



Jamaica Bus Improvement Study

Queens Community Board 12 Meeting

Wednesday, June 15, 2011

Agenda

Project Overview

Existing Conditions

Recommendations

Next Steps

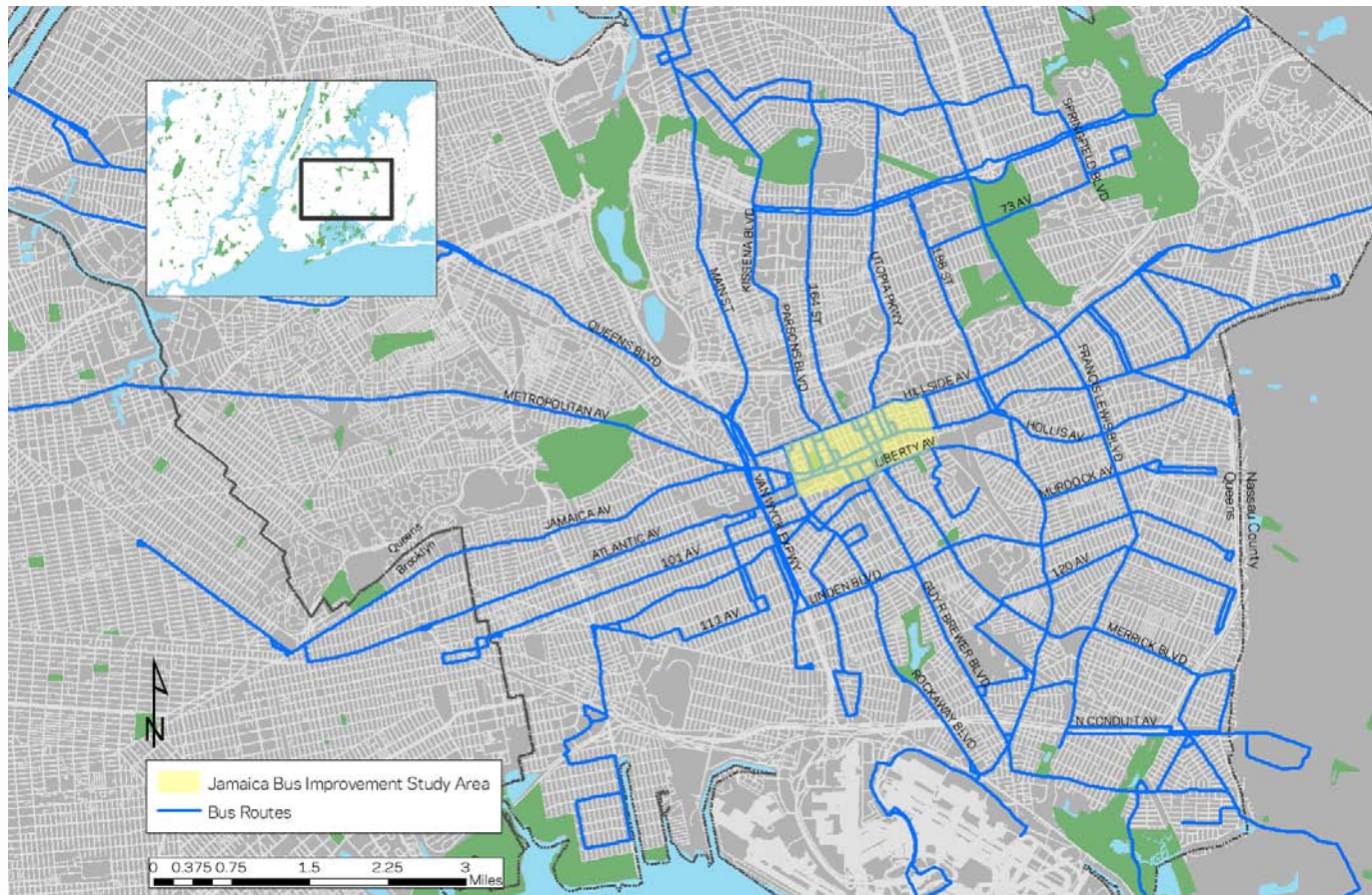
Study Context

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

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



Public Outreach

Community Advisory Committee meetings
in Sept 2009 and April 2011

Public Open House in May 2011

Issues raised:

