



# JAMAICA 168<sup>th</sup> St INTERIM BUS TERMINAL PROJECT UPDATE

June 11, 2024

Presentation to Queens CB 12

Transportation Committee Meeting



# Project Status Update

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- MTA to lease the property at 90-01 168th Street in Jamaica, Queens on a commercial parking lot owned by Greater Jamaica Development Corporation (GJDC)
- An interim bus terminal will be constructed on the site.
- Terminal will serve 16 MTA Bus, NYCT, and NICE bus routes that currently operate from the existing 165th Street Jamaica Bus Terminal (89-21 165th Street), serving close to 12,000 daily riders.



Existing Parking Lot

# Project Status Update

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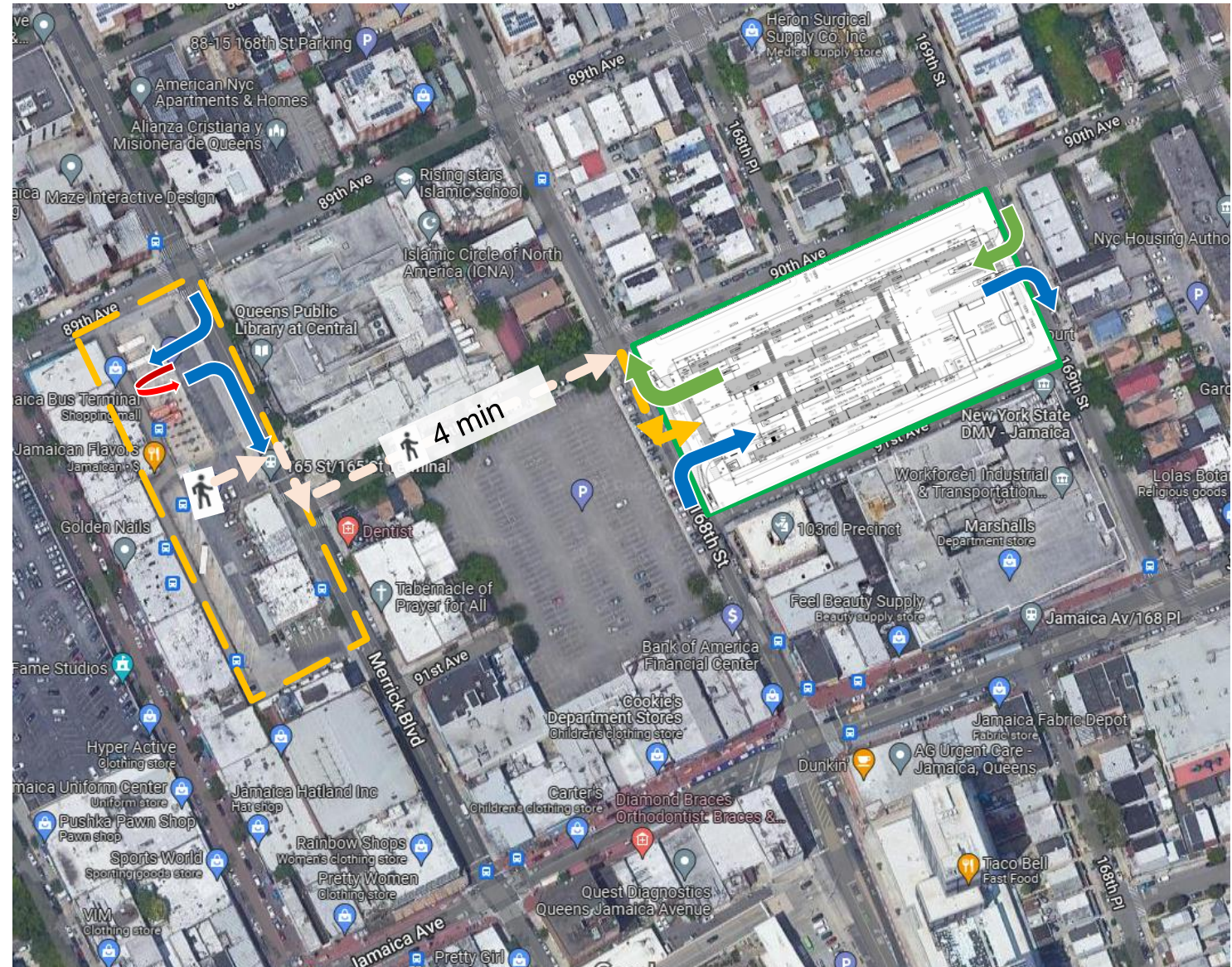
- Interim bus terminal would temporarily replace the existing Jamaica Bus Terminal
- A developer (FBE) acquired the existing Jamaica Bus Terminal site, requiring MTA and NICE to vacate the premises when the current lease ends (End of December 2024)
- MTA signed a letter of intent with the developer and is currently negotiating a long-term lease for redeveloped space at the existing site.
- Prior to the lease and redevelopment of the interim GDJC, 168th Street bus terminal site, MTA prepared an environmental assessment (EA) pursuant to the State Environmental Quality Review Act (SEQRA) to consider environmental factors in its decision making
- MTA will post the EA on our website shortly



