

# 4<sup>th</sup> Ave: Atlantic Av-15<sup>th</sup> St

## Project Evaluation and Next Phases



# Brooklyn Priority Map

4<sup>th</sup> Ave: Priority Corridor,  
Intersections (39<sup>th</sup>, 50<sup>th</sup>), and Area



● Priority Intersections

— Priority Corridors

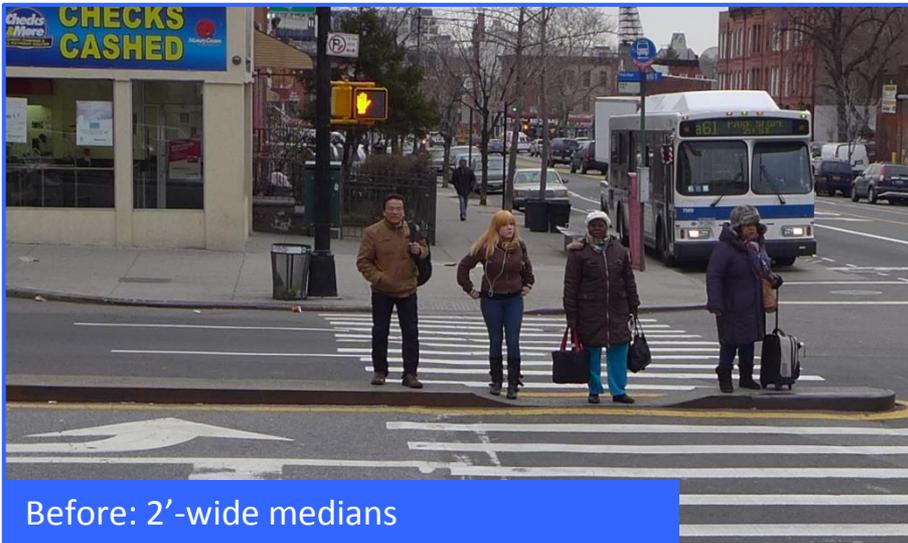
■ Priority Areas

Brooklyn Priority Map

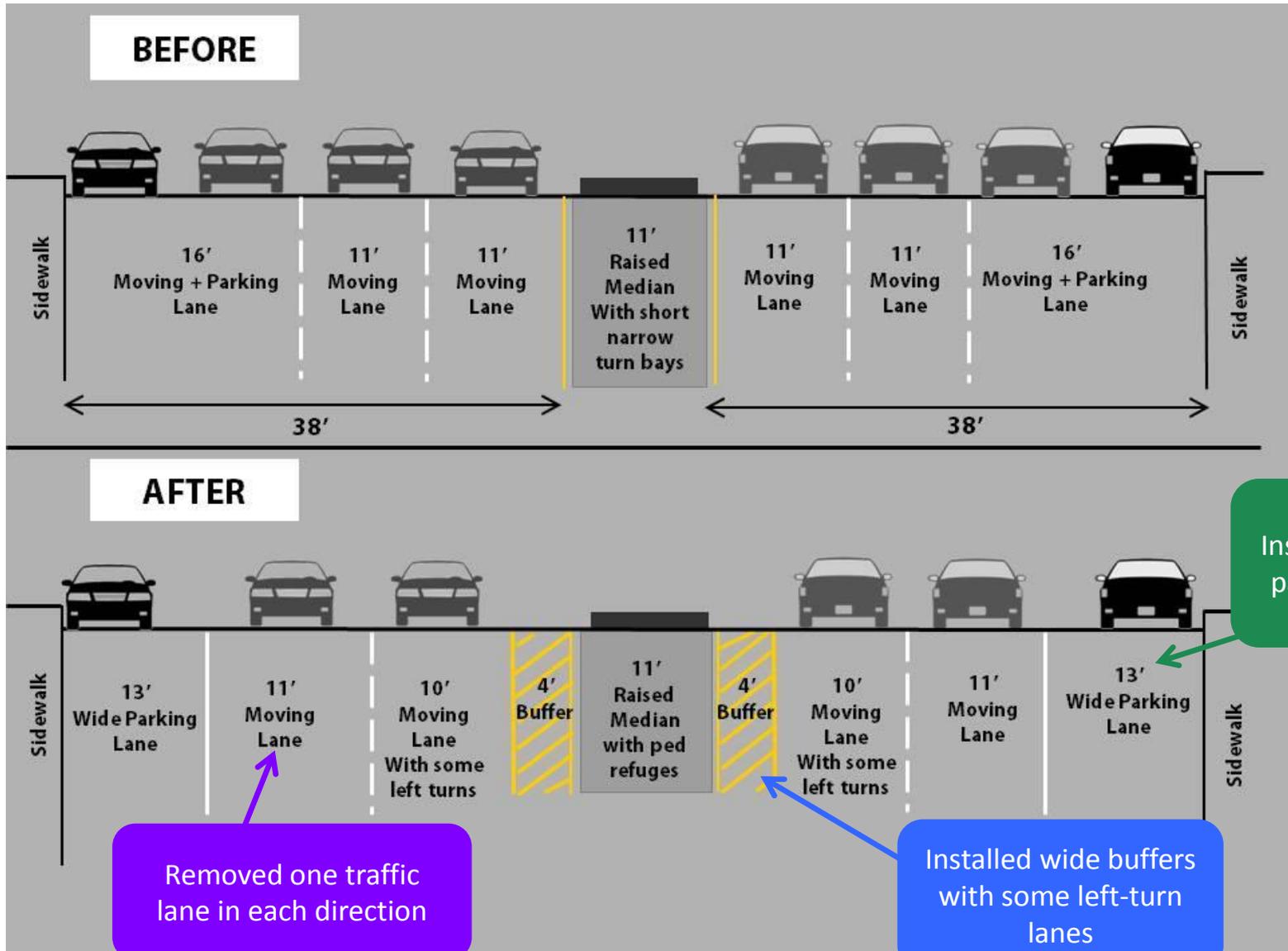
The combined map of Priority Corridors, Intersections, and Areas covers 72% of pedestrian KSI in Brooklyn and shows where DOT and NYPD interventions are most needed. Data from 2009-2013.

