

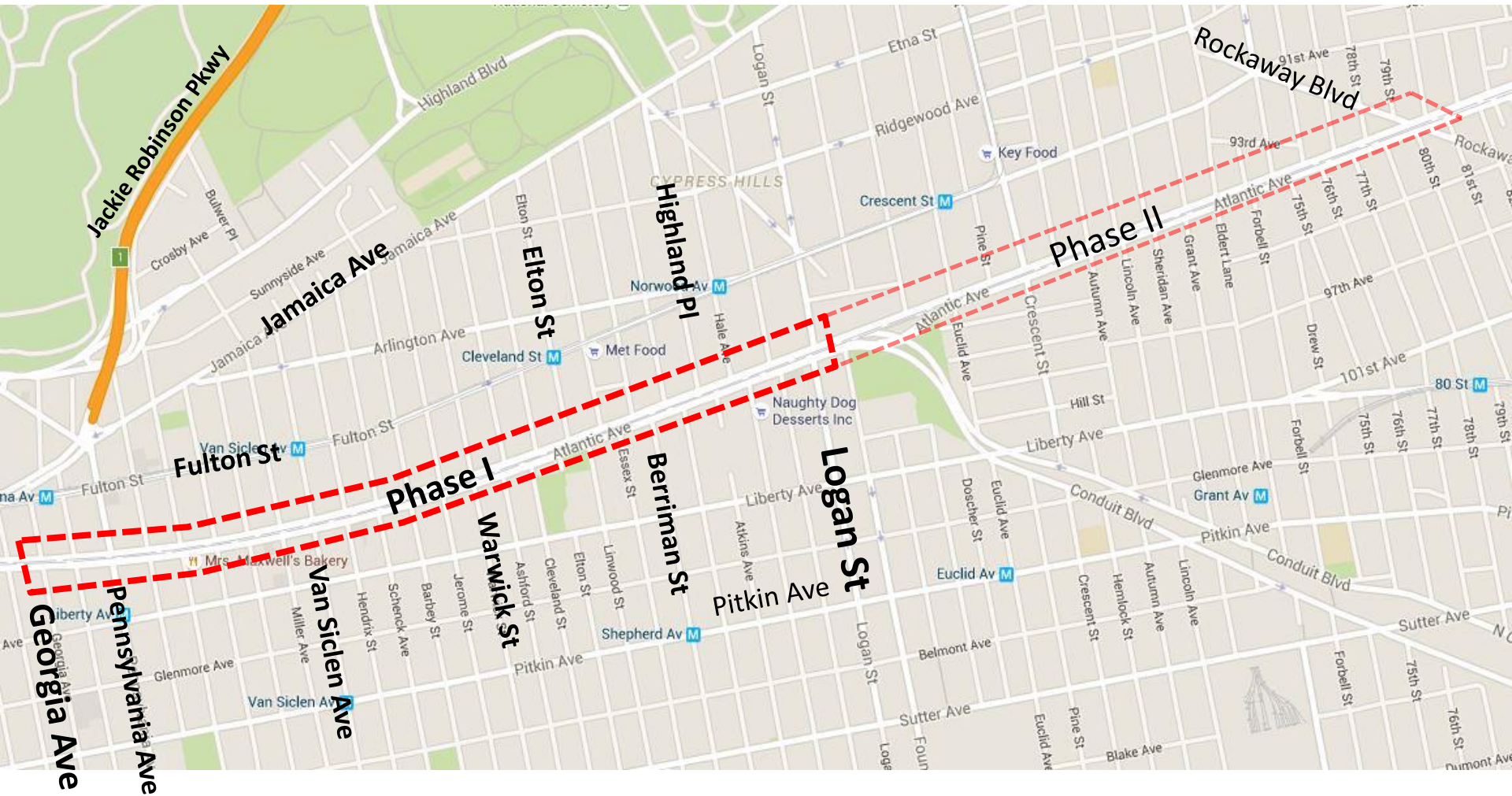
Atlantic Avenue

Phase I: Georgia Ave to Logan St



Atlantic Ave: Project Area

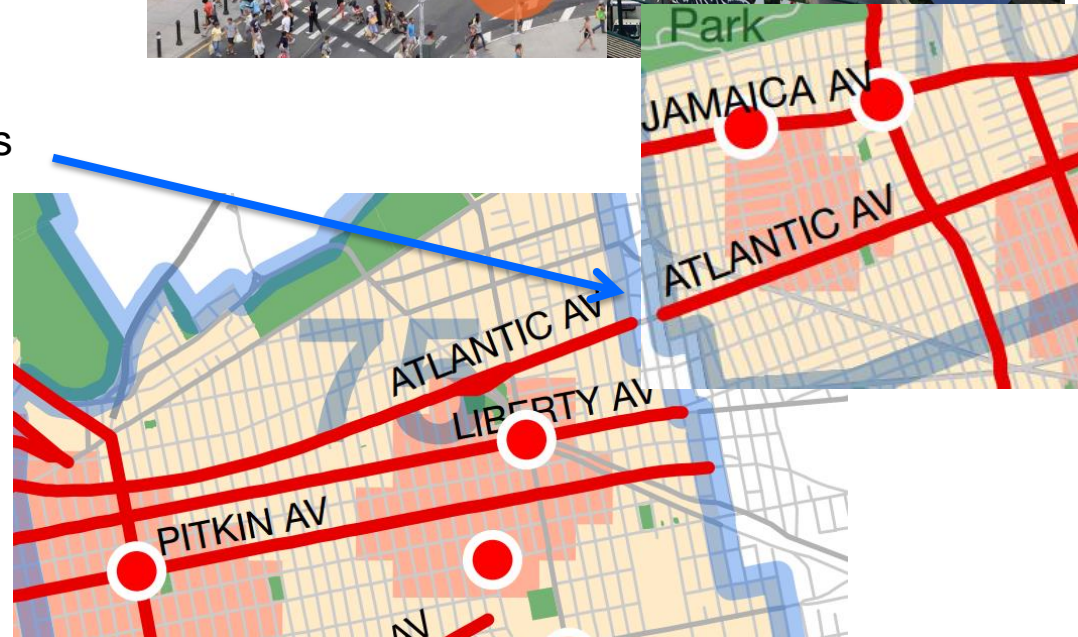
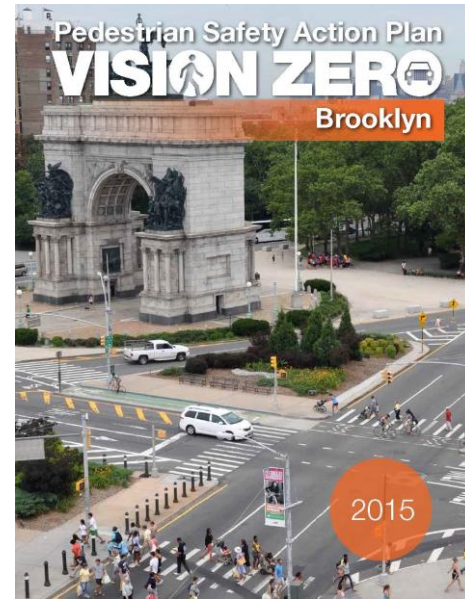
Phase I: Georgia Ave to Logan St



Why Atlantic? Vision Zero Priority Corridor

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
 - Atlantic identified as a Priority Corridor for Brooklyn and Queens



Why Atlantic? Vision Zero Priority Corridor

- **Georgia Ave – Logan St: 1.2mi: 3 fatalities, 1181 injuries (49 severe) (2010-2014)**
 - High traffic volumes – much of which takes Conduit Blvd east of Logan St
 - 4 fatalities since 2007 (3 pedestrians, 1 motor vehicle)
- **Logan St – Rockaway Blvd: 0.9mi: 689 injuries (35 severe) (2010-2014)**
 - High incidence of speeding – 62% of vehicles above speed limit at night
 - 6 fatalities since 2007 (5 pedestrians, 1 motor vehicle)
 - Most recent fatality involved a senior pedestrian, at Grant Ave, on 11/16/15

After nine deaths, Atlantic Ave. becoming one of the city's most dangerous streets

BY MIKE MCLAUGHLIN, JEFF WILKINS, ELIZABETH LAZAROWITZ / DAILY NEWS WRITERS /
Saturday, January 9, 2010, 9:45 PM

Call it the Avenue of Death.

