



FOUNTAIN AVENUE

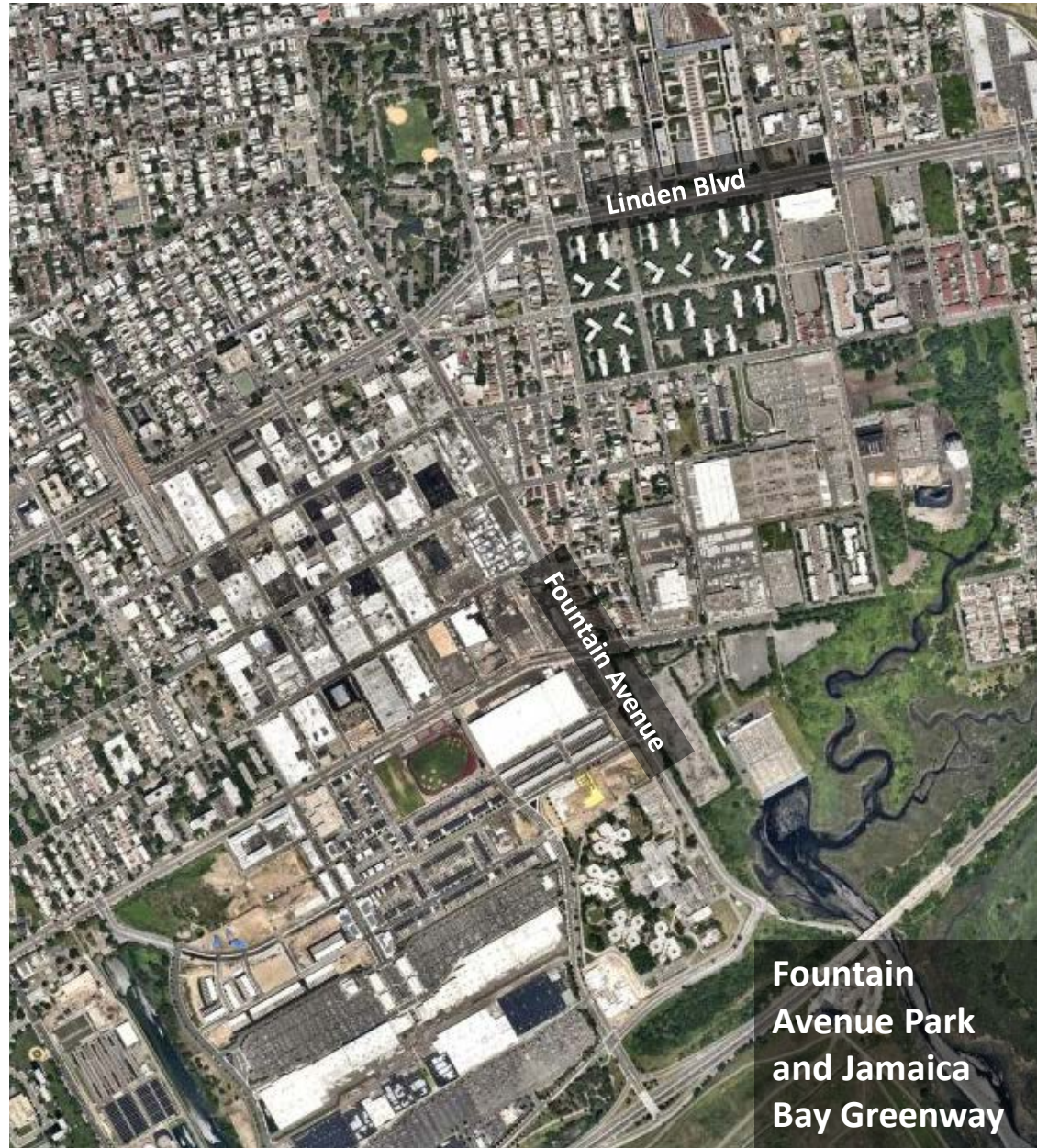
PARK ACCESS IMPROVEMENTS

Presented September 24, 2018 to Brooklyn Community Board 5 Transportation Committee



Fountain Avenue Park Access

New York State is opening a new park that will be accessed from the end of Fountain Avenue



