

4th Avenue, Sunset Park

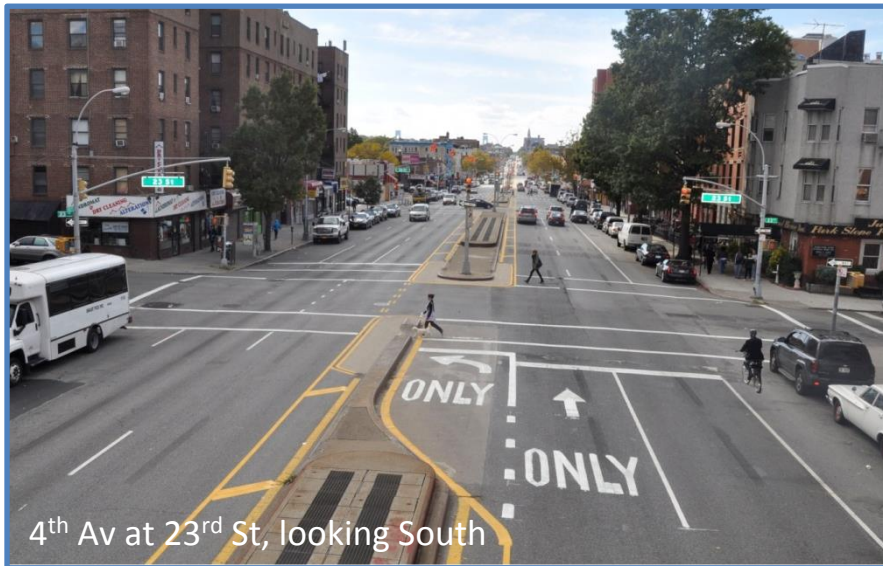
Traffic Calming



Executive Summary

The 4th Avenue, Sunset Park project set out to improve safety between 15th and 65th Streets, a 2.5 mile stretch of 4th Avenue through Sunset Park that contained among the highest incidence and severity of total traffic and pedestrian injuries in Brooklyn, including 7 pedestrian fatalities between 2006-2011. Problems such as double parking, speeding and long crossing distances resulted in corridor which did not function well for both pedestrians and vehicles. 4th Avenue had 3 substandard travel lanes in each direction, with short, narrow left turn bays. It also has 6 subway stations and 4 priority schools within the project boundaries.

In response, DOT worked with the community, through a workshop and open house, to develop a community supported redesign which improved safety by better organizing the flow of traffic and widening medians to shorten the crossing distances for pedestrians.



Results Summary

Safety

- Total crashes were reduced by 12%
- Pedestrian injuries decreased by 29%
- Speeding was reduced by 38%
- Zero fatalities in the project area since completion

Mobility

- Northbound (AM) traffic volumes were essentially unchanged
- Southbound (PM) traffic volumes were essentially unchanged
- Travel times slightly improved in the northbound and southbound peak directions
- Pedestrian volumes generally increased at intersections throughout the corridor

Economic Vitality & Quality of Life

- "It's unbelievably different...I feel so calm now compared to what I felt before on that speedway...Trying to cross Fourth Avenue was unbelievably scary... I'm no longer as afraid as I was before."--Gene Aronowitz, Sunset Park Resident
- FDNY and NYPD Report no adverse effects on their operations

Project Summary



Completed November 2012:

- Re-allocated road space to provide two high quality, appropriate width travel lanes in each direction.
- Widened medians at selected intersections to allow safer pedestrian crossings
- Banned left turns at select low volume locations



4th Avenue, Sunset Park Project Summary



Completed November 2012:

- Instituted rush hour parking regulations north of 38th St
- Added pedestrian countdown signals at 50 intersections
- Added new truck loading/unloading zones to reduce double parking
- Extensive outreach to the Sunset Park community, including a safety visioning workshop and an open house

