

Woodhaven / Cross Bay Boulevard

Community Advisory Committee Meeting #2 | October 22, 2014



+selectbusservice



Agenda

Introductions

Presentation

1. Project background
2. Woodhaven / Cross Bay Corridor
3. Design Concepts
4. Next Steps

Group Discussion

Meeting objectives

1. Provide an update about the project to date
2. Present draft design concepts for the corridor
3. Discuss draft design concepts; **identify key comments and issues** before the concepts are shown at the Public Open House in November

Project background

Project background



Congested Corridor Study

- Initial safety and traffic improvements on Woodhaven Blvd 2011-2013
- 2014-15 bus and safety improvements
- Long-term recommendation for Select Bus Service and capital project



Bus Rapid Transit (BRT) Phase II Plan

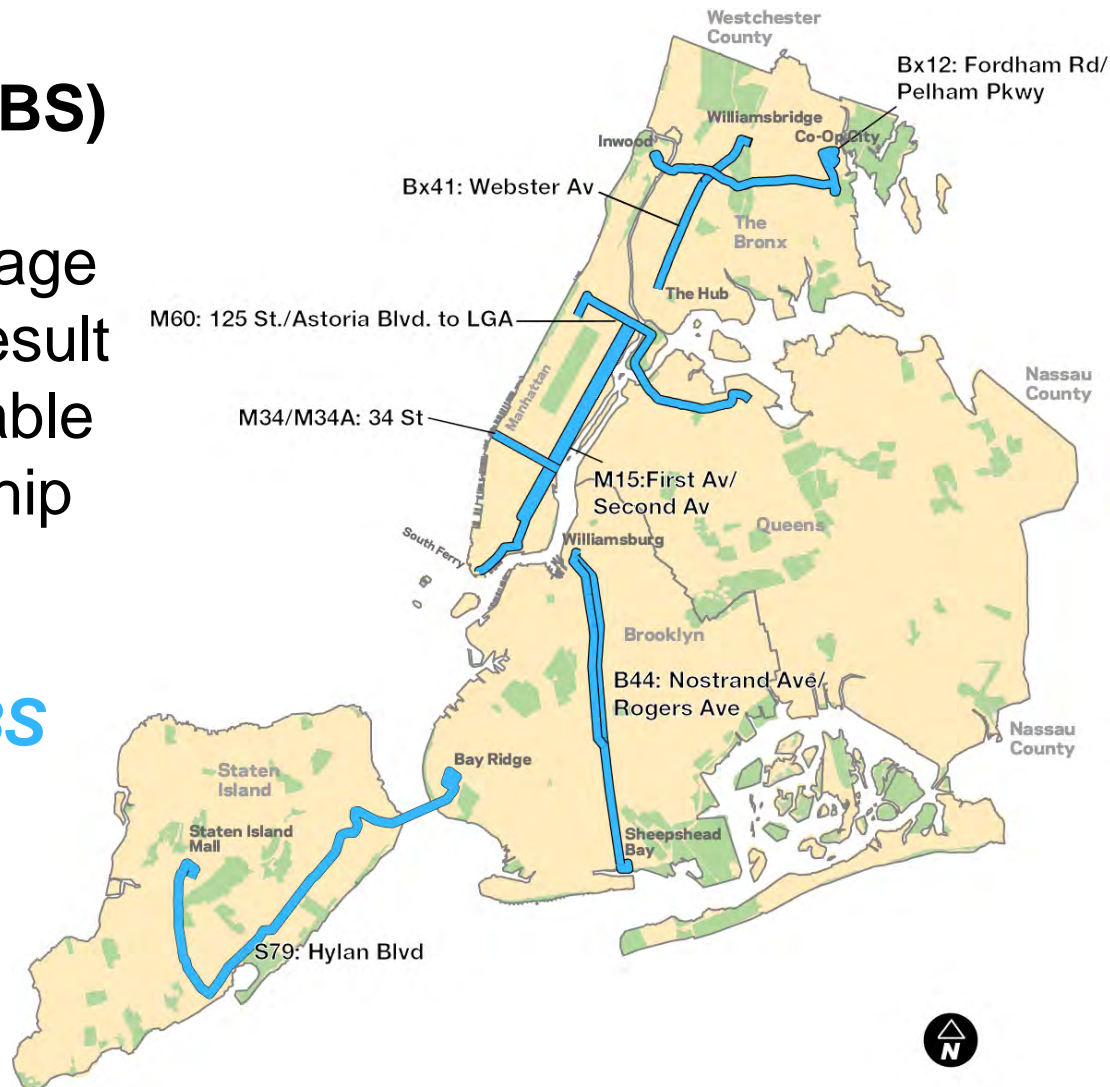
- Woodhaven Blvd identified as priority transit corridor at Public Meeting
- Chosen as a Phase II Select Bus Service (SBS) Corridor



Select Bus Service in New York City

Select Bus Service (SBS) is New York City's brand name for a package of improvements that result in faster and more reliable service on high-ridership bus routes.

There are seven SBS routes currently operating in NYC



Select Bus Service Features



Improved fare collection



Bus lanes



Transit signal priority



Passenger Information



Stations & Amenities



Branding

Select Bus Service Results

Faster Bus Service

Speeds have increased by 15-23%

Popular

Customer satisfaction of 95%+

Increased Ridership

Trips increased by 10%

Safer Roadways

Crashes reduced by over 20%

Proven Success

7 SBS routes in operation, carrying over 200,000 passengers daily



Woodhaven / Cross Bay Corridor

Woodhaven / Cross Bay SBS Corridor

- Based on the existing Q52/53 LTD bus route
- 30,000 daily bus riders
- 14 miles long from Woodside to the Rockaways
- Within a 15-minute walk of the corridor:
 - 400,000 residents
 - 43% of households do not own a car
 - 60% of residents commute by transit



Community outreach process



Community Advisory Committee



Public Open Houses and Workshops



Community Board Meetings



Stakeholder Meetings

2014 Community Meetings

CAC #1 – February 12

Queens Metropolitan High School Meeting – March 11

Public Workshop #1 – April 23

CB10 Presentation – June 5

Public Workshop #2 – June 25

Rockaways Public Workshop –
September 18

CAC #2 – October 22

Public Workshop #3 – will be held
on November 5 to discuss corridor
designs



Community feedback

1. **Bus service** is unreliable and slow during rush hour
2. **Improvements to the bus route** are needed to better serve customers, especially in the Rockaways
3. **Pedestrian crossings** are long and dangerous
4. **Congestion** leads to long and difficult trips for buses and drivers
5. **Changing road widths and configurations** make the corridor difficult to navigate



Project Goals



1. Faster and more reliable bus service



2. Safer streets for pedestrians and drivers



3. Maintain appropriate traffic flow for local and through drivers

Data collection

The Project Team collected and analyzed a large amount data in order to:

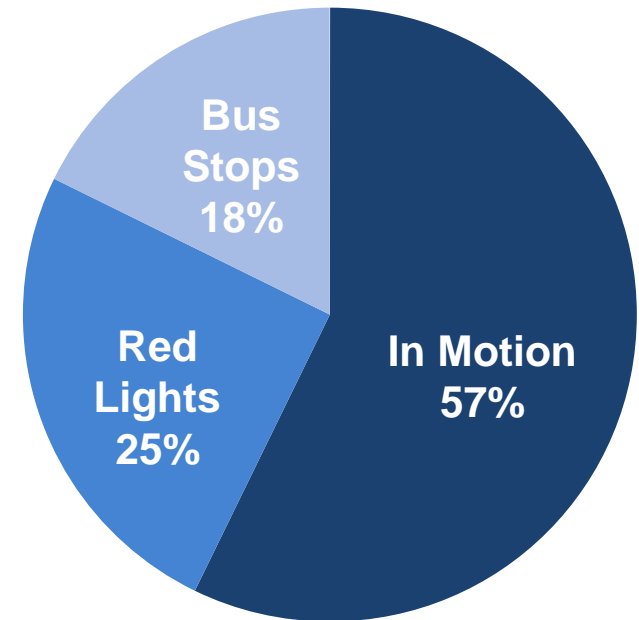
- Understand how the corridor works as a whole
- Guide discussion about specific areas
- Inform design decisions