Jamaica Bay Greenway

11 miles of recreational path
for biking and jogging

Provides access to **10,000 acres** of parks and beaches

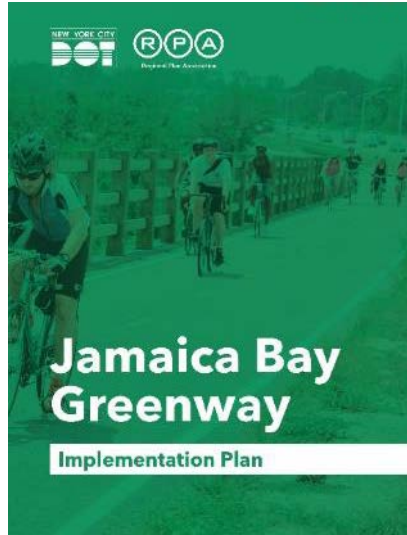
Gaps in route

Difficult to get to from
adjacent neighborhoods



Jamaica Bay Greenway

RECENTLY COMPLETED PROJECTS

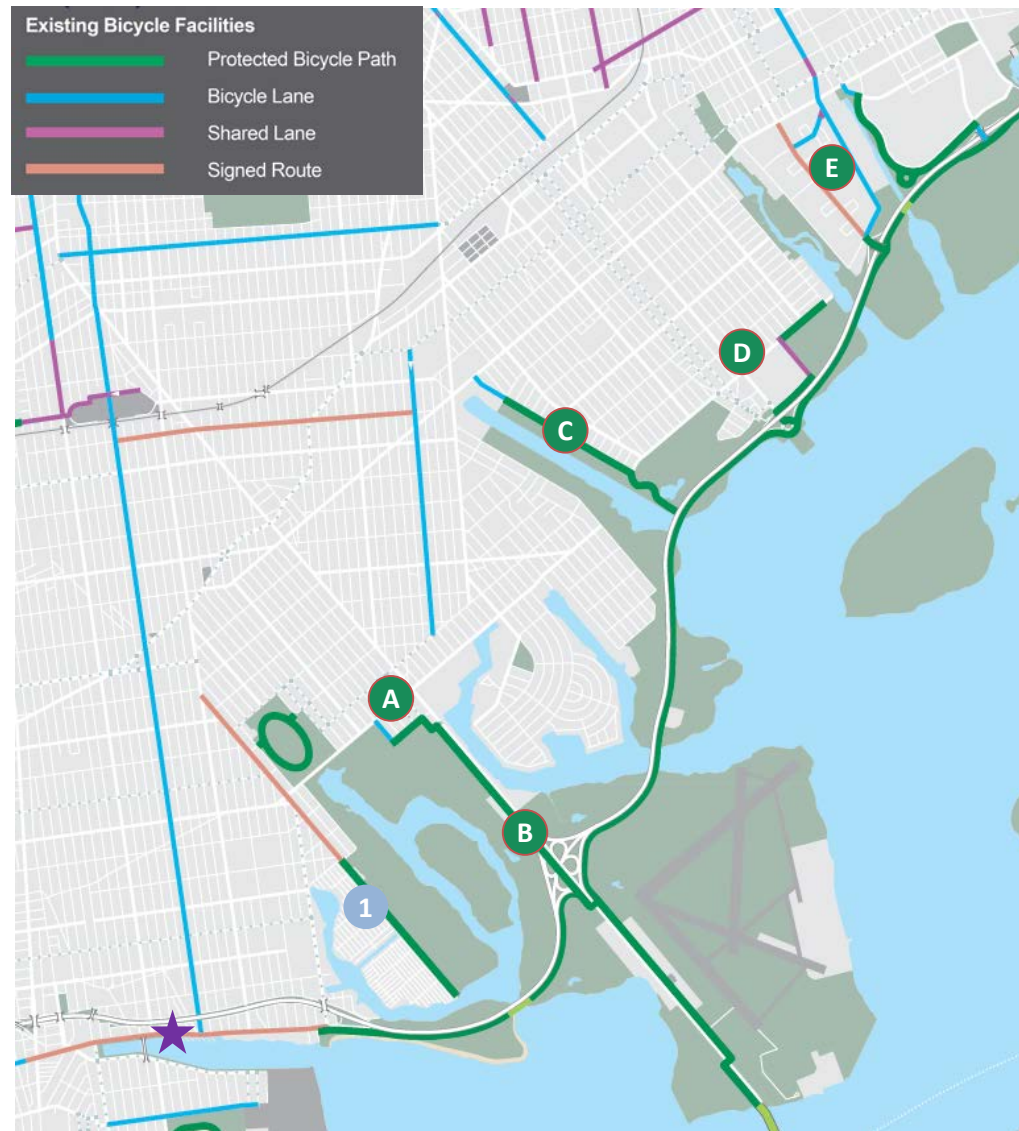


Jamaica Bay Greenway Connector Projects

- A. Marine Park: Ave V, Hendrickson St, E 38 St
- B. Marine Park: Flatbush Ave Ramps
- C. Canarsie: Paerdegat Ave N
- D. Canarsie Pier Connector: Seaview Ave, Shore Pkwy
- E. Starrett City Towers: Van Siclen Ave, Seaview Ave, Pennsylvania Ave

Other Street Improvement Projects

- 1. Gerritsen Beach: Gerritsen Ave



Fountain Avenue Park Access

Street design at the future park entrance is challenging for pedestrians and cyclists

First phase of park development will not include off-street parking



Safety - Fountain

Fountain Avenue is a high crash corridor that ranks in the top-third of Brooklyn corridors

The majority of drivers speed

Low traffic volumes south of Linden Blvd (400-600 vehicles during peak hour)

73% of northbound and 63% of southbound vehicles were found to be speeding April 2017