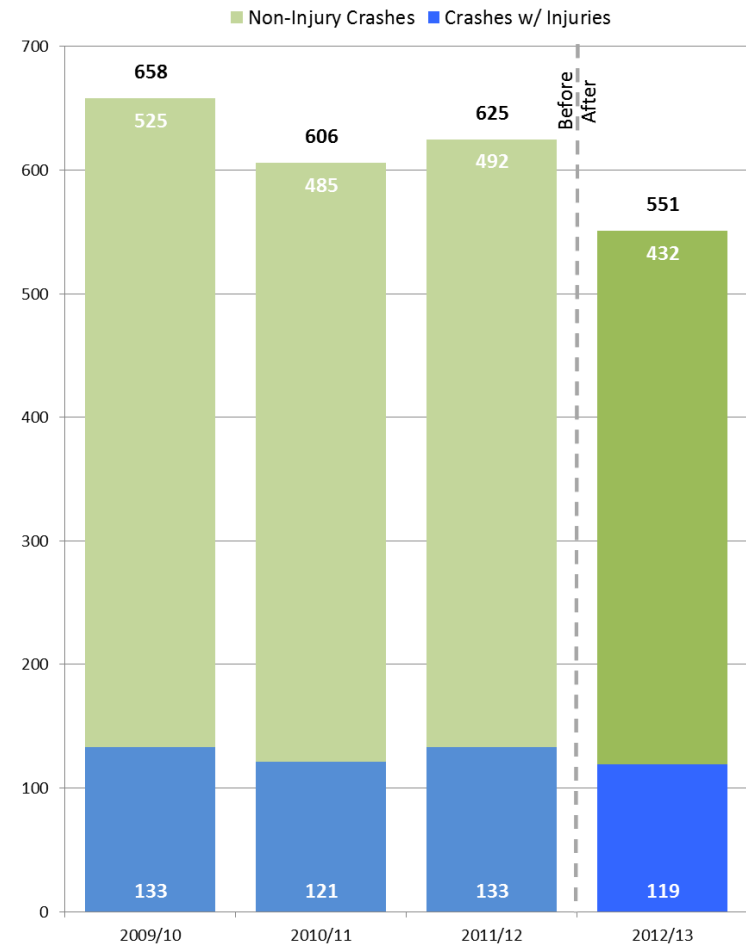
4th Avenue, Sunset Park Safety

- Total crashes were reduced by 12%



Crashes, One-Year After Analysis

4th Av (15th St to 65th St)



Each before year period is the 1 year period beginning August 1 and ending July 31. The 1-yr after period is December 1, 2012 to November 30, 2013. The implementation period of August 1, 2012 to November 30, 2012 is excluded. Source: NYPD AIS/TAMS Crash Database

