



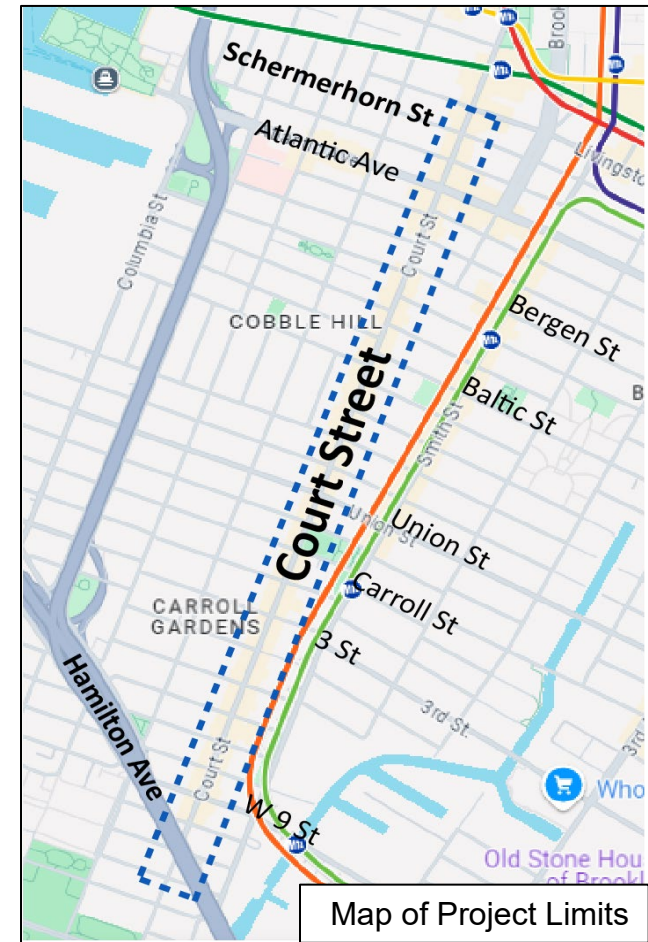
Court Street, Schermerhorn St to Hamilton Ave

Brooklyn Community Board 6

June 2025

Project Background

- Court Street between Schermerhorn St and Hamilton Ave
- 1.3 mile stretch of Court St stretches from Downtown Brooklyn, through Cobble Hill, Carroll Gardens, and to the edge of Red Hook
- B57 bus runs on Court St
- Court St is a busy mixed-use corridor with primarily ground floor commercial businesses and upper-floor residential buildings
- Court St is a truck route north of Atlantic Ave and south of West 9th St



Community Requests

- DOT has received many community requests for safety improvements, loading zones, and Protected Bike Lanes on Court Street

"Please can you add a bike lane"

"I would be very keen to see safety improvements on Court St"

"I think more loading zones are needed and fewer parking spots"

"This is now a dangerous roadway for pedestrians to cross and to bike down"

"Court St is in great need of traffic calming and better loading zones"

"I ... think basically all of Court St needs safety improvements"

"A bike lane is much needed as there is no good southbound route"

"I think Court St in Brooklyn urgently needs to see some safety upgrades"

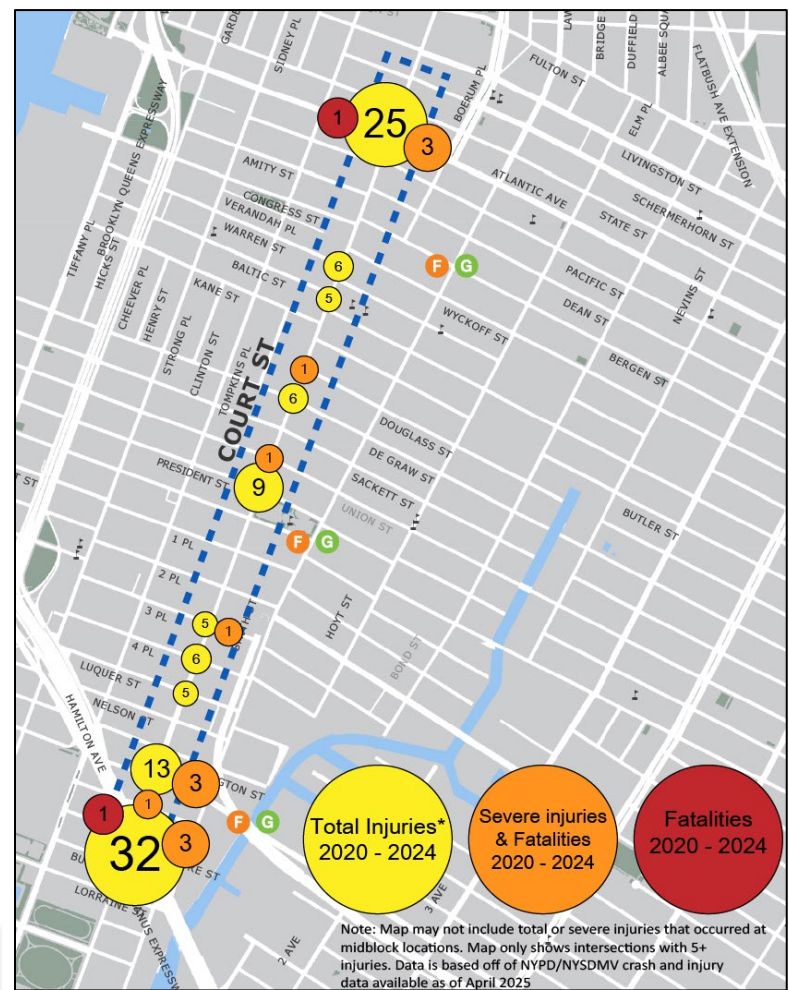
"I would appreciate some safety improvements for cyclists on Court St... Please help improve bicycle safety here."

