

DOWNTOWN JAMAICA TRANSPORTATION STUDY

Existing Conditions & Preliminary Recommendations

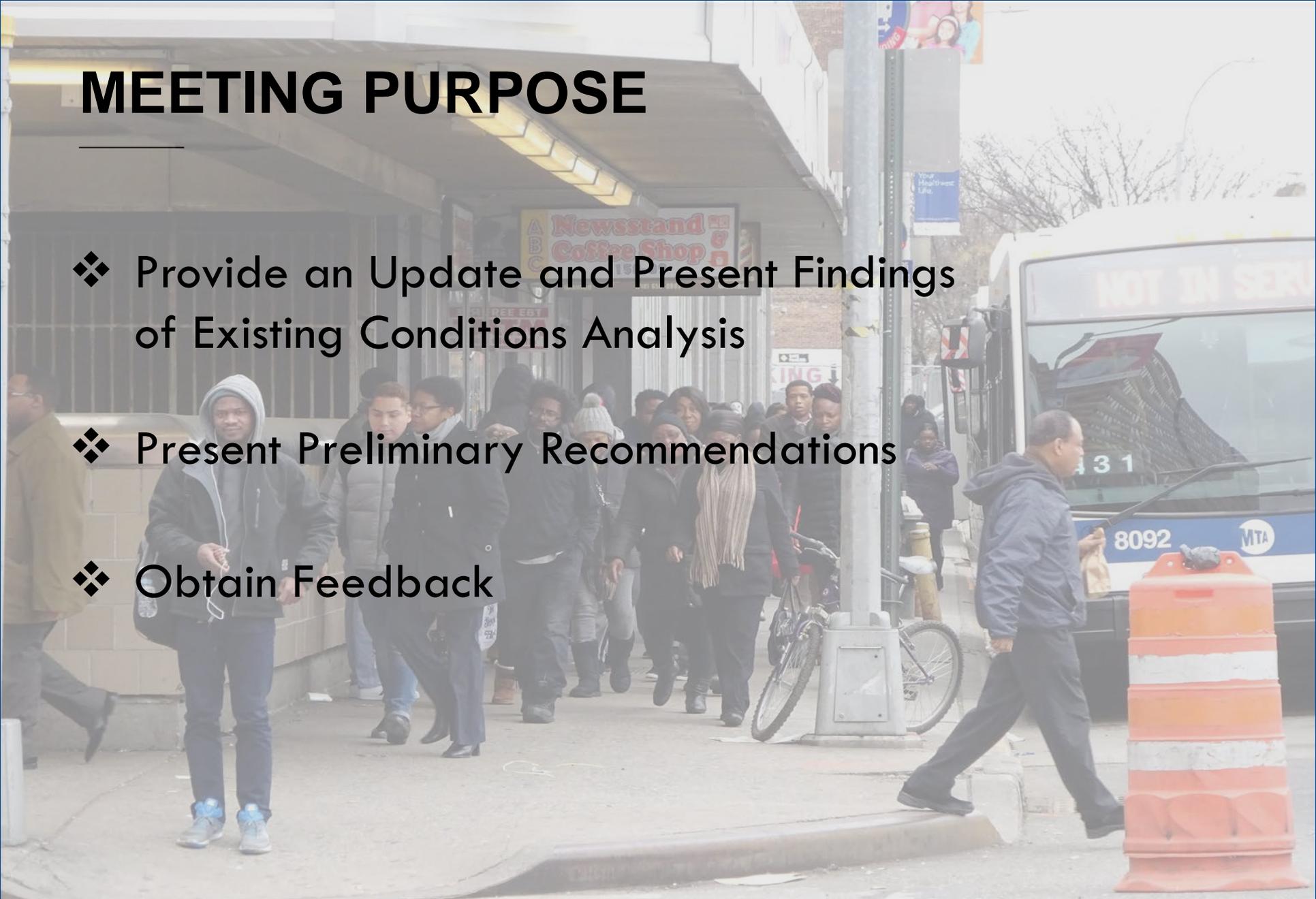
Public Meeting #2

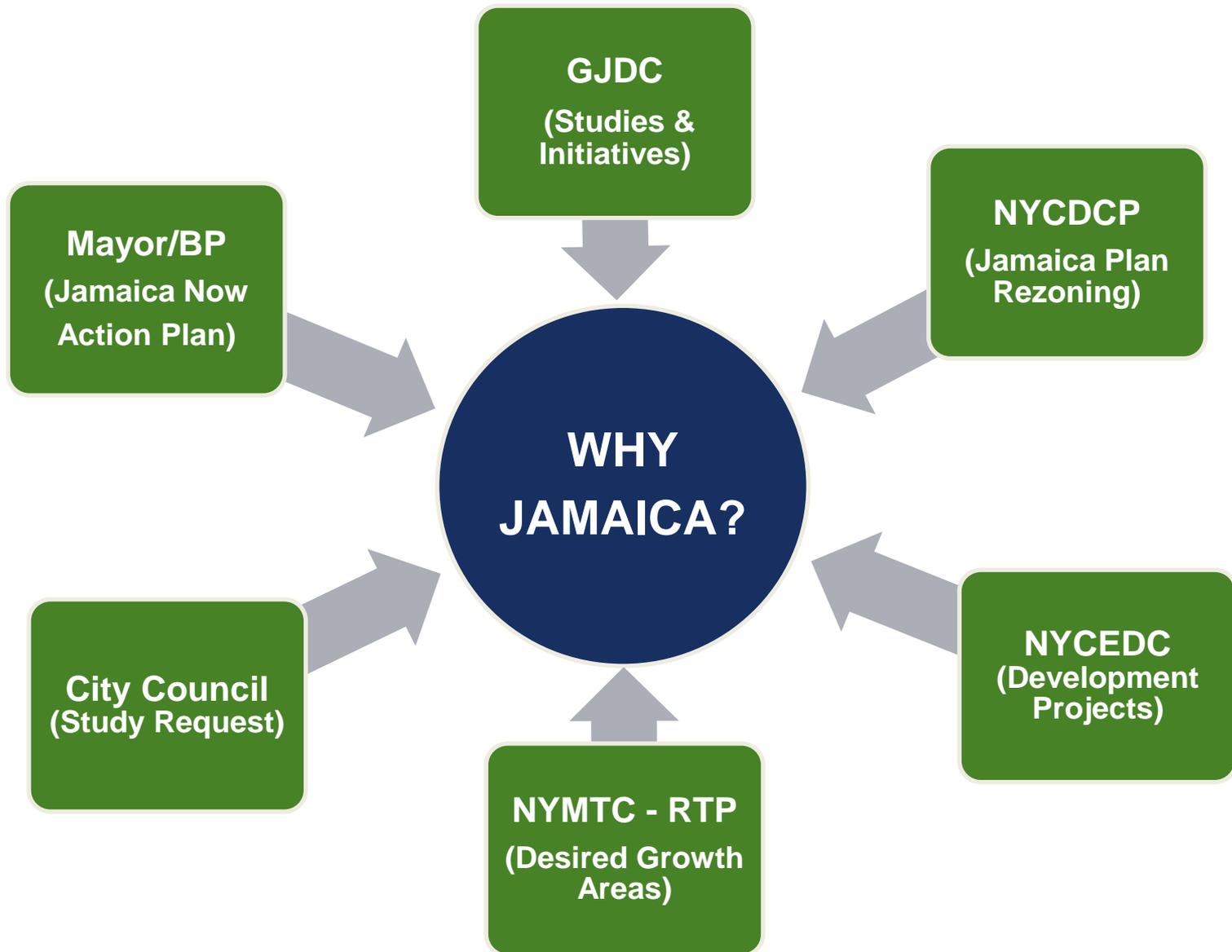
March 20, 2017



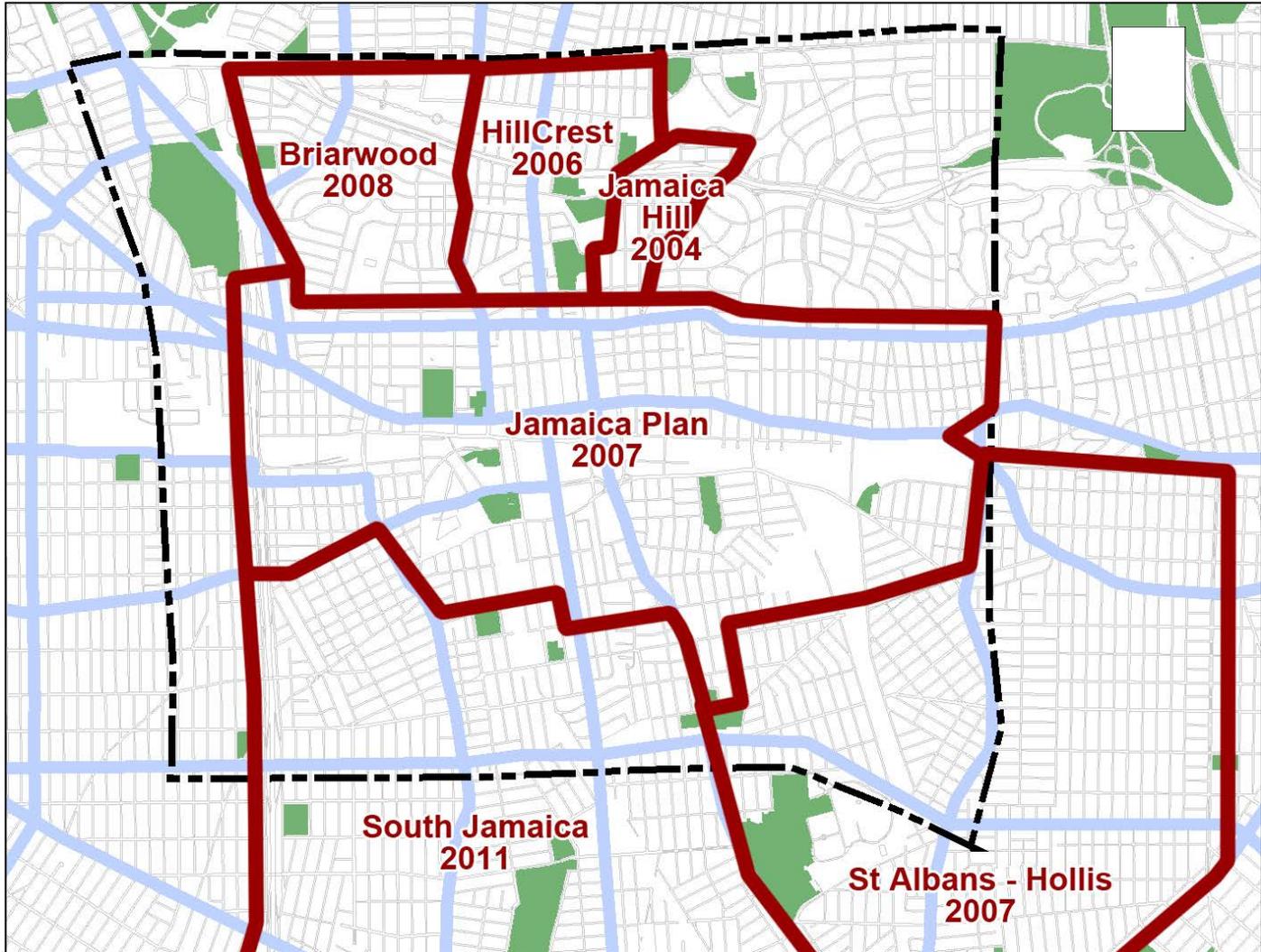
MEETING PURPOSE

- ❖ Provide an Update and Present Findings of Existing Conditions Analysis
- ❖ Present Preliminary Recommendations
- ❖ Obtain Feedback





RECENT REZONING ACTIONS



STUDY GOAL & OBJECTIVES

GOAL:

- To improve traffic and transportation (travel) conditions, enhance mobility, safety, and quality of life for residents/visitors, taking account of elected official and community concerns

OBJECTIVES:

- To analyze and document existing traffic and transportation conditions including traffic characteristics, travel demand and travel needs.
- To assess future traffic conditions taking account of area demographics, land use, socio-economic characteristics, and transportation infrastructure.
- Develop recommendations to enhance network capacity, reduce congestion, and improve travel conditions and safety for both vehicular and non-vehicular modes of travel

