Department of Design and Construction

Dr. Feniosky Peña-Mora
Commissioner

Eric C. Macfarlane, P.E.
Deputy Commissioner
Infrastructure

Yun P. (Dino) Ng, P.E.
Associate Commissioner
Design II

Date: September 3, 2015

Project: HWQ100SBS, PRELIMINARY AND FINAL DESIGN SERVICES FOR WOODHAVEN BOULEVARD SELECT BUS SERVICE (SBS), Borough of Queens

Pin: 8502016HW0002P

Time: 2:00 PM

To: All Attendees

From: Maritza Ortega, Contract Manager, DDC – ACCO

MINUTES OF SEPTEMBER 3, 2015 PRE-PROPOSAL CONFERENCE

Attendees:

John Goddard – DDC/ACCO
Maritza Ortega – DDC/ACCO
Dino Ng – DDC/Infrastructure
Mohsen Zargarelahi – DDC/Infrastructure
Hugo Leon – DDC/Infrastructure
Corenzo Wilkerson – DDC/Infrastructure
Lindsey Berkhahn – DDC/Infrastructure
Rajiv Gowda – DDC/Program Management
Taylor Gouge - DOT

General

The purpose of this meeting was to present an overview of the Woodhaven Boulevard Select Bus Service project (HWQ100SBS) to prospective engineering firms and provide an opportunity to address any questions related to the Request for Proposal (RFP). Mr. Dino Ng chaired the conference and introduced the panel for the presentation.

Ms. Taylor Gouge from Department of Transportation presented an overview of the Project:

- Narrated a PowerPoint presentation of the project.
- Presented an overview the Select Bus Service and the benefits it has made Citywide, and how the implementation of this project would be beneficial to the City.

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Mr. John Goddard from ACCO, discussed the following with regards to the RFP:

- The importance of carefully reviewing the Request for Proposal and filling in all pertinent attachments.
- The Proposals should be made through the DDC entrance on 30th Place, before 4:00pm and that all proposals must be brought to the 4th floor.
- All inquiries about the Request For Proposal should be made in writing via email to Maritza Ortega. She is the contract manager for this project.
- All acknowledgement of Addenda need to be signed and returned to DDC with the Addendum pages behind the signed addenda page.
- Consultants need to be registered in the city's Payment Information Portal system, because that is the way the NYC pays its consultants.
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Mr. Ng from DDC/Infrastructure, discussed the following with regards to the contract:

- All questions need to be sent to DDC before September 8th, 2015. This is deadline for all questions and no questions will be answered after that date.
- There has been a revision to the DBE goal for this project from 10% to 11% as per FTA requirements.
- Highlighted the breakdown of the project schedule. The project has 3 phases; deliverables shall be made at 540 CCDS, 720 CCDS and 900 CCDS from the NTP date.
- All three phases shall be worked on concurrently and it is expected that the entire preliminary design (three phases) will be completed at the same time. Also sufficient staffing must be provided for each phase of the project. It is expect that each phase be treated as an independent project. NYCDOT's anticipated starting Construction will be 2019.
- NYCDEP is also evaluating its facilities within the project limits including water mains and sewers. That is why the RFP does not fully address DEPs potential scope of work. When DEP identifies its scope of work for its facilities will be implemented via the Allowances specified in the RFP. At this time it is certain that DEP's goal is to replace all distribution water mains prior to 1970.

Ms. Janet Luke from NYCDOT FTA Grant programs mentioned the following:

- The BUY America component is applicable for this project. In the RFP there are BUY America Clauses that the selected consultant will have to adhere to.

The following is a summation of questions and answer from the conference. The following should be considered the official responses to the questions:

Question: What are the estimated Construction costs for the project and the construction timeline?

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Answer: Construction timeline is based on the final design and the traffic stipulations that will be made by DOT. The construction costs and the budget that NYCDOT is applying for is $235 million via the Federal Transit grant for construction.

Question: SEQR document is being worked on by DOT, is there a timeframe for when that will be completed?

Answer: NYCDOT anticipates that the traffic analysis and associated SEQR documentation will be completed this Fall, this will happen before the design contract begins.

Question: Do you have an estimate of the number of green infrastructure sites that will need to be implemented for each phase?

Answer: No not at this time. During the preliminary design the consultant shall use DEP's site selection criteria that will help determine how many sites will work within the project limits.

Question: Who will recommend the Artist that is going to be involved in this project, whether it will be DDC or the consultant?

Answer: The Percent for Art Program is managed through the Department of Cultural Affairs. The Department of Cultural Affairs will put out an RFP for these Artists. The Artists will make a presentation and a panel will vote and select the artist for this project. The selected Consultant will be a part of the Panel and will assist in selecting the Artist. Once the selection is made the Artist will be subcontracted to the selected consultant and will be paid via an allowance specified in the contract for that purpose. The Consultant will be paid also via an allowance to manage the Artist.

