

# Atlantic Ave/Washington Ave

Pedestrian Safety Improvements

2015



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

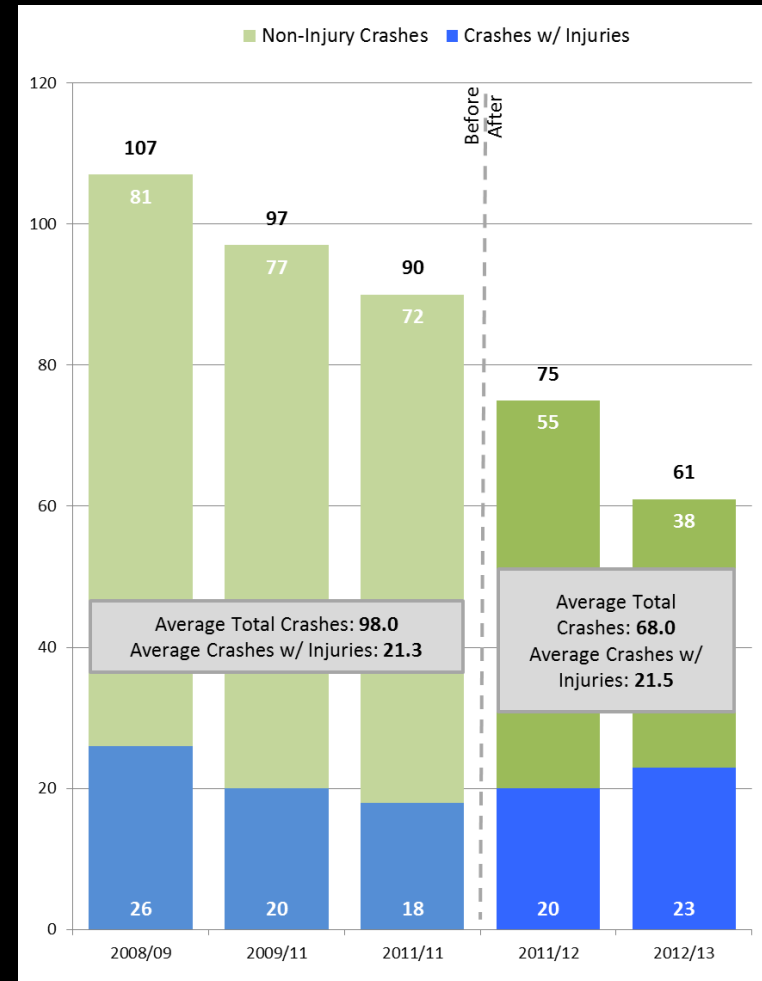
2015 – Atlantic and Washington Pedestrian Project implementation

# 2012 Washington Ave Corridor Project

- Total crashes decreased by 31%



## Crashes, Two-Year After Analysis Washington Avenue (Lincoln Pl to Dean St)



Each before year period is the 12-month period beginning May 1 and ending April 30. The 2-yr after period is September 1, 2011 to August 31, 2013. The implementation period of May 1, 2011 to August 31, 2011 is excluded. Source: NYPD AIS/TAMS Crash Database"

