

# Woodhaven / Cross Bay Boulevard (Q52/53)

Community Advisory Committee Meeting #5 | December 15, 2015



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# Agenda

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

# 2015 Bus Lanes

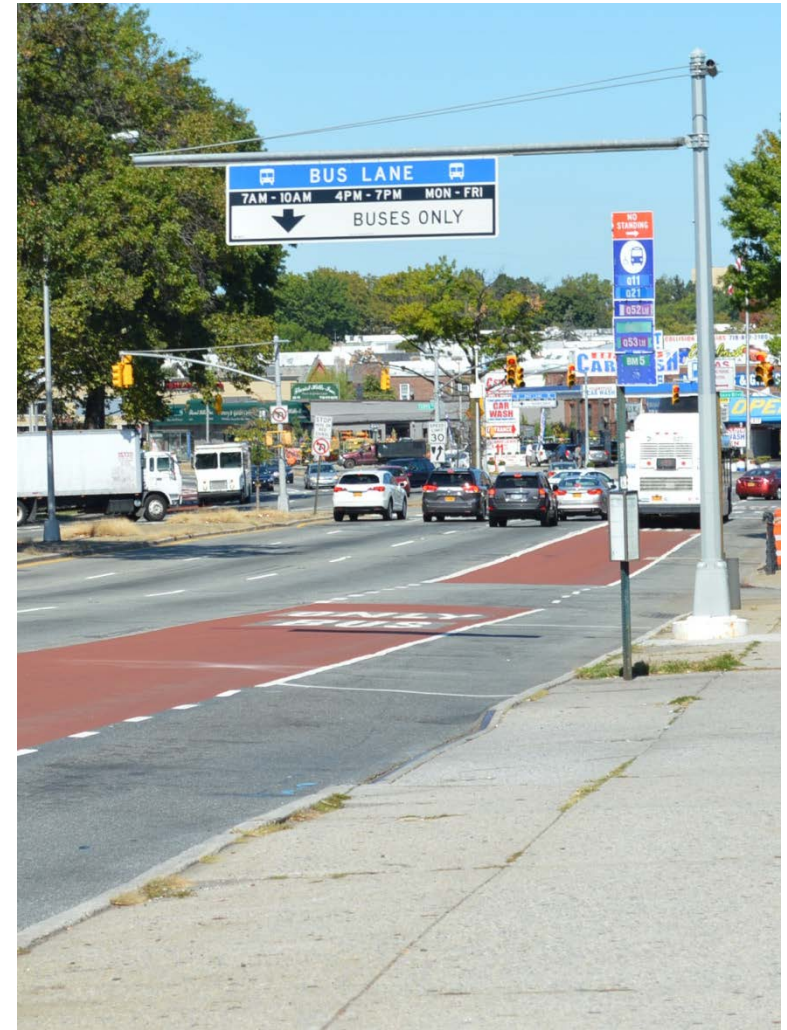
# 2015 bus lane implementation

- 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



# Operational analysis

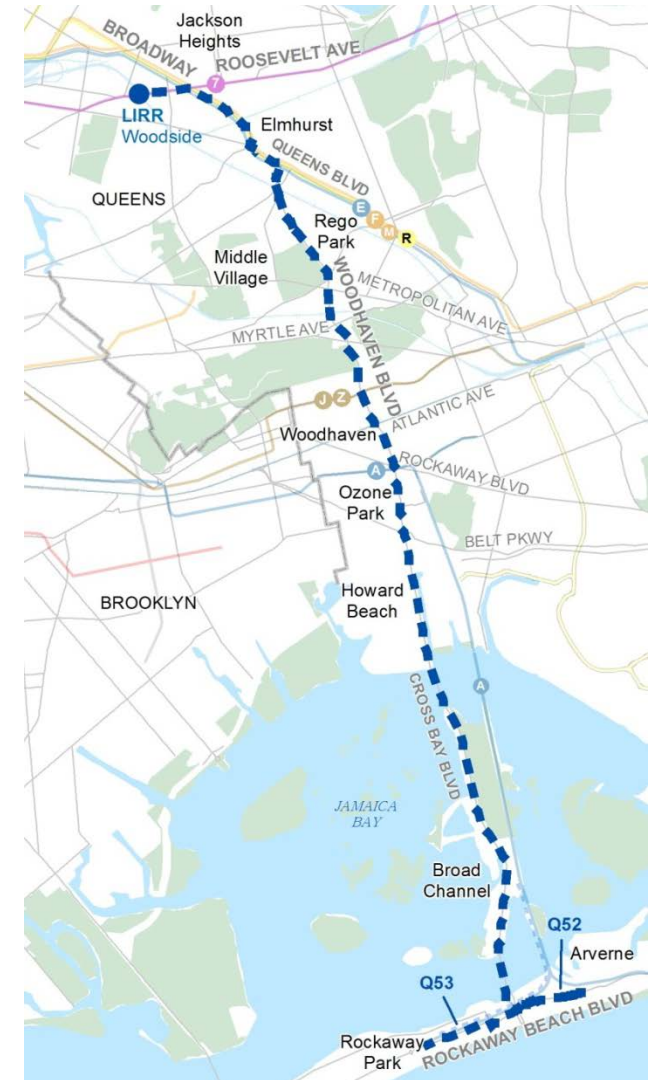
- DOT and the MTA are currently monitoring and analyzing operations on Woodhaven Blvd
- Analysis includes general travel times (EZ-pass data) and bus travel times (MTA Bus Time)
- Signal timing and other adjustments will be made as needed



