

HIGH PEDESTRIAN CRASH LOCATIONS

Pedestrian Safety Improvements at the Top 20 Crash Intersections: 2014

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Commissioner

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Introduction

Pursuant to the Administrative Code, the New York City Department of Transportation (DOT) identifies annually 20 high pedestrian crash locations based upon data provided by the New York State Department of Transportation (NYSDOT) on the number of pedestrians killed or severely injured over a five-year period. Pursuant to the Administrative Code, DOT also recommends steps to be taken for safety enhancements at those locations. This report is based upon data provided by NYSDOT for the five years from 2010 through 2014.

In February 2014, Mayor de Blasio launched his Vision Zero Action Plan – an interagency effort to eliminate traffic fatalities by 2024. As part of the initiative, DOT released five Borough Pedestrian Safety Action Plans in February 2015. These data driven plans thoroughly analyzed the unique conditions of each New York City borough and identified characteristics of pedestrian fatalities and severe injuries within that borough. In addition to rolling out an array of education and enforcement initiatives, the Mayor pledged to implement safety engineering enhancements at 50 intersections and corridors each year. In 2015, the City recorded the fewest pedestrian fatalities, 137 cases, since record keeping began in 1910. DOT also surpassed many of its engineering goals in 2015; installing over 400 Leading Pedestrian Intervals, over 12 miles of protected bike lanes and completing 60 safety projects in Vision Zero Priority Locations. The High Pedestrian Crash Location Report is one of the tools DOT is using to identify locations at which to make these engineering enhancements.

DOT also employs other methods to monitor and promptly respond to safety needs including analysis of crash data and continued community outreach. This report is only one element of our Vision Zero work in neighborhoods across the City. To find out more, please visit nyc.gov/visionzero.

TOP TWENTY HIGH PEDESTRIAN CRASH LOCATIONS



TOP TWENTY HIGH PEDESTRIAN CRASH LOCATIONS - 2014

Intersection	Borough	Total Number of Pedestrians Killed or Seriously Injured (2010-2014)
W. 23 rd St. & Avenue of the Americas	Manhattan	5
W. 57 th St. & 10 th Ave.	Manhattan	5
Bath Ave. & Bay Pkwy.	Brooklyn	4
Bruckner & E. 138 th St./Bruckner Blvd.	Bronx	4
E. 233 rd St. & Grenada Pl./Baychester Ave.	Bronx	4
E. Tremont Ave. & Southern Blvd.	Bronx	4
Elder Ave. & Main St.	Queens	4
Franklin Ave. & Eastern Pkwy.	Brooklyn	4
Hillel Pl. & Nostrand Ave./Flatbush Ave	Brooklyn	4
Hillside Ave. & 166 th St./Merrick Blvd.	Queens	4
Lexington Ave. & E. 23 rd St.	Manhattan	4
Myrtle Ave. & Gold St./Flatbush Ave.	Brooklyn	4
Rockaway Pkwy. & Avenue K	Brooklyn	4
Sanford Ave. & Kissena Blvd.	Queens	4
South St. & Rutgers Slip	Manhattan	4
W. 135 th St. & Broadway	Manhattan	4
55 th Ave. & Queens Blvd.	Queens	3
Linden Blvd. & Ashford St.	Brooklyn	3
Slosson Ave. & Windsor Ave.	Staten Island	3
Stillwell Ave. & Surf Ave.	Brooklyn	3

E. TREMONT AVE. & SOUTHERN BLVD.

Community Board: 6

Council District: 17

Borough: Bronx

Inspection: Complete

Audit Report: Complete

Actions Taken:

- Designated as a Vision Zero Priority Intersection for the Bronx. This designation prioritizes the intersection for comprehensive safety engineering improvements, DOT and NYPD Street Team outreach, and pedestrian-safety focused NYPD enforcement.
- Part of the 2016 E. Tremont Ave. corridor safety project
- Worked with Community Board 6 to develop enhancements
- Installed Leading Pedestrian Interval to provide pedestrians with more conflict-free crossing time
- Installed flush center median and bicycle lanes to narrow moving lanes and reduce speeding
- Upgraded all crosswalks to high visibility for better pedestrian visibility

