



# Jamaica Bus Improvement Study Community Advisory Committee Meeting #2

Friday, March 25, 2011  
Jamaica Control Center, AirTrain Building

## **Agenda**

Project Overview

Existing Conditions

Recommendations

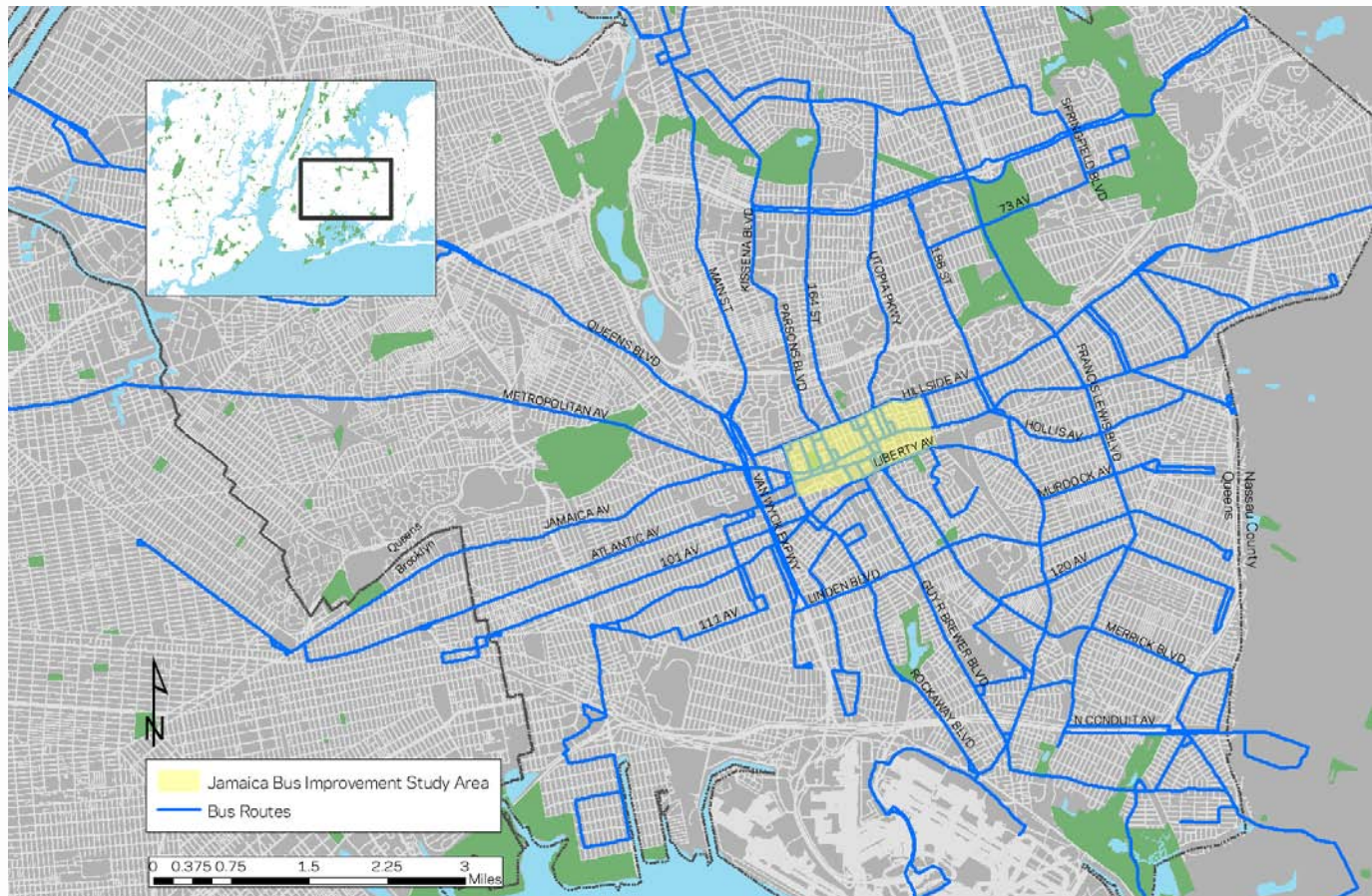
Next Steps

## Study Context

Outgrowth of New York City  
Bus Rapid Transit study  
Response to community  
concerns about bus  
movement in Jamaica CBD



