Proposed designs for Q52/53 Select Bus Service

NYC DOT and the MTA have worked together to incorporate over two years of community feedback to present a redesigned plan for the Woodhaven / Cross Bay Boulevard Q52/Q53 Select Bus Service project that will bring high-quality transit service to Queens and a safer and more efficient street for all users. A new phased implementation plan that brings the benefits of SBS sooner with updated street and intersection designs followed by a longer-term capital project, will greatly improve the pedestrian, bus riding, and driving experience along the corridor.

Example rendering of SBS stations at Woodhaven Boulevard & 91st Avenue

**Existing conditions**

**Three General Vehicle Lanes**
Vehicles traveling longer distances use the two main roadway vehicle lanes with separate left-turn bays at key intersections; vehicles making local trips use the travel lane and parking lane located in the calmed service road.

**Safer Crosswalks**
Expanded medians shorten pedestrian crossing distances and provide safer places to wait.

**Median bus stations**
Shelters, seating, almost-level boarding, and real-time bus arrival information make bus waiting for and boarding the bus more comfortable.

**Bus Lanes**
Bus lanes in the main roadway improve bus speed and reliability while organizing traffic.
Phased project implementation timeline

2017 short-term project

To bring improvements to the corridor quickly, the Q52/Q53 SBS project will be launched in phases. The first phase will include several roadway and transit improvements that will be constructed in 2017:

**Off-board fare collection:** SBS customers pay their fare at machines located at SBS stops before boarding, reducing the time to pick up and drop off passengers.

**Bus lanes:** Bus lanes along Woodhaven and Cross Bay Boulevards bring faster and more reliable service to more than 30,000 daily bus riders.

**Transit Signal Priority (TSP):** Q52/Q53 SBS buses will have TSP technology, which improves bus and general travel times by holding a green light longer or shortening a red light faster when a bus is approaching.

**Pedestrian safety enhancements:** New medians, pedestrian waiting areas, and crosswalks improve the safety and comfort of pedestrians and bus riders along the corridor.

**Median bus stations:** Bus stops along 1.3 miles of Woodhaven Blvd where service roads now exist will be a better place to wait for the bus with added amenities such as real time passenger information, public art, and seating.

**Street resurfacing & markings:** Portions of Woodhaven and Cross Bay Blvd will be resurfaced to provide a smoother ride for bus riders and drivers alike.

Longer-term capital project

In partnership with the NYC Department of Design and Construction (DDC), the second phase will be a longer-term capital project to build more complicated improvements along Woodhaven / Cross Bay Blvd including additional median bus stations along Woodhaven Blvd as well as:

**Medians and plantings:** expanded medians and pedestrian improvements provide for extra pedestrian comfort and safety while allowing opportunities for plantings along the corridor.

**Bus Bulbs on Cross Bay Blvd:** Expanding the sidewalk to meet the bus at a bus stop provides more room for bus riders to wait and allow buses to travel in and out of the stop without pulling over.

**Street resurfacing & markings:** Portions of Woodhaven and Cross Bay Blvd will be resurfaced to provide a smoother ride for bus riders and drivers alike.

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Project Timeline

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<td><strong>Planning / Design</strong></td>
<td><strong>Implementation / Construction</strong></td>
<td><strong>Public outreach</strong></td>
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<tr>
<td>Existing conditions &amp; analysis</td>
<td>Preliminary corridor design</td>
<td>CAC #1, public workshops, and stakeholder meetings to discuss issues and design ideas</td>
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<td>3 design concepts and screening</td>
<td>2017 project design</td>
<td>CAC #2 and public workshop to discuss 3 design concepts</td>
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<td>Mobility &amp; safety improvements based on NYC DOT Congested Corridors Study</td>
<td>Early action safety improvements construction</td>
<td>CAC #3 and public design workshops to review proposed corridor designs and SBS bus stops</td>
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<td>Longer-term capital project design</td>
<td>2017 project construction</td>
<td>CAC #4 and stakeholder meetings to discuss design details</td>
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<td>Overlapping adjustment / 2017 project performance analysis</td>
<td>Capital project construction</td>
<td>CAC #5 and stakeholder meetings to discuss phased project approach</td>
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<td>Continued outreach to discuss curb regulations, construction schedules, and capital project details</td>
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<td>CAC #6, stakeholder meetings and public open houses to share detailed 2017 design plans</td>
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2017 project highlights

Bus lanes
- Existing offset bus lanes on Woodhaven Blvd between Eliot Ave and Metropolitan Ave will remain
- New bus lanes between on Woodhaven/Cross Bay Blvd between Union Tpke and Belt Pkwy (see map on back page)
- No bus lanes on Cross Bay Blvd south of the Belt Pkwy in Howard Beach

Bus stations
- Median stations on Woodhaven Blvd where service roads already exist (Park Lane South to Rockaway Blvd)
- Exploring unique, taller fencing with specialized design to improve safety for bus riders standing on median stations
- Improved curbside stations elsewhere

Safety
- Curb extensions and refuge islands at key pedestrian crossings along corridor
- New mid-block pedestrian crossings
- Reconfigured medians on Woodhaven Blvd between Union Tpke and the Jackie Robinson Pkwy overpass to address vehicle speed/collisions

General traffic
- Three lanes of general traffic will remain in each direction
- New slip locations adjusted based on community comments

Left turns
- Left turns preserved / added for local access
- Key left turns restricted to improve traffic flow and to reduce vehicle and pedestrian conflicts

Design spotlight: Jamaica Avenue
Woodhaven Blvd at Jamaica Ave is a Vision Zero Priority Intersection and a major transportation hub for Woodhaven, Queens. With continued community input, DOT redesigned the plans for the intersection to include enhanced pedestrian crossings to improve pedestrian safety and relocated left-turn bays to preserve access to Jamaica Ave while addressing vehicle safety issues.
Q52/Q53 Select Bus Service Corridor

**Legend**
- curbside SBS station
- median SBS station
- main road bus lanes
- offset bus lanes
- curbside bus lanes
- targeted bus improvements

**Main road bus lanes**
Example of a main road bus lane on Pelham Pkwy in the Bronx; the bus travels in the curbside lane of the main roadway.

**Offset bus lanes**
Photo of the existing offset bus lanes on Woodhaven Blvd; the bus travels one lane away from the curb next to parking.

**Curbside bus lanes**
Example of a curbside bus lane on Hylan Blvd on Staten Island; the bus travels in the curb lane.

**Planned Q52 extension**
Launch date, stations & routing under review.

Stay Connected!
Visit our website [www.nyc.gov/brt](http://www.nyc.gov/brt) for updated project information or contact Matt Kroneberger, Community Outreach Coordinator, at 212-839-7289 or email us at brt@dot.nyc.gov

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