



CONDUIT BLVD

ATLANTIC AVE TO SUTTER AVE

Presented to Brooklyn CB 5 Transportation Committee

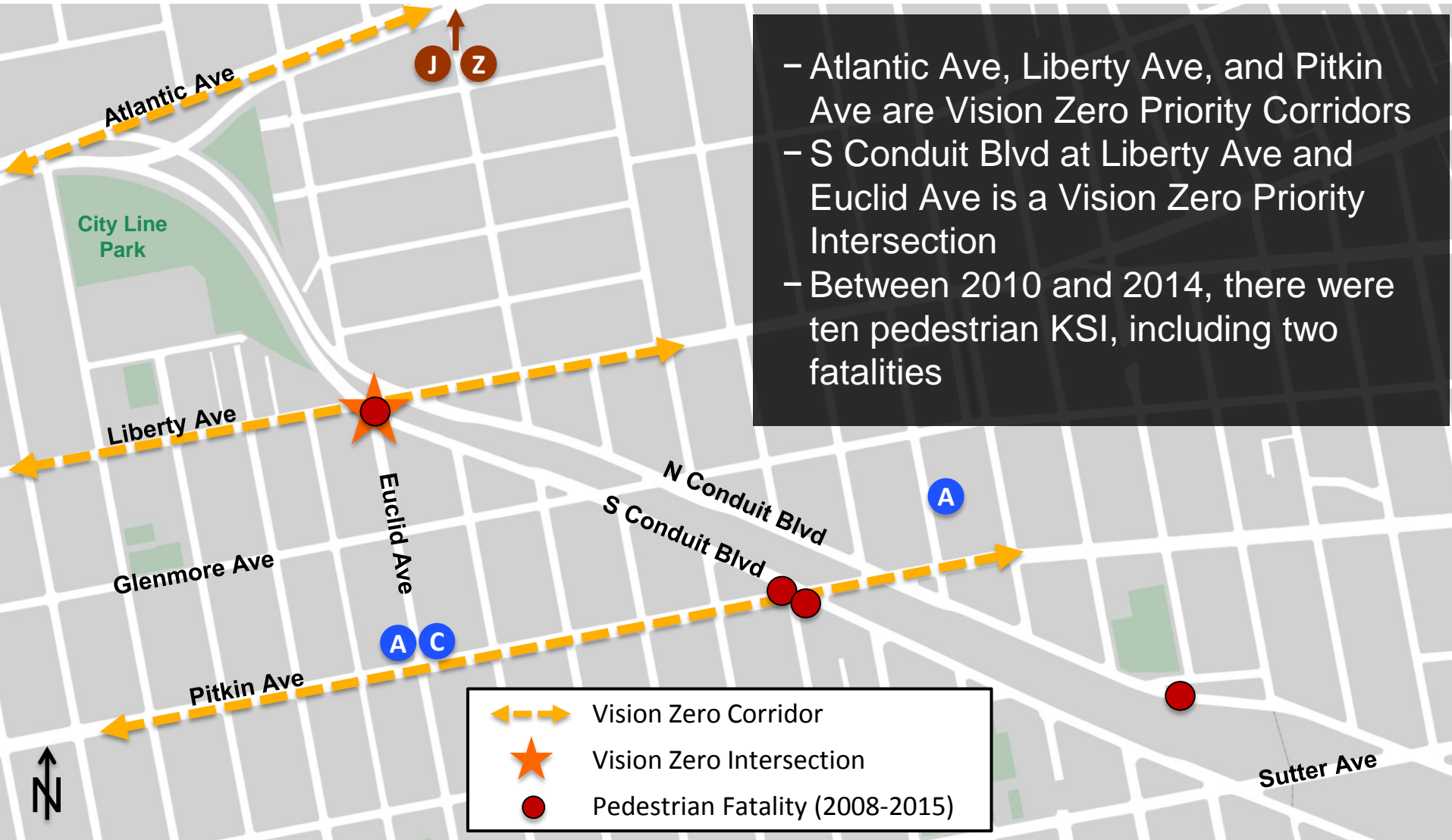
June 6, 2016



PROJECT AREA



CRASH HISTORY



DOT OUTREACH

DOT Ambassadors spent two days on-site and spoke to over 160 community members



RECENT COMMENTS - Any - Filter

- Failure to Yield** 05/03/2016 - 15:28
Cars entering Conduit from Belmont don't look for peds. They just look for oncoming traffic on Conduit. It is very dangerous for pedestrians.
★★★★★ No votes yet
- Not Enough Time to Cross** 05/03/2016 - 15:27
Pedestrian signal is too short at Crescent
★★★★★ No votes yet
- Failure to Yield** 05/03/2016 - 15:26
Crossing is very dangerous! Lots of conflicts when ped signal is on
★★★★★ Average: 5 (1 vote)
- Dangerous Left Turn** 05/03/2016 - 15:26
Cars need a turn signal
★★★★★ No votes yet
- Sidewalk Blocked / Damaged** 05/03/2016 - 15:25
Sidewalk is in poor condition!
★★★★★ No votes yet
- No Crosswalk** 05/03/2016 - 15:24
I take a chance when crossing the street. It's not a joke! It's dangerous!

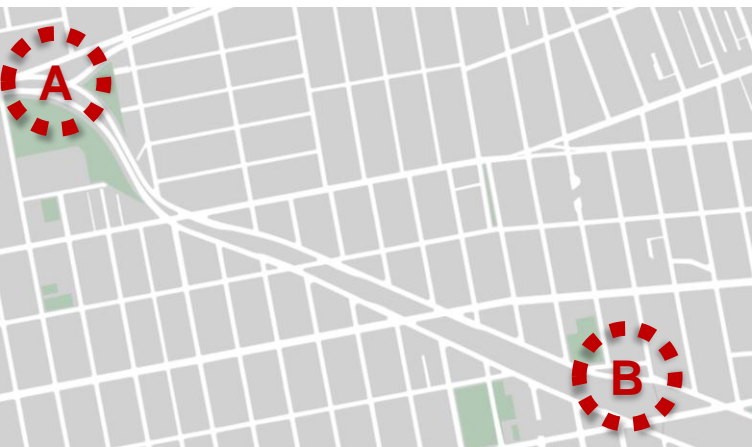


Online feedback map has gathered over 80 comments

EXISTING CONDITIONS

Separated corridor with three moving lanes in each direction leads to highway like environment

Speed limit is set to 15 MPH above the city-wide limit and vehicles frequently exceed 40 MPH



