

4th Avenue – Sunset Park

Corridor Safety Improvements

2012



Process

2009

- NYPD and CB7 safety requests to DOT

2010

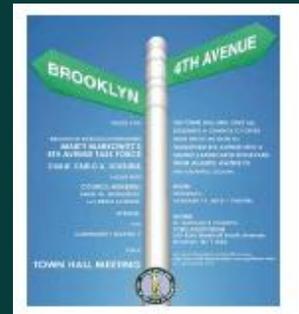
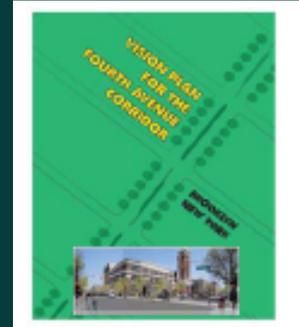
- Borough President “Vision Plan for the Fourth Avenue Corridor”
- DOT attends CB7 and PSCC walk-throughs

2011

- 4th Avenue Task Force created
- DOT begins 4th Ave safety project (Phase 1: Sunset Park)

2012

- October 2011 – Present: Task Force committee meetings
- January 30: Community bus tour of 4th Ave in Sunset Park
- February 9: DOT public workshop for Sunset Park
- March 27: DOT public open house to discuss design ideas
- March - April: Meetings with community stakeholders
- April/May: Outreach to Schools
- **April 30:** Presentation to CB7’s 4th Ave Working Group



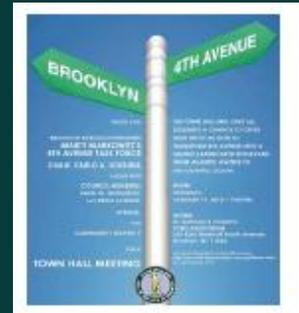
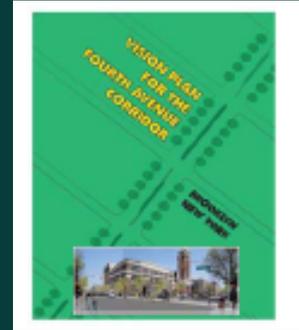
4th Avenue corridor safety project

Goals of project:

- Identify street safety concerns
- Develop street design solutions
- Create safer crossings
- Improve safety for all road users

DOT process in 3 sections:

- Sunset Park (15th to 65th St)
 - Outreach: winter/spring 2012
- Bay Ridge (65th St to Shore Rd)
 - Outreach (est.): fall/winter 2012
- Park Slope (Flatbush Ave to 15th St)
 - Outreach (est.): winter/spring 2013



Stakeholders

DOT has been working alongside and consulting several groups of stakeholders:

Community

- Brooklyn Community Board 7
- 4th Avenue Task Force: Safety and Medians committees

Partners

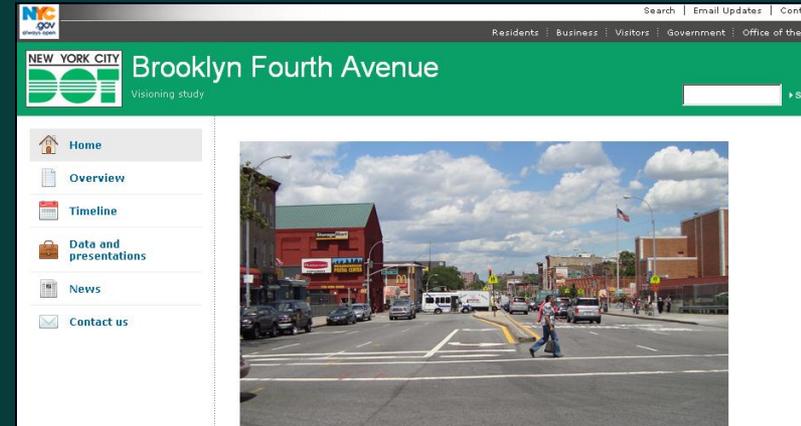
- Brooklyn Borough President's Office
- UPROSE

Neighborhood Institutions (meetings held/upcoming spring 2012)

- PS 503 (at 60th Street)
- PS 371 (at 37th Street)
- MS 136 (at 40th Street)
- PS 24 (at 38th Street)
- PS 172 (at 29th Street)
- Sunset Park HS (at 35th Street)
- Al-Noor School (at 20th Street)
- Green-Wood Cemetery
- PS971 (63rd), PS506 (59th)

Public Process Advertisement

- Publicity: Borough President, UPROSE, CB7
- Multilingual flyers, workshop translators (Spanish, Mandarin, Cantonese, Arabic)
- Online via DOT website, Twitter, Facebook
- Launched nyc.gov/4thAve in March



TALLER DE PLANEACIÓN DE LA SEGURIDAD DE LA 4TH AVE

Queda invitado a un taller público para analizar el futuro de la 4th Ave entre las calles 15 y 65

Patrocinadores: NYCDOT, el Presidente del Condado de Brooklyn Marty Markowitz, Carlo Scissura, el Presidente del Grupo de Trabajo de la 4th Ave., y Uprose

Fecha: Jueves, 9 de Febrero del 2012

Hora: 7:00 a 9:00 p.m.

