



Broadway
Park Ave and Gates Ave
Brooklyn Community Board 3

May 9, 2023

Previous Work on Broadway

NYC DOT has installed numerous safety improvements along Broadway in recent years:

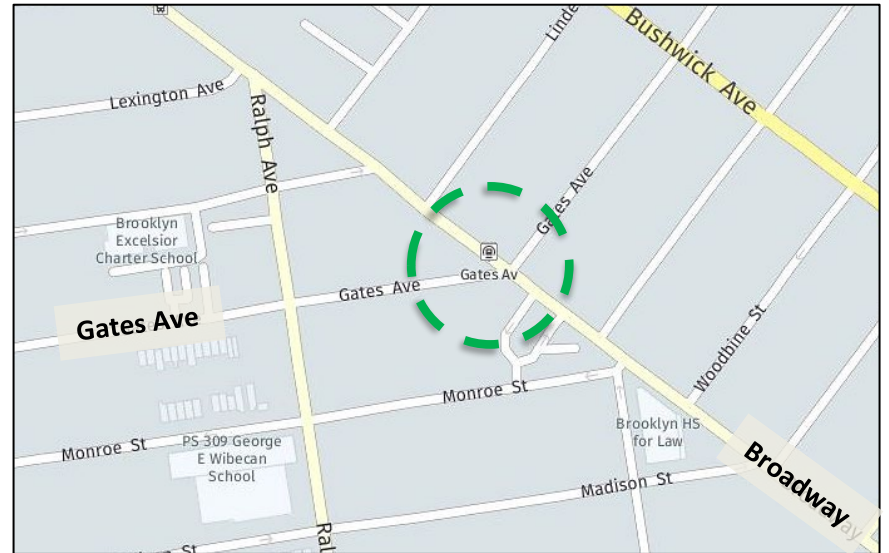
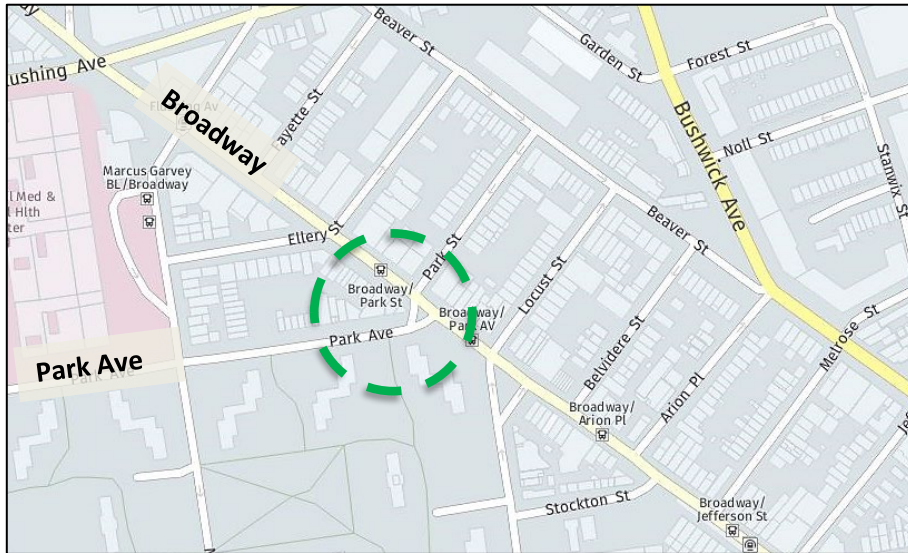
- 2020 – Painted pedestrian space, turn bans, and roadway organization installed at Myrtle Ave
- 2020 – Leading Pedestrian Intervals added to all crossings of Broadway
- 2021 – Concrete pedestrian space, slip lane closure, and street conversion at Lafayette Ave/Patchen Ave
- 2022 – Concrete sidewalk extension, slip lane closure, and bus stop relocation at Flushing Ave



Recently improved pedestrian spaces at Broadway and Patchen Ave and at Broadway and Flushing Ave

Corridor Background

- Busy commercial corridor between Bushwick and Bedford Stuyvesant
 - Project area focuses on two high crash intersections at Park Ave and at Gates Ave
- Broadway is a local truck route
- Multiple bus lines and the J/Z train run on Broadway within the project area
- Community Boards 3, 4 & 16 have all reached out to DOT in the past requesting safety improvements on the corridor
- Broadway and Gates Ave are both Vision Zero Priority Corridors and both intersections are within a Vision Zero Priority Area

