



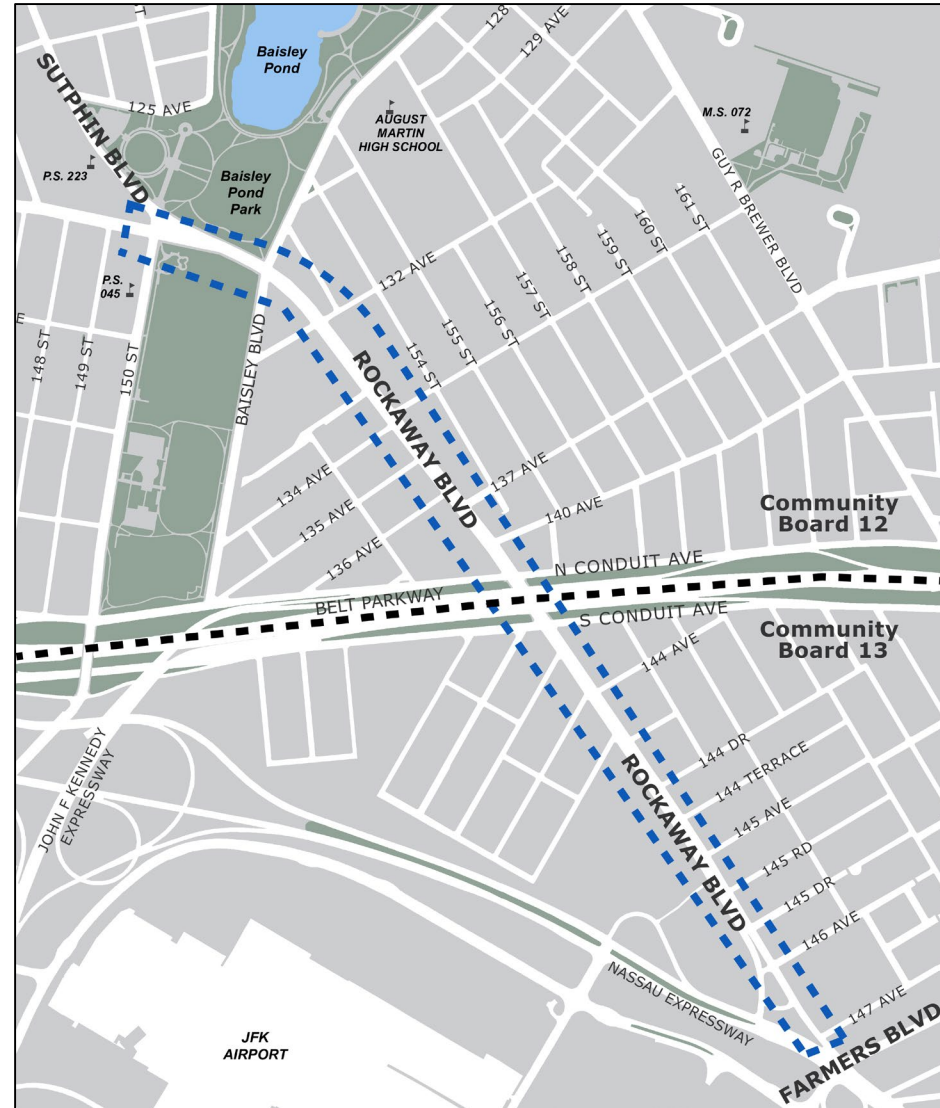
# Rockaway Blvd

Community Board 12 Transportation Committee

December 9, 2019

# Background

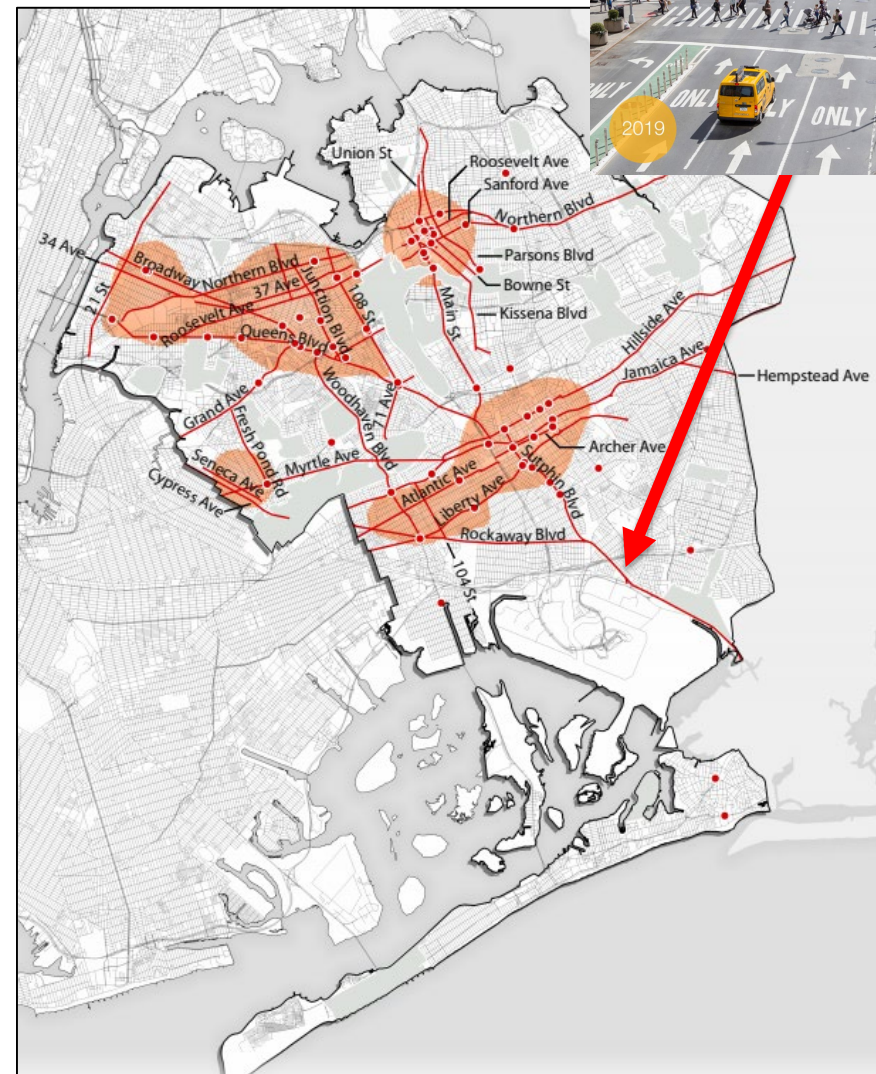
- 1.25 mile stretch between Sutphin Blvd and Farmers Blvd
- Two schools and Baisley Pond Park on the western end of the corridor
- Direct access to JFK Airport cargo area
- Industrial corridor – designated truck route with heavy truck volumes, wide streets, fast speeds
- Divided between Community Board 12 and Community Board 13 at the Belt Parkway



