



AVENUES V, W, X

School Safety Improvements
Presentation for CB 15 | Spring 2019

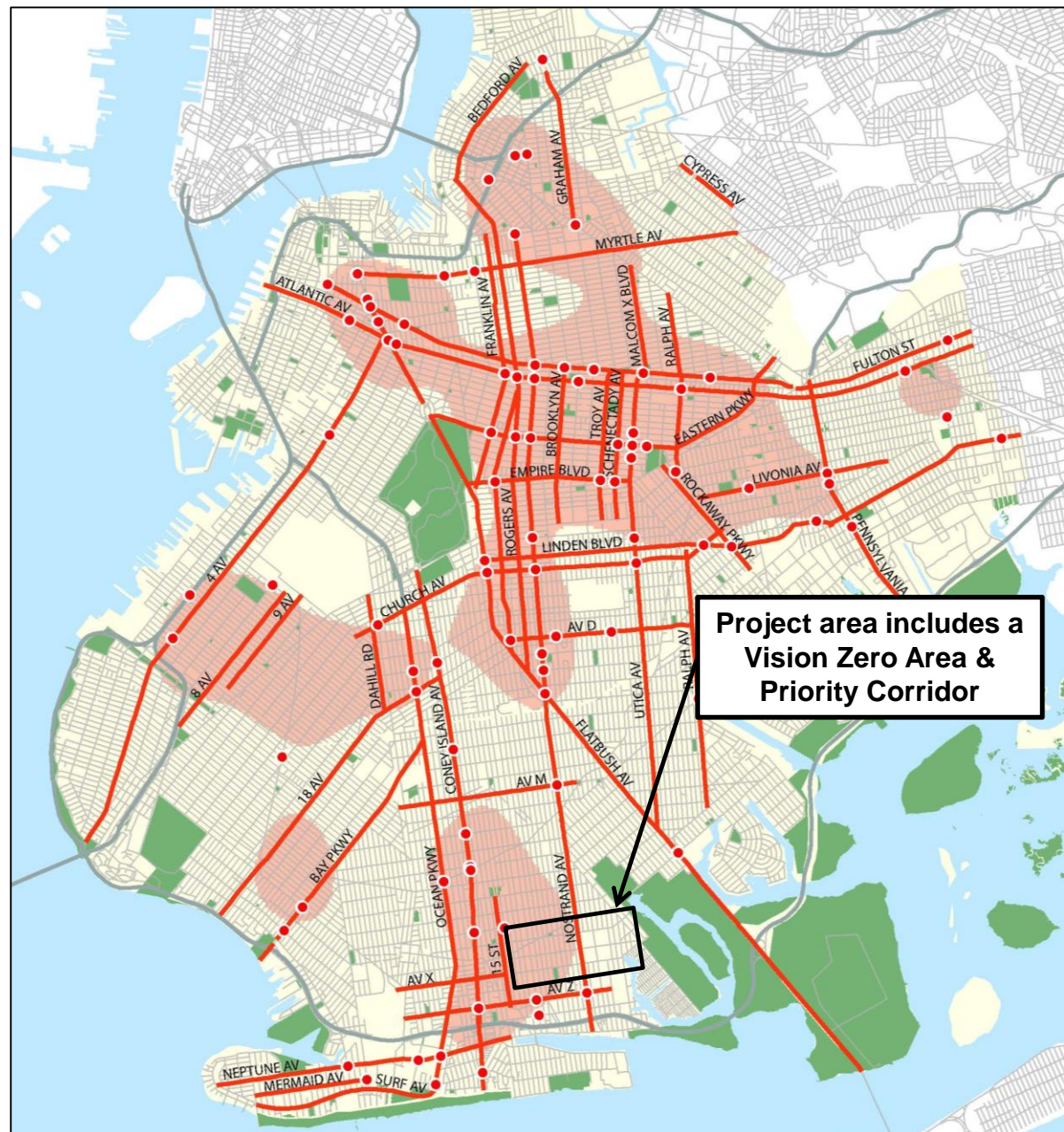
Background

Vision Zero

- Multi-agency effort to reduce traffic fatalities in NYC
- Borough Action Plans released in 2019
- Priority Intersections, Corridors, and Areas identified for each borough

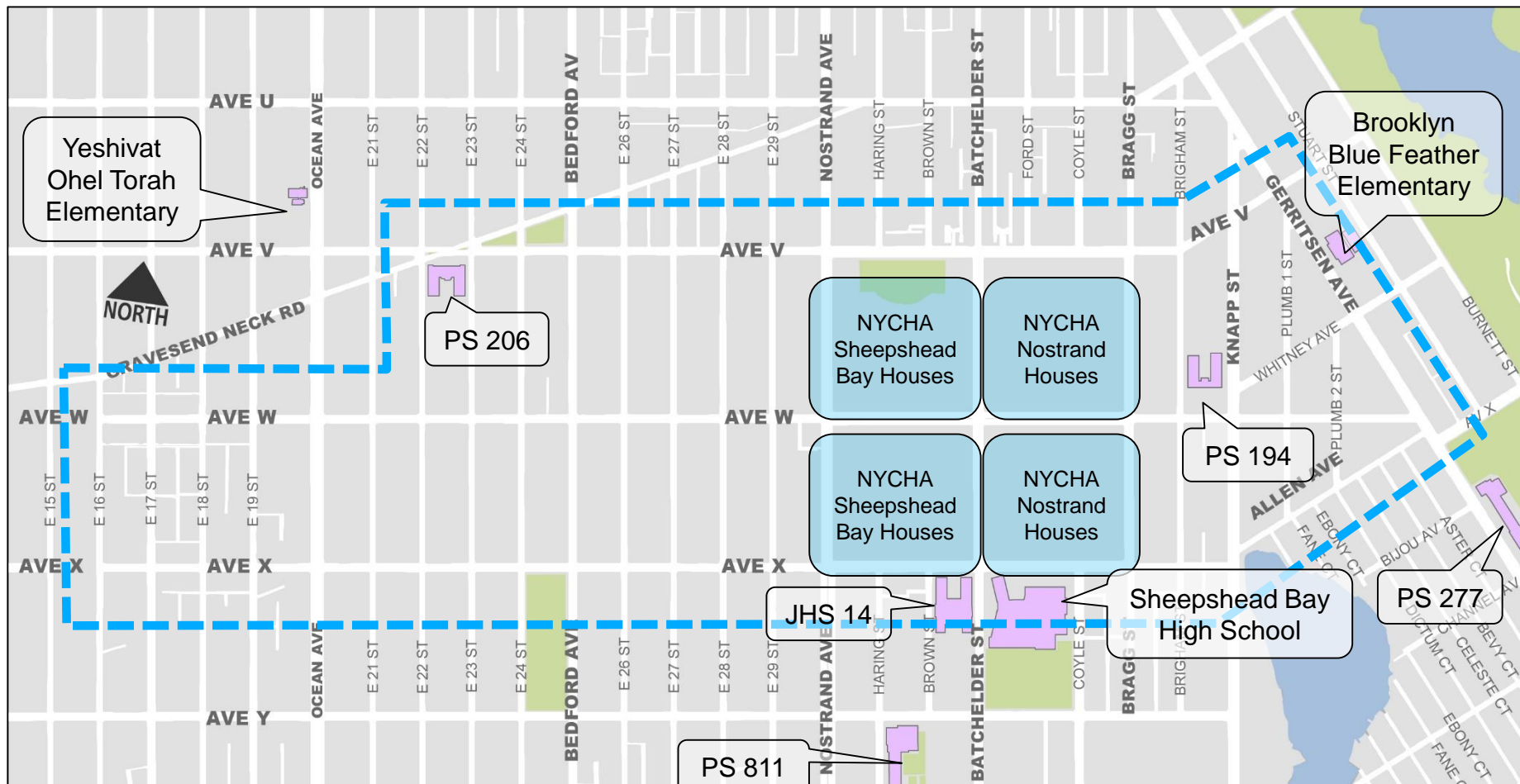
Avenues V, W, X

- Nostrand Avenue is a Vision Zero Priority
- Vision Zero Priority Bike Area



Background

Project Location



Background

Safety Data

Safety Data, 2012-2016

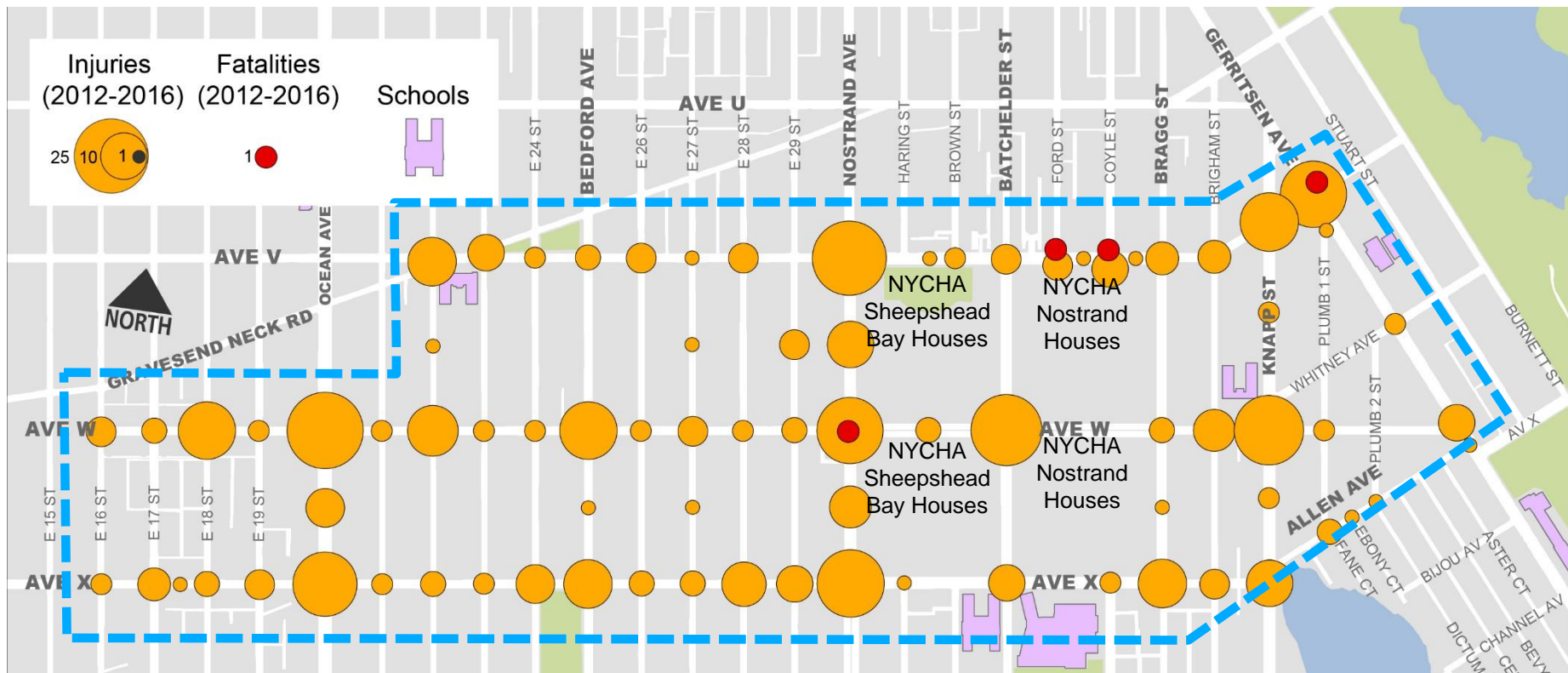
- 487 total injuries
- 48 severe injuries
- 42% of those severely injured were pedestrians
- 4 total fatalities, of which 3 were pedestrians

Injury Summary, 2012-2016 (5 Years)

	Total Injuries	Severe Injuries	Fatalities	KSI
Pedestrian	123	20	3	23
Bicyclist	17	3	0	3
Motor Vehicle Occupant	347	25	1	26
Total	487	48	4	52

