Jamaica Bus Improvement Study

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

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?

- In a bus stop
- On a side street
- Across the street from my business on Jamaica Avenue
- In front of my business on Jamaica Avenue

What time do you typically receive deliveries?

- Midnight to 7 AM: 0%
- 7 AM to 10 AM: 100%
- 10 AM to noon: 40%
- Noon to 2 PM: 35%
- 2 PM to 7 PM: 25%
- 7 PM to midnight: 10%
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
Jamaica Bus Improvement Study

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

### Table

<table>
<thead>
<tr>
<th>Description</th>
<th>Distance</th>
</tr>
</thead>
<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>
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<tr>
<td>Proposed Bus Lane Removal</td>
<td>0.1 miles</td>
</tr>
<tr>
<td>New Total</td>
<td>2.9 miles</td>
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</tbody>
</table>

### Map

- **Study Area**
- **Existing/improved bus lane**
- **Recommended bus lane addition**
- **Recommended bus lane removal**
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
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
Curbside bus lane would benefit primary direction of bus travel
May require some curb parking/delivery restrictions
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

Jamaica Avenue Bus Lanes
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
165<sup>th</sup> Street Bus Lane

Hillside Avenue to 89<sup>th</sup> Avenue

Prioritizes bus movements exiting from 165<sup>th</sup> Street Bus Terminal
**Bus Stop Re-Configurations**

**Existing Conditions**

Bus stop configuration leads to turning conflicts
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

**Diagram:**
- Additional Truck Loading Zone
- Extend Existing Bus Layover Area to include 40’ regulated as “NO STANDING ANYTIME”
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