

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

Community Board 9's Uniform Services & Transportation Committee

February 2025



Table of Contents

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

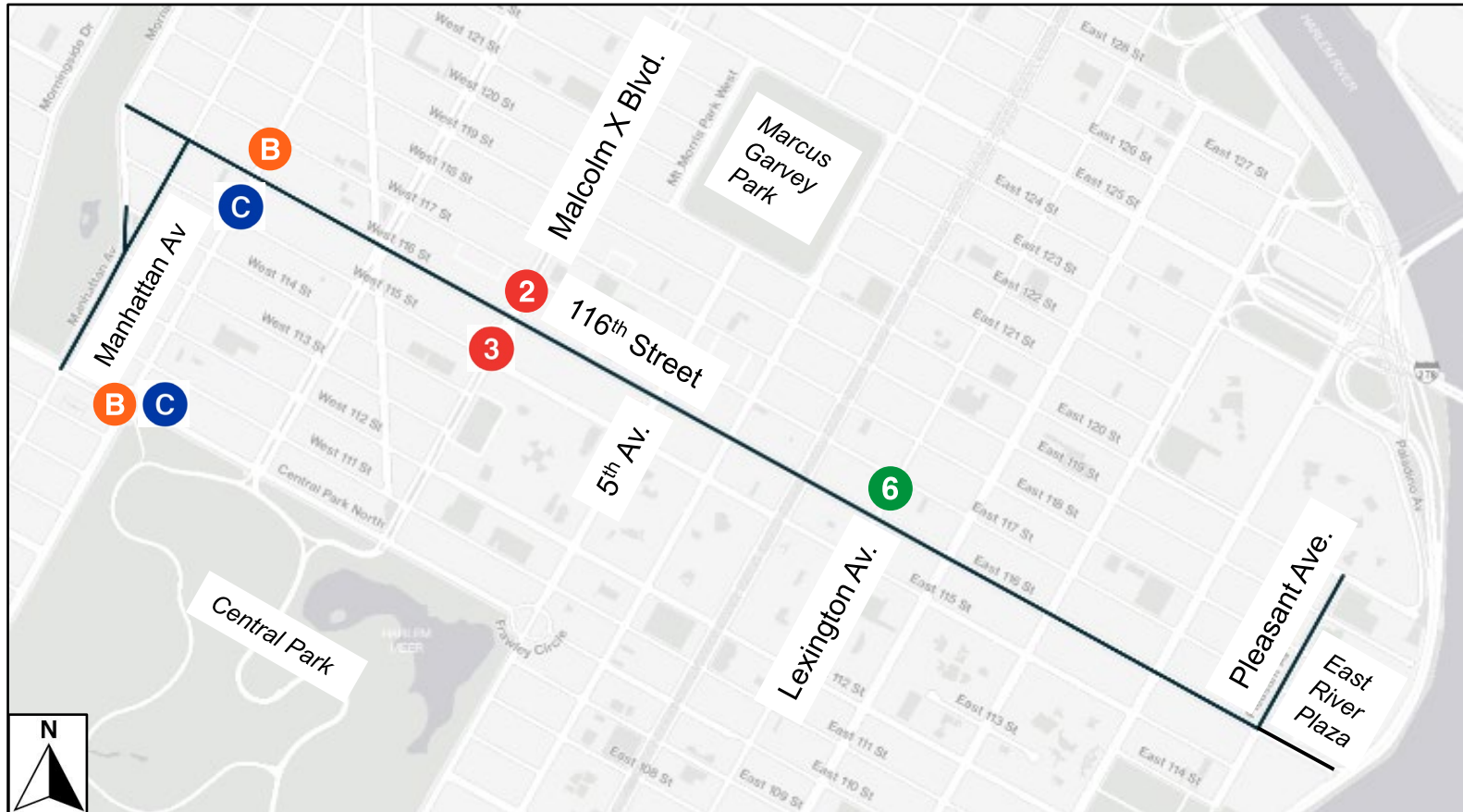
Introduction & Background

Why 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 3 bus routes:
 - M3, M7, M116
- Critical crosstown bus service with connections to **B** **C**
- Neighborhood roadway connection between Harlem and Upper West Side
- Supports overall goals to improve bus speeds and pedestrian safety



