



t We Can Offer Bedford Stuyvesant

Leading Pedestrian Intervals

Left Turn Bays

Bedford Stuyvesant & Ocean Hill-Brownsville

Outreach Summary

Street Ambassador Unit



Bedford Stuyvesant & Ocean Hill-Brownsville

Background

In 2018, NYC DOT began a Street Ambassador outreach effort in Brooklyn Community Board 3, home to the Bedford Stuyvesant and Ocean Hill-Brownsville neighborhoods. The Street Ambassador outreach effort includes four stages:

1. Initial outreach to community stakeholders and elected officials
2. On-the-ground outreach utilizing the NYC DOT Street Ambassador team
3. Analysis and presentation of outreach findings
4. Project development and implementation based on findings and safety data

In the first stage, NYC DOT sent out letters to local elected officials and met with Community Board 3. All parties were provided with a project overview and invited to be a part of the outreach planning process. This allowed for their input into potential deployment locations, as well as the introduction of the team to key stakeholders and community based organizations. The relationship between NYC DOT and these stakeholders helped guide the outreach, and created an informed and comprehensive process, maximizing the impact of planned outreach in the field.



NYC DOT Street Ambassadors

In 2015, DOT launched the Street Ambassadors Program to serve as an outreach arm, directly engaging New Yorkers on their own terms. The unit is comprised of 10, multi-lingual, public engagement specialists who conduct outreach throughout the five boroughs. By targeting high-volume community locations, they are able to expand the public conversation around DOT's Street Improvement Projects.

Safer Streets

Vision Zero is a strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all. Vision Zero programs discourage dangerous behavior on roads and streets by combining better enforcement and roadway engineering with improved emergency response and public education campaigns on safe driving. The plan seeks to improve street safety by:

1. Public dialogue & education
2. Law enforcement
3. Street design
4. Legislation

In 2015, NYC DOT released a series of Borough Pedestrian Safety Action Plans, one for each of the five boroughs. The Plans identified Priority Corridors, Intersections, and Areas based on the number of pedestrians killed or severely injured (KSI). Community Board 3 has 14 Priority Corridors and 13 Priority Intersections.

In 2017, Community Board 3 sent a letter to NYC DOT requesting safety improvements at four Vision Zero Priority Intersections:

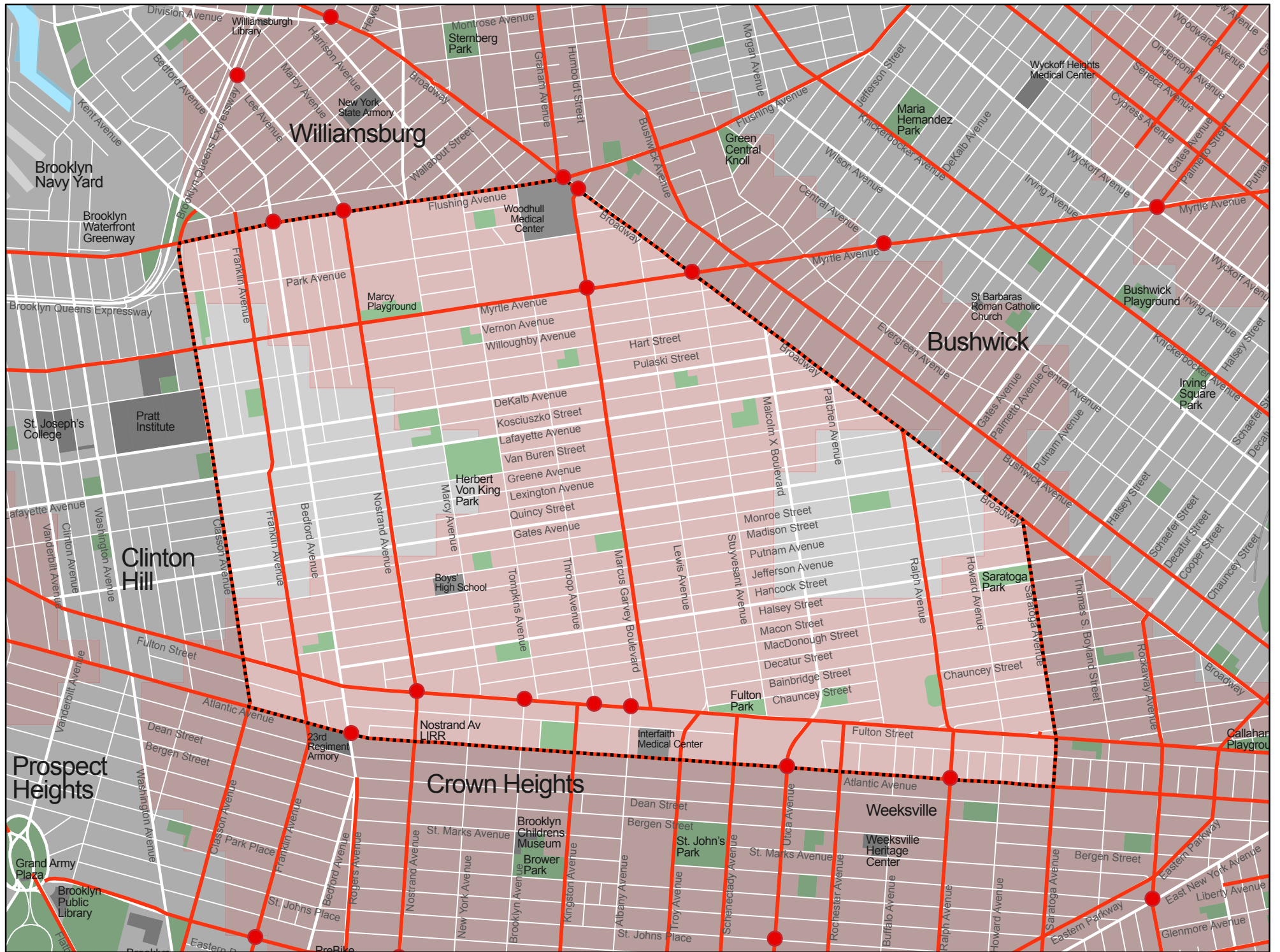
1. Nostrand Ave & Atlantic Ave
2. Fulton St & Marcus Garvey Blvd & Albany Ave
3. Fulton St & Tompkins Ave & Brooklyn Ave
4. Myrtle Ave & Broadway

In response, NYC DOT requested to open up the conversation further and find out what other issues were occurring in the neighborhood, kicking off the outreach process.

Vision Zero

First implemented in Sweden in the 1990s, Vision Zero has proved successful across Europe and has been gaining momentum in major American cities, including New York City. Mayor Bill de Blasio launched New York City's Vision Zero initiative in 2014 to help end traffic deaths and injuries on our city streets. The initiative is a collaboration between the Department of Transportation, Police Department, Taxi and Limousine Commission, Citywide Administrative Services, Department of Education, and Department of Health and Mental Hygiene.

To learn more about New York City's Vision Zero initiative visit: <https://www1.nyc.gov/site/visionzero/index.page>



Vision Zero Map

- Vision Zero Priority Intersection
- Vision Zero Priority Corridor
- Vision Zero Priority Area
- Community Board 3 Boundary



Senior Focus Area

Community Board 3 houses one of NYC DOT's Senior Pedestrian Focus Areas (SPFA), a component of the Safe Streets for Seniors program. Since launching the program in 2008, NYC DOT has addressed senior pedestrian safety issues in 41 SPFAs in the five boroughs. The original 25 SPFAs were selected based on the density of senior pedestrian (age 65+) crashes resulting in fatalities or severe injuries in a five-year period.

In 2012-2013, NYC DOT expanded the program to include 12 new areas. They were identified using a similar methodology as the original areas, but also involved new variables such as senior trip generators, concentrations of senior centers, and senior housing locations.

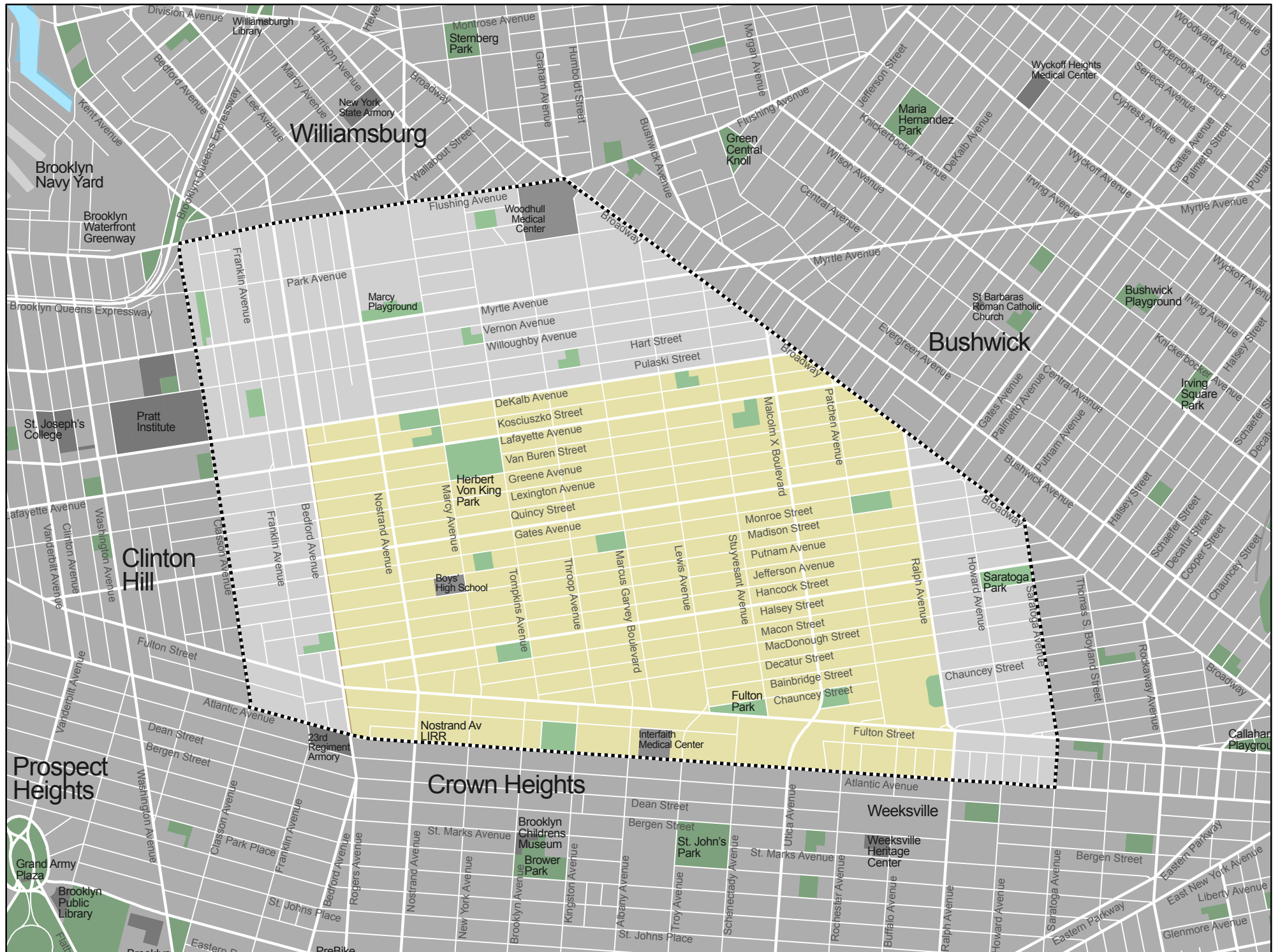
In 2017, NYC DOT added 4 new areas using the same methodology as in previous rounds. NYC DOT evaluates pedestrian conditions in these neighborhoods from a senior's perspective and implements safety improvements, such as extending pedestrian crossing times at crosswalks to accommodate slower walking speeds, constructing pedestrian safety islands, widening curbs and medians, narrowing roadways, and installing new stop controls and signals.



Safe Streets For Seniors

Safe Streets for Seniors is a pedestrian safety initiative for older New Yorkers. The Safe Streets for Seniors program studies crash data, conducts outreach, and develops and implements mitigation measures to improve the safety of seniors and other pedestrians, as well as all road users in New York City.