- Undesirable layover locations

- Number of stops and routes

- Passenger amenities

- Turn movements add to congestion

- Traffic diversions to side streets

- Concerns about enforcement

- Inadequate layover space for commuter vans

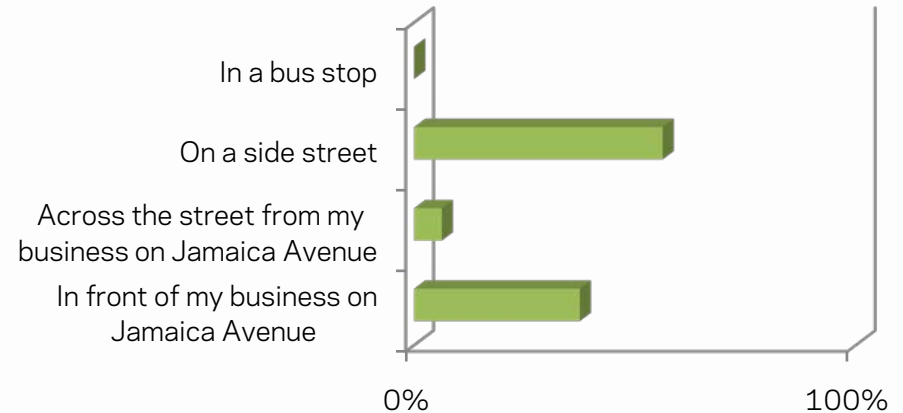


Jamaica Avenue Business Surveys

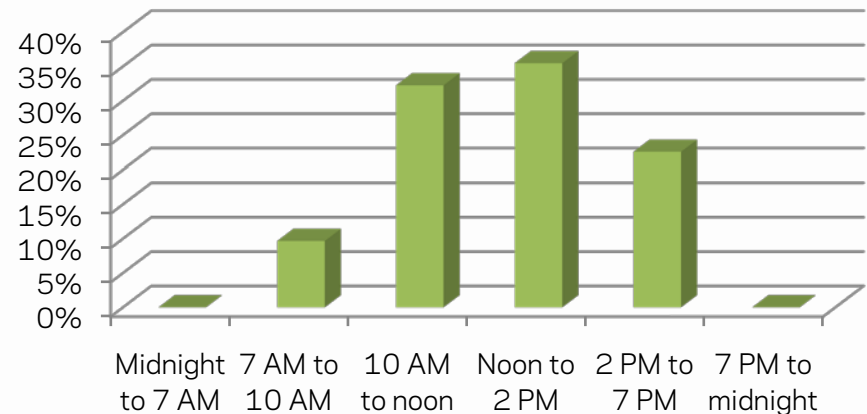
May 2011 survey of
Jamaica Ave merchants
in coordination with the
Jamaica Center BID

Business owners
interviewed to better
understand impact of
potential changes on
Jamaica Avenue

Where do delivery vehicles typically park?



What time do you typically receive deliveries?