"The nature of this [street] makes reckless and dangerous driving super common here"

Safety Data

- Court St is a Vision Zero Priority Corridor with 5.9 pedestrian KSI/mile in DOT's 2023 Vision Zero Update
- Between 2020 and 2024, 155 people have been injured on this portion of Court S with 11 severe injuries and 2 fatalities (Hamilton Ave, 2021; Atlantic Ave, 2023)

Injury Summary, 2020-2024 (5 Years)				
Mode	Total Injuries	Severe Injuries	Fatalities	KSI
Pedestrian	36	4	1	5
Bicyclist	25	1	0	1
Motor Vehicle Occupant	87	6	1	7
Other Motorized	7	0	0	0
Total	155	11	2	13



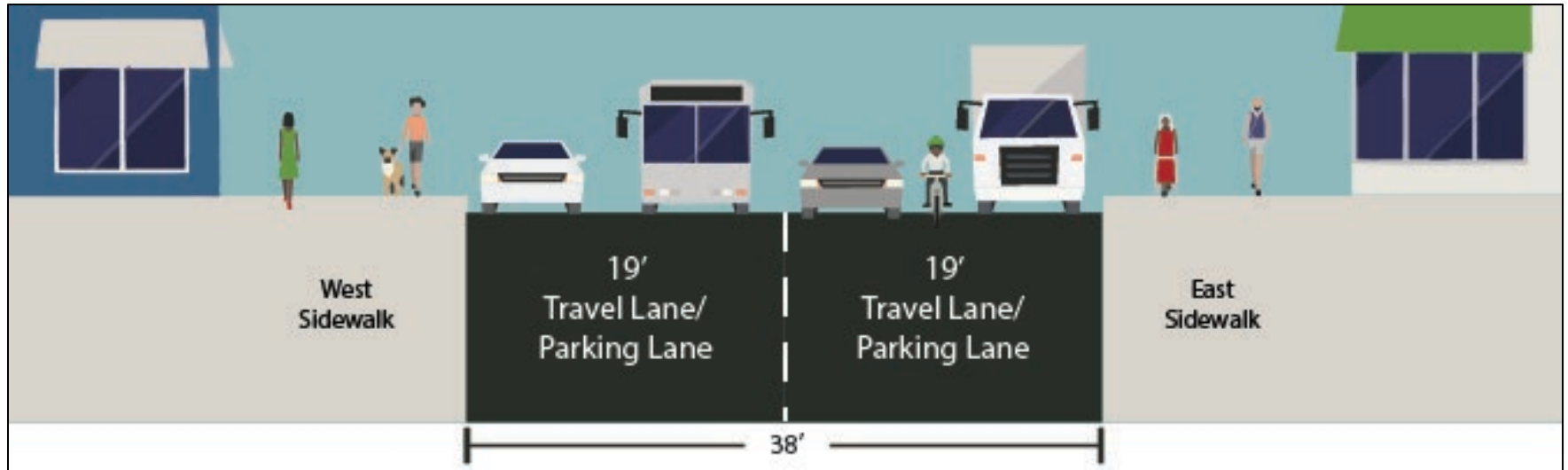
Safety Data

- More than half of pedestrians (57%) were injured when crossing the street in the crosswalk with the signal (41% borough-wide)
 - Indicating fast, aggressive turns onto and off of Court St
- Double the rate of sideswipe crashes (34%) compared to borough average (17%)
 - Frequent lane blockages and swerving



Existing Conditions

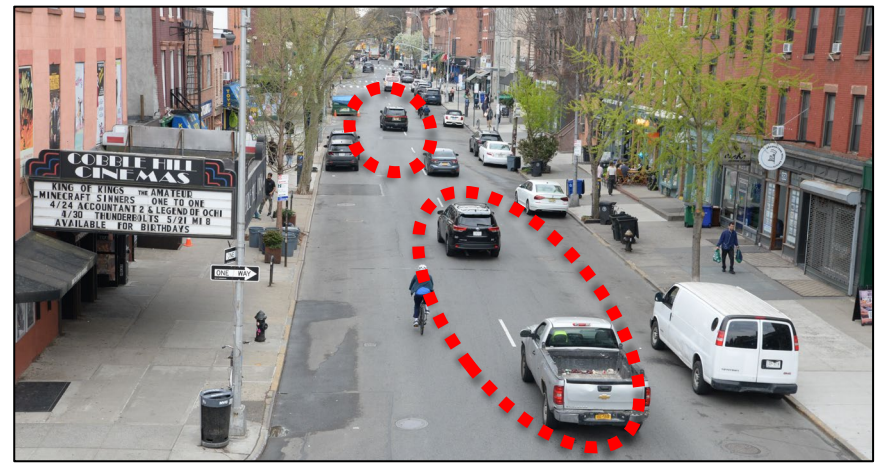
- 38' wide street
- Parking on both sides of the street
- No dedicated bike infrastructure



