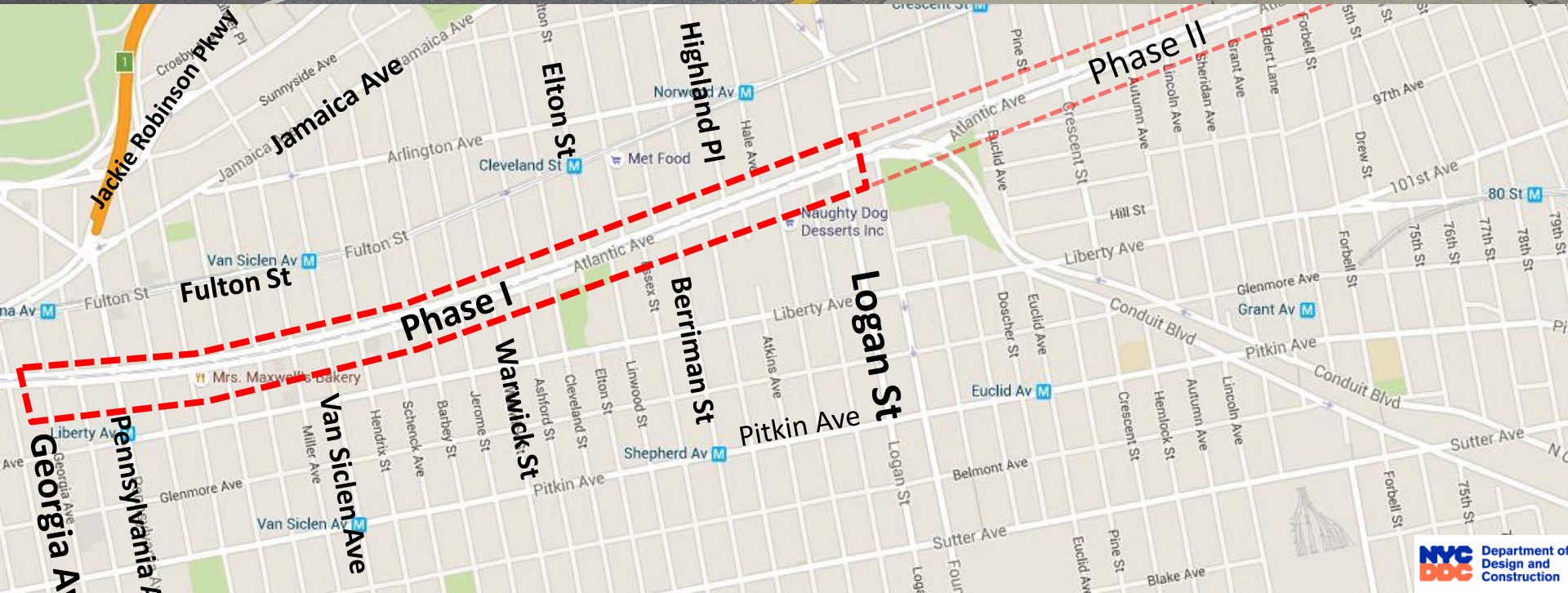


Atlantic Avenue

Phase I: Georgia Ave to Logan St



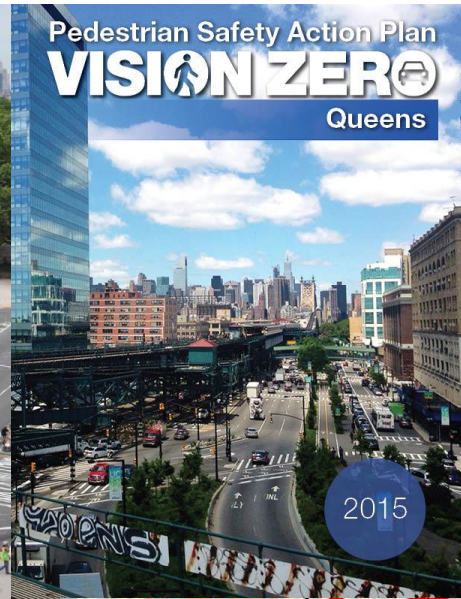
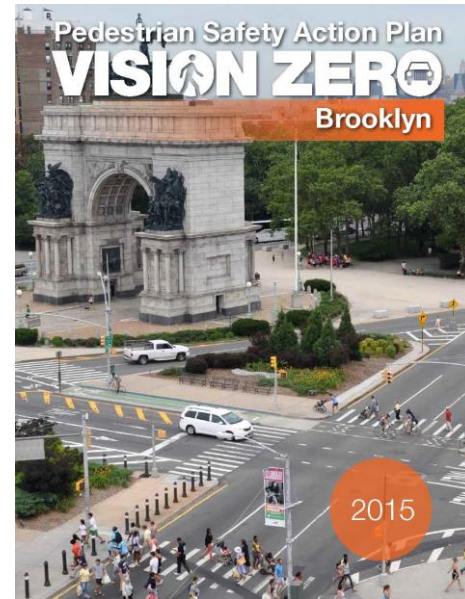
Why Atlantic? Vision Zero Priority Corridor



- Atlantic Ave identified as a Priority Corridor for Brooklyn and Queens

2010-2014 data:

- **Phase I: Georgia Ave – Logan St:** 1.2mi: 3 fatalities, 1181 injuries (49 severe)
- **Phase II: Logan St – Rockaway Blvd:** 0.9mi: 5 fatalities, 689 injuries (35 severe)
 - Most recent fatality involved a senior pedestrian, at Grant Ave, on 11/16/15



After nine deaths, Atlantic Ave. becoming one of the city's most dangerous streets

BY MIKE McLAUGHLIN, JEFF WILKINS, ELIZABETH LAZAROWITZ / DAILY NEWS WRITERS / Saturday, January 9, 2010, 9:45 PM

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Niquanna Sharpe waits to cross a busy - and dangerous - Atlantic Ave. intersection. Call it the Avenue of Death.

Brooklyn's Atlantic Ave. is becoming one of city's most dangerous streets for pedestrians, a new study found.

From 2006 to 2008, nine pedestrians were killed along the stretch of Atlantic Ave. from Cypress Hills to Downtown Brooklyn, making it one of the deadliest strips in the city, a new study by the Tri-State Transportation Campaign showed.

That gave Atlantic Ave. nearly twice as many fatalities as Queens Blvd., which has become far safer since its frequent pedestrian deaths got it dubbed the "Boulevard of Death" at the start of the last decade.

"I'm not surprised," said Emma Van Genderen, 26, of Park Slope, who was walking Atlantic Ave. in downtown Brooklyn last Thursday night.

Brooklyn woman, 70, fatally struck by car after miscommunication with driver

BY KERRY BURKE, ANDY MAI RYAN ST. / NEW YORK DAILY NEWS / Tuesday, November 17, 2015, 5:06 AM

Share This URL nydn.us/taqdlfu Copy



The BMW fatally struck Helen Marszałek on Atlantic Ave. near Grant Ave. in East New York, Brooklyn, Monday.

