

# Flushing-Jamaica Select Bus Service

Public Workshop | October 7, 2014



# Overview

Select Bus Service in New York City

Flushing-Jamaica Corridor

- Ridership
- Sources of Delay
- Bus Travel Speeds
- Crash Data

Related Initiatives Underway in Flushing

Project Timeline

Next Steps

Workshop Exercises

# Project Goals

Improve bus speed and reliability

Connect two of NYC's busiest business districts

Improve safety for all street users

Maintain community character

# About Select Bus Service

Select Bus Service (SBS) is New York City's brand name for Bus Rapid Transit

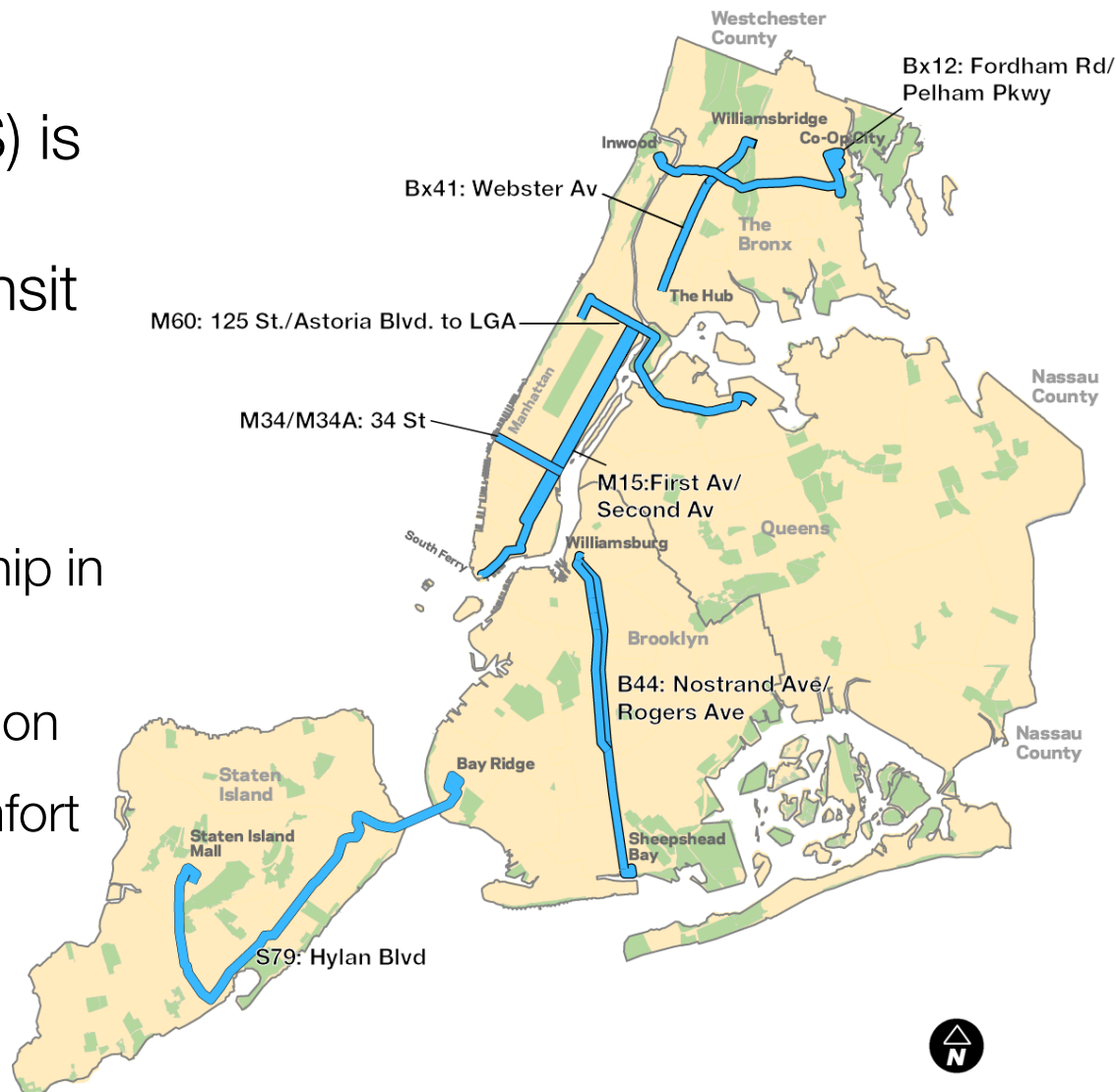
SBS brings:

- Buses 15-20% faster

- 10%+ increases in ridership in first year

- 95%+ customer satisfaction

- Improved passenger comfort & convenience

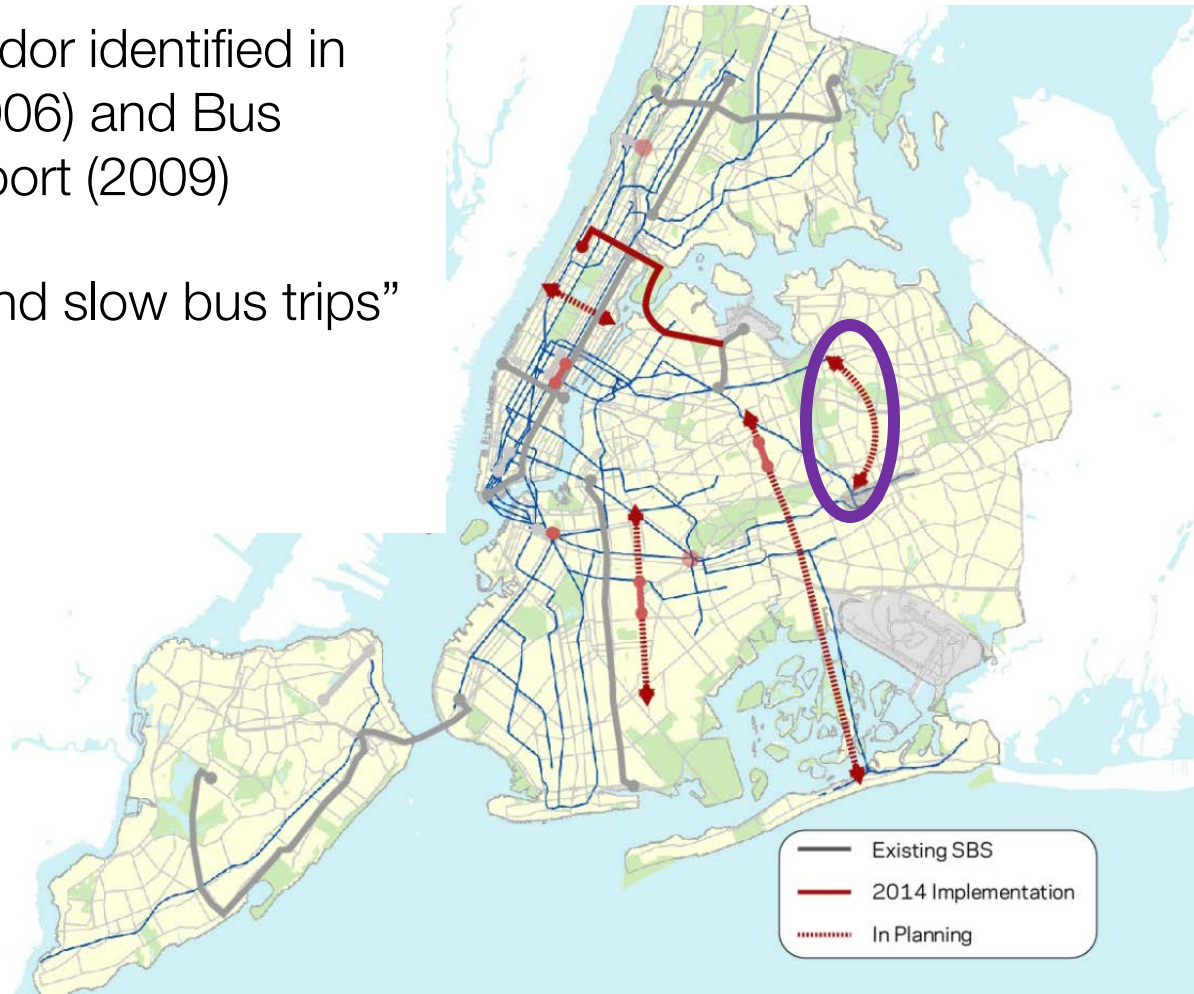




# Project Background

Flushing to Jamaica corridor identified in initial NYC BRT study (2006) and Bus Rapid Transit Phase II report (2009)

Characterized by “long and slow bus trips”



# Project Background

2010: Pedestrian improvements in Downtown Flushing; capital buildout forthcoming

2011: Bus lanes and other transit improvements in Jamaica Center

2014: Mayor de Blasio announces Vision Zero initiative to eliminate traffic fatalities in New York