Recommendations:

- Part of the planned E. Tremont Ave. corridor safety project extension
- Add channelization for better visibility and to organize traffic flow
- Install flush center median and bicycle lanes to narrow moving lanes and reduce speeding

Proposed Schedule to Implement Recommendations:

- Planned for 2017 implementation

E. 233 ST. & GRENADA PL./BAYCHESTER AVE.

Community Board: 12

Council District: 12

Borough: Bronx

Inspection: Complete

Audit Report: Complete

Actions Taken:

- Designated as a Vision Zero Priority Intersection for the Bronx. This designation prioritizes the intersection for comprehensive safety engineering improvements, DOT and NYPD Street Team outreach, pedestrian-safety focused NYPD enforcement, and a Leading Pedestrian Interval (exclusive pedestrian crossing time) study.
- Worked with Community Board 12 to develop enhancements
- Installed pedestrian countdown signals to promote safer pedestrian crossings
- Upgraded crosswalks to high visibility for better pedestrian visibility

Recommendations:

- Part of planned Baychester Ave. corridor safety project
- Construct pedestrian safety island and curb extension to reduce crossing distance
- Modify signal timing to provide for safer pedestrian crossings
- Convert Grenada Pl. to one-way eastbound between Edson Ave. and Baychester Ave. to reduce vehicle conflicts
- Install peg-a-trac markings to safely guide vehicles through the intersection

Proposed Schedule to Implement Recommendations:

- Planned for 2016 implementation

BRUCKNER & E. 138 ST./BRUCKNER BLVD.

Community Board: 1

Council District: 8

Borough: Bronx

Inspection: Complete

Audit Report: Complete

Actions Taken:

- Installed pedestrian countdown signals to promote safer pedestrian crossings
- Installed new high-visibility crosswalks for better pedestrian visibility
- Worked with Community Board 1 to develop enhancements
- Replaced two hazard markers at south center medians to improve visibility for motor vehicles

Recommendations:

- Part of the planned Bruckner Blvd. safety project
- Ban left turns off of the Bruckner Blvd. mainline to reduce vehicle and pedestrian conflicts
- Extend and widen medians on mainline and service road to provide pedestrian refuge space and shorten crossing distances
- Construct pedestrian safety islands in the north and south crosswalks to reduce crossing distances for pedestrians
- Construct curb extension on the northeast corner to shorten pedestrian crossings and improve intersection alignment
- Modify signal timing to provide safer crossings for pedestrians and reduce vehicle conflicts
- Install lane designation markings to organize traffic flow
- Install bicycle lane and channelization to narrow moving lanes and reduce speeding
- Install peg-a-tracs for vehicles turning left onto Bruckner Blvd. to guide vehicles safely through the intersection
- Close southbound center mainline and install pedestrian space to provide pedestrian refuge and reduce vehicle conflicts

Proposed Schedule to Implement Recommendations:

- Planned for 2016 implementation

BATH AVE. & BAY PKWY

Community Board: 11

Council District: 47

Borough: Brooklyn

Inspection: Complete

Audit Report: Complete

Actions Taken:

- Installed pedestrian countdown signals to promote safer pedestrian crossings
- Installed new high-visibility crosswalks for better pedestrian visibility

Recommendations:

- Install hardened centerline to slow vehicle turns and reduce vehicle and pedestrian conflicts
- Investigate left turn traffic calming designs to reduce vehicle and pedestrian conflicts
- Study leading pedestrian intervals and other signal timing changes to reduce vehicle and pedestrian conflicts
- Work with Community Board 11 to develop enhancements

Proposed Schedule to Implement Recommendations:

- Possible for 2017 implementation

MYRTLE AVE. & GOLD ST./FLATBUSH AVE.