Lugar: Cafetería de Sunset Park High School, 153 35th St. con 4th Ave, Brooklyn

Contacto: Claudette Workman del NYCDOT, 718-222-7259

RSVP: 4thAvenue@dot.nyc.gov

NYC DOT @NYC_DOT 27 Mar
請來看看日落公園第四大道的重新設計概念,在SPHS 於2012年3月27日週三 on.fb.me/GIGJZc

NYC DOT @NYC_DOT 27 Mar
Hoy (3/27): Da su opinión sobre los diseños para mejorar la seguridad de peatones en la 4^a Avenida en #SunsetPark. on.fb.me/GIGJZc

NYC DOT @NYC_DOT 27 Mar
Tonight 3/27: Give input on pedestrian and traffic safety improvement designs for 4th Ave in #SunsetPark on.fb.me/GIGJZc

我們邀請您在公共研討會上與我們一起討論第 15 與第 65 街之間的第 4 大道未來計劃

主辦者: NYCDOT, Brooklyn Borough President Marty Markowitz, 4th Ave Task Force Chair Carlo Scissura 及 Uprose

日期: 2012年2月9日 (週四)

時間: 晚上 7:00-9:00

地點: Sunset Park High School 食堂, 位於布魯克林區第 4 大道第 35 街 153 號

聯絡人: Claudette Workman, NYCDOT, 電話: 718-222-7259

請回覆: 4thAvenue@dot.nyc.gov

研討會目標:

列出街道安全課題

設置更安全的行人穿越道

討論街道設計解決方案

加強所有街道使用者的安全維護

ندعوكم لمناقشة مستقبل 4th Ave الذي يربط بين شارعي 15th و 65th في ورشة عمل مفتوحة للجمهور

NYCDOT, Brooklyn Borough President Marty Markowitz Uprose, 4th Ave Task Force Chair Carlo Scissura

التاريخ: الخميس, 9 فبراير, 2012

الوقت: 9:00-7:00 مساءً

الموقع: كافيتيريا مدرسة 4th Ave Sunset Park High School, 153 35th St بروكلين

معلومات الاتصال: كلوديت وورمان (Claudette Workman) بهيئة النقل بمدينة نيويورك, هاتف 718-222-7259

الرجاء الرد: 4thAvenue@dot.nyc.gov

أهداف ورشة العمل:

تحديد نقاط تقاطع أكثر أماناً

تحديد المخاوف المتعلقة بالسلامة في الشارع

تحسين ظروف الأمان لجميع مستخدمي الشارع

مناقشة الحلول المترتبة بتصميم الشارع



Why 4th Avenue in Sunset Park?

Need

- 7 pedestrian fatalities, 1 passenger fatality: 2006-2011
- 88 people have been killed or severely injured: 2006-2010
- Severest 10% of corridors in Brooklyn
- Speeding:
 - Midday (10am-4pm): > 50% speeding
 - Evening (7pm-): up to 80% speeding (southbound)



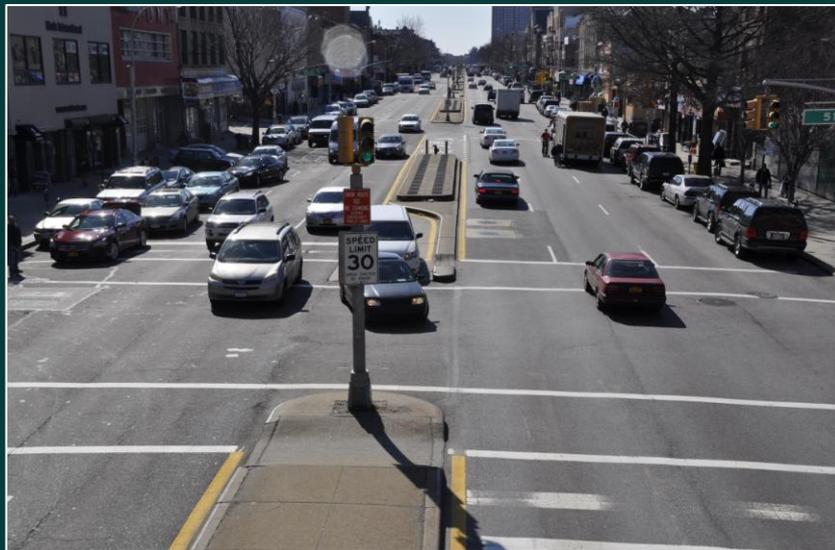
Why 4th Ave in Sunset Park?



