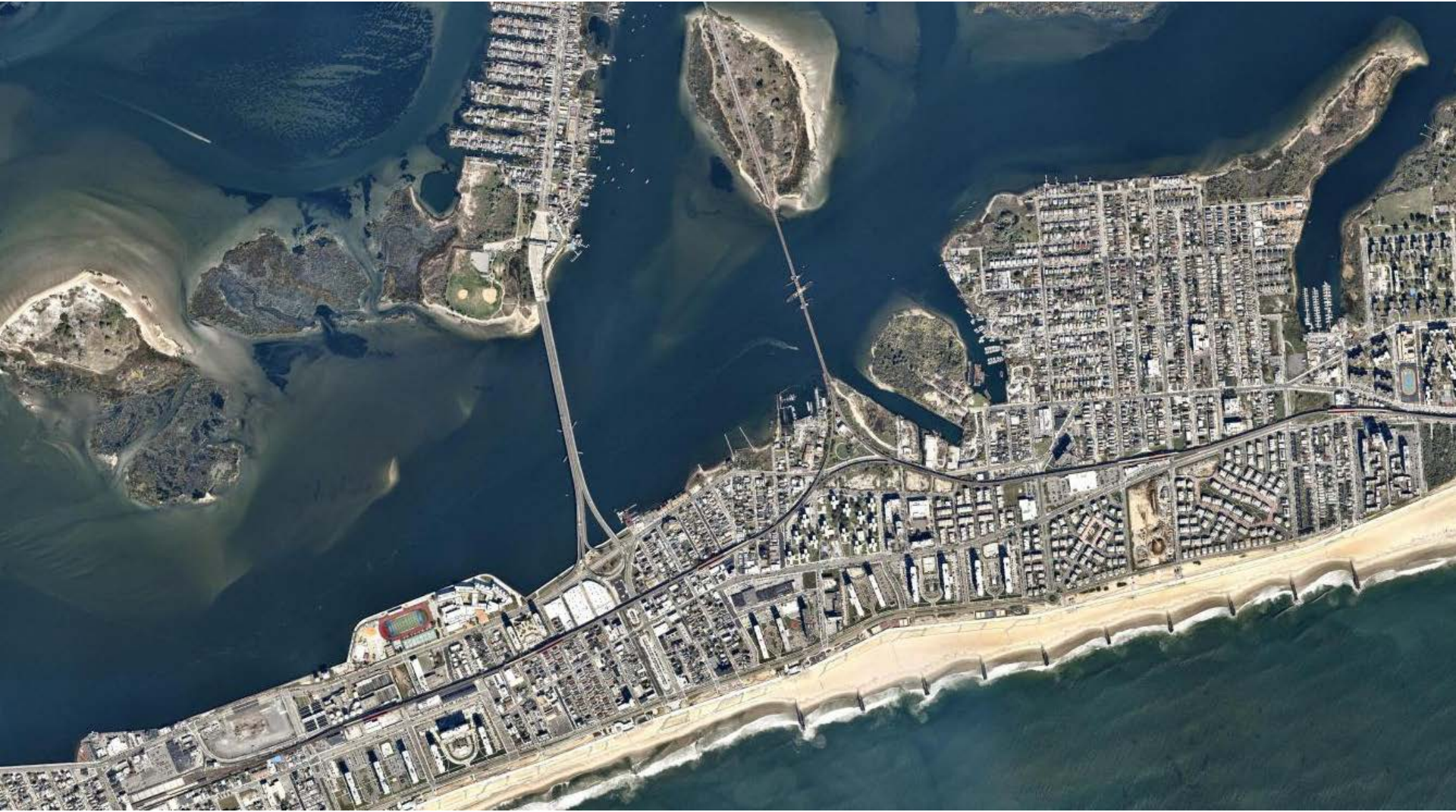


Woodhaven / Cross Bay Boulevard (Q52/53)