Community Board: 2

Council District: 33

Borough: Brooklyn

Inspection: Complete

Audit Report: Complete

Actions Taken:

- Designated as a Vision Zero Priority Intersection for Brooklyn. This designation prioritizes the intersection for comprehensive safety engineering improvements, DOT and NYPD Street Team outreach, pedestrian-safety focused NYPD enforcement, and a Leading Pedestrian Interval (exclusive pedestrian crossing time) study.
- Part of the 2014 Myrtle Ave. and Flatbush Ave. safety project
- Worked with Community Board 2 and MTA to develop enhancements
- Banned left turns at the intersection, excluding bus turns, to reduce vehicle and pedestrian conflicts
- Installed pedestrian countdown signals to promote safer pedestrian crossings
- Upgraded crosswalks to high-visibility to increase pedestrian visibility
- Rerouted eastbound vehicles via Myrtle Ave. to reduce vehicle conflicts with pedestrians

Recommendations:

- See above actions

Proposed Schedule to Implement Recommendations:

- Complete

HILLEL PL. & NOSTRAND AVE./FLATBUSH AVE.

Community Board: 14

Council District: 45

Borough: Brooklyn

Inspection: Complete

Audit Report: Complete

Actions Taken:

- Designated as a Vision Zero Priority Intersection for Brooklyn. This designation prioritizes the intersection for comprehensive safety engineering improvements, DOT and NYPD Street Team outreach, pedestrian-safety focused NYPD enforcement, and a Leading Pedestrian Interval (exclusive pedestrian crossing time) study.
- Replaced “Stop here on red” sign and drive rail on east corner for better pedestrian visibility

Recommendations:

- Construct curb extensions to shorten pedestrian crossings and align intersection
- Modify signal timing to provide for safer pedestrian crossings
- Investigate feasibility of pedestrian refuge islands to shorten pedestrian crossing distances

Proposed Schedule to Implement Recommendations:

- Possible for 2017 implementation

FRANKLIN AVE. & EASTERN PKWY.

Community Board: 8

Council District: 35

Borough: Brooklyn

Inspection: Complete

Audit Report: Complete

Actions Taken:

- Designated as a Vision Zero Priority Intersection for Brooklyn. This designation prioritizes the intersection for comprehensive safety engineering improvements, DOT and NYPD Street Team outreach, pedestrian-safety focused NYPD enforcement, and a Leading Pedestrian Interval (exclusive pedestrian crossing time) study.
- Installed pedestrian countdown signals to promote safer pedestrian crossings

Recommendations:

- Refurbish markings and crosswalks with advance stop bars to increase visibility of pedestrians in crosswalks
- Install traffic signals at south crosswalk to create safer crossings for pedestrians
- Install high-visibility crosswalk across south crosswalk for better pedestrian visibility
- Modify signal timing to provide for safer pedestrian crossings
- Work with Community Board 8 to develop enhancements

Proposed Schedule to Implement Recommendations:

- Possible for 2017 implementation

ROCKAWAY PKWY. & AVE K.

Community Board: 18

Council District: 46

Borough: Brooklyn

Inspection: Complete

Audit Report: Complete

Actions Taken:

- Installed pedestrian countdown signals to promote safer pedestrian crossings
- Worked with Community Board 18 to develop enhancements

Recommendations:

- Part of the planned Rockaway Pkwy. corridor safety project
- Install pedestrian refuge island on Rockaway Pkwy. in south crosswalk to reduce pedestrian crossing distance
- Upgrade crosswalks to high-visibility for better pedestrian visibility
- Install left-turn bay on southbound Rockaway Pkwy. to organize traffic flow

Proposed Schedule to Implement Recommendations:

- Planned for 2017 implementation

STILLWELL AVE. & SURF AVE.

