

# SELECT BUS SERVICE IN NYC

**Bus Rapid Transit (BRT)** is a cost-effective approach to transit service that cities around the world use to make riding the bus more like a subway. BRT improves speed, reliability, and passenger comfort/convenience.

**Select Bus Service (SBS)** is New York City's brand name for BRT. The first route launched in 2008, and a total of seven routes have been implemented throughout the City:

- Fordham Road (Bx12 SBS)
- Webster Avenue (Bx41 SBS)
- First Avenue/Second Avenue (M15 SBS)
- Nostrand Avenue (B44 SBS)
- 34th Street (M34/M34A SBS)
- 125th Street-LGA (M60 SBS)
- Hylan Boulevard (S79 SBS)



## SBS results include:

- 15-23% faster bus service
- about 10% increase in ridership
- 95% rider satisfaction
- up to 20% reduction in crashes

# SELECT BUS SERVICE FEATURES



Dedicated Bus Lanes



Branding



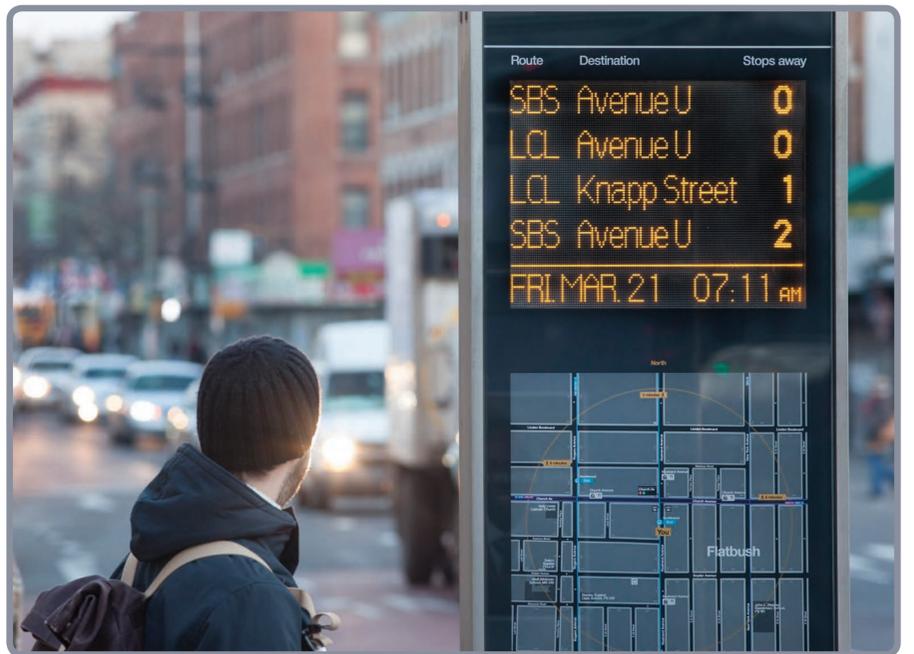
Faster Fare Collection



Improved Station Amenities



Signal Priority for Buses



Real-Time Passenger Information

# PROJECT GOALS

**Improve transit service for neighborhoods that are far from the subway**

**Create stronger transit connections to retail and job centers in and between Downtown Flushing and Jamaica**

**Implement safety upgrades for Vision Zero priority corridors and priority intersections**

**Maintain access to businesses for parking and deliveries**

**Optimize traffic flow through street design changes and signal improvements**

**Existing Conditions: Main Street at Roosevelt Avenue**



**Existing Conditions: Sutphin Boulevard at Hillside Avenue**



**Existing Street Conditions: Main Street and Jewel Avenue**



# COMMUNITY OUTREACH

## Community Advisory Committee (CAC)

The Flushing to Jamaica CAC consists of elected officials, community boards, representatives from civic organizations, and bus riders. The CAC meets throughout the process to provide feedback on project design and the implementation process.

## Public Workshops and Open Houses

Workshops and open houses take place throughout the process, allowing the public to have in depth conversations with project staff and to provide comments on design plans.

## Community Board and Stakeholder Meetings

DOT and the MTA make presentations to Community Boards and to stakeholders to engage in detailed conversation about design and implementation.

## OUTREACH TIMELINE

### Community Advisory Committee #1: Kickoff / introduction meeting

July 11, 2014

### Public Workshop #1: Community planning

September 30, 2014 (Jamaica) | October 7, 2014 (Flushing)

### Public Workshop #2: Street design, bus lanes, and stop locations

January 22, 2015

### Meetings with Community Boards, Elected Officials & Civic Organizations

Ongoing throughout planning and design process

### Open House #1: Street design, bus lanes, and stop locations

May 27, 2015: Flushing | Flushing Town Hall

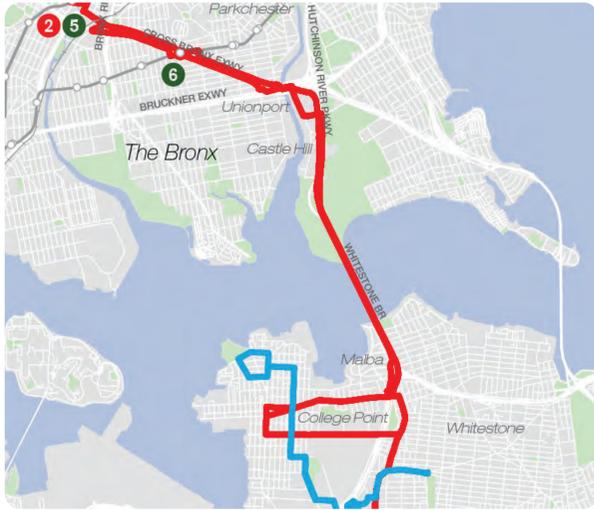
### Open House #2: Street design, bus lanes, and stop locations

May 28, 2015: Jamaica | Jamaica LIRR Station



# COMMUNITY FEEDBACK

## Inter-borough Service



- Q44 is a vital link between Queens and the Bronx
- There is a need for more buses connecting Queens and the Bronx

## Bus Stop Issues



- Long lines in Flushing
- Crowding at bus stops
- Old signage in Jamaica
- Bus congestion at end of bus routes in Jamaica
- Too many buses located at same bus stop
- Buses stop in moving traffic because stops are too short and they can't pull to the curb

## Slow/Crowded Buses



- Heavy crowding of school-aged children on the Q44, especially in the after school rush
- Bus bunching is mainly a problem during school start and end times

## Traffic Congestion



- Double parking causes congestion especially near the botanical garden and hospital
- Major congestion along Northern Blvd
- Main Street is too crowded
- Heading into Flushing, traffic backs up to Franklin Av

## Commuter/Private Vans



- Vans often speed and drive dangerously
- Vans are helpful at night
- New Queens College buses cause congestion

## Pedestrian/Cyclist Conflict



- Congested sidewalks in Flushing and Jamaica
- Kissena Blvd and Main St crossings are dangerous
- Bus congestion makes it difficult to cross the street in Flushing
- Pedestrian/motorist turning conflicts

# DIVERSE APPROACHES FOR DIVERSE COMMUNITIES

**Select Bus Service** has taken on different forms on New York City's streets, with MTA and DOT responding to local neighborhood input to address traffic, parking and loading needs. Here are some examples of SBS streetscapes seen throughout the city:



**Fordham Road at Jerome Avenue, Bronx**

60 foot wide, two-way roadway  
Curbside Bus Lanes  
Midday Delivery Windows



**Allen Street at Delancey Street, Manhattan**

60 foot wide, two-way roadway  
No Bus Lanes  
Transit Signal Priority



**34th Street at Eighth Avenue, Manhattan**

50 foot wide, two-way roadway  
Curbside and Offset Bus Lanes  
Bus Bulb Station



**Richmond Avenue at Forest Hill Road, Staten Island**

130 foot wide, two-way roadway  
Offset Bus Lanes



**Webster Av at Mosholu Parkway, Bronx**

70 foot wide, two-way roadway  
Offset Bus Lanes



**Nostrand Avenue at Church Avenue, Brooklyn**

40 foot wide, one-way roadway  
Offset Bus Lanes



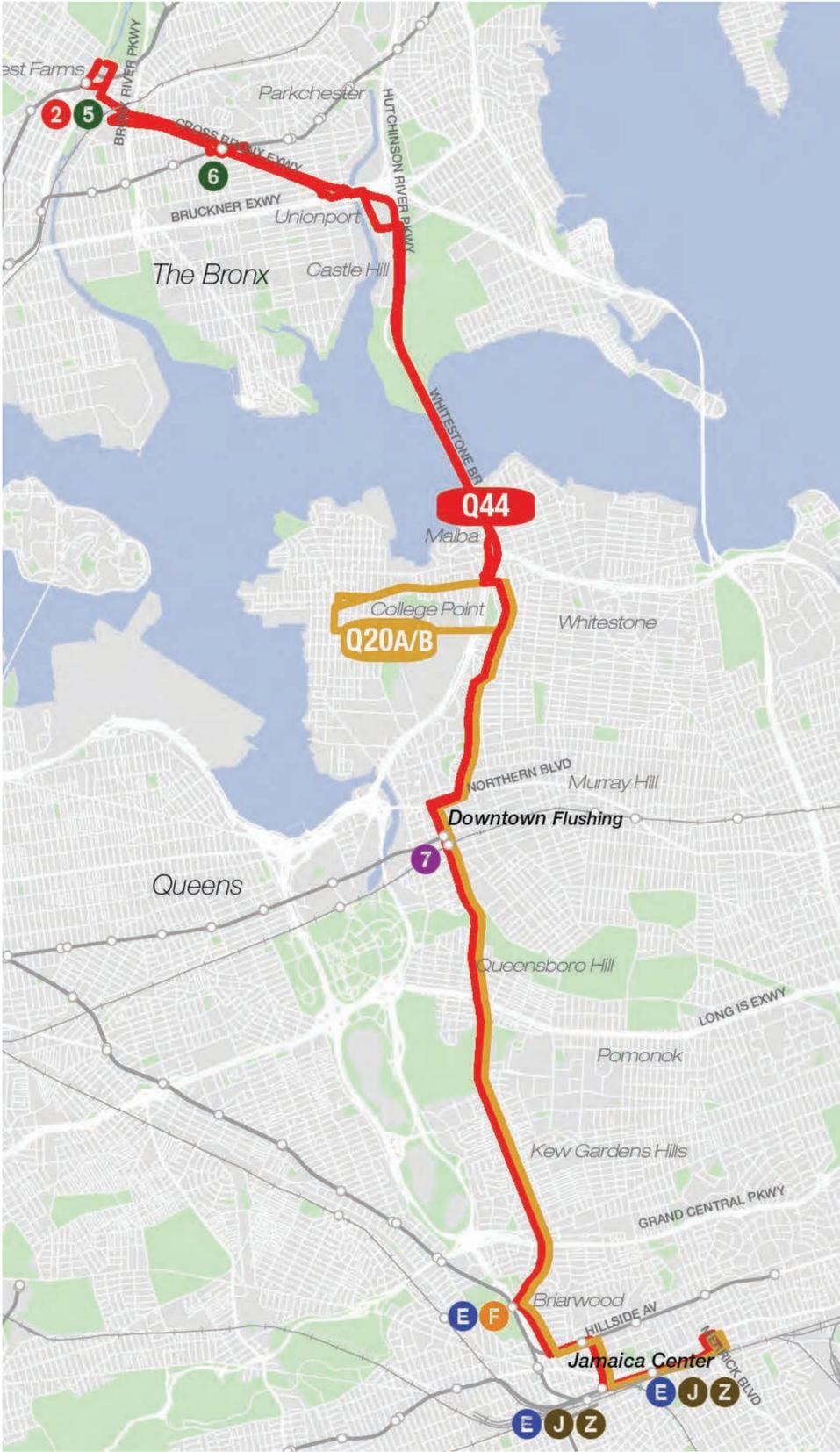
**Astoria Boulevard at 34th Street, Queens**

60 foot wide, two-way roadway  
No Bus Lanes

# THE BRONX-FLUSHING-JAMAICA SBS

## Q44 from Bronx Zoo to Jamaica via Main Street

The Q44 Limited will be upgraded to Q44 Select Bus Service.  
Q20A/B Local Service Will Continue As Is



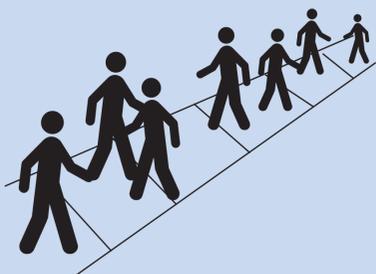
13.9 miles

Q44



42,000 daily bus riders

Heavy pedestrian activity



Major connections

+selectbusservice  
The Bronx-Flushing-Jamaica

# BUS AND VEHICLE SPEEDS

## AM Traffic Speeds



## PM Traffic Speeds



## Corridor Travel Speeds

General traffic speeds vary from 5 to 23 mph on Main Street.

The Q44 operates at less than 10 mph.

## Flushing Travel Speeds

Flushing traffic and bus speeds are slow throughout the day, especially downtown and near the Long Island Expressway.

Traffic flow can be improved through turn restrictions and better organizing bus and car traffic.

## Jamaica Bus Speeds

Q44 bus speeds are slow during both morning and evening commute times, particularly on Sutphin Boulevard.

