



Bayswater Pedestrian Improvements

HWQ1204 – Capital Reconstruction Project
May 30th, 2023

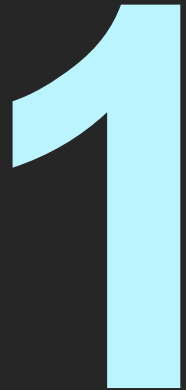


Outline

1. Overview of project location and background
2. Summary of past work
3. Existing conditions
4. Conceptual proposals
5. Next steps and timeline



Project Overview and Background



Project Overview

- HWQ1204 – Bayswater Pedestrian Improvements
- \$24.8M Reconstruction project
 - \$2.6M from Federal Highway Administration
 - \$22.2M in city funding
- Project is currently being scoped and design has not been finalized
- Additional community outreach will be conducted during design
- Timeline is still draft pending initiation by DDC



Location

- Edgemere neighborhood on the Rockaway Peninsula
- Complex intersection of Rockaway Freeway, Seagirt Blvd, Beach 35th St and Beach Channel Drive



Background

- Access to Opportunity Transportation and Housing Study in the Eastern Rockaways completed in 2018
- Senior housing complex was completed in 2018
- Upcoming development of the Resilient Edgemere Plan and Arverne East by HPD
- 2018 in-house DOT pedestrian safety project closed the slip lane in front of the senior housing
- 2022 in-house DOT safety project on Seagirt Blvd added protected bike lanes
- Request from local councilmember to mitigate flooding/drainage issues at Beach Channel Drive and Beach 36th St



Past Work

2

2018 – Access to Opportunity Study

- Transportation and Housing study conducted over 3 years, final report released in 2018
- Study identified both short- and long-term improvements for the project intersection, in addition to other locations throughout the eastern Rockaways

Beach Channel Drive & Beach 35 Street/ Seagirt Boulevard Capital Construction

Context

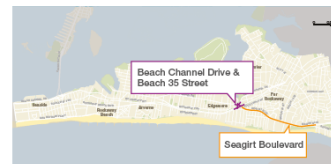
The short-term improvement plans for Seagirt Boulevard and the complex intersection of Beach Channel Drive and Beach 35 Street use temporary materials, such as paint, to avoid drainage impacts. In the long-term, these designs would become capital construction projects in order to relocate utilities, adjust curb lines and drainage, and replace temporary materials with concrete. NYC DOT will seek funding to construct these projects and refine these designs as needed.

Plan Description

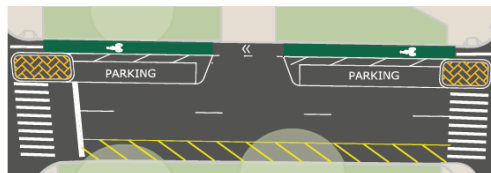
If feasible, the temporary bus boarders proposed on Seagirt Boulevard would be replaced with concrete bulb outs or islands.

At Beach 35 Street, the median along Beach Channel Drive could be eliminated to clarify vehicle movements and reduce crossing distances.

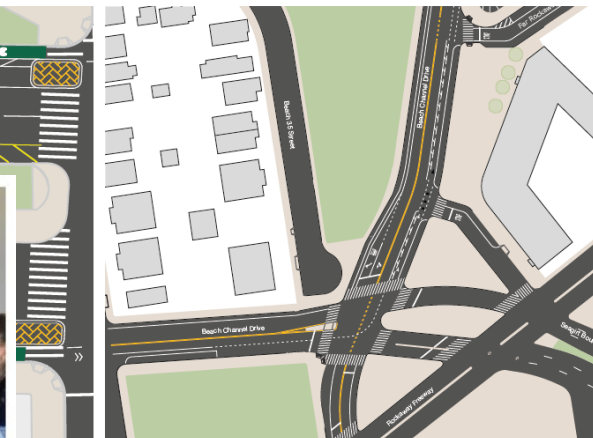
Proposed Improvements



1	2	3	4	5	6+	Years
						Project Timeline



Fall 2016 Access to Opportunity workshop



Plan View: Beach Channel Dr & Beach 35 Street capital concept

2018 – Beach Channel Drive and Far Rockaway

- DOT safety project closed the slip lane from Beach Channel Drive to Far Rockaway Blvd in paint and asphalt art mural
- Converted Far Rockaway Blvd to one-way and converted Bay 32nd St to two-way
- Long term DOT process is to build out painted spaces in permanent materials



2022 – Seagirt Blvd

Project added:

- Protected bike lanes
- Daylighting
- Turn calming treatments
- Other pedestrian improvements