# Safety Data

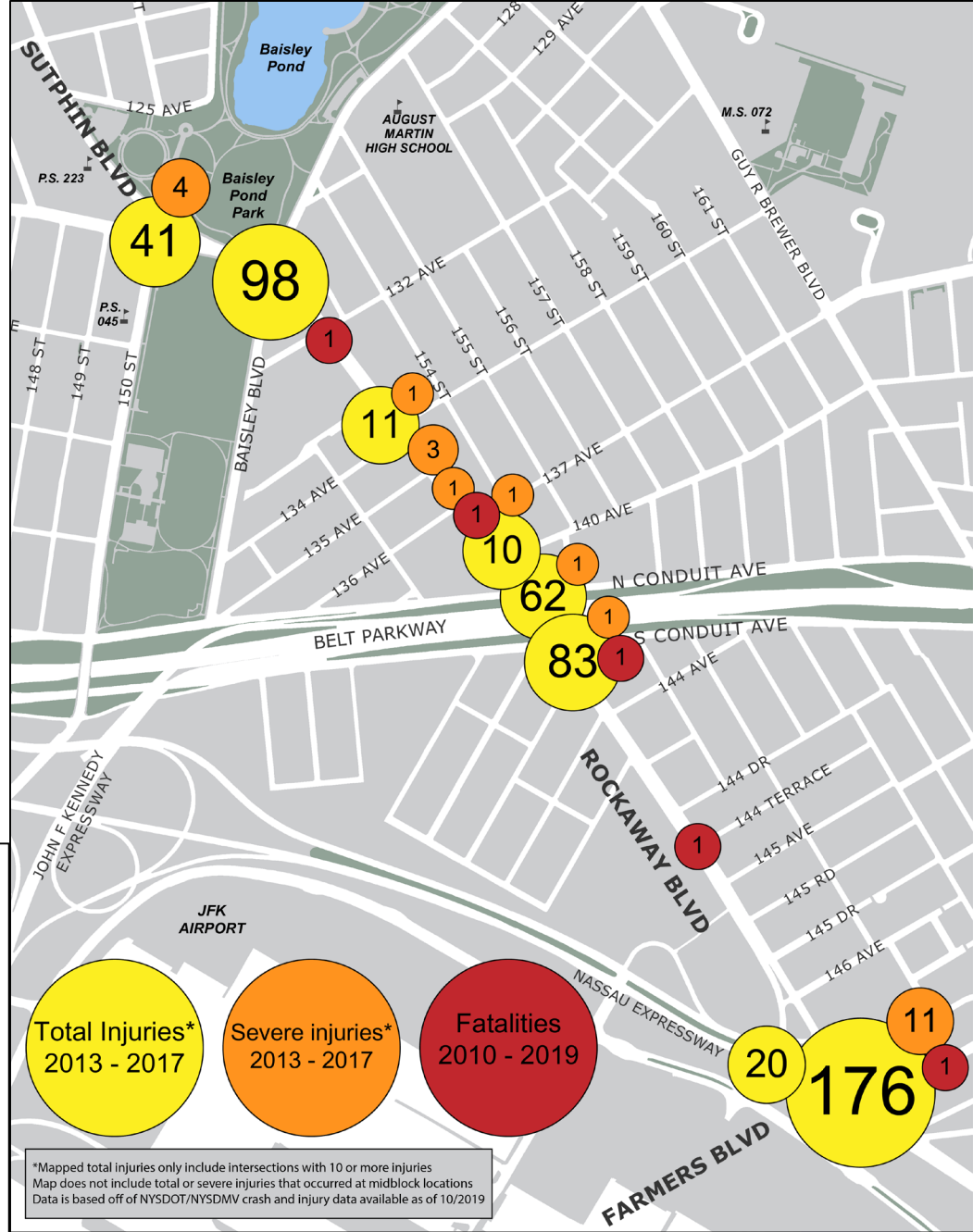
## Vision Zero

- Rockaway Blvd is a Vision Zero Priority Corridor
- Rockaway Blvd had a 21% increase in pedestrian killed or severely injured (KSI) per mile between 2009 – 2013 and 2012 - 2016
- High speeds – maximum recorded velocity of 51 MPH



# Crash Data

- 5 pedestrian fatalities on the corridor since 2013
- High rate of rear end crashes – indicative of speeding
- More than a third of pedestrians injured while crossing in crosswalks with signal



