

4th Avenue – Sunset Park

Corridor Safety Improvements: 15th to 65th Streets

2012



Process

2009

- NYPD and CB7 safety requests to DOT

2010

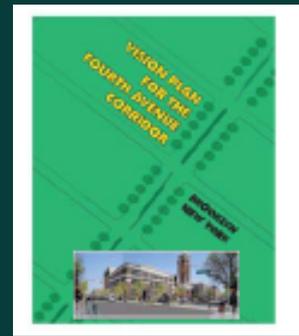
- Borough President “Vision Plan for the Fourth Avenue Corridor”
- DOT attends CB7 and PSCC walk-throughs

2011

- 4th Avenue Task Force created
- DOT begins 4th Ave safety project (Phase 1: Sunset Park)
- October 2011 – Present: Task Force committee meetings

2012

- 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
- April - May: Meetings with 9 schools, stakeholders
- April 30: Presentation to CB7’s 4th Ave Working Group
- **May 14:** CB7 Public hearing on 4th Ave proposals



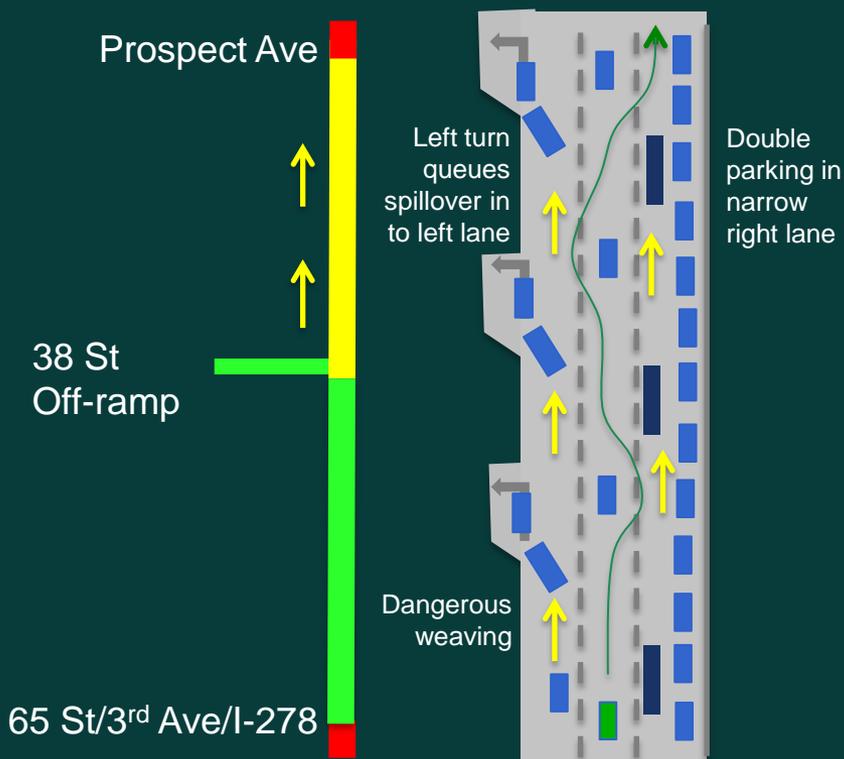
What are the problems on 4th Ave?

Pedestrian Safety

- Speeding: >50% Midday (10am-4pm): up to 80% Evenings (after 7pm)
- 7 pedestrian fatalities: 2006-2011 = top 10% severest corridor in Brooklyn

AM Commute congestion:

- Slow 38th St to Prospect Ave; Bottlenecks at 65th St, Prospect Ave



What are the problems on 4th Ave?



