

116th Street Bus and Pedestrian Priority Project - Proposal

CB9's Uniform Services & Transportation Committee

June 2025

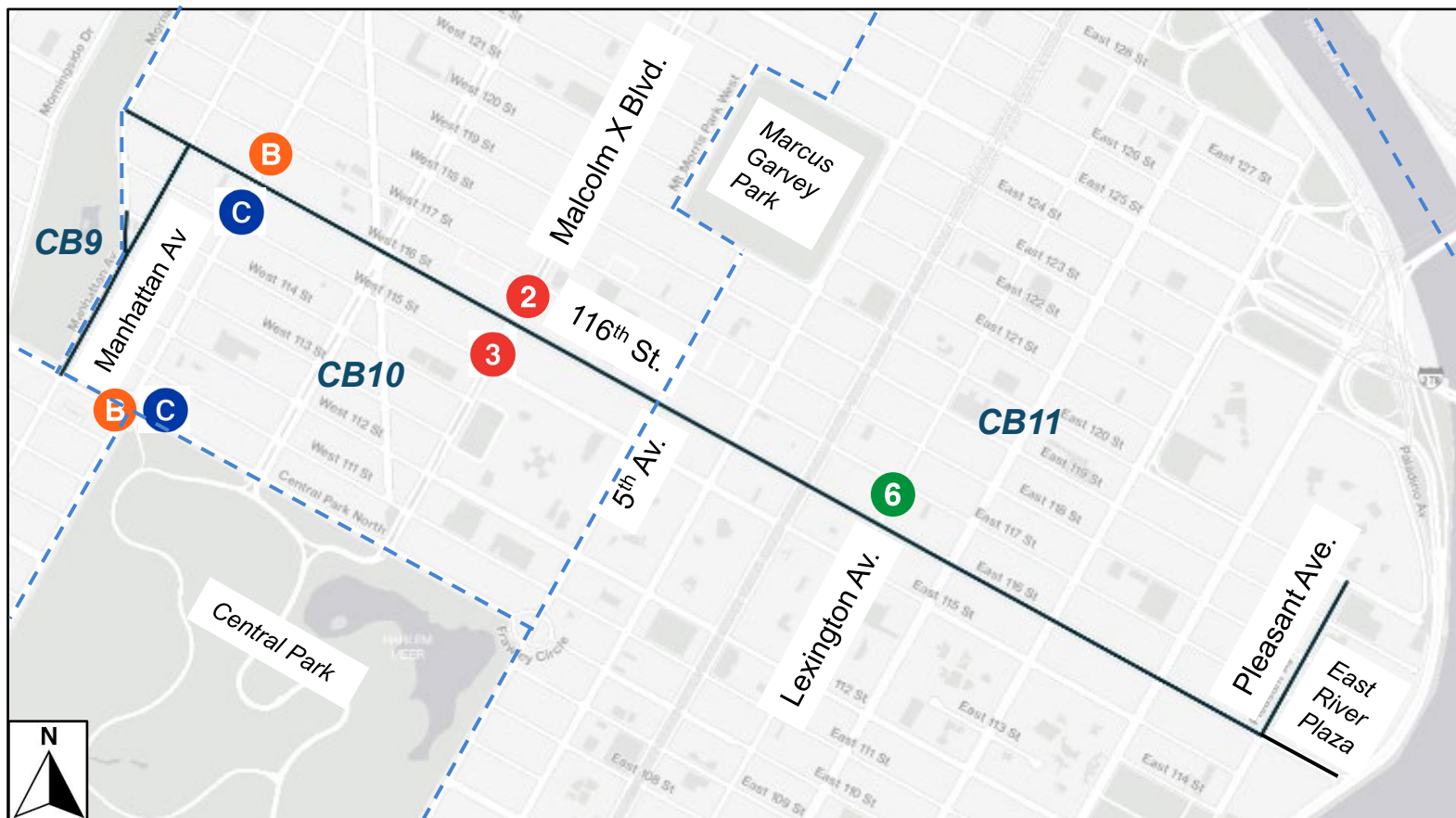


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Introduction

