

Hylan Blvd Bus Lane Extension

NYC DOT | Better Buses Restart | July 2020

Hylan Blvd, Staten Island



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Better Buses Restart

Better Buses Restart

Better Buses Program

- **Mayor's 2019 State of the City:**
Improve bus speeds 25%
- **Better Buses Action Plan**
Released April 2019
- **Bus Priority Projects**
 - 22 projects implemented in 2019
 - 24 projects were planned for 2020, heavy focus on coordination with NYCT Bronx Bus Network Redesign



Better Buses Restart

Benefits to Staten Island Bus Riders

Several Better Buses Projects benefit Staten Island transit riders:

- **Narrows Rd at Hylan Blvd**
 - 2019: Elimination of a signal to help improve bus flow
- **FDR Dr**
 - 2019: Buses allowed on shoulder, Brooklyn Bridge to Battery Park Underpass
- **Madison Ave**
 - 2019: Upgraded double bus lanes to red paint 42nd to 60th St
- **5th Ave***
 - 2017: Double bus lanes from 34th to 61th St
 - 2020: Busway from 34th to 57th St
- **Battery Place***
 - 2020: Bus queue jump lane and signal

*To be implemented this year



Better Buses Restart

Impact of COVID-19

2020 Work Program was disrupted by the pandemic

- Limited ability to conduct data collection and outreach starting in March
- Bronx Redesign implementation postponed



Better Buses Restart

Bus Service During the Pandemic

- **Speeds initially increased by over 20%**
- **Ridership initially decreased about 70%**
- **Highlighted areas of particular need**
 - Essential workers using transit
 - Underrepresented communities hardest hit by virus
- **Good bus service needed for restart**
 - Support essential workers
 - Attract people back to transit

NYC Reopening

Phase 1

- **June 8**
- Approx. 300k workers returned
- Construction, manufacturing, some retail

Phase 2

- **June 22**
- More retail
- Outdoor dining
- Some office

Phase 3

- **July 6**
- Personal care services, some outdoor recreation

Phase 4

- **Timing TBD**
- Schools, entertainment
- Indoor dining

Better Buses Restart

Why New York Buses Are on the Rise in a Subway City

During the coronavirus pandemic, daily ridership on buses has surpassed the subway for the first time in over half a century.



Coronavirus Updates: Bus And Subway Riders Jump By More Than 213,000 On First Day Of Reopening

BY ELIZABETH KIM

JUNE 9, 2020 1:50 P.M. • [39 COMMENTS](#)

Buses more popular than the subway in NYC during coronavirus crisis

By David Meyer

May 20, 2020 | 7:15pm

Carmageddon' if returning workers avoid mass transit

"Traffic could come to a standstill."

By Gio Benitez and Mina Kaji

June 15, 2020, 12:12 PM • 5 min read

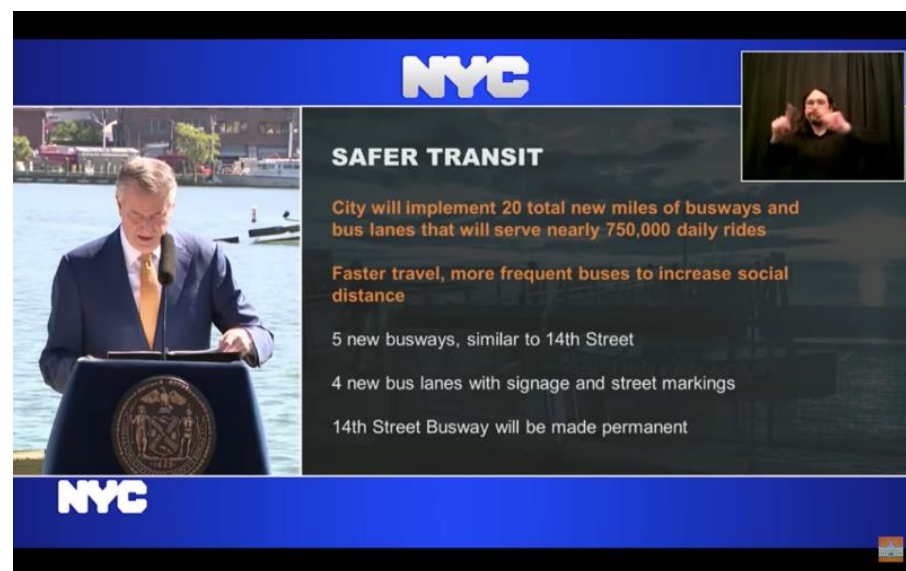


Better Buses Restart

Recovery Plan

In June, Mayor de Blasio announced a plan for fast, reliable transit service during reopening

- Buses played a vital role during the shutdown and continue to during recovery
- Bus ridership is already at 56% of pre-COVID levels, while subway ridership is only at 21%