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



Study Recommendations

Improved bus lanes

Relocate bus stops/layover areas

Realign intersections

- Jamaica/168th St

- Hillside/Home Lawn/169th

Dedicated Livery/Commuter Van areas

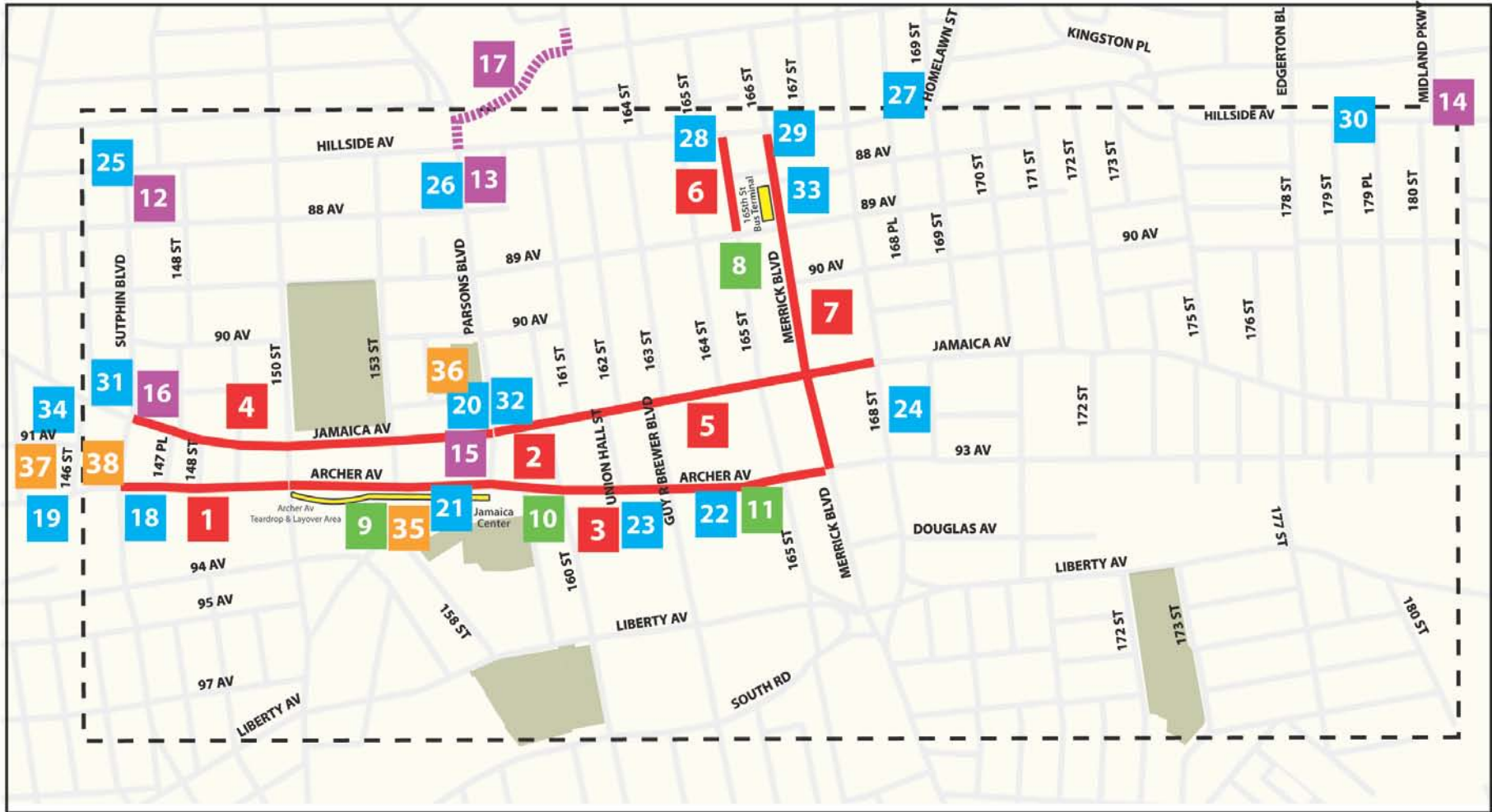
