

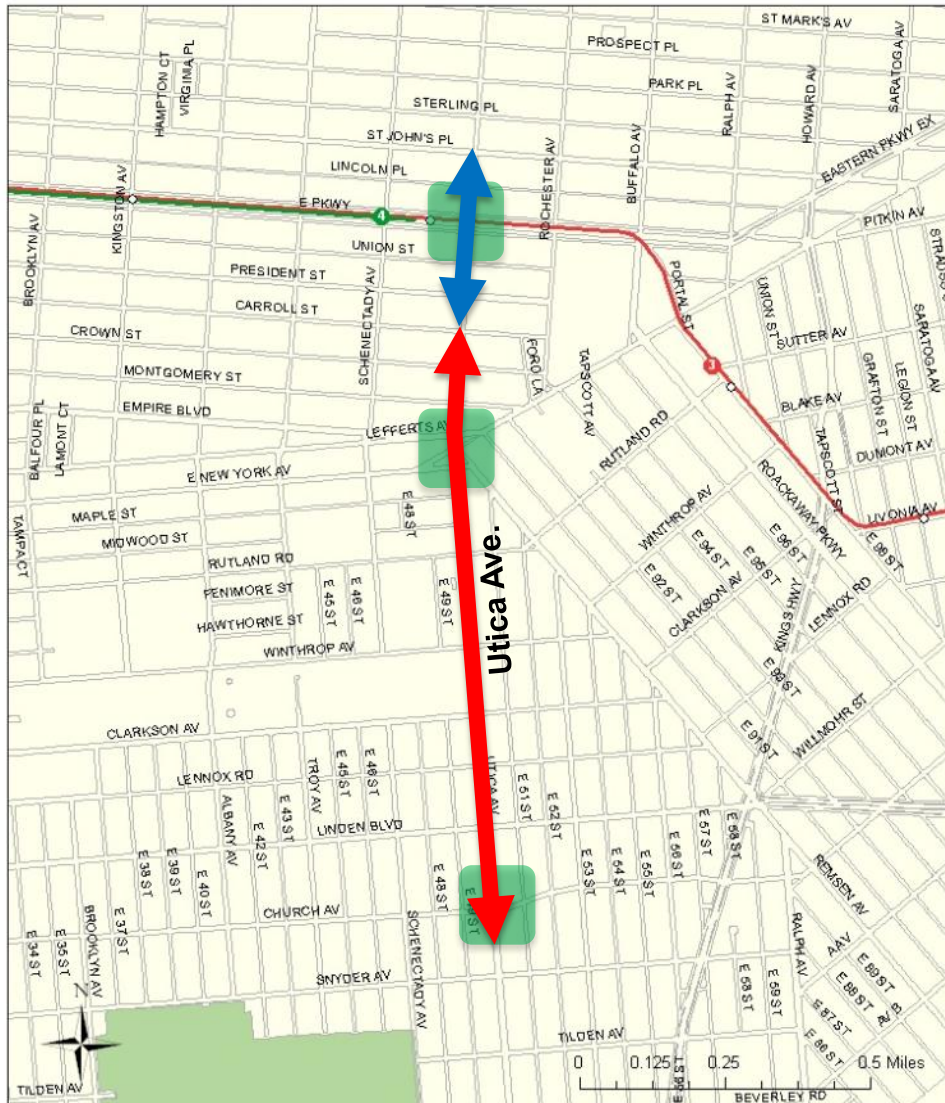


Utica Avenue Bus Priority and Safety Study



Brooklyn CB 9
September 24, 2013

Project Overview

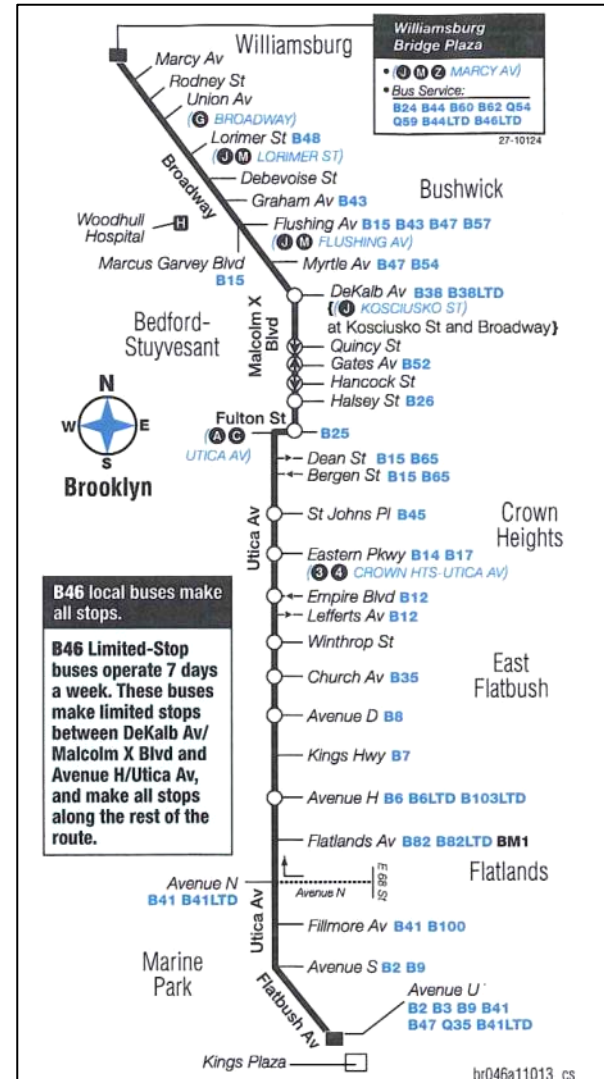


- Focus on Utica Avenue from St. Johns Place to Church Avenue
- Key intersections at Eastern Parkway, Empire/Lefferts, Church Avenue
- Study goals
 - Improve pedestrian and driver safety
 - Improve bus travel times
 - Maintain parking and curb access



