Citywide Congested Corridors Project

Church Avenue

McDonald Avenue to Utica Avenue

May 18th, 2009

NEW YORK CITY DOT

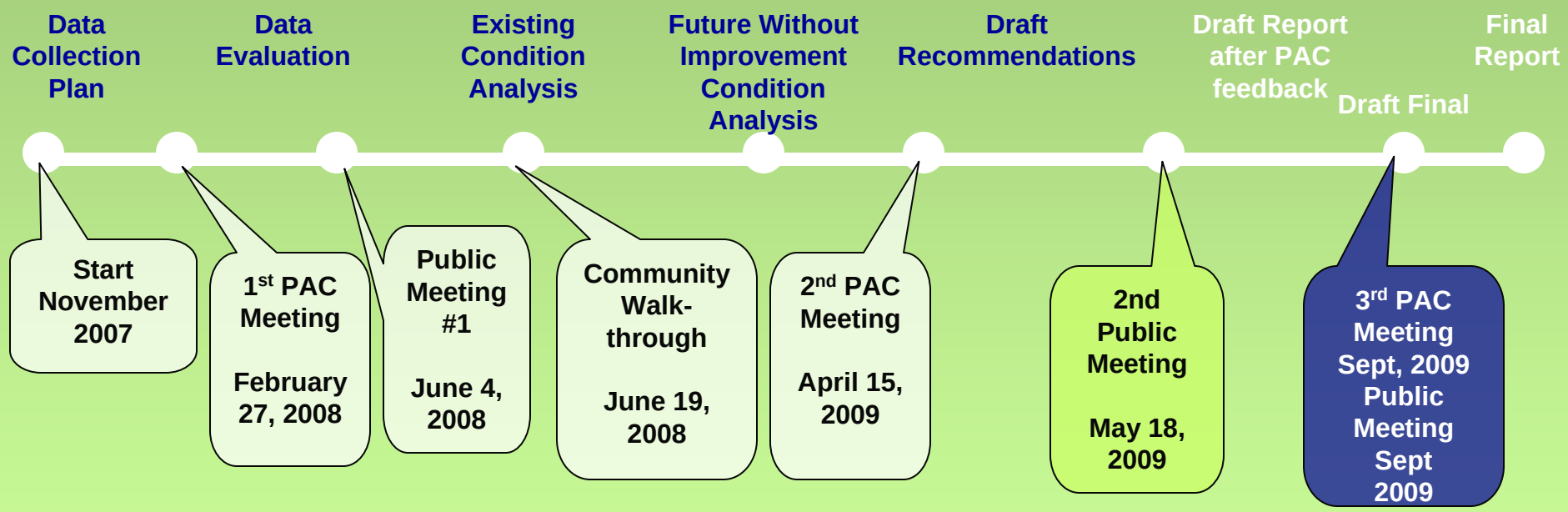
Greenman-Pedersen, Inc.

Engineering and Construction Services

Study Goals and Objectives

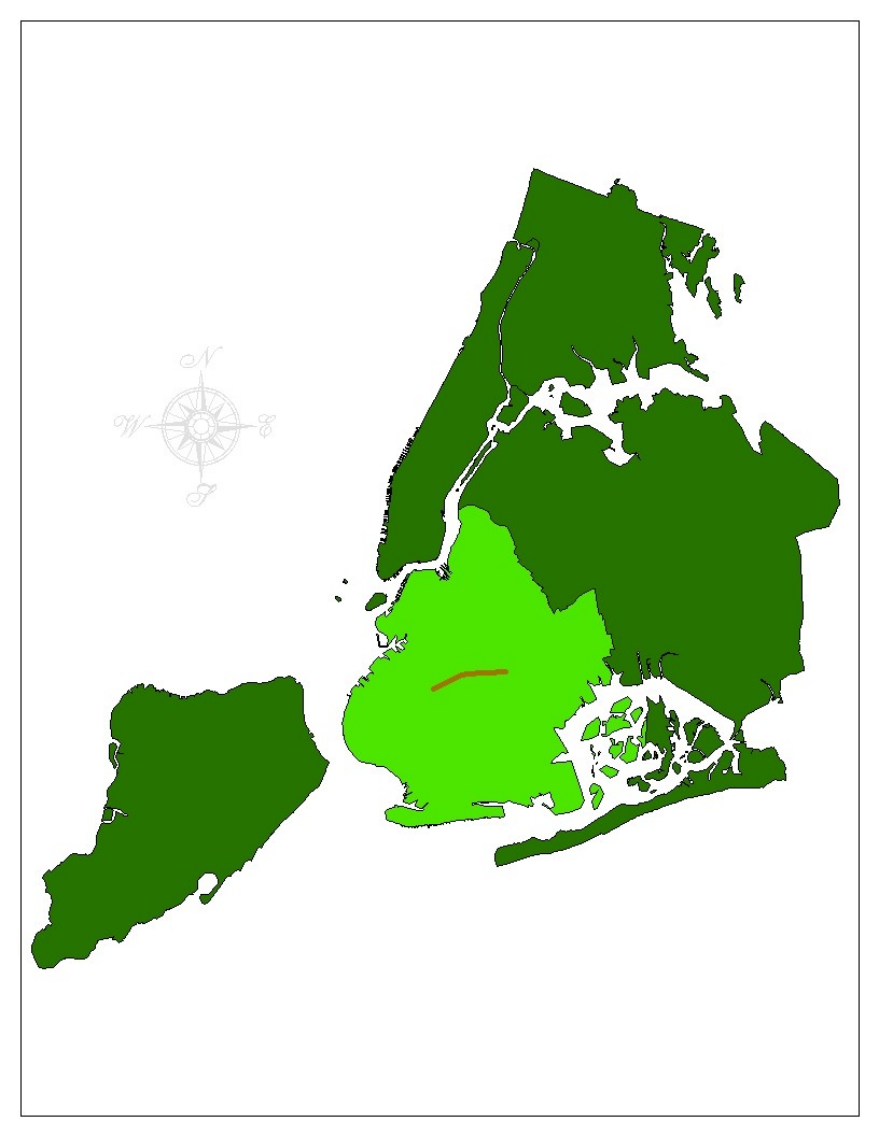
- Reduce vehicular congestion and improve air quality, mobility and safety to enhance the quality of life for all users (vehicle, transit, pedestrians, bicyclists) who live, work and shop in the study area.
- Bring the various stakeholders together in identifying problems and building consensus on potential solutions.

