



Project Update: Utica Avenue Bus Priority and Safety Study

Presentation to Community
Stakeholders

April 26, 2012



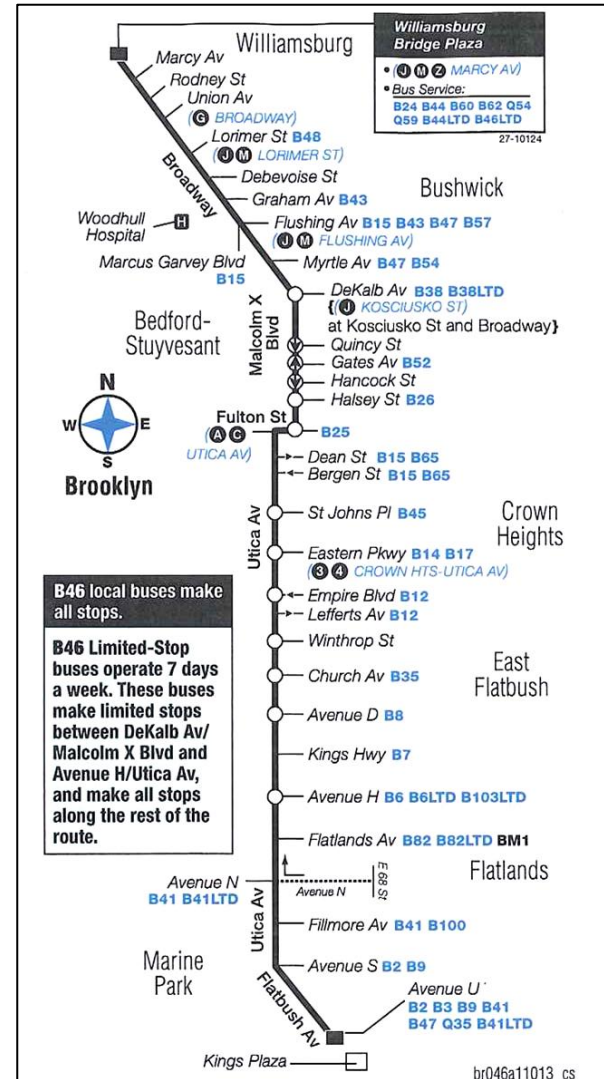
Agenda

- Project Summary
- Proposed Plan: Carroll St. to St. Johns Pl.
- Improvement Concepts: Carroll St. to Church Ave.
- Proposed Plan: East New York Ave./Empire Blvd. and Utica Ave. Project
- Next Steps



Transit Needs: B46 Bus Service

- Limited subway access
- B46: second busiest bus route in NYC
- Over 49,000 bus passengers per weekday
- Average speed of 6.8 mph, below Bklyn avg.
- Congestion: slower buses and bus bunching





Safety Needs: Carroll St. to Church Ave.

- Speeding: 63% of vehicles exceed speed limit (30 mph)
- Crash stats 2006-2010:
 - 766 total crashes
 - 41 severe injuries
 - 2 fatalities
- Utica has among the highest rate of injury from motor vehicle crashes in Brooklyn





Parking Needs: Merchant Request

- Request for expanded parking on Utica Ave. bet. Eastern Parkway and Carroll St.
- DOT seeking to balance parking needs with needs of B46 bus riders



Bus Lane: Carroll St. to President St.



Community Feedback

- Meetings
 - Stakeholder Group: Sept. 15., 2011
 - Merchants and CM Mealy staff: Jan. 24, 2012
 - CM Mealy Community Advisory Committee: Feb. 4, 2012
- Key Feedback
 - B46 provides an important service for the local community
 - Pedestrian safety concerns, esp. at Eastern Pkwy., East New York Ave., and Church Ave.
 - Risky driving concerns, inc. speeding, illegal U-turns and lefts, esp. by dollar van drivers
 - Maintaining street parking supply is important to local businesses
 - More enforcement needed



