

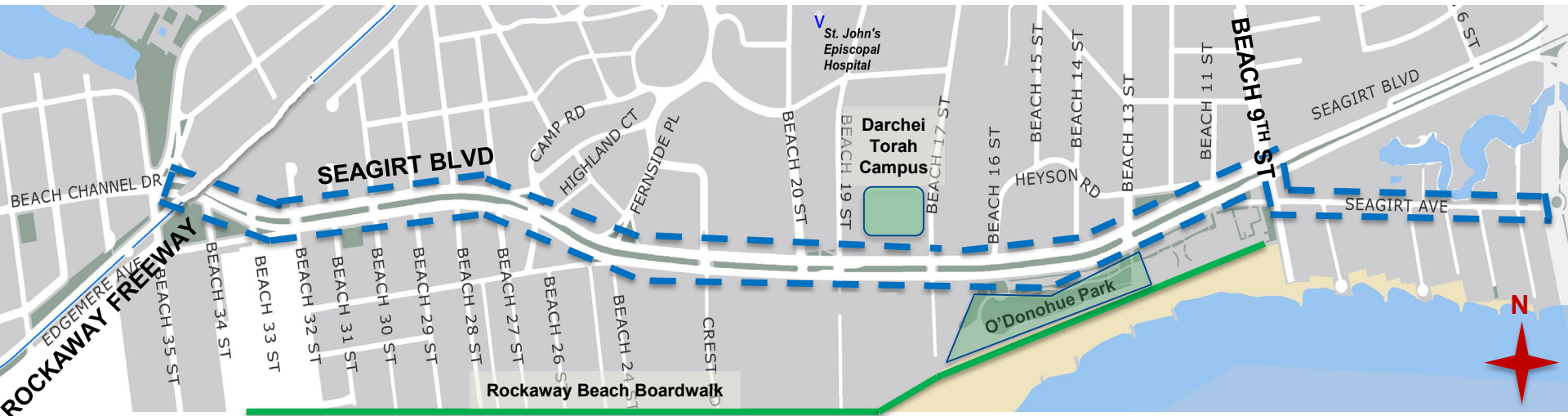


SEAGIRT BLVD (ROCKAWAY FREEWAY TO BEACH 9TH ST)

April 27, 2022

PROJECT LOCATION

- 1 mile long corridor from Rockaway Freeway to Beach 9th St
- Yeshiva Darchei Torah school campus located on Seagirt Blvd and Beach 17th St
- O'Donohue Park and Rockaway Beach boardwalk on the south side of Seagirt Blvd
- Q22, QM17, Q113, Q114 bus routes
- Rockaway is a Zone 1 evacuation zone and Seagirt Blvd serves as a primary route to evacuate the peninsula
- St. John's Episcopal Hospital, West Lawrence Care Center and Brookhaven Rehabilitation & Health Care Center and numerous medical facilities along Beach 20th Street



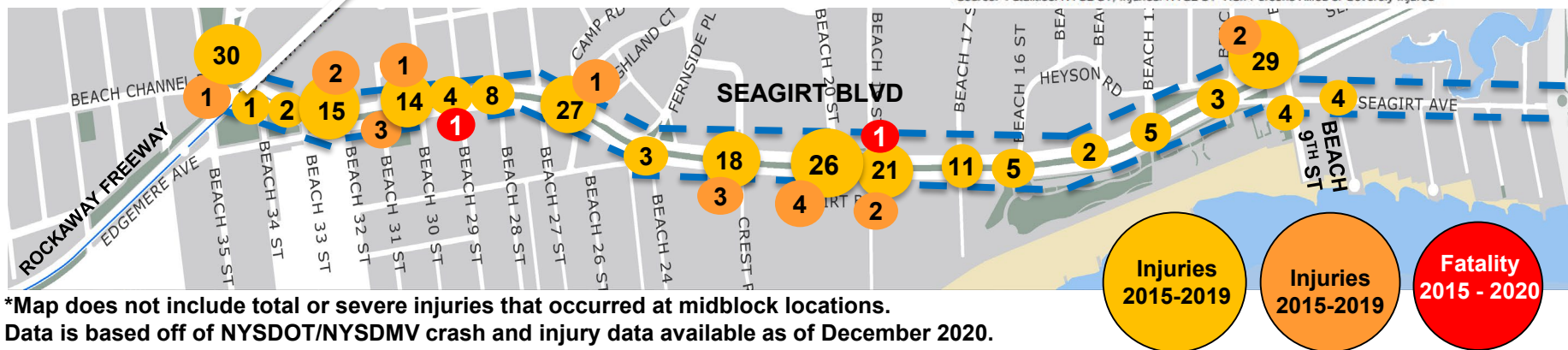
SAFETY DATA

- Seagirt Blvd and Beach 20th St is a Vision Zero Priority Intersection and there have **been a total of 232 total injuries along the entire corridor between 2015 and 2019, with 12 severe pedestrian injuries**
- Primary type of crashes for vehicles: left turns, right angle, rear ends
 - 23% of all pedestrian crashes involved a victim who was a senior
- 2 fatalities have occurred in the last 5 years, the most recent being in August of 2020
 - January 1st of 2022 saw a crash that left a pedestrian critically injured
- Assemblywoman Pheffer Amato and local community groups requested traffic safety improvements on Seagirt Blvd at a local press conference following a fatality at Beach 29th St in 2017
- History of speeding on Seagirt Blvd – highest rate of speed violations in 2019 – **up to 800 per day and speeds reaching up to 55 mph**

