

Re-imagining Bus Service in New York: Select Bus Service and the Better Bus Program

Janette Sadik-Khan, Commissioner, NYC DOT

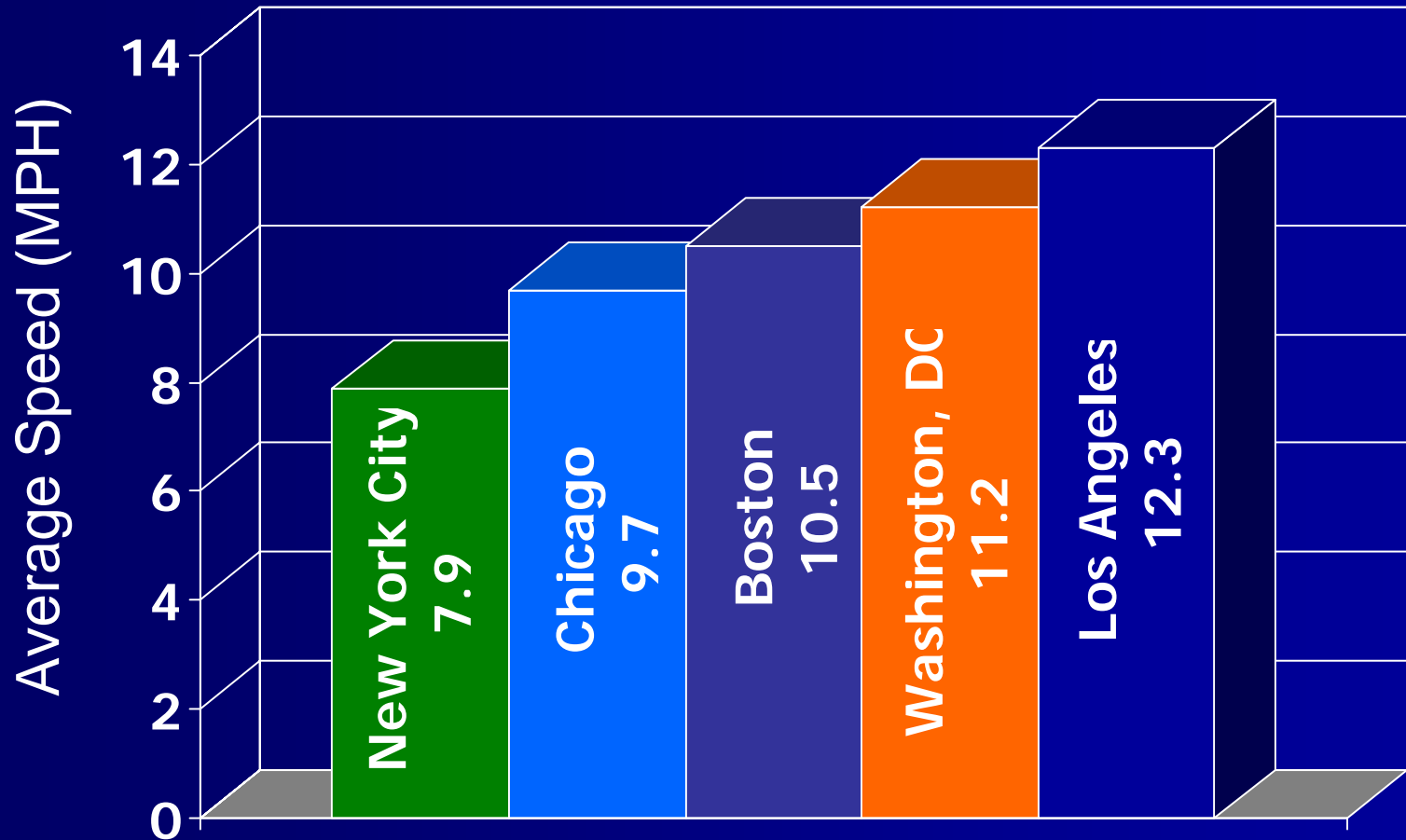
Howard H. Roberts, Jr., President, MTA NYCT

"The normal frustrations of modern life are here multiplied and amplified—a single run of a crosstown bus contains, for the driver, enough frustration and annoyance to carry him over the edge of sanity...the light that changes always an instant too soon, the passenger that hangs on the shut door, that truck that blocks the only opening, the coin that slips on the floor..."

