



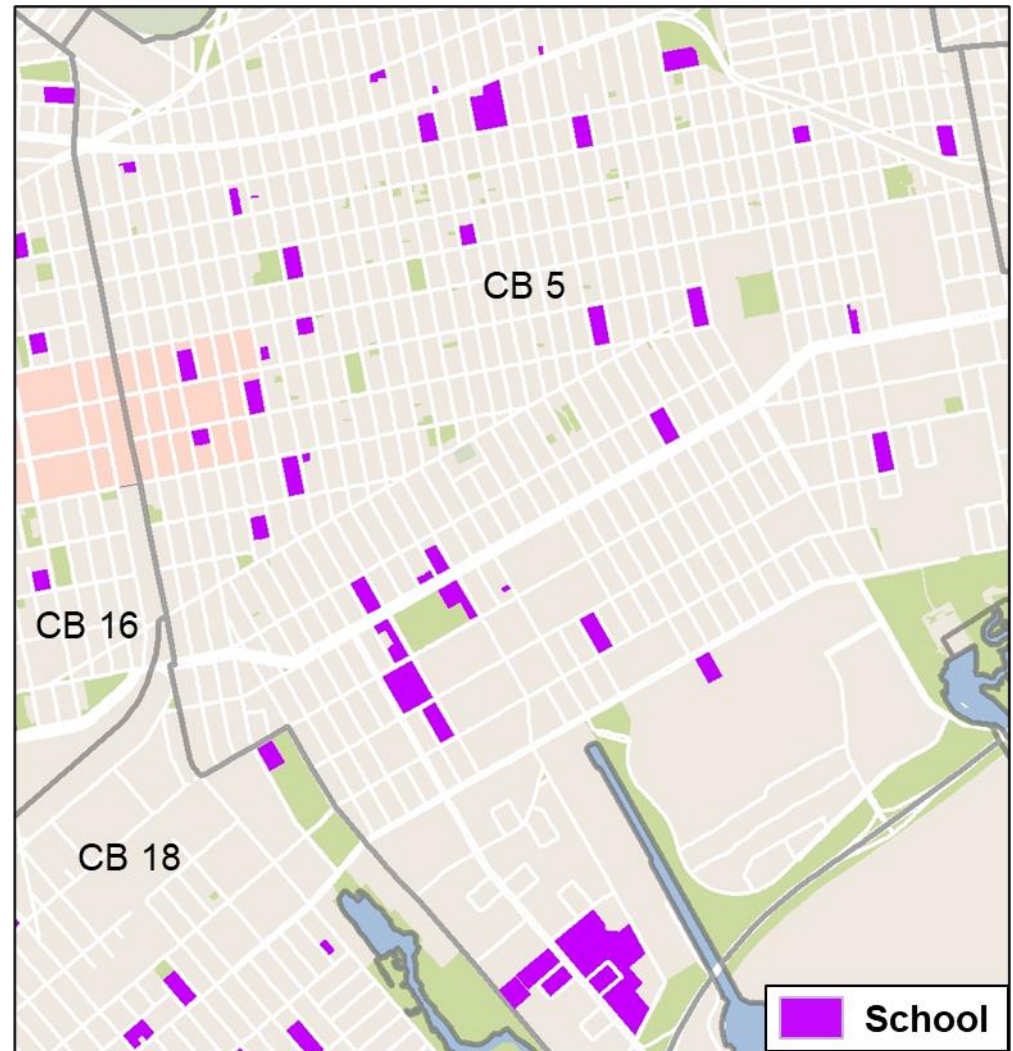
# East New York Safety Improvements

Presentation to Community Board 18  
June 29, 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

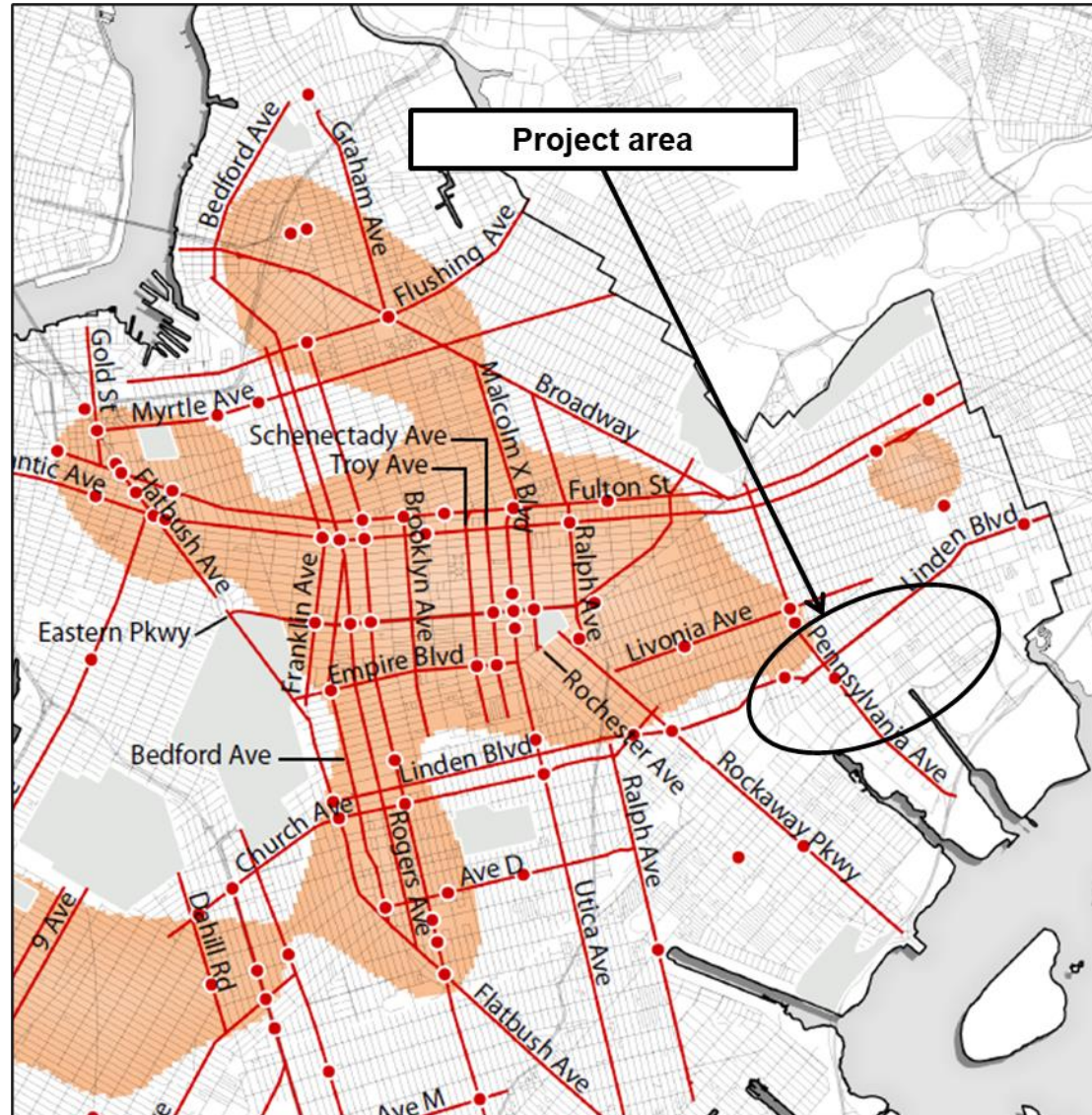
## Vision Zero Priority

### 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



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Outreach

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# 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:

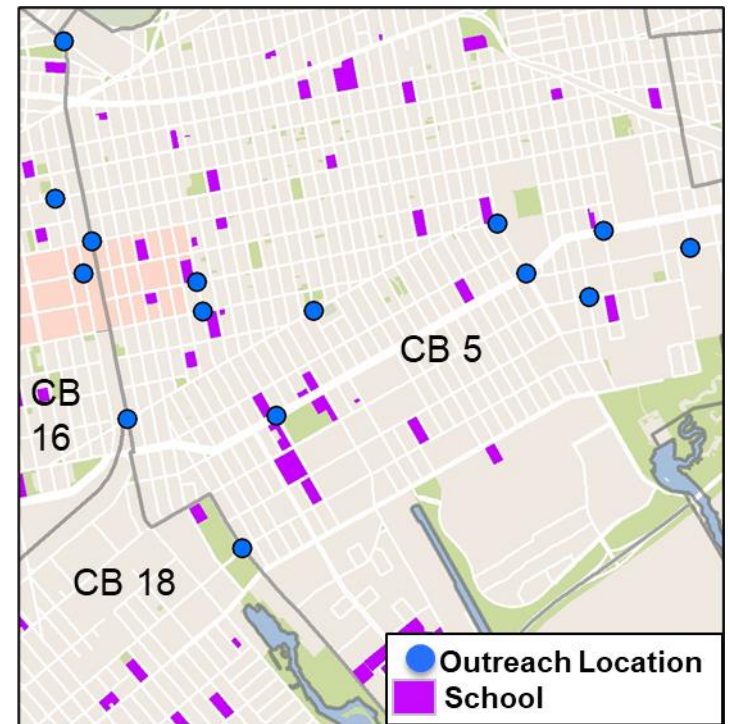
- Speeding vehicles
- Poor visibility at crossings
- Uncontrolled intersections



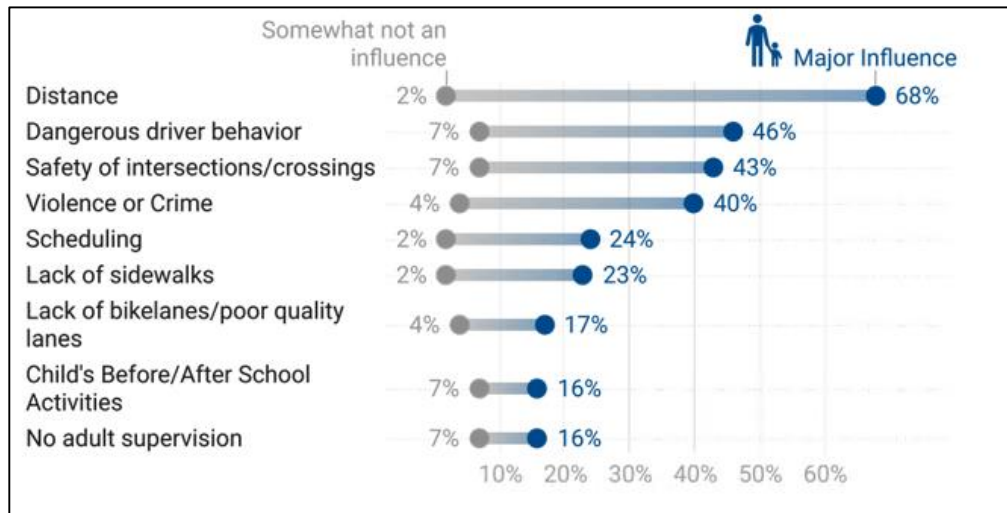
# East New York Safety Improvements

## 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



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## 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:

