Woodhaven / Cross Bay Boulevard

Queens CB 9| January 13, 2015

+selectbusservice

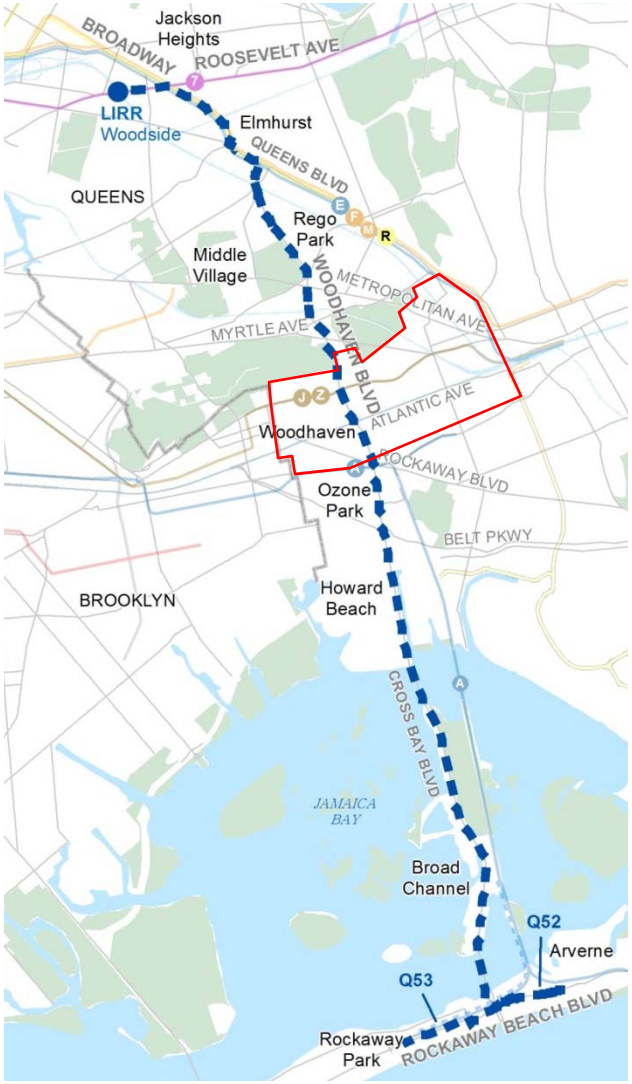
Agenda

1. Project Background and Feedback
2. Design Concepts
3. Next Steps

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

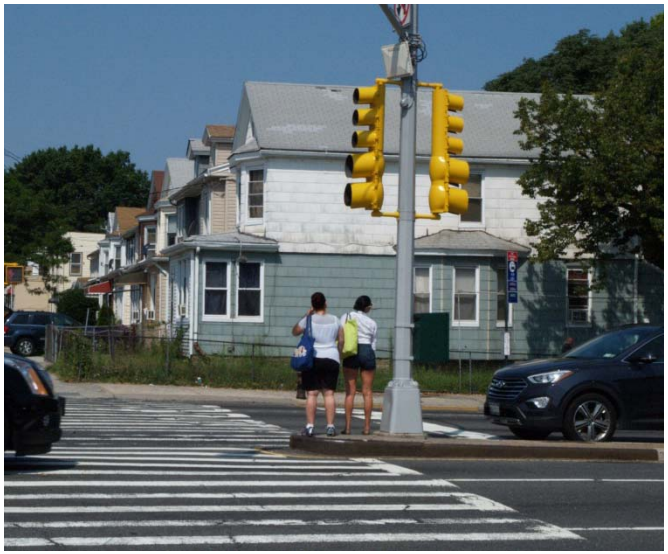
Public Open Houses and Workshops

Community Board Meetings

Stakeholder Meetings

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

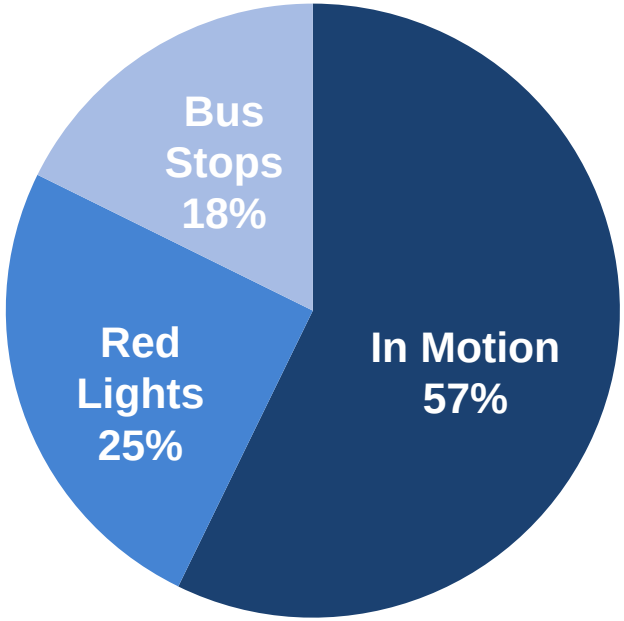
Make Woodhaven Boulevard a Great Street

1. Faster and more reliable bus service
2. Safer streets for pedestrians and drivers
3. Maintain appropriate traffic flow

Transit

- One-way travel time can vary by up to 30 minutes (varies between 55 and 85 minutes)
- Q53 LTD buses are stopped almost half of the time
- Many passengers are riding the bus long distances

CB9 covers 2 out of the top 5 busiest Q52/53 stops (#3 Jamaica Ave, and #4 Atlantic Ave). 10,000 bus riders get on and off the bus at those two stops every day.