Project Status



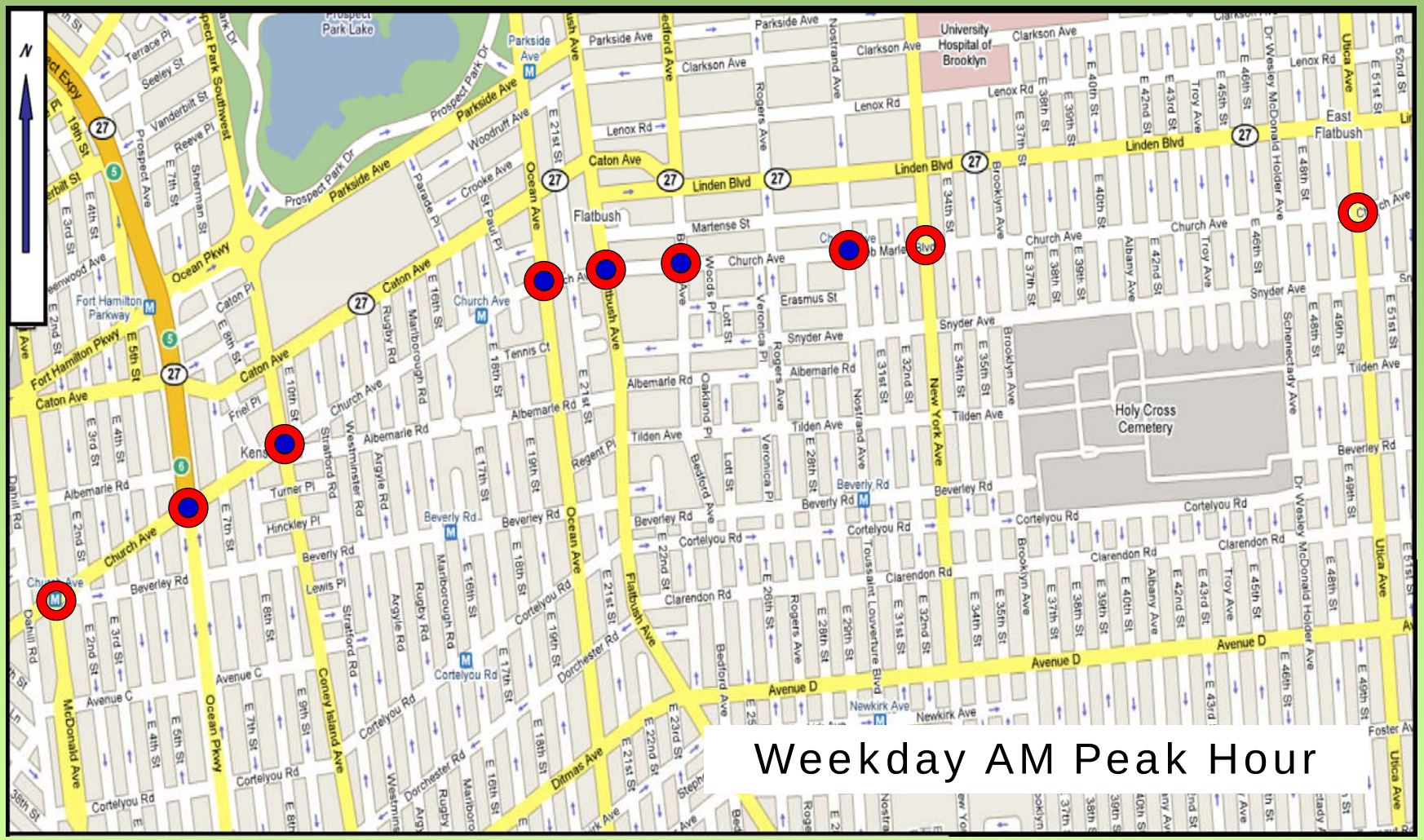
Areas of Assessment

- Traffic Analysis
- Land Use & Zoning
- Demographics
- Pedestrian
- Safety
- Transit
- Parking
- Goods Movement



Existing Conditions - Major Findings

Traffic Operations at Major Intersections


Weekday AM Peak Hour
Prospect Park Lake
Parkside Ave
Prospect Park Southwest
Prospect Park Dr
Ocean Pkwy
Fort Hamilton Parkway
Caton Ave
Church Ave
Flatbush Ave
Ocean Ave
Linden Blvd
Lenox Rd
Clarkson Ave
Nostrand Ave
Rogers Ave
Brooklyn Ave
New York Ave
Albany Ave
Troy Ave
Utica Ave
East Flatbush
University Hospital of Brooklyn
Holy Cross Cemetery
Snyder Ave
Tilden Ave
Beverley Rd
Cortelyou Rd
Clarendon Rd
Avenue D
Avenue C
Albemarle Rd
Martense St
Erasmus St
Newkirk Ave
Foster Ave
McDonald Ave
Coney Island Ave
Ditmas Ave
Dorchester Rd
Rugby Rd
Marlborough Rd
Westminster Rd
Stratford Rd
Argyle Rd
Bedford Ave
Lott St
Veronica Pl
Oakland Pl
Woods Pl
Parade Pl
Crooke Ave
Woodruff Ave
Vanderbilt St
Reeve Pl
Sherman St
Terrace Pl
Seeley St
Prospect Ave
Ocean Pkwy
Caton Pl
Fort Hamilton Pkwy
Friel Pl
Turner Pl
Hinckley Pl
Lewis Pl
Tennis Ct
Regent Pl
Toussaint Louverture Blvd
Schenectady Ave
Dr Wesley McDonald Holder Ave
Lenox Rd
Church Ave
Snyder Ave
Tilden Ave
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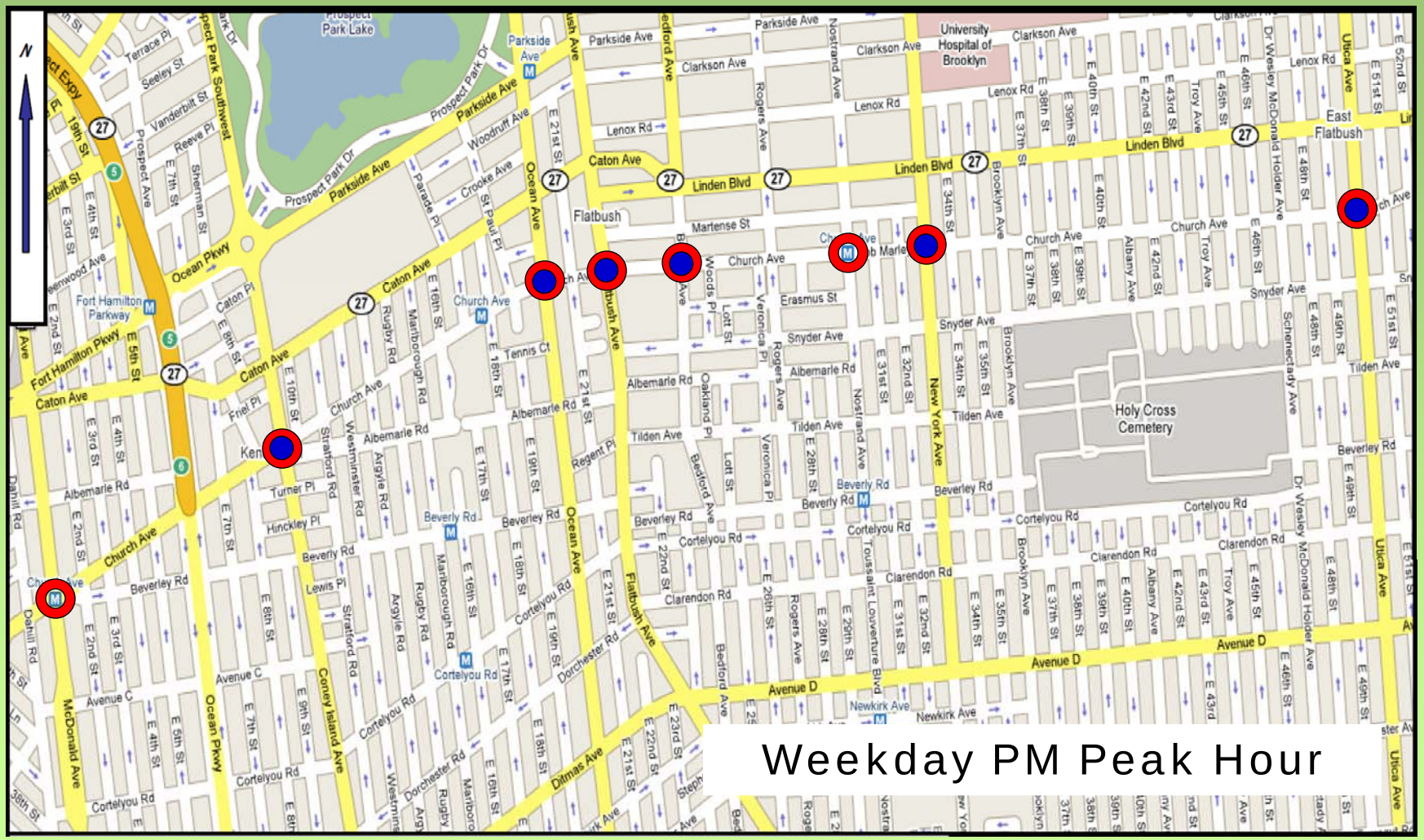
Albemarle Rd

