

Adams Street

Service Road Queue Jump Signal

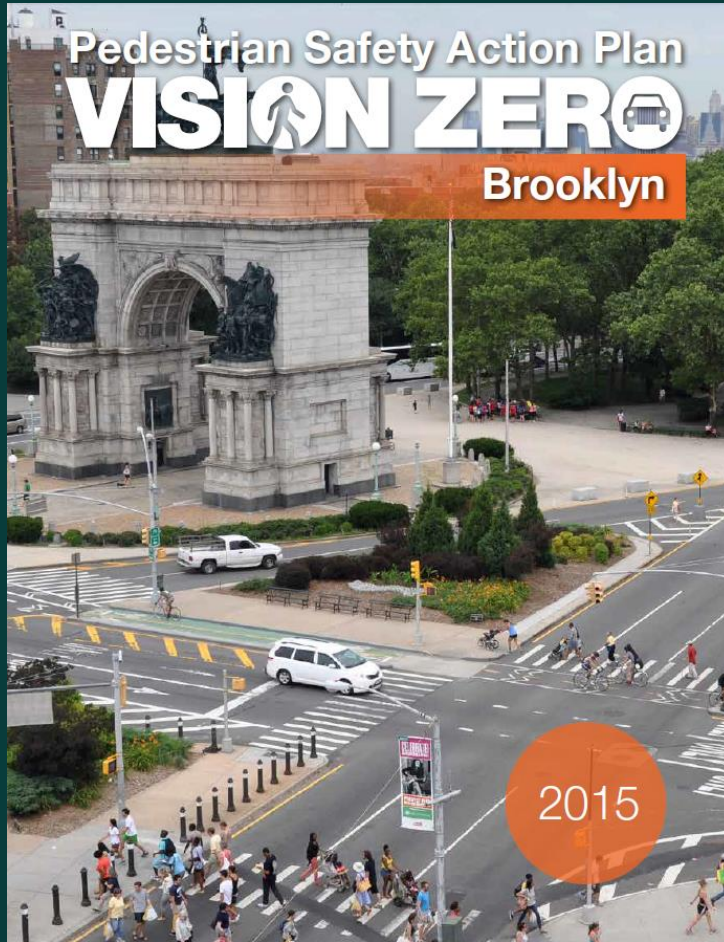
Spring
2016



Agenda

- Project Background
- Existing Conditions
- Proposal
- Project Benefits

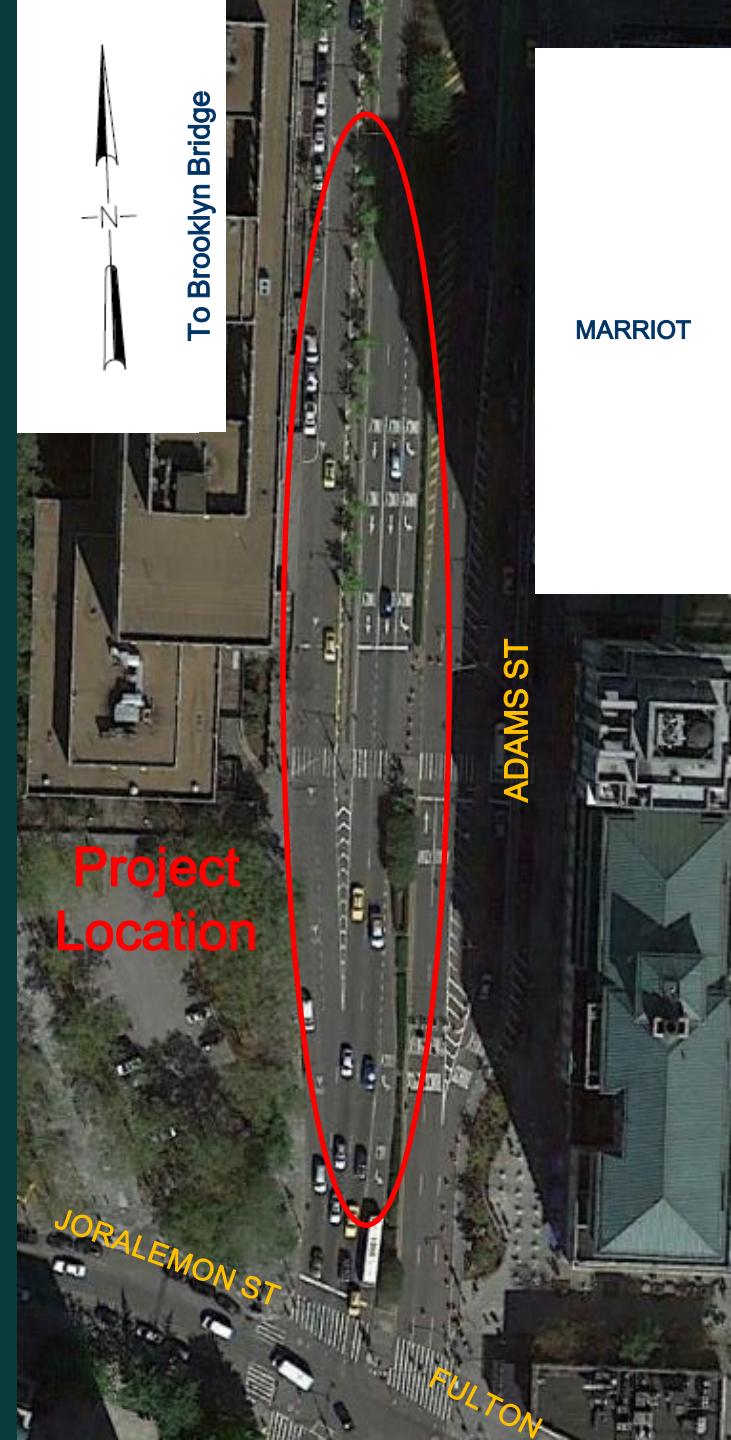
Vision Zero



- New York City's commitment to improve street safety in every neighborhood and in every borough
- NYCDOT Action: develop street designs and configurations that improve safety