Existing Conditions

3

Project Area



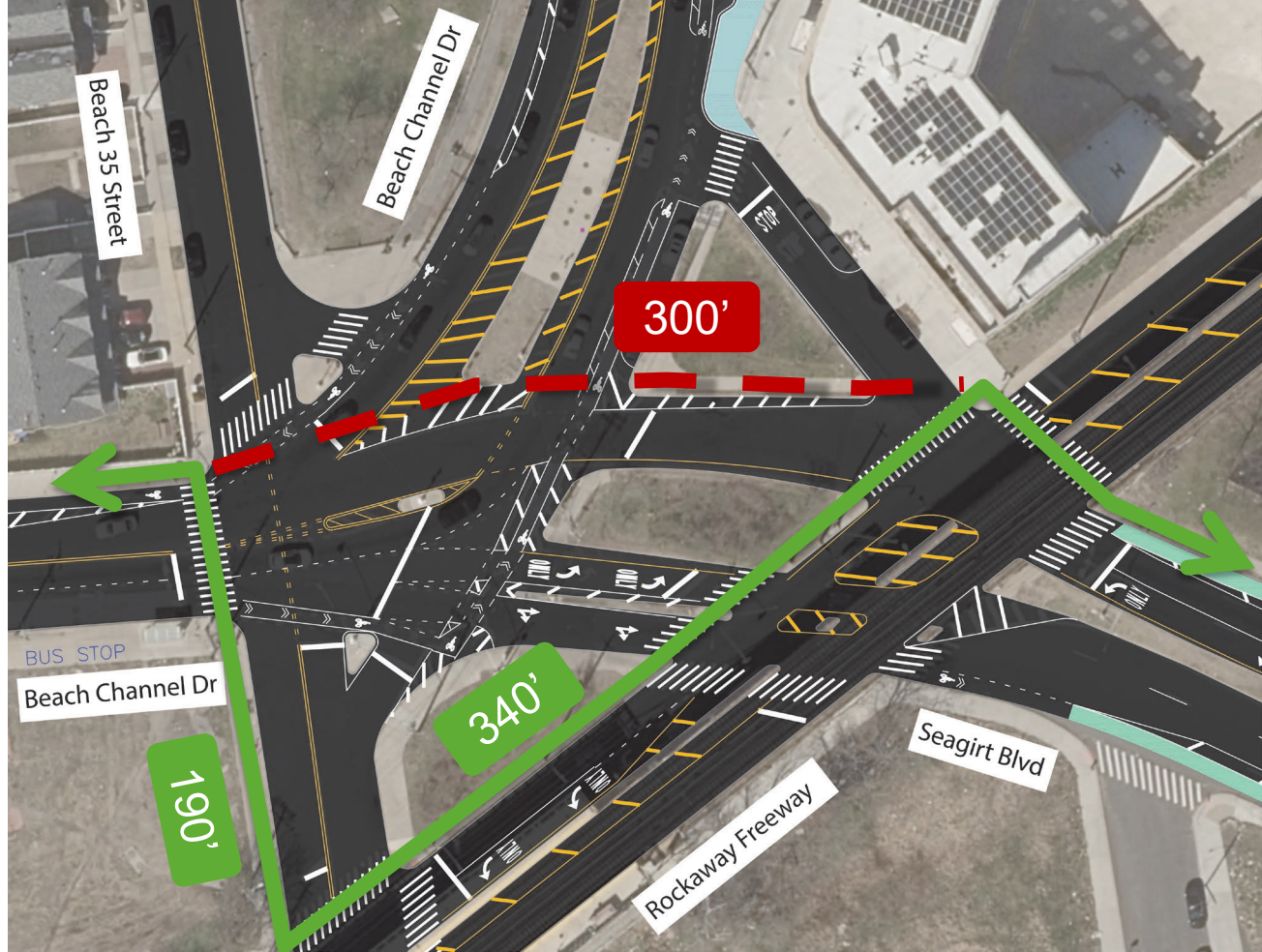
Pedestrian Issues

- Missing pedestrian connections across the intersection
- Many of the missing connections cannot be added without simplifying traffic movements
- Large number of roadways creates long, multi-stage crossings