Presentation to Community Board 14 | January 10, 2017



+selectbusservice



Agenda

- 1. Overview**
- 2. Project update**
- 3. Project timeline**

Woodhaven / Cross Bay SBS

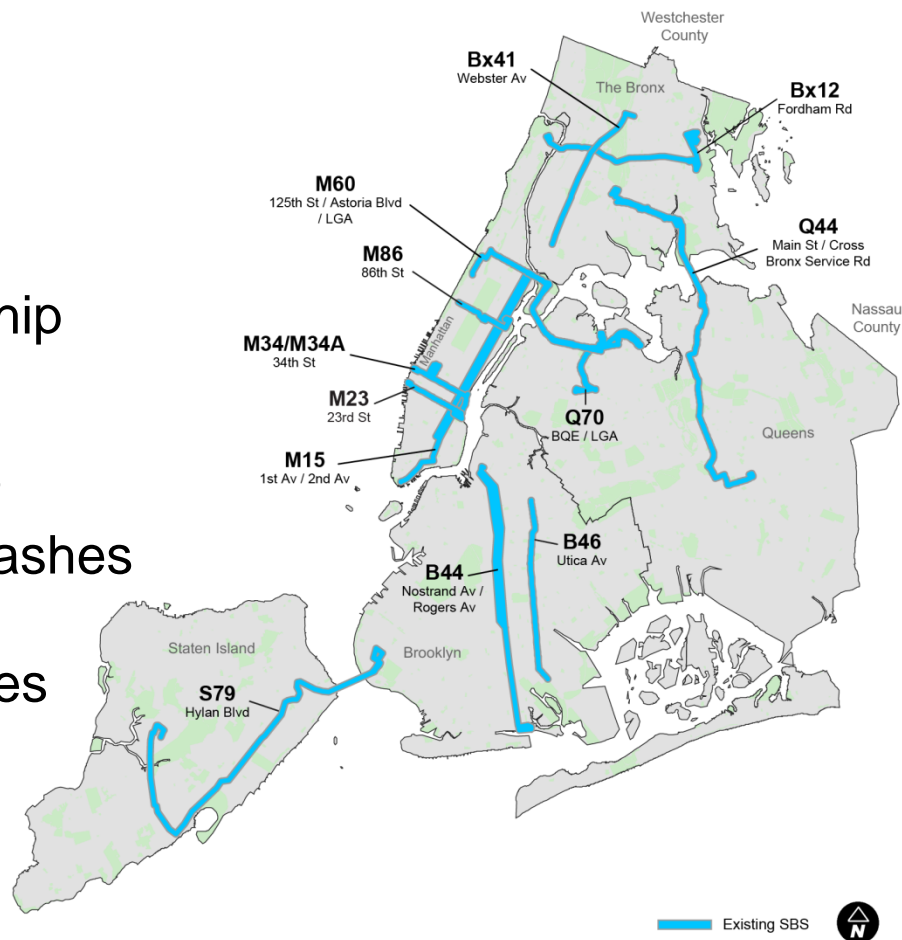
Select Bus Service in New York City

Select Bus Service (SBS) is New York City's brand name for Bus Rapid Transit: an improved bus service that offers fast, frequent, and reliable service on high-ridership bus routes.

SBS has brought, on average:

- 10-30% faster bus speeds
- About 10% increase in ridership
- More reliable service
- Customer satisfaction of 95%
- Safer streets / reduction in crashes

There are 12 Select Bus Service routes in operation serving all 5 boroughs.



