Woodhaven / Cross Bay Boulevard (Q52/53)
Presentation to Community Board 14 Transportation Committee | June 1, 2015
Presentation outline

1. Project background
2. Proposed corridor design
3. Proposed SBS route and stations
4. Project benefits
Project background
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 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
CB 14

• 33,000+ CB14 residents are within a 15-minute walk of the Q52/Q53 bus route

• On an average weekday, over 3,000 Q52/Q53 trips start in the Rockaways and 170 Q52/Q53 trips start in Broad Channel

• 35% of Rockaways Q52/Q53 customers ride the bus to Queens Center Mall or north
Community outreach process

Community Advisory Committee

Public Open Houses and Workshops

Community Board Meetings

Stakeholder Meetings
Rockaways / Broad Channel outreach

- Public Workshop #1 April 23, 2014
- Public Workshop #2 June 25, 2014
- Rockaways Bus Planning Workshop September 18, 2014
- Public Workshop #3 November 5, 2014
- Rockaways Design Workshop April 30, 2015
- Broad Channel Civic Association May 28, 2015
- CB 14 Transportation Committee June 1, 2015
- Rockaway Beach Civic Association June 29, 2015 (upcoming)
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
Design timeline

2014

Existing Conditions & Analysis

2015

3 Design Concepts & Screening

Preferred Corridor Design

2016-2017

Final Design & Engineering

- Develop draft corridor design plan based on chosen design concept
- Public design workshops and stakeholder meetings
- Refine draft design and bus stops through community feedback, technical analysis, and transportation goals for NYC
Proposed Corridor Designs
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
Existing conditions - Woodhaven Blvd

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

- Calmed service roads with parking
- Curbside bus lanes in the mainline roadway
- SBS stations and Local bus stops on side median
- Medians with pedestrian refuges and greening
- Separates local and thru traffic
Cross Bay Boulevard

*Three travel lanes in each direction with shared left-turn lanes; option to look at 2 lanes plus left-turn bays based on traffic analysis*

*draft layout / design under development*
SBS Route and Stations
SBS bus stop spacing

In order to improve travel time and reliability, SBS bus stops are spaced farther apart than Local Bus Stops. In the Rockaways, the Q52/53 LTD currently makes many Local stops.
Proposed SBS Stations

Changes from the 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
- Consolidated SBS stops in Broad Channel and the Rockaways
Bus stop proposal in the Rockaways

All of the proposed discontinued Q52/Q53 LTD bus stops will still be served by the Q22 and will be within 500-1100 ft of a proposed Q52/53 SBS bus stop.
Typical curbside SBS station

Bus Shelter

Fare Machines
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)
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
Q52 Extension Study

- MTA Bus is currently studying community request to extend the Q52 further east
- Analysis includes:
  - Origin / Destinations
  - Transfers
  - Trip Generators
  - Ridership
  - Q52/Q53 - Q22 Transfer Survey (March 2015)
Project benefits
Project benefits

**Faster bus service** – bus only lanes and off-board fare collection will making riding the Q52/Q53 25-35% faster

**Improved bus stops** – new median bus stations and bus bulbs featuring shelters, seating, and real-time bus arrival signs

**Better connections** to the subway and other bus routes at key transfer points
Project benefits

Simpler, safer streets – new roadway design will organize local and thru traffic and shorten pedestrian crossings

Greener, resilient streets – New trees and medians add greening to the corridor and improve stormwater retention

Traffic flow – a consistent roadway design with improved traffic signal timing will reduce bottlenecks and create a more predictable driving experience
Next steps

• **Spring 2015**: Present draft plans at public design workshops and stakeholder meetings to get feedback
  ➢ *Draft plans are available on the project website ([nyc.gov/brt](http://nyc.gov/brt)) for further comment*

• **Summer 2015**: Refine design plans based on community feedback and further technical review

• **Fall 2015**: Transfer project to NYC Dept. of Design and Construction for Final Design and engineering