

Citywide Congested Corridors Project Woodhaven Boulevard, Queens Public Input Session – June 24, 2010



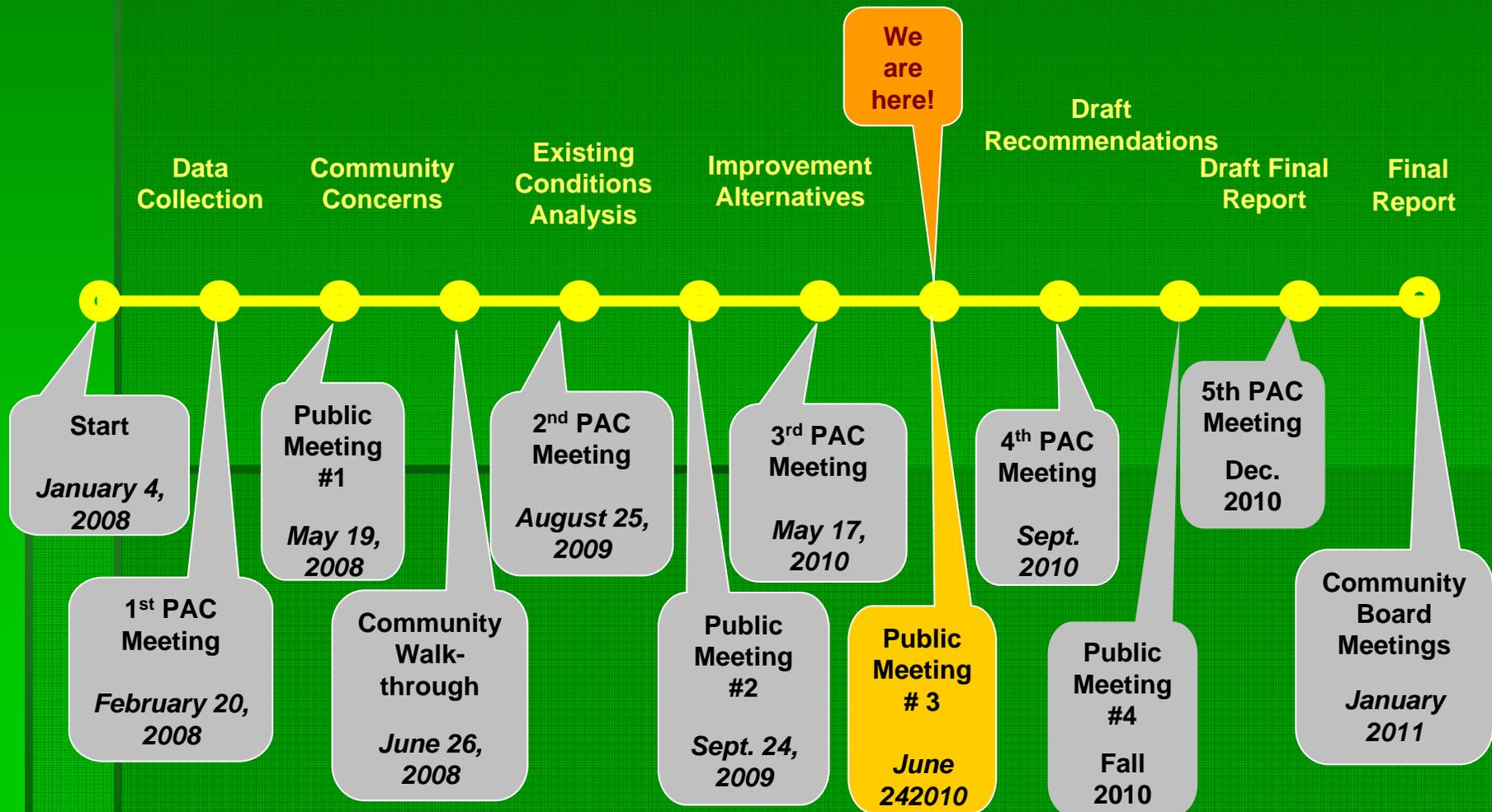
Department of Transportation

JANETTE SADIK-KHAN, Commissioner

Event Overview

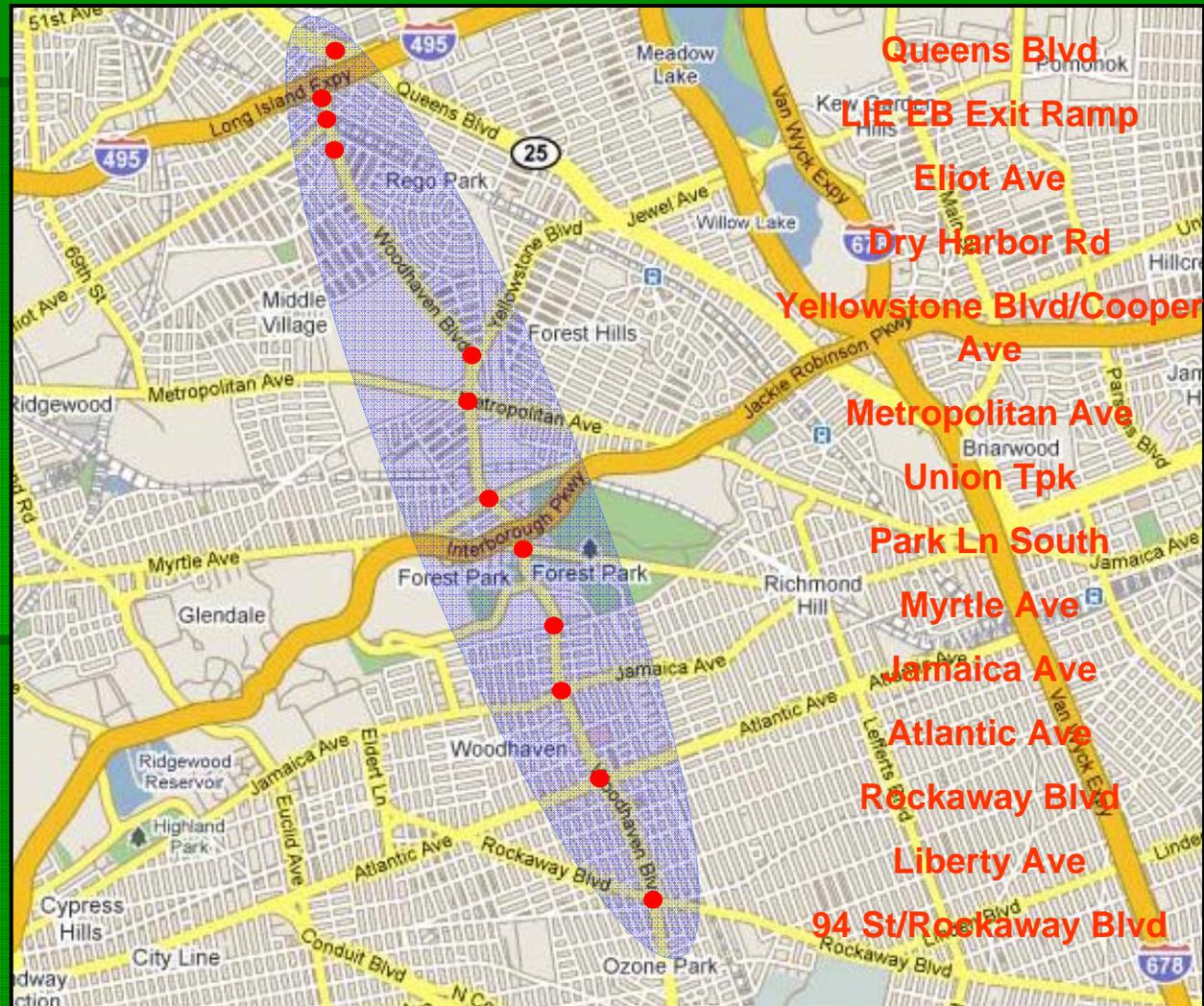
- Project Status Update
- NYCDOT & Consultant Proposals for Improvement Alternatives to Be Comparatively Analyzed
- Public Input on Improvement Alternatives

Study Process



Study Area

- 3.2-mile north-south corridor from Queens Blvd. to Rockaway Blvd./Liberty Ave.
- Community Boards 4, 5, 6, 9 and 10
- 16 Intersections Studied



Initial Ideas from PAC and Public at Project Kickoff

- Signal timing improvements for traffic and pedestrians
- Crossovers between express and local lanes
- Sacrifice a lane here and there in order to maintain a consistent number of lanes throughout.
- Transit Improvements
- Widen or extend turn lanes; provide protected signal
- Fix Eliot Avenue bottleneck
- Signage improvements

Preliminary Improvement Concepts Presented September 2009

- Modify signal timing
- Revise pavement markings
- Add Left turn lanes/phasing
- Localized parking restrictions
- Turn restrictions
- Lane usage and way-finding sign improvements
- Pedestrian refuge islands
- Curb extensions
- Major intersection reconfiguration at Liberty/Rockaway
- Bus lanes or Bus Rapid Transit (BRT)

Improvement Alternatives Proposed for Analysis

- **Site-Specific Improvements at Study Intersections**
- **Corridor-Wide Improvements:**
 - Bus Lanes on Left Side of Service Road
 - Bus Lanes on Right Side of Main Road
 - Bikeway
 - Center Mall Treatment – Landscaped Boulevard