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





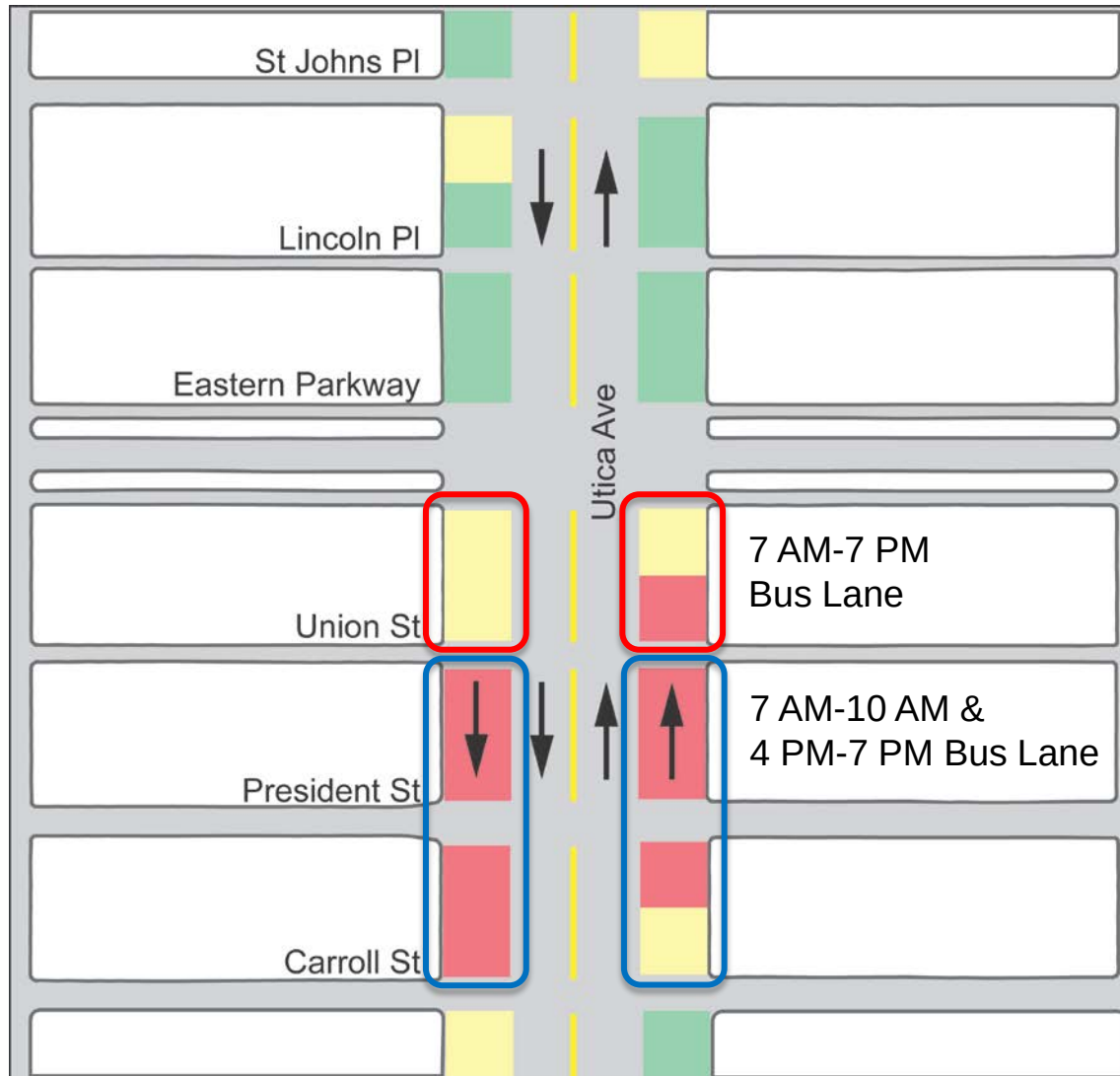
Community Feedback

- 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 (particularly near Eastern Parkway)
 - More enforcement needed
 - Need to coordinate signal timing better
 - Do not impact traffic flow