Niquanna Sharpe waits to cross a busy - and dangerous - Atlantic Ave. intersection.

Brooklyn's Atlantic Ave. is becoming one of city's most dangerous streets for pedestrians, a new study found.

From 2006 to 2008, nine pedestrians were killed along the stretch of Atlantic Ave. from Cypress Hills to Downtown Brooklyn, making it one of the two deadliest strips in the city, a new study by the Tri-State Transportation Campaign showed.

That gave Atlantic Ave. nearly twice as many fatalities as Queens Blvd., which has become far safer since its frequent pedestrian deaths got it dubbed the "Boulevard of Death" at the start of the last decade.

"I'm not surprised," said Emma Van Genderen, 26, of Park Slope, who was walking Atlantic Ave. in downtown Brooklyn last Thursday night.

Brooklyn woman, 70, fatally struck by car after miscommunication with driver

BY KERRY BURKE, ANDY MAI, RYAN SIT / NEW YORK DAILY NEWS / Tuesday, November 17, 2015, 5:36 AM

SHARE THIS URL: nydn.us/1lsqd9u

8

SELL DIESEL
OFFERS
243
293
303

CAR WA

ROYAL MOTOR MAINT
USED CARS

GET AN OIL CHANGE AT

DEBBIE EGAN-CHIN/NEW YORK DAILY NEWS

The BMW fatally struck Helen Marszalek on Atlantic Ave. near Grant Ave. in East New York, Brooklyn, Monday.

Vision Zero | Great Streets

- Only 4 designated citywide: Atlantic Ave, 4th Ave, Queens Blvd, Grand Concourse
- All are wide streets above with train/subway lines below
- Capital program to create safer medians over main transit walkable corridors



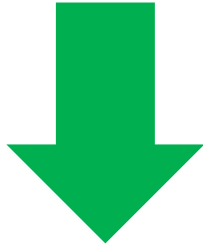
Grand Concourse, BX



Precedent Injury Reductions

Jackson Ave, Queens (2010)

Crashes with
injuries
decreased
34%



Grand Concourse, Bronx (2009)

Crashes with
injuries
decreased
39%

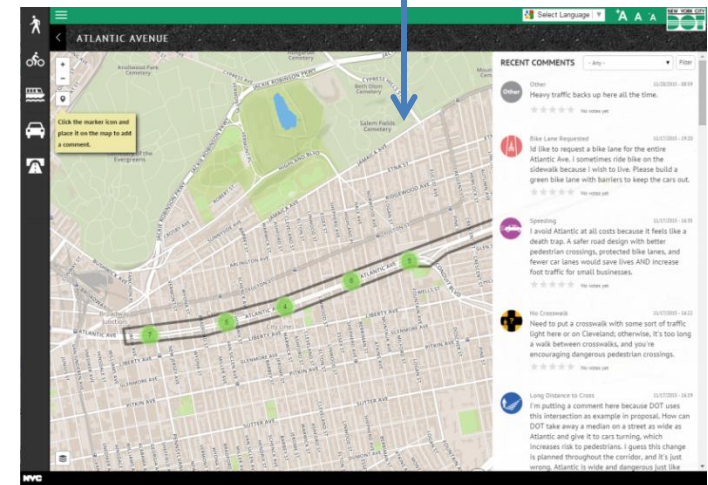


Each before year period is the 12-month period beginning October 1 and ending September 30. The 3-yr after period is January 1, 2011 to December 31, 2013. The implementation period of October 1, 2008 to December 31, 2010 is excluded. Source: NYPD AIS/TAMS Crash Database

Each before year period is the 12-month period beginning January 1 and ending December 31. The 3-yr after period is December 1, 2009 to November 30, 2012. The implementation period of January 1, 2005 to November 30, 2009 is excluded.. Source: NYPD AIS/TAMS

Project Timeline

- **2013:**
 - CM Dilan request/funding for safety improvement on Atlantic Ave
 - DOT built safety Island at Elton St and Atlantic
- **2014:**
 - Atlantic Ave awarded \$4m from federal Highway Safety Improvement Program
 - DCP Community Plan begins
- **2015:**
 - March 2015: Great Streets program announced, Atlantic selected as one of four
 - June 24, 2015: Phase I announced, workshop to follow at BK CB5 Full Board
 - November 16, 2015: CB5 Transportation Committee Mini-workshop
 - November 17, 2015: Public Workshop for Phase I and II at PS98
 - <http://www.nycdotfeedbackportals.nyc/atlantic-avenue> Feedback map created
 - **December 14, 2015: Phase I proposal at CB5 Transportation Committee**
 - December 16, 2015: Phase I proposal at CB5 Full Board
- **2015/2016:**
 - DOT Street Ambassadors: explain Phase I proposal, collect Phase II input
 - Will return to BK CB5 and QN CB9 to present proposals for Phase II
- **2017:** Street Construction scheduled to begin



Outreach

June 24, 2015 – Brooklyn CB5 Full Board



Existing Conditions

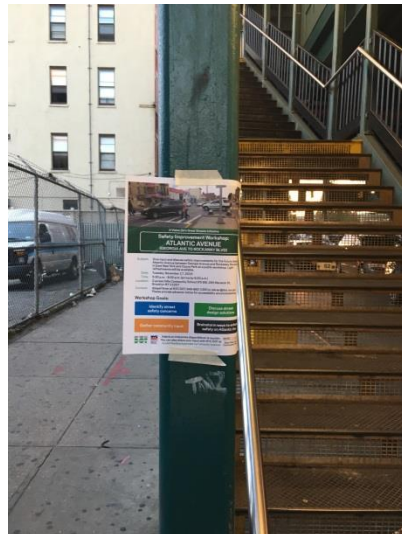
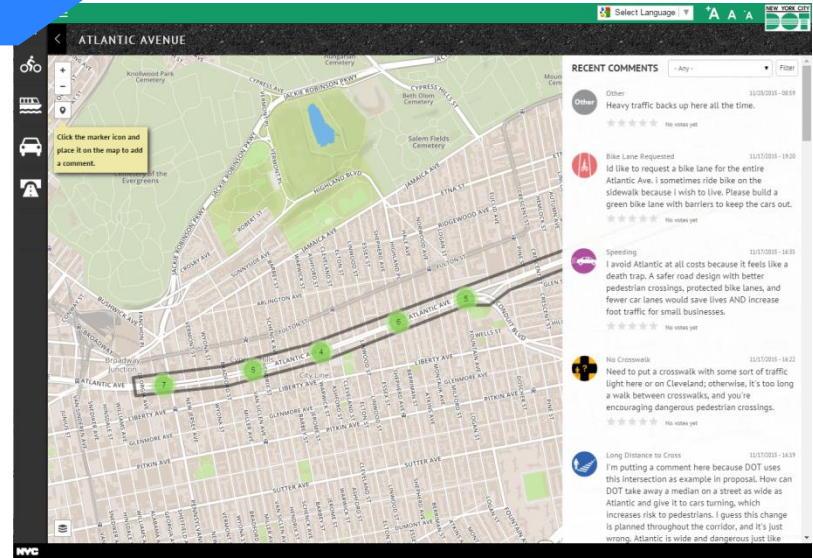
- 90 foot wide roadway
- Long crossing distances for pedestrians
- Existing median is in poor condition
- High incidence of speeding
- Left turning vehicles block through traffic
- Long Island Railroad runs underneath corridor



Previous Slide Next Slide Details

Collecting feedback

November 17, 2015 – Atlantic Ave Public Workshop at PS98



Community Workshop

November 17, 2015: What we heard



There's a need for:

- More, better, safer pedestrian crossings with more crossing time
- Install benches and greenery
- Increase left-turn efficiency and options