Rockaway Blvd - Sutphin Blvd to Farmers Blvd, QN  
Injury Summary, 2013-2017 (5 Years)

	Total Injuries	Severe Injuries	Fatalities	KSI
Pedestrian	31	5	5	10
Bicyclist	3	0	0	0
Motor Vehicle Occupant	541	18	0	18
<b>Total</b>	<b>575</b>	<b>23</b>	<b>5</b>	<b>28</b>

**Fatalities, 01/01/2013-7/22/2019: 5**

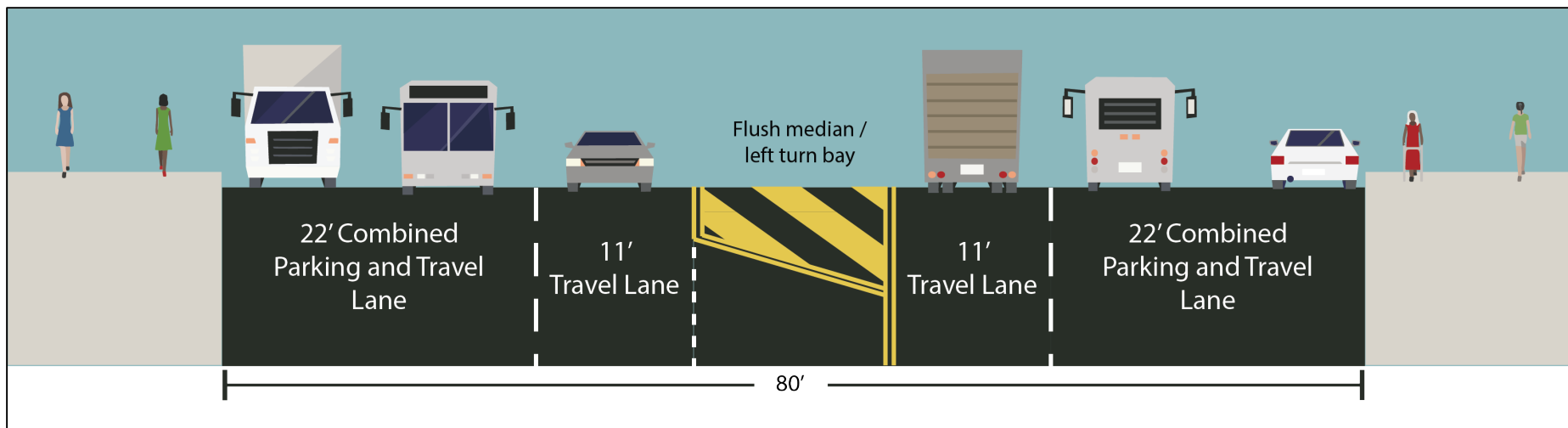
Source: Fatalities: NYCDOT  
Injuries: NYSDOT  
KSI: Persons Killed or Severely Injured