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

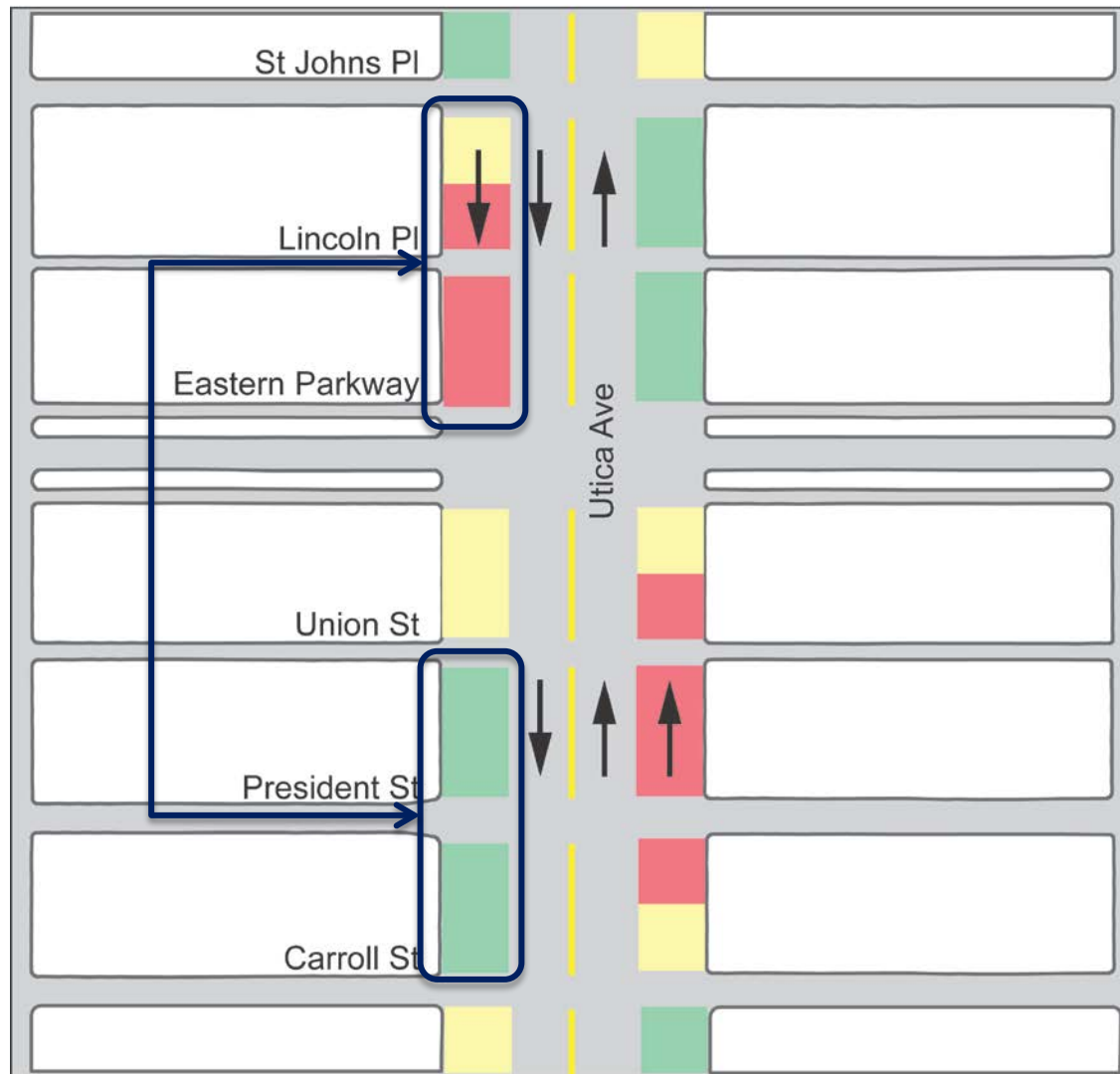
Existing Conditions



- 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.



Proposed Solutions



- Convert one travel lane to “offset” bus lane to reduce speeding, maximize parking, and benefit bus service
- To improve safety and traffic flow: add left turn bays at some intersections, prohibit left turns elsewhere
- Implement Transit Signal Priority, optimize corridor signal timings