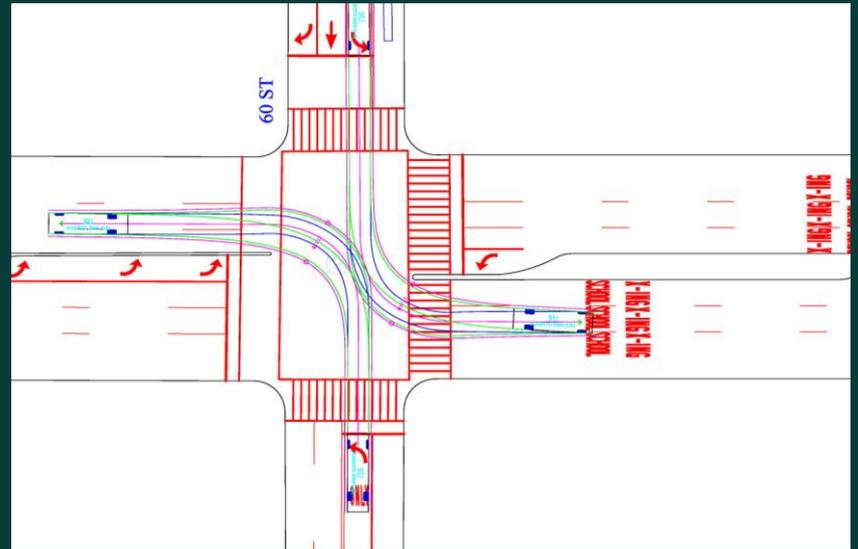
No left turn bay, split uptown/downtown subway platforms



