96th St Bus Priority and Safety Improvements

Presentation to Community Board 8

May 1, 2024

BETTERBUSES

Agenda

1. Background and Context
2. Proposal
3. Summary/Next Steps
4. Q&A

Background and Context

1

Why 96th Street?

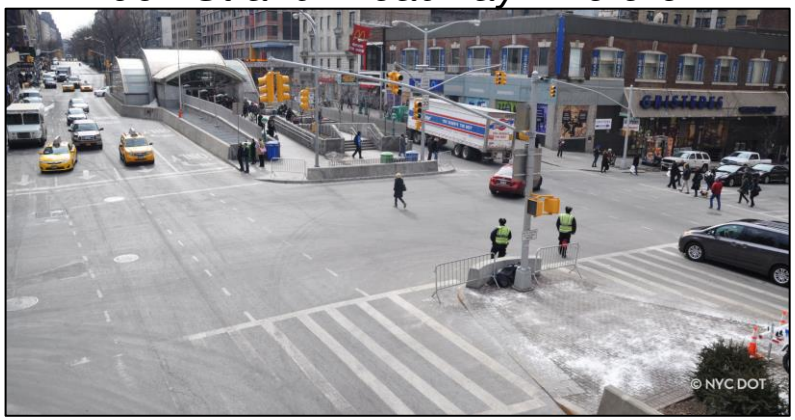
NYC DOT is proposing bus priority and pedestrian safety improvements on 96th St because:

- 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
- 74% of households near the corridor are car-free
- 391 injuries on the corridor in the past 5 years, including 44 who were killed or severely injured

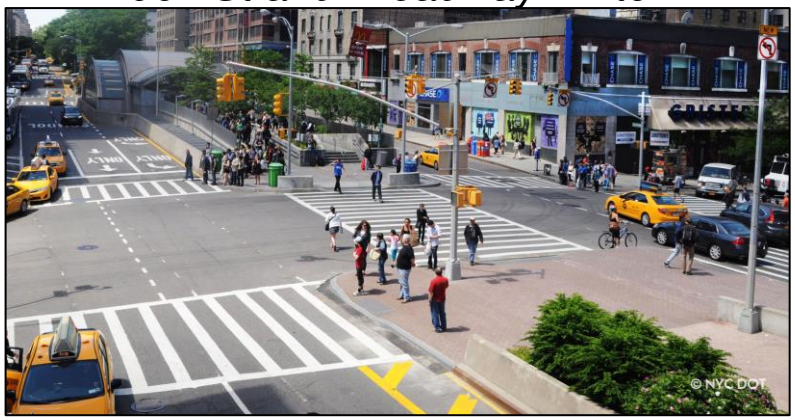
Previous DOT Projects on 96th St

- 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)

