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 and M106 are scheduled as frequently as every 2.5 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

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 *

• On the East Side, 96th Street borders 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 drivers ($30,000 vs. $47,000) ***

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

Note:
Travel to work 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)
- 2nd Ave Bus and Protected Bike Lanes (2016)
- Amsterdam Ave Protected Bike Lane (2016)
- Central Park West Protected Bike Lane (2020)
Connecting to 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 2.5 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>
<thead>
<tr>
<th>Mode</th>
<th>Total Injuries</th>
<th>Severe Injuries</th>
<th>Fatalities</th>
<th>KSI</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pedestrian</td>
<td>94</td>
<td>10</td>
<td>4</td>
<td>14</td>
</tr>
<tr>
<td>Bicyclist</td>
<td>87</td>
<td>14</td>
<td>2</td>
<td>16</td>
</tr>
<tr>
<td>Motor Vehicle Occupant</td>
<td>197</td>
<td>13</td>
<td>0</td>
<td>13</td>
</tr>
<tr>
<td>Other Motorized</td>
<td>13</td>
<td>1</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>391</strong></td>
<td><strong>38</strong></td>
<td><strong>6</strong></td>
<td><strong>44</strong></td>
</tr>
</tbody>
</table>

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.

### Average Weekday Vehicle Speeds, 5-6 PM

- **<8 mph**
- **8-10 mph**
- **10-13 mph**
- **>15 mph**

### Average Weekday Vehicle Volumes, 5-6 PM

- **400-600 veh/hr**
- **600-800 veh/hr**
- **>800 veh/hr**

**Source:** Speeds from INRIX May 2023, Volumes from automated traffic recorders taken January 2019, and May 2023.
**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

96th St
Proposed: Typical Offset Bus Lane

Buses pull to the curb at the bus stops to pick up passengers

Offset bus lanes

Parking/loading

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).
Lengthened Bus Stops

Project Proposes:

- Lengthening three existing bus stops that are significantly below standard length

- 4 potential locations:
  - W 96th St and Amsterdam Ave (eastbound)
  - W 96th St and Columbus Ave (eastbound)
  - W 96th St and Columbus Ave (westbound)
  - Central Park West and W 96th St (westbound)

- Improves bus service by:
  - Allowing both M96 and M106 to access the bus stop at the same time
  - Providing more space for riders to wait for, board, and depart the bus
  - Preventing buses from blocking traffic while waiting to access the bus stop
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
W 96th St: West End Ave - Broadway

Project Proposes:

- Eastbound offset bus lane
- Left turn bay to better organize traffic
Offset Bus Lane and Proposed Eastbound Left Turn Ban:

- Typical offset bus lane design
- Existing left turn volumes are low at this intersection (~2 vehicles / signal cycle)
- Banning the left turn improves pedestrian safety as well as traffic flow through the intersection
W 96th Street and Amsterdam Ave

Proposed Eastbound Left Turn Ban – Alternate Routes:
**W 96th St: Amsterdam Ave – Columbus Ave**

**Project Proposes:**

- Typical offset bus lane design in both directions
W 96th St: Columbus Ave - Central Park West

Project Proposes:

- Offset bus lanes shift to curb at intersections for left turn bay design
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?