BACKGROUND

Previous Safety Projects in Community Board 16:

• Brownsville-East New York Neighborhood Slow Zone (2014-2015)
• Linden Boulevard (Kings Highway to Van Sinderen) Street Improvement Project (2016 - 2019)
• St Johns Place / Sterling Pl Street Improvement Project (2016)

Vision Zero

• Multi-agency effort to reduce traffic fatalities in New York City
• Borough Action Plans released in 2015, updated in 2019
• Safer Cycling Report released in 2017
• Green Wave Cycling Plan released in 2019
• The project area is in a Vision Zero Priority Area
SAFETY DATA

- From 2014 – 2018 there were 92 total injuries, with 30 of them involving a pedestrian.
- 50% of all pedestrian crashes involved a vehicle failing to yield to a pedestrian with the right of way.
PROJECT LIMITS

Powell St Protected Bike Lane 2021 Street Improvement Project

- Project area
- Limits of Work
- Location Number
EXISTING CONDITIONS

- Poor Roadway Conditions
- Narrow Sidewalks
- Non-Compliant Pedestrian Ramps
- Long Crossing Distances
CAPITAL PROJECT SAFETY TREATMENTS

- Curb & Sidewalk Extensions
- Parking Protected Bicycle Lane
- Raised Crosswalk
- Pedestrian Islands

* All pedestrian ramps within the limits of work will be upgraded to ADA accessibility standards.
LOCATION 1: ROCKAWAY AVE AND DUMONT AVE

Existing Conditions:
- No previous safety improvements

Safety Treatments:
- Concrete curb extension on northeast corner

Benefits:
- Improves pedestrian visibility
- Shortens crossing distance
- Slower, safer turns for vehicles
LOCATION 2: OSBORN STREET AND DUMONT AVE

Existing Conditions:
- Existing mid-block Enhanced Crossing

Safety Treatments:
- Concrete curb extension on south curb

Benefits:
- Improves pedestrian visibility
- Shortens crossing distance
LOCATION 3: OSBORN STREET AND BLAKE AVE

Existing Conditions:
- Existing mid-block Enhanced Crossing
- Speed hump east of Enhanced Crossing

Safety Treatments:
- Convert existing crosswalk to a Raised Crosswalk
- Move existing speed hump for more safety benefits

Benefits:
- Provides a level crossing
- Improves pedestrian visibility
- Encourages yielding to pedestrians
LOCATION 4: MOTHER GASTON BOULEVARD

Existing Conditions:

- Roadway is very wide (74’)
- Existing median and roadway is in poor condition
- Existing Conventional Bike Lane
- Important North/South bike route connecting Brownsville to adjacent neighborhoods
- Bus stops are spaced close together
LOCATION 4: MOTHER GASTON BOULEVARD

PROPOSED DESIGN: SUTTER AVE TO BLAKE AVE

- Expanded Pedestrian Refuge
- Protected Bike Lane
- Sidewalk Expansion
- Remove Bus Stops
- Curb Extension
- Reconstruct Existing Median
- Turn Calming
LOCATION 4: MOTHER GASTON BOULEVARD

PROPOSED DESIGN: DUMONT AVE TO LIVONIA AVE

- Protected Bike Lane
- Curb Extension
- Expanded Pedestrian Refuge
- Turn Calming
- Reconstruct Existing Median
LOCATION 4: MOTHER GASTON BOULEVARD

Existing Conditions

Benefits:
- Expand sidewalk width from 6' to 10'
- Expanded space for pedestrian circulation and bus boarding
- Improves pedestrian visibility
- Shortens crossing distances
LOCATION 4: MOTHER GASTON BOULEVARD

Existing Conditions:
- Conventional Bike Lane

Benefits:
- Upgrades existing bike lane to provide safe, Protected Bike Lane for cyclists
- Creates better cycling connections within the neighborhood

Protected Bike Lane: 4th Ave, Brooklyn

Protected Bike Lane

N

BLAKE AV

MOTHER GASTON BLVD

N
LOCATION 4: MOTHER GASTON BOULEVARD

Similar Treatment, Flatbush Ave, BK

Benefits:
- Improves bicyclist and pedestrian visibility for turning vehicles
- Provides protection to cyclists at the intersection
LOCATION 4: MOTHER GASTON BOULEVARD