Greater Project Area



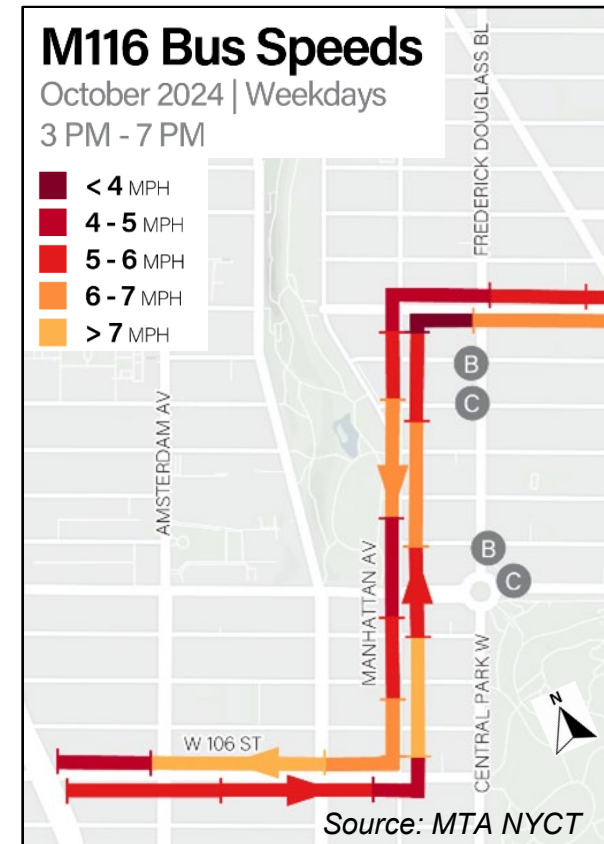
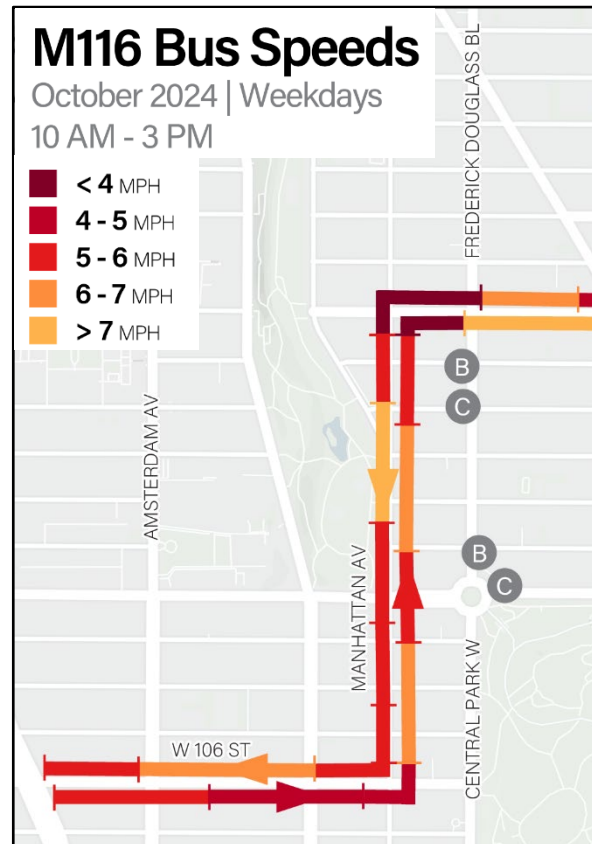
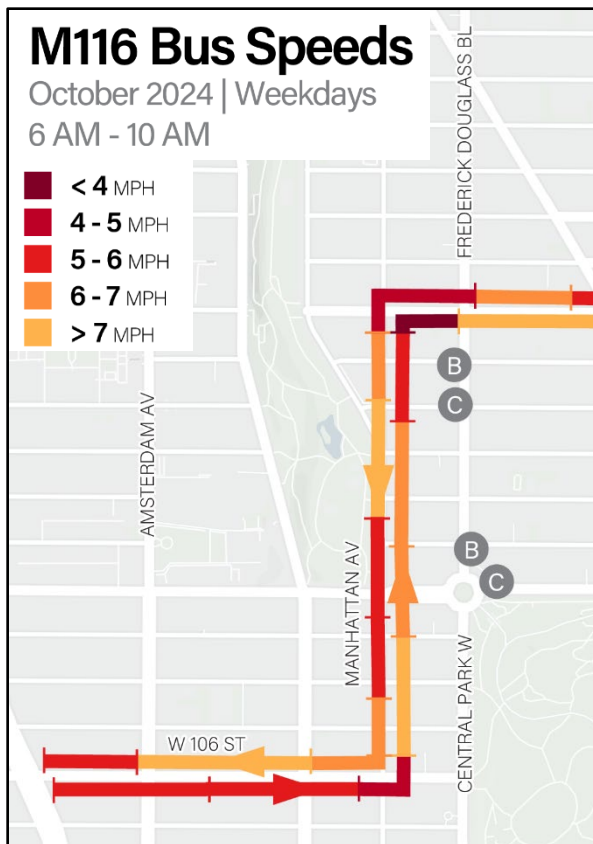
Why 116th St and Manhattan Av?