# Before: Why 4<sup>th</sup> Avenue?

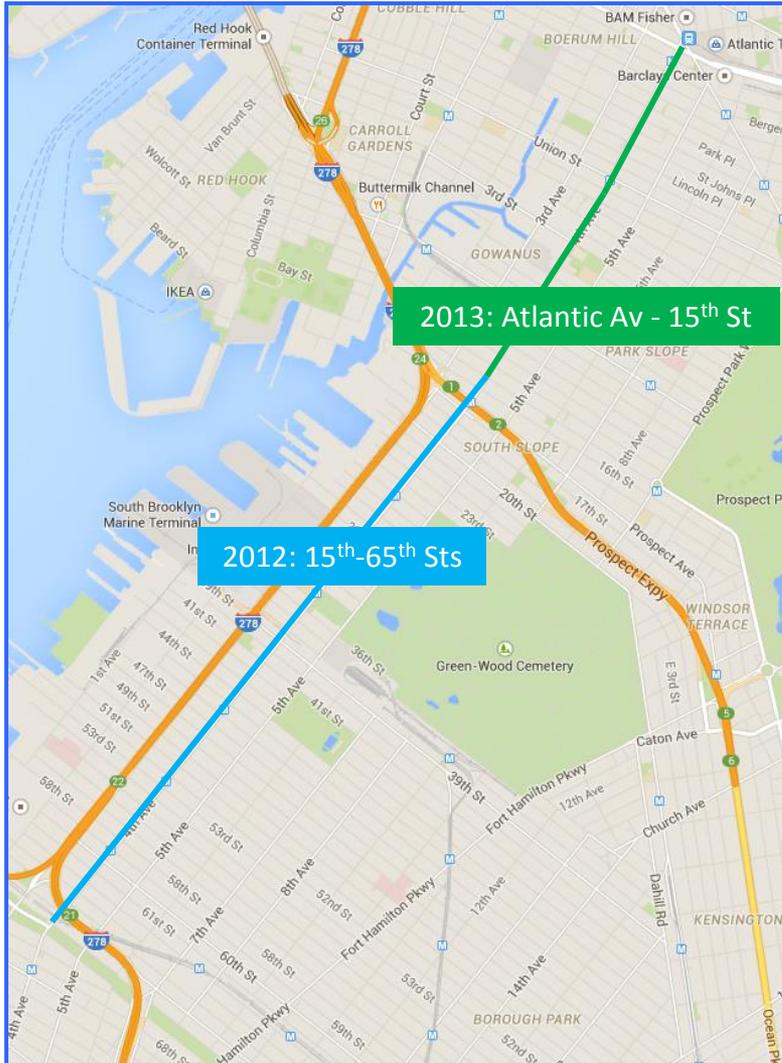
- Sunset Park (2012): 5 pedestrian fatalities, 1 motor-vehicle fatality: 2007-2012
- Park Slope (2013): 2 pedestrian fatalities: 2008-2013
- High incidence of speeding



