



LORING AVE

SAFETY IMPROVEMENTS

Traffic Calming and Bike Lanes

Presented to Brooklyn Community Board 5
December 2016



LORING AVE TRAFFIC CALMING AND BIKE LANES

- **Background**
- **Proposal**
- **Summary of Benefits**



Background

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AREA SAFETY IMPROVEMENTS AND BIKE NETWORK EXPANSION

- Safety improvements along Linden Blvd
- East New York/Brownsville community bicycle network development, including future improvements on Fountain Ave (since 2011)
- Future connection to parks, greenway, and major destinations



VISION ZERO

- Multi-agency effort to reduce traffic injuries and fatalities in NYC
- Borough Action Plans released in 2015

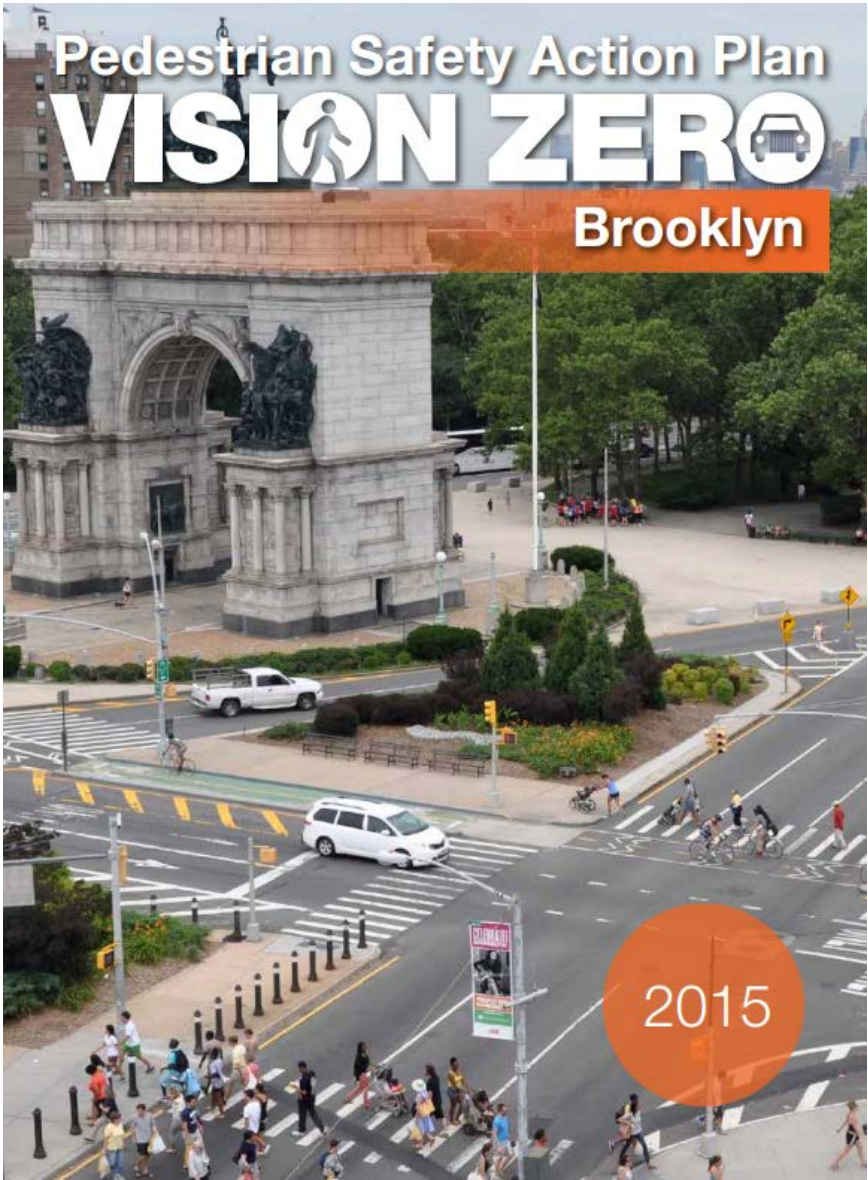
Loring Ave (Fountain Ave to Emerald St), BK
Injury Summary, 2010-2014 (5 years)

	Total Injuries	Severe Injuries	Fatalities	KSI
Pedestrian	14	1	0	1
Bicyclists	3	0	0	0
Motor Vehicle Occupant	138	0	1	1
Total	155	3	1	4

Fatalities, 01/01/2010 – 12/12/2016: 1

Source: Fatalities: NYCDOT, Injuries: NYSDOT. KSI: Persons Killed or Severely Injured