## Study Context

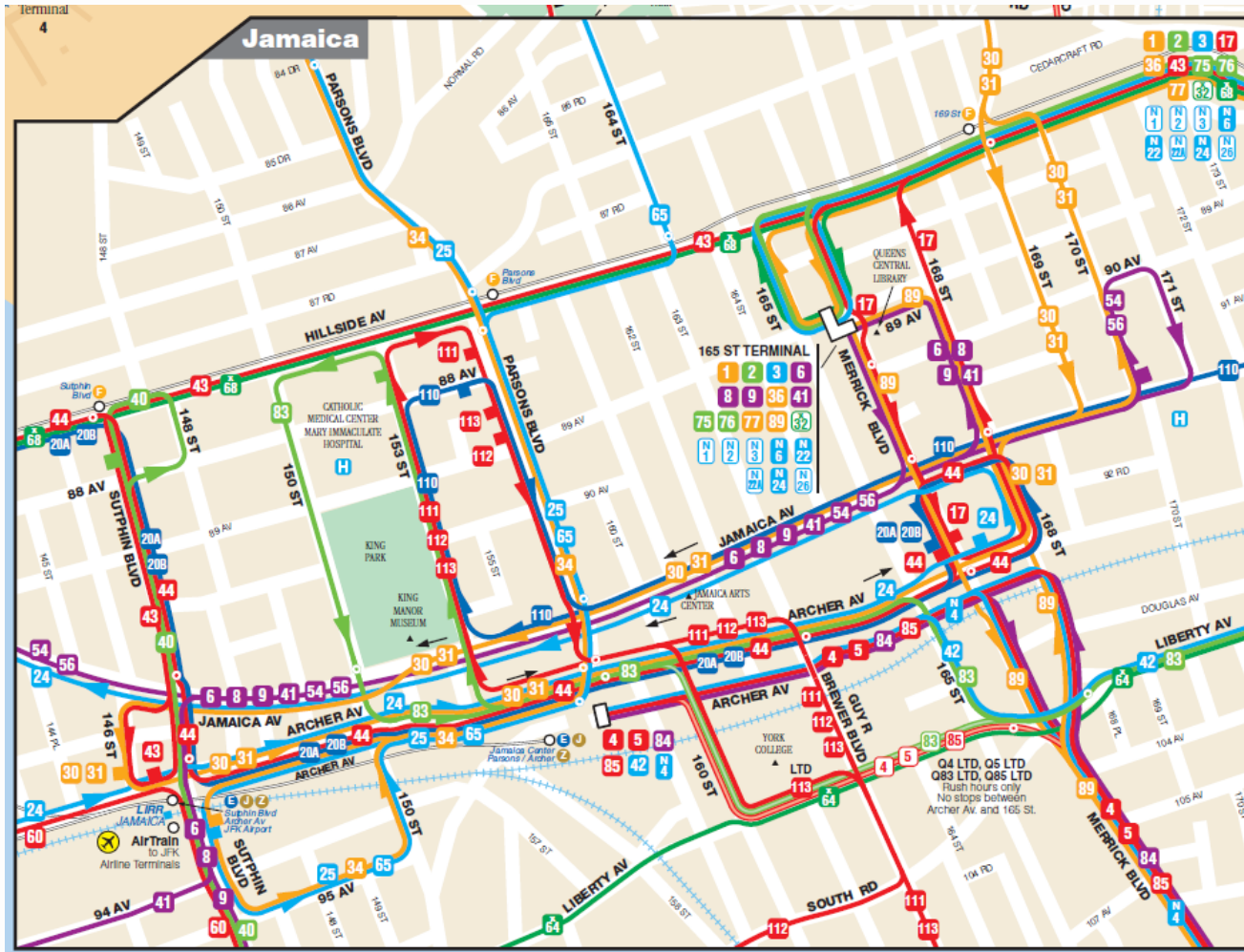


47 NYCT, MTA Bus and LI Bus routes - hub for services throughout SE Queens

**E** **F** **J** **Z** subway service

Very high volume of bus to subway transfers

## Study Context



47 NYCT, MTA Bus and LI Bus routes - hub for services throughout SE Queens

E F J Z subway service

Very high volume of bus to subway transfers

## Study Goals



Improve bus travel to/from Jamaica

Improve connections to subway and rail stations

Balance bus travel with pedestrian and vehicle traffic

## Field Observations

What we learned:

Many narrow streets with heavy bus and local traffic

Many misaligned intersections and complex street geometry

Existing bus lane markings are difficult to see and in poor condition



## Field Observations

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Many narrow streets with heavy bus and local traffic

Many misaligned intersections and complex street geometry

Existing bus lane markings are difficult to see and in poor condition





## Field Observations

What we learned:

Bus stop patterns cause  
excess weaving, congestion

Layover locations misplaced or  
inadequate, causing spillover  
into other areas



## Community Advisory Committee Meeting #1

What we learned:

Bus Operations Issues

- Undesirable layover locations

- Number of stop and routes

- Passenger amenities

Traffic Concerns

- Turn movements add to congestion

- Traffic diversions to side streets

Improve Signage and Lane Markings

Enforcement

Safety and Quality of Life



## Study Process

- ✓ Data Collection & Bus Passenger Survey
- ✓ Initial Community Input
- ✓ Existing Conditions Evaluation
- ✓ Bus Use Forecasting and Issues ID
- ✓ Develop Preliminary Recommendations
- Evaluate Preliminary Recommendations
- Community Input and Review
- Implement Desired Recommendations



