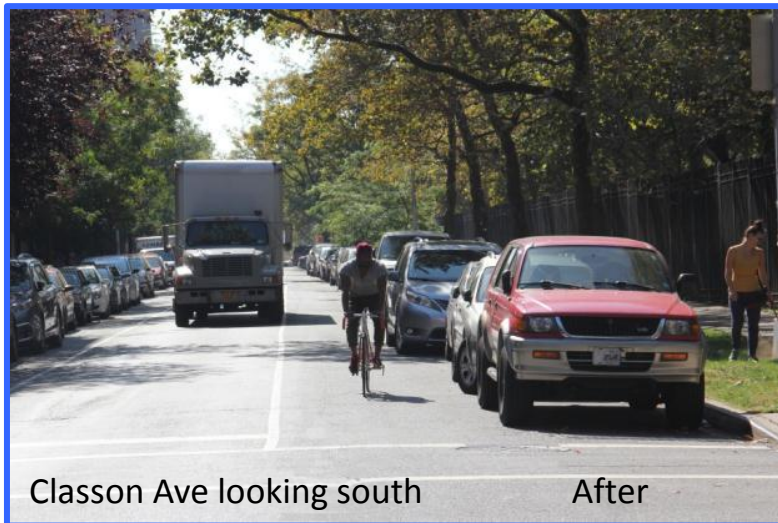


Classon Ave: Washington Ave to Flushing Ave Traffic Calming



Executive Summary

In 2009, DOT received a request to implement safety measures on the Classon Ave corridor from Councilmember James. The community was concerned about speeding by cut-through motorists. In response, DOT developed a plan endorsed by Brooklyn Community Boards 2, 3, 8 and 9. The project converted two moving lanes to one where feasible, with wide parking lanes and changes in signal timing to calm traffic along the corridor. In exchange for modestly reduced average travel speeds for commuter through traffic, local stakeholders are benefiting from lower crash rates, reduced delay for cross traffic and a calmer, more bicycle friendly roadway design.



Results Summary

Safety

- Crashes with injuries were reduced by 11%
- Total injuries decreased 19%
- Frequency of speeding decreased from 11% to 4%

Mobility

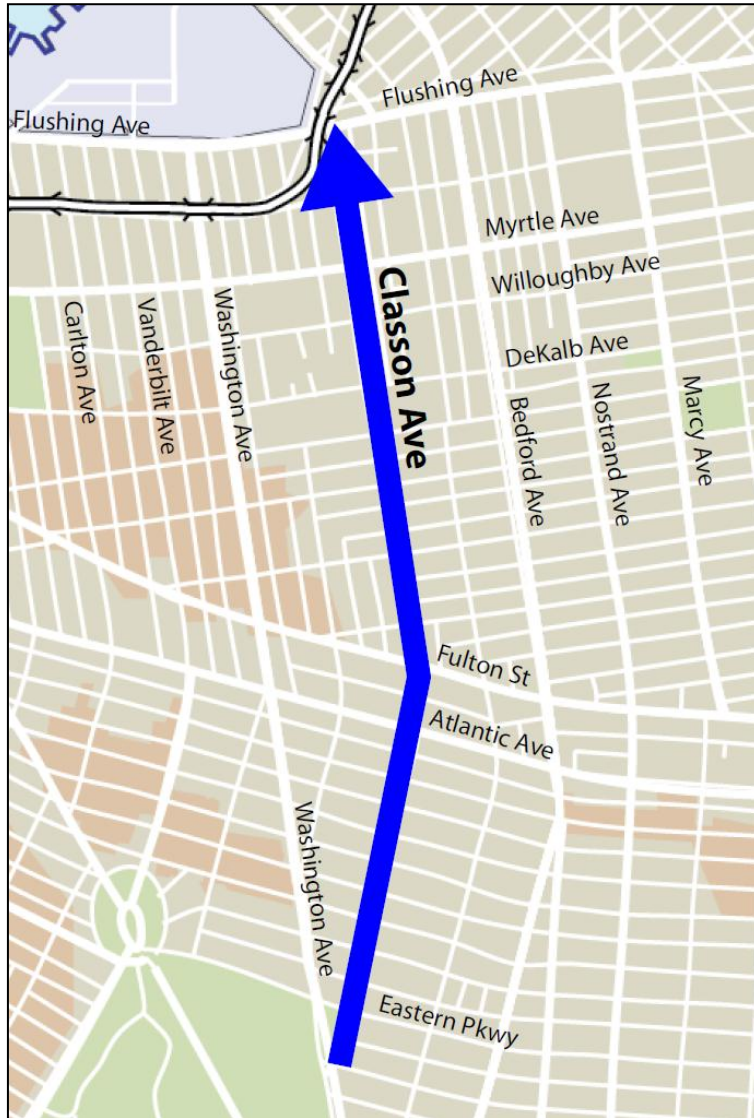
- Peak hour vehicle volumes are relatively unchanged, with the PM peak volumes rising slightly
- Average peak travel times increased
- Delay was reduced for vehicles on Classon Ave approaching Atlantic due to the provision of a third lane
- Signal timing adjustments reduced maximum delay for all roadway users crossing Classon Ave between Atlantic Ave and Eastern Pkwy by 41% from 58 seconds to 34 seconds
- Average bike volumes increased significantly on both weekdays and weekends

