



Bus Rapid Transit in New York City

NACTO Workshop
New York NY April 6, 2010

Definition of Bus Rapid Transit

- Flexible, integrated, high performance system with a quality image and a strong brand identity
- Essential elements
 - Speed
 - Reliability
 - Attractiveness



BRT Features



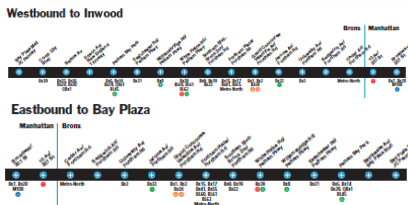
Bus Lanes



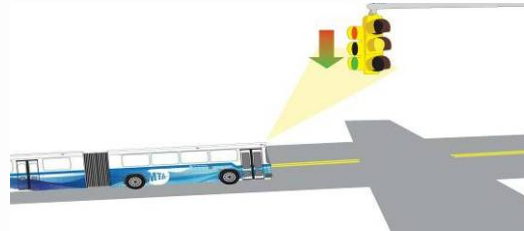
Pre-Payment



Stations



Passenger Info



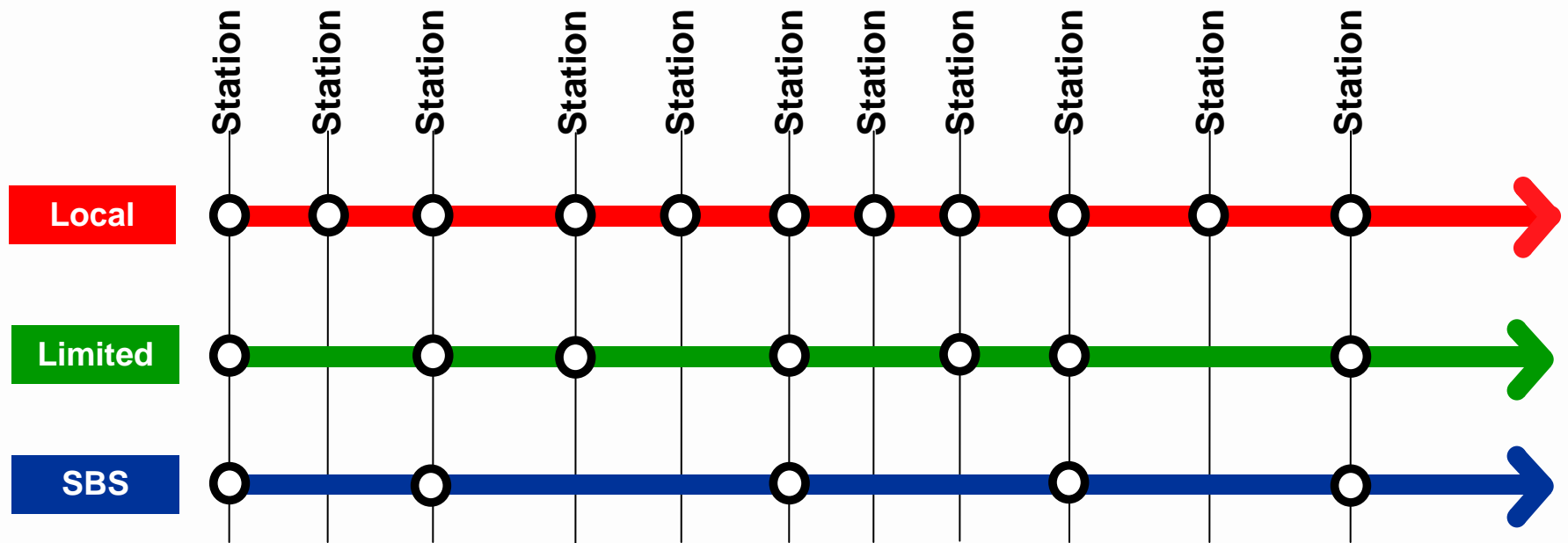
Bus Signal Priority



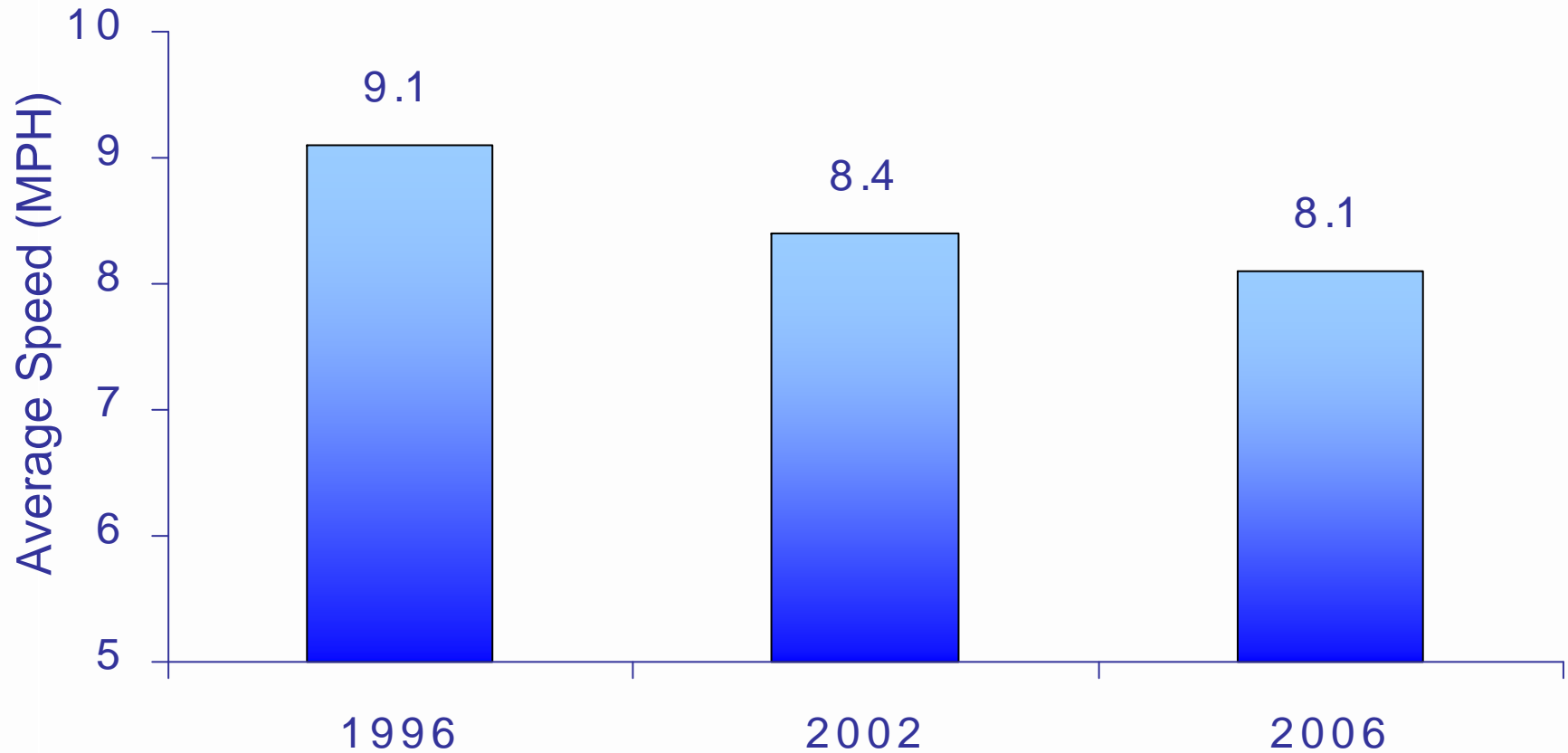
Branding



Fewer Stops

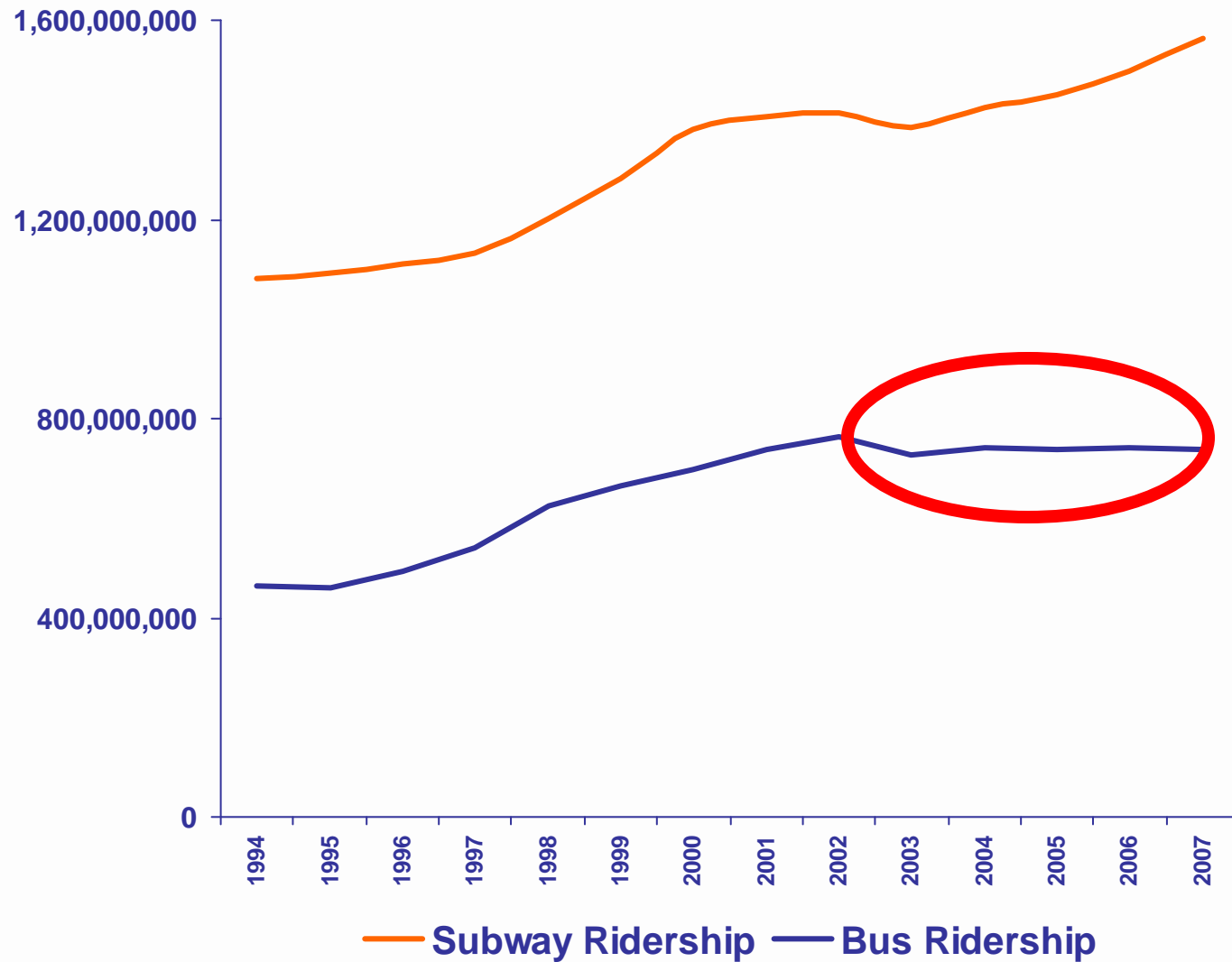