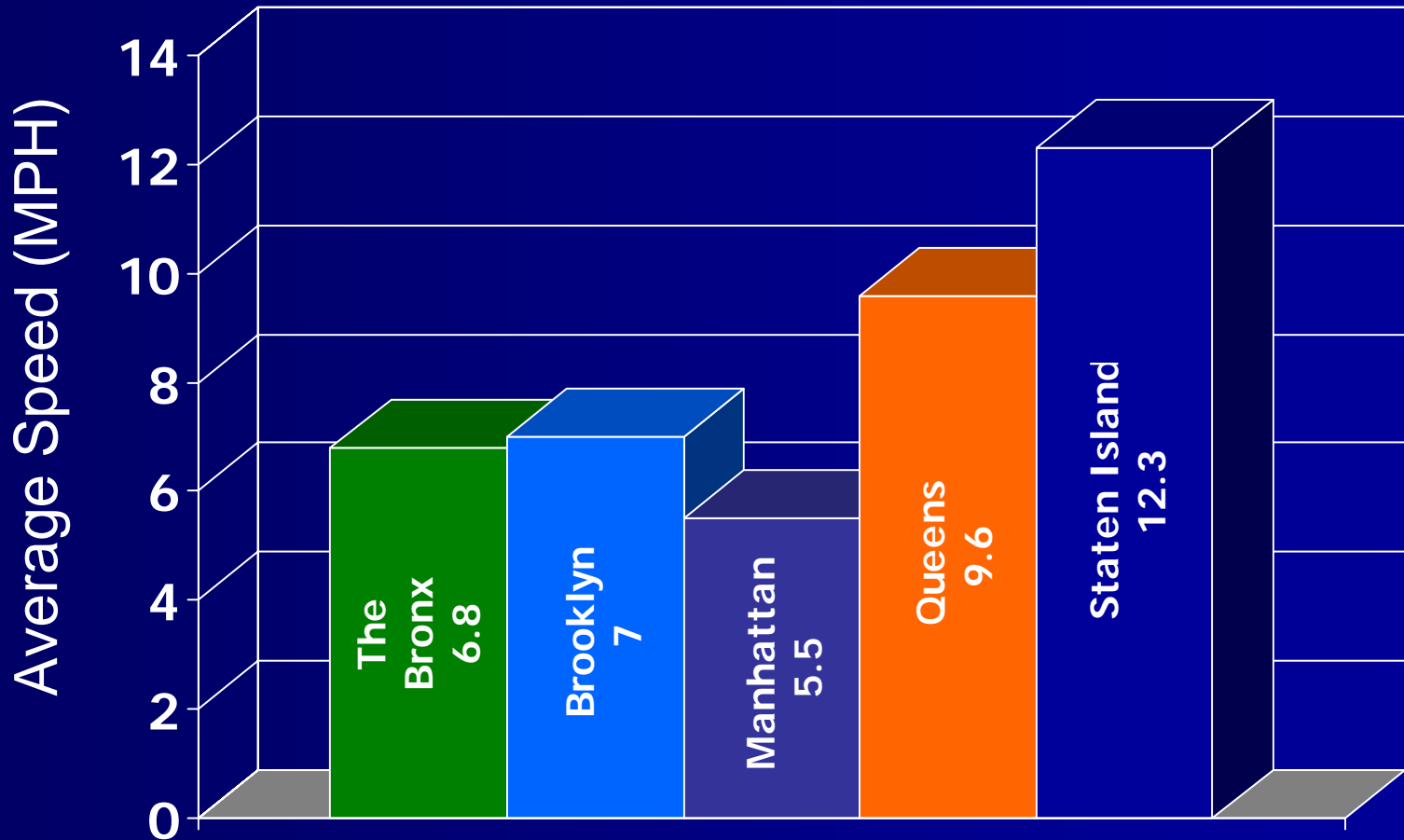
-E.B. White, *Here is New York*

1949

Bus Travel in NYC vs. Other Cities

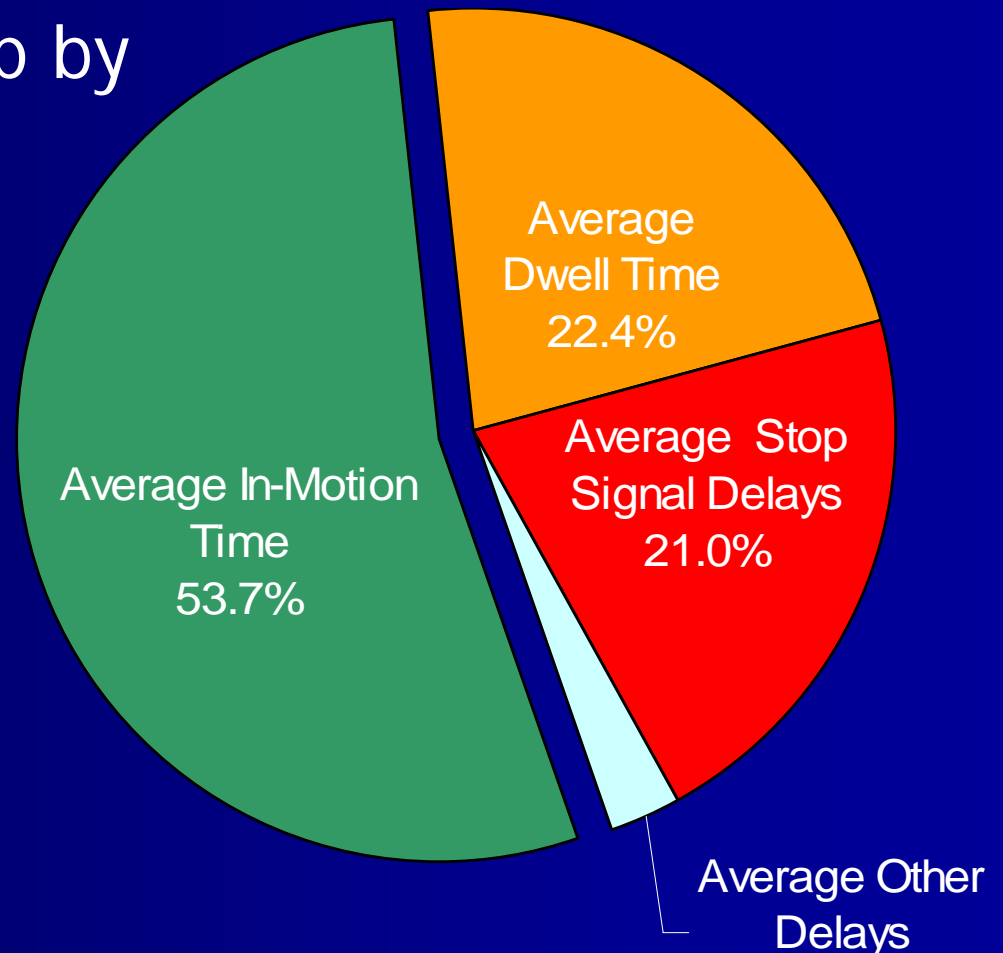


Bus Travel in NYC by Borough



Bus Travel in NYC

Percentage of Trip by
Time Component



Today's BRT Program

Bus Priority

- Fifth & Madison Avenues
- 34th Street

Bus Hot Spots

- Downtown Brooklyn
- Jamaica Center

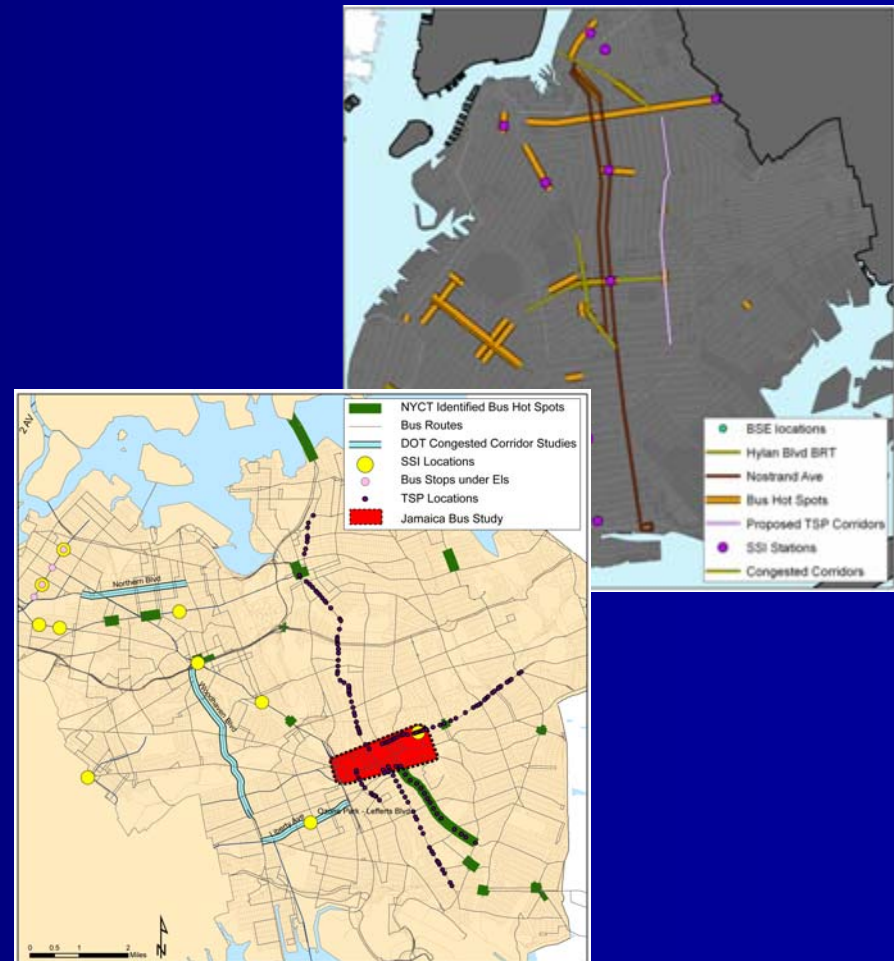
BRT

- Fordham Road & Pelham Parkway
- First & Second Avenues
- Nostrand Avenue
- 34th Street
- Hylan Boulevard



Better Bus Initiatives

- Bus Hot Spots Program
- Corridor improvements
- Improvements to existing bus lanes
- TrafficStat focus on Buses



Fifth & Madison Avenues Bus Priority

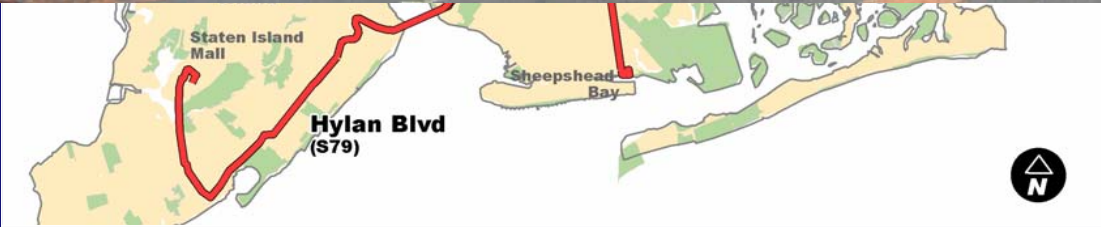