# Select Bus Service Features

## Dedicated Bus Lanes



# Select Bus Service Features

## Faster Fare Collection





# Select Bus Service Features

## Signal Priority for Buses



# Select Bus Service Features

## Revised Parking Regulations



# Select Bus Service Features

Real-Time Passenger Information





# Select Bus Service Features

## Pedestrian Safety Improvements





# Select Bus Service Features

## Improved Station Amenities



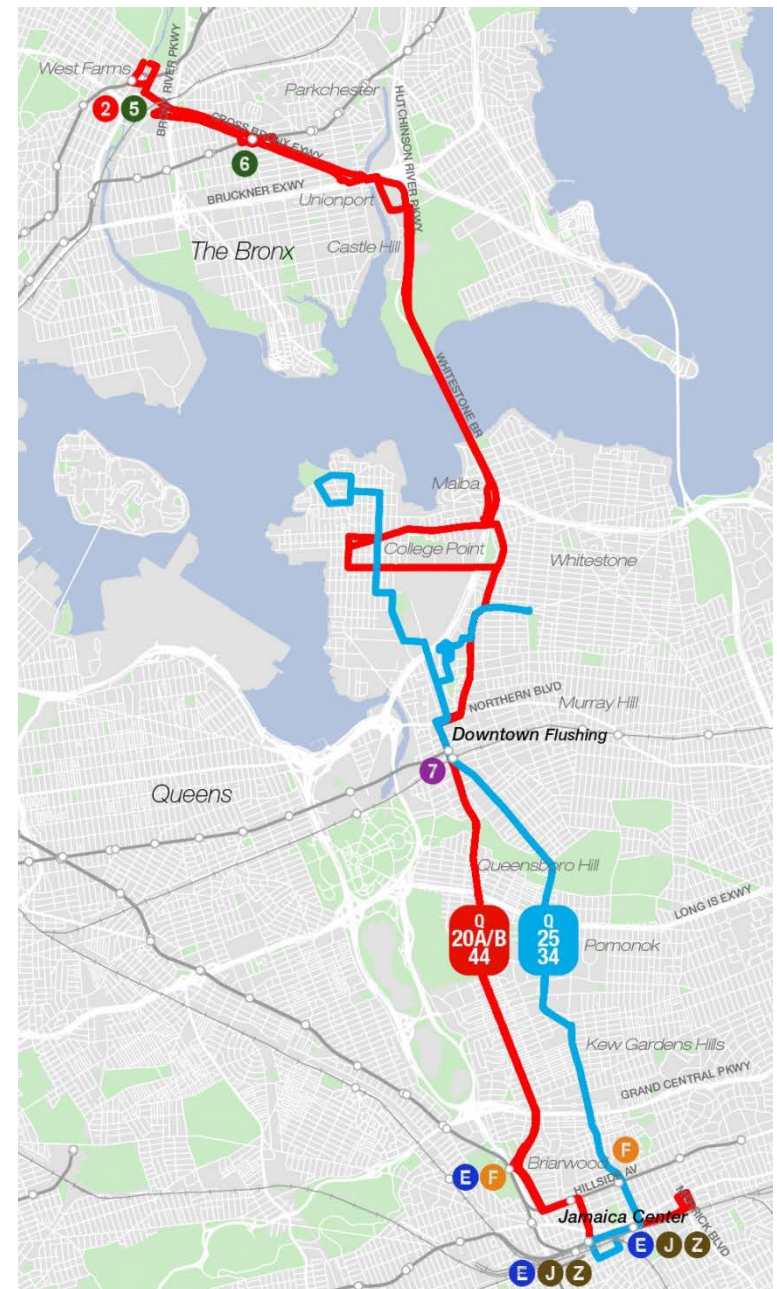