- CB9 Study area: Manhattan Av. b/n 110th St. & 113th St., and Morningside Av. b/n 113th St & 114th St
 - Over 40,000+ daily bus passengers across M3, M7, and M116 bus routes
- Critical crosstown bus service with connections to **2** **3** **6** **B** **C**
- Neighborhood roadway connection between Harlem and Upper West Side with major destinations including Columbia University, Morningside Park, and St John the Divine as well as stores and restaurants along 116th St.



Bus Speeds

- Slow and unreliable bus service - buses move slowly all day, **less than 4 mph** in some segments
- Traffic congestion and double-parking cause slowdowns



Bus Ridership

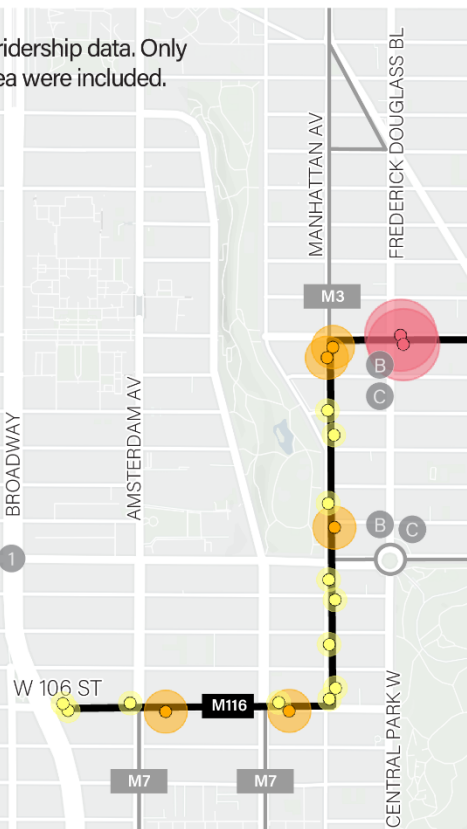
Stop Level Ridership* in the 116 St Study Area

