

+selectbuservice

Woodhaven and Cross Bay Boulevards

Newsletter 1 / Spring 2015

Proposed designs for Q52 and Q53 Select Bus Service on Woodhaven & Cross Bay Boulevards

NYCDOT and the MTA have chosen main road bus lanes for Woodhaven Boulevard and offset bus lanes for Cross Bay Boulevard. After a year of data collection, site visits, and speaking with community leaders, residents, and bus riders along Woodhaven and Cross Bay Boulevards, the choice for this draft design will benefit all users. These street designs will organize the road to improve safety and mobility for drivers, pedestrians and bus riders.

Proposed design for Woodhaven Boulevard

Service roads

Calmed service roads create designated space for parking, deliveries, and local access

General travel lanes

Thru vehicles travel in the main roadway with separate left-turn bays at key locations

Median bus stations

Median bus stations with shelters, seating, and real-time bus arrival information make bus stations more like the subway



Safer crosswalks

New medians shorten pedestrian crossing distances and create a safe place for pedestrians to wait

Consistent roadway

A consistent roadway design for the entire corridor improves navigability for drivers

Bus lanes

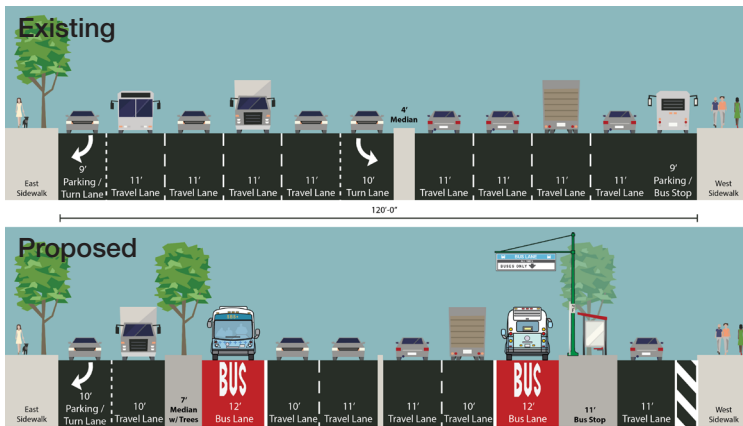
Main road bus lanes improve bus speed and reliability; no conflicts with turning vehicles or parking

Street design

Woodhaven Blvd - Main Road Bus Lanes

The main road bus lane design reorganizes the roadway to allow for safer, more consistent travel:

- Service roads will be added between Eliot Avenue and Park Lane South and maintained in existing locations along the corridor
- Bus riders will board SBS, Local, and Express buses at median stations
- Medians serve as pedestrian refuges, shortening the crossing distance at intersections, and helping calm traffic in the service roads

