

Woodhaven / Cross Bay Boulevard (Q52/53)

Community Advisory Committee Meeting #6 | May 10, 2016



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Agenda

- 1. Woodhaven / Cross Bay SBS Corridor**
- 2. Project overview**
 - **Percent for Art overview**
 - **[pause for short Q&A]**
- 3. 2017 intersection highlights**
- 4. 2017 design summary**
- 5. Timeline / next steps**

Woodhaven / Cross Bay SBS

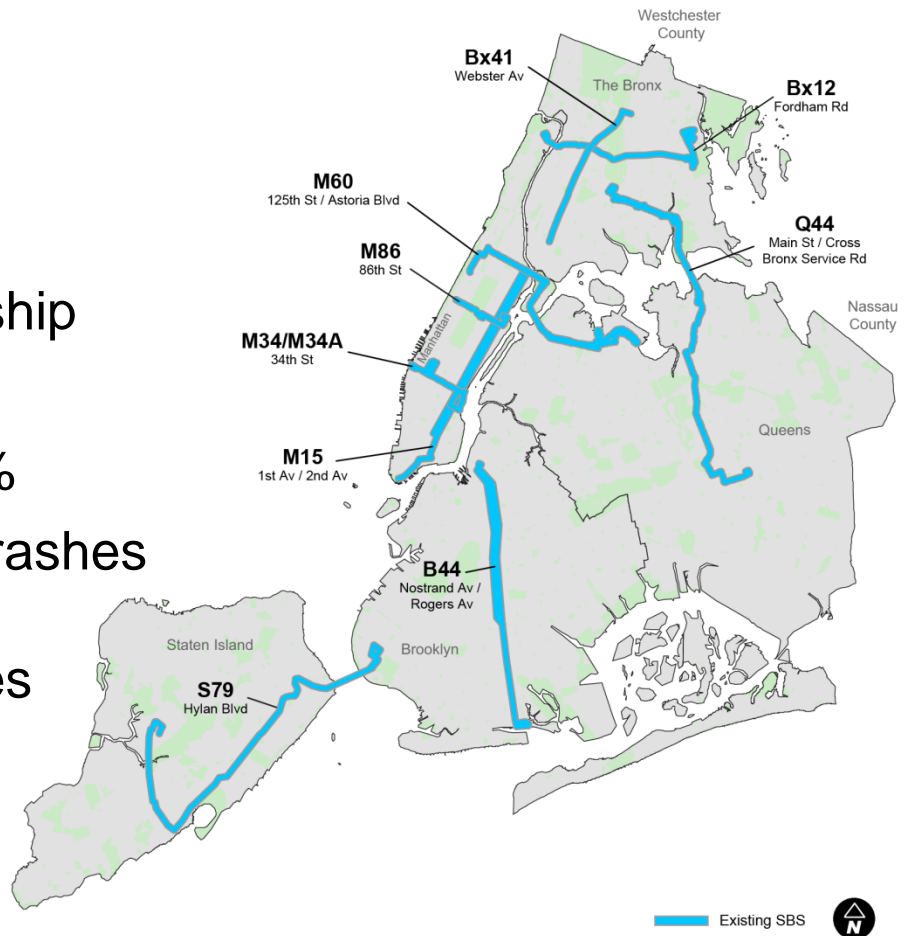
Select Bus Service in New York City

Select Bus Service (SBS) is New York City's brand name for Bus Rapid Transit: an improved bus service that offers fast, frequent, and reliable service on high-ridership bus routes.

SBS has brought:

- 15-23% faster bus speeds
- About 10% increase in ridership
- More reliable service
- Customer satisfaction of 95%
- Safer streets / reduction in crashes

There are 9 Select Bus Service routes in operation serving all 5 boroughs.



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

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



Community outreach

2014

- CAC Meeting #1
- Queens Metropolitan High School
- Community Planning Workshop
- CB 10 Full Board
- Design Workshop
- On-street bus rider outreach
- On-street bus rider outreach
- Rockaways Bus Planning workshop
- CAC Meeting #2
- Design Concepts Public Open House

2015

- CB 9 Transportation Committee
- Congressional Tour of the Corridor
- CAC Meeting #3
- Public Design Workshop #1 – Woodhaven Blvd (Union Tpke and Rockaway Blvd)
- Public Design Workshop #2 – Woodhaven Blvd (Queens Blvd & Union Tpke)
- Public Design Workshop #3 – Cross Bay Boulevard
- Public Design Workshop #4 – Broad Channel & the Rockaways

2015 *continued*

- CB 6 Full Board
- Broad Channel Civic Association
- CB 14 Transportation Committee
- CB 9 Full Board
- CB 5 Leadership - Field Meeting
- CAC Meeting #4
- Rockaway Beach Civic Association
- Howard Beach – Lindenwood Civic Association
- Woodhaven BID
- Bus Tour: Senator Addabbo, Assemblymember Miller, Council Member Crowley
- CB 5 Transportation Committee
- CAC Meeting #5

2016

- CB 9 Full Board
- CB 6 Transportation Committee
- Bus Tour: Senator Addabbo
- CAC Meeting #6



Community feedback

- Pedestrian & general traffic safety
- Safe access of median bus stations
- General traffic congestion
- Ability to make a left turn
- Loss of on-street parking
- Delivering project benefits too slowly

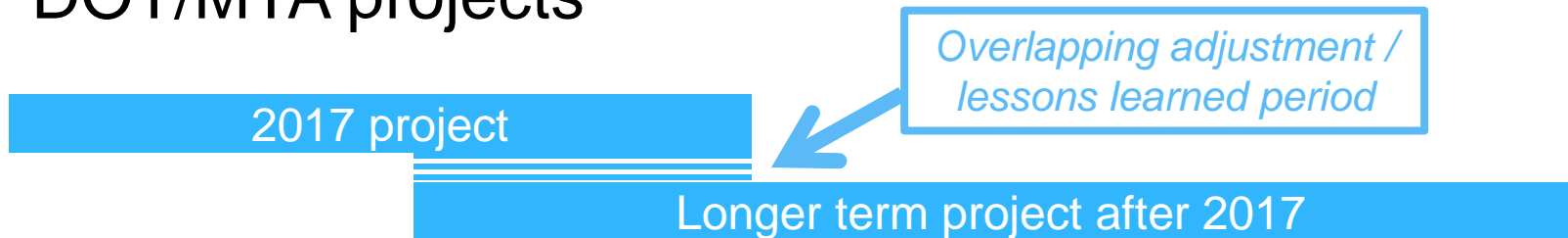


Compilation of common feedback

Project overview

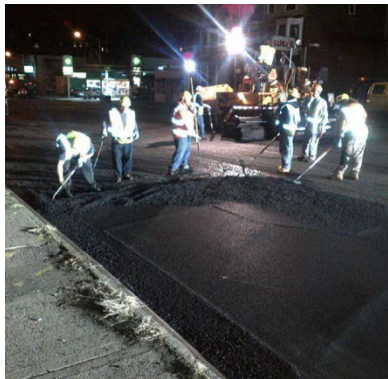
Phased implementation approach

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



2017 SBS implementation

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



Street resurfacing



Roadway and pedestrian safety improvements



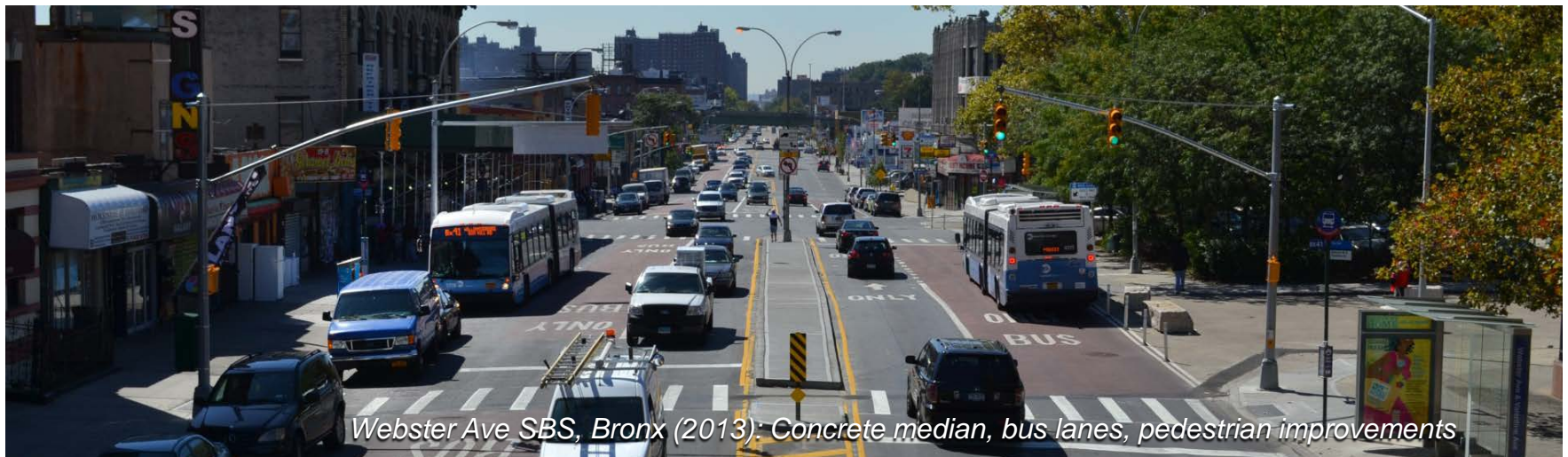
Bus lanes and transit signal priority



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

- Detailed design will continue through summer 2016 after community open houses

Examples of implementation materials



Capital project after 2017

- NYC Dept. of Design & Construction capital project
- Additional transit and Vision Zero improvements:
 - New/extended medians and streetscaping
 - Bus bulbs on Cross Bay Blvd
 - Additional median bus stops on Woodhaven Blvd
- NYCDOT/MTA will monitor/analyze 2017 project to inform final design of this capital project



Typical median stations

91st Ave facing north, existing



91st Ave facing north, proposed





percent for art



In 1982, Local Law 65, the Percent for Art Law was initiated and states that 1% of the capital budget for newly constructed or reconstructed buildings must be spent on art.



