Franklin Avenue
Transportation Improvements

Commissioner Polly Trottenberg     New York City Department of Transportation
Presented by Division of Traffic & Planning on May 27th, 2014 to Community Board 8
Background

• 2011 Crow Hill Community Association request for bike lane
• 2013 letter from Assembly Member Walter T. Mosley requesting transportation improvements on Franklin Ave
• April 2014: DOT hosted a joint CB8/CB9 workshop to gather community input and guide solutions
• Project goals: Increase safety, access and connectivity for pedestrians, cyclists, bus riders and motorists

April 2, 2014 community workshop
Existing Conditions on Franklin Ave

- 34 feet wide one-way roadway
- 17 feet wide combined parking/moving lane
- 17 feet wide combined parking/moving lane

Diagram showing existing conditions on Franklin Ave with labels indicating the dimensions of the roadway and lanes.
April 2014 Community Workshop

- DOT hosted a joint CB8/CB9 workshop to gather community input and guide solutions
  - 35 attendees, mix of roadway users
    - Residents and business owners
    - Pedestrians, motorists, bus riders and bicyclists
  - Map exercise/discussion
    - Identified transportation issues
    - Identified problem locations

Workshop flyer
4 groups identified 27 unique issues

7 issues were identified by at least 3 of the 4 groups as “main issues”

- Congestion
- Jaywalking/long signal cycles
- Narrow travel lanes
- Hostile cycling environment
- Atlantic Ave pedestrian crossing
- Double parking & loading
- Speeding
Summary of Proposal

• Improve signal timing and traffic flow

• Upgrade lane widths

• Install concrete pedestrian islands on Atlantic Avenue

• Parking regulations changes
Community Issue: Congestion

Franklin Ave approaching Eastern Pkwy

- Poor signal coordination
- Signal cycles vary
- Green cycles are not properly synced
Community Issue: Jaywalking/Long Signal Cycles

- Long wait times for crossing pedestrians
- Rampant jaywalking
Proposed Enhancement: Signal Timing

- Standardize all signal cycle lengths to 60 seconds, favoring Franklin Ave
- Coordinate green phases along Franklin Ave
- Add 5 seconds of green time to southbound Franklin Ave approaching Atlantic Ave

Benefits:
- Reduce congestion/increase vehicular flow
- Minimize pedestrian wait time
Community Issue: Narrow Travel Lanes

- Small width of travel lanes makes driving uncomfortable
- Vehicles often drive in the middle of the street straddling both travel lanes
- Motorist behavior is unpredictable
• Very little space between parked and moving vehicles
• Entering/exiting parked vehicles is uncomfortable and dangerous
Community Issue: Hostile Bicycling Environment

- Narrow travel lanes make passing difficult
- Narrow parking lanes make risk of “dooring” great
Proposed Enhancement: Markings

**EXISTING**

- West Sidewalk
- Combined Parking/Moving Lane
- Combined Parking/Moving Lane
- 34’

**PROPOSED**

- West Sidewalk
- 9’ Parking Lane
- 5’ Bike Lane
- 11’ Moving Lane
- 9’ Parking Lane
- East Sidewalk
Proposed Enhancement: Markings

Dean St, Brooklyn

- Benefits:
  - Wider travel lane
  - Wider parking lane
  - Dedicated bicycle lane
Traffic Analysis

• A traffic model was created to study the effect of removing one southbound lane

• Shorter signal cycle lengths and coordinated green phases were found to increase vehicle flow and decrease travel time despite the reduction in the number of lanes

• Peak hour volume is low enough to fit in one travel lane (775 vehicles, 6pm-7pm)

• The two travel lanes would merge between Atlantic Ave and Pacific St

• It is necessary to maintain two travel lanes between St Johns Pl and Eastern Pkwy for vehicle storage

• This project is expected to significantly relieve congestion on Franklin Ave
Community Issue: Atlantic Ave Pedestrian Crossing

- Pedestrian crossing is more than 100 feet long
- East crosswalk connects to C-train entrance
- Pedestrians who don’t cross in time are stranded
- Vehicles turning left from Franklin Ave to Atlantic Ave often drive aggressively through the crosswalk
Proposed Enhancement: Concrete Pedestrian Islands

- Install concrete pedestrian islands on Atlantic Avenue

- Benefits:
  - Shorter crossing distance
  - Refuge for pedestrians who can’t cross in time
  - Slows turning vehicles
Proposed Enhancement: Concrete Pedestrian Islands

- Installing the eastern concrete pedestrian island requires banning the westbound left turn from Atlantic Ave to Franklin Ave.
- Westbound left turn volumes are very small.
- The proposed turn ban would improve traffic flow on both Franklin Ave and Atlantic Ave by redistributing the green time associated with the protected left turn phase.
Proposed Enhancement: Improved Traffic Flow

Existing PM Signal Phasing

Atlantic Ave phase: 70 seconds

Westbound protected phase: 15 seconds

Franklin Ave phase: 35 seconds
Proposed Enhancement: Improved Traffic Flow

Proposed PM Signal Phasing

Atlantic Ave phase: 80 seconds

Franklin Ave phase: 40 seconds
Community Issue: Double Parking & Loading

- Expanding commercial area on Franklin Ave
- Inadequate parking turnover
Proposed Enhancement: 1-Hour Parking Regulation

- Existing parking regulation: Alternate side parking

- Proposed parking regulation: 1-Hr Parking 8am-7pm Mon-Sat

- Proposed for commercial areas of Franklin Ave:
  - 110’ north of St Marks Av
  - 220’ north of Park Pl
  - 200’ south of Park Pl
  - 110’ south of Sterling Pl

All on west side of Franklin Ave
Community Issue: Speeding

- Radar speed gun study on Franklin Ave between Dean St and Bergen St conducted October 2013
- Study revealed that speeding is common
- Majority of motorists are not speeding
- The proposed single travel lane operation will discourage speeding by forcing the few speeding vehicles to follow behind the law abiding majority
Summary of Proposal

Geometry

- Create one travel lane by redesigning two narrow travel lanes
  - Maintain two travel lanes between St Johns Pl and Eastern Pkwy
- Maintain and widen all parking lanes
- Install a dedicated bicycle lane
- Build concrete pedestrian islands on Atlantic Avenue

Signals

- Standardize all signal cycle lengths to 60 seconds, favoring Franklin Ave
- Sync green lights along Franklin Ave
- Increase green time for Franklin Ave at Atlantic Ave

Parking Regulations

- 1-Hour Parking 8am-7pm Mon-Sat adjacent to retail activity on Franklin Ave between Bergen St and St Johns St
Summary of Benefits

• A safer street for all roadway users
• More comfortable driving environment
• More comfortable entering/exiting vehicles
• Improved traffic flow
• Improved crossing for pedestrians
• Improved bicycle travel
• Improved loading

• Planned implementation in July 2014
  • Concrete pedestrian islands in 2015
Questions?

Thank You