



# SEAGIRT BLVD (ROCKAWAY FREEWAY TO BEACH 9TH ST)

Community Board 14  
October 6, 2021



# PROJECT LOCATION

- 1 mile long corridor from Rockaway Freeway to Beach 9<sup>th</sup> St
- D'archei Torah school campus located on Seagirt Blvd and Beach 17<sup>th</sup> St
- O'Donohue Park and Rockaway Beach boardwalk on the south side of Seagirt Blvd
- Q22, QM17, Q113, Q114 bus routes
- Two senior homes and a senior care center are located along the Seagirt Blvd corridor



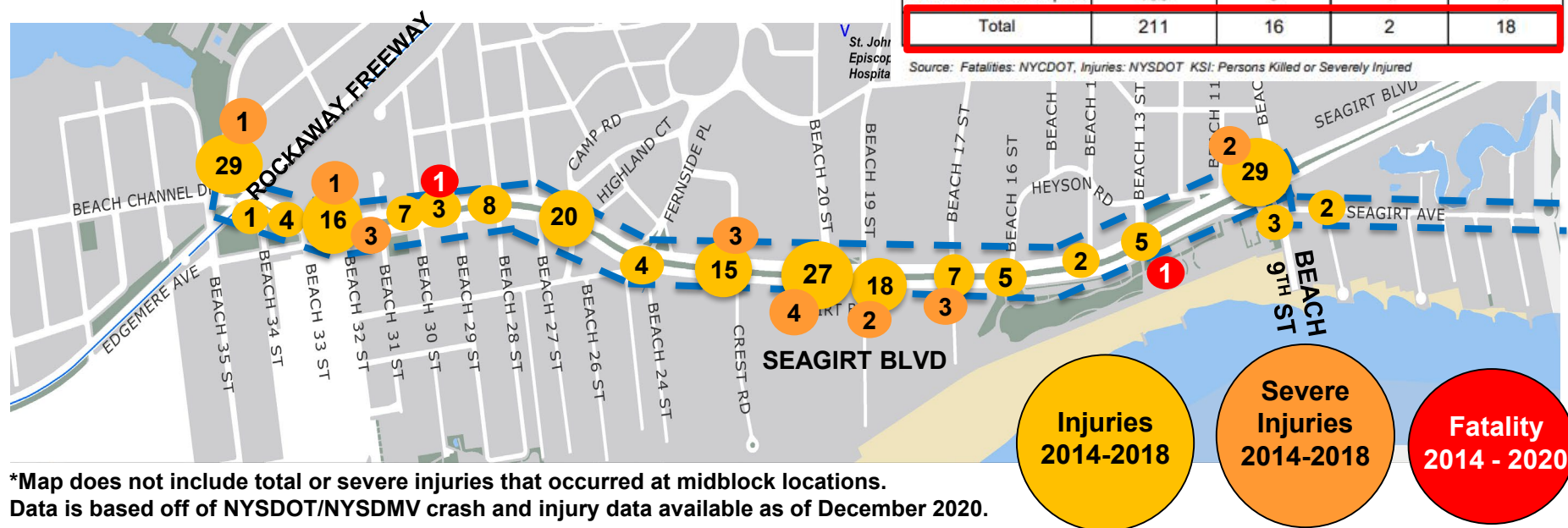
# SAFETY DATA

- Seagirt Blvd and Beach 20<sup>th</sup> St is a Vision Zero Priority Intersection
- Primary type of crashes for vehicles: left turns, right angle, rear ends
  - 23% of all pedestrian crashes involved a victim who was a senior
- 10 severe pedestrian injuries and 2 fatalities
- 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, 2014-2018 (5 Years)

	Total Injuries	Severe Injuries	Fatalities	KSI
Pedestrian	38	10	1	11
Bicyclist	4	0	0	0
Motor Vehicle Occupant	169	6	1	7
<b>Total</b>	<b>211</b>	<b>16</b>	<b>2</b>	<b>18</b>

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 Transportation Committee, 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 13<sup>th</sup> St