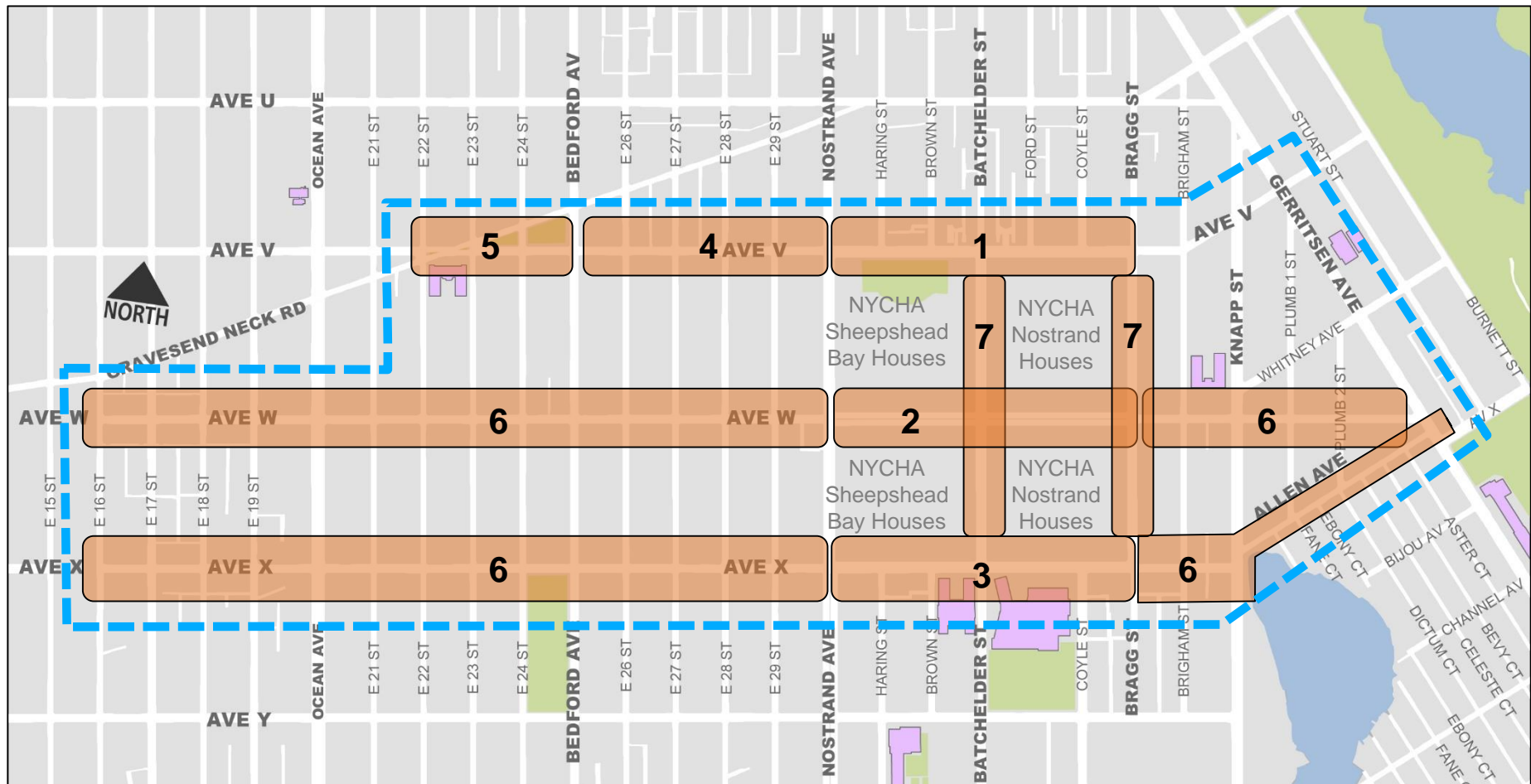
Fatalities, 01/01/2012-12/31/2019 : 4

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



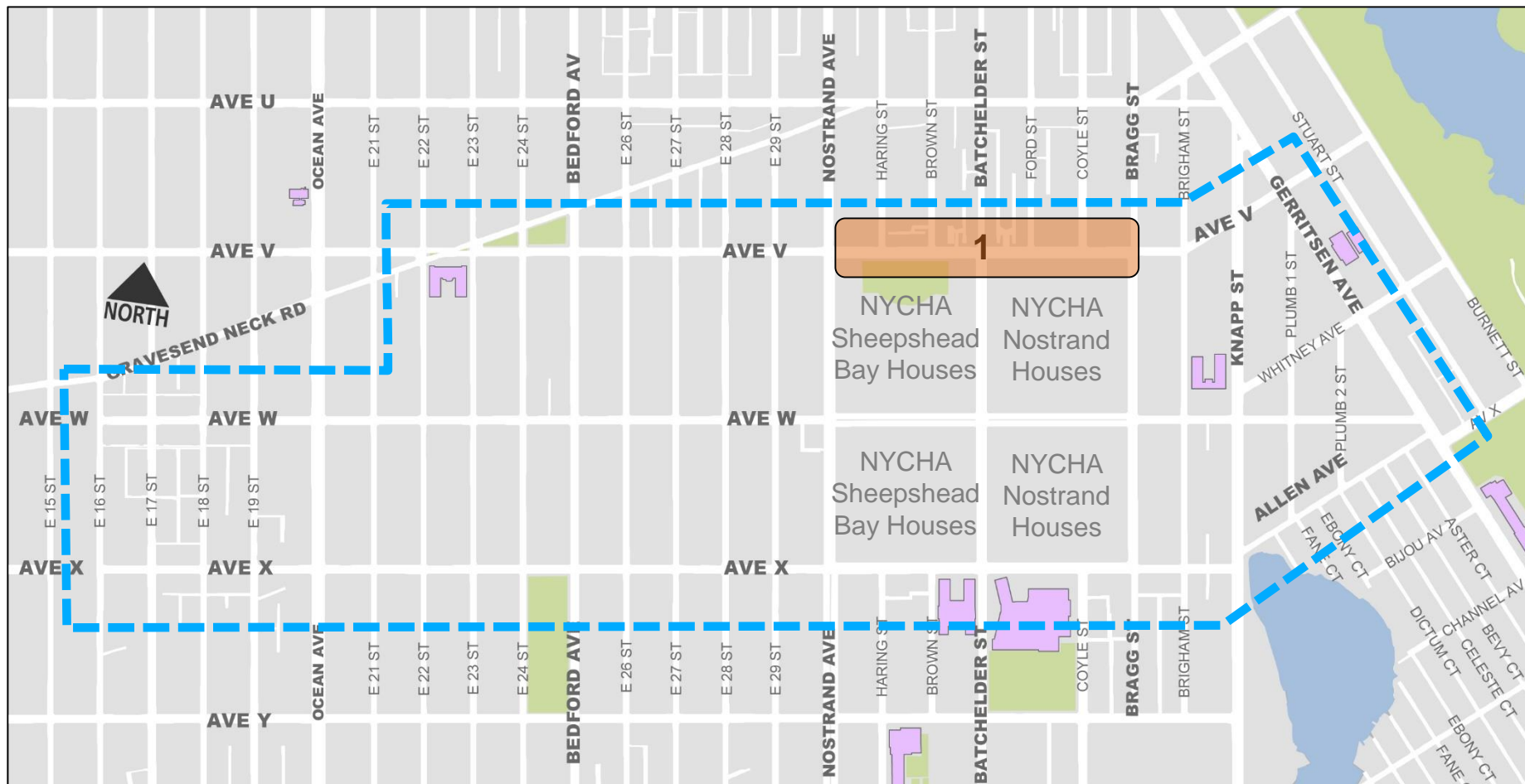
Avenues V, W, X

Presentation Overview



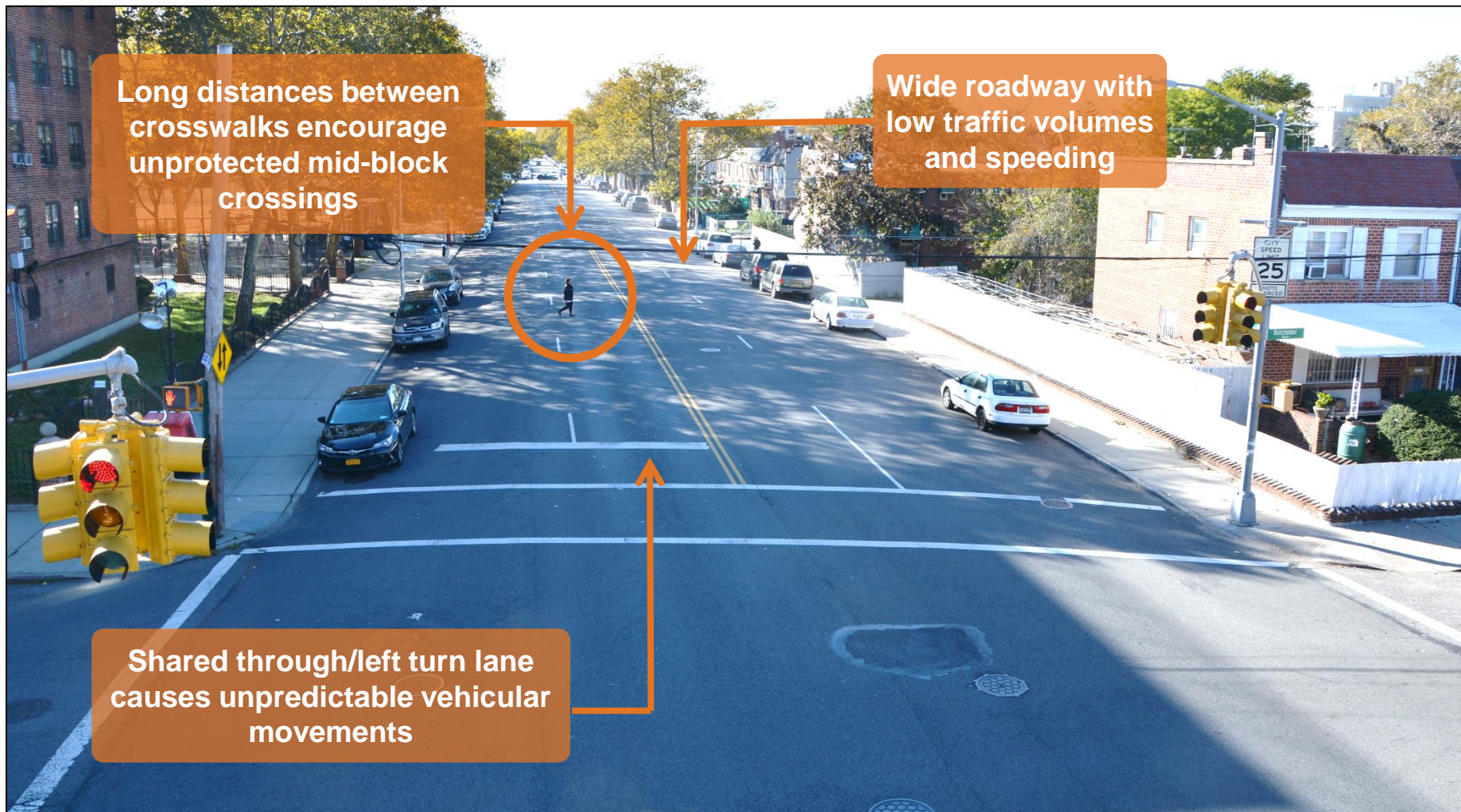
Avenue V (Nostrand Ave to Bragg St)

Overview



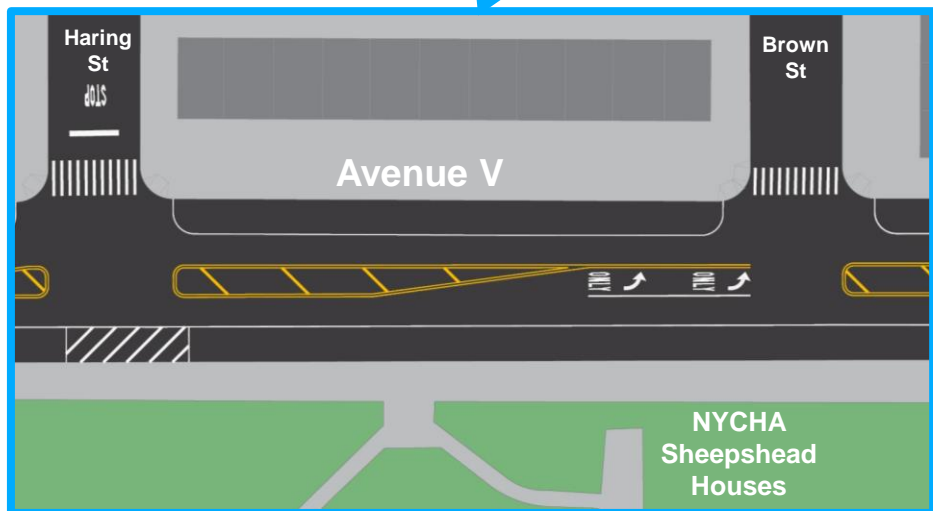
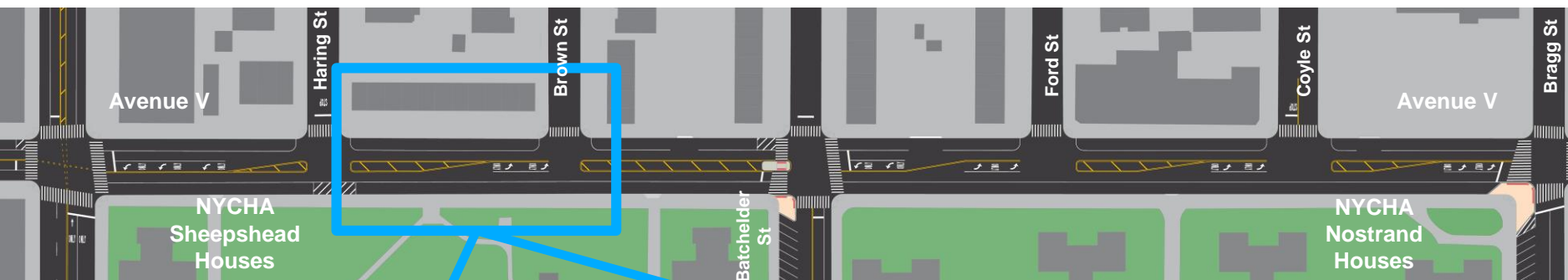
Avenue V (Nostrand Ave to Bragg St)

Existing: Wide Street with Few Pedestrian Crossings



Avenue V (Nostrand Ave to Bragg St)

Proposal: 4 to 3 Lane Conversion



Left turn bays, painted median and parking lane stripes to separate and organize traffic movements.



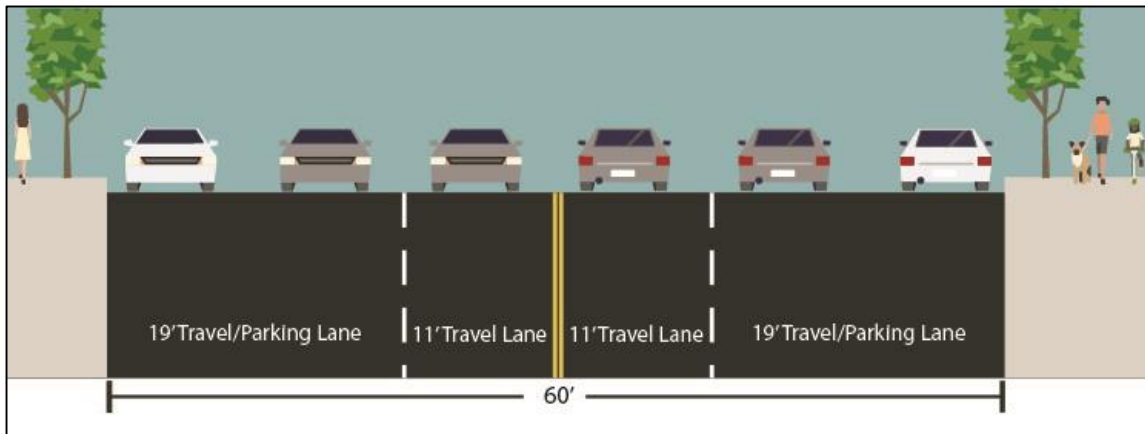
Avenue V (Nostrand Ave to Bragg St)

Proposal Detail: 4 to 3 Lane Conversion

EXISTING



Ave V at Batchelder St, looking east



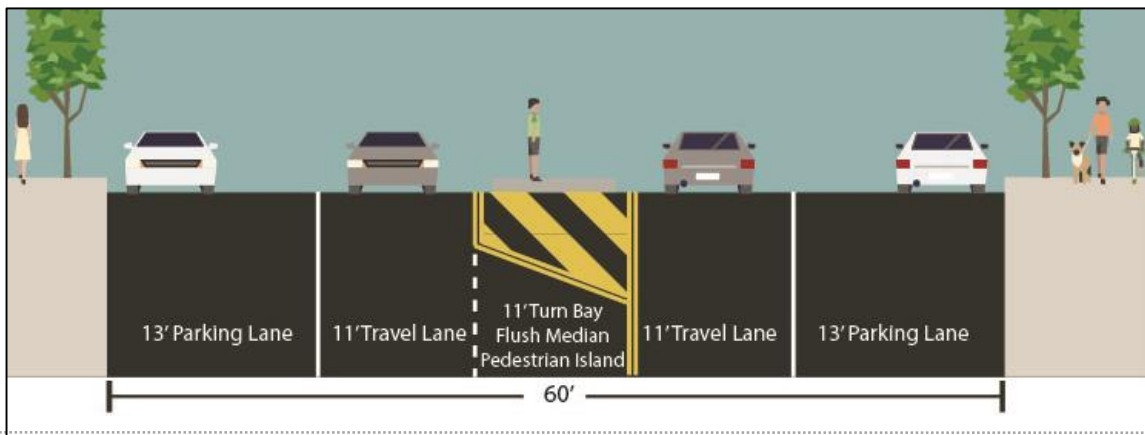
Left turn bays improve traffic flow and improve safety