For more information on Safe Streets for Seniors, visit: <http://www.nyc.gov/html/dot/html/pedestrians/safeseniors.shtml>



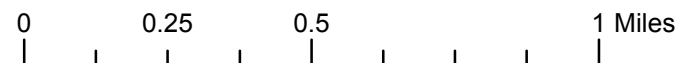
Senior Pedestrian Area Map



Community Board 3
Boundary



Senior Pedestrian
Focus Area





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What We Can Offer Bedford Stuyvesant



Street Ambassador Outreach

Methods

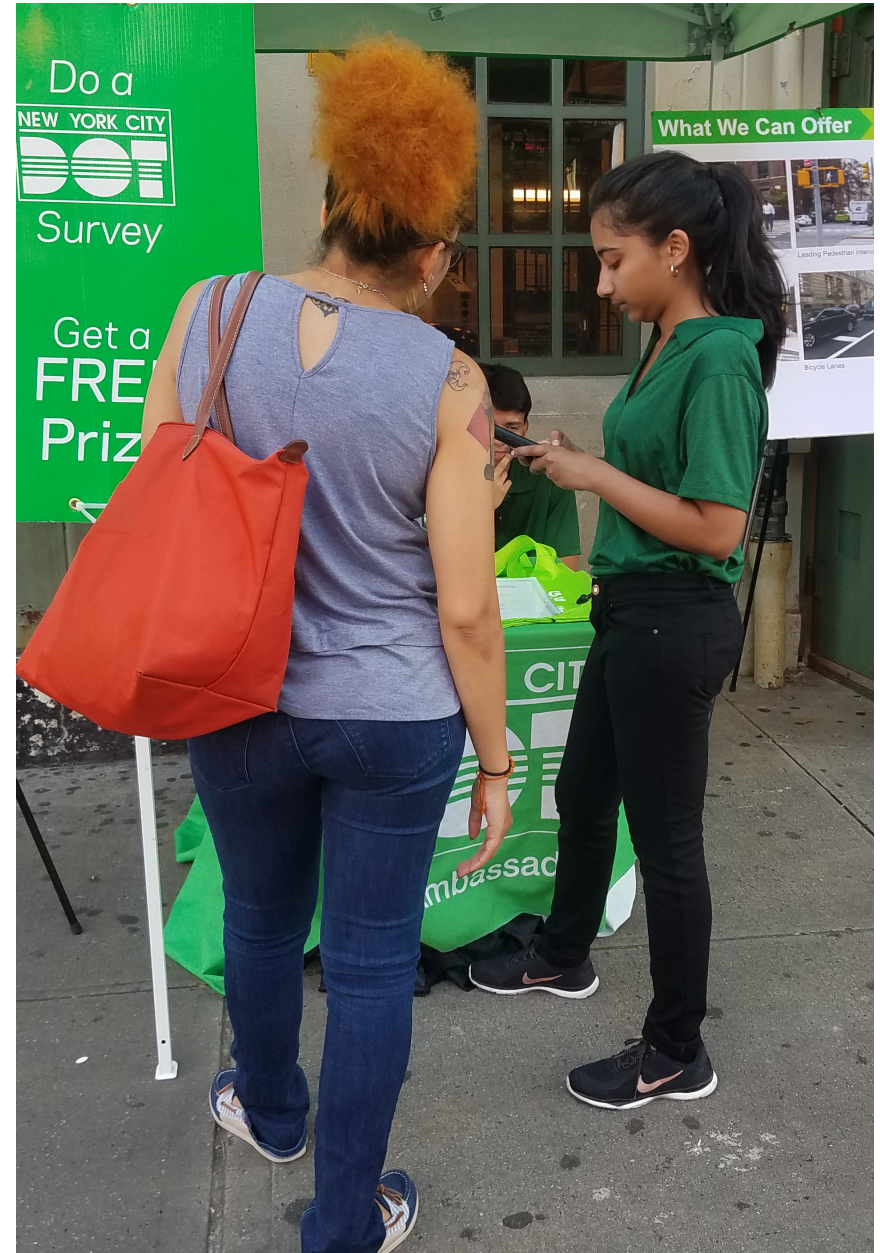
NYC DOT chose a wide range of venues in Community Board 3 based on input from elected officials, Community Board 3, and stakeholders to capture as many conversations with residents as possible. In the warmer months, the team focused on outdoor venues, including public parks, block parties, and subway stations. As the weather got colder, the team deployed to indoor venues, including churches, recreation centers, and senior centers.

Participants who stopped to talk were encouraged to complete a survey on-site or to take a palm card with background information and a link to an online informational website. The survey could also be completed online, but on site participation was incentivized with a useful giveaway.

In all, NYC DOT representatives spent five months in Community Board 3 and spoke to over 800 people. The extended outreach made the team recognizable to residents and enabled the team to collect a diversity of responses and opinions from residents.

Project Website

NYC DOT kept an updated website at nycdotprojects.info/project/bedford-stuyvesant-ocean-hill-brownsville. The site offered a schedule of where the team was headed and recapped all outreach events. It also linked to an online version of the survey.



Deployment Locations

Period: July 29th, 2018 – December 12th, 2018

Locations: 27 unique sites

Types: Church, Block Party, Pool, Park, Grocery, Farmer's Market, Transit Stops, CB Meetings, Community Meeting, YMCA, Senior Facilities, NYCHA

Date	Deployment	Location Type
Sunday, July 29	Restoration Plaza	Outdoor
Monday, July 30	Restoration Plaza	Outdoor
Sunday, August 5	  Franklin Ave (at Fulton)	Subway Stop
Sunday, August 12	Herbert Von King Park	Park
Sunday, August 12	Kosciuszko Pool	Public Pool
Wednesday, August 15	   Myrtle/Broadway (Broadway - West Side of Intersection)	Subway Stop
Wednesday, August 15	  Flushing (at Broadway - West Side of Intersection)	Subway Stop
Saturday, August 18	Hancock Block Party - Hancock St between Bedford & Nostrand	Block Party
Sunday, August 19	Entrance to Super Foodtown, 1406 Fulton St	Supermarket
Wednesday, August 22	 Flushing (at Union Ave - South Side of Intersection)	Subway Stop
Sunday, August 26	 Classon Ave (at Lafayette - East Side of Intersection)	Subway Stop
Sunday, September 2	Mt. Lebanon Church	House of Worship
Wednesday, September 5	Woodhull Youth Market, Marcus Garvey Blvd & Broadway	Market
Monday, September 10	Community Board 3 Meeting, Restoration Plaza	Community Board Meeting
Wednesday, September 12	B 46 Bus Stop - Utica & Fulton (North Side of Intersection)	Bus Stop
Monday, September 17	 Ralph Ave (at Fulton)	Subway Stop
Monday, October 1	Community Board 3 Meeting, Restoration Plaza	Community Board Meeting
Wednesday, October 10	Marcy Houses	NYCHA
Sunday, October 14	Cornerstone Baptist Church	House of Worship
Monday, October 29	  Nostrand Ave (at Fulton)	Subway Stop
Wednesday, October 31	 Myrtle Willoughby Ave (Myrtle at Marcy)	Subway Stop
Wednesday, October 31	 Bedford-Nostrand (Lafayette at Bedford and Lafayette at Nostrand)	Subway Stop
Monday, November 5	Community Board 3 Meeting, Restoration Plaza	Community Board Meeting
Wednesday, November 7	Mt. Pisgah Baptist Church	House of Worship
Tuesday, November 13	81st Precinct Community Council	Community Council Meeting
Saturday, November 17	Office of Assemblymember Walker	Advisory Board Meeting
Wednesday, November 21	Tompkins Park	Senior Center
Monday, December 3	Community Board 3 Meeting, Restoration Plaza	Community Board Meeting
Wednesday, December 5	Bedford-Stuyvesant YMCA	YMCA
Friday, December 7	Mt. Ararat Senior Center	Senior Center
Wednesday, December 12	Maria Lawton Senior Center	Senior Center



Outreach Locations

 Street Ambassador Outreach Station

 Community Board 3 Boundary



Deployment Materials

Ambassadors set up outreach locations that were easily identifiable and visually consistent. The team enticed people to participate by offering giveaways such as reusable totebags, magnets, sunglasses, and pens.

Ambassadors always used a green, foldable 6 x 6 tent, a small 3 x 3 foldable table, and a green tablecloth all with clear DOT branding. For indoor deployments, the tent was replaced by a simple table setup, with table and chairs usually provided by the site.

Street Ambassadors conducted surveys on site with smart phones. Two large boards were displayed on easels to give project background and to display safety treatments from NYC DOT's toolbox.

Materials List:

- Agency assigned phones for surveys
- 6 x 6 foldable tent (outdoor venues)
- 3 x 3 foldable table (outdoor venues)
- 75 giveaways (standard)
- 100 palm cards (standard)
- Agency branded tablecloth
- Visual dictionary
- 2 foam core boards
- 2 easels
- 4 sandbags



What We Know Bedford Stuyvesant

VISION ZERO seeks to eliminate all deaths from traffic crashes regardless of whether on foot, bicycle, or inside a motor vehicle.

BROOKLYN HAS THE MOST FATALITIES and is also the most populous of any borough.

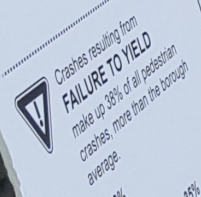
In the 2015 Brooklyn Pedestrian Safety Action Plan, NYC DOT identified **priority locations** based on serious or fatal pedestrian crashes.



- BEDFORD STUYVESANT HAS**
- 14 PRIORITY CORRIDORS
- 13 PRIORITY INTERSECTIONS

TOP REPORTED ISSUES FOR

- Failure to yield
- Long wait to cross
- Speeding
- Double parking



Community Board 2 has a **SENIOR PEDESTRIAN FOCUS AREA** in neighborhood with high percentages of senior crashes and a large senior population.

Seniors comprise 14% of New York City's population but 30% of pedestrian fatalities.

TRAFFIC SAFETY IMPROVEMENTS

- Pedestrian crossings in 2015
- Pedestrian crossings in 2016
- Pedestrian crossings in 2017
- Pedestrian crossings in 2018
- Pedestrian crossings in 2019
- Pedestrian crossings in 2020
- Pedestrian crossings in 2021
- Pedestrian crossings in 2022
- Pedestrian crossings in 2023
- Pedestrian crossings in 2024
- Pedestrian crossings in 2025
- Pedestrian crossings in 2026
- Pedestrian crossings in 2027
- Pedestrian crossings in 2028
- Pedestrian crossings in 2029
- Pedestrian crossings in 2030

VISION ZERO

What We Can Offer Bedford Stuyvesant

New Crosswalks

Leading Pedestrian Placemat

Speed Limit

Improved Accessibility



Boards

The team brought two foam core display boards to every deployment to highlight background information and available safety treatments. The boards helped orient participants before giving their feedback through the survey component. These large boards acted as a visual aid for the section of the survey dealing with possible safety treatments.

What We Know

Bedford Stuyvesant/Ocean Hill - Brownsville

VISION ZERO seeks to eliminate all deaths from traffic crashes regardless of whether **traveling as a pedestrian, by bike or in a motor vehicle.**

BROOKLYN HAS THE MOST FATALITIES and is also the most populous of any borough.

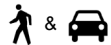
In the 2015 Brooklyn Pedestrian Safety Action Plan, NYC DOT identified **priority locations** based on serious or fatal pedestrian crashes.

BEDFORD STUYVESANT/OCEAN HILL - BROWNSVILLE

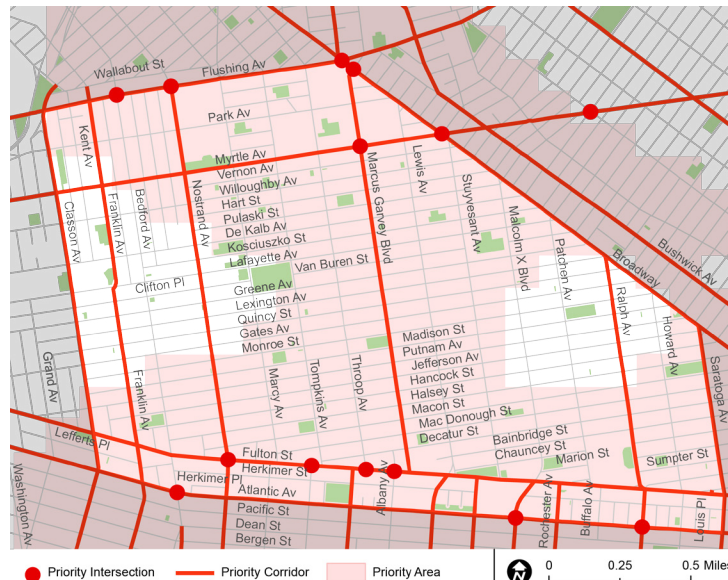
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13 PRIORITY INTERSECTIONS

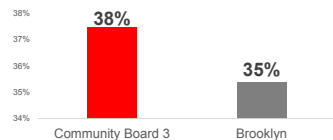
TOP REPORTED ISSUES FOR



Failure to yield
Long wait to cross
Speeding
Double parking



Crashes resulting from **FAILURE TO YIELD** make up 38% of all pedestrian crashes, more than the borough average.



Community Board 3 has a **SENIOR PEDESTRIAN FOCUS AREA:** a neighborhood with high percentages of senior crashes and a large senior population.

Seniors comprise 14% of New York City's population but 50% of pedestrian fatalities.



Community Board 3 requested **TRAFFIC SAFETY IMPROVEMENTS**

at four key locations in 2018:

- Fulton St & Marcus Garvey Blvd
- Fulton St & Tompkins Ave
- Atlantic Ave & Nostrand Ave
- Myrtle Ave & Broadway

"Move vehicles safely, prevent injuries, and improve quality of life in our district"

VISION ZERO



The **"What We Know"** board consisted of a brief description of a Senior Pedestrian Focus Area, top issues reported, recent CB 3 traffic safety improvements, and a map of all the relevant Priority Corridors and Intersections identified in the 2015 Brooklyn Pedestrian Safety Action Plan.

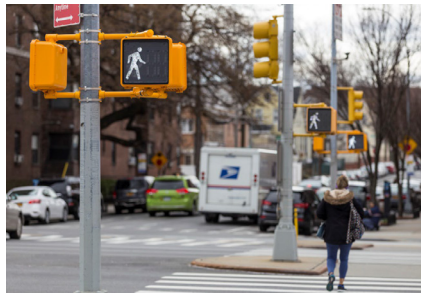
What We Can Offer

Bedford Stuyvesant/Ocean Hill - Brownsville

The “**What We Can Offer**” board displayed six safety treatments from NYC DOT’s toolbox.



New Crosswalks



Leading Pedestrian Intervals



Left Turn Bays



Improved Accessibility



Bicycle Lanes



Pedestrian Refuge Space

Palm Cards

The team brought palm cards that contained background information on the outreach effort, and mirrored the examples of the six possible safety treatments shown on the board. These were also useful for people who were interested, but didn't have time to stop and complete a survey.

Palm cards had a link to the online informational portal where people could learn about the initiative, related reports, and upcoming events. In addition, visitors could make a request for outreach and complete an online version of the in-person survey.

Bedford Stuyvesant/ Ocean Hill - Brownsville

An inclusive outreach process for transportation issues



Ralph Ave & Fulton St

Franklin Ave & Fulton St









nycdotprojects.info/project/bedford-stuyvesant-ocean-hill-brownsville

What We're Doing

As part of our continuing efforts to address traffic related safety issues in Brooklyn, the NYC Department of Transportation will be conducting outreach in Bedford Stuyvesant and Ocean Hill–Brownsville over the next several months. We will be visiting churches, block parties, senior centers, parks and transportation hubs to collect feedback from local residents regarding transportation concerns in the community. If you see our green tent, stop by and have a conversation with us.

