

65 St

6 Ave to 12 Ave

Corridor Safety Improvements

2015



65 St Existing Conditions

Background

Existing configuration

- 60 ft. wide street with two travel lanes in each direction
 1. 6 Ave to Ft. Hamilton Pkwy
 - i. Commercial/Light Industrial
 - ii. With “rush hour regulations”
 2. Ft. Hamilton Pkwy to 12 Ave
 - i. Residential
 - ii. 24 hour parking lanes

Existing Use

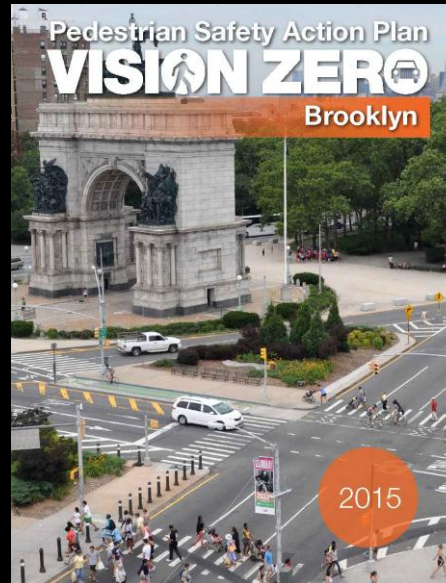
- Major east/west corridor in neighborhood
- Pedestrian generators: transit, schools, and commercial
- 65 St is a local truck route



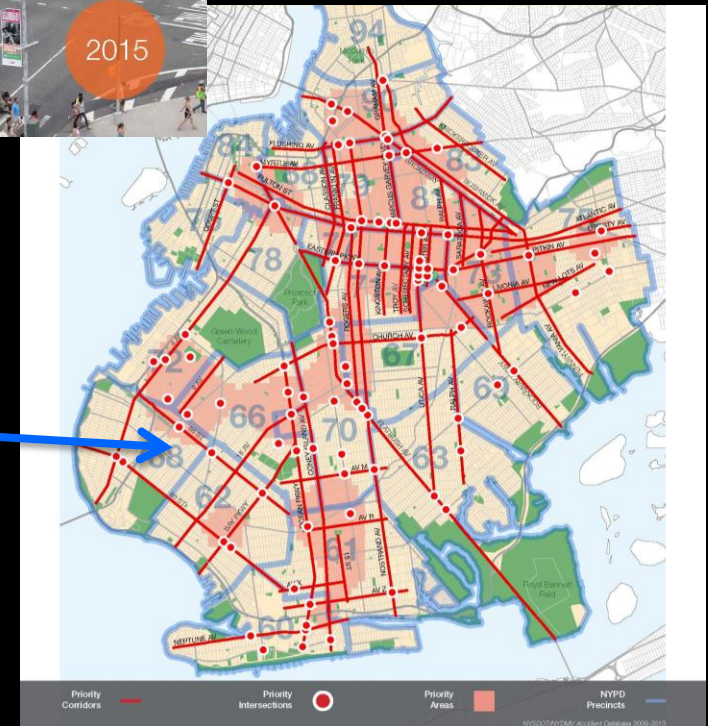
Why 65th St? Vision Zero Priority Corridor

Vision Zero

- Multi-agency effort to reduce traffic fatalities in NYC
- Borough Action Plans released in 2015
- Priority Intersections, Corridors, and Areas identified for each borough
 - **65 St** identified as a Priority Corridor for Brooklyn



