

Q44 Select Bus Service on Main Street

Queens Community Board 7 Transportation Committee

July 7, 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



Pedestrian Safety
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

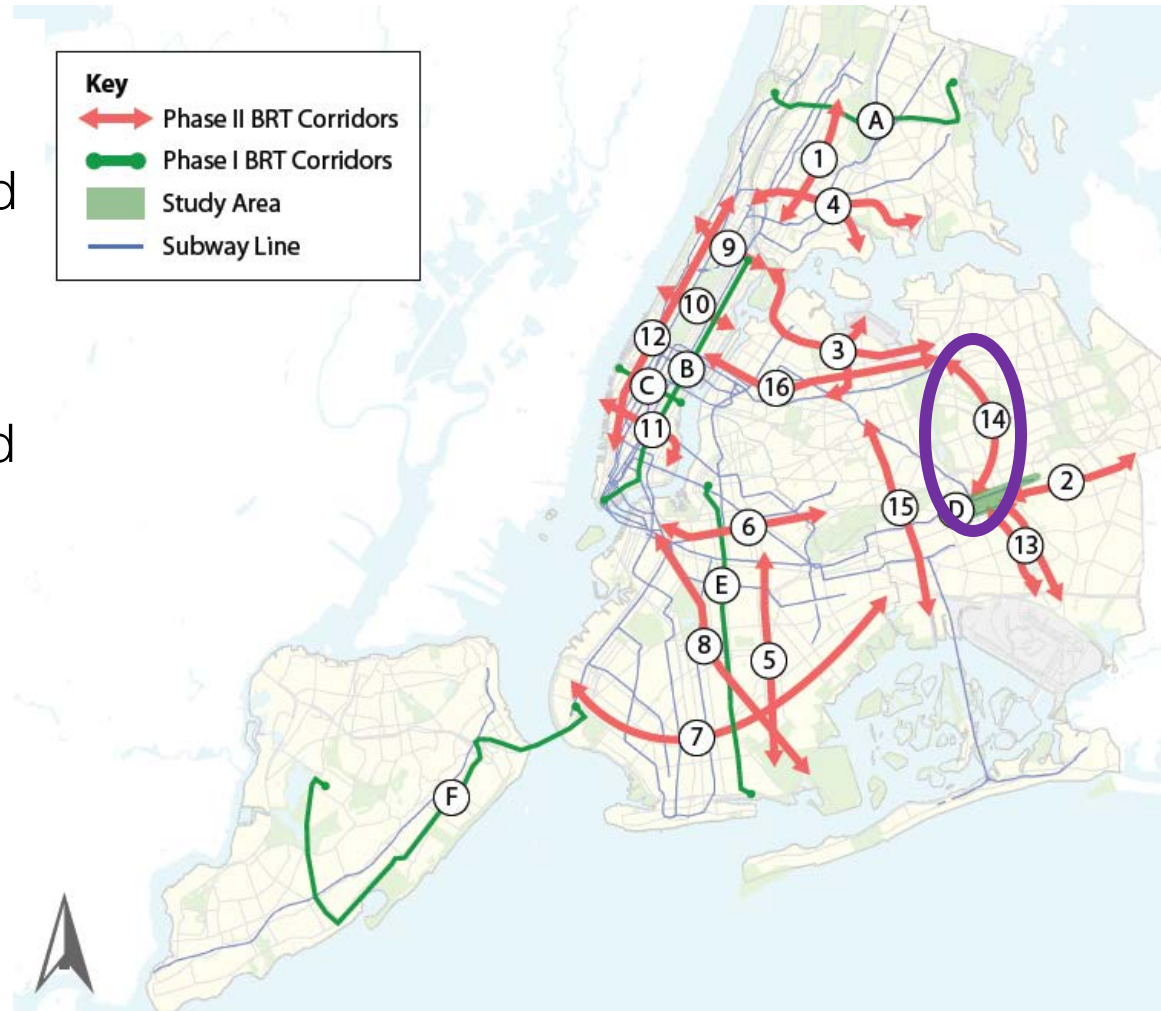


- MTA NYCT conducts random fare payment inspections

Project Background

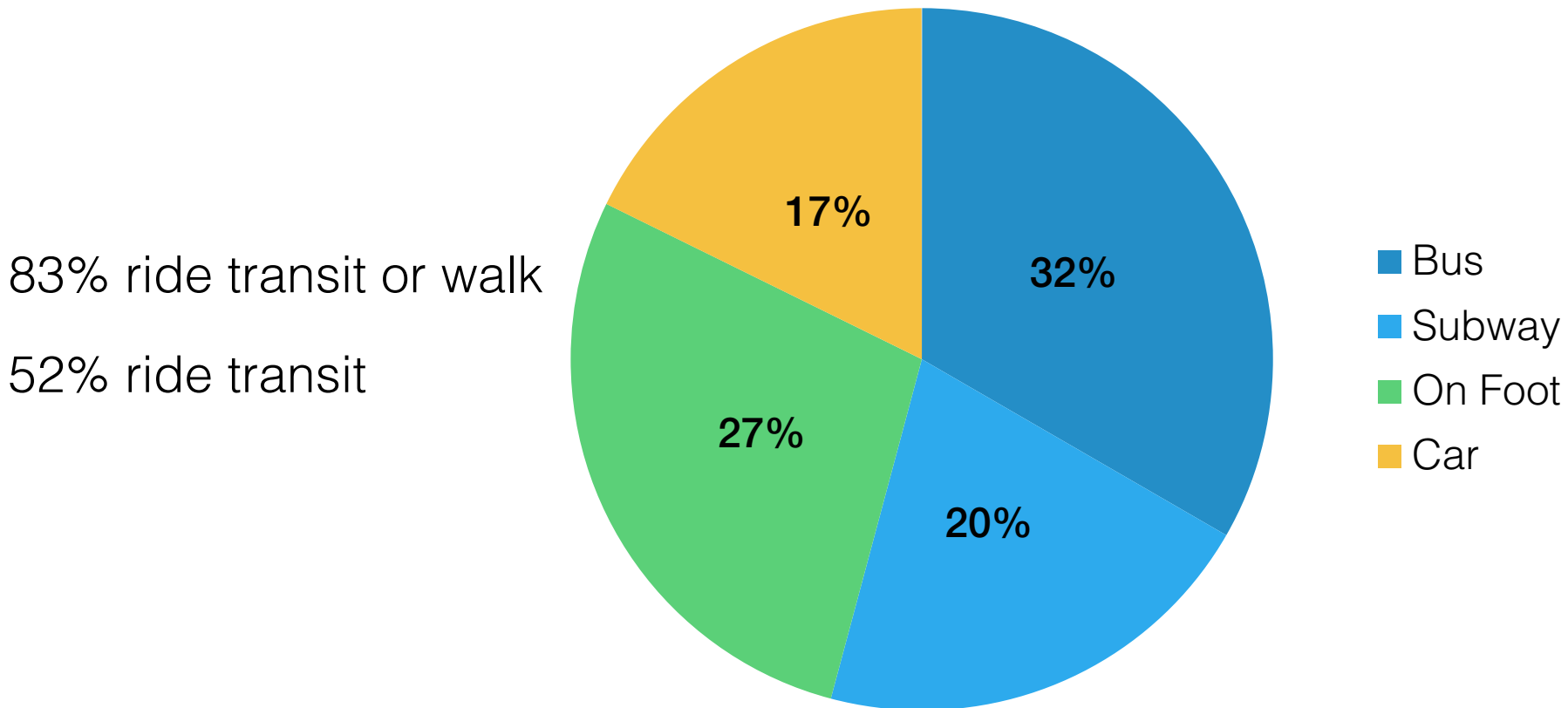
Flushing to Jamaica