What We Can Offer

**Note: Below are examples of safety treatments. (These are only possible options.)*

 New Crosswalks	 Leading Pedestrian Intervals	 Left Turn Bays
 Improved Accessibility	 Bicycle Lanes	 Pedestrian Refuge Space

How Can You Help?

NYC DOT is seeking community feedback about your experiences traveling around Bedford Stuyvesant and Ocean Hill – Brownsville. We want to learn about the different modes you use, and your traffic related safety concerns.

Please visit our feedback portal to take our survey about your travel patterns, leave us comments, and get project updates.

Vision Zero

Approximately 4,000 New Yorkers are seriously injured and more than 250 are killed each year in traffic crashes.

Vision Zero is the City's multi-agency initiative for ending traffic deaths and injuries on our streets.

In the 2015 Brooklyn Pedestrian Safety Action Plan, NYC DOT identified multiple priority corridors and priority intersections in Bedford Stuyvesant and Ocean Hill – Brownsville based on serious or fatal pedestrian crashes.

Questions?

Get in touch with the NYC DOT Brooklyn Borough Commissioner's Office by calling **646.892.1350**.

Visit our project website to learn more:
nycdotprojects.info/project/bedford-stuyvesant-ocean-hill-brownsville

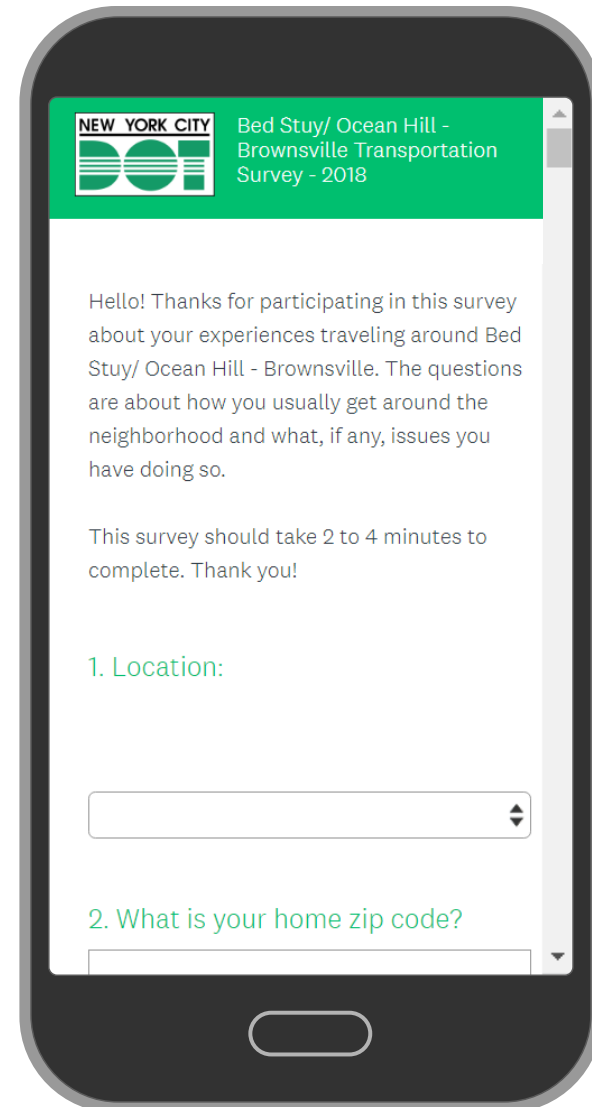


Survey

Collecting people's stories and experience was key to the process. Street Ambassadors accomplished this through a comprehensive survey, logged using smart phones.

The survey asked questions about modes of transportation, traffic safety concerns, traffic-related comfort levels, common destinations, home ZIP code, and demographics.

In case the team missed anything, the survey also included an open response box for any additional feedback.



NEW YORK CITY
DOH

Bed Stuy/ Ocean Hill -
Brownsville Transportation
Survey - 2018

Hello! Thanks for participating in this survey about your experiences traveling around Bed Stuy/ Ocean Hill - Brownsville. The questions are about how you usually get around the neighborhood and what, if any, issues you have doing so.

This survey should take 2 to 4 minutes to complete. Thank you!

1. Location:

2. What is your home zip code?

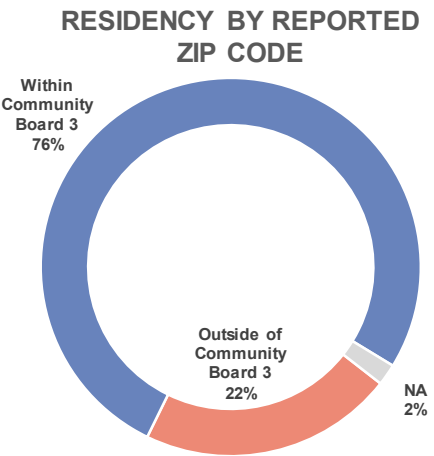
*For full survey, see appendix.

Data Summary

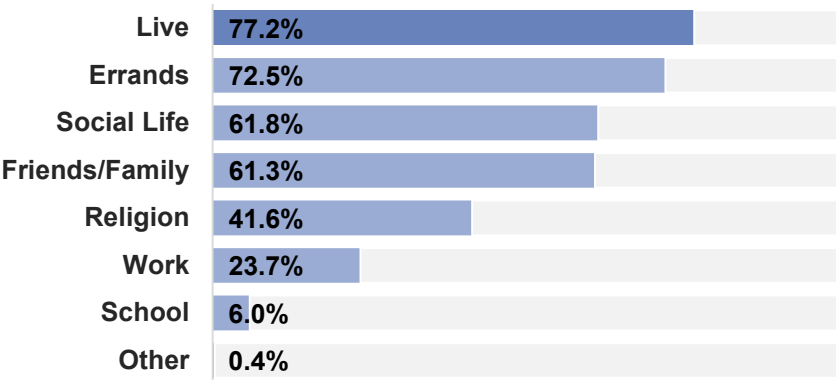
Who Did We Speak To?

Bedford Stuyvesant & Ocean Hill-Brownsville Residency

76% of those surveyed live in Bedford Stuyvesant and Ocean Hill-Brownsville, compared to 22% who do not live in these communities.

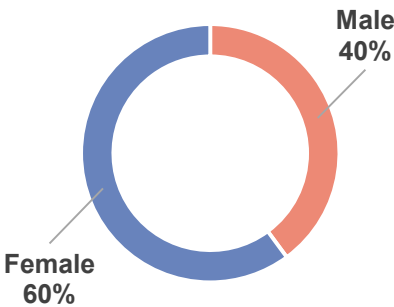


RELATIONSHIP TO NEIGHBORHOOD

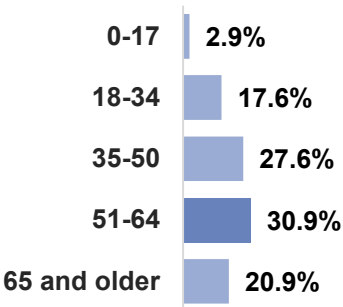


*Note: This question was given with the instruction, “select all that apply”.

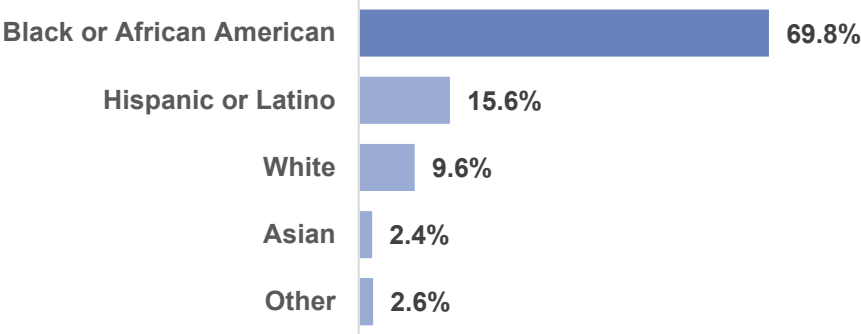
GENDER



AGE



RACE



Demographics

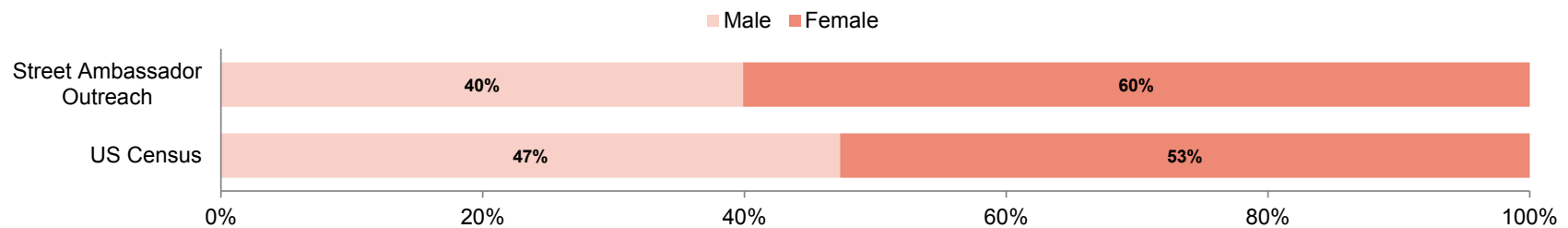
60% of those surveyed identify as female, compared to 40% who identify as male. The highest represented age bracket was 51-64 years old, followed by individuals 35-50 years old.

69.8% of respondents identified as Black or African American. Hispanics made up the next largest group at 15.6%.

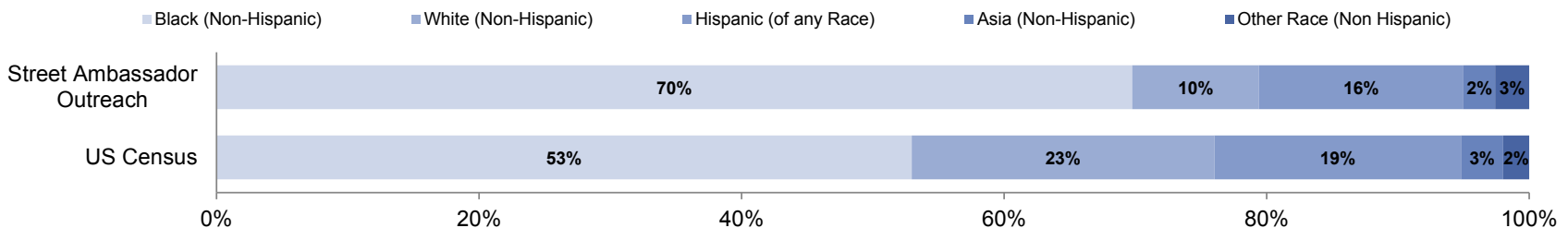
Compared to the Census

Demographic data collected during Street Ambassador outreach generally reflected the demographics of Community Board 3. Data below compares demographic representation in the Street Ambassador outreach and US Census. Female and Black (non-Hispanic) respondents were slightly over-represented in the outreach effort. Adults ages 50-64 and seniors ages 65 and older were both overrepresented in the responses as well, likely because of targeted outreach to Senior Centers and lower participation from children.

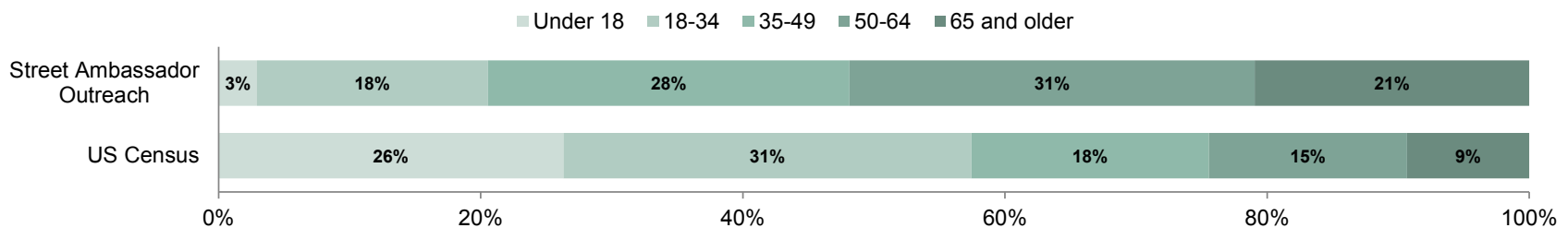
GENDER



RACE & ETHNICITY



AGE



*Data Source: American Community Survey 2012-2016 5-Year Estimates for PUMA 4003, an approximation of Brooklyn CD3

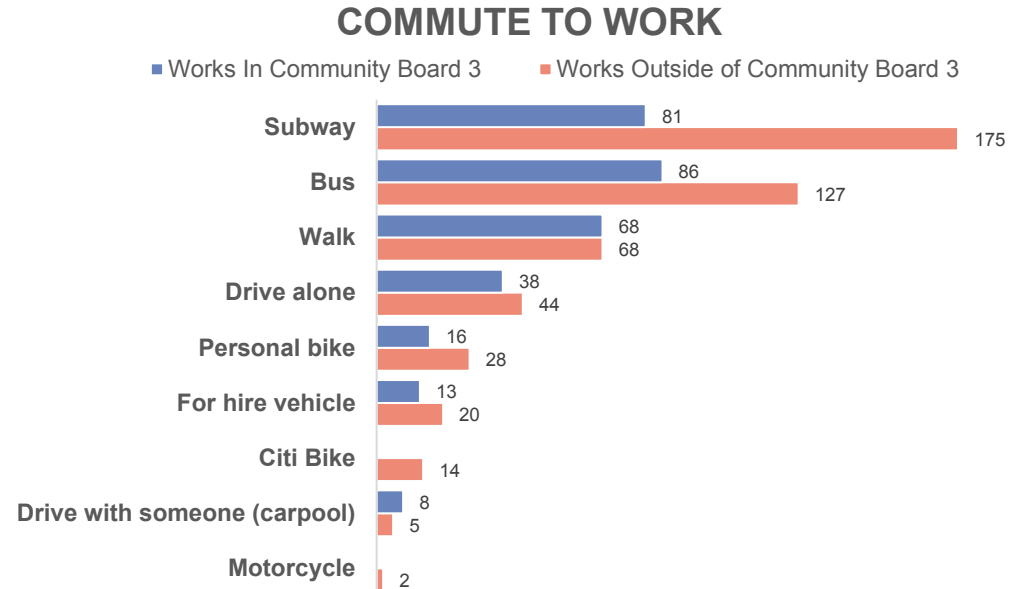
How Do People Commute?