# 2012 Washington Ave Corridor Project

- Pedestrian injuries decreased by 44%

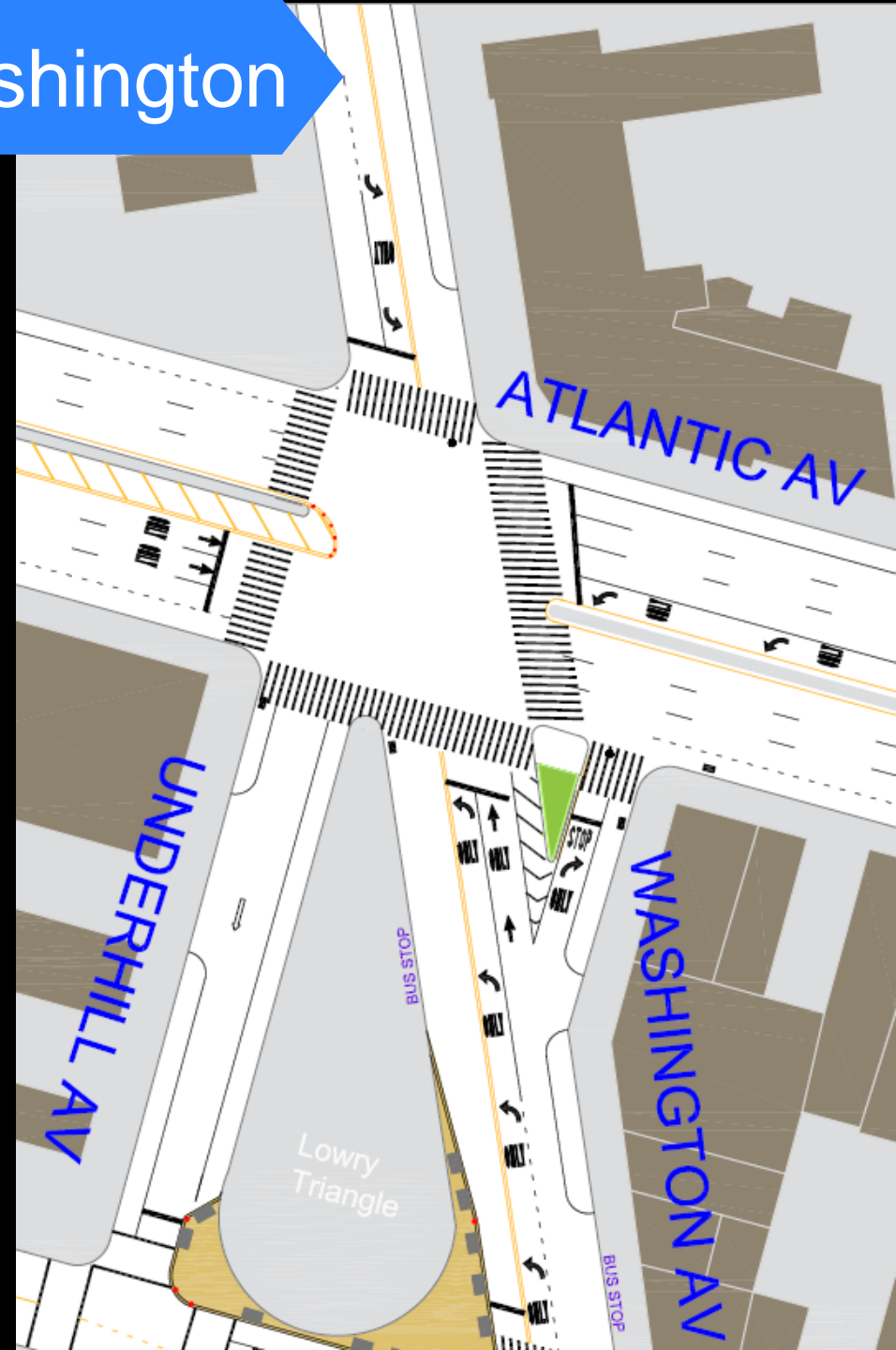
**Crashes and Injuries**  
Two-Year After Analysis, Washington Ave (Lincoln Pl to Dean St)

	Before				After			Change	
	'08/ '09	'09/ '11	'11/ '11	Average	'11/ '12	'12/ '13	Average	Actual	Percent
<b>Total Crashes</b>	107	97	90	<b>98.0</b>	75	61	<b>68.0</b>	-30.0	<b>-31%</b>
<b>Crashes w/ Injuries</b>	26	20	18	<b>21.3</b>	20	23	<b>21.5</b>	0.2	<b>1%</b>
Motor Vehicle Occupant	16	9	14	<b>13.0</b>	15	20	<b>17.5</b>	4.5	<b>35%</b>
Pedestrian	8	11	5	<b>8.0</b>	3	6	<b>4.5</b>	-3.5	<b>-44%</b>
Cyclist	6	4	5	<b>5.0</b>	6	6	<b>6.0</b>	1.0	<b>20%</b>
<b>Total Injuries</b>	30	24	24	<b>26.0</b>	24	32	<b>28.0</b>	2.0	<b>8%</b>

