



# **Queensboro Bridge Bus Priority Study: Summary of Recommendations**

October, 2011



# Queensboro Bridge Bus Priority Study Overview

## **Study Goal:**

- *Identify cost-effective ways to improve bus speed and reliability for local and express buses that use the QBB.*

## **Study Principles:**

- Consult stakeholders
- Ensure pedestrian and driver safety
- Balance the needs of all bridge users
- Evaluate benefits and potential impacts
- Minimize impact on adjacent neighborhoods



# Queensboro Bridge Bus Priority Study Project Need

- **The QBB is a major bus corridor**
  - 16,000 bus trips a day
  - 110 buses during PM rush hour
  - Local service between Manhattan and Queens
- **Congestion on QBB is a major cause of bus delay**
  - Significant bus delay during rush hour
  - Over 75% of QBB bus riders report regular delays
  - Congestion slows buses, making transit less attractive



# Queensboro Bridge Bus Priority Study Study Schedule

## **Spring 2010**

- Collected data on traffic and transit conditions
- Identified problem locations

## **Summer 2010**

- Presentation on study to Mn and Qns Community Boards
- Developed preliminary improvement options

## **Fall/Winter 2010-2011**

- Conducted traffic analysis
- Screened options and narrowed down list of recommendations

## **Spring 2011**

- Presented study findings to Mn and Qns Community Boards
- Developed short term implementation plan

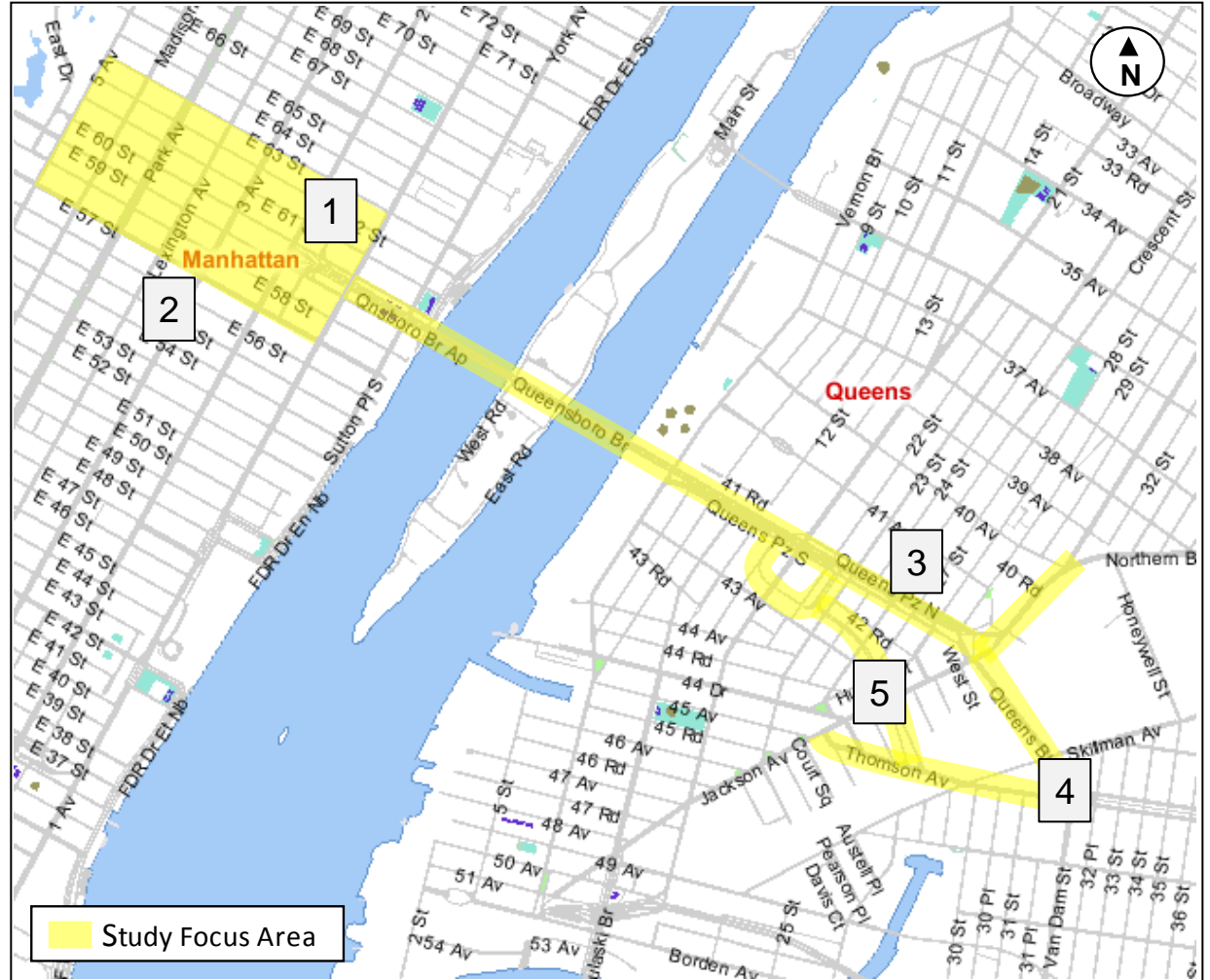
## **Fall 2011**

- Implemented short term improvements
- Continue development of longer range improvements



