

116th Street Bus and Pedestrian Priority Project

Community Board 11 Public Safety & Transportation Committee

May 2025



Table of Contents

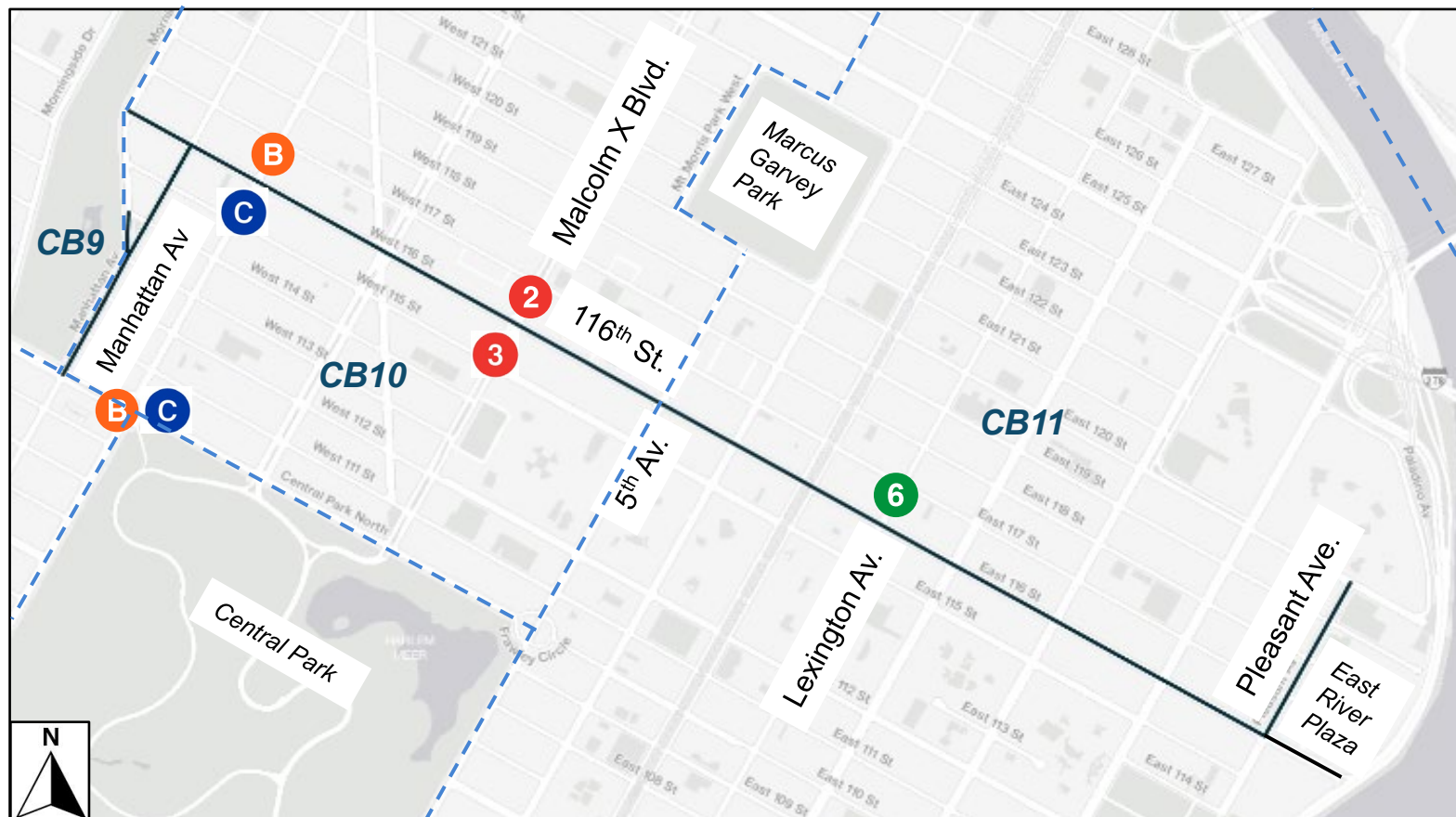
1. Introduction
2. Outreach & Feedback to Date
3. Proposed Design
4. Estimated Parking Changes
5. Summary
6. Timeline

Introduction

Greater Project Area

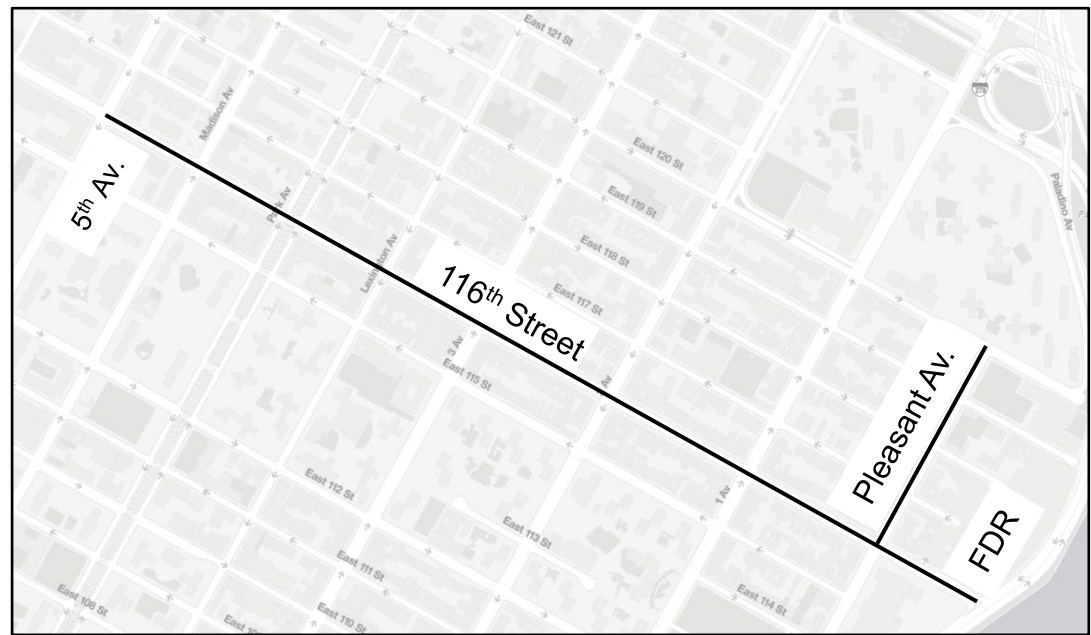
Key:

— Study Area



Why 116th Street?