- Existing Madison Avenue dual bus lane (currently 42nd-59th) extended south to 23rd Street
- Dual bus lane added on Fifth Avenue from 23rd Street to 59th Street
- Serves existing and expanded Express bus routes, as well as local/limited buses



Madison Avenue at 42nd Street

Select Bus Service

Westchester County



Bus Improvements



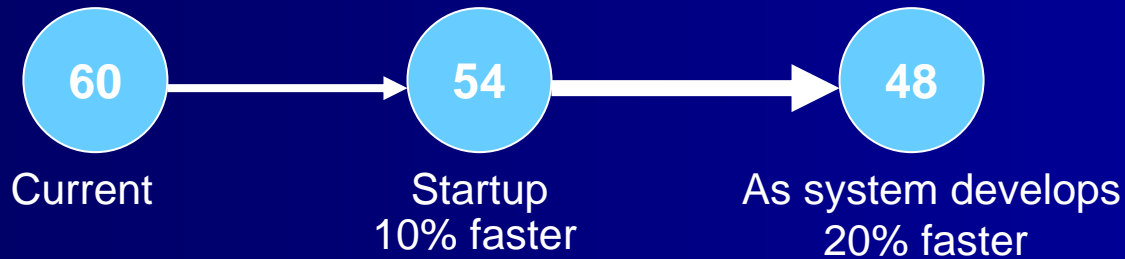
Branding

- Highly visible and attractive branding on bus interiors, exteriors, and at stations

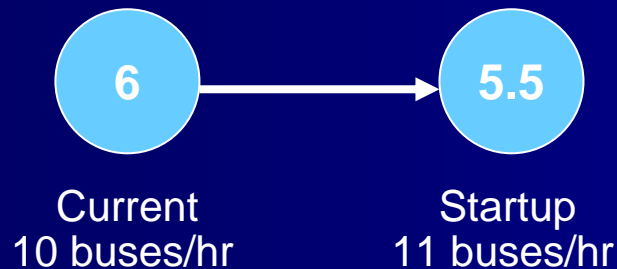
Bus Improvements

Longer Hours and More Frequent Service

- Reduced Total Bus Travel Time (in minutes)



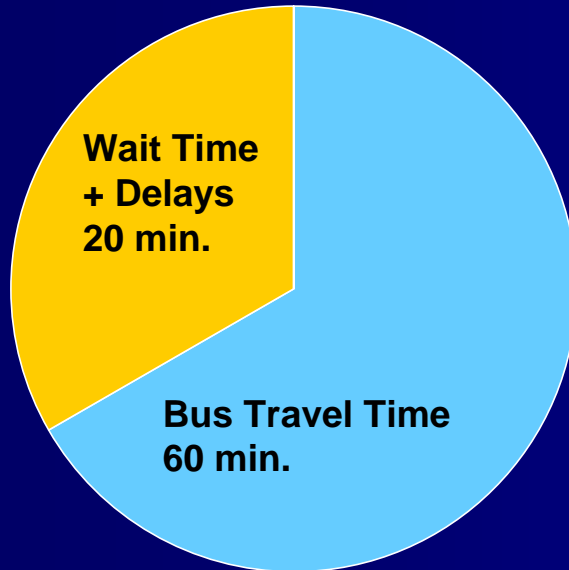
- Improved Peak Hour Bus Frequency (in minutes)



