



CANARSIE AREA TRANSPORTATION STUDY

CB 18 Presentation

January 17, 2018



Project Background, Goals, and Study Area

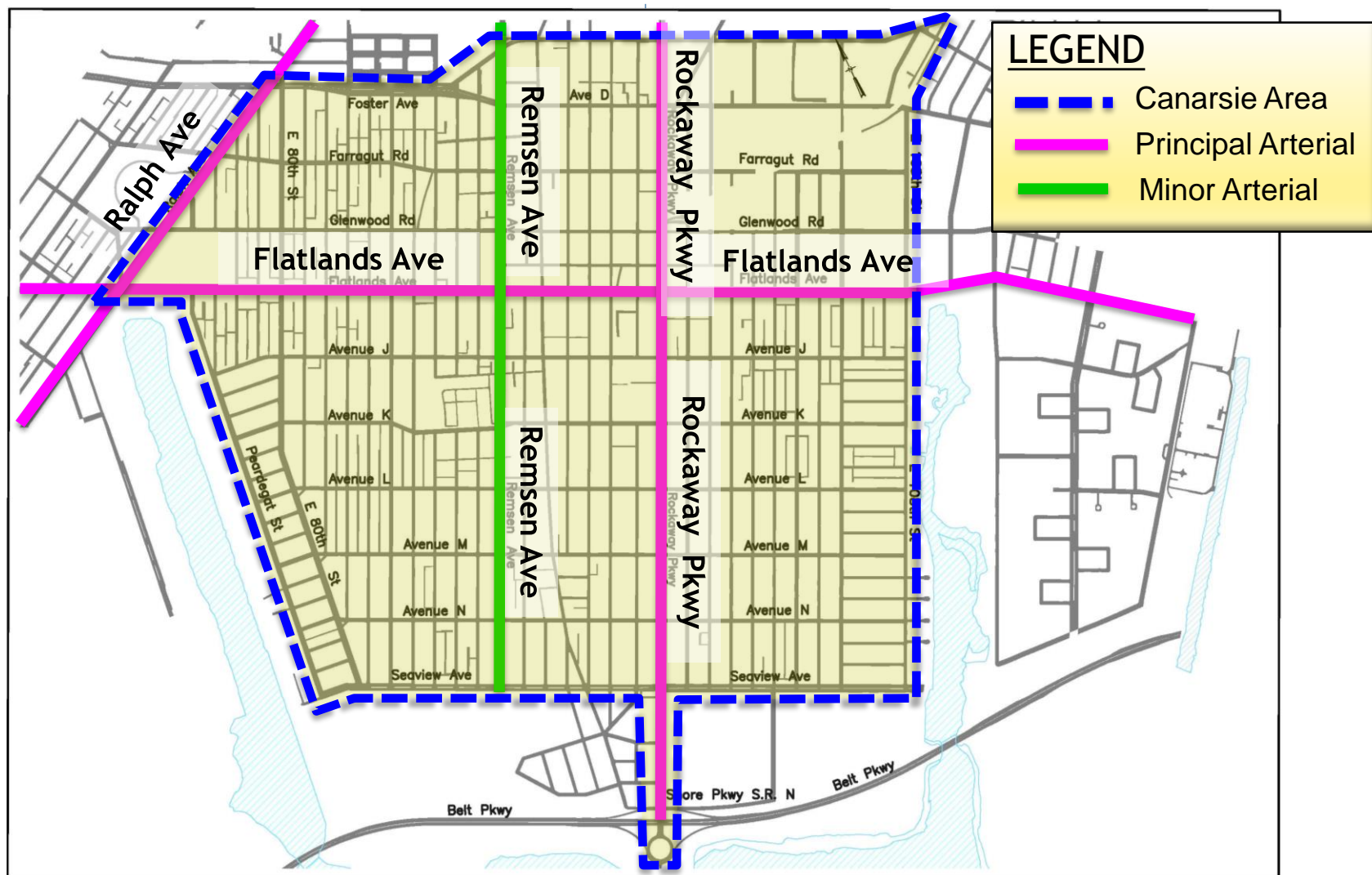
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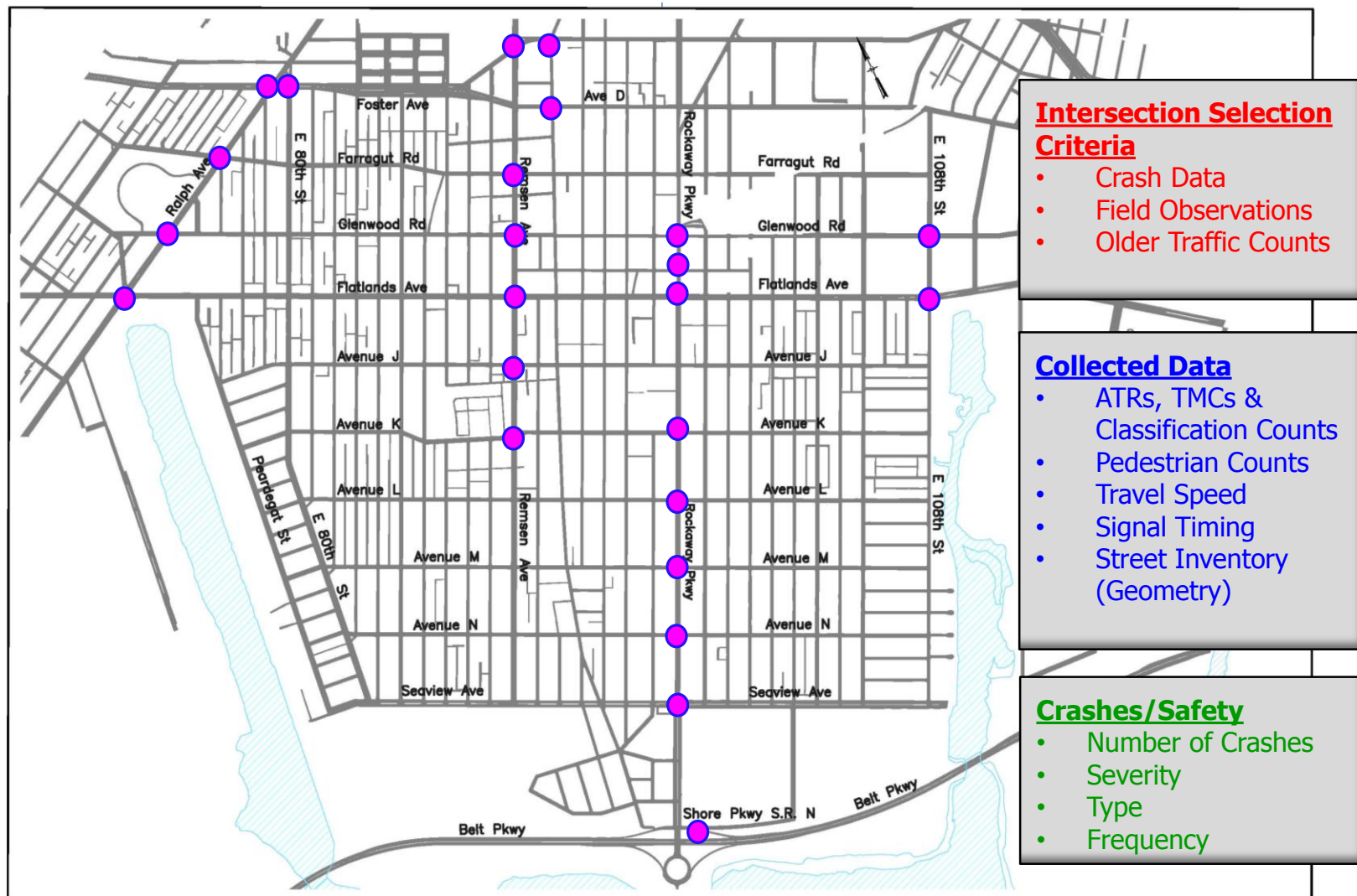
PROJECT BACKGROUND AND GOALS