Woodhaven / Cross Bay Boulevard (Q52/53)

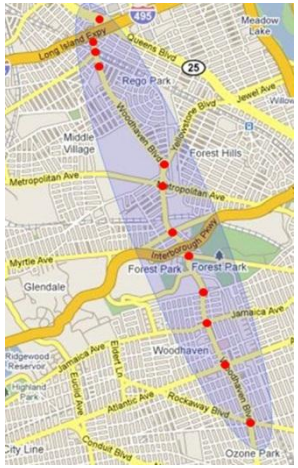
DDC Design RFP Pre-Proposal Presentation | September 3, 2015

Presentation outline

1. Project background
2. Corridor design
3. SBS route and stations
4. Project benefits

Project background

Project background



Congested Corridor Study

- Initial safety and traffic improvements on Woodhaven Blvd 2011-2013
- 2014-2015 bus and safety improvements
- Long-term recommendation for Select Bus Service and capital project

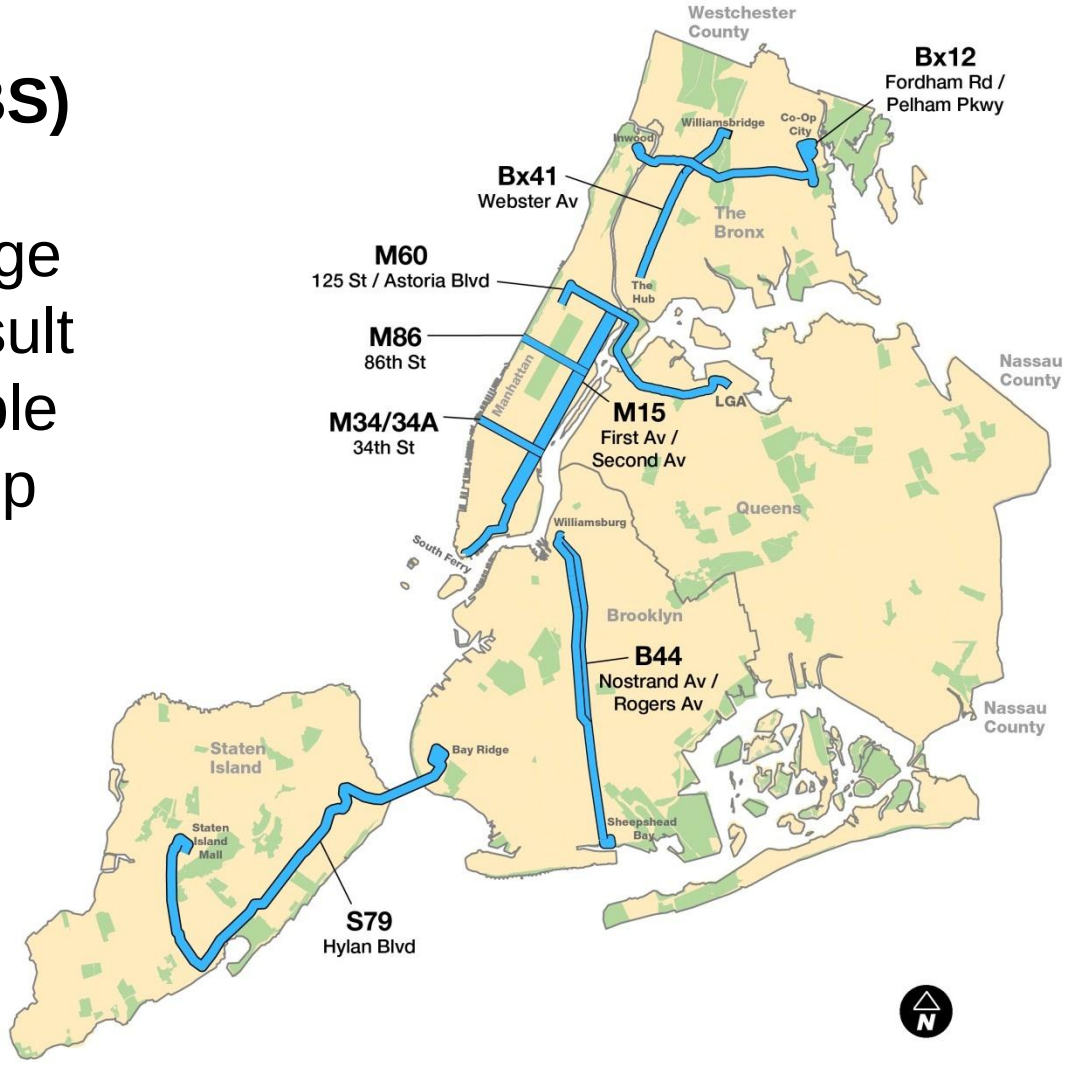
Bus Rapid Transit (BRT) Phase II Plan

- Woodhaven Blvd identified as priority transit corridor at Public Meeting
- Chosen as a Phase II Select Bus Service (SBS) Corridor

Select Bus Service in New York City

Select Bus Service (SBS) is New York City's brand name for a package of improvements that result in faster and more reliable service on high-ridership bus routes.

