

# Woodhaven / Cross Bay Boulevard (Q52/53)

Presentation to Community Board 9 | September 13, 2016



+selectbusservice



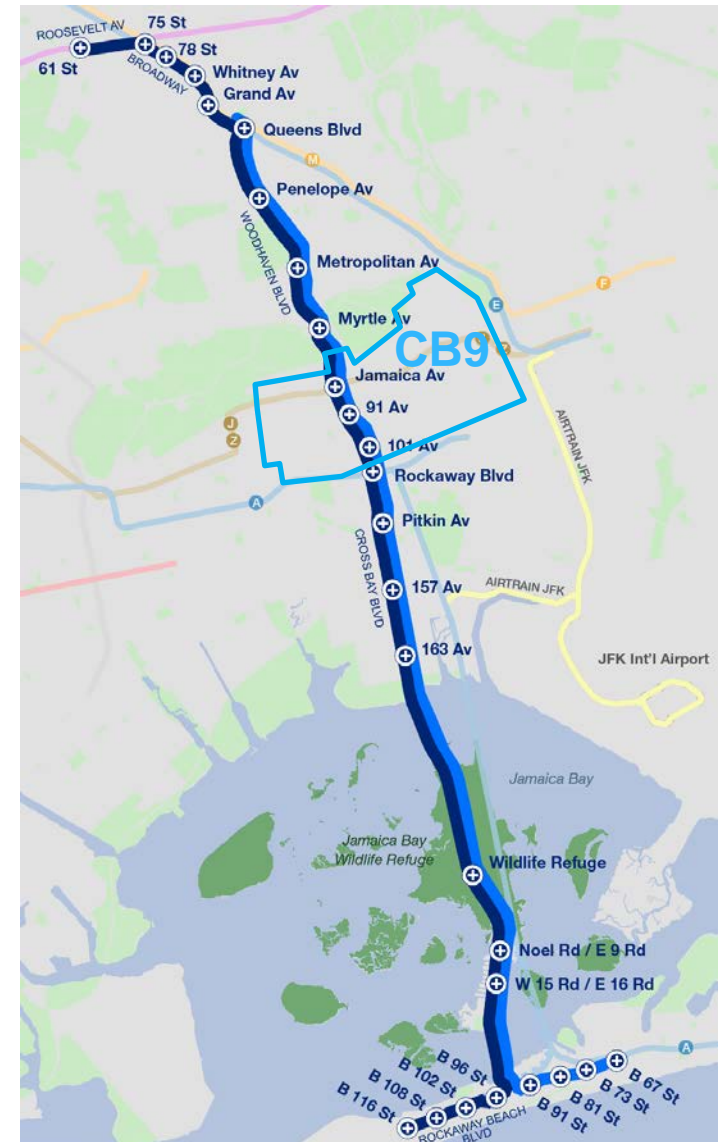
# Agenda

- 1. Overview**
- 2. Community engagement**
- 3. Spring feedback follow-up**
- 4. Implementation**
- 5. Project timeline**

# Woodhaven / Cross Bay SBS

# Woodhaven / Cross Bay SBS corridor

- Based on the existing Q52/53 Limited 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, 20+ bus routes, and LIRR
- CB9 covers 2 of the top 5 busiest Q52/53 stops





# Corridor issues - transit

- Buses get stuck in congestion
- Long boarding times at busy bus stops
- One-way travel time can vary by up to 30 minutes (varies between 55 and 85 minutes)
- Q53 Limited buses are stopped almost half of the time



# Corridor issues – traffic and safety

- Vision Zero Priority Corridor<sup>1</sup>
  - Over 3,000 injuries (2009-13)
  - 22 fatalities (17 ped) (2009-13)
    - **9 fatalities (6 ped) in CB9**
- Difficult pedestrian crossings
- Challenging roadway geometry
- High traffic speeds along some portions of the corridor
- Congestion is concentrated at key points



<sup>1</sup> Woodhaven & Cross Bay Blvd between Queens Blvd and 165 Av



# 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 on and crossing the street
- Drivers get where they need to go at a reasonable and safe speed



# Community engagement



# 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

## 2015 *continued*

- CB 6 Full Board
- 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
- Public Open Houses
- **CB 9 Full Board (today)**



