Clarendon Road

Traffic Calming and Bicycle Lane Project

Presentation to Brooklyn
Community Boards 14 & 17

NEW YORK CITY DOT

NYC Department of Transportation
Offices of Traffic Planning and Alternative Modes
May 2008

Why are we here?

- Local Concerns over Speeding
- Speed Study Confirmed
- Proposal to Calm Traffic

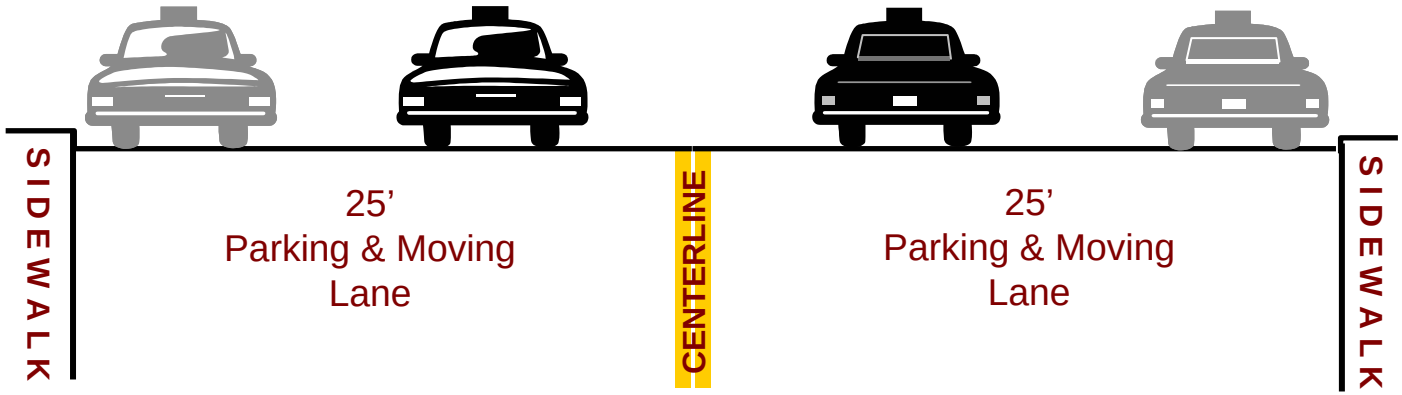
Project Intentions

1. Reduce Speeds by Reducing Lane Width
2. Improve Bicycle Access

Grand Street, Manhattan: 2-way street with Bicycle Lane, a Moving Lane, Turning Lanes and Center Median

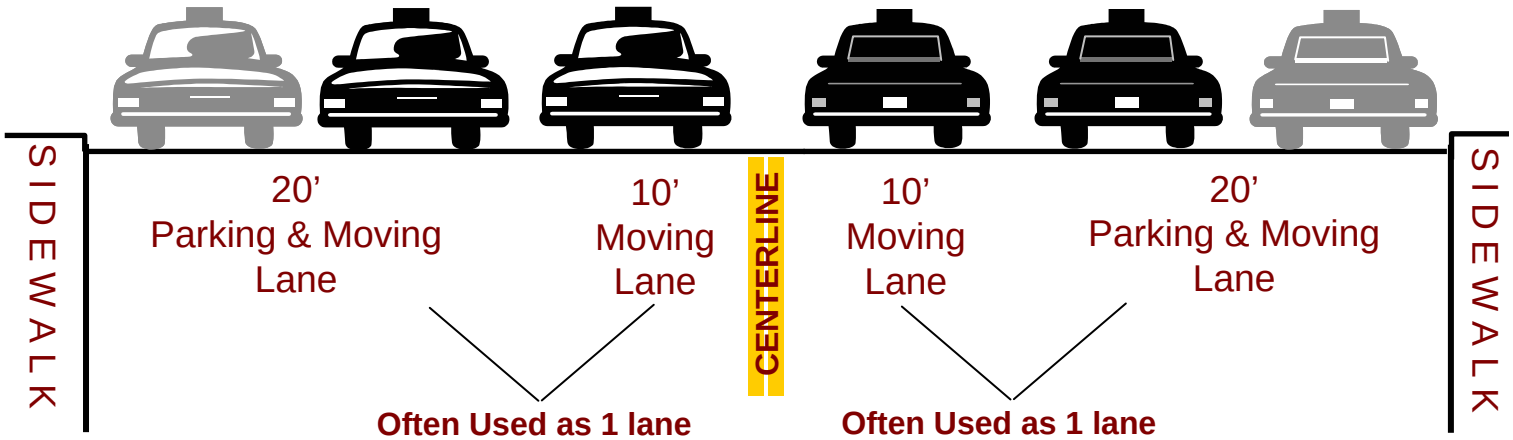
Existing Conditions – West of E 37th St

Flatbush Ave to E 37th St (16 blocks, 0.8 mi) – Excessively Wide (50')



Existing Conditions – East of E 37th St.