14 people were severely injured in crashes on Fountain Avenue, including 3 pedestrians 2012-2016



Fountain Av – Dumont Av to Seaview Av, BK
Injury Summary, 2012 – 2016 (5 years)

	Total Injuries	Severe Injuries	Fatalities	KSI
Pedestrian	36	3	0	3
Bicyclists	11	0	0	0
Motor Vehicle Occupant	262	11	0	11
Total	307	14	0	14

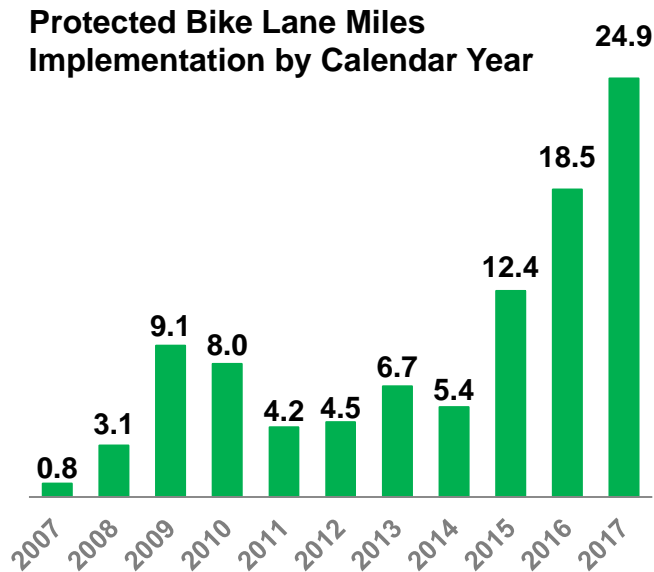
Safety – Complete Street Redesign

Street designs that include protected bike lanes 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



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 & East 163 St, Imlay St / Conover St, Paerdegat Ave. Only sections of projects that included protected bike lanes were analyzed. Source: NYPD AIS/TAMS Crash Database



Proposed Fountain Avenue Safety Improvements

Brownsville and East New York Community Bike Network

- Developed through a multi-year community outreach process, including community workshops
- Initial projects implemented from 2013 to 2015
- Increased safety for all street users
- Additional outreach conducted Summer 2016 to Winter 2017

Fountain Avenue Safety Improvements

- Initial proposal presented to CB 5 TC February 2017
- Project specific community outreach carried out in coordination with CB 5 May to June 2017
- Design updated following announcement of new park opening

Quote of the Day from June Outreach:

“There are a lot of trucks that pass by here, we need safer streets.”



Cypress Hills Public Library, May 2017



Fountain Ave & Wortman Ave, June 2017

Review of Proposed Project

Fountain Ave Safety Improvements

- ① Sutter Ave to Linden Blvd
- ② Linden Blvd to Wortman Ave
- ③ Wortman Ave to Flatlands Ave

Connection to Subway

- ④ Northbound: Sutter Ave and Pine St
- ⑤ Southbound: Pitkin Ave and Fountain Ave