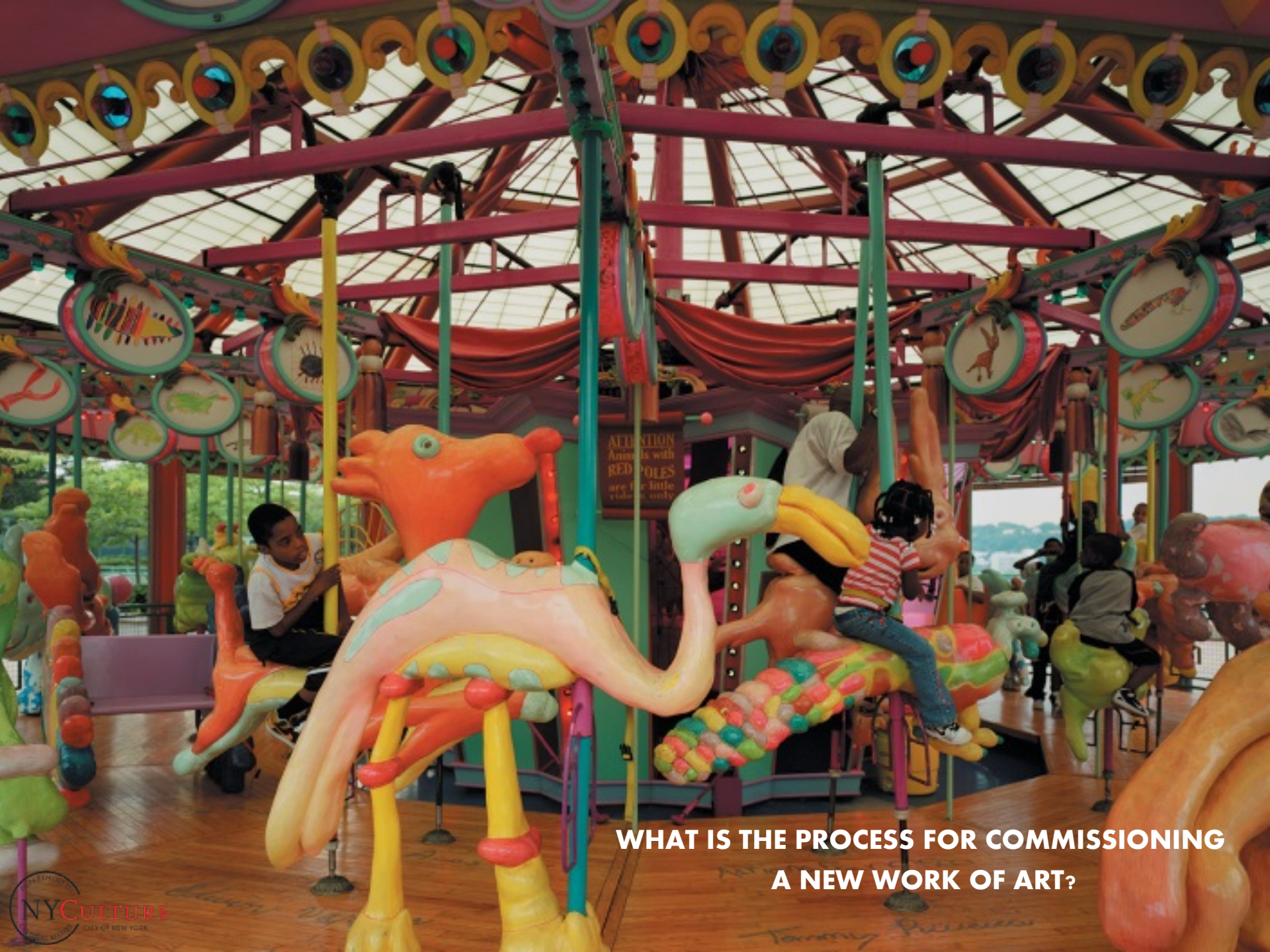


In 2015 new legislation was introduced to include more community notification of the Percent process. Percent used this opportunity to create a more robust community engagement and tailor our selection processes for various circumstances.



Commissions take place in new construction projects on City-owned property and/or built with City funds

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**WHAT IS THE PROCESS FOR COMMISSIONING
A NEW WORK OF ART?**



ARTIST SELECTION PANEL COMPOSITION

THE PANEL IS CHAIRED BY PERCENT FOR ART DIRECTOR

VOTING PANELISTS:

- One Representative of *Design Agency* (city agency responsible for design and construction)
- Representative of *Sponsor Agency* (the occupant)
- One Representative of Percent for Art
- Three outside arts professionals, i.e. public artists, critics, curators, and art historians with
 - visual arts expertise
 - knowledge of living artists and artistic production
 - representing the borough

ADVISORY PANELISTS:

- **Architect / Design Team**
- **Representatives of the Public Design Commission**
- **Representatives of local elected officials including borough president, council member, and community board**
- **Representatives of local organizations, community groups, and agency representatives are welcome to attend the panel and advise the voting members.**



SELECTION CRITERIA

Percent for Art aspires to commission artwork of the highest caliber possible, and to set a national example for public art commissioning, while reflecting contemporary art practices.

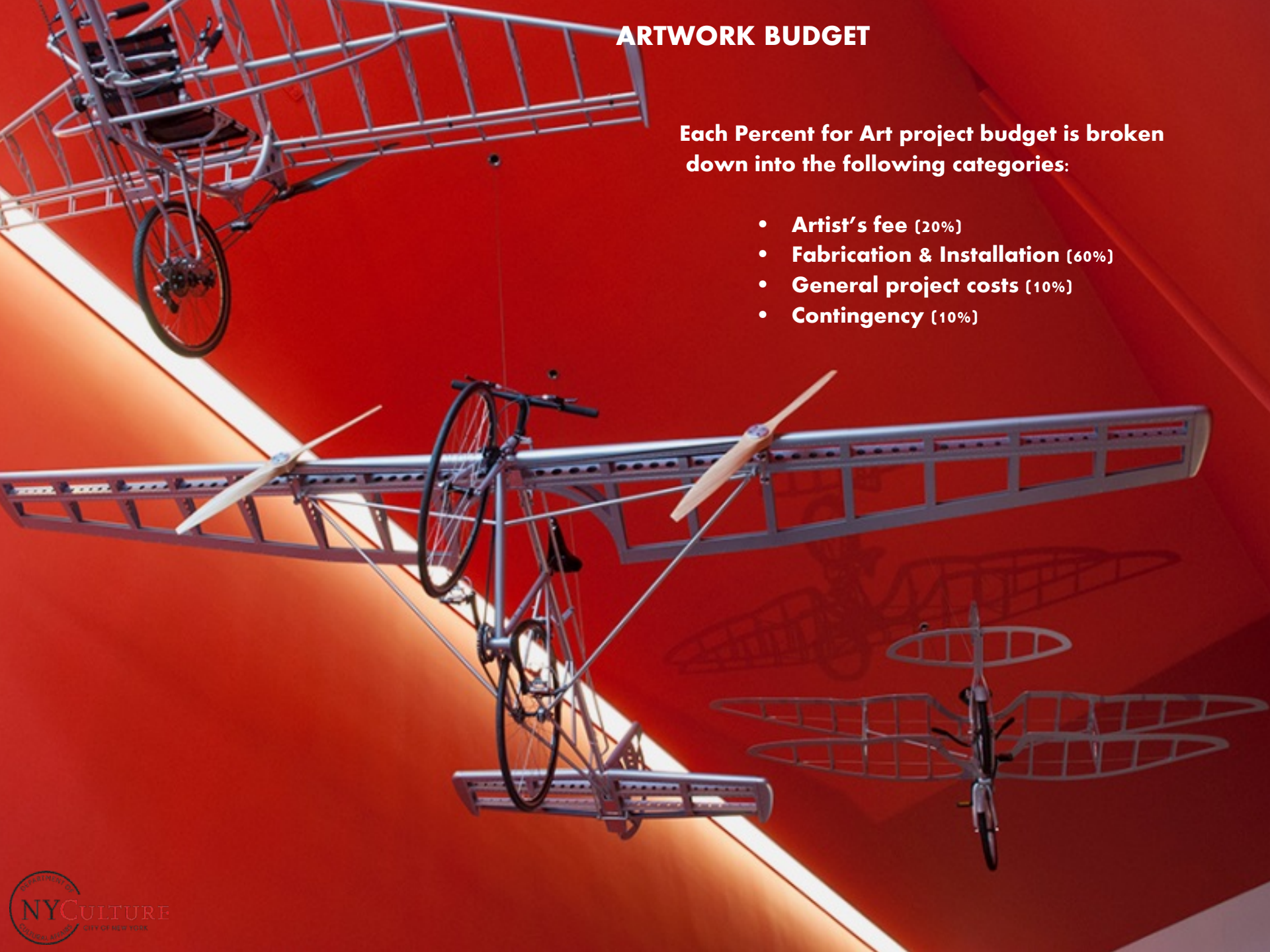
Our criteria include:

- **Appropriateness of each artist's approach to the site's architecture, function, and users**
- **Skilled craftsmanship**
- **Clarity of artistic vision**
- **Consideration of the cost and durability of the artists' chosen materials**
- **That the artist's public commission is true to his/her sensibility**

ARTWORK BUDGET

Each Percent for Art project budget is broken down into the following categories:

- **Artist's fee** (20%)
- **Fabrication & Installation** (60%)
- **General project costs** (10%)
- **Contingency** (10%)





examples of percent for art projects...



