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
- 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

<table>
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<tr>
<th>Year</th>
<th>2004</th>
<th>2005</th>
<th>2006</th>
<th>3-Year Total</th>
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<tbody>
<tr>
<td>No. of Reportable Accidents</td>
<td>109</td>
<td>136</td>
<td>157</td>
<td>402</td>
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</tbody>
</table>

**Diagram:**
- Intersections: 72
- Intersection Crashes: 72
- Mid-block Crashes: 1

**Locations:**
- Atlantic Ave
- Jamaica Ave
- Myrtle Ave
- Union Turnpike
- Metropolitan Ave
- Woodhaven Blvd
- Yellowstone Blvd
- Dry Harbor Rd
- Elliot Ave
- LIE Exit
- Queens Blvd
## Preliminary Findings

### Travel Time & Speed

#### Northbound

<table>
<thead>
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<th>AM</th>
<th>MD</th>
<th>PM</th>
<th>Sat</th>
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</thead>
<tbody>
<tr>
<td>Travel time (min)</td>
<td>19</td>
<td>11</td>
<td>13</td>
<td>10</td>
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<tr>
<td>Avg. Speed (mph)</td>
<td>11.4</td>
<td>20.5</td>
<td>16.8</td>
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#### Southbound

<table>
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<tr>
<th></th>
<th>AM</th>
<th>MD</th>
<th>PM</th>
<th>Sat</th>
</tr>
</thead>
<tbody>
<tr>
<td>Travel time (min)</td>
<td>13</td>
<td>12</td>
<td>13</td>
<td>10</td>
</tr>
<tr>
<td>Avg. Speed (mph)</td>
<td>16.6</td>
<td>18.3</td>
<td>15.9</td>
<td>20.4</td>
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</table>
Study Process

- **Start**: January 2008
- **1st PAC Meeting**: February 20, 2008
- **Public Meeting #1**: May 19, 2008
- **Community Drive-through**: Mid-June 2008
- **Public Meeting #2**: Sept/Oct 2008
- **Public Meeting #3**: Late 2008
- **Community Board Meeting**: Spring 2009
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.