Pedestrian refuge islands create safer crossings and vehicle turns

PROPOSED



Example: W 6th St, Brooklyn

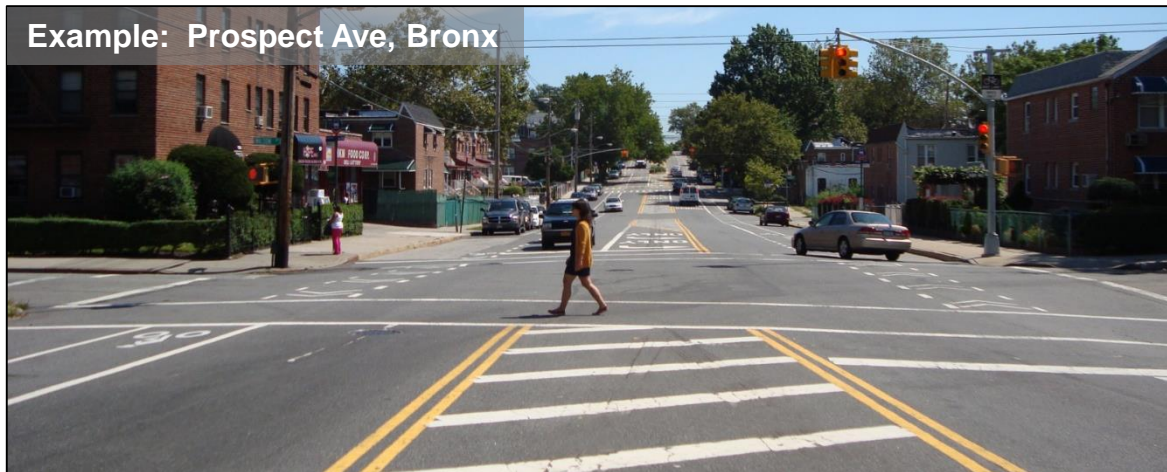


Avenue V (Nostrand Ave to Bragg St)

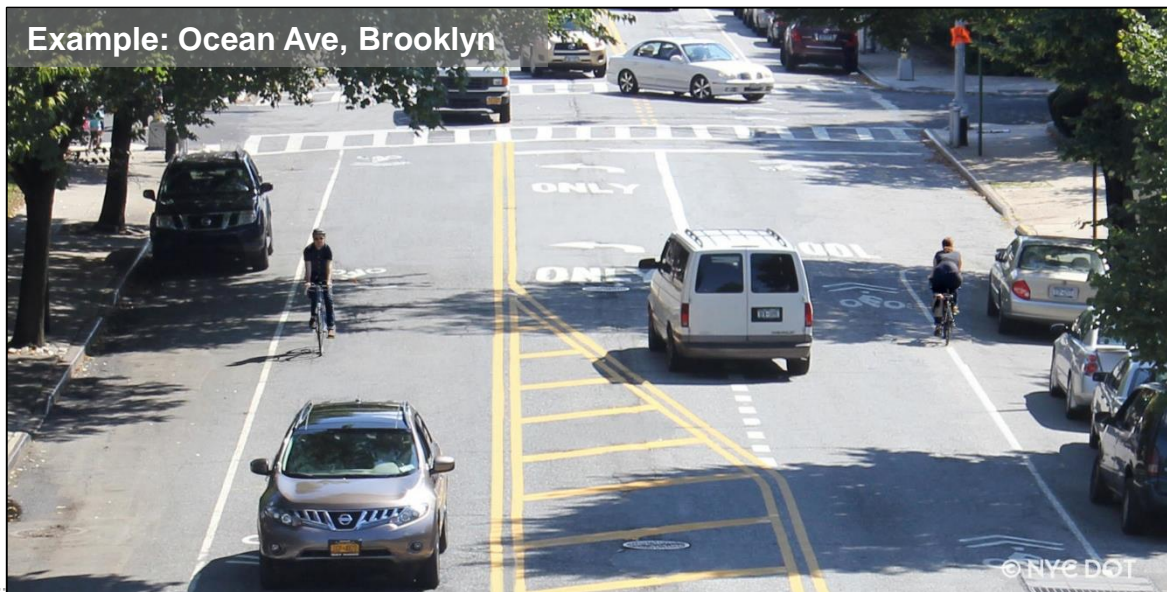
Proposal Detail: 4 to 3 Lane Traffic Calming

- Consistent moving lane reduces speeding, reduces conflict
- Removing one lane in each direction discourages speeding
- Left turn bays improve traffic flow and create safer left turns

Example: Prospect Ave, Bronx

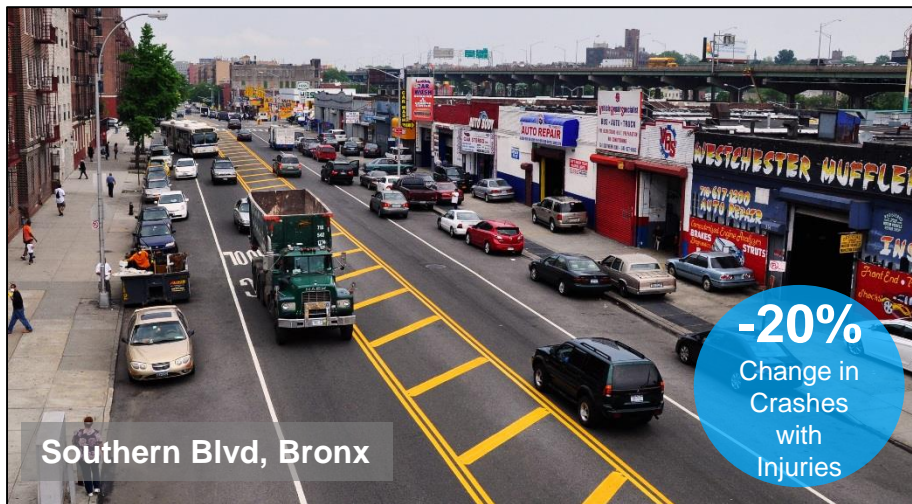
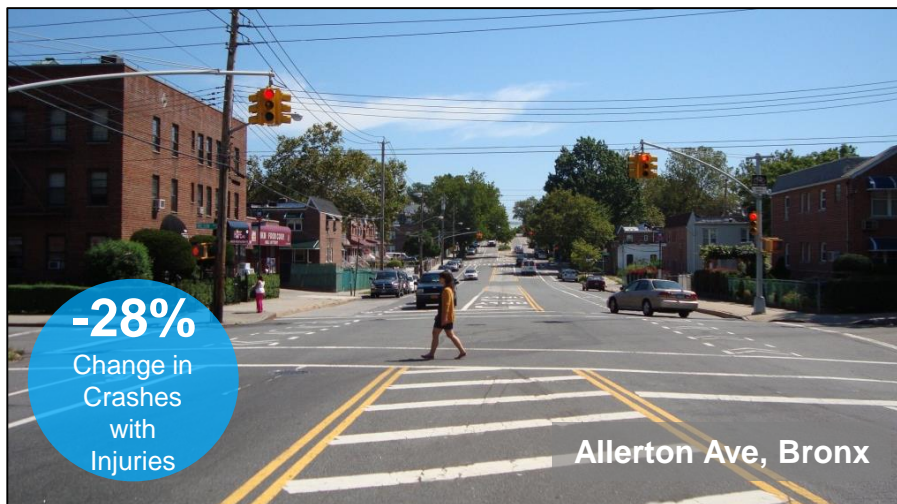
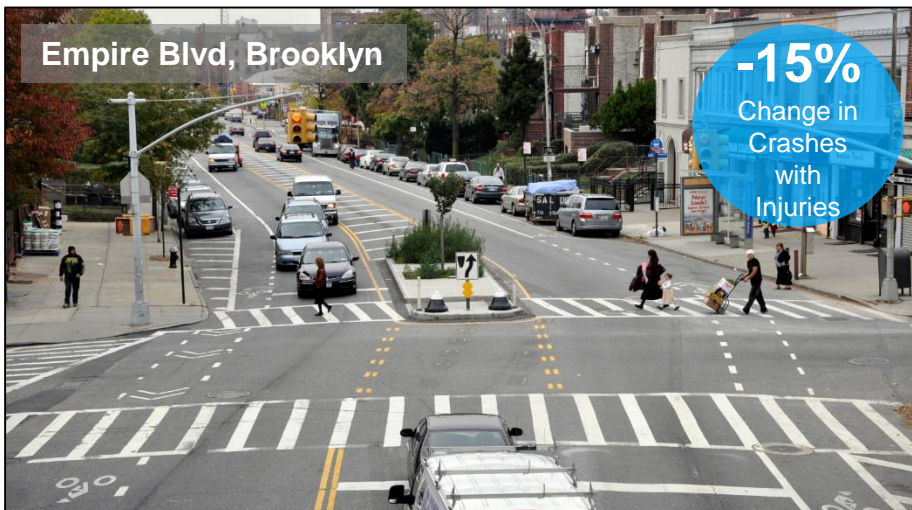


Example: Ocean Ave, Brooklyn



Avenue V (Nostrand Ave to Bragg St)

Proposal Detail: Benefits of 4 to 3 Lane Conversion



Avenue V (Nostrand Ave to Bragg St)

Proposal Detail: Traffic Volumes

Congested Lane



- 700 vehicles per hour or above

Existing (2 lanes)

- Maximum* 180 vehicles per lane

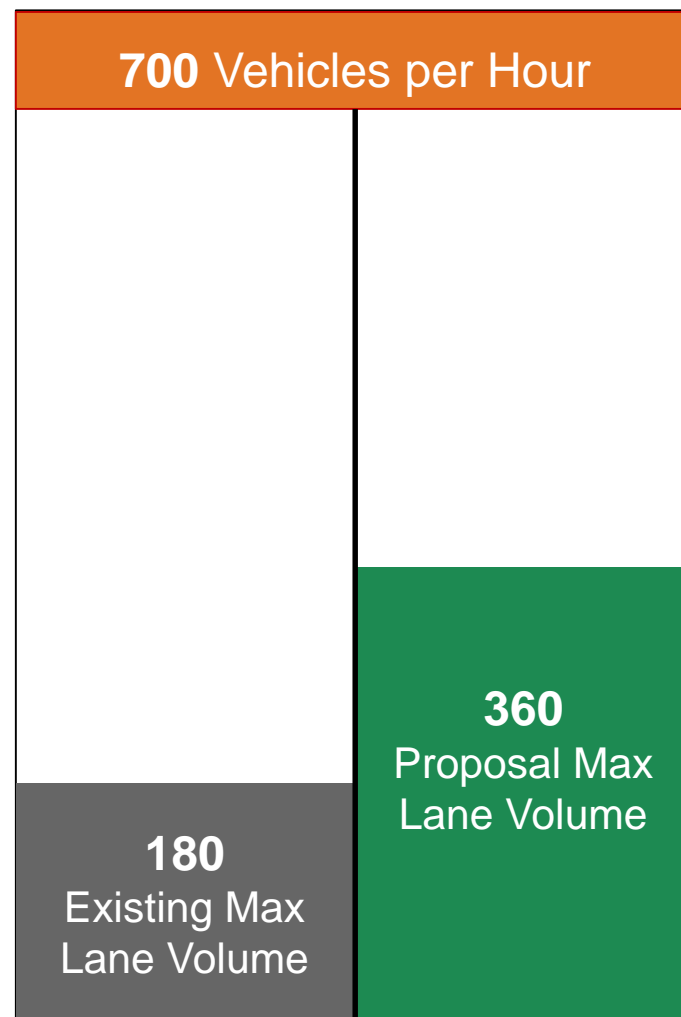
Proposal (1 lane + left turn bays)