Safety Data: Phase I

Atlantic Ave - Georgia Ave to Logan St, BK

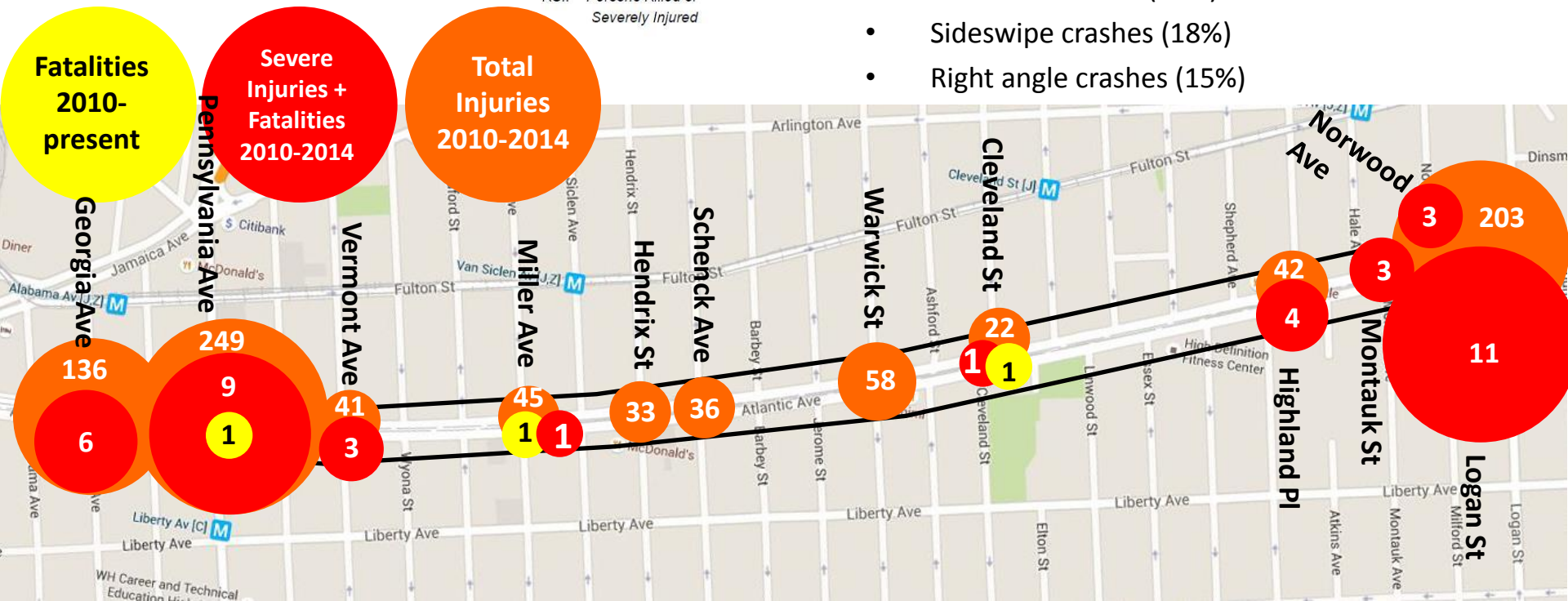
Injury Summary, 2010-2014 (5 Years)

	Total Injuries	Severe Injuries	Fatalities	KSI
Pedestrian	95	13	2	15
Bicyclist	22	1	0	1
Motor Vehicle Occupant	1064	35	1	36
Total	1181	49	3	52

Fatalities, 01/01/2010-11/30/2015 : 3

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

- ❑ Ranks in the top 10 percent of Brooklyn streets for severe injuries and fatalities per mile (2010-2014 crash data)
- ❑ 52 persons killed or severely injured along 1.2 mile corridor since 2010; 29% (15) of which were pedestrians
- ❑ 32% of pedestrians hit when crossing with the signal as opposed to 12% crossing against the signal
- ❑ 47% of pedestrian crashes at uncontrolled intersections
- ❑ Vehicle occupant injuries associated with:
 - Rear end crashes (40%)
 - Sideswipe crashes (18%)
 - Right angle crashes (15%)



Project/Outreach Timeline

2013:

CM Dilan funds safety improvement on Atlantic Ave
DOT built safety Island at Elton St and Atlantic

2014:

Atlantic Ave awarded \$7m in federal grants

2015:

Designated 1 of 4 Great Streets (new VZ capital program)

June 24: Phase I announced at CB5 Full Board

November 16: CB5 Transportation Committee Workshop

November 17: Public Workshop for Phase I and II at PS98

December 14: Phase I endorsed by CB5 Trans Cmte

December 16: Phase I proposal to CB5 Full Board

2015/2016:

Collecting input in East New York and online:

DOT Street Ambassadors: explain proposal, collect input

<http://www.nycdotfeedbackportals.nyc/atlantic-avenue>

DOT will return to CB5 to present proposal for Phase II

2017: Construction scheduled to begin for Phase I (HWD10105)

2018: Construction estimated to begin for Phase II (HWD10105A)