# 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



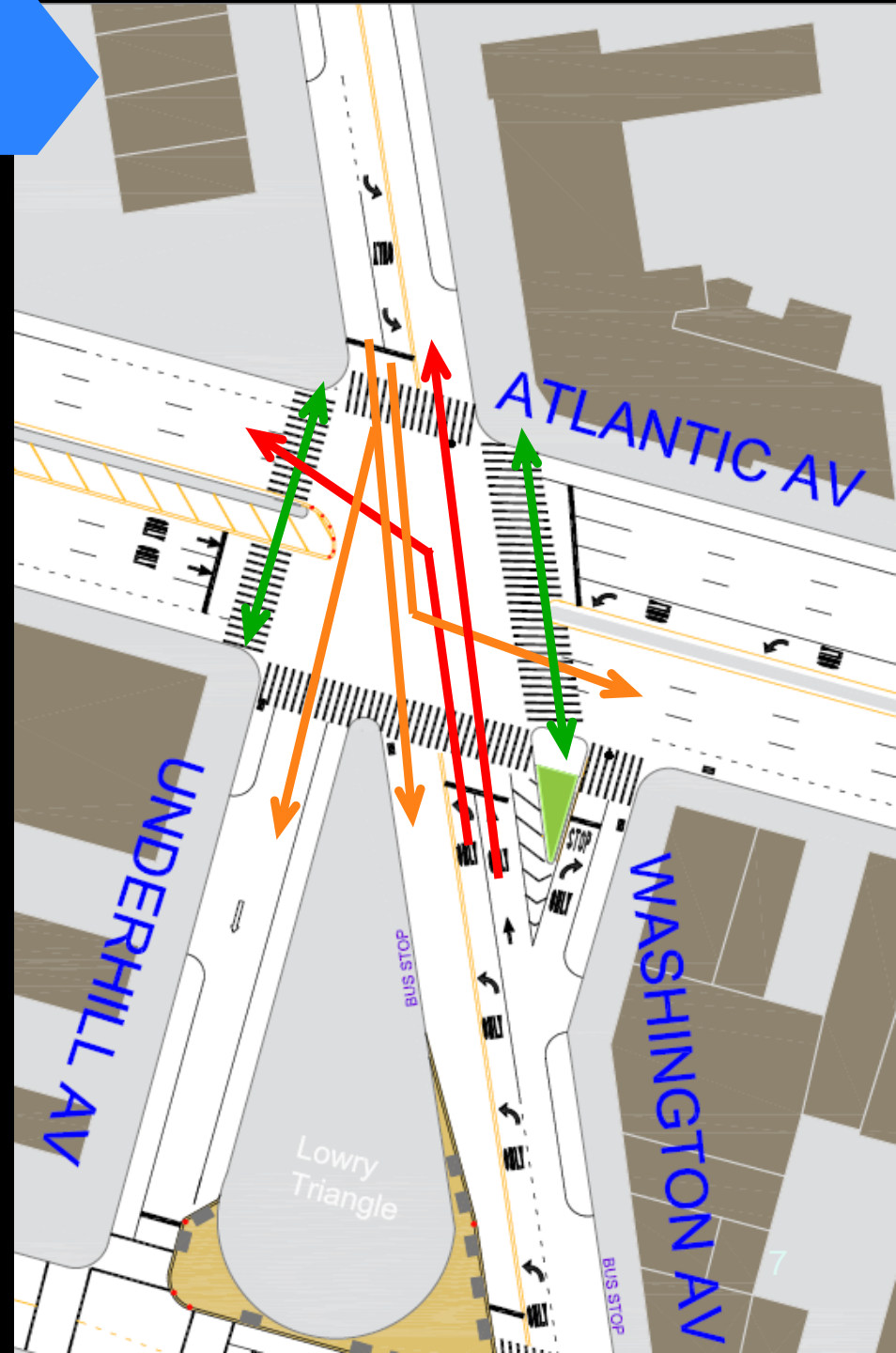
# Existing Issues

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



# Atlantic and Washington Public Input

- 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

