

Q44 Select Bus Service

Queens Community Board 8 Transportation Committee – June 15, 2015



About Select Bus Service

- Buses 15-23% faster
- 10%+ average 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
at every SBS stop



Bus lanes where
appropriate



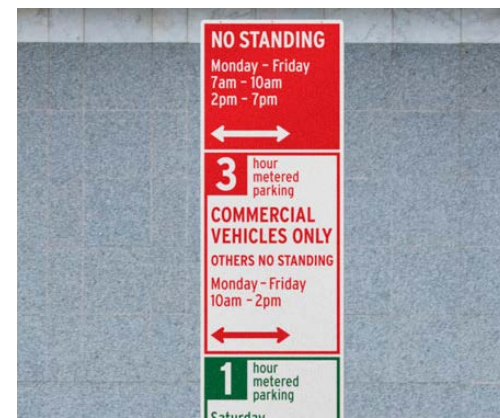
Transit signal priority



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

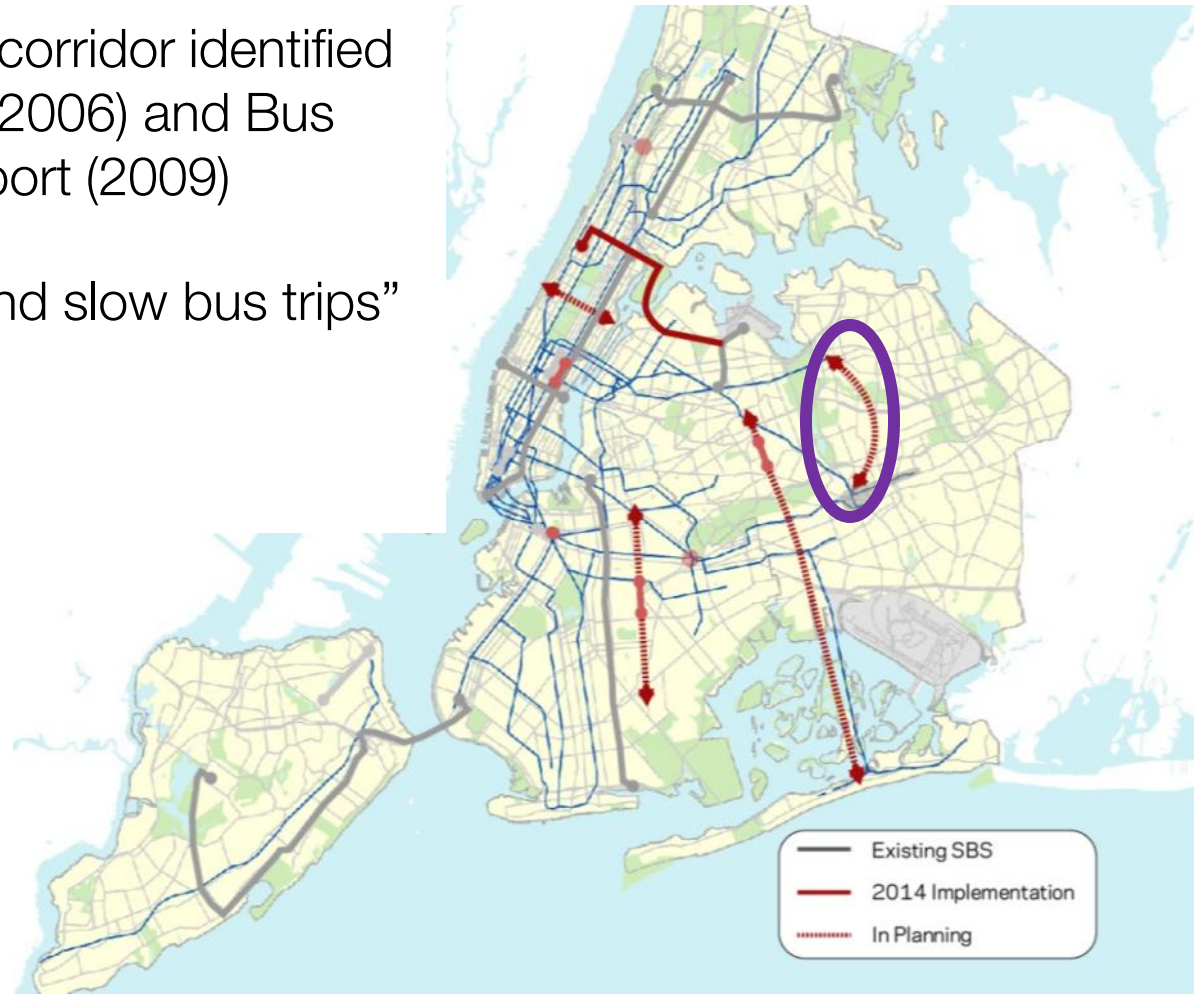


- MTA NYCT conducts random fare payment inspections

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: Q44 & Q25

Main Street:

42,000 daily riders on

Q44: Jamaica to West Farms

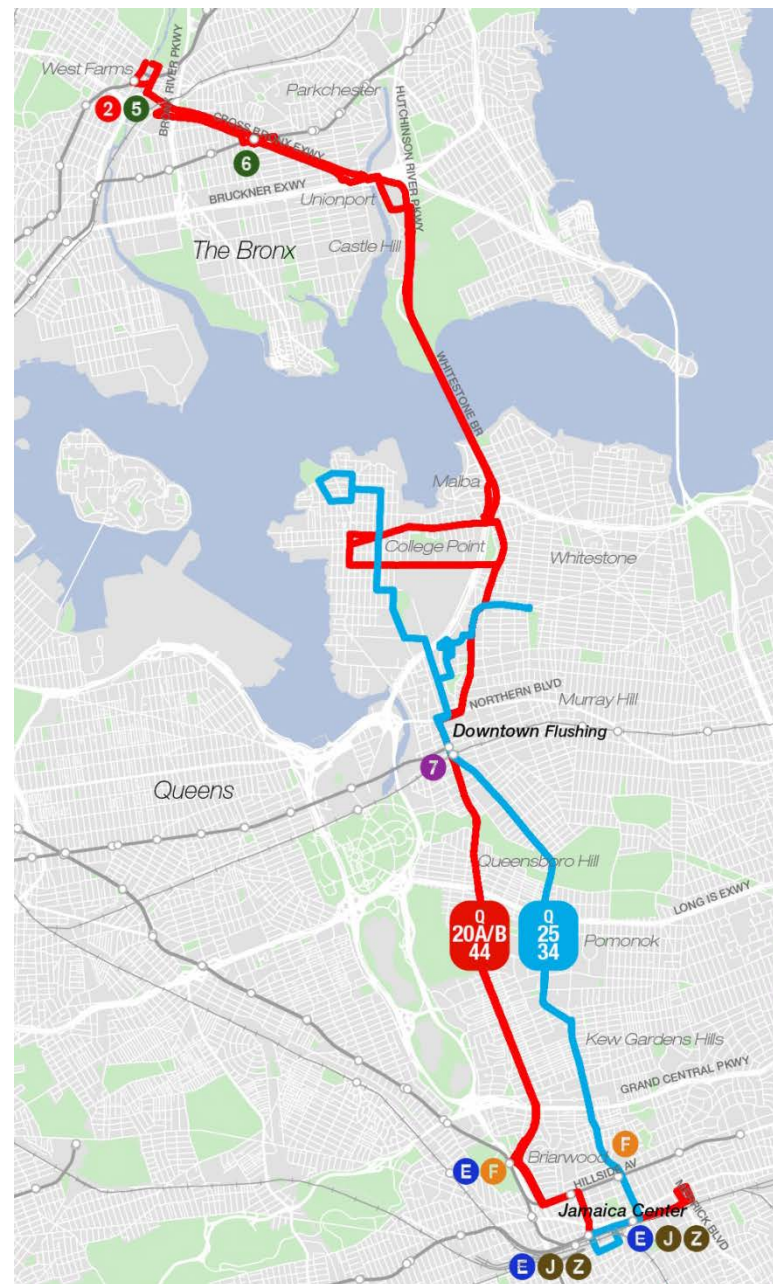
Q20A/B: Jamaica to College Point

Parsons Blvd/Kissena Blvd:

26,000 daily riders on

Q25: Jamaica to College Point

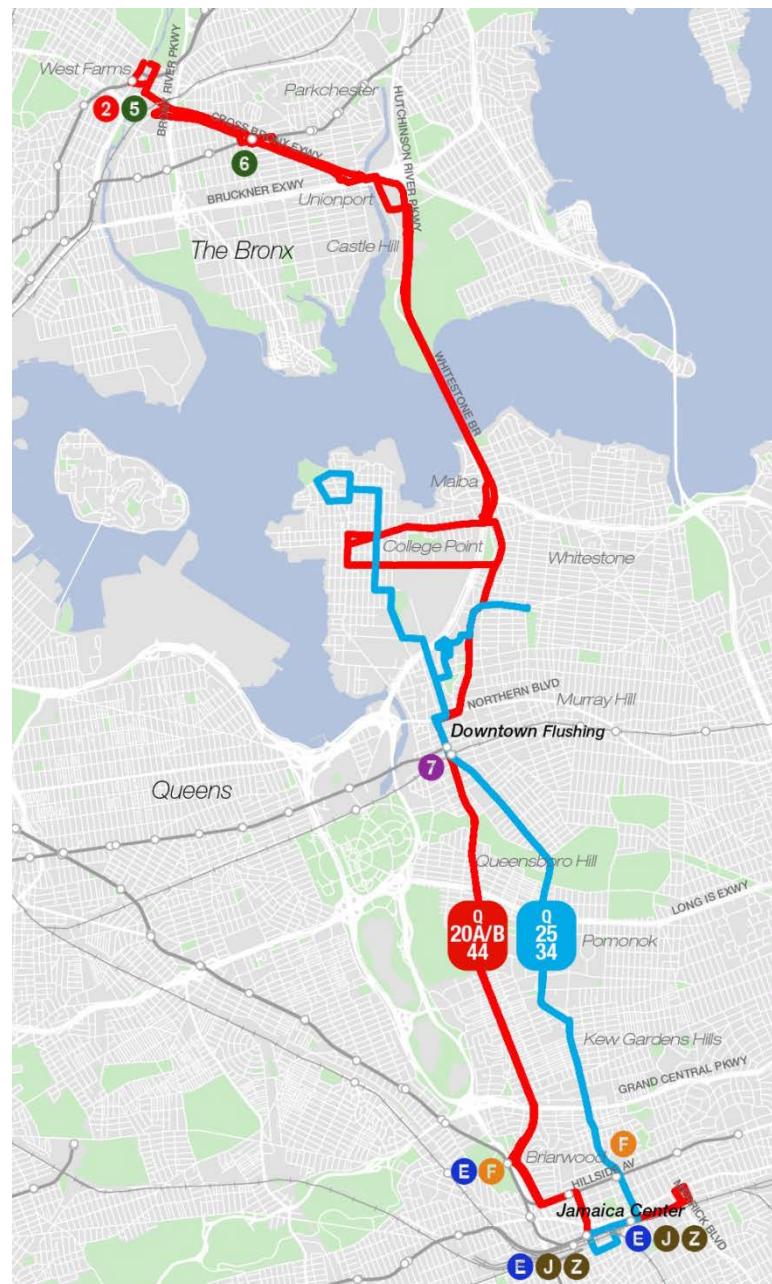
Q34: Jamaica to Whitestone



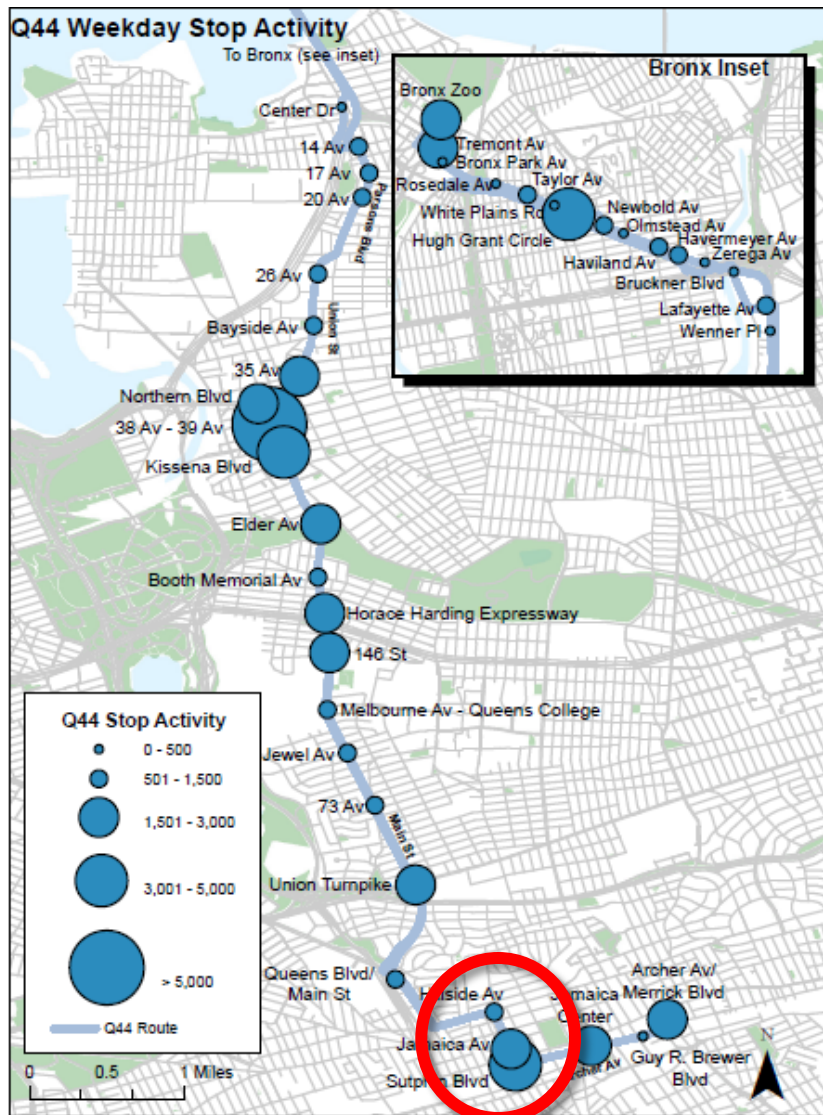
Project Background

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 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
- 5 fewer stops in Queens
- No changes to stops within CB 8



Q44 Bus Lane Proposal



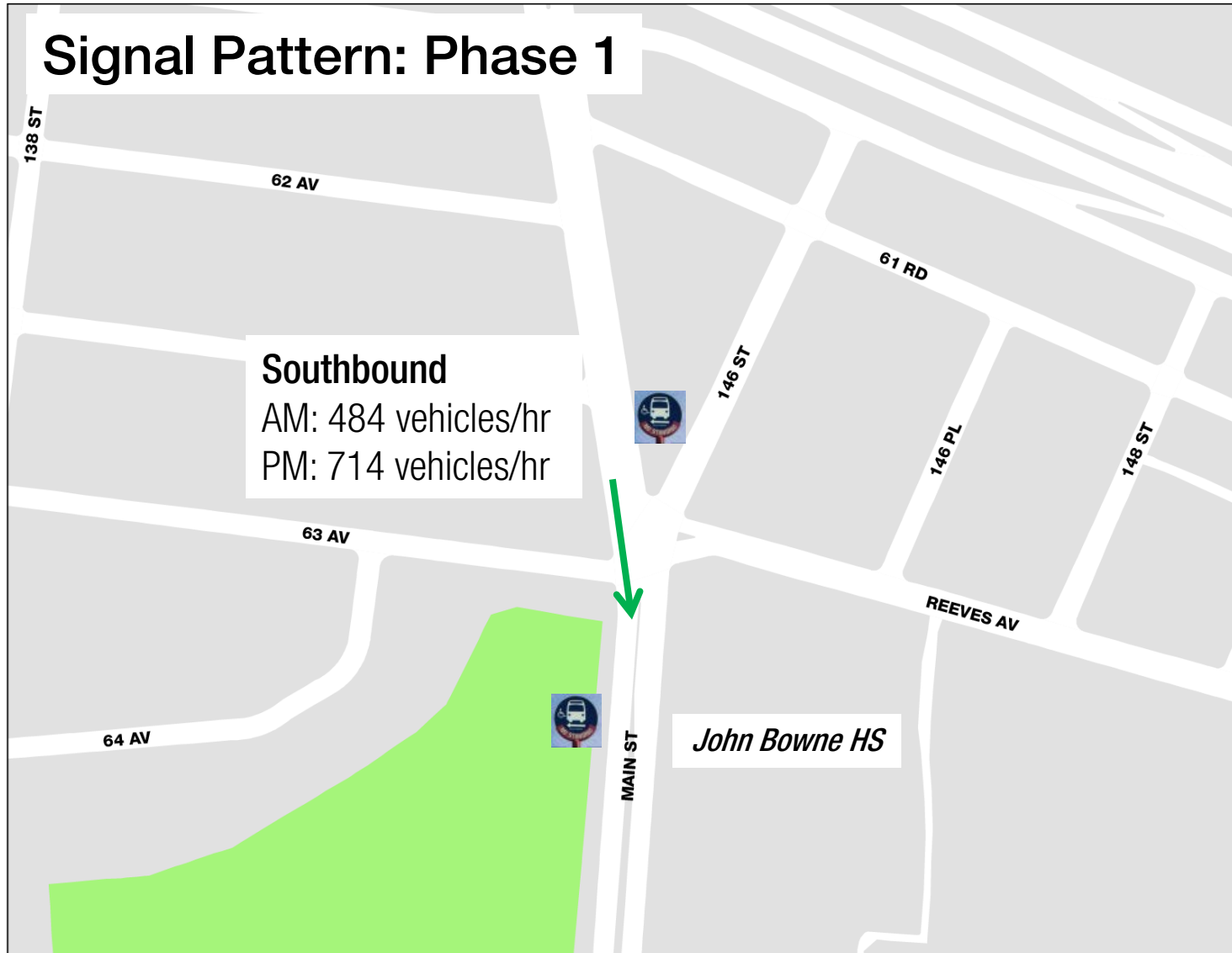
Offset bus lanes:

- NB from Reeves Av to Downtown Flushing
- SB from Downtown Flushing to 60 Av

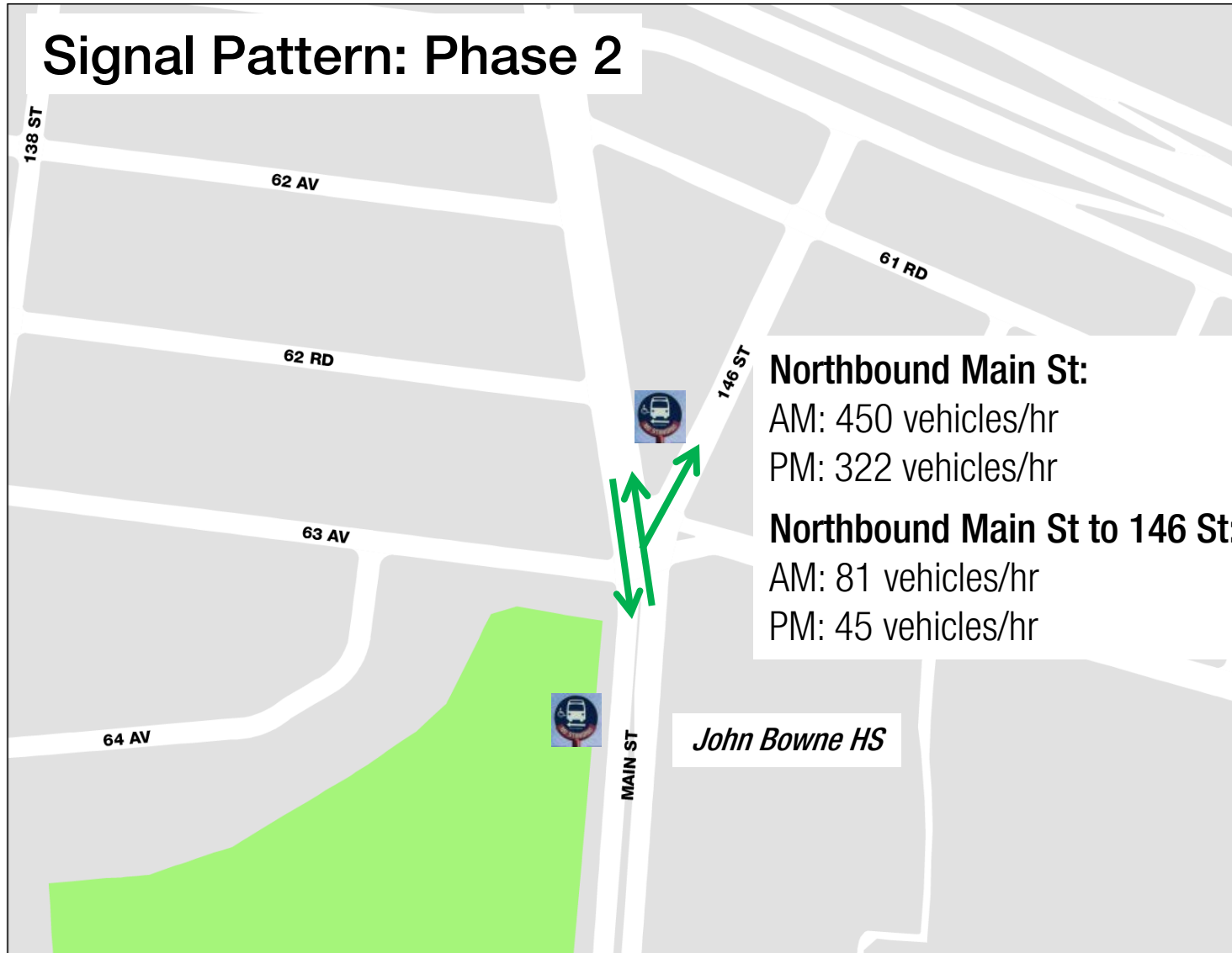
Curbside bus lanes with midday parking in some areas of downtown Jamaica and Flushing