October 2024 | Weekdays

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

Total Boardings and Alightings by Stop

- < 500
- 501 - 1000
- 1001 - 1500
- 1501 - 2000
- > 2000

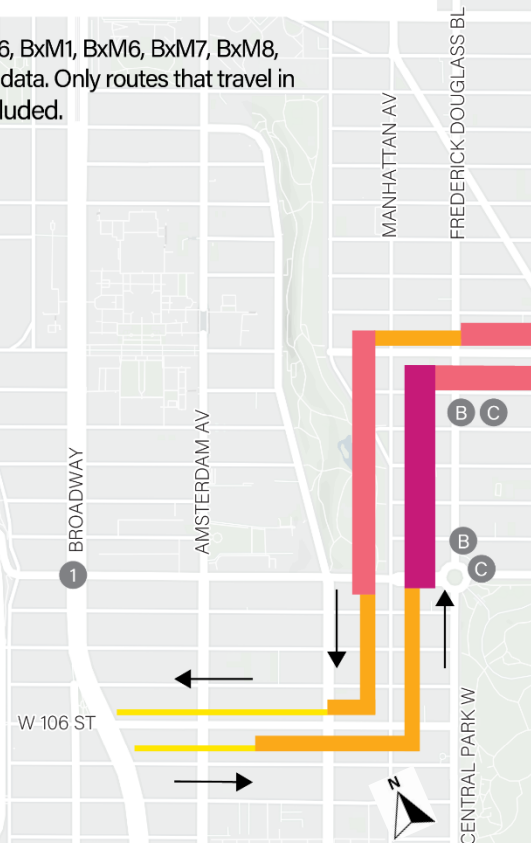


On-bus Ridership* in the 116 St Study Area

October 2024 | Weekdays

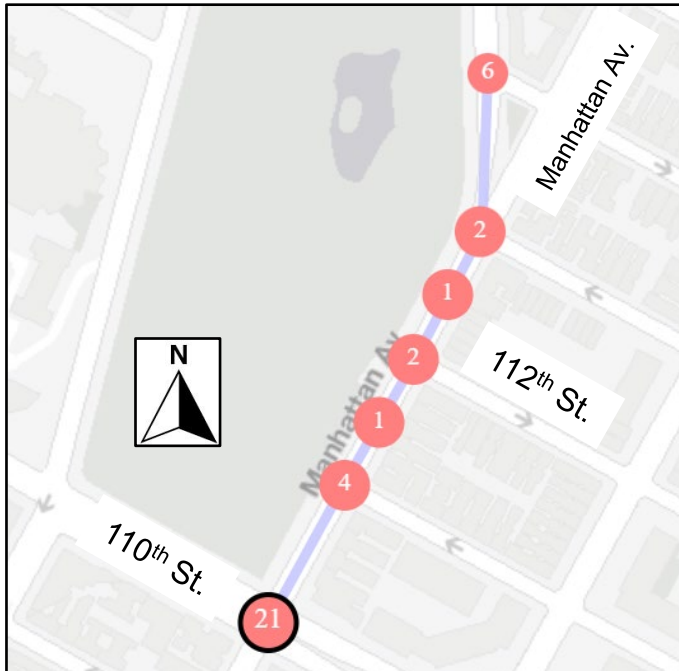
*Uses M3, M7, M102, M116, BxM1, BxM6, BxM7, BxM8, BxM9, BxM11 leave loads data. Only routes that travel in the study area were included.

- < 1500
- 1501 - 3000
- 3001 - 4500
- 4501 - 6000
- > 6000



Safety

- From 2020-2024, 37 people were injured in crashes in the study area
 - 4 people severely injured
 - 1 person was killed



Study Area Injury Summary
2020-2024 (5 years)

	Total Injuries	Severe Injuries	Fatalities	KSI
Pedestrian	10	1	1	2
Bicyclists	10	2	0	2
Motor Vehicle Occupant	16	1	0	1
Other Motorized	1	0	0	0
Total	37	4	1	5

KSI = Killed or Severely Injured. Source: NYC DOT

Outreach & Feedback to Date

What We've Heard

Feedback we received

Slip Lane Conversion

Pedestrian Safety

Farmers Market Congestion

Morningside Ave Ped/Bike Access

Enforcement

Next steps

- Incorporate comments for pedestrianization of Morningside Av. Slip Lane

- Add concrete pedestrian refuge islands and daylighting throughout study area

- Explore ways to alleviate double parking on weekends when bus lane is not in operation

- Shorten crossing distance at Morningside Ave/116th St while hardening pedestrian space with bike parking

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

Proposed Design

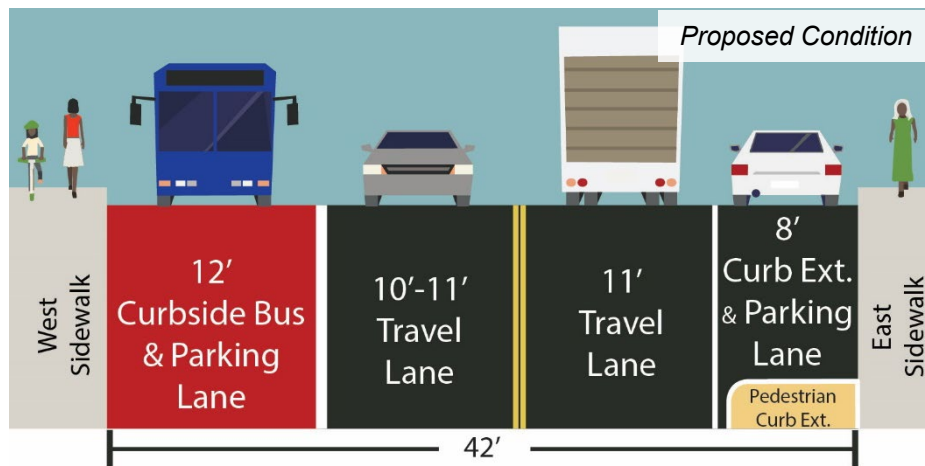
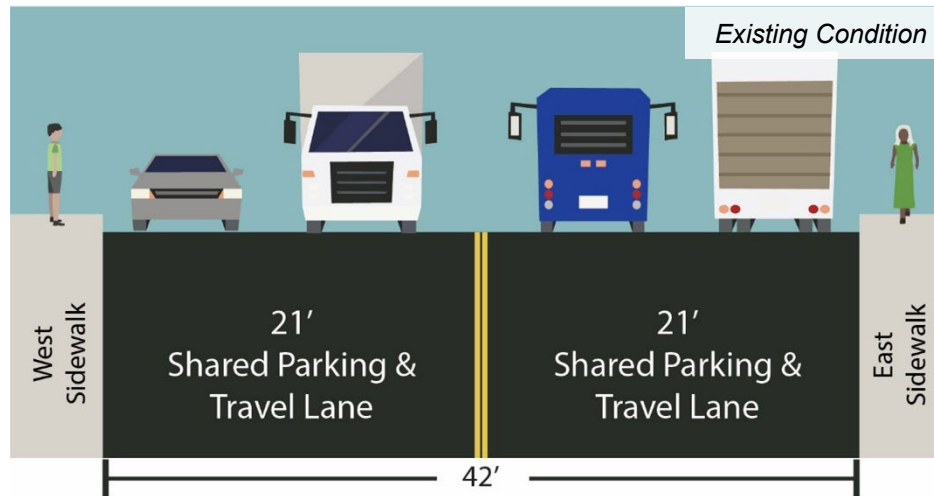
Proposed Pedestrian Space (1 Block)