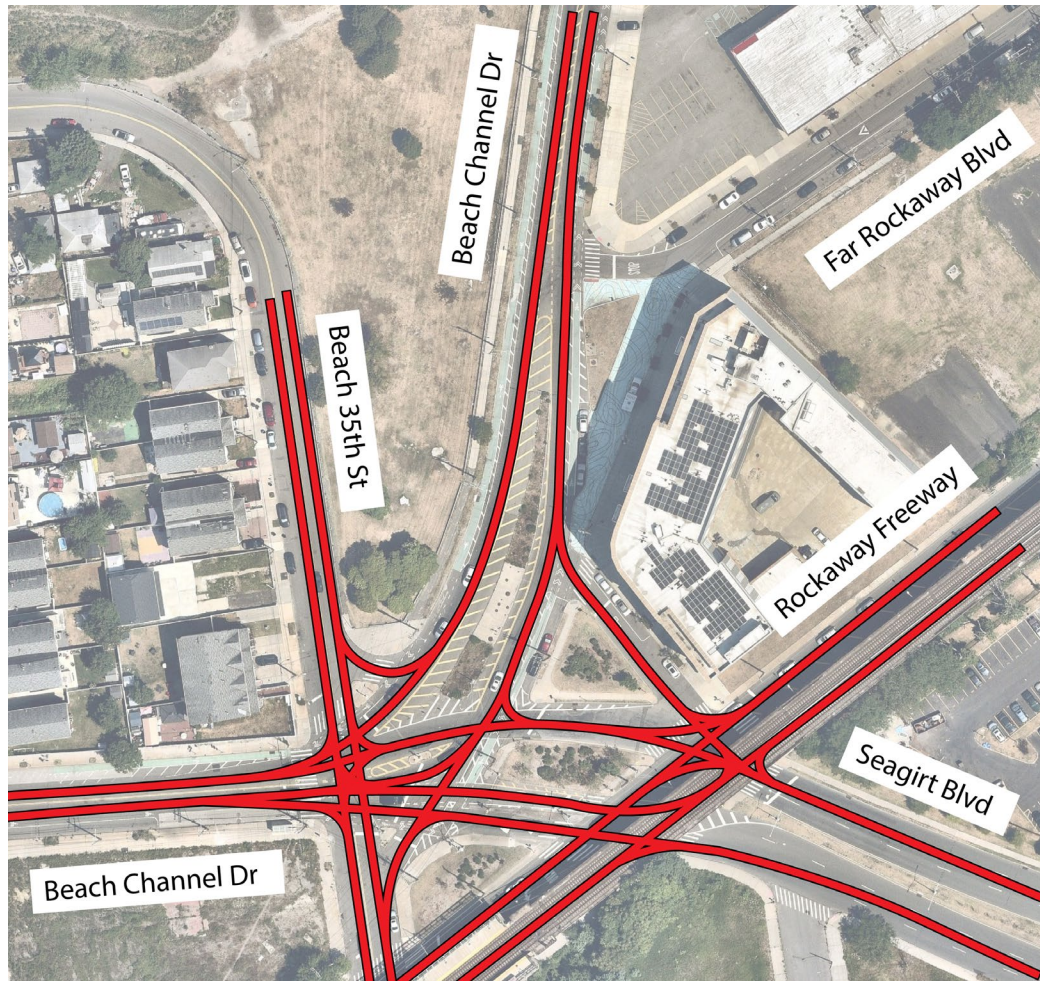
Pedestrian Issues

- No legal crossing for pedestrians walking along Seagirt to Beach Channel Drive to the west of the intersection
- Legal crossing adds 230' to the travel path



Traffic Movements

- Intersection is made up of 7 different “legs” or approaches, which results in many conflict points between vehicles, pedestrians, and cyclist
- Existing operations requires complex signal timing
- Slip lanes and excess roadway can create unclear or unpredictable operations and movements



Bicycles

- Protected bike lanes on Seagirt Blvd
- Bike lanes along Beach Channel Drive are not protected



Flooding

- Recurring flooding issues due to proximity to Norton Basin/Jamaica Bay
- Two blocks of Beach Channel Drive (Beach 37th-35th St) would be fully reconstructed to upgrade infrastructure to mitigate flooding
- Commitment by the city as part of Resilient Edgemere

Rockaways are badly flooded as well. This is Beach 36th St in Far Rockaway. Stay with [@ABC7NY](#) (video courtesy: [@caraballomj](#)) [@ABC7NYNewsDesk](#)



