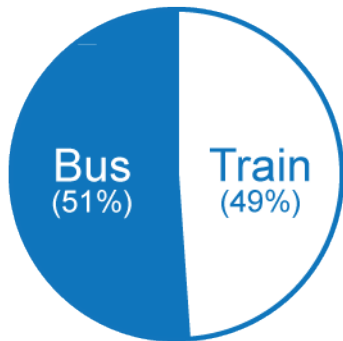


Improving Connecticut's Bus Service

A lot of people ride the bus



Bus commuters make up 51% of Connecticut's transit ridership. Small bus service enhancements to improve their ride—and attract new riders—are easy, popular and don't break the bank. The legislature should direct ConnDOT to study and implement the following service improvements on selected existing routes in the CT Transit system.

Pre-board fare collection



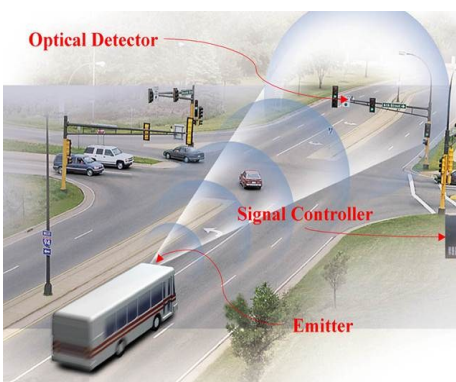
Connecticut's buses spend too much time idling curbside, waiting for people to pay and get on the bus. Pre-board fare collection (paying for your ticket at a kiosk before you get on the bus) allows riders to board at any door on the bus and keeps the bus moving. After the implementation of pre-board fare collection 34th Street in New York, buses spent almost 30% less time at bus stops.

Dedicated bus lanes



Buses should never be stuck in traffic. Painting bus lanes on existing roadways keeps transit moving and gets riders where they're going quickly, even at rush hour. Buses go even faster if their dedicated lanes are physically separated from private vehicles or enforced with traffic cameras.

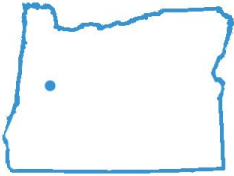
Signal Prioritization



New technology can also speed up buses. Signal prioritization systems hold green lights for buses and minimize the amount of time they spend idling at reds. When the bus comes, the light changes for it, which saves time and aggravation.

Improving Bus Service: Case Studies

Eugene, Oregon



During the 90s, Eugene, Oregon was looking to improve public transportation. In 2001, they decided on a bus rapid transit (BRT) system, which added dedicated lanes to existing roads, signal priority, and pre-board fare collection to the popular Eugene-Springfield bus route. Six months after it opened, ridership was up by almost 50%. Eugene has been so pleased with these enhancements that they added a second branch to the system. For more information, visit <http://tinyurl.com/eugeneBRT>.

New York City



In 2008, the MTA launched “Select Bus Service” (SBS) on Fordham Road in the Bronx. Like Eugene’s system, the MTA’s service featured dedicated lanes, signal priority, and pre-board fare collection. A year after the upgrade, the route’s ridership had grown by 6.3%. Why? Because it ran 20% faster. 95% of SBS riders said that they were satisfied or very satisfied with their average wait time, and the city has since installed SBS on several other routes around the city.

