



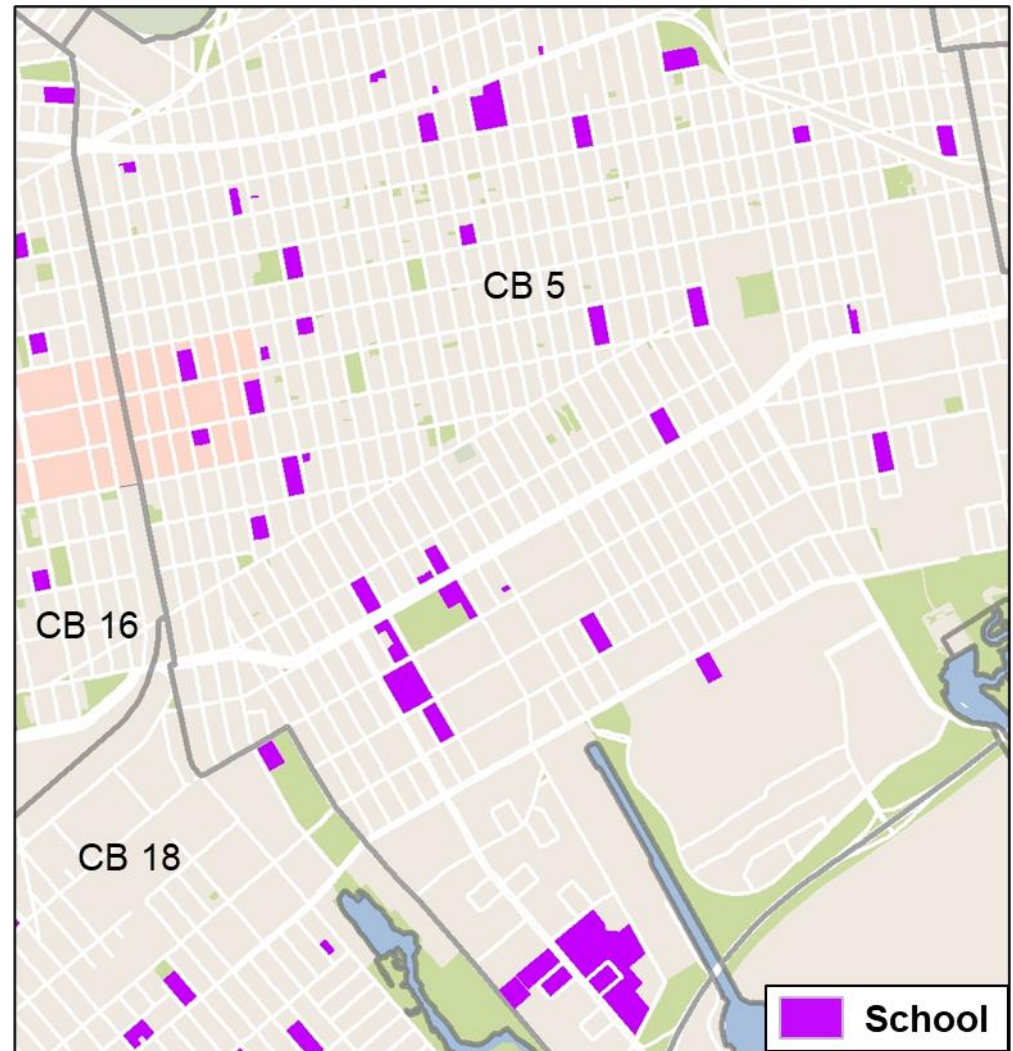
East New York Safety Improvements

Presentation to Community Board 5
July 7, 2022

East New York Safety Improvements

Why Are We Here?

- Two child pedestrian fatalities in February 2020
- March 2020 community meeting on need for safety improvements in the area
- Many schools in area
- High volumes of student pedestrians at arrival and dismissal hours



East New York Safety Improvements

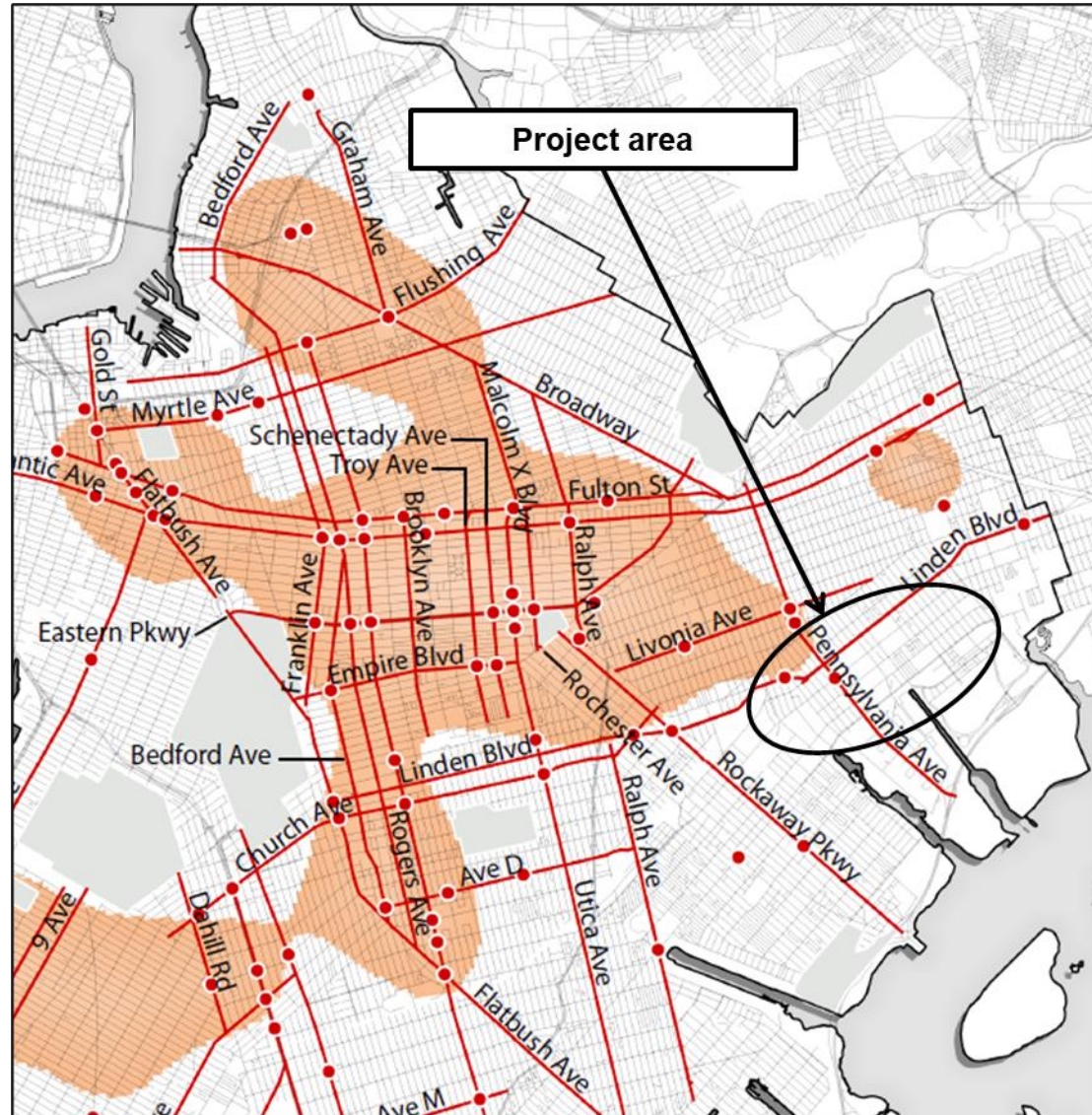
Vision Zero Priority

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

East New York and Brownsville

- Project area is within Priority Area and includes Priority Corridors and Intersections



Outreach

1

East New York Safety Improvements

School and NYCHA Outreach

NYC DOT met with schools and NYCHA resident associations to discuss safety concerns and potential improvements from 2021 to 2022.

- **NYCHA Resident Associations**
 - Brownsville Houses
 - Glenmore Plaza
 - Howard Houses
 - Linden Houses
 - Pink Houses
 - Van Dyke I Houses
- **Schools**
 - Academy for Young Writers
 - Achievement First Aspire Charter School
 - Achievement First Linden Middle School
 - Brooklyn Gardens Elementary School
 - Children First PK 4
 - Collegiate Academy for Math and Personal Awareness Charter School
 - East New York Elementary School of Excellence
 - East New York Middle School of Excellence
 - FDNY Captain Vernon A. Richard High School for Fire and Life Safety
 - Frederick Douglass Academy VII
 - Frederick Douglass Academy VIII Middle School
 - High School for Civil Rights
 - I.S. 364 Gateway
 - J.H.S. 218
 - Leadership Prep Brownsville Charter School
 - Mott Hall Bridges Academy
 - P.S. 149 Danny Kaye
 - P.S. 224
 - P.S. 273
 - P.S. 306
 - P.S. 346
 - P.S. 4
 - P.S./I.S. 327
 - Performing Arts and Technology High School
 - Teachers Preparatory High School
 - The East New York Arts and Civics High School
 - The East New York Middle School of Excellence
 - The Fresh Creek School
 - The Gregory Jocko Jackson School of Sports, Art, and Technology
 - The School for Classics High School
 - Van Siclen Community Middle School
 - World Academy for Total Community Health High School

East New York Safety Improvements

What We Learned

Top Issues:

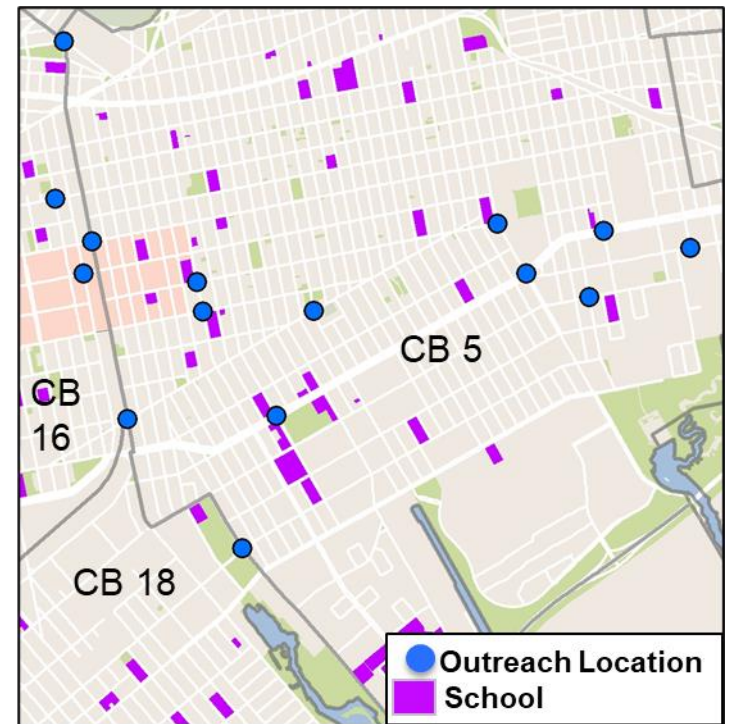
- Speeding vehicles
- Poor visibility at crossings
- Uncontrolled intersections



