Woodhaven / Cross Bay Boulevard (Q52/53)

Public Design Workshop | Cross Bay Boulevard | April 29, 2015

Meeting agenda

Introductions

Table presentation

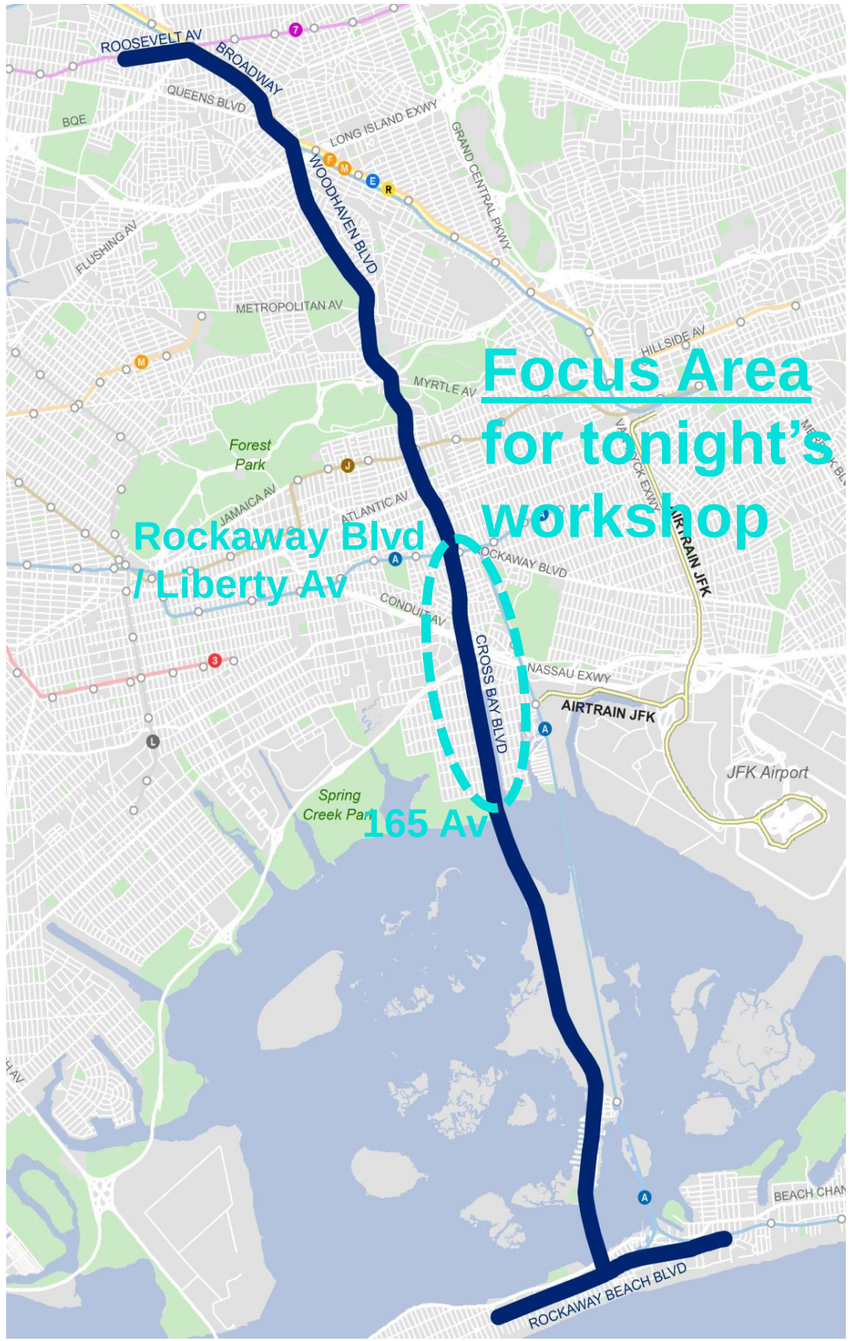
1. Project background
2. Proposed SBS Route and Stations
3. Proposed Corridor Design
4. Focus Area Discussion

Block-by-block street design review

Woodhaven / Cross Bay SBS corridor

- Based on the Q52/53 LTD bus route
- 14 miles from Woodside to the Rockaways
- 30,000+ daily bus riders
- Within a 15-min walk of the corridor:
  - 400,000 residents
  - 43% of households do not own a car
  - 60% of residents commute by transit
- Vision Zero Priority Corridor

  Since 2009 on Woodhaven & Cross Bay Blvds:
  - Over 3,000 people were injured in a collision
  - 22 fatalities (17 of which were pedestrians)



Community outreach process

Community Advisory Committee (CAC)