1 motorist fatality in 2011
155 total injuries (5 years)



BACKGROUND

EXISTING SAFETY ISSUES ON LORING AVE

PEDESTRIANS

- Long crossings
- Long distance between crossings
- Standard crosswalks



VEHICLES

- Wide travel lanes encourage speeding
- Lack of roadway markings, creates disorganized street, increasing potential for turning conflicts



CYCLISTS

- No dedicated space for cyclists encourages riding on sidewalk and wrong-way riding



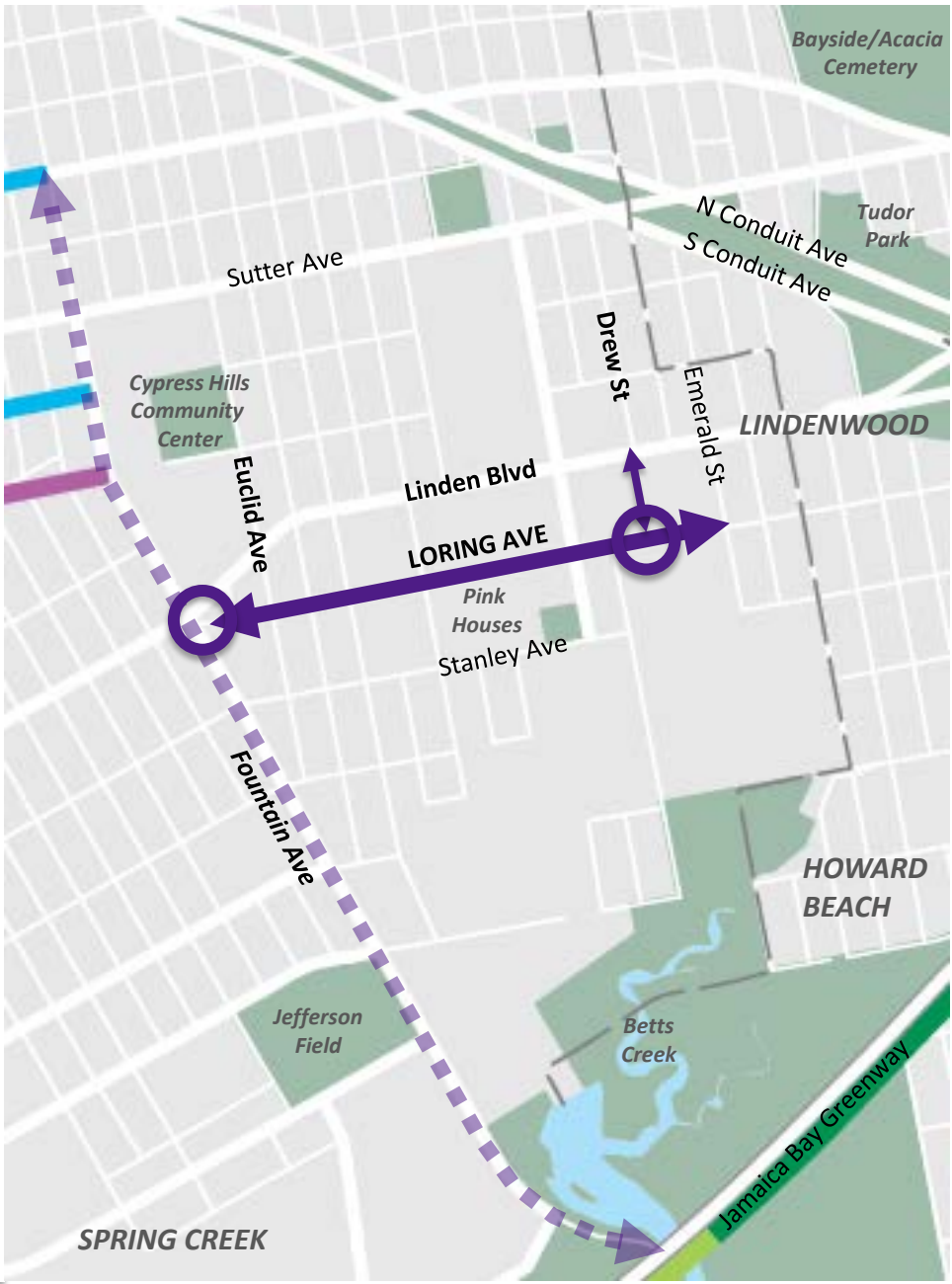
Proposal

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PROPOSAL

Response to community request for safety improvements

- 1 Loring Ave
(Euclid Ave to Emerald St)
- 2 Linden Blvd/Loring Ave/Fountain Ave
Loring Ave (Fountain Ave to Euclid Ave)
- 3 Drew St (Loring Ave to Linden Blvd)
Loring Ave at Drew St



