



EASTERN PARKWAY

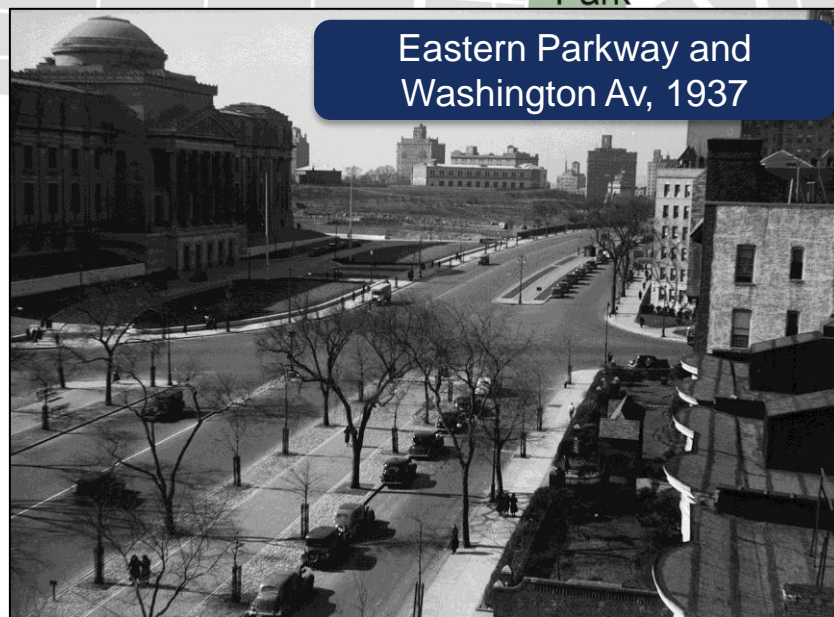
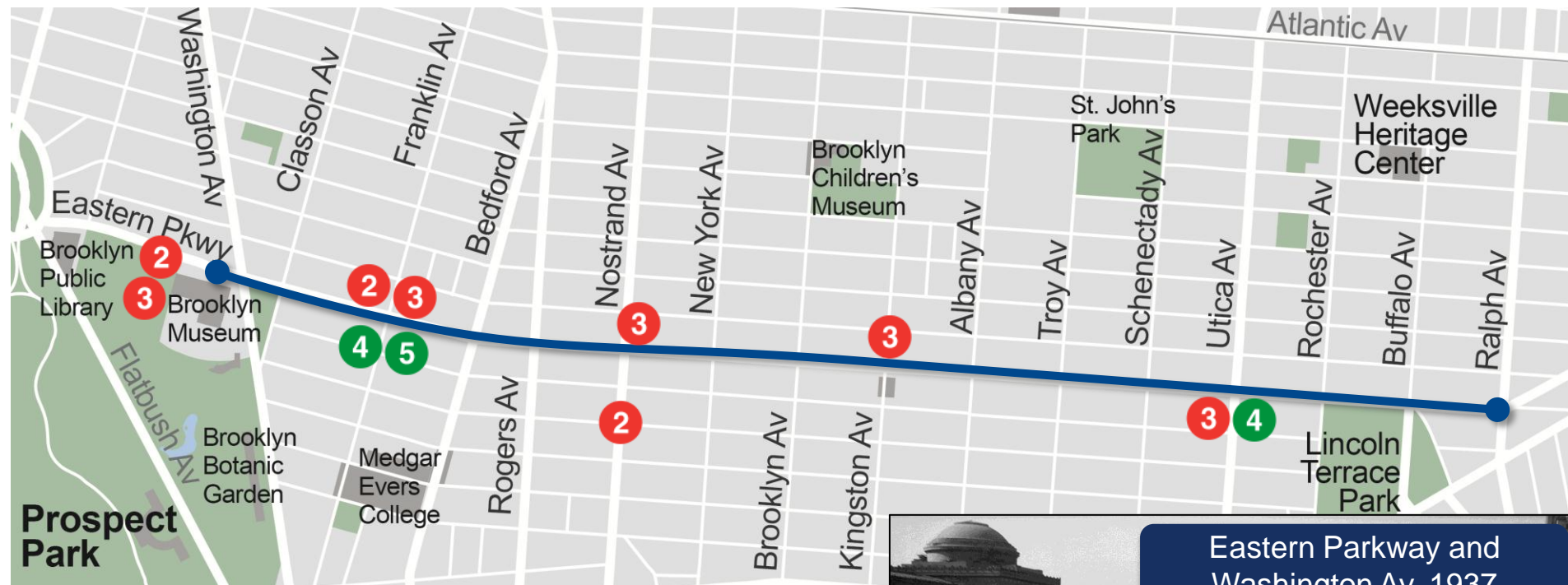
Safety Improvements and Service Road Signalization