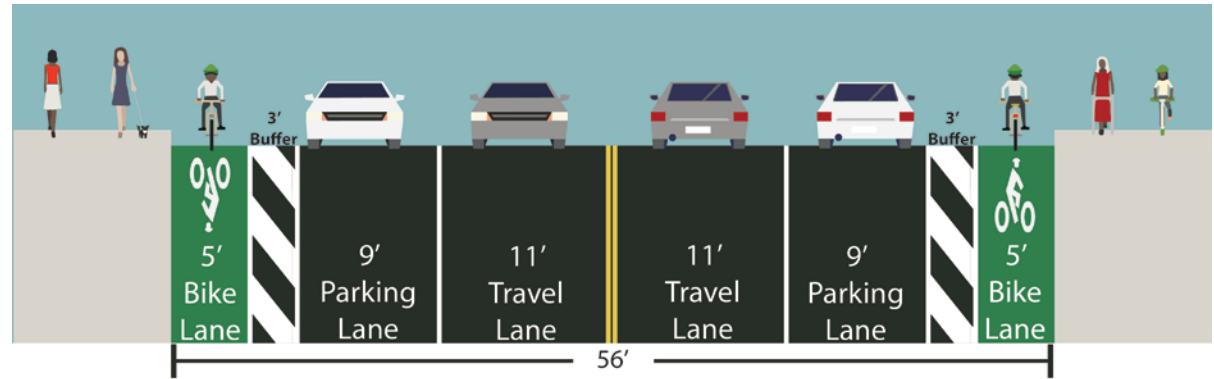
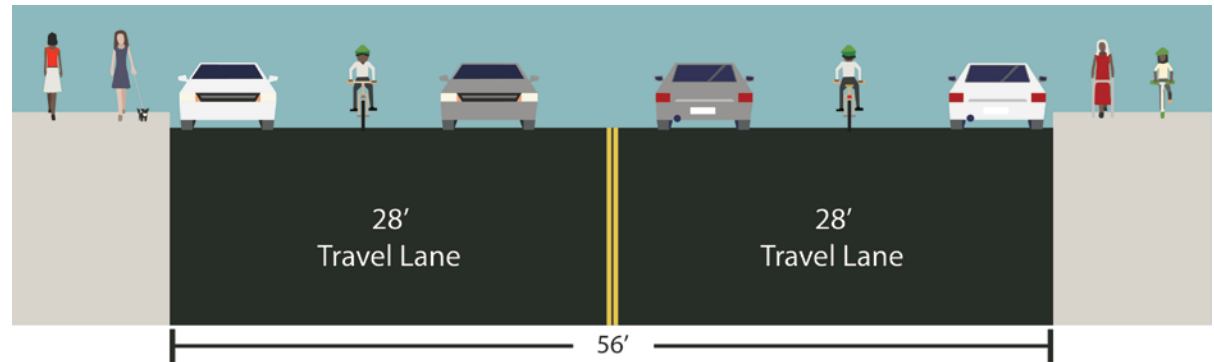
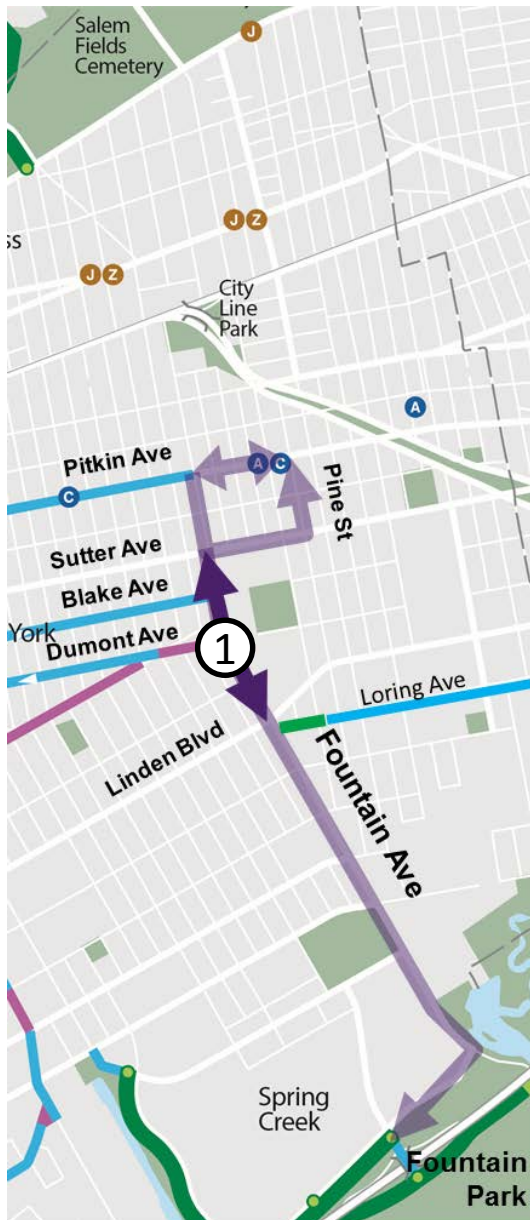
Access to New Park