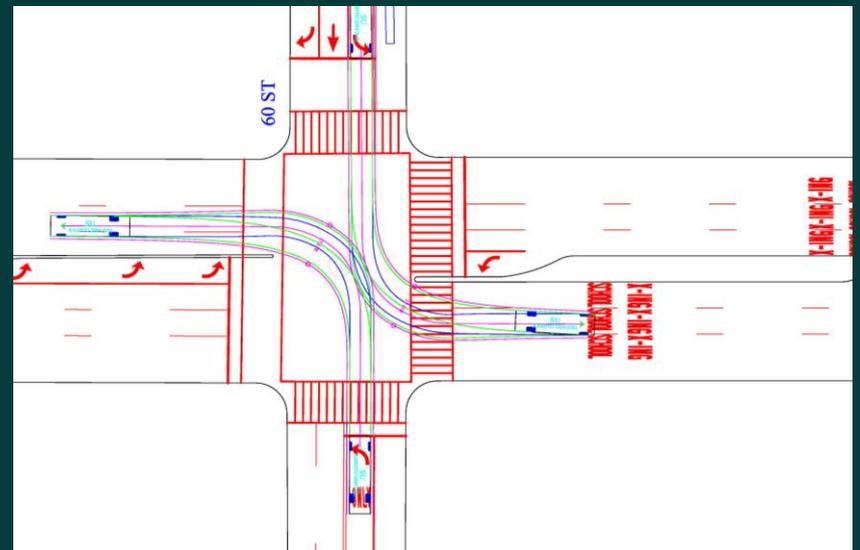
No left turn bay, split uptown/downtown subway platforms



2' pedestrian refuges near subway, senior center/housing



Double parking: 4th Ave functions as 2 lanes in each direction



Existing substandard turn movements

4th Ave is a Neighborhood

4th Ave is a pedestrian destination, not just a vehicle through-way

- High percentage of children walk to school, low car ownership
- Corridor lined with retail, churches, libraries, senior centers, schools, subway



Community Concerns

DOT asked: “Top Issues on 4th Avenue?”

- Beautification
- Medians
- School Safety
- Speeding
- Signal Timing
- Double Parking

DOT also heard:

- Pollution
- No Benches
- Auto repair shops
- School drop-offs
- Overtaking
- Congestion
- Truck Loading
- Signage
- Left turns