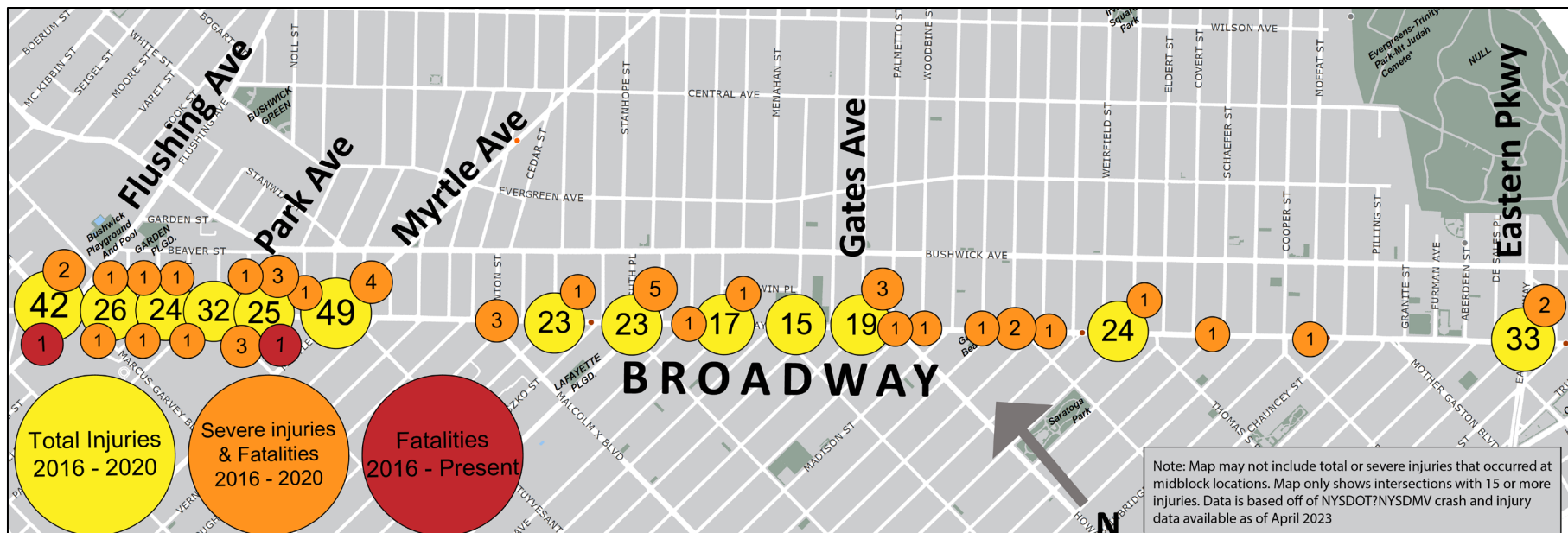


Injury Summary, 2016-2020 (5 Years)

Mode	Total Injuries	Severe Injuries	Fatalities	KSI
Pedestrian	165	20	0	20
Bicyclist	108	7	0	7
Motor Vehicle Occupant	456	17	1	18
Other Motorized	0	0	0	0
Total	729	44	1	45

Corridor Safety Data

- Broadway is a Vision Zero Priority Corridor with 5.2 pedestrian KSI per mile
- Two fatalities within corridor limits
- Most common causes of pedestrian injuries are drivers failing to yield when making a left turn and crashes that occur when pedestrians cross midblock/between crosswalks
- High rates of vehicle rear end, left turn, and sideswipe injuries indicates disorganization and unpredictability in roadway



