Woodhaven / Cross Bay Boulevard
Community Advisory Committee Meeting #2 | October 22, 2014
Agenda

Introductions

Presentation

1. Project background
2. Woodhaven / Cross Bay Corridor
3. Design Concepts
4. Next Steps

Group Discussion
Meeting objectives

1. Provide an update about the project to date
2. Present draft design concepts for the corridor
3. Discuss draft design concepts; **identify key comments and issues** before the concepts are shown at the Public Open House in November
Project background
Project background

Congested Corridor Study
- Initial safety and traffic improvements on Woodhaven Blvd 2011-2013
- 2014-15 bus and safety improvements
- Long-term recommendation for Select Bus Service and capital project

Bus Rapid Transit (BRT) Phase II Plan
- Woodhaven Blvd identified as priority transit corridor at Public Meeting
- Chosen as a Phase II Select Bus Service (SBS) Corridor
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 Corridor
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
Community outreach process

Community Advisory Committee

Public Open Houses and Workshops

Community Board Meetings

Stakeholder Meetings
2014 Community Meetings

CAC #1 – February 12
Queens Metropolitan High School Meeting – March 11
Public Workshop #1 – April 23
CB10 Presentation – June 5
Public Workshop #2 – June 25
Rockaways Public Workshop – September 18
CAC #2 – October 22
Public Workshop #3 – will be held on November 5 to discuss corridor designs
Community feedback

1. **Bus service** is unreliable and slow during rush hour

2. **Improvements to the bus route** 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 Goals

1. Faster and more reliable bus service

2. Safer streets for pedestrians and drivers

3. Maintain appropriate traffic flow for local and through drivers
Data collection

The Project Team collected and analyzed a large amount data in order to:

- Understand how the corridor works as a whole
- Guide discussion about specific areas
- Inform design decisions

Types of data collected:

1. Bus travel times and types of delay
2. Bus passenger volumes
3. Traffic volumes and travel times
4. Parking occupancy and duration
5. Safety (vehicle, pedestrian, and bus crashes)
6. Land Use and Demographics
Example - bus delay

- Q53 LTD buses are stopped almost half of the time
- One-way travel time can vary by up to 30 minutes (varies between 55 and 85 minutes)
- Travel times are worst in the midday and PM peaks

All Q53 Northbound Trips

- In Motion 57%
- Red Lights 25%
- Bus Stops 18%

+selectbusservice
Example - bus ridership

- Over 30% of Rockaway Q52/Q53 customers ride the bus route almost end-to-end
- Subway connections are very important
- The Q52/Q53 are also used for local trips within the Rockaways
Example – Jamaica Av intersection

- 175’ wide curb-to-curb, 11 lanes of traffic
- Over 900 pedestrian crossings in the PM peak hour
- 4,600 daily Q52/Q53 bus customers; 4,500 daily J Z subway riders

- Corridor safety analysis (2008-2012 safety data):
  - #1 intersection for pedestrian / bicycle crashes (32)
  - #2 intersection for crash-related injuries (170)
Design challenges

• Local, limited, and express bus services
• Wide roadway with changing widths and configurations
• Pedestrian and vehicle safety
• Complex intersections
• Congestion and traffic flow
• Resiliency / future growth
Existing Conditions

- Long pedestrian crossing distance with no refuge
- Left turns create congestion and safety issues
- Bus stops lack amenities
- All lanes are mixed traffic; lack of organization
- Wide roadway encourages speeding
Existing Conditions

- Wide roadway
- 4+ Lanes of traffic; changing road widths
- Complex roadway design, difficult to transition between local and main roads

160’
Features of all concepts

Bus Service

• Faster fare collection
• Service planning enhancements (routes / stops)
• Improved bus stop amenities, including real-time bus arrival information
• SBS branding
• Retention of local bus service
Features of all concepts

Street Design

• Bus lanes and 3 lanes of general traffic in each direction
• Changes to left-turns where needed for traffic flow and safety
• Transit Signal Priority / optimized signal timings
• Pedestrian safety enhancements
Concept 1

Offset Bus Lanes
Concept 1 – Station Rendering

- SBS Bus Bulb Station
- Local Bus Stop
- Offset bus lanes (one lane away from the curb)
- Parking
- Median pedestrian refuge
Concept 1 – Non-Station Rendering

- Offset bus lanes in service road
- Local Bus Stops at curb
- Parking
- Existing roadway configuration
Concept 1 - Examples

Nostrand Avenue, Brooklyn

First Avenue, Manhattan

Webster Avenue, Bronx
Concept 1 – Key Points

**Bus Service**
- “Offset” bus lanes and SBS bus bulbs
- Buses must yield to parking and turning vehicles

**Street Design / Safety**
- Primarily uses existing roadway geometry
- Neckdowns and widened medians at station locations

**Traffic**
- Consistent 3 lanes of traffic
Concept 2

Main Road Bus Lanes
Concept 2 – Station Rendering

- Calmed service roads with parking
- Curbside bus lanes in the mainline roadway
- SBS stations and Local bus stops on side median
- Shortened crossing distance with pedestrian refuges
- Separates local and thru traffic
Concept 2 – Non-Station Rendering

- Curbside bus lanes in the mainline roadway
- Separates thru and local traffic
- Calmed service roads with parking
- Left-turn bays at non-station locations
Concept 2 - Plan View

- SBS Stations and Local bus stops on expanded median
- Calmed service roads for local access and parking
- Slip opening
- Right-turn lane
- Curbside bus lanes and thru traffic lanes in the main roadway
- Left-turn bay
Concept 2 - Examples

Kings Hwy, Brooklyn

Taipei, Taiwan

K Street, Washington DC
Concept 2 – Key Points

Bus Service
• “Main Road” bus lanes and median stations
• No conflicts with turning vehicles or parking

Street Design / Safety
• New service roads provide traffic calming and shorten pedestrian crossings
• Consistent roadway design

Traffic
• Separates local and thru traffic
• 3 lanes total (1 lane in service road and 2 lanes in main road)
Concept 3

Median Busway
Concept 3 – Station Rendering

Three lanes of traffic with parking

Median Bus Station for SBS and Local buses

Rush hour parking restrictions

Median Busway with passing lane

Pedestrian refuge
Concept 3 – Non-Station Rendering

- Median Busway
- Three lanes of traffic with parking
- Planted center median at non-station locations
Concept 3 - Plan View

- Pedestrian neckdowns
- Three travel lanes and parking
- SBS Stations and Local bus stops at median station
- Rush hour parking restrictions
- Requires left-turn only signal
Concept 3 - Examples

Curitiba, Brazil

Mexico City, Mexico

Euclid Avenue, Cleveland, OH
Concept 3 – Key Points

**Bus Service**
- Median busway and stations
- No conflicts with turning vehicles or parking

**Street Design / Safety**
- Separated NB and SB roadways
- Center median provides pedestrian refuge

**Traffic**
- Consistent 3 lanes of traffic
- Rush hour parking restrictions on Cross Bay Blvd /station locations
- Left-turn only signal required to cross busway
Next Steps
Next Steps

**Today**: Discuss draft Design Concepts and gather initial feedback to refine concepts

**November 2014**: Present draft Design Concepts at public open house and get community feedback

**Late 2014**: Selection of Preferred Design

**2015**: Develop details for Preferred Design with community input; plan capital project
Next: Group Discussion