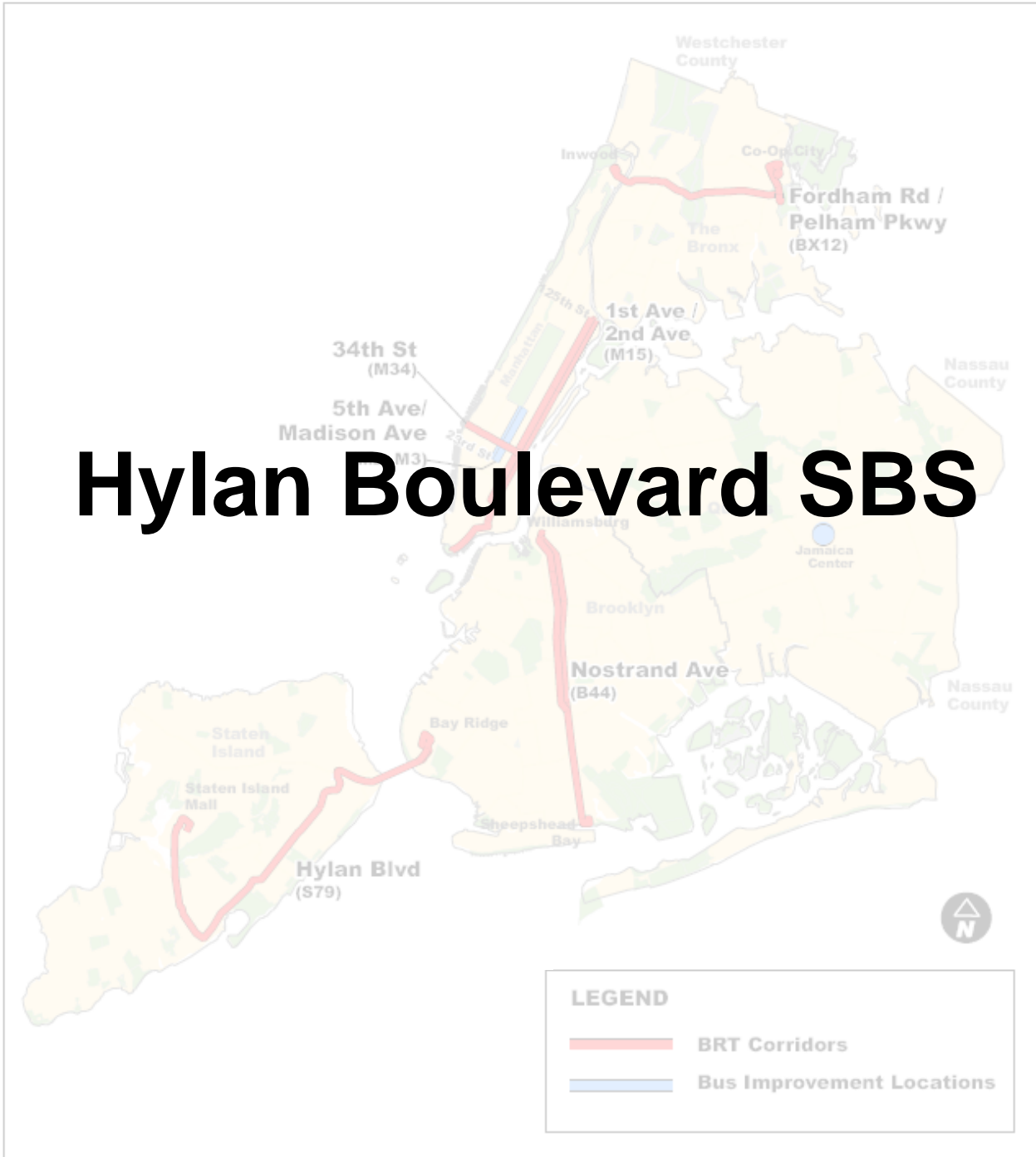




Hylan Boulevard SBS



LEGEND

-  BRT Corridors
-  Bus Improvement Locations

Background: BRT Feasibility Study

- Initial BRT study focused on improving existing bus routes in each borough
- Hylan Boulevard (S79) selected as the Staten Island corridor
- Original plan featured curb bus lanes from Steuben Street to Richmond Avenue, with focus mainly on improving service for BRT buses