There are eight SBS routes currently operating in NYC



Select Bus Service Results

Faster Bus Service
Speeds have increased by 15-23%

Popular
Customer satisfaction of 95%+

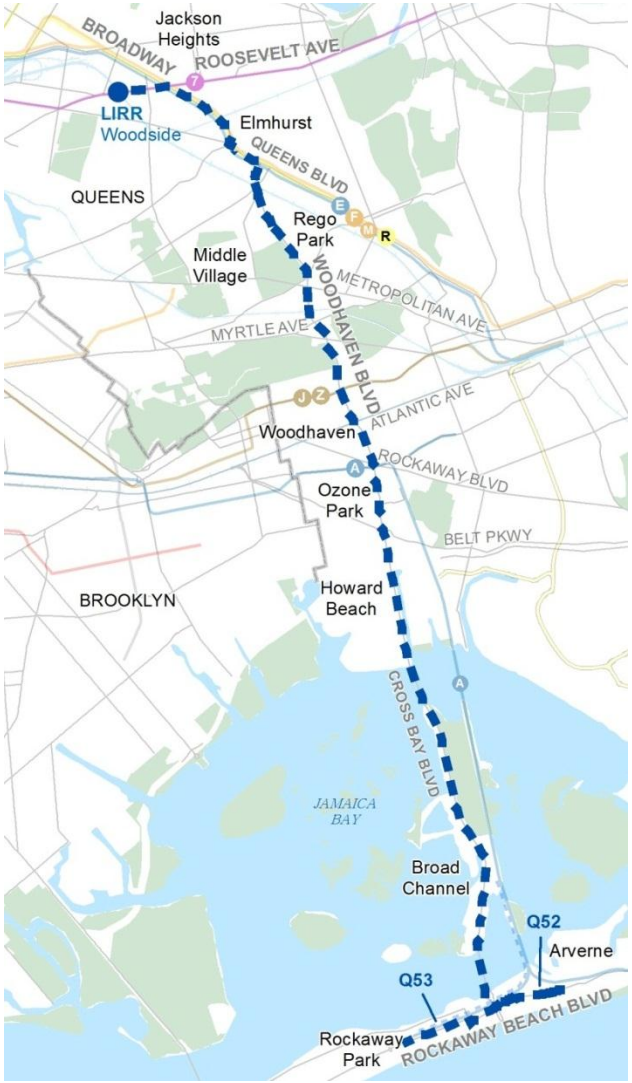
Increased Ridership
Trips increased by 10%

Safer Roadways
Crashes reduced by over 20%

Proven Success
8 SBS routes in operation, carrying over 200,000 passengers daily

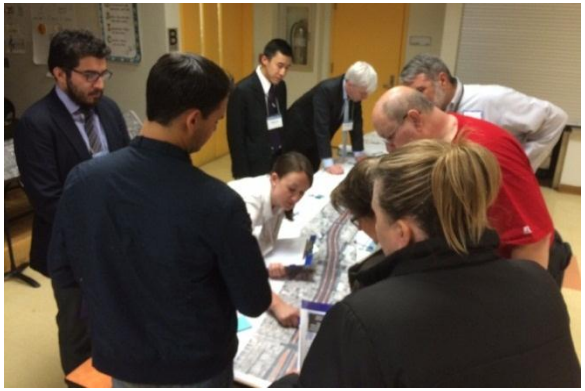
Woodhaven / Cross Bay SBS corridor

- 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



Community outreach process

Community Advisory Committee



Public Open Houses and Workshops

Community Board and Stakeholder Meetings

NYCDOT and the MTA will continue to lead the community outreach process throughout design and construction