- CB11 Study area: 116th 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

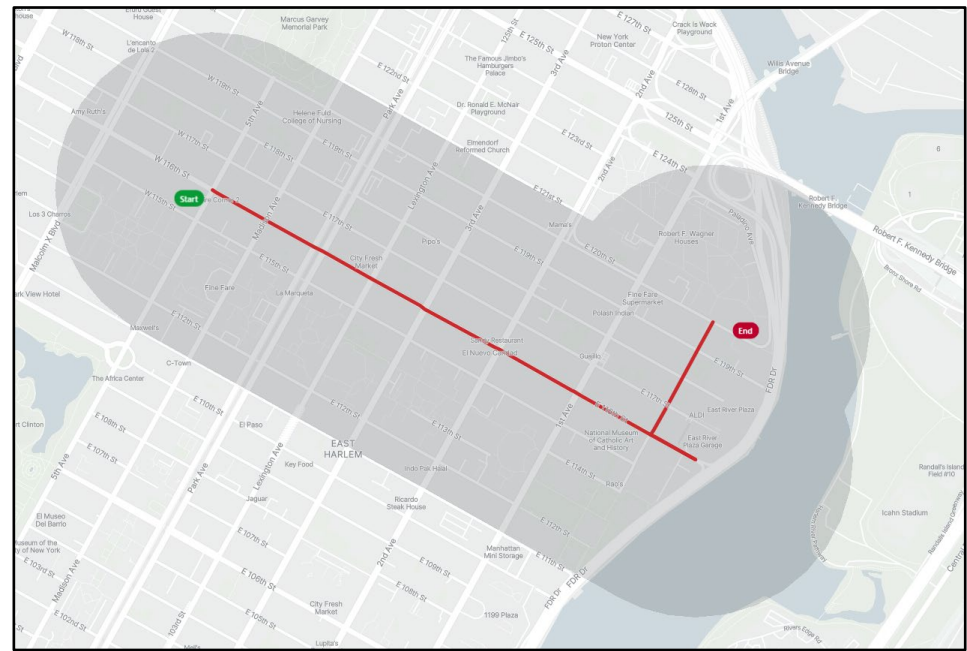


Pleasant Av. & E. 117th St.

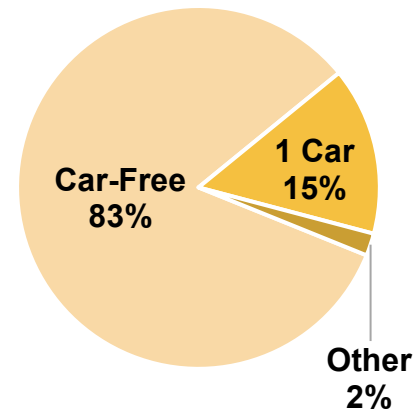
Demographics

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

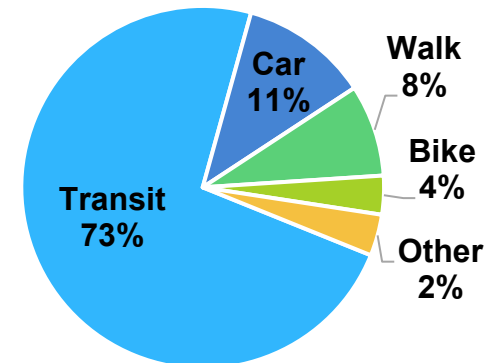
- 49,000 residents within $\frac{1}{4}$ mile
- **83%** of households are car-free
 - Above city average of 55%
- 85% commute to work via public transit, walking, or biking
 - Above city average of 71%



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.



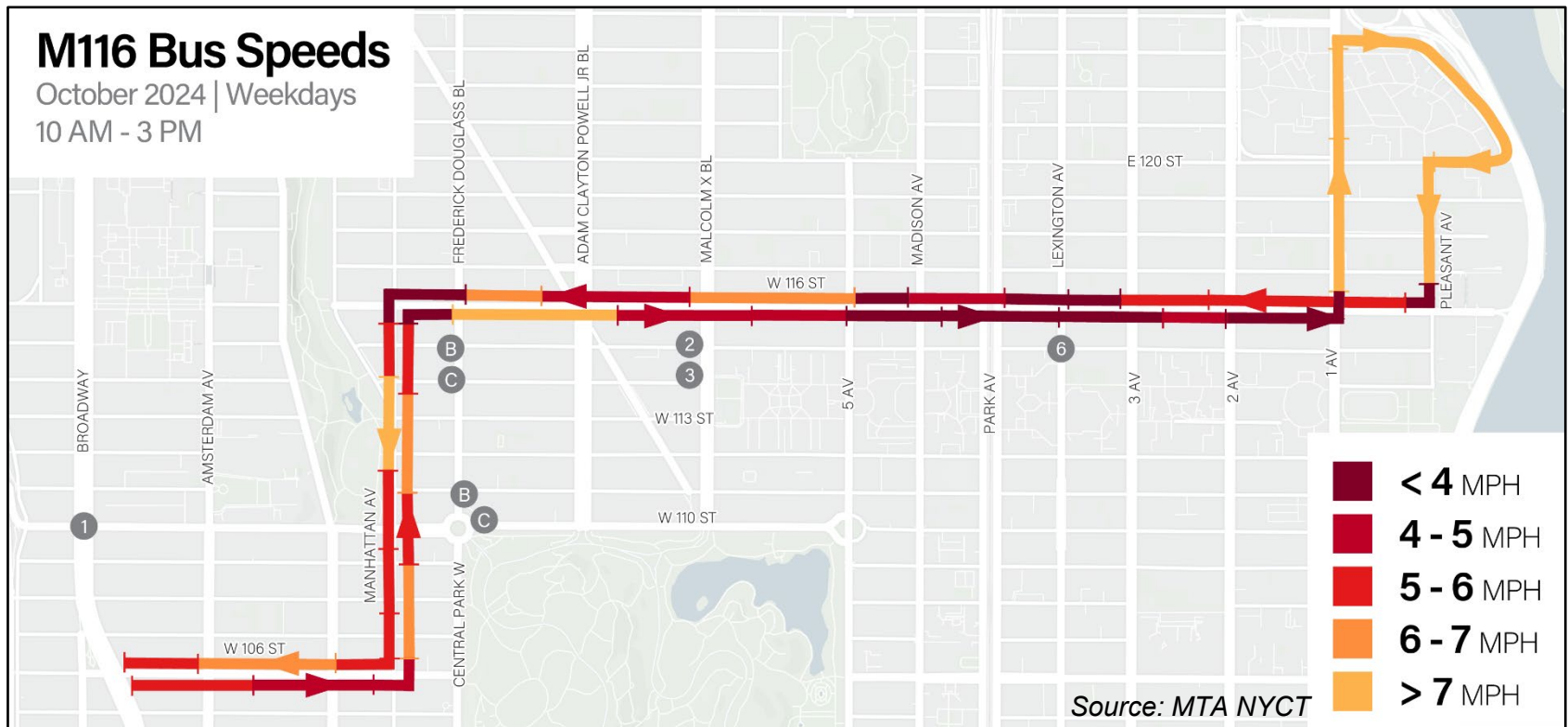
Study Area Injury Summary
2020-2024 (5 years)