Economic Vitality/Quality of Life

- FDNY and NYPD report no adverse effect on their operations
- “The traffic calming efforts have been a definite improvement for the safety of the neighborhood. We no longer have cars racing down Classon Ave side by side, and there is a noticeable decrease in collisions and near collisions at our intersections.”

-Othniel Harris, resident, 431 Classon Ave

Project Summary



Implemented May 2012:

- Converted two moving lane profile to one lane configuration with an 11' travel lane and wide parking lanes
- Resurfaced Classon Ave south of Atlantic Ave
- Provided third lane and feathered traffic signals approaching Atlantic Ave
- Shortened signal cycles between Eastern Pkwy and Atlantic Ave
- Synchronized northbound green phases with Eastern Pkwy and Atlantic Ave

Safety – Crashes and Injuries

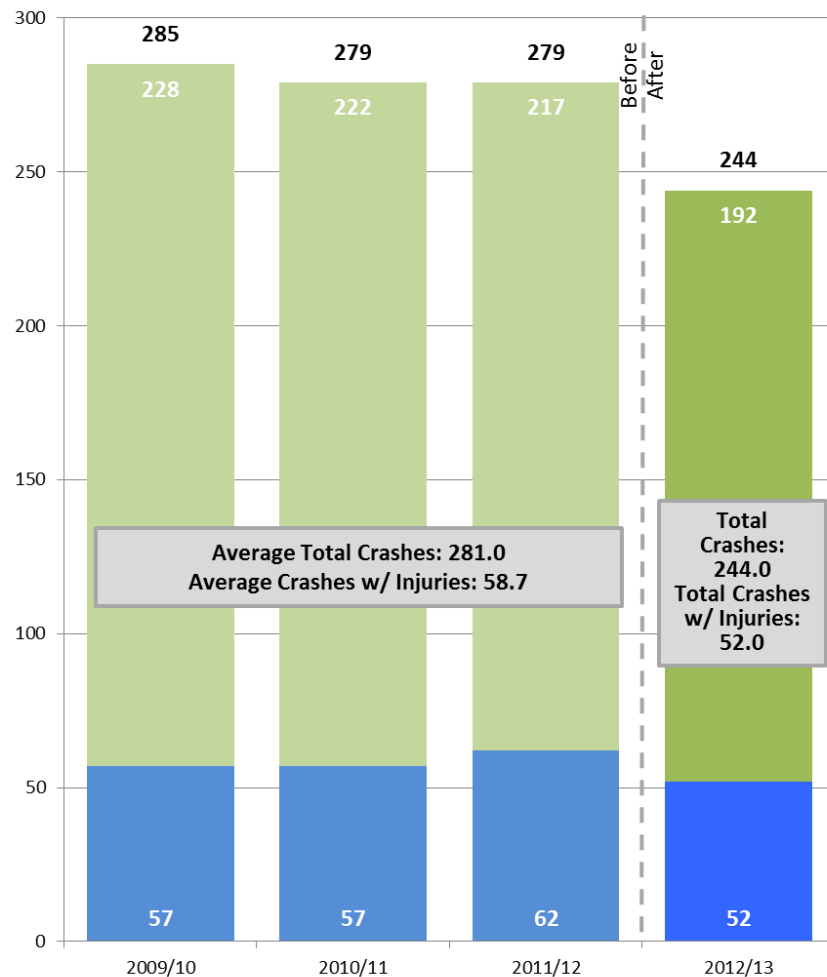
- Crashes with injuries were reduced by 11%