Conceptual Proposals

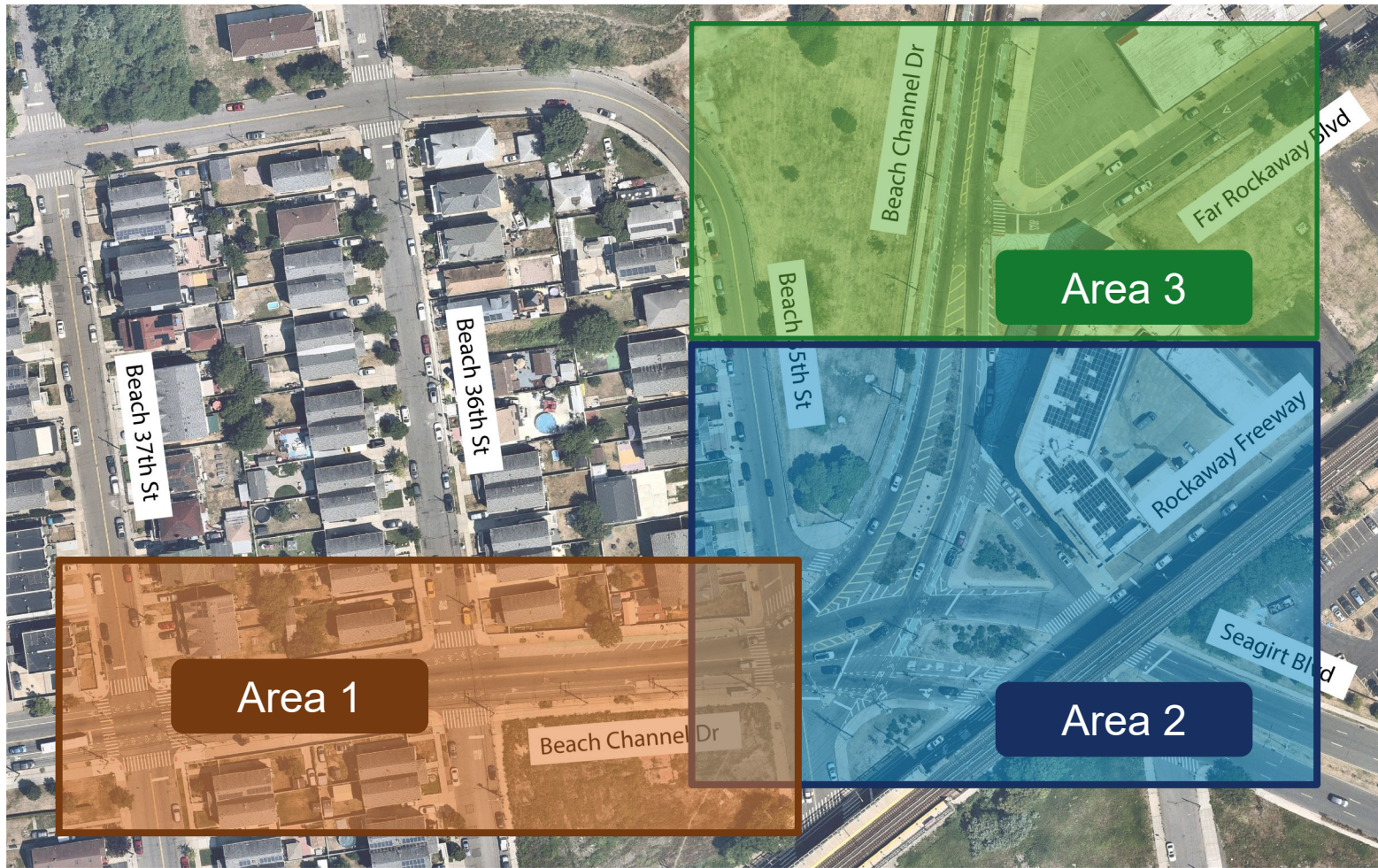
4

Project Overview

- Project is currently being scoped and design has not been finalized
- DOT is seeking feedback on project goals and concept design
- Concept proposal will go through a rigorous engineering review process to identify issues and constraints
 - Utility Conflicts
 - Vehicular Access Analysis
 - Traffic Study and Signal Analysis
- Additional community outreach will be conducted during design



Project Areas



Area 1

Beach Channel Drive - Existing

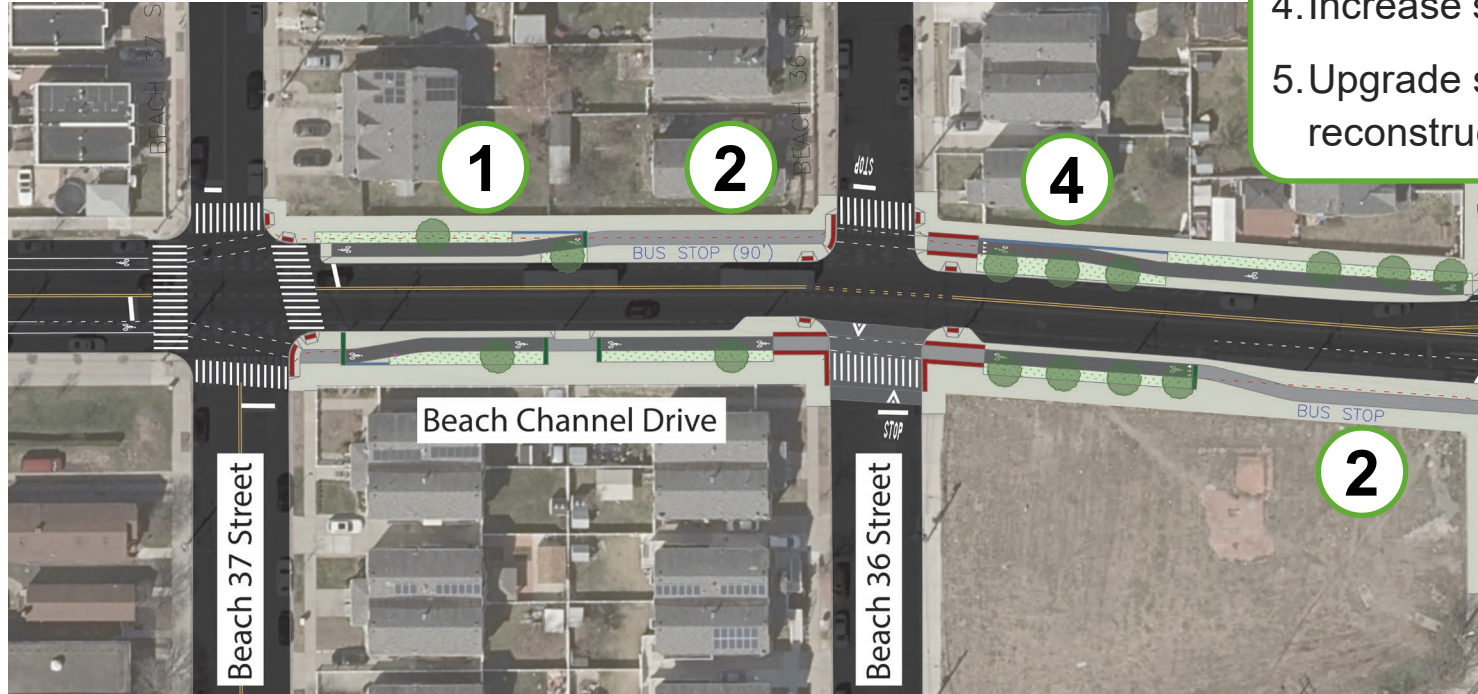


1. Class II – standard bike lanes in each direction
2. Two bus stops
3. Unsignalized intersection at Beach 36th St
4. Frequent flooding on Beach 36th St

