

# Rockaway Boulevard

## Corridor Traffic Calming

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

## Fatalities (2004-2009)

- 3 Pedestrians
- 3 Motor vehicle occupants

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

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

# Existing Conditions



Rockaway & 82<sup>nd</sup> St, Looking West

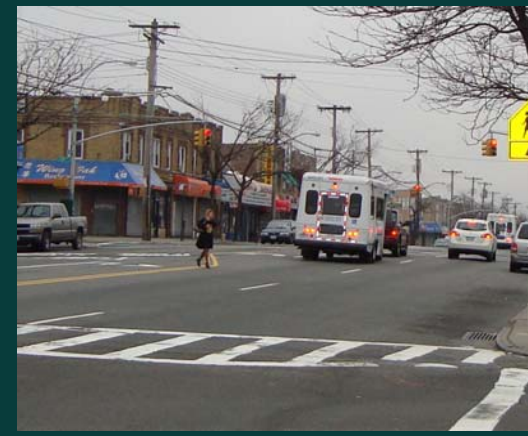
- Tractor trailers double parking
- Car wash lines
- Excess capacity and wide road encourage speeding
- Long blocks, long signal cycles, and low volumes encourage jaywalking



Rockaway & 114<sup>th</sup> St, Looking West



Rockaway & 140<sup>th</sup> St

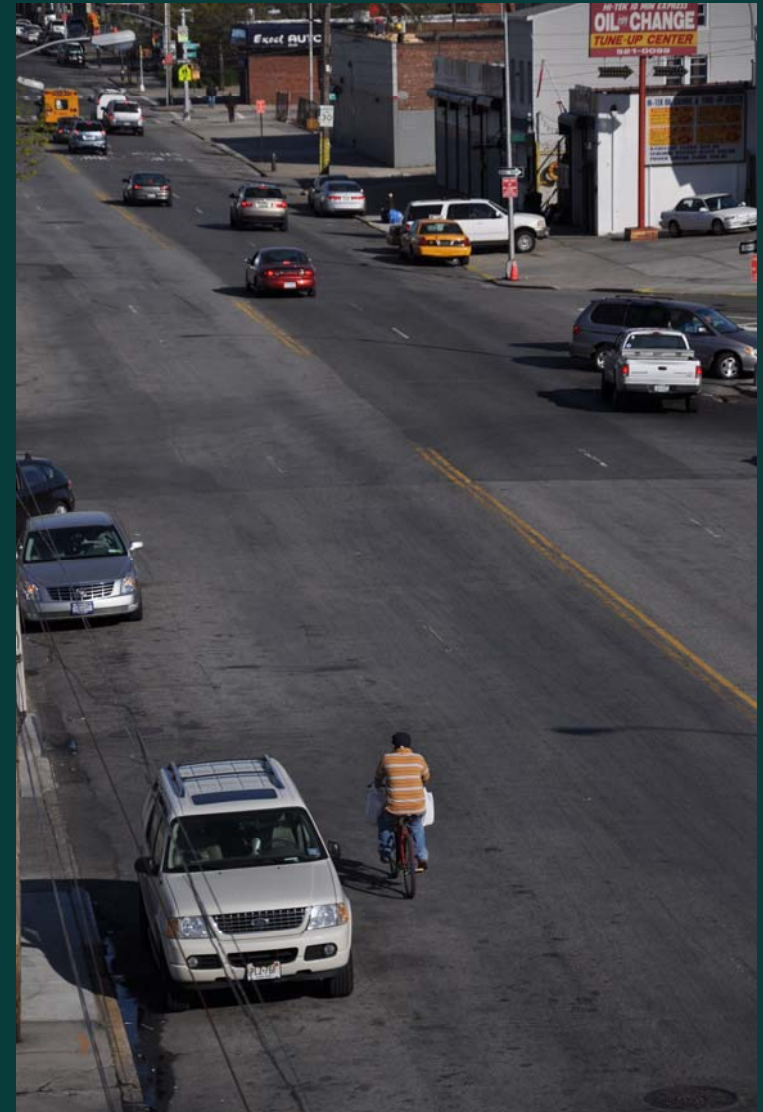


Rockaway & Lefferts Blvd

# Existing Conditions - 4 lane section



Rockaway & 85th St

