

Brooklyn Avenue/Kingston Avenue

Transportation Improvements

2015

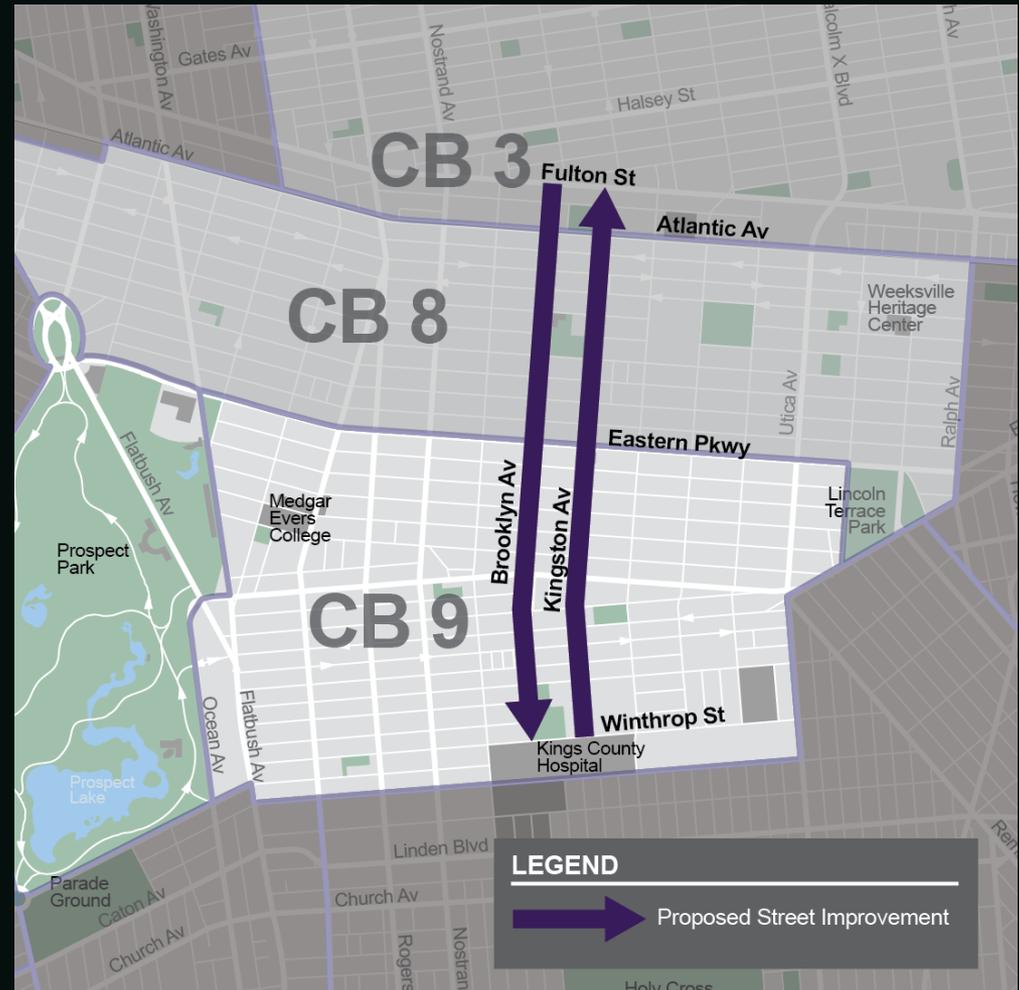


New York City Department of Transportation

Presented by Division of Transportation Planning & Management on June 23rd, 2015 to Community Board 9