Crashes, One-Year After Analysis

Classon Ave: Flushing Ave to Washington Ave

■ Non-Injury Crashes ■ Crashes w/ Injuries



Each before year period is the 12-month period beginning May 1 and ending April 30. The 1-yr after period is July 1, 2012 to June 30, 2013. The implementation period of May 1, 2012 to June 30, 2012 is excluded. 3

Source: NYPD AIS/TAMS Crash Database

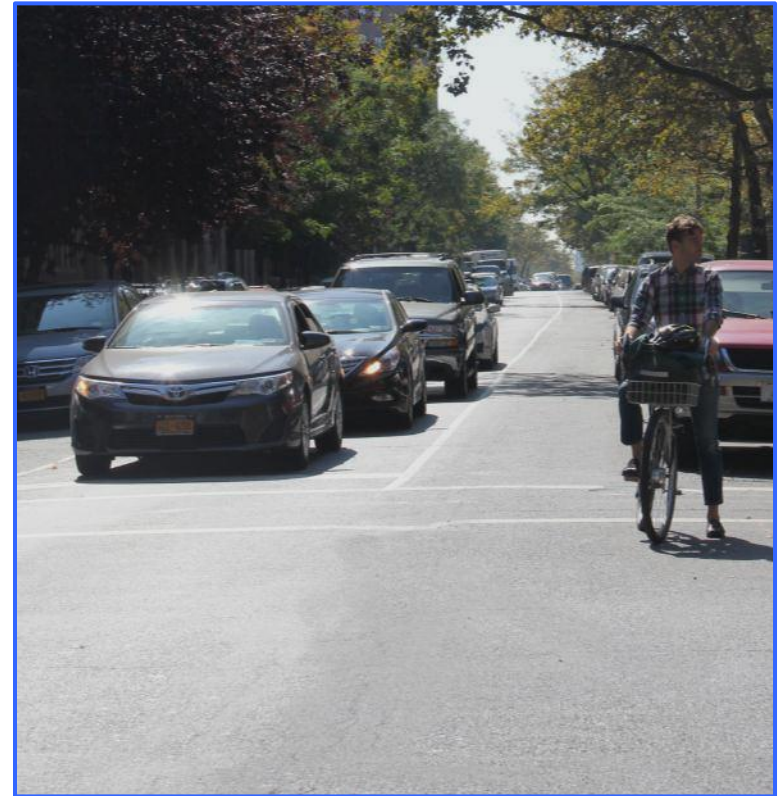
Safety – Crashes and Injuries

- Total injuries decreased 19%

Crashes and Injuries

One-Year After Analysis, Classon Ave (Washington to Flushing)

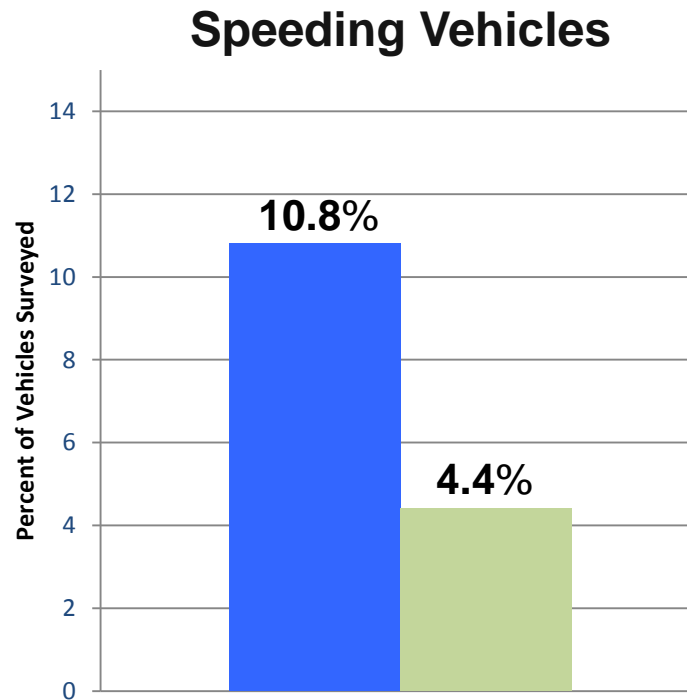
	Before			After
	'09/ '10	'10/ '11	'11/ '12	'12/ '13
Total Crashes	285	279	279	244
Crashes w/ Injuries	57	57	62	52
Motor Vehicle Occupant	65	63	44	43
Pedestrian	12	16	21	15
Cyclist	9	11	13	11
Total Injuries	86	90	78	69