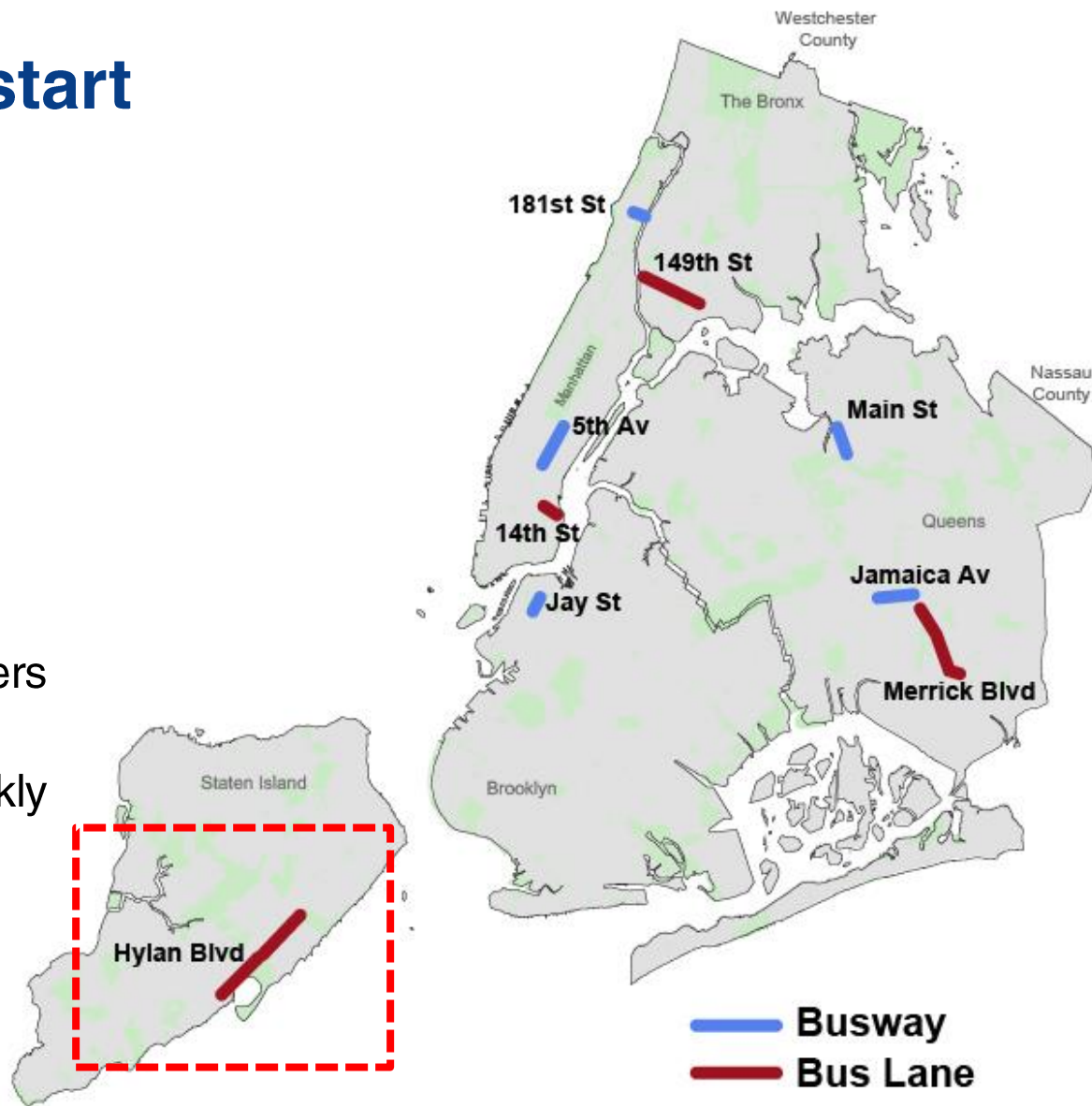


Better Buses Restart

Recovery Plan

9 busway & bus lane projects announced, focused on:

- Vulnerable populations, essential workers
- Number of bus passengers served
- Ability to implement quickly
- Geographic equity



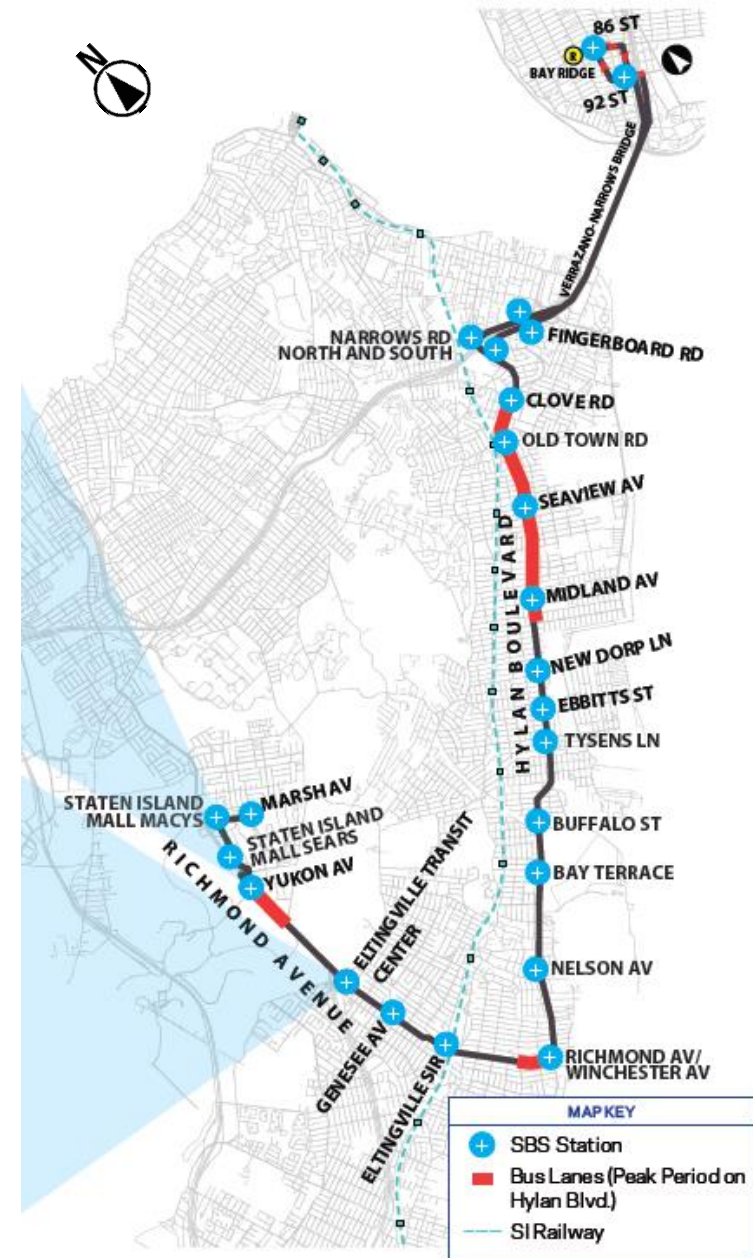
Hylan Blvd

Background

Previous Hylan Blvd Work

S79-SBS

- **S79 SBS launched in 2012**
- **Installed bus lanes:**
 - Hylan Blvd, Steuben St to Lincoln Ave
 - Portions of Richmond Ave
- **Other SBS improvements:**
 - Transit Signal Priority
 - Left turn bays & other traffic improvements
 - Pedestrian safety improvements
 - Streamlined S79 to reduce travel time
 - Richmond Ave boarding island and center-running bus lane (capital project in construction)



