

# Linden Blvd Traffic Safety and Bus Priority Improvements

Community Board 5

January 15, 2025



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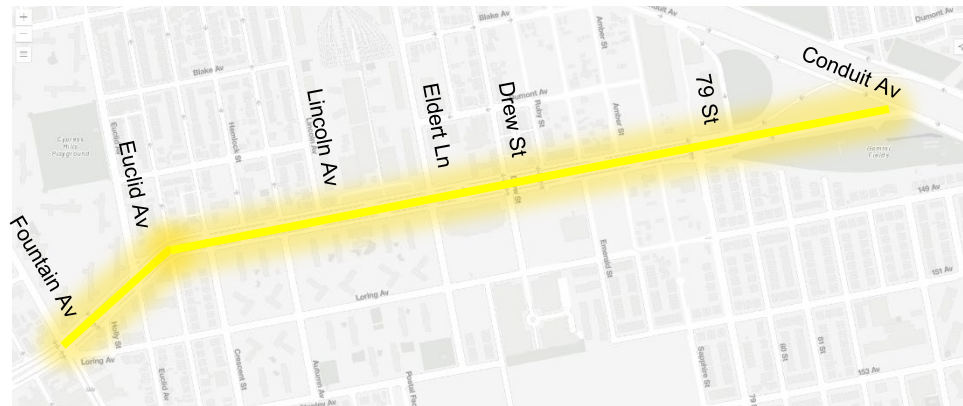
# Introduction and Existing Conditions

# 1



# Why Linden Blvd?

- Fountain Av to Conduit Av (1.1 miles)
- 38,000 daily bus passengers on 4 routes
- Most households don't own a car, but no subway within easy walking distance
- Access to **A**, **C**, **J**, **Z**, **L**, **3** trains, JFK Airport, Brookdale Hospital, Gateway Center Mall
- Bus speeds as low as 6 mph
- Community requests for safety improvements
  - Wide, 10-lane roadway that is difficult to cross
  - Crosswalks spaced far apart
  - Frequent speeding, reckless driving

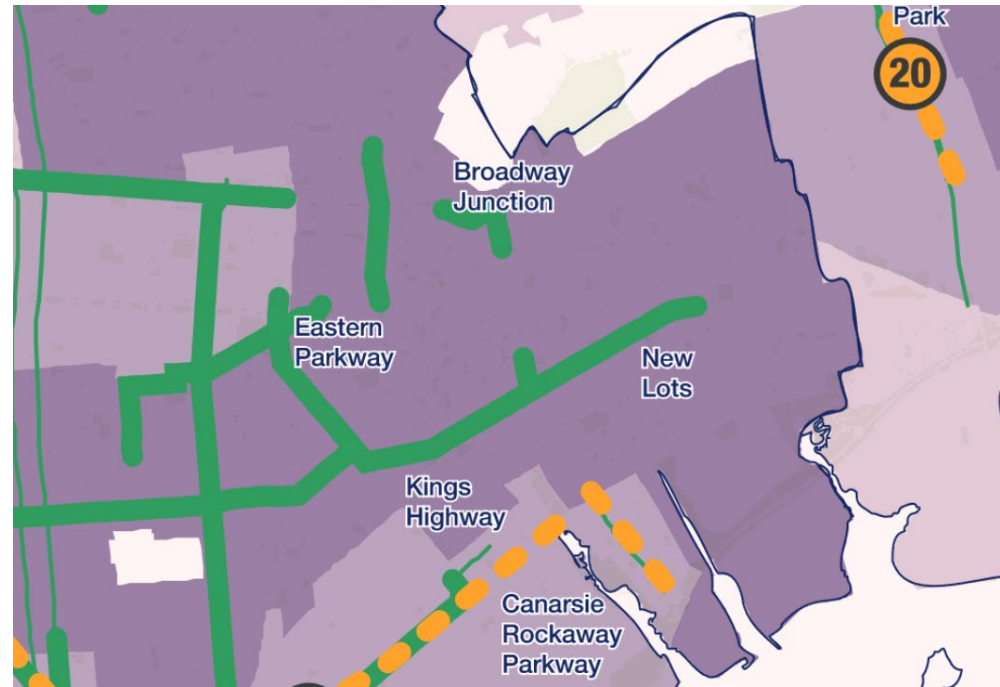


# NYC Streets Plan and Transit Goals

Transit goals of the Streets Plan:

