SEAGIRT BLVD
(ROCKAWAY FREEWAY TO BEACH 9TH ST)

Community Board 14
October 6, 2021

VISION ZERO
nyc.gov/visionzero

NEW YORK CITY
DOT
PROJECT LOCATION

- 1 mile long corridor from Rockaway Freeway to Beach 9th St
- D’archei 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
- Two senior homes and a senior care center are located along the Seagirt Blvd corridor
SAFETY DATA

- Seagirt Blvd and Beach 20th 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

*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 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)
EXISTING CONDITIONS/ISSUES

Long crossing distances across Seagirt Blvd

Seagirt Blvd and Beach 13th 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 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
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
Nassau Expressway Greenway
Rockaway Boardwalk
Shared Bike Lane
Standard Bike Lane
PROPOSAL

(Rockaway Freeway to Beach 9th St)

Existing

Proposal

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

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

Merrick Blvd, Queens

Skillman Ave, Queens

Broadway and 155th St, Manhattan

6th Ave, Manhattan
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

Protected Bike Lanes
Before and After Crash Data 2007 - 2017

<table>
<thead>
<tr>
<th></th>
<th>Before</th>
<th>After</th>
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<tbody>
<tr>
<td>Total Injuries</td>
<td>1,477</td>
<td>1,263</td>
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<tr>
<td>MV Occupant Injuries</td>
<td>627</td>
<td>533</td>
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<tr>
<td>Pedestrian Injuries</td>
<td>628</td>
<td>499</td>
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<tr>
<td>Cyclist Injuries</td>
<td>224</td>
<td>231</td>
</tr>
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</table>
**CORRIDOR PROPOSAL**

- Narrowing of roadway to discourage speeding
- Improved median refuge spaces
- Turn Calming treatments
- Protected Bike Lanes
- Give pedestrians more time to cross at select locations
- Painted pedestrian islands

BEACH 19TH ST

SEAGIRT BLVD
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
- 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 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 17th St and Seagirt Blvd, max volume at location with no existing or proposed left turn bay
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
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!

Questions?