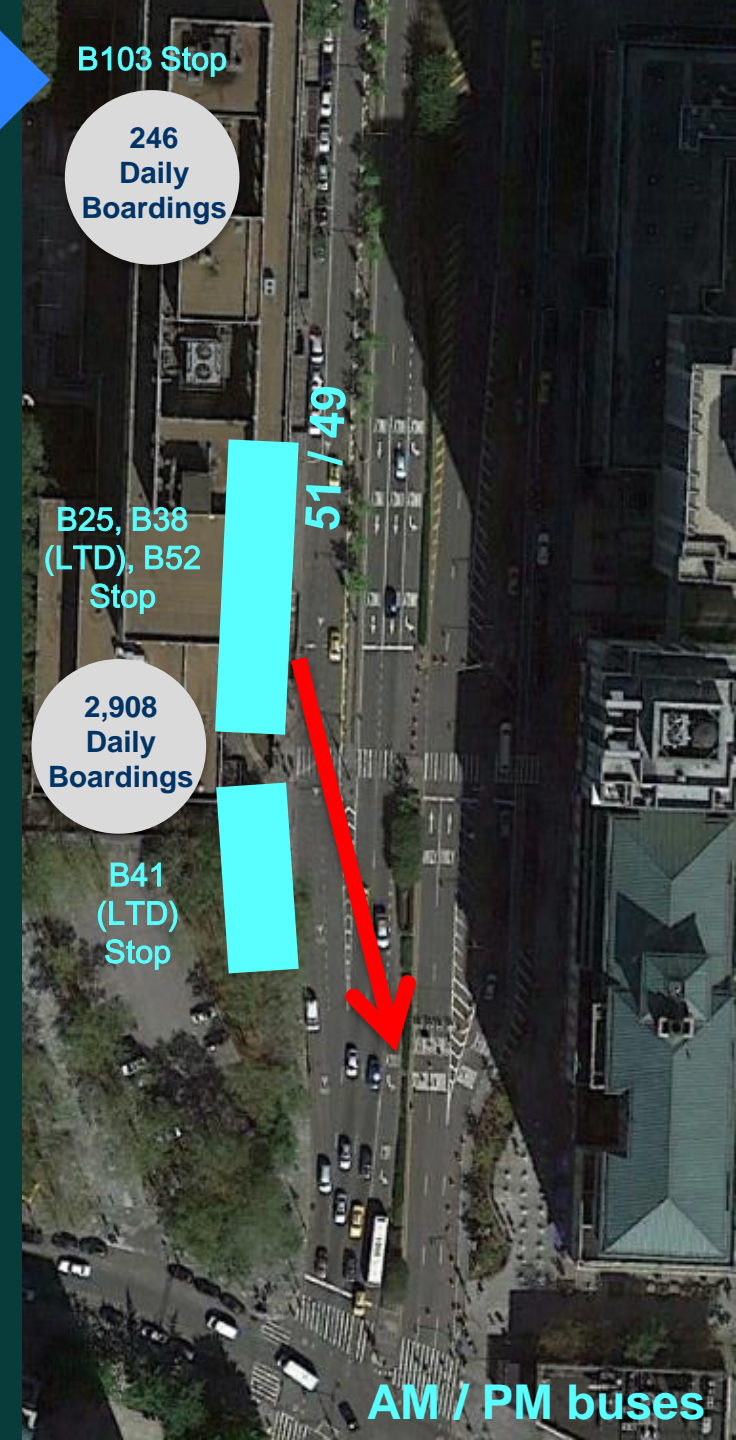
Project Background

- Adams St is major downtown Brooklyn street to and from the Brooklyn Bridge
 - Bike lanes
 - Heavy pedestrian activity
 - High ridership bus routes on the service roads
- Vision Zero Priority Area
 - 7 bus crashes
 - 5 other severe injuries between Johnson St and Fulton Mall