Injury Summary, 2015-2019 (5 Years)

	Total Injuries	Severe Injuries	Fatalities	KSI
Pedestrian	46	12	1	13
Bicyclist	9	1	0	1
Motor Vehicle Occupant	177	6	0	6
	0	0	0	0
Total	232	19	1	20

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



OUTREACH

- Access to Opportunity study, published in 2019
 - Worked closely with community stakeholders, the Community Board, public officials, and residents
 - 300+ residents reached and 275+ comments, with multiple public meetings
 - Strong support from community for improving safety at crossings and bridging gaps in existing bike network
- Final report included conceptual recommendations for Seagirt Blvd:
 - Removing one travel lane in each direction
 - Parking-protected, curbside bicycle lanes
 - Painted pedestrian islands and median tip extensions
- 84% of residents surveyed showed support for the recommended safety improvements on Seagirt Blvd
- [Access to Opportunity Report \(pdf\)](#)



Street Ambassador outreach on Rockaway Freeway



Outreach at the Far-Rockaway Library

EXISTING CONDITIONS/ISSUES

**Long crossing distances across
Seagirt Blvd**

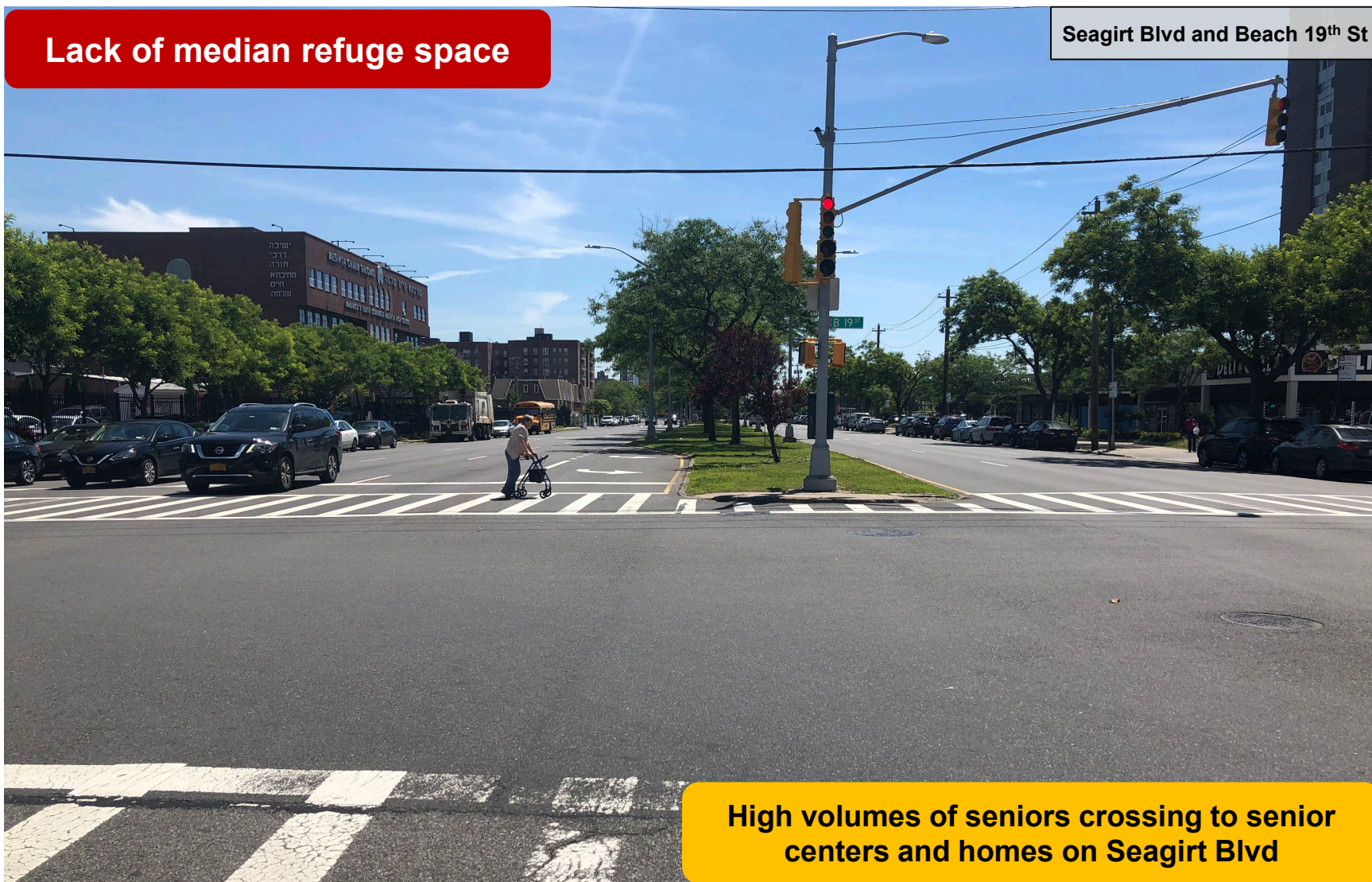
Seagirt Blvd and Beach 13th St



EXISTING CONDITIONS/ISSUES

Lack of median refuge space

Seagirt Blvd and Beach 19th St

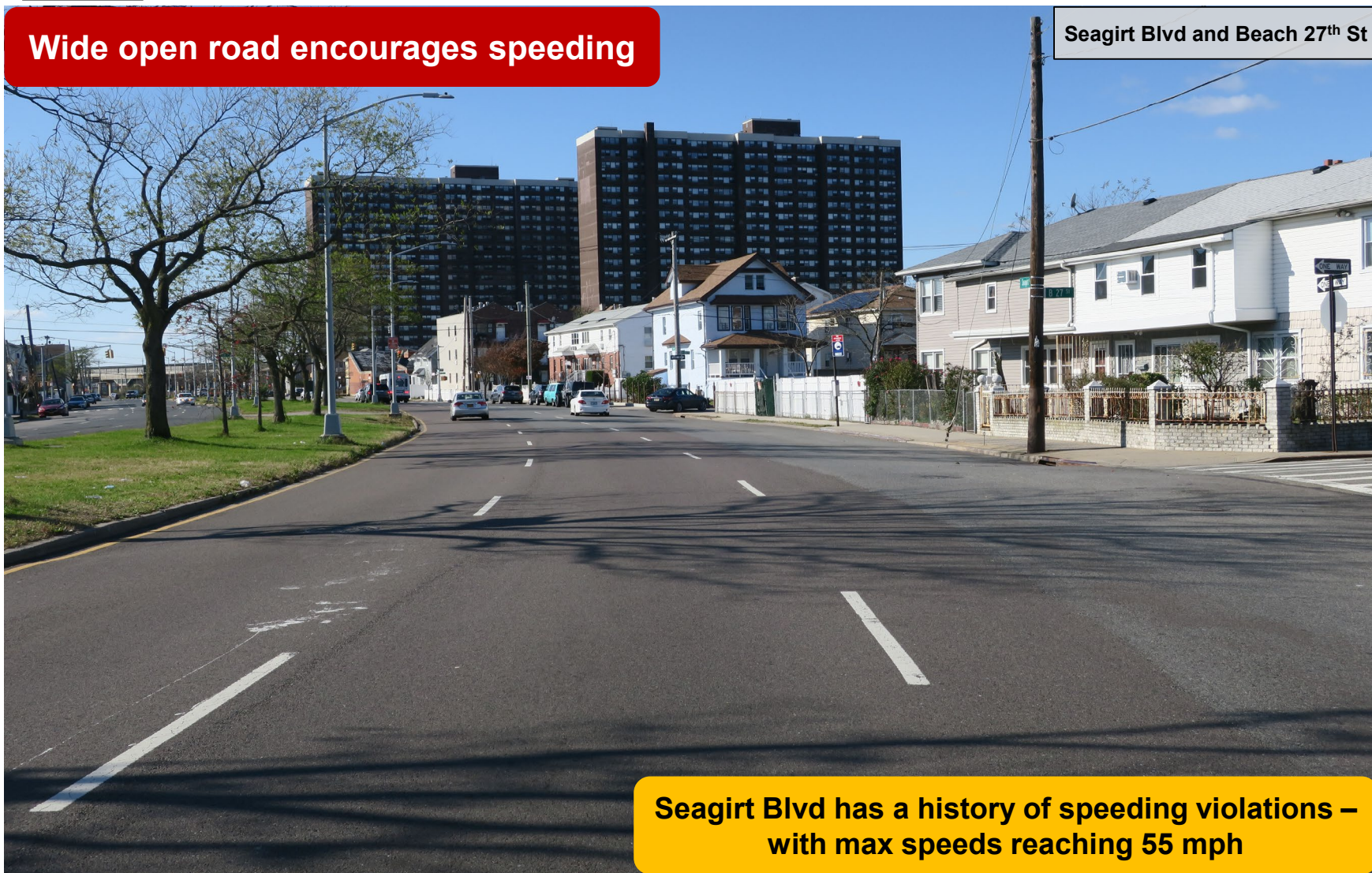


High volumes of seniors crossing to senior centers and homes on Seagirt Blvd