Existing Jamaica Bus Terminal

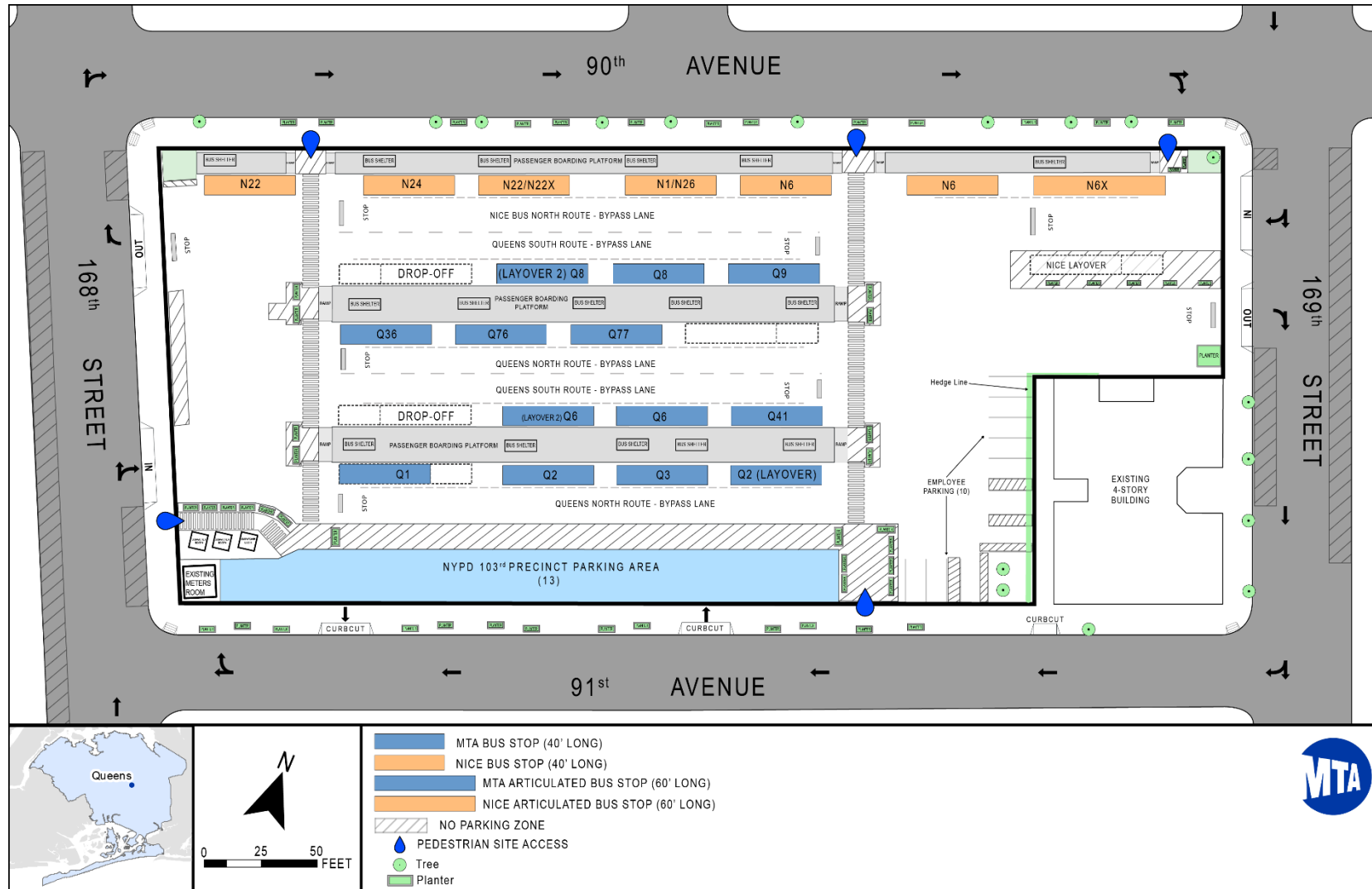
# Importance of Interim Project Site

- Adjacent to the current Jamaica Bus Terminal, this location is essential for MTA and NICE bus routes and customers, with convenient access to New York City Transit connections.
- Enhances the flow of buses and passengers. It upholds all current transfer points between bus routes.
- Enables buses to operate off-street on broader thoroughfares.
- It ensures continued access to the bustling Jamaica Avenue commercial district for bus routes arriving from Hillside Avenue.



# Interim Bus Terminal Operations

- Buses begin at bus depots (garages) and make first stops at the interim bus terminal
- Two bus entry and exit driveways on 168th Street and on 169th Street would be unsignalized and would allow right turns in and right turns out only
- MTA and NICE buses will begin/end trips and drop off/pick up passengers at the interim bus terminal
- Buses park at designated bus stops along passenger boarding platforms

