



# BEDFORD AVE – NASSAU AVE

Post Implementation – Brooklyn CB 1

November 19, 2018

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# Project Background



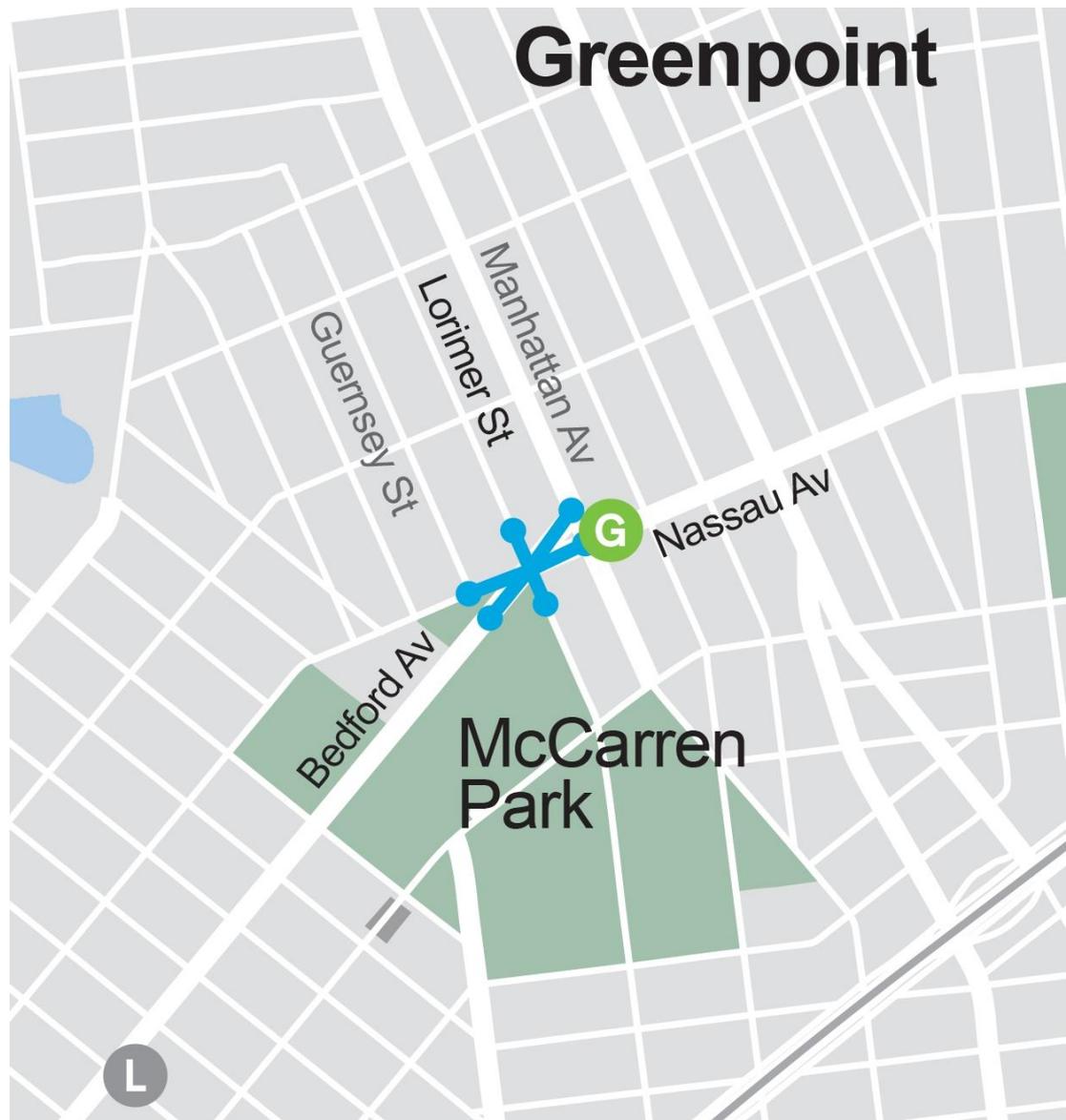
# PROJECT AREA AND SAFETY DATA

- 6 legged intersection of Bedford Ave - Lorimer St - Nassau Ave
- Northern border of McCarren Park
- Close proximity to Nassau Ave G Train Station
- Neighborhood commercial destinations

## Bedford Ave and Nassau Ave, BK

Injury Summary, 2012-2016 (5 years)