# Operational Project Summary



# Operational Project History

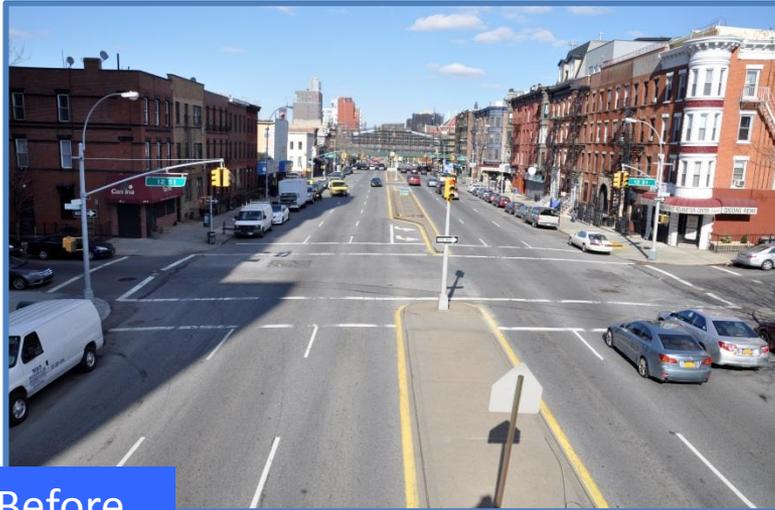


# Community Engagement

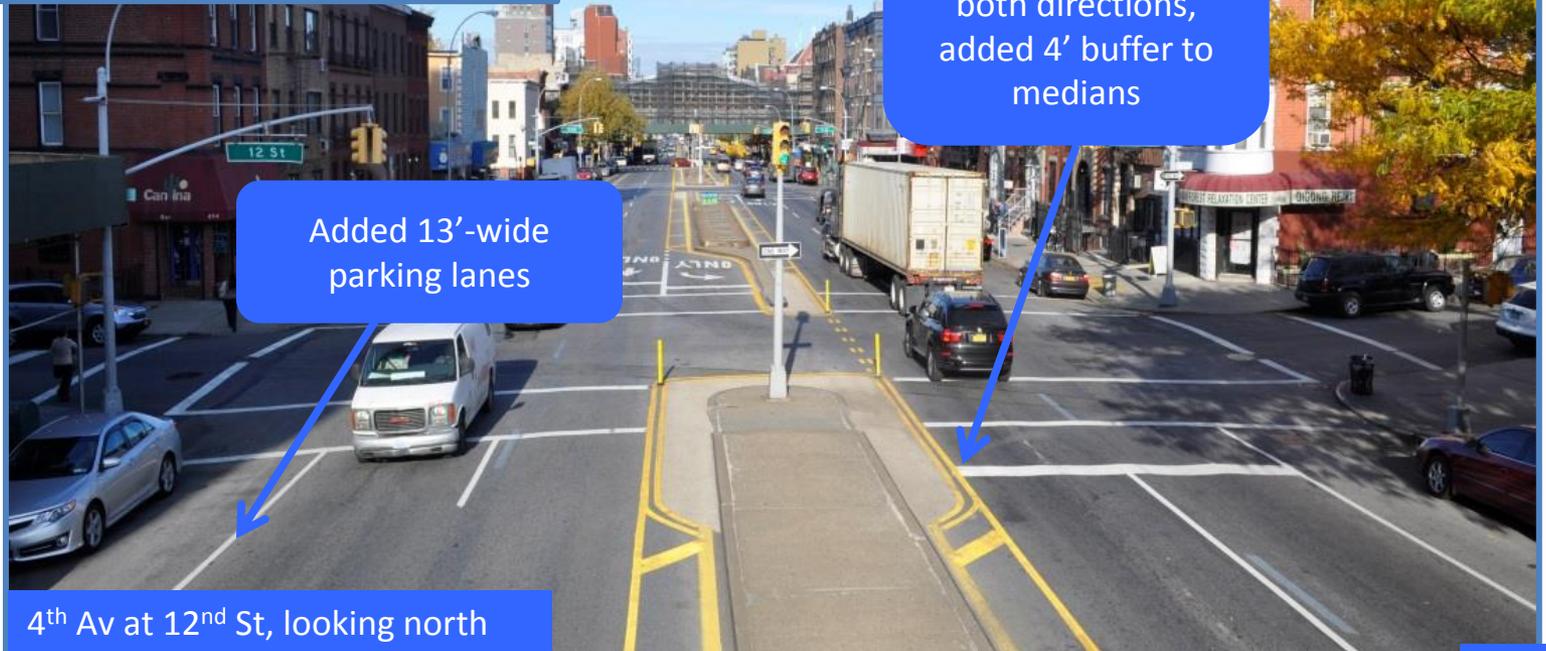
- **2009-2011:** Community Requests, BP's *Vision for the Fourth Avenue Corridor*, Fourth Avenue Task Force
- **2012:** Sunset Park (15<sup>th</sup> – 65<sup>th</sup> St): Workshop, CB7 presentations, [nyc.gov/4thave](http://nyc.gov/4thave)
- **2013:** Park Slope (Atlantic Ave-15<sup>th</sup> St): Workshop, CB2 and CB6 presentations
- **2014:** Sought support for Capital build out, CM Lander Participatory Budgeting, Sunset Park project evaluation presentation
- → **2015:** Park Slope project evaluation, Capital presentations



# Before/After



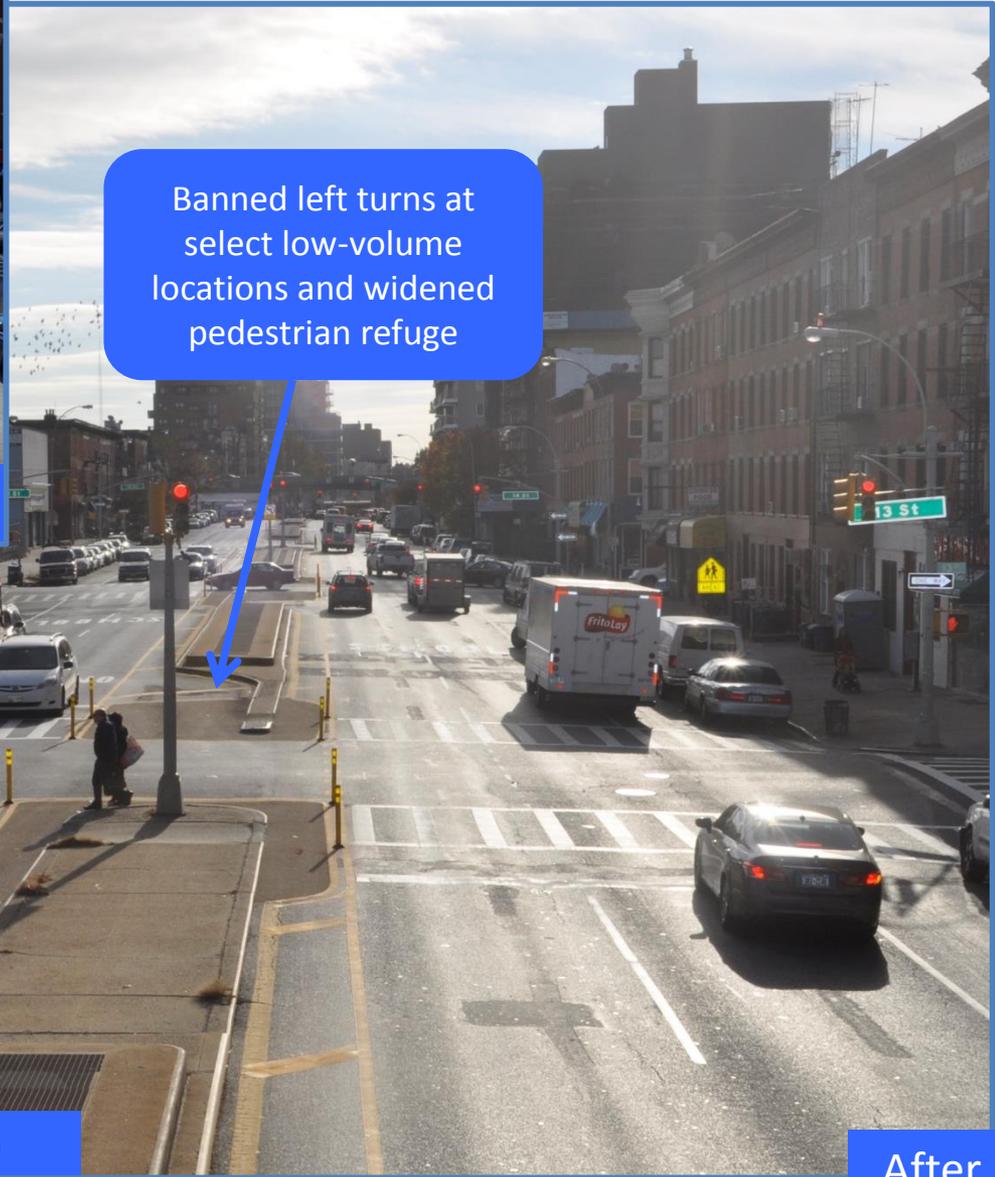
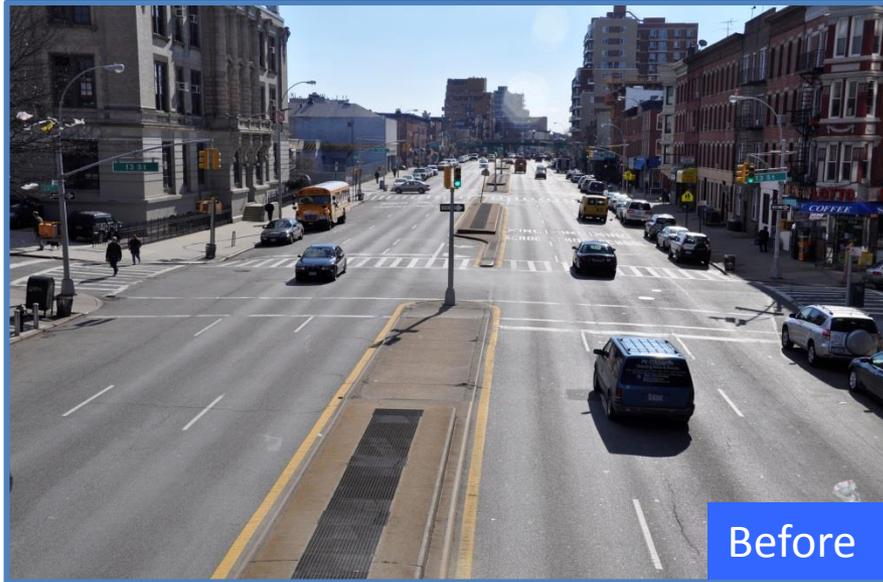
Before