4th Avenue, Sunset Park

Safety

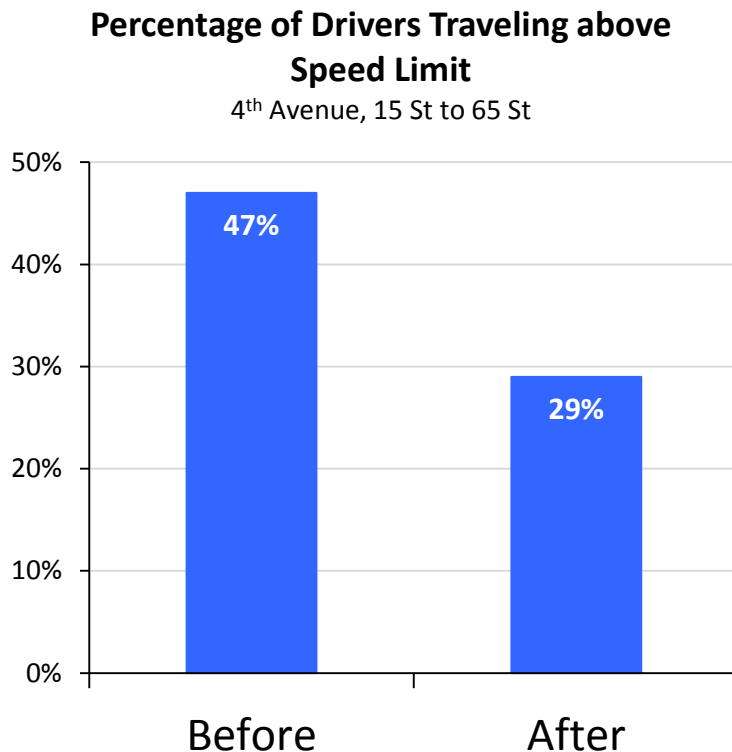
- Pedestrian injuries decreased by 29%

Crashes and Injuries					
One-Year After Analysis, 4th Avenue (15th St to 65th St)					
	Before				After
	'09/'10	10/'11	11/'12	Average	'12/'13
Total Crashes	658	606	625	629.7	551
Crashes w/ Injuries	133	121	133	129.0	119
Motor Vehicle Occupant	99	105	116	106.7	117
Pedestrian	62	47	48	52.3	37
Cyclist	15	12	15	14.0	12
Total Injuries	176	164	179	173.0	166

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Source: NYPD AIS/TAMS Crash Database

Safety – Speeding

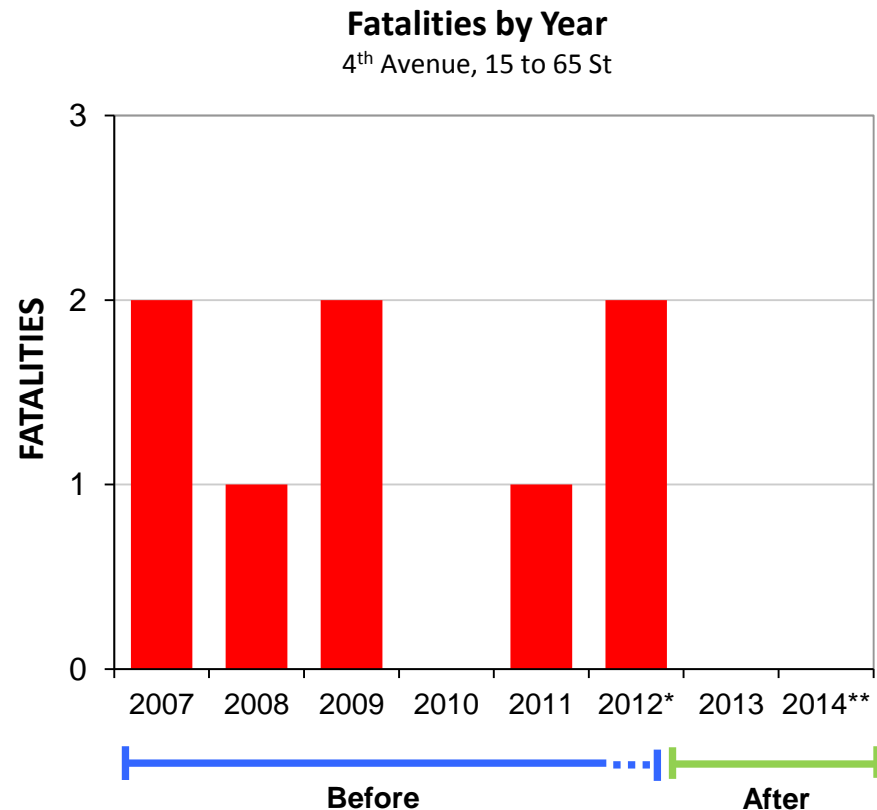
- Speeding was reduced by 38%



Radar speeds taken on 4th Avenue in both directions between 22 St and 23 St, 40 St and 41 St, 61 St and 62 St.
Before: 11am-1pm January 19, 2011, After: 11am-1pm January 15, 2014

