



REMSSEN AVENUE SAFETY IMPROVEMENTS

Presented to Brooklyn Community Boards 17 & 18

June 2019



PRESENTATION OVERVIEW

1. Background
- 2. Proposal**
3. Summary



Background

1

About NYC DOT

Safe, efficient, and environmentally responsible movement of people and goods on the City's streets



NYC DOT is responsible for:

- 6,000 miles of streets and highways
- 789 bridges and tunnels
- 12,000 miles of sidewalk
- 12,700 signalized intersections
- 315,000 street lights
- Staten Island Ferry
- 1 million+ street signs
- 200 million+ linear feet of roadway markings

NYC DOT

Street Improvement Projects

Low-cost projects designed and installed with DOT in-house resources: markings, signs, concrete, signals

Quickly improve safety and mobility for all street users: motorists, pedestrians, bus passengers, bike riders

461 projects installed since 2014, across the five boroughs, addressing Vision Zero priority geographies



Grand Army Plaza, Brooklyn
Before



After

NYC DOT Street Improvement Toolbox

Road Safety Treatments



High Visibility Crosswalks

- Improve visibility
- Discourage vehicles from encroaching in crosswalk



Bike Lanes

- Separate bikes from moving vehicles
- Increases predictability of cyclist location for drivers and pedestrians



Signal Timing Changes

- Improve traffic flow
- Decrease conflict between vehicles and crossing pedestrians and bikes



Roadway Markings

- Standardize lane width
- Organize roadway
- Discourage speeding

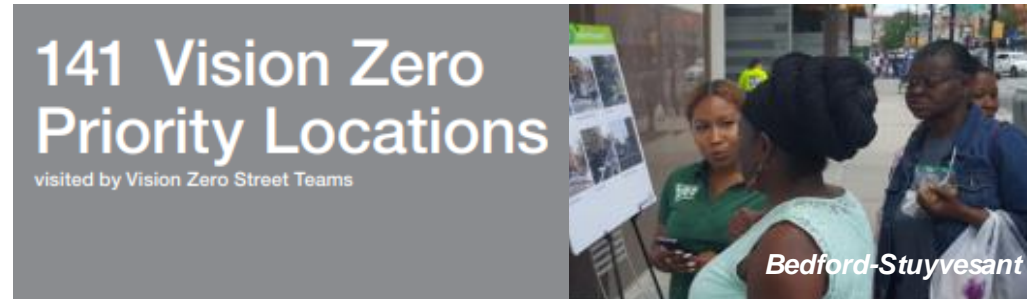
Vision Zero

New York City's multi agency plan for ending traffic deaths and injuries on city streets

DOT focuses on Vision Zero through Public Dialogue, Education and Road Safety Treatments



Since 2014, in Brooklyn



Remsen Avenue

High Crash Corridor



Remsen Ave (Seaview Ave to Avenue B), BK
Injury Summary, 2012-2016 (5 Years)

	Total Injuries	Severe Injuries	Fatalities*
Pedestrian	49	7	2
Bicyclists	15	1	0
Motor Vehicle Occupant	489	17	2
Total	553	25	4

Source: Fatalities: NYC DOT, Injuries: NYS DOT. KSI: Persons Killed or Severely Injured

1 pedestrian fatality in 2018
2 pedestrian, 2 motorists fatalities since 2012



Remsen Ave and Avenue K

Remsen Avenue and Flatlands Ave

Vision Zero Priority Intersection



25 MPH Speed Limit

For drivers on Remsen Ave approaching Flatlands Ave
73% observed driving over 25 MPH
24% observed driving over 35 MPH



2018

Community requests for traffic calming following pedestrian fatality on Remsen Avenue and Seaview Avenue

2017-18

Community Request for bicycle lanes on Remsen Avenue between Flatlands Avenue and Seaview Avenue

*Remsen Avenue and Flatlands Avenue Speed Data
Data Collected 4/25/19 11:00 AM – 12:00 PM 100 vehicle
observations per direction*

