



BROWNSVILLE CAPITAL SAFETY IMPROVEMENTS

Capital Project

Presentation to Community Board 16 Transportation & Franchises Committee

April 8th, 2021



BACKGROUND

Previous Safety Projects in Community Board 16:

- Brownsville-East New York Neighborhood Slow Zone (2014-2015)
- Linden Boulevard (Kings Highway to Van Sinderen) Street Improvement Project (2016 - 2019)
- St Johns Place / Sterling Pl Street Improvement Project (2016)

Vision Zero

- Multi-agency effort to reduce traffic fatalities in New York City
- Borough Action Plans released in 2015, updated in 2019
- Safer Cycling Report released in 2017
- Green Wave Cycling Plan released in 2019
- The project area is in a Vision Zero Priority Area

Linden Boulevard and Ave D, Before



Linden Boulevard and Ave D, After



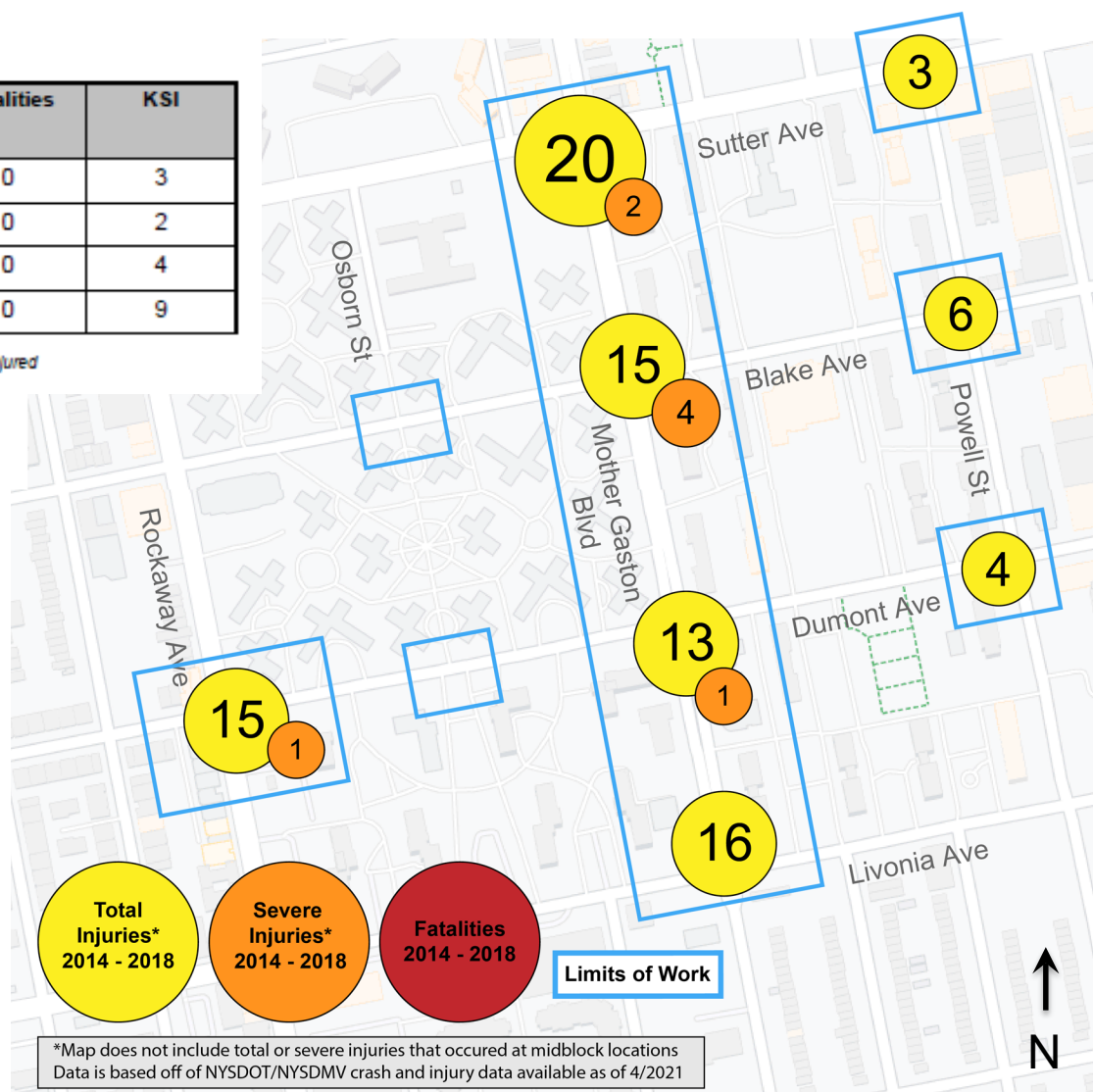
SAFETY DATA

Injury Summary, 2014-2018 (5 Years)

	Total Injuries	Severe Injuries	Fatalities	KSI
Pedestrian	30	3	0	3
Bicyclist	9	2	0	2
Motor Vehicle Occupant	53	4	0	4
Total	92	9	0	9

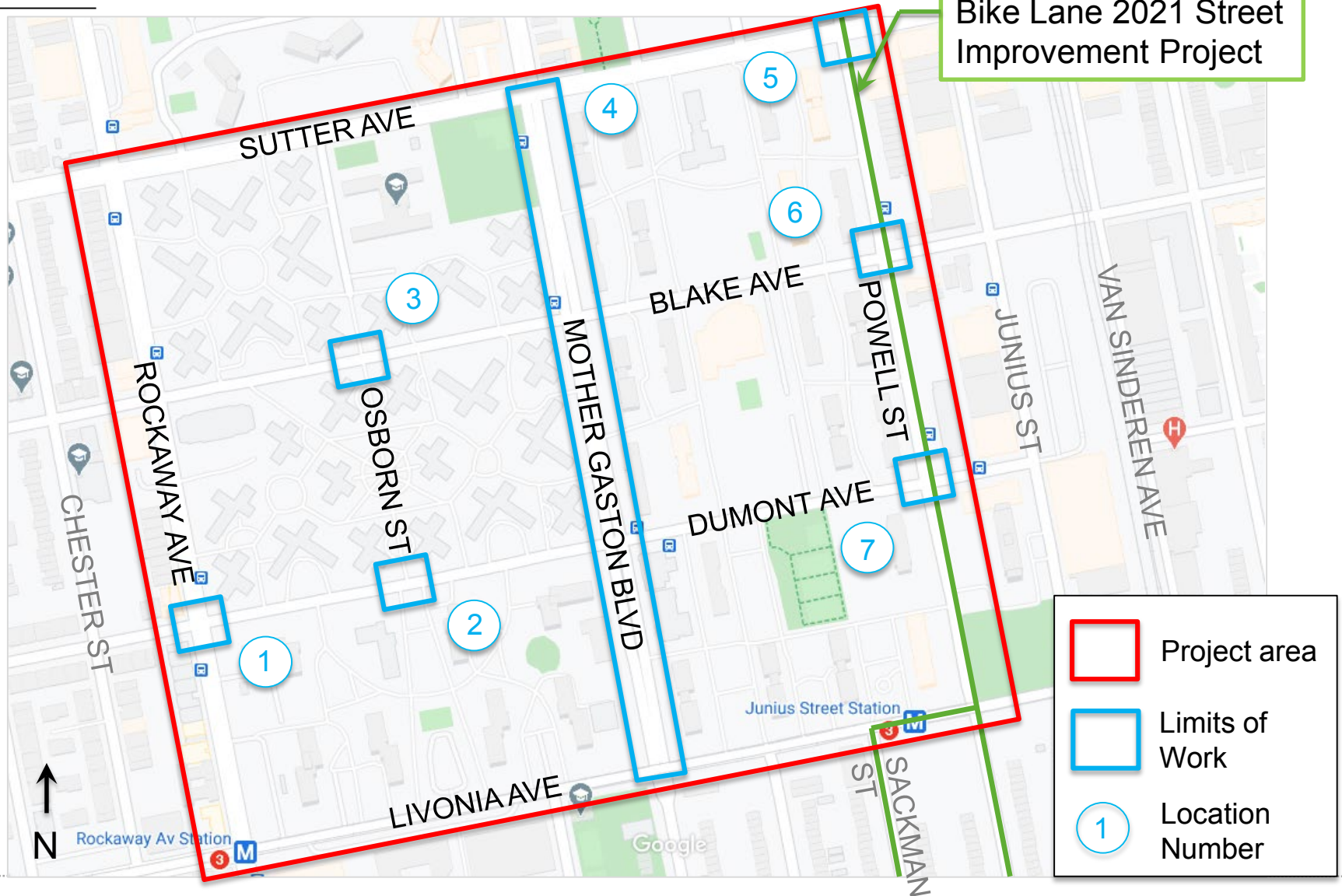
Source: Fatalities: NYCDOT, Injuries: NYSDOT KSI: Persons Killed or Severely Injured

