

116th Street, Morningside Av. to Pleasant Av.: Bus Priority Review

CB11's Public Safety & Transportation Committee

March 2025



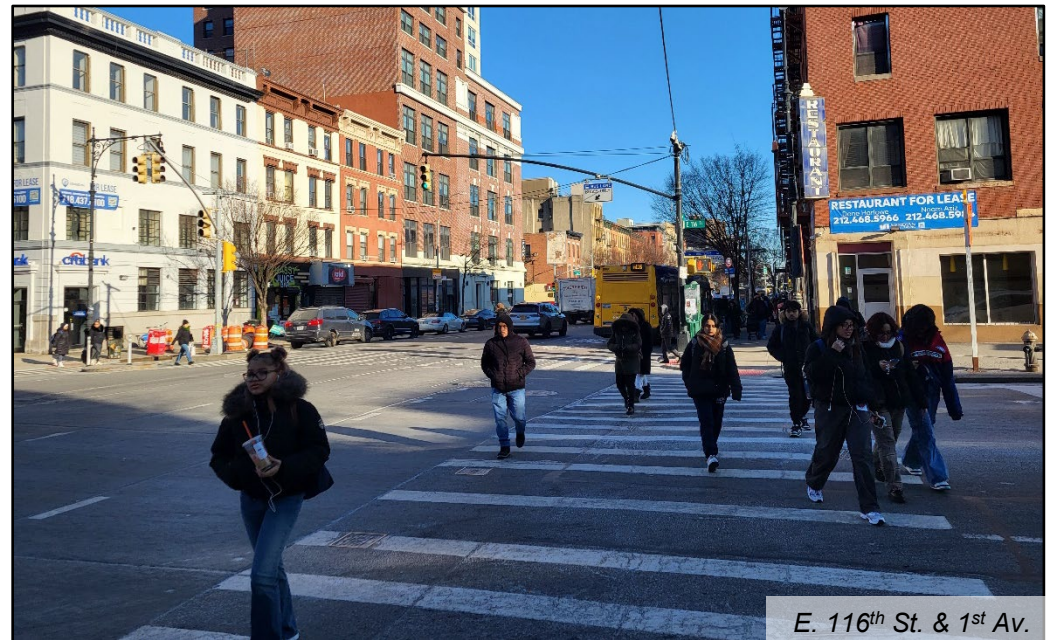
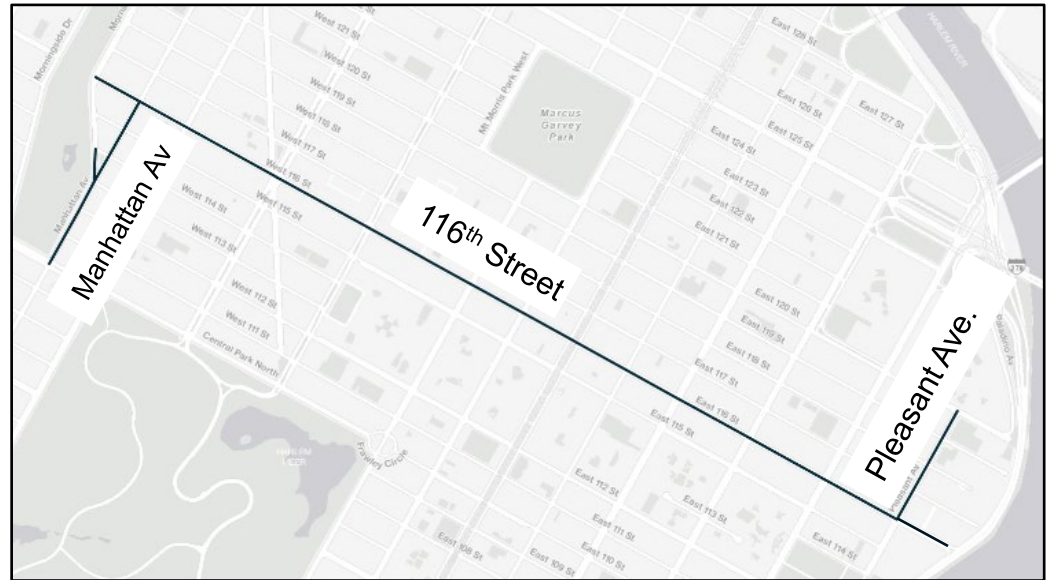
Table of Contents

1. Introduction & Background
2. Existing Conditions
3. Toolkit
4. Next Steps
5. Discussion & Feedback

Introduction & Background

Why 116th Street?

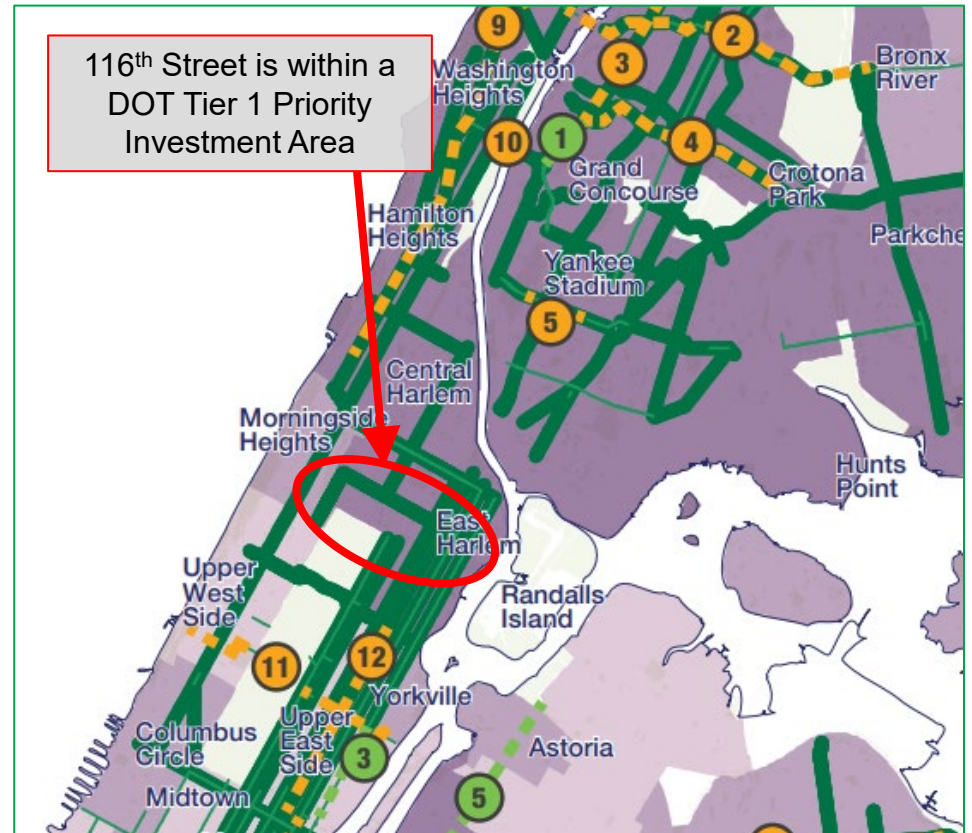
- Study area: 116th St., Manhattan Av., Pleasant Av., and Morningside Av. between 114th St. & 113th St.
 - Total: 2.2 miles
- Over 65,000+ daily bus passengers across 10 bus routes:
 - M3, M7, M102, M116, BxM1, BxM6, BxM7, BxM8, BxM9, BxM11
- Critical crosstown service with connections to **2 3 6 B C** and seven different bus routes