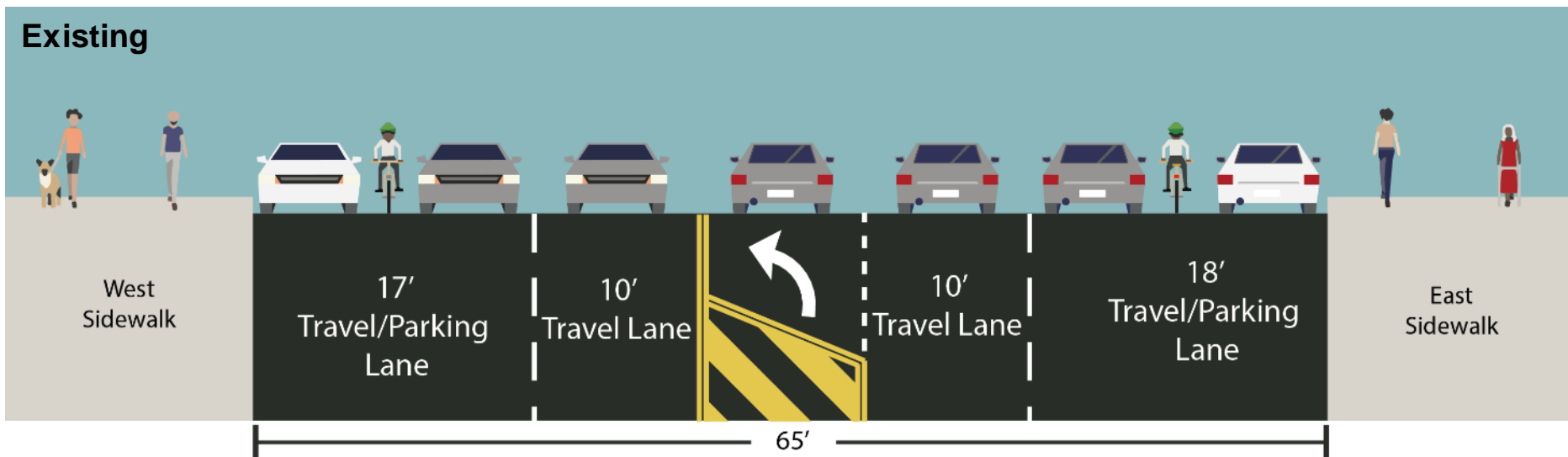
Proposal

2

Remsen Avenue *Existing Typical*

Two travel lanes and left turn lanes along the corridor

Existing



Existing



Issues

- Unmarked vehicle lanes encourage speeding
- Inconsistent marking
- Non-standard lane widths
- Long pedestrian crossing distances

Remsen Avenue Seaview Ave – Avenue B

Existing

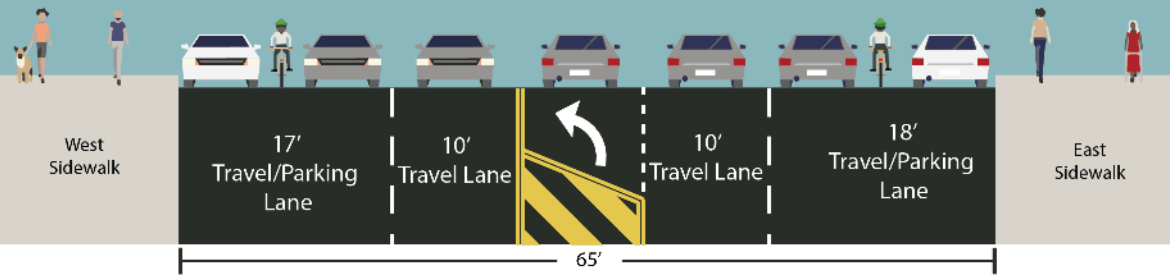
- Two vehicle lanes and left turn lanes in each direction
- Vehicle volumes are relatively low along Remsen Ave, and increase approaching Flatlands Ave from both directions
- Highest number of crashes occur at intersections with the highest through volumes.



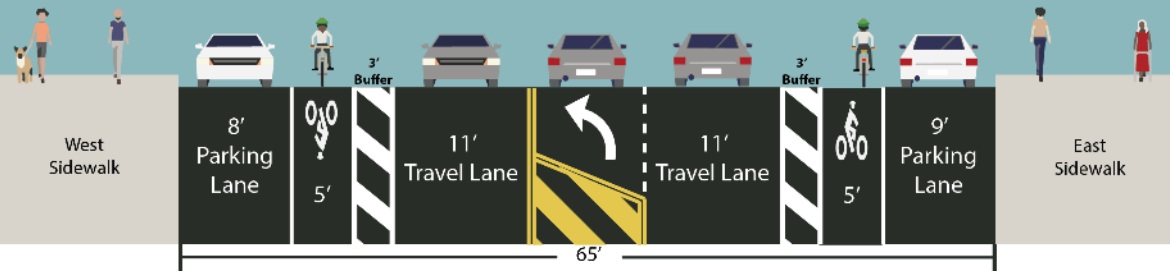
Remsen Avenue Seaview Ave – Flatlands Ave