EXISTING CONDITIONS

Discontinuous sidewalk
leading to City Line Park

Skewed intersections create
long crosswalks



EXISTING CONDITIONS

Long distances between
crosswalks and signalized
intersections

Frequent midblock crossing



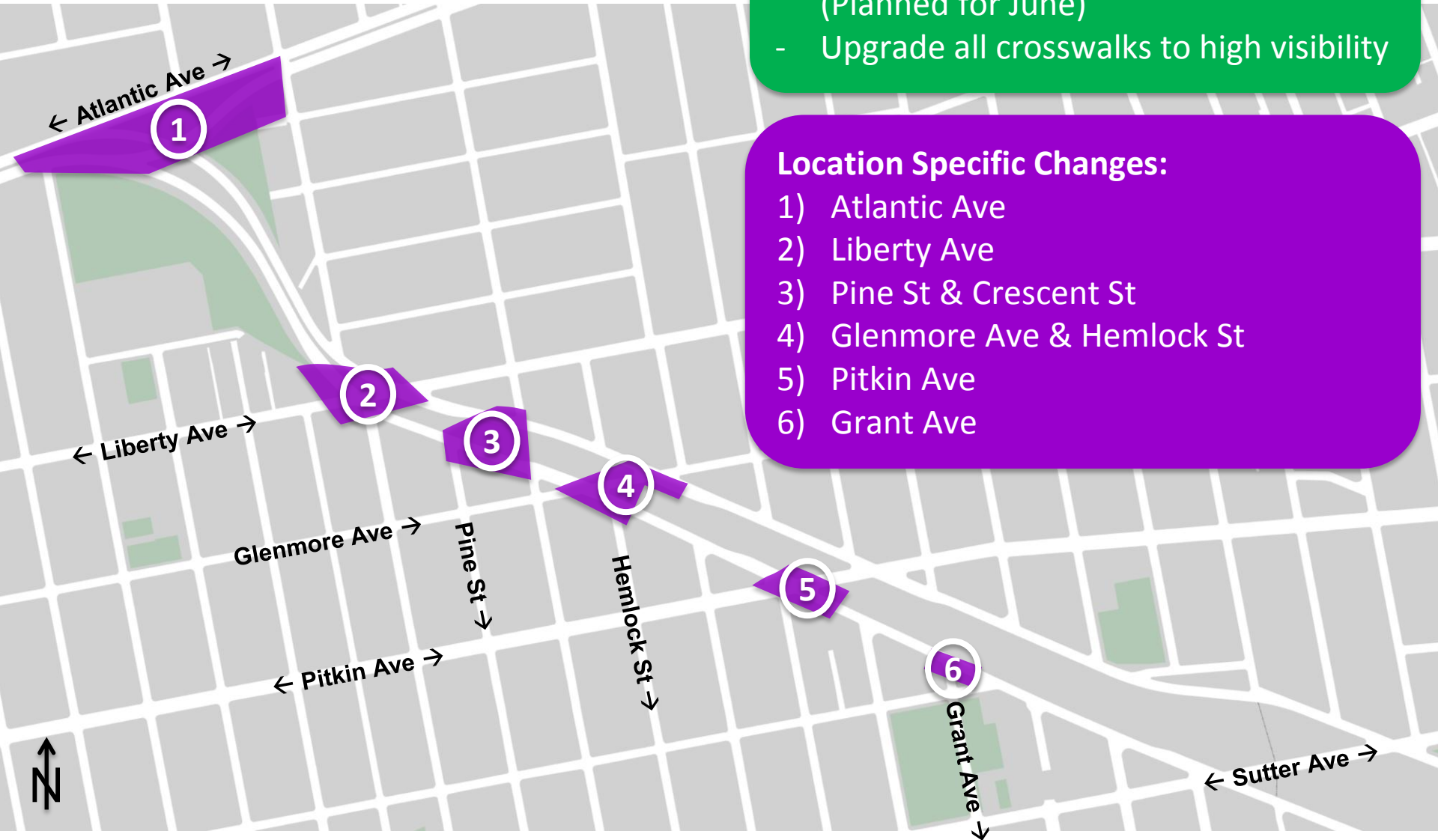
PROPOSAL KEY

Proposed Corridor Improvements:

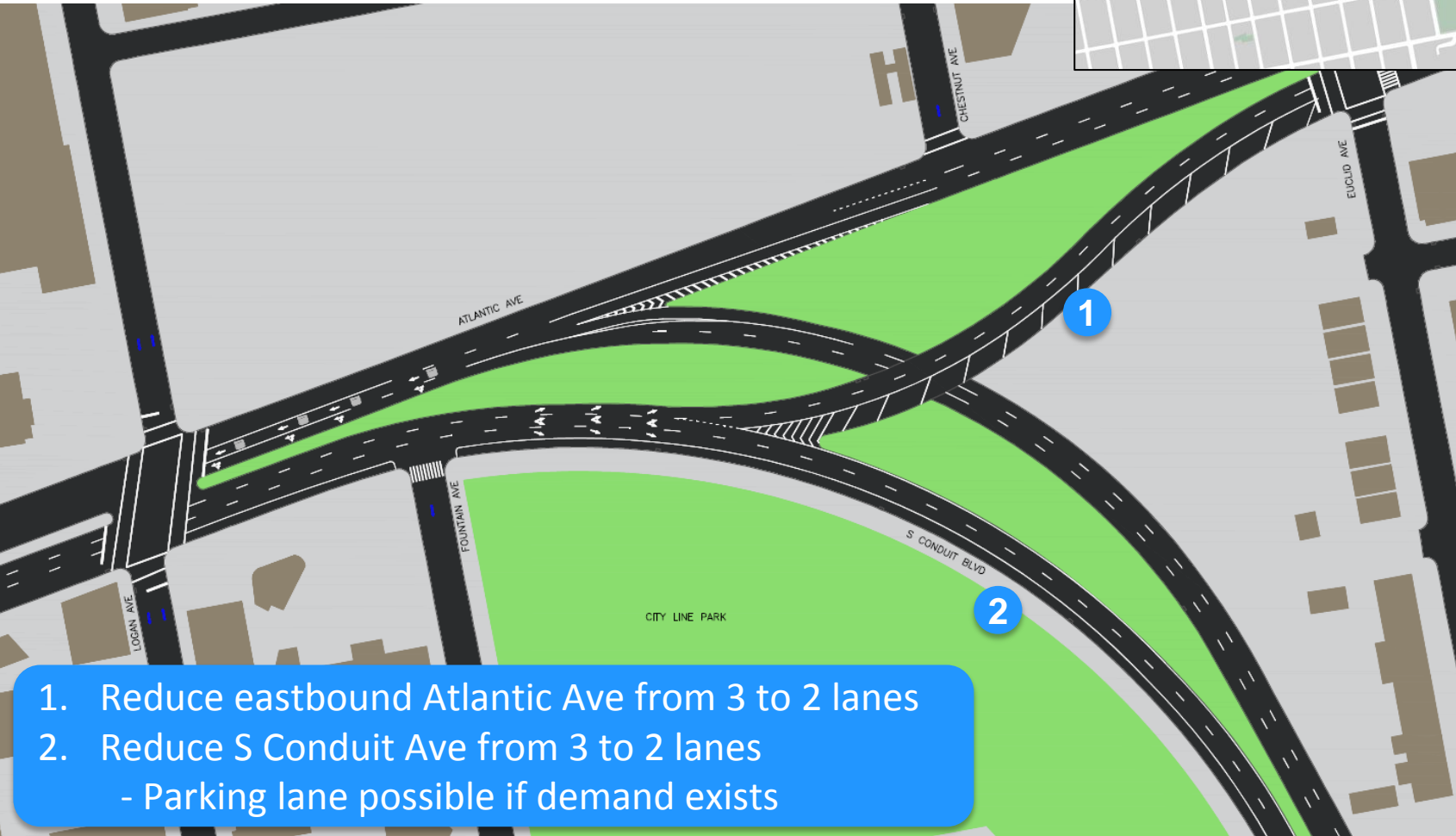
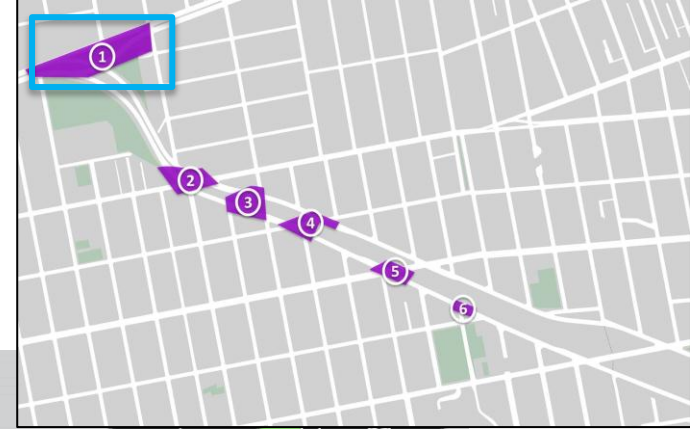
- Reduce speed limit to 30 MPH (Planned for June)
- Upgrade all crosswalks to high visibility