corridor identified in initial
NYC BRT study (2006) and
Bus Rapid Transit Phase II
report (2009)

Characterized by “long and
slow bus trips”



Downtown Flushing On-Street Survey

How did you get to Downtown Flushing?



753 respondents interviewed on Main St between Northern Blvd and 41st Av in October 2014

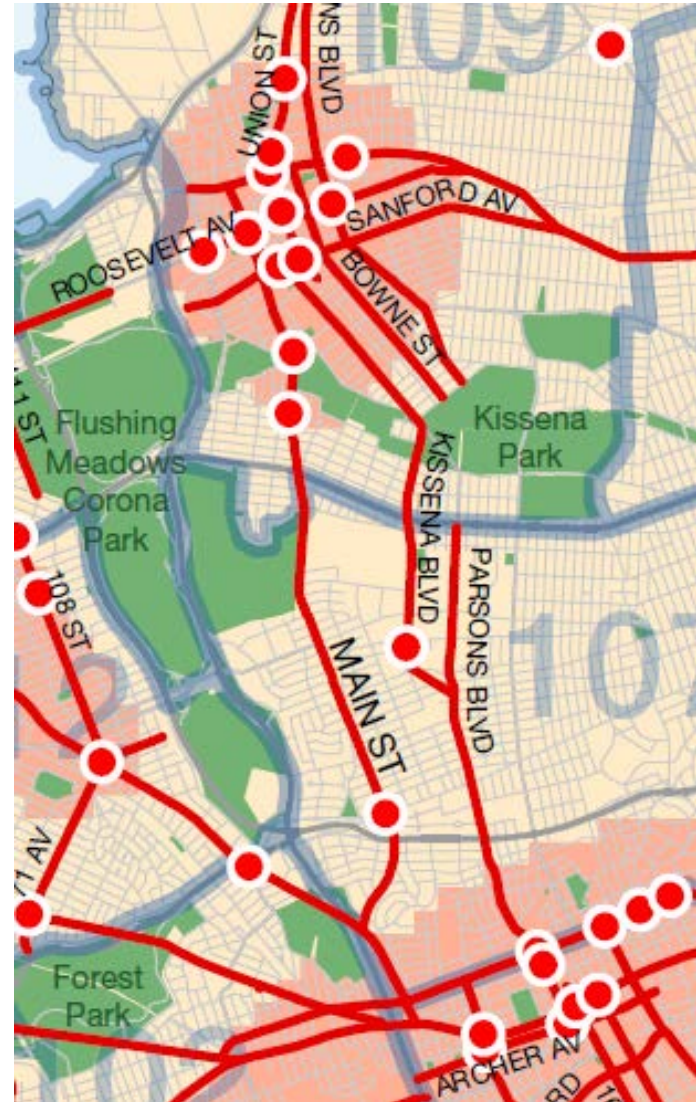
Main St: **VISION ZERO** Priority Corridor