Organize roadway markings and discourage speeding

Existing

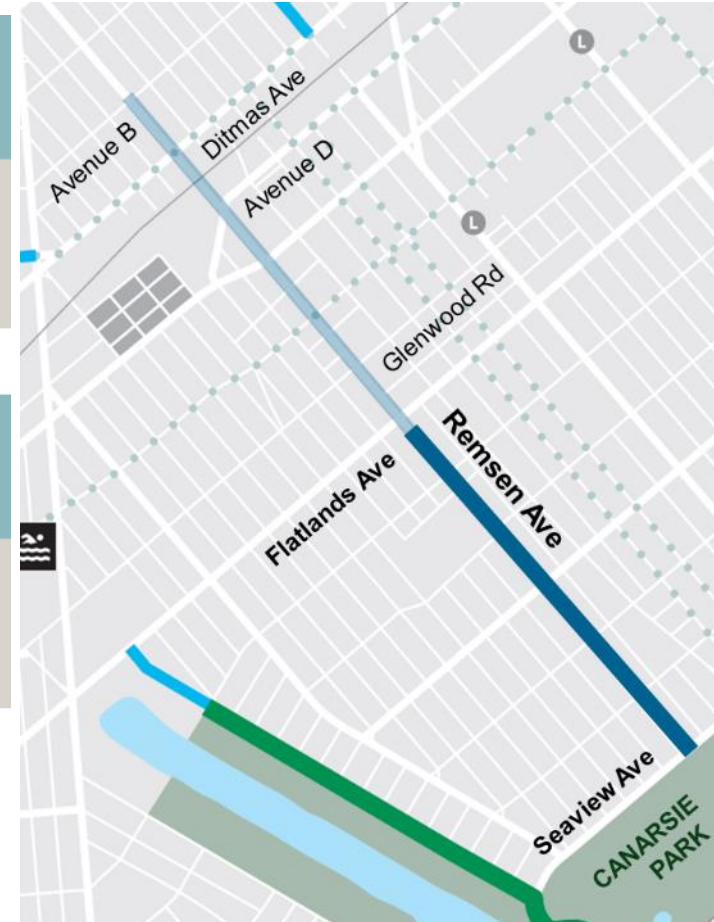


Proposed



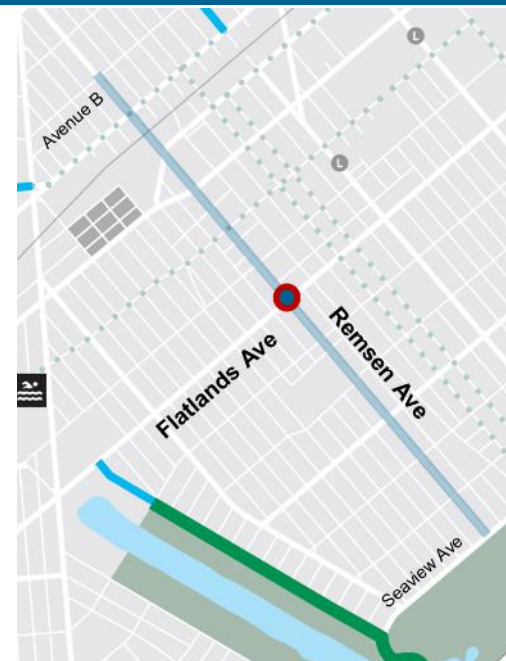
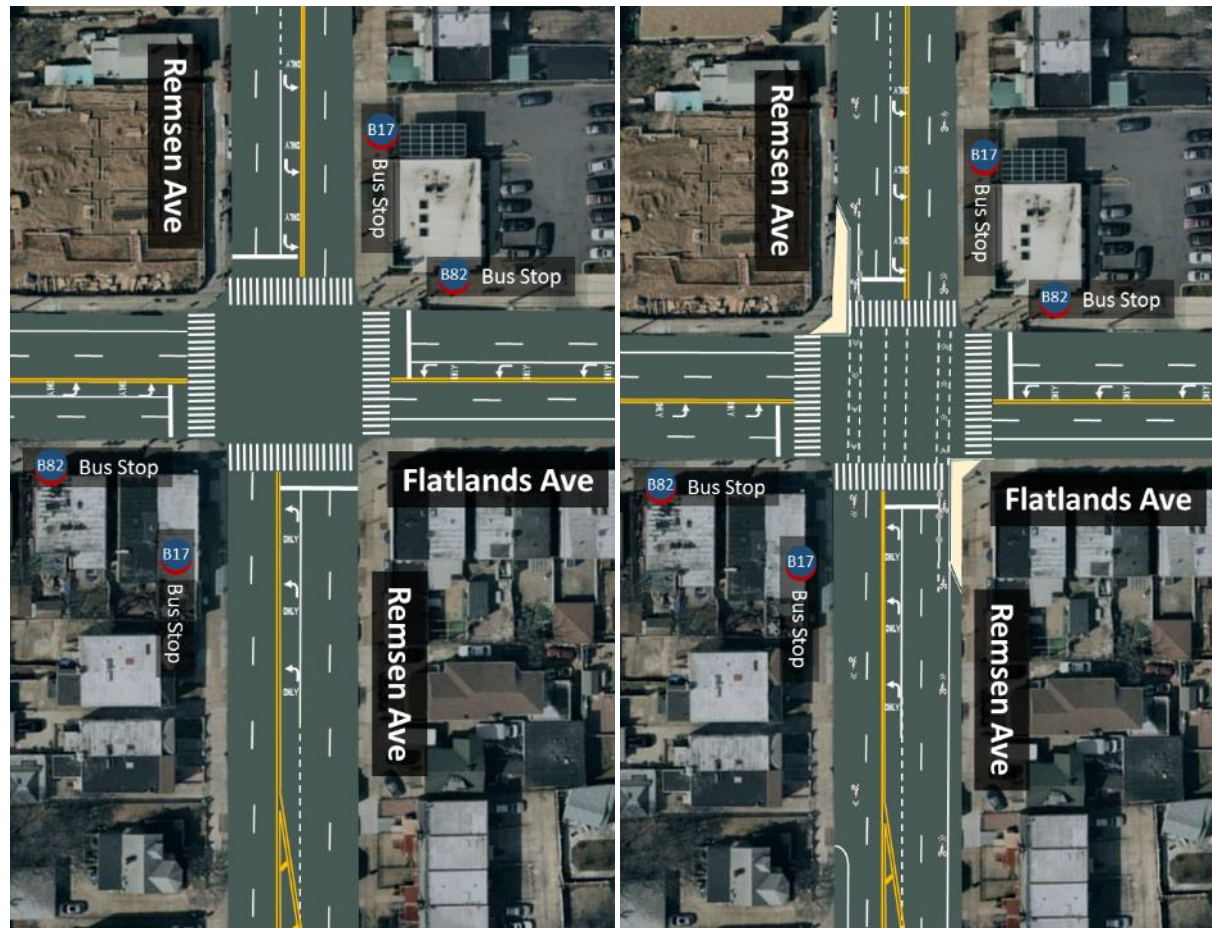
Proposed

- Establish one travel lane in each direction
- Standardize vehicle and parking lane width along the corridor
- Mark extra roadway space with buffer protected bike lanes
- Maintain parking lanes