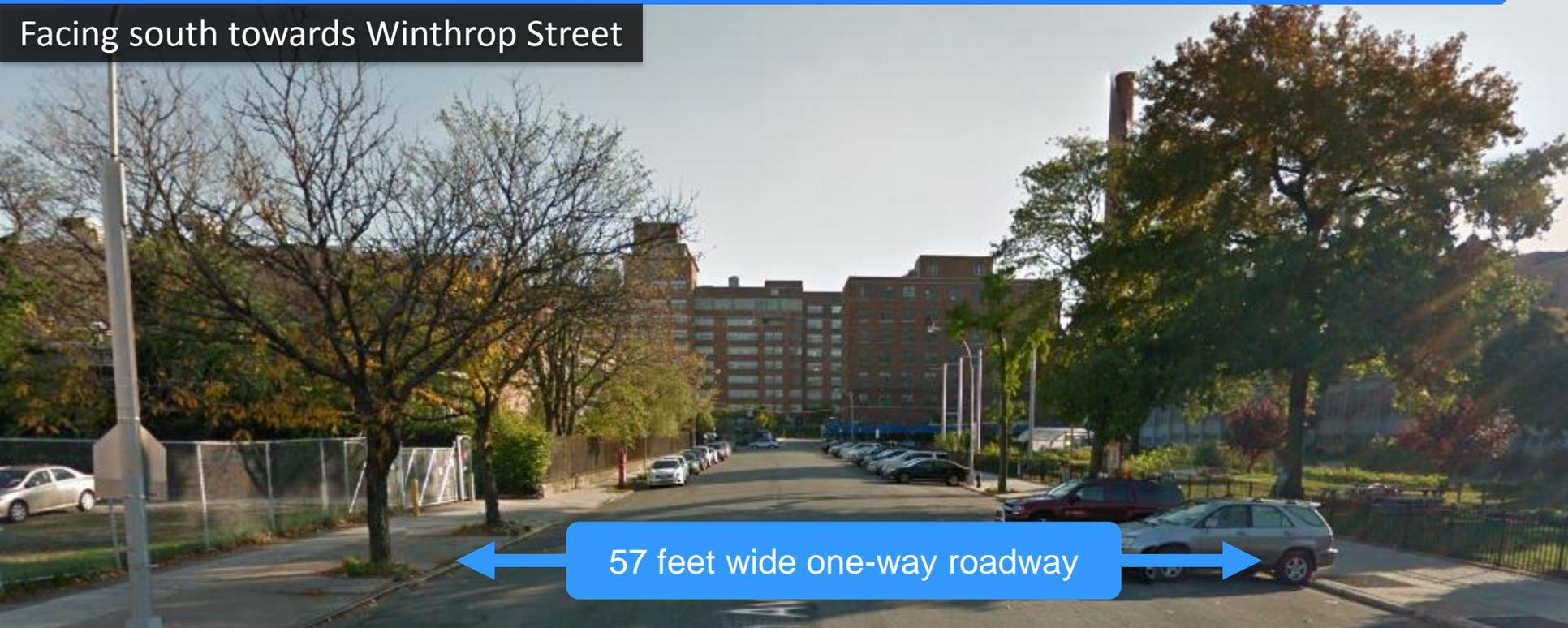
Background

- Brooklyn Avenue and Kingston Avenue are high crash corridors (15.9 and 20.7 traffic related serious injuries or deaths per mile, respectively)