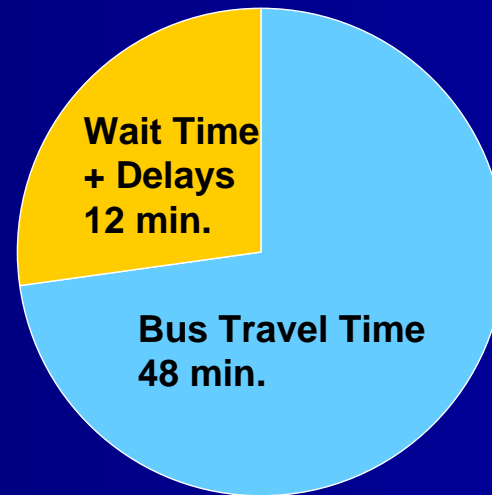
Bus Improvements

Improved Reliability

- Reduction in both delays and travel time variability
- Customers can rely on faster and more reliable service



Current Trip Time
(80 minutes)



SBS Trip Time
(60 minutes)

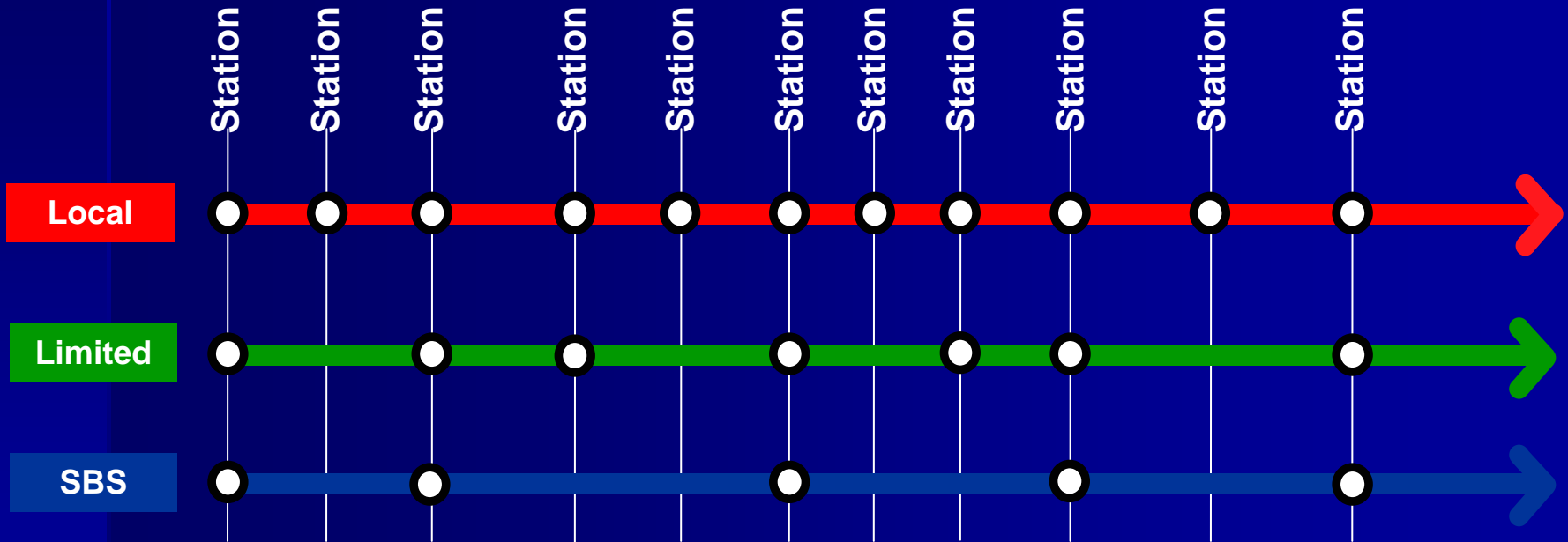
Bus Improvements

Off-Board Fare Collection

- Pay at the fare payment machines and obtain a proof-of-payment ticket
- Board the bus at either door



Bus Improvements



Wider stop spacing

On-Street Improvements

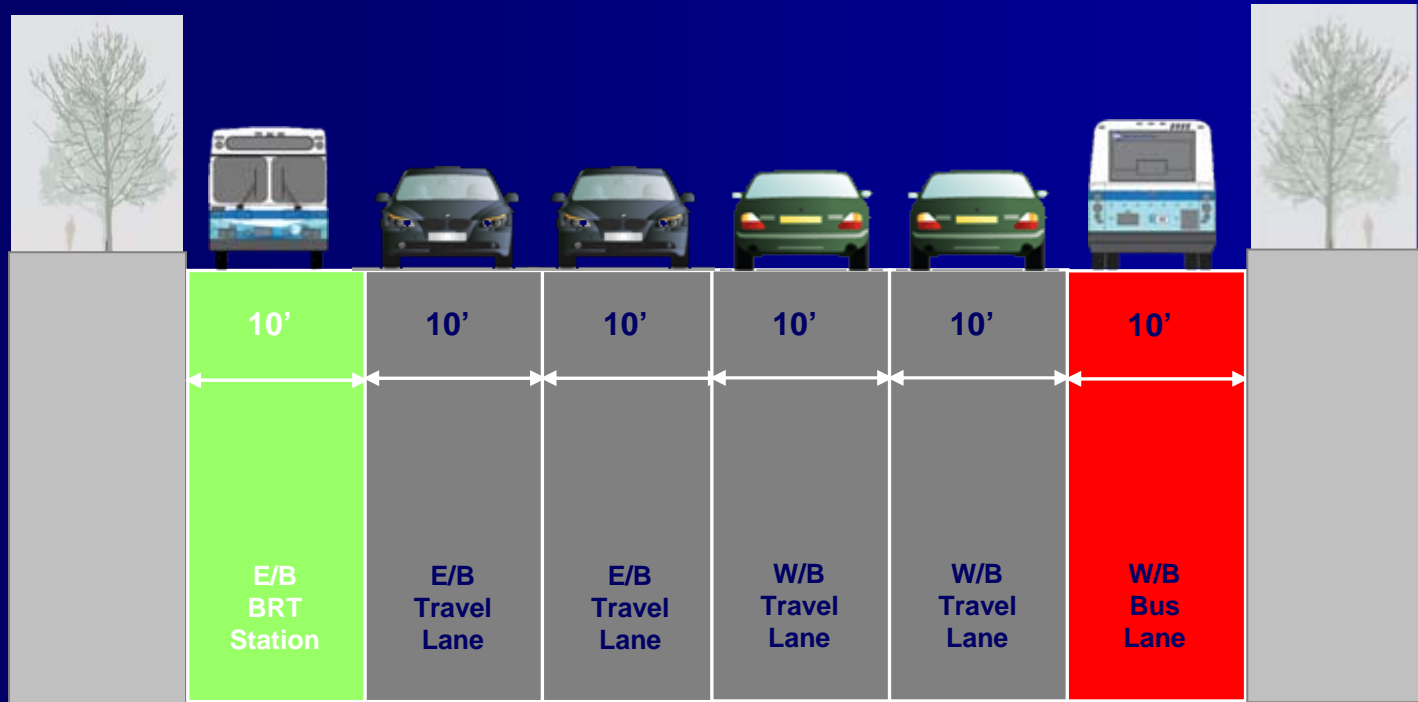
- Transit Signal Priority & signal optimization
- Red bus lanes
- Aggressive signage
- Enhanced stations
- Increased bus-lane enforcement



