Recap
Better Buses Restart

• In June, the City announced a plan for fast, reliable transit service during reopening
  – Buses have played a vital role during the shutdown and after, equaling or surpassing subway ridership
  – Bus ridership is already at 56% of pre-COVID levels, while subway ridership is only at 23%’

• These projects will help bus riders get around more easily, with better service and less crowding
Corridor Profile

- Merrick Blvd and 168 St between Hillside Ave and Springfield Blvd
- 3.2 mile, mostly commercial corridor
- Served by Q4, Q5, Q84, Q85, X63, N4 and N4X routes south of Archer Ave
- Many more routes circulate on Merrick/168 St north of Archer Ave
- Serves 77,000 daily riders
Merrick Blvd
Proposed Project
Community Concerns

Since last CAB meeting, DOT met with Allen Cathedral Senior Residence and visited business owners on Merrick Blvd

Major issues brought to our attention:

• Double parking
• Parking on sidewalk
• Illegal U-turns across the median
• Drag racing on Merrick at night
DOT Toolkit to Improve Bus Service

Curbside Bus Lanes

Offset Bus Lanes

Turn Bays

Curb Management
Merrick Blvd Proposal

Merrick Blvd and 168th St between Springfield Blvd and Archer Av

Bus Lanes
- Curbside bus lanes are not the right fit for heavy curb use on the corridor
- DOT proposes offset bus lanes (one lane out from the curb) on Merrick Blvd and 168th St in this section
- Proposed hours: 24/7
- Right turning vehicles and emergency vehicles may use bus lane

Safety Improvements
- Evaluating installation of physical barrier on Merrick Blvd median near Hendrickson Pl to eliminate illegal U-turns
- Exploring pedestrian safety elements at other major Vision Zero intersections
Merrick Blvd Proposal

Downtown Jamaica: Merrick Blvd and 168th St between Archer Av and Hillside Av

- Roadway widths vary block to block
- Bus moves in and out of 165th St terminal are often block buses more than general traffic
- DOT proposes offset bus lanes on some blocks
- DOT also evaluating curb regulation changes to
  - improve bus layover space
  - reduce placard abuse and double parking
Merrick Blvd Bus Lanes

Implementation

• Implementation of offset bus lanes would include:
  – Painting "BUS ONLY" markings and lane striping
  – Installing bus lane signs with hours
  – Bus lanes will *not* include red paint in 2020, but could be upgraded in the future

• 6.4 total bus lane miles (3.2 in each direction)
• Implementation target: Fall 2020
• Bus lanes would be monitored after implementation
Enforcement

• Bus lane cameras would not be installed in 2020, but would be added in the future
• DOT will work with NYPD to address:
  – Keeping bus lanes clear
  – Illegal sidewalk parking and double parking
  – Placard abuse in downtown Jamaica
Improved Bus Stop Spacing

• Better, more consistent stop spacing can improve speed and reliability

• Adjusting stop locations at critical intersections can improve bus reliability and traffic flow
Improved Bus Stop Spacing - Overview
Improved Bus Stop Spacing – Liberty Av

1,200 feet between bus stops on Merrick Blvd at Liberty Av.
1,100 feet on Merrick Blvd to Merrick Blvd at 104 Av.

Legend:
- Bus Stops
- Bus Stop Removals
Improved Bus Stop Spacing – Sayers Av
Improved Bus Stop Spacing – Victoria & Zoller Rds
Improved Bus Stop Spacing – Pineville Ln

950 feet between NB and SB bus stops
After Implementation

DOT will continue to monitor the corridor for:

• Vehicle speeds and travel times
• Bus speeds
• Bus reliability
• Parking and enforcement issues

DOT will continue to post information online and provide updates to the CAB
Next Steps
Next Steps

• Next CAB meeting – mid September
• Complete bus lane design
• Bus lane implementation goal: Fall 2020
• Additional CAB meetings after implementation with monitoring results
Thank You!

Questions?