Existing Conditions: Kingston Ave, Winthrop St to Rutland Rd

Facing south towards Winthrop Street

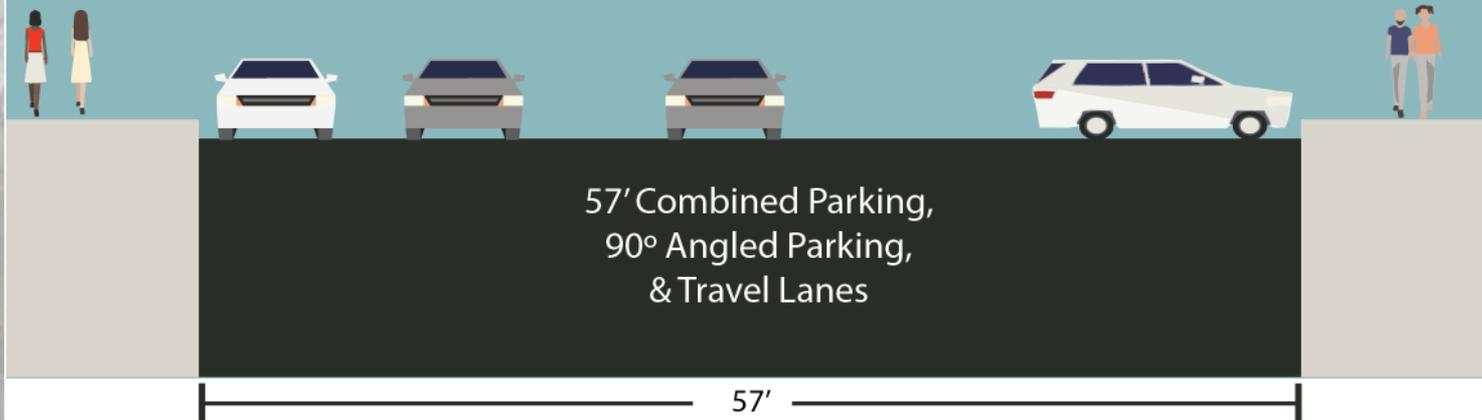


57 feet wide one-way roadway

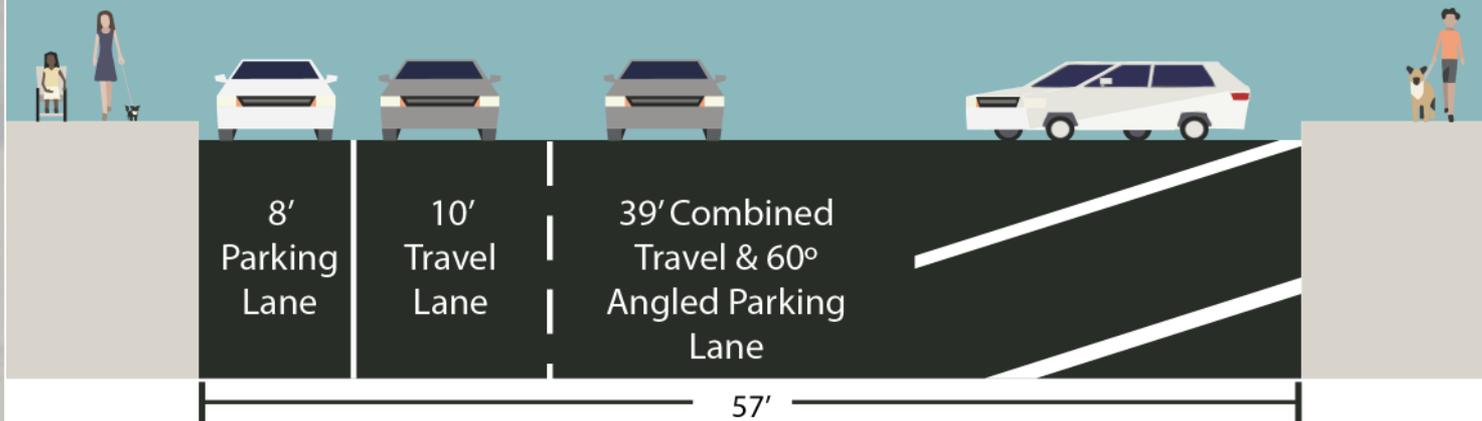


Proposed Conditions: Kingston Ave, Winthrop St to Rutland Rd

Existing



Proposed



Existing Conditions: Kingston Ave, Rutland Rd to Lefferts Ave

Facing south towards E New York Ave



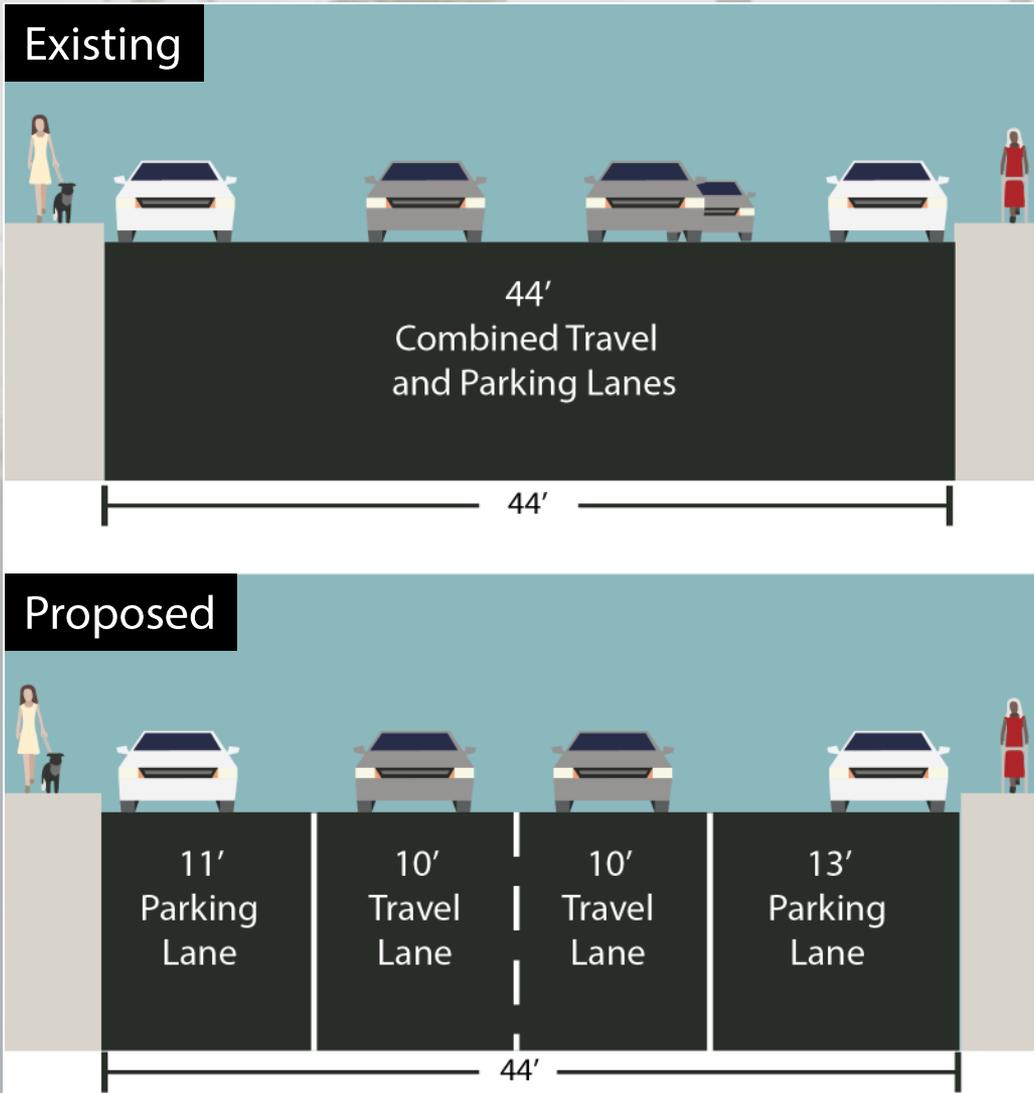
44 feet wide one-way roadway



44'

