

Fresh Pond Road Transit & Traffic Improvements

Community Board 5 | June 12, 2019



BETTERBUSES



PRESENTATION OVERVIEW

1. Project Background
2. Public Outreach
3. Parking & Loading Analysis
4. Proposal & Next Steps

Project Background

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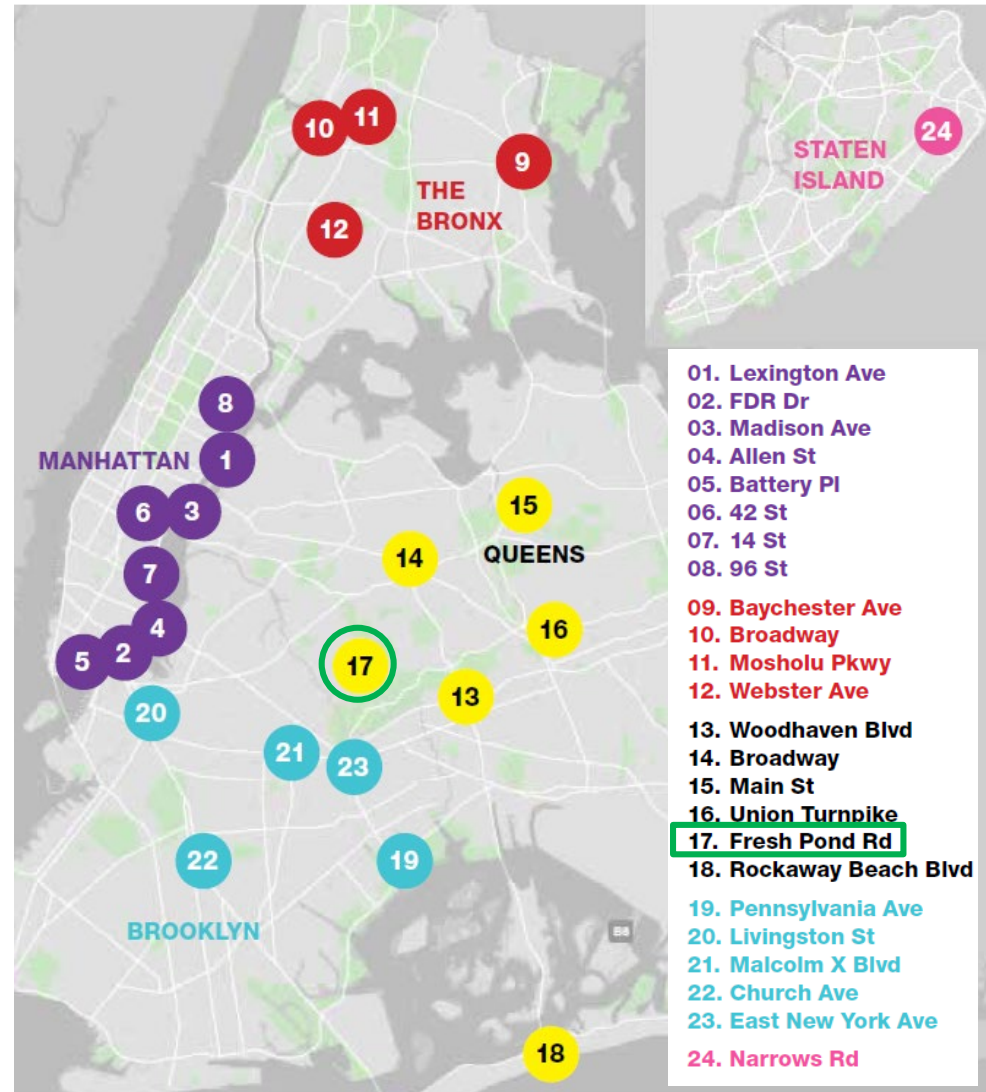
BUS SPEEDS

- Mayor's 2019 State of the City
 - Improve bus speeds 25% by 2020
- Better Buses Action Plan released April 2019
 - 24 priority projects announced for 2019 to increase bus speeds across all 5 boroughs