# Atlantic and Washington Community Meeting

## 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

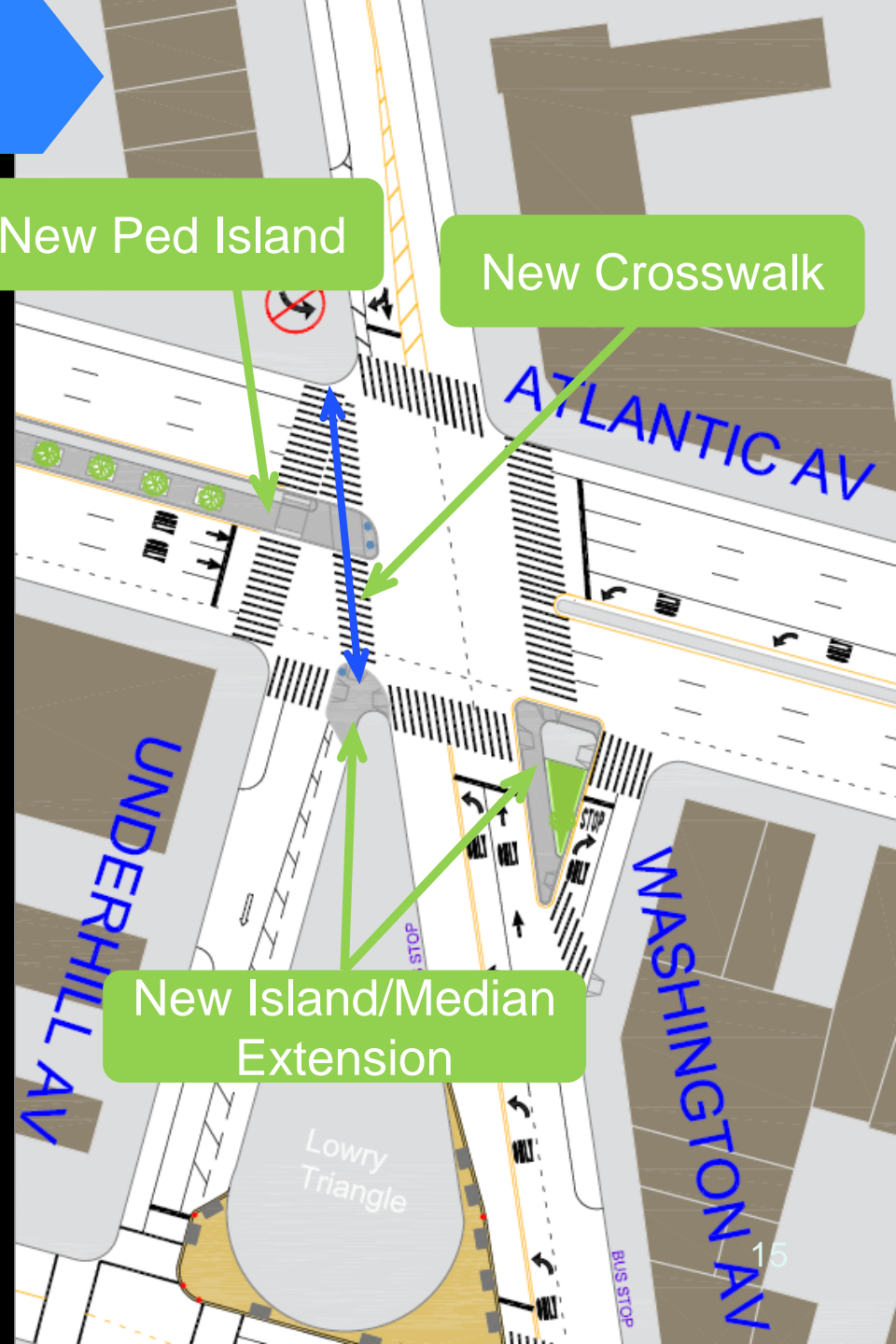
1. Shorten crosswalks with pedestrian islands
2. Reduce vehicle-pedestrian turning conflicts
3. Reduce vehicle-vehicle turning conflicts
4. Eliminate confusing vehicle turns
5. Accommodate pedestrian desire lines