1. **Increase sustainable travel** modes by reconfiguring streets
2. **Expand access to job opportunities** through faster and more reliable transportation options
3. **Allow all New Yorkers to get around the city** in multiple ways, without encountering barriers to travel

In addition to the Streets Plan and bus priority corridors, NYC DOT and MTA are working together on automated enforcement & transit signal priority



Source: NYC Streets Plan

# HPD Jewel Streets Neighborhood Plan

## Priority Community Concerns – Linden Blvd

- Study goal: improve street infrastructure, pedestrian safety, and connectivity to surrounding neighborhoods, especially north/south connections
- Transit & safety improvements on Linden Blvd are a draft strategy to meet this study goal
- During HPD outreach, community members identified traffic safety on Linden Blvd as a top concern
- Key issues:
  - Wide roadway (10 lanes)
  - Difficult to cross
  - Few crosswalks
  - Limited street lighting

-  **Community Hub**  
Encourage higher density mixed use development at key locations close to transit on a major avenue
-  **Active mixed-use corridor**  
Support medium density mixed use development to activate Linden Blvd
-  **Resilient mixed-use community on City-owned land**  
Redevelop a vacant public site with resilient affordable housing, community spaces, new streets, and improved flood protections
-  **Allow commercial uses**
-  **Increased connectivity, safety, and open space access**  
Safer connections and access to transit; Reclaim median space for public benefit
-  **Reduce flooding + improve quality of life**
-  **Green infrastructure**  
Potential bluebelt location





# Brooklyn Bus Network Redesign

MTA and NYC DOT coordinating to improve the Brooklyn bus network with a focus on priority corridors.

Borough-wide outreach for the **Draft Plan** included 50 public events in early 2023:

- 18 virtual workshops
- 13 pop-ups
- 13 stakeholder briefings
- 5 outdoor open houses
- Bus Fest

Release of the **Proposed Final Plan** expected in late 2025

- Addresses concerns of riders and other stakeholders received in Draft Plan feedback
- Public will have another opportunity to give feedback through additional round of outreach