# Corridor Overview

## Main Street:

- Q20A/B: Jamaica to College Point
- Q44: Jamaica to Bronx Zoo

## Parsons Blvd/Kissena Blvd:

- Q25: Jamaica to College Point
- Q34: Jamaica to Whitestone

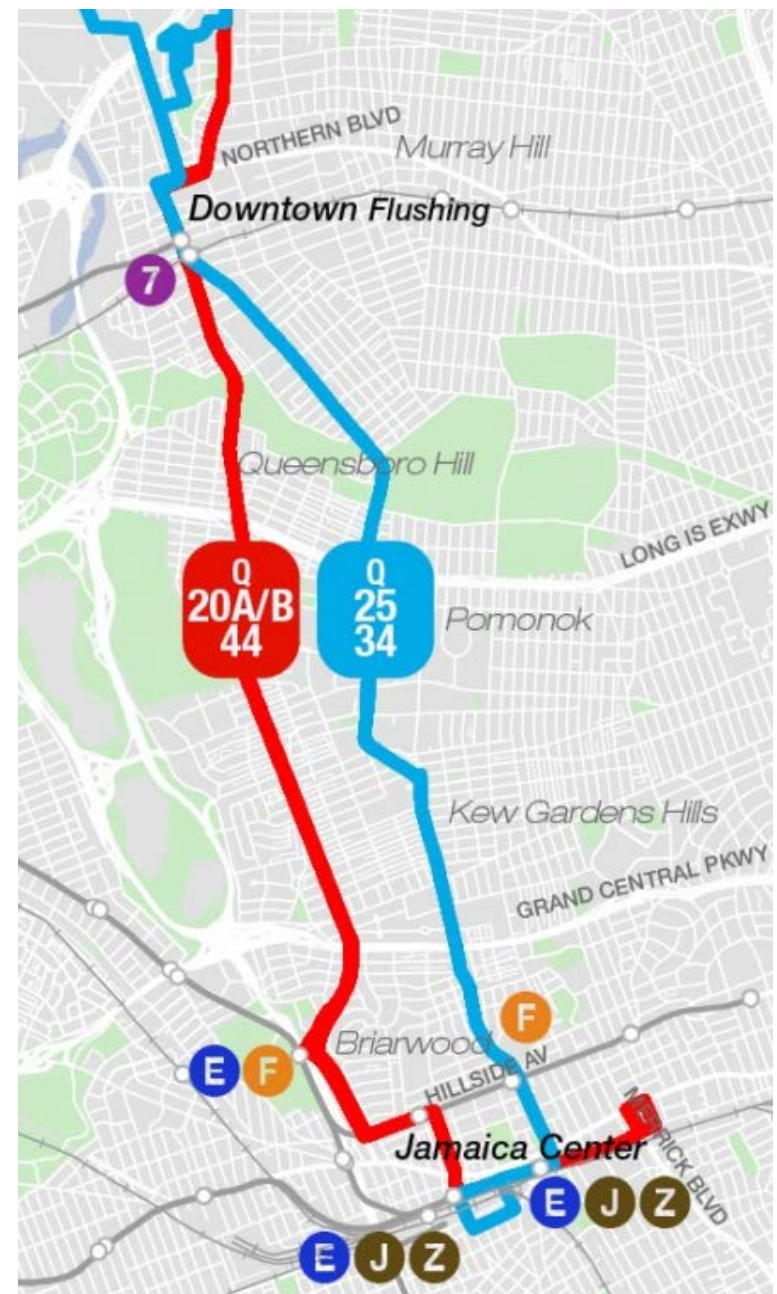




# Corridor Overview

Residents within ½ mile:

Mode to Work	% of workers
Subway	33%
Bus	15%
Driving	37%
Other	14%



# Bus Ridership

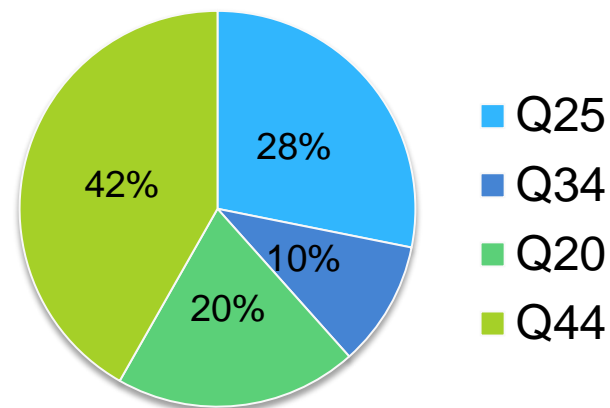
## Main St Routes

Route	Weekday Ridership	Peak Frequency
Q20	13,609	12 minutes
Q44	28,689	4 minutes