BRT corridors as of Spring 2007

Hylan Boulevard SBS Corridor Map

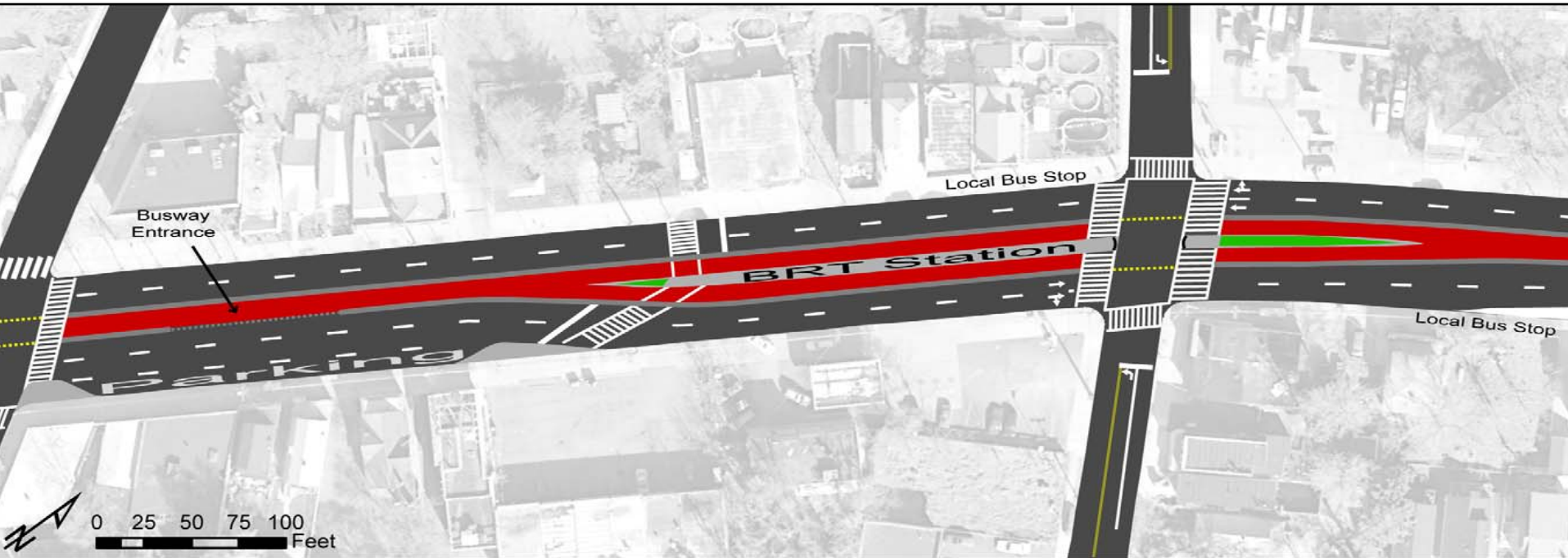


Enhanced Hylan Boulevard SBS

- Better protection for bus lanes
 - Reversible median busway
 - Center platform stations
- Better matching of corridor design to all Hylan Boulevard bus service
 - Bypass lane for express buses
 - Peak period travel time improvements for all users

Plan View of Typical Hylan SBS Station (AM Peak Operation)

