

KNOW THE FACTS

THE PROVEN BENEFITS OF SELECT BUS SERVICE (SBS)

FACT: CREATING A BUS LANE CAN REDUCE TRAFFIC VOLUMES.

On Staten Island's S79 SBS route, traffic volume decreased by 10-20% on Hylan Blvd. and on the parallel corridor of Father Capodanno Blvd.

MYTH: SBS will increase traffic congestion and cause spillover traffic onto parallel streets.

FACT: SBS COMPLIMENTS, AND OFTEN IMPROVES, EXISTING BUS SERVICE.

Local bus service increased on Staten Island's Hylan Blvd. S79 SBS route, and "3rd leg" transfers were offered (local bus → S79 bus → subway).

MYTH: Local bus service will deteriorate or be eliminated altogether.

FACT: HIGHER LEVELS OF ECONOMIC ACTIVITY REPORTED ALONG ROUTES.

Improved transit is a boon to local businesses. Sales along Fordham Road's Bx12 SBS route increased by 71 percent its first three years. Only 8% of surveyed shoppers arrived by car, while 91% arrived by walking or riding transit.

MYTH: Bus stops will obscure storefronts and prohibit commercial loading/unloading needs.

FACT: SBS SERVICE LEADS TO INCREASED RIDERSHIP.

Ridership on the Manhattan M34/M34A SBS routes grew 12% in the first 2 years. On the Fordham Road Bx12 route, ridership grew 10% in the first year.

MYTH: SBS does not increase ridership.

FACT: SBS AND SAFETY GO HAND-IN-HAND.

The M15 First and Second Avenue SBS route, which included pedestrian and bicycle infrastructure, saw a 21 percent reduction in traffic injuries in certain sections. New pedestrian infrastructure was also added to the Webster Ave. Bx41.

MYTH: SBS makes streets more dangerous for pedestrians.

FACT: SBS PROVIDES FASTER SERVICE THAN REGULAR BUSES.

MYTH: SBS does nothing to decrease bus travel times.

Off-board fare collection, dedicated lanes and signal priority helped Manhattan's M34/M34A SBS route achieve 23% in travel time savings within its first year. On Staten Island, travel times declined on other Hylan Blvd. bus routes (non-SBS) after the S79 SBS implementation.

FACT: ON-STREET PARKING IS NOT ALWAYS LOST.

MYTH: SBS eliminates on-street parking.

Off-set bus lanes make parking at the curb possible. Curbside lanes may remove on-street parking, but those spaces can be relocated onto side streets in the project area. On the Fordham Road Bx12 SBS route, metered parking spaces on side streets were added to replace parking that the bus lane restricted.

CUSTOMER SATISFACTION

Riders surveyed along SBS routes are very satisfied with their improved bus service. While surveys found that 68 percent of local bus riders were satisfied or very satisfied with their bus service, 98 percent of SBS riders were satisfied with their service. Surveys on specific SBS routes found similarly high satisfaction ratings:



CHANGING TRAVEL PATTERNS

With its faster, more reliable service, SBS may provide an attractive public transportation option for people who would normally drive. This change would bring positive impacts to communities, drivers on the road and the environment. The following patterns suggest that an increasing number of commuters are using SBS instead of their cars:

- On Staten Island's Hylan Blvd. S79 SBS route, traffic volume decreased by 10 - 20 percent and SBS - subway transfer increased 35 percent.
- Along Fordham Road's Bx12 route, 11 percent of people drove to and parked along Fordham Road before SBS was introduced; after SBS implementation, only 2 percent drove to and parked along Fordham Road.

REPORTS USED:

1. "Select Bus Service", NYCDOT and MTA, <http://www.nyc.gov/html/dot/downloads/pdf/nyc-dot-select-bus-service-report.pdf>
2. "Bx12 Select Bus Service One-Year Report", MTA (2009), <http://web.mta.info/mta/planning/sbs/docs/Bx12-SBS-OneYearReport.pdf>
3. "M15 on First and Second Avenues: Progress Report", NYCDOT and MTA, <http://web.mta.info/mta/planning/sbs/docs/M15ProgressReport.pdf>
4. "34th Street Select Bus Service", NYCDOT and MTA, Newsletter 2 (2012), <http://www.nyc.gov/html/brt/downloads/pdf/2012-08-34th-sbs-newsletter.pdf>
5. "S79 on Hylan Boulevard", NYCDOT and MTA, http://web.mta.info/mta/planning/sbs/docs/Hylan_Boulevard_Final_Report.pdf
6. "Sustainable Streets Index 2009", NYCDOT, http://www.nyc.gov/html/dot/downloads/pdf/sustainable_streets_index_09.pdf

TRI-STATE TRANSPORTATION CAMPAIGN



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The Tri-State Transportation Campaign is non-profit organization working toward a more balanced, transit-friendly and equitable transportation system in New York, New Jersey and Connecticut.