Existing Conditions

Drivers:

- Lane widths create challenging conditions for drivers
- Frequent double-parking results in swerving, changing of lanes, and frequent reduction of Court St to one usable lane
- High rates of sideswipe crashes and right angle/T-bone crashes on the corridor



Existing Conditions

Pedestrians:

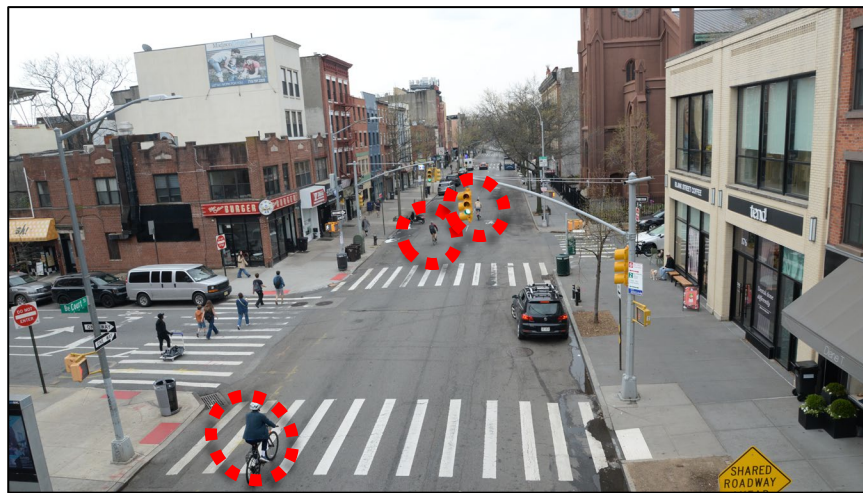
- Heavy pedestrian volumes with frequent turn conflicts with vehicles
- Vehicles failing to yield to pedestrians crossing with the signal cause 57% of pedestrian injuries on the corridor
- Pedestrian volumes outnumber vehicles at 9 of 12 sampled intersections



Existing Conditions

Cyclists:

- No dedicated roadway space for cyclists despite approximately 1,000 daily cyclists counted across project limits (October 2024)
- Cyclists have to share lane with vehicles, buses, trucks, and swerve around double-parked vehicles
- No clear roadway space dedicated for cyclists leads to cyclists riding on both sides of the street, increasing unpredictability



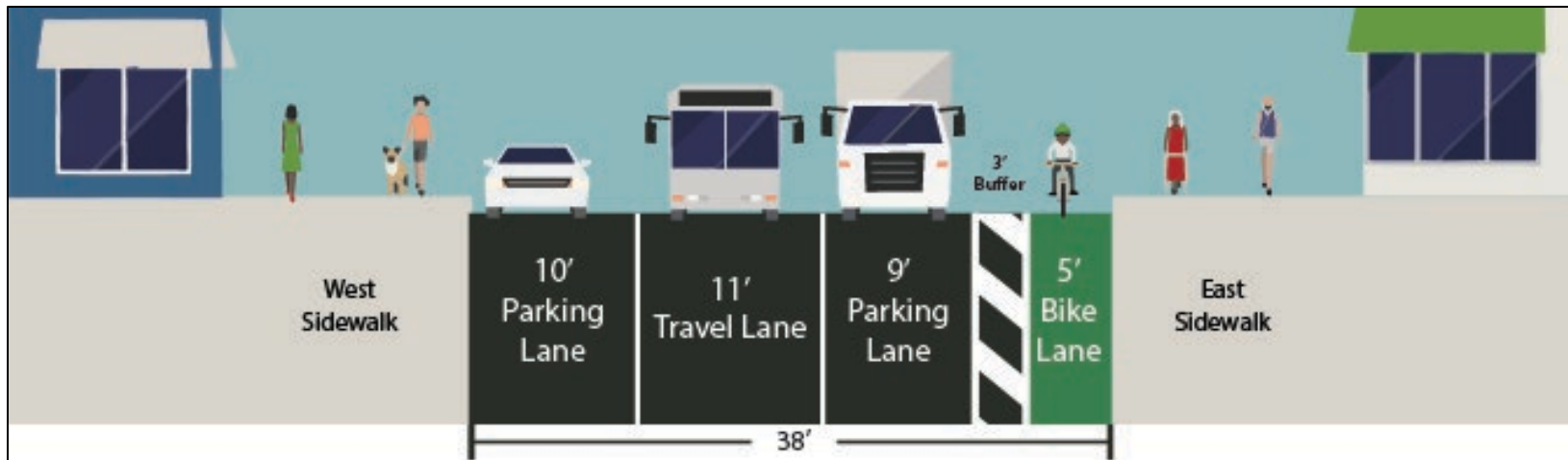
Existing Bike Network

- No safe route for cyclists to ride southbound from downtown Brooklyn to Carroll Gardens/Cobble Hill/Red Hook despite clear desire
- Existing routes either require circuitous detour to waterfront or riding on unprotected lanes
- Smith St and Clinton St both provide northbound routes with no southbound pair

