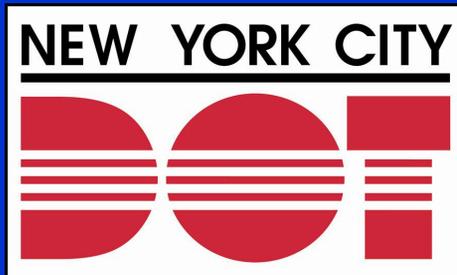


Citywide Congested Corridors Project Church Avenue McDonald Avenue to Utica Avenue

June 4th, 2008



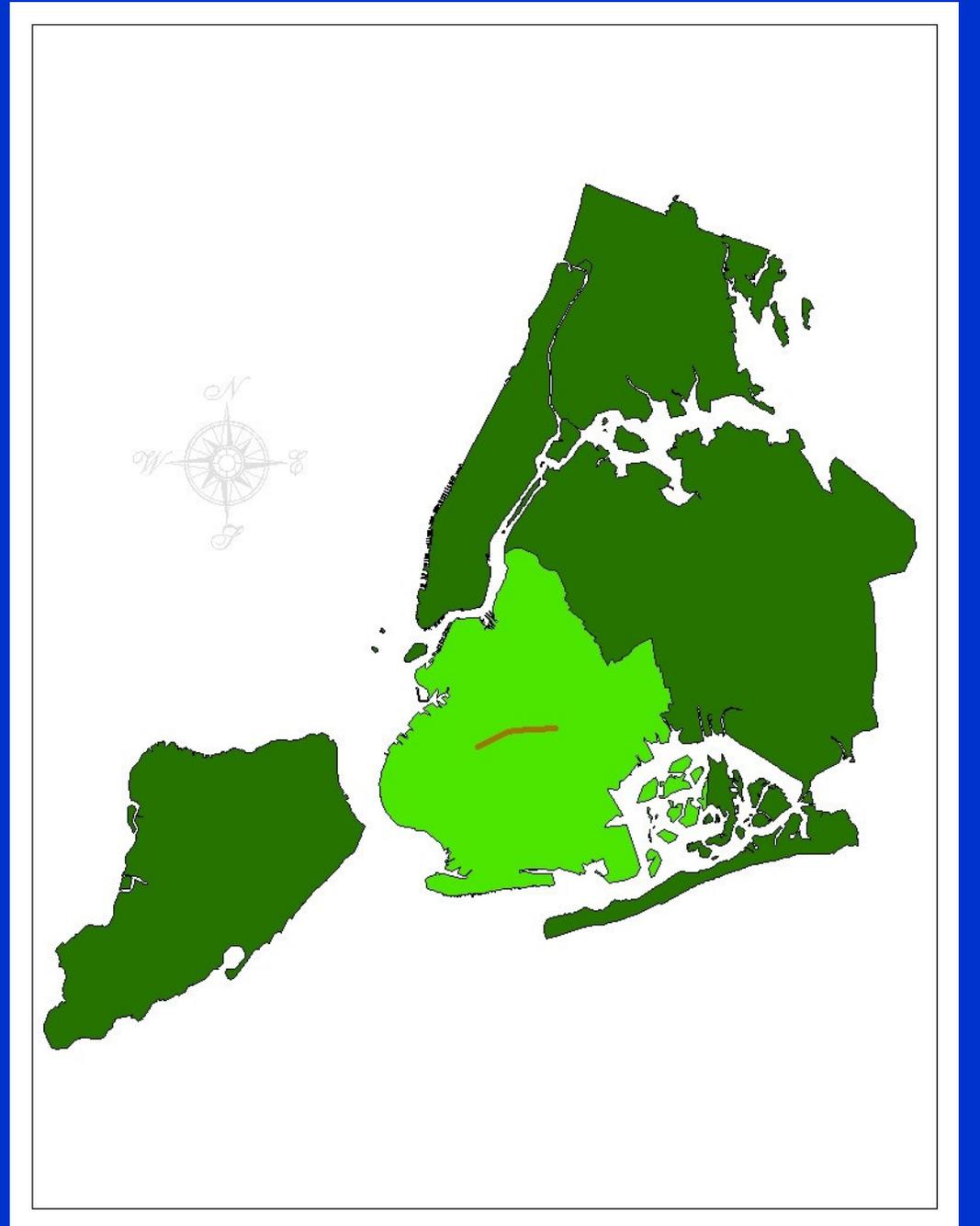
GPI Greenman-Pedersen, Inc.
Engineering and Construction Services