Presentation to Community Board 9 Transportation Committee

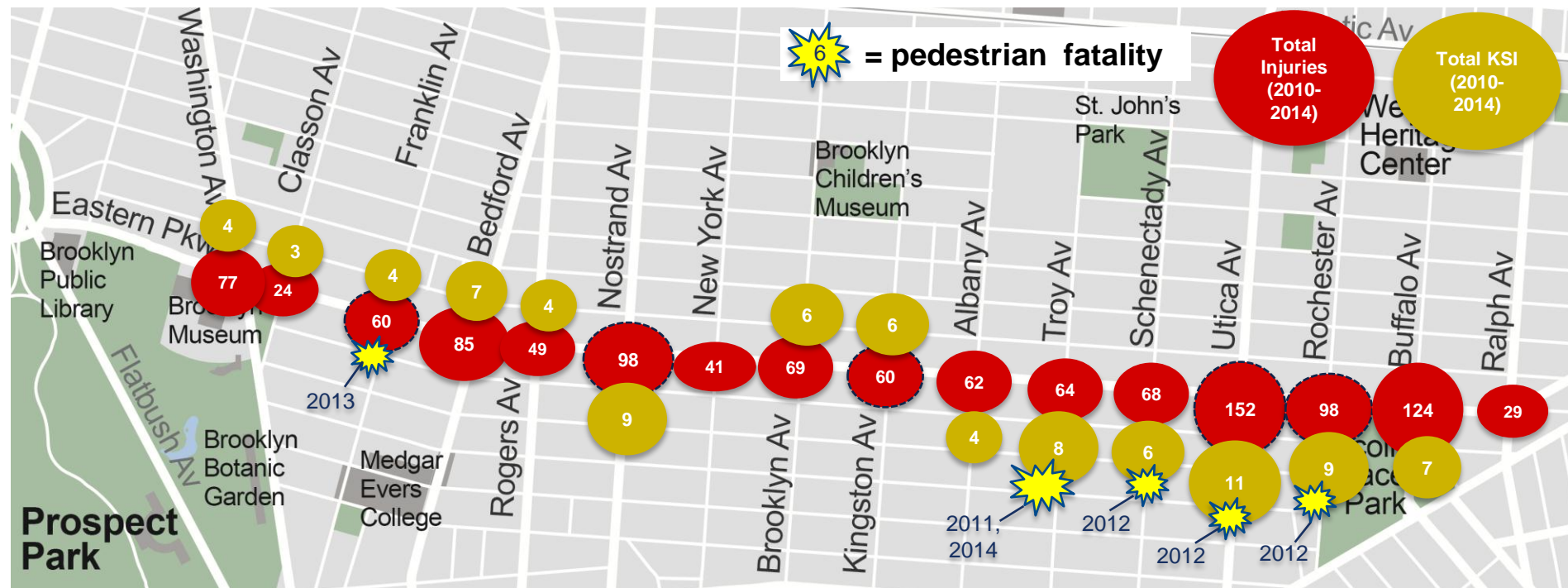
June 14, 2017



PROJECT BACKGROUND



- Eastern Parkway is considered to be the world's first parkway. It was constructed between 1870 and 1874, designed by Frederick Law Olmsted and Calvert Vaux
- Not originally designed to accommodate modern traffic infrastructure
- Retrofitted piecemeal over time with traffic signals, lane markings, and crosswalks



- **Vision Zero Priority Corridor**
- **2nd most pedestrians killed or severely injured (KSI) in traffic in Brooklyn after Flatbush Av**
- **5 Vision Zero Priority Intersections**
 - Franklin Av, Nostrand Av, Kingston Av, Utica Av, Rochester Av
- **1764 Total Injuries (295 ped)** between Washington Av and Ralph Av (2010-2014)
 - **108 KSI (47 ped)**
 - **9 Fatalities (6 ped)**
- **Numerous community requests to improve safety and traffic flow submitted to DOT and NYPD**

EXISTING ISSUES



Unsignalized marked crosswalks on service roads

- Far side of one-way cross streets
- Both sides of two-way cross streets

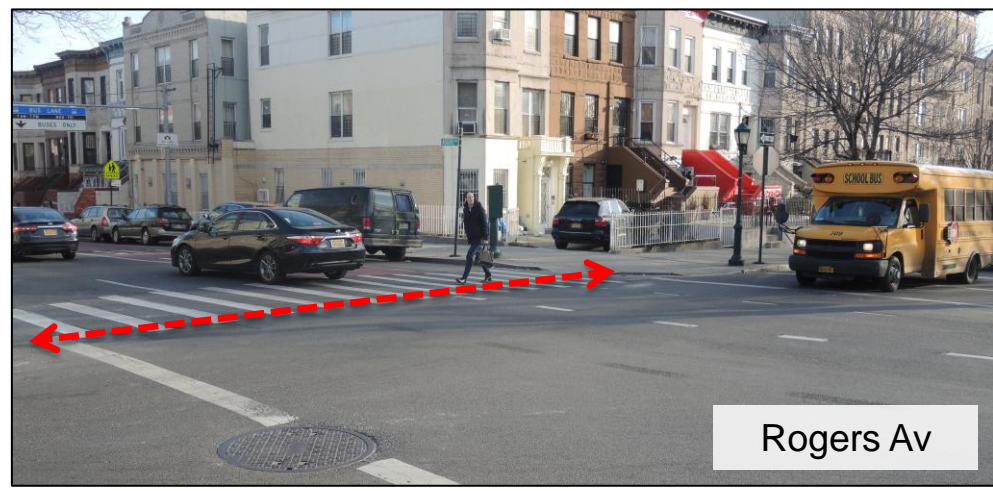
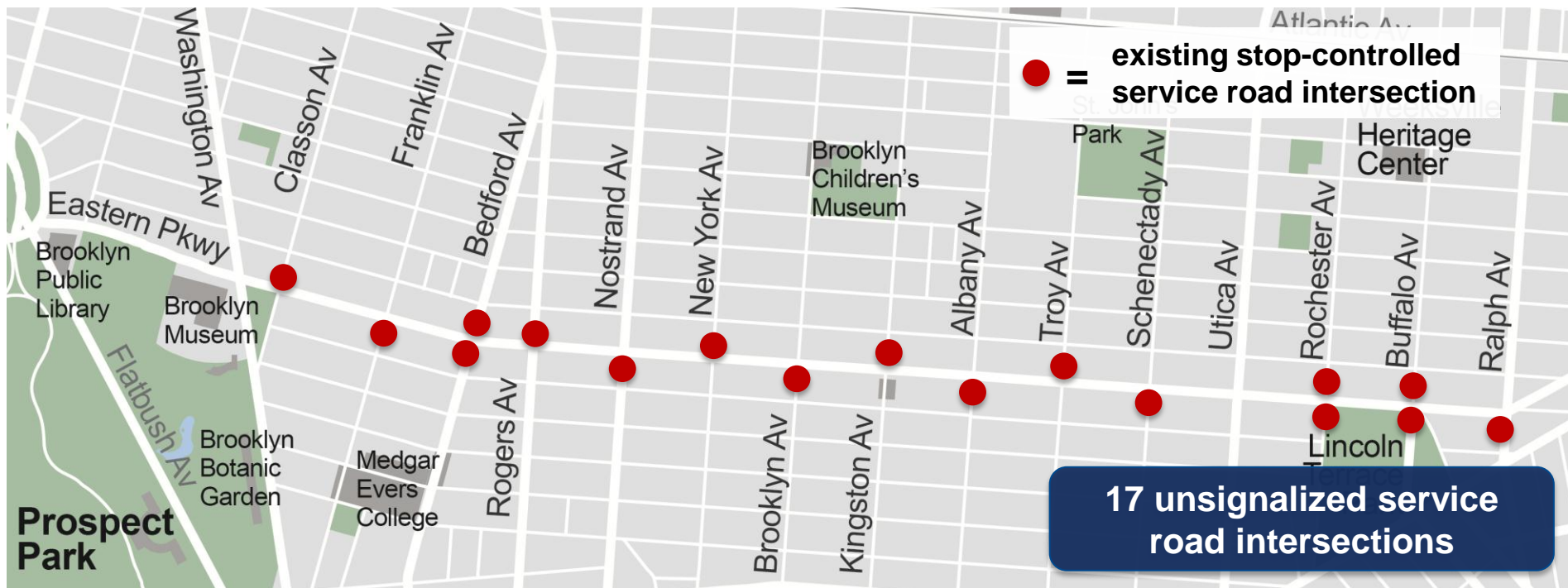
EXISTING ISSUES



