

Woodhaven / Cross Bay Boulevard (Q52/53)

Presentation to Community Board 14 Transportation Committee | June 1, 2015



Presentation outline

- 1. Project background**
- 2. Proposed corridor design**
- 3. Proposed SBS route and stations**
- 4. Project benefits**

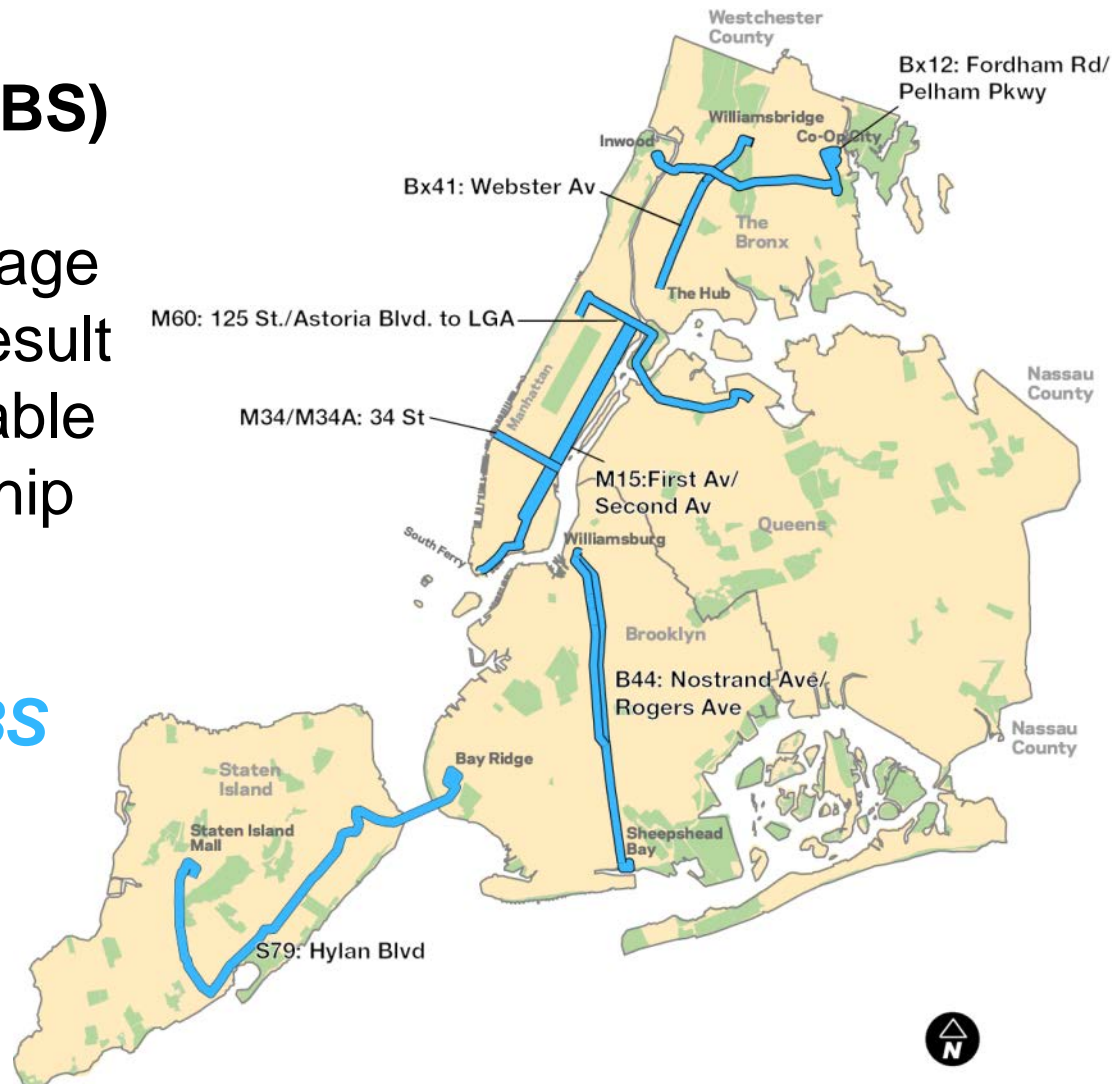
Project background

Select Bus Service in New York City

Select Bus Service (SBS)

is New York City's brand name for a package of improvements that result in faster and more reliable service on high-ridership bus routes.