How People Commute to Work

For those working within Community Board 3 boundaries, buses are the most commonly used mode of transportation, followed by subway, walking, driving alone, and personal bikes.

Those working outside of Community Board 3 commute most by subway, followed by the bus.

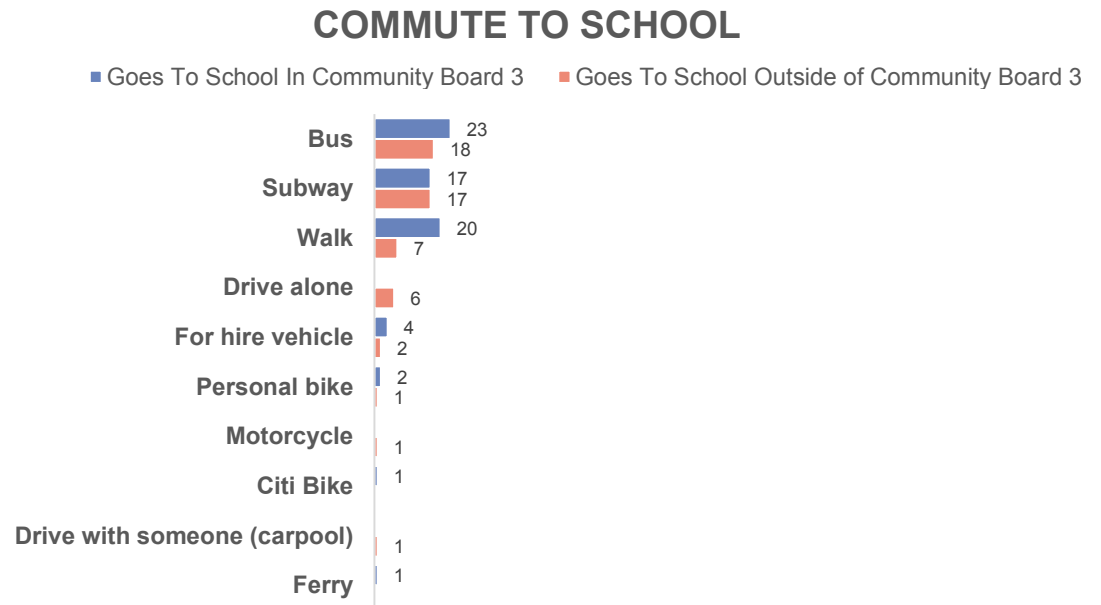
Walking was the third most used mode of transportation regardless of a destination in or outside of Community Board 3. Carpooling and motorcycles are the least used modes for commuting.



How People Commute to School

For those going to school within Community Board 3 boundaries, buses are the most commonly used mode of transportation to commute to school, followed by walking and the subway.

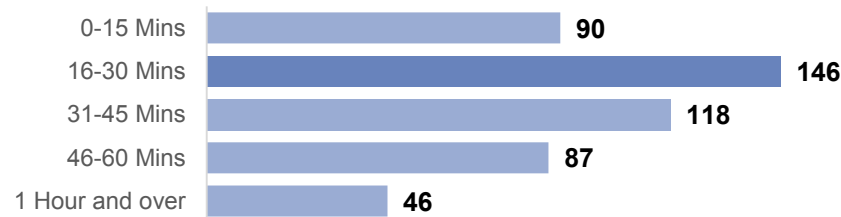
Walking is the most popular mode choice for commuting to school outside of Community Board 3, followed by buses, subways, driving alone, and personal bikes.



Time Spent Commuting

The most common commute time was 16- 30 minutes, followed by 31-45 minutes.

AVERAGE COMMUTE (Minutes)



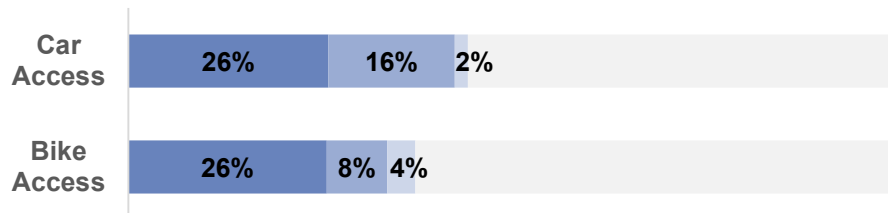
Access to Cars and Bikes

Bicycle and car ownership is identical at 26%. Among individuals who do not own a bicycle or car, more report having access to a car than to a bicycle. This likely means that folks borrow a friend or family member's vehicle.

Of individuals who use shared vehicle programs, more participate in bike share (in this case, CitiBike) than in car shares.

CAR & BIKE ACCESS

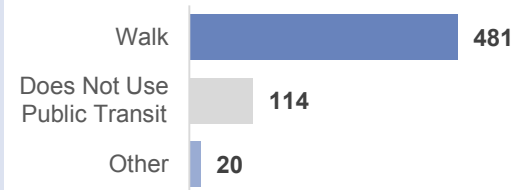
■ Yes, own ■ Yes, have access ■ Yes, car share/ bike share member ■ No



Getting to the Transit Stops

The vast majority of respondents walk to their nearest bus or subway stop.

HOW PEOPLE GET TO THEIR TRANSIT STOP



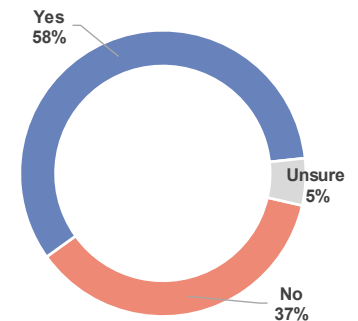
"Other" includes:

- Via Mobility Device
- Drive Alone
- Carpool
- For Hire Vehicles
- Motorcycle
- Personal Bike
- Citi Bike

Cycling in the Community

58% of individuals surveyed said they have friends or family who ride a bicycle in Bedford Stuyvesant & Ocean Hill-Brownsville.

HAS FRIENDS/FAMILY WHO BIKE IN COMMUNITY BOARD 3

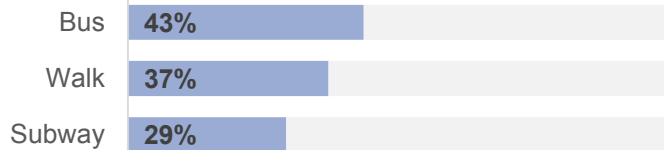


How Do People Get Around?

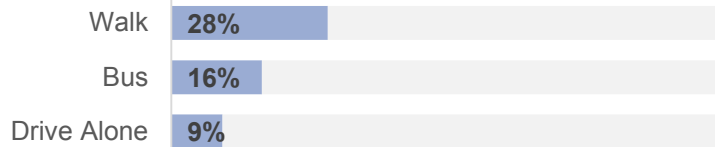
People choose different modes of transportation depending on where they are going. Participants provided information on modes of transportation they use when visiting different destinations in Community Board 3. The top three responses for each location type are listed below. The bus and walking were the two most common modes used for all destination points.



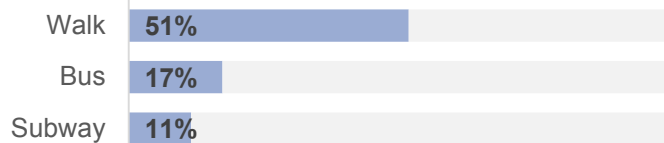
Visiting Friends & Family



Visiting Religious Institutions



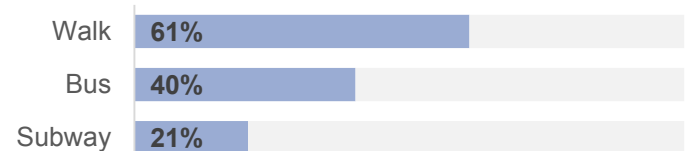
Visiting Parks, Plazas, & Public Pools



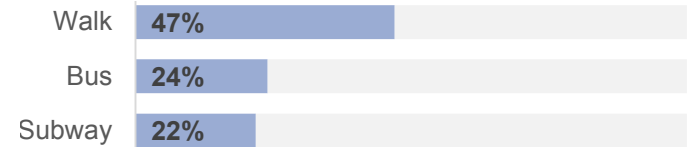
Visiting Senior Center



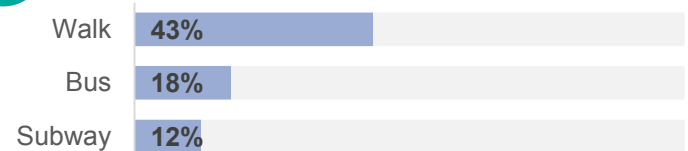
Shopping and/or Running Errands



Visiting Restaurants, Bars, & Social Venues



Visiting Community Resources



Visiting Medical Office



*Note: This question was given with the instruction, "select all that apply".

What We Can Offer Bedford **What We Know** Bedford Stuyvesant

VISION ZERO seeks to eliminate all deaths from traffic crashes regardless of whether on foot, bicycle, or in a motor vehicle.

BROOKLYN HAS THE MOST FATALITIES and it also has the most potential for any borough.

Bedford Stuyvesant HAS 14 PRIORITY CORRIDORS and 14 PRIORITY INTERSECTIONS.

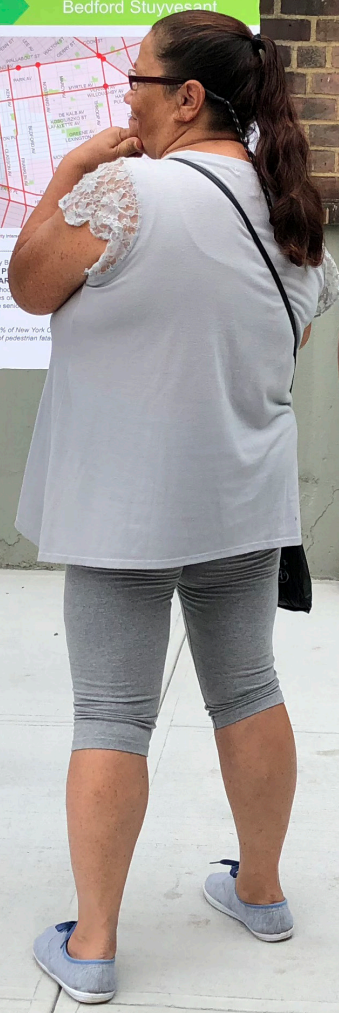
NEW CROSSWALKS
Leading Pedestrian Intervals
Improved Accessibility
Bicycle Lanes

YIELD all pedestrian in the borough

Community Focus SENIOR PEDESTRIANS are a neighborhood's most vulnerable group and a large source of economic activity.

35% of the population is 65 and older.

Seniors comprise 14% of New York City's population but 50% of pedestrian fatalities.

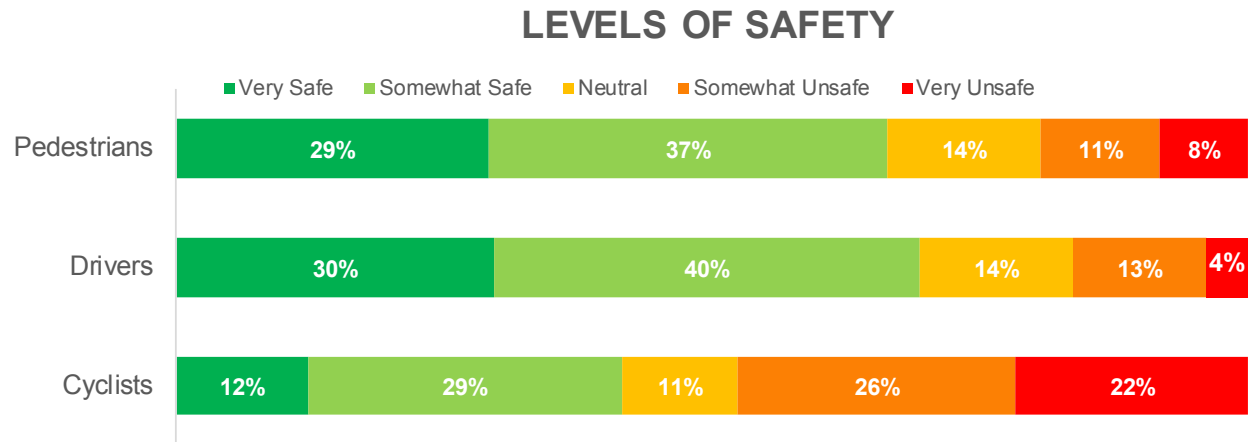


How Safe Do People Feel?

Level of Safety

Participants reported feeling similar levels of safety while walking or driving. It should be noted that Ambassadors heard multiple stories from respondents saying the reason they felt safe from traffic was because they were born here and had grown up reacting to the behavior of drivers.

Cyclists, on the other hand, reported lower overall feelings of safety.



Reported Issues

Respondents were asked to list their top 3 intersections of concern as related to traffic safety and describe the problem they were seeing. The map to the right shows these areas. Larger dots show a higher report of problems and smaller dots fewer.

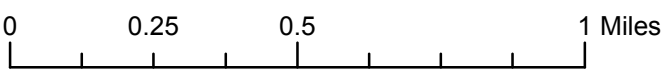
It should be noted that some of these locations are Vision Zero Priority Intersections, indicating that they are known crash sites. Those that aren't show a need for improvements that can prevent future crashes. At one site, where Marcy, Union and Flushing meet, respondents reported multiple wrong-way driving incidents. This is something we could have only learned from speaking with the residents themselves.