Small group presentation and map exercise at November's Workshop

Safety Data: Phase I

Atlantic Ave - Georgia Ave to Logan St, BK

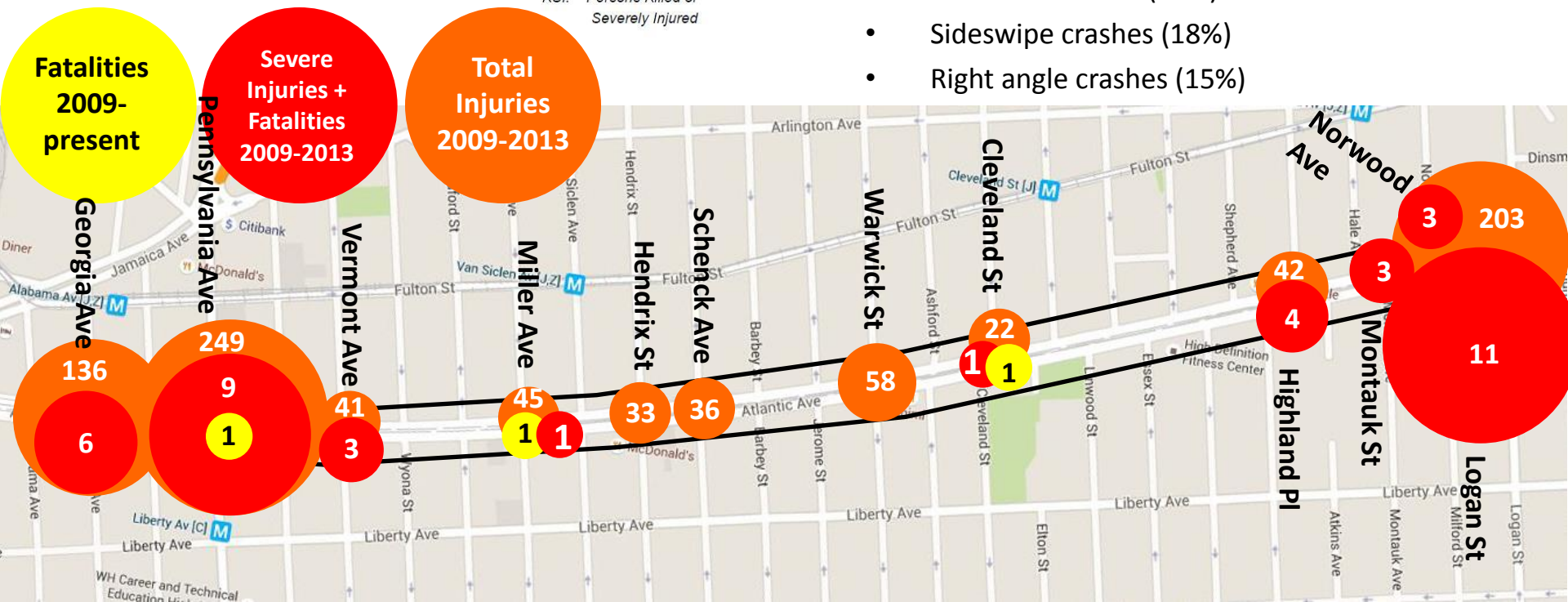
Injury Summary, 2010-2014 (5 Years)

	Total Injuries	Severe Injuries	Fatalities	KSI
Pedestrian	95	13	2	15
Bicyclist	22	1	0	1
Motor Vehicle Occupant	1064	35	1	36
Total	1181	49	3	52

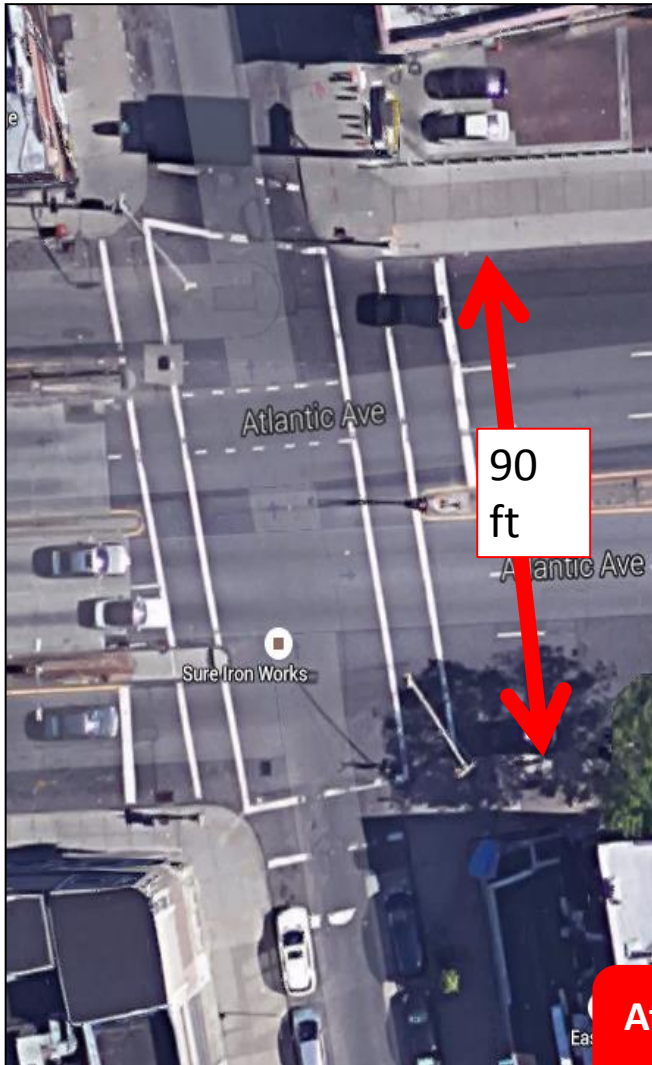
Fatalities, 01/01/2010-11/30/2015 : 3

Source: Fatalities: NYCDOT
Injuries: NYSDOT
KSI: Persons Killed or Severely Injured

- ❑ Ranks in the top 10 percent of Brooklyn streets for severe injuries and fatalities per mile (2010-2014 crash data)
- ❑ 52 persons killed or severely injured along 1.2 mile corridor since 2010; 29% (15) of which were pedestrians
- ❑ 32% of pedestrians hit when crossing with the signal as opposed to 12% crossing against the signal
- ❑ 47% of pedestrian crashes at uncontrolled intersections
- ❑ Vehicle occupant injuries associated with:
 - Rear end crashes (40%)
 - Sideswipe crashes (18%)
 - Right angle crashes (15%)



Issue: Long Crossing Distances



Atlantic Ave is
90-ft wide

Pedestrians have to cross 6 lanes
of traffic plus parked cars and
median

Issue: Median Doesn't Protect Crosswalk

Medians provide inadequate refuge for pedestrians crossing Atlantic Ave



Median extends only partially into crosswalk with no cut throughs



No concrete median

Issue: Jaywalking/Midblock



Atlantic Ave at Cleveland St

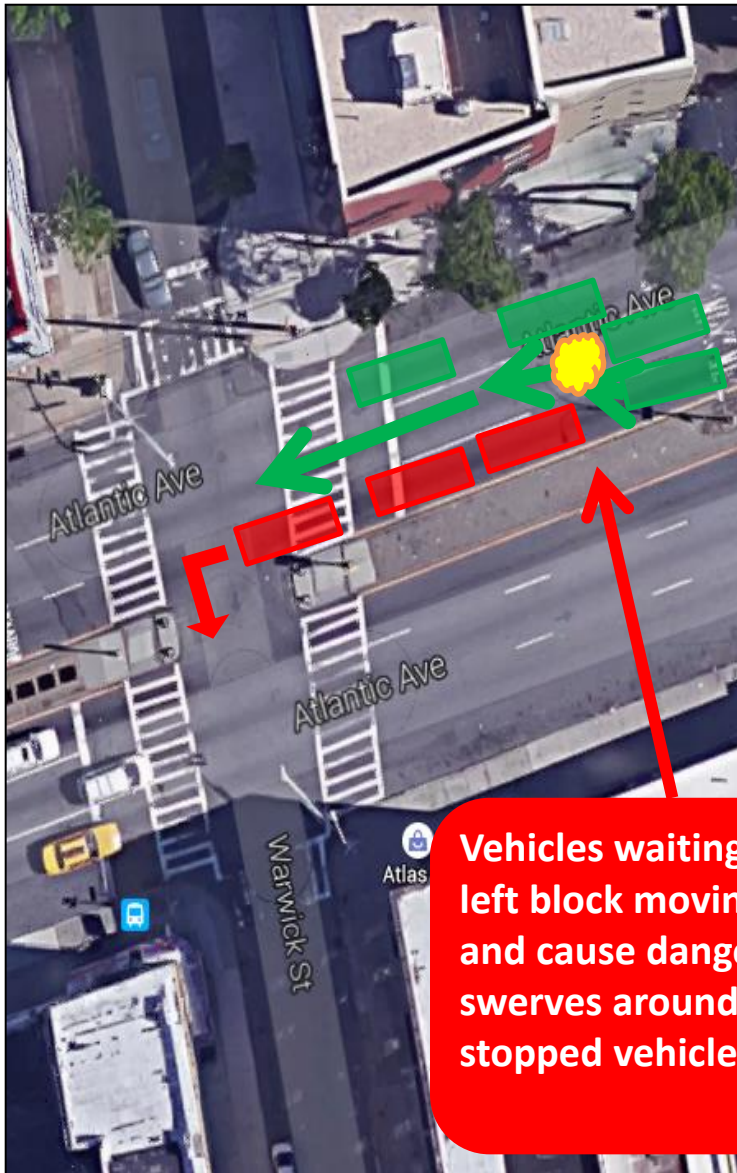
Pedestrians frequently cross where there is no crosswalk



