Linden Blvd: Van Sinderen Ave to 78 St
Corridor Safety Improvements

New York City Department of Transportation
Presented by the Office of Research, Implementation and Safety
Brooklyn Community Board 5, March 7, 2016
- Phase II of Linden Blvd (Van Sinderen Ave to 78 St)
- 2.4 miles of a major east/west corridor in Eastern Brooklyn
- Residential, light industrial, and commercial land use
- Heavy vehicle volumes at rush hours
- Local truck route; **Buses**: B13, B15, B20, and BM5
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
- On Linden Blvd:
  - Ashford St and Euclid Ave were identified as a Priority Intersections for Brooklyn
Safety Data: Project Need

- 66 KSI (persons killed or severely injured)
- 1671 total injuries
- 4 Fatalities since 2009

<table>
<thead>
<tr>
<th></th>
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<th>Fatalities</th>
<th>KSI</th>
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Safety Data: Project Need

- 66 KSI (persons killed or severely injured)
- 1671 total injury crashes
- 4 Fatalities since 2009

### Linden Blvd - Van Sinderen Ave to 78 St, BK

**Injury Summary, 2010-2014 (5 Years)**

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### Total Injuries 2010-2014

### Fatalities 2009-Present
Workshops held in February 2015 to get feedback from community on top issues with Linden Blvd

Linden Blvd Safety Workshop
February 5th, 2015
United Community Centers
Interactive website allowed community members to submit their top issues to DOT
Top Issues

Long Crossing Distances

Not Enough Time to Cross
Top Issues

Not Enough Space to Wait
Top Issues

Lack of left turn arrows at select intersections
Top Issues

Speeding
Top Issues

Lack Of Markings on Service Roads

Lack of Clear Markings at Slips
Top Issues

Visibility/Lighting
Proposed: Speed Limit and Signal Timing

- Reduce speed limit to 30 MPH

- Add protected left turn phases at:
  - Hinsdale St
  - Malta St
  - Alabama Ave
  - Vermont St
  - Schenck Ave
  - Fountain Ave
  - Crescent St
  - Eldert Ln
  - Drew St
Proposed: Markings & Signage

Parking lane and median channelization narrows service road, discourages speeding

Improved slip lane markings to clarify exits and entrances to mainline

Yield signage and markings to clarify right of way

Add high visibility crosswalks to increase pedestrian visibility
Proposed: Vermont Street

Ban low volume left turn to Vermont St. and construct improved median with trees

Example: center median

Construct median tip extension to shorten crossing distances and provide a refuge for pedestrians

Example: median tip
Low volume eastbound left turns at Vermont St allow the opportunity to ban the eastbound turn to create a better pedestrian refuge crossing Linden Blvd to P.S. 213.

### Eastbound Left Turning Vehicles at Vermont St

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<th>PM Peak</th>
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<tr>
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Alternate left turns from Linden Blvd
Construct new median tips to shorten crossing distances and provide a refuge for pedestrians.
Existing Conditions:

- Complicated intersection with 101 motor vehicle crashes
- Head-on condition: eastbound Linden Blvd and westbound Loring Ave
- 75 Precinct and MTA request for left turn only signal for westbound Linden Blvd to southbound Fountain Ave (Q8 bus makes this turn)
- Pedestrian desire line: crossing Fountain Ave to stay on south side of Linden Blvd

NYPD and MTA request for left turn only from westbound Linden Blvd to southbound Fountain Ave

Pedestrian “desire line” to stay on Linden Blvd

Head-on condition from westbound Loring Ave onto westbound Linden Blvd
Convert Loring Ave to one-way eastbound for two blocks between Fountain Ave and Euclid Ave to eliminate the head-on condition and allow more signal timing for left turn phase and pedestrian crossing.

Add new crosswalk to accommodate pedestrian desire line to continue on Linden Blvd.

Add westbound left turn only signal to eliminate vehicular and pedestrian conflict.

Add painted curb extensions to shorten crossing distances and create slower, safer vehicular turns.

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Add painted curb extensions to shorten crossing distances and create slower, safer vehicular turns.
Convert Loring Ave (Fountain Ave to Euclid Ave) from two-way to one-way eastbound
• Mitigation measure for the EIS for the Gateway Estates II
Proposal Details: Euclid Ave

Ban low volume WB left turn to Euclid Ave and construct improved median

Example: center median

Vision Zero Priority Intersection
Low volume left turns at Euclid Ave allow the opportunity to ban the westbound turn and create a better pedestrian refuge crossing Linden Blvd at a Priority Intersection.
Proposal Details: Lincoln Ave / Slip

Existing conditions: Crosswalk crossing Linden Blvd at Lincoln Ave intersects with the slip lane

Convert existing slip east of Lincoln Ave to entrance to the mainline of Linden Blvd.

Close existing slip to reduce pedestrian and motor vehicle conflict

Existing conditions: Crosswalk crossing Linden Blvd at Lincoln Ave intersects with the slip lane
Proposal Details: Other Intersections

Williams Ave
- Fill in turn bay on east side of intersection (existing turn ban), and construct improved center media
- Extend SW median tip

Van Siclen Ave:
- Construct 3 new median tips (NW, NE, SE)

Schenck Ave:
- Extend all 4 median tips

Atkins Ave:
- Fill in turn bay on west side of intersection (existing turn ban), and construct improved center median
- Extend all 4 median tips

Eldert Ln:
- Extend all 4 median tips

Drew St:
- Construct 3 new median tips (SW, NE, NW)
- Improvements to 2.4 miles of a high crash corridor and two Vision Zero Priority Intersections
- Concrete improvements at 11 locations will provide shorter, safer pedestrian crossings
- Lowering corridor speed limit to 30 MPH and improving markings and signage discourages speeding and better defines roadway space
- Left turn phases at 9 intersections will allow for safer left turns
- Curb extensions allow for simpler, safer right turns
Questions?

Thank You

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