## Study Recommendations

Improved bus lanes

Relocate bus stops/layover areas

Realign intersections

- Jamaica/168th St

- Hillside/Home Lawn/169th

Dedicated Livery/Commuter Van areas

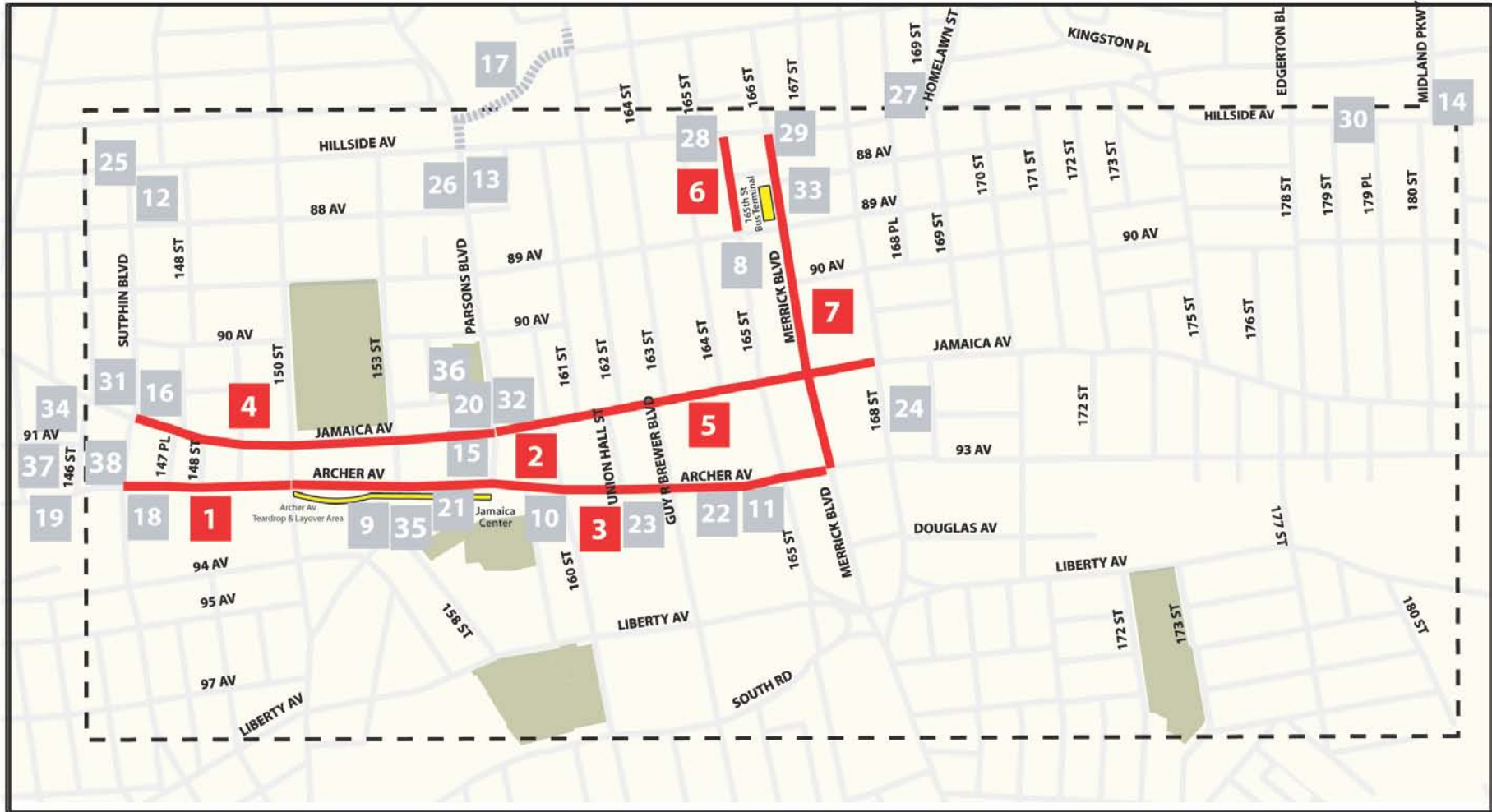
Revise curb regulations

- Relocate placard parking

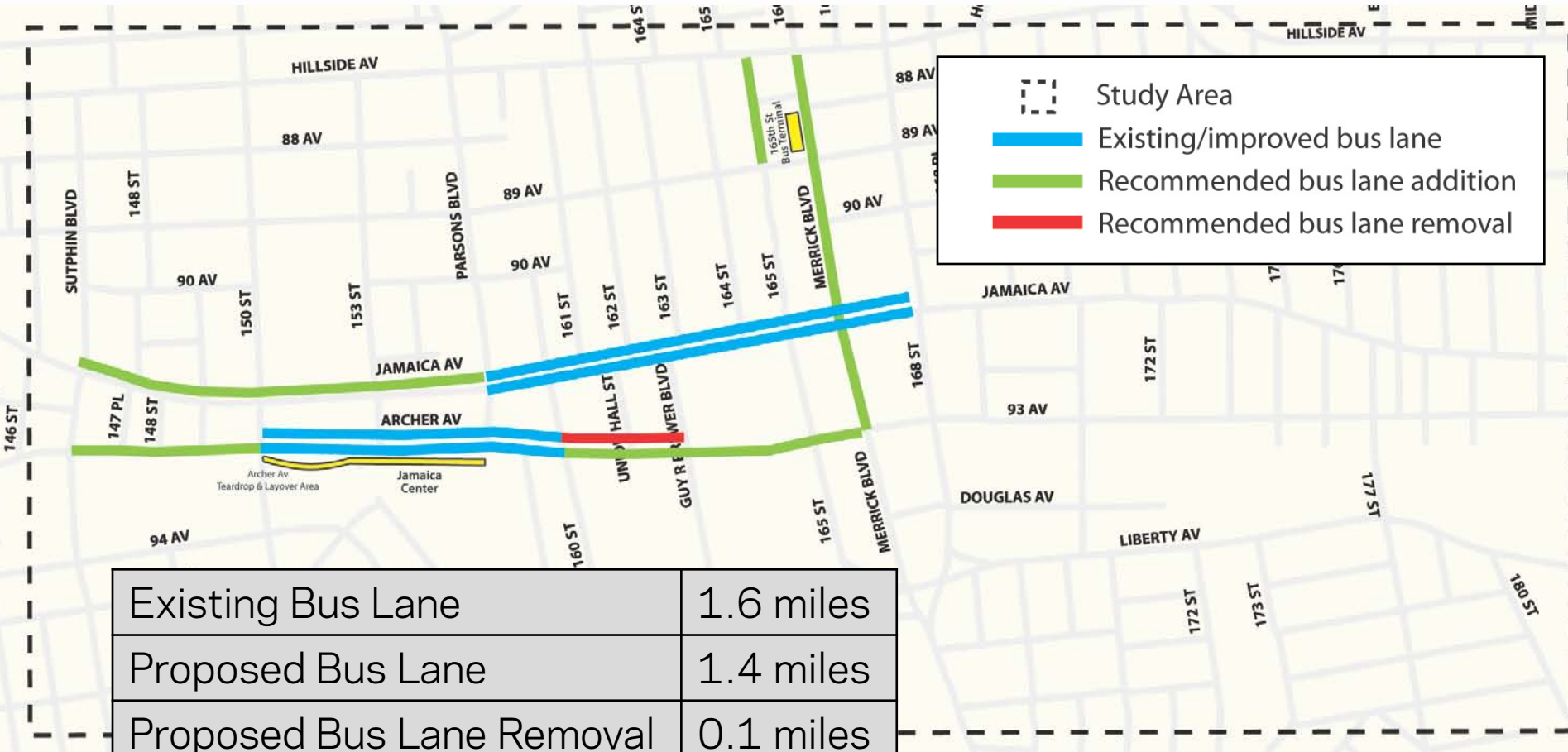