Public Open Houses and Workshops

Community Board Meetings

Stakeholder Meetings

2014 Meetings

- **CAC #1 –** February 12
- **Queens Metropolitan HS –** March 11
- **Public Workshop #1 –** April 23
- **CB10 Presentation –** June 5
- **Public Workshop #2 –** June 25
- **Rockaways Public Workshop –** Sept. 18
- **CAC #2 –** October 22
- **Public Workshop #3 –** Nov 5

2015 Meetings to date

- **CAC #3 –** March 26
- **Public Design Workshops**
  - April 16 – Woodhaven Blvd (South)
  - April 23 – Woodhaven Blvd (North)
  - April 29 – Cross Bay Blvd
  - April 30 – Broad Channel / Rockaways

Community feedback

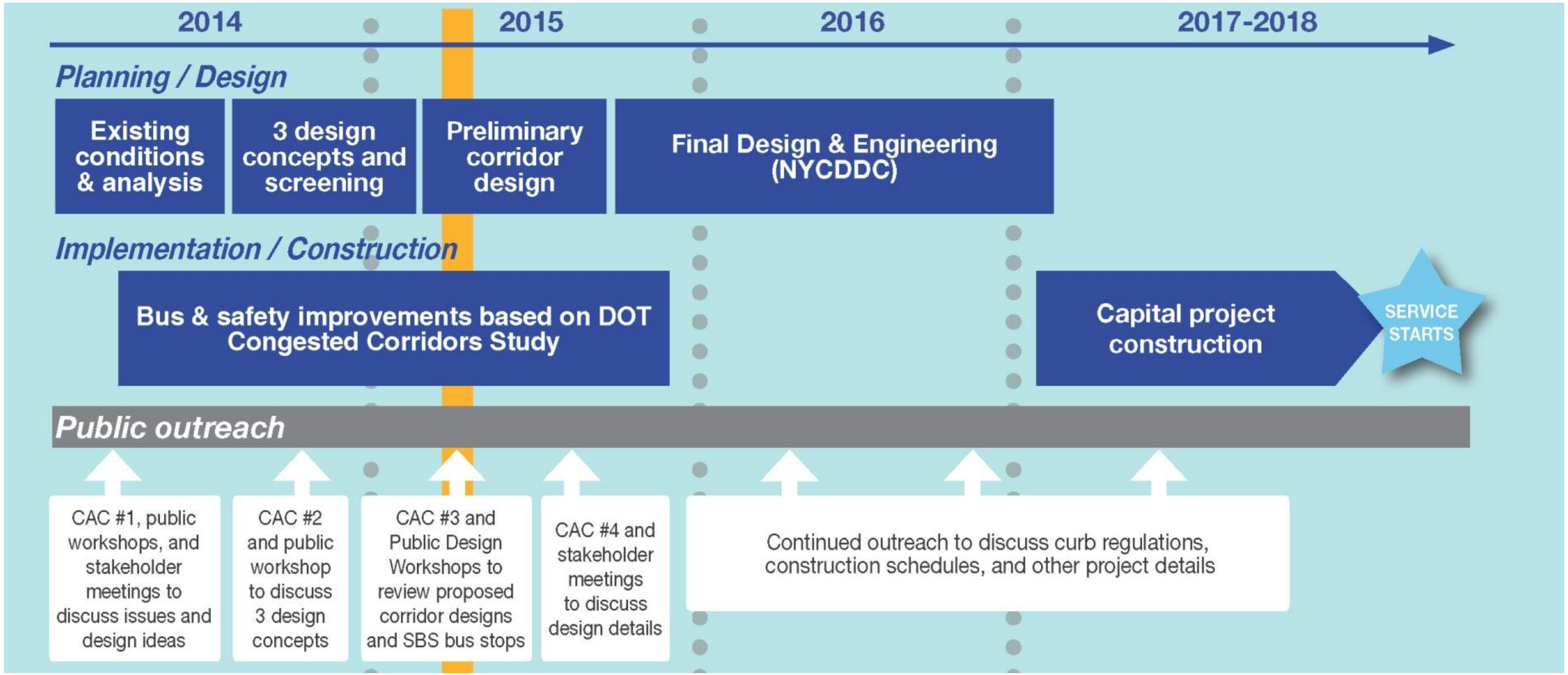
1. **Bus service** is unreliable and slow during rush hour
2. **Transit improvements** are needed to better serve customers, especially in the Rockaways
3. **Pedestrian crossings** are long and dangerous
4. **Congestion** leads to long and difficult trips for buses and drivers
5. **Changing road widths 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 on and crossing the street
- Drivers get where they need to go at a reasonable and safe speed

Project timeline



Q52/Q53 SBS

Changes from Q52/Q53 LTD route:

- The SBS will use the viaduct over Atlantic Av (local bus will use service roads to access Atlantic Av)
- Q52 extension is under consideration

Changes from Q52/Q53 LTD stops:

- SBS stops at 91 Av instead of Atlantic Av (local bus will still stop at Atlantic Av)
- New stop at 101 Av
- New stop at Pitkin Av
- Broad Channel and Rockaway stops to be discussed at upcoming workshop

Focus Area - Bus Stops

Legend

- Proposed SBS + Local Stop (Existing Q52/Q53)
- Proposed SBS + Local Stop (New)
- Proposed Local Stop (Existing)
- Proposed Local Stop (new)
- Proposed Local Stop Discontinuation

- Q52 Route
- Q53 Route
- Q21 Route
- Q11 Route

Fare collection

Q52/53 SBS

- Off-board fare collection
- Fare machines at every SBS stop
- Pay with a Metrocard or with coins (just like any NYC bus)
- Customers can board at any door

Local / Express Buses

- Pay on the bus (same as today)
- Will have separate bus stop poles from the Q52/53 SBS

Design concept screening process

DEVELOP 3 DESIGN IDEAS

Concept 1: Offset Bus Lanes

Concept 2: Main Road Bus Lanes

Concept 3: Median Bus Lanes

COMMUNITY INPUT

The concepts were presented at CAC Meeting #2 on October 22, 2014 and a Public Workshop on November 5, 2014

TECHNICAL ANALYSIS

Transit Operations

Safety & Pedestrian Amenities

