Agenda

1. Woodhaven / Cross Bay SBS Corridor
2. Project overview
   - Percent for Art overview
   - [pause for short Q&A]
3. 2017 intersection highlights
4. 2017 design summary
5. Timeline / next steps
Woodhaven / Cross Bay SBS
Select Bus Service in New York City

Select Bus Service (SBS) is New York City’s brand name for Bus Rapid Transit: an improved bus service that offers fast, frequent, and reliable service on high-ridership bus routes.

SBS has brought:
- 15-23% faster bus speeds
- About 10% increase in ridership
- More reliable service
- Customer satisfaction of 95%
- Safer streets / reduction in crashes

There are 9 Select Bus Service routes in operation serving all 5 boroughs.
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

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
Community outreach

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
Community feedback

- Pedestrian & general traffic safety
- Safe access of median bus stations
- General traffic congestion
- Ability to make a left turn
- Loss of on-street parking
- Delivering project benefits too slowly

Compilation of common feedback
Project overview
Phased implementation approach

- DOT and MTA committed to addressing community needs and delivering Woodhaven / Cross Bay Blvd (Q52/Q53) SBS
- Propose to implement a project in 2017 followed by a capital project
- Evaluation of 2017 improvements will inform the design of the capital project
- Builds on success of approach used for other DOT/MTA projects
2017 SBS 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 will continue through summer 2016 after community open houses
Examples of implementation materials

EL Grant Highway, Bronx (2015): Concrete bus boarding island, traffic signals

Greenpoint Ave, Queens (2015): Painted pedestrian area, markings, bollards:

Webster Ave SBS, Bronx (2013): Concrete median, bus lanes, pedestrian improvements
Capital project after 2017

• NYC Dept. of Design & Construction capital project
• Additional transit and Vision Zero improvements:
  – New/extended medians and streetscaping
  – Bus bulbs on Cross Bay Blvd
  – Additional median bus stops on Woodhaven Blvd
• NYCDOT/MTA will monitor/analyze 2017 project to inform final design of this capital project
Typical median stations

91st Ave facing north, existing

91st Ave facing north, proposed

Bus shelters / benches
Wayfinding totem
Detectible warning tiles
Station access from intersection crosswalk
Fare machines
Station fencing
percent for art
In 1982, Local Law 65, the Percent for Art Law was initiated and states that 1% of the capital budget for newly constructed or reconstructed buildings must be spent on art.
In 2015 new legislation was introduced to include more community notification of the Percent process. Percent used this opportunity to create a more robust community engagement and tailor our selection processes for various circumstances.
Commissions take place in new construction projects on City-owned property and/or built with City funds...
WHAT IS THE PROCESS FOR COMMISSIONING A NEW WORK OF ART?
ARTIST SELECTION PANEL COMPOSITION

THE PANEL IS CHAired BY PERCENT FOR ART DIRECTOR

VOTING PANELISTS:

• One Representative of Design Agency (city agency responsible for design and construction)
• Representative of Sponsor Agency (the occupant)
• One Representative of Percent for Art
• Three outside arts professionals, i.e. public artists, critics, curators, and art historians with
  • visual arts expertise
  • knowledge of living artists and artistic production
  • representing the borough
ADVISORY PANELISTS:

• Architect / Design Team
• Representatives of the Public Design Commission
• Representatives of local elected officials including borough president, council member, and community board
• Representatives of local organizations, community groups, and agency representatives are welcome to attend the panel and advise the voting members.
Percent for Art aspires to commission artwork of the highest caliber possible, and to set a national example for public art commissioning, while reflecting contemporary art practices.

Our criteria include:

- Appropriateness of each artist’s approach to the site’s architecture, function, and users
- Skilled craftsmanship
- Clarity of artistic vision
- Consideration of the cost and durability of the artists’ chosen materials
- That the artist’s public commission is true to his/her sensibility
ARTWORK BUDGET

Each Percent for Art project budget is broken down into the following categories:

- Artist’s fee (20%)
- Fabrication & Installation (60%)
- General project costs (10%)
- Contingency (10%)
examples of percent for art projects...
Fred Wilson
1995
Pangaea
Townsend Harris High School in Queens
Fred Wilson
1995
Pangaea
Townsend Harris High School in Queens
Twin Peaks, 2008, water-jet cut stainless steel
Deborah Kennedy, San Francisco, CA
Electra C. Doren Sculptures, 2014, Darren Kall, Dayton, OH
Garth Edwards
Eugene, OR
2017 intersection highlights
Penelope Ave