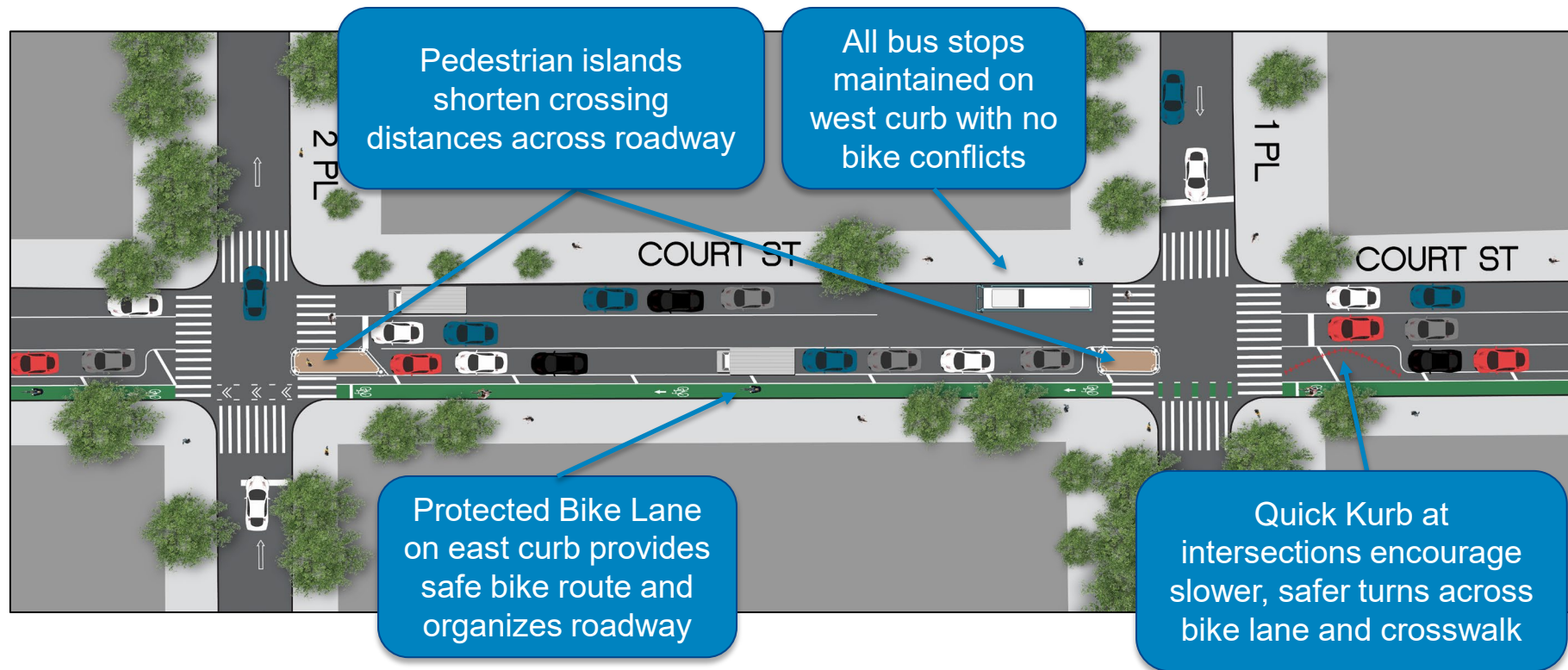


Proposal

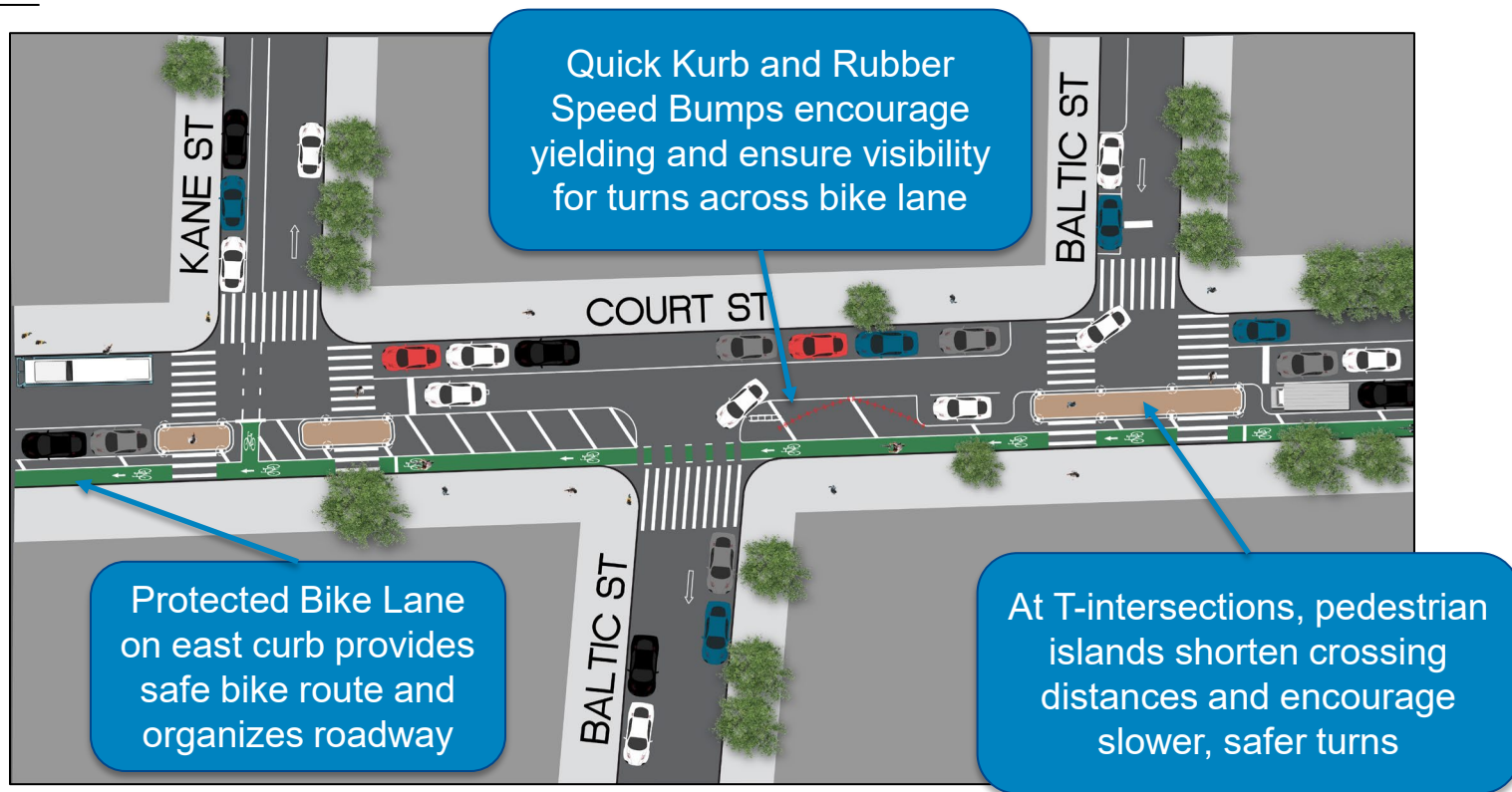
- Remove a travel lane on Court St
- Add a curbside Parking Protected Bike Lane on the east curb of Court St
- Add painted pedestrian islands and curb extensions at intersections along the corridor
- Install turn calming and improve visibility between drivers, cyclists, and pedestrians
- Install additional commercial loading zones along the corridor



Proposed Conditions – Typical Block



Proposed Conditions – T Intersections



Making It Work – Busy Intersections

- NYC DOT collected traffic volume on Court St and performed traffic modeling to analyze the effects of removing the second travel lane
- To minimize effects at busy intersections, NYC DOT will maintain additional lanes to process larger volumes on Court St and remove parking from the east side of the street
 - Between State St and Atlantic Ave
 - Between W 9th St and Hamilton Ave