E 37th St. to Ditmas Ave. (23 blocks, 1.2 mi) – Excessively Wide (60')



Existing Conditions - Volumes

- **Relatively Light Volumes**
- **No significant difference between 1 or 2-moving lane segments**

Average Daily Traffic Volumes – Clarendon Road, 2007

	Brooklyn Ave. & 35th St. (1 moving lane)	Schenectady Ave. & E 48th St. (2 moving lanes)
Eastbound	**6,465** (5 cars/minute)	**8,274** (6 cars/minute)
Westbound	**8,058** (6 cars/minute)	**7,360** (5 cars/minute)

Existing Conditions – Speed Study

Eastbound between Nostrand Avenue and Utica Avenue

- Speeding rampant

	Average Speed (mph)	% speeding
Nostrand Ave to E 32nd St	43	91%
E 34th St to E 38th St	44	99%
E 38th St to Albany Ave	55	100%
Albany Ave to Troy Ave	54	99%
Schenectady Ave to Utica Ave	49	98%

NYC 30mph speed limit

Existing Conditions – Speed Study

Westbound between Utica Avenue and Nostrand Avenue

- Slightly slower, but still very high and frequent

	Average Speed (mph)	% speeding
Utica Ave. to Schenectady Ave.	44	93%
Troy Ave. to Albany Ave.	50	93%
Albany Ave. to E 38th St.	45	100%
E 38th St. to E 34th St.	42	91%
E 32nd St. to Nostrand Ave.	42	86%

NYC 30mph speed limit

Options

1. Speed Humps?

- Roadway too wide

2. Stop Signs/Traffic Signals?

- Only for regulating converging traffic
- Do not function as traffic calming devices

3. Adjust Signal Timing?

- Limited ability to slow speeds along entire corridor

4. Road narrowing (Dieting)

- **Narrower roadway = Slower Speeds**

What's the Plan?

- Reduce moving lane width

  Narrower Streets = Slower Speeds

1. **Widen existing median where possible**
   - **provide traffic calming**

2. **Install 5' bike lanes**
   - **further restrict roadway**
   - **add underserved area to bike network**

Grand Street

Planned Design: Widened median with Class 2 Bike Lane

NYC DOT Bicycle & Traffic Calming Projects

Traffic Calming Initiatives

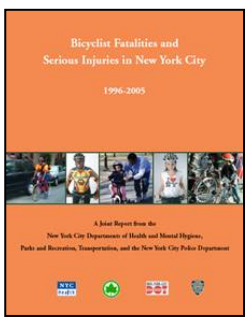
- Target corridors with safety and/or quality of life concerns
- Improve streets for all users
- Apply city resources to improve key streets
  - Street repaving
  - Signs & markings

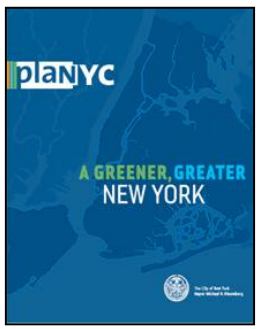
Bicycle Network Development

- 200 Mile, 3 Year Bicycle Route Commitment
- Targeting Areas of High Demand & Key Connections