New Ped Island

New Crosswalk

New Island/Median Extension

\*Approved by CB2  
and CB8 in 2011



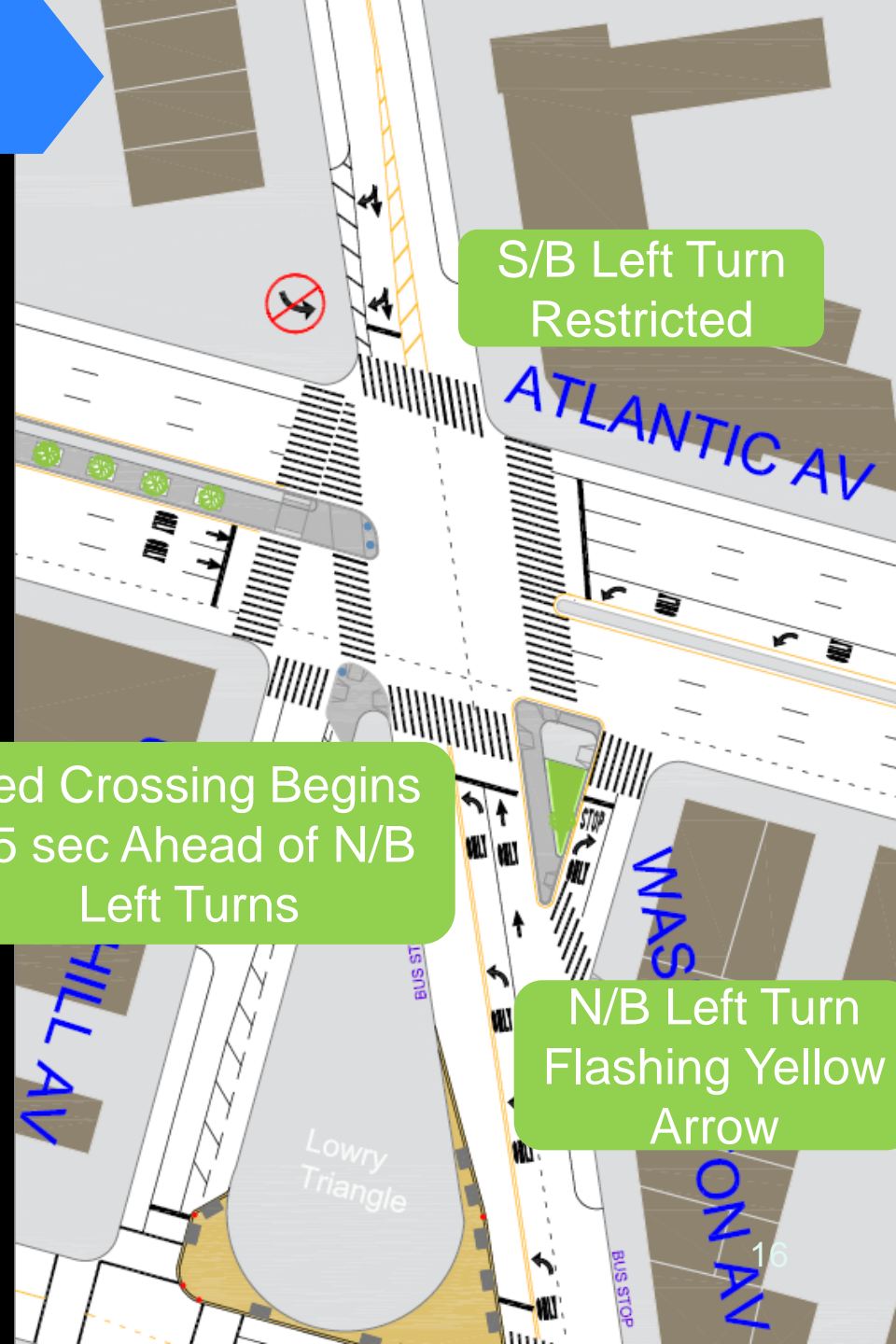
# Proposed Plan

1. Shorten crosswalks with pedestrian islands
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5. Accommodate pedestrian desire lines