Remsen Avenue Flatlands Ave

Organize roadway markings and discourage speeding



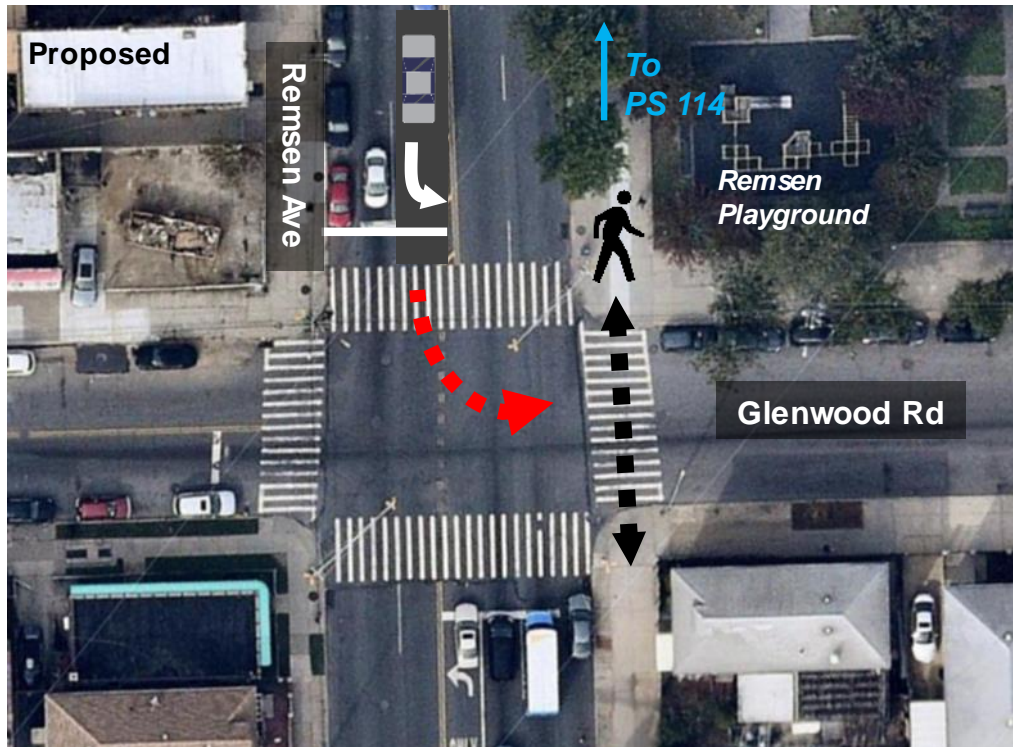
Proposed

- **Provide pedestrian curb extensions to shorten Remsen Ave crossing distance**
- Maintain two travel lanes in each direction approaching Flatlands Ave
- Standardize vehicle and parking lane width along the corridor
- Provide shared lane markings to improve visibility of cyclists location

**Parking loss of 10 spaces approaching the intersection.*

Remsen Avenue and Glenwood Rd

Left turn and pedestrian improvements



2018

Community requests for left turn signal following School Safety 2019 SIP for PS 114

Existing

- No dedicated southbound left turn lane
- **Left turns yielding to school crossing slow southbound through traffic**

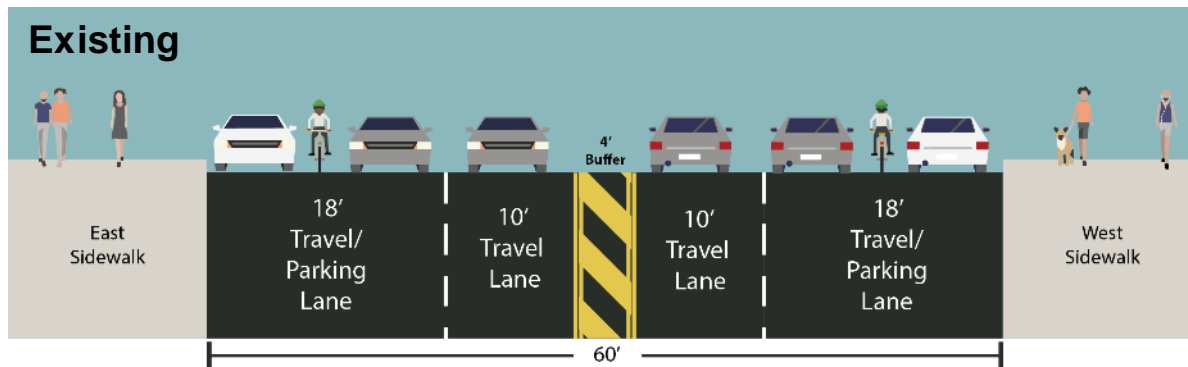
Proposed

- **Provide storage for queuing left turning vehicles**
- **Add delayed turn to reduce conflict between turning vehicles and school crossing**
- Add southbound left turn lane
- Separate left turning vehicles from through traffic