Location Specific Changes:

- 1) Atlantic Ave
- 2) Liberty Ave
- 3) Pine St & Crescent St
- 4) Glenmore Ave & Hemlock St
- 5) Pitkin Ave
- 6) Grant Ave

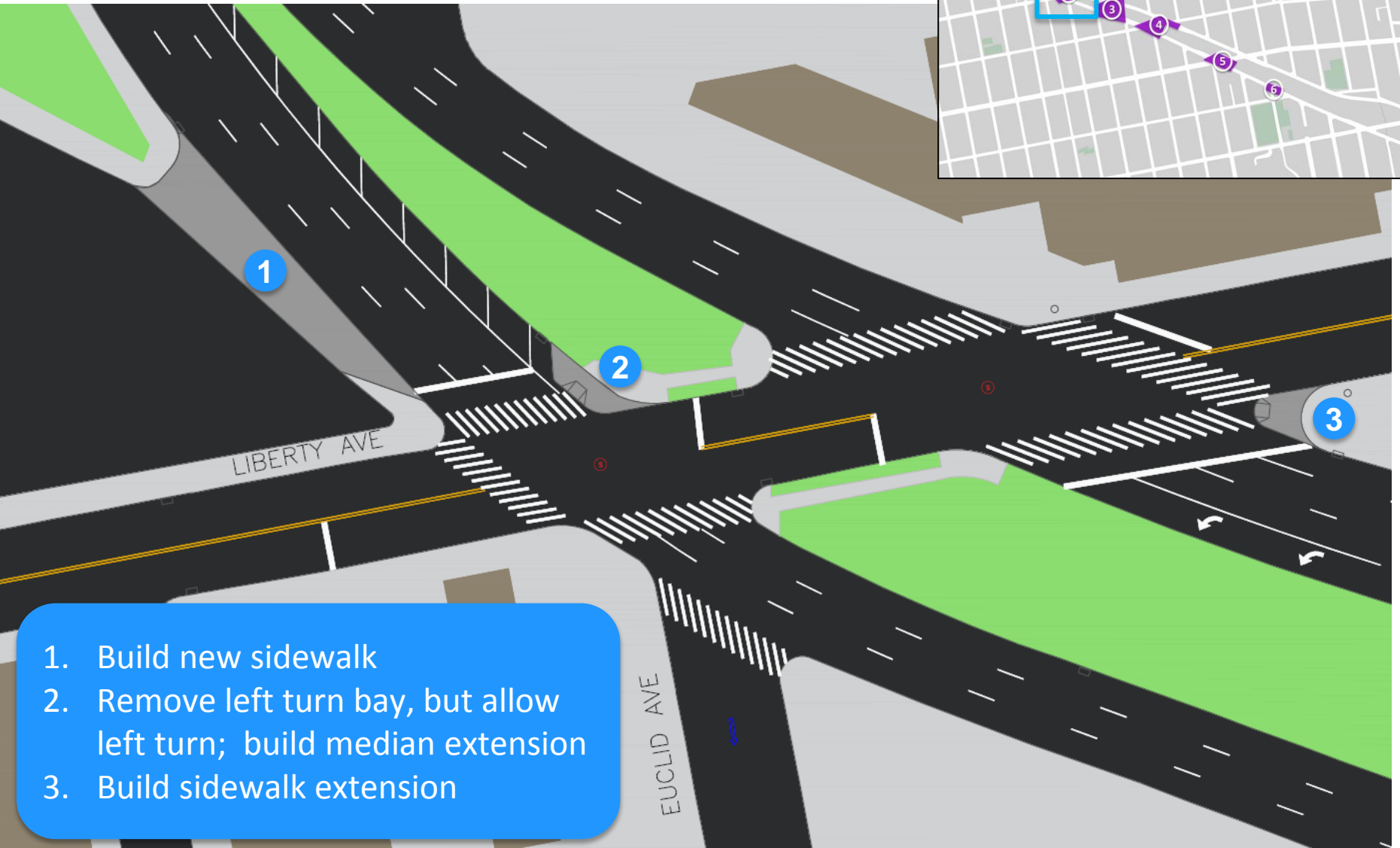


1) ATLANTIC AVE



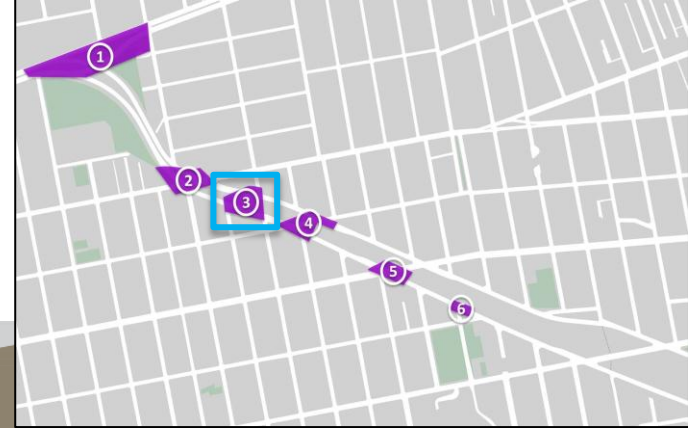
1. Reduce eastbound Atlantic Ave from 3 to 2 lanes
2. Reduce S Conduit Ave from 3 to 2 lanes
 - Parking lane possible if demand exists