- 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



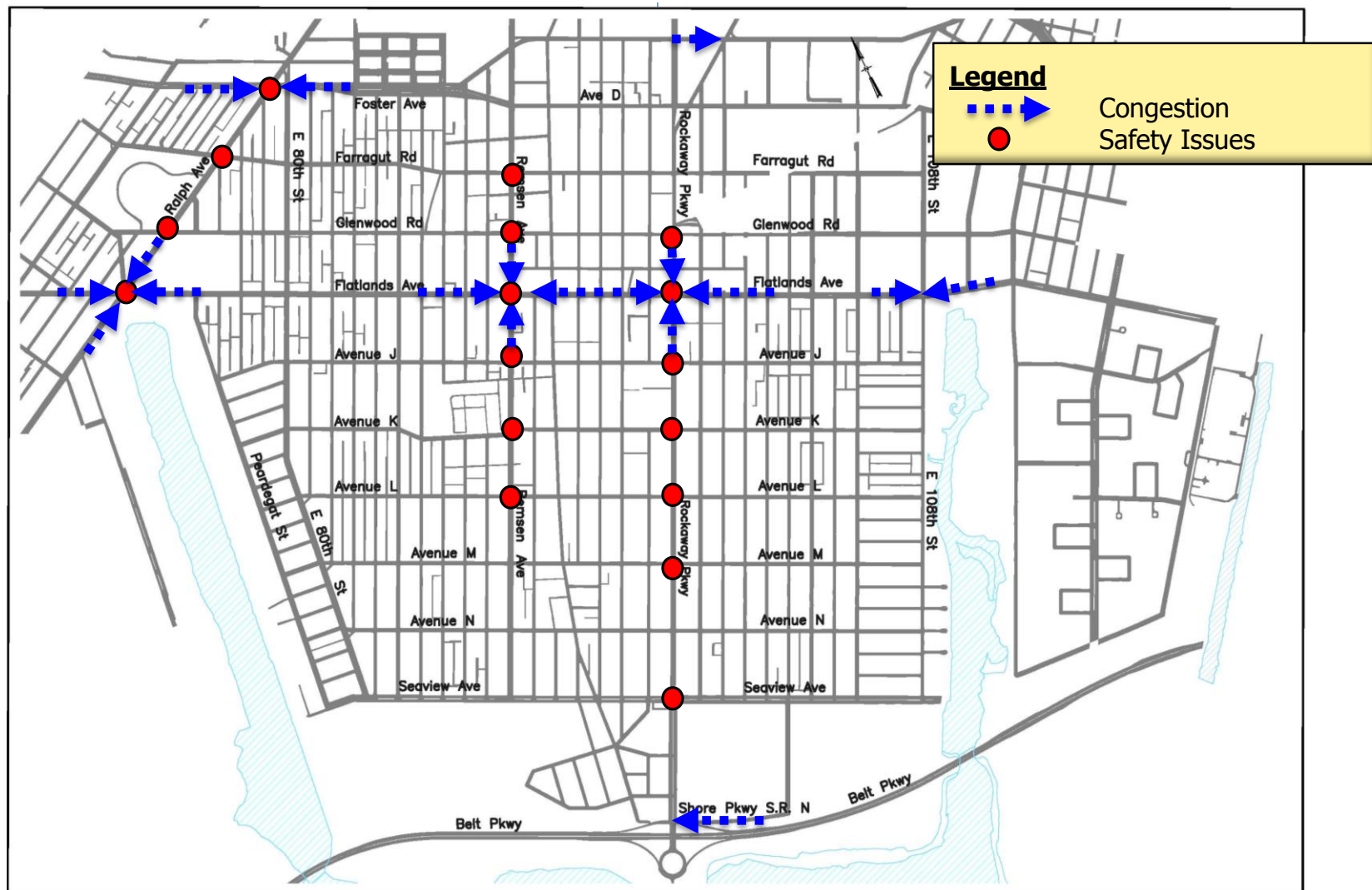
SELECTED INTERSECTIONS



Progress to Date & Findings

2

STUDY FINDINGS



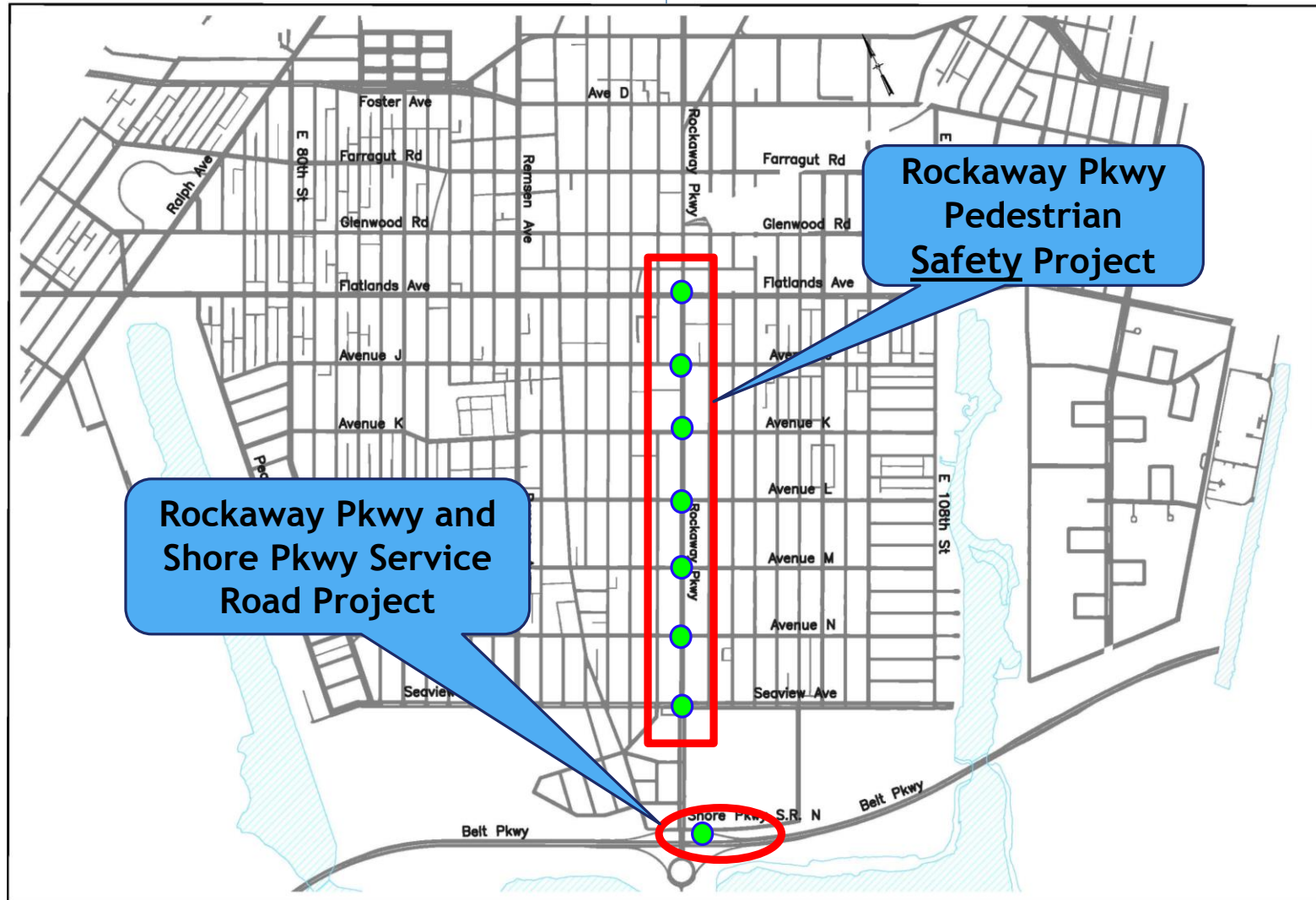
Issues Identified and Short Term Improvements