### Legend Average Speed (mph)

- < 5
- 5 - 10
- 10.1 - 15
- 15.1 - 20
- > 20

## AM Bus Speeds



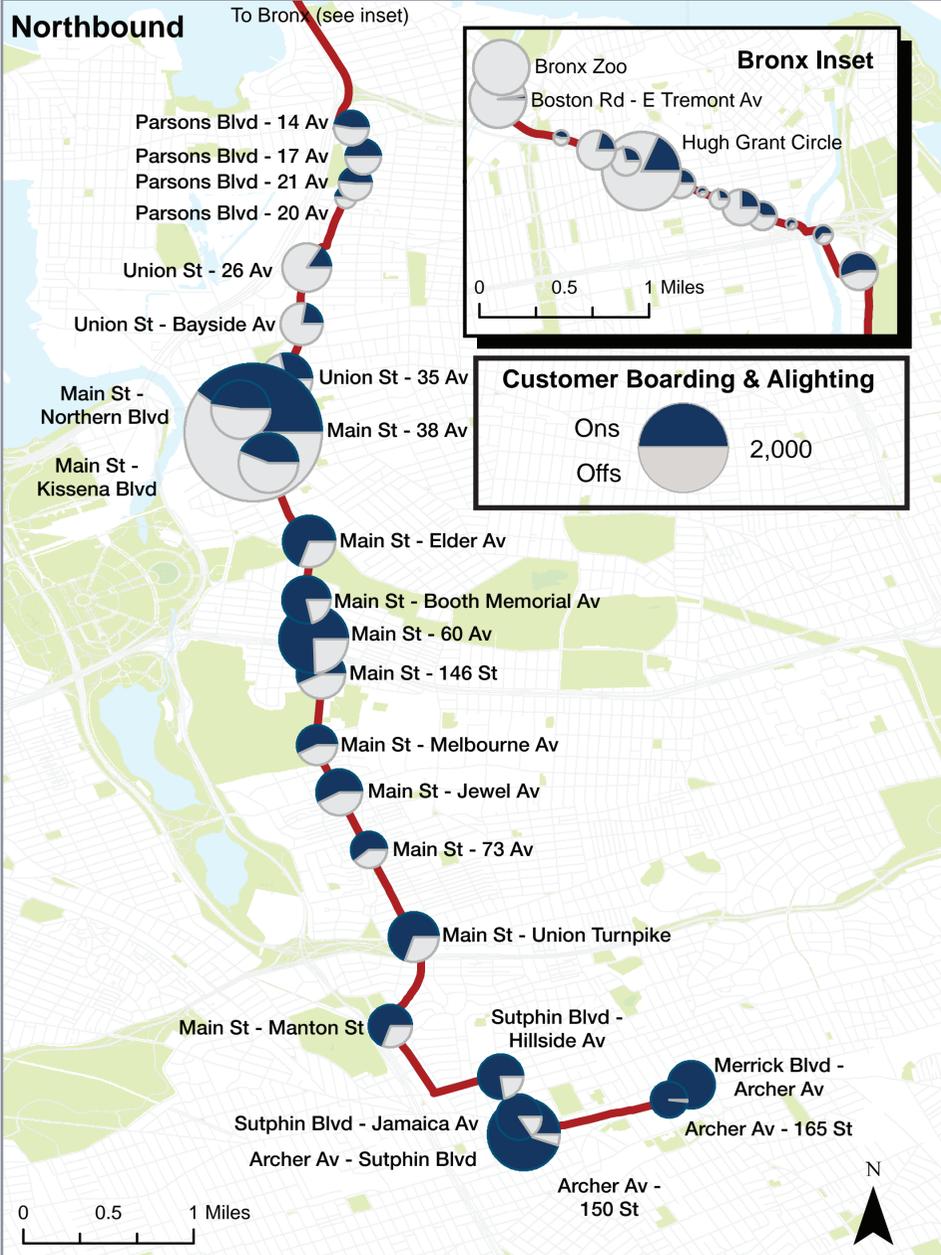
## PM Bus Speeds



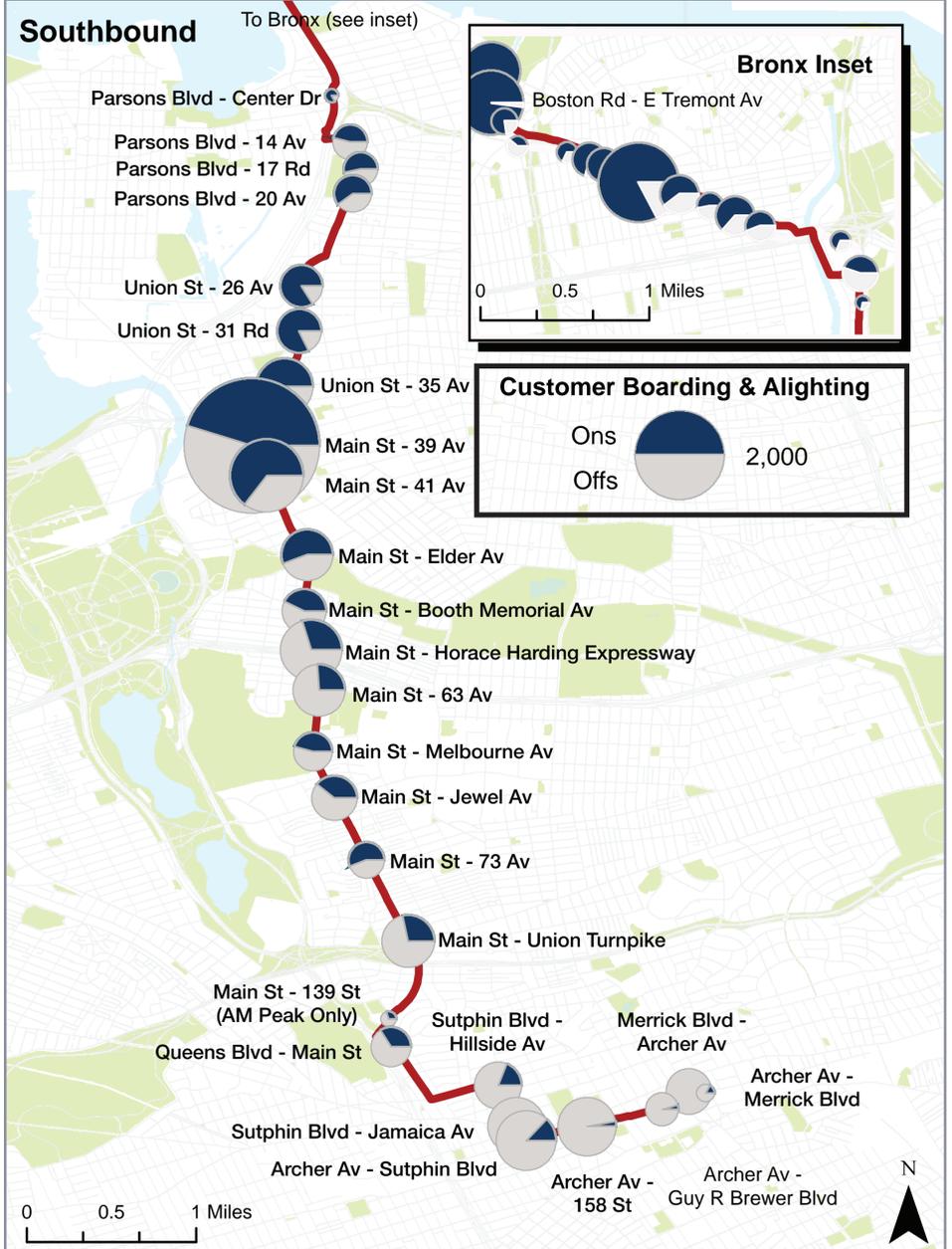
# BUS RIDERSHIP & DELAYS

## Average Daily Q44 Limited Ridership by Stop

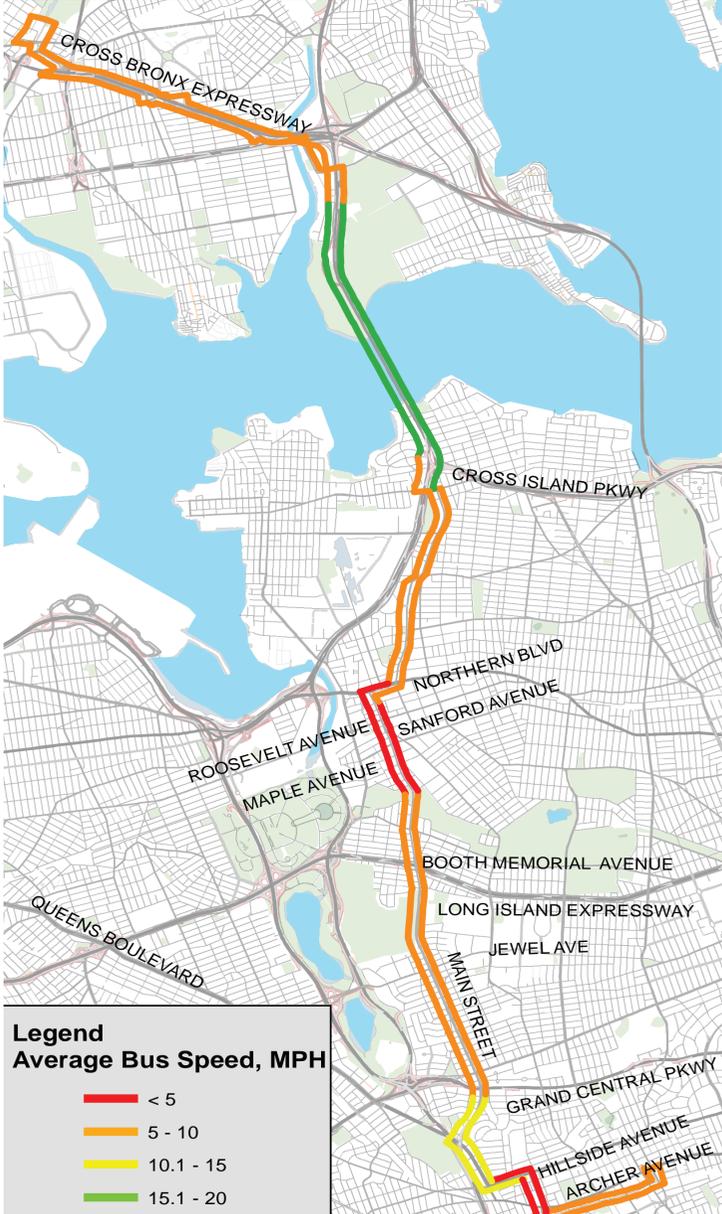
### Q44 LTD Ridership AM Commute



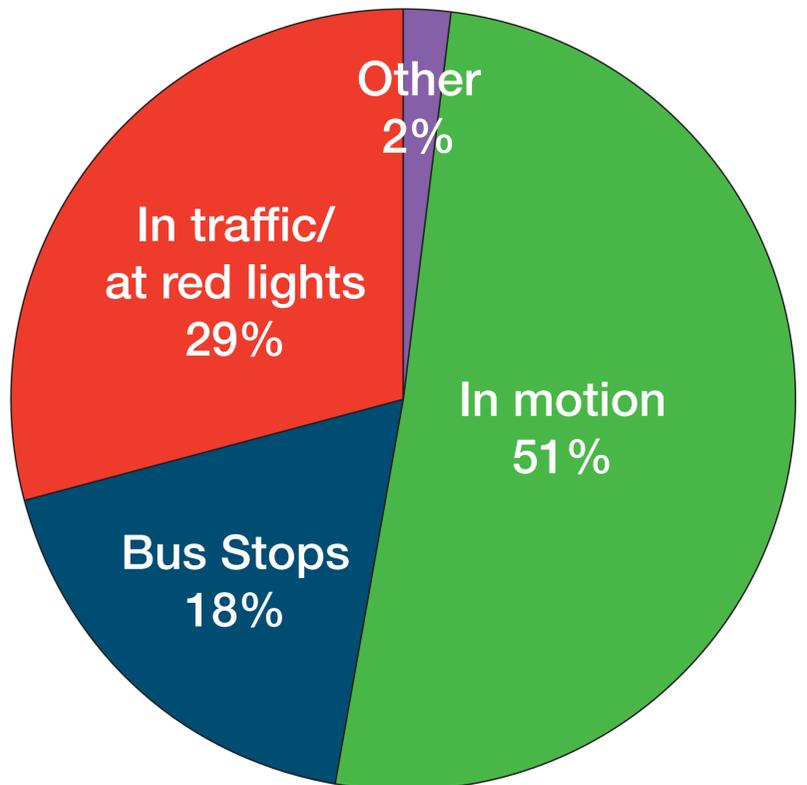