2) LIBERTY AVE



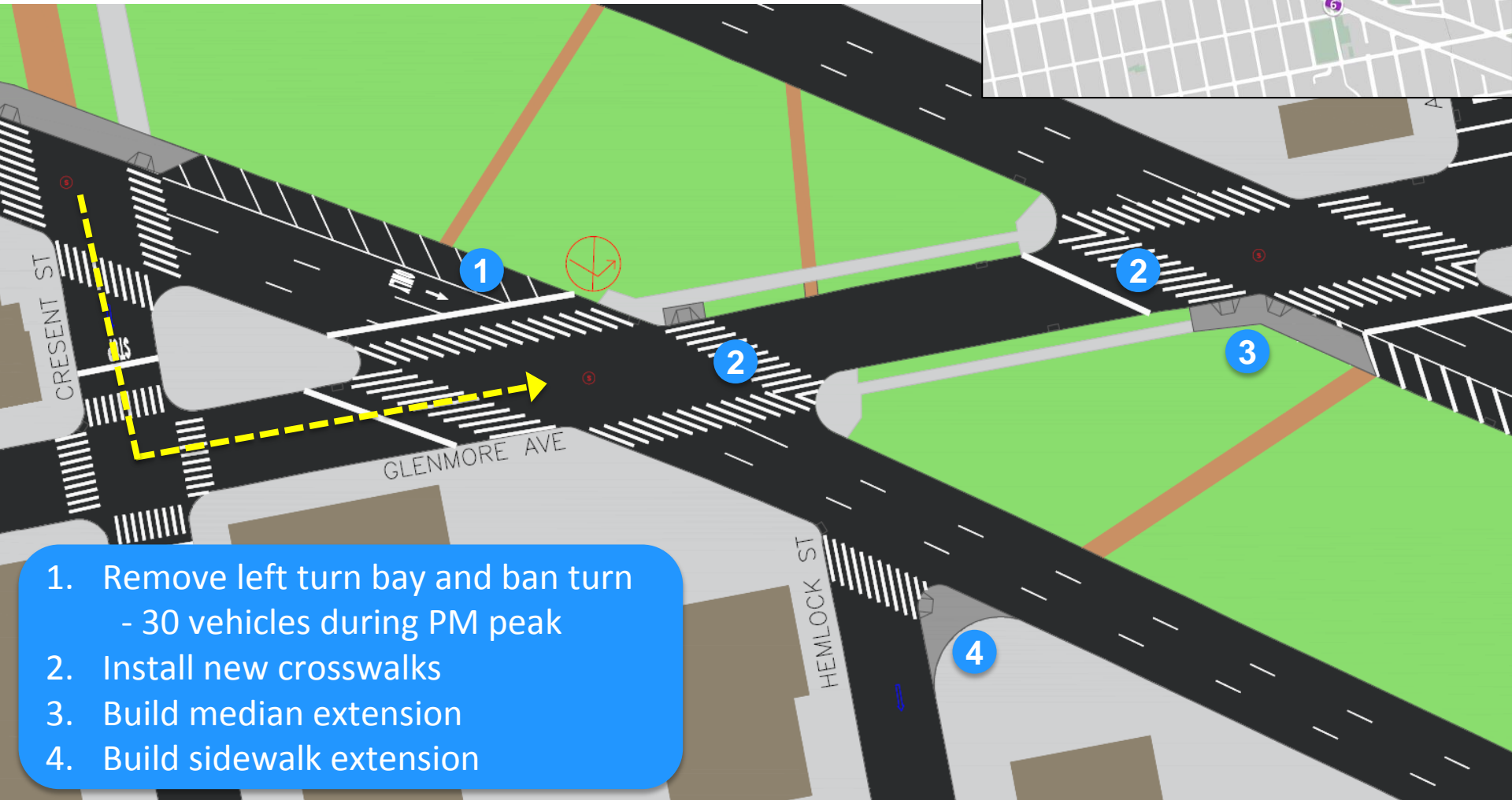
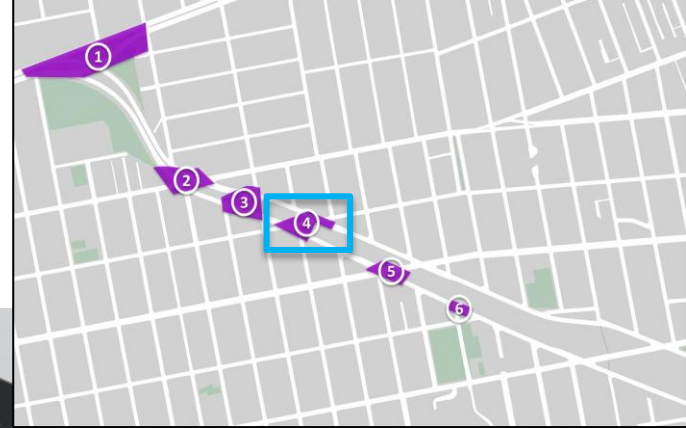
1. Build new sidewalk
2. Remove left turn bay, but allow left turn; build median extension
3. Build sidewalk extension

3) PINE ST & CRESCENT ST



1. Install new pedestrian activated signal and crosswalks
2. Build sidewalk across median
3. Install new crosswalks
4. Build median extension