Ped Crossing Begins  
15 sec Ahead of N/B  
Left Turns

S/B Left Turn  
Restricted

N/B Left Turn  
Flashing Yellow  
Arrow





# 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

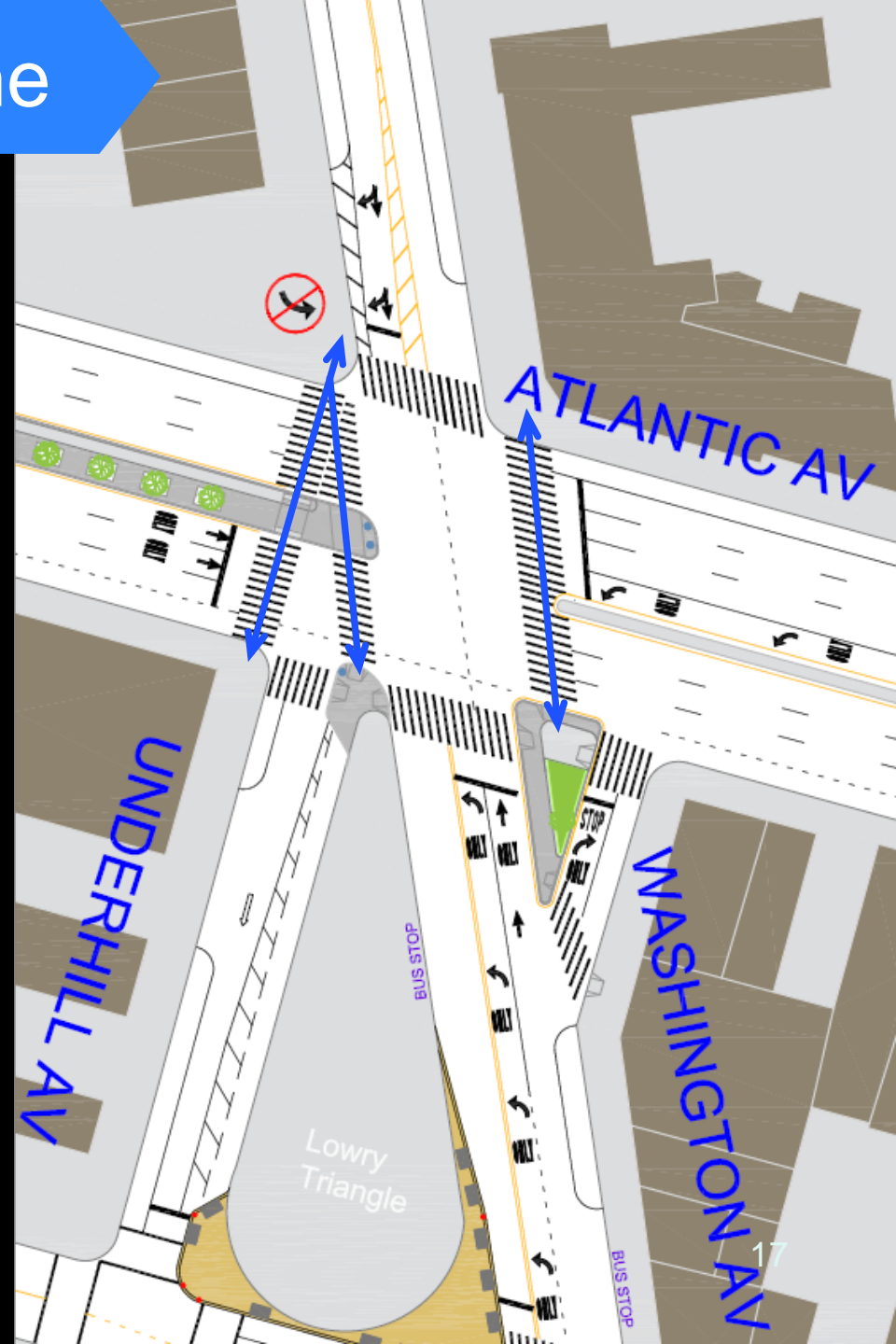
PM (& wknd): 44 sec

### Change

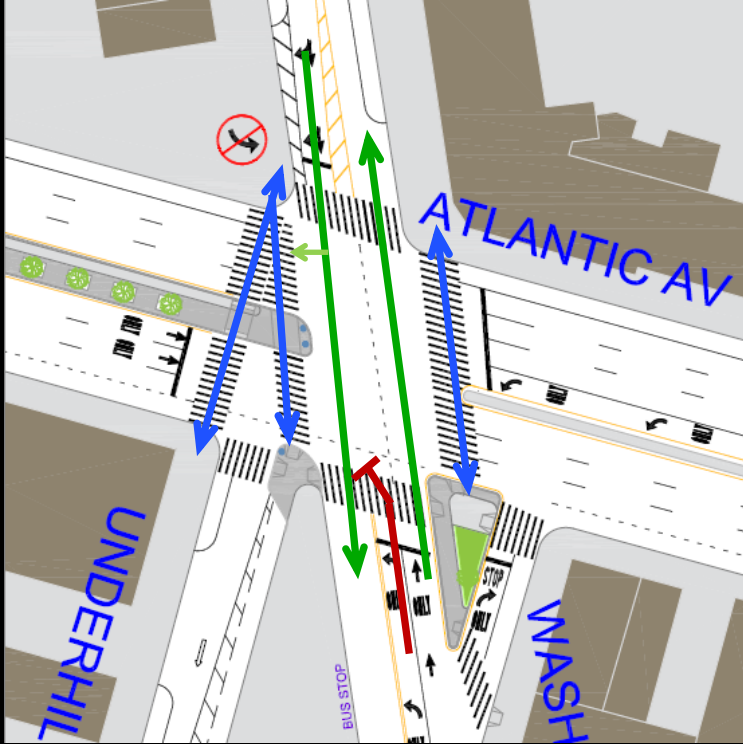