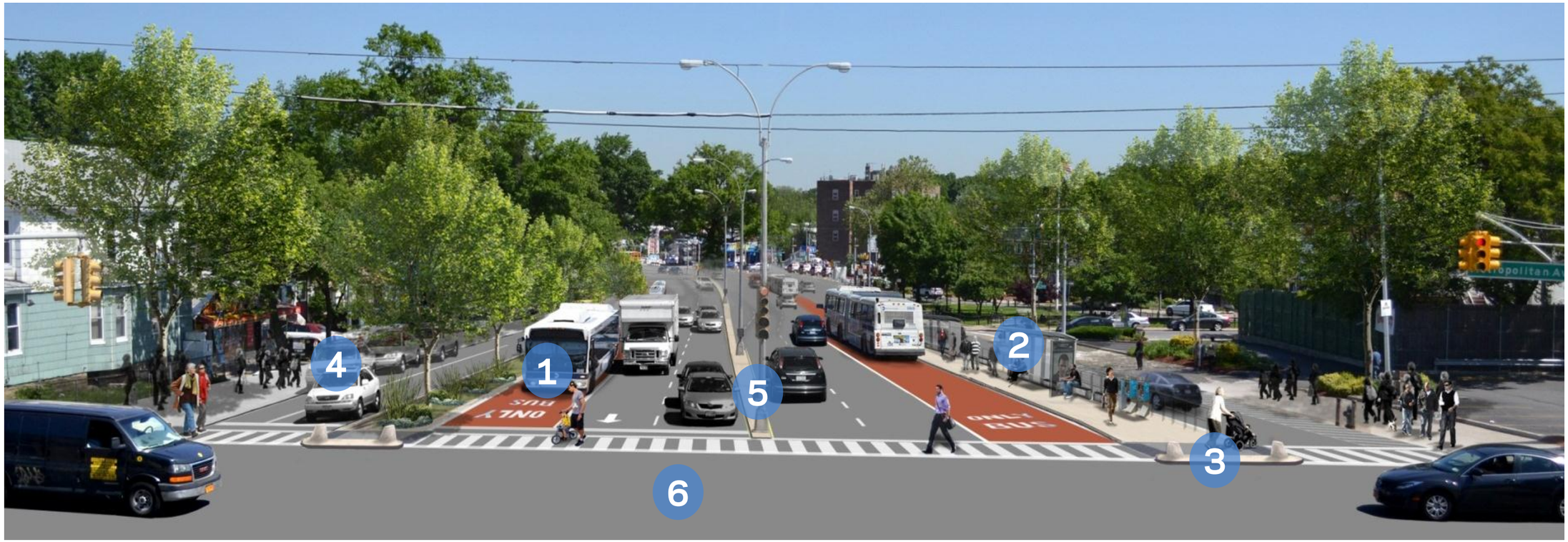
Traffic Mobility & Accessibility

CHOOSE A PREFERRED CORRIDOR DESIGN

Concept 2
Main Road Bus Lanes

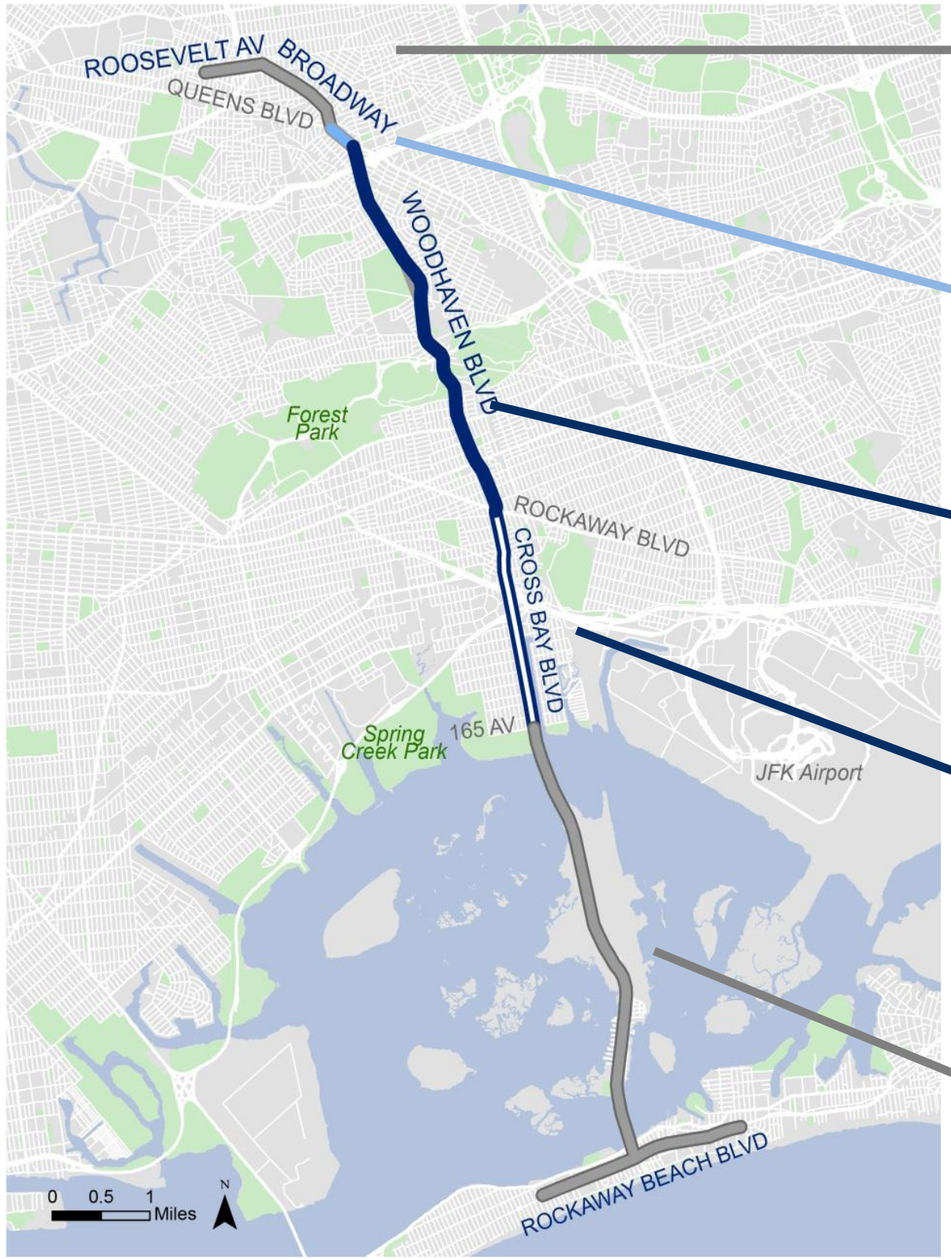
- Substantial transit improvement
- Most potential for pedestrian and safety improvements
- Balances local vehicle access and thru vehicle traffic

Summary of chosen concept



1. Main road bus lanes improve bus speed and reliability; no conflicts with turning vehicles or parking
2. High-quality median bus stations for all buses (SBS, Local, and Express)
3. Medians shorten pedestrian crossing distances, provide refuges, and add greenery to the corridor
4. Calm service roads for parking, deliveries, and local access trips
5. Main roadway for thru vehicle trips
6. Consistent roadway design for the entire corridor improves navigability

Corridor design summary



Roosevelt Av / Broadway Av

- No bus lanes
- Improved curbside bus stops

Queens Blvd and Hoffman Dr

- Designated bus-only station areas
- Improved bus stops / transfers

Woodhaven Blvd

- Main road bus lanes
- All buses use median stations

Cross Bay Blvd (north of 165 Av)