Previous Hylan Blvd Work

Existing Bus Lane, Steuben St to Lincoln Ave



Previous Hylan Blvd Work

S79 SBS 2014 Progress Report

Curbside bus lane from Steuben St to Lincoln Ave

- In effect during weekday peak hours:
- Northbound 6 - 9 AM
- Southbound 3 - 7 PM

Substantially improved bus travel times on Hylan Blvd:

- Northbound AM Peak: 14% improvement
- Southbound PM Peak: 38% improvement

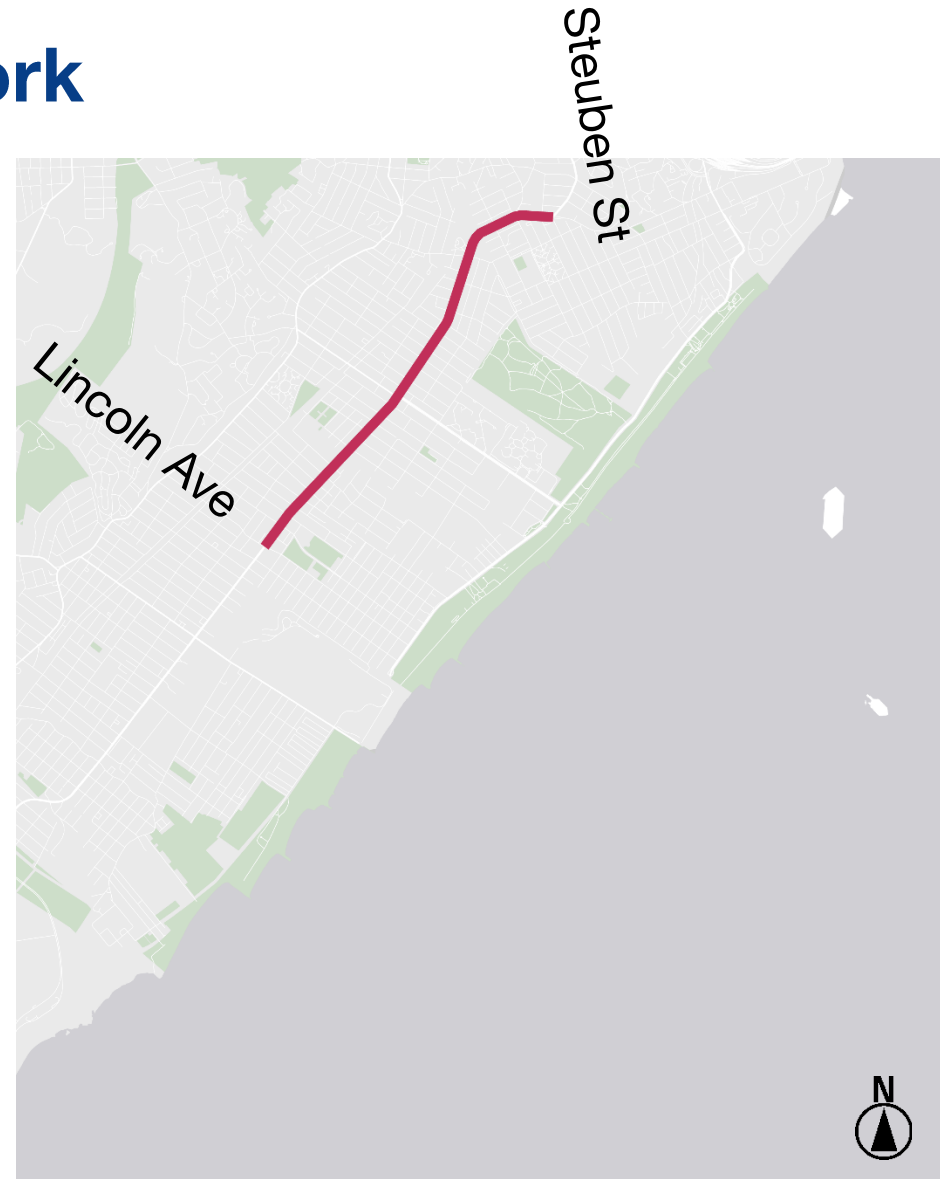
S79 SBS results:

- S79 ridership increased 14.5% from 2012 to 2016

S59, 78, 79 combined ridership increased 6.6%, compared to only 1.2% increase on all Staten Island routes combined

Link to full report:

<https://www1.nyc.gov/html/brt/downloads/pdf/2014-hylan-blvd-final-report.pdf>

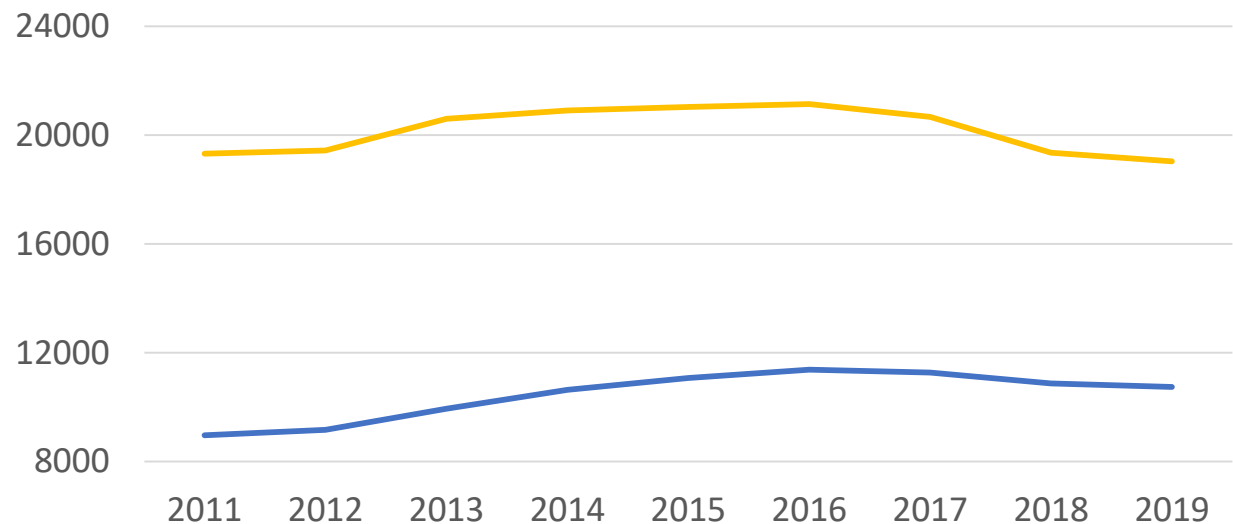


Previous Hylan Blvd Work

Changes in Ridership After Bus Lane

- Bus ridership increased after the launch of the S79 SBS
- Current S79 ridership has stayed mostly consistent after the increase, and is still at higher levels than before the SBS launch

