



FRANKLIN AVE

Safety Improvements

Presented to Brooklyn Community Board 9
March 8, 2017



INTRODUCTION

Franklin Ave

Eastern Parkway to Empire Blvd

Roadway will be resurfaced
Spring 2017

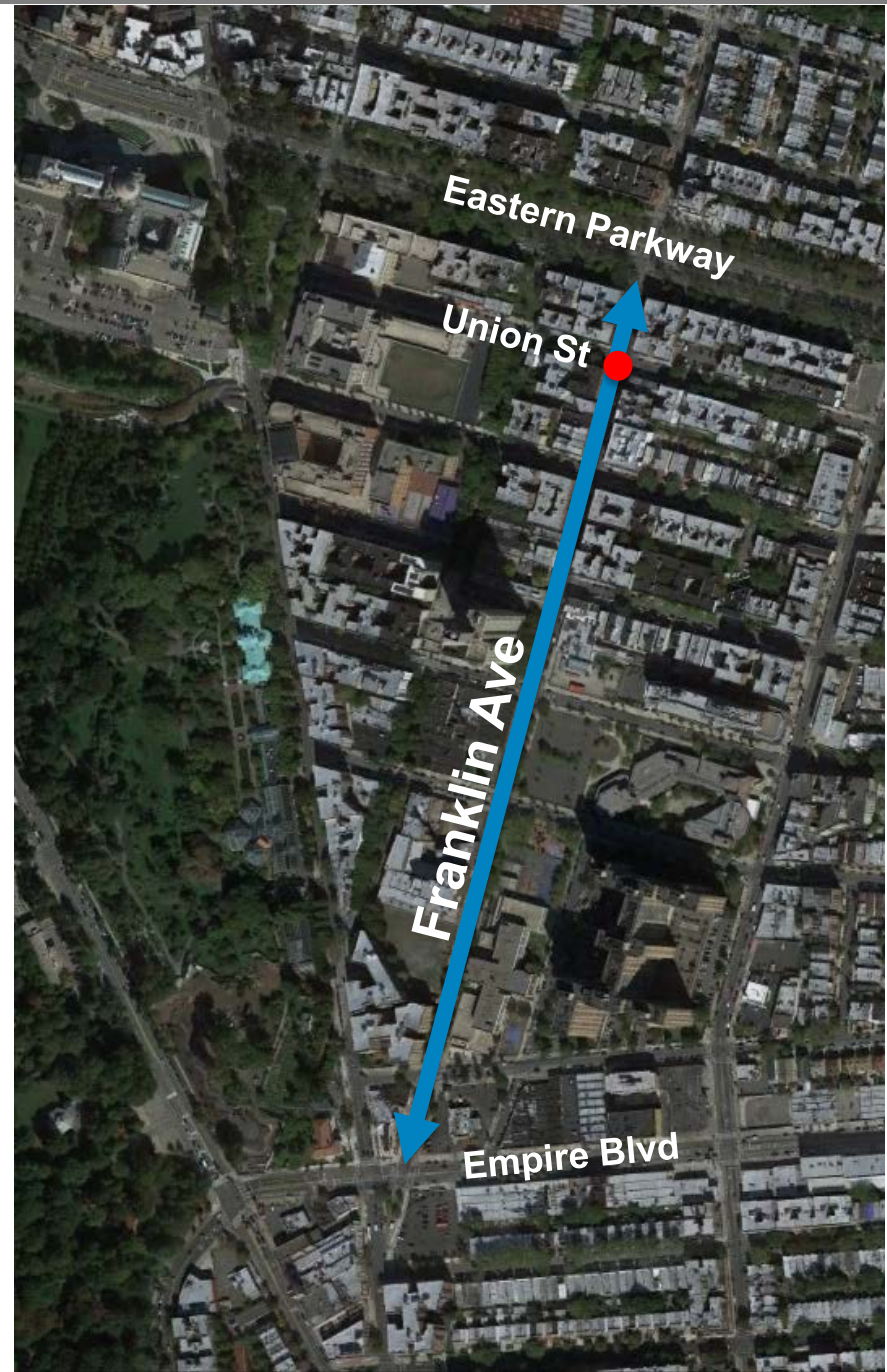
CM Cumbo requested traffic calming at
Union St, Fall 2016

