

Victory Boulevard Transit and Safety Improvements in CB 1

Bay St to Little Clove Rd

Proposal Presentation to CB 1 Transportation Committee

May 2025



Victory Blvd and Austin Pl

Agenda

1. Background and Context
2. Design Proposal
3. Next Steps and Discussion

Background and Context

1

Why Victory Boulevard?

NYC DOT and MTA seek to improve bus service and traffic safety on Victory Boulevard because:

- There are 25,000+ average daily riders on 16 routes that facilitate connections to the Staten Island Ferry.
- 619 injuries on the corridor in the past 5 years, including 60 who were severely injured. Victory Boulevard is a Vision Zero priority corridor.
- Existing bus priority treatments are outdated and need to be upgraded to meet current standards.
- According to a Fall 2024 MTA survey, Staten Island bus riders would like to see reduced wait times, more reliable service, and minimized delays.



MTA Bus Blocked by Box Truck at Bus Stop on Victory Blvd

Outreach to Date

- Staten Island Elected Officials/Staff – Existing Conditions Discussion **February 10, 2025**
- CB 1 – Existing Conditions Discussion – **March 11, 2025**
- **We heard:**
 - Interest in improved bus service and reliability
 - Requests for improved bus stops and pedestrian safety
 - Concerns over bus lane hours
 - Concerns over traffic flow
- We have incorporated this information into our initial proposal, and look forward to hearing your feedback on this draft proposal