- From 2014 – 2018 there were 92 total injuries, with 30 of them involving a pedestrian
- 50% of all pedestrian crashes involved a vehicle failing to yield to a pedestrian with the right of way



PROJECT LIMITS

Powell St Protected
Bike Lane 2021 Street
Improvement Project



EXISTING CONDITIONS

Poor Roadway Conditions



Narrow Sidewalks



Non-Compliant Pedestrian Ramps



Long Crossing Distances

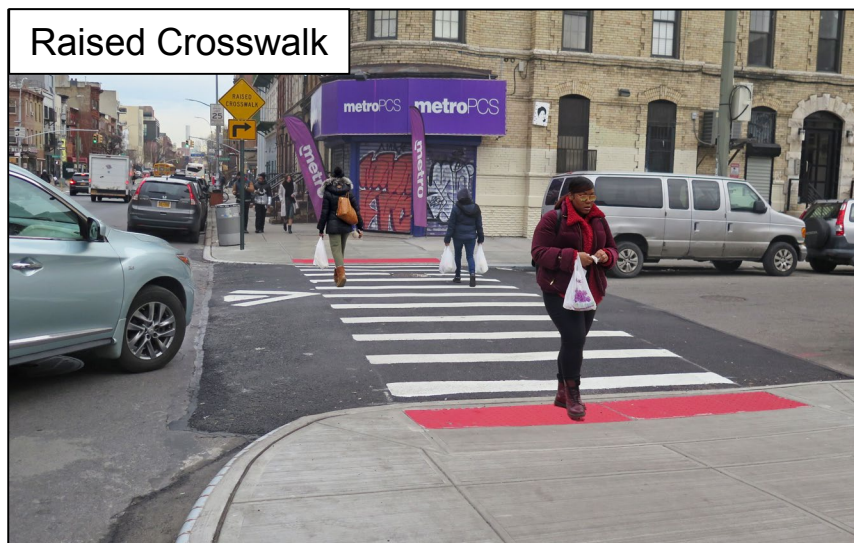


CAPITAL PROJECT SAFETY TREATMENTS

Curb & Sidewalk Extensions



Raised Crosswalk



Parking Protected Bicycle Lane



Pedestrian Islands



* All pedestrian ramps within the limits of work will be upgraded to ADA accessibility standards.

LOCATION 1: ROCKAWAY AVE AND DUMONT AVE

Existing Conditions:

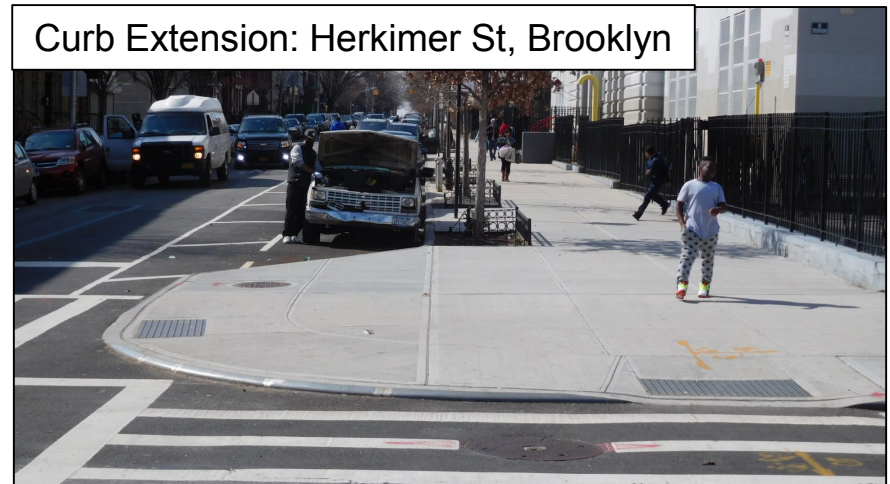
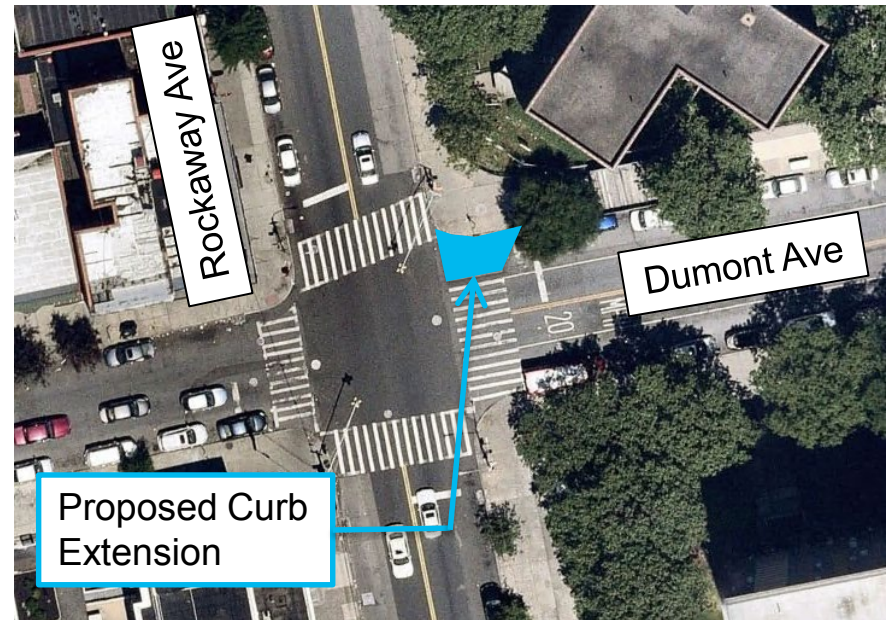
- No previous safety improvements

Safety Treatments:

- Concrete curb extension on northeast corner

Benefits:

- Improves pedestrian visibility
- Shortens crossing distance
- Slower, safer turns for vehicles



LOCATION 2: OSBORN STREET AND DUMONT AVE

Existing Conditions:

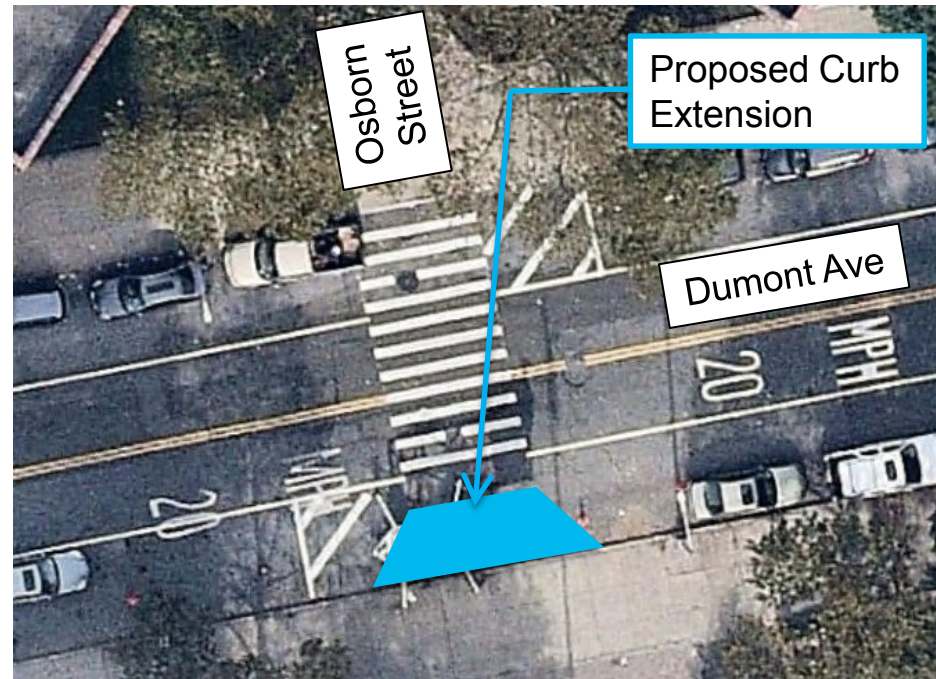
- Existing mid-block Enhanced Crossing

Safety Treatments:

- Concrete curb extension on south curb

Benefits:

- Improves pedestrian visibility
- Shortens crossing distance



LOCATION 3: OSBORN STREET AND BLAKE AVE

Existing Conditions:

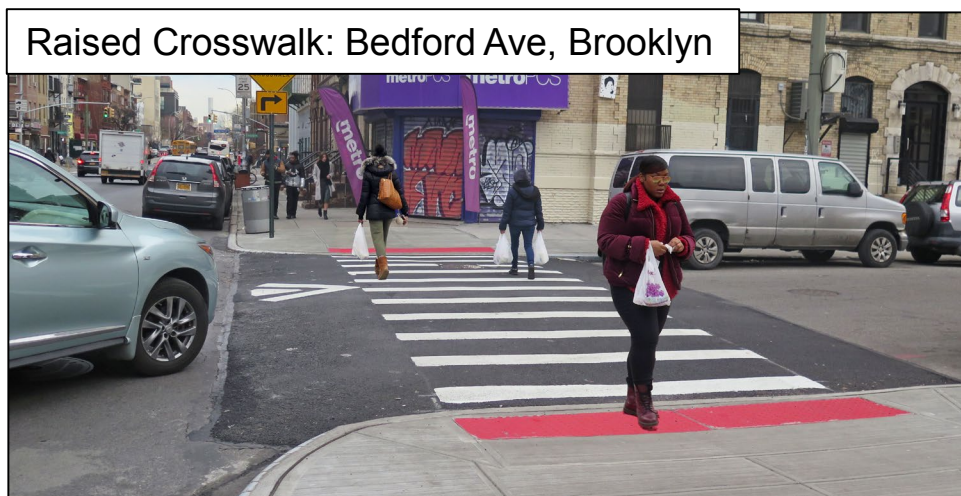
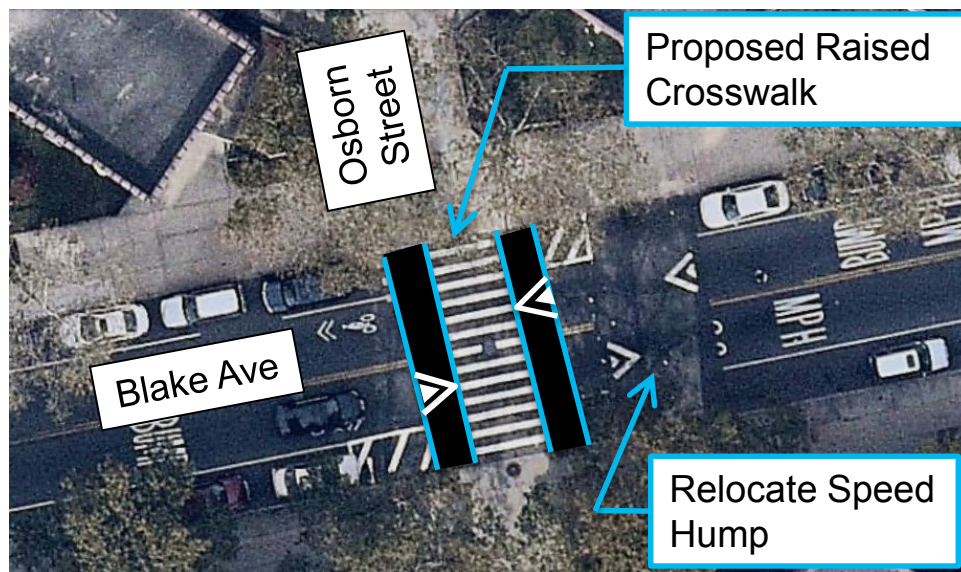
- Existing mid-block Enhanced Crossing
- Speed hump east of Enhanced Crossing

Safety Treatments:

- Convert existing crosswalk to a Raised Crosswalk
- Move existing speed hump for more safety benefits

Benefits:

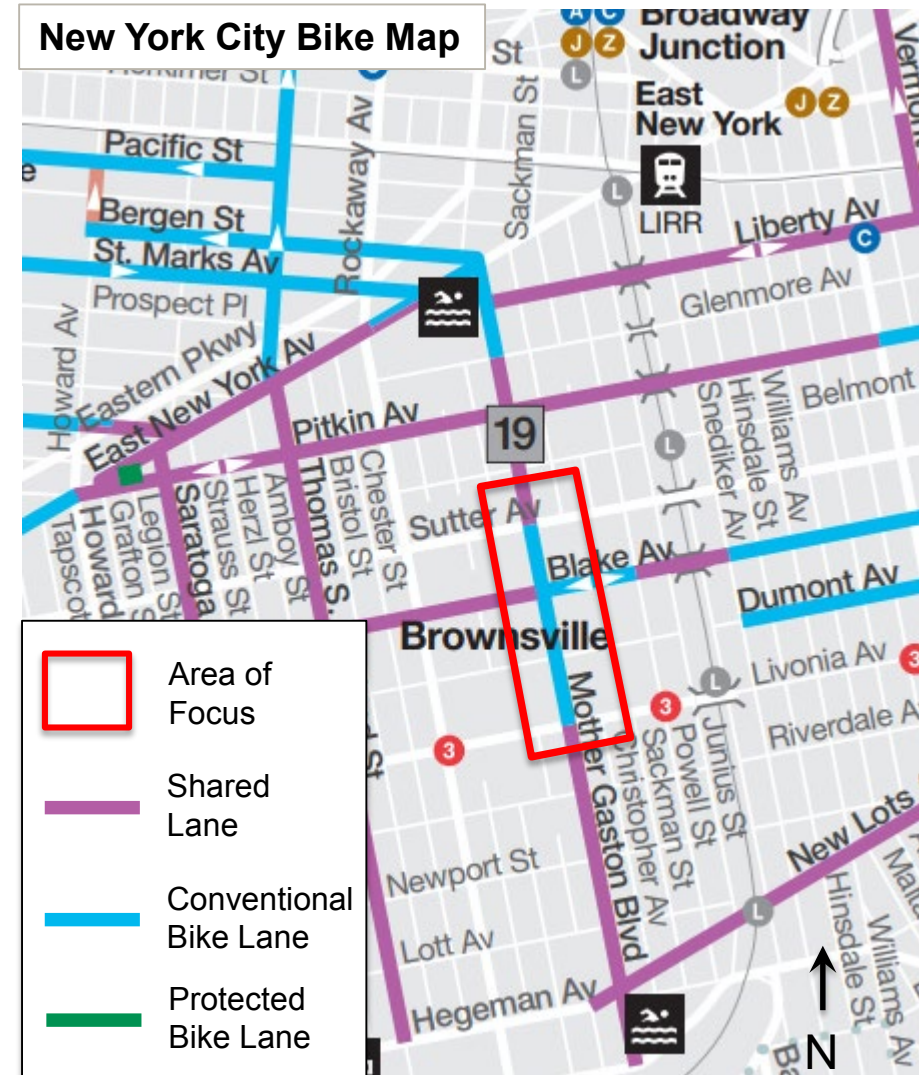
- Provides a level crossing
- Improves pedestrian visibility
- Encourages yielding to pedestrians