Combined Travel
and Parking Lanes

Proposed Conditions: Kingston Ave, Rutland Rd to Lefferts Ave



Existing Conditions: Kingston Ave, Lefferts Ave to Empire Blvd

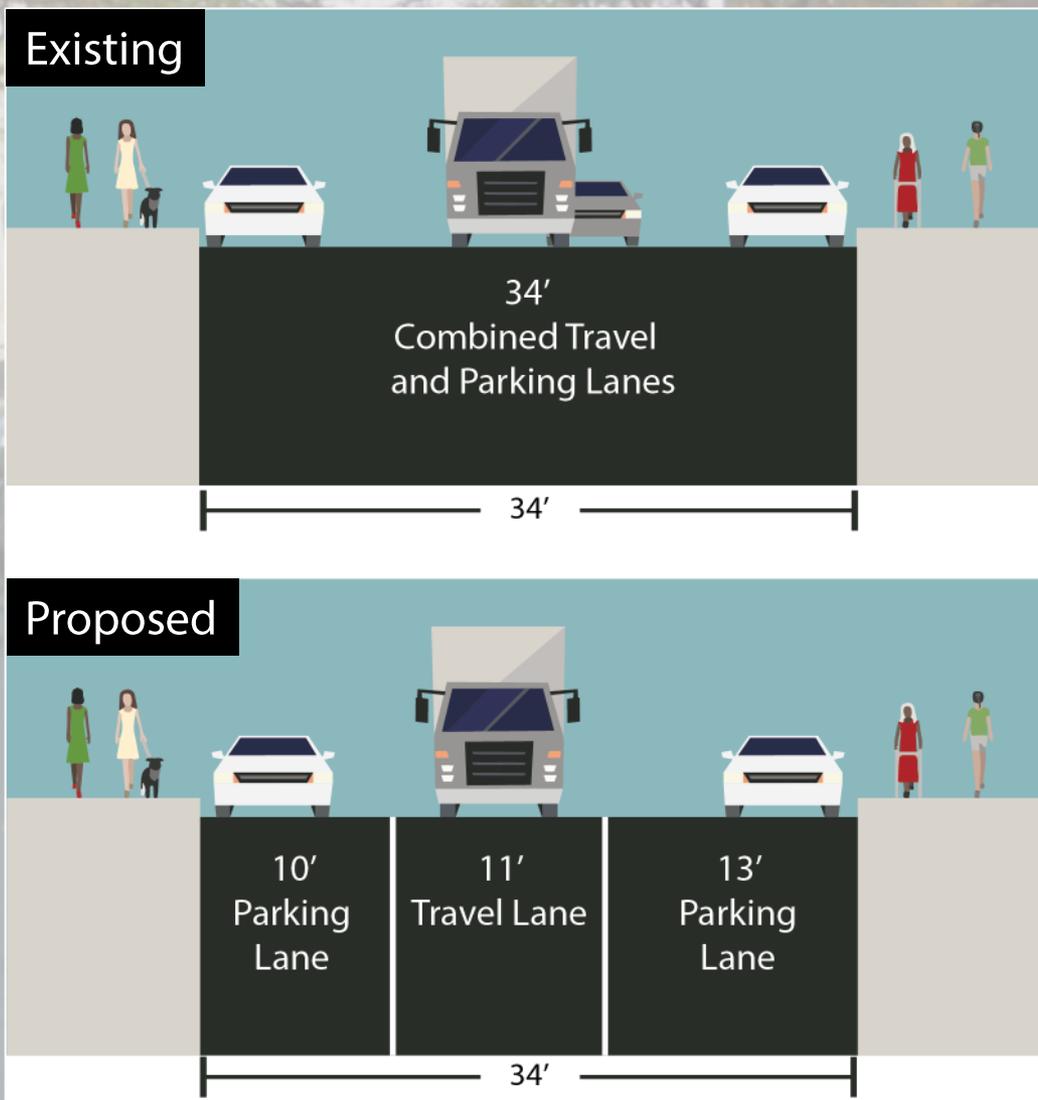
Facing south towards Lefferts Ave