Atlantic Ave at Norwood Av

No crosswalks across Atlantic Ave at streets where J-train stations at Van Sicken Ave, Cleveland St, and Norwood Ave are one block away

Issue: Left Turners Block Left Lane



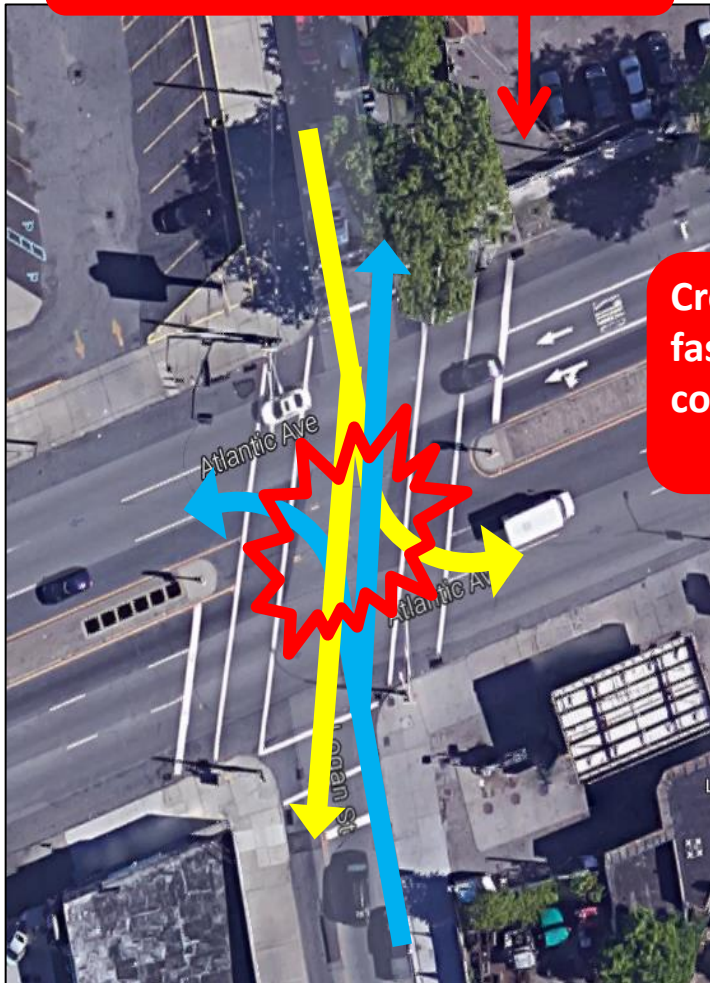
Left turners stuck waiting for a gap, blocking through traffic



Vehicles waiting to turn left block moving lane and cause dangerous swerves around stopped vehicles