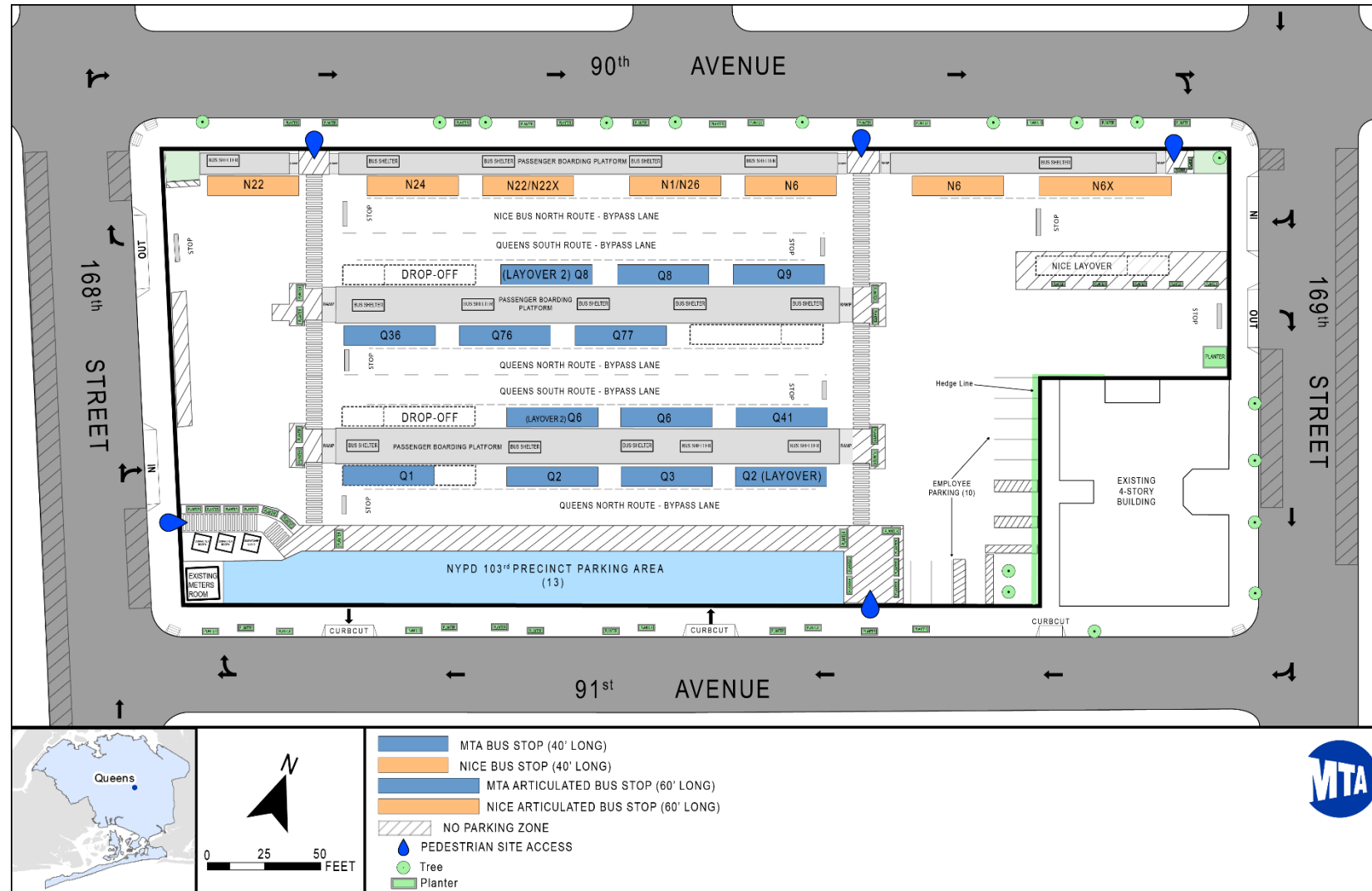


# Vectorial<sup>®</sup> Modular Passenger Boarding Platforms



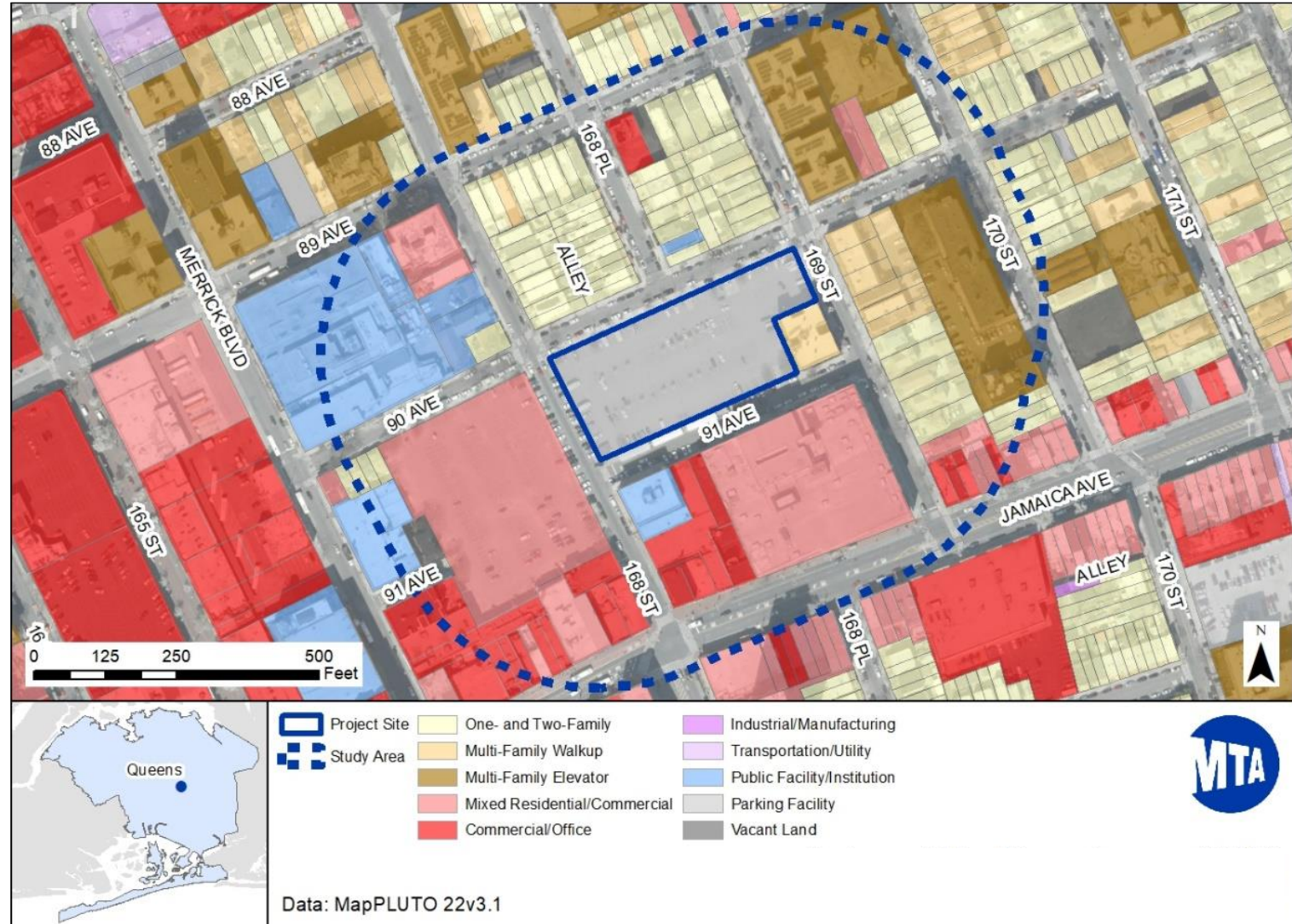
# Passenger and Employee Access

- All pedestrian access to sidewalks maintained
- Concrete planters to be installed on sidewalks along 90th Avenue and 91st Avenue would beautify the streetscape surrounding the project site, enhance the pedestrian experience, and provide pedestrian access and safety from vehicles encroaching/occupying the sidewalks.
