Project Overview

- Focus on Utica Avenue from St. Johns Place to Church Avenue
- Key intersections at Eastern Parkway, Empire/Lefferts, Church Avenue
- Study goals
  - Improve pedestrian and driver safety
  - Improve bus travel times
  - Maintain parking and curb access
Transit Needs: B46 Bus Service

- Limited subway access
- B46: second busiest bus route in NYC
- Over 49,000 bus passengers per weekday
- Average speed of 6.8 mph, below Bklyn avg.
- Congestion: slower buses and bus bunching
Safety Needs: Carroll St. to Church Ave.

- Speeding: 63% of vehicles exceed speed limit (30 mph)
- Crash stats 2006-2010:
  - 766 total crashes
  - 41 severe injuries
  - 2 fatalities
- Utica has among the highest rate of injury from motor vehicle crashes in Brooklyn
Parking Needs: Merchant Request

- Request for expanded parking on Utica Ave. bet. Eastern Parkway and Carroll St.
- DOT seeking to balance parking needs with needs of B46 bus riders

Bus Lane: Carroll St. to President St.
Community Feedback

• Key Feedback
  – B46 provides an important service for the local community
  – Pedestrian safety concerns, esp. at Eastern Pkwy., East New York Ave., and Church Ave.
  – Risky driving concerns, inc. speeding, illegal U-turns and lefts, esp. by dollar van drivers
  – Maintaining street parking supply is important to local businesses (particularly near Eastern Parkway)
  – More enforcement needed
  – Need to coordinate signal timing better
  – Do not impact traffic flow
Proposed Plan:
St. Johns Pl. to Carroll St.
Existing Conditions

- Traffic congestion is worst on approaches to Eastern Parkway

[Diagram showing traffic patterns and lane usage]

- Parking/Loading
- Bus Stop
- Bus Only Lane
Proposed Improvement

- Relocates bus lane to SB approach
- Provides more parking bet Pres. and Carroll Sts
- Reduces bus delays on SB approach to Eastern Pkwy.
- Net gain: 19 peak period parking spaces
Improvement Concepts: Carroll St. to Church Ave.
Proposed Solutions

• Convert one travel lane to “offset” bus lane to reduce speeding, maximize parking, and benefit bus service
• To improve safety and traffic flow: add left turn bays at some intersections, prohibit left turns elsewhere
• Implement Transit Signal Priority, optimize corridor signal timings
Utica Ave at Church Ave

- Busiest single route bus to bus transfer in city
- Very high crash location
- Proposal for offset bus lanes, bus bulbs, LT prohibition
- High traffic volumes
Left Turns: Existing Condition
Left Turns: Bus Lane Concept

[Diagram of a street intersection with designated lanes, including bus stops, travel lanes, offset bus lanes, and parking lanes.]

NOTE: GREYED OUT OBJECTS INDICATE PARKED VEHICLES
Potential Left Turn Bans

• Safety Benefits
  – Reduce conflicts between pedestrians and vehicles
  – Reduce conflicts between through traffic and turning vehicles

• Traffic Benefits
  – Reduces traffic congestion
Potential Left Turn Bans

- Lenox Road – community concerns about LT ban
- Proposal to create LT bay would require curbside bus lane SB
- Would require removing 6 parking spaces in front of post office, Citibank
Traffic Signal Changes

- Optimize traffic signal offsets for all traffic
- Increase signal cycle from 60 seconds to 90-120 seconds
  - Increase green time for Utica Avenue while maintaining safe pedestrian crossing times
  - Better match cycles at Church, Linden, Eastern Parkway
- Implement Transit Signal Priority from Kings Highway to Broadway (with NYCT)
• Measured traffic conditions at all intersections in AM, MD, PM peak hours
• “Synchro” network constructed to evaluate all intersections with coordinated signal timing
• Build conditions included all traffic lane changes, signal timing changes
• Analysis shows that project will maintain traffic flow at all intersections, in all peak periods
  – In PM peak, 10 intersections improve, 7 neutral, 1 declines slightly (LOS B to LOS C)
Project Benefits

Transit:
- Faster, more reliable service on B46
- Sets groundwork for potential future Select Bus Service

Safety:
- Bus lanes help reduce off-peak traffic speeding
- Left turn restrictions and bays improve pedestrian safety

Traffic:
- Maintains all traffic at acceptable level of service

Parking:
- +19 parking spaces near Eastern Parkway
- -22 parking spaces along southern part of corridor (~1 per block face)
Next Steps

• Present proposed changes to CBs for feedback
• Finalize implementation plan and schedule – proposed for Spring 2014
Detailed Project Plans
Detailed Project Plans
Detailed Project Plans
Detailed Project Plans
Detailed Project Plans
Detailed Project Plans
Detailed Project Plans

Potential future bus bulb location requires relocation of NB limited stop from Winthrop to Rutland.
Detailed Project Plans
Detailed Project Plans
Detailed Project Plans
New York City DOT

Detailed Project Plans

Diagram showing street layout with annotations for parking removal and potential future neckdown location.