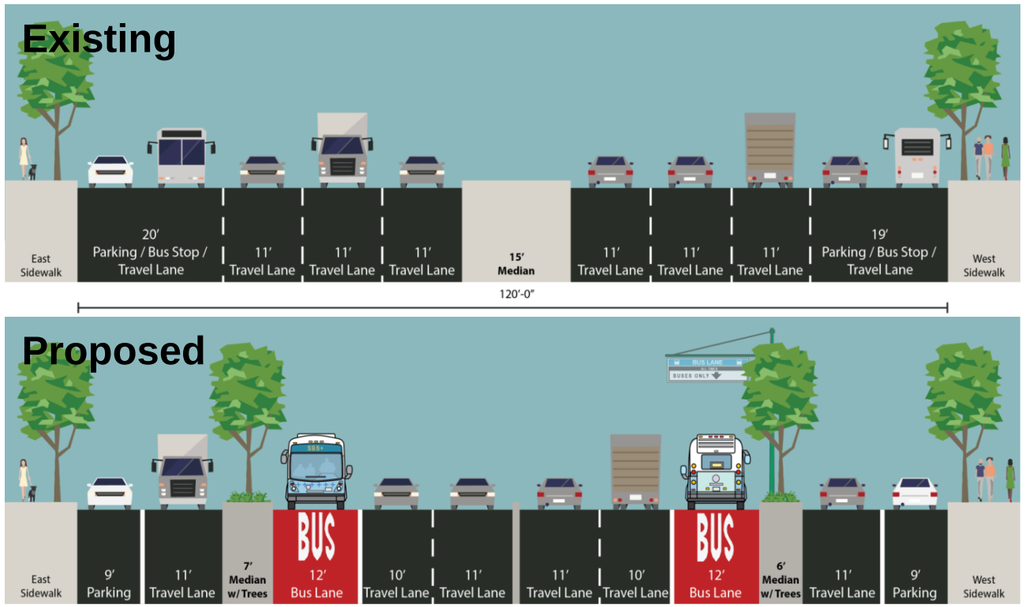
- Offset bus lanes
- SBS buses stop at bus bulbs
- Local buses stop at the curb

Broad Channel / Rockaways

- No bus lanes / targeted transit priority treatments
- Improved curbside bus stops