Types of data collected:

1. Bus travel times and types of delay
2. Bus passenger volumes
3. Traffic volumes and travel times
4. Parking occupancy and duration
5. Safety (vehicle, pedestrian, and bus crashes)
6. Land Use and Demographics

Example - bus delay

- Q53 LTD buses are stopped almost half of the time
- One-way travel time can vary by up to 30 minutes (varies between 55 and 85 minutes)
- Travel times are worst in the midday and PM peaks

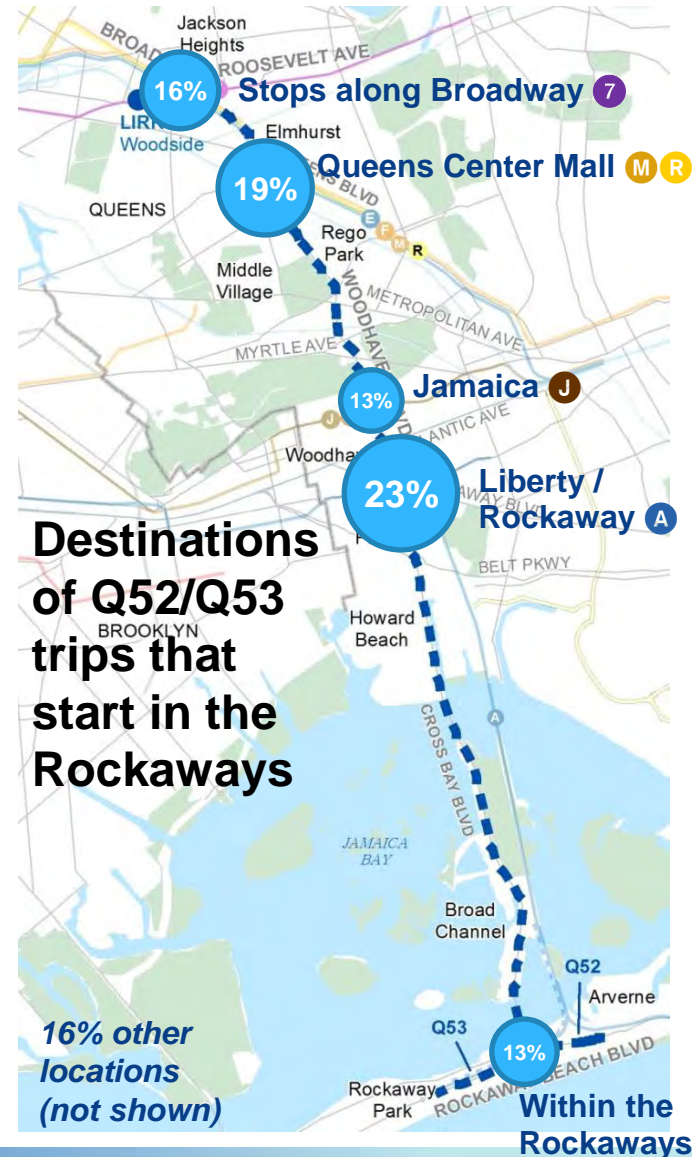


All Q53 Northbound Trips



Example - bus ridership

- Over 30% of Rockaway Q52/Q53 customers ride the bus route almost end-to-end
- Subway connections are very important
- The Q52/Q53 are also used for local trips within the Rockaways



Example – Jamaica Av intersection



- 175' wide curb-to-curb, 11 lanes of traffic
- Over 900 pedestrian crossings in the PM peak hour
- 4,600 daily Q52/Q53 bus customers; 4,500 daily **J** **Z** subway riders
- Corridor safety analysis (2008-2012 safety data):
 - #1 intersection for pedestrian / bicycle crashes (32)
 - #2 intersection for crash-related injuries (170)

Design challenges

- Local, limited, and express bus services
- Wide roadway with changing widths and configurations
- Pedestrian and vehicle safety
- Complex intersections
- Congestion and traffic flow
- Resiliency / future growth