\*Mapped total injuries only include intersections with 10 or more injuries  
Map does not include total or severe injuries that occurred at midblock locations  
Data is based off of NYSDOT/NYS DMV crash and injury data available as of 10/2019

# Existing Conditions

## Corridor Conditions

- Rockaway Blvd is primarily 80' wide with two moving lanes, turn bays, and parking in each direction
- Q6 bus runs on Rockaway Blvd
- High quantities of trucks due to JFK Airport and Industrial District



A typical cross section of Rockaway Blvd

# Existing Conditions

## Intersection Conditions

- Skewed, wide intersections result in long crossing distances with inadequate refuges for pedestrians
- Large intersections with speeding vehicles create an intimidating environment for pedestrians
- Most common pedestrian injury is from crossing at intersections with the signal



A pedestrian crosses Rockaway Blvd at N Conduit Ave

# Proposed Intersection Improvements

## Sutphin Blvd

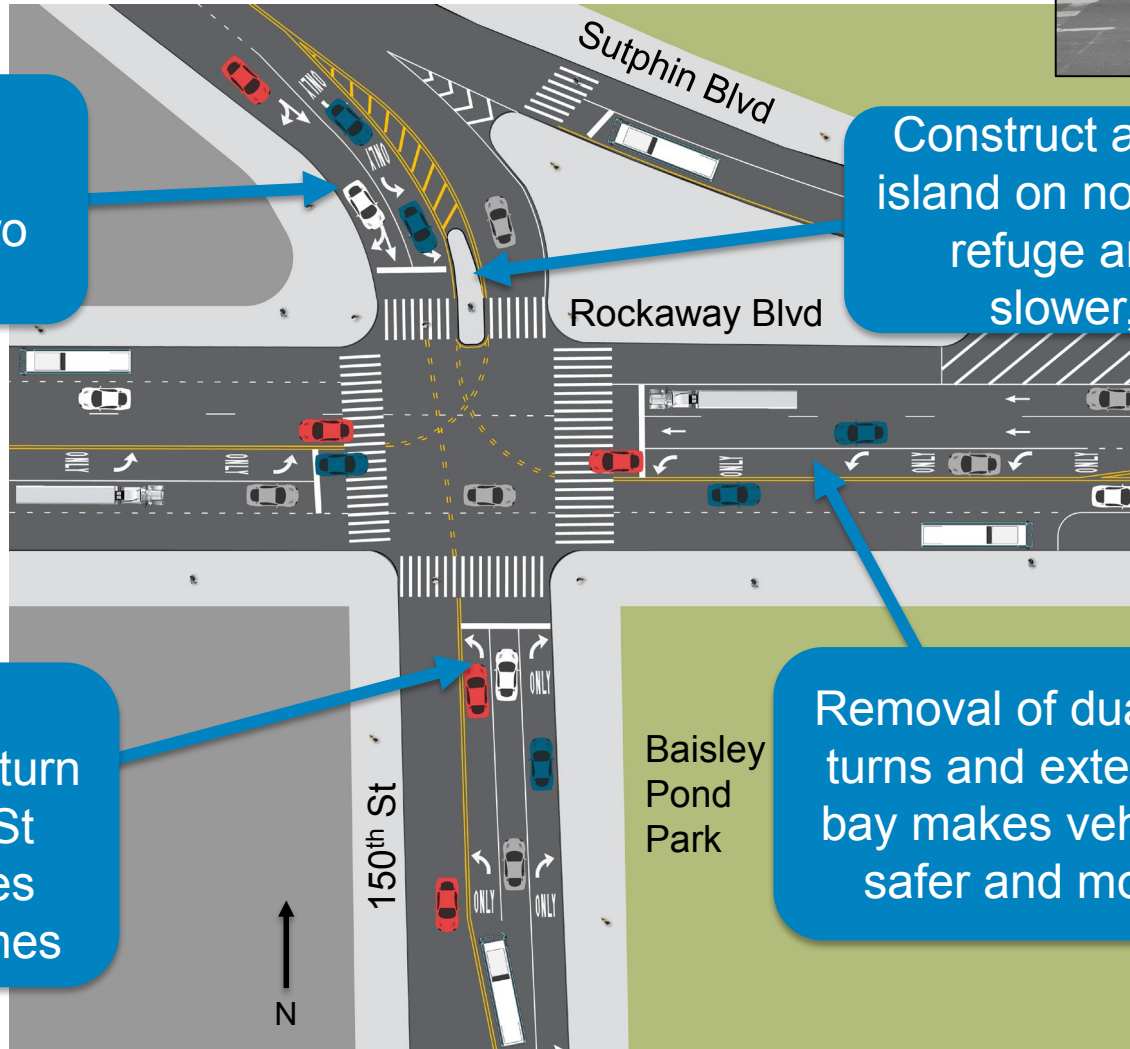


Southbound approach simplified to two lanes

Construct a new pedestrian island on north leg to provide refuge and encourage slower, safer turns

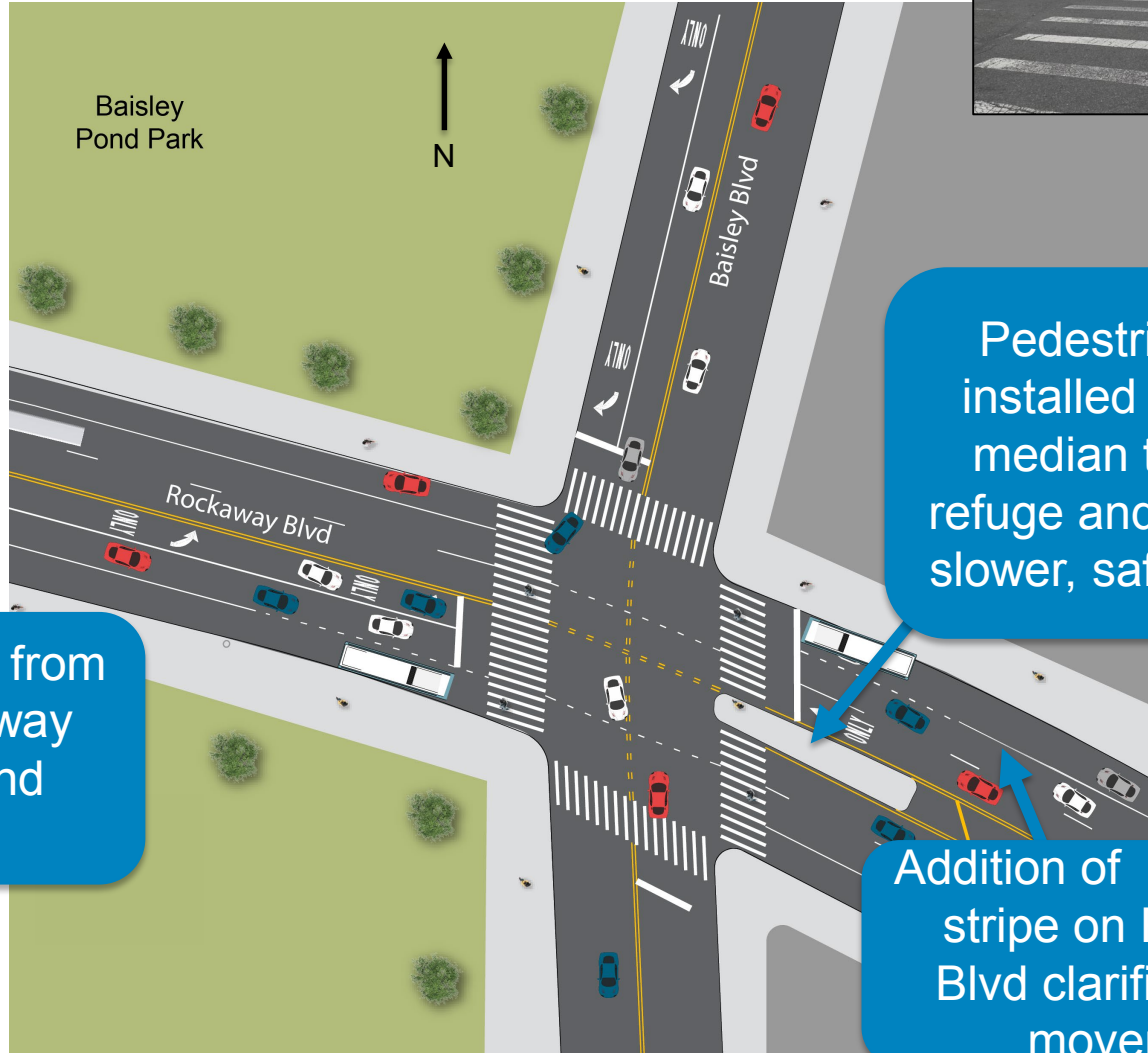
Addition of northbound left turn bay on 150<sup>th</sup> St accommodates high turn volumes