Area 1

Beach Channel Drive - Proposed

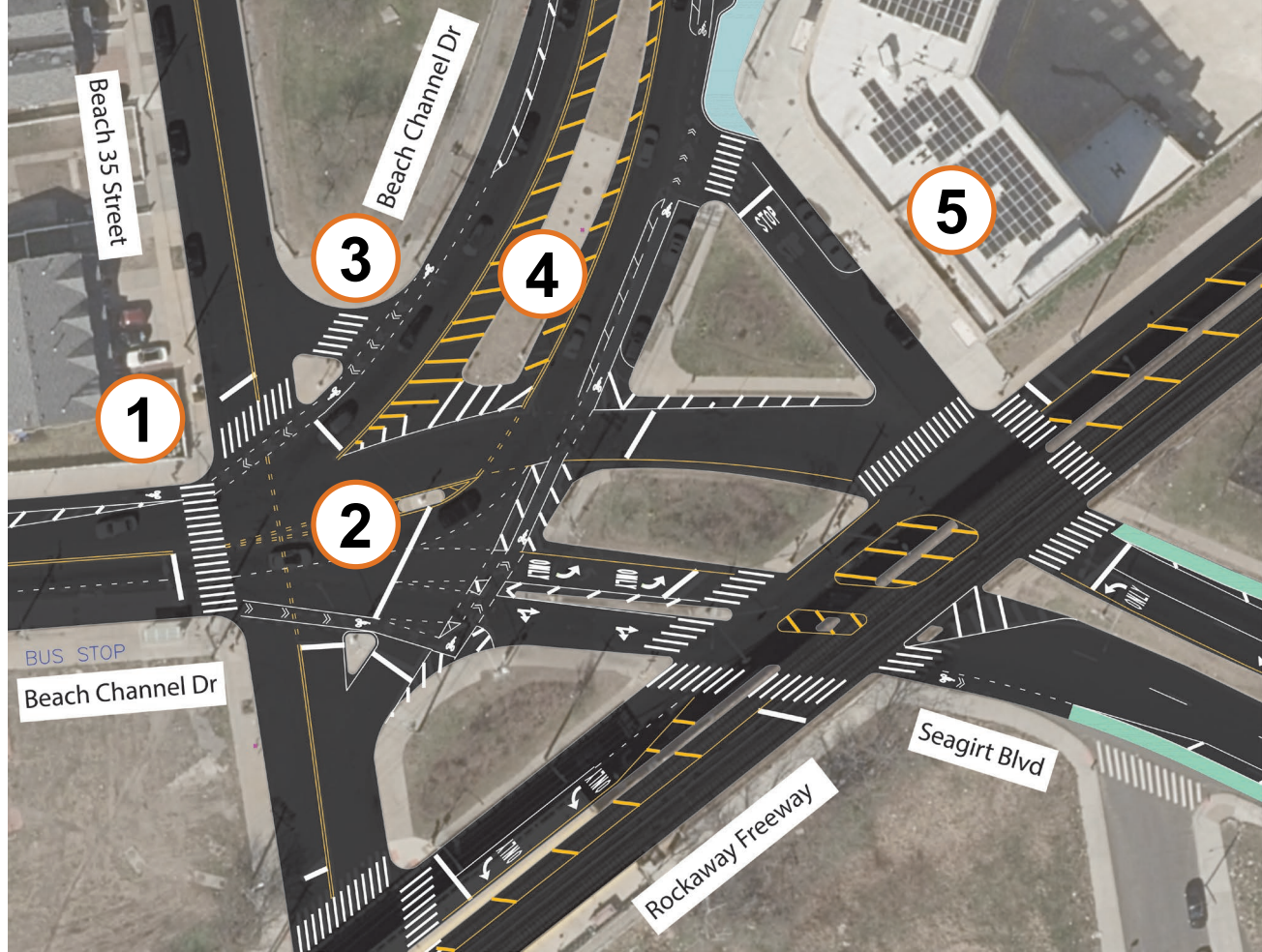
1. Raise and protect bike lanes
2. Improve bus stops
3. Raise crosswalk
4. Increase space for street trees
5. Upgrade sewers as part of reconstruction



