

BEDFORD AVE – NASSAU AVE

Post Implementation – Brooklyn CB 1

November 19, 2018

Project Background

1

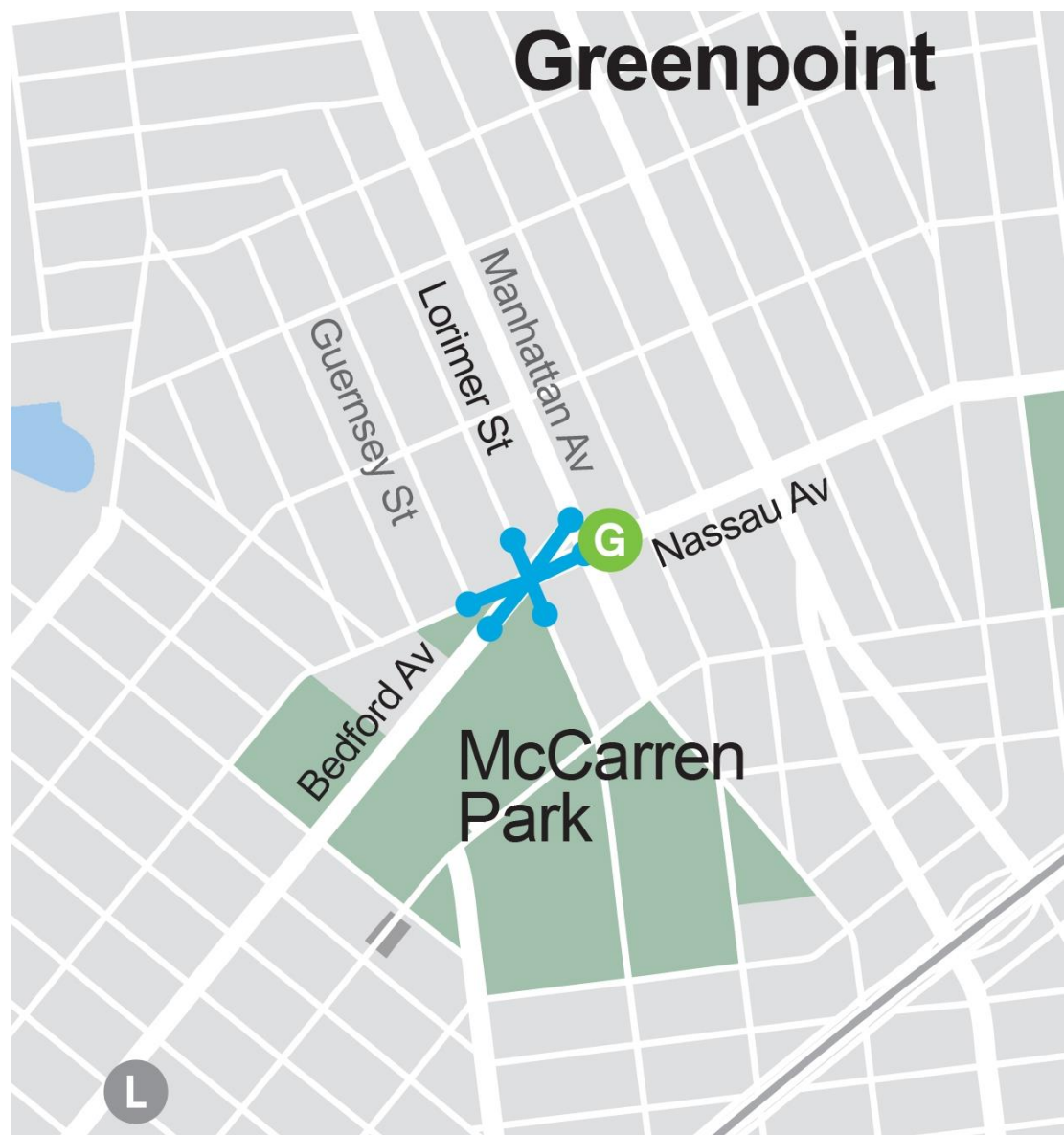
PROJECT AREA AND SAFETY DATA

- 6 legged intersection of Bedford Ave - Lorimer St - Nassau Ave
- Northern border of McCarren Park
- Close proximity to Nassau Ave G Train Station
- Neighborhood commercial destinations

Bedford Ave and Nassau Ave, BK

Injury Summary, 2012-2016 (5 years)

	Total Injuries	Severe Injuries	Fatalities	KSI
Pedestrian	1	0	0	0
Bicyclists	4	0	0	0
Motor Vehicle Occupant	6	0	0	0
Total	11	0	0	0