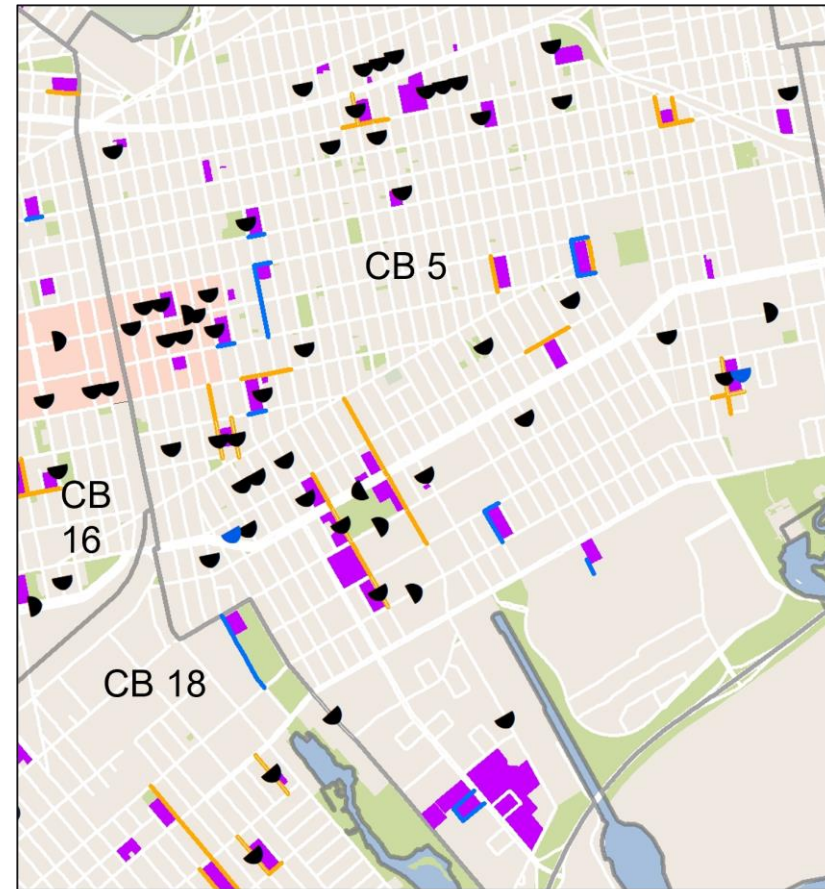
- School Slow Zones
- Speed humps
- Signage improvements
- Signal improvements
- Study intersections for stop signs and traffic signals, etc.
- Turn calming treatments



# East New York Safety Improvements

## School Slow Zones and Speed Humps

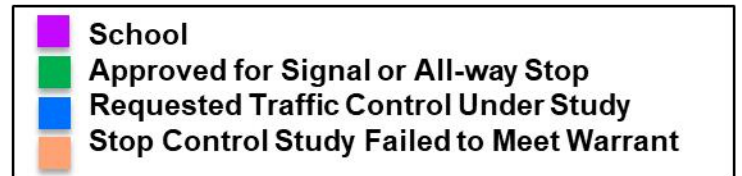
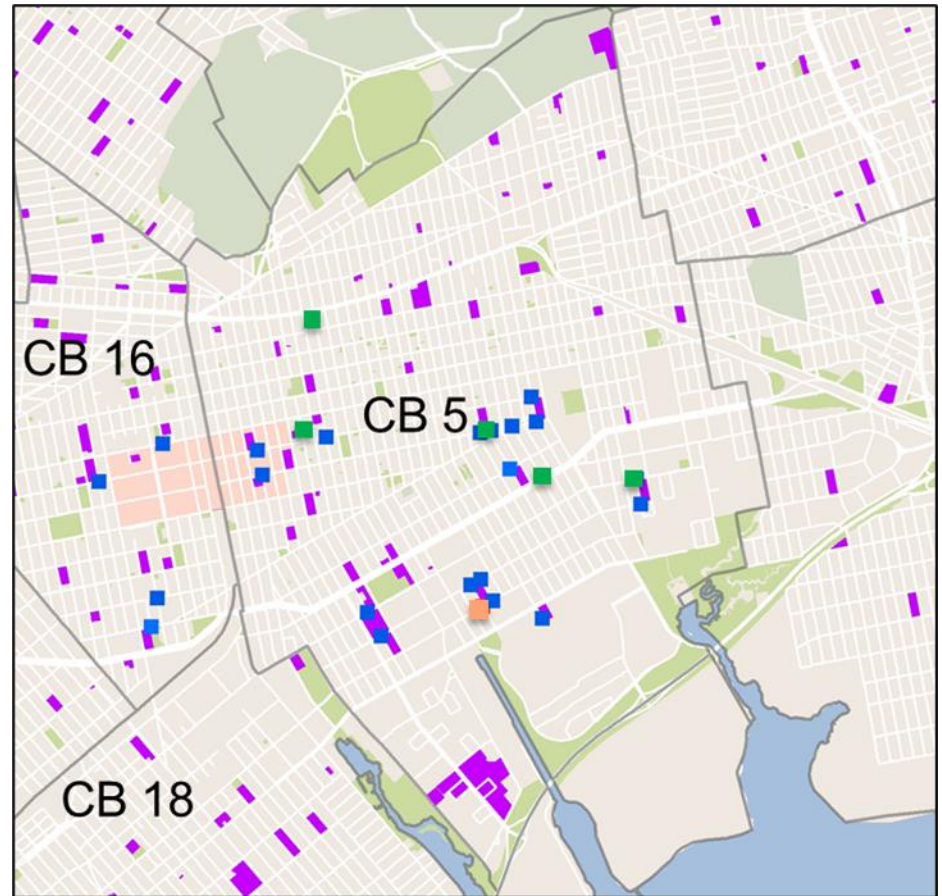
- School Slow Zones improve traffic safety in the vicinity of schools. The speed limit can be reduced to 20 MPH or 15 MPH (with a speed hump) during school days



# East New York Safety Improvements

## Stop Signs and Traffic Signals

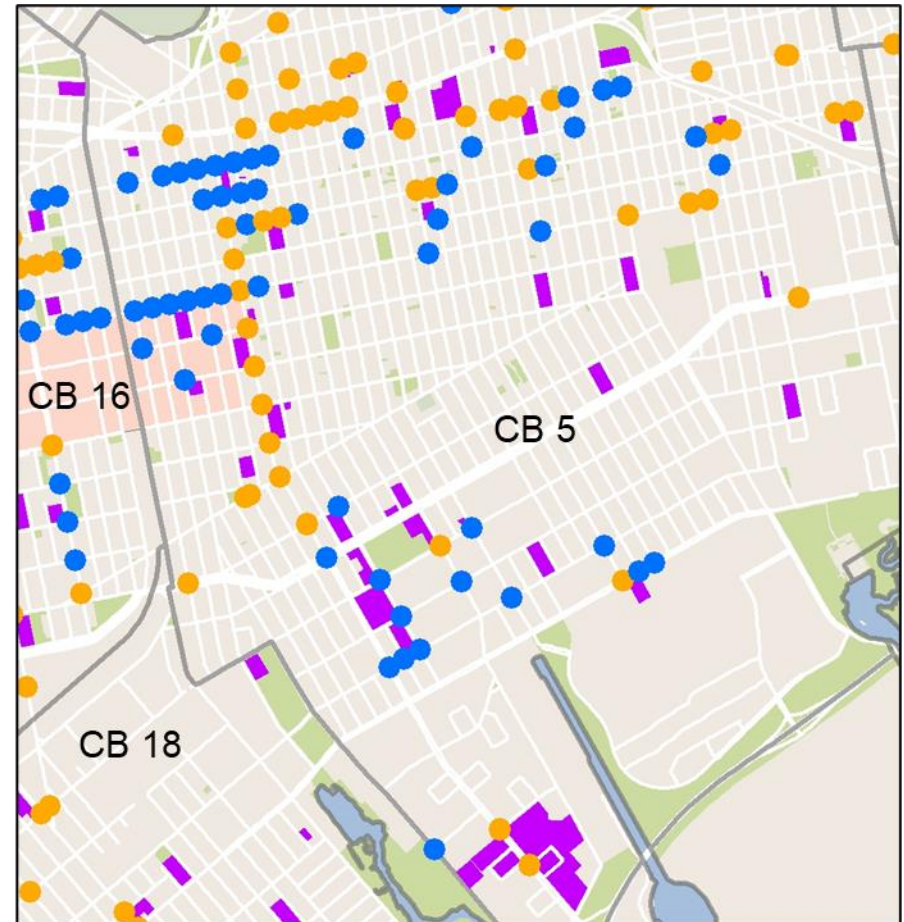
- Signal and all way stop sign studies completed or underway at numerous intersections