# Spring outreach

- On-street engagement with bus riders at bus stops
- 3 Public Open Houses
  - Distributed over 4,000 flyers
  - Over 200 participants attended:
    - Rockaways (Tue, May 17)
    - Ozone Park (Sat, May 21)
    - Woodhaven (Wed, May 25)

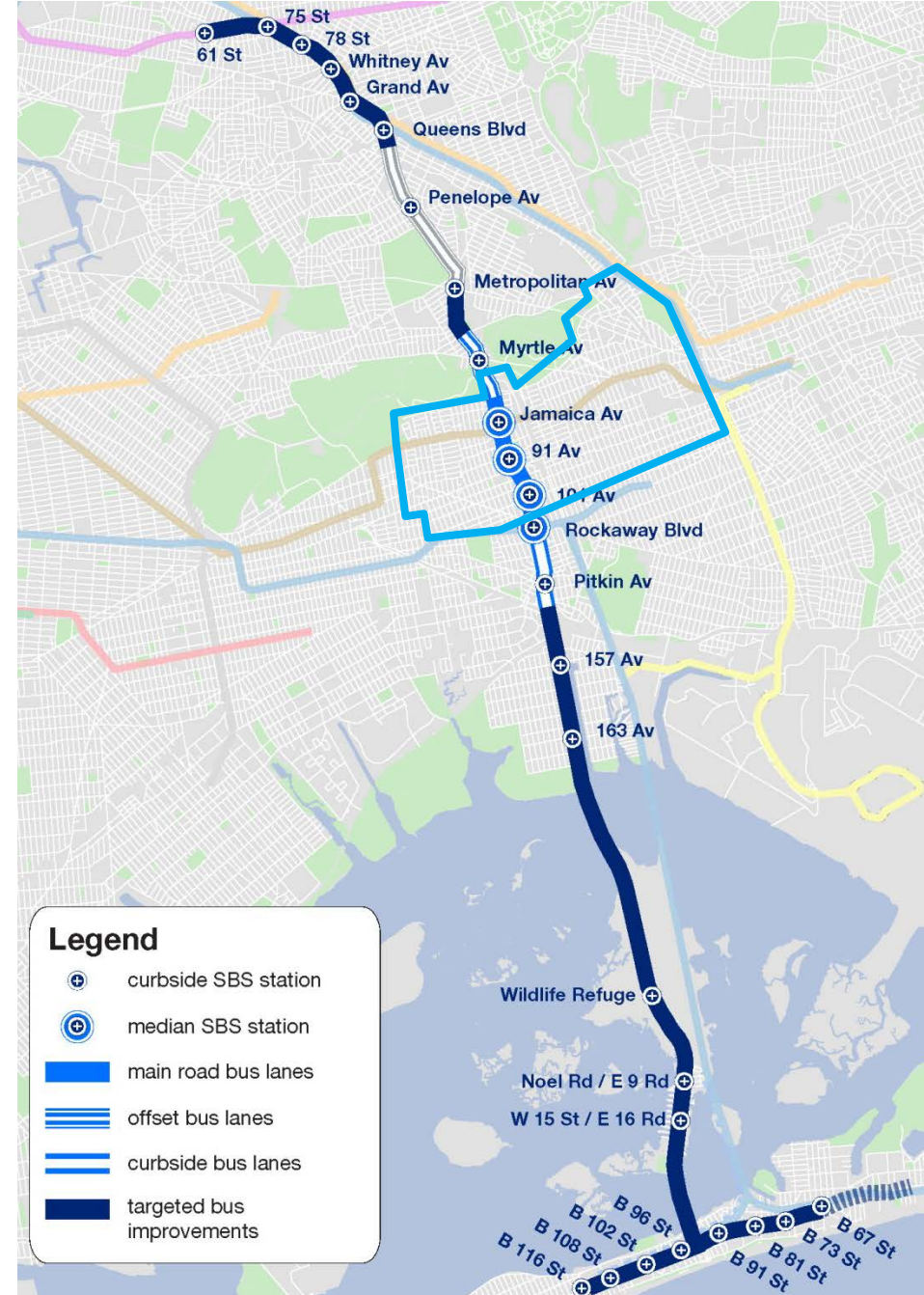


# Spring feedback follow-up



# 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
  - Fare payment machines at all SBS stations
  - In CB9: 3 station pairs will be median bus stations
- Targeted bus improvements north of Queens Blvd and south of 165<sup>th</sup> Av





