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 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 61st St
  - 2020: Busway from 34th to 57th St
- Battery Place*
  - 2020: Bus queue jump lane and signal

*To be implemented this year
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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
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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
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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.

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

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

By Elizabeth Ntim
June 9, 2020 1:30 P.M. • 35 Comments
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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%
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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

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
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

*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?
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 Bus Lane

## Existing Bus Ridership

<table>
<thead>
<tr>
<th>Route</th>
<th>Year</th>
<th>Month</th>
<th>Average Weekday</th>
<th>Average Sat</th>
<th>Average Sun</th>
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<tr>
<td>S 57</td>
<td>2019</td>
<td>10</td>
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<td>695</td>
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**Total**  
32,507  
18,697  
12,660
## Hylan Blvd Bus Lane

### Existing Bus Volumes

<table>
<thead>
<tr>
<th>Route</th>
<th>AM</th>
<th>PM</th>
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<td>178</td>
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</table>

06:00 TO 09:00 | Per hour |
16:00 TO 19:00 | Per hour |

Per hour values represent the number of buses per hour during the specified time slots.
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 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 Bus Lane Extension

Existing Conditions, Lincoln Ave to Nelson Ave

Hylan Blvd Traffic Volumes (both directions)
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