Atlantic Ave Phase I is announced to CB5 June 24, 2015



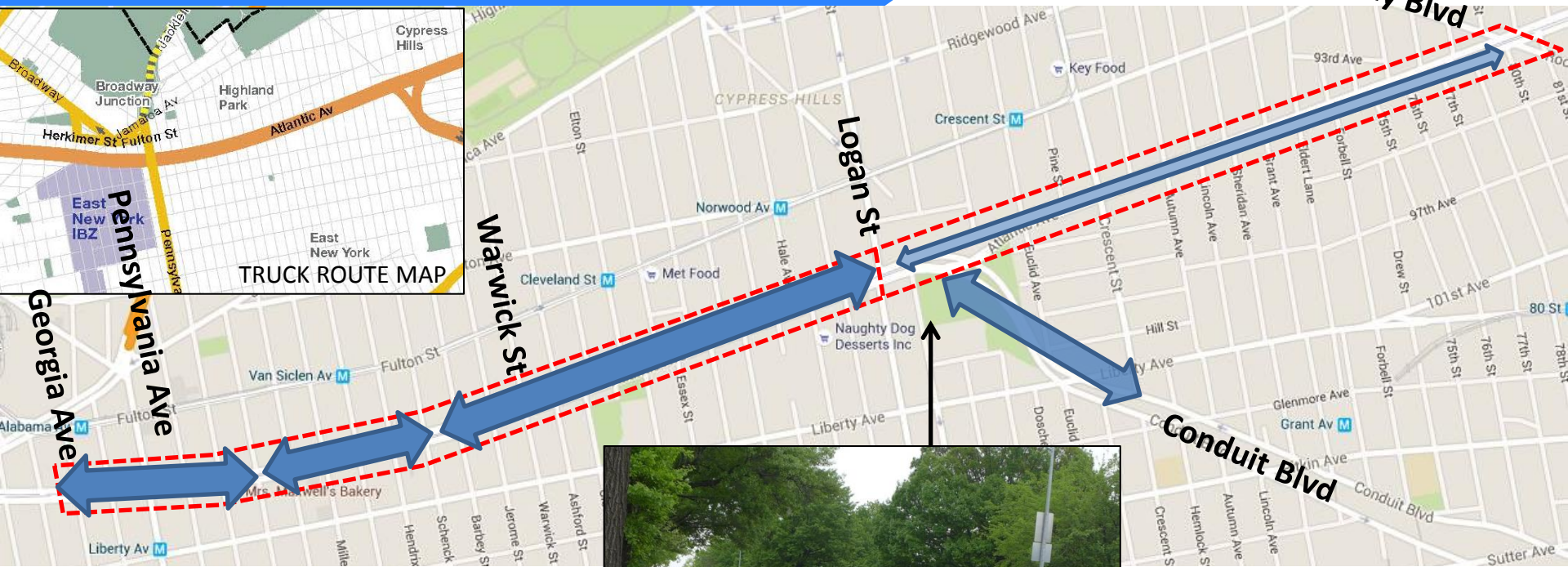
Small group discussions at November 17, 2015 workshop at PS98

DOT heard there's a need for:

- More, better, safer pedestrian crossings
- Install benches and greenery
- Reduce speeding
- Better left turn options
- Safety improvements near subway, schools