3

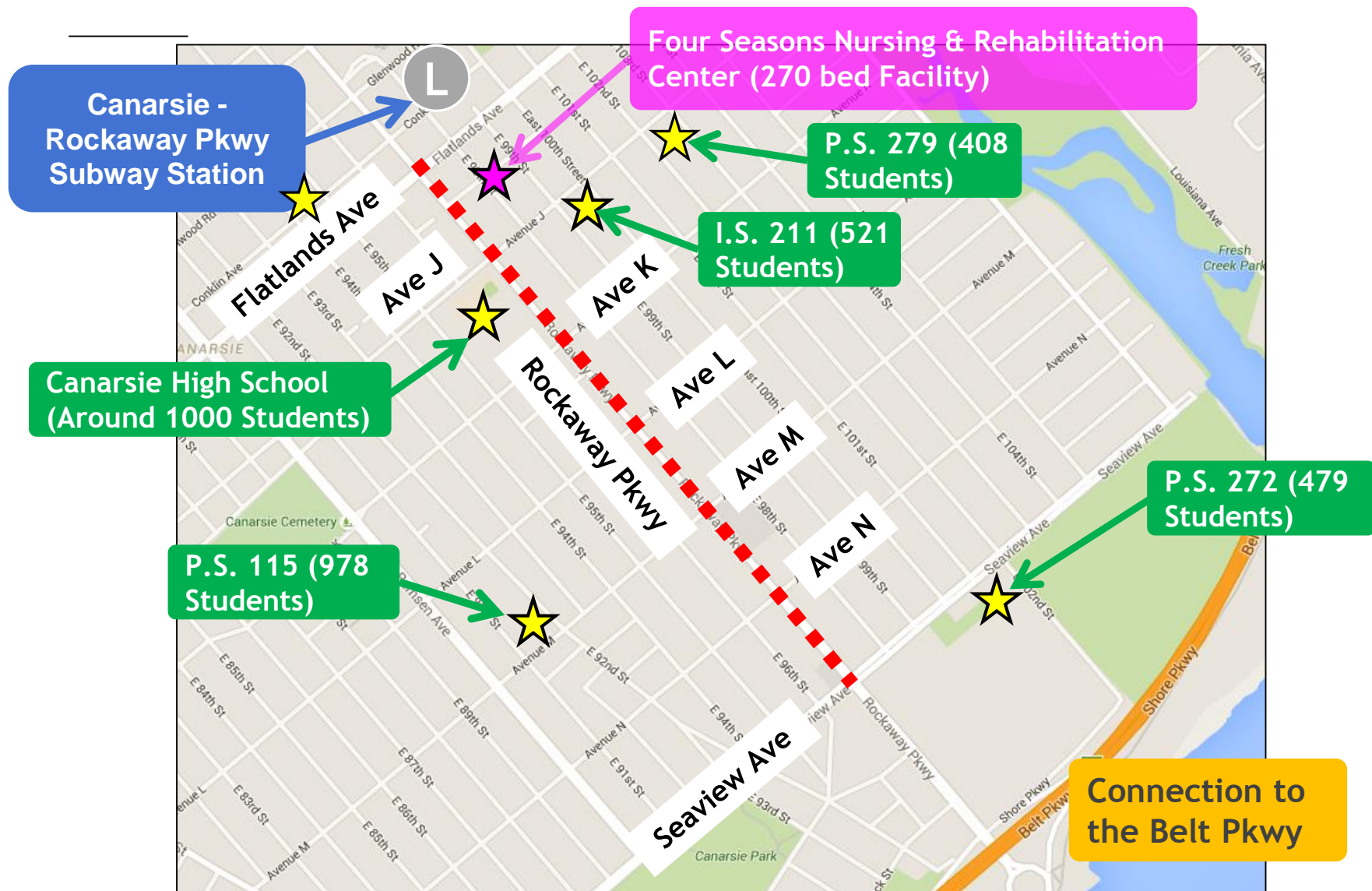
SIGNAL TIMING ADJUSTMENTS



2018 PROJECTS



ROCKAWAY PKWY SAFETY PROJECT



ROCKAWAY PKWY – EXISTING CONDITIONS

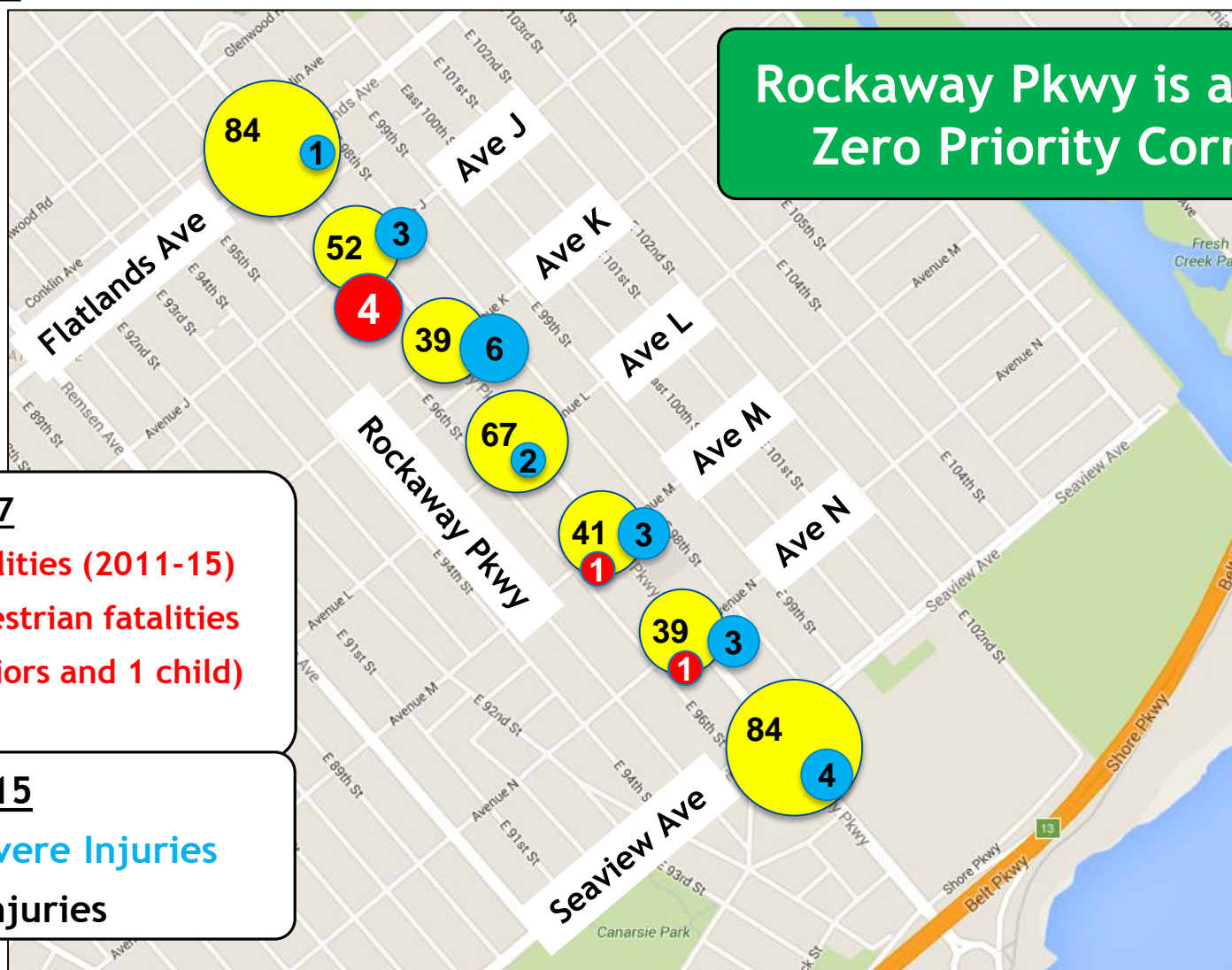


Long crossing distance
for pedestrians (60')