Traffic Operations at Major Intersections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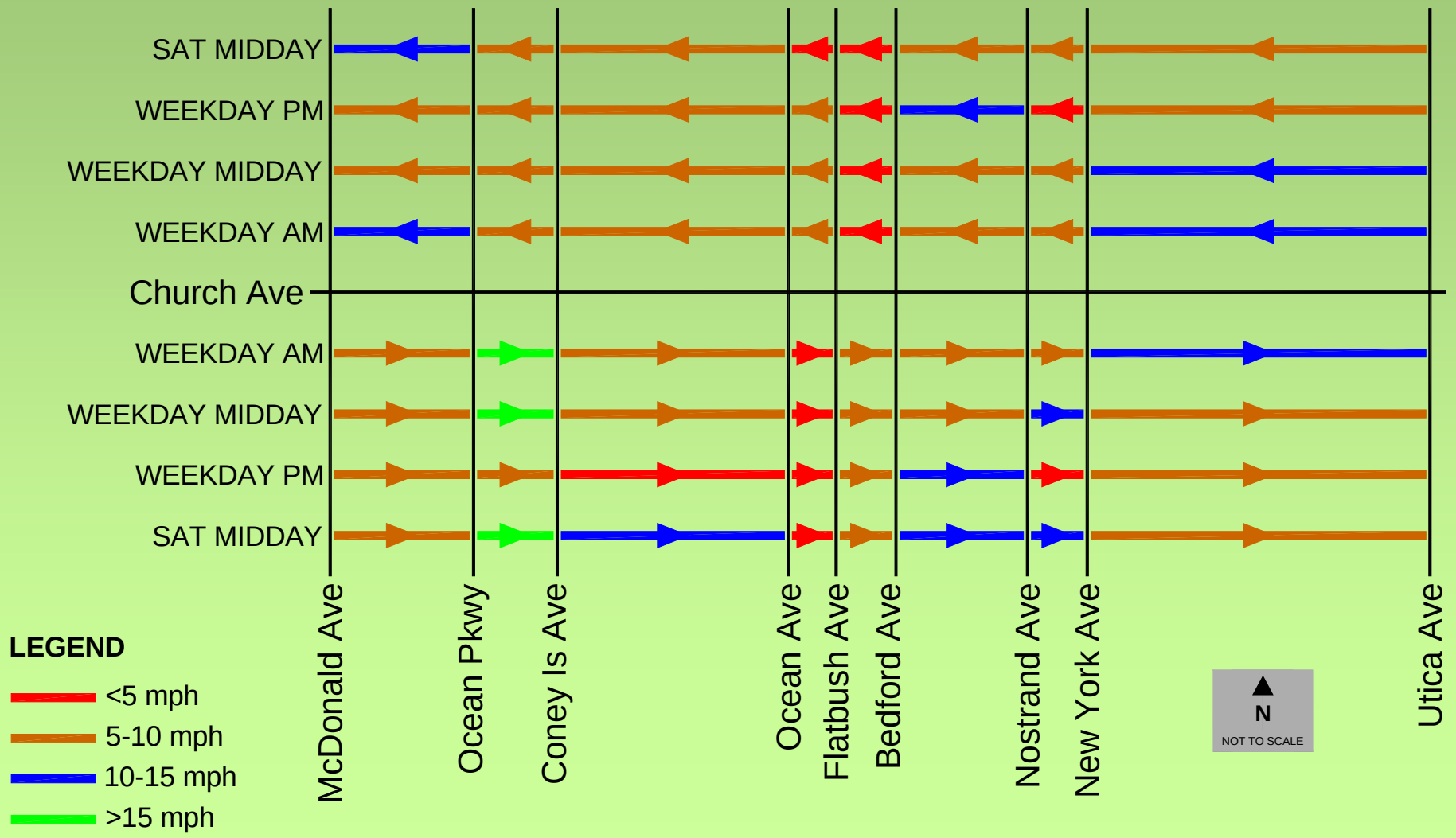
Traffic Operations at Major Intersections