There are seven SBS routes currently operating in NYC



Select Bus Service Features



Improved fare collection



Bus lanes



Transit signal priority



Passenger Information



Stations & Amenities



Branding

Select Bus Service Results

Faster Bus Service

Speeds have increased by 15-23%

Popular

Customer satisfaction of 95%+

Increased Ridership

Trips increased by 10%

Safer Roadways

Crashes reduced by over 20%

Proven Success

7 SBS routes in operation, carrying over 200,000 passengers daily



Woodhaven / Cross Bay SBS corridor

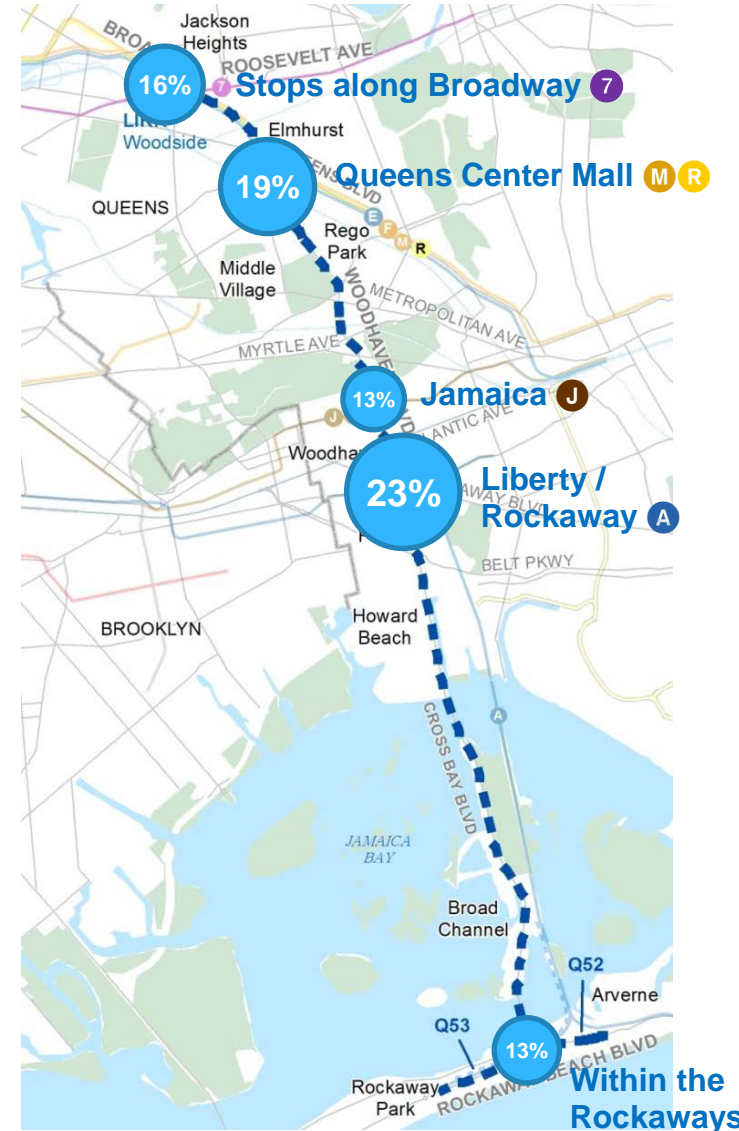
- Based on the existing Q52/53 LTD bus route
- 30,000 daily bus riders
- 14 miles long from Woodside to the Rockaways
- Within a 15-minute walk of the corridor:
 - 400,000 residents
 - 43% of households do not own a car
 - 60% of residents commute by transit



CB 14

- 33,000+ CB14 residents are within a 15-minute walk of the Q52/Q53 bus route
- 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 outreach process



Community Advisory
Committee



Public Open Houses
and Workshops



Community Board Meetings



Stakeholder Meetings

Rockaways / Broad Channel outreach

- **Public Workshop #1** April 23, 2014
- **Public Workshop #2** June 25, 2014
- **Rockaways Bus Planning Workshop** September 18, 2014
- **Public Workshop #3** November 5, 2014
- **Rockaways Design Workshop** April 30, 2015
- **Broad Channel Civic Association** May 28, 2015
- **CB 14 Transportation Committee** June 1, 2015
- **Rockaway Beach Civic Association** June 29, 2015 (*upcoming*)