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



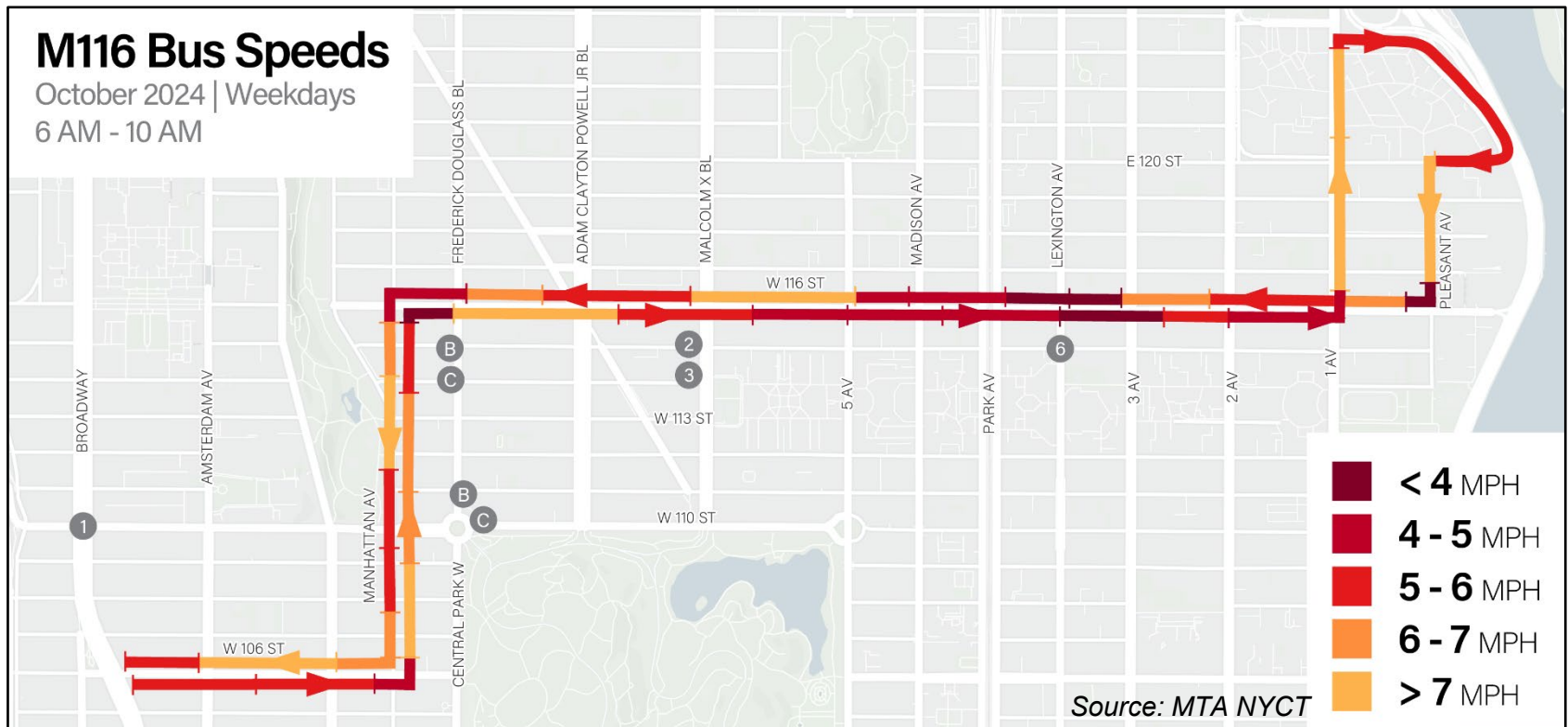
Work to Date



- 117th Street Curb Extension, 2022
 - Planter delivery/hardening scheduled for early April 2025
- 3rd Avenue, E. 96th to 128th Streets: 2025 Complete Street Proposal

