Neptune Ave (Stillwell Ave to W 25th St)
Corridor Safety Improvements

New York City Department of Transportation
Presented by Office of Research, Implementation and Safety on April 14, 2015 to Brooklyn CB13
Existing Conditions

- Vision Zero Priority Corridor: 3 pedestrian fatalities since 2007
- Vision Zero Priority Intersection at Cropsey Ave/W 17th St
- 84 foot wide arterial, with two lanes in each direction and a bike lane
- Subway at Stillwell Ave (DFNQ), and multiple bus lines
- W 24th- W 25th Sts: Mark Twain IS 239
- W 20th St – Stillwell Ave: Numerous auto shops
Safety Data

Total Fatalities 2007-2014

Total Injuries 2009-2013

Neptune Ave - W 25th St to Stillwell Ave, BK

Injury Summary, 2009-2013 (5 Years)

<table>
<thead>
<tr>
<th></th>
<th>Total Injuries</th>
<th>Severe Injuries</th>
<th>Fatalities</th>
<th>KSI</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pedestrian</td>
<td>32</td>
<td>4</td>
<td>1</td>
<td>5</td>
</tr>
<tr>
<td>Bicyclist</td>
<td>16</td>
<td>1</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>Motor Vehicle Occupant</td>
<td>242</td>
<td>7</td>
<td>0</td>
<td>7</td>
</tr>
<tr>
<td>Total</td>
<td>290</td>
<td>12</td>
<td>1</td>
<td>13</td>
</tr>
</tbody>
</table>
Why Neptune Ave?

- Long Crossing Distances
- Speeding near IS 239 Mark Twain
- Irregular Parking
- Double Parking
Existing: Irregular Parking

- Marked angled parking
- Parking on sidewalk
- Double parking
- Angled parking in non-marked area
- 84' wide
Existing: Inconsistent Markings

- Painted flush median
- Standard double yellow centerline (No median)
- Standard Bike Lane
- Buffered Bike Lane

84’ wide
Proposed: Stillwell to W 25th St

**EXISTING**

- 30' Combined Travel Lane, Back in Parking
- 12' Travel Lane
- 12' Travel Lane
- 12' Travel Lane
- 8' Parking Lane

**PROPOSED**

- 10' Parking Lane
- 5' Travel Lane
- 11' Travel Lane
- 11' Travel Lane
- 11' Travel Lane
- 5' Parking Lane

- Create consistent curbside parking
- Install 10’ flush median with islands and left turn bays
- Maintain two lanes in each direction
Proposed: Stillwell to W 25th St

- Install painted flush center median with 5 left turn bays
  - Retain existing number of moving lanes and capacity
  - Move buffer space to center of roadway
- Install 4 pedestrian refuge islands
  - W 24th St, Cropsey Ave/W 17th St, W 16th St & W 15th St
  - Ban westbound left turn from Neptune Ave to W 17th St
- Relieve eastbound congestion approaching Cropsey Ave
  - Remove island at W 19th St and lengthen left turn bays approaching Cropsey Ave
- Create more consistent and enforceable curbside parking throughout corridor
Existing Conditions at Cropsey Ave

Heavy turns conflict with pedestrians

Few WB left turners, complicates intersection
Issues: Neptune at Cropsey

Community request to remove island. Slow approach to Cropsey.

Heavy turns conflict with pedestrians

Low volume WB left
Proposed: Neptune at Cropsey

Remove island. Create more left turn storage. Ease congestion.

Ban low volume westbound left and install safety island

No conflicts opposite heavier eastbound left turn
Existing: IS 239

Neptune & W 25th St, in east crosswalk

Neptune & W 25th St, in south crosswalk

Looking east, mid-day hours

Buses at dismissal time
Proposed: IS 239

Existing: Neptune Ave at W 24th St

Proposed: Northern Blvd at 61st St, Queens
Benefits of Proposal

- Reduces congestion, better organizes traffic
- Shortens crossing distances, provides pedestrian refuge space
- Simpler, safer left turns
Project Timeline

January

• Met with representatives from CB 13, FDNY, NYPD 60th Precinct, Sanitation and Alliance for Coney Island

March

• Met with principal of IS 239/Mark Twain, observed school dismissal time

April

• Met with CM Treyger
• CB 13 transportation committee presentation

Next Steps:

• Seek Board support aim to implement in August/September 2015
Questions?

Thank You

Contact: DOT Brooklyn Borough Office at (646) 892-1350