East New York Safety Improvements

Presentation to Community Board 5
July 7, 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
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**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
Outreach
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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 Prepatory 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
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What We Learned

Top Issues:

• Speeding vehicles
• Poor visibility at crossings
• Uncontrolled intersections
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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
Recent Safety Improvements: Completed in 2021/2022
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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
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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.
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Stop Signs and Traffic Signals

- Signal and all way stop sign studies completed or underway at numerous intersections
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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
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**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
Street Redesign: Dumont Ave, Fountain Ave to Shephard Ave
Dumont Ave and New Lots Ave Bowtie

**Existing: Irregular Intersection**

- Presented to CB in March 2022

- Complex intersection creates conflicts among drivers

- Excess channelization allows for unpredictable turning movements

- No safe, accessible crossing along Dumont Ave to B15 bus or schools
Dumont Ave and New Lots Ave Bowtie

Proposal: Intersection Normalization

Install crosswalk to give pedestrians dedicated space to cross

Normalized intersection to increase visibility for pedestrians and motorists

Stop sign/traffic signal studies underway at intersections
Street Redesign: Wortman Ave, Cozine Ave and Louisiana Ave
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)

Data is based off of NYSDOT/NYSDMV 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

Wortman Ave at Pennsylvania Ave, looking east

Wortman Ave at Logan St looking west

Cozine Ave at Pennsylvania Ave, looking east

Louisiana Ave at Wortman Ave, looking north
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

Evidence of donuts on Wortman Ave, east of Elton Ave

Vehicle making U-turn on Wortman Ave

Vehicle making U-turn on Louisiana Ave

Vehicle driving the wrong way on Louisiana Ave
Cozine Ave, Wortman Ave, Louisiana Ave

Existing: No Dedicated Space for Cyclists

Cyclist riding alongside bus on Wortman Ave

Cyclist riding alongside bus at Cozine Ave and Vermont Ave

Cyclist riding on Van Siclen Ave

Cyclist riding alongside parked vehicles on Cozine Ave
Cozine Ave, Wortman Ave, Louisiana Ave

Proposal Area
Cozine Ave, Louisiana Ave to Fountain Ave
Proposal: Safer, Calmer Streets

Existing: Cozine Ave

Proposed: 9' Parking Lane, 11' Travel Lane, 11' Travel Lane, 8' Ped Island/Parking Lane, 6' Bike Path

Example: Jay St, Brooklyn
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*

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
Wortman Ave, Louisiana Ave to Fountain Ave

Proposal: Safer, Calmer Streets

Existing: Wortman Ave

Proposed: Wortman Ave, Louisiana Ave to Fountain Ave

Example: Jay St, Brooklyn
Louisiana Ave, Stanley Ave to Wortman Ave

Proposal: Calmer, Safer Streets

Existing: Louisiana Ave

Example: Clinton St, Manhattan
Louisiana Ave, Wortman Ave to Cozine Ave

Proposal: Calmer, Safer Streets

Existing: Louisiana Ave

Example: Ave V, Brooklyn

Existing

Proposed

Proposed

nyc.gov/visionzero
Street Redesign:
Stanley Ave, Williams St,
Hinsdale Ave, Wortman Ave
(Malta to Louisiana)
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: Hinsdale St

Proposed: Hinsdale St

Example: Schermerhorn St, Brooklyn
Stanley Ave, Louisiana Ave to Hinsdale Ave

Proposal: Standard Bike Lanes

Existing: Stanley Ave

Example: Fort Hamilton Pkwy, Brooklyn
Proposal: Safer, Calmer Streets

• Safer, calmer roadways
• Better organized traffic
• Dedicated spaces for pedestrians, cyclists, and drivers
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Parking Impacts

- 4-5 spots/block repurposed on average
- Project area is over 60 blocks
- Net parking loss: 272 spaces
  - 150 for protected bike lane visibility improvements at intersections and driveways
  - 122 for converting angle parking to parallel parking

Map showing parking impacts at various locations:
- ~23 spots: visibility 1-4 per block
- ~99 spots: convert angle parking 8-33 per block
- ~88 spots: visibility 1-6 per block
- ~39 spots: visibility 2-4 per block
Thank You!

Contact: NYC DOT Brooklyn Borough Commissioner’s Office – (646) 892-1350