Fred Wilson

1995

Pangaea

Townsend Harris High School in Queens



Fred Wilson

1995

Pangaea

Townsend Harris High School in Queens



Twin Peaks, 2008, water-jet cut stainless steel
Deborah Kennedy, San Francisco, CA



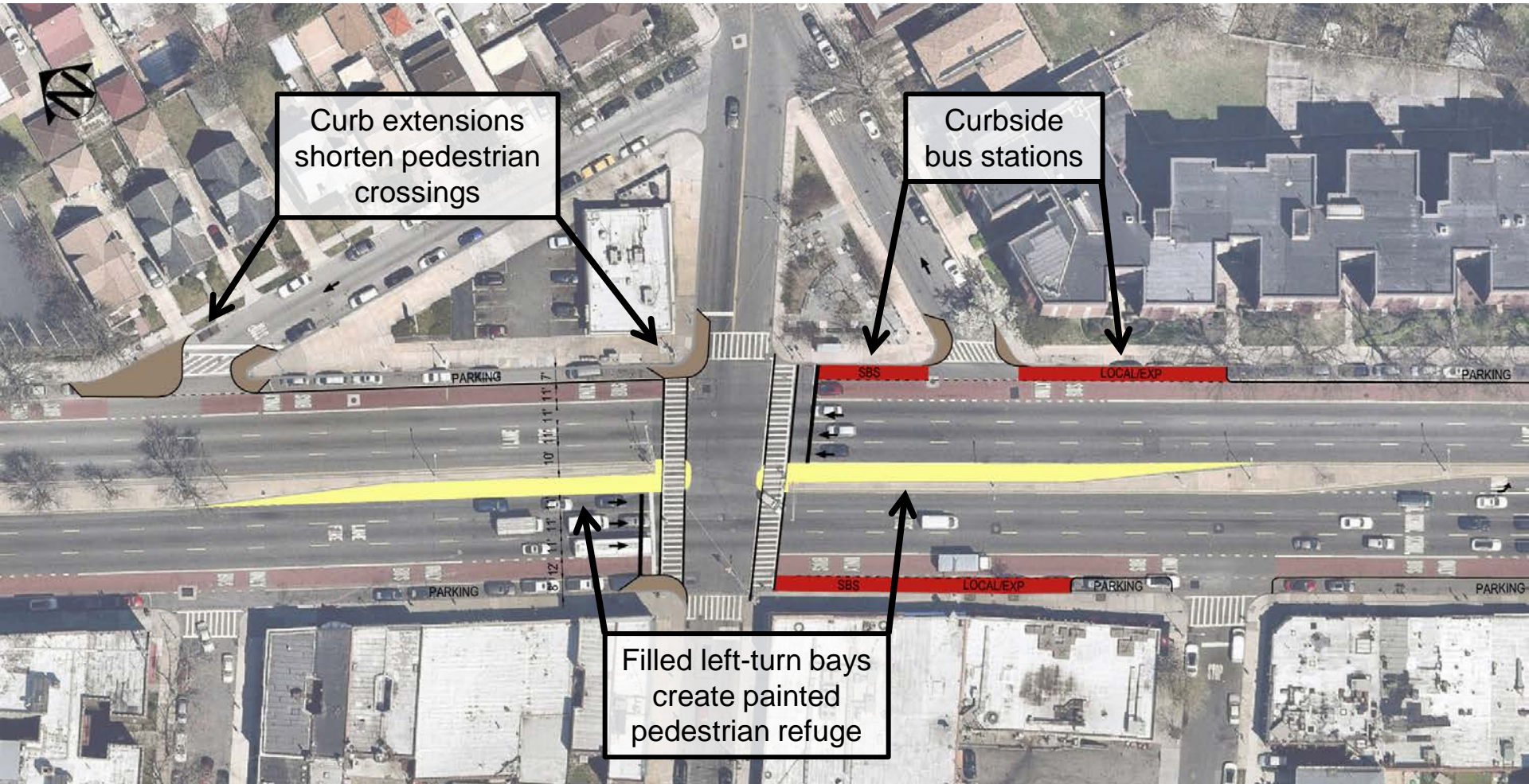
Electra C. Doren Sculptures, 2014, Darren Kall, Dayton, OH



