

Grand St/Grand Av Safety & Bus Priority Improvements

Queens Community Board 4 Transportation Committee

November 26, 2024



Table of Contents

1. Introduction & Existing Conditions
2. Toolkit
3. Next Steps
4. Design Options & Open Discussion

Introduction & Existing Conditions

Why Grand St/Grand Av?

- Study area: Metropolitan Av to Queens Blvd
- Over 51,000 daily bus passengers on the Q54, Q58, and Q59
 - Q58 is the highest ridership route in Queens
- Critical crosstown service with connections to **L G & E F M R**
- MTA Grand Av Bus Depot & Central Maintenance Facility serve 10 routes



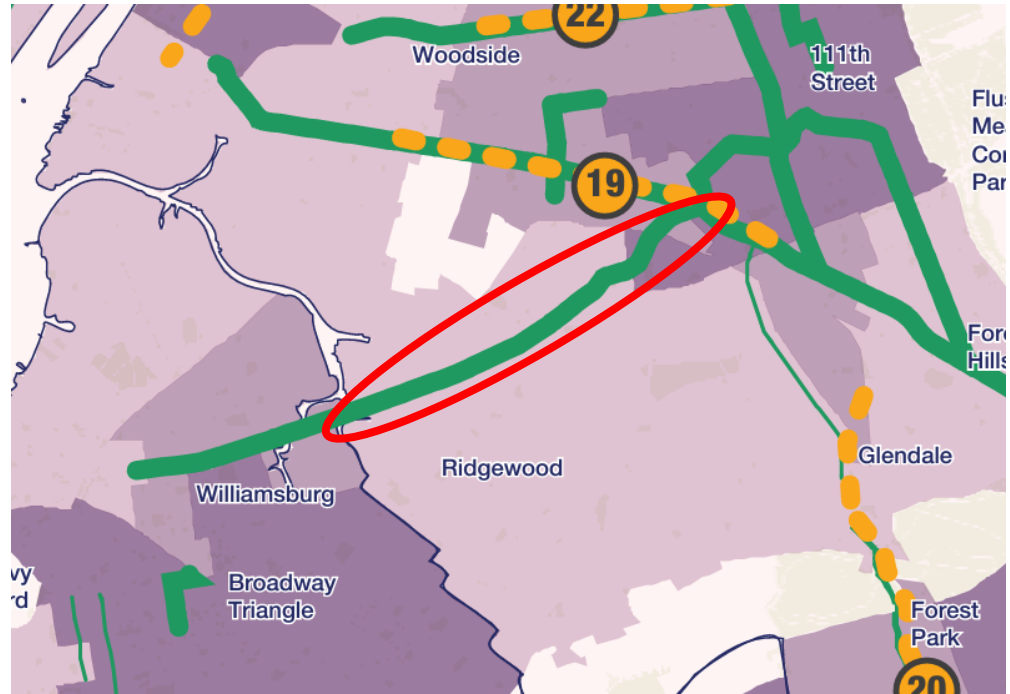
Grand Av Bus Depot

NYC Streets Plan and Transit Goals

Transit goals of the Streets Plan:

1. Increase sustainable travel modes by reconfiguring streets
2. Expand access to job opportunities through faster and more reliable transportation options
3. Allow all New Yorkers to get around the city in multiple ways without encountering barriers to travel