EXISTING CONDITIONS

LORING AVE (EUCLID AVE TO EMERALD ST)



Loring Ave looking west

EXISTING:

- Typically 50 feet wide
- Two-way
- Curbside parking

ISSUES:

- Wide lanes encourage speeding and other unsafe behavior
- Long crossing distances for pedestrians, especially seniors and children
- No dedicated space for cyclists

PROPOSAL

1 Loring Ave (Euclid Ave to Emerald St)

Standard Width Lanes/Flush Median

- Visually narrow travel lanes to discourage speeding and other unsafe behavior

Bicycle Lanes

- Provide designated space for cyclists
- Increase predictability of cyclists' location and movements

High Visibility Crosswalks

- Improve pedestrian safety

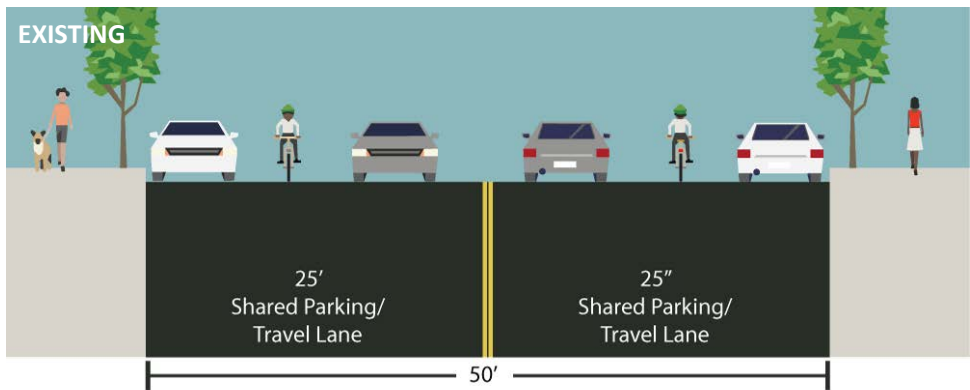
Speed Bumps

- Reduce speed/calm traffic
- Increase safety

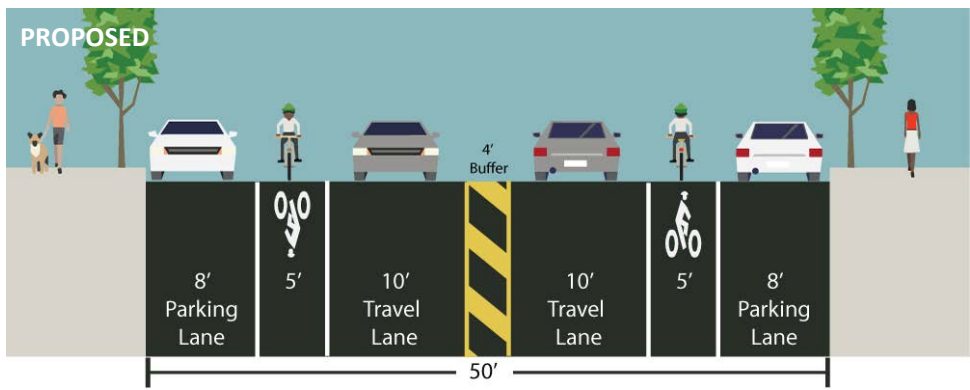
- Speed Bumps approved:
- 1 between Drew St and Emerald St
 - 2 between Eldert Ln and Autumn Ave
 - 1 Autumn Ave and Crescent St

Total 4 Speed Bumps approved

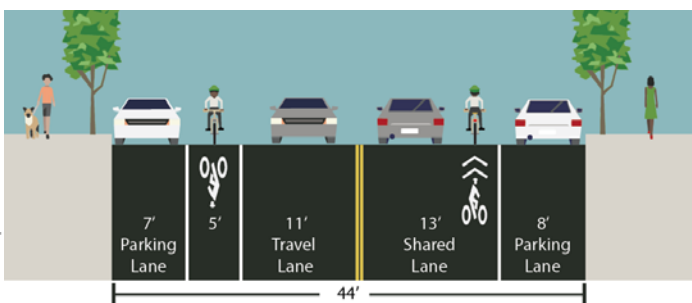
LORING AVE (EUCLID AVE TO DREW ST)