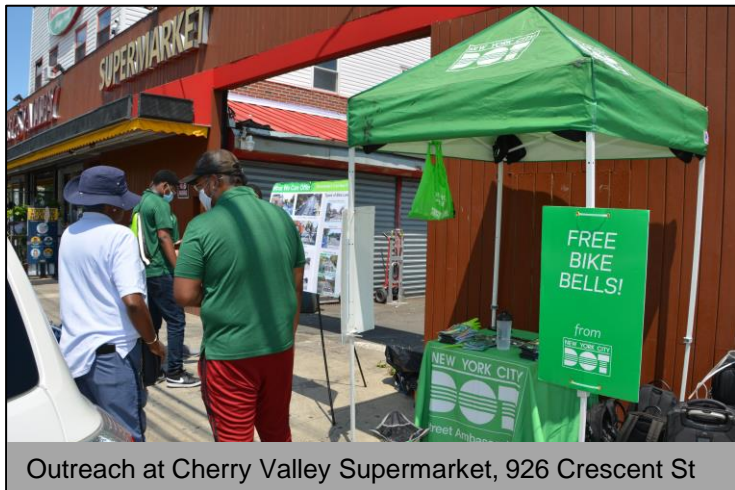
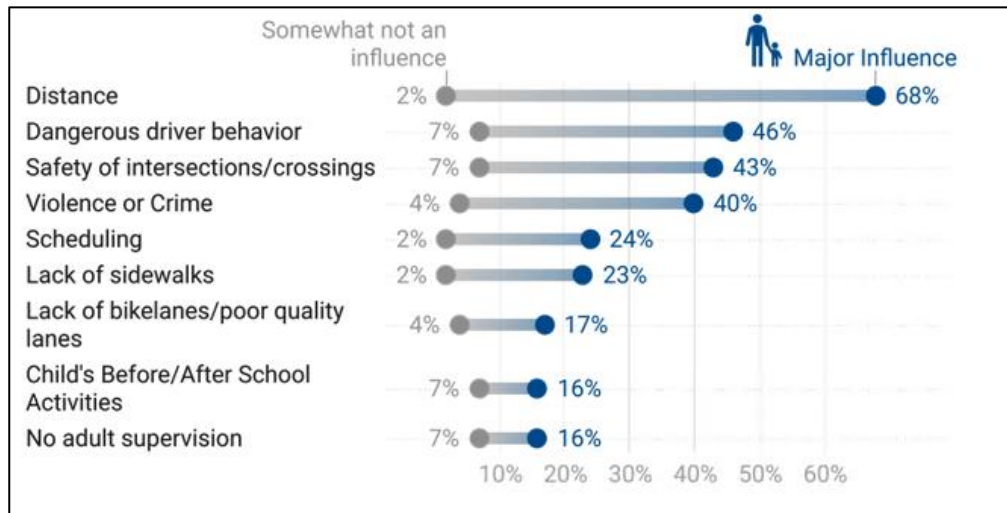
East New York Safety Improvements

DOT Street Outreach Locations and Feedback

- DOT conducted street level outreach at 14 sites in Summer 2021 to conduct surveys and collect site-specific comments
- Reached out to community boards and elected officials for locations



Factors That Influenced Parents' Decision to Not Let Their Child Walk/Bike to School



Recent Safety Improvements: Completed in 2021/2022

2

East New York Safety Improvements

Recent Safety Improvements

Over the past two years, DOT installed safety treatments at dozens of locations. Treatments include:

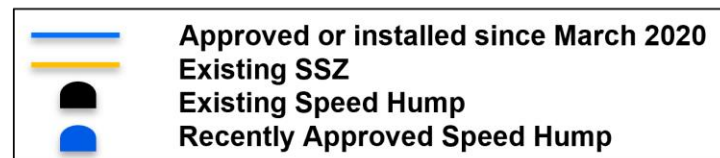
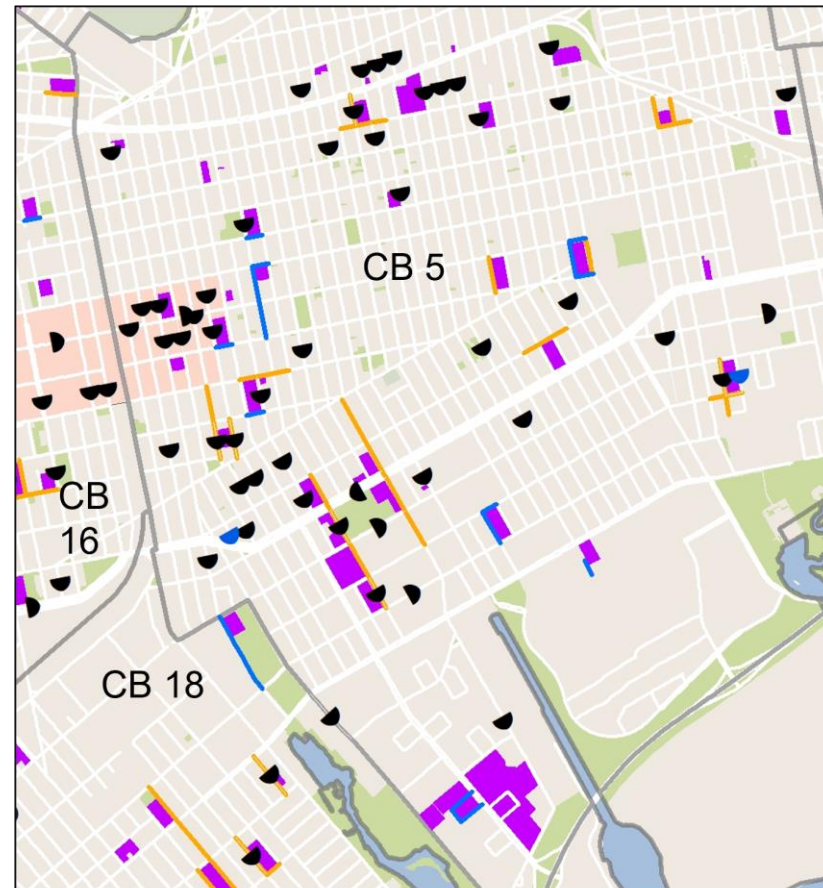
- School Slow Zones
- Speed humps
- Signage improvements
- Signal improvements
- Study intersections for stop signs and traffic signals, etc.
- Turn calming treatments



East New York Safety Improvements

School Slow Zones and Speed Humps

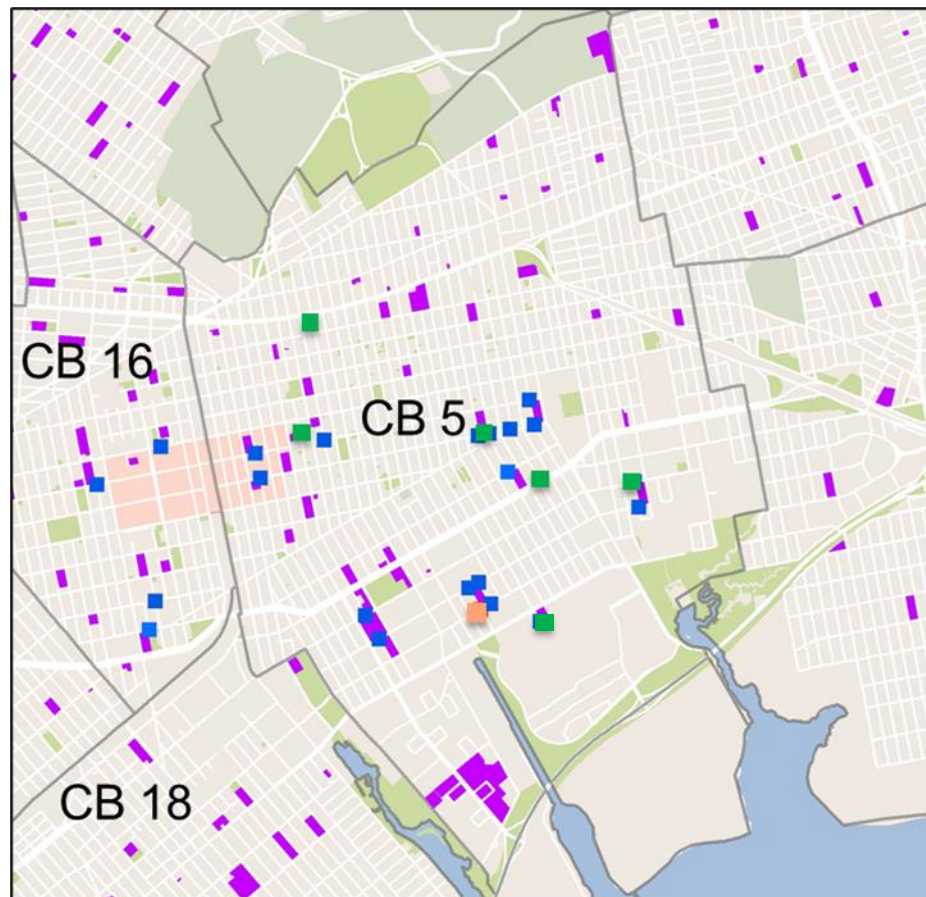
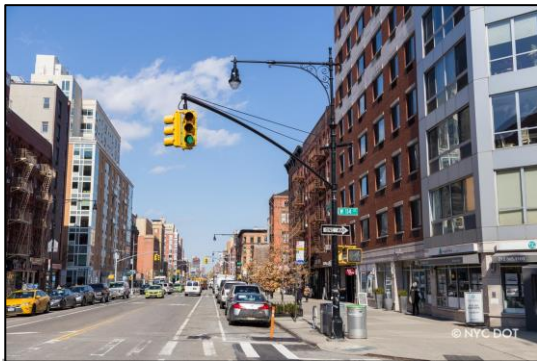
- School Slow Zones improve traffic safety in the vicinity of schools. The speed limit can be reduced to 20 MPH or 15 MPH (with a speed hump) during school days



East New York Safety Improvements

Stop Signs and Traffic Signals

- Signal and all way stop sign studies completed or underway at numerous intersections

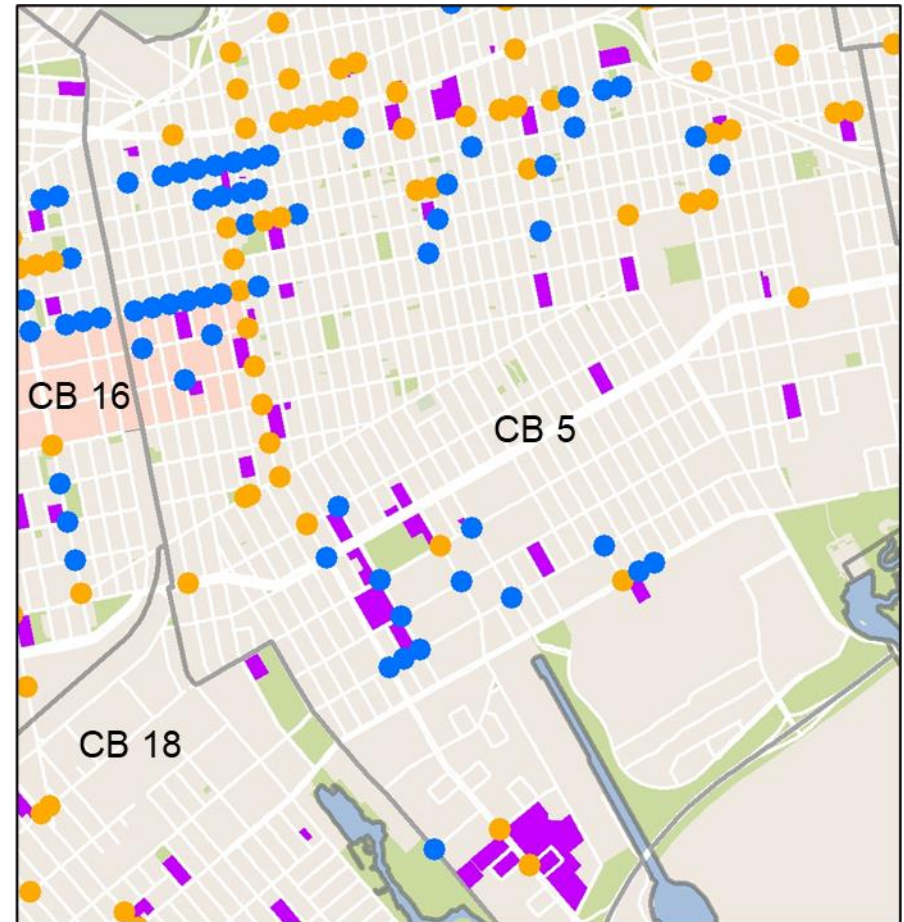


- School
- Approved for Signal or All-way Stop
- Requested Traffic Control Under Study
- Stop Control Study Failed to Meet Warrant

East New York Safety Improvements

Leading Pedestrian Intervals

- Leading Pedestrian Intervals (LPIs) are installed at signalized intersections to give pedestrians the opportunity to cross the street roughly 7 seconds before vehicles are given a green signal.
- NYC DOT installed over 60 LPIs in July and August of 2021