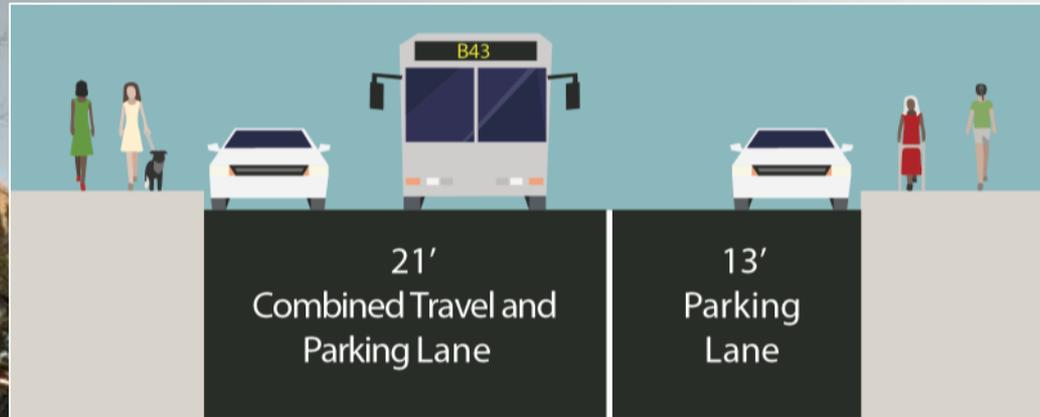
34 feet wide one-way roadway



Proposed Conditions: Kingston Ave, Lefferts Ave to Empire Blvd



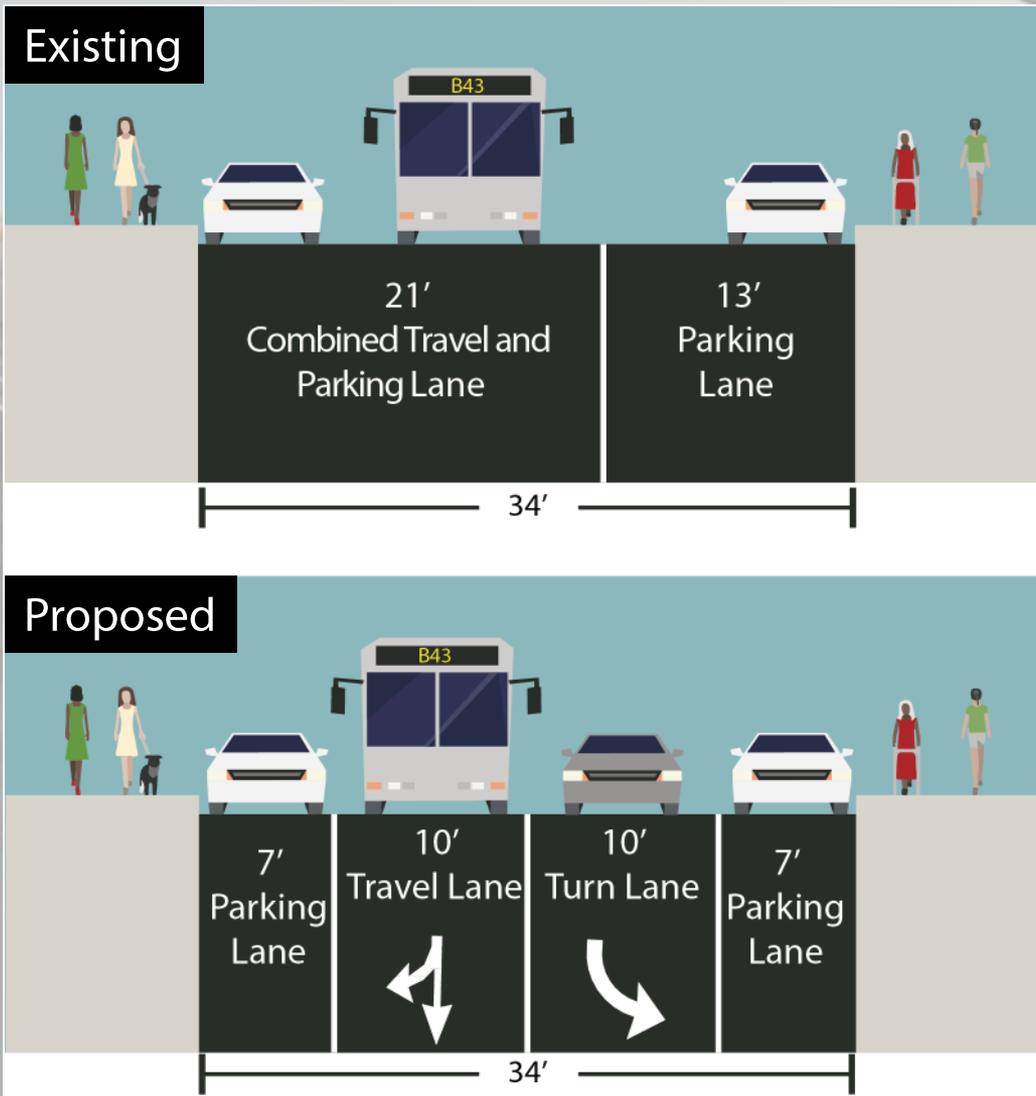
Existing Conditions: Kingston Ave, Empire Blvd to Eastern Pkwy