### Q44 LTD Ridership PM Commute



### Average Q44 LTD Bus Speed



### Q44 LTD Bus Delay

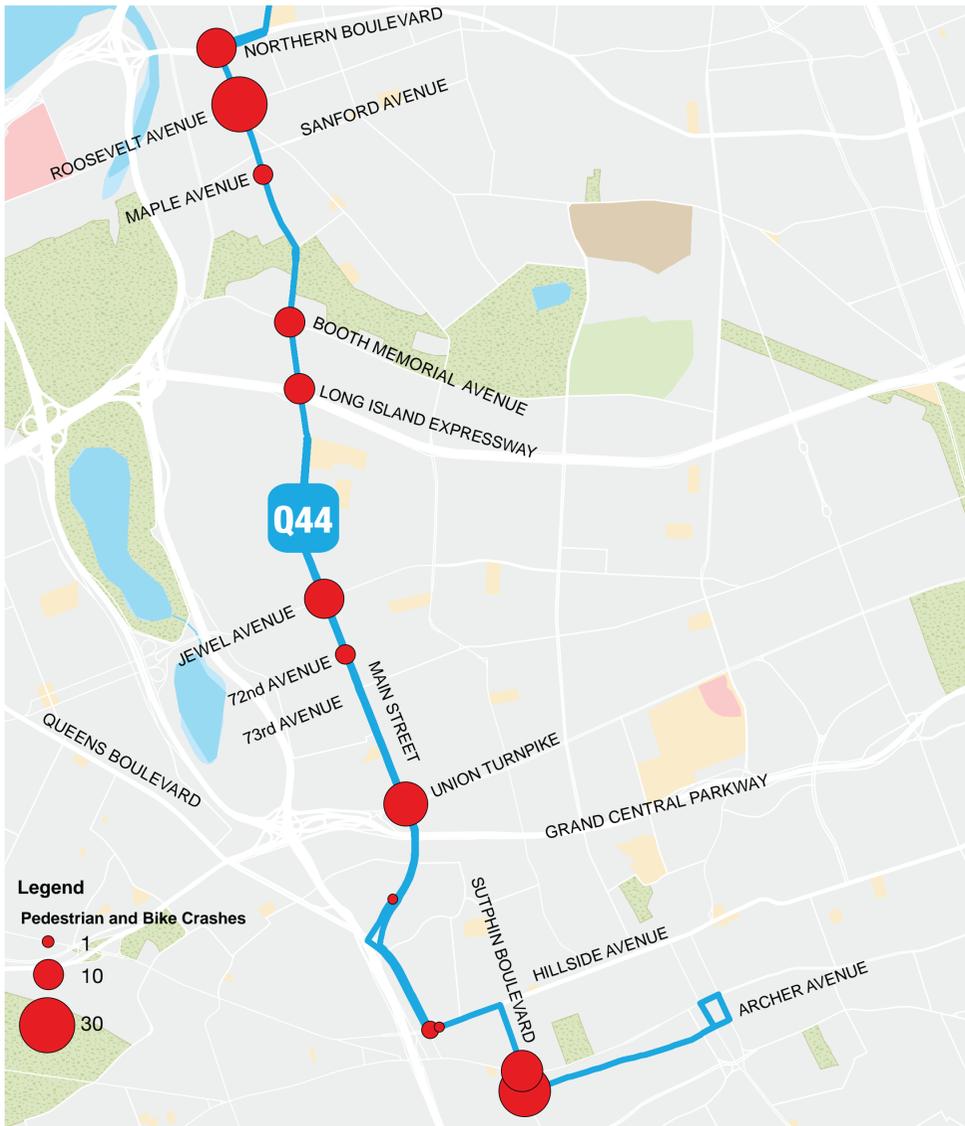


**Bus Travel Speeds**  
On average, the Q44 LTD runs under 10 mph throughout the course of the route.

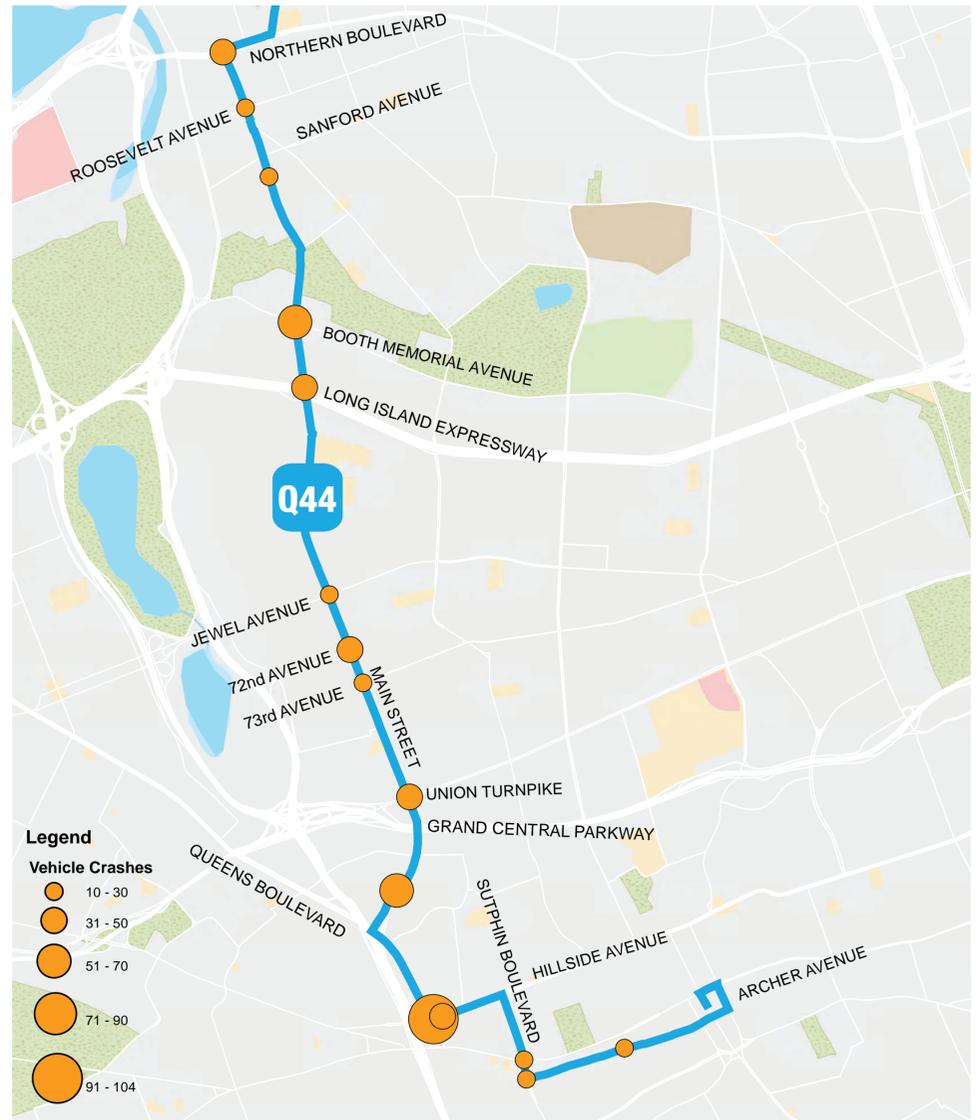