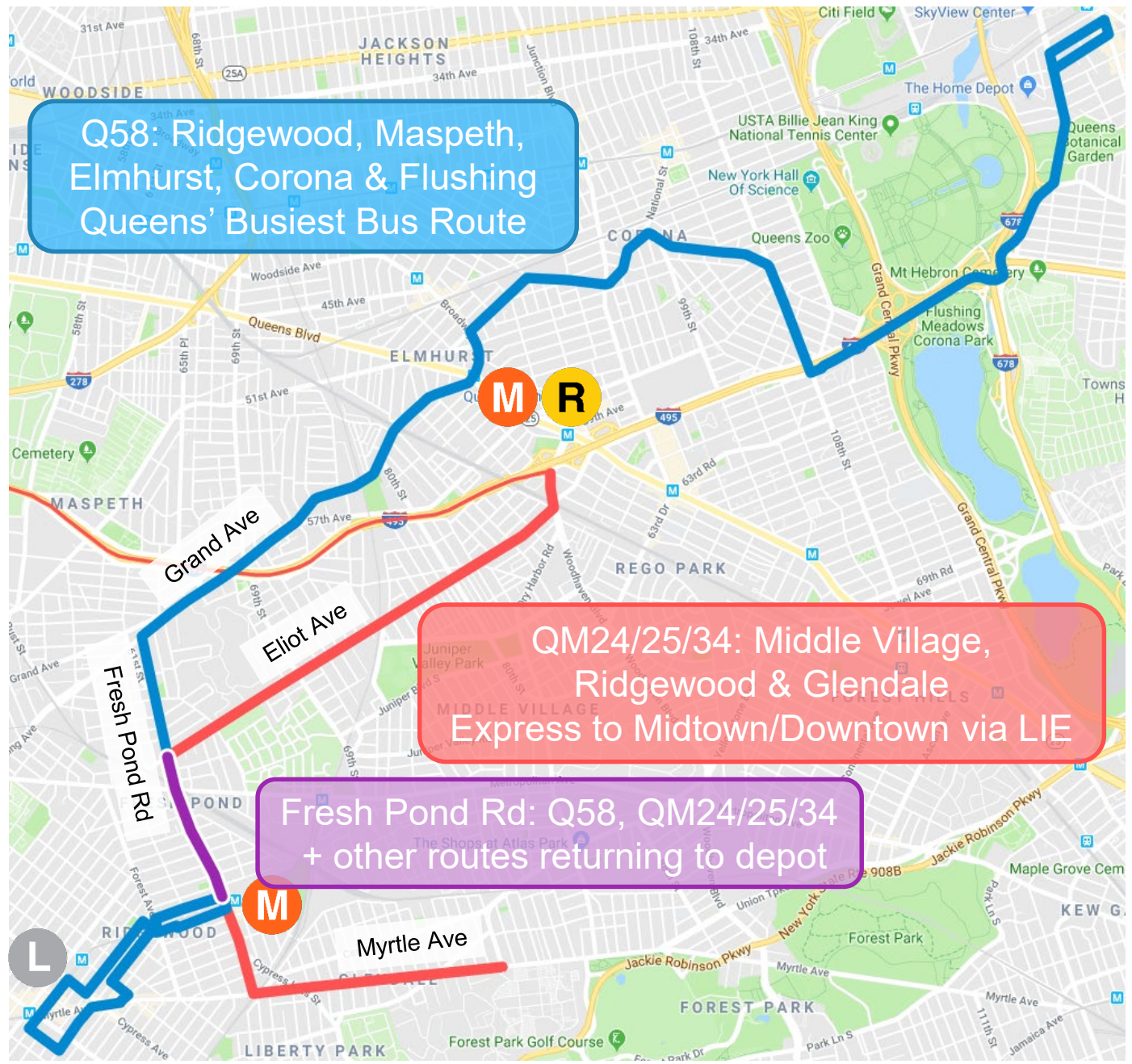


BETTER BUSES ACTION PLAN

- Fresh Pond Rd (Metropolitan Ave to Putnam Ave) identified as 2019 priority project due to:
 - Slow bus speeds: **3.0 mph** during PM peak, compared to 6.4 mph peak Queens average
 - High route ridership (**30,000 daily**) & high volume of buses



IMPACTED ROUTES



Q58: Ridgewood, Maspeth, Elmhurst, Corona & Flushing Queens' Busiest Bus Route

QM24/25/34: Middle Village, Ridgewood & Glendale Express to Midtown/Downtown via LIE