AM + 8 sec

MD +7 sec

PM +5 sec



# Proposed Signal Phasing – Washington Ave



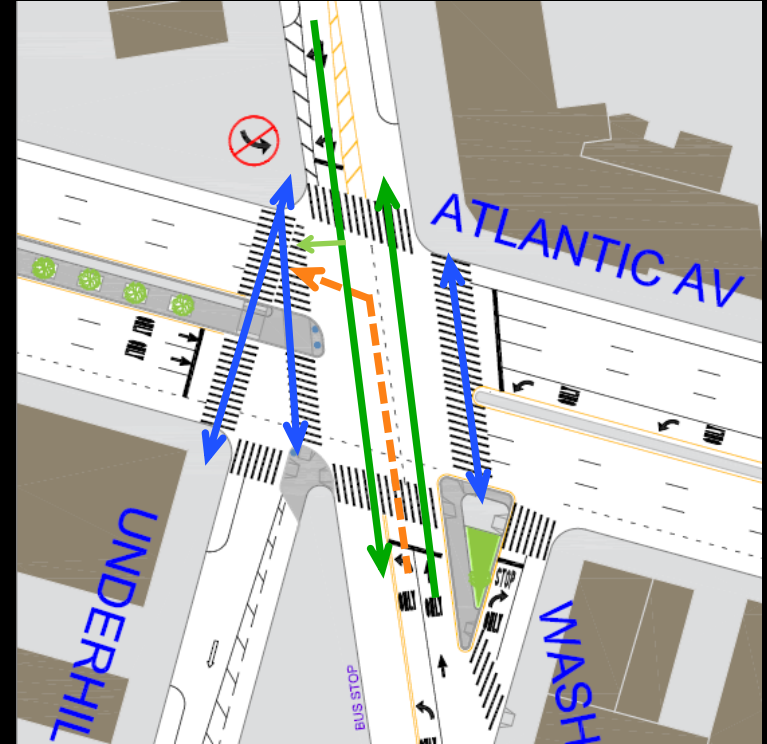
Phase A

S/B LT

Restricted

N/B LT Red

Arrow

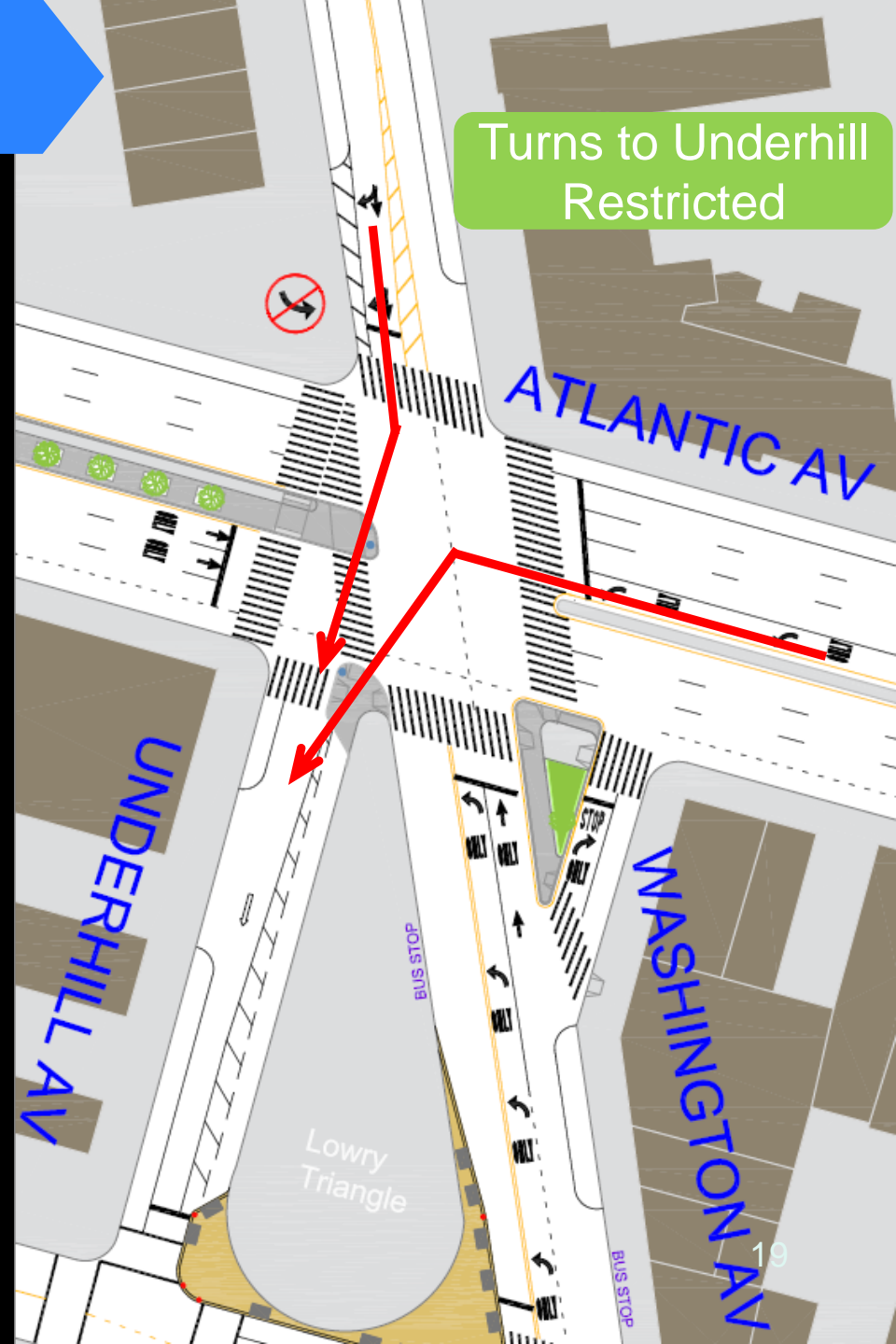


Phase B

N/B LT Flashing  
Yellow Arrow

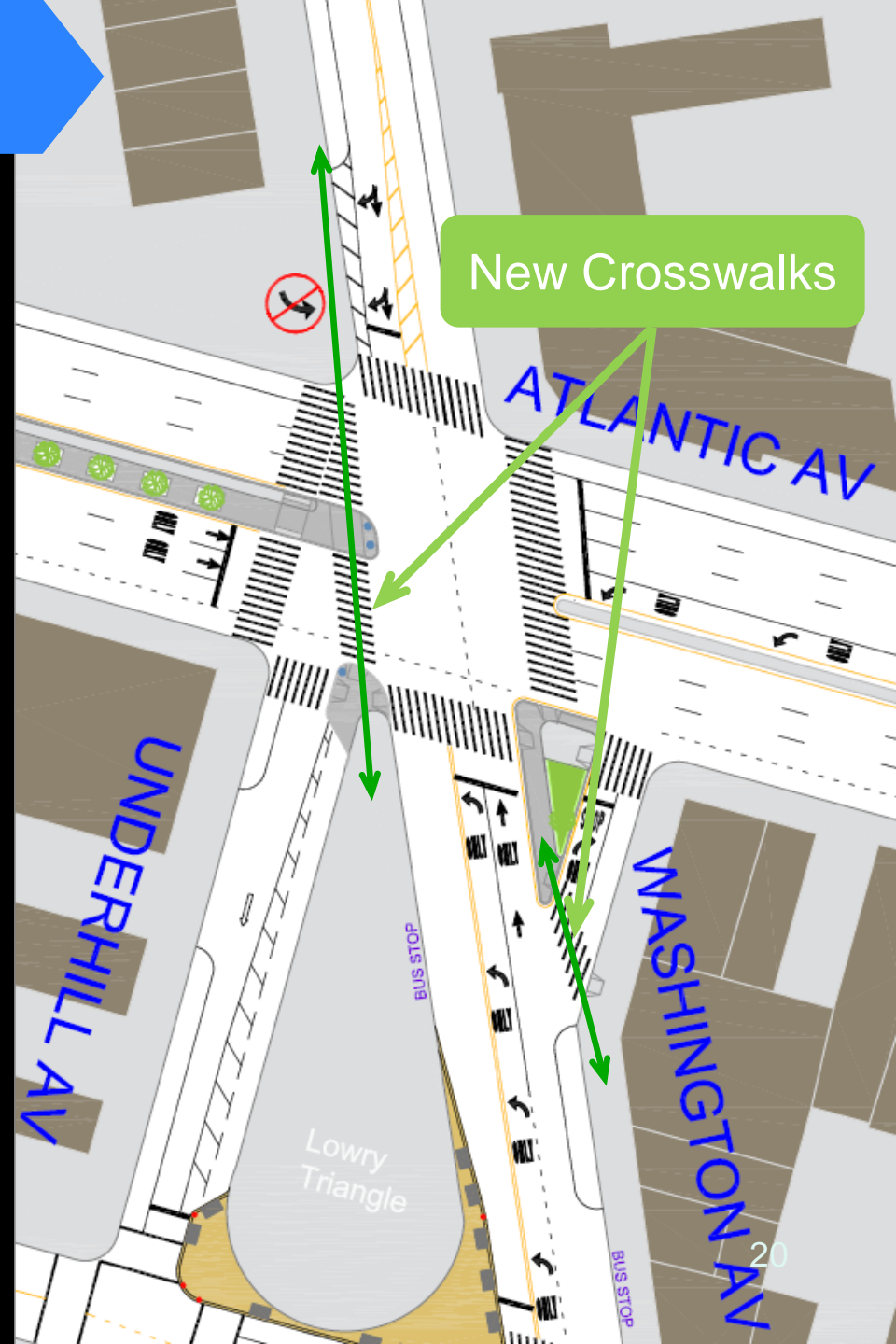
# Proposed Plan

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



# Proposed Plan

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# 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 77<sup>th</sup> and 88<sup>th</sup> 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