LORING AVE (EUCLID AVE TO DREW ST)



Proposed design for block between Drew St and Emerald St which is only 44 ft wide



PROPOSED IMPROVEMENTS

PROPOSED DESIGN

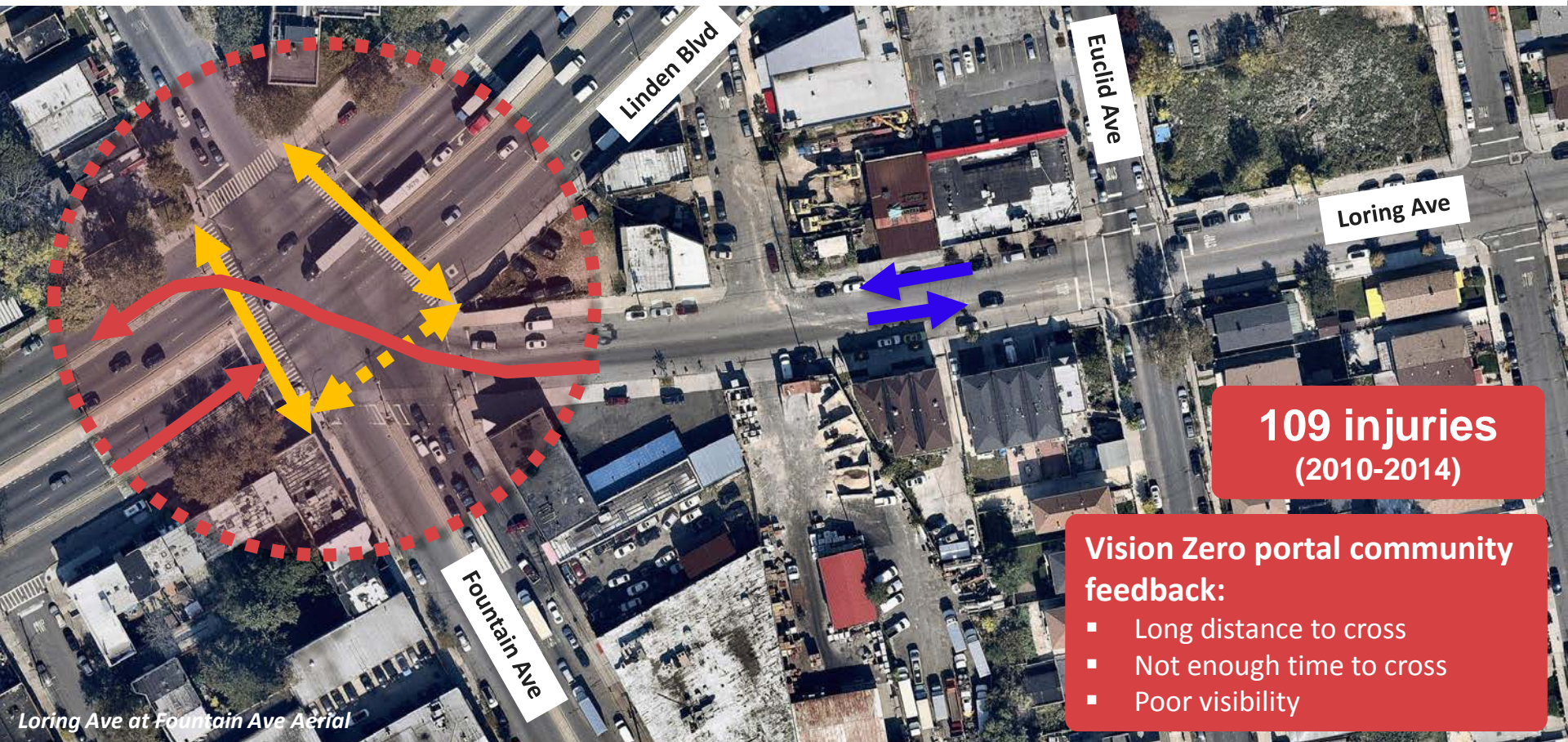


**Dedicated space
for cyclists**

**Roadway
visually
narrowed**

EXISTING CONDITIONS

LORING AVE AT FOUNTAIN AVE



EXISTING:

- 5 approach intersection
- Fountain Ave is 85' wide
- Linden Blvd is 140' wide

ISSUES

- Potential head-on condition from WB Loring Ave on WB Linden Blvd, vehicles do not always clear intersection
- Long pedestrian crossings, especially for children and seniors
- No pedestrian crossing at desire line
- Not enough signal time to add protected left turn from WB Linden Blvd to Fountain Ave (requested by NYPD and MTA)

PROPOSAL

2 Loring Ave (Fountain Ave to Euclid Ave)

Conversion to One-way Eastbound

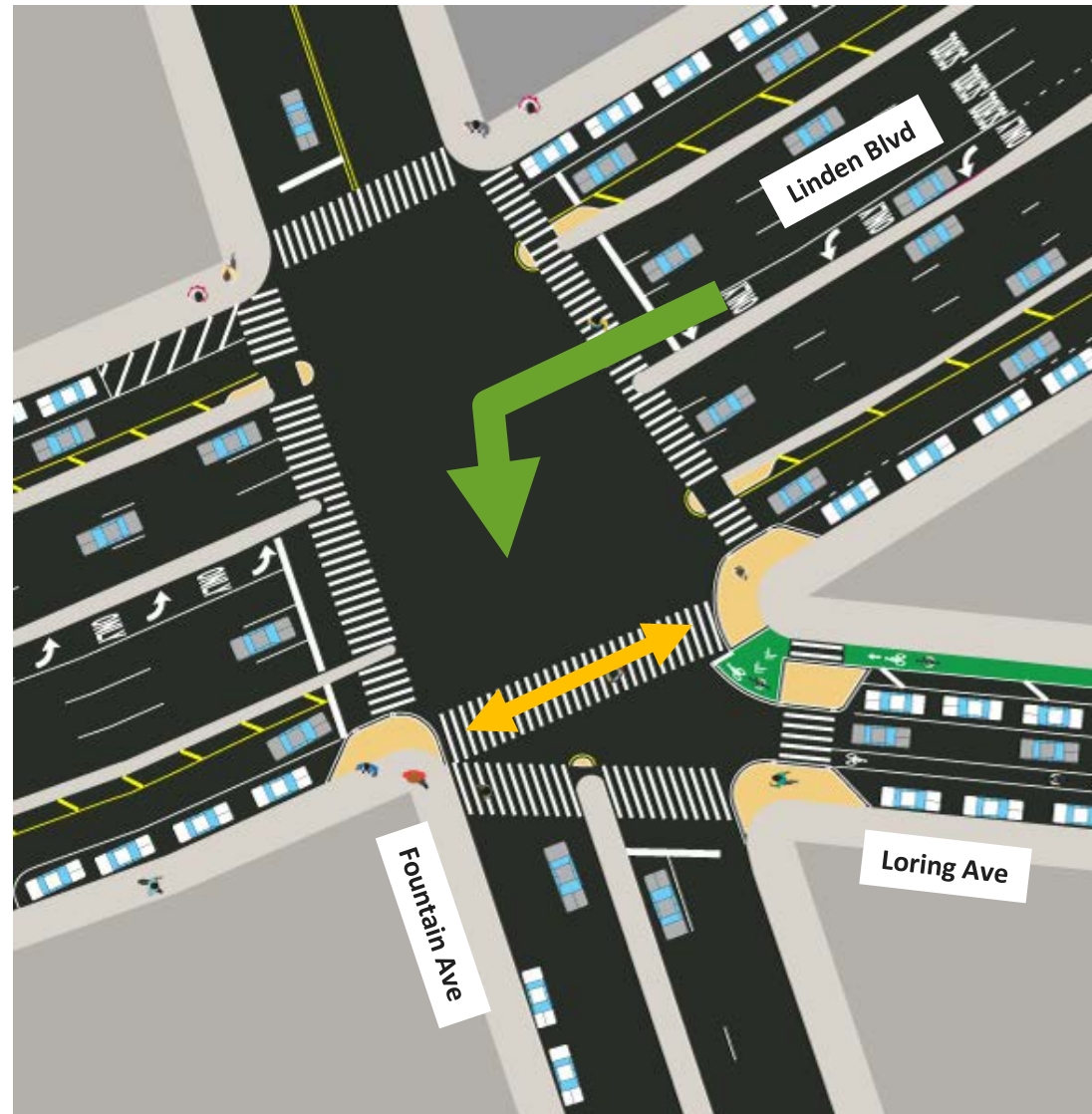
- Eliminates potential head-on condition
- Allows signal timing for protected left turn from WB Linden Blvd
- Adds more signal time for pedestrian crossing

