

# Congested Corridors Project

Woodhaven Boulevard

Queens Blvd. to

Rockaway Blvd./Liberty Ave.

May 19, 2008



# Study Goals

- Improve safety, mobility, air quality and quality-of-life for the community through transportation improvements.
- Engage the public and encourage community participation in the planning process.

# Community Outreach

- Community Board Meeting
- Open House Public Meetings
- Community “Walk/Drive-Through”
- Web Page  
<http://www.nyc.gov/html/dot/html/motorist/corridorintro.html>
- Community Input

# Areas of Analysis

- Demographics
- Land Use & Zoning
- Traffic
- Air Quality
- Pedestrians
- Bicycles
- Transit
- Goods Movement
- Safety/Accidents
- Parking

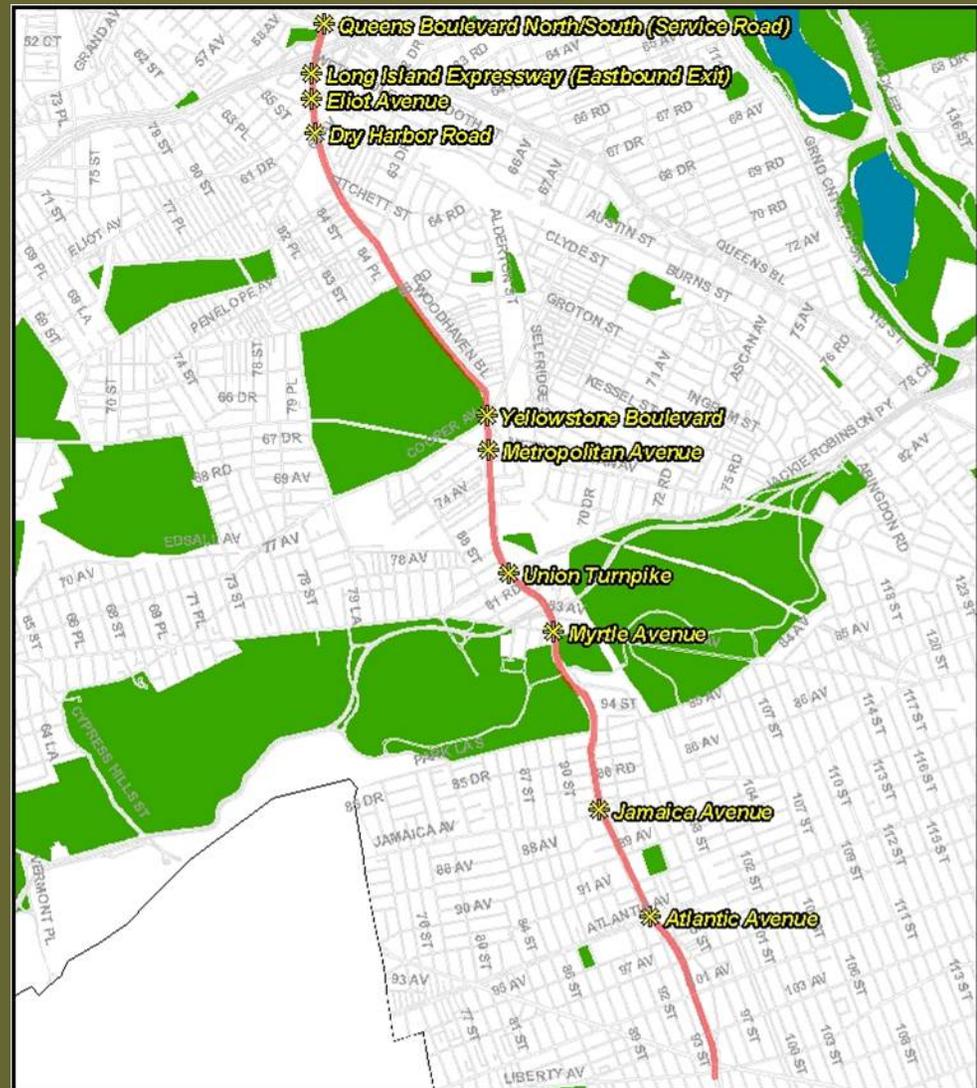
# Study Area

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



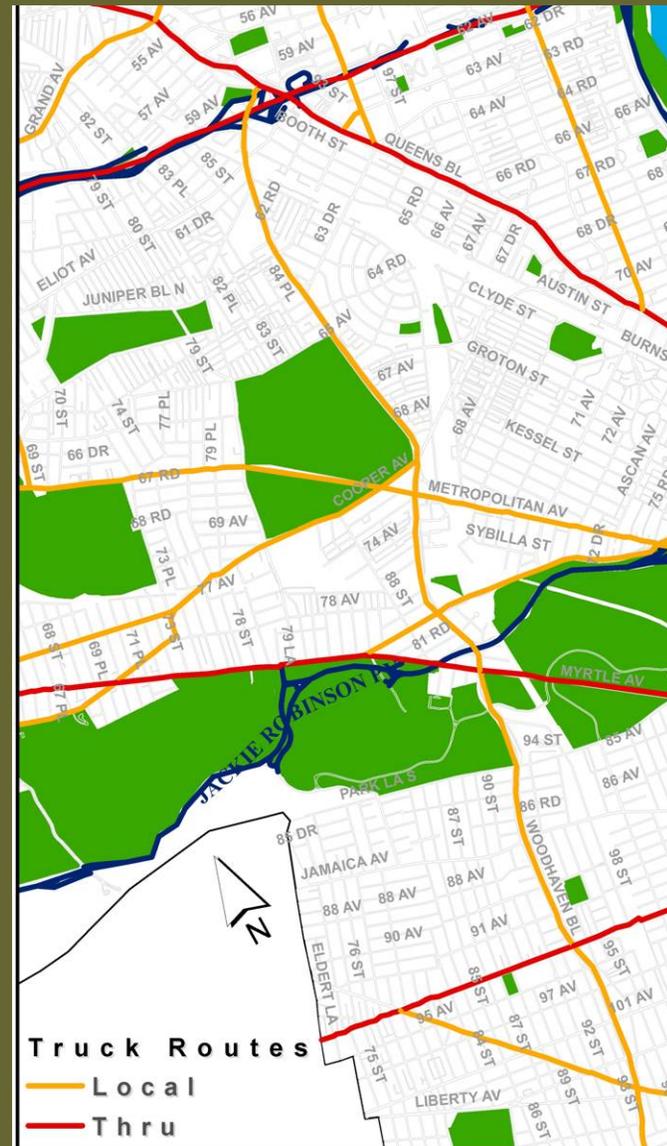
# Key Intersections

- Queens Blvd.