# 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



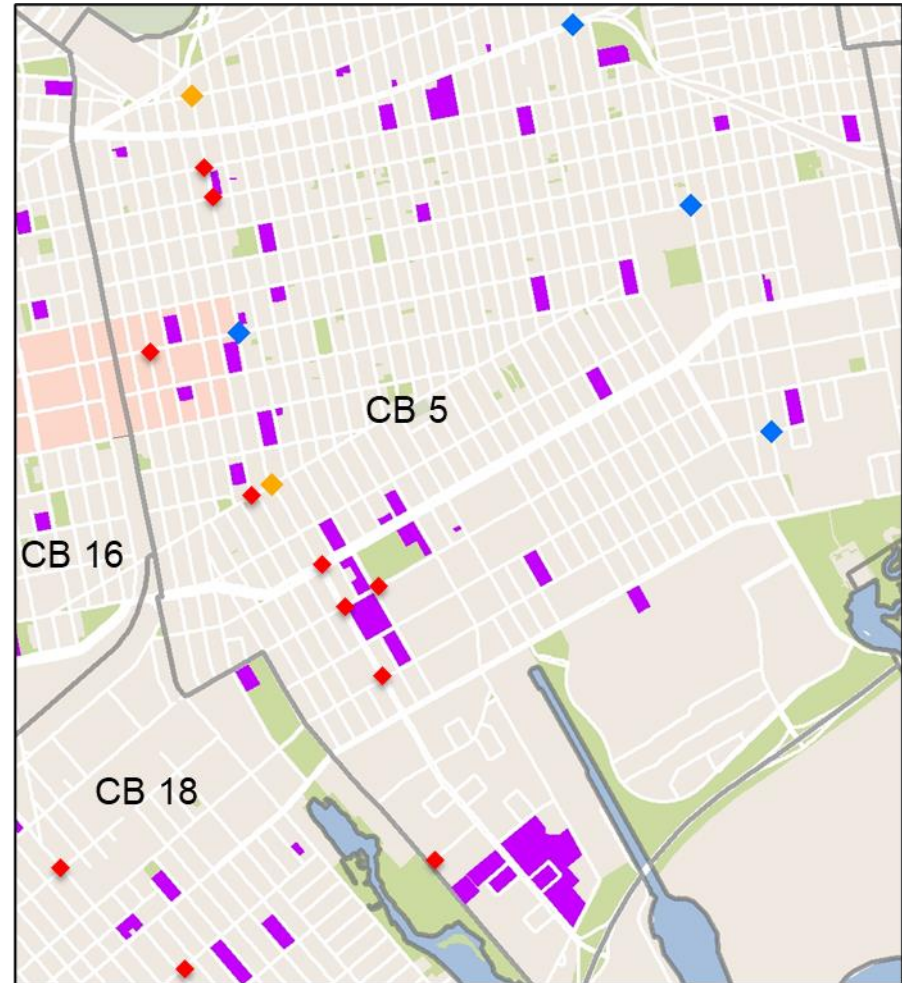
# East New York Safety Improvements

## 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

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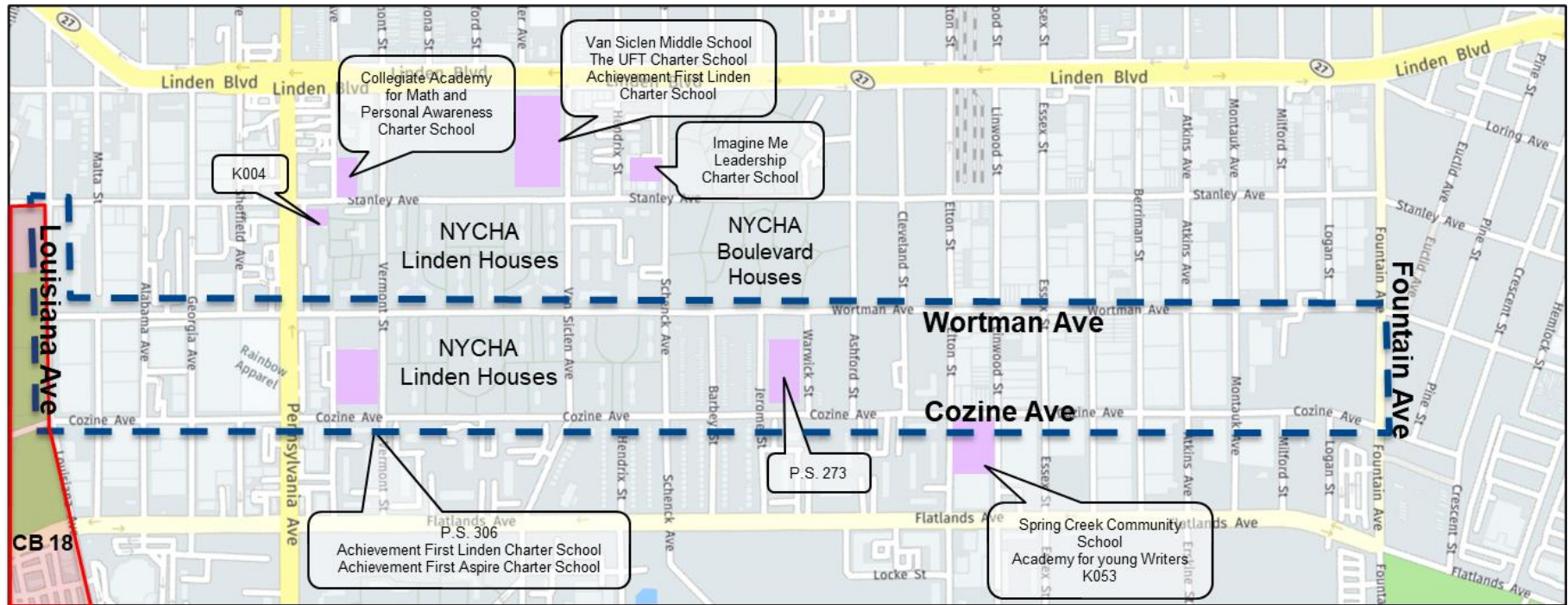
Street Redesign:  
Wortman Ave, Cozine Ave  
and Louisiana Ave

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# 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)

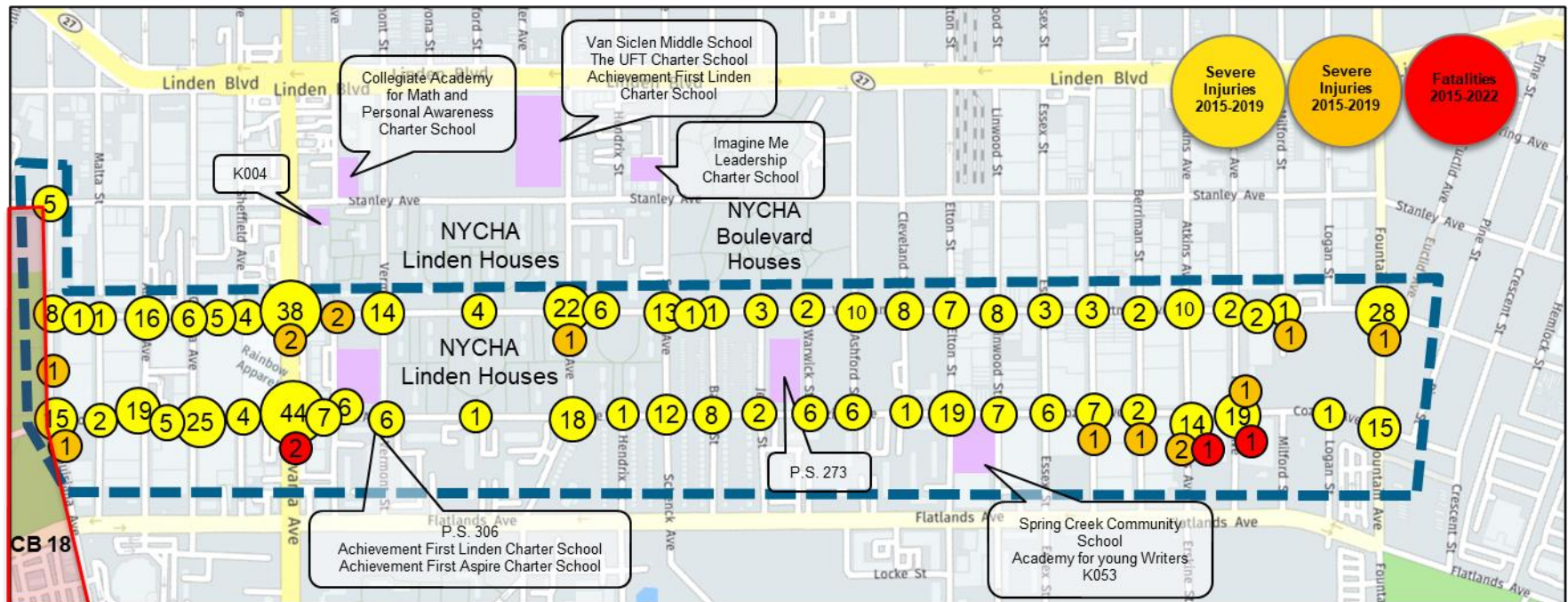
Injury Summary, 2015-2019 (5 Years)

	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
<b>Total</b>	<b>519</b>	<b>14</b>	<b>2</b>	<b>16</b>

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

Fatalities

	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
<b>Total</b>	<b>2</b>	<b>4</b>