Bus Speeds Dropping in NYC

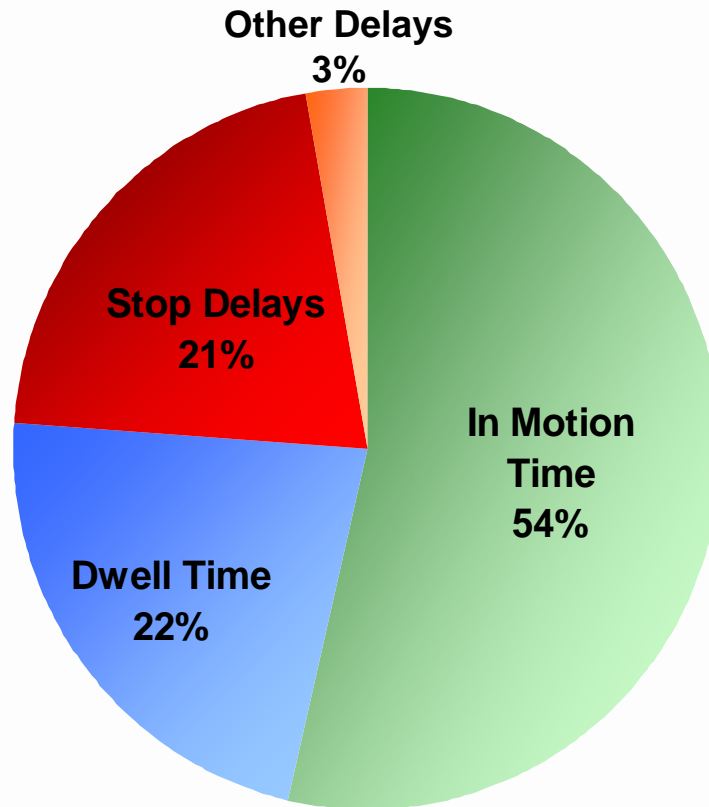




Challenges



Sources of Bus Delay



Phase I BRT Corridors



Bx12 Select Bus Service Fordham Road-Pelham Parkway







Corridor Ridership

Bus Route	Weekday Ridership (2009)
Bx12	47,793
Bx17	12,431
Bx9	28,900
Bx22	18,312
W60-61 (Westchester Co.)	6,427