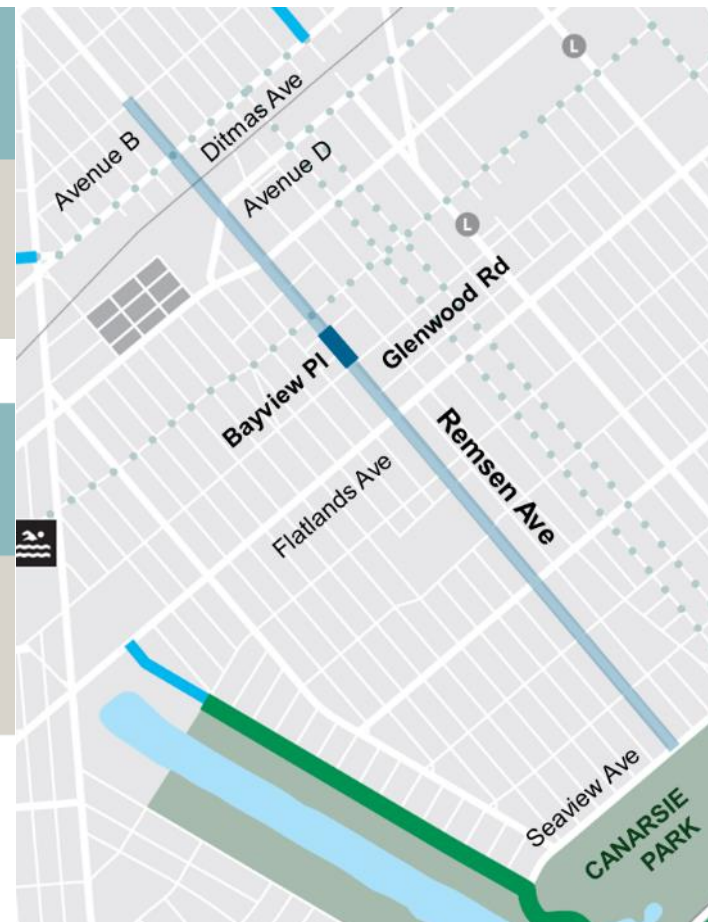
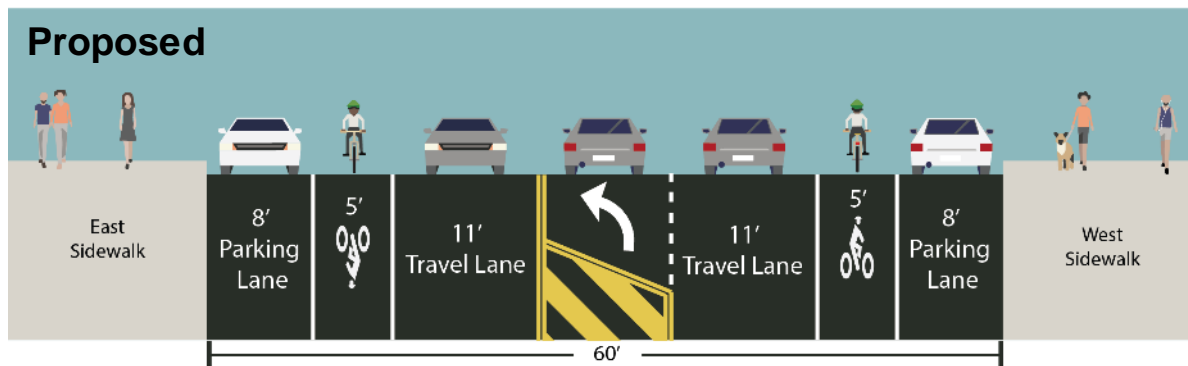
Remsen Avenue Glenwood Rd– Bayview Pl

Organize roadway markings and provided dedicated turn lane

Existing



Proposed



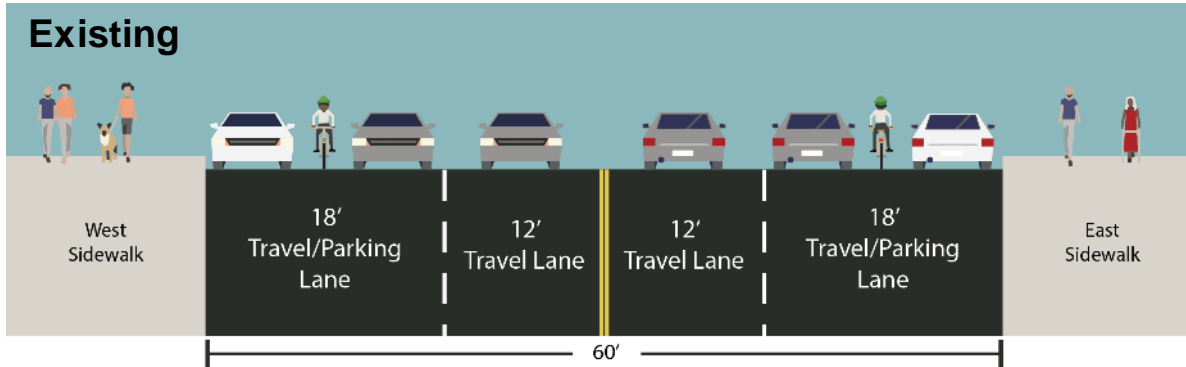
Proposed

- Add dedicated southbound left turn lane
- Establish one travel lane in each direction
- Standardize travel and parking lane width
- Mark extra roadway space with bike lanes
- Maintain parking lanes