2' pedestrian refuges near subway, senior center/housing



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



Narrow 2-way cross streets: opposing left turn paths overlap

4th Ave is a Neighborhood Street

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



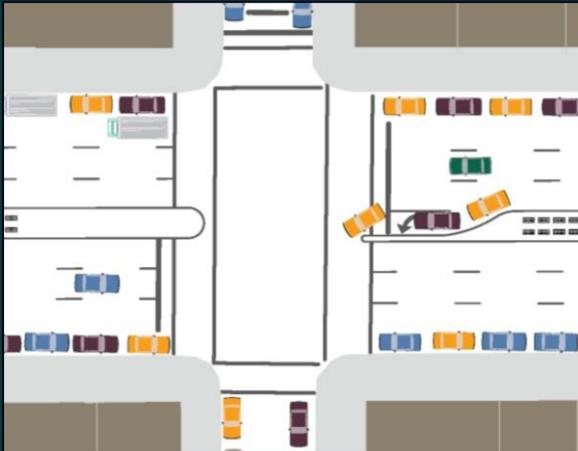
Public Workshop, February 9, 2012

Public Workshop, February 9, 2012

Public Open House, March 27, 2012

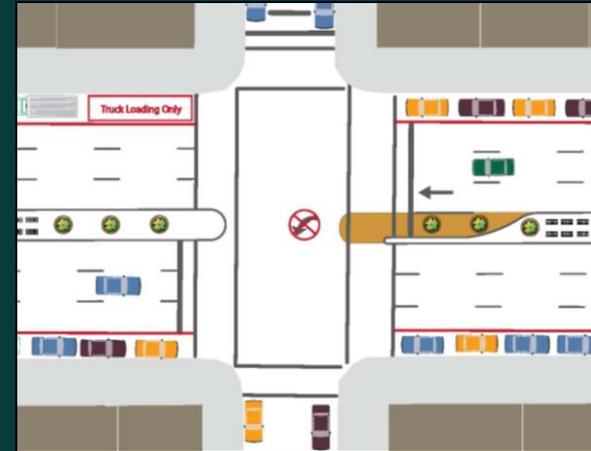
Design Ideas Presented

Existing



A

- Left Turn Ban
- More Ped Space



B

- Wider Medians
- Wide Parking Lane,
- Loading Zones



C

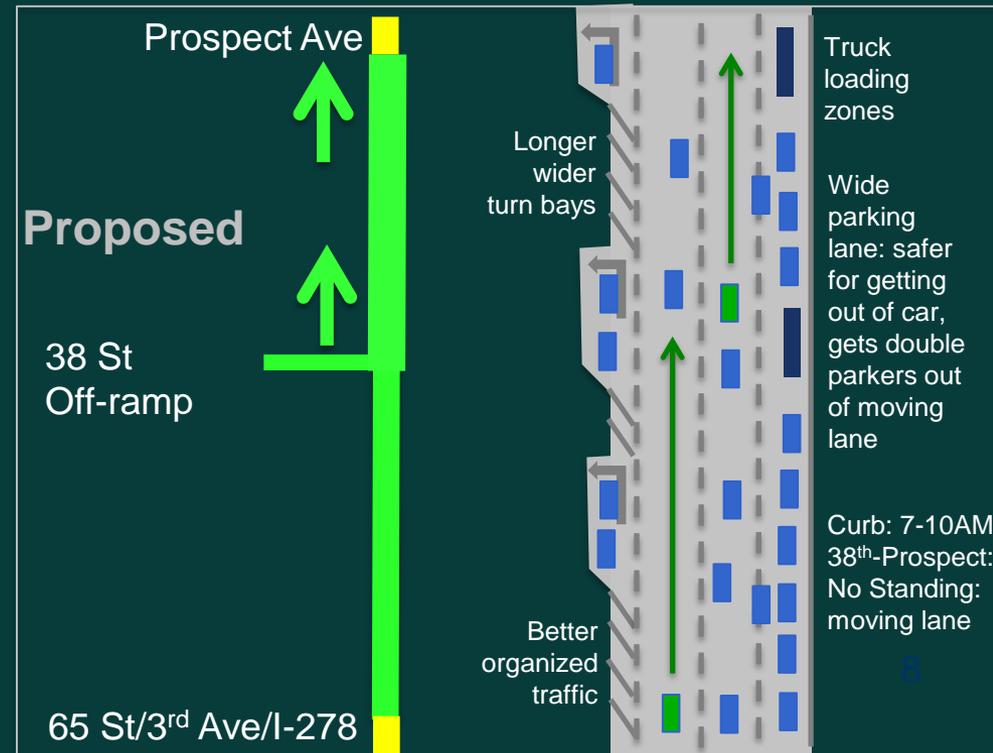
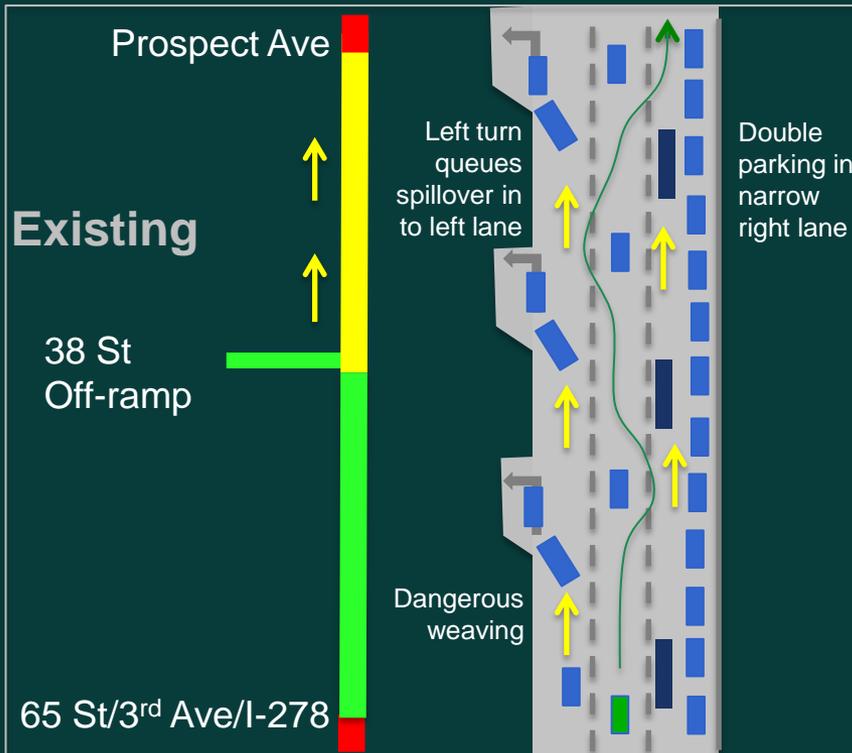
- In-Street Ped Space



- All designs were well received at the February workshop

Proposal

- 2 moving lanes with wider medians and wide parking lane
 - 1 “good lane” existing (center) → 2 good lanes proposed (better organized)
 - Wider median improves pedestrian safety at 52 intersections
- Improve AM commute capacity, reliability: 38th St to Prospect Ave
 - Provide 3 full width lanes northbound 38th St to Prospect Ave (7-10am)
 - Northbound left turn ban from 32nd to 24th Sts (7-10am)
- Relieve northbound bottlenecks at Prospect Ave and 65th St/I-278