TOTAL:	113,863

Expanded/Improved Bus Lanes

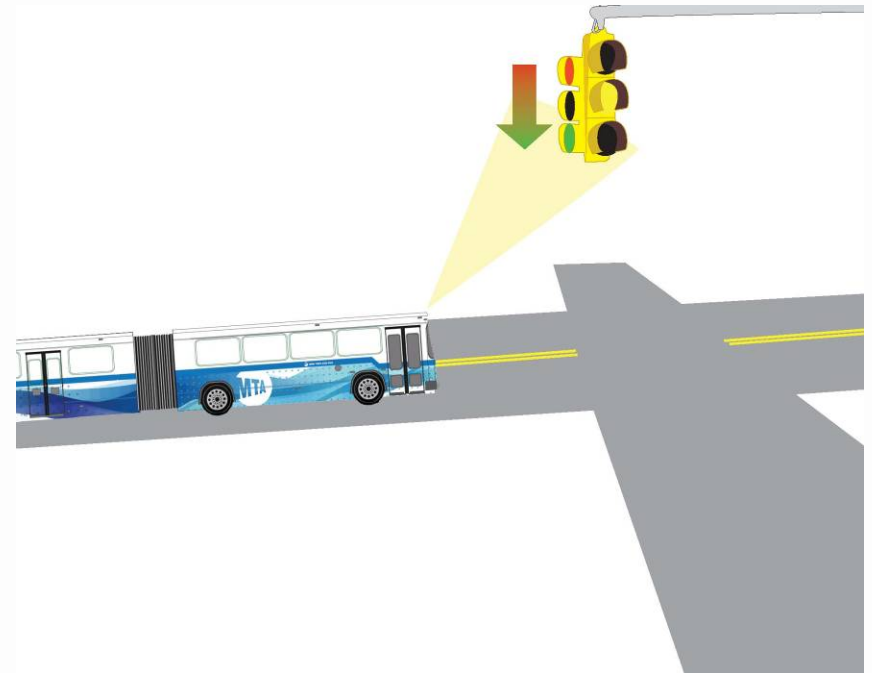
- Expanded:
 - Existing peak period bus lanes expanded to all-day operation
 - Bus lanes extended geographically
- Improved:
 - High visibility red bus lanes
 - Overhead signage
 - Increased NYPD bus lane enforcement