Painted Curb Extensions

- Slow turning vehicles
- Shorten crossing distances
- Create additional pedestrian space and increase visibility

New Crosswalk

- Provides crossing at pedestrian desire line

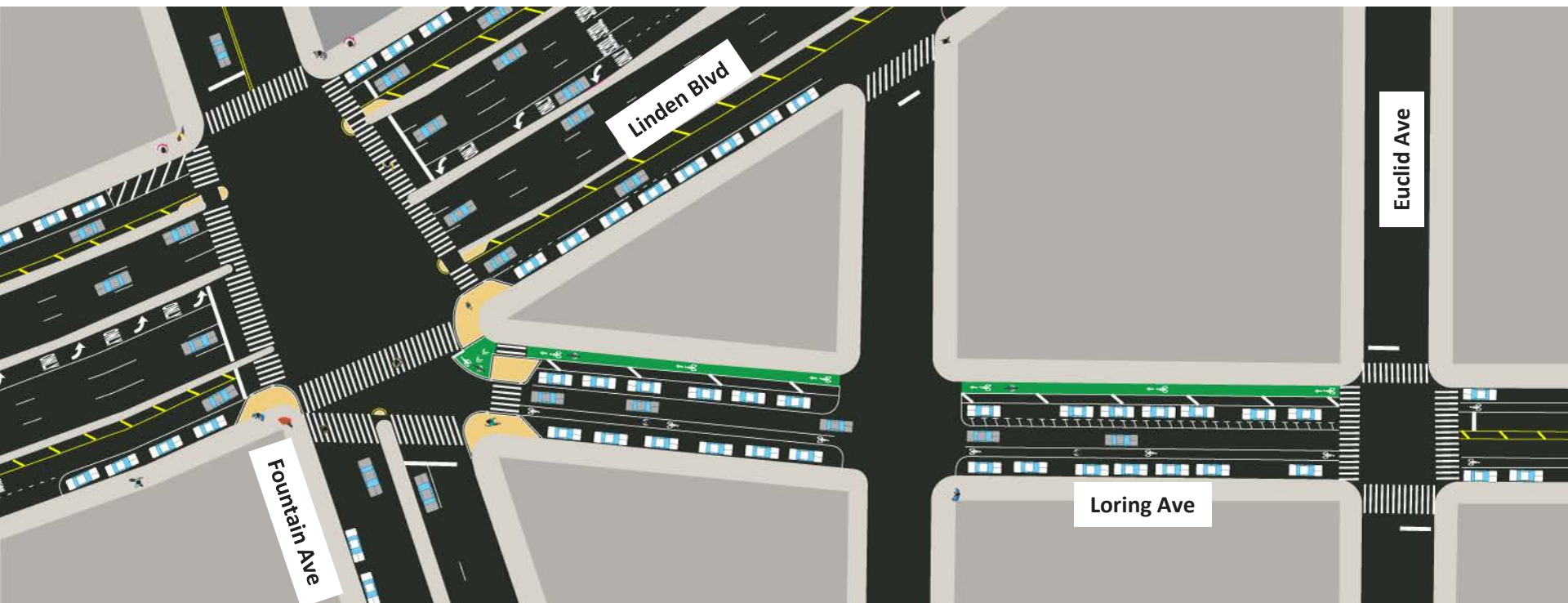


PROPOSAL

2 Loring Ave (Fountain Ave to Euclid Ave)

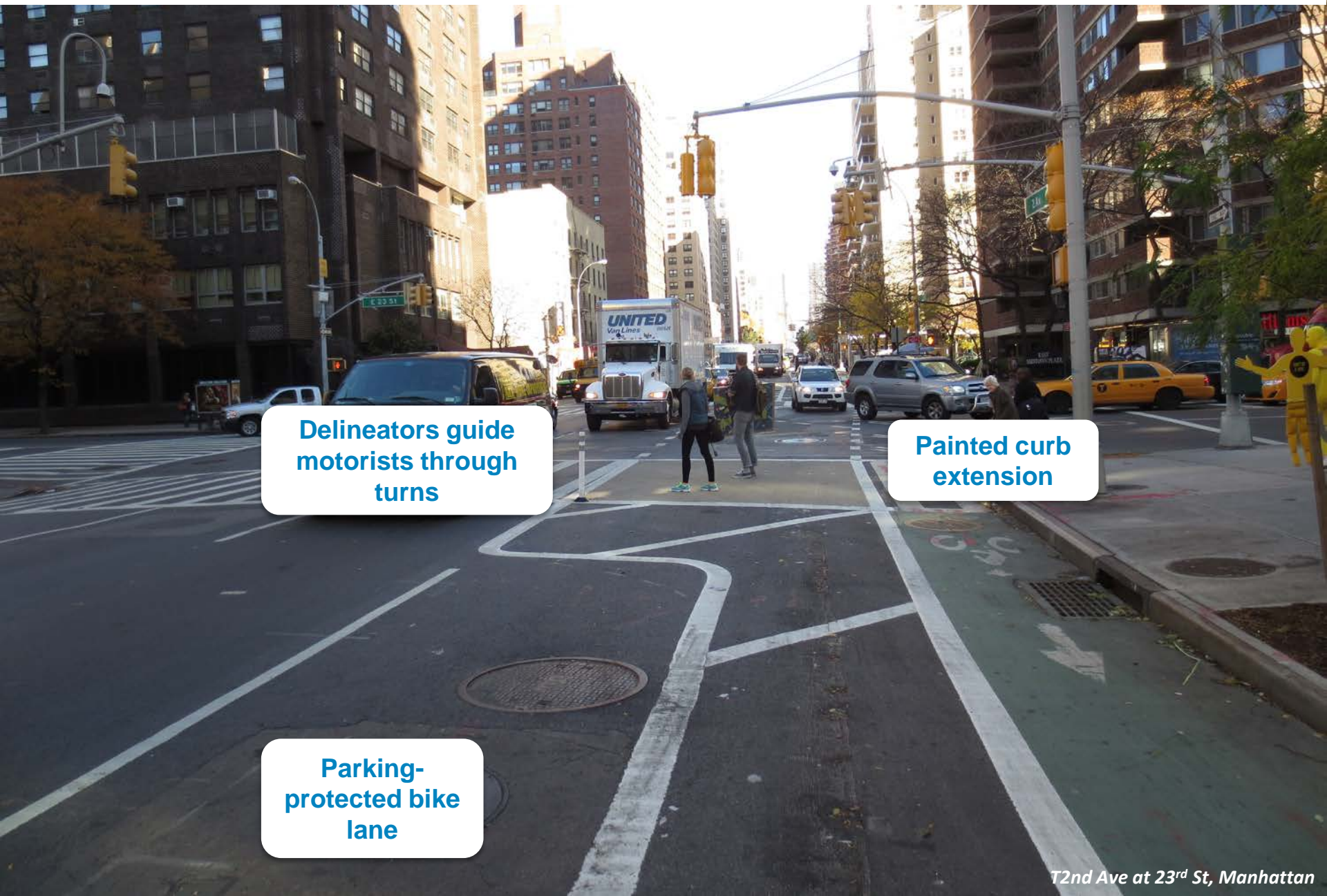
Parking-protected westbound bike lane

- Continues bike access along corridor, connects to potential future bike route on Fountain Ave
- Floating parking lane creates more space for curb extensions, further reducing crossing distance and narrowing roadway
- Improves vehicular alignment, maintains standard width moving lane



PROPOSED IMPROVEMENTS

PROPOSED DESIGN ELEMENTS



Delineators guide motorists through turns

Painted curb extension

Parking-protected bike lane

EXISTING CONDITIONS

LORING AVE AT DREW ST



EXISTING:

- T-intersection
- Loring Ave is 50' wide
- Drew St is 50' wide

ISSUES:

- Un-signalized intersection, no pedestrian crossings on Loring Ave
- Nearest pedestrian crossing 500 feet away
- Stop sign request on Loring Ave denied May 2016, did not meet warrants
- Intersection of 2 wide streets allows vehicles to turn quickly