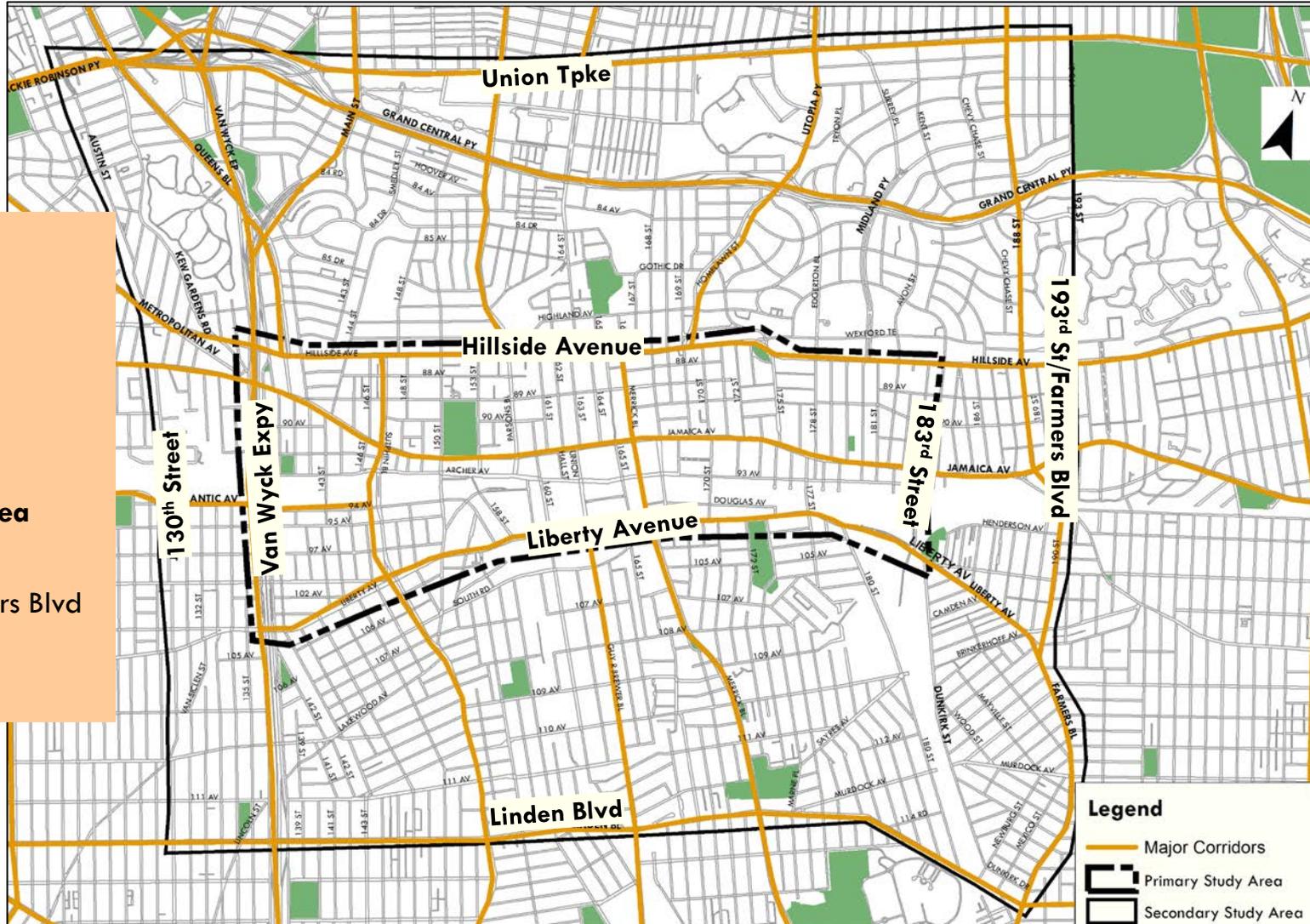
STUDY AREA

Primary Study Area

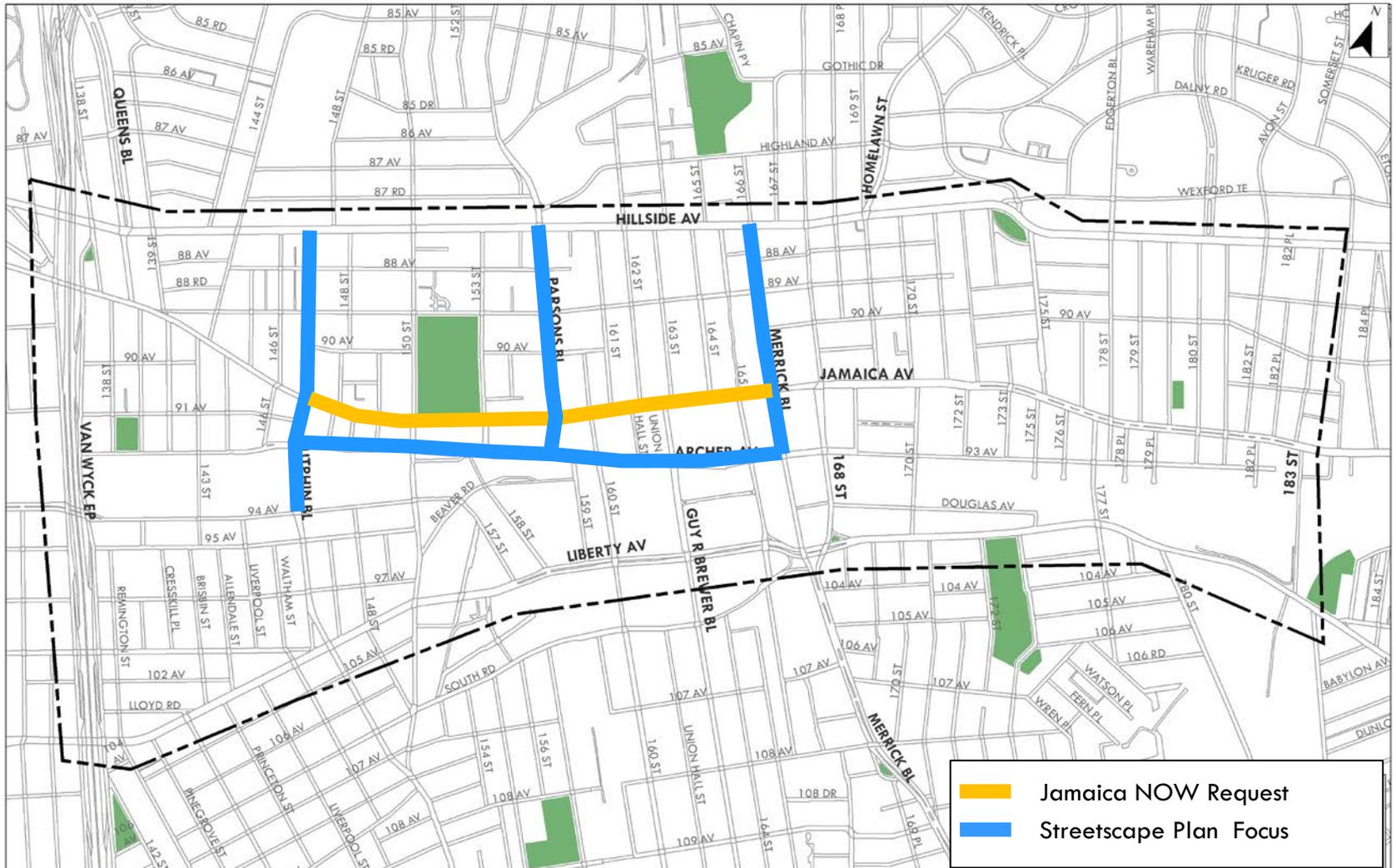
- Hillside Avenue
- 183rd Street
- Liberty Avenue
- Van Wyck Expy

Secondary Study Area

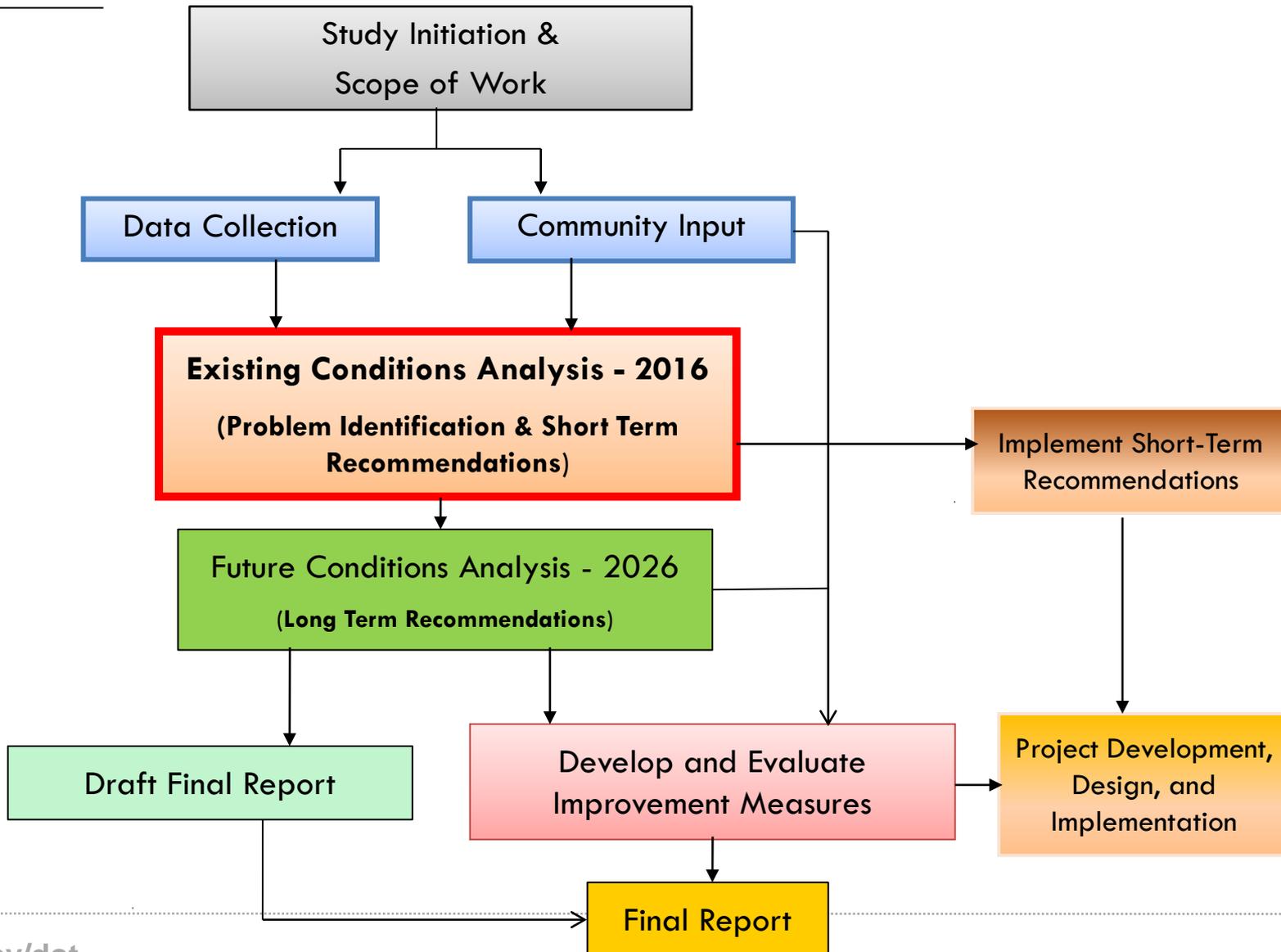
- Union Turnpike
- 193rd St/Farmers Blvd
- Linden Blvd
- 130th St



JAMAICA STREETSCAPE PLAN



STUDY PROCESS



EXISTING CONDITIONS

1

SUBJECTS OF ANALYSIS

- Demographics
- Zoning and Land Use
- Traffic
- Transit
- Pedestrian and Bicycles
- Parking
- Trucks/Goods Movement
- Crashes/Safety



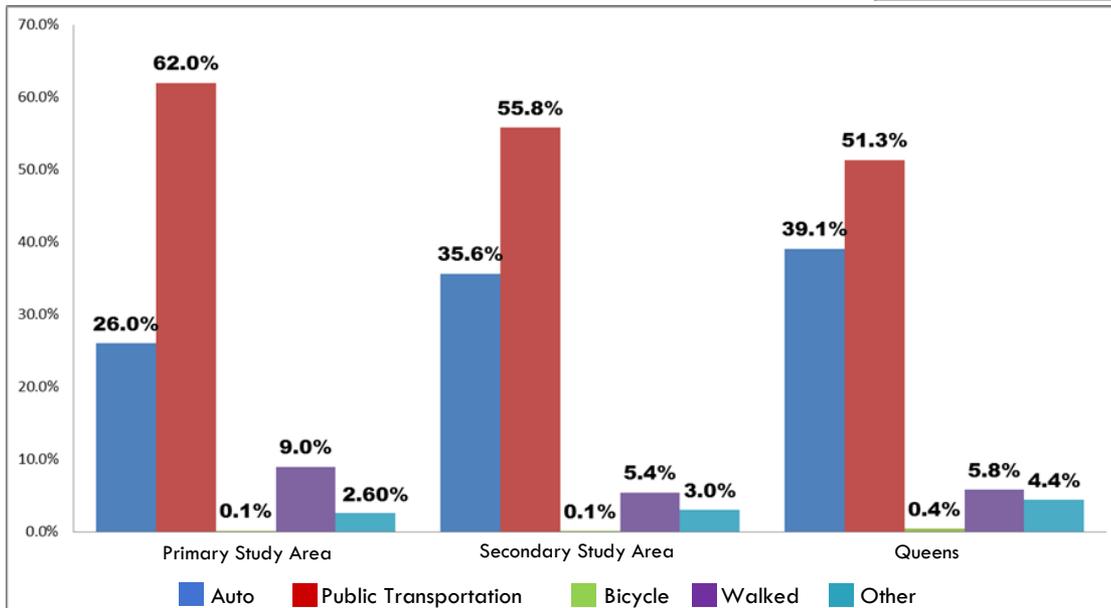
DEMOGRAPHICS

- ❖ Overall growth in major demographic factors (population, median income, household size)
- ❖ Heavy use/dependence on public transit