- Passengers access the terminal along 90th Avenue, 91st Avenue, and 168th Street
- MTA employee parking in southeast corner
- Designated NYPD 103rd Precinct parking area along 91st Avenue



# Environmental Assessment (EA)

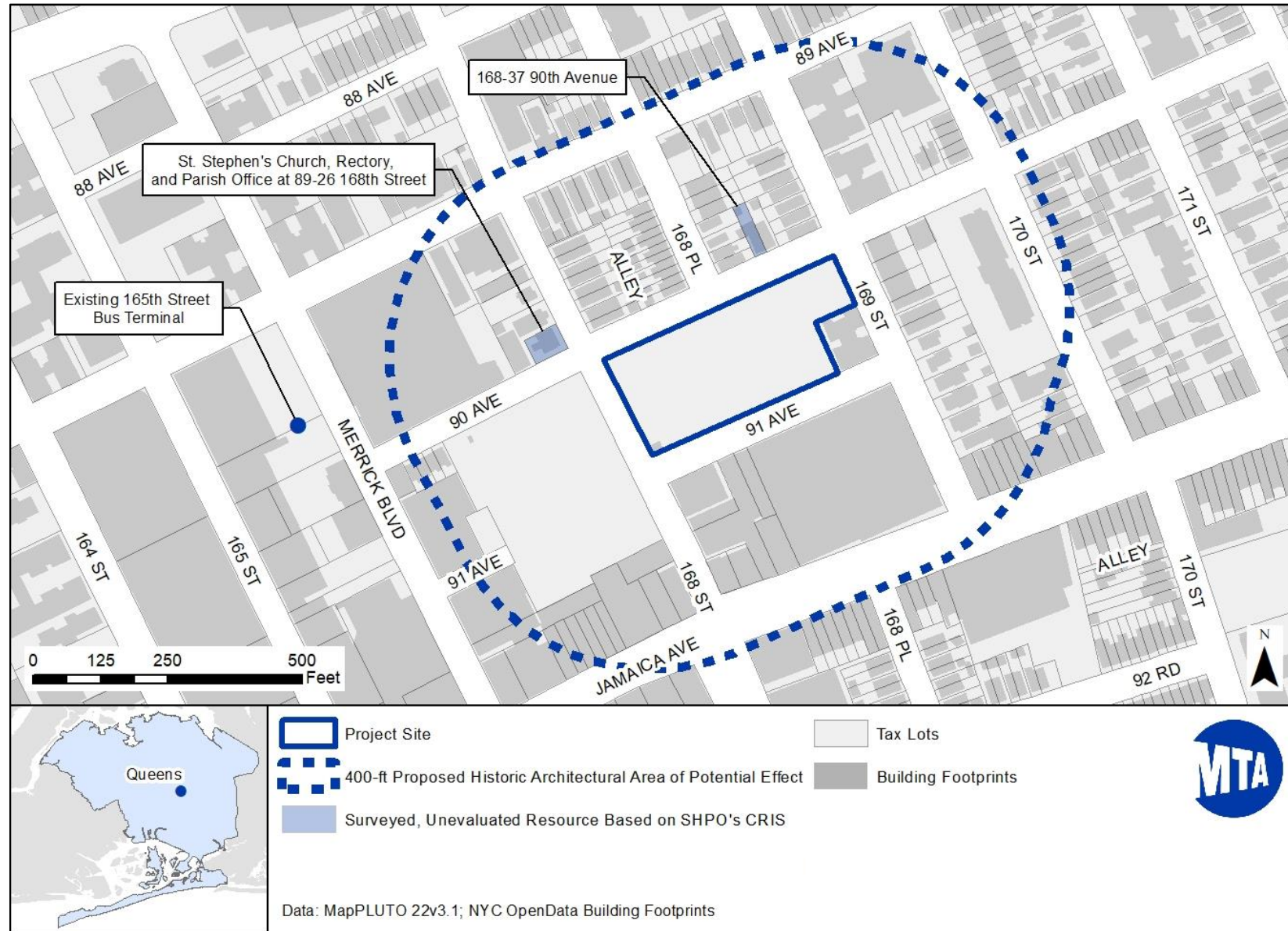
- MTA NYCT Department of Buses prepared EA pursuant to SEQRA
- Study Area bounded by 89th Avenue (north), 170th Street (east), Jamaica Avenue (south), Merrick Boulevard (west)
- Preliminary assessments found that the below resources would have no significant adverse effects and no further analysis is needed
  - Land Use
  - Socioeconomics
  - Environmental Justice
  - Community Facilities
  - Open Space
  - Natural Resources
  - Water and Sewer Infrastructure
  - Solid Waste and Sanitation Services
  - Energy
  - Neighborhood Character
  - Construction
  - Urban Design
  - Visual Resources