Select Bus Service Features



Off-board fare collection



Bus lanes



Transit signal priority



Passenger information



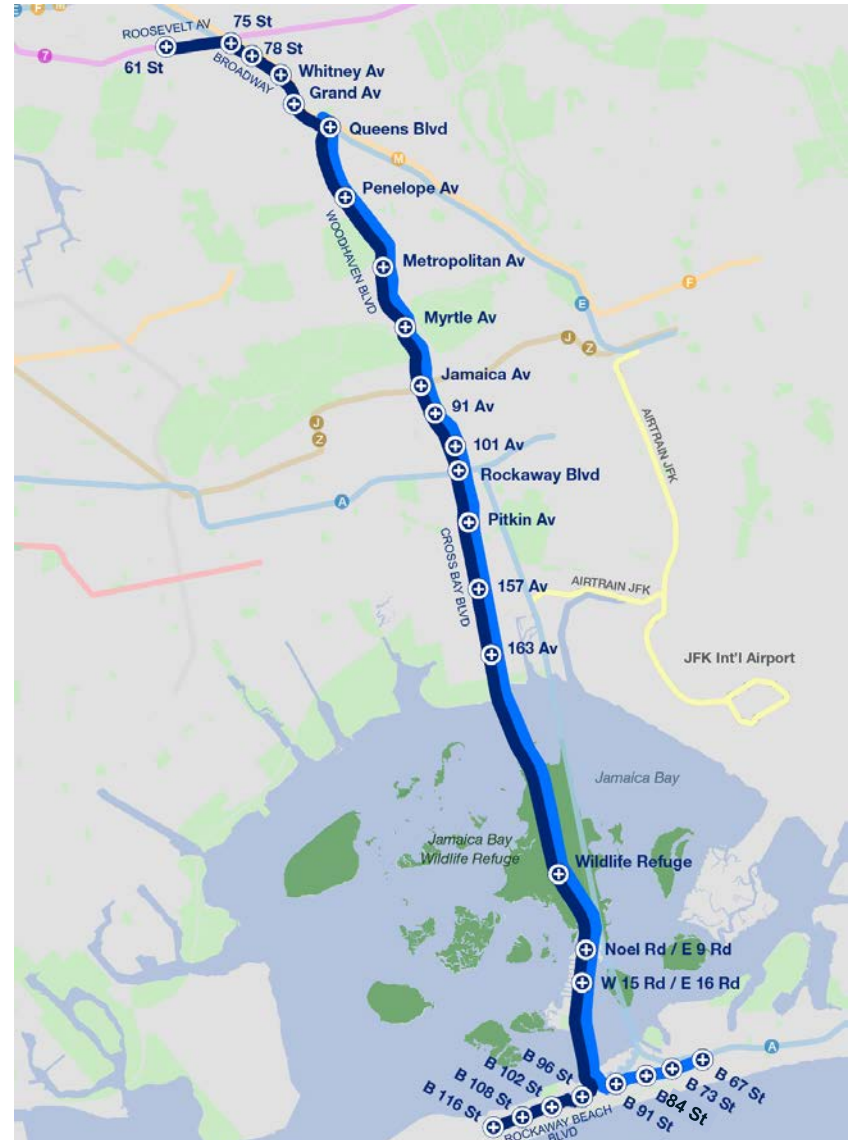
Improved station amenities



Pedestrian safety improvements

Woodhaven / Cross Bay SBS corridor

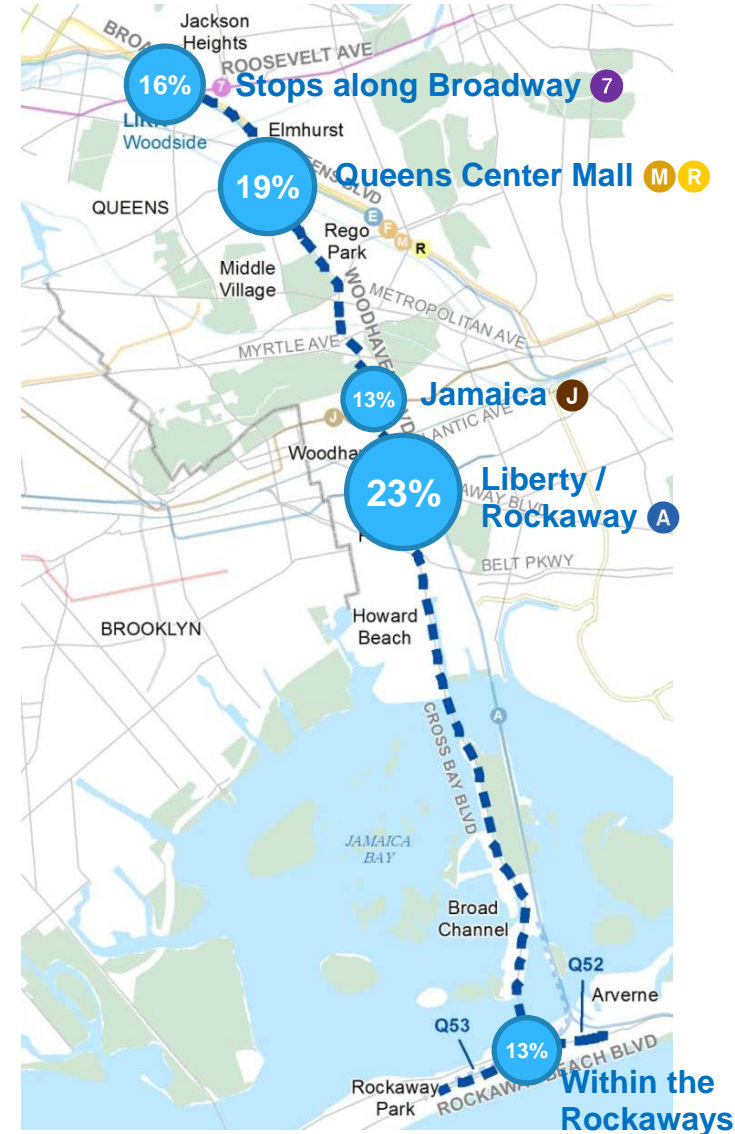
- Based on the existing Q52/53 LTD bus route
- 30,000+ daily bus riders
- 14 miles long from Woodside to the Rockaways
- Important north/south transit corridor for Queens
- Provides connections to 8 subway lines, over 20 bus routes, and the LIRR