EXISTING CONDITIONS/ISSUES

Wide open road encourages speeding

Seagirt Blvd and Beach 27th St



**Seagirt Blvd has a history of speeding violations –
with max speeds reaching 55 mph**

EXISTING CONDITIONS/ISSUES

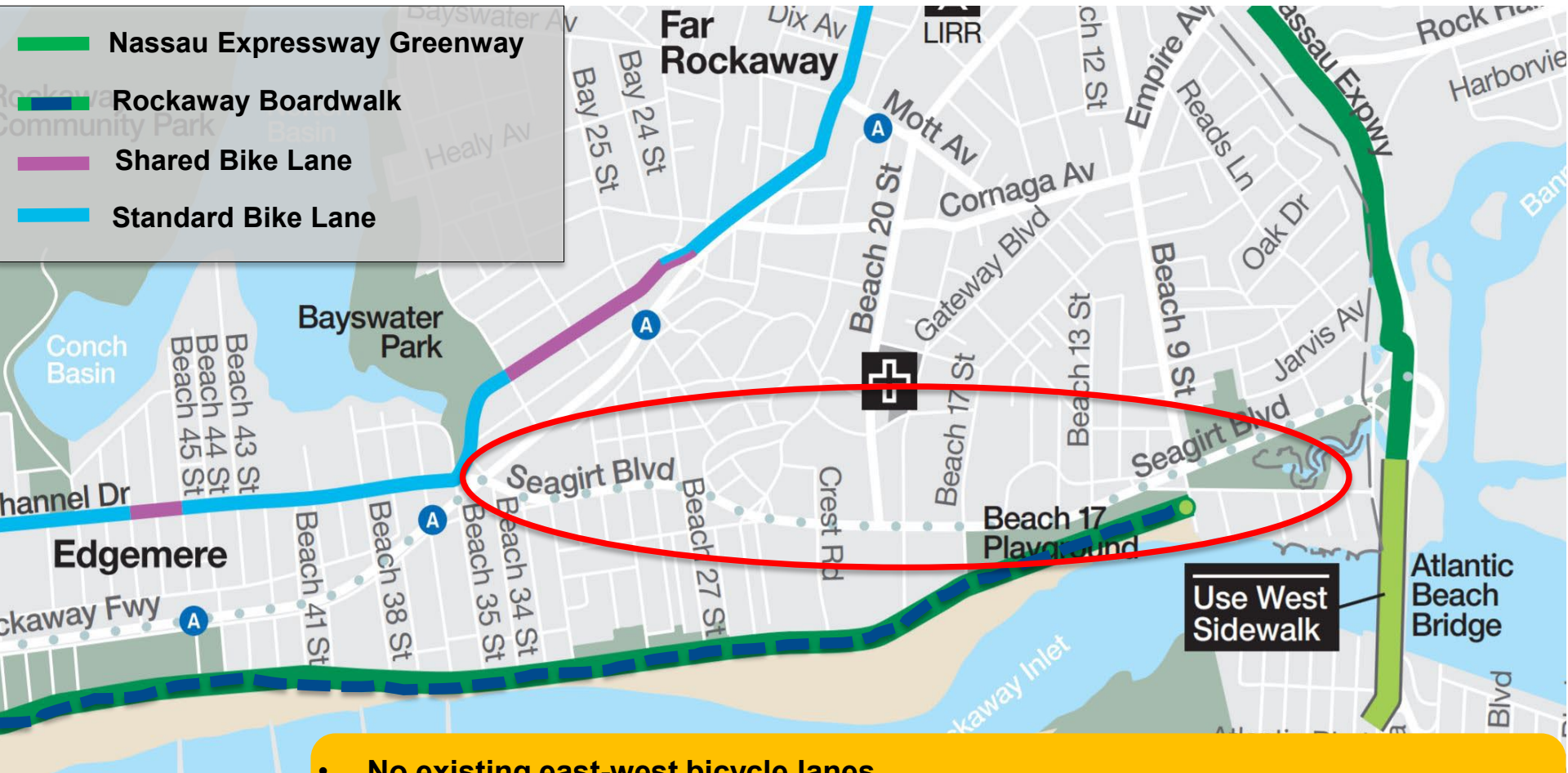
Difficult left turns and poor roadway organization

Seagirt Blvd and Camp Rd



11% of vehicular crashes involved vehicles making a left turn

LIMITED BICYCLE CONNECTIONS



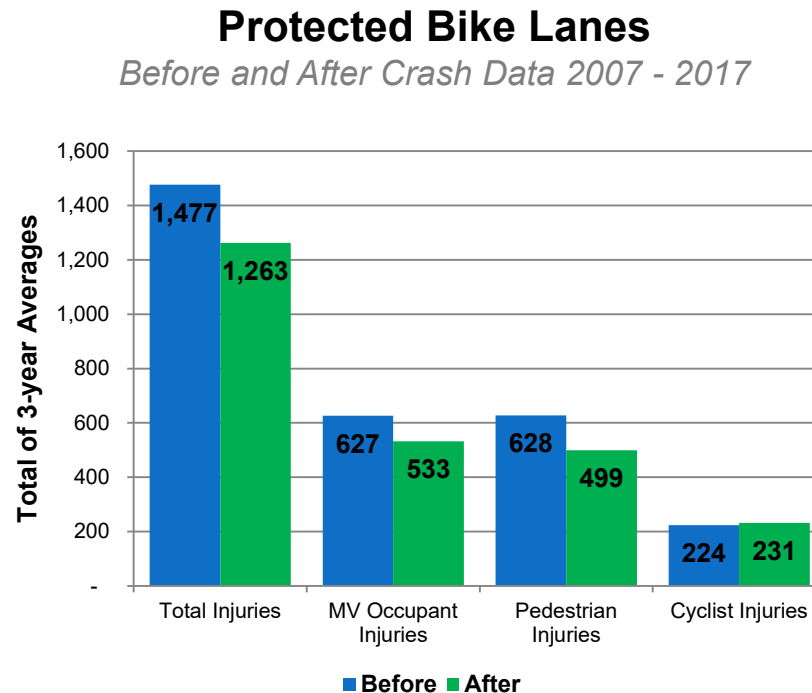
- No existing east-west bicycle lanes
- Boardwalk provides limited connections to residential/commercial streets
- Lack of connection between Beach Channel Drive and Nassau Expwy Greenway