4<sup>th</sup> Av at 12<sup>nd</sup> St, looking north

After

# Before/After



4<sup>th</sup> Av at 13<sup>th</sup> St (at PS 124), looking south

After

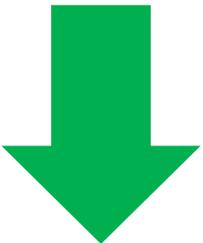
# Safety – Corridor

## 15<sup>th</sup> -65<sup>th</sup> St (2012)

Pedestrian injuries decreased **29%**

Total crashes decreased **13%**

Crashes w/injuries decreased **8%**



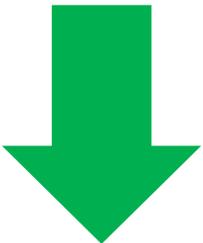
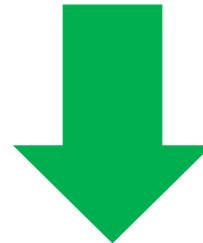
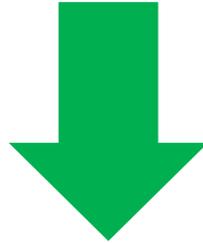
4<sup>th</sup> Av at Union St, looking north

## Atlantic Ave-15<sup>th</sup> St (2013)

Pedestrian injuries decreased **61%**

Total crashes decreased **20%**

Crashes w/injuries decreased **16%**



The before period is 3 years: August 1, 2009 to July 31, 2012. The 1-year 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