CB 14

- On an average weekday, over **3,000 Q52/Q53 trips** start in the Rockaways and **170 Q52/Q53 trips** start in Broad Channel
- 35% of Rockaways Q52/Q53 customers ride the bus to Queens Center Mall or north

Destinations of Q52/Q53 trips that start in the Rockaways



Community engagement

2014

- CAC Meeting #1
- Queens Metropolitan High School
- Community Planning Workshop
- CB 10 Full Board
- Design Workshop
- On-street bus rider outreach
- On-street bus rider outreach
- Rockaways Bus Planning workshop
- CAC Meeting #2
- Design Concepts Public Open House

2015

- CB 9 Transportation Committee
- Congressional Tour of the Corridor
- CAC Meeting #3
- Public Design Workshop #1 – Woodhaven Blvd (Union Tpke and Rockaway Blvd)
- Public Design Workshop #2 – Woodhaven Blvd (Queens Blvd & Union Tpke)
- Public Design Workshop #3 – Cross Bay Boulevard
- Public Design Workshop #4 – Broad Channel & the Rockaways
- CB 6 Full Board

2015 *continued*

- Broad Channel Civic Association
- CB 14 Transportation Committee
- CB 9 Full Board
- CB 5 Leadership - Field Meeting
- CAC Meeting #4
- Rockaway Beach Civic Association
- Howard Beach –
- Lindenwood Civic Association
- Woodhaven BID
- Bus Tour: Senator Addabbo, Assemblymember Miller, Council Member Crowley
- CB 5 Transportation Committee
- CAC Meeting #5

2016

- CB 9 Full Board
- CB 6 Transportation Committee
- Bus Tour: Senator Addabbo
- CAC Meeting #6
- Spring Public Open Houses
- CB 9 Full Board
- Broad Channel Civic Association

2017

- **CB 14 Full Board (today)**



Corridor issues

1. **Bus service** is unreliable and slow during rush hour
2. **Transit improvements** 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 goal

Transform Woodhaven and Cross Bay Boulevards into a complete street where:

- Buses operate quickly and reliably
- Bus customers safely and easily access bus stations
- Pedestrians are comfortable walking along and crossing the street
- Drivers get where they need to go at a reasonable and safe speed



Project update

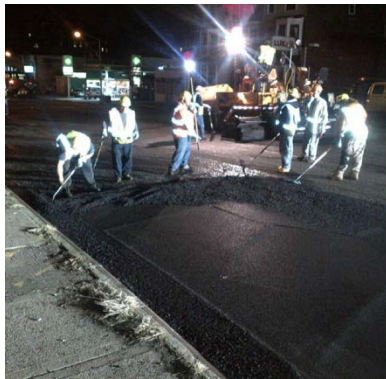
Design update

- 2017 draft designs complete and undergoing detailed design
- Three general traffic lanes with one bus-only lane in each direction to remain
- 27 SBS station pairs, all with fare payment machines
- Targeted bus priority improvements north of Queens Blvd and south of 165th Av



2017 Select Bus Service implementation

- Q52/53 SBS launch with improved fare payment and branded service
- DOT short-term implementation project with:



*Street
resurfacing*



*Roadway and
pedestrian safety
improvements*



*Bus lanes
and transit
signal priority*



*Median bus stops
along 1.3 miles of
corridor where
service roads exist*

- Detailed design plans in progress for 2017 implementation corridor-wide

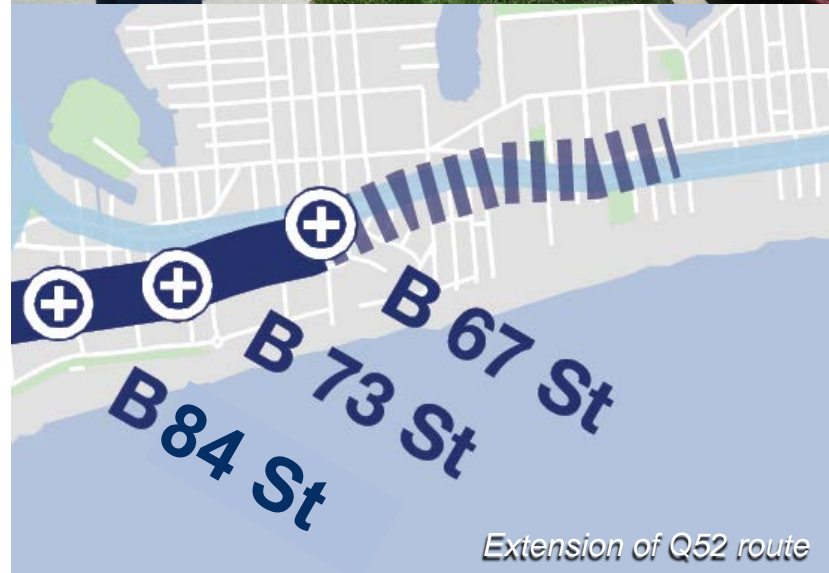
Example median bus station – Jamaica Ave

- Southwest median at Jamaica Ave widened in winter 2016; will resume in Spring 2017
- Additional intersections with median SBS stations:
 - 91 Ave
 - 101 Ave
 - Rockaway/Liberty
- Fare payment machines to be installed when medians widened