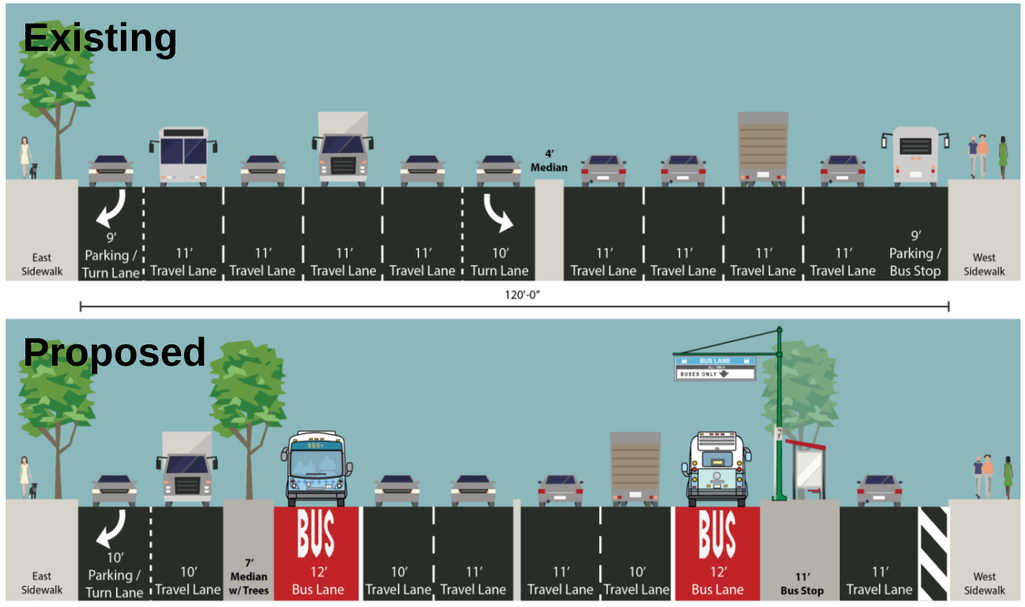
Woodhaven Boulevard

Typical 120’ right-of-way



Example intersection: Woodhaven & 63rd Rd

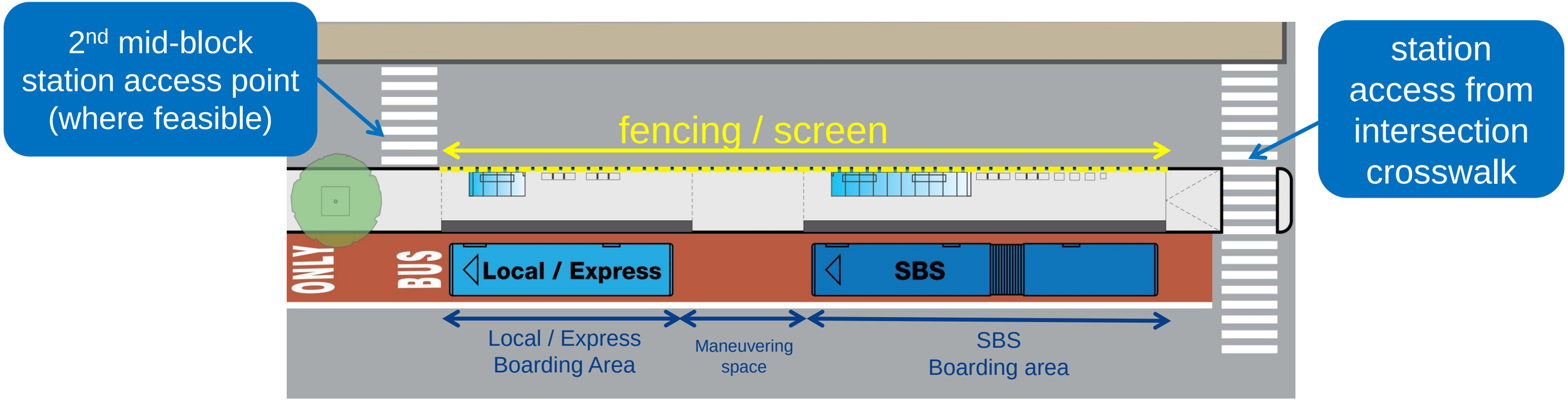
Typical 120’ right-of-way with station



Example intersection: Woodhaven & Metropolitan Av

- All buses use main road bus lanes and median stations
- Left-turn bays at selected locations
- Slip lanes at select locations allow vehicles to move between the service road and the main road

