Woodhaven / Cross Bay Boulevard (Q52/53)

Public Design Workshop | Cross Bay Boulevard | April 29, 2015
Meeting agenda

Introductions

Table presentation

1. Project background
2. Proposed SBS Route and Stations
3. Proposed Corridor Design
4. Focus Area Discussion

Block-by-block street design review
Woodhaven / Cross Bay SBS corridor

- Based on the Q52/53 LTD bus route
- 14 miles from Woodside to the Rockaways
- 30,000+ daily bus riders
- Within a 15-min walk of the corridor:
  - 400,000 residents
  - 43% of households do not own a car
  - 60% of residents commute by transit
- Vision Zero Priority Corridor
  Since 2009 on Woodhaven & Cross Bay Blvds:
  - Over 3,000 people were injured in a collision
  - 22 fatalities (17 of which were pedestrians)
Community outreach process

Community Advisory Committee (CAC)

Public Open Houses and Workshops

Community Board Meetings

Stakeholder Meetings

2014 Meetings
- CAC #1 – February 12
- Queens Metropolitan HS – March 11
- Public Workshop #1 – April 23
- CB10 Presentation – June 5
- Public Workshop #2 – June 25
- Rockaways Public Workshop – Sept. 18
- CAC #2 – October 22
- Public Workshop #3 – Nov 5

2015 Meetings to date
- CAC #3 – March 26
- Public Design Workshops
  - April 16 – Woodhaven Blvd (South)
  - April 23 – Woodhaven Blvd (North)
  - April 29 – Cross Bay Blvd
  - April 30 – Broad Channel / Rockaways
Community feedback

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
Project timeline

Planning / Design
- Existing conditions & analysis
- 3 design concepts and screening
- Preliminary corridor design
- Final Design & Engineering (NYCDDC)

Implementation / Construction
- Bus & safety improvements based on DOT Congested Corridors Study
- Capital project construction

Public outreach
- CAC #1, public workshops, and stakeholder meetings to discuss issues and design ideas
- CAC #2 and public workshop to discuss 3 design concepts
- CAC #3 and Public Design Workshops to review proposed corridor designs and SBS bus stops
- CAC #4 and stakeholder meetings to discuss design details
- Continued outreach to discuss curb regulations, construction schedules, and other project details
Q52/Q53 SBS

Changes from Q52/Q53 LTD route:
• The SBS will use the viaduct over Atlantic Av (local bus will use service roads to access Atlantic Av)
• Q52 extension is under consideration

Changes from Q52/Q53 LTD stops:
• SBS stops at 91 Av instead of Atlantic Av (local bus will still stop at Atlantic Av)
• New stop at 101 Av
• New stop at Pitkin Av
• Broad Channel and Rockaway stops to be discussed at upcoming workshop
Focus Area - Bus Stops

Legend
- Proposed SBS + Local Stop (Existing Q52/Q53)
- Proposed SBS + Local Stop (New)
- Proposed Local Stop (Existing)
- Proposed Local Stop (New)
- Proposed Local Stop Discontinuation

Map showing various bus stops along Rockaway Blvd, Pitkin Av, 157 Av, 159 Av, 161 Av (SB only), 163 Av, with indications for proposed SBS + Local Stop (Existing and New), Proposed Local Stop (Existing and New), and Proposed Local Stop Discontinuation.
Fare collection

Q52/53 SBS
• Off-board fare collection
• Fare machines at every SBS stop
• Pay with a Metrocard or with coins (just like any NYC bus)
• Customers can board at any door

Local / Express Buses
• Pay on the bus (same as today)
• Will have separate bus stop poles from the Q52/53 SBS
Design concept screening process

**DEVELOP 3 DESIGN IDEAS**
- Concept 1: Offset Bus Lanes
- Concept 2: Main Road Bus Lanes
- Concept 3: Median Bus Lanes

**COMMUNITY INPUT**
The concepts were presented at CAC Meeting #2 on October 22, 2014 and a Public Workshop on November 5, 2014

**TECHNICAL ANALYSIS**
- Transit Operations
- Safety & Pedestrian Amenities
- Traffic Mobility & Accessibility

**CHOOSE A PREFERRED CORRIDOR DESIGN**
- Concept 2 Main Road Bus Lanes
  - Substantial transit improvement
  - Most potential for pedestrian and safety improvements
  - Balances local vehicle access and thru vehicle traffic
Summary of chosen concept

1. Main road bus lanes improve bus speed and reliability; no conflicts with turning vehicles or parking
2. High-quality median bus stations for all buses (SBS, Local, and Express)
3. Medians shorten pedestrian crossing distances, provide refuges, and add greenery to the corridor
4. Calm service roads for parking, deliveries, and local access trips
5. Main roadway for thru vehicle trips
6. Consistent roadway design for the entire corridor improves navigability
Corridor design summary

- **Roosevelt Av / Broadway Av**
  - No bus lanes
  - Improved curbside bus stops

- **Queens Blvd and Hoffman Dr**
  - Designated bus-only station areas
  - Improved bus stops / transfers

- **Woodhaven Blvd**
  - Main road bus lanes
  - All buses use median stations

- **Cross Bay Blvd (north of 165 Av)**
  - Offset bus lanes
  - SBS buses stop at bus bulbs
  - Local buses stop at the curb

- **Broad Channel / Rockaways**
  - No bus lanes / targeted transit priority treatments
  - Improved curbside bus stops
Woodhaven Boulevard

- All buses use main road bus lanes and median stations
- Left-turn bays at selected locations
- Slip lanes at select locations allow vehicles to move between the service road and the main road
Typical median station

2nd mid-block station access point (where feasible)

station access from intersection crosswalk

Local / Express Boarding Area

Maneuvering space

SBS Boarding area

Avinguda Diagonal, Barcelona, Spain

White Plains Road, Bronx

Pelham Parkway, Bronx
Cross Bay Boulevard

- All buses use offset bus lanes
- SBS buses stop at the bus bulbs; Local / express buses stop at the curb
- Maintains parking / deliveries at the curb

Based on feedback from the Community Advisory Committee, Option 2 is currently shown in the design plans; however, Option 1 will also be analyzed in terms of safety and traffic
Typical bus bulb station

- The sidewalk is extended to meet the bus lane
- SBS buses can pass Local and Express buses

SBS buses stop at the bus bulb
Maneuvering space
Local / Express buses stop at the curb

34th Street, Manhattan
Nostrand Avenue, Brooklyn
1st Avenue, Manhattan
Potential station amenities

trees and greening

Philadelphia, PA – 33rd & Dauphin Bus Loop (source: SEPTA)

benches and seating

San Bernardino, CA – Bus rapid transit station (source: Architectural Record)

public art

real-time information

shelters / fencing / windscreens
**Design details**

### Bus lanes

- Over 6 miles of bus lanes
- Opportunity to explore unique treatments along Woodhaven Boulevard including:
  - Physical separation
    - Hard barriers
    - Soft barriers (e.g. rumble strips)
  - Bus lane materials

### Traffic analysis

Traffic analysis for the proposed design is underway; it will help inform:

- Transit operations
- Signal timing
  - Longer pedestrian crossing times
  - More green time for Woodhaven / Cross Bay
- Need for left / right turning bays
Focus Area – Discussion

For discussion at table:
1. Proposed bus stops
2. Left-turns near Rockaway Blvd / Liberty Ave
3. Options for Van Wicklen Road

After discussing the locations above, the facilitator will guide you to the block-by-block street designs in the back of the room