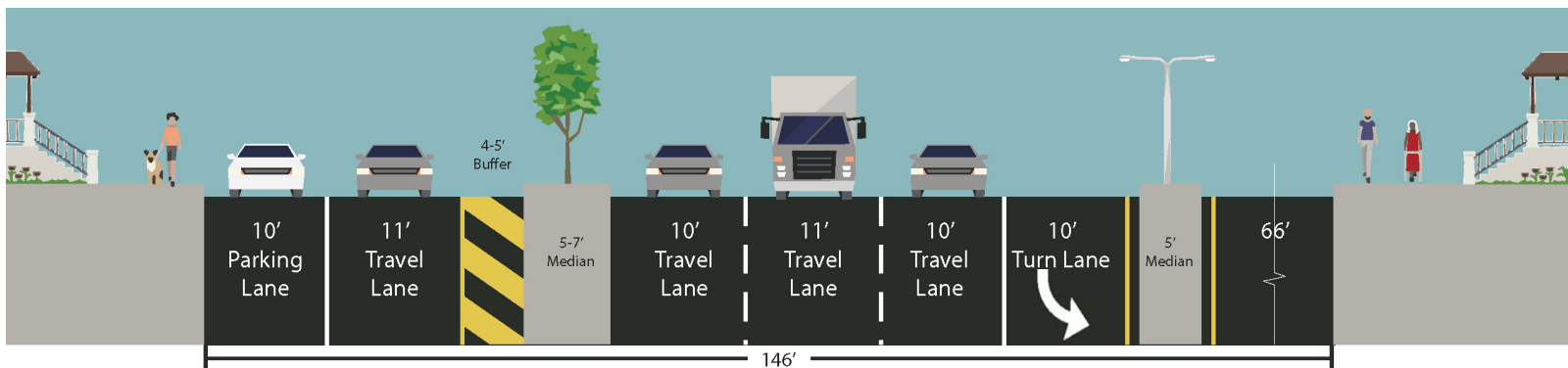
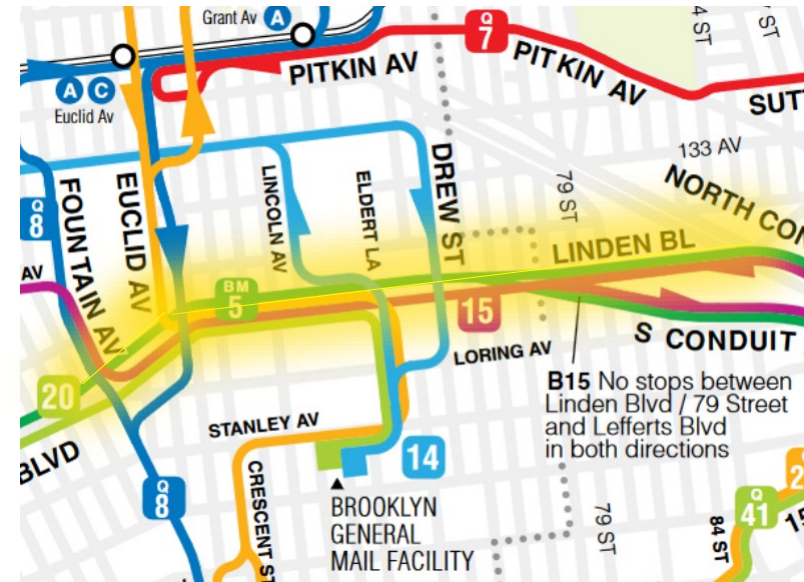
## NYC DOT Brooklyn Bus Priority Corridors



Brooklyn Bus Network Redesign: Draft Plan | 20

# Existing Conditions

- Very wide, high-speed road
  - ~146' wide from curb to curb, including medians
  - Pedestrians must cross 10 car lanes
  - Frequent speeding & weaving
- Split into main lanes, local access lanes
  - Buses run in local access lanes, get stuck behind double-parked cars
- Crosswalks up to 1,200' (5 blocks) apart
  - Encourages pedestrians to cross between intersections