- MTA Request to look at bus merge



Existing Conditions- Buses

- Buses have difficulty merging from service road across main roadway in both fast and slow moving traffic conditions



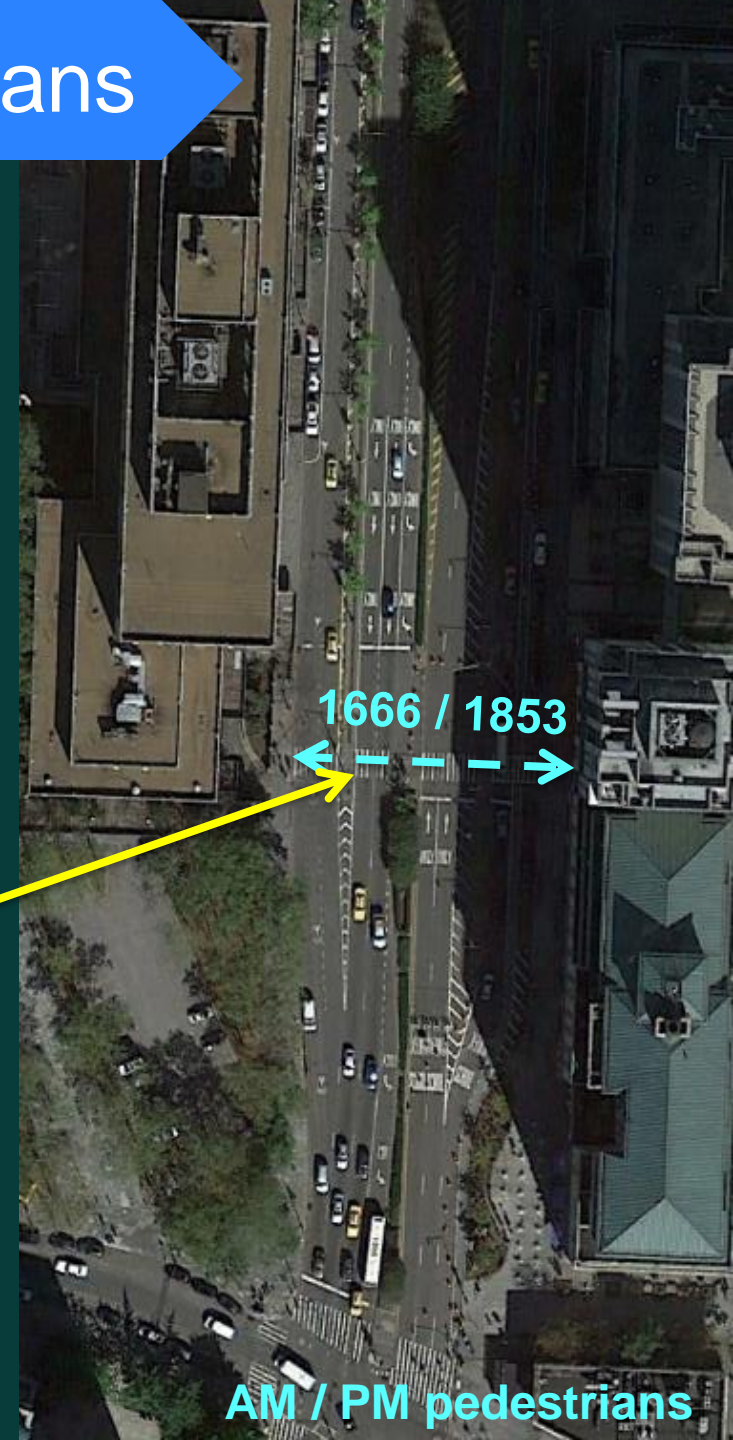
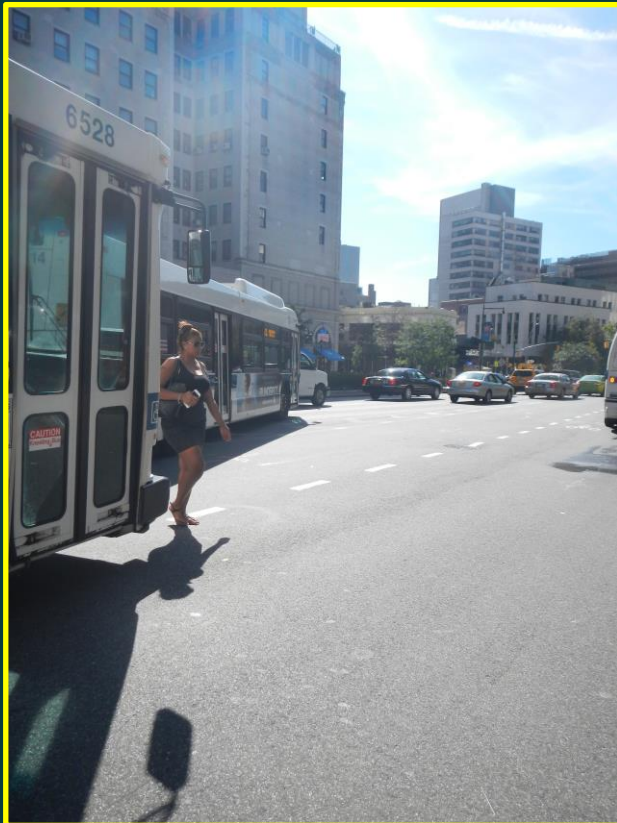
Bus Routes on Adams St Service Rd