Brooklyn Priority Map

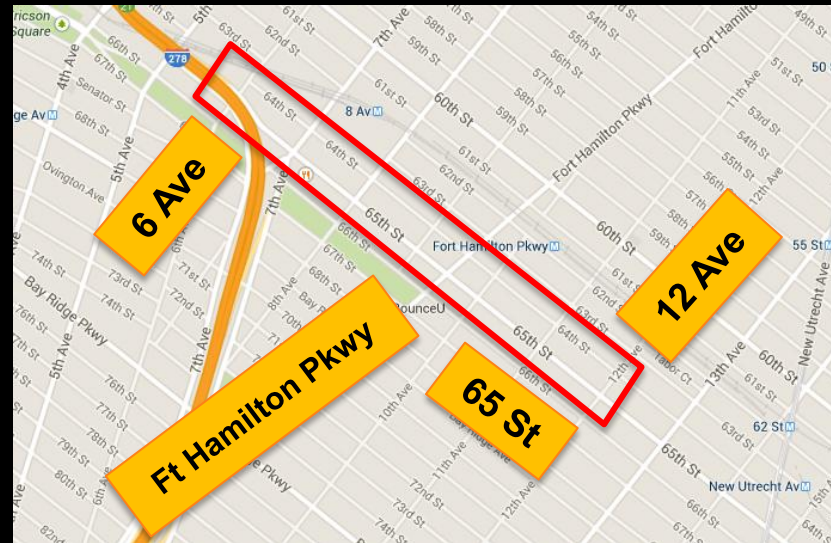


For the complete plan:

<http://www.nyc.gov/html/dot/downloads/pdf/ped-safety-action-plan-brooklyn.pdf>

Need: Why 65 St?

- **Vision Zero Priority**
 - 65 St is a Priority Corridor with 22.5 Killed or Severely Injured (KSI) crashes per mile
 - Top 10% of corridors in Brooklyn
 - 10 Ave and 65 St is a Priority Intersection
 - 2014 pedestrian fatality at 65 St & 7 Ave
- **History of Community Requests for traffic calming**
 - April 2013—CB10 asked DOT to study safety improvements on 65 St from 8 Ave to 12 Ave



65 St - 6 Ave to 12 Ave, BK

Injury Summary, 2009-2013 (5 Years)

	Total Injuries	Severe Injuries	Fatalities	KSI
Pedestrian	55	7	0	7
Bicyclist	12	0	1	1
Motor Vehicle Occupant	208	12	0	12
Total	275	19	1	20

Fatalities, 01/01/2009-1/5/2015 : 2

Source: Fatalities: NYGDOT
Injuries: NYSDOT
KSI: Persons Killed or
Severely Injured

Pedestrian:	1
Bicyclist:	1
Motor Vehicle Occupant:	0

Need: Why 65 St?

- **Failure to Yield Crashes**

- Of the total pedestrian crashes from 2009-2013, 74.4% were failure to yield crashes
 - This is nearly double the borough average



- **Speeding vehicles**

- Speeding has been identified as an issue on 65 St

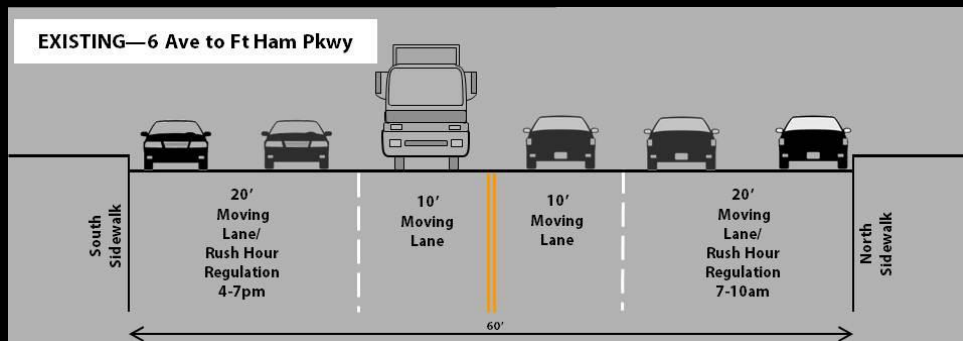


Proposal: Removal of Rush Hour Regulations

Remove “Rush Hour Regulations” from 6 Ave to Ft Hamilton Pkwy

Existing:

- AM (7am-10am)
 - Westbound curbside lane parking is not allowed
- PM (4pm-7pm)
 - Eastbound curbside lane parking is not allowed
- **Proposed:**
 - Create 24 hour curbside parking between Ft Hamilton Pkwy and 6 Ave*
 - Make it consistent with the rest of the neighborhood parking