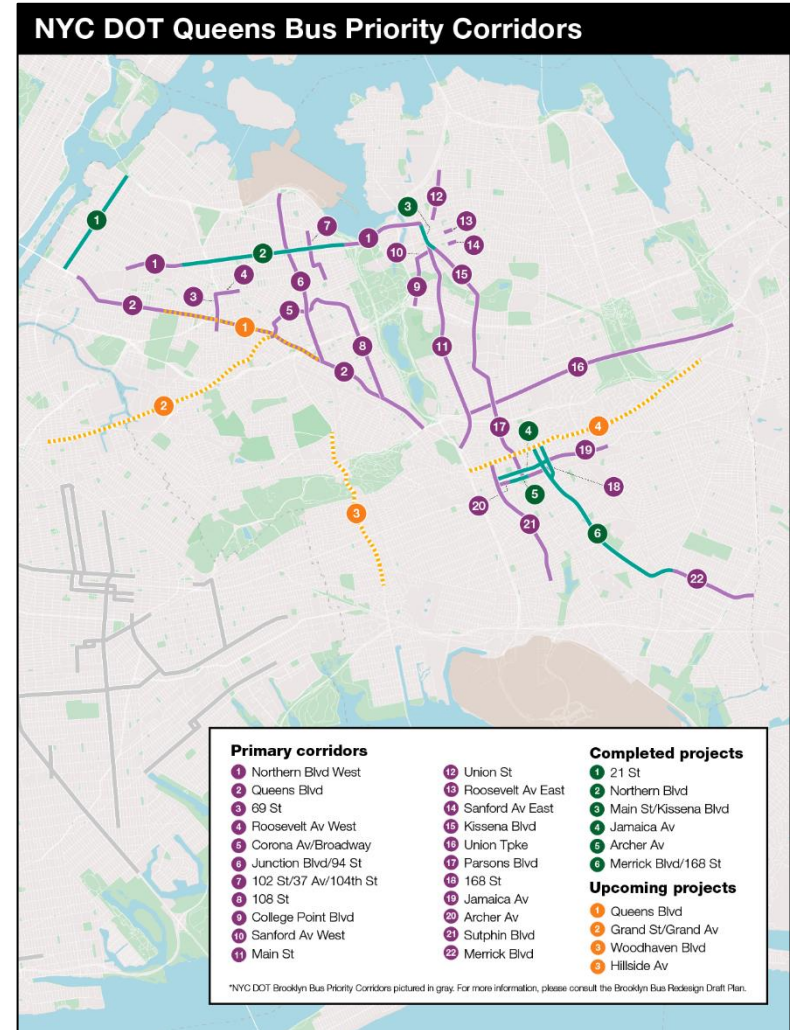
In addition to the Streets Plan and bus priority corridors, NYC DOT and MTA are working together on automated enforcement & transit signal priority



Source: NYC Streets Plan

Queens Bus Network Redesign

- MTA's borough-wide plan to improve bus service
 - Launched in 2019
- Coordinating with NYC DOT on targeted corridors, including Grand Av/Grand St
- DOT is working to support MTA's Proposed Final Plan
- MTA published the Proposed Final Plan in December 2023, which incorporated concerns and needs expressed by riders, labor partners, and other stakeholders
- QBNR team has participated in over 60 engagements since publishing the Proposed Final Plan, including:
 - 22 Community Board presentations
 - 22 engagements with elected officials, civic groups, community groups, institutions, and other stakeholders
 - 18 pop-up events throughout the system
 - 5 open houses
 - 1 public hearing



Grand Avenue Bus Depot



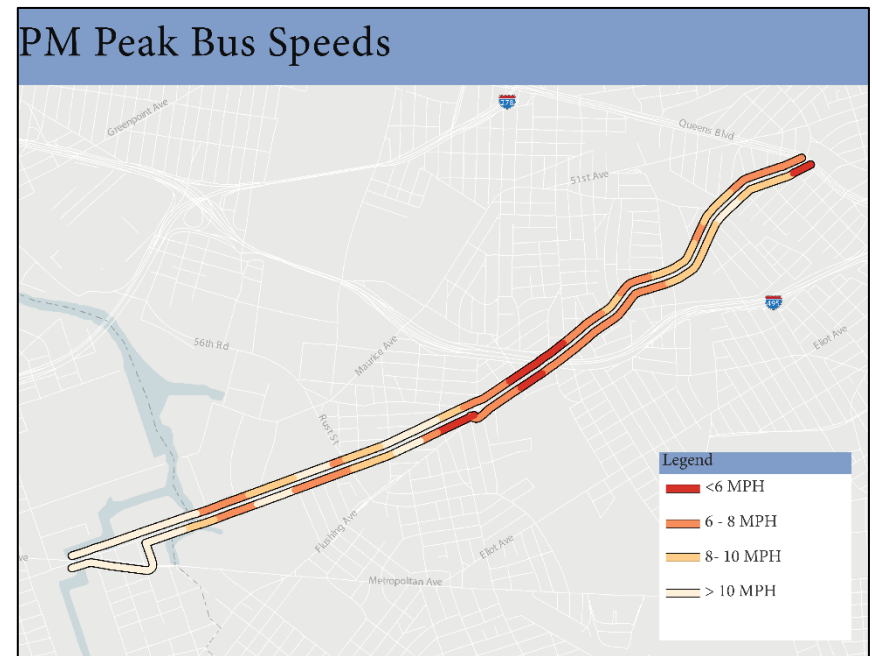
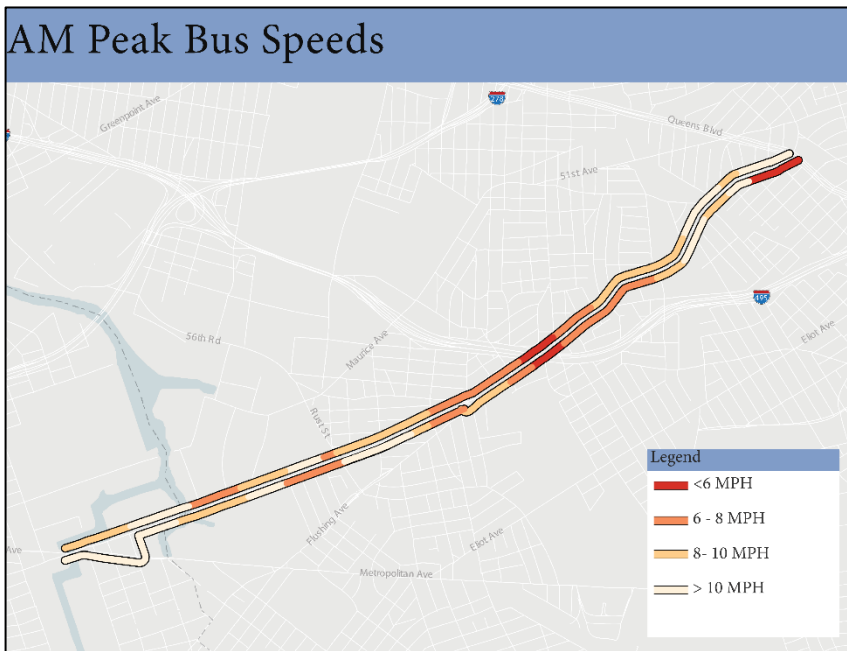
Traffic congestion looking east on Grand Avenue from 47th St