Repurpose Slip Lane for Pedestrians and Potential Programming



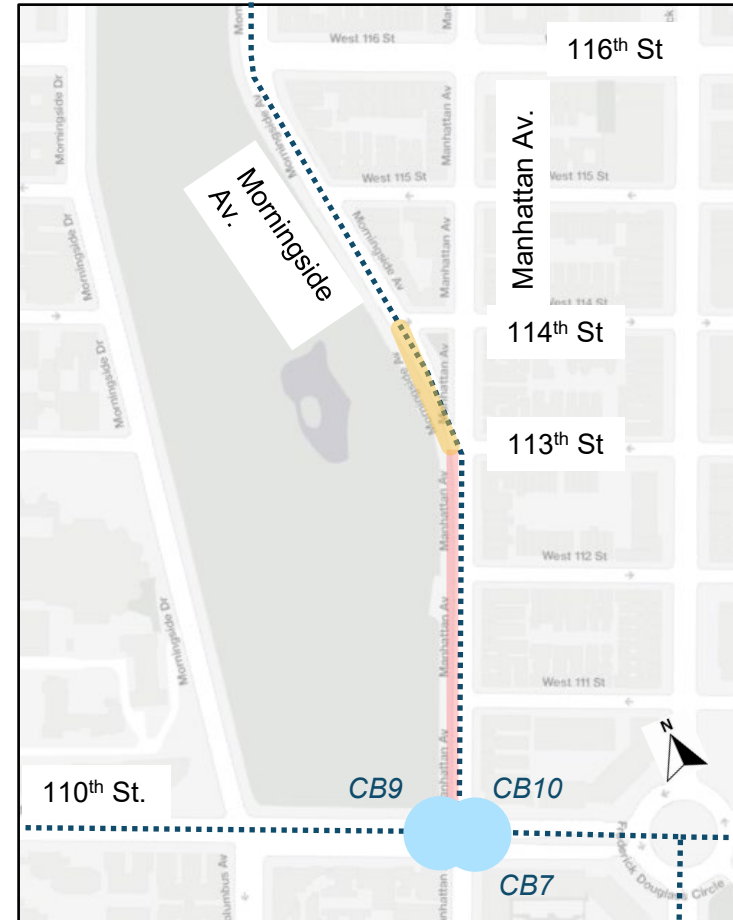
Proposed Curbside Bus Lane (3 Blocks)

Hours are 7am-7pm, reverts to parking evenings and weekends



Proposed Concrete Pedestrian Islands (2)