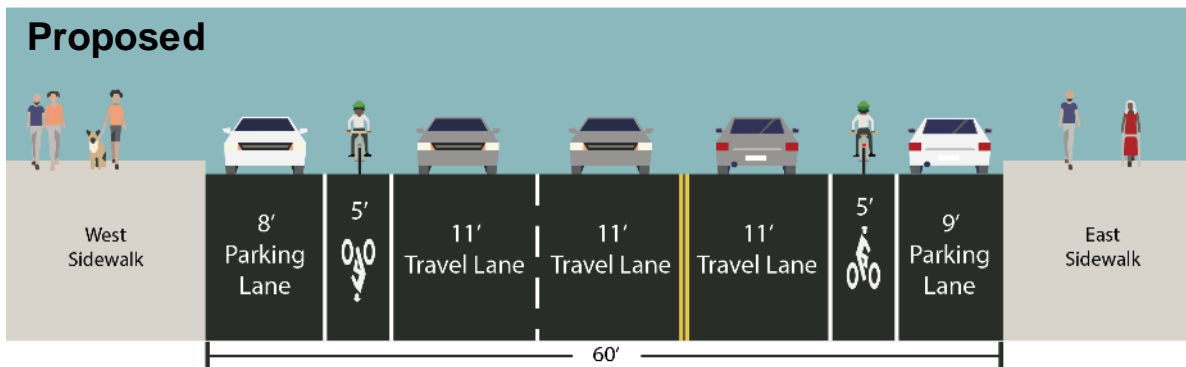
Remsen Avenue Farragut Rd – Foster Ave

Organize roadway markings and discourage speeding

Existing

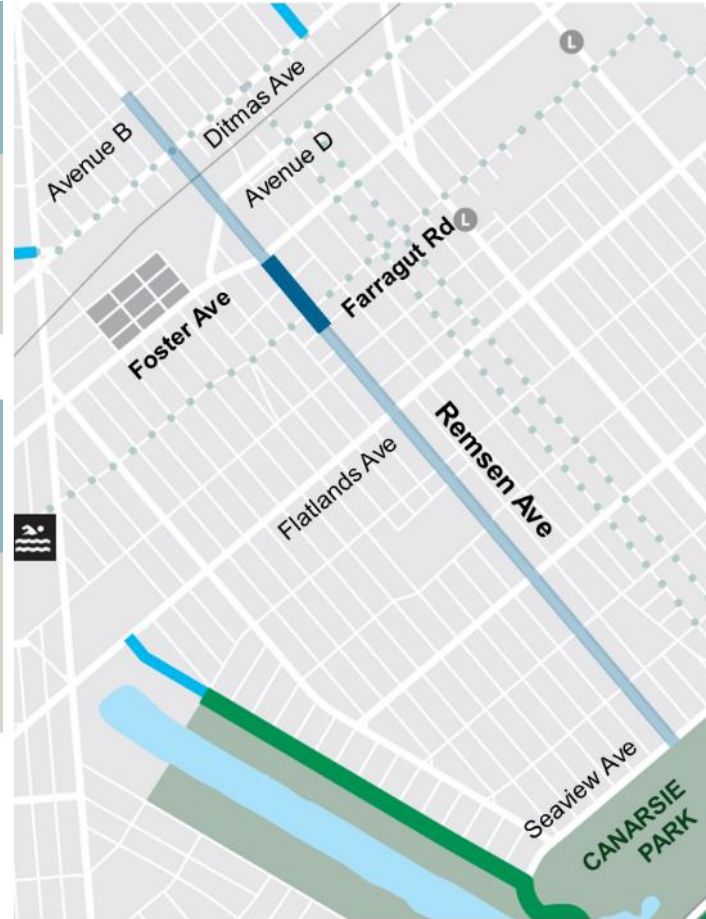


Proposed



Proposed

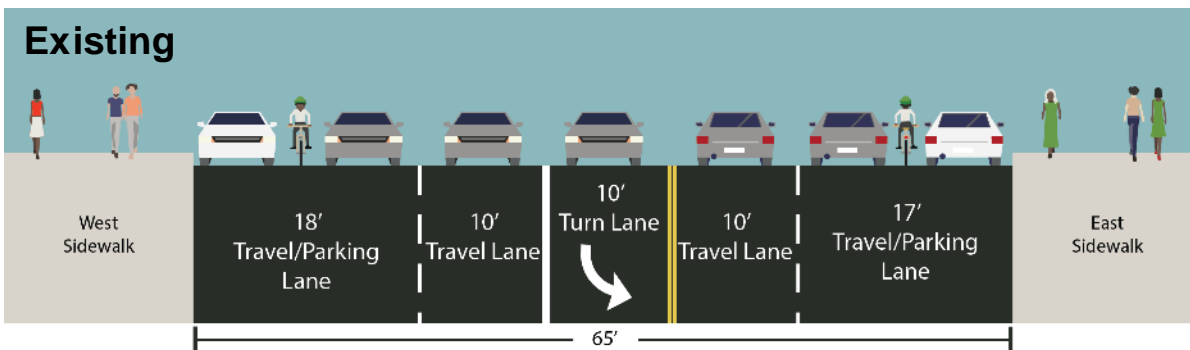
- Provide one northbound travel lanes and two southbound lanes to match traffic patterns
- Standardize travel and parking lane width
- Mark extra roadway space with standard bike lanes
- Maintain parking lanes