Each before year period is the 12-month period beginning May 1 and ending April 30.
 The 1-yr after period is July 1, 2012 to June 30, 2013. The implementation period of May 1, 2012 to June 30, 2012 is excluded.
 Source: NYPD AIS/TAMS Crash Database

Safety – Speeding

- Frequency of speeding decreased from 11% to 4%:
 - **BEFORE:** 1 in 10 vehicles exceeded the speed limit
 - **AFTER:** 1 in 25 vehicles exceeds the speed limit

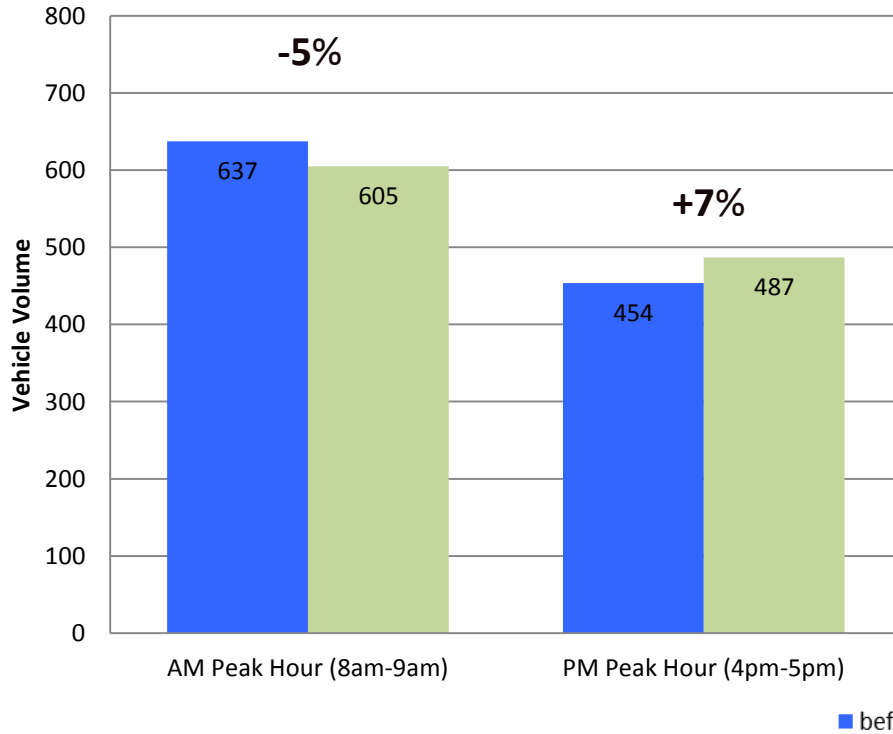


Source: Average of speeds collected in NYC DOT radar study on Classon Ave from Union St to Eastern Parkway, Sterling Pl to Park Pl, Dean St to Pacific St, Madison St to Monroe St, and Willoughby St to Myrtle St on 9/3/2009 (before) and 11/13/2013 (after).