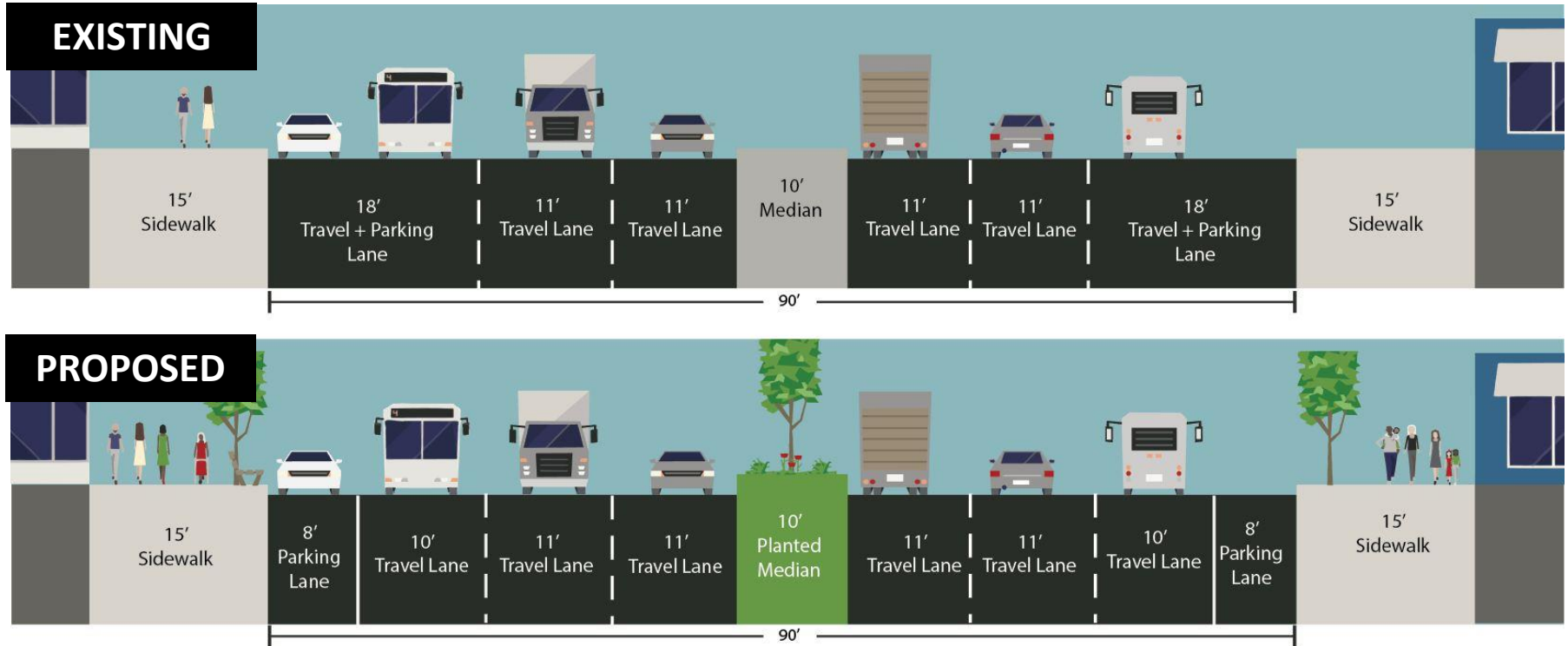
Design Constraints

Traffic Volumes, Truck Routes, LIRR vents



- Heavy traffic volume in Phase I; most traffic takes Conduit
- Atlantic Ave, Conduit Blvd are Through Truck Routes
- Vent locations cannot be moved
- Vents need to be rehabilitated and storm-proofed