Utica Ave. Corridor Study

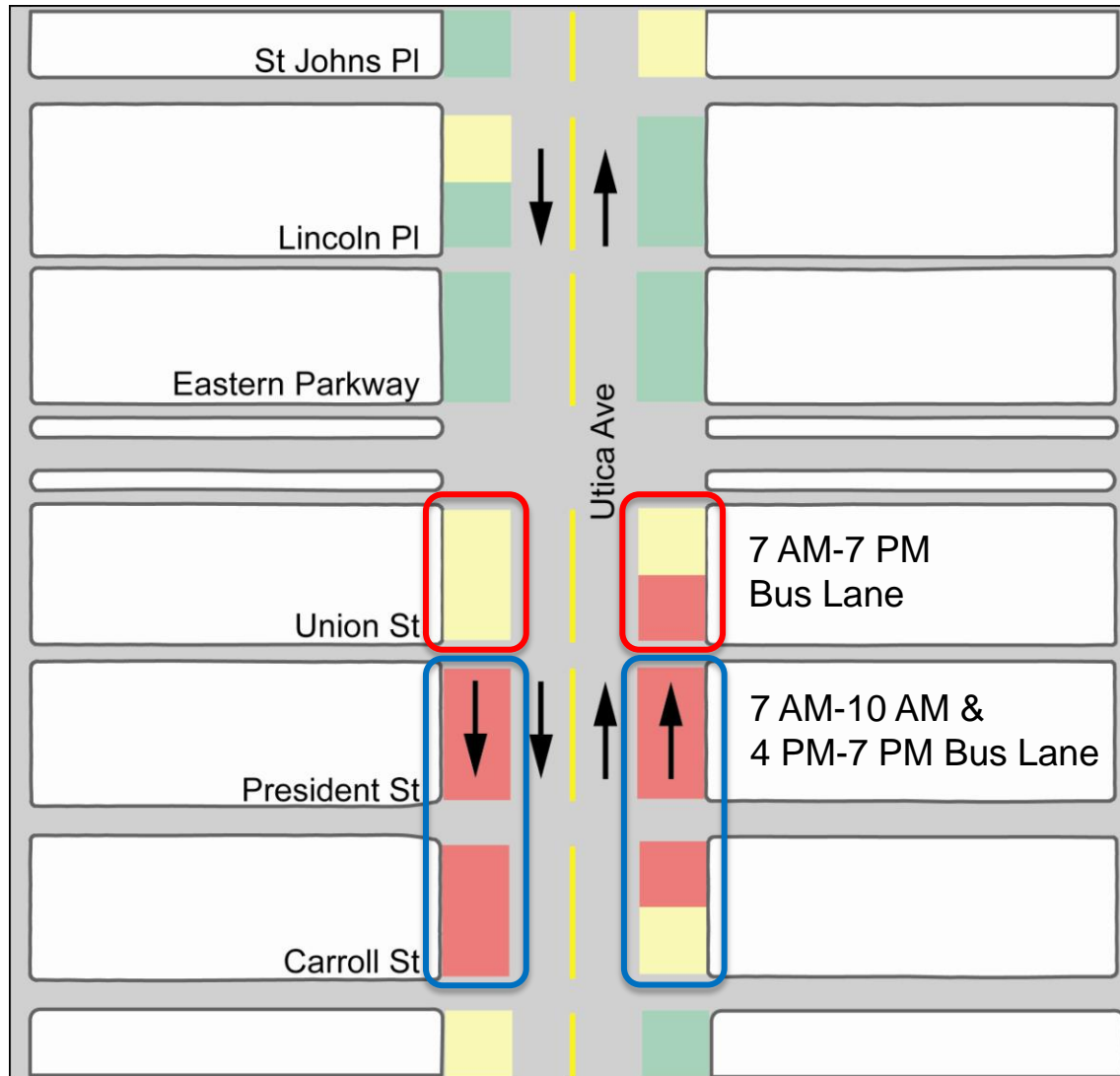


- Study goals
 - Improve pedestrian and driver safety
 - Improve bus travel times
 - Maintain parking and curb access



Proposed Plan: St. Johns Pl. to Carroll St.