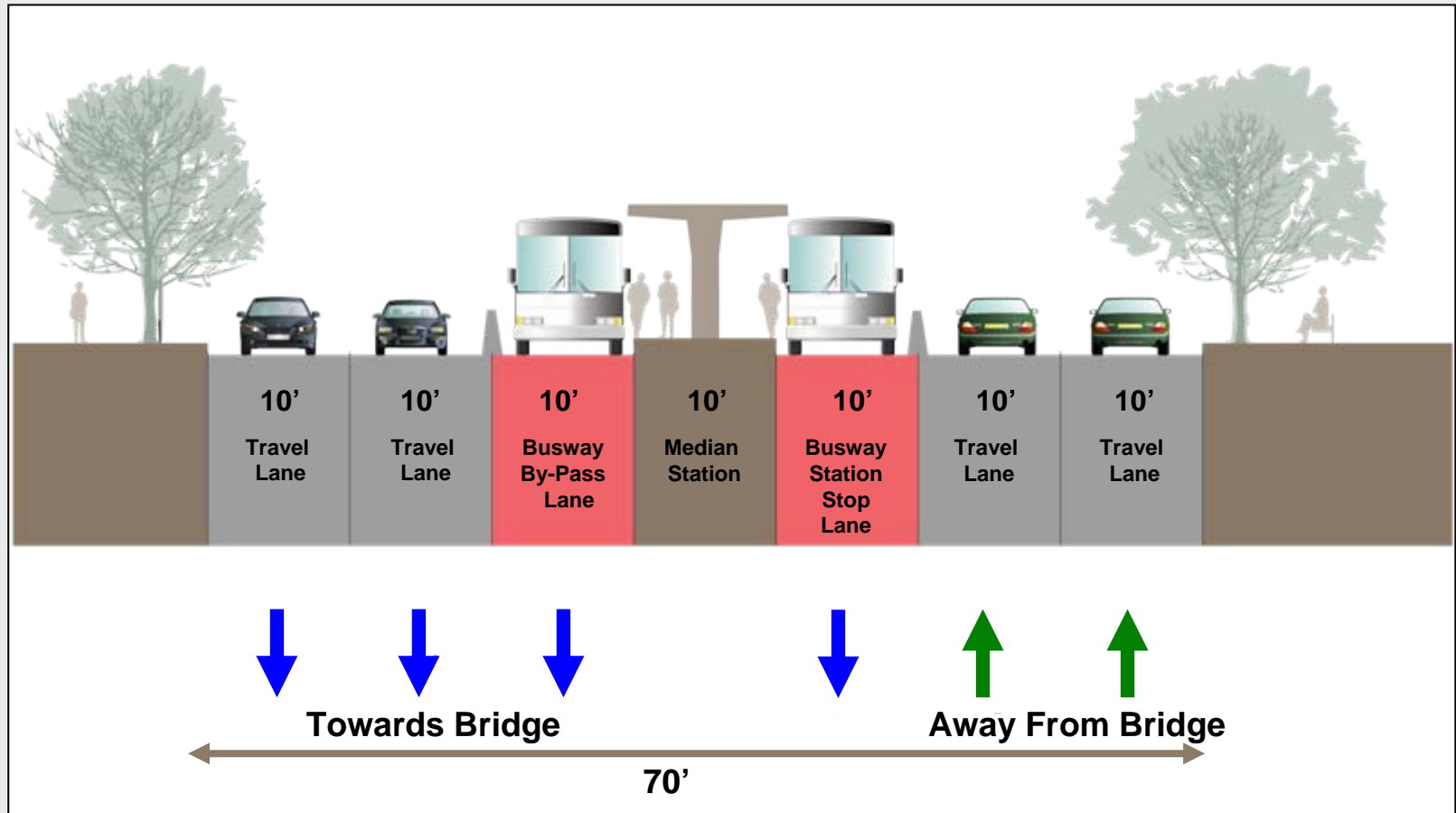
Revised plan features reversible median busway with center platform stations between Steuben Street and Richmond Avenue; provides significant travel time improvements for all transit users.