Garth Edwards
Eugene, OR

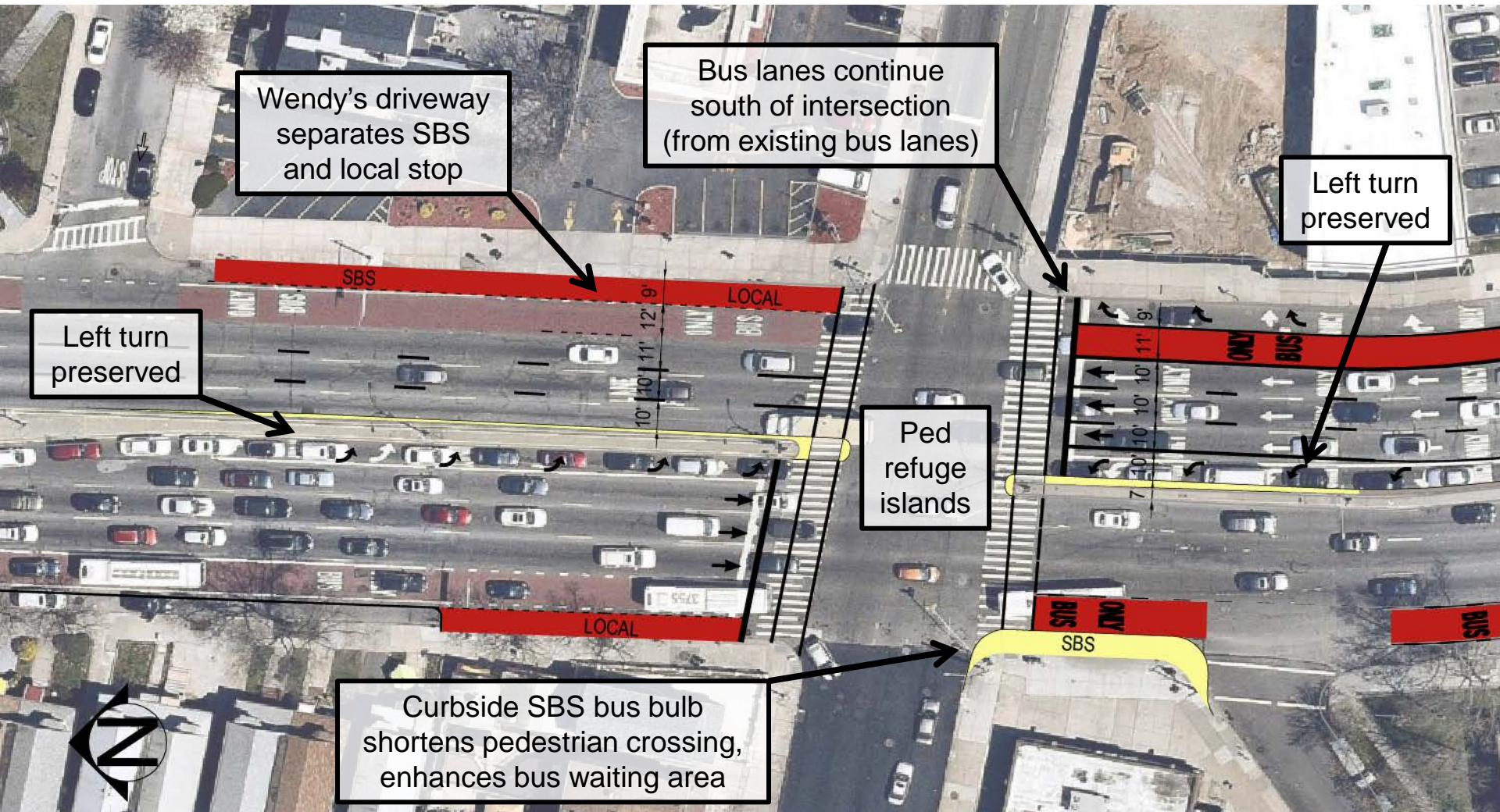
2017 intersection highlights

Penelope Ave



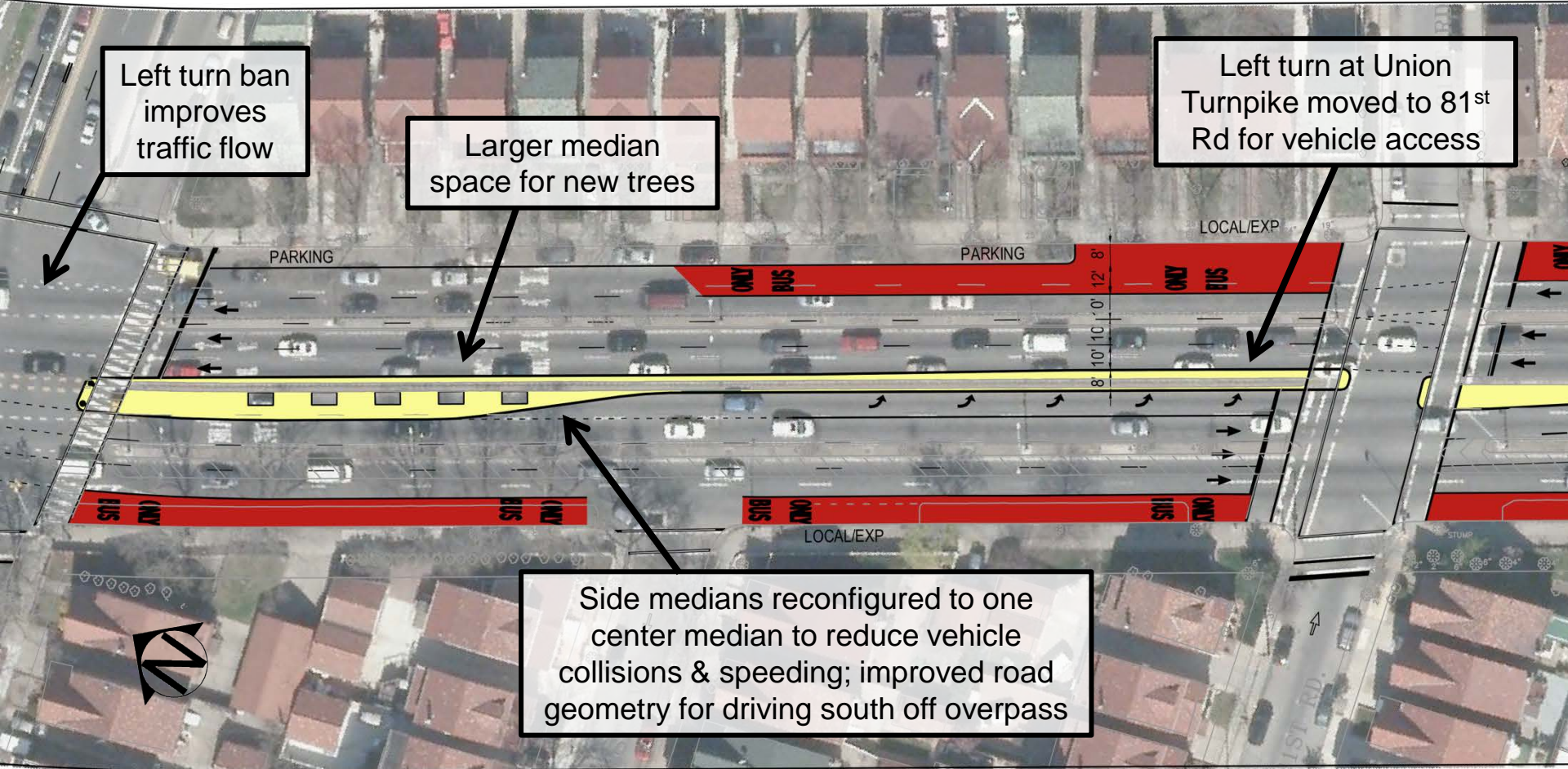
DRAFT PROPOSAL – MAY 2016

Metropolitan Ave



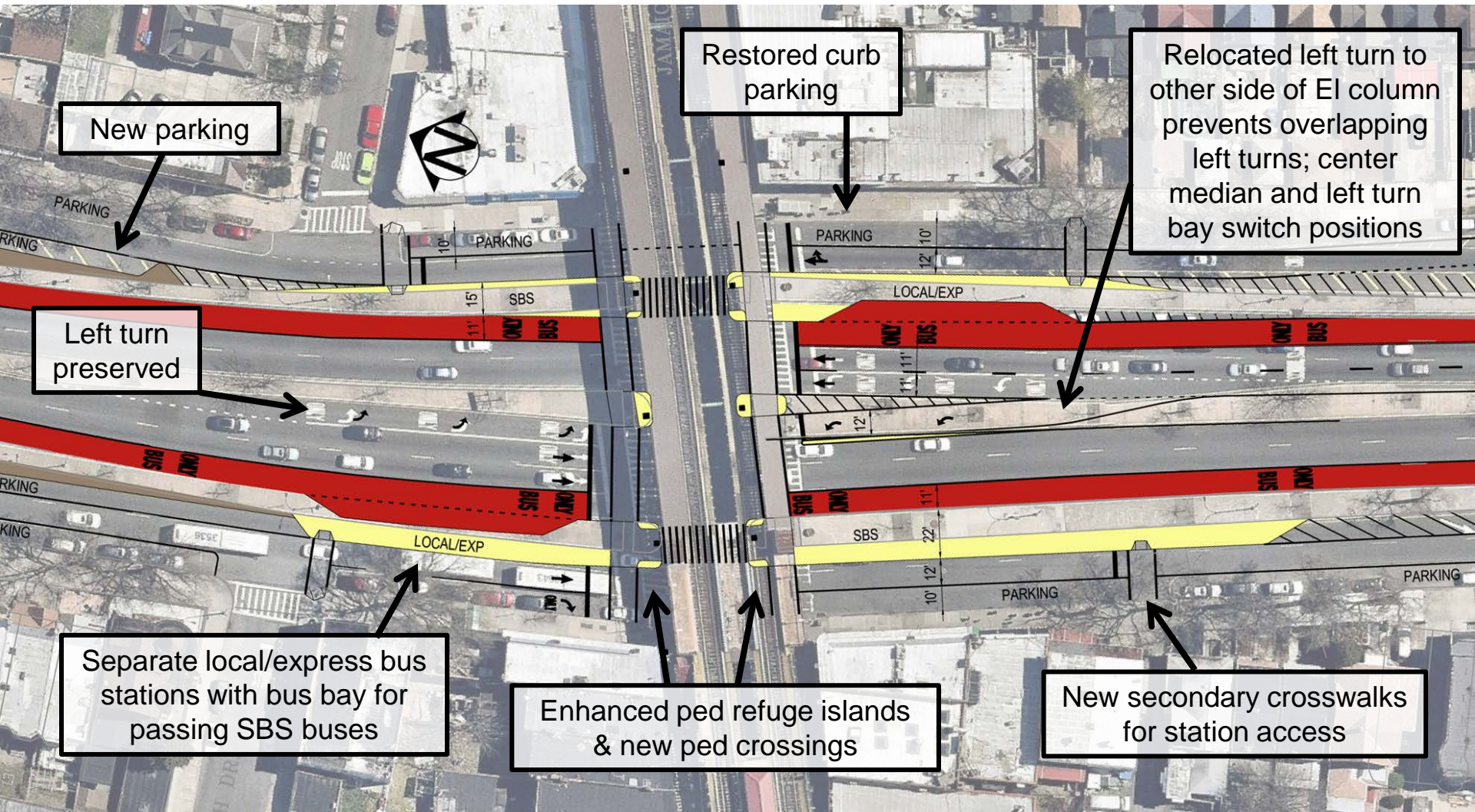
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Union Tpke



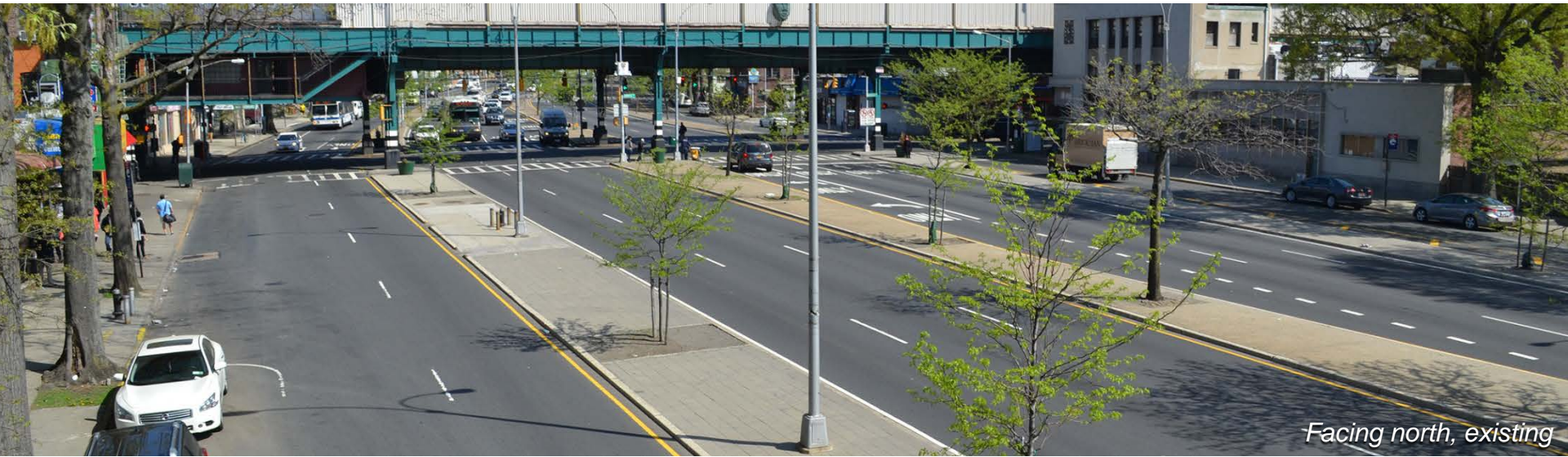
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Jamaica Ave



