

Pennsylvania Avenue

Traffic Taming

Community Board 5, October 23, 2012

2012



Commissioner Janette Sadik-Khan, New York City Department of Transportation
Office of Research, Implementation and Safety



Why Pennsylvania Avenue

- STA request for safety treatments
 - Discussed issues in January & March 2012
 - Discussed potential solutions in April 2012
- Safety
 - Crashes (5 years):
 - In top 10% of Brooklyn corridors in KSI per mile
 - 25 pedestrian injuries, 3 severe, and 1 fatality
 - ~800 motor vehicle occupant injuries, 28 severe
 - 1 motorcyclist fatality
 - Speeding
 - 80% of vehicles on Pennsylvania Avenue
- Opportunity
 - Resurfacing scheduled for 2013
 - More capacity than needed for traffic volumes

Sources: NYSDOT ALIS/SIMS Database; NYCDOT Fatality Database

NYCDOT speed surveys 2/23/2012 8:30-8:50 am (Vandalia Ave), 8:55-9:20 am (Geneva Loop)

Issues



Long (100') crossing without refuge

Speeding

Pedestrian safety

Aggressive driving

School crosswalk without signal



Bus stop
"Hummocks"



Ponding

Left turns

Rear end crashes

Issues



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Accomplishments

- Pedestrian Countdown Signals installed
- Pedestrian crossing time extended
- New signal installed at Freeport Loop school crosswalk