	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

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



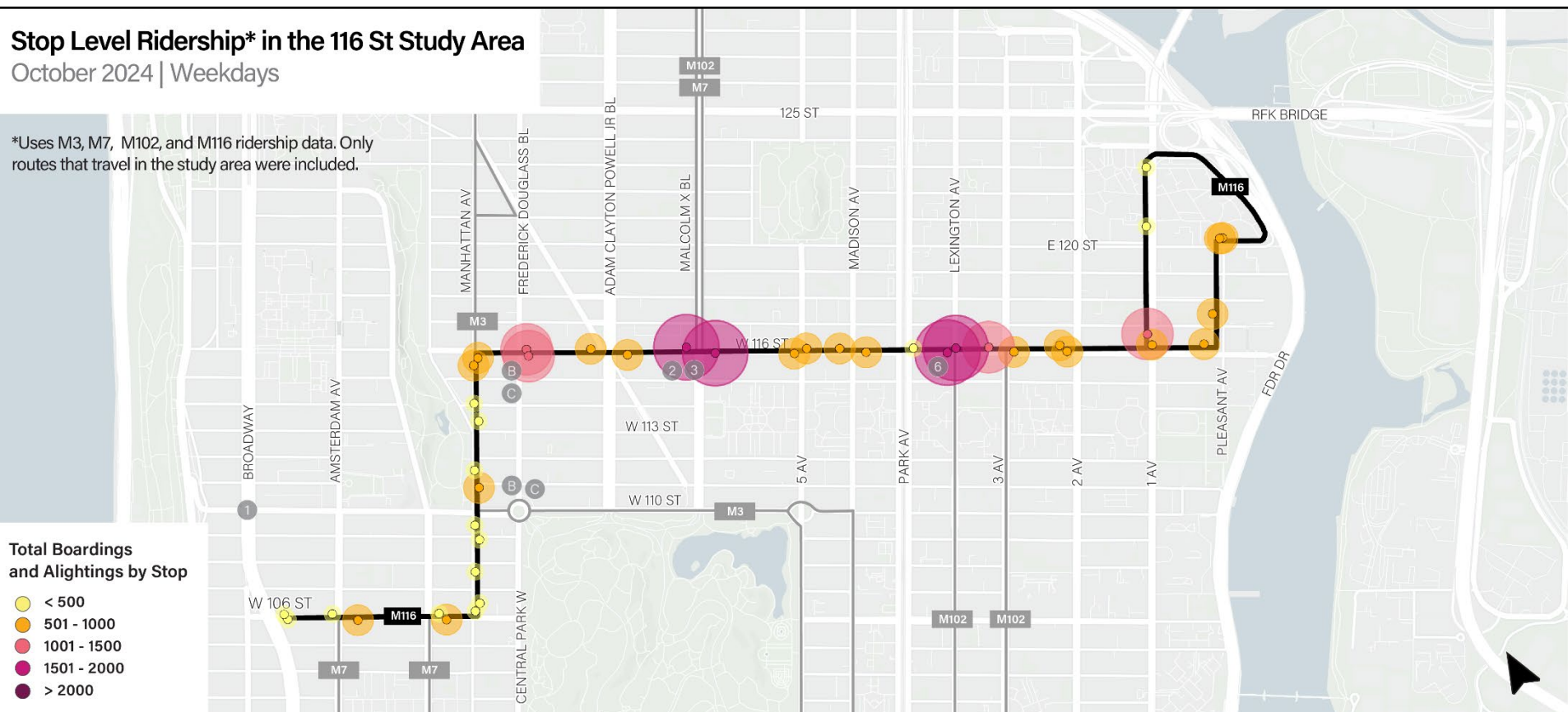
Daily Bus Stop Usage

- 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.