- Maximum 360 vehicles per lane

*Maximum Recorded Weekday Peak Volume (AM & PM) at Ave V & Bragg St

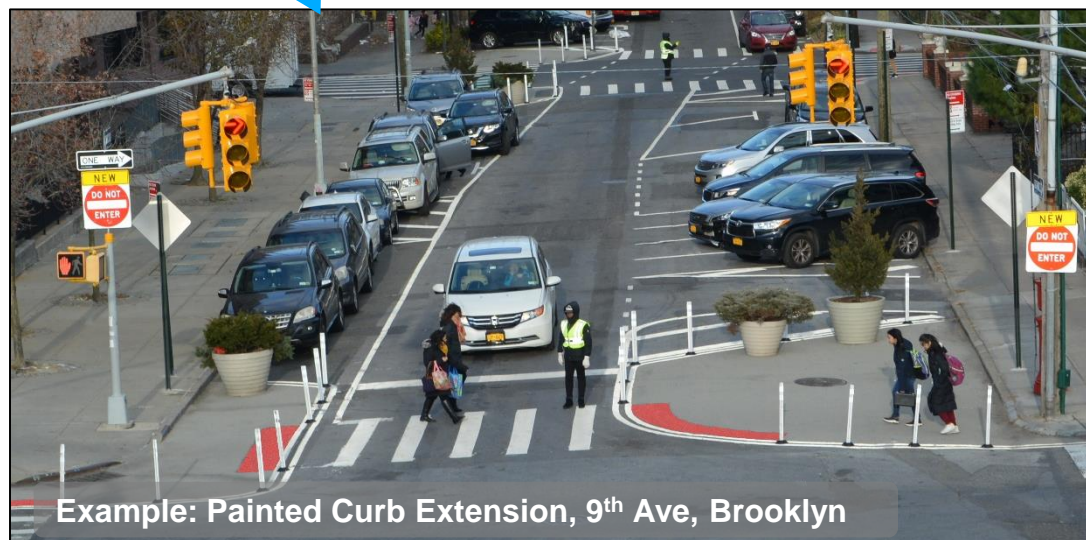
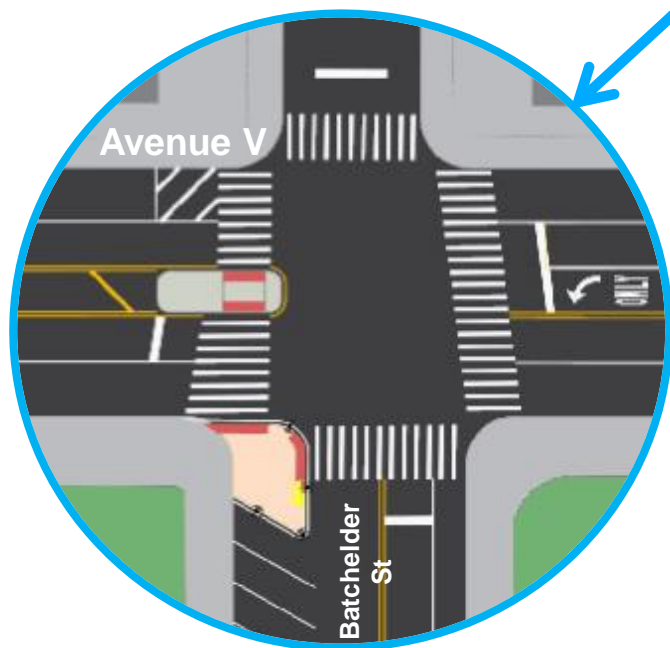
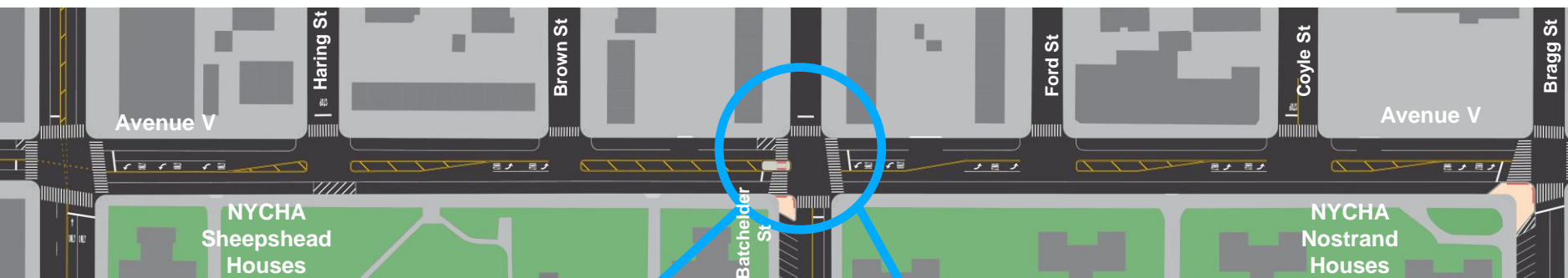
Left Turn Bays

- Left turn bays in 6 locations will further improve capacity



Avenue V (Nostrand Ave to Bragg St)

Proposal: Shorter, Safer Pedestrian Crossings



New concrete pedestrian islands & painted curb extensions improve pedestrian visibility and reduce pedestrian crossing distances

Avenue W (Nostrand Ave to Bragg St)

Overview



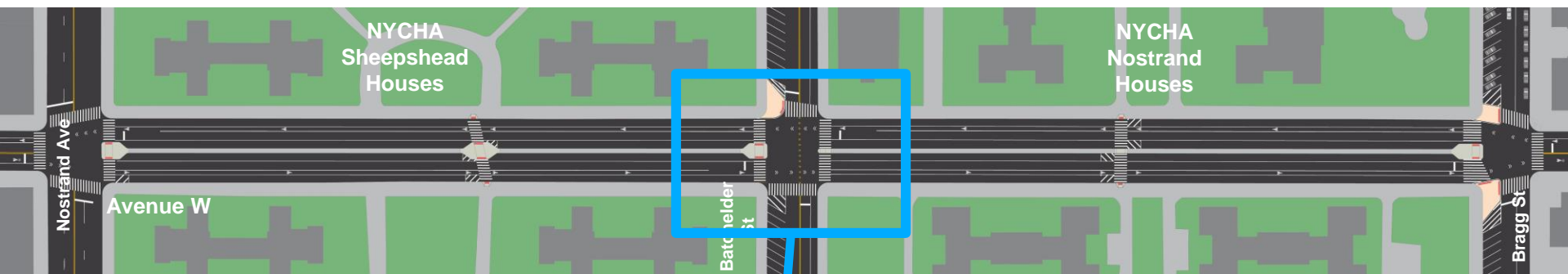
Avenue W (Nostrand Ave to Bragg St)

Existing: Minimal Crossing and Poor Visibility



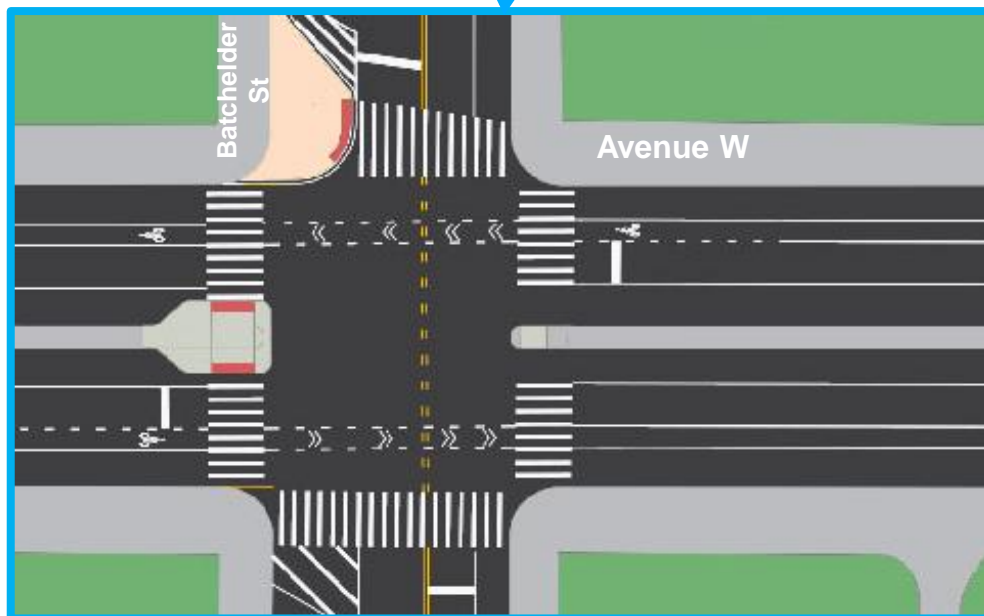
Avenue W (Nostrand Ave to Bragg St)

Proposal: Shorter, Safer Pedestrian Crossings



New bike lanes in both directions

Painted markings narrow travel lanes and calm traffic

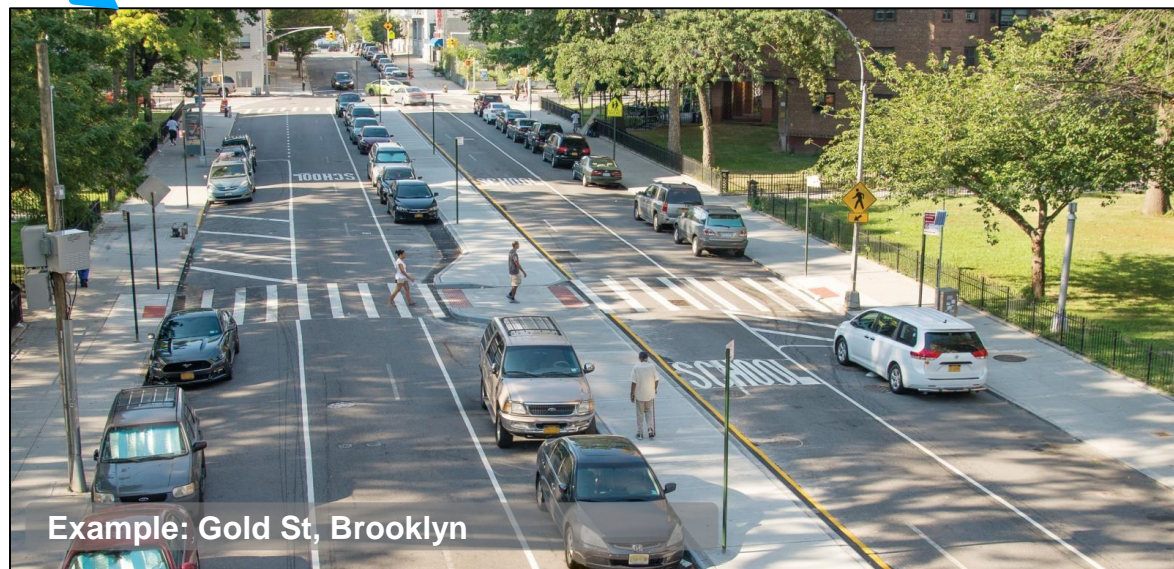
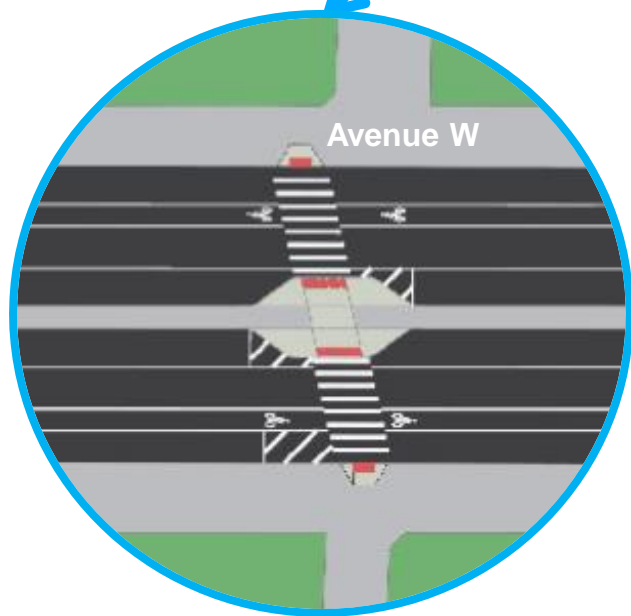
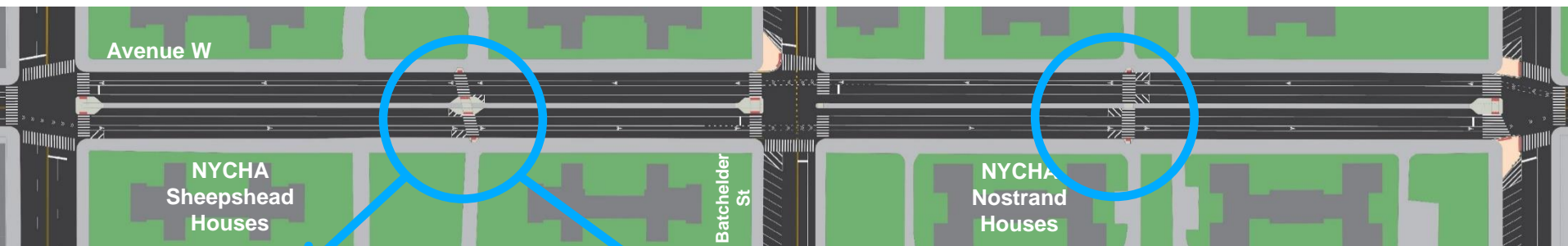


New concrete median tip extensions improve pedestrian visibility and shorten crossings

Painted curb extensions improve pedestrian visibility

Avenue W (Nostrand Ave to Bragg St)

Proposal: New Unprotected Mid-Block Crossings and Improved Visibility

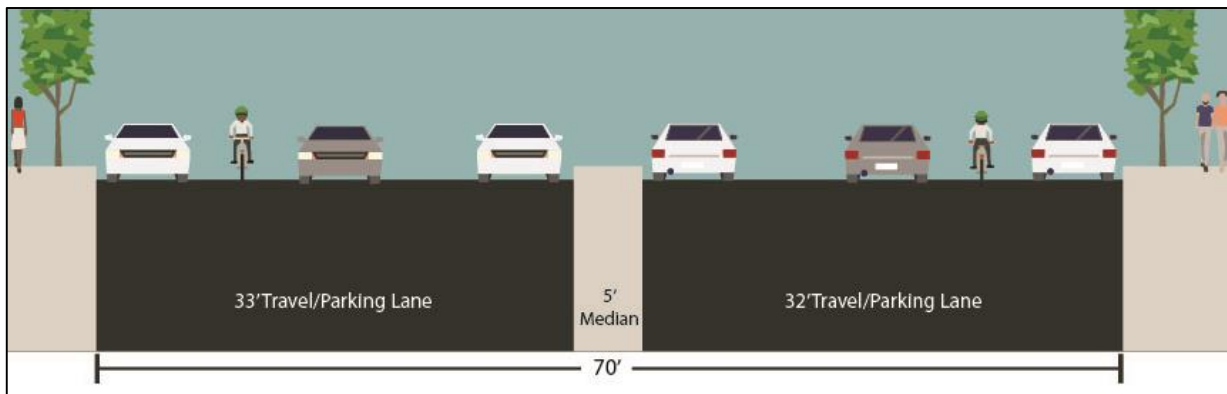


New mid-block crossings with accessible cut-throughs and median extensions provide safe crossings and improve pedestrian visibility

Avenue W (Nostrand Ave to Bragg St)