- Long Island Expwy.
- Eliot Ave.
- Dry Harbor Rd.
- Yellowstone Blvd.
- Metropolitan Ave.
- Union Tpke.
- Myrtle Ave.
- Jamaica Ave.
- Atlantic Ave.



# Truck Routes

- Entire Length of Woodhaven Blvd. is a local truck route.
- Intersecting local truck routes:
  - Metropolitan Ave.
  - Cooper Ave.
  - Union Tpke.
  - Rockaway Blvd.
- Intersecting through truck routes:
  - Queens Blvd.
  - Long Island Expwy.
  - Myrtle Ave.
  - Atlantic Ave.



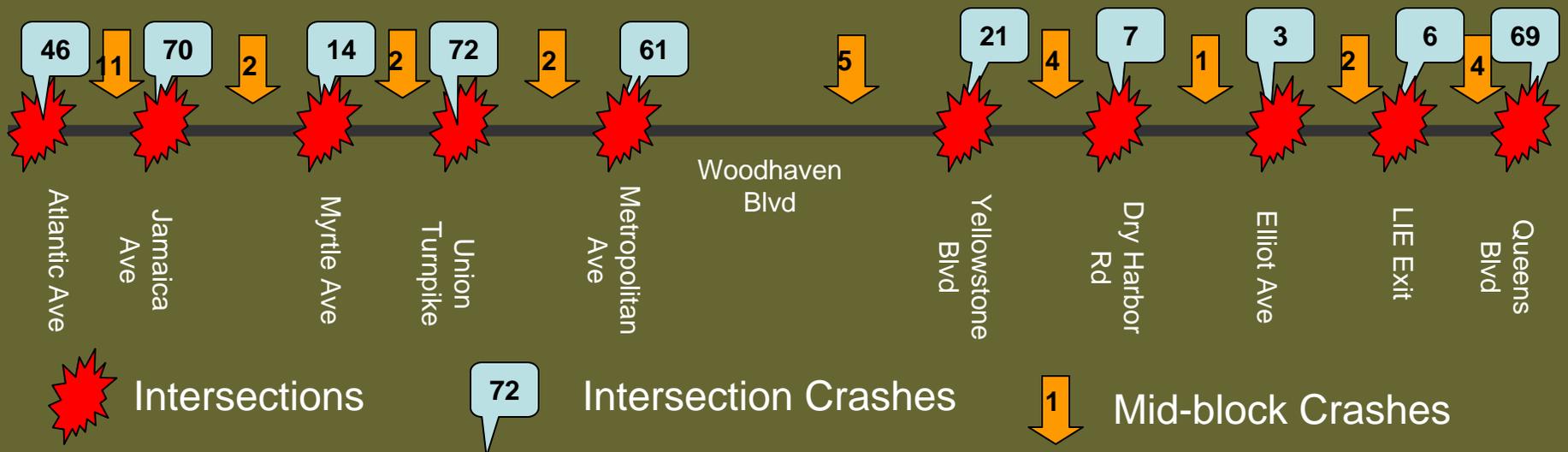
# Transit Issues

- Corridor served by local, limited and express bus service.
  - Fairly frequent local service during the day
  - Limited service operates 4-6 buses per hour during the day.
  - Seven express routes to Manhattan serve the corridor
- Corridor traversed by 12 E-W local routes.
- 3 subway stations along the corridor with connecting bus routes.