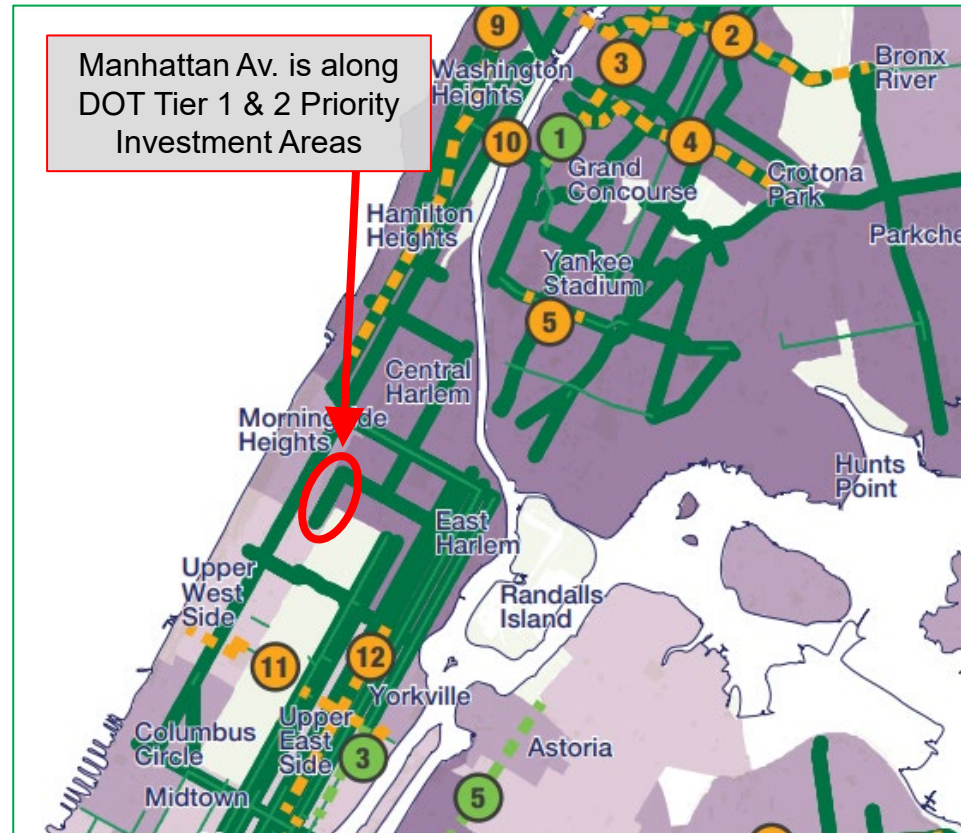
Greater Study Area



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



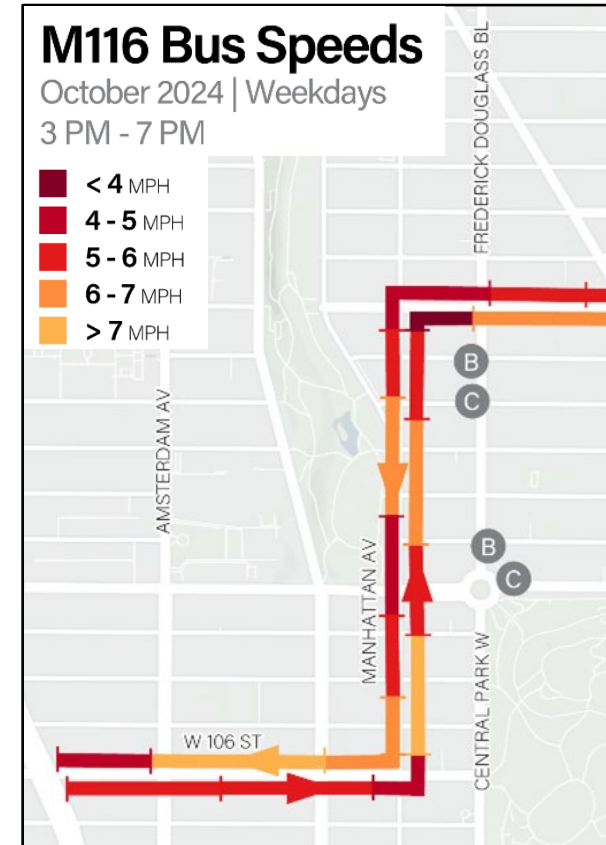
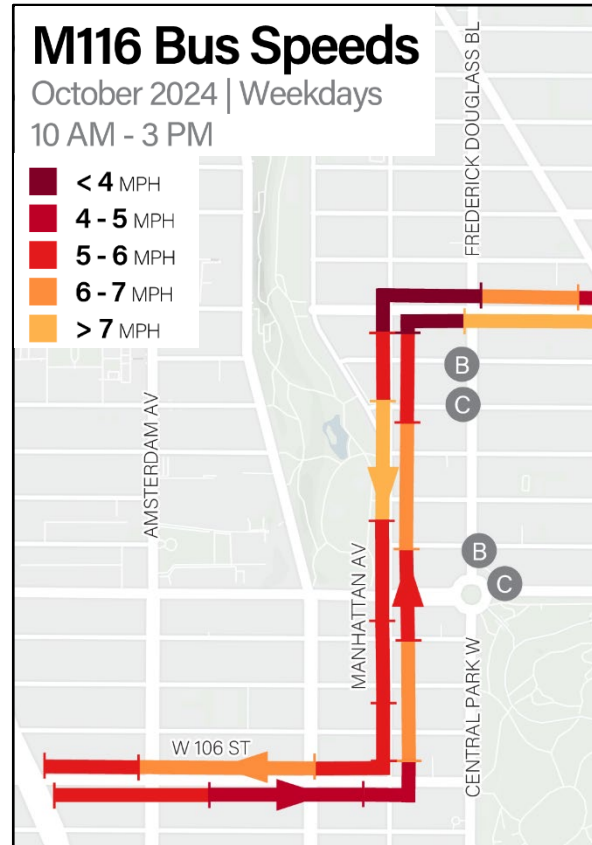
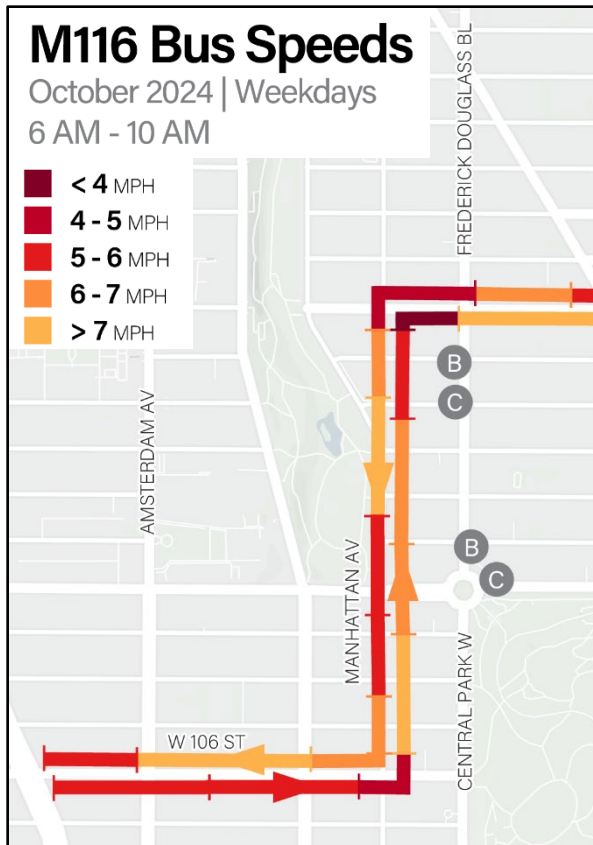
Work to Date

- Morningside Av. Vision Zero Pedestrian Project, 2014
 - Pedestrian Islands
 - Left Turn Lanes
 - Stop Signs
 - Signal Infrastructure
