CANARSIE AREA TRANSPORTATION STUDY

CB 18 Presentation

January 17, 2018

VISION ZERO
nyc.gov/visionzero

NEW YORK CITY DOT

Project Background, Goals, and Study Area

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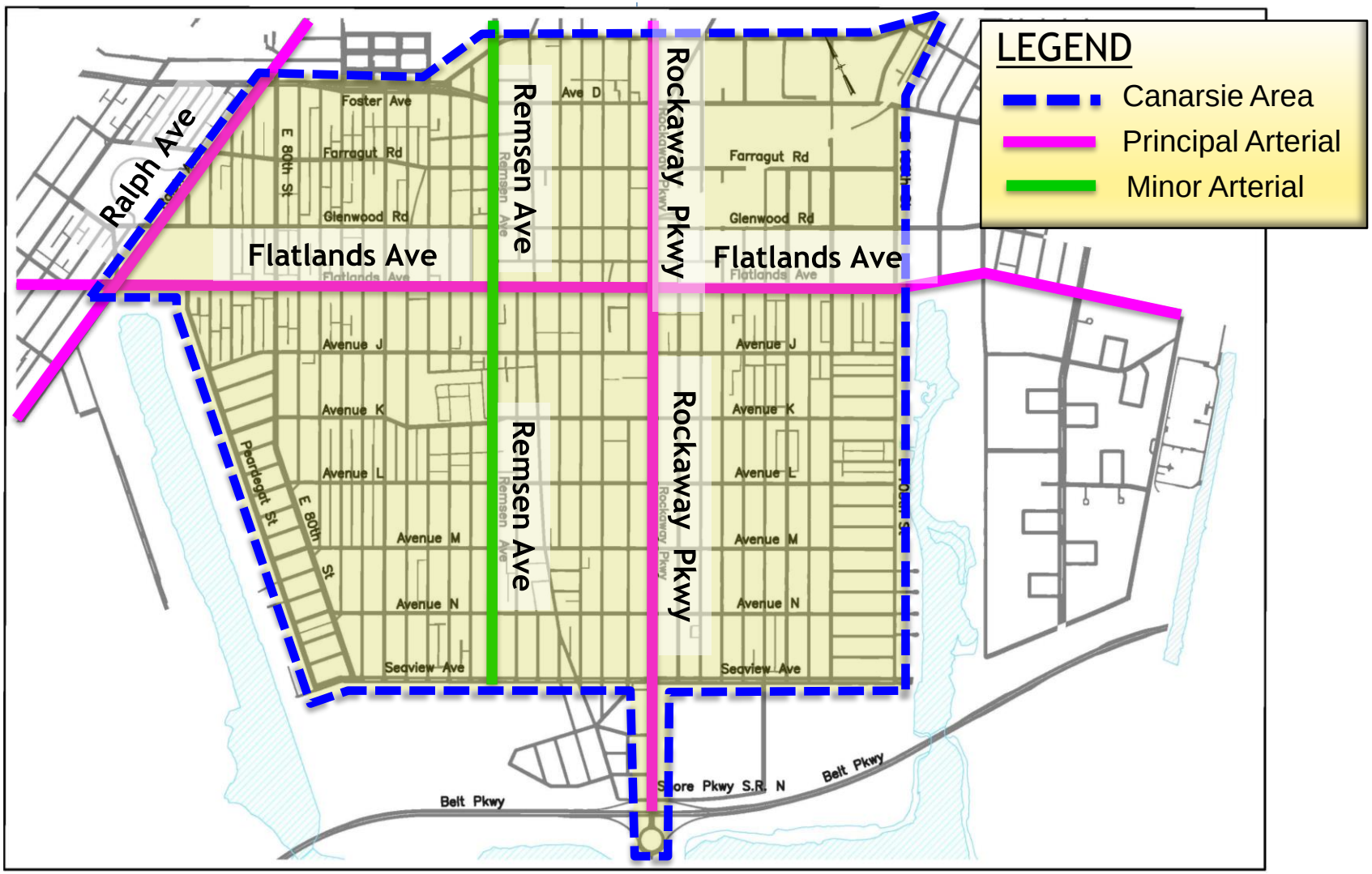
PROJECT BACKGROUND AND GOALS

- Project initiated in 2016
- **Improve safety** for all street users
- Reduce Congestion and improve circulation within the study area
- **Safer pedestrian crossings**
- Address congestion and queue spillback on Belt Parkway Exit Ramp
- **Enhanced quality of life** for area residents and businesses

STUDY AREA AND ROADWAY NETWORK



SELECTED INTERSECTIONS

Intersection Selection Criteria

- Crash Data
- Field Observations
- Older Traffic Counts

Collected Data

- ATRs, TMCs & Classification Counts
- Pedestrian Counts
- Travel Speed
- Signal Timing
- Street Inventory (Geometry)

