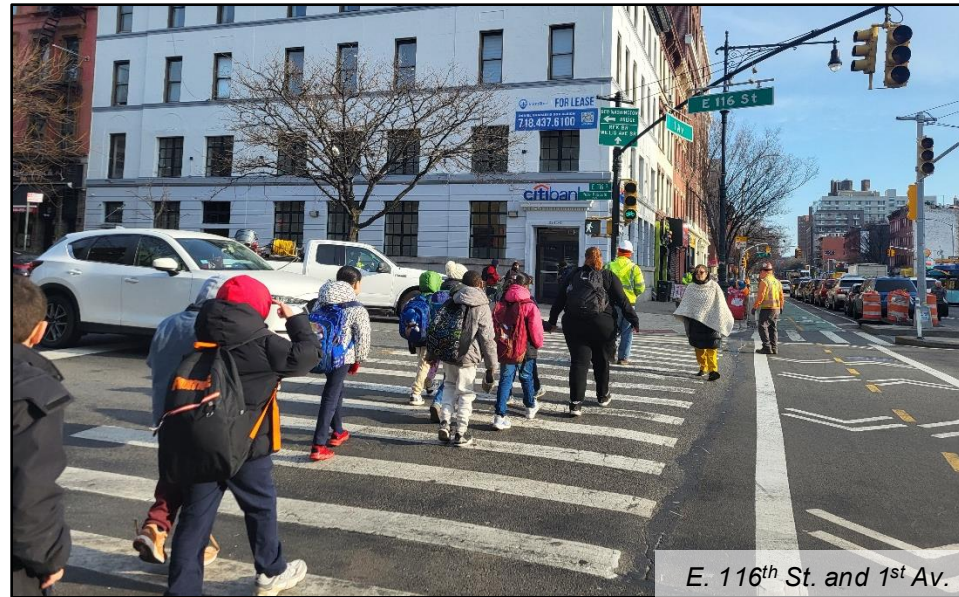
Travel to Work



Source: 2022 American Community Survey

Crash History

- From 2020-2024, **317 people were injured in crashes in the CB11 study area**, on 116th 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./116th St. and 1st Av./116th 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