Public Workshop, February 9, 2012

Public Workshop, February 9, 2012

Public Open House, March 27, 2012

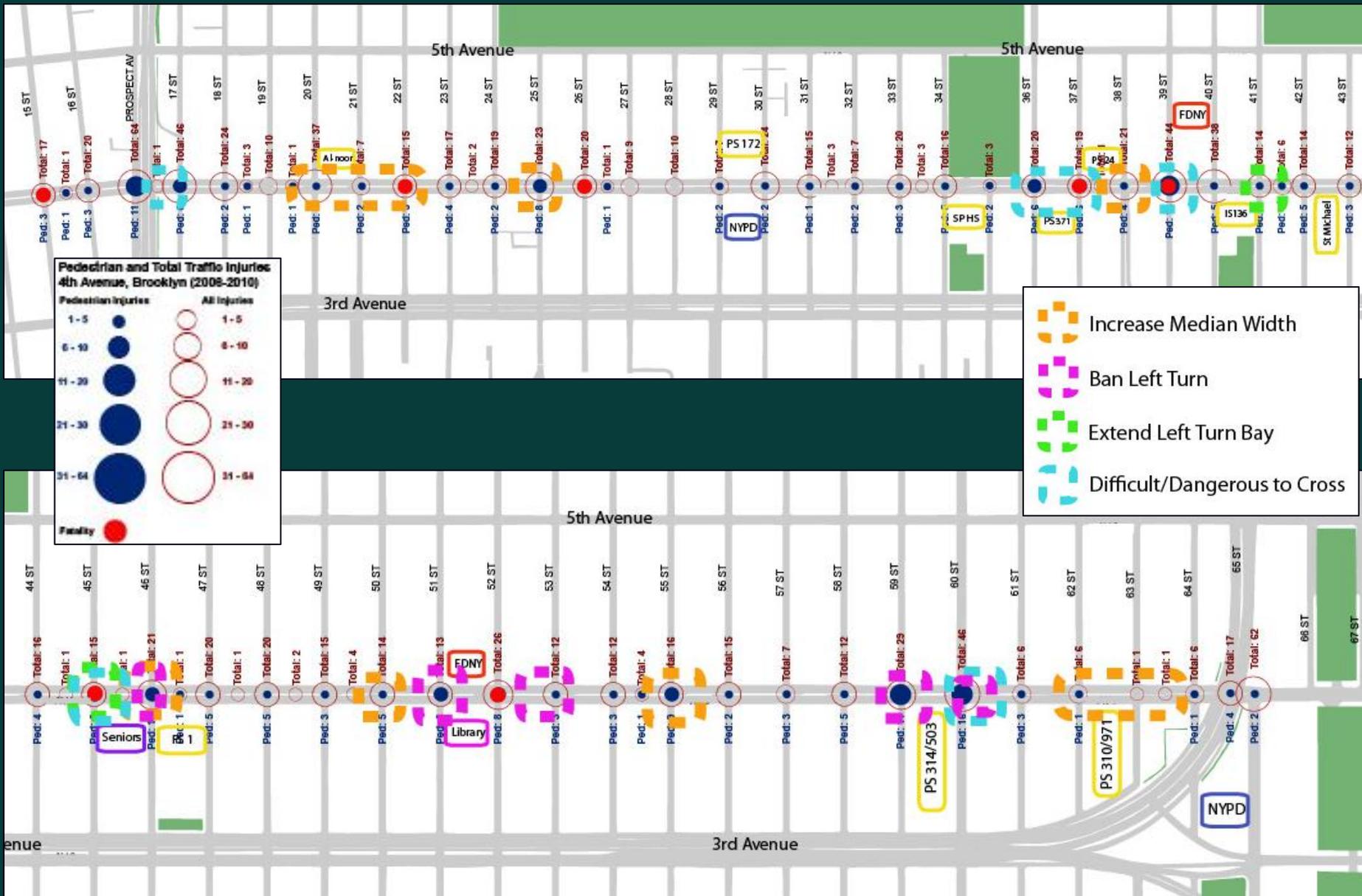
Community Feedback



-  Increase Median Width
-  Ban Left Turn
-  Extend Left Turn Bay
-  Difficult/Dangerous to Cross



Overlap



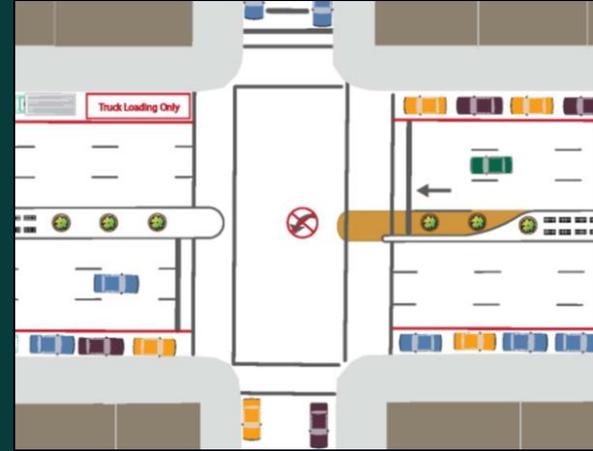
Design Ideas Shown at Workshop

Existing



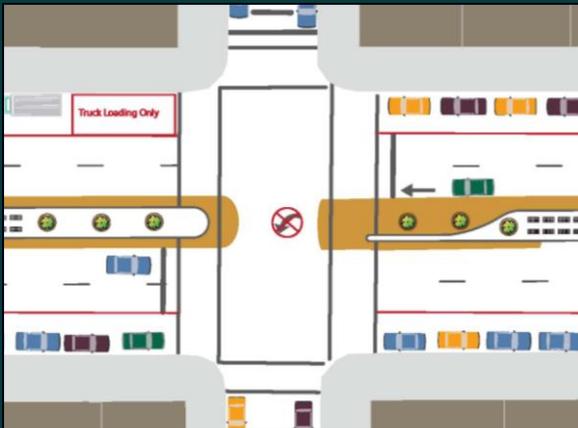
A

- Left Turn Ban
- More Ped Space



B

- Wider Medians
- Wide Parking Lane,
- Loading Zones



C

- In-Street Ped Space



- All designs – A, B, and C – were received well at the workshop

Overall Recommendations



-  Ban Left Turn
-  Lengthen Left Turn Bay
-  Rush Hour Parking Regulations
-  Potential Public Space

- 2 moving lanes with wider medians and wide parking lane
- Retain 3 lanes northbound 38th St to Prospect Expwy (7-10am)
- Northbound left turn ban from 32nd to 24th Sts (7-10am)



Benefits of Proposed Design

Existing



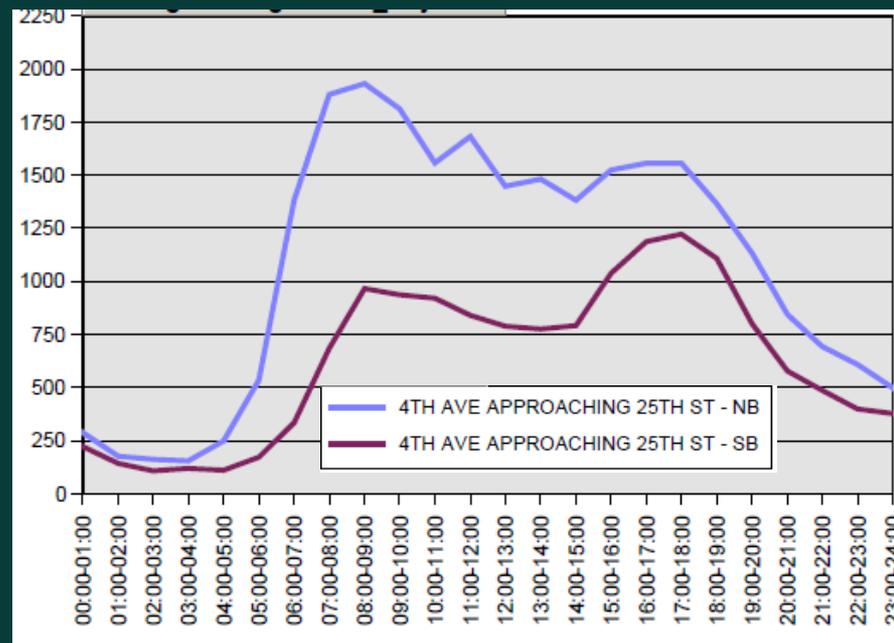
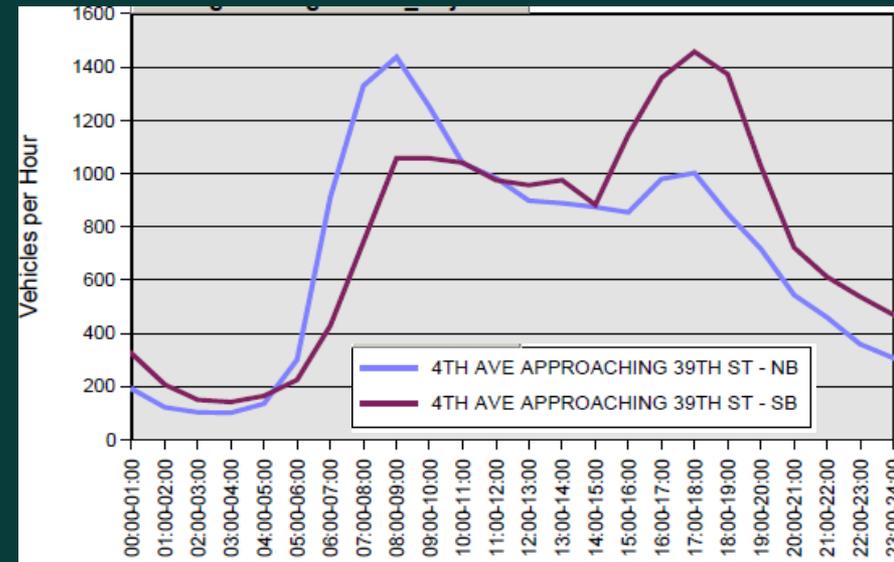
Future