Community feedback

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

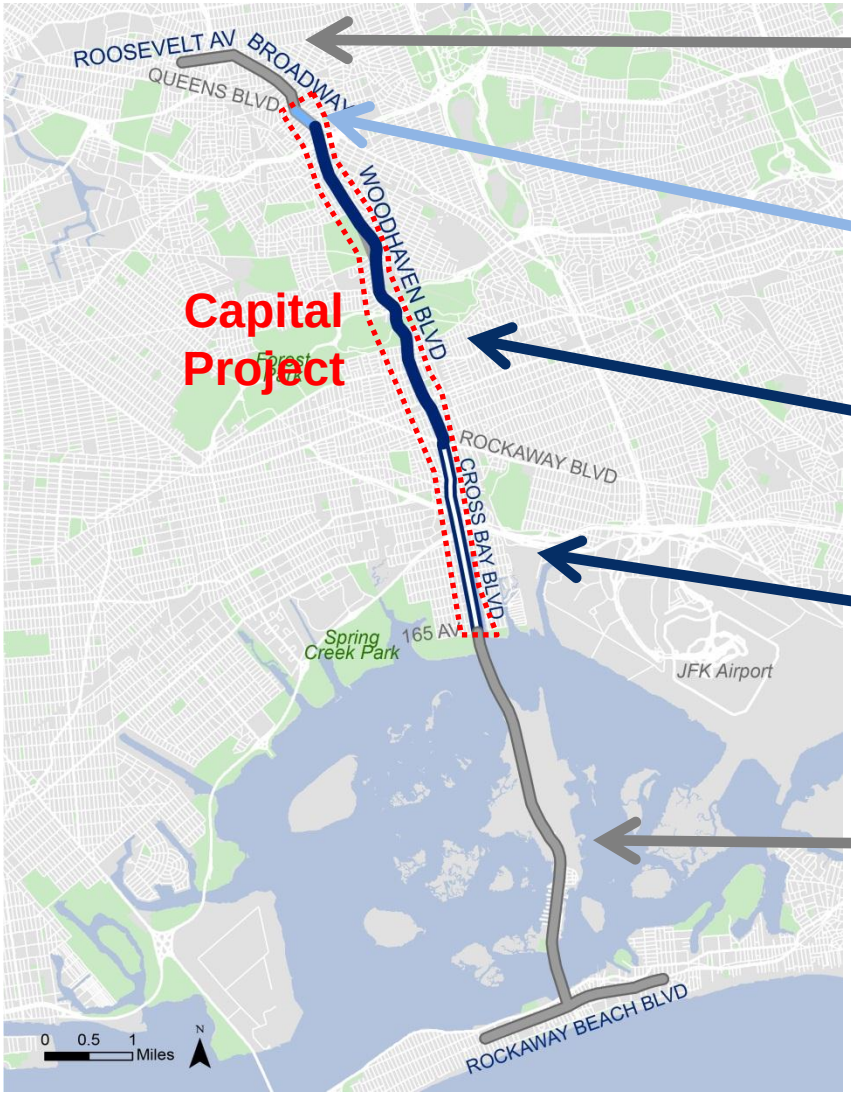
Project goal

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

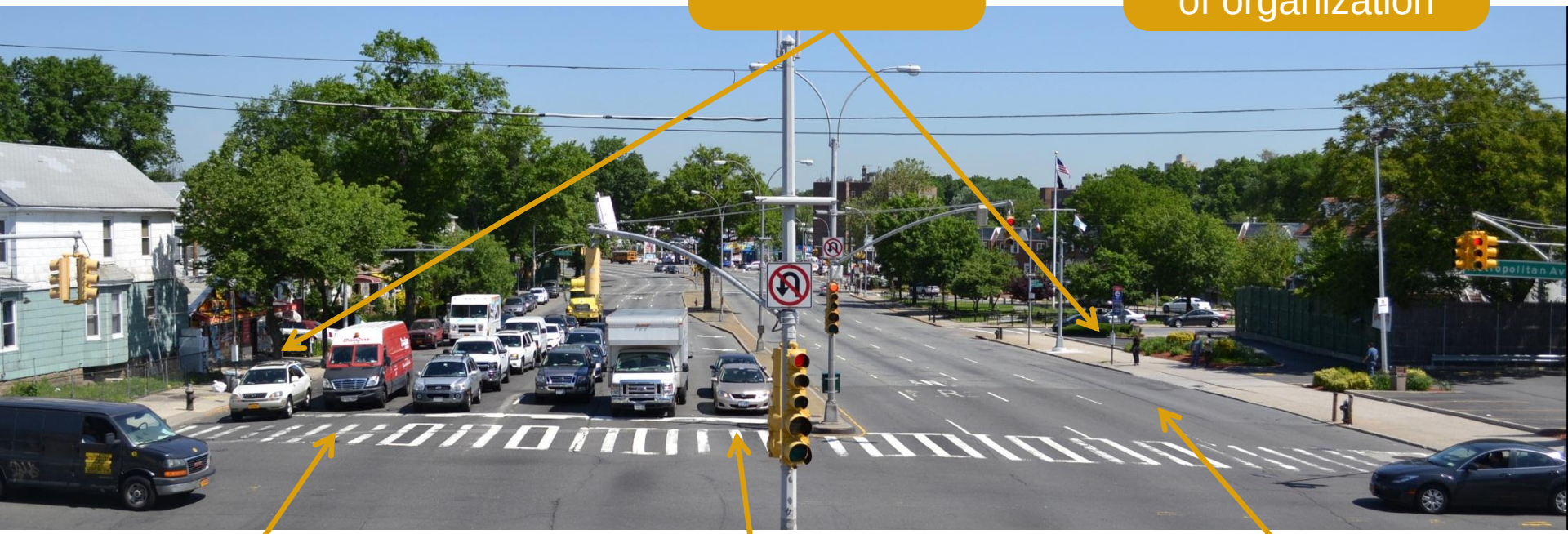
Corridor Design

Corridor design summary



- **Roosevelt Av / Broadway Av**
  - No bus lanes
  - Improved curbside bus stops
- **Queens Blvd and Hoffman Dr**
  - Designated bus-only station areas
  - Improved bus stops / transfers
- **Woodhaven Blvd**
  - Main road bus lanes
  - All buses use median stations