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



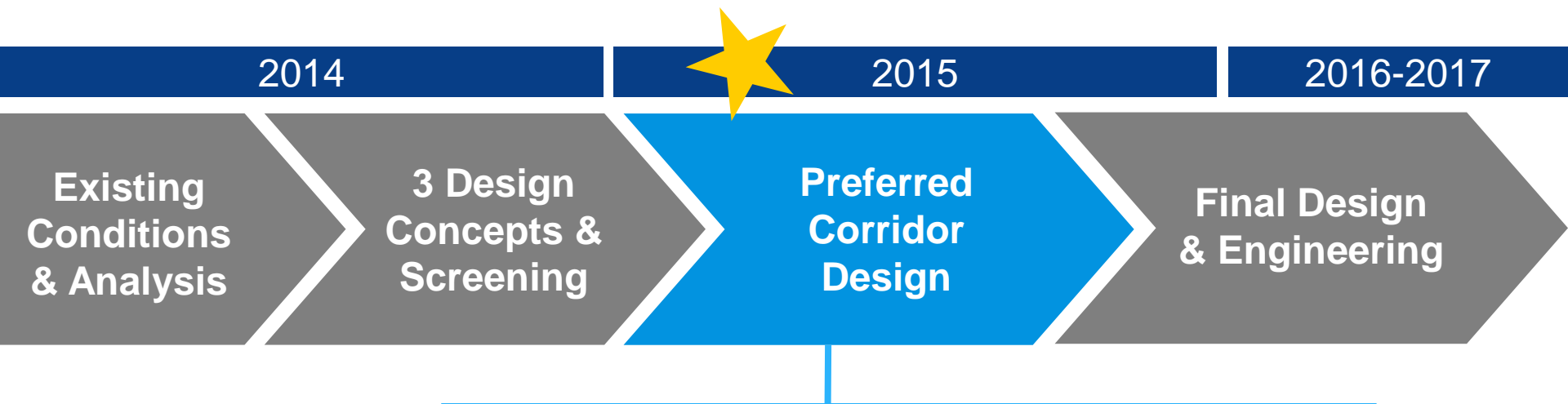
Project goal

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



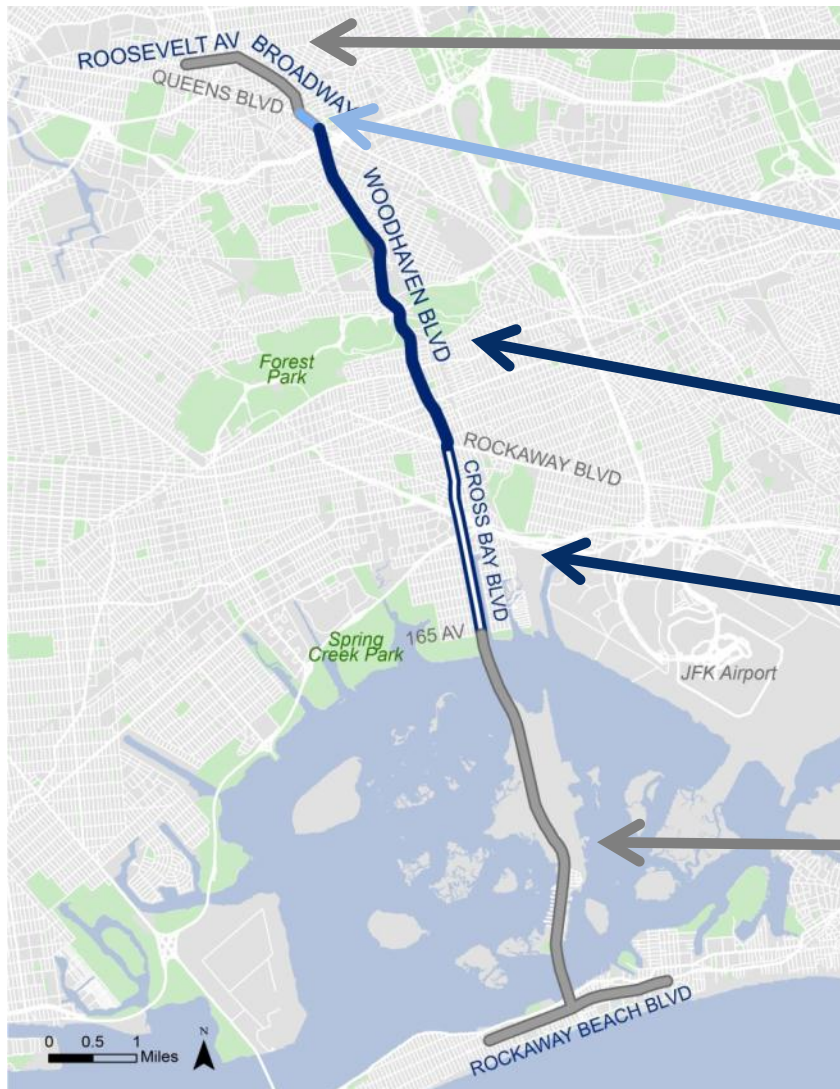
Design timeline



- Develop draft corridor design plan based on chosen design concept
- Public design workshops and stakeholder meetings
- Refine draft design and bus stops through community feedback, technical analysis, and transportation goals for NYC