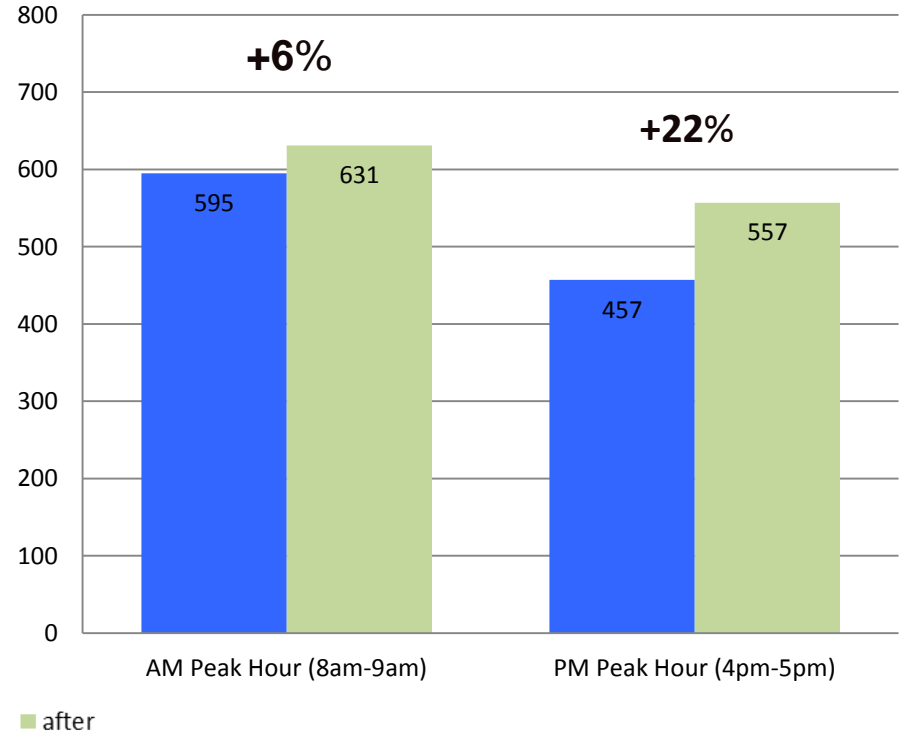
Mobility – Vehicular Volumes

- Peak hour vehicle volumes are relatively unchanged, with the PM peak volumes rising slightly

Weekday Vehicle Volume Between Willoughby Ave and Myrtle Ave



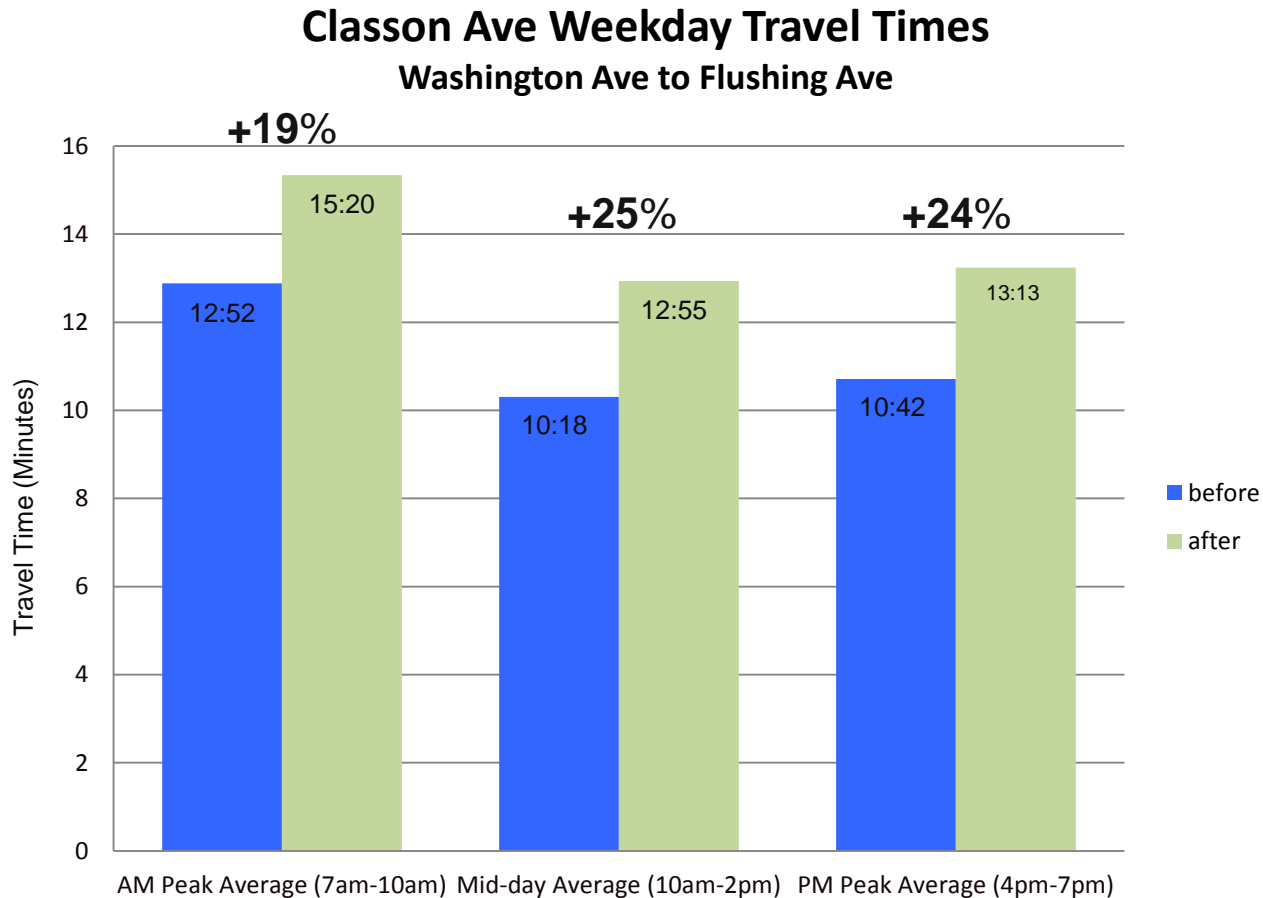
Weekday Vehicle Volume Between Pacific Ave and Atlantic Ave