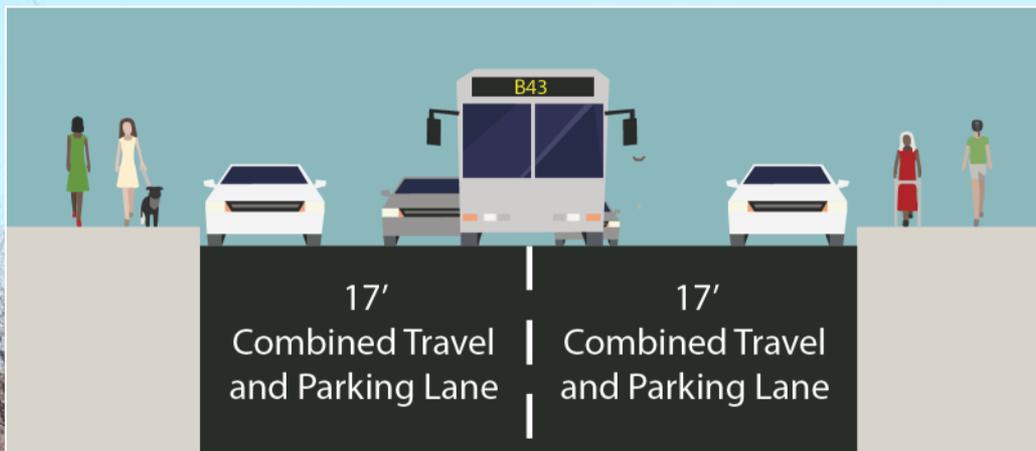
← 34 feet wide one-way roadway →

Facing south towards Union Street

Proposed Conditions: Kingston Ave, Union St to Eastern Pkwy



Existing Conditions: Brooklyn Ave, Eastern Pkwy to Lefferts Ave

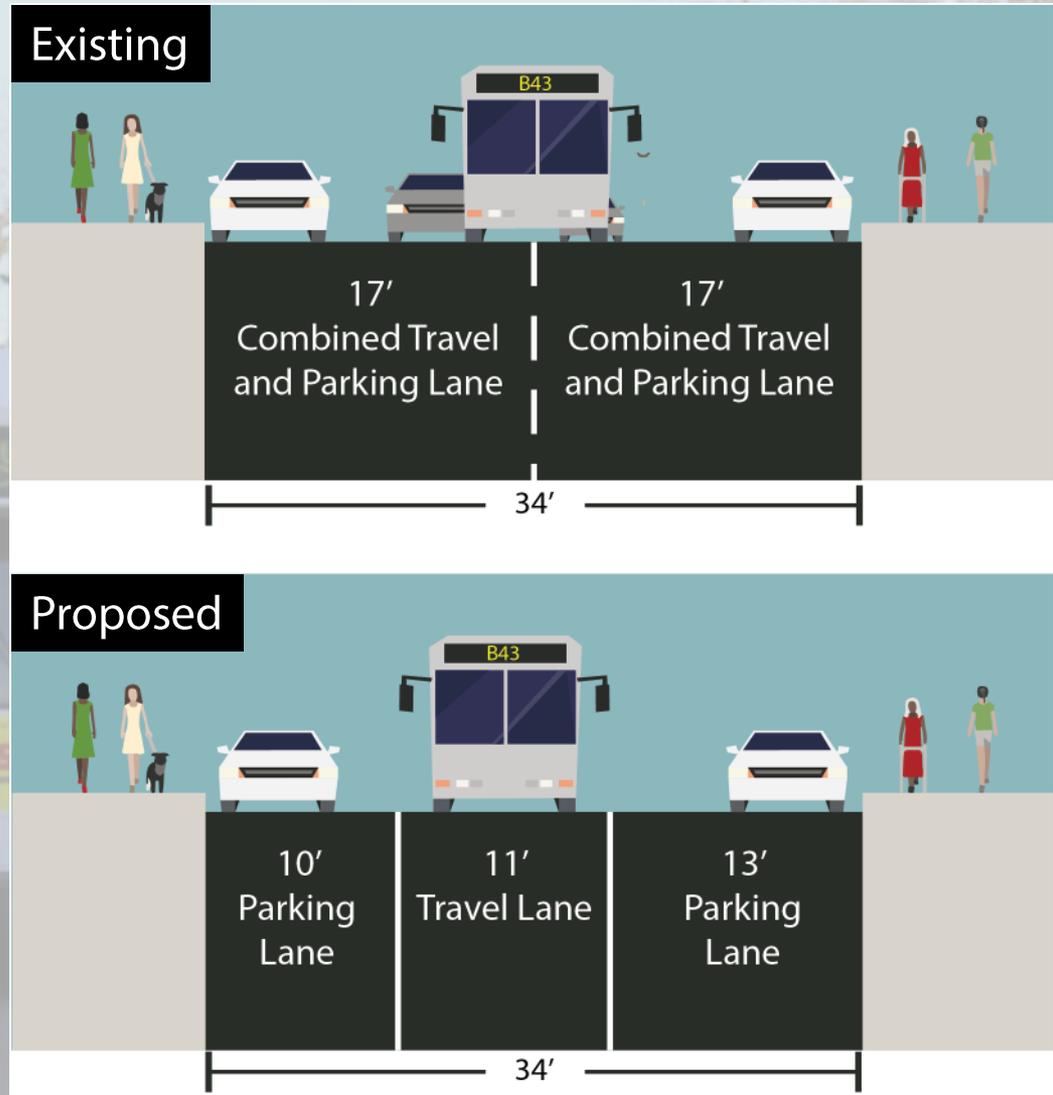


34 feet wide one-way roadway

Facing north towards Eastern Pkwy

Proposed Conditions: Brooklyn Ave

- Limits of proposed lane configuration:
 - Union St to Montgomery St
 - Empire Blvd to Lefferts Ave
- Two travel lanes would be maintained between Eastern Pkwy and Union St and between Montgomery St and Empire Blvd