Expanded/Improved Bus Lanes



Transit Signal Priority

- Opticom radio/GPS signal priority system
- Installed at about 20 of 35 intersections.
- Initially weekday peak periods--expanded to weekends
- Early green/extended green available based on existing signal parameters
- Signals timings also optimized



Proof-of-Payment Fare Collection

- Customers pay at fare payment machines and obtain a proof-of-payment receipt before boarding
- Customers board the bus at either door and hold receipt for inspection – receipt valid for 1 hour
- Two types of machines in use
 - Re-purposed MetroCard “express” machine for customers with MetroCards
 - Re-purposed Parkeon multi-space parking meter for customers with coins



Proof-of-Payment Fare Inspection

- Fare inspectors on vehicles and at stations (not police/peace officers)
- On-board cameras to document incidents
- Anyone without receipt is subject to \$100 summons



Leading Bus Interval / Queue Jump

- Provides 6 second advance green for all buses approaching in the bus lane
- Bus lane operates at all times to provide free path for bus
- Currently activated on every signal phase; may be actuated in the future



Customer Ambassadors

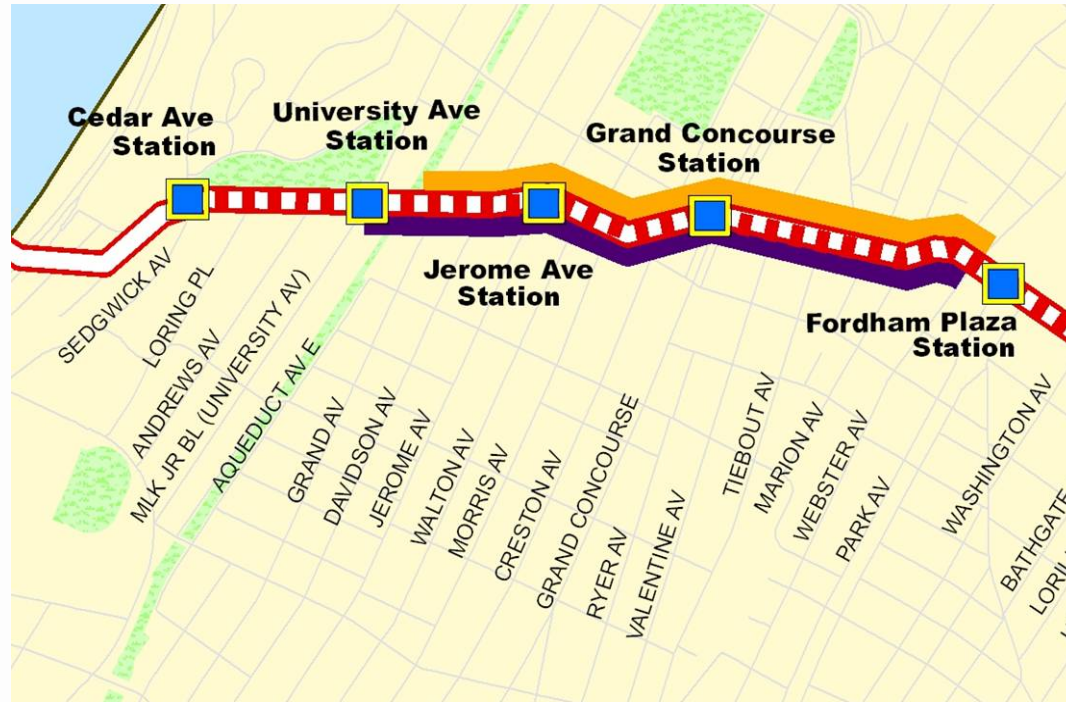


On-Board Cameras

- Currently used for security and liability protection
- Potential future uses
 - Bus lane enforcement
 - Running time



Fordham Road Delivery Window



- 12:00pm-2:00pm: North Side
- 10:00am-12:00pm: South Side

Bx12 Select Bus Service



Bx12 Select Bus Service



Bx12 Select Bus Service



Bx12 Select Bus Service



Fordham Road SBS: Results

Travel Time: 20%
reduction in running time

Ridership: 7% increase
from June 2008 to June
2009

Customer Satisfaction:
98% satisfied or very
satisfied



Costs

- Capital Costs for this project were very low. Approximately \$10.5 M for a 7-8 Mile corridor.
- The increase in Annual Operating Costs is approximately \$6M. This includes additional service, and new staff for maintaining fare equipment, revenue collection and enforcement.