## Kissena Blvd/Parsons Blvd Routes

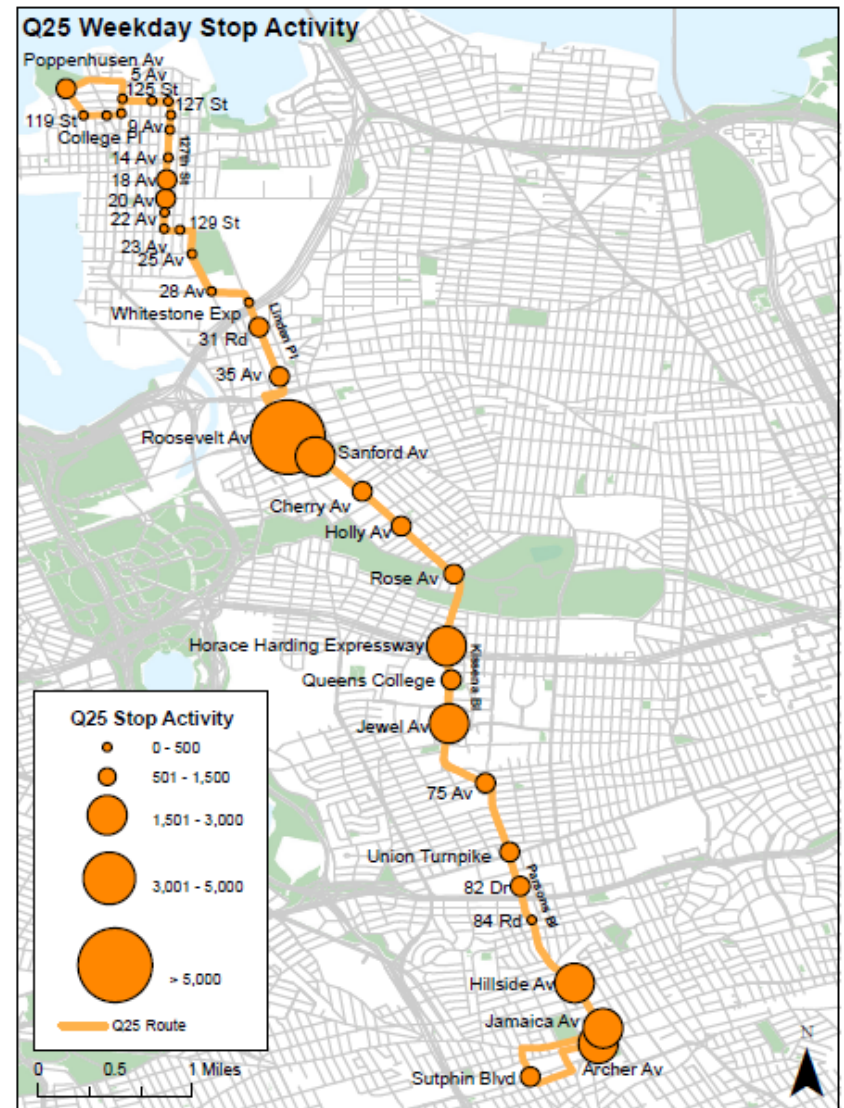
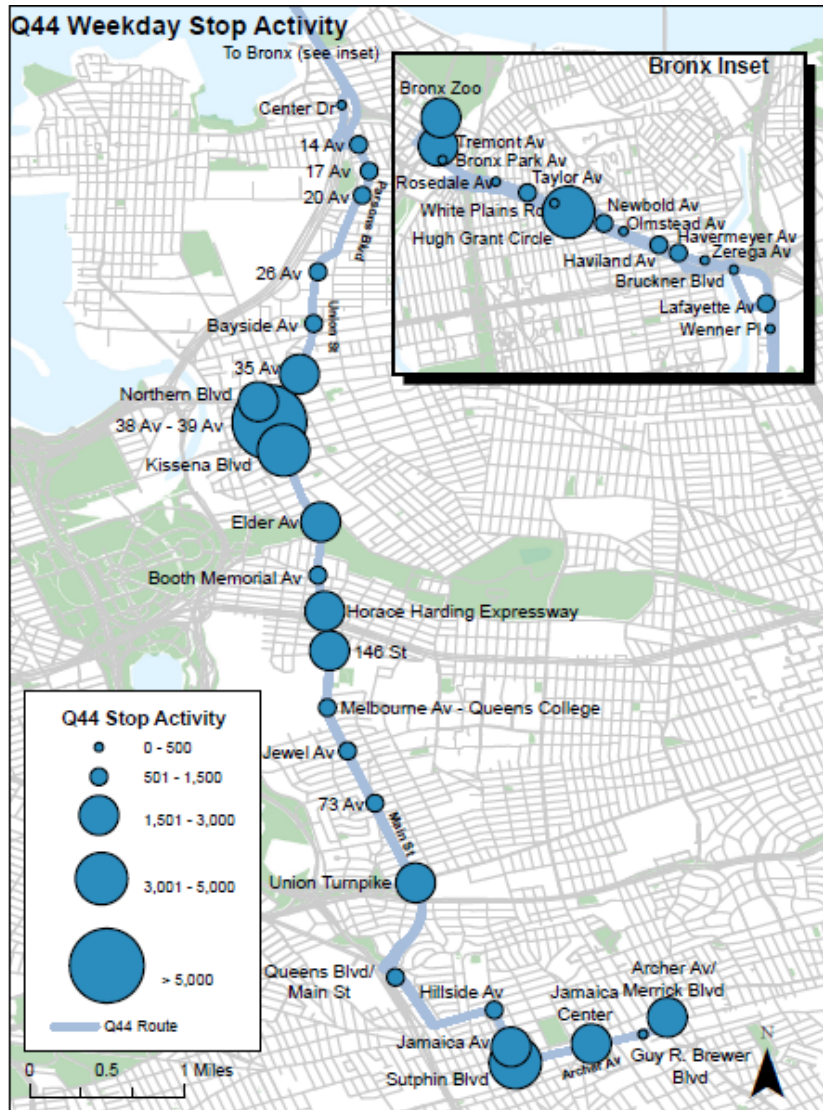
Route	Weekday Ridership	Peak Frequency
Q25	19,324	8 minutes
Q34	7,054	10 minutes

