

Broadway Bus and Safety Improvements

CB 12 Existing Conditions Meeting

March 3, 2025



Agenda

1. Background and Context
2. Design Toolkit
3. Summary
4. Discussion

Background and Context

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Why Broadway?

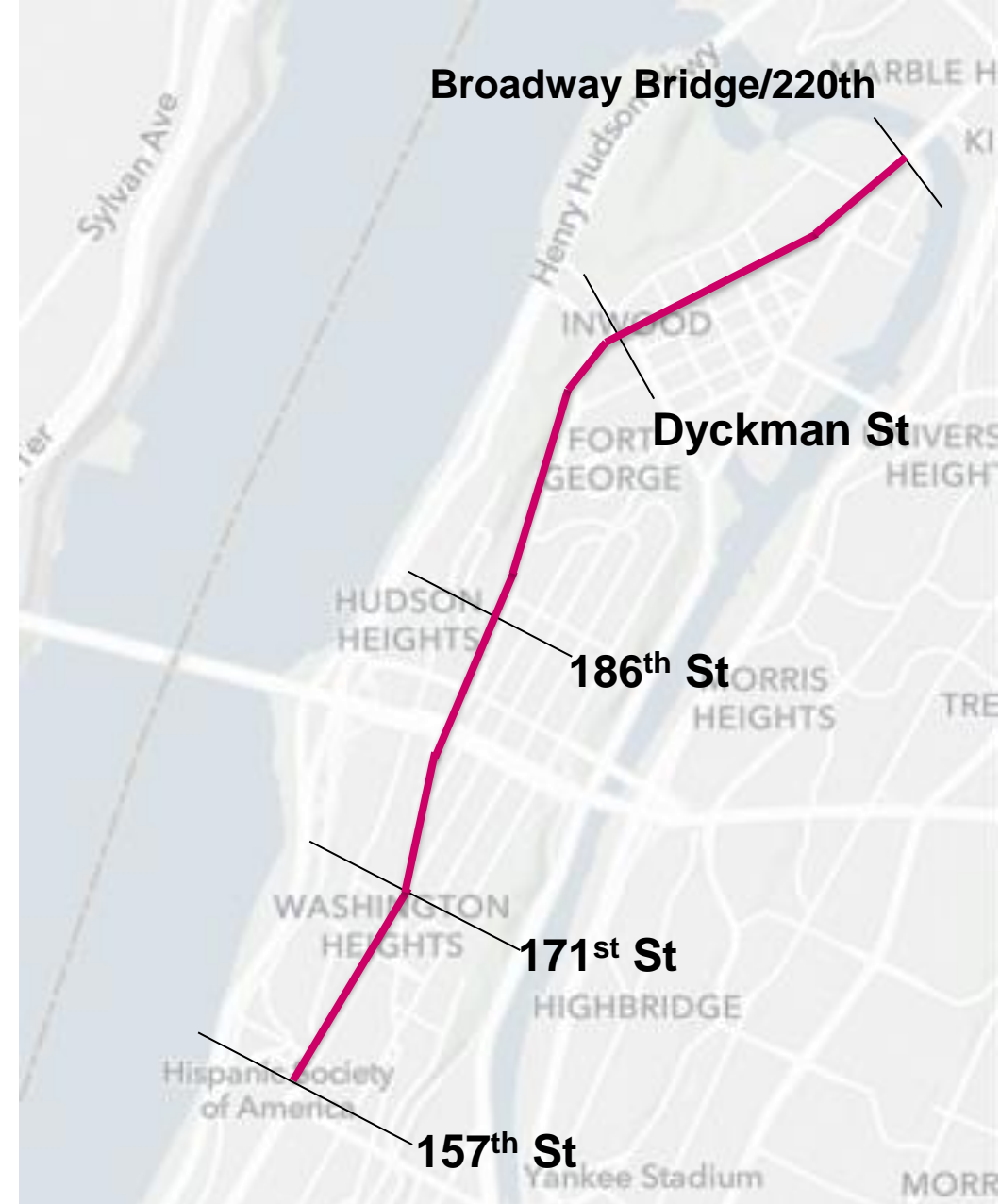
- 30,000 riders on 5 MTA bus routes (May 2024)
- Slow bus speeds between 4 and 7 mph for most of the corridor throughout day
- NYC Streets Plan
 - Bus Priority corridor
 - Tier 1 Priority Investment Area
- Transit-dependent population:
 - 76% of households do not have access to a vehicle (ACS 2021)
 - 71% commute by public transit and only 14% commute by car (ACS 2022)