Safety – Fatalities

- Zero fatalities in the project area since completion

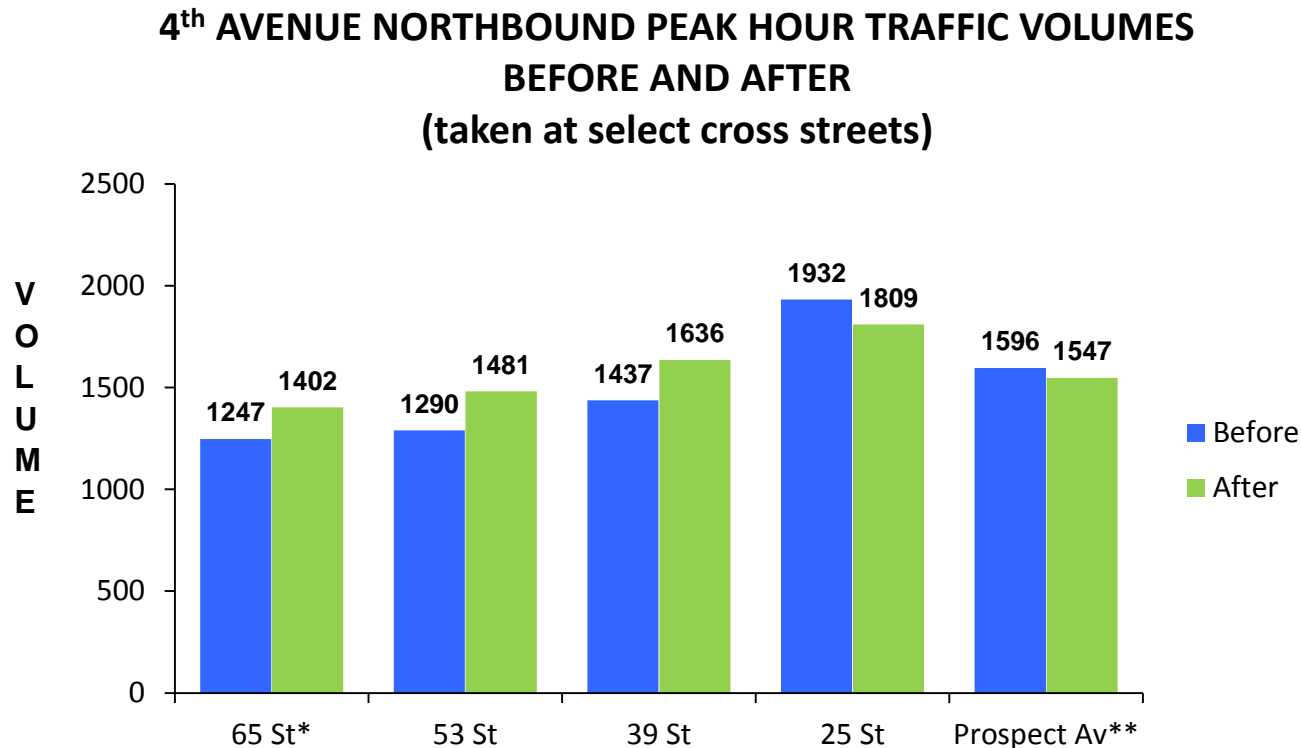


* One fatality occurred during the project implementation period of August 1 to November 30, 2012

** Fatality data as of November 1, 2014

Mobility – Traffic Volumes

- Northbound (AM) traffic volumes were essentially unchanged



Before: Average midweek AM peak hour (8-9 am) volume, week of June 14 and June 21, 2010