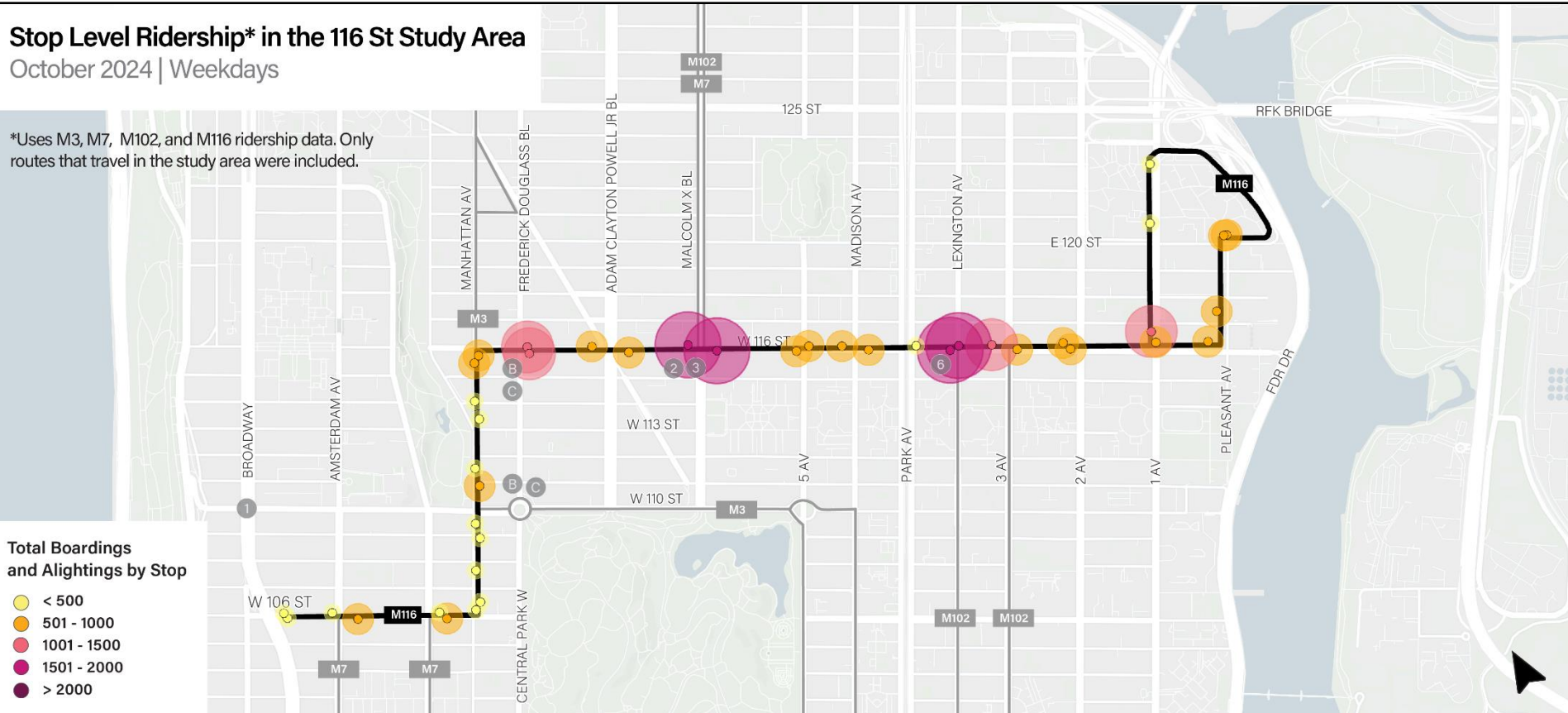
Daily Bus Stop Usage

- 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.