4) GLENMORE AVE & HEMLOCK ST

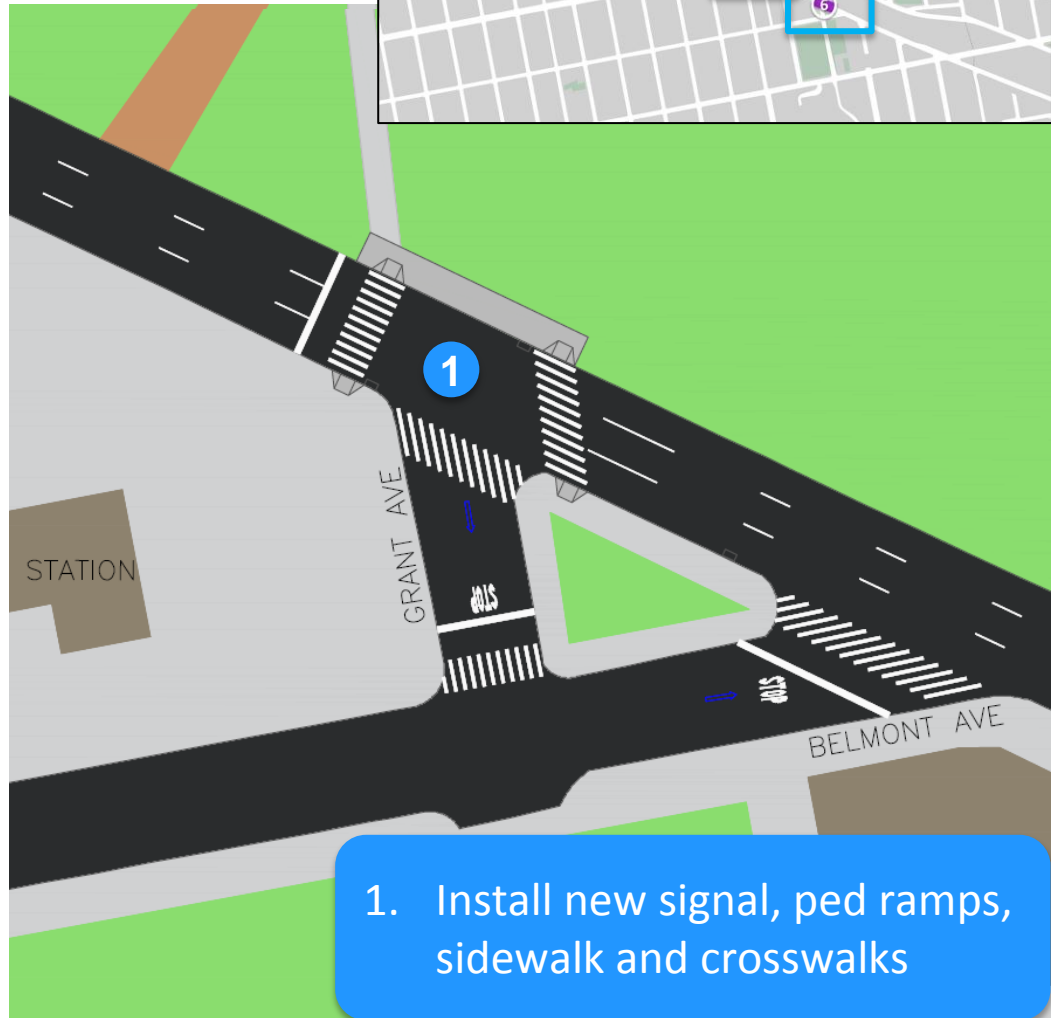
