Woodhaven/Cross Bay Boulevards Select Bus Service Public Workshop
April 23, 2014

MTA Bus

NEW YORK CITY DOT

Agenda

- Presentation
- Breakout Session Part 1: Introduction
- Break and View Boards
- Breakout Session Part 2: Discussion
- Summary

Community Engagement Process

Community Advisory Committee

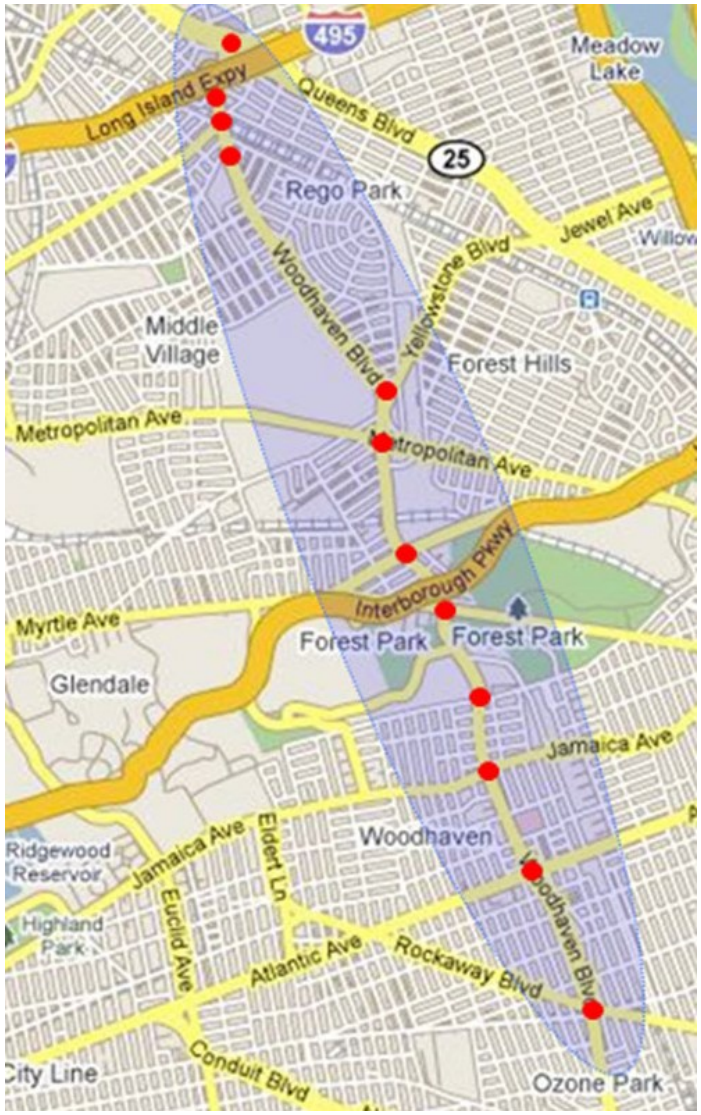
Public Open Houses
and Workshops