Area 2

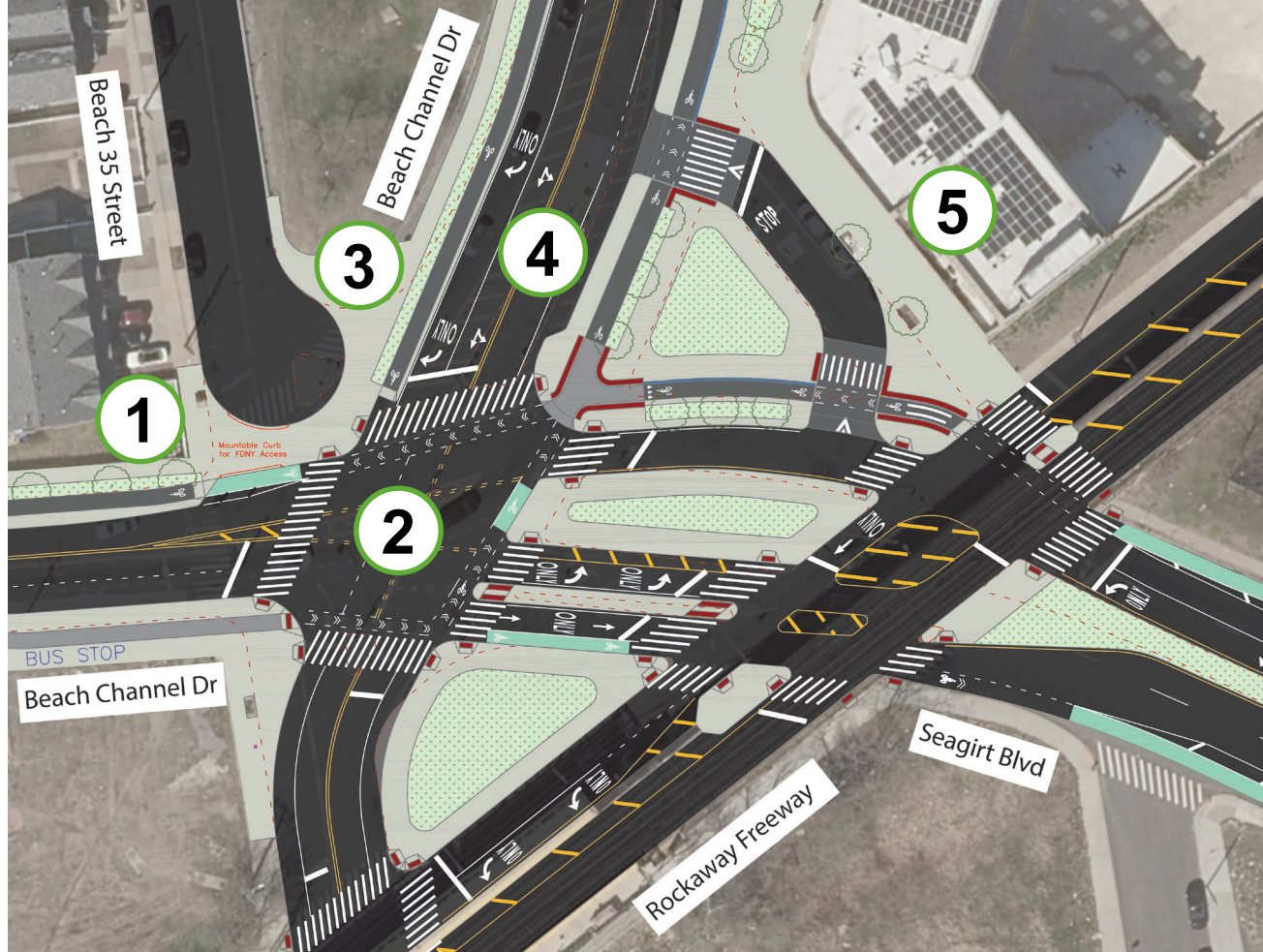
Existing

1. Beach 35th St creates complicated intersection operations with relatively low volumes
2. Lack of crosswalks
3. Unprotected, buffered bike lanes in each direction
4. Unused roadbed (channelization)
5. Slip lane in front of senior housing encourages fast turns



Area 2 Proposed

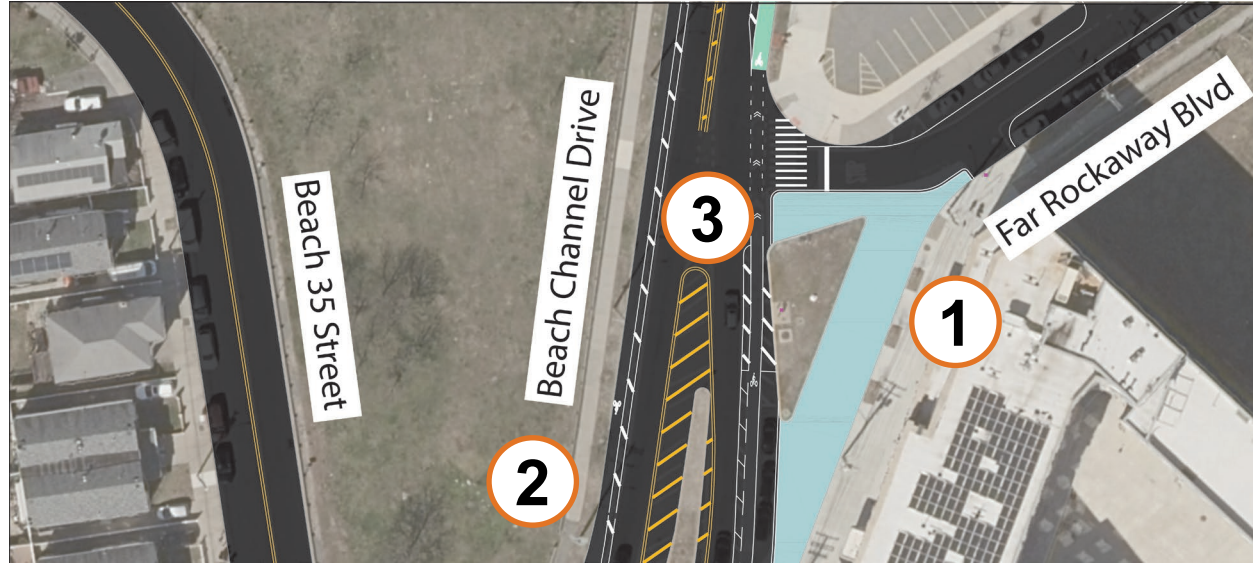
1. Remove 35th St from intersection to simplify operations, creating cul-de-sac turn-around, maintain direct FDNY access
2. Add all crossings to the intersection
3. Protect bike lanes in both directions
4. Consolidate roadways (shortening crossings) and add right turn lane
5. Deprioritize thru movements with raised crosswalks, but maintain access to housing