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# Safety – Intersections

4<sup>th</sup> Ave at 3<sup>rd</sup> St

Total  
crashes  
decreased  
**41%**

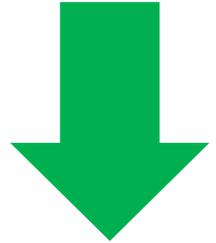


Before: 27.3/yr avg | After: 16



4<sup>th</sup> Ave at 9<sup>th</sup> St

Total  
crashes  
decreased  
**59%**



Before: 38.7/yr avg + pedestrian fatality (Feb 2013) | After: 16



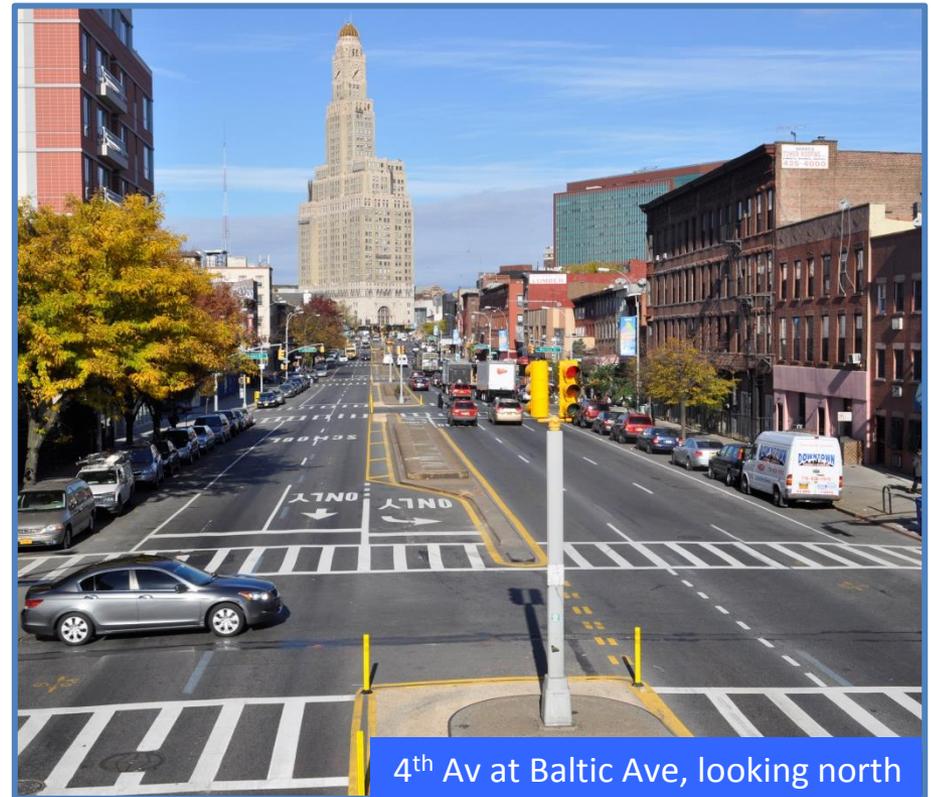
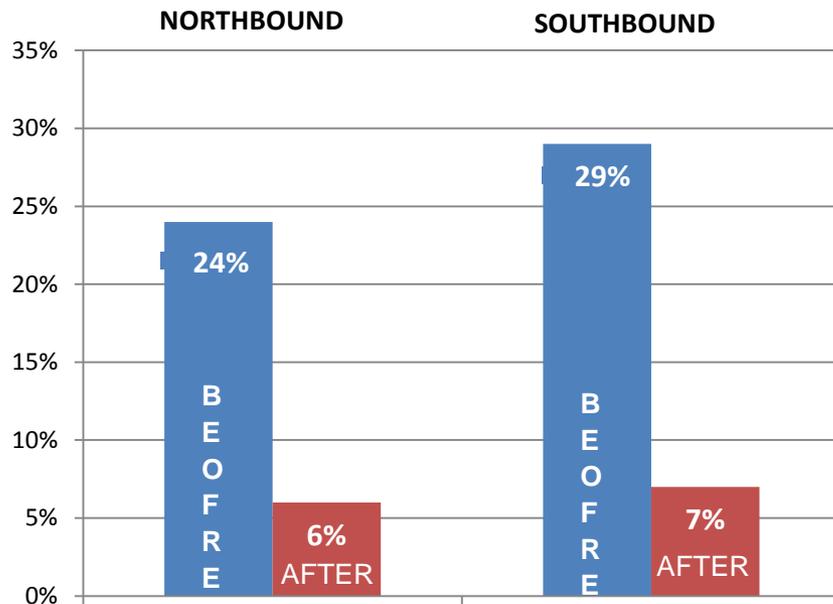
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# Safety – Speeds

- The proportion of motorists driving at excessive speeds (over 35 mph) fell by 75% northbound and 76% southbound

## Percentage of Drivers Traveling at Excessive Speeds (over 35mph)

NB & SB PM 4th Ave, 13 St to 14 St



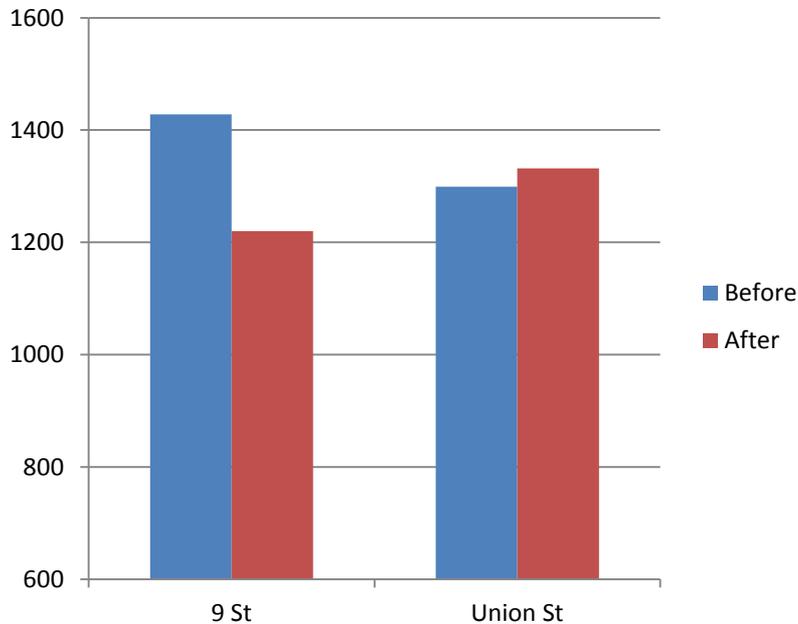
Radar speeds taken on 4<sup>th</sup> Avenue in both directions between 13 St and 14 St,  
Before: 9pm-11pm October 2, 2012, After: 9pm-9:50pm November 4, 2014 100 recordings each period