PROJECT ORIGIN

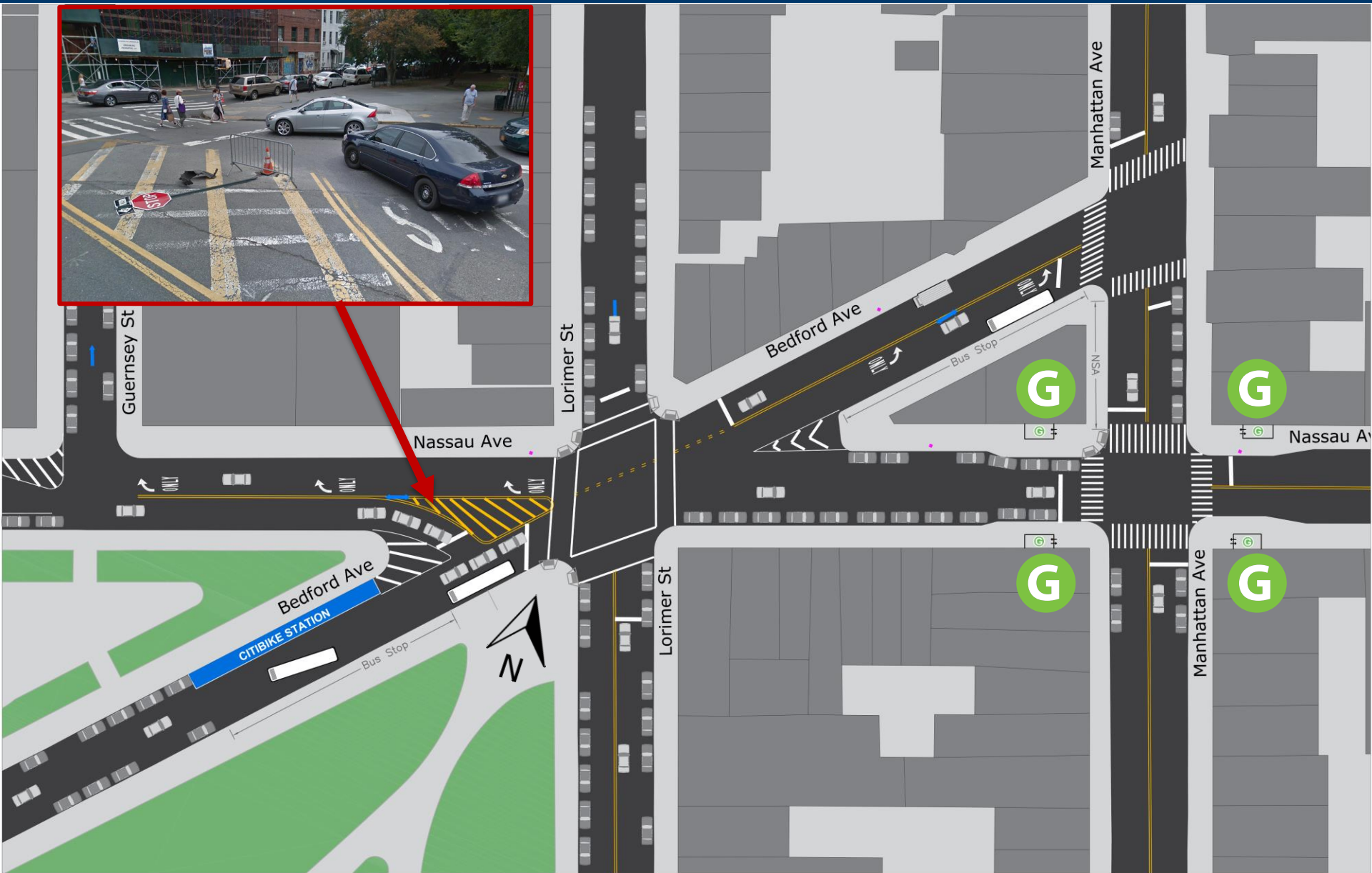
- Location was identified through NYC DOT North Brooklyn Traffic Study
- Location was identified as part of L Train Shutdown mitigation (expected increase in pedestrians walking to G train station)
- In a ¼ mile radius, 68.4% of workers use transit to commute