Community Board: 13

Council District: 47

Borough: Brooklyn

Inspection: Complete

Audit Report: Complete

Actions Taken:

- Designated as a Vision Zero Priority Intersection for Brooklyn. This designation prioritizes the intersection for comprehensive safety engineering improvements, DOT and NYPD Street Team outreach, pedestrian-safety focused NYPD enforcement, and a Leading Pedestrian Interval (exclusive pedestrian crossing time) study.
- Part of the 2016 Surf Ave. and Stillwell Ave. safety project
- Installed painted curb extensions on three corners to shorten to pedestrian crossings
- Installed leading pedestrian intervals to provide pedestrians with more conflict-free crossing time
- Realigned crosswalks for better pedestrian and vehicular visibility and provide better access to bus stops
- Upgraded crosswalks to high-visibility for better pedestrian visibility
- Refurbished markings and crosswalks with advance stop bars to increase visibility of pedestrians in crosswalk
- Installed lane designation markings to organize traffic flow
- Modified parking to align skewed intersection
- Worked with Community Board 13 to develop enhancements
- Replaced “No U-Turn” sign at southeast corner, “Luna Park” and “MCU Park” guide signs at southwest corner, and lane assignment sign on west leg to clarify vehicle movements

Recommendations:

- See above actions

Proposed Schedule to Implement Recommendations:

- Complete

LINDEN BLVD. & ASHFORD ST.

Community Board: 5

Council District: 42

Borough: Brooklyn

Inspection: Complete

Audit Report: Complete

Actions Taken:

- Designated as a Vision Zero Priority Intersection for Brooklyn. This designation prioritizes the intersection for comprehensive safety engineering improvements, DOT and NYPD Street Team outreach, pedestrian-safety focused NYPD enforcement, and a Leading Pedestrian Interval (exclusive pedestrian crossing time) study.
- Worked with Community Board 5 to develop enhancements
- Replaced “Yield Ahead” sign on west leg to provide advance warning to vehicles
- Reduced speed limit to 30 mph to reduce speeding

Recommendations:

- Part of the planned Linden Blvd. corridor safety project
- Extend and widen medians in east and west crosswalks to provide pedestrian refuge space and shorten pedestrian crossings
- Install peg-a-trac markings to safely guide vehicles through the intersection
- Refurbish markings and upgrade crosswalks to high visibility increase visibility of pedestrians
- Improve markings on service road to reduce vehicle speeds
- Install yield markings and add channelization markings at slip lanes to clarify vehicle movements and reduce speeding and unsafe merging

Proposed Schedule to Implement Recommendations:

- Planned for 2017 implementation

W. 23 ST. & AVE. OF THE AMERICAS

Community Board: 4, 5

Council District: 3

Borough: Manhattan

Inspection: Complete

Audit Report: Complete

Actions Taken:

- Designated as a Vision Zero Priority Intersection for Manhattan. This designation prioritizes the intersection for comprehensive safety engineering improvements, DOT and NYPD Street Team outreach, and pedestrian-safety focused NYPD enforcement.
- Installed pedestrian countdown signals to promote safer pedestrian crossings
- Replaced “One Way” sign on northwest corner

Recommendations:

- Part of the planned 23rd Street Select Bus Service corridor project and 6th Avenue bicycle project
- Ban eastbound and westbound left turns off of 23rd Street to reduce vehicle and pedestrian conflicts
- Install concrete pedestrian refuge island in north leg of the intersection to shorten pedestrian crossings
- Install wide, high visibility crosswalks for better pedestrian visibility
- Install lane designation markings and bus lanes to organize traffic flow

Proposed Schedule to Implement Recommendations:

- Planned for 2016 implementation

W. 57 ST. & 10 AVE.

Community Board: 4

Council District: 3, 6

Borough: Manhattan

Inspection: Complete

Audit Report: Complete

Actions Taken:

- Designated as a Vision Zero Priority Intersection for Brooklyn. This designation prioritizes the intersection for comprehensive safety engineering improvements, DOT and NYPD Street Team outreach, and pedestrian-safety focused NYPD enforcement
- Installed pedestrian countdown signals to promote safer pedestrian crossings
- Upgraded crosswalks to high-visibility for better pedestrian visibility
- Part of the 2016 Left Turn Traffic Calming Pilot
- Install hardened center line on W 57th Street to reduce vehicle and pedestrian conflicts