- Southbound on service road:
 - B25, B38 (LTD), B41 (LTD), B52, B103
- Southbound left at Fulton Mall:
 - B25, B38 (LTD), B52
- Southbound left at Livingston St:
 - B41 (LTD), B103

Existing Conditions- Pedestrians

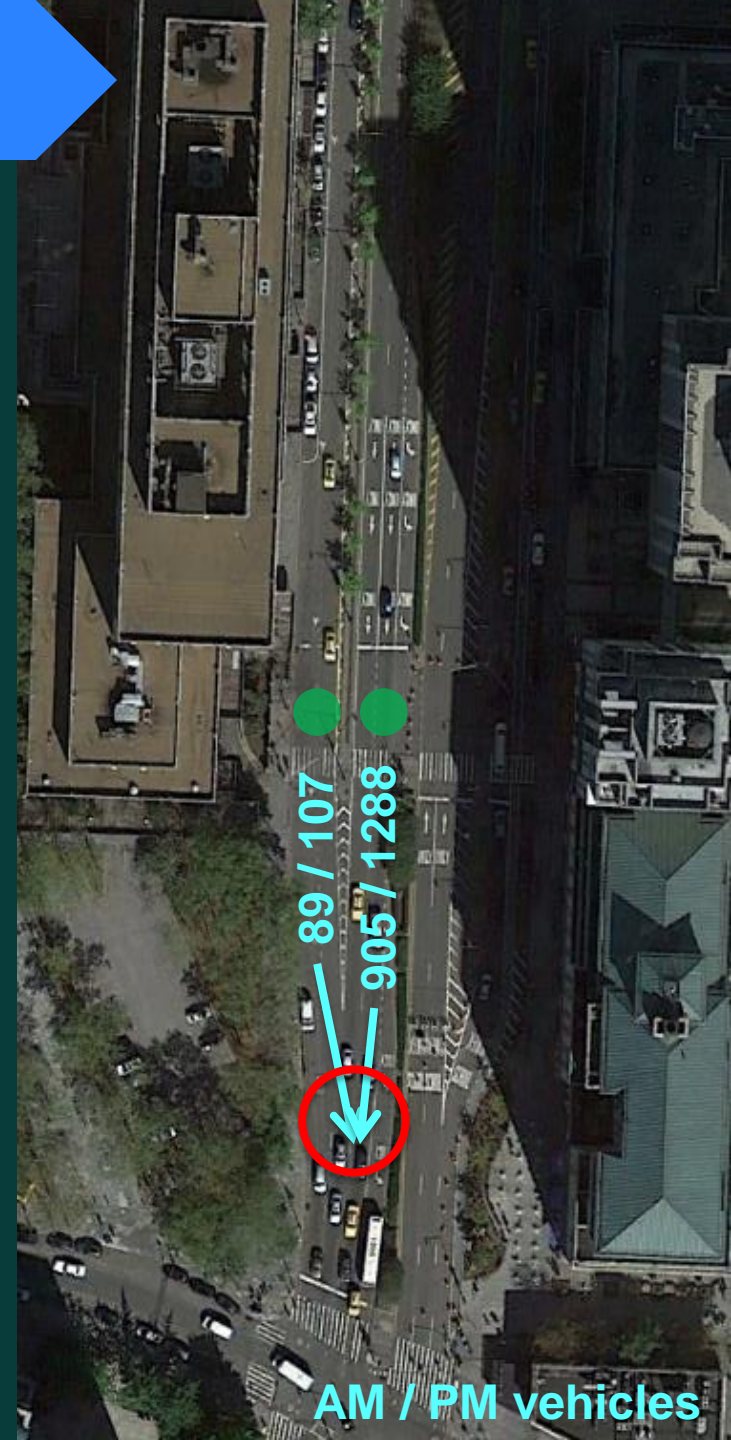
- Buses merge across the crosswalk. When two buses line up to merge, they often block the crosswalk



