

**Project Overview**

- Woodhaven/Cross Bay Boulevards Select Bus Service (SBS) route is based on the existing Q52/Q53 bus routes
- Important north/south transit corridor carrying over 30,000 daily bus riders in Queens along with heavy traffic volumes
- Vision Zero Priority Corridors: 3,000+ injuries & 22 fatalities (2009-13)\*
- Challenges presented by existing roadway geometry:
  - » one-way bus trips can vary between 55 & 85 minutes
  - » long and difficult pedestrian crossings
  - » high traffic speeds and heavy congestion at bottlenecks
- Project goal is to transform Woodhaven/Cross Bay Boulevards into a complete street with:
  - » faster/more reliable bus service
  - » safer streets for all users
  - » improved traffic and local conditions

**2015 Bus Lanes Update**

- DOT installed bus only lanes on Woodhaven Blvd between Dry Harbor Rd and Metropolitan Ave in August 2015
- Recommendation of the Woodhaven Blvd Congested Corridors Study
- Bus lanes in effect Mon-Fri, 7-10am & 4-7pm
- Vehicles can enter or cross over a bus lane to:
  - » make right turns
  - » access a curb cut or driveway within 200'
  - » enter a parking space
  - » quickly drop-off or pick up passengers
- DOT and MTA monitoring/analyzing general travel times and bus travel times on Woodhaven Blvd
- Signal timing and other adjustments will be made as needed

**Project Implementation**

- Community engagement began in Spring 2014 and is an important part of project planning
- DOT and MTA are committed to working with the community to ensure the design takes into account the needs of street/sidewalk safety, bus riders, general traffic flow, and local businesses
- Propose to implement Woodhaven Blvd SBS as a short-term project in 2017 followed by a longer-term project