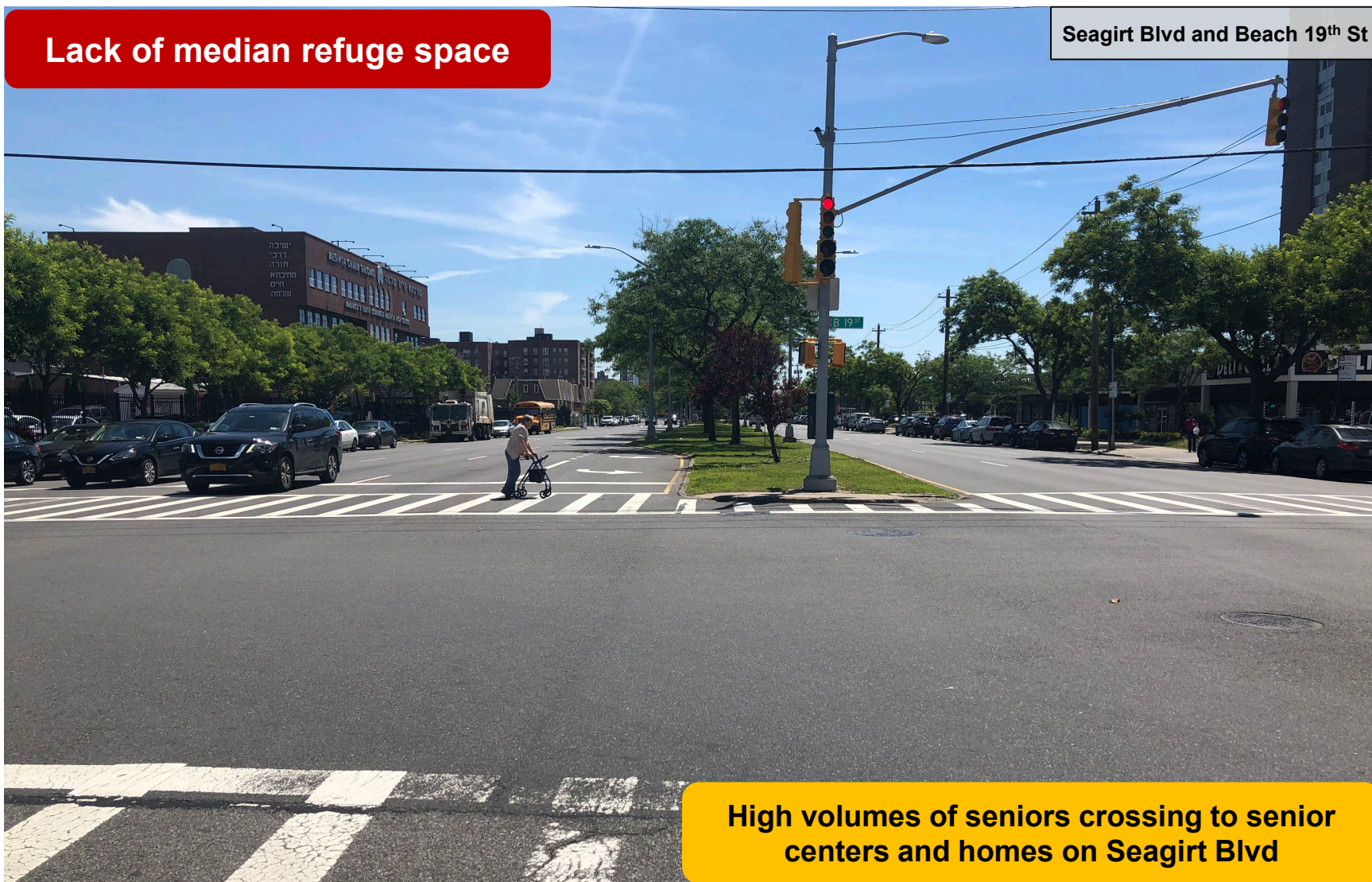
**36% of pedestrian crashes involved a  
pedestrian crossing with the signal and a  
vehicle failing to yield**