# Mobility – Traffic Volumes

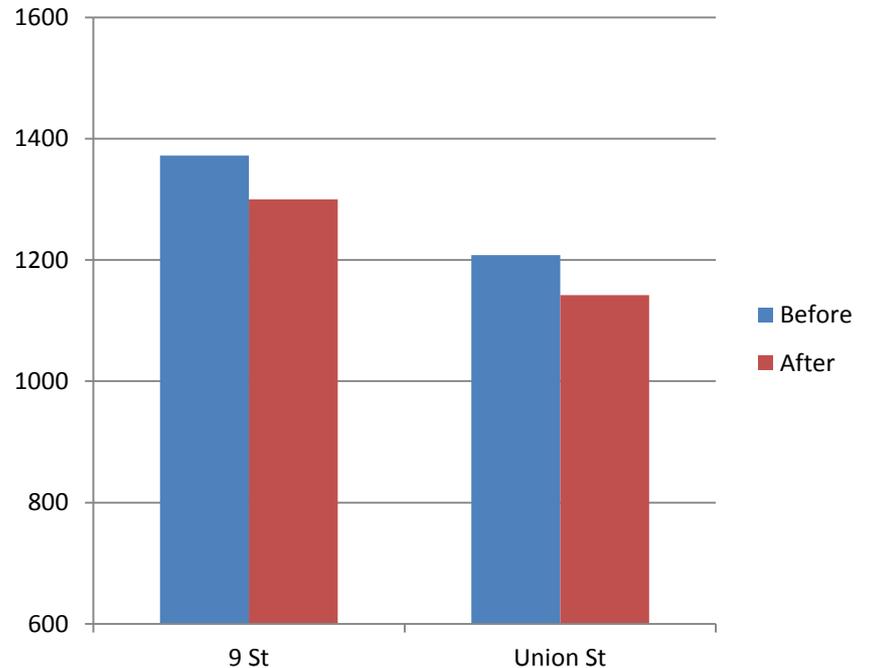
- Vehicular volumes on 4th Ave were relatively unchanged

**4th PEAK HOUR TRAFFIC VOLUMES, BEFORE AND AFTER  
(at select cross streets)**

**Northbound AM**



**Southbound PM**



**Before:** Average midweek (Tu-W-Th) AM peak hour (7:30-8:30am) volume, week of June 14 and June 21, 2010

**After:** Average midweek (Tu-W-Th) AM peak hour (5-6 pm) volume, week of October 10 and November 3, 2014

# Mobility – Pedestrian Volumes

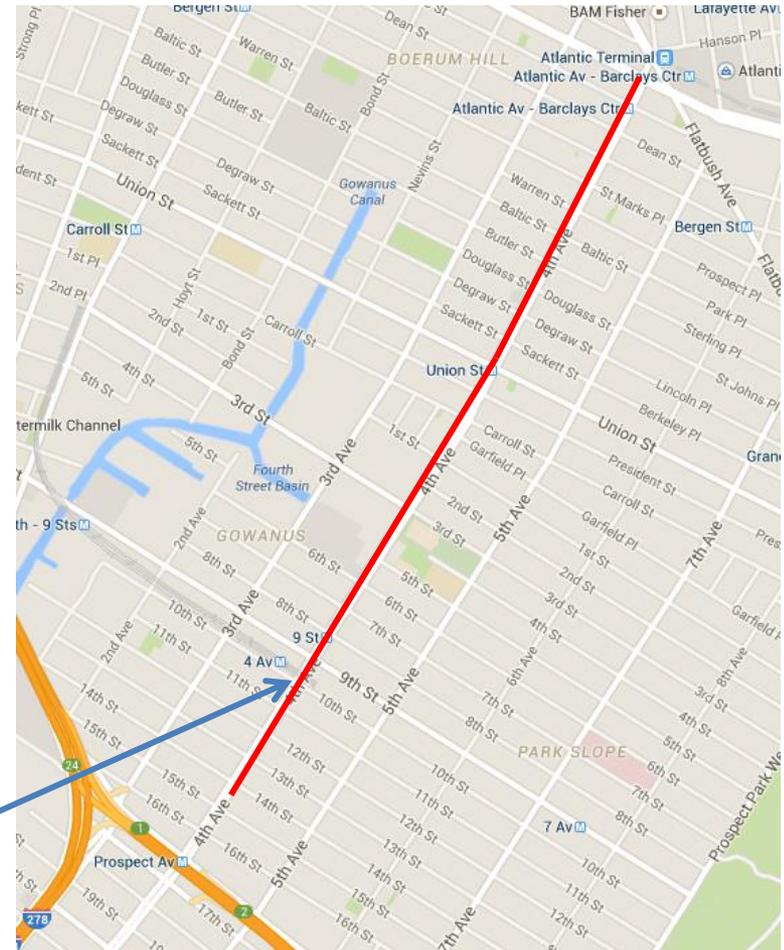
- Pedestrian volumes were relatively unchanged