- Less speeding (30 mph limit)
- Less lane changing
- Wider pedestrian refuges
- Left turn bays wider and longer
- Safer for parallel parking
- Wider moving lanes
- New loading zones for truck loading and businesses
- Greening and public art opportunity

How Traffic Works Now

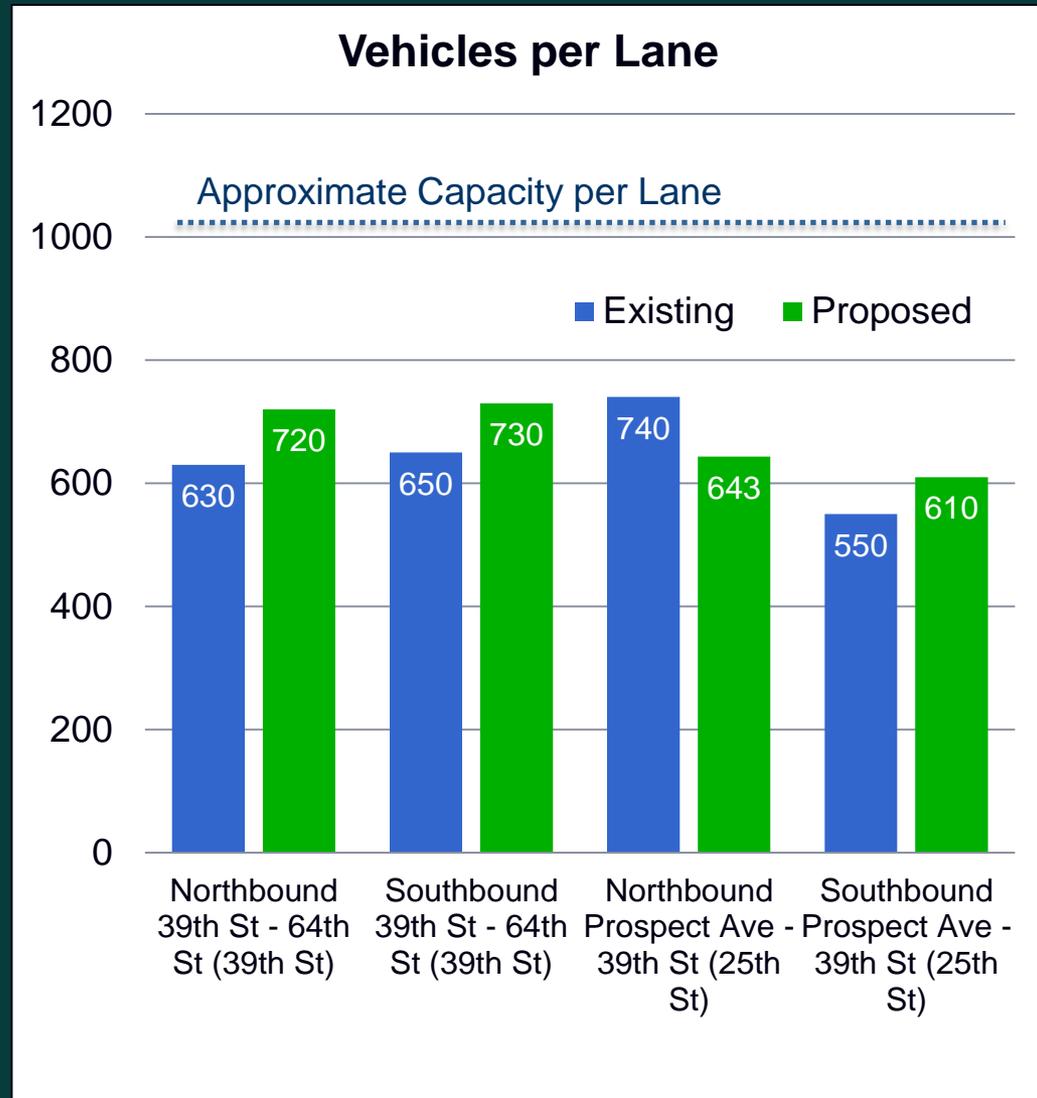
- Peak traffic ~1400 vehicles per hour
 - Lower in some places
 - Green signal for 79 out of 120 sec
- Higher northbound volumes between 38th Street and Prospect Ave
- Drivers under-use right lane – less than 200 vehicles per hour (10-15%)
 - Narrow (8') and often blocked by double parking
 - Leaves most traffic in 2 primary lanes
- **Unreliable in AM commute: northbound travel time varies**
- **Excess capacity leads to speeding at other times**



