Atlantic Avenue at Columbia Street
Brooklyn Waterfront Greenway Improvements

6/27/2011 – CB 2
1. Project Background
2. Existing Conditions
3. Signal Changes for BQE Ramp
4. Atlantic Ave / Park Improvements
5. Columbia Street Improvements
Project Background
Brooklyn Waterfront Greenway Improvements

- Spring 2010 - Pier 6 opened
- Summer 2010 - Temporary Path
- 1.5 Miles of separated, waterfront path from Old Fulton to Degraw Street
Project Background
Brooklyn Waterfront Greenway Progress

- Fall 2010 Brooklyn Waterfront Greenway Workshops: Atlantic Avenue and Congress Street identified as important access to the Park
- Plan developed with Port Authority and Brooklyn Bridge Park
Pedestrians/cyclists along waterfront have increased.

Issues were raised by several community leaders:

- State Senator Daniel Squadron
  Pedestrian and cyclist safety
- Councilmember Steve Levin
  Pedestrian and cyclist safety
- Councilmember Brad Lander
  Pedestrian and cyclist safety
- Brooklyn Bridge Park Defense Fund
  Park access
- Brooklyn Bridge Park
  Park access
- NYPD
  Traffic safety and compliance
- Port Authority
  Working waterfront
INTERIM IMPROVEMENTS
Implemented Last Summer

- New Pedestrian Signals
- Restricted Right Turn on Red
- Eliminated Right Turn on Red
2. Atlantic Avenue and Furman Street
   1) Formalize crosswalk
   2) Formalize greenway connection
   3) Relocate bus stop to park entrance
   4) Increase truck/ped/bike visibility
   5) Enhance park gateway landscaping

3. Columbia Street between Atlantic Ave and BQE Entrance
   1) Simplify southbound movement by reducing number of lanes
   2) Remove greenway from sidewalk
   3) Improve bicycle facility and visual connection with Columbia Street Greenway

1. Atlantic Ave and BQE Entrance
   1) Improve signal timing
   2) Improve "No Right Turn on Red" sign
   3) Explore red light camera

PROJECT FOCUS AREAS
Atlantic Avenue Corridor Improvements
• Heavy vehicular volumes along Hicks Street during peak hour
  • 820 vehicles per peak hour make right turn onto BQE
  • “Right turn on red” permitted 7am to 10am accommodate high volumes

• High pedestrian volumes along Atlantic Avenue to access park
EXISTING
BQE On-Ramp

- Bottleneck at BQE On-Ramp
  - Adjacent thru-lane illegally makes right at “right turn on red”
PROPOSED
Atlantic Avenue
Between Hicks Street and the BQE Entrance

- Signal timing improvements
- New sign that emphasizes No Turn on Red
- Exploring Red Light Camera
EXISTING
Atlantic Avenue and Furman Street

South Sidewalk

4'

40'
Eastbound Moving Lane

10'
Buffer

40'
Westbound Moving Lane

15'
North Sidewalk

10
EXISTING
Atlantic Avenue and Furman Street

Bicycle entrance to Park is on south side of Atlantic

Pedestrian entrance to Park is on north side of Atlantic

Heavy truck volume in/out of PANYNJ facility
EXISTING
Atlantic Avenue and Furman Street

Narrow sidewalk that is shared with bike lane.
MTA has approved this potential bus alignment.

Busses will be rerouted on Park roadways.

Busses will no longer make the U-turn at base of Atlantic Avenue.
EXISTING
Columbia Street
Between Atlantic Ave and BQE Entrance

Southbound Moving Lanes
Northbound Moving Lanes
Buffer

5' West Sidewalk
5' Shared Use Path
3' East Sidewalk
11' 11' 10' 16' 15' 10'

Moving Lanes Moving Lanes
EXISTING
Columbia Street
South of Atlantic Ave
PROPOSED
Columbia Street
Between Atlantic Ave and BQE Entrance

3

11' East
10' West
5' Moving Lane
12' Right Turn Lane
5' Jersey Barrier
5' Two-Way Path
3' Flush Mall
12' Right and Left Turn Lane
12' Right Turn Lane
10' East Sidewalk

West Sidewalk

17
PROPOSED
Columbia Street
South of Atlantic Ave
PROPOSED
Columbia Street
Between Atlantic Ave and BQE Entrance

Furman/Atlantic
Provide one left turn lane and one right turn lane

Columbia/BQE On-Ramp
Provide one through lane and one left turn lane

Columbia/Congress
Provide one through lane and one left turn lane

5 new parking spaces
EXISTING WEST SIDE ILLUSTRATIVE PLAN
Atlantic Avenue / Brooklyn Bridge Improvements
PROPOSED
WEST SIDE ILLUSTRATIVE PLAN
Atlantic Avenue / Brooklyn Bridge Improvements

- **New Crosswalk**: Encourage the use of park's pedestrian entrance
- **New Pedestrian Island**: Encourage N-S ped movement; Create gateway treatment
- **Continue Greenway**: Connect Park to Columbia St; increase visibility for PANYNJ trucks
- **New Plaza Space**: Remove pedestrians from fence line; increase visibility for PANYNJ trucks
- **Remove Vehicular Lane and Replace with Bike Path**: Channelize cars; remove bikes from sidewalk
- **Reduce to 2 Lanes (from 3)**: Reduce movements in SB lanes

[Map Diagram with annotations]
Questions?

Thank You