



Woodhaven/Cross Bay Boulevards Community Board 10 June 5, 2014

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 crossings



Congested Corridor Findings

Woodhaven Blvd's unique configuration creates problems for traffic and transit flow.

Issues

- Heavy congestion at bottlenecks (overpasses and major intersections)
- Side medians that make turns difficult for through traffic, and force buses to use service roads
- Slow bus service in need of improvement



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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



2014 Implementation

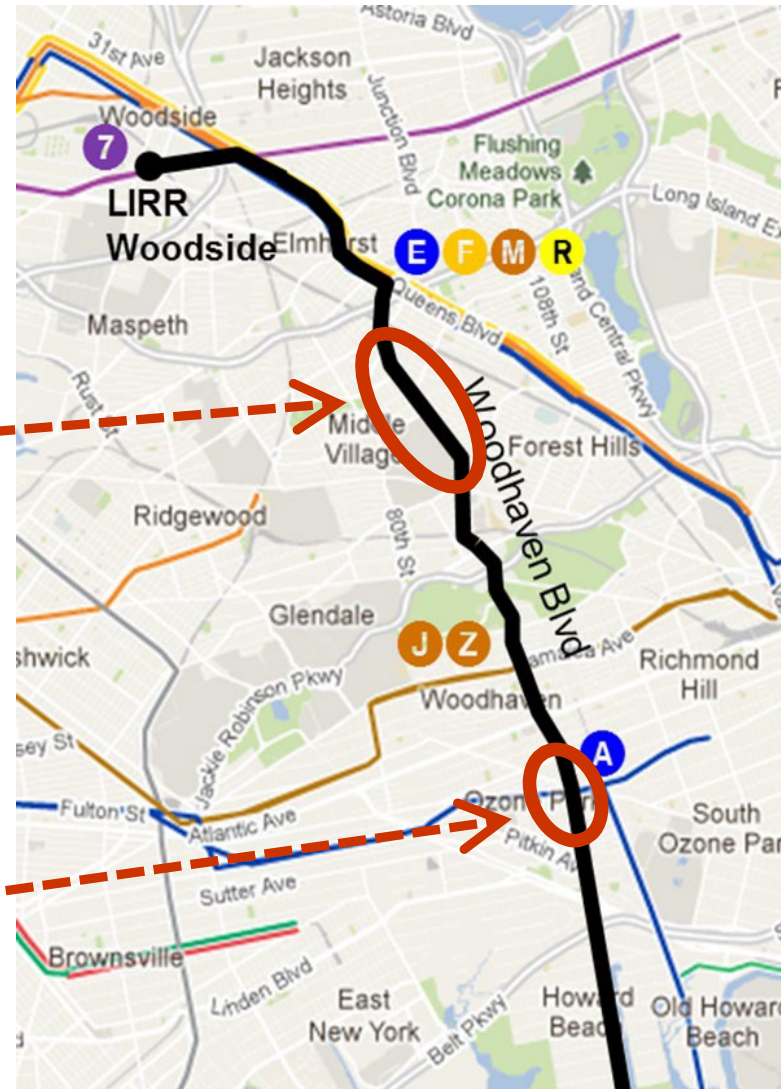
*Bus lanes improve bus speeds by about 10%.
Recommendations include:*