Long boarding times at busy bus stops



Difficult pedestrian crossings throughout corridor

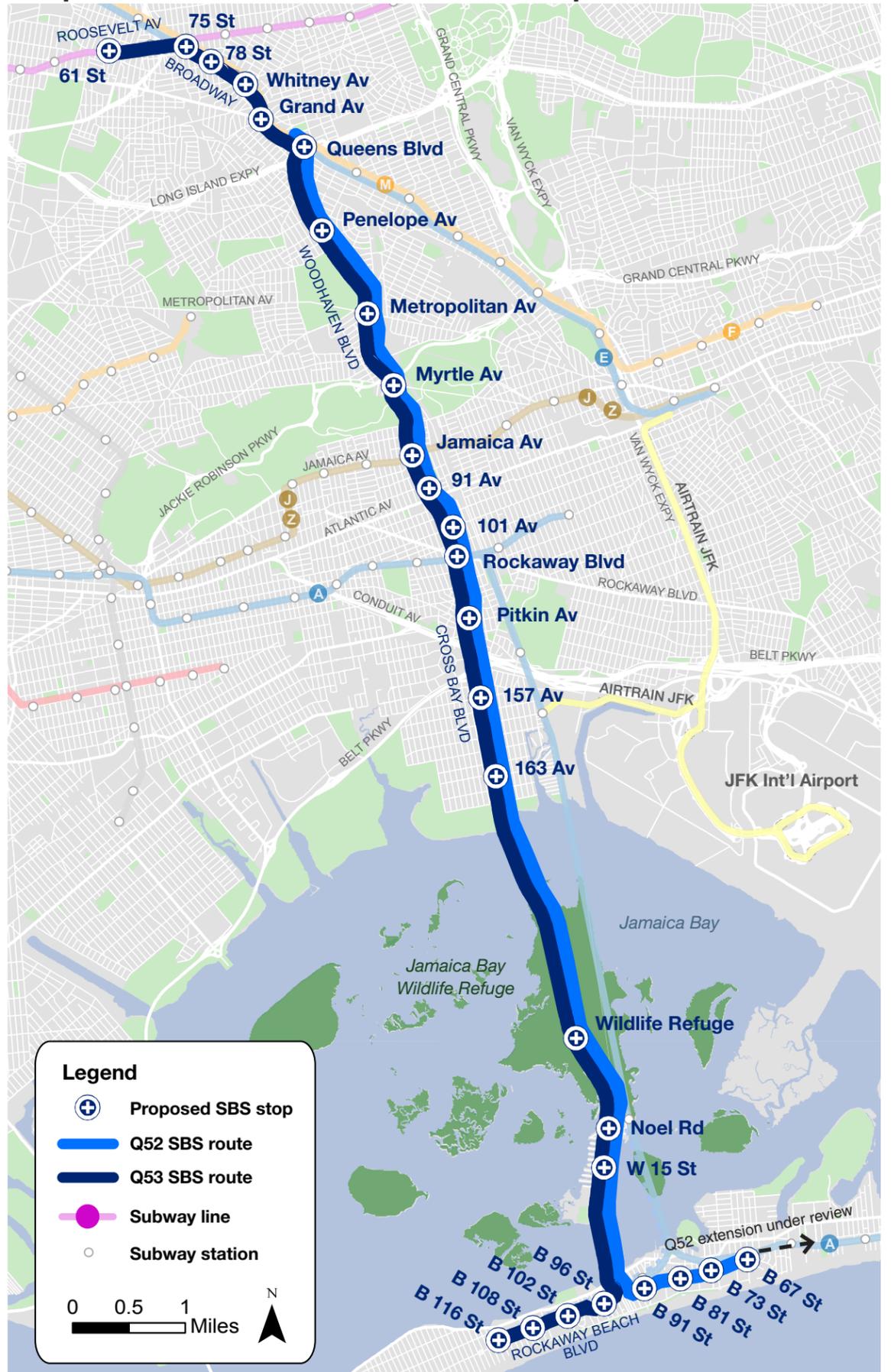


Bus only lanes installed in August 2015



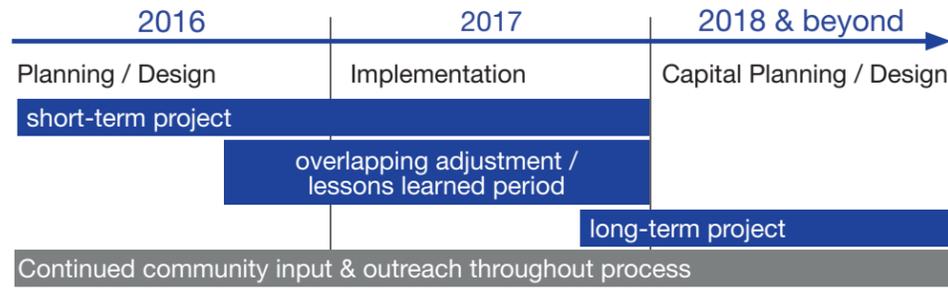
Spring 2015 design workshop

**Proposed SBS Stations and Corridor Map**



\*VZ Priority Corridors include Woodhaven & Cross Bay Blvds b/t Queens Blvd & 165 Ave

## Woodhaven & Cross Bay Blvd SBS Phased Approach



### 2017 Short-Term Project

- Q52/53 SBS launch with improved fare payment and branded bus service
- In-house DOT improvements, including:
  - » street resurfacing
  - » roadway safety treatments
  - » transit signal priority & signal timing
  - » median bus stops along 1.3 miles of the corridor (between Park Lane S & Rockaway Blvd where service roads already exist)
- Design discussions with the community about key issues (e.g. left turn restrictions) for the short-term project will continue into 2016
- DOT/MTA will monitor/analyze short-term project to inform final design of long-term project

### Longer-Term Project

- NYC Department of Design & Construction Capital project
- Robust transit and Vision Zero improvements such as:
  - » new/extended medians and streetscaping
  - » bus bulbs on Cross Bay Blvd
  - » additional median bus stops on Woodhaven Blvd

### Benefits of the Phased Implementation Plan

- More time for community engagement
- Delivers transit improvements to the 30,000+ daily bus riders quickly, including 2017 SBS launch
- Short-term project allows DOT/MTA to make adjustments to design as needed before long-term project
- More time to develop the long-term project
- Short-term project is fully funded

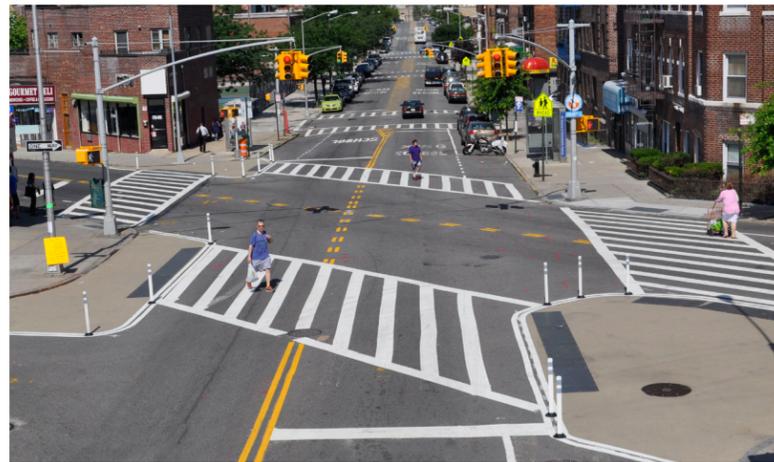
## Examples of Short-Term Projects

Concrete bus boarding island, traffic signals



EL Grant Highway, Bronx (2015)

Painted pedestrian area, markings, bollards



Greenpoint Ave, Queens (2015)

Concrete median, bus lanes, pedestrian improvements



Webster Avenue SBS, Bronx (2013)

## Proposed 2017 Short-Term Project