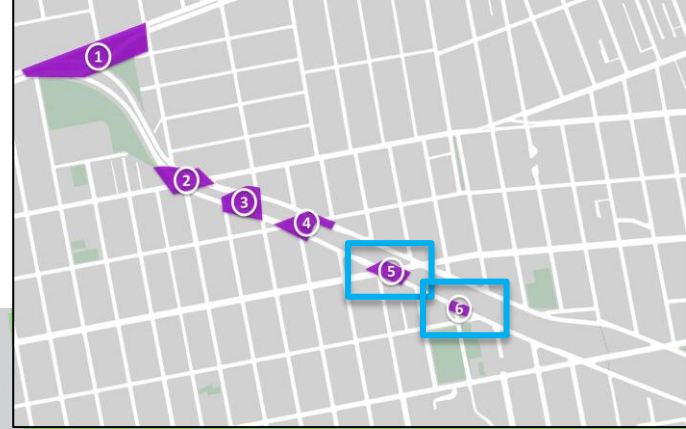
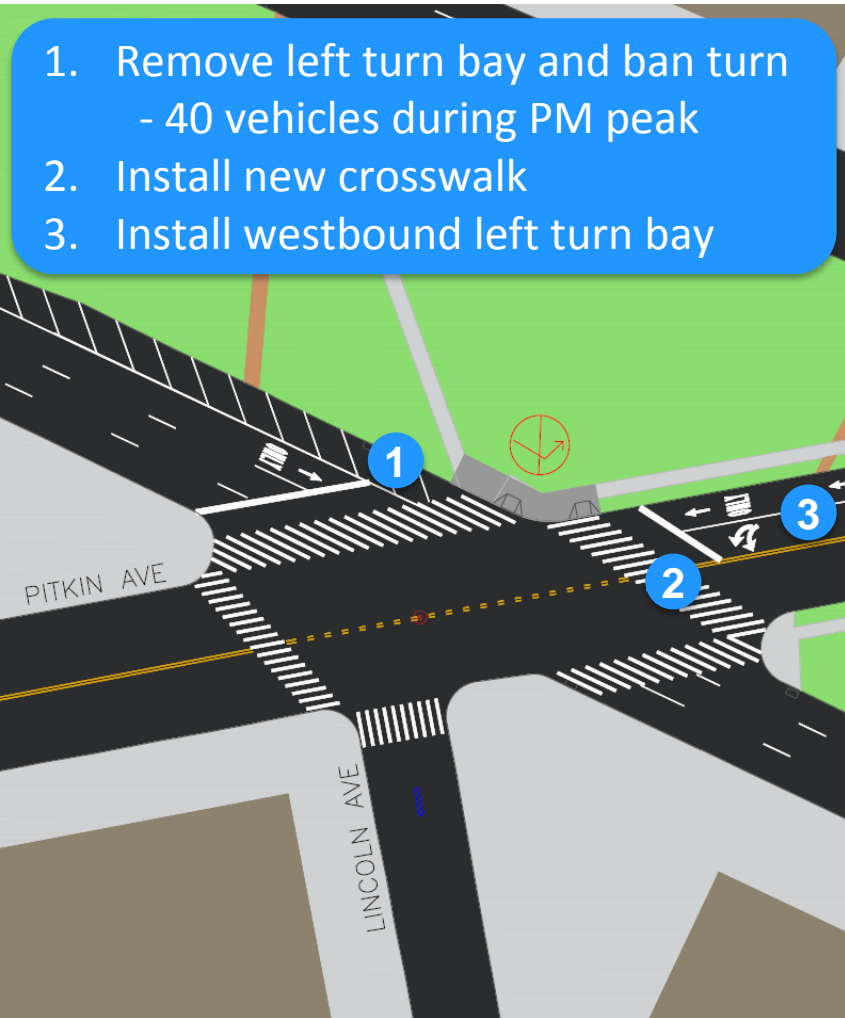