Existing—7 Ave to Ave to Ft Hamilton

Direction and Lane	Regulation	Time
WB curbside	No Standing	7am-10am
EB curbside	No Standing	4pm-7pm

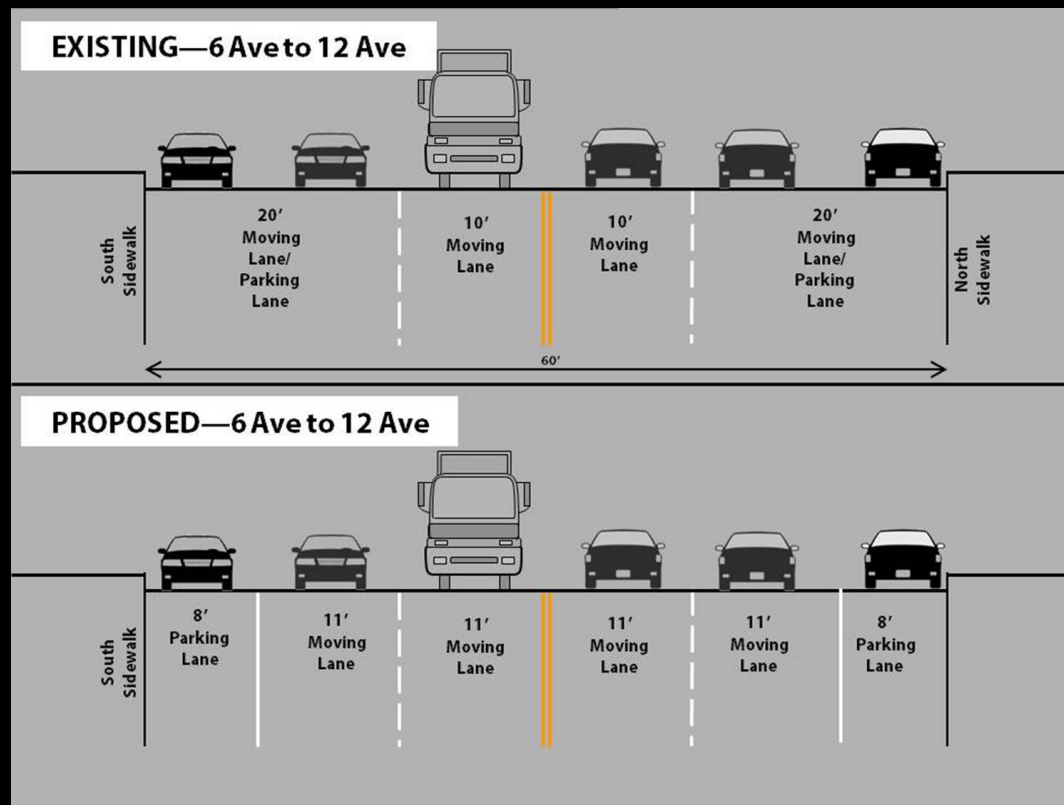
Proposed—7 Ave to Ave to Ft Hamilton

Direction and Lane	Regulation	Time
WB curbside	Parking	24 hour*
EB curbside	Parking	24 hour*

*Excluding street sweeping regulations, which are TBD

Proposal: Corridor Markings Upgrade

- **Install parking lane stripe on 65 St from 6 Ave to 12 Ave**
 - Tighten lane geometry, constraining lanes visually for drivers, which will help reduce vehicle speeds
- **Install High Visibility crosswalks at each intersection**
 - Increase visibility of pedestrians in crosswalks