Existing Conditions

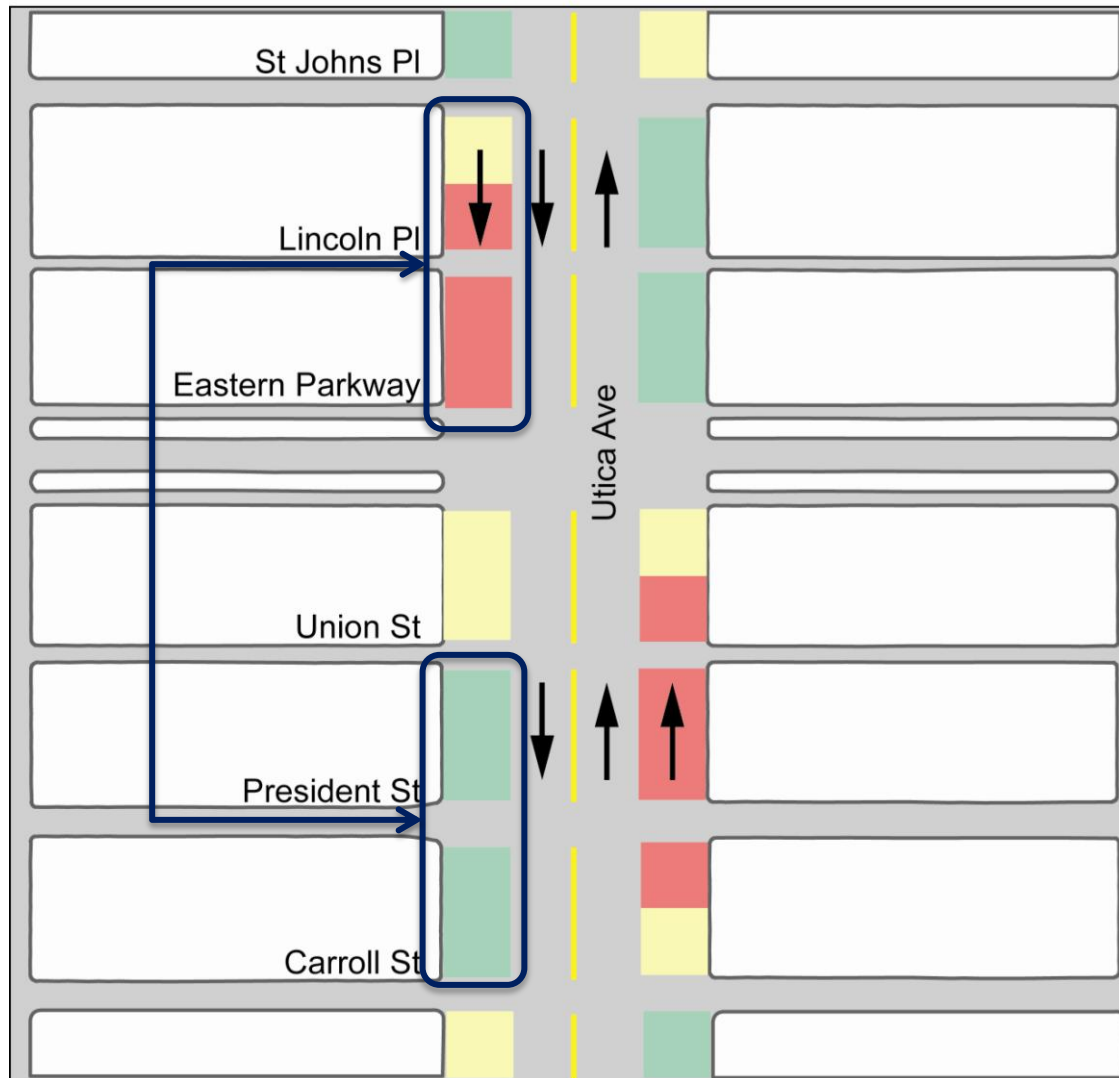


- Parking/Loading
- Bus Stop
- Bus Only Lane

- Traffic congestion is worst on approaches to Eastern Parkway



Proposed Improvement



- Parking/Loading
- Bus Stop
- Bus Only Lane

- Relocates bus lane to SB approach
- Provides more parking bet Pres. and Carroll Sts
- Reduces bus delays on SB approach to Eastern Pkwy.
- Net gain: 19 peak period parking spaces



Improvement Concepts: Carroll St. to Church Ave.