- **Cross Bay Blvd (north of 165 Av)**
  - Offset bus lanes
  - SBS buses stop at bus bulbs
  - Local buses stop at the curb
- **Broad Channel / Rockaways**
  - No bus lanes
  - Targeted transit priority treatments
  - Improved curbside bus stops

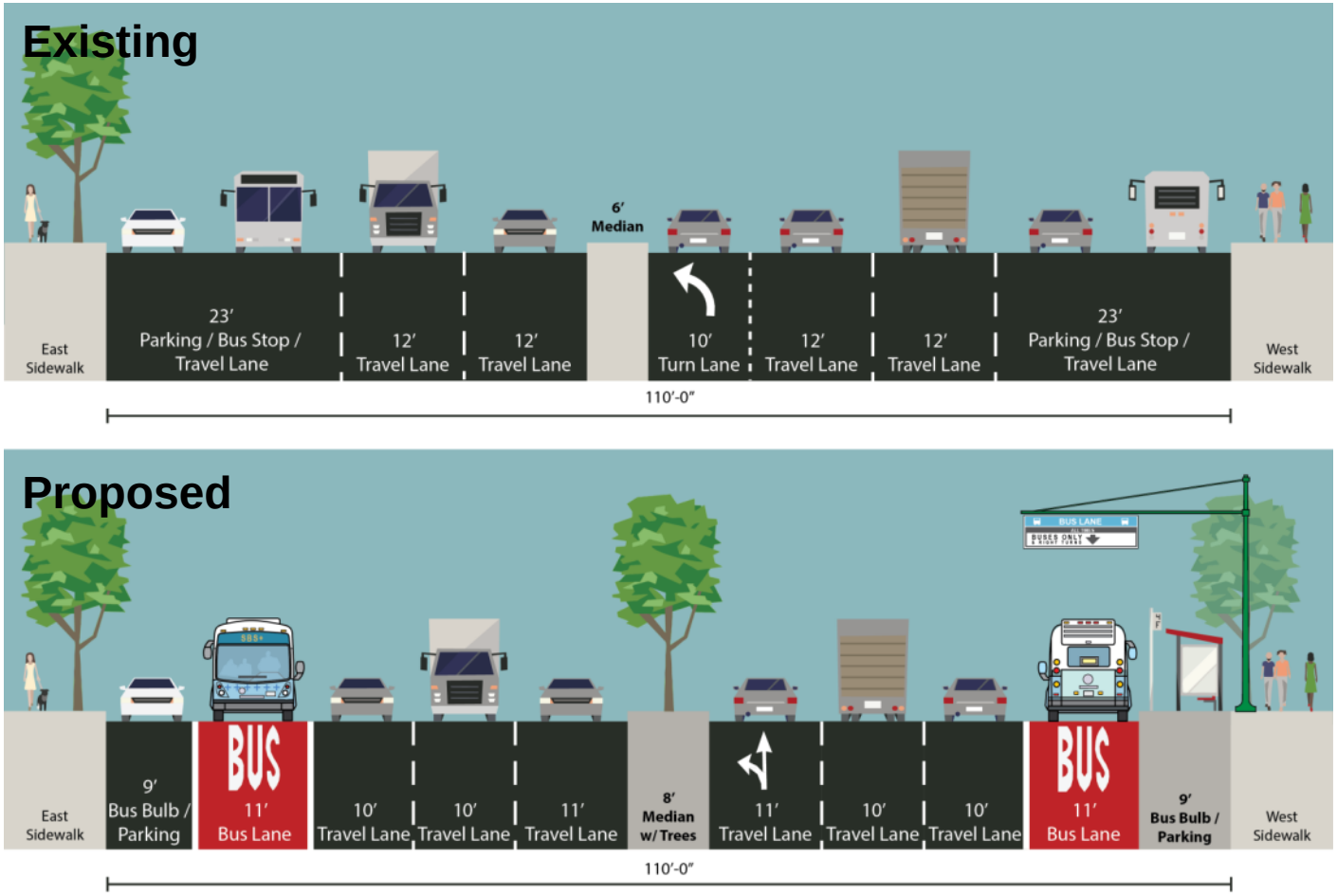
Existing conditions - Woodhaven Blvd



Proposed design - Woodhaven Blvd

Cross Bay Boulevard

Three travel lanes in each direction with shared left-turn lanes; option for 2 lanes plus left-turn bays based on traffic analysis