# Spring feedback follow-up

- Left turn access
  - Preserved at 15/22 proposed locations, including Jamaica Ave
- Parking impacts
  - Forest Park Co-op parking maintained
  - Adding parking at Jamaica Ave
- Snow removal
  - Coordinating commitments at bus stops with DSNY
- Safety of median bus stations
  - Will be constructed with new concrete, safety features, been tested city-wide



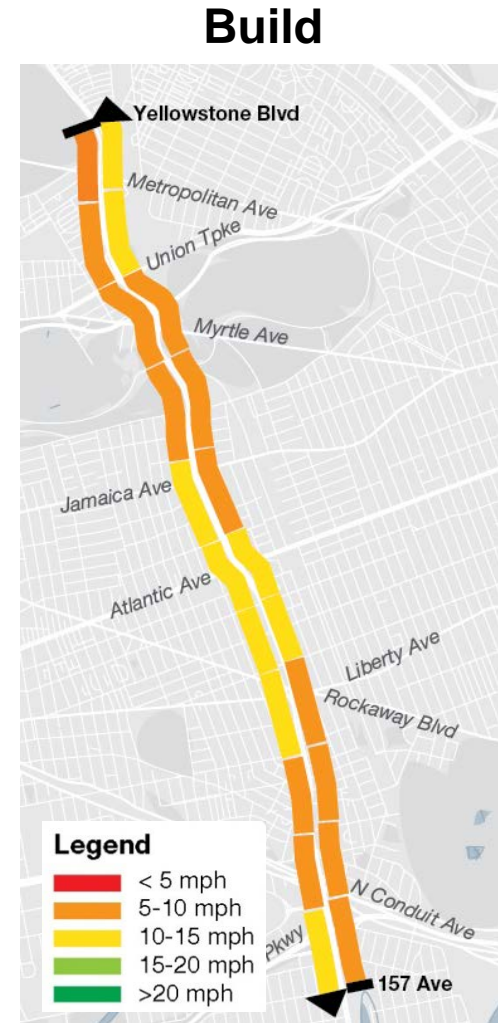
# Spring feedback follow-up - transit

- Updated schedules to provide more reliable service
- Bus lanes to provide more consistent arrival of buses
- Planned future purchasing of articulated, “double” buses (will not arrive in time for the initial launch)
- Q52 Extension planned for 2017



# Spring feedback follow-up - traffic

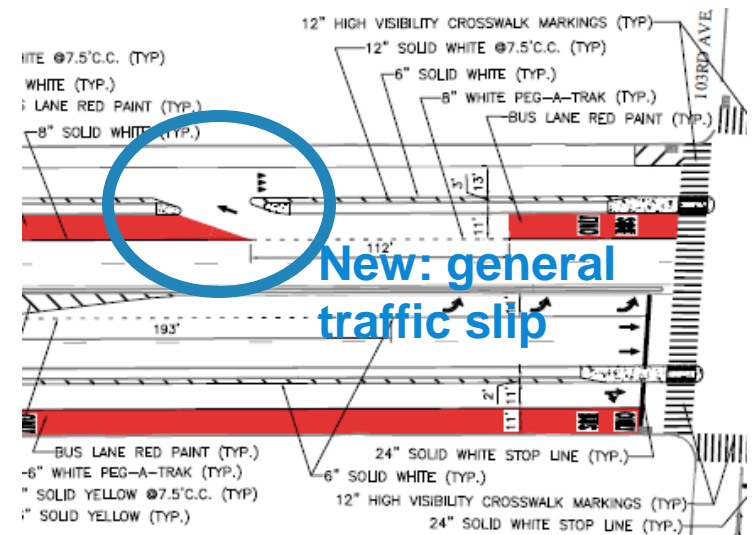
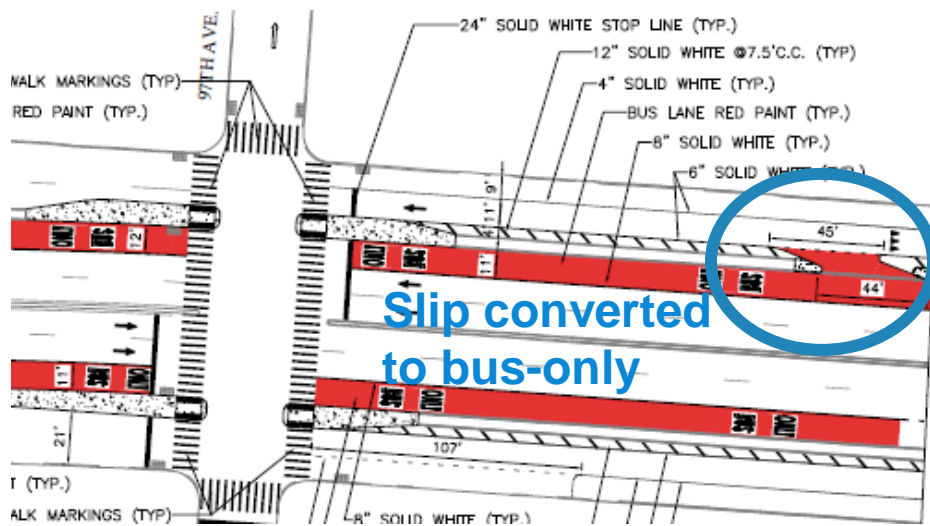
- Project creates a more consistent travel speed across the corridor
  - **No Build:** “hurry up and wait” (green and red)
  - **Build:** “steady and flowing” (consistent orange and yellow)
- Key left turn bans and a consistent roadway will make the driving experience safer and less frustrating