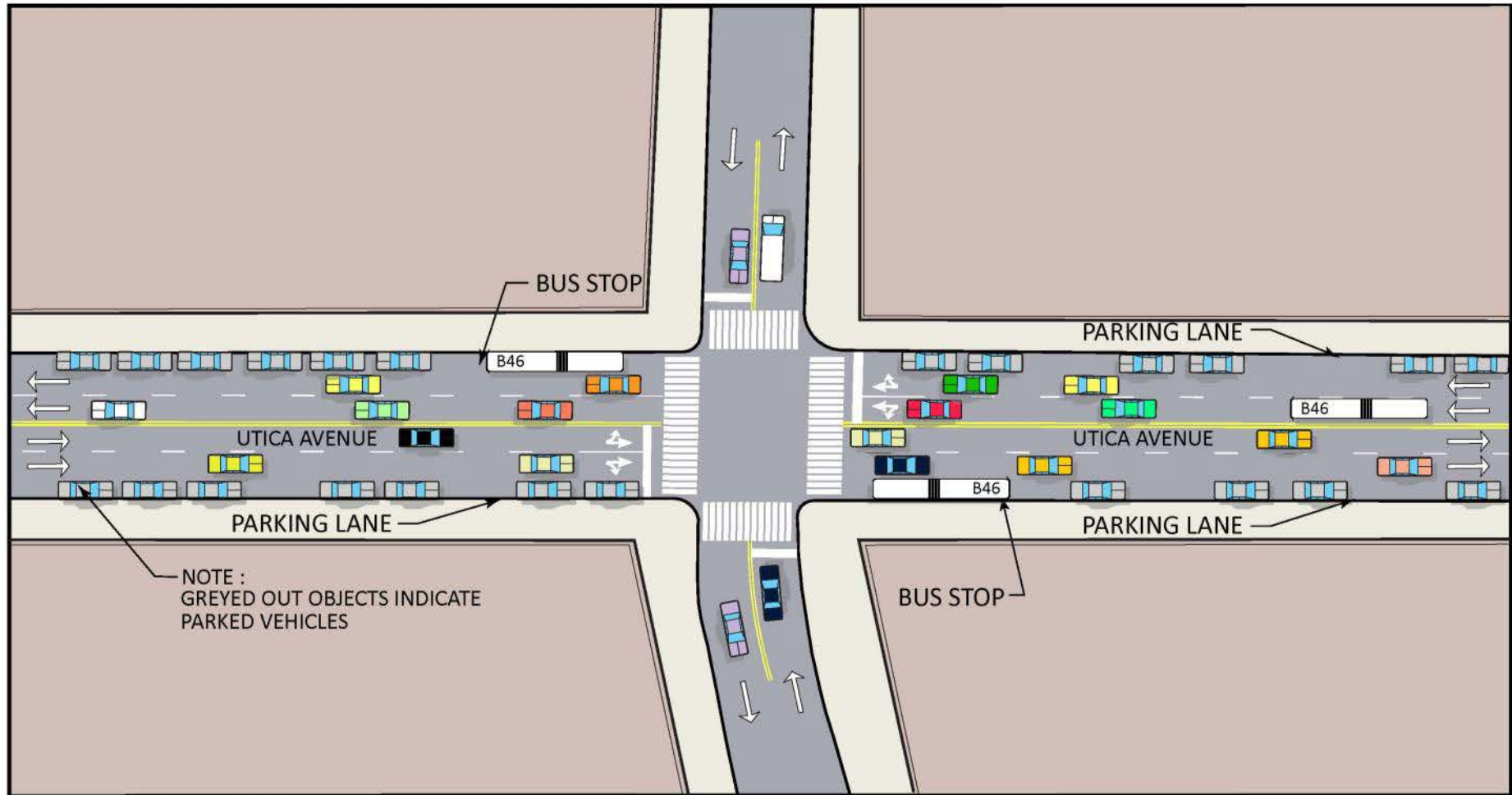
Utica Ave at Church Ave



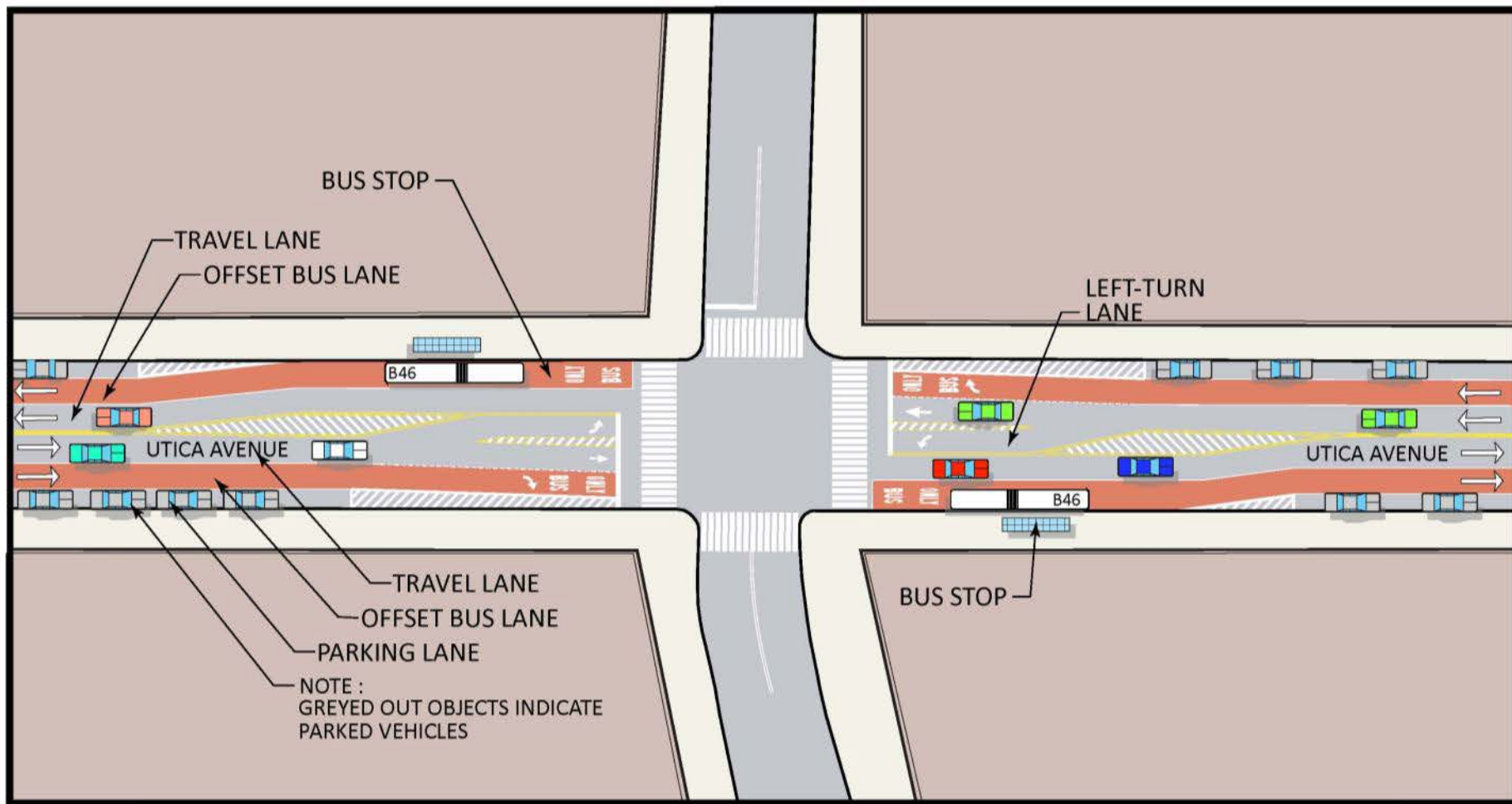
- Busiest single route bus to bus transfer in city
- Very high crash location
- Proposal for offset bus lanes, bus bulbs, LT prohibition
- High traffic volumes