 - Crosswalks
 - 40% reduction of pedestrian injuries after implementation



Bus Speeds

- Slow and unreliable bus service
- Buses move slowly all day, **less than 5 mph** in some segments
- Traffic congestion and double-parking cause slowdowns



Source: MTA NYCT

Bus Ridership near Manhattan Av.

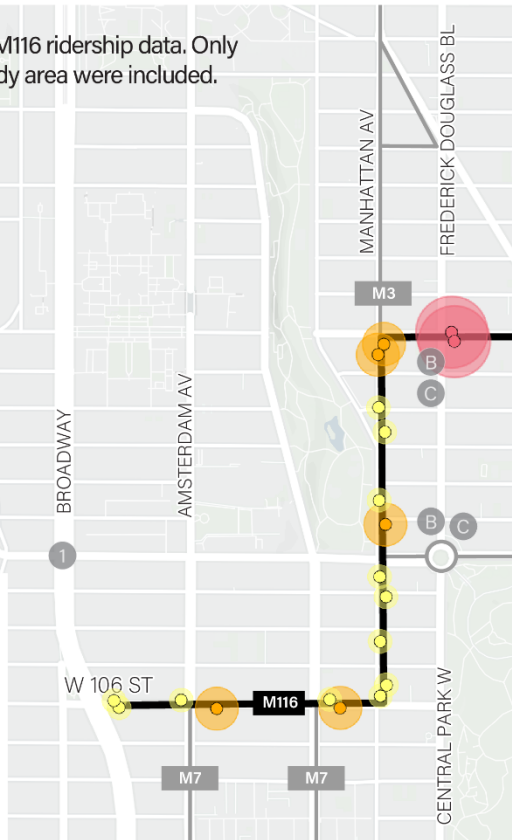
Stop Level Ridership* in the 116 St Study Area