Current roadway markings are
substandard

**After repaving, markings will be
installed using current design
standards to increase safety along
the corridor**

Presentation Overview:

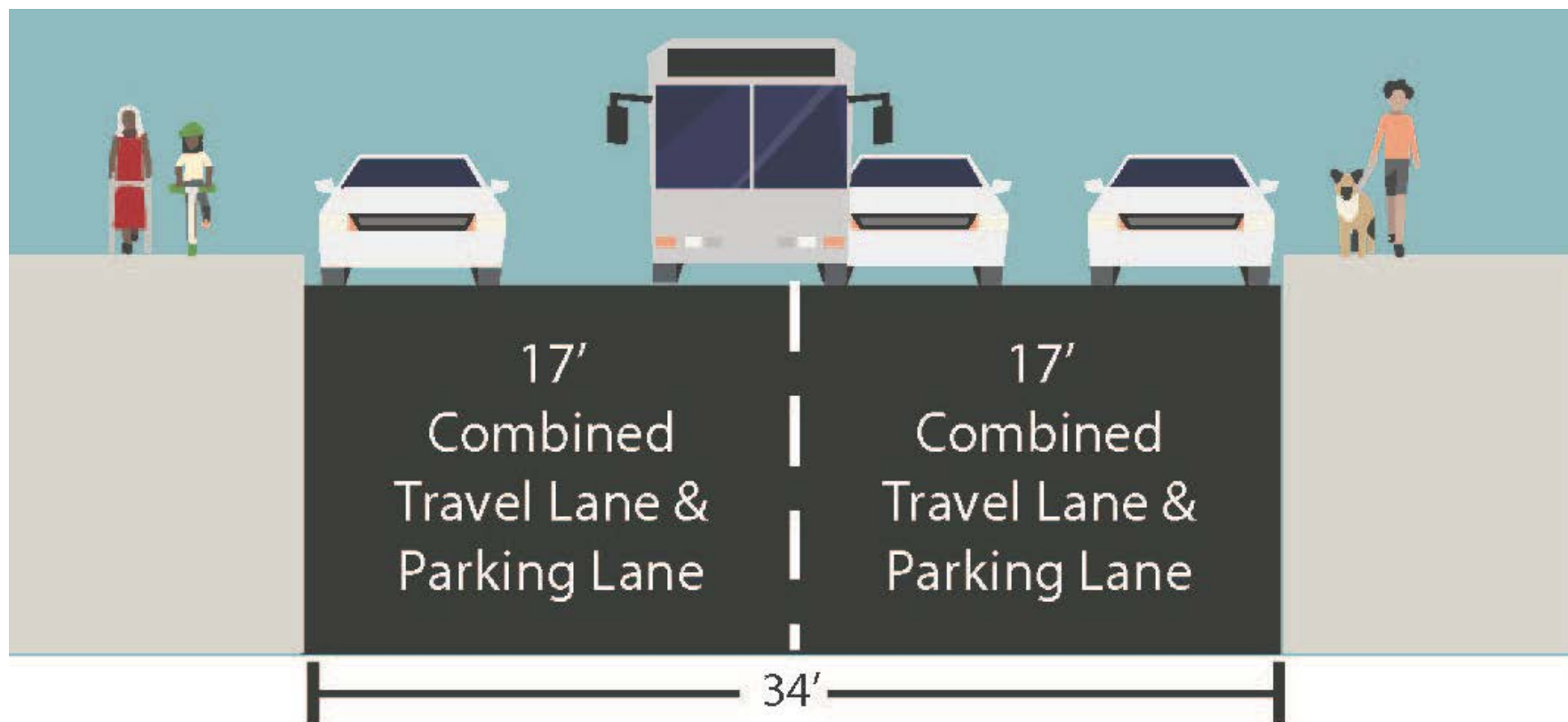
- Existing Conditions and Issues
- Proposed Design
- Next Steps



EXISTING CONDITIONS



**Substandard
Lane Widths**



ISSUE – Narrow Travel Lanes, Low Vehicular Volumes



- **Uncomfortably narrow lanes for drivers**, motorists often straddle lanes, make less predictable movements
- **Substandard lane width for buses** (11 ft lane is standard on bus routes)
- **Less than 500 vehicles in peak hour**, typical threshold for one lane is +/- 700