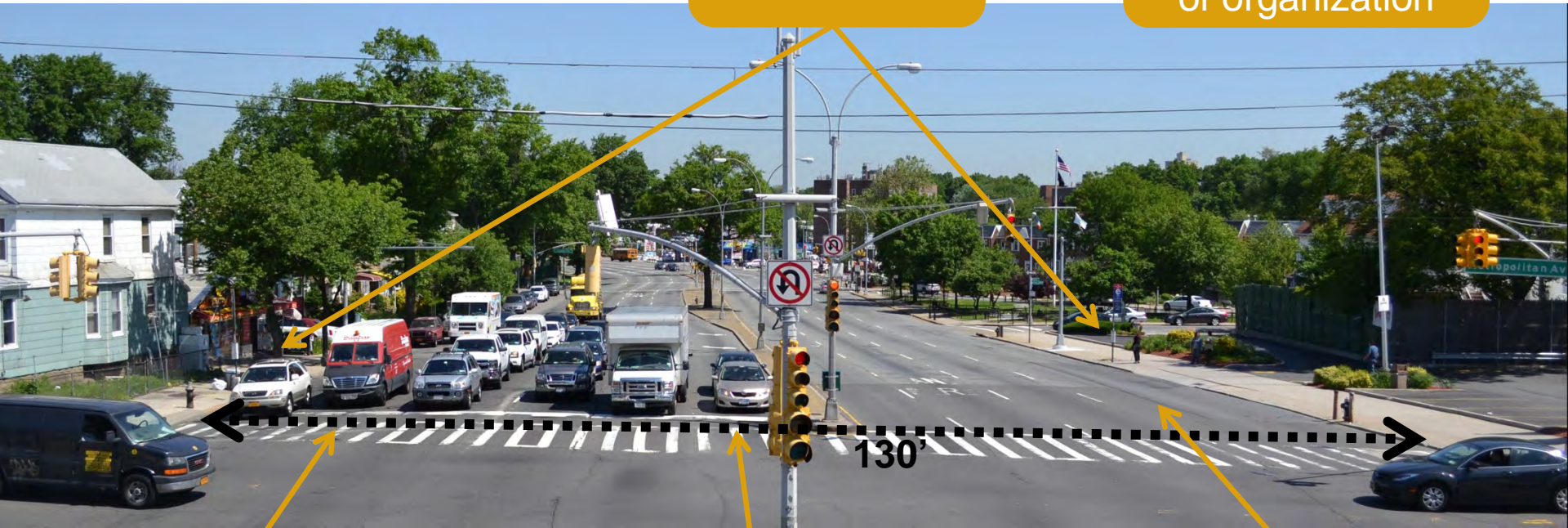


Design Concepts

Existing Conditions

Bus stops lack amenities

All lanes are mixed traffic; lack of organization

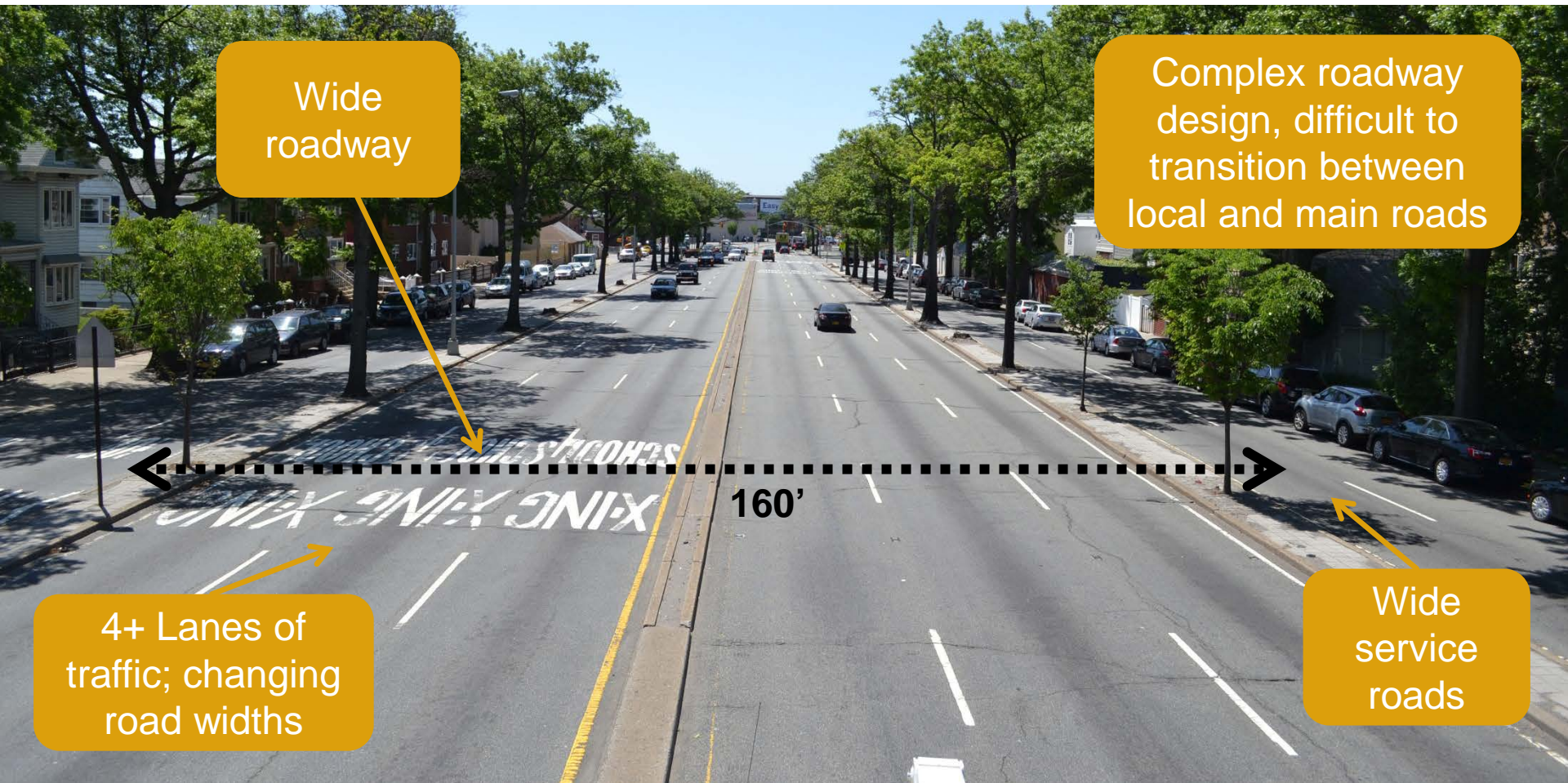


Long pedestrian crossing distance with no refuge

Left turns create congestion and safety issues

Wide roadway encourages speeding

Existing Conditions



Wide roadway

Complex roadway design, difficult to transition between local and main roads

160'

4+ Lanes of traffic; changing road widths

Wide service roads

Features of all concepts

Bus Service

- Faster fare collection
- Service planning enhancements (routes / stops)
- Improved bus stop amenities, including real-time bus arrival information
- SBS branding
- Retention of local bus service



Features of all concepts

Street Design

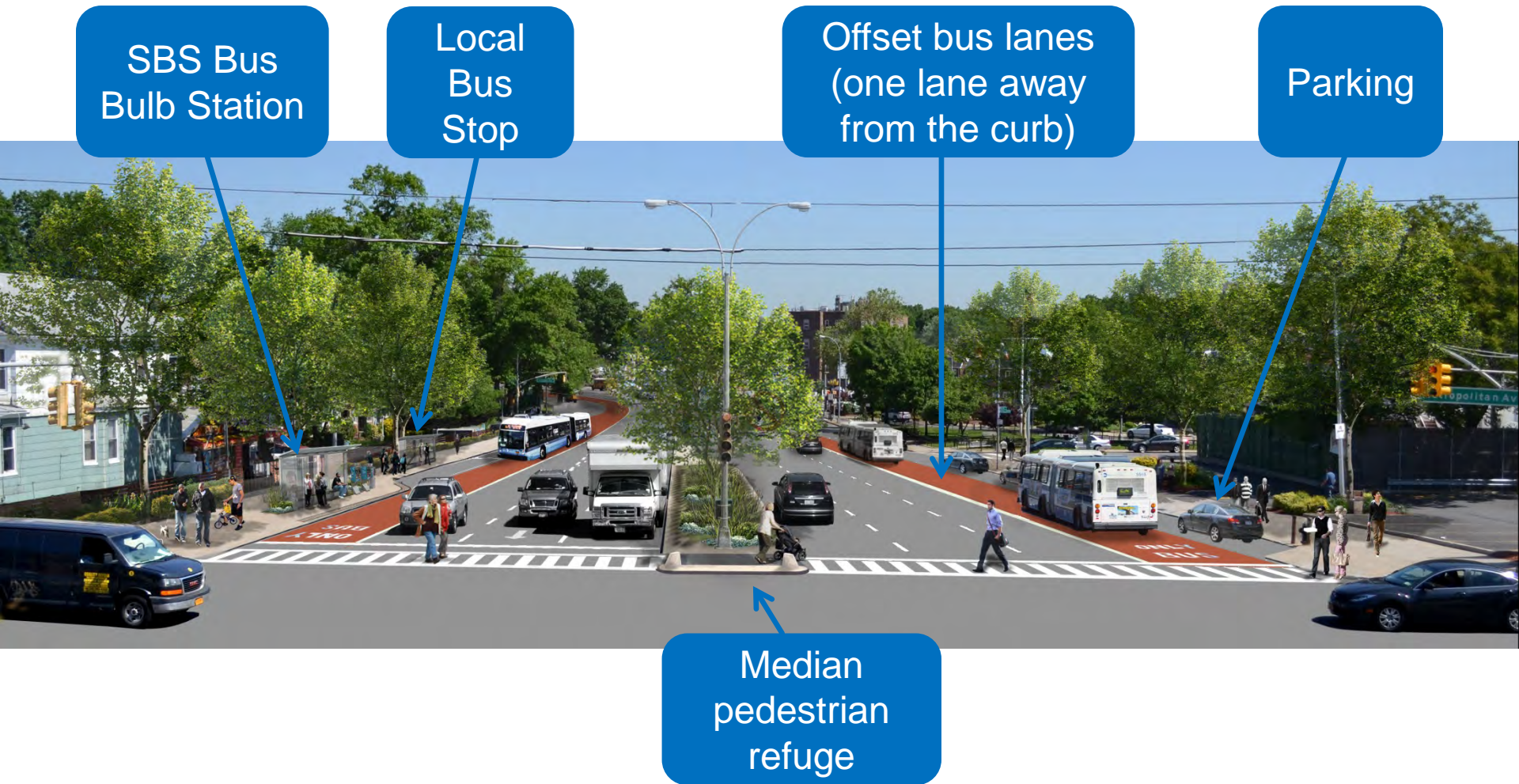
- Bus lanes and 3 lanes of general traffic in each direction
- Changes to left-turns where needed for traffic flow and safety
- Transit Signal Priority / optimized signal timings
- Pedestrian safety enhancements