	Total Injuries	Severe Injuries	Fatalities	KSI
Pedestrian	1	0	0	0
Bicyclists	4	0	0	0
Motor Vehicle Occupant	6	0	0	0
Total	11	0	0	0



# PROJECT ORIGIN

- Location was identified through NYC DOT North Brooklyn Traffic Study
- Location was identified as part of L Train Shutdown mitigation (expected increase in pedestrians walking to G train station)
- In a ¼ mile radius, 68.4% of workers use transit to commute

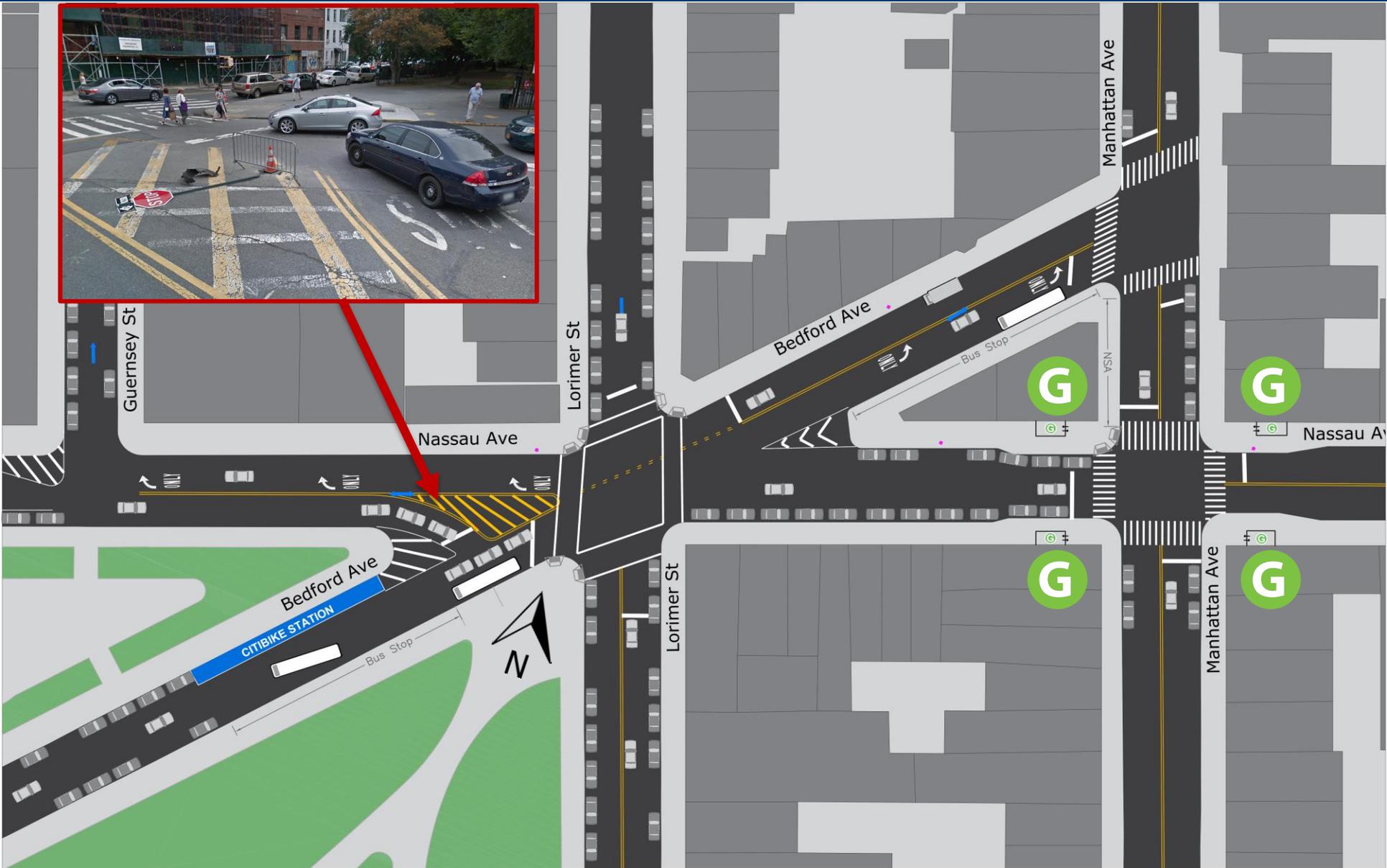


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## Previous Conditions and Implemented Plan