Proposal: Leading Pedestrian Interval

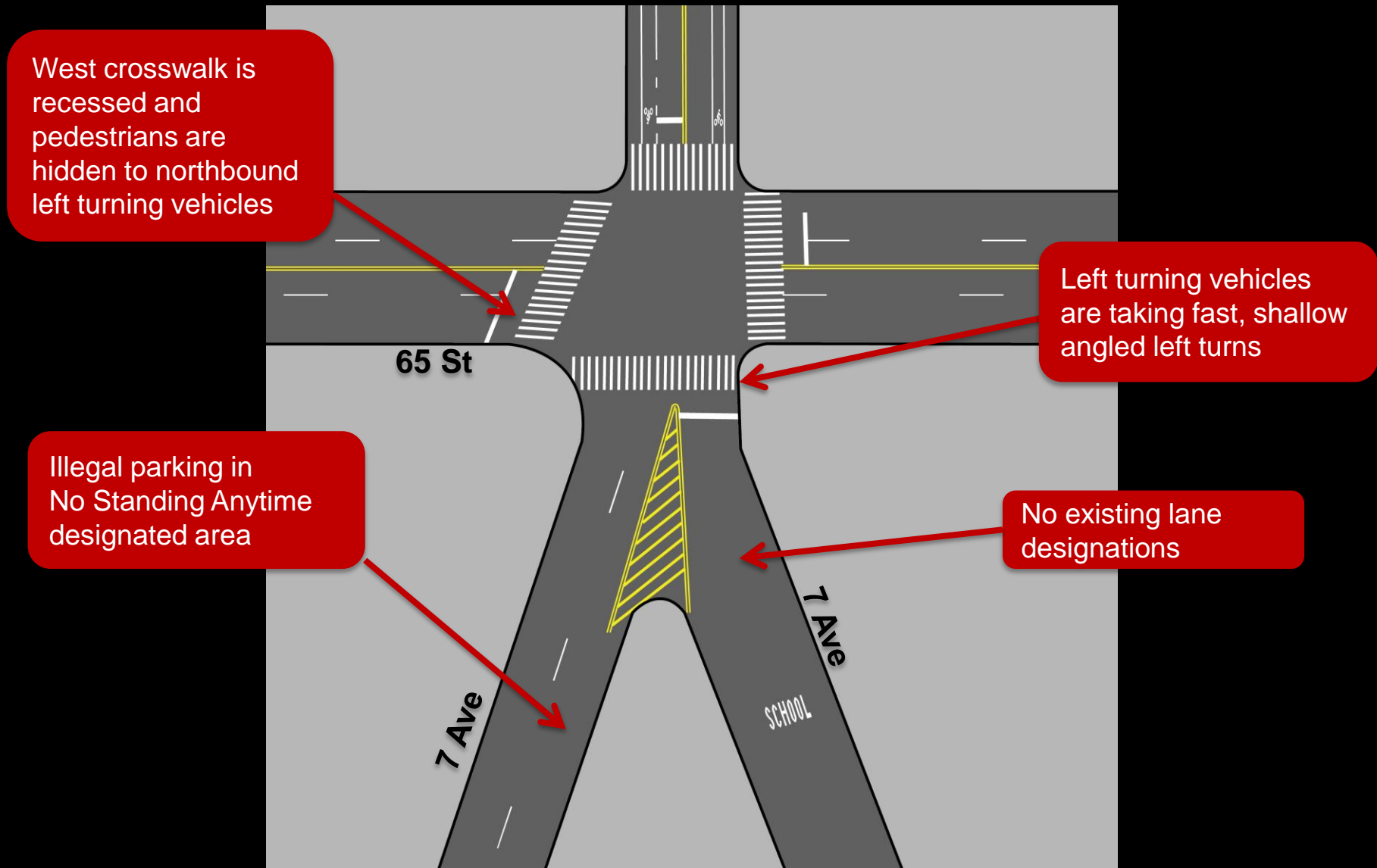
- **Install 6 Leading Pedestrian Intervals (LPI)**
 - Provides pedestrians a “head start” crossing 65 St
 - Help increase pedestrian visibility and establish right of way to reduce failure to yield pedestrian crashes

LPIs to be installed at **8 Ave, 9 Ave, Ft. Hamilton Pkwy, 10 Ave, 11 Ave, and 12 Ave**

Pedestrians will have a **7 second** “head start” crossing 65 St before the cross street will get the green light