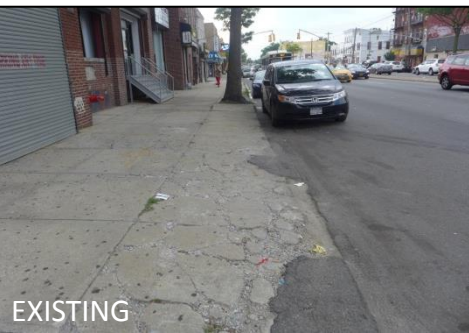
Phase I Proposal: Overview



Reconstruct sidewalks

Create raised planted median over LIRR, extend medians into crosswalks

New left turn bays and curb extensions where feasible



Existing



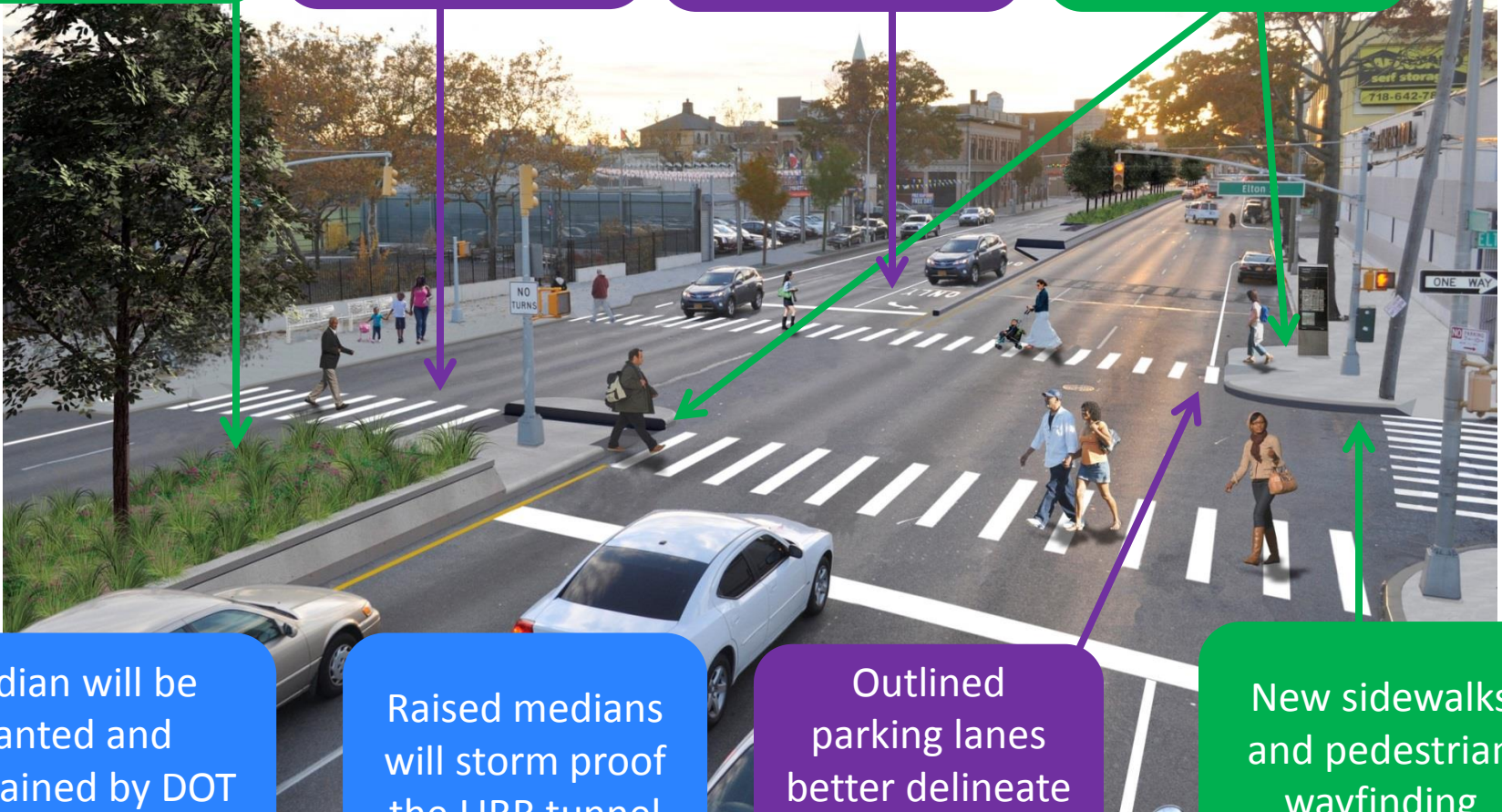
Proposed

Raised, planted, ADA-compliant median extends into crosswalk

High visibility crosswalks make pedestrians clearer to drivers

Left turn bays better organize traffic

Median and Curb extensions shorten crossing distance



Median will be planted and maintained by DOT Great Streets

Raised medians will storm proof the LIRR tunnel

Outlined parking lanes better delineate the right lane

New sidewalks and pedestrian wayfinding

Issue: Long Crossing Distances

Solution: Extend Curbs, Medians

Curb Extensions



In 15 locations

<u>Intersection</u>	<u>Corner</u>
Georgia Av	NW
Georgia Av	SW
Vermont St	NW
Bradford St	NW
Bradford St	SW
Miller Av	NE
Miller Av	SE
Schenck Av	NW
Schenck Av	SW
Warwick St	SE
Elton St	S
Elton St	NW
Essex St	SW
Highland Pl	NW
Norwood Av	NE