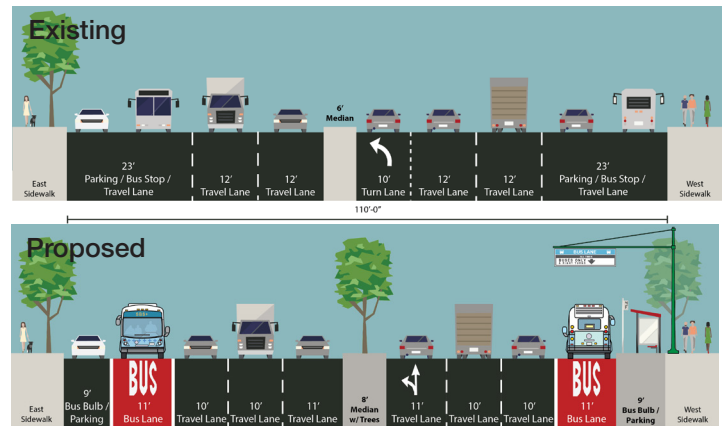


Example 120' roadway with median bus station

Cross Bay Blvd - Offset Bus Lanes

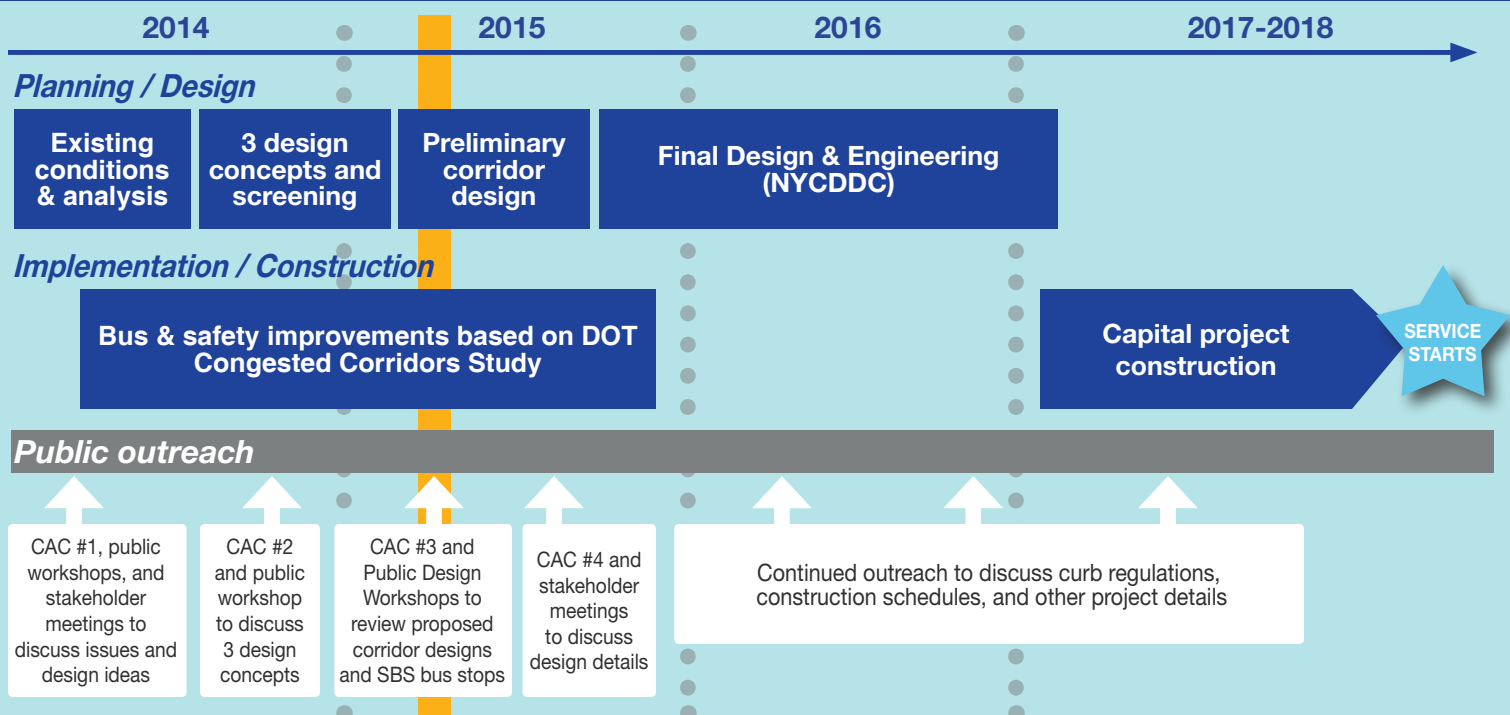
The offset bus lane design allows for dedicated bus lanes that preserve curbside access and traffic flow:

- SBS buses stop at "bus bulb" stations, where the sidewalk is widened to meet the offset bus lane and create space for waiting
- Local buses and Express buses will continue to stop at the curb
- A consistent median with trees and pedestrian refuges will shorten pedestrian crossing distances at intersections



Example 110' roadway with bus bulb station

Project timeline

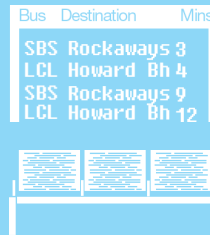


What are the benefits?



Faster bus service

Bus only lanes and off-board fare collection will make riding the Q52/53 more reliable and 25-35% faster.



Improved bus stops

Waiting for the bus will be more comfortable with new median bus stations and bus bulbs featuring shelters, seating, and real-time bus arrival information.



Simpler, safer streets

New medians and service roads will calm and organize traffic, while maintaining parking and access to homes and businesses.



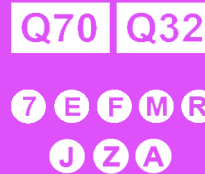
Greener, resilient streets

Street trees and bus boarding islands will make the street a more pleasant place to be for bus riders, pedestrians, and drivers. New plantings will improve stormwater retention.



Maintained traffic flow

General traffic flow will be maintained along the corridor, allowing for a more consistent trip with fewer bottlenecks and more predictable driving.



Improved connections

All buses - local, express and SBS - will be able to use the bus lanes. Improved subway and rail transfers will also benefit bus riders.

What's happening now?

Public design workshops

DOT and the MTA are presenting draft corridor design plans and proposed SBS bus stops at a series of four public design workshops along the corridor in April 2015. If your organization is unable to attend the workshops, please contact brt@dot.nyc.gov to schedule a meeting.

Traffic analysis

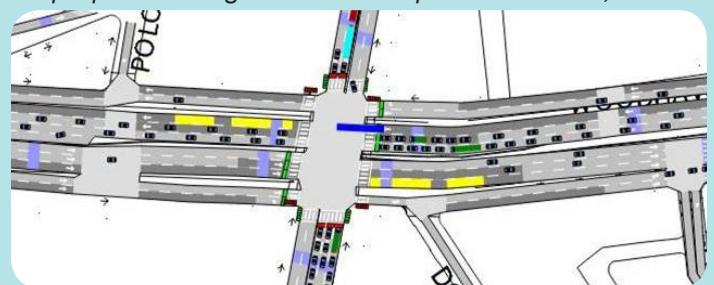
Traffic analysis for the proposed design is currently underway. The analysis will help inform transit operations, signal timing (including longer pedestrian crossing times and more green time for Woodhaven/Cross Bay) and the need for left and right turning bays. The analysis will take into account feedback on the design from public workshops.

Preferred corridor design

Over the summer, DOT and the MTA will refine the proposed designs based on community feedback and further technical review, including detailed traffic analysis.



Community Advisory Committee meeting to discuss proposed designs and bus stops on March 26, 2015



DOT is creating a micro-simulation traffic model to analyze the proposed corridor design

Proposed SBS stations and street design overview



Stay Connected!

- Visit our website: www.nyc.gov/brt for updated project information.
- Contact Matt Kroneberger, Community Outreach Coordinator, at brt@dot.nyc.gov or at (212) 839-7289.



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