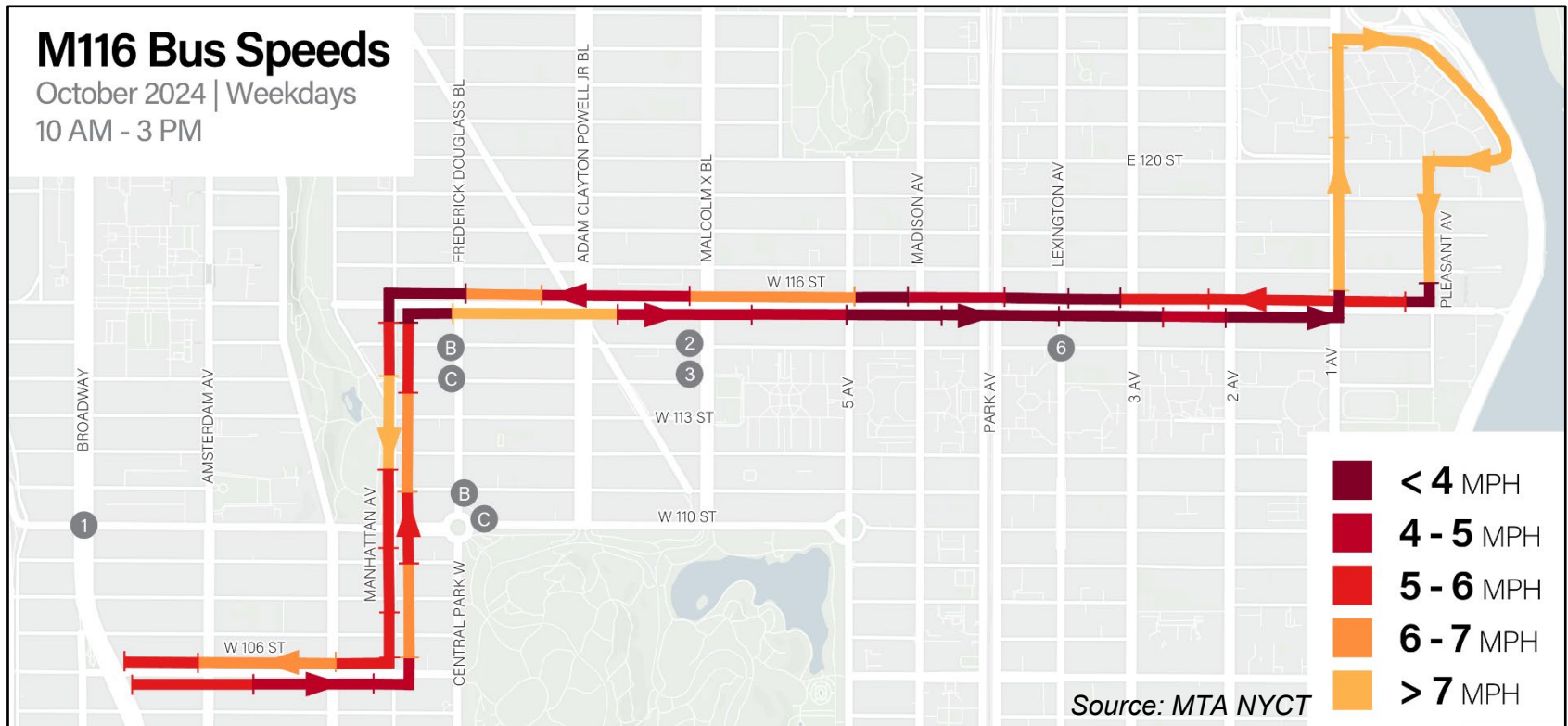
Bus Speeds – AM

- 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



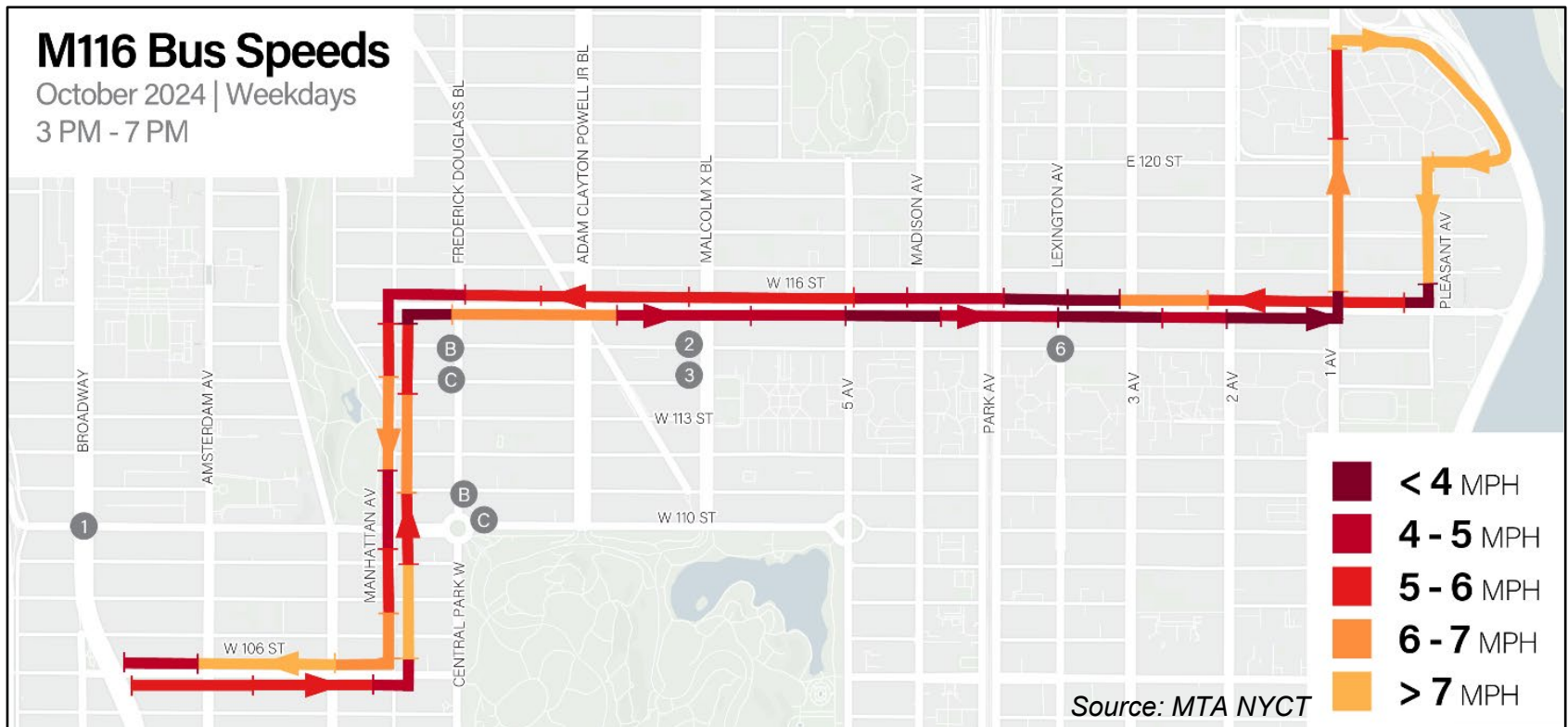
Bus Speeds – Mid-Day

- 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



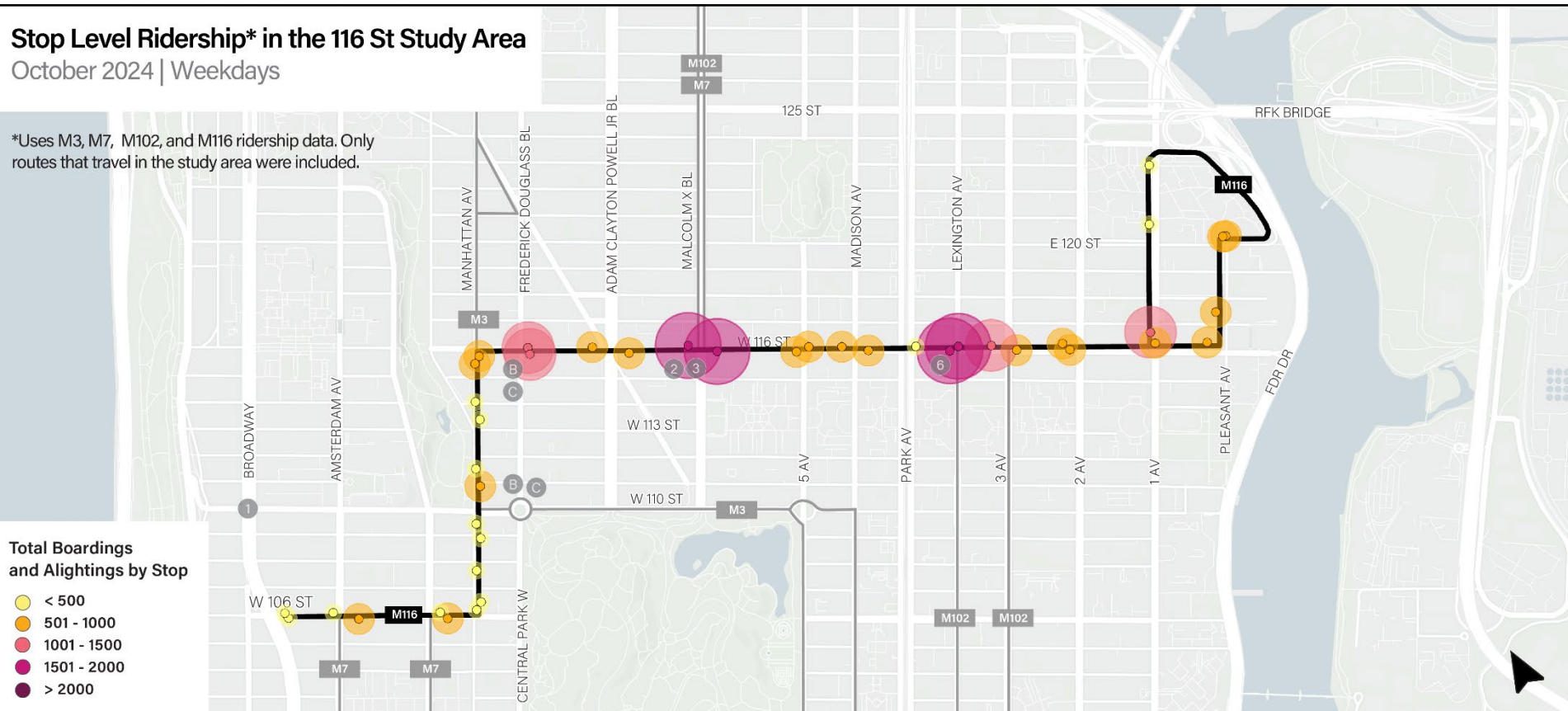
Daily Bus Stop Usage in 116th Street Study Area

- Stops near subway and local bus connections are the most heavily used
 - Combined daily ridership of M3, M7, M102 and M116

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.