# EXISTING CONDITIONS/ISSUES

**Lack of median refuge space**

Seagirt Blvd and Beach 19<sup>th</sup> St



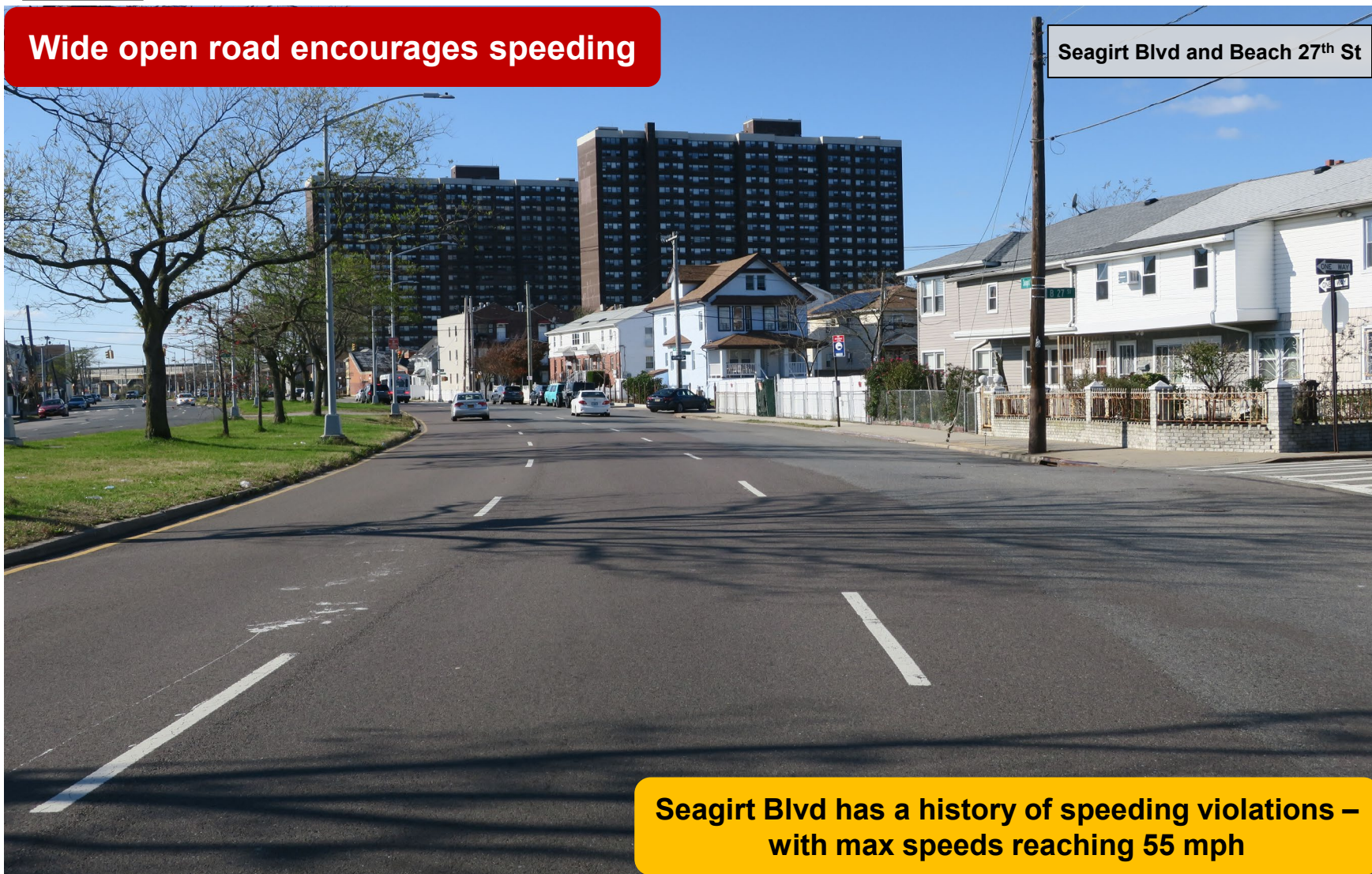
**High volumes of seniors crossing to senior centers and homes on Seagirt Blvd**