Protected by bollards, with potential trees

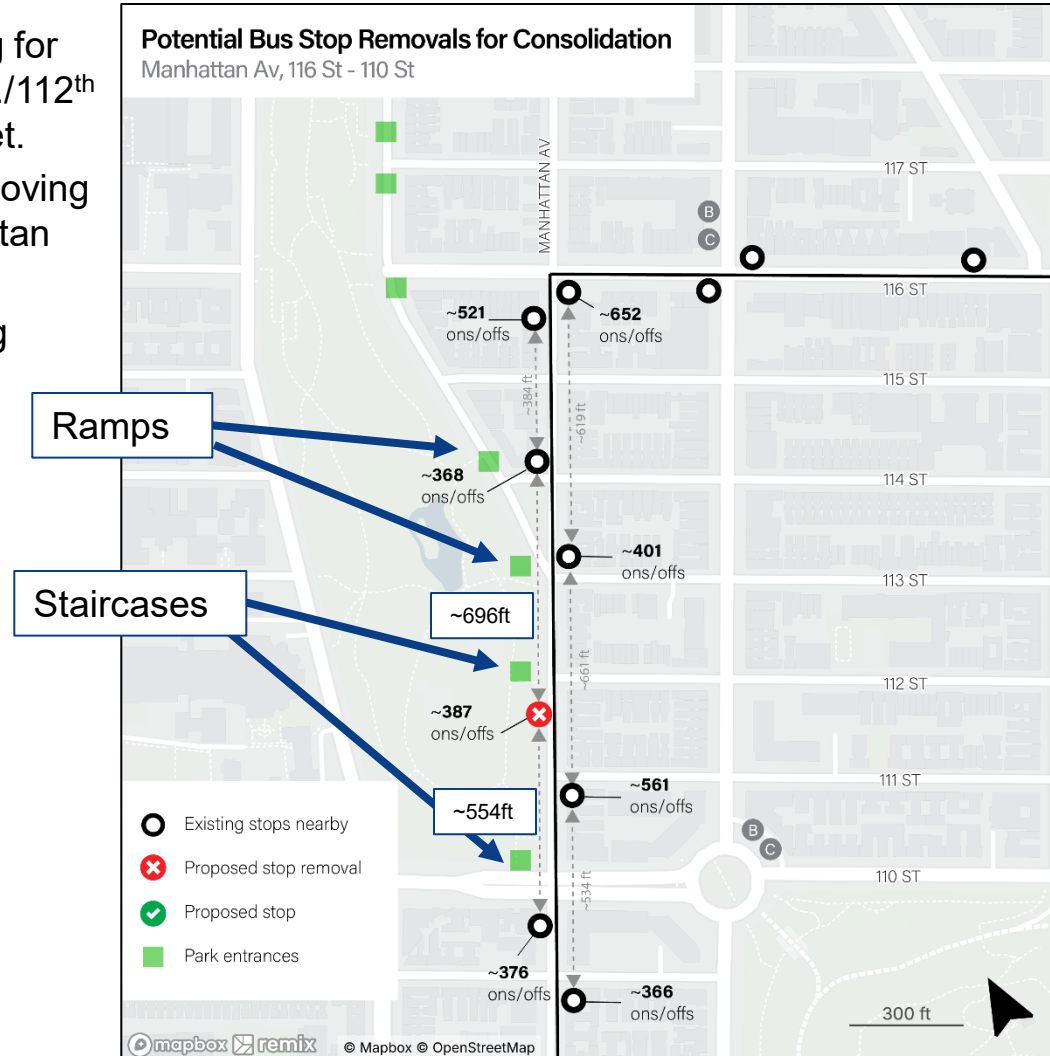
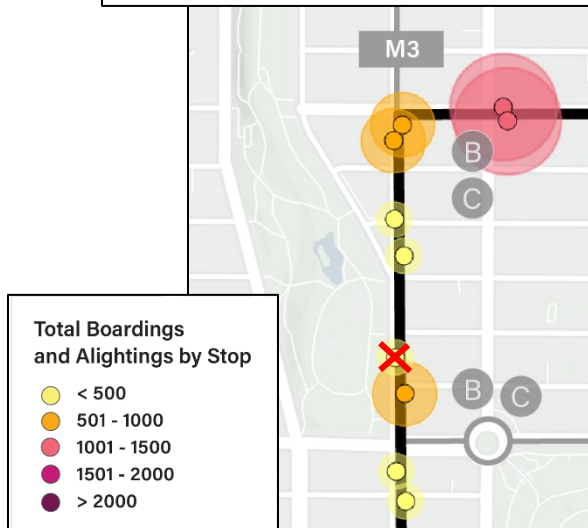


Proposed Bus Stop Removal on Manhattan Av. (1 stop)

Improves bus stop spacing, prioritizes access to accessible park entrances, adds parking