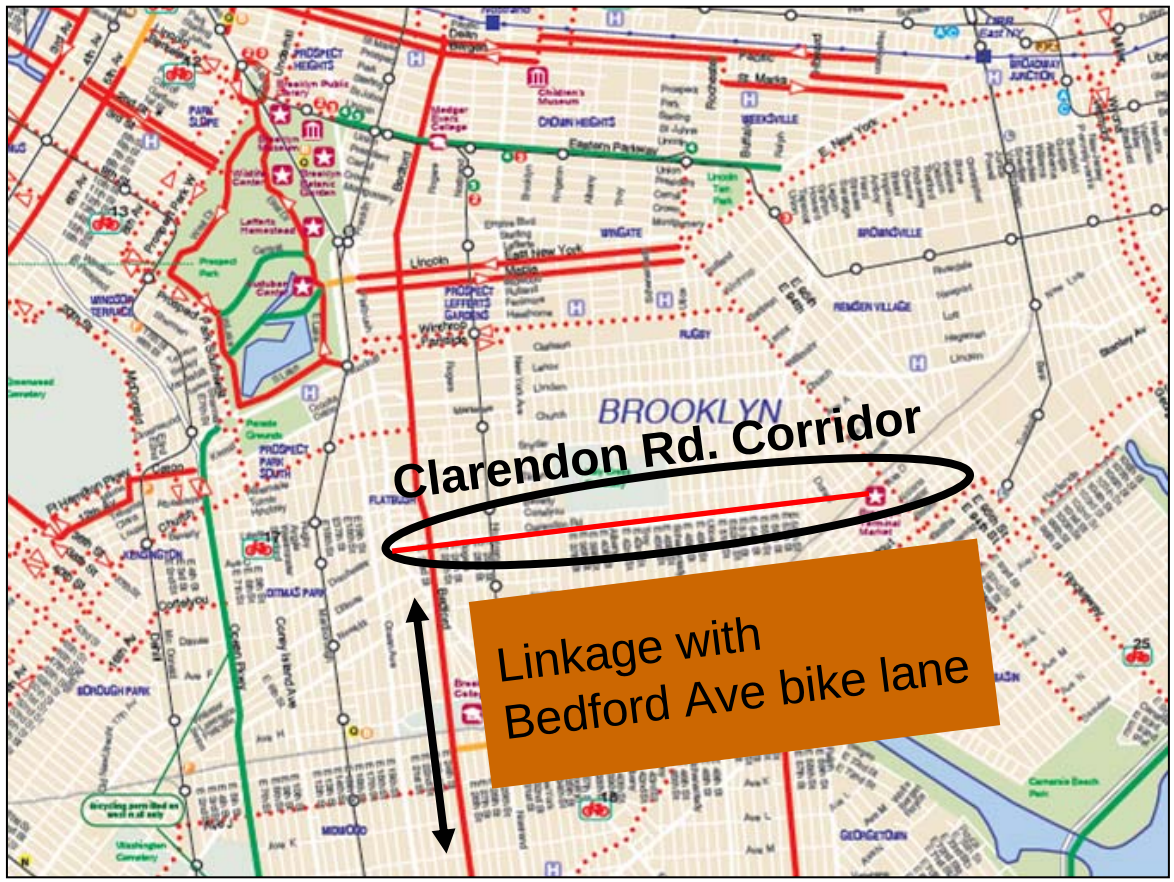
Why Bike Lanes?

- Enhance Speed Reduction Goals
- Connect East Flatbush to Bike Network
- Achieve Mayor's Sustainability Goals