Before counts conducted June 2009, after counts conducted November 2013.

Mobility – Travel Time

- Average peak travel times increased



Weekday average travel times derived from runs conducted once every 30 minutes over three days

Before travel time surveys conducted April 17-19, 2012

After travel time surveys conducted November 19-21, 2013

Mobility – Level of Service

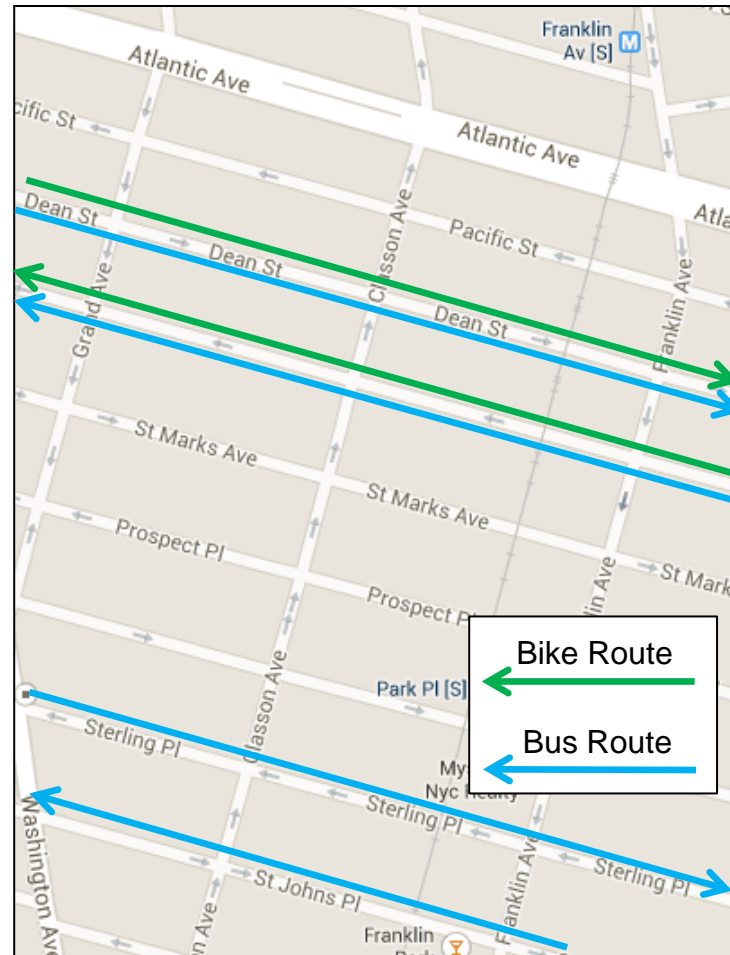
- Delay was reduced for vehicles on Classon Ave approaching Atlantic Ave due to the provision of a third lane

Classon Ave at Atlantic Ave												
Traffic Analysis Summary (PM Peak 4:30pm-5:30pm)												
Approach	Before						After					
	Volumes (v/h)	Lane Group			Approach		Volumes (v/h)	Lane Group			Approach	
		V/C Ratio	Delay (s)	LOS	Approach Delay (s)	Approach LOS		V/C Ratio	Delay (s)	LOS	Approach Delay (s)	Approach LOS
NB Classon Ave	L = 123	0.80	49.2	D	49.2	D	L = 92	0.31	38.8	D	40.7	D
	T = 361						T = 395					
	R = 102						R = 71					
WB Atlantic Ave	L = 0	0.52	20.7	C	20.7	C	L = 0	0.52	20.6	C	20.6	C
	T = 1136						T = 1126					
	R = 93						R = 97					
EB Atlantic Ave	L = 111	0.87	23.1	C	23.1	C	L = 127	0.83	21.2	C	21.2	C
	T = 1730						T = 1772					
	R = 0						R = 0					
Overall Intersection	Delay: 26.7(s) LOS: C						Delay: 24.1(s) LOS: C					

Note: Before data collected 7/21/2009. After data collected 11/20/2013 and 11/21/2013.