# Woodhaven / Cross Bay SBS

# Woodhaven / Cross Bay SBS corridor

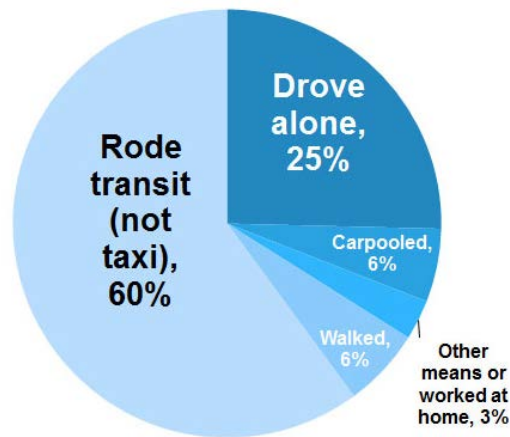
- Based on the existing Q52/53 LTD bus route
- 30,000+ daily bus riders
- 14 miles long from Woodside to the Rockaways
- Important north/south transit corridor for Queens
- Provides connections to 8 subway lines, over 20 bus routes, and the LIRR





# Corridor issues – transit

- One-way travel time can vary by up to 30 minutes (varies between 55 and 85 minutes)
- Many passengers ride the bus long distances. *Example: 35% of Rockaways Q52/Q53 customers ride the bus to Queens Center Mall or north*
- More than half of residents along the corridor rely on transit to get to work

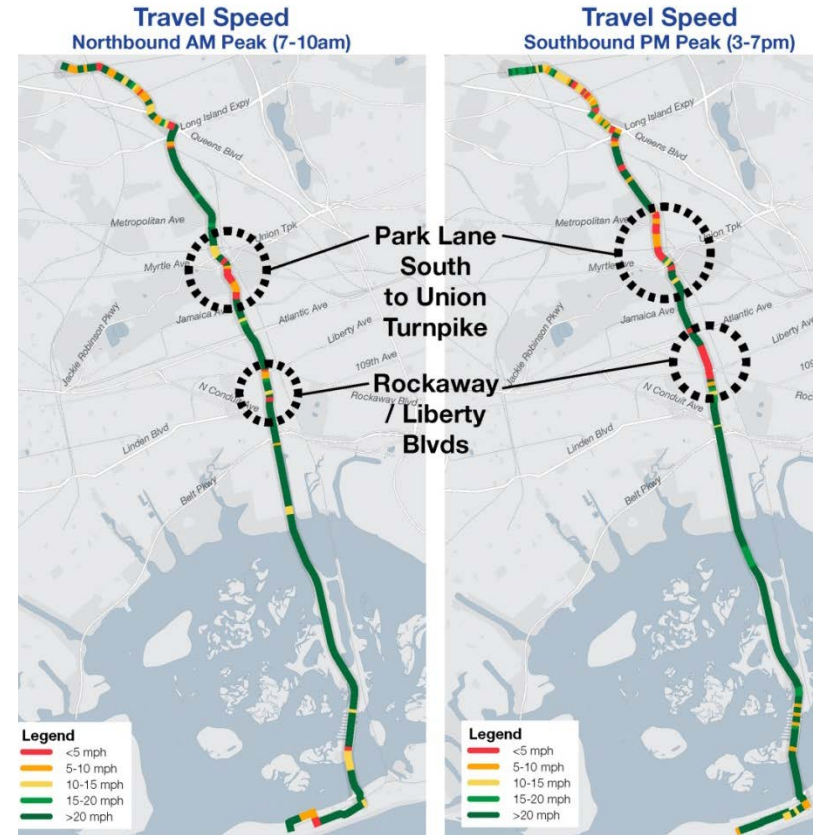


Source: 2008-2012 ACS Journey to Work Data



# Corridor issues – traffic & safety

- Vision Zero Priority Corridors<sup>1</sup>
  - Over 3,000 injuries (2009-13)
  - 22 fatalities (17 ped) (2009-13)
- Difficult pedestrian crossings
- Challenging roadway geometry / poor visibility near elevated trains
- High traffic speeds along some portions of the corridor
- Congestion is concentrated at key points