Revise curb regulations

- Relocate placard parking

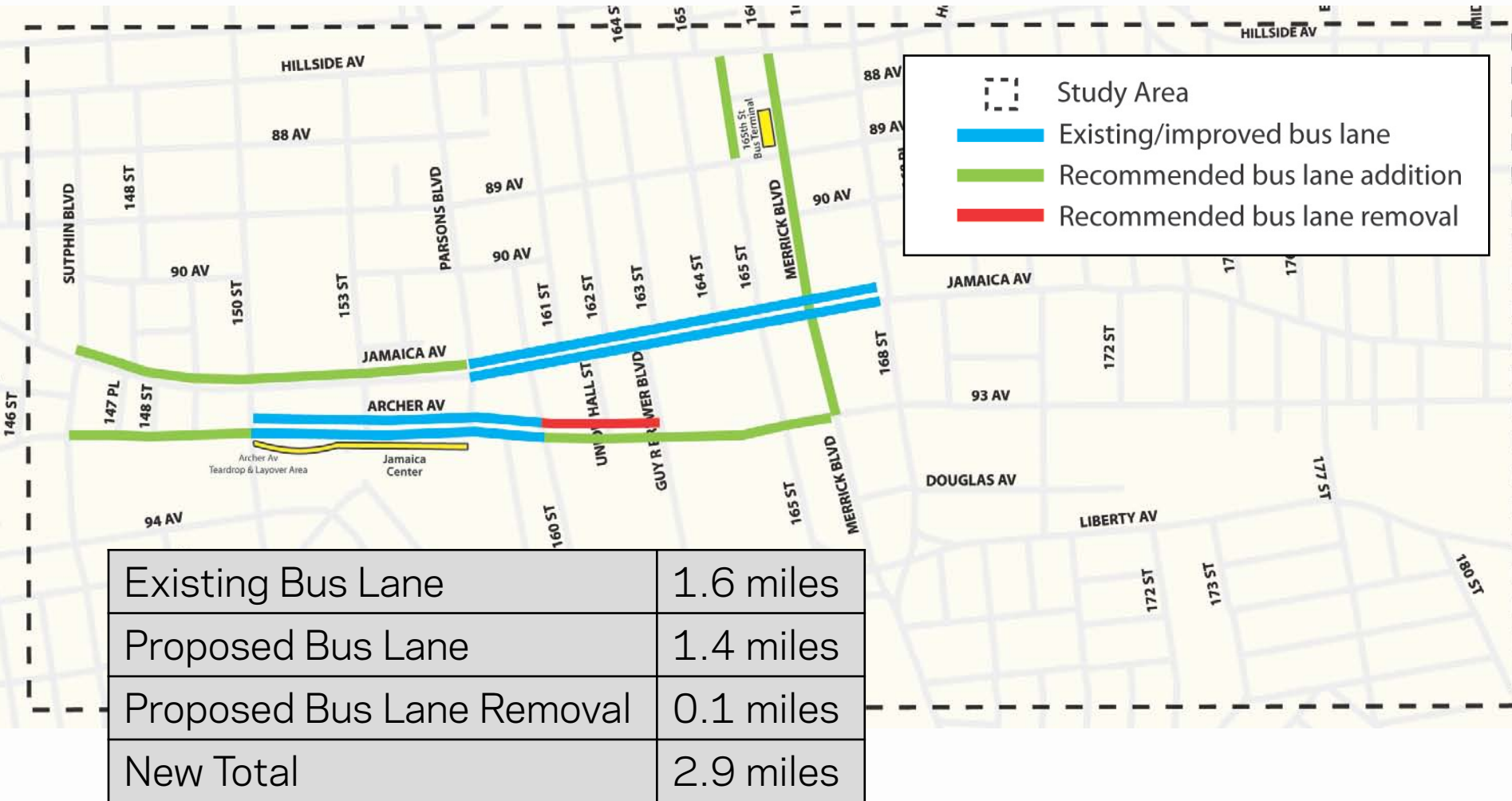
- Potential delivery windows

Add bus shelters where possible

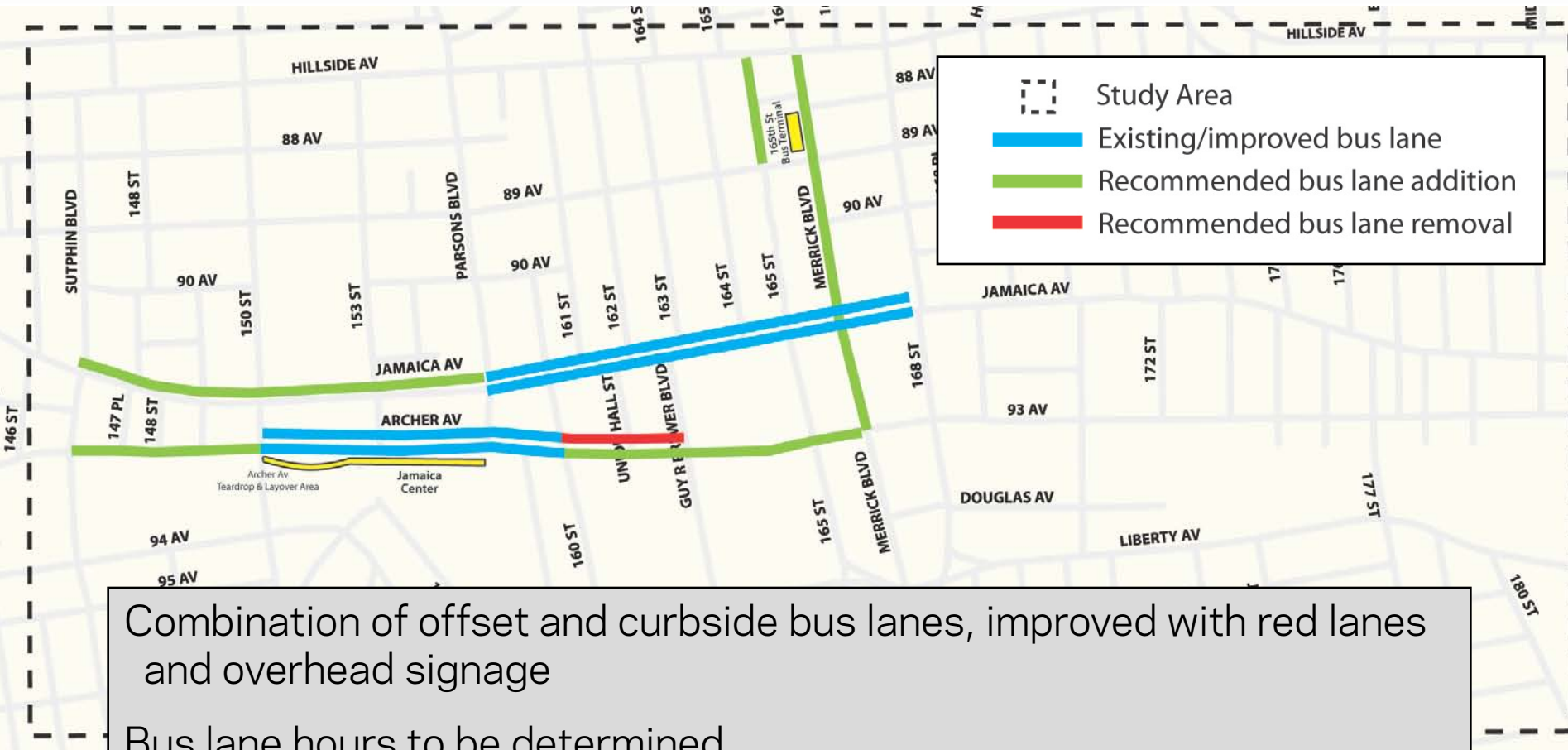
Study Recommendations



Proposed Bus Lanes



Proposed Bus Lanes



Archer Avenue - Existing Conditions

