Better Buses Restart: Jamaica and Archer Busways

Community Advisory Board | August 25, 2021
Agenda

1. Executive Summary
2. 2020-2021 Outreach
3. Potential Design Concepts
4. Local Access Plan & Vehicle Turn Requirements
5. Traffic Monitoring
6. Next Steps and Implementation
Executive Summary
Jamaica and Archer Aves Busway Pilots

Executive Summary

- Transformative project for Downtown Jamaica will improve the lives of 250,000 bus riders per day
- DOT hosted public open houses to answer questions about busways and gather feedback
- Identified several intersections for additional monitoring and design changes to help circulation
- Busway implementation to begin on September 6, 2021 with a launch on October 24, 2021

*Routes running between Sutphin Blvd & 168 St only*
2020-2021 Outreach
Outreach

- June 16, 2020: Initial CM Briefings
- June 25, 2020: CB 12 TC Meeting
- July 9, 2020: CAB #1
- July 16, 2020: JNLC Meeting
- August 6, 2020: Jamaica BID Meeting
- September 14 & 16, 2020: Merchant Survey with Jamaica Center BID
- October 14, 17, 19, & 21, 2020: Shopper Survey
- April 30, 2021: Walkthrough with Commissioner Gutman and CM Miller
- June 2, 2021: Walkthrough with CM Miller
- June 11, 2021: Walkthrough with CM Miller and the offices of CM Gennaro, AM Hyndman, and SS Comrie
- June 30, 2021: Walkthrough with CB 12 TC
- July 21, 2021: CAB #2
- July 29, 2021: Walkthrough with NYPD 103 Precinct
- August 2021: Ongoing calls with businesses and property owners
- August 10, 2021: ATU Local 1056 Meeting
- August 19, 2021: NYS HCR Office of Rent Administration Meeting
- August 18-19, 2021: Public Outdoor Open Houses
- August 25, 2021: CAB #3
Public Open Houses

- Staff presented information on busways, turn restrictions, and alternative routes
- Attendees included motorists, bus drivers, transit riders, elected official reps, local stakeholders, residents, business owners, and pedestrians
- Desire for additional merchant surveys post-implementation
- Concerns around bus stop blockages, livery cabs, side street congestion, quality of life issues, and safety
- Requests for additional loading space
- Concerns around congestion on Sutphin Blvd and Parsons Blvd
Merchant Survey

- Most businesses reported difficulty loading and unloading goods
- Majority of businesses reported seeing frequent double parking throughout the corridor
- 60% of respondents currently load/unload in a no standing zone or bus stop
Shopper Survey

- 42% of respondents typically ride the bus to get to Jamaica Ave
- Transit riders reported the longest trip times among various reported modes
- 48% of respondents reported they were on Jamaica Ave to shop
- 31% of respondents work on Jamaica Ave

<table>
<thead>
<tr>
<th>Today’s trip to Jamaica: Average travel time (min)</th>
</tr>
</thead>
<tbody>
<tr>
<td>(Captured on day of survey)</td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td>Bus</td>
</tr>
<tr>
<td>Walk</td>
</tr>
<tr>
<td>Subway</td>
</tr>
<tr>
<td>Personal Car</td>
</tr>
<tr>
<td>Bike</td>
</tr>
<tr>
<td>Access-A-Ride</td>
</tr>
<tr>
<td>Dropped Off (Family/Friend)</td>
</tr>
<tr>
<td>Taxi/FHV</td>
</tr>
<tr>
<td>Commuter Van</td>
</tr>
<tr>
<td>LIRR</td>
</tr>
</tbody>
</table>

<p>| How do you typically get to Jamaica Ave? |</p>
<table>
<thead>
<tr>
<th>(Including mode you used on day of survey)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
</tr>
<tr>
<td>Bus</td>
</tr>
<tr>
<td>Walk</td>
</tr>
<tr>
<td>Subway</td>
</tr>
<tr>
<td>Personal Car</td>
</tr>
<tr>
<td>Bike</td>
</tr>
<tr>
<td>Access-A-Ride</td>
</tr>
<tr>
<td>Dropped Off (Family/Friend)</td>
</tr>
<tr>
<td>Taxi/FHV</td>
</tr>
<tr>
<td>Commuter Van</td>
</tr>
<tr>
<td>LIRR</td>
</tr>
<tr>
<td>AirTrain</td>
</tr>
</tbody>
</table>
Potential Design Concepts
Extent of Jamaica Ave and Archer Ave Busway Pilots
Archer Ave Busway Pilot

- Eastbound busway will begin at 150 St and extend to 160 St
- Double bus lanes eastbound from 150 St to 160 St; no trucks in bus lanes
- No curbside access between 150 St and 160 St for any vehicle except buses
- Jersey barriers installed to prevent illegal vans from entering busway
- Busway regulations proposed for 24 hours a day, 7 days a week
Archer Ave Busway Pilot

