

Woodhaven / Cross Bay Boulevard (Q52/53)

Presentation to Community Board 9 | January 12, 2016



+selectbusservice



Agenda

- 1. 2015 bus lanes update**
- 2. Woodhaven / Cross Bay SBS Corridor**
- 3. Project timeline update**
- 4. Next steps**

2015 Bus Lanes

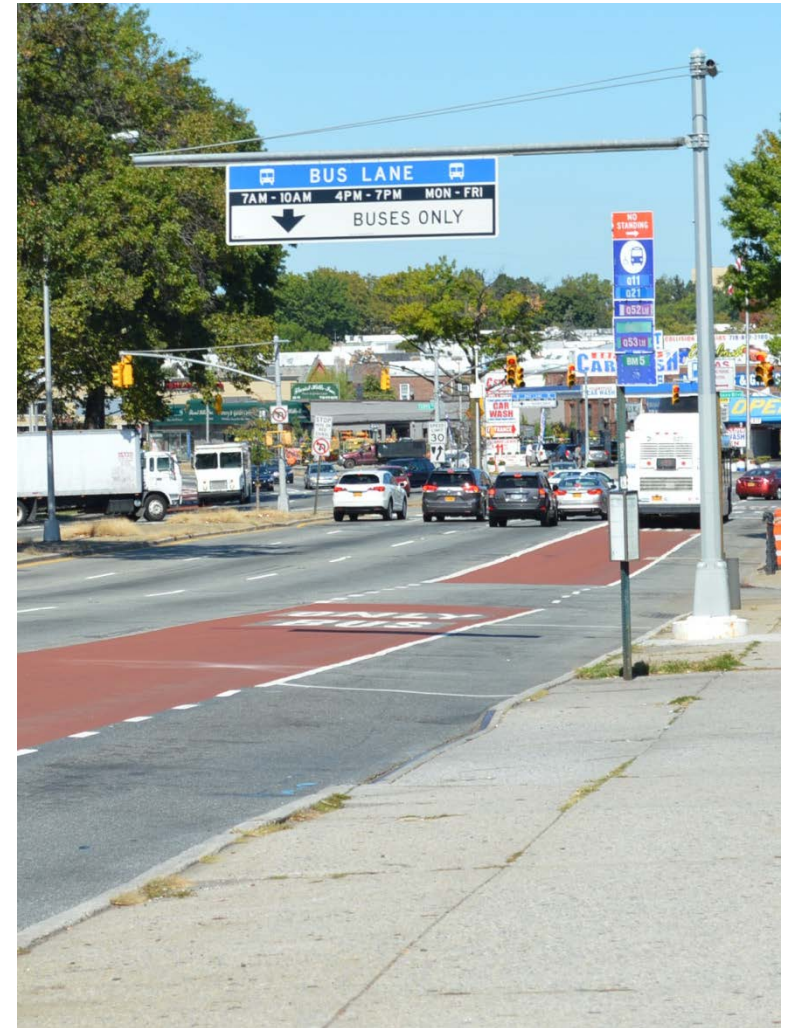
2015 bus lane implementation

- Bus lanes installed on Woodhaven Blvd between Dry Harbor Rd and Metropolitan Ave in August 2015
- Recommendation of the Woodhaven Blvd Congested Corridors Project



Bus lane rules

- Bus lanes are in effect:
 - Monday through Friday
 - 7-10am and 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



Travel time analysis

- DOT and the MTA are currently monitoring and analyzing operations on Woodhaven Blvd
- Analysis includes general travel times (EZ-pass data) and bus travel times (MTA Bus Time)
- Signal timing and other adjustments will be made as needed



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 Corridor¹
 - 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



