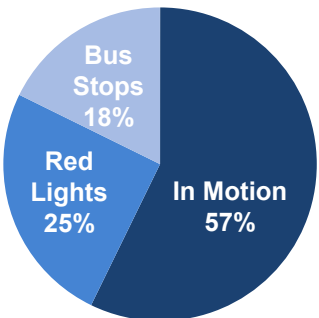


Woodhaven & Cross Bay Blvd

Q52/53 Select Bus Service

Project Overview

- Woodhaven/Cross Bay Boulevards Select Bus Service (SBS) route is based on the existing Q52 and Q53 bus routes
- Important north/south transit corridor carrying over 30,000 daily bus riders in Queens along with heavy traffic volumes
- Existing roadway geometry presents the following challenges:
 - » one-way bus trips can vary between 55 and 85 minutes
 - » long and difficult pedestrian crossings
 - » high traffic speeds and heavy congestion at bottlenecks
- The project goal is to transform the corridor into a complete street with faster/more reliable bus service, safer streets for all users, and improved traffic and local conditions



Split of all northbound Q53 bus trips:
Q53 LTD buses are stopped ~half of time



Woodhaven Blvd is a Vision Zero Priority Corridor with over 3,000 injuries and 22 fatalities (2009-13)



Spring 2015 design workshop



Bus only lanes installed in August 2015

Community Feedback

- Community engagement began in Spring 2014 and is an important part of project planning
- DOT and MTA continues to work with a broad range of neighborhood stakeholders, residents and bus riders at design workshops, public forums and CAC meetings
- Key community feedback received at Spring 2015 design workshops:
 - » support for new SBS stops at 101 Av and Pitkin Av
 - » physical separation to keep general traffic out of bus lanes
 - » fencing is important on median stations to prevent unsafe crossing of the service road
 - » ensure SBS stops are accessible/comfortable to wait at
 - » concerns about left turn restrictions, particularly at Metropolitan, Myrtle, Jamaica, and Rockaway
 - » concerns about congestion along Woodhaven and Cross Bay
 - » need for improvements to help elderly cross the street
- Project scope aligned with community needs for improved safety, transit quality, and traffic flow

2015 Bus Lanes Update

- DOT installed bus only lanes on Woodhaven Blvd between Dry Harbor Rd and Metropolitan Av in August 2015, recommended under the Woodhaven Blvd Congested Corridors Study
 - » bus lanes are in effect Mon-Fri, 7-10am and 4-7pm
 - » vehicles can enter or cross over a bus lane to make right turns, access a curb cut or driveway within 200', enter a parking space, or to quickly drop-off or pick up passengers
- DOT and MTA currently monitoring and analyzing operations on Woodhaven Blvd
- Analysis includes general travel times and bus travel times
- Signal timing and other adjustments will be made as needed



Project Implementation

- DOT and the MTA are committed to working with the community on this project to ensure the design takes into account the needs of street and sidewalk safety, bus riders, general traffic flow, and local businesses
- Propose to implement Woodhaven Blvd SBS as a short- term “Operational Project” in 2017 followed by a longer-term “Capital Project”
- Operational project = flexibility to evaluate the effects of changes before more permanent capital project
- Builds on the success of the approach used for other DOT/MTA SBS projects (M15 - 1st/2nd Ave, Bx41 – Webster Ave) and DOT Great Streets projects (4th Ave, Queens Blvd)

2017 Short-term Operational Project

- Q52/53 SBS launch including off-board fare payment
- In-house DOT operational project including:
 - » street resurfacing
 - » roadway safety improvements including key left turn restrictions
 - » transit signal priority & signal timing improvements
 - » bus lanes & pedestrian improvements
 - » median bus stops along 1.3 miles of the corridor (between Park Lane S and Rockaway Blvd where service roads already exist)
- Design discussions with the community about the operational project will continue into 2016
- DOT/MTA will monitor/analyze short-term operational project to inform final design of capital improvements