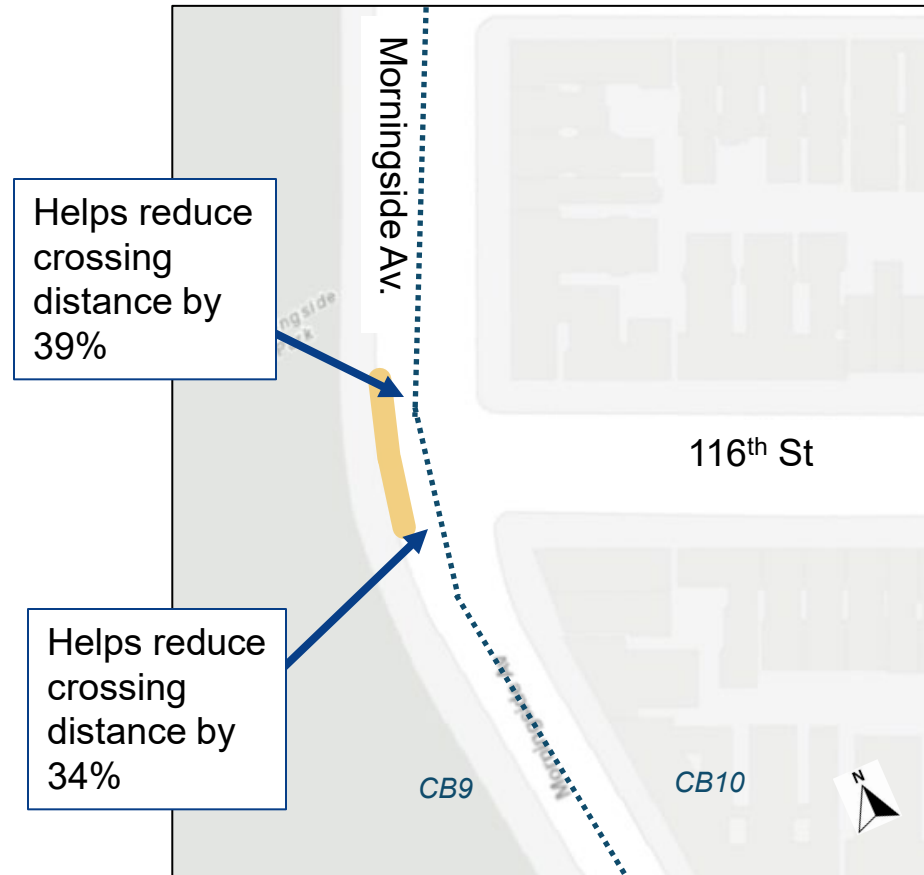
- MTA's guidelines are 1,000–1,320 ft spacing for local routes. Stop #400484 at Manhattan Av./112th St. is below the minimum spacing of 750 feet.
- Stop consolidation will speed up bus by removing closely spaced/underutilized stop at Manhattan Av./W. 112th St.
- Provides ~5 new overnight/weekend parking spots

Stop Level Ridership* in the 116 St Study Area
October 2024 | Weekdays



Proposed Painted Curb Extension (1 intersection)

Daylights space between crosswalks for pedestrian safety with hardened elements



Curb Regulations: CB9 Study Area

- Repurpose approximately 25 parking spaces for curbside bus lanes in effect 7am-7pm from Monday to Friday
 - Reverts to parking evenings and weekends
- Adds ~5 spaces at proposed former bus stop
- Convert No Standing and No Parking regulations in Slip Lane to pedestrian space
 - Morningside Avenue between 113th Street and 114th Street



Curb Regulations: CB9 Study Area (continued)

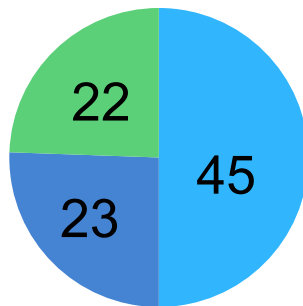
- Repurpose approximately 3 parking spaces to daylight intersection: Morningside Ave. & 116th St.
 - Provides hardened safety treatments, like granite blocks and vertical delineators
 - Uses proposed pedestrian curb extension for bike corral for 18+ bicycles



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)

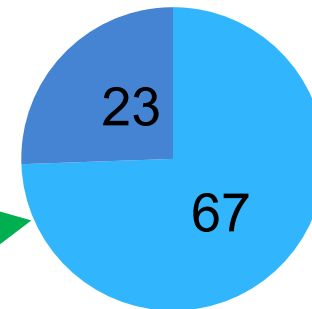


■ Manhattan Ave NB/SB

■ 113th St

■ Morningside Ave SB/Manhattan Ave NB

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



■ Manhattan Ave NB/SB

■ 113th St

+22s of
green time

Summary

Project Summary*

- Adds 0.15 miles of bus lanes
- Adds 9,800+ ft² of painted pedestrian space
- Adds one (1) new plaza (slip lane closure)
- Adds 880+ ft² of concrete pedestrian space
- Adds 2+ new street tree pits



**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 2025 Proposal: CB10 and CB11
- 10. June: present draft proposal to CB9**
11. Engineering review and approval
12. Summer 2025: * Tentative* begin Implementation



Manhattan Av. & 113th St.