Existing Conditions

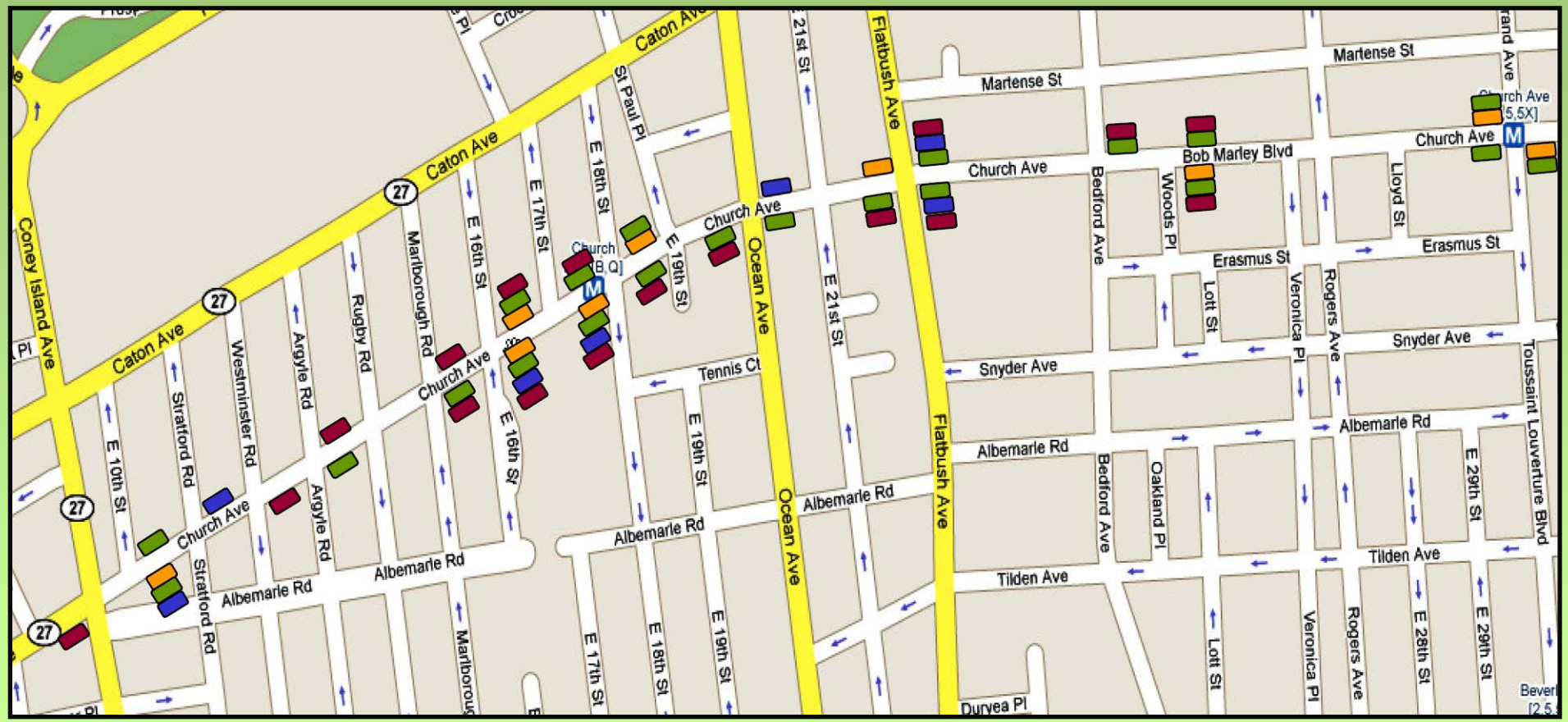
Future without Improvements

INTERSECTION OPERATING AT LOS E/F

Travel Speed



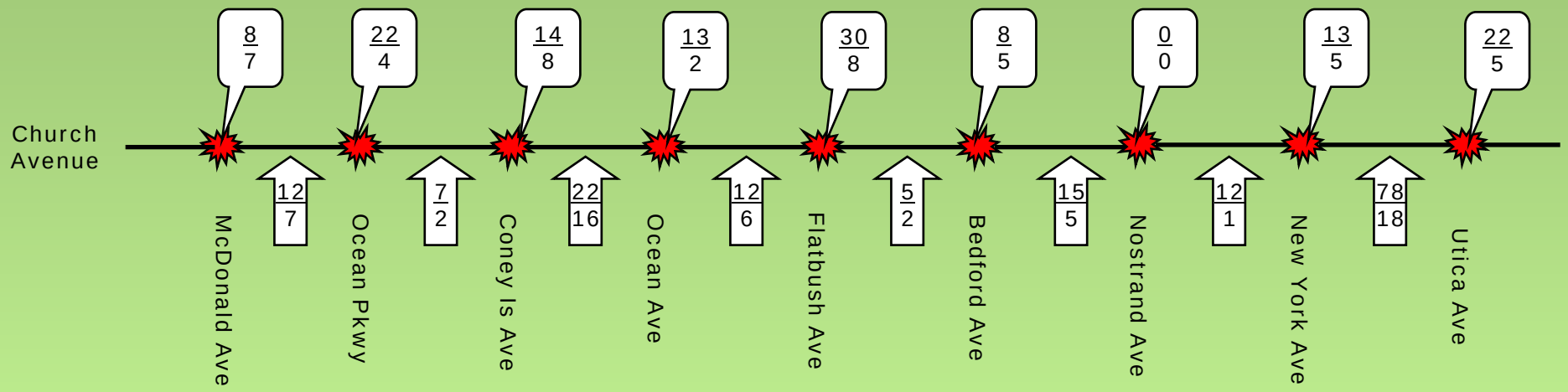
Illegal/Double Parking



Observed Double Parked Delivery Trucks

BLOCK LOCATION	
FROM	**TO**
E 7th Street	E 8th Street
E 16th Street	E 17th Street
E 17th Street	E 18th Street
Lloyd Street	Nostrand Avenue
E 31st Street	E 32nd Street
New York Avenue	E 34th Street
E 43rd Street	Troy Street
Troy Street	E 45th Street

Traffic Crashes



LEGEND

Intersections

8/7 — Total / Pedestrian — Crashes At Intersections

12/7 — Total / Pedestrian — Crashes Between Intersections

Pedestrians

- Substandard pedestrian ramps
- Overcrowded sidewalks
- Sidewalk encroachment
- Substandard or missing bus stop shelters
- Heavy turning volumes

General Corridor Wide Improvement Measures

Pedestrian Safety

- Upgrade markings
- Upgrade or repair pedestrian ramps
- Construct pedestrian refuge islands
- Increase bus stop length to eliminate bus queuing in crosswalks
- Relocate and install bus shelters and relocate bus stops to provide better access
- Install “Yield to Pedestrian” signs at various intersections
- Install Leading Pedestrian Intervals (LPI’s) some intersections

Traffic Congestion

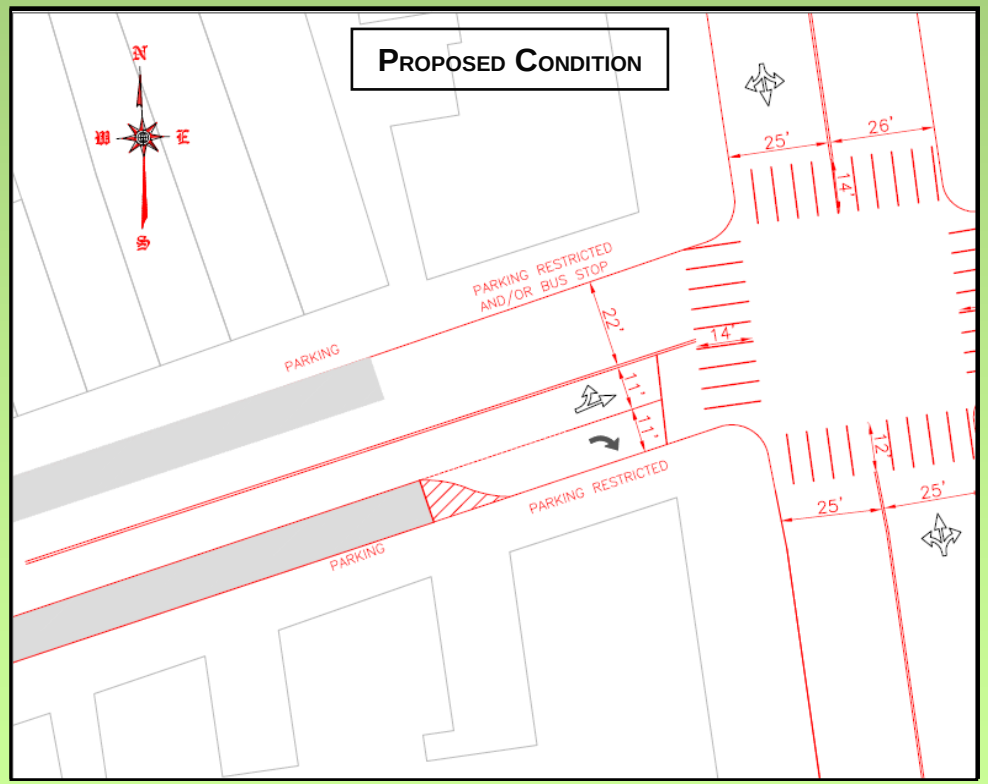
- Optimize traffic signal timing for smoother progression and coordination to improve operations and reduce aggressive behavior due to excessive delays
- Increase bus stop lengths to accommodate two buses simultaneously and minimize bus spillback into crosswalks and intersections

Traffic Congestion

- Prohibit left turns from side streets
  - Ocean, Bedford and Utica Avenues
    - Improves traffic flow and reduces delays
    - Reduces congestion without removing parking spaces
    - Increases pedestrian safety by reducing vehicle conflict opportunities
    - Decreases potential of vehicular accidents