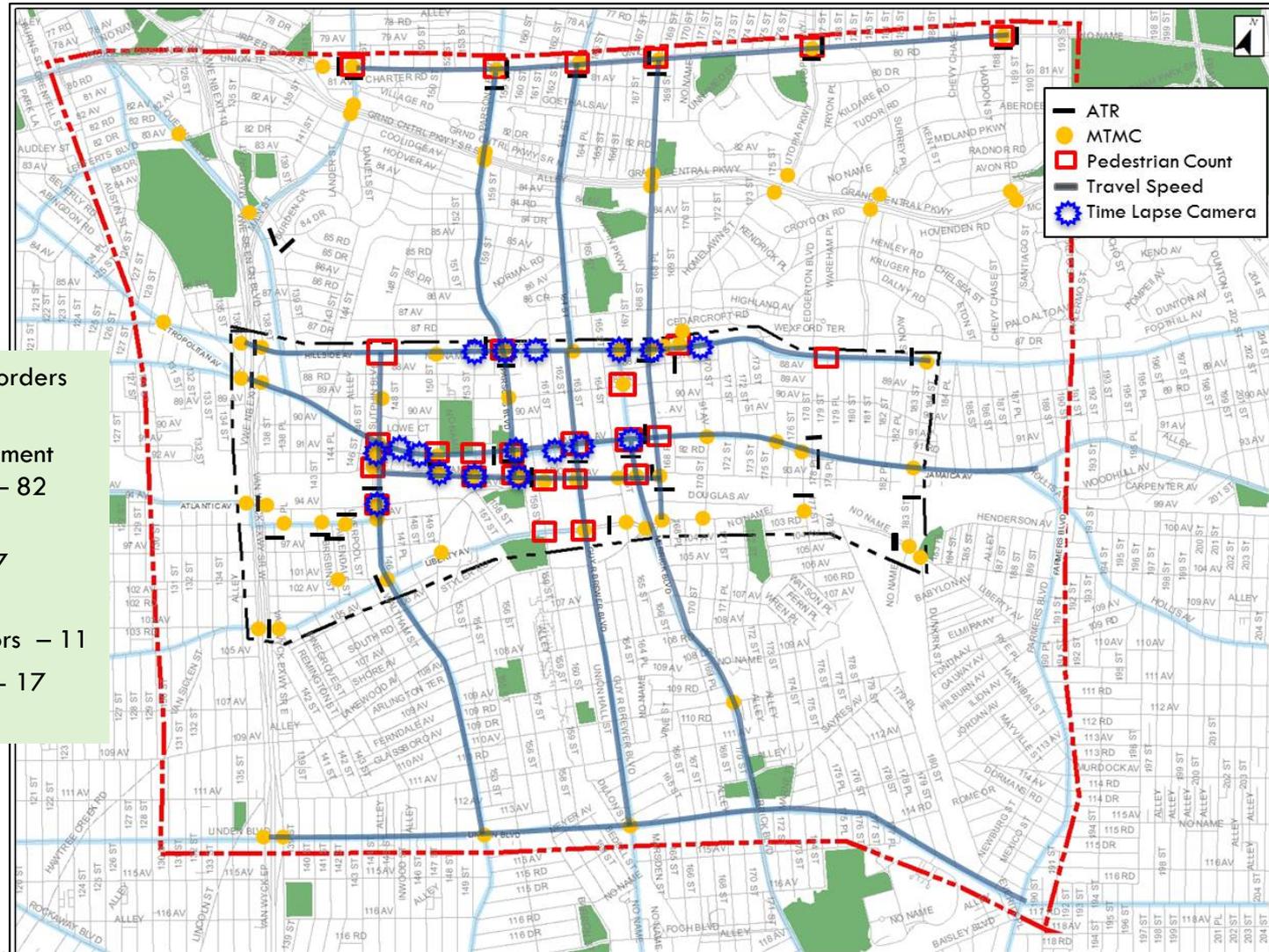
Socio-economic & Household Characteristics

Year	Characteristic	Primary Study Area	Secondary Study Area	Queens
2000	Population	49,517	185,001	2,229,379
	H'hold Size	3.2	3.03	2.81
	Mediam Income	\$38,464	\$41,871	\$42,439
	1+ Vehicles	42%	52%	62%
2010	Population	51,585	190,217	2,230,722
	H'hold Size	3.3	3.04	2.82
	Median Income	\$41,870	\$52,147	\$56,406
	1+ Vehicles	45%	54%	63%

