Woodhaven / Cross Bay Boulevard (Q52/53)
Presentation to Community Board 9 | January 12, 2016
Agenda

1. 2015 bus lanes update
2. Woodhaven / Cross Bay SBS Corridor
3. Project timeline update
4. Next steps
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
Travel time 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 corridor

- Based on the existing Q52/53 Limited 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, 20+ bus routes, and LIRR
- CB9 covers 2 of the top 5 busiest Q52/53 stops
Corridor issues - transit

- Buses get stuck in congestion
- Long boarding times at busy bus stops
- One-way travel time can vary by up to 30 minutes (varies between 55 and 85 minutes)
- Q53 Limited buses are stopped almost half of the time
Corridor issues – traffic and safety

- Vision Zero Priority Corridor¹
  - Over 3,000 injuries (2009-13)
  - 22 fatalities (17 ped) (2009-13)
    - 9 fatalities (6 ped) in CB9
- Difficult pedestrian crossings
- Challenging roadway geometry
- 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 engagement

Community Advisory Committee

Bus Rider Engagement

Community Board and Stakeholder Meetings

Public Open Houses and Workshops
Project timeline update
Revised approach based on feedback

- 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
2017 short-term project

- Q52/53 SBS launch with improved fare payment and branded service
- DOT short-term implementation project with:
  - Design discussions with the community about key issues (e.g. left turn restrictions) will continue into 2016
2017 short-term project

- Sample rendering of 101 Ave SBS bus stops
- Existing offset bus lanes (2015)

A final decision has **not** been made on left turn restrictions at Jamaica Ave or elsewhere.
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
Design timeline

- DOT/MTA will develop the detailed short-term project designs in 2016 with continued community engagement.
- Short-term project will be monitored and refined through community feedback, technical analysis, and transportation goals for NYC.
Next Steps
Next steps

- **Winter 2015-16**: Ongoing community engagement to discuss project timeline update & 2017 short-term project design based on community feedback received to date

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

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

- **Fall 2016**: Present revised 2017 designs to the community at CB meetings and other stakeholder events

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