Benefits of Proposed Design

Existing



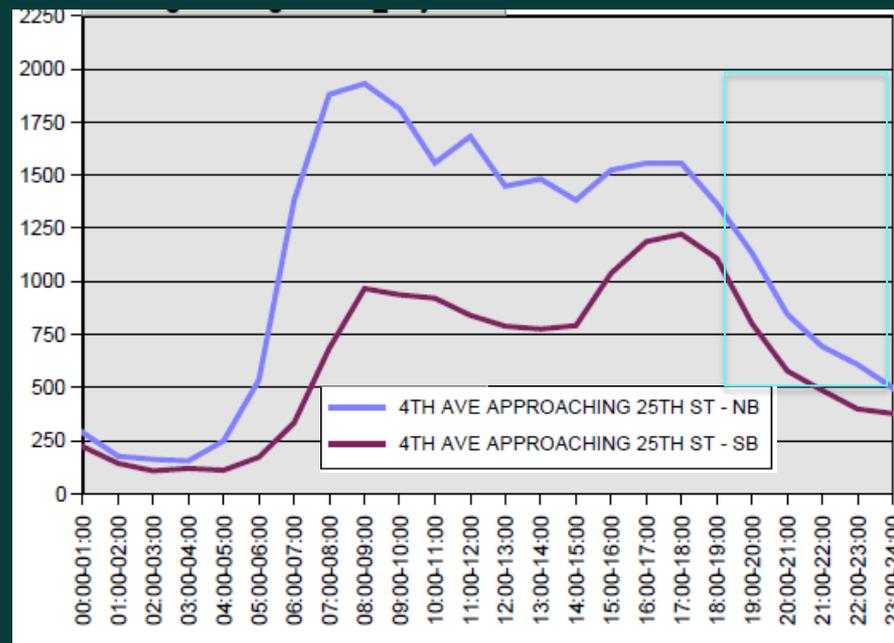
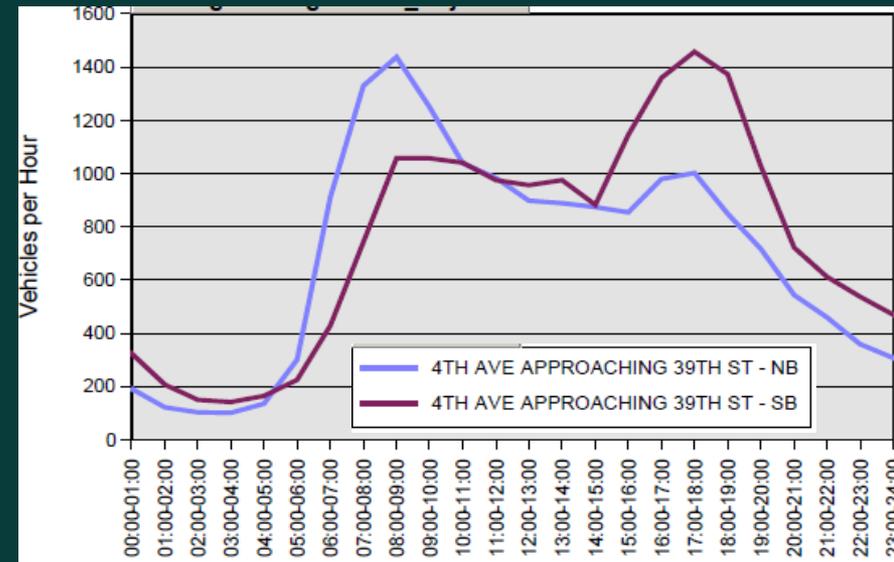
- More pedestrian space
- Less speeding (30 mph limit)
- Less bottleneck congestion
- Better curb management
- Better organized traffic
- Addresses community concerns at 18th-Prospect, 60th St, 65th St
- School safety improvements
- Beautification opportunities