# EXISTING CONDITIONS/ISSUES

**Wide open road encourages speeding**

**Seagirt Blvd and Beach 27<sup>th</sup> 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



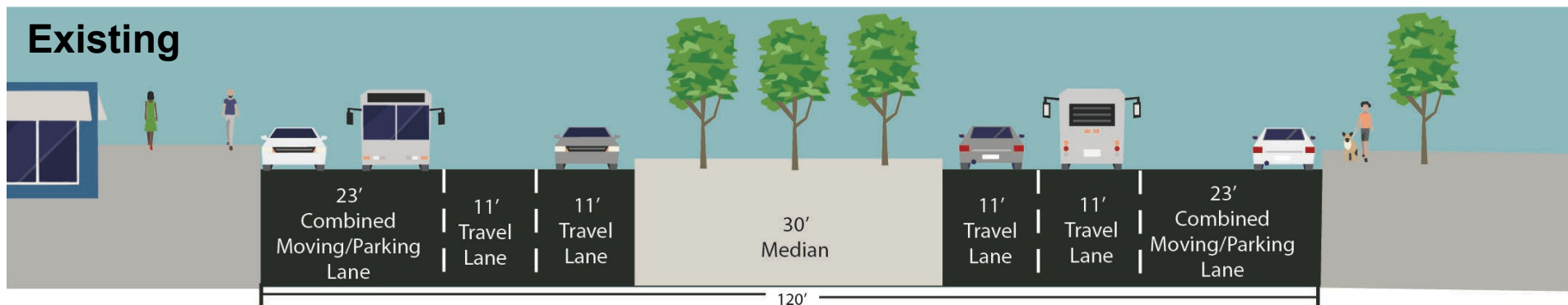
- No existing east-west bicycle lanes
- Boardwalk provides limited hours for cyclists, limited connections to residential/commercial streets
- Lack of connection between Beach Channel Drive and Nassau Expwy Greenway

# PROPOSAL

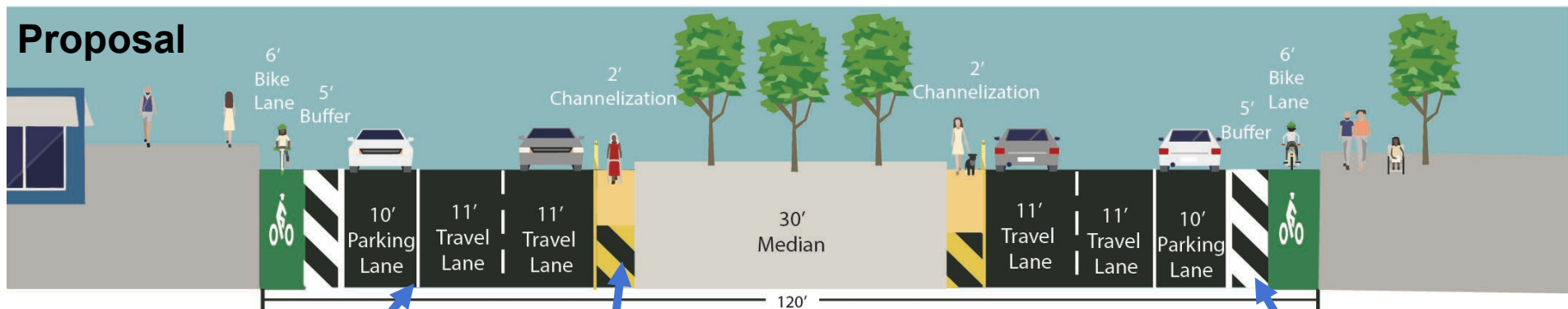
(Rockaway Freeway to Beach 9th St)

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

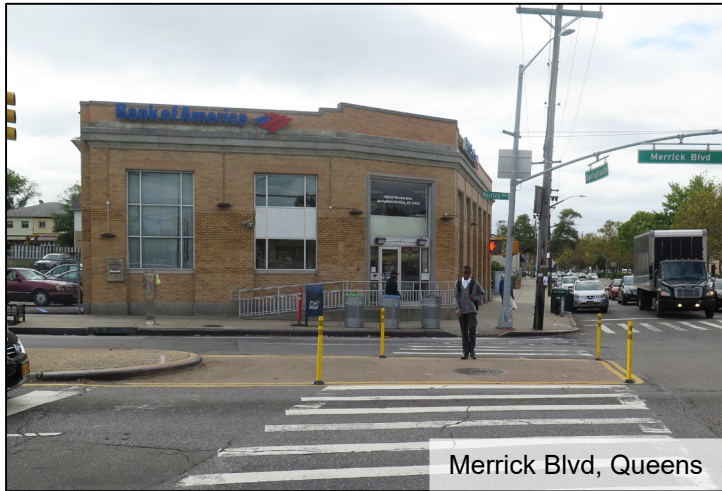
Buffer and pedestrian space to visually narrow Seagirt Blvd