Offset Bus Lanes

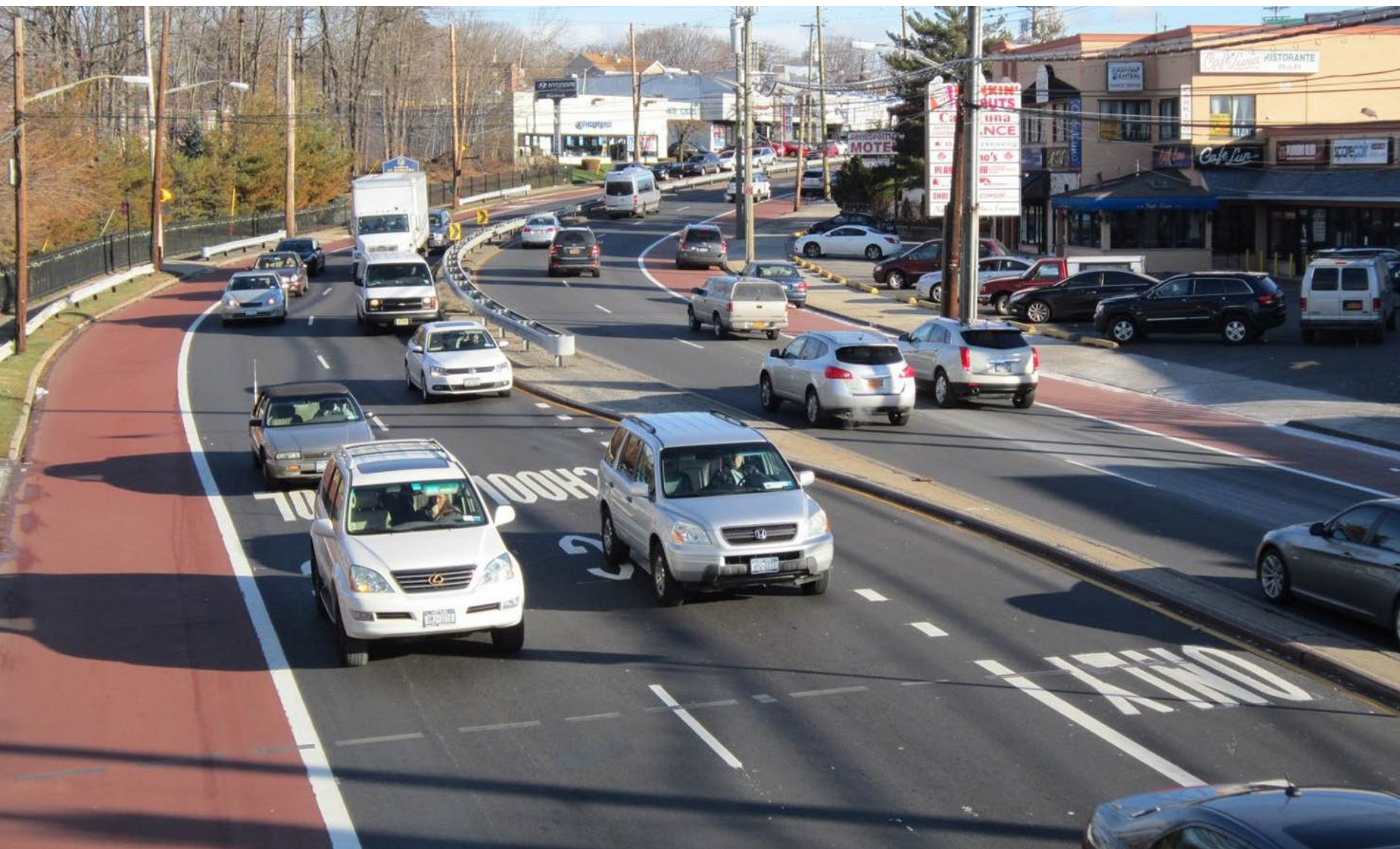
- Offset bus lanes between Eliot and Metropolitan Avenues

