Q44 Select Bus Service
Queens Community Board 8 Transportation Committee – June 15, 2015
About Select Bus Service

• Buses 15-23% faster
• 10%+ average increases in ridership in first year
• 95%+ customer satisfaction
• Better bus stops and connections
• Safer streets
• Maintain traffic flow
Select Bus Service Features

- Improved fare collection at every SBS stop
- Bus lanes where appropriate
- Transit signal priority
- Passenger information
- Improved station amenities
- Improved Curb Regulations
Select Bus Service Fare Payment

- Riders pay with MetroCard or coins before boarding
- Take ticket from machine
- Board bus through all three doors

- MTA NYCT conducts random fare payment inspections
Bronx-Flushing-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

Two SBS Candidates: Q44 & Q25

Main Street:
42,000 daily riders on
  Q44: Jamaica to West Farms
  Q20A/B: Jamaica to College Point
Parsons Blvd/Kissena Blvd:
26,000 daily riders on
  Q25: Jamaica to College Point
  Q34: Jamaica to Whitestone
Project Background

Q44 was prioritized for SBS upgrade based on

• Ridership – Over 29,000 per day on Q44
• Key connection between Queens and The Bronx
• Main Street offers more opportunity for on-street bus priority
Bus Ridership and Speed

Q44 Weekday Stop Activity

Bronx Inset

Q44 Stop Activity

- 0 - 500
- 501 - 1,500
- 1,501 - 3,000
- 3,001 - 5,000
- > 5,000

Average Bus Speed, MPH

- < 5
- 5 - 10
- 10.1 - 15
- 15.1 - 20
- > 20

+selectbusservice
Q44 SBS Overview

Q44 LTD will be replaced by Q44 SBS

SBS will follow same route as LTD from Merrick Blvd in Jamaica to the Bronx Zoo
Q44 SBS Stops

SBS will make fewer stops than Q44 LTD to better serve the busiest stops

- 8 fewer stops in The Bronx
- 5 fewer stops in Queens
- No changes to stops within CB 8
Q44 Bus Lane Proposal

Offset bus lanes:
- NB from Reeves Av to Downtown Flushing
- SB from Downtown Flushing to 60 Av

Curbside bus lanes with midday parking in some areas of downtown Jamaica and Flushing

Hillside Avenue corridor still under development
Main St/Reeves Av Existing Conditions

Signal Pattern: Phase 1

Southbound
AM: 484 vehicles/hr
PM: 714 vehicles/hr
Main St/Reeves Av Existing Conditions

Signal Pattern: Phase 2

Northbound Main St:
- AM: 450 vehicles/hr
- PM: 322 vehicles/hr

Northbound Main St to 146 St:
- AM: 81 vehicles/hr
- PM: 45 vehicles/hr

John Bowne HS
Main St/Reeves Av Existing Conditions

Signal Pattern: Phase 3

John Bowne HS
Main St/Reeves Av Existing Conditions

Signal Pattern: Phase 4
Main St/Reeves Av Existing Conditions

Issues

Indirect crossing for students between Q44 NB stop and John Bowne HS

Separate phases for EB and WB reduce green time for Main St

Some drivers using residential 146 St as a cut through to LIE
Main St/Reeves Av Proposal

New Signal Pattern: Phase 1
Main St/Reeves Av Proposal

New Signal Pattern: Phase 2

John Bowne HS
Main St/Reeves Av Proposal

New Signal Pattern: Phase 3
Main St/Reeves Av Proposal

Street Design

Extended curb provides safe crossing for students walking to and from bus stop

Simplified intersection allows Main St traffic to process better

Residents could access 146 St via Horace Harding Expy and 148 St
Benefits for Community Board 8

Faster bus boarding at every Q44 SBS stop
Real-time bus information screens at busy SBS stops
Transit Signal Priority on Main Street
Faster, more reliable bus service to the Bronx, Flushing and Jamaica
Traffic improvements near Reeves Avenue
Next Steps

Additional traffic/parking analysis
Ongoing outreach with merchants and other stakeholders
Goals:
• Late Summer bus lane implementation
• Fall Q44 SBS launch