Proposed



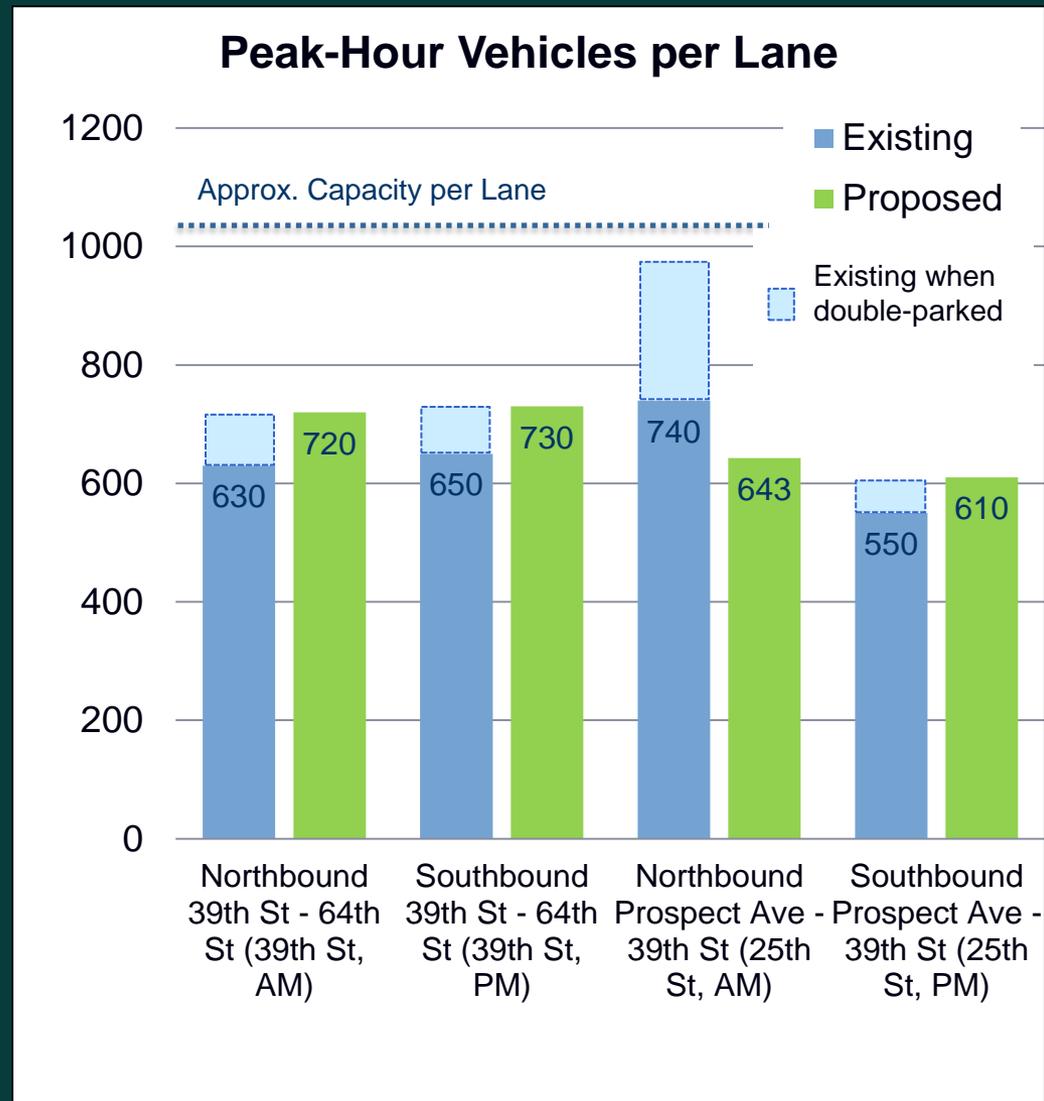
How Traffic Works Now

- 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**



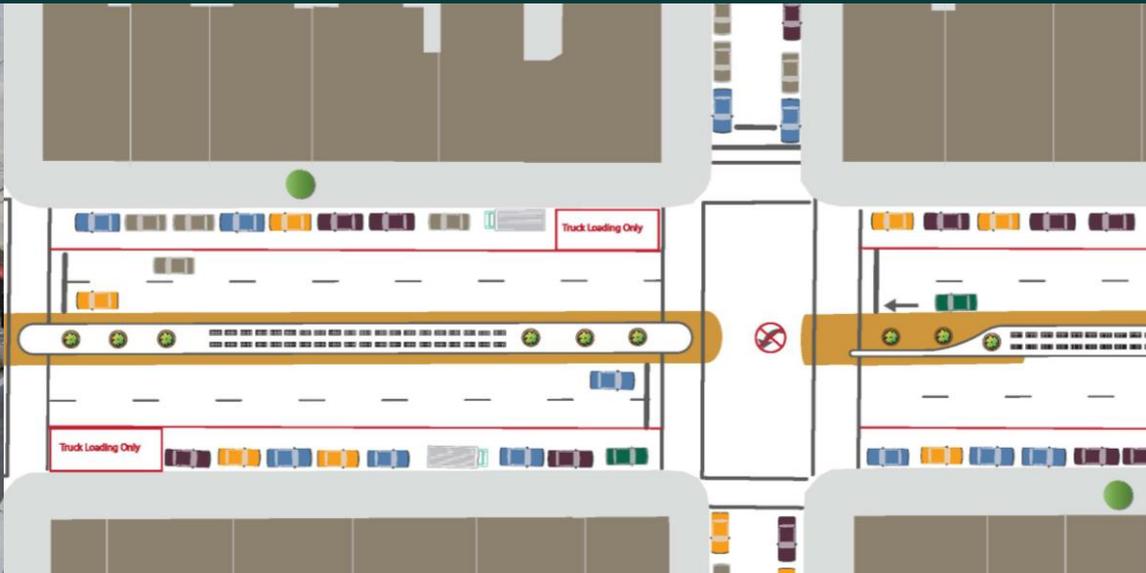
How Traffic Will Work

- 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**



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



Proposed

Short Turn Bay
25 locations