Broadway, Manhattan

Project Study Area

- DOT is currently looking at bus and safety improvements on Broadway from 157th St to 220th St
- The following MTA bus routes that utilize this corridor
 - Bx7, Bx20, M5, M4, M100
 - These bus routes connect to the **1** **A** **C** and Metro North
- Broadway is a vital transportation corridor that connects to many key destinations including:
 - George Washington Bridge PABT
 - Marble Hill Metro North Station
 - Schools
 - Columbia Presbyterian Hospital, and New York Presbyterian Allen Hospital



Bus Speeds and Ridership

- Slowest speeds between 171st St and 186th St, as low as 4 MPH
- Generally, speeds are slow throughout the corridor starting at 11am, and slowest from 2-6pm
- Highest ridership between 171 St and 186 St, with over 15,000 daily riders, where speeds are lowest.
- Ridership is highest from 3-5pm, with high ridership in both the northbound and southbound directions.

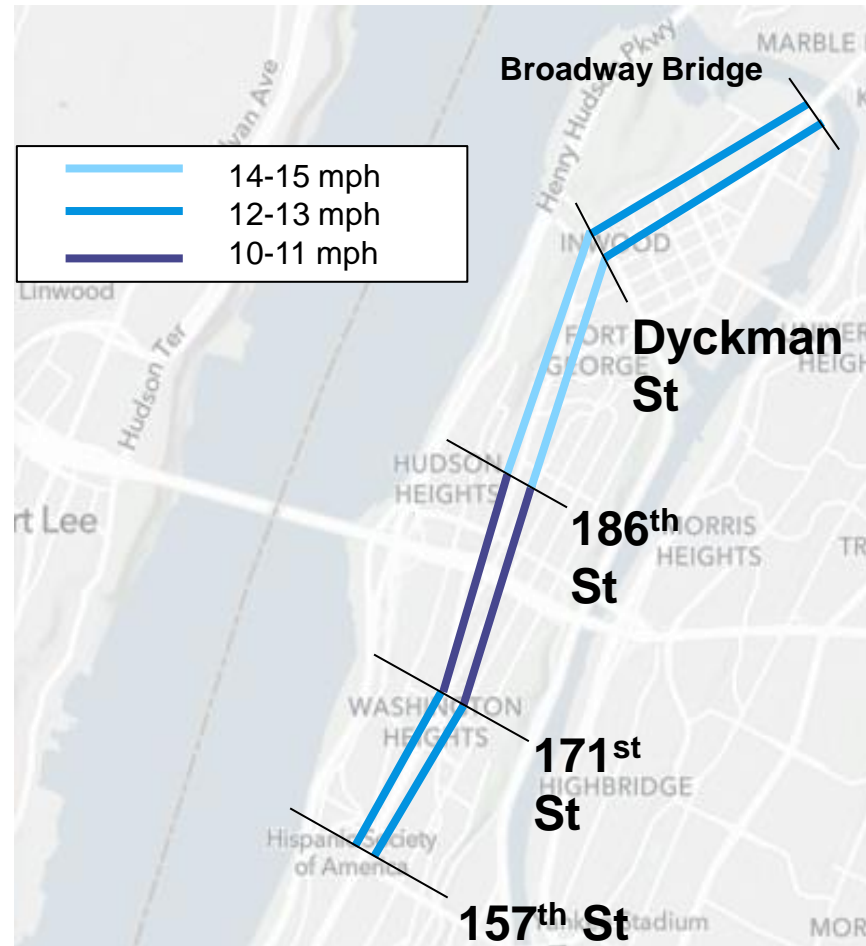


Source: MTA data. May 2024