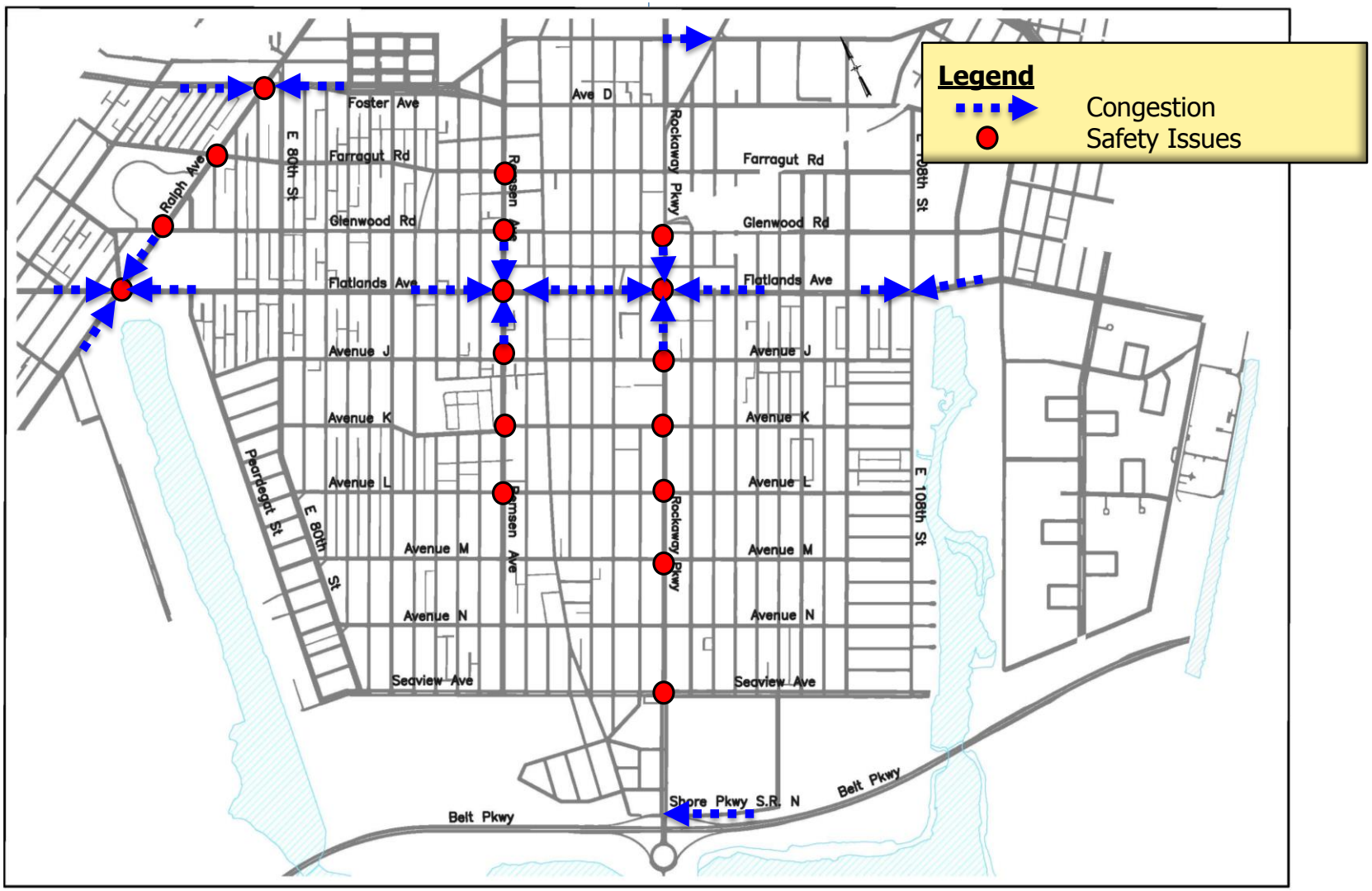
Crashes/Safety

- Number of Crashes
- Severity
- Type
- Frequency

Progress to Date & Findings

2

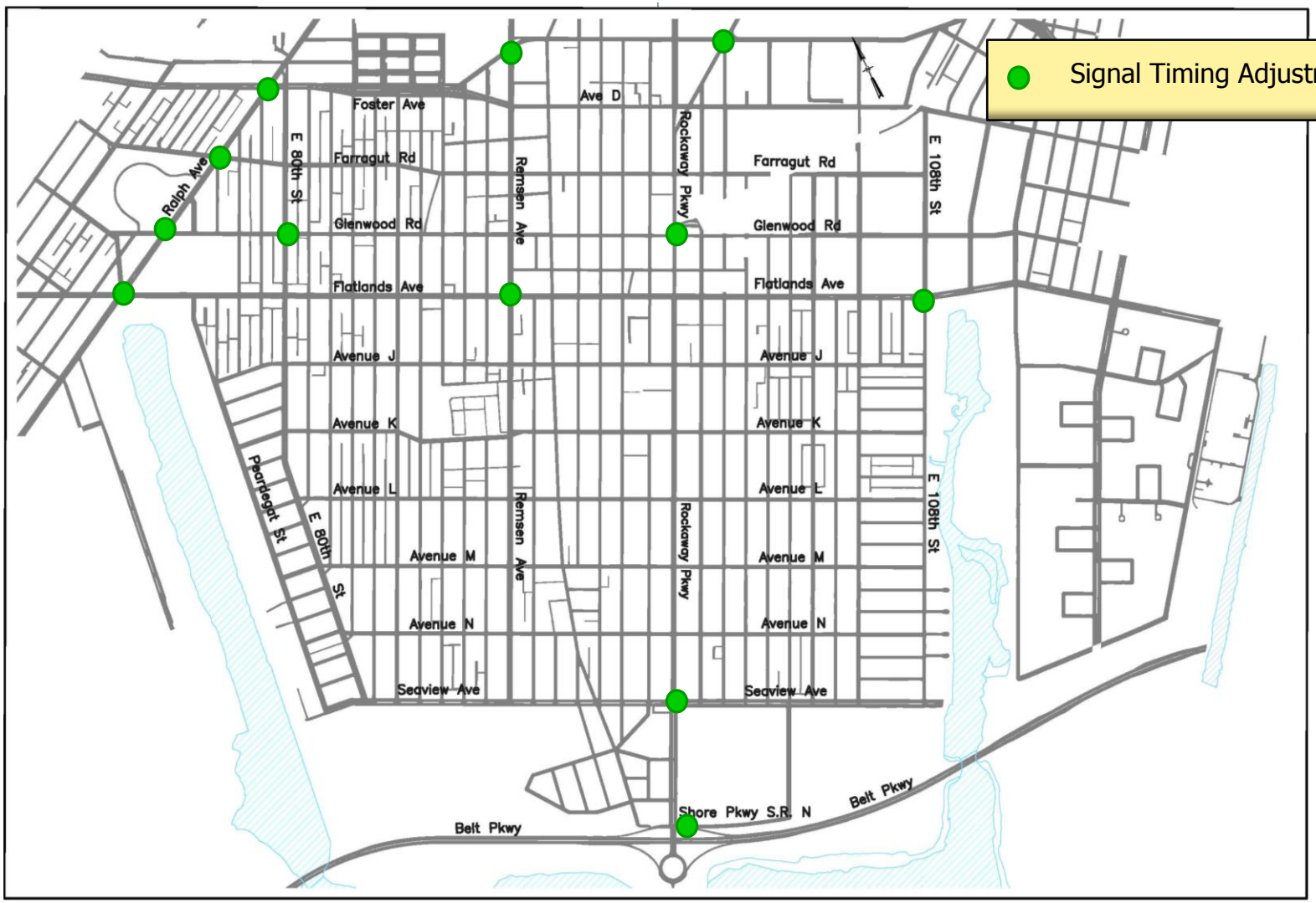
STUDY FINDINGS



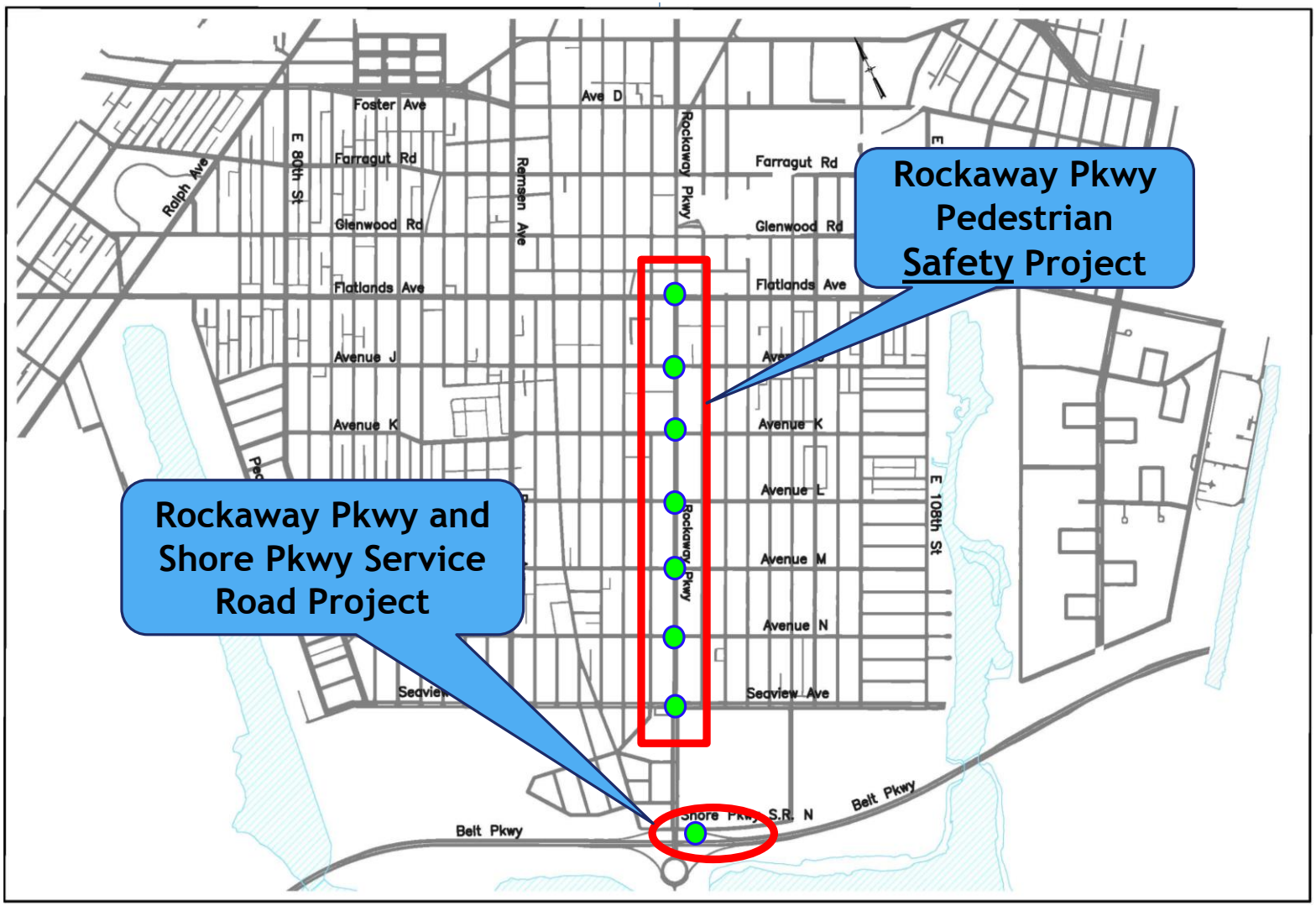