Fresh Pond Rd: Q58, QM24/25/34 + other routes returning to depot

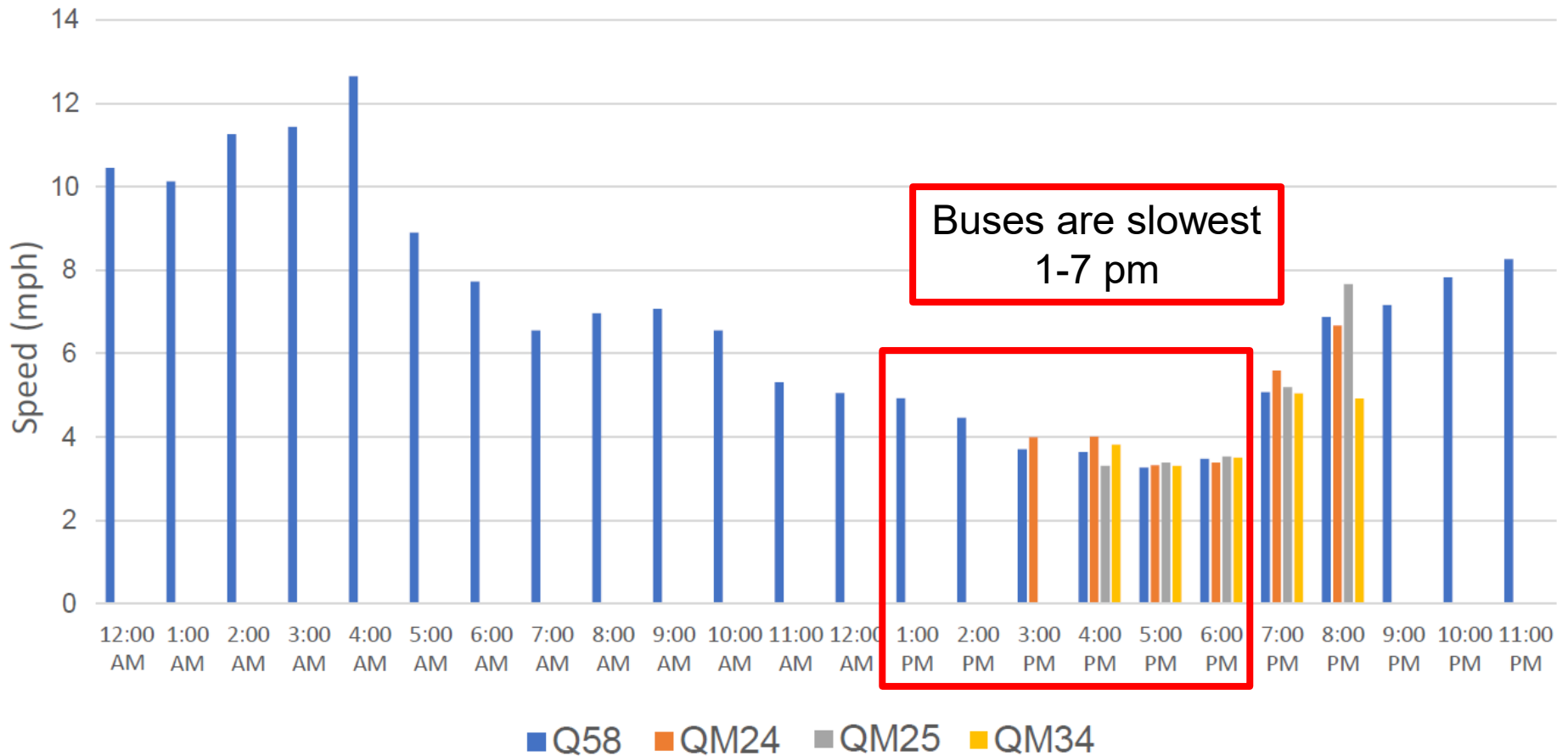
CORRIDOR OVERVIEW

- Metropolitan Ave to Putnam Ave (½ mi.)
- Continuous southbound traffic backup in afternoon & evening