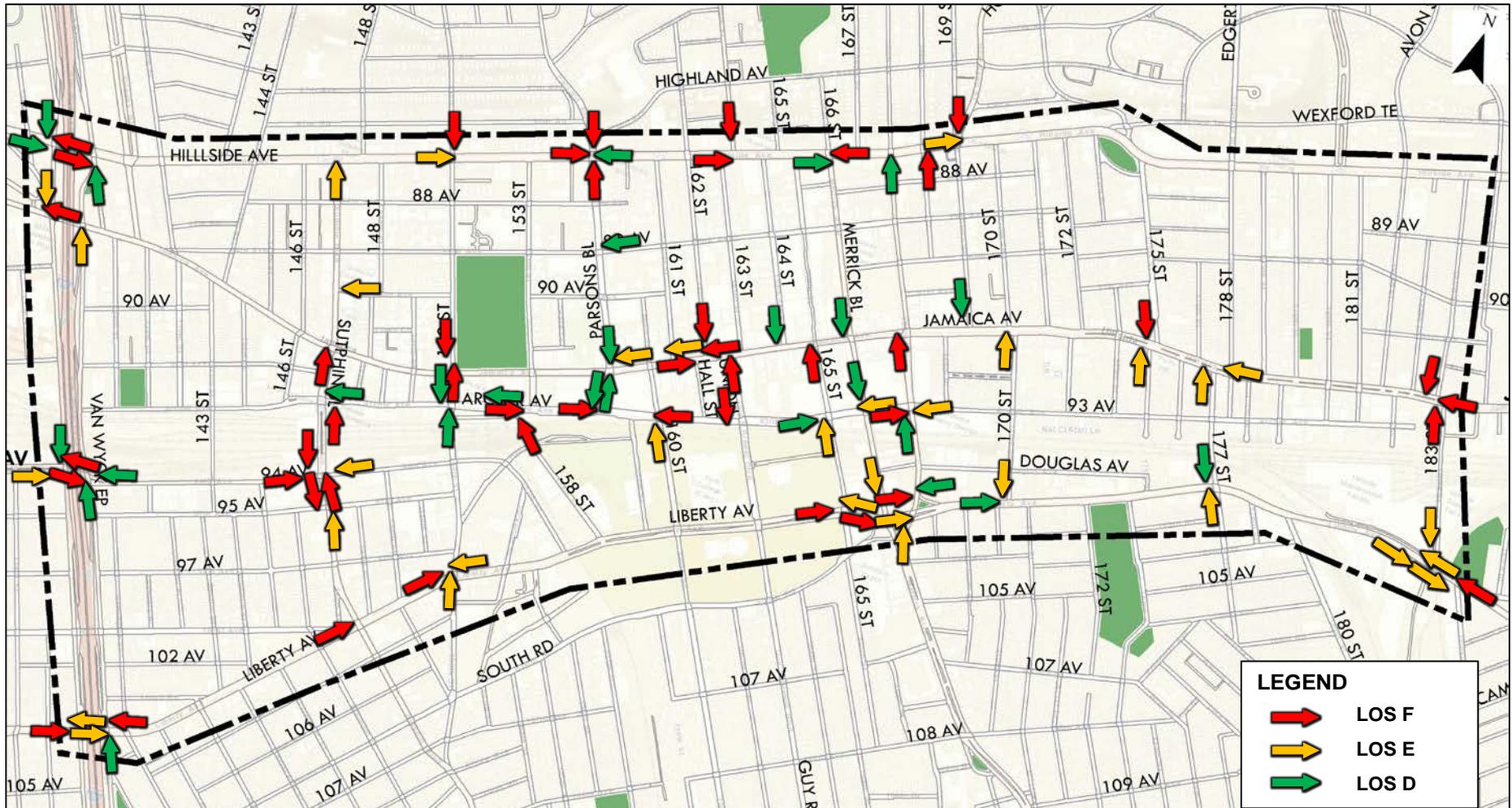
Journey to Work Mode Choice



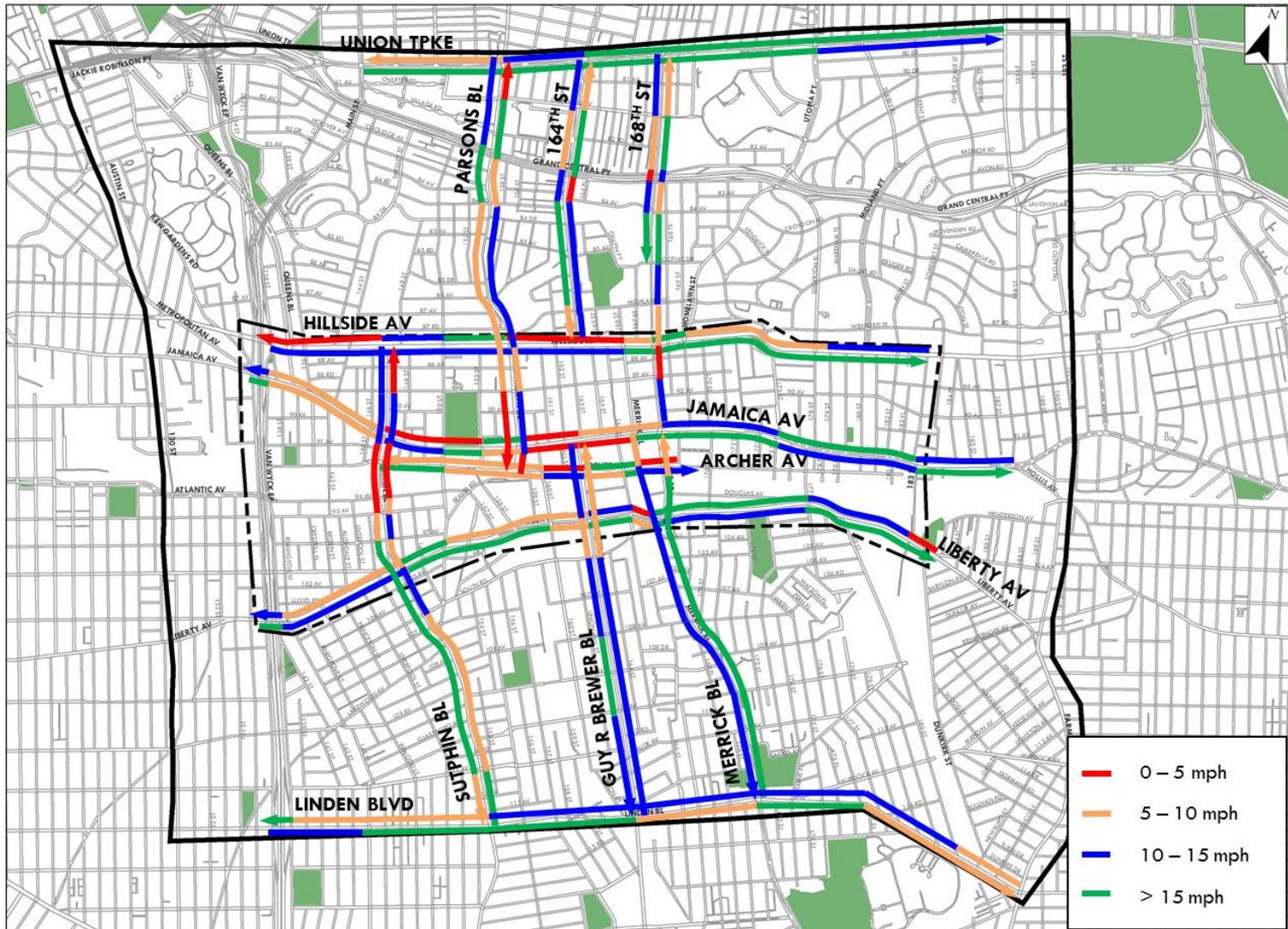
TRAFFIC DATA COLLECTION



AM/PM PEAK HOUR APPROACH LOS

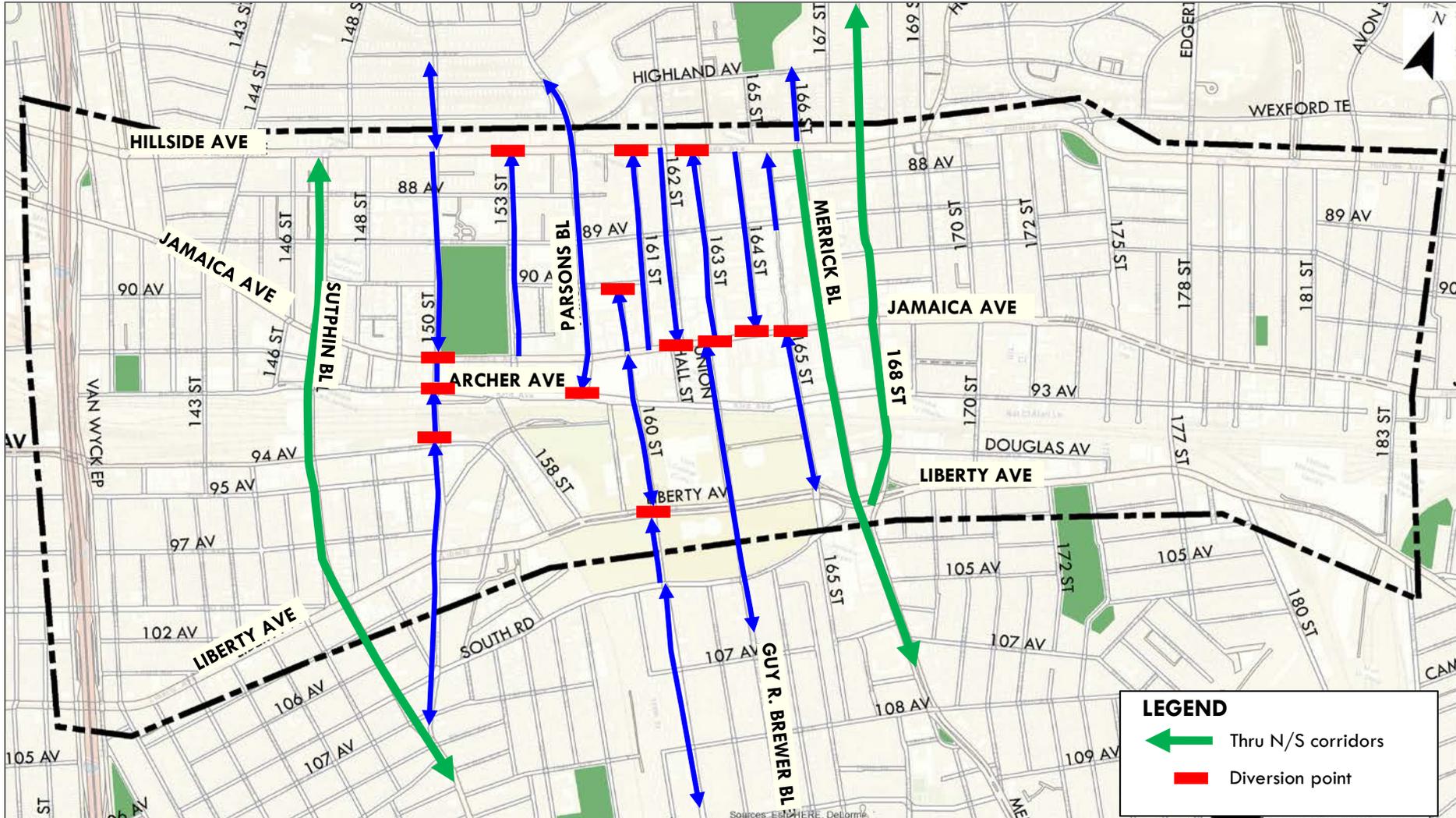


CORRIDOR TRAVEL SPEED – PM PEAK

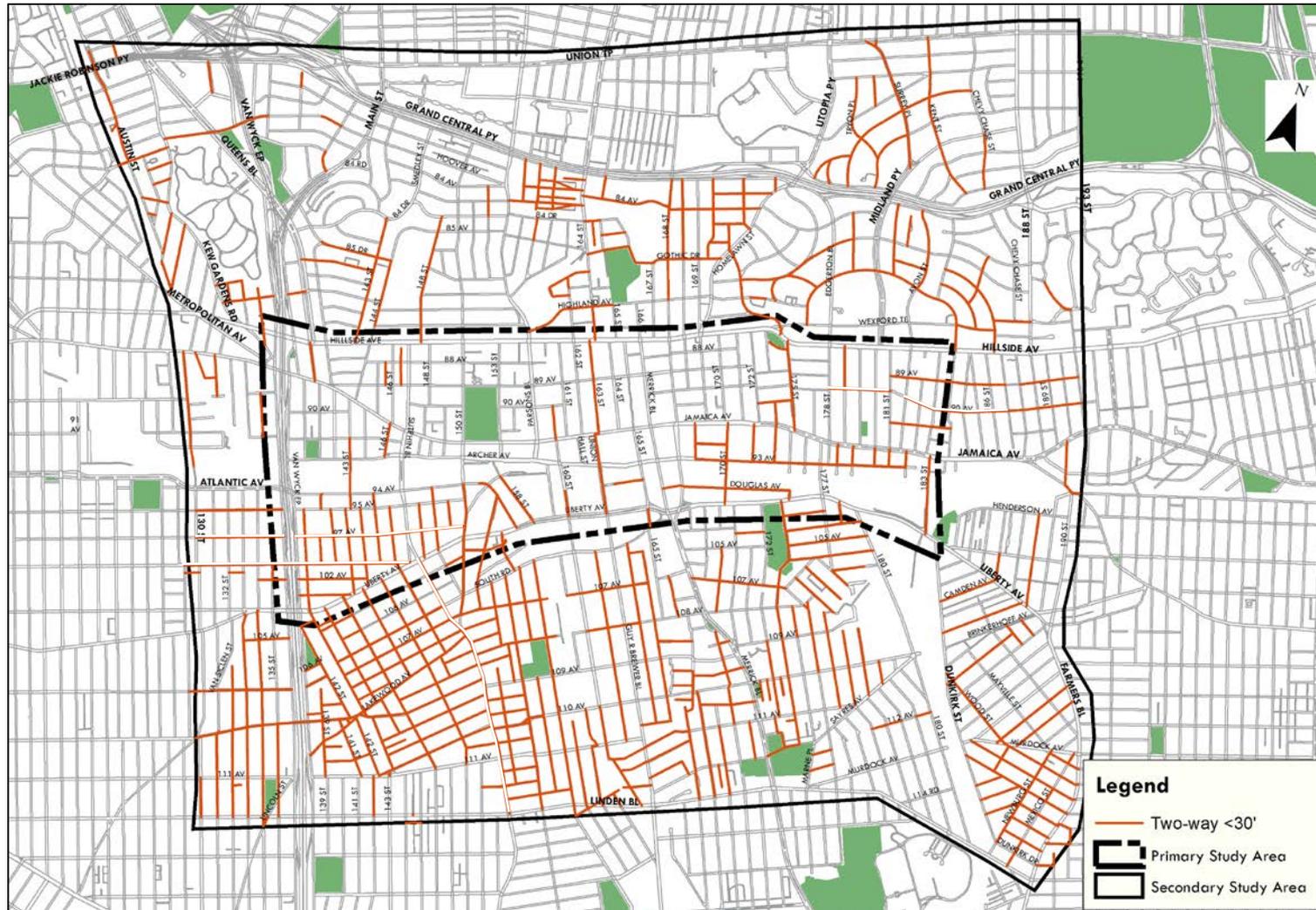


TRAFFIC CIRCULATION CHALLENGES

NORTH/SOUTH CONNECTIVITY



NARROW ROADWAY WIDTHS LESS THAN 30 FEET



CONTRIBUTORY FACTORS TO CONGESTION

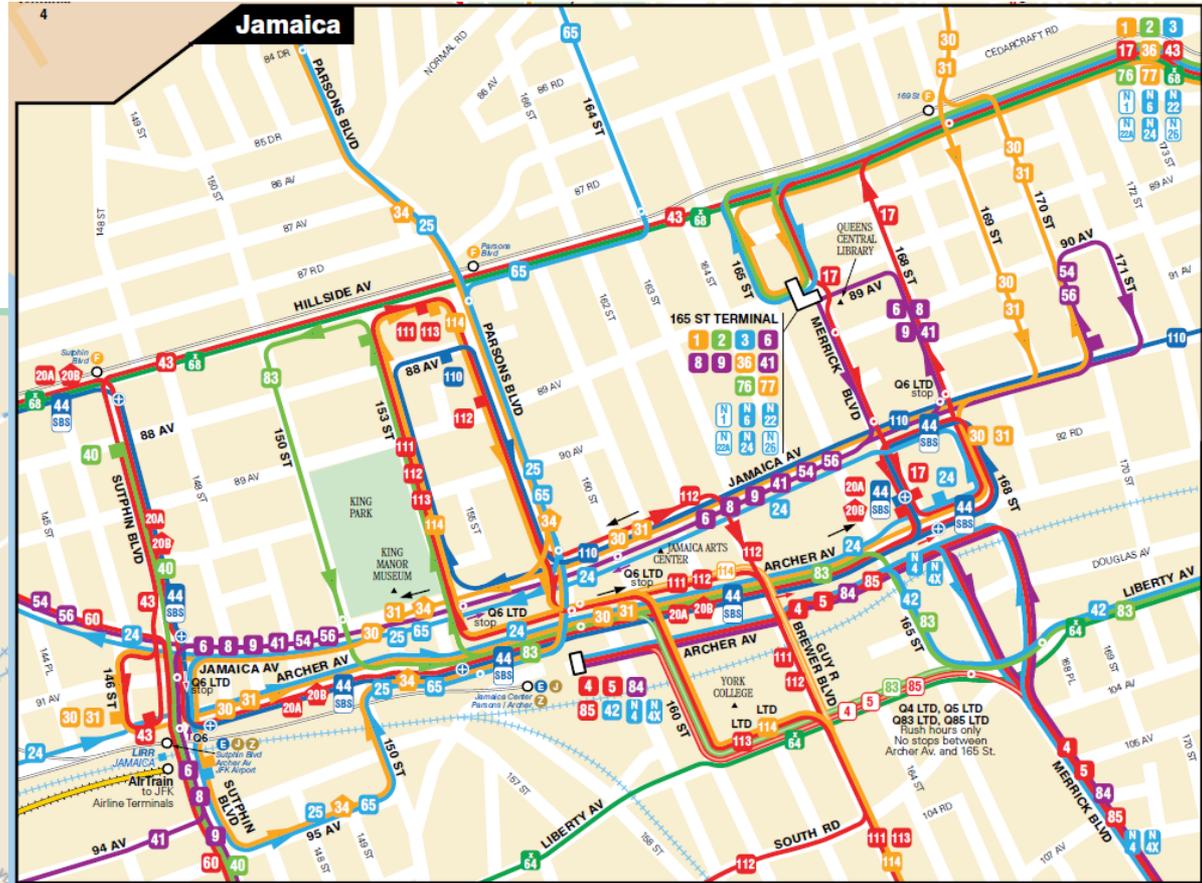
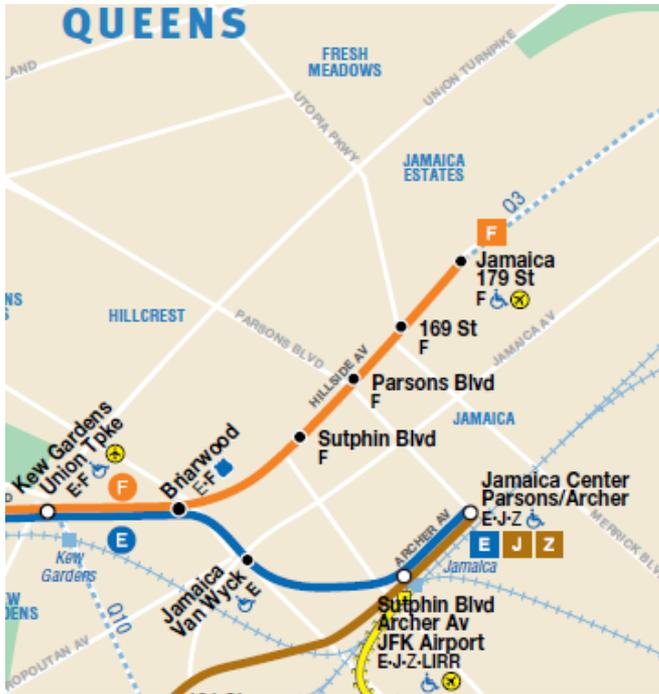


