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
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)

Buses are slowest 1-7 pm
BUS RIDERSHIP

Metropolitan Ave to Putnam Ave (southbound)

On-bus ridership

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
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
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

• Proposal:
  1. Bus stop consolidation
  2. Additional metered spaces on spurs
  3. New part-time loading zones
  4. Improved signal timing on Fresh Pond Rd
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
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
- Grove St: convert No Standing to designated loading zone

Bus stop consolidation:
- Bus stop removal
- Bus stop addition
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
• Bus stop consolidation:
  • Bus stop removal
PROPOSAL DEVELOPMENT

Changes to proposal in response to community requests:

• Preserved alternate-side parking on select spurs
  • Menahan St, southeast spur
  • Bleecker St, southeast spur
• Eliminated proposal to reduce 2-hour meters to 1 hour on busiest blocks
• Working with MTA to address Fresh Pond Depot issues
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

• June 12 – CB 5 Full Board

• May/June – Continue developing proposal, incorporating community feedback

• June 18 – CB 5 Transportation Committee

• Summer – Implementation
THANK YOU!

Questions?
Appendix
COMMERCIAL VEHICLE PARKING/LOADING DEMAND BY HOUR

Commercial Vehicles Per Hour, Fresh Pond Rd southbound
Sample Blocks: Woodbine St to Madison St and Grove St to Linden St

81% of deliveries occur before proposed bus lane hours

Proposed bus lane hours (2-8 pm)
BUS RIDERSHIP BY ROUTE

Metropolitan Ave to Putnam Ave (southbound)

On-bus ridership

PM ridership is highest 2-8 pm