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)

<table>
<thead>
<tr>
<th></th>
<th>Total Injuries</th>
<th>Severe Injuries</th>
<th>Fatalities</th>
<th>KSI</th>
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</thead>
<tbody>
<tr>
<td>Pedestrian</td>
<td>31</td>
<td>5</td>
<td>5</td>
<td>10</td>
</tr>
<tr>
<td>Bicyclist</td>
<td>3</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Motor Vehicle Occupant</td>
<td>541</td>
<td>18</td>
<td>0</td>
<td>18</td>
</tr>
<tr>
<td>Total</td>
<td>575</td>
<td>23</td>
<td>5</td>
<td>28</td>
</tr>
</tbody>
</table>

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

Source: Fatalities: NYCDOT
Injuries: NYCDOT
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/NYCDOT 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
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

- Construct a new pedestrian island on north leg to provide refuge and encourage slower, safer turns.
- Southbound approach simplified to two lanes.
- Addition of northbound left turn bay on 150th 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
- Maximum recorded volumes of 5 vehicles per hour
- Alternate routes via 132nd Ave & 134th Ave
- Left turns prohibited from westbound Rockaway Blvd to southbound Baisley Blvd*

*Addition of parking lane stripe on Rockaway Blvd clarifies vehicle movements
Proposed Intersection Improvements

137th Ave

Removal of low volume left turn onto 136th Ave and extension of left turn bay for 137th 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 144th Rd
- Add new crosswalk at Rockaway Blvd and 144th Rd
- Provide safe crossing to Q6 bus stop at 146th Ave (MTA depot access)
- NYS DOT to implement safety improvements at Farmers Blvd

Typical cross section of Rockaway Blvd south of 144th Rd. Design will standardize two lanes in each direction.
Project Benefits

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 132nd Ave, 134th Ave, and 137th Ave
• Roadway markings calm vehicles, improving vehicle predictability and safety
Thank You!

Questions?