1. Physical Geometric Constraints
 - ❖ Limited N/S Access
 - ❖ Narrow Streets
 - ❖ Offset Streets
 - ❖ Irregular Street Network
2. High Number of Buses
3. Trucking Activity
4. Pedestrians

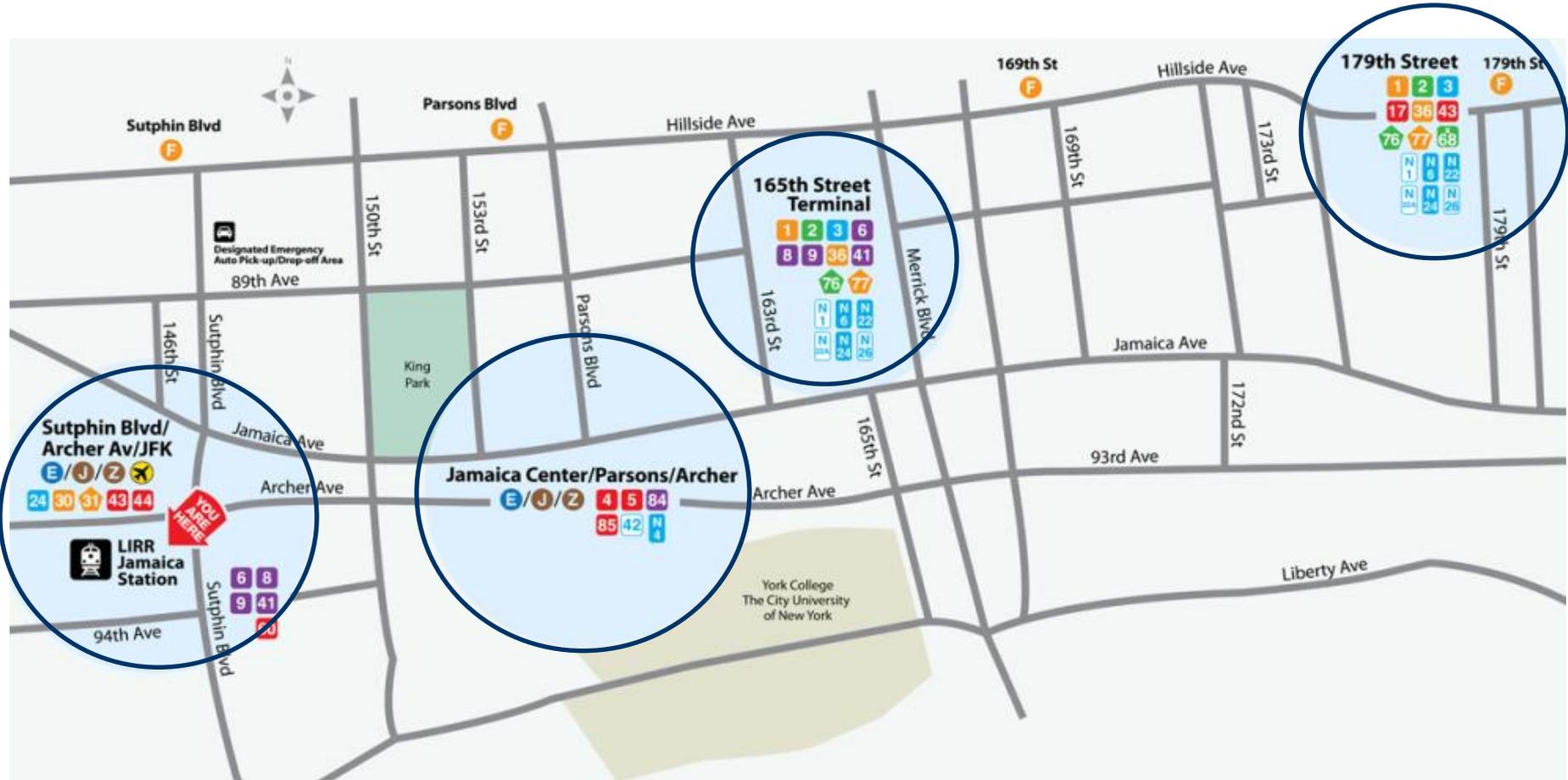
TRANSIT SERVICE

SUBWAY/BUS/LIRR/AIRTRAIN

- ❖ Over 40 bus lines
- ❖ 3 subway lines (E, F, J/Z)
- ❖ LIRR
- ❖ Airtrain



TRANSIT HUBS & RIDERSHIP



TRANSIT

PM BUS VOLUME & PERCENTAGE



INFORMAL TRANSIT SERVICES

NEEDS & CHALLENGES

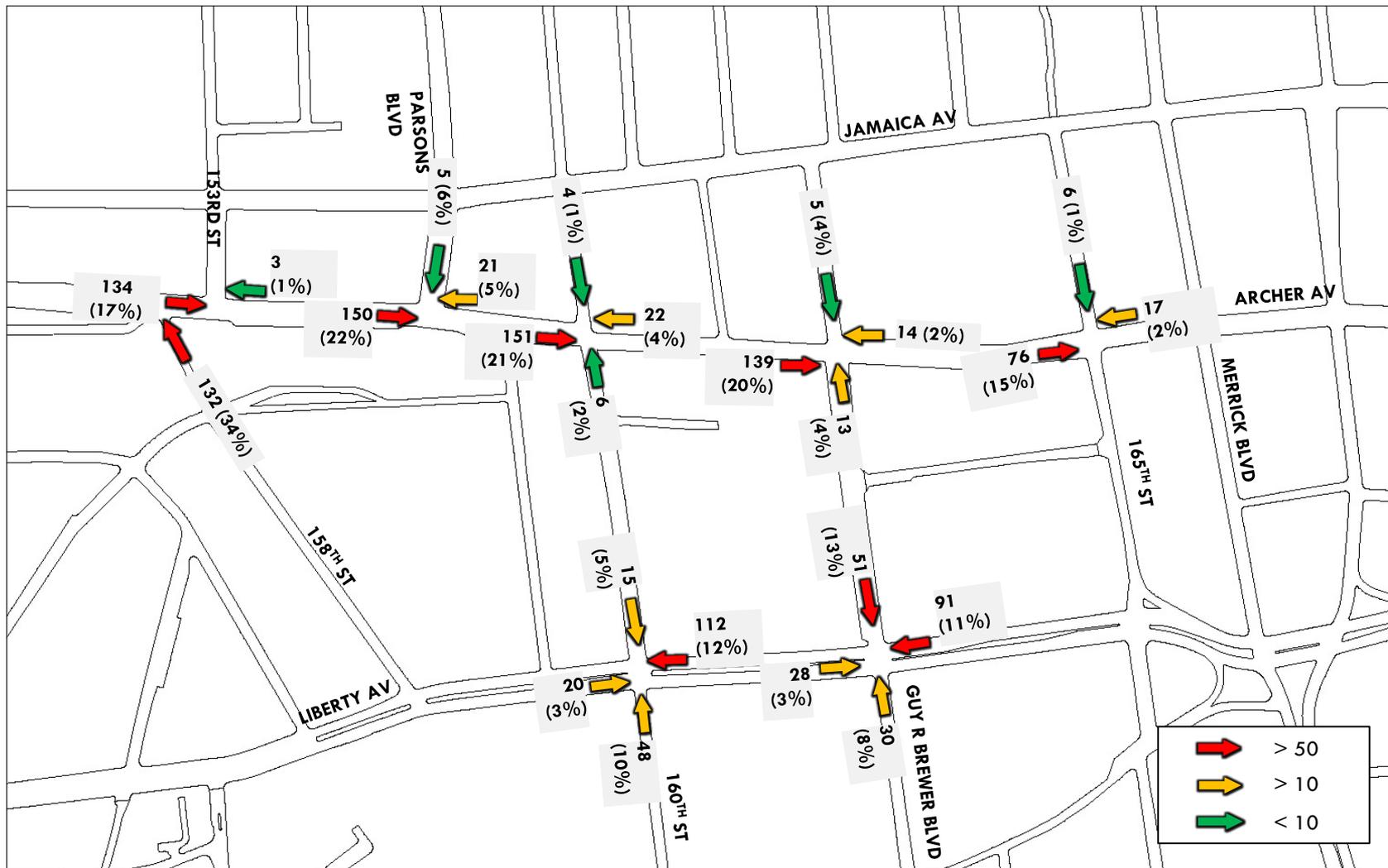


- ❖ Commuter vans and black cars serves areas with transit service gaps
- ❖ Commuter vans make up approx. 20% of traffic stream in AM peak hour
- ❖ Commuter vans provide service to approx. 1,500 commuters travelling into Jamaica during AM peak hour
- ❖ Preponderance of illegal maneuvers warrant increased enforcement
- ❖ Commuter vans need functional and adequate space for operations