Issue: Confusing Intersections

Confusing and angled intersections



Create unpredictable, fast movements and conflicting turns



Issue: Poor Condition of Median



LIRR vents are in need of storm-proofing

Median is in very poor condition



Median is misused

Design Constraints

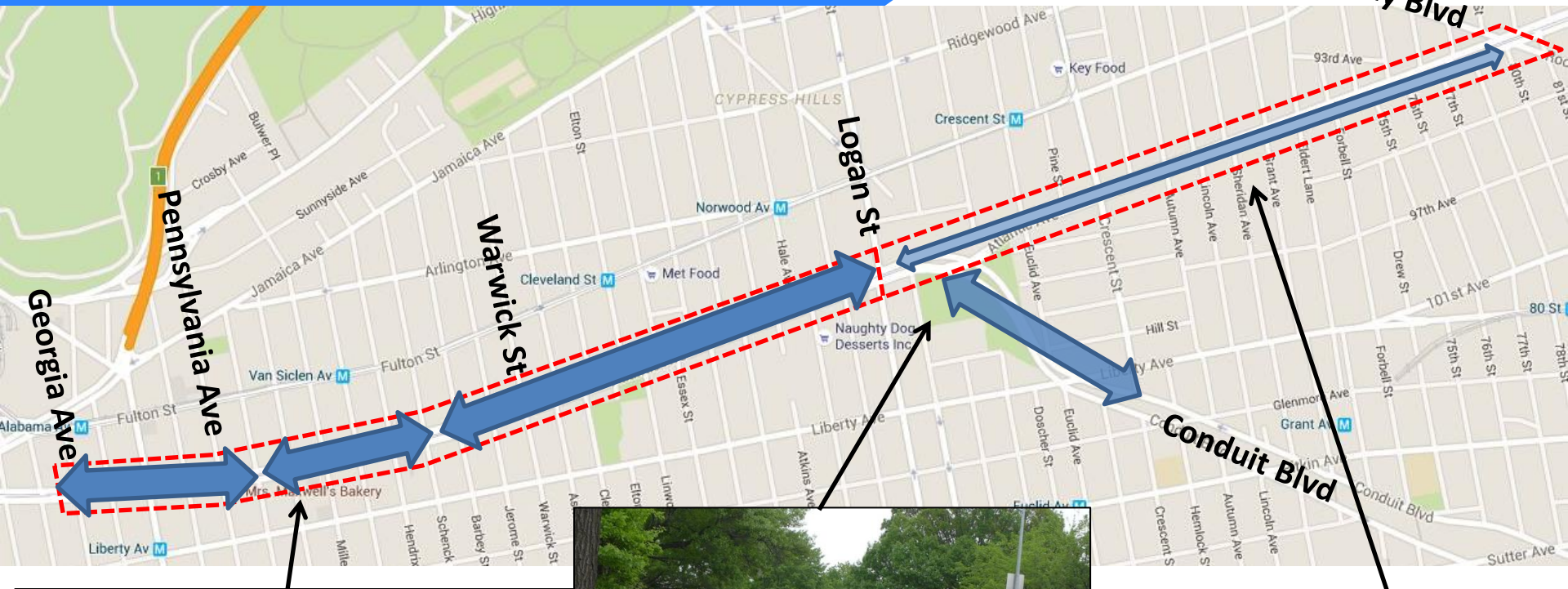
LIRR Vents



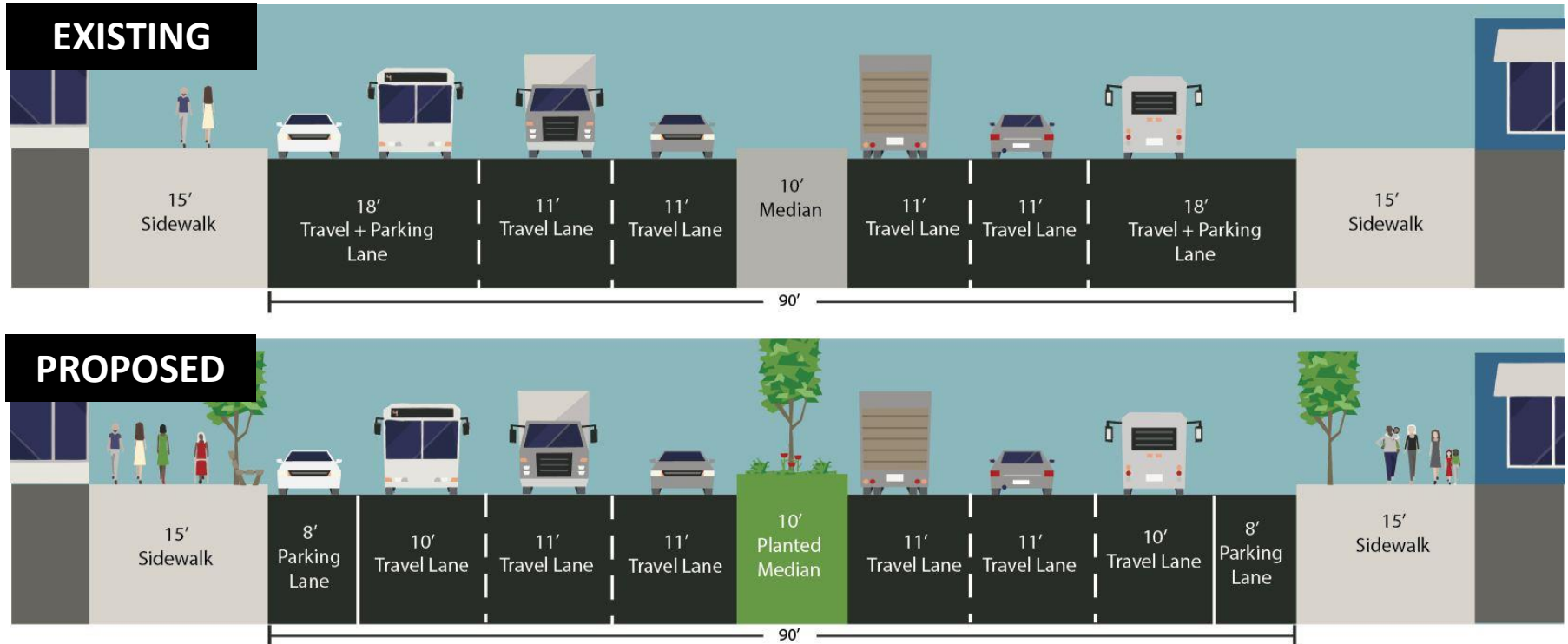
- Vent locations cannot be moved
- Vents need to be rehabilitated and storm-proofed