Left Turn Ban
8 locations

Lengthen Short Left Bay
9 locations

Existing



Proposed



Benefits

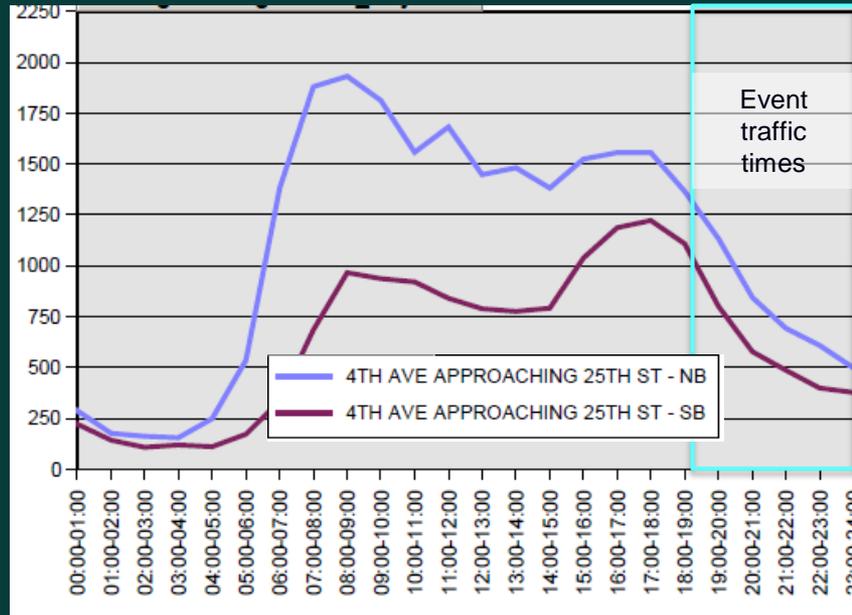
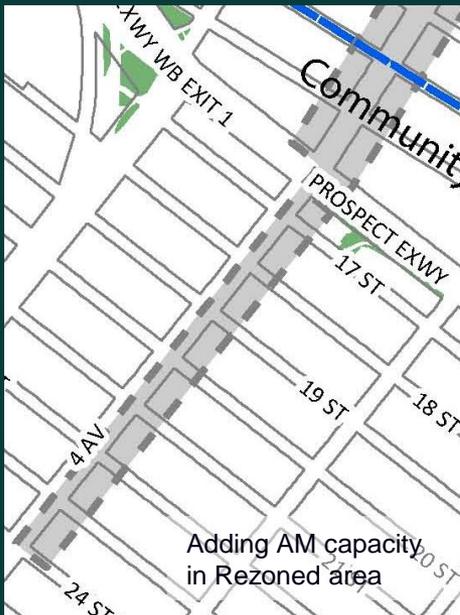
Pedestrian space wider:
2' → 6', 10' → 18'
Wider vehicle turn bay
Truck loading zone

Pedestrian space wider:
2' → 18', 10' → 18'
Near schools, subways
Where left underutilized

