

**NYC Department of Transportation Testimony Before the
City Council Committee on Transportation and Infrastructure
November 13, 2025**

Good morning, Chair Brooks-Powers and members of the Committee on Transportation and Infrastructure. I am Diniece Mendes, Assistant Commissioner for Transit Development. With me today is Rick Rodriguez, Assistant Commissioner for Intergovernmental and Community Affairs. Thank you for the opportunity to testify on behalf of Mayor Adams and Commissioner Rodriguez on the Administration's work on New York City's bus system.

DOT continues to work collaboratively and creatively with the MTA to improve the bus rider experience citywide, ensuring that New Yorkers have bus service that they can depend on at any time of the day. We have achieved historic street safety and accessibility improvements under this Administration, including record-breaking measures to protect cyclists, safeguard pedestrians, enhance intersections, make it easier for people with low-vision to use our streets, improve bus service, and augment bus stop amenities. Our recently completed or in-construction transformative bus priority and accessibility projects will improve commutes for nearly 400,000 daily bus riders along 5.2 miles of new and 4.6 miles of improved bus lanes. This builds on our success in 2024, having delivered 17.9 miles of new, upgraded, or newly-protected bus lanes – the highest annual mileage for protected bus lanes ever.

We continue to improve buses citywide through our Better Buses Action Plan and the NYC Streets Plan, focusing on bus priority corridors. In September, we announced our plan to begin installing new bus lanes on Flatbush Avenue this fall, which includes advancing a plan for center-running bus lanes between Livingston Street and Grand Army Plaza. Thanks to our previous investments, like the \$1.5 million investment from the FY26 Adopted Budget, we can make transformational upgrades to the pedestrian and transit rider experience and the broader public realm for nearly 30,000 daily bus riders.

Our most recently completed project on Hillside Avenue in Queens includes nearly eight miles of new and improved bus lanes, one of our longest bus priority projects in history, and delivers faster and more reliable bus service for 215,000 daily riders on 22 bus routes along the corridor. Other recent projects include the expansion of bus-mounted camera enforcement on 96th Street, Second Avenue, and along Allen, Pike, and Madison Streets in Manhattan, and construction of 1.4 miles of new bus lanes on Third Avenue between 96th Street to 128th Street in Manhattan. We're in the home stretch of our

building season and will be delighted to update the final numbers in February in our Streets Plan Update.

Making buses faster and more accessible is a top priority. We continue this work by adding Transit Signal Priority to speed up buses, expand bus lane camera enforcement, and support MTA Bus Network Redesign efforts with borough bus priority plans. Thus far in 2025, we have studied Transit Signal Priority across 10+ bus routes. Last year, NYC DOT upgraded dozens of bus stops to be physically accessible and expanded our accessible pedestrian signals, all as part of our Five-Year Accessibility Plan. We can enthusiastically say, there's many more good things to come for New York City bus riders.

Legislation

Turning to the legislation before the Council today:

Introduction 339

First, Intro. 339 sponsored by Council Member Narcisse. This bill would ensure that drivers are not receiving multiple summonses for the same violation of driving in a designated bus lane. DOT already ensures that drivers don't receive multiple tickets for the same violation through our back-office process. We look forward to working with the council and support the bill.

Introduction 647

Next, Intro. 647 sponsored by Council Member Riley. This bill would require DOT to post signs on each block of any street subject to bus lane restrictions. The bill also proposes publishing the days and hours during which bus lane restrictions are in effect for all streets that are subject to any such restrictions on the website. In accordance with MUTCD guidance, we already install at least one bus lane sign per block, subject to bus lane restrictions. Additionally, we already publish the Bus Lane Restrictions dataset on DOT's Data Feed webpage and NYC Open Data. We support the goals of the bill and look forward to working with the Council.

Introduction 1345

Finally, Intro. 1345 sponsored by Chair Brooks-Powers. This bill would require DOT to provide notice, as practicable, to owners of homes and businesses when new bus stops are designated to be placed within 50 feet of such homes and businesses or when existing bus stops within 50 feet of such homes and businesses are designated to be

removed. DOT conducts substantial outreach to communities whenever the agency implements changes to the local transportation network. Importantly, this outreach is an iterative process working with elected officials, community boards, and various stakeholders to inform communities of our planning and design of projects from inception to implementation.

On average, DOT installs, removes, and maintains nearly 4,000 bus stop no standing signs and 11,000-12,000 bus stop route/destination panels each year. By way of illustration, nearly 12,000 bus stop panels were installed, removed, and maintained as part of the Queens Network Redesign. Although DOT supports the intent of this bill to increase awareness of any changes to bus stops, the legislation presents challenges that are beyond our limited staff capacity and would delay implementation of critical safety, accessibility, and service reliability improvements. We enthusiastically commit to working with you to identify strategic and tailored outreach plans in relation to bus stops.

Conclusion

In conclusion, I would like to thank the Council for the opportunity to testify before you today. We would now be happy to answer any questions.