# Preliminary Findings Safety

Year	2004	2005	2006	3-Year Total
No. of Reportable Accidents	109	136	157	402



# Preliminary Findings

## Travel Time & Speed

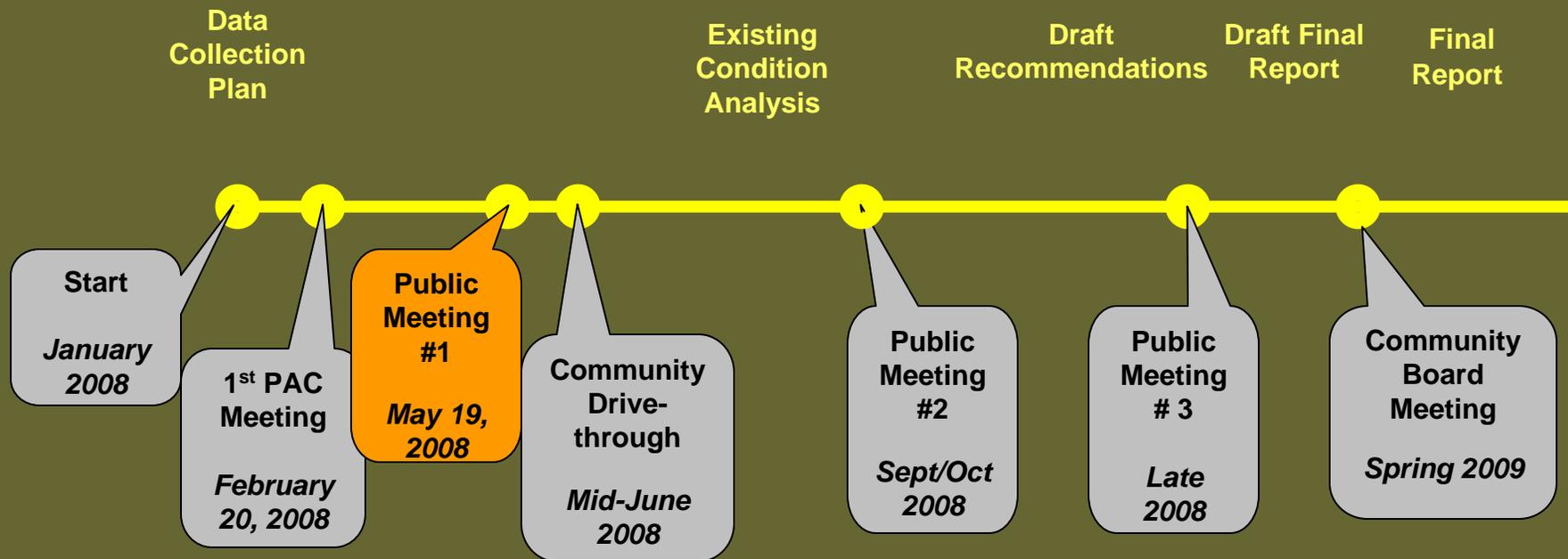
### Northbound

	AM	MD	PM	Sat
Travel time (min)	19	11	13	10
Avg. Speed (mph)	11.4	20.5	16.8	20.7

### Southbound

	AM	MD	PM	Sat
Travel time (min)	13	12	13	10
Avg. Speed (mph)	16.6	18.3	15.9	20.4

# Study Process



# BREAKOUT SESSIONS

# Workshop Feedback

## Table 1

- Relocation of bus stops (near or far side)
- Limited capacity of the corridor
- LIRR Rockaway Beach line corridor opportunity – line & stations
- Pedestrian mobility restricted over the bridges and Queens Blvd. & no sidewalks on Union Turnpike
- Hoffman Dr used as alternate route to Queens Blvd. causing congestion for buses and cars
- Woodhaven used as a bypass to Van Wyck Expressway
- Park & Ride activity at Queens Blvd. and Rockaway Blvd.
- Limited connectivity for bicyclists
- Re-opening the Woodhaven station on the Flatbush branch of LIRR

# Workshop Feedback

## Table 2

- Lane changes, inconsistencies between service roads and main line
- Turns and signalization causes traffic back-ups and conflicts with pedestrians
- Through truck traffic – bypassing the Van Wyck Expressway (need for enforcement)
- Poor pedestrian and bicycle connections throughout the corridor

# Workshop Feedback

## Table 3

- Roadway geometry, alignment, sharp turns, lack of connectivity between main line and service roads
- Signal timing needs to be revisited
- Pedestrian and bicyclist safety concerns
- Evaluation of Rockaway Blvd. intersection is important
- Pedestrian crossings at the transit locations should be examined.