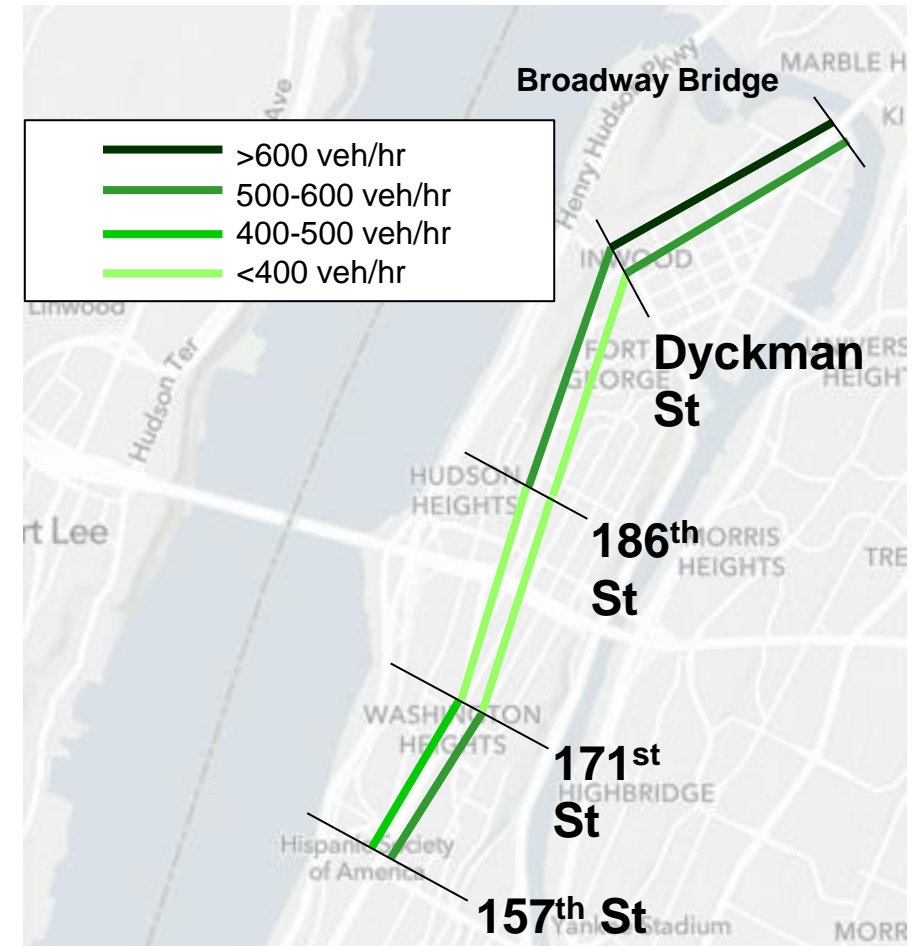
Vehicle Speeds and Volumes

- Slowest traffic speeds between 171st St and 186th St, under 11 mph
- Traffic volumes 300-600 vehicles per direction between 5 and 6 pm
- Project study will balance the high ridership and slow bus speeds with the low traffic speeds and high vehicle volumes

Avg Vehicle Speeds 5-6 pm



Vehicle Volumes 5-6pm



Source: Speeds from INRIX May 2024, Volumes from automated traffic recorders taken May 22-26, 2023

Demographics

- In the .25 miles surrounding Broadway from 157th St – 220th St*:
 - 180,000 residents
 - 81% Hispanic, Latino or non-white
 - 15% have a disability
 - 76% of households do not have access to a vehicle
- This corridor is in Priority Investment Area Tier 1 – top priority for DOT investment**
 - 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), making this a transit equity project ***

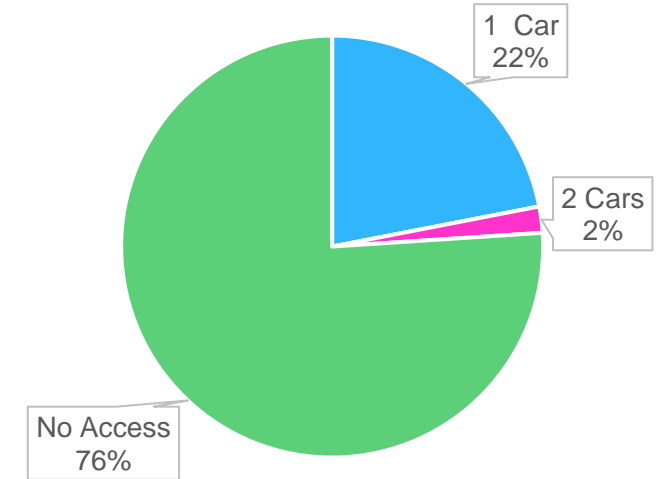
Sources:

*American Community Survey 2018-2022 (2.5 mile radius)

