CANARSIE AREA TRANSPORTATION STUDY

CB 18 Presentation
January 17, 2018
Project Background, Goals, and Study Area
PROJECT BACKGROUND AND GOALS

• Project initiated in 2016
• **Improve safety** for all street users
• Reduce Congestion and improve circulation within the study area
• **Safer pedestrian crossings**
• Address congestion and queue spillback on Belt Parkway Exit Ramp
• **Enhanced quality of life** for area residents and businesses
STUDY AREA AND ROADWAY NETWORK

LEGEND
- Canarsie Area
- Principal Arterial
- Minor Arterial
SELECTED INTERSECTIONS

Intersection Selection Criteria
- Crash Data
- Field Observations
- Older Traffic Counts

Collected Data
- ATRs, TMCs & Classification Counts
- Pedestrian Counts
- Travel Speed
- Signal Timing
- Street Inventory (Geometry)

Crashes/Safety
- Number of Crashes
- Severity
- Type
- Frequency
Progress to Date & Findings
STUDY FINDINGS
Issues Identified and Short Term Improvements
SIGNAL TIMING ADJUSTMENTS

Signal Timing Adjustments
2018 PROJECTS

Rockaway Pkwy and Shore Pkwy Service Road Project

Rockaway Pkwy Pedestrian Safety Project
ROCKAWAY PKWY SAFETY PROJECT

- Canarsie - Rockaway Pkwy Subway Station
- Canarsie High School (Around 1000 Students)
- P.S. 115 (978 Students)
- Four Seasons Nursing & Rehabilitation Center (270 bed Facility)
- P.S. 279 (408 Students)
- I.S. 211 (521 Students)
- P.S. 272 (479 Students)
- Connection to the Belt Pkwy

P.S. 115 (978 Students)

Canarsie High School (Around 1000 Students)

P.S. 279 (408 Students)

I.S. 211 (521 Students)

Four Seasons Nursing & Rehabilitation Center (270 bed Facility)

Connection to the Belt Pkwy

P.S. 272 (479 Students)
ROCKAWAY PKWY – EXISTING CONDITIONS

- Long crossing distance for pedestrians (60’)
- Long blocks (Approx. 700’) and wide roadway contribute to speeding

Speed data: (collected between Ave J and Ave K)
- Northbound: 92% speeding
- Southbound: 85% speeding
PROJECT NEED – CRASH DATA

Rockaway Pkwy is a Vision Zero Priority Corridor

2011-2017
• 6 Fatalities (2011-15)
  3 Pedestrian fatalities
    (2 seniors and 1 child)

2011-2015
• 22 Severe Injuries
• 395 Injuries

Total Injuries 2011-2015
Severe Injuries
Fatalities
TYPICAL TRAFFIC VOLUMES
SUMMARY OF PROPOSALS

EXISTING CONDITIONS  ORIGINAL PROPOSAL  REVISED PROPOSAL
<table>
<thead>
<tr>
<th>EXISTING CONDITIONS</th>
<th>ORIGINAL PROPOSAL</th>
<th>REVISED PROPOSAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>History of severe and fatal crashes</td>
<td>Safety improvements only at intersections</td>
<td>Safety improvements along entire corridor</td>
</tr>
<tr>
<td>Long crossing distances and no pedestrian refuge</td>
<td>Proposes only 1 pedestrian island per intersection</td>
<td>Proposes 2 pedestrian islands at every intersection</td>
</tr>
<tr>
<td>2 lanes in each direction (thru-left and thru-right)</td>
<td>Existing lane configuration stays the same midblock</td>
<td>Calms traffic with consistent lane configuration throughout corridor</td>
</tr>
<tr>
<td>Absence of left turn bays creates safety concerns</td>
<td>Left turns not fully separated from thru traffic</td>
<td>Left turn bays fully separate left turns from thru traffic</td>
</tr>
<tr>
<td>Long distances between intersections and low traffic volumes off-peak lead to speeding</td>
<td>Long distances between intersections and low traffic volumes off-peak lead to speeding</td>
<td>Reduces speeding throughout corridor and discourages cut-through traffic from Belt Pkwy</td>
</tr>
</tbody>
</table>
BENEFITS OF ENHANCED SAFETY PROPOSAL
ROCKAWAY PKWY & SHORE PKWY S.R.

Project Area
ROCKAWAY PKWY & SHORE PKWY S.R.
PROPOSED PLAN
THANK YOU!

Questions?

Contact: http://www.nycdotfeedbackportals.nyc/