All Q53 Northbound Trips

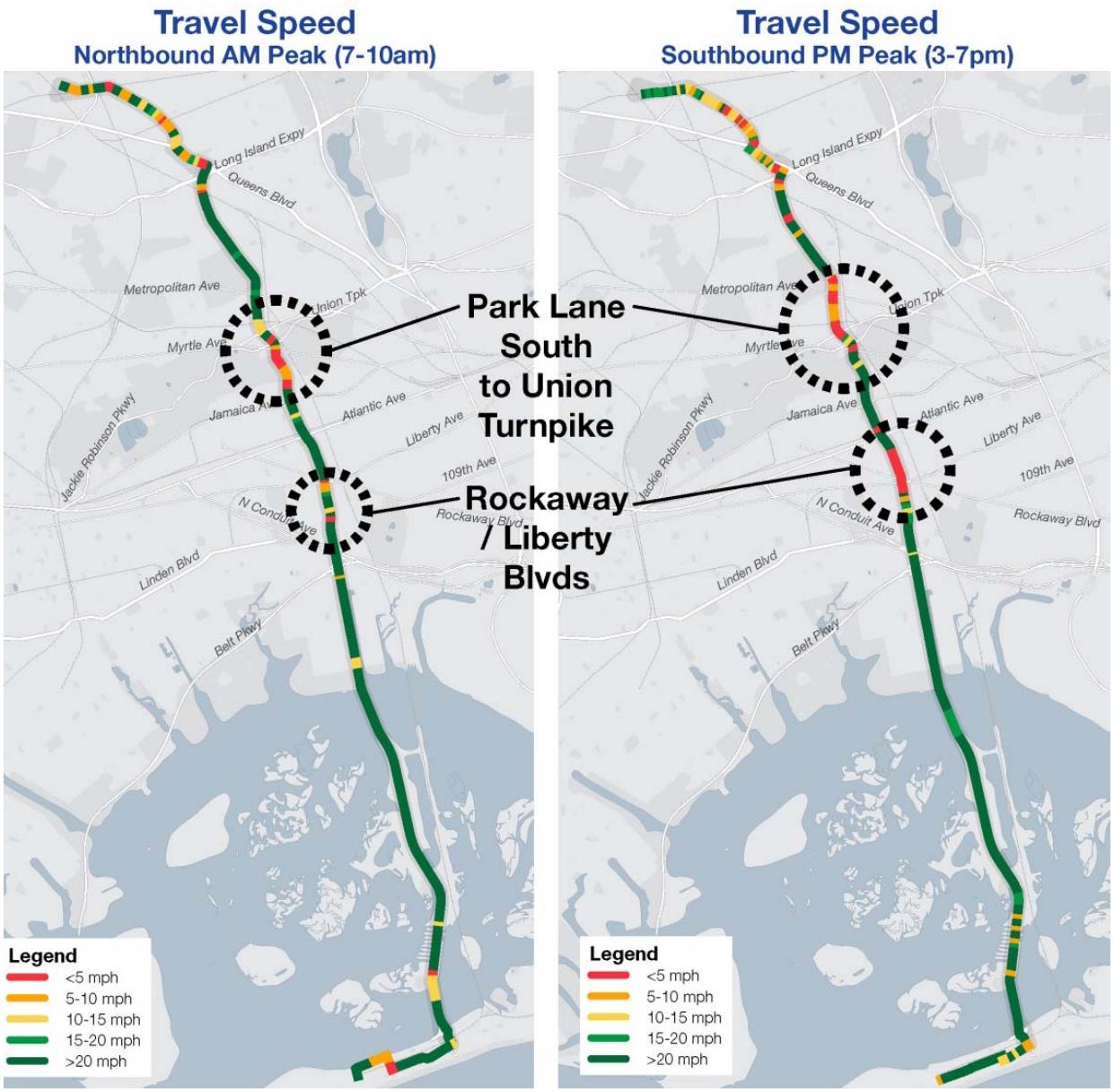
Safety

- High Crash Corridor
  - Vision Zero Priority Corridor
  - 32.6 KSI per mile
  - 24 fatalities (17 ped) (2008-14)
  - **9 fatalities in CB9 (plus recent Atlantic Avenue fatality)**
- Difficult pedestrian crossings

Total crashes by intersection (2008-2012)

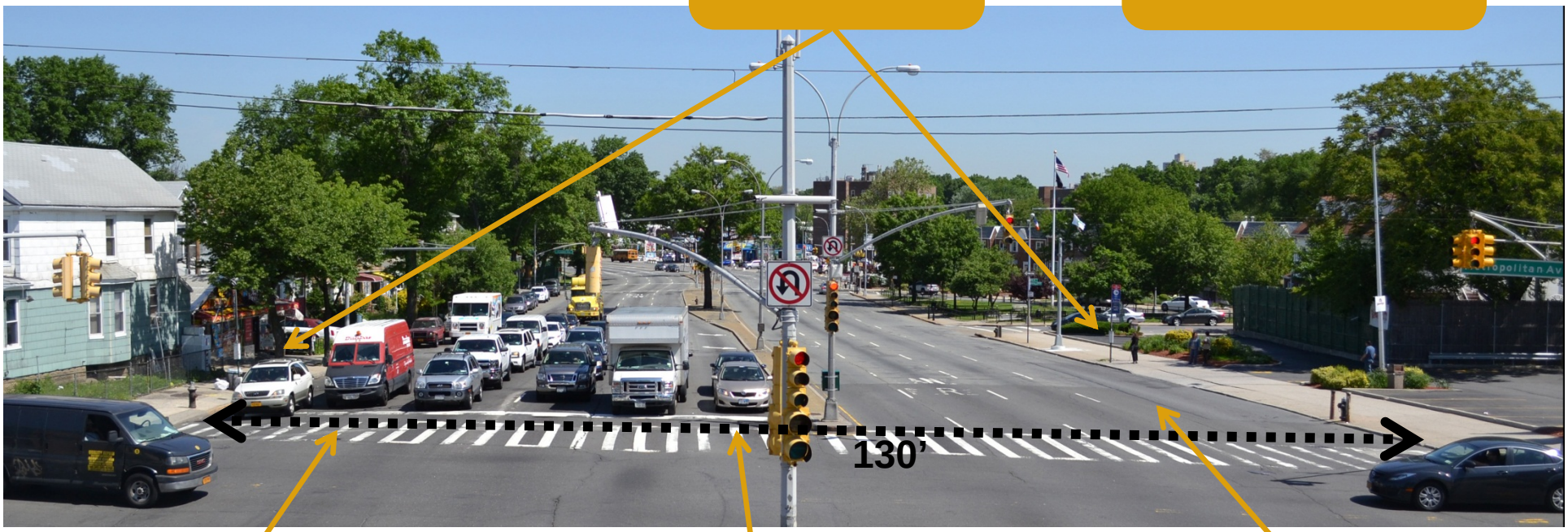
Traffic

- High traffic speeds along some portions of the corridor
- Congestion is concentrated at key points
- Traffic volumes are noticeably higher during rush hours



Design Concepts

Existing Conditions



Existing Conditions

Design features of all concepts

- All standard SBS features
- 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