LOCATION 4: MOTHER GASTON BOULEVARD

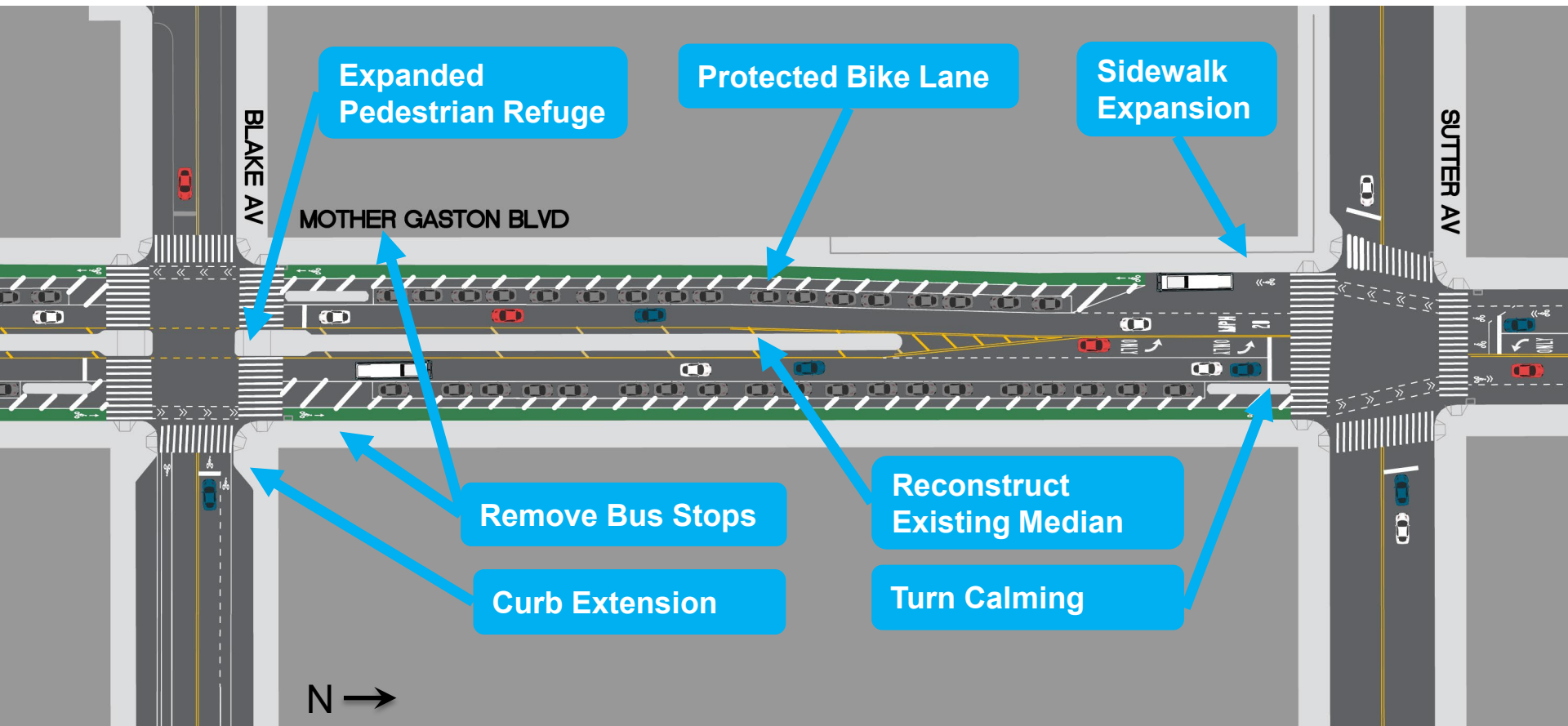
Existing Conditions:

- Roadway is very wide (74')
- Existing median and roadway is in poor condition
- Existing Conventional Bike Lane
- Important North/South bike route connecting Brownsville to adjacent neighborhoods
- Bus stops are spaced close together