CMAQ Program

- Federal Funds – **Congestion Mitigation and Air Quality Improvement Program**
- Major Objectives are to Reduce Congestion and Improve Air Quality

Study Area

- 2.7-mile east-west corridor from McDonald Avenue to Utica Avenue
- Community Boards 12, 14 and 17



Other NYCDOT Initiatives

- Roadway Reconstruction (Flatbush to Rogers Avenues) – Capital Project
- Subway-Sidewalk Interface (Brighton line station)
- Safe Routes to Schools (Yeshiva at Ocean Parkway)
- Truck Route Management and Community Impact Reduction Study
- Street Lighting Project
- BRT at Nostrand Avenue



Study Goals and Objectives

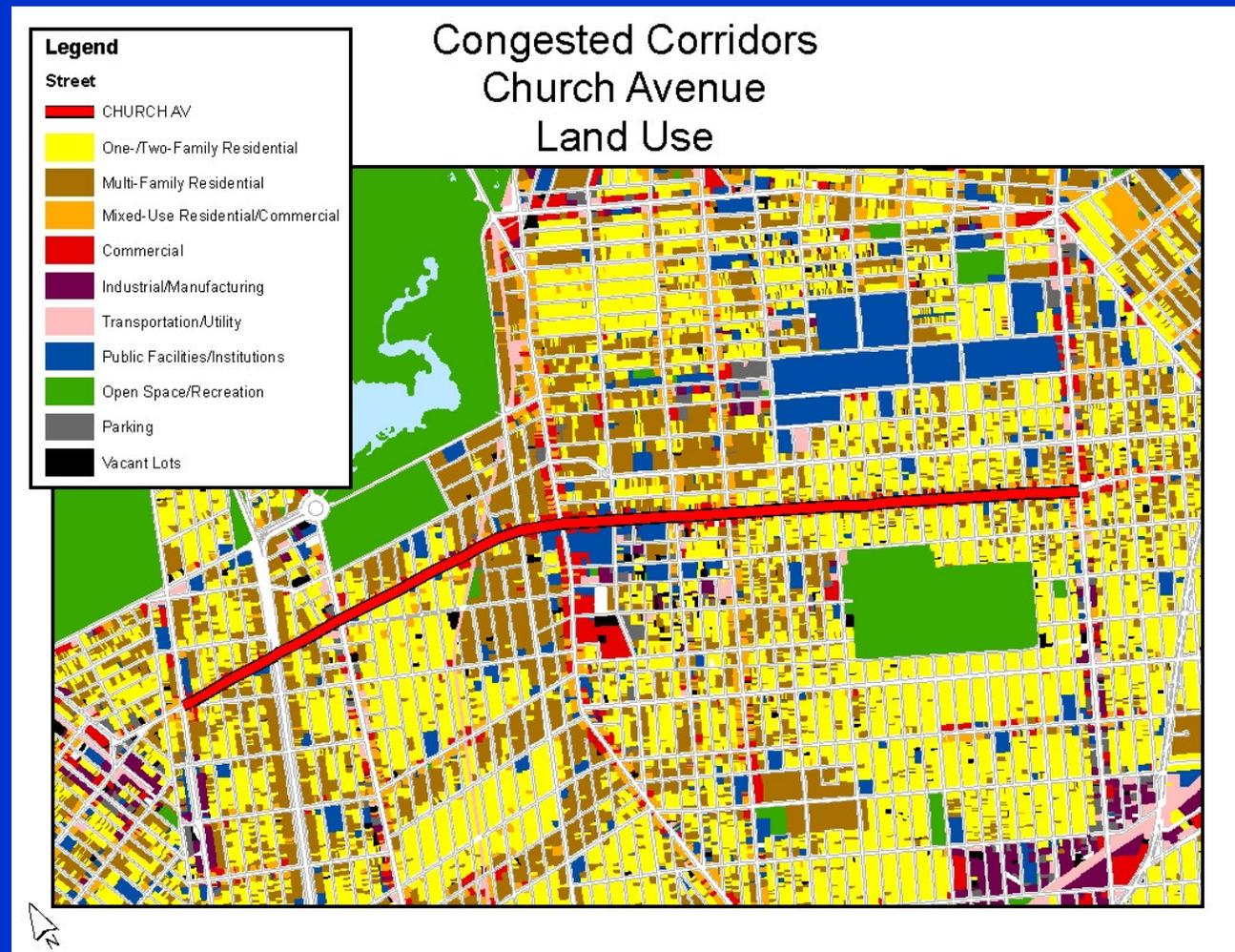
- Reduce vehicular congestion and improve air quality, mobility and safety for all users (vehicle, transit, pedestrians, bicyclists) of the street system.
- Improve travel conditions and air quality to enhance the quality of life for the people who live, work and shop in the study area.
- Bring the various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