Proposed Eastbound Busway Configuration on Archer Ave

- Protected busway begins at 150 St; vehicular access maintained to 153 St
- Quick Curb
- Jersey Barriers
- Eastbound traffic restrictions begin; buses only from 153 St-160 St
- Un-restrict right turn from westbound Archer Ave to northbound Parsons Blvd
- Southbound left for buses only
Jamaica Ave Busway Pilot

- Busway will begin at Sutphin Blvd and extend to 168 St in both directions
- Buses and commercial trucks will have local and thru access
- Passenger vehicles will be able to access most blocks, but would have to make the next right turn
- New parking, loading, and pedestrian space where curbside bus lanes are removed
- Busway regulations proposed for 24 hours a day, 7 days a week
Jamaica Ave Busway Pilot

Sample of Proposed Busway Configuration on Jamaica Ave

- Added curb access for truck loading and drop-offs
- Expanded pedestrian space to facilitate outdoor seating and reduce sidewalk congestion.
- Quick curb to reduce unsafe and illegal U-turns
Local Access Plan & Vehicle Turn Requirements
Jamaica Ave Busway Pilot

Curb Regulation Proposal

- Removal of curbside bus lane allows for some space to be given to loading, parking and new pedestrian space
- Much of curb remains as bus stops and authorized parking
Jamaica Ave: Turn Requirements

- No Local Access
- Local access permitted onto Jamaica Ave
- All passenger vehicles must exit
- Proposed turn restriction
- Existing turn restriction to be removed
- Existing turn restriction to remain
Archer Ave: Turn Requirements

MTA/NICE buses only, no local access
Permitted movements to/from Archer Ave
All other vehicles must exit
Traffic Monitoring
Alternative Routes for Diverted Vehicles

- Signage in advance of the busways will direct drivers to preferred routes
- DOT will carefully monitor effects on alternative routes
Passenger Vehicle Diversions

Sources: 2019 Downtown Jamaica Transportation Study, Streetlight April 2019 Data

Extent and Direction of Busway
Westbound Diverted Volumes
Eastbound Diverted Volumes

-430
-225

-100
+110
-95
+785
+125
+110
-225
Design Changes to Improve Traffic Circulation

Key Intersections Identified for Roadway Design / Restriction Changes

<table>
<thead>
<tr>
<th>#</th>
<th>Key Intersections</th>
<th>Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Jamaica Ave at Queens Blvd</td>
<td>Restriping to create additional turning lane</td>
</tr>
<tr>
<td>2</td>
<td>Jamaica Ave at Sutphin Blvd</td>
<td>Unrestricting EB Left</td>
</tr>
<tr>
<td>3</td>
<td>Archer Ave at Parsons Blvd</td>
<td>Unrestricting WB Right</td>
</tr>
<tr>
<td>4</td>
<td>Archer Ave at Merrick Blvd</td>
<td>Restriping to create additional turning lane</td>
</tr>
<tr>
<td>5</td>
<td>Archer Ave at 168 St</td>
<td>Restriping to create additional turning lane</td>
</tr>
<tr>
<td>6</td>
<td>Jamaica Ave at 168 St</td>
<td>Restriping to create additional travel lane</td>
</tr>
<tr>
<td>7</td>
<td>89 Ave at 168 St</td>
<td>Curb regulations to facilitate left turns</td>
</tr>
<tr>
<td>8</td>
<td>Jamaica Ave at 170 St</td>
<td>Restriping to create additional travel lane</td>
</tr>
</tbody>
</table>
Traffic Monitoring

Jamaica and Archer Busways Monitoring Plan

- TEAs in place during launch to direct traffic flow
- DOT will monitor traffic volumes and patterns using multiple tools, including:
  - Automated Traffic Recorders (ATRs)
  - Manual and video vehicle counts
  - Streetlight and INRIX
  - MTA BusTime
- As pilots, adjustments can be made to improve traffic circulation as needed, including changes to:
  - Signal timing
  - Design / roadway markings
  - Signage

Automated Traffic Recorder (ATR) on 179 St, Manhattan
Traffic Monitoring

Potential Hot Spot Locations for Additional Monitoring
Next Steps and Implementation
Next Steps

September 6 – October 23, 2021: Project implementation

October 24, 2021:
- Project launch
- Daily monitoring begins of traffic and bus speeds

Winter 2022:
- Monitoring continues
- CAB #4 update
Thank You!

Questions?
Appendix
Westbound Diversions Hot Spot Locations

Areas Identified for Additional Monitoring

Extent and Direction of Busway
Westbound Alternatives
Turns Identified for Additional Monitoring
Zones Identified for Additional Monitoring
Eastbound Diversions Hot Spot Locations

Areas Identified for Additional Monitoring

Extent and Direction of Busway Eastbound Alternatives

Turns Identified for Additional Monitoring

Zones Identified for Additional Monitoring