Design Constraints

Traffic Volumes



Phase I Proposal: Overview

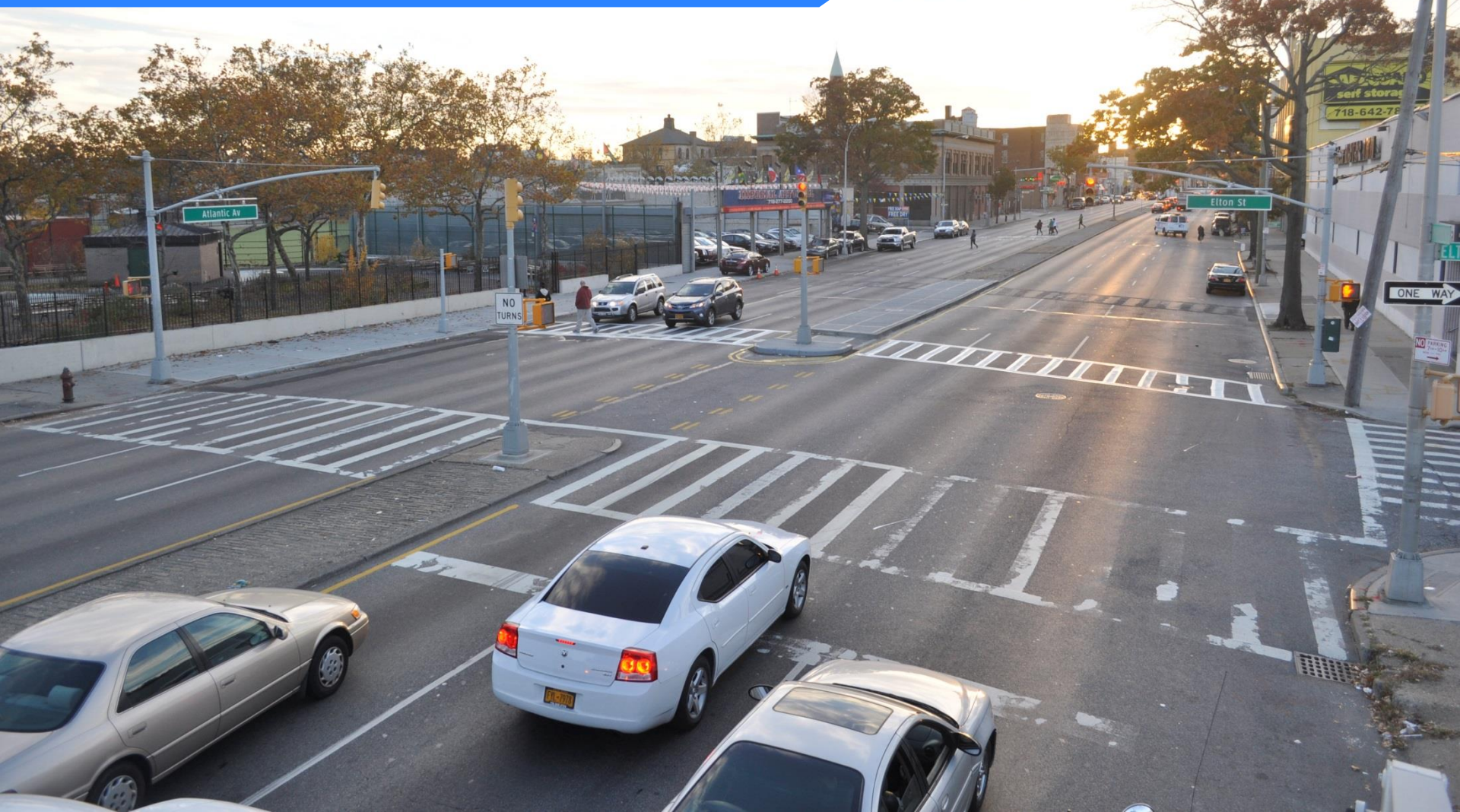


Reconstruct
sidewalks

Create raised planted
median over LIRR,
extend medians into
crosswalks

New left turn bays
and curb extensions
where feasible

Existing

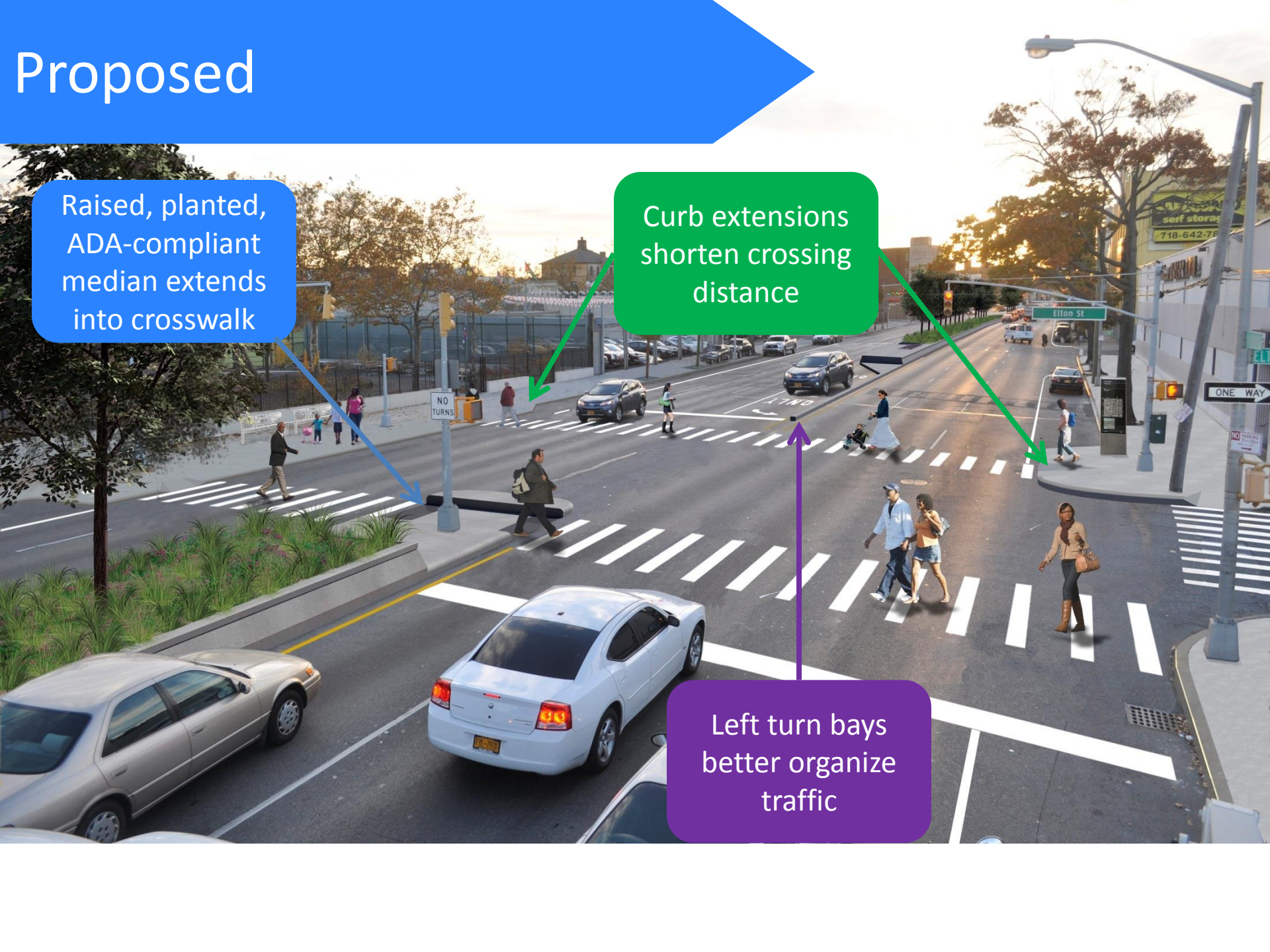


Proposed

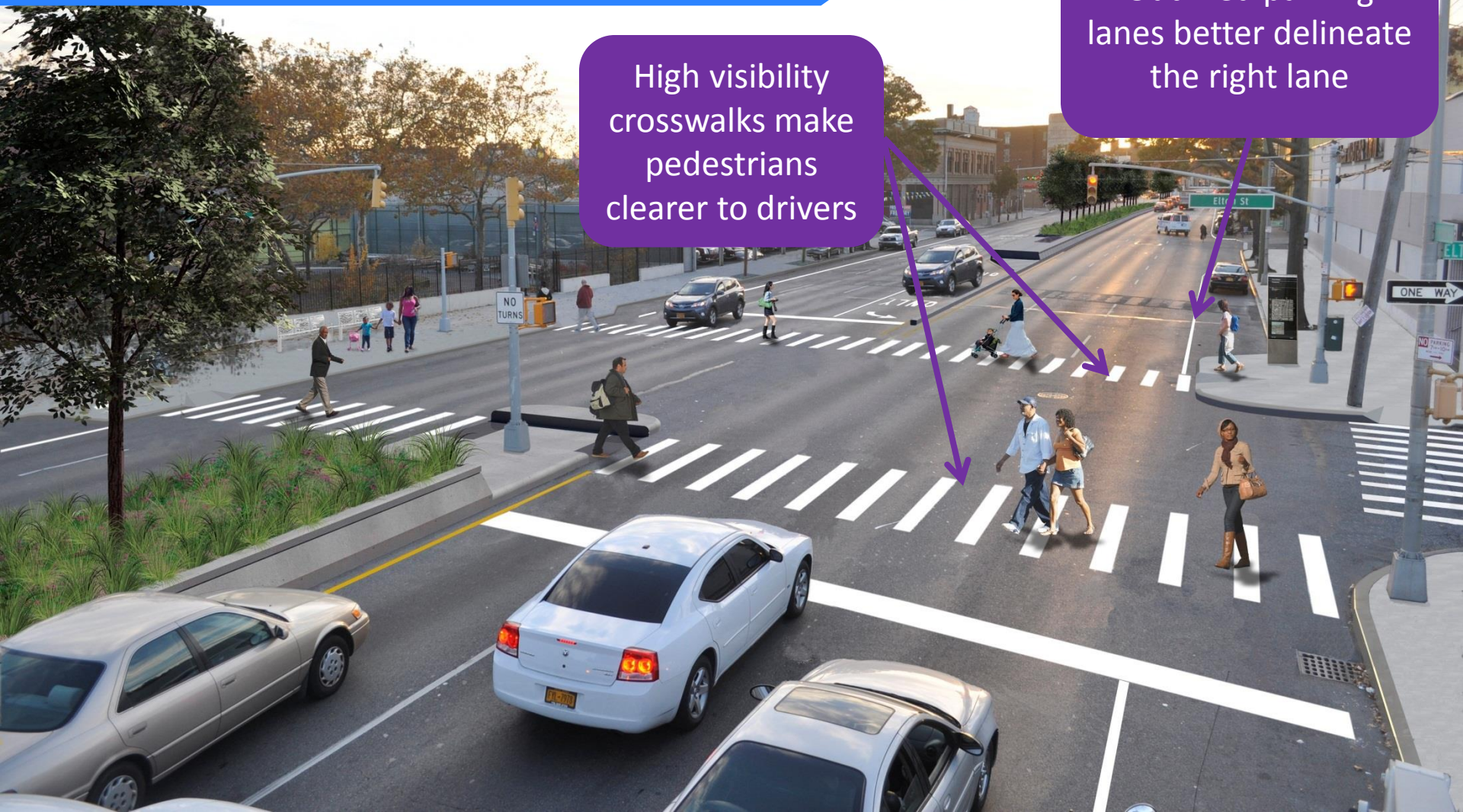
Raised, planted, ADA-compliant median extends into crosswalk