# Queensboro Bridge Bus Priority Study Study Focus Areas

1. 60<sup>th</sup> St. and 2<sup>nd</sup> Ave: bus safety
2. 57<sup>th</sup> St and 3<sup>rd</sup> Ave: opportunity for bus priority
3. Crescent St and Queens Plaza North: pedestrian and bike safety
4. Thomson Ave and Van Dam St: traffic congestion and pedestrian safety
5. Thomson Ave Ramps: traffic congestion



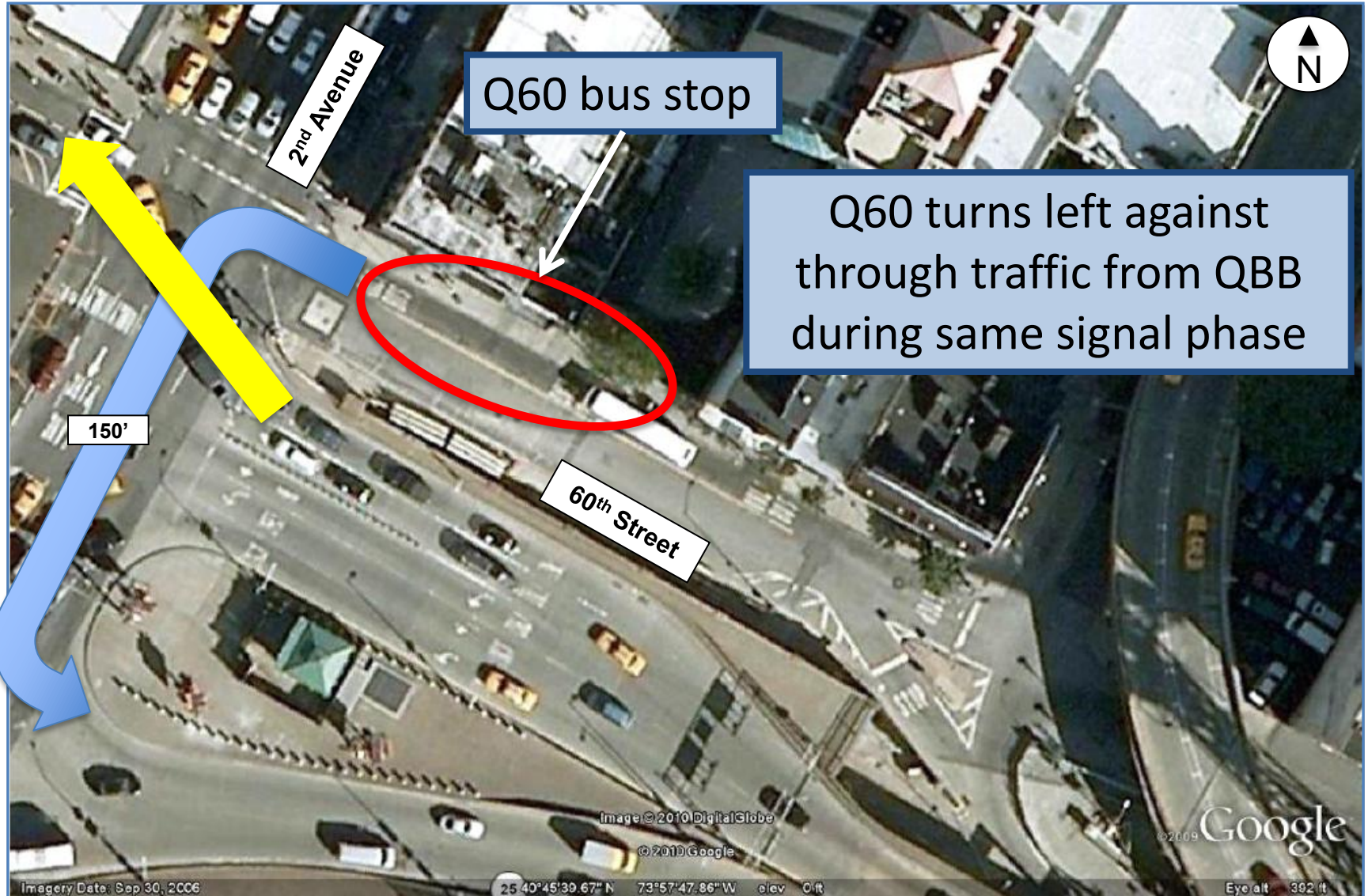




# Queensboro Bridge Bus Priority Study

Second Avenue at 60<sup>th</sup> Street

Existing Issue



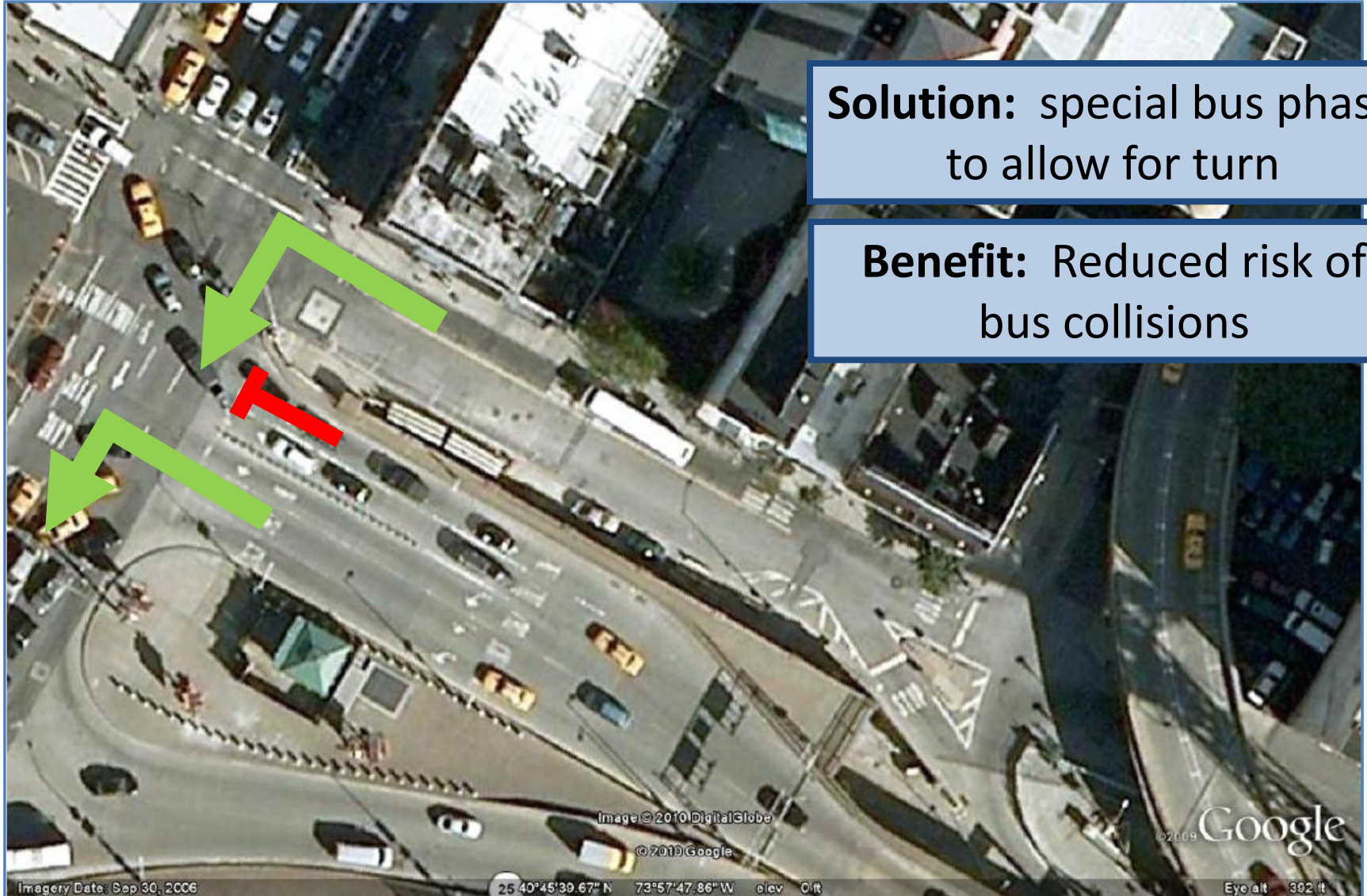




# Queensboro Bridge Bus Priority Study

## Second Avenue at 60<sup>th</sup> Street

### Recommendation #1A



**Solution:** special bus phase to allow for turn

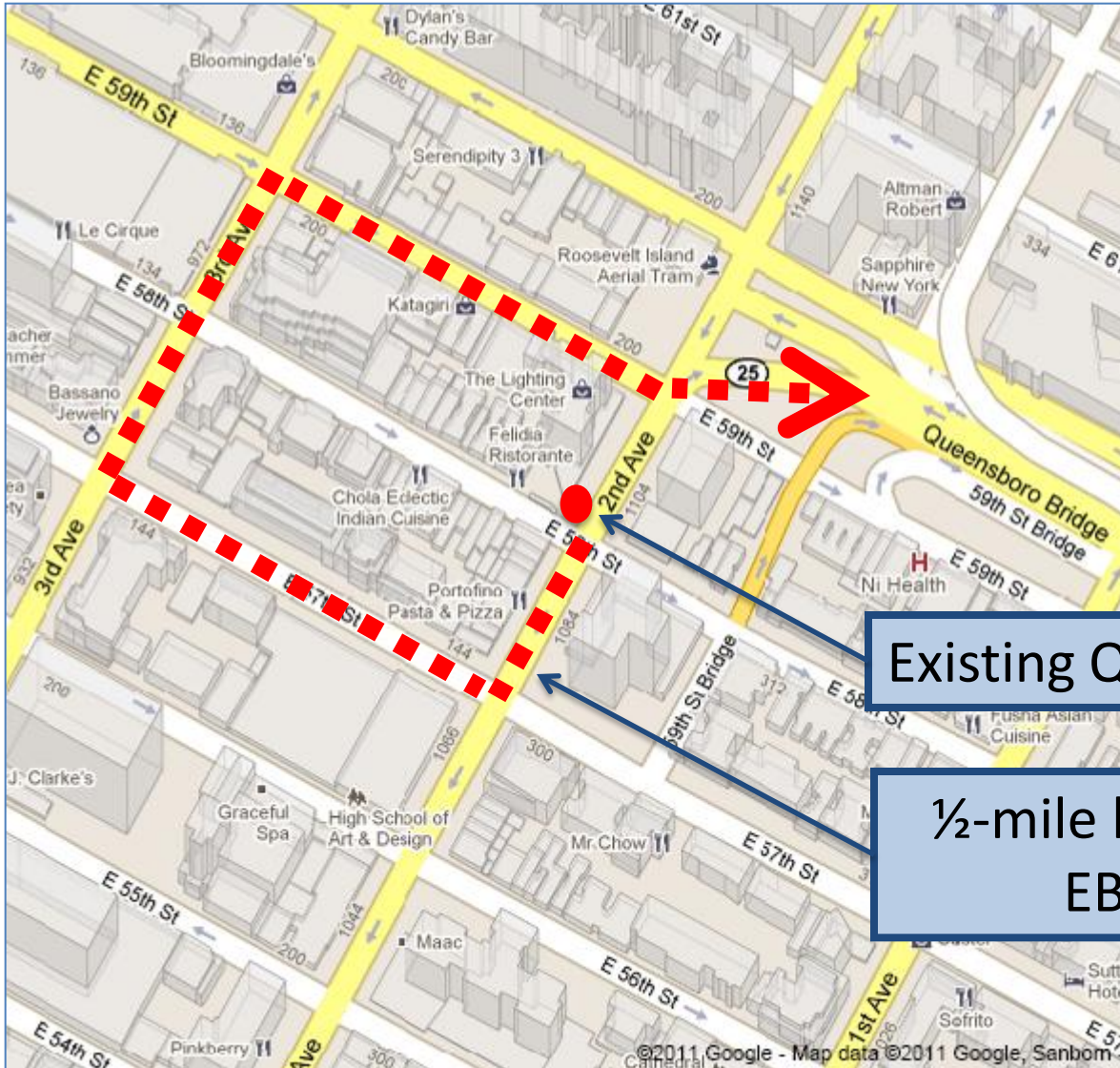
**Benefit:** Reduced risk of bus collisions



# Queensboro Bridge Bus Priority Study

## Q101 Second Avenue Bus Stop

### Existing Issue



Existing Q101 bus stop

1/2-mile loop to return  
EB on QBB





# Queensboro Bridge Bus Priority Study

## 60<sup>th</sup> Street Bus Stop Recommendation #1B



**Solution:** Reconfigure 60<sup>th</sup> Street to provide 2 WB bus lanes and stops (Q60 & Q101)

### Benefits:

- 5-min. Q101 travel time savings
- improved bus reliability
- Q101 bus stop removed from 2<sup>nd</sup> Ave bus lane
- fewer bus turns in Manhattan (ped safety)

