Agenda

1. Background and Context
2. Proposal
3. Summary/Next Steps
4. Q&A
Background and Context
Why 96th Street?

NYC DOT is proposing bus and safety improvements on 96th St because:

- There are 15,500 average weekday riders on M96 and M106
- During peak hours, M96 is scheduled as frequently as every 3 minutes
- Bus speeds are as low as 4 mph during peak hours on a critical uptown crosstown transit connection
- 391 injuries on the corridor in the past 5 years, including 44 who were killed or severely injured
Demographics

Census Tracts Along 96th St:

- 41,326 Residents
- 74% of households do not have access to a private vehicle
- 68% commute to work via public transit, walking, or biking *
- CB 11 is in a Tier 1 DOT Priority Investment Area (PIA) **
  - PIA is determined by population density, socioeconomic makeup, and level of prior DOT investment
- Citywide, bus rider median annual income is lower than driver’s ($30,000 vs. $47,000) ***

Sources:
* American Community Survey 2021-2017
** NYC Streets Plan Update 2024

Note:
Travel to work percentage does not add up to 100% due to Work From Home
Previous DOT Projects on 96th St

- Columbus Ave Protected Bike Lane (2013)
- 1st Ave Bus and Protected Bike Lanes (2013)
- West End Ave Safety Improvements (2014)
  - Work included safety improvements at 96th St and 97th St
  - Recent additional signal timing improvements made at 96th St to further calm traffic
- 96th St and Broadway Safety Improvements (2014)
- Madison Ave and 96th St Bus and Safety Improvements (2016)
  - Recent follow up adjustments based on field meeting with CIVITAS
- 2nd Ave Bus and Protected Bike Lanes (2016)
- Amsterdam Ave Protected Bike Lane (2016)
- Central Park West Protected Bike Lane (2020)
Connecting the Core

- On May 2, DOT announced new efforts to improve car-free access to and through Manhattan’s Central Business District (CBD).
- This effort prepares for the implementation of congestion pricing by the Metropolitan Transportation Authority (MTA).
- 37 new projects are in development for 2024 and 2025.
M96 Route Description

• M96 runs from 1st Ave to West End Avenue
  – M106 overlaps on the transverse and west side. It also provides service to destinations on 106th St on the east side.

• Major destinations across the corridor:
  – Connections to 1,2,3,6,Q,B,C subway lines
  – Connections to 14 other bus routes
  – Metropolitan Hospital
  – Mt. Sinai Hospital
  – Central Park
  – Schools, shopping areas, houses of worship, doctors’ offices, etc.
96th St Bus Ridership

- Average weekday ridership* on 96th St: 14,900
  - Total M96 + M106 ridership jointly rank 3rd in Manhattan crosstown routes by ridership

- Most riders travel between the East and West Sides.
  - Almost 6,000 people per day ride in each direction through Central Park.

- Buses scheduled every 3 minutes in AM and PM peaks

*Oct 2023 ridership for all M96 and M106 in project area
96th Street Bus Speeds

- Bus speeds are slow throughout the corridor.
- They are especially slow on the East Side, and around Broadway and Amsterdam Ave.

*October 2023 Average Weekday Bus Speeds, PM Peak, MTA
Traffic Safety Data: 2019-2023

- Recent projects have improved safety throughout the corridor, but there are still a high number of crashes on 96th Street.

- Citywide, 96th St is in the top 10% of streets with the most people Killed or Severely Injured (KSI) per mile.

<table>
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<th>Mode</th>
<th>Total Injuries</th>
<th>Severe Injuries</th>
<th>Fatalities</th>
<th>KSI</th>
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<td>14</td>
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<td>Bicyclist</td>
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<td>14</td>
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<td>16</td>
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<td>Motor Vehicle Occupant</td>
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<td>13</td>
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<tr>
<td>Other Motorized</td>
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<td>1</td>
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<td>1</td>
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<tr>
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<td><strong>391</strong></td>
<td><strong>38</strong></td>
<td><strong>6</strong></td>
<td><strong>44</strong></td>
</tr>
</tbody>
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Source: NYPD injury crash data 2019-2023
General Traffic Speeds and Volumes

• General traffic speeds are slower getting across the avenues, and faster through the transverse.
• Volumes are highest going through the transverse.

Project Goals

Improve bus service:
• Prioritize transit in the roadway
• Increase bus speeds and reliability
• Enhance east-west transit connections uptown

Improve safety on the corridor:
• Include pedestrian safety in the design and outreach process
• 96th St corridor design concept is coordinated with DOT’s Bicycle Unit, future east/west routes in the area are under investigation
Proposal
Offset Bus Lane Proposal

An offset bus lane:

- Improves bus speed and reliability
- Allows buses to use bus lane unblocked by parked or standing vehicles
- Maintains curb access for parking, truck loading, and passenger drop-offs/pickups
- Maintains traffic flow for other vehicles
Recent Offset Bus Lane Examples

21st Street, Queens

AM weekday peak bus speeds increased by 10%

Injuries decreased by 8%

Lexington Avenue, Manhattan

PM weekday peak bus speeds increased by 19%

Injuries decreased by 24%
Existing Conditions: 96th St Typical Block

Two general travel lanes in each direction with parking/loading lane at the curb

Buses travel in mixed traffic, creating speed and reliability issues

Parking/loading
Proposed: Typical Offset Bus Lane

Offset bus lanes would be in effect 24 hours, 7 days a week.
Left Turns

- At intersections, left turn bays organize traffic flow and preserve turning movements
- Improves safety by reducing conflict between traffic movements
- Hardened center-line also acts as turn calming tool
- Considering this design at: Central Park West (eastbound), Park Ave (eastbound & westbound), Lexington Ave (westbound), Third Ave (eastbound)
Queue Jump Signals

Project Proposes:

- Queue jump signals allow buses to get a head start to bypass traffic
- Paired with Leading Pedestrian Intervals to improve pedestrian safety
- 3 potential queue jump signals at:
  - 96th St and Central Park West (EB)
  - 97th St and 5th Av (WB)
  - 96th St and 3rd Av (EB+WB)
Pedestrian Safety Improvements

Turn calming treatments would be installed throughout the corridor
96th St, 3rd Ave – 2nd Ave

Project Proposes:

- Offset bus lanes in each direction
- Westbound bus lane has tapered start to allow for vehicle merging
- Eastbound bus lane ends at 2nd Ave
96th St, Lexington Ave – 3rd Ave

Project Proposes:

• Eastbound curbside bus lane, in effect 6am-8pm all days, with parking permitted at other times

• Westbound offset bus lane
96th St and Park Ave

Project Proposes:

- Offset bus lanes in the eastbound direction
- Offset bus lane shifts to curbside bus lane in the westbound direction
- Addition of turn bays to improve traffic flow and safety
96th St, Madison Ave - Park Ave

Project Proposes:

- A westbound curbside bus lane in effect 24/7
- Existing curb regulations are No Parking Anytime or No Standing Anytime, so no parking removal is required
- An offset eastbound bus lane

Double right turn: buses and cars onto Madison Ave
Summary and Next Steps
**Summary**

**Project Proposes:**

- Offset and curbside bus lanes to improve bus speeds and reliability throughout the corridor
- Turn bays to ease congestion at intersections with high turn volumes
- Pedestrian safety improvements throughout the corridor
Next Steps

Spring 2024:
• Present to Community Boards 7, 8, and 11
• Continue project design and analysis

Summer 2024:
• Proposed implementation
• Project monitoring

Fall/Winter 2024
• Continue monitoring
• Study potential additional improvements on the corridor
Thank You!

Questions?