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

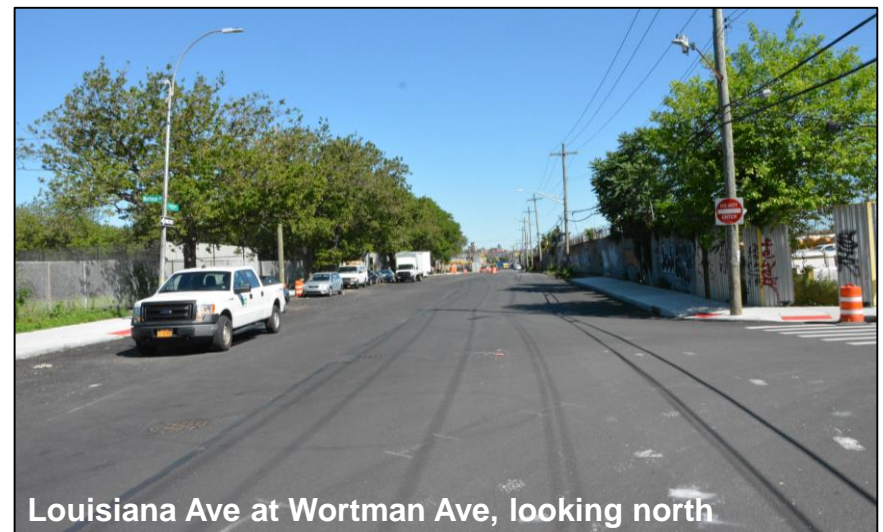
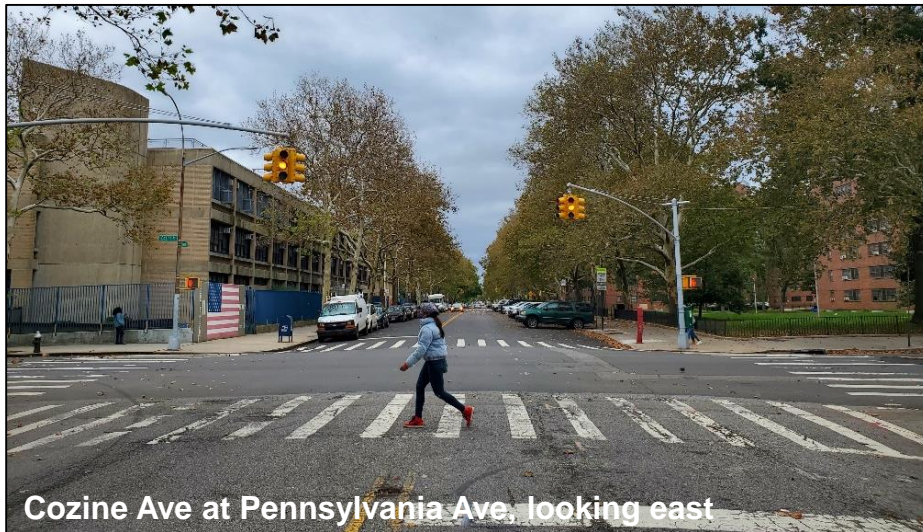
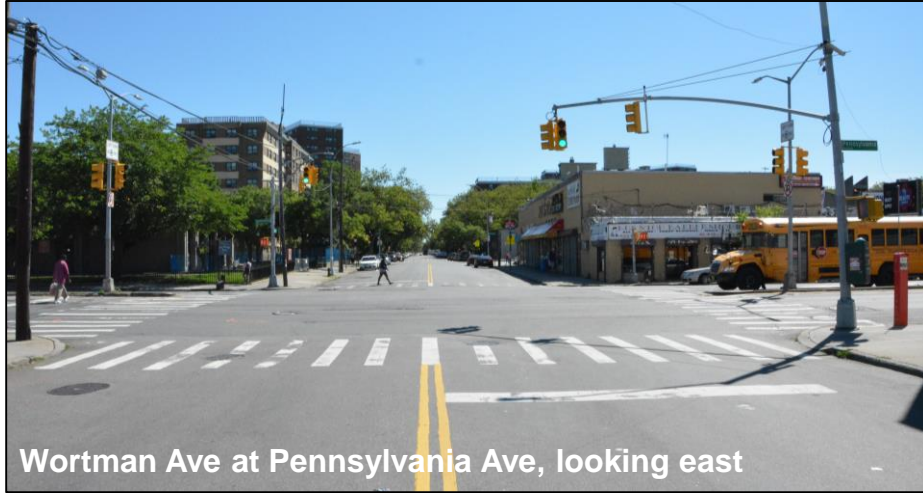
# Cozine Ave, Wortman Ave, Louisiana Ave

## 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



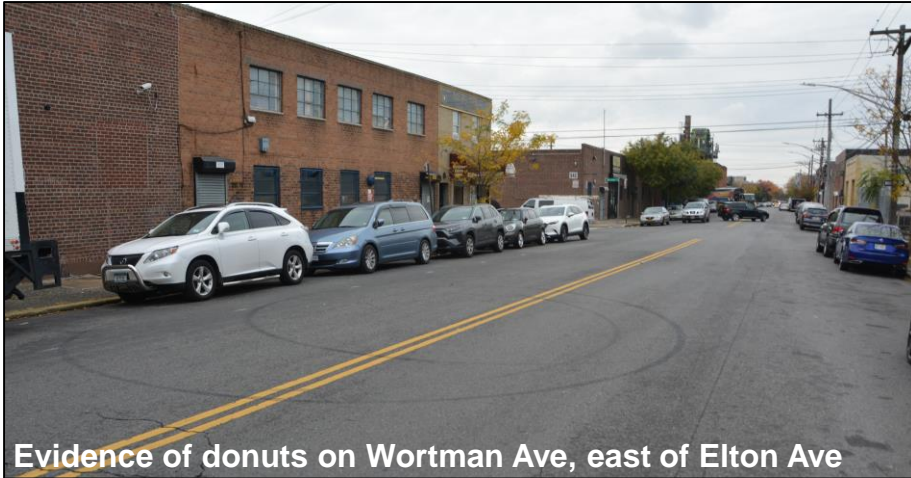
**B20 bus stop adjacent to angle parking**



**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



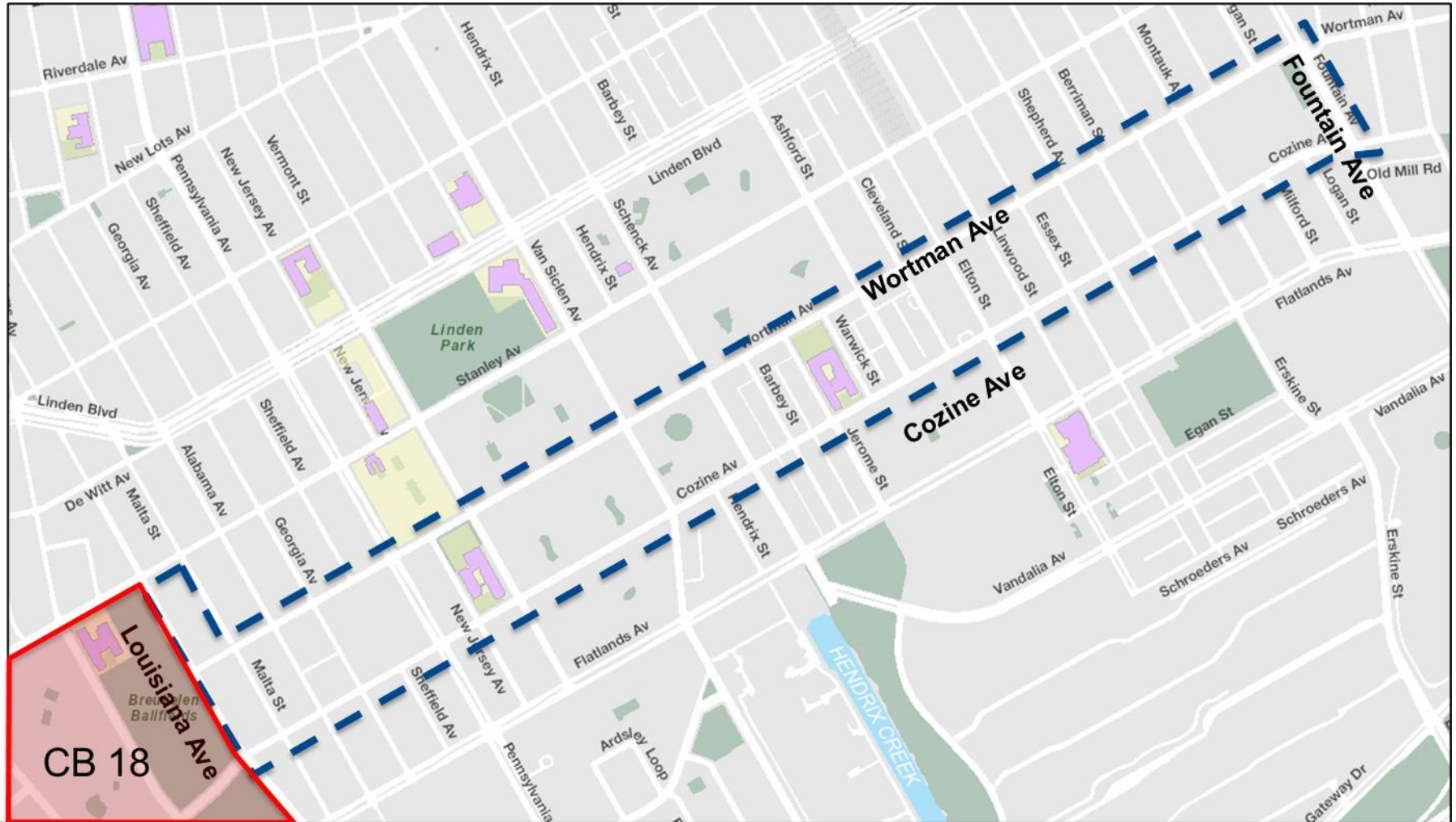
**Cyclist riding alongside bus on Wortman Ave**



