Rockaway Boulevard
Corridor Traffic Calming

2010

Commissioner Janette Sadik-Khan  New York City Department of Transportation
Office of Research, Implementation & Safety -- June 3, 2010
Project Background

- Rockaway Boulevard
  From Atlantic Avenue to Sutphin Boulevard

- Crash History (Five Years):
  - 3 pedestrian fatalities
  - 31 pedestrian severe injuries
  - 3 motor vehicle occupant fatalities

- Adjacent to eight Priority Schools:
  St. Elizabeth, JHS 210, MS 137, PS 108, PS 100, St. Anthony of Padua, PS 96, and PS 45
Existing Conditions

- 4-mile study area
- Two configurations
- Moderate traffic volumes with peaks of short duration
- 59% of vehicles exceed speed limit; 85th percentile speeds 40 mph
- Bus routes (7, 112, 41, 37, 10)
- Local truck route

Severity-Weighted Injuries Per Mile Ranking: 89th Percentile of Queens Corridors

<table>
<thead>
<tr>
<th>Rockaway Blvd: Atlantic Ave-Sutphin Blvd/150th St 2004-2008</th>
<th>Total Injuries</th>
<th>Avg Inj/Yr</th>
<th>Avg Inj/Mile/Yr</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pedestrian</td>
<td>138</td>
<td>27.6</td>
<td>6.8</td>
</tr>
<tr>
<td>Bicyclist</td>
<td>34</td>
<td>6.8</td>
<td>1.7</td>
</tr>
<tr>
<td>Motor Vehicle Occupant</td>
<td>896</td>
<td>179.2</td>
<td>44.4</td>
</tr>
<tr>
<td>Total Injuries</td>
<td>1068</td>
<td>213.6</td>
<td>53.0</td>
</tr>
</tbody>
</table>

Fatalities (2004-2009)
- 3 Pedestrians
- 3 Motor vehicle occupants
Existing Conditions

- Tractor trailers double parking
- Car wash lines
- Excess capacity and wide road encourage speeding
- Long blocks, long signal cycles, and low volumes encourage jaywalking
Existing Conditions – 4 lane section

Rockaway & 81st St

Rockaway & 85th St
Existing Conditions – 5-lane section

Rockaway & 125th St

Rockaway & 104th Street
Proposal

Convert to 1 lane in each direction
Paint center medians and left turn bays
Reduce signal cycle length to improve travel times and reduce pedestrian and vehicle waiting times

Investigate providing dedicated peak-hour truck parking near Atlantic Ave
Proposal (cont’d)

Retain existing configuration from 104th St to Linden Blvd.

Remove one eastbound travel lane from Linden Blvd to Sutphin Blvd.

Install pedestrian refuge islands at 13 existing painted median locations.

Reduce signal cycle length to improve travel times and reduce pedestrian and vehicle waiting times.
Precedent: Allerton Ave
Precedent: Vanderbilt Ave

Before

After
4-to-3 Conversions

Safety Benefits:
Decrease in pedestrian crashes in the first year:
- Chrystie St (M): -34%
- Allerton Ave (Bx): -100%

Other Benefits
- Left turn bays eliminate problem of stopping behind turning vehicles
- Extra-wide parking lanes allow loading/waiting – not in a moving lane.
- Signal re-timing reduces waiting times for pedestrians and vehicles
- All parking spaces conserved
Matching roadway capacity to volumes:

- Enhances pedestrian and vehicular safety
- Provides shorter crossings
- Reduces waiting times for Rockaway and crossing traffic
- Reduces speeding, calms traffic