SAFETY – PROTECTED BIKE LANES

Street designs that include protected bike lanes increase safety for all users

- -15% drop in all crashes with injuries
- -15% drop in motor vehicle occupant injuries
- -21% drop in pedestrian injuries

on streets where protected bike lanes were installed 2007 - 2017

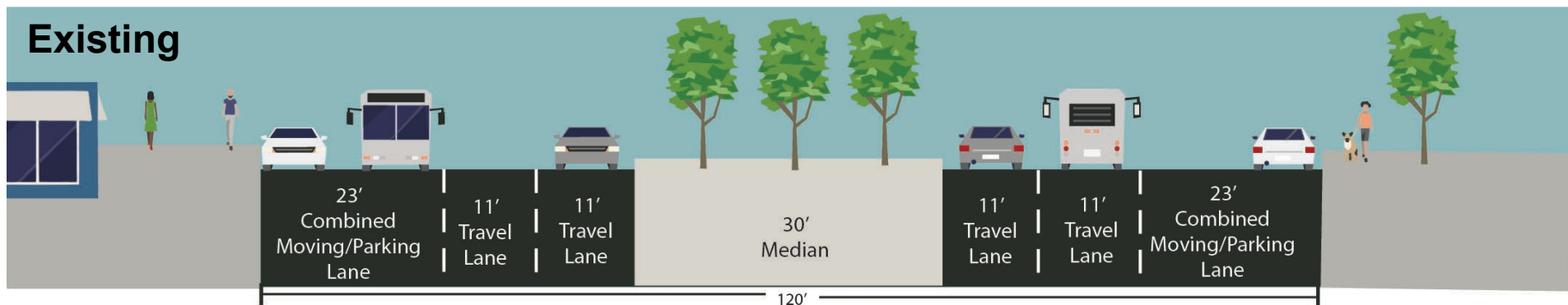


PROPOSAL

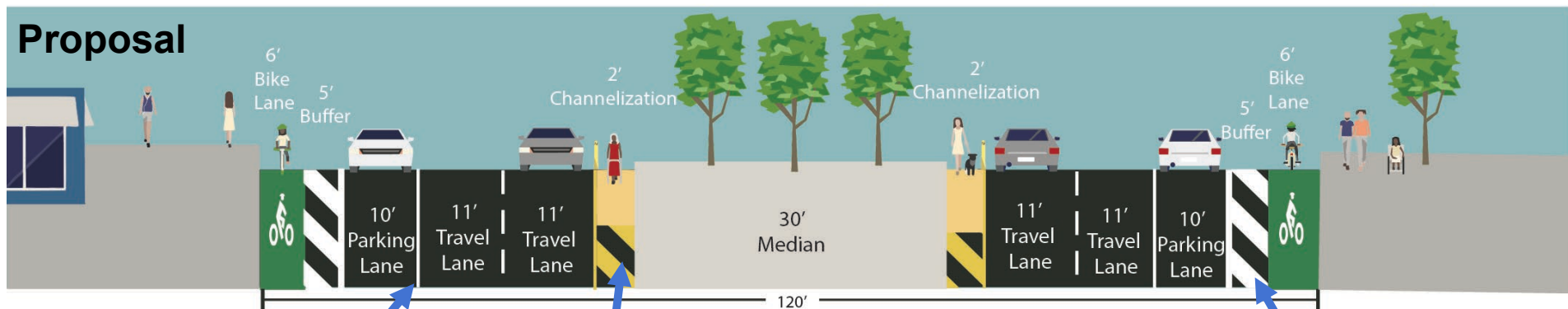
(Rockaway Freeway to Beach 9th St)

Standardize Seagirt Blvd as two travel lanes in each direction with a Protected Bike Lane and turn bays in select locations

Existing



Proposal



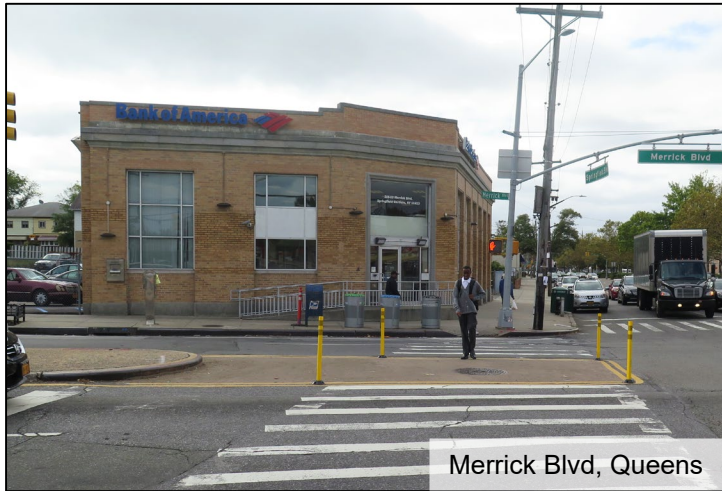
Two travel lanes in each travel direction

