Agenda

1. Overview
2. Community engagement
3. Spring feedback follow-up
4. Implementation
5. Project timeline
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 Corridor\(^1\)
  - 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 engagement

2014

- CAC Meeting #1
- Queens Metropolitan High School
- Community Planning Workshop
- CB 10 Full Board
- Design Workshop
- On-street bus rider outreach
- On-street bus rider outreach
- Rockaways Bus Planning workshop
- CAC Meeting #2
- Design Concepts Public Open House

2015

- CB 9 Transportation Committee
- Congressional Tour of the Corridor
- CAC Meeting #3
- Public Design Workshop #1 – Woodhaven Blvd (Union Tpke and Rockaway Blvd)
- Public Design Workshop #2 – Woodhaven Blvd (Queens Blvd & Union Tpke)
- Public Design Workshop #3 – Cross Bay Boulevard
- Public Design Workshop #4 – Broad Channel & the Rockaways

2015 continued

- CB 6 Full Board
- Broad Channel Civic Association
- CB 14 Transportation Committee
- CB 9 Full Board
- CB 5 Leadership - Field Meeting
- CAC Meeting #4
- Rockaway Beach Civic Association
- Howard Beach – Lindenwood Civic Association
- Woodhaven BID
- Bus Tour: Senator Addabbo, Assemblymember Miller, Council Member Crowley
- CB 5 Transportation Committee
- CAC Meeting #5

2016

- CB 9 Full Board
- CB 6 Transportation Committee
- Bus Tour: Senator Addabbo
- CAC Meeting #6
- Public Open Houses
- CB 9 Full Board (today)
Spring outreach

• On-street engagement with bus riders at bus stops
• 3 Public Open Houses
  – Distributed over 4,000 flyers
  – Over 200 participants attended:
    • Rockaways (Tue, May 17)
    • Ozone Park (Sat, May 21)
    • Woodhaven (Wed, May 25)
Spring feedback follow-up
Design update

• 2017 draft designs complete and undergoing detailed design
• Three general traffic lanes with one bus only lane in each direction to remain
• 27 SBS station pairs
  – Fare payment machines at all SBS stations
  – In CB9: 3 station pairs will be median bus stations
• Targeted bus improvements north of Queens Blvd and south of 165th Av
Spring feedback follow-up

• Left turn access
  ➢ Preserved at 15/22 proposed locations, including Jamaica Ave

• Parking impacts
  ➢ Forest Park Co-op parking maintained
  ➢ Adding parking at Jamaica Ave

• Snow removal
  ➢ Coordinating commitments at bus stops with DSNY

• Safety of median bus stations
  ➢ Will be constructed with new concrete, safety features, been tested city-wide
Spring feedback follow-up - transit

- Updated schedules to provide more reliable service
- Bus lanes to provide more consistent arrival of buses
- Planned future purchasing of articulated, “double” buses (will not arrive in time for the initial launch)
- Q52 Extension planned for 2017
Spring feedback follow-up - traffic

- Project creates a more consistent travel speed across the corridor
  - **No Build**: “hurry up and wait” (green and red)
  - **Build**: “steady and flowing” (consistent orange and yellow)

- Key left turn bans and a consistent roadway will make the driving experience safer and less frustrating
Design changes based on feedback

• Removed secondary crosswalk in service road by Forest Park Dr Co-ops

• NB slip lane at 97th Ave before Atlantic Ave is now bus only
  – Added a new NB slip to preserve access into service road for general traffic north of 103rd Ave before 101st
Implementation
2017 Select Bus Service implementation

• 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 where service roads exist

• Detailed design plans in progress for 2017 implementation
Select Bus Service Features

- Improved fare collection
- Bus lanes
- Transit signal priority
- Passenger information
- Improved station amenities
- Pedestrian safety improvements
Select Bus Service Fare Payment

Riders pay with MetroCard or coins before boarding, receive receipt

MTA NYCT conducts random fare payment inspections
Fall 2016 implementation at Jamaica

• Relocate Jamaica Ave left-turn to address safety issues ASAP

• Intersection saw a total of 161 injuries (80% vehicle-on-vehicle collisions) over last 5 years

• Between 2009 and 2013, Jamaica/Woodhaven had most pedestrian fatalities of any intersection in NYC
  – 3 fatalities (tied with W 145th St & Adam Clayton Powell Jr Blvd in Manhattan)
Fall 2016 implementation at Jamaica

- Starting with relocating left turns to other side of El column; prevents overlapping left turns by making center median and left turn bay switch positions
- Enhanced ped refuge islands & new ped crossings
- Restored curb parking
- New parking
- Left turn preserved
- Separate local/express bus stations with bus bay for passing SBS buses
- New secondary crosswalks for station access

+selectbusservice
Fall 2016 implementation at Jamaica

 Turning paths will no longer overlap
2017 implementation in CB 9

- 3 median SBS stations
  - Jamaica Av, 91\textsuperscript{st} Av, 101\textsuperscript{st} Av
- 2 median local bus stations
  - 85\textsuperscript{th} Rd, 89\textsuperscript{th} Av
- Main road bus lanes from Forest Park Dr to 103\textsuperscript{rd} Av
- New slips at 85\textsuperscript{th} Rd (NB), 88\textsuperscript{th} Rd (NB & SB), 90\textsuperscript{th} Av (NB & SB), 97\textsuperscript{th} Av (NB bus only & SB), 103\textsuperscript{rd} Av (NB)
- Curb extensions (paint and concrete) and refuge islands
- *Extended signal timing cycles under investigation*
2017 SBS implementation - benefits

- Faster, more reliable bus service and improved customer satisfaction
- Reduced traffic conflicts between buses and traffic and smoother general traffic flow
- Safer, more complete streets for all users of road
Project timeline
2017 project will be monitored and refined through community feedback, technical analysis, and transportation goals for NYC

**Project on schedule**, including early implementation of key pedestrian and traffic safety treatments in Fall 2016
Next steps

• **Today**: CB 9 full board update

• **Fall 2016**: early construction of key safety treatments at Jamaica Avenue

• **Spring 2017**: full implementation of 2017 designs

• **Fall 2017**: Q52/Q53 Select Bus Service Launches

• **2018 and on**: Adjustment, monitoring and evaluation period before capital project phase
Thank you!