PRESENTATION OVERVIEW

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

Buses are slowest 1-7 pm
BUS RIDERSHIP

Metropolitan Ave to Putnam Ave (southbound)

PM ridership is highest 2-8 pm
Public Outreach
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
“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)

- Personal Car: 22%
- Dropped Off: 2%
- Walk: 71%
- Bike: 16%
- Bus: 40%
- Subway: 42%
- Access-a-Ride: 2%
- Taxi/FHV: 7%
- Other: 0%
Parking & Loading Analysis
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
• 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

MENAHAN ST TO GROVE ST
Proposal & Next Steps
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
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

- Proposed bus stops:
  - 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?