Woodhaven / Cross Bay Boulevard (Q52/53)
Public Design Workshop | Broad Channel and the Rockaways | April 30, 2015
Meeting agenda

Introductions

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

Block-by-block street design review for Woodhaven and Cross Bay Boulevards
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 Blvd:
  - Over 3,000 people were injured in a collision
  - 22 fatalities (17 of which were pedestrians)
Community outreach process

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
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
- 2014
  - Existing conditions & analysis
- 2015
  - 3 design concepts and screening
  - Preliminary corridor design
- 2016
  - 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 tonight’s workshop
Q52 extension study

- Q52 Limited operates between Elmhurst & Arverne
- There have been community requests to extend the Q52 further east in the Rockaway Peninsula
- MTA Bus is currently studying this request; analysis includes:
  - Origin / Destinations
  - Transfers
  - Trip Generators
  - Ridership
  - Q52/Q53 - Q22 Transfer Survey performed in March 2015
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

![Diagram of typical median station with local/express boarding area, maneuvering space, and SBS boarding area.]

- Avinguda Diagonal, Barcelona, Spain
- White Plains Road, Bronx
- Pelham Parkway, Bronx
**Cross Bay Boulevard**

**Option 1**

- 2 travel lanes each direction / left-turn bays

**Option 2**

- 3 travel lanes each direction / shared left-turn lanes

- 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
- benches and seating
- public art
- real-time information
- shelters / fencing / windscreens

Philadelphia, PA – 33rd & Dauphin Bus Loop (source: SEPTA)
San Bernardino, CA – Bus rapid transit station (source: Architectural Record)
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

Brussels, Belgium (source: Flickr Greg Raisman)  
Eugene, Oregon (source: the Transport Politic)  
Screenshot of Woodhaven Blvd & Metropolitan Av
Focus Area – Discussion

For discussion at table:
1. Proposed bus stops
2. Trips to and from the Rockaways and Cross Bay Blvd / Woodhaven Blvd

After discussing the topics above, the facilitator will guide you to view the block-by-block street designs for Woodhaven and Cross Bay Blvds