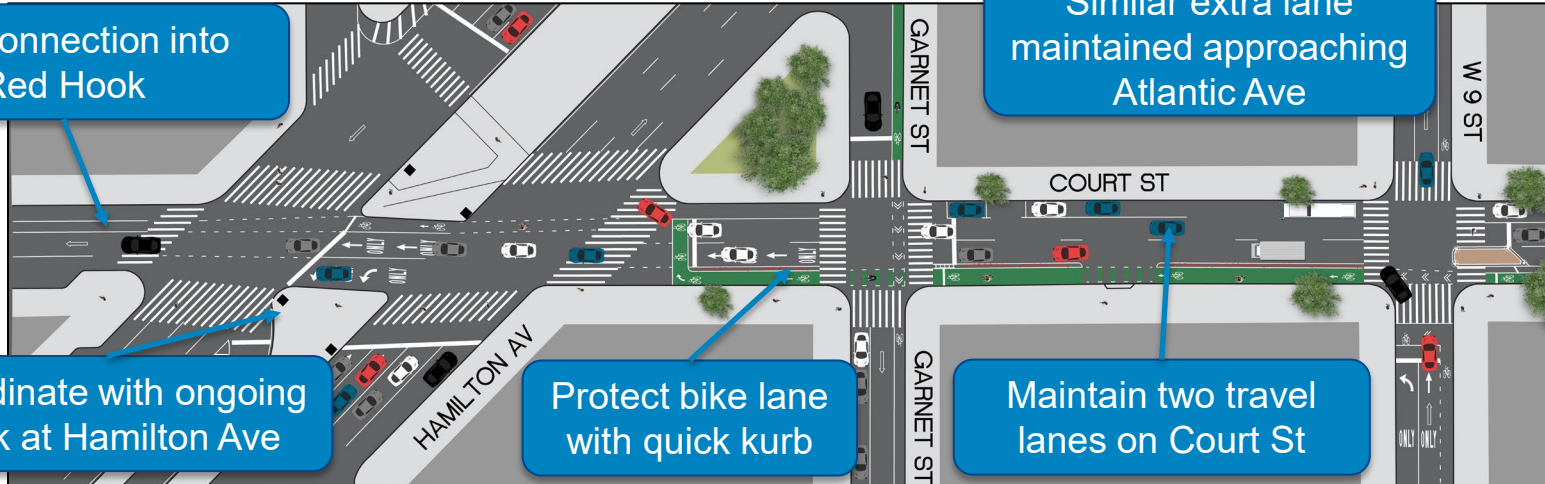
Bike connection into Red Hook

Coordinate with ongoing work at Hamilton Ave

Protect bike lane with quick kurb

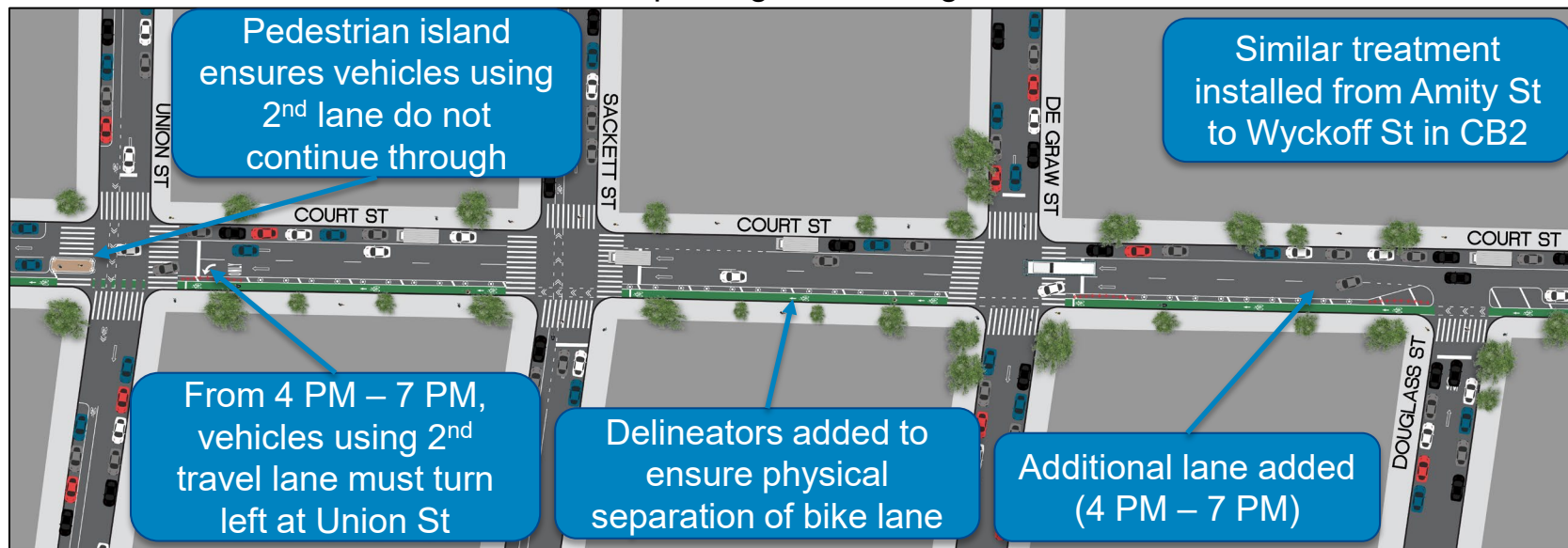
Similar extra lane maintained approaching Atlantic Ave