# Design changes based on feedback

- Removed secondary crosswalk in service road by Forest Park Dr Co-ops
- NB slip lane at 97<sup>th</sup> Ave before Atlantic Ave is now bus only
  - Added a new NB slip to preserve access into service road for general traffic north of 103<sup>rd</sup> Ave before 101<sup>st</sup>

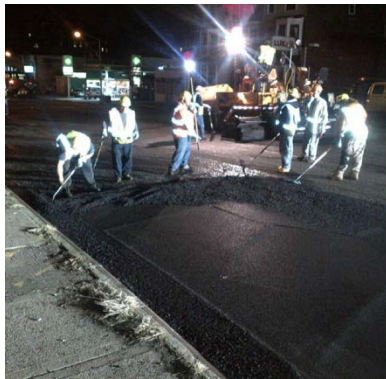




# Implementation

# 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

# Select Bus Service Features



Improved fare collection



Bus lanes



Transit signal priority



Passenger information



Improved station amenities



Pedestrian safety improvements



# Select Bus Service Fare Payment



Riders pay with MetroCard or coins before boarding, receive receipt



MTA NYCT conducts random fare payment inspections



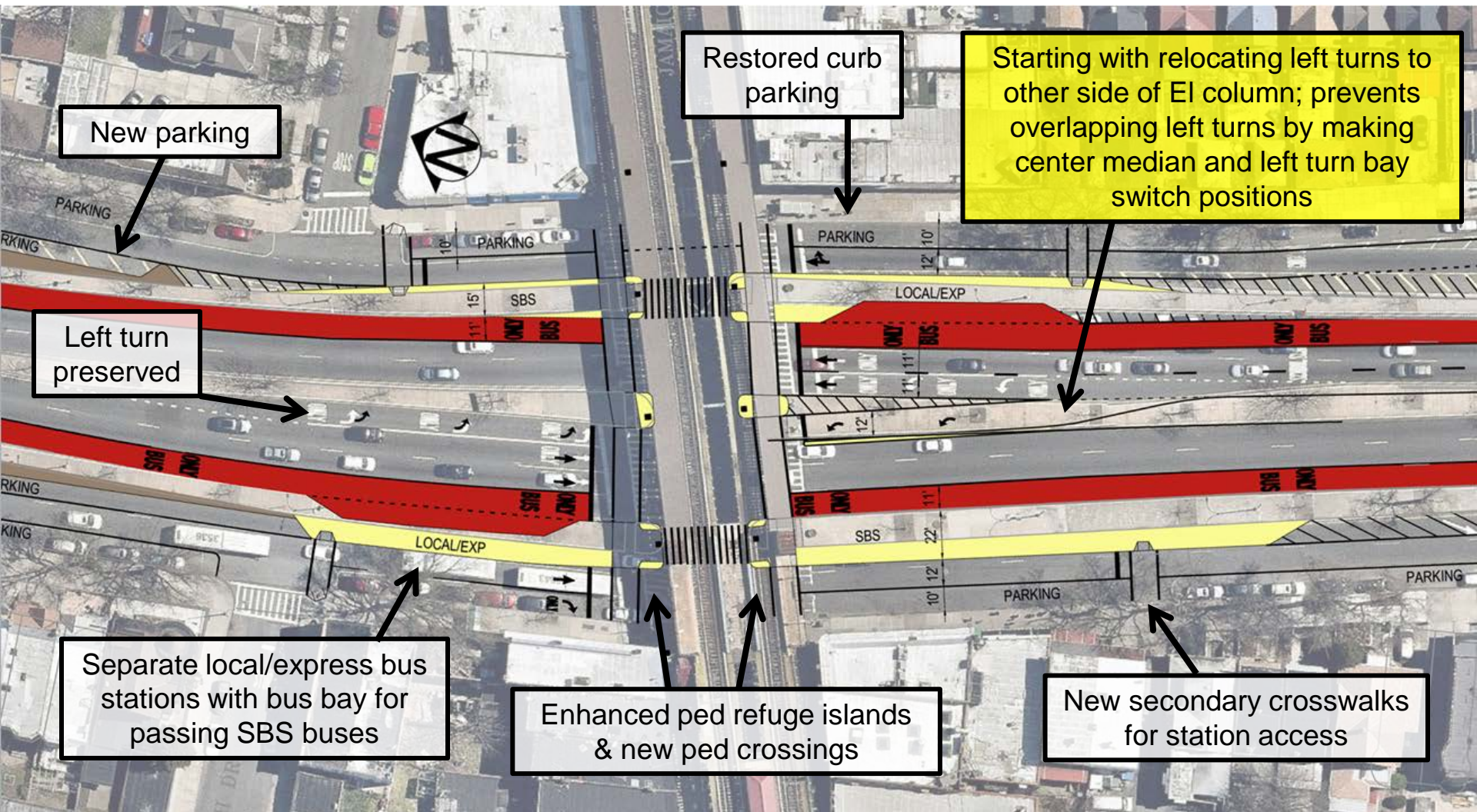
# Fall 2016 implementation at Jamaica

- Relocate Jamaica Ave left-turn to address safety issues ASAP
- Intersection saw a total of **161 injuries (80% vehicle-on-vehicle collisions)** over last 5 years
- Between 2009 and 2013, Jamaica/Woodhaven had **most pedestrian fatalities** of any intersection in NYC
  - **3 fatalities** (*tied with W 145<sup>th</sup> St & Adam Clayton Powell Jr Blvd in Manhattan*)