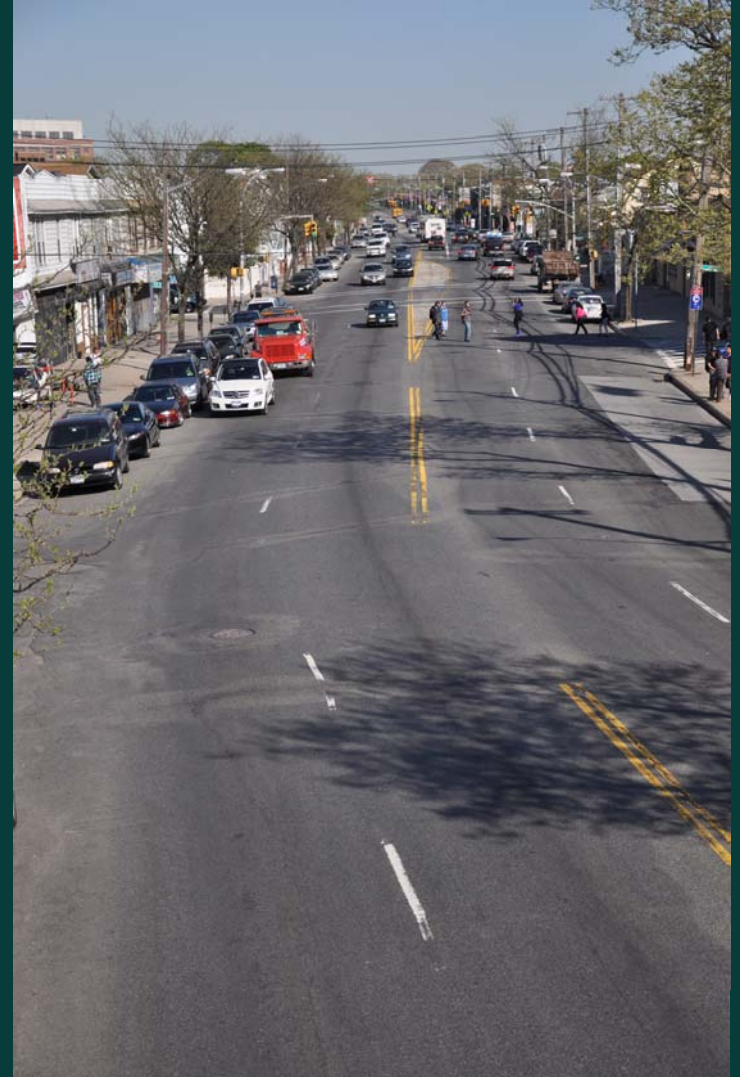


Rockaway & 81st St

# Existing Conditions – 5-lane section

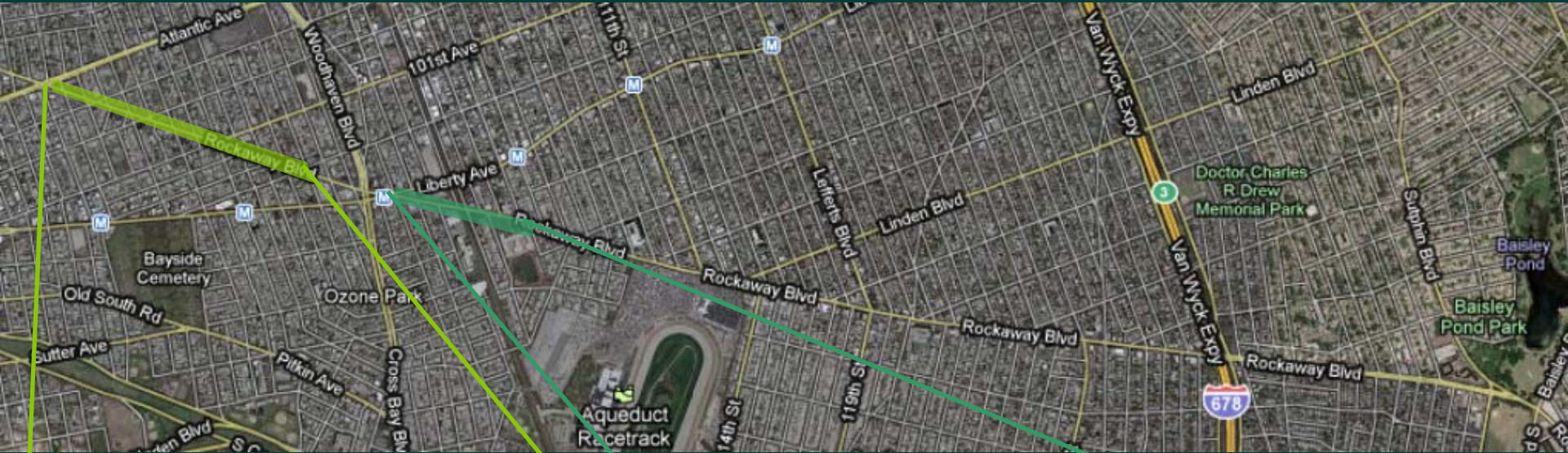


Rockaway & 125th St

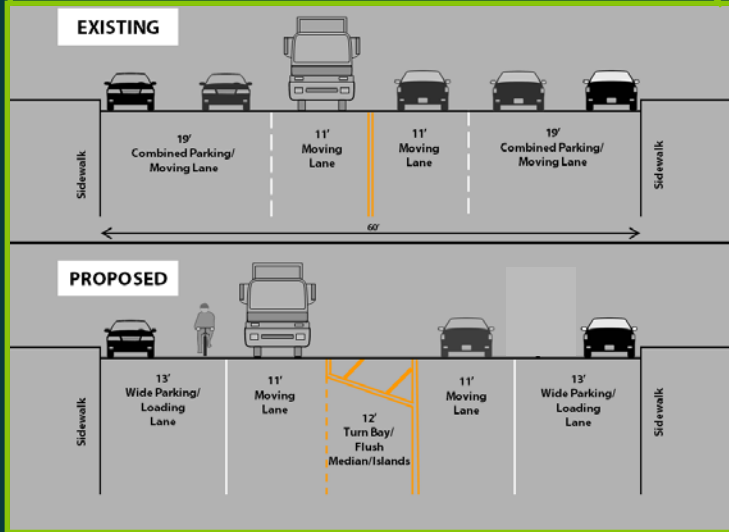


Rockaway & 104<sup>th</sup> Street

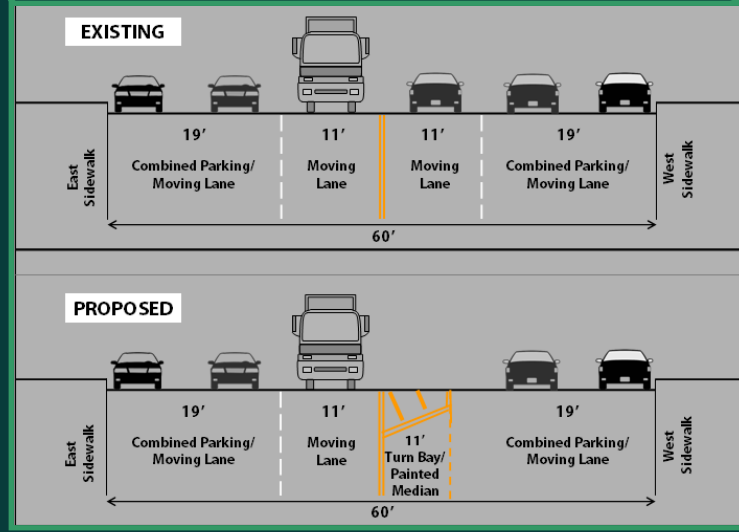
# Proposal



Atlantic Ave to 103d Ave/92<sup>nd</sup> St (CB 9)