Pedestrian Safety Improvements

Pedestrian Refuge Island

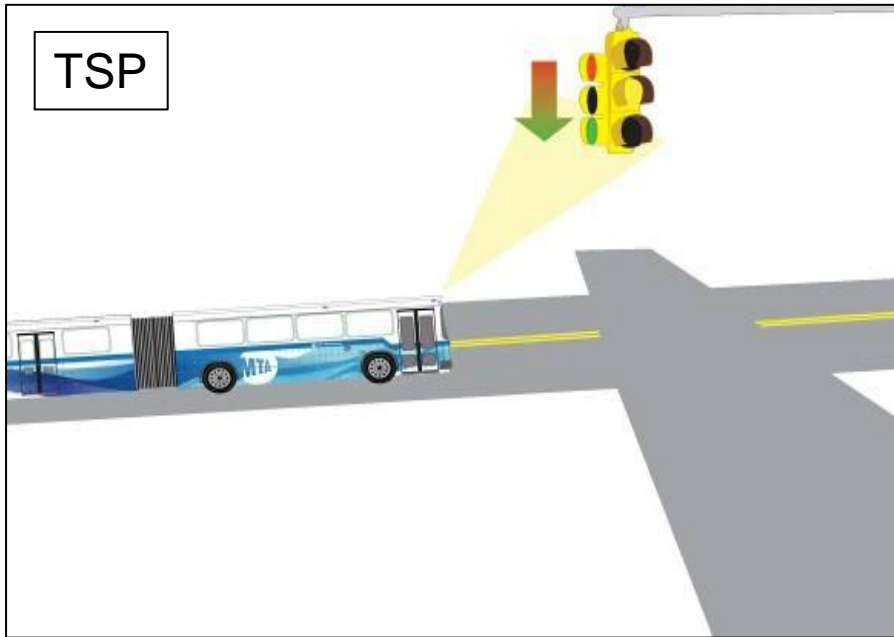


Neckdowns

Bus Lane Improvements

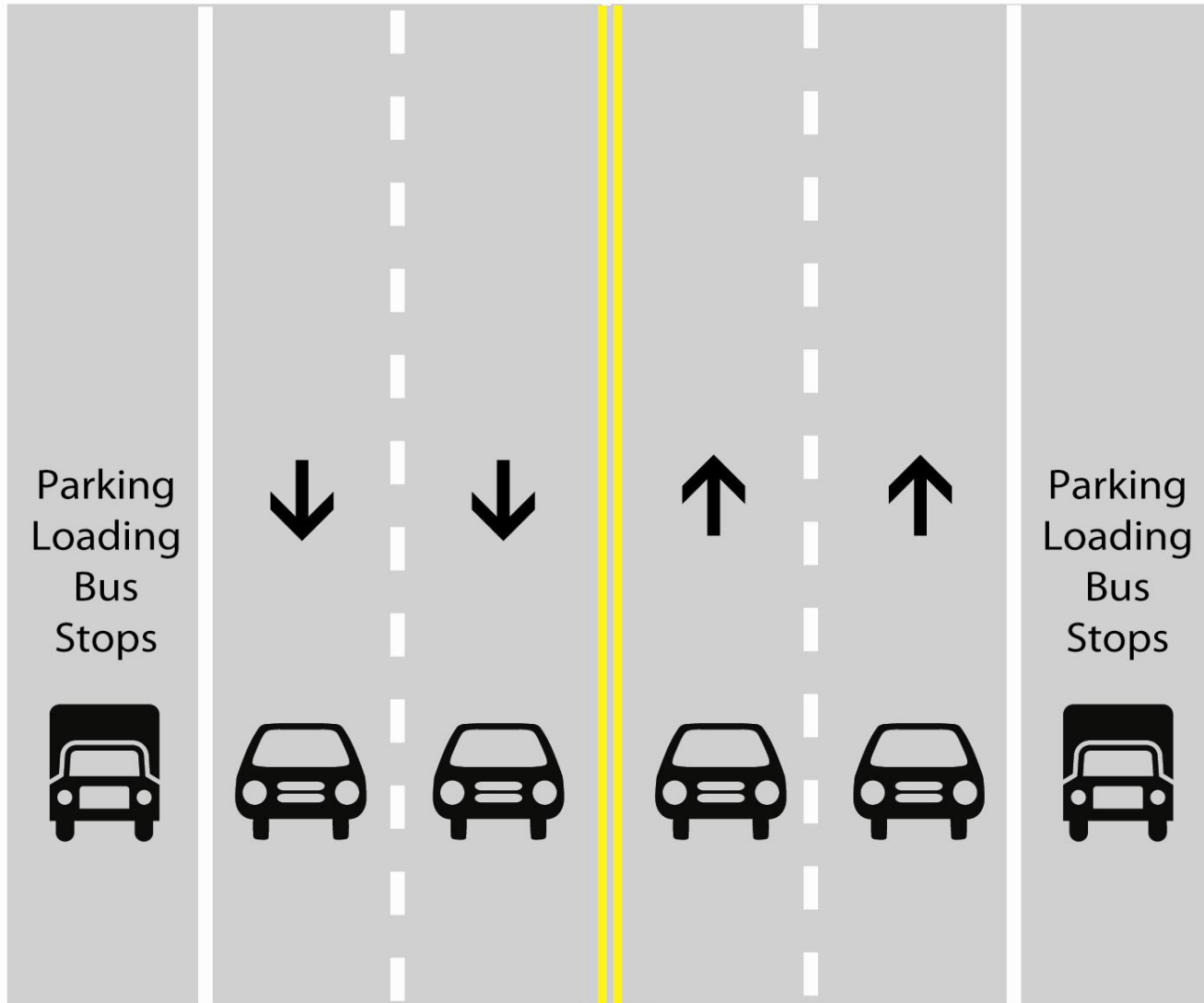