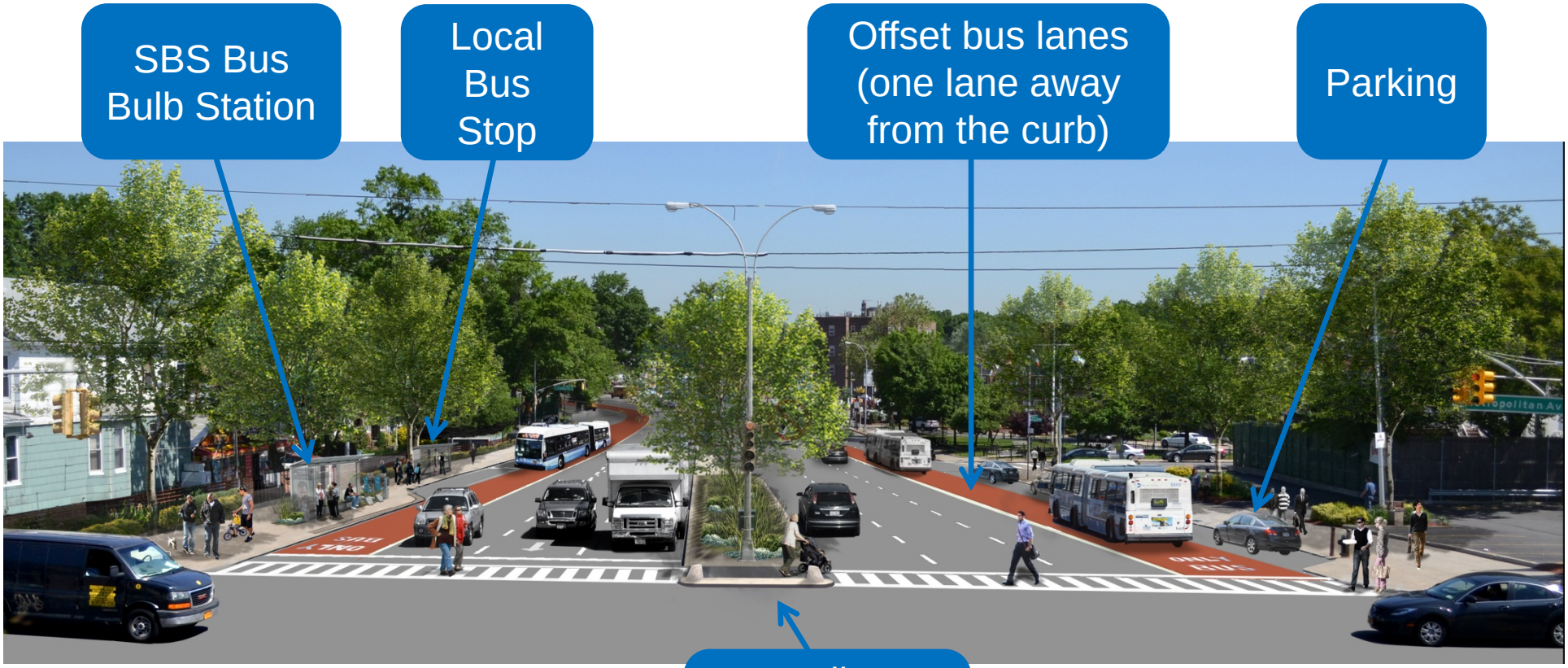
Concept 1

Offset Bus Lanes

A smaller capital project that uses the existing SBS toolbox within the existing roadway configuration