Community Board Meetings

Major Stakeholder Meetings

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

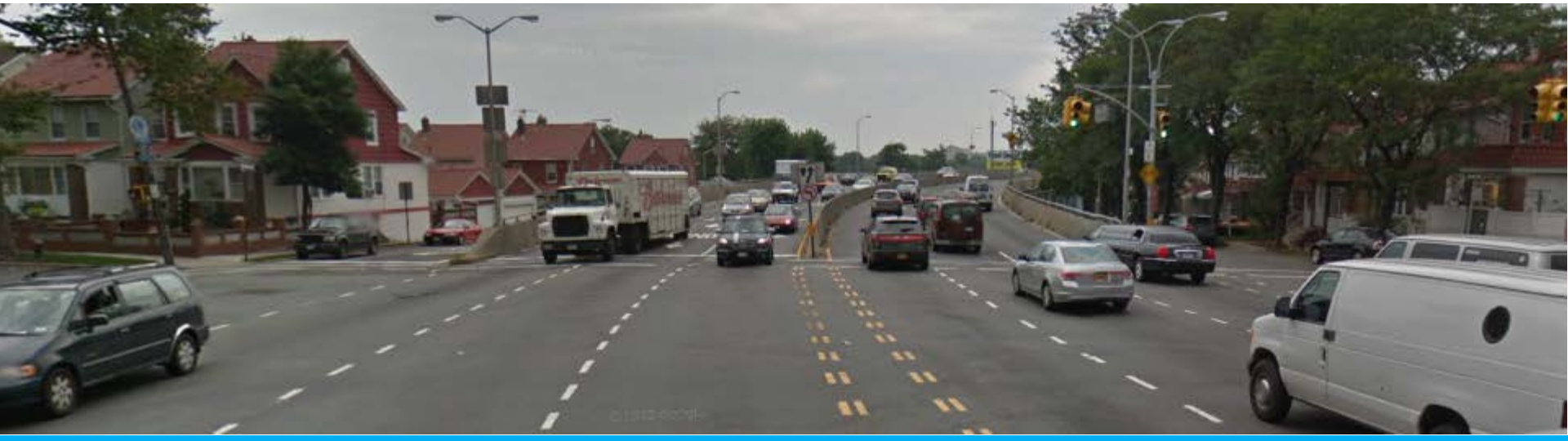


Congested Corridor Findings

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

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

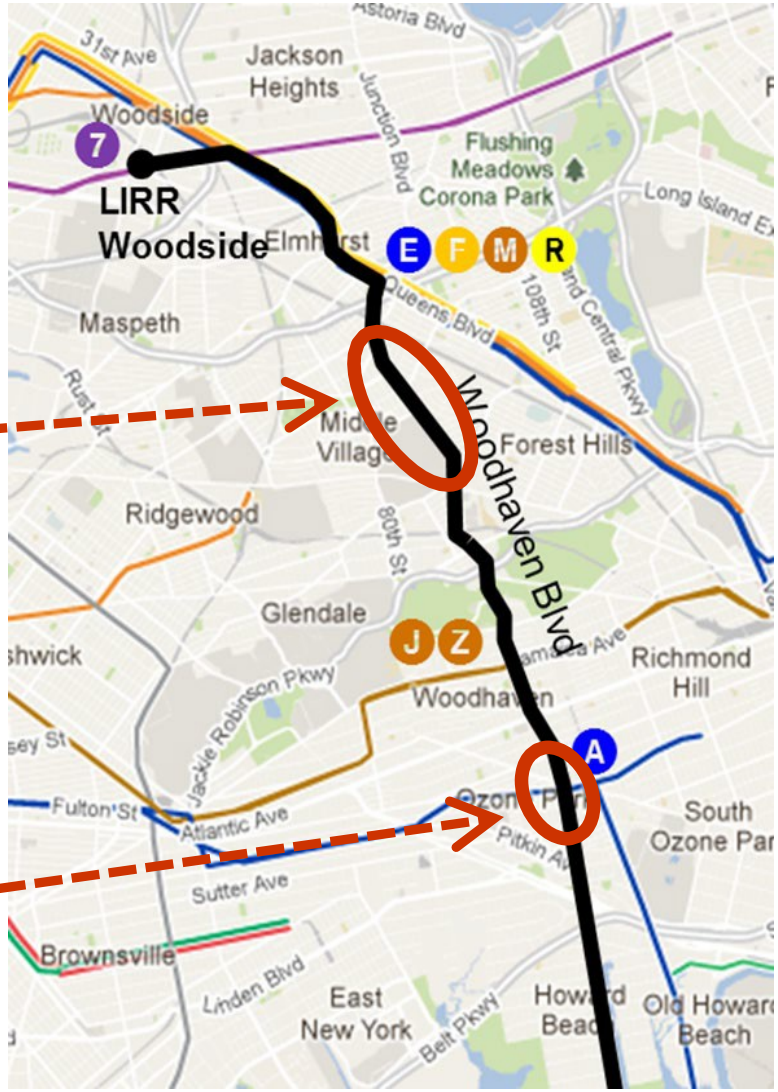
Bus lanes improve bus speeds by about 10%. Recommendations include:

Offset Bus Lanes

- Offset bus lanes between Eliot and Metropolitan Avenues

Curbside Bus Lanes

- Curbside bus lanes approaching Rockaway Boulevard



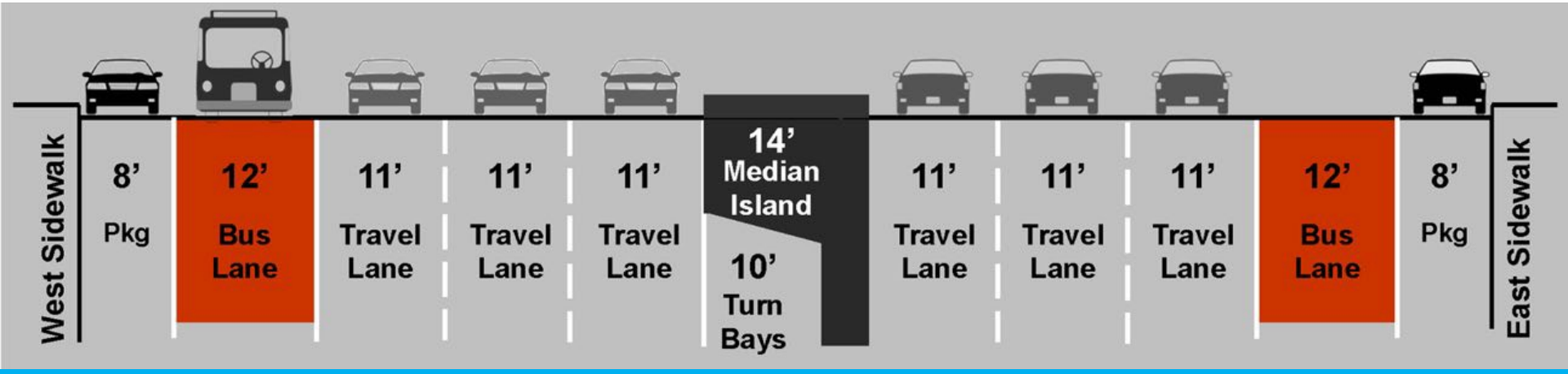
Offset Bus Lanes

Offset Bus Lanes

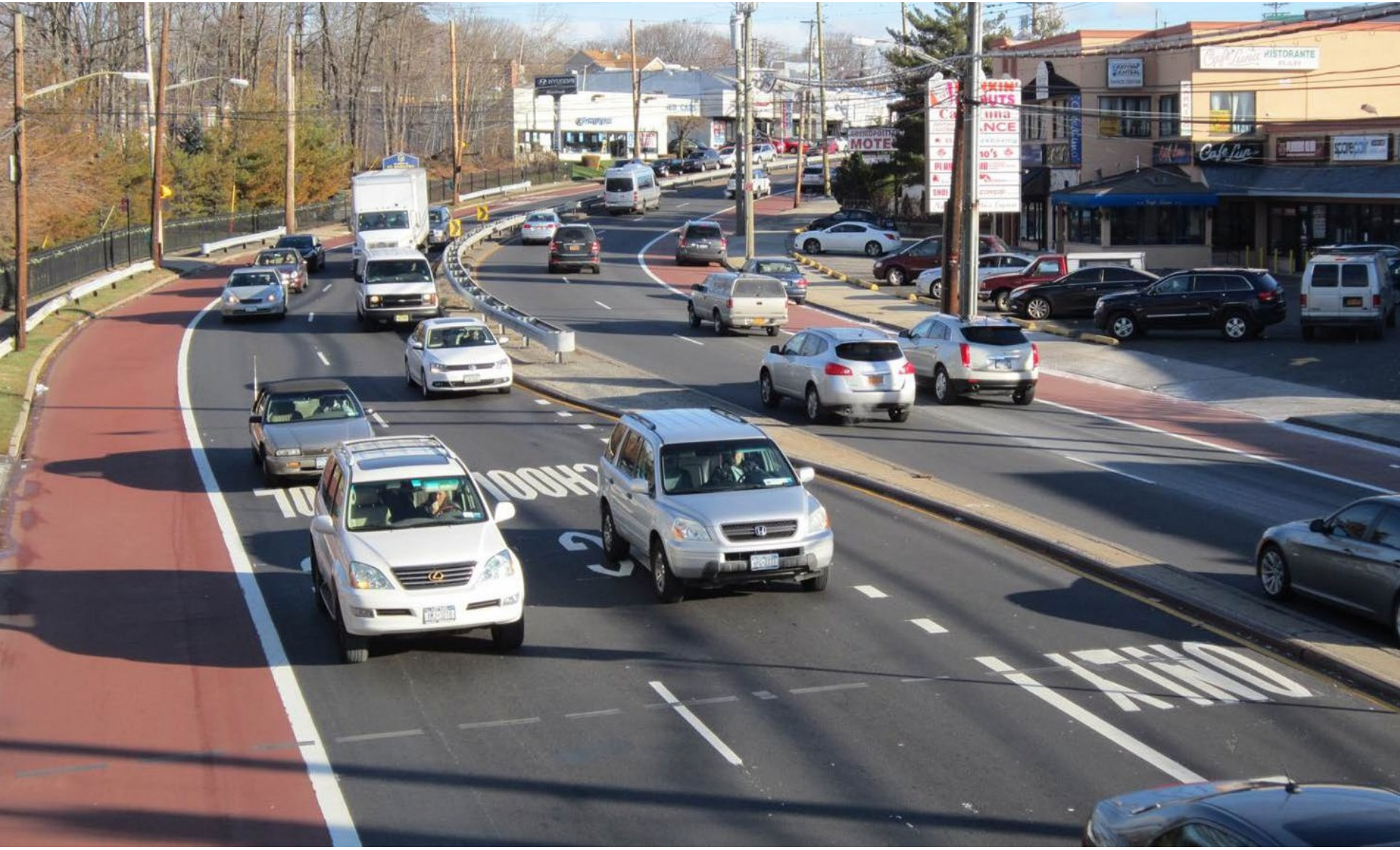
Woodhaven Boulevard has 3 travel lanes in each direction at the LIRR bridges, and 4 lanes in between.