Signal Timing Improvements



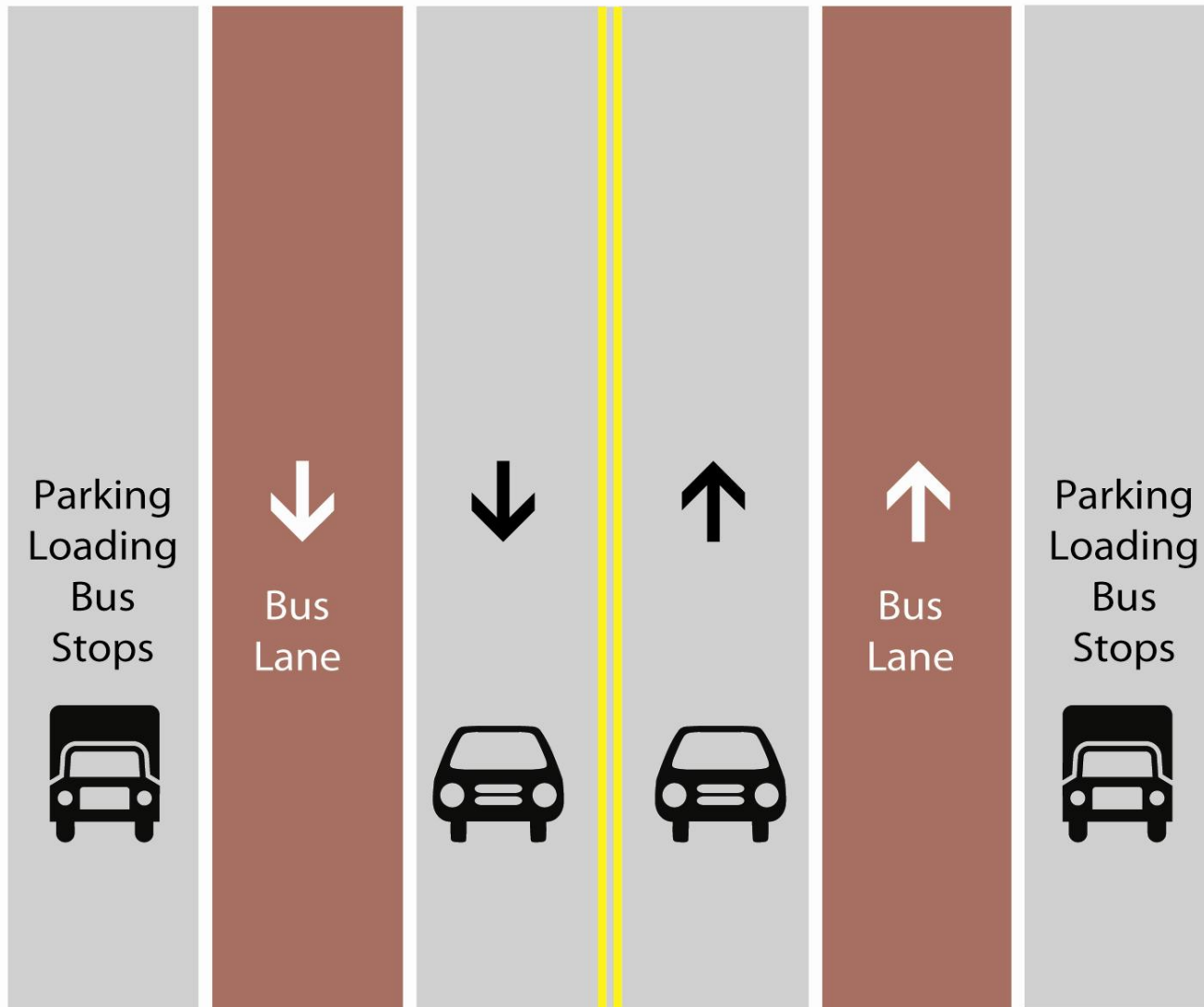
- Signal timing improvements for all traffic
- Transit Signal Priority (TSP) for buses