Source: [MTA]

- Operates 10 bus routes, including the B38, B47, B57, B60, B62, and Q59
- **1,032 buses** pulling in and out of the depot **every weekday**, including **over 80** movements during the busiest hour
- Significant operational difficulties for pull-in and pull-out due to truck traffic and congestion from Grand St Bridge, resulting in longer wait times and less reliable service for riders
- Improvements along Grand Avenue that prioritize bus service and depot access will result in more reliable, faster buses in an area lacking direct subway service

Grand Ave/St Bus Speeds

- Buses speeds are as low as **4 MPH** in some sections
- Slow speeds concentrated near Grand St L, Grand Ave Depot, and Long Island Expressway
- Traffic congestion, double parking, and high volumes of commercial vehicles cause slowdowns



Source: MTA NYCT, May 2024

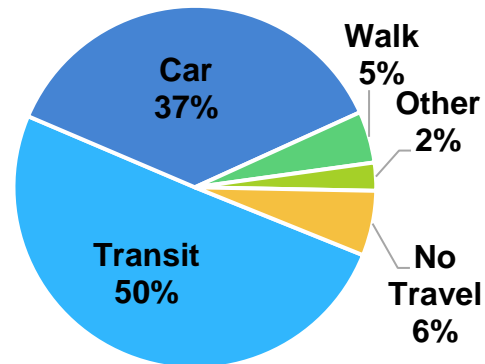
Demographics

Census Tracts – Grand Av (Metropolitan Av bridge to Queens Blvd)

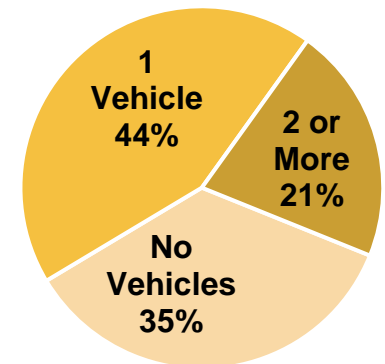
- 38,000 residents
- Around 1/3 of households do not have access to a private vehicle
- More than half commute to work via public transit, walking, or biking
- 43 minute average travel time to work
 - Above the city average of 41 minutes