AVERAGE WEEKDAY RIDERSHIP ON S79 SBS
COMPARED TO OTHER ROUTES ALONG THE
CORRIDOR



— S79 & S79SBS Annual Average Weekday Ridership

— S59/S78/S79/S79SBS Combined Annual Average Weekday Ridership

Current Bus Network along Hylan Blvd

SBS Routes:

1. S79-SBS

Local Routes:

1. S78
2. S57

Express Routes:

1. SIM 1
2. SIM 1c
3. SIM 5
4. SIM 6
5. SIM 7
6. SIM 9
7. SIM 10
8. SIM 11

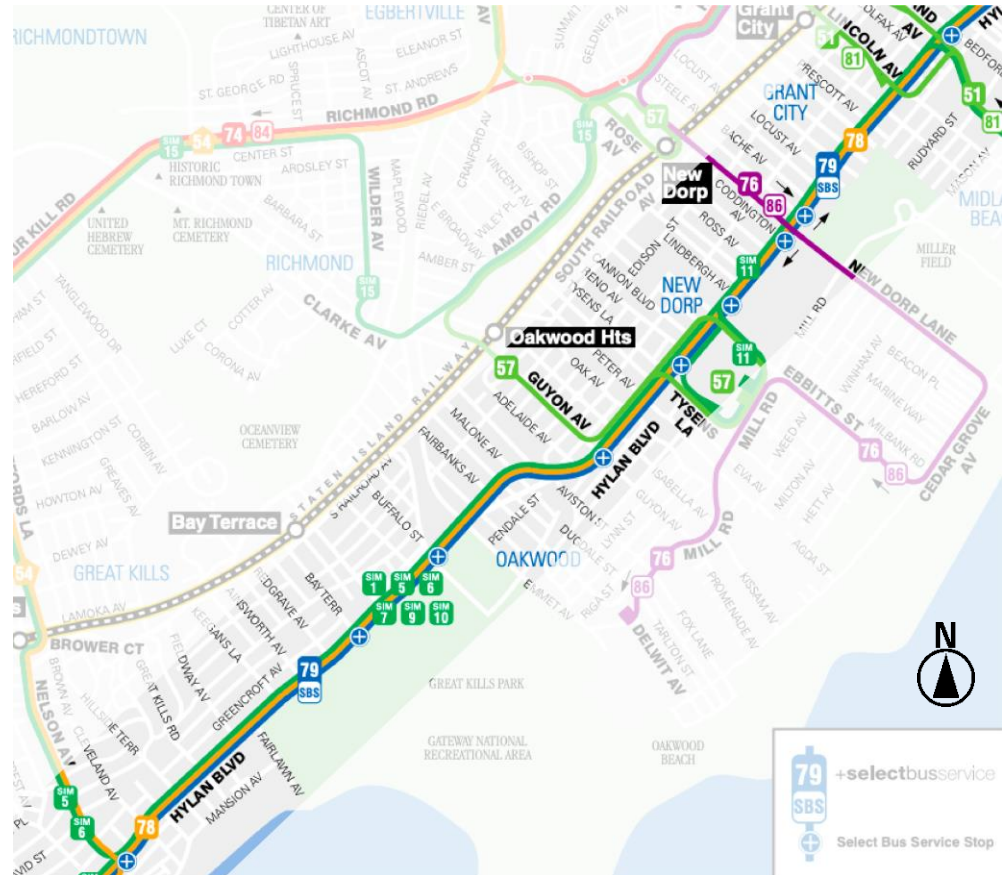
Average combined weekday ridership: **32,500**

Average peak hour bus volumes:

AM Peak: 68 buses per hour

PM Peak: 59 buses per hour

40% of all SI Express Bus service runs through Hylan Blvd



Hylan Blvd Bus Lane

Transit Issues Identified

- Without bus lanes south of Lincoln Ave on this portion of Hylan Blvd, buses regularly delayed in traffic
- Vehicles typically use curbside lane to weave around traffic, blocking buses

Slow bus speeds*:

- Segment between Lincoln and Tysens Lane:
- AM Peak (NB): 9.2 mph
- PM Peak (SB): 8.7 mph