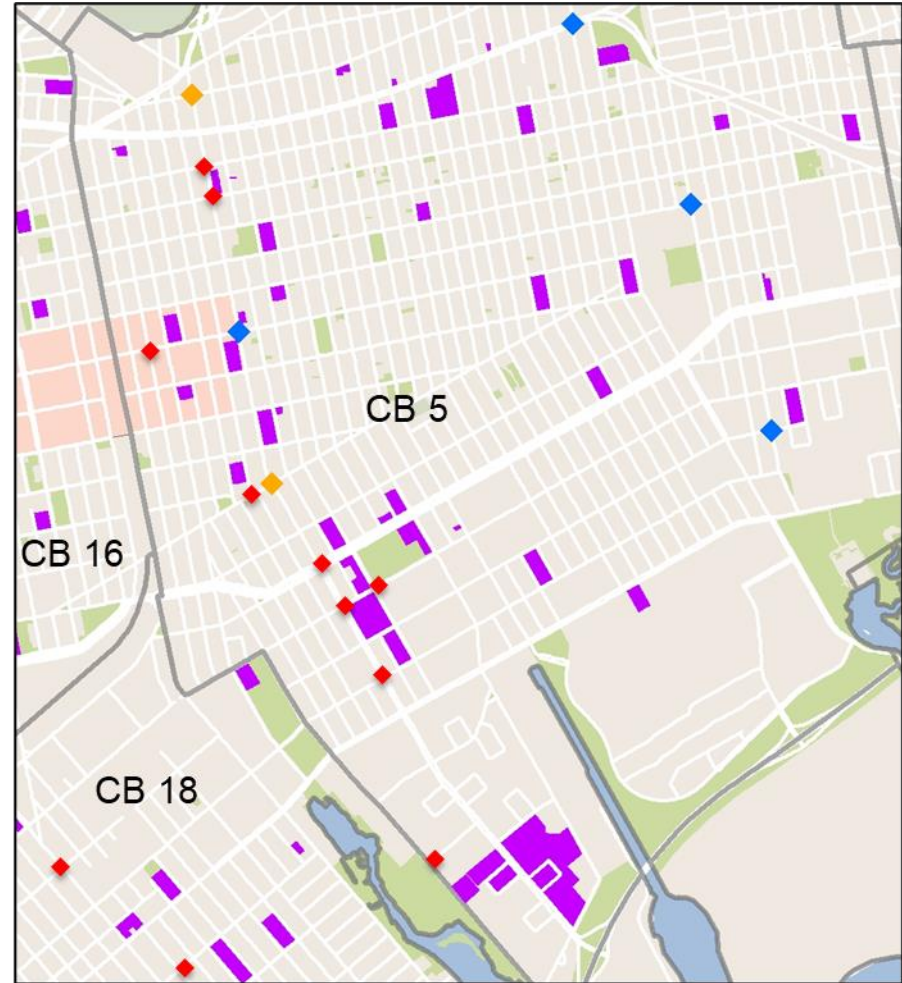
East New York Safety Improvements

Turn Traffic Calming

- Turn traffic calming treatments encourage drivers to reduce speeds while making turns.
- Turn calming treatments installed or under study at multiple locations



Wortman Ave and Crescent St,
Brooklyn



-  School
-  Existing
-  Recently Installed
-  Pending Installation

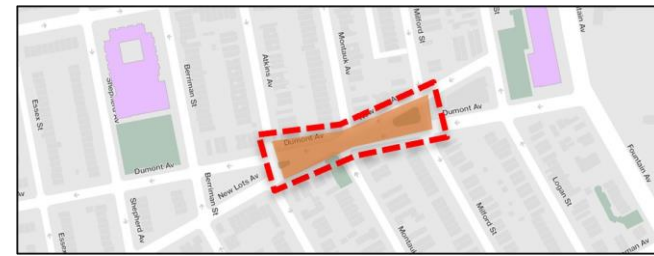
Street Redesign:
Dumont Ave, Fountain Ave
to Shephard Ave

3

Dumont Ave and New Lots Ave Bowtie

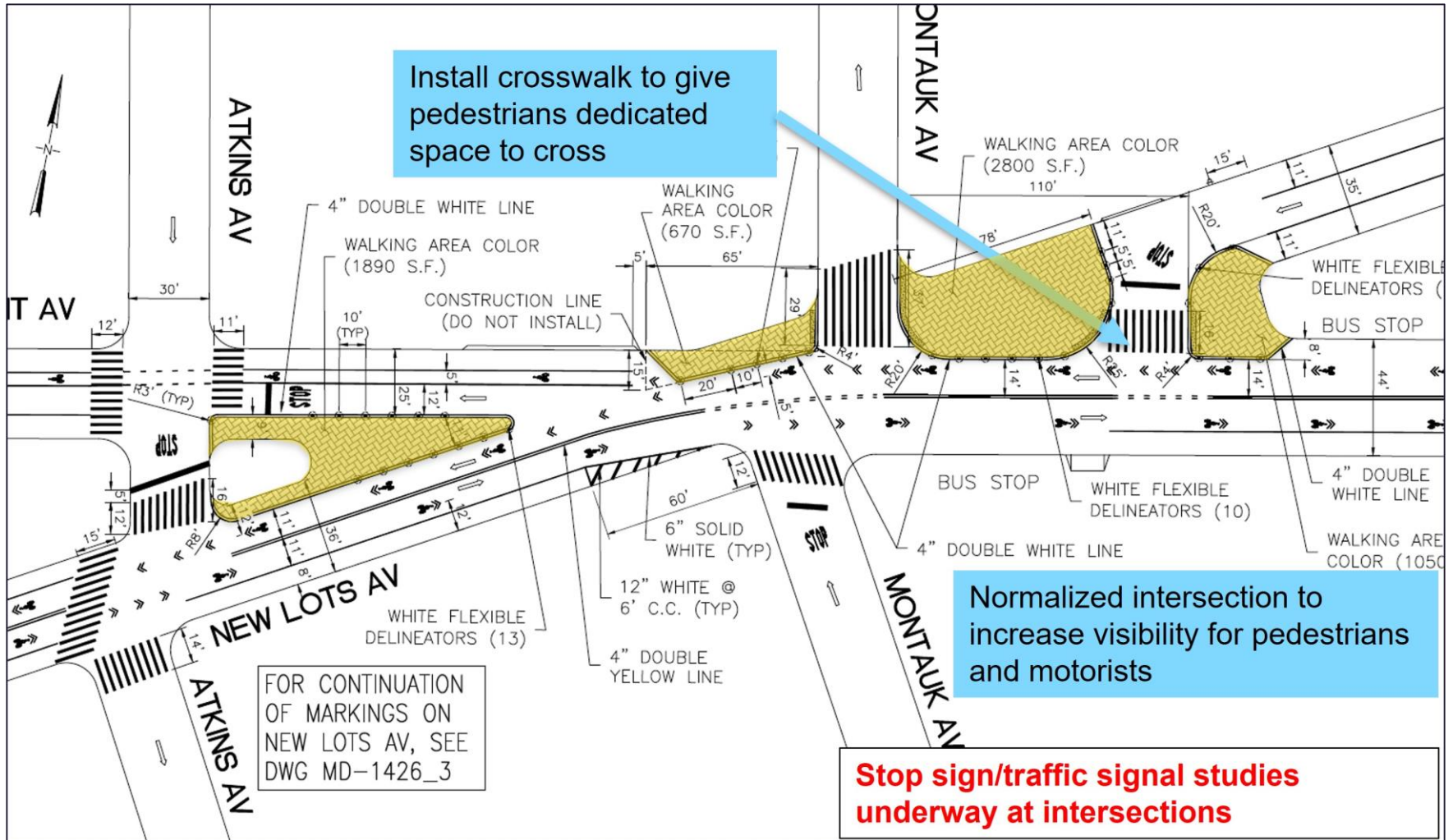
Existing: Irregular Intersection

- Presented to CB in March 2022



Dumont Ave and New Lots Ave Bowtie

Proposal: Intersection Normalization



Stop sign/traffic signal studies underway at intersections

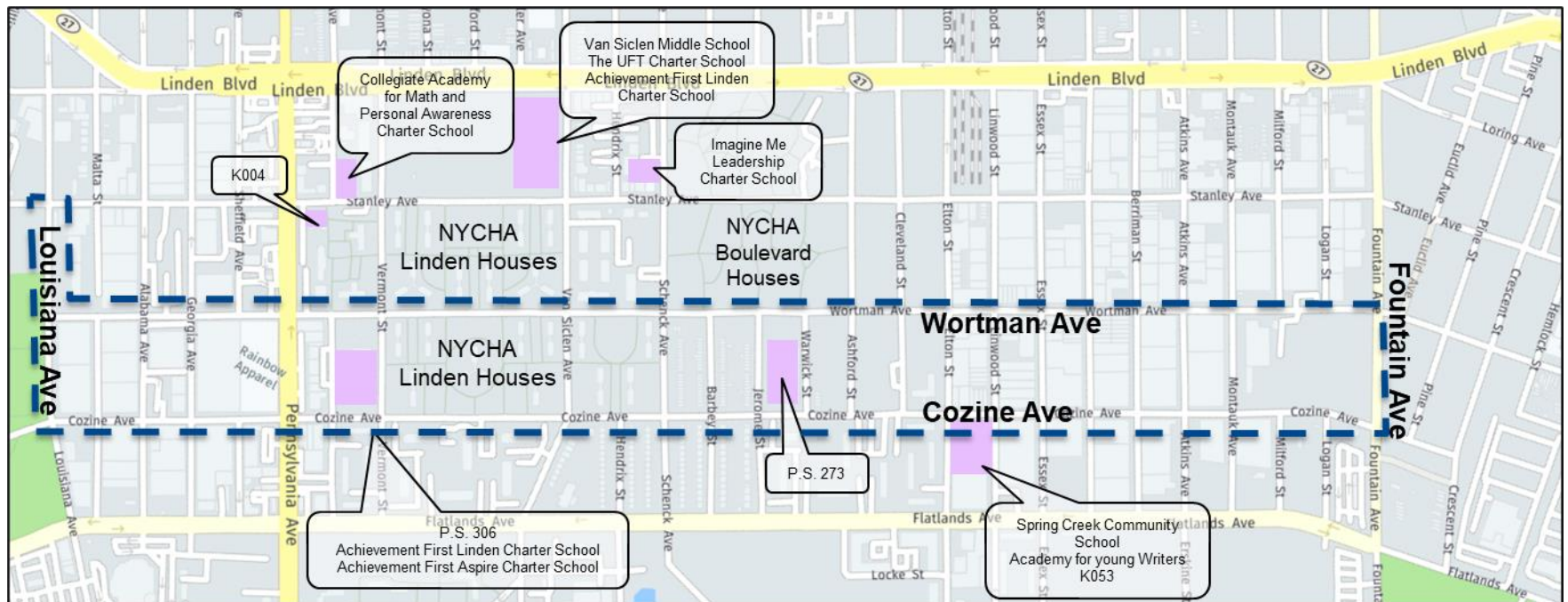
Street Redesign: Wortman Ave, Cozine Ave and Louisiana Ave

4

Cozine Ave, Wortman Ave, Louisiana Ave

Project Area

- Multiple schools
- Multiple NYCHA developments



Cozine Ave, Wortman Ave, Louisiana Ave

Safety Data

- 519 total injuries (2015-2019)
- 21% of pedestrian and bike injuries are children
- 4 fatalities (2015-2022)