Proposed Corridor Designs

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

Existing conditions - Woodhaven Blvd

Bus stops
lack amenities

All lanes are
mixed traffic; lack
of organization

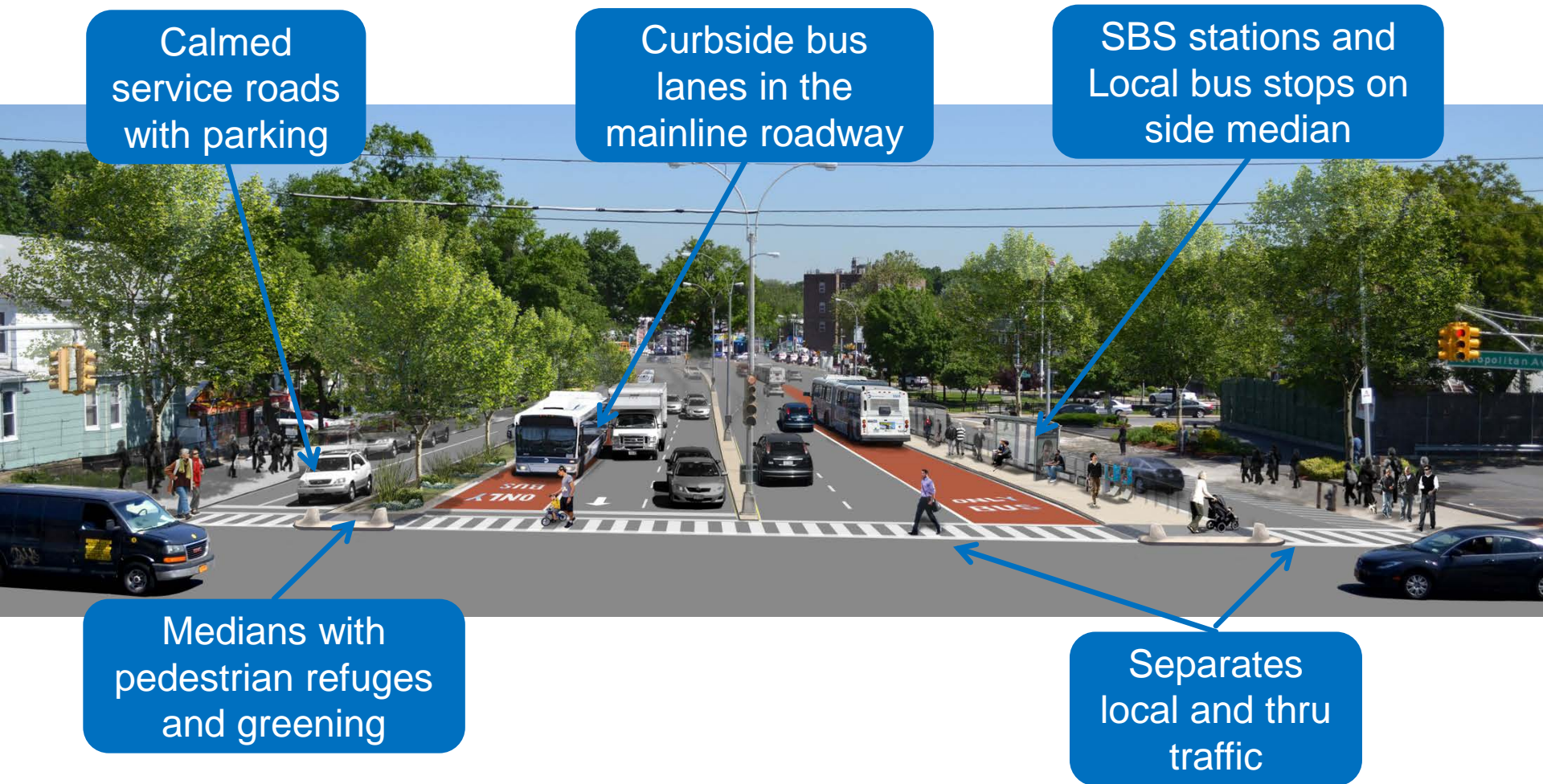


Long pedestrian
crossing distance
with no refuge

Left turns create
