About Select Bus Service

- Buses 15-23% faster
- 10%+ increases in ridership in first year
- 95%+ customer satisfaction
- Better bus stops and connections
- Safer streets
- Maintain traffic flow
Select Bus Service Features

- Improved fare collection
- Bus lanes where appropriate
- Transit signal priority
- Passenger information
- Improved station amenities
- Improved Curb Regulations
Select Bus Service Fare Payment

- Riders pay with MetroCard or coins before boarding
- Take ticket from machine
- Board bus through all three doors

- MTA NYCT conducts random fare payment inspections
Project Background

Bronx-Flushing-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

Two SBS Candidates:

Main Street:

2015 SBS Implementation Goal

42,000 daily riders on

• Q20A/B: Jamaica to College Point
• Q44: Jamaica to West Farms

Parsons Blvd/Kissena Blvd:

Future SBS Implementation Goal

26,000 daily riders on

• Q25: Jamaica to College Point
• Q34: Jamaica to Whitestone
Q44 was prioritized for SBS upgrade based on

- Ridership – Over 29,000 per day on Q44
- Key connection between Queens and The Bronx
- Main Street offers more opportunity for on-street bus priority
Bus Ridership and Speed

Q44 Weekday Stop Activity

Bronx Zoo
Tremont Av
Bronx Park Av
Taylor Av
Rosedale Av
White Plains Rd
Hugh Grant Circle
Newbold Av
Olmstead Av
Conner Meyer Av
Zerega Av
Bruckner Blvd
Lafayette Av
Weenner Pl

Q44 Stop Activity
- 0 - 500
- 501 - 1,500
- 1,501 - 3,000
- 3,001 - 5,000
- > 5,000

Average Bus Speed, MPH
- < 5
- 5 - 10
- 10.1 - 15
- 15.1 - 20
- > 20

+selectbusservice
Q44 SBS Overview

Q44 LTD will be replaced by Q44 SBS

SBS will follow same route as LTD from Merrick Blvd in Jamaica to the Bronx Zoo
Q44 SBS Stops

SBS will make fewer stops than Q44 LTD to better serve the busiest stops

• 8 fewer stops in The Bronx

• 6 fewer stops in Queens
Q44 SBS Stops

Stop removals proposed in Jamaica

- Archer Av/Guy Brewer Blvd
- Sutphin Blvd/Jamaica Av
Sutphin Blvd On-Street Survey

How did you get to Sutphin Boulevard?

- 27% Walked from home
- 20% Car service / taxi
- 3% Car
- 4% Long Island Rail Road
- 27% Subway
- 27% Bus
- 1% Other

58% of those surveyed use transit

1 in 4 drive
Sutphin Blvd On-Street Survey

If you drove, did you park on Sutphin Blvd?

- Yes: 24%
- No: 76%

If you drove, how many blocks away did you park?

- 0 blocks: 8%
- 1 block: 36%
- 2 blocks: 23%
- 3 blocks: 11%
- 4 blocks: 8%
- 5 blocks or more: 14%
Q44 Bus Lane Proposal

Bus lanes from Reeves Av to Downtown Flushing

Curbside bus lanes with midday parking in some areas of downtown Jamaica and Flushing
SBS Improvements on Sutphin Blvd

Bus stops occupy nearly half of the curb space on Sutphin Blvd.

Parking occupancy rates under 80% on blocks with metered parking.
Bus Lanes for Q44 SBS

Proposed Changes:

Bus lane 6am-9am, 4pm-7pm on both sides of street

Optional commercial loading midday if desired by BID

Targeted Improvements on Hillside Av under development
Bus Lanes for Q44 SBS

Proposed Changes:

- Bus lane 6am-9am, 4pm-7pm on both sides of street

- Optional commercial loading midday if desired by BID

- Targeted Improvements on Hillside Av under development

Example: Jamaica Avenue
Next Steps

Additional traffic/parking analysis
Ongoing outreach with merchants and other stakeholders
Goals:
• Late Summer bus lane implementation
• Fall Q44 SBS launch