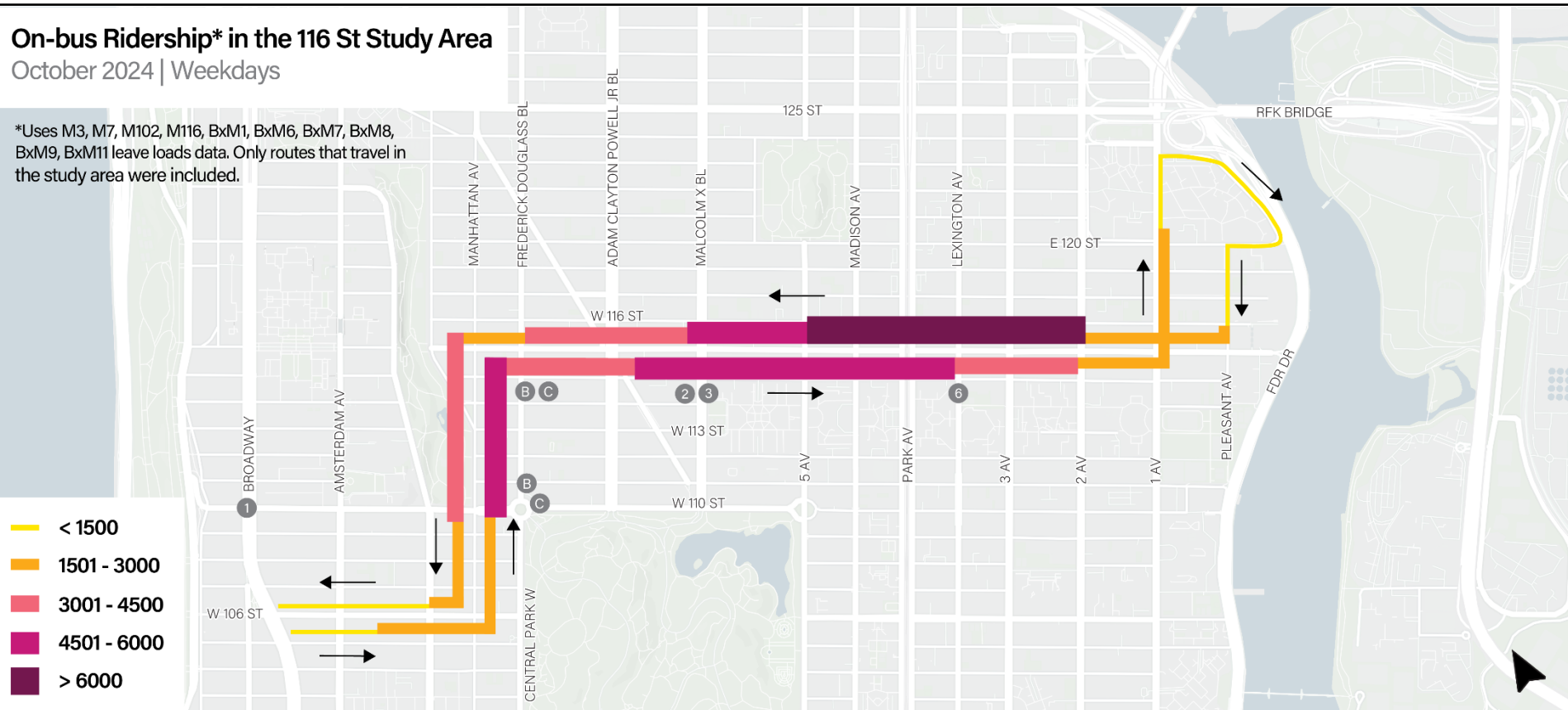
Daily On-Bus Ridership

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

On-bus Ridership* in the 116 St Study Area

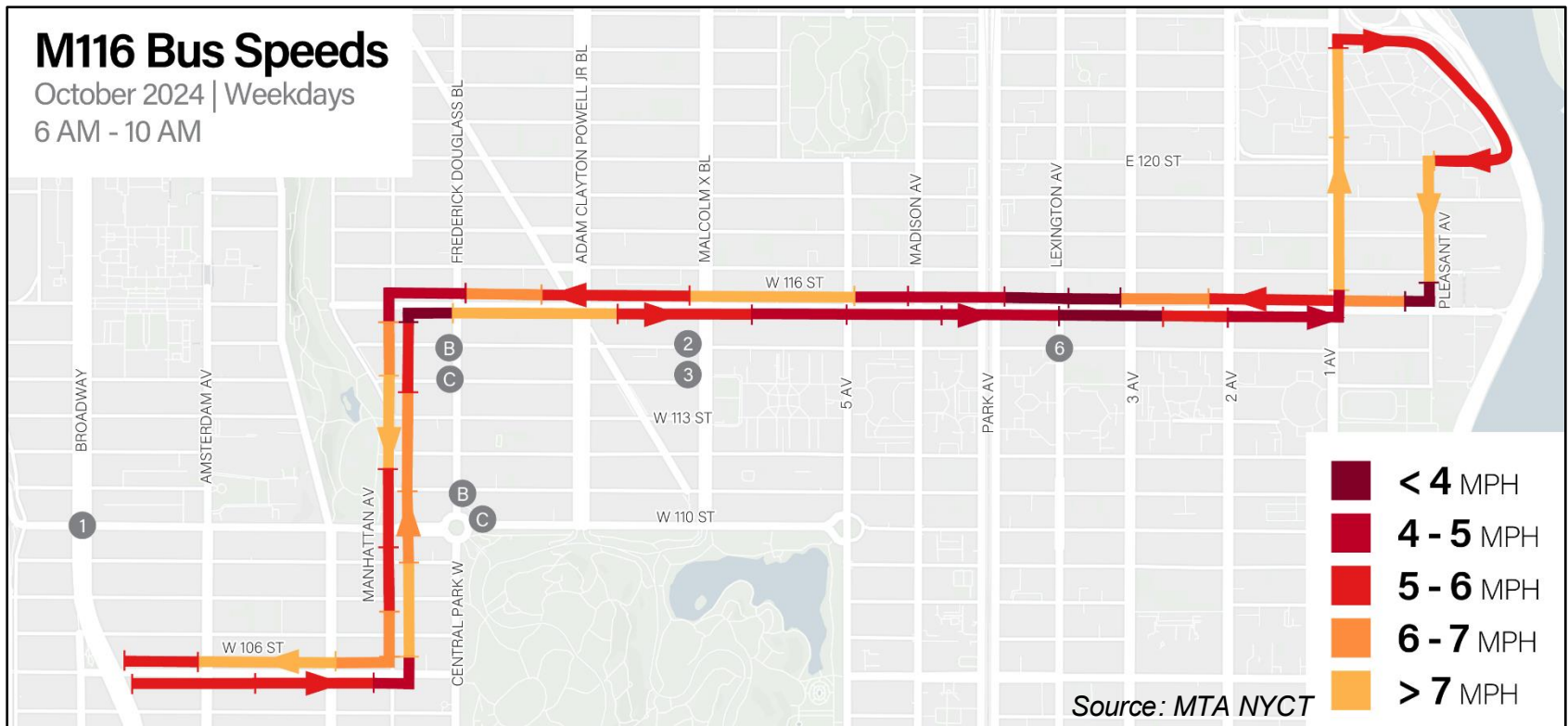
October 2024 | Weekdays

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