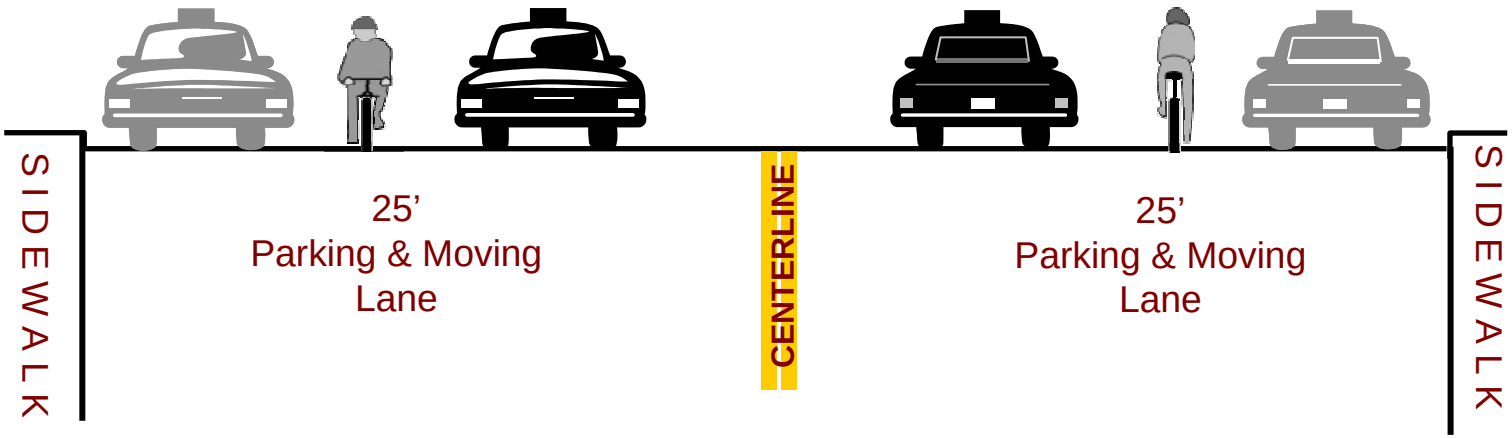


NYC bike route map

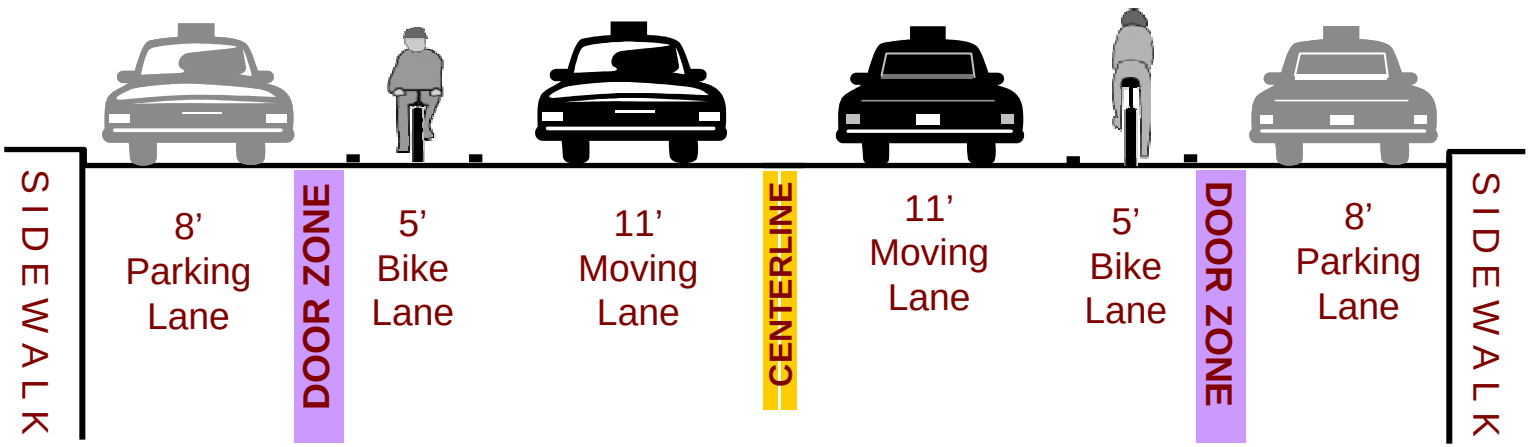


Narrower Streets = Slower Speeds

Existing Condition – Flatbush to E 37th St. – 50’ road width