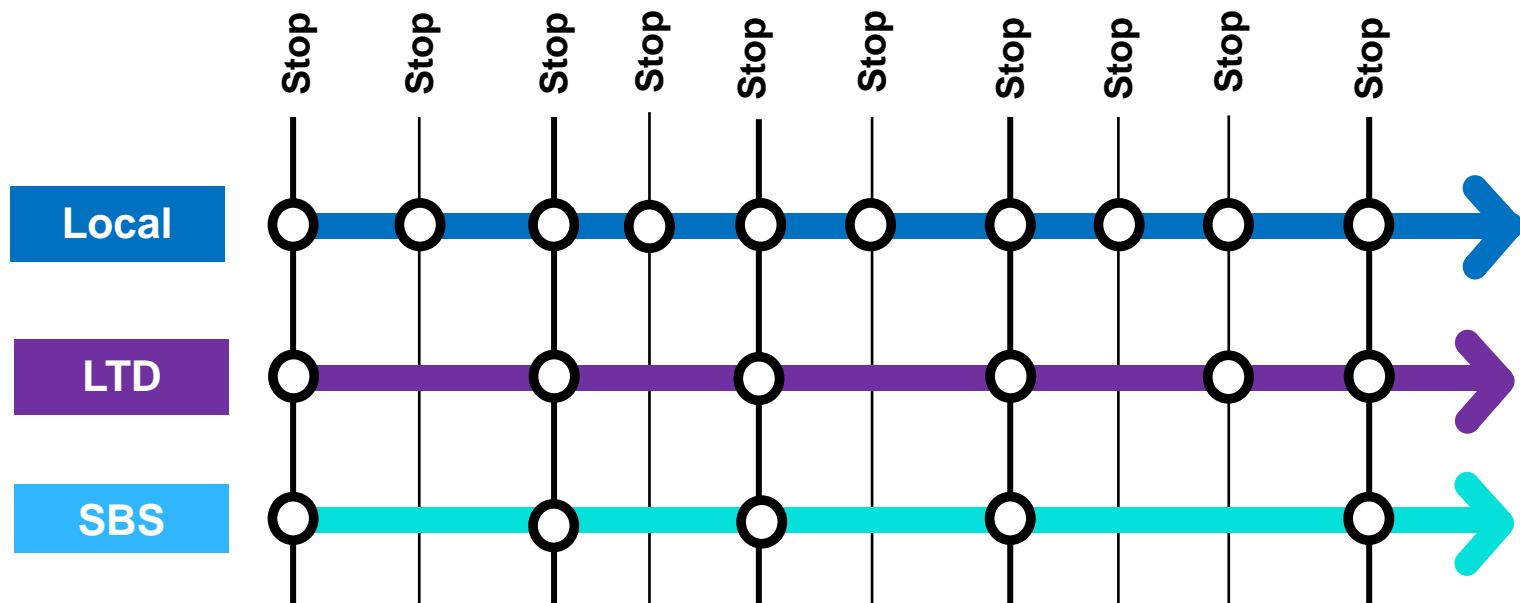
CB14 design proposal summary

- Targeted transit priority treatments
 - Queue jump lanes
 - Pedestrian access improvements
 - Off-board fare collection
- Improved curbside bus stops
 - Bus shelters & benches
 - Wayfinders with “next bus” information
- Full bus lanes are not anticipated
- Q52 extension to be finalized



SBS bus stop spacing

In order to improve travel time and reliability, SBS bus stops are spaced farther apart than Local Bus Stops. In the Rockaways, the Q52/53 LTD currently makes many Local stops.



Bus stop proposal in the Rockaways

All proposed discontinued Q52/Q53 LTD bus stops will still be served by the Q22 or will be within 400-700 ft of a proposed Q52/53 SBS bus stop



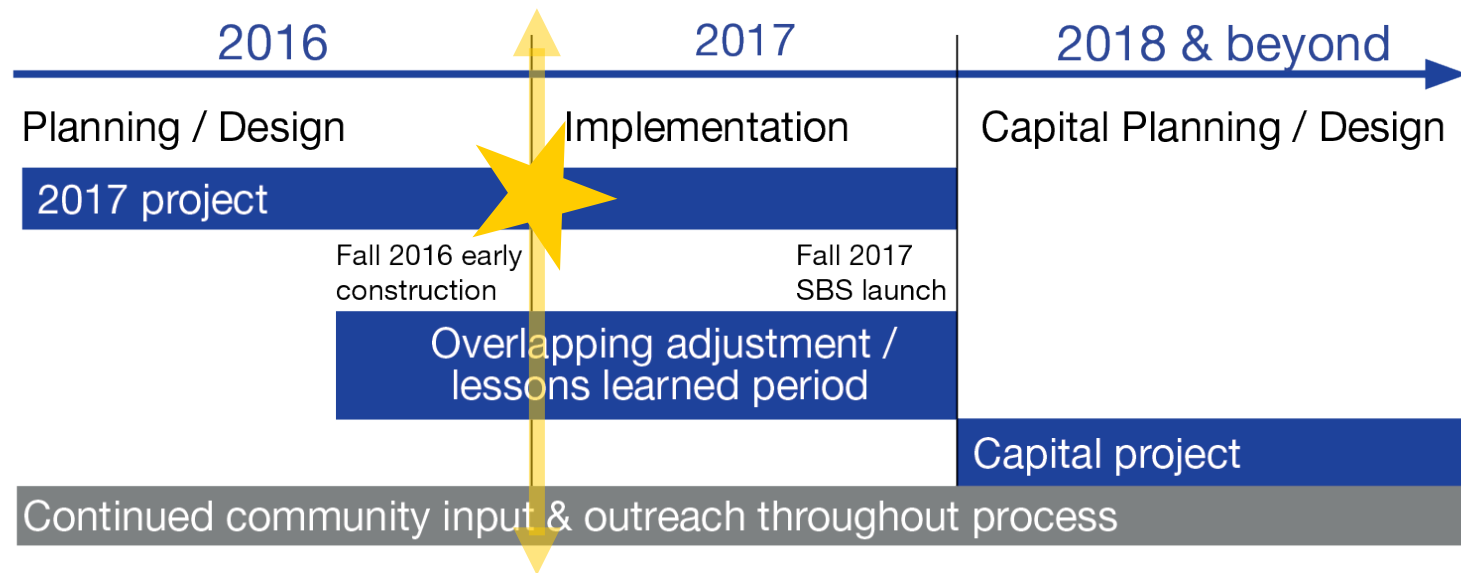
2017 SBS implementation - benefits

- Faster, more reliable bus service and improved customer satisfaction when riders pay with MetroCard or coins before boarding
- Reduced traffic conflicts between buses and traffic and smoother general traffic flow
- Safer, more complete streets for all users of road