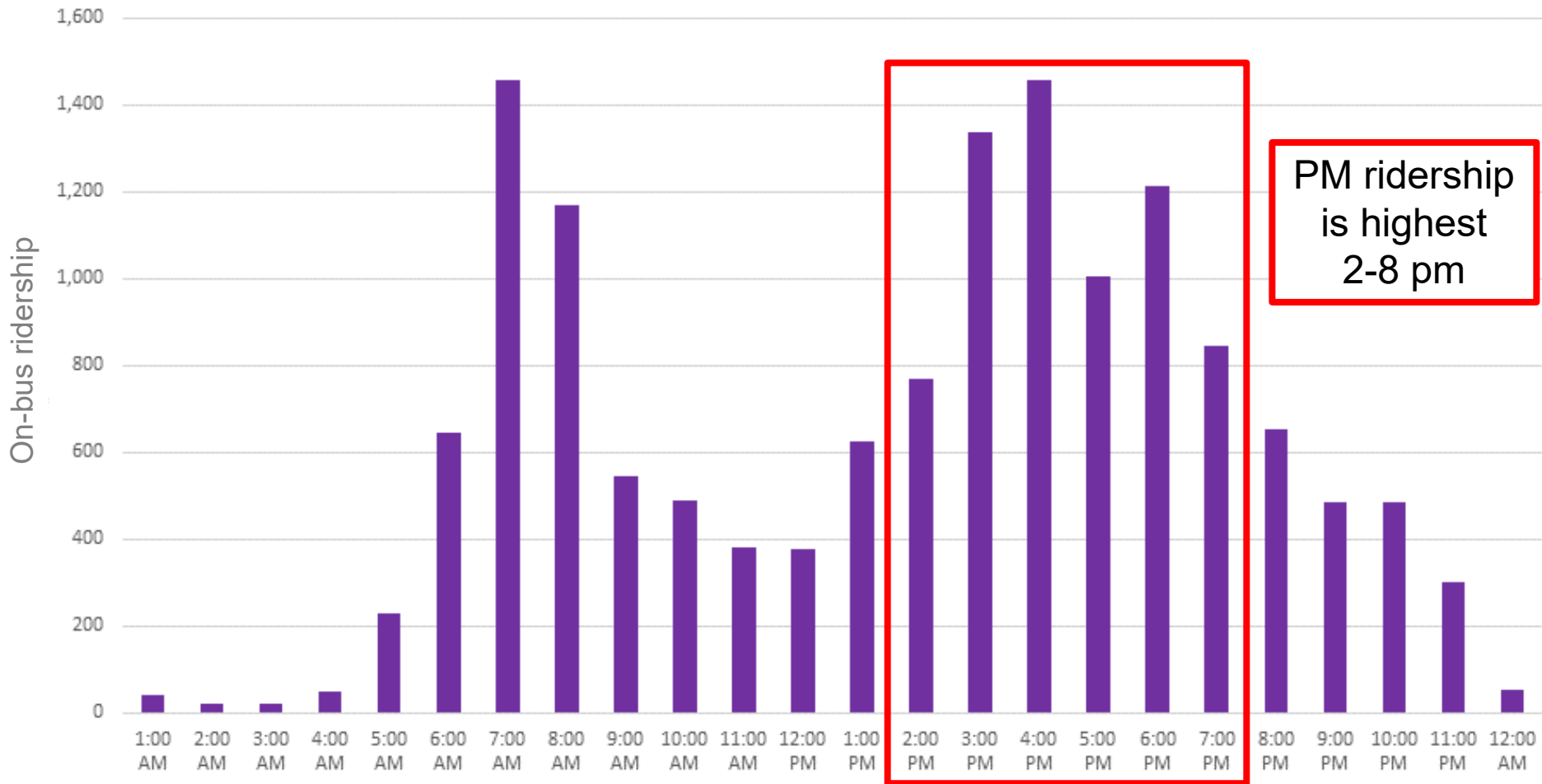
BUS SPEEDS

Metropolitan Ave to Putnam Ave (southbound)



BUS RIDERSHIP

Metropolitan Ave to Putnam Ave (southbound)



Public Outreach

2

MERCHANT SURVEY

- DOT visited every business between Metropolitan Ave and Putnam Ave, gave 65 surveys
- **61%** of businesses say their average delivery takes under 15 minutes
- **66%** want more delivery zones
- **35%** see some of their delivery vehicles park on side streets



PARKING SURVEY

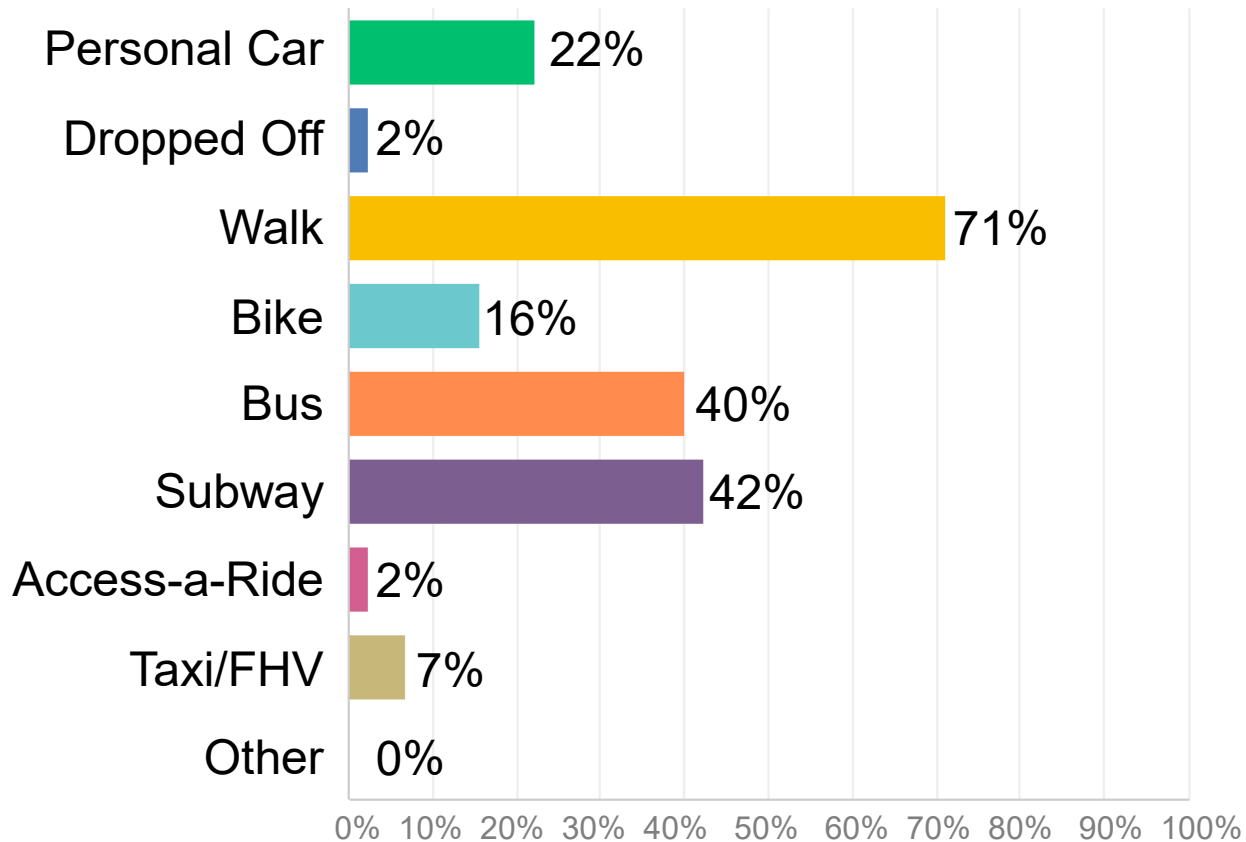
- In April 2019, DOT conducted a survey of double-parked and illegally parked vehicles
- **74%** personal vehicles
- **67%** planned to stay for 5 minutes or less
- **78%** support shorter-term parking zones



SHOPPER SURVEY

“Which modes of transportation do you use to get to Fresh Pond Rd?” (select all that apply)

45 responses across 3 survey days in April 2019 (Wed, Fri, Sun)