Traffic Congestion

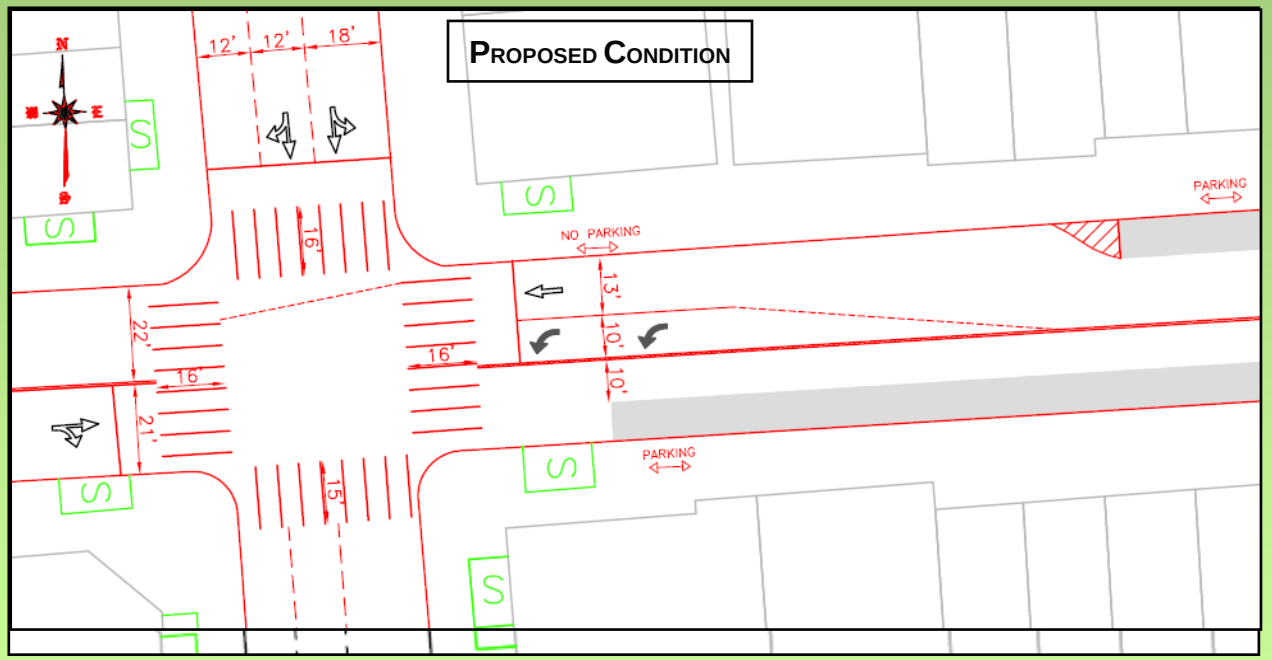
- Provide right turn pocket lanes



- Reduction of 2 to 3 parking spaces
- Improve traffic flow and reduce delays
- Improve pedestrian visibility

Traffic Congestion

- Provide left turn pocket lanes



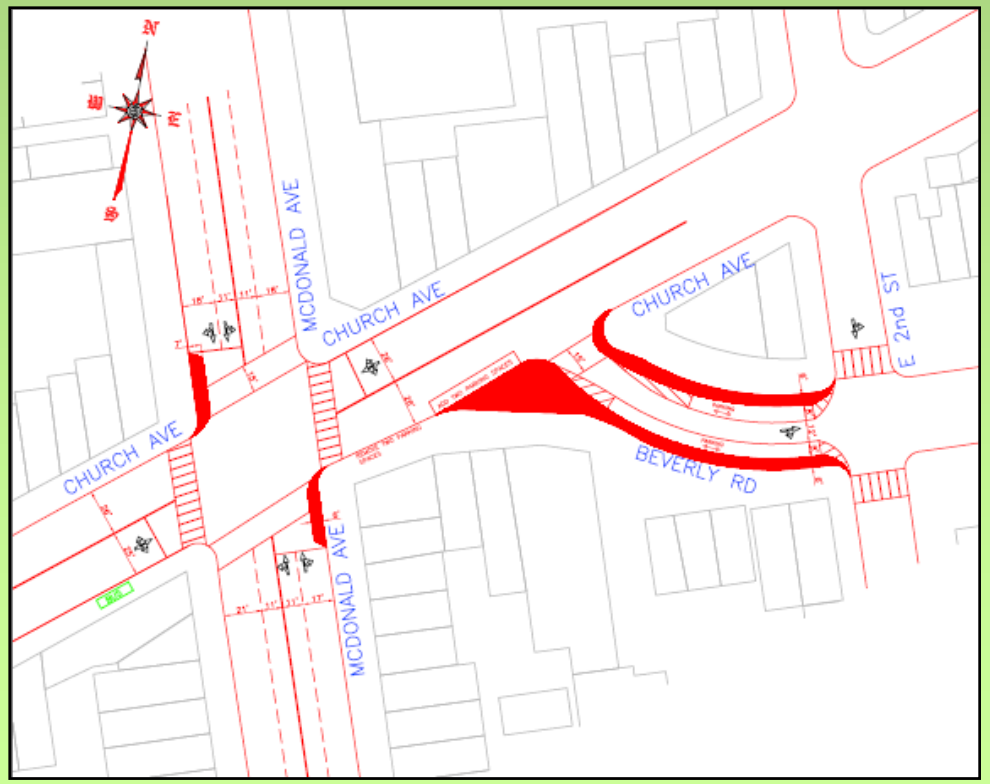
- Reduction of 5 to 7 parking spaces (depending on the selection of design alternative)
- Improve traffic flow and reduce delays

Parking

- Initiate a ParkSmart pilot program to increase parking utilization
- Install muni-meters
- Identify delivery zone windows for commercial parking regulation
  - Church Avenue BID Example:
    - How many days a week are deliveries made?
    - How many deliveries are made in a day?
    - What time of day are deliveries made?
    - Where do trucks park while making deliveries?