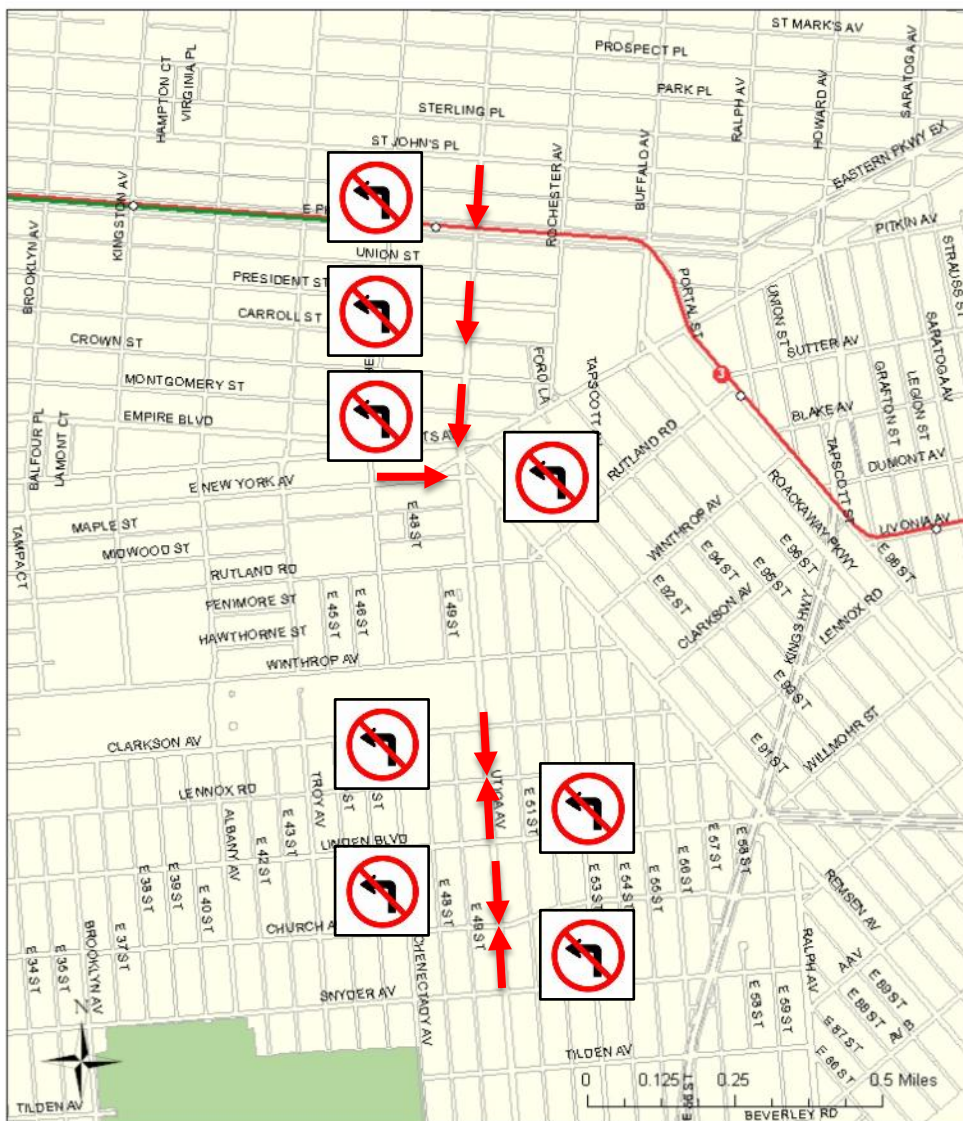
Left Turns: Existing Condition



Left Turns: 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

Potential Left Turn Bans

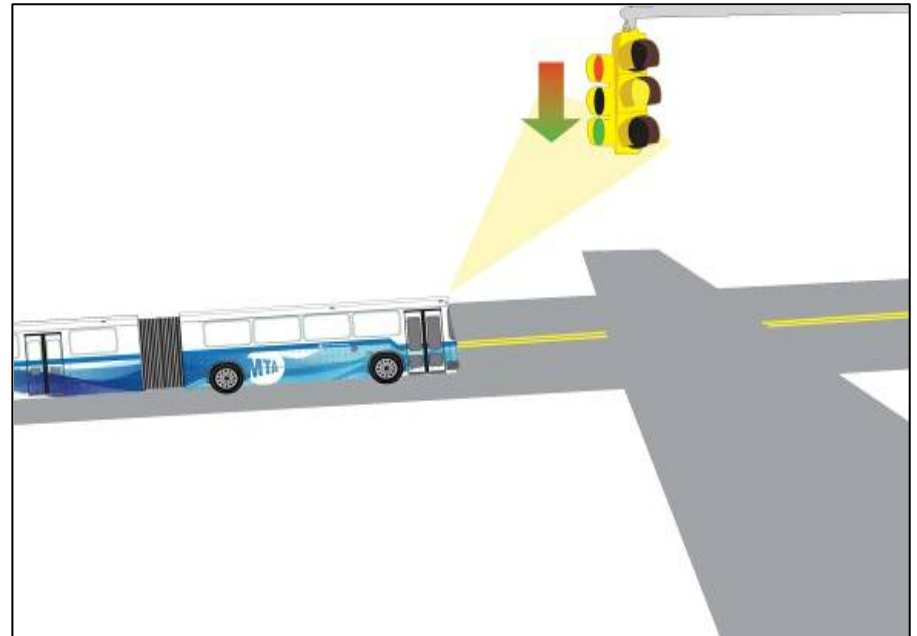


- Lenox Road – community concerns about LT ban
- Proposal to create LT bay would require curbside bus lane SB
- Would require removing 6 parking spaces in front of post office, Citibank



Traffic Signal Changes

- Optimize traffic signal offsets for all traffic
- Increase signal cycle from 60 seconds to 90-120 seconds
 - Increase green time for Utica Avenue while maintaining safe pedestrian crossing times
 - Better match cycles at Church, Linden, Eastern Parkway
- Implement Transit Signal Priority from Kings Highway to Broadway (with NYCT)





Traffic Analysis

- Measured traffic conditions at all intersections in AM, MD, PM peak hours
- “Synchro” network constructed to evaluate all intersections with coordinated signal timing
- Build conditions included all traffic lane changes, signal timing changes
- Analysis shows that project will maintain traffic flow at all intersections, in all peak periods
 - In PM peak, 10 intersections improve, 7 neutral, 1 declines slightly (LOS B to LOS C)



Project Benefits

Transit:

- Faster, more reliable service on B46
- Sets groundwork for potential future Select Bus Service

Safety:

- Bus lanes help reduce off-peak traffic speeding
- Left turn restrictions and bays improve pedestrian safety

Traffic:

- Maintains all traffic at acceptable level of service

Parking:

- +19 parking spaces near Eastern Parkway
- -22 parking spaces along southern part of corridor (~1 per block face)



Next Steps

- Present proposed changes to CBs for feedback
- Finalize implementation plan and schedule – proposed for Spring 2014



Questions?