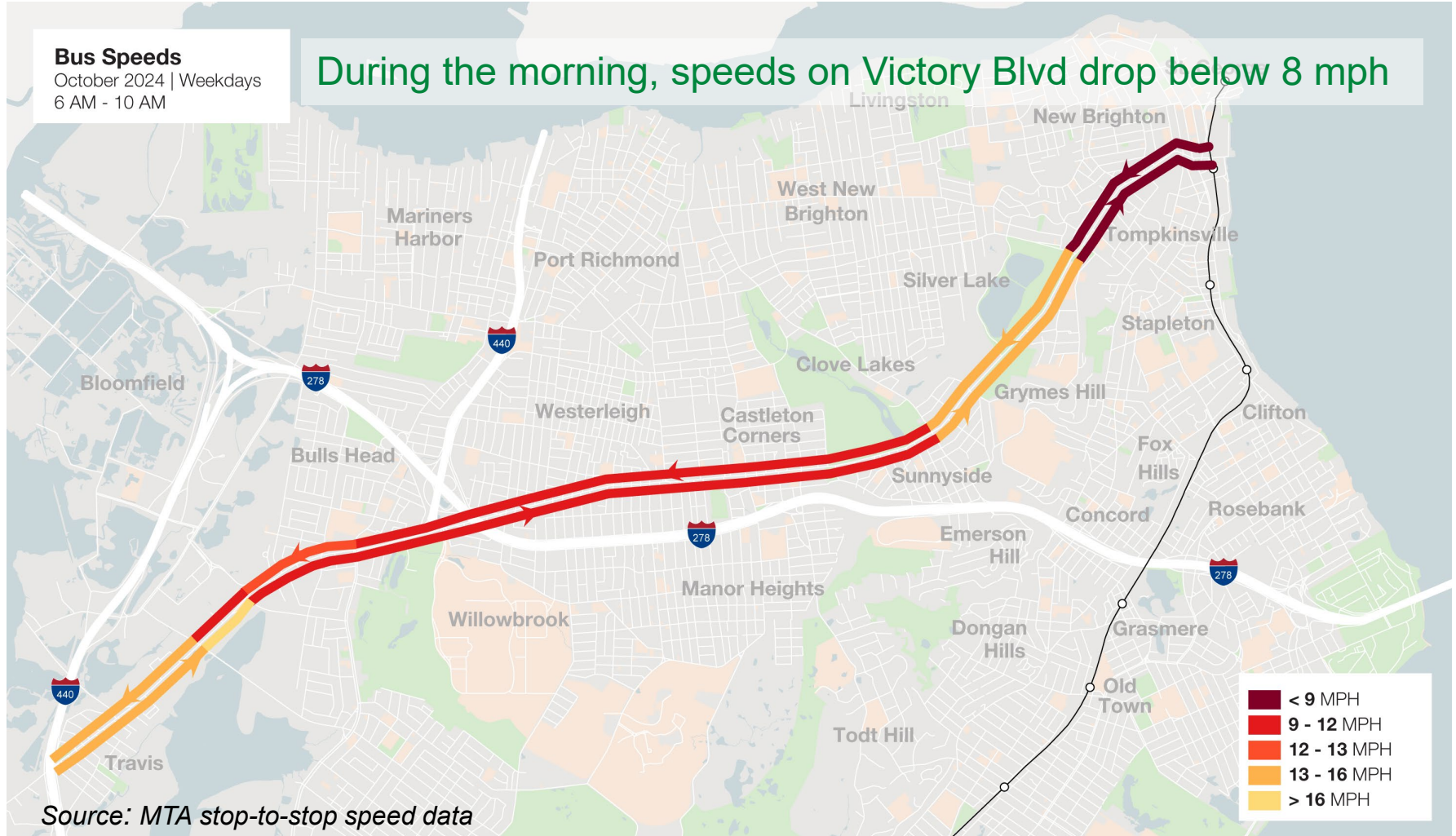


Victory Boulevard AM Bus Speeds

Bus Speeds

October 2024 | Weekdays
6 AM - 10 AM

During the morning, speeds on Victory Blvd drop below 8 mph

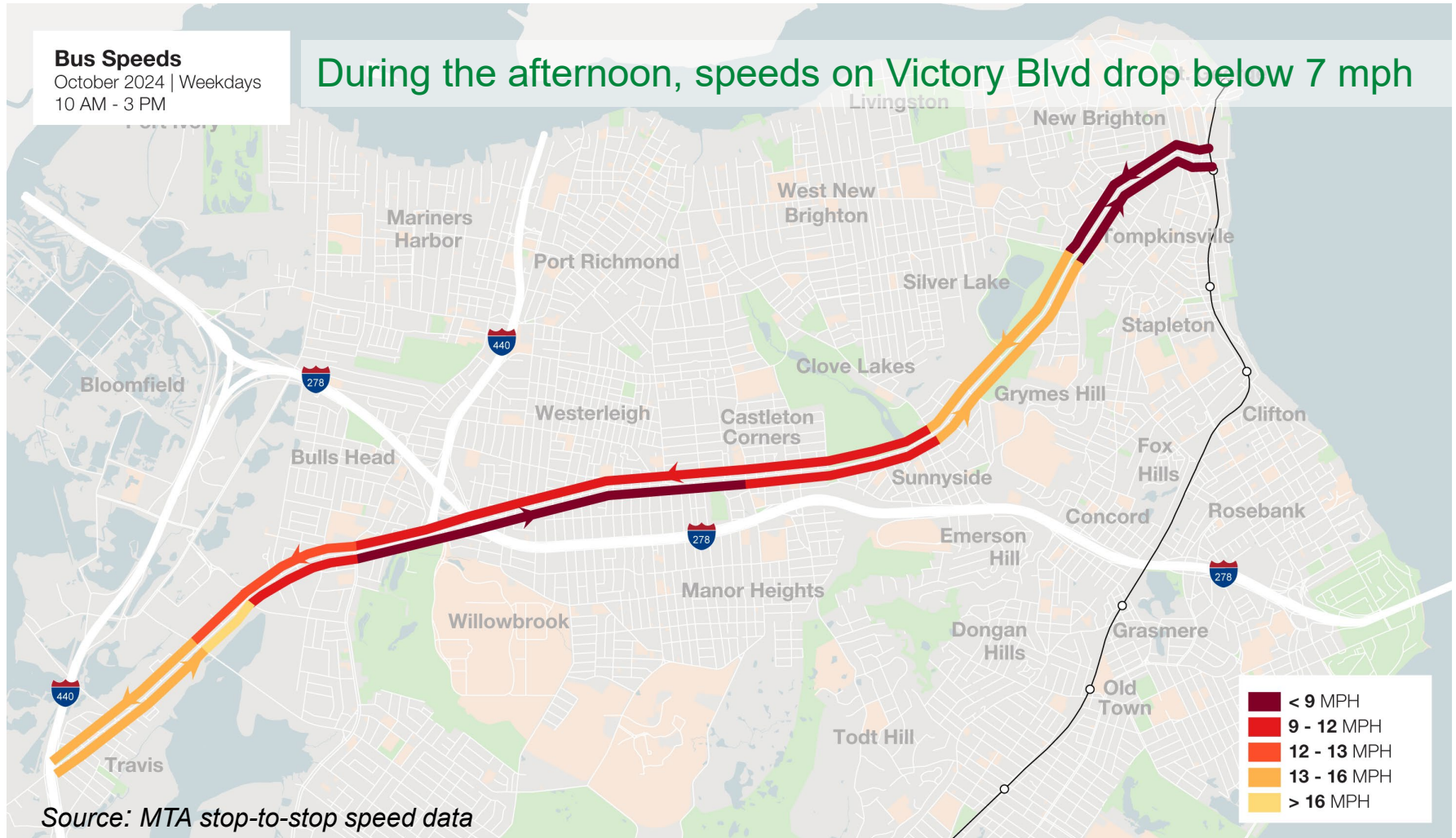


Victory Boulevard Midday Bus Speeds

Bus Speeds

October 2024 | Weekdays
10 AM - 3 PM

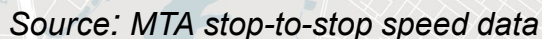
During the afternoon, speeds on Victory Blvd drop below 7 mph