W. 110th St. & Manhattan Av.

Thank You!

Open Discussion & Questions



NYC DOT



NYC DOT



nyc_dot

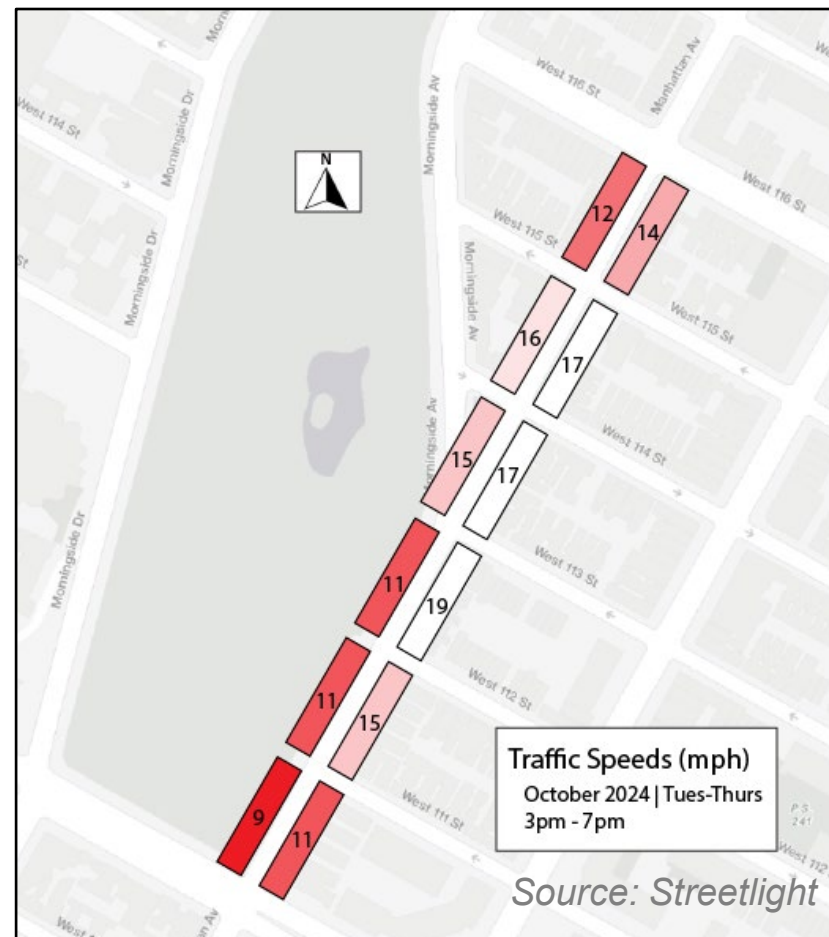


NYC DOT

Appendix

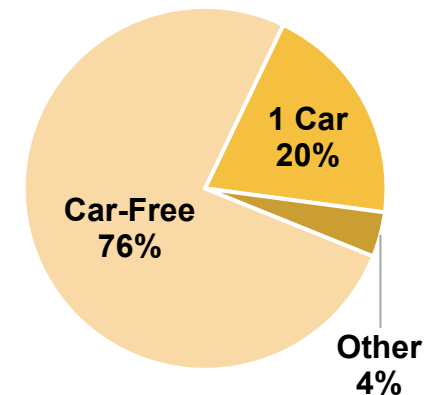
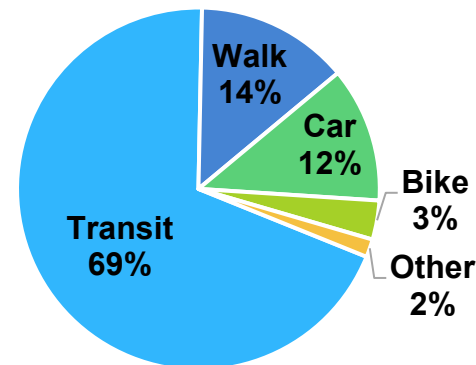
Vehicular Speeds on Manhattan Av.

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



CB9 Study Area: Manhattan Av., Morningside Av. b/n 113th and 114th Sts.

Car Access by Household



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