**Cyclist riding alongside parked vehicles on Cozine Ave**

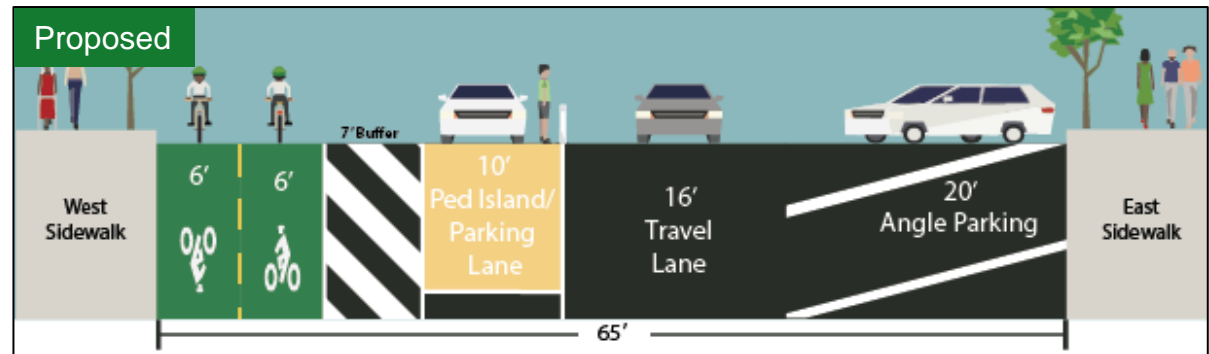
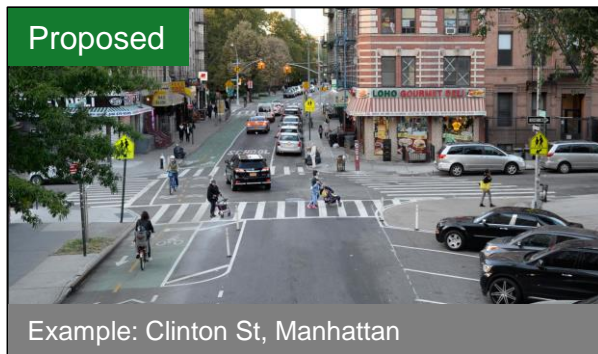
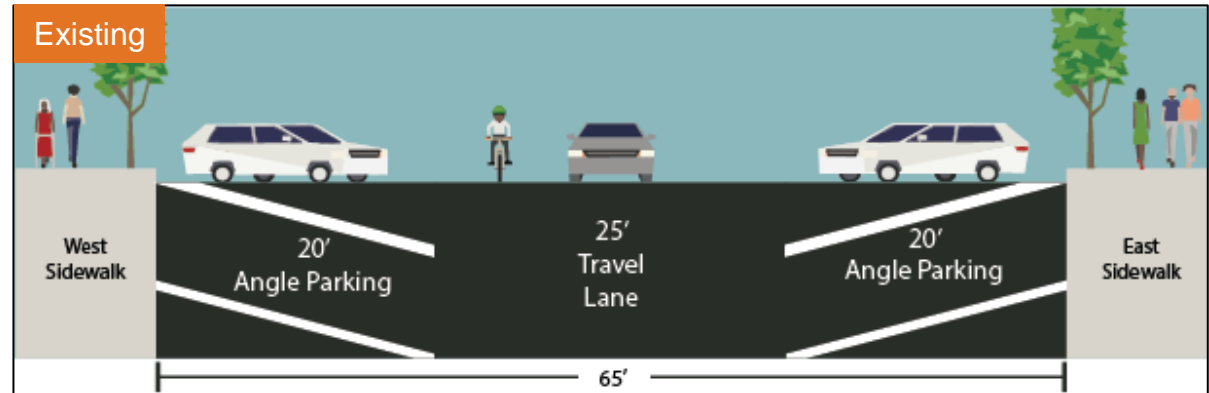
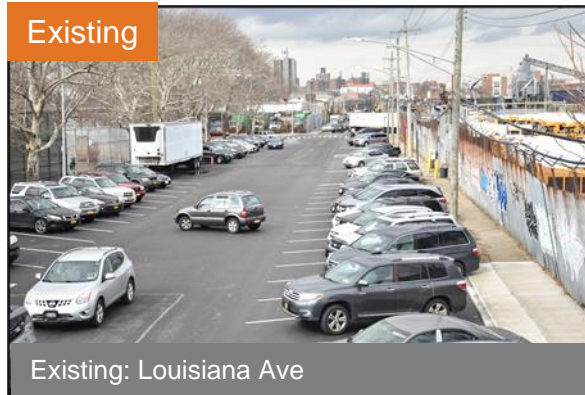
# Cozine Ave, Wortman Ave, Louisiana Ave

## Proposal Area



# Louisiana Ave, Stanley Ave to Wortman Ave

## Proposal: Calmer, Safer Streets



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

**-15%** drop in all crashes with injuries

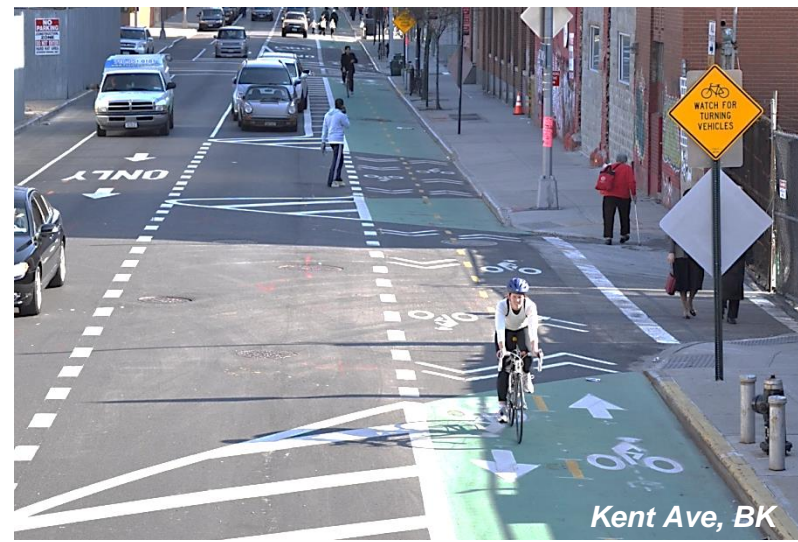
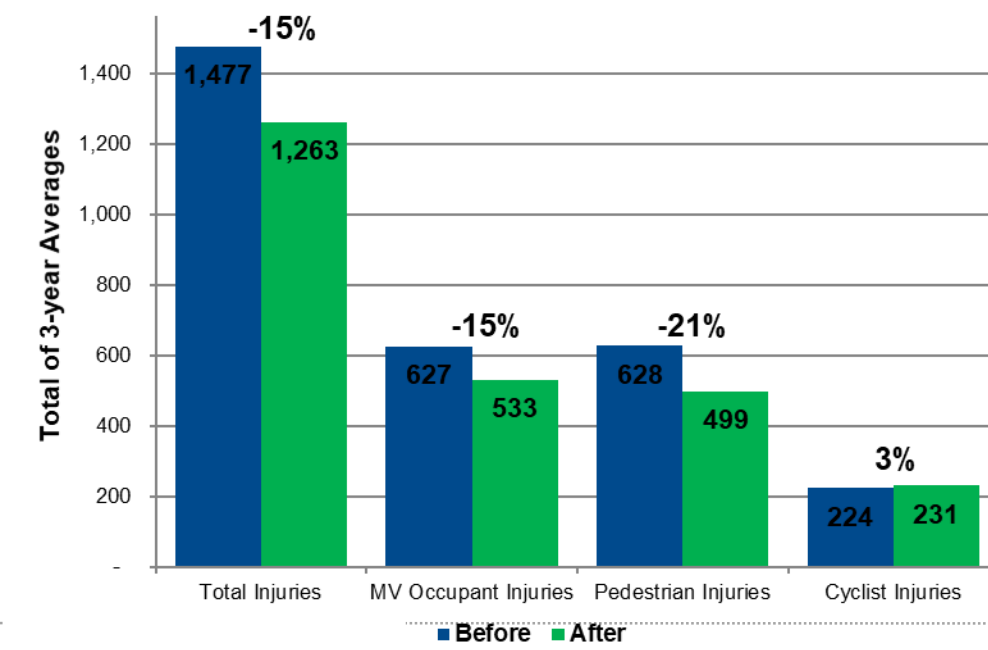
**-21%** drop in pedestrian injuries

*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*



Kent Ave, BK

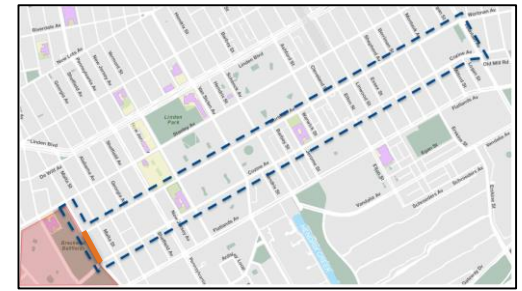


Prospect Park W, BK

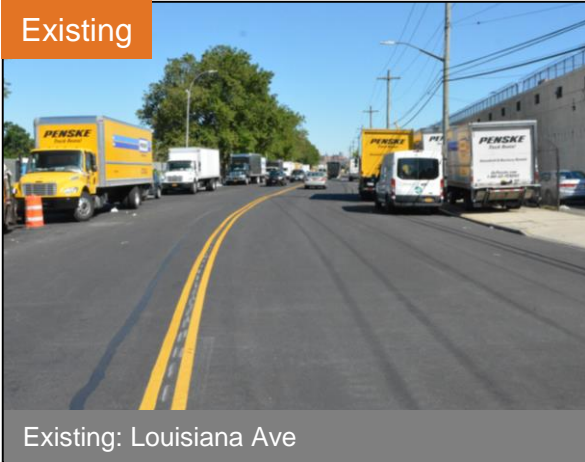
Data from 25 separate protected bicycle lane projects installed from 2007-2014 with 3 years of after data. Includes portions of 1 Ave, 2 Ave, 8 Ave, 9 Ave, Broadway, Columbus Ave, Hudson St, Lafayette St / 4 Ave, Sands St, Allen/Pike St, Kent Ave, Prospect Park West, Flushing Ave, Bruckner Blvd & Longfellow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