- Potential delivery windows

Add bus shelters where possible

## Study Recommendations



## Proposed Bus Lanes



## Proposed Bus Lanes



## Archer Avenue - Existing Conditions

Busiest local bus corridor in NYC (up to 180 buses/hr per direction)

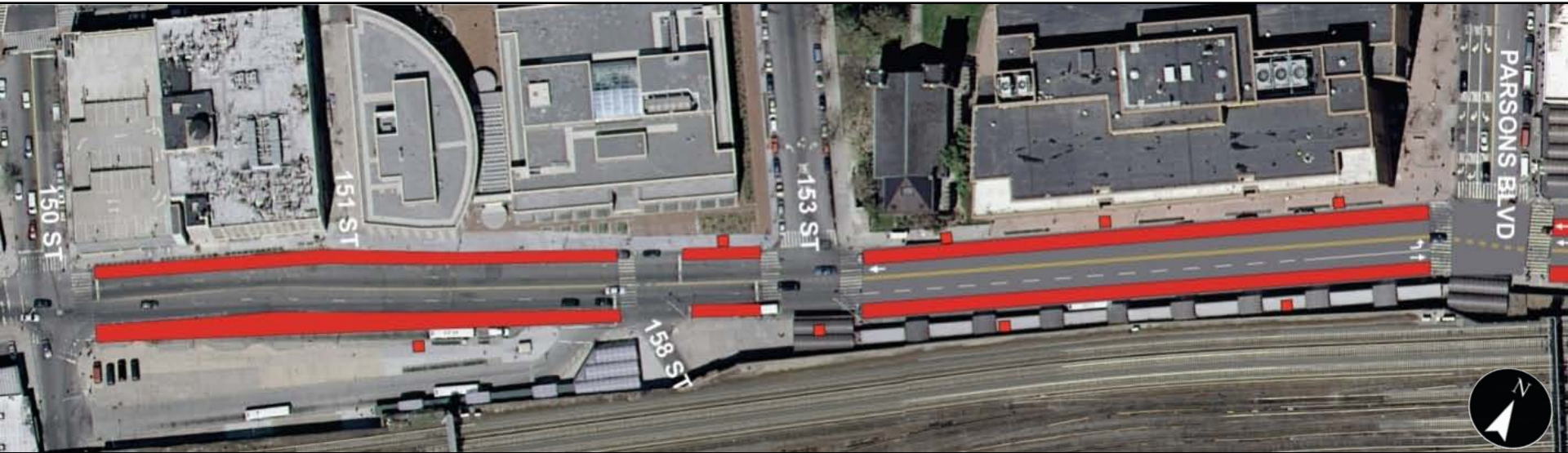
Inadequate bus lane markings/signage for bus volumes