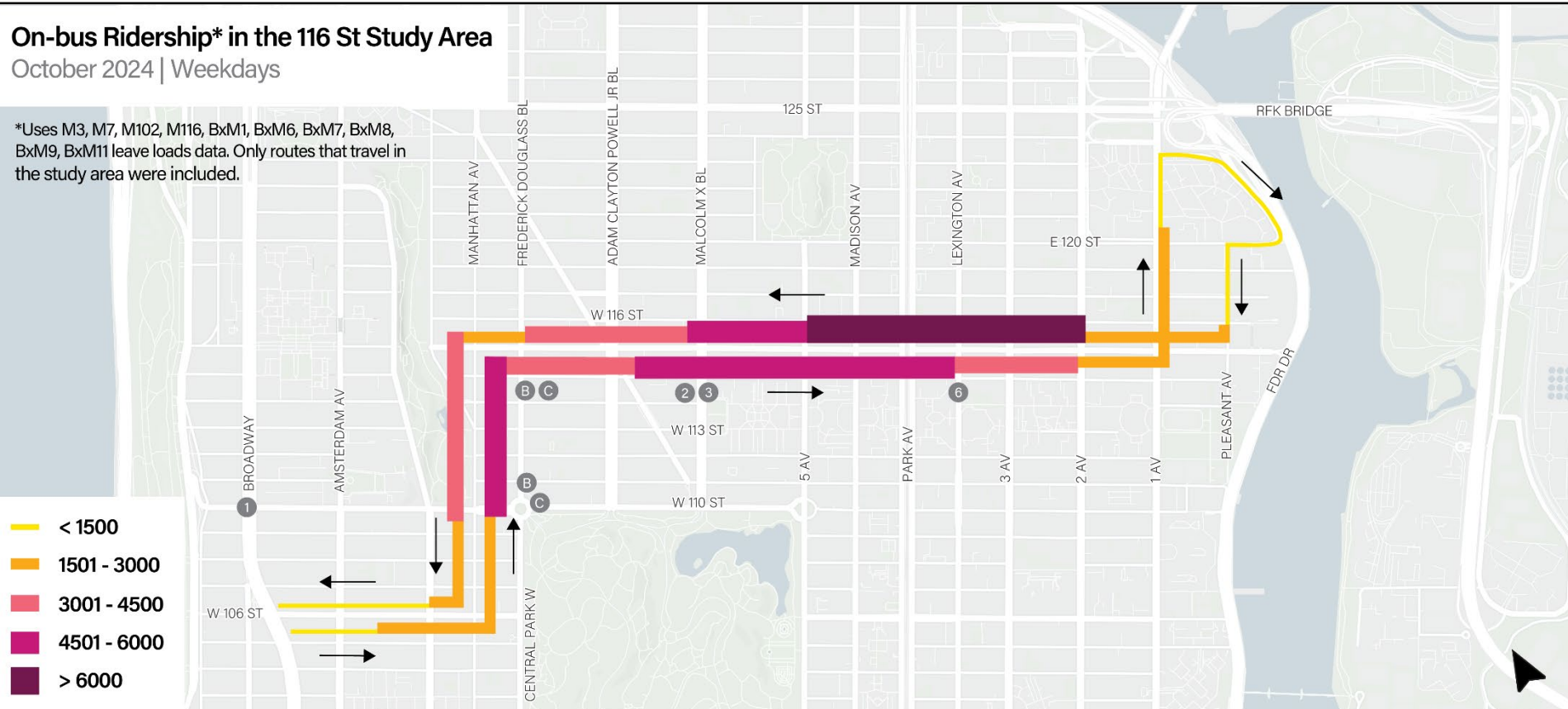
Daily On-Bus Ridership in 116th Street Study Area

- High ridership across 10 bus routes that use much of the study area
 - Combined daily ridership of M3, M7, M102, M116, BxM1, BxM6, BxM7, BxM8, BxM9, BxM11

On-bus Ridership* in the 116 St Study Area

October 2024 | Weekdays

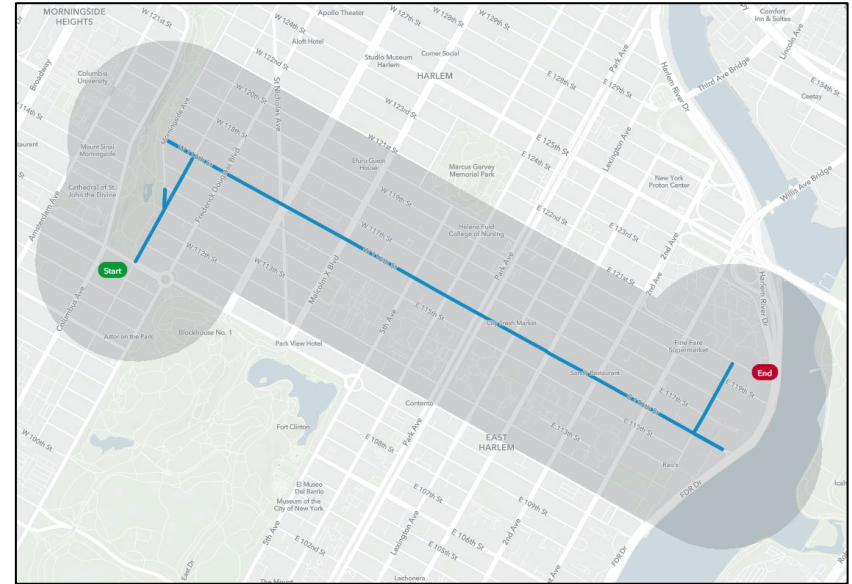
*Uses M3, M7, M102, M116, BxM1, BxM6, BxM7, BxM8, BxM9, BxM11 leave loads data. Only routes that travel in the study area were included.



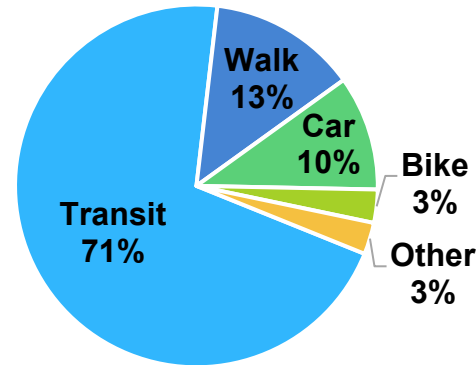
Community Demographics

Study Area: 116th St., Manhattan Av., Pleasant Av., Morningside Av. Slip Lane

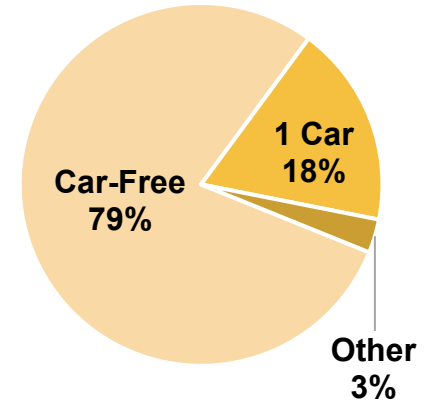
- 91,400 residents within ¼ mile
- 79% of households are car-free
 - Above city average of 55%
- 87% commute to work via public transit, walking, or biking
 - Above city average of 71%
- Priority Youth Injury Area & Senior Area
- Truck Route from Adam Clayton Powell Jr. Blvd. to 1st Av.