PROPOSAL

3 Loring Ave at Drew St Drew St (Loring Ave to Linden Blvd)

Standard Width Lanes

- Visually narrow roadway to discourage speeding and other unsafe behavior

New Enhanced Crossings

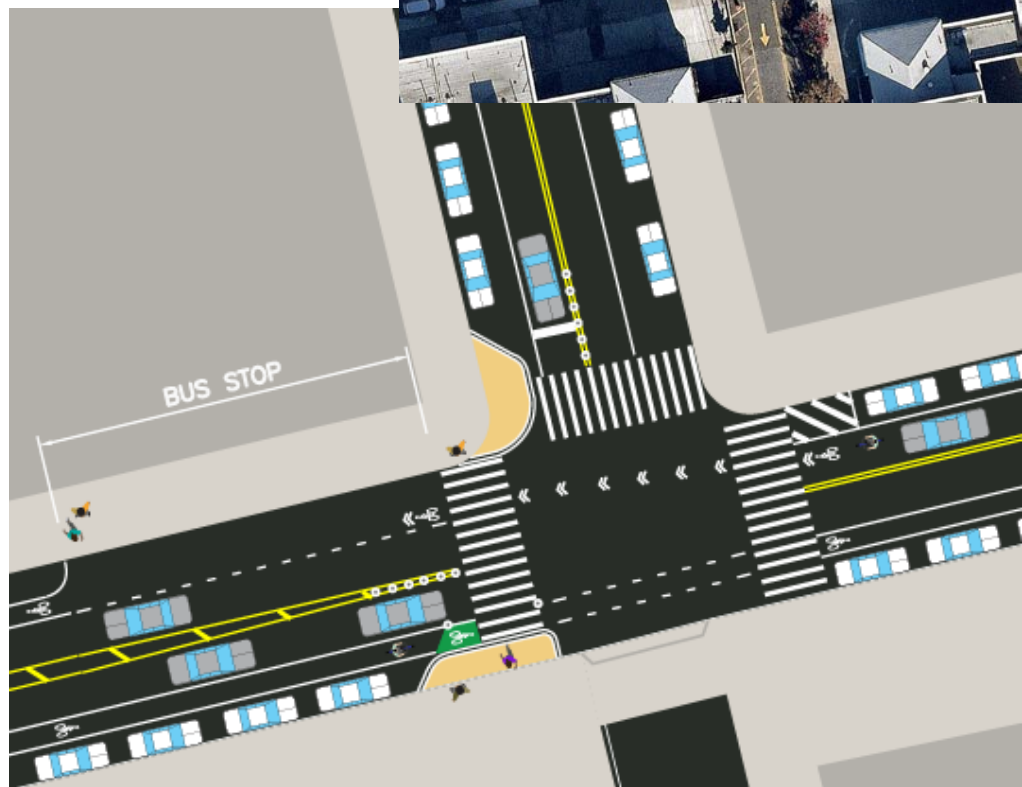
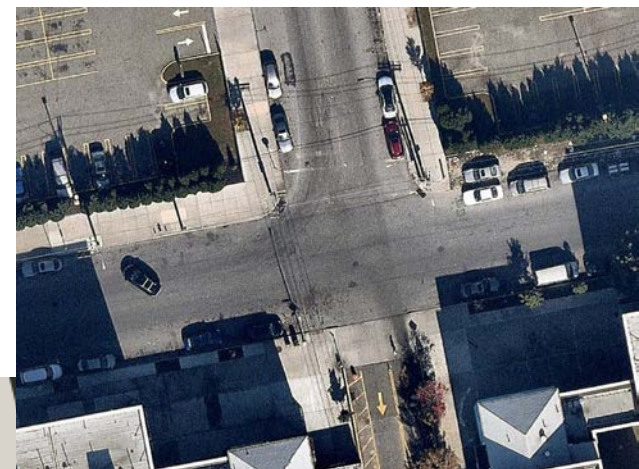
- Create new pedestrian crossings
- Improves visibility
- Safer pedestrian crossing

Curb Extensions

- Slow turning vehicles
- Shorten crossing distances
- Create additional pedestrian space and increase visibility

Traffic Splitters

- Maintain vehicle alignment, and turning radius
- Create safer crossings for pedestrians by guiding motorists through turns



Reduction in parking (5) required
for safety improvements

PROPOSED DESIGN ELEMENTS



Painted
curb
extension

Enhanced
pedestrian
crossing

Standard travel
lane width

Delineators guide
motorists through
turns

© NYC DOT

8th St, Manhattan

PROPOSED DESIGN ELEMENTS



Delineators guide motorists through turns

Summary

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SUMMARY OF BENEFITS

Loring Ave

(Euclid Ave to Emerald St)

- Organize roadway
- Visually narrow travel lanes to discourage speeding
- Provide space for cyclists

Linden Blvd/Loring Ave/Fountain Ave

(Fountain Ave to Euclid Ave)

- Reduce intersection conflict by eliminating potential head-on condition
- Add protected left turn from WB Linden Blvd
- Increase crossing time for pedestrians
- Provide new and shorter pedestrian crossing
- Improve bike access and vehicular alignment

Drew St/Loring Ave at Drew St

(Loring Ave to Linden Blvd)

- Add new pedestrian crossing
- Create slower, safer left turns



Questions?

THANK YOU!



NYC DOT



NYC DOT



nyc_dot



NYC DOT