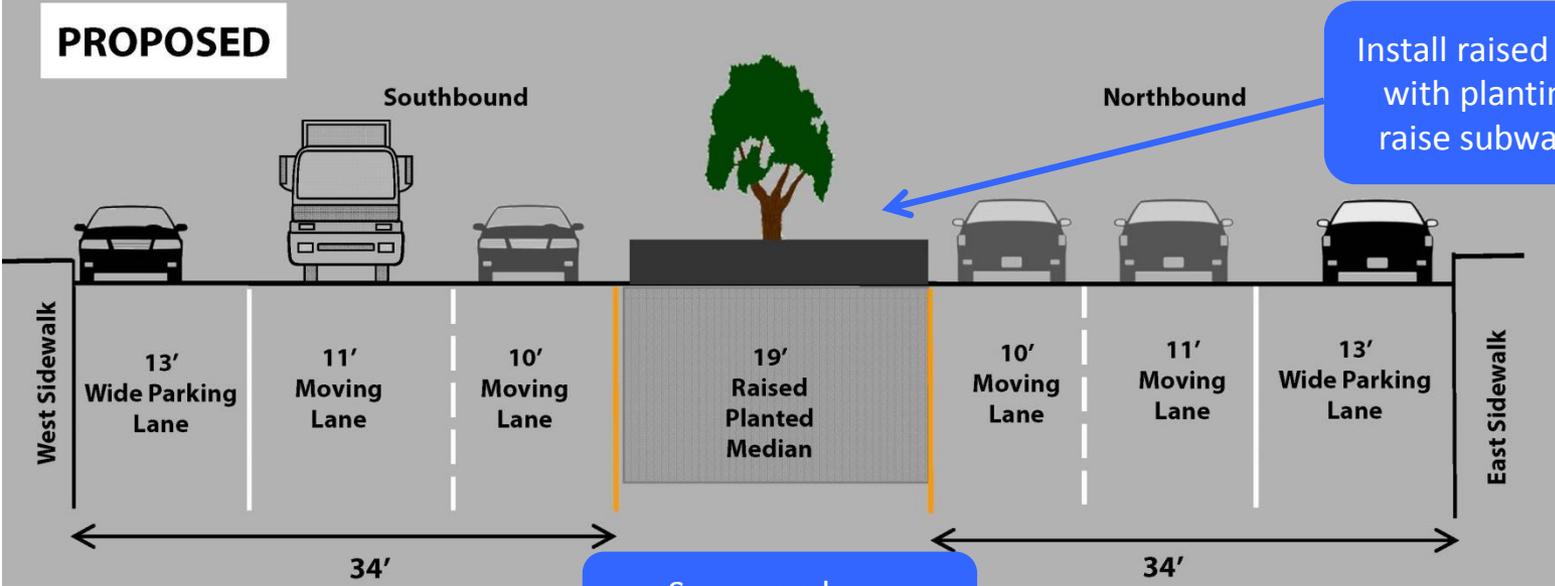
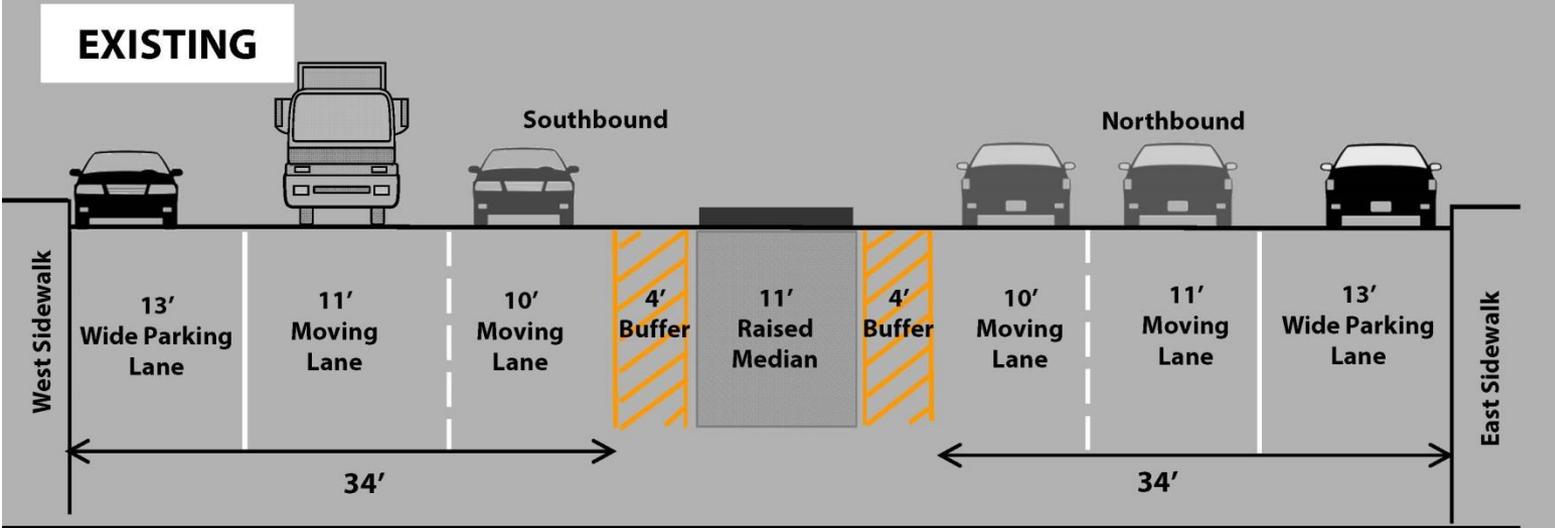
Pedestrian volumes at 4<sup>th</sup> Ave and 9<sup>th</sup> St:  
Before: 8-9 am and 5-6 pm, April 5th, 2010  
After: 8-9 am and 5-6 pm, November 5th, 2014

# Mobility – Travel Times

- Northbound travel times slightly improved in the AM peak and were relatively unchanged in the PM peak
- Southbound AM travel times were relatively unchanged.  
\*PM travel times are not comparable due to construction



