Atlantic Avenue
Phase I: Georgia Ave to Logan St
Why Atlantic? Vision Zero Priority Corridor

- Atlantic Ave identified as a Priority Corridor for Brooklyn and Queens

2010-2014 data:

- **Phase I: Georgia Ave – Logan St:** 1.2mi: 3 fatalities, 1181 injuries (49 severe)
  - Most recent fatality involved a senior pedestrian, at Grant Ave, on 11/16/15

- **Phase II: Logan St – Rockaway Blvd:** 0.9mi: 5 fatalities, 689 injuries (35 severe)
Safety Data: Phase I

Atlantic Ave - Georgia Ave to Logan St, BK

<table>
<thead>
<tr>
<th></th>
<th>Total Injuries</th>
<th>Severe Injuries</th>
<th>Fatalities</th>
<th>KSI</th>
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<tbody>
<tr>
<td>Pedestrian</td>
<td>95</td>
<td>13</td>
<td>2</td>
<td>15</td>
</tr>
<tr>
<td>Bicyclist</td>
<td>22</td>
<td>1</td>
<td>0</td>
<td>1</td>
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<tr>
<td>Motor Vehicle Occupant</td>
<td>1064</td>
<td>35</td>
<td>1</td>
<td>36</td>
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<tr>
<td>Total</td>
<td>1181</td>
<td>49</td>
<td>3</td>
<td>52</td>
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</table>

- Ranks in the top 10 percent of Brooklyn streets for severe injuries and fatalities per mile (2010-2014 crash data)
- 52 persons killed or severely injured along 1.2 mile corridor since 2010; 29% (15) of which were pedestrians
- 32% of pedestrians hit when crossing with the signal as opposed to 12% crossing against the signal
- 47% of pedestrian crashes at uncontrolled intersections
- Vehicle occupant injuries associated with:
  - Rear end crashes (40%)
  - Sideswipe crashes (18%)
  - Right angle crashes (15%)
2013:
CM Dilan funds safety improvement on Atlantic Ave
DOT built safety Island at Elton St and Atlantic

2014:
Atlantic Ave awarded $7m in federal grants

2015:
Designated 1 of 4 Great Streets (new VZ capital program)
June 24: Phase I announced at CB5 Full Board
November 16: CB5 Transportation Committee Workshop
November 17: Public Workshop for Phase I and II at PS98
December 14: Phase I endorsed by CB5 Trans Cmte
December 16: Phase I proposal to CB5 Full Board

2015/2016:
Collecting input in East New York and online:
DOT Street Ambassadors: explain proposal, collect input
http://www.nycdotfeedbackportals.nyc/atlantic-avenue
DOT will return to CB5 to present proposal for Phase II

2017: Construction scheduled to begin for Phase I (HWD10105)

2018: Construction estimated to begin for Phase II (HWD10105A)
Design Constraints
Traffic Volumes, Truck Routes, LIRR vents

- Heavy traffic volume in Phase I; most traffic takes Conduit
- Atlantic Ave, Conduit Blvd are Through Truck Routes
- Vent locations cannot be moved
- Vents need to be rehabilitated and storm-proofed
Phase I Proposal: Overview

**EXISTING**

- 15' Sidewalk
- 18' Travel + Parking Lane
- 11' Travel Lane
- 11' Travel Lane
- 10' Median
- 11' Travel Lane
- 11' Travel Lane
- 18' Travel + Parking Lane
- 15' Sidewalk

**PROPOSED**

- 15' Sidewalk
- 8' Parking Lane
- 10' Travel Lane
- 11' Travel Lane
- 11' Travel Lane
- 10' Planted Median
- 11' Travel Lane
- 11' Travel Lane
- 11' Travel Lane
- 10' Parking Lane
- 8' Parking Lane
- 15' Sidewalk

- **Reconstruct sidewalks**
- **Create raised planted median over LIRR, extend medians into crosswalks**
- **New left turn bays and curb extensions where feasible**
Proposed

