Agenda

1. Introductions
2. 2015 bus lanes update
3. Woodhaven / Cross Bay SBS Corridor
4. Project timeline update
5. Next steps
2015 Bus Lanes
2015 bus lane implementation

- 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 lane rules

- Bus lanes are in effect:
  - Monday through Friday
  - 7-10am and 4-7pm
- Vehicles can enter or cross over a bus lane to:
  - make right turns
  - access a curb cut or driveway within 200’
  - enter a parking space
  - quickly drop-off or pick up passengers
Operational analysis

- DOT and the MTA are currently monitoring and analyzing operations on Woodhaven Blvd.
- Analysis includes general travel times (EZ-pass data) and bus travel times (MTA Bus Time).
- Signal timing and other adjustments will be made as needed.
Woodhaven / Cross Bay SBS
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 – transit

- One-way travel time can vary by up to 30 minutes (varies between 55 and 85 minutes)
- Many passengers ride the bus long distances. *Example:* 35% of Rockaways Q52/Q53 customers ride the bus to Queens Center Mall or north
- More than half of residents along the corridor rely on transit to get to work

Source: 2008-2012 ACS Journey to Work Data
Corridor issues – traffic & safety

- Vision Zero Priority Corridors¹
  - Over 3,000 injuries (2009-13)
  - 22 fatalities (17 ped) (2009-13)
- Difficult pedestrian crossings
- Challenging roadway geometry / poor visibility near elevated trains
- High traffic speeds along some portions of the corridor
- Congestion is concentrated at key points

¹ Woodhaven & Cross Bay Blvd between Queens Blvd and 165 Av
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

Community Advisory Committee

On-street Outreach

Community Board and Stakeholder Meetings

Public Open Houses and Workshops
Project timeline update
Phased implementation approach

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

Short-term project in 2017

Longer term project after 2017

Overlapping adjustment / lessons learned period
2017 short-term project

• 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 (between Park Lane S and Rockaway Blvd where service roads exist)
• Design discussions with the community about the short-term project will continue into 2016
2017 short-term project

Existing offset bus lanes (2015)

Sample rendering of 101 Ave SBS bus stops
Examples of short-term project materials

EL Grant Highway, Bronx (2015): Concrete bus boarding island, traffic signals
Examples of short-term project materials

Greenpoint Ave, Queens (2015):
Painted pedestrian area, markings, bollards:
Examples of short-term project materials

Webster Ave SBS, Bronx (2013): Concrete median, bus lanes, pedestrian improvements
Long-term project

- NYC Dept. of Design & Construction capital project
- Robust transit and Vision Zero improvements:
  - New/extended medians and streetscaping
  - Bus bulbs on Cross Bay Blvd
  - Additional median bus stops on Woodhaven Blvd
Benefits of phased approach

- More time for community engagement
- Delivers transit improvements to 30,000+ daily bus riders in 2017
- Short-term project allows DOT/MTA to make adjustments to design as needed before long-term project
- More time to develop the long-term project
- Short-term project is fully funded
DOT/MTA will develop the detailed short-term project designs in 2016 with continued community engagement. The short-term project will be monitored and refined through community feedback, technical analysis, and transportation goals for NYC.
Next Steps
Next steps

• **Today**: Community Advisory Committee to discuss project timeline update

• **Winter 2015-16**: Ongoing community engagement to discuss 2017 short-term project design

• **Spring 2016**: Present draft 2017 short-term designs to the community at public open houses, community board and stakeholder meetings, and to riders on street & bus

• **Summer 2016**: Revise 2017 designs based on community feedback

• **Spring 2017**: Begin implementation of short-term designs and begin process for long-term project
Thank you!