Existing: 7 Ave and 65 St



Proposal: 7 Ave and 65 St

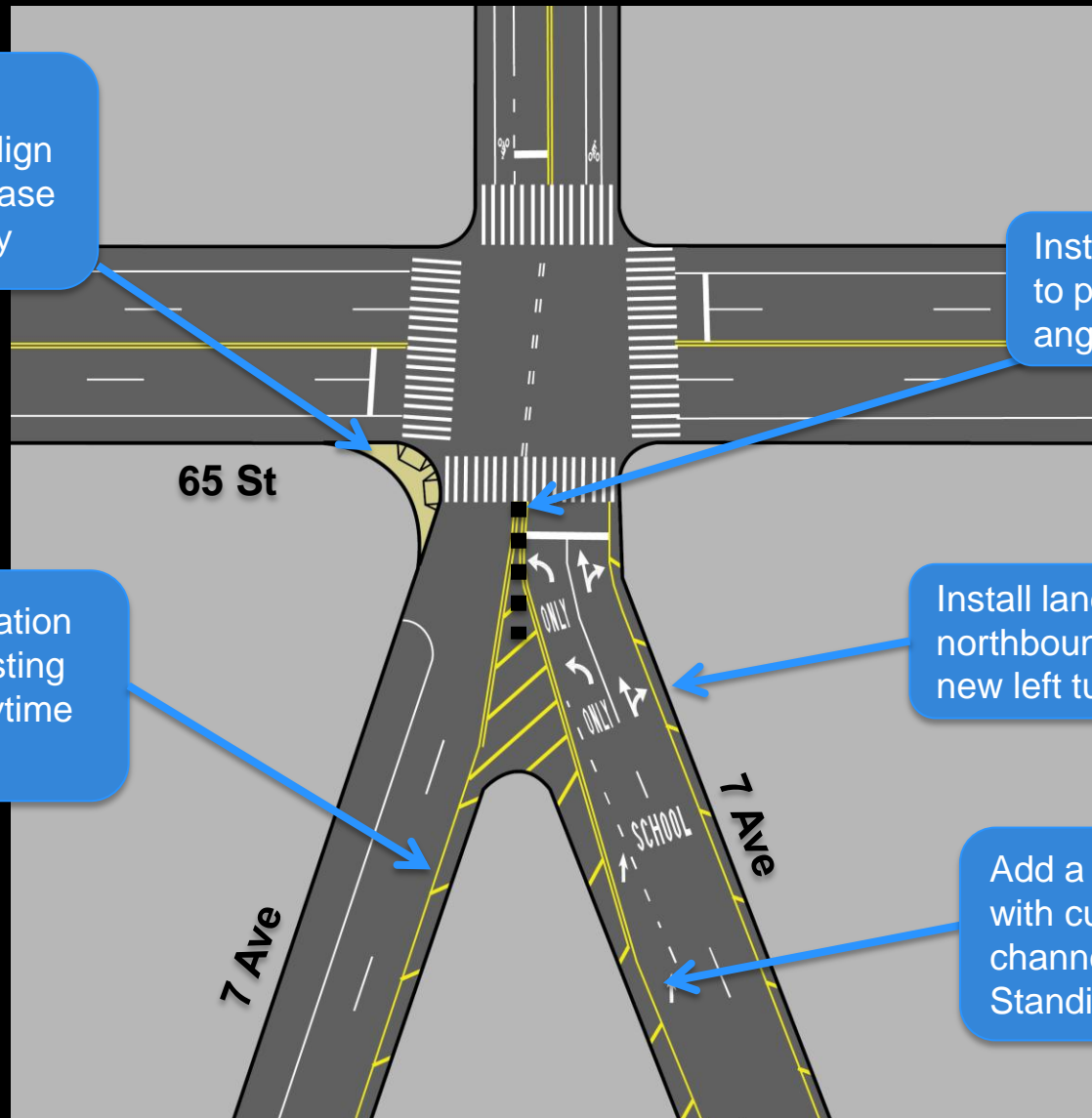
Construct curb extension and realign crosswalk to increase pedestrian visibility

Install Quick-Kurb to prevent shallow angled left turns

Install channelization to designate existing No Standing Anytime and define lanes