Curbside Bus Lanes

- Curbside bus lanes approaching Rockaway Boulevard



Curbside Bus Lanes

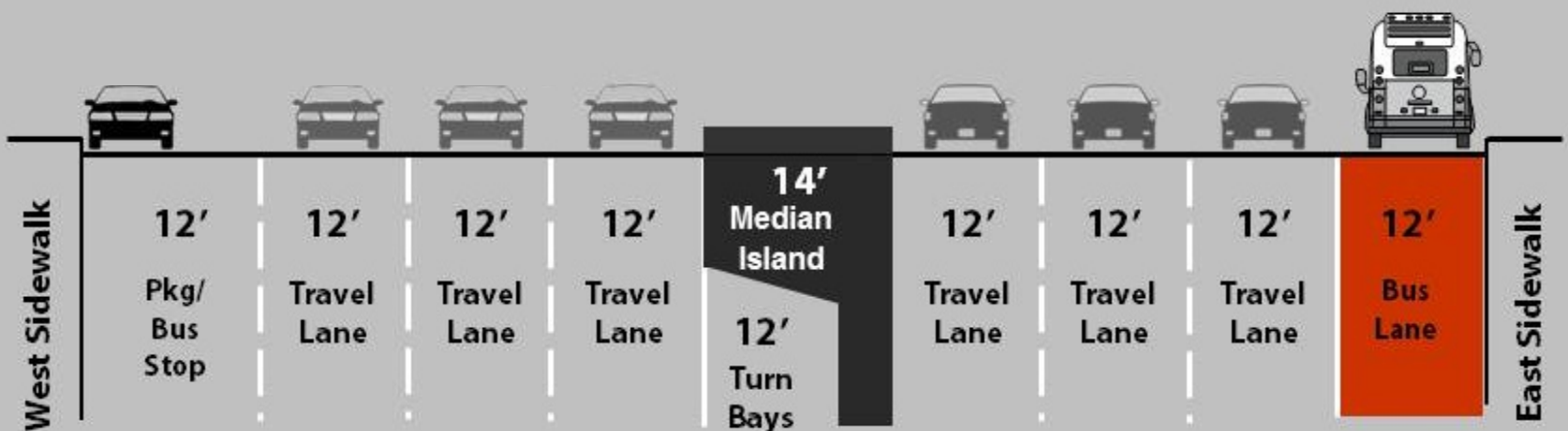


Curbside Bus Lanes

Substantial congestion approaching Rockaway Boulevard delays buses getting to the subway.

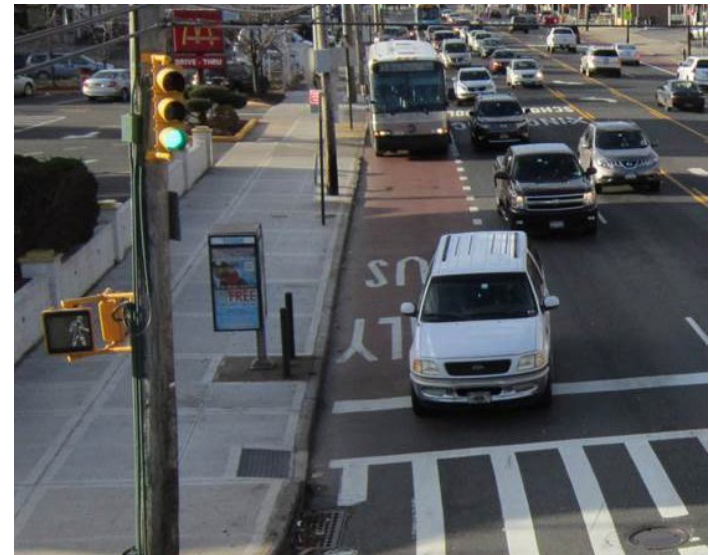
Proposed

- Curbside bus lane northbound from Plattwood Ave to Liberty Ave, and southbound from 101 Ave to Rockaway Blvd
- Proposed in effect 7am-7pm on the last block, and peak periods only on other blocks
- Allows bus to reach subway connection, getting past backups without removing travel lanes



Bus Lane Rules

- Parking is allowed in curbside bus lanes when they are not in effect
- Passenger pick-ups 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