Travel to Work



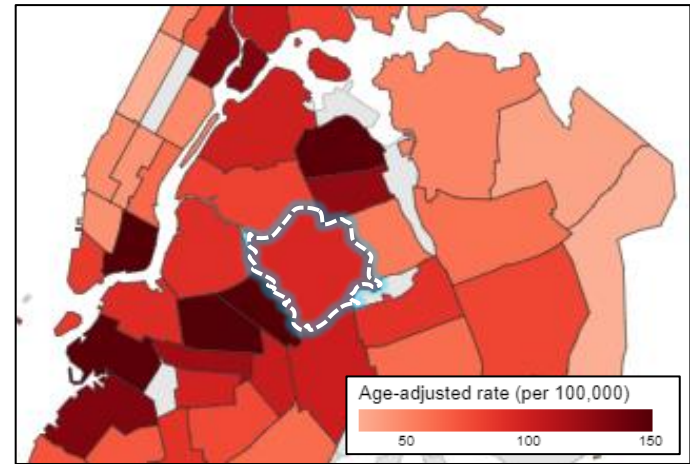
Vehicle Access by Household



Source: 2018-2022 American Community Survey

Bicycle Injury Emergency Visits

Estimated annual rate



Source: EH Data Portal

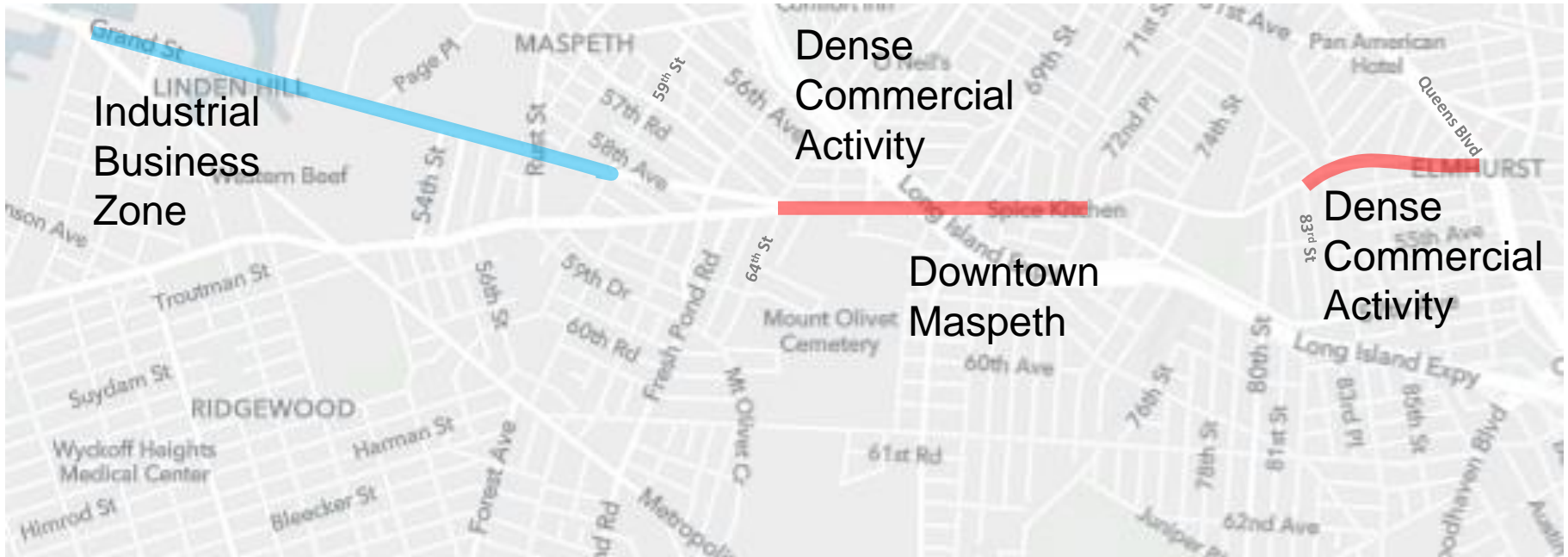
Safety

- From 2019-2023, 359 people were injured in crashes on Grand Av between Metropolitan Av and Queens Blvd
 - Average of more than 1 injury every week
 - 25 people severely injured
 - 3 people were killed
- Vision Zero Priority Corridor, with one Vision Zero Priority Intersection:
 - Grand Av & Queens Blvd
- In the top 1/3 most dangerous corridors in Queens

Grand St/Grand Av, 2019-2023 (5 years)				
	Total Injuries	Severe Injuries	Fatalities	KSI
Pedestrian	73	8	2	10
Bicyclists	77	5	0	5
Motor Vehicle Occupant	189	10	1	11
Other Motorized	20	2	0	2
Total	359	25	4	28