Area 3

Existing

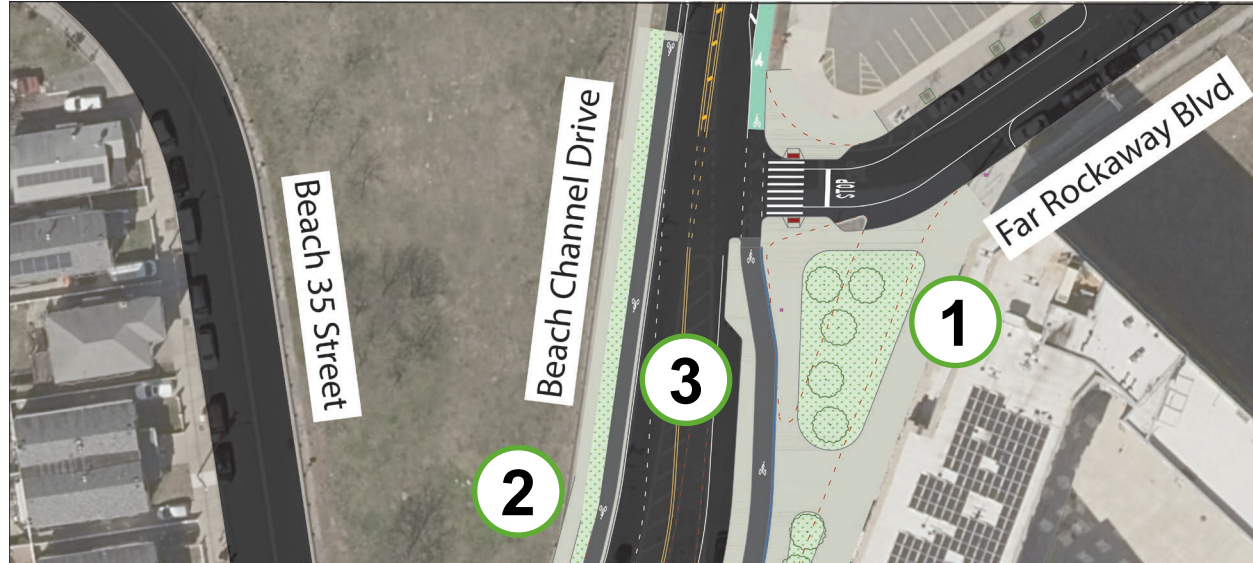
1. Painted pedestrian area
2. Unprotected bike lanes
3. Excess roadbed (channelization)



Area 3

Proposed

1. Build out public space
2. Raise bike lanes
3. Consolidate roadways



Concerns About Raised Bike Paths

20th St – Far Rockaway



- Narrow roadway with active storefront and curb demand
- Required mountable curb for emergency access
- Design standards have changed since the Downtown Far Rockaway Plan was designed

Flushing Ave - BK



- Standard width roadway with limited frontage
- Standard curb reveal and larger buffer between traffic and the bike path

Project Summary

Improve pedestrian access

Simplify operations

Improve bicycle connections

Invest in water and sewer infrastructure

Build out temporary spaces



What comes next?

- Review of feedback from today's meeting
- Project transmitted from NYC DOT to NYC DDC
- Return to community to present preliminary design



Thank You For Attending!