Parking protected bike lane with buffer



# KEY DESIGN FEATURES

## Painted Pedestrian Space



## Protected Bike Lanes



## Signal Timing Improvements



## Turn Calming Treatments

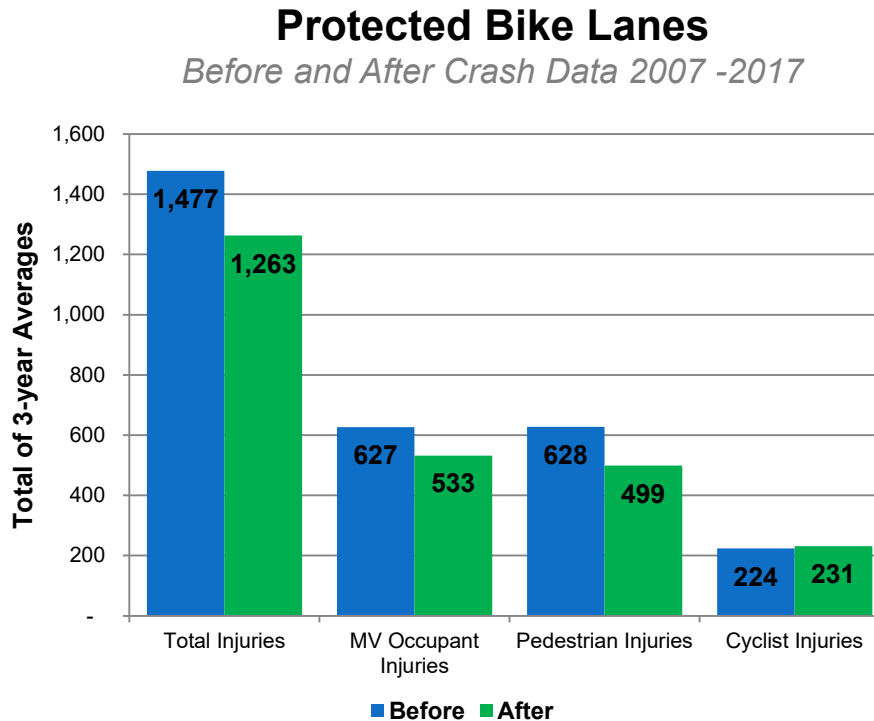


# SAFETY – PROTECTED BIKE LANES

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

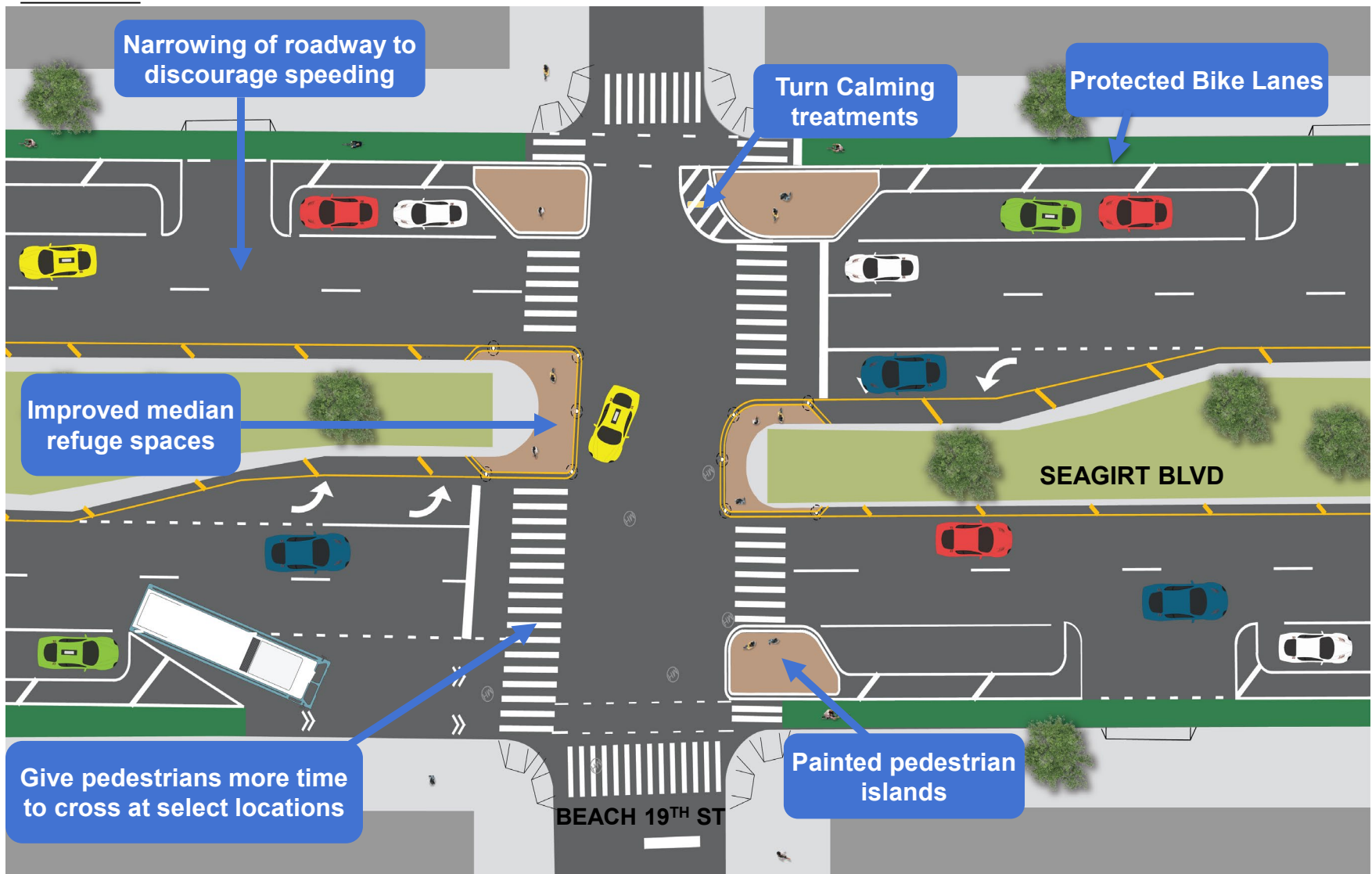
- -15% drop in all crashes with injuries
- -21% drop in pedestrian injuries