Source: MTA stop-to-stop speed data

Bus Speeds

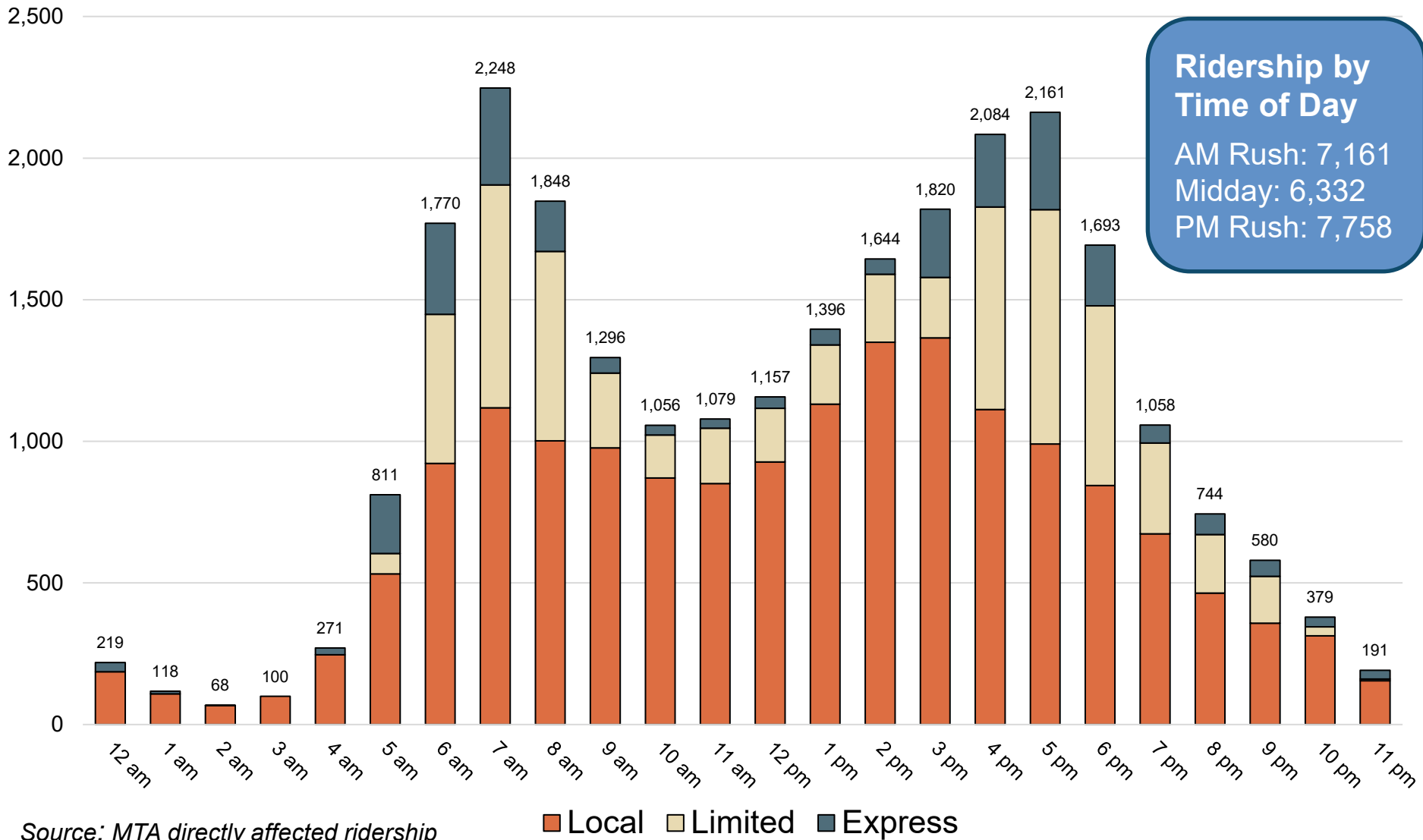
During the evening, speeds on Victory Blvd drop below 7 mph