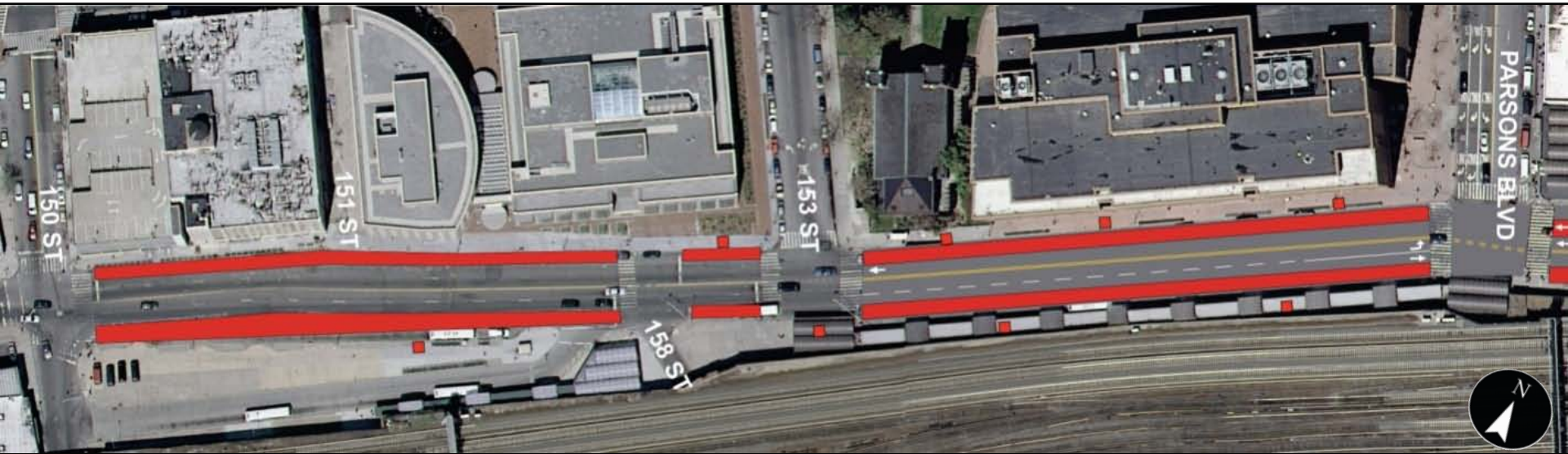
Busiest local bus corridor in NYC (up to 180 buses/hr per direction)

Inadequate bus lane markings/signage for bus volumes



Archer Avenue Improved Bus Lanes

Existing Lanes: 150th to 160th 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