Traffic Analysis of Brooklyn Ave

- Peak hour volume on Brooklyn Ave is 725 vehicles
- Signal cycles vary along the corridor
- Green phases are poorly coordinated
- 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
- The two travel lanes would merge between Eastern Pkwy and Union St
- Two travel lanes to be maintained between Montgomery St and Empire Blvd
- Project is expected to relieve congestion on Brooklyn Ave

Similar Project: Franklin Ave, 2014 (Community Board 8)

- In 2014, Franklin Ave was redesigned between Pacific St and St Johns Pl with 1 travel lane and improved signal timing
- Peak hour vehicle volume is 775 vehicles

Before

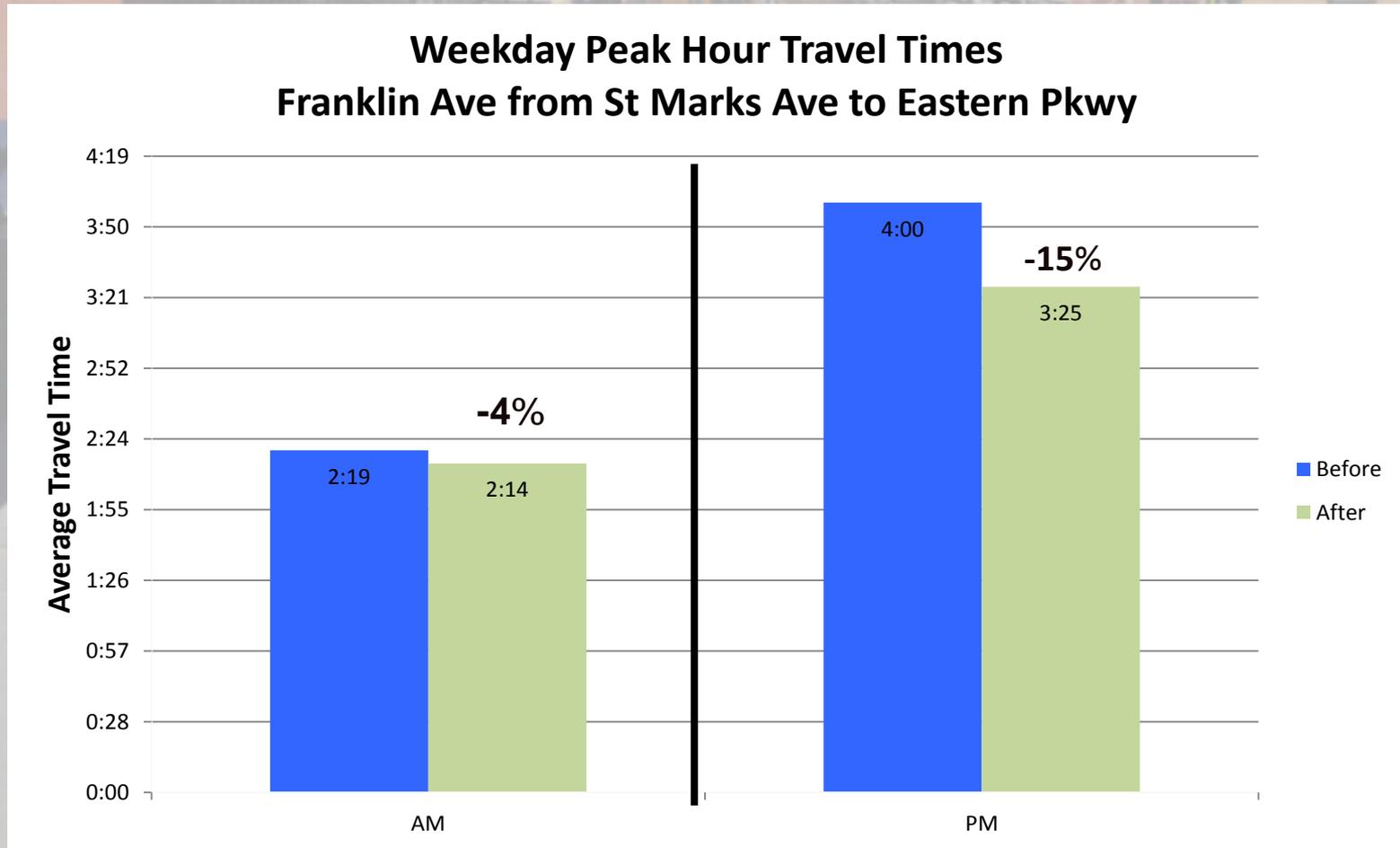


After



Similar Project: Franklin Ave, 2014 (CB8)