Victory Blvd Bus Ridership by Hour

Ridership by Time of Day

AM Rush: 7,161
Midday: 6,332
PM Rush: 7,758



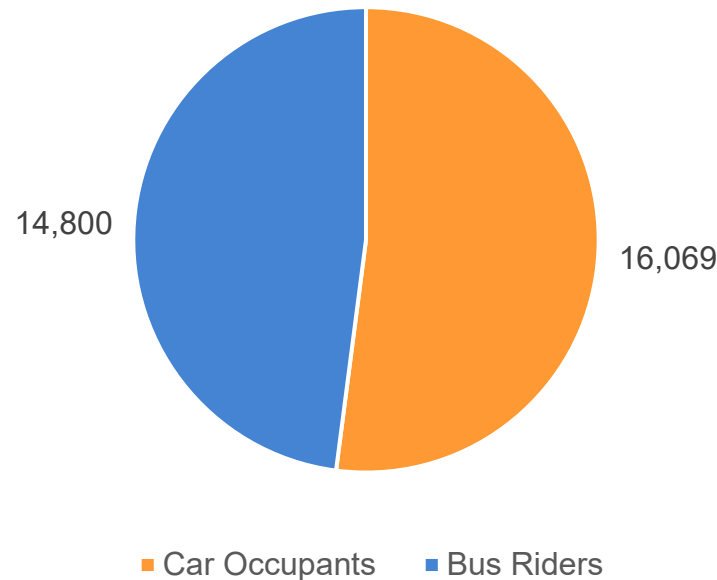
Source: MTA directly affected ridership

Local Limited Express

Who's Using Victory Boulevard?

On Victory Boulevard north of Jersey St, 48% of vehicular road users are bus riders, while 52% ride in cars. The limited hours and limited enforcement of the existing bus lanes do not match the scale of bus ridership.

Victory Blvd: Bay St to Jersey St

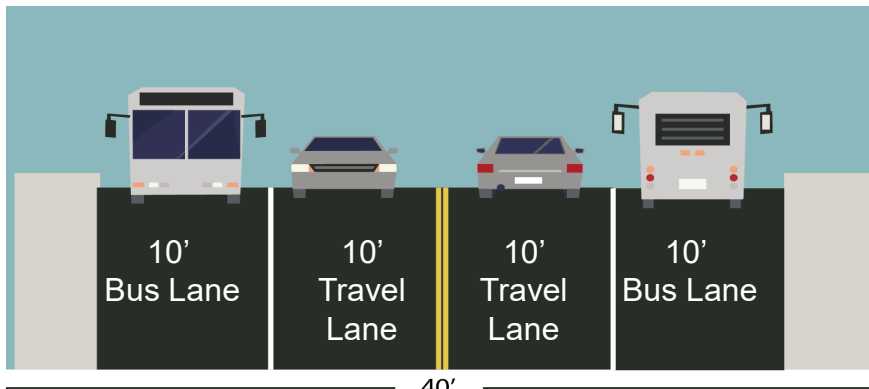


Sources:
MTA Data October 2024
NYS DOT October 2022

Existing Bus Lanes on Victory Boulevard

Bay St to Forest Av

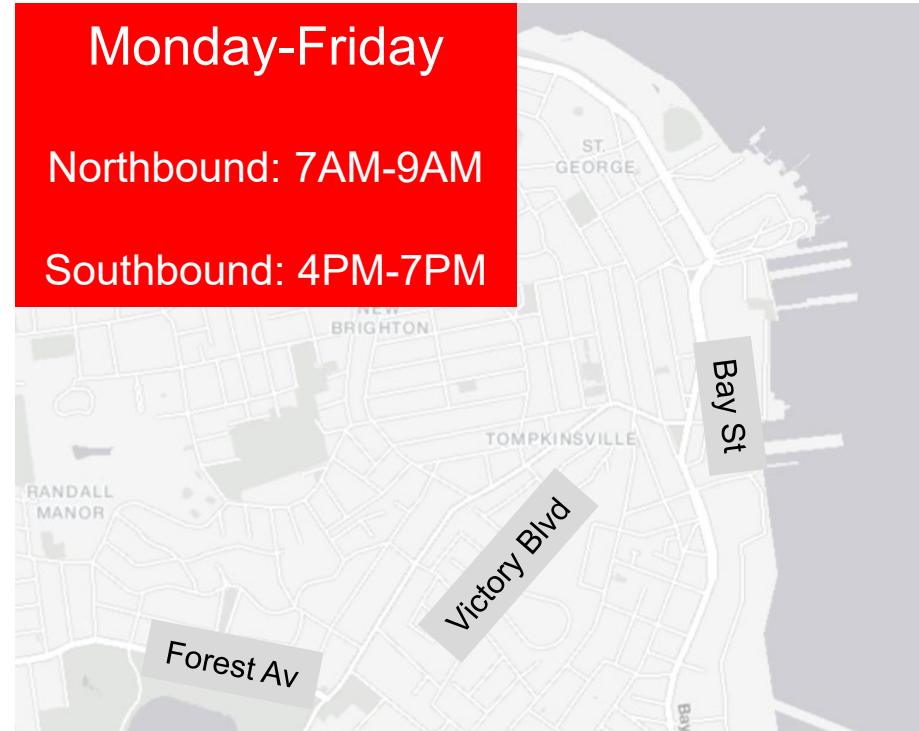
- Curbside, peak direction-only bus lanes have existed on segments of Victory Blvd since 1963 — but many remain unpainted and lack enforcement
- In 2016, NYC DOT introduced bus and pedestrian safety improvements near the Staten Island Ferry Terminal
- In 2020, red bus lane paint was added between Bay St and St. Marks Pl, but key segments remain unpainted