Fordham Road & Pelham Parkway



Fordham Road

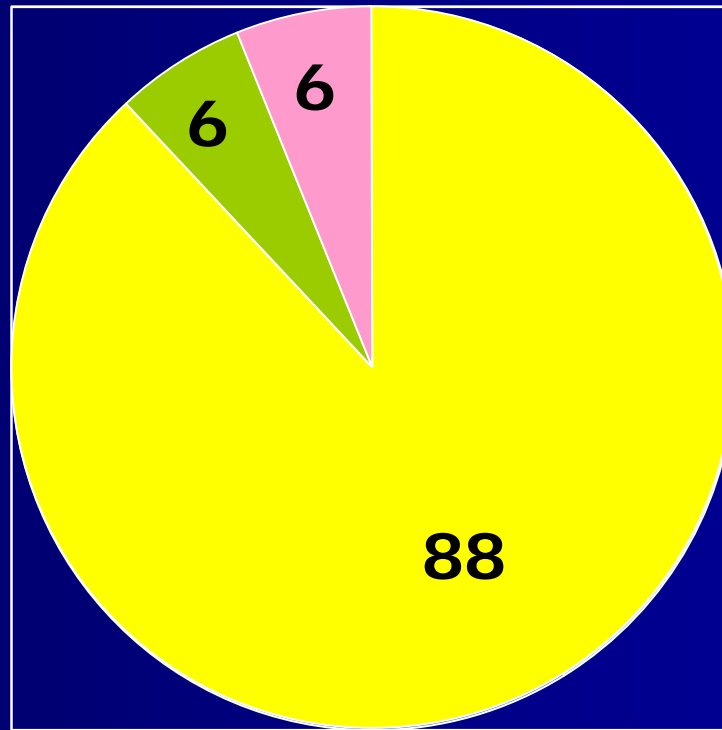


Fordham Road Midday Delivery Window



Survey of Fordham Road Pedestrians

88%
Arrived by
transit or
walking



■ Walked ■ Bus ■ Subway ■ Drove Alone ■ Other

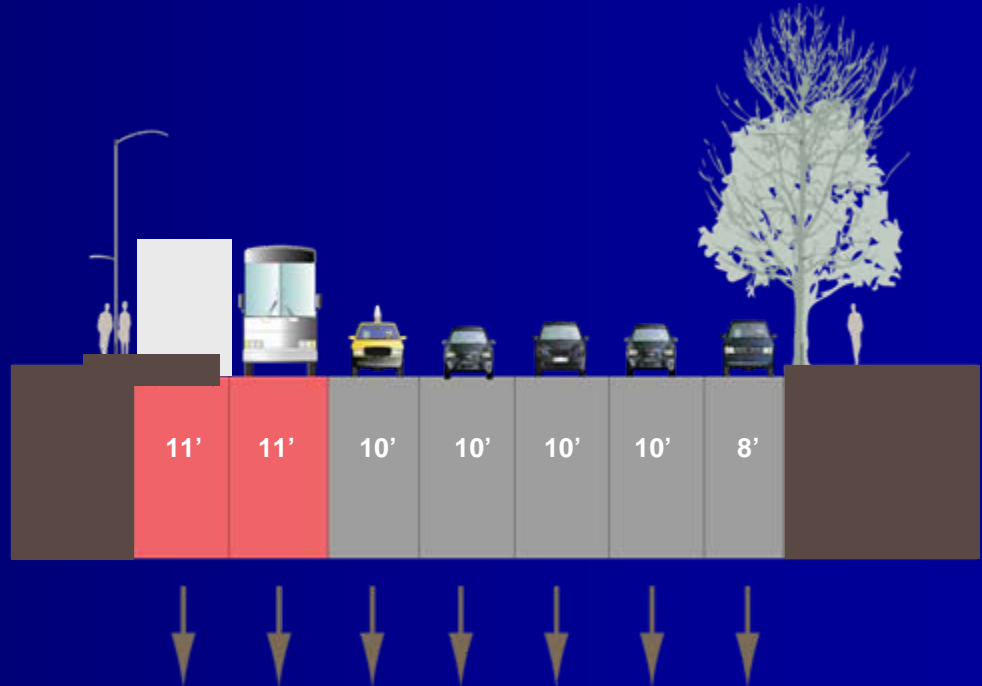
Overall Fordham Road Benefits

Bus Route	Existing Weekday Ridership (2006)
Bx12	42,410
Bx17	10,964
Bx9	27,199
Bx22	17,695
W 60-61 (Bee Line)	6,427
TOTAL:	104,695