- ⑥ Fountain Ave and Seaview Ave



Fountain Ave Safety Improvements

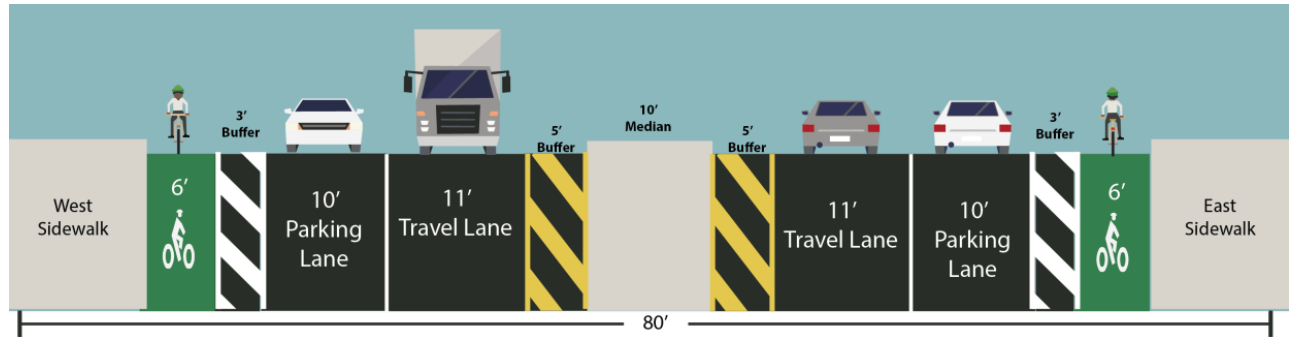
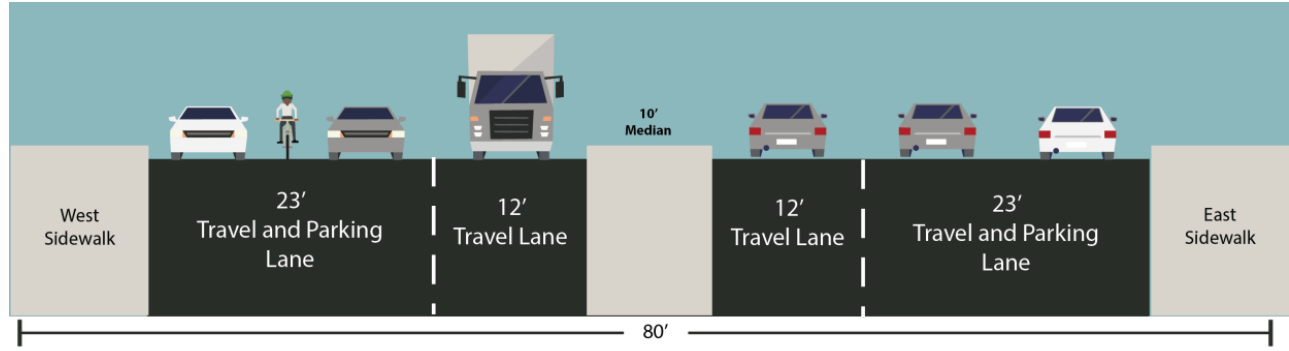
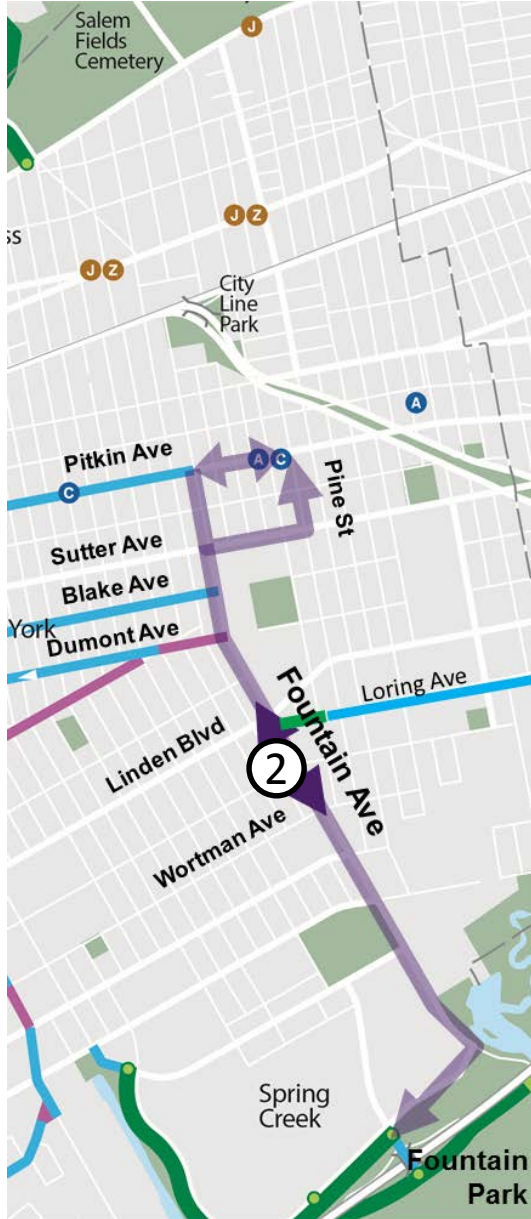
Sutter Ave to Linden Blvd



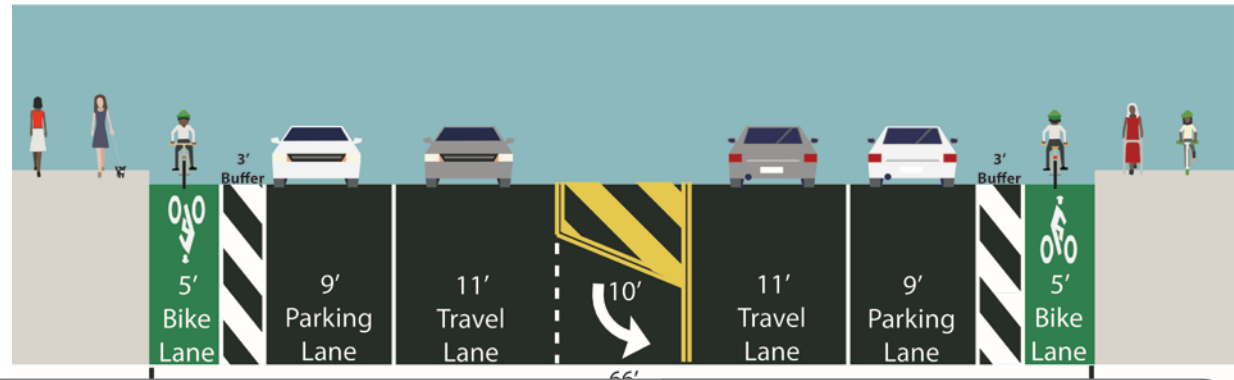
- **Narrow roadway** to reduce crossing distances and calm traffic
- **Install curbside bike lanes** protected by parked cars
- **Remove four parking spaces** to improve pedestrian and cyclist visibility at intersections