ISSUE – Narrow Parking Lanes



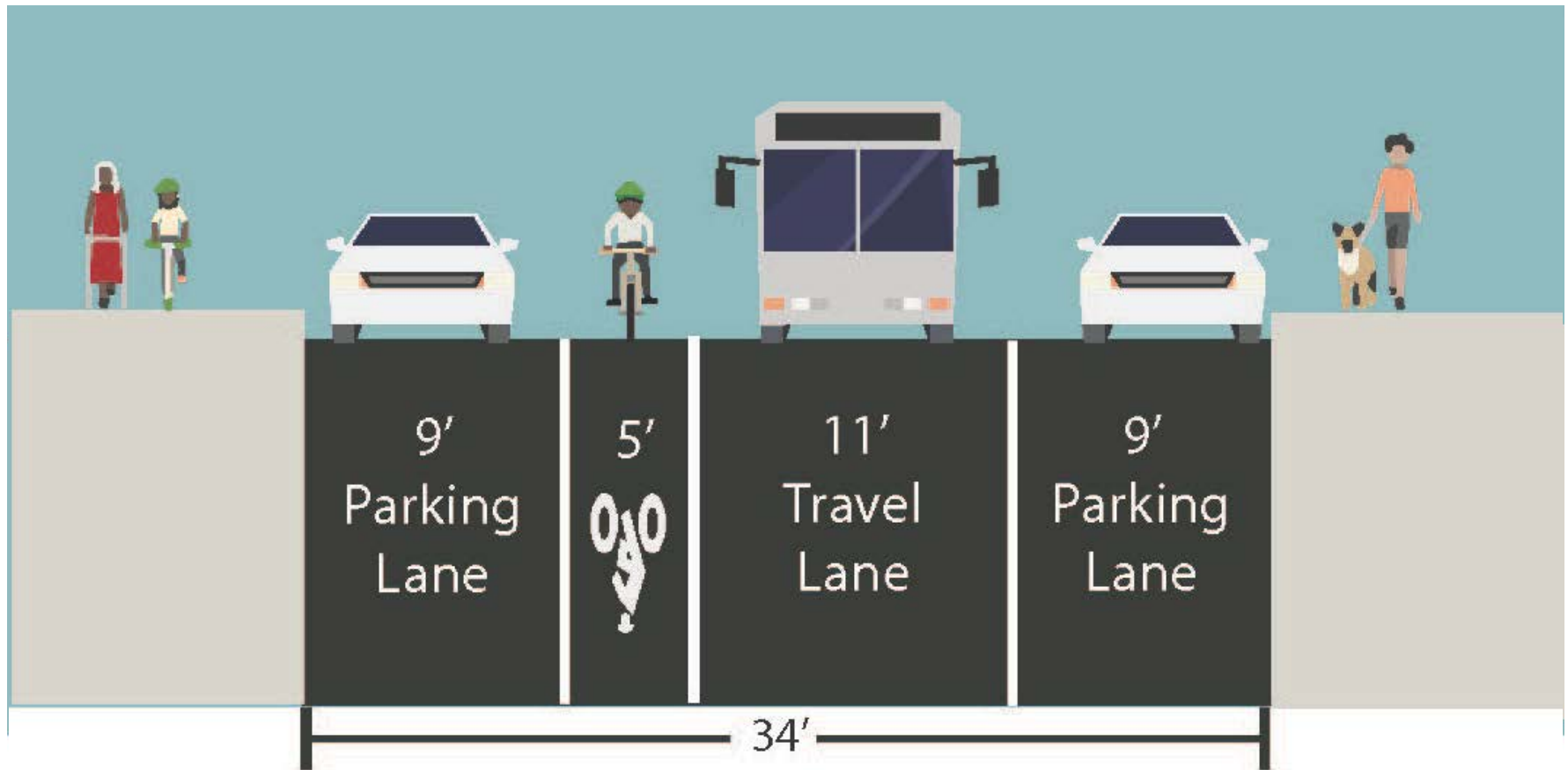
- **Uncomfortable to enter/exit parked vehicles** because moving vehicles travel so close to parked vehicles

ISSUE – Bike Lane Ends at Eastern Parkway



- **No dedicated space to continue south**
- **Cyclist position in roadway unpredictable** for drivers and pedestrians
- **260+ bikes counted in 12-hrs** on weekday and weekend (May 2016)
- **18% of weekday bikes riding on sidewalk**, compared to 4% where bike lane was installed north of Eastern Parkway