Issues Identified and Short Term Improvements

3

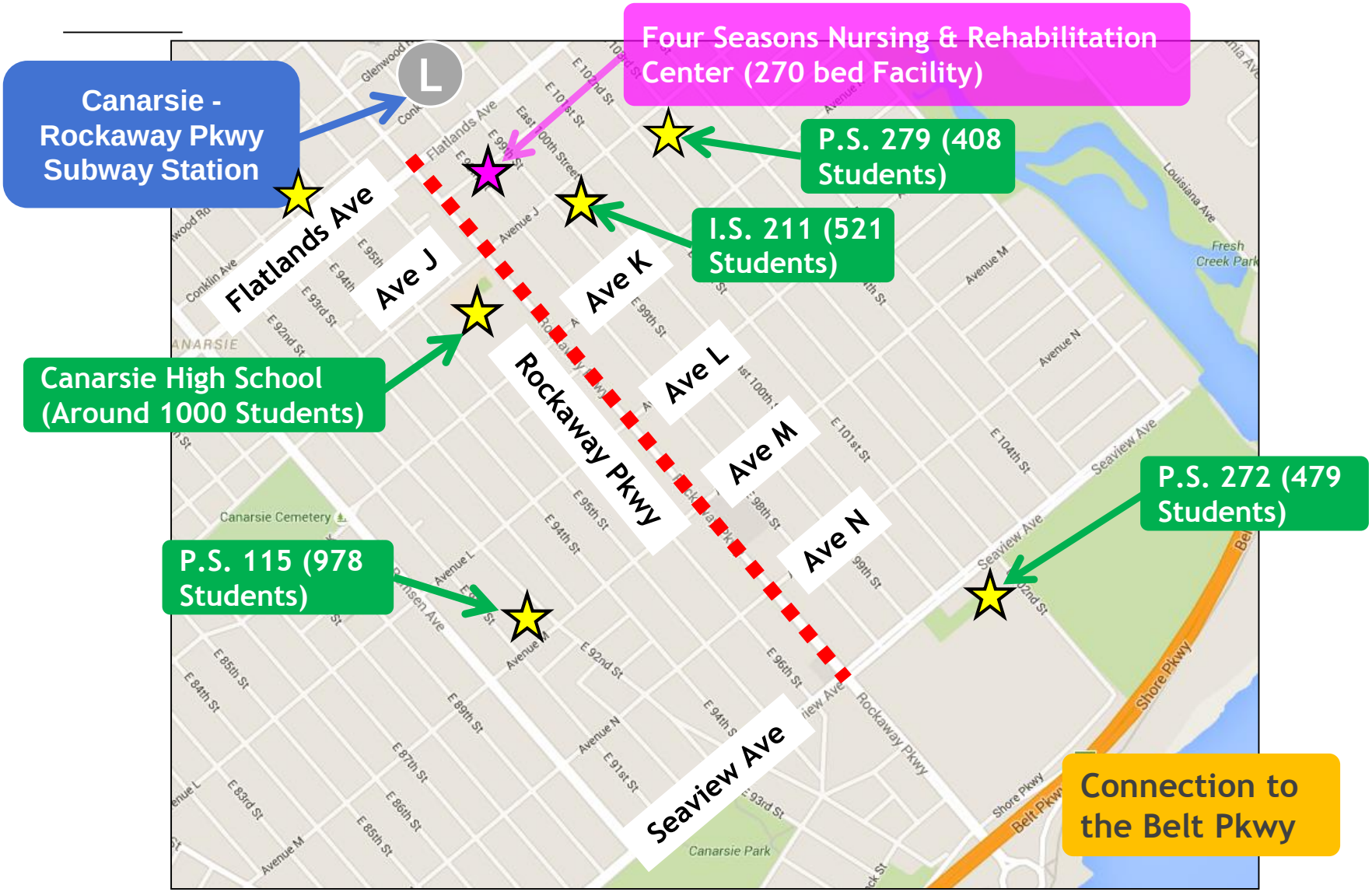
SIGNAL TIMING ADJUSTMENTS



2018 PROJECTS



ROCKAWAY PKWY SAFETY PROJECT



ROCKAWAY PKWY – EXISTING CONDITIONS

Long crossing distance for pedestrians (60')