Hillside Avenue corridor still under development

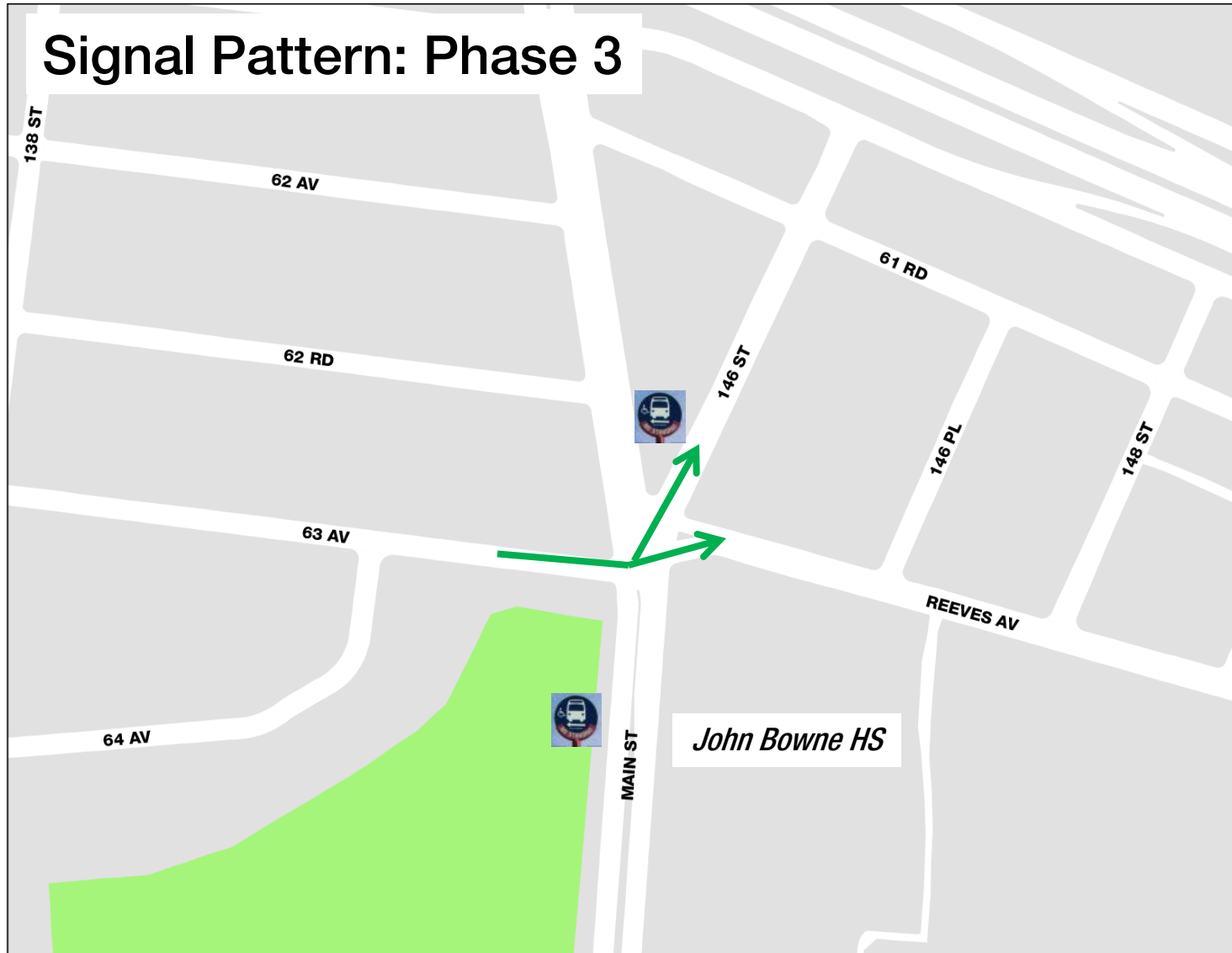
Main St/Reeves Av Existing Conditions



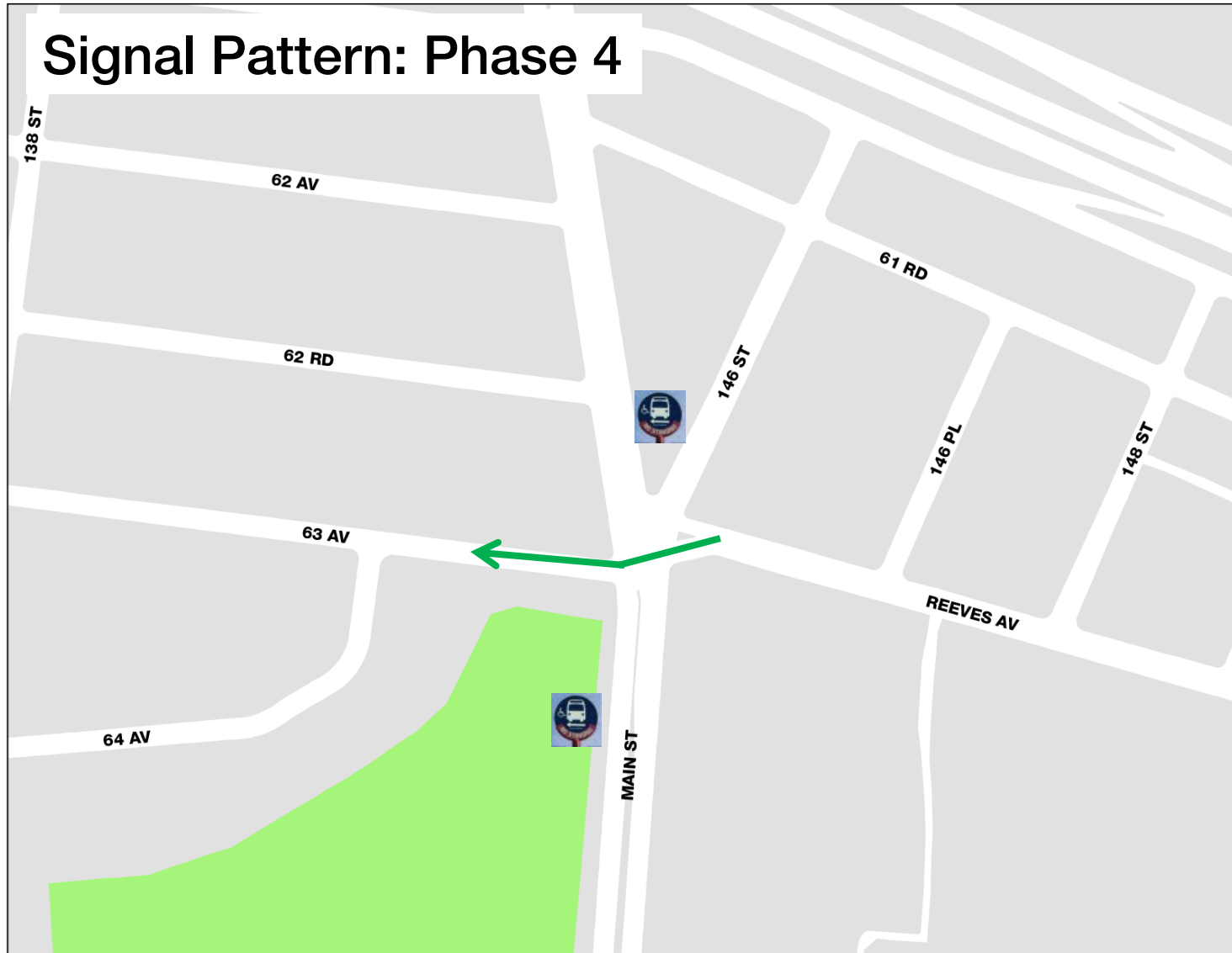
Main St/Reeves Av Existing Conditions



