LES School Safety Street Improvements Project
Pre-Meetings with Schools Within Project Area

- P.S. 134
- P.S. 110
- P.S. 184
- University Neighborhood High School
- University Neighborhood Middle School
- East River Child Development Center
- Orchard Collegiate Academy
- NYC Center for Aerospace and Applied Mathematics
- Manhattan Charter School II
LES School Safety Improvements

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

Grand St
- Grand Street is a Vision Zero Priority Corridor
LES School Safety Improvements

Project Area

- Community request for safety improvements at East Broadway/Grand St by P.S. 134
- Project area used by students accessing nearby schools
- Erratic driving at intersections heavily used by students
- Senior safety area
Montgomery St and Grand St

- 80 total injuries
- 8 severe injuries
- 50% of severe injuries were pedestrians

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<th>Injury Summary 2013-2017</th>
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<th>Total Injuries</th>
<th>Severe Injuries</th>
<th>Fatalities</th>
<th>KSI</th>
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<tr>
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Source: Fatalities: NYC DOT
Injuries: NYSDOT
KSI: Persons Killed or Severely Injured
Montgomery St (Madison St to Grand St)

Existing: Wide Roadway Encourages Speeding

- Montgomery St at Henry St, facing north

- 42% of southbound drivers are above the 25 mph speed limit
- 33% of northbound drivers are above the 25 mph speed limit

Pedestrians struck by vehicles traveling at 25 mph are half as likely to die as those struck at 30 mph
Montgomery St (Madison St to Grand St)

Existing: Large Intersection with Fast Vehicle Turns

- Large intersections encourage fast vehicle turns
- Long crossing distances

Montgomery St at Henry St
Montgomery St (Madison St to Grand St)

Proposal: Lane Reconfiguration

- **Existing**
  - 8’ Parking Lane
  - 5’ Bike Lane
  - 11’ Travel Lane
  - 12’ Channelization
  - 11’ Travel Lane
  - 5’ Bike Lane
  - 8’ Parking Lane

- **Proposed**
  - 6’ Bike Lane
  - 8’ Parking Lane
  - 11’ Travel Lane
  - 11’ Travel Lane
  - 8’ Parking Lane
  - 6’ Bike Lane

Narrower roadway encourages lower vehicle speeds and shortens pedestrian crossings.

New protected bike lanes provide dedicated, safer space for cyclists.
Safety – Protected Bike Lanes

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

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.
Montgomery St (Madison St to Grand St)

Proposal: Traffic Calming and Pedestrian Treatments

- Upgrade standard bike lanes to protected bike lanes
- Construct concrete pedestrian island
- Install rubber speed bumps to slow turns
- Shorter crossings
- Install painted pedestrian islands
Montgomery St (Madison St to Grand St)
Traffic Calming: Rubber Speed Bumps

Calms turning movements of vehicles

Creates safer crossings for pedestrians

9th Street, Brooklyn
East Broadway and Grand St

Existing: Difficult Pedestrian Crossing by School

Complex intersection in front of school

Inaccessible pedestrian space on triangle

Difficult pedestrian crossing

East Broadway St at Grand St, facing east
East Broadway and Grand St

Existing: Dangerous Vehicle Maneuvers by School

- Illegal u-turns in front of school
- Vehicles traveling wrong way
East Broadway and Grand St

Existing: Difficult Pedestrian Crossing by School
East Broadway and Grand St
Existing: Inaccessible Pedestrian Island

- Narrow sidewalk doesn’t meet ADA standards
- Lack of ADA pedestrian ramp
East Broadway (Montgomery St to Grand St)
Proposal: One-Way Conversion to Simplify Intersection

- Convert East Broadway from Montgomery St to Grand St to one-way eastbound
- Add angled parking (14 spaces)
- Simplify intersection and add pedestrian space
East Broadway (Montgomery St to Grand St)
Proposal: Traffic Calming and One Way Conversion

Right and left turn ban for all vehicles from Grand Street onto East Broadway
Henry St and Grand St

Existing: Complex Intersection

Henry M. Jackson Playground

Long crossing distance

Complex intersection

Henry St at Grand St, facing west
Henry St and Grand St

Proposal: New Curb Extensions

- Safer/shorter crossings
- New painted curb extensions
- Shift Citi Bike station into pedestrian space

Channelize to improve pedestrian visibility

Henry M. Jackson Playground
Madison St and Grand St

Existing: Complex Intersection

Long crossing distance

Wide intersection facilitates fast turns
Madison St and Grand St

Proposed: Curb Extensions to Normalize Intersection

Safer and shorter crossings
LES School Safety Improvements
Proposal: Parking Summary

Net Parking Impact: -6 spots

Willet St and Columbia St: -3 spots due to daylighting (top of T intersection)

Henry St: -7 spots for new curb extension

East Broadway: +14 spots due to new angled parking

Montgomery St: -10 spots due to daylighting

Montreal St: -10 spots due to daylighting
LES School Safety Improvements

Summary

• Calm Montgomery Street by upgrading existing bike lanes to protected bike lanes
• Improve intersection safety on Montgomery Street by adding painted pedestrian islands and rubber speed bumps to calm turns
• Construct concrete pedestrian refuge island on Montgomery Street and Henry St
• Convert East Broadway to one way east bound and add angle parking
• Normalize irregular intersections on Grand Street at East Broadway, Henry Street and Madison Street
Thank you!

Contact: NYCDOT Manhattan Borough Commissioner’s Office – (212) 839-6210