Monday-Friday

Northbound: 7AM-9AM

Southbound: 4PM-7PM



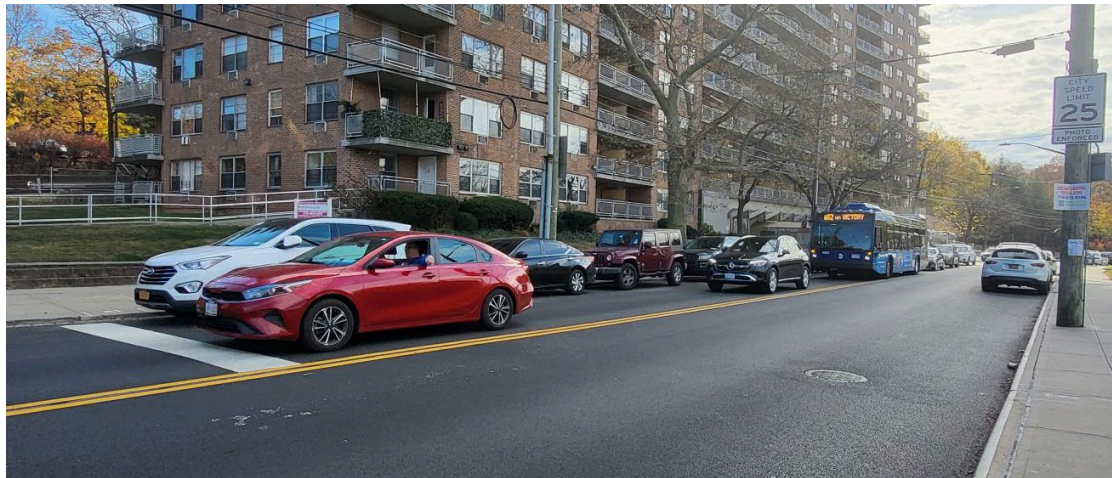
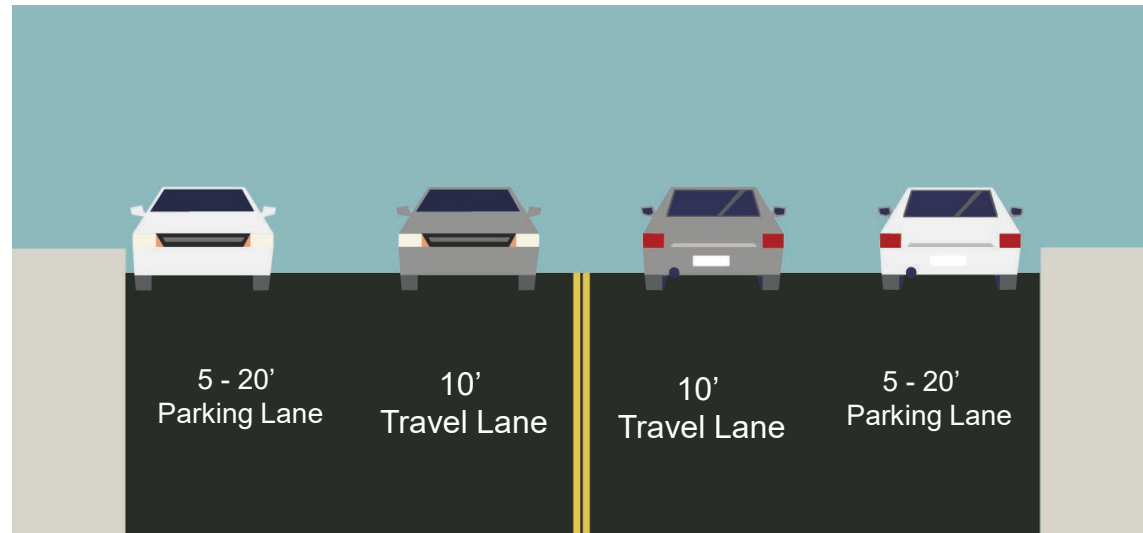
Issues Observed:

- Cars parked in bus lane during bus lane hours
- Bus speeds are slow beyond Forest Av where bus lane ends

Existing Conditions

South of Forest Av

- From Forest Av to Willowbrook Rd, the roadway width on Victory varies from 30'-60'.