# Louisiana Ave, Wortman Ave to Cozine Ave

## Proposal: Calmer, Safer Streets

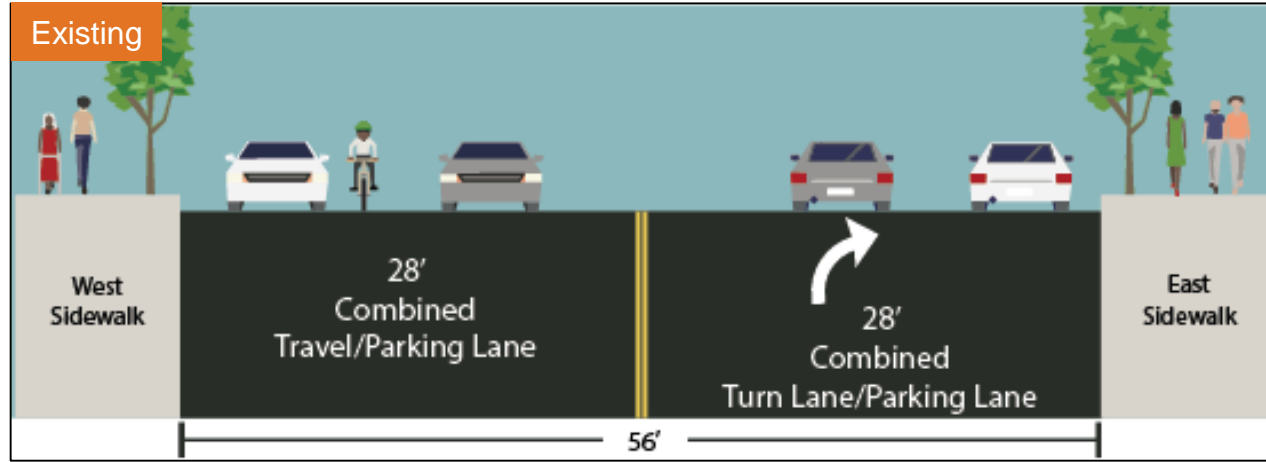


Existing



Existing: Louisiana Ave

Existing

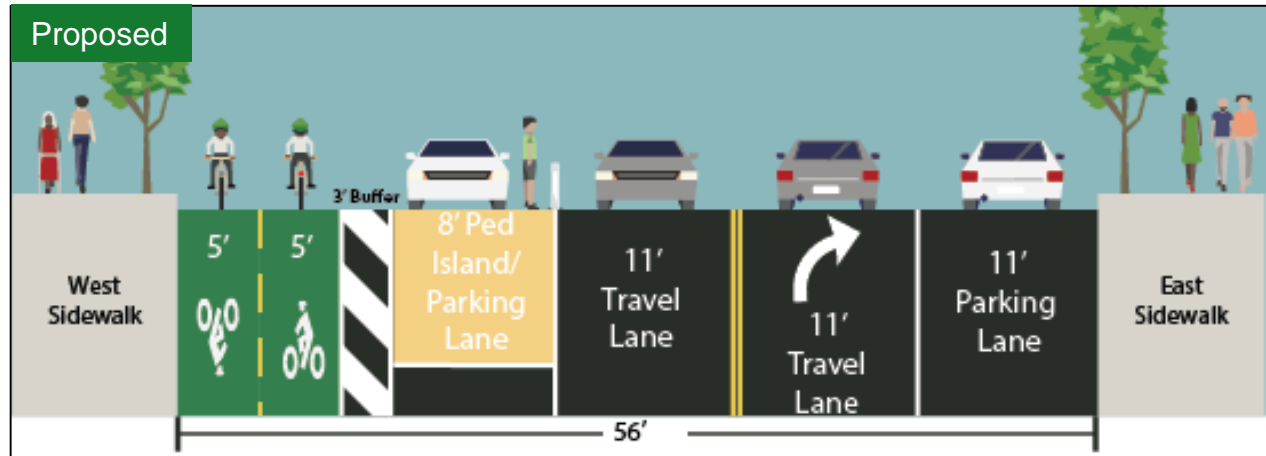


Proposed



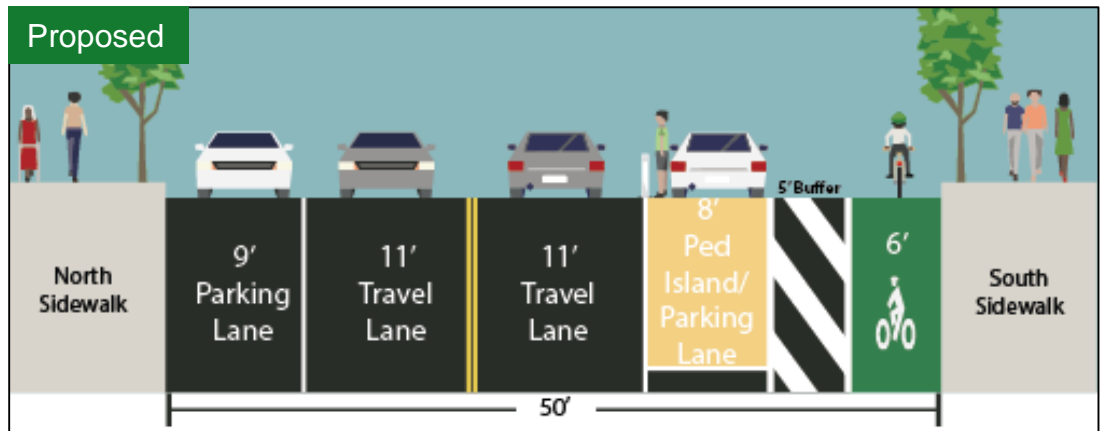
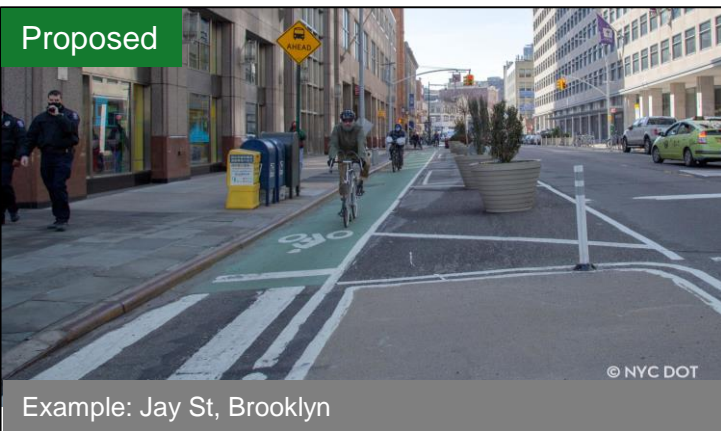
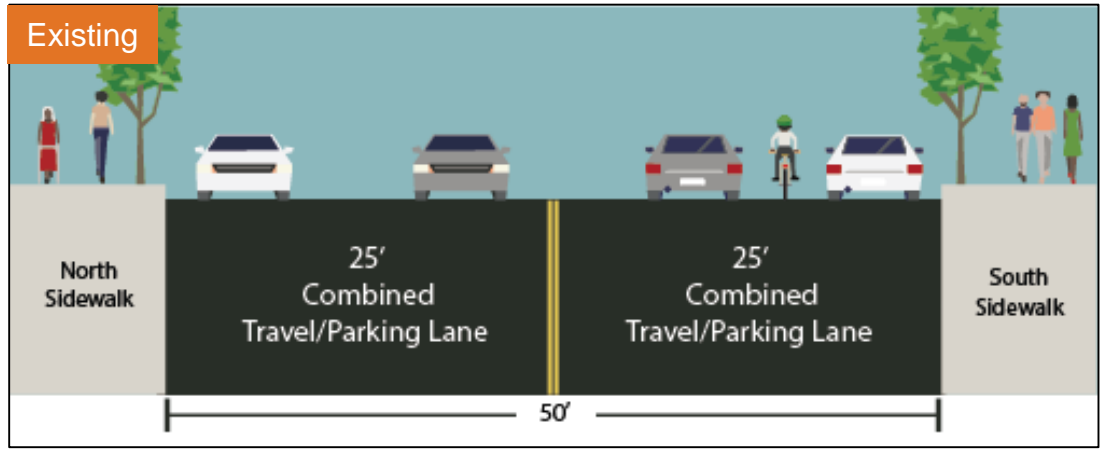
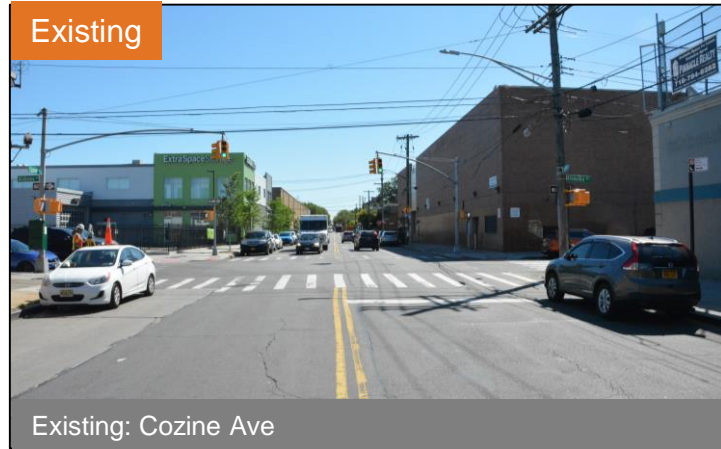
Example: Ave V, Brooklyn

Proposed



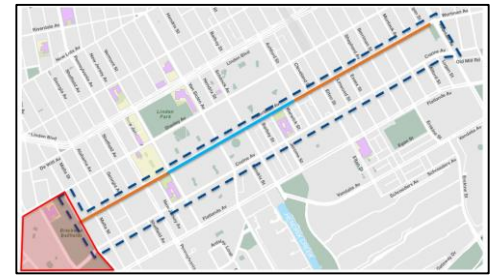
# Cozine Ave, Louisiana Ave to Fountain Ave

## Proposal: Safer, Calmer Streets



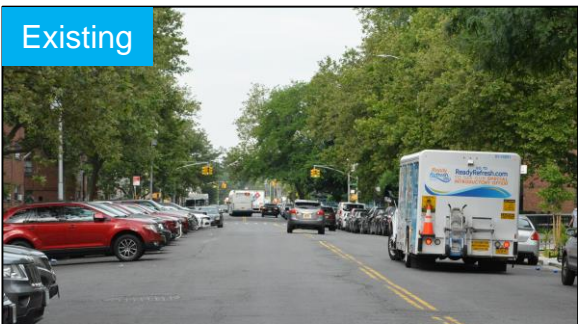
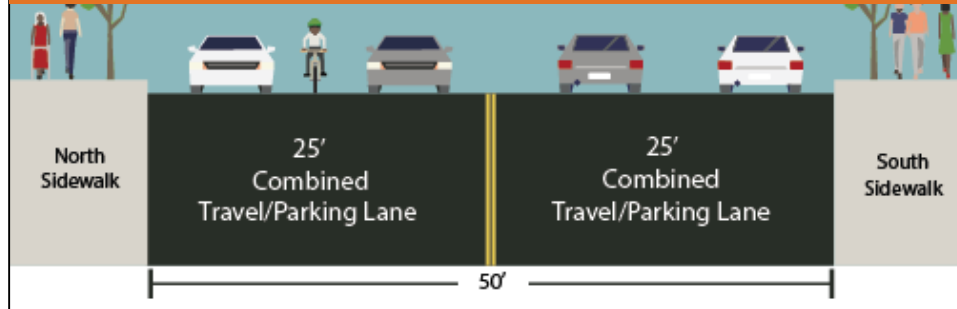
# Wortman Ave, Louisiana Ave to Fountain Ave