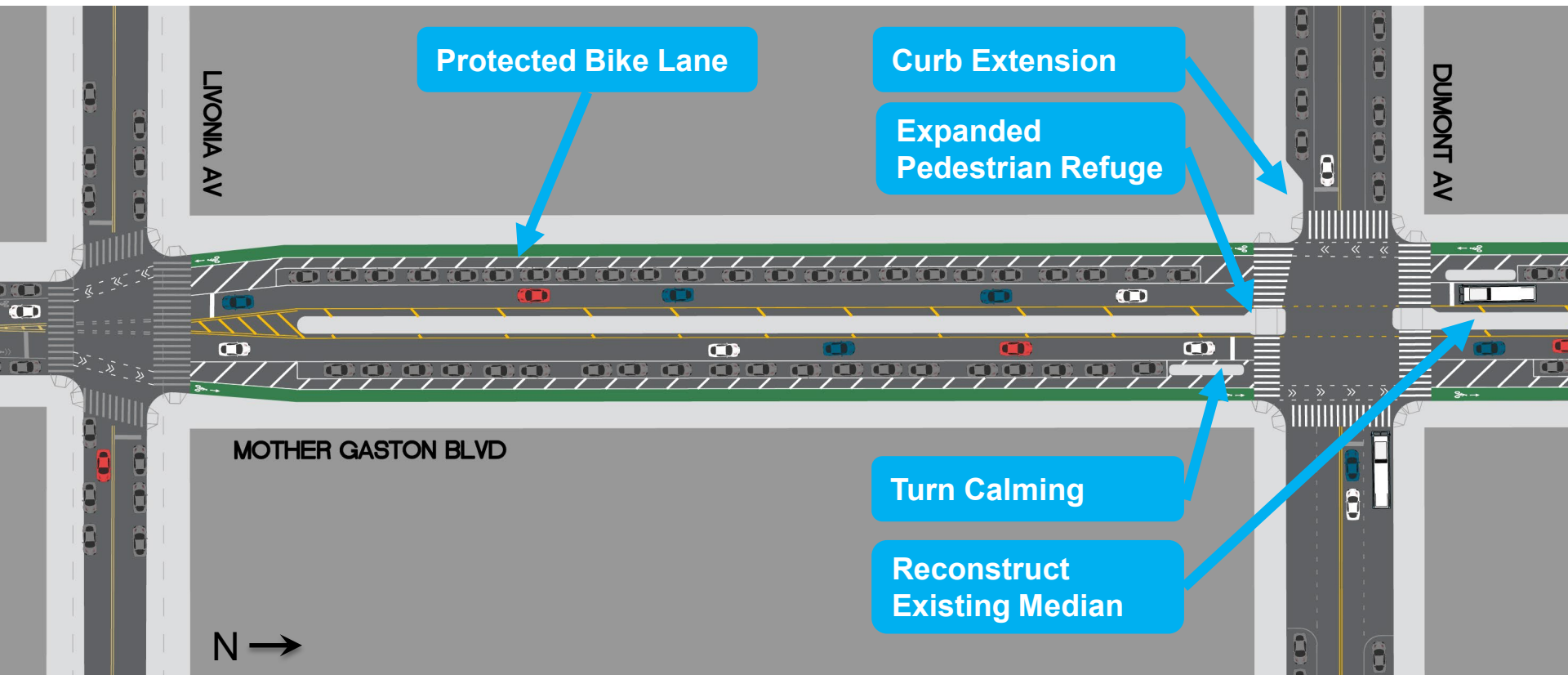
LOCATION 4: MOTHER GASTON BOULEVARD

PROPOSED DESIGN: SUTTER AVE TO BLAKE AVE

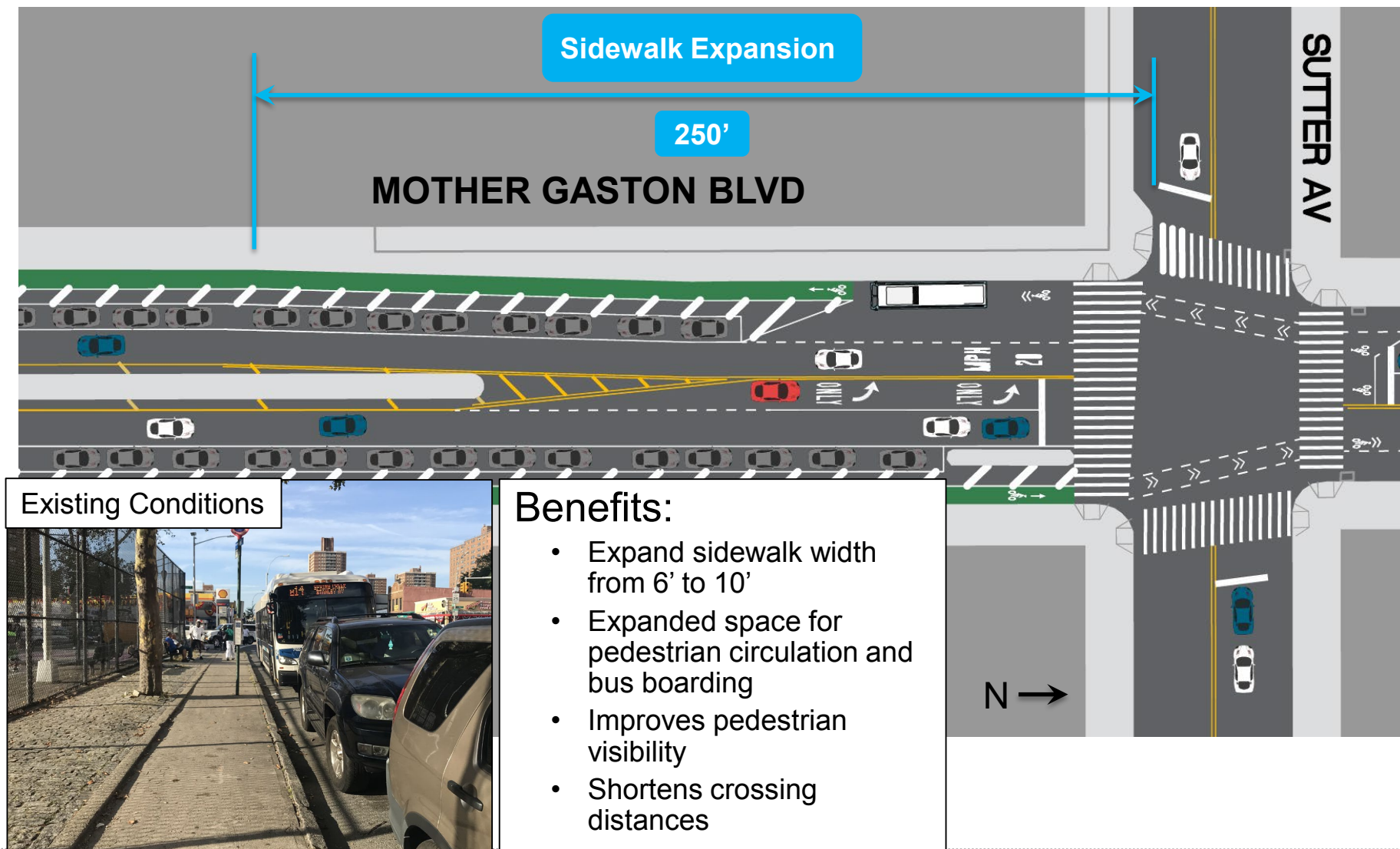


LOCATION 4: MOTHER GASTON BOULEVARD

PROPOSED DESIGN: DUMONT AVE TO LIVONIA AVE



LOCATION 4: MOTHER GASTON BOULEVARD



LOCATION 4: MOTHER GASTON BOULEVARD

Protected Bike Lane: 4th Ave, Brooklyn

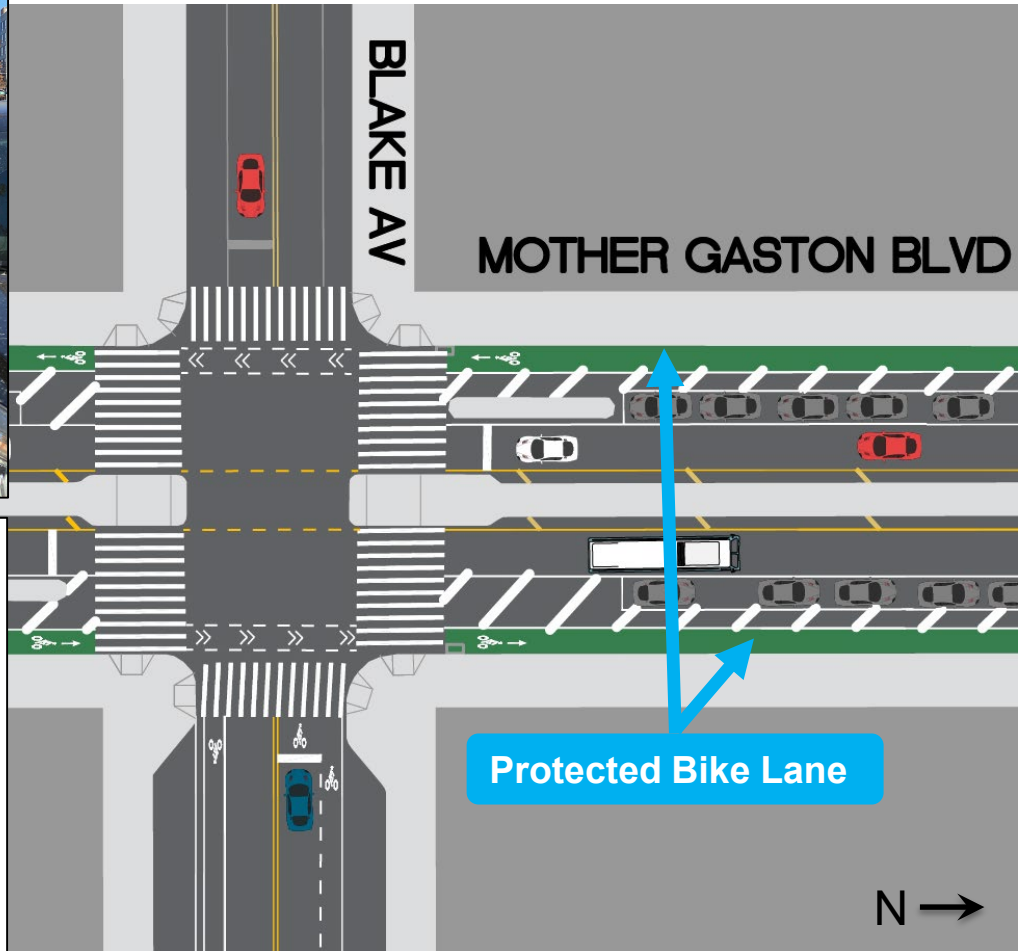


Existing Conditions:

- Conventional Bike Lane

Benefits:

- Upgrades existing bike lane to provide safe, Protected Bike Lane for cyclists
- Creates better cycling connections within the neighborhood