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



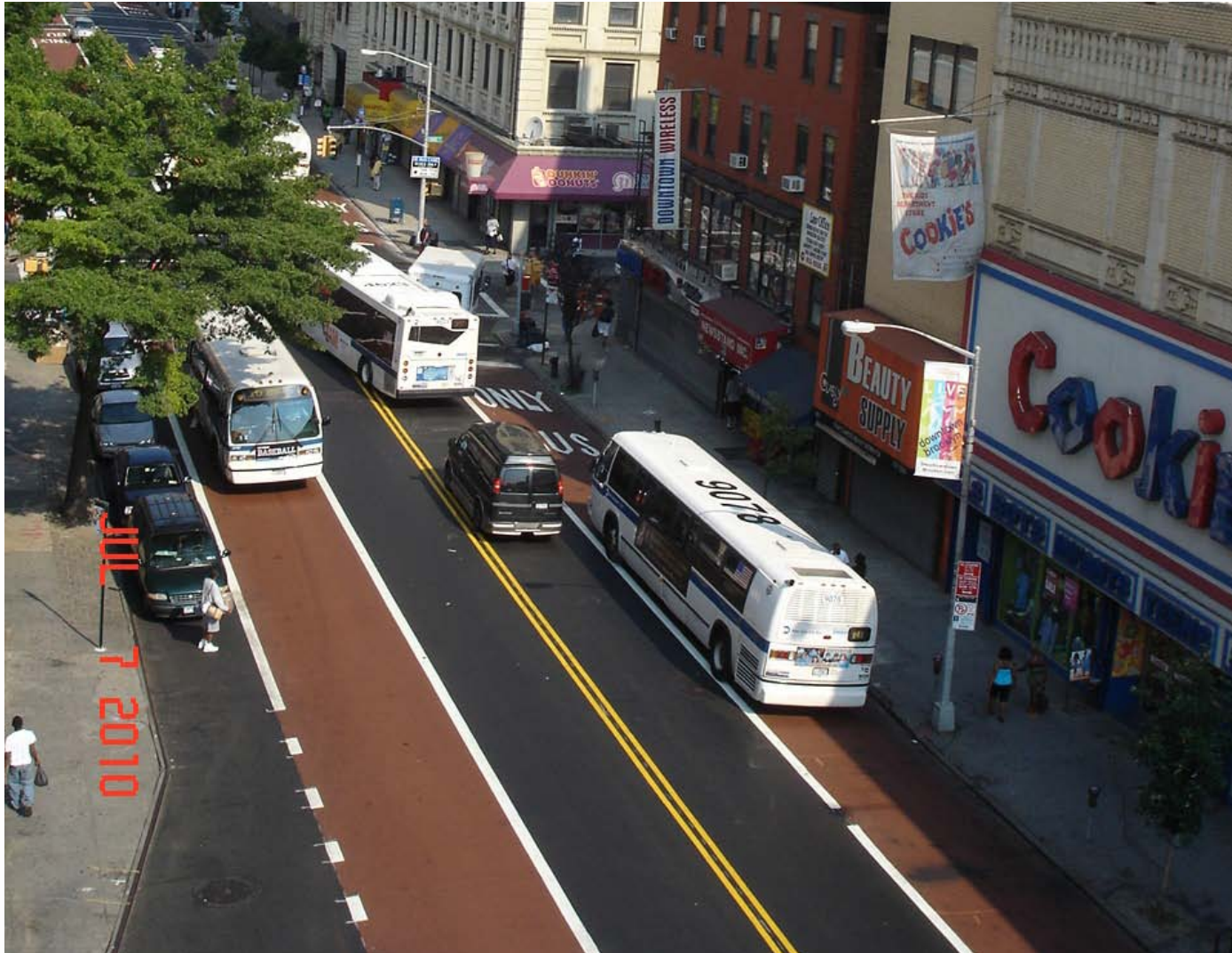
Jamaica Avenue Improved Bus Lanes

Existing Lanes: Parsons Blvd to 168th St



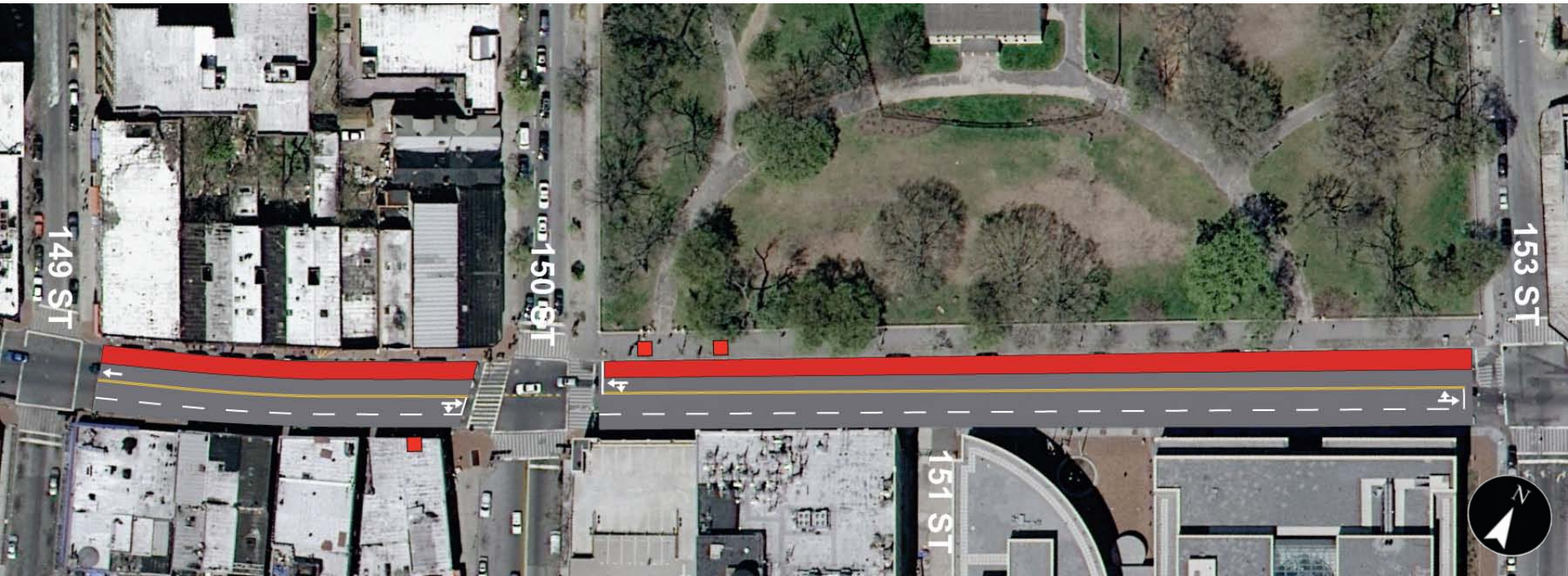
Offset bus lanes, expanded hours of operation, & turn restrictions

Jamaica Avenue Improved Bus Lanes