Buffer and pedestrian space to visually narrow Seagirt Blvd

Parking protected bike lane with buffer

KEY DESIGN FEATURES

Painted Pedestrian Space



Protected Bike Lanes



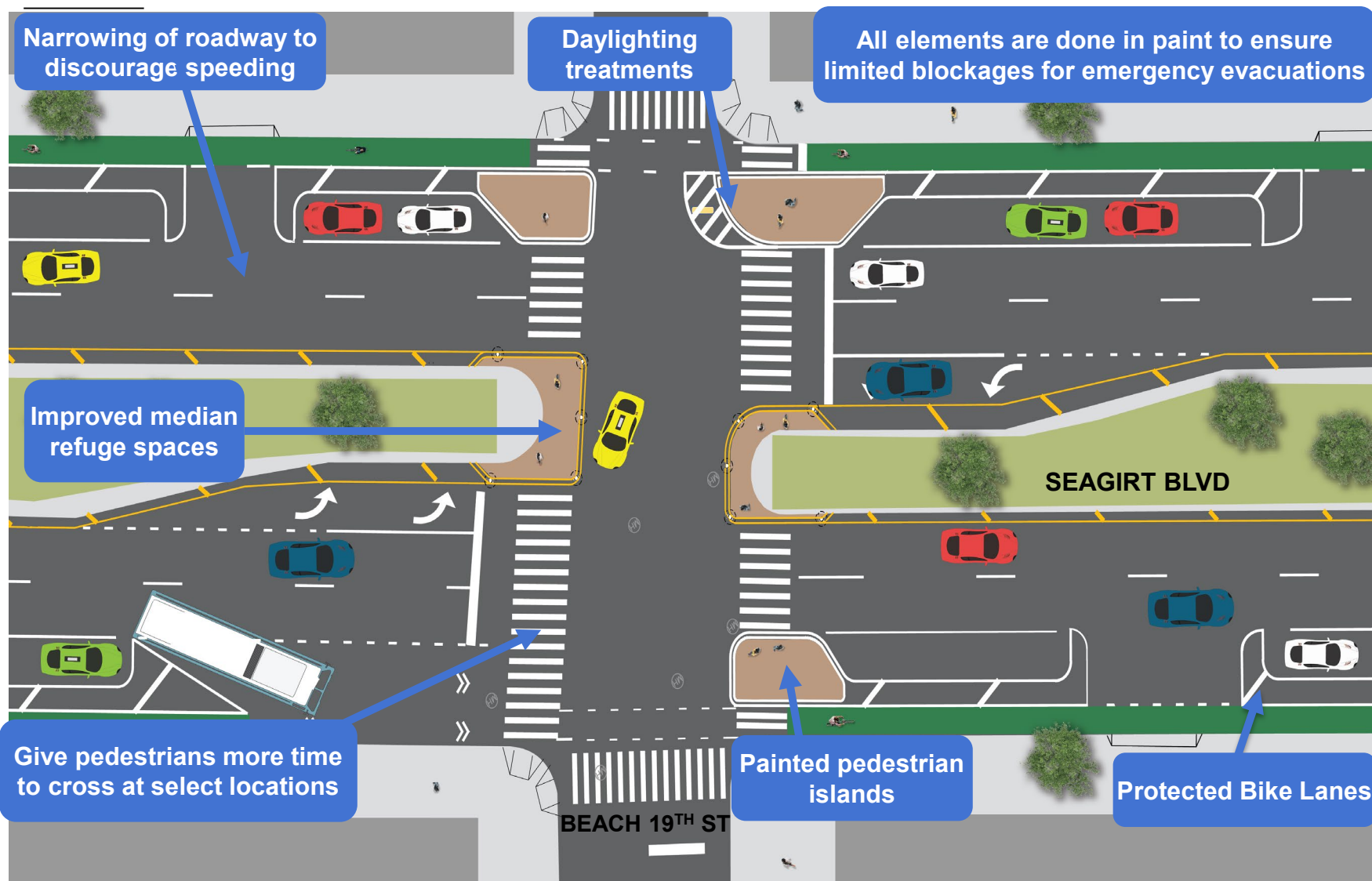
Signal Timing Improvements



Turn Calming/Daylighting



CORRIDOR PROPOSAL



TURN CALMING AND DAYLIGHTING

Protected Bike Lanes re-purpose parking at some locations and introduce daylighting measures to improve visibility and address left turn and right angle crashes

- Improves visibility for all users at intersection (pedestrians, cyclists and motorists)
- Creates shorter and safer crossing distances for pedestrians, especially for seniors
 - 23% of all pedestrian crashes involved a senior
- Encourages slower, safer vehicle turns and yielding to cyclists and pedestrians
- Allows for improved visibility at driveway locations