Planned Condition – Flatbush to E 37th St. – slower streets for All Users



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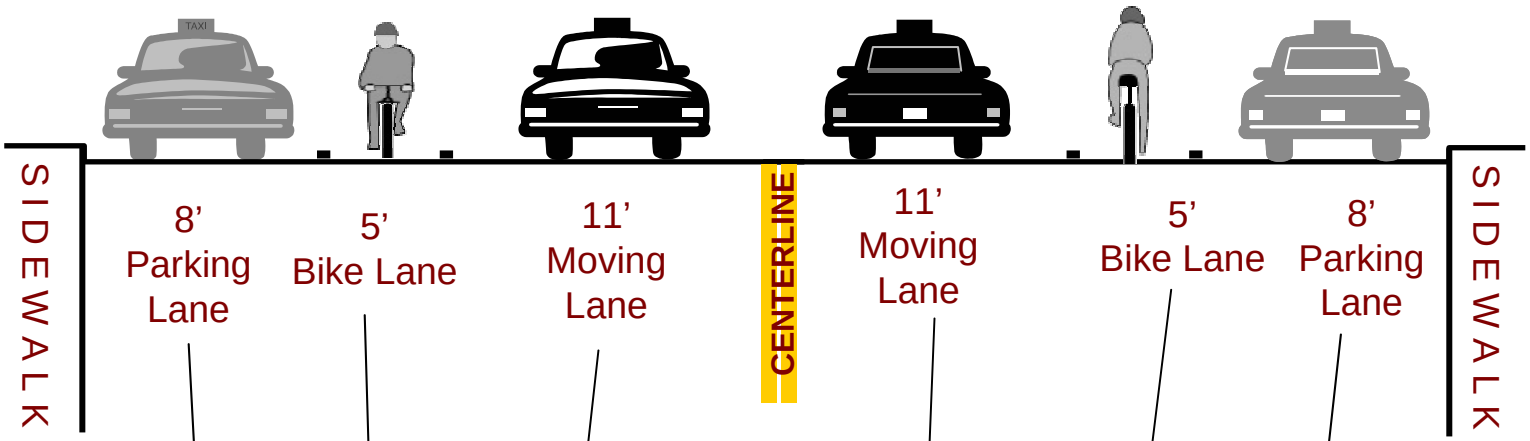
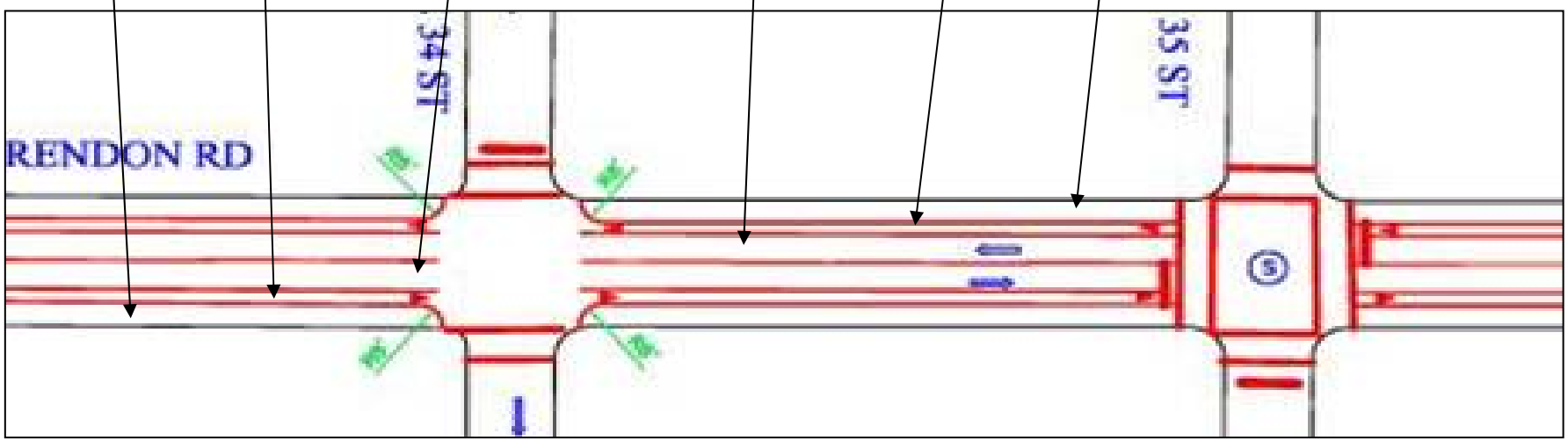
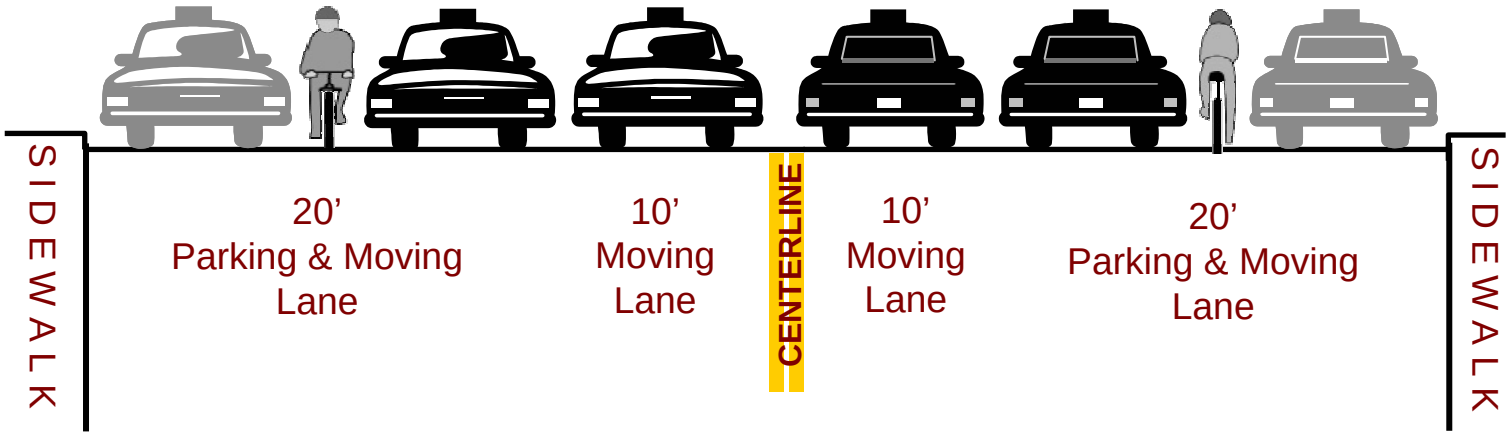