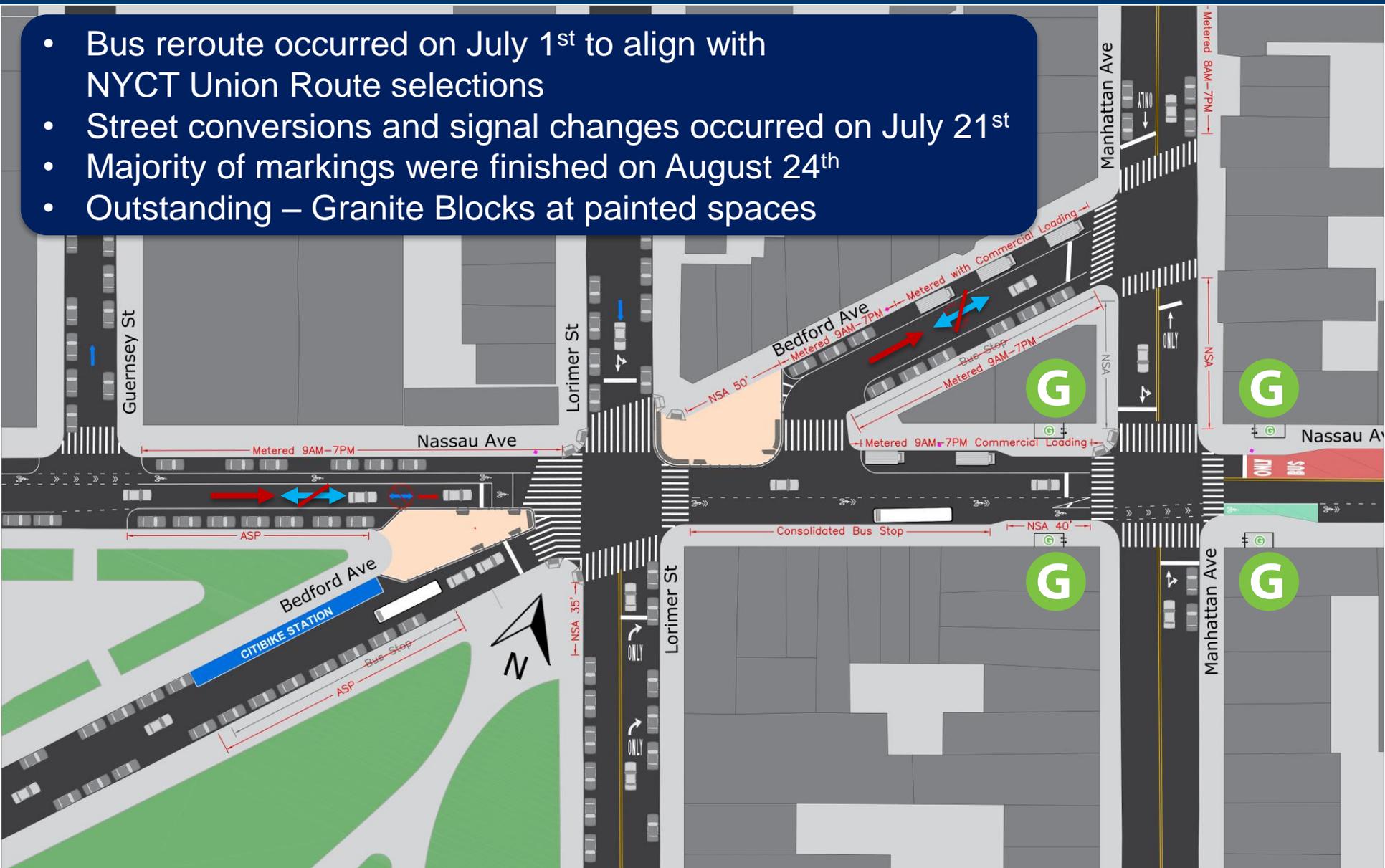
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# PREVIOUS CONDITIONS



# IMPLEMENTED PLAN

- Bus reroute occurred on July 1<sup>st</sup> to align with NYCT Union Route selections
- Street conversions and signal changes occurred on July 21<sup>st</sup>
- Majority of markings were finished on August 24<sup>th</sup>
- Outstanding – Granite Blocks at painted spaces



# BEFORE



# AFTER





# AFTER



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## Post Implementation Outreach and Analysis

# 3

# STREET AMBASSADOR DEPLOYMENTS

DOT Street Ambassador Team conducted on-site outreach both during and after implementation

July 22<sup>nd</sup>, 2018 –  
Implementation Outreach (22 interactions)

October 18<sup>th</sup>, 2018 –  
Post Implementation Outreach (11 Interactions)

October 28<sup>th</sup>, 2018 –  
Post Implementation Outreach (13 interactions)

## Key Quotes from Outreach Engagements

- “Crossing here is like trying not to die!  
I appreciate the new plans!”
- “I feel much safer crossing the street, than I did before DOT made the safety improvements.”
- “Thank you for your service and the work you've done here.”