Unpredictable movements for pedestrians, cyclists, and drivers

Stop-controlled service roads

EXISTING UNSIGNALIZED INTERSECTIONS



EXISTING ISSUES

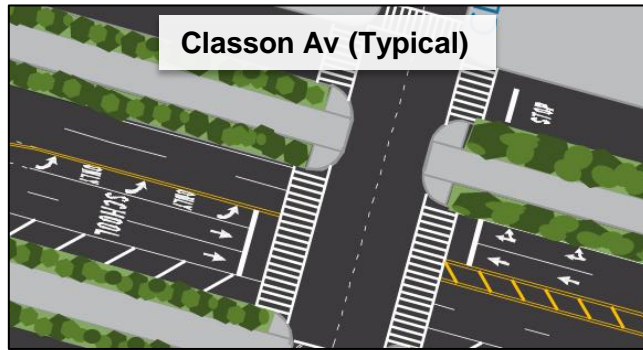


Confusing for pedestrians, cyclists, and drivers

No mall to mall crossings on north side of Eastern Parkway

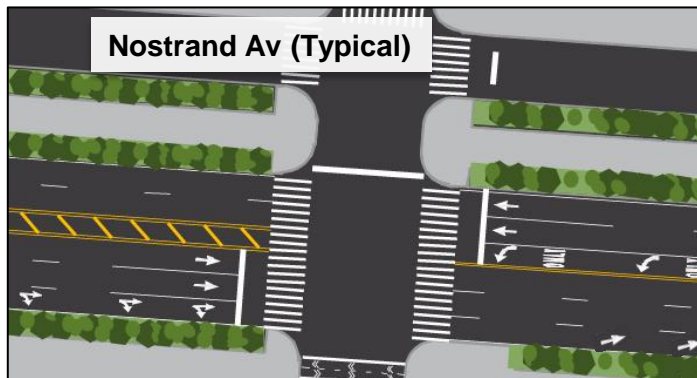
EXISTING ISSUES

One-Way
Northbound
Cross
Street

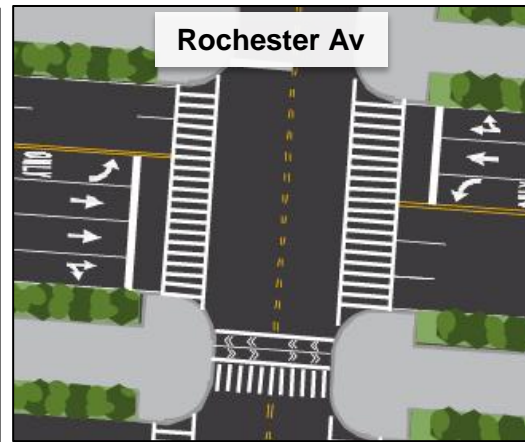
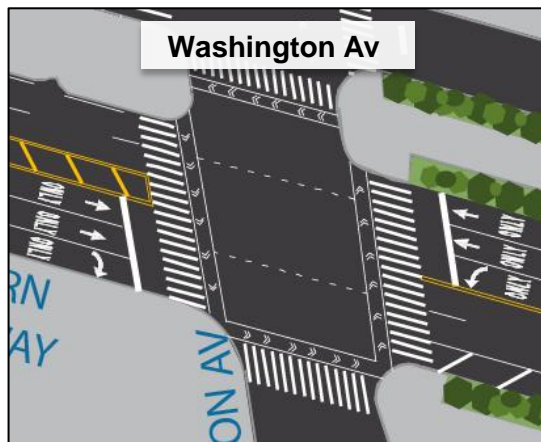


Inconsistent lane markings
throughout the corridor creates
confusion at each intersection

One-Way
Southbound
Cross
Street



Two-Way
Cross
Street



EXISTING ISSUES



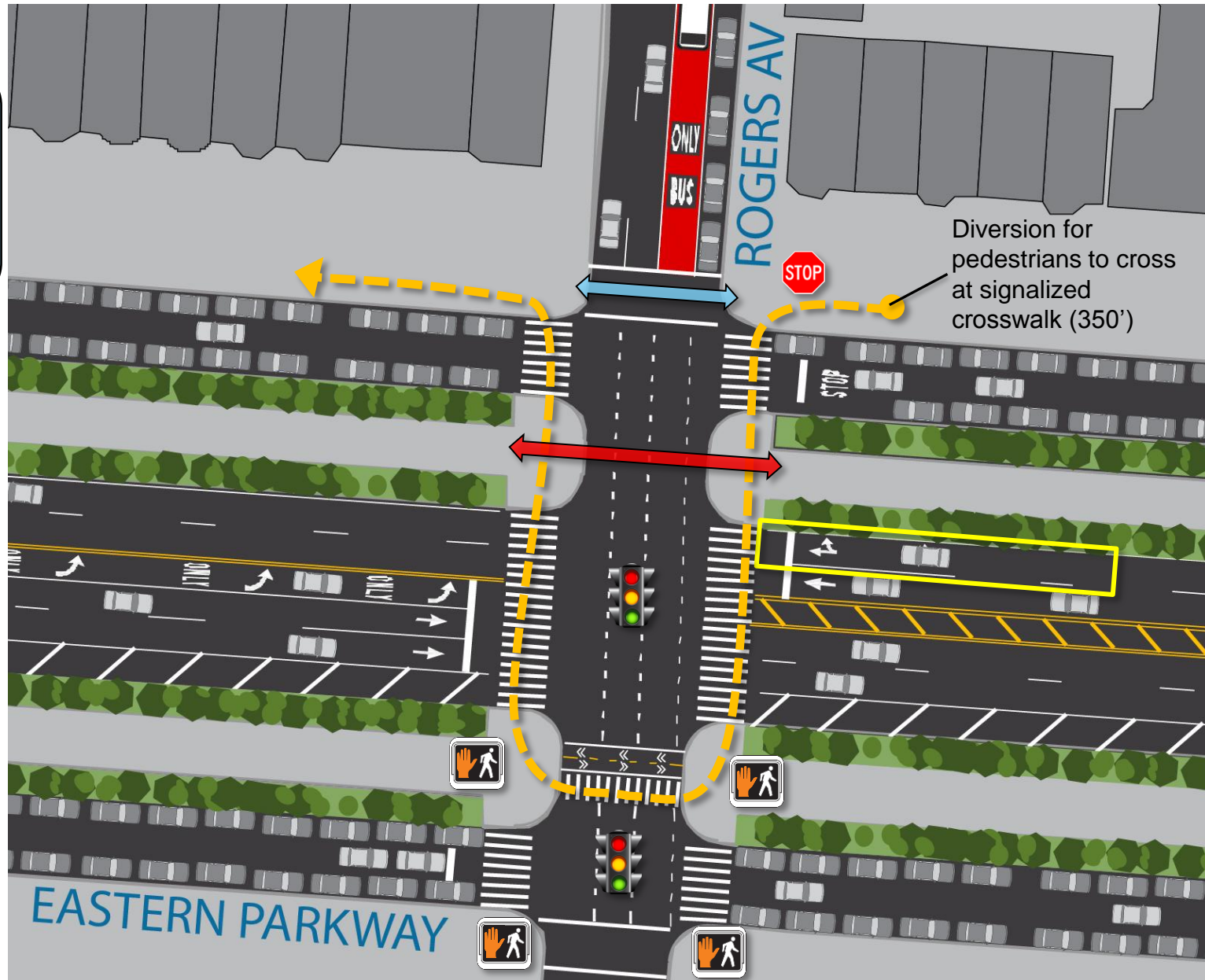
Inconsistent signal timing and turn restrictions creates confusion for all road users