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



2011-2017

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

2011-2015

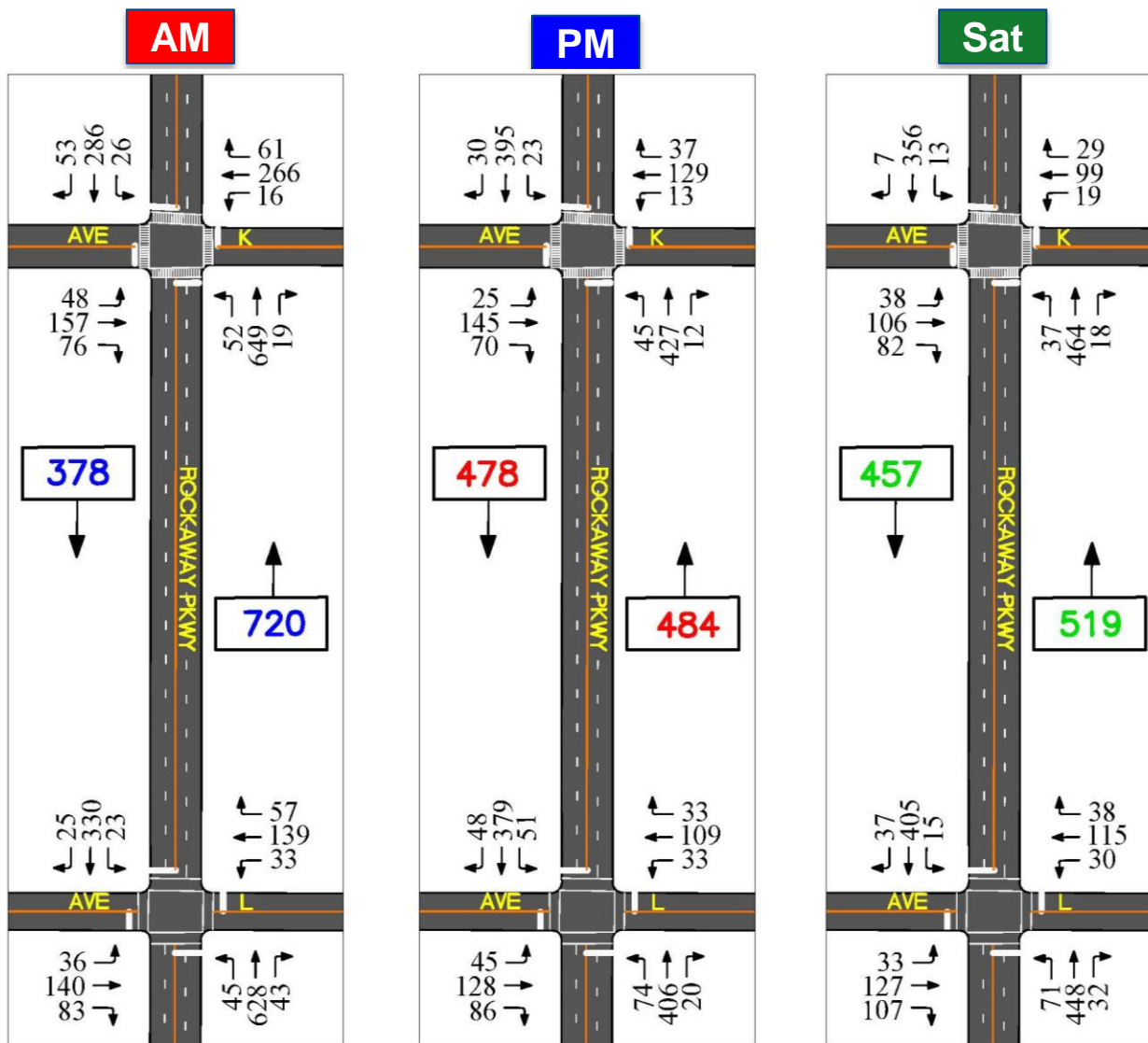
- 22 Severe Injuries
- 395 Injuries

Total
Injuries
2011- 2015

Severe
Injuries

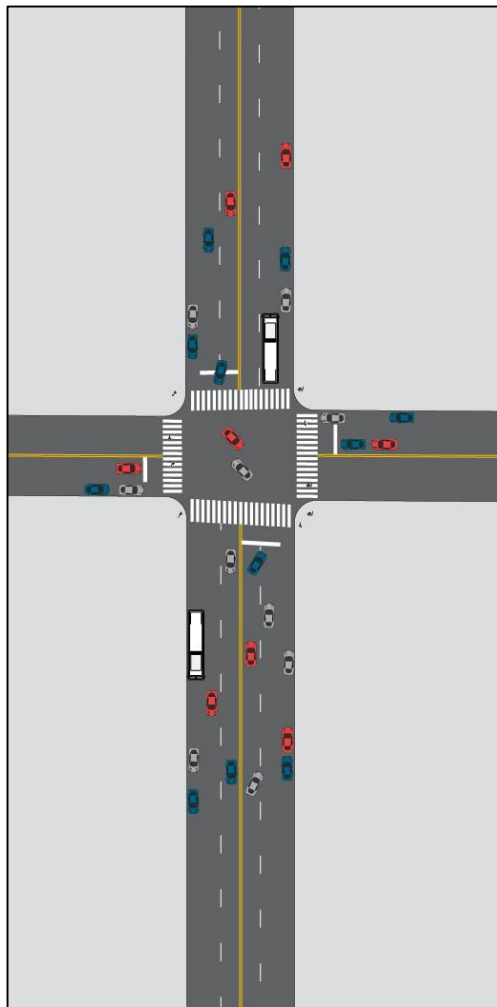
Fatalities

TYPICAL TRAFFIC VOLUMES

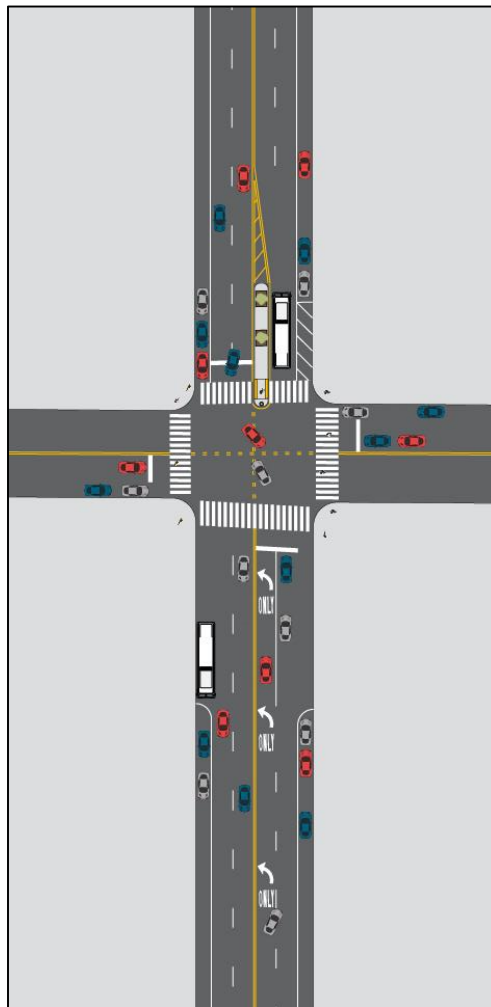


SUMMARY OF PROPOSALS

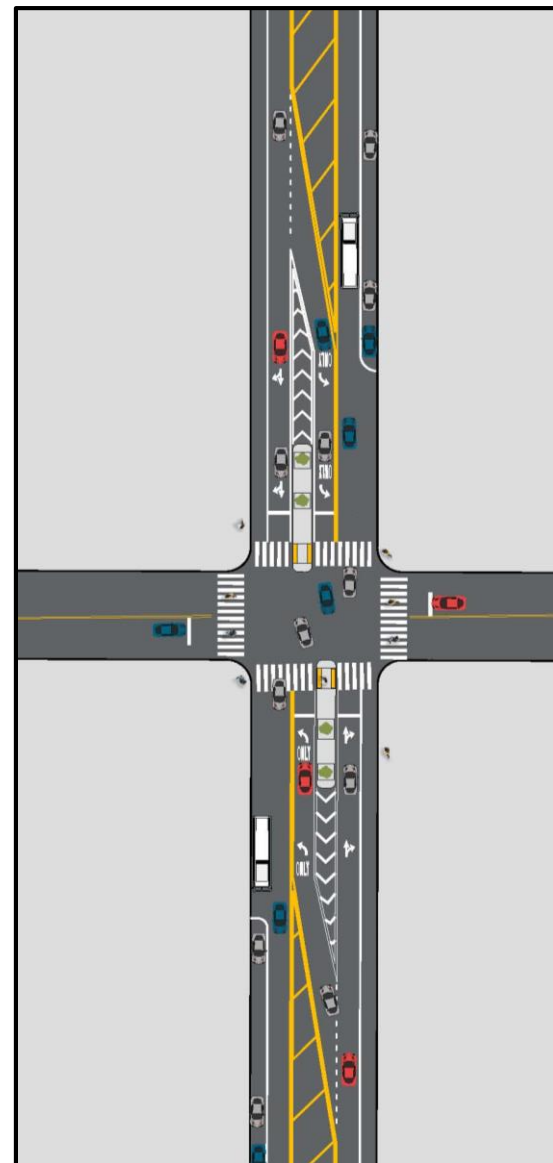
EXISTING CONDITIONS



ORIGINAL PROPOSAL



REVISED PROPOSAL



SUMMARY OF PROPOSALS

EXISTING CONDITIONS

History of severe and fatal crashes

Long crossing distances and no pedestrian refuge