Overall Fordham Road SBS Benefits

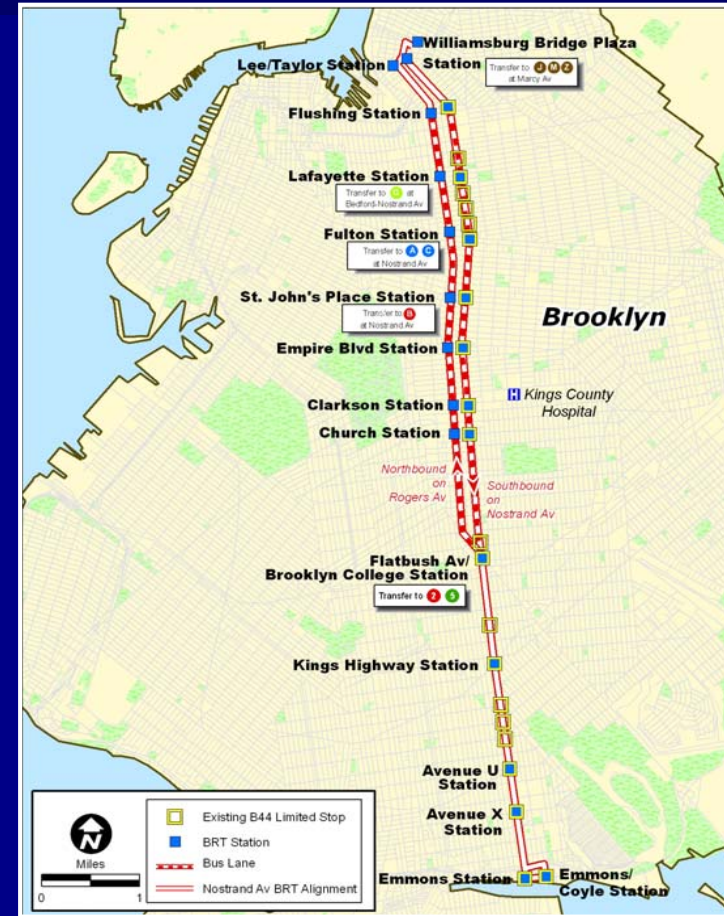
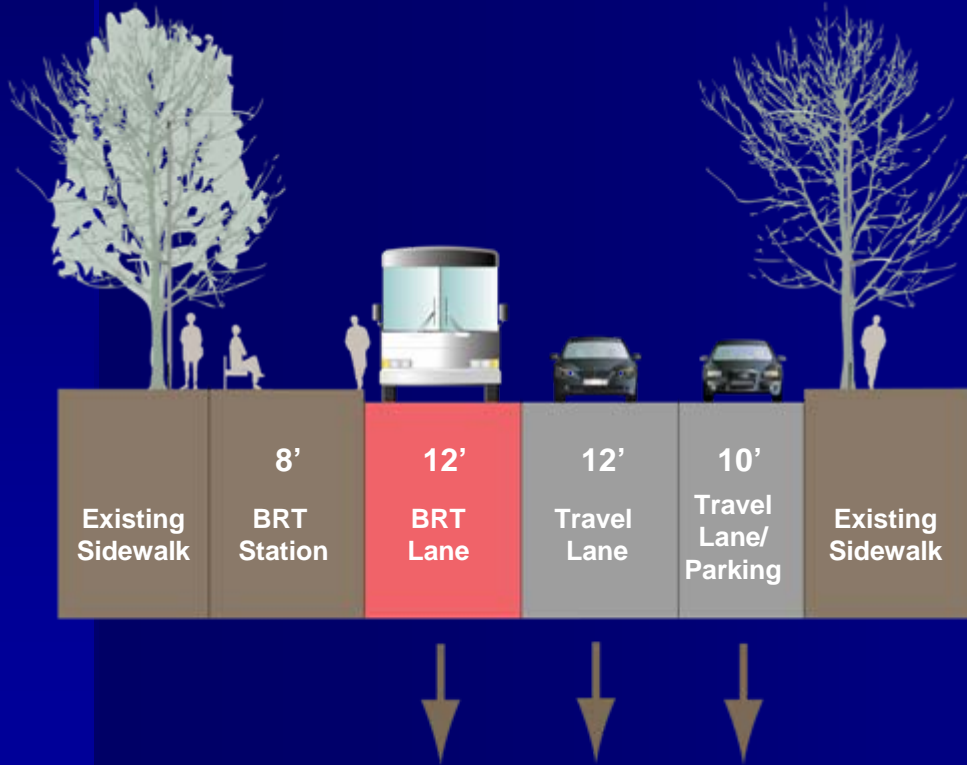
- **Travel time improvements**
 - 10% initial improvement
 - 20% as BRT features are refined
- **Reliability improvements**
- **Improved access to key destinations**
- **Improved running times for local Fordham Road buses**
- **Streetscape improvements**
- **Seven day service**

First & Second Avenues

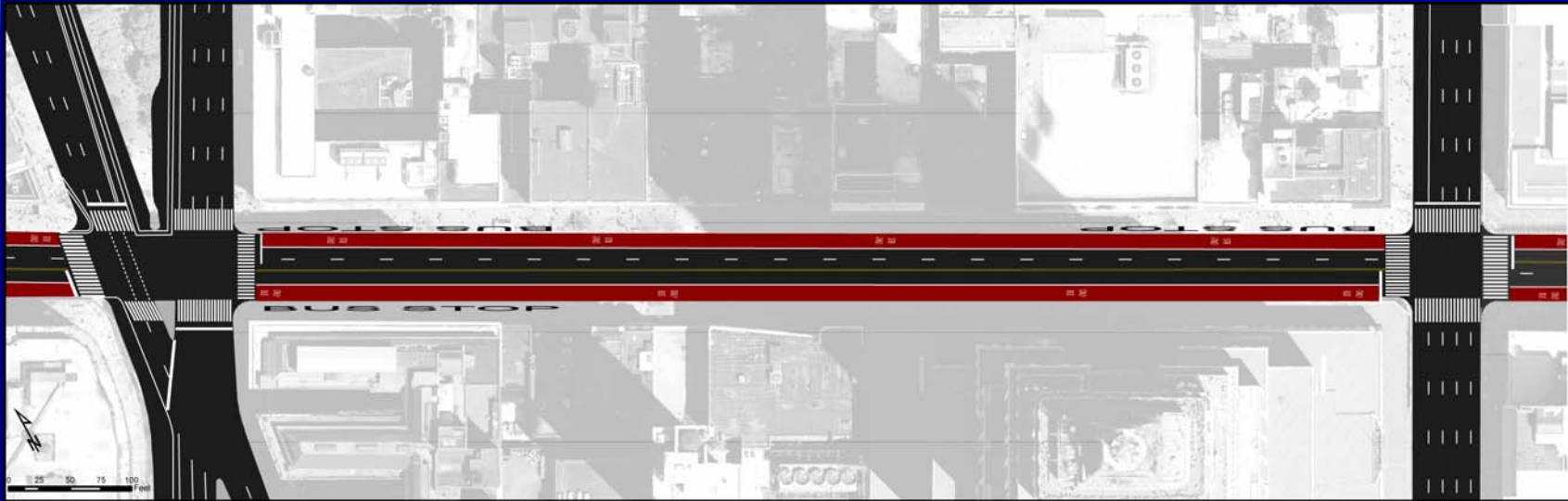


- Interior bus lane with bus bulbs at BRT stations
- Improved service plan
- Real-time passenger information