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

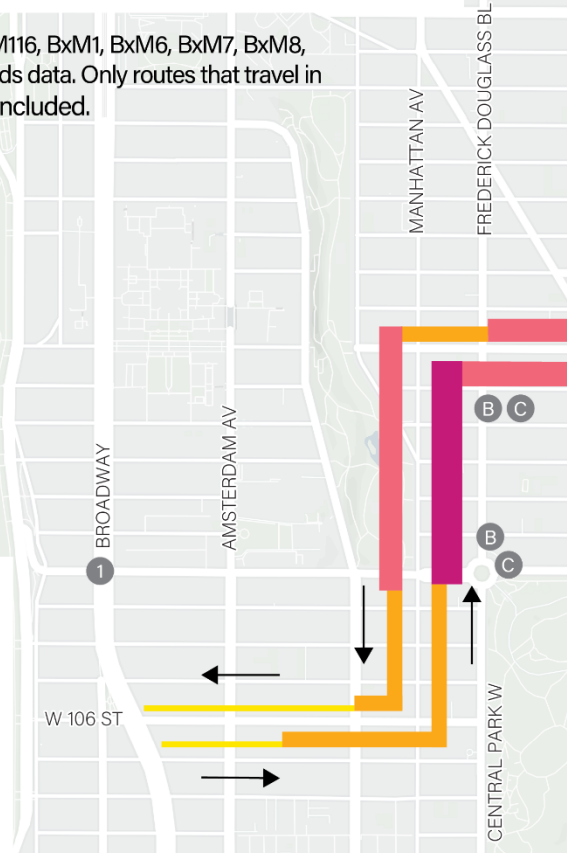


On-bus Ridership* in the 116 St Study Area

October 2024 | Weekdays

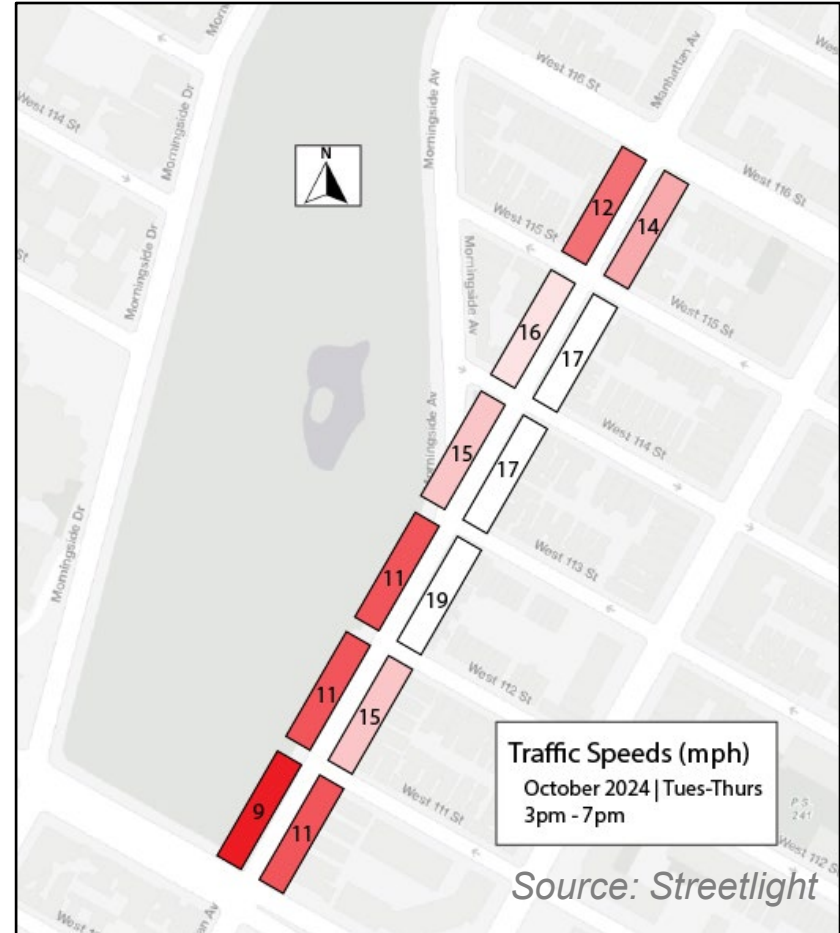
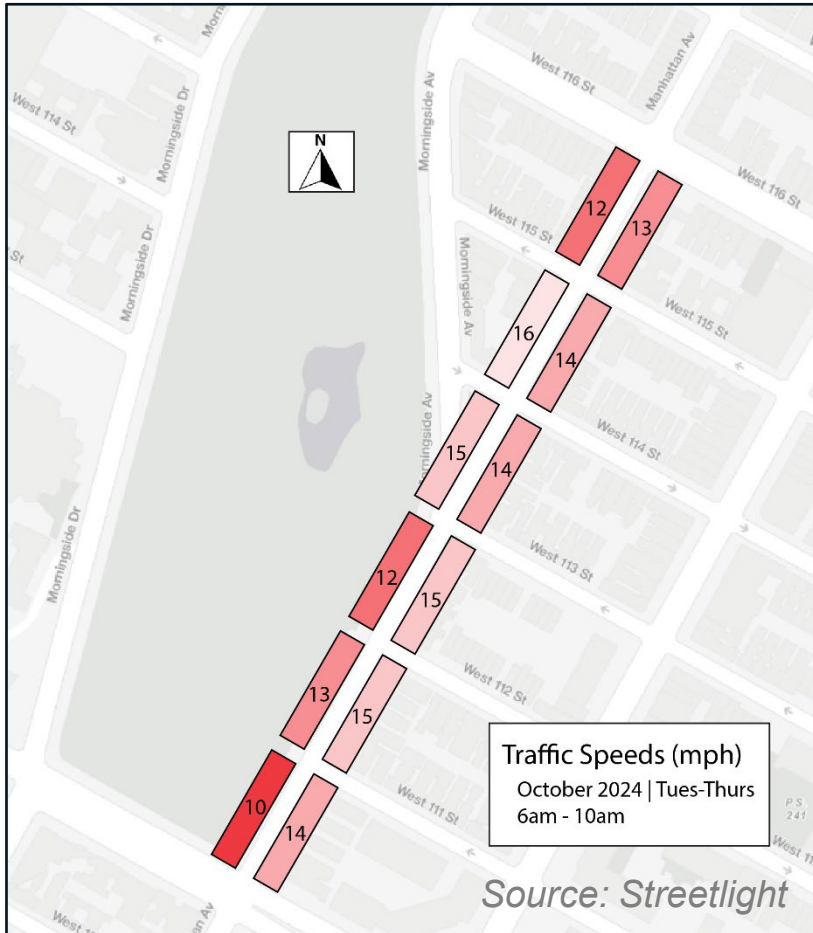
*Uses M3, M7, M102, M116, BxM1, BxM6, BxM7, BxM8, BxM9, BxM11 