Concept 1

Offset Bus Lanes

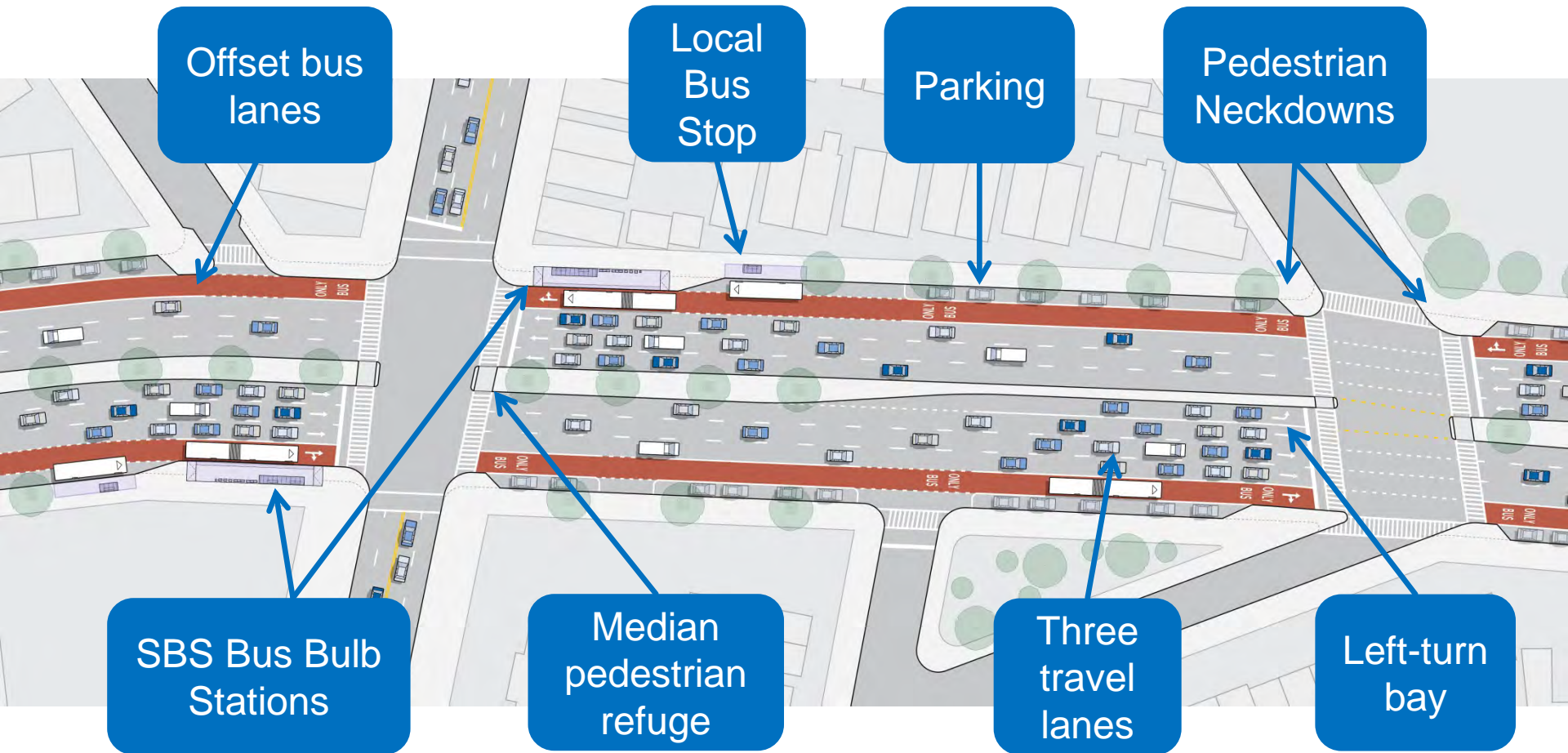
Concept 1 – Station Rendering



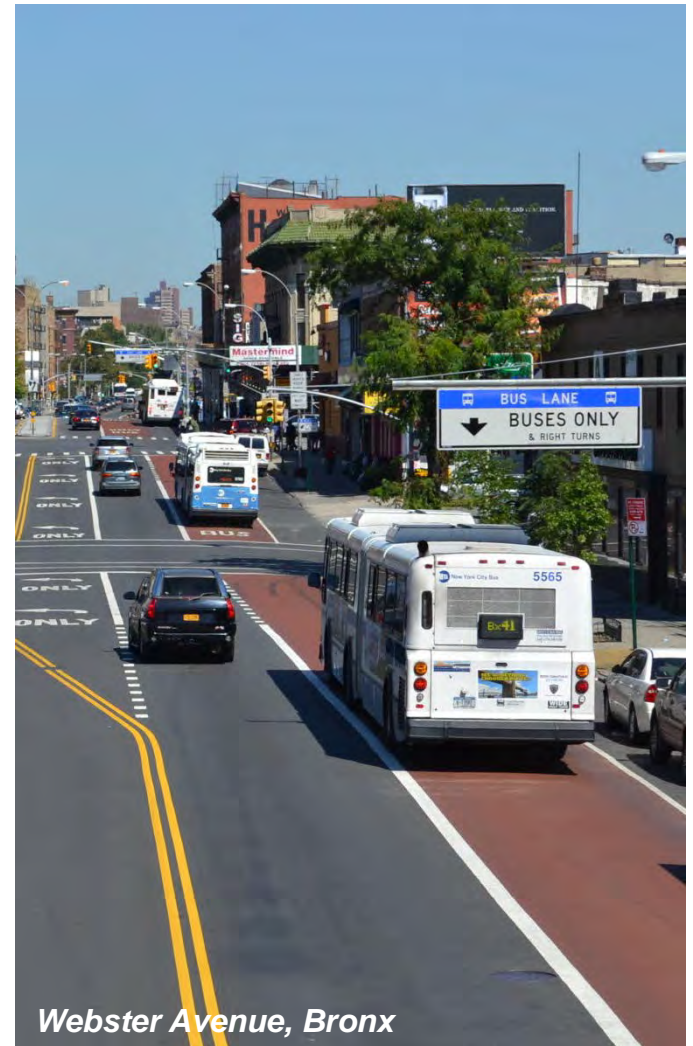
Concept 1 – Non-Station Rendering



Concept 1 - Plan View



Concept 1 - Examples



Concept 1 – Key Points

Bus Service

- “Offset” bus lanes and SBS bus bulbs
- Buses must yield to parking and turning vehicles

Street Design / Safety

- Primarily uses existing roadway geometry
- Neckdowns and widened medians at station locations