Fountain Ave Safety Improvements

Linden Blvd to Wortman Ave



- **Remove one travel lane in each direction** to calm traffic, organize the roadway, and shorten pedestrian crossing distances
- **Install curbside bike lanes protected by parked cars**
- **Remove 9 parking spaces** to improve pedestrian and cyclist visibility at intersections



- **Install a parking protected bike lane** against both curbs
- Remove one travel lane in each direction, add turn bays to calm traffic and organize the roadway, reduce crossing distances for pedestrians
- **Remove 9 parking spaces** to improve pedestrian and cyclist visibility at intersections

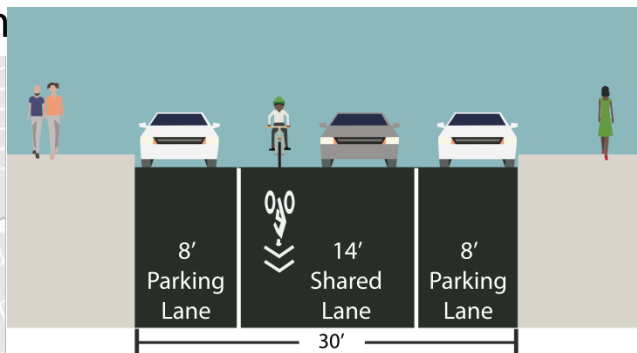
Connection to Subway

NB: Sutter Ave and Pine St

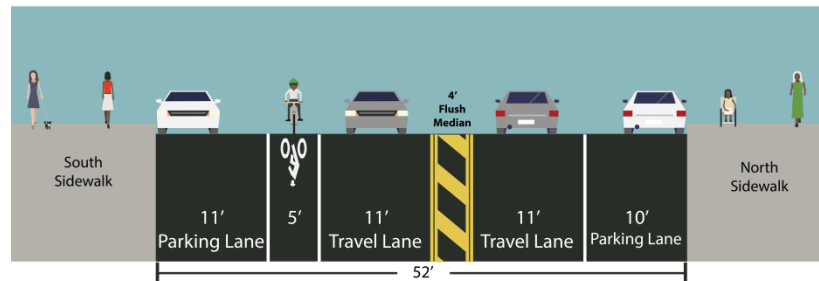
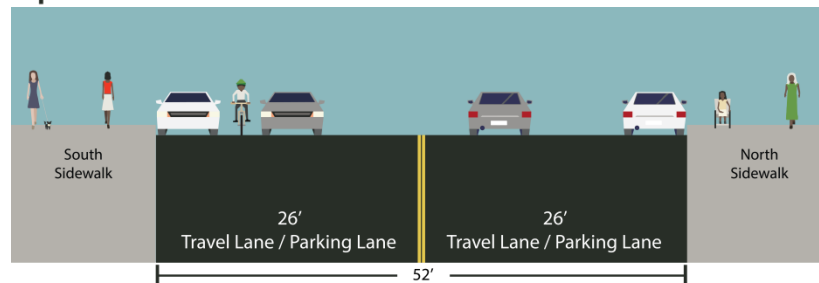
SB: Pitkin Ave and Fountain