EXISTING ALIGNMENT – ONE-WAYS

Unsignalized crosswalk on far side service road intersection

No mall-to-mall crossings on north side

Right turns share lane with thru vehicles
(except Franklin Av)



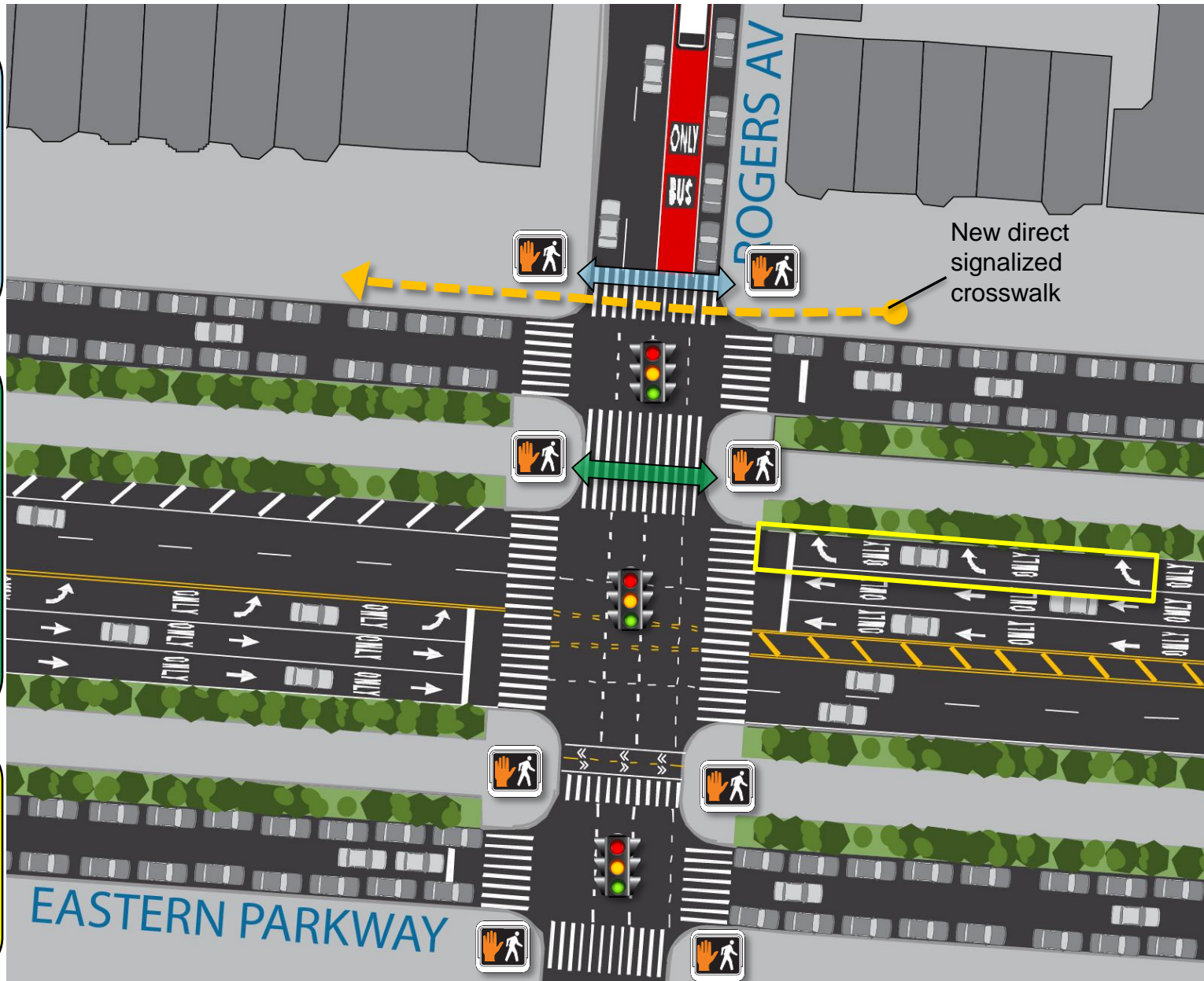
Diversion for pedestrians to cross at signalized crosswalk (350')