## Corridor Ridership



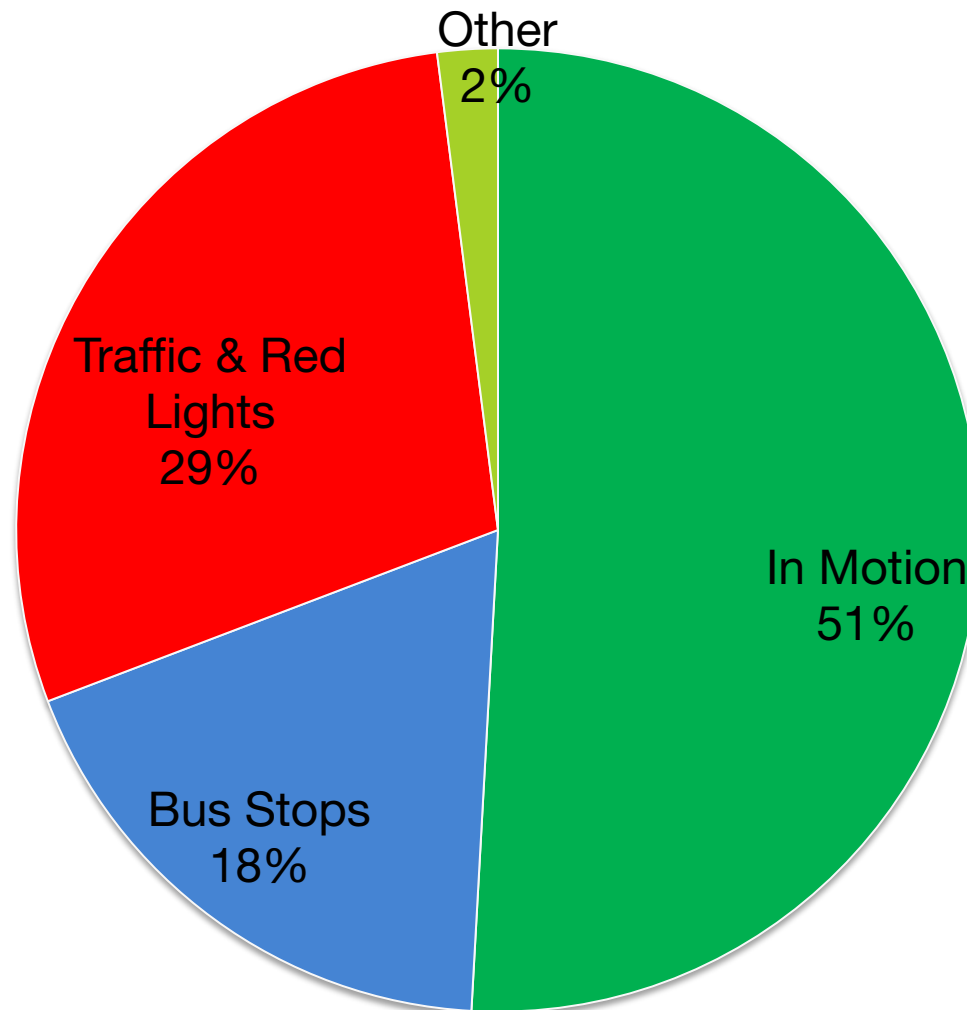
Total corridor ridership over 68,000 daily riders