Maintain two travel lanes on Court St



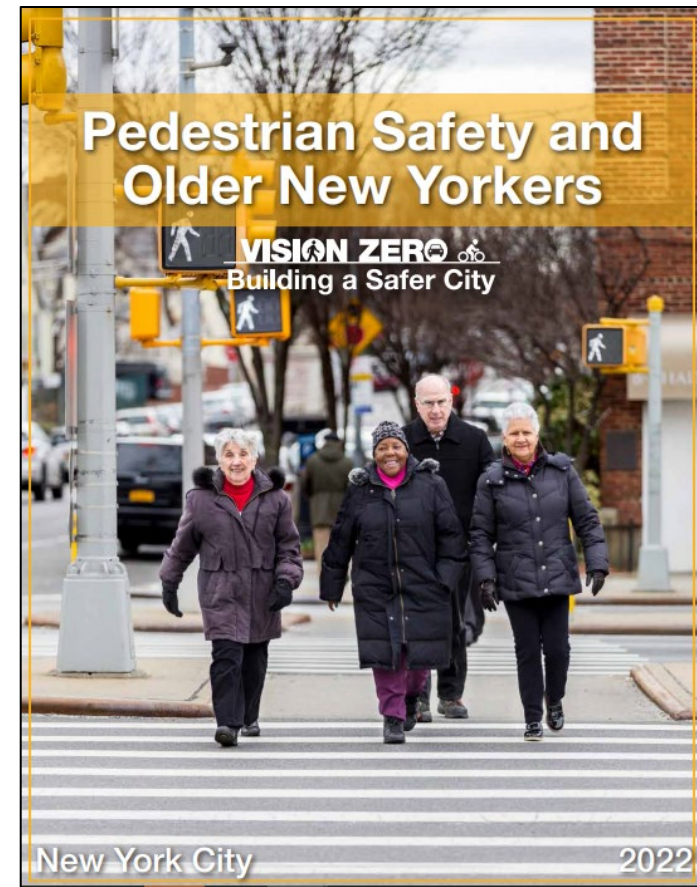
Making It Work – Rush Hour Volumes

- At intersections of Bergen St/Congress St and at Sackett St, unique signal timing presents challenges with PM rush hour volumes
- To avoid congestion, DOT to repurpose east parking lane as a rush hour travel lane from 4 PM to 7 PM
- At all other times, east lane will revert to parking and loading



Protected Bike Lane Safety

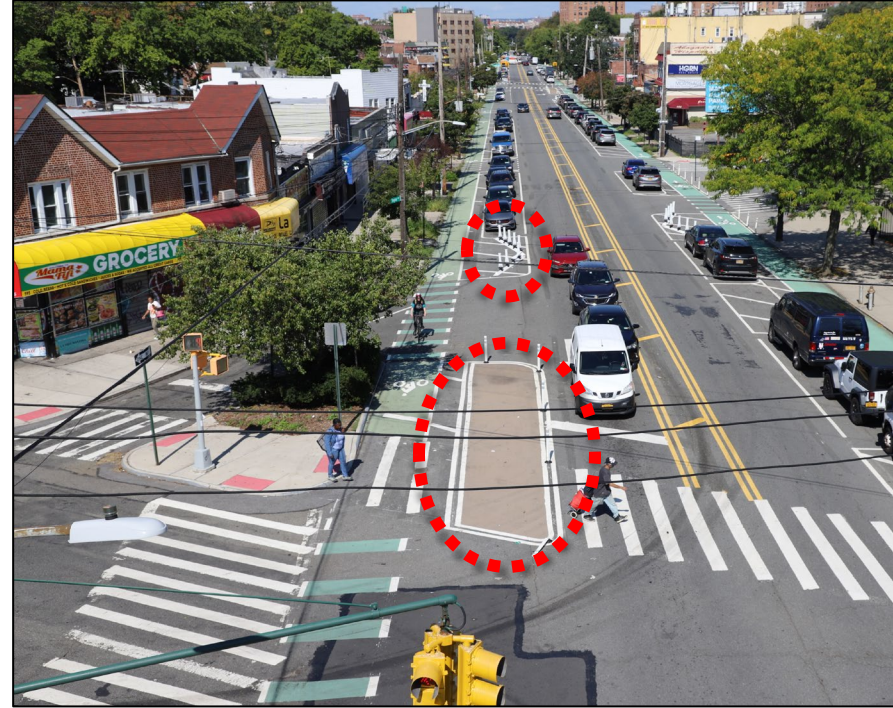
- As part of DOT's Pedestrian Safety and Older New Yorkers study (2022), DOT analyzed the impact of Protected Bike Lanes on safety for roadway users
- Protected Bike Lane designs are **proven to calm traffic and improve safety for all roadway users** and include pedestrian safety benefits at every intersection
- Safety improvements associated with Protected Bike Lanes are most impactful for the most vulnerable roadway users
 - All users:
 - 14.8% injury reduction, 16.1% KSI reduction
 - Pedestrians
 - 17.8% injury reduction, 29.2% KSI reduction
 - **Senior Pedestrians**
 - **22% injury reduction, 39% KSI reduction**



Cover of NYC DOT's Pedestrian Safety and Older New Yorkers Report

Making It Work – Parking and Loading

- Court Street Protected Bike Lane will repurpose approximately 59 spots over the 1.3-mile-long-corridor (approximately 2.5 spots per block)
- Across the corridor, parking is repurposed for
 - Turn calming treatments/daylighting that improves visibility and encourages slower, safer turns across the bike lane and crosswalks
 - New pedestrian islands and curb extensions that create shorter and safer crossing distances for pedestrians
 - Maintaining a 2nd travel lane to ensure adequate traffic flow
 - Channelization to ensure all turns can be made onto and off of Court St



Daylighting measures installed on a Protected Bike Lane on Soundview Ave, BX

Making It Work – Parking and Loading

- In March, DOT Street Ambassadors surveyed businesses on Court St to understand their loading needs
- Along the Court Street Corridor, NYC DOT plans to adjust parking and meter regulations to prioritize commercial loading zones during the morning and early afternoon hours and will allow all-vehicle metered parking later in the day
- Proposal will provide more curbside spaces during daytime hours for deliveries, encouraging turnover and reducing double parking
- Narrower street width for vehicles will disincentivize double parking along the corridor