PROPOSED ALIGNMENT – ONE-WAYS

Add traffic and pedestrian signals on far side service road

Add pedestrian signals and crosswalk for mall-to-mall crossing on north side

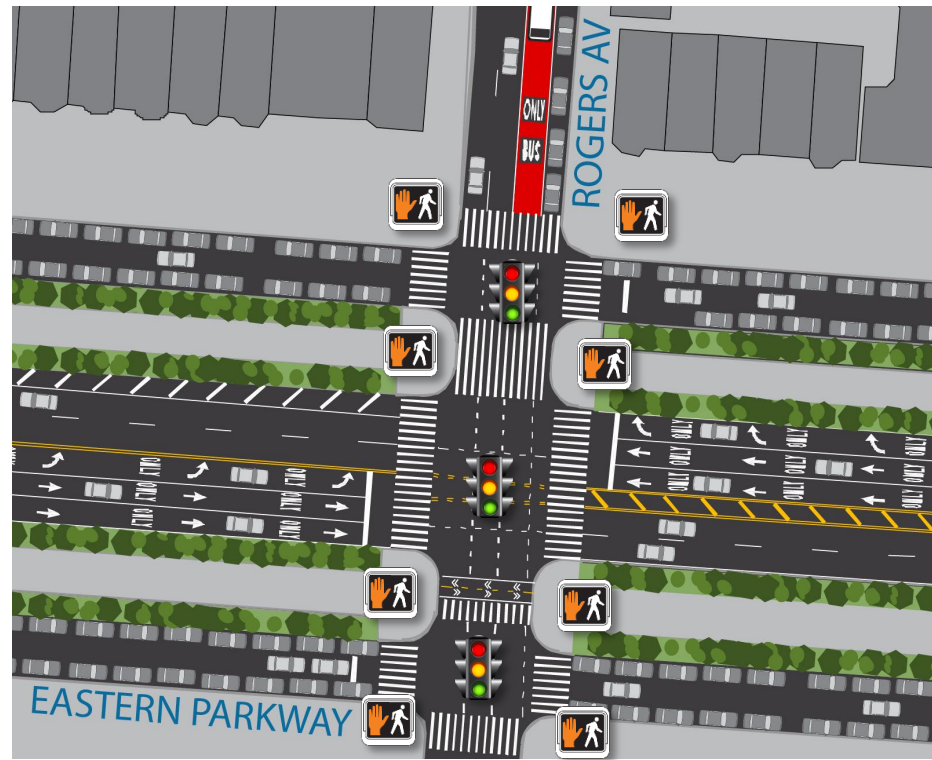
Provide exclusive right turn lane with right turn signal



PROPOSED ALIGNMENT – ONE-WAYS

Existing

Proposed



No loss of lanes

Improved signal timing for turning vehicles

Turning vehicles accommodated with dedicated turn lanes

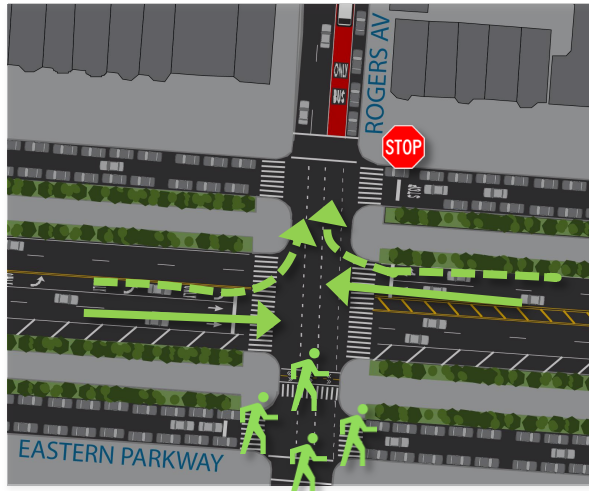
PROPOSED SIGNAL TIMING – ONE-WAYS

EXISTING

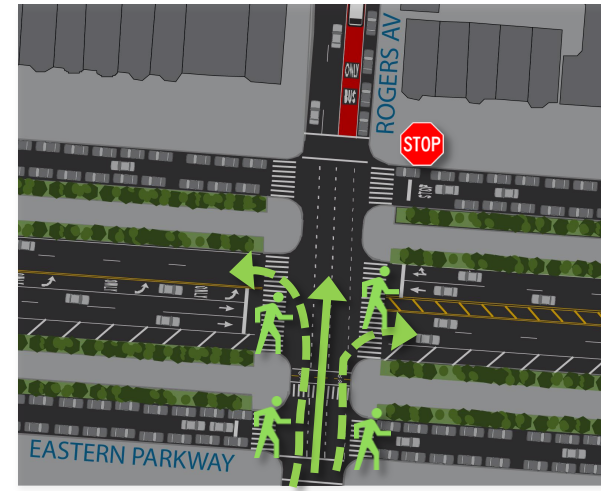
Phase A



Phase B

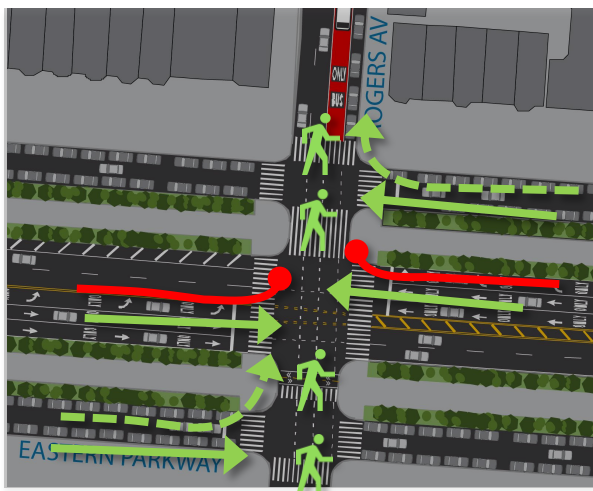


Phase C



PROPOSED

Phase A



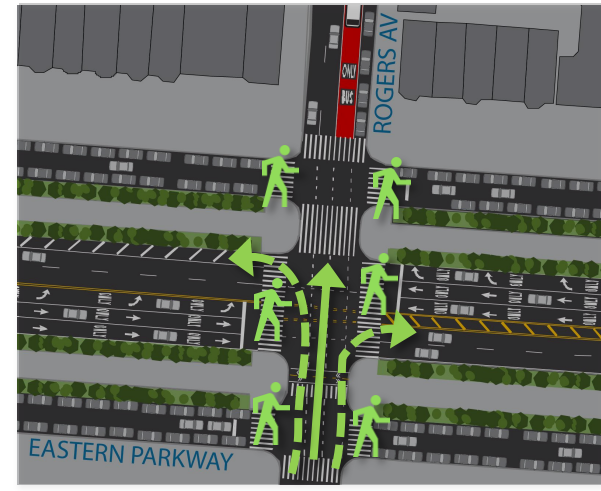
- Turns from main line held (red arrow)
- Previously stop-controlled service road has green light
- Pedestrians cross side street

Phase B



- Turns from main line permitted with flashing yellow arrow with no conflicts with service road traffic and pedestrians
- Service roads have red light