Recommendations:

- See above actions

Proposed Schedule to Implement Recommendations:

- Complete

SOUTH ST. & RUTGERS SLIP

Community Board: 3

Council District: 1

Borough: Manhattan

Inspection: Complete

Audit Report: Complete

Actions Taken:

- Part of South St. corridor bicycle project
- Installed flush median and refurbished channelization to organize traffic flow
- Upgraded crosswalks to high-visibility for better pedestrian visibility
- Installed pedestrian countdown signals to promote safer pedestrian crossings
- Worked with Community Board 3 to develop enhancements

Recommendations:

- See above actions

Proposed Schedule to Implement Recommendations:

- Complete

W. 135 ST. & BROADWAY

Community Board: 9

Council District: 7

Borough: Manhattan

Inspection: Complete

Audit Report: Complete

Actions Taken:

- Designated as a Vision Zero Priority Intersection for Manhattan. This designation prioritizes the intersection for comprehensive safety engineering improvements, DOT and NYPD Street Team outreach, pedestrian-safety focused NYPD enforcement, and a Leading Pedestrian Interval (exclusive pedestrian crossing time) study.
- Part of the 2016 Broadway corridor safety project
- Worked with Community Board 9 to develop enhancements
- Installed pedestrian countdown signals to promote safer pedestrian crossings
- Upgraded crosswalks to high-visibility for better pedestrian visibility
- Installed channelization and parking lane stripe to help organize traffic flow

Recommendations:

- Install painted median extension in the north crosswalk on Broadway to shorten pedestrian crossings
 - To be installed after completion of pending Montefiore Square capital project
- Install dedicated left turn signal for southbound left turns to reduce vehicle and pedestrian conflicts

Proposed Schedule to Implement Recommendations:

- Planned for 2016-2017 implementation

LEXINGTON AVE. & E. 23 ST.

Community Board: 5, 6

Council District: 2

Borough: Manhattan

Inspection: Complete

Audit Report: Complete

Actions Taken:

- Designated as a Vision Zero Priority Intersection for Manhattan. This designation prioritizes the intersection for comprehensive safety engineering improvements, DOT and NYPD Street Team outreach, pedestrian-safety focused NYPD enforcement, and a Leading Pedestrian Interval (exclusive pedestrian crossing time) study.
- Installed pedestrian countdown signals to promote safer pedestrian crossings

Recommendations:

- Part of the planned 23rd St. Select Bus Service corridor project
- Ban westbound left turns off of E. 23rd St. to reduce vehicle and pedestrian conflicts
- Install wide, high visibility crosswalks for better pedestrian visibility
- Install lane designation markings and bus lanes to organize traffic flow

Proposed Schedule to Implement Recommendations:

- Planned for 2016 implementation

55 AVE. & QUEENS BLVD.

Community Board: 4

Council District: 26

Borough: Queens

Inspection: Complete

Audit Report: Complete

Actions Taken:

- Designated as a Vision Zero Priority Intersection for Queens. This designation prioritizes the intersection for comprehensive safety engineering improvements, DOT and NYPD Street Team outreach, pedestrian-safety focused NYPD enforcement, and a Leading Pedestrian Interval (exclusive pedestrian crossing time) study.
- Worked with Community Board 4 to develop enhancements
- Reduced speed limit on Queens Blvd. to 25 mph to reduce speeding
- Installed pedestrian countdown signals to promote safer pedestrian crossings
- Upgraded crosswalks to high-visibility for better pedestrian visibility
- Replaced “No right turn from mainline, no left turn from service road” sign on southwest median

Recommendations:

- Part of the planned Queens Blvd. corridor safety project
- Extend and widen medians on service road medians to shorten crossing distances and provide pedestrian refuge space
- Realign crosswalks for better pedestrian visibility
- Install protected bicycle lanes and pedestrian path adjacent to service road medians

Proposed Schedule to Implement Recommendations:

- Planned for 2016 implementation

HILLSIDE AVE. & 166 ST./MERRICK BLVD.