Curb extensions shorten pedestrian crossings

Curbside bus stations

Filled left-turn bays create painted pedestrian refuge
Metropolitan Ave

Wendy’s driveway separates SBS and local stop

Bus lanes continue south of intersection (from existing bus lanes)

Left turn preserved

Curbside SBS bus bulb shortens pedestrian crossing, enhances bus waiting area

Ped refuge islands

DRAFT PROPOSAL – MAY 2016
Union Tpke

Left turn ban improves traffic flow

Larger median space for new trees

Side medians reconfigured to one center median to reduce vehicle collisions & speeding; improved road geometry for driving south off overpass

Left turn at Union Turnpike moved to 81st Rd for vehicle access

DRAFT PROPOSAL – MAY 2016
Jamaica Ave

- Enhanced ped refuge islands & new ped crossings
- Restored curb parking
- Relocated left turn to other side of E1 column prevents overlapping left turns; center median and left turn bay switch positions
- New secondary crosswalks for station access
- New parking
- Left turn preserved
- Separate local/express bus stations with bus bay for passing SBS buses

DRAFT PROPOSAL – MAY 2016
Jamaica Ave

Facing north, existing

Facing north, proposed
Rockaway Blvd

- SB left turn preserved with longer turning bay
- NB left turn restricted for improved traffic flow
- Improved pedestrian crossings
- Restored parking
- Consistent, organized lane reconfiguration
- Space for new trees
- Rebuilding and extending entire concrete island

DRAFT PROPOSAL – MAY 2016
Rockaway Blvd
Pitkin Ave

- New crosswalk pending signal warrant analysis
- Preserved left turns
- Added SBS station
- Curb extension and new crosswalks
- New curb parking
- Curb extensions near slip opening
2017 design summary
2017 design update

• Median stations will only be constructed within the existing service roads focus area
• Targeted improvements elsewhere on corridor
• MTA Bus to implement SBS for 2017 launch
Bus lanes

April 2015 corridor proposal

- Main road bus lanes & median stations
- Curbside bus lanes: Rockaway Blvd to Belt Pkwy (rush hours only)
- No bus lanes south of Belt Pkwy; targeted bus improvements

May 2016 corridor proposal

- Offset bus lanes to remain
- No bus lanes: Metropolitan Ave to Union Tpke
- Offset bus lanes: Union Tpke to Park Lane S

Bus-only station area to remain
2015 bus lane update

- 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 lanes are in effect 7-10am & 4-7pm, Monday-Friday
2015 bus lane update

- **Preliminary** analysis of October transit travel times (MTA Bus Time data)
- Travel time improvement in 3 of 4 peak travel periods when bus lanes are in effect
- Increased enforcement of bus lanes is needed during peak periods to keep bus lanes clear
2015 bus lane update

- **Preliminary** analysis of November travel times (EZ-pass readers)
- 2014 data only available for ½ of the corridor; speed limit changed to 30 mph in June 2015
- Results show high levels of variability by day and time period
- NYCDOT is currently evaluating signal timing adjustments
Select Bus Service Features

- **Faster** bus rides
- **Reduced traffic conflicts** between buses and traffic
- **More reliable** bus service
- Buses spend **less time stopped** at red lights

- **Quicker** bus boarding
- Buses spend **less time waiting** at bus stops
Select Bus Service Features

- More attractive, appealing bus stops
- Better trip information for riders to know when the bus is coming
- More comfortable wait for the bus

- Better visibility for pedestrians, bus operators, and drivers
- Clearer, shorter pedestrian crossings
Safety

- Reduced speeding
- Curb extensions
- Pedestrian refuge islands
- Fencing at median stations
- Organized traffic
- New mid-block crossings
- New traffic lights
- Key left turn bans
General traffic

Main road bus lanes only where service roads exist

3 lanes of general traffic remain in each direction

New slip locations based on community comments

Optimized signal timing for the entire corridor

Left-turn bays maintained on Cross Bay Blvd

Adding signage & gantry signs to guide drivers
Preliminary Aimsun analysis - transit

- Average travel time for Q52/53 buses
- Compared to existing conditions, buses travel faster due to bus lanes, off-board fare collection, and traffic signal coordination
Preliminary Aimsun analysis – traffic