Proposal Detail: Bike Lanes

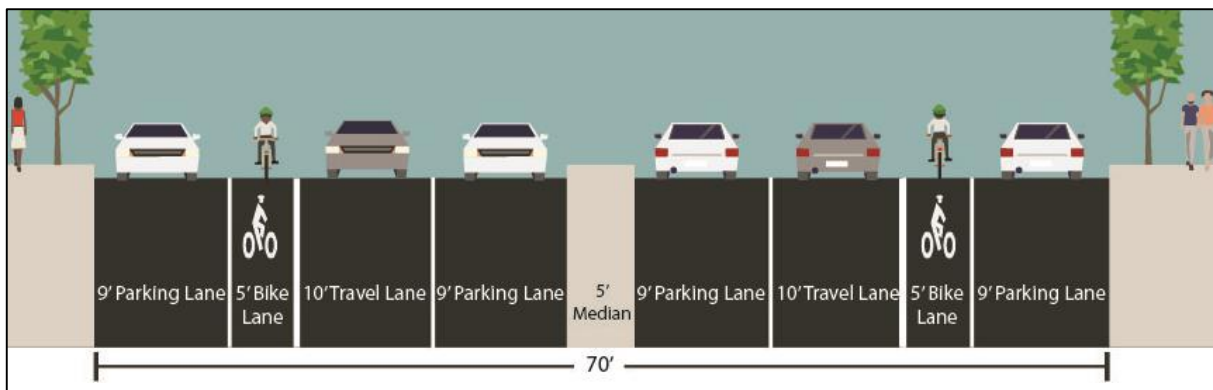
EXISTING



Painted travel lanes separate and organize traffic movements

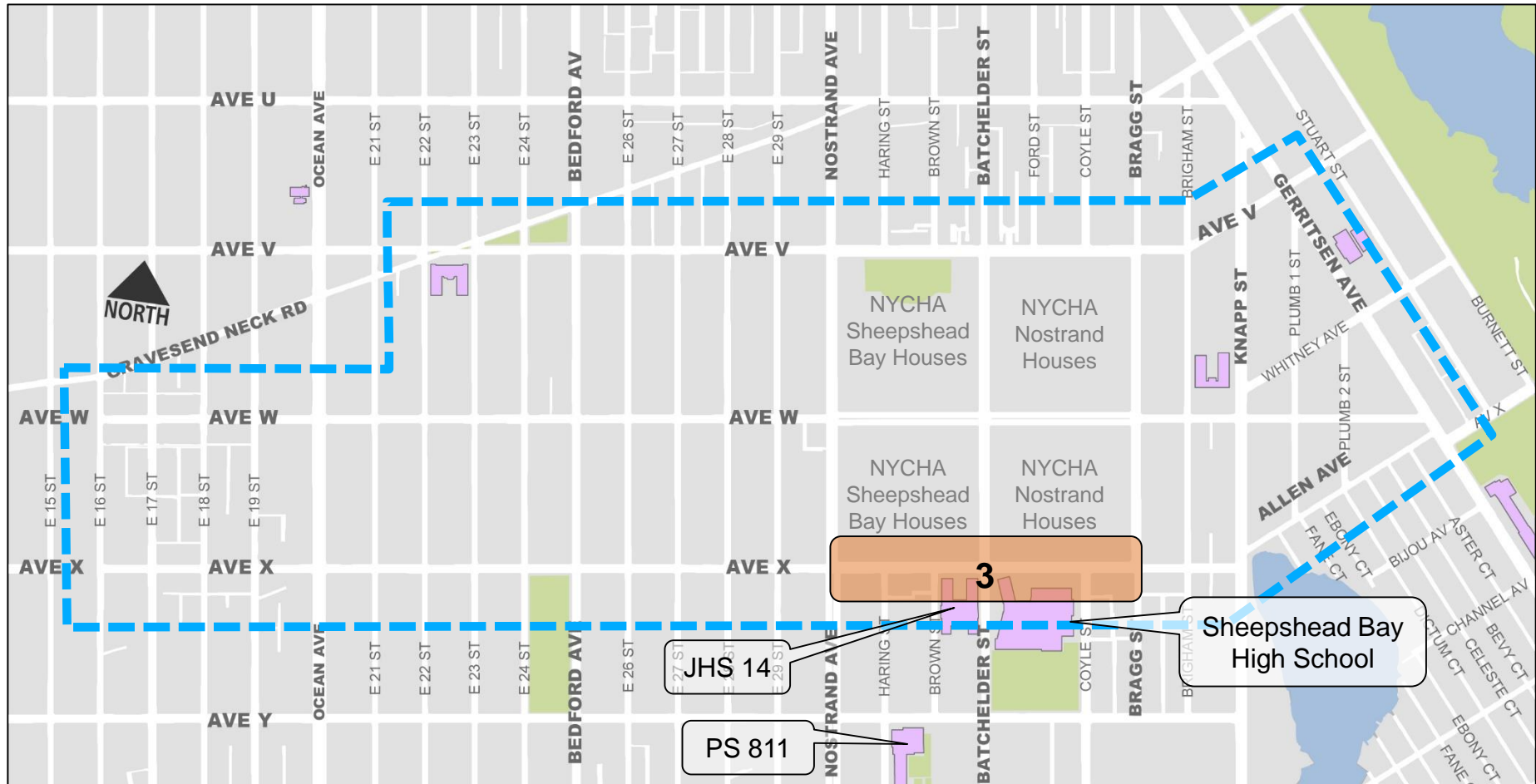
New standard bike lanes provide dedicated space for cyclists

PROPOSED



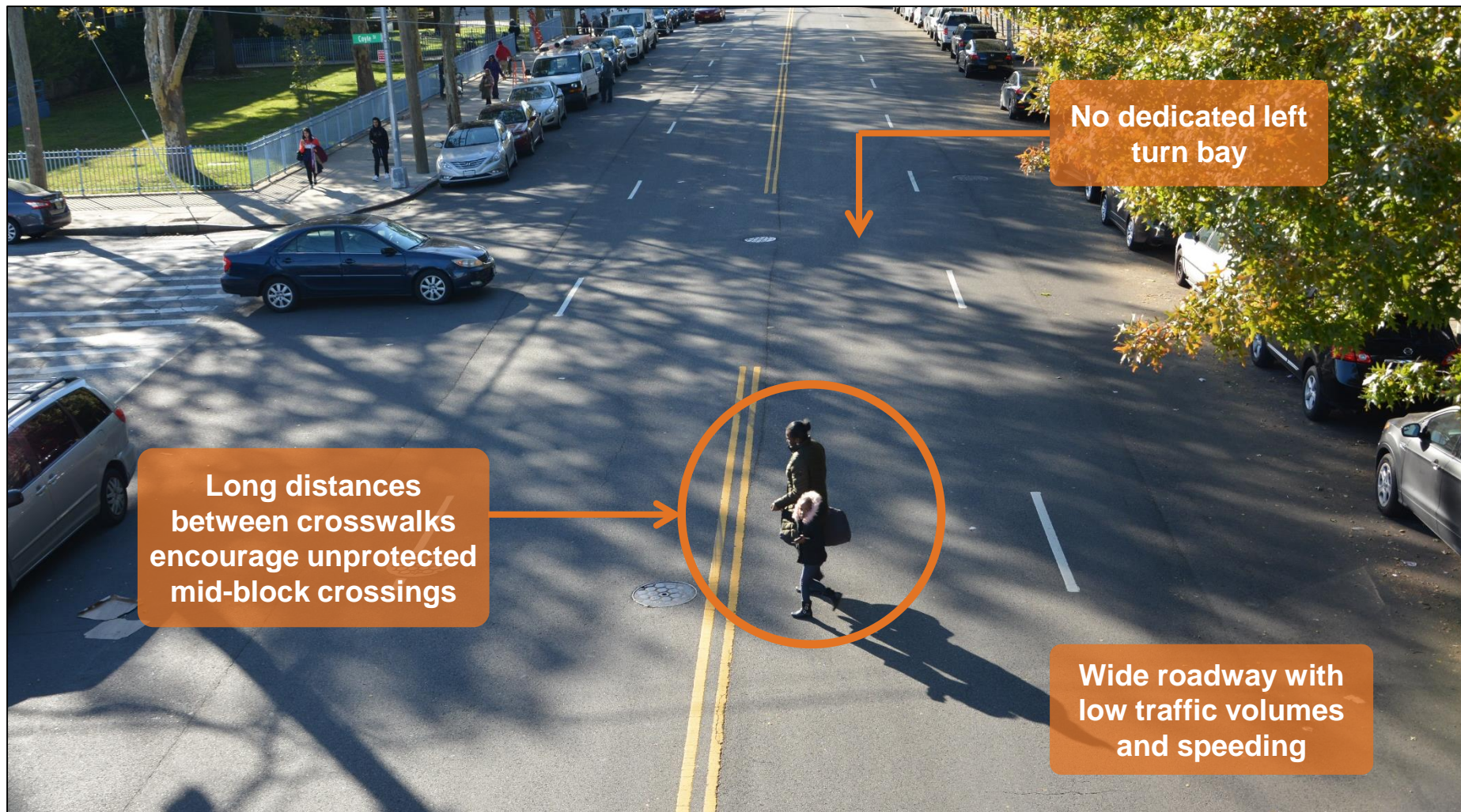
Avenue X (Nostrand Ave to Bragg St)

Overview



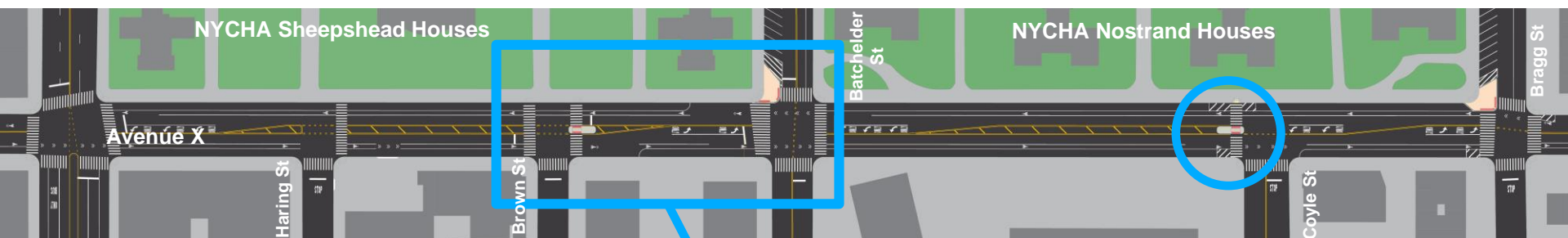
Avenue X (Nostrand Ave to Bragg St)

Existing: Wide Street with Few Pedestrian Crossings



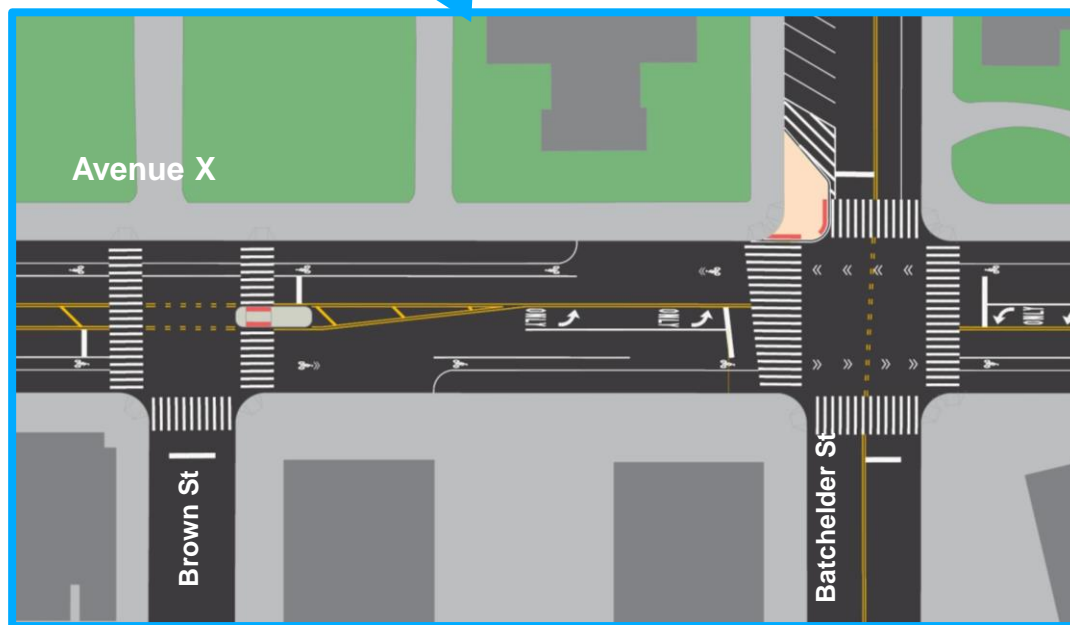
Avenue X (Nostrand Ave to Bragg St)

Proposal: New Pedestrian Crossings and 4 to 3 Lane Conversion



New bike lanes in both directions

Left turn bays, painted median and parking lane stripes separate and organize traffic movements



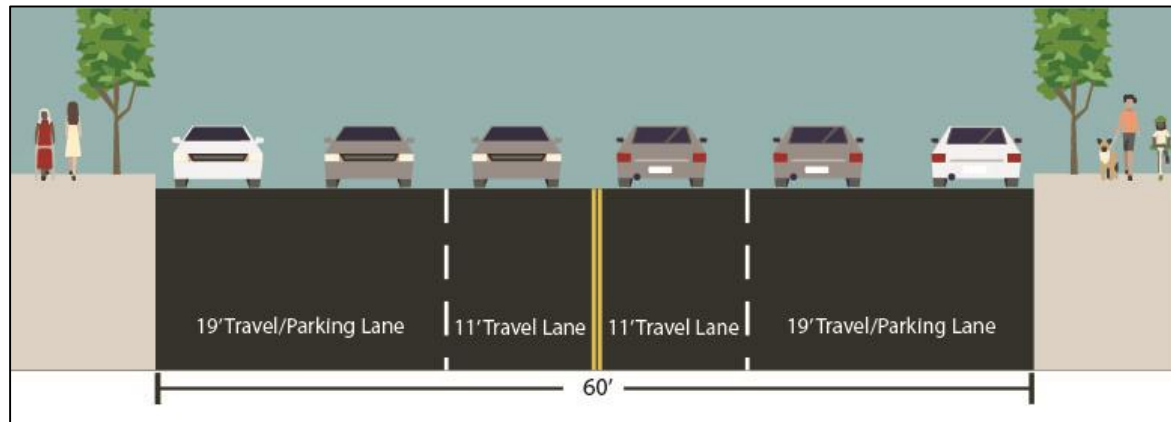
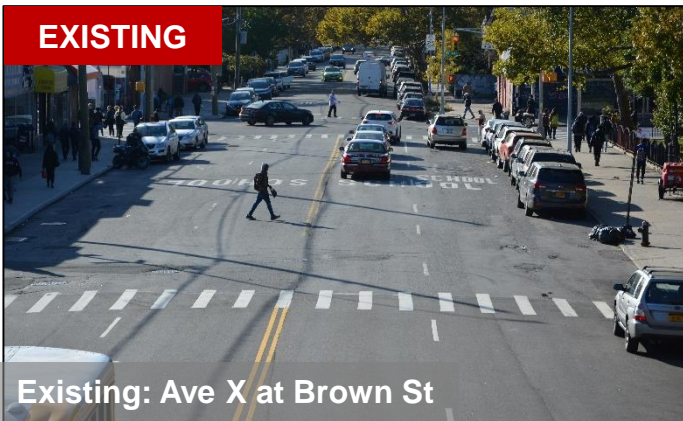
New uncontrolled crossing and concrete pedestrian islands improve pedestrian visibility and reduce pedestrian crossing distances

Painted curb extensions improve pedestrian visibility

Avenue X (Nostrand Ave to Bragg St)