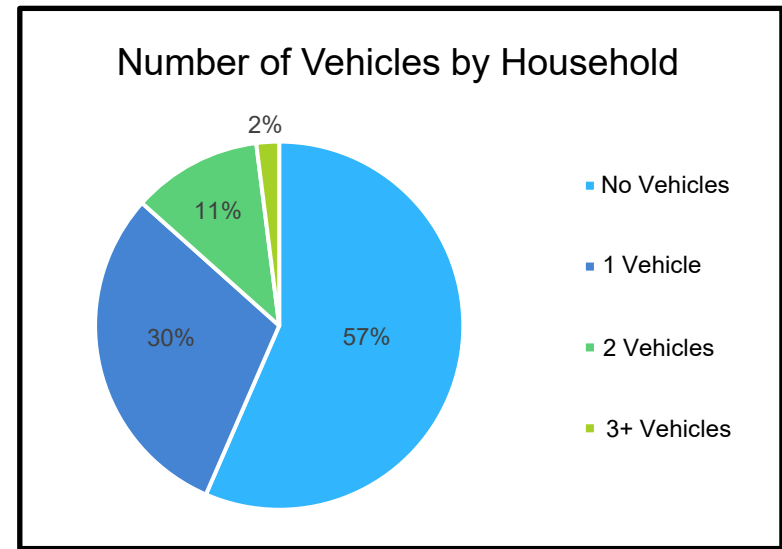
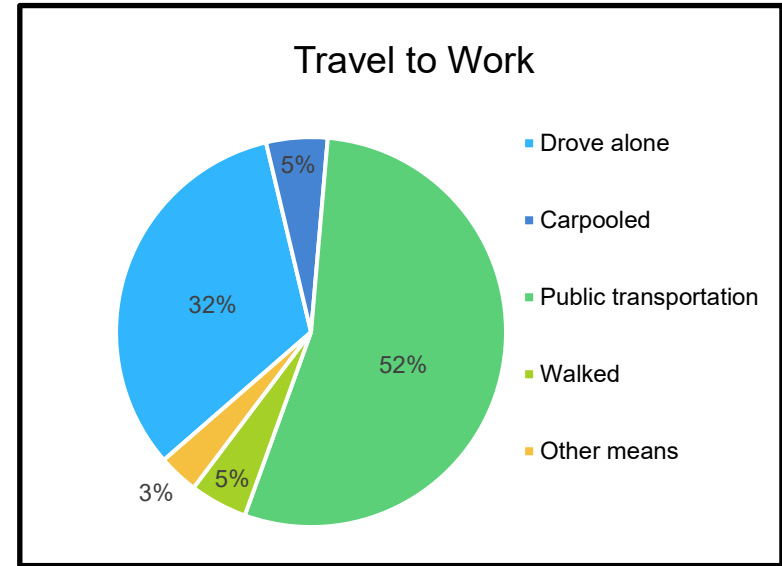
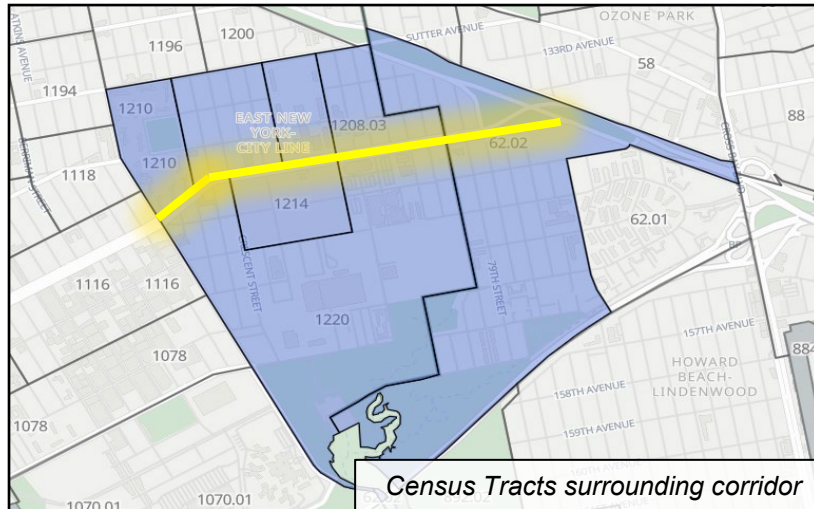




# Demographics

## Linden Blvd, Fountain Av to Conduit Av

- 34,000 residents
- Nearly two-thirds of residents' commute to work via public transit, walking, or biking
- More than half of households do not have access to a private vehicle
- 46-minute average travel time to work – longer than citywide average of 41 minutes