DRAFT PROPOSAL – MAY 2016

Jamaica Ave

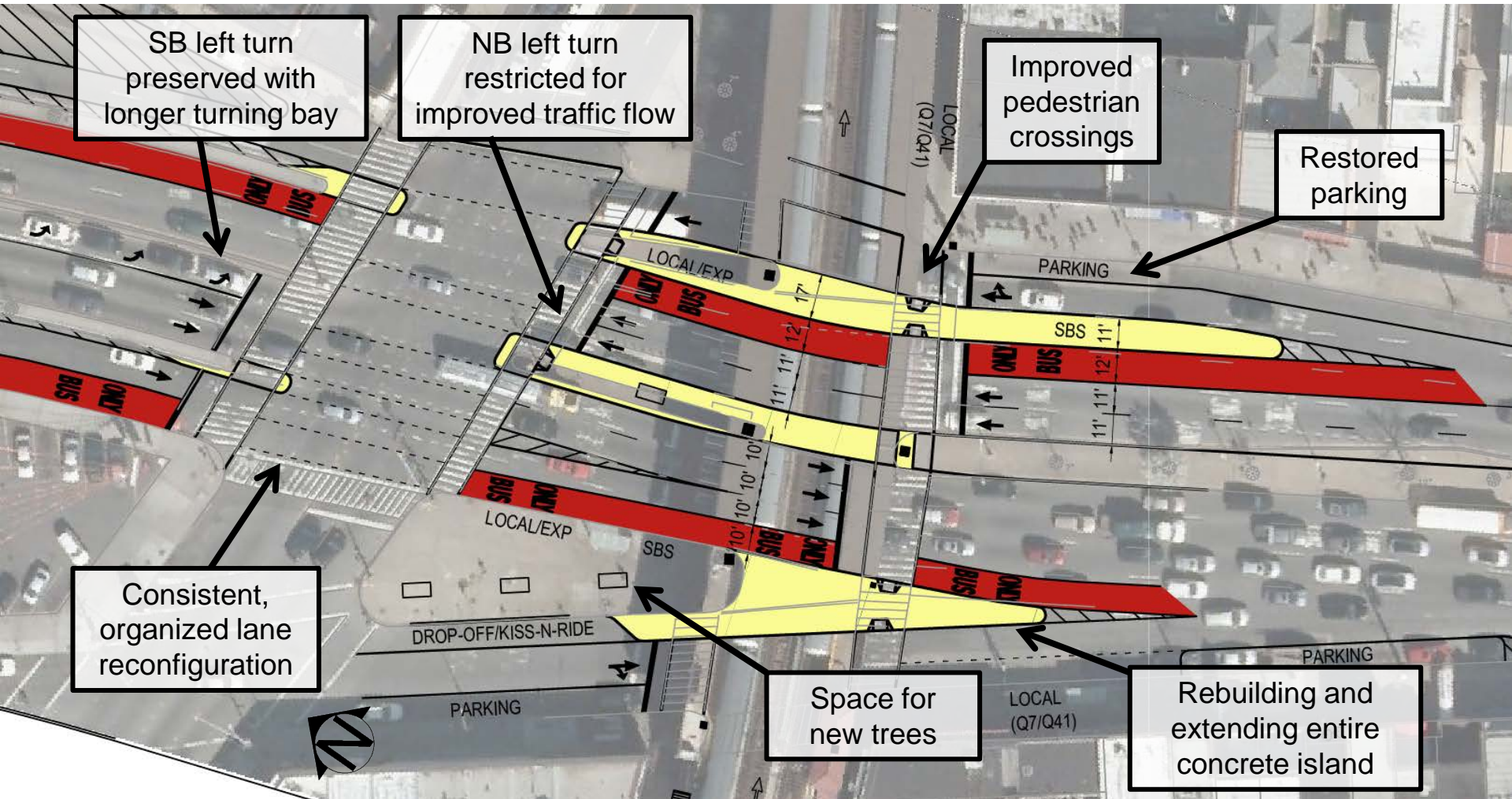


Facing north, existing



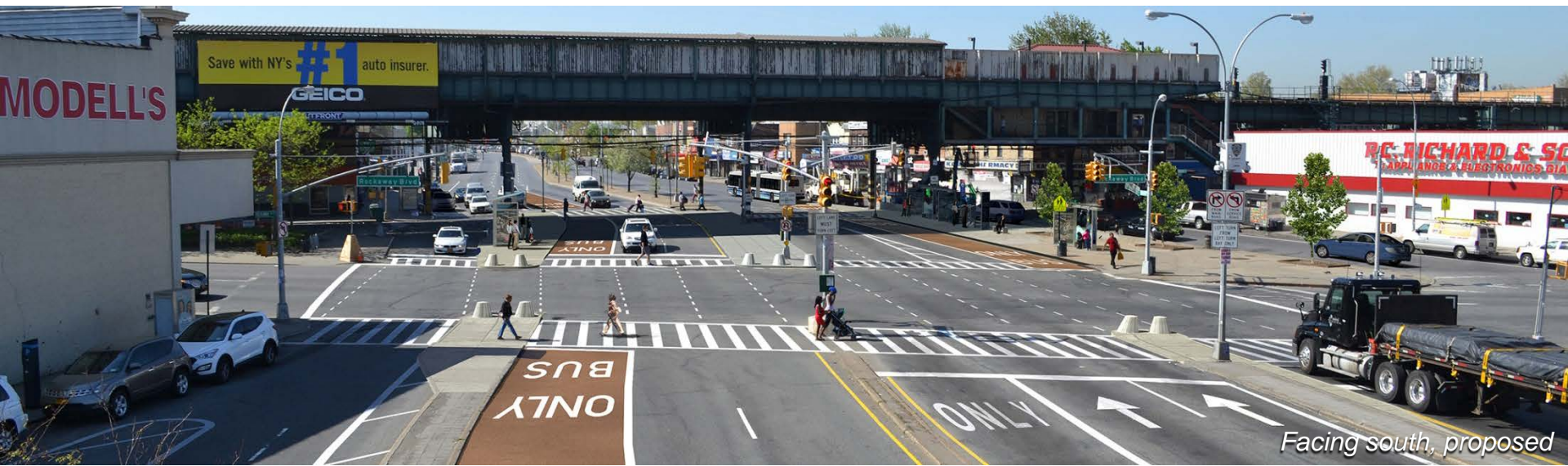
Facing north, proposed

Rockaway Blvd

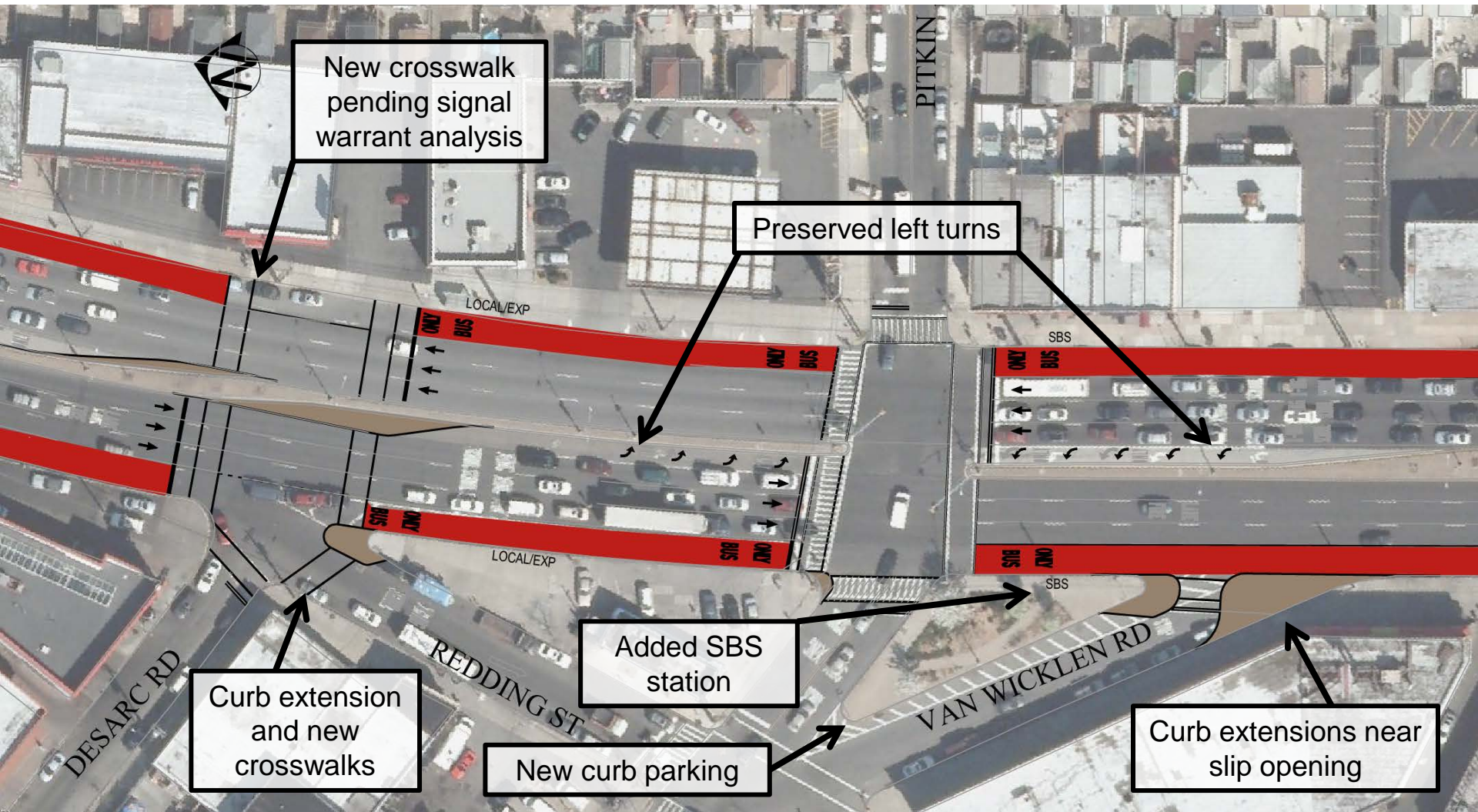


DRAFT PROPOSAL – MAY 2016

Rockaway Blvd



Pitkin Ave

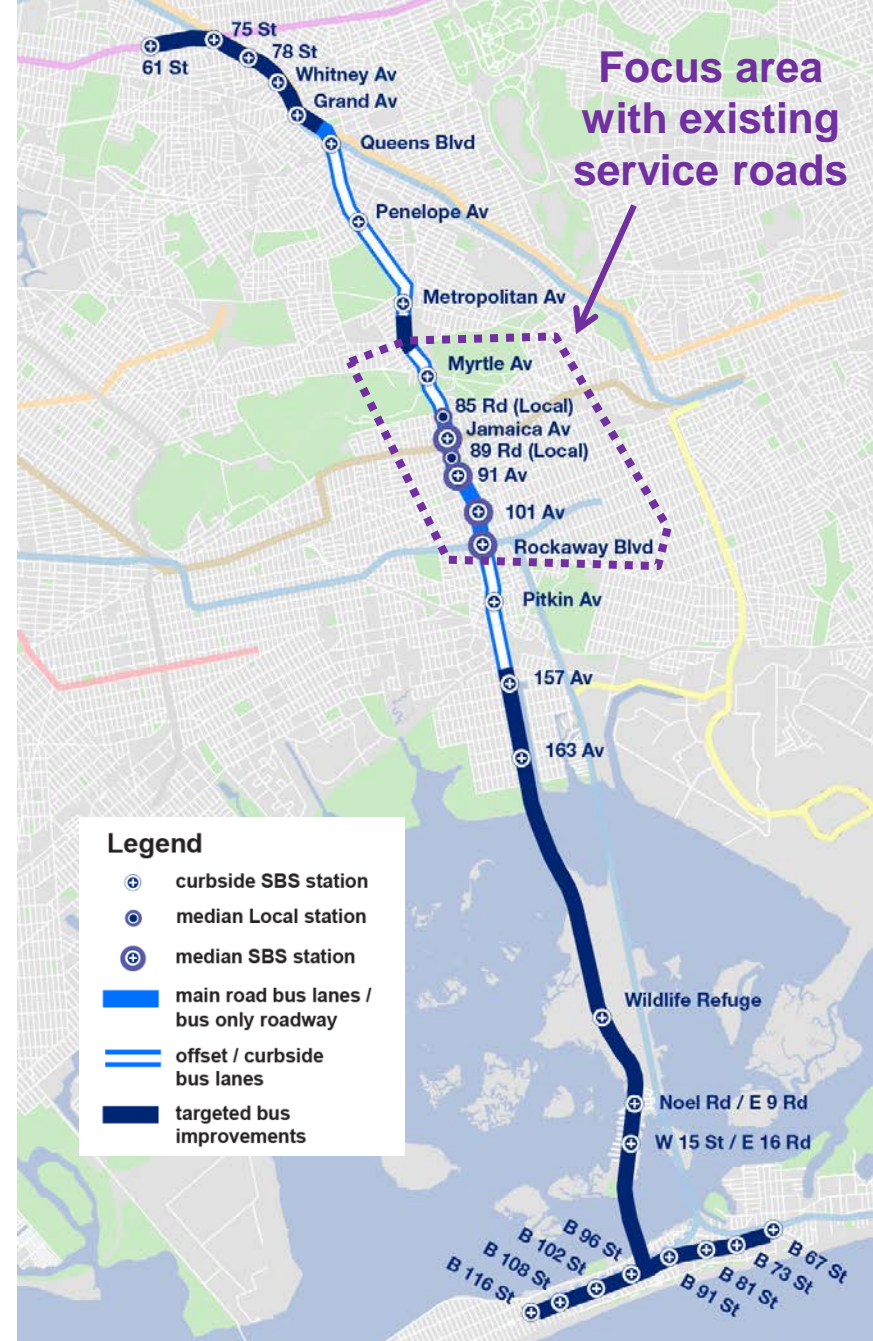


DRAFT PROPOSAL – MAY 2016

2017 design summary

2017 design update

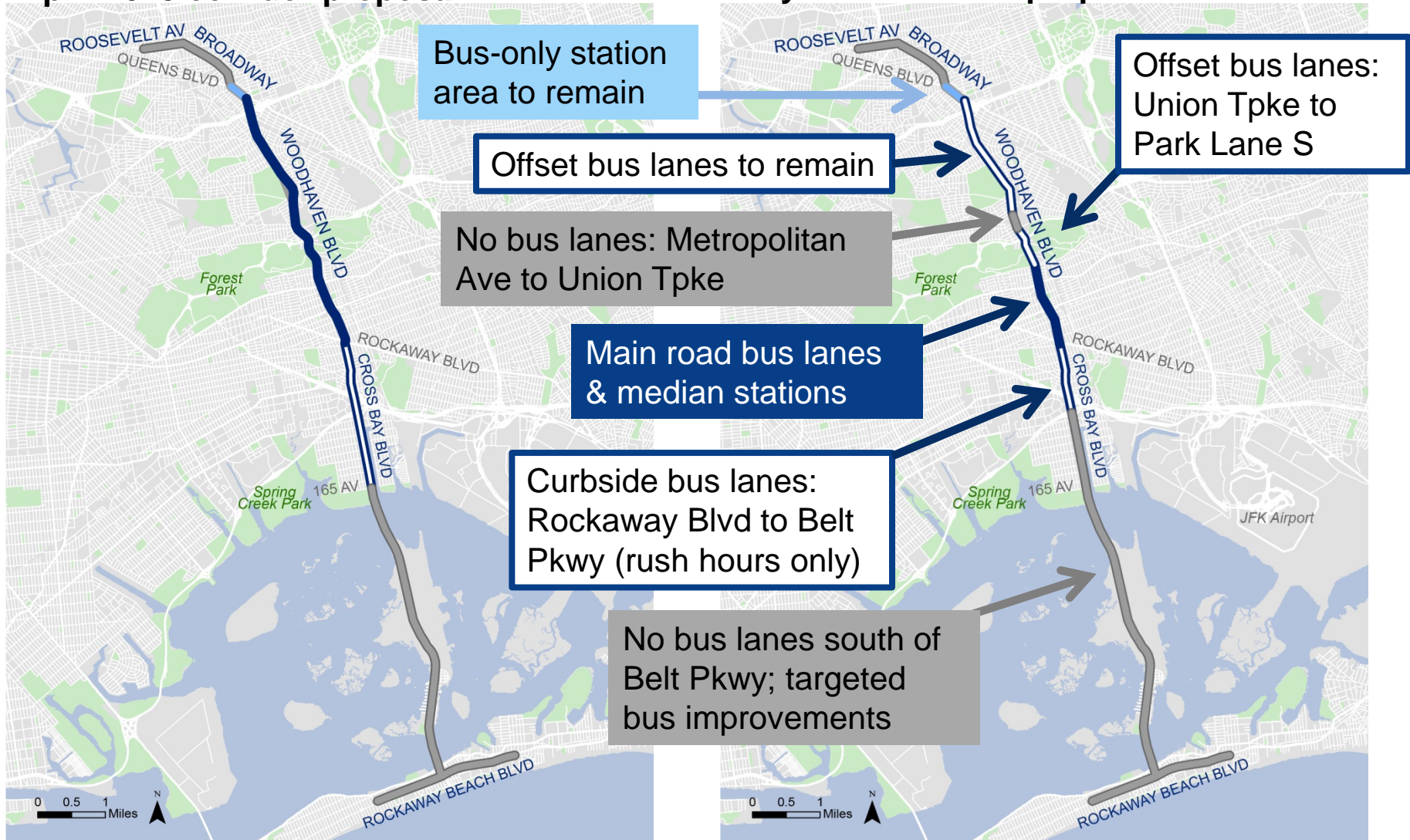
- Median stations will only be constructed within the existing service roads focus area
- Targeted improvements elsewhere on corridor
- MTA Bus to implement SBS for 2017 launch



Bus lanes

April 2015 corridor proposal