Reported Intersections

● ● ● Problem Intersection
1.....26
issues reported

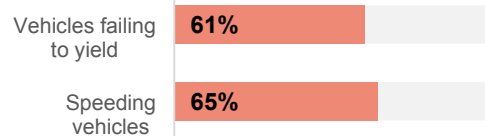
Community Board 3
Boundary



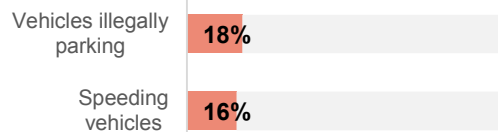
Top Safety Concerns

Speeding and failure to yield were the top two overall safety concerns reported in Community Board 3. NYC DOT reports show that dangerous driver choices, including failure to yield and speeding, are the primary cause of a contributing factor in 70% of pedestrian fatalities ([Action Plan 2014](#)). Speeding is the leading cause of fatal crashes in New York City. Even a small difference in miles per hour drastically changes a pedestrian's odds of survival ([Year 4 Report](#)).

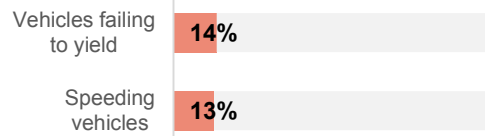
TOP 2 PEDESTRIAN CONCERNS



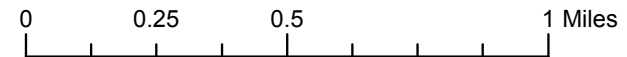
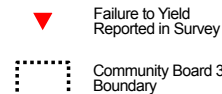
TOP 2 DRIVER CONCERNS

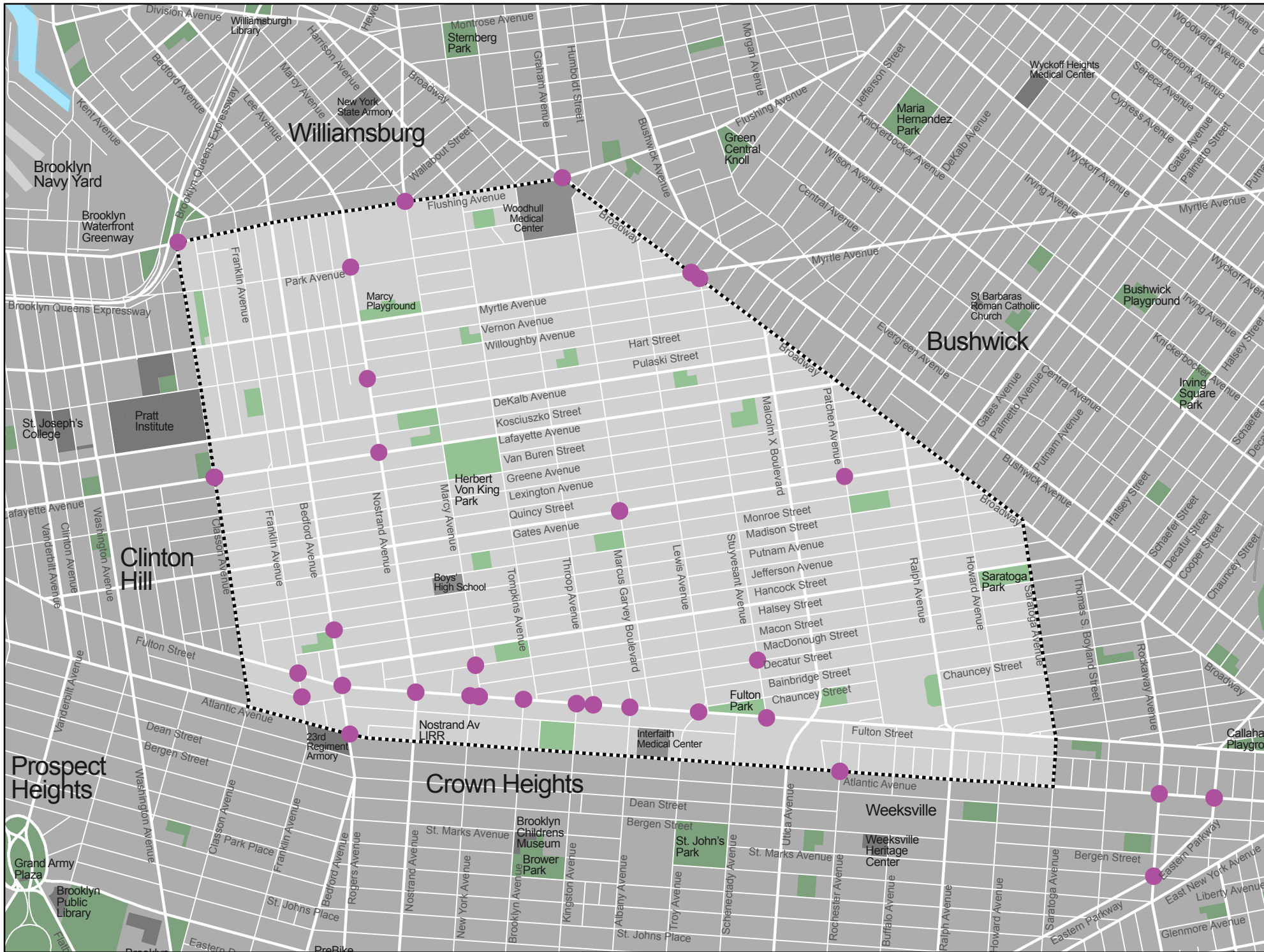


TOP 2 CYCLIST CONCERNS



Reported Intersections:
Failure to Yield





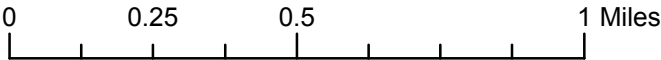
Reported Intersections: Speeding



Speeding Vehicles
Reported in Survey



Community Board 3
Boundary



Bus Usage and Safety Concerns

Bus ridership is significant in Community Board 3. 83% of respondents report regularly riding the bus, with only 17% identifying as non-bus users.

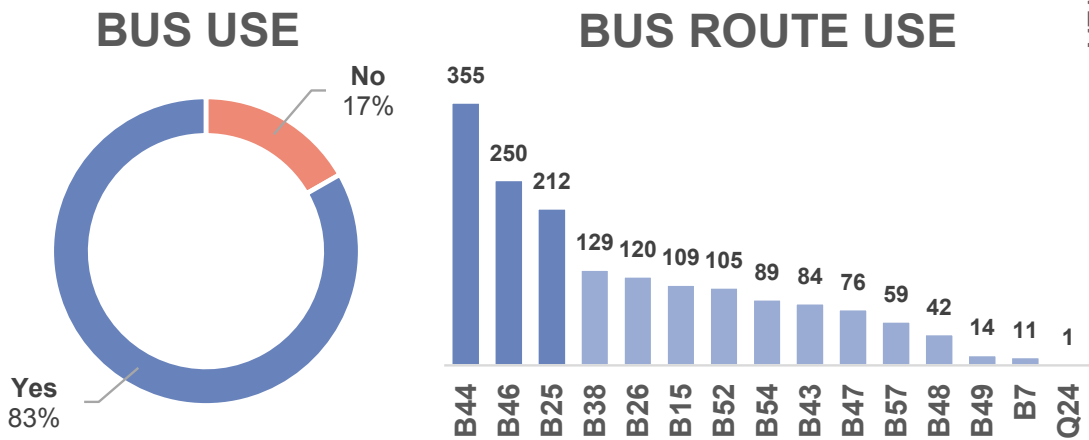
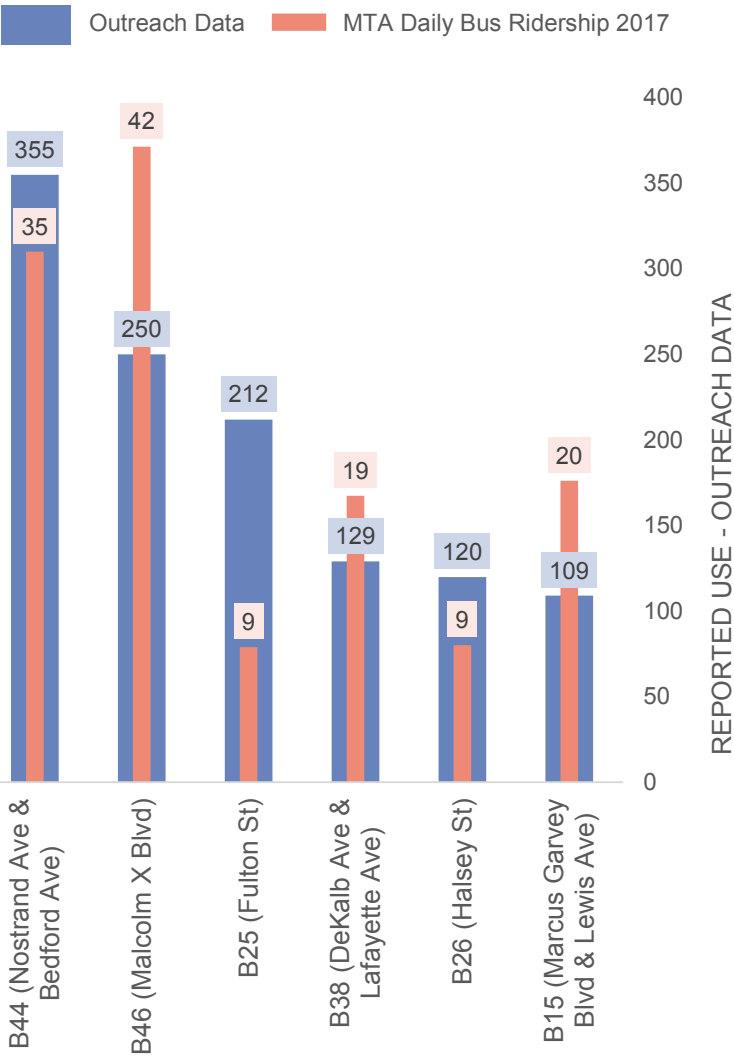
Survey respondents reported using all of Bed-Stuy’s 15 bus routes. The most popular routes are the B44 (Nostrand Ave & Bedford Ave), B46 (Malcolm X Blvd) and B25 (Fulton St).

How Does This Compare with MTA Ridership Data?

MTA ridership data shows higher use for the B46, B38, and B15 than reported by survey respondents. Similarly, the B25 – which runs most of its route in Bed-Stuy – is used by more survey respondents than MTA ridership data would suggest.

Although some routes may be over- or under-represented due to the number of surveys administered along each route, or the length of each route (the B25 route is mostly within Community Board 3, while the B46 and B15 connect Bed-Stuy to several other neighborhoods), these findings suggest that some bus routes are especially important to Bed-Stuy residents.

REPORTED BUS USE COMPARED TO MTA DAILY BUS RIDERSHIP





Reported Bus Use

Bus Use Reported in Survey

Least Used

Most Used



Community Board 3
Boundary



0 0.25 0.5 1 Miles

What We Can Offer Bedford Stuyvesant

New Crosswalks

Leading Pedestrian

Improved Accessibility



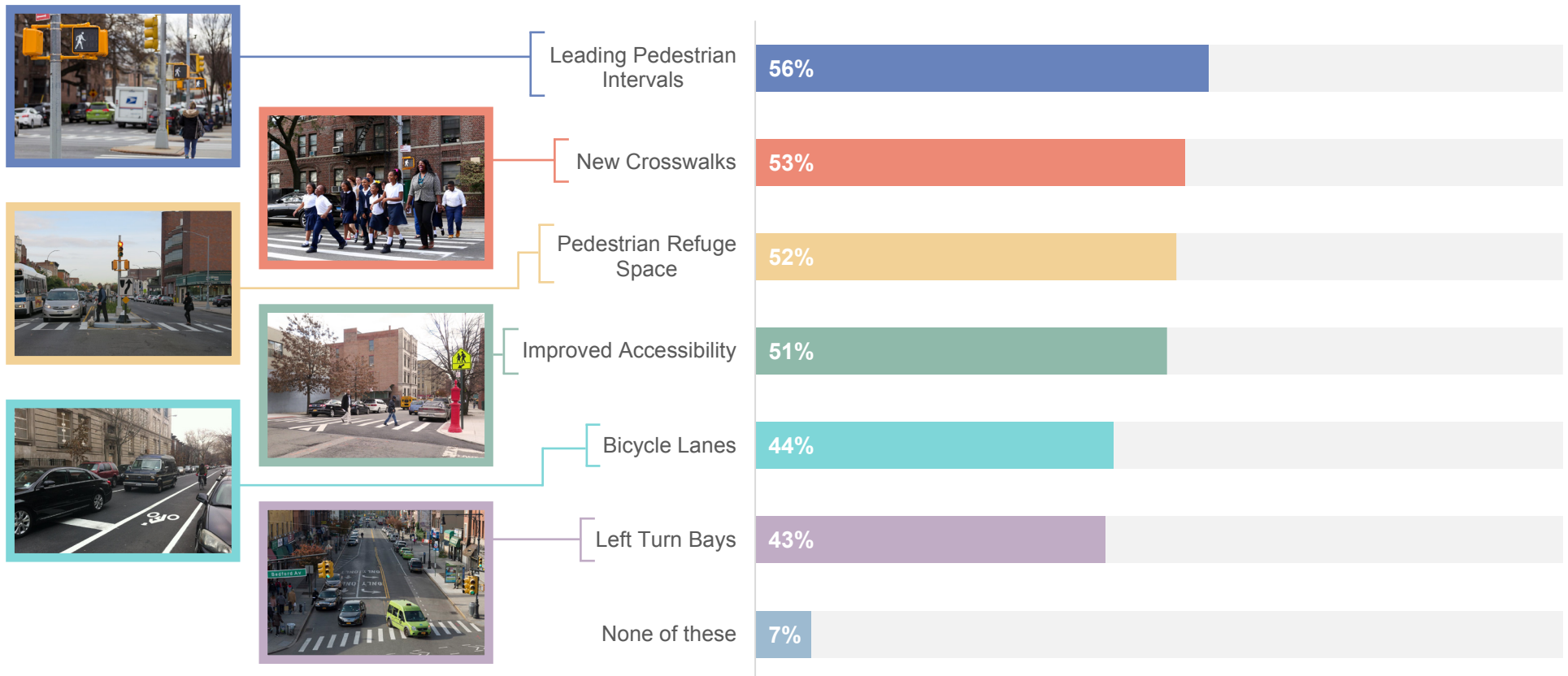
What Solutions Do People Prefer?