Removal of dual westbound left turns and extension of left turn bay makes vehicle movements safer and more predictable



# Proposed Intersection Improvements

## Baisley Blvd



Pedestrian island installed in existing median to provide refuge and encourage slower, safer left turns

Left turns prohibited from westbound Rockaway Blvd to southbound Baisley Blvd\*

Addition of parking lane stripe on Rockaway Blvd clarifies vehicle movements

\*Maximum recorded volumes of 5 vehicles per hour

Alternate routes via 132<sup>nd</sup> Ave & 134<sup>th</sup> Ave

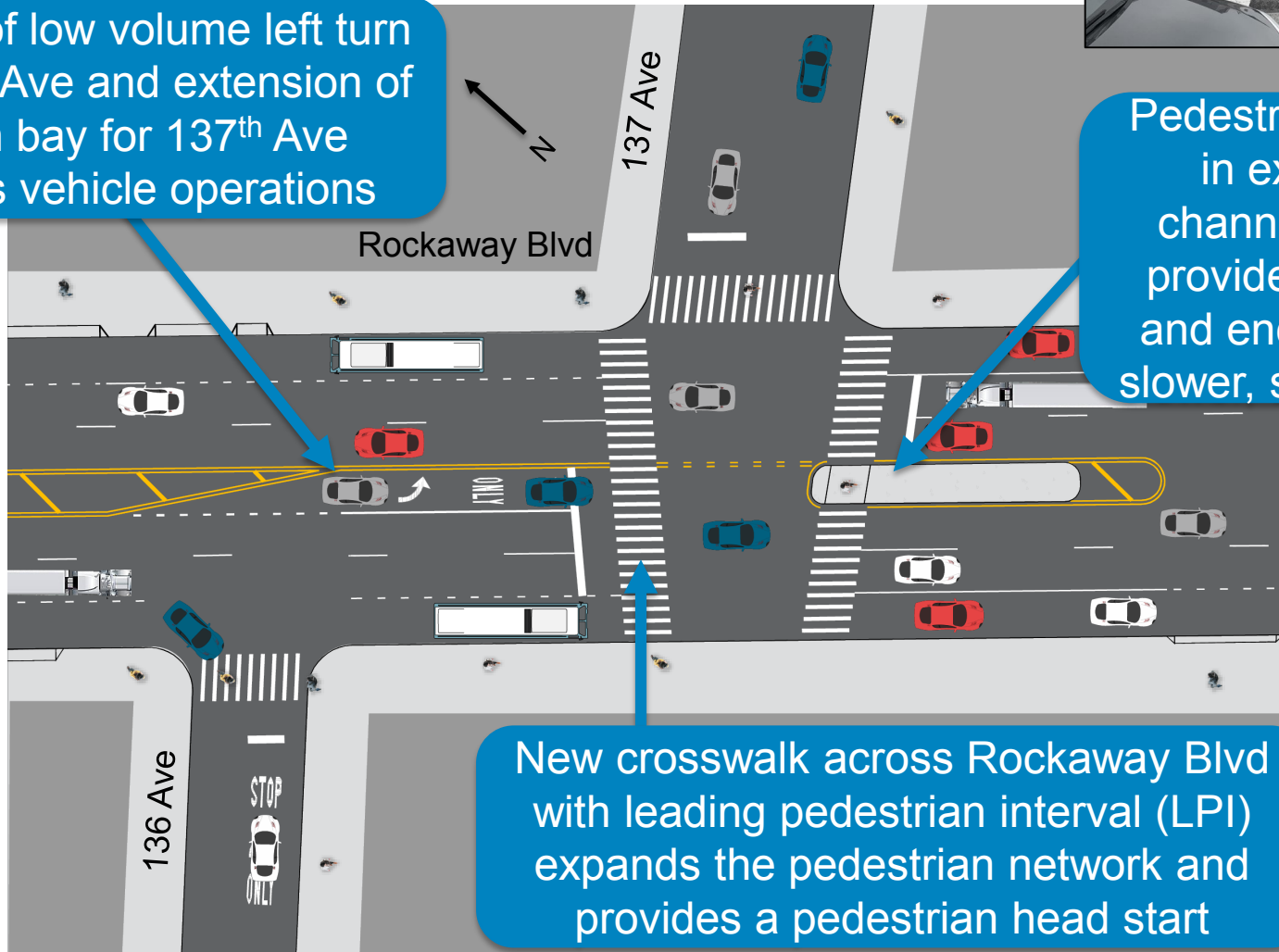


# Proposed Intersection Improvements

## 137<sup>th</sup> Ave

Removal of low volume left turn onto 136<sup>th</sup> Ave and extension of left turn bay for 137<sup>th</sup> Ave improves vehicle operations