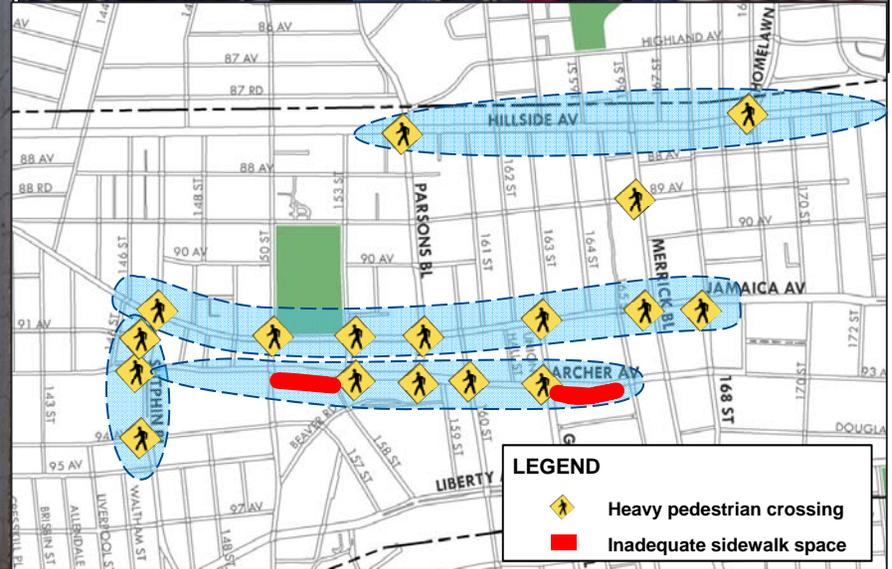
COMMUTER VANS

AM PEAK HOUR VOLUME & PERCENTAGE



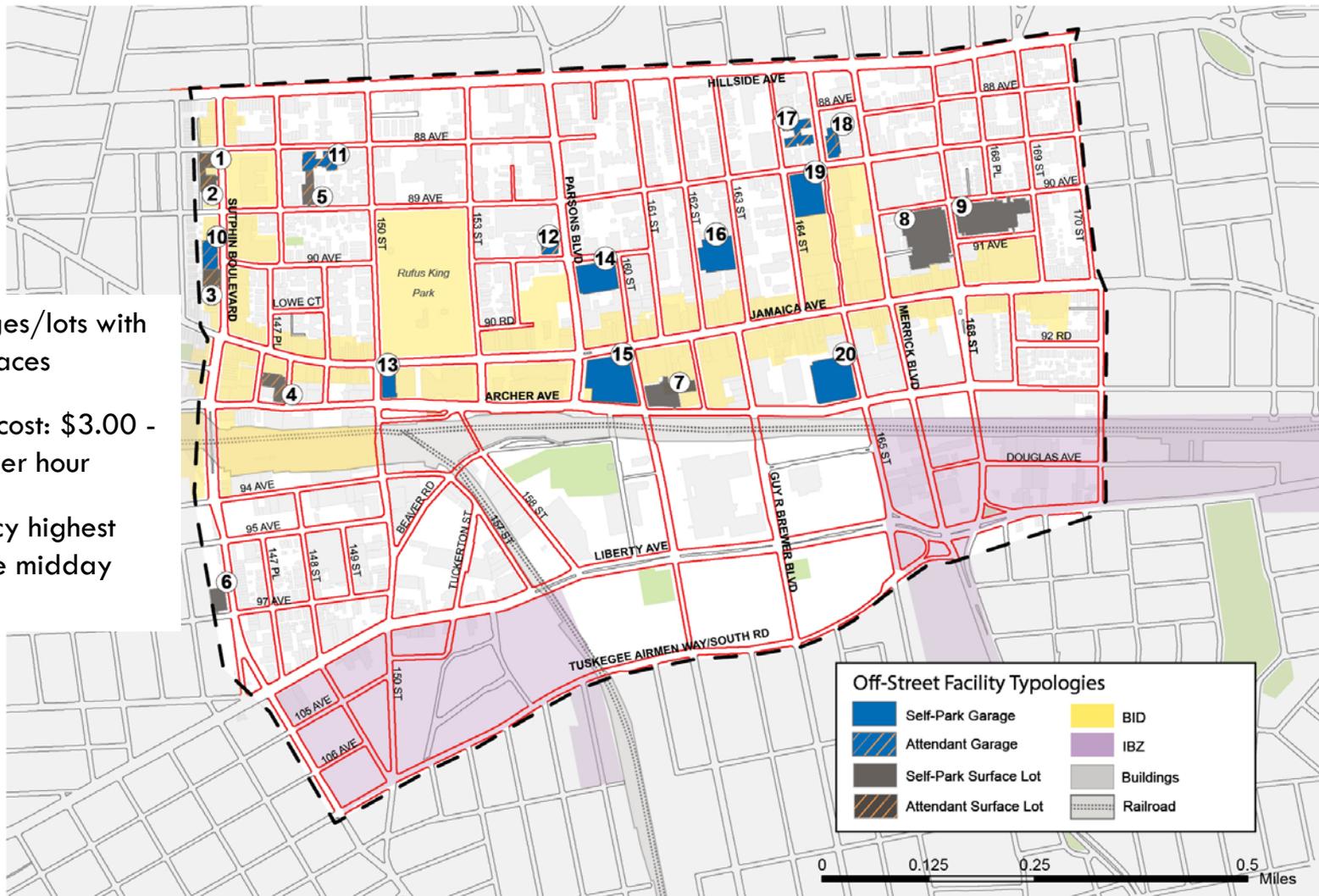
PEDESTRIAN ISSUES

- ❖ Long distance between crosswalks on Hillside Ave
- ❖ Narrow sidewalks and mobility challenges on Archer Ave
- ❖ Heavy pedestrian volume close to transit hubs and Jamaica Ave



PARKING

OFF-STREET PARKING



- ❖ 20 garages/lots with 4,200 spaces
- ❖ Average cost: \$3.00 - \$19.00 per hour
- ❖ Occupancy highest during the midday peak

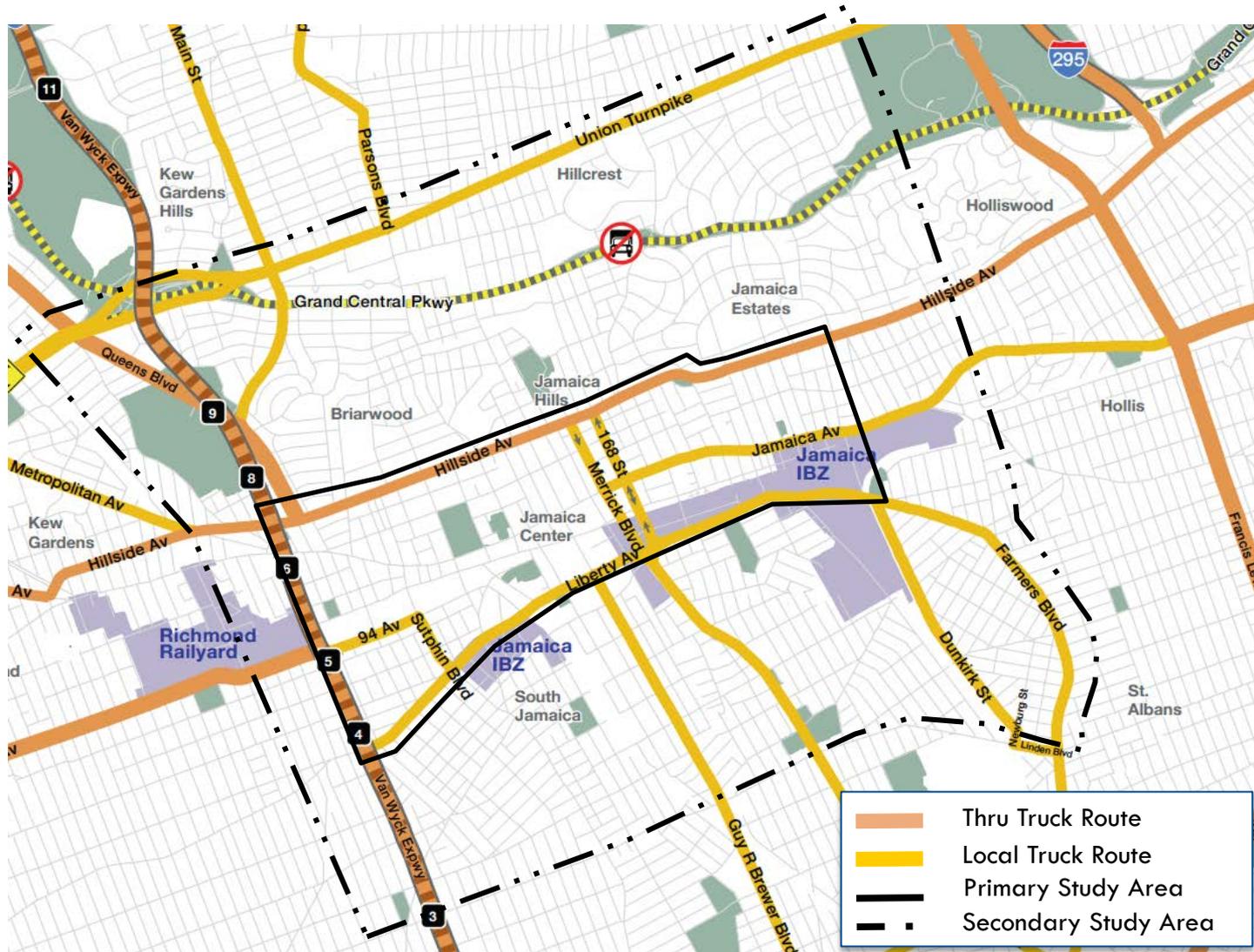
PARKING ILLEGAL PLACARD USE



- ❖ Approximately 170 spaces designated for placard use
- ❖ More than 800 vehicles are found using placards during AM/MD peaks

TRUCKS/GOODS MOVEMENT

TRUCK ROUTES



TRUCKS/GOODS MOVEMENT

TRUCK VOLUME

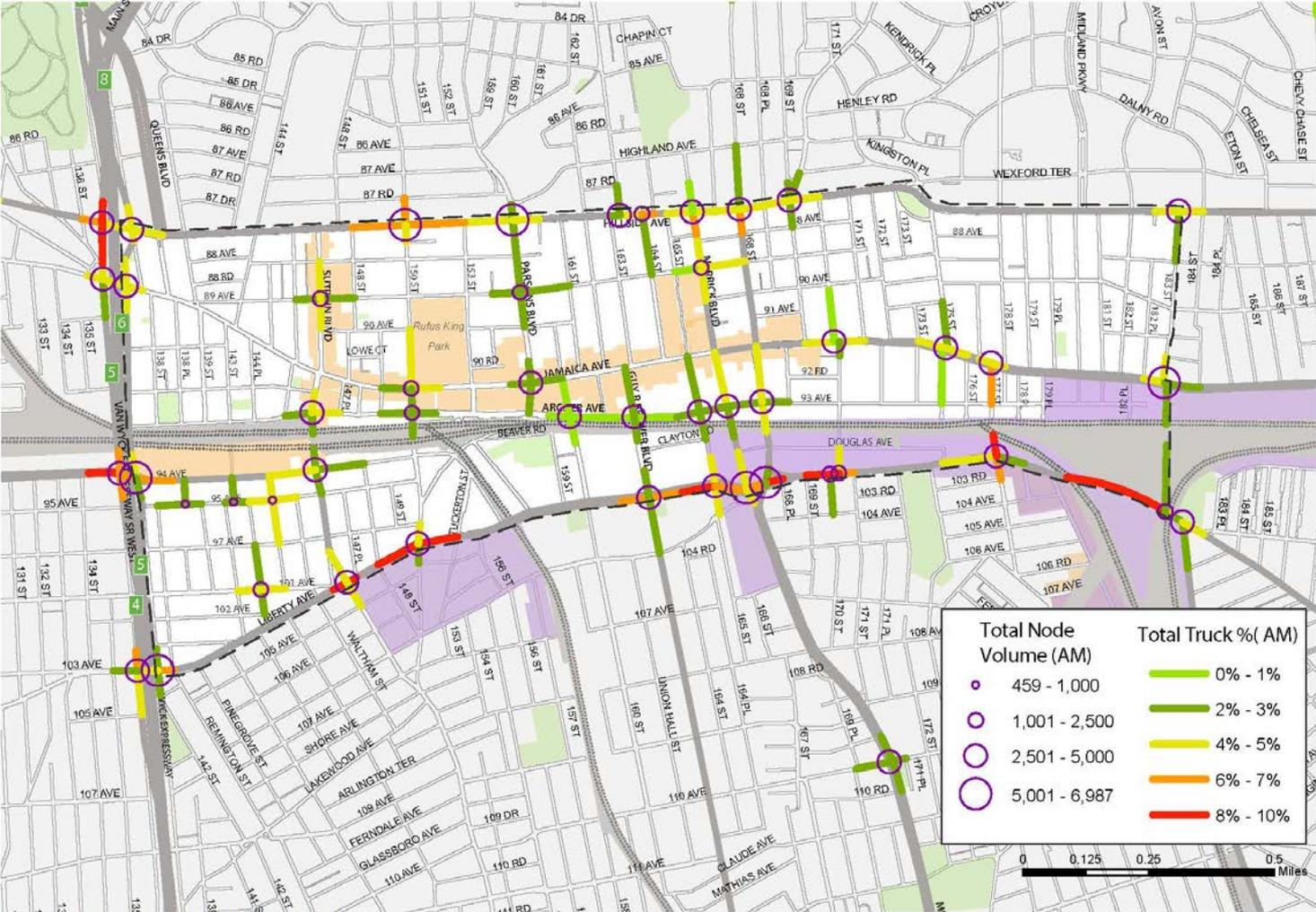
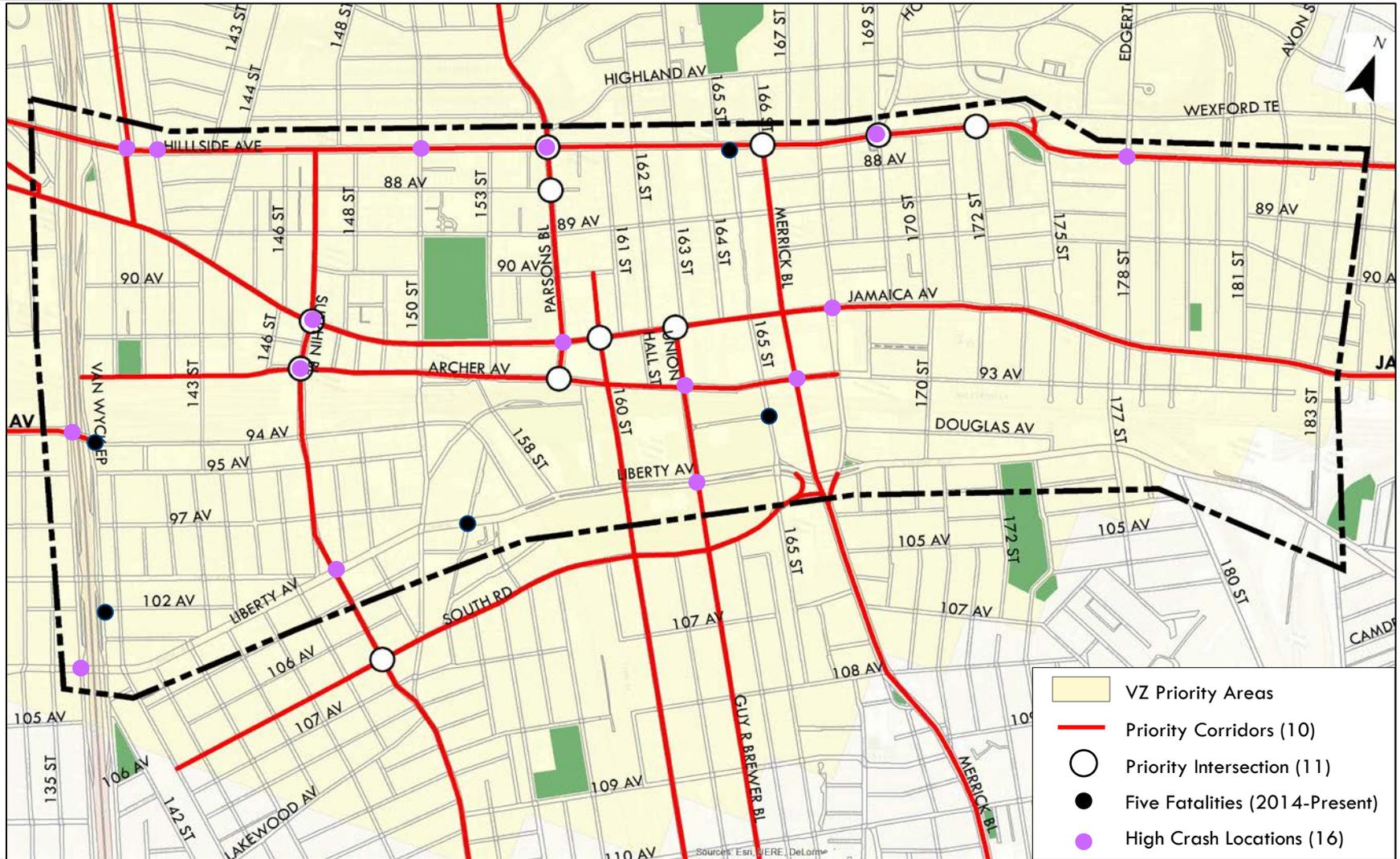