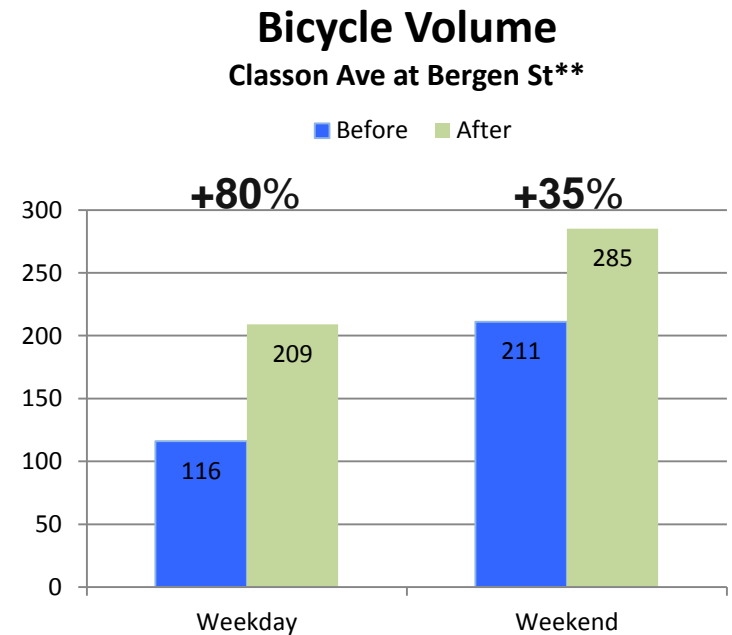
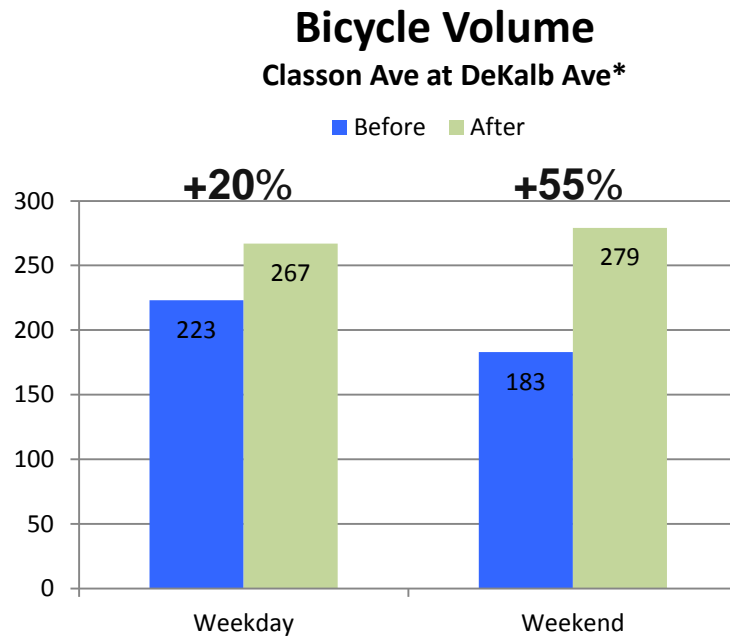
Mobility – Neighborhood Connectivity

- Signal timing adjustments reduced maximum delay for all roadway users crossing Classon Ave between Atlantic Ave and Eastern Pkwy by 41% from 58 seconds to 34 seconds