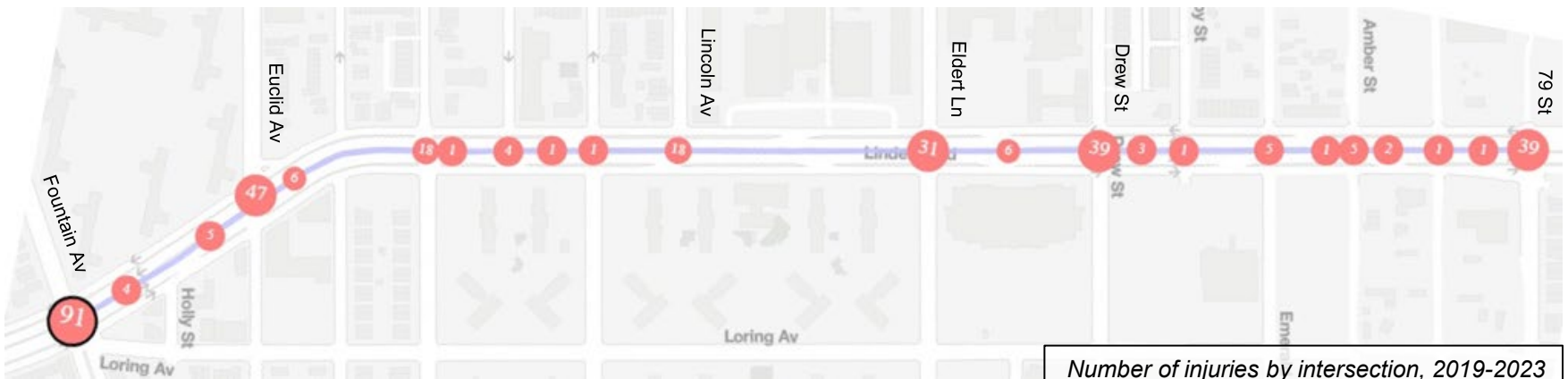
Source: 2018-2022 American Community Survey

# Safety

- Vision Zero Priority Corridor
- Safety record (2019-2023):
  - 330 injuries
  - A person is injured every 6 days on average
  - 13 people severely injured
  - 2 people killed
- Vision Zero Priority Intersection (Linden Blvd & Euclid Av)
- Priority Youth Injury Area

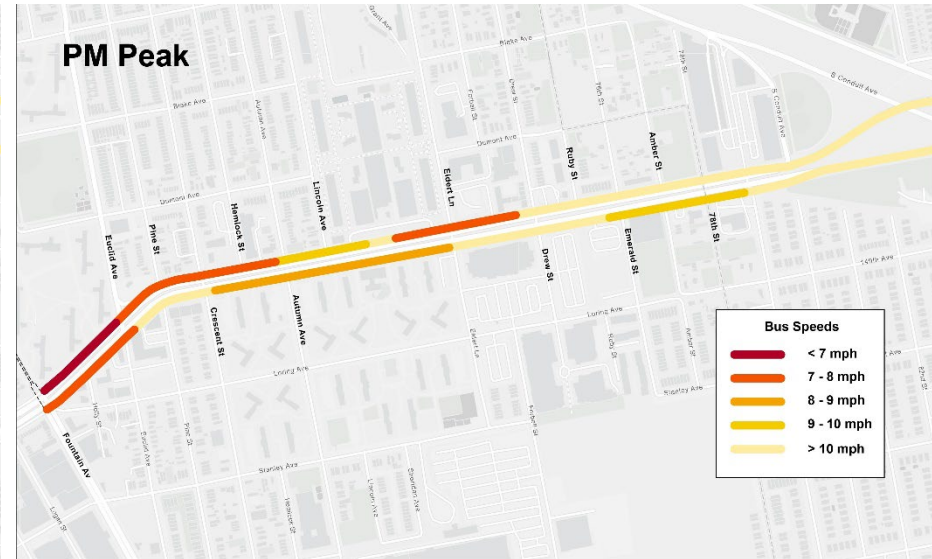
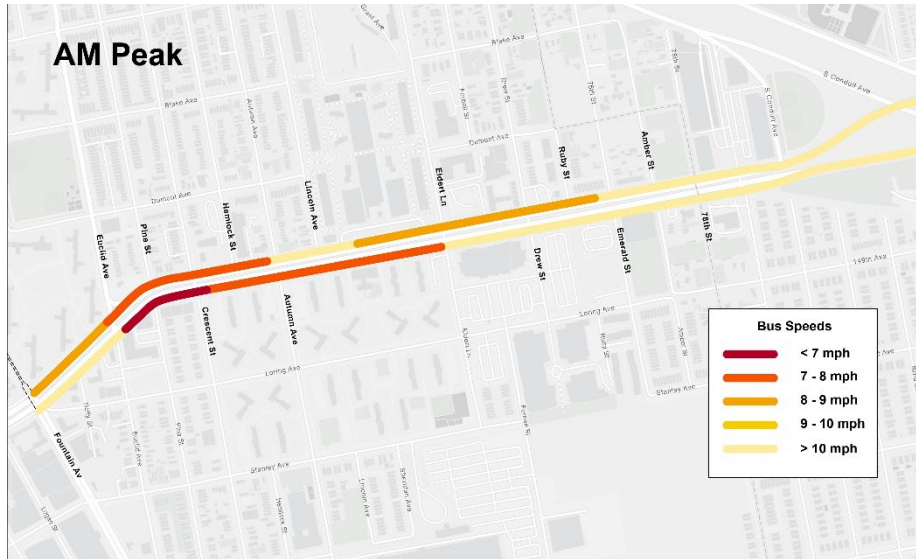
**Injury Summary, 2019-2023 (5 Years)**