How Traffic Will Work

- Peak traffic ~1400 veh/hour
- Capacity per lane 1000+ veh/hour
- Two lanes provides ample capacity
- Exception: Northbound 38th St to Prospect Ave
- 3 lanes will be provided (No Standing)

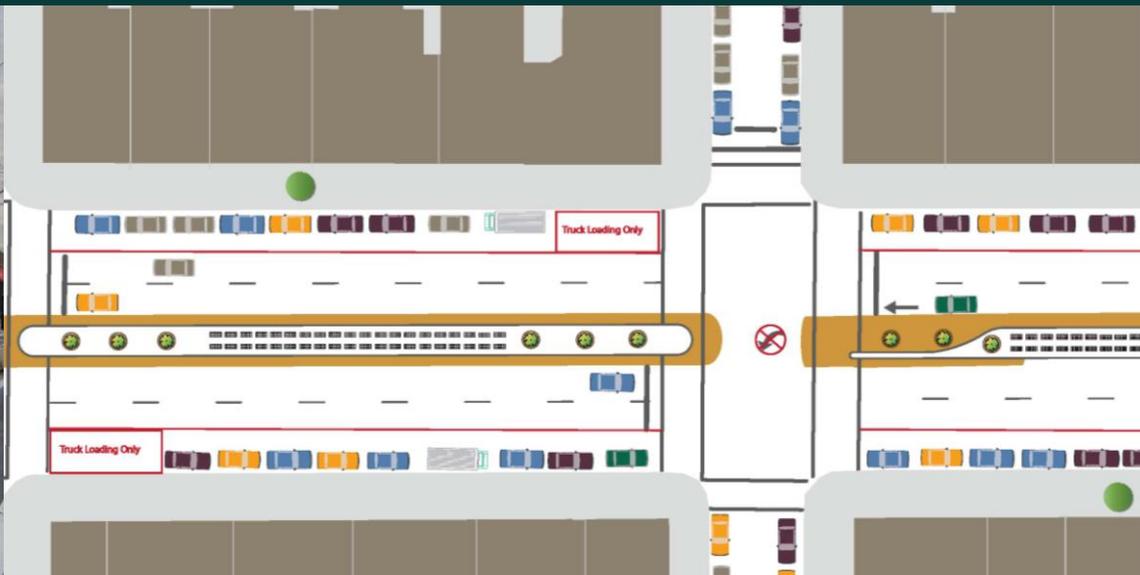
- **Greater reliability for AM commute**
- **Little or no change in travel times at other times**



Distributed total volume minus right-lane volume.
ATRs collected 6/2010, 12/2011

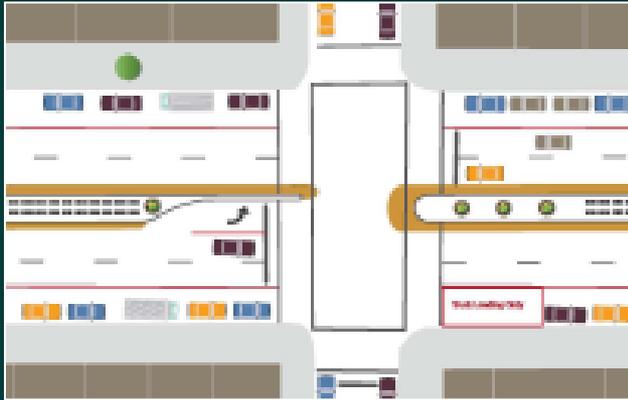
How?