congestion and
safety issues

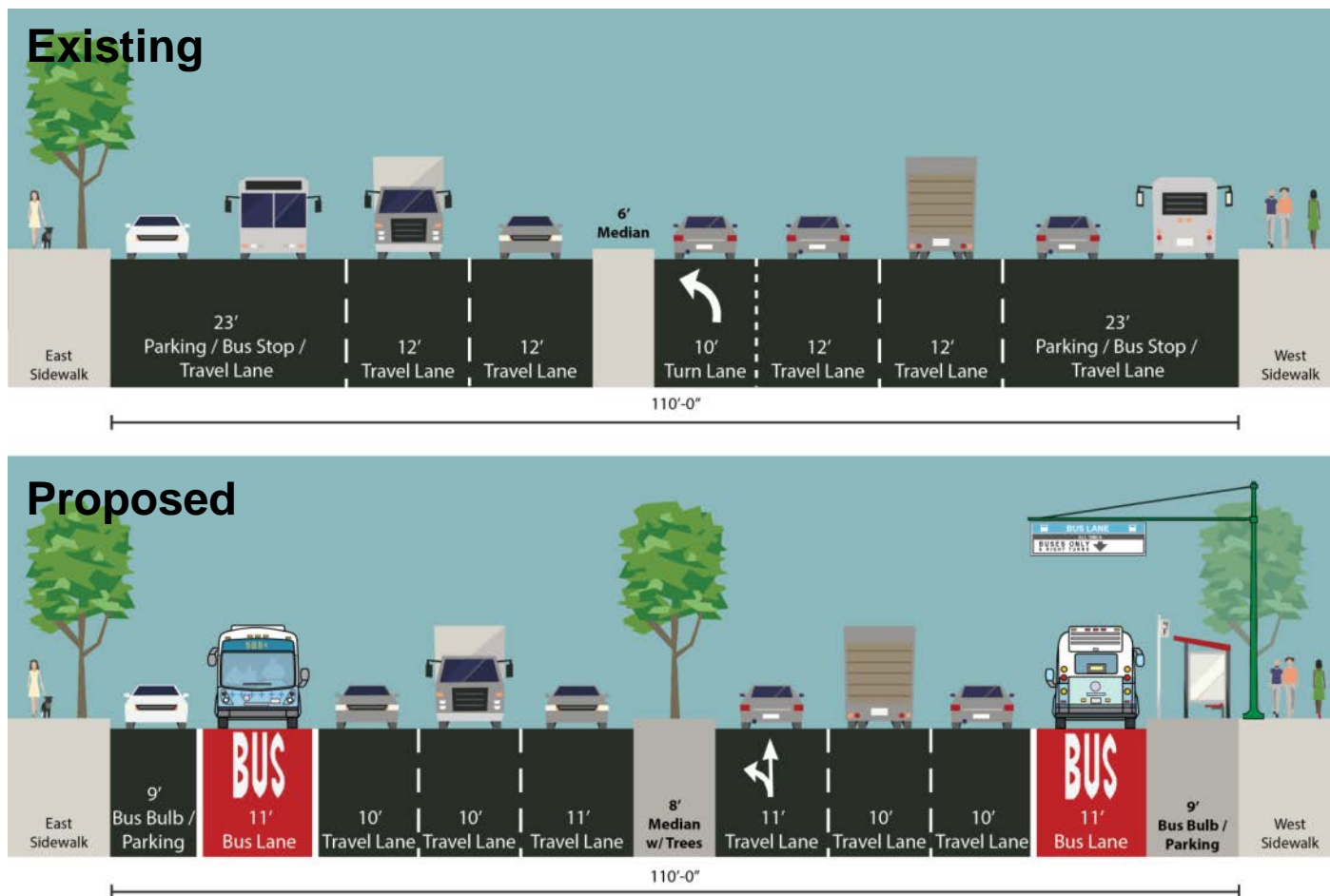
Wide roadway
encourages
speeding

Proposed design - Woodhaven Blvd



Cross Bay Boulevard

Three travel lanes in each direction with shared left-turn lanes; option to look at 2 lanes plus left-turn bays based on traffic analysis