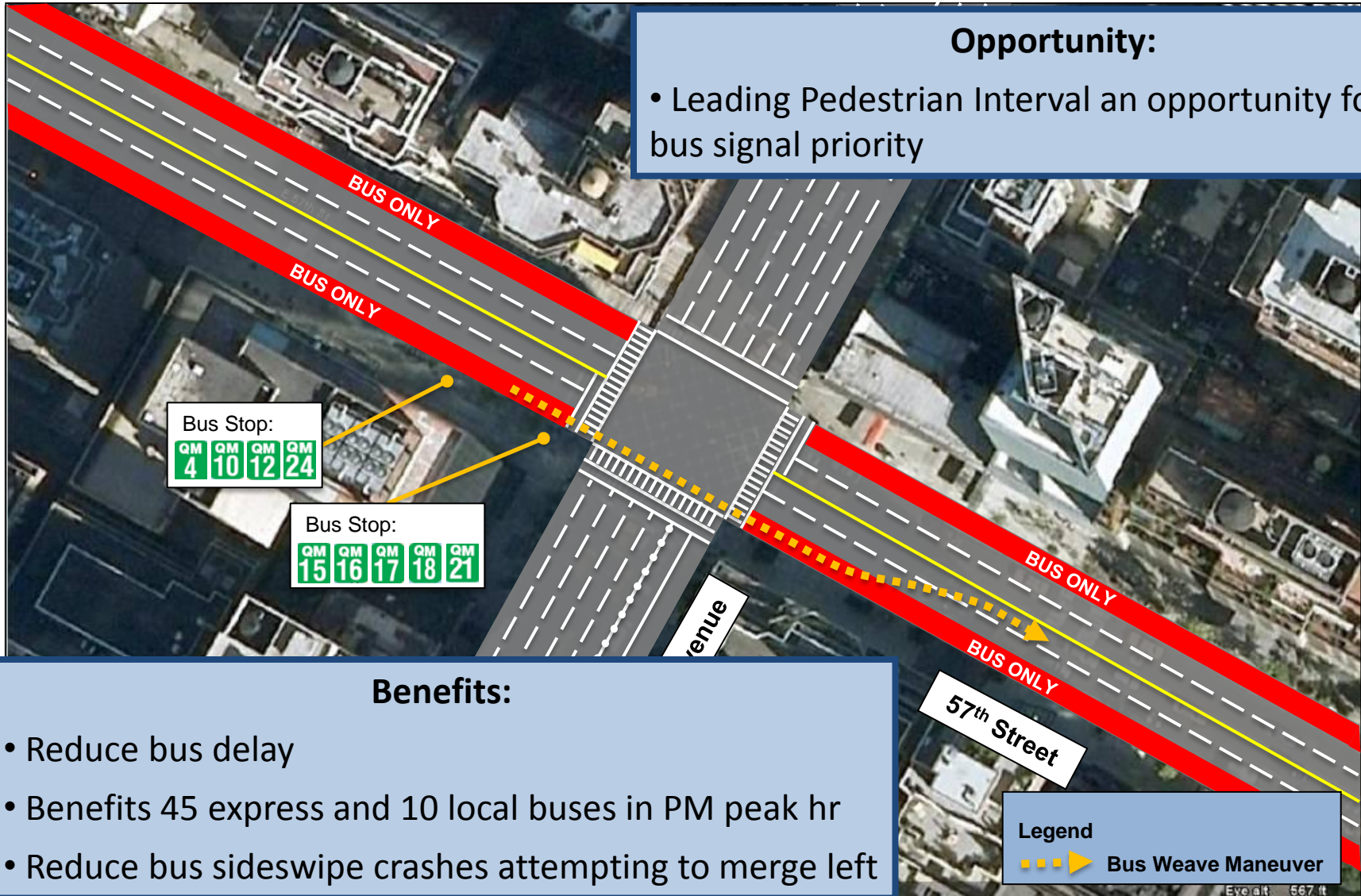


# Queensboro Bridge Bus Priority Study

## Third Avenue at 57<sup>th</sup> Street Recommendation #2

### Opportunity:

- Leading Pedestrian Interval an opportunity for EB bus signal priority



### Benefits:

- Reduce bus delay
- Benefits 45 express and 10 local buses in PM peak hr
- Reduce bus sideswipe crashes attempting to merge left

