Select Bus Service
Results:

- Buses 15-23% faster
- About 10% increase in ridership in first year
- 95%+ customer satisfaction
- Improved passenger comfort & convenience
- Maintained traffic flow
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”
Select Bus Service Toolbox

Improved fare collection

Bus lanes

Transit signal priority

Passenger Information

Stations & Amenities

Branding
Q44 Bus Speeds

Average bus speed 5-10 miles per hour in the Bronx

Less than 5 miles per hour on

- Main Street
- Hillside Avenue/Sutphin Boulevard in Jamaica
Bus Delays

Q44 LTD Bus Delay

- In Motion, 51%
- Red Lights/Traffic, 29%
- Bus Stops, 18%
- Other, 2%
Corridor Overview

Q44: Jamaica to Bronx Zoo

Main St/Cross Bronx Service Road

- Vital Bronx-Queens inter-borough link
- 28,000 daily riders
- 29% of all Q44 trips start or end in the Bronx
- 75% of Bronx trips bound for Queens
Q44 Bus Ridership

Busiest Bronx Stops

- Hugh Grant Circle
- Boston Rd/E Tremont Ave
- Bronx Zoo (Bx9, Bx36)

Bronx rider destinations

![Map of Q44 bus routes and stops](image-url)
Proposed Bronx SBS Stops
Proposed Stop Removals

Considerations
• Stop spacing
• Ridership
• Bus/subway connections
• Access to pedestrian crossings over Cross Bronx
Proposed Northbound Stops

86% of northbound ridership at proposed stops
Proposed Southbound Stops

82% of southbound ridership at proposed stops
## Project Timeline

<table>
<thead>
<tr>
<th>Step 1</th>
<th>Step 2</th>
<th>Step 3</th>
<th>Step 4</th>
</tr>
</thead>
<tbody>
<tr>
<td>Step 1: Data collection and Analysis (Summer/Fall 2014)</td>
<td>Step 2: Corridor Selection and Concept Design (Winter 2014/2015)</td>
<td><strong>Step 3: Develop corridor plan</strong> (Early 2015)</td>
<td>Step 4: Final Design &amp; Implementation (Late 2015)</td>
</tr>
</tbody>
</table>

### Step 3: Develop corridor plan (Winter/Spring 2015)

- Street design
- Traffic Analysis
- Stop locations
- Pedestrian safety improvements