2 lanes in each direction (thru-left and thru-right)

Absence of left turn bays creates safety concerns

Long distances between intersections and low traffic volumes off-peak lead to speeding

ORIGINAL PROPOSAL

Safety improvements only at intersections

Proposes only 1 pedestrian island per intersection

Existing lane configuration stays the same midblock

Left turns not fully separated from thru traffic

Long distances between intersections and low traffic volumes off-peak lead to speeding

REVISED PROPOSAL

Safety improvements along entire corridor

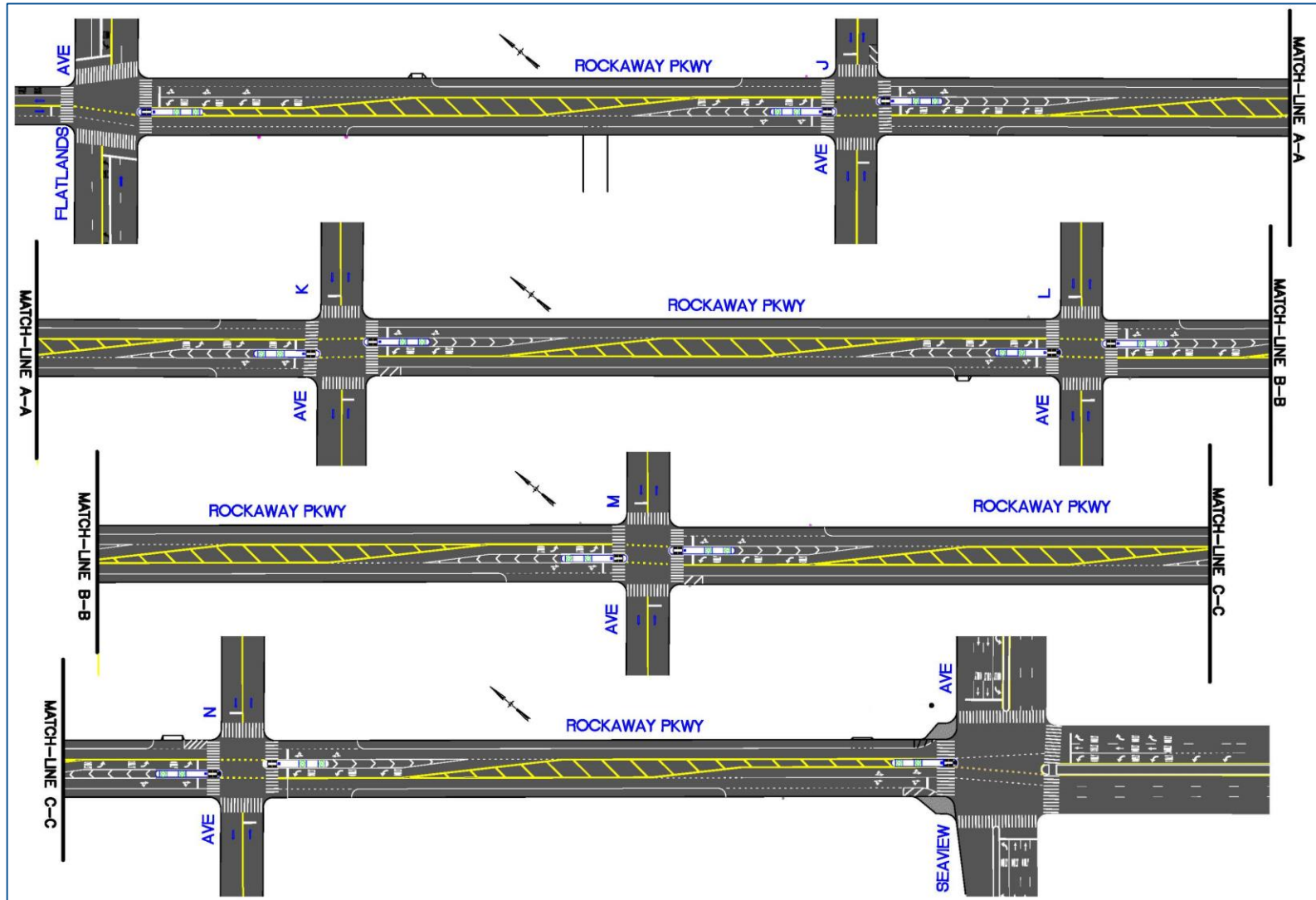
Proposes 2 pedestrian islands at every intersection