leave loads data. Only routes that travel in the study area were included.

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



Vehicular Speeds on Manhattan Av.

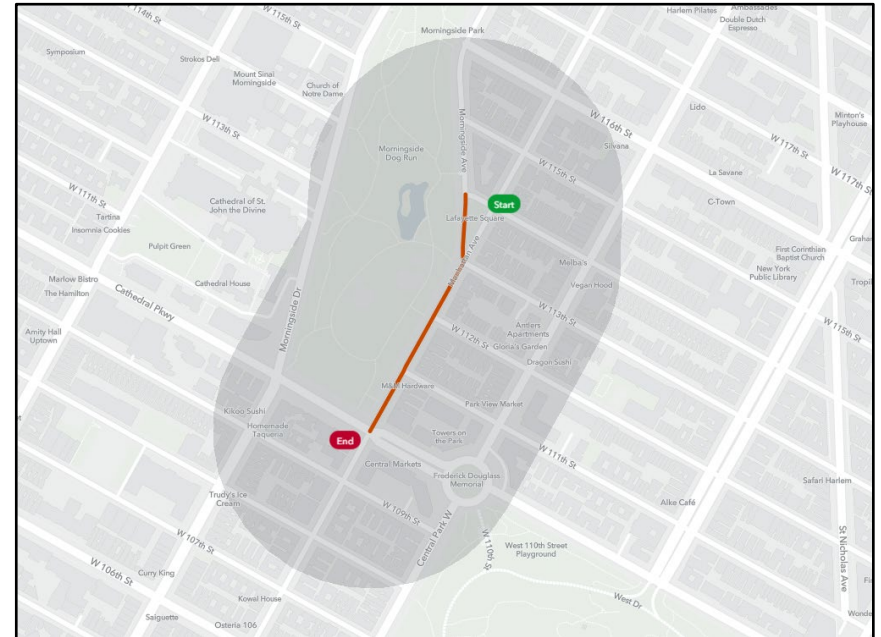
- Slow speeds near 116th Street and between 110th and 113th Streets