- Materials: Markings, Vertical Delineators
 - Can implement 2.5 mile / 52-block project this summer/fall
 - Can monitor/adjust elements that need improvement
- Planters/Beautification: Requires maintenance partner



Short Turn Bay

Schematic



Existing



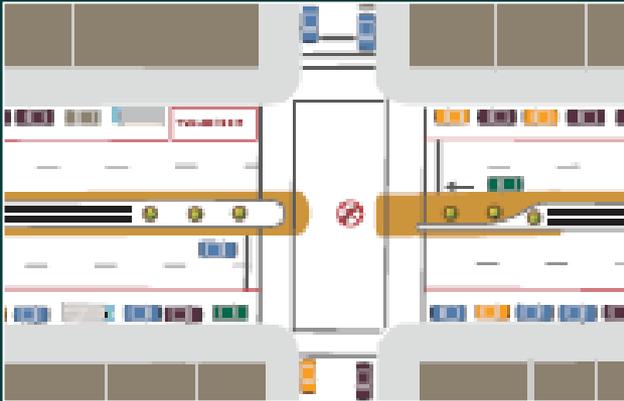
Future



- All 4th Avenue crossings gain a wider median
- Most common treatment
 - Crosswalk refuge through turn bay: 2' → 6' wide
 - Crosswalk refuge opposite turn bay: 10' → 18' wide
- Benefits
 - Truck loading zones
 - Widens space for left turn
- 25 locations

Left Turn Ban

Schematic



Existing



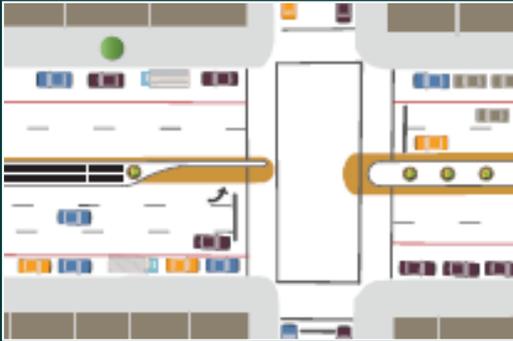
Future



- In pedestrian-heavy locations near subway stops and schools
- Where existing left turn bay is underutilized
- Benefits
 - Crosswalk refuge through turn bay: 2' → 18' wide
 - Crosswalk refuge opposite turn bay: 10' → 18' wide
- 8 locations: 16th St NB, 21st St SB, 25th St SB, 29th St SB, 39th St NB, 54th St SB, 59th St NB, 63rd St NB

Long Turn Bay

Schematic



Existing



Future



- For left turn locations with more volume than storage
 - 3+ left turners per cycle
- Benefits
 - Increases waiting space for left turners
 - Increases pedestrian refuge space: 2' → 13' wide
 - Two travel lanes taper around lengthened bay
 - Parking spaces retained
- 9 SB locations: 19th St, 40th St, 42nd St, 44th St, 46th St, 50th St, 56th St, 58th St, 60th St

Public Space / Median Barrier

Schematic



Existing



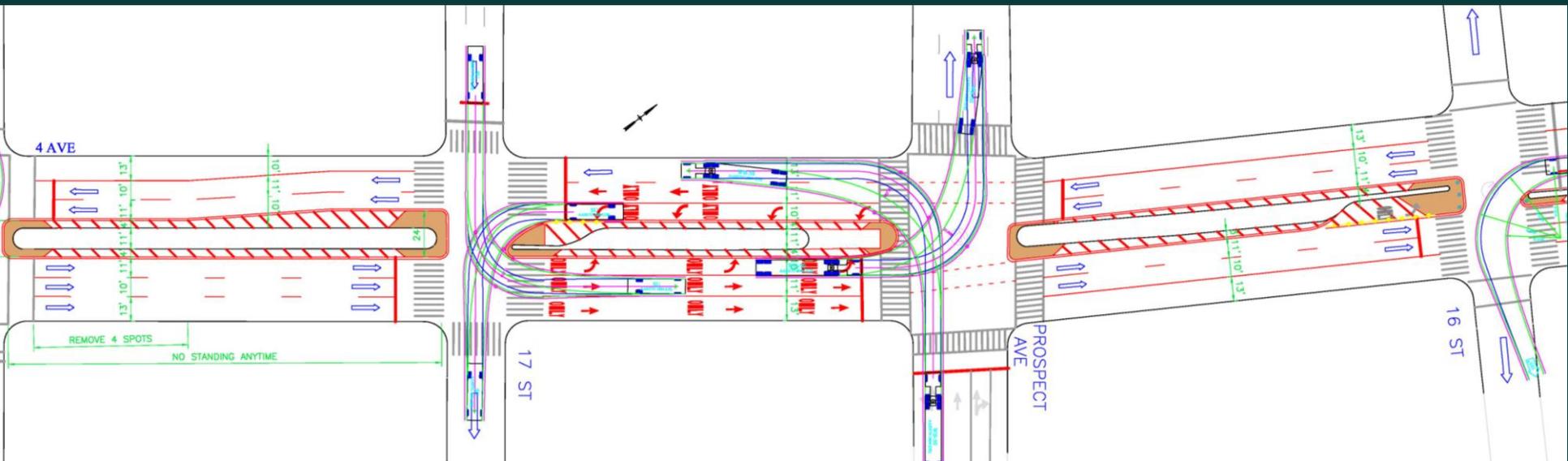
Future



- Planters require maintenance partner
- Best for strategic locations where the “left turn ban” design fits and low cross street traffic
- Benefits
 - Safer crossings
 - Additional public space
 - Neighborhood-centric design
 - Beautification opportunities
- Placement
 - 1-2 locations (in progress)