Traffic

- Consistent 3 lanes of traffic



Concept 2

Main Road Bus Lanes

Concept 2 – Station Rendering

Calmed service roads with parking

Curbside bus lanes in the mainline roadway

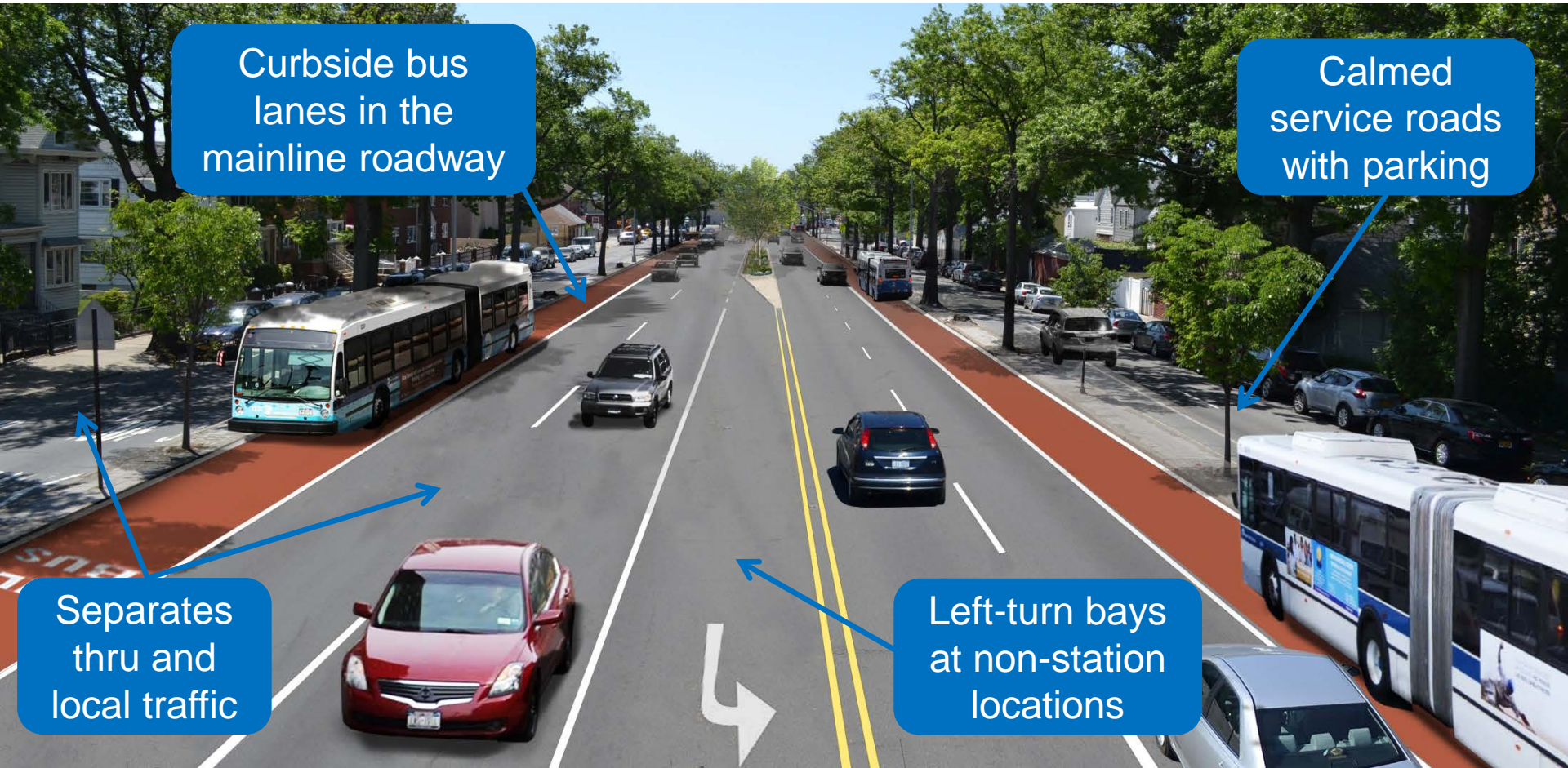
SBS stations and Local bus stops on side median



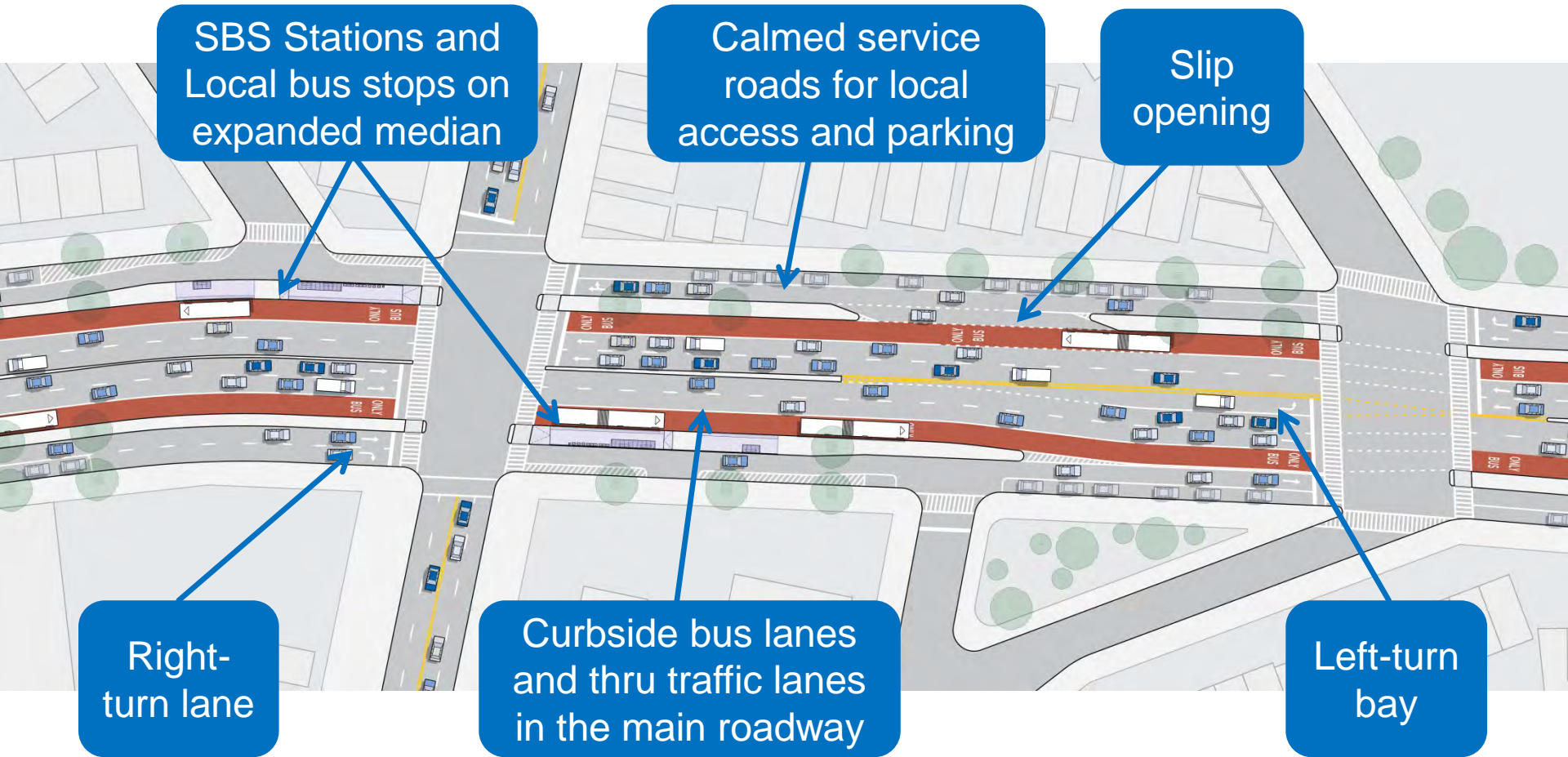
Shortened crossing distance with pedestrian refuges