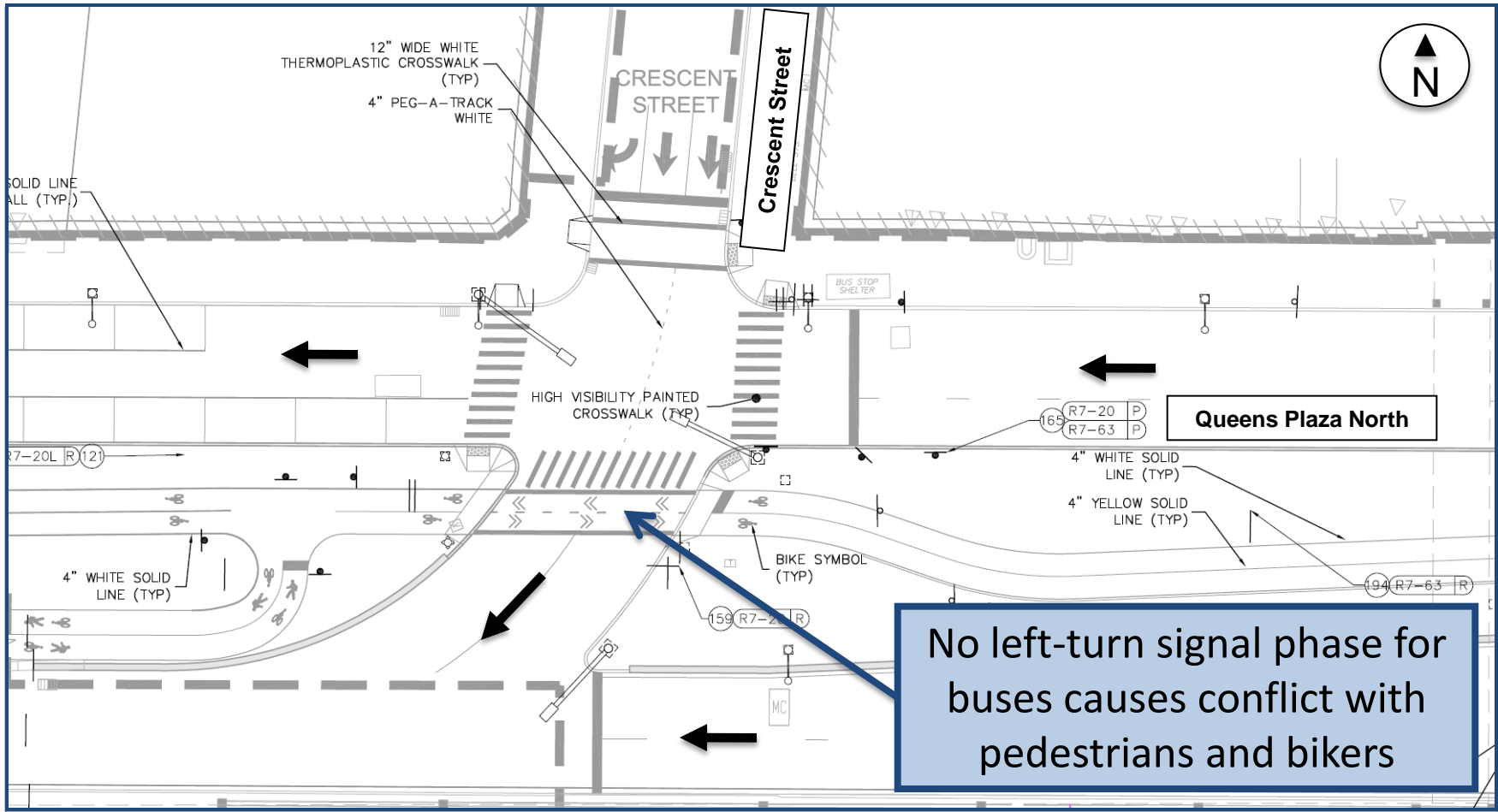




# Queensboro Bridge Bus Priority Study

## Queens Plaza North at Crescent Street

### Future Issue







# Queensboro Bridge Bus Priority Study

NYCEDC Proposed

Bikeway/Pedestrian Crossing Location (November 2010)