draft layout / design under development

Design challenges

- Incorporating Bus Rapid Transit (BRT) treatments into a heavily-used urban street
  - Busway design and materials
  - Station design and materials
- Roadway configuration
  - Right-of-way varies between 106’ and 175’
  - Corridor interfaces with:
    - 3 bridges structures (Union Tpke, Atlantic Av, Conduit Av)
    - 2 elevated subway structures (Jamaica Av, Rockaway Blvd)
    - 2 underpasses (LIRR @ Eliot Av, Jackie Robinson Pkwy @ 82nd Rd)
- Construction phasing and staging

Other design notes

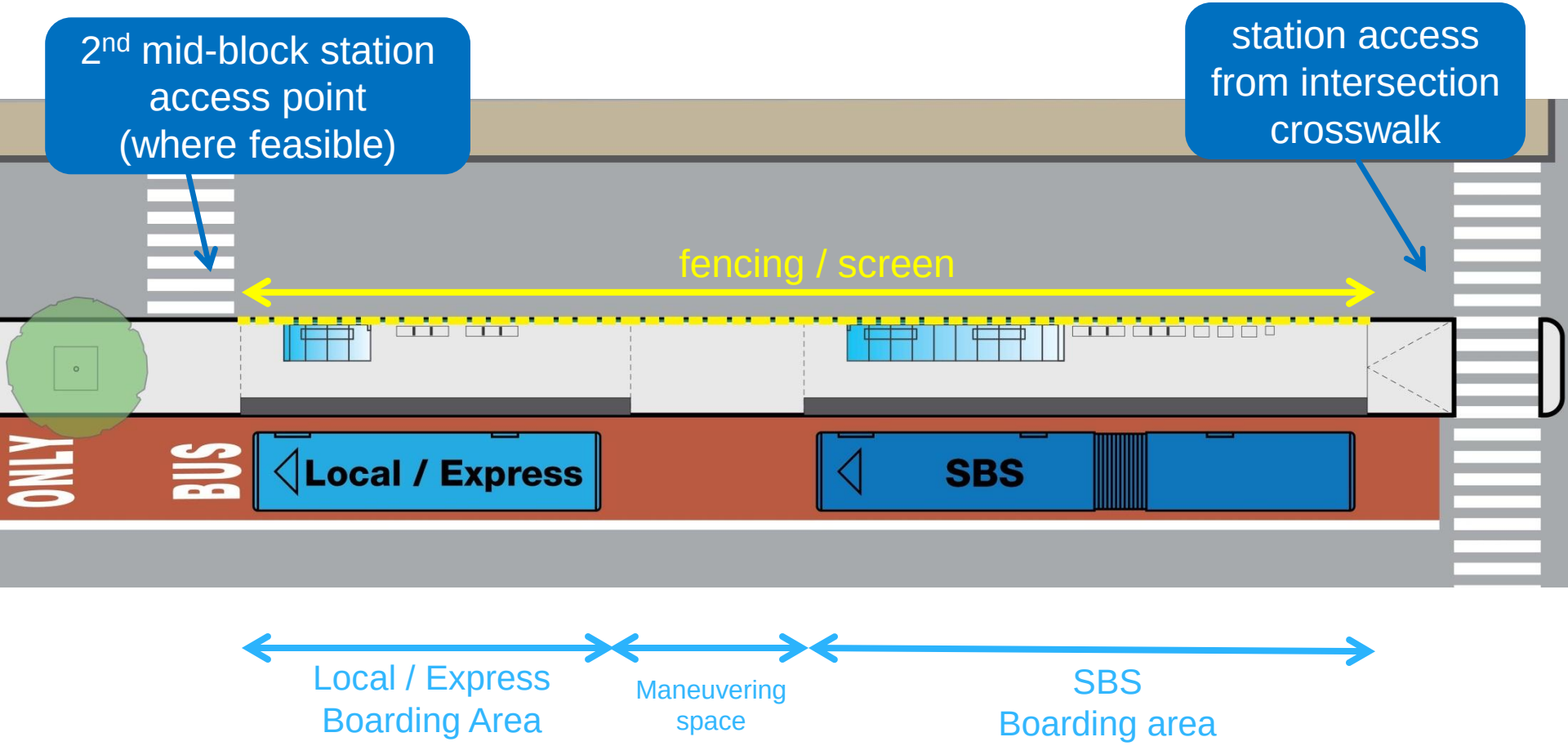
- Environmental Review
  - Preliminary NEPA finding is that project is a Categorical Exclusion (c)
  - CEQR analysis underway
- Traffic Analysis
  - NYCDOT is leading the traffic analysis, which is currently underway
  - Traffic analysis is not part of the RFP
- Anticipate project will be FTA funded
  - No Design Approval Document (DAD) requirement