Narrower Streets = Slower Speeds

Existing Conditions – E 37th St. to Ditmas Ave. – 60’ road width



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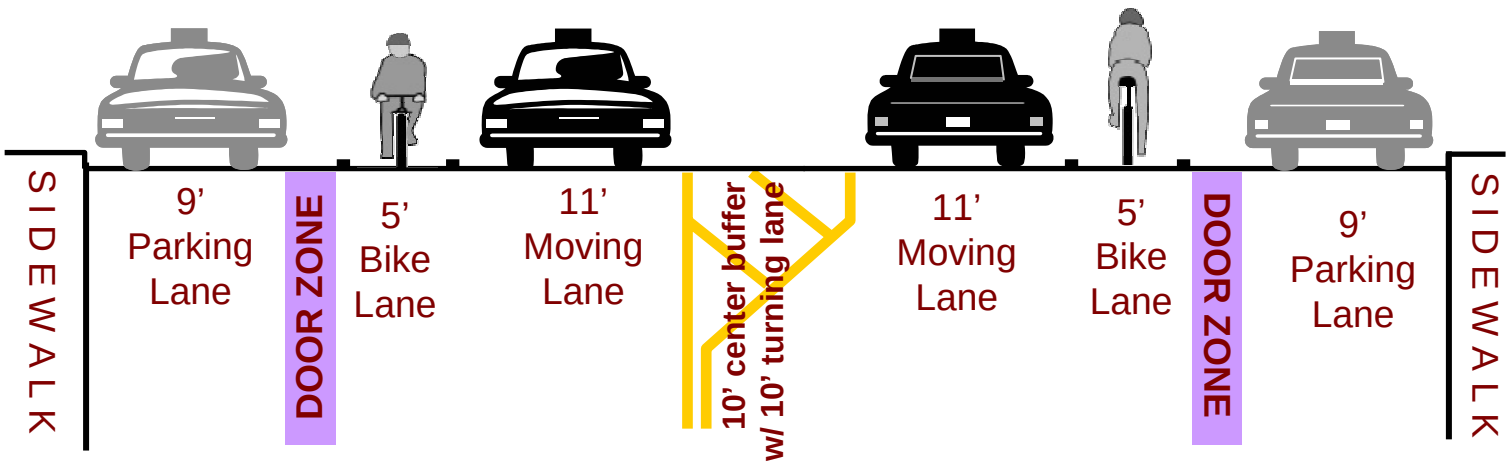

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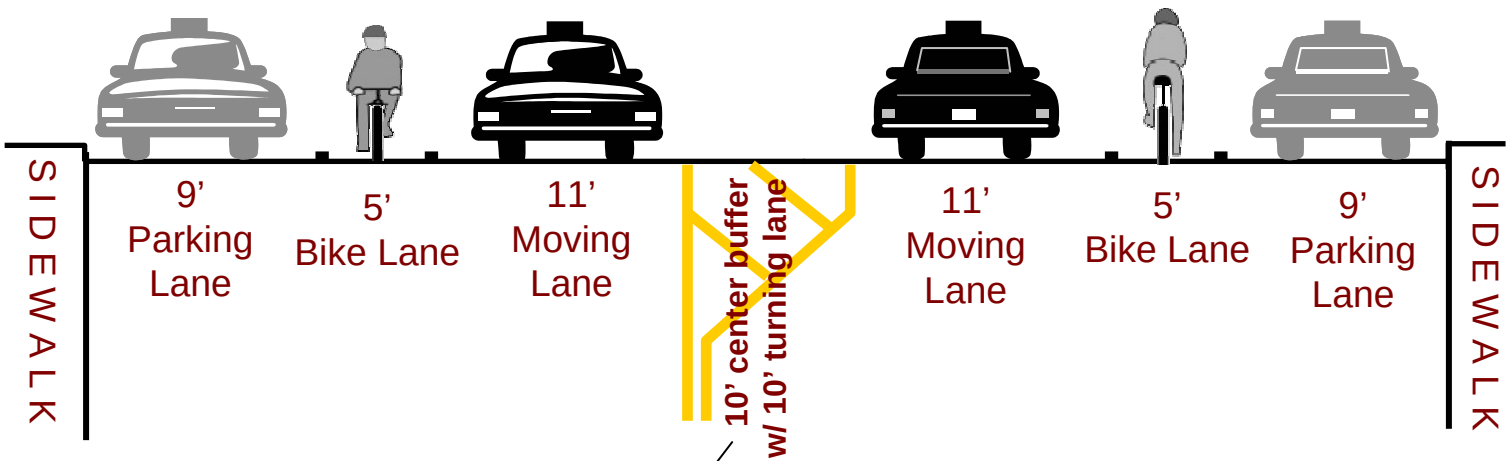