## Proposal: Safer, Calmer Streets



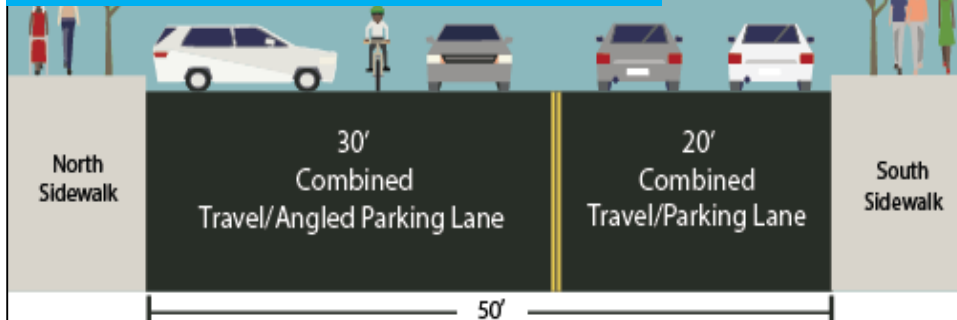
Existing: Wortman Ave

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



Existing: Wortman Ave

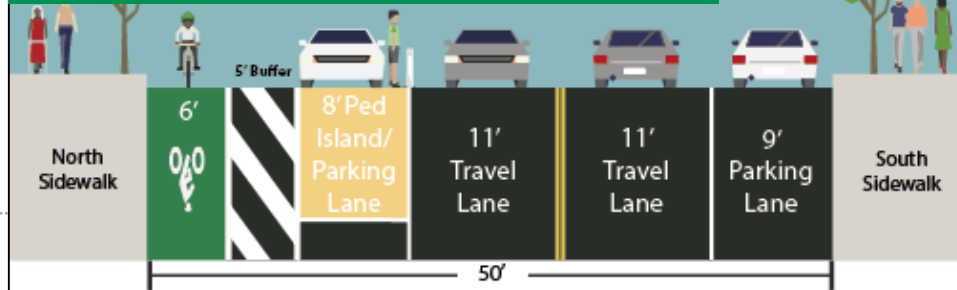
Existing: Wortman Ave, Vermont Ave to Ashford St



Proposed

Example: Jay St, Brooklyn

Proposed: Wortman Ave, Louisiana Ave to Fountain Ave

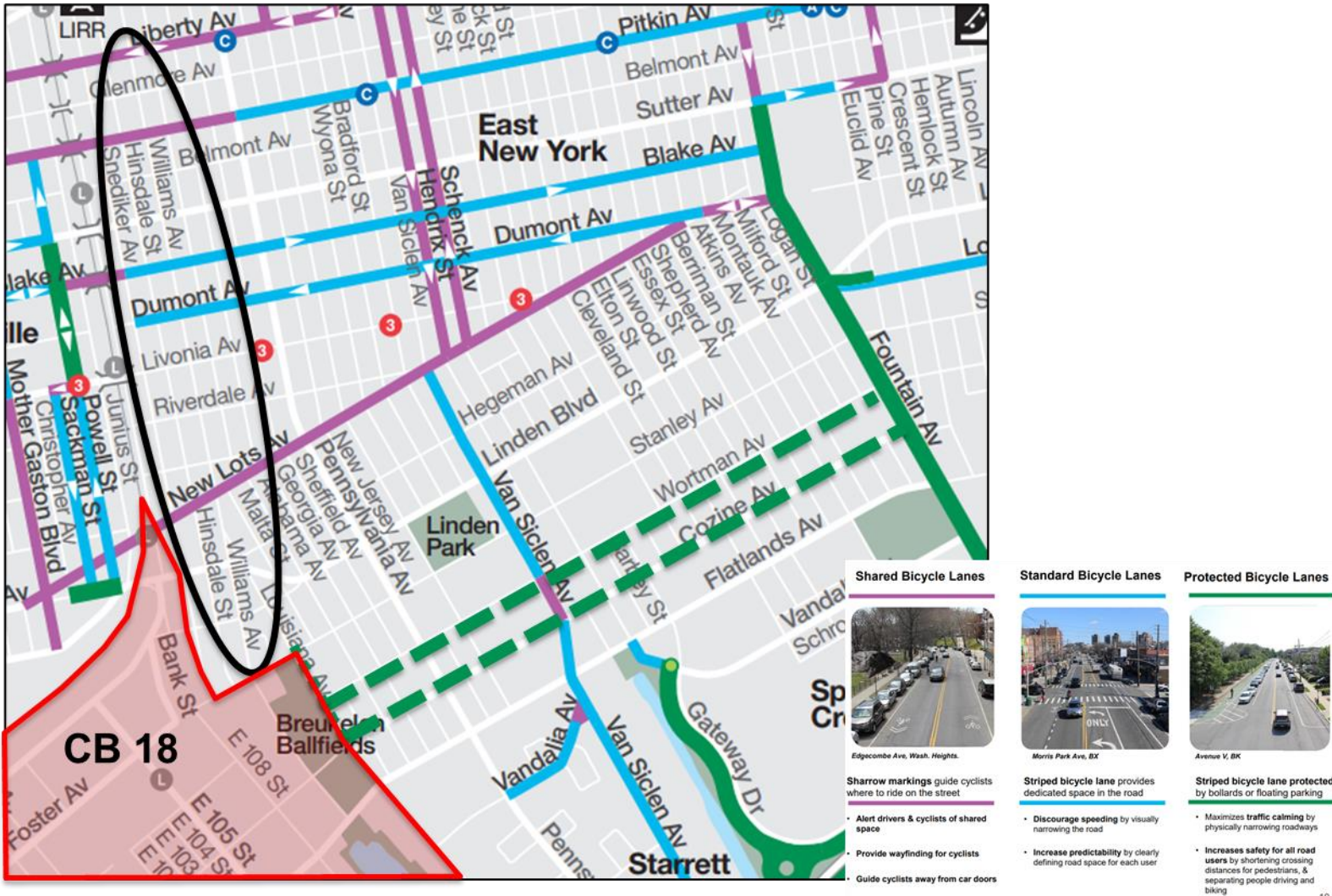


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Street Redesign:  
Stanley Ave, Williams St,  
Hinsdale Ave, Wortman Ave  
(Malta to Louisiana)

4

# Opportunity To Connect to Larger Bike Network



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

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

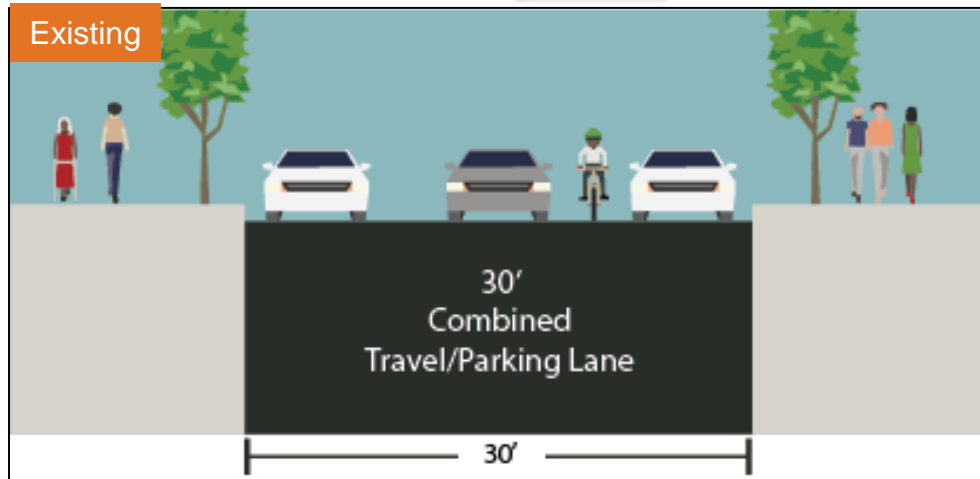


Existing



Existing: Hinsdale St

Existing

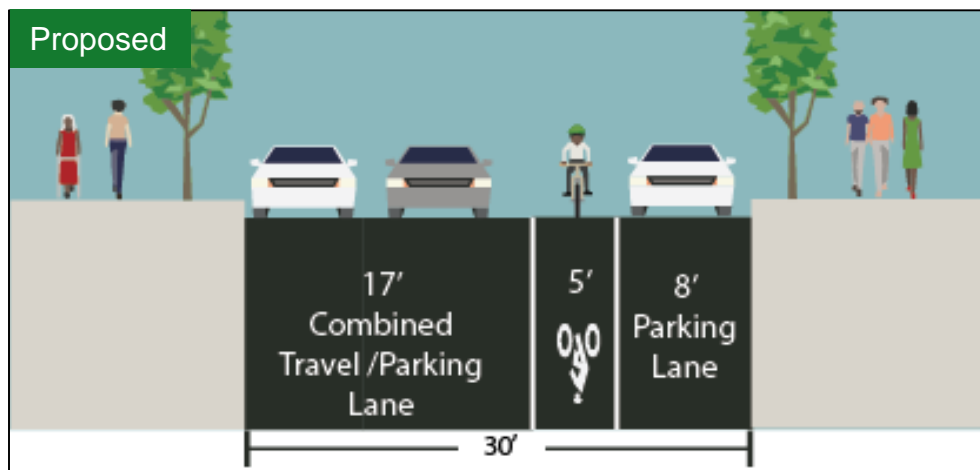


Proposed



Example: Schermerhorn St, Brooklyn

Proposed



# Stanley Ave, Louisiana Ave to Hinsdale Ave

## Proposal: Standard Bike Lanes

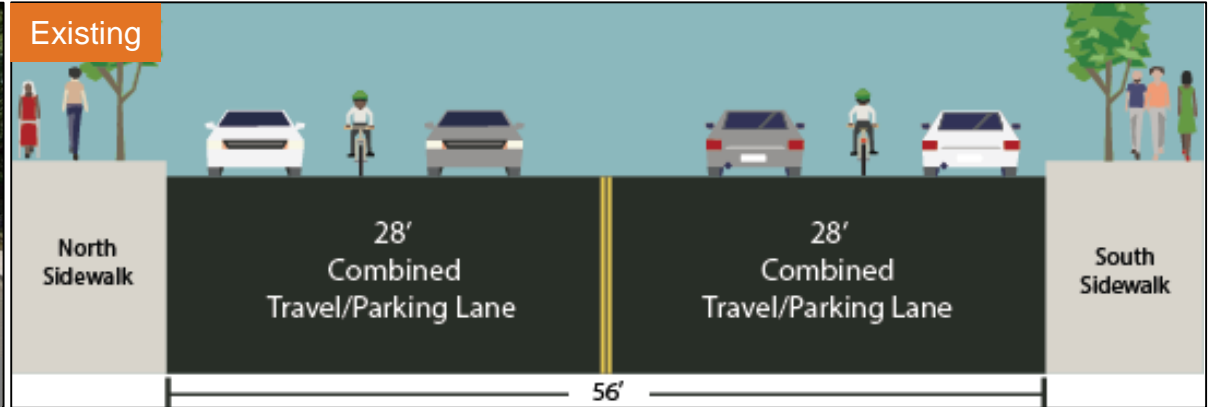


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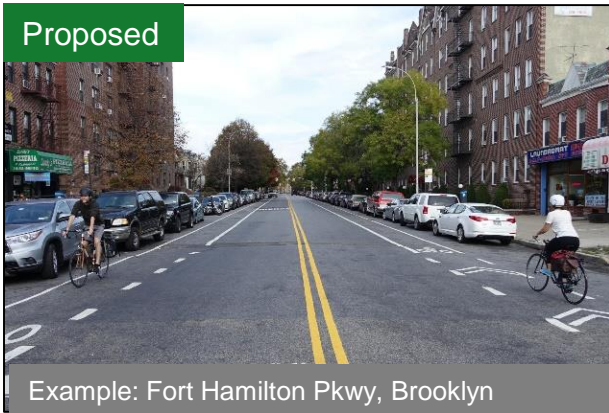


