



Metropolitan Transportation Authority

State of New York

A.7996-A Introduced by M. of A. Rozic

S.5608-A Introduced by Senator Golden

AN ACT to amend the vehicle and traffic law, in relation to establishing, in a city with a population of one million or more, the bus rapid transit program; to amend part II of chapter 59 of the laws of 2010, relating to establishing a bus rapid transit demonstration program to restrict the use of bus lanes by means of bus lane photo devices, in relation to the effectiveness date thereof.

PURPOSE:

This bill will extend and expand the existing authority of New York City, in consultation with the Metropolitan Transportation Authority (MTA) and MTA New York City Transit (NYCT), to use photo devices to enforce its restrictions on the use of bus lanes, including bus stop areas, thereby improving operation of the bus rapid transit program. Bus lane photo devices record data by photographic, micro-graphic, video tape, digital video recorder or other recording methods and produce one or more images of a motor vehicle violating a bus lane restriction. They are and will be used just along designated bus routes.

STATEMENT IN SUPPORT:

The New York City Department of Transportation, in coordination with the New York State Department of Transportation, the MTA and NYCT, has successfully implemented a Bus Rapid Transit (BRT) Program. Called Select Bus Service (SBS), it is up to 20 percent faster than regular bus service. SBS offers more reliable and more attractive bus service throughout the City through new and enhanced bus lanes, increased spacing between stops, and priority for buses at traffic signals. The BRT Program to date has shown that it can provide to New Yorkers and visitors a new, high performance transit option, one that is much needed since bus ridership in the City has grown by over 50 percent over the past 30 years, while bus speeds have gone down due to increased traffic.

SBS operates on designated bus routes in all five boroughs of the City. To ensure its continued success and to make buses even faster and more reliable, designated bus lanes must be free of parked and moving vehicles, trucks loading and unloading, and other unauthorized motor vehicles. Under existing law, motor vehicles cannot stand, park, or drive within a designated bus lane, including bus stop areas, and are

The agencies of the MTA

MTA New York City Transit
MTA Long Island Rail Road

MTA Metro-North Railroad
MTA Bridges and Tunnels

MTA Capital Construction
MTA Bus Company

enforced by the New York City Police Department. This bill will enhance that enforcement by continuing the bus rapid transit demonstration program and expanding it to additional SBS routes. It will capture images of vehicles violating the City's rules and those images will be used as evidence in a proceeding to impose liability on the owner of the vehicle. The equipment may be mounted on the buses themselves. Additional cameras will be used just on the designated bus routes, and will operate only when the bus lanes on a BRT route are in effect, which usually will be between six and twelve hours a day. A violation is the equivalent of a parking ticket; no points will be assessed against the driver.

In addition to New York City, bus lane photo programs also have been successfully implemented in other major cities, including London, England and Sydney, Australia. London has cut bus lane violation by 60 percent, and commuters now save an average of 10 minutes in travel time. In addition, bus service has become more reliable, with wait times decreased by 15 percent from 2000 to 2004.

This legislation will build on the success of the current program to ensure the success of SBS in providing more efficient and effective bus service to New York City's residents and visitors. This will, in turn attract new ridership, helping to meet the City's mobility, environmental and public health goals,

In consideration of the foregoing, the MTA recommends that this bill **BE PASSED**.

June 15, 2015