May 2016 corridor proposal



2015 bus lane update

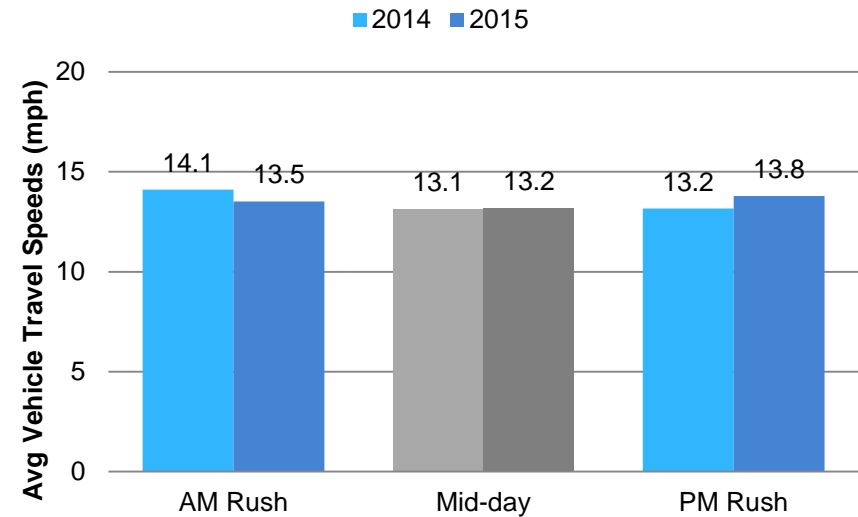
- Bus lanes installed on Woodhaven Blvd between Dry Harbor Rd and Metropolitan Ave in August 2015
- Recommendation of the Woodhaven Blvd Congested Corridors Project
- Bus lanes are in effect 7-10am & 4-7pm, Monday-Friday



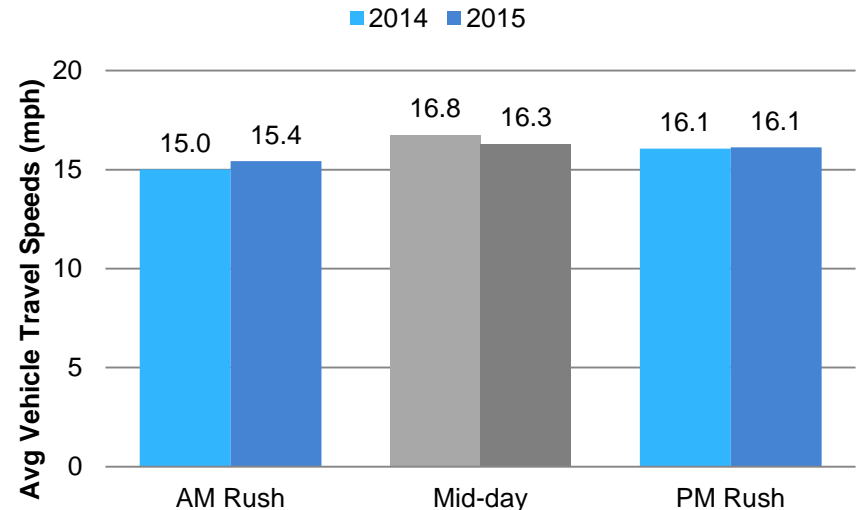
2015 bus lane update

- **Preliminary** analysis of October transit travel times (MTA Bus Time data)
- Travel time improvement in 3 of 4 peak travel periods when bus lanes are in effect
- Increased enforcement of bus lanes is needed during peak periods to keep bus lanes clear

