Atlantic Ave/Washington Ave
Pedestrian Safety Improvements

New York City Department of Transportation
Presented by the Pedestrian Projects Group on December 16, 2014 to CB2 & CB8
Timeline

February 2011 – CB2 Washington Ave Corridor Project approval

April 2011 – NYCDOT holds Washington Ave workshop + CB8 approval

June 2011 – NYCDOT installs Washington Avenue Corridor Project
  
  * E/B Atlantic Ave left turn restriction
  * S/B Washington Ave left turn bay installed
  * Concrete islands and median extensions approved
  * Lowry Triangle expanded with painted gravel and granite blocks

2012-2014 – DEP sewer main construction
  
  * Full buildout was not completed as anticipated

2014 – Community meeting to solicit feedback

2015 – Atlantic and Washington Pedestrian Project implementation
Total crashes decreased by 31%
2012 Washington Ave Corridor Project

- Pedestrian injuries decreased by 44%
Existing Atlantic and Washington

Issues:
• Vehicle-pedestrian turning conflicts
• Vehicle-vehicle turning conflicts/congestion
• Confusing vehicle turns
• Long pedestrian crossings
• Soft vehicle turning angles
• Missing crosswalks at pedestrian desire lines
Existing Issues

Vehicle-pedestrian turning conflicts
Existing Issues

Vehicle-vehicle turning conflicts
Existing Issues

Vehicle turning congestion
Existing Issues

Confusing vehicle turns
Existing Issues

Long pedestrian crossings
Existing Issues

Pedestrian desire lines
Existing Issues

Pedestrian desire lines
• DOT Brooklyn Borough Commissioners Office contacted by over 25 residents with pedestrian safety concerns

Common concerns were:
• Vehicle-pedestrian turning conflicts, especially in west-side crosswalk
• Aggressive driver behavior
  • Speeding
  • Red light running
• Not enough time for pedestrians to cross
October 28 Community Stakeholder Meeting

Feedback received:

- Desire for more pedestrian crossing time
- Desire for near-term actions

How this plan responds

- Longer pedestrian crossing time
- Concrete build out moved to near-term implementation
- Education and enforcement efforts have begun
Proposed Plan

1. Shorten crosswalks with pedestrian islands
2. Reduce vehicle-pedestrian turning conflicts
3. Reduce vehicle-vehicle turning conflicts
4. Eliminate confusing vehicle turns
5. Accommodate pedestrian desire lines

*Approved by CB2 and CB8 in 2011
Proposed Plan

1. Shorten crosswalks with pedestrian islands
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3. Reduce vehicle-vehicle turning conflicts
4. Eliminate confusing vehicle turns
5. Accommodate pedestrian desire lines
Pedestrian Crossing Time

Crossing Atlantic Ave

Existing
AM: 43 sec
MD ( & night): 37 sec
PM ( & wknd): 39 sec

Proposed
AM: 51 sec
MD ( & night): 44 sec
PM ( & wknd): 44 sec

Change
AM + 8 sec
MD +7 sec
PM +5 sec
Proposed Signal Phasing – Washington Ave

Phase A

- S/B LT Restricted
- N/B LT Red Arrow

Phase B

- N/B LT Flashing Yellow Arrow
1. Shorten crosswalks with pedestrian islands
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4. Eliminate confusing vehicle turns
5. Accommodate pedestrian desire lines
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New Crosswalks
Project Timeline

Winter

• S/B left turn restriction

Spring

• Concrete elements (neckdowns, extensions)
• New pedestrian and vehicle signal timing, including N/B left turn flashing arrow (requires concrete buildout)
• Restricting turns onto Underhill Ave (requires concrete buildout)
• New crosswalks along Washington Ave (requires concrete buildout)
Additional Measures

NYPD Yield to Ped Enforcement by 77th and 88th Precincts

DOT Vision Zero Street Team flyering
Overview of Improvements

1. New concrete elements shorten crosswalks and provide pedestrian refuge areas

2. Additional pedestrian crossing time

3. N/B red left turn arrow allows pedestrians to cross ahead of turning vehicles and flashing yellow left turn arrow reduces vehicle-pedestrian conflict

4. S/B left turn restriction eliminates conflict with east crosswalk and N/B vehicles

5. W/B and S/B turn restrictions onto Underhill Ave eliminate confusing multiple-option turns

6. New crosswalks along Washington Ave accommodate pedestrian desire lines
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Thank You