96th St and Broadway - Before



96th St and Broadway - After

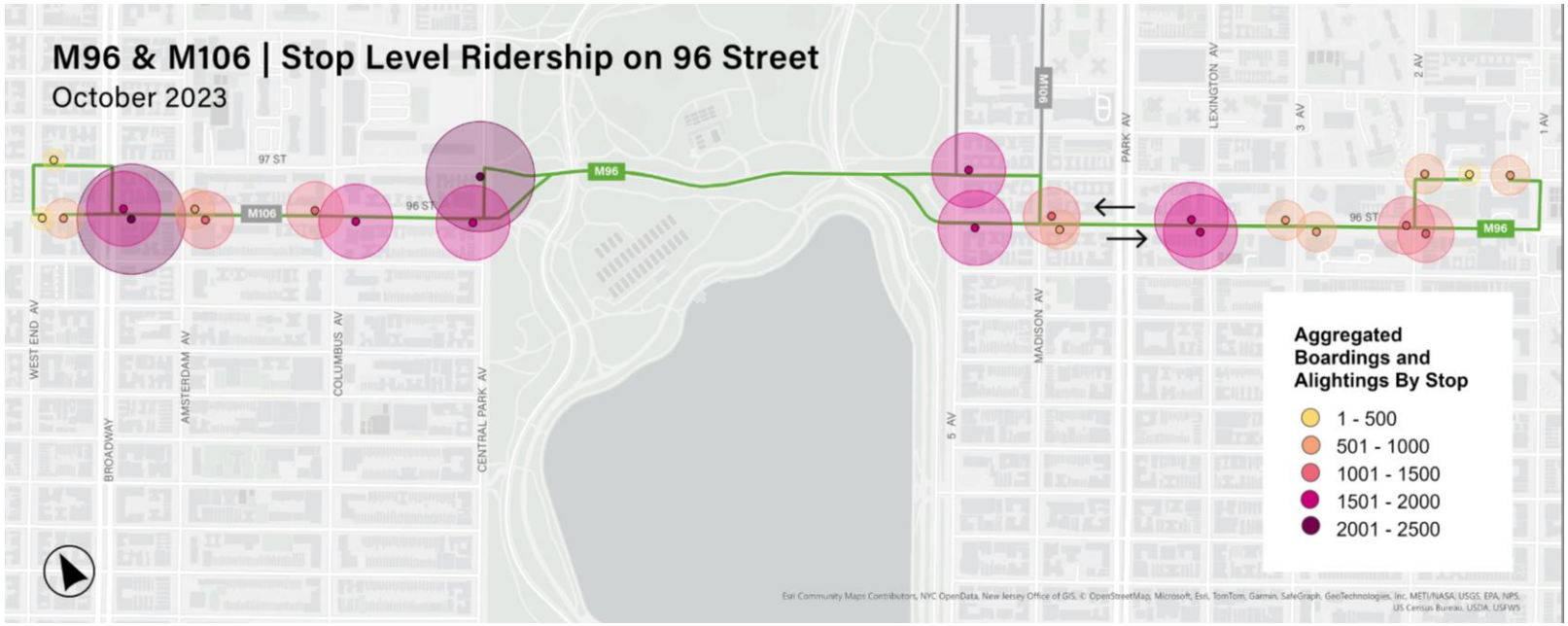


M96 Route Description

- M96 runs from 1st Ave to West End Avenue
  - M106 overlaps on the transverse and West Side and 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

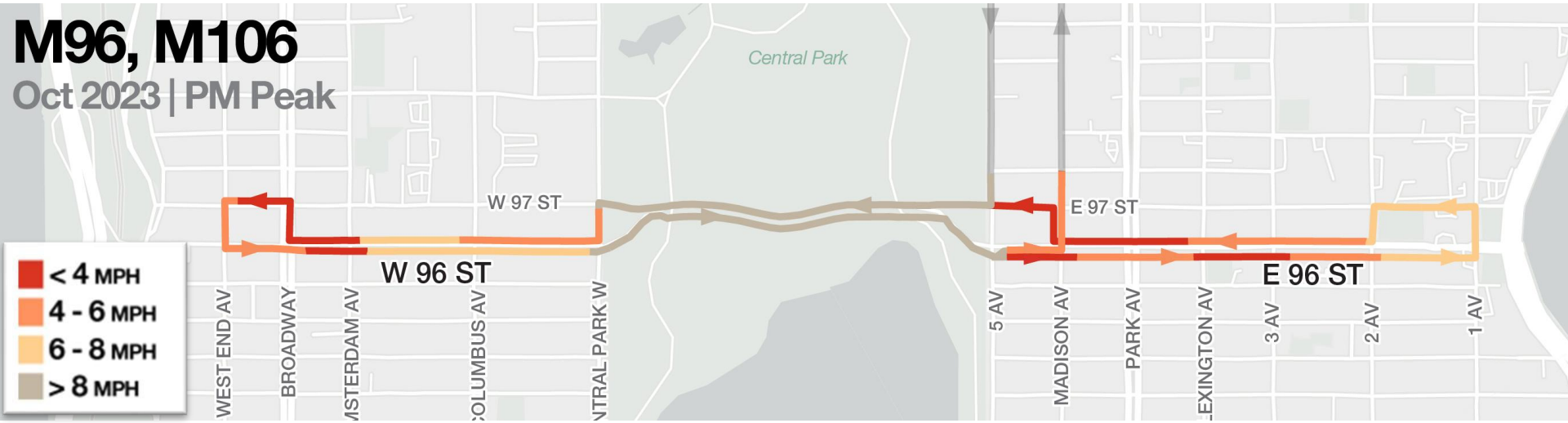
- Average weekday ridership* on 96th St: 14,900
  - Total M96 + M106 ridership jointly rank 3rd in Manhattan crosstown routes by ridership
- Most riders are traveling between the East and West Sides.
  - Almost 6,000 people per day ride in each direction through Central Park.
- Buses scheduled every 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, 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

