

# Access to Opportunity

Eastern Rockaways Transportation Study

March  
2016



# Project Overview

## Access to Opportunity: A Transportation & Housing Study in the Eastern Rockaways



NYC DOT entered into an agreement with US DOT to receive TIGER grant funding for *Access to Opportunity: A Transportation & Housing Study in the Eastern Rockaways*, a collaboration with HPD to coordinate transportation improvements to City investments in the Eastern Rockaways.

# Project Schedule

**Fall 2015**

Public outreach through NYC DOT Ambassadors, HPD Resilient Edgemere workshops & NYC DOT Urban Design Far Rockaway open house

**December 2015**

NYC DOT Access to Opportunity first workshop

**Spring 2016**

Existing conditions report due and outreach to brainstorm improvement proposals

**Summer 2016**

Development of short-term improvement options & refinement of vision for long-term change

**Summer 2017**

Short-term improvement implementation

**Fall 2017**

Final report of long-term improvements & urban design & street connectivity concepts

# Outreach Summary

1

Rockaway YMCA at Arverne by the Sea visit

1

Peninsula Queens Library visit

4

HPD- & DOT-organized community meetings

4

Local church visits

6

Local grocery store visits

300+

Eastern Rockaways residents reached

272

Comments received

# What We Heard

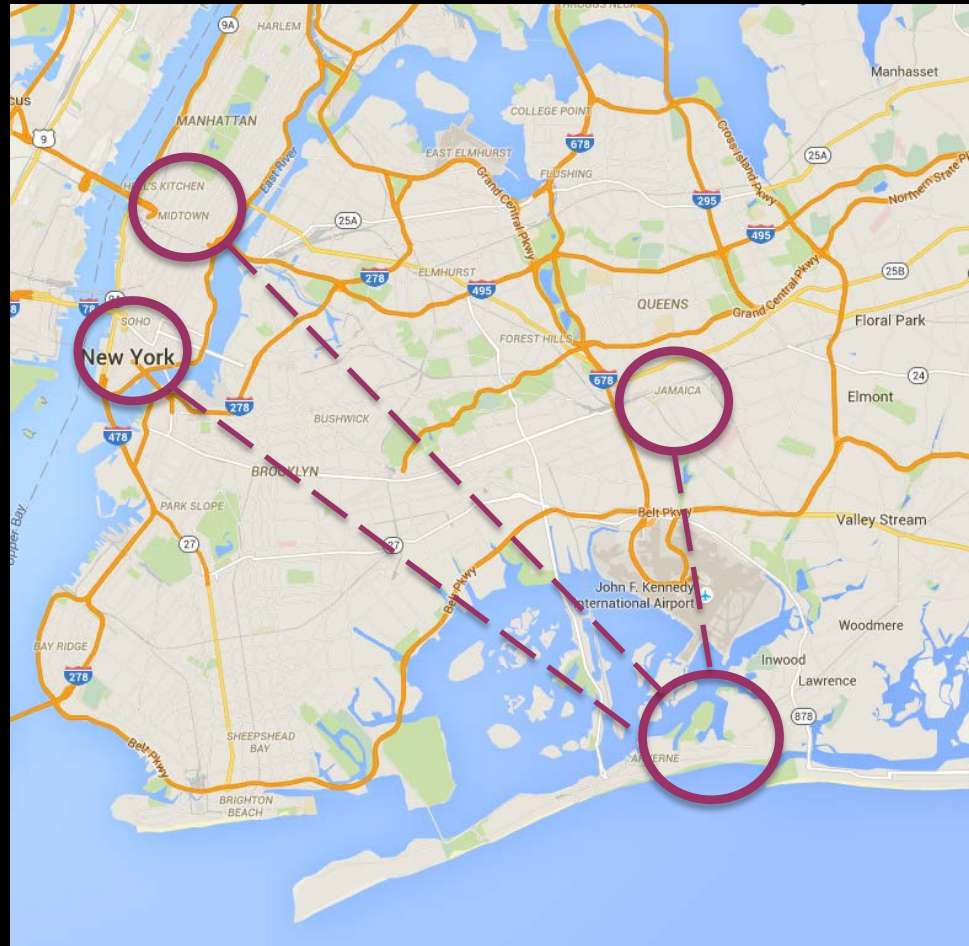
Through our outreach efforts, we learned that residents find it hard to get from the Eastern Rockaways to jobs in:

- Jamaica
- Lower Manhattan
- Midtown

A lot of that difficulty is transit-related.