Areas of Analysis

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

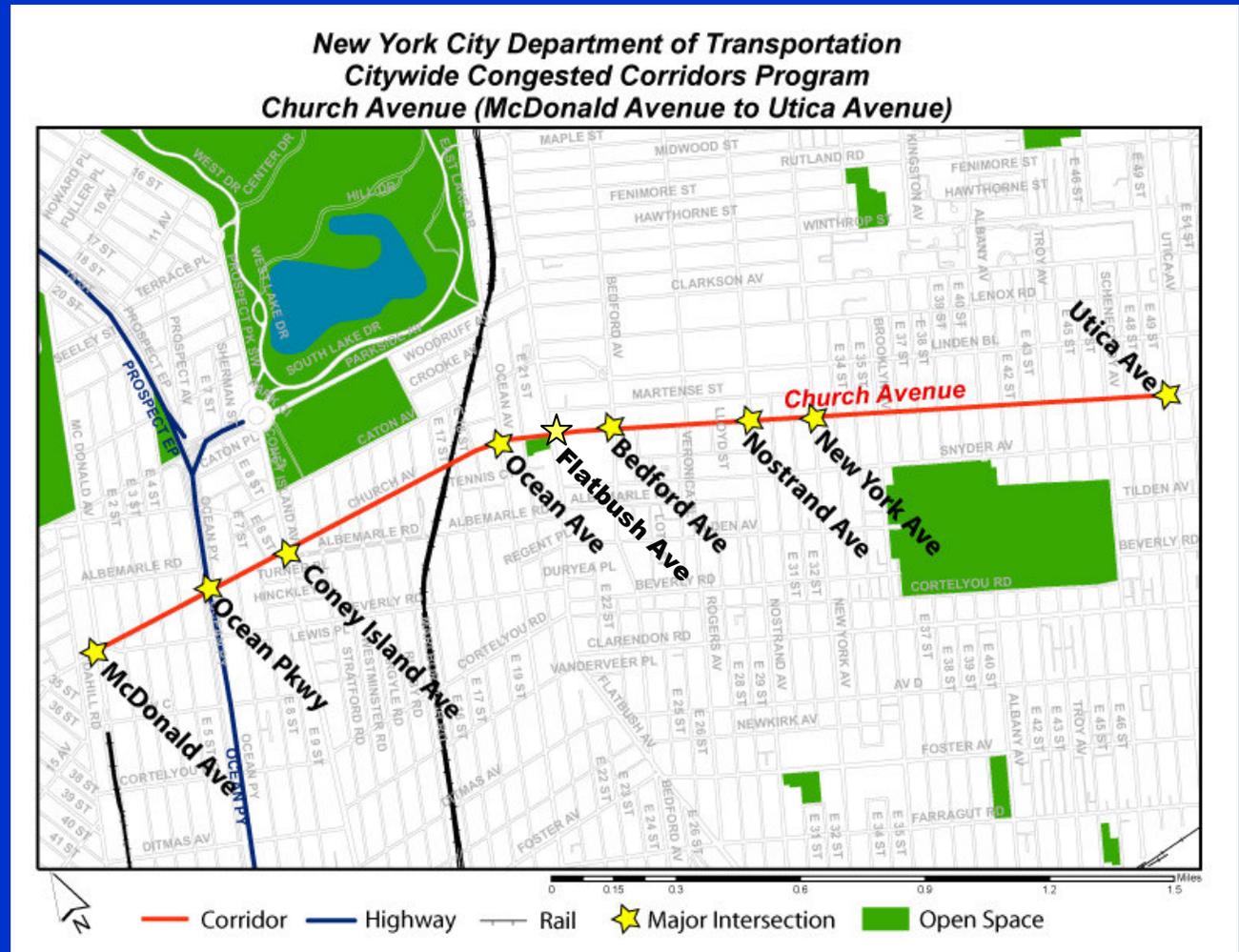
Land Use

- The land use along Church Avenue is mainly mixed use residential with significant retail activity.