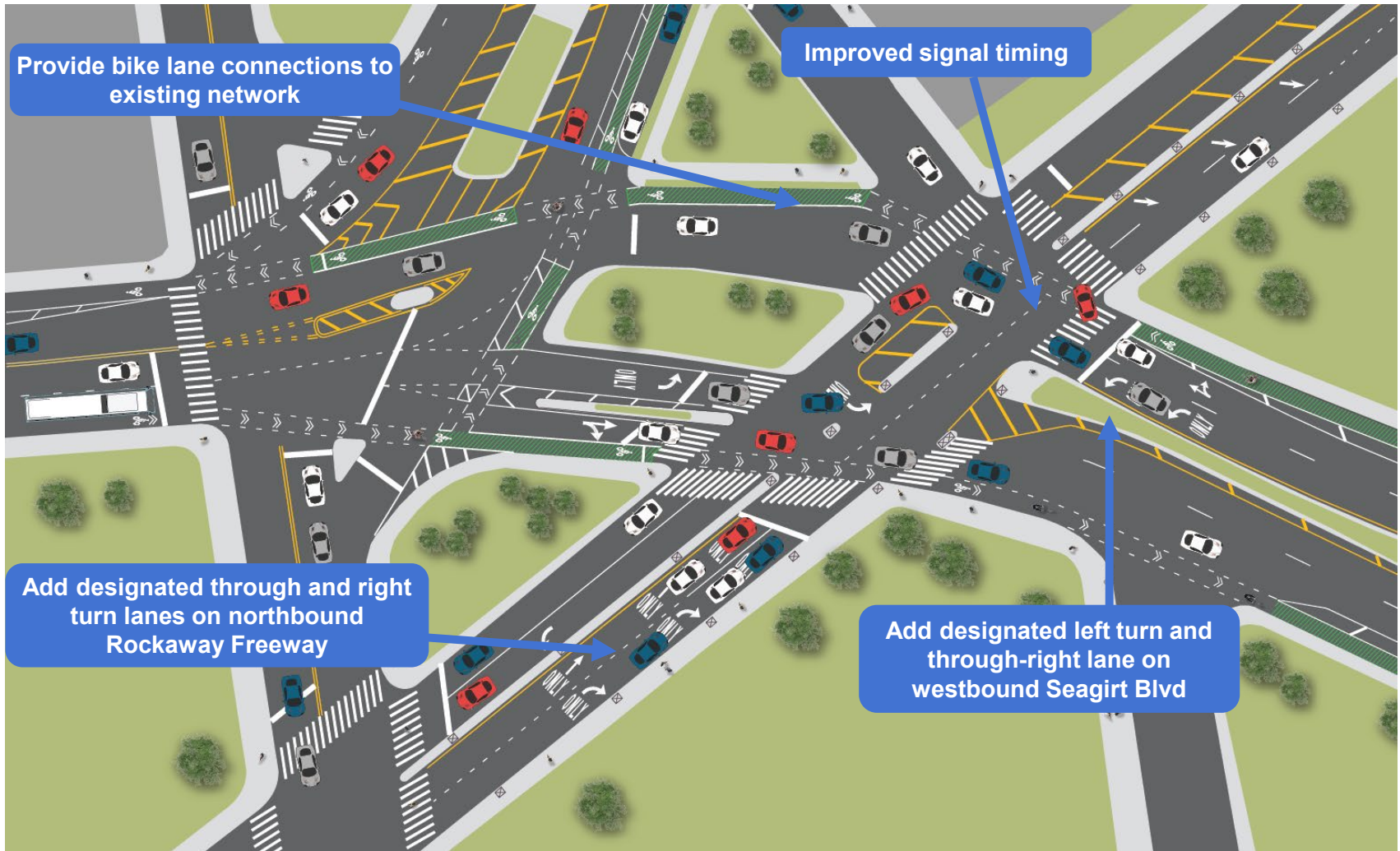


Adjustments to typical roadway design at select locations, based on traffic modeling and observation:

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- Location of New Turn Bay**
- Map labels include: ROCKAWAY FWY, Edgemere Av, Beach 35 St, Beach 34 St, Beach 33 St, Beach 32 St, Beach 31 St, Beach 30 St, B. 30TH ST, Beach 29 St, Lewmay Rd, Beach 27 St, Beach 26 St, Beach 24 St, B. 27TH ST, Highland Ct, Watjean Ct, Fernside Pl, CREST RD, Seagirt Blvd, B. 20TH ST, Beach 17 St, B. 17TH ST, Beach 16 St, Beach 15 St, B. 13TH ST, Beach 17 Playground, and a North arrow.

ROCKAWAY FREEWAY IMPROVEMENTS

- Additional intersection improvements funded as part of NYC DOT capital plan



EVALUATION OF LANE REMOVAL

Congested Lane

- 700 vehicles per hour or above

Existing (3 lanes)

