REMSEN AVENUE SAFETY IMPROVEMENTS

Presented to Brooklyn Community Boards 17 & 18
June 2019
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Background
About NYC DOT

Safe, efficient, and environmentally responsible movement of people and goods on the City’s streets

NYC DOT is responsible for:

- 6,000 miles of streets and highways
- 789 bridges and tunnels
- 12,000 miles of sidewalk
- 12,700 signalized intersections
- 315,000 street lights
- Staten Island Ferry
- 1 million+ street signs
- 200 million+ linear feet of roadway markings
NYC DOT

Street Improvement Projects

**Low-cost projects** designed and installed with DOT in-house resources: markings, signs, concrete, signals

**Quickly improve safety and mobility** for all street users: motorists, pedestrians, bus passengers, bike riders

**461 projects installed in since 2014**, across the five boroughs, addressing Vision Zero priority geographies
Bike Lanes
- Separate bikes from moving vehicles
- Increases predictability of cyclist location for drivers and pedestrians

High Visibility Crosswalks
- Improve visibility
- Discourage vehicles from encroaching in crosswalk

Signal Timing Changes
- Improve traffic flow
- Decrease conflict between vehicles and crossing pedestrians and bikes

Roadway Markings
- Standardize lane width
- Organize roadway
- Discourage speeding
Vision Zero

New York City’s multi agency plan for ending traffic deaths and injuries on city streets

DOT focuses on Vision Zero through Public Dialogue, Education and Road Safety Treatments

Since 2014, in Brooklyn

- 154 Safety Engineering Projects completed
- 141 Vision Zero Priority Locations visited by Vision Zero Street Teams
- 500 school visits
- 111 senior center visits

nyc.gov/visionzero
## Remsen Avenue

### High Crash Corridor

Remsen Ave (Seaview Ave to Avenue B), BK
Injury Summary, 2012-2016 (5 Years)

<table>
<thead>
<tr>
<th></th>
<th>Total Injuries</th>
<th>Severe Injuries</th>
<th>Fatalities*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pedestrian</td>
<td>49</td>
<td>7</td>
<td>2</td>
</tr>
<tr>
<td>Bicyclists</td>
<td>15</td>
<td>1</td>
<td>0</td>
</tr>
<tr>
<td>Motor Vehicle Occupant</td>
<td>489</td>
<td>17</td>
<td>2</td>
</tr>
<tr>
<td>Total</td>
<td>553</td>
<td>25</td>
<td>4</td>
</tr>
</tbody>
</table>

*Source: Fatalities: NYC DOT, Injuries: NYS DOT. KSI: Persons Killed or Severely Injured

1 pedestrian fatality in 2018
2 pedestrian, 2 motorists fatalities since 2012
Remsen Avenue and Flatlands Ave

Vision Zero Priority Intersection

25 MPH Speed Limit

For drivers on Remsen Ave approaching Flatlands Ave:
- 73% observed driving over 25 MPH
- 24% observed driving over 35 MPH

2018 Community requests for traffic calming following pedestrian fatality on Remsen Avenue and Seaview Avenue

2017-18 Community Request for bicycle lanes on Remsen Avenue between Flatlands Avenue and Seaview Avenue

Remsen Avenue and Flatlands Avenue Speed Data
Data Collected 4/25/19 11:00 AM–12:00 PM 100 vehicle observations per direction
Proposal
Remsen Avenue Existing Typical
Two travel lanes and left turn lanes along the corridor

Existing

Issues

- Unmarked vehicle lanes encourage speeding
- Inconsistent marking
- Non-standard lane widths
- Long pedestrian crossing distances
**Remsen Avenue Seaview Ave – Avenue B**

**Existing**

- Two vehicle lanes and left turn lanes in each direction
- Vehicle volumes are relatively low along Remsen Ave, and increase approaching Flatlands Ave from both directions
- Highest number of crashes occur at intersections with the highest through volumes.