Travel to Work



Car Access by Household



Source: 2022 American Community Survey

Safety

- From 2019-2023, 573 people were injured in crashes in the study area
 - Average of more than 2 injuries every week
 - 34 people severely injured
 - 4 people were killed
- Vision Zero Priority Corridor, VZP Zone (between Malcolm X Blvd. and 3rd Av.), with three VZP Intersections:
 - Malcolm X Blvd. & W. 116th St.
 - Lexington Av. & E. 116th St.
 - 1st Av. and E. 116th St.
- Study area ranks top 10% most dangerous corridors in Manhattan with 17.6 people killed or severely injured per mile



E. 116th St. and Lexington Av.

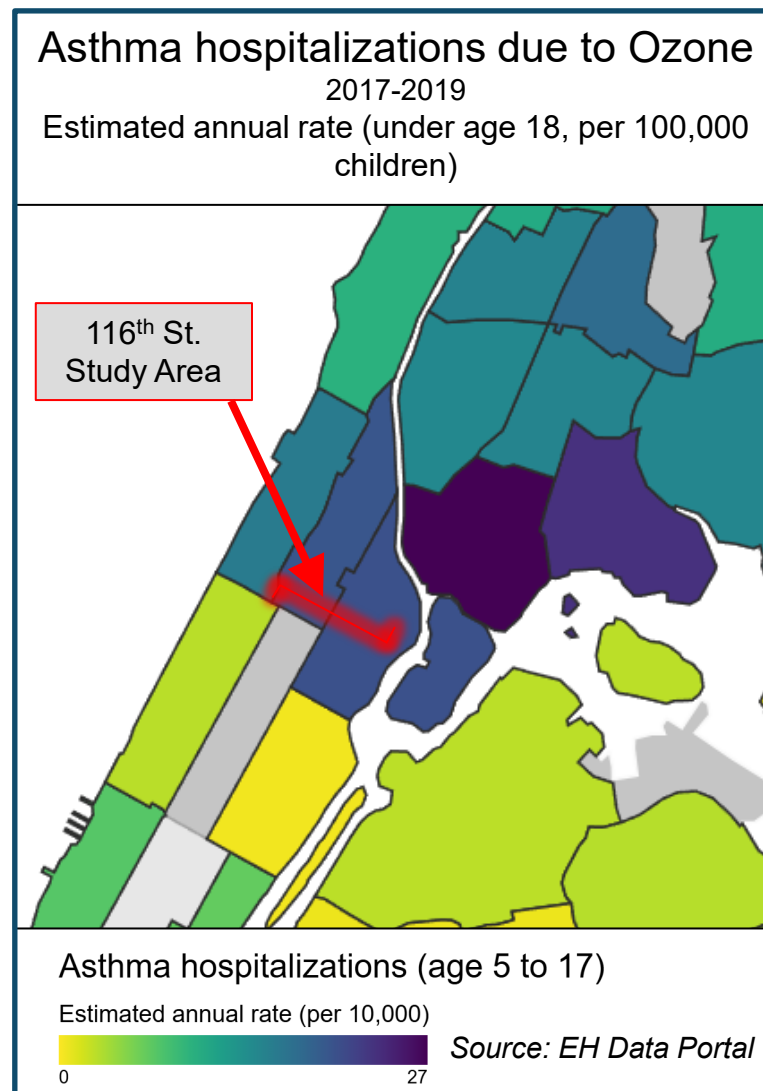
Study Area Injury Summary
2019-2023 (5 years)

	Total Injuries	Severe Injuries	Fatalities	KSI
Pedestrian	139	9	3	12
Bicyclists	107	8	0	8
Motor Vehicle Occupant	305	16	1	17
Other Motorized	22	1	0	1
Total	573	34	4	38

KSI = Killed or Severely Injured. Source: NYC DOT

Public Health and Air Quality

- Residents in neighborhoods near 116th St. have high rates of asthma, diabetes, and heart disease, in part due to exposure to vehicular pollution.
- Increased transit use can contribute to improved air quality by reducing reliance on personal vehicles and decreasing associated exhaust pollution.
- Research shows that transit may promote social connection and lower rates of depressive symptoms in older adults, and that transit is linked to increased walking.



Goals, Existing Conditions & Challenges

Goals:

- Make bus service fast, reliable and on-time
- Make corridor safer to walk & drive
- Ensure access to businesses

Existing Conditions & Challenges:

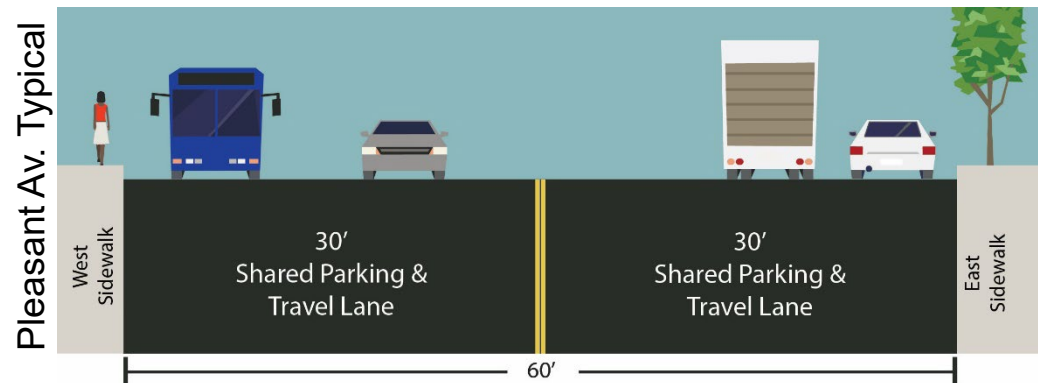
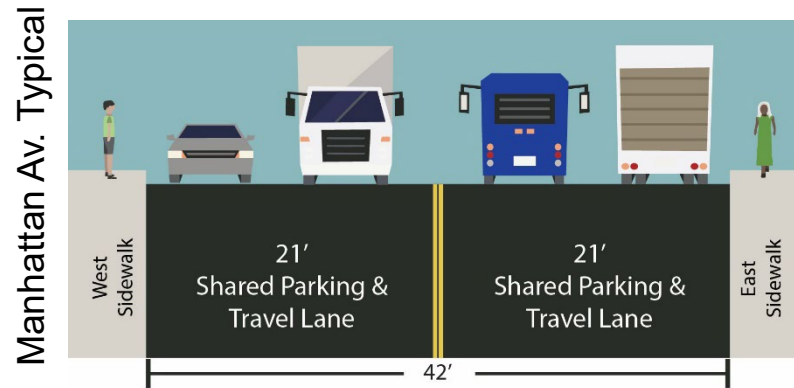
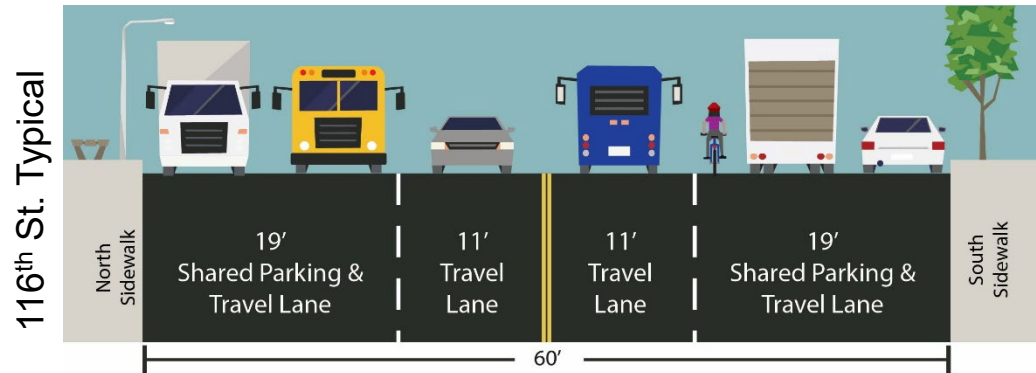
- Traffic congestion
- Double parking & vehicle access needs



Existing Conditions

Existing Roadway

- 116th St. is 60' wide, curb to curb
 - Each direction has a travel lane and a combined travel/parking lane.
- Manhattan Av. is 42' wide, curb to curb
 - Each direction has one (1) combined travel/parking lane
- Pleasant Av. is 60' wide, curb to curb
 - Each direction has a combined travel/parking lane
 - The block b/n E. 119th & 120th Sts. has a standard 5' bike lane in both directions