## Archer Avenue Improved Bus Lanes

Existing Lanes: 150<sup>th</sup> to 160<sup>th</sup> Streets

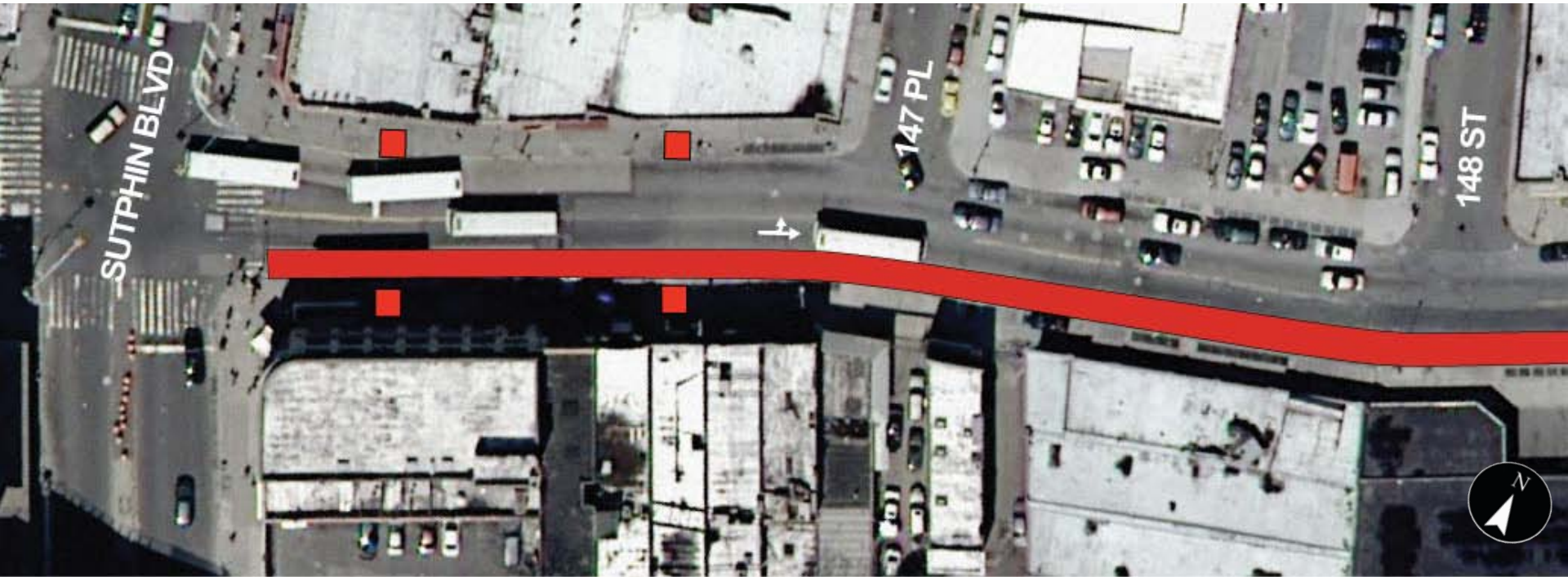


Improve bus lane signs and install terra-cotta red bus lane markings to enhance compliance

Maintain existing 24-hour bus lane operations

## Archer Av Eastbound Bus Lanes

West Extension: Sutphin Boulevard to 150<sup>th</sup> Street



Benefits predominant direction of bus travel  
May require some curb parking/delivery restrictions

## Archer Av Eastbound Bus Lanes

East Extension: 160<sup>th</sup> Street to Merrick Boulevard



Lane use reconfiguration (160<sup>th</sup> St to Guy R. Brewer Blvd)  
- 2 eastbound lanes, 1 westbound lane