# SAFETY

## Crashes by Intersection along the Main Street (2008-2012)

### Bicycle and Pedestrian Crashes



### Vehicle Crashes



# MAIN STREET VISION ZERO PRIORITY CORRIDOR

City-wide Initiative to Eliminate Traffic Fatalities

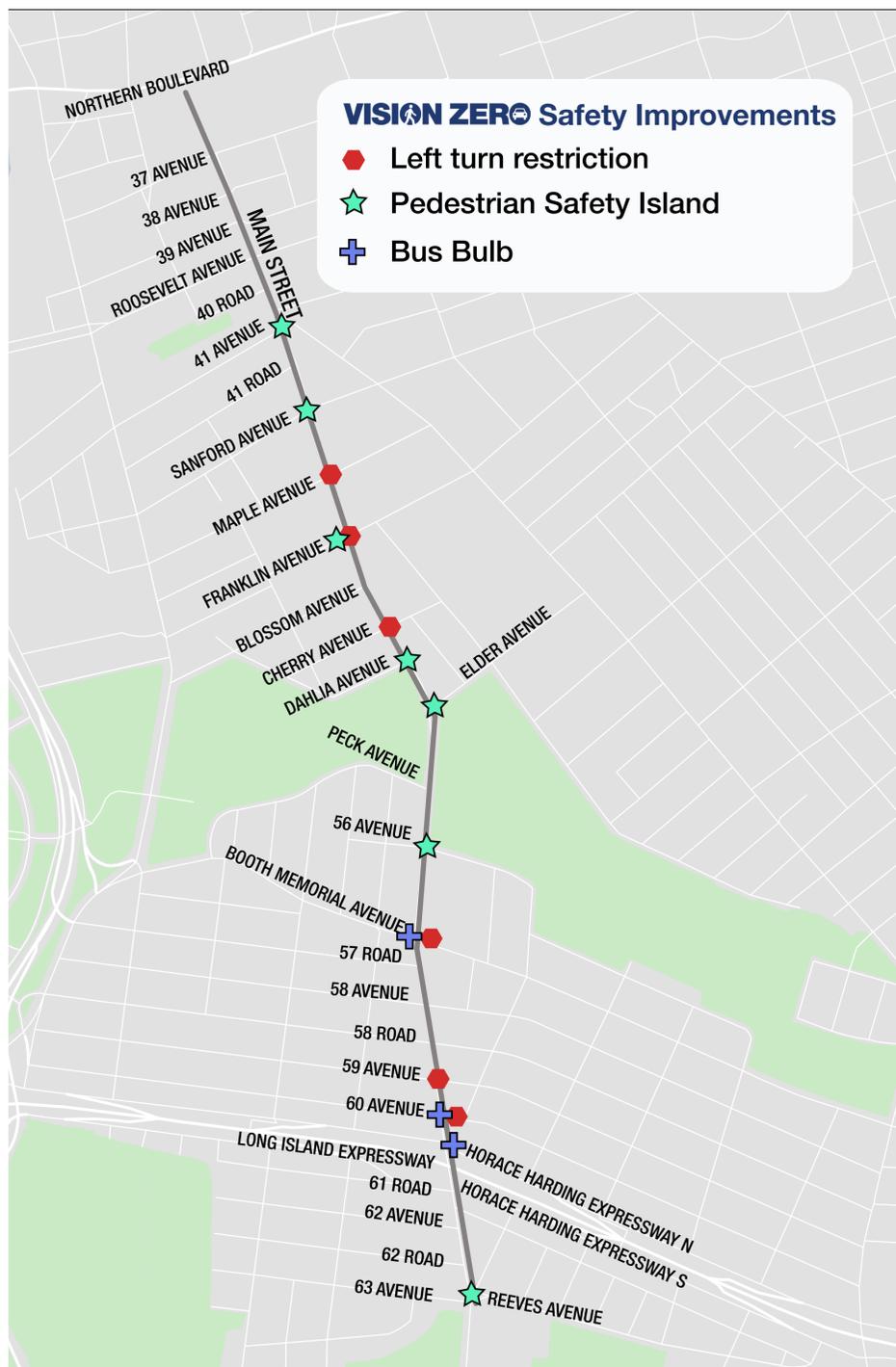
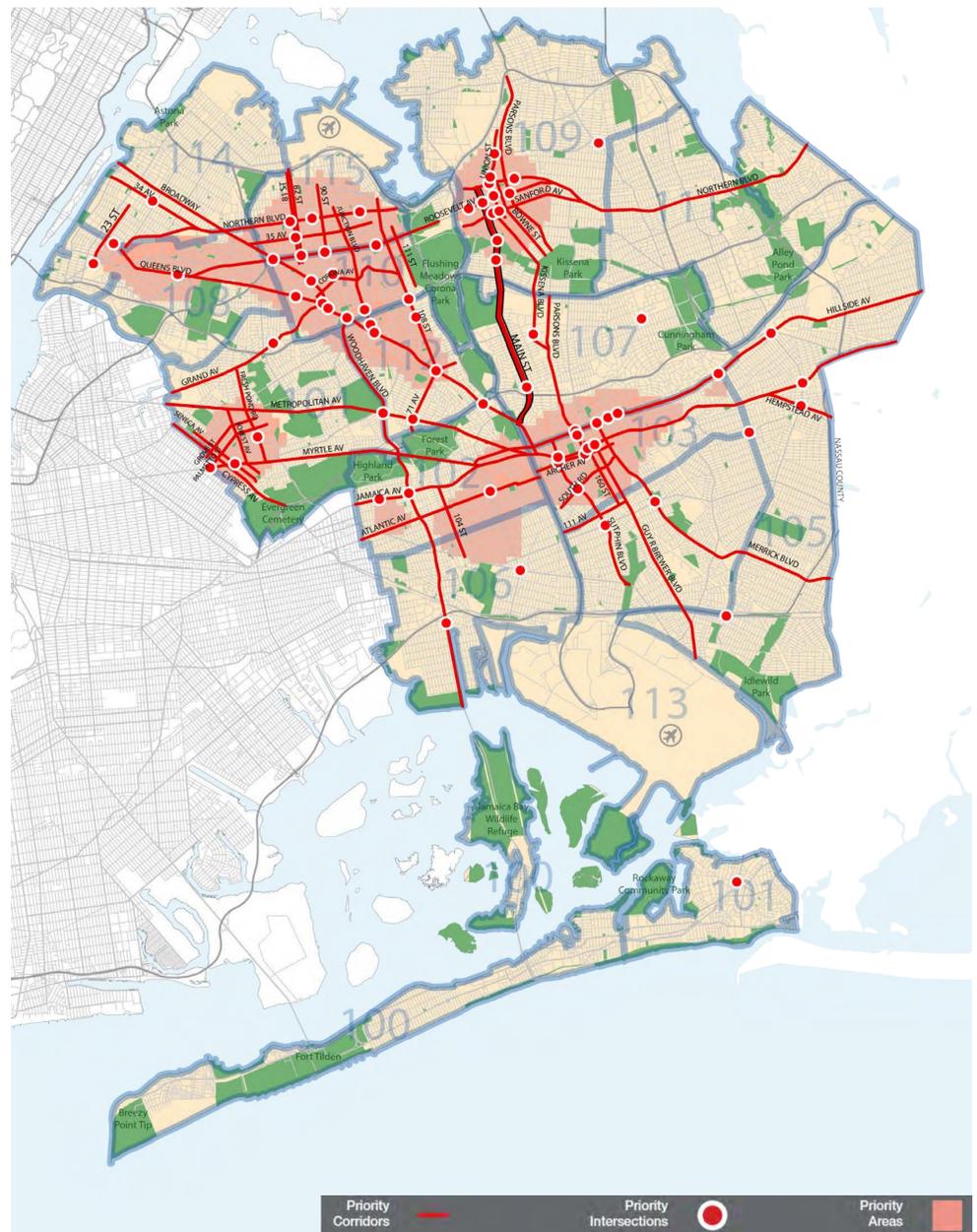
Main Street (from Northern Blvd to Queens Blvd) is in the top 10 most dangerous roadways in Queens.