*on streets where protected bike lanes were installed 2007 - 2017*





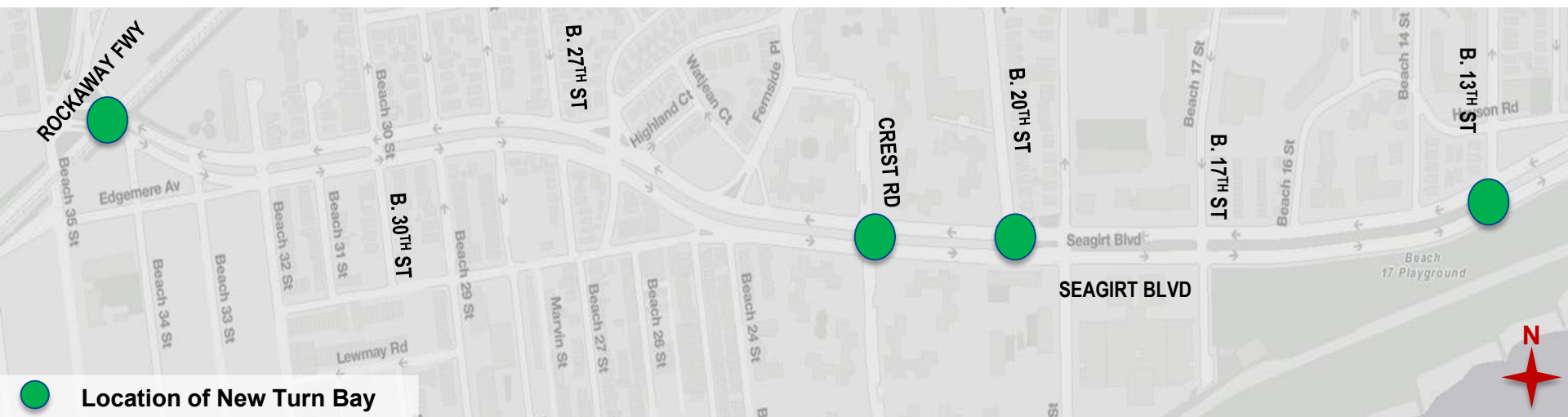
# CORRIDOR PROPOSAL



# ROADWAY ORGANIZATION & SIGNAL TIMING

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

- Addition of left turn bays at Crest Rd, Beach 20<sup>th</sup> St, and Beach 13<sup>th</sup> St, to accommodate turns from Seagirt Blvd
- Rockaway Freeway, between Beach 35<sup>th</sup> St. and Seagirt Blvd
  - Change signal timing to include more time for westbound Seagirt Blvd
  - Adjust roadway markings on northbound Rockaway Freeway to accommodate one left lane and one through/right lane (one lane in existing condition), to ensure adequate vehicle storage space
- Improvements to signal timing throughout corridor will help ensure adequate crossing time for pedestrians and facilitate traffic flow





# EVALUATION OF LANE REMOVAL

## Congested Lane

- 700 vehicles per hour or above