Issues Observed:

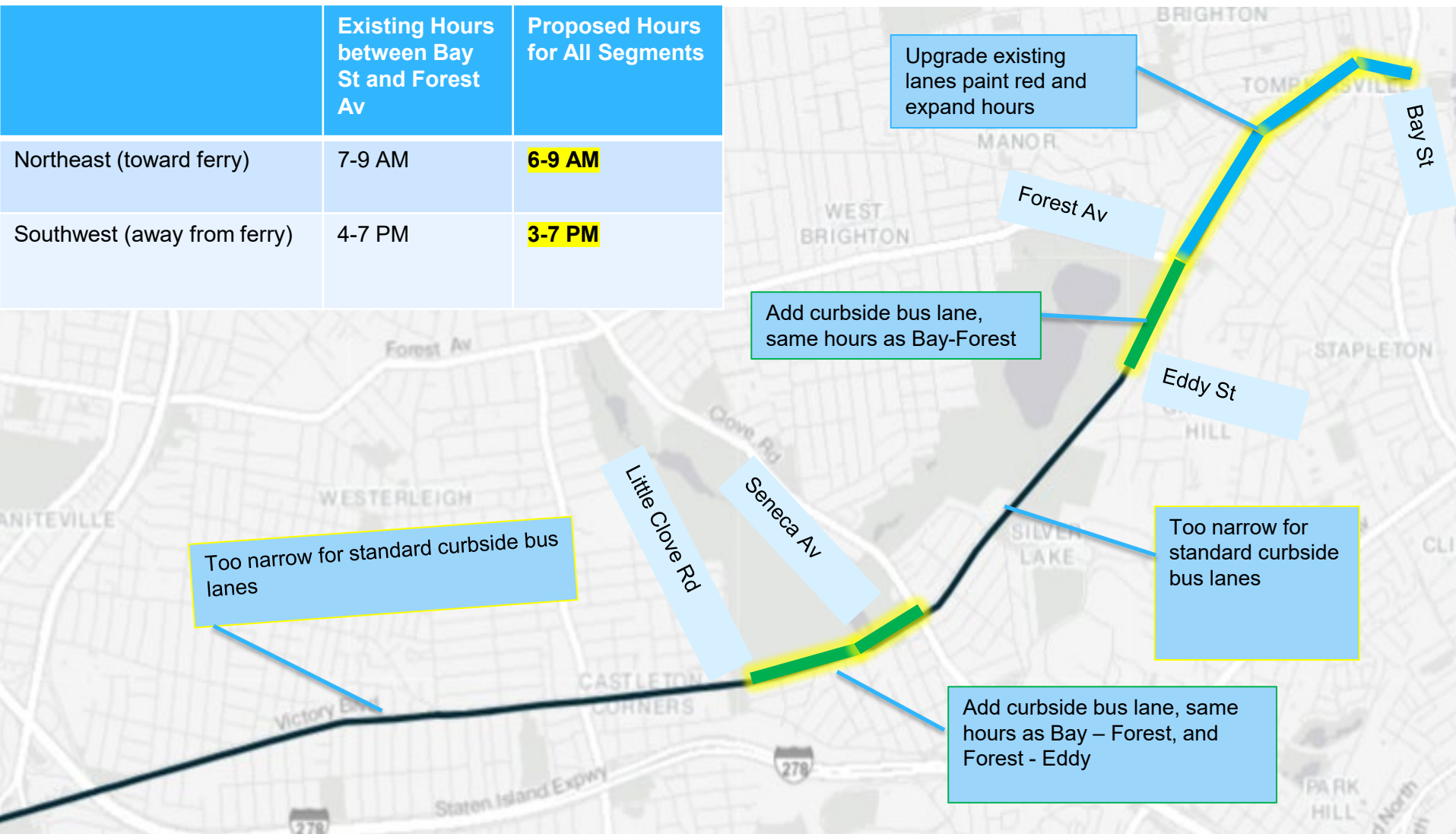
- Double parking often blocks travel lanes, slowing down the bus
- Bus speeds are slow in this area without bus lanes and get caught in congestion

Design Proposal

2

Design Overview in CB 1

	Existing Hours between Bay St and Forest Av	Proposed Hours for All Segments
Northeast (toward ferry)	7-9 AM	6-9 AM
Southwest (away from ferry)	4-7 PM	3-7 PM



Direction	Proposed Hours for All Segments
NE	6-9 AM
SW	3-7 PM

-
- | | |
|----|--------|
| SW | 3-7 PM |
|----|--------|
- Existing
- Buses travel in unpainted lane
- Cars may park on street outside of bus lane hours
- Montgomery Av
- St Marks Pl
- BUS STOP
- ONLY BUS
- ONLY BUS
- ONLY BUS
- ONLY BUS
- BUS STOP