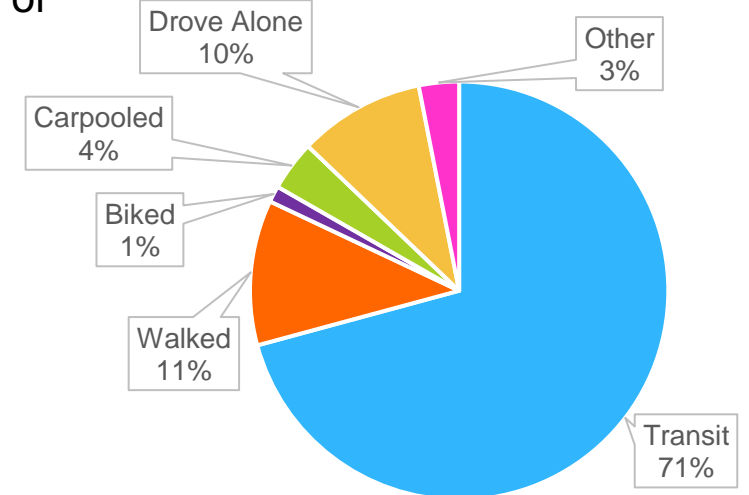
** NYC Streets Plan Update 2024

*** NYC Comptroller Report, “Beyond Rush Hour: COVID 19 and The Future of Public Transit” (2021)

Household Car Access



Travel to Work



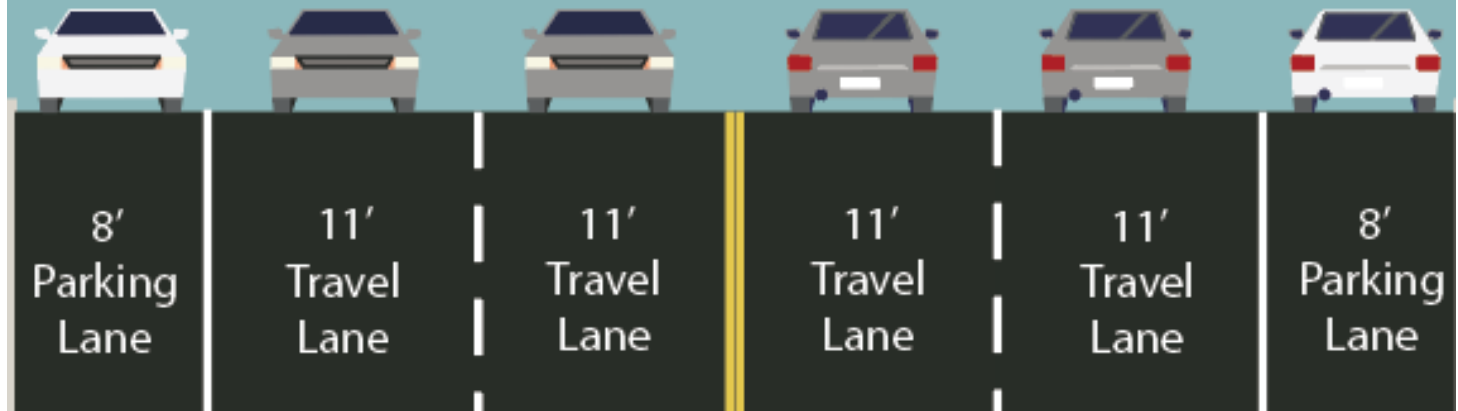
Traffic Safety Data

Mode	Total Injuries	Severe Injuries	Fatalities	Killed or Severely Injured
Pedestrian	239	28	2	20
Bicyclist	183	17	0	17
Motor Vehicle Occupant	583	35	1	36
Other Motorized	48	3	0	3
Total	1053	83	3	86

Source: NYPD injury crash data 2019-2023

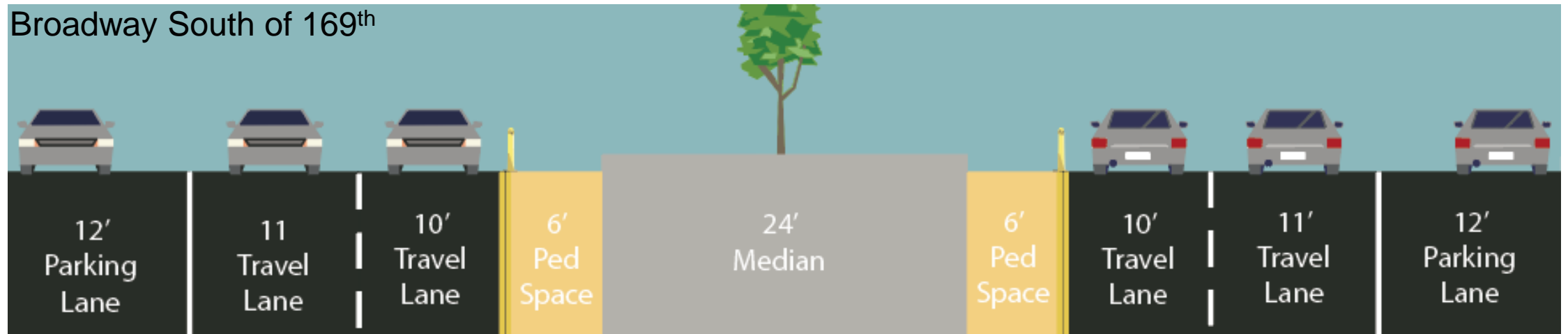
Existing Layout

Broadway North of 169th



60' Right of Way

Broadway South of 169th



102' Right of Way

Project Goals

- Improve bus service on Broadway between 157th St and 220th St by:
 - Increasing bus speeds and reliability
 - Upgrading bus stops
 - Creating safer pedestrian connections
 - Better organizing traffic flow