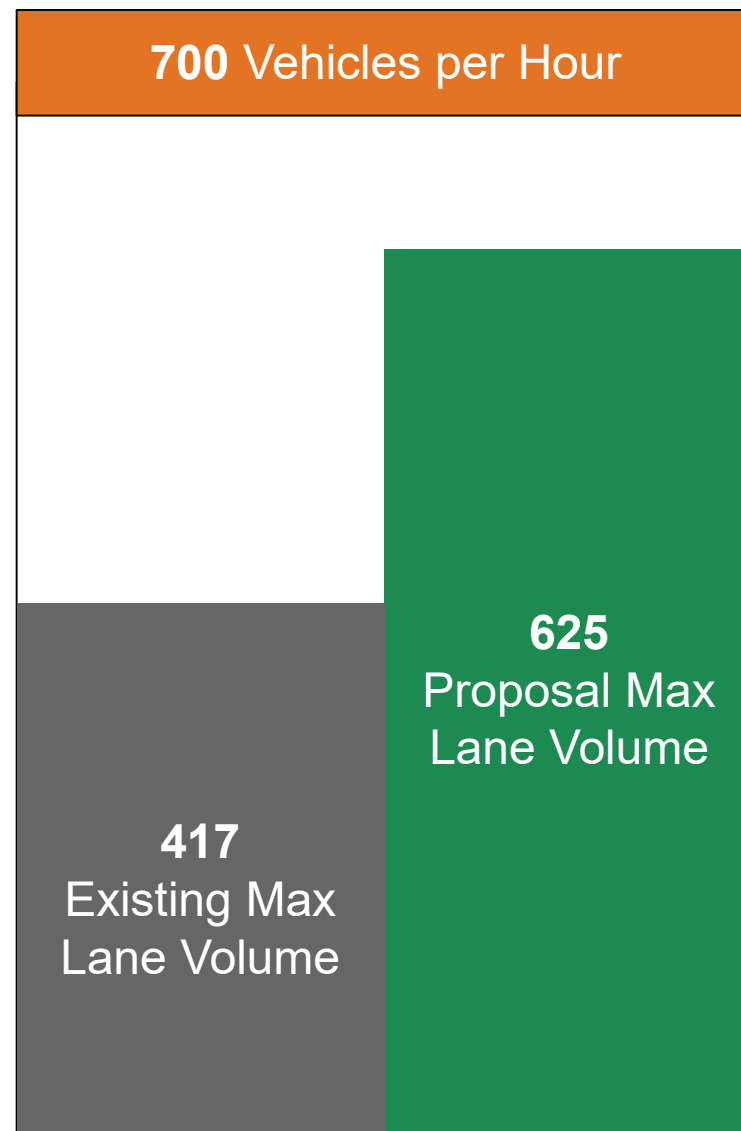
## Existing (3 lanes)

- Maximum\* 417 vehicles per lane

## Proposal (2 lanes + select left turn bays)

- Maximum 625 vehicles per lane

\*Volume at Beach 17<sup>th</sup> St and Seagirt Blvd, max volume at location with no existing or proposed left turn bay



# CONNECTING SEAGIRT BLVD AND NASSAU EXPWY



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



# SUMMARY

- Lane reduction on Seagirt Blvd will encourage safer travel speeds
- Shortened crossing distances and improved pedestrian spaces provide safer and shorter crossings for pedestrians and seniors
- Improved safety for all users and provide connections to existing bike infrastructure
- Improved markings and turn calming will facilitate slower, safer turns



# THANK YOU!

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## Questions?



NYC DOT



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