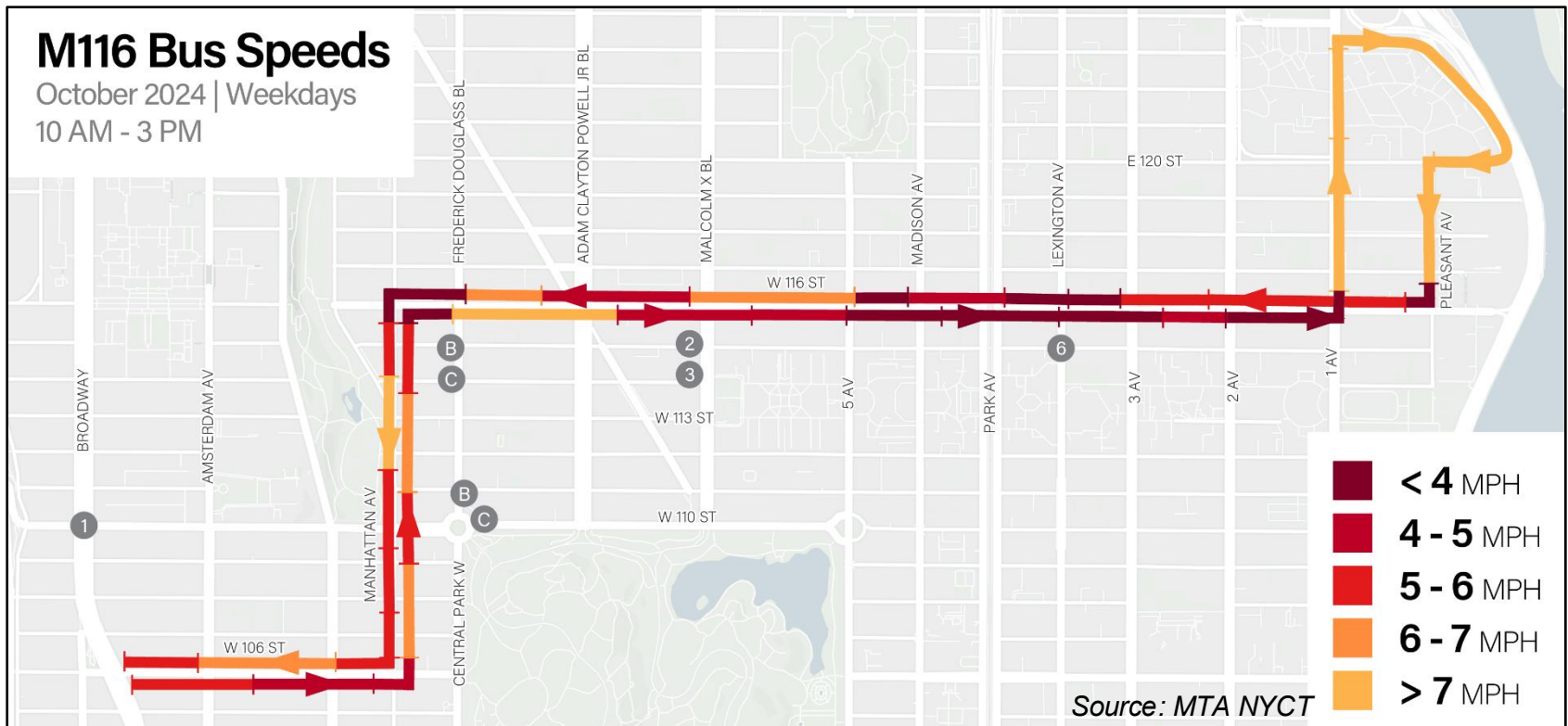
Bus Speeds – AM

- 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 – 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



Bus Speeds - PM

- 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