## Archer Avenue Bus Lane Benefits

Benefits 1,100 to 1,300 buses per direction daily

Faster, more reliable bus service

Improves eastbound congestion issues



## Jamaica Avenue - Existing Conditions

Up to 90 buses/hr per direction

Congestion delays due to:  
pedestrians  
turning vehicles  
deliveries



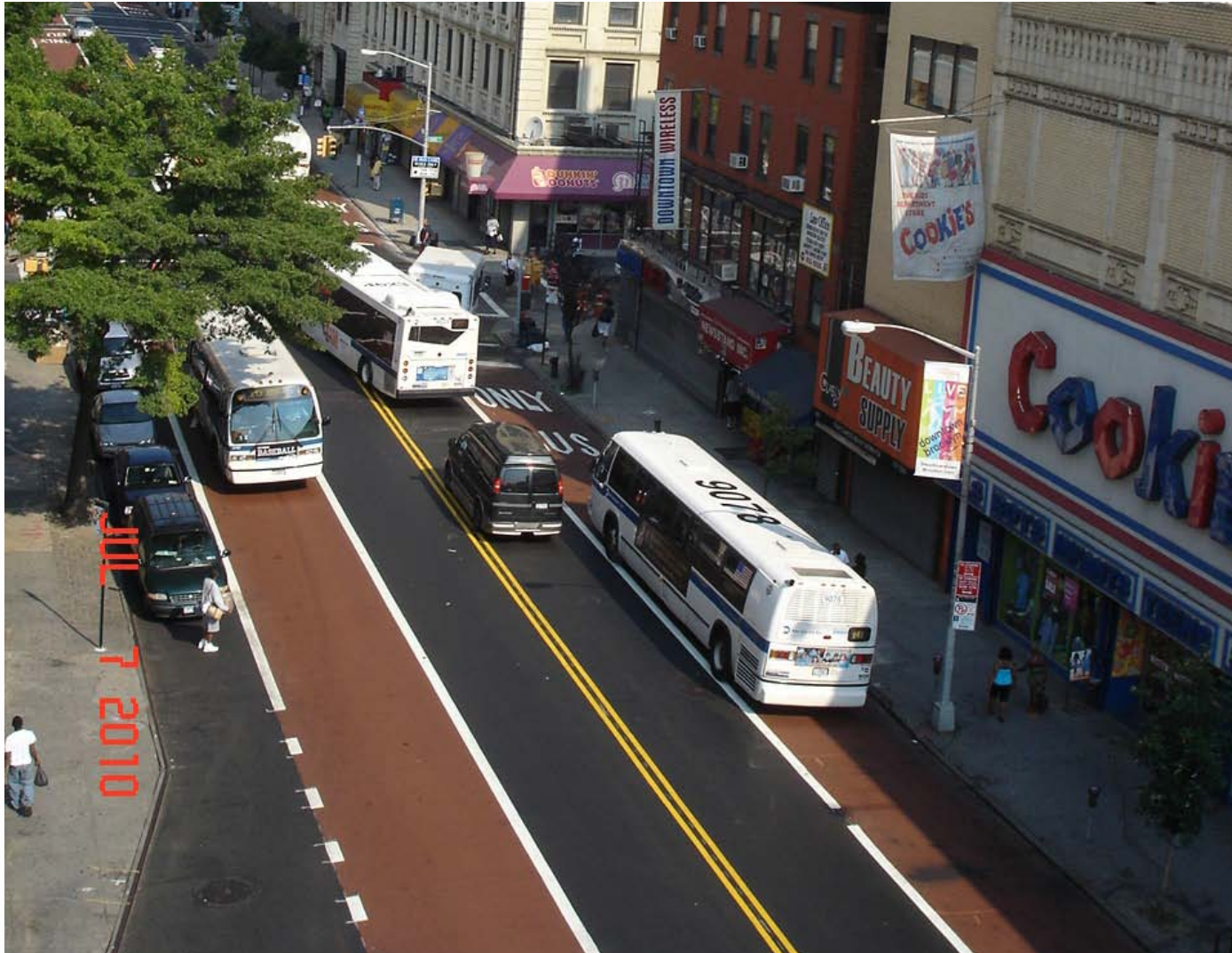
## Jamaica Avenue Improved Bus Lanes

Existing Lanes: Parsons Blvd to 168<sup>th</sup> St



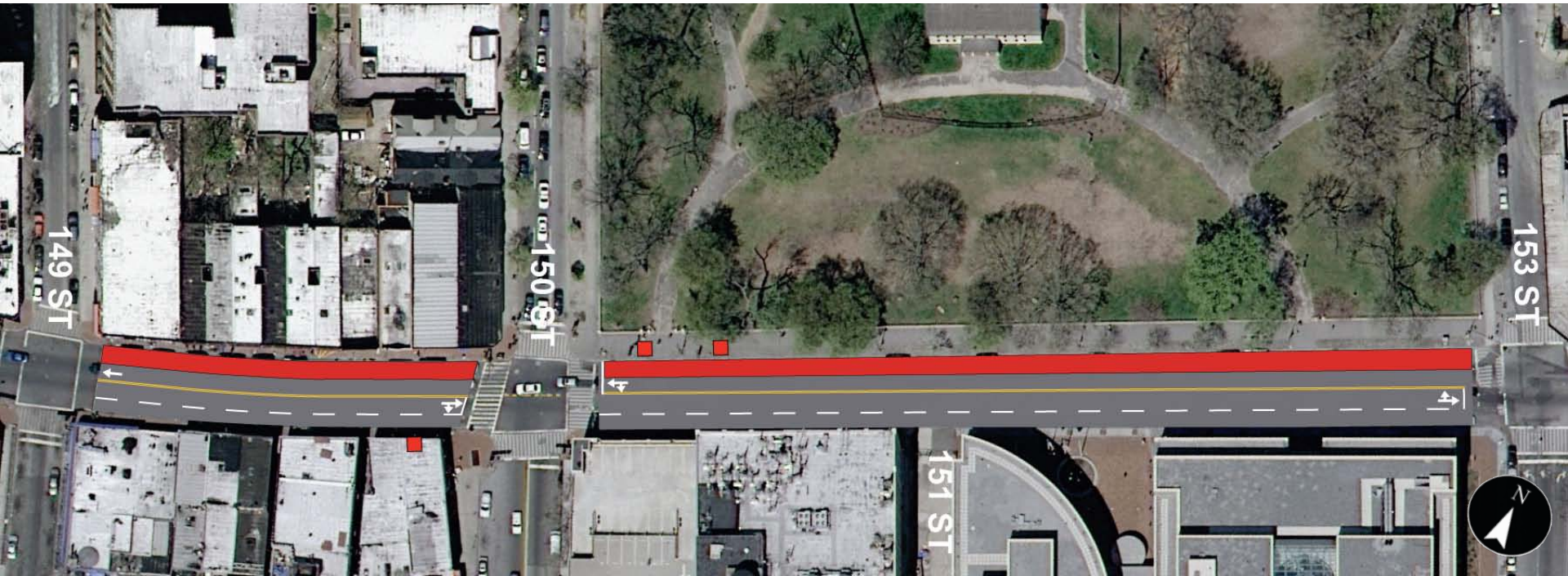
Offset bus lanes, expanded hours of operation, & turn restrictions

## Jamaica Avenue Improved Bus Lanes



## Jamaica Avenue Bus Lanes

West Extension: Parsons Blvd to Sutphin Blvd



Curbside bus lane would benefit primary direction of bus travel  
May require some curb parking/delivery restrictions