Respondents were asked what safety treatments they would most like to see in their neighborhood from NYC DOT's toolbox. Participants could select as many or as few as they preferred.

Requests focused mostly on pedestrian enhancements. Over half of those surveyed requested Leading Pedestrian Intervals, New Crosswalks, Pedestrian Refuge Space, and Improved Accessibility.

It should be noted that while only 26% of people reported owning cars or bikes, 44% of respondents requested bike lanes and 43% requested left turn bays for vehicles.

TREATMENTS SURVEY RESPONDENTS PREFERRED



Week One Outreach: July 29th - August 4th



The Street Ambassadors launched DOT's extended outreach efforts in Bedford Stuyvesant & Ocean Hill-Brownsville with two days outside Restoration Plaza. Sunday, July 29 the plaza hosted a hair braiding event, attracting a number of interested residents who stopped by to complete surveys with the Ambassadors.



2 Deployment Days



115 Conversations

Deployment Locations

Sunday, July 29th	Restoration Plaza (1368 Fulton St. Brooklyn, NY 11216)
Monday, July 30th	Restoration Plaza (1368 Fulton St. Brooklyn, NY 11216)

Word on the Street

The team spoke with a young woman whose son was struck by a vehicle further south on Nostrand Ave and Empire Blvd. Although outside of CB 3's immediate boundaries, she said, **"Safety treatments are needed all along Nostrand Ave."**

Trends & Patterns

- Speeding vehicles and vehicles failing to yield were two of the most reported problems from this location.
- Pedestrian Refuge Space and Improved Accessibility were the most popular safety treatments chosen.

What We Heard

- Community Board 3 District Manager, Henry Butler, pointed out an ongoing issue with pedestrians crossing outside of the designated crosswalk at Fulton St. and Marcy Ave. Two "No crossing" signs are currently posted at this intersection, but have seemingly done little to curb this behavior.
- A participant said, "Traffic congestion along Fulton St during rush hour is a problem."

Week Two Outreach: August 5th - August 11th



The Ambassadors visited the Franklin Ave subway stop on Fulton Street, setting up just outside the entrance, and spoke with a mix of commuters and folks passing by.



1 Deployment Day



40 Conversations

Deployment Locations

Sunday,
August 5th

Franklin Ave 
(at Fulton)

Trends & Patterns

- Speeding vehicles and vehicles failing to yield were the most reported traffic issues.
- East-West corridors like Fulton St and Atlantic Ave were cited as dangerous corridors with high levels of speeding vehicles and vehicles not yielding to pedestrians.
- Pedestrian Refuge Space was the most requested safety treatment.

What We Heard

- "Nostrand Ave, Fulton St and Atlantic Ave all have significant traffic congestion; particularly during morning and evening rush hours".
- "The new development in the area is contributing to congestion issues."
- "Dumpsters are taking away parking spaces, and large construction vehicles slow the flow of traffic along Fulton St."

Word on the Street

A couple stopped and spoke about feeling unsafe when crossing Franklin Ave along Fulton St. They said, **"Vehicles make illegal turns onto Franklin Ave at this intersection and rarely yield here for pedestrians crossing to either enter or exit the subway station."**

Week Three Outreach: August 12th - August 18th



The Ambassadors took advantage of the good weather and spoke with residents at the community pool, park, multiple subway stops, and a block party. Pedestrians' general uneasiness with drivers was a common topic of discussion.



3 Deployment Days



126 Conversations

Deployment Locations

Sunday, August 12	Kosciuszko Pool
Sunday, August 12	Herbert Von King Park
Wednesday, August 15	Myrtle/Broadway J Z M (Broadway - West Side of Intersection)
Wednesday, August 15	Flushing Ave J M (at Broadway - West Side of St)
Saturday, August 18	Hancock Block Party Hancock between Bedford Ave & Nostrand Ave

Trends & Patterns

- Vehicles failing to yield and speeding vehicles were the two most mentioned issues at all the sites we visited.
- Walking and Public Transit were the most common modes of transportation for trips within Bedford Stuyvesant & Ocean Hill-Brownsville.
- Drivers cited Jaywalking as one of their top concerns
- Respondents listed the B38, B54, and B46 SBS as their most used bus routes.

Word on the Street

A woman, at the Flushing Ave site, detailed her issues getting around in her wheelchair. She expressed concerns with the intersection at Flushing Ave and Broadway. She said, **“The curb cuts are hard to navigate and the diagonal crosswalks are confusing; I’ve fallen at this corner while trying to get to Woodhull Hospital.”**

What We Heard

- Residents at the Hancock Block Party were happy about the speed bumps added along Hancock St. Most felt they were an improvement but said, “There are still vehicles speeding between, and sometimes over the bumps.”
- People visiting Kosciuszko pool were surprised to learn that there were multiple priority corridors and intersections in the neighborhood.
- Street resurfacing was mentioned as an issue along Nostrand Ave and Hancock St, specifically.

Week Four Outreach: August 19th - August 25th




Ambassadors visited the Super Foodtown on Fulton Street and were visited by a mix of shoppers and people attending a nearby concert at Restoration Plaza.

Later in the week, the team setup at the Flushing Ave G Stop, speaking to late day commuters and several residents from NYCHA's Marcy Houses nearby.



2 Deployment Days

Deployment Locations

Sunday, August 19	Entrance to Super Foodtown 1406 Fulton St
Wednesday, August 22	Flushing Ave  (at Union Ave - South Side of St)

Trends & Patterns

- Speeding vehicles, vehicles failing to yield, and long crossing distances were all cited as safety concerns.
- Participants felt congestion along Flushing Ave was a major problem.
- Leading Pedestrian Intervals were the most requested safety treatment.

What We Heard

- Despite a visible "Do Not Enter" sign, residents reported consistently seeing cars turning right from Wallabout St going southbound down Union Ave as a shortcut to get onto Flushing Ave.
- Some residents said they worried about seniors in the area, given the tendency for drivers to speed and sometimes roll thru stop signs.



115 Conversations

Word on the Street

A senior woman at the Super Foodtown spoke of how this neighborhood seldom gets talked about in the news. She expressed how deeply she cares for this community, saying, **"I care about who's in my community and what they are doing for it."**

Word on the Street

During our visit to the Flushing Ave G Stop, a woman from the adjacent Marcy Houses stopped by to complete a survey. She was in favor of any safety treatments for the area. She stayed for an hour getting 10 of her neighbors to also participate.

Week Five Outreach: August 26th - September 1st



The Ambassadors set up in front of the Lafayette Houses near the Classon Ave G Stop. The team's location attracted nearby NYCHA residents, commuters on their way to and from the train, and Citi Bike users from an adjacent docking station.



1 Deployment Day



35 Conversations

Deployment Locations

Sunday,
August 26

Classon Ave 
(at Lafayette Ave - East Side of Intersection)

Trends & Patterns

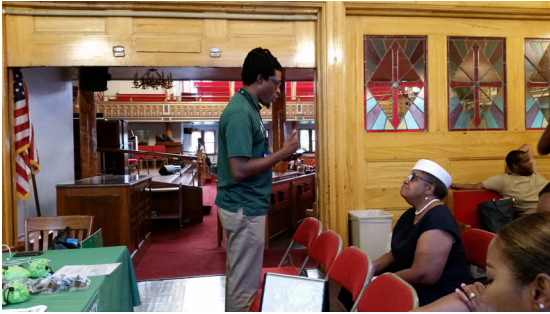
- Leading Pedestrian Intervals and Improved Accessibility were the two most popular safety treatments chosen.
- Speeding vehicles and vehicles failing to yield were the two most mentioned traffic safety issues.

What We Heard

- Many residents from the Lafayette Houses expressed an interest in seeing more crossing guards in the area. Concerns centered on both the safety of students walking to school, as well as elderly residents of the Lafayette Houses. Both were seen as vulnerable populations who would benefit from safety improvements in general, and along Classon Ave specifically.

Word on the Street

A gentleman who lives in the Lafayette Houses, wanted to see more new crosswalks and improved accessibility in the neighborhood. He said, **“I like the idea of more crosswalks. Back home in the Dominican Republic, we would raise them a little too slow cars down.”**



The Ambassadors were invited to visit Mt. Lebanon Baptist Church, speaking with members of the congregation following the service. The team also set up beside the Grow NYC green market near the Woodhull Hospital. The market location enjoyed good foot traffic throughout the day.



2 Deployment Days



70 Conversations

Deployment Locations

Sunday, September 2	Mt. Lebanon Baptist Church
Wednesday, September 5	Woodhull Youth Market Marcus Garvey Blvd and Broadway

Trends & Patterns

- Vehicles running through stop lights/signs and vehicles failing to yield were the two top concerns.
- Respondents listed the B46 and B44 as their most used bus routes.

Word on the Street

A member of the congregation at Mt. Lebanon, and longtime resident, said she felt intimidated by drivers in the neighborhood. She reported vehicles often failing to yield; this included vehicles coming to a rolling stop rather than a proper full stop. She said, **“I normally use Access-A-Ride or call a friend to drive rather than taking a chance and walking.”** This was true even when the location was only a few blocks away. She was not opposed to walking if safety conditions improved.

What We Heard

- Respondents reported generally reckless driving patterns in the immediate area; Flushing Ave and Broadway were specifically mentioned as two problem corridors.
- Residents said vehicles and cyclists often failed to yield to pedestrians in this area. Participants also said the intersection of Flushing Ave and Broadway was a trouble spot.
- Most people we spoke to said, “Congestion is a major problem around this area, especially around Woodhull Hospital.”

Week Seven Outreach: September 9th - September 15th



Ambassadors tabled outside the first of four Community Board 3 full board meetings. The team also gathered feedback from subway and bus commuters outside the Utica Ave subway and B 46 bus stops.



2 Deployment Days



80 Conversations

Deployment Locations

Monday,
September 10

Community Board 3 Meeting
Restoration Plaza

Wednesday,
September 12

B 46 Bus Stop - Utica & Fulton
(North side of Street)

Trends & Patterns

- Top concerns included both drivers and cyclists failing to yield, and speeding vehicles speeding.
- Respondents listed the B25, B46, and B44 as their most used bus routes.
- Leading Pedestrian Intervals and New Crosswalks were the most requested safety treatments.

What We Heard

- At the board meeting, several people stopped by our table to express their concerns with cyclists not yielding and sometimes riding on the sidewalk.
- B46 riders, at the Utica Ave location, cited issues ranging from inconsistent pick up and drop off, to the bus not stopping against the curb for onboarding.

Word on the Street

A woman who stopped at our Utica Ave and Fulton St location, shared her personal story. She said, **“My daughter was hit by a car at this intersection, so I’ll do anything I can to help make it safer.”** Fortunately her daughter recovered, but it highlighted the danger for pedestrians at this busy intersection.

Week Eight Outreach: September 16th - September 22nd



The team set up beside the entrance to the Ralph Ave C stop, talking to a mix of people using the bus, subway and visiting the nearby Rite Aid. Residents were generally receptive and spoke specifically about the frequency of vehicles not yielding at this intersection.




1 Deployment Day



30 Conversations

Deployment Locations

Monday,
September 17

Ralph Ave 
(at Fulton St)

Trends & Patterns

- Vehicles failing to yield and speeding vehicles were the two most cited traffic safety issues.
- Leading Pedestrian Intervals were the most requested safety treatment.
- Respondents listed the B25, B47, and B15 as their most used bus routes.

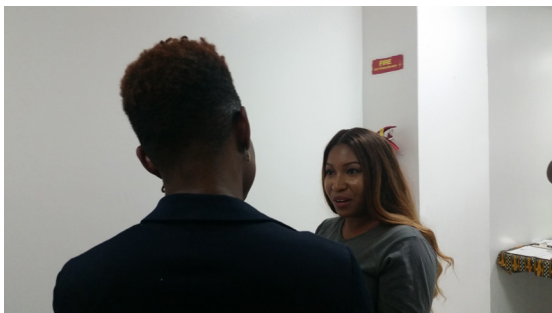
What We Heard

- Many residents felt vehicles do not prioritize the safety of pedestrians.
- Several people described a tendency for vehicles to not yield for pedestrians at the intersection of Fulton St and Ralph Ave.

Word on the Street

A woman expressed her concerns with encountering vehicles at intersections. She said, **“I don’t trust anybody when I’m crossing the street; my expectation is for them to do the wrong thing.”**

Week Nine Outreach: September 30th - October 6th



The team attended its second CB 3 full board meeting. Curious residents stopped by the table to hear more about the outreach effort. Those who had completed the survey in a prior visit checked in to see how things were progressing and provided updates of their most recent traffic related experiences.



1 Deployment Day



25 Conversations

Deployment Locations

Monday, October 1
Community Board 3 Meeting
Restoration Plaza

Trends & Patterns

- Vehicles running through stop lights/ signs, cyclists biking in the wrong direction and vehicles failing to yield were the top issues cited.
- Respondents listed the B25, and B26 as their most used bus routes.

What We Heard

- Residents also felt a pedestrian refuge space on Atlantic would make sense given the crossing distance.
- Many of the attendees said traffic congestion seems to be getting worse in the neighborhood; Nostrand Ave and Fulton St were both mentioned as congested corridors.

Word on the Street

One gentleman said he saw the team tabling at Restoration Plaza a few weeks ago, but didn't have time to stop to talk. The Ambassadors gave him some background on the outreach effort, but he said, **"I'm generally skeptical about how much impact doing a survey serves."** He ultimately decided to participate and said, **"Let's keep talking... and see where it goes."** After the survey, he said he liked the open response sections that allowed him to point to issues that may not be on the department's radar.