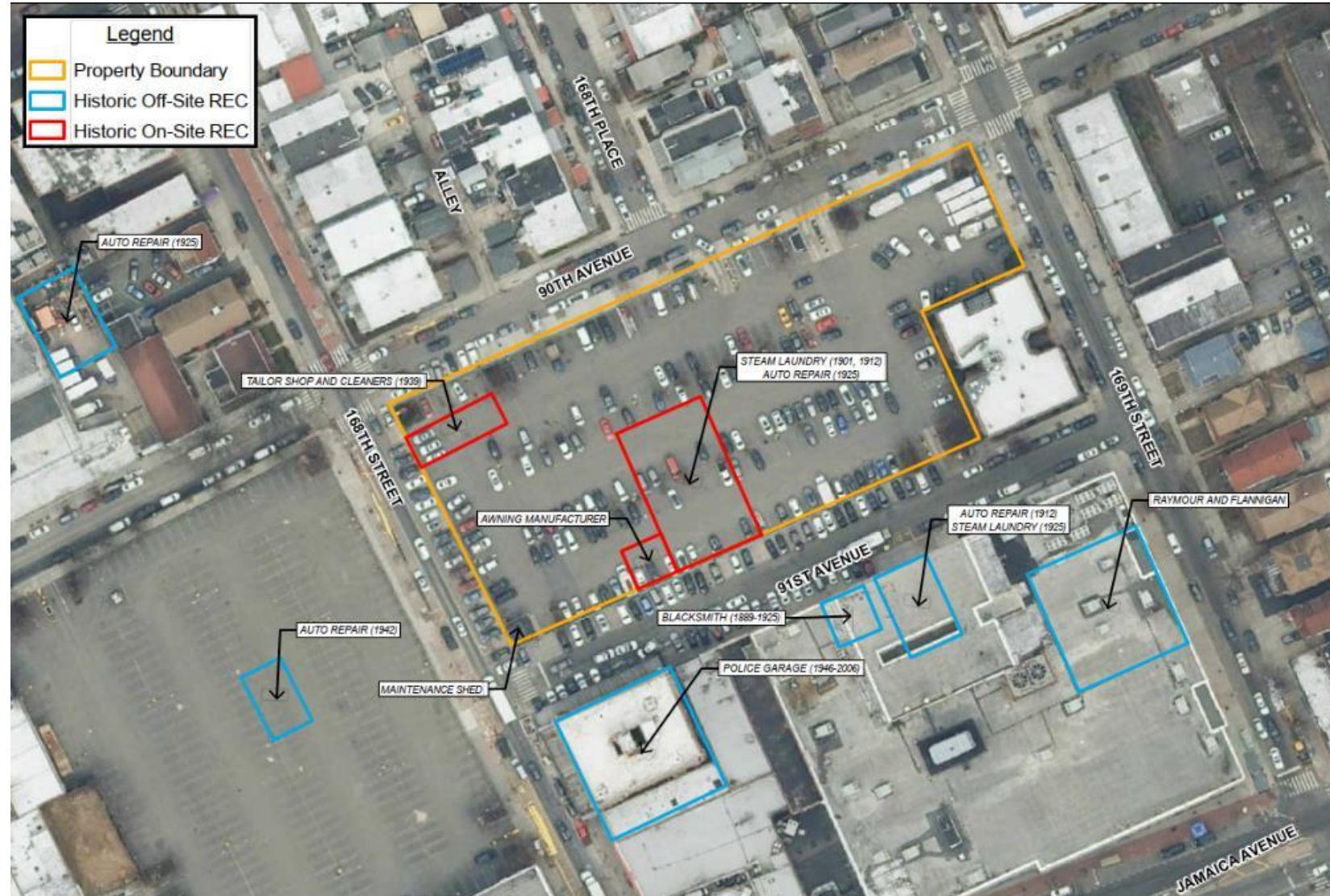
# Historic and Cultural Resources

- 2 historic resources near Project Site:
  - 168-37 90<sup>th</sup> Avenue
  - St. Stephen's Church, Rectory and Parish Office at 89-26 168<sup>th</sup> Street
- SHPO determined No Adverse Effect on historic architectural resources and No Effect on archaeological resources
- **No significant adverse impacts on historic and cultural resources**



# Findings of Phase I and Phase II Environment Site Assessments

- Phase I and Phase II Environmental Site Assessments (ESA) conducted based on 6 former uses on or near Project Site
- Project Site not impacted by former uses
- **Construction will not include ground disturbance including excavation**



