Jamaica Bus Improvement Study

Agenda

Project Overview
Existing Conditions
Recommendations
Next Steps
Jamaica Bus Improvement Study

Study Context

Outgrowth of New York City Bus Rapid Transit study
Response to community concerns about bus movement in Jamaica CBD
Study Context

47 NYCT, MTA Bus and LI Bus routes - hub for services throughout SE Queens

E F J Z subway service

Very high volume of bus to subway transfers
Study Context

47 NYCT, MTA Bus and LI Bus routes – hub for services throughout SE Queens

Very high volume of bus to subway transfers
Study Goals

Improve bus travel to/from Jamaica

Improve connections to subway and rail stations

Balance bus travel with pedestrian and vehicle traffic
Field Observations

What we learned:

Many narrow streets with heavy bus and local traffic
Many misaligned intersections and complex street geometry
Existing bus lane markings are difficult to see and in poor condition
Field Observations

What we learned:

Many narrow streets with heavy bus and local traffic
Many misaligned intersections and complex street geometry
Existing bus lane markings are difficult to see and in poor condition
Field Observations

What we learned:

Bus stop patterns cause excess weaving, congestion

Layover locations misplaced or inadequate, causing spillover into other areas
Community Advisory Committee Meeting #1

What we learned:

Bus Operations Issues
  Undesirable layover locations
  Number of stop and routes
  Passenger amenities

Traffic Concerns
  Turn movements add to congestion
  Traffic diversions to side streets

Improve Signage and Lane Markings

Enforcement

Safety and Quality of Life
Study Process

- Data Collection & Bus Passenger Survey
- Initial Community Input
- Existing Conditions Evaluation
- Bus Use Forecasting and Issues ID
- Develop Preliminary Recommendations
  - Evaluate Preliminary Recommendations
  - Community Input and Review
- Implement Desired Recommendations
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Study Recommendations

Improved bus lanes
Relocate bus stops/layover areas
Realign intersections
  Jamaica/168th St
  Hillside/Home Lawn/169th
Dedicated Livery/Commuter Van areas
Revise curb regulations
  Relocate placard parking
  Potential delivery windows
Add bus shelters where possible
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Proposed Bus Lanes

<table>
<thead>
<tr>
<th>Type</th>
<th>Length</th>
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<tbody>
<tr>
<td>Existing Bus Lane</td>
<td>1.6 miles</td>
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<tr>
<td>Proposed Bus Lane</td>
<td>1.4 miles</td>
</tr>
<tr>
<td>Proposed Bus Lane Removal</td>
<td>0.1 miles</td>
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<tr>
<td>New Total</td>
<td>2.9 miles</td>
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</table>
Combination of offset and curbside bus lanes, improved with red lanes and overhead signage

Bus lane hours to be determined

Midday loading windows will be implemented where needed
Busiest local bus corridor in NYC (up to 180 buses/hr per direction)

Inadequate bus lane markings/signage for bus volumes
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Archer Avenue Improved Bus Lanes

Existing Lanes: 150\textsuperscript{th} to 160\textsuperscript{th} Streets

Improve bus lane signs and install terra-cotta red bus lane markings to enhance compliance
Maintain existing 24-hour bus lane operations
Archer Av Eastbound Bus Lanes

West Extension: Sutphin Boulevard to 150th Street

Benefits predominant direction of bus travel
May require some curb parking/delivery restrictions
Archer Av Eastbound Bus Lanes

East Extension: 160th Street to Merrick Boulevard

Lane use reconfiguration (160th St to Guy R. Brewer Blvd)
- 2 eastbound lanes, 1 westbound lane
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Archer Avenue Bus Lane Benefits

Benefits 1,100 to 1,300 buses per direction daily
Faster, more reliable bus service
Improves eastbound congestion issues
Jamaica Avenue – Existing Conditions

Up to 90 buses/hr per direction

Congestion delays due to:
- pedestrians
- turning vehicles
- deliveries
Jamaica Avenue Improved Bus Lanes

Existing Lanes: Parsons Blvd to 168th St

Offset bus lanes, expanded hours of operation, & turn restrictions
Jamaica Avenue Improved Bus Lanes
Curbside bus lane would benefit primary direction of bus travel
May require some curb parking/delivery restrictions
Jamaica Avenue Bus Lanes

Benefits 600 to 750 buses per direction daily
Faster, more reliable bus service
Provides access to curb near offset bus lanes
Reduces congestion by removing bus from general traffic
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Merrick Boulevard Bus Lane

Hillside Avenue to Archer Avenue

High-visibility, 24-hour bus lane would improve access to the 165th Street Bus Terminal

Offset bus lane would allow for bus layover north of 89th Avenue
165th Street Bus Lane

Hillside Avenue to 89th Avenue

Prioritizes bus movements exiting from 165th Street Bus Terminal
Bus Stop Re-Configurations

Existing Conditions

Bus stop configuration leads to turning conflicts
Bus Stop Re-Configurations

Recommendation

Lengthen, separate, & reverse bus stop locations
Parking Regulation Changes

Proposed

- Legalize existing daytime truck loading
- Provide additional truck loading space
- Eliminate conflicts with bus layover area
Hillside Ave & Home Lawn St/169th St

Issues

Buses must merge onto 169th Street

Vehicles back out into traffic
Hillside Ave & Home Lawn St/169th St

Opportunity

Home Lawn St becomes primary north/south roadway

Provision for more pedestrian space
Next Steps

Obtain feedback

Refine bus lane design and hours

Additional community consultation

Implementation of improvements