Agenda

• Ridership Trend Background
• SBS Elements and Features
• Phase I Screening Process
• Phase I Ridership Outcomes
• Phase II Screening
Background

• MTA New York City Transit:
  – Part of Metropolitan Transportation Authority (New York State)
  – Operator of New York City’s public transit system
  – Over 5.4 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

NYC POPULATION

Annual subway ridership

Annual bus ridership

1,655 million

8.3 MILLION

668 million
Background: Bus Speeds

Average Speed (MPH)

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

Cities: New York, Chicago, Boston, Washington, Los Angeles
Background: Bus Speeds

Average Speed (MPH)

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

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

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

MTA New York City Transit
Fewer Stops

Station, Station, Station, Station, Station, Station, Station, Station, Station, Station

Local

Limited

SBS
Bus Lanes
Bus Lane Cameras
Pre-Payment
Transit Signal Priority
Branding
Passenger Information
Stations
Stations: Bus Bulbs
Corridor Screening Process

- All Bus Corridors with more than 10,000 daily customers were evaluated.
- Routes on very narrow streets were dropped.
- Routes over or under subway services were much lower priority.
- Focus on inter-borough links.
- Focus on growing neighborhoods
BRT Potential Benefits

- BRT Benefits are based on the following metrics:

  1. Base BRT Ridership
  2. Support Frequent/All-Day Service
  3. Potential Travel Time Savings
  4. Ridership Trend/Future Growth
  5. System Connectivity
BRT Potential Compatibility

- BRT Compatibility is based on the following metrics
  1. Traffic impacts on corridor
  2. Parking regulation changes required
  3. Ability to provide full range of station amenities
  4. Extent of dedicated running ways on corridors
## Overall Corridor Rankings

<table>
<thead>
<tr>
<th>Rank</th>
<th>Corridor</th>
<th>Borough</th>
<th>BRT Benefits</th>
<th>BRT Compatibility</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>1st/2nd Avenue</td>
<td>Manhattan</td>
<td>20</td>
<td>14</td>
</tr>
<tr>
<td>2</td>
<td>Union Turnpike</td>
<td>Queens</td>
<td>19</td>
<td>15</td>
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<tr>
<td>3</td>
<td>Fordham Road/Pelham Parkway</td>
<td>Bronx</td>
<td>18</td>
<td>16</td>
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<tr>
<td>4</td>
<td>Hillside Avenue</td>
<td>Queens</td>
<td>18</td>
<td>15</td>
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<tr>
<td>5</td>
<td>Nostrand Avenue</td>
<td>Brooklyn</td>
<td>17</td>
<td>15</td>
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<tr>
<td>5</td>
<td>West Side Manhattan</td>
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<tr>
<td>7</td>
<td>Merrick Boulevard</td>
<td>Queens</td>
<td>17</td>
<td>14</td>
</tr>
<tr>
<td>8</td>
<td>Horace Harding Expressway</td>
<td>Queens</td>
<td>16</td>
<td>15</td>
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<tr>
<td>9</td>
<td>Flatbush Avenue</td>
<td>Brooklyn</td>
<td>16</td>
<td>13</td>
</tr>
<tr>
<td>9</td>
<td>Hylan Boulevard</td>
<td>Staten Island</td>
<td>16</td>
<td>13</td>
</tr>
<tr>
<td>9</td>
<td>Kings Highway/Flatlands Avenue</td>
<td>Brooklyn</td>
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<td>9</td>
<td>Flushing to Jamaica</td>
<td>Queens</td>
<td>16</td>
<td>13</td>
</tr>
<tr>
<td>13</td>
<td>Guy R. Brewer Boulevard</td>
<td>Queens</td>
<td>15</td>
<td>13</td>
</tr>
<tr>
<td>14</td>
<td>Grand Concourse</td>
<td>Bronx</td>
<td>11</td>
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<tr>
<td>15</td>
<td>Webster Avenue</td>
<td>Bronx</td>
<td>10</td>
<td>14</td>
</tr>
</tbody>
</table>
Phase I BRT Corridors

![Map of New York City showing Phase I BRT Corridors]

**Legend:**
- **Blue**: Implemented SBS Projects
- **Red**: Phase I SBS Projects

Locations mentioned in the map include:
- 34 Street
- First Avenue / Second Avenue
- Nostrand Avenue
- Fordham Road / Pelham Parkway
- Hylan Boulevard
- Staten Island Mall
- Bay Ridge
- Sheephead Bay
- Williamsburg
- Inwood
- Westchester County
- Nassau County
- Queens
- Brooklyn
- Staten Island
- Co-op City
- The Bronx
- Co-op City

**Source:** New York City Transit
SBS Corridors In Progress
SBS Performance to Date
Bx12 SBS: Results

Before
- 21% (57:54) In Motion
- 27% (57:54) Bus Stop Delay
- 49% (57:54) Other Delays

After
- 16% (46:44) Traffic Light Delay
- 20% (46:44) Other Delays
- 61% (46:44) In Motion

21% increase in In Motion from 57:54 to 46:44.
Bx12 Fordham Road SBS

Average Weekday Ridership

Bx12 Corridor ridership increased 11.4% from 2007-2012

Other Bronx Routes ridership decreased 2.7% from 2007-2012

Launched June 2008
M15 SBS Performance: Travel Time

M15 Limited vs. M15 SBS

SBS 12 minutes (15%) faster than Limited
M15 First/Second Avenue SBS

Average Weekday Ridership

M15 Corridor ridership increased 8.5% from 2009-2012

Launched Oct. 2010

Other Manhattan Routes ridership decreased 14.7% from 2007-2012

Other Manhattan Routes excludes SBS corridor ridership
M34/M34A 34th Street SBS

Average Weekday Ridership

M34 Corridor ridership increased 5.7% from 2007-2012

Bus Lanes Launched Sept. 2008

Off-Board Fare Collection Launched Nov. 2011

Other Manhattan Routes ridership decreased 14.7% from 2007-2012

Other Manhattan Routes excludes SBS corridor ridership
BRT Phase II
Corridor Identification Criteria

**Underserved Neighborhoods:** areas beyond easy walking distance from the subway (more than 400M)

**Difficult Trips:** common transit trips that are very slow or require multiple transfers

**Subway Crowding:** parts of the subway system that are extremely crowded

**Growth Areas:** neighborhoods that are growing but are beyond walking distance from the subway

**Congested Express Bus Corridors:** congested streets/highways that carry a large number of express buses
BRT Opportunities:
Areas Underserved by the Subway
BRT Opportunities:
Difficult Trips

Trips on any transit mode or combination of transit modes that are longer than 30 minutes and slower than 8 miles per hour and circumferential and crosstown bus corridors with heavy ridership.

1. 125th Street Crosstown Corridor
2. Central Manhattan Crosstown Corridor
3. Midtown Manhattan Crosstown Corridor
4. 14th Street Crosstown Corridor
5. Jamaica to Flushing Corridor
6. Bushwick to Downtown Brooklyn
7. Central Brooklyn East-West Corridor
8. South Brooklyn East-West Corridor
9. Hylan Boulevard Corridor
BRT Opportunities: Growth Areas

Net Change in Housing Units
January 2000 through July 2008

Community District Boundary
- No Net Change
- 1 - 100
- 101 - 250
- 251 - 750
- 751 - 2253
BRT Opportunities:
Long and Slow Trips
Future SBS Corridors
Questions?