STUDY OVERVIEW
STUDY GOAL & OBJECTIVES

Goal:
The goal of the study is to improve travel conditions for all street users and to enhance the quality of life of people who live, work, and visit the area.

Objectives:
• Analyze existing and future traffic and travel conditions (demand/characteristics);
• Facilitate extensive community participation; and
• Develop improvement measures to address traffic/transportation issues and community concerns.
STUDY PROCESS

Study Initiation & Scope of Work

Data Collection

Community Input

Existing Conditions Analysis
(Problem Identification & Short Term Recommendations)

Future Conditions Analysis & Long Term Recommendations

Draft Final Report

Develop and Evaluate Improvement Measures

Final Report

Meetings
Presentations
Web Portal/E-mails

We are here

Project Development, Design and Implementation
STUDY AREA IN REGIONAL CONTEXT

Legend
- Spring Gardens/S. Jamaica Study Boundary
- Springfield Gardens/JFK Study Boundary
- Downtown Jamaica Transportation Study
EXISTING & FUTURE CONDITIONS ANALYSIS
STUDY AREA BOUNDARIES

Legend
- Expressway/Parkway
- Major Arterial
- Local Connector
- Community District Boundary
SUBJECTS OF ANALYSIS

Existing & Future Conditions:

• Demographics
• Zoning & Land Use
• Traffic
• Goods Movement/Trucks
• Pedestrians & Bicycles
• Safety/Crashes
• Parking
• Public Transit
DEMOGRAPHICS & SOCIO-ECONOMIC DATA

2015 Demographics:
- Household Size: 3.0
- Median Household Income: $61,749
- 73% Households have at least one vehicle

Journey to Work by Mode
TRAFFIC: VEHICULAR VOLUMES (PM PEAK)

Legend

- Approach Volume
- High Volume (1000+)

Corridors with Highest Traffic Volumes:
- N. Conduit Ave
- Rockaway Blvd
- Merrick Blvd

(PM – Worst Peak Period)
TRUCK ROUTES
PEDESTRIAN VOLUME (AM PEAK)

Pedestrian Volume
- > 300
- 100 - 300
- < 100

High pedestrian volumes correspond to trip generating land uses (Schools, Transit Hubs/stations, Commercial uses, Parks)
SAFETY/CRASH LOCATIONS

Legend
- Vision Zero Priority Corridor (2)
- Vision Zero Priority Intersection (3)
- High Crash Location (3)
- Fatality 2012-2019 (16)
  (M- Motorist, P- Pedestrian, B- Bicyclist)

2012-2015 Average 3 fatalities per year
2016-2019 Average 1 fatality per year (after Vision Zero Plan initiated)
ON-STREET PARKING UTILIZATION

Parking Utilization
- > 95%
- 80 – 95%
- < 80%
- Metered Parking
- Focus Area

Major Corridors
- 83% (AM) | 85% (PM)
- Focus Area 1 (Industrial) – 85% | 88%
- Focus Area 2 (LIRR) – 92% | 95%
- Focus Area 3 (LIRR) – 94% | 98%
WEEKDAY BUS RIDERSHIP

Top 4 Bus Ridership Routes & O&D:

Q111: Jamaica to/from Rosedale
Q85/Q5: Jamaica to/from Rosedale/Green Acres
Q6: Jamaica to/from JFK
Q113: Jamaica to/from Five Towns & Far Rockaway
ISSUES / FINDINGS
ISSUES / FINDINGS

ISSUES:
- 6 congested corridors (Merrick, Sutphin, Guy R. Brewer, Baisley, Farmers, & Rockaway Bvlds);
- 25 intersection approaches with LOS E & F;
- 3 high crash locations & 16 fatalities (2012-19);
- 3 narrow streets operating as two-way with parking on both curbs; and
- High curb utilization along commercial strips (truck loading/unloading activity, double parking);

COMMUNITY INPUT:
- Trucks activity on some corridors/local streets (double parking, loading/unloading);
- High parking demand on some commercial corridors & local streets;
- Requests for traffic control (Stop signs, signals);
- Safety issues at Smith Street/165th Street;
- Bus routes with service provision issues (delays, lateness, overcrowding);
- Need for streetscape/greenery enhancement;
- Inadequate street lighting; and
- Need for better traffic enforcement.
SYNTHESES OF ISSUES - INTERSECTIONS

Legend
- 1 Approach E/F
- 2 Approaches E/F
- 3 Approaches E/F
- 3+ Pedestrians (AM)
- VZ/HC Intersection

18 Intersections w 1+ Approach LOS E
5 Intersections w 1+ Approach LOS F
7 Intersections+ 300 Pedestrian AM Volume
4 VZ/HC Intersections
DOT INITIATIVES & PRELIMINARY RECOMMENDATIONS
PRELIMINARY RECOMMENDATIONS

Potential locations for improvement:

- Corridor / Intersection (14)
- Signal timing adjustment (7)
- One-way Conversion (3)
- Parking regulation change (22)
- Bus Stop relocation (2)
- Proposed Truck route (1)
- Study Area Boundary

A: Corridor Improvement - Baisley Blvd
B/C: Area of Improvement - Laurelton LIRR Station
D: Intersection Improvement - Foch Blvd & 167th/Smith Streets
PRELIMINARY RECOMMENDATIONS

Potential locations for improvement:

- Corridor / Intersection (14)
- Signal timing adjustment (7)
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- Bus Stop relocation (2)
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BAISLEY BLVD SAFETY IMPROVEMENTS

Potential improvement:
- Corridor
- Intersection
- Signal timing modification
- One-way Conversion
- Parking regulation change
- Loading/unloading zone

Map showing the area around Basile Byrd Boulevard with potential improvement locations marked. The map includes streets such as Rockaway Boulevard, 160th Street, Foch Boulevard, and others.