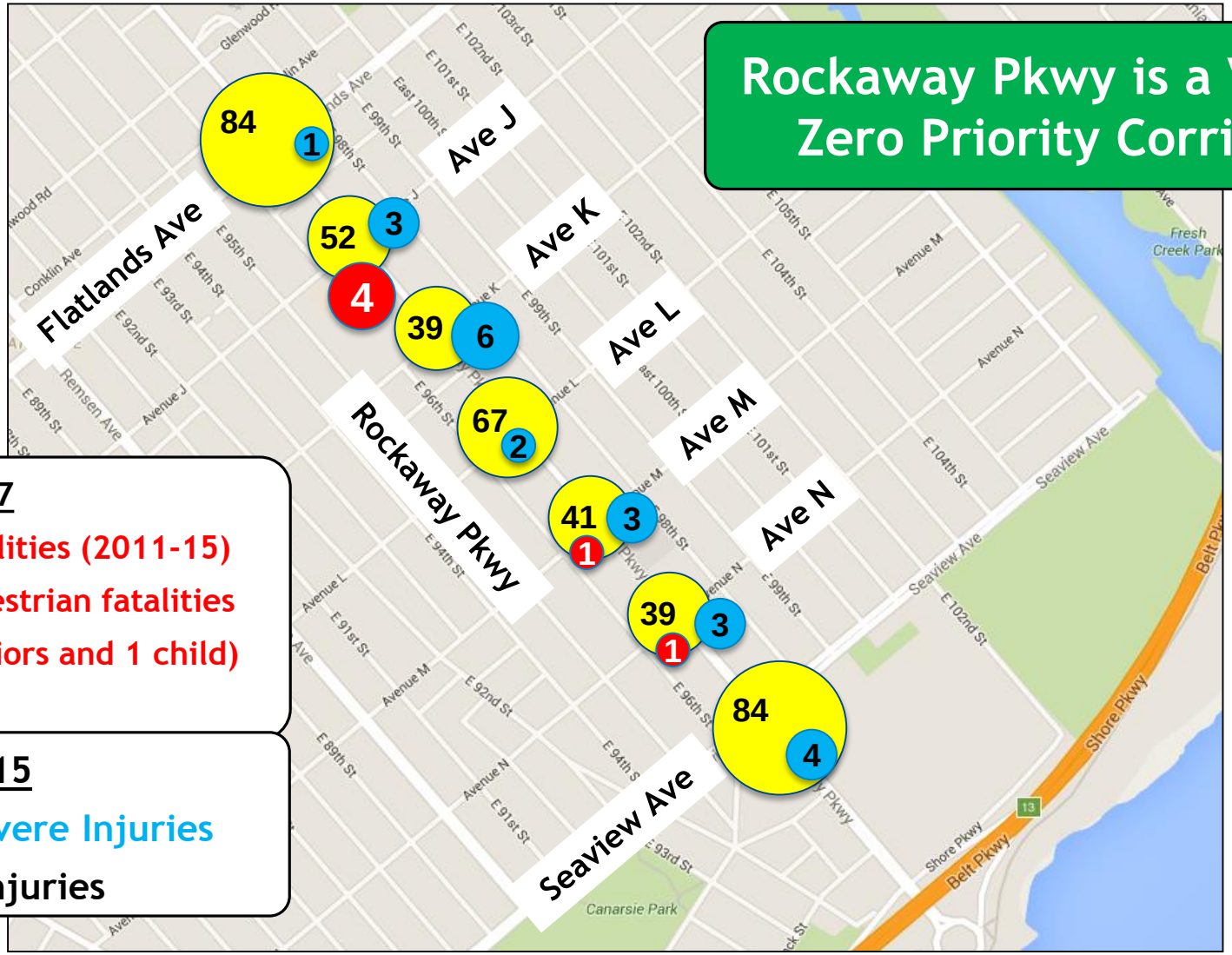
Long blocks (Approx. 700') and wide roadway contribute to speeding

Speed data:
(collected between Ave J and Ave K)

Northbound: 92% speeding

Southbound: 85% speeding

PROJECT NEED – CRASH DATA



Rockaway Pkwy is a Vision Zero Priority Corridor

2011-2017

- 6 Fatalities (2011-15)
  3 Pedestrian fatalities
  (2 seniors and 1 child)