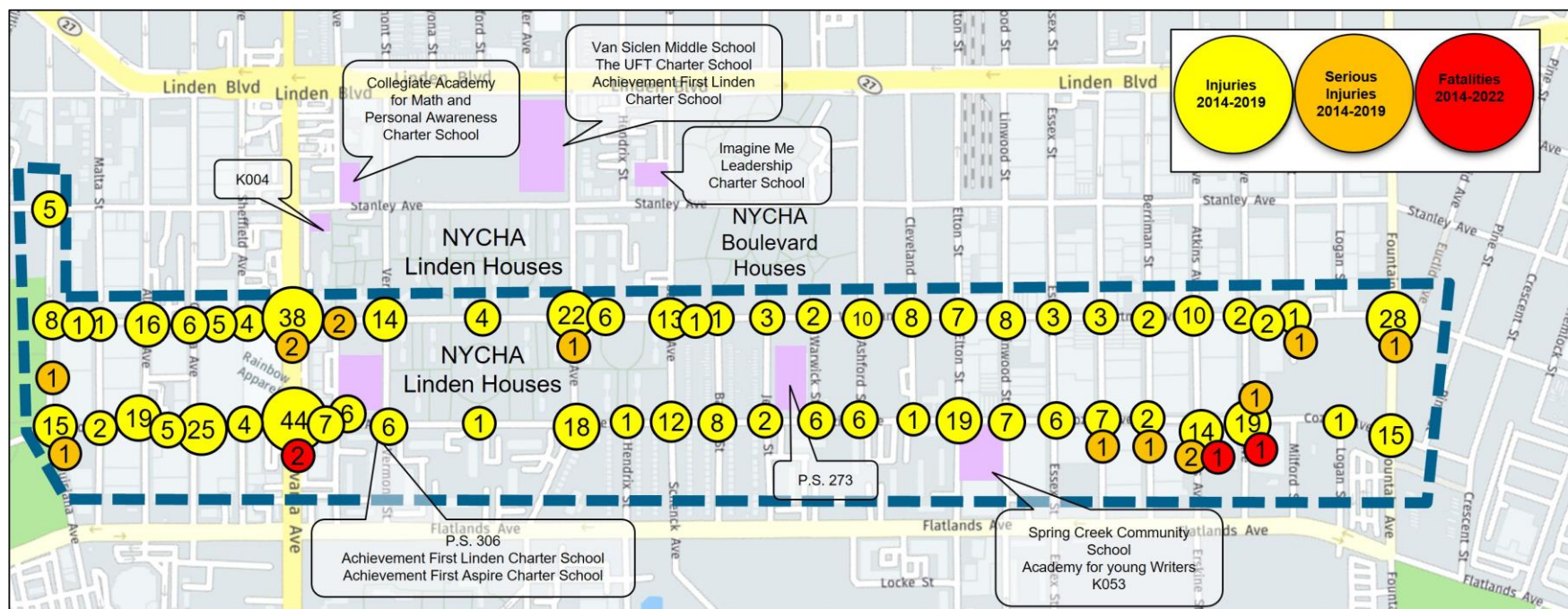
Injury Summary, 2015-2019 (5 Years)

	Total Injuries	Severe Injuries	Fatalities	KSI
Pedestrian	69	2	1	3
Bicyclist	10	0	0	0
Motor Vehicle Occupant	440	12	1	13
	0	0	0	0
Total	519	14	2	16

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

Fatality Summary, 2015-Present (7 Years)

	Fatalities 2015-2019 (5 Years)	Fatalities 2015-04/07/2022 (8 YEARS)
Pedestrian	1	2
Bicyclist	0	0
Motor Vehicle Occupant	1	2
	0	0
Total	2	4



Data is based off of NYSDOT/NYS DMV crash and injury data available as of 4/2022

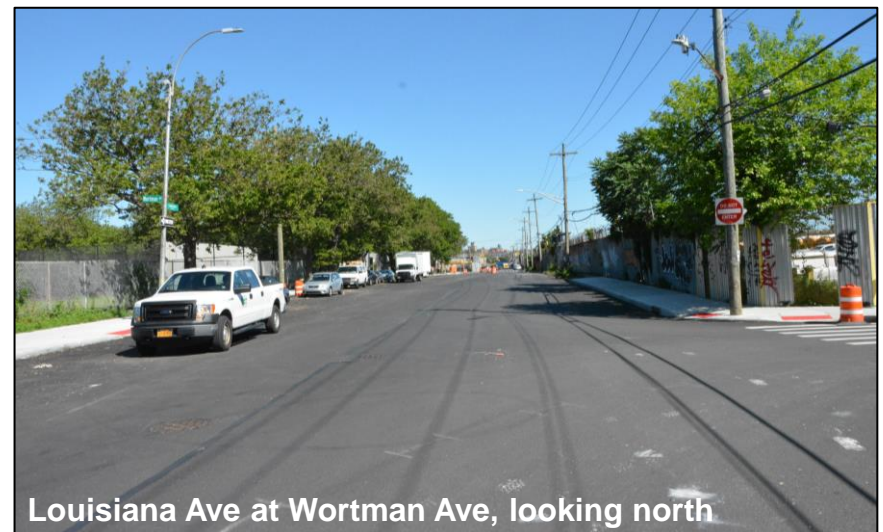
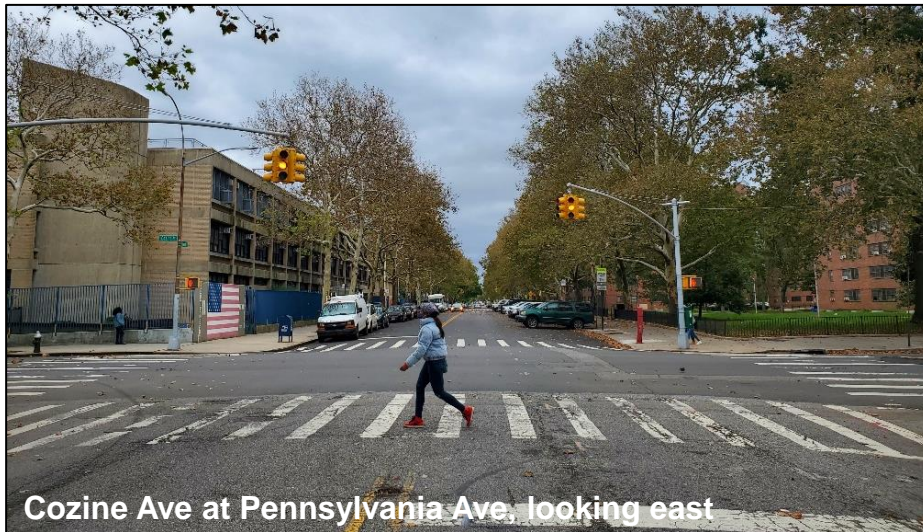
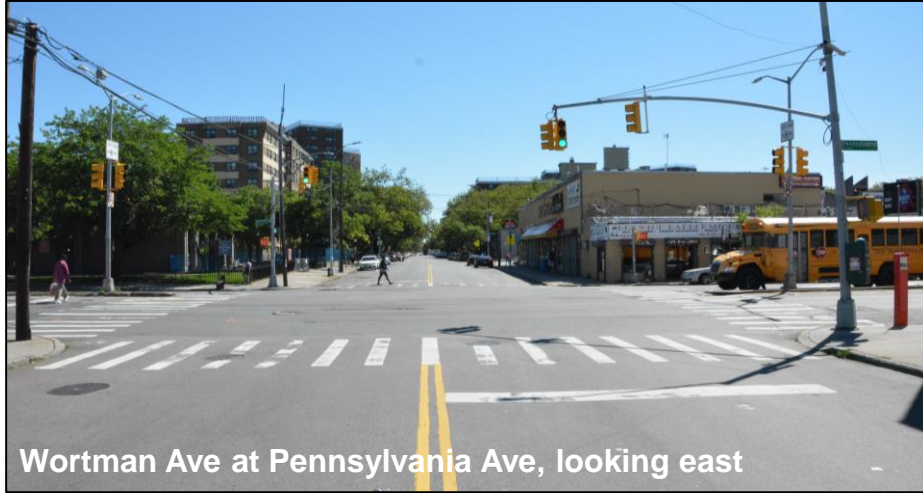
Cozine Ave, Wortman Ave, Louisiana Ave

Existing: Many Students in Area



Cozine Ave, Wortman Ave, Louisiana Ave

Existing: Wide Roadways Encourage Speeding



Cozine Ave, Wortman Ave, Louisiana Ave

Existing: Unsafe Driving



Driver running red light on Wortman Ave at Vermont Ave



Cozine Ave, Wortman Ave, Louisiana Ave

Existing: Difficult Bus Operations Around Angled Parking and Poor Visibility



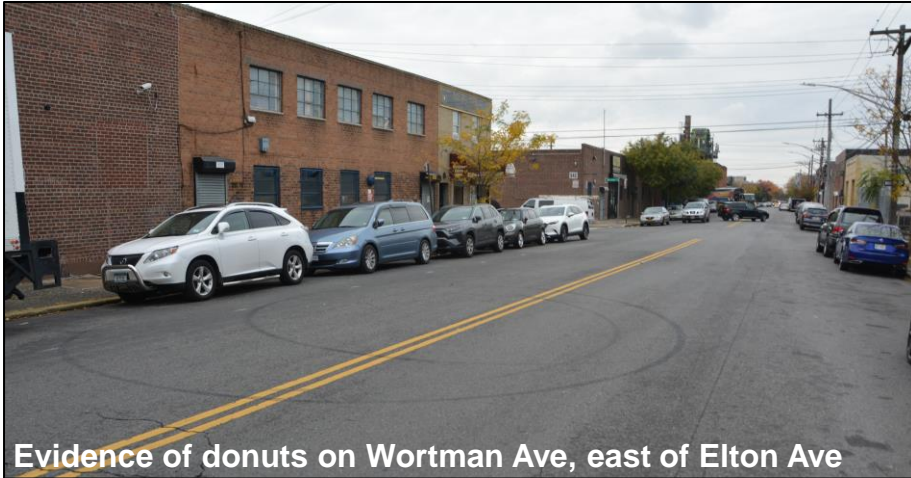
B20 bus stop adjacent to angle parking



Pedestrian crossing Wortman Ave between angle parked vehicles with poor visibility