Separates local and thru traffic

Concept 2 – Non-Station Rendering



Concept 2 - Plan View



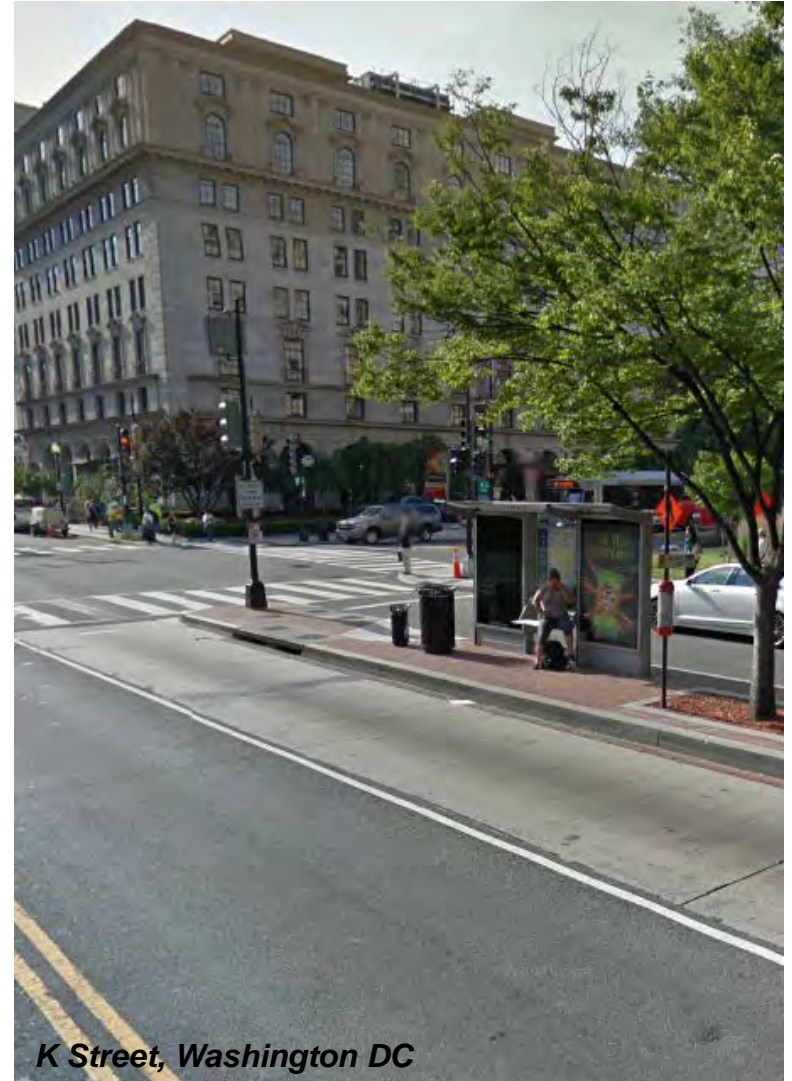
Concept 2 - Examples



Kings Hwy, Brooklyn



Taipei, Taiwan



K Street, Washington DC

Concept 2 – Key Points

Bus Service

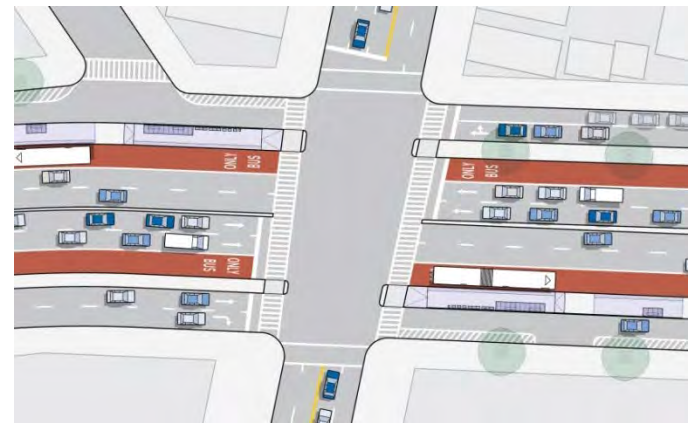
- “Main Road” bus lanes and median stations
- No conflicts with turning vehicles or parking

Street Design / Safety

- New service roads provide traffic calming and shorten pedestrian crossings
- Consistent roadway design

Traffic

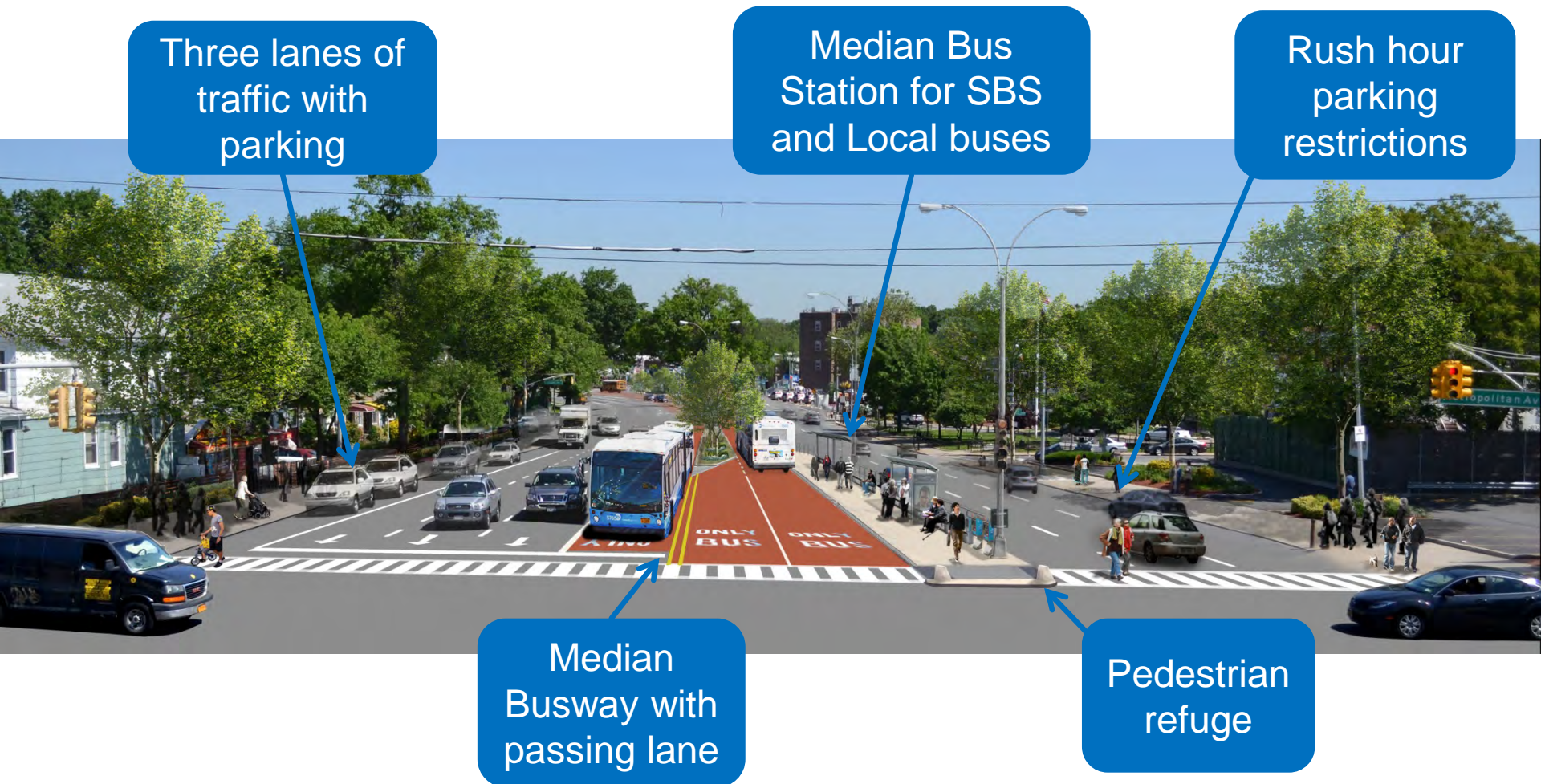
- Separates local and thru traffic
- 3 lanes total (1 lane in service road and 2 lanes in main road)