# Bus Ridership



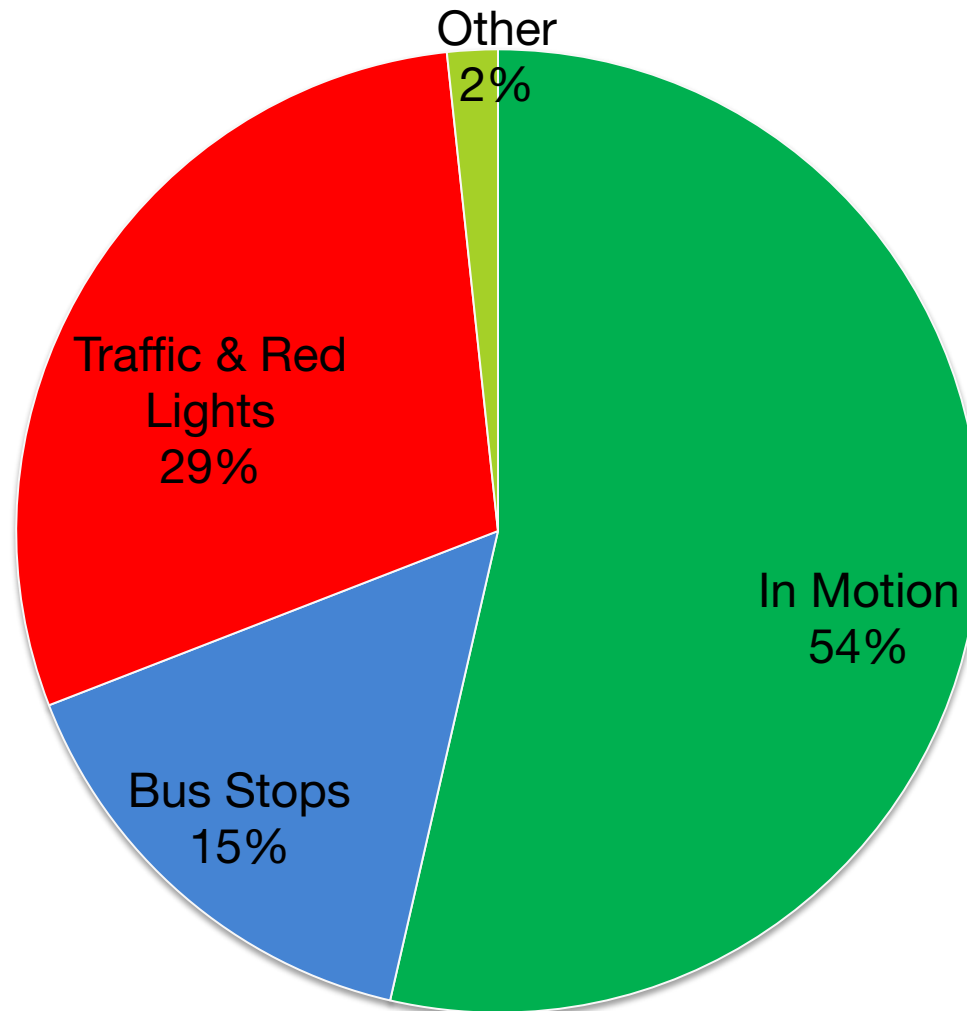


# Q44 LTD Sources of Delay



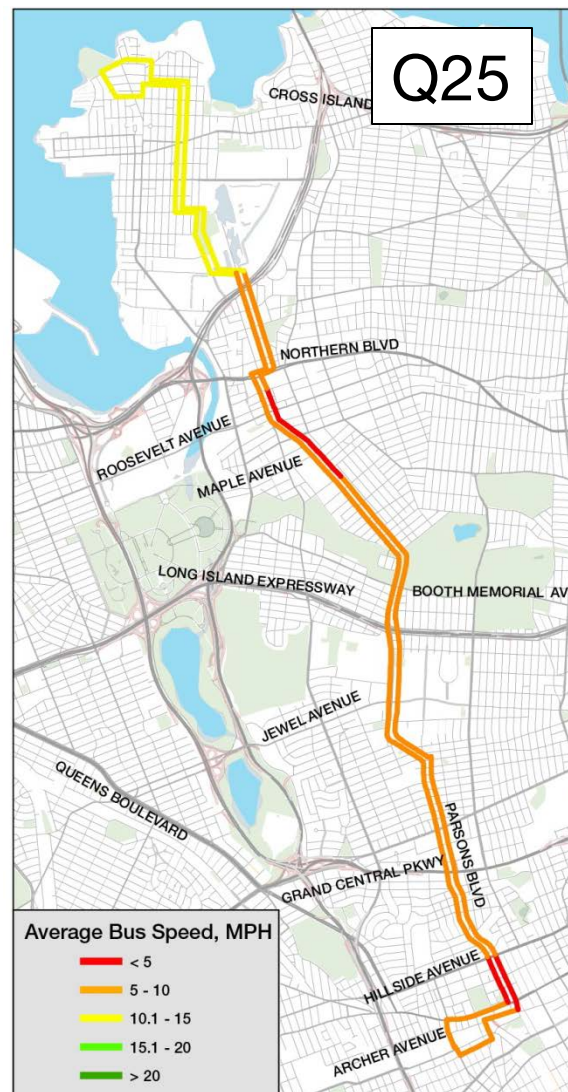
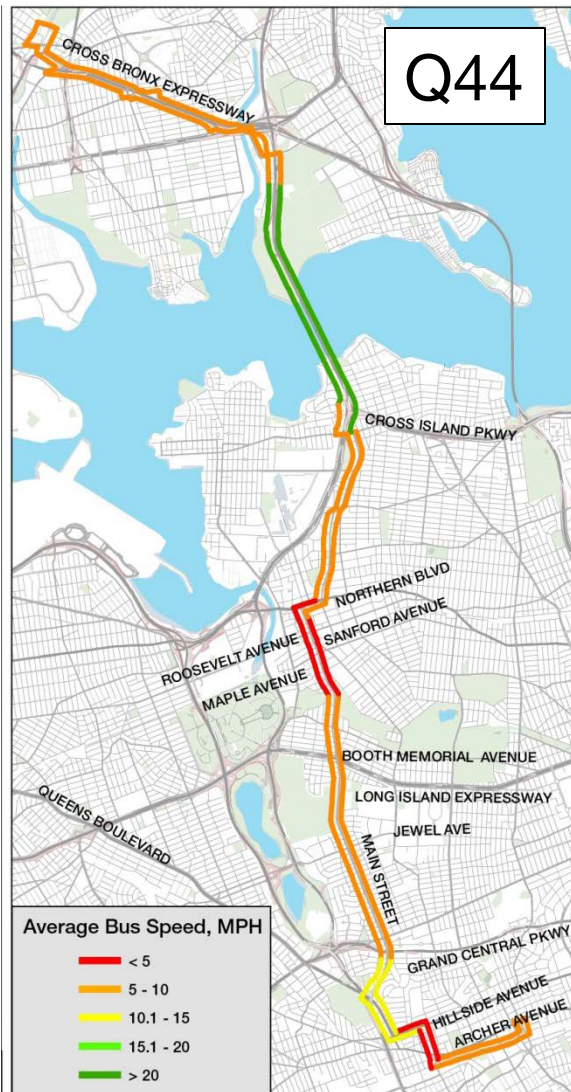
AM and PM peak period observations, Spring and Fall 2014