Hylan Blvd and New Dorp Lane

*Source: MTA

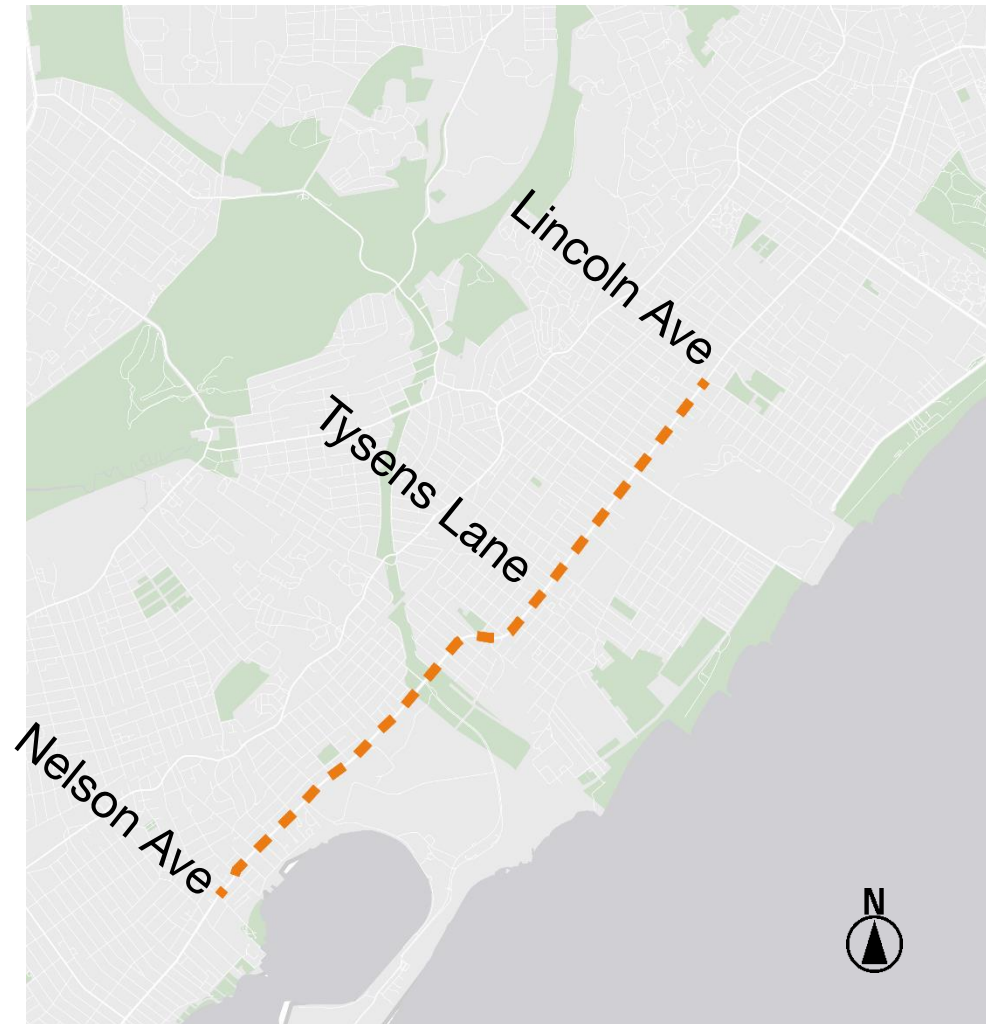
Hylan Blvd

2020 Project

Hylan Blvd Bus Lane

Project Purpose

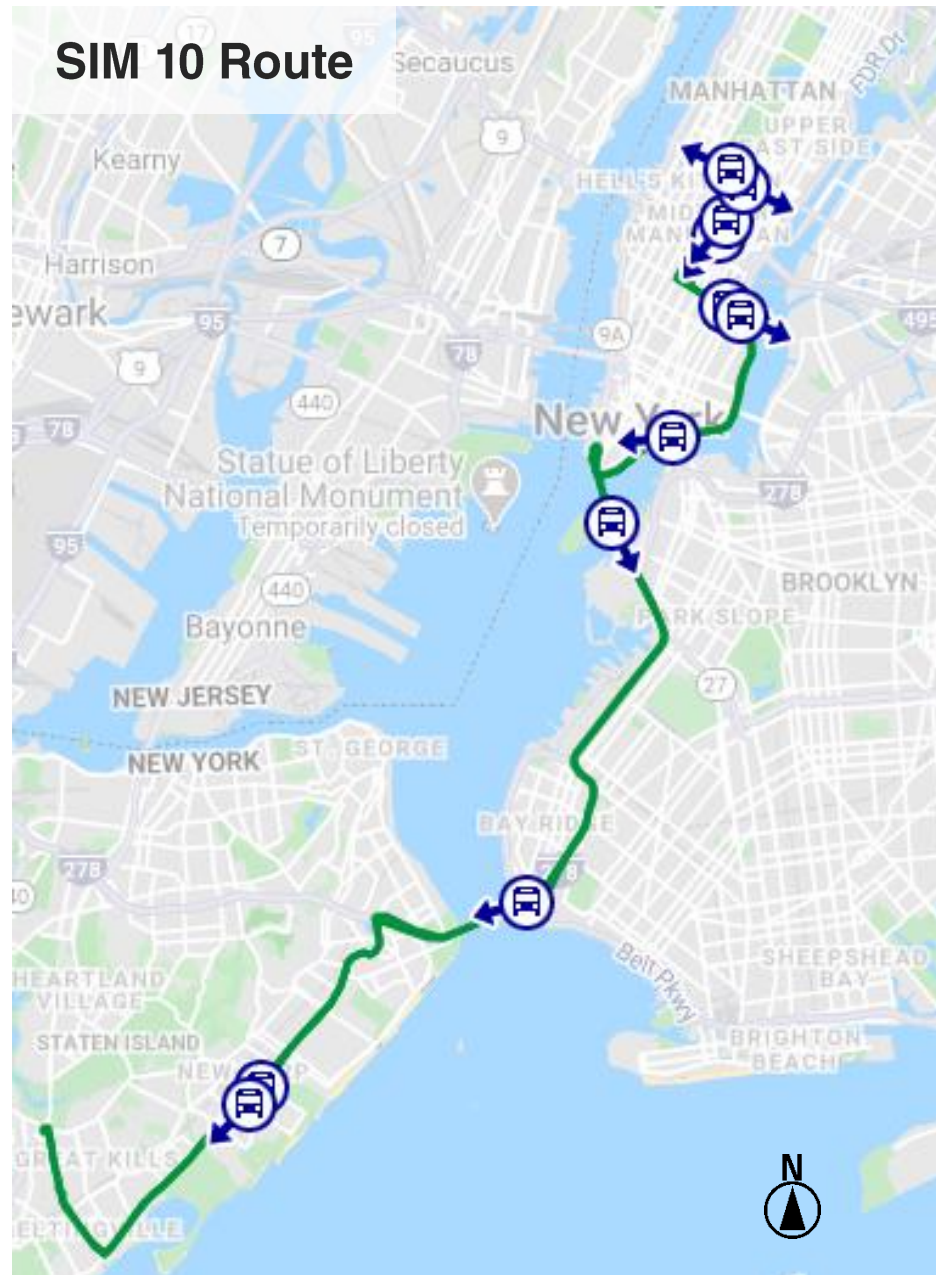
- Improve **bus speeds** and **reliability** throughout the corridor:
 - Extend bus lanes from Lincoln Ave to Nelson Ave, 3.3 miles each direction
- Existing bus speeds:
 - Lincoln Ave to Nelson Ave:
 - AM Peak (NB): 12 mph
 - PM Peak (SB): 14.5 mph
- Bus speeds on Hylan, from Lincoln Ave to Tysens Lane:
 - AM Peak (NB): 9.2 mph
 - PM Peak (SB): 8.7 mph