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, Monday-Friday



Curbside Bus Lanes

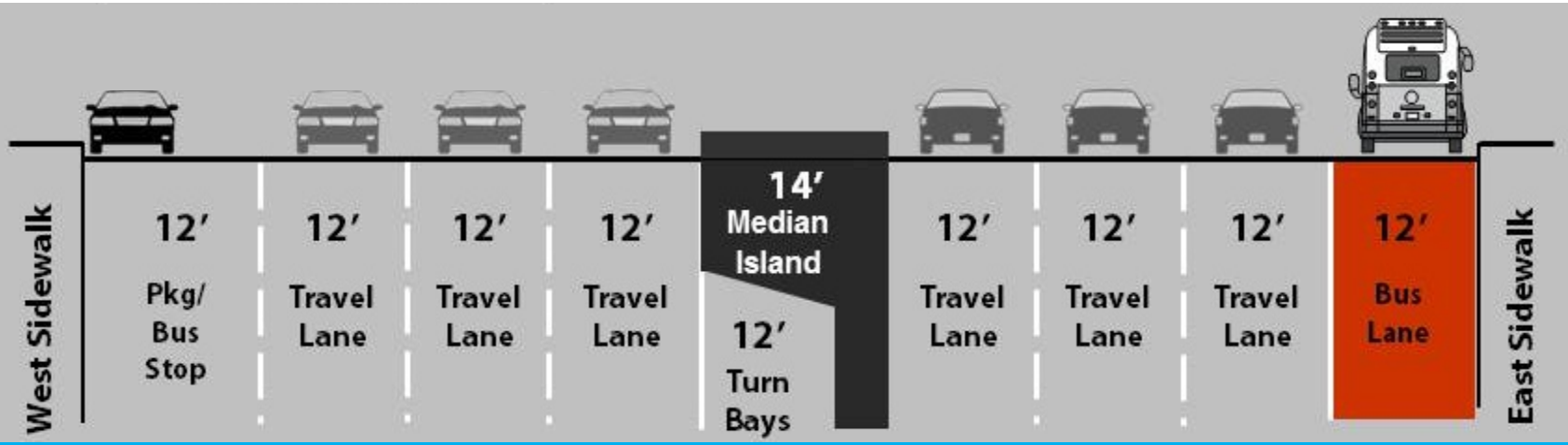


Curbside Bus Lanes

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

Proposed

- Curbside bus lane northbound approaching Liberty Ave, and southbound approaching 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:

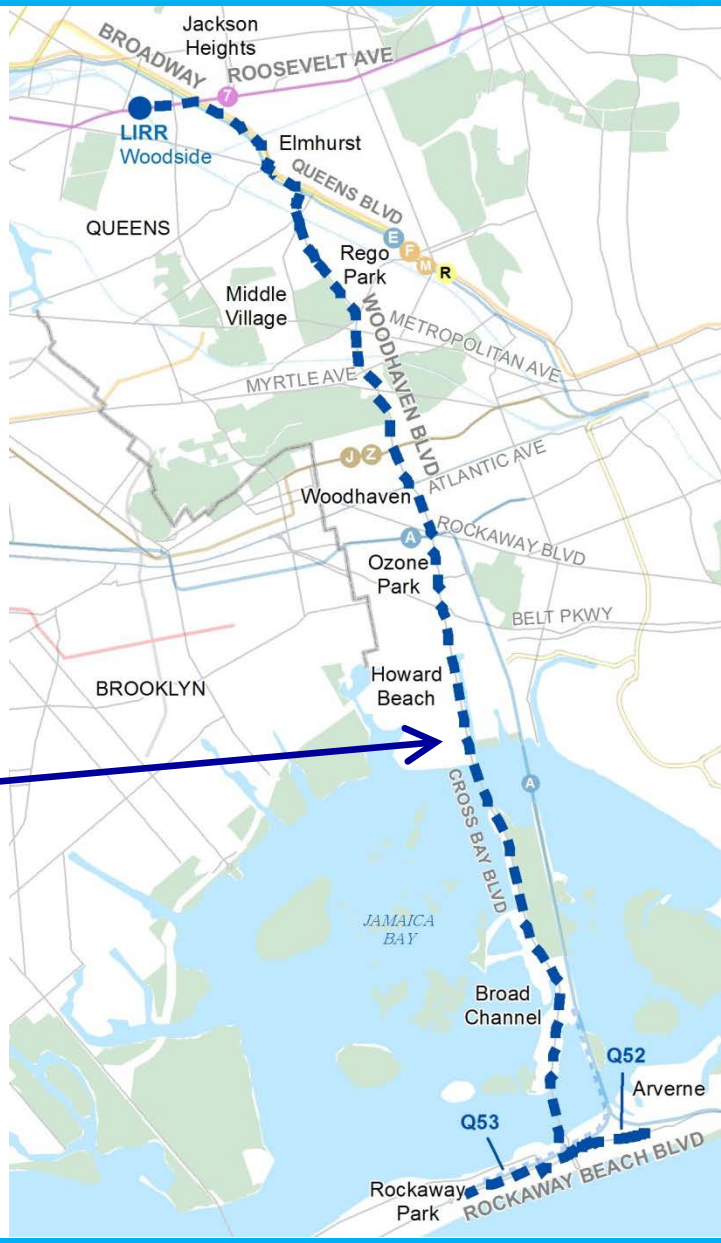
- Speed: 15-20% faster
- Ridership: 5-10% increase in first year
- Customer Satisfaction: Over 95% satisfied or very satisfied
- Safety issues addressed
- Traffic flow maintained