Typical median station



Avinguda Diagonal, Barcelona, Spain

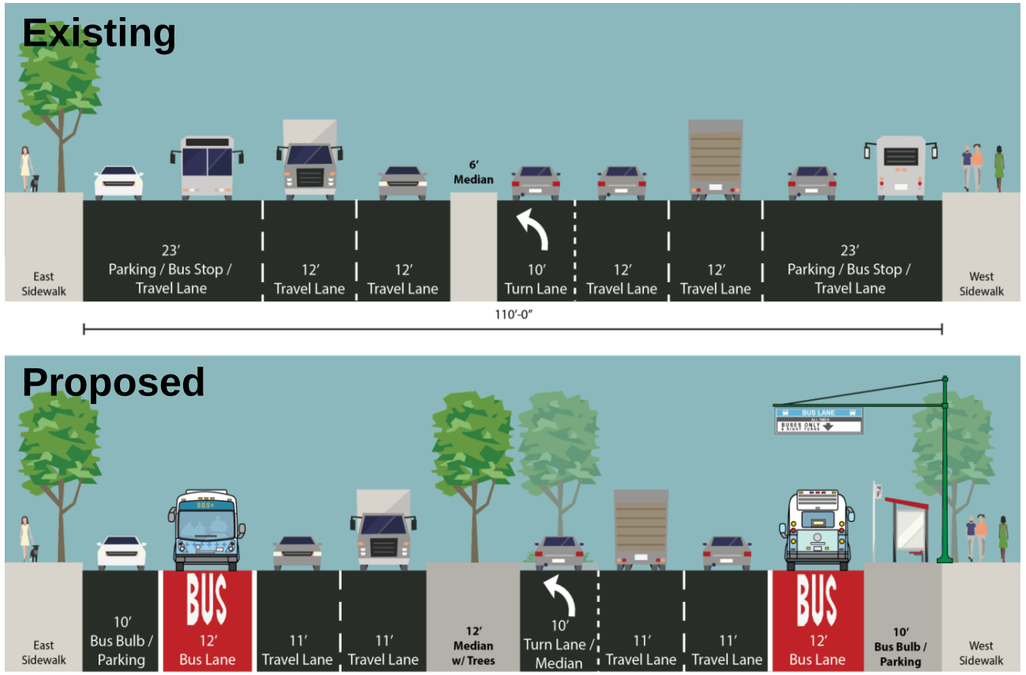
White Plains Road, Bronx

Pelham Parkway, Bronx

Cross Bay Boulevard

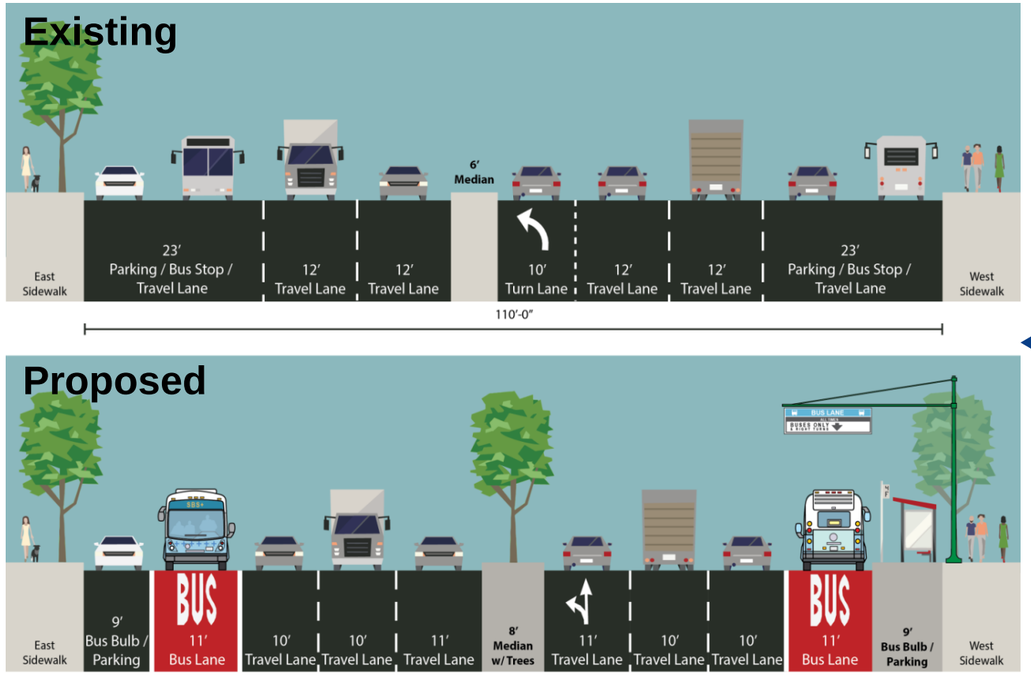
Option 1

2 travel lanes each direction / left-turn bays



Option 2

3 travel lanes each direction / shared left-turn lanes

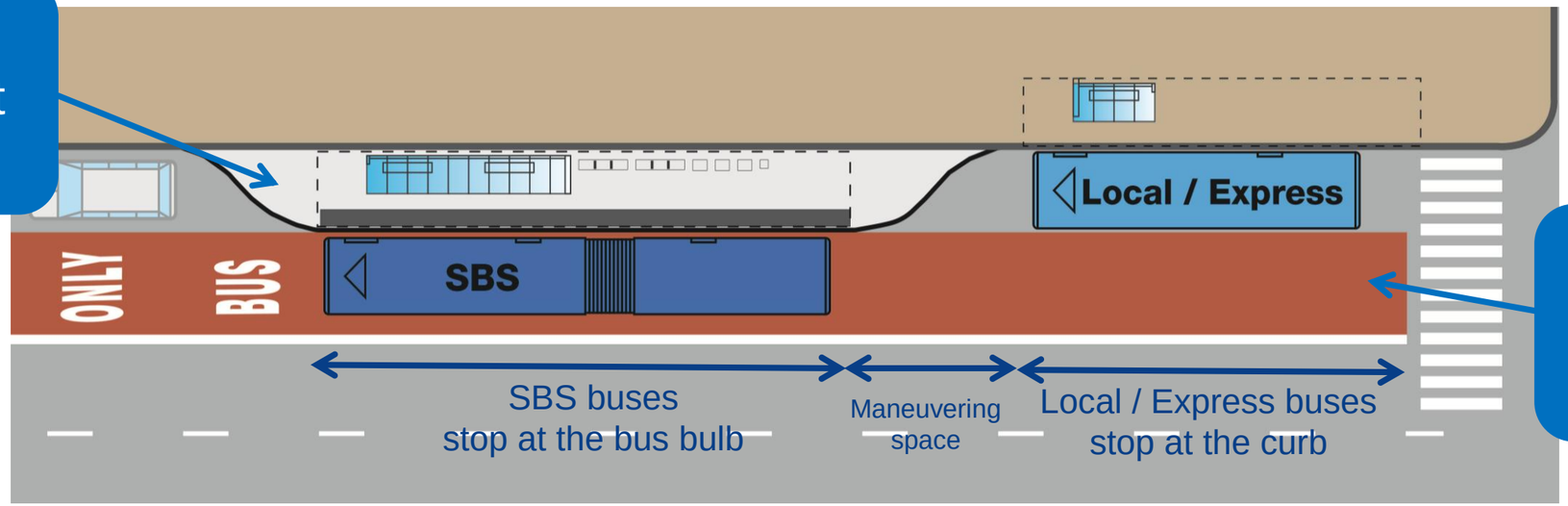


- All buses use offset bus lanes
- SBS buses stop at the bus bulbs; Local / express buses stop at the curb
- Maintains parking / deliveries at the curb