Northbound Q53 bus travel speeds
Metropolitan Ave to Dry Harbor Rd



Southbound Q53 bus travel speeds
Dry Harbor Rd to Metropolitan Ave

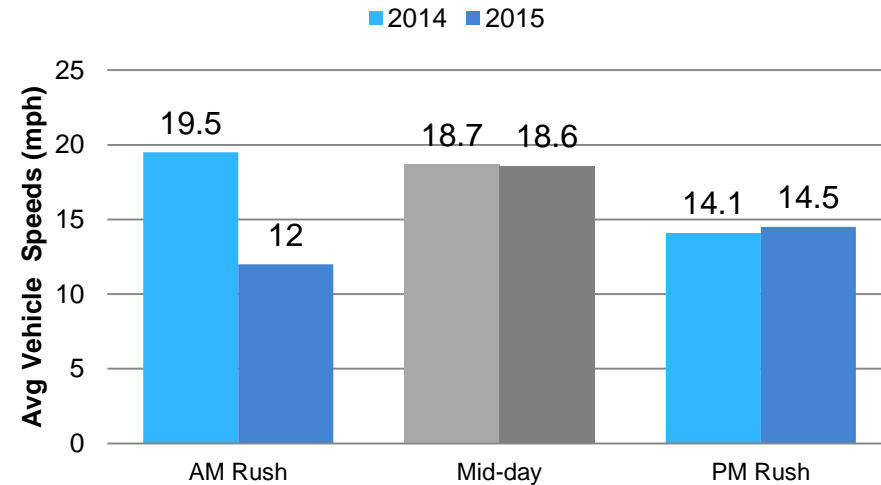


2015 bus lane update

- **Preliminary** analysis of November travel times (EZ-pass readers)
- 2014 data only available for ½ of the corridor; speed limit changed to 30 mph in June 2015
- Results show high levels of variability by day and time period
- NYCDOT is currently evaluating signal timing adjustments

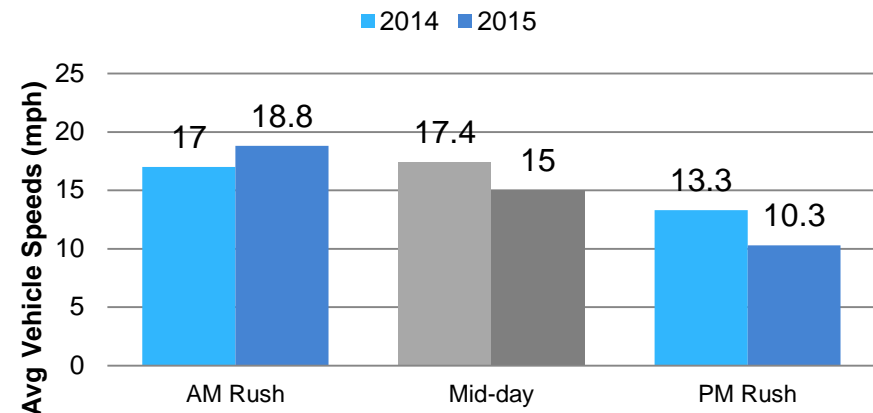
Northbound traffic travel speeds

Metropolitan Ave to Furmanville Ave
(November weekdays)



Southbound traffic travel speeds

Furmanville Ave to Metropolitan Ave
(November weekdays)



Select Bus Service Features

Dedicated Bus Lanes



Signal Priority for Buses



- **Faster** bus rides
- **Reduced traffic conflicts** between buses and traffic
- **More reliable** bus service
- Buses spend **less time stopped** at red lights

Off-Board Fare Collection



All-Door Boarding



- **Quicker** bus boarding
- Buses spend **less time waiting** at bus stops

Select Bus Service Features

Improved Station Amenities



Real-Time Passenger Information



- **More attractive, appealing** bus stops
- **Better trip information** for riders to **know when** the bus is coming
- **More comfortable wait** for the bus

Pedestrian Safety Improvements



- **Better visibility** for pedestrians, bus operators, and drivers
- **Clearer, shorter** pedestrian crossings

Safety



Reduced speeding



Curb extensions



Pedestrian
refuge islands



Fencing at
median stations



Organized traffic



New mid-block
crossings



New traffic lights



Key left turn bans

General traffic



Main road bus lanes only where service roads exist



3 lanes of general traffic remain in each direction



New slip locations based on community comments



Optimized signal timing for the entire corridor



Left-turn bays maintained on Cross Bay Blvd

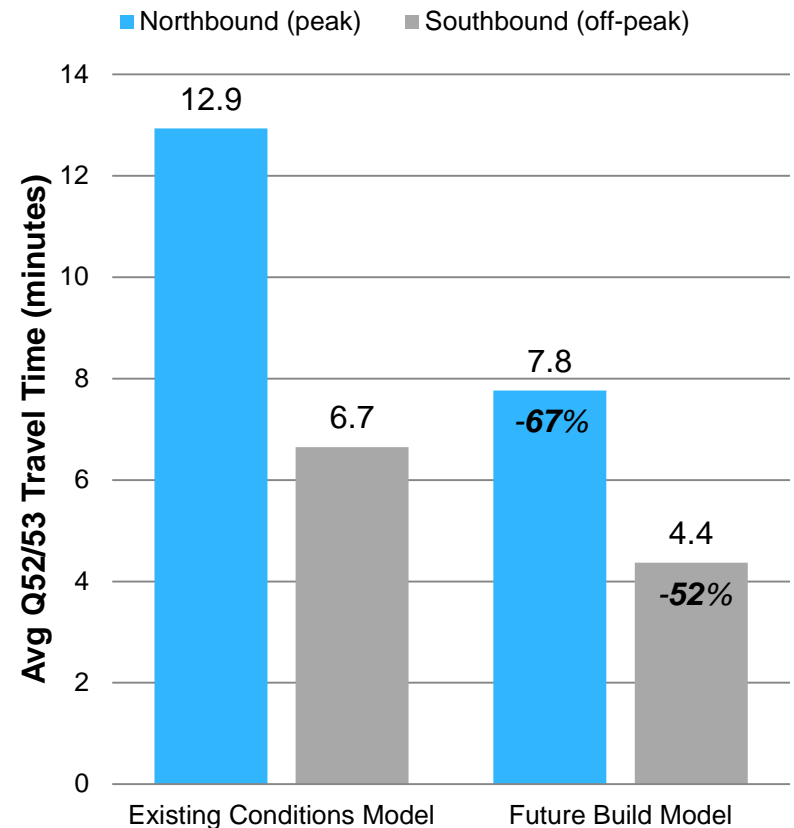


Adding signage & gantry signs to guide drivers

Preliminary Aimsun analysis - transit

- Average travel time for Q52/53 buses
- Compared to existing conditions, buses travel faster due to bus lanes, off-board fare collection, and traffic signal coordination

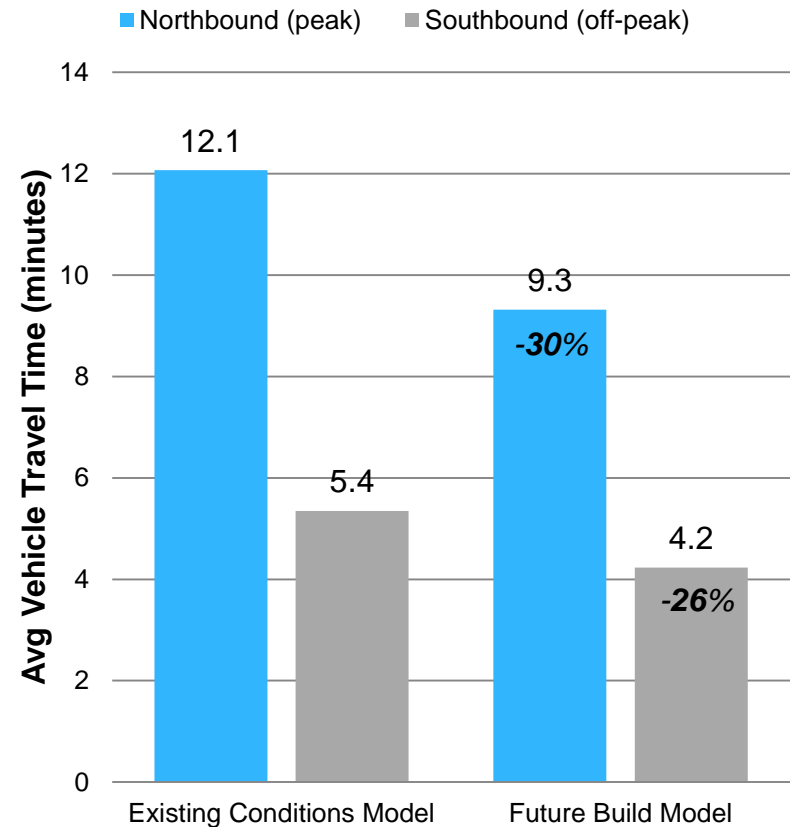
Simulation Model Results – AM Peak
Woodhaven Blvd from Jamaica Ave to Metropolitan Ave