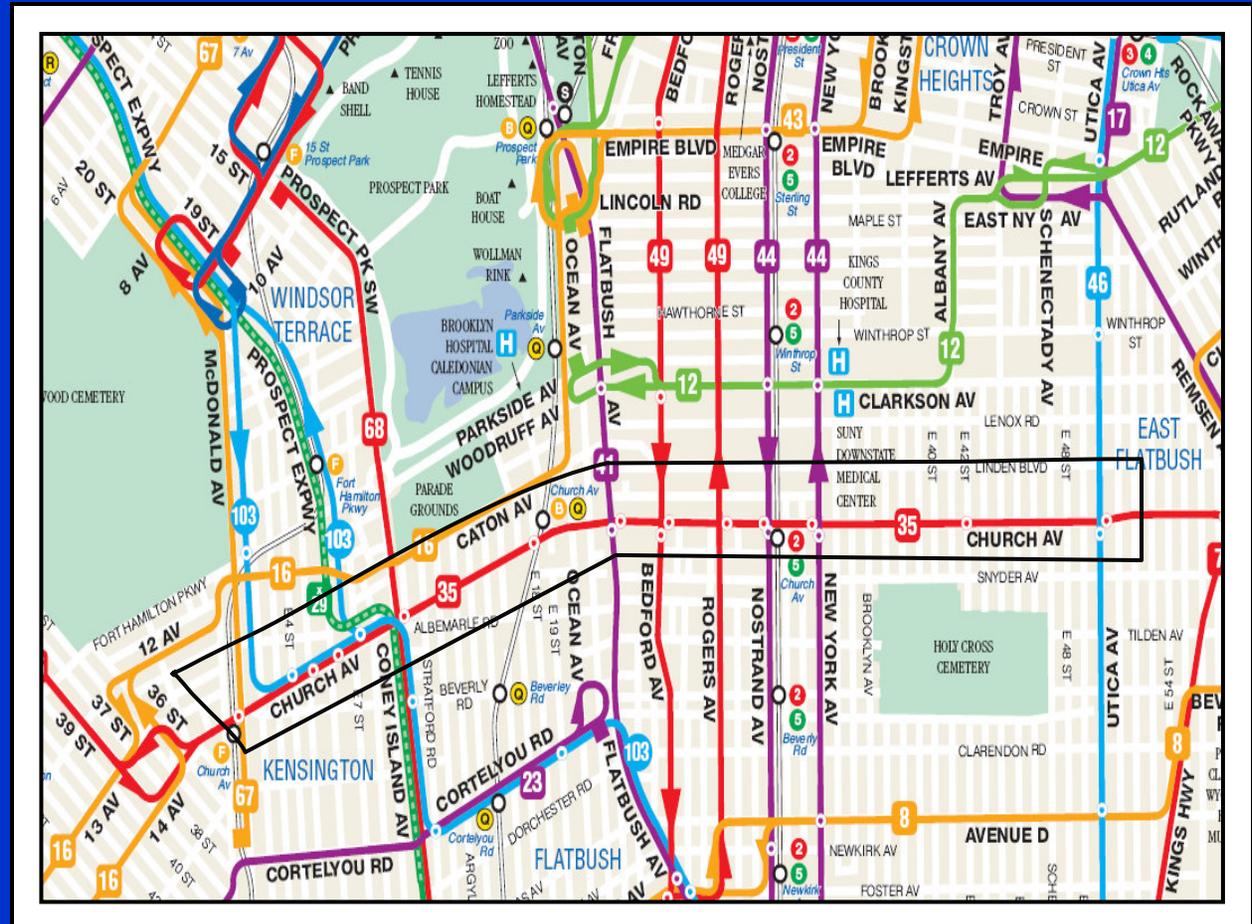
Major Intersections to be Studied

- McDonald Avenue
- Ocean Pkwy
- Coney Island Avenue
- Ocean Avenue
- Flatbush Avenue
- Bedford Avenue
- Nostrand Avenue
- New York Avenue
- Utica Avenue



Transit

- Served by “F” subway line at McDonald Ave., “B” & “Q” lines at East 18th St. and “2” & “5” lines at Nostrand Ave
- The B35 bus route runs along corridor
- Connections to bus routes B41, B44, B49, B46, B67 and B103
- Express bus service to Manhattan via the X29 route