Hylan Blvd Bus Lane

Project Purpose

- Support a major commuting corridor connecting to S.I. Expwy & Verrazzano-Narrows Bridge
- Important inter-borough connection between SI, BK, MN
- Improve transit connections to surrounding neighborhoods



Hylan Blvd Bus Lane Extension

Existing Conditions, Lincoln Ave to Nelson Ave

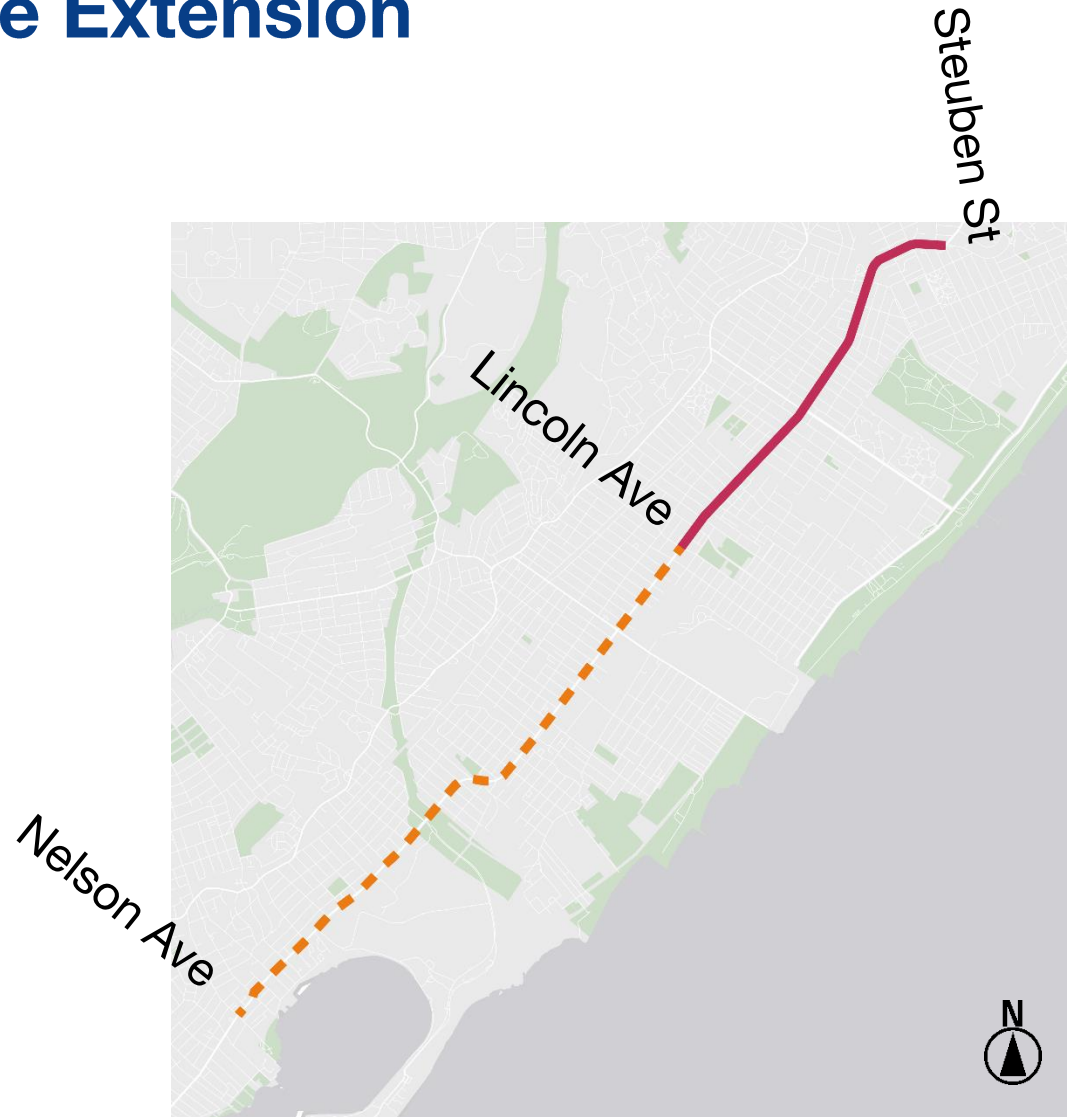
- Opportunity to install curbside bus lanes with minimal changes to parking or traffic
- For most of corridor, curbside lane is already No Standing for certain hours in each direction
 - Northbound AM: No Standing 6 - 9 AM
 - Southbound PM: No Standing 4 - 7 PM
- Most vehicles do not use the curbside lane because buses stop frequently



Hylan Blvd Bus Lane Extension

Proposed Extension

- Extend existing curbside bus lane from Lincoln Ave to Nelson Ave
- 3.3 miles of bus lane in each direction
- Proposed hours will match existing bus lane hours along Hylan Blvd:
 - 6AM – 9AM (NB)
 - 3PM – 7PM (SB)
- Right-turning vehicles and emergency vehicles may use bus lane



Hylan Blvd Bus Lane Extension

Proposed Bus Lane Hours



Curb Regulations

- Current parking regulations mostly aligned with proposed bus lane hours
- Proposed bus lane hours would extend SB No Standing regulations by 1 hour in order to match existing bus lane hours north of Lincoln Ave



Bus Lane Implementation

Better Buses Restart

- This project will include:
 - Curbside bus lanes from Lincoln Ave to Nelson Ave
 - “Bus Only” markings and signage changes only
- 6.6 miles of total bus lane
- No changes to remaining travel lanes
- Bus lanes will be monitored after implementation

Next Steps

Next Steps

Project Timeline

June 2020

- Project Development

Mid-July 2020

- First CAB meeting – July 15

Late-July/August 2020

- Second CAB meeting
- Bus Lane installation

Post-Implementation

- Additional CAB meetings and project monitoring

Thank You!

Questions?