Existing Conditions

46% of ped crashes:
crossing with signal

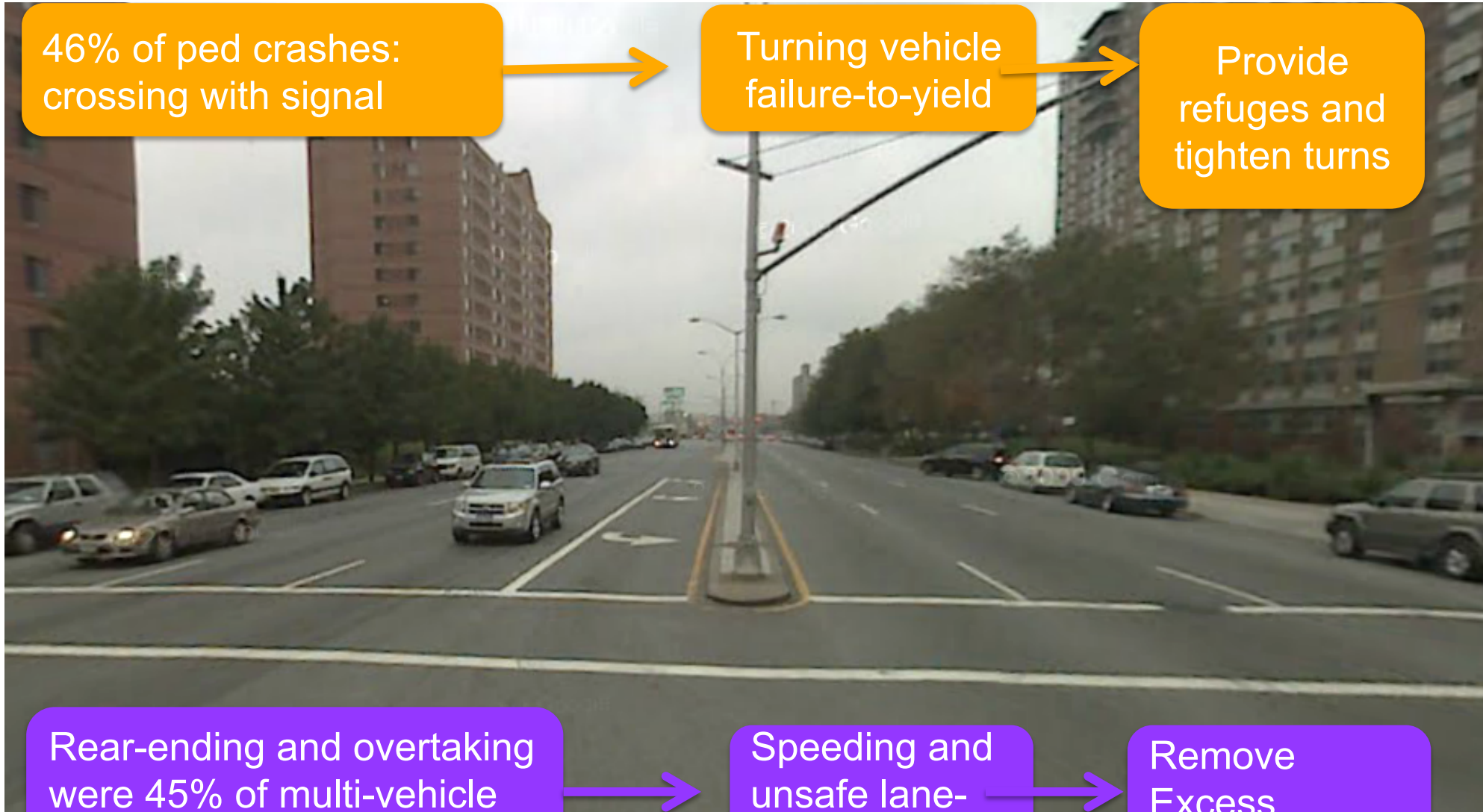
Turning vehicle
failure-to-yield

Provide
refuges and
tighten turns

Rear-ending and overtaking
were 45% of multi-vehicle
crashes

Speeding and
unsafe lane-
changes

Remove
Excess
Capacity



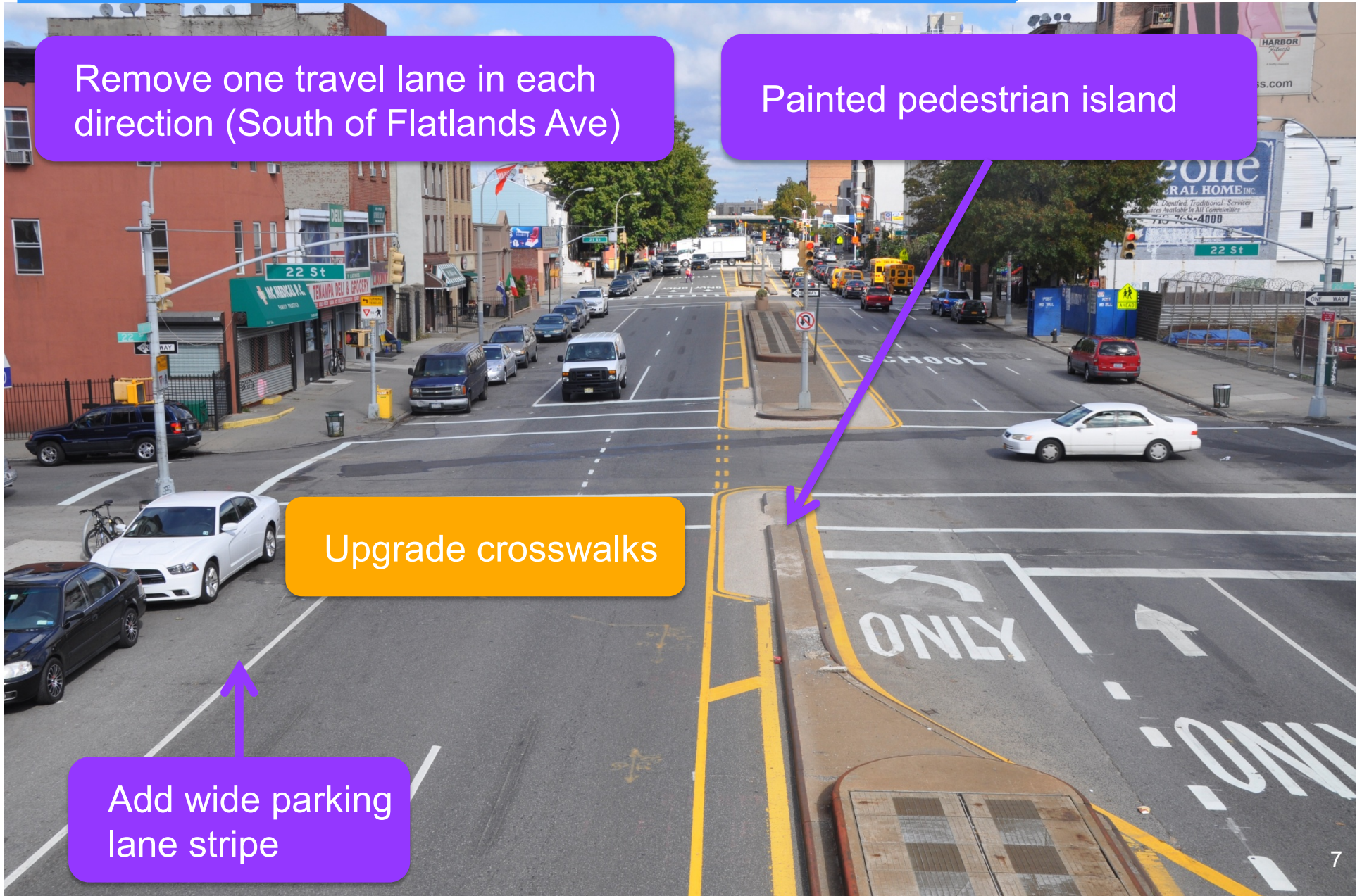
Proposed Configuration

Remove one travel lane in each direction (South of Flatlands Ave)