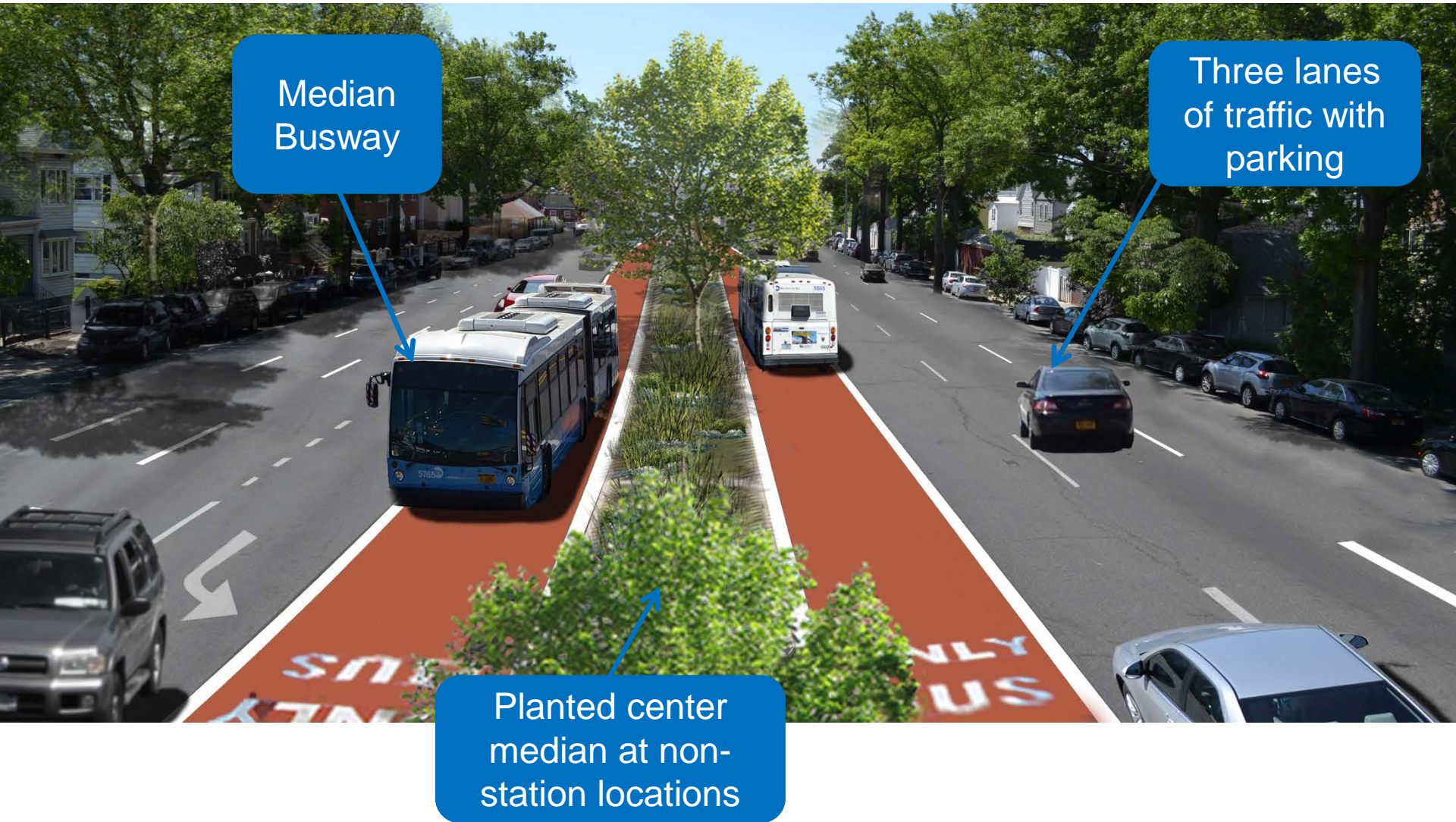
Concept 3

Median Busway

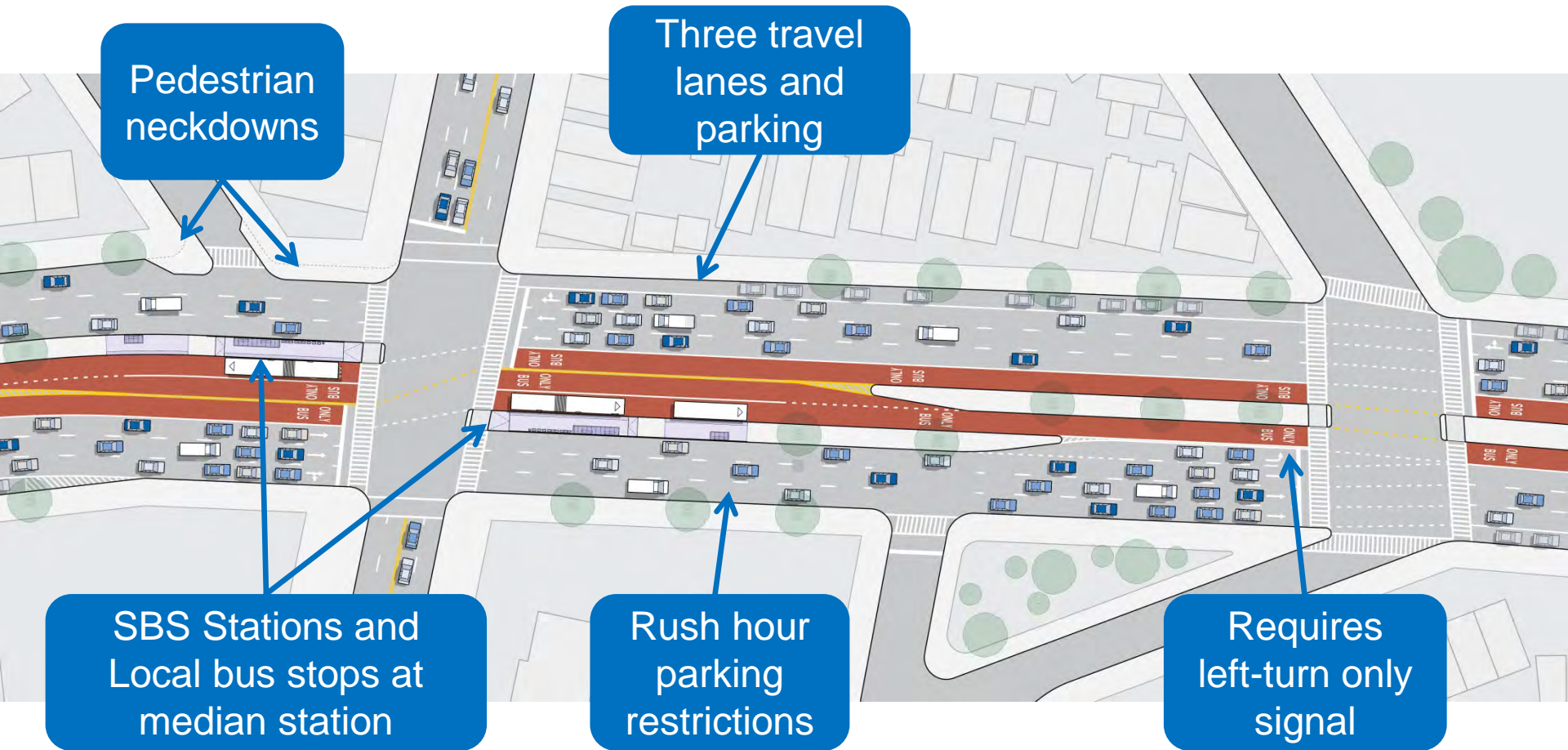
Concept 3 – Station Rendering



Concept 3 – Non-Station Rendering



Concept 3 - Plan View



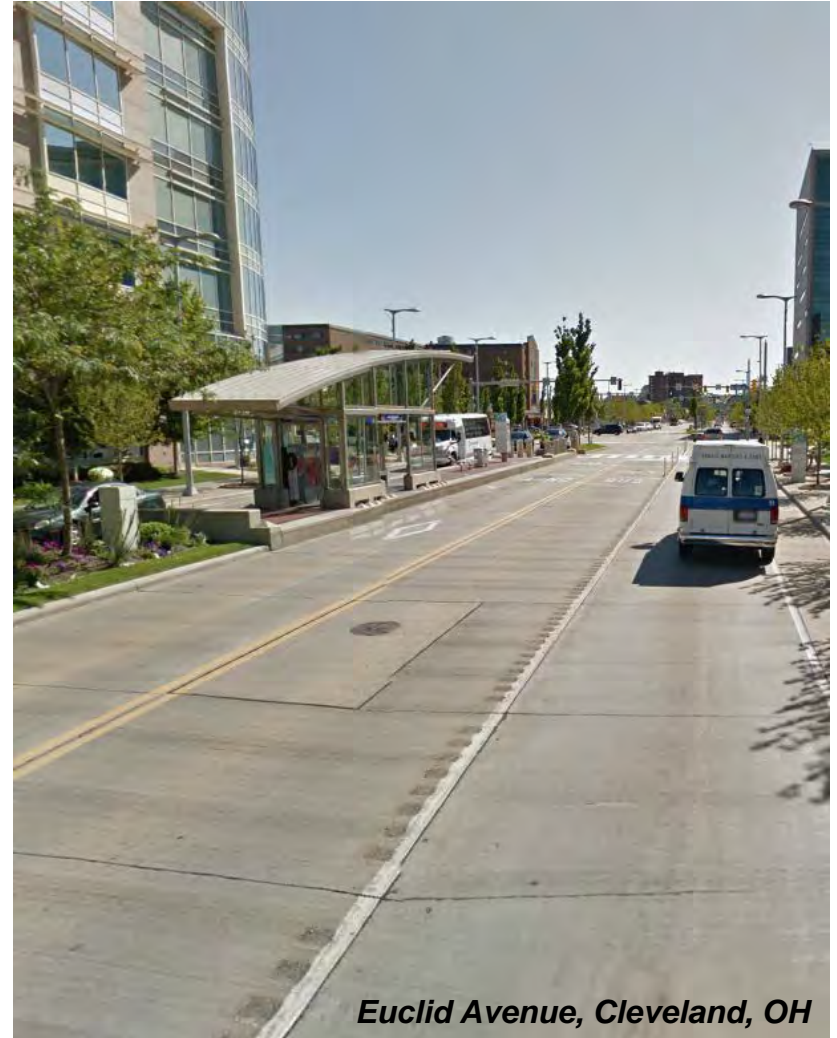
Concept 3 - Examples



Curitiba, Brazil



Mexico City, Mexico



Euclid Avenue, Cleveland, OH

Concept 3 – Key Points

Bus Service

- Median busway and stations
- No conflicts with turning vehicles or parking

Street Design / Safety

- Separated NB and SB roadways
- Center median provides pedestrian refuge

