Agenda

Presentation

Breakout Session Part 1: SBS Design Puzzle

Breakout Session Part 2: SBS Stop Selection

Full Group Discussion and Recap
First Public Workshop – April 23

Introduction to Bus Rapid Transit and Select Bus Service

Major comments:

• Buses very slow and unreliable in rush hours

• Pedestrian crossings difficult and dangerous

• Service in Rockaways should be extended

• Rockaway Branch is important to consider
2014 Implementation

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

Offset Bus Lanes
between Eliot and Metropolitan Avenues

Curbside Bus Lanes
approaching Rockaway Boulevard
2014 Implementation

EXISTING

West Sidewalk

14’ Pkg/Bus Stop
11’ Travel Lane
6’ Travel Lane
10’ Travel Lane
10’ Travel Lane
10’ Travel Lane
4’ Travel Lane
10’ Travel Lane
10’ Travel Lane
10’ Travel Lane
6’ Travel Lane
11’ Travel Lane
14’ Pkg/Bus Stop

East Sidewalk

126’
2014 Implementation

EXISTING

West Sidewalk

14’ Pkg/Bus Stop
11’ Travel Lane
6’ Travel Lane
10’ Travel Lane
10’ Travel Lane
10’ Travel Lane
4’ Travel Lane
10’ Travel Lane
10’ Travel Lane
10’ Travel Lane
6’ Travel Lane
11’ Travel Lane
14’ Pkg/Bus Stop

East Sidewalk

126’

PROPOSED

West Sidewalk

9’ Pkg/Bus Stop
11’ Travel Lane
5’ Travel Lane
6’ Travel Lane
10’ Travel Lane
10’ Travel Lane
10’ Travel Lane
4’ Travel Lane
10’ Travel Lane
10’ Travel Lane
10’ Travel Lane
6’ Travel Lane
5’ Travel Lane
11’ Travel Lane
9’ Pkg/Bus Stop

East Sidewalk

+selectbusservice
Long Term: Select Bus Service

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 and Traffic Flow

Most of Woodhaven & 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 sufficient 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 Steps

**Today:**
Design and SBS station ideas

**Summer 2014:**
MTA Bus and DOT develop designs based on today’s input

**Fall 2014:** Meetings to present draft plans and get community input

**Late 2014:**
Selection of Preferred Design

**2015:** Develop details for Preferred Design, plan capital project
Next: Breakout Sessions