Toolkit

Transit Toolkit



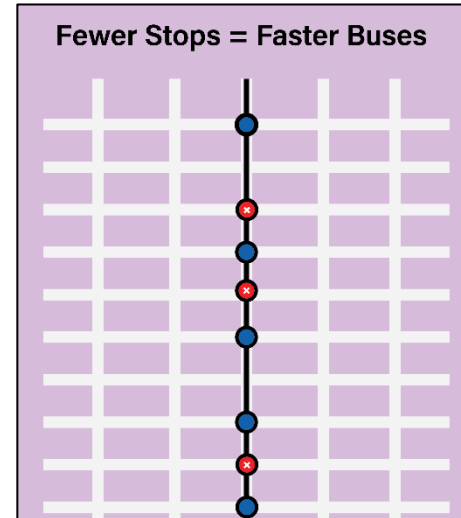
Woodhaven Blvd, QN



Hylan Blvd, SI



Broadway, QN



Improve Stop Spacing

Bus Stop Toolkit



Leaning Bars

© NYC DOT

Nostrand Av, BK



Benches

86th St, MN



Physical Accessibility

© NYC DOT

Hylan Blvd, SI



Bus Boarders

Utica Av, BK

Pedestrian Safety Toolkit



Fordham Rd, BX



Park Av., MN



97th Pl., QNS



Southern Blvd., BX

Parking Toolkit

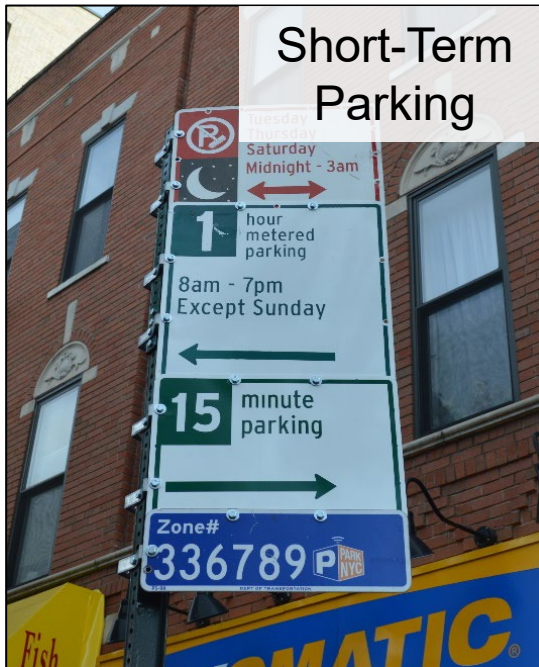
Parking Meters



Truck Loading Zones



Short-Term Parking



No Parking/No Standing



Other Tools

- Traffic signal timing
- Transit Signal Priority (TSP)
- Bus lane camera enforcement
 - DOT stationary cameras
 - MTA on-bus cameras (ACE)
- Tree pits & streetscape improvements
- Automated Pedestrian Signals (APS)
- DOT Art



Next Steps

Next Steps

(Note: all dates are tentative estimates)

- February/March 2025
 - Community Boards 9, 10, & 11: Discuss existing conditions, needs & wants
 - Feedback will help shape DOT's draft proposal
 - Site visits & data collection
- Winter/Spring 2025:
 - Continue public outreach w/ CBs 9, 10 & 11, elected officials and other stakeholders
 - Conduct traffic analysis
 - Develop & share draft plans; feedback will help refine proposal
 - Share refined plan
- Potential Implementation in Summer/Fall 2025



Pleasant Ave. & E. 117th St.

Discussion

Discussion & Feedback

- How does 116th St. operate right now? What works & doesn't work? Are there any problematic locations or conditions?
- What additional stakeholders are along this corridor?



Thank You!

Questions?