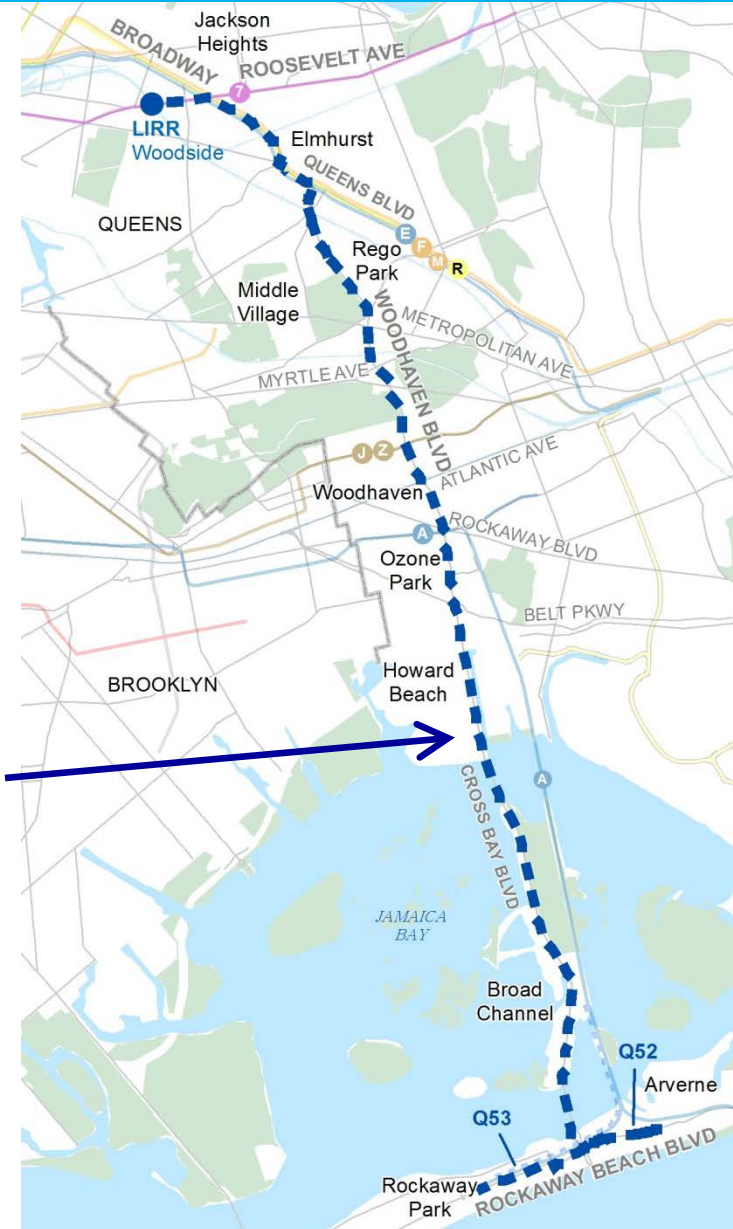


Long Term: Select Bus Service

Beyond 2014 Implementation

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

SBS
Corridor



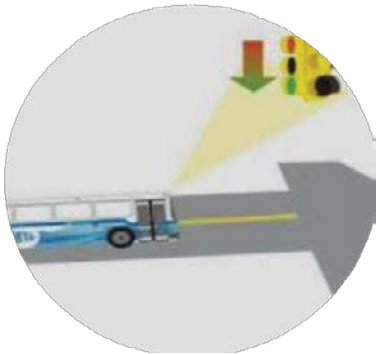
Select Bus Service Features



Bus Lanes



Enhanced Stations



Bus Signal Priority

Branding



Improved Fare Collection

Passenger Information



SBS and Traffic Flow

Most of Woodhaven and Cross Bay have 4-5 lanes/direction. The highest volume is at Union Tpke, where just 3 lanes go over the bridge.

Proposed

- 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 such as Park Lane South
- Use service roads in appropriate ways
- Study local, limited, and express bus services