Curb extensions shorten crossing distance

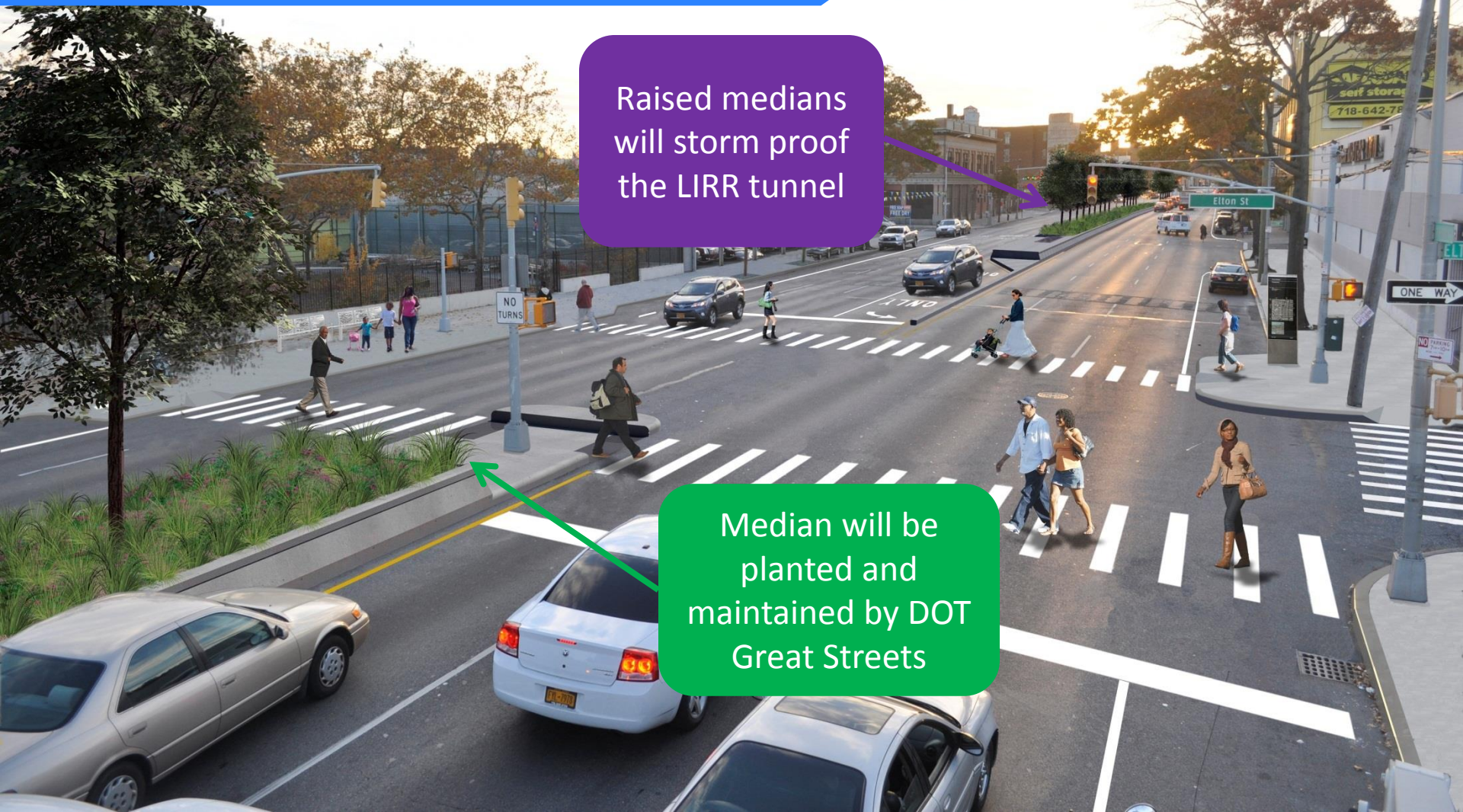
Left turn bays better organize traffic



Proposed



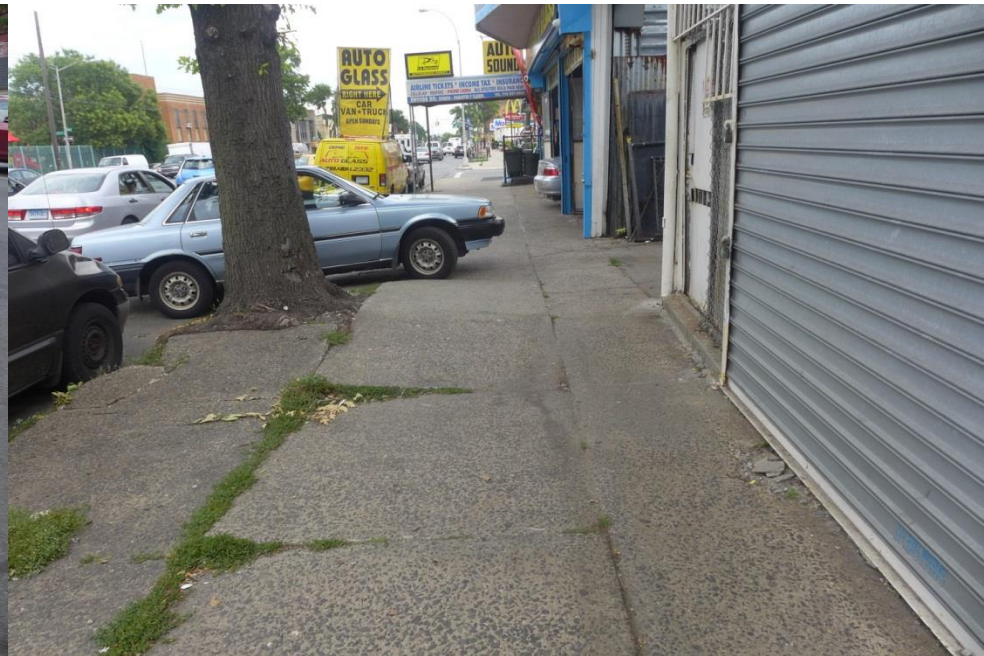
Proposed



Raised medians
will storm proof
the LIRR tunnel

Median will be
planted and
maintained by DOT
Great Streets

Existing



Poor sidewalk condition

Proposed



Reconstructed sidewalks with wayfinding

Design Features

Median Tip Extensions



Before: Queens Blvd and 69th St

- Median extensions are proposed in 15 locations

<u>Intersection</u>	<u>Median</u>
Georgia Av	E
Pennsylvania Av	W
Vermont St	W
Bradford St	W
Bradford St	E
Miller Av	W
Miller Av	E
Hendrix St	W
Hendrix St	E
Schenck Av	W
Schenck Av	E
Elton St	E
Berriman St	W
Highland Pl	E
Logan St	W



After: Queens Blvd and 69th St

Design Features

Curb Extensions



Curb extensions
shorten crossing
distance

- Curb extensions are proposed in 15 locations

<u>Intersection</u>	<u>Corner</u>
Georgia Av	NW
Georgia Av	SW
Vermont St	NW
Bradford St	NW
Bradford St	SW
Miller Av	NE
Miller Av	SE
Schenck Av	NW
Schenck Av	SW
Warwick St	SE
Elton St	S
Elton St	NW
Essex St	SW
Highland Pl	NW
Norwood Av	NE

Design Features

New Left Turn Bays



- Left turning vehicles are given dedicated space
- Reduces risk of lane-change crashes and alleviates back-pressure at intersections
- At 4 locations:
 - Vermont St (westbound)
 - Warwick St (westbound)
 - Elton St (eastbound)
 - Highland Pl (eastbound)
- Other locations not possible due to LIRR vents

Design Features

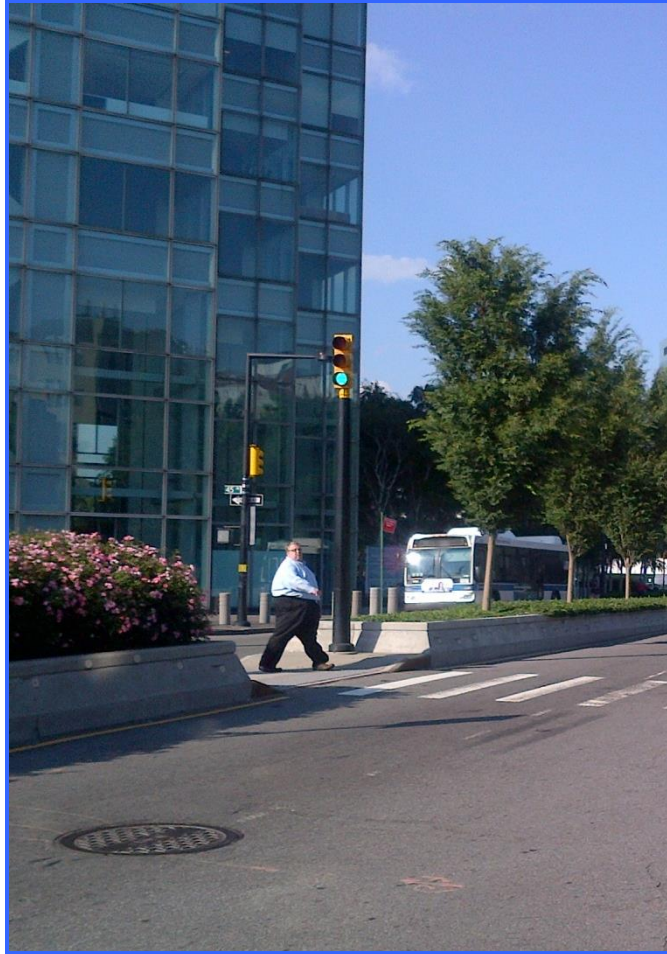
Left Turn Ban



- Simplifies complicated/skewed intersections
- At 2 locations off Atlantic Ave:
 - Vermont St (eastbound)
 - Alt routes: Pennsylvania Ave, Bradford St, Schenck Ave
 - Logan St (eastbound)
 - Alt routes: Elton St, Highland Pl – both will have new left turn bays