## Key Critiques from Outreach Engagements

- Noise from overnight commercial unloading in bus stops
- Long wait to cross streets due to signal timing
  - Congestion on Nassau Ave



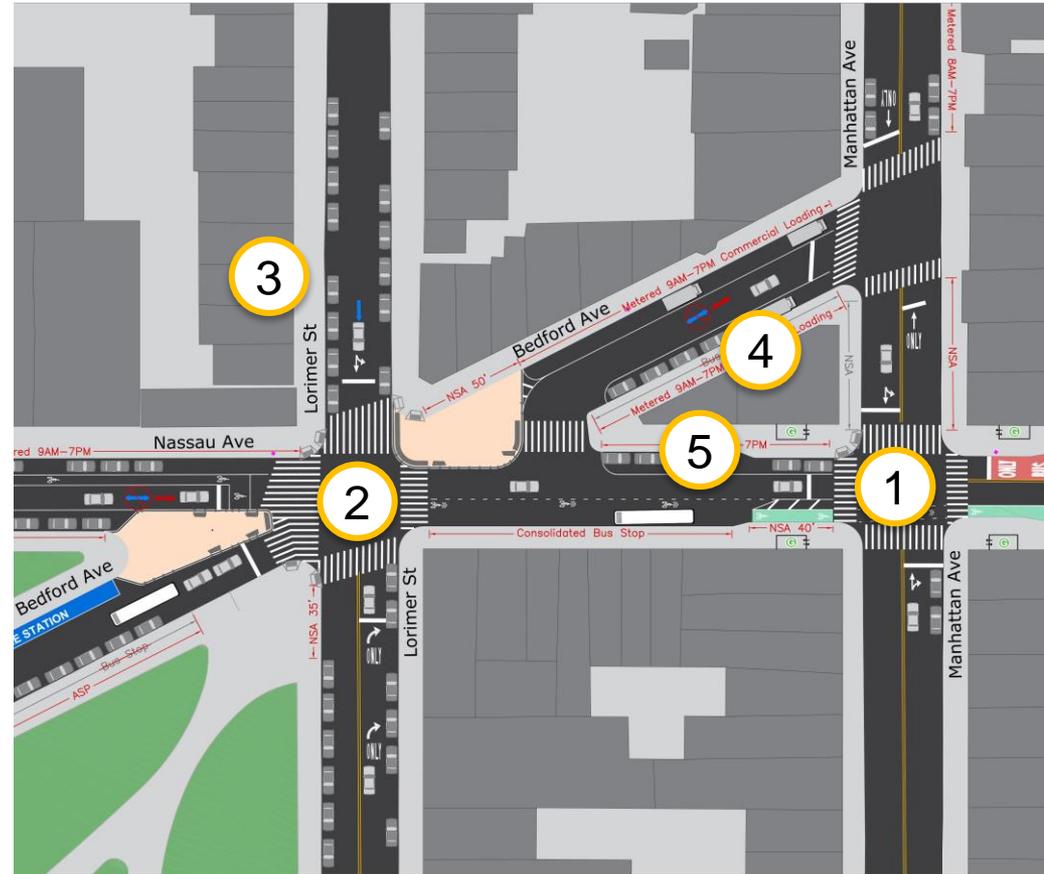
# CRASH REPORTS – JULY TO NOVEMBER

Too early for full Before/After injury data comparison  
(DOT compares crash rates one year after installation)

Instead, crash reports from the local precinct were analyzed.

- 1 8/4/18 – Eastbound MVO\* collides with southbound bicyclist (no injuries)
- 2 8/10/18 – Southbound MVO collides with westbound bicyclist
- 3 8/16/18 – MVO changing radio station rear ends MVO (no injuries)
- 4 8/20/18 – MVO collides with MVO existing parking space (no injuries)
- 5 9/5/18 – MVO rear ends parked car while parallel parking (no injuries)

94<sup>th</sup> Precinct reported no further crashes at this location.