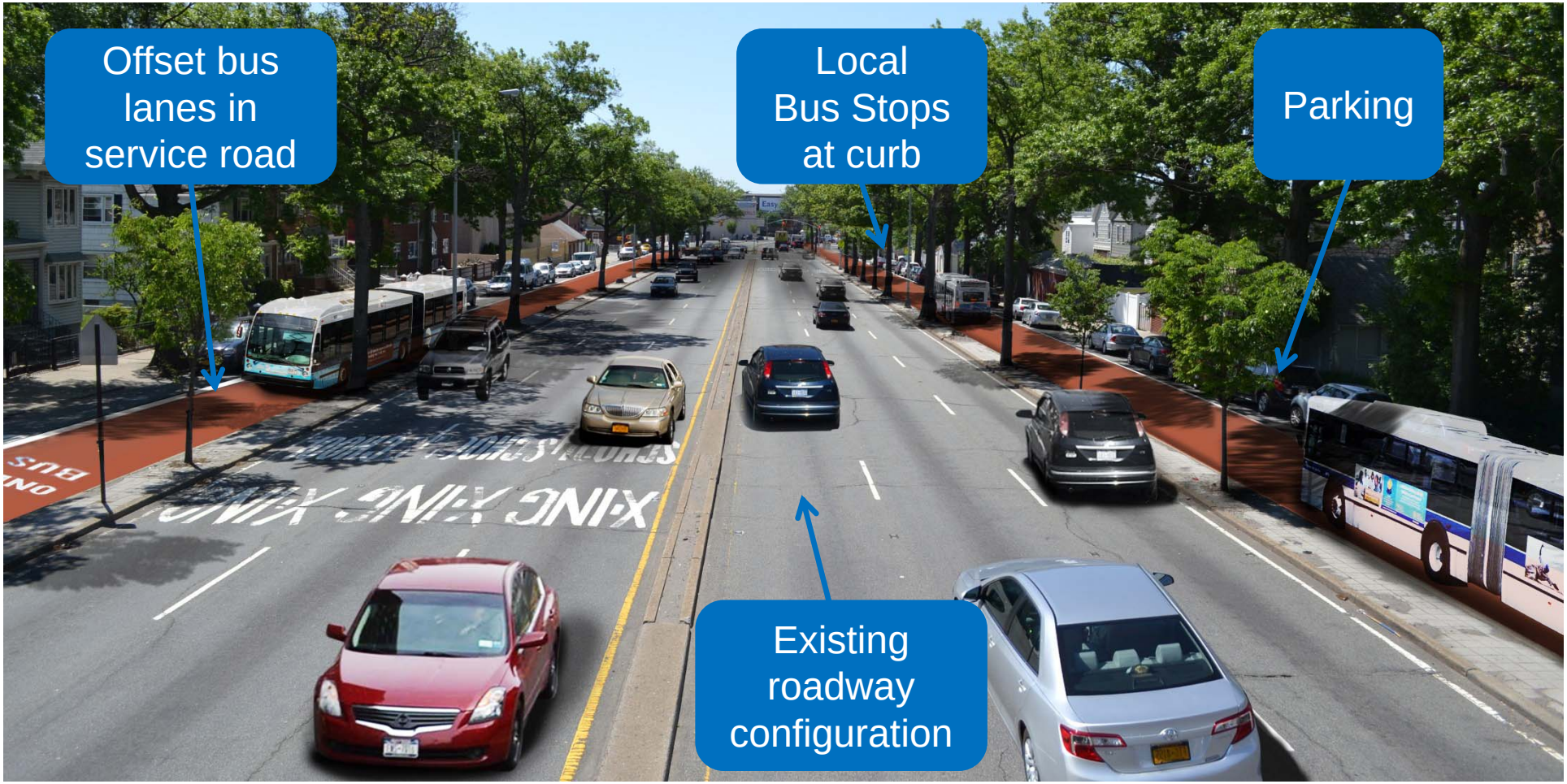
Concept 1 – Offset Bus Lanes

Station rendering



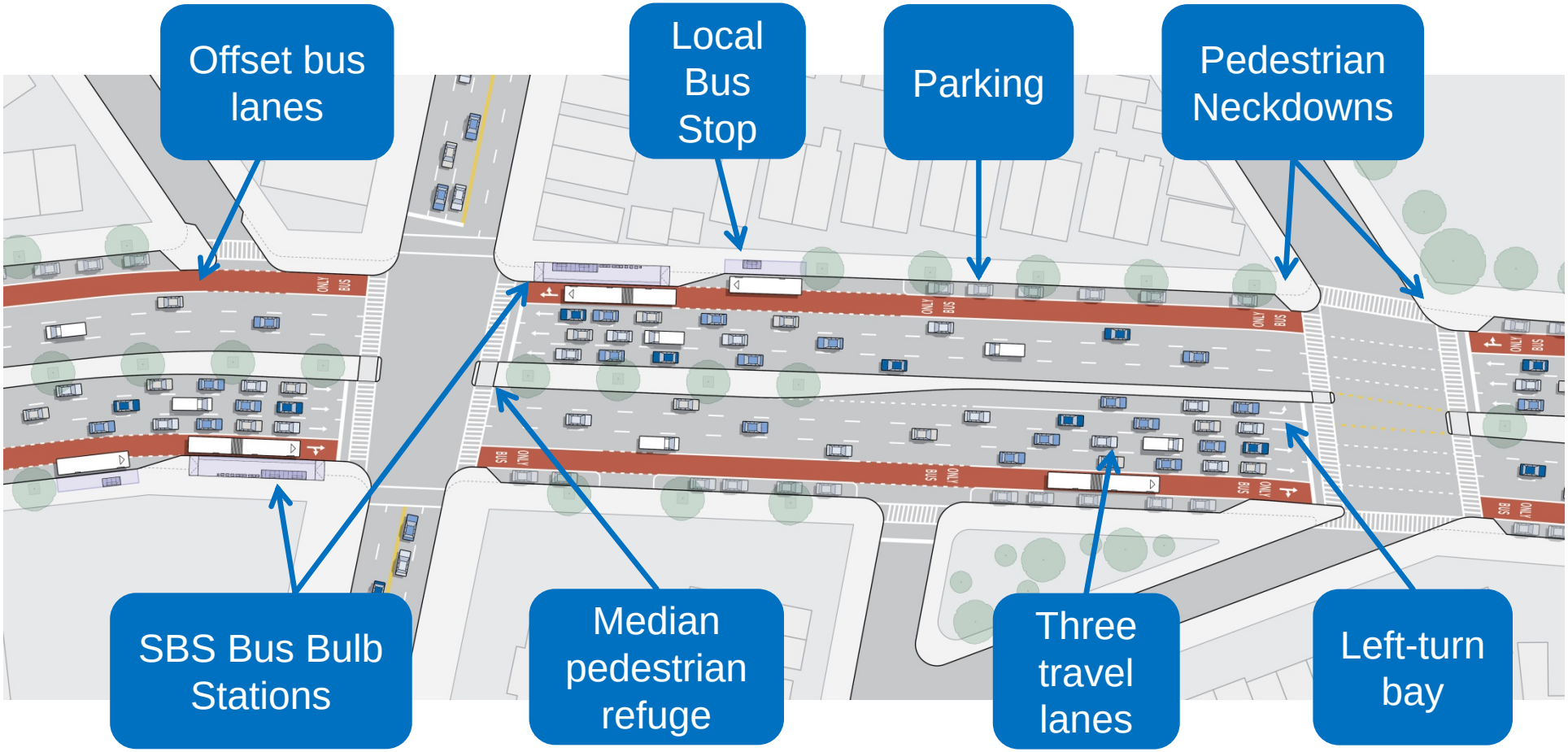
Concept 1 – Offset Bus Lanes

Non-station rendering



Concept 1 – Offset Bus Lanes

Plan view



Concept 1 – Offset Bus Lanes

Examples

Nostrand Avenue, Brooklyn

First Avenue, Manhattan

Webster Avenue, Bronx