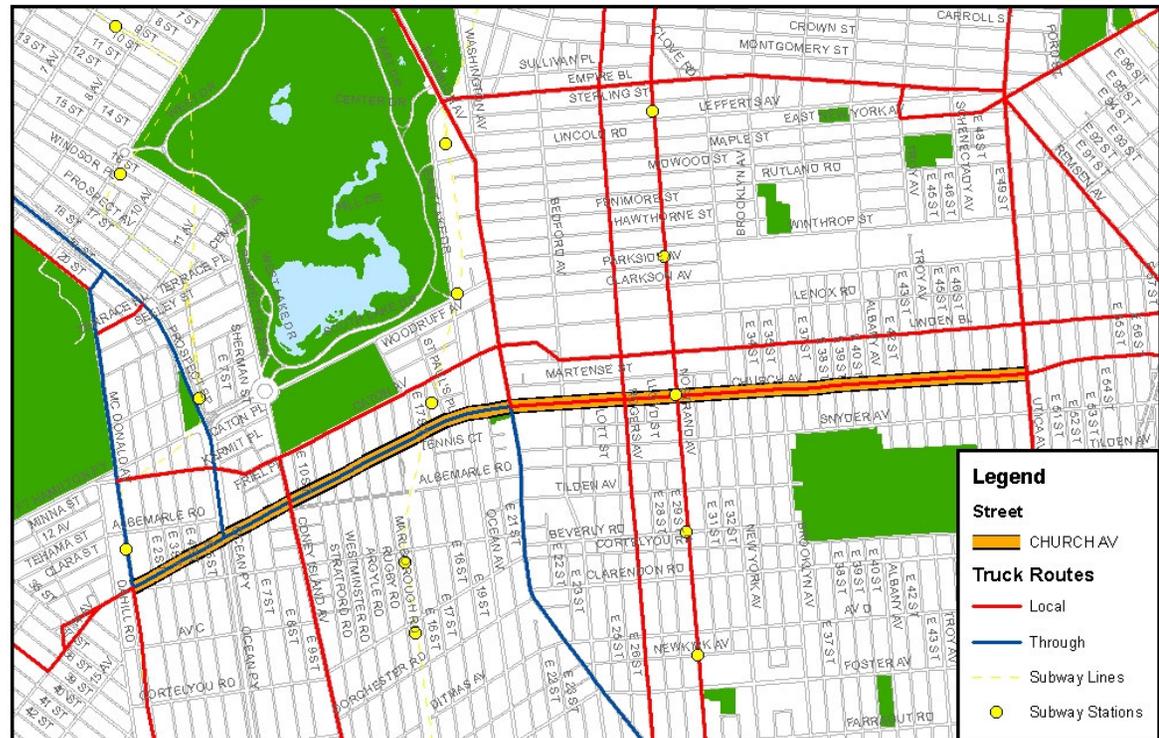


<http://www.mta.info/nyct/maps/busbkln.pdf>

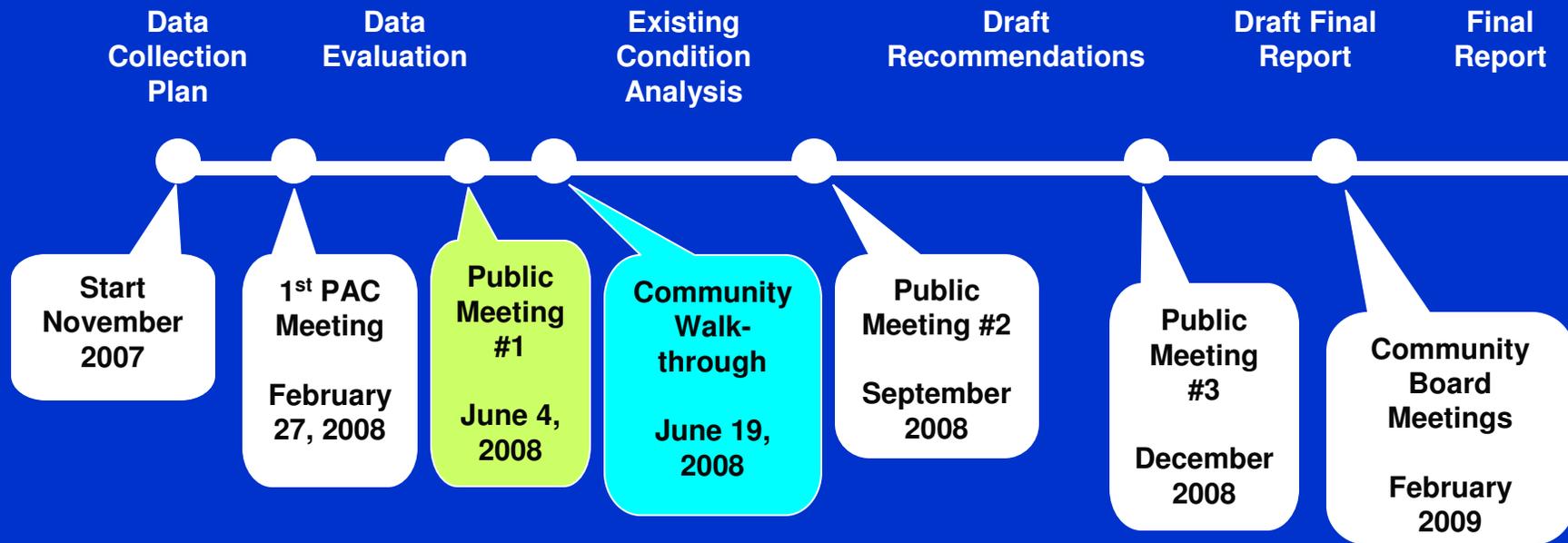
Truck Routes

- Local & Through: McDonald Ave to Flatbush Ave
- Local only: Flatbush Ave to Utica Ave
- Truck Routes intersect at:
 - McDonald Ave
 - Ocean Pkwy
 - Coney Island Ave
 - Flatbush Ave
 - Rogers Ave
 - Nostrand Ave
 - Utica Ave