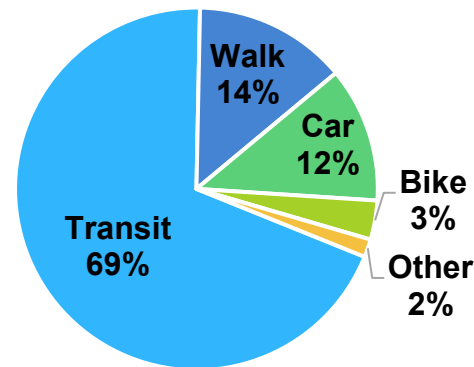
Demographics

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

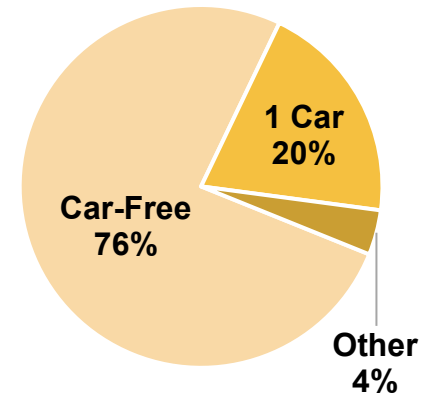
- 10,400 residents within 1/8 mile
- 76% of households are car-free
 - Above city average of 55%
- 86% commute to work via public transit, walking, or biking
 - Above city average of 71%



Travel to Work



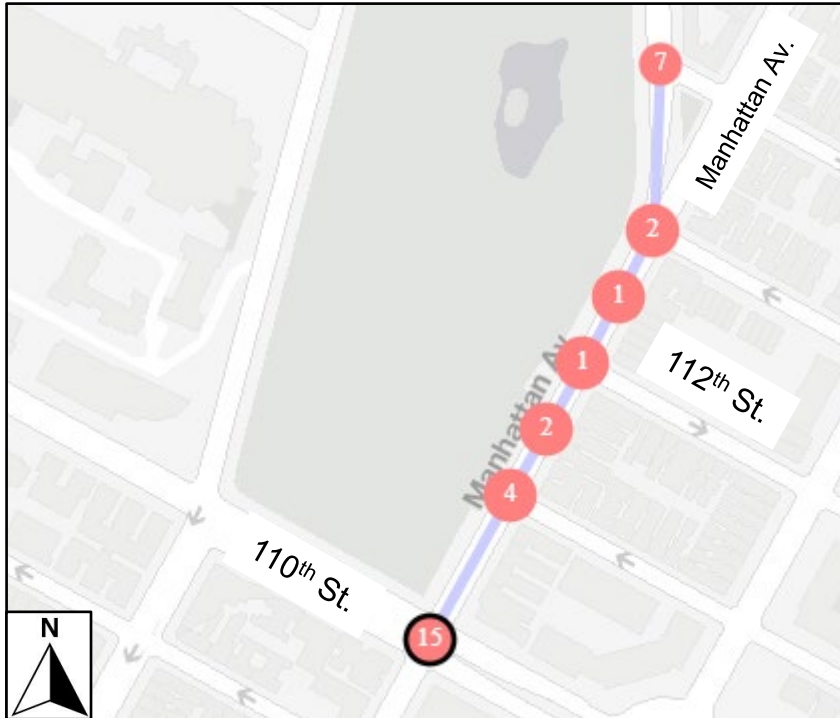
Car Access by Household



Source: 2022 American Community Survey

Safety

- From 2019-2023, 32 people were injured in crashes in the study area
 - 3 people severely injured