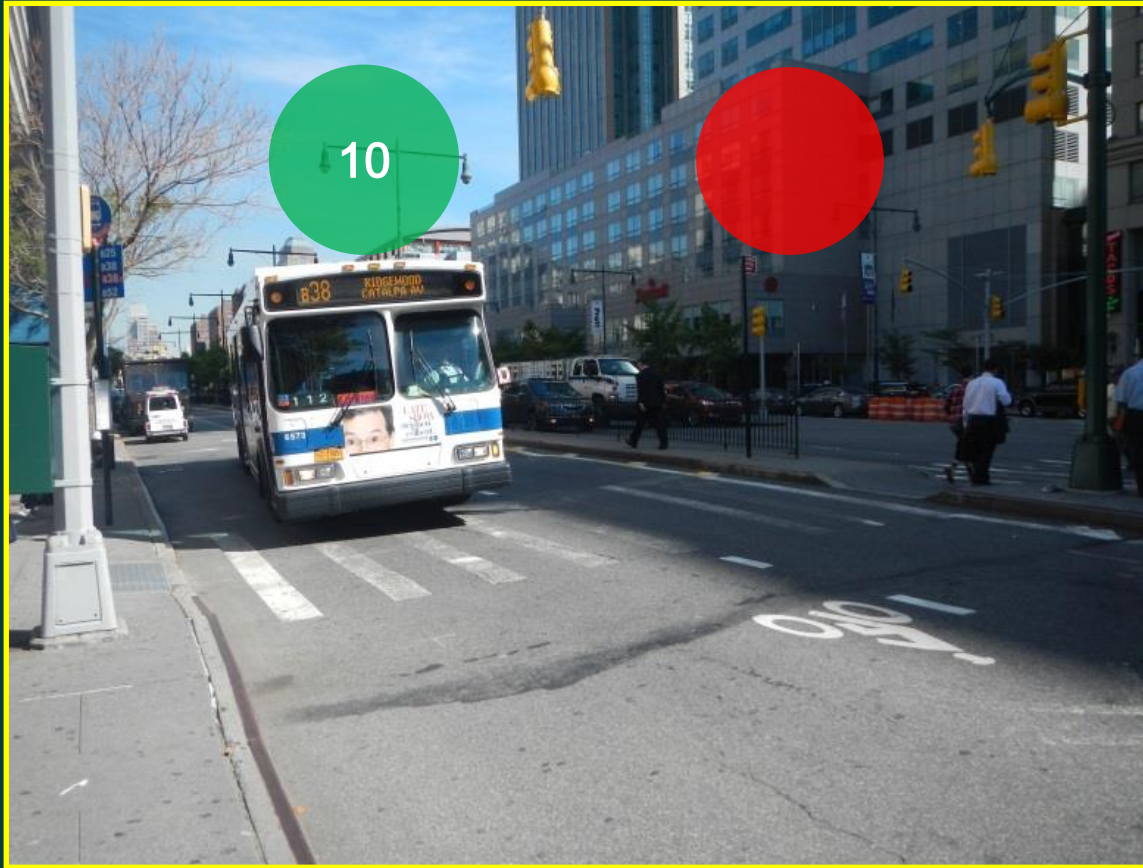
Existing Conditions- Signals



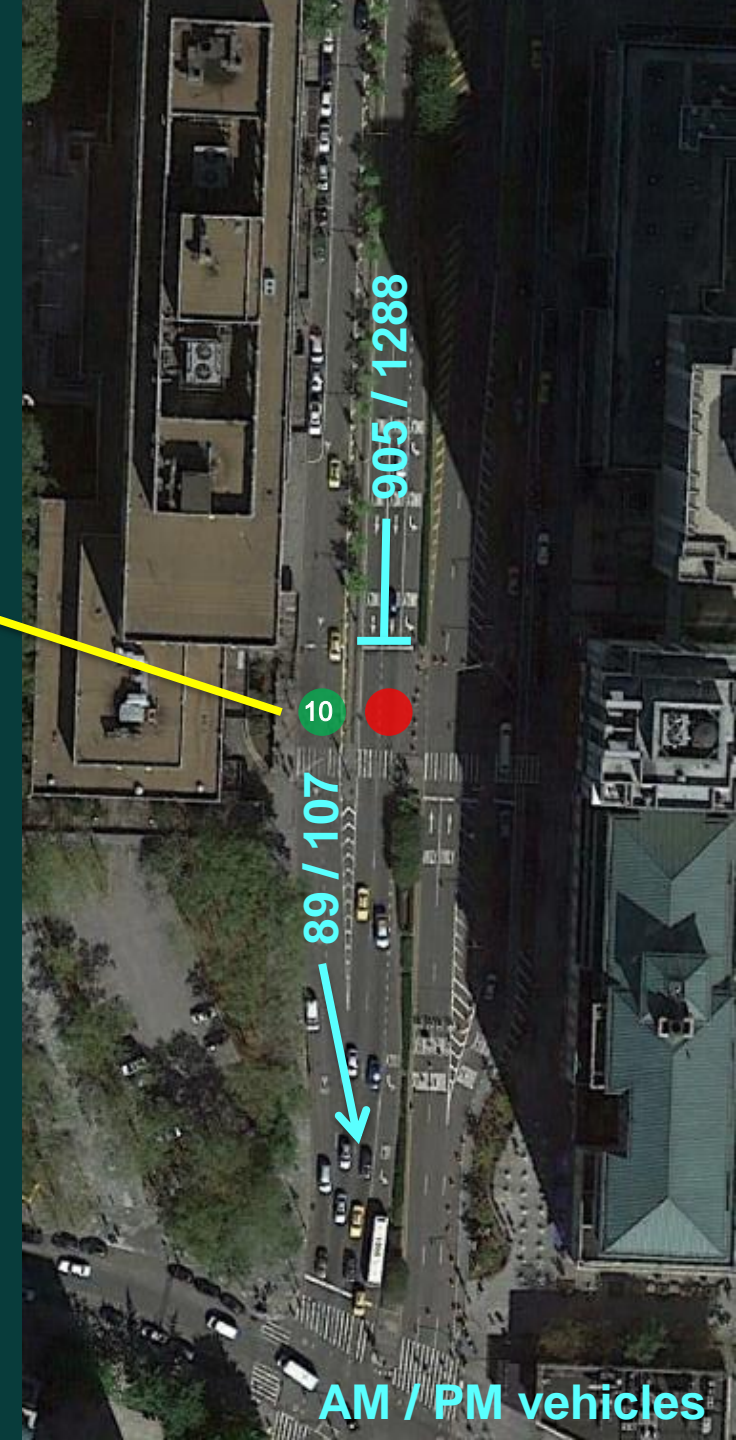
Both main roadway and service road get green at same time, requiring buses to weave through traffic to merge



Proposal



Service road is given 10 second queue jump signal (leading green), allowing buses to merge while main roadway traffic is held



Project Benefits

1. Safer operations for B25, B38 (LTD), B52, B41 (LTD), and B103 (LTD) buses.
2. Buses less likely to block crosswalk and conflict with pedestrians
3. Safer merge for all southbound vehicles transitioning from the service road to the main roadway approaching Fulton Mall/Joralemon St.

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Thank
You

Questions or comments?

Contact the DOT Brooklyn Borough Office at 646-892-1350 or at kbray@dot.nyc.gov