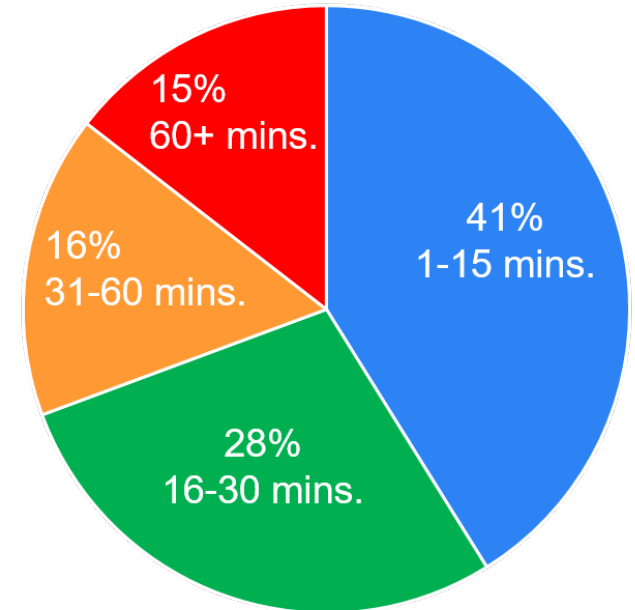


Parking & Loading Analysis

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WOODBINE ST TO MADISON ST

- 2-hour metered parking Mon-Sat 8a-7p; no loading zones
- Median stay 18 minutes
- 6 vehicles double parked; median stay 3 minutes



MENAHAN ST TO GROVE ST

- Southbound curb (right side): Alternate Side Parking
 - Average stay 3 hours, 41 minutes
 - Used for long-term storage; only 2 spaces turn over per hour between 7am-8pm



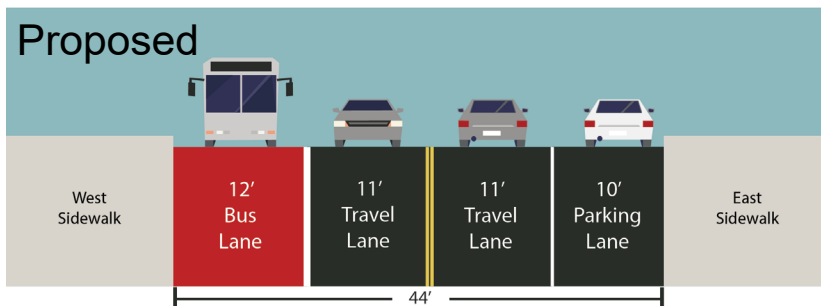
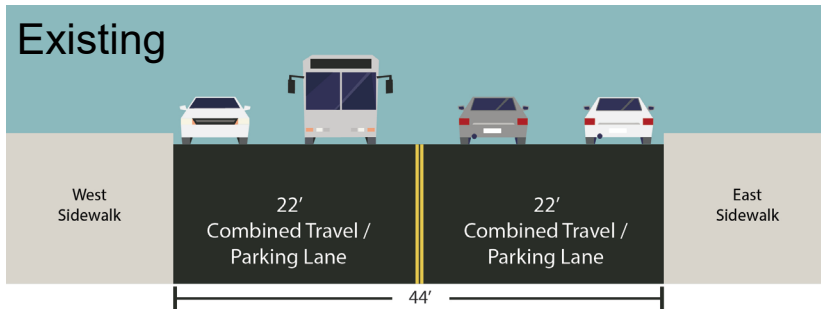
Proposal & Next Steps

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PROPOSAL: SOUTHBOUND

- Curbside bus lane, Bleecker St to Putnam Ave
 - Active during 2-8pm Mon-Fri; parking/loading other times
 - Allows buses to bypass traffic congestion
 - Provides dedicated SB vehicular lane for local residents to access commercial core & residential neighborhood
 - Improves traffic flow for all vehicles

Example of curbside bus lane



PROPOSAL: SOUTHBOUND

- Existing, single-direction curbside bus lanes:
 - Fulton St, Lafayette Ave to Grand Ave (14 blocks):
 - Buses 22-31% faster during peak
 - Utica Ave, Bergen St to Atlantic Ave (3 blocks):
 - Buses 17-26% faster during peak

Fulton St



Utica Ave



PROPOSAL: BOTH DIRECTIONS & SPURS

- Curb regulations to increase available parking and reduce congestion
- Block-by-block plans developed by incorporating feedback from elected officials & stakeholders
- Considerations include:
 1. New part-time loading zones on some blocks
 2. Additional metered spaces on spurs
 3. Studying signal timing on Fresh Pond Rd
 4. Bus stop consolidation