Phase C



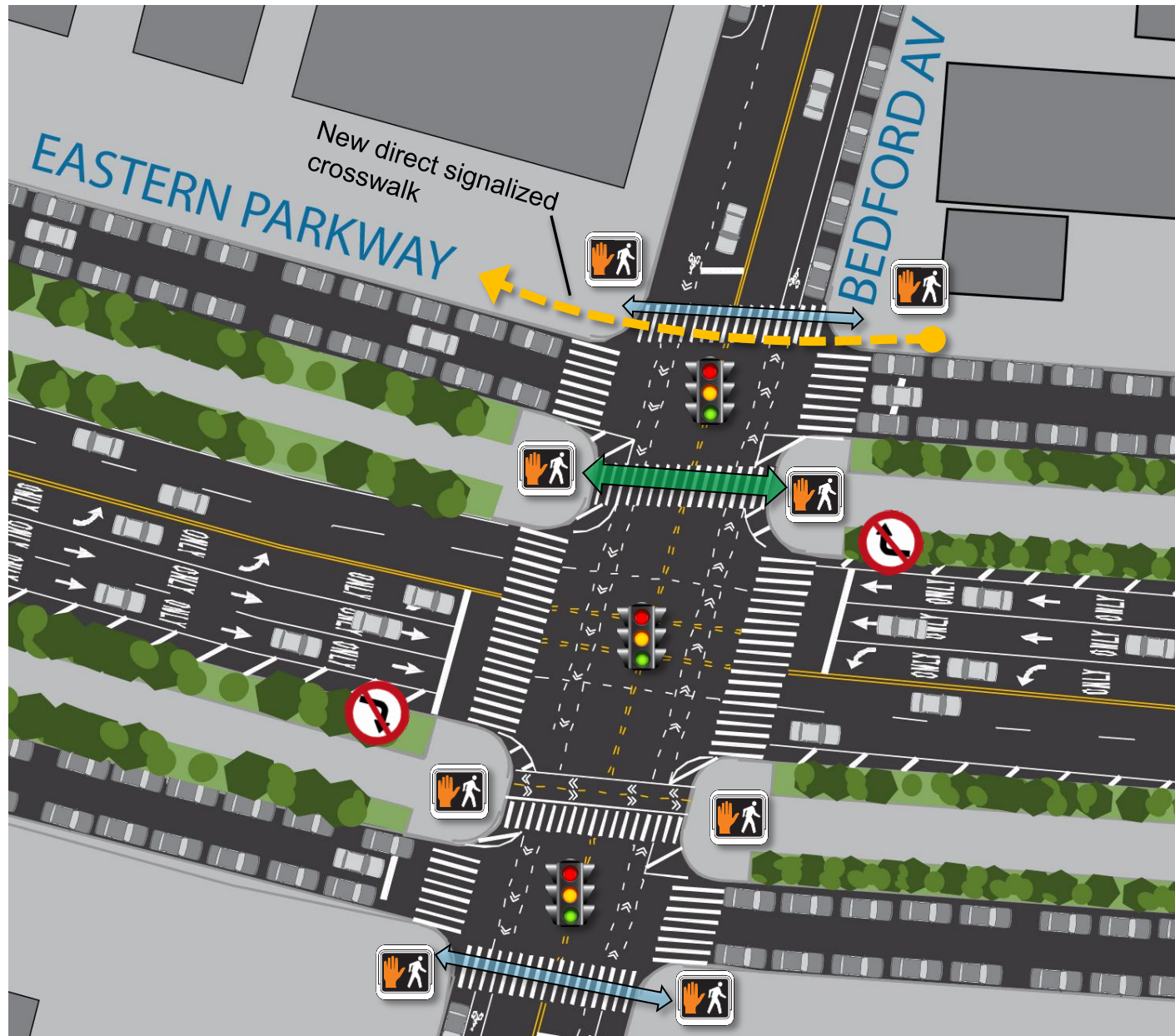
- Side street has green light
- Pedestrians cross Eastern Parkway

PROPOSED ALIGNMENT – TWO-WAYS

Add traffic and pedestrian signals on north and south service roads

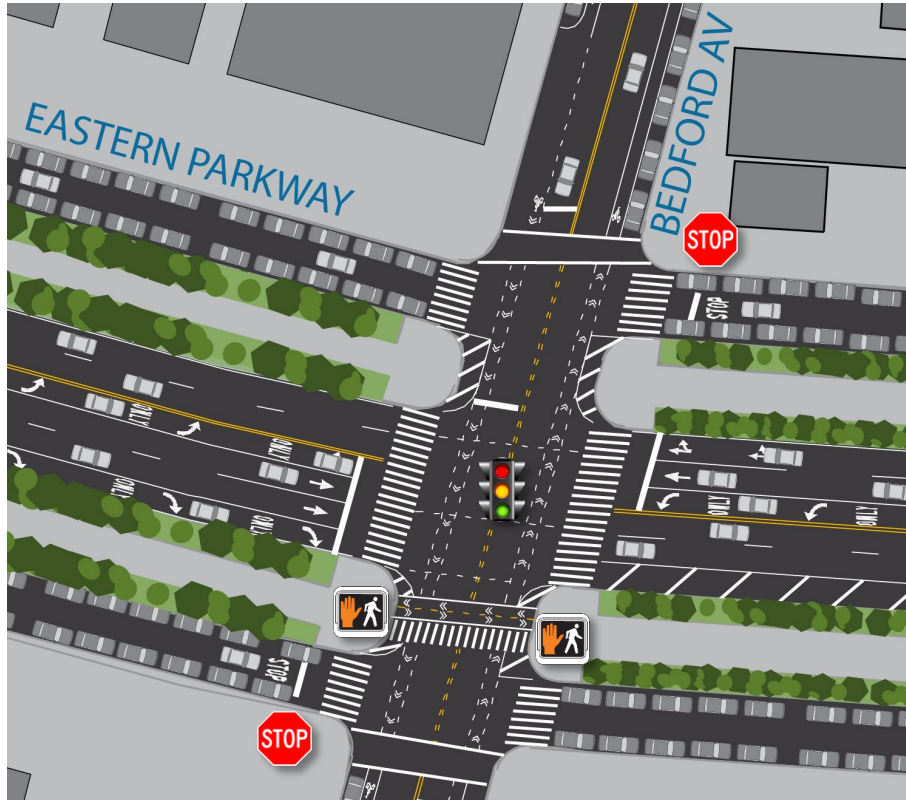
Add pedestrian signals and crosswalk for mall-to-mall crossing on north side

Restrict right turns from main line and provide diversion signage at adjacent intersections