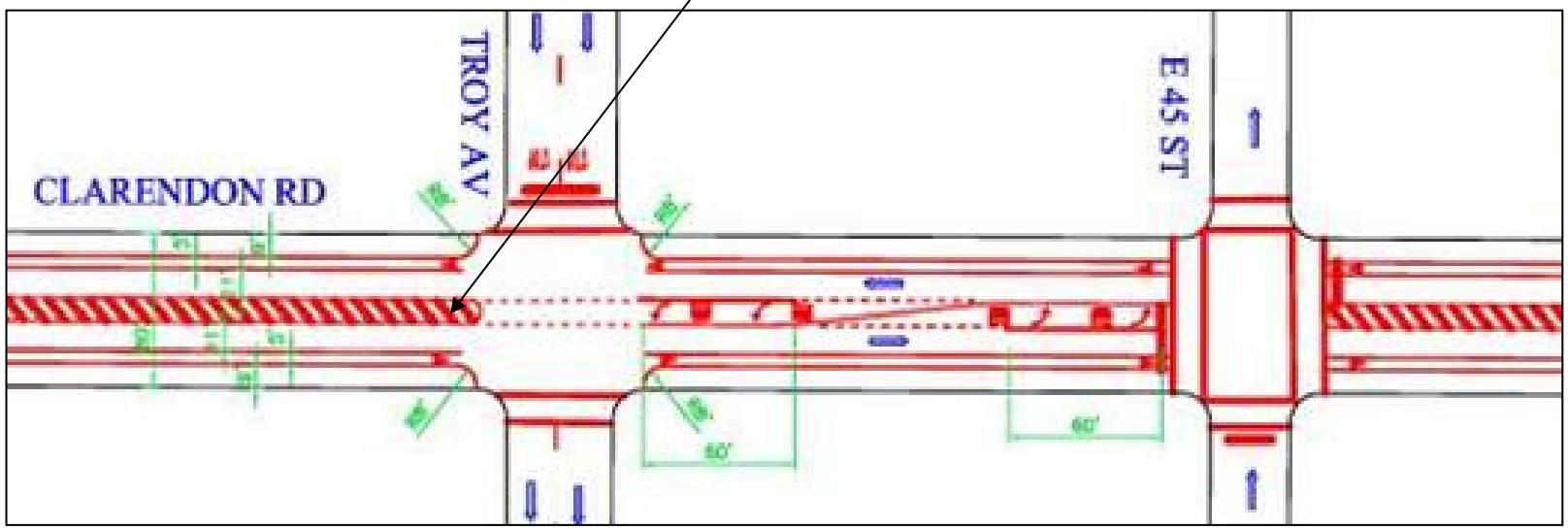

Precedent for Successful Traffic Calming

Vanderbilt Avenue between Atlantic Avenue and Grand Army Plaza

- **20% decrease in average speeds**
- **50% average decrease in *number* of speeders**

	Before Traffic Calming	After Traffic Calming
Percent traveling above speed limit (30mph)	76%	27%
Average Speeds (mph)	35	28

Narrow & Defined Lanes = Slower Speeds

Proposed Condition – Clarendon between Flatbush and E 37th St. – 50’