- Raised, planted, ADA-compliant median extends into crosswalk
- High visibility crosswalks make pedestrians clearer to drivers
- Left turn bays better organize traffic
- Median and Curb extensions shorten crossing distance
- Raised medians will storm proof the LIRR tunnel
- Outlined parking lanes better delineate the right lane
- New sidewalks and pedestrian wayfinding

Median will be planted and maintained by DOT

Great Streets
### Issue: Long Crossing Distances

### Solution: Extend Curbs, Medians

#### Curb Extensions

**B E F O R E**

Queens Blvd & 62nd Dr, Queens

**A F T E R**

#### Median Tip Extensions

**B E F O R E**

Queens Blvd & 69th St, Queens

**A F T E R**

#### In 15 locations

<table>
<thead>
<tr>
<th>Intersection</th>
<th>Corner</th>
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<tbody>
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<td>Georgia Av</td>
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</tr>
<tr>
<td>Georgia Av</td>
<td>SW</td>
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<tr>
<td>Vermont St</td>
<td>NW</td>
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<td>Bradford St</td>
<td>NW</td>
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<td>SW</td>
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<td>Miller Av</td>
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<td>Miller Av</td>
<td>SE</td>
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<tr>
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<td>NW</td>
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<tr>
<td>Schenck Av</td>
<td>SW</td>
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<tr>
<td>Warwick St</td>
<td>SE</td>
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<tr>
<td>Elton St</td>
<td>S</td>
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<tr>
<td>Elton St</td>
<td>NW</td>
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<tr>
<td>Essex St</td>
<td>SW</td>
</tr>
<tr>
<td>Highland Pl</td>
<td>NW</td>
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<td>Norwood Av</td>
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<table>
<thead>
<tr>
<th>Intersection</th>
<th>Median</th>
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</thead>
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<td>Elton St</td>
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<td>Berriman St</td>
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<td>Highland Pl</td>
<td>E</td>
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<tr>
<td>Logan St</td>
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</table>
Issue: Left Turners Block Left Lane
Solution: Left Turn Bays

Vehicles waiting to turn left block moving lane and cause dangerous swerves around stopped vehicles

Left turning vehicles are given dedicated space
Reduces risk of lane-change crashes and alleviates back-pressure while waiting

• At 4 locations:
  • Vermont St (westbound)
  • Warwick St (westbound)
  • Elton St (eastbound)
  • Highland Pl (eastbound)

• Other locations not possible due to LIRR vents
Issue: Confusing Intersections
Solution: Left Turn Bans

Confusing and angled intersections create unpredictable, fast movements and conflicting turns.

- Turn bans simplify confusing and/or skewed intersections.
- At 2 locations off Atlantic Ave:
  - Vermont St (eastbound)
    - Alt routes: Pennsylvania Ave, Bradford St, Schenck Ave
  - Logan St (eastbound)
    - Alt routes: Elton St, Highland Pl – both will have new left turn bays, Crescent St
- Simplifies complicated/skewed intersections.
Each before year period is the 12-month period beginning October 1 and ending September 30. The 3-yr after period is January 1, 2011 to December 31, 2013. The implementation period of October 1, 2008 to December 31, 2010 is excluded. Source: NYPD AIS/TAMS Crash Database

Each before year period is the 12-month period beginning January 1 and ending December 31. The 3-yr after period is December 1, 2009 to November 30, 2012. The implementation period of January 1, 2005 to November 30, 2009 is excluded. Source: NYPD AIS/TAMS

Similar projects have seen crashes with injuries drop by 33%+.
Benefits of Proposal

• Better for Pedestrians
  • Better protection when waiting on the median
  • Shorter crossing distances
  • High visibility crosswalks
  • New sidewalks and pedestrian wayfinding

• Better for Drivers
  • Left turn bays better organize traffic
  • Outlined parking lanes: more comfortable driving experience

• Safer for All Road Users
  • Similar projects have reduced crashes with injuries by over 33%
nyc.gov/dot

Thank You

Contact: DOT Brooklyn Borough Commissioner’s Office – (718) 222-7259