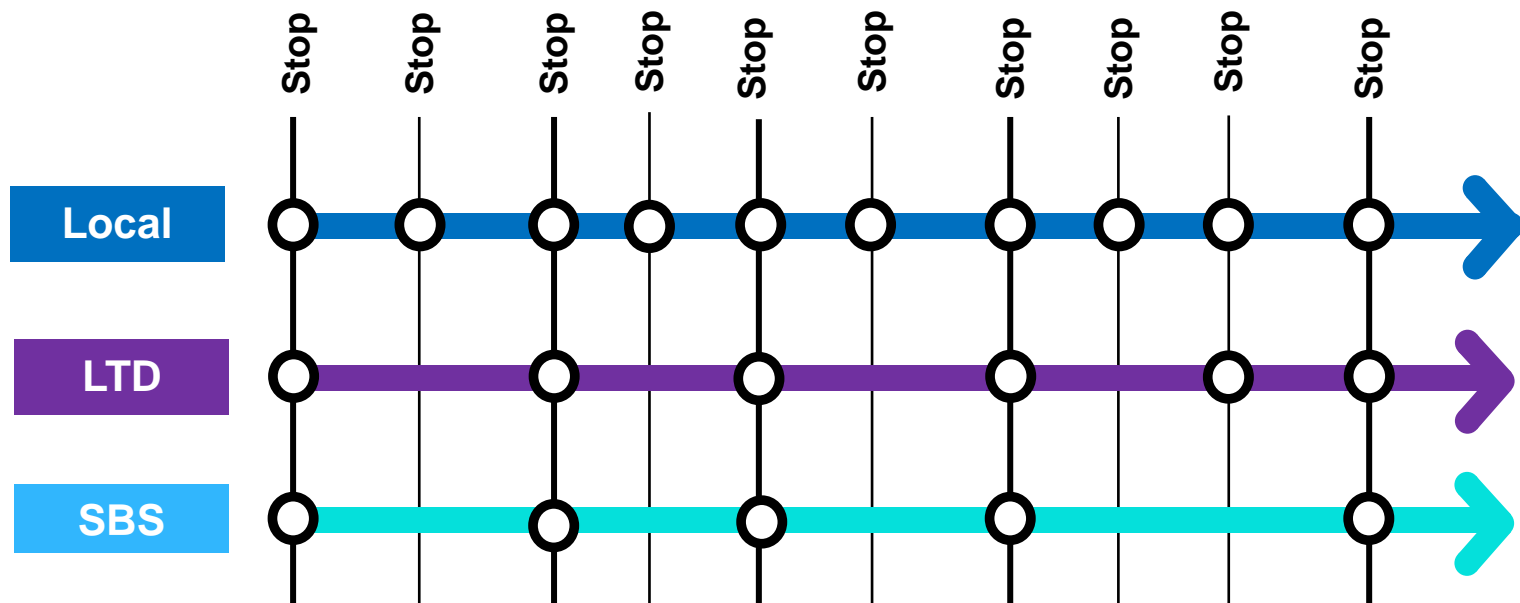


draft layout / design under development

SBS Route and Stations

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.