- Average travel time for all vehicles
- Includes changes to signal timing cycle length and coordination
- Continue to refine traffic model with design and operational changes

Simulation Model Results – AM Peak
Woodhaven Blvd from 86th Rd to Metropolitan Ave

<table>
<thead>
<tr>
<th></th>
<th>Existing Conditions Model</th>
<th>Future Build Model</th>
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</thead>
<tbody>
<tr>
<td>Northbound (peak)</td>
<td>12.1</td>
<td>9.3 (-30%)</td>
</tr>
<tr>
<td>Southbound (off-peak)</td>
<td>5.4</td>
<td>4.2 (-26%)</td>
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Avg Vehicle Travel Time (minutes)
Left turns

April 2015 left turn proposals

- 62nd Rd (SB)
- Penelope Ave (NB & SB)
- 64th Rd (NB & SB)
- 67th Rd (SB)
- Metropolitan Ave (NB & SB)
- Myrtle Ave (SB)
- Union Tpke (SB)
- Forest Park Dr (NB)
- Jamaica Ave (NB & SB)
- 86th Rd (SB)
- 101st Ave (SB)
- Rockaway Blvd (NB & SB)
- 103rd Ave (NB & SB)
- Pitkin Ave (NB & SB)

Legend:
- ● left-turn restriction
- ● left-turn added

May 2016 left turn proposals

- 62nd Rd (SB)
- Penelope Ave (NB & SB)
- 64th Rd (NB & SB)
- 67th Rd (SB)
- Metropolitan Ave (NB & SB)
- Myrtle Ave (SB)
- Union Tpke (SB)
- 81st Rd (SB)
- Forest Park Dr (NB)
- Jamaica Ave (NB & SB)
- 101st Ave (SB)
- Rockaway Blvd (NB)
- 103rd Ave (SB)
- Rockaway Blvd (SB)
- Pitkin Ave (NB & SB)
- 149th Ave (NB)*
- North Conduit Rd (NB)*

Legend:
- ● left-turn preserved
- ● left-turn restriction
- ● left-turn added

*New
Summary of key design updates

<table>
<thead>
<tr>
<th>Community concern</th>
<th>Key updates</th>
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<tbody>
<tr>
<td>Pedestrian &amp; general traffic safety</td>
<td>Adding ped refuge islands, curb extensions &amp; mid-block crossings; reconfiguration of medians by Union Tpke / Jackie Robinson</td>
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<tr>
<td>Safe access of median bus stations</td>
<td>Exploring taller, unique fencing to improve perception of safety on median stations</td>
</tr>
<tr>
<td>General traffic congestion</td>
<td>Designed longer left-turn bays to keep turns out of thru-traffic; adjusted new slip locations; added bus lanes only where transit is slow</td>
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<td>Ability to make a left turn</td>
<td>Restored left turns alongside addition of robust traffic &amp; pedestrian safety treatments</td>
</tr>
<tr>
<td>Loss of on-street parking</td>
<td>Maintained parking on Woodhaven Blvd between Park Lane S &amp; Forest Park Dr; adding parking where possible</td>
</tr>
<tr>
<td>Delivering project benefits too slowly</td>
<td>Phased project as 2017 implementation project &amp; later capital project where adjustments can be made as needed</td>
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Timeline / next steps
Project timeline

2016  |  2017  |  2018 & beyond

Planning / Design  |  Implementation  |  Capital Planning / Design

2017 project  

- Fall 2016 early construction
- Overlapping adjustment / lessons learned period
- Fall 2017 SBS launch

Capital project

Continued community input & outreach throughout process

- 2017 project will be monitored and refined through community feedback, technical analysis, and transportation goals for NYC

- **Early implementation** of key pedestrian and traffic safety treatments in Fall 2016
Next steps

• **Today**: CAC#6 to discuss design update

• **Spring 2016**: Ongoing community engagement to discuss 2017 project design
  • Tuesday, May 17, 6-8pm, Rockaways
  • Saturday, May 21, 12-2pm, Ozone Park
  • Wednesday, May 25, 6-8pm, Woodhaven

• **Summer 2016**: Finalize 2017 street designs based on community feedback

• **Fall 2016**: Early construction of key safety treatments

• **Spring 2017**: Full implementation of 2017 designs
Thank you!