Previous Conditions and Implemented Plan

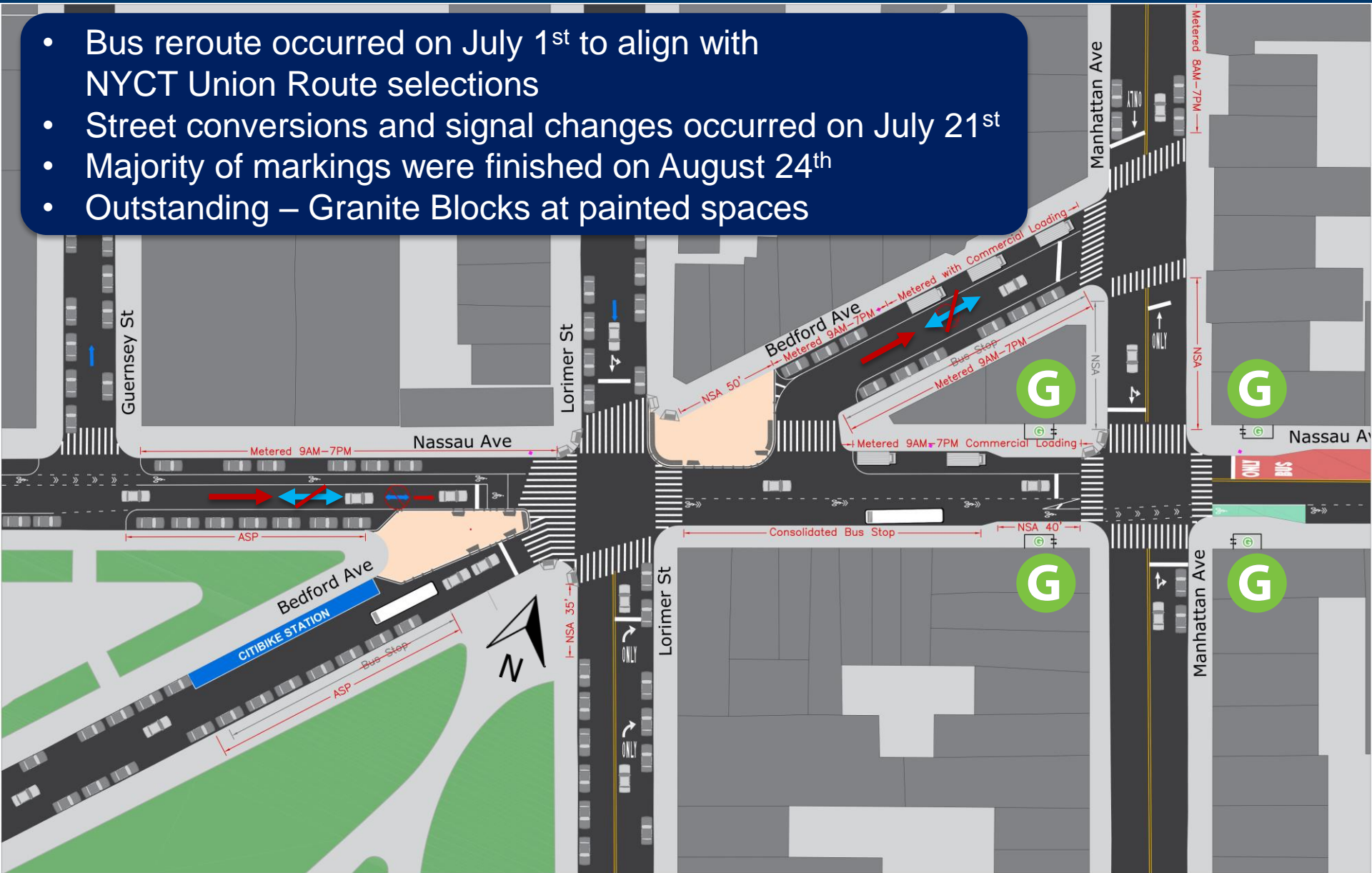
2

PREVIOUS CONDITIONS



IMPLEMENTED PLAN

- Bus reroute occurred on July 1st to align with NYCT Union Route selections
- Street conversions and signal changes occurred on July 21st
- Majority of markings were finished on August 24th
- Outstanding – Granite Blocks at painted spaces



BEFORE



AFTER



An aerial photograph of a city street intersection. The street is paved with asphalt and has white painted crosswalks and a large white 'X' marking. A black SUV is stopped at the intersection, facing away from the camera. A black pickup truck is parked on the left side of the street. Pedestrians are crossing the street. A green sign on the left building reads "NORTHVILLE MEDICAL CLINIC". The street is lined with trees and buildings. A green sign on the left building reads "NORTHVILLE MEDICAL CLINIC". The street is lined with trees and buildings. A green sign on the left building reads "NORTHVILLE MEDICAL CLINIC".