Concept 1 – Offset Bus Lanes

Key points

Transit

- “Offset” bus lanes and SBS bus bulbs
- Parking and turning vehicles delay buses

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

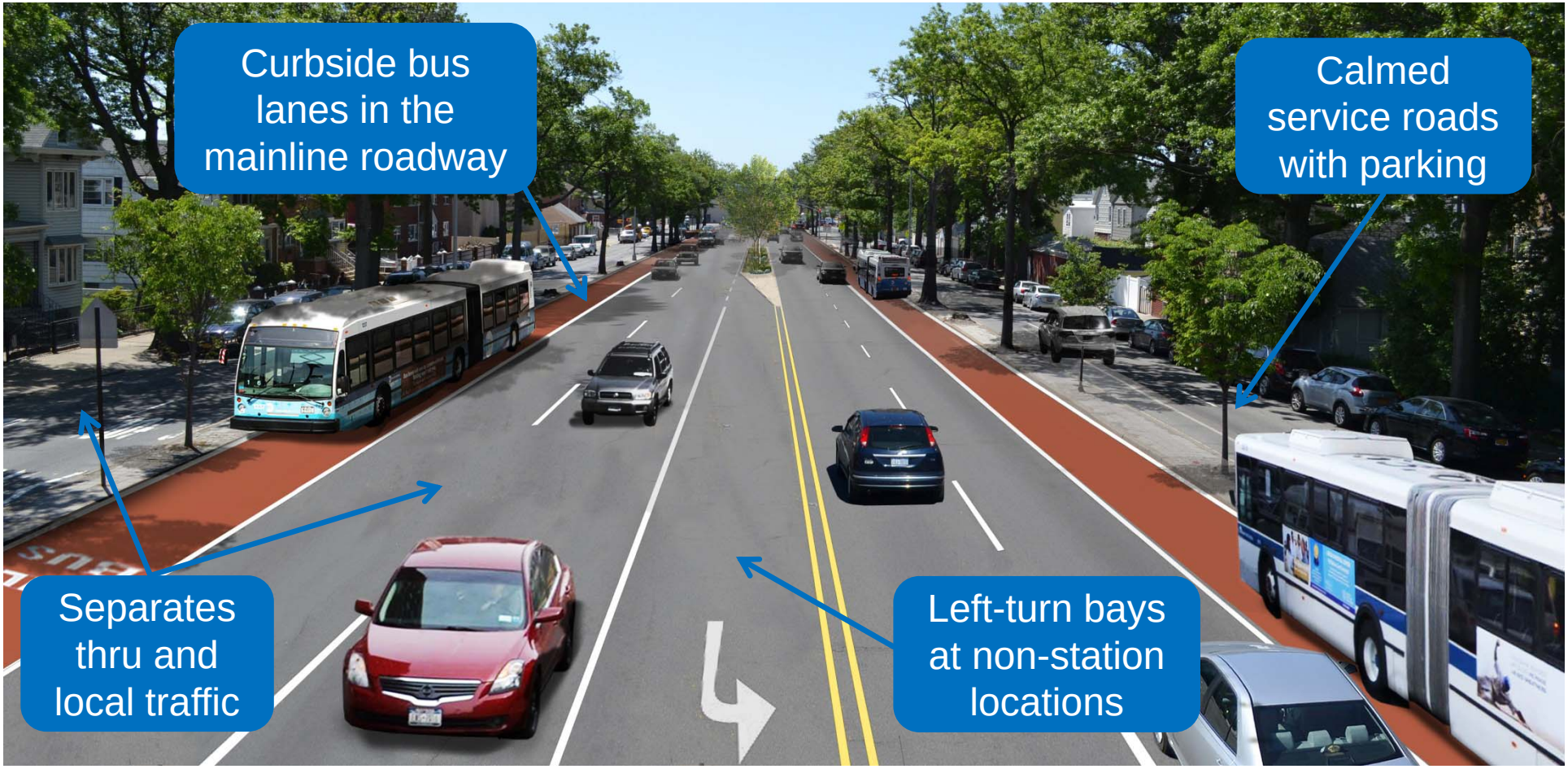
Boulevard roadway design with priority for bus travel in the main roadway and uses service roads to separate local and through traffic