2011-2015

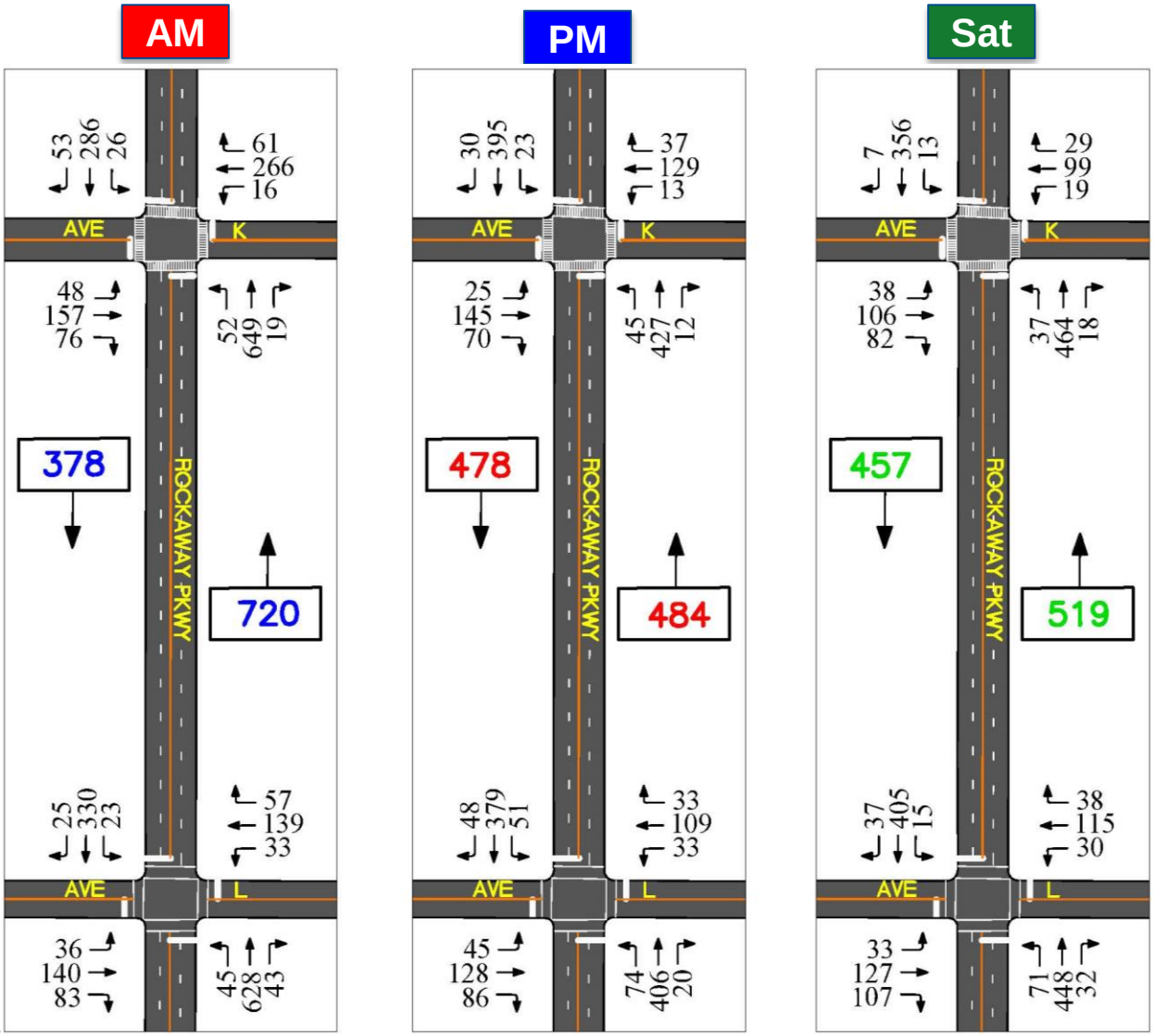
- 22 Severe Injuries
- 395 Injuries

Total Injuries 2011- 2015

Severe Injuries

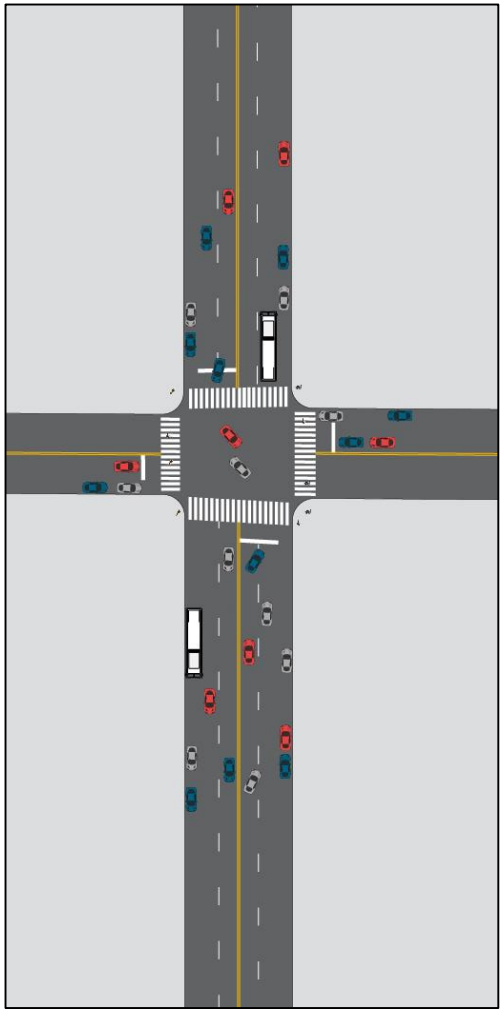
Fatalities

TYPICAL TRAFFIC VOLUMES

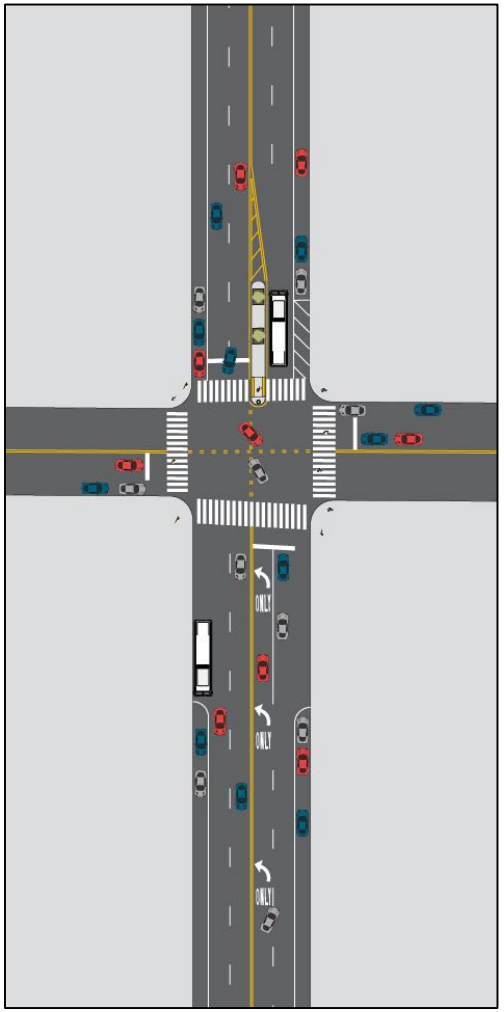


SUMMARY OF PROPOSALS

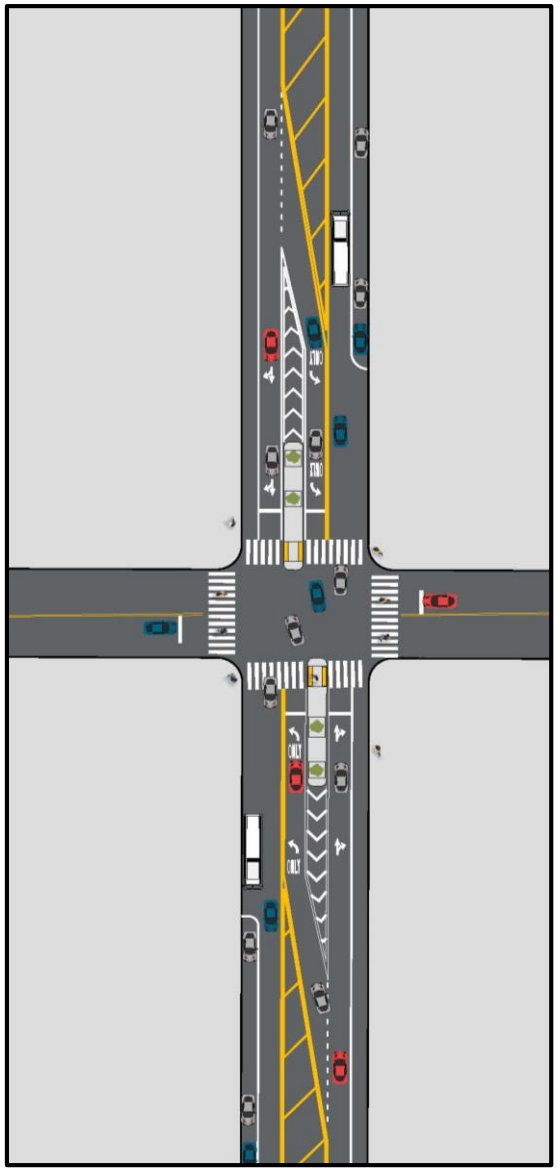
EXISTING CONDITIONS



ORIGINAL PROPOSAL



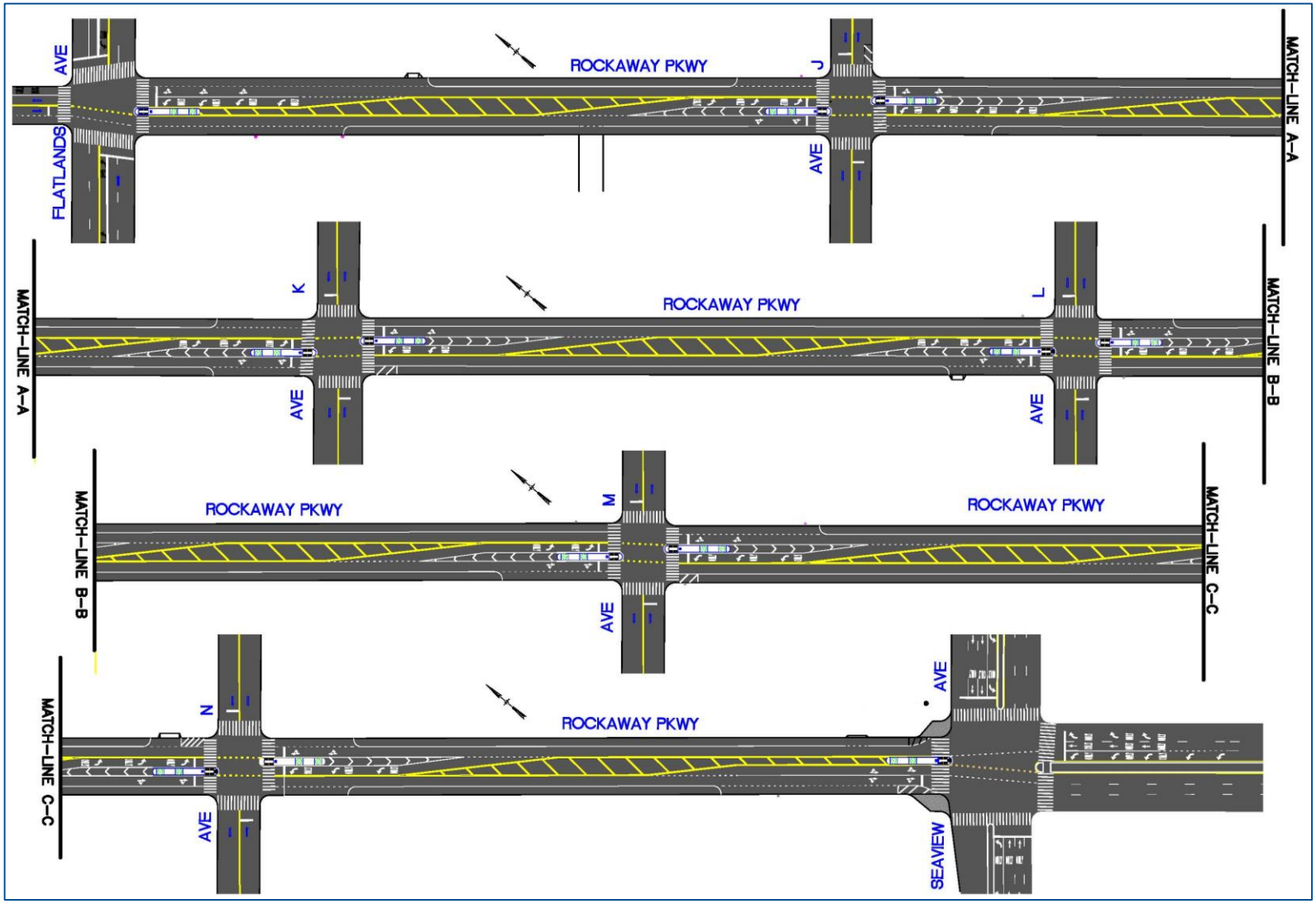
REVISED PROPOSAL



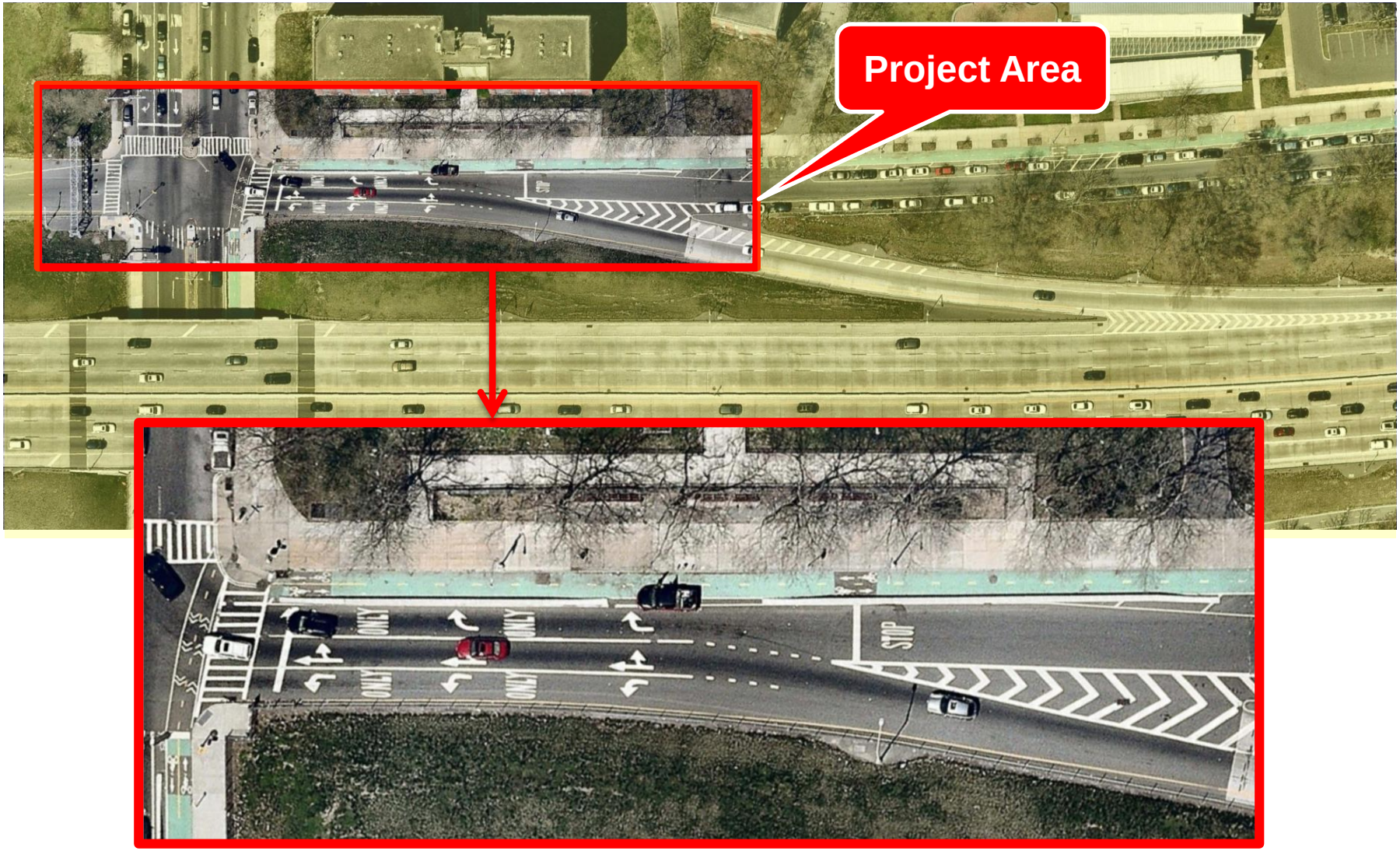
SUMMARY OF PROPOSALS

EXISTING CONDITIONS	ORIGINAL PROPOSAL	REVISED PROPOSAL
History of severe and fatal crashes	Safety improvements only at intersections	Safety improvements along entire corridor
Long crossing distances and no pedestrian refuge	Proposes only 1 pedestrian island per intersection	Proposes 2 pedestrian islands at every intersection
2 lanes in each direction (thru-left and thru-right)	Existing lane configuration stays the same midblock	Calms traffic with consistent lane configuration throughout corridor
Absence of left turn bays creates safety concerns	Left turns not fully separated from thru traffic	Left turn bays fully separate left turns from thru traffic
Long distances between intersections and low traffic volumes off-peak lead to speeding	Long distances between intersections and low traffic volumes off-peak lead to speeding	Reduces speeding throughout corridor and discourages cut-through traffic from Belt Pkwy

BENEFITS OF ENHANCED SAFETY PROPOSAL



ROCKAWAY PKWY & SHORE PKWY S.R.



