

Executive Summary

Brooklyn Borough Profile

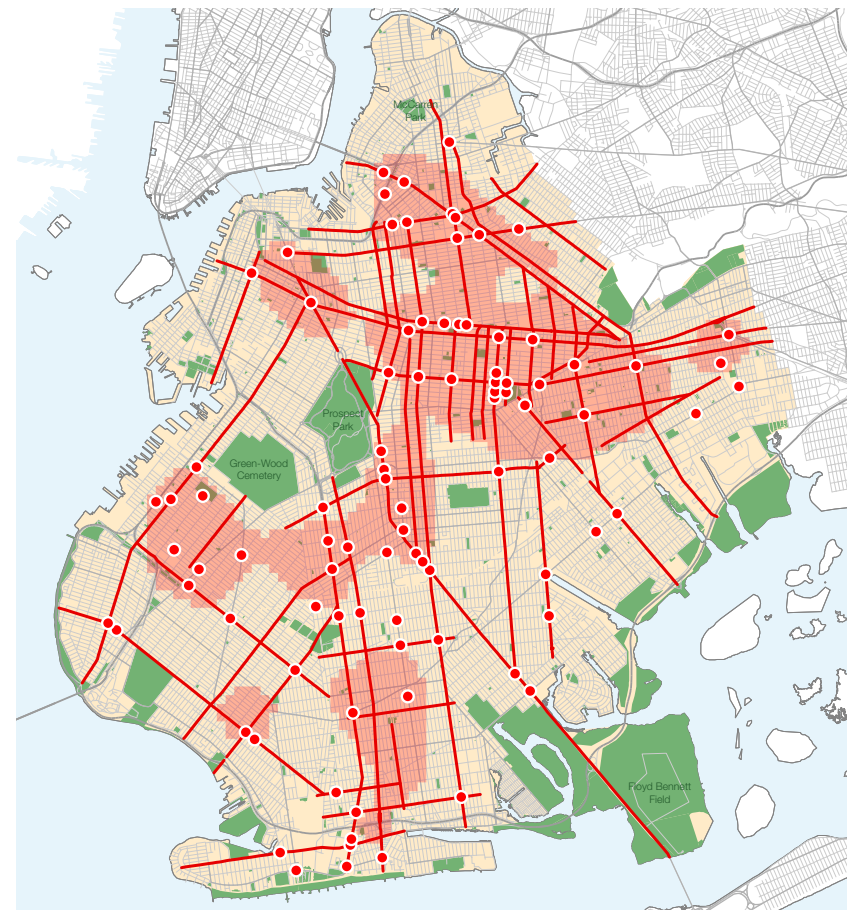
Findings

- Pedestrian fatalities in Brooklyn have fallen by 49% in the past three decades
- An average of 46 pedestrians are killed in Brooklyn each year, the highest of any borough
- Yet, at 1.79 fatalities per 100,000 residents, Brooklyn has the second-lowest pedestrian fatality rate of the five boroughs
- **Where:** Pedestrian fatalities occur on local streets at a higher rate (36% vs 30%) in Brooklyn than the rest of NYC, particularly at local street intersections (23% vs 16%)
- **When:** 80% of Brooklyn pedestrian fatalities occur during off-peak (non-rush hour) periods
- **Who:** Seniors are 12% of Brooklyn's population but account for 36% of fatalities
- **What:** 73% of Brooklyn pedestrian fatalities involve a passenger vehicle
- **How:** 25% of Brooklyn pedestrian fatalities involve a hit-and-run crash

Priority Corridors, Intersections, and Areas

	Share of Borough	Borough	% of Borough	Share of Ped KSI*	Total Ped KSI	% of Total Ped KSI	% of Total Ped Fatalities
Priority Corridors	49 corridors (142 miles)	1,510 miles	9%	1,113	2,220	50%	46%
Priority Intersections	91 intersections	10,725 intersections	1%	334	2,220	15%	11%
Priority Areas	17.7 sq miles	72 sq miles	25%	1,110	2,220	50%	40%
Combined Total	—	—	—	1,599	—	72%	61%

*Ped KSI: Pedestrians Killed or Severely Injured



● Priority Intersections

— Priority Corridors

■ Priority Areas

Brooklyn Priority Map

Community Dialogue and Input

- 4,764 Brooklyn pedestrian safety issues were shared and mapped digitally
- Most issues cited on the map involve either speeding (22%) or failure to yield (21%)
- 74% of workshop attendees viewed wide arterial streets as the most important areas for pedestrian safety improvements
- 45% of issues shared fall outside of the Priority Corridors, Intersections, and Areas

Action Plan

Engineering and Planning

- Implement at least 50 Vision Zero safety engineering improvements annually at Priority Corridors, Intersections, and Areas citywide, informed by community input at project locations
- Significantly expand exclusive pedestrian crossing time on all Brooklyn Priority Corridors by the end of 2017
- Add exclusive pedestrian crossing time to all feasible Brooklyn Priority Intersections by the end of 2017
- Modify signal timing to reduce off-peak speeding on all feasible Brooklyn Priority Corridors by the end of 2017
- Install expanded speed limit signage on all Brooklyn Priority Corridors in 2015
- Drive community input and engagement at Brooklyn Priority Corridors, Intersections, and Areas
- Install additional lighting under elevated trains and around other key transit stops
- Install 60 new speed bumps in Brooklyn annually
- Develop additional Neighborhood Slow Zones in Brooklyn Priority Areas
- Coordinate with MTA to ensure bus operations contribute to a safe pedestrian environment
- Expand a bicycle network in Brooklyn that improves safety for all road users
- Proactively design for pedestrian safety in high-growth areas in Brooklyn, including locations in the *Housing New York* plan

Enforcement

- Implement the majority of speed cameras at Priority Corridors, Intersections, and Areas
- Focus enforcement and deploy dedicated resources to Brooklyn NYPD precincts that overlap substantially with Priority Areas
- Prioritize targeted enforcement at Brooklyn Priority Corridors, Intersections, and Areas annually

Education and Awareness Campaigns

- Target child and senior safety education at Brooklyn Priority Corridors and Priority Areas
- Launch multilingual public information campaigns in Brooklyn Priority Areas
- Target Street Team outreach at Brooklyn Priority Corridors, Intersections, and Areas