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

Cross-Section of Typical Hylan SBS Station

(AM Peak Operation)



Other Hylan Boulevard SBS Features

Retained Features of Original Proposal:

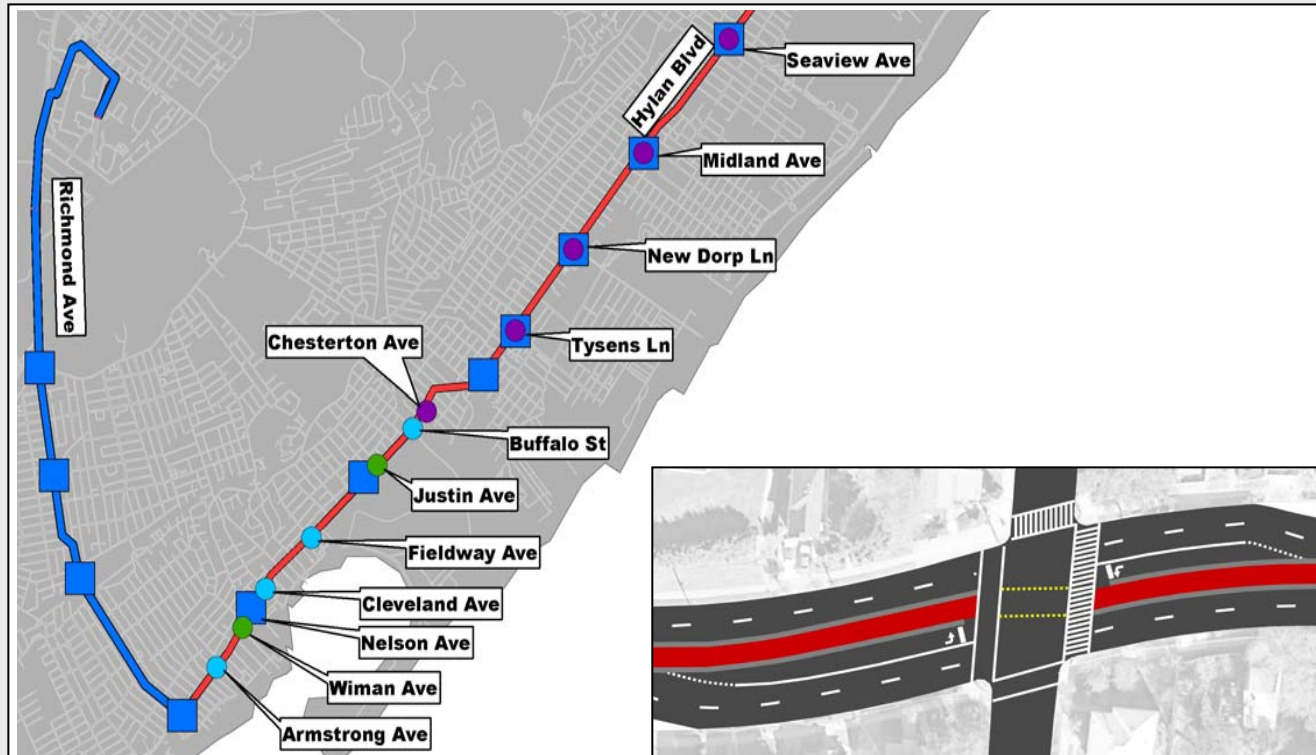
- Fewer stops than local bus services
- Increase in service frequency

New Features:

- Improved fare collection strategies
- Transit Signal Priority (TSP)
- Traffic signal optimization