<sup>1</sup> 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 outreach



Community Advisory Committee



On-street Outreach



Community Board and Stakeholder Meetings

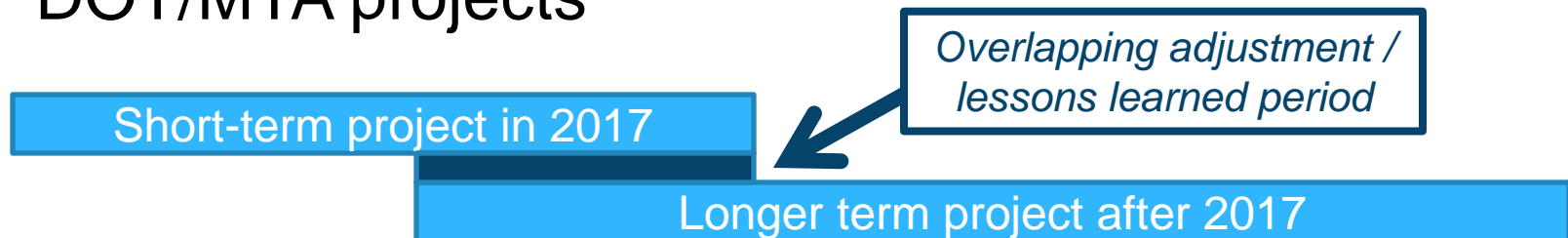


Public Open Houses and Workshops

# Project timeline update

# Phased implementation approach

- 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 (between Park Lane S and Rockaway Blvd where service roads exist)
- Design discussions with the community about the short-term project will continue into 2016

# 2017 short-term project



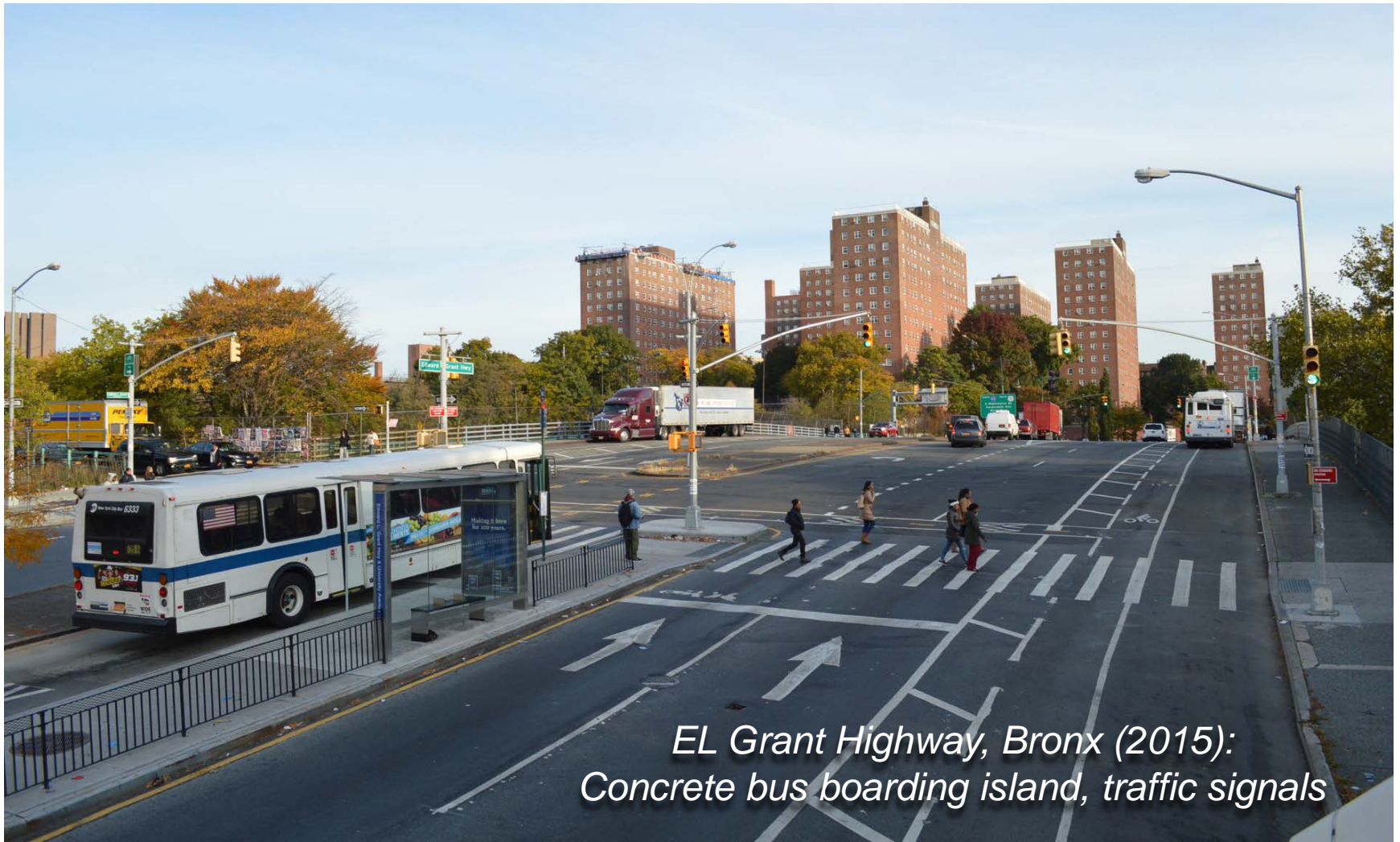
Existing offset bus lanes (2015)