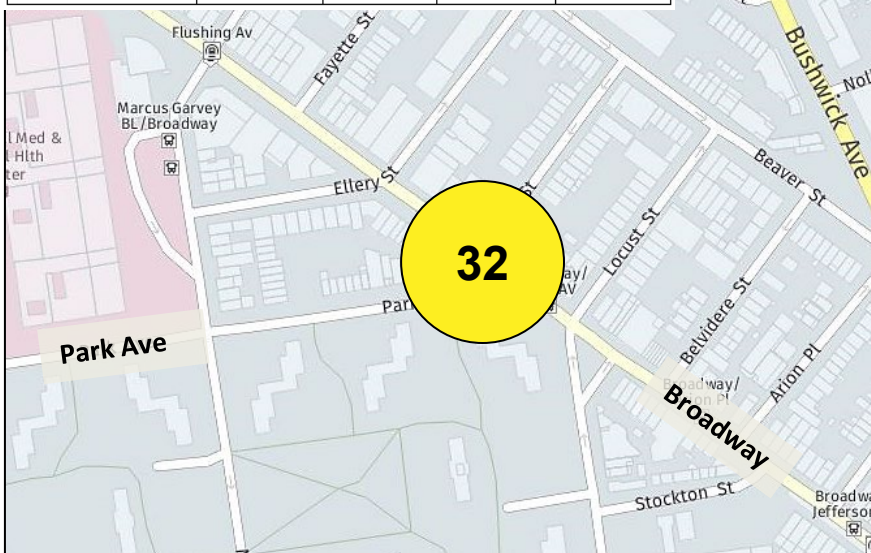
Safety Data – Park Ave and Gates Ave

- Most vehicle crashes at Park Ave and Gates Ave were either rear end or sideswipe crashes indicating disorganization and unpredictability in the roadway
- 6 out of 7 pedestrian injuries involved a pedestrian crossing at a location without a crosswalk, two resulted in severe injuries
- 33% of all injuries at the two intersections involved a senior (65+)

Injury Summary, 2016-2020 (5 Years)

Mode	Total Injuries	Severe Injuries	Fatalities	KSI
Pedestrian	2	0	0	0
Bicyclist	2	0	0	0
Motor Vehicle Occupant	17	0	0	0
Other Motorized	0	0	0	0
Total	21	0	0	0

Park Ave



**Injuries
2016-2020**

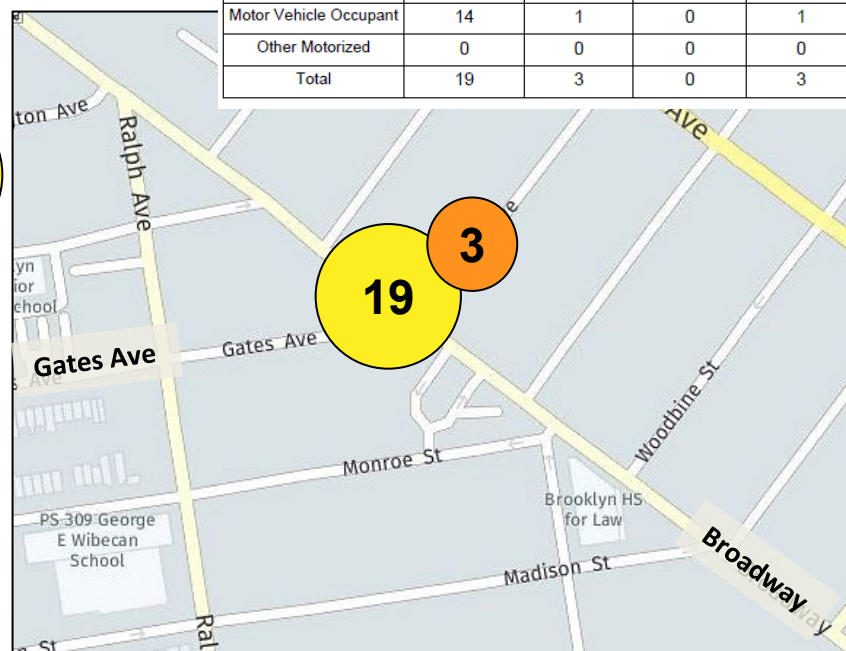
**Severe
Injuries
2016-2020**

**Fatality
2016 - 2023**

Injury Summary, 2016-2020 (5 Years)

Mode	Total Injuries	Severe Injuries	Fatalities	KSI
Pedestrian	5	2	0	2
Bicyclist	0	0	0	0
Motor Vehicle Occupant	14	1	0	1
Other Motorized	0	0	0	0
Total	19	3	0	3

Gates Ave



Existing Conditions/Issues



Broadway at Gates Ave, looking west

Existing Conditions/Issues



Long crossings with inadequate pedestrian refuge space and poor pedestrian visibility

Broadway at Gates Ave, looking west

Existing Conditions/Issues



Excess and under utilized road space enables unpredictable turns and movements from drivers

