Utica Avenue
Bus Priority and Safety Study

Presentation to Council Member Darlene Mealy &
Utica Avenue Merchants Representatives

January 24, 2011
Agenda

• Background
  – Parking & loading request
  – B46 bus issues
  – Safety issues
• Proposed loading and bus lane improvement
• Utica Ave Corridor study
• Request for expanded parking & loading on Utica Ave. bet. Eastern Parkway and Carroll St.
• DOT seeking to balance parking & loading needs with needs of B46 bus riders

Bus Lane: Carroll St. to President St.
B46 Bus Service

- Most Utica area residents do not have subway access
- B46 is the second busiest bus route in NYC
- Over 49,000 passengers per weekday
- Eastern Pkwy a major transfer point to 3/4 trains
- Congestion slows buses approaching Eastern Pkwy
Safety Issues: Carroll St to Flatbush Ave

- Speeding: 63% of vehicles exceed speed limit (30 mph)
- Crash stats 2005-2009:
  - 1,682 total crashes
  - 9 fatalities
  - 114 severe injuries
- Utica has among the highest rate of injury from motor vehicle crashes in Brooklyn
Existing Conditions

- Traffic congestion is worst on approaches to Eastern Parkway.

Traffic conditions:
- **Parking/Loading**
- **Bus Stop**
- **Bus Only Lane**

**St Johns Pl**

**Lincoln Pl**

**Eastern Parkway**

**Union St**

**President St**

**Carroll St**

- **7 AM-7 PM Bus Lane**
- **7 AM-10 AM & 4 PM-7 PM Bus Lane**
Proposed Improvement

- Relocates bus lane to SB approach
- Provides more loading between Pres. and Carroll Sts
- Reduces bus delays on SB approach to Eastern Pkwy.
- Minimal impact on parking spaces
Utica Ave. Corridor Study

- **Study goals**
  - Improve safety
  - Improve bus travel times
  - Maintain parking and curb access

- **Study Process**
  - Study in fall/winter 2011-2012
  - Regular consultation with local stakeholders
Potential Improvements: Offset vs. Curb Side Bus Lanes

- Offset Bus Lane
- Curbside Bus Lane
- Parking/Loading

Bus Lane
Other Improvements

• Signal timing improvements for all traffic
• Transit Signal Priority (TSP) for buses
• Left turn bays to reduce blockages by turning vehicles
• Pedestrian safety improvements
Timeline

- Fall 2011 - DOT met with representatives of Community Boards to present the Utica study
- Winter 2012 - Traffic and safety analysis; outreach to Utica merchant community
- Spring 2012 – Presentation of study recommendations to Community Boards and other stakeholders; plan revisions
- Target for implementation: summer 2012
Thank You