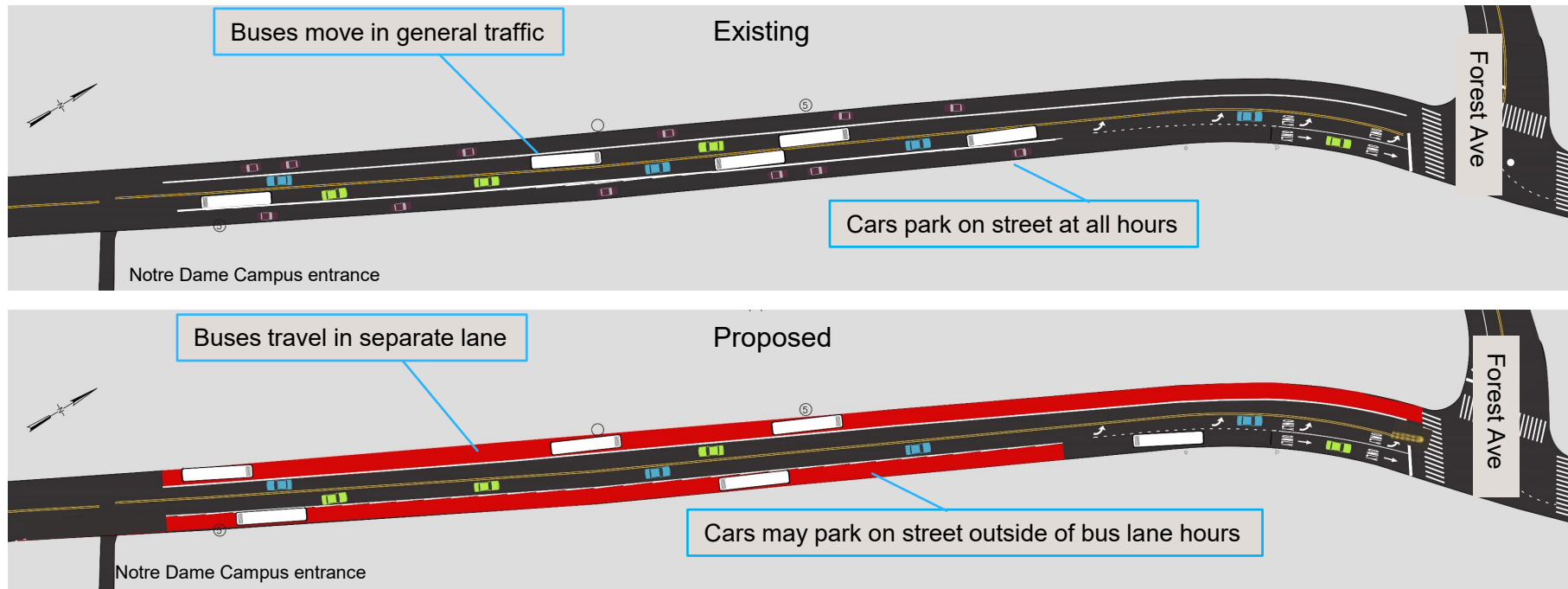
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- Proposed
- Rubber speed bump
- Buses travel in painted lane
- BUS STOP
- ONLY BUS
- ONLY BUS
- ONLY BUS
- ONLY BUS
- ONLY BUS
- Cars may park on street outside of bus lane hours
- BUS STOP
- Montgomery Av
- St Marks Pl

Direction	Proposed Hours for All Segments
NE	6-9 AM
SW	3-7 PM

Segment 2: Forest Av to Eddy St

NYC DOT proposes adding new curbside bus lanes on part of the block between Forest Av and Eddy St alongside Silver Lake Park