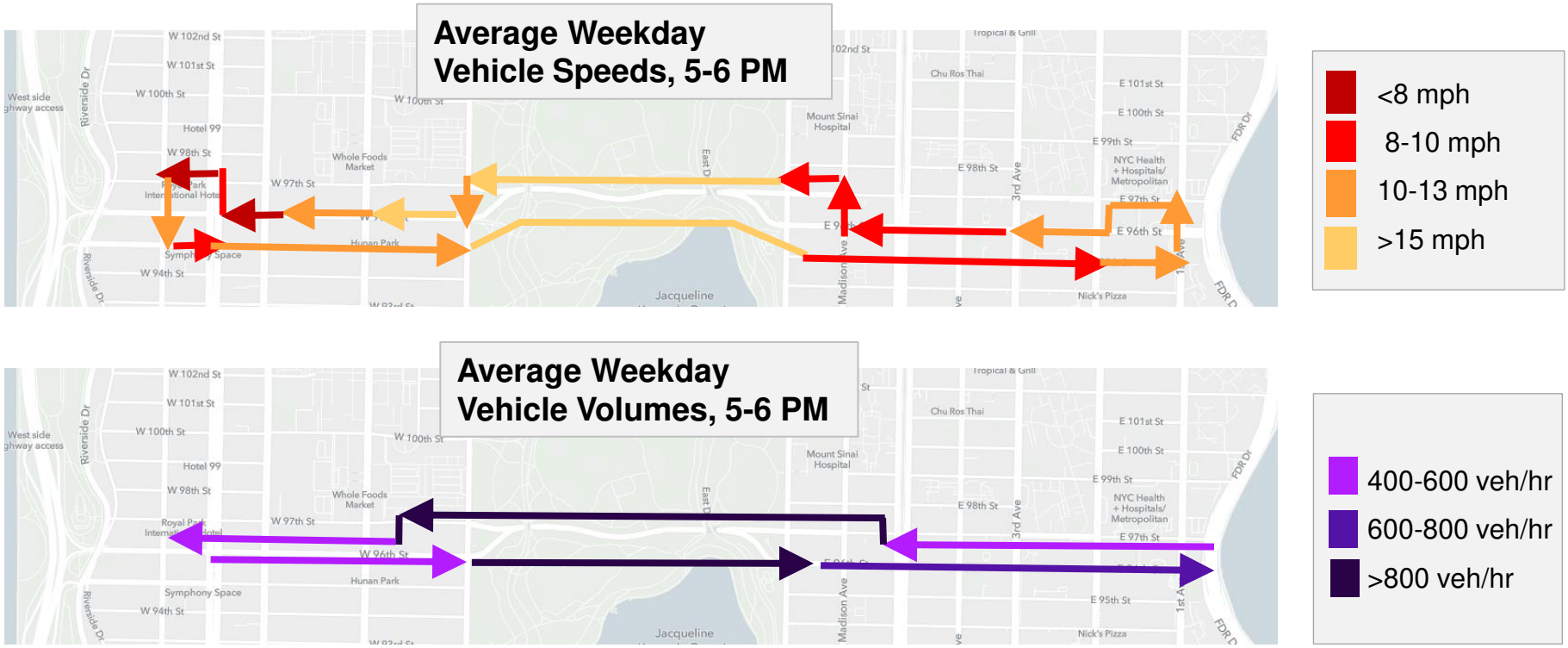
- Recent projects have improved safety throughout the corridor, but there are still a high number of crashes on 96th Street
- Citywide, 96th St is in the top 10% of streets with the most people Killed or Severely Injured (KSI) per mile

Mode	Total Injuries	Severe Injuries	Fatalities	KSI
Pedestrian	94	10	4	14
Bicyclist	87	14	2	16
Motor Vehicle Occupant	197	13	0	13
Other Motorized	13	1	0	1
Total	**391**	**38**	**6**	**44**

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.



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:

- Incorporate 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

W 96th St and Broadway

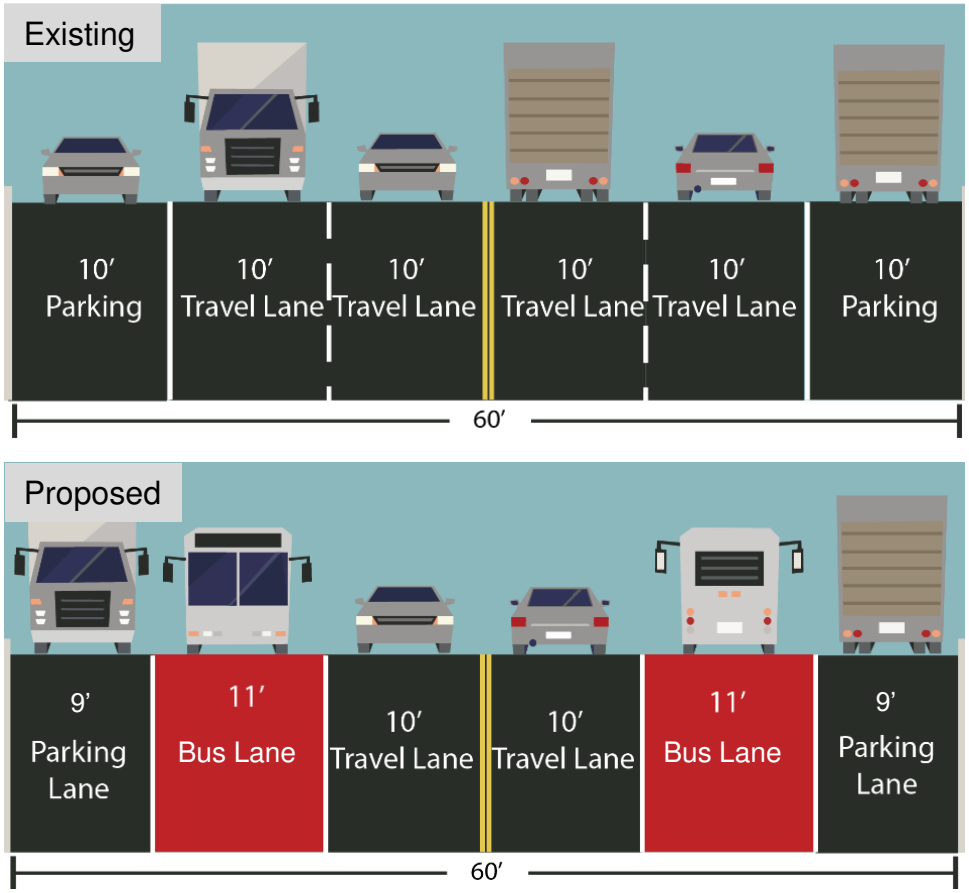
Proposal

2

Offset Bus Lane Proposal

An offset bus lane:

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

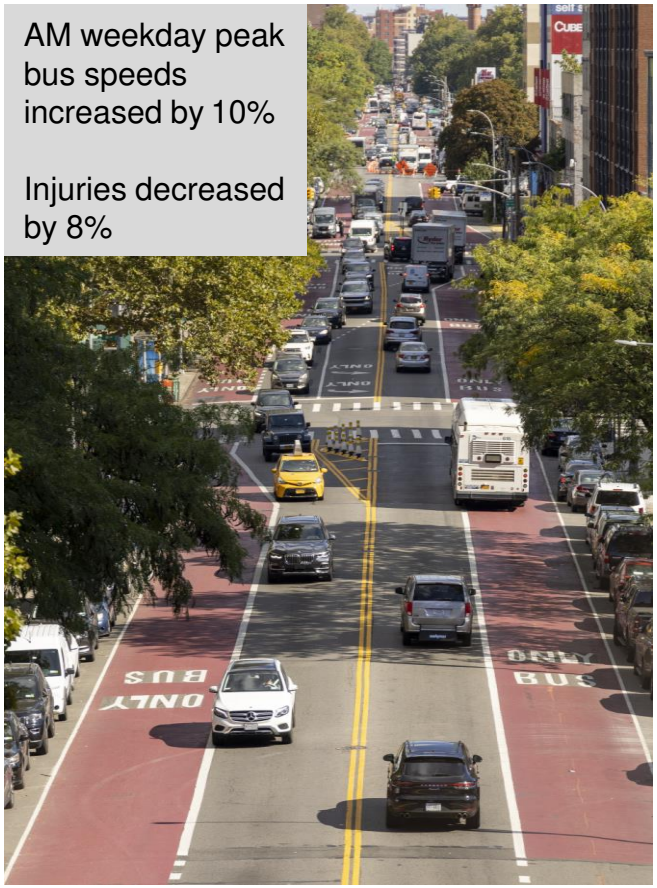


Recent Offset Bus Lane Examples

21st Street, Queens

AM weekday peak bus speeds increased by 10%

Injuries decreased by 8%



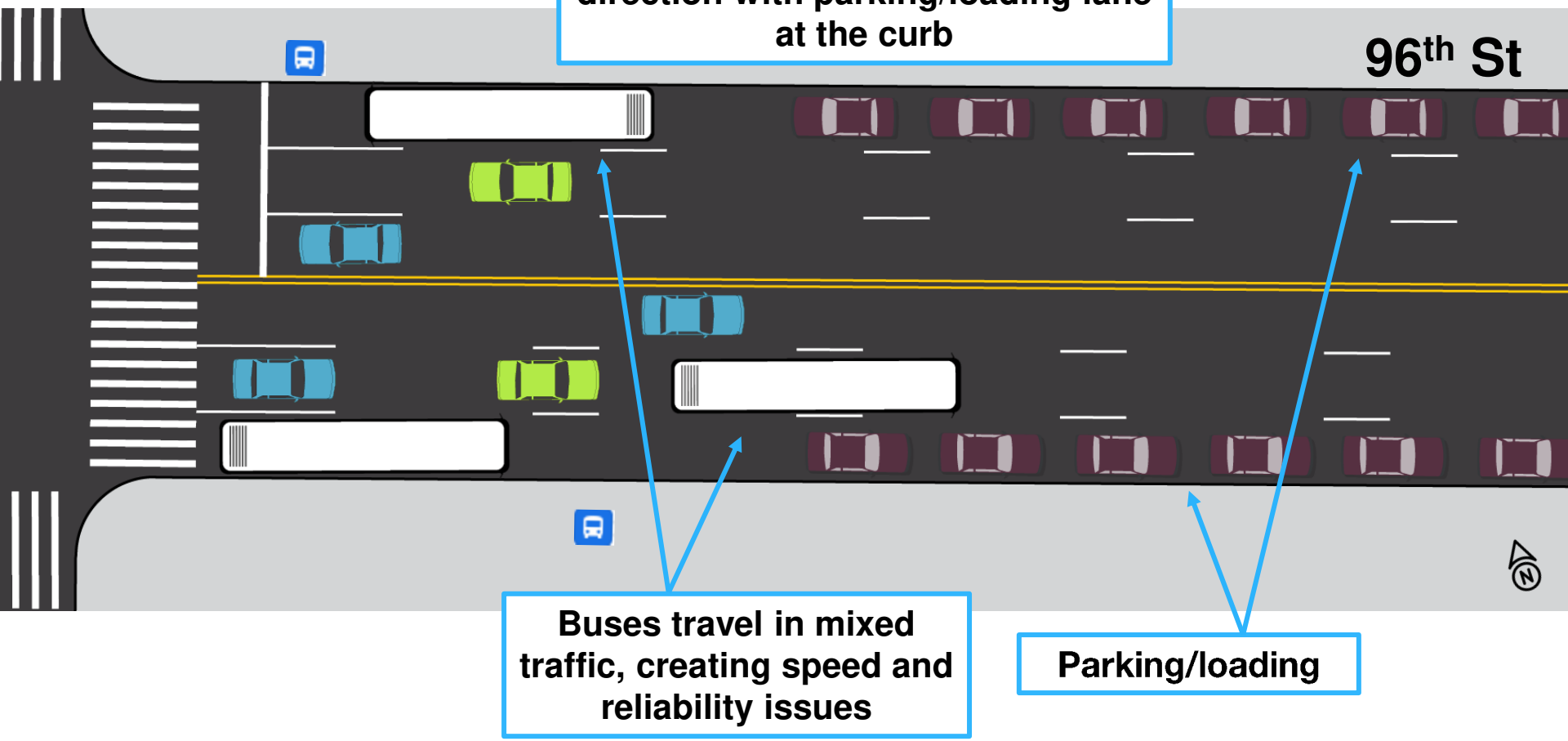