- Maximum* 417 vehicles per lane

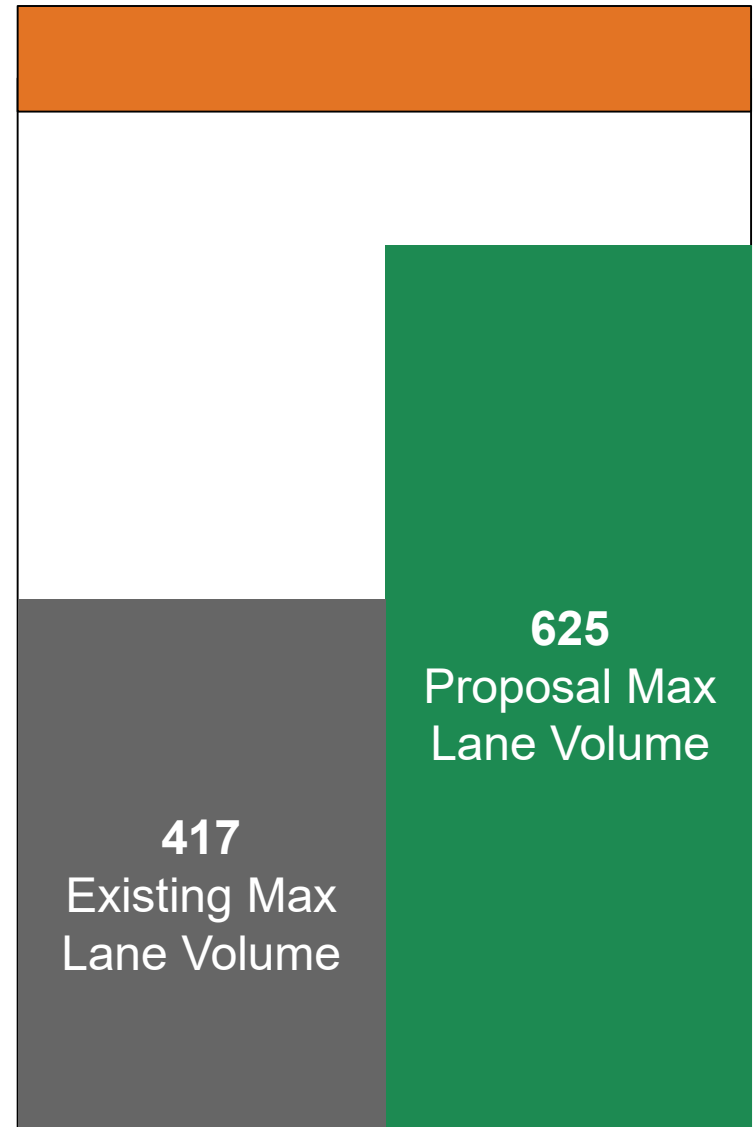
Proposal (2 lanes + select left turn bays)

- Maximum 625 vehicles per lane

*Volume at Beach 17th St and Seagirt Blvd; max volume at location with no existing or proposed left turn bay

*Volume evaluation carried out before March 2020

New buffer and bike lane space (11') can be used by emergency services, or can be re-purposed to aid evacuation in case of extreme weather events



CONNECTING SEAGIRT BLVD AND NASSAU EXPWY



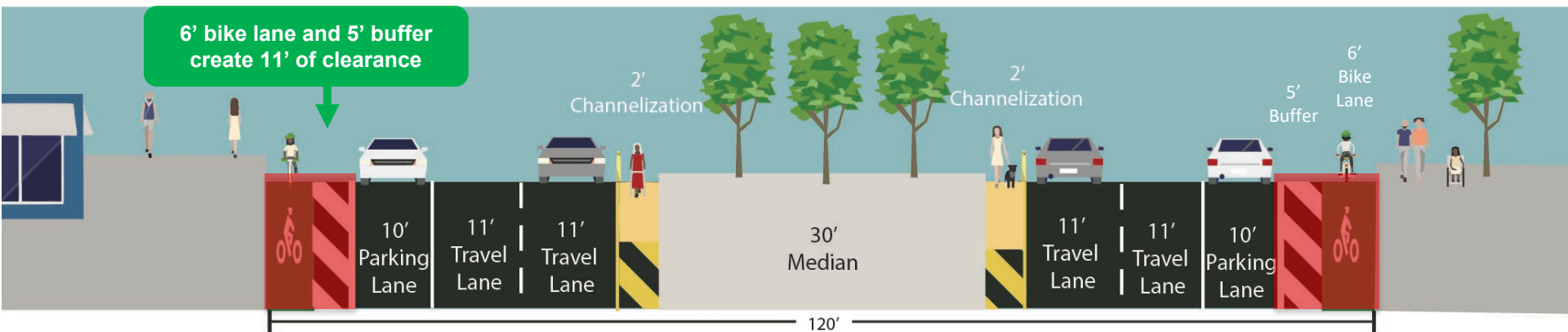
Cyclist using shared lane markings on a roadway in Long Island City

EMERGENCY EVACUATION CONSIDERATIONS

The Rockaway Peninsula, as a low-lying coastal area, is vulnerable to extreme weather events and flooding during storm surges (Evacuation Zone 1).

With these concerns in mind:

- The proposal consists only of painted elements with no concrete that could potentially impede the space needed during an emergency evacuation.
- 11' curbside space can be used by emergency services, or can be re-purposed to aid evacuation in case of extreme weather events
- All plans have been reviewed by FDNY for potential impacts on fire and EMS operations



SUMMARY

- Seagirt Blvd has a history of dangerous roadway conditions with **232 injuries** occurring between 2015 and 2019 and **2 fatalities** in the last 5 years
- Lane repurposing on Seagirt Blvd will encourage safer travel speeds
- Shortened crossing distances and improved pedestrian spaces provide safer and shorter crossings for pedestrians and seniors
- Daylighting treatments at intersections and driveways improve visibility for all roadway users
- Improved markings and turn calming will facilitate slower, safer turns
- Improved safety for all users and provide connections to existing bike infrastructure



THANK YOU!

Questions?



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