*Traffic Volume and Direction*

**AM**
- 330
- 330
- 450
- 460
- 560
- 600
- 600
- 600
- 600
- 290
- 220

**PM**
- 330
- 330
- 450
- 460
- 560
- 600
- 600
- 600
- 600
- 290
- 220

*Data collected October 2018*

7:00 – 8:00 AM, 5:00 – 6:00 PM

*High Crash Intersections*
Remsen Avenue  Seaview Ave – Flatlands Ave

Organize roadway markings and discourage speeding

**Proposed**

- Establish one travel lane in each direction
- Standardize vehicle and parking lane width along the corridor
- Mark extra roadway space with buffer protected bike lanes
- Maintain parking lanes
**Remsen Avenue Flatlands Ave**

*Organize roadway markings and discourage speeding*

*Parking loss of 10 spaces approaching the intersection.*

**Proposed**
- Provide pedestrian curb extensions to shorten Remsen Ave crossing distance
- Maintain two travel lanes in each direction approaching Flatlands Ave
- Standardize vehicle and parking lane width along the corridor
- Provide shared lane markings to improve visibility of cyclists location
Remsen Avenue and Glenwood Rd

Left turn and pedestrian improvements

**Existing**
- No dedicated southbound left turn lane
- Left turns yielding to school crossing slow southbound through traffic

**Proposed**
- Provide storage for queuing left turning vehicles
- Add delayed turn to reduce conflict between turning vehicles and school crossing
- Add southbound left turn lane
- Separate left turning vehicles from through traffic

**2018** Community requests for left turn signal following School Safety 2019 SIP for PS 114
Remsen Avenue  Glenwood Rd – Bayview Pl

Organize roadway markings and provided dedicated turn lane

Proposed

• Add dedicated southbound left turn lane
• Establish one travel lane in each direction
• Standardize travel and parking lane width
• Mark extra roadway space with bike lanes
• Maintain parking lanes
Remsen Avenue *Farragut Rd – Foster Ave*

Organize roadway markings and discourage speeding

**Existing**

- West Sidewalk
- 18' Travel/Parking Lane
- 12' Travel Lane
- 12' Travel Lane
- 18' Travel/Parking Lane
- East Sidewalk

**Proposed**

- West Sidewalk
- 8' Parking Lane
- 5' Travel Lane
- 11' Travel Lane
- 11' Travel Lane
- 5' Parking Lane
- East Sidewalk

**Proposed**

- Provide one northbound travel lanes and two southbound lanes to match traffic patterns
- Standardize travel and parking lane width
- Mark extra roadway space with standard bike lanes
- Maintain parking lanes
Remsen Avenue Foster Ave – Avenue D

Organize roadway markings and discourage speeding

**Proposed**
- Maintain two travel lanes in each direction
- Standardize travel and parking lane width
- Guide cyclists with shared lane markings
- Maintain parking lanes
Remsen Avenue Avenue D – Avenue B

Organize roadway markings and discourage speeding

Proposed

- Mark vehicle lanes
- Mark extra roadway space with standard bike lanes
- Maintain parking lanes
Remsen Avenue

Safety improvements will have minor impacts to travel times along the corridor

On average vehicles traveling on Remsen Avenue may experience:

**Avenue B – Flatlands Ave**
- **6% increase** in northbound travel times
- **8% increase** in southbound travel times

**Flatlands Ave – Seaview Ave**
- **15% increase** in northbound travel times
- **6% increase** in southbound travel times
- **16% increase** in northbound travel times
- **23% increase** in southbound travel times
- **29% increase** in northbound travel times
- **No change** in southbound travel times
Summary

• Discourage speeding on Remsen Avenue by establishing one travel lane in each direction where it is feasible

• Provide dedicated southbound left turn lane and delayed turn for school crossing at Glenwood Rd

• Provide pedestrian improvements at Remsen Avenue and Flatlands Ave
THANK YOU!

Questions?