Week Ten Outreach: October 7th - October 13th



Ambassadors spoke with residents at the Marcy Houses who expressed concerns ranging from traffic safety enforcement to speeding vehicles along the adjacent corridor. Quite a few residents stopped and took a palm card to review later.



1 Deployment Day



35 Conversations

Deployment Locations

Wednesday, October 10
Marcy Houses

Trends & Patterns

- 54% of respondents feel somewhat safe from traffic when traveling as a pedestrian in the area.
- Speeding vehicles and vehicles failing to yield were top reported concerns.
- The B54, B57 and B44 are the most used bus routes.

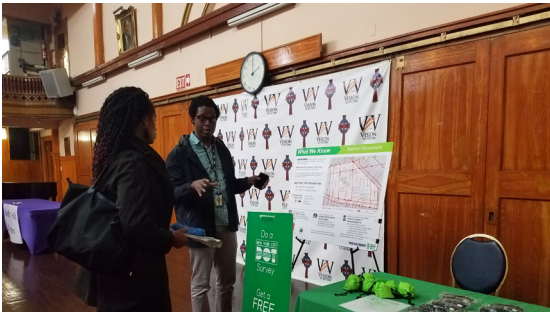
What We Heard

- A group of residents expressed a desire to see traffic safety treatments, but also wanted to see better enforcement for bad actors.
- Residents cited speeding along Marcy Ave as a safety issue in the area.

Word on the Street

A gentleman we spoke to wanted to see improvements all around, by all parties. He said, "The city has a responsibility to provide safe streets, and the public has a responsibility to use it responsibly." He remarked, **"The city has to do the right thing, but the people have to do the right thing too."**

Week Eleven Outreach: October 14th - October 20th



Congregants at Cornerstone Baptist Church spoke to the team following Sunday morning services. Many could not stay to complete surveys, but listened to a presentation of the background and focus of the current outreach efforts.



1 Deployment Day



15 Conversations

Deployment Locations

Sunday, Cornerstone Baptist Church
October 14

Trends & Patterns

- 60% of respondents feel somewhat safe from traffic when traveling as a pedestrian in the area.
- Speeding vehicles and vehicles failing to yield were the top reported concerns.
- Pedestrian Refuge Space was the most requested safety treatment.

What We Heard

- Most of the participants were seniors who either used a transportation service, like Access-a-Ride, or had friends and family drive them to destinations.
- Many in the congregation said, "I would be open to traveling as a pedestrian more if I felt it was safe."

Word on the Street

An older parishioner spoke about not feeling safe from traffic when walking around the neighborhood, and said, **"I rather take a service like Access-a-Ride (even for short distances), but I might walk some place close if it was safe."**

Week Twelve Outreach: October 28th - November 3rd



The team finished out October with a visit to more subway stops. Issues ranged from speeding vehicles, to blocking the box along the Fulton St, Atlantic Ave, and Nostrand Ave corridors.



2 Deployment Days



65 Conversations

Deployment Locations

Monday, October 29	Nostrand Ave A C (at Fulton St)
Wednesday, October 31	Bedford-Nostrand G (Lafayette at Bedford and Lafayette at Nostrand)
Wednesday, October 31	Myrtle Willoughby Ave G (Myrtle at Marcy)

Trends & Patterns

- The B44 and B25 were the most used bus routes.
- Vehicles illegally parking, vehicles failing to yield, and speeding vehicles were the top safety concerns.
- New Crosswalks and Leading Pedestrian Intervals were the top requested safety treatments.

Word on the Street

A woman at Bedford-Nostrand, with kids in tow for Halloween, remarked, "It's great to have people out and having fun tonight. I just want everyone to get home safe." To that point, she was most concerned with cars failing to yield along Bedford Ave. She was one of several individuals who said, **"Speeding and vehicles not yielding are the biggest problems in this neighborhood."**

What We Heard

- Participants at Myrtle-Willoughby were supportive of the left turn traffic calming at the corner of Bedford Ave and Lafayette Ave. Some of the bollards there have been knocked down by turning vehicles and need to be replaced.
- Also at the Myrtle-Willoughby site, a respondent pointed out several curb cuts at Bedford Ave and Kosciuszko St as being less than ideal. They said, "It is dangerous for people crossing there; it needs a signal to stop traffic along Bedford Ave."

Week Thirteen Outreach: November 4th - November 10th



The month started with the Ambassadors' third visit to Community Board 3's full board meeting. State Senator Velmanette Montgomery stopped by and completed a survey with one of the Ambassadors. The team also visited one of Mt. Pisgah's midweek noon services.



2 Deployment Days



45 Conversations

Deployment Locations

Monday, November 5	Community Board 3 Meeting Restoration Plaza
Wednesday, November 7	Mt. Pisgah Baptist Church

Trends & Patterns

- The B44 and B25 were the most used bus routes reported.
- Cyclists failing to yield, vehicles failing to yield, and speeding vehicles were the top safety concerns.
- Pedestrian Refuge Space and Leading Pedestrian Intervals were the most requested safety treatments.

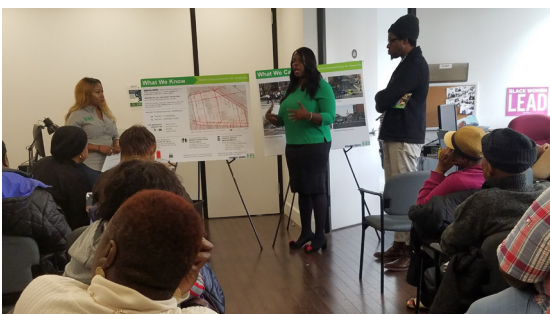
What We Heard

- Community Board 3 meeting attendees said they remembered seeing the team at some of the earlier board meetings.
- Most conversations were about cars speeding through Bedford Stuyvesant.

Word on the Street

An elderly gentleman from the congregation was very interested in the statistics on seniors. Being part of that population, made it all the more concerning to him. He said, **"I'm always worried when I get out in these streets; people are taking way too many chances out here."** He was also concerned with cyclists biking on the sidewalk.

Week Fourteen Outreach: November 11th - November 17th



Ambassadors attended two community meetings this week. Both were well attended. The Ambassadors were also on the agendas and able to formally speak to the entire room.



2 Deployment Days



40 Conversations

Deployment Locations

Tuesday, November 13	81st Precinct Community Council
Saturday, November 17	Office of Assmblymember Walker

Trends & Patterns

- The B46, B44, B47 and B25 were the most used bus routes reported.
- Cyclists riding on the sidewalk, vehicles illegally parking, and vehicles failing to yield were the top issues reported.
- Leading Pedestrian Intervals, Pedestrian Refuge Space, New Crosswalks and Left Turn Bays were the most requested safety treatments.

What We Heard

- At the Community Council Meeting, Twila Evanson from Council Member Cornegy's office stopped by and completed a survey.
- At the Advisory Board Meeting, most people just wanted to talk about better crosswalks and better enforcement. Topics ranged from blown stop lights/signs to persistent double parking by mail trucks in the area.

Word on the Street

At the Advisory Board Meeting, a gentleman talked about his frustration with mail trucks illegally parking all over the neighborhood. He felt they presented a persistent safety issue for drivers trying to get around them.

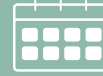
Word on the Street

A gentleman at the Community Council Meeting said, **"I'm not sure how I feel about this yet, but I'm listening."** It was a great way to begin a conversation. He completed the survey and got his friend to take a survey as well.

Week Fifteen Outreach: November 18th - November 24th



The Ambassadors visited a senior center just before the Thanksgiving holiday. Numbers were moderate, but the team had several quality one on one interactions.



1 Deployment Day



15 Conversations

Deployment Locations

Wednesday, November 21
Tompkins Park Senior Center

Trends & Patterns

- The B38, B52 and B25 were the most used bus routes reported.
- Speeding vehicles, cyclists failing to yield, and jaywalking were the top concerns when traveling as a pedestrian.
- 33% of respondents feel very unsafe from traffic when traveling as a pedestrian in the area.
- Leading Pedestrian Intervals and Pedestrian Refuge Space, were the two most requested safety treatments.

What We Heard

- Residents spoke about inconsistent bus service and stops lacking shelters to protect them from the elements.
- Seniors said they feel safer if their destination is near enough that it only requires a short trip to reach.

Word on the Street

One woman talked about how dangerous it is at the intersection of Clifton Ave & Nostrand Ave. A while ago 5 people were injured when a driver drove into the cafe on the corner of the street. She said, **“Vehicles failing to yield and cyclists biking on the sidewalks are a big problem here.”**

Week Sixteen Outreach: December 2nd - December 8th



This week saw our last Community Board meeting, a visit to the YMCA, and to a nearby senior center. The most common concern was the failure of vehicles to yield.



3 Deployment Days



45 Conversations

Deployment Locations

Monday, December 3	Community Board 3 Meeting Restoration Plaza
Wednesday, December 5	Bedford Ave YMCA
Friday, December 7	Mt Ararat Senior Center

Word on the Street

A gentleman at the YMCA said,
"You can't learn anything by riding around in a car; you have to walk around these streets to really know them."

Trends & Patterns

- The B26 and B25 were the most used bus routes reported.
- Vehicles running stop lights/signs, vehicles failing to yield, and speeding vehicles were the top issues cited.
- Leading Pedestrian Intervals and Improved Accessibility were the two most requested safety treatments.

What We Heard

- Most of the respondents told us they walked to the CB meeting.
- Participants told us the B26 and B25 service was inconsistent, and needed to be improved.
- Most residents at the senior center said they use For Hire Vehicles or buses to get around.
- Most of the patrons at the YMCA said they walk or bike in the area, and had family and friends who also bike in the area. Several patrons voiced concerns about the B60 bus stop being moved to the far side of the street on a hill. Which makes it very difficult for seniors to get to.

Week Seventeen Outreach: December 9th - December 15th



This marked our last week of field outreach. The team visited a senior center and got some really good feedback regarding some of their safety concerns regarding boarding at local bus stops.



1 Deployment Day

Deployment Locations

Wednesday, December 12 Maria Lawton Senior Center

Trends & Patterns

- The B38 and B54 were the most used bus routes reported.
- Speeding vehicles, vehicles making illegal turns, and cyclists failing to yield were the top concerns.
- The most requested safety treatment was Improved Accessibility, followed by New Crosswalks and Leading Pedestrian Intervals.

What We Heard

- Many patrons said they are most frightened by the speed at which cars travel through the neighborhood.
- Most of those who participated either walk or use public transit to get to the center.



15 Conversations

Word on the Street

A woman completing the survey said, **“You better use your common sense when you cross the street here. I don’t step into the street until I see a car has come to a complete stop, and sometimes even then I’ll wait for the street to be completely clear.”** As with many of our other sites, there was a real concern about the tendency of vehicles to speed and fail to yield.

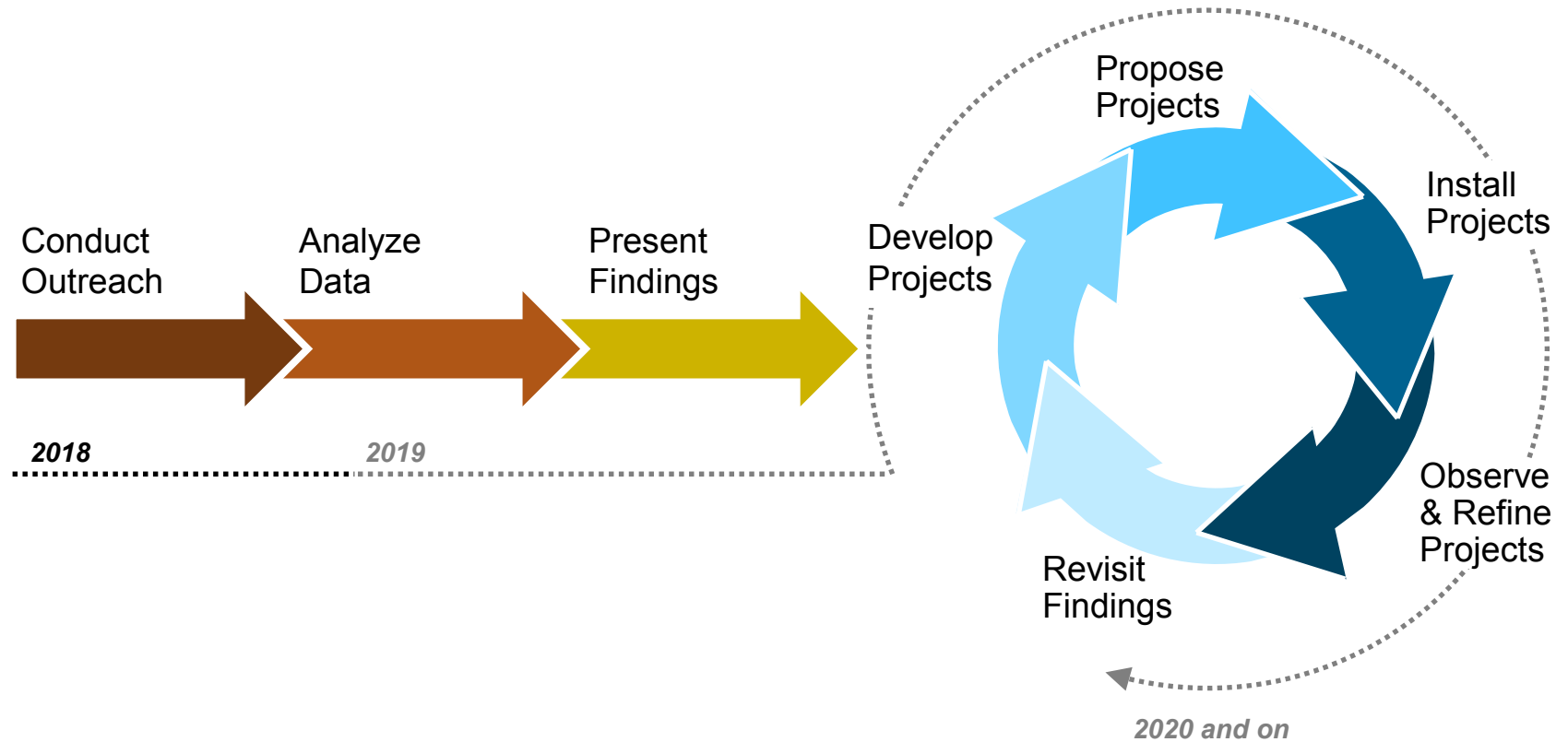
Word on the Street

Another woman was concerned with buses not pulling up to the curb. Residents felt exposed having to venture into the street to board and exit buses. She also said, **“The buses don’t kneel most of the time; it makes it harder for seniors and individuals with disabilities to board and get off”.** She said, **“The B38 is especially a problem.”**

Next Steps

Next Steps

NYC DOT will formally present summary findings from this outreach process to the Community Board and follow up with proposals for projects based on what was identified.