Install lane designations for northbound 7 Ave including a new left turn only bay

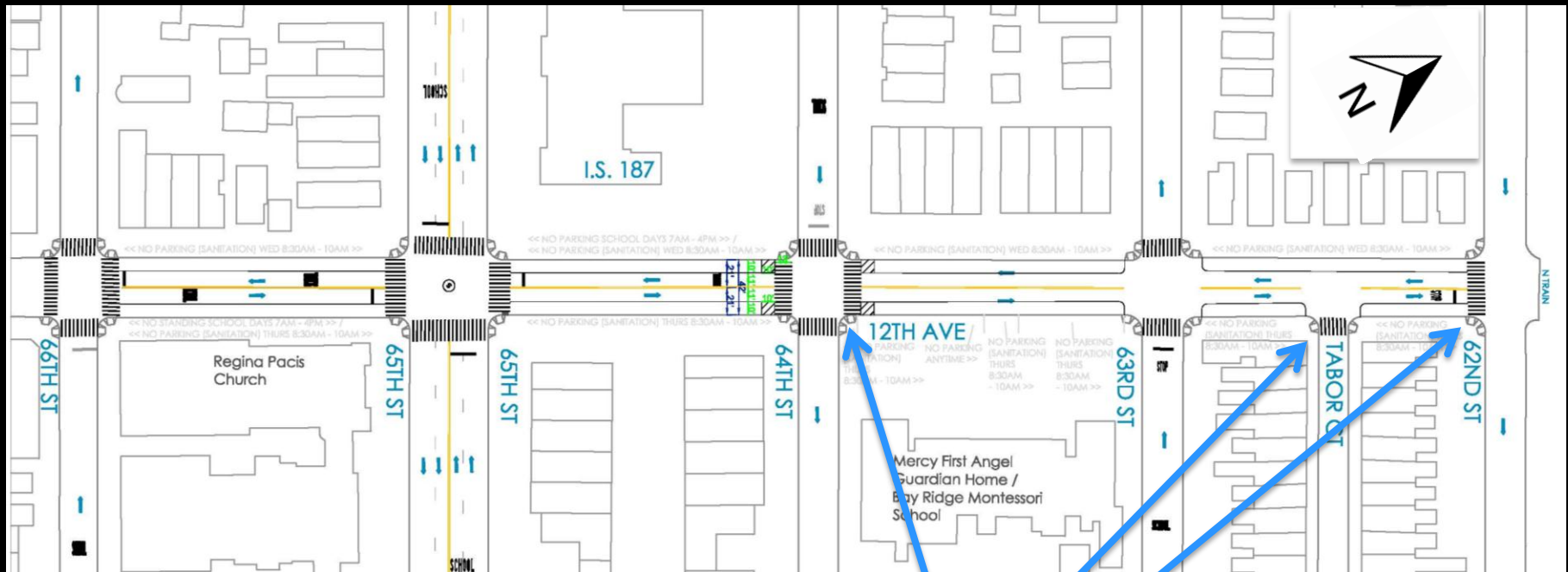
Add a proper merging lane with curbside channelization and new No Standing Anytime



Additional Traffic Safety Treatments for CB10

Markings upgrade on 12 Ave

- Community Request for traffic calming for I.S. 187
- Parking lane stripe from 66 St to 62 St with new crosswalks at 64 St, Tabor Ct, and 62 St



New Crosswalks

Benefits of Proposal

Benefits

- **Reduce speeds**

- A parking lane stripe on 65 St will tighten lane geometry, constraining lanes visually for drivers, which will help reduce vehicle speeds

- **Reduce Crashes**

- Lower speeds reduce the likelihood of injury crashes and fatality crashes
- 7 Ave and 65 St redesign realigns west crosswalk for better pedestrian visibility and adds proper lane designation to lessen confusion for northbound traffic
- LPIs at 6 intersections will increase pedestrian visibility and lower crashes

- **Respond to community's request**

- New design will fulfill the community's desire for traffic calming on 65th St
- Additional crosswalks on 12 Ave create safer crossings for students and residents

Questions?

**Thank
You**