Fountain Ave & Pine St



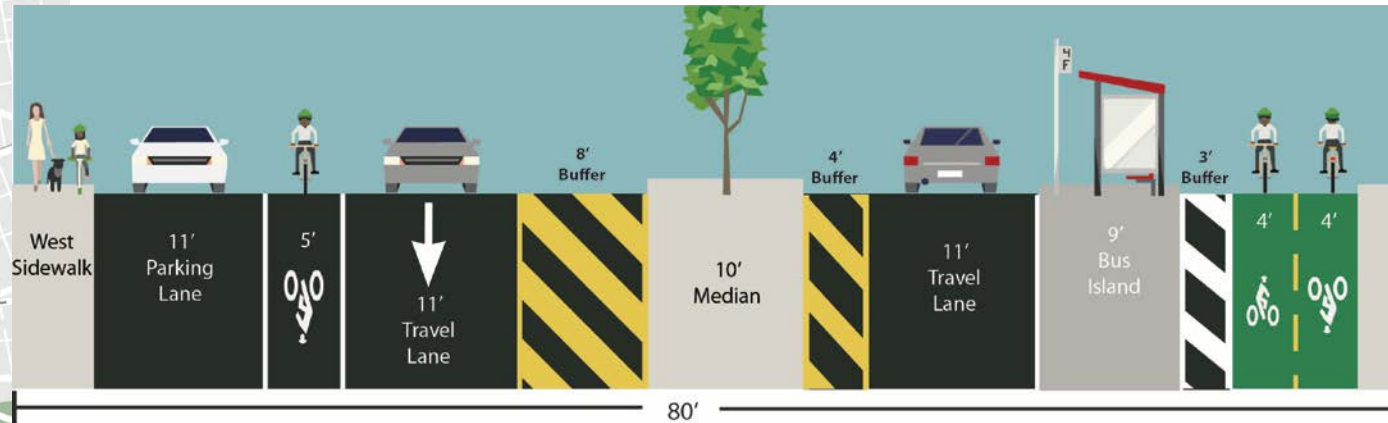
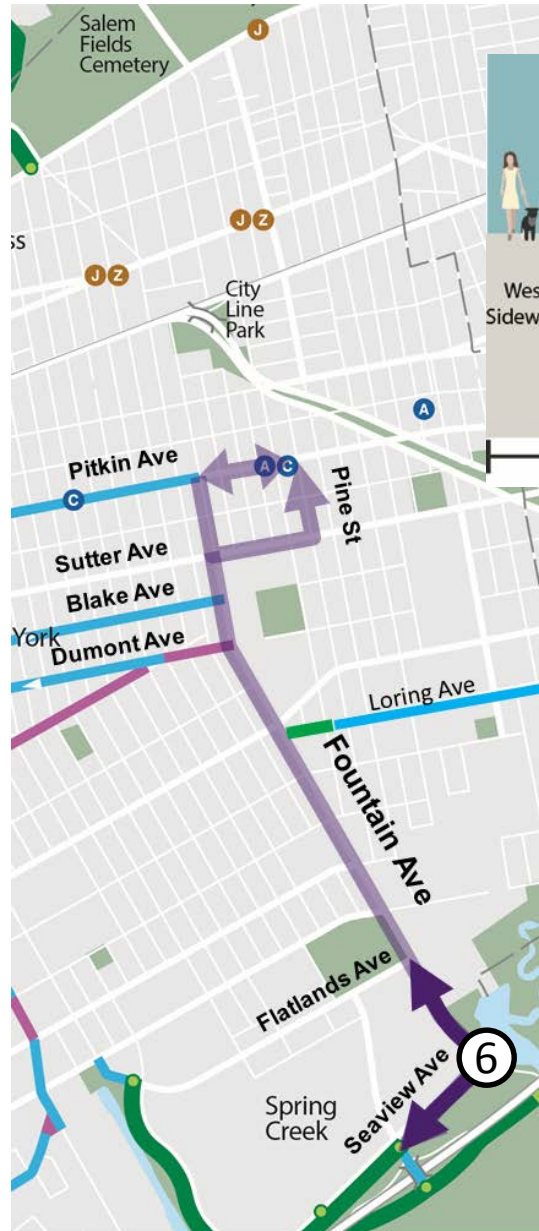
Sutter Ave from Fountain Ave to Pine St



- Install eastbound bike lane and flush median on Sutter Ave from Fountain Ave to Pine St
- Extend Pitkin Ave bike lanes to Pine St
- Install shared lane on Fountain Ave from Pitkin Ave to Sutter Ave
- Install shared lane on Pine St from Sutter Ave to Pitkin Ave

Access to New Park

Fountain Ave and Seaview Ave

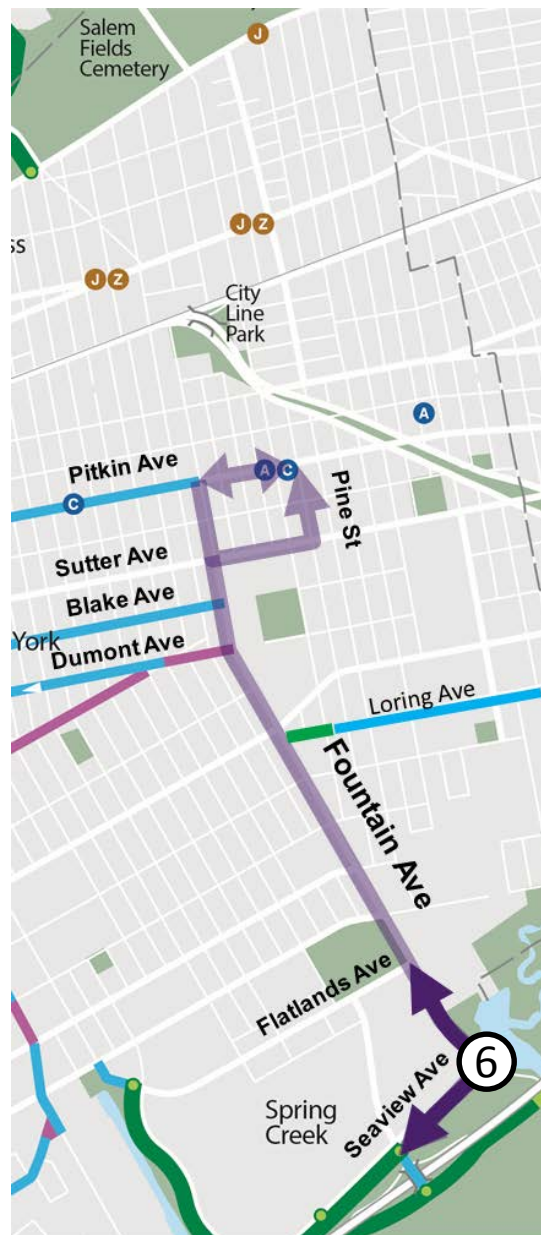


- **Remove one travel lane in each direction** to calm traffic, organize the roadway, and shorten pedestrian crossings
- **Install two-way parking protected bike lane** east side of Fountain Ave
- **Install a bike lane on the west side of Fountain Ave** from Flatlands Ave to Seaview Ave
- **Add floating bus boarding island**

Adds approximately 225 parking spaces south of Flatlands Ave for a **net gain of 200 spaces** for the corridor.