¹ 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 Advisory Committee



Bus Rider Engagement



Community Board and
Stakeholder Meetings

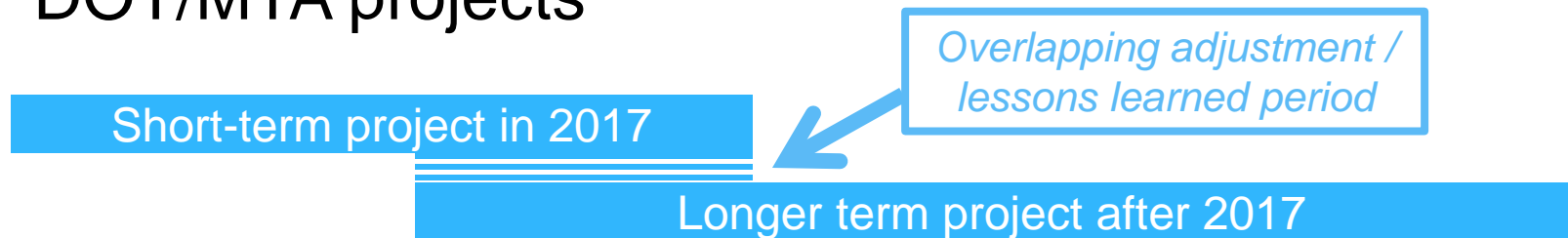


Public Open Houses
and Workshops

Project timeline update

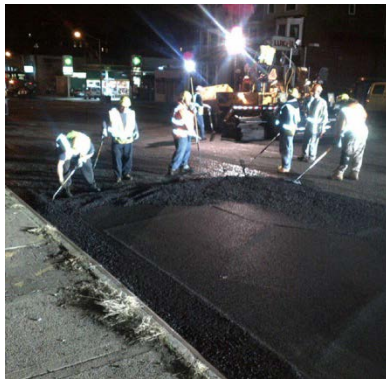
Revised approach based on feedback

- DOT and MTA committed to addressing community needs and delivering Woodhaven / Cross Bay Blvd (Q52/Q53) SBS
- Propose to implement a short-term project in 2017 followed by a long-term project
- Evaluation of short-term improvements will inform the design of the long-term project
- Builds on success of approach used for other DOT/MTA projects



2017 short-term project

- Q52/53 SBS launch with improved fare payment and branded service
- DOT short-term implementation project with:



*Street
resurfacing*



*Roadway and
pedestrian safety
improvements*



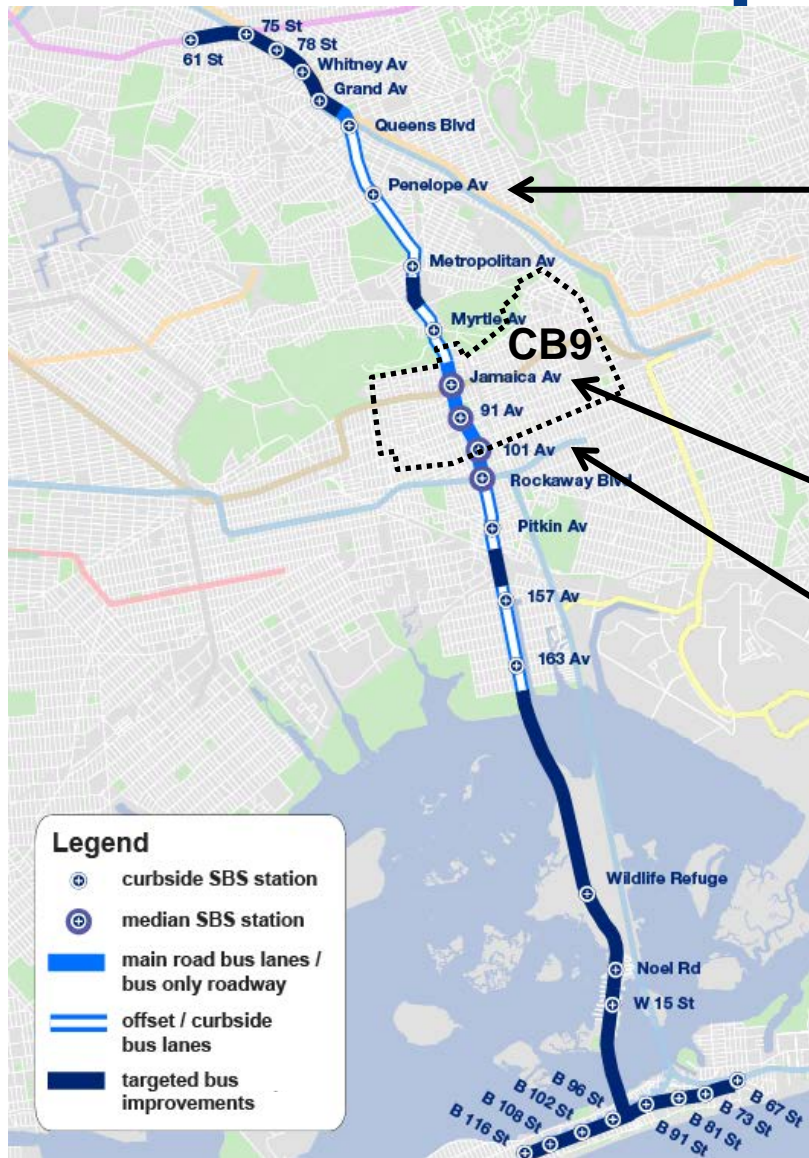
*Bus lanes
and transit
signal priority*



*Median bus stops
along 1.3 miles of
corridor where
service roads exist*

- Design discussions with the community about key issues (e.g. left turn restrictions) will continue into 2016

2017 short-term project



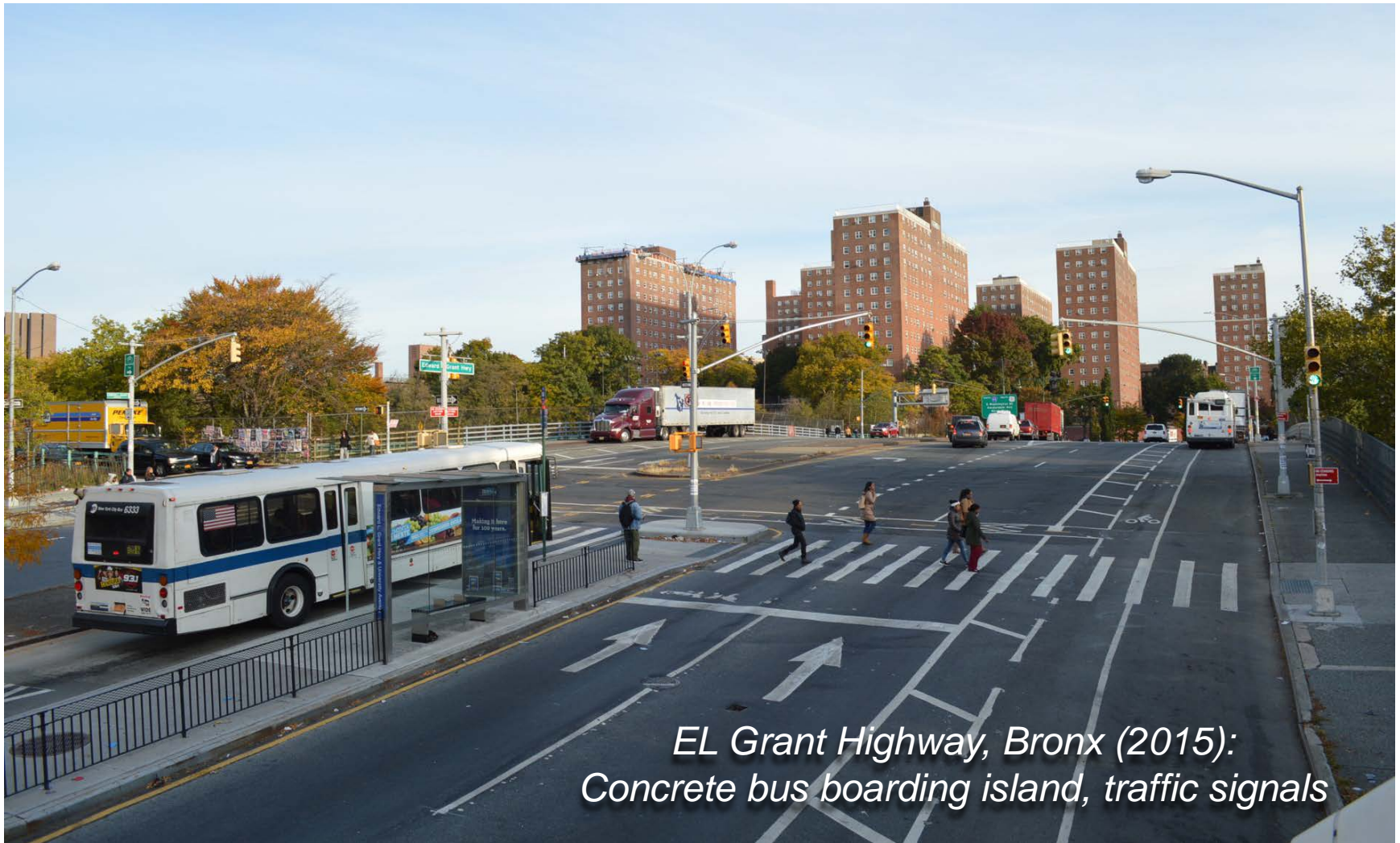
Existing offset bus lanes (2015)