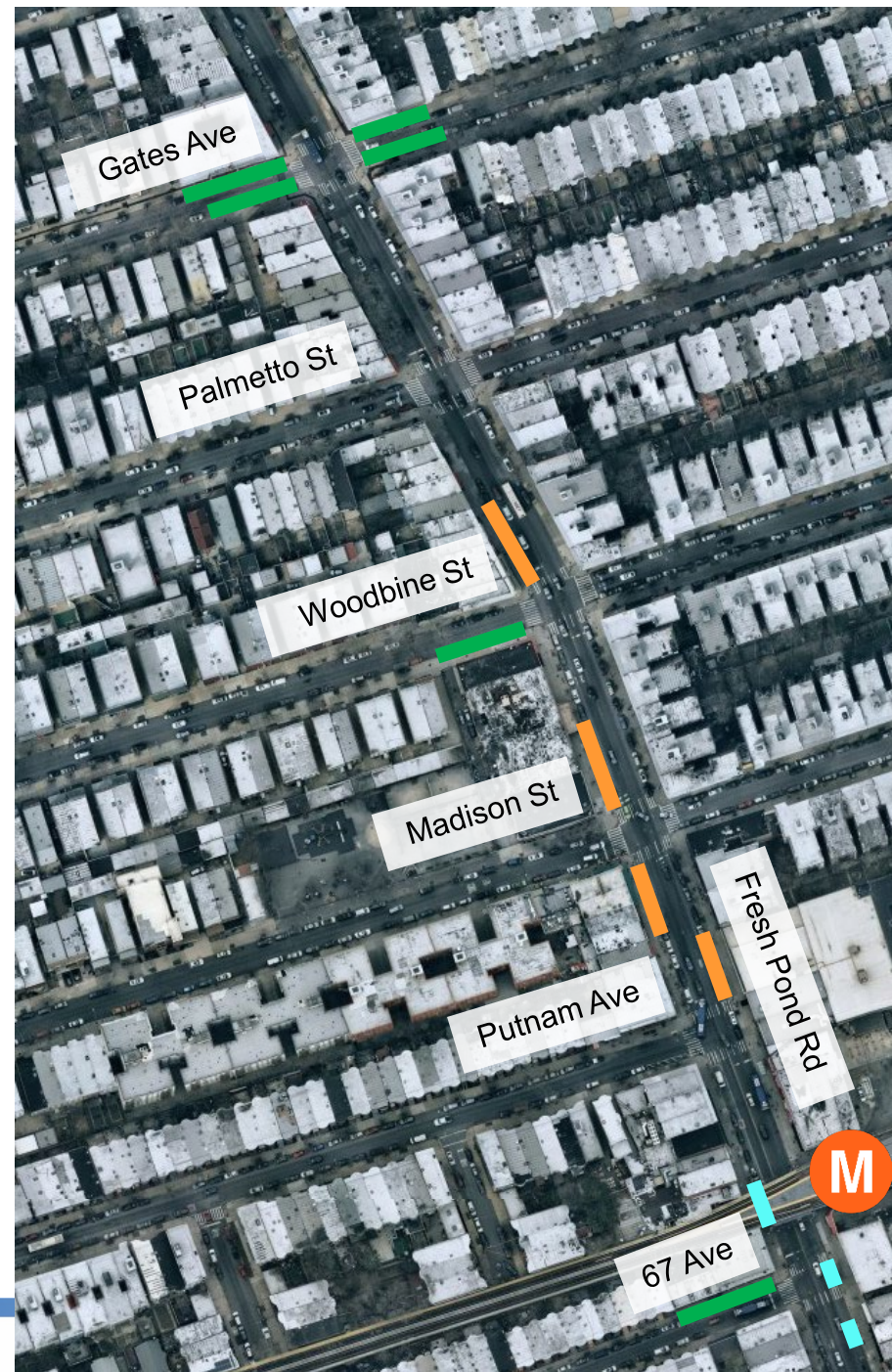
PROPOSAL: PARKING CHANGES

- Bus lane would repurpose 70 spaces during PM peak
 - 55 metered, 15 ASP
- Mitigated by 61 new metered spaces on spurs
 - 2-hour metered Mon-Sat 9a-7p
 - ASP other times
- Grove St: convert No Standing Anytime to designated loading zone



