



“BUS-TO-MOVE”

A New York State law to improve bus service for 2.7 million New Yorkers

A 10201 (Bing, et al)

S 7735 (Dilan, et al)

Executive Budget, Pt. II, 21-Day
Senate Budget Resolution



SUMMARY

This legislation will speed service for millions of New York City bus riders by authorizing the New York City Department of Transportation and the Metropolitan Transportation Authority to operate bus lane enforcement cameras on 50 miles of designated routes. If approved, the enforcement cameras will be both stationary and mounted to the front of buses and will take photos of the license plates of drivers who are either parking in or illegally driving in a bus lane. Some driving is permitted in bus lanes, but only for turning movements. The fine for parking or driving in a bus lane will be in accordance to the City's fine schedule, but is not to exceed \$115. Summonses for bus lane violations are not point-carrying offenses. Cameras are only permitted for use within bus lanes, featuring clear signage and road markings for drivers.

EXPLANATION

Helping 2.7 Million New Yorkers Daily

New York City's buses transport 2.7 million people each day. This number has increased by 53% over the last fifty years, and is expected to increase even more as the MTA follows the lead of other cities and puts more emphasis on bus service. Other cities have found that buses are a cost-efficient means to expand public transportation.

Buses, however, will never reach their potential without new policies and infrastructure to get them moving. New York City's buses are currently the slowest in America. On average, buses travel at 7.5mph, but some lines travel at less than half that speed during rush hours. The city's buses are so slow because they rarely receive priority on the streets and, when they do, cars and trucks block their lanes. A bus carrying 70 people can be stopped in its tracks by a single driver. In a recent report by Borough President Scott Stringer, researchers found that one bus lane on 42nd and Madison was blocked an average of 11.5 times per hour, affecting 40 buses and slowing almost 3,000 people.

Proven Success

Bus cameras are highly successful in London, where commuters are saving an average of 10 minutes in travel time, bus use is up 7%, trip reliability is up 12.5%, and violations have fallen 60% after implementation. In New York City, the decade-old Red Light Camera Demonstration Program proves the usefulness of automated enforcement on city streets. Since the red light program's inception, violations have dropped between 40-60%. Similar success could be met on New York City's bus routes.



Fiscally Prudent

Bus cameras are also a smart choice in a difficult budget year. Commenting on the Mayor's recent budget cuts, Patrick Lynch of the Patrolman's Benevolent Association remarked, "Staffing levels at the NYPD have reached the breaking point already. Safe streets are a magnet for prosperity just as dangerous streets prevent neighborhoods from thriving. It would be in the city's best fiscal interest to spend the dollars it does have beefing up the fight against crime, terrorism and disorder." This legislation would enable the MTA and DOT to provide better bus service—critical in any economy—without further strain on the NYPD because the program would pay for itself.

Protections for Drivers Turning in a Bus Lane

It currently is legal and will remain legal for drivers to make a right handed turn from a bus lane. This legislation will not change existing bus lane rules.

A Pilot Program

This program will sunset 7 years after enactment.

Enforcing Existing Laws

This legislation does not create new penalties. New York State law currently prohibits either parking in or illegally driving in a bus lane. Bus cameras simply enable the City to enforce current laws.

Assembly Co-Sponsors

Kellner, Rosenthal, Gottfried, Cusick*, Brook-Krasny, Benedetto, Lancman, Markey, Schimel*, Castro, Clark, Cymbrowitz, O'Donnell, Kavanagh, Rivera P, Rivera J

Senate Co-Sponsors

Espada, Peralta, Stavisky*

Assembly Multi-sponsors

Alessi*, Benjamin, Crespo*, Galef, Glick, Gunther, Heastie, Hevesi, Hoyt*, Hyer-Spencer*, Jacobs, Jeffries, Latimer*, Lentol, Lifton, Lupardo*, Miller M, Millman*, Pheffer, Skartados*, Thiele*, Titone*, Tobacco*, Weisenberg*, Wright

* Transportation Committee

T.A.'s 8,000 members and 35,000 supporters urge the passage of this bill.