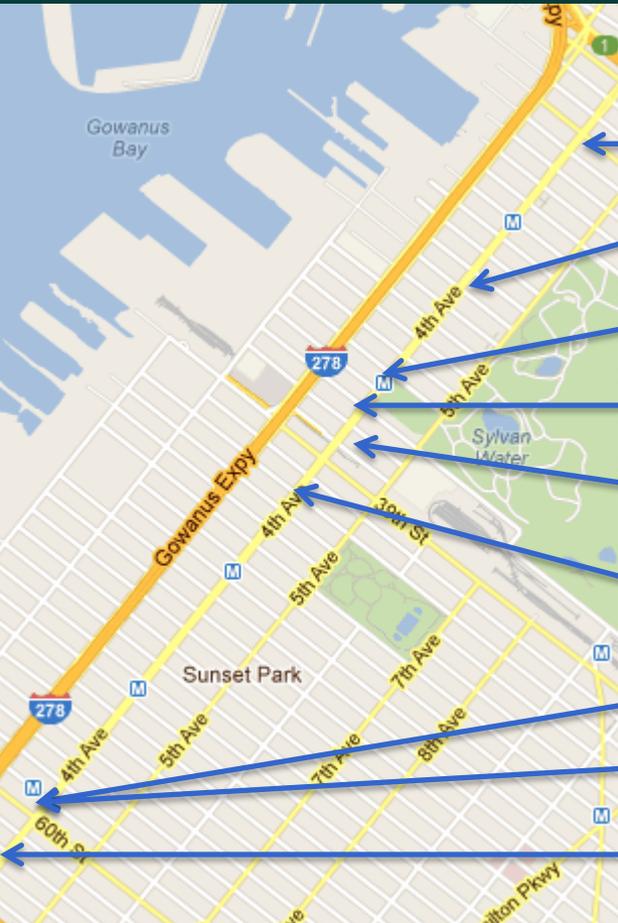
Pedestrian space wider:
2' → 13', 10' → 18'
Bay holds more vehicles
Keeps parking, 2 thru lanes

Fits Neighborhood Growth

- Provides more AM capacity in Rezoning area
- Barclays Center is 1.5 miles away. Event traffic (weekday evenings, weekends) does not coincide with 4th Avenue peak traffic times



All 4th Ave Schools Support Plan



School	Type	Street	Primary Student Transport
Al-Noor	K-12	20-21	Bus
Beacon	Elementary	29-30	Car/Walk
SP HS	High	34-35	Walk/MTA
PS371	High/Special Ed	36-37	Bus
PS24	Elementary	37-38	Walk
MS136	Middle	40-41	Walk
PS503	Elementary	59-60	Walk
PS506	Elementary	59-60	Walk
PS971	Elementary	62-63	Walk

- Almost all students at 4th Avenue schools walk to school
- Principals have seen DOT proposals and discussed operations

Overall Proposal



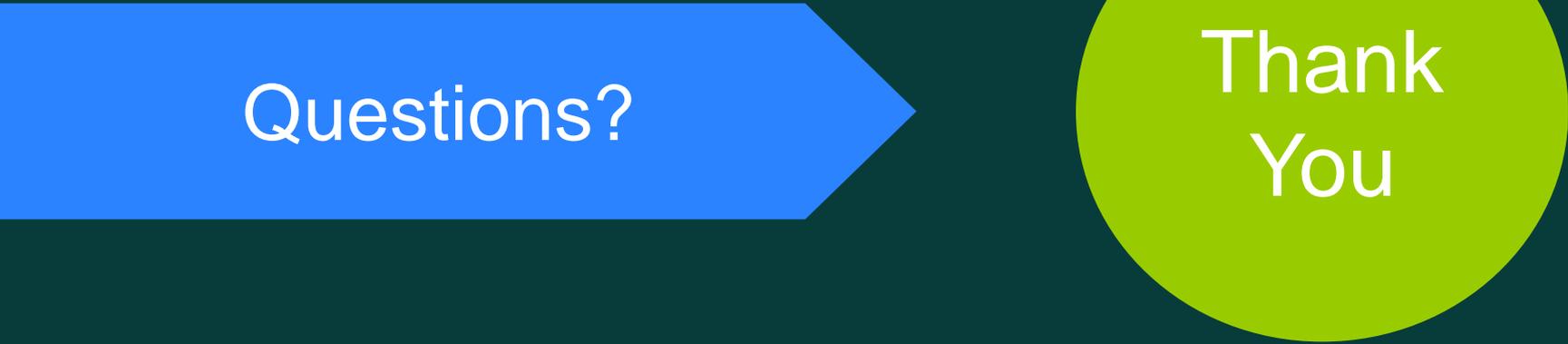
-  Ban Left Turn
-  Lengthen Left Turn Bay
-  Rush Hour Parking Regulations
-  Potential Public Space

- 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 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
 - Increases northbound morning commute capacity
 - 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



Questions?

Thank
You

Project Website: www.nyc.gov/4thave

Contact: Brooklyn Borough Commissioner's Office – 4thAvenue@dot.nyc.gov / (718) 222-7259