Calms traffic with consistent lane configuration throughout corridor

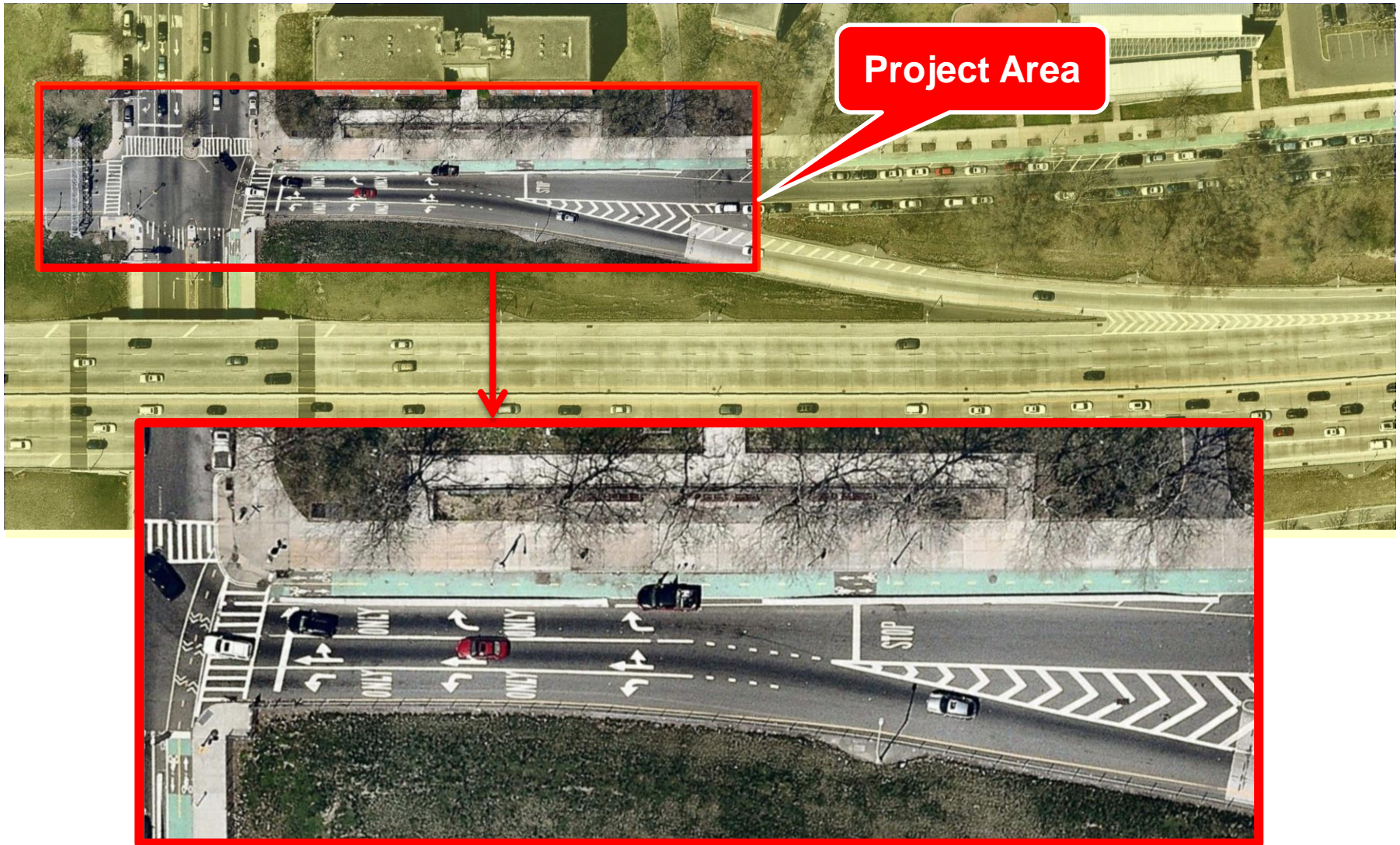
Left turn bays fully separate left turns from thru traffic

Reduces speeding throughout corridor and discourages cut-through traffic from Belt Pkwy