Mode	Total Injuries	Severe Injuries	Fatalities	KSI
Pedestrian	41	5	1	6
Bicyclist	13	0	1	1
Motor Vehicle Occupant	265	6	0	6
Other Motorized	11	2	0	2
<b>Total</b>	<b>330</b>	<b>13</b>	<b>2</b>	<b>15</b>



# Linden Blvd Bus Speeds

- Buses speeds are as low as 6 mph in some sections
- Slow speeds concentrated between Fountain Avenue and Emerald St
- Buses are blocked by traffic congestion, double parking, and high volumes of commercial vehicles, causing slowdowns in the single travel lane



Source: MTA NYCT, May 2024

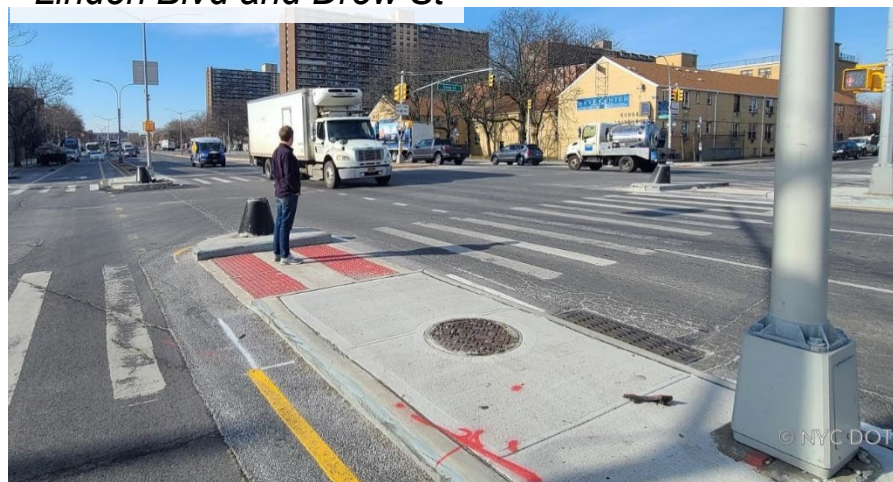


# DOT Improvements on Linden Blvd

- Corridor wide markings upgrades to reduce speed and calm traffic
  - Linden Blvd, Av D to 79th St
  - Added channelization to service roads, changed Hegeman Av to one way, marked parking lane line, reversed direction of Van Sinderen Av
- Intersection improvements enhancing pedestrian safety
  - Linden Blvd and Euclid Avenue
  - Linden Blvd and Eldert Lane
  - Linden Blvd and Drew St
- Bike and pedestrian safety improvements
  - Loring Av, Fountain St to Emerald St
  - Fountain Av, Seaview Av to Pitkin Av



