Project Overview

- Woodhaven/Cross Bay Boulevards Select Bus Service (SBS) route is based on the existing Q52/Q53 bus routes
- Important north/south transit corridor carrying over 30,000 daily bus riders in Queens along with heavy traffic volumes
- Vision Zero Priority Corridors: 3,000+ injuries & 22 fatalities (2009-13)*
- Challenges presented by existing roadway geometry:
  » one-way bus trips can vary between 55 & 85 minutes
  » long and difficult pedestrian crossings
  » high traffic speeds and heavy congestion at bottlenecks
- Project goal is to transform Woodhaven/Cross Bay Boulevards into a complete street with:
  » faster/more reliable bus service
  » safer streets for all users
  » improved traffic and local conditions

2015 Bus Lanes Update

- DOT installed bus only lanes on Woodhaven Blvd between Dry Harbor Rd and Metropolitan Ave in August 2015
- Recommendation of the Woodhaven Blvd Congested Corridors Study
- Bus lanes in effect Mon-Fri, 7-10am & 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
- DOT and MTA monitoring/analyzing general travel times and bus travel times on Woodhaven Blvd
- Signal timing and other adjustments will be made as needed

Project Implementation

- Community engagement began in Spring 2014 and is an important part of project planning
- DOT and MTA are committed to working with the community to ensure the design takes into account the needs of street/sidewalk safety, bus riders, general traffic flow, and local businesses
- Propose to implement Woodhaven Blvd SBS as a short-term project in 2017 followed by a longer-term project

*VZ Priority Corridors include Woodhaven & Cross Bay Blvs b/t Queens Blvd & 165 Ave

Legend

- Proposed SBS stop
- Q52 SBS route
- Q53 SBS route
- Subway line
- Subway station

0 0.5 1 Miles

Spring 2015 design workshop

Long boarding times at busy bus stops

Difficult pedestrian crossings throughout corridor

Bus only lanes installed in August 2015
Woodhaven & Cross Bay Blvd SBS Phased Approach

**2017 Short-Term Project**
- Q52/53 SBS launch with improved fare payment and branded bus service
- In-house DOT improvements, including:
  - street resurfacing
  - roadway safety treatments
  - transit signal priority & signal timing
  - median bus stops along 1.3 miles of the corridor (between Park Lane S & Rockaway Blvd where service roads already exist)
- Design discussions with the community about key issues (e.g. left turn restrictions) for the short-term project will continue into 2016
- DOT/MTA will monitor/analyze short-term project to inform final design of long-term project

**Longer-Term Project**
- NYC Department of Design & Construction Capital project
- Robust transit and Vision Zero improvements such as:
  - new/extended medians and streetscaping
  - bus bulbs on Cross Bay Blvd
  - additional median bus stops on Woodhaven Blvd

**Benefits of the Phased Implementation Plan**
- More time for community engagement
- Delivers transit improvements to the 30,000+ daily bus riders quickly, including 2017 SBS launch
- 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

**Examples of Short-Term Projects**
- Concrete bus boarding island, traffic signals
  - EL Grant Highway, Bronx (2015)
- Painted pedestrian area, markings, bollards
  - Greenpoint Ave, Queens (2015)
- Concrete median, bus lanes, pedestrian improvements
  - Webster Avenue SBS, Bronx (2013)

**Proposed 2017 Short-Term Project**
- Will evaluate targeted transit improvements

**Legend**
- curbside SBS stop
- median SBS stop
- main road bus lanes / bus only roadway
- offset / curbside bus lanes
- no bus lanes

**Woodhaven & Cross Bay Blvd SBS Phased Approach**

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<thead>
<tr>
<th>2016</th>
<th>2017</th>
<th>2018 &amp; beyond</th>
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<tbody>
<tr>
<td>Planning / Design</td>
<td>Implementation</td>
<td>Capital Planning / Design</td>
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| short-term project |
| overlapping adjustment / lessons learned period |

**Continued community input & outreach throughout process**