Staten Island Master Plan

Left turn improvements along Hylan Boulevard will be maintained



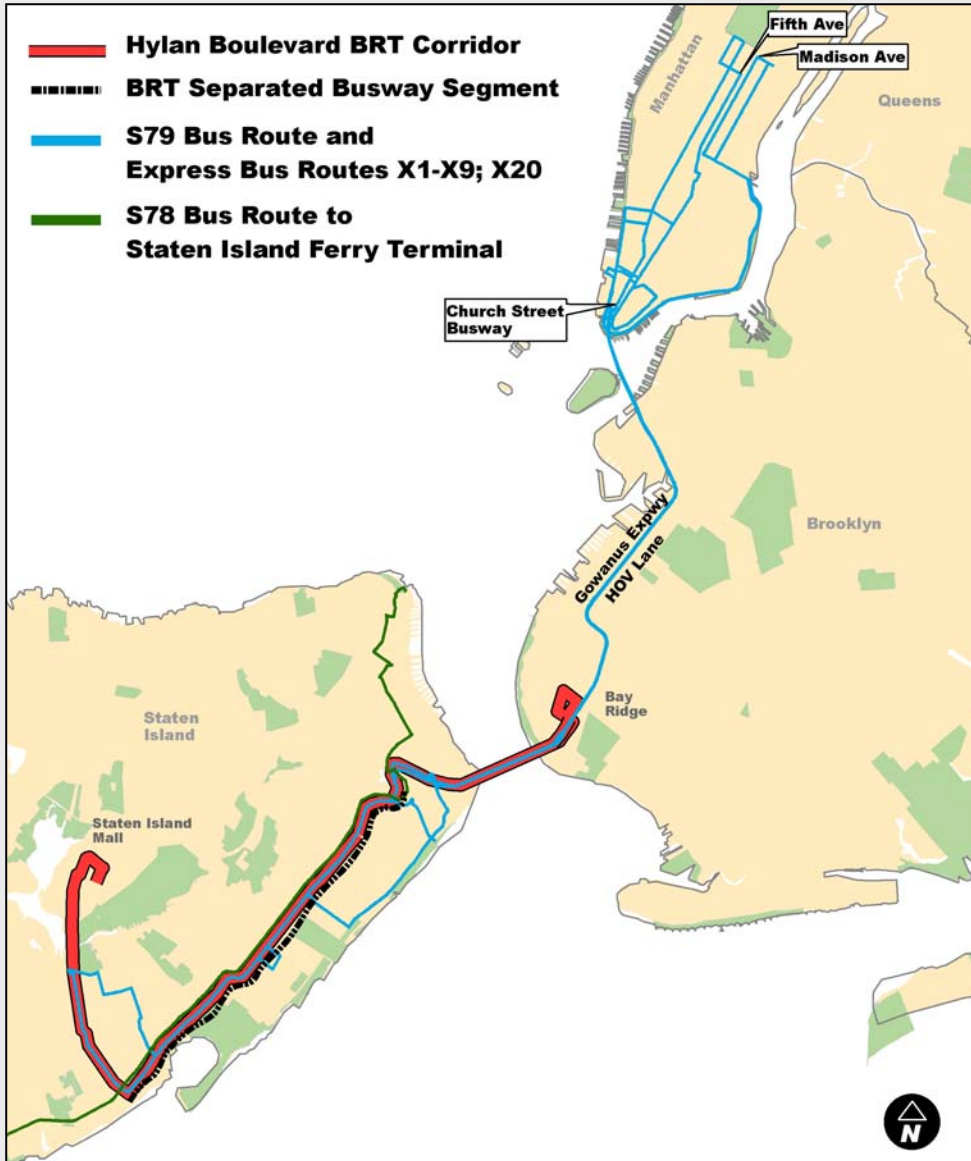
- At intersections without a SBS station, existing and planned left turn bays can be accommodated.
- At intersections where left turn bays and SBS stations conflict, either the station or the turn bay can be shifted to accommodate turns.
- Recently implemented left turn restrictions will be reinforced.
- Together, these will build on recent safety improvements (7.5% reduction in crashes).



Hylan Boulevard SBS Benefits

- Travel Time Savings (for all transit)
 - Potential travel time savings as high as 40%
- Reliability improvements (for all transit)
 - Less interaction with other traffic
 - Built-in opportunities for buses to pass
- Signal optimization will improve operations for all road users
- Opportunities for streetscape and sidewalk improvements