Proposal Detail: 4 to 3 Lane Conversion

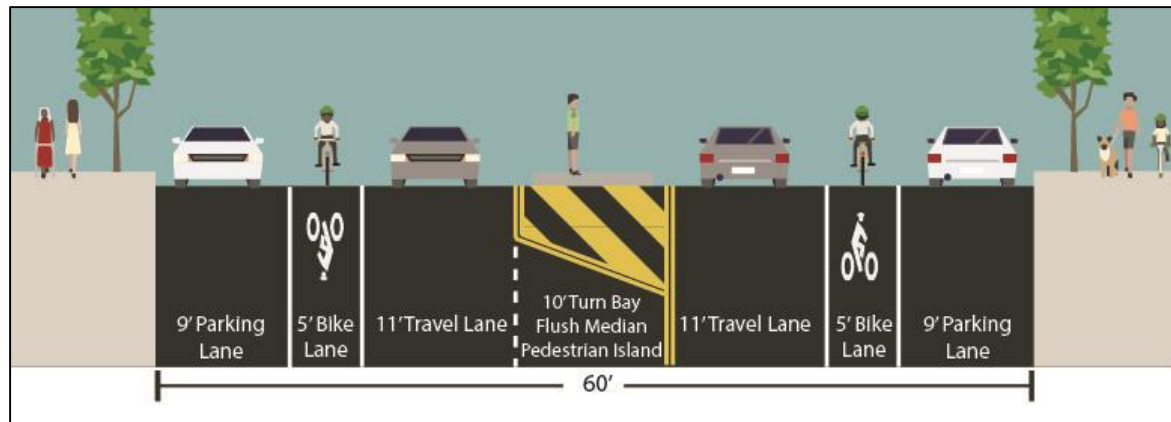
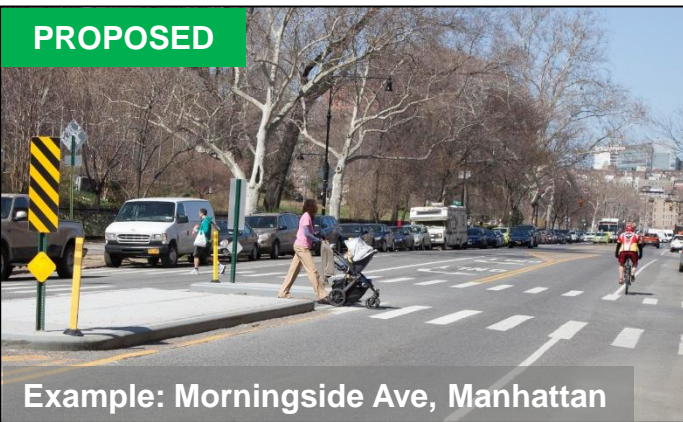
EXISTING



New standard bike lanes provide dedicated space for cyclists

Flush painted median and left turn bays separate and organize traffic movements

PROPOSED



Appendix

Proposal Detail: Traffic Volumes

Congested Lane



- 700 vehicles per hour or above

Existing (2 lanes)

- Maximum* 129 vehicles per lane

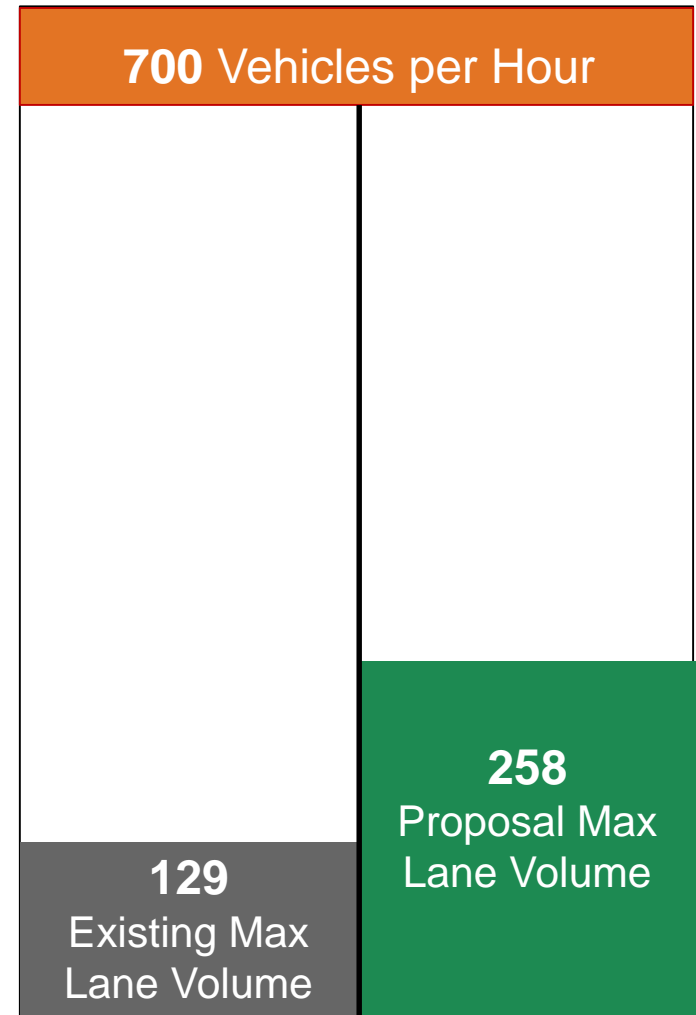
Proposal (1 lane + left turn bays)

- Maximum 258 vehicles per lane

*Maximum Recorded Weekday Peak Volume (AM & PM) at Ave V & Batchelder St

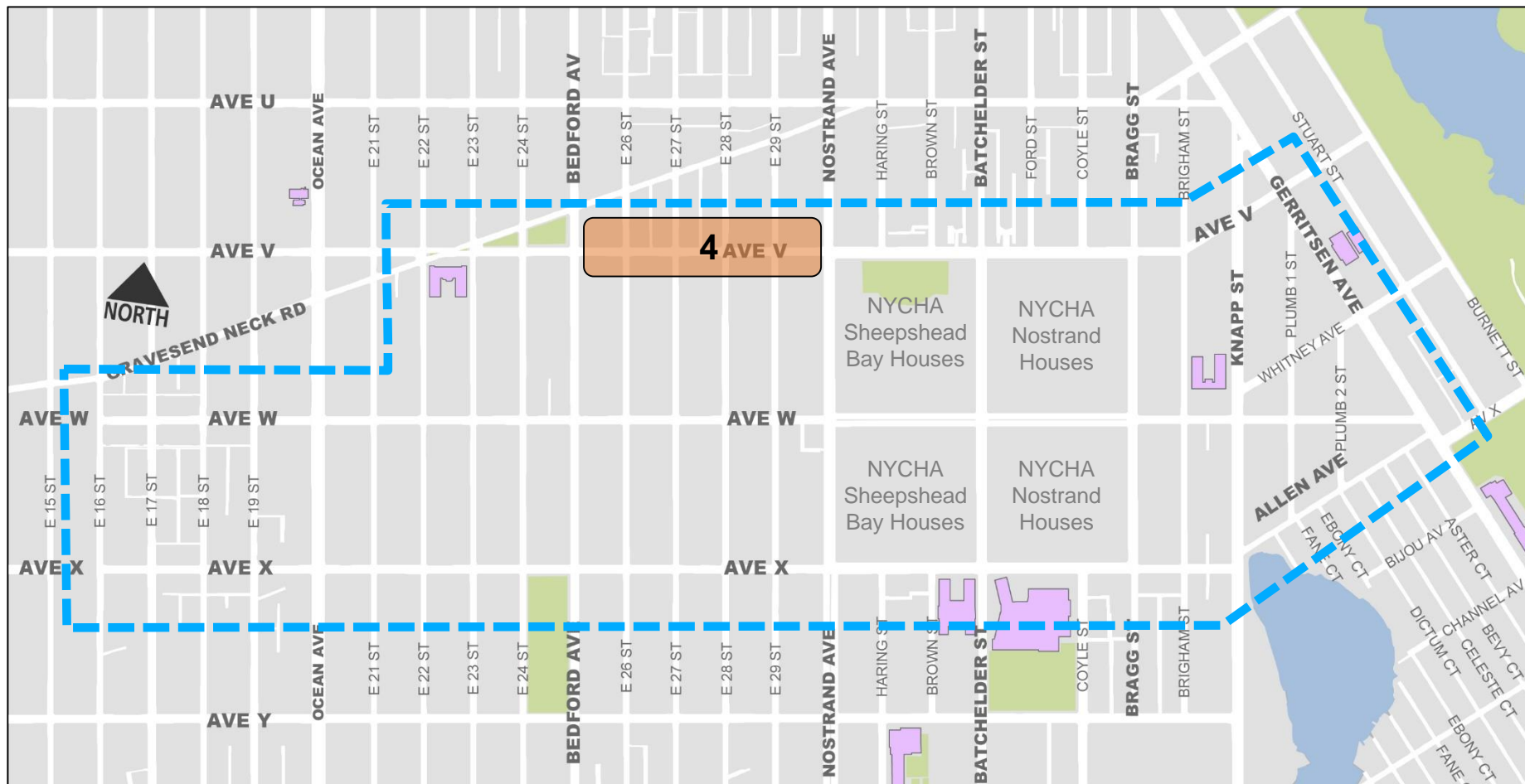
Left Turn Bays

- Left turn bays in 5 locations will further improve capacity



Avenue V (Bedford Ave to Nostrand Ave)

Overview

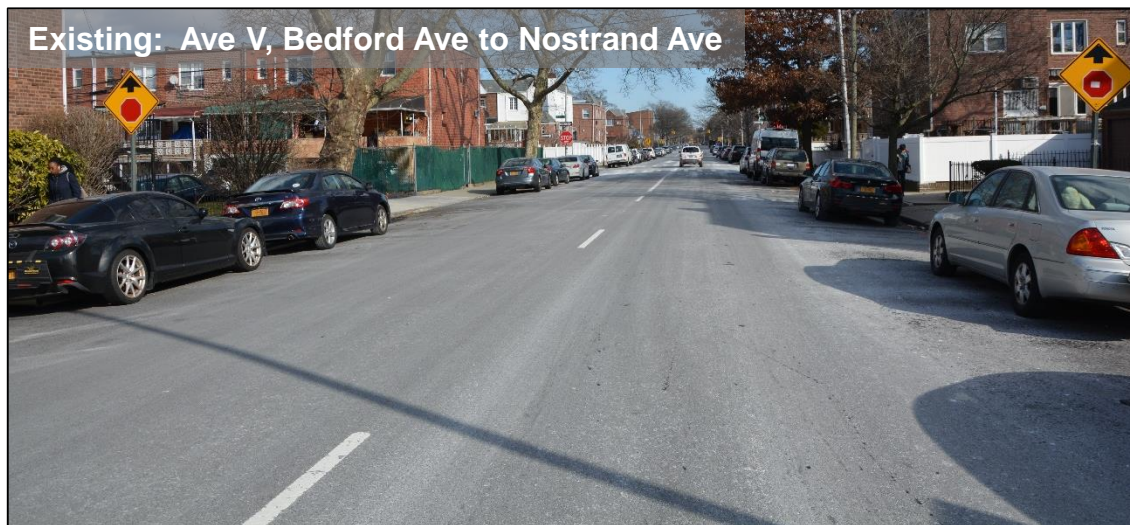


Avenue V (Bedford Ave to Nostrand Ave)

Existing: Wide, One-way Street

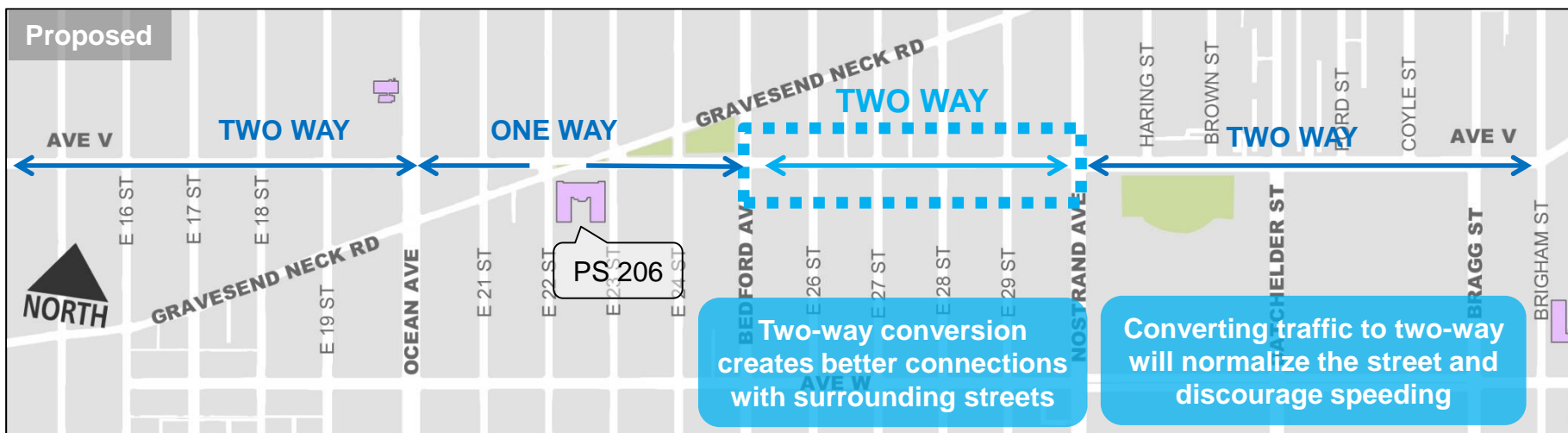


Inconsistent circulation pattern;
most of Avenue V is two way



Avenue V (Bedford Ave to Nostrand Ave)

Proposal: Improve Roadway Network and Reduce Speeding



Avenue V (E 22nd St to Bedford Ave)

Overview



Avenue V (E 22nd to Bedford Ave)

Existing: Multi-leg Intersection with Wide Angle Turns



Wide, multi-leg
intersection

Avenue V

Grand Car
Wash

PS 206

E 23rd St

Gravesend Neck Rd

Avenue V

E 24th St

Bedford Ave

Drivers block school
crosswalk while accessing
unofficial car wash driveway

Long crossing
distances at E 23rd
and Ave V

Wide, one-way
street encourages
speeding

Avenue V (E 22nd St to Bedford Ave)

Existing: Car Wash Entry is Dangerous for Pedestrians

- Complicated, multi-leg intersection
- Long pedestrian crossing distances
- Vehicle behavior at Grand Car Wash disrupts pedestrian movements and endangers school-aged pedestrians