# Q25 LTD Sources of Delay



AM and PM peak period observations, Spring and Fall 2014

# Bus Travel Speeds



## Congestion Hot Spots

- Main St in Downtown Flushing
- Sutphin Blvd
- Parsons Blvd
- Hillside Av

Bus speeds under 10 mph overall



# Crash Data

## Top Crash Intersections

- Roosevelt Av
- Archer Av
- Jamaica Av
- Hillside Av
- Sanford Av
- Union Tpke



# Flushing to Jamaica Corridor

Transit, traffic and parking analysis underway to:

- Understand traffic patterns
- Select corridor(s) for SBS design
  - Street design focused on Main St and Kissena Blvd/Parsons Blvd
  - Service design will look at entire corridor, including College Point and The Bronx
- Guide discussion about specific areas

# Related Initiatives: Flushing In Motion

Traffic control system for Downtown Flushing enables NYCDOT to adjust signals in response to traffic congestion in real time

Similar system led to 10% travel time reduction in Midtown

Traffic model in development





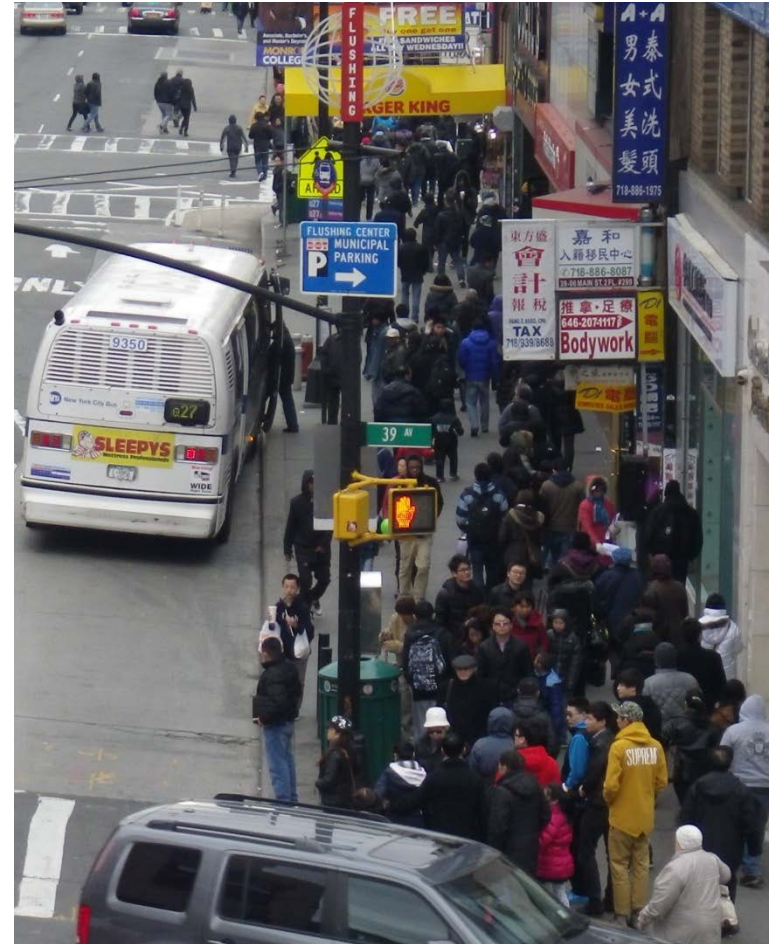
# Related Initiatives:

## Main St Sidewalk Widening

DDC Capital project to widen sidewalks in Downtown Flushing

- Main Street between 38<sup>th</sup> Av and 41<sup>st</sup> Av

Detailed design in progress



# Project Timeline



## Step 1: Data collection & analysis

- Traffic counts
- Parking survey
- Safety data
- Travel-time surveys
- Transit operations

# Project Timeline



## Step 2: Corridor Selection and Concept Design

- Choose roadway(s) for SBS improvements
- Develop concept design for selected locations
- Second round of public outreach



# Project Timeline



## Step 3: Develop corridor plan

- Street design
- Traffic Analysis
- Stop locations
- Pedestrian safety improvements
- Third round of outreach

# Project Timeline



## Step 4: Final Design plan

- Final design
- Implementation plan
- Construction phasing plan for capital elements, if any
- Launch SBS service

# Next Steps

## **Fall 2014:**

Additional data collection

Transit operations analysis

Develop routing concepts

## **Winter 2014:**

Second Public Meeting



# Thanks!