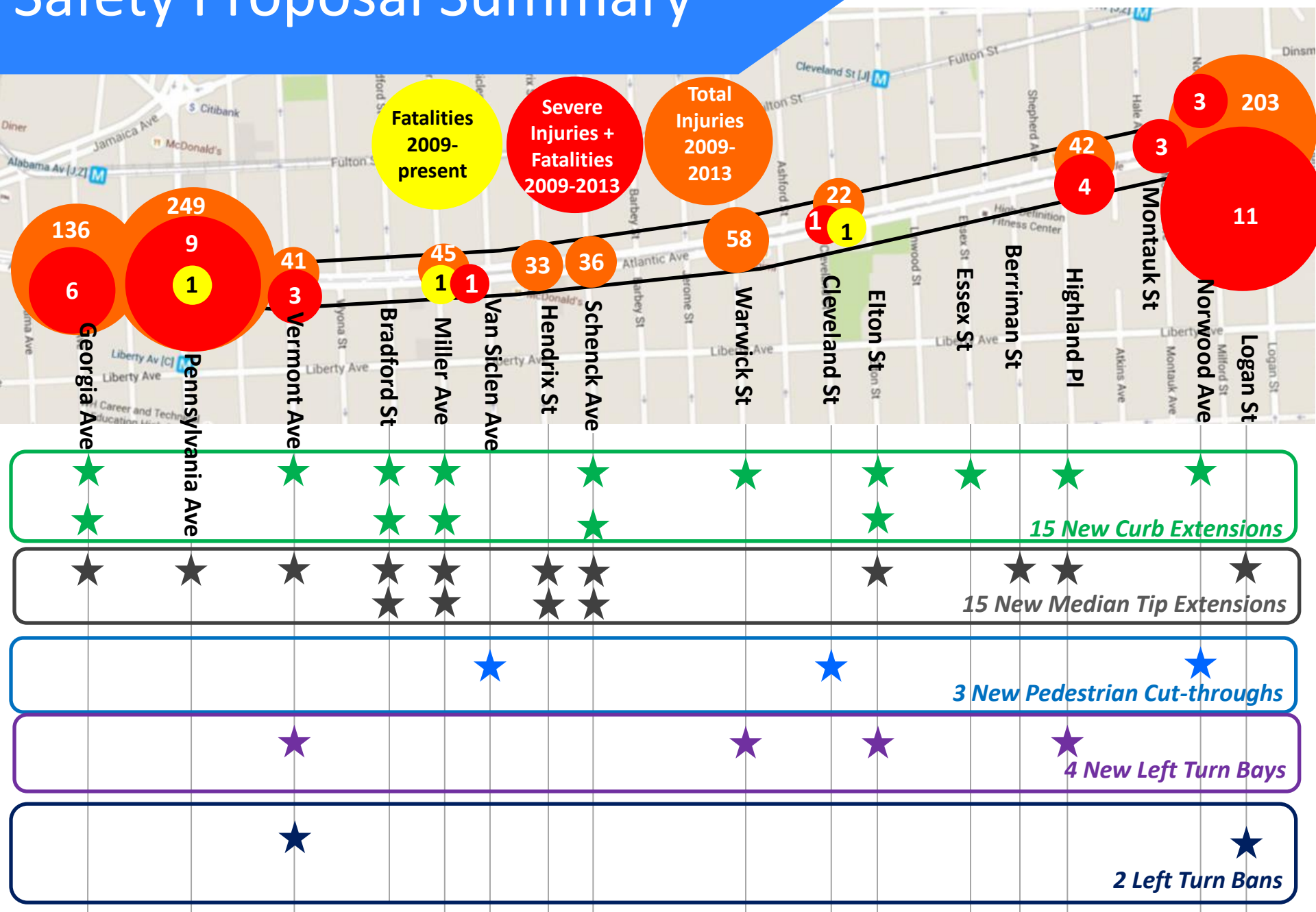
Design Features

Possible Future Pedestrian Cut-throughs



- Provides more safe crossing opportunities
- 3 Likely locations – near J-train stations
 - Van Siclen Ave
 - Cleveland St
 - Norwood Ave
- Will be provided when warrant is met

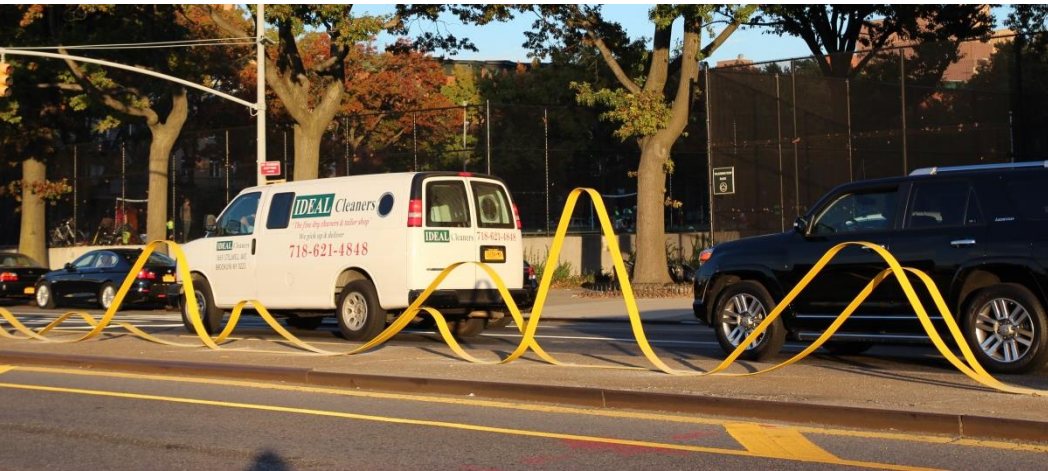
Safety Proposal Summary



Investigating for Phase II

Potential features, as guided by workshop input, include:

- Analyze the Euclid Ave, Logan Street and Cityline Park area
- Safety improvements at the intersection of Logan St
- Consider possible bike lane
- Open more intersections to north/south through traffic
- Percent for Art



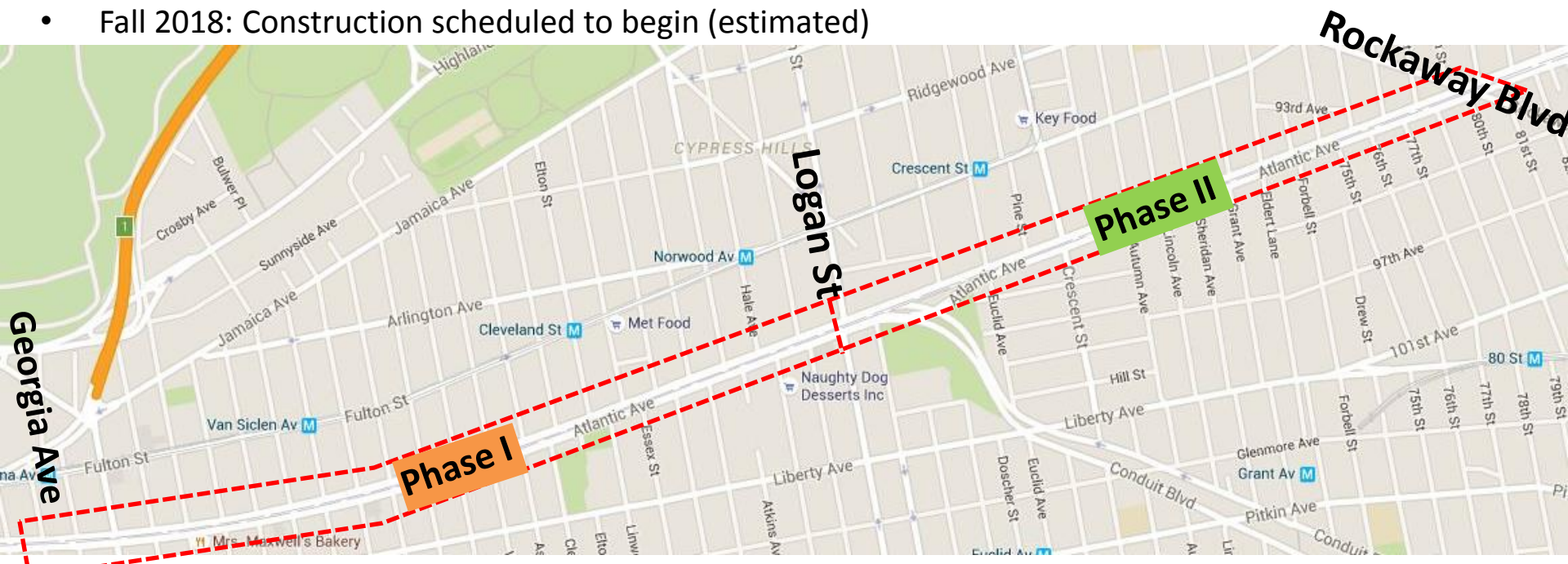
Capital Timeline Goals

Phase I Atlantic Ave: Georgia Ave to Logan St (HWD10105)

- Federal funds require expedited design/construction timeline
- Summer 2016: Design completed
- Spring 2017: Construction scheduled to begin

Phase II Atlantic Ave: Logan St to Rockaway Blvd (HWD10105A)

- Fall 2018: Construction scheduled to begin (estimated)



Benefits of Proposal

- Better for Pedestrians
 - Better protection when waiting on the median
 - Shorter crossing distances
 - High visibility crosswalks
 - New sidewalks and pedestrian wayfinding
 - Possible new crossing opportunities near J-train stations
- Better for Drivers
 - Left turn bays better organize traffic
 - Outlined parking lanes: more comfortable driving experience
- Safer for All Road Users
 - Similar projects have reduced crashes with injuries by ~33%

nyc.gov/dot

Thank
You



Contact: DOT Brooklyn Borough Commissioner's Office – (718) 222-7259