GREELEY AVE

Presentation to Community Board 2 Transportation Committee

Monday, December 5, 2016
BACKGROUND
GREELEY AVE

BACKGROUND

- Numerous requests from Borough President James Oddo and City Council Minority Leader Steven Matteo for STOP controls along Greeley Ave
- Community complaints of speeding
- **2005**: Calmed with channelized parking buffers
- **2011**: Transitioned from channelized buffer along parking lane to painted center median

![Greeley Ave - Hylan Blvd to Father Cap Blvd, SI Injury Summary, 2010-2014 (5 Years)](chart)

<table>
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<th>Total Injuries</th>
<th>Severe Injuries</th>
<th>Fatalities</th>
<th>KSI</th>
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<tr>
<td>Total</td>
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Fatalities, 01/01/2010-6/20/2016: None

- **3 KSI (2010-2014)**
GREELEY AVE

RECENT CRASHES

- JULY 2016
- APRIL 2016
- SEPTEMBER 2016
- JANUARY 2016
GREELEY AVE

- Hylan Blvd is a Vision Zero Priority Corridor
- A portion of Greeley Ave is within a Vision Zero Priority Area
No traffic controls along Greeley Ave between Hylan Blvd and Father Capodanno Blvd (4,180’)
WHY NOT ALL-WAY-STOP (AWS) SIGNS?

GREELEY AVE

- AWS controls are installed to determine who has the right-of-way at an intersection – *not to control speeding*

- DOT investigation shows there is enough time between vehicles traveling on Greeley Ave to allow traffic and pedestrians on side streets to cross or for vehicles to enter the main traffic-flow

- Unnecessary stop signs can increase the frequency of rear-end crashes

- Stop signs add significant delays to travel along corridor during the peak hour
GREELEY AVE AT HYLAN BLVD

ISSUES

• Heavy right-turns from Hylan Blvd to Greeley Ave

• Many pedestrians crossing Greeley Ave at Hylan Blvd
GREELEY AVE

ISSUES

• **Vehicle Volumes:**
  High eastbound peak hour volume (1,000 vehicles), but low daily vehicle volumes (less than 6,000 ADT)

• **Speeding:**
  • 98% of vehicles above 25 mph speed limit
  • 85% above 35 mph
GREEELEY AVE

ISSUES

• Center buffer pushes vehicles away from each other, reducing friction and encouraging speeding
CONCEPTUAL PLAN
Repeated analysis shows traditional treatments are not appropriate for Greeley Ave, pushing DOT to look outside the box.
NEIGHBORHOOD TRAFFIC CIRCLES

GREELEY AVE TRAFFIC CALMING

• 24-hour treatment: Maintains traffic flow during peak hours, slows vehicles in non-peak hours

• Decreases number of conflicts points at intersection

• Adds to neighborhood character: Plantings improve aesthetics and reduced speeds create a safer living and traveling environment

Neighborhood Traffic Circle with Landscaping in Arlington, VA
NEIGHBORHOOD TRAFFIC CIRCLES IN US CITIES

ARLINGTON, VA

- Residential corridor treatment
- Used as an alternative to all-way-stops
- Like Greeley Ave, only minor/dead-end streets are stop controlled
NEIGHBORHOOD TRAFFIC CIRCLES IN US CITIES

CHICAGO, IL

• Used to promote a more consistent rate of travel on streets

• Enhances the quality of the streetscape through landscaping and other enhancements; provides an opportunity for community activity in residential areas, with citizens installing and maintaining planting or enhancements

• It is a self-enforcing treatment, calming two intersecting streets at once
NEIGHBORHOOD TRAFFIC CIRCLES IN US CITIES

SEATTLE, WA

- Over 1,100 across the city

- Mainly used for collision reduction, study showed traffic circles reduced collisions by an average of 92% when comparing 3 year before and after data

- Can change the look and feel of a street, and impact driver mentality when on neighborhood streets

Seattle Neighborhood Traffic Circle with Landscaping
BENEFITS OF NEIGHBORHOOD TRAFFIC CIRCLES

INDUSTRY FINDINGS

• Neighborhood traffic circles lower speeds at minor intersections
• Best applied in conjunction with plantings that beautify the street and surrounding neighborhood

• Typically built at the intersections of local streets
• Calm traffic and improves aesthetics

• Requires drivers to slow to a speed that allows them to comfortably maneuver around them, found 10% reduction in midblock speed
• No effect on access
• Improves safety, found intersection collisions have been reduced on average by 70% and overall collisions by 28%
NEIGHBORHOOD TRAFFIC CIRCLES

STOP CONTROL ON MINOR STREET

VS

MINI ROUNDABOUTS

ALL LEGS YIELD TO EACH OTHER, REQUIRES ALL VEHICLES TO SLOW DOWN

NO CONTROL ON MAJOR STREET, CAN MAINTAIN TRAFFIC FLOW
CONCEPTUAL PLAN

- Install 4 neighborhood traffic circles
  - Locations previously studied for all-way-stop
  - Intersecting streets are one-way southbound, resulting in less turn conflicts
- Install gateway treatments to reduce speeds of vehicles turning onto Greeley Ave
- Remove flush center median and add wide parking lanes
- Daylighting changes along the corridor
CONCEPTUAL PLAN

EXISTING

PROPOSED

Remove flush center median and add wide parking lanes
POSSIBLE GATEWAY TREATMENTS

- Different treatments due to constraints of driveways and catchbasins

Concrete Neckdown: Father Capodanno Blvd
• Markings more robust than in other US cities
  • Improves visibility
  • Enhances traffic calming, even midblock
VEHICLE TURNS

LARGE CAR

SINGLE UNIT TRUCK (SU-30)
EMERGENCY ACCESS: FDNY FIRE TRUCK

3 ft. mountable curb, Portland, OR
CIRCLE OPTIONS: MATERIAL

**CONCRETE**
- Durable
- Allows for signage installation
- Large vehicles can drive over exterior ring without harming interior

**RUBBER**
- Quick installation
- Easy to remove
CIRCLE OPTIONS: PLANTINGS

- Increases visibility
- Adds to neighborhood aesthetic
- Requires partner
- Trees are not feasible due to DEP facilities in the center of Greeley Ave
• Gateway treatments, neighborhood traffic circles slow vehicles speeds, while maintaining traffic flow during peak hours

• Neighborhood traffic circles decrease opportunities for conflicts along Greeley Ave and may discourage heavy vehicle use of Greeley Ave

• Enhances the neighborhood character of the street

• Change from channelized center median to double yellow center line and wide parking lanes calms traffic

• Daylighting changes to improve visibility
PROPOSED IMPLEMENTATION SCHEDULE

GREELEY AVE TRAFFIC CALMING

• FALL/WINTER 2016
  – Community Outreach
  – DOT to Finalize Design

• 2017
  – Implementation of Plan
APPENDIX
PHASE II

- Install speed bumps where feasible on minor streets
- Additional daylighting along the corridor
- Rumble strips if feasible approaching circles
SPEED BUMPS ARE NOT FEASIBLE ON GREELEY AVE

- Too many impeding driveways
- Short block lengths (200-220 ft.)

Many Driveways Along Greeley Ave
PHASE II TRAFFIC CALMING

- Rumble Strips approaching circles