## Transit Needs:

- More train and bus service
  - Bring rail service back to the Rockaway Beach Branch?
- More reliable transit service
- Faster transit service
- Expanded hours of service (express bus and Sunday bus)
- Ferry service to Eastern Rockaways



# What We Heard

Going north and south within the Eastern Rockaways is also difficult:

- Feels unsafe to walk along streets
  - Inconsistent sidewalks
  - Speeding
- Feels unsafe to cross streets:
  - Speeding
  - Wide corridors
  - Lack of crosswalks
- Lack of amenities around transit stops and hubs



# What We Heard

East and west access within the Eastern Rockaways is often slow, complicated, and dangerous, but the reasons change by route:



# Public Feedback: Focus Areas

## Beach Channel Drive

- High traffic volumes
- Congestion
- Heavy “house-shaking” traffic
- Only truck route on the peninsula
- Only east-west corridor with consistent through access
- Poor surface conditions
- Not enough time to cross the street
- Drivers drive in the bike lane





# Public Feedback: Focus Area

## Rockaway Beach Boulevard

- Speeding
- Wide roadway
- Hard to cross
- Fragmented east-west corridor



# Public Feedback: Focus Area

## Rockaway Freeway

- Low lighting
- Blocked sightlines
- Sidewalks and crosswalks needed
- Poor road surface quality
- Dangerous intersections
- No through access / fragmented east-west corridor



# Public Feedback: Focus Area

## Seagirt Boulevard

- Speeding “like NASCAR”
- Hard to cross the street
- Mid-block crossings needed
- Bike lanes needed



# Public Feedback: Goals & Strategies

## Goal: More Access / New Infrastructure

### **PRIORITY: Create streetscapes that work for all modes**

- Accommodate all modes on Rockaway roads as a network
- Design pedestrian-friendly, resilient streets in future developments
- Improve / expand existing pedestrian infrastructure
- Implement traffic calming on residential streets

# Public Feedback: Goals & Strategies

## Goal: More Access / New Infrastructure

### **PRIORITY: Expand / support resilient transportation networks**

- Improve transit service where possible
- Improve cross-peninsula transit service where possible
- Coordinate drainage improvements with other agencies
- Install / expand bicycle infrastructure
- Support ferry service (and expand where possible)
- Build flood protection into transportation network

# Public Feedback: Goals & Strategies

## Goal: Improve Existing Infrastructure

### **PRIORITY: Improve existing transit**

- Improve transit service level and reliability where possible
- Improve multi-modal transfers and connectivity where possible
- Improve transit facilities and/or nearby street amenities

### **PRIORITY: Improve existing roadways**

- Work with NYC Emergency Management to improve evacuation options
- Improve existing roadways

# Public Feedback: Goals & Strategies

## Goal: Improve Access to Existing Infrastructure

### **PRIORITY: Improve Communication**

- Improve planning and communication about evacuation
- Improve communication re transit service / delays
- Improve communication about street reconstruction and MPT plans

### **PRIORITY: Improve Access to Existing Infrastructure**

- Create safe walking routes to transit
- Improve intermodal connections
- Maximize boardwalk as cross-peninsula connection
- Increase streetscape security

# Public Feedback: Goals & Strategies

## Goal: Bring Services to Residents

### **PRIORITY: Encourage economic development**

- Encourage and build amenities around transit stops
- Create safe, inviting streetscapes
- Maximize public space / public realm within transportation network
- Work with agencies to support thriving a boardwalk and safe access to recreational opportunities



# Next Steps

**February -  
March**

Project updates to community and technical advisory committees, CB14, CM Richards, community stakeholders

**April - May**

Data collection and analysis about existing conditions

**June**

Public presentation of existing conditions report and brainstorming of future improvements for streetscape, urban design, connectivity, and traffic circulation

**Fall**

Public presentation of short-term improvement options

[nyc.gov/dot](https://nyc.gov/dot)

**Thank  
You**