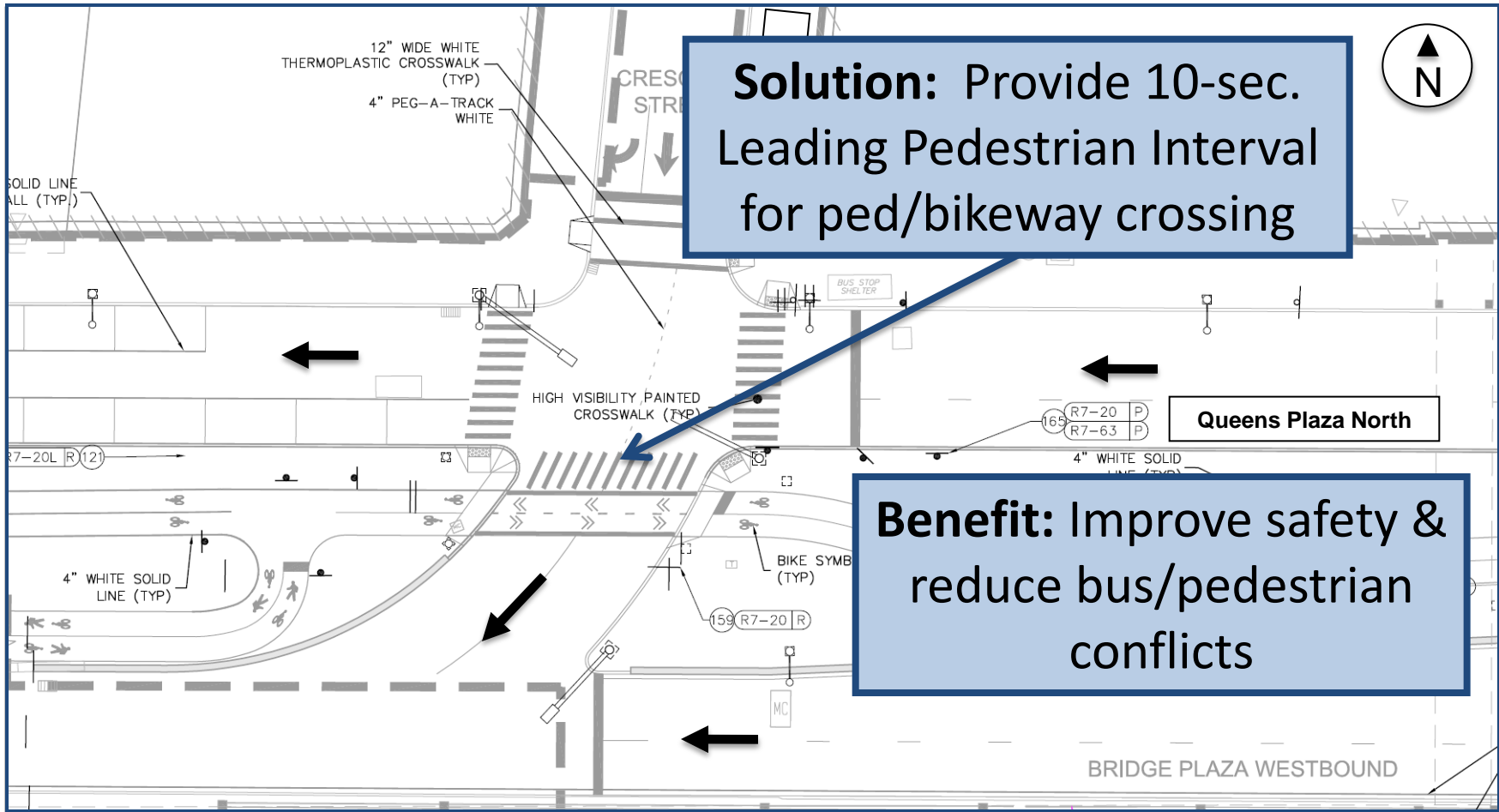




# Queensboro Bridge Bus Priority Study

## Queens Plaza North at Crescent Street

### Recommendation #3





# Queensboro Bridge Bus Priority Study

Thomson Avenue at Van Dam Street

Existing Issues



