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
Faster fare collection reduces time spent at stops

Bus lanes improve in-motion speeds and reliability

Transit signal priority reduces time spent at red lights

Passenger information improves the bus riding experience

Pedestrian safety amenities address safety concerns

New curb regulations balance the needs of parking, loading and buses
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
Downtown Flushing On-Street Survey

How did you get to Downtown Flushing?

83% ride transit or walk
52% ride transit
17% drive

753 respondents interviewed on Main St between Northern Blvd and 41st Av in October 2014
Main St: VISION ZERO Priority Corridor

Main St from Northern Blvd to Queens Blvd (2009 to 2013)

- 3 Fatalities
- 32 Killed or Severely Injured (KSI)

Priority Intersections in CB 7

- Union St/Northern Blvd
- Main St/Roosevelt Av
- Main St/Elder Av
- Main St/Booth Memorial Av
Q44 SBS Overview

42,000 daily riders on

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

Q44 LTD will be replaced by Q44 SBS, operating at all times

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
- 4 stops removed in CB7
  - Whitestone Expy/Center Dr (currently SB only)
  - Parsons Blvd/17 Av
  - Parsons Blvd/21 Av
  - Main St/Northern Blvd
- All stops removed in CB7 will be served by Q20 (except Center Dr SB)
Offset bus lanes with some curbside sections:

- NB Main St from 60 Av to 40 Rd
- SB Main St from 40 Rd to 60 Av

Approximately 1.1 miles of Main St bus lanes

Curbside bus lanes with midday parking:

- WB Hillside Ave from Sutphin Blvd to Queens Blvd
- NB and SB Sutphin Blvd from Hillside Av to Archer Av
Bus Lane Design
Intersections with No Left Turns
Bus Lane Design
Intersections with No Left Turns

- Parking and bus stops remain at the curb
- Offset bus lane
- Repaved roadway
- Optimized signals react to traffic conditions in real time
Bus Lane Design
Intersections with Left Turn Bay

- Bus lane shifts to the curb at intersection
- Offset bus lane
- Dedicated left turn lane
- Pedestrian medians shorten crossing distances
Main St Bus Lanes

Mainly offset bus lanes in Queensborough Hill, so existing parking is retained.

Higher turn volumes in north of Elder Av require more left turn bays, with curbside bus lane transitions.

Revised design at 56 Av drops bus lane at intersection to preserve parking.
Main St Bus Lanes

Left Turn Restrictions

• From SB Main St to Maple Av
• From NB Main St to Franklin Av
• From NB Main St to Booth Memorial Av
• From WB Booth Memorial to Main St
• From NB Main St to 59 Av
• From SB Main St to 60 Av

Left turn from SB Main to 56 Av is retained
Main St Bus Lanes

Bus Lane Hours

On blocks with curbside bus lanes:

Bus lane hours – 6 AM to 10 AM, 4 PM to 7 PM, Mon to Sat

Metered parking – 10 AM to 4 PM, Mon to Sat
Main St Bus Lanes

Bus Lane Hours

On blocks with offset bus lanes:

Bus lane hours: 7 AM to 7 PM, Mon-Sun

Curbside parking/loading unchanged
Main St at Booth Memorial Av

VISION ZERO Priority Intersection
2009-2013:
• 20 pedestrian crashes
• 2 severe injuries

New pedestrian refuge islands
New parking

NB Bus Stop relocated to new location north of hospital entrance; future bus bulb

Bus Lane shifts to curb in SB direction to allow space for left turn bay

New Left Turn Restrictions
• NB Main St to Booth Memorial Av
• WB Booth Memorial to Main St
Related Initiatives: Main St Sidewalk Widening

DDC project to widen sidewalks on key Vision Zero corridor: Main Street between 38th Av and 41st Av

Provides sidewalk space in congested pedestrian zone

Construction slated to begin in spring 2016

DOT investigating traffic mitigation measures
Next Steps

September/October 2015:
  Bus Lanes
  Fare Machines
  Curb Regulation Changes

November 2015:
  Q44 SBS launch

2017-2018:
  Capital Project (including bus bulbs)