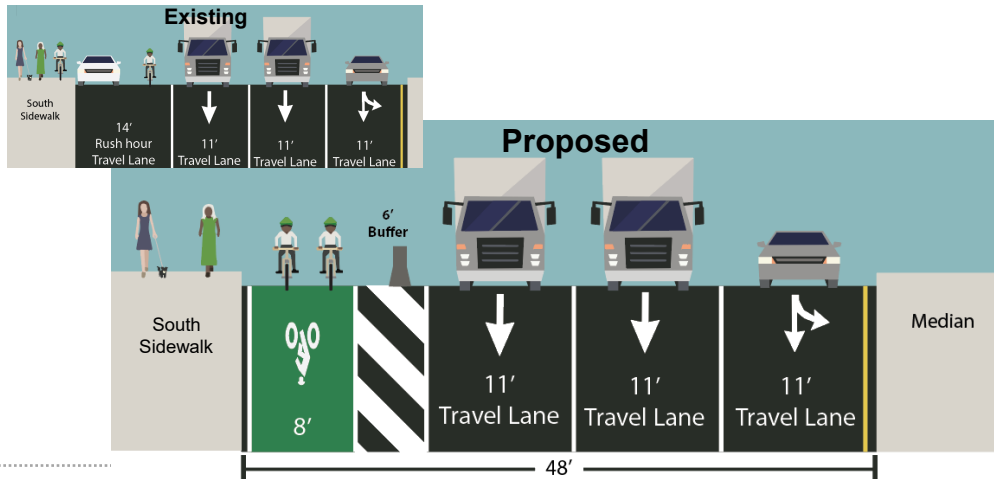
Bike Network Connections

- Court Street Protected Bike Lane will provide a dedicated, safe bike connection for southbound cyclists
- Court St Protected Bike Lane will provide improved connections to east/west lanes on Dean St/Bergen St, Sackett St/Union St, and 9th St
- Court St Protected Bike Lane will bring cyclists safely south to Red Hook



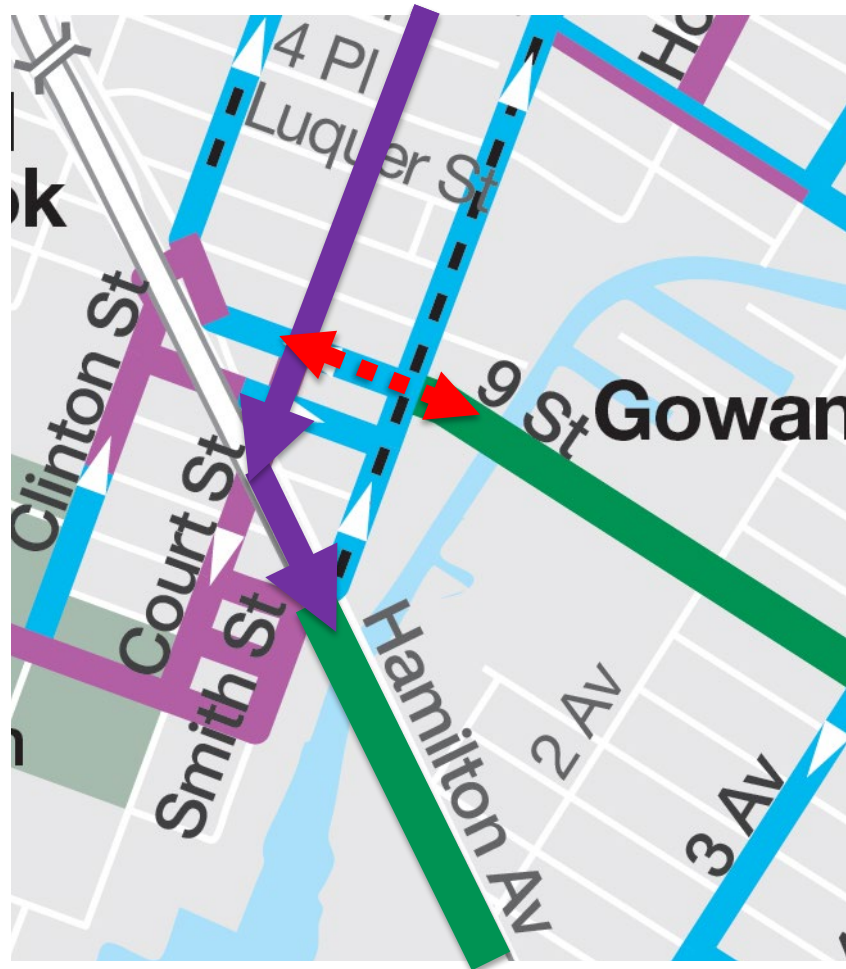
Hamilton Av Connection

- Connect southbound cyclists from Court St to new **Brooklyn Waterfront Greenway** path on Hamilton Av east of Smith St.



9th St Connection

- DOT investigating future connection to 9th St protected bike lanes



Project Benefits

- Removal of travel lane encourages safer speeds and reduces aggressive driving on Court Street
- Addition of Protected Bike Lane provides 1.3 miles of safe cycling connection and organizes the roadway to improve safety for all roadway users
- Painted pedestrian islands, curb extensions, and Turn Calming shorten pedestrian crossing distances, slow turning vehicles and improve yielding to cyclists and pedestrians
- Addition of commercial loading zones provide improved curbside regulations and reduce double parking



Thank You!



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