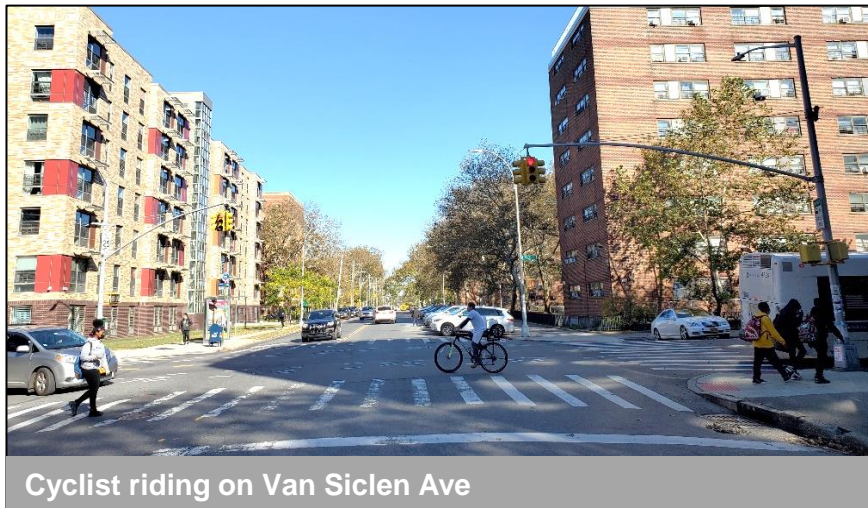
Cozine Ave, Wortman Ave, Louisiana Ave

Existing: Unsafe Driving



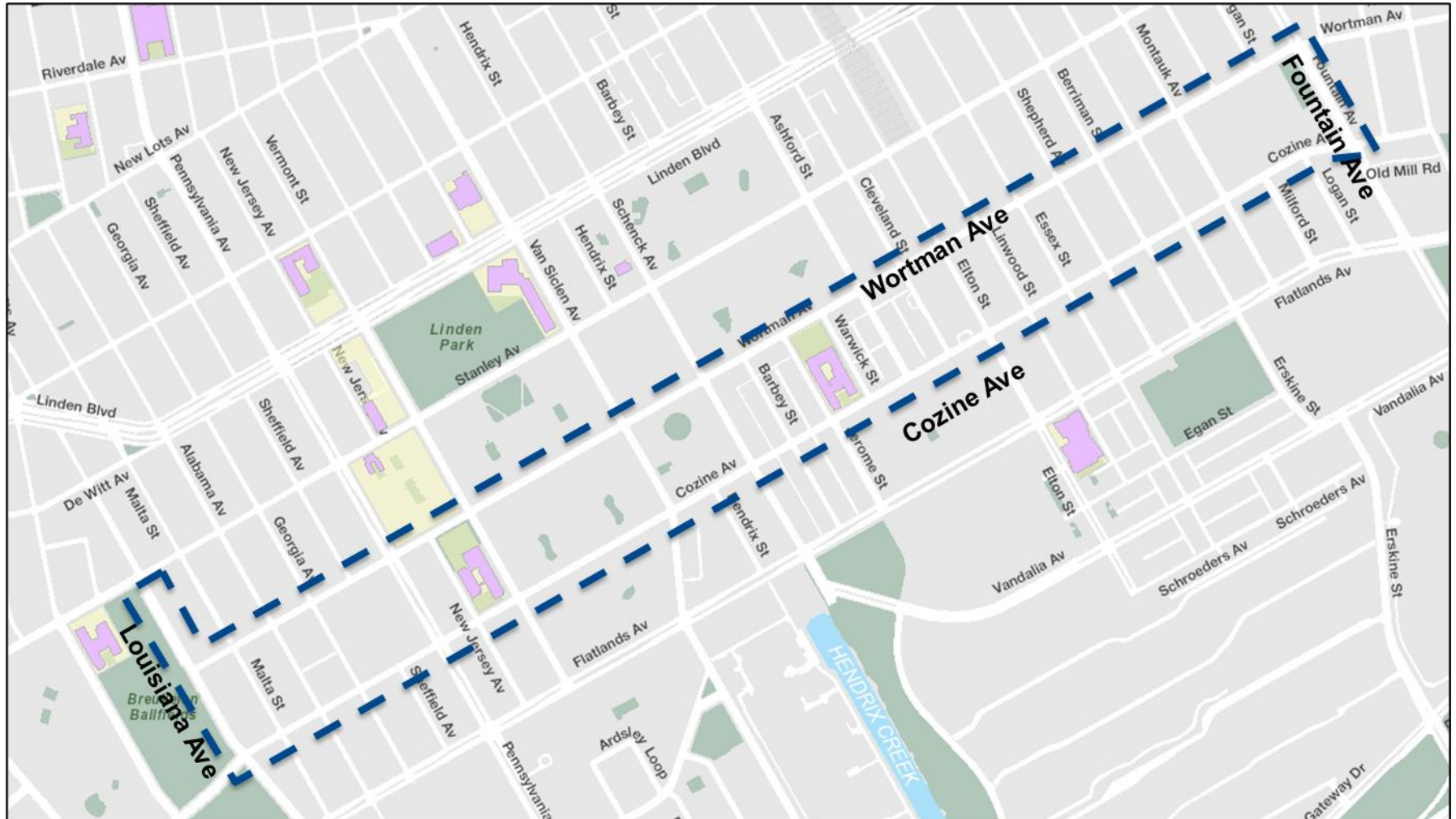
Cozine Ave, Wortman Ave, Louisiana Ave

Existing: No Dedicated Space for Cyclists



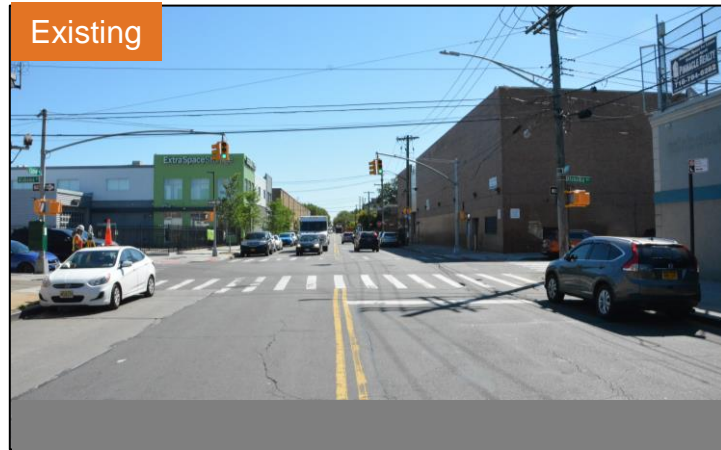
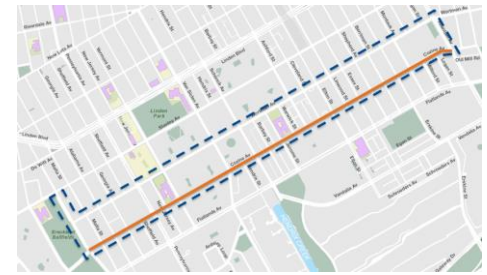
Cozine Ave, Wortman Ave, Louisiana Ave

Proposal Area

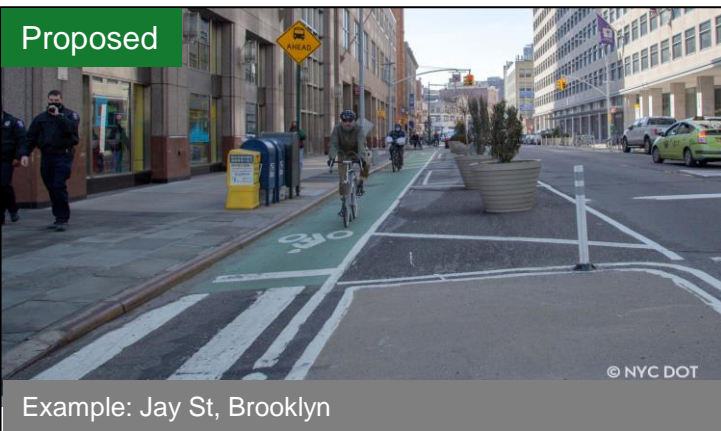
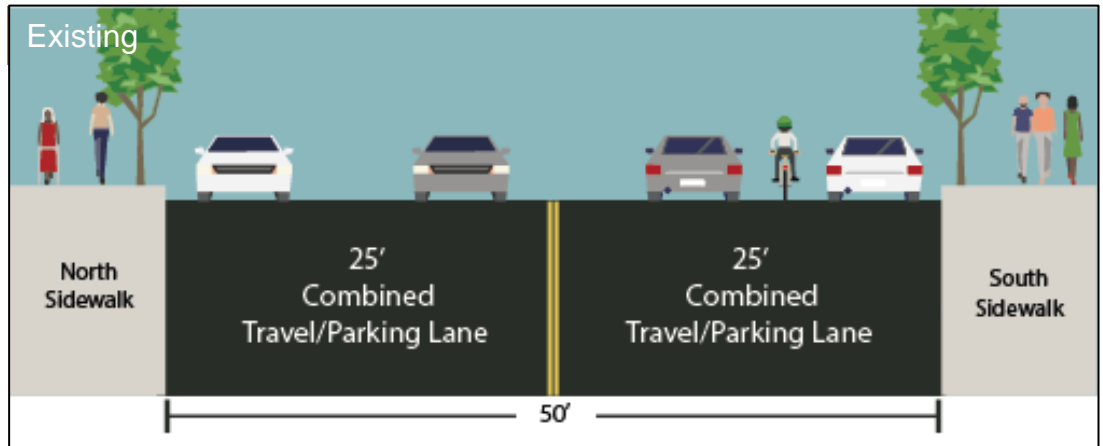


Cozine Ave, Louisiana Ave to Fountain Ave

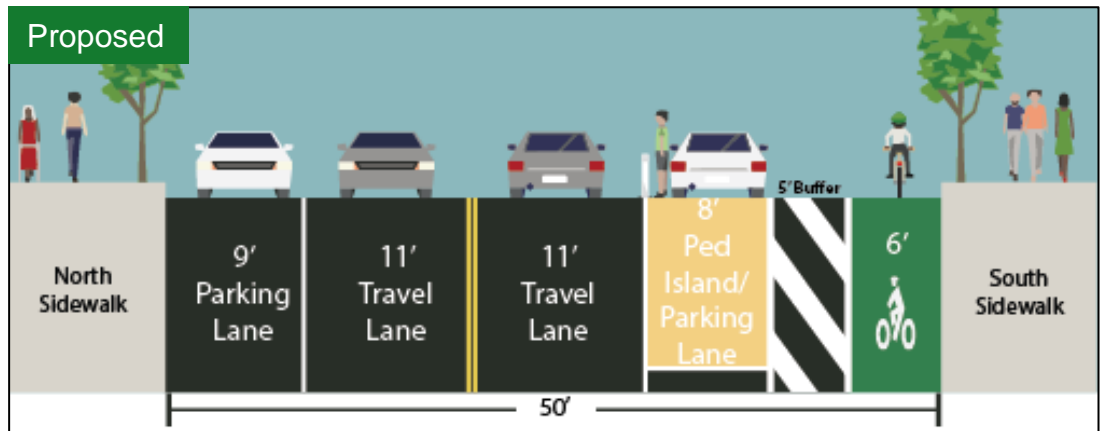
Proposal: Safer, Calmer Streets



Existing



Proposed



Proposed

Street designs that include protected bike lanes increase safety for all users

-15% drop in all crashes with injuries

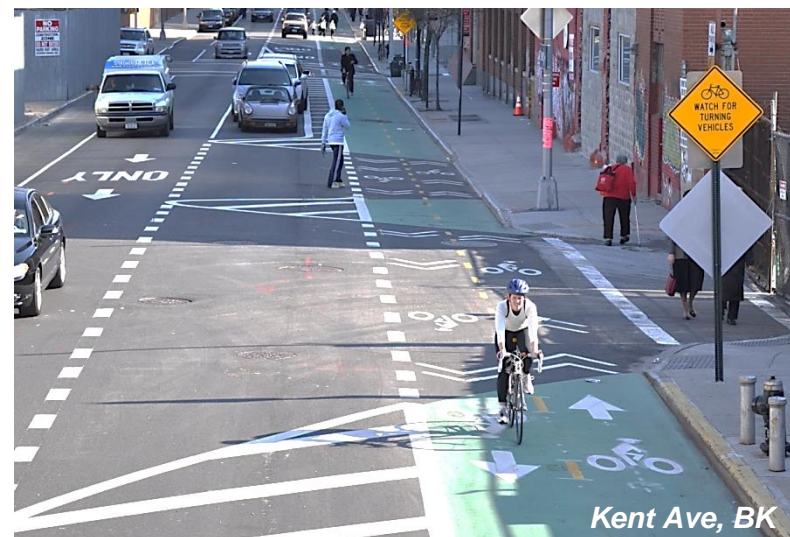
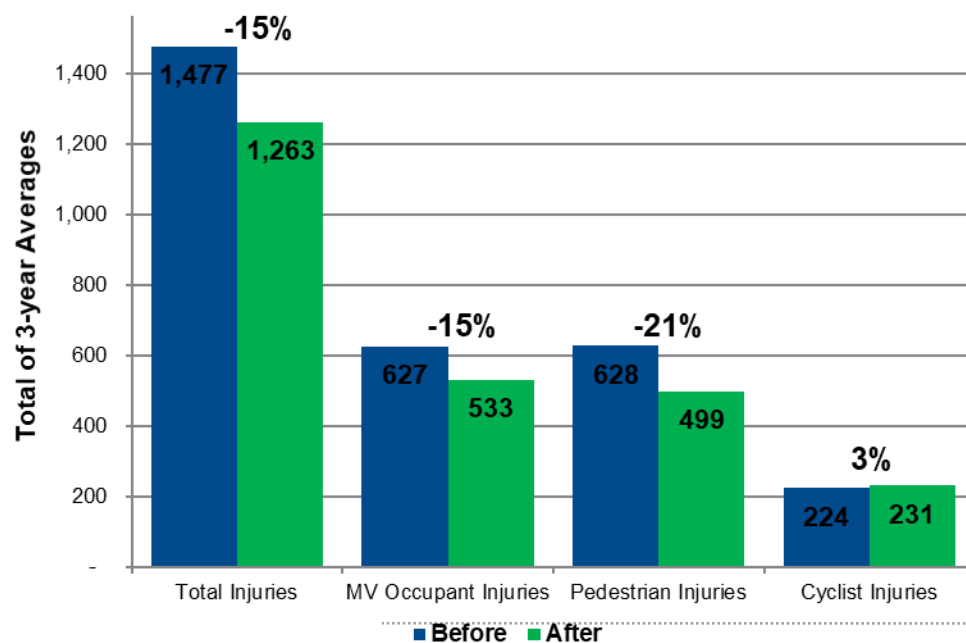
-21% drop in pedestrian injuries

on streets where protected bike lanes were installed 2007-2017

*Injuries to cyclists increase only 3%,
despite a **61% bike volume increase***

Protected Bike Lanes

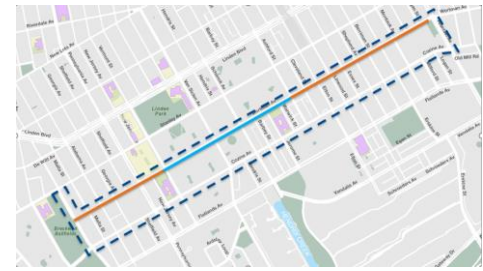
Before and After Crash Data, 2007 - 2017