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

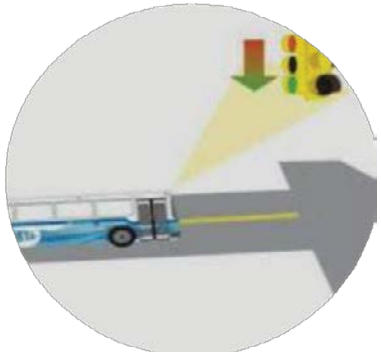
SBS Corridor



Select Bus Service Features

Bus Lanes

Enhanced Stations



Bus Signal Priority

Branding

Improved Fare Collection

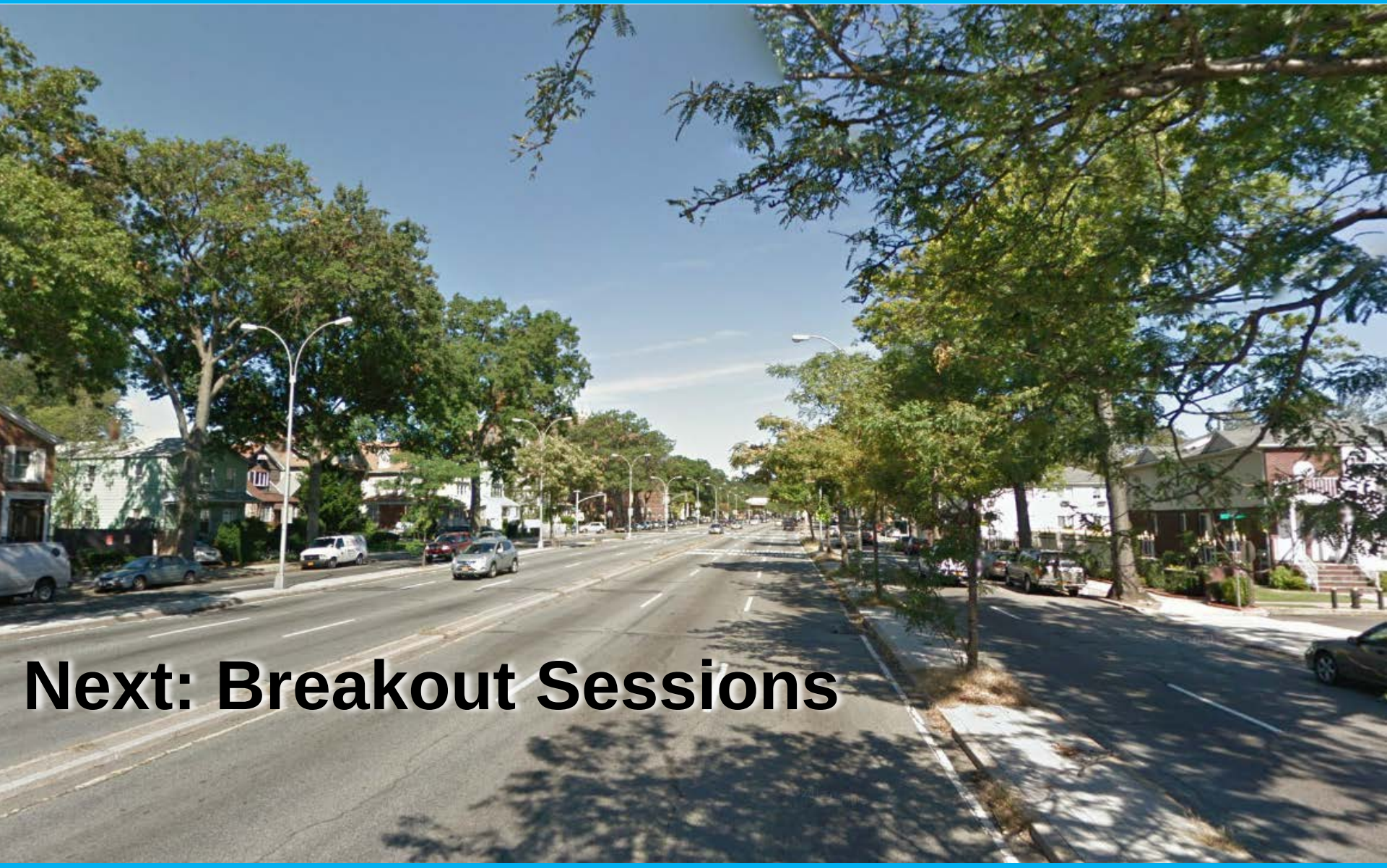
Passenger Information

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


Next: Breakout Sessions