W. 115th St. and Manhattan Av.

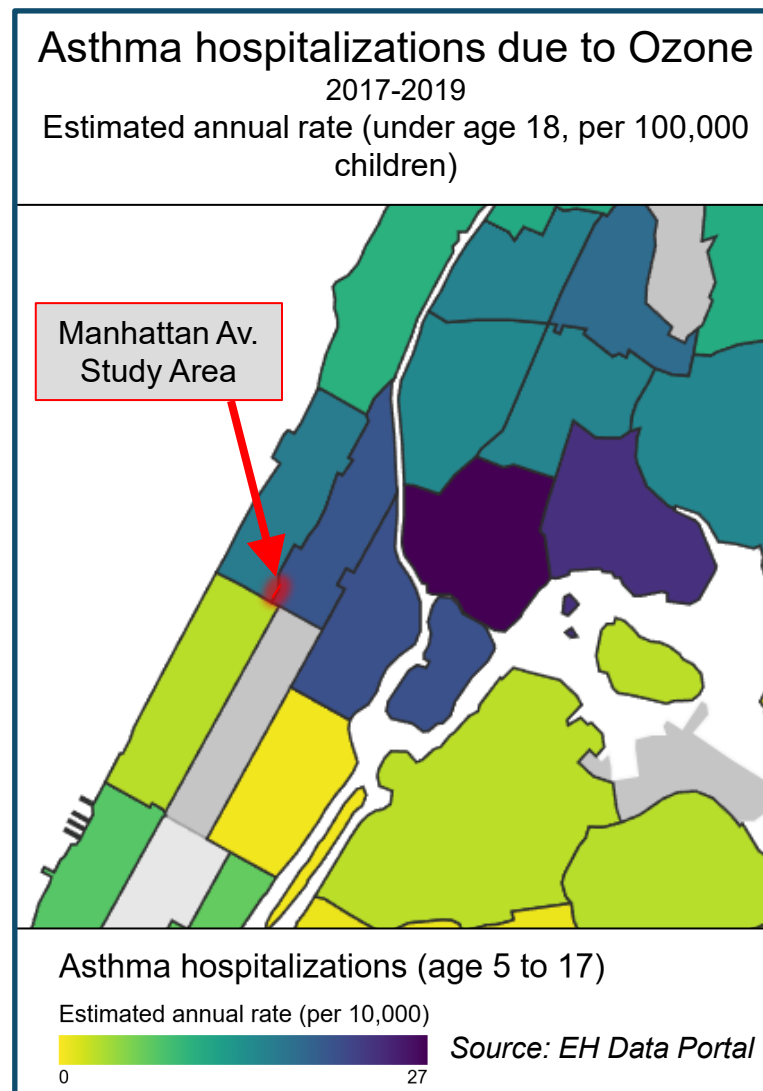
Study Area Injury Summary
2019-2023 (5 years)

| | Total Injuries | Severe Injuries | Fatalities | KSI |
|------------------------|----------------|-----------------|------------|----------|
| Pedestrian | 7 | 0 | 0 | 0 |
| Bicyclists | 10 | 2 | 0 | 2 |
| Motor Vehicle Occupant | 14 | 1 | 0 | 1 |
| Other Motorized | 1 | 0 | 0 | 0 |
| Total | 32 | 3 | 0 | 3 |

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.



Vision & Challenges

Vision:

- Make bus service fast, reliable and on-time
- Make corridor safer to walk & drive
- Ensure access for residences
- Add commercial vehicle loading
- Explore expansion of programmable space

Challenges:

- Traffic congestion
- Double parking & vehicle access needs
- Circulation needs

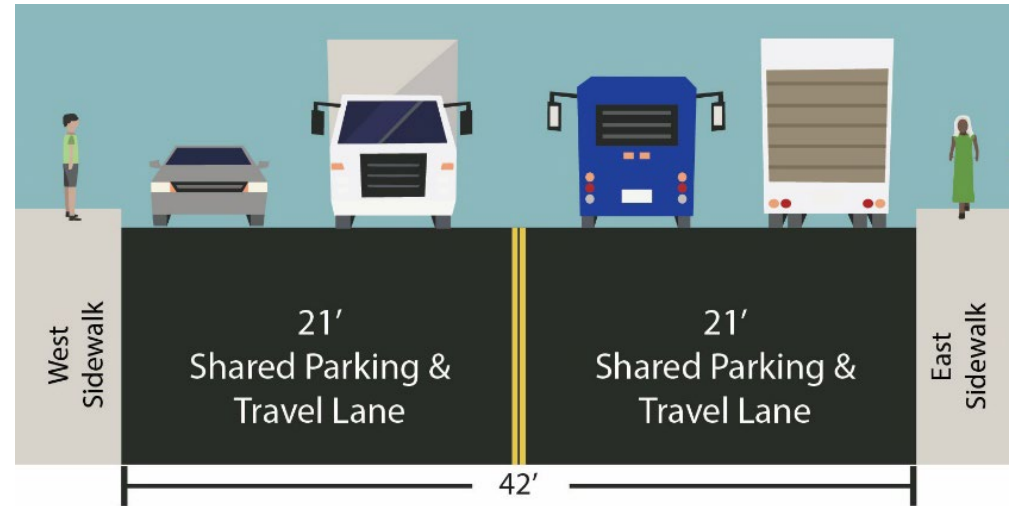


Existing Conditions

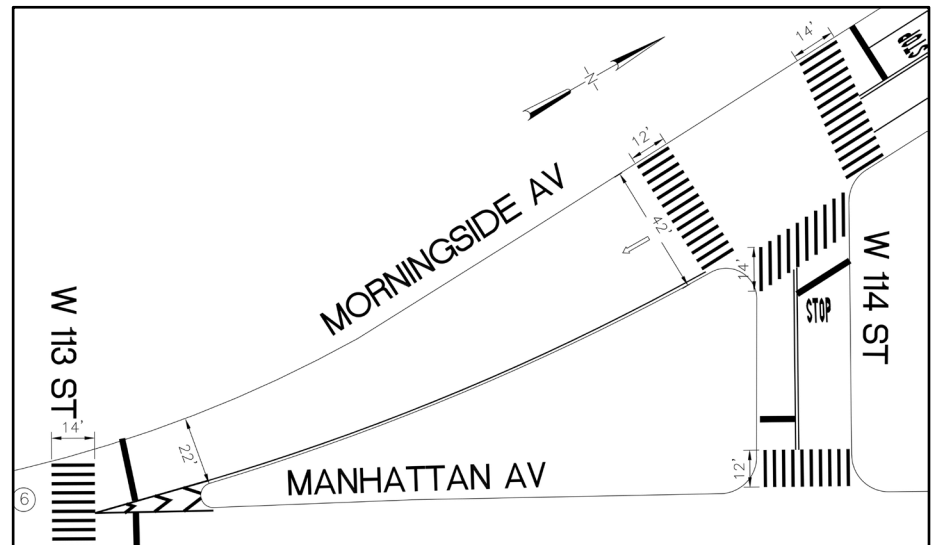
Existing Roadway

- Manhattan Av. is 42' wide, curb to curb
- Morningside Av. b/n 114th St. and 113th St. narrows from 42' to 22'

Manhattan Av. Typical



Morningside Av. b/n 113th St. and 114th St.



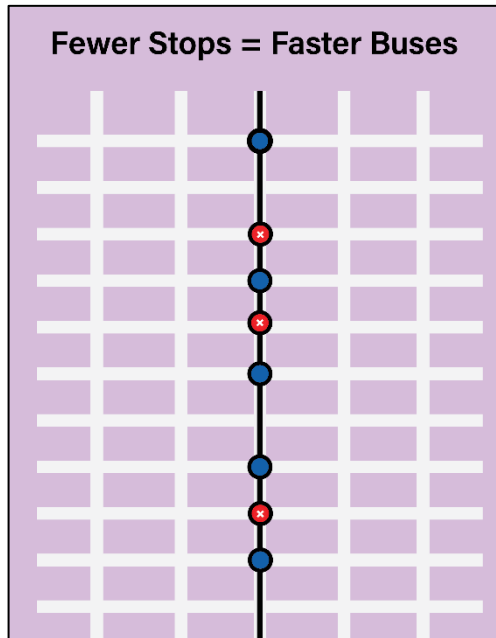
Toolkit

Transit Toolkit



Curbside Bus Lane

Hylan Blvd, SI



Fewer Stops = Faster Buses

Improve Stop Spacing



Queue Jump Signal

Broadway, QN

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

Slip Lane Conversion



Beverley Rd., BK

Curb Extensions/Daylighting



Park Av., MN

Parking Toolkit



Other Tools

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



Next Steps

Next Steps

(Note: all dates are tentative estimates)

- February 2025
 - Community Boards 9, 10, & 11: Discuss existing conditions, needs & wants
 - Feedback helps 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 helps refine proposal
 - Share refined plan
- Implementation in Summer/Fall 2025



Discussion

Discussion & Feedback

- How does Manhattan Av./Morningside Av. 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



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Appendix

Bus Map

Local and Express Routes



Manhattan Av., 110th to 116th Sts.