Data from 25 separate protected bicycle lane projects installed from 2007-2014 with 3 years of after data. Includes portions of 1 Ave, 2 Ave, 8 Ave, 9 Ave, Broadway, Columbus Ave, Hudson St, Lafayette St / 4 Ave, Sands St, Allen/Pike St, Kent Ave, Prospect Park West, Flushing Ave, Bruckner Blvd & Longfellow Ave, Imlay St / Conover St, Paerdegat Ave. Only sections of projects that included protected bike lanes were analyzed.
Source: NYPD AIS/TAMS Crash Database

Wortman Ave, Louisiana Ave to Fountain Ave

Proposal: Safer, Calmer Streets

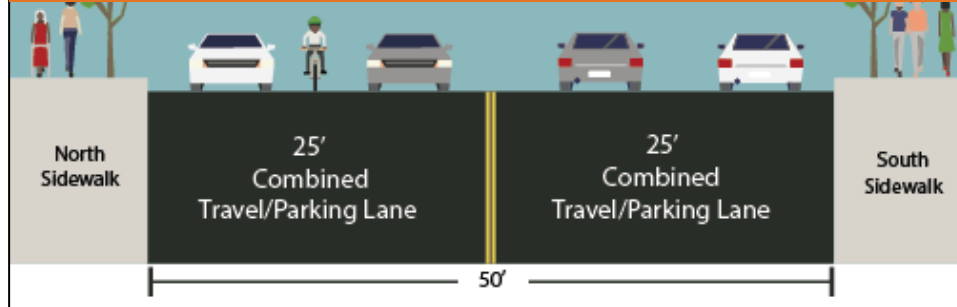


Existing

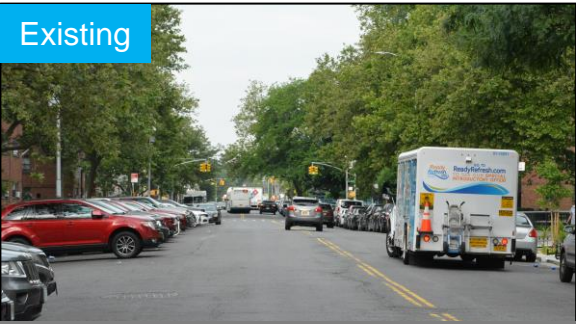


Existing: Wortman Ave

Existing: Wortman Ave, Louisiana Ave to Vermont Ave & Ashford St to Fountain Ave

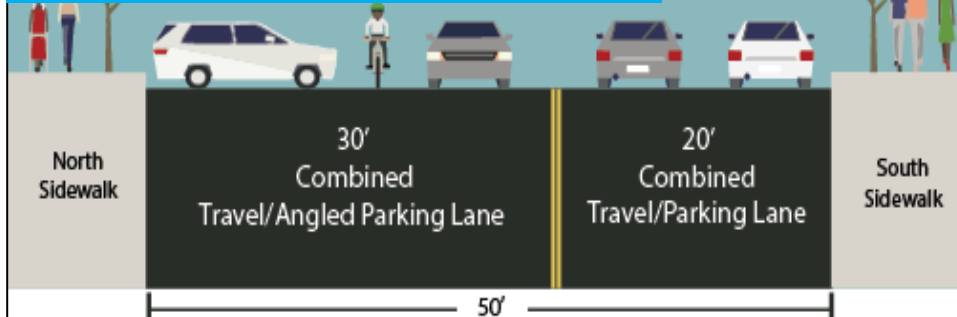


Existing

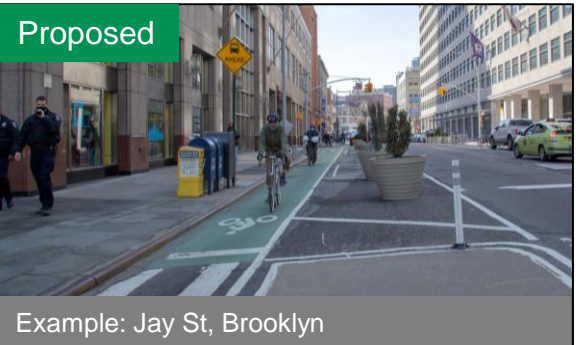


Existing: Wortman Ave

Existing: Wortman Ave, Vermont Ave to Ashford St

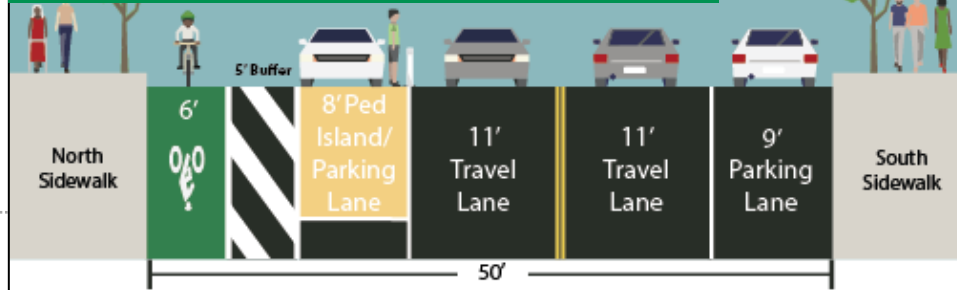


Proposed



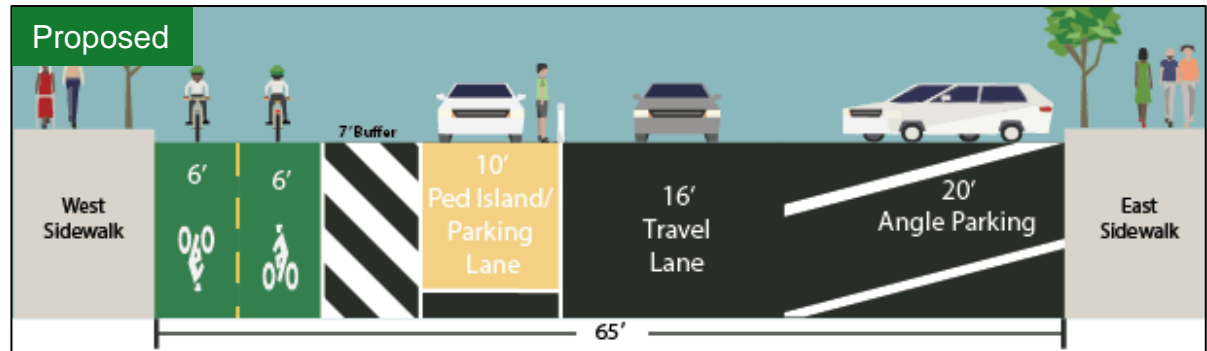
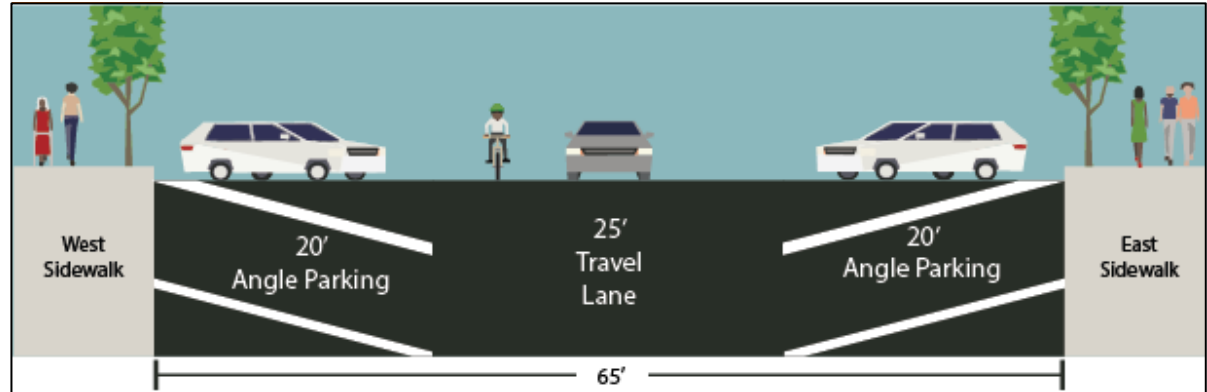
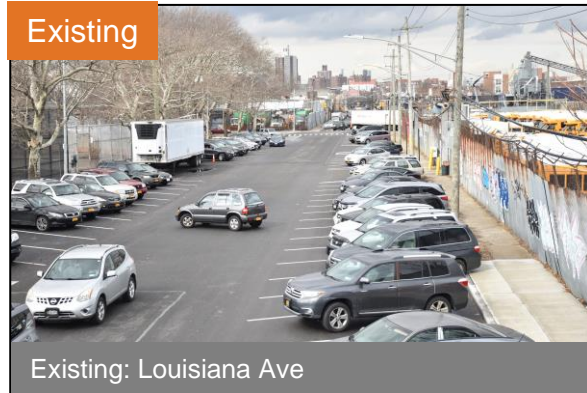
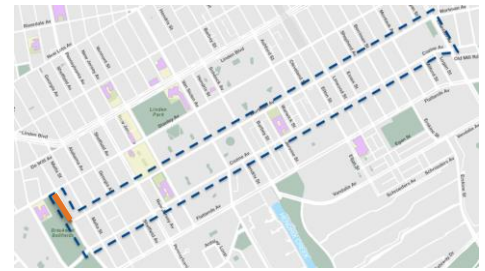
Example: Jay St, Brooklyn

Proposed: Wortman Ave, Louisiana Ave to Fountain Ave



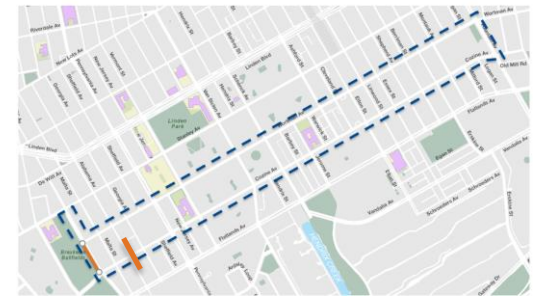
Louisiana Ave, Stanley Ave to Wortman Ave

