Overview

Introductions

Public Outreach

Select Bus Service in New York City

Flushing-Jamaica Corridor and Related Initiatives

Project Timeline

Next Steps
Community Advisory Committee (CAC)

Composed of representatives from:
- Elected officials
- Community boards
- Community organizations
- Business representatives
- Major Institutions

Role:
- To provide input and guidance during project design and implementation
- To help relay important project information and updates to your constituents and members
Outreach process

Community Advisory Committee
Public Open Houses
On-street Public Engagement
Project Goals

Improve bus speed and reliability
Improve traffic flow to and through busy business districts
Improve street safety
Maintain community character
About Select Bus Service

Select Bus Service (SBS) is New York City’s brand name for Bus Rapid Transit

SBS brings:
- Faster bus speeds
- More reliable service
- Improved passenger comfort & convenience

Seven SBS routes serving all five boroughs
Project Background

Flushing to Jamaica corridor identified in initial NYC BRT study (2006) and Bus Rapid Transit Phase II report (2009)

Characterized by “long and slow bus trips”
Project Background

2010: Pedestrian improvements in Downtown Flushing; capital buildout forthcoming

2011: Bus lanes and other transit improvements in Jamaica Center

2014: Mayor de Blasio announces Vision Zero initiative to eliminate traffic fatalities in New York
Select Bus Service Features

Dedicated Bus Lanes

MTA

+selectbusservice

Flushing to Jamaica

NEW YORK CITY

DOE
Select Bus Service Features

Faster Fare Collection
Select Bus Service Features
Signal Priority for Buses
Select Bus Service Features

Revised Parking Regulations
Select Bus Service Features
Real-time Passenger Information
Select Bus Service Features
Pedestrian Safety Improvements
Select Bus Service Features
Improved Station Amenities
Bus Corridors

Flushing-Jamaica Corridor served by

- Q20A/B, Q44 on Main St
- Q25, Q34 on Kissena Blvd/Parsons Blvd
- Q65 on 164 St

Over 90,000 daily bus riders

Residents within ½ mile:

<table>
<thead>
<tr>
<th>Mode to Work</th>
<th>% of workers</th>
</tr>
</thead>
<tbody>
<tr>
<td>Subway</td>
<td>37%</td>
</tr>
<tr>
<td>Bus</td>
<td>14%</td>
</tr>
<tr>
<td>Driving</td>
<td>36%</td>
</tr>
<tr>
<td>Other</td>
<td>13%</td>
</tr>
</tbody>
</table>
Flushing to Jamaica Corridor

Traffic and parking data collection underway to:

- Understand traffic patterns
- Select corridor(s) for SBS design
- Guide discussion about specific areas
Related Initiatives: Flushing In Motion

Traffic control system for Downtown Flushing enables NYCDOT to adjust signals in response to traffic conditions.

Similar system led to 10% travel time reduction in Midtown.
Related Initiatives: Downtown Flushing Pedestrian Improvements

DDC Capital project to widen sidewalks in Downtown Flushing
Detailed design in progress
Project Timeline

Step 1: Data collection & analysis
- Traffic counts
- Parking survey
- Safety data
- Travel-time surveys
- Transit operations
  - Ridership
  - Sources of delay
  - Current route paths

Summer 2014
Step 2: Corridor Selection and Concept Design

- Identify selected roadway(s) for SBS improvements and terminal locations
- Develop concept design for selected locations to determine effects on:
  - Transit travel time
  - Traffic flow
  - Safety
  - Parking / delivery access
- Solicit input from CAC and community members
Project Timeline

Step 1
Step 2
Step 3
Step 4

2015

Step 3: Develop corridor plan
- Detailed street design
- Prepare Traffic Analysis for SBS corridor
- Identify SBS stop locations
- Identify pedestrian safety improvements
- Refine details with CAC and general public
Project Timeline

**Step 4:** Final Design plan
- Finalize corridor design
- Develop Implementation plan
- Prepare construction phasing plan for capital elements, if any
- Launch SBS service
Next Steps

Summer 2014
Traffic and parking data collection
Transit operations data collection and analysis
Develop routing concepts

Fall 2014
CAC Meeting #2
Questions?