Existing Condition





Bus Lane Concept



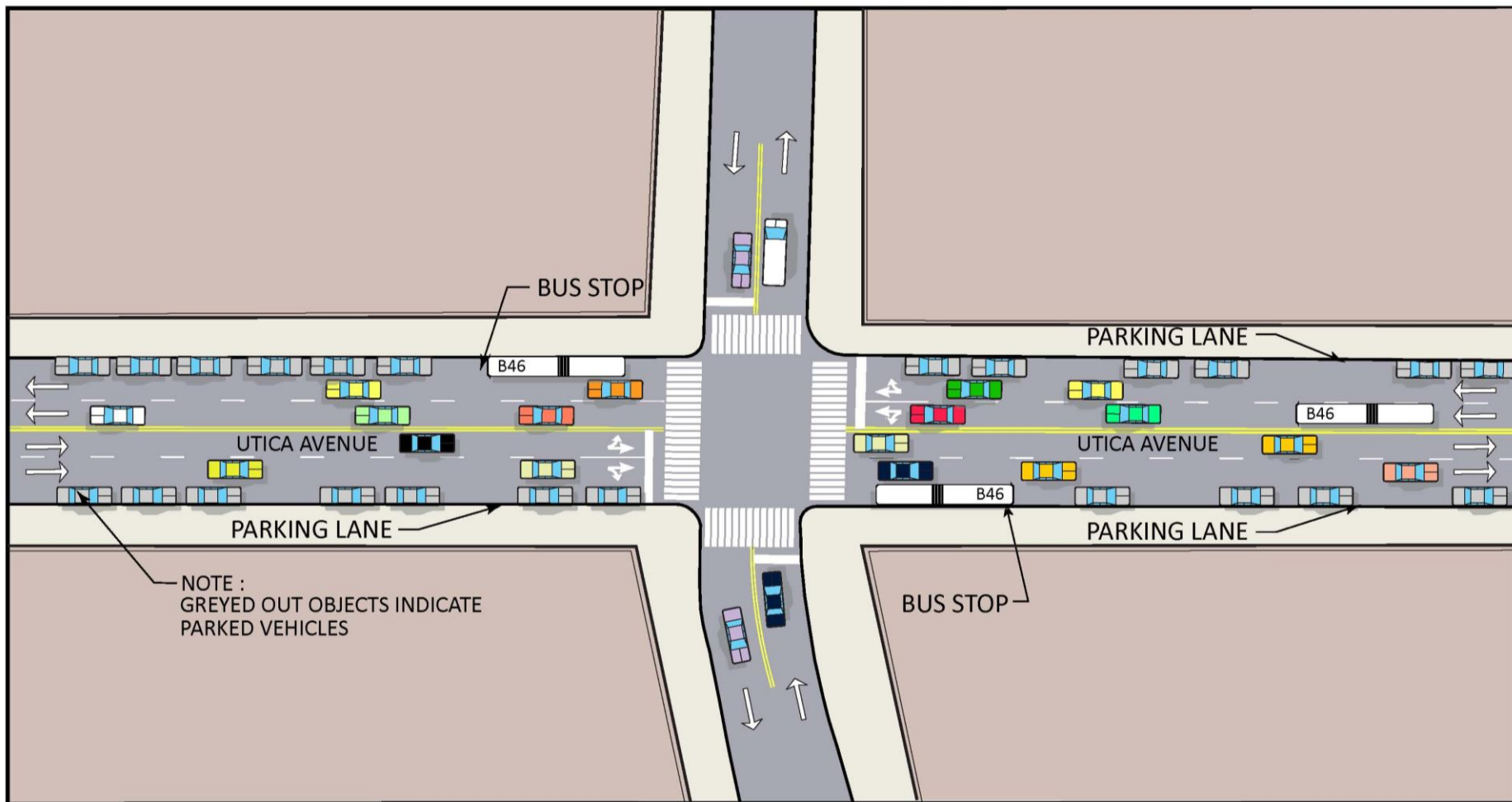
Potential Left Turn Bans



- Safety Benefits
 - Reduce conflicts between pedestrians and vehicles
 - Reduce conflicts between through traffic and turning vehicles
- Traffic Benefits
 - Reduces traffic congestion

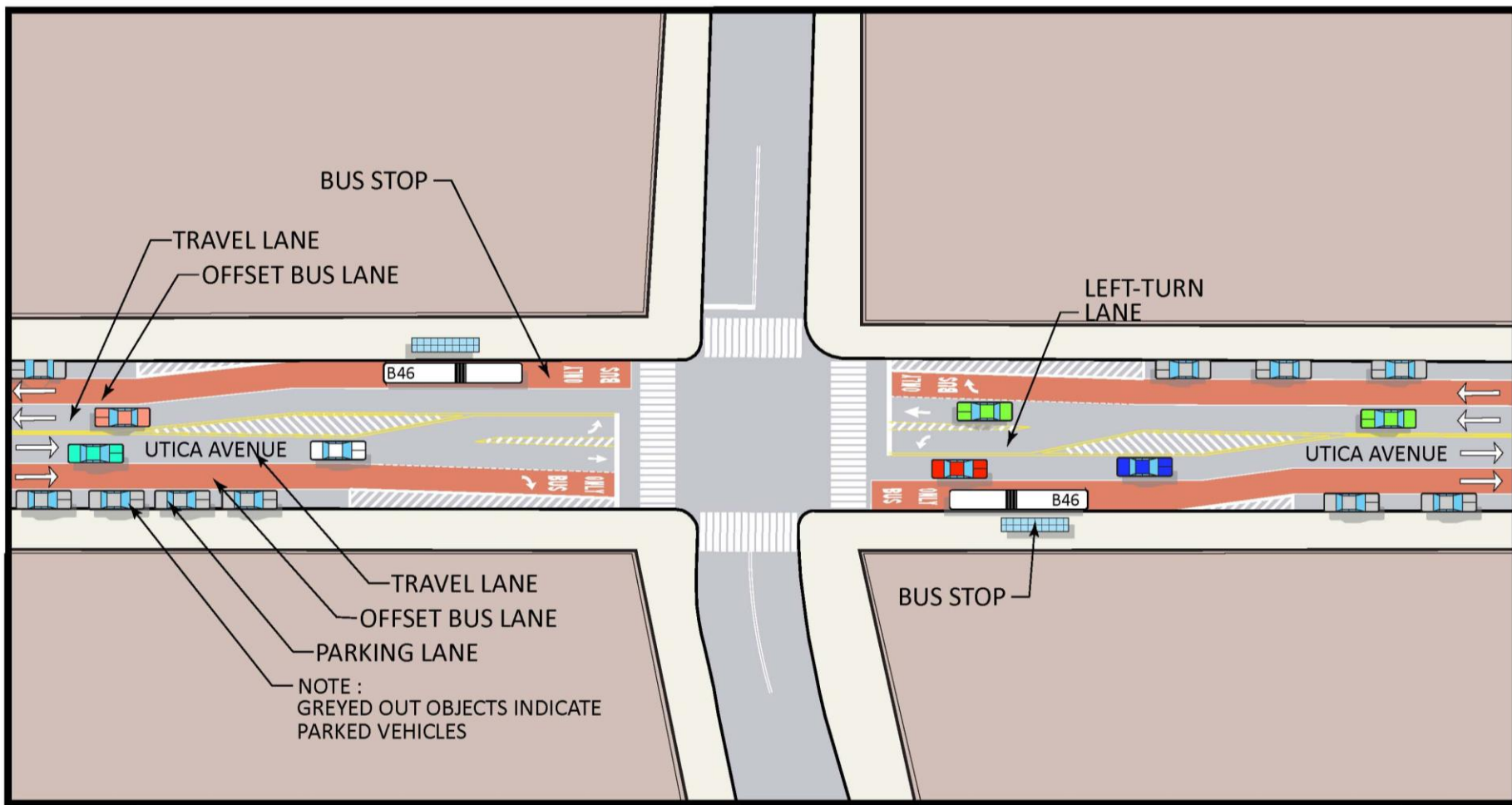


Left Turns: Existing Condition





Left Turns: Bus Lane Concept





Traffic Analysis

- DOT creating a Synchro traffic model for the study area
- This model will look at the impact of the concept plans on Utica and side street
- The model measures the change in delay for vehicles
- NYCDOT will evaluate feasibility of the preliminary concepts



