Why Pennsylvania Avenue

• **STA request for safety treatments**
  – Discussed issues in January & March 2012
  – Discussed potential solutions in April 2012

• **Safety**
  – Crashes (5 years):
    • In top 10% of Brooklyn corridors in KSI per mile
    • 25 pedestrian injuries, 3 severe, and 1 fatality
    • ~800 motor vehicle occupant injuries, 28 severe
    • 1 motorcyclist fatality
  – Speeding
    • 80% of vehicles on Pennsylvania Avenue

• **Opportunity**
  – Resurfacing scheduled for 2013
  – More capacity than needed for traffic volumes

Sources: NYSDOT ALIS/SIMS Database; NYCDOT Fatality Database
NYCDOT speed surveys 2/23/2012 8:30-8:50 am (Vandalia Ave), 8:55-9:20 am (Geneva Loop)
Issues

- Long (100’) crossing without refuge
- Speeding
- Aggressive driving
- School crosswalk without signal
- Pedestrian safety
- Bus stop “Hummocks”
- Ponding
- Left turns
- Rear end crashes
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Accomplishments

• Pedestrian Countdown Signals installed
• Pedestrian crossing time extended
• New signal installed at Freeport Loop school crosswalk
Existing Conditions

46% of ped crashes: crossing with signal

Turning vehicle failure-to-yield

Provide refuges and tighten turns

Rear-ending and overtaking were 45% of multi-vehicle crashes

Speeding and unsafe lane-changes

Remove Excess Capacity
Proposed Configuration

- Remove one travel lane in each direction (South of Flatlands Ave)
- Upgrade crosswalks
- Painted pedestrian island
- Add wide parking lane stripe
Proposal: Vandalia Ave to Seaview Ave
Typical Intersection Details

- Painted pedestrian island in crosswalk
- Buffer between left and through lanes, Improved lane designation arrows
- Wide parking lane
Other Details

- Between Linden Blvd and Vandalia Ave
  - Stripe parking lane (currently marked as if no parking)
- Retain 3 lanes NB at Flatlands Ave
- Signal at Freeport Loop (installed)
- Lengthen bus stop at Schroeders Avenue
- Resurfacing:
  - Address ponding and other roadway surface issues
  - Potential: Concrete bus pads to address hummocks
- Potential ramp improvements at Seaview Ave
- Net decrease of 6 to 8 parking spaces
  (at Seaview Ave & at Flatlands Ave)
Proposal: Benefits

• Reduce speeding/tame traffic
• Improve pedestrian crossings
  – Safer pedestrian crossing
  – Easier for slower walkers to split crossing
  – Potential for future concrete median extensions
• Improve safety for drivers & passengers
• Improve bicycle-friendliness of corridor
• Greening opportunities
• Improve roadway surface & drainage