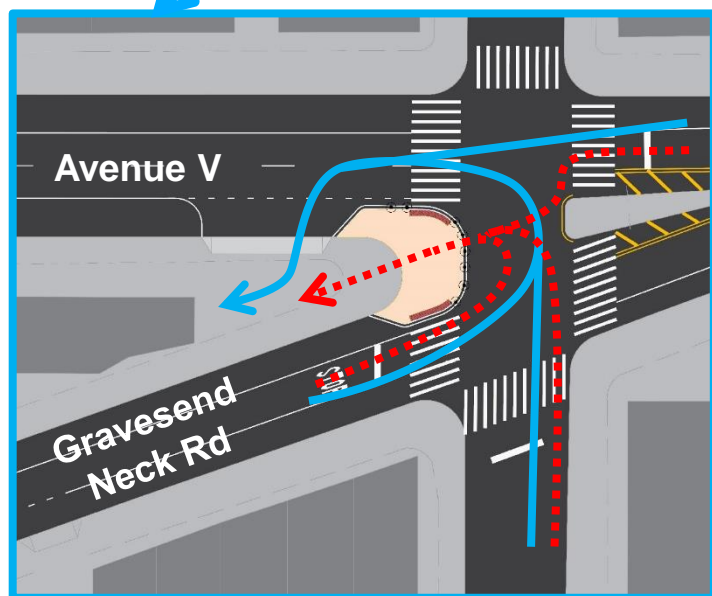
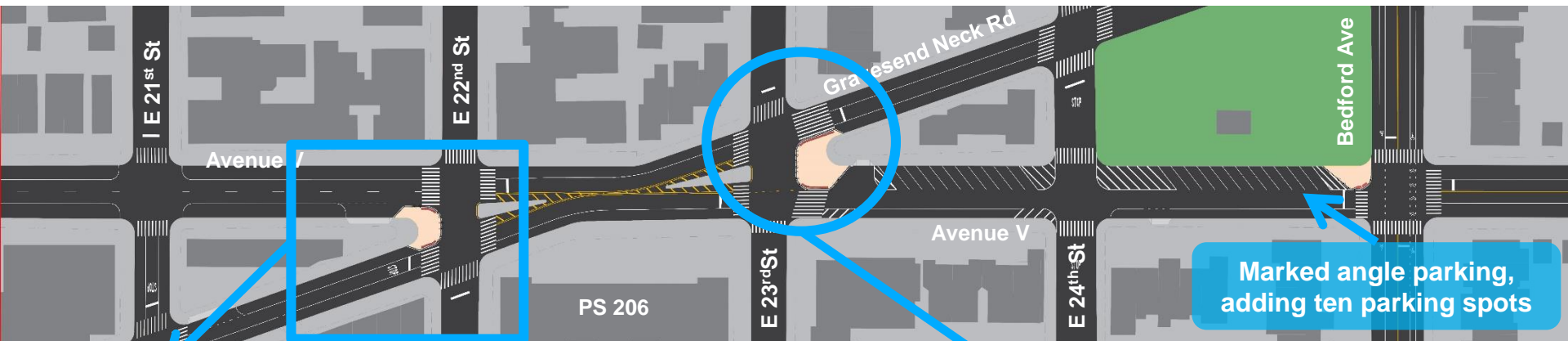
Avenue V (E 22nd St to Bedford Ave)

Existing: Car Wash Entry is Dangerous for Pedestrians



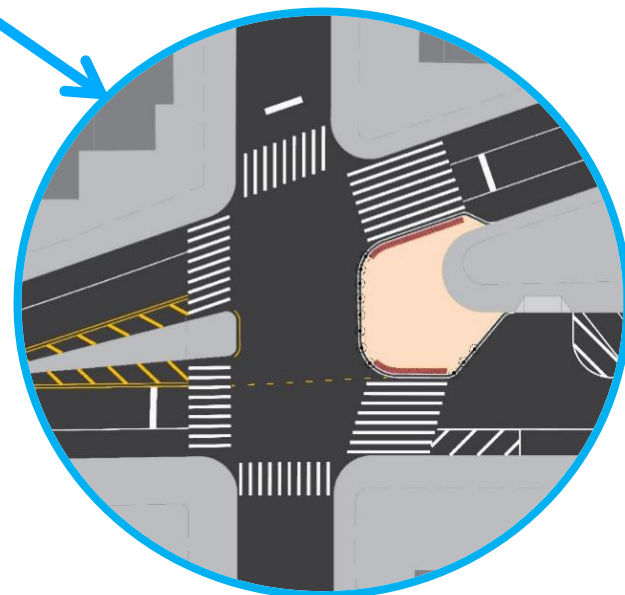
Avenue V (E 22nd St to Bedford Ave)

Proposal: Safer, Shorter Pedestrian Crossings



Prevent vehicles from using sidewalk as an entrance to Grand Car Wash

Painted curb extensions shorten pedestrian crossings and improve pedestrian visibility



Avenue W & X (E 16th St to Nostrand Ave & Bragg St to Gerritsen Ave)

Overview



Avenue W & X (E 16th St to Nostrand Ave & Bragg St to Gerritsen Ave)

Existing: Wide Street



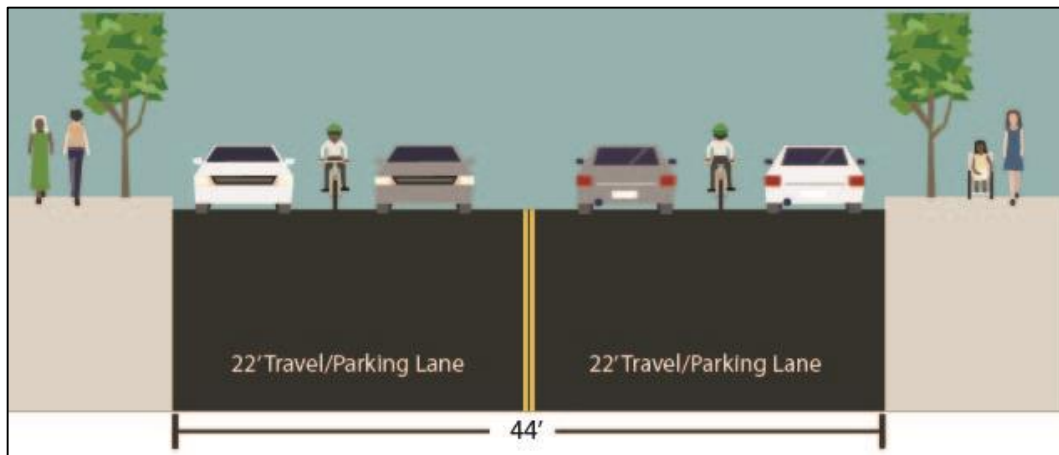
No designated
lane for cyclists

Wide street encourages speeding
and unpredictable vehicular
movements

Avenue W & X (E 16th St to Nostrand Ave & Bragg St to Gerritsen Ave)

Proposal Detail: Organize Wide Roadway

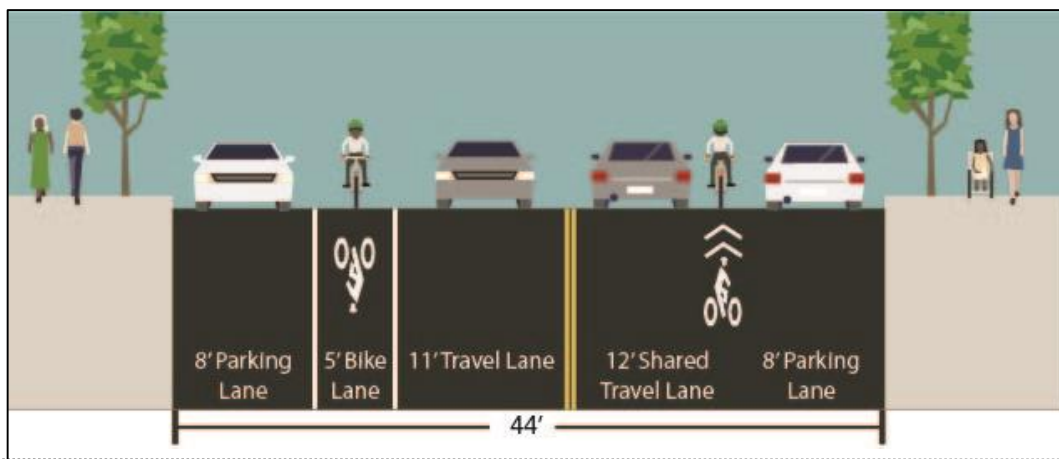
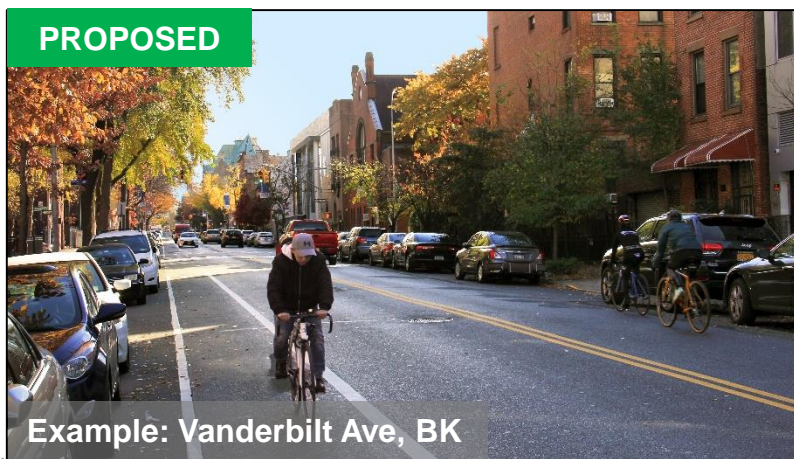
EXISTING



Narrower painted travel lanes discourage speeding and reduce unpredictable vehicular movements

New standard bike lanes provide dedicated space for cyclists

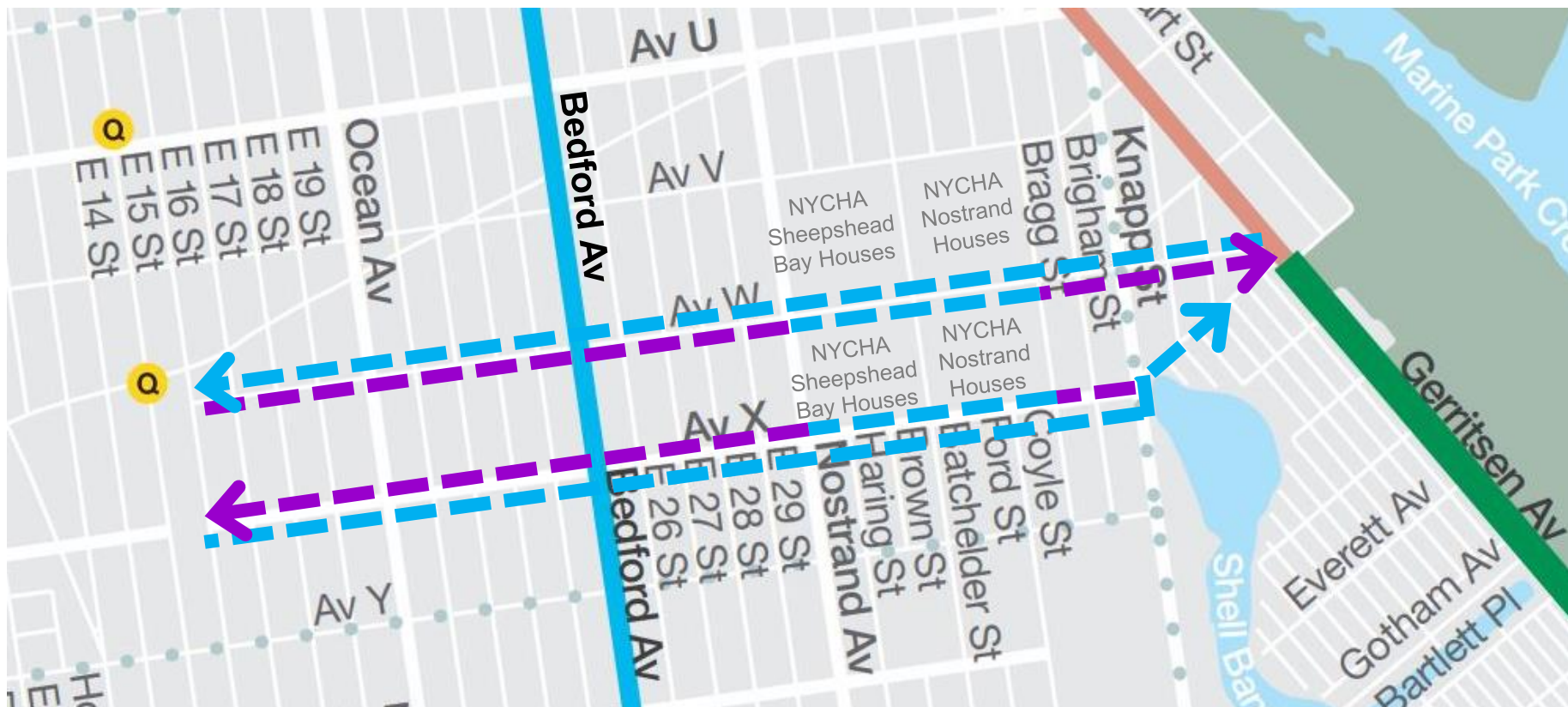
PROPOSED



Avenue W & X (E 16th St to Nostrand Ave & Bragg St to Gerritsen Ave)