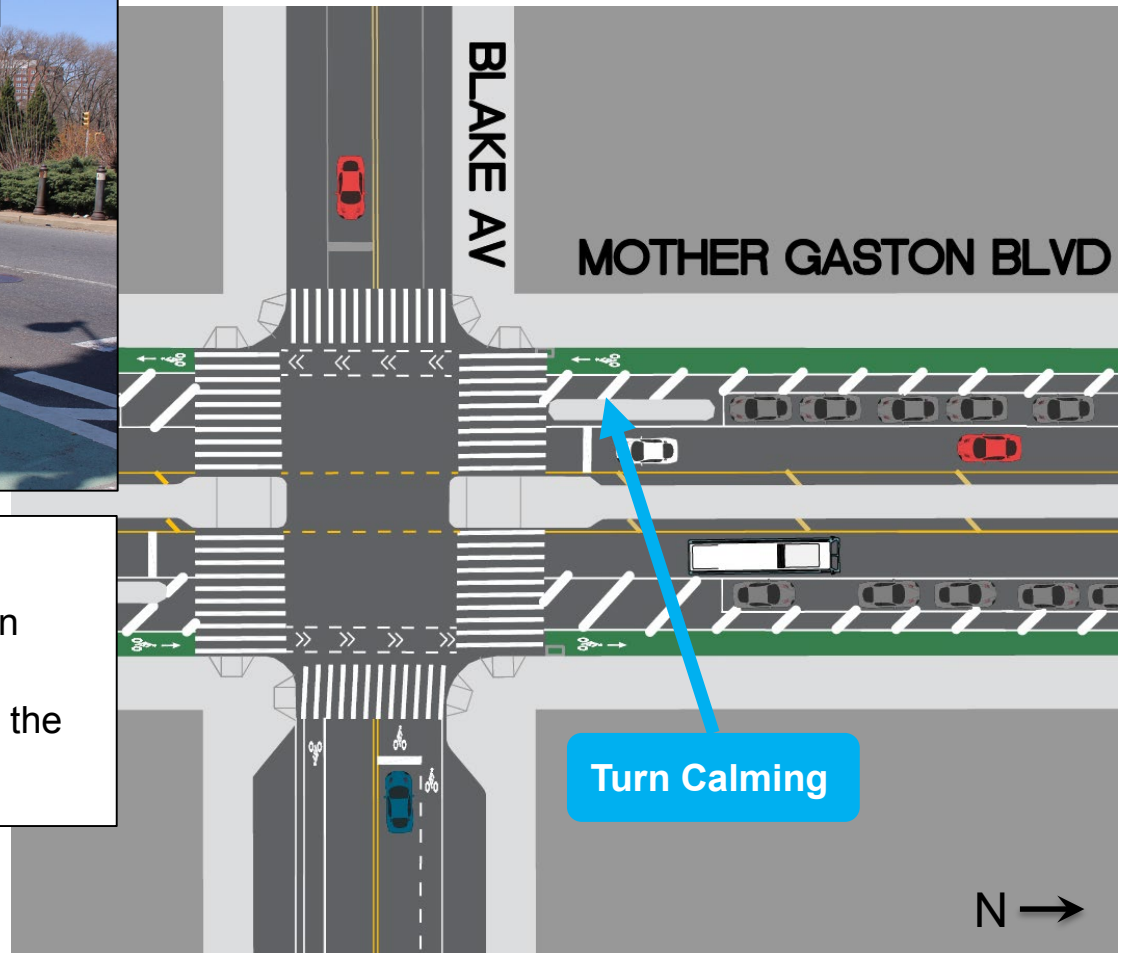
LOCATION 4: MOTHER GASTON BOULEVARD

Similar Treatment, Flatbush Ave, BK



Benefits:

- Improves bicyclist and pedestrian visibility for turning vehicles
- Provides protection to cyclists at the intersection

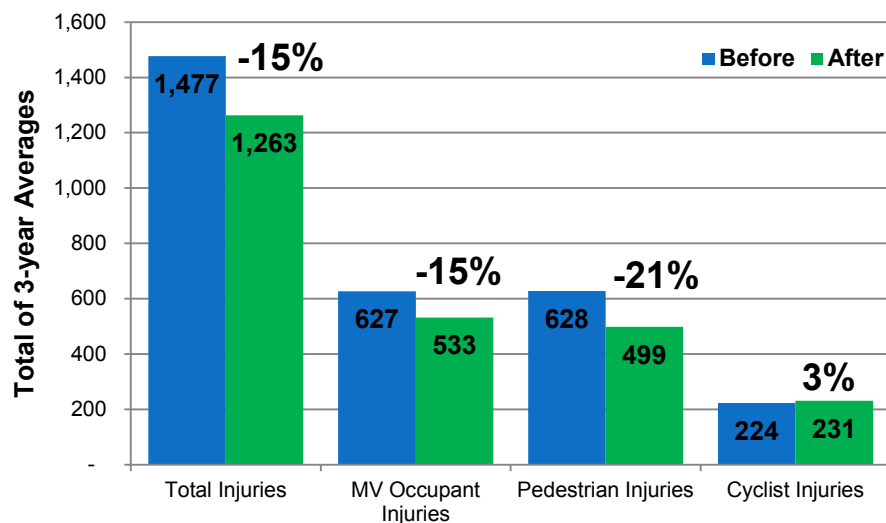


LOCATION 4: MOTHER GASTON BOULEVARD

PROTECTED BIKE LANES

- Street designs that include Protected Bike Lanes (PBL) increase safety for all users
 - 15% drop in crashes with injuries
 - 21% drop in pedestrian injuries*On streets where Protected Bike Lanes were installed 2007-2017*
- Injuries to cyclists increased only slightly, **despite a 61% increase in bike volumes.***

Before and After Crash Data, 2007 - 2017



Protected Bike Lane: 4th Ave and 7th St, BK

Source: NYPD AIS/TAMS Crash Database

*Based on total volume change for 12 hour weekday (in season) before/after counts on protected bike lanes in this study

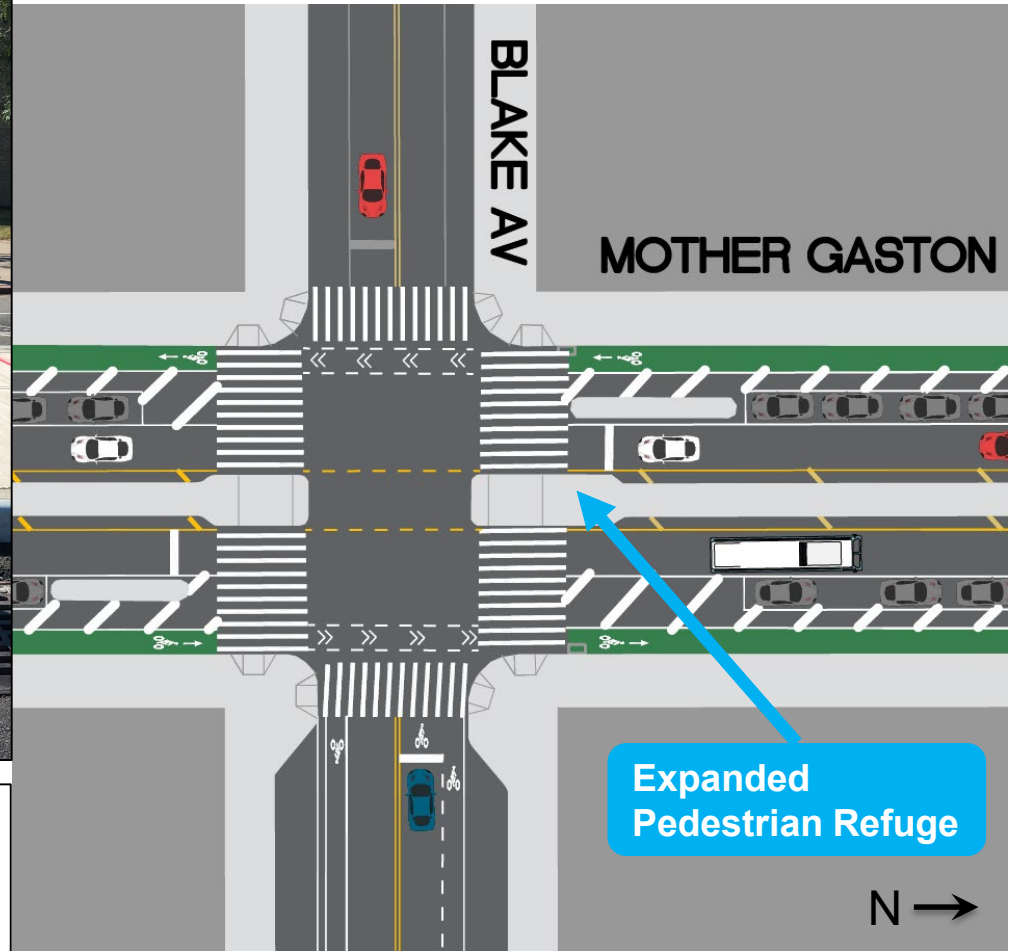
LOCATION 4: MOTHER GASTON BOULEVARD

Expanded Pedestrian Refuge,
Linden Blvd, BK



Benefits:

- Reduces crossing distance by providing pedestrian refuge
- Improves pedestrian visibility



LOCATION 4: MOTHER GASTON BOULEVARD

Existing Conditions:

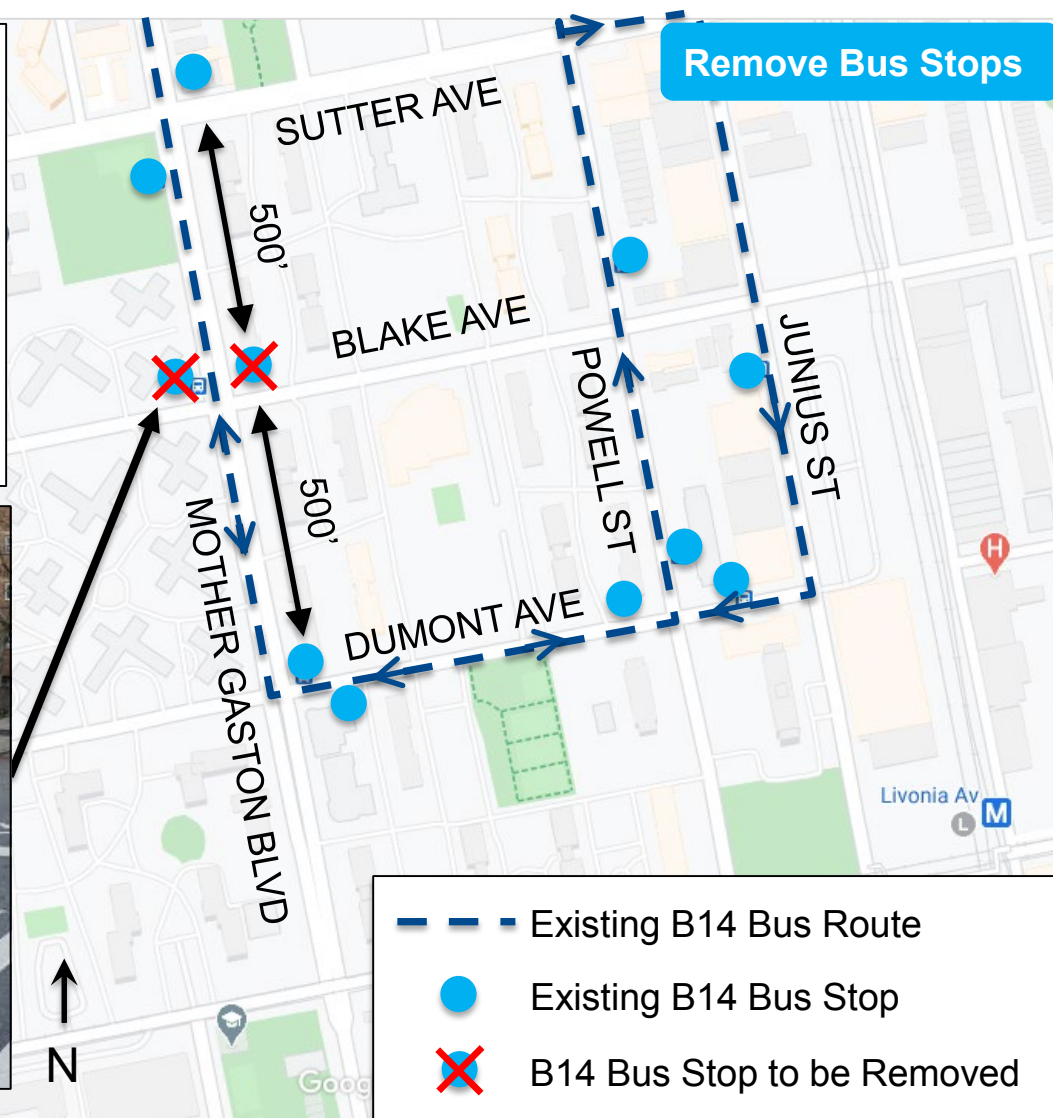
- B14 bus stops are spaced closer than MTA's preferred 1000' between stops

Benefits:

- Shorter bus travel times



Existing Bus Shelter to Be Relocated to Adjacent Stop



LOCATION 4: MOTHER GASTON BOULEVARD

PARKING

- On this 1/4 mile portion of Mother Gaston Boulevard, parking loss accounts for approximately 16% or less of corridor capacity

Design Change	Parking Change
Protected Bike Lane Design Treatments (Turn Calming)	- 18 spots
Bus Stop Elimination	+ 4 spots
Total Change	Approximate Net Loss of 14 spots

LOCATIONS 5-7: POWELL ST

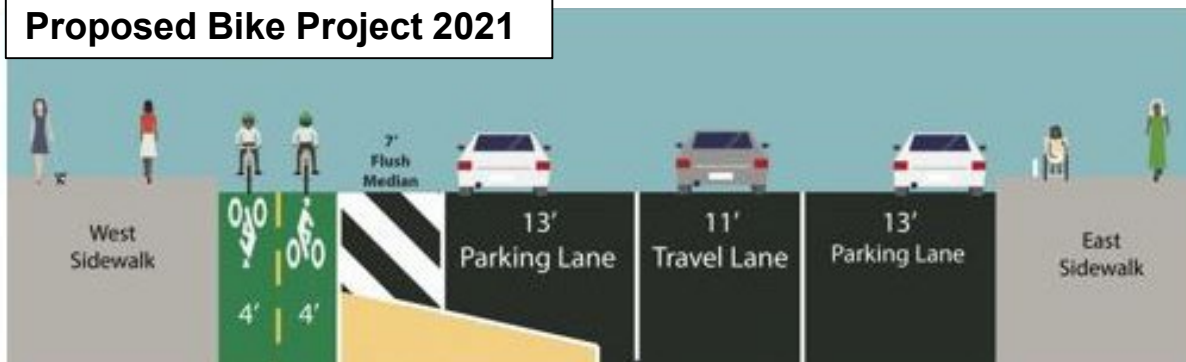
Proposed Bike Project 2021:

- One 11' travel lane and two 13' parking lanes
- Two-way Protected Bike Lane on the west curb
- Painted pedestrian islands at the intersections

Existing



Proposed Bike Project 2021



- Area of Focus
- Shared Lane
- Conventional Bike Lane
- Protected Bike Lane

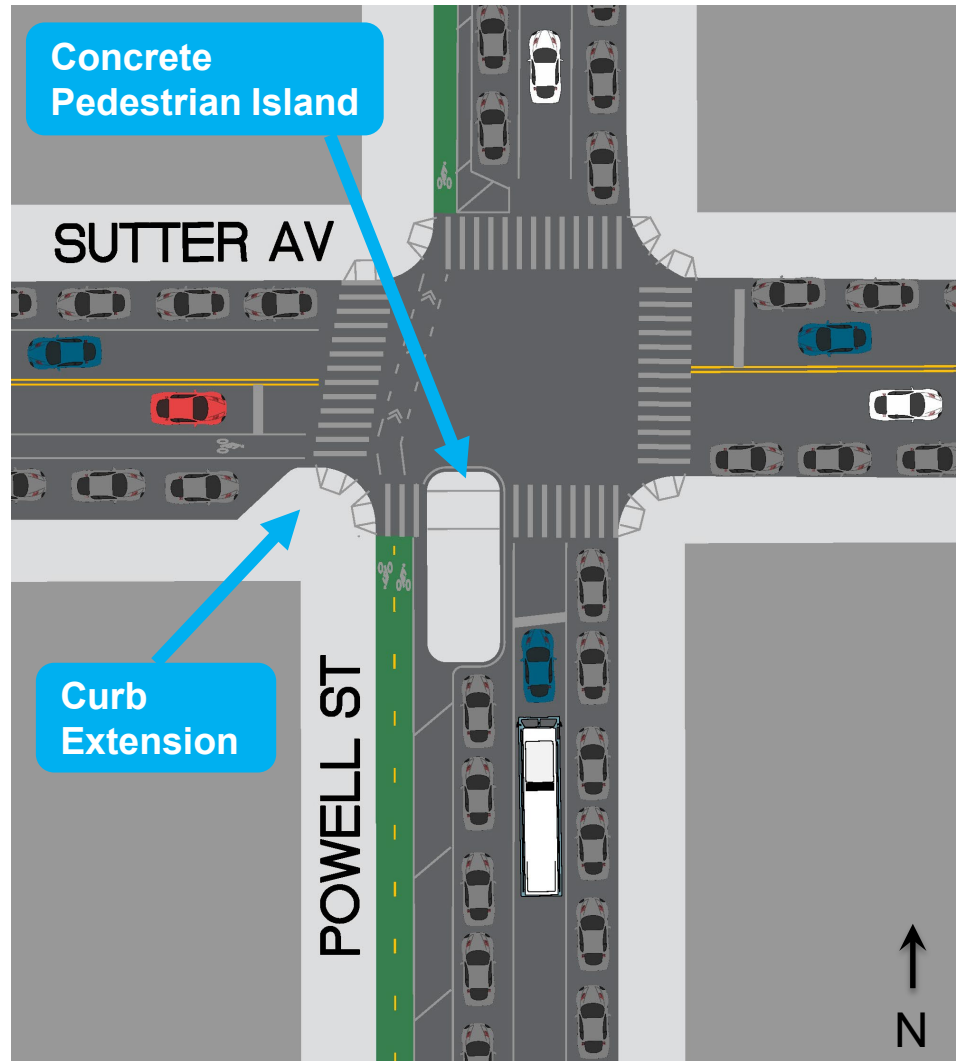
LOCATION 5: POWELL ST AND SUTTER AVE

Pedestrian Island, Flatbush Ave, BK



Benefits:

- Reduces crossing distance by providing pedestrian refuge
- Improves bicyclist and pedestrian visibility for turning vehicles
- Provides protection to cyclists at the intersection

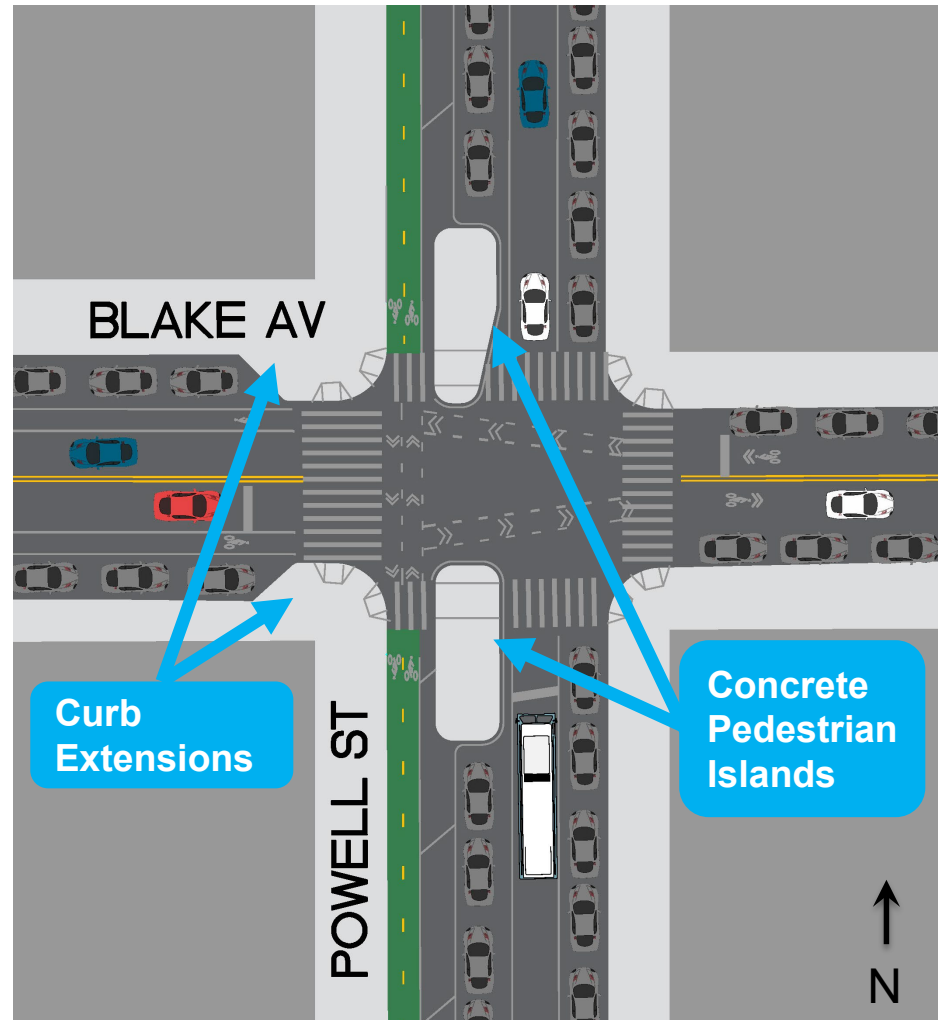


LOCATION 6: POWELL ST AND BLAKE AV

Benefits:

- Reduces crossing distance by providing pedestrian refuge
- Improves bicyclist and pedestrian visibility for turning vehicles
- Provides protection to cyclists at the intersection

Curb Extension: Herkimer St, Brooklyn



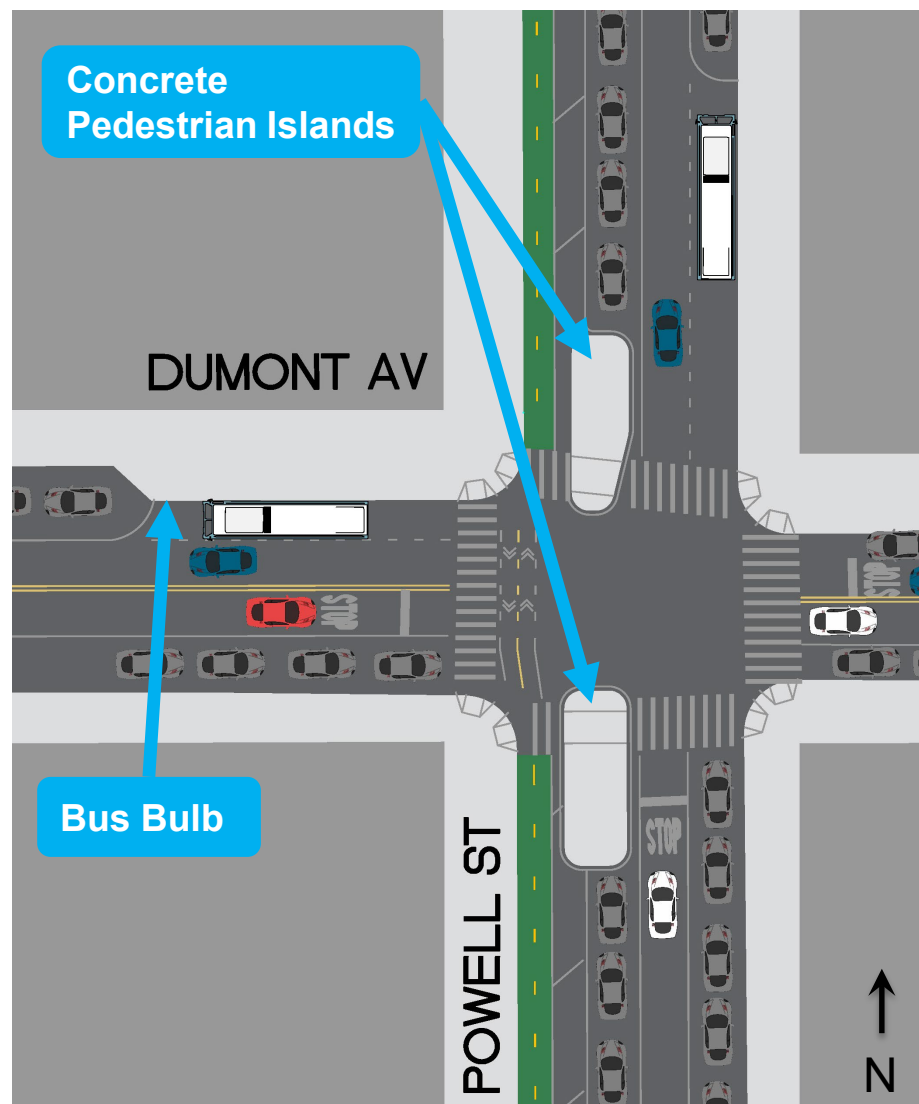
LOCATION 7: POWELL ST AND DUMONT AVE

Benefits:

- Reduces crossing distance by providing pedestrian refuge
- Improves bicyclist and pedestrian visibility for turning vehicles
- Provides protection to cyclists at the intersection
- Expanded space for pedestrian circulation and bus boarding



Bus Bulb, Nostrand Ave, BK



CAPITAL PROJECT BENEFITS

- Provide **safety** improvements for all users
- Upgrade cycling facilities to create better **cycling connections** within the neighborhood and to adjacent neighborhoods
- Upgrade curbs to accommodate all users & meet **ADA requirements**
- Improve **bus service** and create more comfortable bus stops for transit riders
- **Repave** roadway to improve street quality & drainage



CAPITAL PROJECT TIMELINE

- **March 2021:** Brownsville Pedestrian Safety Capital Project preliminary design complete
- **April 2021: Presentation to Community Board 16 Transportation and Franchises Committee**
- **April 2021: Presentation to Community Board 16 Full Board**
- **June - August 2021:** Implementation of Powell St Protected Bicycle Lanes Street Improvement Project (SIP)
- **February 2022:** Brownsville Pedestrian Safety Capital Project final design complete
- **October 2022:** Construction estimated to begin on Capital Project
- **March 2025:** Estimated construction completion

THANK YOU!

Questions?



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