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 crossing
- Heavy congestion at bottlenecks (overpasses)
- Medians that make turns difficult for through traffic, forcing buses to use service roads
- Slow bus service in need of improvement

April 23, 2014 | JHS 210 Elizabeth Blackwell | 6:00 - 8:30 PM

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

• Many corridor issues need to be addressed in a capital project

• SBS project will look at all potential changes, focusing on:
  o Faster bus service
  o Safer streets for pedestrians and drivers
  o Maintaining appropriate traffic flow for local and through drivers
<table>
<thead>
<tr>
<th>Features</th>
<th>Images</th>
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<tbody>
<tr>
<td>Bus Lanes</td>
<td><img src="image1.jpg" alt="Bus lanes image" /></td>
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<tr>
<td>Enhanced Stations</td>
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<td>Bus Signal Priority</td>
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<td>Branding</td>
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<td>Improved Fare Collection</td>
<td><img src="image5.jpg" alt="Improved fare collection image" /></td>
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<tr>
<td>Passenger Information</td>
<td><img src="image6.jpg" alt="Passenger information image" /></td>
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</table>
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
Woodhaven Blvd is one of the most dangerous corridors in the city for drivers and pedestrians.

Issues

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Next: Breakout Sessions