Brooklyn Avenue/Kingston Avenue
Transportation Improvements

New York City Department of Transportation
Presented by Division of Transportation Planning & Management on March 24th, 2015 to Community Board 8
Background

- 2012 CB8 request for traffic calming on Brooklyn Avenue between Atlantic Avenue and Eastern Parkway

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

- Tompkins Avenue/Throop Avenue bike routes in CB3
Existing Conditions on Kingston Avenue

34 feet wide one-way roadway

Facing south towards Prospect Place

34’
Combined Travel and Parking Lanes
Proposed Conditions on Kingston Avenue

- **34’ Combined Travel and Parking Lanes**

  - 9’ Parking Lane
  - 11’ Travel Lane
  - 5’ Zone
  - 9’ Parking Lane

- Total Width: 34’
Existing Conditions on Brooklyn Avenue

34 feet wide one-way roadway

Facing north towards Bergen Street
Traffic Analysis of Brooklyn Avenue

- Peak hour volume on Brooklyn Avenue is 650 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 Atlantic Avenue and Pacific Street.
- It is necessary to maintain two travel lanes between St Johns Place and Eastern Parkway for vehicle storage.
- This project is expected to relieve congestion on Brooklyn Avenue.
Summary of Proposal

- Scope: Brooklyn Avenue & Kingston Avenue between Atlantic Avenue and Eastern Parkway
- Improve signal timing and traffic flow
- Maintain one 11’-wide travel lane (2 lanes between St Johns Place and Eastern Parkway)
- Maintain all parking
- Install bicycle lanes