Proposal

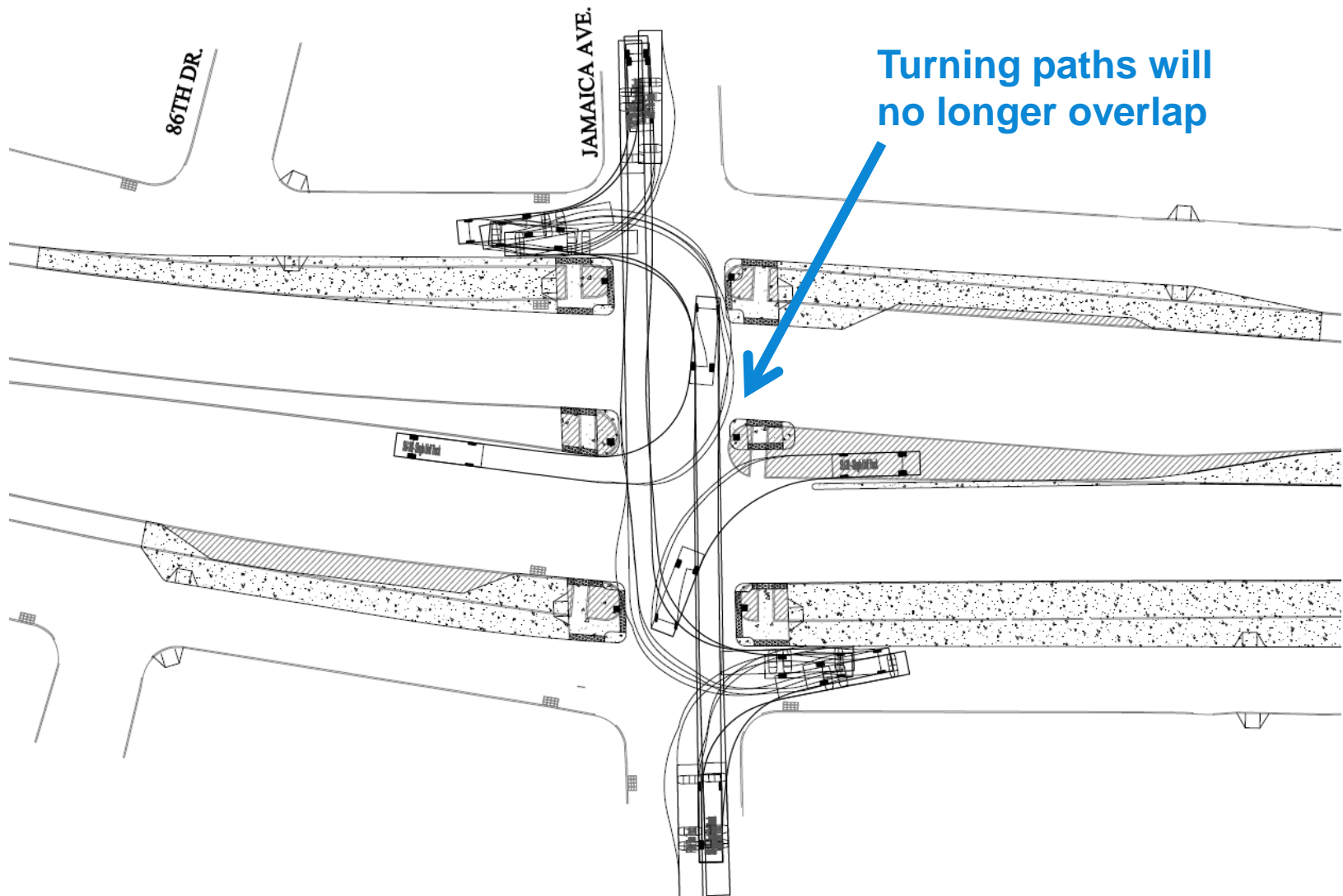


# Fall 2016 implementation at Jamaica





# Fall 2016 implementation at Jamaica



# 2017 implementation in CB 9

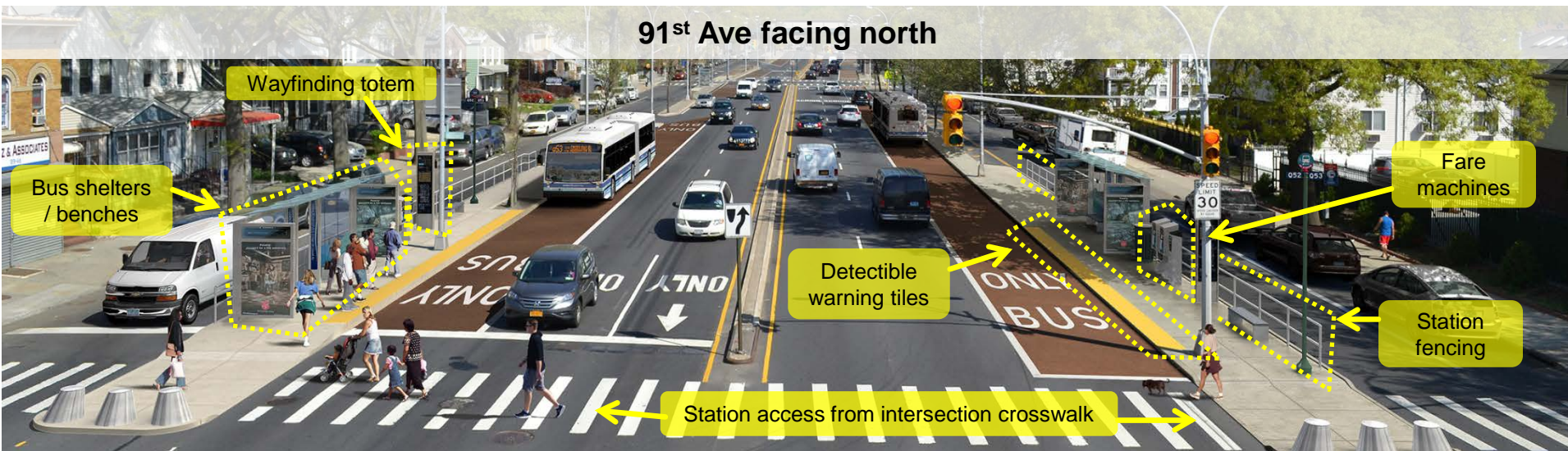
- 3 median SBS stations
  - Jamaica Av, 91<sup>st</sup> Av, 101<sup>st</sup> Av
- 2 median local bus stations
  - 85<sup>th</sup> Rd, 89<sup>th</sup> Av
- Main road bus lanes from Forest Park Dr to 103<sup>rd</sup> Av
- New slips at 85<sup>th</sup> Rd (NB), 88<sup>th</sup> Rd (NB & SB), 90<sup>th</sup> Av (NB & SB), 97<sup>th</sup> Av (NB bus only & SB), 103<sup>rd</sup> Av (NB)
- Curb extensions (paint and concrete) and refuge islands
- *Extended signal timing cycles under investigation*