Nostrand Avenue

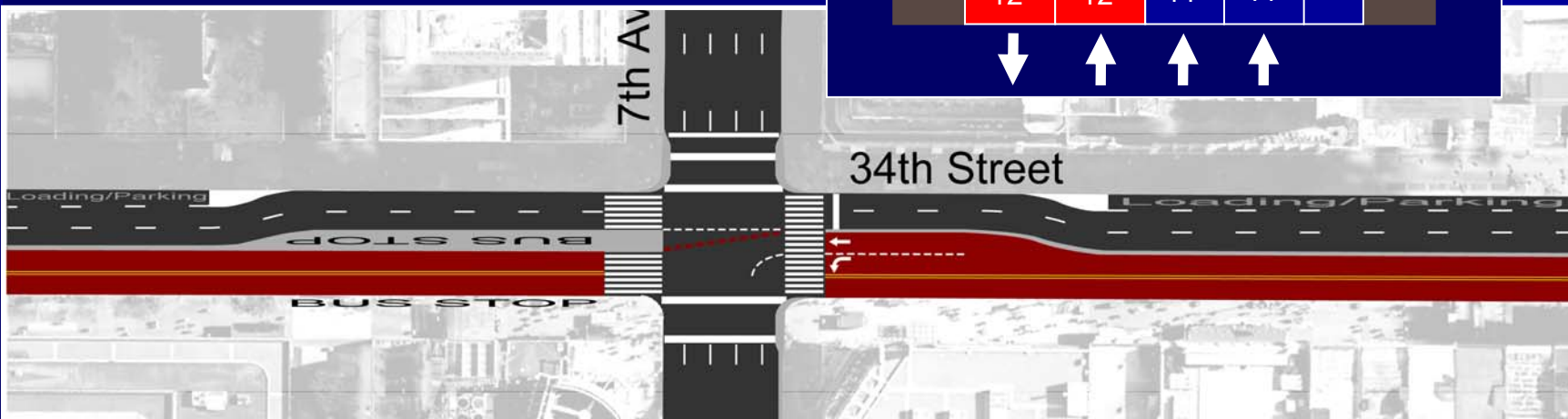
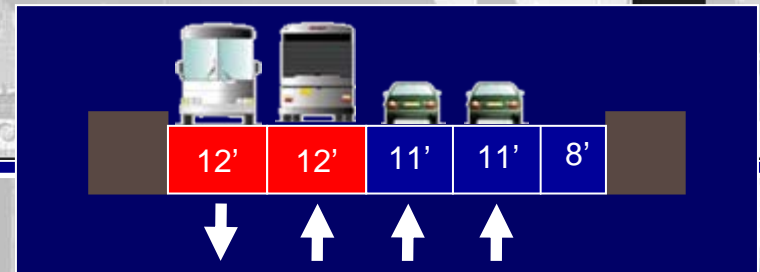
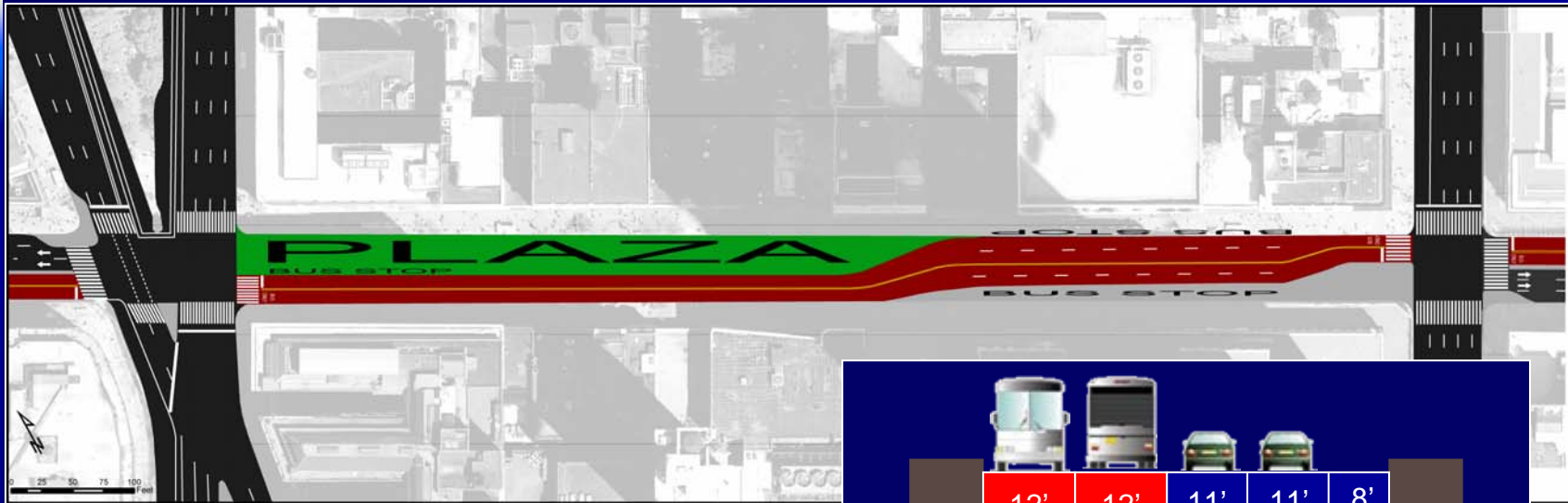


34th Street Transit Priority (Phase 1)



- 34th Street repaved and restriped for 5 travel lanes from Third Avenue to Ninth Avenue
- Improved curb bus lane from river-to-river

34th Street Transitway (Phase 2)