KSI = Killed or Severely Injured. Source: NYC DOT

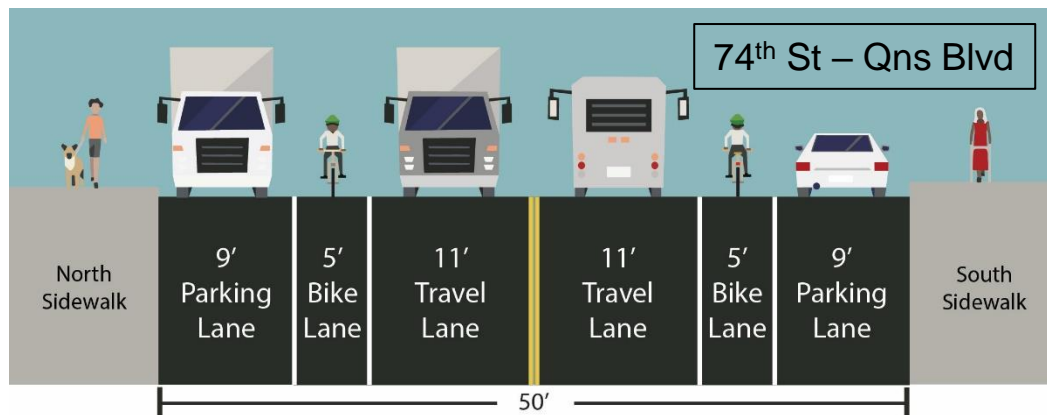
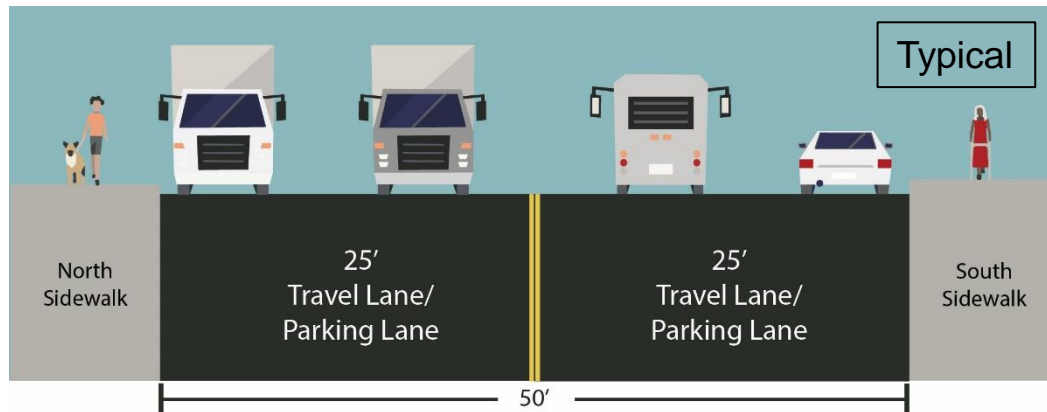
Existing Conditions: Land Use



-  Industrial Businesses
-  Dense Commercial Corridor

Existing Conditions: Street Width

- Street width is around 50 feet for the length of the corridor
- Between Metropolitan Av and the Long Island Expressway, each direction has a 25-foot combined moving and parking lane
- Painted bike lanes between 74th Street and Queens Boulevard
 - No bike facilities or sharrows in other sections

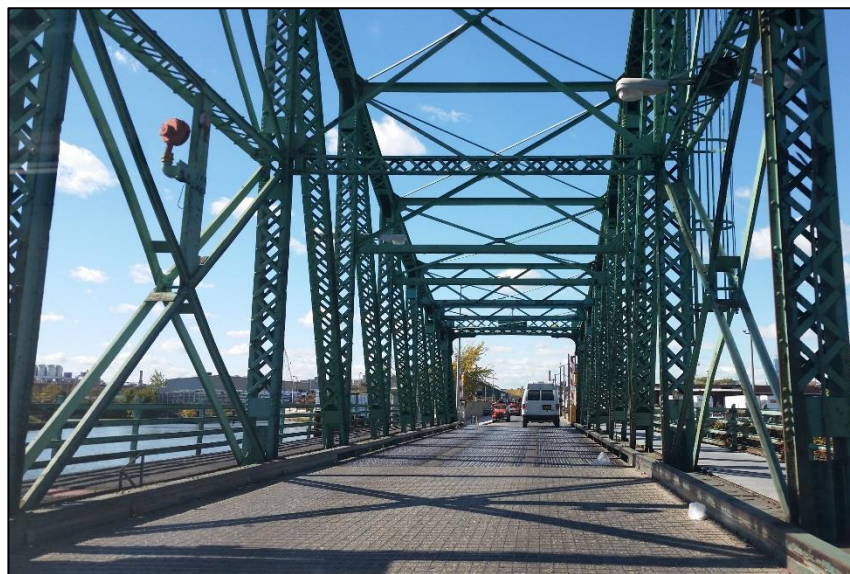


DOT Projects

- Queens Boulevard Capital Project
 - Pedestrian, bike, and bus improvements
 - Starting construction in Fall 2026
- Grand St, Metropolitan Av, Morgan Av Street Improvement Project
 - Improvements to address blocked bike lanes, bus stops, and sidewalks; poor visibility for pedestrians, cyclists, and drivers; and slow bus speeds
- Grand St Bridge Reconstruction
 - Formal environmental review process expected to begin in 2025