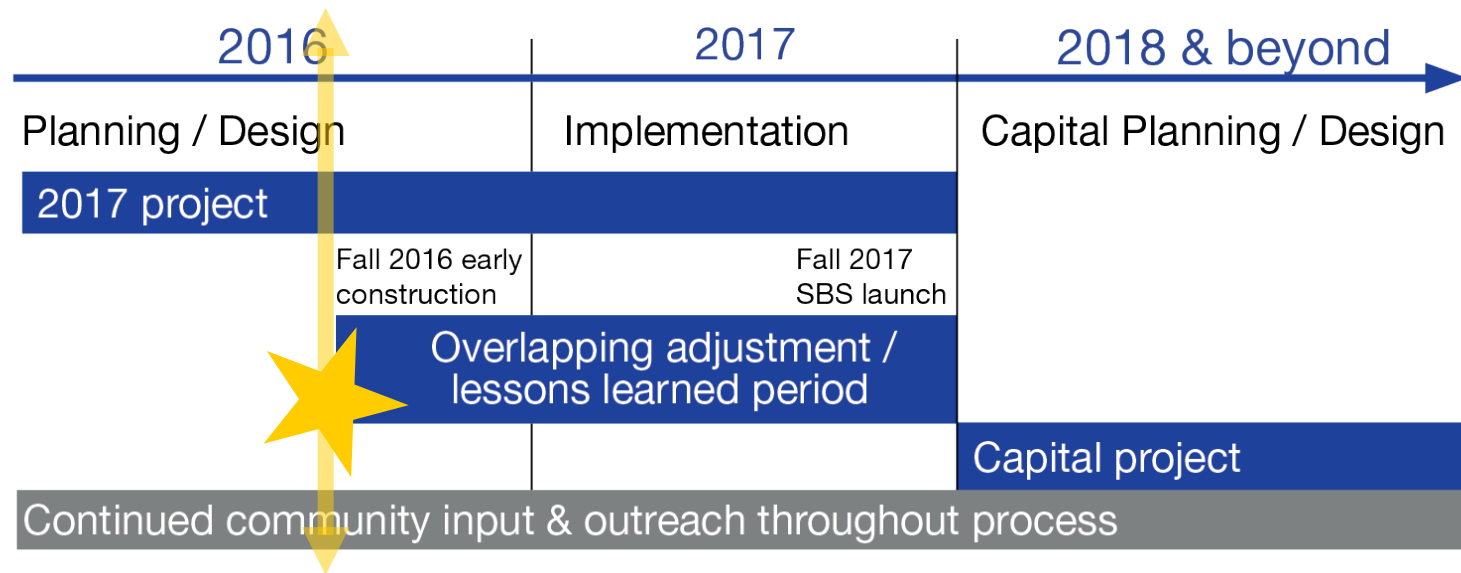
# 2017 SBS implementation - benefits

- Faster, more reliable bus service and improved customer satisfaction
- 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**, including early implementation of key pedestrian and traffic safety treatments in Fall 2016



# Next steps

- **Today:** CB 9 full board update
- **Fall 2016:** early construction of key safety treatments at Jamaica Avenue
- **Spring 2017:** full implementation of 2017 designs
- **Fall 2017:** Q52/Q53 Select Bus Service Launches
- **2018 and on:** Adjustment, monitoring and evaluation period before capital project phase

# Thank you!