Jamaica Avenue Bus Lanes

West Extension: Parsons Blvd to Sutphin Blvd



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

Merrick Boulevard Bus Lane

Hillside Avenue to Archer Avenue

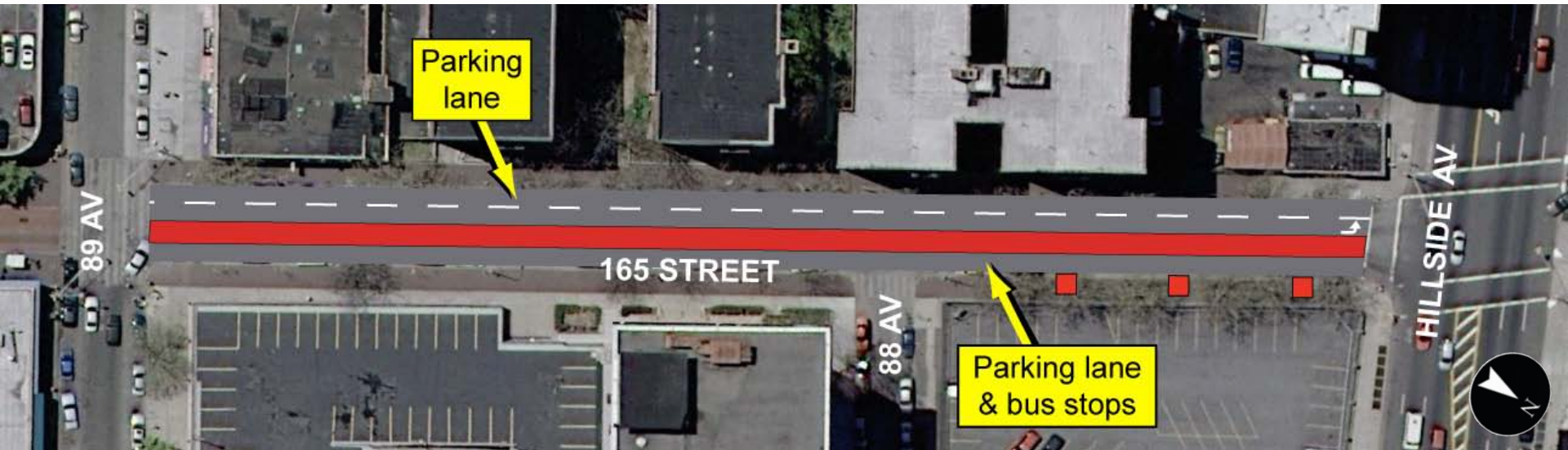


High-visibility, 24-hour bus lane would improve access to the 165th Street Bus Terminal