Proposed SBS Stations

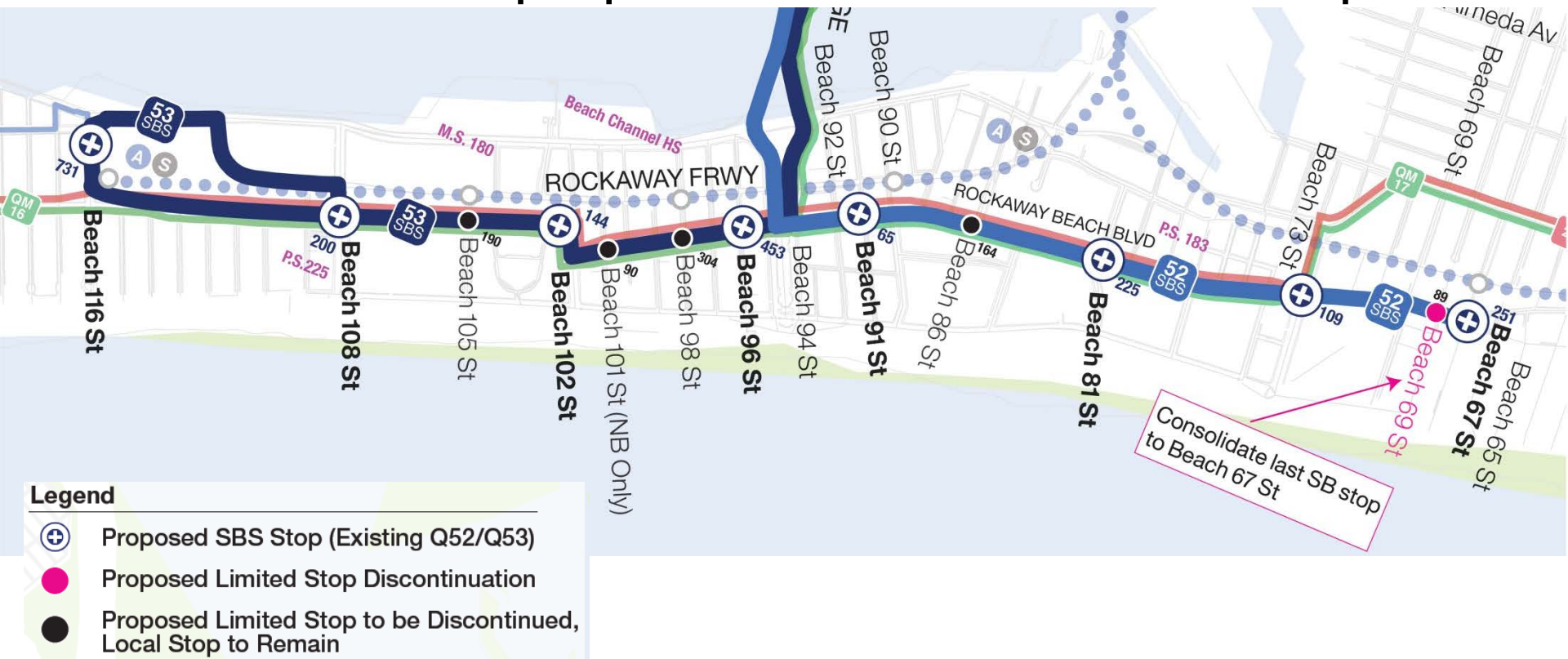
Changes from the Q52/Q53 LTD stops:

- 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
- Consolidated SBS stops in Broad Channel and the Rockaways



Bus stop proposal in the Rockaways

All of the proposed discontinued Q52/Q53 LTD bus stops will still be served by the Q22 and will be within 500-1100 ft of a proposed Q52/53 SBS bus stop



Typical curbside SBS station



Potential station amenities



trees and greening

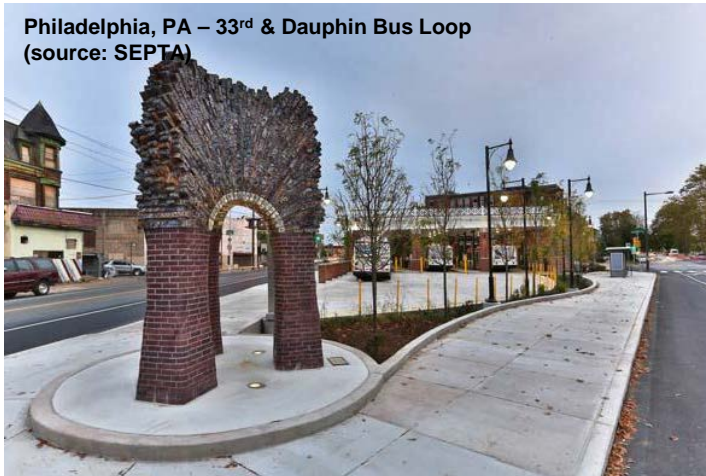


real-time information



benches and seating

Philadelphia, PA – 33rd & Dauphin Bus Loop
(source: SEPTA)



public art



San Bernardino, CA – Bus rapid transit station
(source: Architectural Record)