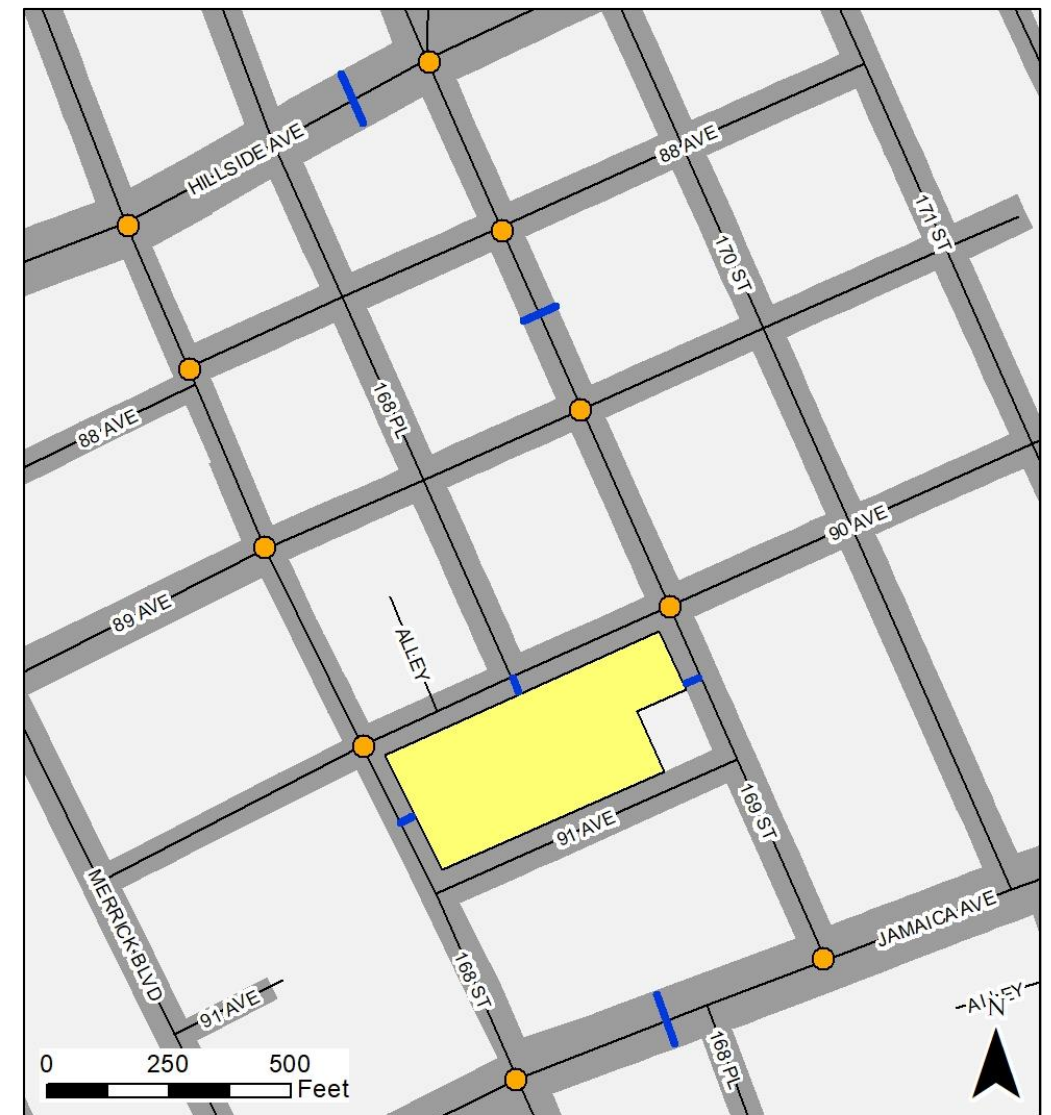
# Traffic and Parking

## Traffic

- Additional buses on the roadway network around interim bus terminal resulting in 2 traffic impacts:
  - *Hillside Avenue at 169<sup>th</sup> Street*
  - *Jamaica Avenue at 169<sup>th</sup> Street*
- Impacts to be mitigated by reallocating signal timings
- **With mitigation, no significant adverse impacts on traffic**


## Parking

- Existing parking lot and 2 on-street parking spaces displaced
- Sufficient off-street parking in nearby parking facilities, so no parking shortfall
- **No significant adverse impacts on parking**



Legend:

- Project Site
- Video Turning Movement Counts Location
- Automatic Traffic Recorder Location



# Air Quality

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- Screened for carbon monoxide (CO) and particulate matter (PM2.5) associated with additional traffic around the interim bus terminal
- CO screening assessment: no significant CO impact
- PM2.5 screening analysis results: further analysis on PM2.5 at 168th Street/90th Avenue and 169th Street/90th Avenue
- PM2.5 concentrations were compared to USEPA National Ambient Air Quality Standards (NAAQS)
- Highest PM2.5 concentrations including background at the interim bus terminal were below the NAAQS
- **No significant adverse impacts to air quality**



# Noise and Vibration

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- Screened for noise and vibration using FTA assessment methodology for on-site bus noise and FHWA Traffic Noise Model for off-site traffic noise
- No vibration impacts from Rubber-tire vehicles
- Temporary impacts fell within moderate noise impact range by 1-5 dB above no impact threshold near residential building in southeastern portion of interim bus terminal
- Mitigation typically not required for long-term impacts just above moderate impact threshold (FTA guidelines)
- **No significant adverse impacts to noise and vibration**



# Agency and Public Involvement

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Since announcing the interim bus terminal project, MTA NYCT Department of Buses has met with:

- Elected officials representing neighborhood
- Queens Community Board 12 Transportation Committee
- Ackroyd Court and surrounding large property owners
- Residences and businesses around existing Jamaica Bus Terminal and interim bus terminal
- NYPD 103<sup>rd</sup> Precinct
- Concerned Citizens of Downtown Jamaica



# Next Steps and Questions

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- Will notify community when Environmental Assessment is posted on project website
- MTA will keep stakeholders aware of the start of construction at the temporary site
- Questions - Contact MTA NYCT GCR: Lucille Songhai (Lucille.Songhai@nyct.com)