- Peak hour travel times decreased



Note: Weekday average travel times derived from runs conducted 7am-9am and 4pm-6pm over three days
Before travel time surveys conducted May 6-8, 2014
After travel time surveys conducted May 27-28 and June 3, 2015

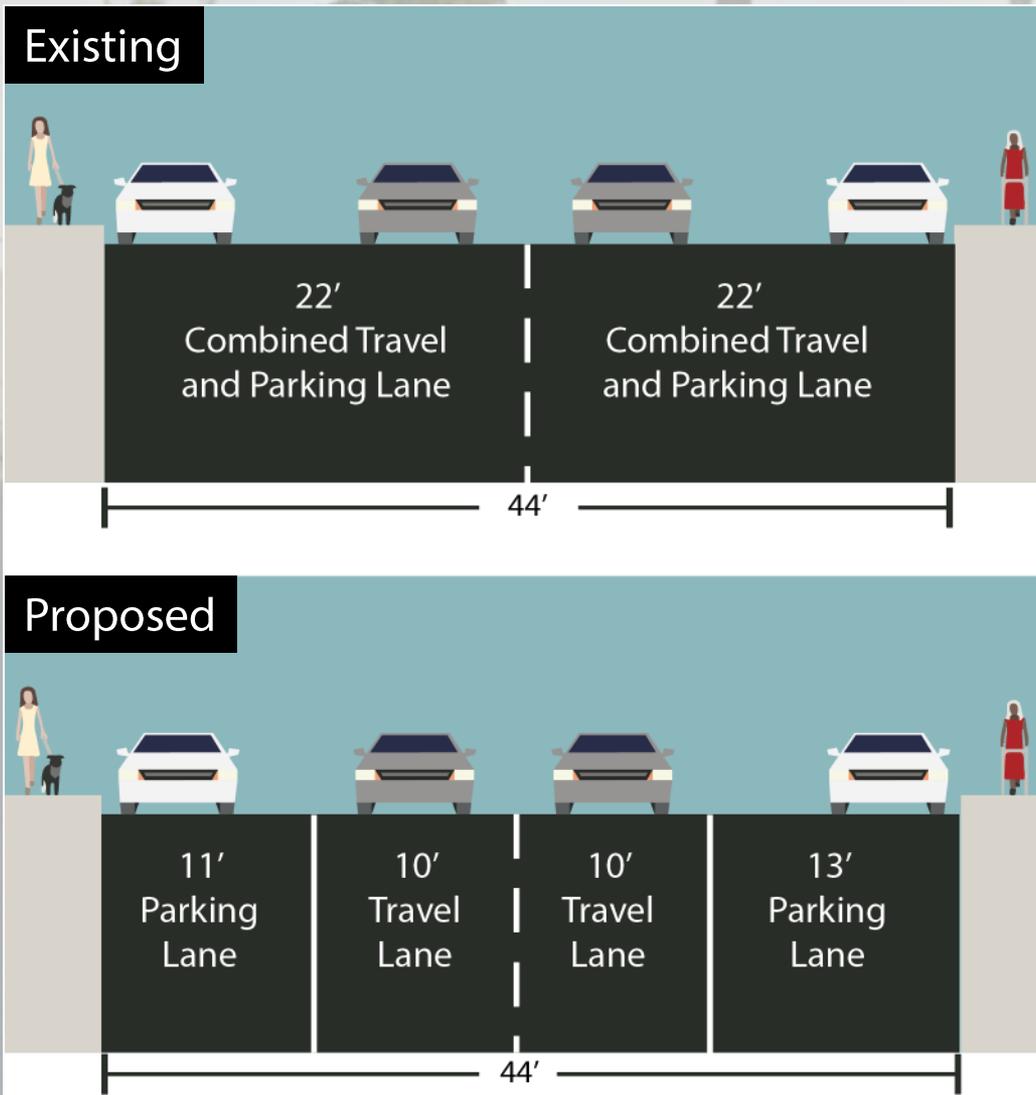
Existing Conditions: Brooklyn Ave, Lefferts Ave to Winthrop St



44 feet wide one-way roadway

Facing north towards Maple St

Proposed Conditions: Kingston Ave, Rutland Rd to Lefferts Ave



Summary of Proposal

Kingston Ave:

- Maintain all parking and travel lanes
- Install parking lines and lane lines to organize traffic
- Upgrade 90 degree angled parking to 60 degree back-in angled parking (Winthrop St to Rutland Rd)

Brooklyn Ave:

- Create one travel lane by redesigning two narrow travel lanes
 - Maintain two travel lanes between Montgomery St and Empire Blvd
 - Two travel lanes would merge to one between Eastern Pkwy and Union St
- Maintain and widen all parking areas
- Standardize all signal cycle lengths to 60 seconds, favoring Brooklyn Ave
- Sync green lights along Brooklyn Ave

Questions?

Thank
You