Painted pedestrian island

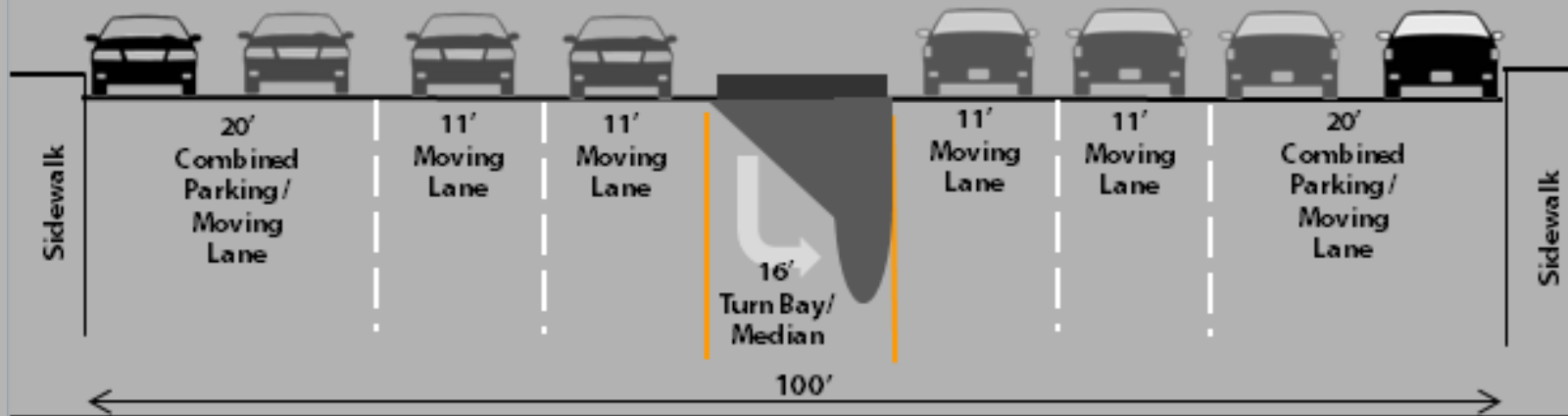
Upgrade crosswalks

Add wide parking lane stripe

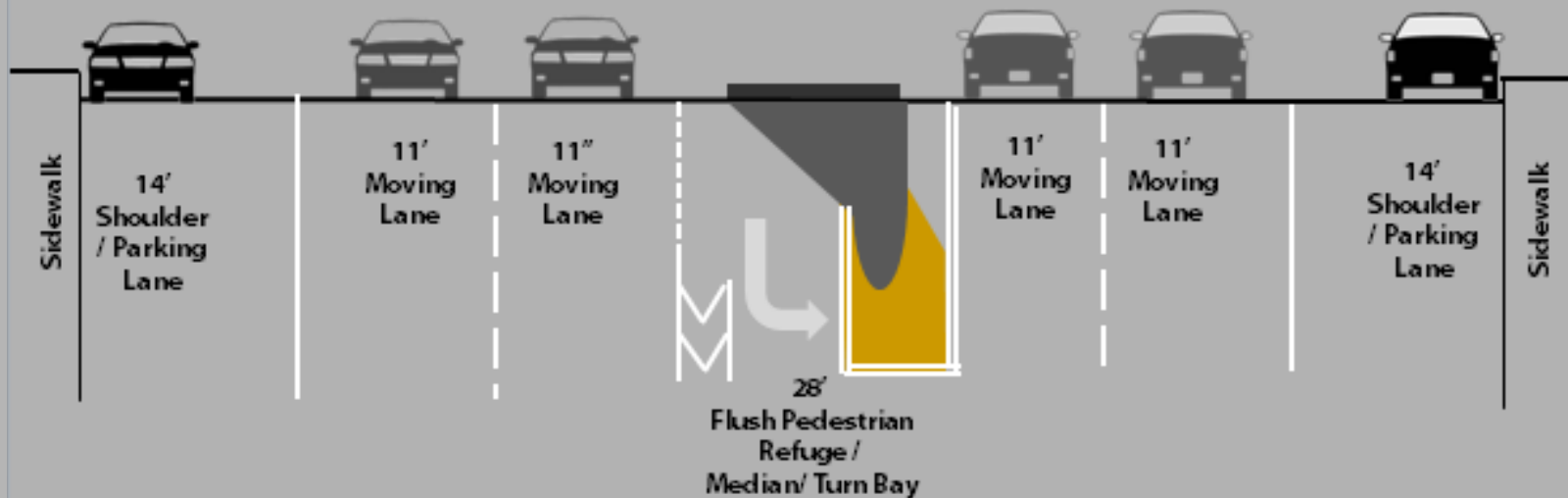


Proposal: Vandalia Ave to Seaview Ave

EXISTING

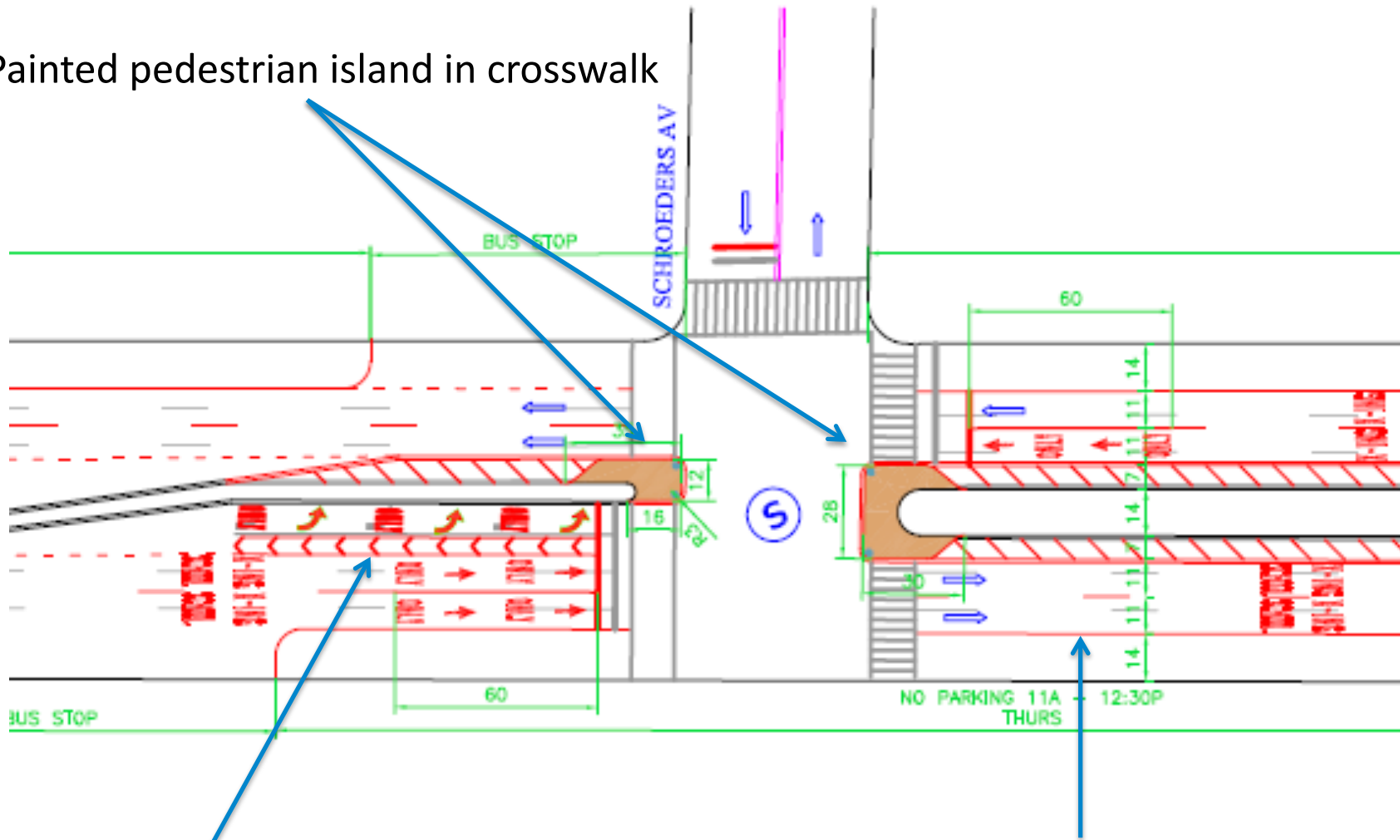


PROPOSED



Typical Intersection Details

Painted pedestrian island in crosswalk



Buffer between left and through lanes,
Improved lane designation arrows

Wide parking lane

Other Details

- Between Linden Blvd and Vandalia Ave
 - Stripe parking lane (currently marked as if no parking)
- Retain 3 lanes NB at Flatlands Ave
- Signal at Freeport Loop (installed)
- Lengthen bus stop at Schroeders Avenue
- Resurfacing:
 - Address ponding and other roadway surface issues
 - Potential: Concrete bus pads to address hummocks
- Potential ramp improvements at Seaview Ave
- Net decrease of 6 to 8 parking spaces
(at Seaview Ave & at Flatlands Ave)

Proposal: Benefits

- Reduce speeding/tame traffic
- Improve pedestrian crossings
 - Safer pedestrian crossing
 - Easier for slower walkers to split crossing
 - Potential for future concrete median extensions
- Improve safety for drivers & passengers
- Improve bicycle-friendliness of corridor
- Greening opportunities
- Improve roadway surface & drainage

Questions?

Thank
You