PROPOSED DESIGN – Standard Travel Lane, Parking Lanes, Bike Lane



- **One standard width travel lane** accommodates buses, more comfortable for drivers, improves predictability, easier for pedestrians to cross
- **Wider parking lanes** pull moving vehicles away from parked vehicles, facilitate entry/exit to/from parked vehicles
- **Bike lane** creates dedicated, predictable space for cyclists, separate from moving vehicles, discourages sidewalk riding to reduce pedestrian conflicts

PROPOSED DESIGN – Precedent: Franklin Ave North of Eastern Parkway



Organized Roadway
Increases safety,
predictability, comfort



Redesigned 2014

- **Injuries for all road users have decreased by 44%**
Compared to 28% south of Eastern Parkway
- **Pedestrian injuries have decreased by 25%**
Compared to 8% south of Eastern Parkway

Vehicle volumes are
approximately
1.5-2.5x higher
north of Eastern Parkway

ISSUE – No Pedestrian Crossing at Union St, School Crossing at Carroll St

Union St



Carroll St



- **No pedestrian crossing at Union St**, volumes not high enough to meet Federal warrant for signal or stop sign, pedestrians cross at this location
- **Uncontrolled school crossing at Carroll St** does not meet current standards

ISSUE – Challenging Crossing for Drivers at Union St, Carroll St

Request for Traffic
Calming at Union St
From CM Cumbo
(Fall 2016)



- **No signal or stop sign** to stop vehicles on Franklin Ave
- **Drivers must cross 2 lanes of traffic** to continue on Union St, Carroll St
- **Parked vehicles obstruct view** of oncoming vehicles

PROPOSED DESIGN – Pedestrian Crossing Upgrades at Union St, Carroll St

Example of painted curb extension and enhanced crossing on 8th St (Manhattan)

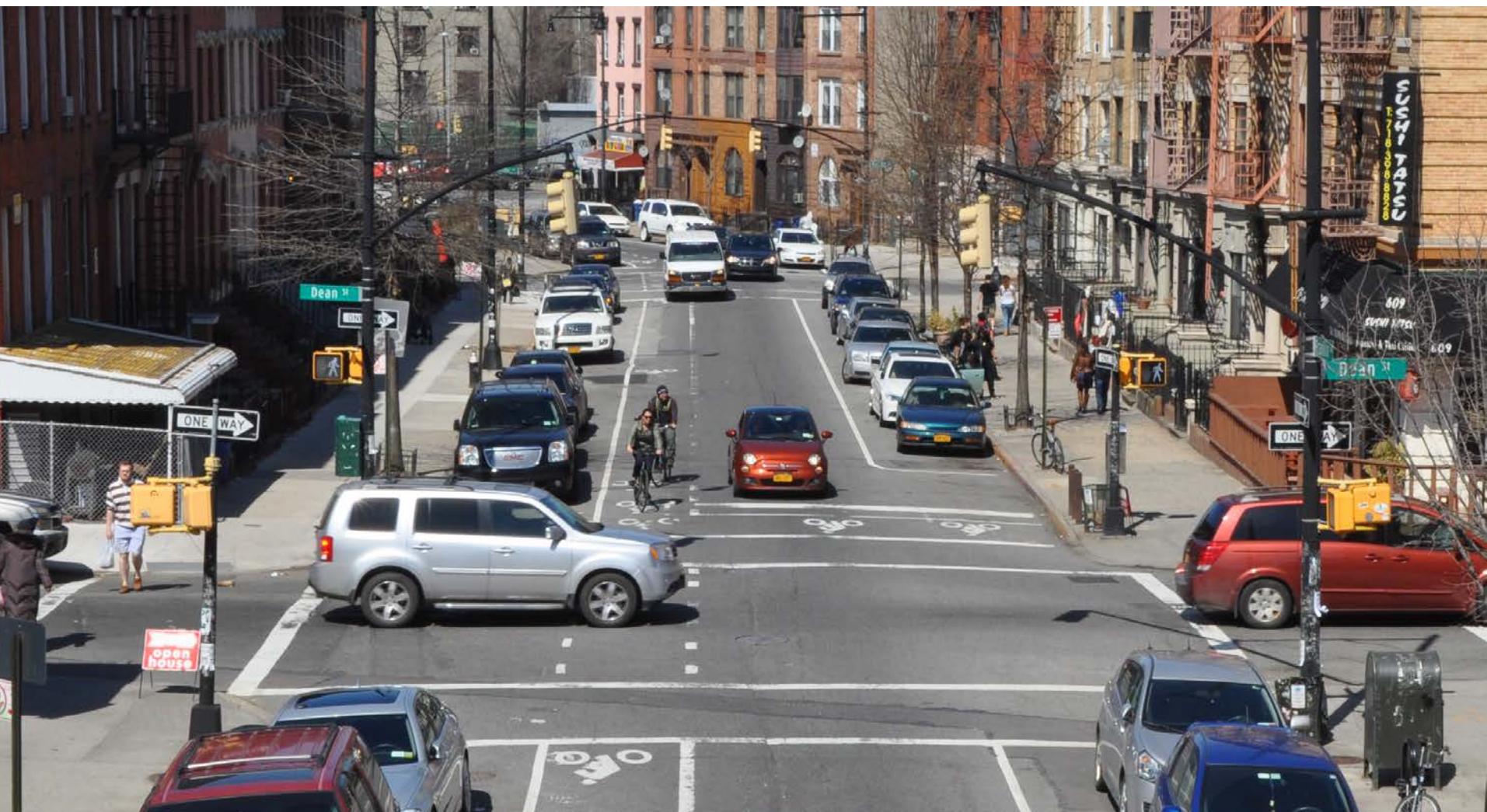
Crosswalk and Warning Signs
Alert drivers of pedestrian crossing