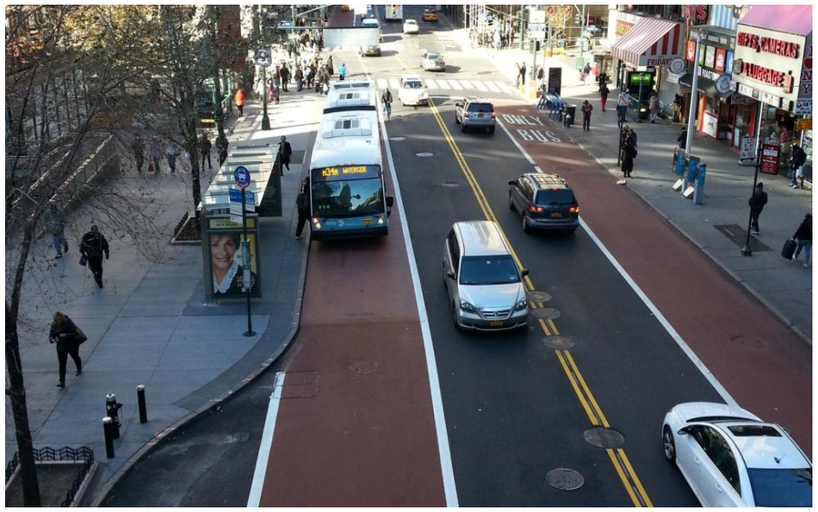
*Based on feedback from the Community Advisory Committee, **Option 2** is currently shown in the design plans; however, Option 1 will also be analyzed in terms of safety and traffic*

Typical bus bulb station

The sidewalk is extended to meet the bus lane



SBS buses can pass Local and Express buses



34th Street, Manhattan

Nostrand Avenue, Brooklyn

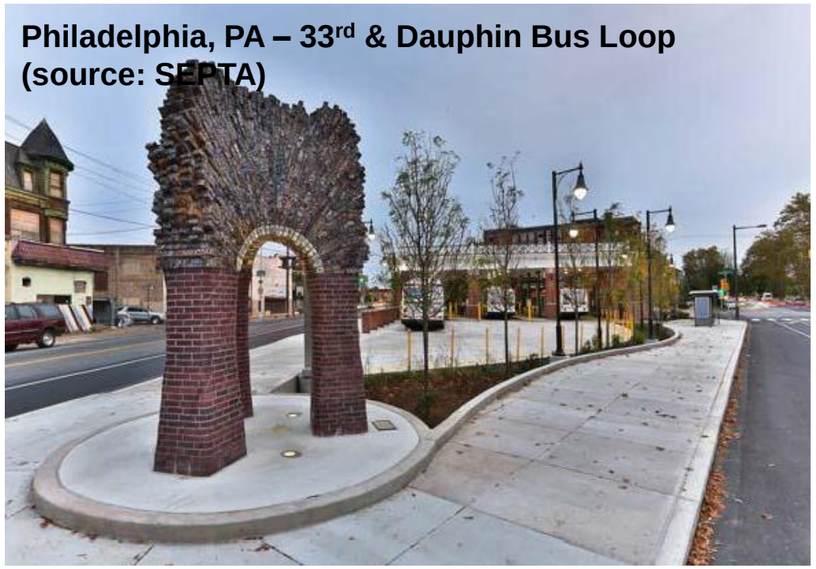
1st Avenue, Manhattan

Potential station amenities

trees and greening

real-time information

benches and seating



public art

shelters / fencing / windscreens

Design details

Bus lanes

- Over 6 miles of bus lanes
- Opportunity to explore unique treatments along Woodhaven Boulevard including:
  - Physical separation
    - Hard barriers
    - Soft barriers (e.g. rumble strips)
  - Bus lane materials

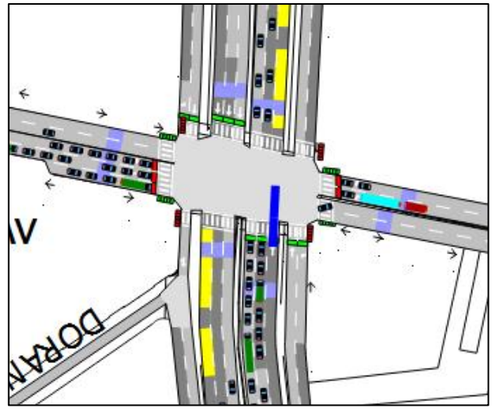
Brussels, Belgium *(source: Flickr Greg Raisman)*

Eugene, Oregon *(source: the Transport Politic)*

Traffic analysis

Traffic analysis for the proposed design is underway; it will help inform:

- Transit operations
- Signal timing
  - Longer pedestrian crossing times
  - More green time for Woodhaven / Cross Bay
- Need for left / right turning bays



Screenshot of Woodhaven Blvd & Metropolitan Av

Focus Area – Discussion

For discussion at table:

1. Proposed bus stops
2. Left-turns near Rockaway Blvd / Liberty Ave
3. Options for Van Wicklen Road

After discussing the locations above, the facilitator will guide you to the block-by-block street designs in the back of the room