Main St from Northern Blvd to
Queens Blvd (2009 to 2013)

- 3 Fatalities
- 32 Killed or Severely Injured (KSI)

Priority Intersections

- Union St/Northern Blvd
- Main St/Roosevelt Av
- Main St/Elder Av
- Main St/Booth Memorial Av
- Main St/Union Tpke
- Archer Av/Parsons Blvd
- Sutphin Blvd/Archer Av

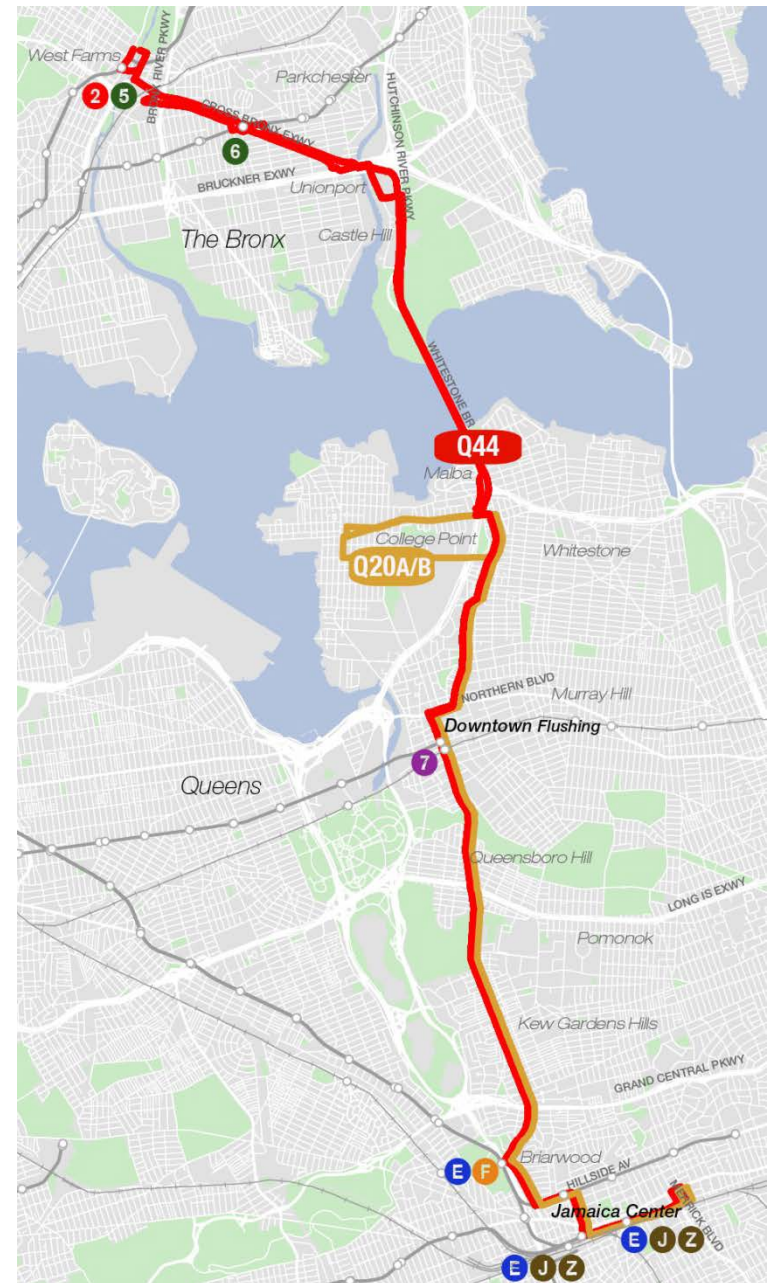


Corridor Overview

Main Street Corridor

42,000 daily riders on

- Q20A/B: Jamaica to College Point
- Q44: Jamaica to Bronx Zoo



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



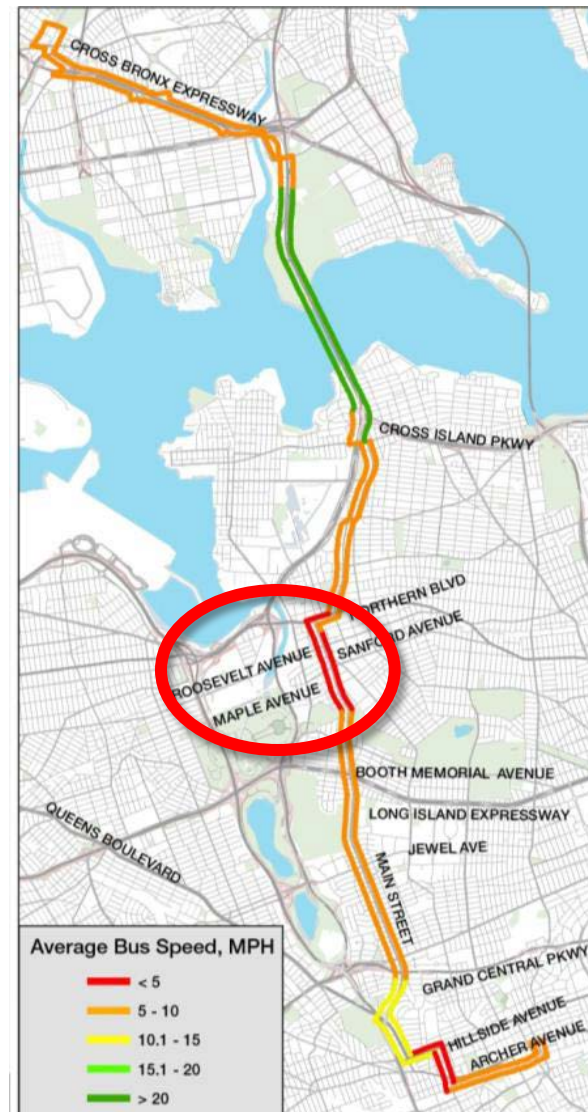
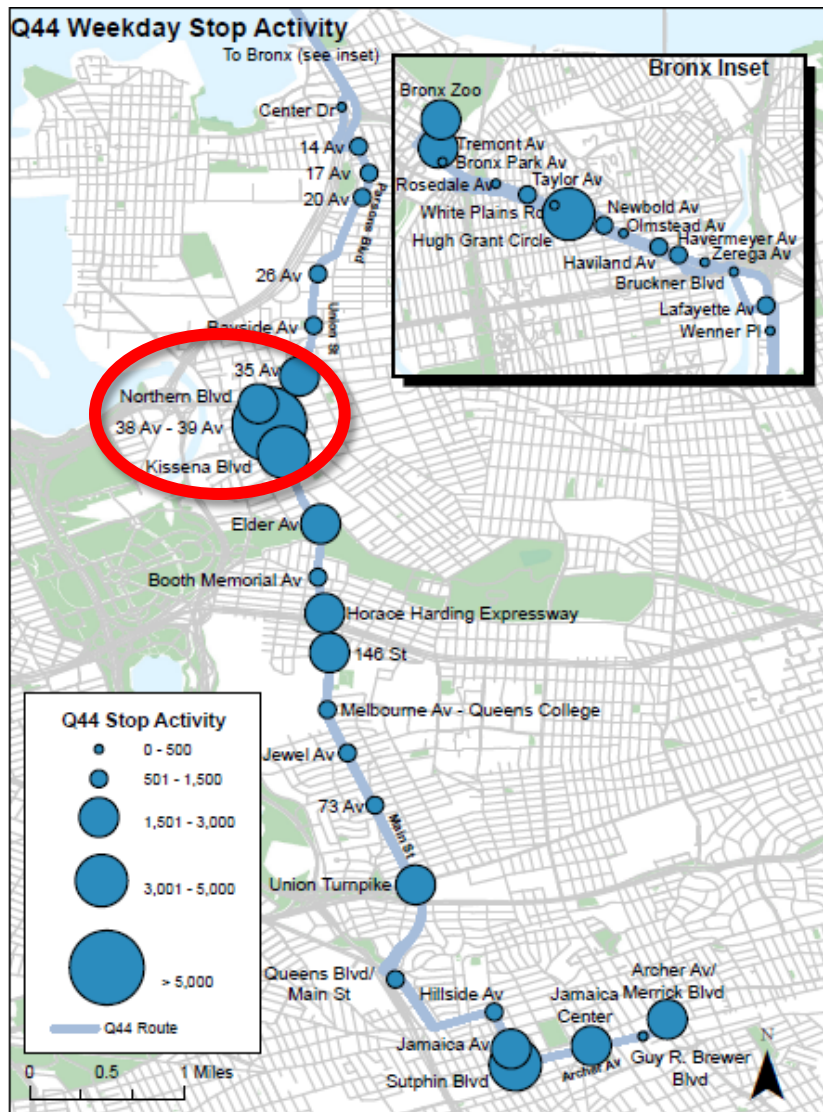
Q44 SBS Stops

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

- 8 fewer stops in The Bronx
- 4 stops removed in CB7
 - Whitestone Expy/Center Dr (currently SB only)
 - Parsons Blvd/17 Av
 - Parsons Blvd/21 Av
 - Main St/Northern Blvd
- All stops removed in CB7 will be served by Q20



Bus Ridership and Speed



Q44 Bus Lane Proposal



Offset bus lanes:

- NB from 60 Av to Downtown Flushing*
- SB from Downtown Flushing* to 60 Av

Curbside bus lanes with midday parking:

- NB Main St from Reeves Av to 60 Av
- WB Hillside Ave from Sutphin Blvd to Queens Blvd
- Sutphin Blvd from Hillside Av to Archer Av
- EB Archer Av from Sutphin Blvd to 150 St

*Flushing bus lanes to terminate at 40 Rd in 2015 as a result of forthcoming pedestrian safety capital project