Concept 2 – Main Road Bus Lanes

Station rendering

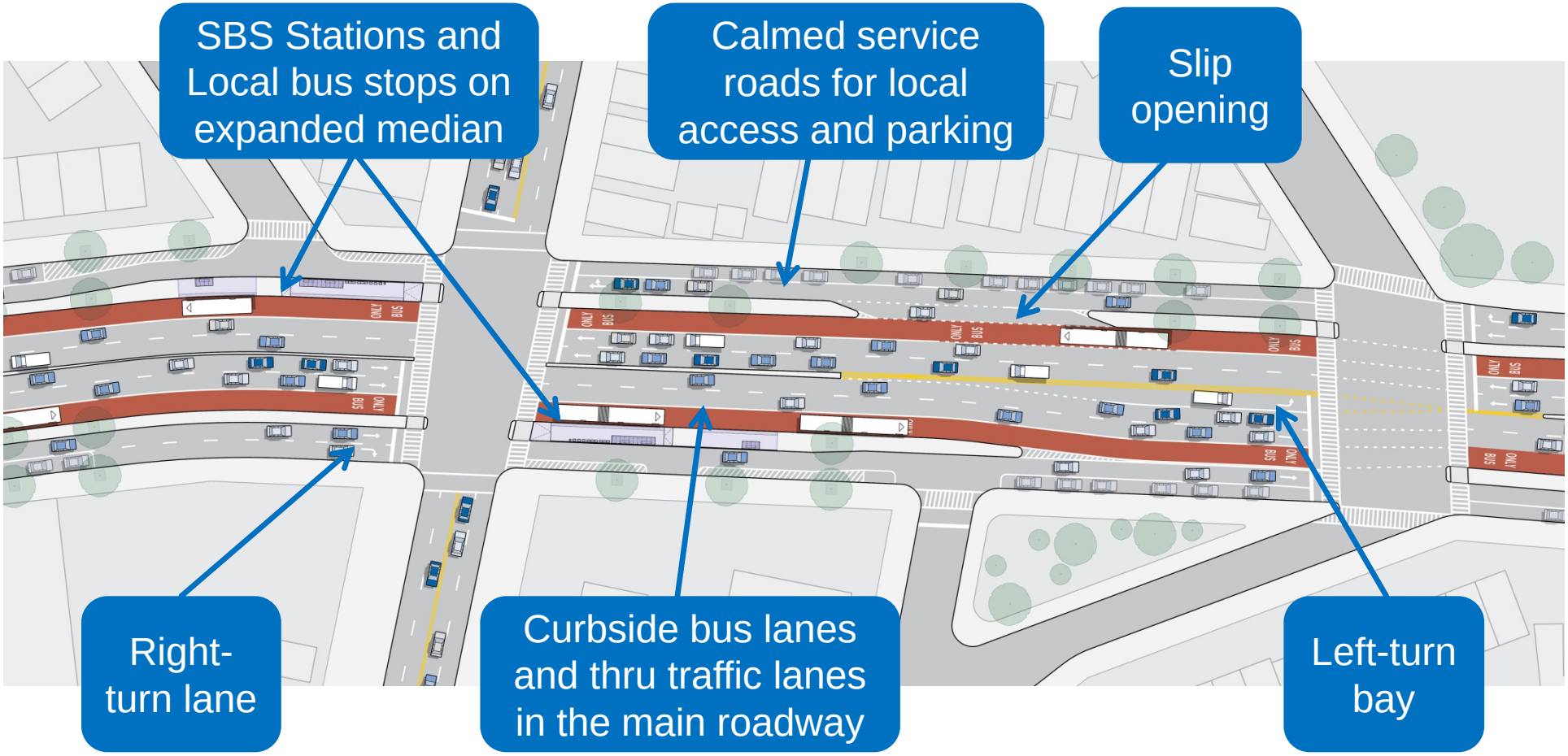
Concept 2 – Main Road Bus Lanes

Non-station rendering



Concept 2 – Main Road Bus Lanes

Plan view

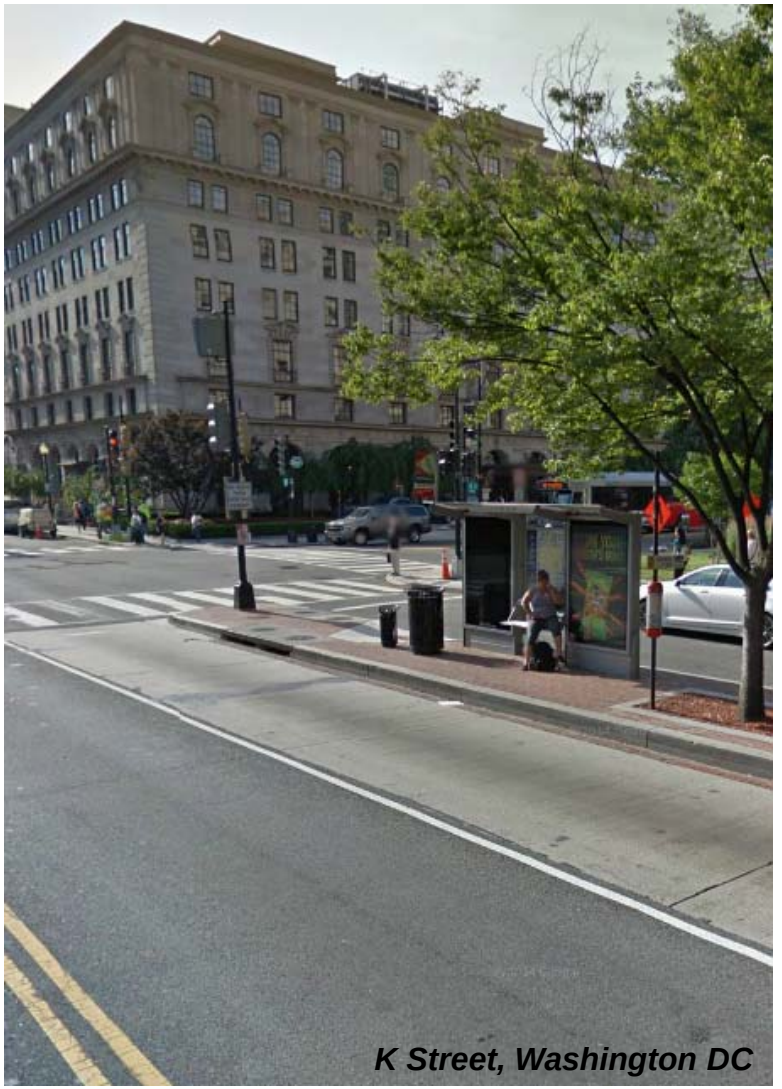


Concept 2 – Main Road Bus Lanes

Examples

Pelham Parkway, Bronx

Taipei, Taiwan


K Street, Washington DC

Concept 2 – Main Road Bus Lanes

Key Points

Transit

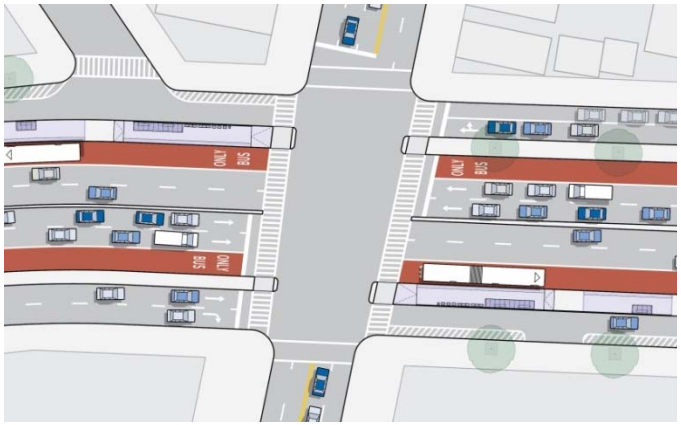
- “Main Road” bus lanes and stations; options for physical separation / raised lanes
- No conflicts with turning vehicles or parking

Safety

- New service roads clam traffic and shorten pedestrian x-ings
- Consistent roadway design

Traffic

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



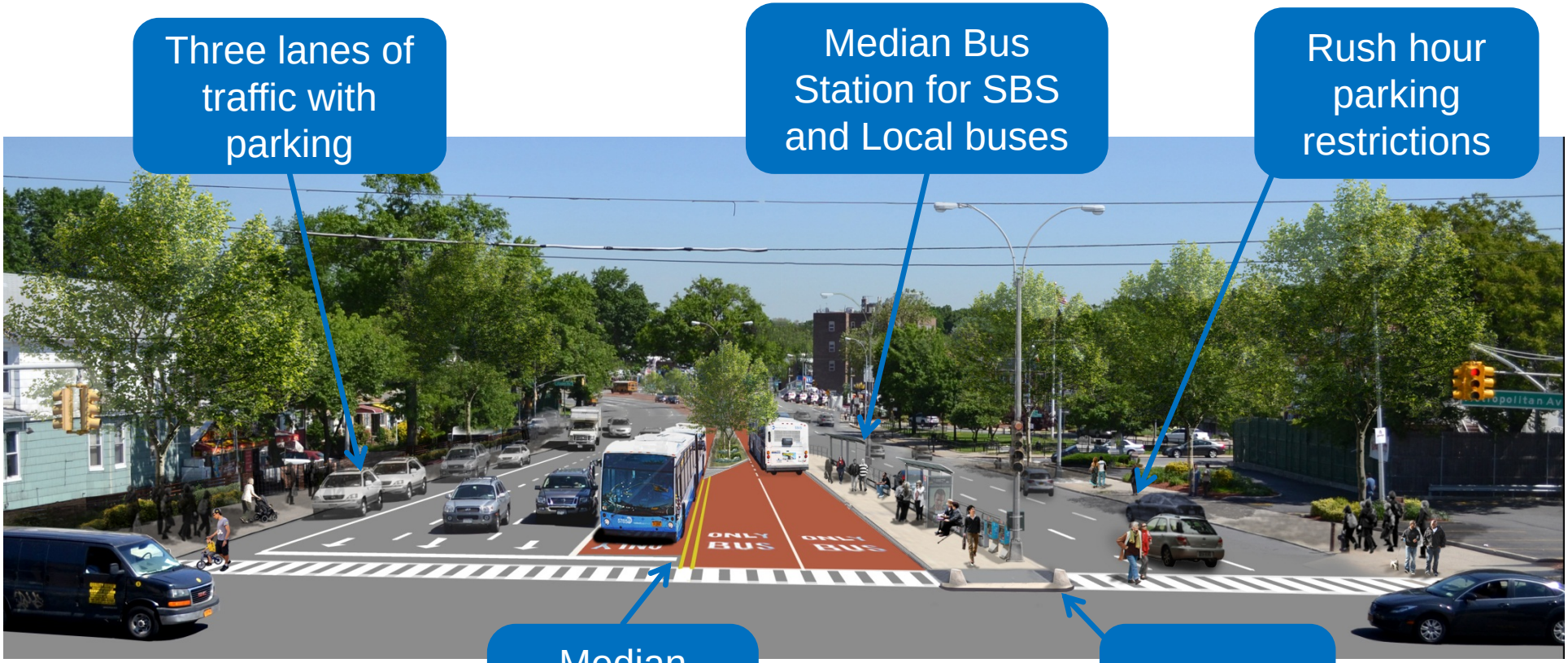
Concept 3

Median Bus Lanes

Center-running bus lanes and
median stations separate general traffic
into northbound and southbound roadways