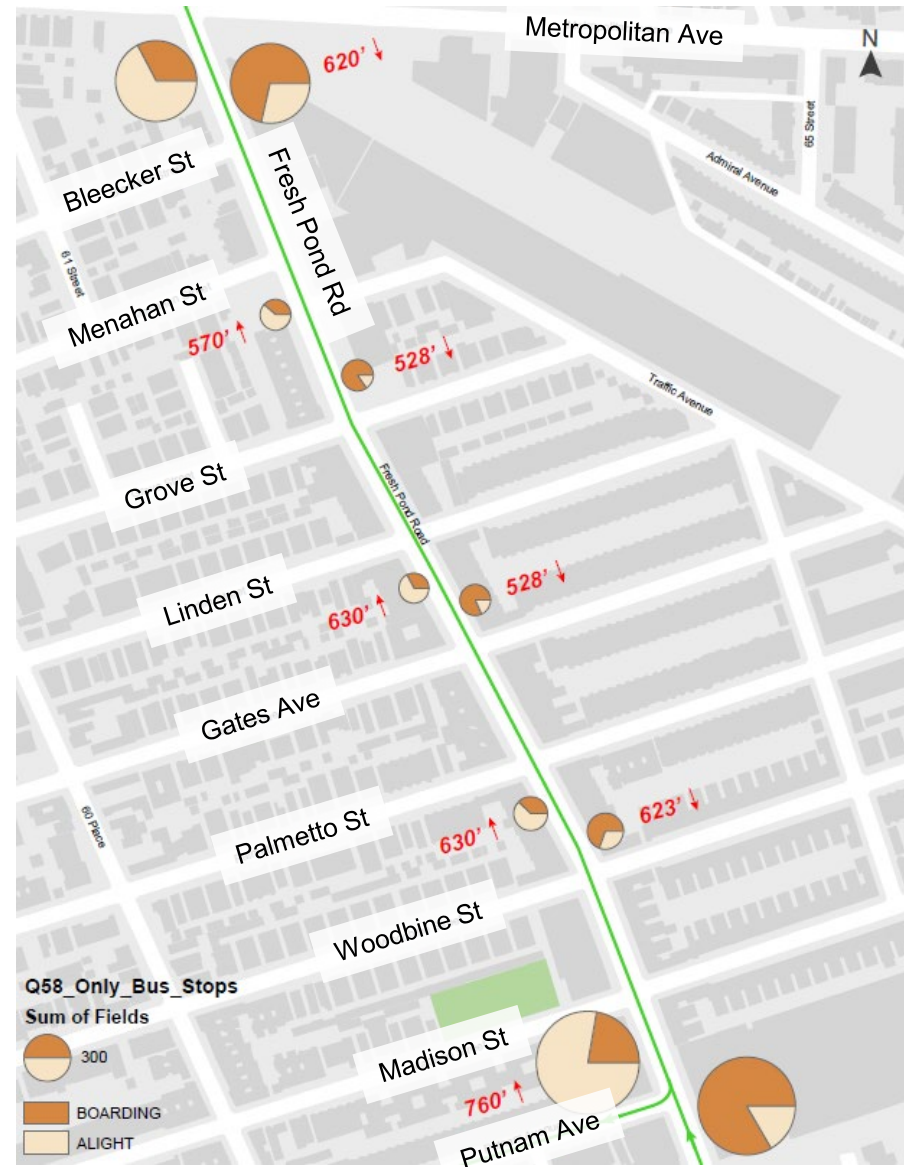
PROPOSAL: PARKING CHANGES

- Bus lane would repurpose 70 spaces during PM peak
 - 55 metered, 15 ASP
- Mitigated by 61 new metered spaces on spurs
 - 2-hour metered parking Mon-Sat 9a-7p
 - ASP other times
- New loading zones at key locations
- Daylighting at approaches to Fresh Pond Bus Depot



PROPOSAL: BUS STOP SPACING

- Existing bus stops:
 - 5 stop pairs
 - Each ~2 blocks apart
 - Most ridership is at Putnam Ave and Metropolitan Ave