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EXISTING AND POTENTIAL BICYCLE LANES

Legend
- Shared Lane
- Potential Future Protected Bicycle Lane
- Proposed Bicycle Lane
- Study Area Boundary
A: BAISLEY BLVD SAFETY IMPROVEMENTS

Issues:
- Congestion on EB/WB approaches (WB LT phase exists but no designated LT lane)
- High crash location (5 peds-2013)
- Adjacent to PS 354; high ped. volumes & long crosswalks

Existing

Issues:
- Complex multi-leg intersection
- Wide roadway (EB approach) with no channelization
- Long crosswalks

Issues:
- Lacking time for EB left turns awaiting gap from WB through movement; curbside parking
- Roadway narrows at underpass (only 1 travel lane)

Proposal:
- Install pedestrian refuge;
- Create WB left turn lane;
- Restrict parking on North curb

LIRR Overpass

Proposed

Proposal:
- Stripe 2 EB lanes to separate movements for Farmers Blvd & 125th Ave
- Install 2 neckdowns to shorten crosswalks
- Mark peg-a-tracks (EB/WB)

Proposal:
- Restrict parking on South curb
- Stripe 2 EB travel lanes

Playground
PS 354
LAURELTON LIRR STATION SAFETY IMPROVEMENTS
**Issues:**
- Vision Zero Priority Intersection
- Marked WB TR lane on N. Conduit Ave at 225th St
- Mid-block slip ramp of no operational use

**Potential improvements:**
- Restrict WB RT at 225th St
- Install HV crosswalks/ADA ramps
- Add south-leg crosswalk on N. Conduit Ave
- Close slip ramp bet. N. Conduit & 143rd Aves
C: 141st AV BET. 224th & 225th STS

Issues:
- Wide un-striped roadway on 141st Av
- Missing crosswalks

Potential improvements:
- Restripe flush median on 161st Ave for traffic calming/safety
- Restripe intersection for NB/SB approaches & install crosswalks/ADA ramps
D: FOCH BLVD & 167/SMITH STS SAFETY IMPROVEMENTS

Issues:
- Intersection is near PS 140
- 167th Street (north-leg) is wide and unstriped
- Long crosswalks (north X-walk - 57’)

Potential Improvements:
- Stripe 167th Street (north leg)
- Construct neckdown in northeast corner to shorten crosswalks
- Mark peg-a-track on Foch Blvd

PS 140 - 1 block north at 116th Av & 167 St
ONE-WAY CONVERSIONS

Street segments selected for potential one-way conversion

Legend
- Proposed One-way Street Conversion
- - Study Area Boundary

1. Prospect Ct bet. 224th & 225th Streets
2. 161st Place bet. Baisley Blvd & 222nd Street
3. Smith Street bet. 165th Street & 120th Avenue
4. Bedel and 182nd Sts bet. Farmers Blvd & 140th Avenue
5. Carson Street bet. 223rd & 224th Streets
6. 171st & 172nd Sts bet. Baisley Ave & 120th Avenue

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ALL WAY STOP CONTROLS

Proposed Stop Controls

Legend
- ● Proposed location for AWS Control
- - - Study Area Boundary
1. ONE-WAY CONVERSION – PROSPECT CT

Issues:
- Prospect Ct bet. 224th & 225th Streets is 24’ wide and operates as two-way with parking on both curbs.
- Street is adjacent to LIRR station with high parking demand.

Proposal:
- Convert Prospect Ct to one-way NB from 225th to 224th Streets
2. ONE-WAY CONVERSION – 161ST PL

Issues:
- 161st Pl bet. Baisley Blvd & 222nd Street is 24’ wide and operates as two-way with parking on both curbs (no regulations).
- Street has high parking demand near commercial facilities.

Proposal:
- Convert 161st Pl to one-way NB from Baisley Blvd to 222nd St

Existing: 161st Pl, looking NB

Existing: 161st Pl, looking SB

Proposed
3. ONE-WAY CONVERSION – SMITH ST

Issues:
- Merging conflicts and roadway segment narrows to 20’ at convergence of Smith St at 165 St (mid-block), both streets operate as two-way with parking on both curbs.

Proposal:
- Convert Smith St to one-way NB, ½ block from 165th Street and restripe SB to make RT lane at convergence point.

Existing: 165th & Smith Sts, looking NB

Existing: Smith St, looking SB
ONE-WAY STREET CONVERSION - SMITH ST

Existing

Proposed
PROPOSED PARKING CHANGES
NEXT STEPS

- Develop Street Improvement Projects
- Finalize Report
- Implementation
THANK YOU!

Questions?