Existing: Stanley Ave

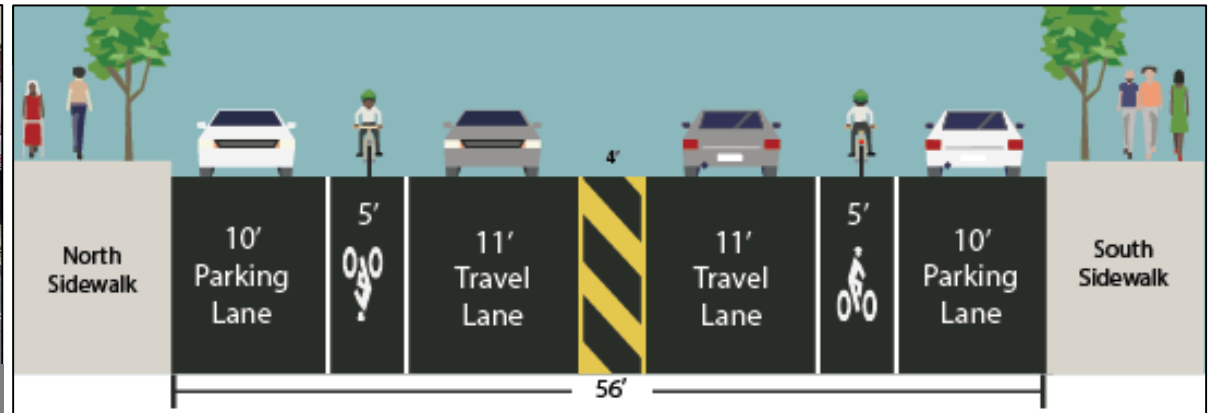
Existing



Proposed

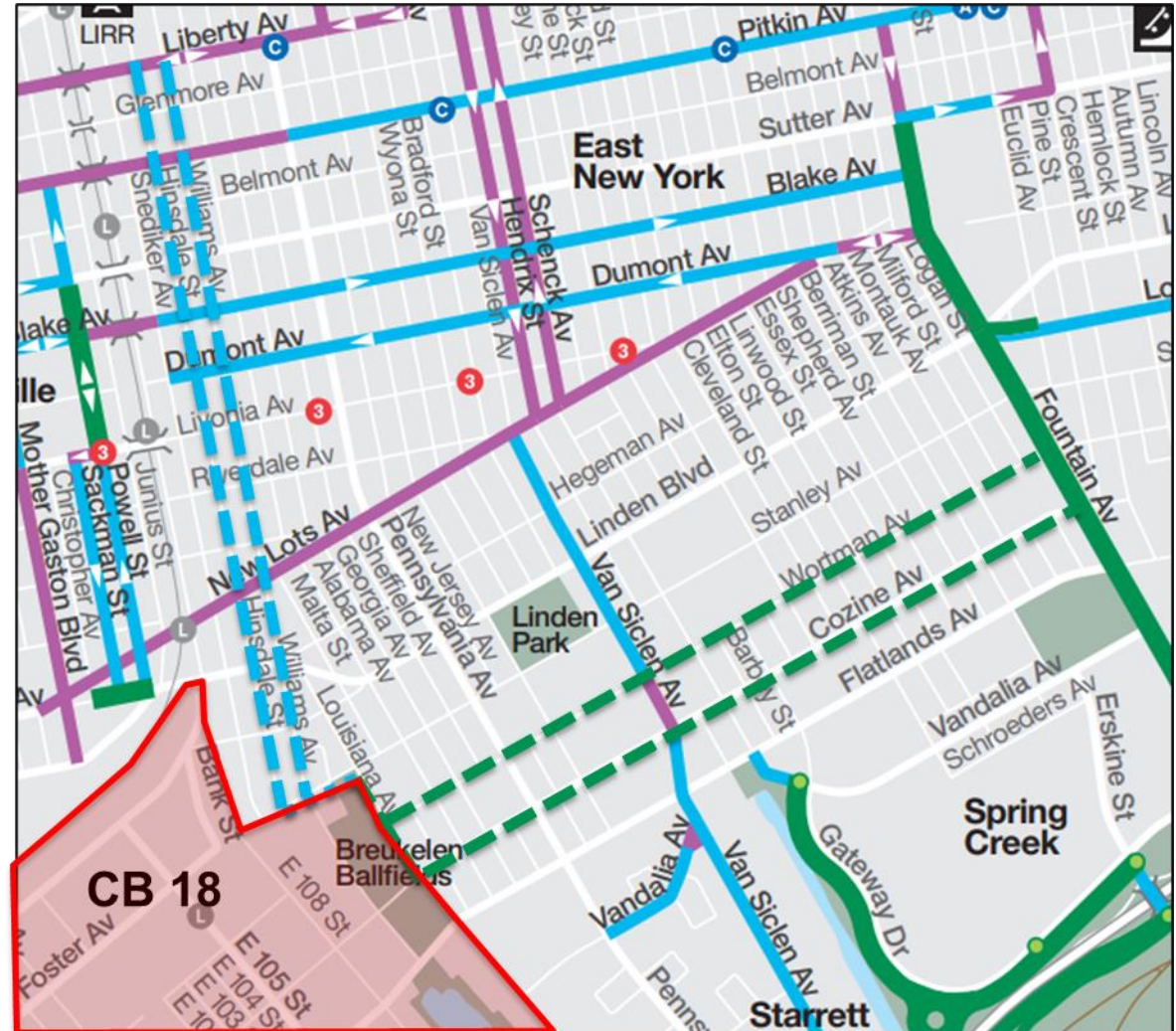
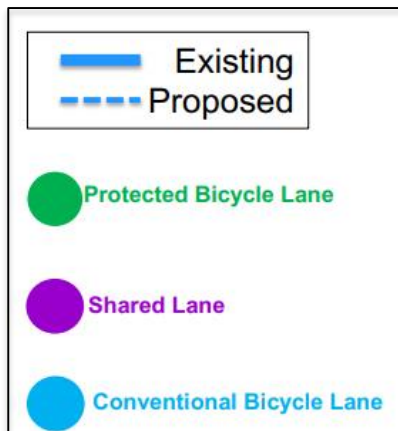


Example: Fort Hamilton Pkwy, Brooklyn



# Proposal: Safer, Calmer Streets

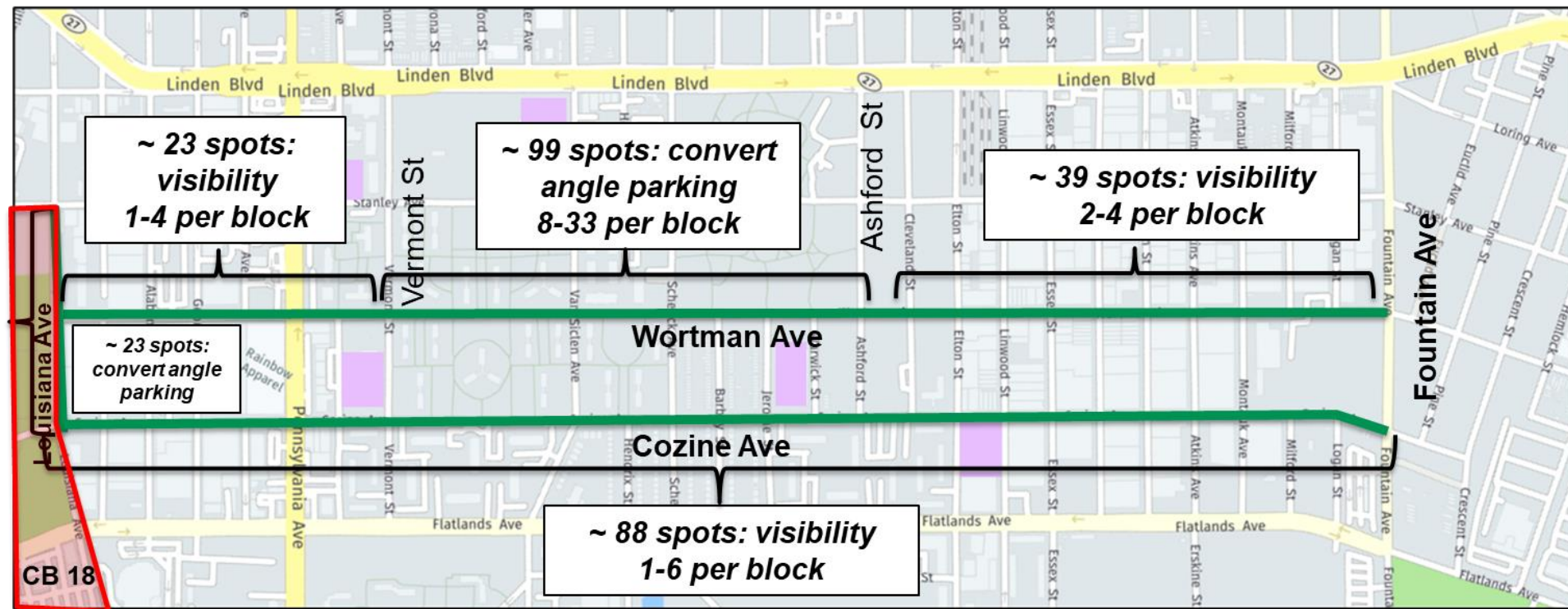
- Safer, calmer roadways
- Better organized traffic
- Dedicated spaces for pedestrians, cyclists, and drivers



# East New York Safety Improvements

## Parking Impacts

- 4-5 spots/block repurposed on average
- 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



nyc\_dot



NYCDOT