97<sup>th</sup> St to 104<sup>th</sup> St (CB 10)



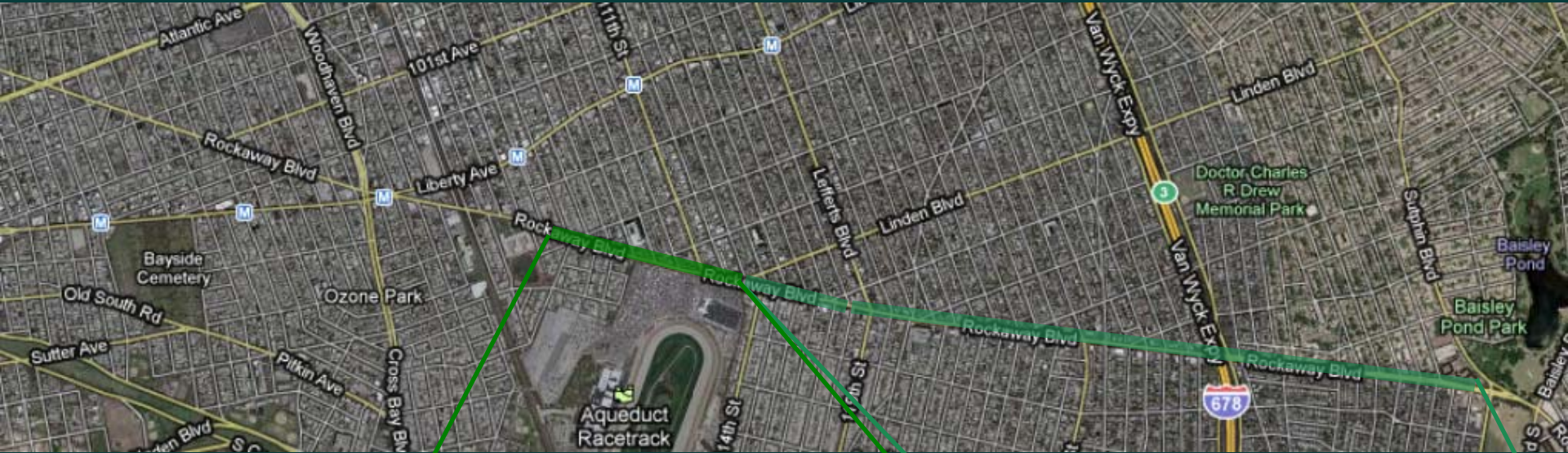
Convert to 1 lane in each direction

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)



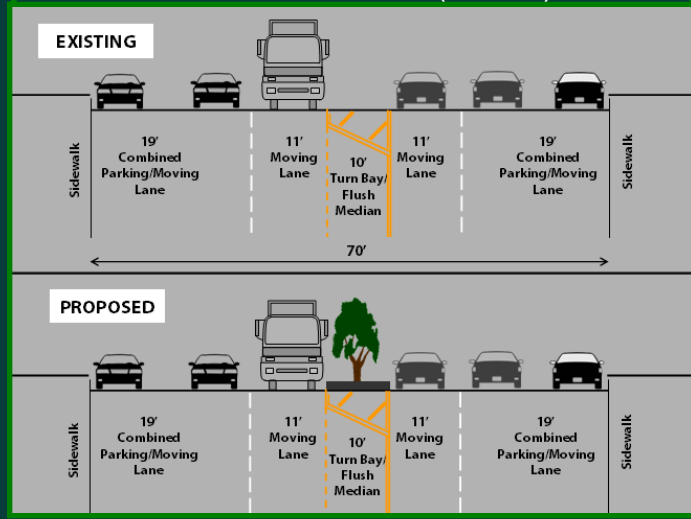
Retain existing configuration from 104<sup>th</sup> St to Linden Blvd.