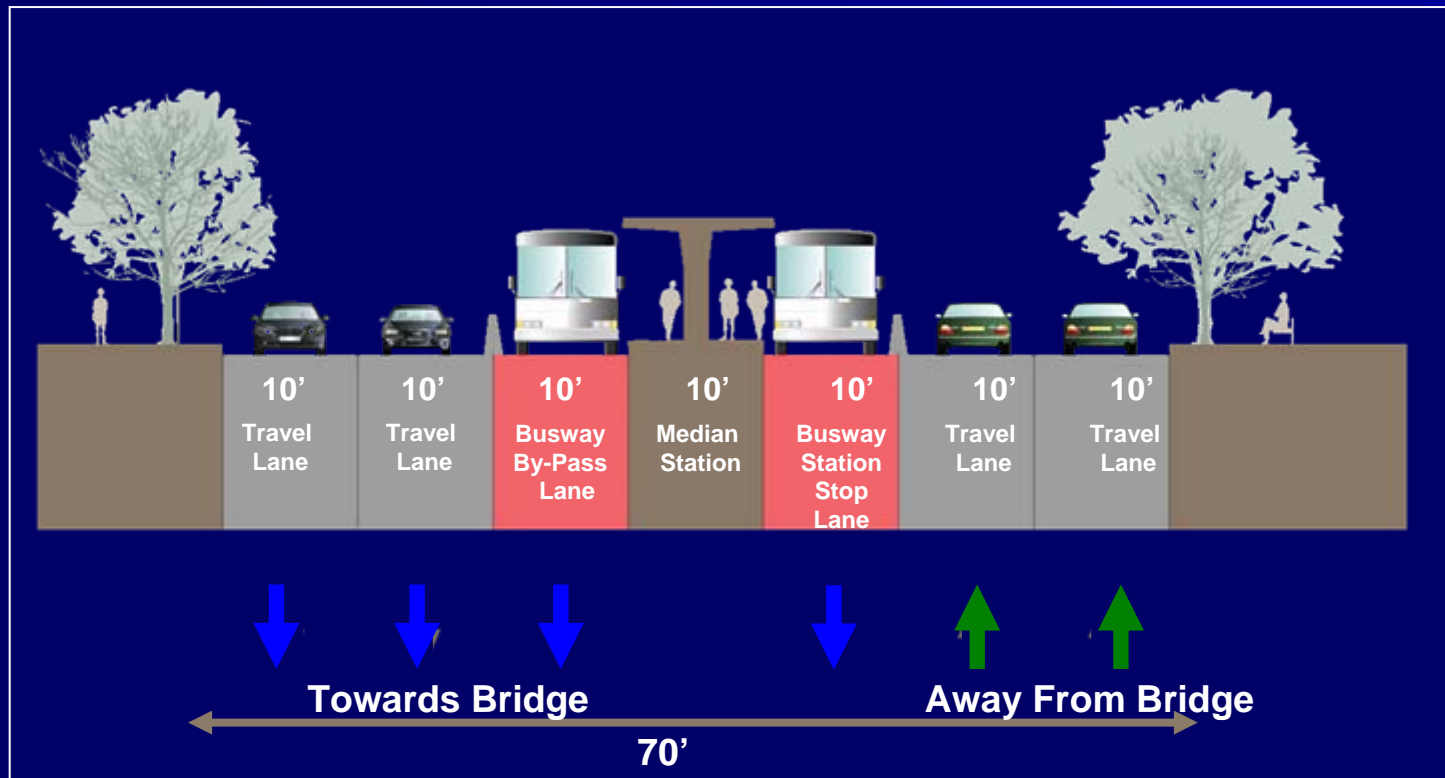
34th Street Transitway



Hylan Boulevard

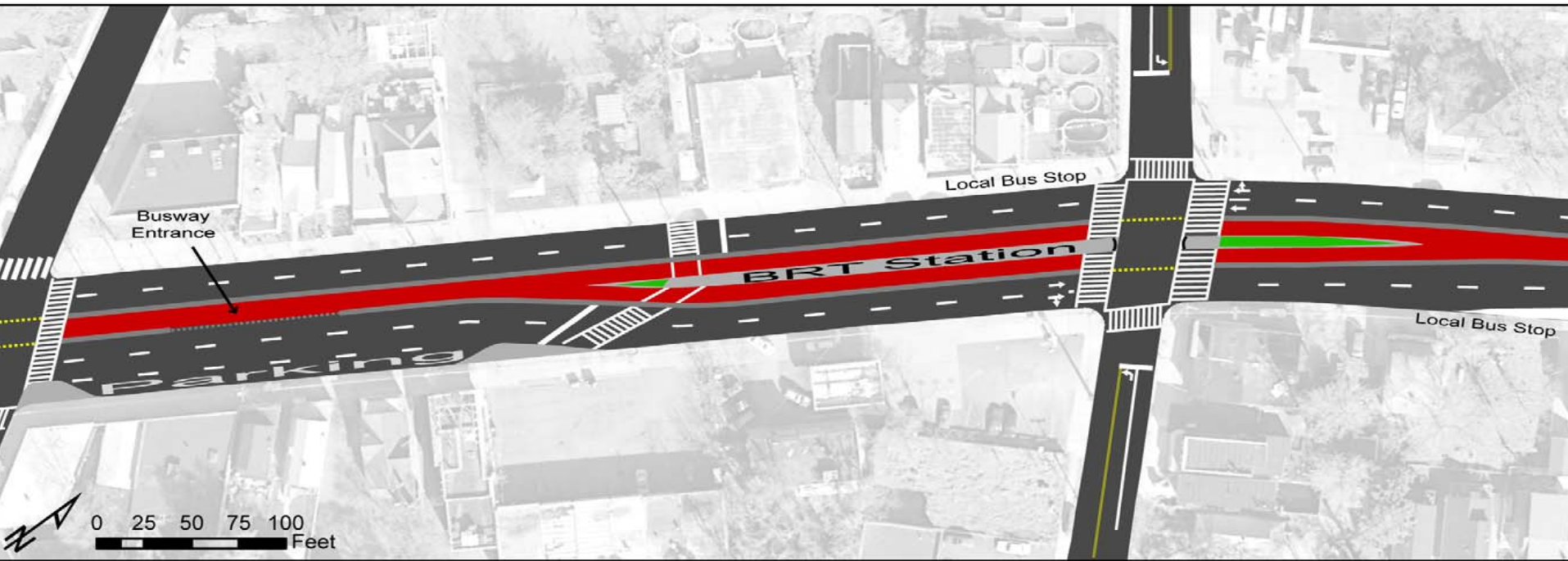


Hylan Boulevard



- Reversible median bus-way with center stations
- Significant service improvement for BRT and Express buses

Hylan Boulevard



- Takes advantage of available reverse-peak capacity
- Better protected bus lanes
- Allows non-BRT buses to pass stopped BRT buses