NYC DOT



NYC DOT



nyc_dot



NYC DOT

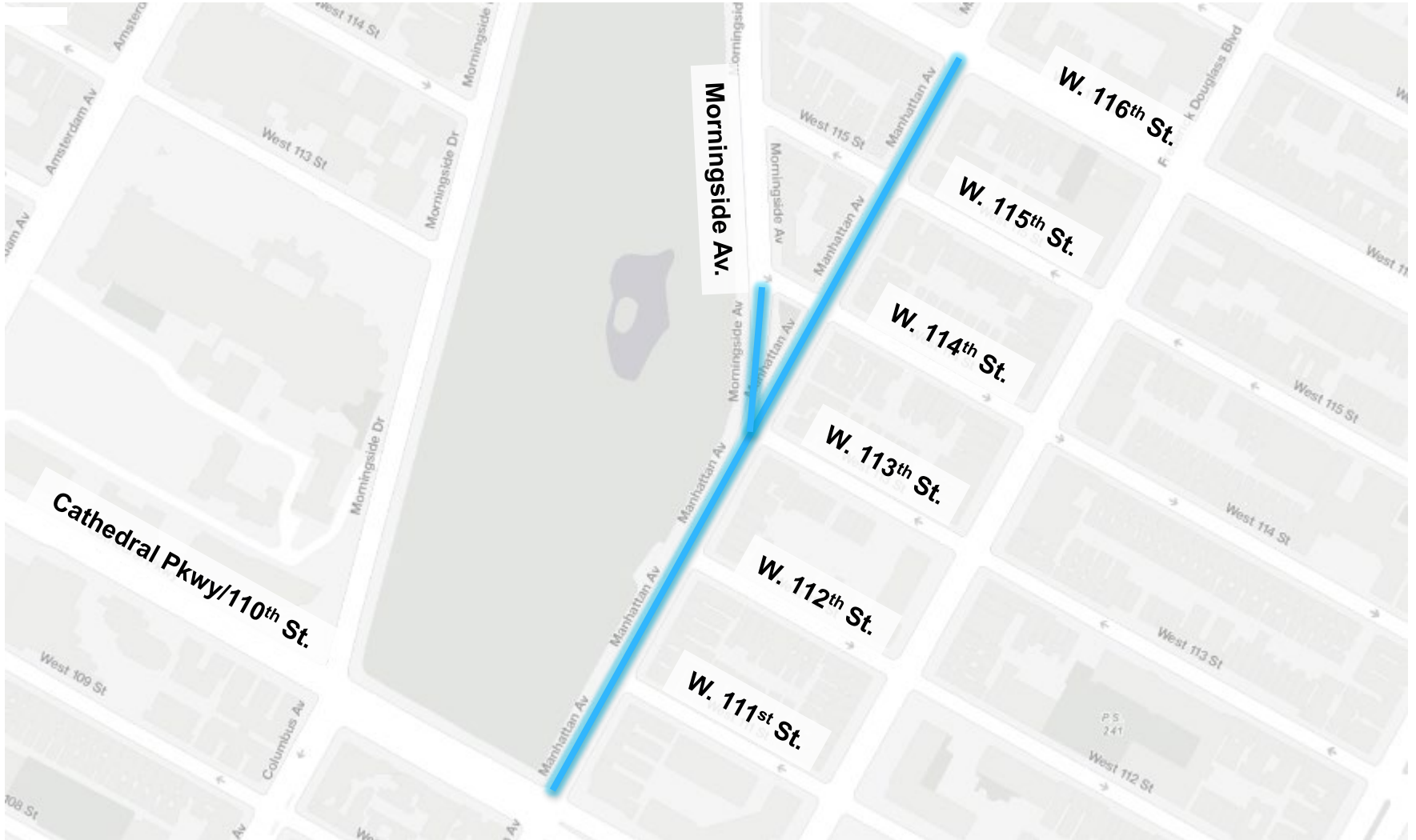
Appendix

Bus Map

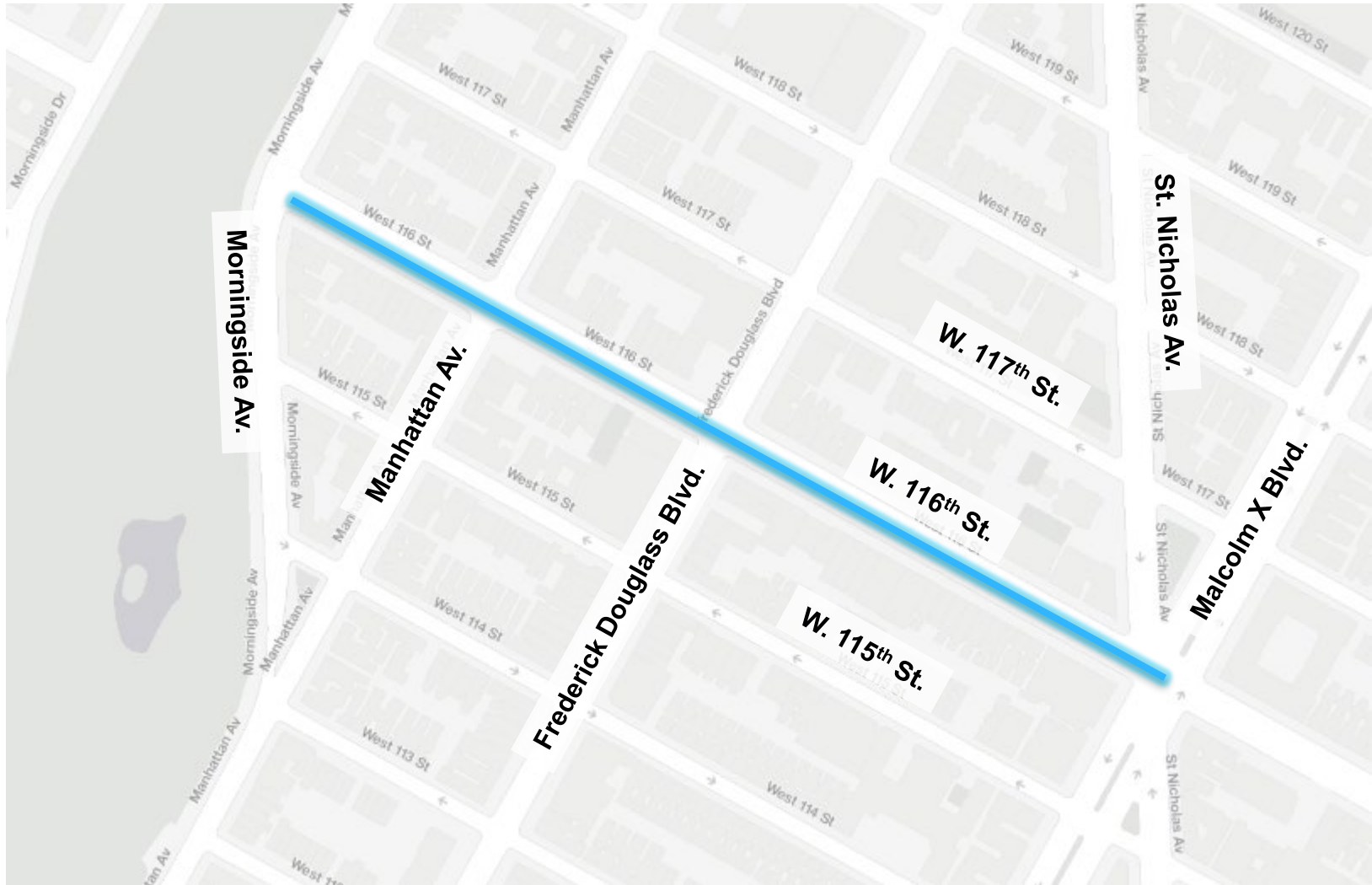
Local and Express Routes



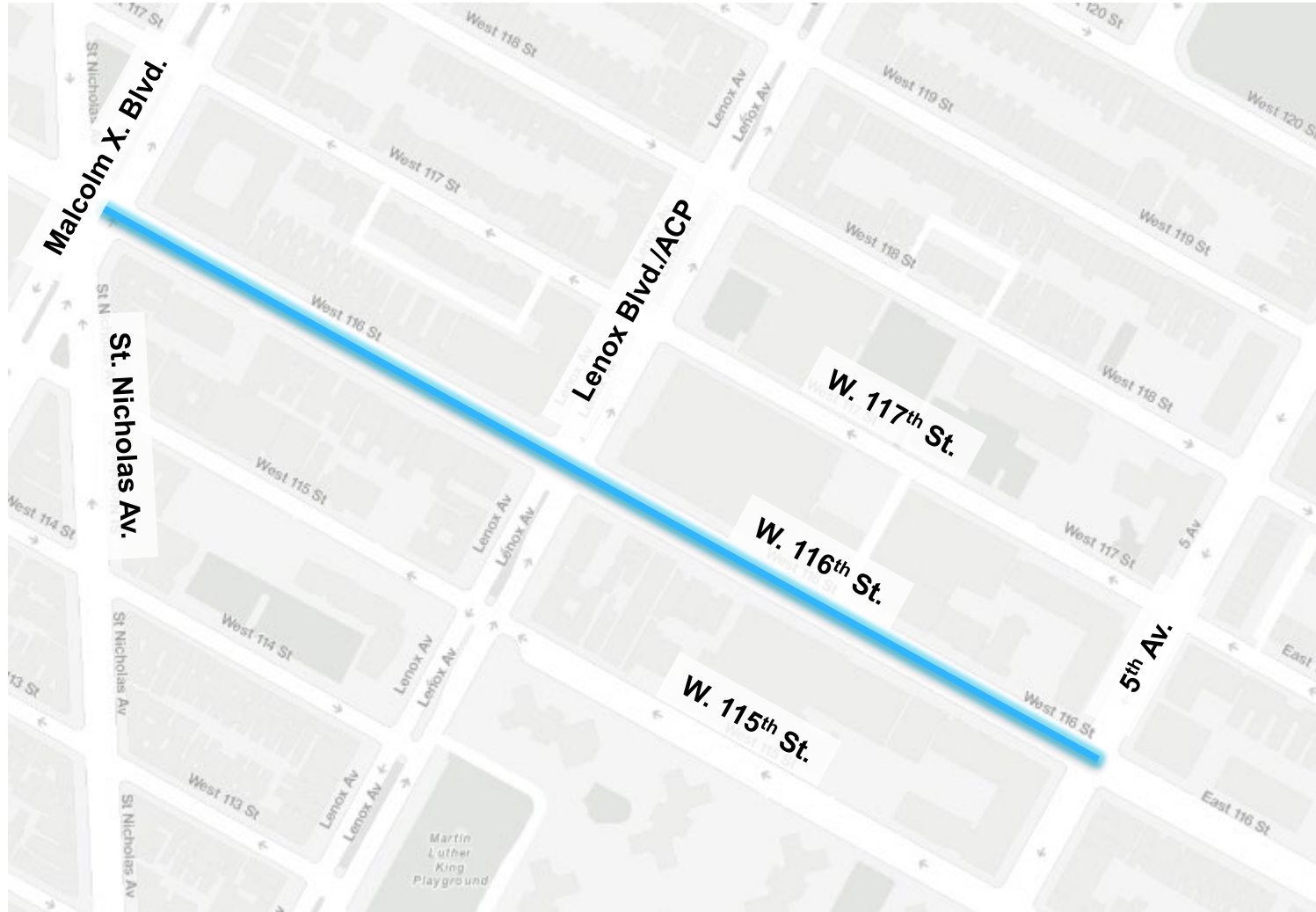
Section 1: Manhattan Av., 110th to 116th Sts.