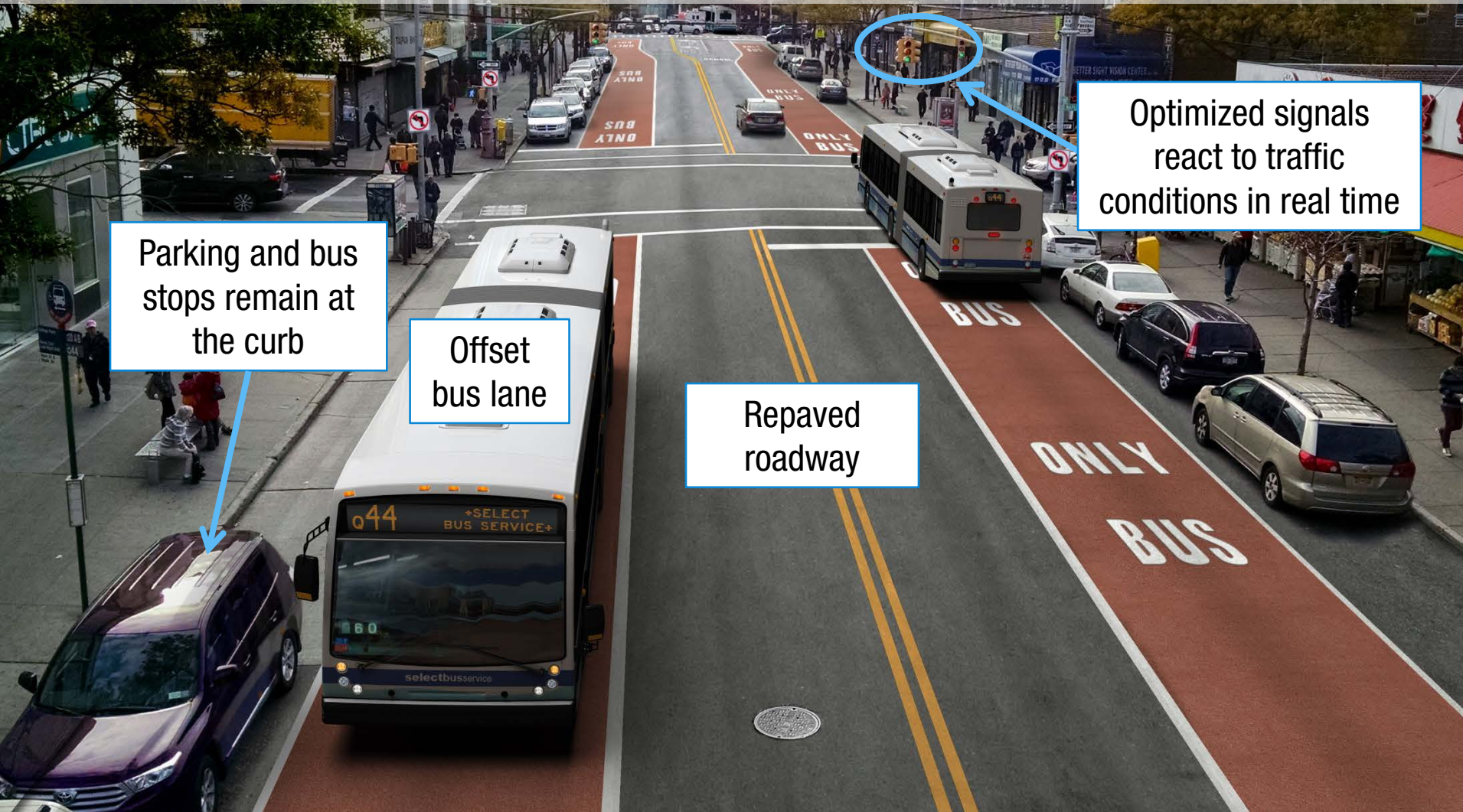
Bus Lane Concept

Intersections with No Left Turns



Bus Lane Concept

Intersections with No Left Turns



Parking and bus stops remain at the curb