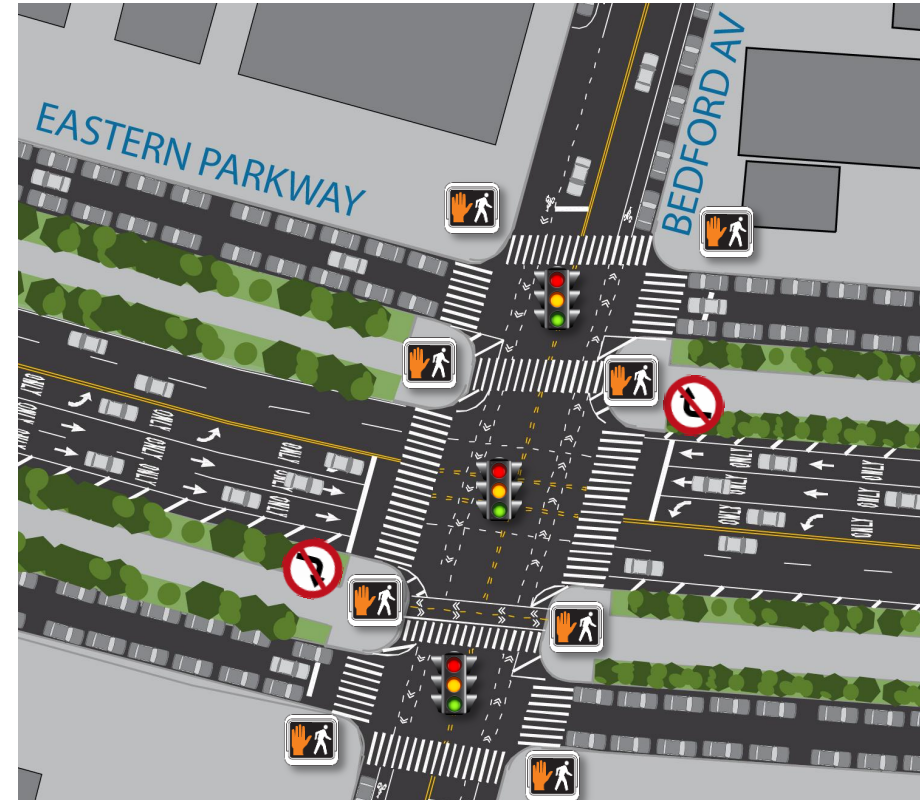


PROPOSED ALIGNMENT – TWO-WAYS

Existing

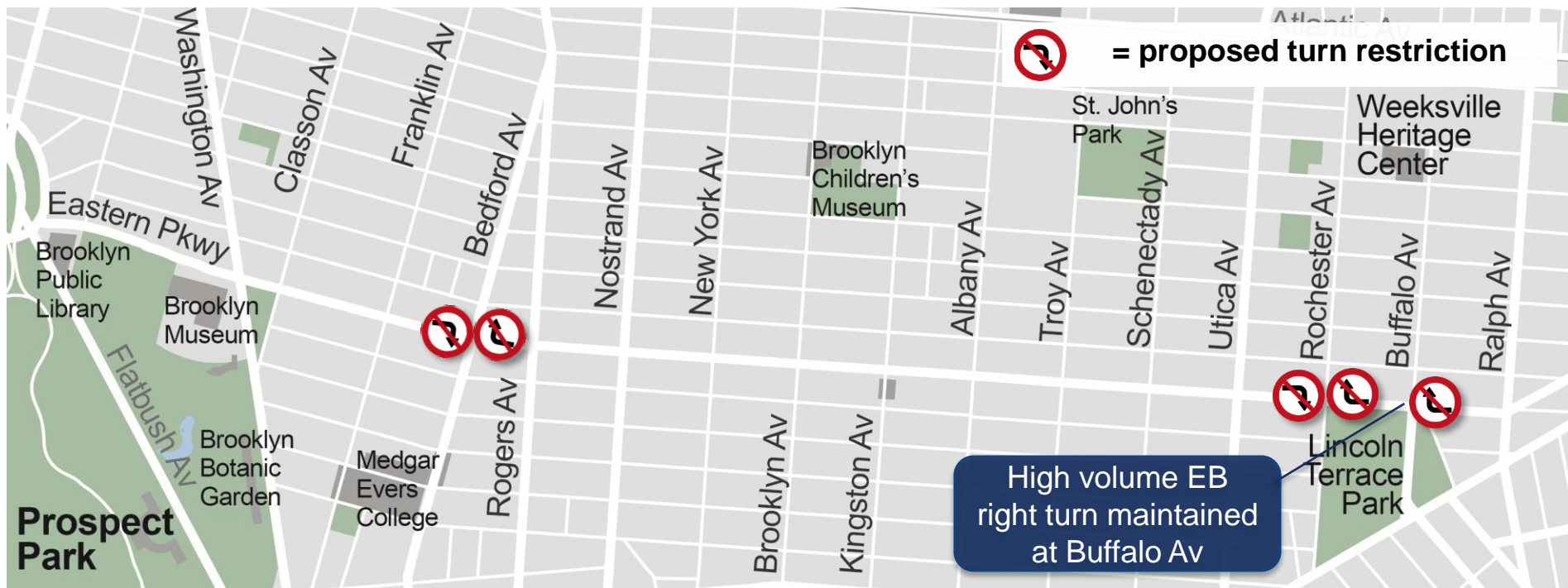


Proposed



Right turn restrictions are required in order to improve safety and traffic flow

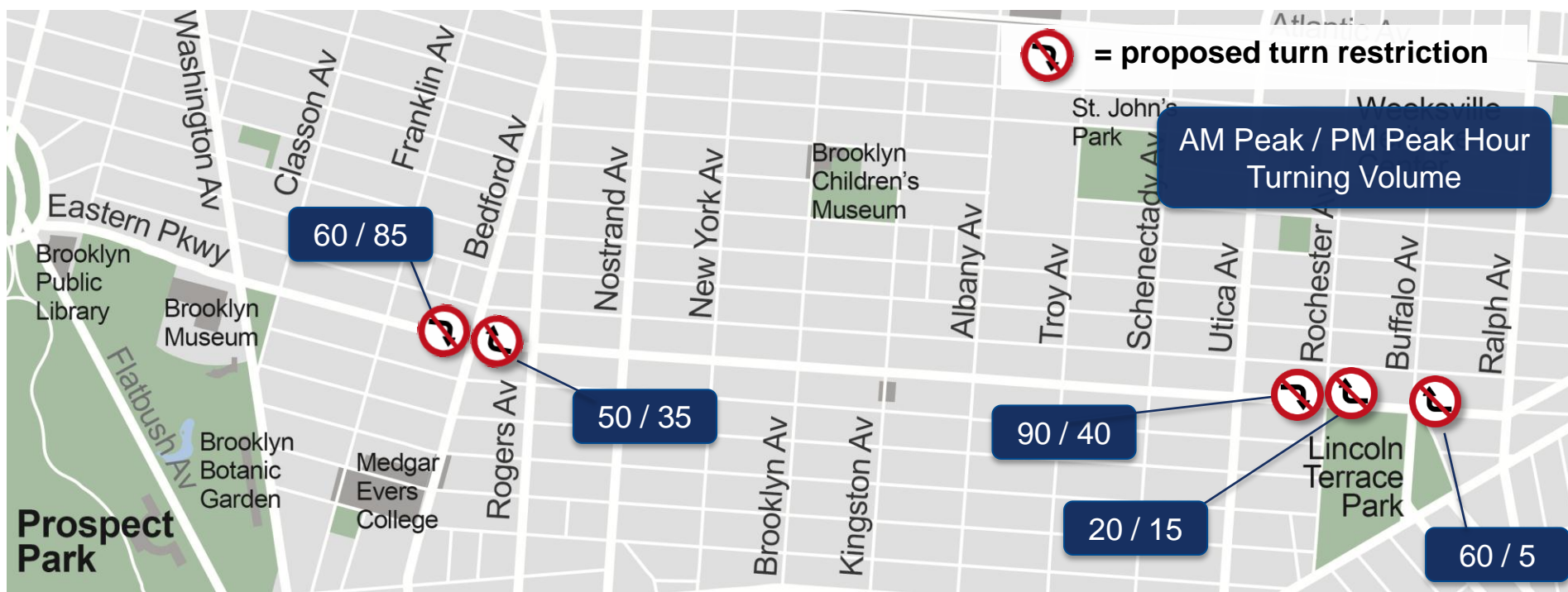
TURN RESTRICTION ANALYSIS



Right turn restrictions are required in order to improve safety and traffic flow

- At two-way streets, existing protected / “green arrow” phases do not allow time for additional signal phases without negative impacts to traffic
- Left turn lane, 2 thru lanes, and right turn lane in each direction do not fit on the 60' roadway

TURN RESTRICTION ANALYSIS



- Proposed turn bans are low volume turning movements
- Redundancy in street network creates easy alternate routes, which will have exclusive right turn lanes and right turn signals
- Required for service road signalization at two-way streets
- Small trade off for large safety and mobility benefits

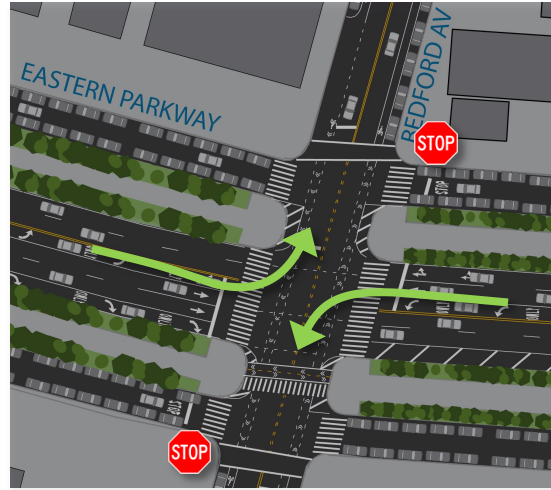
PROPOSED SIGNAL TIMING – TWO-WAYS

EXISTING

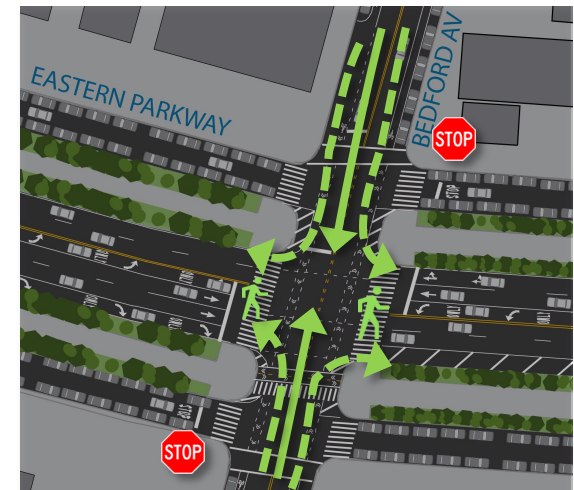
Phase A



Phase B



Phase C



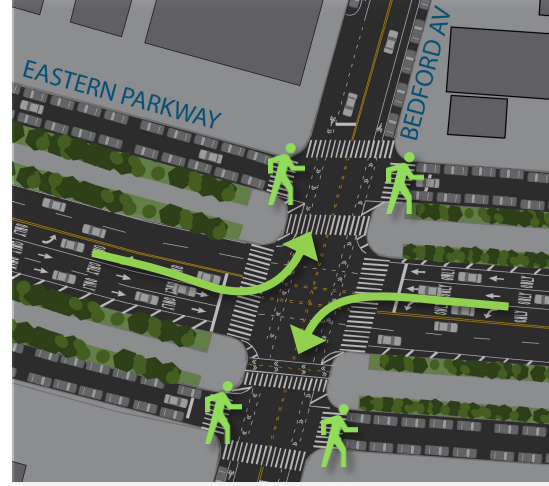
PROPOSED

Phase A



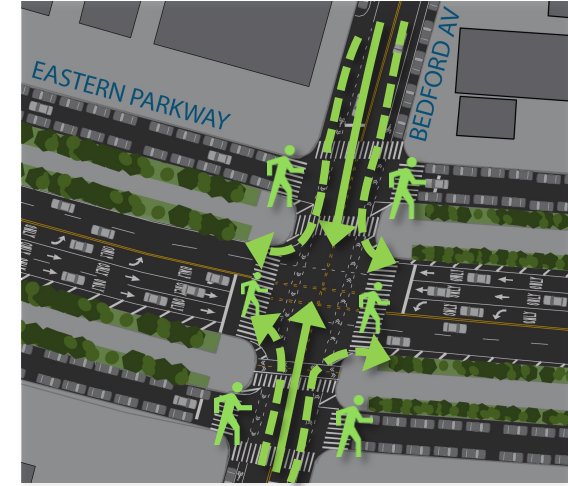
- Left turns from main line held (red arrow)
- Right turns from main line restricted
- Previously stop-controlled service roads have green light
- Pedestrians cross side street

Phase B



- Left turns from main line have green arrow with no conflicts

Phase C



- Side street has green light
- Pedestrians cross Eastern Parkway

RUBBER ISLANDS




2 additional rubber islands would be installed at Vision Zero priority intersections with turning conflicts where geometrically feasible

All 4 islands would be removed temporarily during West Indian Parade

Pedestrian islands shorten crossing distances, provide refuge, and calm turns



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- An aerial photograph of a busy city intersection. The scene shows multiple lanes of traffic, including several cars and a prominent yellow taxi. Pedestrians are crossing the street at various points, including a crosswalk in the foreground. The street is marked with white lines and has green traffic lights. The overall atmosphere is one of active urban movement.
- Improves safety for pedestrians, bicyclists, and vehicles
 - Improves traffic flow on main line and service road
 - Clarifies vehicular and pedestrian movements



THANK YOU

QUESTIONS?



NYC DOT



NYC DOT



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