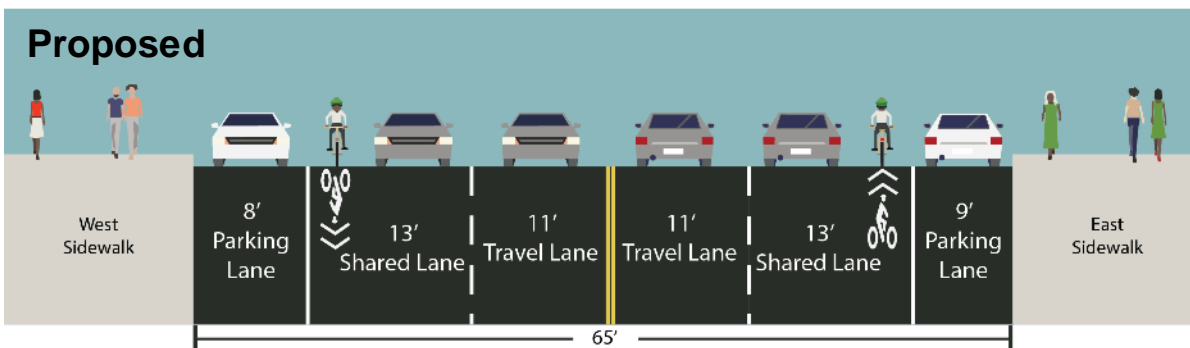
Remsen Avenue Foster Ave – Avenue D

Organize roadway markings and discourage speeding

Existing

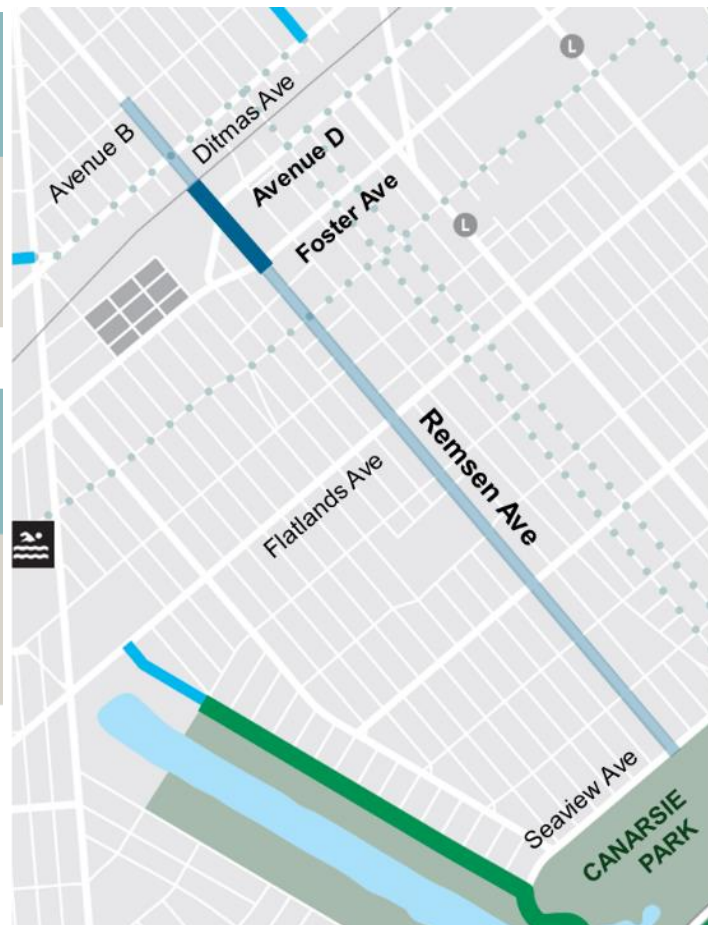


Proposed



Proposed

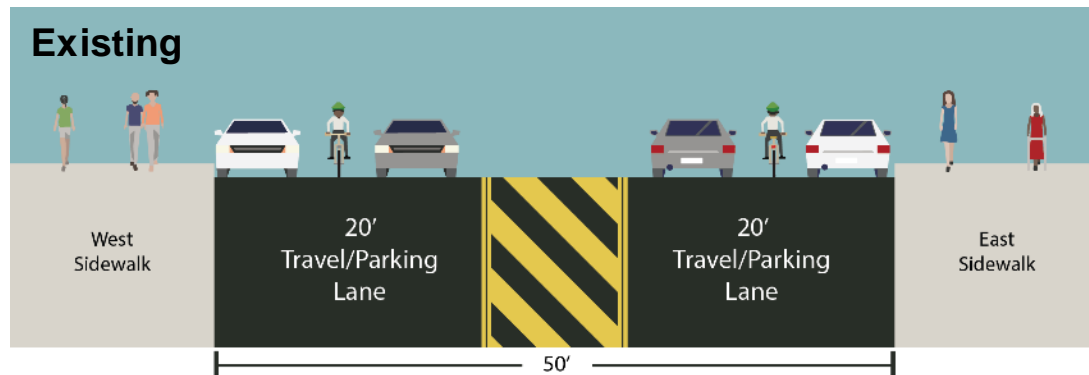
- Maintain two travel lanes in each direction
- Standardize travel and parking lane width
- Guide cyclists with shared lane markings
- Maintain parking lanes