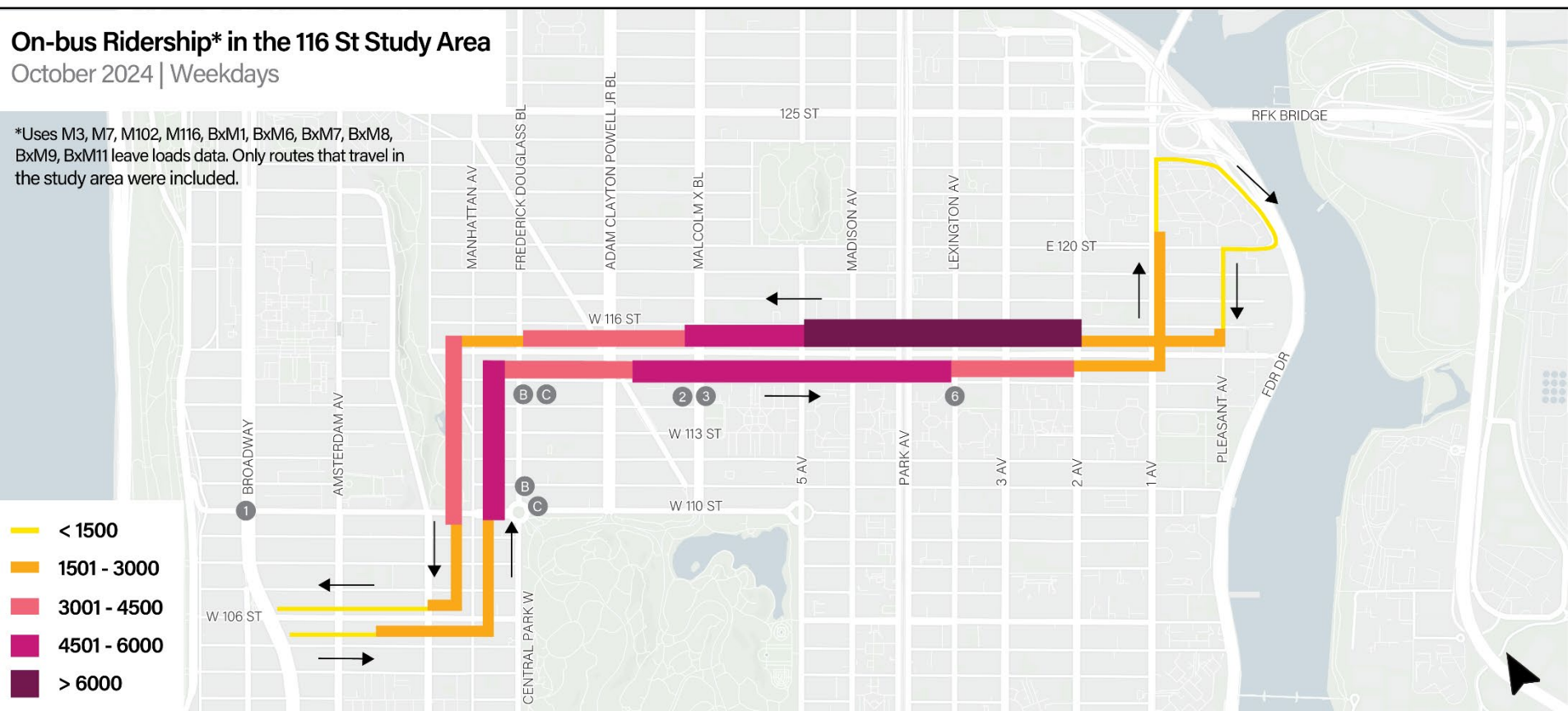
Daily On-Bus Ridership

- 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

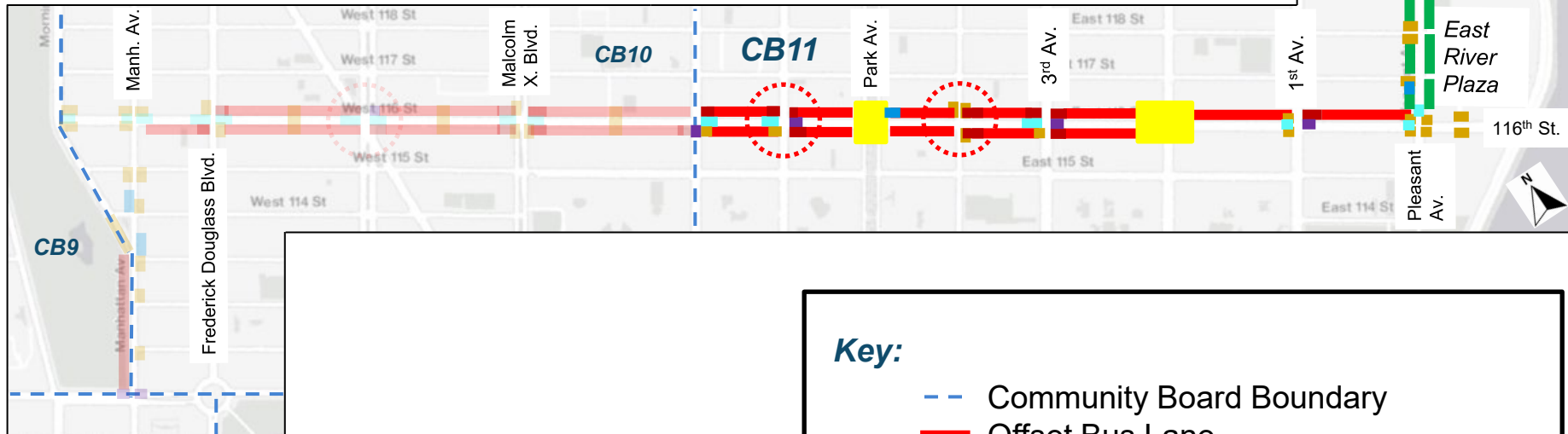
Enforcement

- 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:

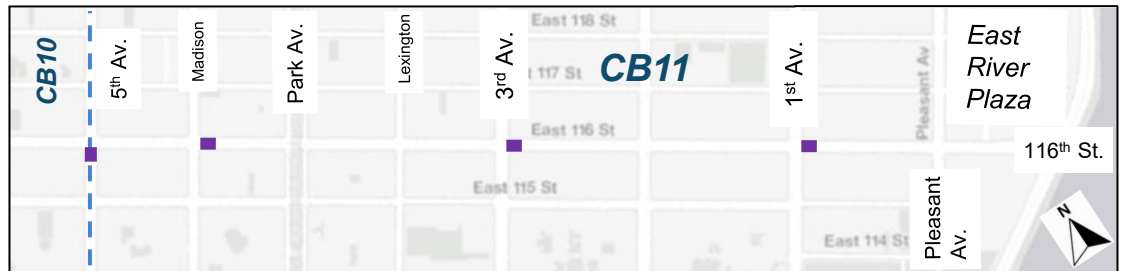
- Community Board Boundary
- Offset Bus Lane
- Curbside Bus Lane
- Bus Queue-Jump Signal
- Concrete Pedestrian Space
- Painted Pedestrian Space/Daylighting
- Left Turn Lane
- Capital Project Overlap
- Parking-Protected Bike Lane
- Bus Stop Removals – New Parking

Four (4) Proposed Concrete Pedestrian Islands

Protected by bollards, with potential trees

Key:

— Concrete Pedestrian Island

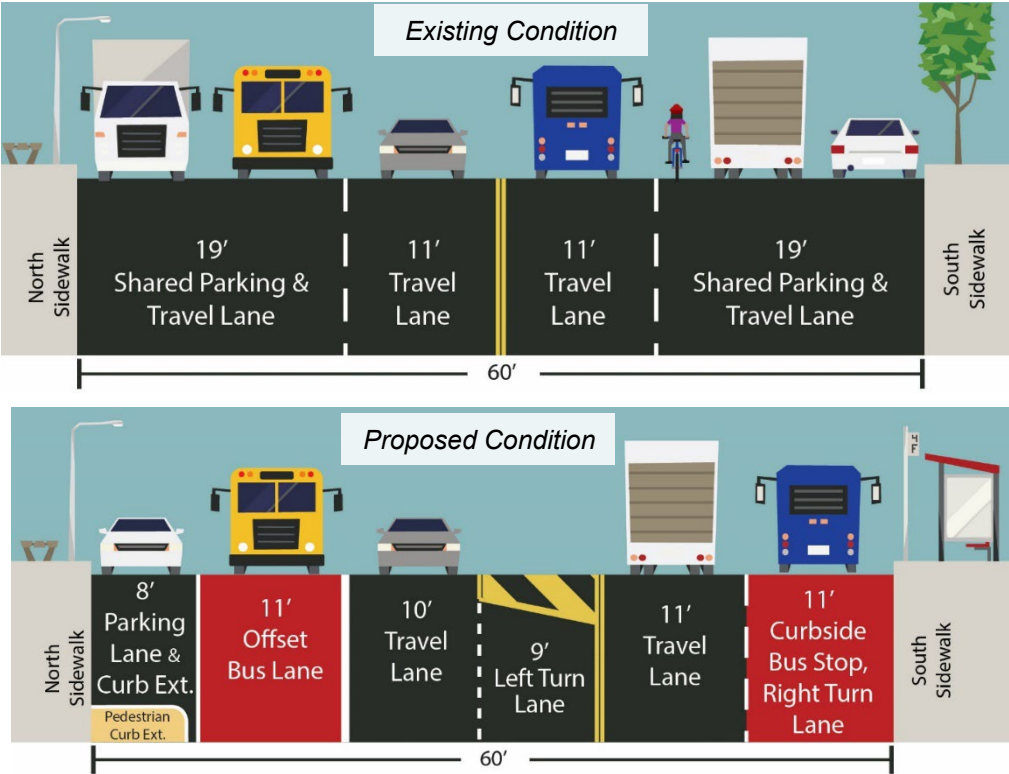
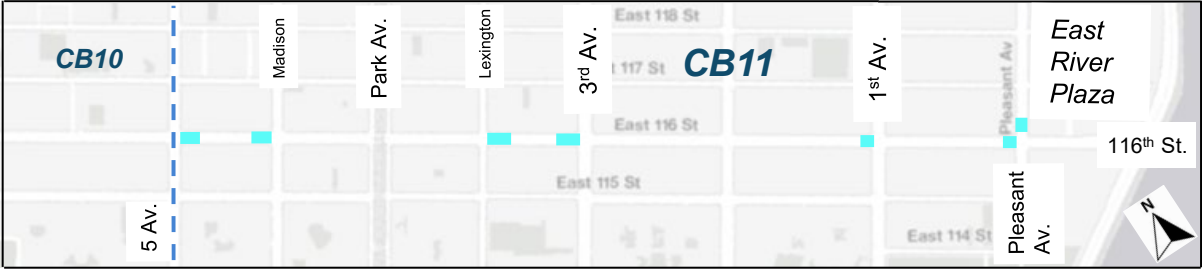


Seven (7) Proposed Left Turn Lanes

Maintains traffic flow and improves safety

Key:

 Left Turn Bay

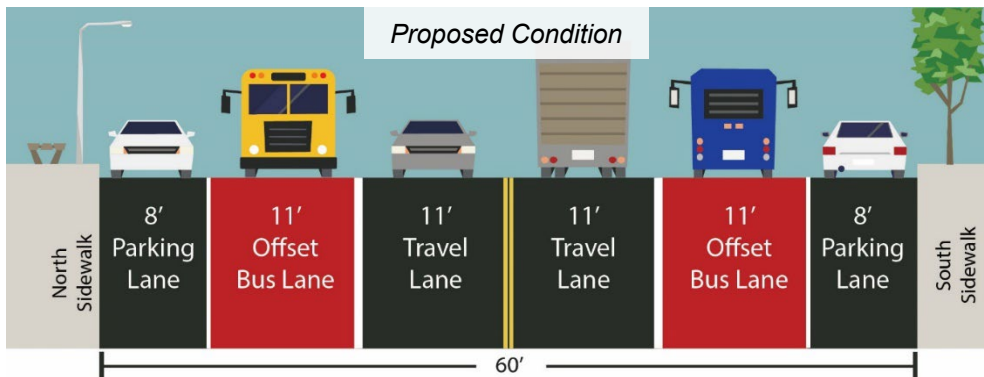
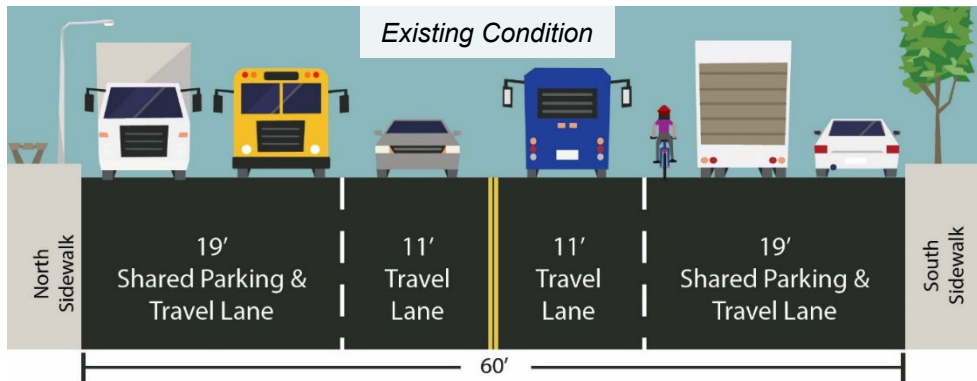
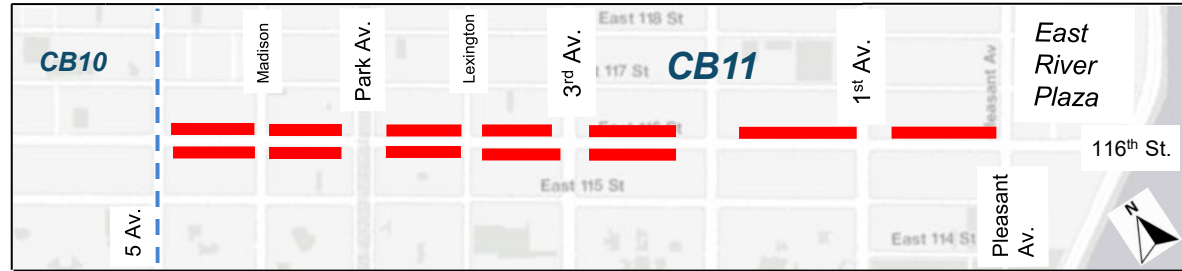


Proposed Offset Bus Lane (7 Blocks)

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

Key:

 Offset Bus Lane



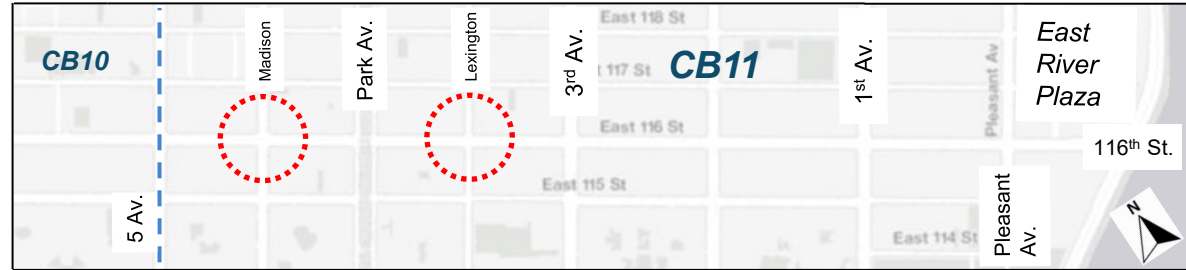
Two (2) Proposed Bus Queue Jump Signals

At Madison Avenue and Lexington Avenue

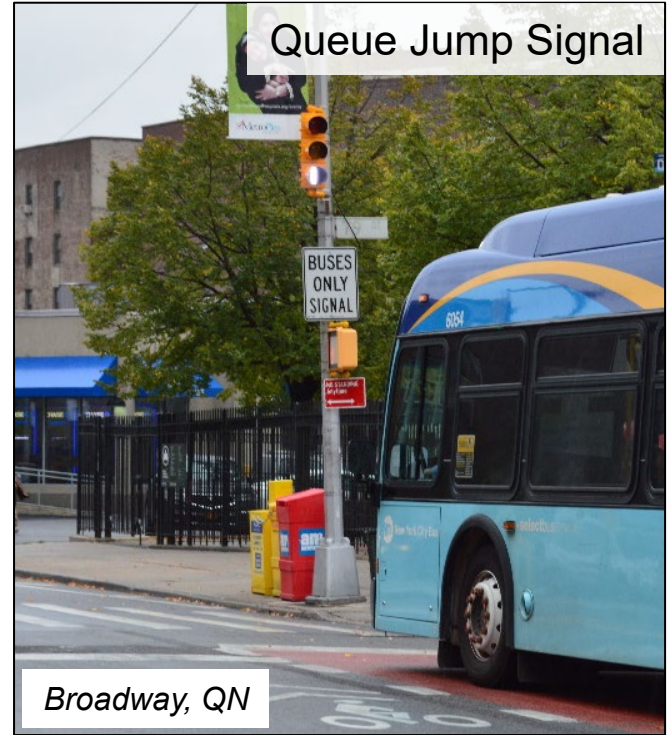
Key:



Bus Queue Jump Signal



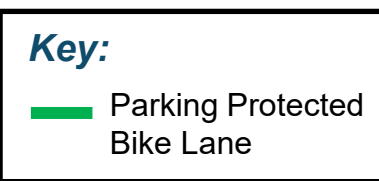
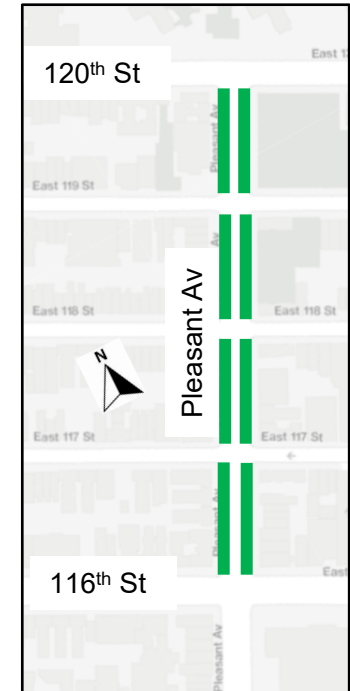
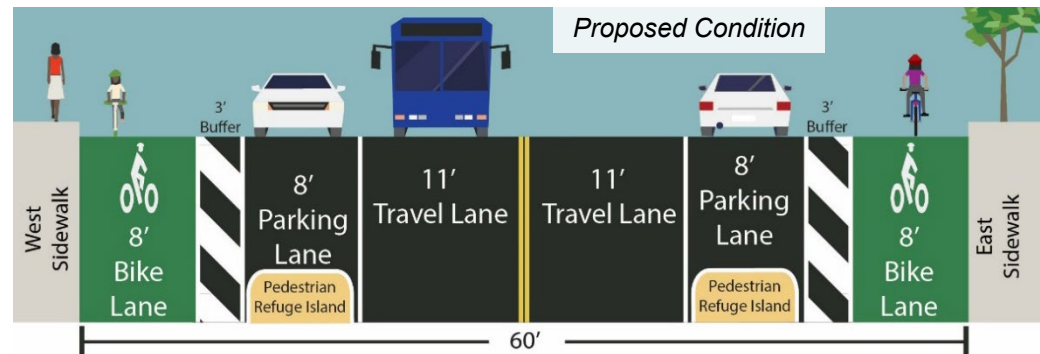
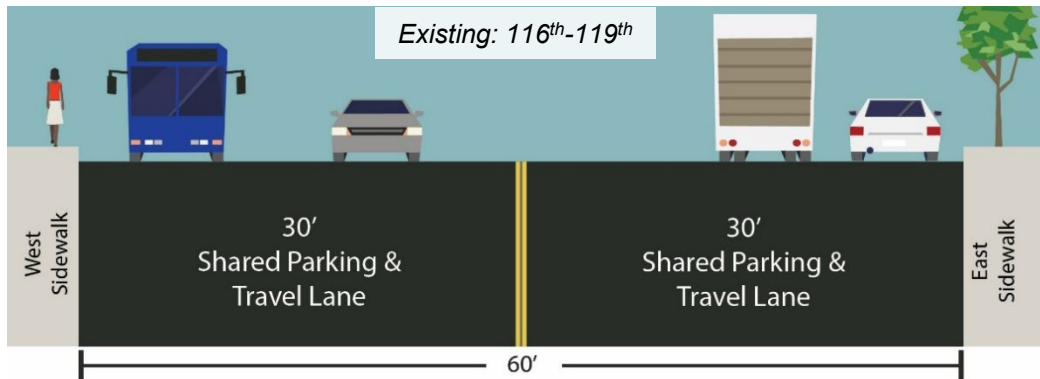
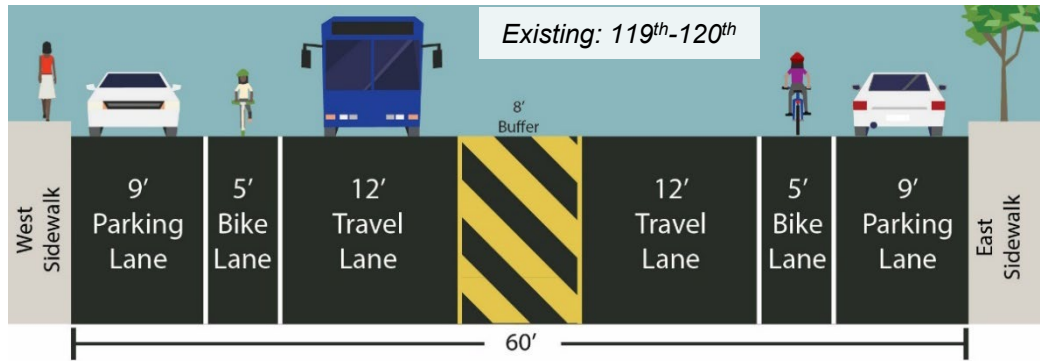
5th Av. At 79th St



