BEDFORD AVE – NASSAU AVE

Post Implementation – Brooklyn CB 1

November 19, 2018
Project Background
PROJECT AREA AND SAFETY DATA

- 6 legged intersection of Bedford Ave - Lorimer St - Nassau Ave
- Northern border of McCarren Park
- Close proximity to Nassau Ave G Train Station
- Neighborhood commercial destinations

Bedford Ave and Nassau Ave, BK
Injury Summary, 2012-2016 (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>1</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Bicyclists</td>
<td>4</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Motor Vehicle Occupant</td>
<td>6</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Total</td>
<td>11</td>
<td>0</td>
<td>0</td>
<td>0</td>
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</tbody>
</table>
• Location was identified through NYC DOT North Brooklyn Traffic Study
• Location was identified as part of L Train Shutdown mitigation (expected increase in pedestrians walking to G train station)
• In a ¼ mile radius, 68.4% of workers use transit to commute
Previous Conditions and Implemented Plan
PREVIOUS CONDITIONS
IMPLEMENTED PLAN

- Bus reroute occurred on July 1\textsuperscript{st} to align with NYCT Union Route selections
- Street conversions and signal changes occurred on July 21\textsuperscript{st}
- Majority of markings were finished on August 24\textsuperscript{th}
- Outstanding – Granite Blocks at painted spaces
BEFORE
Post Implementation Outreach and Analysis
DOT Street Ambassador Team conducted on-site outreach both during and after implementation

July 22\textsuperscript{nd}, 2018 –
Implementation Outreach (22 interactions)

October 18\textsuperscript{th}, 2018 –
Post Implementation Outreach (11 Interactions)

October 28\textsuperscript{th}, 2018 –
Post Implementation Outreach (13 interactions)

**Key Quotes from Outreach Engagements**
- “Crossing here is like trying not to die! I appreciate the new plans!”
- “I feel much safer crossing the street, than I did before DOT made the safety improvements.”
- “Thank you for your service and the work you've done here.”

**Key Critiques from Outreach Engagements**
- Noise from overnight commercial unloading in bus stops
- Long wait to cross streets due to signal timing
  - Congestion on Nassau Ave
Too early for full Before/After injury data comparison (DOT compares crash rates one year after installation)

Instead, crash reports from the local precinct were analyzed.

1. 8/4/18 – Eastbound MVO* collides with southbound bicyclist (no injuries)
2. 8/10/18 – Southbound MVO collides with westbound bicyclist
3. 8/16/18 – MVO changing radio station rear ends MVO (no injuries)
4. 8/20/18 – MVO collides with MVO existing parking space (no injuries)
5. 9/5/18 – MVO rear ends parked car while parallel parking (no injuries)

94th Precinct reported no further crashes at this location.

*MVO: Motor Vehicle Operator
THANK YOU!

Questions?
VOLUMES TO BE DIVERTED

80 cars in the peak period use Nassau Ave Westbound (2 cars per signal cycle)

Represents 12% of traffic in the intersection in the AM and 9% in the PM
Existing Circulation
80 cars in the peak period
(2 cars per signal cycle)