Painted Curb Extensions and Daylighting
(removal of less than 1 parking space)
Shorten crossing
Increase visibility

- **Enhanced pedestrian crossings** are installed at particular locations that do not meet warrants for signals or stop signs, but meet other specific safety criteria
- **Painted curb extensions, daylighting, new crosswalks and signs** create shorter, safer pedestrian crossings, alert vehicles of pedestrians crossing

******Crosswalk and signs can only be installed if roadway is reduced to one lane***

PROPOSED DESIGN – Easier Crossing for Drivers at Union St, Carroll St



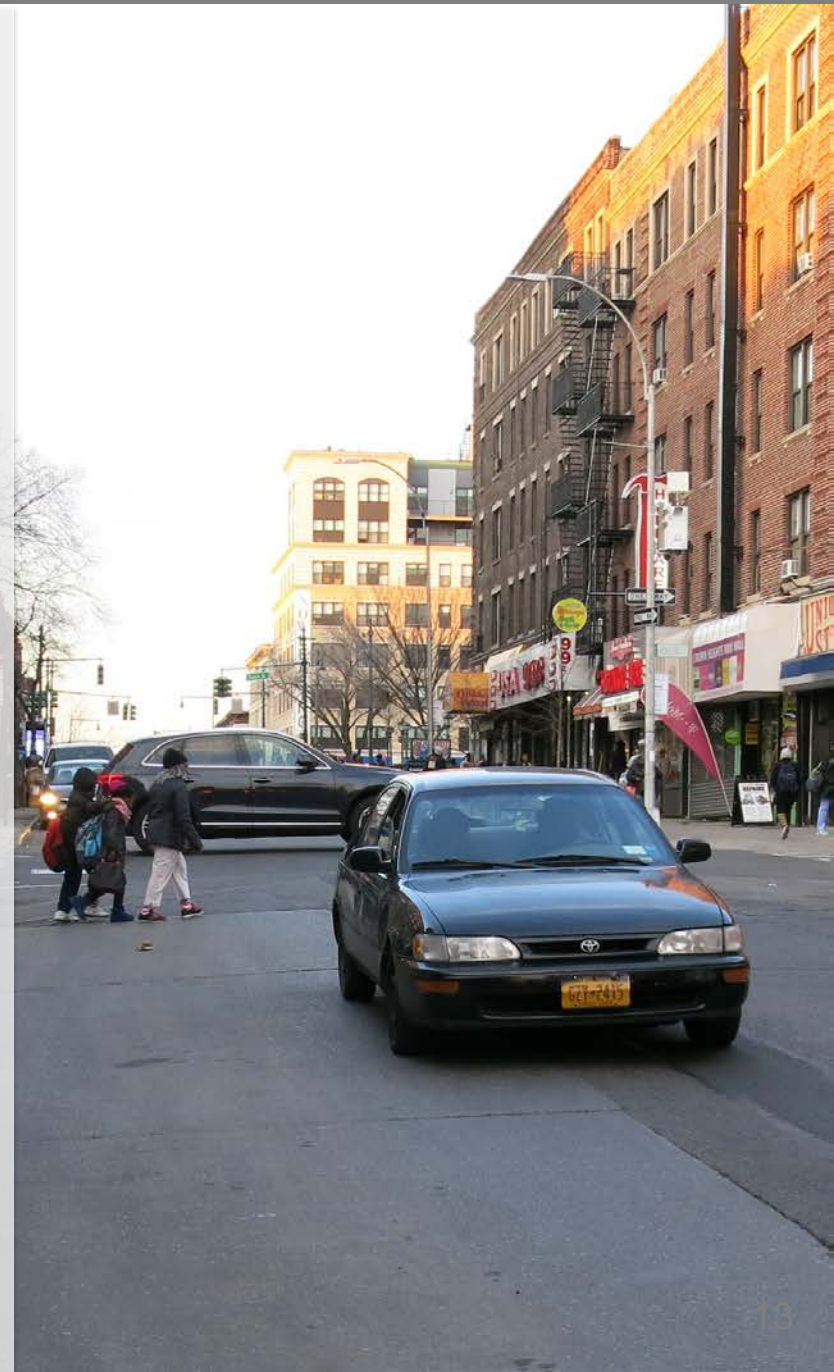
- **Easier to cross one motor vehicle lane**, vehicle location more predictable
- **Travel lane shifted away from parked cars** due to bike lane, increasing visibility
- **Daylighting improves visibility** for drivers pulling out