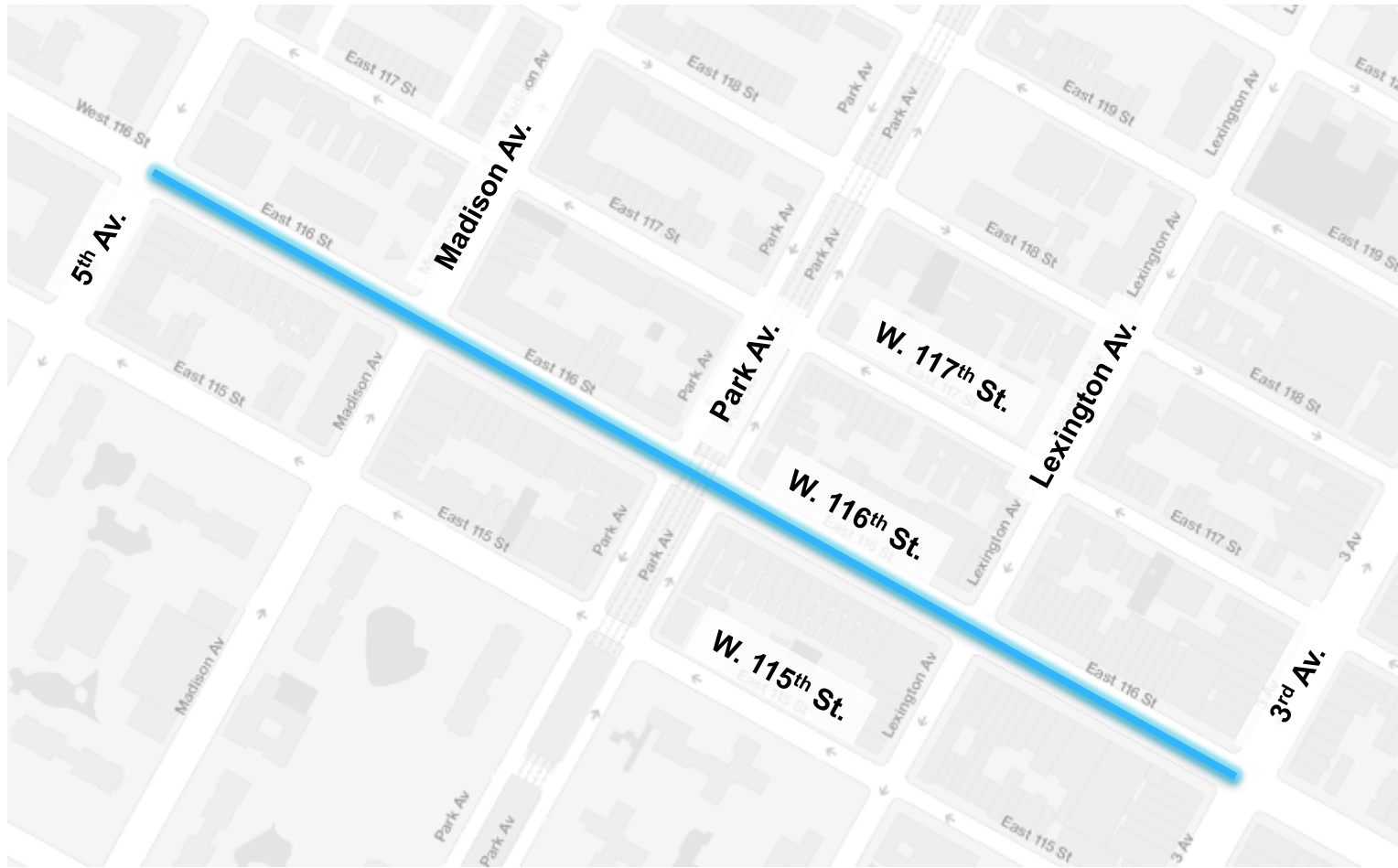
Section 2: 116th St., Morningside Av. to Malcolm X Blvd.



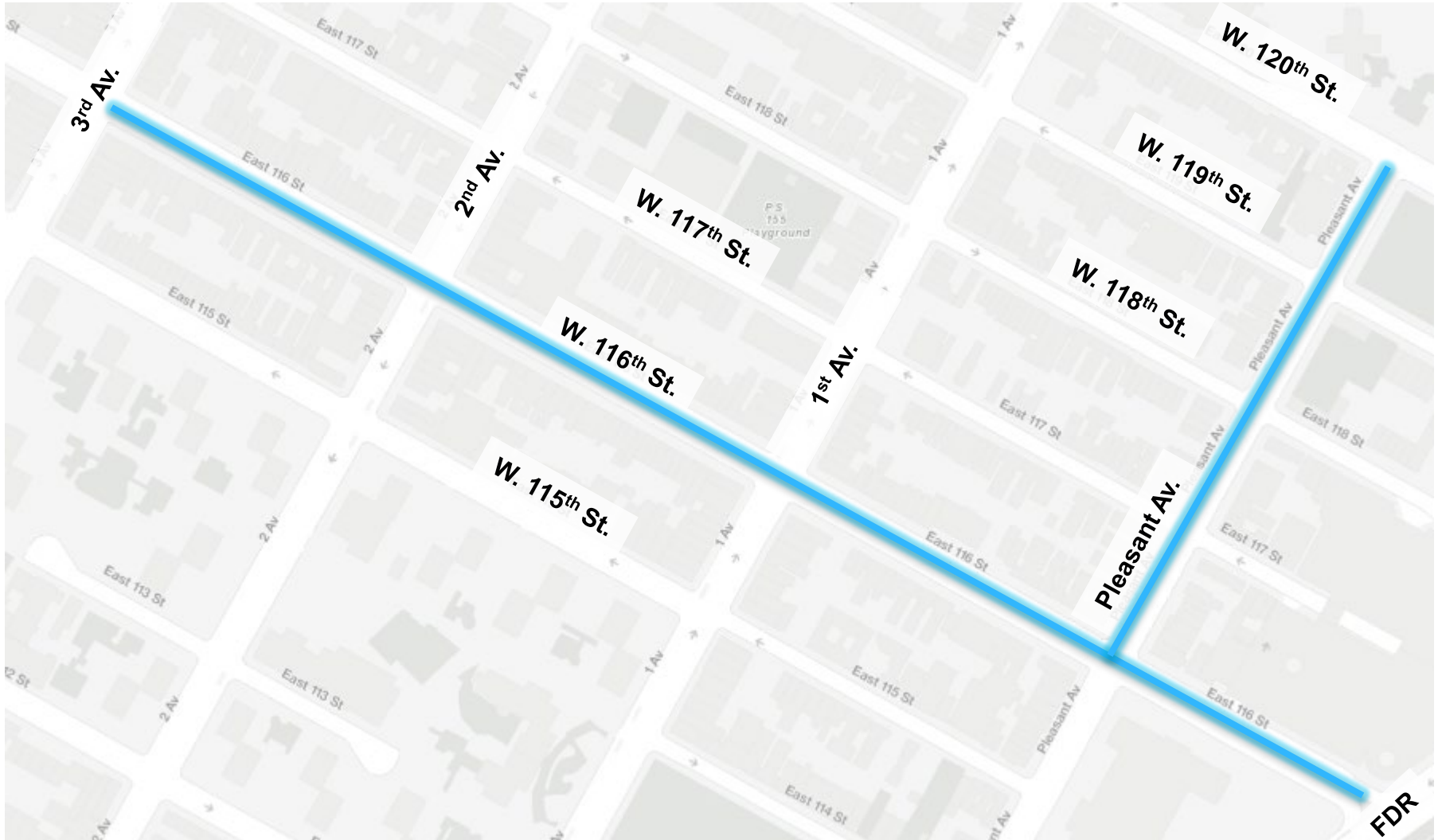
Section 3: 116th St., Malcolm X Blvd. to 5th Av.



Section 4: 116th St., 5th Av. to 3rd Av.



Section 5: 116th St., 3rd Av to FDR, Pleasant Av. 120th to 116th St.



Full Corridor