Empire Blvd. / Utica Ave. / East New York Ave. Project





Project Background

- 2006
 - Major Owens allocates \$5 .1 million earmark for “Reconstruction of Empire Boulevard”
 - Earmark amount would only fully reconstruct a few blocks of Empire Blvd, funding goes unused
- 2009
 - As part of Safe Streets for Seniors program, location identified by DOT as a dangerous location, study begins
- 2010
 - Washington moves towards banning earmarks
 - DOT moves to utilize all existing earmarks
 - DOT completed study of location, connects project to funding
- 2011
 - Presented concept to Community Board 9, 17 & Congresswoman Yvette Clarke
 - Presented to USDOT and NYSDOT
 - Project transmitted to DDC for design and construction





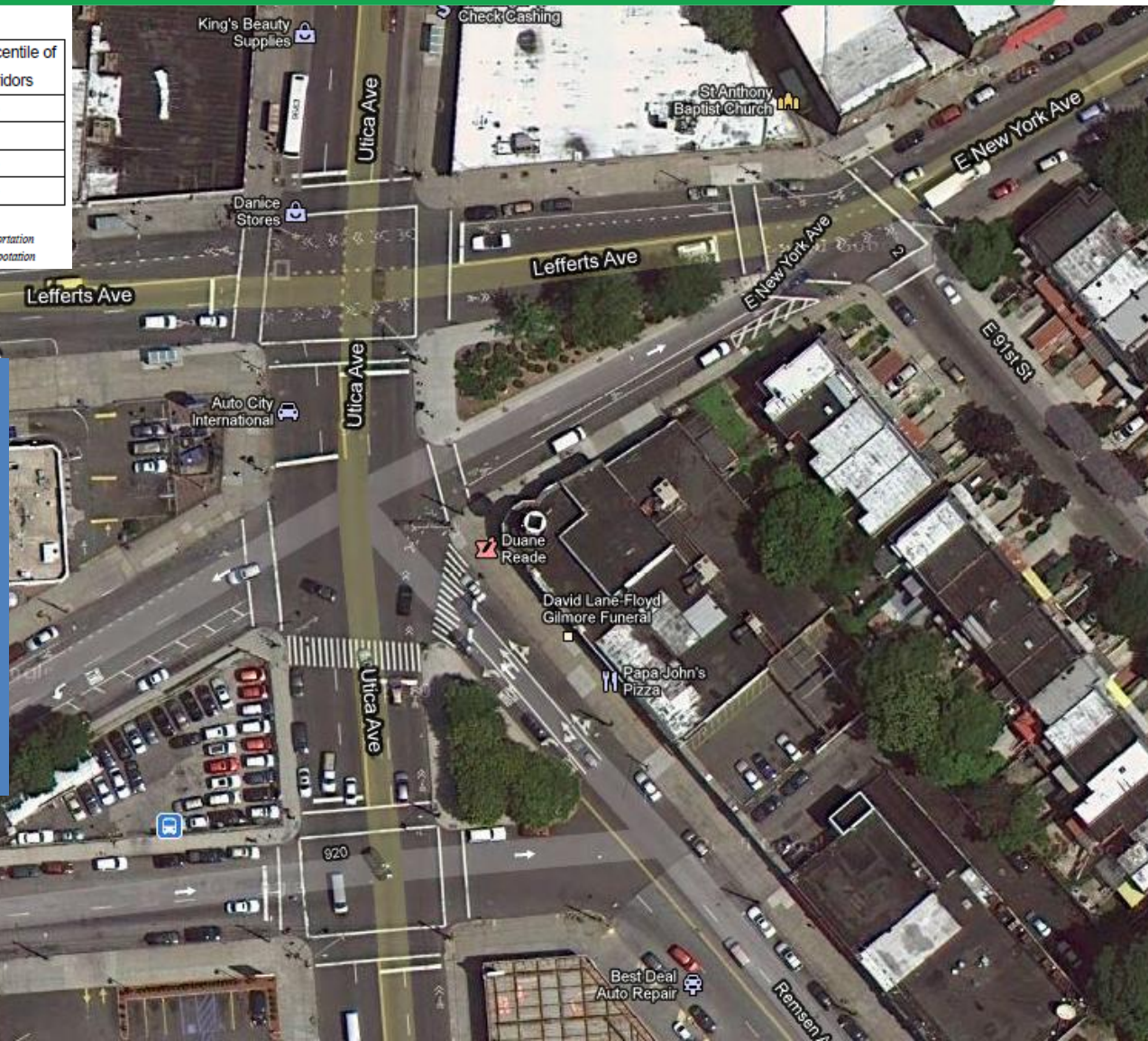
Existing Conditions

Injury Summary, 2006-2010

	Total Injuries	Avg Inj/Yr	Avg Inj/Mile/Yr	Severity Percentile of Boro Corridors
Pedestrian	28	5.6	11	88%
Bicyclist	11	2.2	4.3	N/A
Motor Vehicle Occupant	167	33.4	65.8	93%
Total	206	41.2	81.2	92%