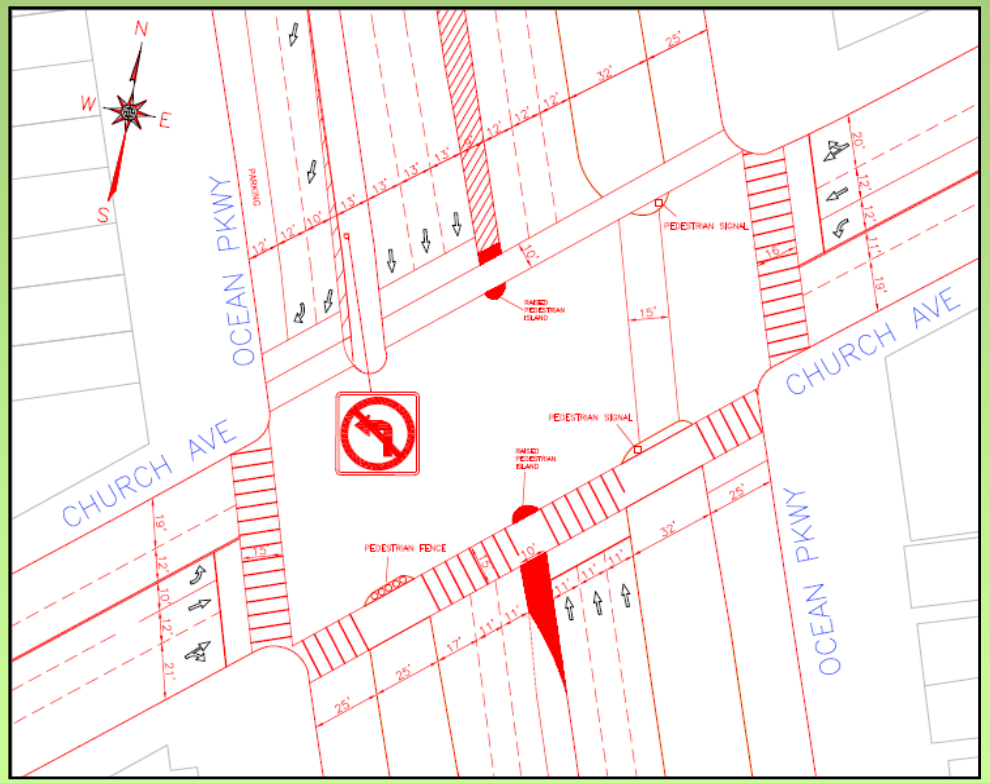
Site Specific Improvement Measures

Church Avenue at McDonald Avenue & Beverly Road



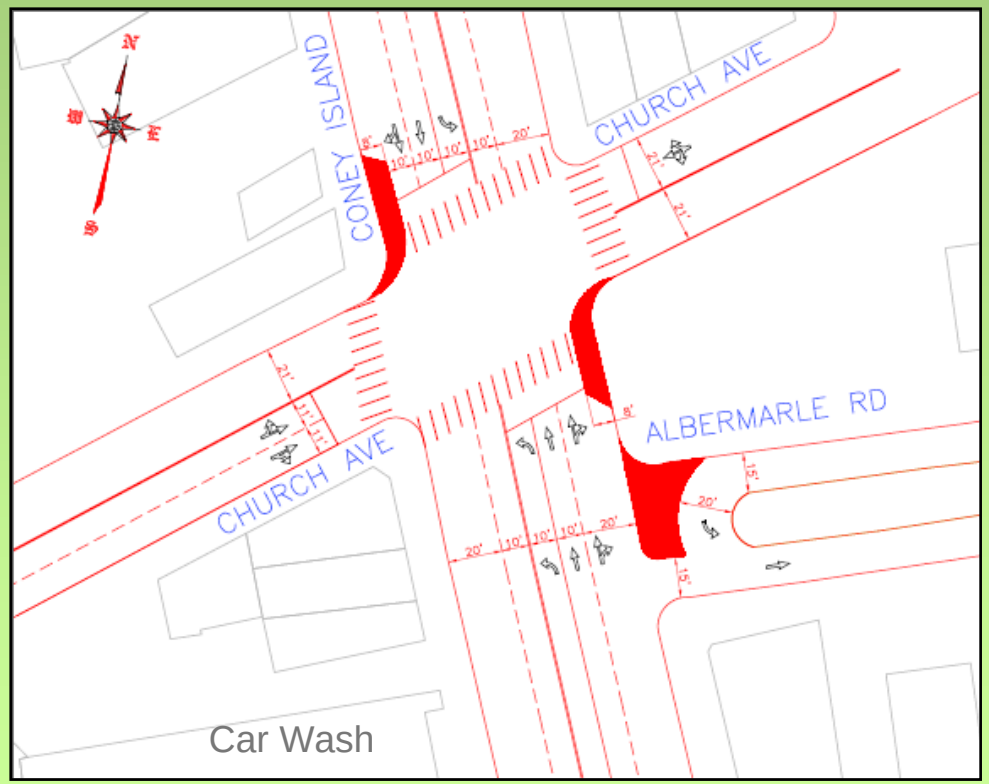
- Signal timing modifications
- Install a new bus shelter
- Install bulbouts
- Narrow Beverly road with wider sidewalks and bulbouts that normalize the intersection

Church Avenue at Ocean Parkway



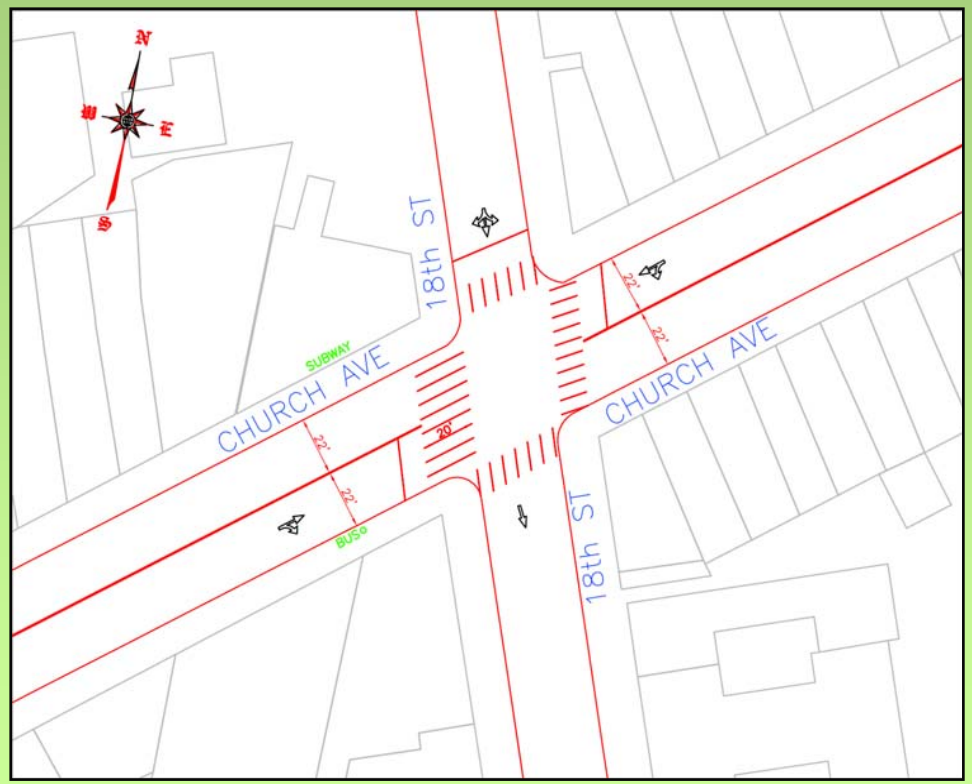
- Provide raised pedestrian refuge island and median extension
- Install pedestrian signal
- Install pavement markings to discourage illegal left turns from the southbound service road
- Upgrade No Turn signs on Northbound Ocean Parkway
- Install No Left Turn sign on Southbound Service Road

Coney Island Avenue at Church Avenue and Albemarle Road



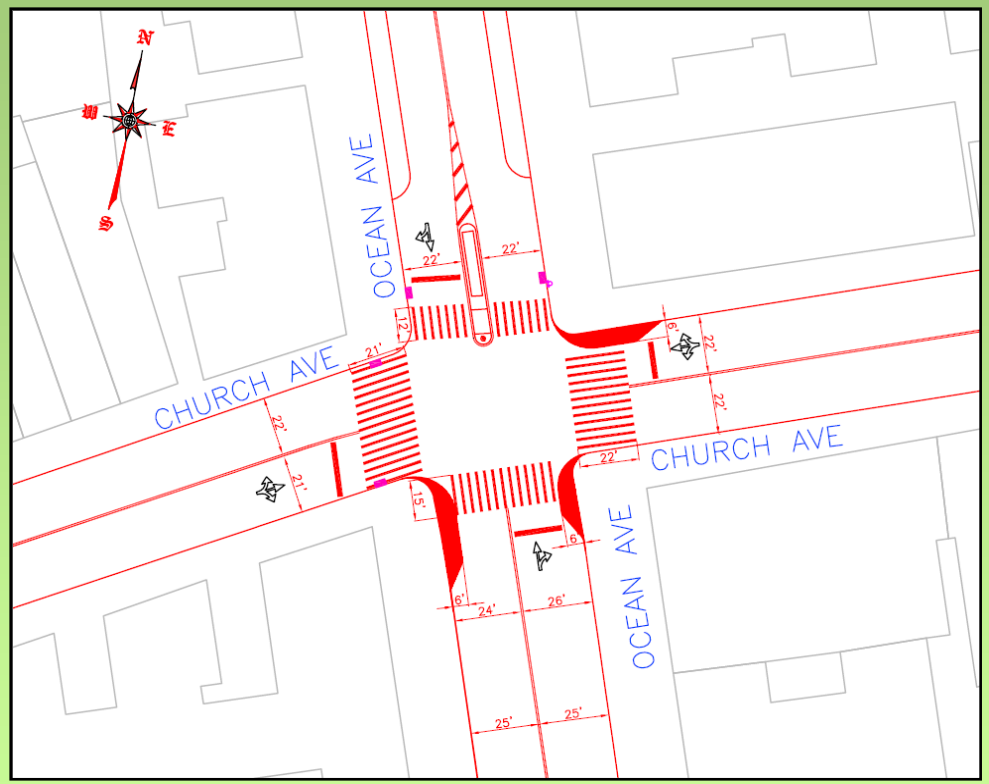
- Add a northbound protected left turn phase
- Install bulbouts
- New traffic pattern with “Right Turns In Only” at Albemarle Road from Coney Island Avenue
- Remove Albemarle Road from intersection
- Install quick curb on Coney Island Avenue to prevent left turns at Albemarle Road and carwash