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

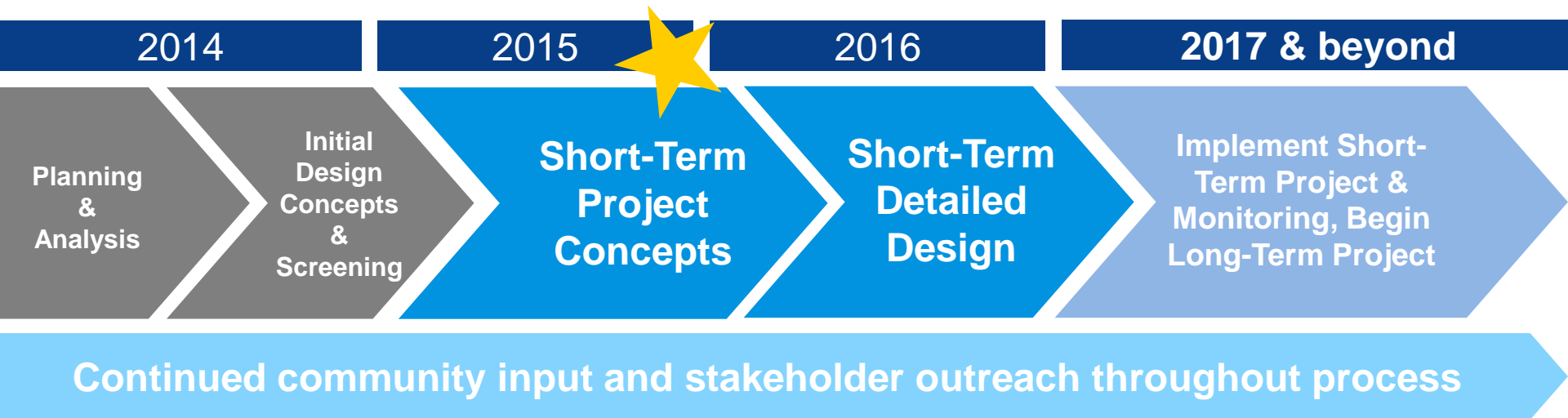
- NYC Dept. of Design & Construction capital project
- Robust transit and Vision Zero improvements:
  - New/extended medians and streetscaping
  - Bus bulbs on Cross Bay Blvd
  - Additional median bus stops on Woodhaven Blvd



# 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

- **Today:** Community Advisory Committee to discuss project timeline update
- **Winter 2015-16:** Ongoing community engagement to discuss 2017 short-term project design
- **Spring 2016:** Present draft 2017 short-term designs to the community at public open houses, community board and stakeholder meetings, and to riders on street & bus
- **Summer 2016:** Revise 2017 designs based on community feedback
- **Spring 2017:** Begin implementation of short-term designs and begin process for long-term project



# Thank you!



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