Project timeline

Project timeline

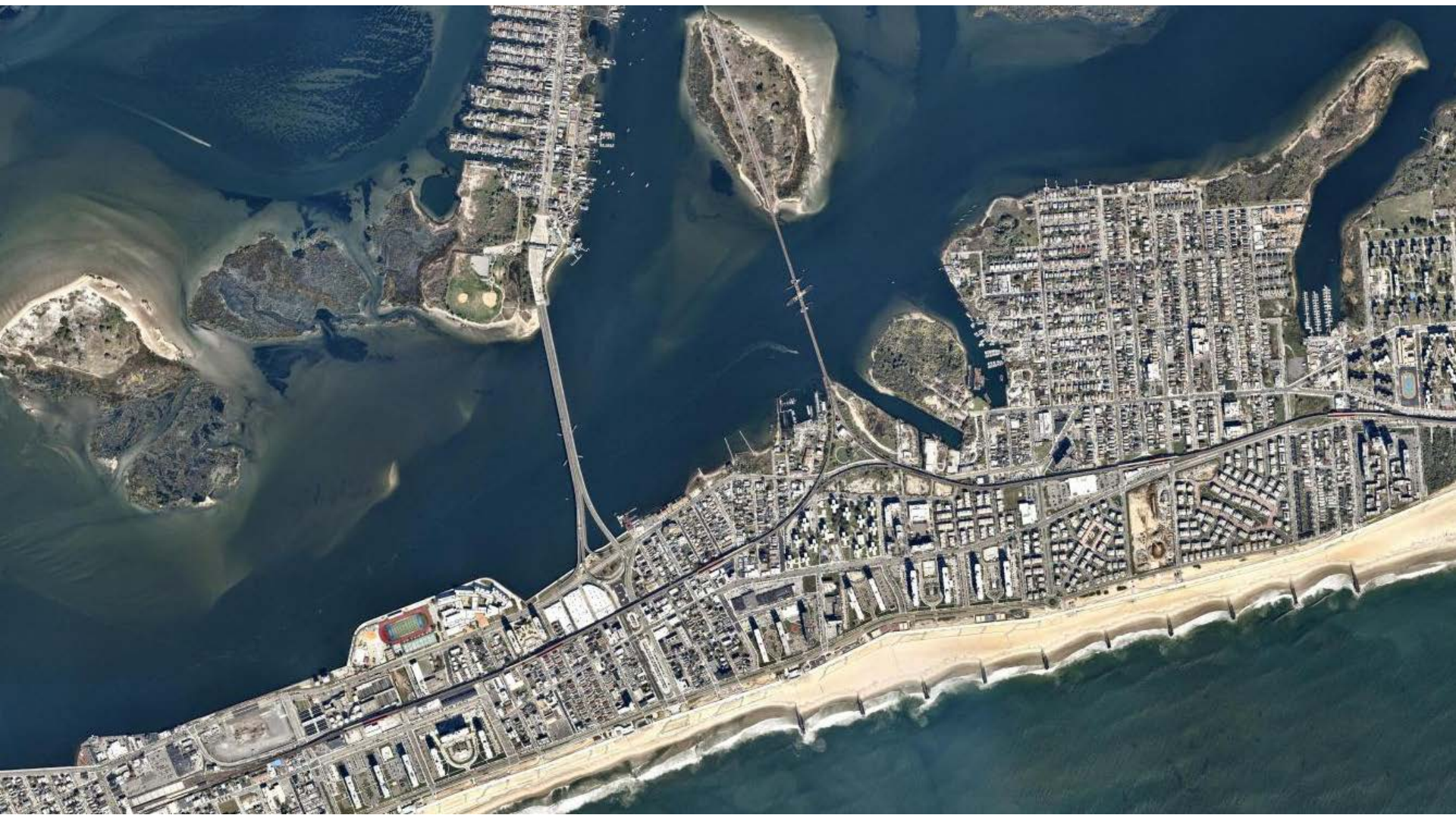


- 2017 project will be monitored and refined through community feedback, technical analysis, and transportation goals for NYC
- **Project on schedule for Fall 2017 SBS start**

Next steps

- **Winter 2017:** Q52 extension details to be announced
- **Spring 2017:** Implementation of 2017 designs
- **Fall 2017:** Q52/Q53 Select Bus Service begins
- **2018 and on:** Adjustment, monitoring and evaluation period before capital project phase

Thank you!



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