ATLANTIC AVENUE PHASE II: GREAT STREETS

Presentation to Queens Community Board 9

January 9th, 2018

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Research, Implementation, & Safety
PROJECT OVERVIEW

Atlantic Avenue Phase I
Georgia Ave to Logan St
1.2 miles
Brooklyn CB 5
Design completed
Construction scheduled to began in 2017

Atlantic Avenue Phase II
Logan St to Rockaway Blvd
1.0 miles
Brooklyn CB 5/Queens CB 9
Design underway
Construction scheduled to begin in 2019
PROJECT TIMELINE

November 2015: Safety Workshop for Phase I & II at P.S. 89

December 2015: Project Presentation to Brooklyn CB 5 on Phase I

Fall 2015 – Fall 2017: Online Feedback Portal

Spring 2017: Street Ambassador Outreach

Summer – Fall 2017: Project Briefings for community stakeholders

Winter 2018: Project Presentations to Brooklyn CB 5 & Queens CB 9 on Phase II

Late 2017: Initial construction began on Phase I

2019: Construction scheduled to begin on Phase II
SAFETY PRIORITIES

Vision Zero
- Multi-agency effort to reduce traffic fatalities in New York City
- Borough Action Plans released in 2015
- Priority Intersections, Corridors, and Areas identified for each borough
- Atlantic Ave is a Priority Corridor with 6.5 pedestrians killed or severely injured per mile* and in a Priority Area

Great Streets
- Atlantic Ave is one of four arterial streets designated city funds as part of this Vision Zero Capital Program by Mayor de Blasio

Priority Bicycle District
- Identified in 2017 Safer Cycling report
- Community Boards with a high number of cyclists killed or severely injured and few bicycle facilities
- Brooklyn Community Board 5 is a Priority Bicycle District

*Pedestrian KSI per mile given for Atlantic Ave in Queens only. Atlantic Avenue in Brooklyn is a Priority Corridor with 8.5 pedestrian KSI per mile.
VISION ZERO PRIORITY

Atlantic Avenue Phase II:
- Vision Zero Priority Corridor
- Vision Zero Priority Area
- Great Streets Capital Project

Phase II Safety Data (2010-2014):
- 673 total injuries
- 38 persons killed or severely injured
- 14 pedestrians killed or severely injured
- 5 fatalities 2010 – present

Injury Summary, 2010-2014 (5 Years)

<table>
<thead>
<tr>
<th></th>
<th>Total Injuries</th>
<th>Severe Injuries</th>
<th>Fatalities</th>
<th>KSI</th>
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<tr>
<td>Pedestrian</td>
<td>68</td>
<td>11</td>
<td>3</td>
<td>14</td>
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<tr>
<td>Bicyclist</td>
<td>15</td>
<td>0</td>
<td>0</td>
<td>0</td>
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<tr>
<td>Motor Vehicle Occupant</td>
<td>590</td>
<td>23</td>
<td>1</td>
<td>24</td>
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<tr>
<td>Total</td>
<td>673</td>
<td>34</td>
<td>4</td>
<td>38</td>
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</tbody>
</table>

Fatalities, 01/01/2010-8/14/2017: 5
EXISTING ROADWAY CONDITIONS

Wide roadway with 3 travel lanes and parking in each direction
CURRENT BEHAVIORS

- Speeding
- Aggressive turns
- Crossing midblock
- Parking on median
OUTREACH SUMMARY

Workshop Highlights
• More greenery & benches
• Safer crossings for pedestrians
• Better bike connections to Brooklyn & Queens neighborhoods

Street Ambassador Outreach
• Distributed +12,000 project information postcards to schools
• Visited +25 locations
• Collected +40 surveys

Survey Highlights
• 80% feel unsafe when crossing Atlantic Ave on foot
• 75% rated current walking conditions on Atlantic Ave as in need of improvement
• 75% would bike more if there were improved bike connections to regional destinations
PROPOSED DESIGN

- Install raised median-side bicycle lane, separate from traffic, to create bicycle connection.
- Add left turn bays/left turn signals to create safer turns and reduce conflicts.
- Extend pedestrian refuge space in crosswalks to create safer pedestrian crossings and slower left turns.
- Reconstruct center median with plantings (continuation of Great Streets Phase I).
BICYCLE NETWORK

- Limited bicycle connections in Cypress Hills and Woodhaven neighborhoods, including Highland Park

- Atlantic Ave is a key east-west connection
  - Link to existing facilities in western Brooklyn
  - Expand bicycle network in Priority Bicycle District

- Results from 2015 Queens Blvd median-side bicycle lane:
  - 181% increase in cyclists
  - 45% decline in pedestrian injuries
  - 18% decline in total crashes
PROPOSED LEFT TURN BAYS & SIGNALS

Signalized Pedestrian Crossing (Under Study)
Dedicated Left Turn Bay/Left Turn Signal
Existing Turn Ban
Proposed Turn Ban
Goal: Improve pedestrian access on/across Atlantic Ave

Constraints include: Change in grade, Conduit Blvd vehicle volumes, sight lines

Plan: Currently investigating improvements and developing a new capital project
PROPOSAL BENEFITS

- Construct new median with trees and greenery
- Reduce conflict between motor vehicles, pedestrians, and cyclists
- Provide safer, shorter pedestrian crossings
- Create simpler, safer left turns
- Install safe bicycle connection in a Priority Bicycle District
- Create a linear greenway on Atlantic Avenue
THANK YOU!

Questions?