AFTER



Post Implementation Outreach and Analysis

3

STREET AMBASSADOR DEPLOYMENTS

DOT Street Ambassador Team conducted on-site outreach both during and after implementation

July 22nd, 2018 –
Implementation Outreach (22 interactions)

October 18th, 2018 –
Post Implementation Outreach (11 Interactions)

October 28th, 2018 –
Post Implementation Outreach (13 interactions)

Key Quotes from Outreach Engagements

- “Crossing here is like trying not to die!
I appreciate the new plans!”
- “I feel much safer crossing the street, than I did before DOT made the safety improvements.”
- “Thank you for your service and the work you've done here.”

Key Critiques from Outreach Engagements

- Noise from overnight commercial unloading in bus stops
- Long wait to cross streets due to signal timing
 - Congestion on Nassau Ave



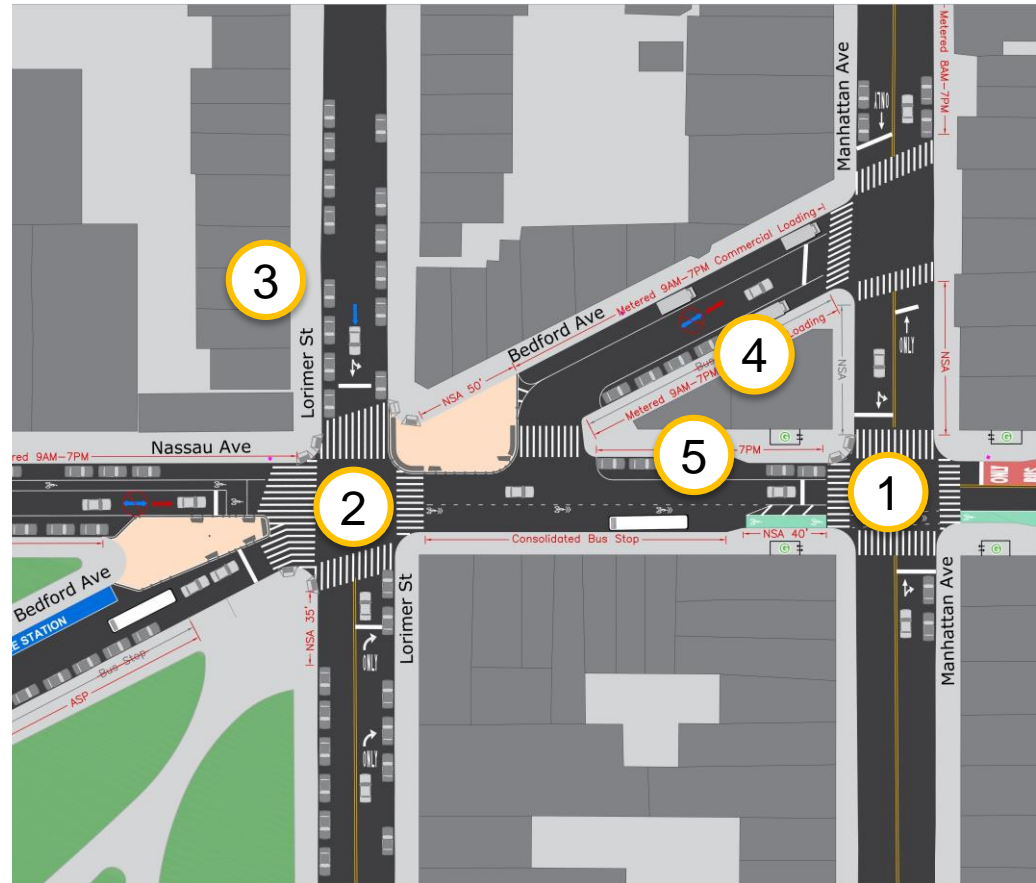
CRASH REPORTS – JULY TO NOVEMBER

Too early for full Before/After injury data comparison
(DOT compares crash rates one year after installation)

Instead, crash reports from the local precinct were analyzed.

- 1 8/4/18 – Eastbound MVO* collides with southbound bicyclist (no injuries)
- 2 8/10/18 – Southbound MVO collides with westbound bicyclist
- 3 8/16/18 – MVO changing radio station rear ends MVO (no injuries)
- 4 8/20/18 – MVO collides with MVO existing parking space (no injuries)
- 5 9/5/18 – MVO rear ends parked car while parallel parking (no injuries)

94th Precinct reported no further crashes at this location.



*MVO: Motor Vehicle Operator

THANK YOU!