PROTECTED BIKE LANES

• Street designs that include Protected Bike Lanes (PBL) 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*

• Injuries to cyclists increased only slightly, despite a 61% increase in bike volumes.*

Before and After Crash Data, 2007 - 2017

![Graph showing crash data before and after installation of protected bike lanes.](https://nyc.gov/content/nycgovassetsd/oct/ims/assets/pdf/sad/bg4_protected-bike-lane.png)

Protected Bike Lane: 4th Ave and 7th St, BK

Source: NYPD AIS/TAMS Crash Database

*Based on total volume change for 12 hour weekday (in season) before/after counts on protected bike lanes in this study*
LOCATION 4: MOTHER GASTON BOULEVARD

Expanded Pedestrian Refuge, Linden Blvd, BK

Benefits:
• Reduces crossing distance by providing pedestrian refuge
• Improves pedestrian visibility
LOCATION 4: MOTHER GASTON BOULEVARD

Existing Conditions:
- B14 bus stops are spaced closer than MTA's preferred 1000’ between stops

Benefits:
- Shorter bus travel times

Existing Bus Shelter to Be Relocated to Adjacent Stop
**LOCATION 4: MOTHER GASTON BOULEVARD**

**PARKING**

- On this 1/4 mile portion of Mother Gaston Boulevard, parking loss accounts for approximately 16% or less of corridor capacity

<table>
<thead>
<tr>
<th>Design Change</th>
<th>Parking Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Protected Bike Lane Design Treatments (Turn Calming)</td>
<td>- 18 spots</td>
</tr>
<tr>
<td>Bus Stop Elimination</td>
<td>+ 4 spots</td>
</tr>
<tr>
<td>Total Change</td>
<td>Approximate Net Loss of 14 spots</td>
</tr>
</tbody>
</table>
LOCATIONS 5-7: POWELL ST

Proposed Bike Project 2021:
- One 11’ travel lane and two 13’ parking lanes
- Two-way Protected Bike Lane on the west curb
- Painted pedestrian islands at the intersections
LOCATION 5: POWELL ST AND SUTTER AVE

Benefits:
- Reduces crossing distance by providing pedestrian refuge
- Improves bicyclist and pedestrian visibility for turning vehicles
- Provides protection to cyclists at the intersection
LOCATION 6: POWELL ST AND BLAKE AVE

Benefits:
- Reduces crossing distance by providing pedestrian refuge
- Improves bicyclist and pedestrian visibility for turning vehicles
- Provides protection to cyclists at the intersection

Curb Extension: Herkimer St, Brooklyn
**LOCATION 7: POWELL ST AND DUMONT AVE**

**Benefits:**
- Reduces crossing distance by providing pedestrian refuge
- Improves bicyclist and pedestrian visibility for turning vehicles
- Provides protection to cyclists at the intersection
- Expanded space for pedestrian circulation and bus boarding

![Concrete Pedestrian Islands](image1)

![Bus Bulb](image2)

*Bus Bulb, Nostrand Ave, BK*
CAPITAL PROJECT BENEFITS

- Provide **safety** improvements for all users
- Upgrade cycling facilities to create better **cycling connections** within the neighborhood and to adjacent neighborhoods
- Upgrade curbs to accommodate all users & meet **ADA requirements**
- Improve **bus service** and create more comfortable bus stops for transit riders
- **Repave** roadway to improve street quality & drainage
CAPITAL PROJECT TIMELINE

• March 2021: Brownsville Pedestrian Safety Capital Project preliminary design complete

• April 2021: Presentation to Community Board 16 Transportation and Franchises Committee

• April 2021: Presentation to Community Board 16 Full Board

• June - August 2021: Implementation of Powell St Protected Bicycle Lanes Street Improvement Project (SIP)

• February 2022: Brownsville Pedestrian Safety Capital Project final design complete

• October 2022: Construction estimated to begin on Capital Project

• March 2025: Estimated construction completion
THANK YOU!

Questions?