NYCDOT



nyc_dot

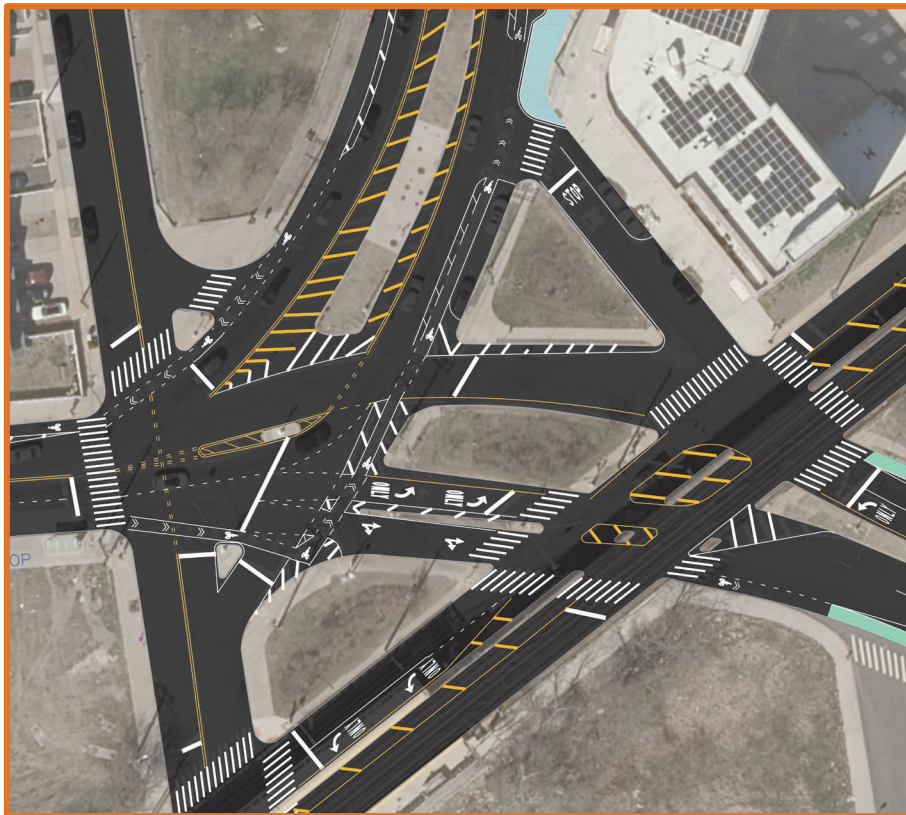


nyc_dot

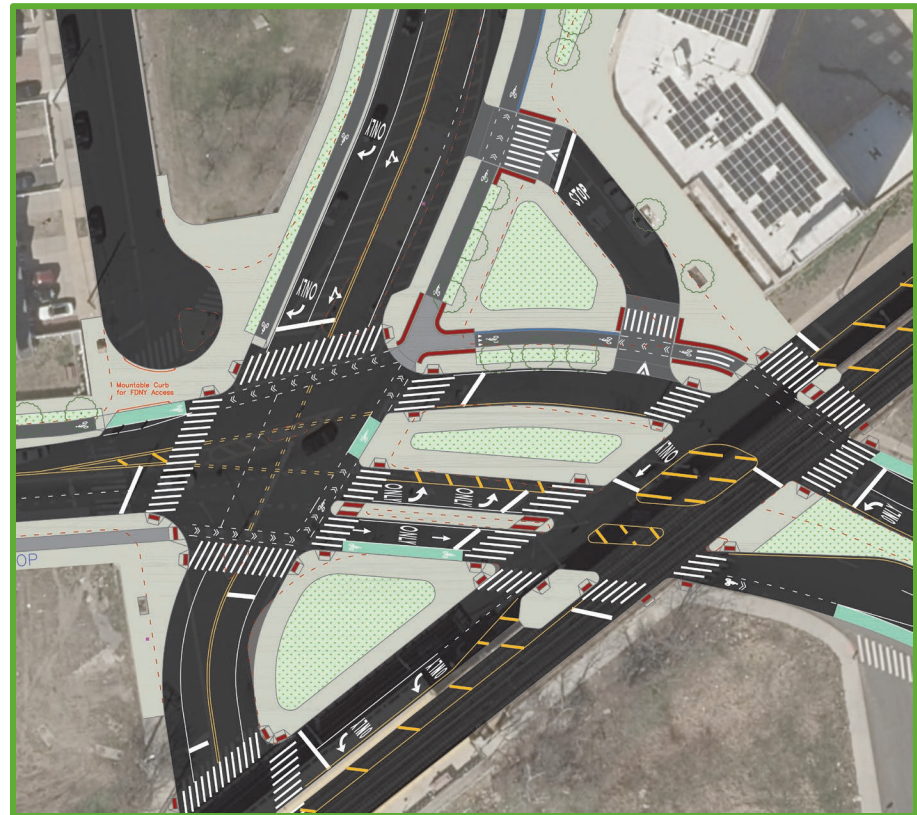


NYCDOT

Existing

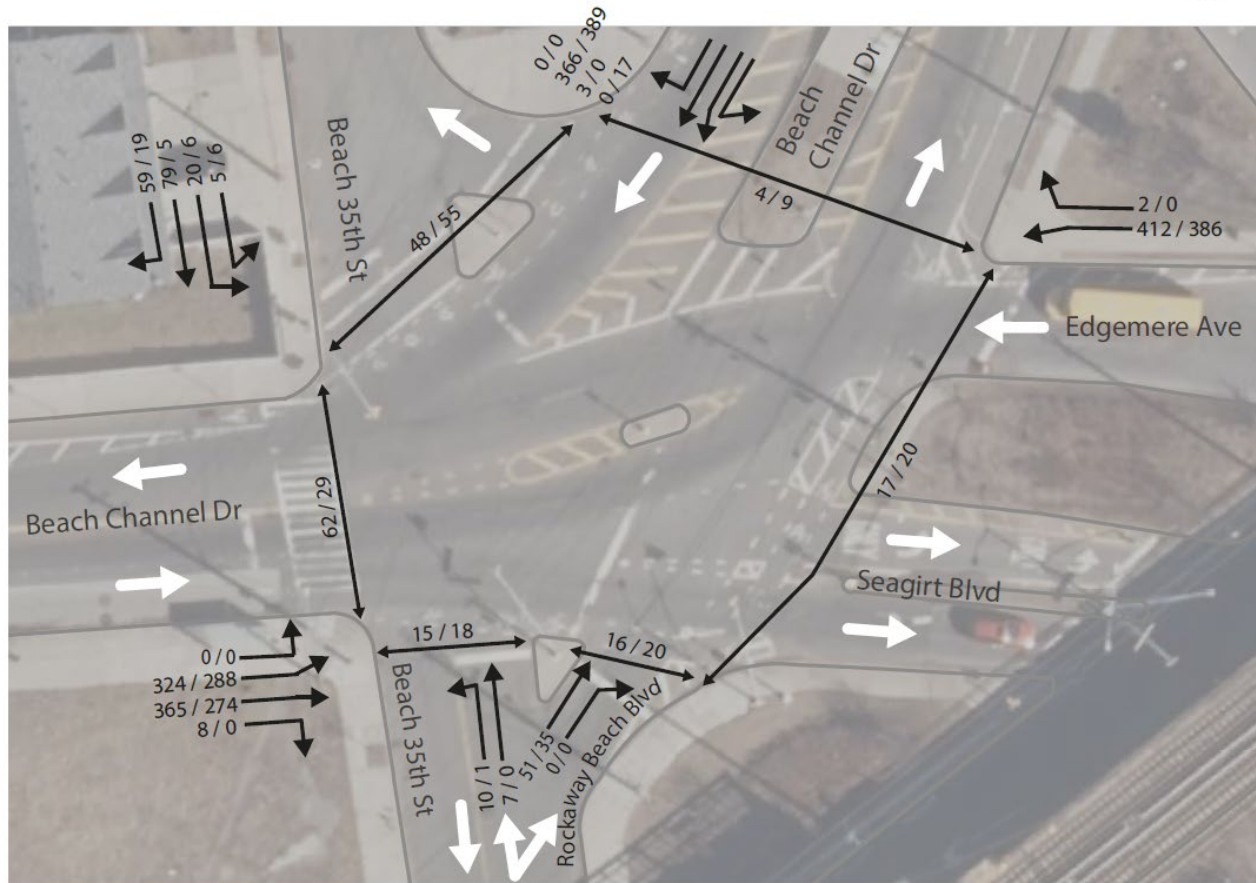


Proposed



Existing Volumes (2016)

Intersection: 9-BEACH CHANNEL DR AT SEAGIRT BLVD/BEACH 35 ST



Diversions