Pedestrian island in existing channelization provides refuge and encourages slower, safer turns



New crosswalk across Rockaway Blvd with leading pedestrian interval (LPI) expands the pedestrian network and provides a pedestrian head start

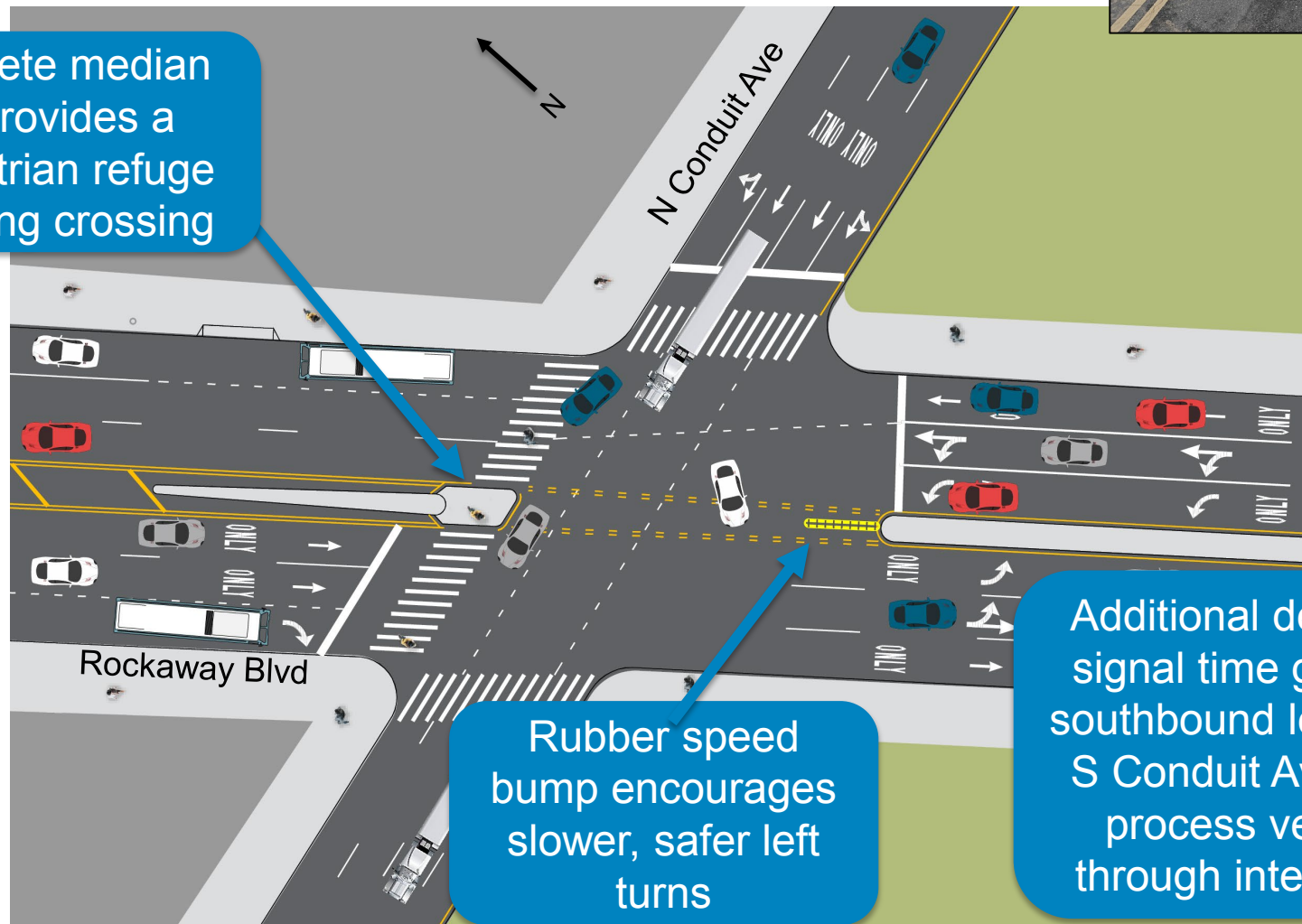


# Proposed Intersection Improvements

## N Conduit Ave



Concrete median tip provides a pedestrian refuge in a long crossing

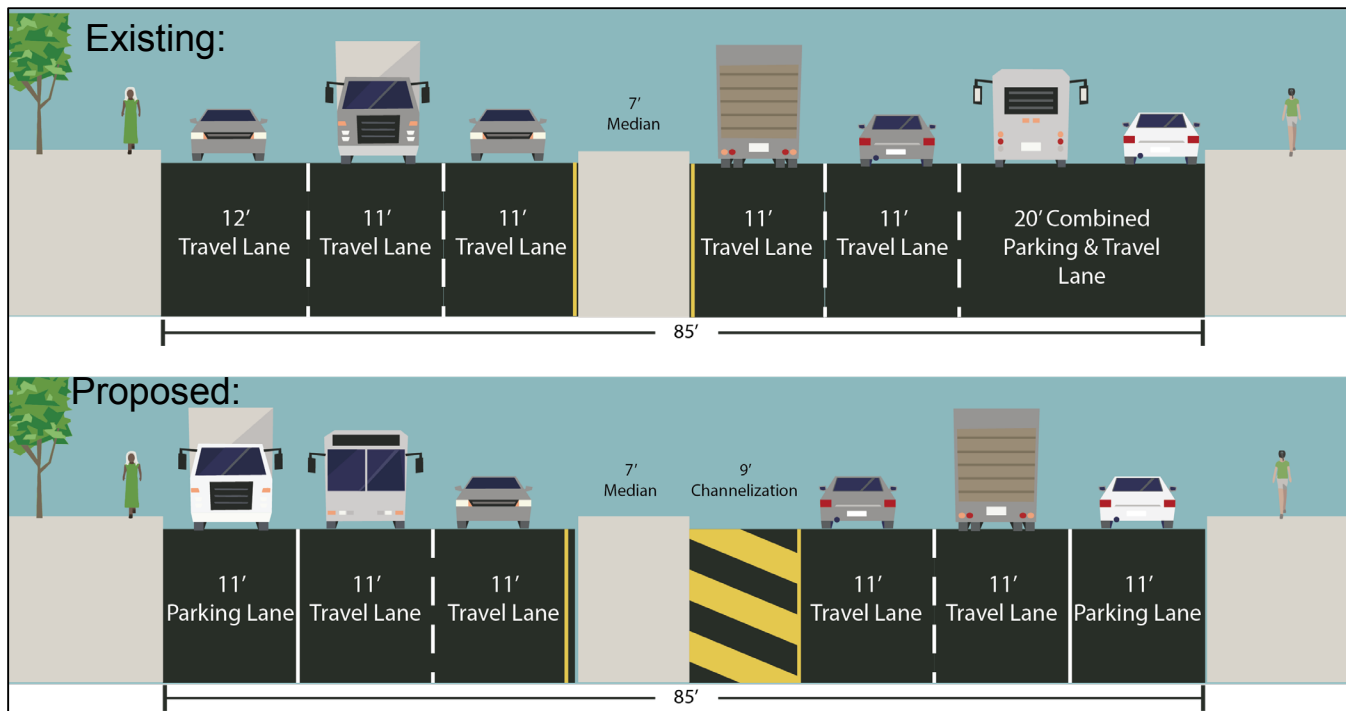


Rubber speed bump encourages slower, safer left turns

Additional dedicated signal time given for southbound left turn at S Conduit Ave helps process vehicles through intersection

# Community Board 13 Continuation of Project

- Standardize Rockaway Blvd as two lanes in each direction southeast of 144<sup>th</sup> Rd
- Add new crosswalk at Rockaway Blvd and 144<sup>th</sup> Rd
- Provide safe crossing to Q6 bus stop at 146<sup>th</sup> Ave (MTA depot access)
- NYS DOT to implement safety improvements at Farmers Blvd



Typical cross section of Rockaway Blvd south of 144<sup>th</sup> Rd. Design will standardize two lanes in each direction

# Project Benefits

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## Safety Improvements

- New islands and median tips provide pedestrian refuge for long crossings
- New islands slow turning vehicles, improving vehicular and pedestrian safety
- New crosswalk and LPIs improve the pedestrian network and give pedestrians a head start at 132<sup>nd</sup> Ave, 134<sup>th</sup> Ave, and 137<sup>th</sup> Ave
- Roadway markings calm vehicles, improving vehicle predictability and safety



# Thank You!

Questions?



NYCDOT



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NYCDOT