Woodhaven/Cross Bay Boulevards Community Advisory Committee Select Bus Service Kickoff Meeting

February 24, 2014 | Office of the Queens Borough Commissioner | 1:00 - 4:00 PM







- Community Advisory Committee (CAC)
- Project Background
- Short Term Improvements
- Longer Term Improvements
- Next Steps

Community Advisory Committee

The Community Advisory Committee (CAC) will be composed of:

Elected Officials

Community Boards

Major Institutions

Community Organizations Business Representatives Transit Customers

The role of the CAC is to:

- 1. Act as consistent representatives during the project planning process.
- 2. Provide opportunities for input as design and implementation progresses.
- 3. Keep key stakeholders up to date and provide them with information to pass on to others about project details and outreach efforts.
- 4. Ensure that issues are addressed in a timely manner.

Community Engagement Process



The CAC will meet regularly to discuss project details and guide the project development process.



Pubic open houses and workshops will provide opportunities for broader community input.



Presentations and attendance at Community Board meetings will occur upon request at appropriate points throughout the process.



Individual stakeholder meetings will be organized with groups as needed (i.e. business organizations).

Congested Corridor Study

- Began in 2008
- Substantial data collection and community outreach to identify issues and solutions
- Initial improvements implemented in 2010
- Additional improvements implemented in 2011, 2012, and 2013



Congested Corridor Findings

Woodhaven Blvd is one of the most dangerous corridors in the city for drivers and pedestrians.

Issues

- High traffic speeds causing unsafe conditions for drivers and pedestrians
- Long distances for pedestrian crossing
- Heavy congestion at bottlenecks (overpasses)
- Medians that make turns difficult for through traffic, forcing buses to use service roads
- Slow bus service in need of improvement







Congested Corridor Findings

Woodhaven / Cross Bay Blvds are wide thoroughfares unlike others in the city that present a unique opportunity for innovative service and design.

Strengths and Opportunities

- Woodhaven / Cross Bay Blvds create critical connections both locally and to the Rockaways
- Safety and traffic flow issues point to desirability of reconfiguring roadway at key points
- Transit improvements have potential to be integral contributors to resiliency building efforts

Congested Corridor Recommendations

Short Term Improvements

- Implement targeted bus lanes
- Restripe service lanes to reduce traffic conflicts

Long Term Improvements

- Design capital roadway improvements
- Implement Select Bus Service





Short Term: Dedicated Bus Lanes

2014 Implementation

Bus lanes have been shown to improve bus speeds by about 10%. Recommendations for dedicated bus lanes along this corridor include:

Offset Bus Lanes

 Offset bus lanes between Eliot and Metropolitan Avenues

Curbside Bus Lanes

 Curbside bus lanes approaching Rockaway Boulevard



Offset Bus Lanes



Offset Bus Lanes

Woodhaven Boulevard has 3 travel lanes in each direction at the LIRR bridges and 4 lanes in between.

Proposed

- Dedicate one lane for buses and right turns from Metropolitan Ave to Eliot Ave
- General traffic would not have to merge at the bridges
- Buses can bypass congestion
- Proposed to be in effect 7am-7pm M-F



Curbside Bus Lanes



Curbside Bus Lanes

There is substantial congestion approaching Rockaway Boulevard at peak times and buses need help navigating the last few blocks to subway.

Proposed

- Bus lane NB approaching Liberty Ave, SB approaching Rockaway Boulevard
- Bus lane in effect 7am-7pm on the last block, and during peak periods on weekdays at other locations (parking remains other times)
- Allows bus to reach subway connection, bypassing traffic queues without removing travel lanes



Bus Lane Rules

- Parking is allowed in curbside bus lanes when they are not in effect
- Passenger pickups and drop-offs are allowed in bus lanes
- Vehicles should use bus lanes to make right turns onto streets or driveways







Long Term: Select Bus Service

SBS Results:

- Speed: 15-20% faster
- Ridership: 5-10% increase in first year
- Customer Satisfaction: over
 95% satisfied or very satisfied
- Safety issues addressed
- Traffic flow maintained



Long Term: Select Bus Service

Beyond 2014 Implementation

- Many corridor issues need to be addressed in context of a capital project
- Woodhaven SBS project will look at all potential changes, focusing on:
 - ♦ Faster bus service
 - Safer streets for pedestrians and drivers
 - Aaintaining appropriate traffic flow for local and through drivers



Select Bus Service Features





Improved Fare Collection

Bus Lanes

Bus Signal Priority Passenger Information







Stations

Branding

SBS and Traffic Flow

Most of Woodhaven and Cross Bay Blvs have 4-5 lanes per direction, with the highest traffic volume at Union Turnpike, where just 3 lanes go over the bridge.

Proposed

- Design for unique Woodhaven Boulevard/Cross Bay Boulevard context
- Continue to provide 3 continuous lanes for general traffic
- Reconfigure roadway to better use "extra" space without creating merges (bus lanes, medians, narrowed crossing distances)
- Redesign complex intersections (i.e. Park Lane S)
- Use service roads in appropriate ways
- Study local, limited, and express bus services



Transit Improvement Examples: NYC, United States, and Worldwide

Select Bus Service in New York City

Hylan Boulevard



Nostrand/Rodgers Avenues



Fordham Road



34th Street



Webster Avenue



First/Second Avenues



Beacon Street Green Line Brookline, Massachusetts







Metrobus Mexico City







Next Steps

2014

- Short-term bus lanes
- Traffic Study
- Public Meetings: Starting early April, then every 2 to 4 months
- CAC Meetings: Starting early May, then every 2 to 4 months
- Selection of proposed design based on traffic study and community input