BENEFITS OF ENHANCED SAFETY PROPOSAL



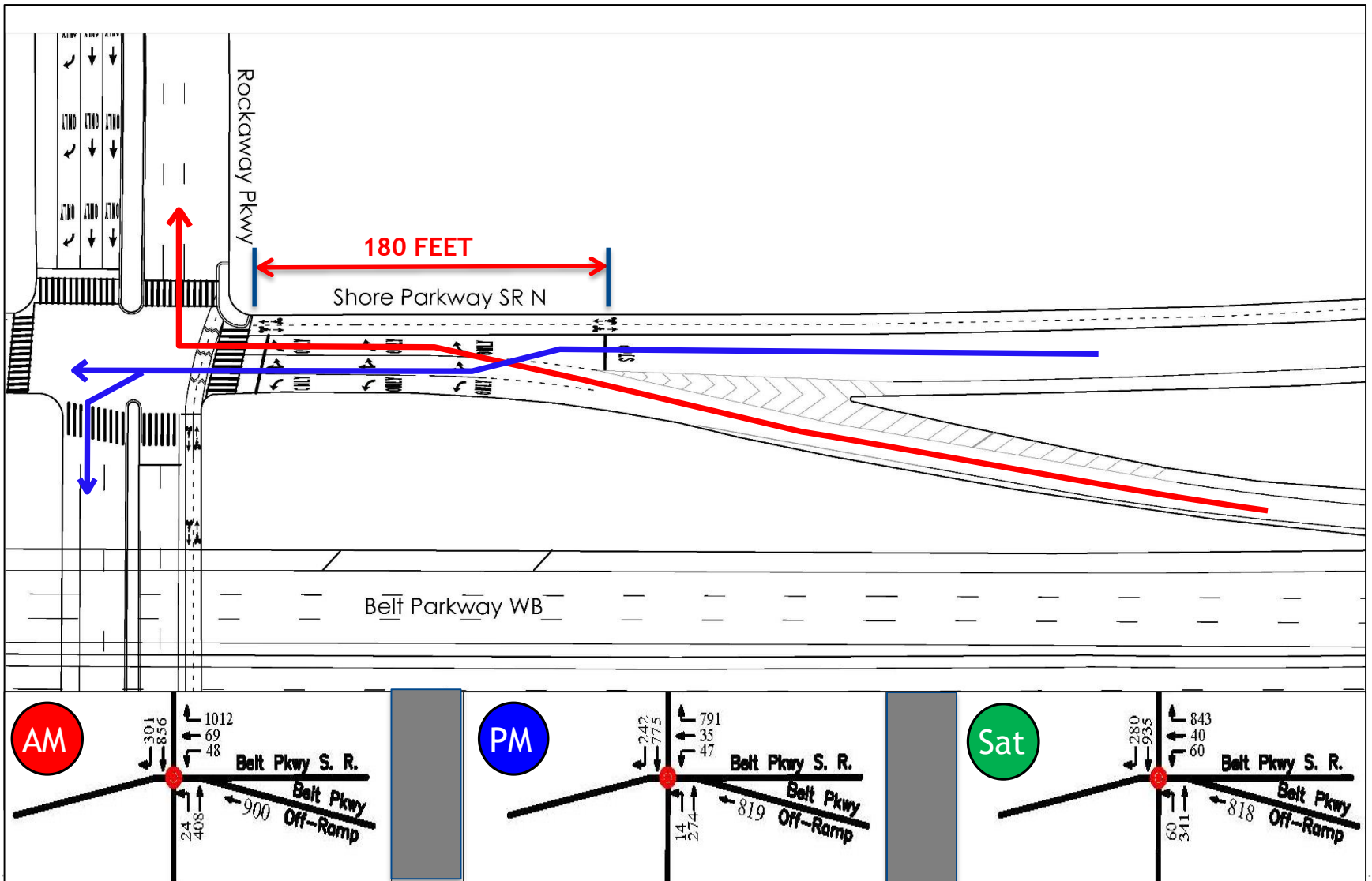
ROCKAWAY PKWY & SHORE PKWY S.R.



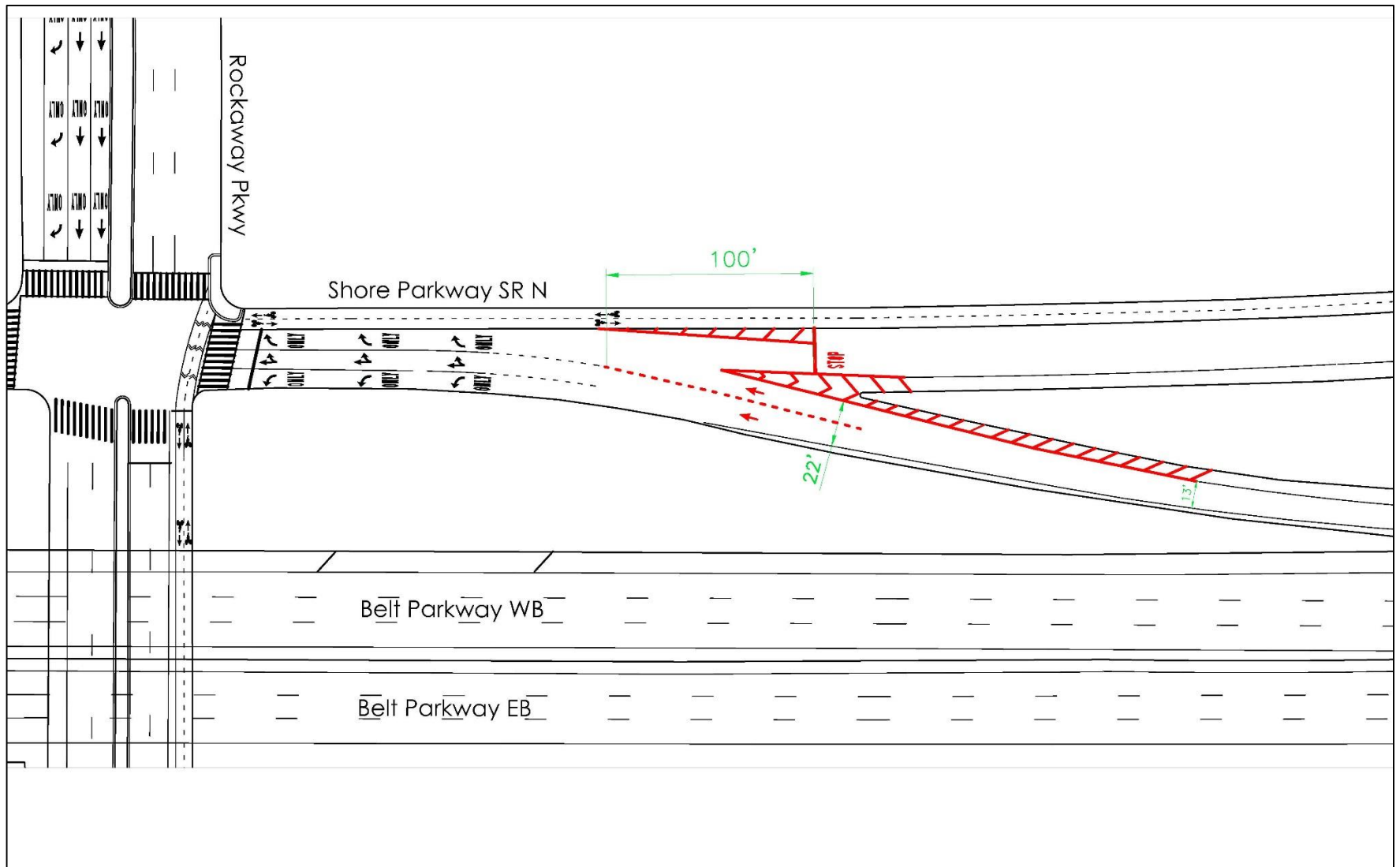
ROCKAWAY PKWY & SHORE PKWY S.R.



ISSUES



PROPOSED PLAN



THANK YOU!

Questions?

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



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