Proposal: Calmer, Safer Streets

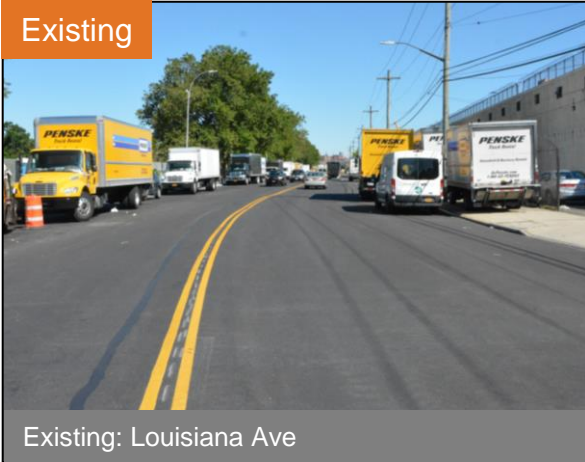


Louisiana Ave, Wortman Ave to Cozine Ave

Proposal: Calmer, Safer Streets

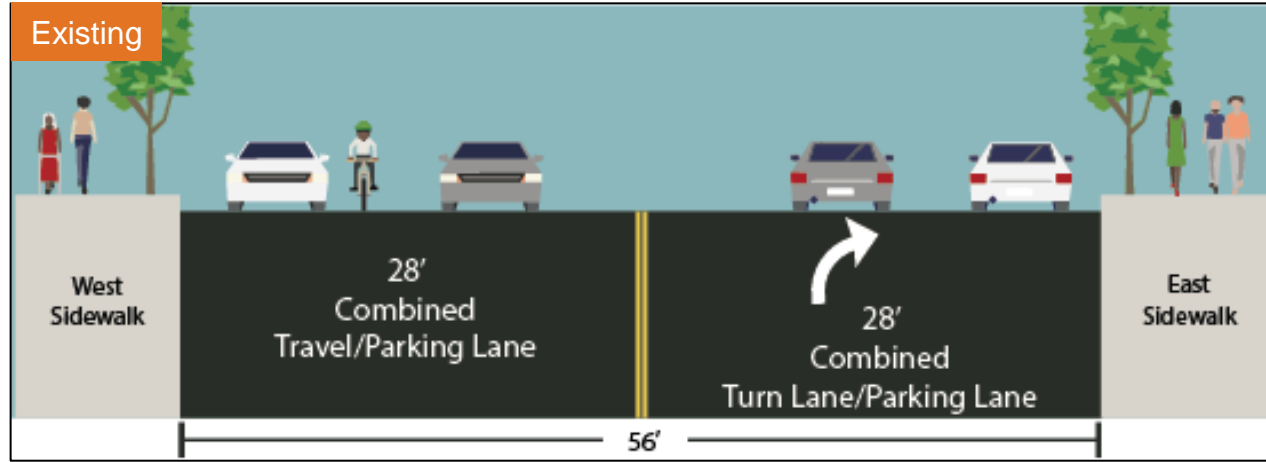


Existing



Existing: Louisiana Ave

Existing

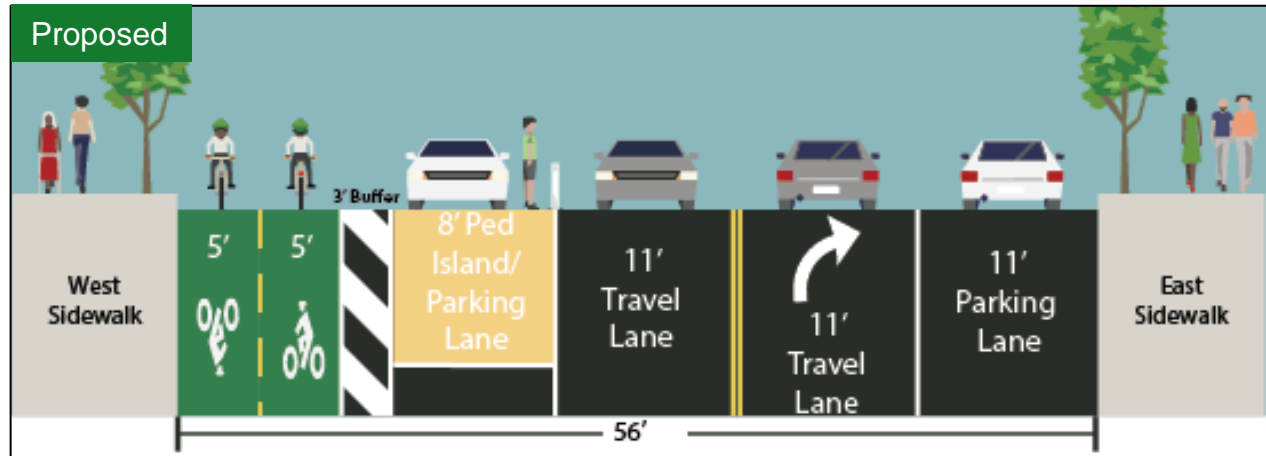


Proposed



Example: Ave V, Brooklyn

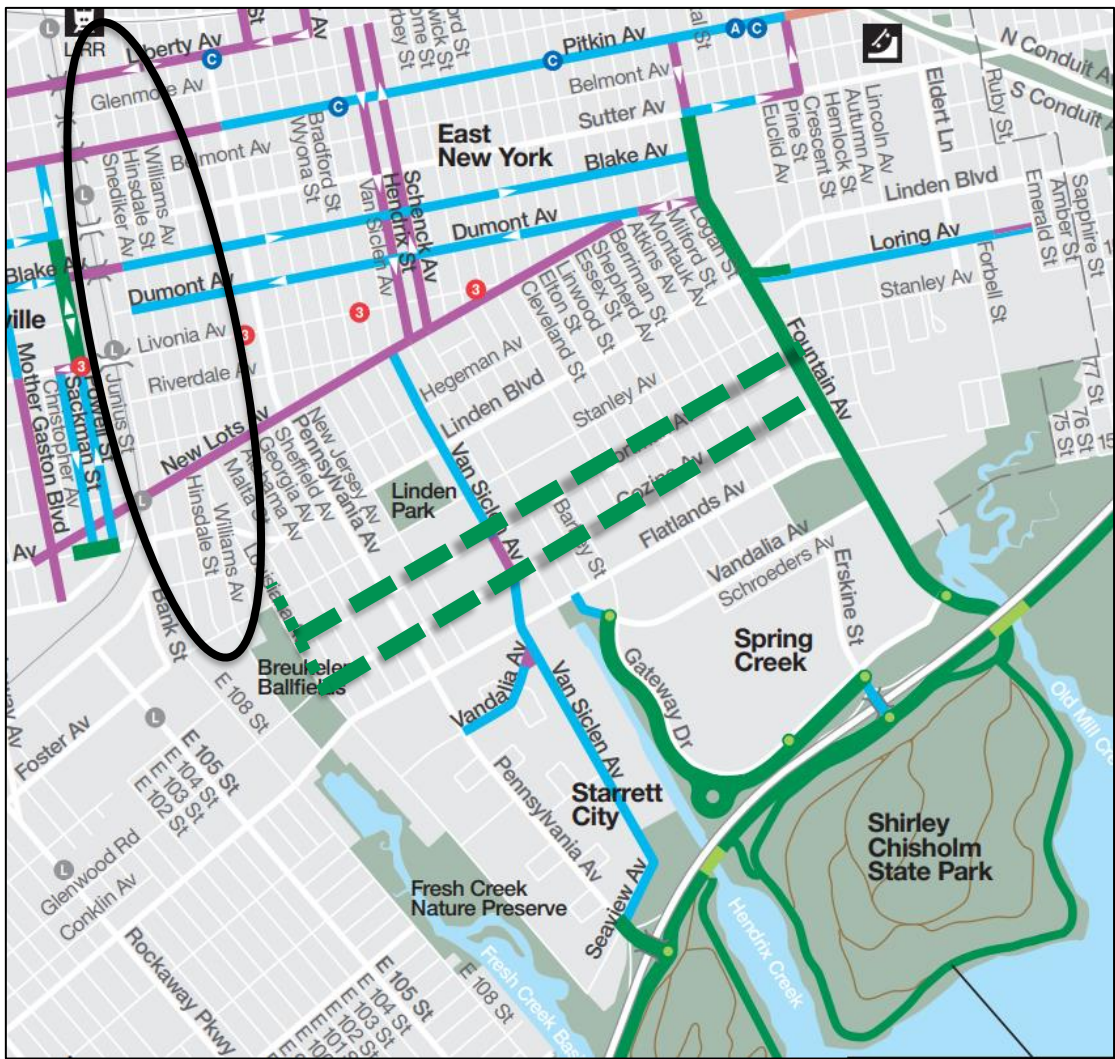
Proposed



Street Redesign:
Stanley Ave, Williams St,
Hinsdale Ave, Wortman Ave
(Malta to Louisiana)

5

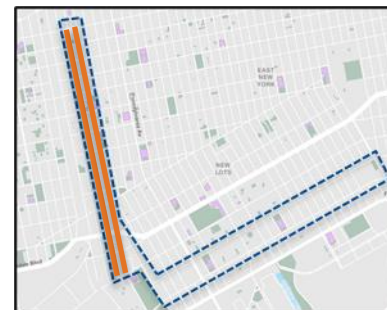
Opportunity To Connect to Larger Bike Network



Shared Bicycle Lanes	Standard Bicycle Lanes	Protected Bicycle Lanes
		
<p>Edgcombe Ave, Wash. Heights.</p>	<p>Morris Park Ave, BK</p>	<p>Avenue V, BK</p>
<p>Shared Bicycle Lanes</p> <p>Sharrow markings guide cyclists where to ride on the street</p> <ul style="list-style-type: none">Alert drivers & cyclists of shared spaceProvide wayfinding for cyclistsGuide cyclists away from car doors	<p>Standard Bicycle Lanes</p> <p>Striped bicycle lane provides dedicated space in the road</p> <ul style="list-style-type: none">Discourage speeding by visually narrowing the roadIncrease predictability by clearly defining road space for each user	<p>Protected Bicycle Lanes</p> <p>Striped bicycle lane protected by bollards or floating parking</p> <ul style="list-style-type: none">Maximizes traffic calming by physically narrowing roadwaysIncreases safety for all road users by shortening crossing distances for pedestrians, & separating people driving and biking