From 2008-2012, 32 pedestrians were either killed or severely injured.

## Priority Intersections on Q44 SBS Route

- Union St/Northern Blvd
- Main St/Roosevelt Av
- Main St/Elder Av
- Main St/Booth Memorial Av
- Main St/Union Tpke
- Archer Av/Parsons Blvd
- Sutphin Blvd/Archer Av

## VISION ZERO Priority Areas



**Left Turn Restrictions**  
at key locations address one of the key causes of traffic injuries

**Left Turn Bays**  
at other locations provide well-defined space for turning vehicles



**Pedestrian Safety Islands**  
provide crossing refuge



**Bus Bulbs**  
at busy SBS stops add pedestrian and transit waiting space and shorten crossing distance

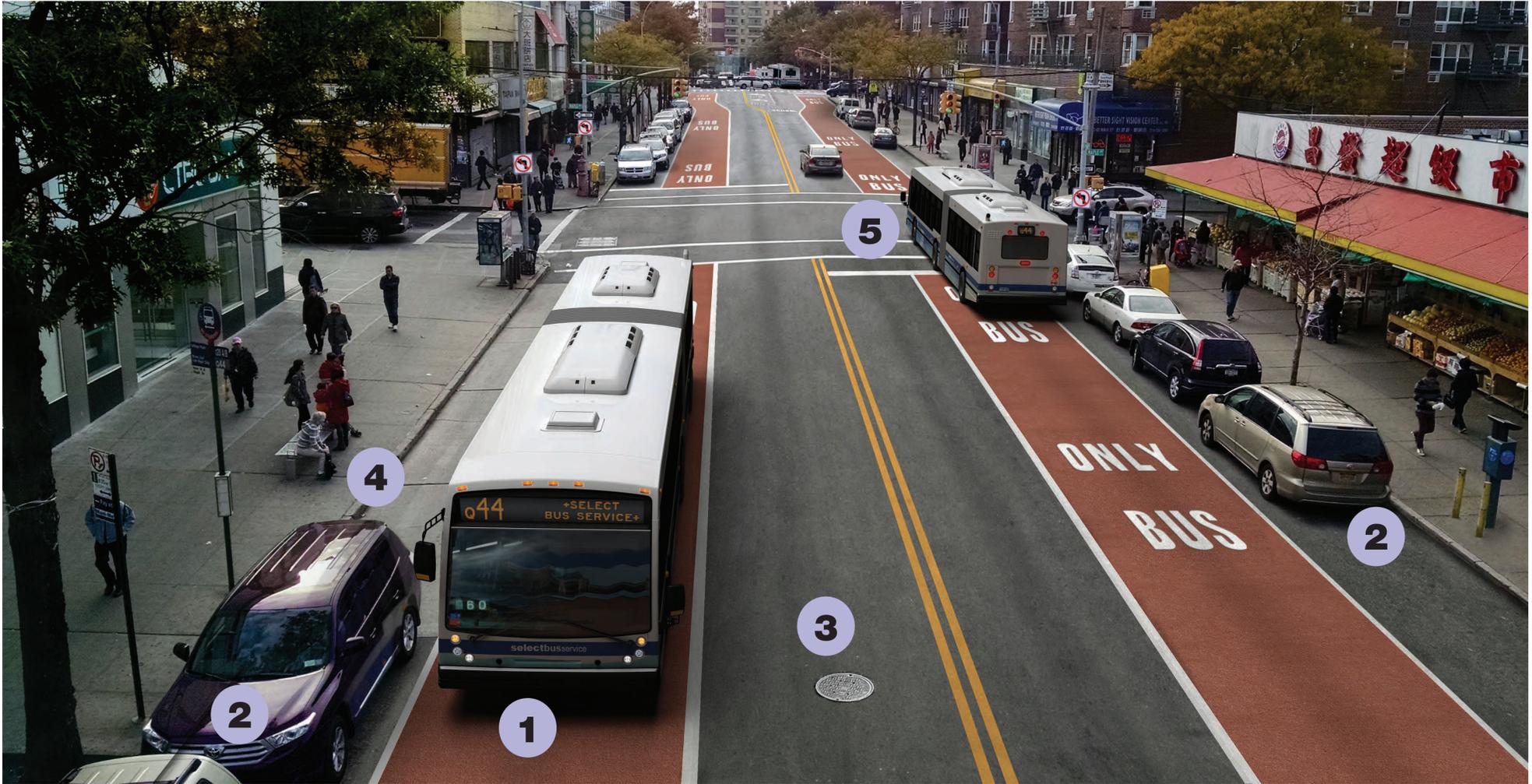
# PROPOSED BUS LANE AREAS



**In areas without bus lanes, Q44 SBS will operate in mixed traffic along the same route as the Q44 Limited**

# FLUSHING: OFFSET BUS LANES (NO TURNS)

Sample Rendering from Maple Avenue and Main Street



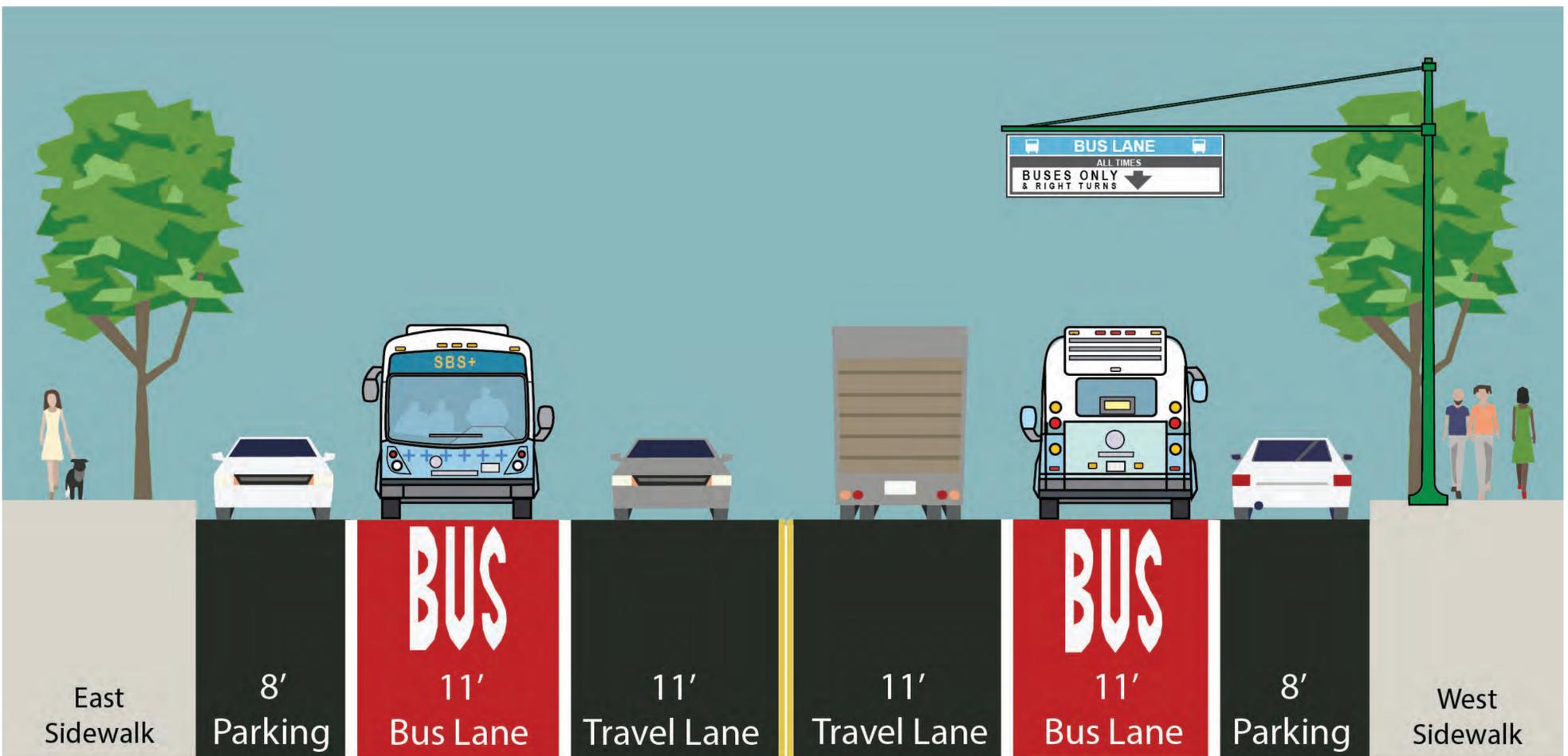
**1** Offset bus lanes

**2** Existing curbside parking and loading remain

**3** General traffic lane in each direction

**4** Bus stops remain at curb

**5** Banned Turns



# FLUSHING: OFFSET BUS LANES (WITH TURNS)

Existing Example: Utica Avenue and Winthrop Street



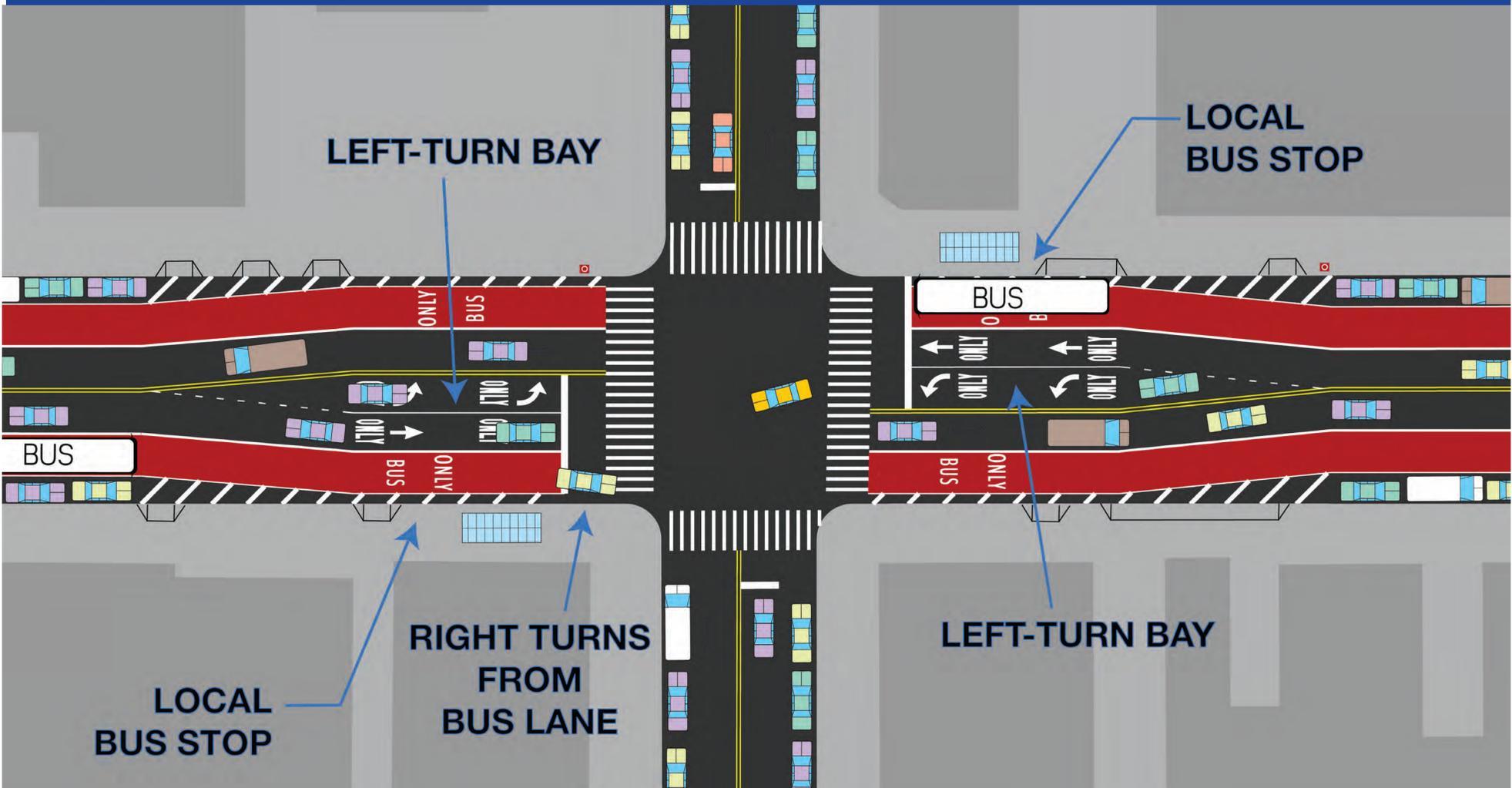
**1** Curbside Bus Lane

**2** Left-Turn Bay

**3** Offset Bus Lane

**4** Parking / Loading Access

Proposed Example: Utica Avenue and Foster Avenue



In selected locations, offset bus lanes shift to the curb to accommodate left turn bays or other design features