FIGURE 2-10: AM TRUCK TRIP PERCENTAGE

CRASHES



COMMUNITY INVOLVEMENT



- Technical Advisory Committee Meeting – November 2015 & March 2016
- Public Meeting – December 2015
- Street Ambassadors – June 2016
- Web Portal
- Industrial Business Zone Survey

WHAT WE HEARD

PUBLIC MEETING

- ❖ **Too much congestion; need TEA to direct traffic**
- ❖ **Too many buses – better manage buses circulating in the core**
- ❖ **Need to manage commuter van operations**
- ❖ Insufficient parking
- ❖ Provide better lighting to make the place more inviting and safe
- ❖ Use art to beautify LIRR retaining wall

STREET AMBASSADORS

- ❖ Too much congestion
- ❖ Speeding is prevalent; speed and red light cameras are needed
- ❖ Traffic Enforcement Agents needed at busy intersections
- ❖ Poor roadway condition - potholes, etc.
- ❖ Not enough parking spaces

WEB PORTAL

- ❖ Create pickup/dropoff area near Sutphin/Archer station
- ❖ Bus only lanes on Jamaica Ave do not function as planned
- ❖ Gridlock at Archer Ave/Sutphin Bl is terrible esp. in PM peak
- ❖ **Parsons Bl/Jamaica Ave – most dangerous intersection in Downtown Jamaica**

IBZ SURVEY

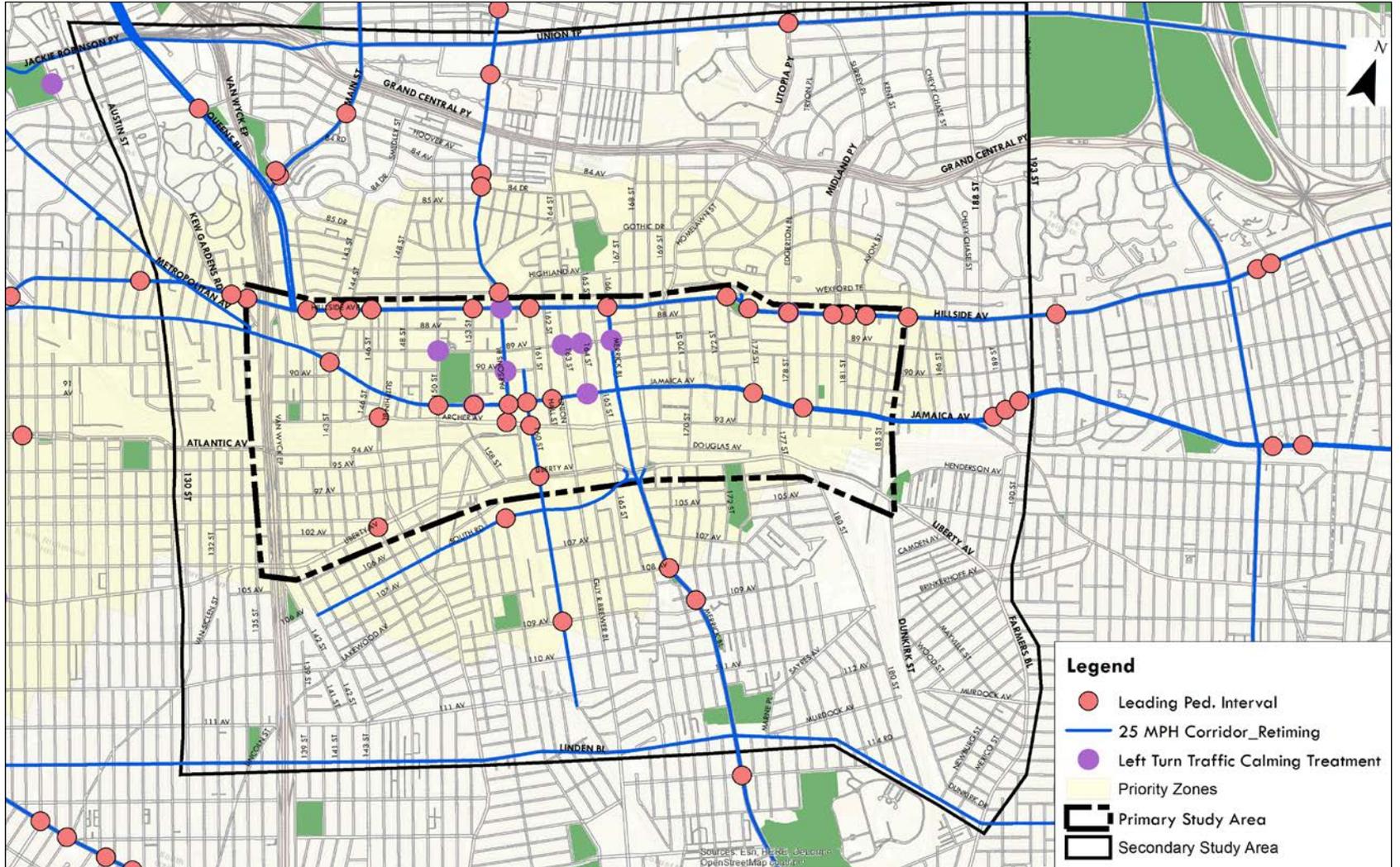
- ❖ Douglas Ave is substandard east of 170th St
- ❖ Too much congestion on Sutphin Bl bet/ Liberty Ave & Hillside Ave
- ❖ Merrick Bl & Liberty Ave are problematic due to the number of commuter vans and buses
- ❖ Liberty Ave needs to be repaved
- ❖ Curb space for truck loading/unloading is needed

OTHER DOT INITIATIVES

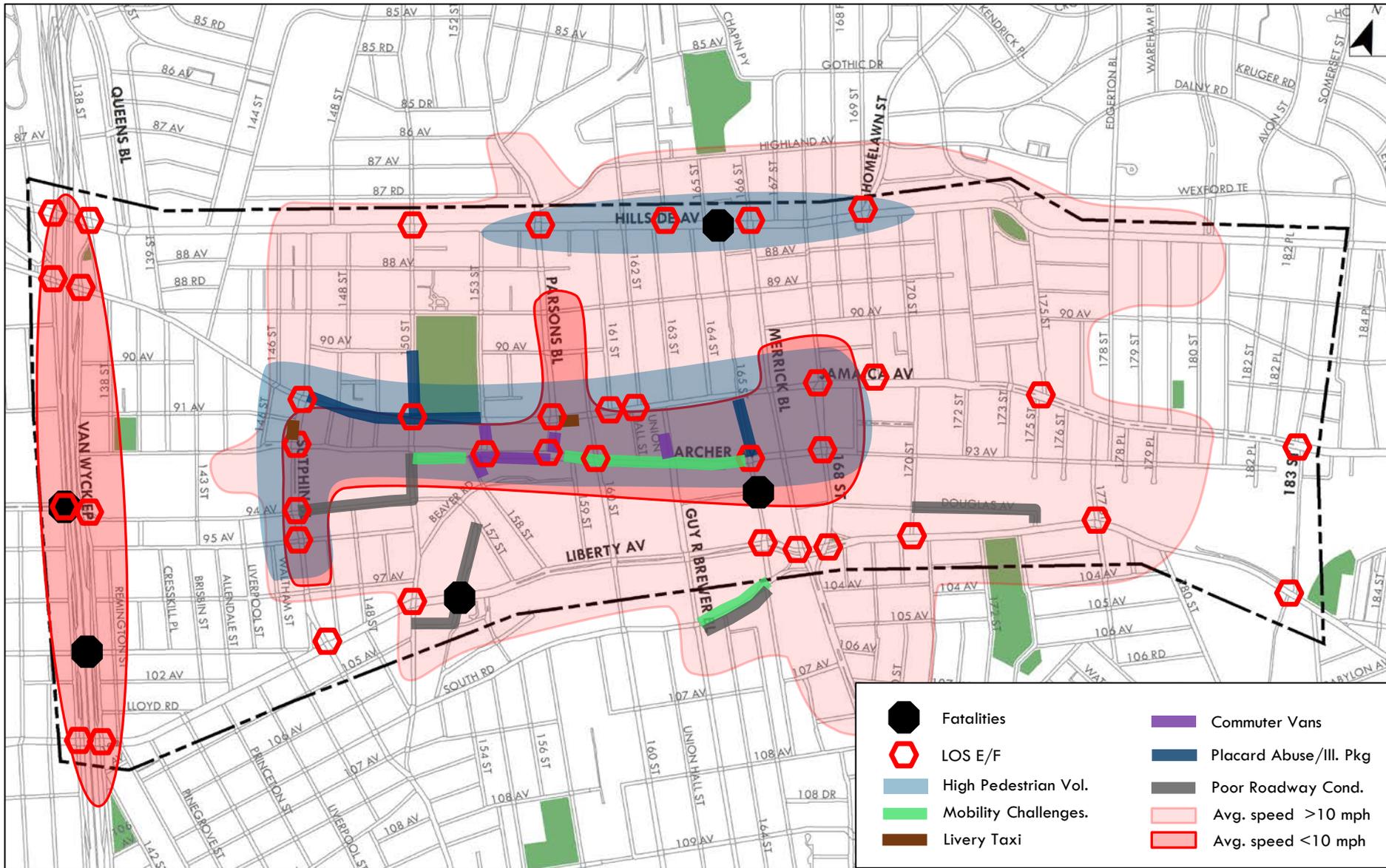
- ❖ Downtown Jamaica Streetscape Plan
- ❖ Citywide Commuter Van Study
- ❖ Citywide Transit Plan
- ❖ Citywide Freight Plan
- ❖ Jamaica Bicycle Plan
- ❖ Vision Zero Initiative