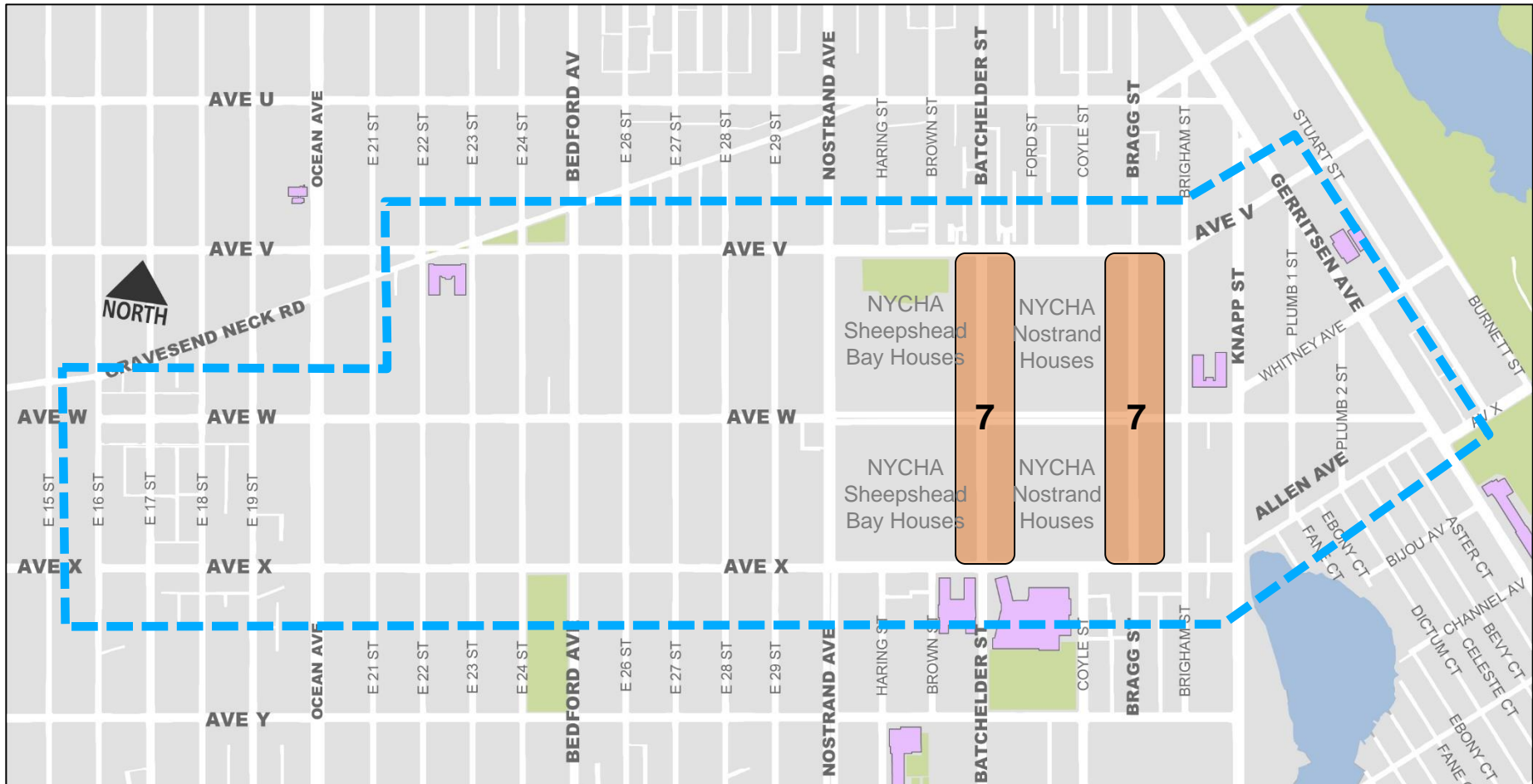
Proposal Detail: Connect Bike Lanes

- Conventional Bicycle Lane
- Shared Lane
- Protected Bicycle Lane
- Signed Route



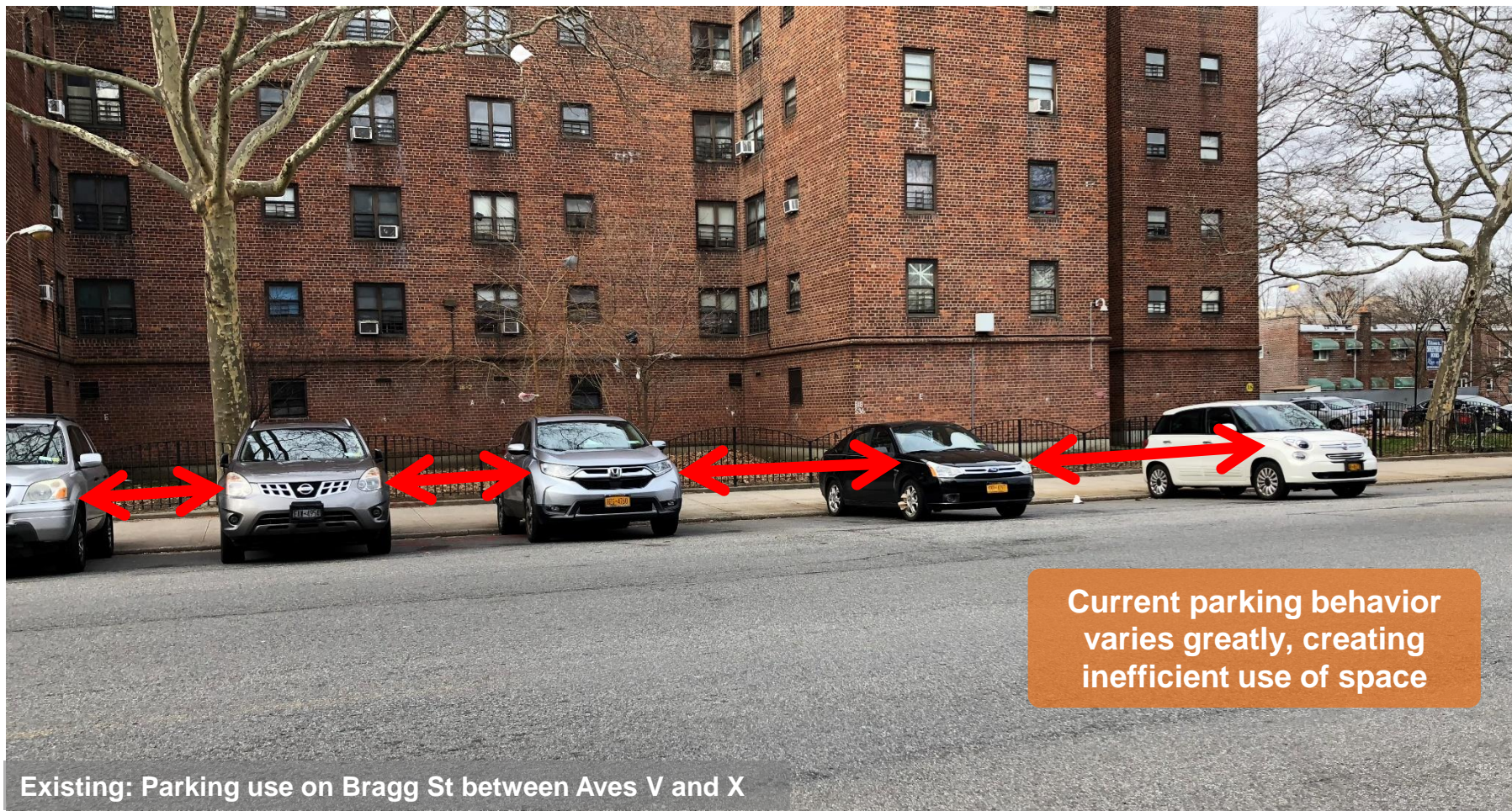
Batchelder St & Bragg St

Overview



Batchelder St & Bragg St

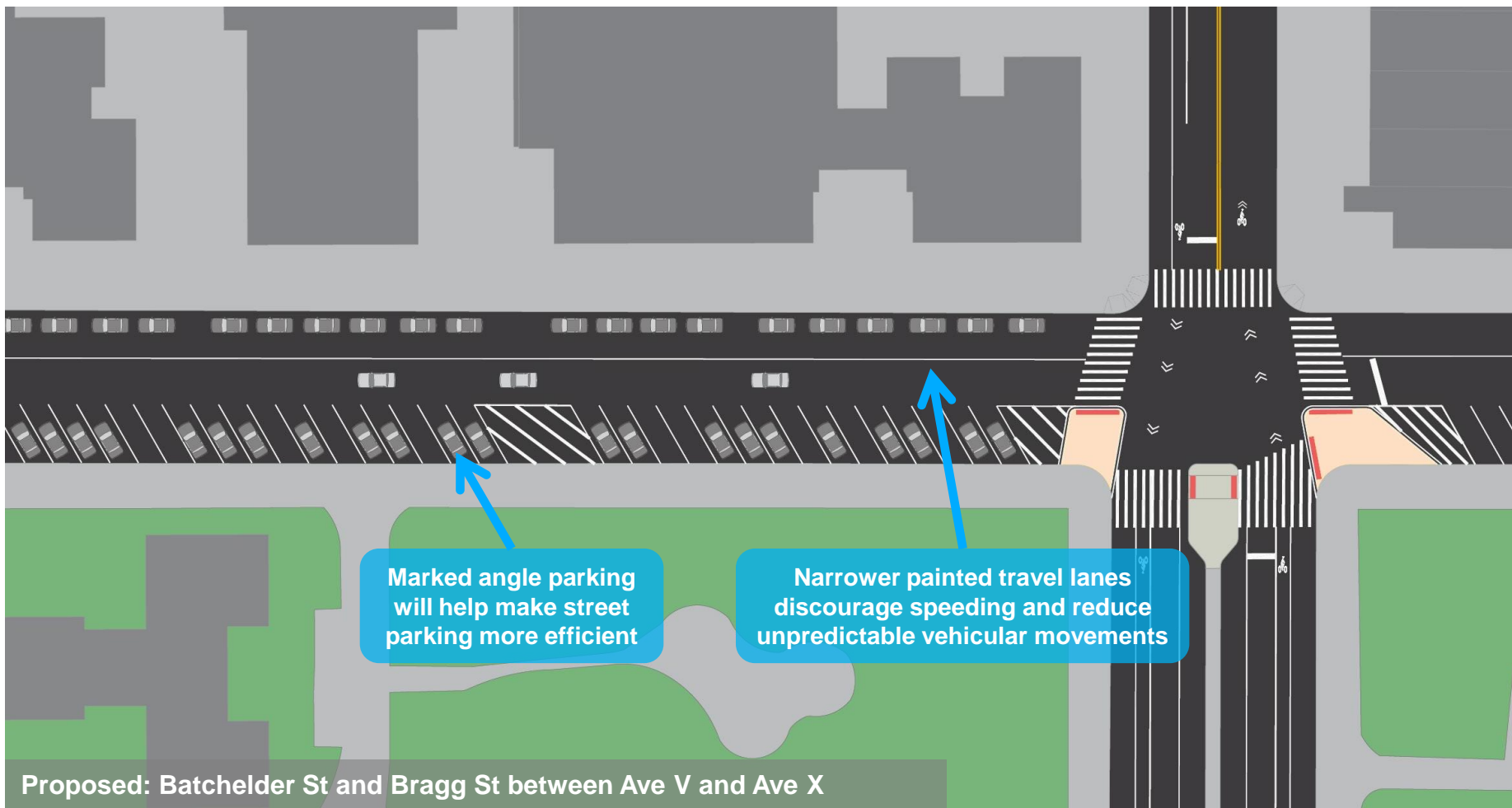
Existing: Inefficient Use of Unmarked Parking



Existing: Parking use on Bragg St between Aves V and X

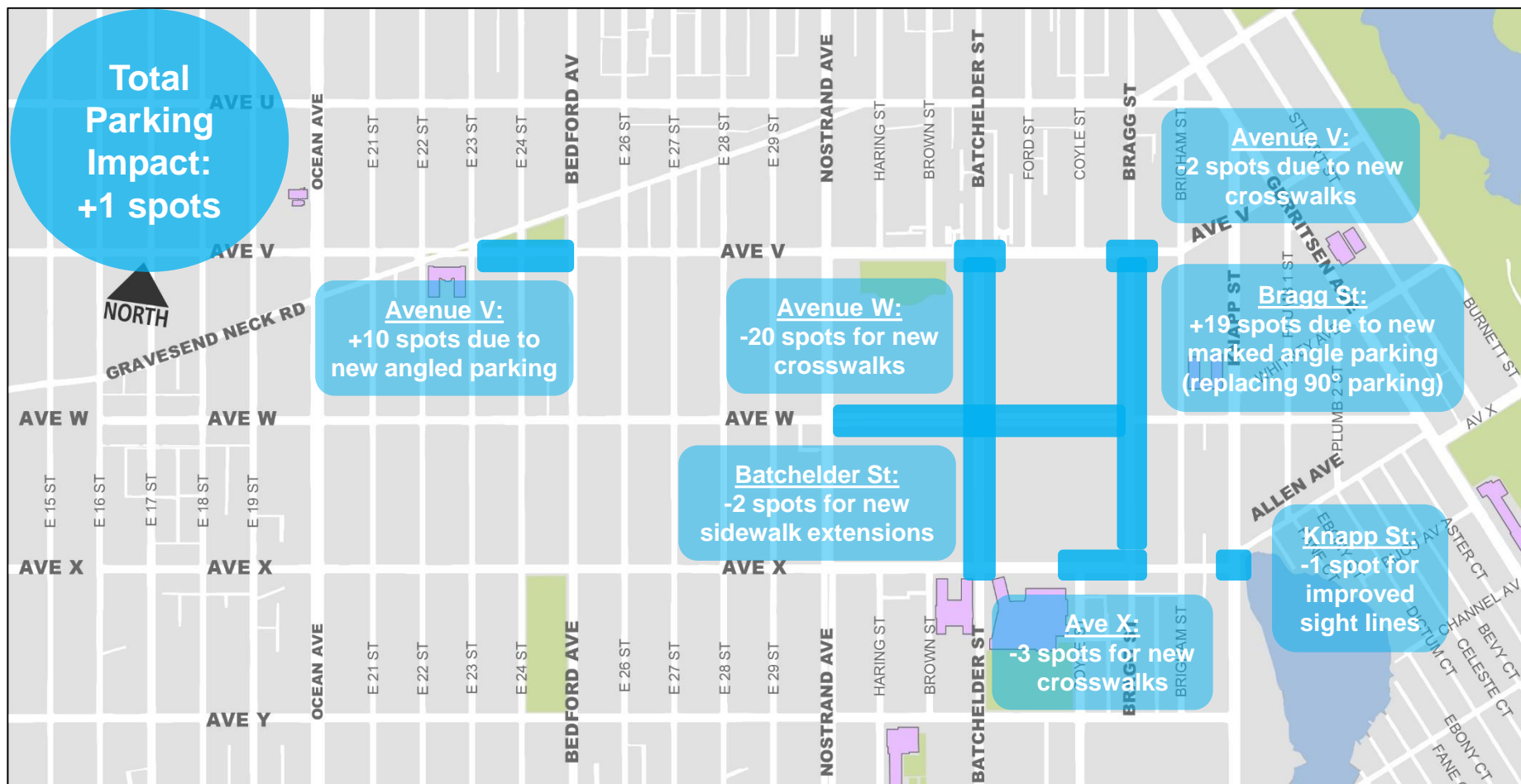
Batchelder St & Bragg St

Proposal: Marked Angle Parking



Avenues V, W, X

Proposal: Parking Summary



THANK YOU!



NYC DOT



NYC DOT



nyc_dot



NYC DOT