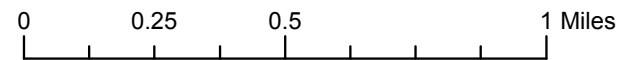
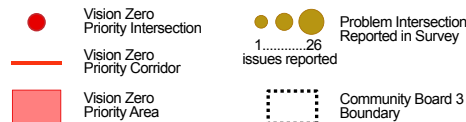


Filling the Gaps

The map to the right overlays the data collected by the Street Ambassadors with the Vision Zero corridors, intersections, and Priority Areas. It's clear that the stories the team heard give a much broader picture of what is going on within the boundaries of Community Board 3.



**Vision Zero Map +
Reported Problems**



Appendix

Bed-Stuy & Ocean Hill - Brownsville Transportation Survey

Hello! Thanks for participating in this survey about your experiences traveling around Bed-Stuy & Ocean Hill - Brownsville. The questions are about how you usually get around the neighborhood and what, if any, issues you have doing so.

This survey should take 2 to 4 minutes to complete. Thank you!

1. Location:
2. What is your home zip code?
3. What is your relationship to Bedford Stuyvesant & Ocean Hill - Brownsville? (List all options below and select all that apply)
 - ☐ I live here
 - ☐ I work here
 - ☐ I go to school here
 - ☐ I visit friends and/or family here
 - ☐ I shop/run errands/go to gym/salon/medical visit here
 - ☐ I attend religious services here
 - ☐ I visit restaurants/bars/social venues here
 - ☐ This is my first time visiting
 - ☐ I'm just passing through
 - ☐ Other

The next set of questions will ask about your experiences using different modes of transportation while traveling around Bed-Stuy & Ocean Hill - Brownsville. In order to get a complete picture, and to maintain consistency, many of the questions will remain the same, but ask about how you get to different types of destinations.

4. If you commute to work or school, which mode(s) of transportation do you use?

A. Work (inside of Bed-Stuy & Ocean Hill - Brownsville)

- ☐ Walk
- ☐ Via mobility device
- ☐ Drive alone
- ☐ Drive with someone (carpool)
- ☐ For hire vehicle taxi/Uber/Lyft etc.
- ☐ Subway
- ☐ Bus
- ☐ Motorcycle
- ☐ Personal bike
- ☐ Citi Bike
- ☐ Access-A-Ride
- ☐ Ferry
- ☐ N/A

B. Work (outside of Bed-Stuy & Ocean Hill - Brownsville)

- ☐ Walk
- ☐ Via mobility device
- ☐ Drive alone
- ☐ Drive with someone (carpool)
- ☐ For hire vehicle taxi/Uber/Lyft etc.
- ☐ Subway
- ☐ Bus
- ☐ Motorcycle
- ☐ Personal bike
- ☐ Citi Bike
- ☐ Access-A-Ride
- ☐ Ferry
- ☐ N/A

C. School (inside of Bed-Stuy & Ocean Hill - Brownsville)

- ☐ Walk
- ☐ Via mobility device
- ☐ Drive alone
- ☐ Drive with someone (carpool)
- ☐ For hire vehicle taxi/Uber/Lyft etc.
- ☐ Subway
- ☐ Bus
- ☐ Motorcycle
- ☐ Personal bike
- ☐ Citi Bike
- ☐ Access-A-Ride
- ☐ Ferry
- ☐ N/A

D. School (outside of Bed-Stuy & Ocean Hill - Brownsville)

- ☐ Walk
- ☐ Via mobility device
- ☐ Drive alone
- ☐ Drive with someone (carpool)
- ☐ For hire vehicle taxi/Uber/Lyft etc.
- ☐ Subway
- ☐ Bus
- ☐ Motorcycle
- ☐ Personal bike
- ☐ Citi Bike
- ☐ Access-A-Ride
- ☐ Ferry
- ☐ N/A

5. How long is your average commute? (minutes)

6. When going to the following places in Bed Stuy & Ocean Hill - Brownsville only, which mode(s) of transportation do you use?

A. Visit friends and/or family

- ☐ Walk
- ☐ Via mobility device
- ☐ Drive alone
- ☐ Drive with someone (carpool)
- ☐ For hire vehicle taxi/Uber/Lyft etc.
- ☐ Subway
- ☐ Bus
- ☐ Motorcycle
- ☐ Personal bike
- ☐ Citi Bike
- ☐ Access-A-Ride
- ☐ N/A

B. Shopping/errands (eg. gym, salon, bank, childcare drop-off/pick-up, etc.)

- ☐ Walk
- ☐ Via mobility device
- ☐ Drive alone
- ☐ Drive with someone (carpool)
- ☐ For hire vehicle taxi/Uber/Lyft etc.
- ☐ Subway
- ☐ Bus
- ☐ Motorcycle
- ☐ Personal bike
- ☐ Citi Bike
- ☐ Access-A-Ride
- ☐ N/A

C. Religious services

- ☐ Walk
- ☐ Via mobility device
- ☐ Drive alone
- ☐ Drive with someone (carpool)
- ☐ For hire vehicle taxi/Uber/Lyft etc.
- ☐ Subway
- ☐ Bus
- ☐ Motorcycle
- ☐ Personal bike
- ☐ Citi Bike
- ☐ Access-A-Ride
- ☐ N/A

D. Restaurants/bars/social venues

- ☐ Walk
- ☐ Via mobility device
- ☐ Drive alone
- ☐ Drive with someone (carpool)
- ☐ For hire vehicle taxi/Uber/Lyft etc.
- ☐ Subway
- ☐ Bus
- ☐ Motorcycle
- ☐ Personal bike
- ☐ Citi Bike
- ☐ Access-A-Ride
- ☐ N/A

E. Nearby green spaces/parks/plazas/pools

- ☐ Walk
- ☐ Via mobility device
- ☐ Drive alone
- ☐ Drive with someone (carpool)
- ☐ For hire vehicle taxi/Uber/Lyft etc.
- ☐ Subway
- ☐ Bus
- ☐ Motorcycle

- ☐ Personal bike
- ☐ Citi Bike
- ☐ Access-A-Ride
- ☐ N/A

F. Community Resource (eg. library, EBT, social security, museum, etc.)

- ☐ Walk
- ☐ Via mobility device
- ☐ Drive alone
- ☐ Drive with someone (carpool)
- ☐ For hire vehicle taxi/Uber/Lyft etc.
- ☐ Subway
- ☐ Bus
- ☐ Motorcycle
- ☐ Personal bike
- ☐ Citi Bike
- ☐ Access-A-Ride
- ☐ N/A

G. Senior Center

- ☐ Walk
- ☐ Via mobility device
- ☐ Drive alone
- ☐ Drive with someone (carpool)
- ☐ For hire vehicle taxi/Uber/Lyft etc.
- ☐ Subway
- ☐ Bus
- ☐ Motorcycle
- ☐ Personal bike
- ☐ Citi Bike
- ☐ Access-A-Ride
- ☐ N/A

H. Medical appointment

- ☐ Walk
- ☐ Via mobility device
- ☐ Drive alone
- ☐ Drive with someone (carpool)
- ☐ For hire vehicle taxi/Uber/Lyft etc.
- ☐ Subway
- ☐ Bus
- ☐ Motorcycle
- ☐ Personal bike
- ☐ Citi Bike
- ☐ Access-A-Ride
- ☐ N/A

I. Other (please specify):

7. How do you get to your bus or subway stop?

- ☐ Walk
- ☐ Via mobility device
- ☐ Drive alone
- ☐ Drive with someone (carpool)
- ☐ For hire vehicle taxi/Uber/Lyft etc.
- ☐ Motorcycle
- ☐ Personal bike
- ☐ Citi Bike
- ☐ N/A

8. Which bus line(s) do you use most often? (select all that apply)

- ☐ B57
- ☐ B54
- ☐ B52
- ☐ B49
- ☐ B48

- ☐ B47
- ☐ B46 (SBS)
- ☐ B46
- ☐ B44 (SBS)
- ☐ B44
- ☐ B43
- ☐ B38
- ☐ B26
- ☐ B25
- ☐ B15
- ☐ B7
- ☐ I don't use the bus
- ☐ Other (please specify):

9. Do you own or have access to a car and/or bike?

A. Car

- ☐ Yes, own
- ☐ Yes, have access
- ☐ Yes, car share/ bike share member
- ☐ No

B. Bike

- ☐ Yes, own
- ☐ Yes, have access
- ☐ Yes, car share/ bike share member
- ☐ No

10. Do you have friends or family who bike in Bed-Stuy & Ocean Hill - Brownsville?

- ☐ Yes
- ☐ No
- ☐ Unsure

The next few questions will be about traffic safety.

11. Which of the following are traffic safety concerns for you, when traveling as a pedestrian, driver or cyclist in Bed-Stuy & Ocean Hill - Brownsville? (select all that apply)

A. Pedestrian

- ☐ N/A does not use this mode
- ☐ Speeding vehicles
- ☐ Vehicles failing to yield
- ☐ Vehicles illegally parking (doubling parking, parking on hydrants, parking in bike lanes, etc.)
- ☐ Vehicles making illegal turns
- ☐ Vehicles running stop lights/stop signs
- ☐ Jaywalking
- ☐ Long crossing distances
- ☐ Cyclists failing to yield to pedestrians
- ☐ Cyclists biking in the wrong direction
- ☐ Cyclists running stop lights/stop signs
- ☐ Cyclists riding on the sidewalk
- ☐ Cyclists not biking in the bike lane
- ☐ No Issues

B. Driver

- ☐ N/A does not use this mode
- ☐ Speeding vehicles
- ☐ Vehicles failing to yield
- ☐ Vehicles illegally parking (doubling parking, parking on hydrants, parking in bike lanes, etc.)
- ☐ Vehicles making illegal turns
- ☐ Vehicles running stop lights/stop signs
- ☐ Jaywalking
- ☐ Long crossing distances
- ☐ Cyclists failing to yield to pedestrians
- ☐ Cyclists biking in the wrong direction
- ☐ Cyclists running stop lights/stop signs

- ☐ Cyclists riding on the sidewalk
- ☐ Cyclists not biking in the bike lane
- ☐ No Issues

C. Cyclist

- ☐ N/A does not use this mode
- ☐ Speeding vehicles
- ☐ Vehicles failing to yield
- ☐ Vehicles illegally parking (doubling parking, parking on hydrants, parking in bike lanes, etc.)
- ☐ Vehicles making illegal turns
- ☐ Vehicles running stop lights/stop signs
- ☐ Jaywalking
- ☐ Long crossing distances
- ☐ Cyclists failing to yield to pedestrians
- ☐ Cyclists biking in the wrong direction
- ☐ Cyclists running stop lights/stop signs
- ☐ Cyclists riding on the sidewalk
- ☐ Cyclists not biking in the bike lane
- ☐ No Issues

D. Other (please specify):

12. How safe do you feel from traffic when traveling as a pedestrian, driver or cyclist in Bed Stuy/ Ocean Hill - Brownsville?

A. Pedestrian

- ☐ Very Unsafe
- ☐ Somewhat Unsafe
- ☐ Neutral
- ☐ Somewhat Safe
- ☐ Very Safe
- ☐ Does Not Use Mode

B. Driver

- Very Unsafe
- Somewhat Unsafe
- Neutral
- Somewhat Safe
- Very Safe
- Does Not Use Mode

C. Cyclist

- Very Unsafe
- Somewhat Unsafe
- Neutral
- Somewhat Safe
- Very Safe
- Does Not Use Mode

13. What, if any, traffic safety concerns do you have around Bed-Stuy & Ocean Hill - Brownsville? Please be specific and list the issue and the nearest intersection for each (e.g. Issue 1- missing crosswalk; Intersection 1- Utica Ave and Fulton Ave)

A. Issue 1

Intersection 1

B. Issue 2

Intersection 2

C. Issue 3

Intersection 3

Below are examples of different street treatments NYC DOT has used in other parts of the city. These are possible options that could also be applied to create better conditions for all road users in Bed-Stuy & Ocean Hill - Brownsville.

*Please keep in mind these are only possible options for treatments.



14. Which of these street treatments would you like to see in Bed Stuy? (select all that apply)
- ☐ New Crosswalks
 - ☐ Leading Pedestrian Intervals
 - ☐ Left Turn Bays
 - ☐ Improved Accessibility
 - ☐ Bicycle Lanes
 - ☐ Pedestrian Refuge Space
 - ☐ None of these
15. Additional Comments?
16. How do you identify in terms of gender? (select all that apply)
- ☐ Male
 - ☐ Female
 - ☐ Trans male/Trans man
 - ☐ Trans female/Trans woman
 - ☐ Genderqueer/Gender non-conforming/Gender fluid
 - ☐ Prefer not to say
 - ☐ Different Identity (please state):
17. How do you identify in terms of race/ethnicity? (select all that apply)
- ☐ American Indian or Alaska Native
 - ☐ Asian
 - ☐ Black or African American
 - ☐ Hispanic or Latino
 - ☐ Middle Eastern or North African
 - ☐ Native Hawaiian or Other Pacific Islander
 - ☐ Some other race, ethnicity or origin
 - ☐ White
 - ☐ Prefer not to say
18. What is your age? (enter 0 if they prefer not to say)



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