Grand St and Lorimer St



Grand St Bridge

Vision & Challenges

Vision:

- Make bus service fast, reliable and on-time
 - Improve bus operations around the Grand Av Bus Depot
- Make Grand Av safer to walk, bike & drive
- Ensure access to businesses & loading activity

Challenges:

- Traffic congestion
- Double parking & business access needs
- Space for bikes and buses



Grand Av in front of the bus depot



Grand Av and 47th Street Bus Stop

Toolkit

Transit Toolkit



Offset Bus Lane

Woodhaven Blvd, QN



Center Bus Lane/
Physical Protection

161st St, BX



Busway/Transit & Truck Priority

© NYC DOT

14th St, MN



Curbside Bus Lane

Hylan Blvd, SI



Queue Jump Signal

Broadway, QN

Bus Stop Toolkit



Nostrand Av, BK



86th St, MN



Hylan Blvd, SI



Utica Av, BK

Pedestrian Safety Toolkit



Pedestrian Island

Fordham Rd, BX



Bus Boarding Island

Kings Hwy, BK



Median Extension

149th St, BX



Painted Curb Extension

Southern Blvd, BX

Parking Toolkit

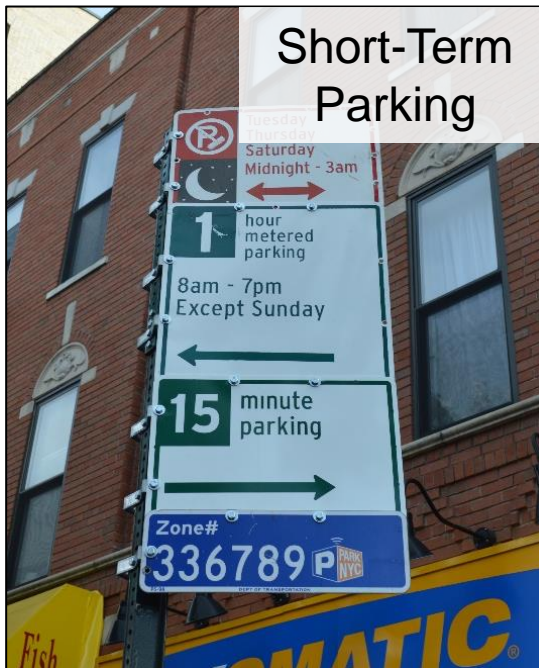
Parking Meters



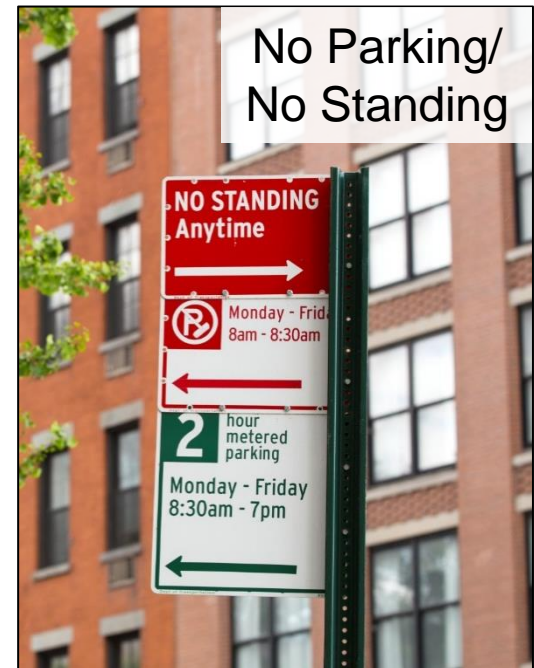
Truck Loading Zones



Short-Term Parking



No Parking/No Standing



Other Tools

- Traffic signal timing
- Transit Signal Priority (TSP)
- Bus lane camera enforcement
 - DOT stationary cameras
 - MTA on-bus cameras (ACE)
- Left & right turn bays
- Trees & streetscape improvements