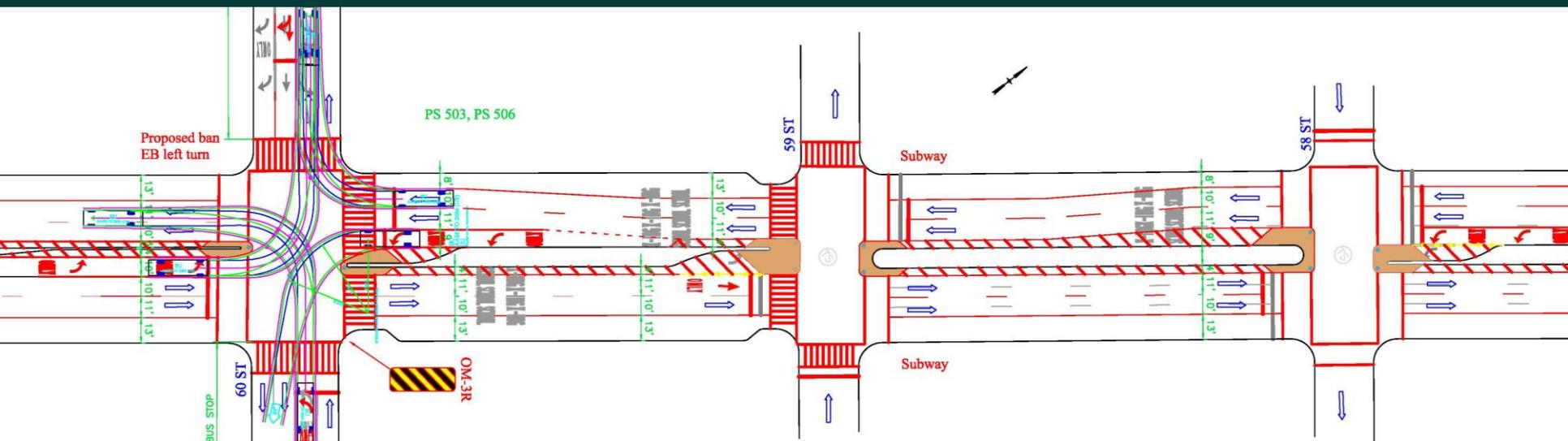
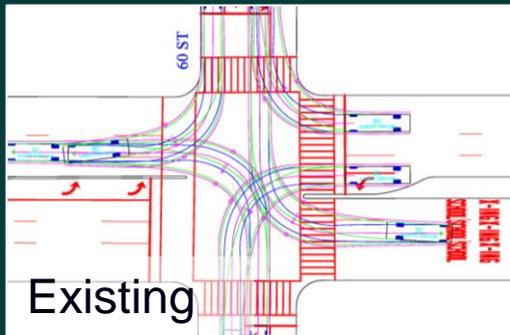
Prospect Ave area

- Create two northbound through lanes from 18th to 16th St
- No Standing Anytime on east curb 18th St to Prospect Ave
 - Remove 4 spaces between 17th and 18th St
- Left turn lane at Prospect Ave must turn left
- Ban northbound left turn at 16th Street (too narrow 2-way)



58th - 60th St (PS503/506, Subway)

- Ban northbound left turn at 59th Street
- Lengthen southbound left turns at 58th and 60th Streets
- Ban eastbound left turn at 60th Street (existing turns overlap)



School Outreach Status



School	Street	Student Transport	Support Plan?	Main Concern
Al-Noor	20-21	Bus	Yes	Trucks
Beacon	29-30	Car/Walk	Yes	Hess station
SP HS	34-35	Walk/MTA	Yes	Parking
PS371	36-37	Bus (SE)	Yes	None
PS24	37-38	Walk	Yes	Off-ramp speeding
MS136	40-41	Walk	Yes	Want in-street space at 41 St
PS503	59-60	Walk	Yes	60 th St
PS506	59-60		Meeting upcoming	
PS971	62-63		Meeting upcoming	

- Most children in who attend schools on 4th Avenue walk to school
- Schools DOT met with have been supportive of these safety proposals

Benefits of Proposal

- Better for Pedestrians
 - More pedestrian space near schools, seniors, and subways
 - Wider medians = safer place to wait for light
- Better for Drivers
 - More comfortable driving experience; improves lane widths
 - Keep northbound AM capacity (38th St to Prospect Ave)
 - Improves northbound through traffic flow at approaches to Prospect Avenue and 65th Street
 - Lengthens turn bays with room to wait to make left turn
- Better for Businesses
 - Adds loading zones for truck loading
- Provides footprint for future plans and greening initiatives of the 4th Avenue Task Force

4th Ave Sunset Park Timeframe

- Outreach:
 - Median barrier with in-street public space location possibilities
 - Suggestions? www.nyc.gov/4thAve or 4thAvenue@dot.nyc.gov
 - DOT will continue Stakeholder outreach into early May
 - Send letters to DOT, BP by May/June
- Implementation in temporary materials: August/September



Questions?

Thank
You