shelters / fencing / windscreens

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



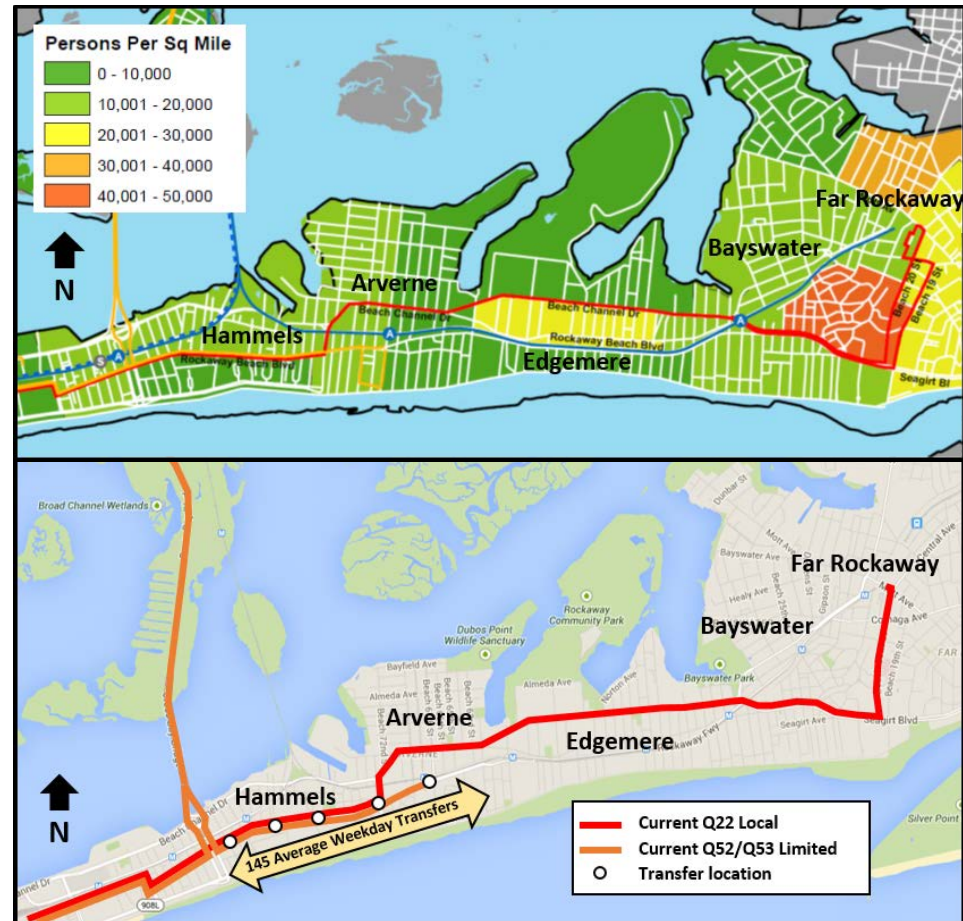
Local / Express Buses

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



Q52 Extension Study

- MTA Bus is currently studying community request to extend the Q52 further east
- Analysis includes:
 - Origin / Destinations
 - Transfers
 - Trip Generators
 - Ridership
 - Q52/Q53 - Q22 Transfer Survey (March 2015)



Project benefits

Project benefits



Faster bus service – bus only lanes and off-board fare collection will making riding the Q52/Q53 25-35% faster



Improved bus stops – new median bus stations and bus bulbs featuring shelters, seating, and real-time bus arrival signs



Better connections to the subway and other bus routes at key transfer points

Project benefits



Simpler, safer streets – new roadway design will organize local and thru traffic and shorten pedestrian crossings



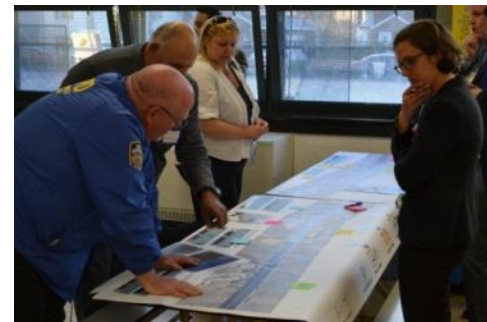
Greener, resilient streets – New trees and medians add greening to the corridor and improve stormwater retention



Traffic flow – a consistent roadway design with improved traffic signal timing will reduce bottlenecks and create a more predictable driving experience

Next steps

- **Spring 2015:** Present draft plans at public design workshops and stakeholder meetings to get feedback
 - **Draft plans are available on the project website (nyc.gov/brt) for further comment**
- **Summer 2015:** Refine design plans based on community feedback and further technical review
- **Fall 2015:** Transfer project to NYC Dept. of Design and Construction for Final Design and engineering



For more information, please visit the project website
www.nyc.gov/brt or contact **brt@dot.nyc.gov**



**Thank
you!**