Select Bus Service:
The New York City Experience
Background

• MTA New York City Transit:
  – Part of Metropolitan Transportation Authority (New York State)
  – Operator of New York City’s public transit system
  – Over 5.3 million subway and 2.2 million bus trips per day

• New York City Department of Transportation:
  – New York City mayoral agency
  – Operator of New York City’s 6,000 miles of streets, 787 free bridges, 12,000 traffic lights, and the Staten Island Ferry
Background: Bus Speeds

Average Speed (MPH)

- New York: 8.1
- Chicago: 9.7
- Boston: 10.5
- Washington: 11.2
- Los Angeles: 12.3
Background: Bus Speeds

Average Speed (MPH)

- 1996: 9.1 MPH
- 2002: 8.4 MPH
- 2006: 8.1 MPH
- 2010: 8.1 MPH
Sources of Bus Delay

- In Motion Time: 54%
- Boarding/Alighting Passengers: 22%
- Traffic Lights: 21%
- Other Delays: 3%
Features of Select Bus Service

- Bus lanes
- Faster fare collection
- Bus signal priority
- Branding
- Passenger info
- Stations
Bus Lanes
Bus Lane Cameras

DATE       TIME
06/14/2011  05:30:31 PM
NYBM014M-NB 1ST AVE @ E 57TH ST
Pre-Payment
Transit Signal Priority
Branding
Passenger Information
Stations
Stations: Bus Bulbs
SBS Corridors In Progress

LEGEND
- Implemented SBS Projects
- Planned SBS Projects
Fordham Road/Pelham Parkway:
- New/Upgraded bus lanes
- Off-board fare collection
- Transit Signal Priority
- Simplified Service Pattern
- New Shelters

Implemented June 2008:
- 46,000 daily riders
- 20% reduction in travel time
- 10% increase in ridership
- ~$10M implementation cost
First Avenue/Second Avenue:
- New/Upgraded bus lanes
- Off-board fare collection
- New low floor 3-door buses
- Integration with bicycle network

Implemented October 2010
- 57,000 daily riders
- 15-18% reduction in travel time
- 10% increase in ridership
- ~$10M implementation cost
- Bus bulbs, TSP, ~$10M additional
• Roadway speeds measured using GPS devices in in-service yellow taxis, for trips beginning and ending on First Avenue or Second Avenue

• Evaluation showed minimal changes in traffic speeds

• Traffic volumes also showed minimal changes
34th Street SBS:
- Bus lanes implemented in 2008
- Off-board fare collection in 2011
- Simplified route pattern/brand
- Bus bulbs, offset bus lanes, articulated buses coming in 2013

Results to date:
- **21,000** daily riders
- **23%** reduction in travel time
- **31%** increase in ridership
- **~$20M** project cost (including 2013 implementation)
SBS Results

Hylan Boulevard SBS:
- Peak period bus lanes
- Simplified route pattern/brand
- Pedestrian safety improvements
- Left turn bays/traffic flow improvements

Implemented September 2012:
- **32,000** daily corridor riders (half on express buses to Manhattan)
- **12%** service increase (too early for detailed ridership counts)
- ~**$6M** project cost
Upcoming SBS Projects

Nostrand/Rogers SBS:

- New bus lanes
  - 5 miles of offset bus lanes – maintenance of parking along entire route
- Off-board fare collection
- New low-floor articulated buses
- Transit Signal Priority
- Bus bulbs at 14 stations
- Funded by $28M FTA New Starts Grant
- Implementation: Fall 2013
Upcoming SBS Projects

Nostrand/Rogers SBS:
Upcoming SBS Projects

Webster Avenue SBS:

- Bx41 LTD → Bx41 SBS
- 4 miles of offset bus lanes with bus bulb stations
- For the entire route:
  - Low-floor buses
  - Off board fare collection
  - Station and bus branding
  - Transit signal priority
  - Pedestrian safety improvements
- Summer 2013 projected launch
- Bus bulbs in 2015
Upcoming SBS Projects

Webster Avenue SBS:
Upcoming SBS Projects

LaGuardia Airport SBS:

- Goal to both serve the airport, and to provide better neighborhood service to 125<sup>th</sup> Street, Jackson Heights
- Substantial outreach underway for project, particularly along 125<sup>th</sup> Street
- M60 SBS, Q70 services tentatively scheduled for Summer/Fall 2013
- Bronx service not funded
Upcoming SBS Projects

LaGuardia Airport SBS:
Future SBS Corridors
Lessons Learned

• Agency partnership key to implementing good projects
• Measure success based on outcomes
  – Ridership increases
  – Speed of service
  – No other negative effects (traffic, safety, etc)
• Value of fast and (relatively) cheap solutions
• Accept working in a multi-modal environment
• Don’t let the perfect be the enemy of the good