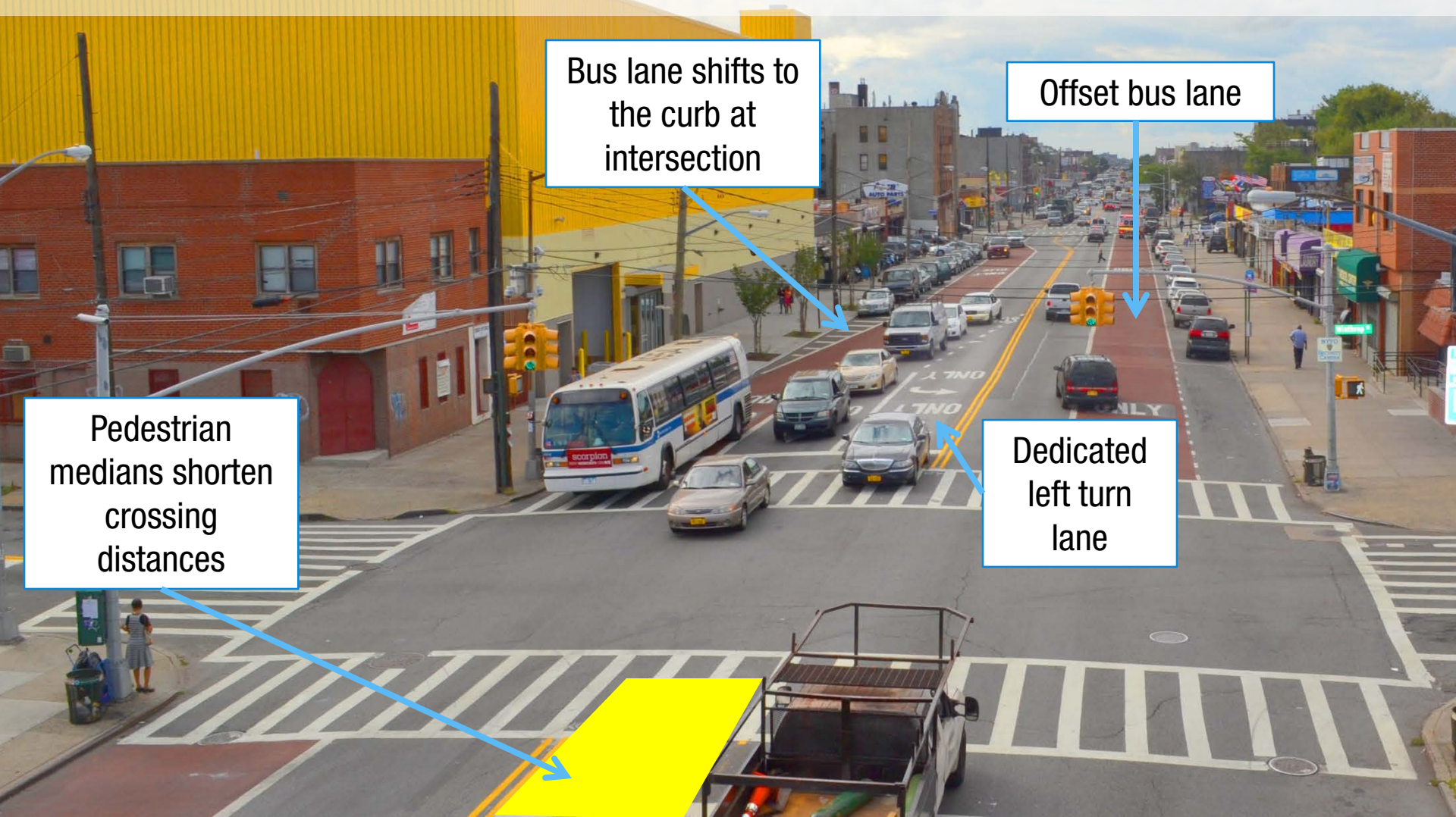
Offset bus lane

Repaved roadway

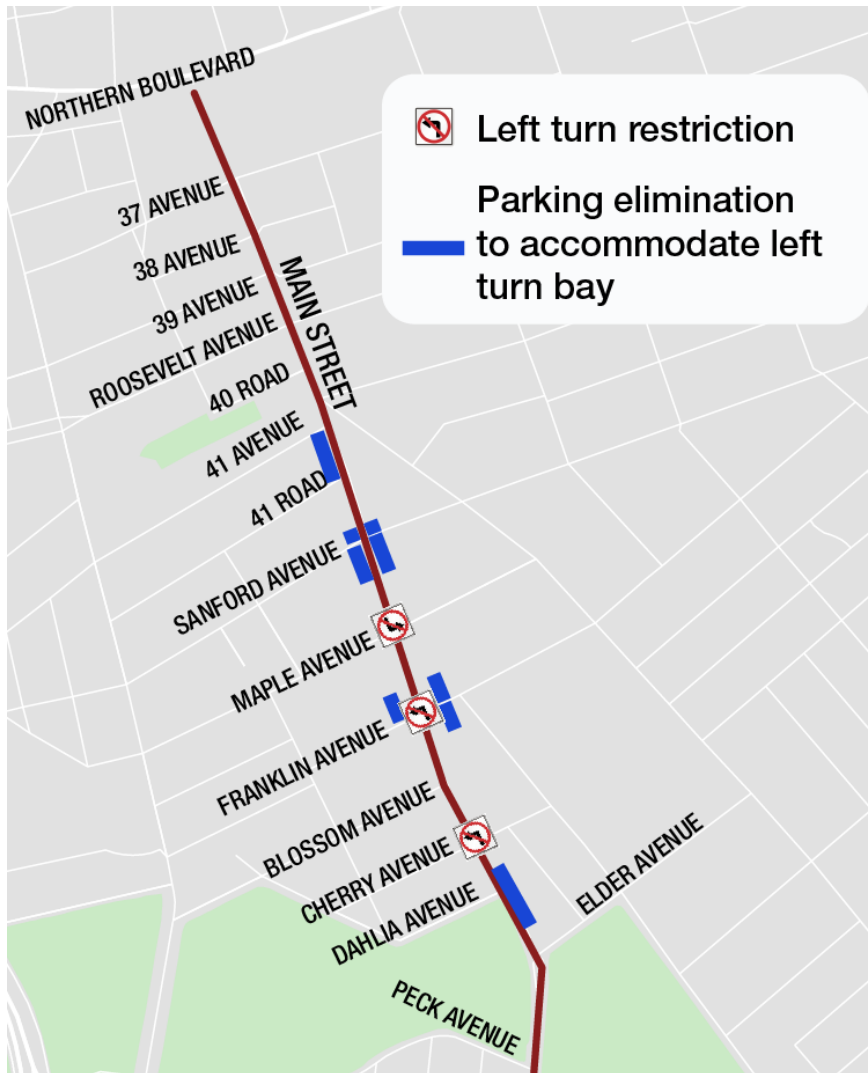
Optimized signals react to traffic conditions in real time