Community Board: 12

Council District: 24

Borough: Queens

Inspection: Complete

Audit Report: Complete

Actions Taken:

- Designated as a Vision Zero Priority Intersection for Queens. This designation prioritizes the intersection for comprehensive safety engineering improvements, DOT and NYPD Street Team outreach, pedestrian-safety focused NYPD enforcement, and a Leading Pedestrian Interval (exclusive pedestrian crossing time) study.
- Worked with Community Board 12 to develop enhancements
- Replaced “One Way” sign at southeast corner, southwest corner, and “No pedestrian crossing” sign at southwest corner to organize traffic flow and pedestrian movements

Recommendations:

- Part of the planned Hillside Ave. corridor safety project
- Install pedestrian countdown signals to promote safer pedestrian crossings
- Upgrade crosswalks to high-visibility for better pedestrian visibility
- Refurbish ‘Bus Only’ markings on south curb of Hillside Ave to clarify vehicle movements

Proposed Schedule to Implement Recommendations:

- Planned for 2017 implementation

ELDER AVE. & MAIN ST.

Community Board: 7

Council District: 20

Borough: Queens

Inspection: Complete

Audit Report: Complete

Actions Taken:

- Designated as a Vision Zero Priority Intersection for Queens. This designation prioritizes the intersection for comprehensive safety engineering improvements, DOT and NYPD Street Team outreach, pedestrian-safety focused NYPD enforcement, and a Leading Pedestrian Interval (exclusive pedestrian crossing time) study.
- Part of Q44 Select Bus Service corridor project
- Installed pedestrian countdown signals to promote safer pedestrian crossings
- Expanded median in southern leg to provide pedestrian refuge space and create safer, slower left turns

Recommendations:

- Realign crosswalks for better pedestrian visibility
- Realign travel lanes and install lane designation markings to better organize traffic flow
- Extend and widen medians on Main St. to provide pedestrian refuge space and shorten crossing distances
- Construct curb extension on the southeast corner to shorten pedestrian crossings
- Install peg-a-trac markings to safely guide vehicles through the intersection
- Work with Community Board 7 to develop enhancements

Proposed Schedule to Implement Recommendations:

- Possible for 2017 implementation

SANFORD AVE. & KISSENA BLVD.

Community Board: 7

Council District: 20

Borough: Queens

Inspection: Complete

Audit Report: Complete

Actions Taken:

- Designated as a Vision Zero Priority Intersection for Queens. This designation prioritizes the intersection for comprehensive safety engineering improvements, DOT and NYPD Street Team outreach, pedestrian-safety focused NYPD enforcement, and a Leading Pedestrian Interval (exclusive pedestrian crossing time) study.
- Installed pedestrian countdown signals to promote safer pedestrian crossings

Recommendations:

- Modify signal timing to provide for safer pedestrian crossings
- Install leading pedestrian intervals to provide pedestrians with more conflict-free crossing time
- Work with Community Board 7 to develop enhancements

Proposed Schedule to Implement Recommendations:

- Possible for 2017 implementation

SLOSSON AVE. & WINDSOR AVE.

Community Board: 1

Council District: 50

Borough: Staten Island

Inspection: Complete

Audit Report: Complete

Actions Taken:

- Designated as a Vision Zero Priority Intersection for Staten Island. This designation prioritizes the intersection for comprehensive safety engineering improvements, DOT and NYPD Street Team outreach, and pedestrian-safety focused NYPD enforcement.
- Part of 2015 St. Theresa School safety project
- Installed pedestrian countdown signals to promote safer pedestrian crossings
- Installed leading pedestrian interval to provide pedestrians with more conflict-free crossing time
- Constructed curb extension on the northwest corner to shorten pedestrian crossings

Recommendations:

- See above actions

Proposed Schedule to Implement Recommendations:

- Complete