Atlantic Avenue / BQE
Brooklyn Waterfront Greenway Improvements

- Background / Past Improvements
- Issues
- Recommendations

Commissioner Janette Sadik-Khan, New York City Department of Transportation
Presented to CB 2 on January 17th, 2011
Recent Improvements - Waterfront

- ¼ mile of temporary path in Brooklyn Bridge Park
- ½ mile of greenway path and improved sidewalks south of park
- 2-Way Furman
Recent Improvements – BQE On-Ramp

- Installed New Pedestrian Signals
- Limited time of Right Turn on Red at BQE On-Ramp
- Eliminated Right Turn on Red at Columbia
- Improved Signage
Background

Continued Concerns with BQE Entrance

- Councilmember Brad Lander
- State Senator Daniel Squadron
- Community Board 2
- Brooklyn Heights Association
- Brooklyn Bridge Park
1. **Illegal Turns**
   Right turns from thru-lane and left turns during red signal

2. **Right on Red**
   No protected phase for pedestrians crossing the BQE On-Ramp

3. **Intimidating Crossing**
   Park users cross wide on-ramp to the BQE
Issue 1: Illegal Turns

Existing Conditions

- Low compliance with prohibited right on red
- Vehicles turning from adjacent lane

NO TURN ON RED
EXCEPT
7AM - 10AM MON - FRI
Issue 1: Illegal Turns

Existing Conditions

- Left on red during walk-phase due to stop line & signal placement
Issue 2: Right on Red

Existing Conditions

• No protected phase for pedestrians in AM
• Compliance issues at other times
Issue 3: Intimidating Crossing

Existing Conditions

- Primary Access to Brooklyn Bridge Park
- Wide crossing (80 feet)
- Vehicles appear to be coming from all directions
Issue 3: Intimidating Crossing

Existing Conditions
Proposed Geometric Design
Illustrated Site Plan

- Lane Splitter
- Widened Right Turn Lane
- New Signal and Stop Line Placement
Proposed Geometric Design
Illustrated Site Plan

- Shorter Pedestrian Crossing
- No Cutting
- Easier Merge from Atlantic and Hicks
- Vehicles Stopped at New Signal and Stop Line
Proposed Signal Design
Existing Signal Phasing / Proposed Signal Phasing Design

**EXISTING SIGNAL PHASING**

**Phase 1**
- Through Movement and turns onto BQE
- 78 sec., 65%

**Phase 2**
- Pedestrians go with right turns continue
- 42 sec., 35%

- +7 sec/cycle for WB Right Turn
- +120 veh/hour processed on green
- RTOR Eliminated

**PROPOSED SIGNAL PHASING**

**Phase 1**
- Through Movement and turns onto BQE
- 75 sec., 62%

**Phase 2**
- Pedestrians are held and right turns continue
- 10 sec., 8%

**Phase 3**
- Pedestrians go while turns are held
- 35 sec., 30%
1. Prevent Illegal Turns
2. Eliminate Right on Red
3. Shorten Pedestrian Crossings