Select Bus Service Street Design: The New York City Experience

Presented on April 9, 2013 to NYU Panel: Local Innovations in Bus Rapid Transit
Agenda

• Background: Select Bus Service
• Street Design for BRT
• Applying Street Design in NYC
• Measuring Success
Addressing the Problem

What are the goals of Bus Rapid Transit?

• Speed – Reduce travel times for existing riders
• Ridership – Maximize transit use
• Cost – Work within a fixed budget, as quickly as possible
SBS Results

**Speed:** 15-20% faster

**Ridership:** 5-10% increase in first year

**Customer Satisfaction:** over 95% satisfied or very satisfied

**Safety:** 1st and 2nd Avenues saw a 21% reduction in traffic injuries in sections with full design treatments
Designing Streets for BRT

What do we want?

• Bus Speeds – allow buses to go faster (but be context sensitive)
• Travel Time Reliability – be able to count on the same length trip day to day
• Pedestrian Access – let people get to bus stops
• Accommodate Other Street Needs – streets have many uses
• Cost/Time – BRT’s selling point is cost and schedule
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THE BRT STANDARD 2013
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How is NYC different?
Street Width

70’
Street Width

70'

140'

120'

220'
Curb Access
Rail System
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What CAN we do?
Designing Streets for BRT in NYC

Bus Lanes:

• Curbside
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Bus Lanes:

- Curbside
- Offset
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Bus Lanes:

- Curbside
- Offset
- Bus Mall
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Bus Lanes:

- Curbside
- Offset
- Bus Mall
- Camera Enforcement
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Curb Regulations:

• Move Traffic
  • No Standing
• Reduce Double Parking
  • Parking Meters
  • Loading Windows
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Pedestrian Access:

• Safety Enhancements
  • Median Islands
  • New Sidewalks
• Wayfinding
Fordham Road
First Avenue/Second Avenue
First Avenue/Second Avenue
34th Street
Hylan Boulevard
Questions?