A final decision has not been made on left turn restrictions at Jamaica Ave or elsewhere



Sample rendering of 101 Ave SBS bus stops

Examples of short-term project materials



*EL Grant Highway, Bronx (2015):
Concrete bus boarding island, traffic signals*

Examples of short-term project materials



*Greenpoint Ave, Queens (2015):
Painted pedestrian area,
markings, bollards*

Examples of short-term project materials



*Webster Ave SBS, Bronx (2013):
Concrete median, bus lanes,
pedestrian improvements*

Long-term project

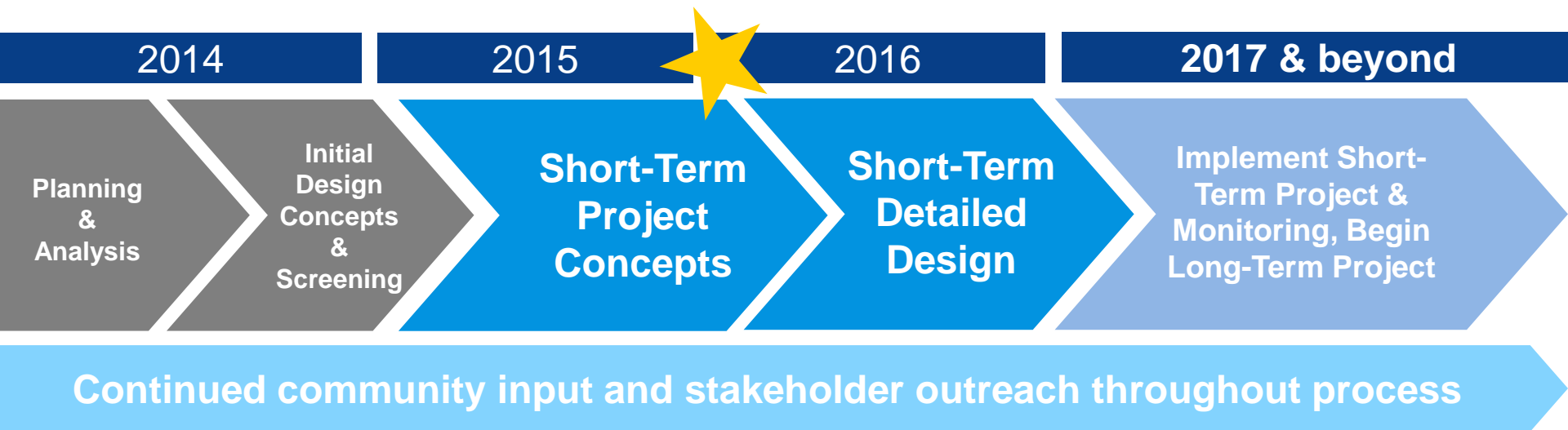
- NYC Dept. of Design & Construction capital project
- Robust transit and Vision Zero improvements:
 - New/extended medians and streetscaping
 - Bus bulbs on Cross Bay Blvd
 - Additional median bus stops on Woodhaven Blvd



Benefits of phased approach

- More time for community engagement
- Delivers transit improvements to 30,000+ daily bus riders in 2017
- 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

Design timeline



- DOT/MTA will develop the detailed short-term project designs in 2016 with continued community engagement
- Short-term project will be monitored and refined through community feedback, technical analysis, and transportation goals for NYC

Next Steps

Next steps

- **Winter 2015-16:** Ongoing community engagement to discuss project timeline update & 2017 short-term project design based on community feedback received to date
- **Spring 2016:** Present draft 2017 short-term designs to the community at public open houses, community board and stakeholder meetings, and on the street
- **Summer 2016:** Revise 2017 designs based on community feedback
- **Fall 2016:** Present revised 2017 designs to the community at CB meetings and other stakeholder events
- **Spring 2017:** Begin implementation of short-term designs and begin process for long-term project

Thank you!