Mobility – Bicycle Volumes

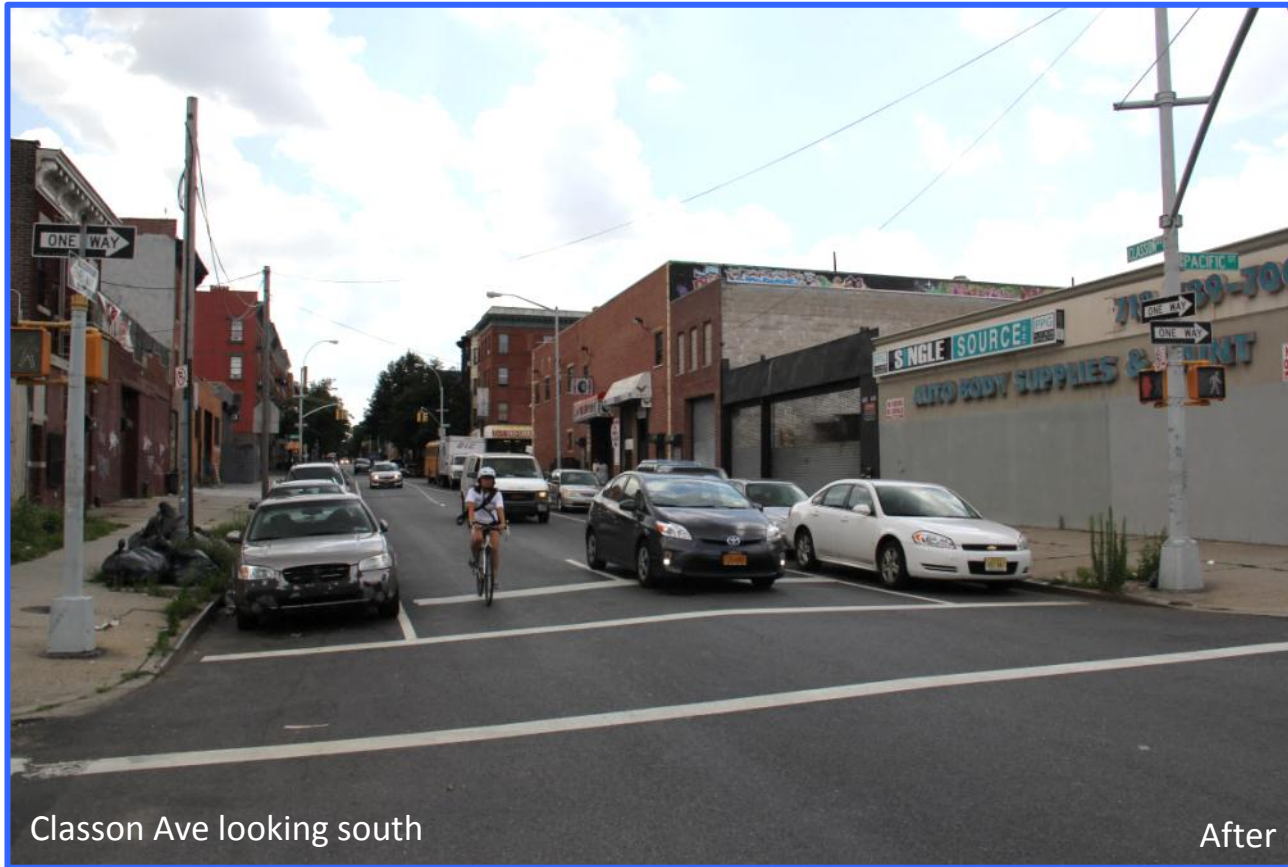
- Average bike volumes increased significantly on both weekdays and weekends



Note: Before data collected on 3/9/2011 (weekday) and 3/12/2011 (weekend). After data collected on 11/13/2013 (weekday) and 11/09/2013 (weekend). All data collected between 7am & 7pm. *Before data collected between DeKalb Ave and Willoughby Ave, after data collected between DeKalb Ave and Lafayette Ave. ** Before data collected between Bergen St and Dean St; after data collected between Bergen St and St Marks Ave.

Quality of Life – Emergency Response

- FDNY and NYPD report no adverse effect to their operations



NYPD confirmation date December 9, 2013
FDNY confirmation date December 6, 2013

Economic Vitality/Quality of Life

“The traffic calming efforts have been a definite improvement for the safety of the neighborhood. We no longer have cars racing down Classon Ave side by side, and there is a noticeable decrease in collisions and near collisions at our intersections.”

-Othniel Harris, resident, 431 Classon Ave

“The traffic calming has been a major improvement! Cars are no longer speeding next to each other, jockeying for position. The traffic calming has made me feel safer when getting into or out of a vehicle parked on the side of the street since there is now room to safely open the door without risking getting hit. I also think the traffic calming has helped to make crosswalks somewhat safer since there is only a single lane of traffic to contend with, although the problem of drivers running red lights continues especially at the Classon/Gates intersection.”

-Jessamyn Lee, resident, 477 Classon Ave