Results – Fare Collection

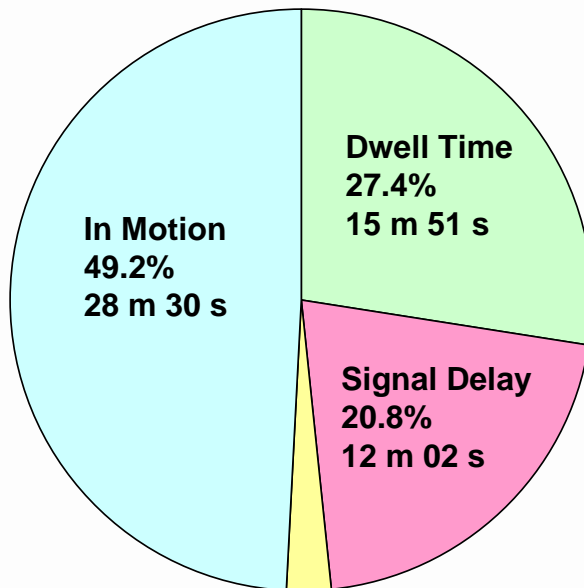
- Both types of machines operating dependably (98% availability)
 - Transaction time for MetroCard machines = 3 sec.
 - Transaction time for Coin machines slower
 - Occasional power issues at stations
- Fare evasion rate comparable to or better than conditions prior to implementation.
 - 6,149 summonses issued to date.

Results – Ridership

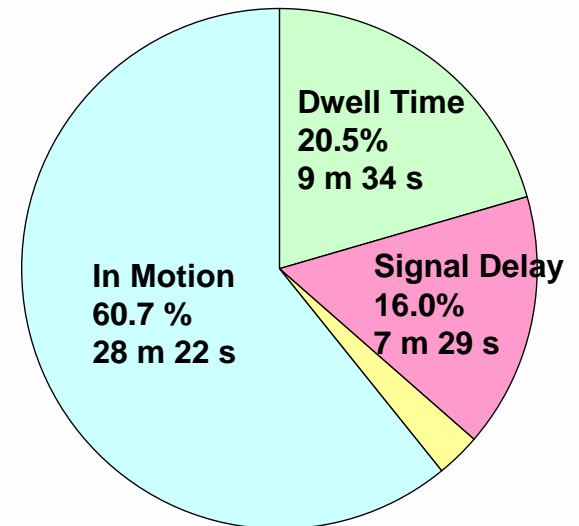
- Corridor Ridership is Increasing
 - Corridor Ridership Increased 7% on an annual basis; system-wide ridership essentially flat
 - MetroCard Fare Collector Sales are 31,000 per weekday
 - SBS Cash Fare Collector Sales are 1500 per weekday (7%)
- Corridor mode share already exceptionally high; fewer than 10% of shoppers on Fordham Road arrive by car

Results – Running Time

Before 57 m 54 s



After 46 m 44 s



Results – Customer Response

- 89% of customers said that SBS service is better than the limited.
- Limited/BRT/SBS 74% of Customers said service improved since two months ago.
- 32% of local customers said service improved
- 30% of customers said that they were riding more frequently than before
- 68% of customers said that paying on the street was more convenient
- 84% of customers said that SBS was faster than the limited

Outreach – Community Advisory Committee

Composed of:

- Elected Officials
- Community Boards
- Major Institutions
- Community Organizations
- Business Representatives

Role:

To provide opportunities for input as project design and implementation progresses

To keep key stakeholders up to date on the project

To provide stakeholders with information to pass on to other constituents about project details and outreach efforts

To ensure that key issues are not overlooked

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