NYC DOT



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Appendix

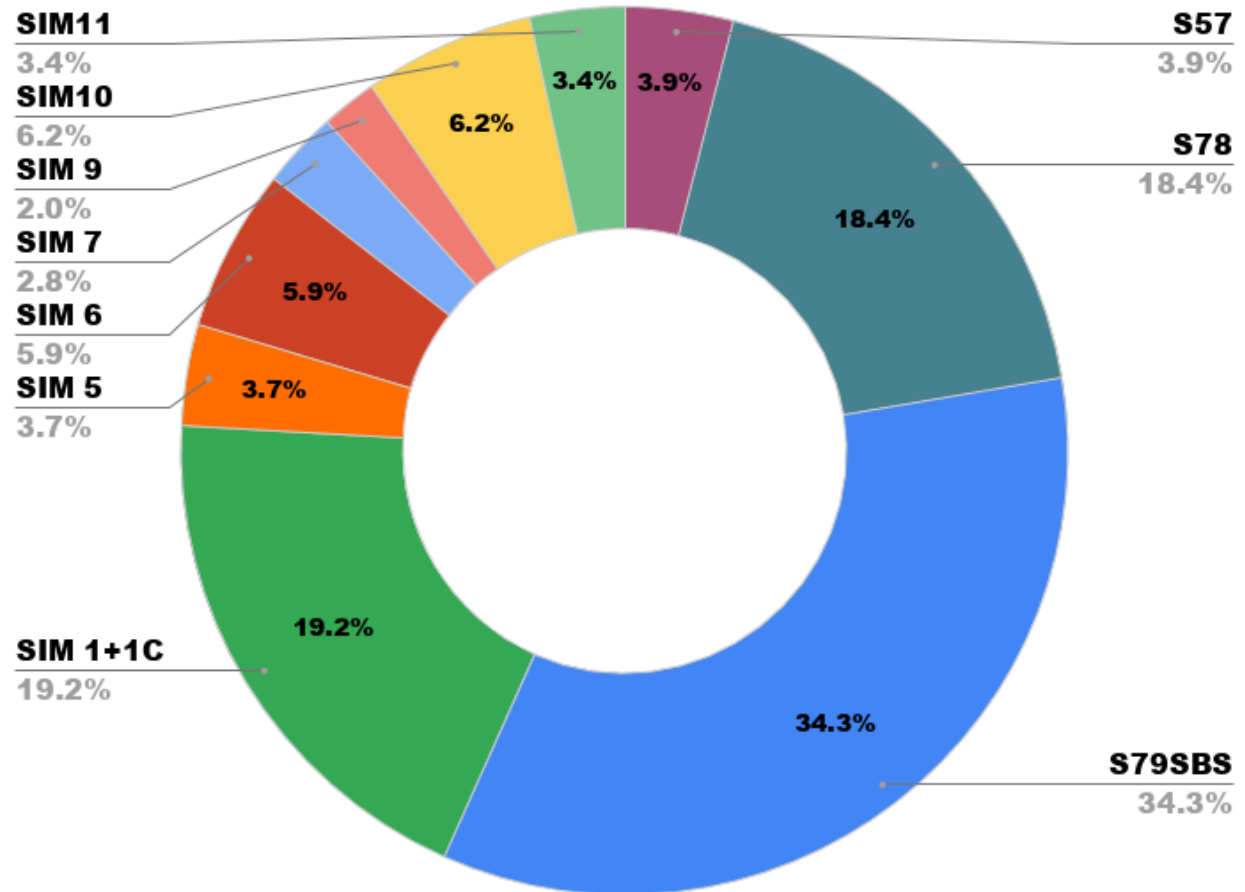
Hylan Blvd Bus Lane

Existing Bus Ridership

- Highest ridership corridor in Staten Island
- 32,507 daily riders* on 11 bus routes on this portion of Hylan Blvd
- S79 SBS ridership has grown and remained consistently high since launch
 - 2013: 9,900 daily riders
 - 2019: 11,148 daily riders

*Source: MTA

Hylan Blvd Ridership by Route



Hylan Blvd Bus Lane

Existing Bus Ridership

Route	Year	Month	Average Weekday	Average Sat	Average Sun
S 57	2019	10	1,281	917	695
S 78	2019	10	5,991	4,369	2,632
S 79SBS	2019	10	11,148	9,352	6,725
SIM 1	2019	10	6,248	4,058	2,608
SIM 5	2019	10	1,201	0	0
SIM 6	2019	10	1,926	0	0
SIM 7	2019	10	908	0	0
SIM 9	2019	10	662	0	0
SIM10	2019	10	2,027	1	0
SIM11	2019	10	1,115	0	0

Total

32,507

18,697

12,660

Hylan Blvd Bus Lane

Existing Bus Volumes

	AM		PM	
	06:00 TO 09:00	Per hour	16:00 TO 19:00	Per hour
S78	18	6	15	5
SBS79	36	12	28	9
S57	17	6	12	4
SIM1	28	9	31	10
SIM5	17	6	12	4
SIM6	26	9	20	7
SIM7	13	4	14	5
SIM9	13	4	9	3
SIM10	21	7	24	8
SIM11	15	5	13	4
Total	204	68	178	59