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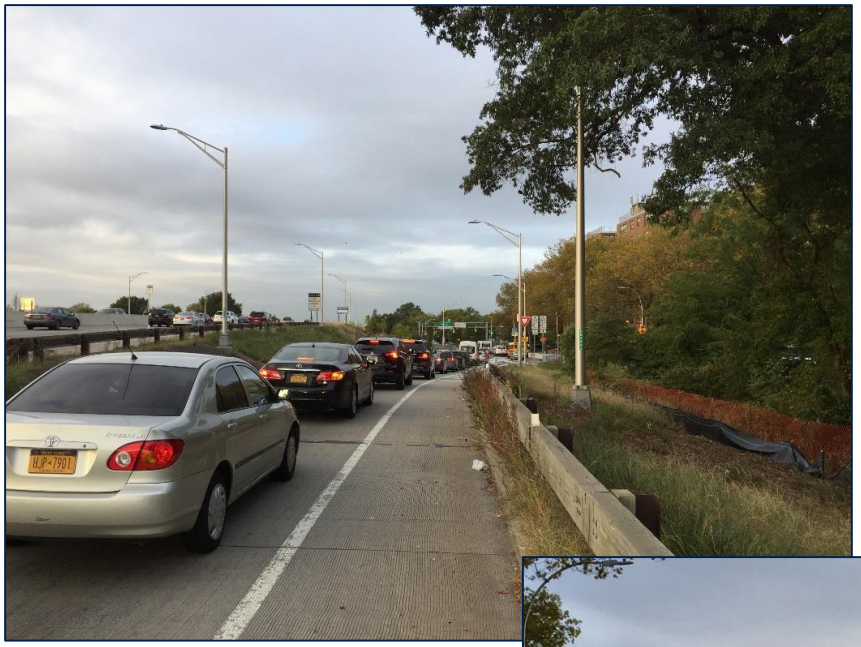
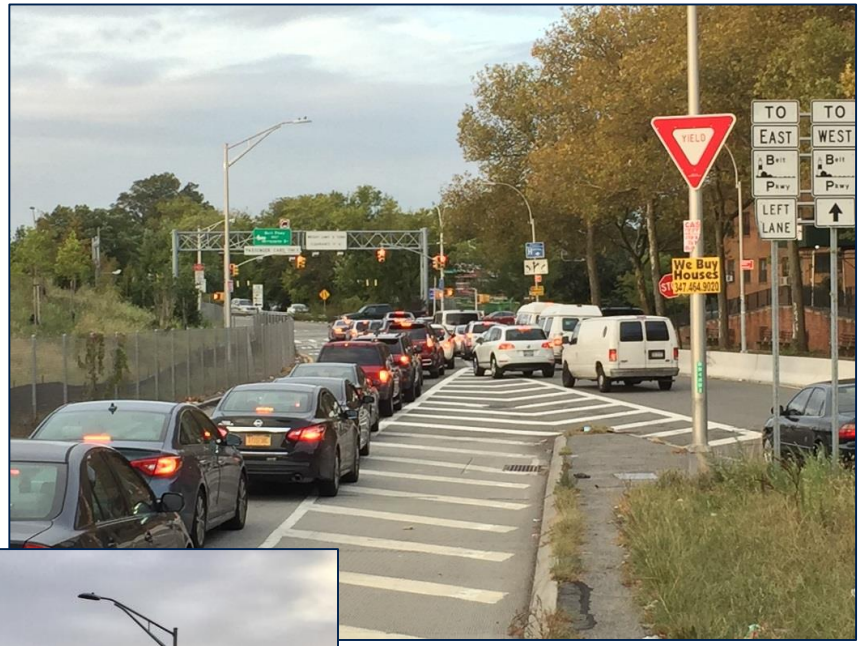
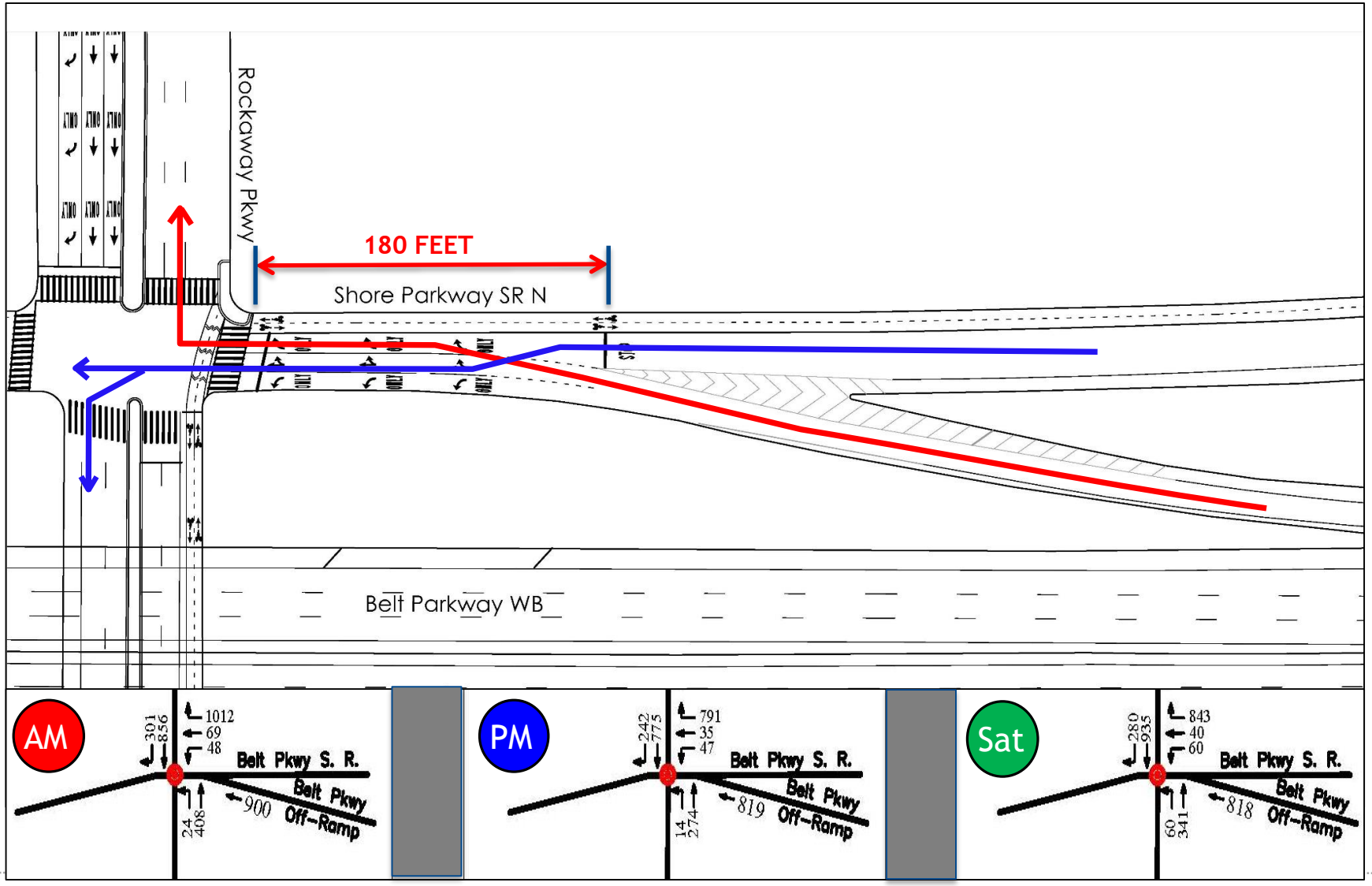
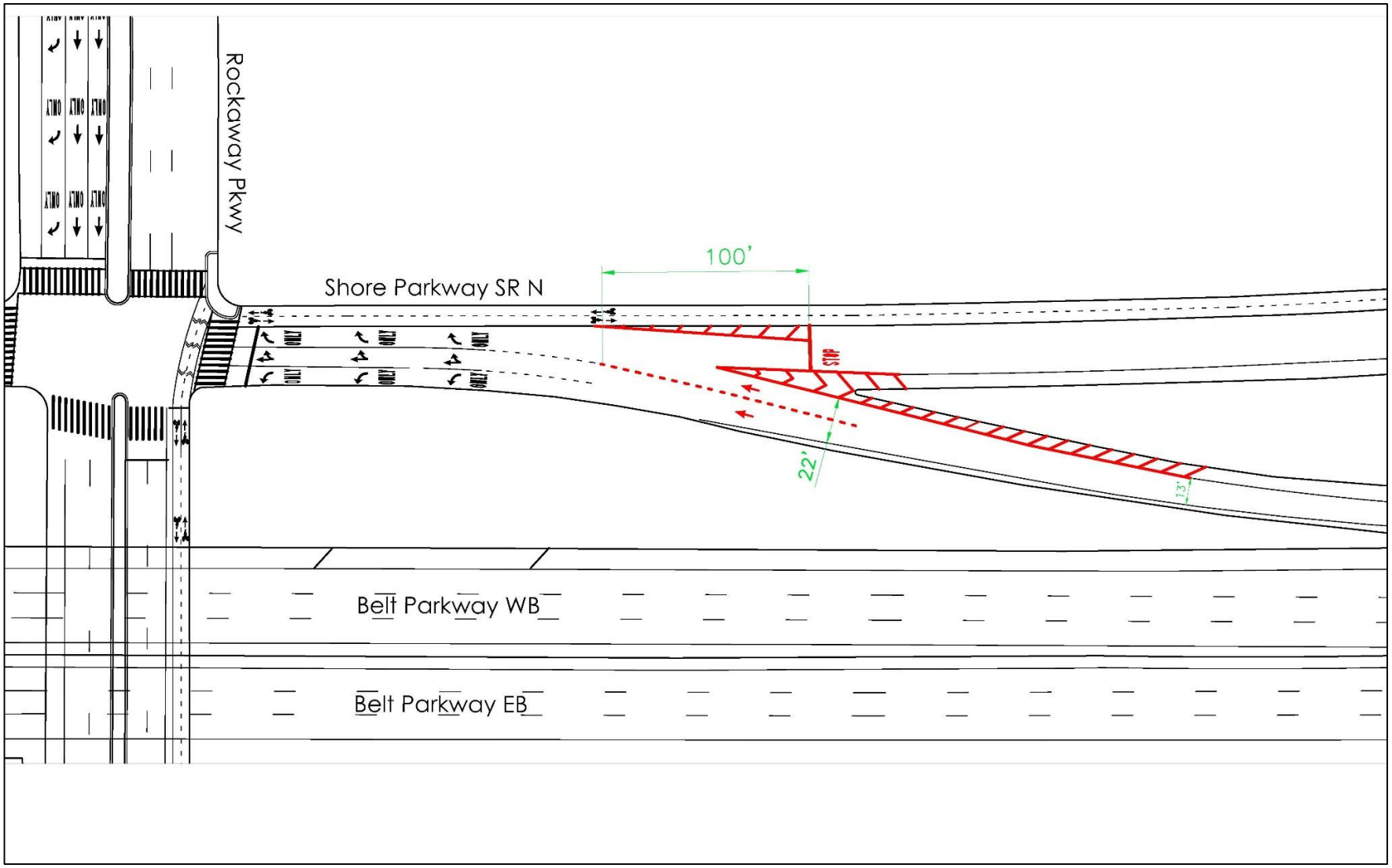




ISSUES


Rockaway Pkwy
180 FEET
Shore Parkway SR N
Belt Parkway WB
AM
301
856
1012
69
48
Belt Pkwy S. R.
Belt Pkwy
Off-Ramp
900
24
408
PM
242
775
791
35
47
Belt Pkwy S. R.
Belt Pkwy
Off-Ramp
819
14
274
Sat
280
935
843
40
60
Belt Pkwy S. R.
Belt Pkwy
Off-Ramp
818
60
341

PROPOSED PLAN



THANK YOU!

Questions?

Contact: http://www.nycdotfeedbackportals.nyc/

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