Broadway at Park Ave, looking west

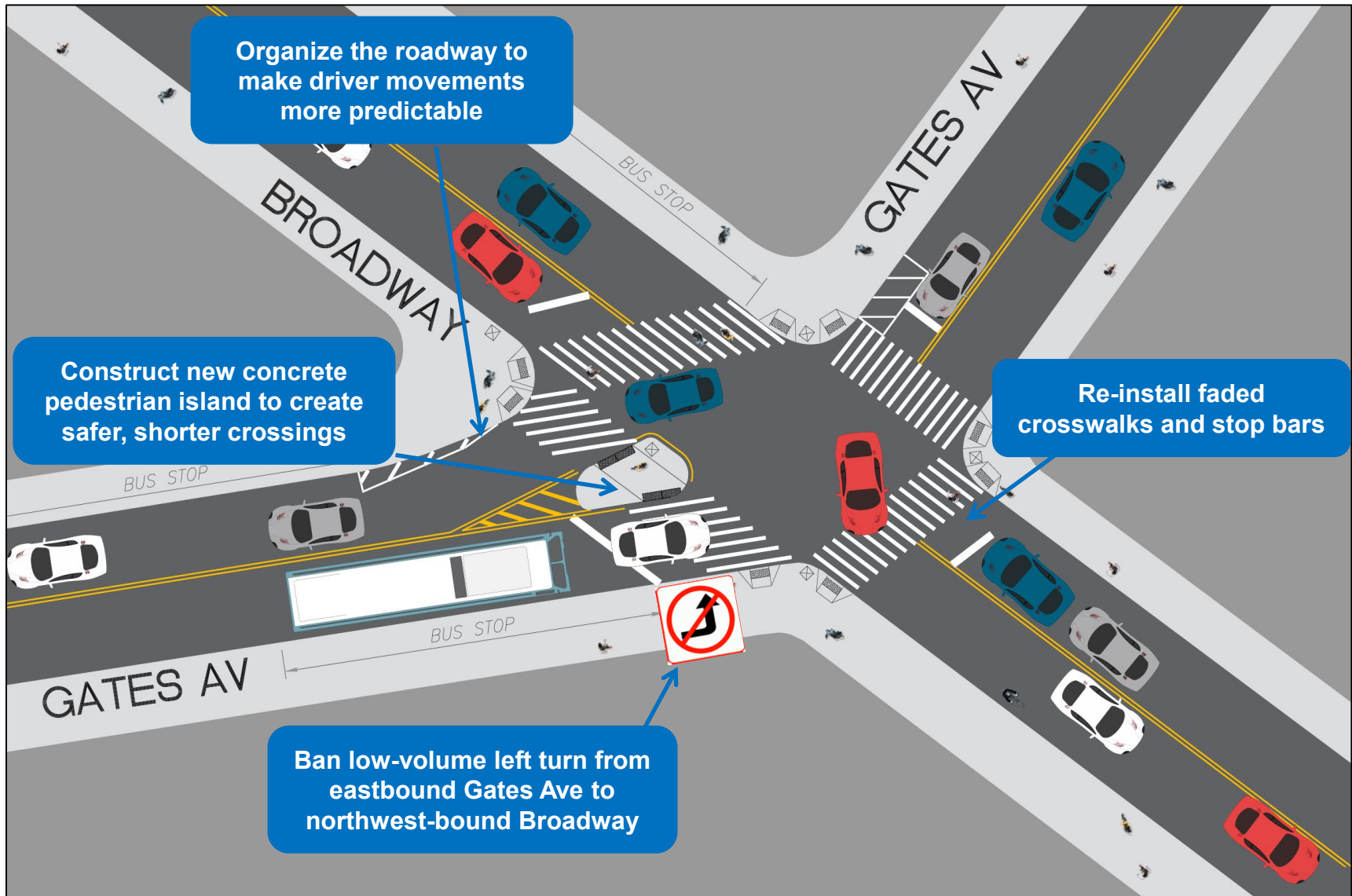
Existing Conditions/Issues



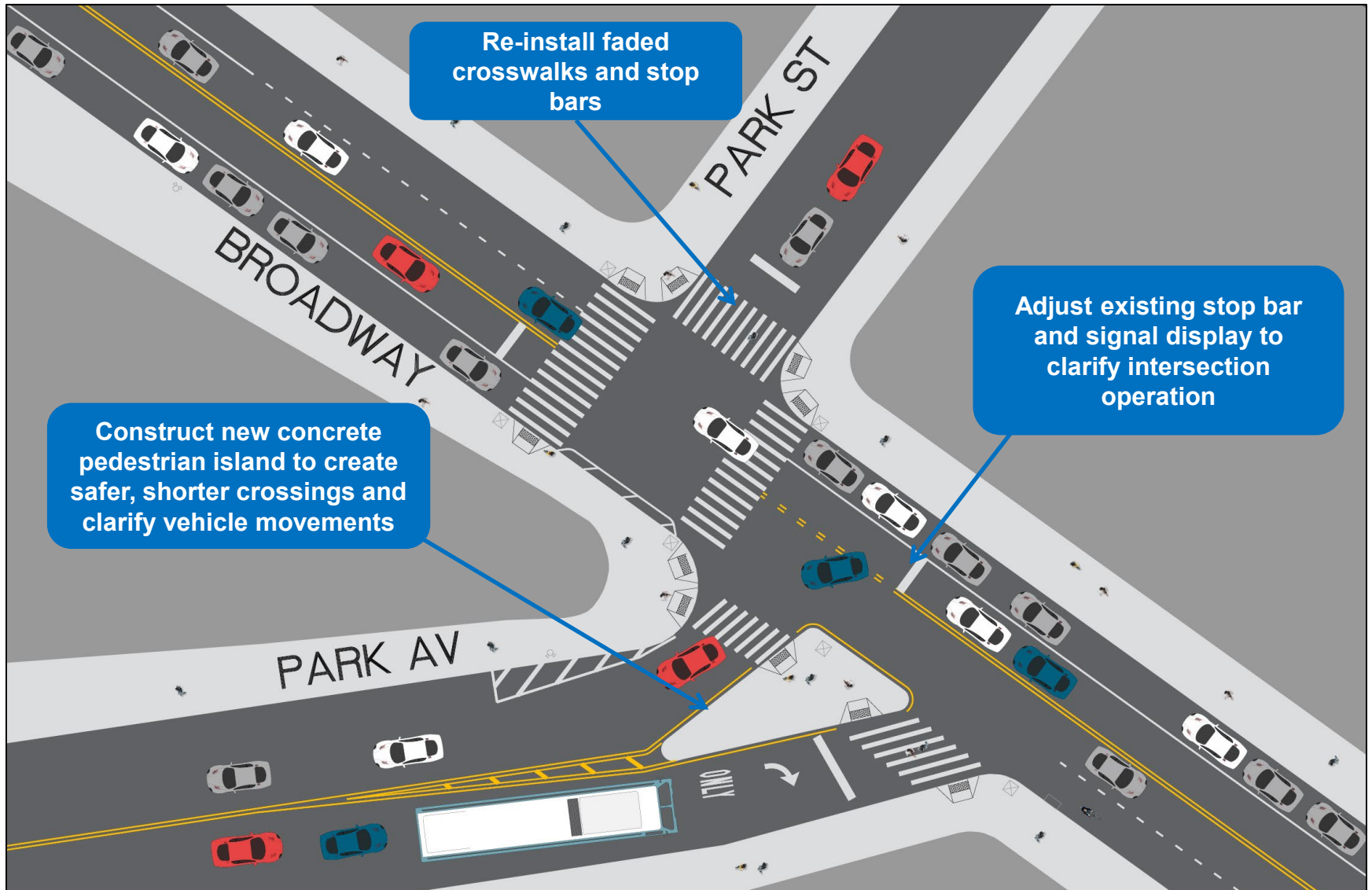
Lack of crosswalks across Broadway where pedestrians want to cross leads to conflicts between vehicles and pedestrians

Broadway at Quincy Ave, looking west

Proposal – Gates Ave



Proposal – Park Ave



Summary of Proposal

- New islands repurpose excess roadway space in order to organize the roadway and create safer, more predictable movements for all roadway users
- New markings and design will improve visibility and clarity of roadway movements
- The project will help shorten crossing distances and expand pedestrian space at two busy intersections
- New pedestrian islands will encourage vehicles to travel through the intersection at safer speeds



Pedestrians cross Gates Ave at Broadway, where a new island will be installed

Future Work

- DOT investigating additional traffic signals and crosswalks that can be added to the corridor, focused on high crash locations, to improve pedestrian connectivity and safety
- DOT to continue to investigate high-crash intersections for feasible safety improvements
- Longer term, DOT coordinating with city agencies and elected officials to investigate a new capital project that would enable resurfacing of the concrete roadway as well as additional safety improvements not feasible with in-house crews



Thank You!



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