## **Jamaica Avenue Bus Lanes**

Benefits 600 to 750 buses per direction daily

Faster, more reliable bus service

Provides access to curb near offset bus lanes

Reduces congestion by removing bus from general traffic

## Merrick Boulevard Bus Lane

Hillside Avenue to Archer Avenue

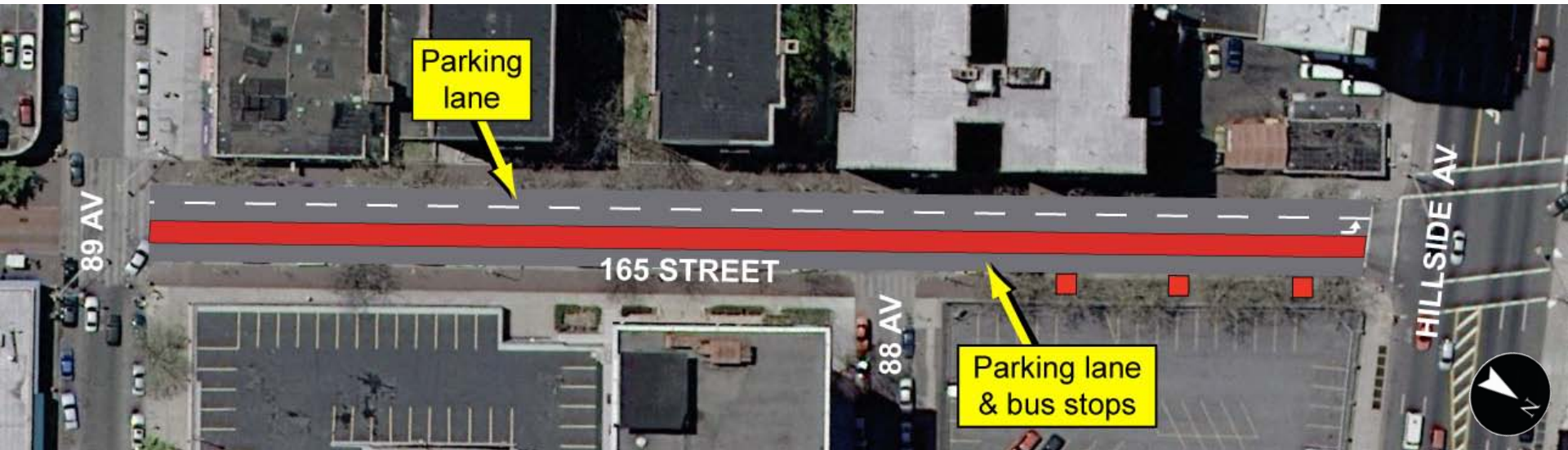


High-visibility, 24-hour bus lane would improve access to the 165<sup>th</sup> Street Bus Terminal

Offset bus lane would allow for bus layover north of 89<sup>th</sup> Avenue

## 165<sup>th</sup> Street Bus Lane

Hillside Avenue to 89<sup>th</sup> Avenue



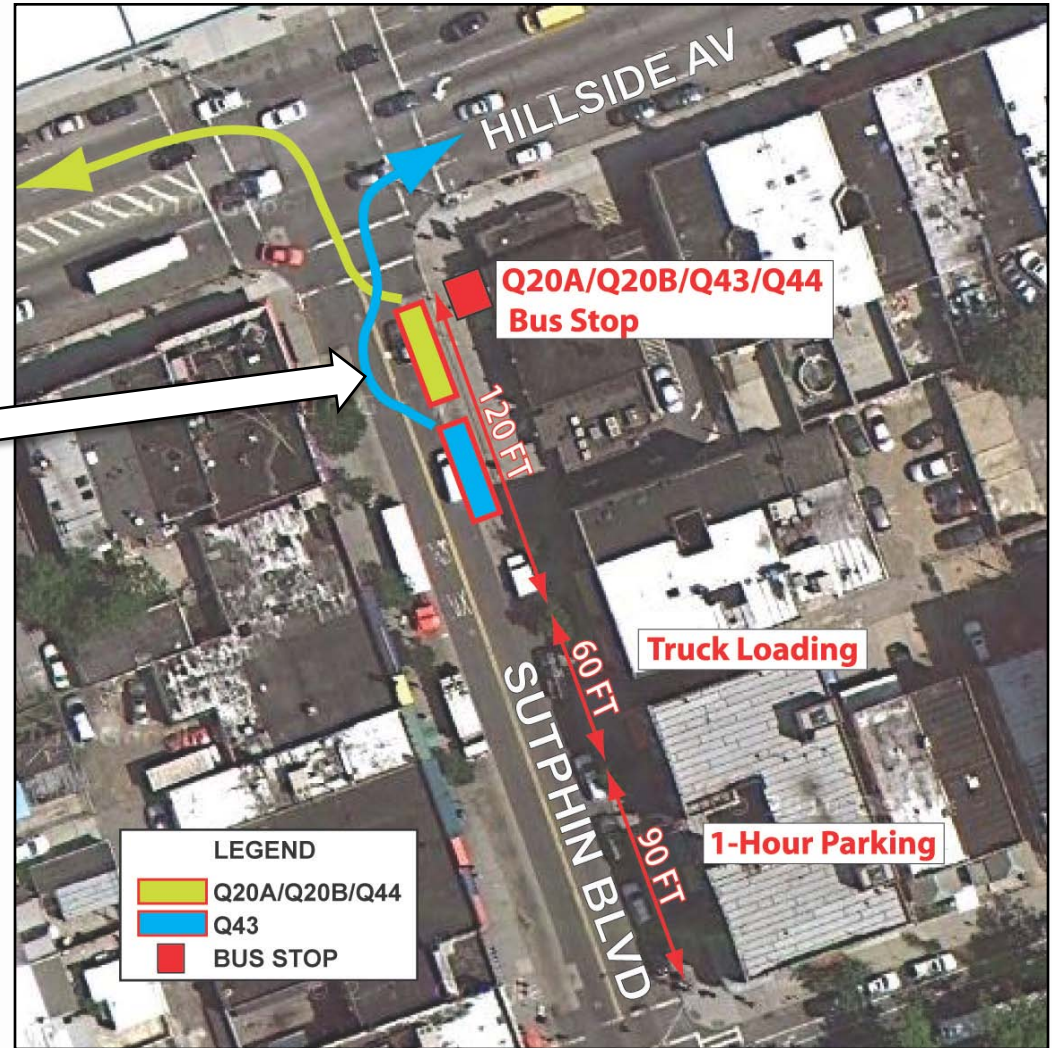
Prioritizes bus movements exiting from 165<sup>th</sup> Street Bus Terminal