Hylan Blvd Bus Lane Extension

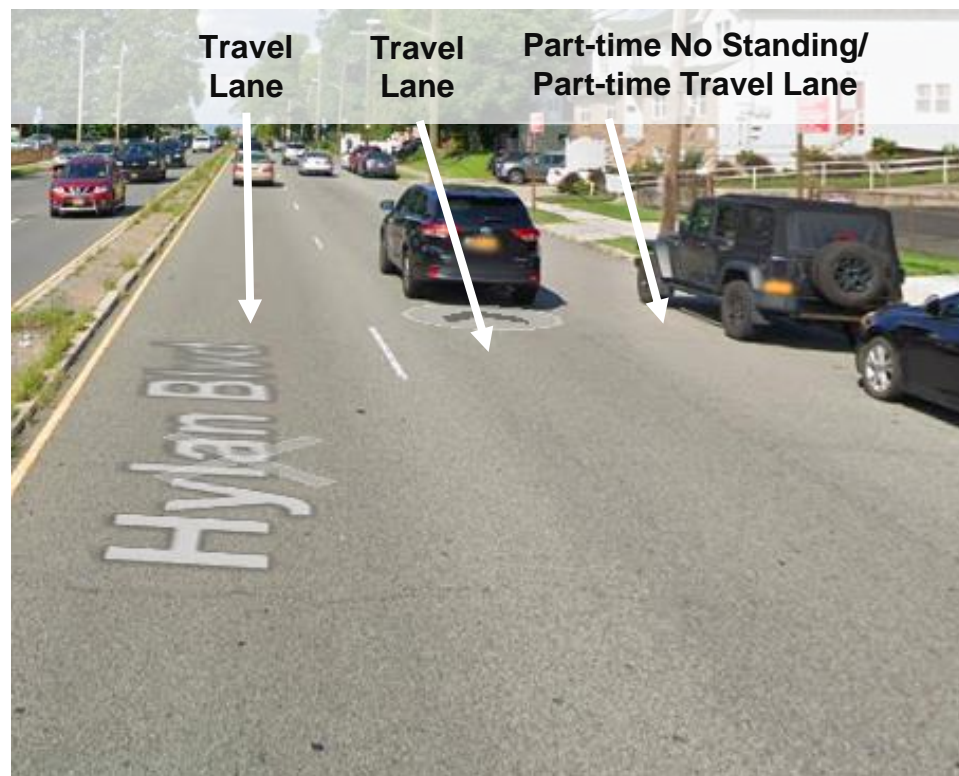
Existing Conditions, Lincoln Ave to Nelson Ave

Current traffic volumes*:

- AM Peak (7:15 – 8:15 AM), NB: 990 vehicles
- 24-hour period, NB: 19,237 vehicles
- PM Peak (3PM – 4PM), SB: 1,086 vehicles
- 24-hour period, SB: 19,473 vehicles

*Sample date: September 25, 2019

Hylan Blvd and Isabella Ave, looking north



Hylan Blvd Bus Lane Extension

Existing Conditions, Lincoln Ave to Nelson Ave

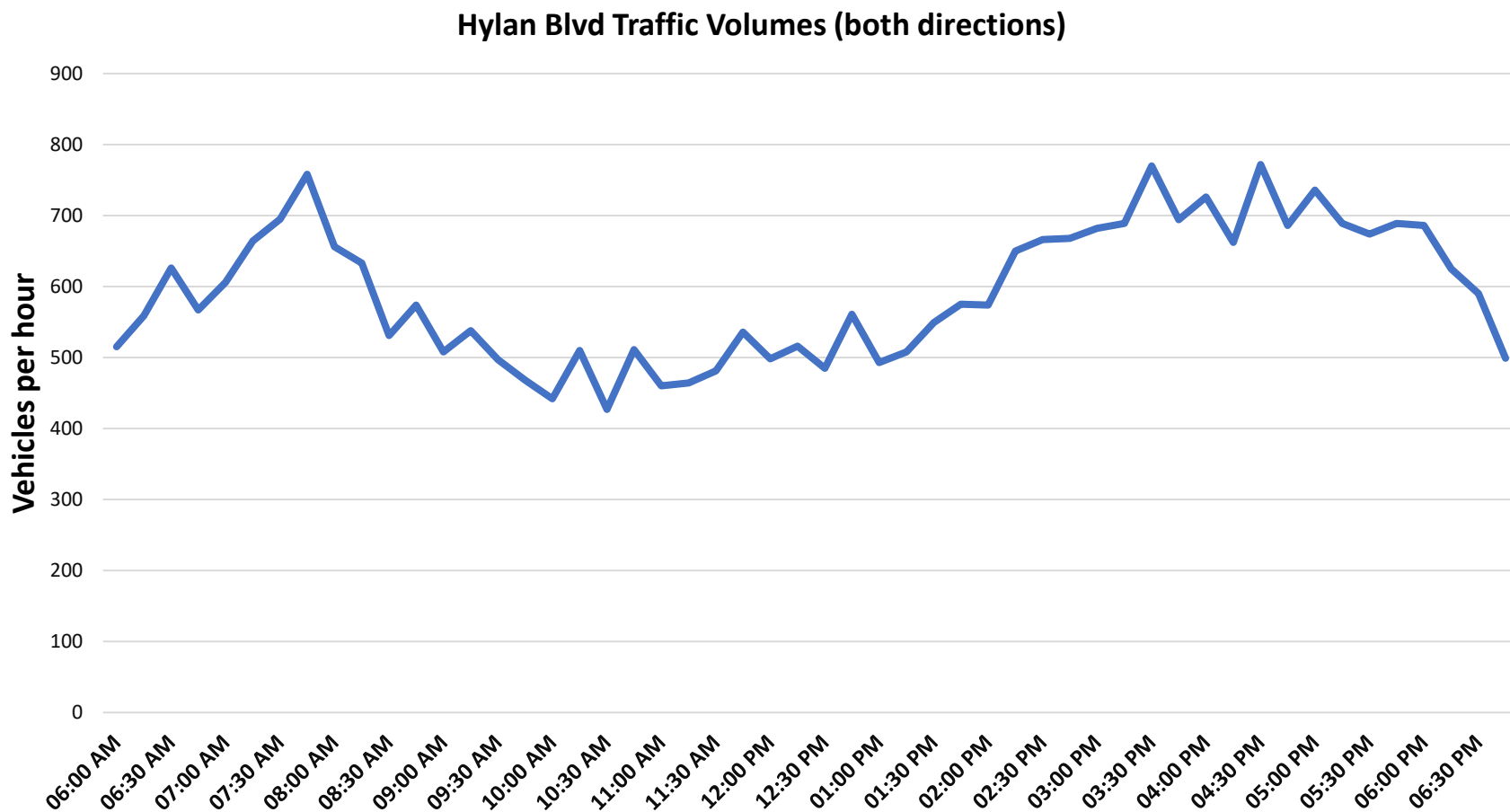
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Hylan Blvd Bus Lane Extension

Existing Conditions, Lincoln Ave to Nelson Ave



Parking Impacts

Existing Conditions, Curb is not being used much for parking



Benefits of Bus Lane Extension

- Increased speed and reliability of bus service
- Benefits high number of bus riders traveling through the corridor as the City continues with reopening efforts
- More riders will benefit from speed and reliability as bus lane extends down the corridor

