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?

83% ride transit or walk
52% ride transit

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 Weekday Stop Activity

- Northern Blvd
- 38 Av - 39 Av
- Kissena Blvd

 Bronx Zoo
- Tremont Av
- Bruna Park Av
- Taylor Av
- Rosedale Av
- White Plains Rd
- Hugh Grant Circle
- Newbold Av
- Olmsted Av
- Whittemeyer Av
- Zerega Av
- Bruckner Blvd
- Lafayette Av
- Wenner Pl

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
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

Bus lane shifts to the curb at intersection
Offset bus lane
Dedicated left turn lane
Pedestrian medians shorten crossing distances

+selectbus service
Main St Bus Lane Proposal

- Left turn restriction
- Parking elimination to accommodate left turn bay
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

Level of Service
- A-B: less than 20s delay
- C-D: 20-55s delay
- E-F: Over 55s delay
- Increase in delay greater than 10s after proposed changes
Main St at Booth Memorial Av

- **NB Bus Lane improves emergency vehicle access to NY Hospital**

- **Left Turn Restrictions**
  - NB Main St to Booth Memorial Av
  - WB Booth Memorial to Main St

- **Vision Zero Priority Intersection**
  - 2009-2013:
    - 20 pedestrian crashes
    - 2 severe injuries

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

- **Dedicated right turn lane accommodates car wash queues**
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 1: Data collection and Analysis (Summer/Fall 2014)
Step 2: Corridor Selection and Concept Design (Winter 2014/2015)
Step 3: Refine corridor plan (Early 2015)
Step 4: Final Design & Implementation (Late 2015)

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

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