Preliminary Aimsun analysis – traffic

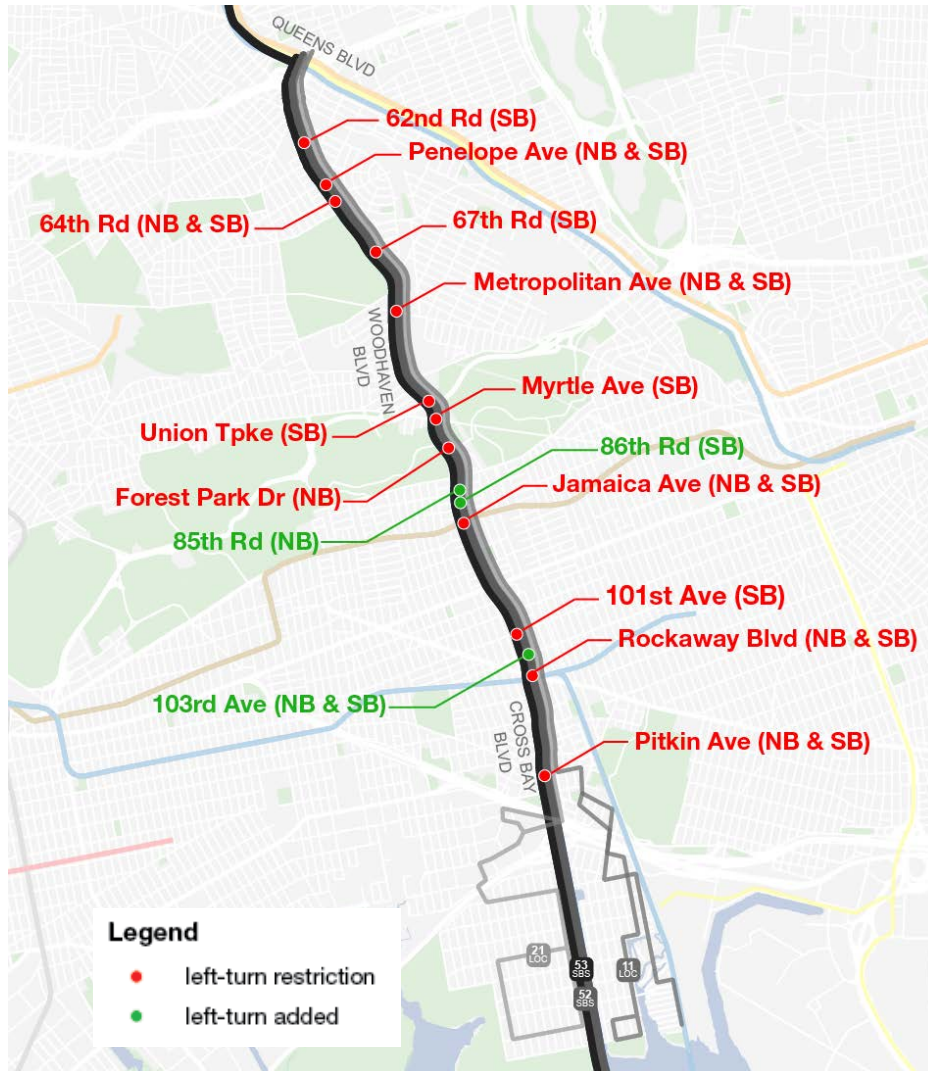
- Average travel time for all vehicles
- Includes changes to signal timing cycle length and coordination
- Continue to refine traffic model with design and operational changes

Simulation Model Results – AM Peak Woodhaven Blvd from 86th Rd to Metropolitan Ave

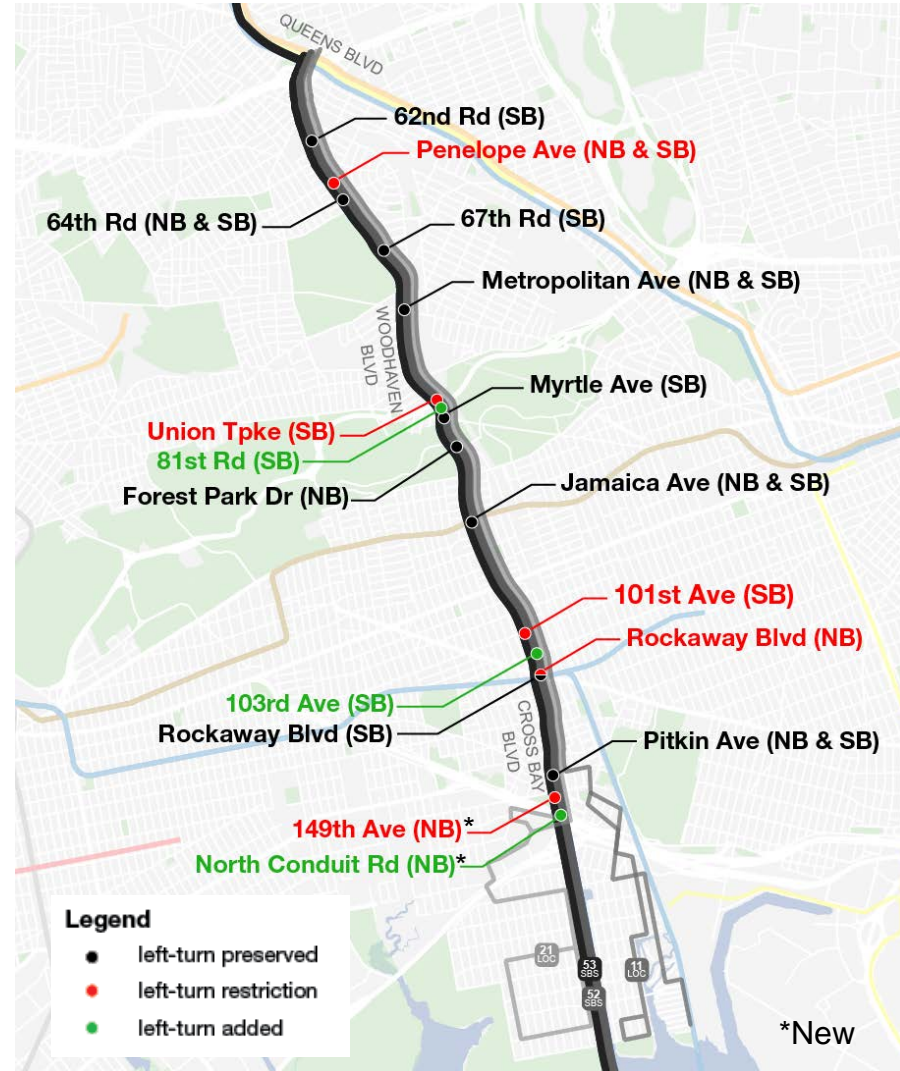


Left turns

April 2015 left turn proposals



May 2016 left turn proposals

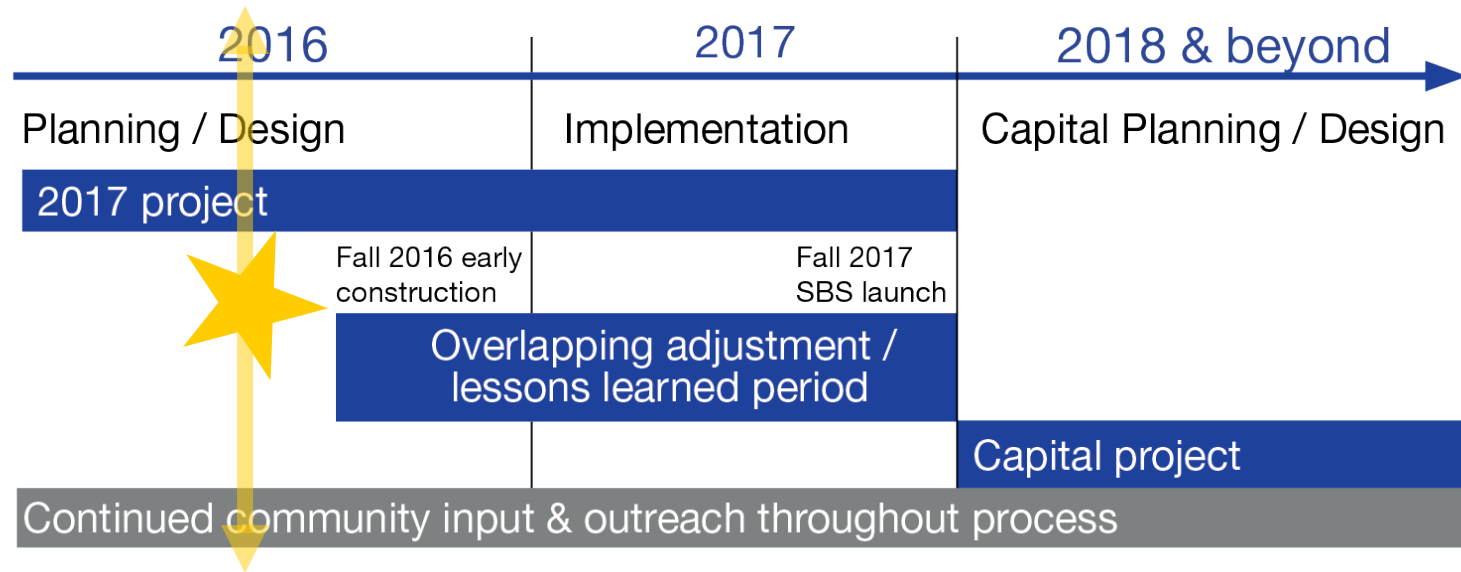


Summary of key design updates

Community concern	Key updates
Pedestrian & general traffic safety	Adding ped refuge islands, curb extensions & mid-block crossings; reconfiguration of medians by Union Tpke / Jackie Robinson
Safe access of median bus stations	Exploring taller, unique fencing to improve perception of safety on median stations
General traffic congestion	Designed longer left-turn bays to keep turns out of thru-traffic; adjusted new slip locations; added bus lanes only where transit is slow
Ability to make a left turn	Restored left turns alongside addition of robust traffic & pedestrian safety treatments
Loss of on-street parking	Maintained parking on Woodhaven Blvd between Park Lane S & Forest Park Dr; adding parking where possible
Delivering project benefits too slowly	Phased project as 2017 implementation project & later capital project where adjustments can be made as needed

Timeline / next steps

Project timeline



- 2017 project will be monitored and refined through community feedback, technical analysis, and transportation goals for NYC
- **Early implementation** of key pedestrian and traffic safety treatments in Fall 2016

Next steps

- **Today:** CAC#6 to discuss design update
- **Spring 2016:** Ongoing community engagement to discuss 2017 project design
 - Tuesday, May 17, 6-8pm, Rockaways
 - Saturday, May 21, 12-2pm, Ozone Park
 - Wednesday, May 25, 6-8pm, Woodhaven
- **Summer 2016:** Finalize 2017 street designs based on community feedback
- **Fall 2016:** Early construction of key safety treatments
- **Spring 2017:** Full implementation of 2017 designs

Thank you!



91st Ave facing north, proposed rendering



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