High volume of pedestrian conflicts with express buses & rutted paver crosswalk

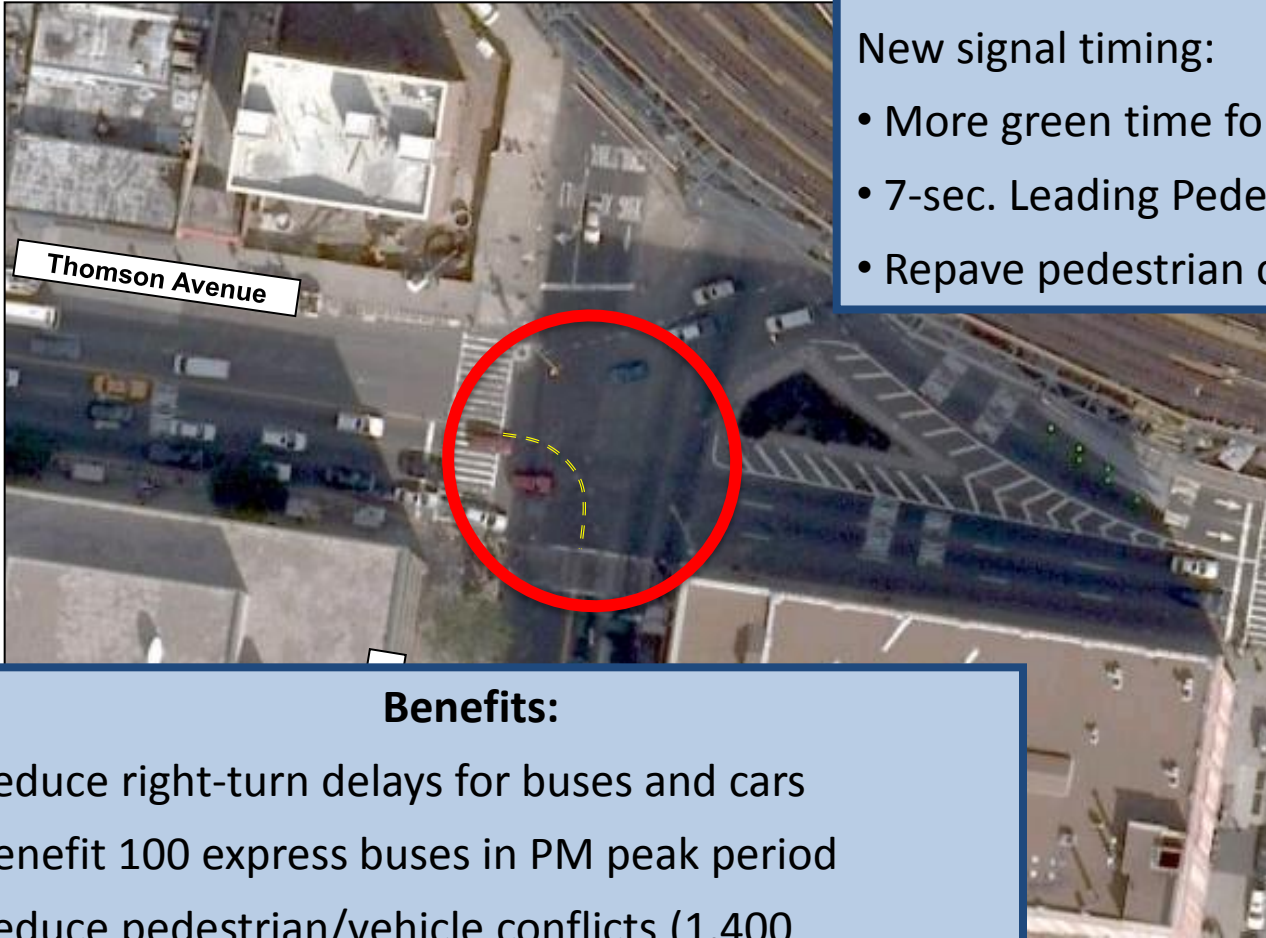




# Queensboro Bridge Bus Priority Study

## Thomson Avenue at Van Dam Street

### Recommendation #4



#### Solution:

New signal timing:

- More green time for buses turning right
- 7-sec. Leading Pedestrian Interval
- Repave pedestrian crosswalk

#### Benefits:

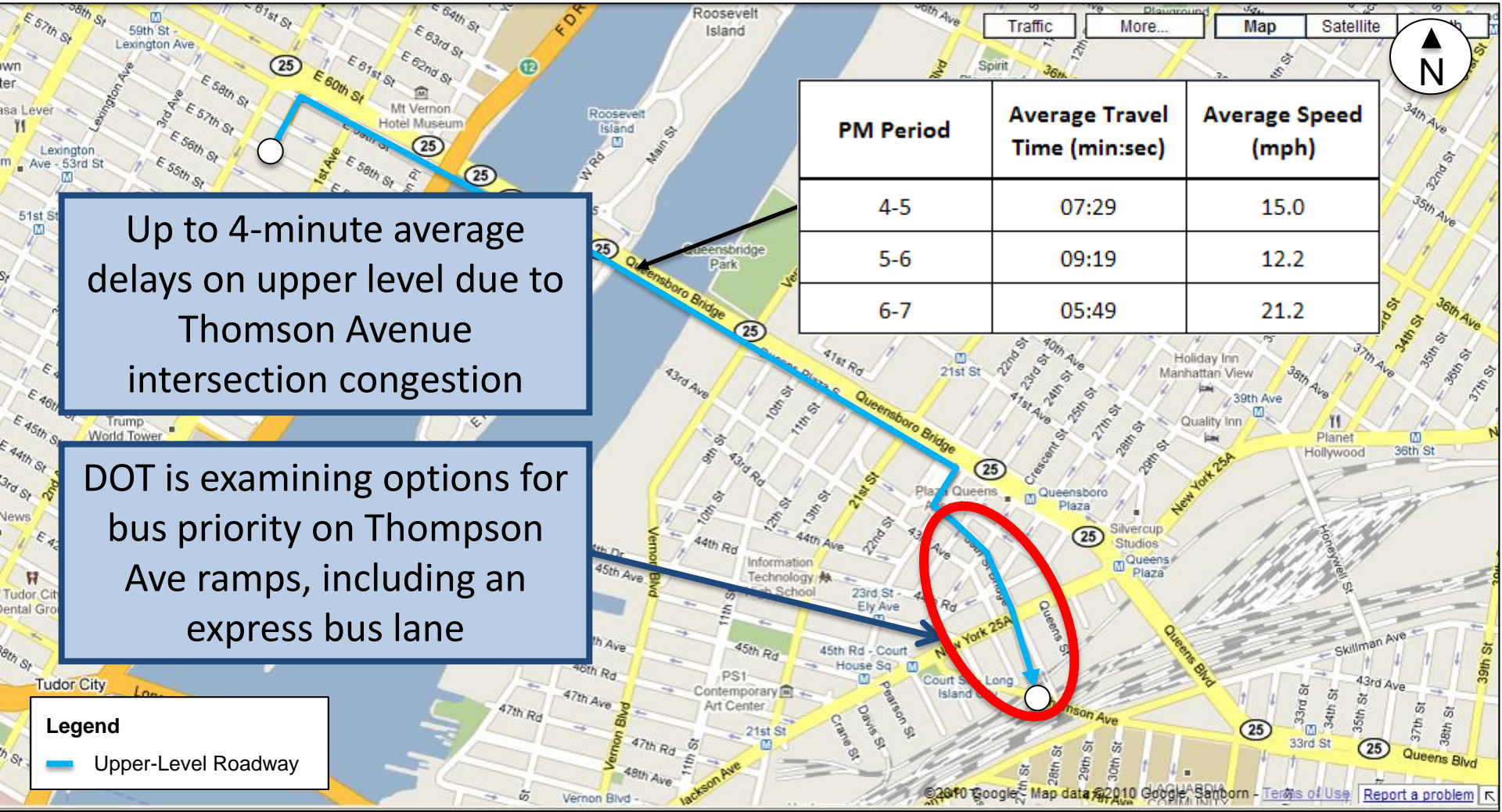
- Reduce right-turn delays for buses and cars
- Benefit 100 express buses in PM peak period
- Reduce pedestrian/vehicle conflicts (1,400 pedestrians use south crosswalk in PM peak hour)



# Queensboro Bridge Bus Priority Study

## Upper Level Express Buses

### Recommendation #5





# Queensboro Bridge Bus Priority Study Implementation

## **Recommendations #1-4**

- Presented to local Community Boards in spring 2011
- Implemented in fall 2011

## **Recommendation #5**

- DOT to conduct additional analysis of bus priority options
- Revisit Community Boards when complete