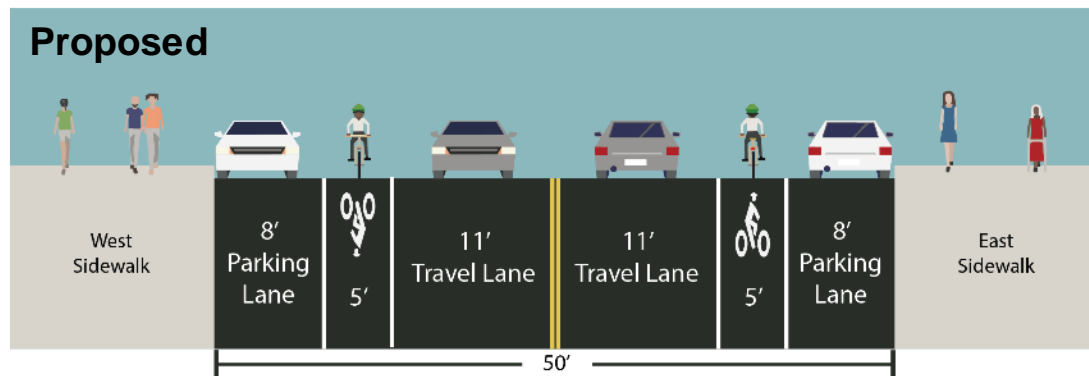
Remsen Avenue Avenue D – Avenue B

Organize roadway markings and discourage speeding

Existing

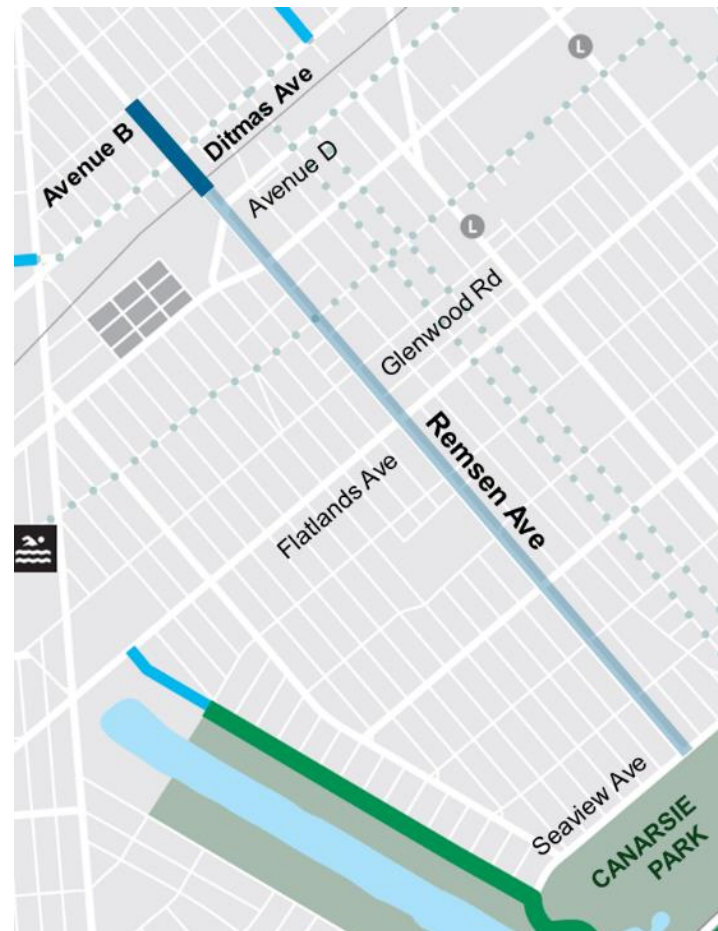


Proposed



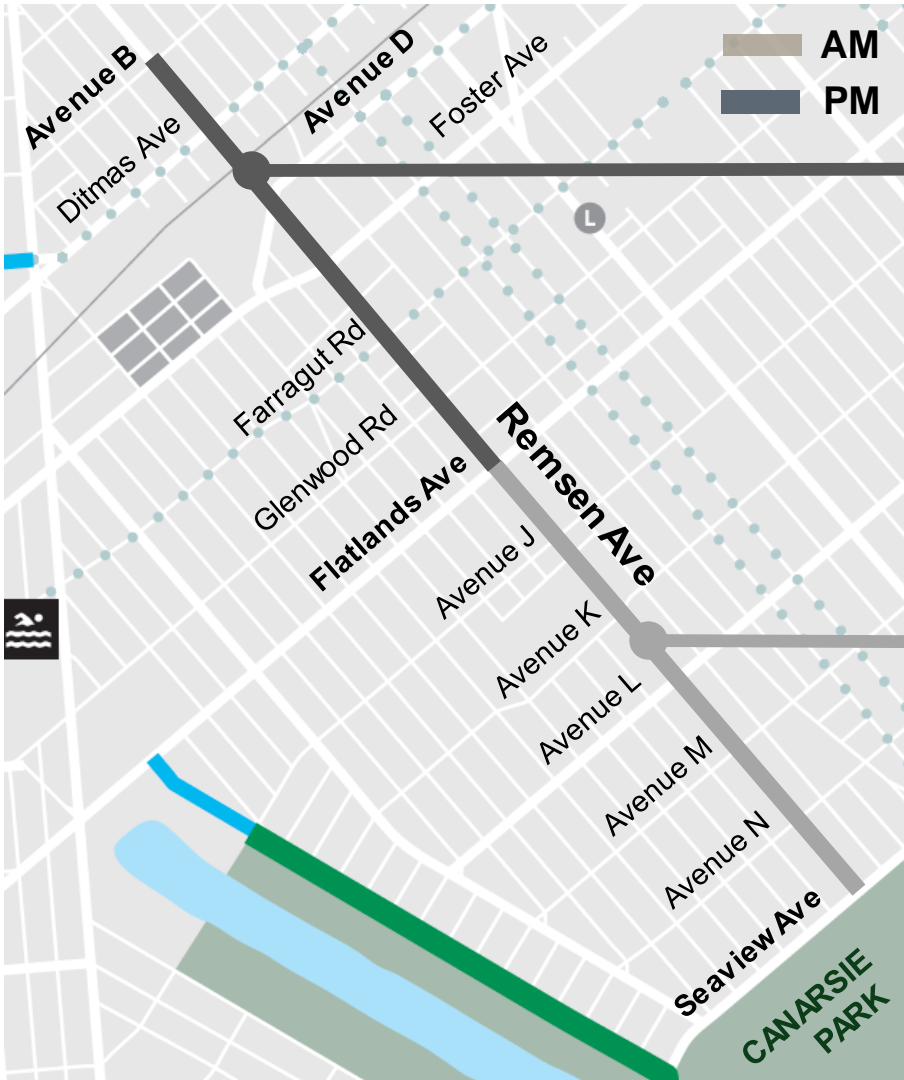
Proposed

- Mark vehicle lanes
- Mark extra roadway space with standard bike lanes
- Maintain parking lanes



Remsen Avenue

Safety improvements will have minor impacts to travel times along the corridor



On average vehicles traveling on Remsen Avenue may experience:

Avenue B – Flatlands Ave

6% increase in northbound travel times
8% increase in southbound travel times

15% increase in northbound travel times
6% increase in southbound travel times

Flatlands Ave – Seaview Ave

16% increase in northbound travel times
23% increase in southbound travel times

29% increase in northbound travel times
No change in southbound travel times

Summary

- Discourage speeding on Remsen Avenue by establishing one travel lane in each direction where it is feasible
- Provide dedicated southbound left turn lane and delayed turn for school crossing at Glenwood Rd
- Provide pedestrian improvements at Remsen Avenue and Flatlands Ave





THANK YOU!

Questions?



NYC DOT



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