Broadway, QN

Proposed Parking-Protected Bike Lane (4 Blocks)

Upgrades existing bike lane while maintaining parking throughout







Estimated Parking Changes

CB11: Estimated Parking Changes

Subject to change based on traffic analysis and community feedback



Key:

-  Left Turn Lane – 0-2 spaces for left turn lane
-  Concrete Refuge Island – 0-3 spaces
-  Painted Pedestrian Space – 0-1 spaces for daylighting
-  Bus Stop Removal – 10 parking spaces added total

Summary

Project Summary*

- Adds 1.1 miles of bus lanes
- Adds 10,800+ ft² of painted pedestrian space
 - Daylighting at 10 intersections
- Adds 1,100+ft² of concrete pedestrian space
- Adds 8+ 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



Public Safety & Transportation
Presentation & Discussions

- Presentation re: a proposed Bus Lane Priority Project on 116th Street
 - Department of Transportation

NYCDOT at 3/2025 CB11 Meeting

**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



Pleasant Av. & 117th St.



116th & Lexington Av.

Thank You!

Open Discussion & Questions



NYC DOT



NYC DOT



nyc_dot

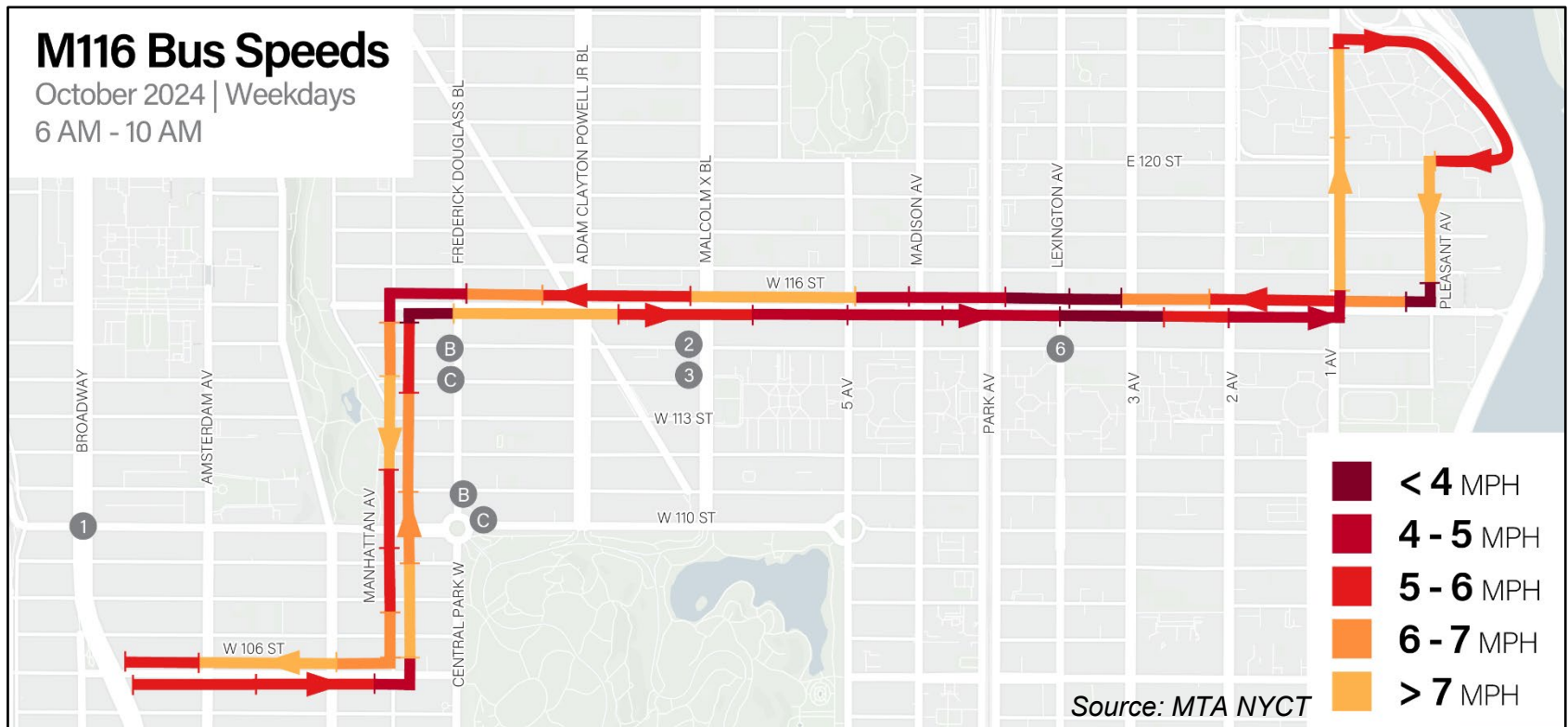


NYC DOT

Appendix

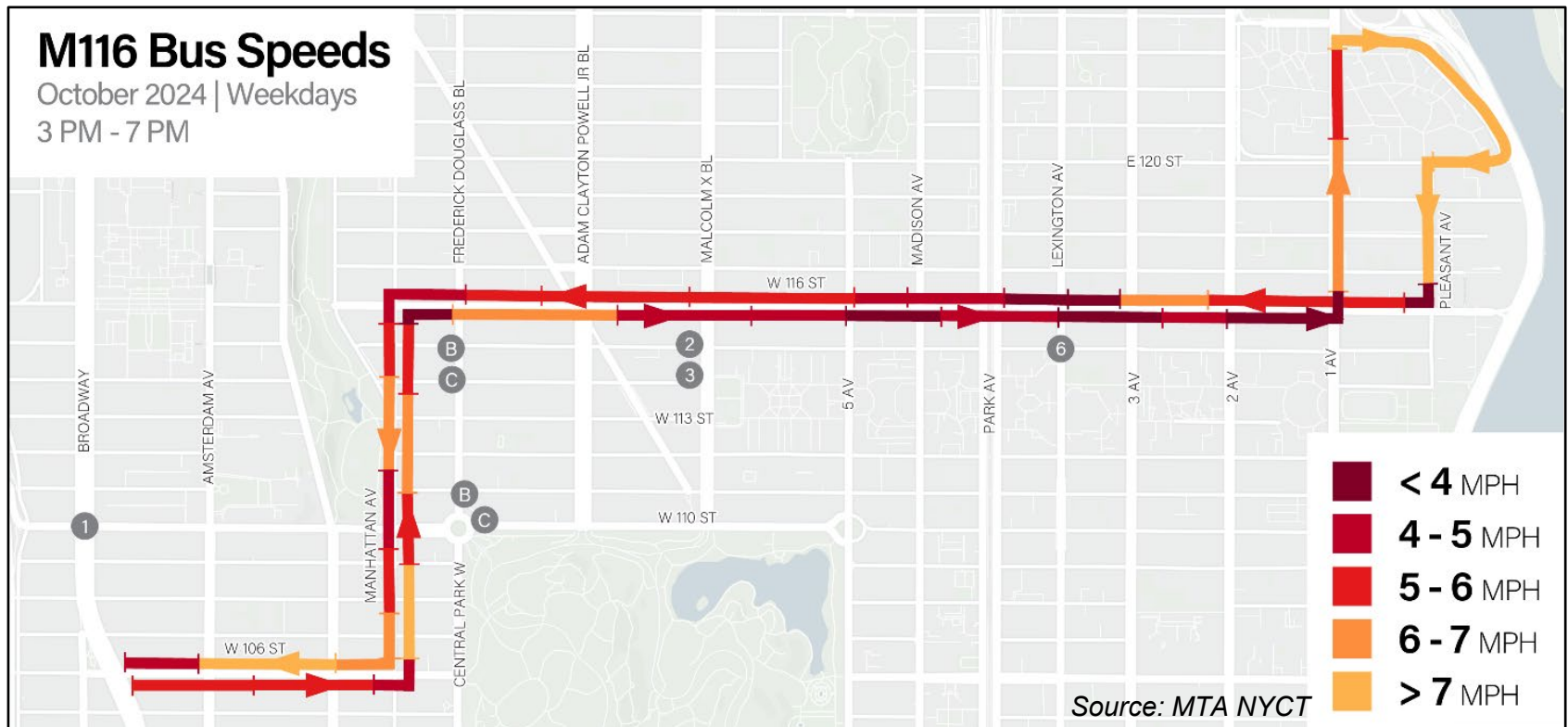
Bus Speeds – AM

- 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

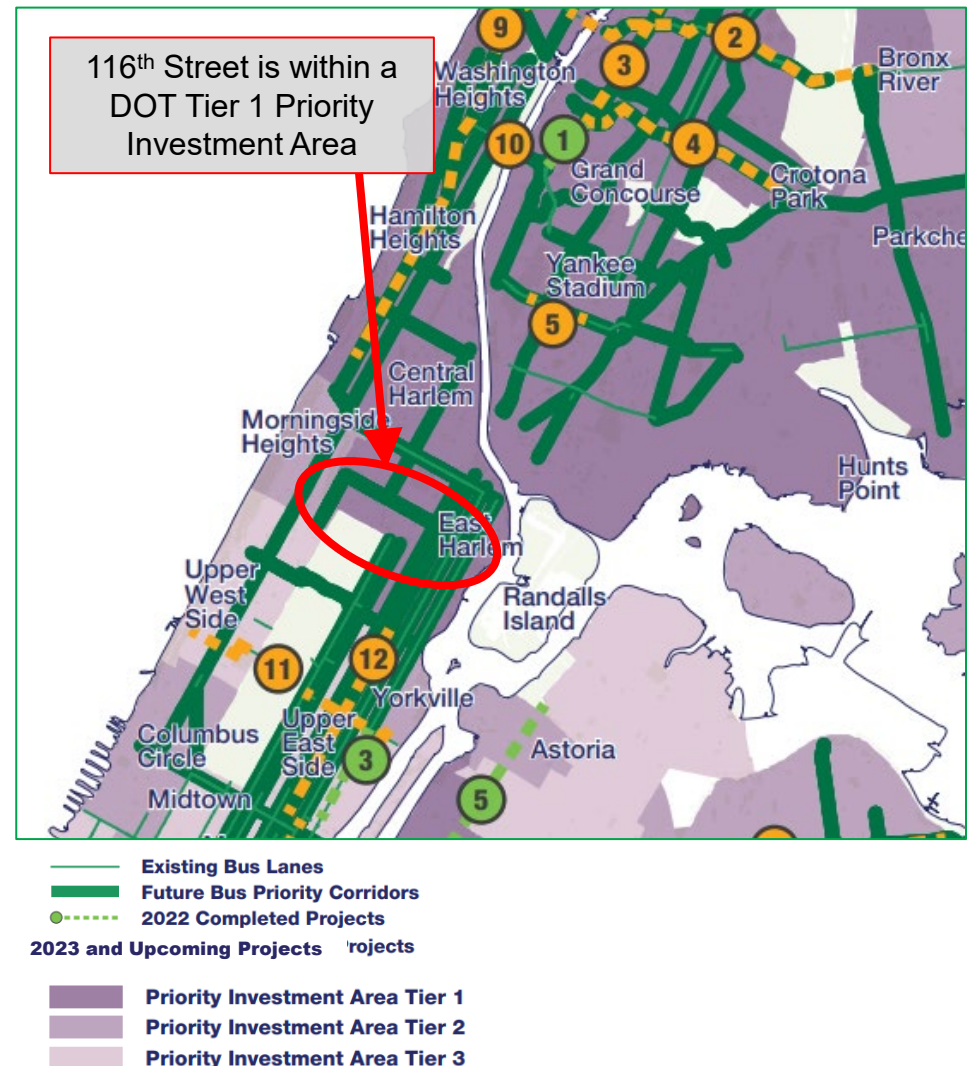
- Slow and unreliable bus service along 116th St.
- Buses move slowly all day and **less than 4 mph** in some segments
- Weekday congestion causes **785 hours of delay** to M116 passengers daily



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



Local and Express Routes



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

Full Corridor