Next Steps

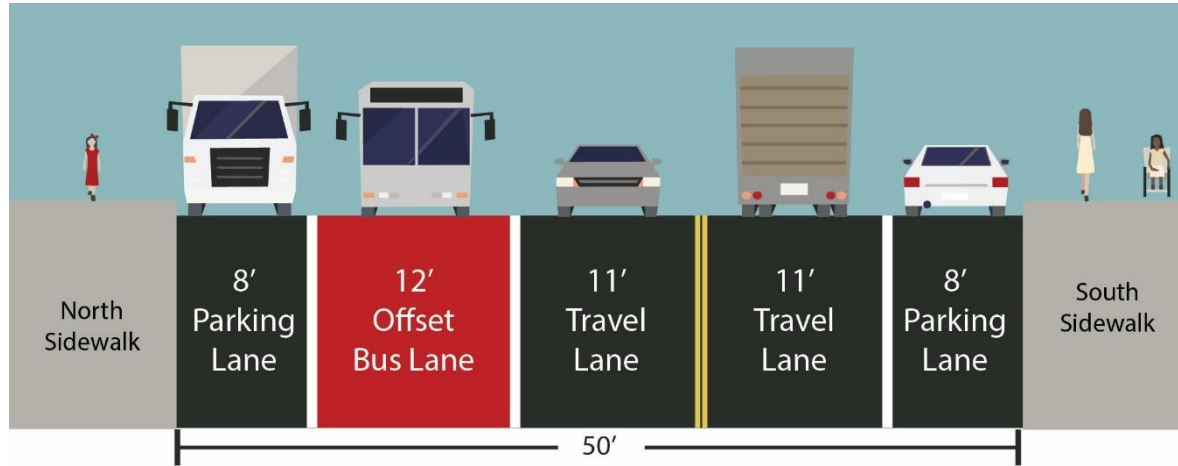
Next Steps

- Fall 2024
 - Discuss existing conditions, needs, and wants with community boards, elected officials, and stakeholders
 - Feedback will help shape DOT's draft proposal
 - Merchant Survey
 - Site visits & data collection
- Winter/Spring 2025:
 - Continue public outreach w/ CBs , elected officials, and stakeholders
 - Develop & share draft plans; feedback will help refine proposal
 - Share refined plan
- Implementation in late 2025 or 2026

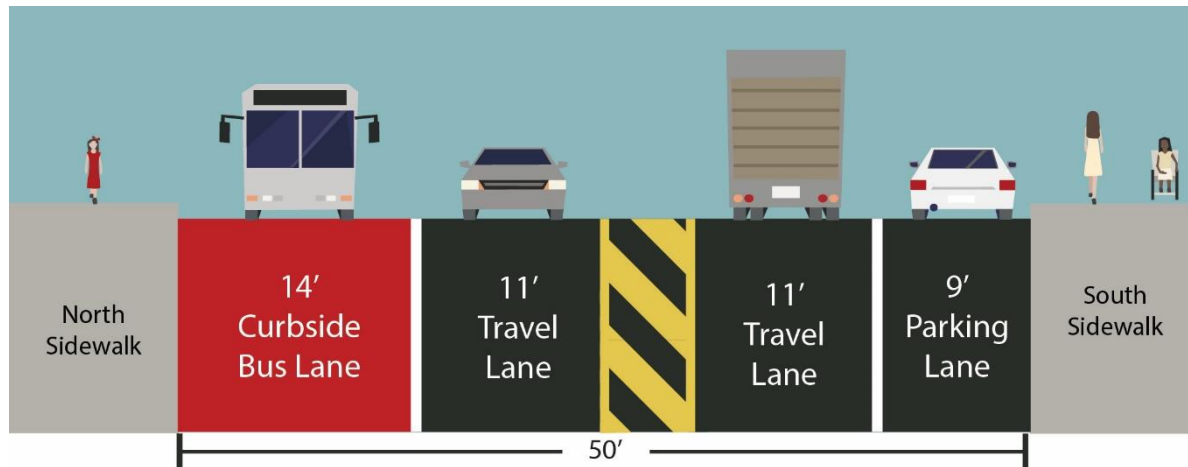
Note: Schedule may vary depending on feedback and analysis