Median Tip Extensions

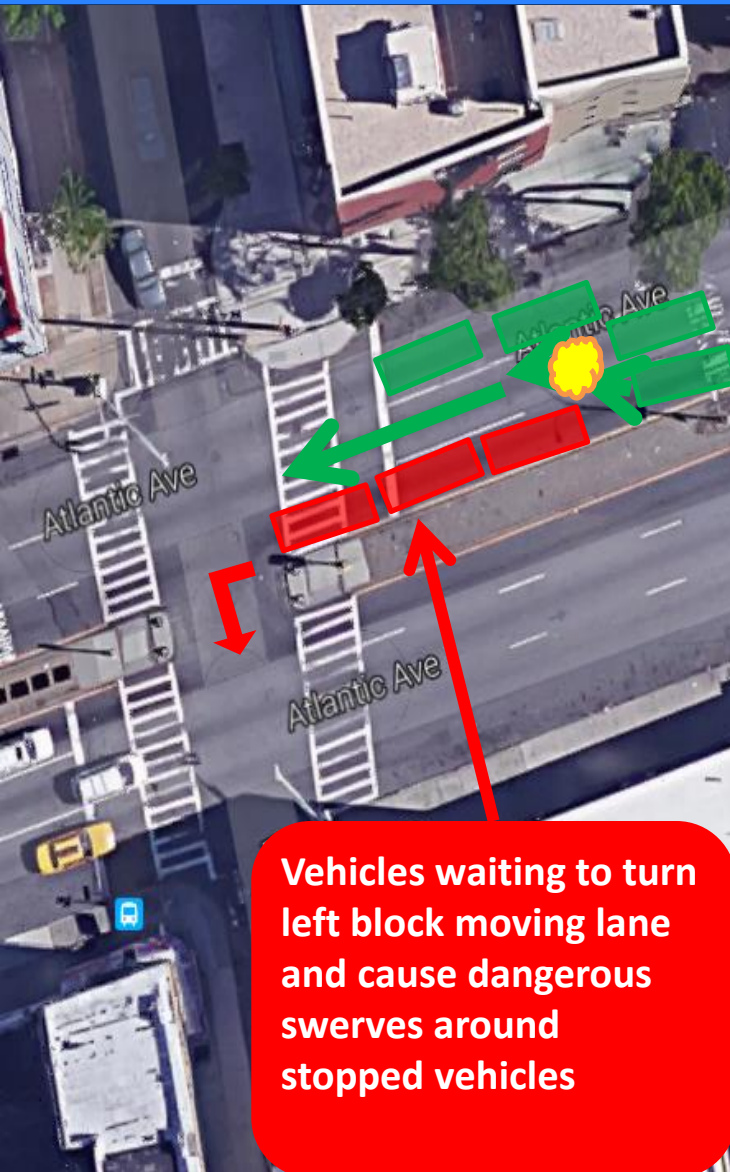


In 15 locations

<u>Intersection</u>	<u>Median</u>
Georgia Av	E
Pennsylvania Av	W
Vermont St	W
Bradford St	W
Bradford St	E
Miller Av	W
Miller Av	E
Hendrix St	W
Hendrix St	E
Schenck Av	W
Schenck Av	E
Elton St	E
Berriman St	W
Highland Pl	E
Logan St	W