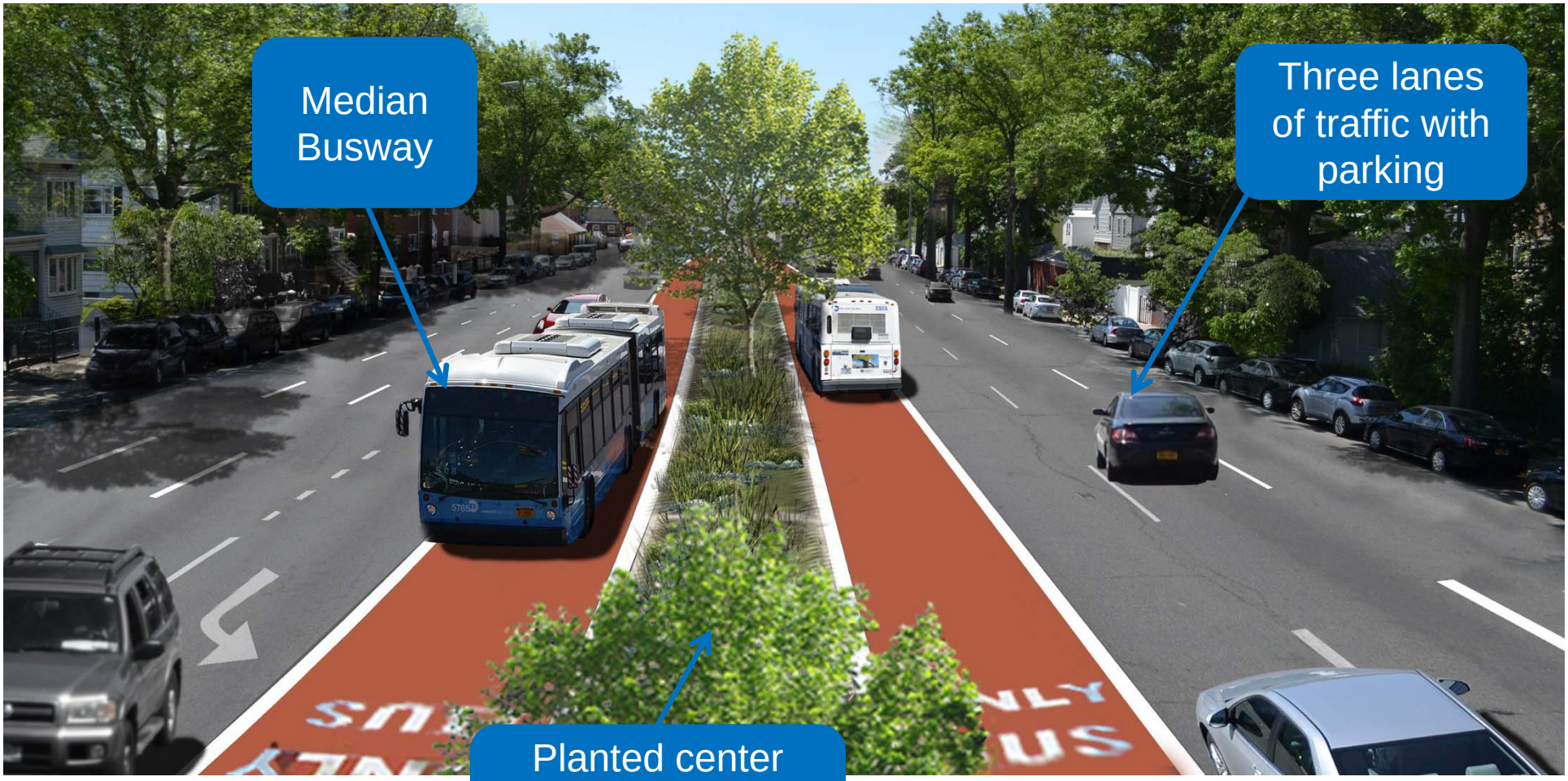
Concept 3 – Median Bus Lanes

Station rendering



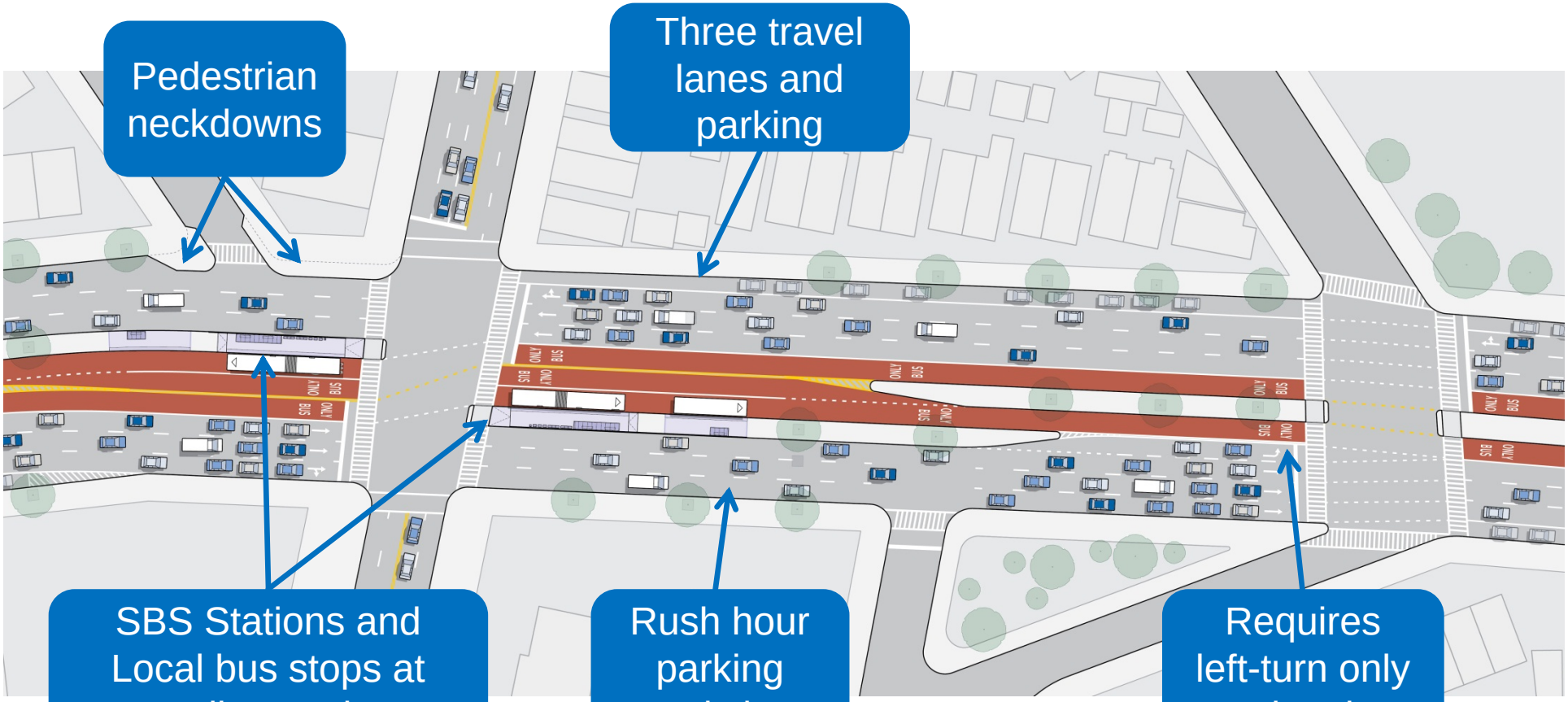
Concept 3 – Median Bus Lanes

Non-station rendering



Concept 3 – Median Bus Lanes

Plan view

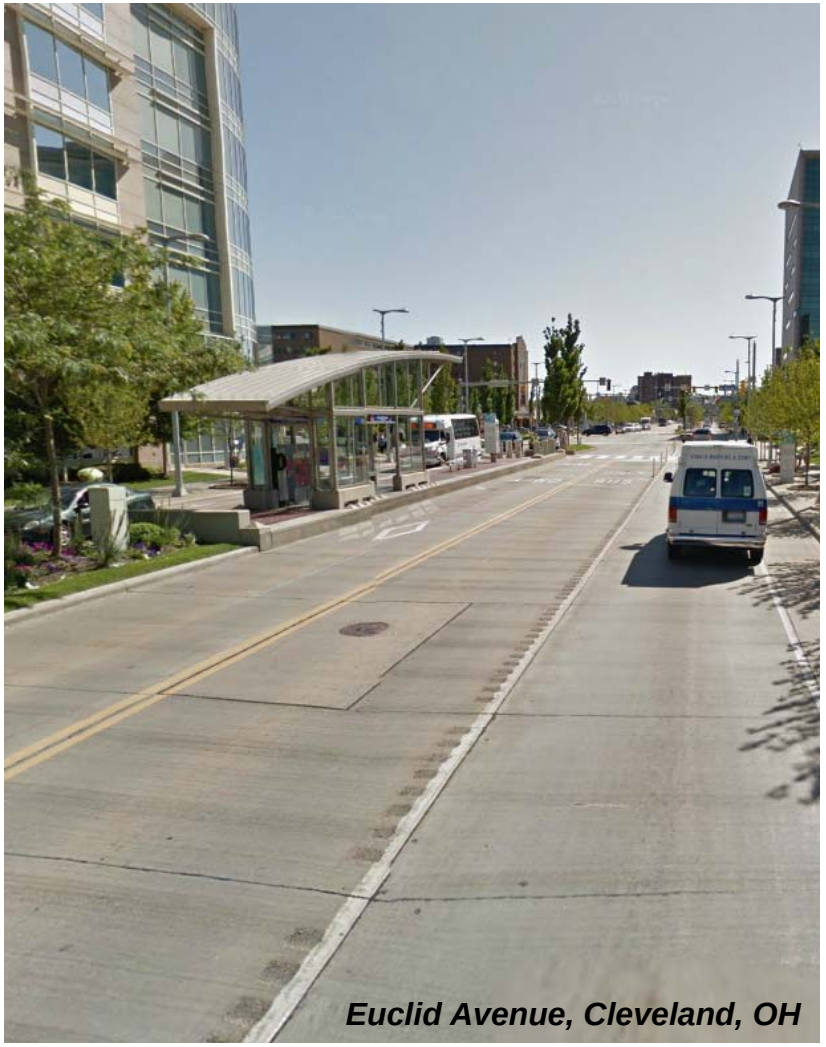


Concept 3 – Median Bus Lanes

Examples

Seoul, South Korea

Mexico City, Mexico



Euclid Avenue, Cleveland, OH

Concept 3 – Median Bus Lanes

Key points

Transit

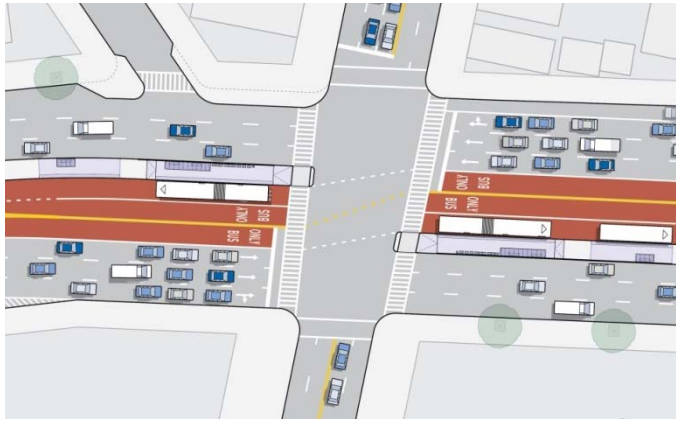
- Median bus lanes with passing lanes; options for physical separation / raised lanes
- No conflicts with general traffic

Safety

- Separated NB and SB roadways
- Alignment challenges
- Long pedestrian crossings

Traffic

- Consistent 3 lanes of traffic
- Rush hour parking restrictions
- Left-turn only signal required to cross busway



Public Meeting Feedback (sample)

- Support for substantial redesigns of Woodhaven (options 2 and 3)
- Important to maintain local bus service (Q11, Q21)
- Particular concerns about how left turns will be accommodated under all concepts, especially NB at Rockaway Blvd and SB at Liberty Av
- Unsynchronized traffic signals are problem on the corridor
- Right-turning vehicles in the bus lane will delay buses
- Better to look at designs that are proven success for NYC (Option 1 and Option 2)
- Good to standardize corridor design so there is less convergence/divergence as the road narrows/widens

Next Steps

Design Progress

- Continue to gather feedback from the public, elected officials, and Community Boards.
- Continue to conduct technical analysis of effects on traffic, bus service, road safety.
- Select design concept this winter.
- Work with communities on block by block design.

Project Schedule

Winter 2015: Select design concept

Spring-Fall 2015: Develop block by block design plans, station locations, full corridor traffic analysis

Fall 2015-6: Begin detailed civil engineering/utility design

2017-8: Construct improvements, implement SBS

Thank you!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