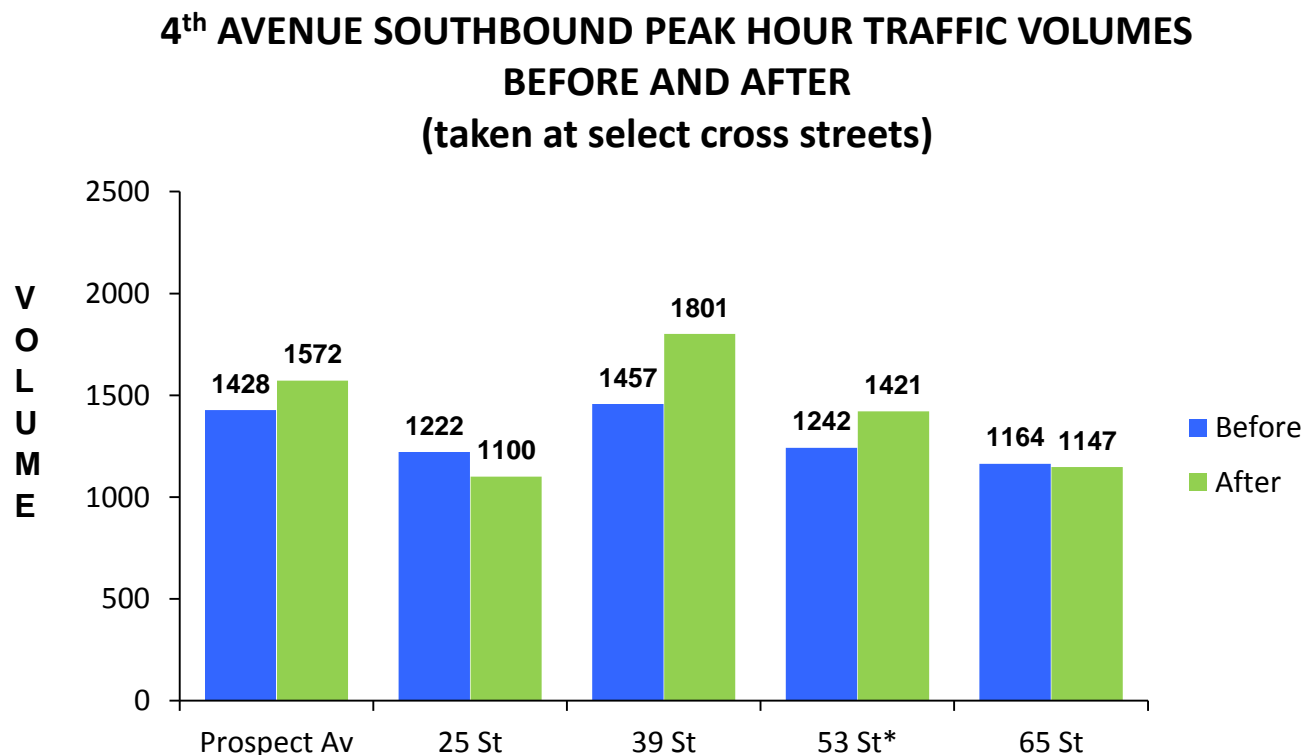
After: Average midweek AM peak hour (7-8 am) volume, week of October 21, 2013

* "After" peak hour at 65th St was 8-9am

** "Before" peak hour at Prospect Ave was 7-8am

Mobility – Traffic Volumes

- Southbound (PM) traffic volumes were essentially unchanged



Before: Average midweek PM peak hour (5-6 pm) volume, week of June 14 and June 21, 2010

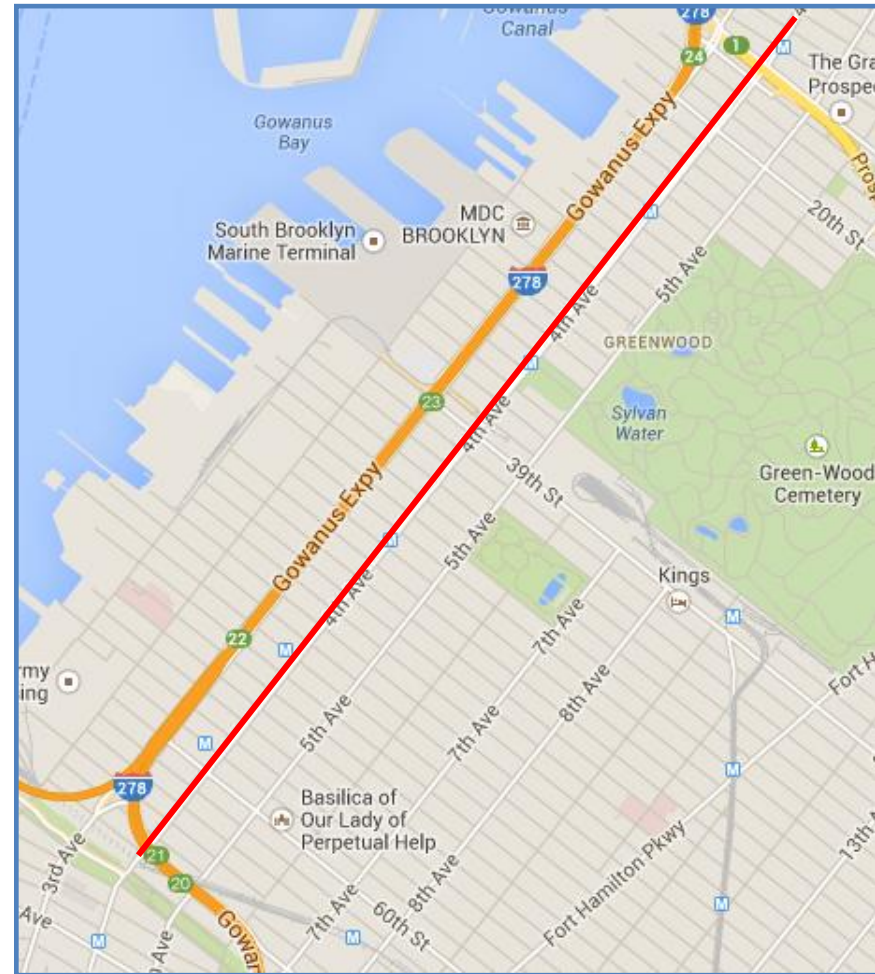
After: Average midweek PM peak hour (5-6 pm) volume, week of October 21, 2013