Church Avenue at East 18th Street



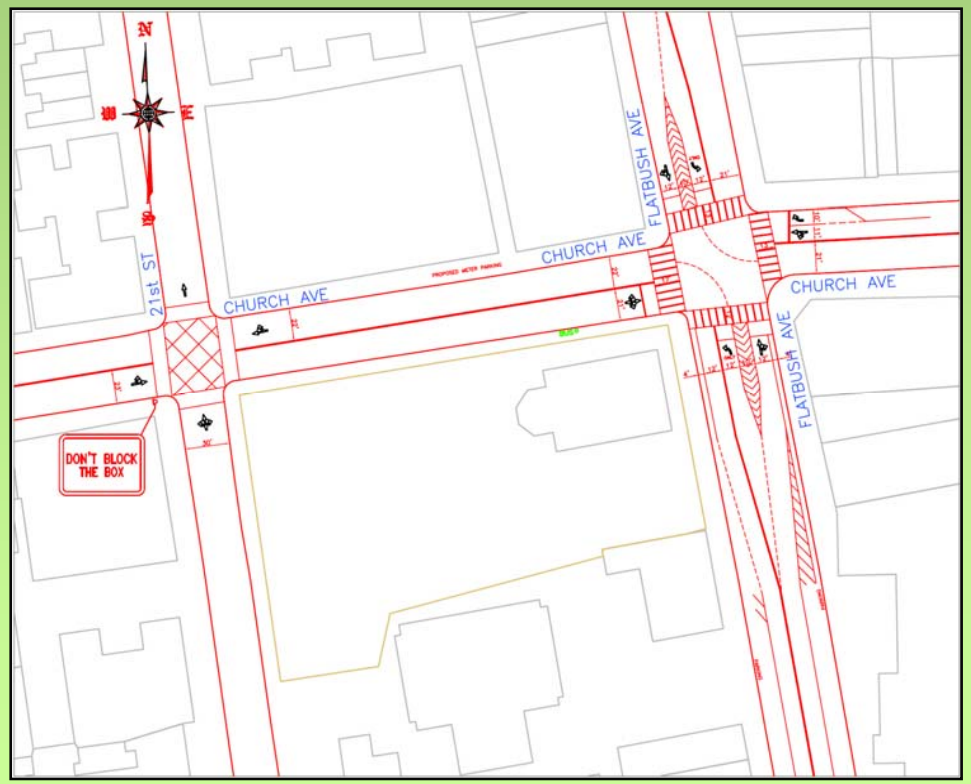
- Install LPI's on Church Avenue
- Increase west crosswalk width to 20'
- Move eastbound bus stop 10' west from new stop bar

Church Avenue at Ocean Avenue



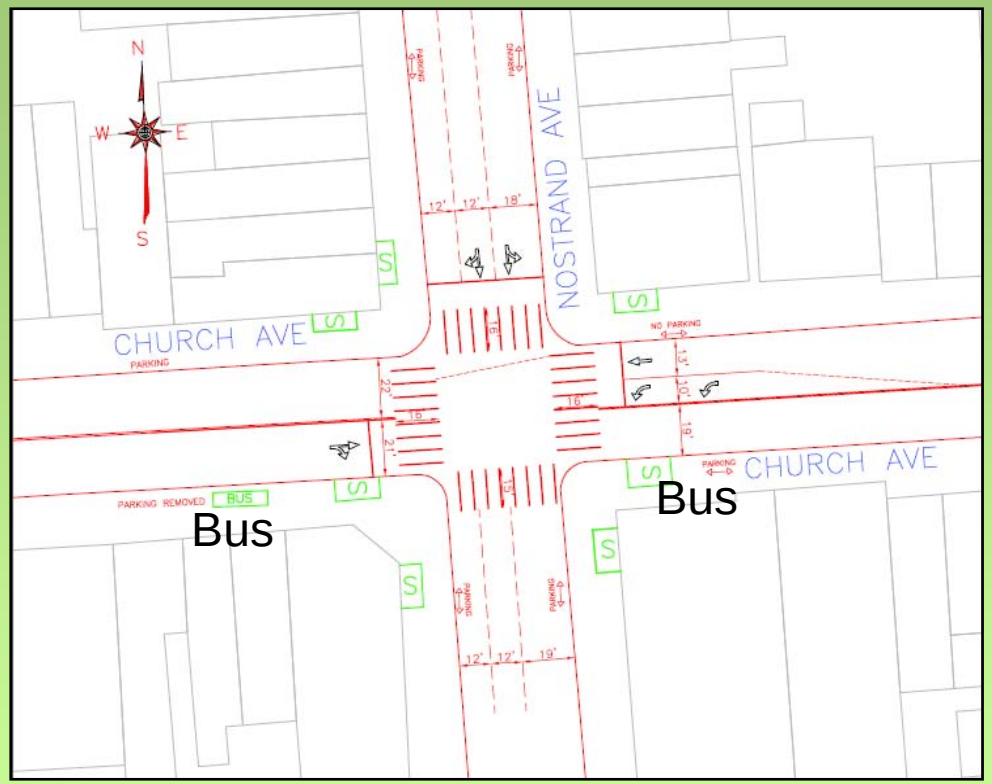
- Prohibit northbound and southbound left turns on to Church Avenue
- Provide raised pedestrian refuge island
- Install bulbouts
- Install LPI's