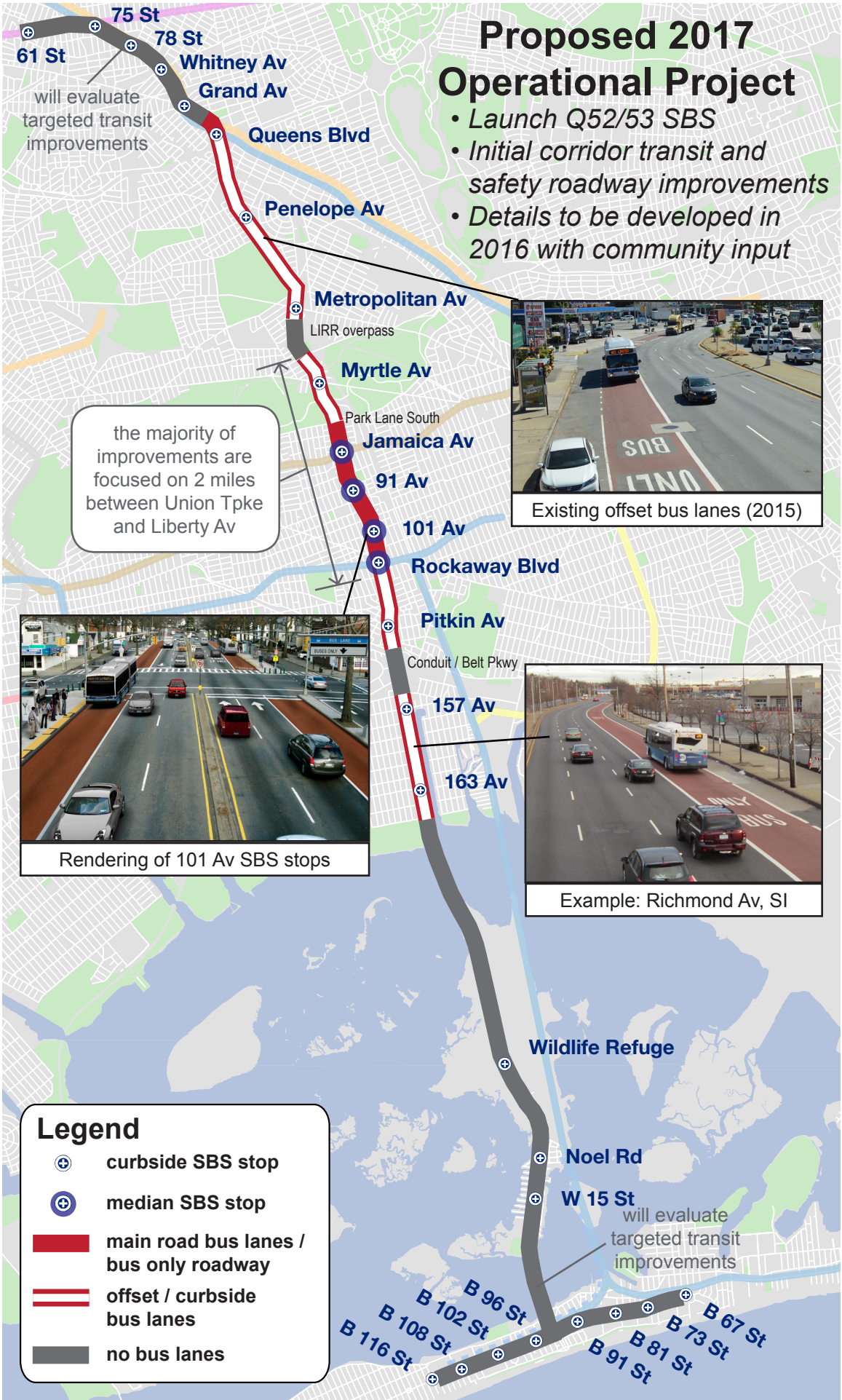
Longer-term Capital Project

- DDC Capital project
- Robust transit and Vision Zero improvements such as:
 - » new/extended medians and streetscaping
 - » bus bulbs on Cross Bay Blvd
 - » additional median bus stops on Woodhaven Blvd

Benefits of the new implementation plan

- Delivers transit improvements to the 30,000+ daily bus riders quickly, including 2017 SBS launch
- Short-term operational project allows DOT/MTA to make adjustments to design as needed before and after implementation
- More time to develop the longer-term capital project
- Short-term operational project is fully funded

Handout prepared for CB5 Transportation Services Committee & Public Transit Services Committee Meeting
December 1, 2015, 7:30pm, CB 5 Office, 61-23 Myrtle Ave



Examples of Operational Materials

Concrete bus boarding island, traffic signals



EL Grant Highway, Bronx (2015)

Painted pedestrian area, markings, bollards



Queens Boulevard, Queens (2015)

Concrete median, bus lanes, pedestrian improvements



Webster Avenue SBS, Bronx (2013)