*Linden Blvd and Drew St*



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# Toolkit

# 2



# Transit Toolkit



Woodhaven Blvd, QN



14th St, MN



Hylan Blvd, SI



Broadway, QN



# Bus Stop Toolkit



Leaning Bars

© NYC DOT

Nostrand Av, BK



CityBenches

86<sup>th</sup> St, MN



Physical Accessibility

© NYC DOT

Hylan Blvd, SI



Bus Boarders

Utica Av, BK



# Pedestrian Safety Toolkit



Pedestrian Island

*Fordham Rd, BX*



Bus Boarding Island

*Kings Hwy, BK*



Median Extension

*149<sup>th</sup> St, BX*



Painted Curb Extension

*Southern Blvd, BX*

# Bike Safety Toolkit



## Protected Bike Lanes

- **34% reduction in risk of injury**
- On the highest-risk streets, cycling risk or injury is reduced by over 60%



## Standard Bike Lanes

- **32% reduction in risk of injury**
- Improved safety on all study projects



## Shared Lanes

- **18% reduction in risk of injury** across all projects
- Limited use (wayfinding, as part of bike blvds, or on very narrow/low volume streets)

Source: *Safe Streets for Cycling: How Street Design Affects Bicycle Safety and Ridership*. October 2021.



# Parking Toolkit

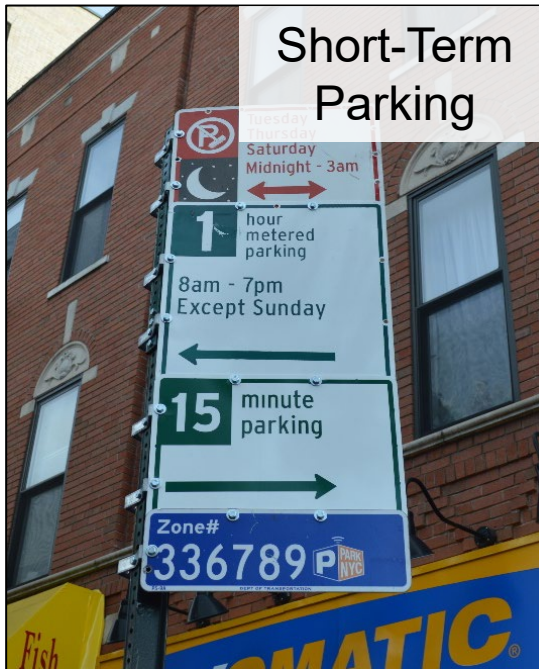
## Parking Meters



## Truck Loading Zones



## Short-Term Parking



## No Parking/No Standing



# Other Tools

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- Traffic signal timing
- Transit Signal Priority (TSP)
- Bus lane camera enforcement
  - DOT stationary cameras
  - MTA on-bus cameras (ACE)
- Left & right turn bays
- Trees & streetscape improvements





# Capital Toolkit

DOT investigating potential for capital project to build upon 2025 project

Great Streets capital toolkit includes:

- Safety improvements for all road users
- Pedestrian safety improvements such as **curb extensions**, **widened medians**, additional **pedestrian crossings**, and realignment of dangerous intersections
- Protected bicycle facilities (where applicable)
- Bus lanes (where applicable)
- Accessibility and amenity upgrades to bus stops
- Amenities such as **landscaping**, **benches**, **wayfinding** signs, additional **lighting**, **public art**, and **bike racks**
- Signal timing changes, curb management





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## Next Steps and Discussion

# 3

# Next Steps

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- Winter/Spring 2025:
  - Feedback will help shape DOT's draft proposal
  - Site visits and data collection
  - Continue public outreach with community boards, elected officials and stakeholders
  - Share refined plan
- Implement in 2025

# Open Discussion

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- How is Linden Blvd bus service today?
- What would make Linden Blvd bus service work better for you?
- What's it like to walk on or across Linden Blvd?
- What other safety issues do you see on Linden Blvd?
- Where on Linden Blvd would you like to see safety improvements?



# Thank You!

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## Questions?



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