Lexington Avenue, Manhattan

PM weekday peak bus speeds increased by 19%

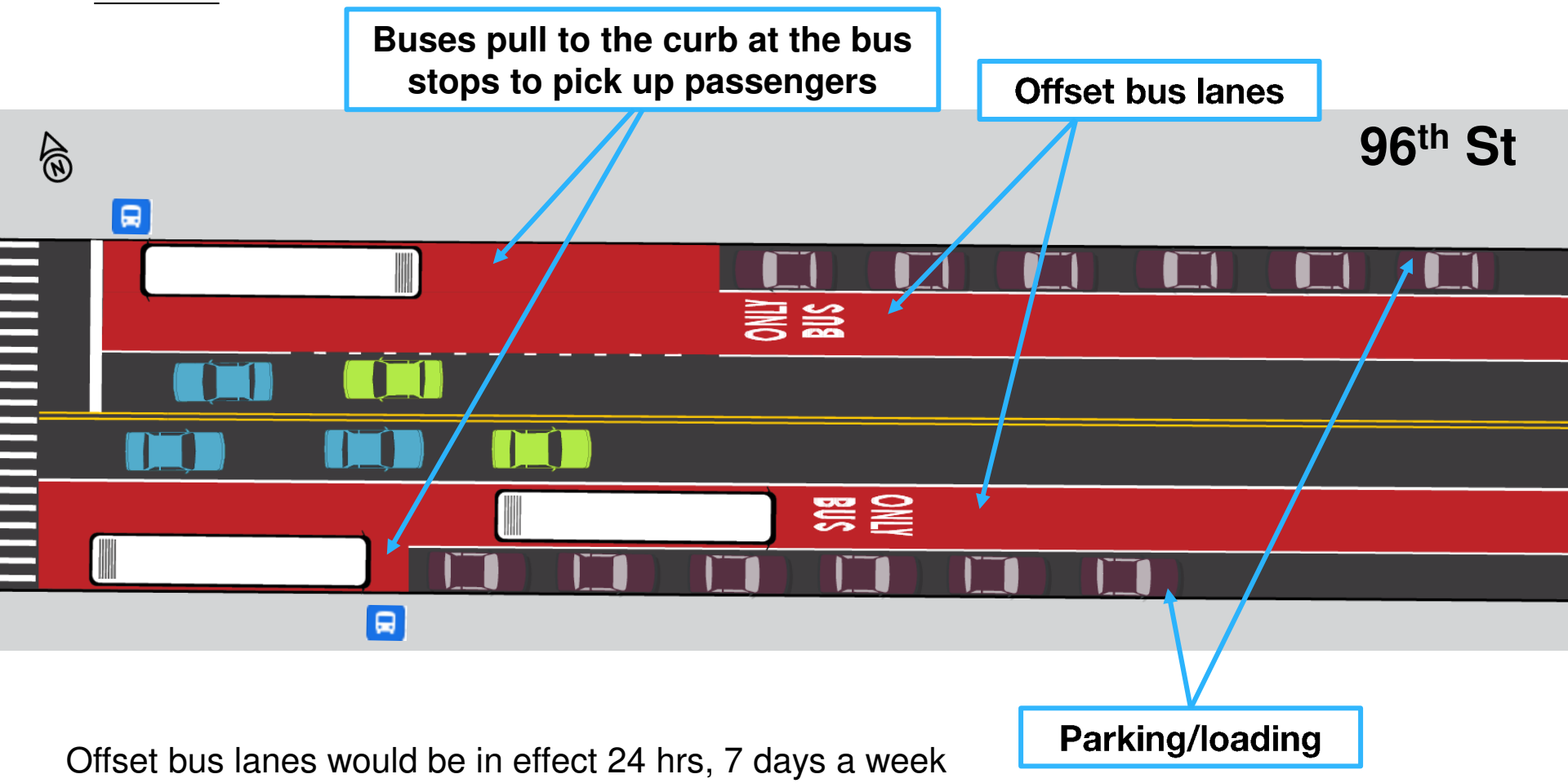
Injuries decreased by 24%

BETTERBUSES

Existing Conditions: 96th St Typical Block



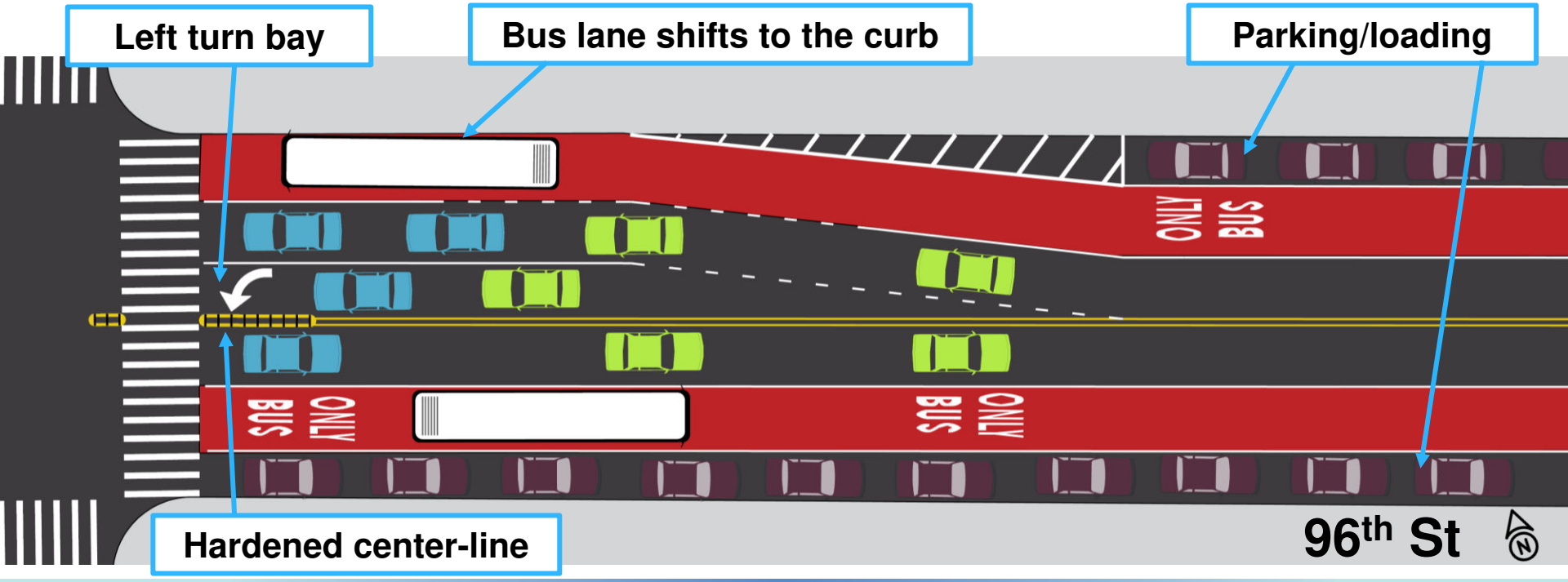
Proposed: Typical Offset Bus Lane



Offset bus lanes would be in effect 24 hrs, 7 days a week

Left Turns

- At intersections, left turn bays would be added to facilitate traffic flow and preserve turning movements
- Improves safety by reducing “back pressure”
- 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)