Issue: Left Turners Block Left Lane

Solution: Left Turn Bays



Left turning vehicles are given dedicated space

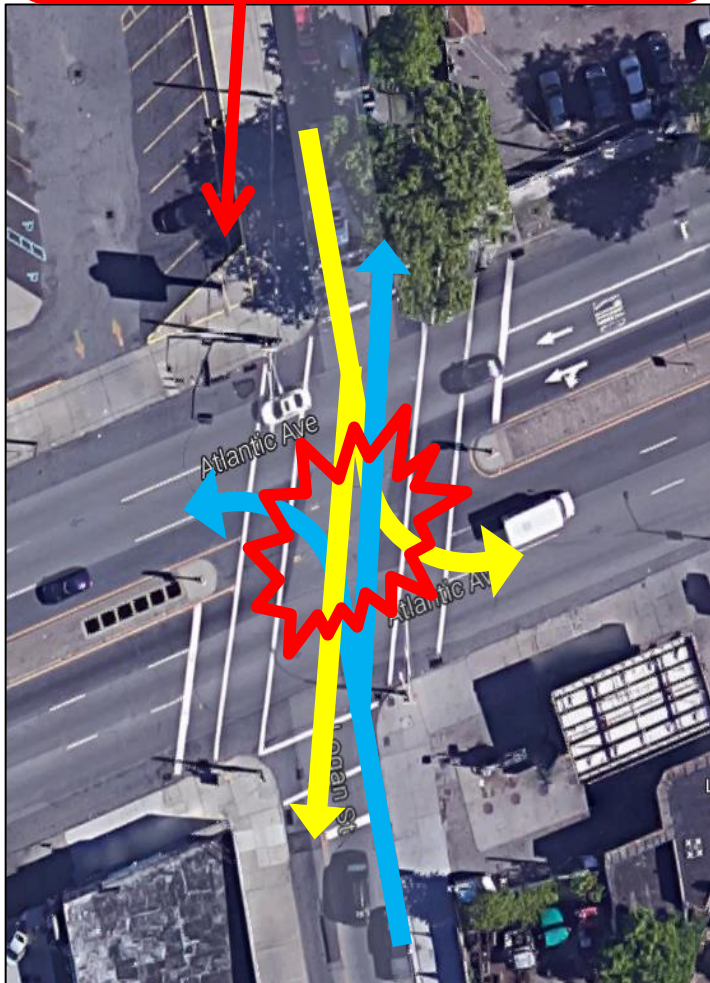
Reduces risk of lane-change crashes and alleviates back-pressure while waiting

- At 4 locations:
 - Vermont St (westbound)
 - Warwick St (westbound)
 - Elton St (eastbound)
 - Highland Pl (eastbound)
- Other locations not possible due to LIRR vents

Issue: Confusing Intersections

Solution: Left Turn Bans

Confusing and angled intersections create unpredictable, fast movements and conflicting turns



Turn bans simplify confusing and/or skewed intersections



- At 2 locations off Atlantic Ave:
 - Vermont St (eastbound)
 - Alt routes: Pennsylvania Ave, Bradford St, Schenck Ave
 - Logan St (eastbound)
 - Alt routes: Elton St, Highland Pl – both will have new left turn bays, Crescent St
- Simplifies complicated/skewed intersections

Precedent Injury Reductions

Jackson Ave, Queens (2010)

34%



Similar projects
have seen
crashes with
injuries drop by
33%+

Grand Concourse, Bronx (2009)

39%



Each before year period is the 12-month period beginning October 1 and ending September 30. The 3-yr after period is January 1, 2011 to December 31, 2013. The implementation period of October 1, 2008 to December 31, 2010 is excluded. Source: NYPD AIS/TAMS Crash Database

Each before year period is the 12-month period beginning January 1 and ending December 31. The 3-yr after period is December 1, 2009 to November 30, 2012. The implementation period of January 1, 2005 to November 30, 2009 is excluded.. Source: NYPD AIS/TAMS

Benefits of Proposal

- Better for Pedestrians
 - Better protection when waiting on the median
 - Shorter crossing distances
 - High visibility crosswalks
 - New sidewalks and pedestrian wayfinding
- Better for Drivers
 - Left turn bays better organize traffic
 - Outlined parking lanes: more comfortable driving experience
- Safer for All Road Users
 - Similar projects have reduced crashes with injuries by over 33%

nyc.gov/dot

Thank
You



Contact: DOT Brooklyn Borough Commissioner's Office – (718) 222-7259