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Main St/Reeves Av Existing Conditions

Issues

Indirect crossing for students between Q44 NB stop and John Bowne HS

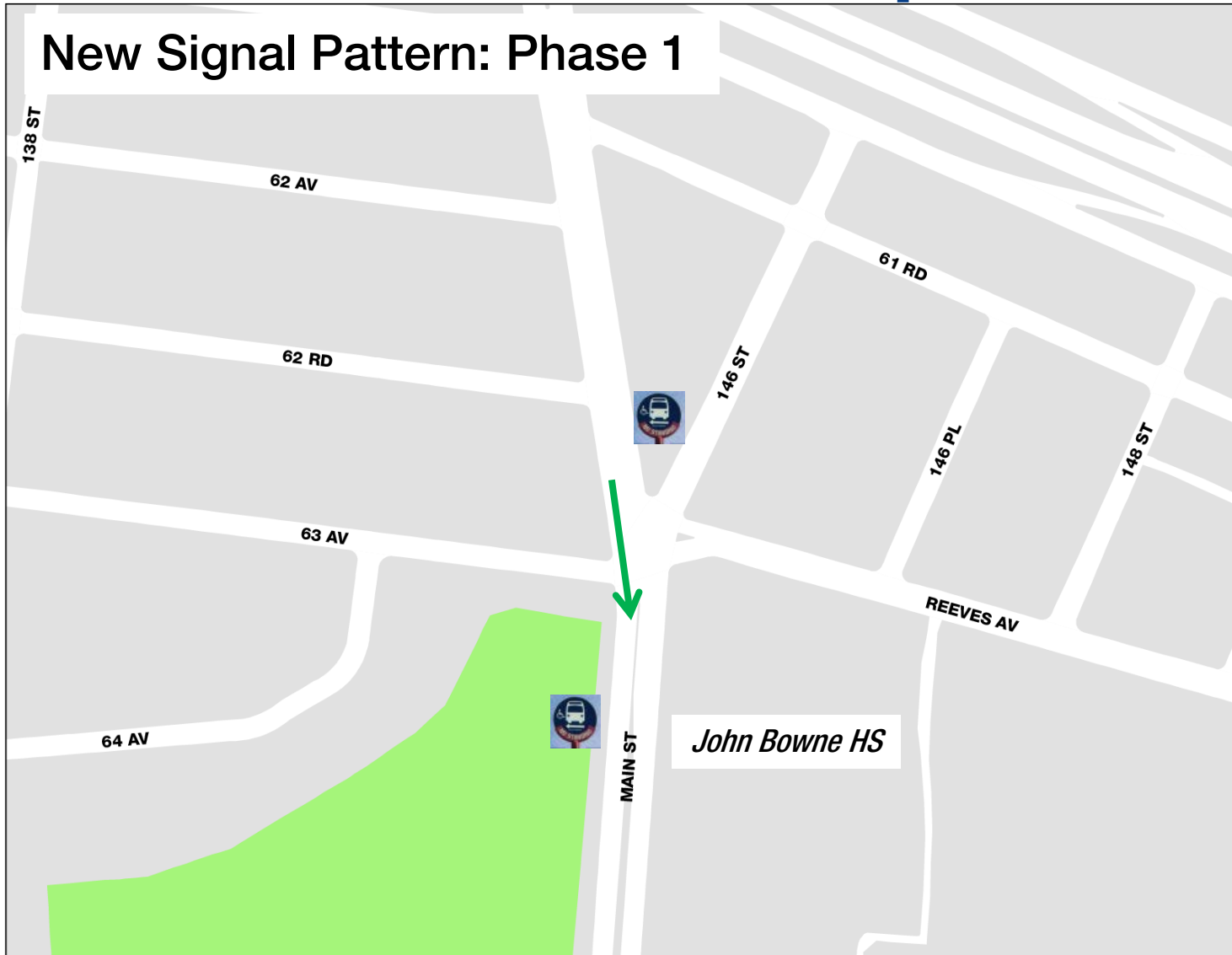
Separate phases for EB and WB reduce green time for Main St