Questions?



NYC DOT



NYC DOT



nyc_dot



NYC DOT

VOLUMES TO BE DIVERTED

80 cars in the peak period
use Nassau Ave Westbound
(2 cars per signal cycle)

Represents 12% of traffic in
the intersection in the AM
and 9% in the PM

Nassau Ave

Lorimer St

5/5
15/20
105/115
10/15

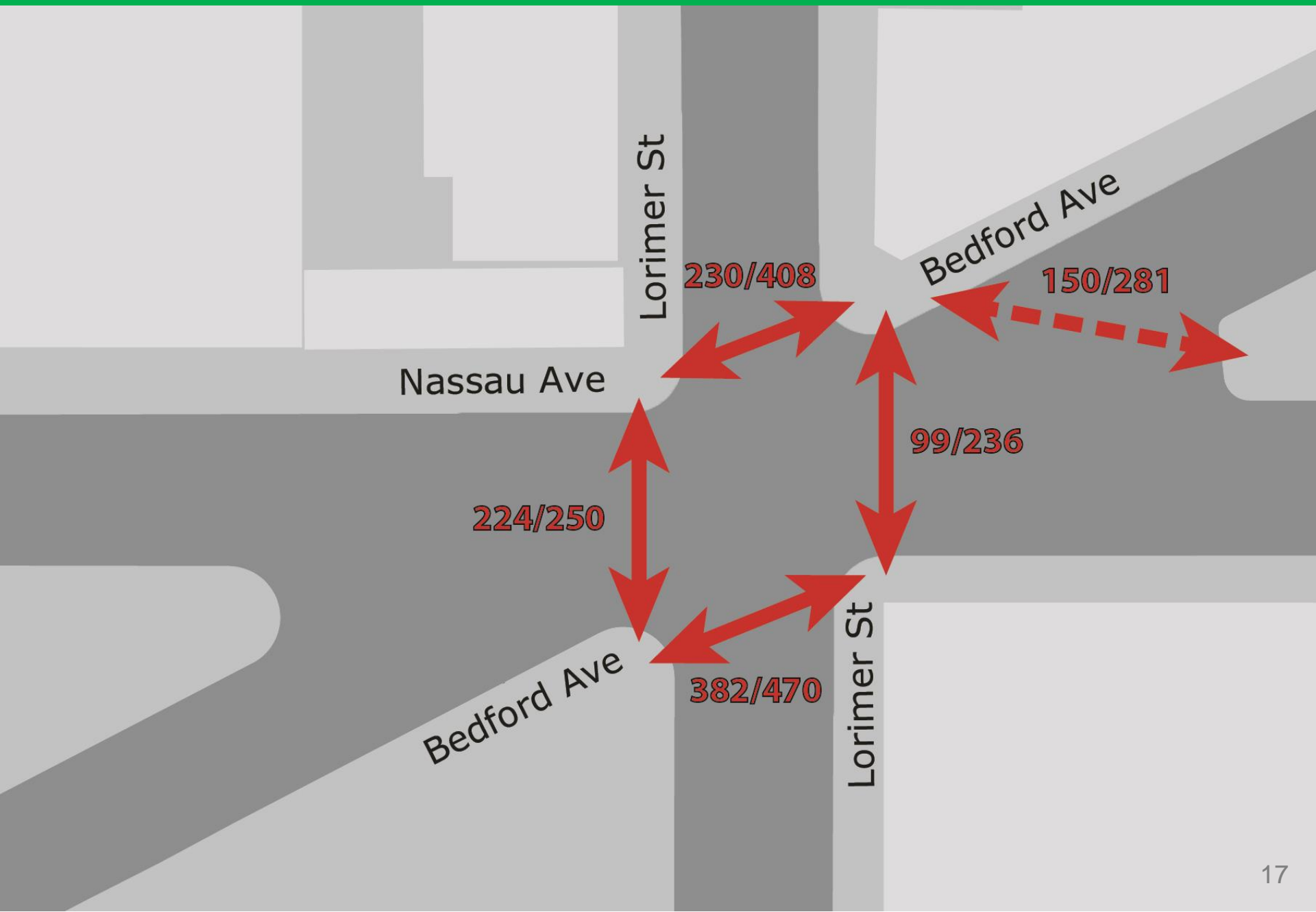
Bedford Ave
15/20
15/35
15/5

5/5
85/135
210/280
30/70
Bedford Ave

Lorimer St

50/40
55/45
50/80

PEDESTRIAN VOLUMES



STREET CONVERSION DIVERSION

Greenpoint



Greenpoint