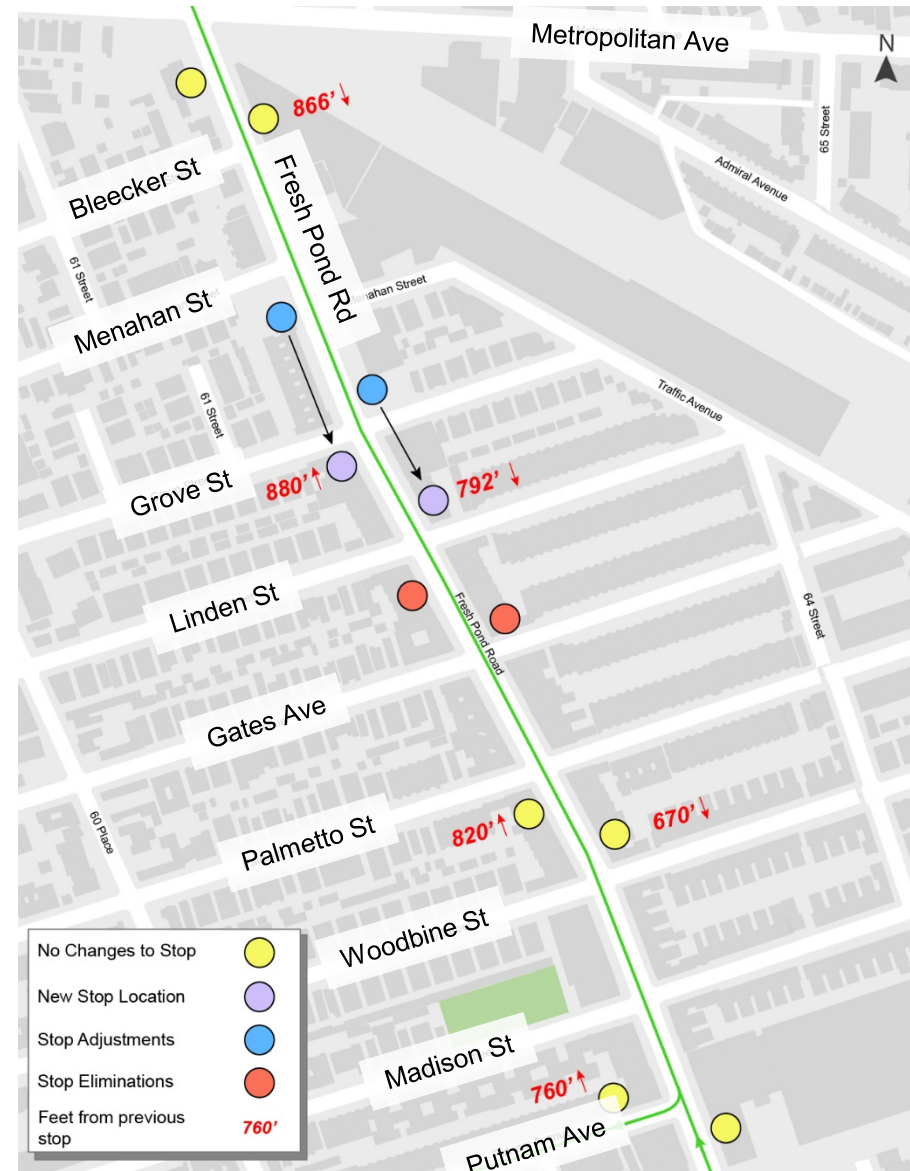
PROPOSAL: BUS STOP SPACING

- Proposed bus stops:
 - 4 stop pairs
 - Each ~3 blocks apart

● 3 pairs retained

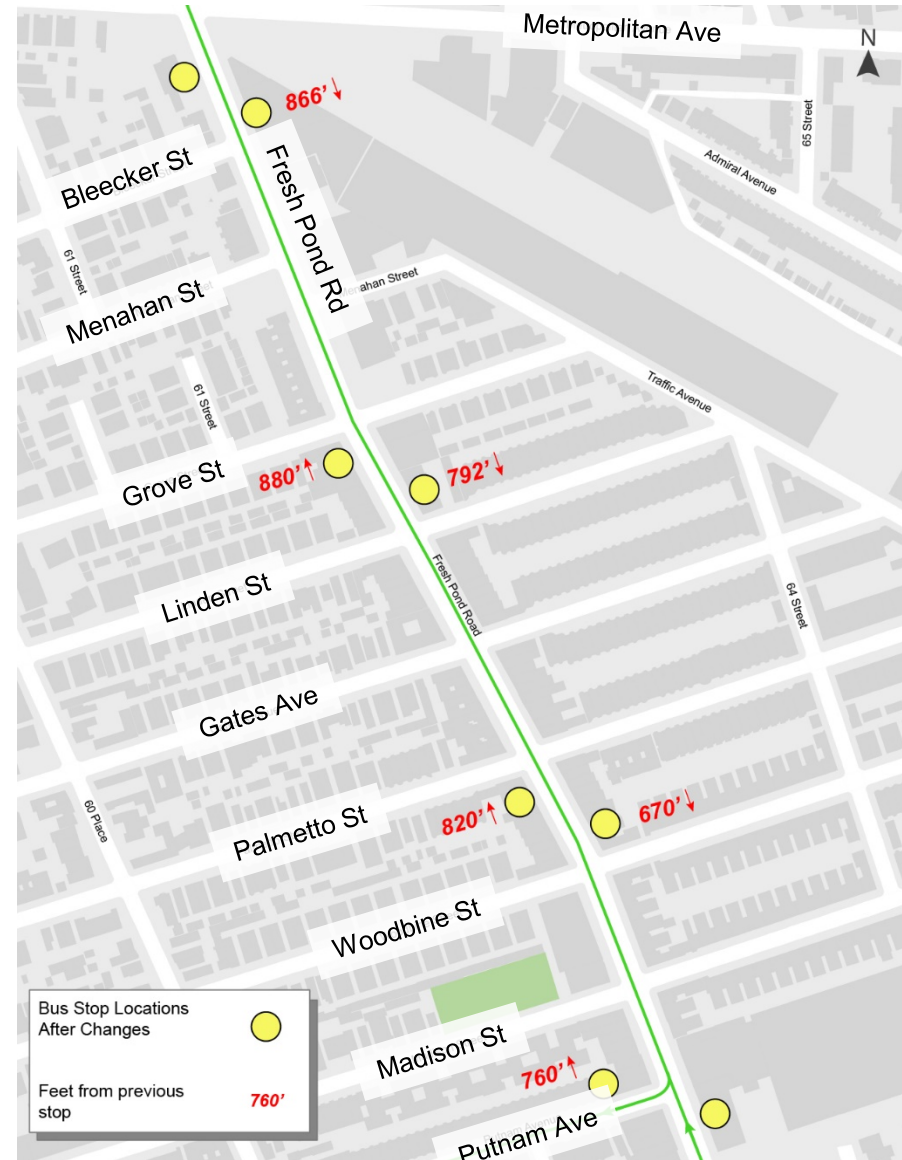
● 1 pair moved for even spacing

● 1 pair eliminated



PROPOSAL: BUS STOP SPACING

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 - 4 stop pairs
 - Each ~3 blocks apart



NEXT STEPS

- **May 21** – CB 5 Transportation Committee
- **May/June** – Continue outreach to community stakeholders
 - May 17 – Local Elected Officials Briefing
 - May 21 – CB 5 Transportation Committee
 - May 30 – Farmers Oval Civic Association
 - June 6 – Ridgewood Property Owners & Civic Assn.
 - June 6 – Glendale Property Owners' Association
 - June 10 – Liberty Park Civic Association
- **May/June** – Continue developing proposal, incorporating community feedback
- **June 12** – **CB 5 Full Board**
- **June 18** – CB 5 Transportation Committee
- **Summer** – Implementation

THANK YOU!

Questions?



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