Design Toolkit

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Bus Priority Toolkit



Offset Bus Lane

Woodhaven Blvd, QN



Center Bus Lane/
Physical Protection

161st St, BX



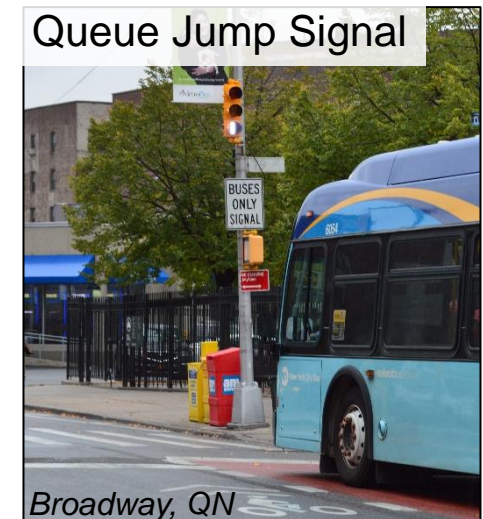
Busway/Transit & Truck Priority

© NYC DOT
14th St, MN



Curbside Bus Lane

Hylan Blvd, SI

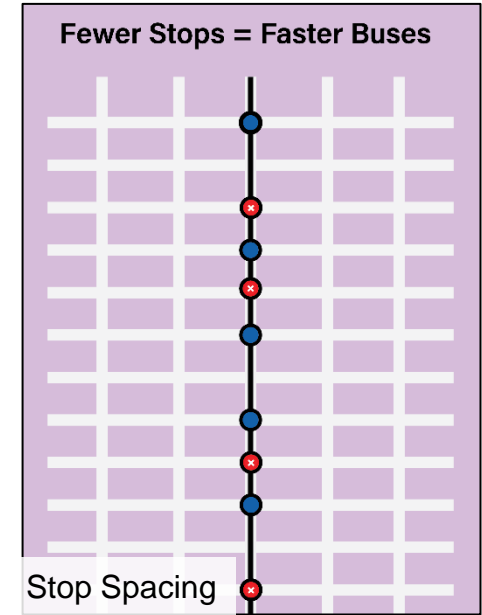
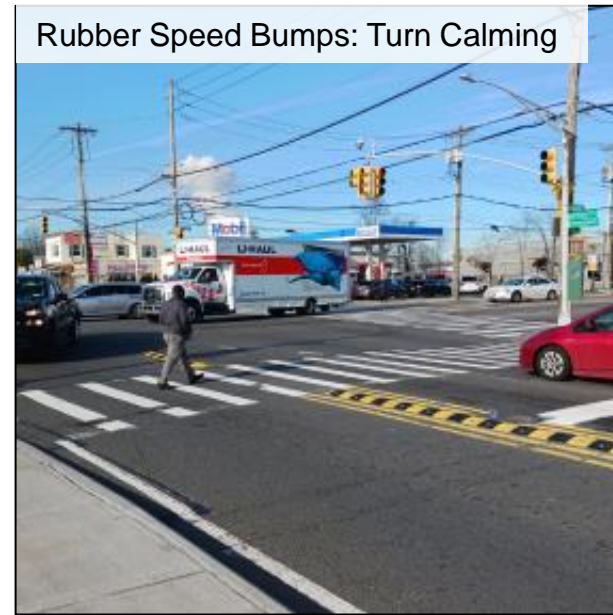


Queue Jump Signal

Broadway, QN

Other Potential Interventions

- Automated enforcement
- Pedestrian improvements
- Updated curb management
- Improved bus stop spacing
- Signal timing adjustments



Bus Stop Toolkit



Summary

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Summary & Next Steps

- NYC DOT seeks to improve bus service on this important uptown corridor by implementing:
 - Bus lanes - increase speeds and reliability.
 - Better bus stops - improve the rider experience.
 - Updated curb regulations and signal timing to better organize traffic flow.
- **Winter 2025:** Present existing conditions to CB 12
- DOT and MTA to work on developing design proposal with continued community feedback to present to CB 12

Discussion

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Discussion

- How does Broadway operate right now? What works and doesn't work? What issues do you see on Broadway?
- What additional stakeholders are along this corridor?

Thank you!