* "After" peak hour at 53rd St was 4-5 pm

Mobility— Travel Times

- Travel times slightly improved in both the NB and SB peak directions

ROUTE	BEFORE	AFTER	+/-
	MM:SS		
NB 4 th AV (AM)	7:40	7:04	-7.8%
SB 4 th AV (PM)	8:31	8:25	-1.2%

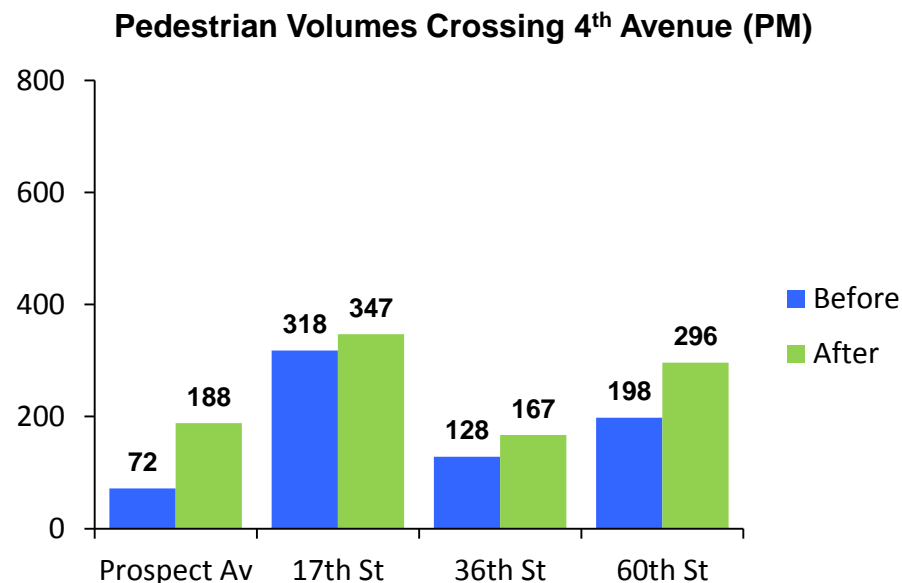
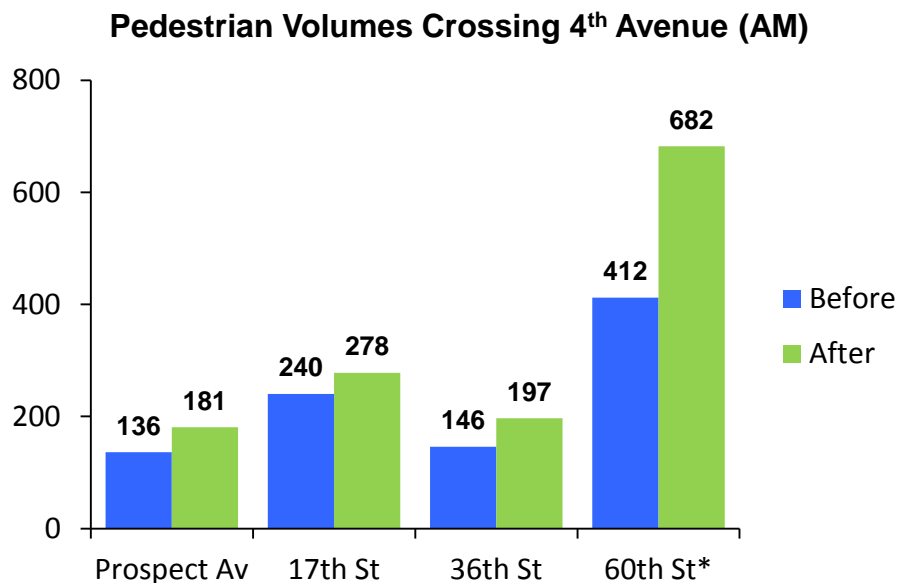