Traffic

- Consistent 3 lanes of traffic
- Rush hour parking restrictions on Cross Bay Blvd /station locations
- Left-turn only signal required to cross busway



Next Steps

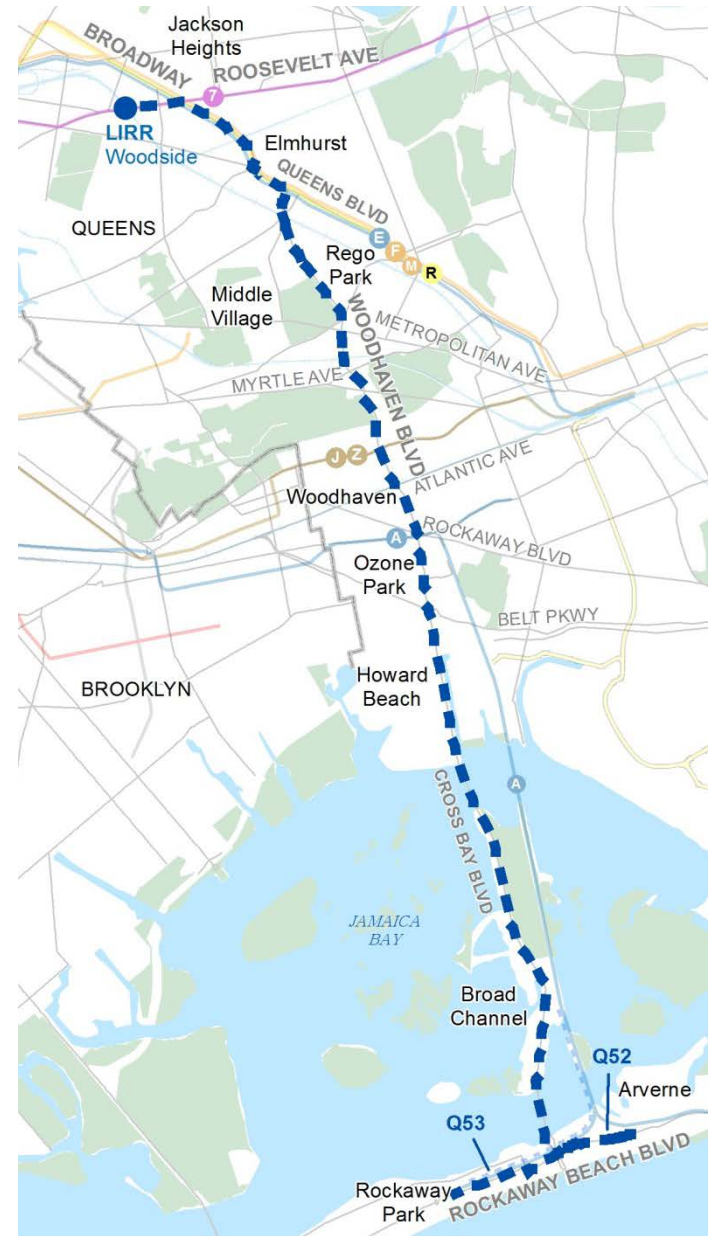
Next Steps

Today: Discuss draft Design Concepts and gather initial feedback to refine concepts

November 2014: Present draft Design Concepts at public open house and get community feedback

Late 2014:
Selection of Preferred Design

2015: Develop details for Preferred Design with community input; plan capital project



Next: Group Discussion