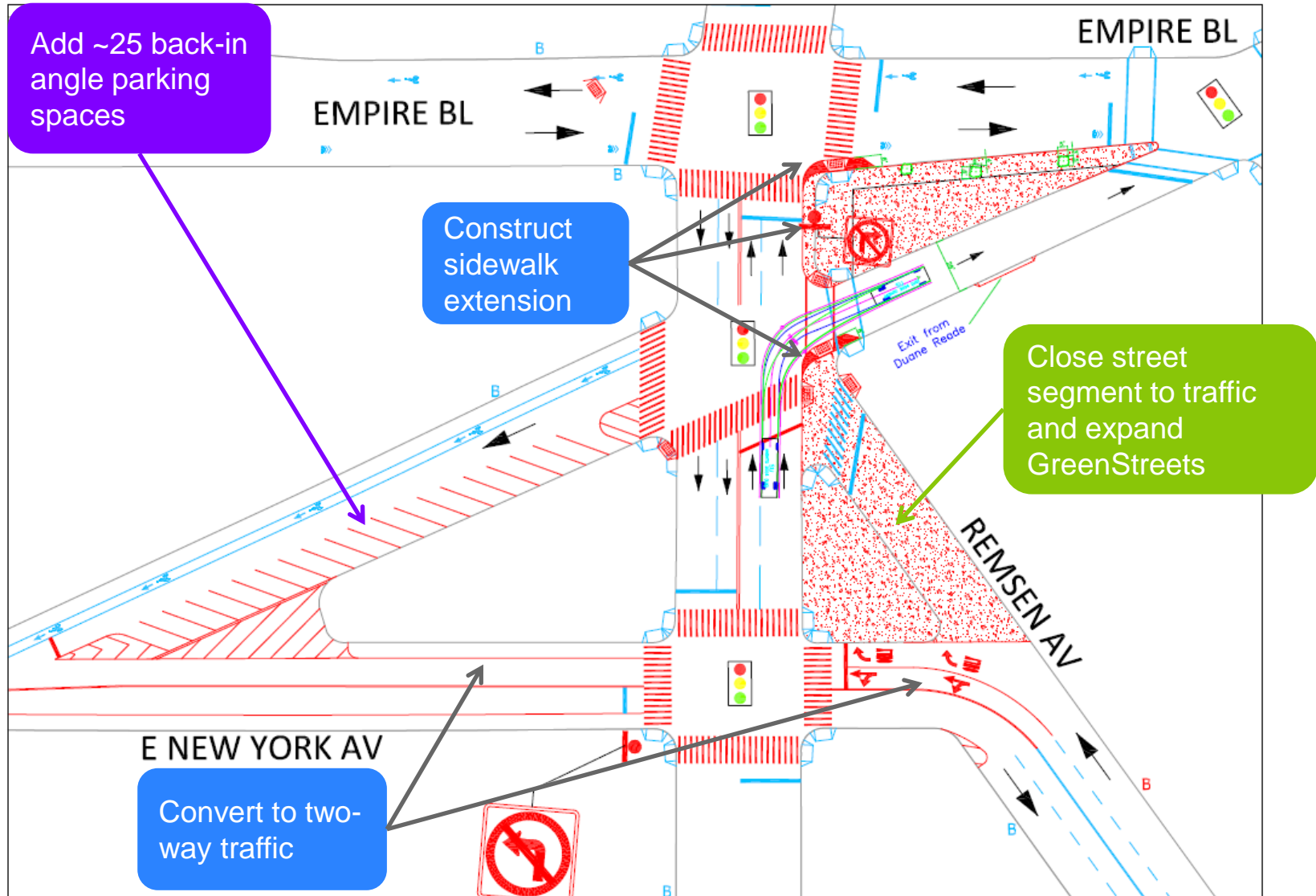
Fatalities, 01/01/2006-3/5/2012 : None

Source: Injuries: NYS Dept. of Transportation
Fatalities: NYC Dept. of Transportation



- High crash location
- Complex and confusing set of intersections, difficult to navigate for pedestrians and drivers
- Heavy congestion on Utica Ave
- Underutilized road space

Project Proposal





Project Benefits

Safety:

- Simpler intersections = less driver error, less conflicts
- More pedestrian space = less street crossings, less conflicts

Traffic:

- Removal of Remsen Ave approach = ~50% less delays for autos and buses
- Simpler intersection = easier to navigate

Pedestrian:

- Expanded pedestrian and green space = more comfortable pedestrian environment

Environmental:

- Expanded GreenStreets = more green space
- Reduced congestion, less idling = improved air quality

Parking:

- About 25 new parking spaces



Next Steps

Utica Avenue Study

- Complete traffic analysis on proposed plan
- Presentation of proposed plan to Community Boards and other stakeholders; plan revisions
- Target for implementation: late summer 2012

Empire Blvd./East NY Ave./Utica Ave. Project

- Department of Design and Construction (DDC) conducting design work
- Construction slated to start in 2014