Before travel time runs done on 6/14/2012 and 6/21/2014 from 7-10am and 5-7 pm in peak directions. A total of 15 runs were completed in the NB direction and 10 runs in the SB direction.

After travel time runs done on 1/15/2014 and 2/6/2014 from 7-10am and 5-7 pm in peak directions. A total of 11 runs were completed in the NB direction and 9 runs in the SB direction.

Mobility – Pedestrian Volumes

- Pedestrian volumes generally increased at intersections throughout the corridor



Before: 8-9 am and 5-6pm, September 20, 2010

After: 8-9 am and 5-6pm, October 24, 2013

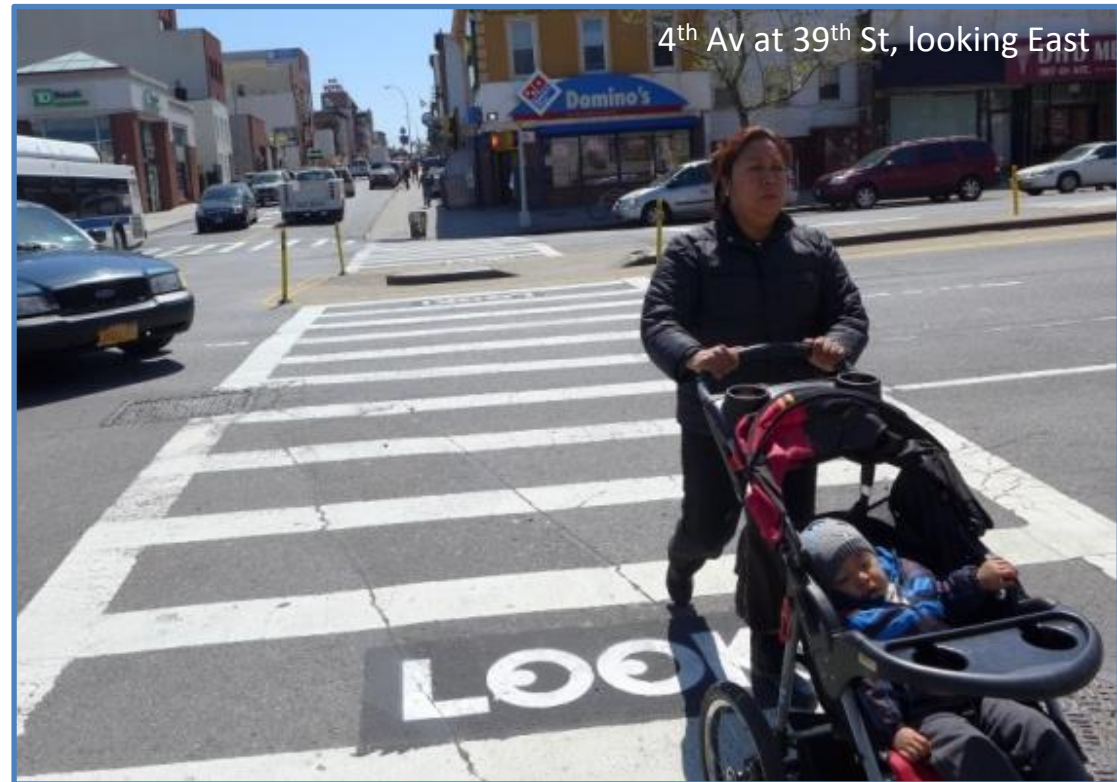
*Large AM increase at 60th St may be due to larger enrollment at PS 503 & 506

4th Avenue, Sunset Park

Quality of Life

"It's unbelievably different...I feel so calm now compared to what I felt before on that speedway...Trying to cross Fourth Avenue was unbelievably scary... I'm no longer as afraid as I was before."