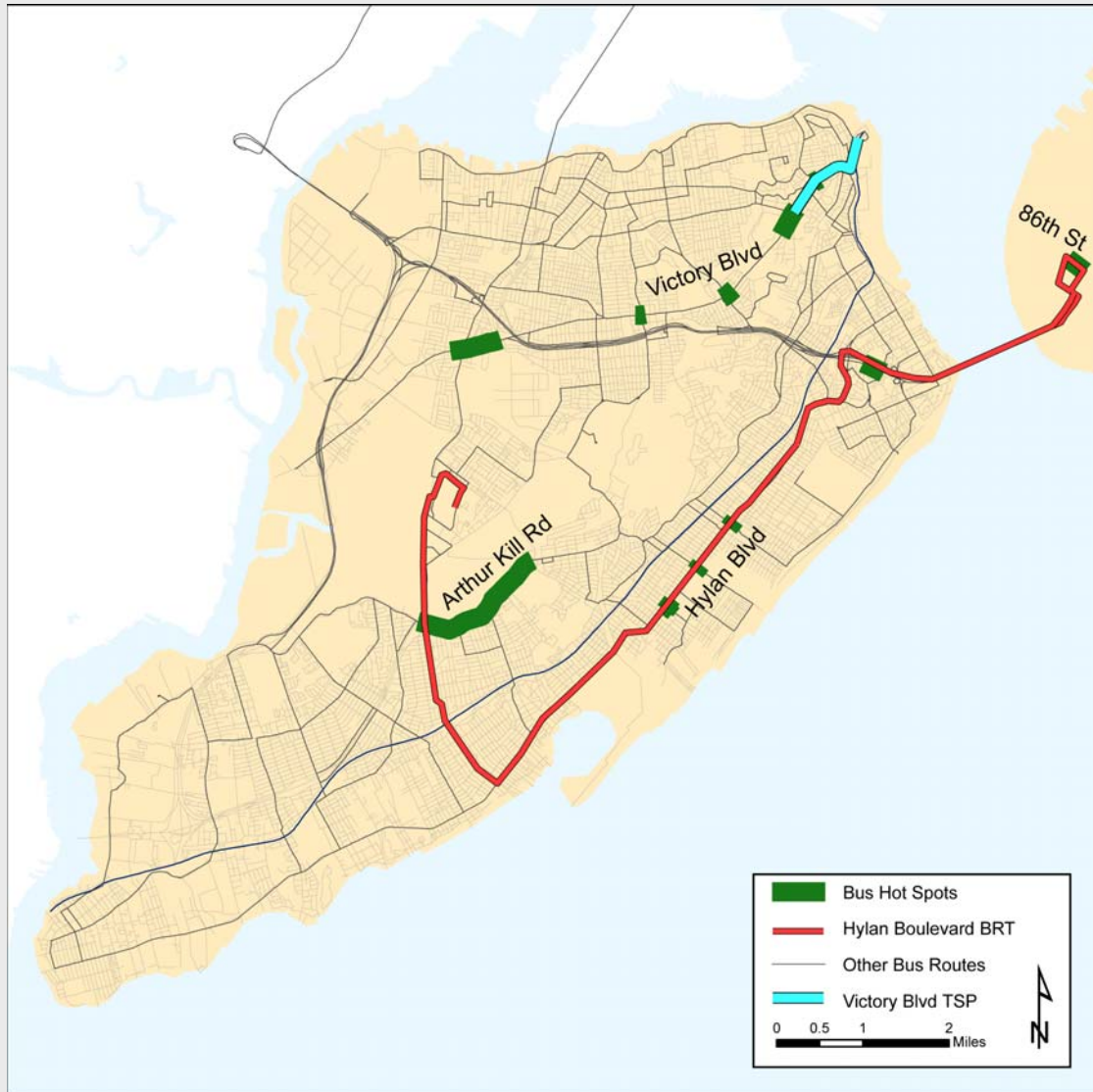
Bus Routes Benefiting from Proposed Busway



Bus Route	Average Weekday Ridership (2006)
S78	7,104
S79	8,404
X1 – X9	15,892
TOTAL:	31,400

- Improved running times for express buses (**X1-X9**)
- 20% of all commuters who live along Hylan corridor take the bus to work
- 32% of all SI bus commuters live along Hylan corridor
- Improved transit access to:
 - Manhattan Central Business District
 - 86th Street (Brooklyn) shopping / commercial district
 - SIR stations
 - Numerous local buses

Other Staten Island Bus Improvements



- Victory Blvd. Transit Signal Priority
- Other Bus Hot Spots:
 - Arthur Kill Road
 - Victory Boulevard
- Manhattan improvements benefit Staten Island express buses
- Express Bus on Staten Island Expressway
- New S89 to Bayonne