Remove one eastbound travel lane from Linden Blvd to Sutphin Blvd

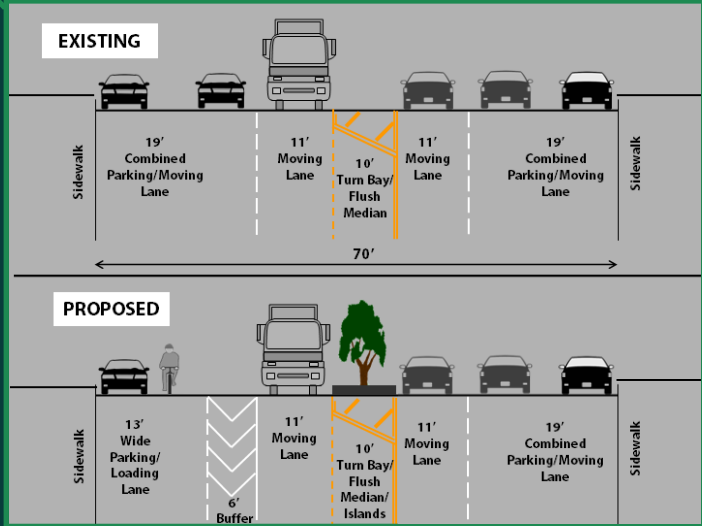
Install pedestrian refuge islands at 13 existing painted median locations.

Reduce signal cycle length to improve travel times and reduce pedestrian and vehicle waiting times

## 104<sup>th</sup> St to Linden Blvd (CB 10)



## Linden Blvd to Baisley Blvd (CB 10 & 12)





# Precedent: Allerton Ave



# Precedent: Vanderbilt Ave



# 4-to-3 Conversions

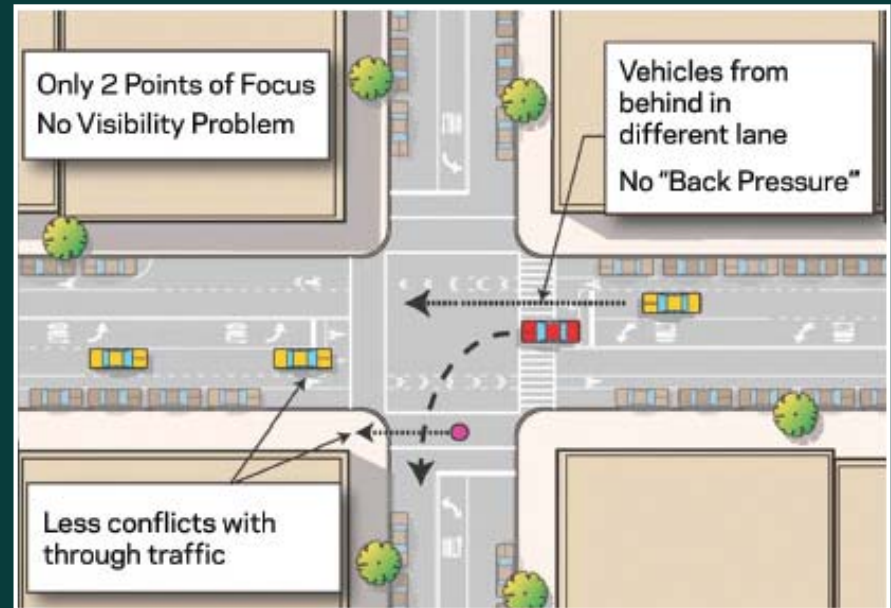
## Safety Benefits:

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



# Summary

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

# Questions