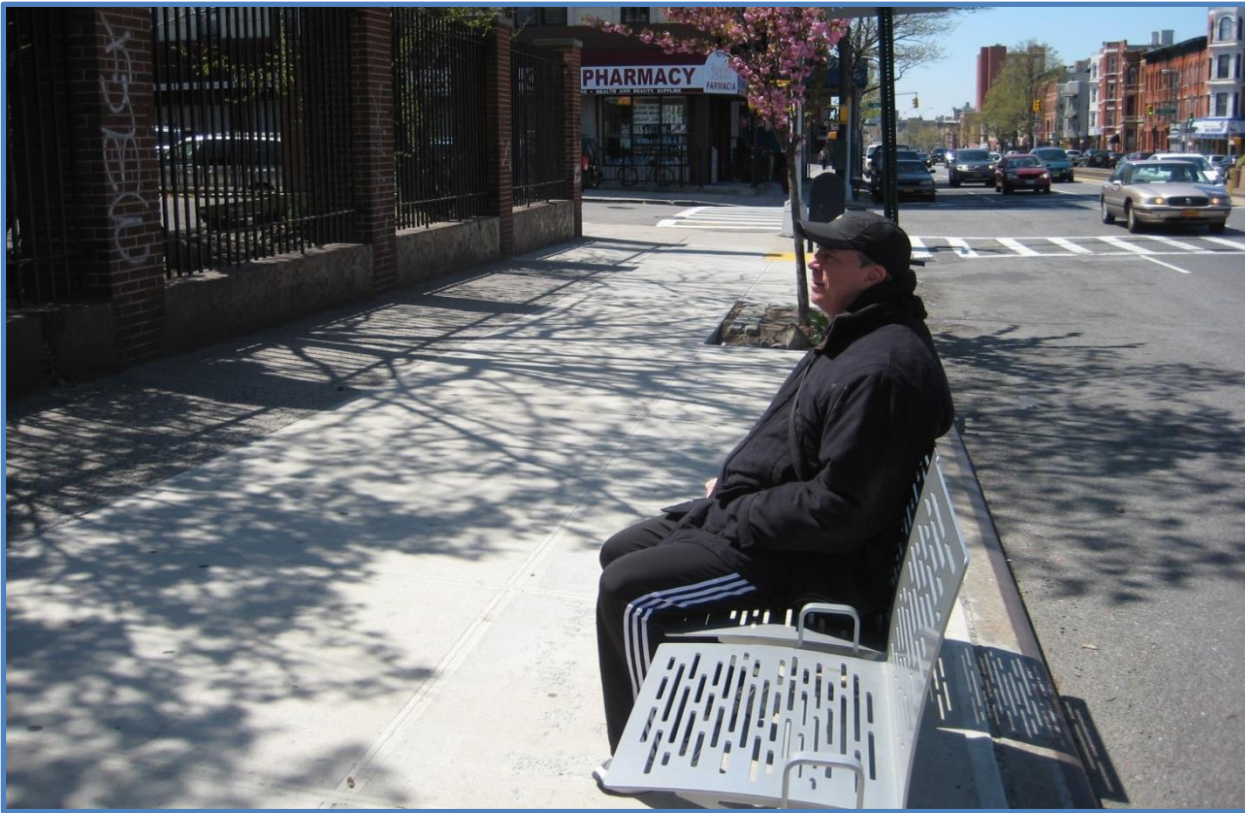
--Gene Aronowitz,
Sunset Park Resident



4th Avenue, Sunset Park

Quality of Life

- FDNY and NYPD Report no adverse effects on their operations



NYPD confirmation date: January 6, 2014
FDNY confirmation date: May 5, 2014

Thank You