Community Engagement Process



Community Advisory Committee



Public Open Houses
and Workshops



Community Board Meetings



Major Stakeholder Meetings



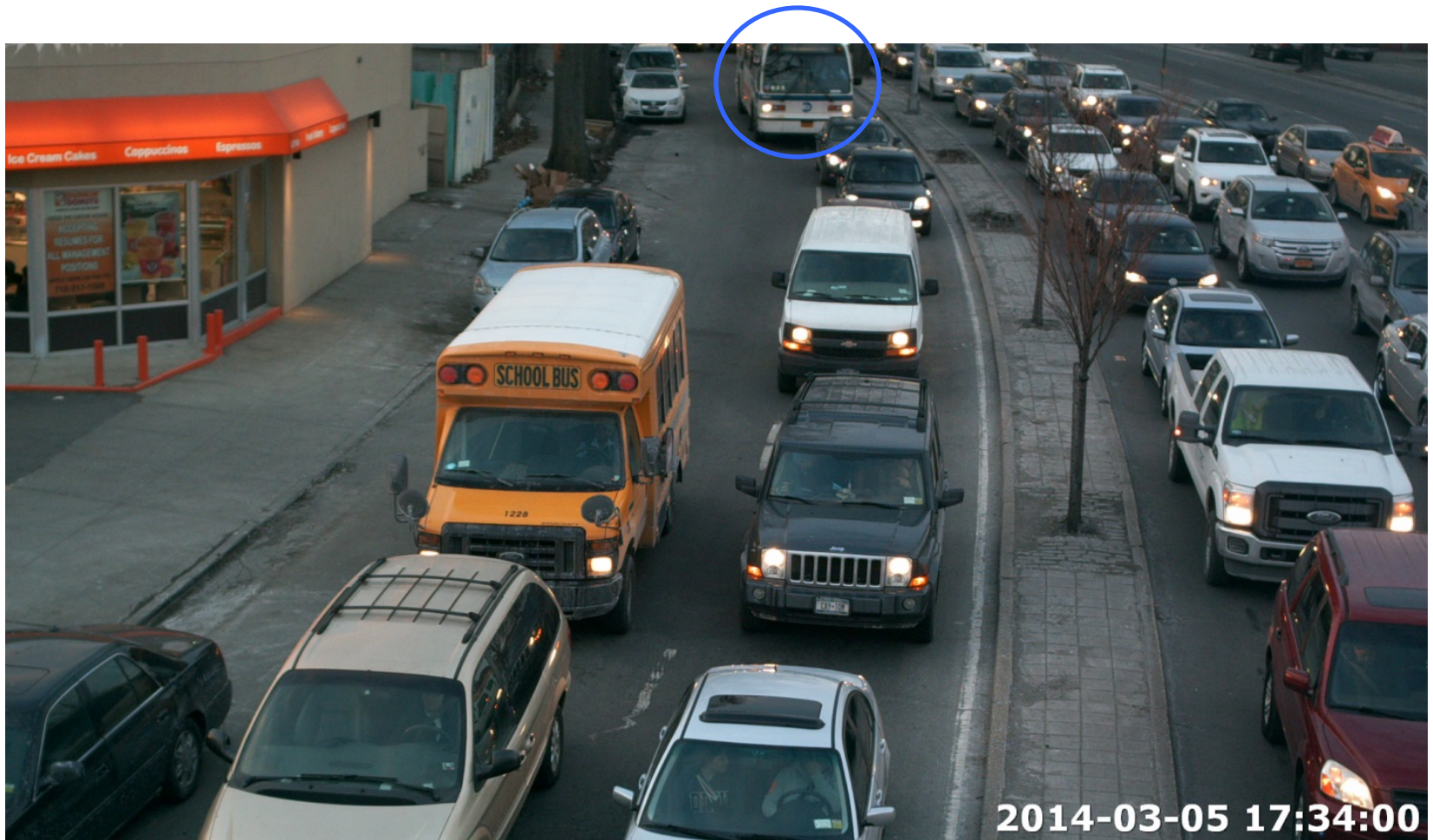
Thank You

End

Further Information

Curbside Bus Lane Area

Buses get stuck in traffic before the subway transfer



Curbside Bus Lane Area

Cars park all day
near subway

8:00 AM



5:30 PM



Curbside Bus Lane Area

- DOT observed parking for two full weekdays in March.
- 70% of daytime parking in proposed bus lane area was commuter parking.
- Commuter parking = arrived in morning and departed in evening.
- Most of this area faces the sides of properties, or garages.

Proposed
Bus Lanes