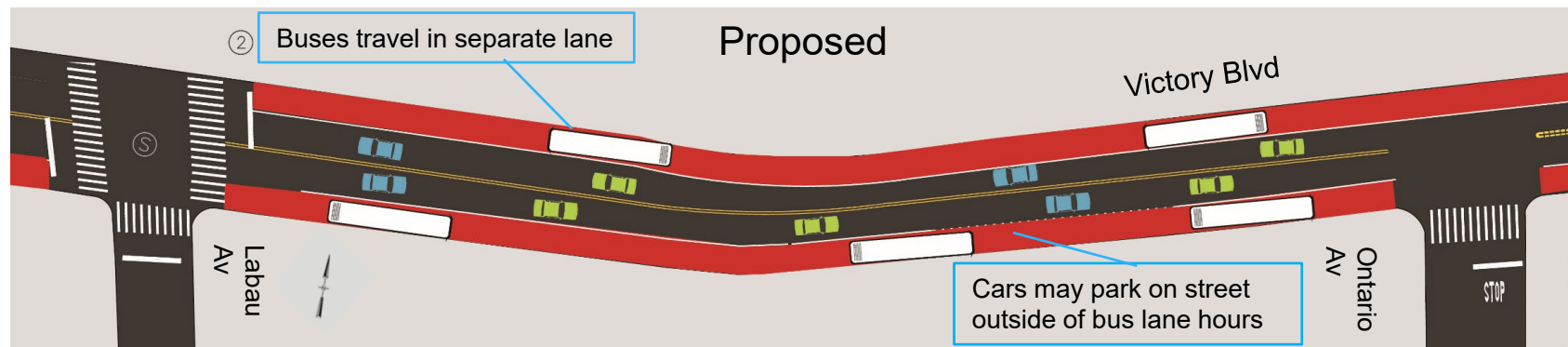
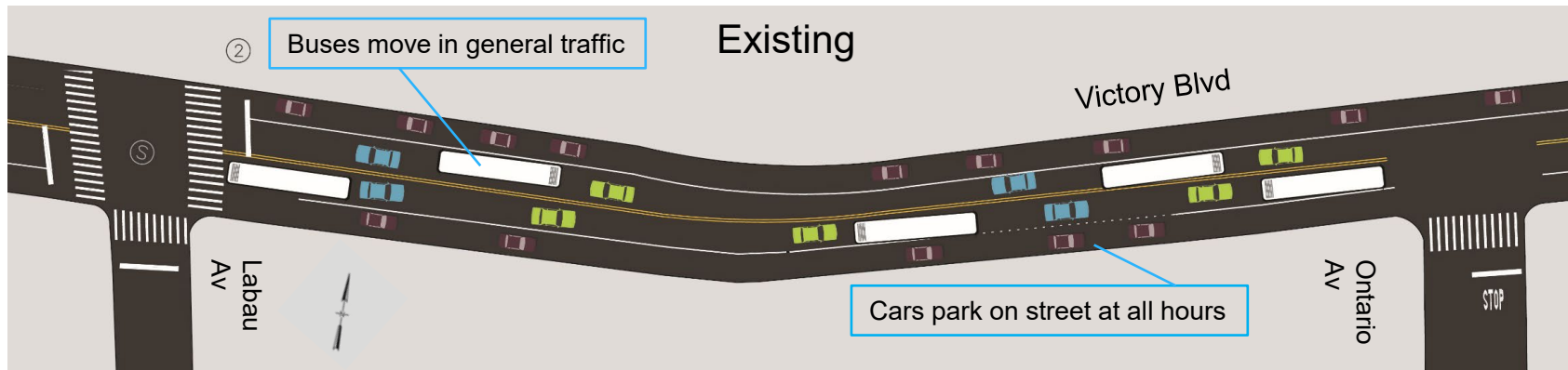
- This design provides a clear travel path for buses during peak periods, and parking is maintained at all other times
- Bus lane would stretch from Forest Ave to Notre Dame High School, as roadway is too narrow between high school and Eddy St



Direction	Proposed Hours for All Segments
NE	6-9 AM
SW	3-7 PM

Segment 3: Seneca Av to Little Clove Rd

- Roadway widens after Seneca Av
- DOT proposes curbside bus lanes, and rubber speed bumps for turn calming. These treatments improve bus service and pedestrian safety



Potential Bus Stop Accessibility Upgrades in CB 1

Potential Locations on along Victory Blvd (pending engineering review)

1. Albert St SW
2. Bryson Av SW
3. Cypress Av NE
4. Decatur Av SE
5. Highland Av SE
6. Ingram Av NW
7. Martin Av SE
8. N Gannon Av SW
9. Silver Lake Golf Course NE
10. Theresa Pl SE



Other Potential Treatments

Bus Mounted Camera Enforcement (ACE)



Curb Regulation Changes



Stationary Cameras



Signal Timing Adjustments

Design Summary

- Refurbish existing bus lanes on Victory Boulevard between Bay St and Forest Av
 - Paint lanes red
 - Expand bus lane hours by one hour for each direction to capture more of the peak ridership (6-9 AM towards the northeast towards the Ferry; 3-7 PM southwest away from the Ferry)
- Install new curbside bus lane between Forest Av and Eddy St
- Install new curbside bus lane between Seneca Av and Little Clove Rd
- Study 10 bus stops for accessibility upgrades
- Study other improvements like enforcement, signal timing, and curb regulation improvements to benefit roadway users

Next Steps and Discussion

3

Next Steps

Spring 2025:

- Ongoing outreach to seek feedback on proposed design
- Incorporate community feedback into final design for CB 1 Section
- Begin engaging CB 2 on the south/western section

Summer 2025:

- Expected Implementation of CB 1 section



Thank You!

Questions?



NYC DOT



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