## Bus Stop Re-Configurations

### Existing Conditions



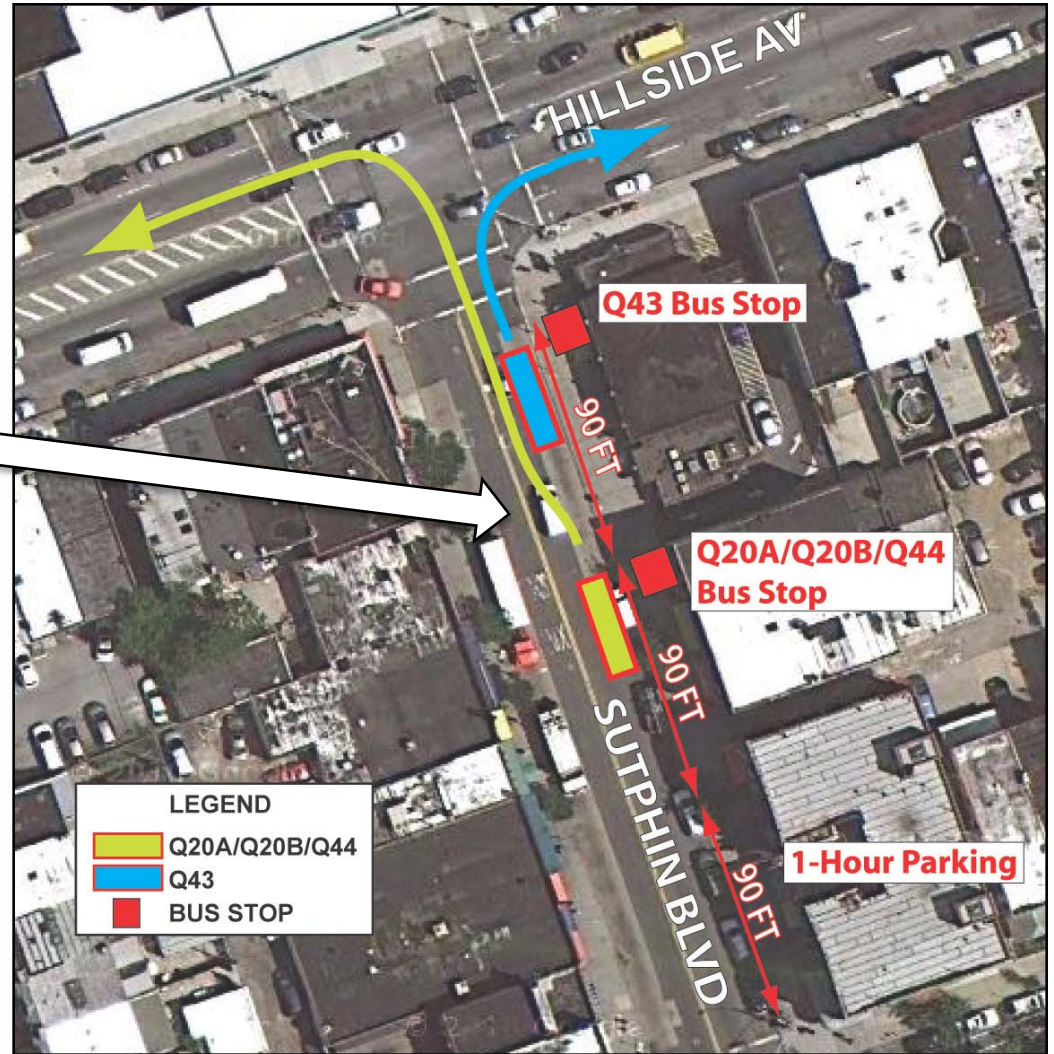
Bus stop configuration leads to turning conflicts



## Bus Stop Re-Configurations

### Recommendation

Lengthen,  
separate, &  
reverse bus  
stop  
locations



## Parking Regulation Changes

### Proposed



Legalize existing daytime truck loading

Provide additional truck loading space

Eliminate conflicts with bus layover area

## Hillside Ave & Home Lawn St/169<sup>th</sup> St

### Issues



## Hillside Ave & Home Lawn St/169<sup>th</sup> St

### Opportunity



Home Lawn St becomes primary north/south roadway

Provision for more pedestrian space





## **Next Steps**

Obtain feedback

Refine bus lane design and hours

Additional community consultation

Implementation of improvements