# JAMAICA: PEAK PERIOD CURBSIDE BUS LANES

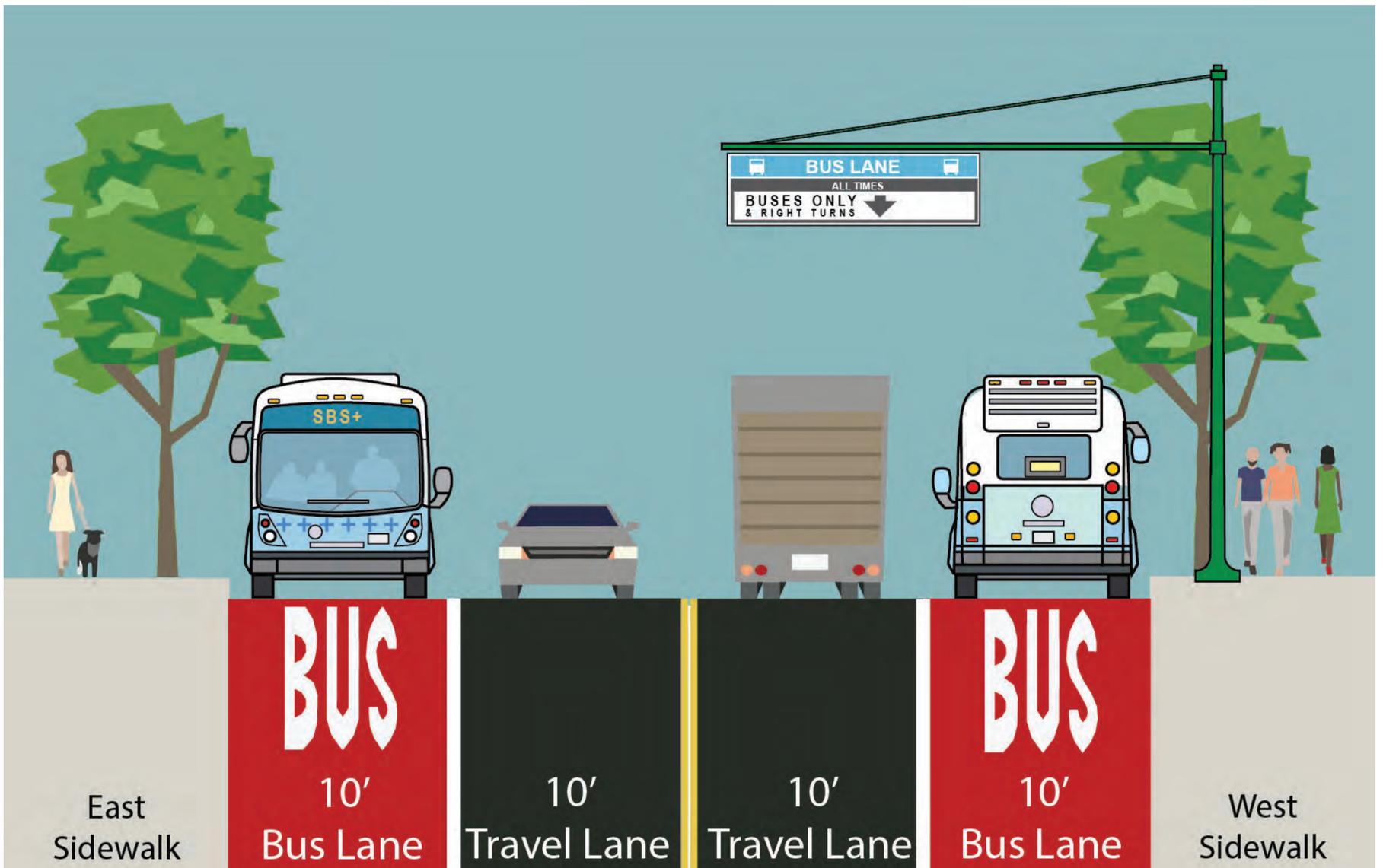
Example from Jamaica Avenue



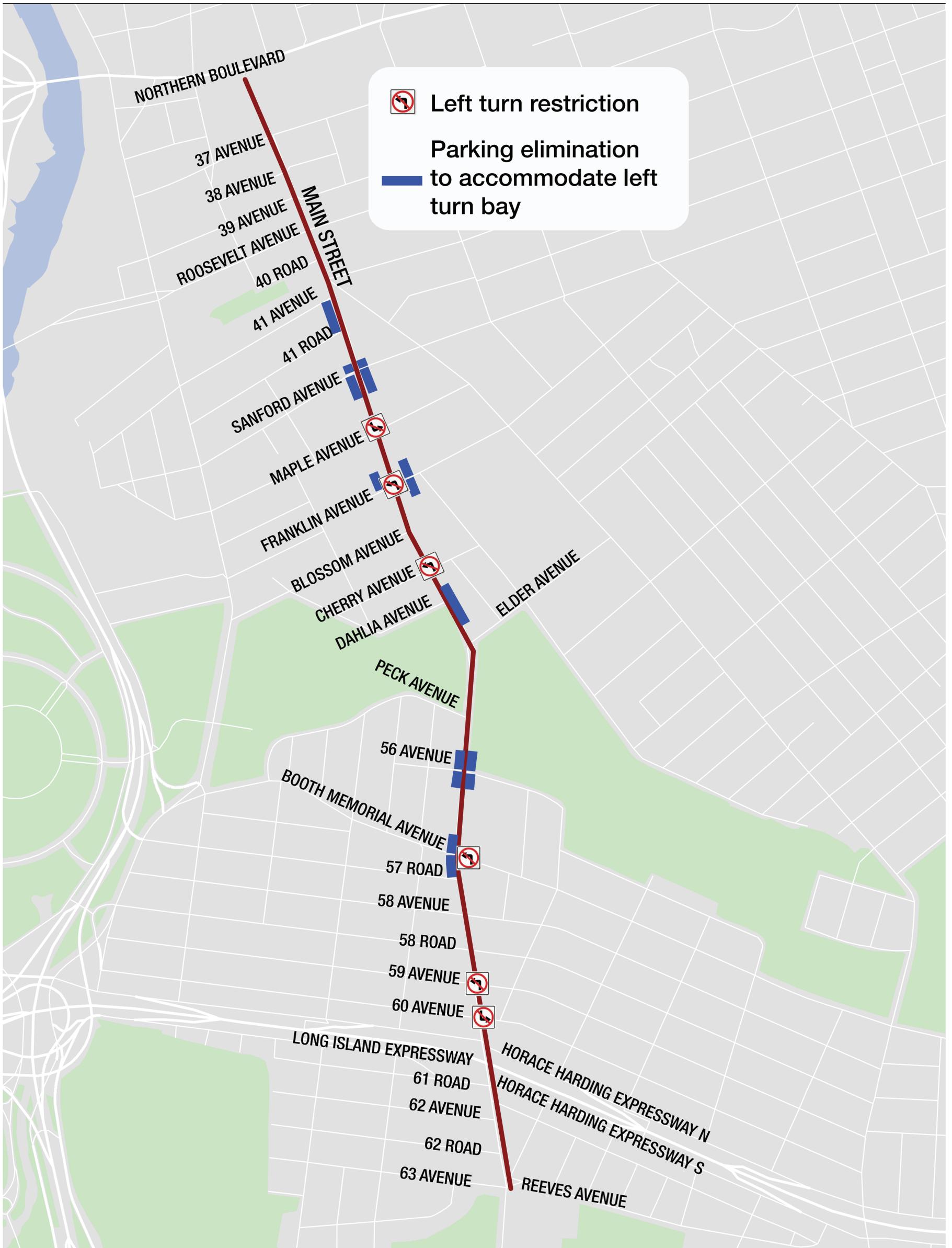
**1** Bus stops remain at curb

**2** Curbside bus lanes

**3** General traffic lanes in each direction



# FLUSHING: PROPOSED TURN RESTRICTIONS



**In selected locations, offset bus lanes shift to the curb to accommodate left turn bays or other design features**

# PROPOSED Q44 SBS STOP LOCATIONS



# RELATED STREET IMPROVEMENTS

## 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

- Sidewalk widening on Main Street between 38th Av and 41st Av
- Right-of-way in build condition: one through lane, one curb lane heavily used for bus stops, layovers, commercial loading
- Sidewalk extensions installed in 2011 using permanent materials
- New Construction: Fall 2015



## Flushing Sidewalk Widening

# TIMELINE & NEXT STEPS

Winter  
2014/2015

- Roadways selected for SBS Improvements
- Developed concept designs
- Second round of outreach (Workshops)

Spring  
2015

- Street design
- Traffic analysis
- Stop locations
- Pedestrian Safety Improvements
- Third round of outreach (Open Houses)

Late  
2015

- Final design
- Implementation

Q44  
SBS  
Launches

# Q44 IN THE BRONX

## Key Transfer Points in the Bronx

Q44 SBS stops will be maintained at key transfer points to **2** **5** **6** Bx9, Bx36.

## SBS Bus Stops

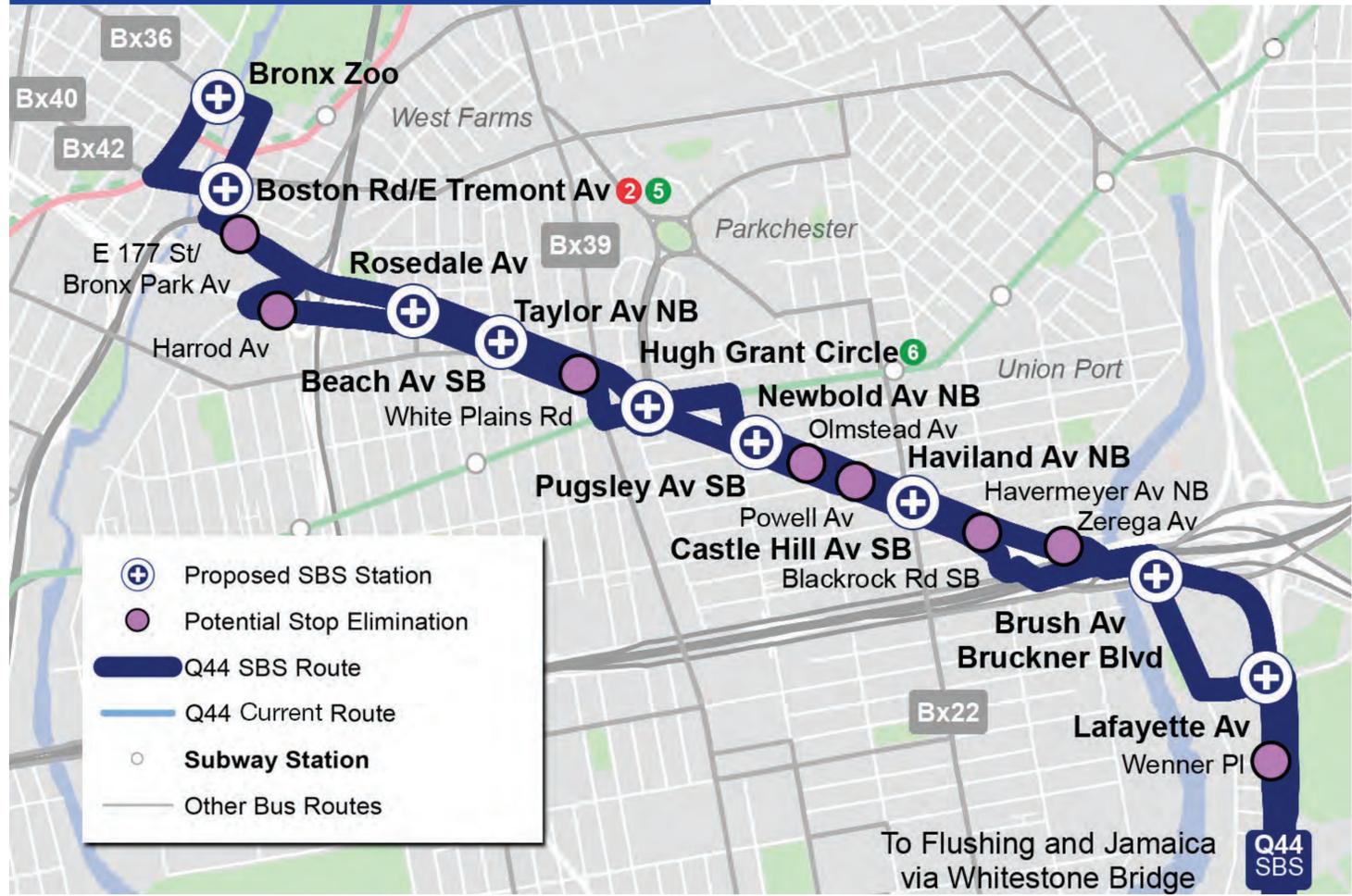
Proposed Q44 SBS stops are based on high ridership, access to transit & pedestrian crossings.

