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.

*Map does not include total or severe injuries that occurred at midblock locations. Data is based off of NYSDOT/NYSDMV crash and injury data available as of December 2020.
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)
EXISTING CONDITIONS/ISSUES

Long crossing distances across Seagirt Blvd

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 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 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

Protected Bike Lanes

Before and After Crash Data 2007 - 2017
PROPOSAL

(Rockaway Freeway to Beach 9th St)

Existing

Proposal

Two travel lanes in each travel direction

Buffer and pedestrian space to visually narrow Seagirt Blvd

Parking protected bike lane with buffer

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

Painted Pedestrian Space

Merrick Blvd, Queens

Protected Bike Lanes

Skillman Ave, Queens

Signal Timing Improvements

Broadway and 155th St, Manhattan

Turn Calming/Daylighting

6th Ave, Manhattan
CORRIDOR PROPOSAL

- Narrowing of roadway to discourage speeding
- Improved median refuge spaces
- Daylighting treatments
- All elements are done in paint to ensure limited blockages for emergency evacuations
- Give pedestrians more time to cross at select locations
- Painted pedestrian islands
- Protected Bike Lanes
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
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 20th St, and Beach 13th St, to accommodate turns from Seagirt Blvd
  - Improve access and circulation to medical facilities and high density dwellings on the peninsula

- Rockaway Freeway, between Beach 35th 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 through lane and one right turn lane (it is 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
ROCKAWAY FREEWAY IMPROVEMENTS

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

- Add designated through and right turn lanes on northbound Rockaway Freeway
- Add designated left turn and through-right lane on westbound Seagirt Blvd
- Improved signal timing
- Provide bike lane connections to existing network
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

Legend
- Proposed shared lane markings
- Proposed Protected Bike Lane

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?