Congested Corridors
Church Avenue
Truck Routes



Study Process



Community Outreach

- Community Board Meetings
- Open House Public Meetings
- Community “Walk-Through”
- Web Page
 - <http://www.nyc.gov/html/dot/html/motorist/churchave.shtml>
- Community Input

Data Collection

- Collect Data
 - Vehicle volumes (including turning movement counts)
 - Pedestrian volumes
 - Speed
 - Intersection geometry and signal timings
 - Parking
 - Transit
 - Accidents
- Assess existing and future traffic conditions
- Identify transportation issues and concerns
- Analyze potential improvements

Initial Observations

- Traffic congestion during peak hours
- Bus congestion due to multiple bus routes
 - Bus-subway and bus to bus transfers
- Double parking
- Truck loading and unloading
- Maintain pedestrians/children safety at intersection crossings
- Varying roadway widths



Preliminary Findings

Travel Time and Speed

Eastbound

	AM	MD	PM	Sat
Travel Time (min)	17	21	24	17
Avg. Speed (mph)	10	7.8	6.7	9.8

Preliminary Findings

Travel Time and Speed

Westbound

	AM	MD	PM	Sat
Travel Time (min)	18	20	21	21
Avg. Speed (mph)	9.5	8.1	7.7	7.8

Project Status

- Field data collection completed.
 - Traffic counts, Speed runs, Pedestrian counts, Goods movement, Parking & Safety
- Data summaries completed
- Demographic analysis in progress
- Safety analysis in progress
- Capacity analysis in progress
- Pedestrian analysis in progress

Potential Roadway Improvement Strategies

- Revise Signal Timing
- Localized Intersection Improvements
- Modify Lane Configuration
- Sidewalk and Crosswalk Improvements
- Pavement Rehabilitation
- Parking Regulation Modifications

BREAKOUT SESSIONS

Workshop Feedback

Table 1

- Congestion at subway stations.
- Pedestrian walk phases at major intersections.
- Street Vendors and Vegetable stands (enforcement) block sidewalk.
- Bus Shelters.

Workshop Feedback

Table 2

- Truck deliveries (loading and unloading).
- Local truck route entire corridor only.
- Expanded sidewalk space at transit hubs.
- Parking accommodations and enforcement.

Workshop Feedback

Table 3

- Double parking – lack of curbside parking for public and delivery trucks – possibility of off-street parking lot, enforcement.
- Congestion from trucks and livery cabs - Possibility of left-turn bays and left-turn signal at key intersections to reduce backups.
- Congestion near subway stations.
- \$ Vans, liveries and taxis cruising.

Workshop Feedback

Table 4

- Double Parking – the root of all the other problems.
- Narrow roadway, especially at western end where sidewalks are also narrow. Vehicles too close, bad for safety.
- Dollar cabs – pulling over every where.
- Sidewalk congestion – 16th to Ocean Ave.
- Bus stops – short far-side stops at Rogers & Nostrand; buses can't pull over.

Workshop Feedback

Table 5

- Sidewalk at E. 18th overcrowded by vendors.
- Parking lot/garage needed for heavy commercial area.
- Greater enforcement of people feeding the meter & double parking.
- Daylight the corner E. 18th & Tennis Ct. for school buses – restrict parking at corner.
- Studies
 - Dollar van behavior
 - Effects of recent signal installation at St. Paul Pl

Workshop Feedback

Table 6

- Complete construction using Nostrand to Rogers model – add amenities
- Bus transfers are a concern.
- Legal dollar vans are good and should be allocated stops.
- Double parking is a concern throughout the corridor.
- Daylight intersections – restrict parking at intersection.
- Extend project east to East 98th Street.