**85% of Q44 Bronx riders use the proposed SBS stops.**

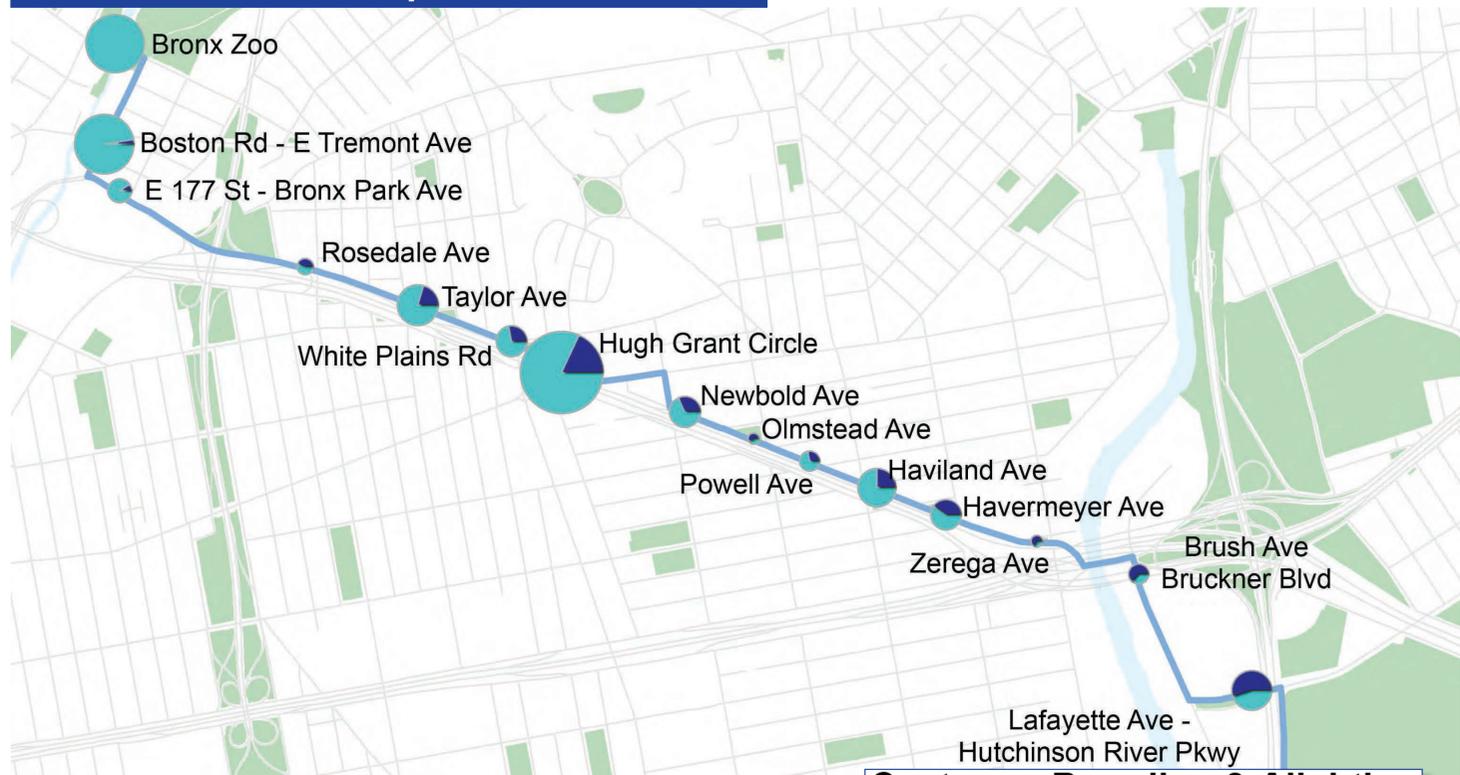
## High Ridership Bus Stops

Current Q44 Stops with very high ridership will be upgraded to SBS stops. Lower ridership stops will be consolidated and are a short distance to proposed SBS stops.

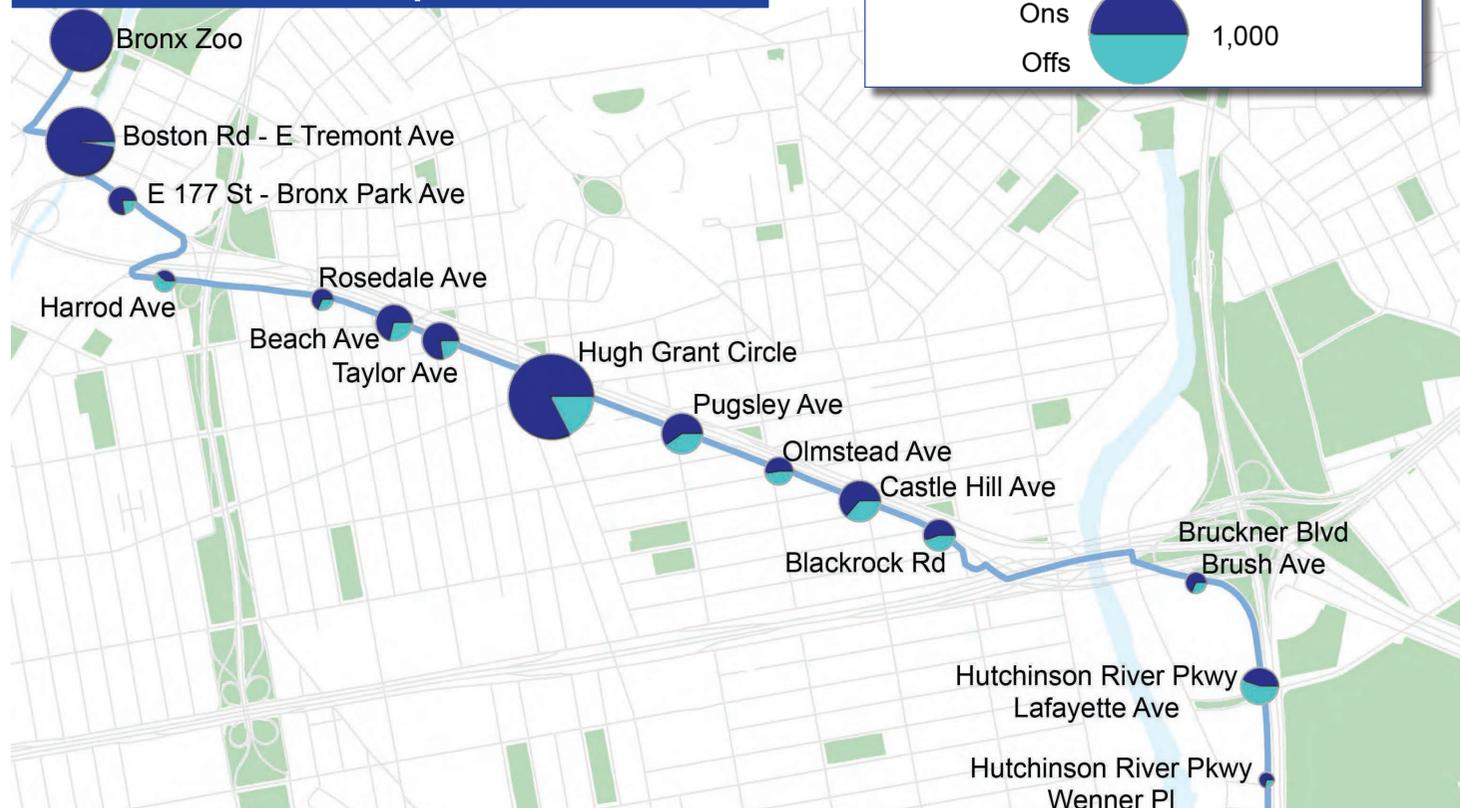
### Proposed SBS Stops



### Northbound Ridership



### Southbound Ridership



### Customer Boarding & Alighting



# Q44 IN THE BRONX

Faster, more reliable bus service from the Bronx to Queens

## Q44 SBS Bus Stops in the Bronx May Include

### Off Board Fare Payment



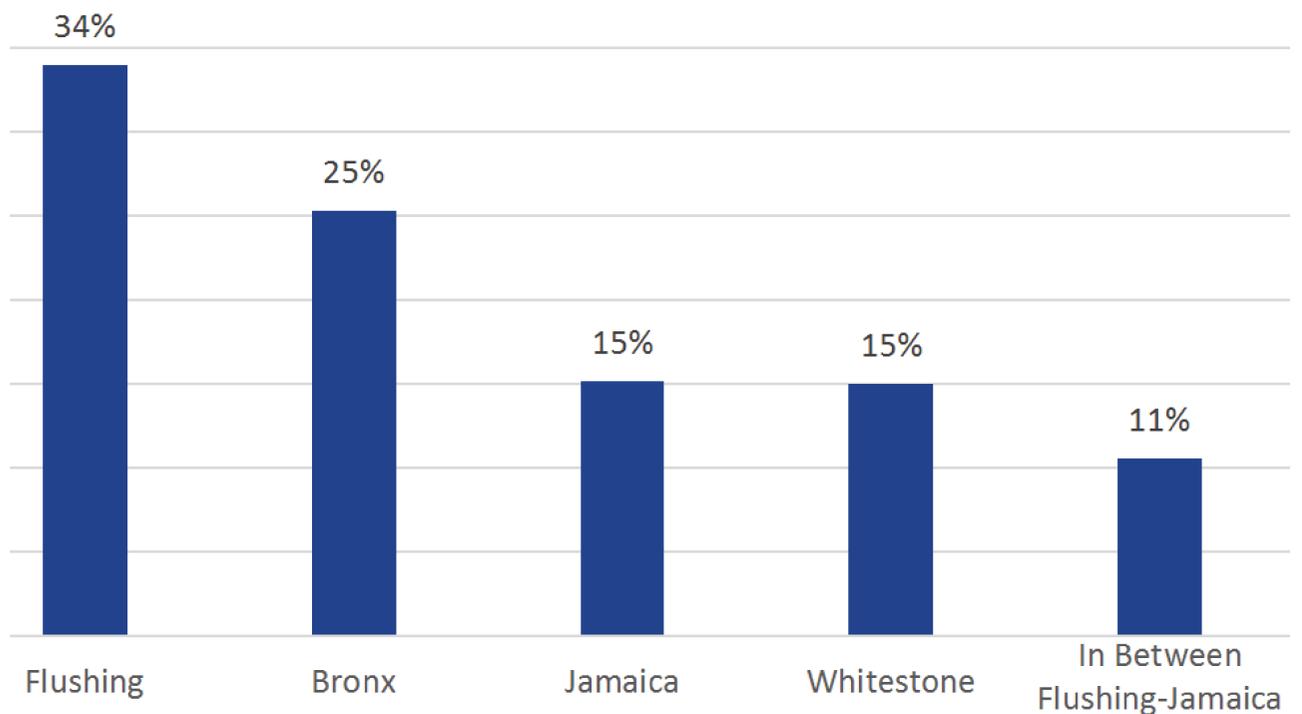
### Bus Arrival Times & Neighborhood Maps



### Q44 Ridership

49% of Q44 riders' destinations are in Flushing or Jamaica. Bus lanes in those locations will save time for Bronx Q44 SBS riders.

### Destinations of Bronx Q44 Riders



## Q44 SBS Bus Stops in the Bronx Will Receive Targeted Improvements