Church Avenue at Flatbush Avenue & E. 21st Street



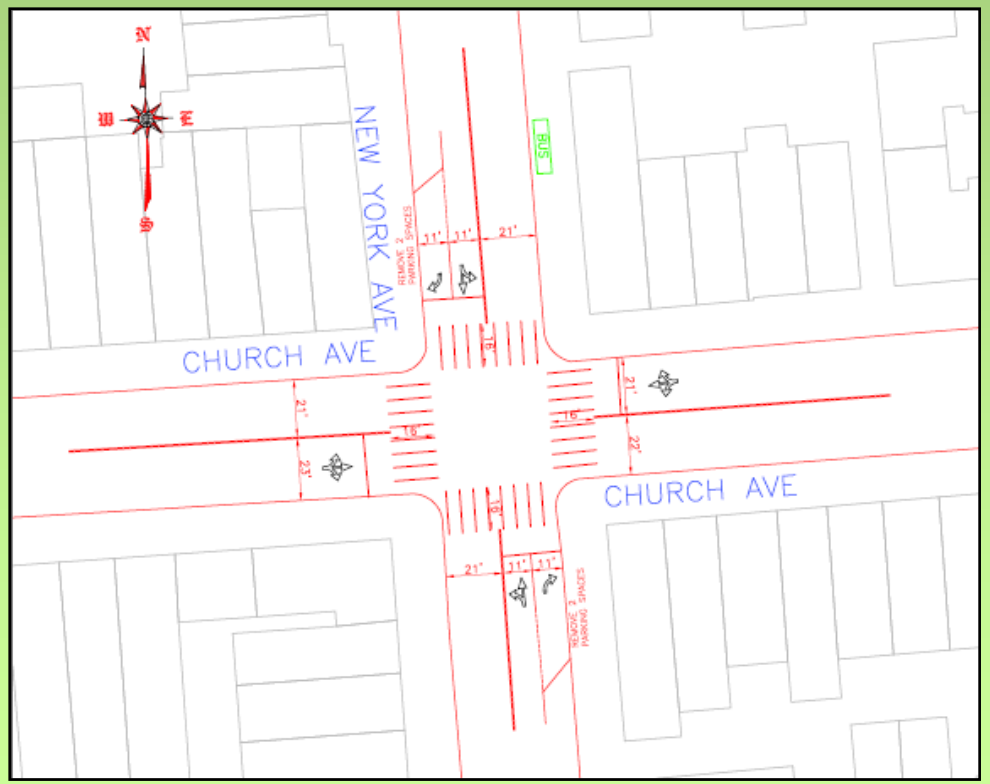
- Install “don’t Block the Box” sign with appropriate striping on 21st Street intersection
- Install north and southbound left turn bays on Flatbush Avenue
- Provide metered parking on north curb of Church Ave between Flatbush and East 21st Street

Church Avenue at Nostrand Avenue



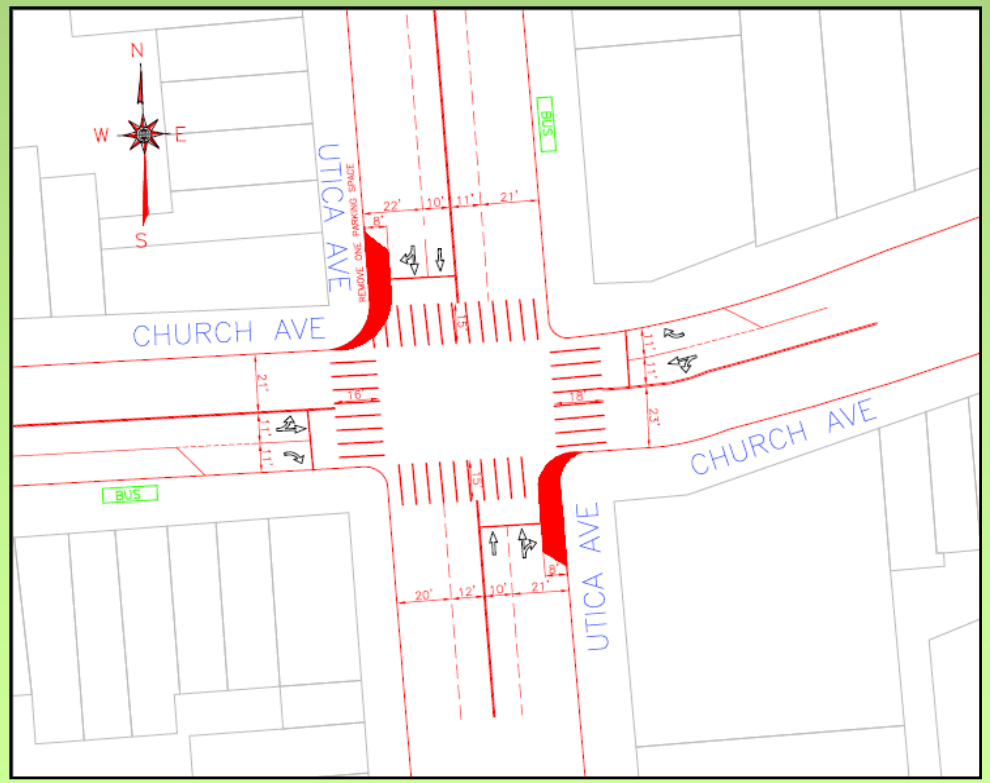
- Provide a new westbound left turn pocket lane on Church Avenue
- Relocate eastbound bus stop to near side from far side

Church Avenue at New York Avenue



- Provide a new northbound and a southbound right turn pocket lane
- Relocate far side bus shelter

Church Avenue at Utica Avenue

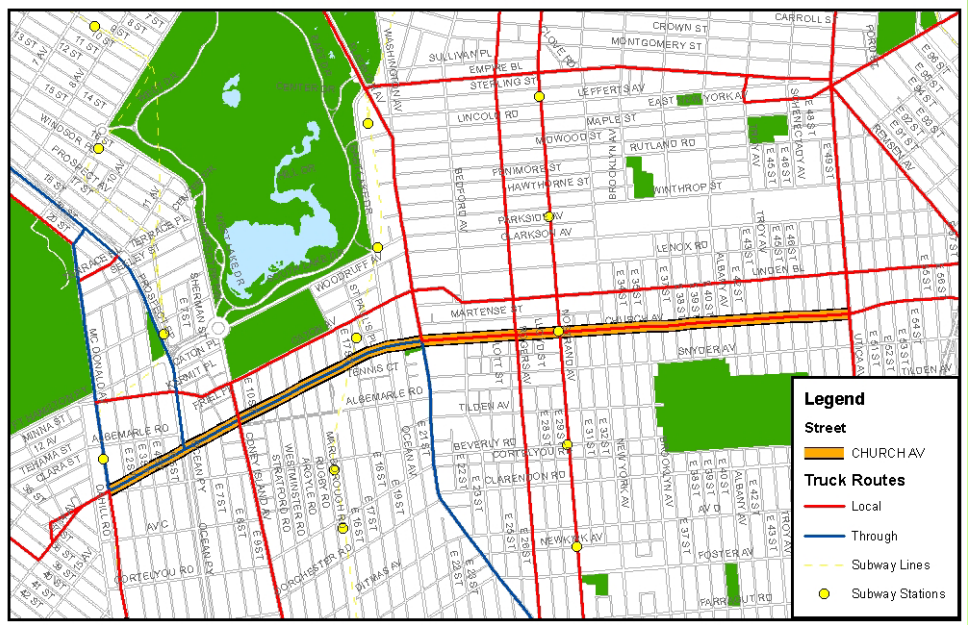


- Install right pocket lanes on Church Avenue
- Install bulbouts on Utica Avenue
- Prohibit northbound and southbound left turns on to Church Avenue

Bold Ideas

New Proposals

- Church as one-way westbound street
  - Signals timed in progression
  - No delays to left turning vehicles waiting for gaps
  - Double parking will cause less problems
  - Expected to attract westbound through traffic currently using Linden Blvd/Caton Ave to access Prospect Expressway
  - Most eastbound traffic to be diverted is local



Next Steps

- Review PAC Comments
- Public Meeting (Mid May)
- Short and Long Term Proposals
- PAC Meeting (September)
- Public Meeting (September)
- Final Report (Fall 2009)

QUESTIONS AND COMMENTS

http://www.nyc.gov/html/dot/html/motorist/churchave.shtml