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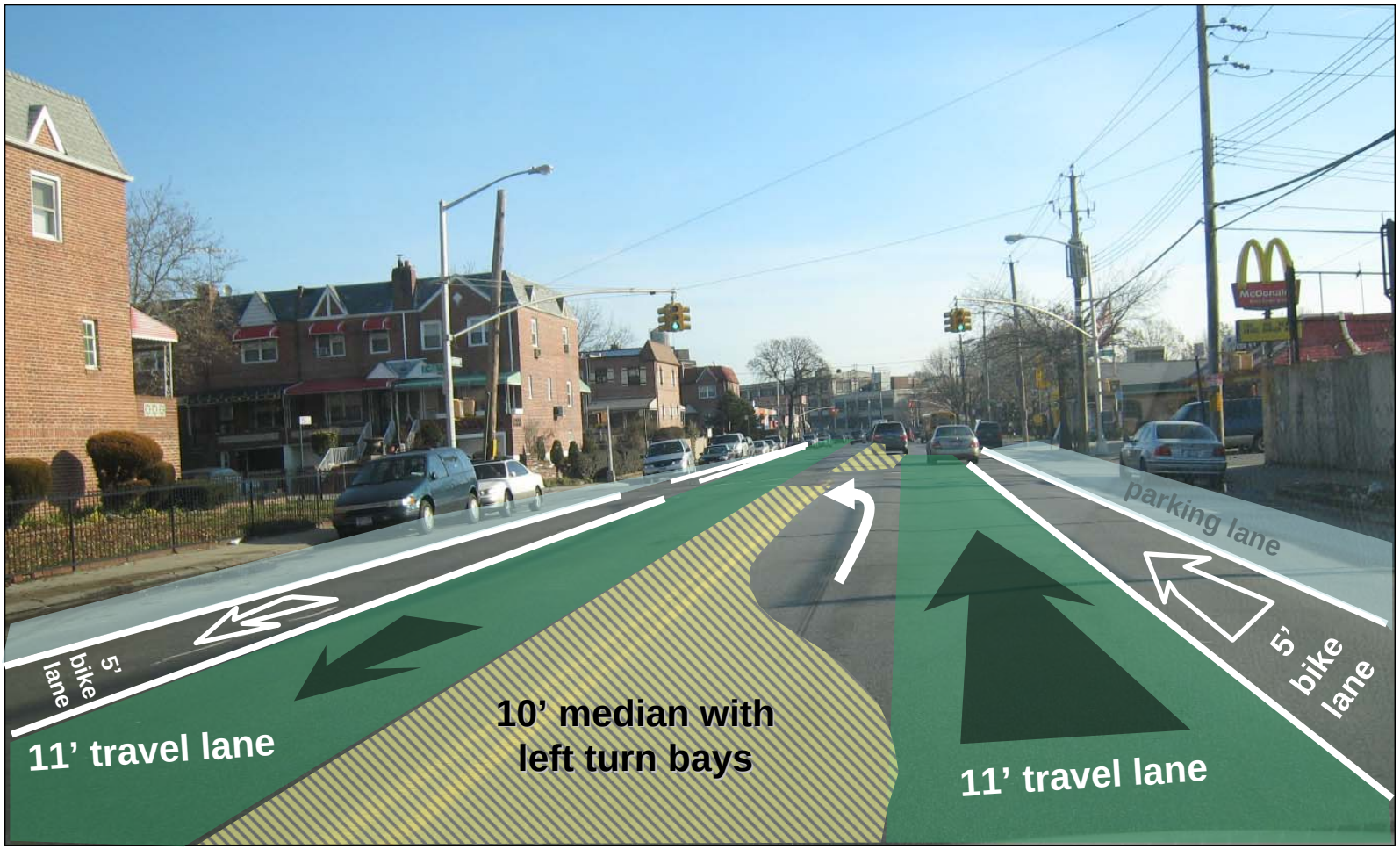

Design Approach for Clarendon

1. Reduce Speeds by Reducing Lane Width ⇨ Widened Median, Narrowed Moving lanes
2. Improving Bicycle Access ⇨ On Street, Marked Bicycle Lanes
3. Traffic Calming for **All Street Users** ⇨ Slower speeds = Safer Streets

Project Timeline

Community Concern	(Fall 2007)
DOT Study	(Winter 2007-2008)
Clarendon Road Repaved	(May)
Community Input	(Spring 2008)
New Markings Installed	(following community input)

Post Implementation Monitoring

- **Monitor new speeds**
- **Refinements to signal timing**