Discussion

Bus Lane Design Options

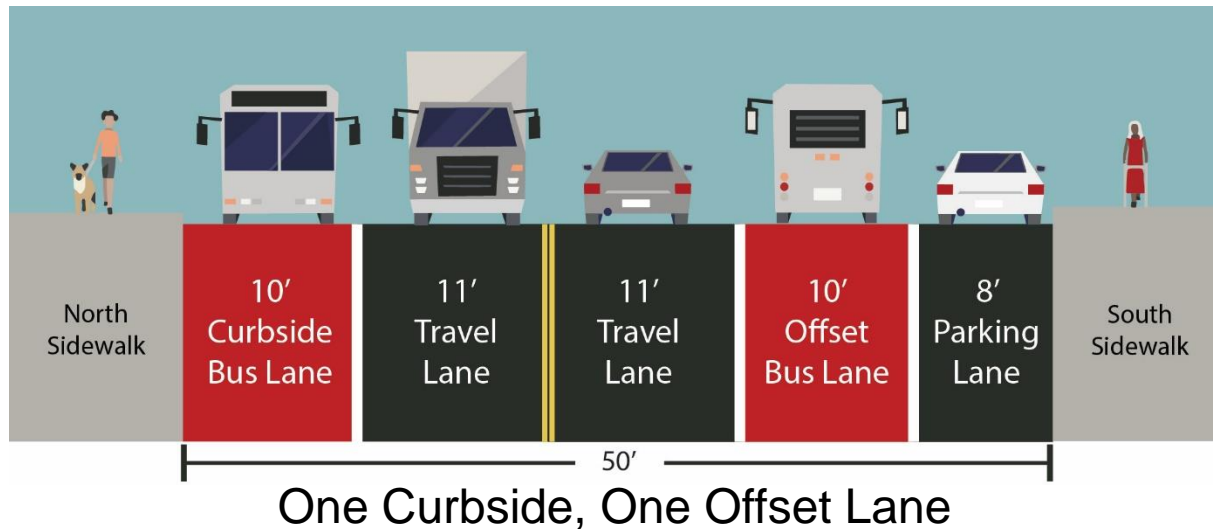
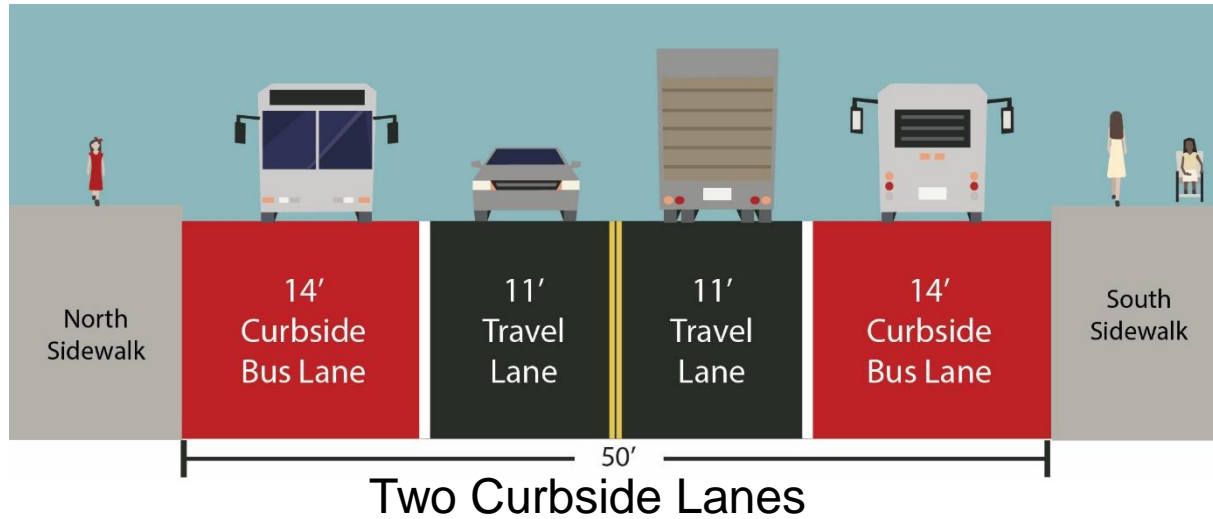


Single Offset Lane



Single Curbside Lane

Bus Lane Design Options, pt. 2



Open Discussion

- How does Grand Av operate right now? What works & doesn't work?
- Which DOT and MTA tools sound most useful? Less useful?
 - Are any of the bus lane design options preferable? Why?
- Who else should we reach out to about this project? Any groups or specific individuals?
- What would a successful project look like?
- What tradeoffs are acceptable?
- What role can DOT and MTA take to make Grand Av work better?

Thank You!

Questions?



NYC DOT



NYC DOT



nyc_dot



NYC DOT