VISION ZERO INITIATIVES



SUMMARY OF FINDINGS



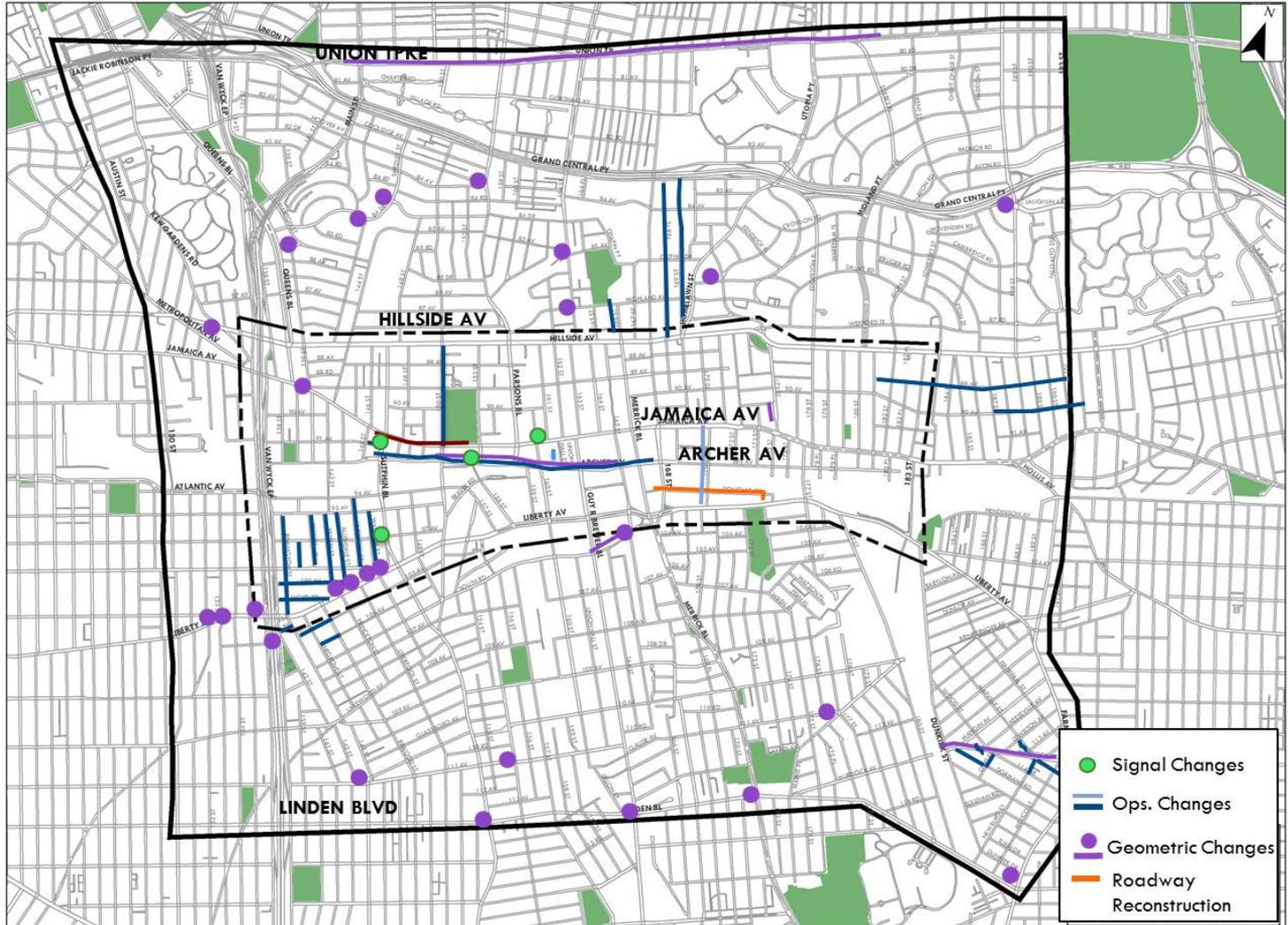
SUMMARY OF ISSUES



PRELIMINARY RECOMMENDATIONS & EARLY ACTION

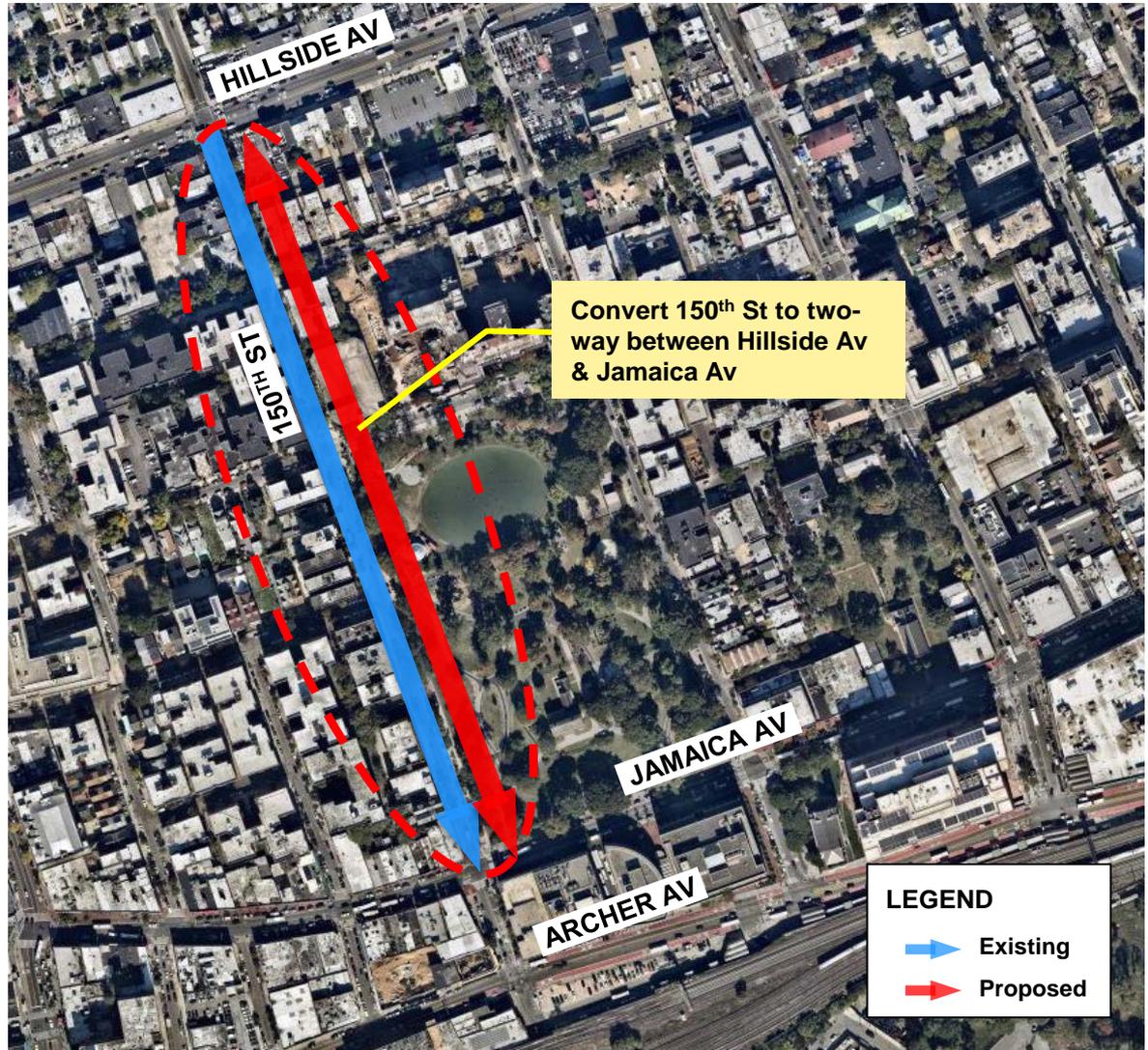
2

PRELIMINARY RECOMMENDATIONS/EARLY ACTION



150TH ST

- ❖ Convert from one-way SB to two-way between Hillside & Jamaica Avenues to create an additional thru street option



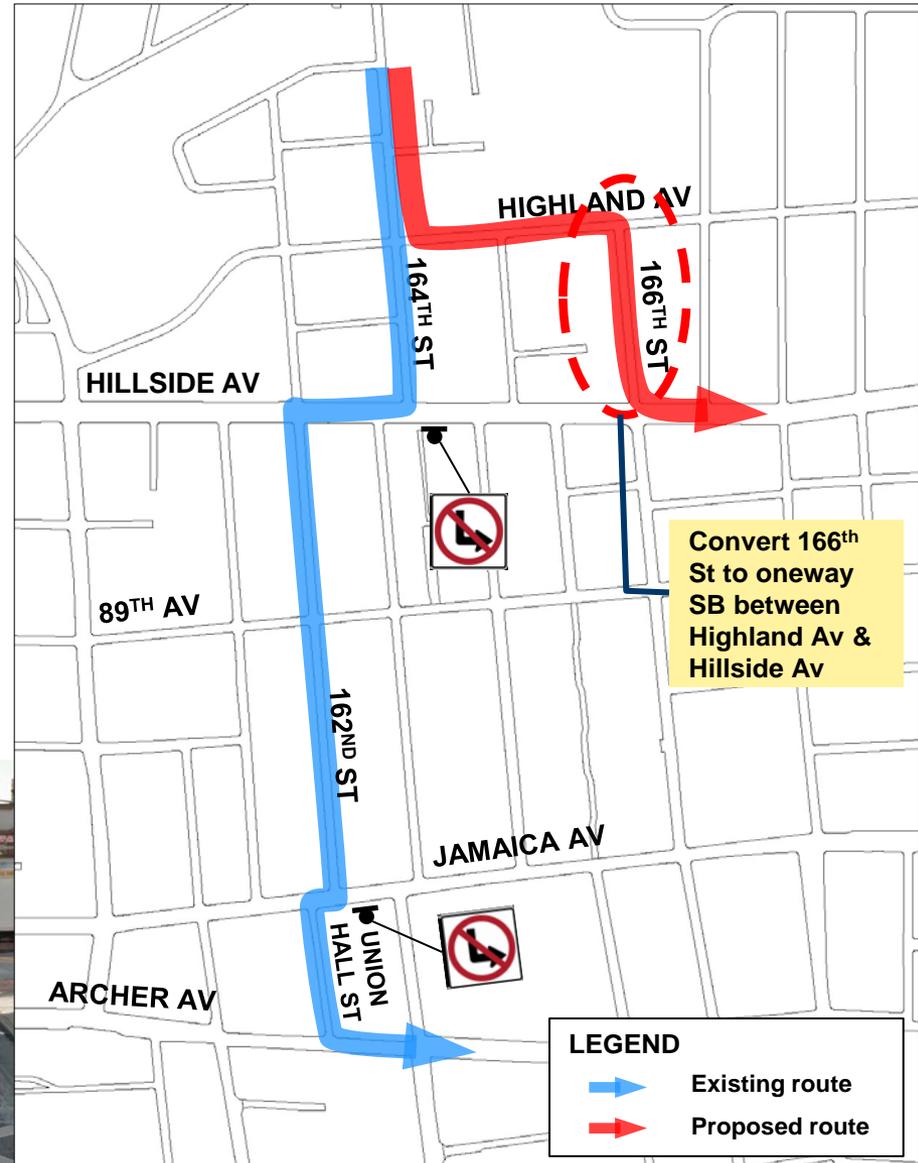
UNION HALL ST

- ❖ Install Access-A-Ride Stop to address congestion due to Access-A-Ride operations at the main entrance of the Fedcap We Care Program



164TH ST & 162ND ST

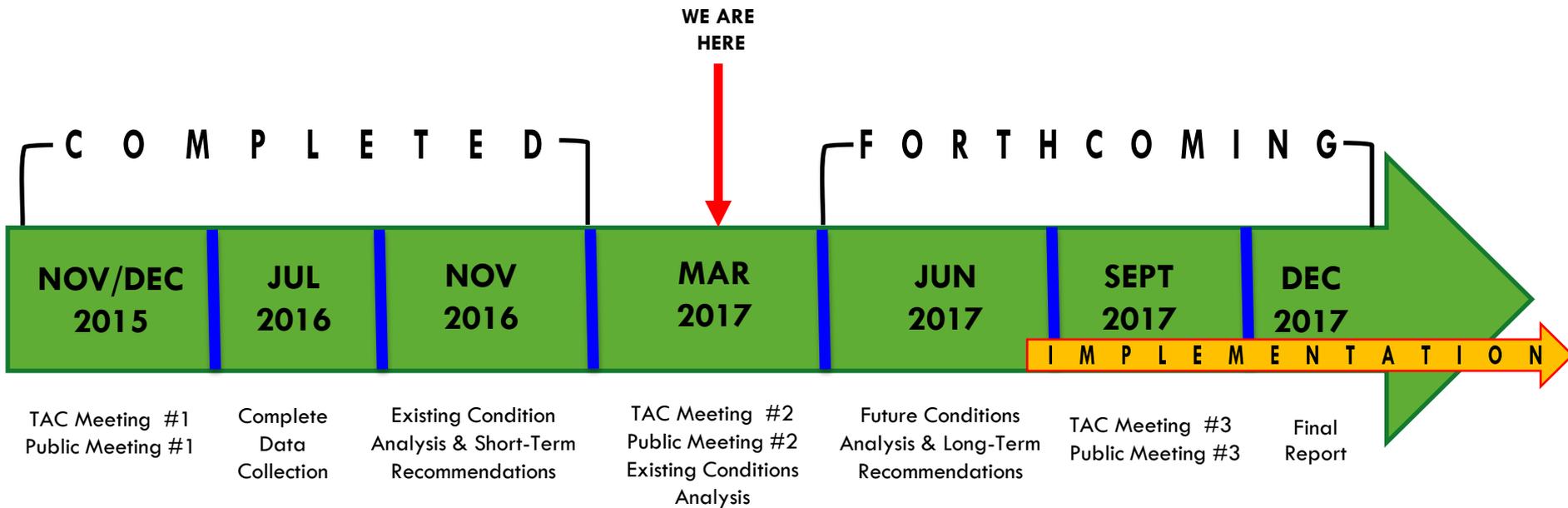
- ❖ Install signage and change traffic direction to address circulation challenges posed by existing left turn prohibition on the SB approach at Hillside Ave and Jamaica Ave



NEXT STEPS

3

TIMELINE



THANK YOU!

Questions?



NYC DOT



NYC DOT



nyc_dot



NYC DOT