SUMMARY

- Standard width travel lane accommodates buses, more comfortable for drivers
- Wider parking lanes make exiting/entering parked vehicles safer
- Bike lane provides dedicated space for cyclists, improves safety for all road users by increasing predictability of cyclist location
- New and upgraded pedestrian crossings at Union St and Carroll St create shorter, safer crossings, only feasible with lane reduction, requires daylighting (loss of less than 1 parking space on each side)
- New roadway design and daylighting make it easier for drivers to cross at Union St and Carroll St

NEXT STEPS

- Resurfacing scheduled for Spring
- Marking installation to follow resurfacing



Questions?

THANK YOU!



NYC DOT



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PROPOSED DESIGN – Safety Benefits

Crashes and Injuries
Two-Year After Analysis, Franklin Ave (Atlantic Ave to Eastern Pkwy)

	Before				After			Change	
	'11/ '12	'12/ '13	'13/ '14	Average	'14/ '15	'15/ '16	Average	Actual	Percent
Total Crashes	127	140	163	143.3	133	127	130.0	-13.3	-9%
Crashes w/ Injuries	36	43	31	36.7	25	21	23.0	-13.7	-37%
Motor Vehicle Occupant	42	32	34	36.0	22	13	17.5	-18.5	-51%
Pedestrian	10	18	10	12.7	9	10	9.5	-3.2	-25%
Cyclist	3	7	2	4.0	3	2	2.5	-1.5	-38%
Total Injuries	55	57	46	52.7	34	25	29.5	-23.2	-44%

Crashes and Injuries
Two-Year After Analysis, Franklin Ave (Eastern Pkwy to Empire Blvd)

	Before				After			Change	
	'11/ '12	'12/ '13	'13/ '14	Average	'14/ '15	'15/ '16	Average	Actual	Percent
Total Crashes	68	71	80	73.0	81	65	73.0	0.0	0%
Crashes w/ Injuries	21	25	22	22.7	14	18	16.0	-6.7	-29%
Motor Vehicle Occupant	21	11	13	15.0	8	10	9.0	-6.0	-40%
Pedestrian	7	13	11	10.3	9	10	9.5	-0.8	-8%
Cyclist	3	5	2	3.3	2	2	2.0	-1.3	-40%
Total Injuries	31	29	26	28.7	19	22	20.5	-8.2	-28%

North of Eastern Parkway – Redesigned 2014

Injuries for all road users decreased by 44%

Pedestrian injuries decreased by 25%

Analysis compares average number of injuries in 2 years following implementation to average from 3 years prior to implementation

South of Eastern Parkway

Injuries for all road users decreased by 28%

Pedestrian injuries decreased by 8%