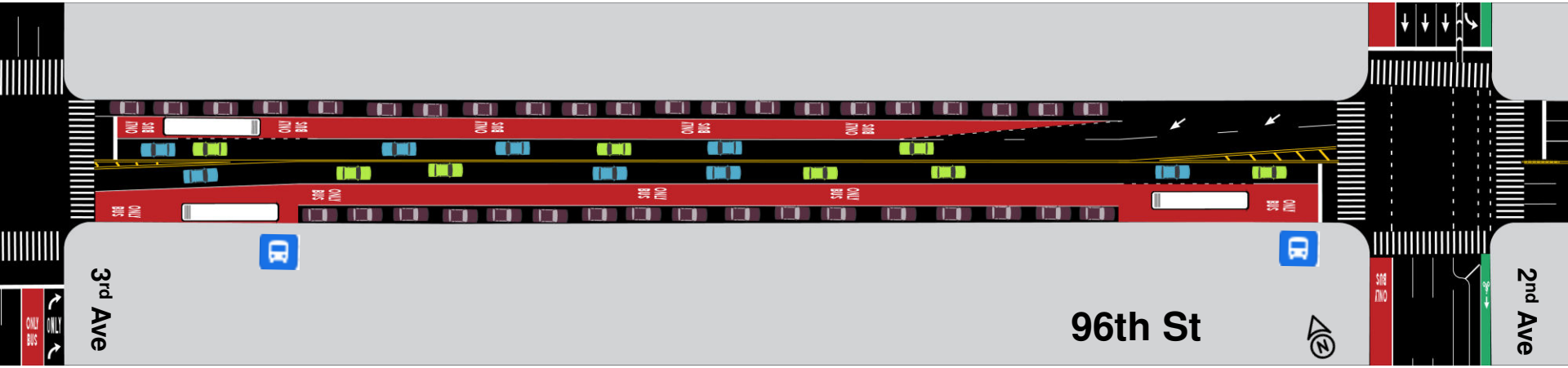
Pedestrian Safety Improvements

Turn calming treatments would be installed throughout the corridor

96th St, 3rd Ave – 2nd Ave

Project Proposes:

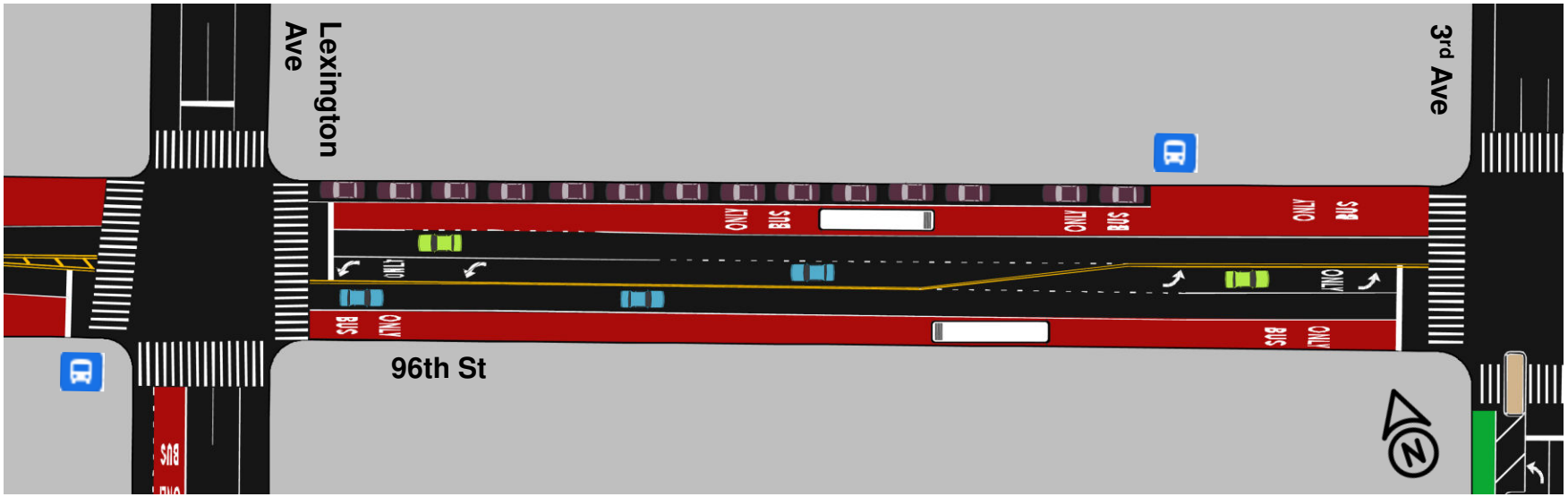
- Offset bus lanes in each direction
- Westbound bus lane has tapered start to allow for vehicle merging
- Eastbound bus lane ends at 2nd Ave



96th St, Lexington Ave – 3rd Ave

Project Proposes:

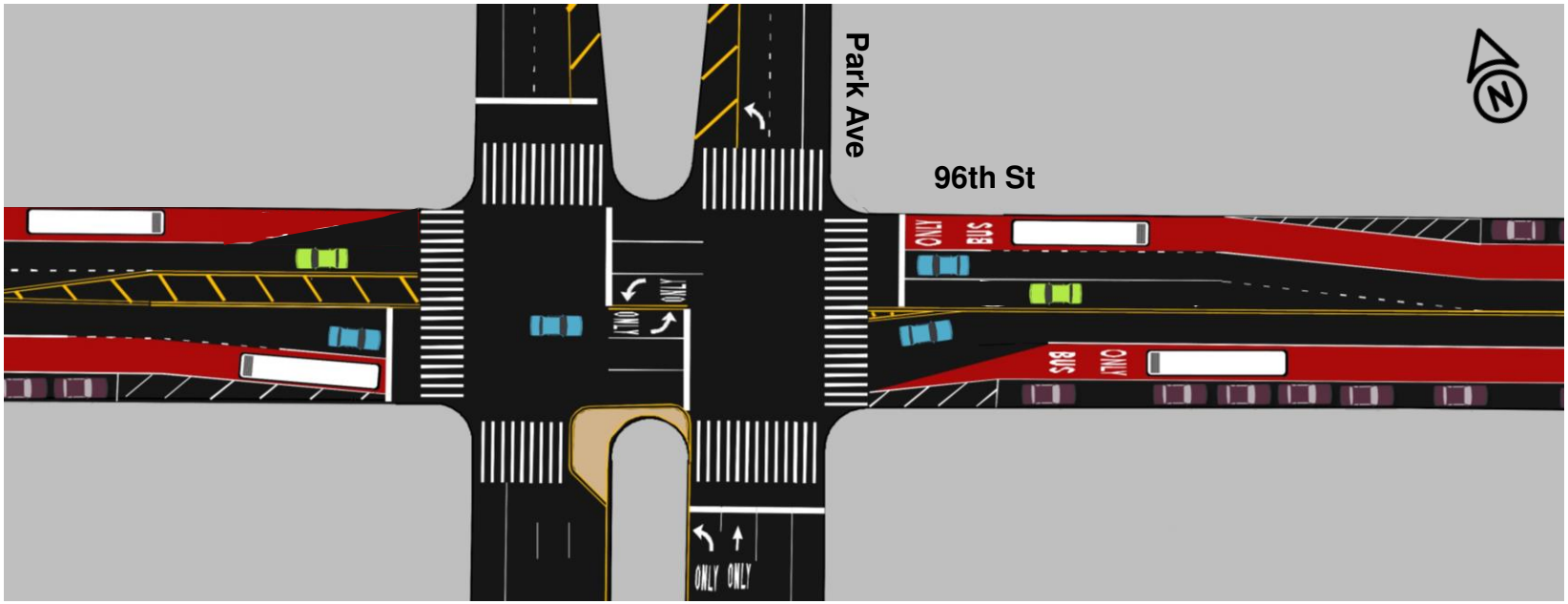
- Eastbound curbside bus lane, in effect 6am-8pm all days, with parking permitted at other times
- Westbound offset bus lane



96th St and Park Ave

Project Proposes:

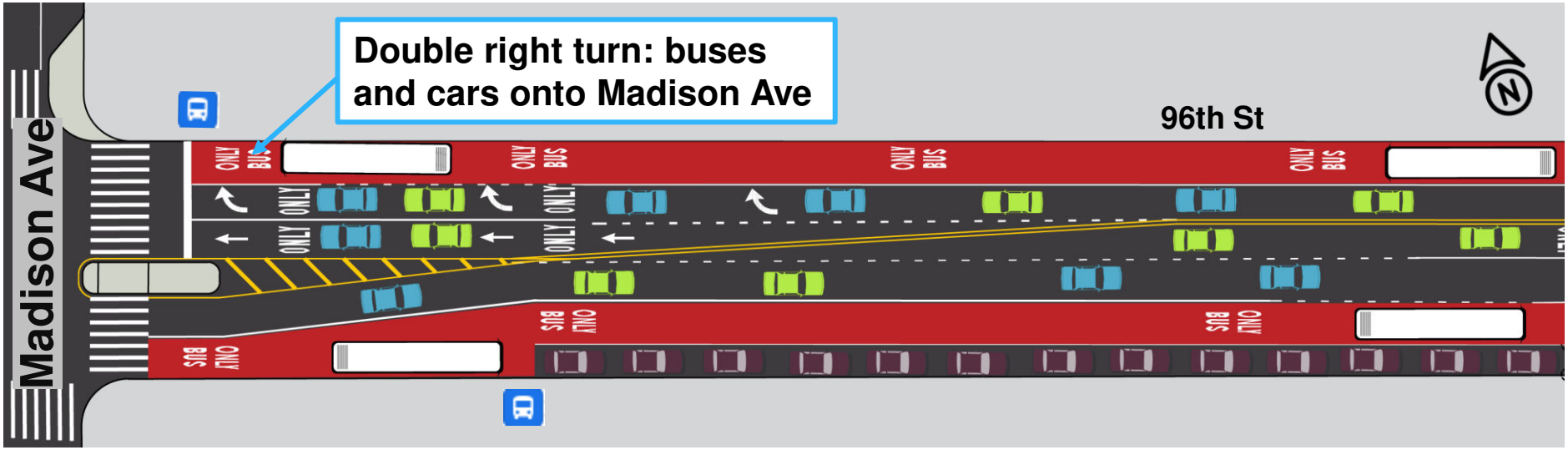
- Offset bus lanes in the eastbound direction
- Offset bus lane shifts to curbside bus lane in the westbound direction
- Addition of turn bays to improve traffic flow and safety



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



BETTERBUSES

Summary and Next Steps

3

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?

NYC DOT

NYC DOT

nyc_dot

NYC DOT