\*MVO: Motor Vehicle Operator

# THANK YOU!

## Questions?



NYC DOT



NYC DOT



nyc\_dot



NYC DOT

# VOLUMES TO BE DIVERTED

80 cars in the peak period use Nassau Ave Westbound (2 cars per signal cycle)

Represents 12% of traffic in the intersection in the AM and 9% in the PM

Nassau Ave

Lorimer St



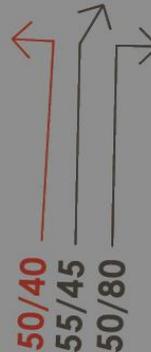
Bedford Ave



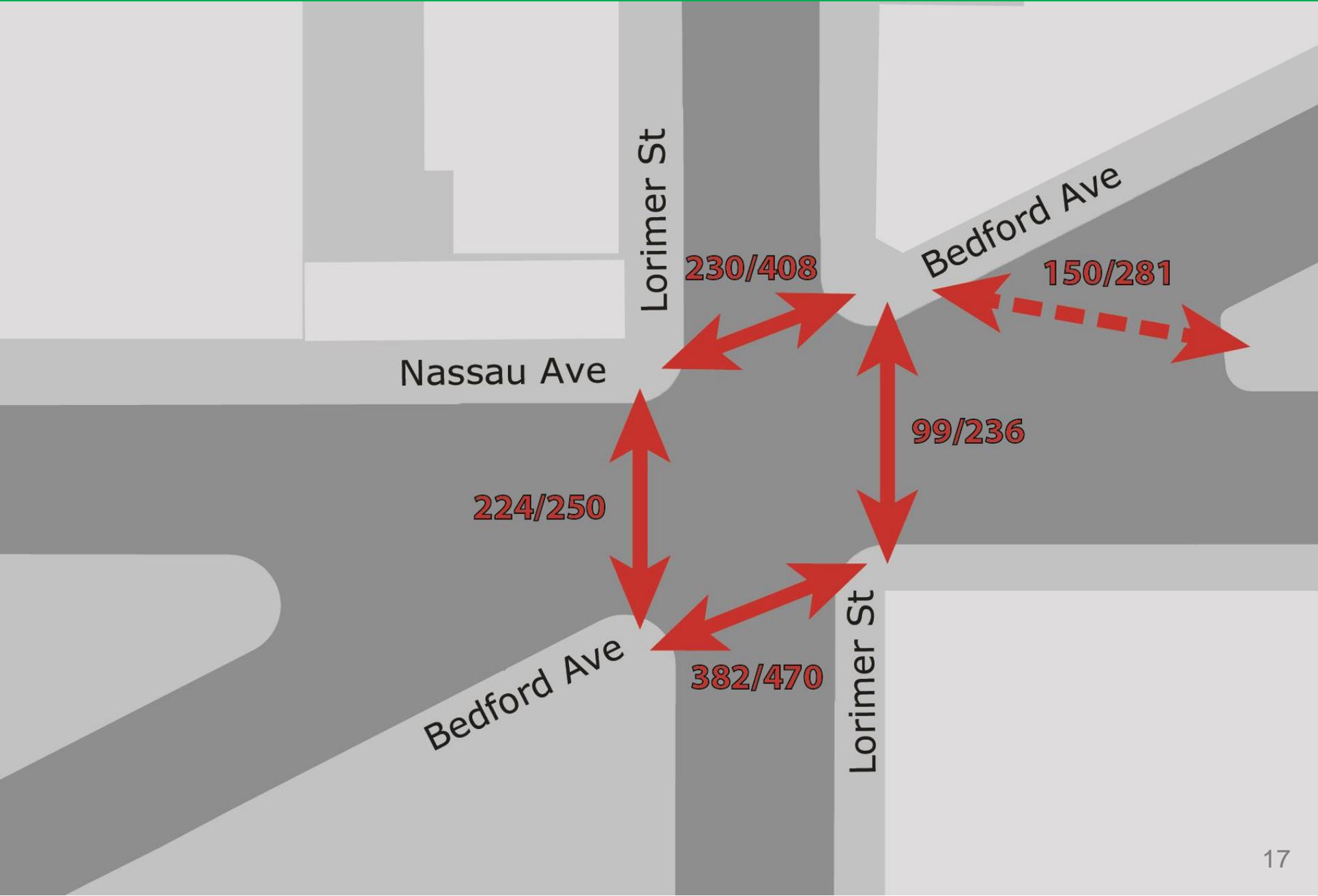
Bedford Ave



Lorimer St



# PEDESTRIAN VOLUMES



# STREET CONVERSION DIVERSION

## Greenpoint



## Greenpoint