Hinsdale Street and Williams Ave, from Stanley Ave to Liberty Ave

Proposal: Standard Bike Lanes to Organize Roadway & Connect to Network

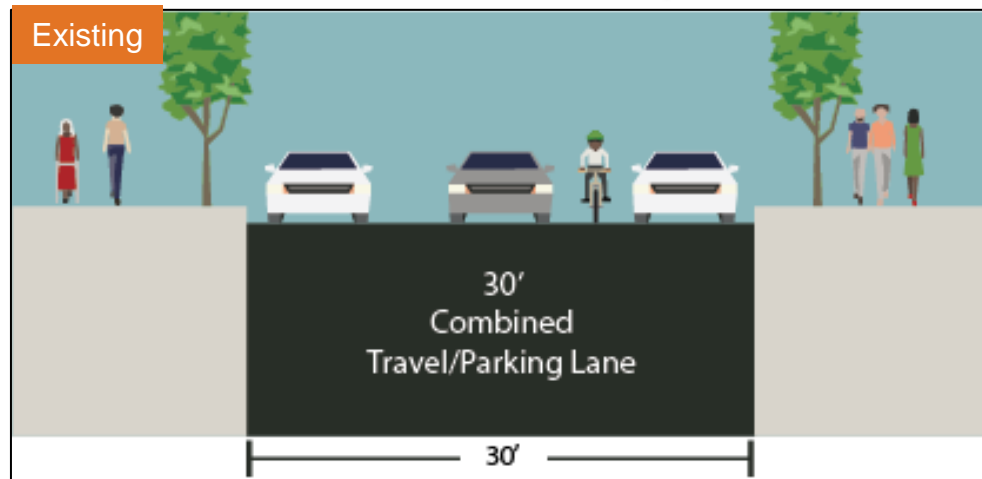


Existing



Existing: Hinsdale St

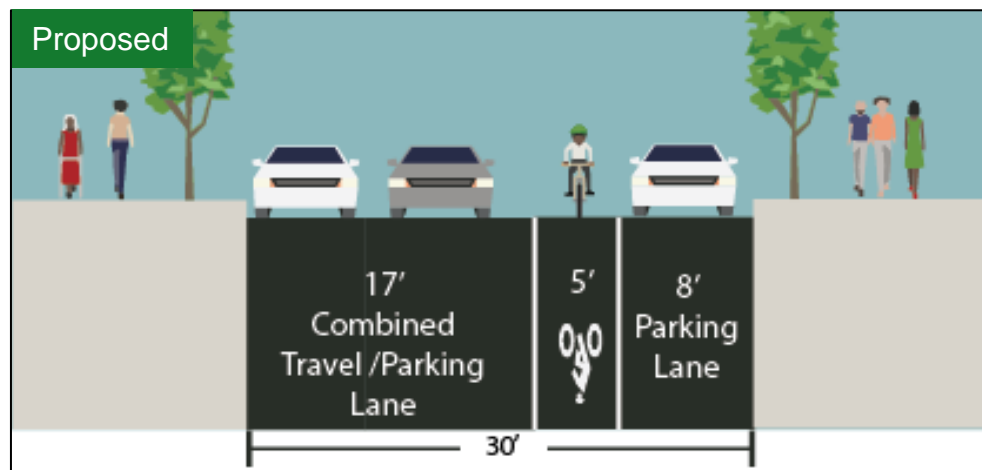
Existing



Proposed



Proposed



Stanley Ave, Louisiana Ave to Hinsdale Ave

Proposal: Standard Bike Lanes

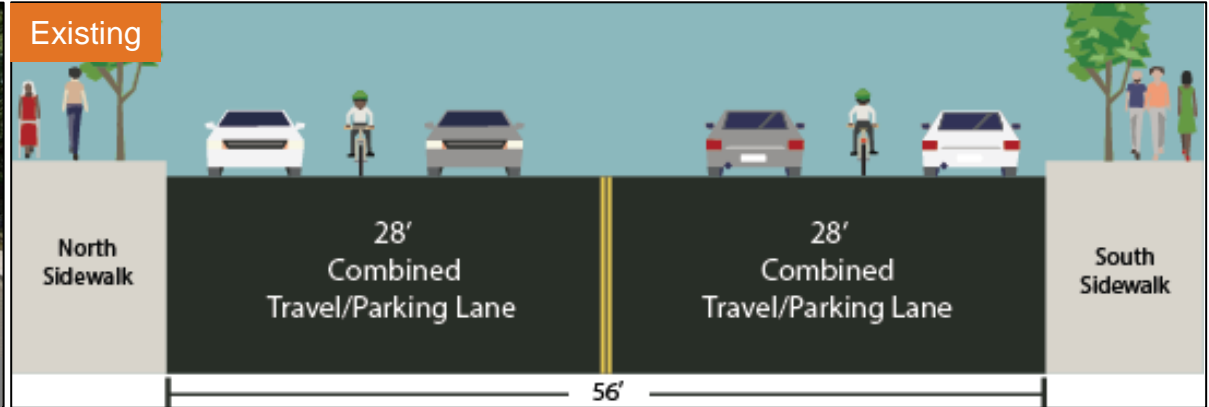


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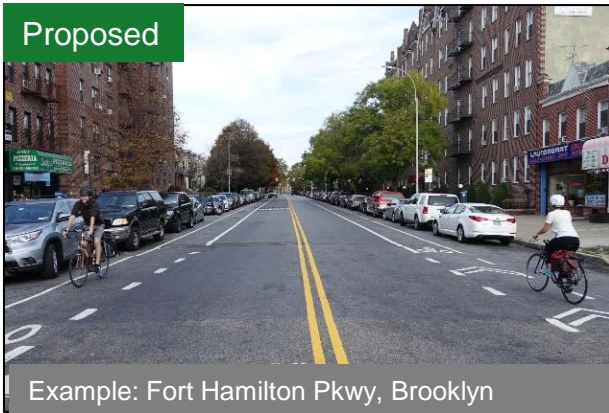


Existing: Stanley Ave

Existing

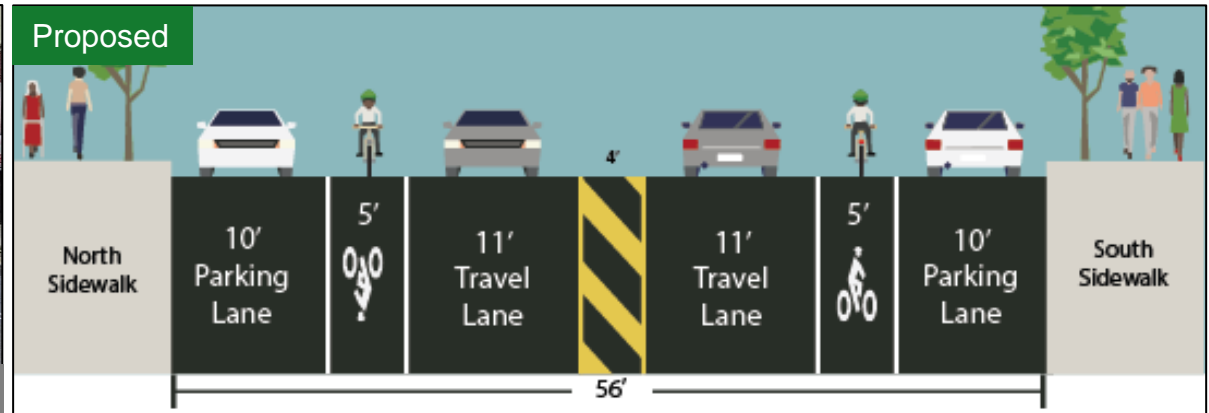


Proposed



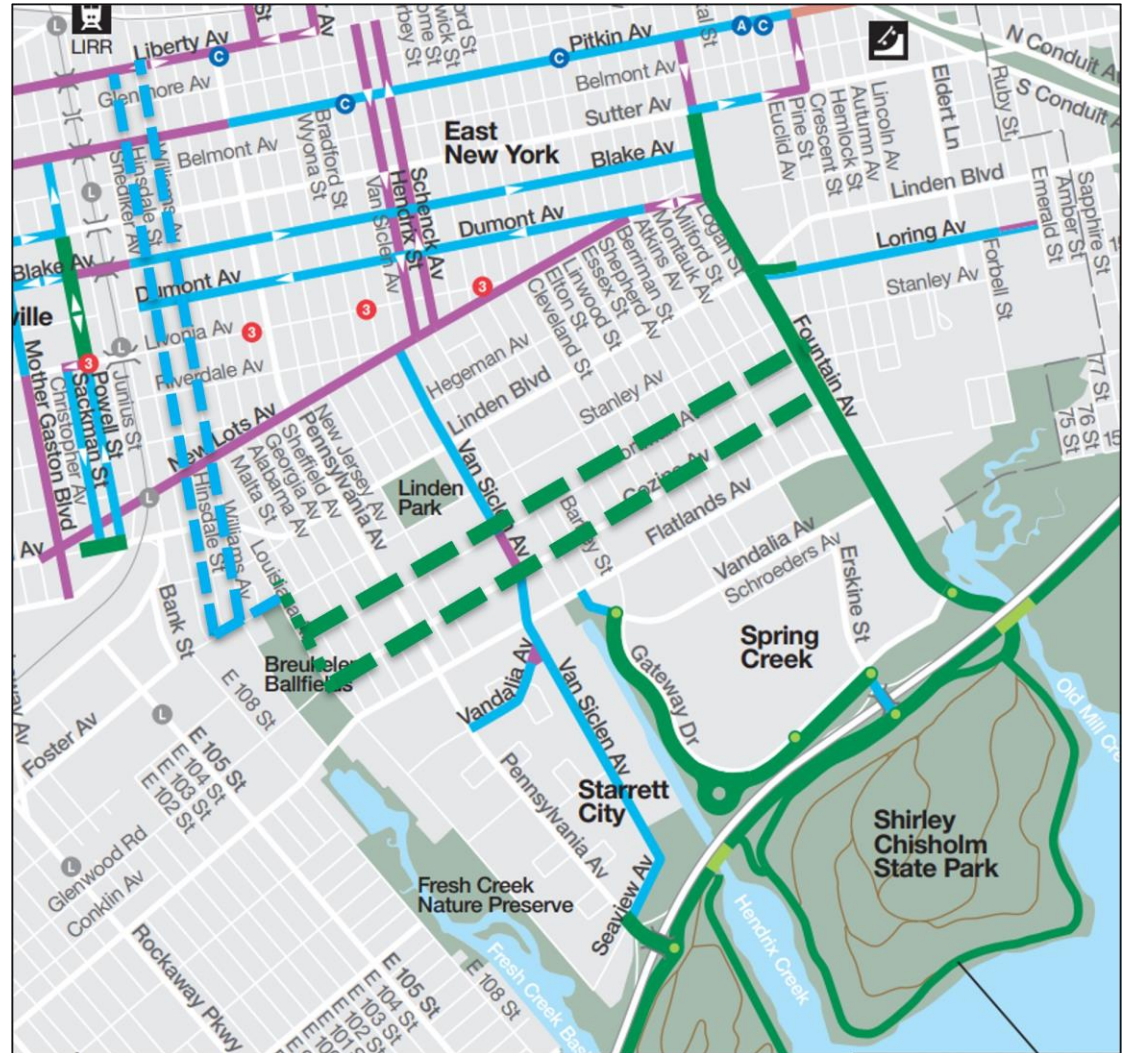
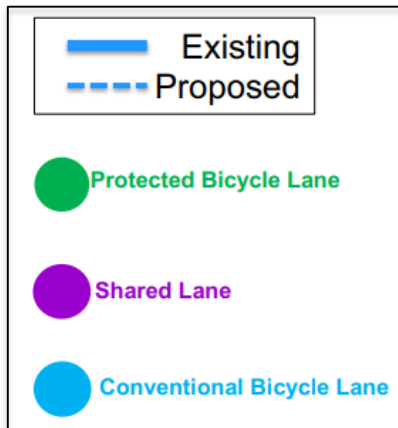
Example: Fort Hamilton Pkwy, Brooklyn

Proposed



Proposal: Safer, Calmer Streets

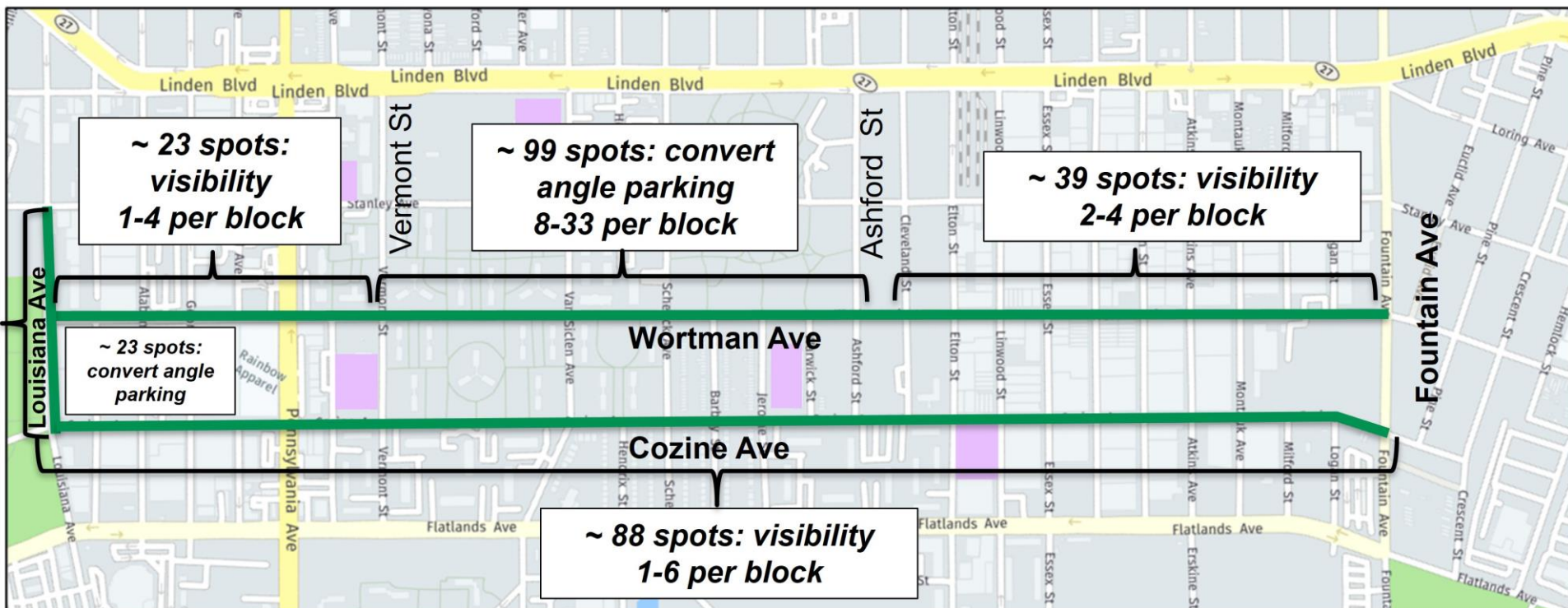
- Safer, calmer roadways
- Better organized traffic
- Dedicated spaces for pedestrians, cyclists, and drivers



East New York Safety Improvements

Parking Impacts

- 4-5 spots/block repurposed on average
- Project area is over 60 blocks
- Net parking loss: 272 spaces
 - 150 for protected bike lane visibility improvements at intersections and driveways
 - 122 for converting angle parking to parallel parking



Thank You!



Contact: NYC DOT Brooklyn Borough Commissioner's Office – (646) 892-1350



NYCDOT



nyc_dot



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NYCDOT