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



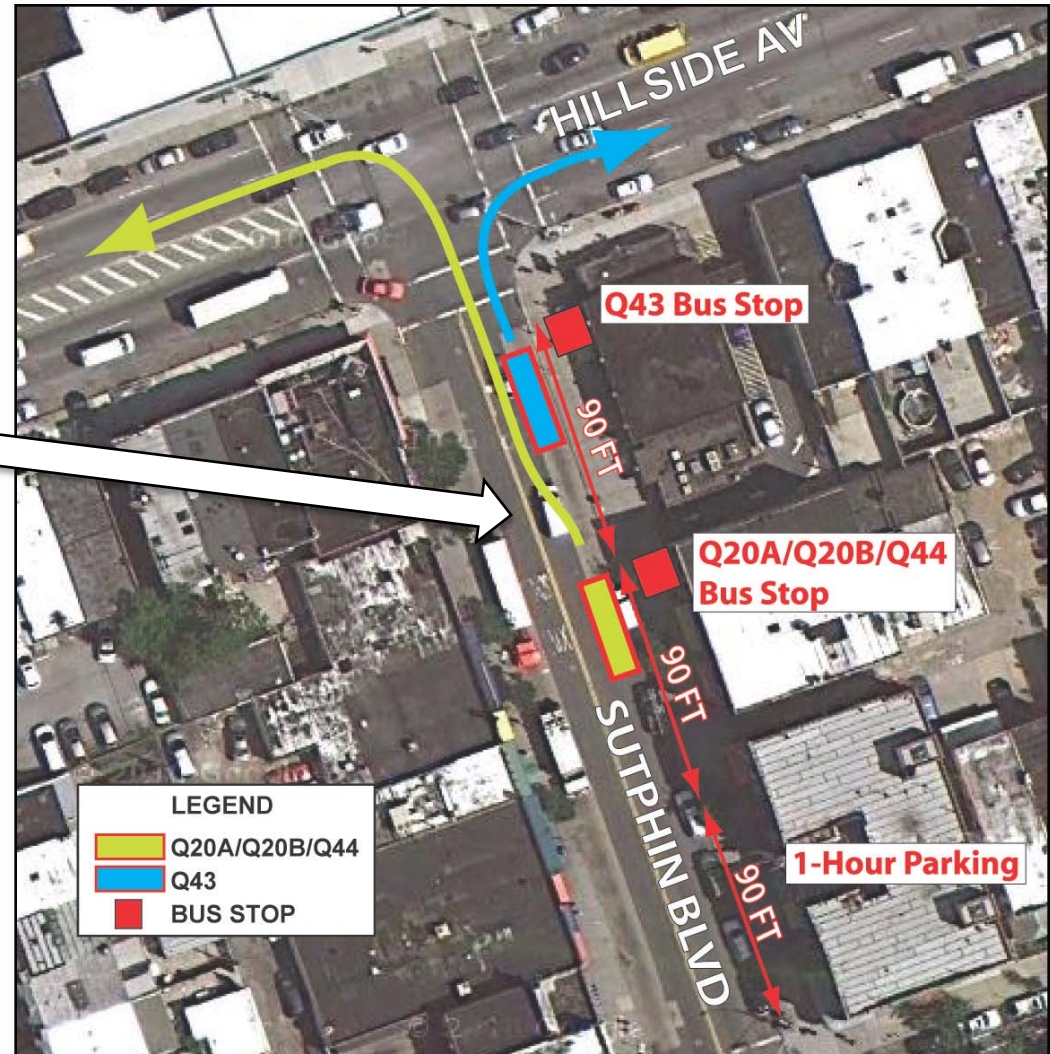
Bus stop configuration leads to turning conflicts



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



Hillside Ave & Home Lawn St/169th St

Opportunity



Next Steps

Obtain feedback

Refine bus lane design and hours

Additional community consultation

Implementation of improvements