Bus Lane Concept

Intersections with Left Turn Bay



Main St Bus Lane Proposal



Main St Bus Lane Traffic Analysis

Analysis Scenarios

1. Existing conditions
2. No Build
3. With Bus Lanes
4. With Bus Lanes and Signal Improvements

Findings

Heavy through volumes on Main St are not the key cause of congestion (except near Long Island Expy)

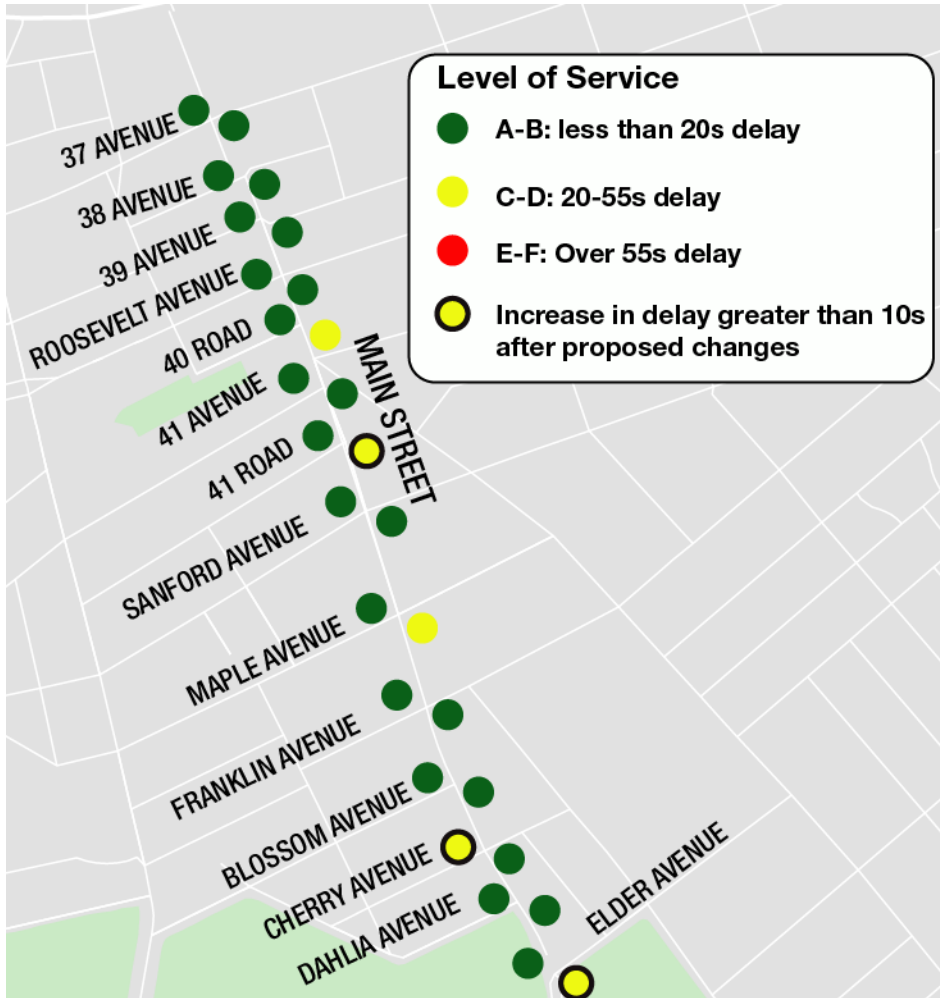
New left turn and right turn bays improve through traffic

Updated signal timing offers substantial benefits

Draft Intersection Level of Service not impacted per CEQR requirements

Main St Bus Lane Traffic Analysis

PM Peak Period with Bus Lanes and Signal Improvements



Main St at Booth Memorial Av

NB Bus Lane improves emergency vehicle access to NY Hospital

MAIN ST

New York Hospital
Queens

BOOTH MEMORIAL AV

Small Businesses-
Eateries

VISION ZERO Priority Intersection

2009-2013:

- 20 pedestrian crashes
- 2 severe injuries

Dedicated right turn lane accommodates car wash queues

Bus Lane shifts to curb in SB direction to allow space for left turn bay



Left Turn Restrictions

- NB Main St to Booth Memorial Av
- WB Booth Memorial to Main St

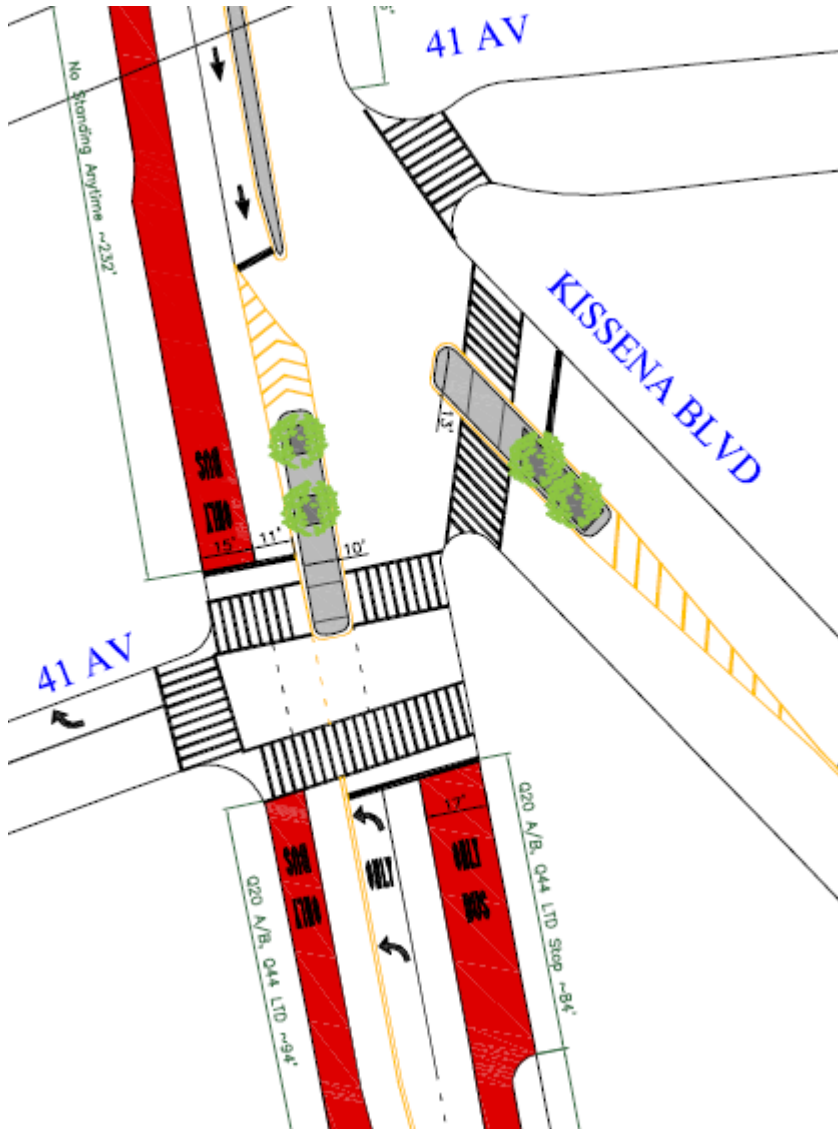
58 AV

57 RD

Parking Lot

TD R-10A

Main St at Kissena Blvd



2009-2013: 8 pedestrian crashes, 2 severe injuries

Redesigned medians on Main St and Kissena Blvd better accommodate through traffic, turns and pedestrians

Bus priority north of 40 Rd still under study due to forthcoming sidewalk widening

Related Initiatives:

Main St Sidewalk Widening



DDC project to widen sidewalks on key Vision Zero corridor: Main Street between 38th Av and 41st Av

Provides sidewalk space in congested pedestrian zone

Construction slated to begin in spring 2016

Related Initiatives: Flushing In Motion

Traffic control system for Downtown Flushing enables NYCDOT to adjust signals in response to traffic congestion in real time

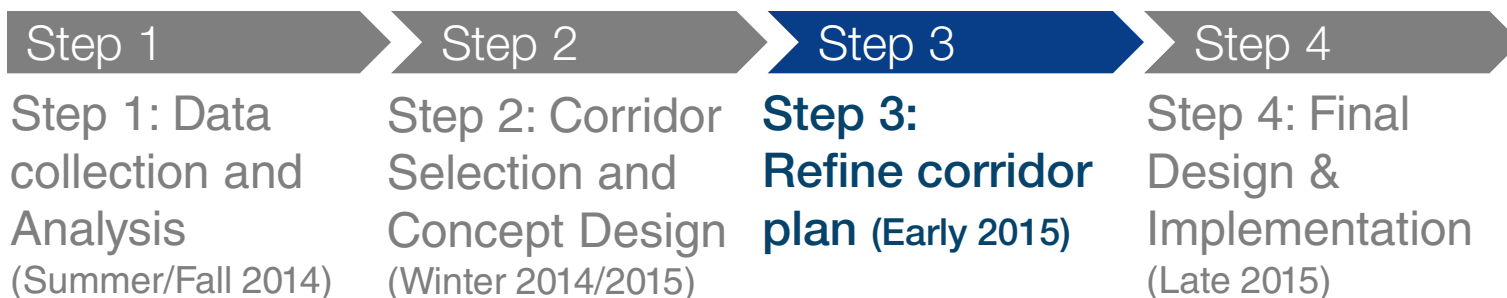
Similar system led to 10% travel time reduction in Midtown

Traffic model in development

Hardware in testing phase



Project Timeline



Step 3: Refine corridor plan (Spring/Summer 2015)

Street design

Traffic Analysis

Stop locations

Pedestrian safety improvements