Access to New Park

Fountain Ave and Seaview Ave

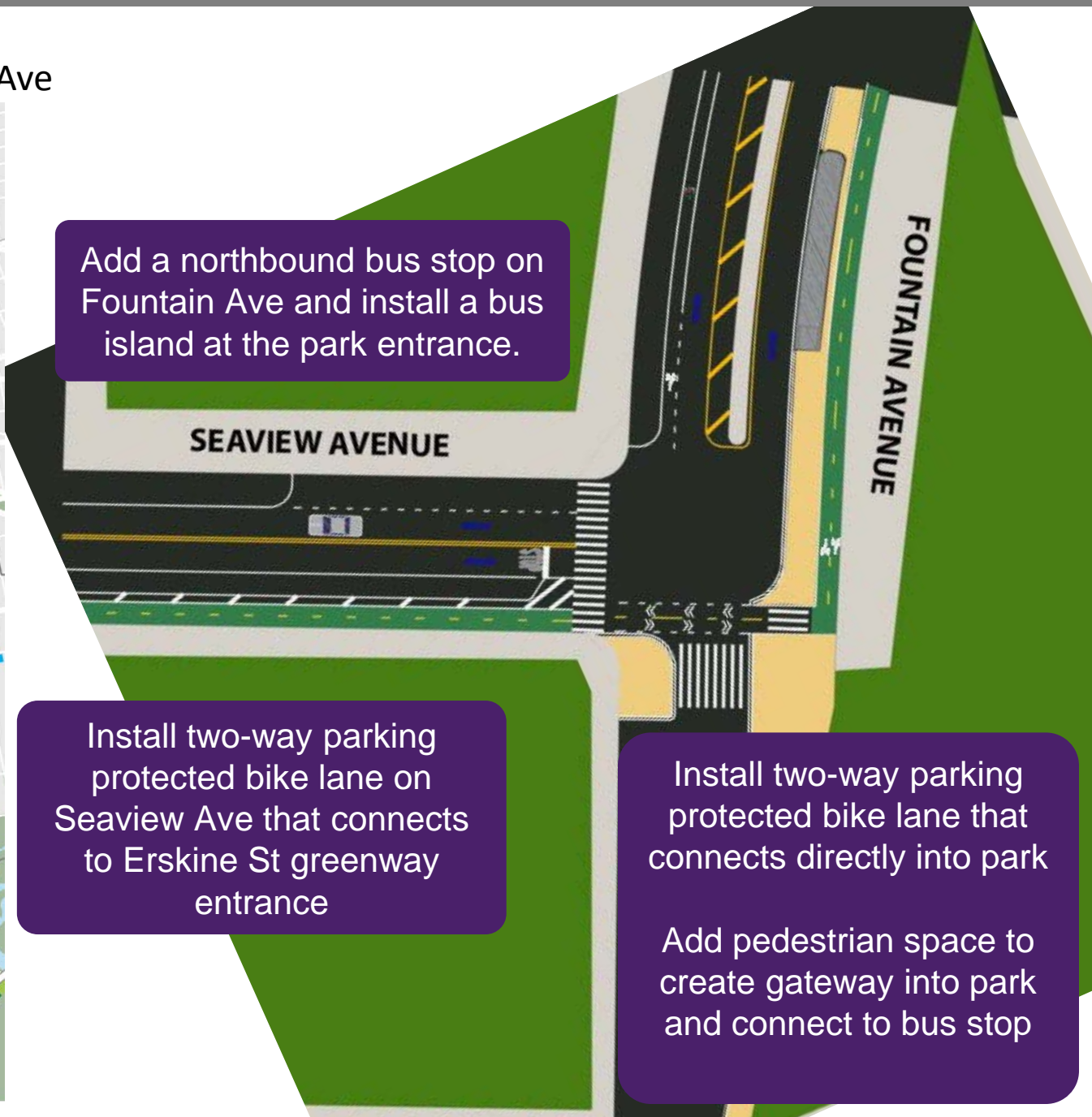


Add a northbound bus stop on Fountain Ave and install a bus island at the park entrance.

Install two-way parking protected bike lane on Seaview Ave that connects to Erskine St gateway entrance

Install two-way parking protected bike lane that connects directly into park

Add pedestrian space to create gateway into park and connect to bus stop



Questions?

THANK YOU!



NYC DOT



NYC DOT



nyc_dot



NYC DOT