SBS Route and Stations

SBS Stations

- 27 station pairs along the Q52/Q53 SBS route
- 11 SBS station pairs within capital project
  - Queens Blvd / Hoffman Drive
  - 7 median station pairs on Woodhaven Blvd
  - 3 bus bulb station pairs on Cross Bay Blvd

Typical median station



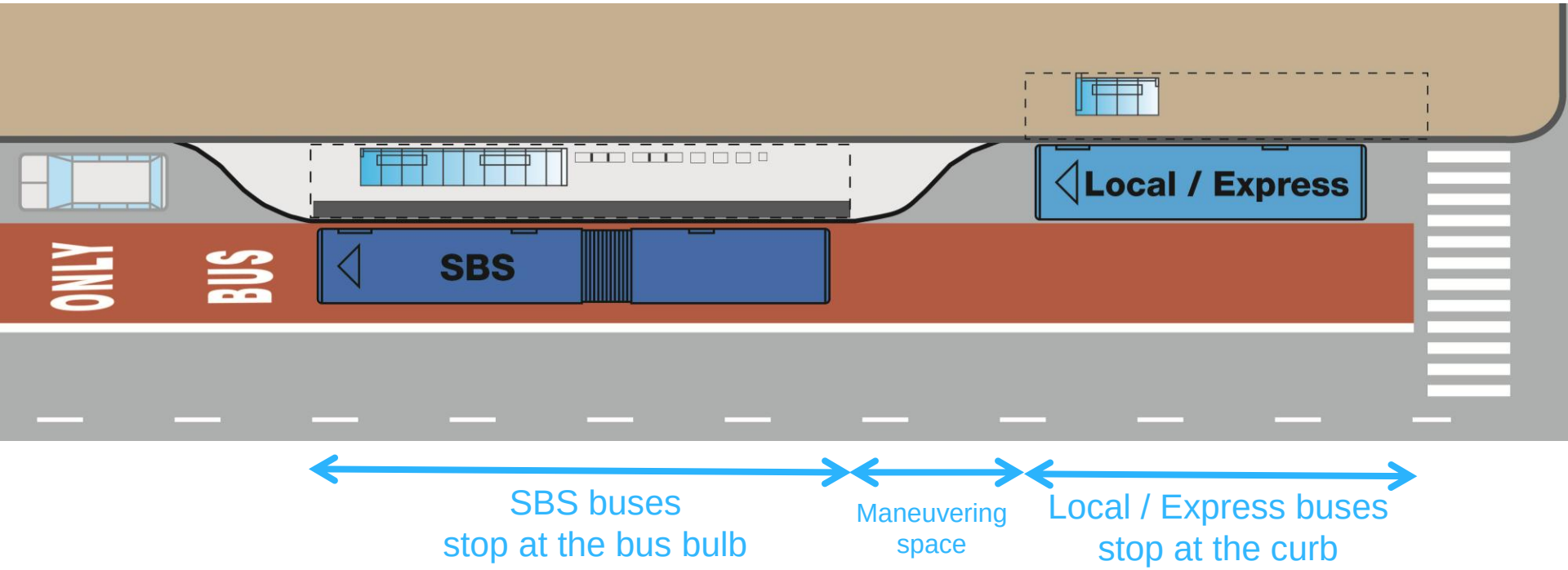
Median station precedents

Avinguda Diagonal, Barcelona, Spain

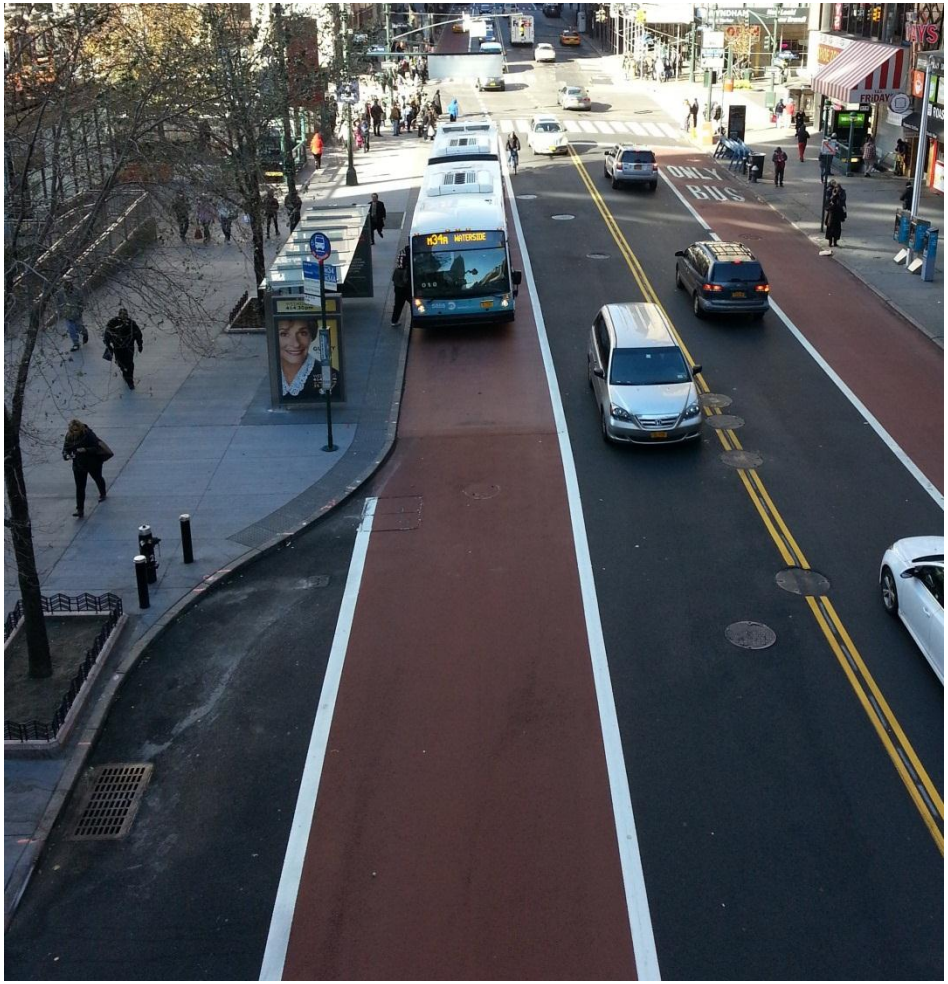
Pelham Parkway, Bronx

EL Grant Highway, Bronx

Typical bus bulb layout



Bus bulb station precedents



34th Street, Manhattan

Nostrand Avenue, Brooklyn

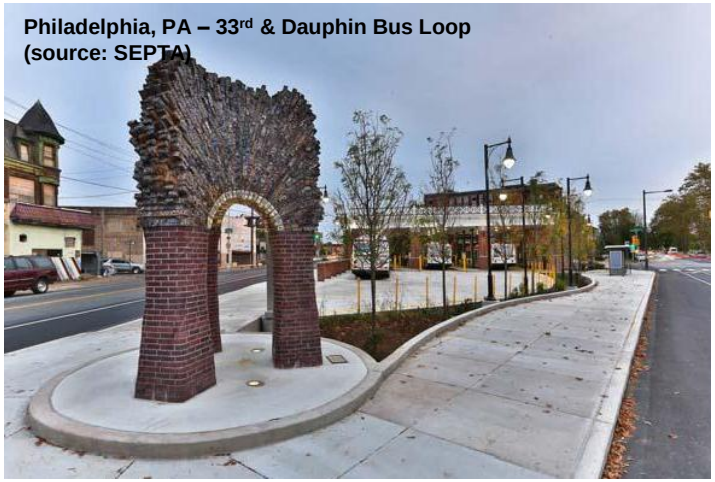
1st Avenue, Manhattan

Potential station amenities

trees and greening

real-time information

benches and seating



Philadelphia, PA – 33rd & Dauphin Bus Loop
(source: SEPTA)

public art

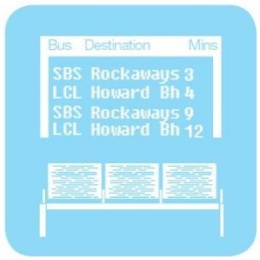
San Bernardino , CA – Bus rapid transit station
(source: Architectural Record)

shelters / fencing / windscreens

Project benefits

Project benefits

Faster bus service – bus only lanes and off-board fare collection will making riding the Q52/Q53 25-35% faster



Improved bus stops – new median bus stations and bus bulbs featuring shelters, seating, and real-time bus arrival signs

Better connections to the subway and other bus routes at key transfer points

Project benefits

Simpler, safer streets – new roadway design will organize local and thru traffic and shorten pedestrian crossings

Greener, resilient streets – New trees and medians add greening to the corridor and improve stormwater retention

Traffic flow – a consistent roadway design with improved traffic signal timing will reduce bottlenecks and create a more predictable driving experience

Thank you!