1. Remove left turn bay and ban turn
- 30 vehicles during PM peak
2. Install new crosswalks
3. Build median extension
4. Build sidewalk extension

5) PITKIN AVE

6) GRANT AVE

1. Remove left turn bay and ban turn - 40 vehicles during PM peak
2. Install new crosswalk
3. Install westbound left turn bay



1. Install new signal, ped ramps, sidewalk and crosswalks

5) PITKIN AVE DIVERSION



SUMMARY

- Lower speed limit to 30 MPH
- Remove one through travel lane on EB Atlantic Ave between S Conduit Blvd and Euclid Ave and on S Conduit between Atlantic Ave and Liberty Ave
- Build new concrete sidewalk along west side of S Conduit Blvd north of Liberty Ave
- Build sidewalk extensions on SE corner of N Conduit Blvd at Liberty Ave and SE corner of S Conduit Blvd at Hemlock St
- Build concrete neckdowns on NE corner of S Conduit Blvd at Liberty Ave and SW corner of N Conduit Blvd at Glenmore Ave
- Ban LT from S Conduit Blvd to EB Glenmore Ave and EB Pitkin Ave
- Install new signalized crossings on S Conduit Blvd at Pine St and Grant Ave
- Build new concrete pedestrian ramps and sidewalk S Conduit Blvd at Grant Ave



BENEFITS

- Reduce vehicle speeds and calm traffic along corridor
- Increase pedestrian connectivity and accessibility
- Safer, shorter pedestrian crossings

THANK YOU!

Questions?



NYC DOT



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NYC DOT