Some drivers using residential 146 St as a cut through to LIE



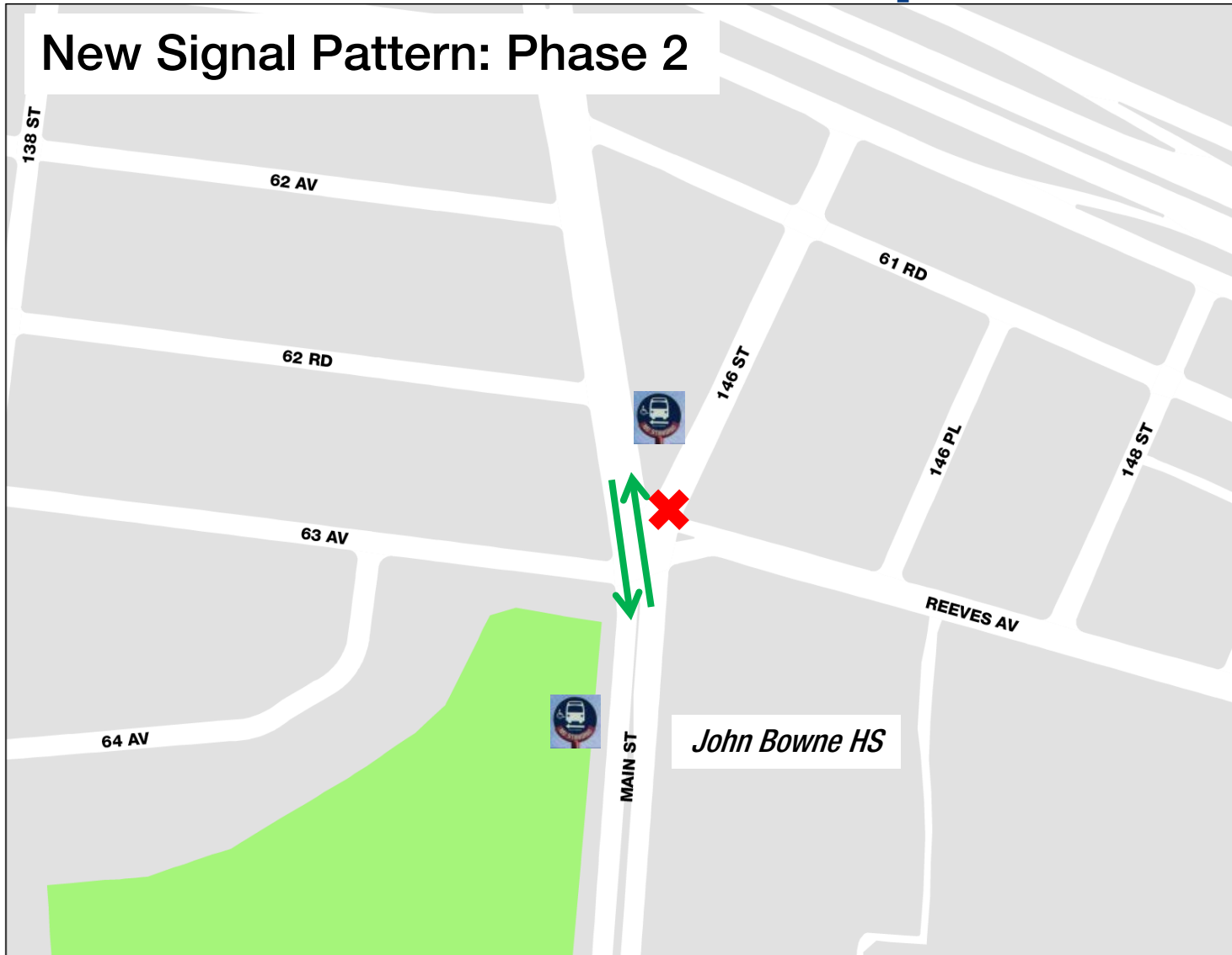
Main St/Reeves Av Proposal

New Signal Pattern: Phase 1



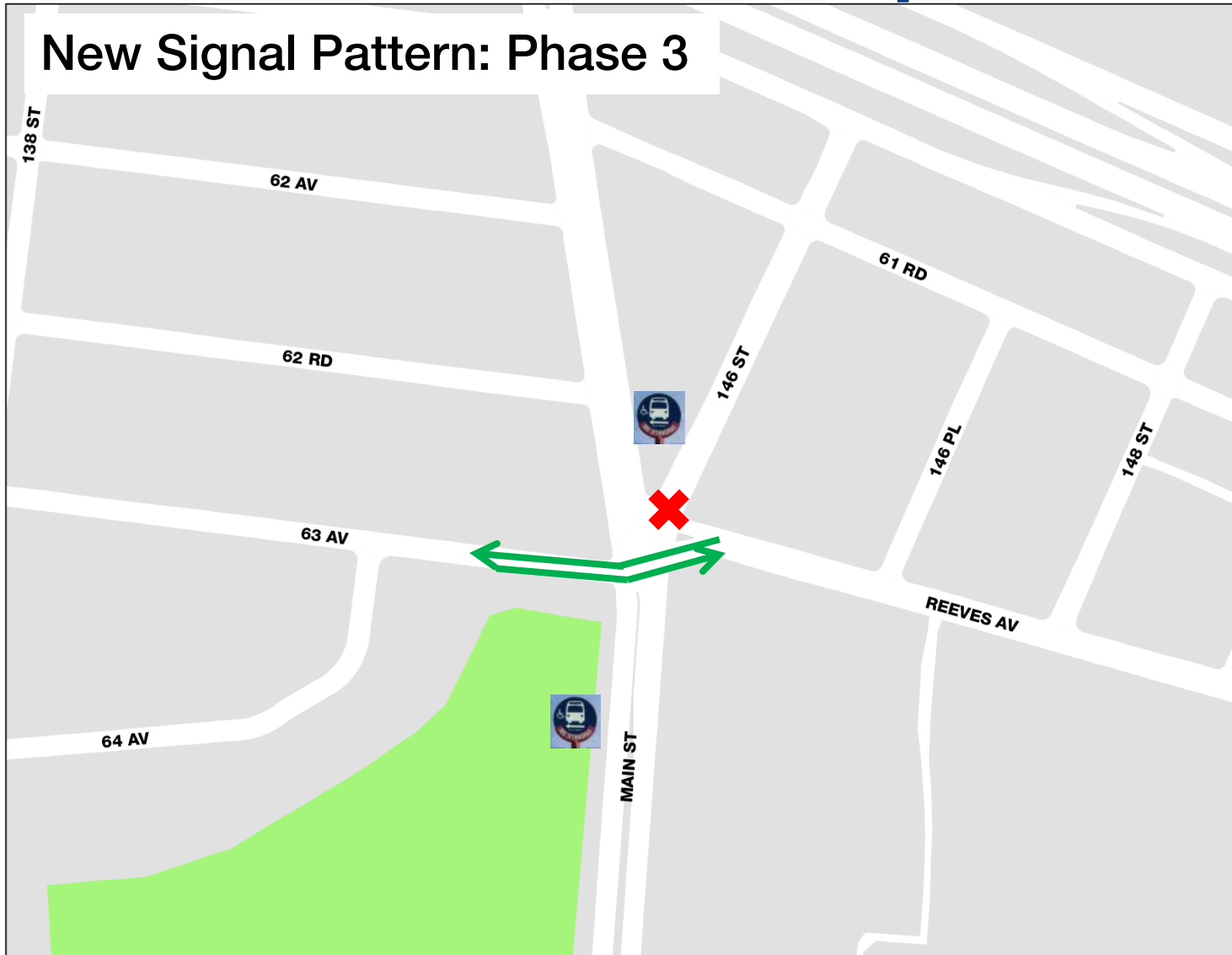
Main St/Reeves Av Proposal

New Signal Pattern: Phase 2



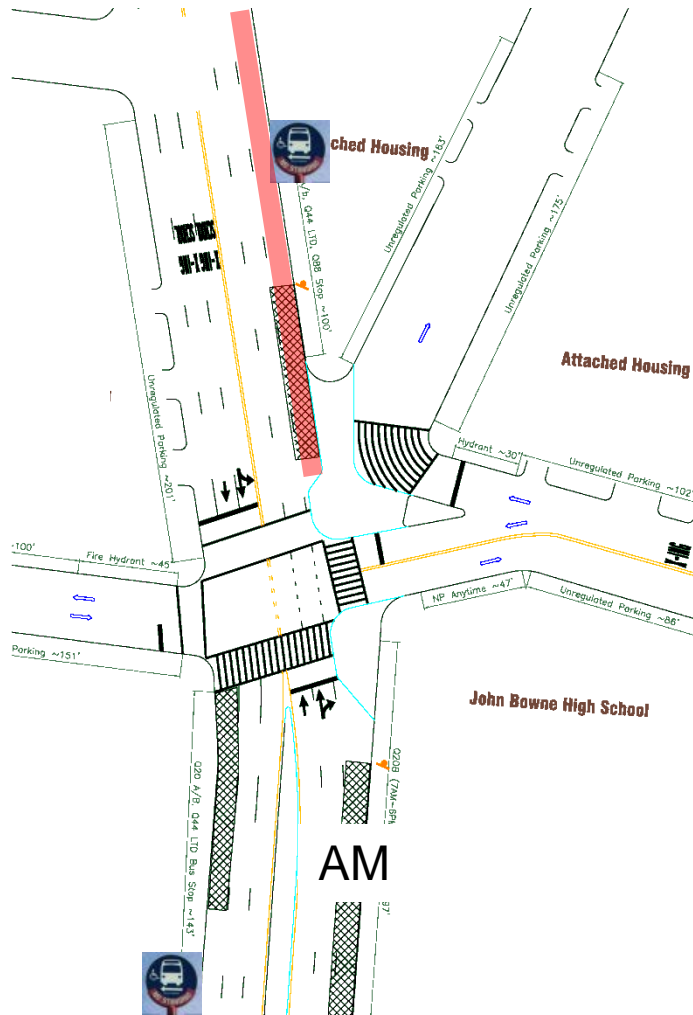
Main St/Reeves Av Proposal

New Signal Pattern: Phase 3



Main St/Reeves Av Proposal

Street Design



Extended curb provides safe crossing for students walking to and from bus stop

Simplified intersection allows Main St traffic to process better

Residents could access 146 St via Horace Harding Expy and 148 St

AM

Benefits for Community Board 8

Faster bus boarding at every Q44 SBS stop

Real-time bus information screens at busy SBS stops

Transit Signal Priority on Main Street

Faster, more reliable bus service to the Bronx, Flushing and Jamaica

Traffic improvements near Reeves Avenue

Next Steps

Additional traffic/parking analysis

Ongoing outreach with merchants and other stakeholders

Goals:

- Late Summer bus lane implementation
- Fall Q44 SBS launch