# Capital Median Proposal



Install raised medians with planting, and raise subway vents

Same roadway configuration

# Capital Median Proposal

Add raised planter over subway tunnel

Raise subway vents as anti-flood mitigation

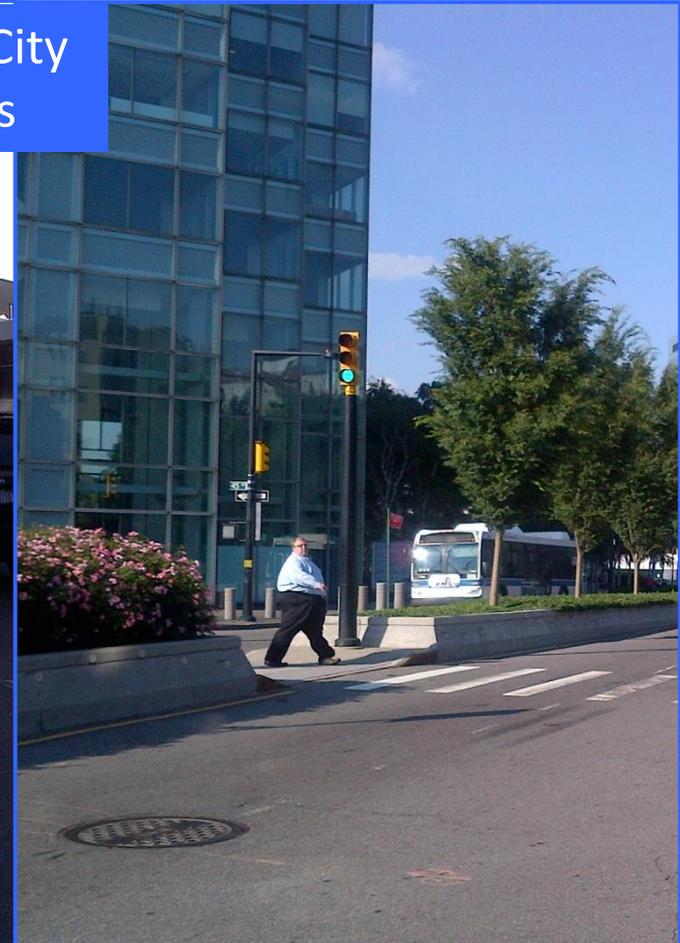
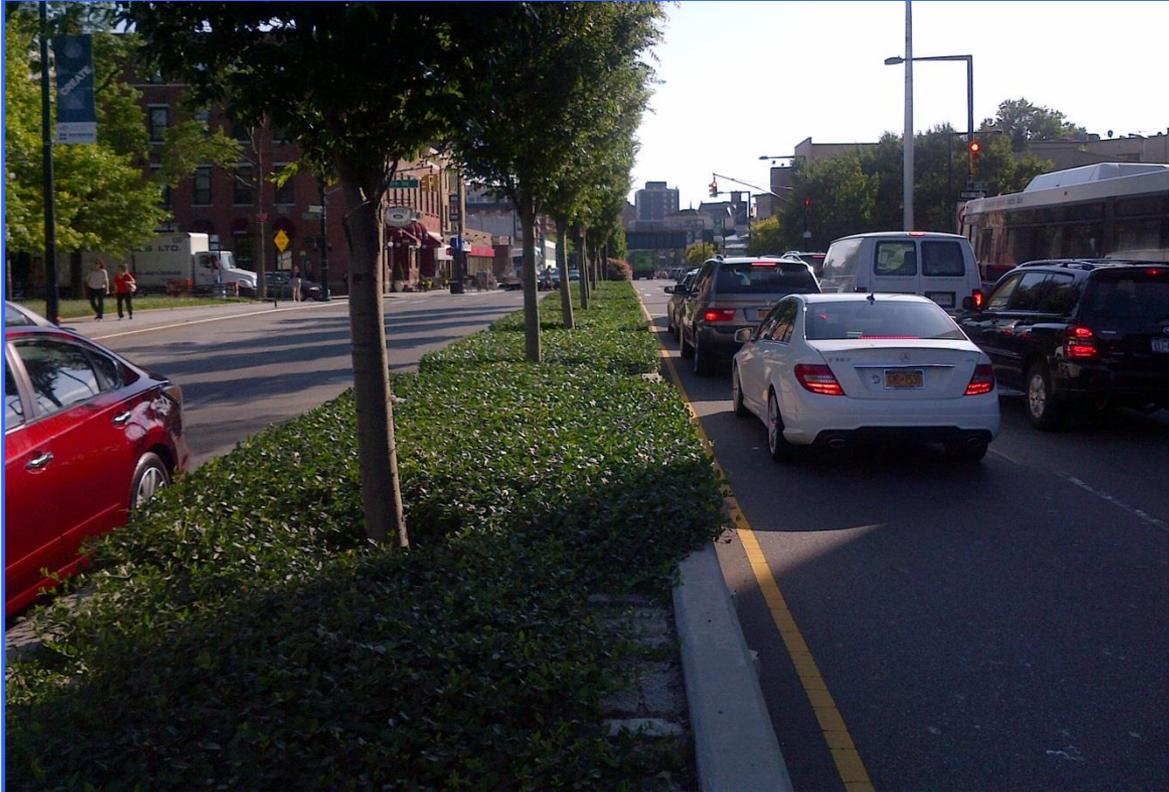


Pedestrian cut-thru with bench

Consistent with BP's Vision for Corridor

# Capital Median Proposal

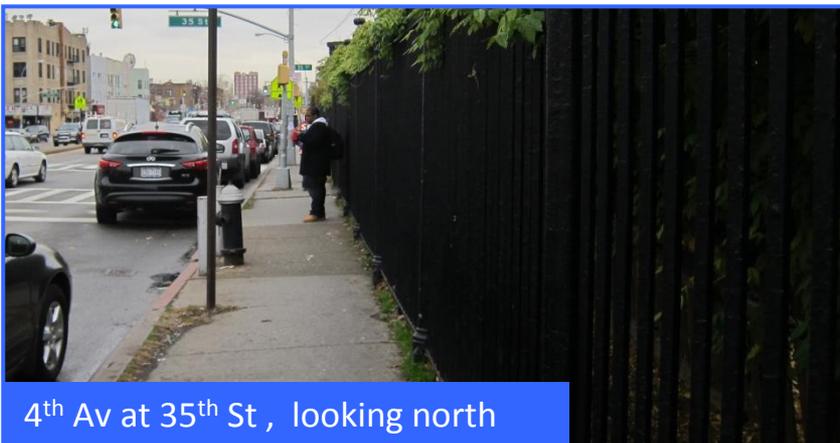
Precedent Median Design: Jackson Ave, Long Island City  
Plantings over subway tunnel with some center vents



# Sidewalk Proposal



Install curb extensions on the south corners of 4<sup>th</sup> Ave and Prospect Ave, near subway, in the east and west crosswalks



Widen east sidewalk of 4<sup>th</sup> Ave next to Green-Wood Cemetery

# Urban Art



4<sup>th</sup>-5<sup>th</sup> St (CB6): 2013-2014: Partner: Old Stone House

Two Community Commissions (11 month temporary installations, with maintenance partner) have been on the 4<sup>th</sup> Ave median since 2013

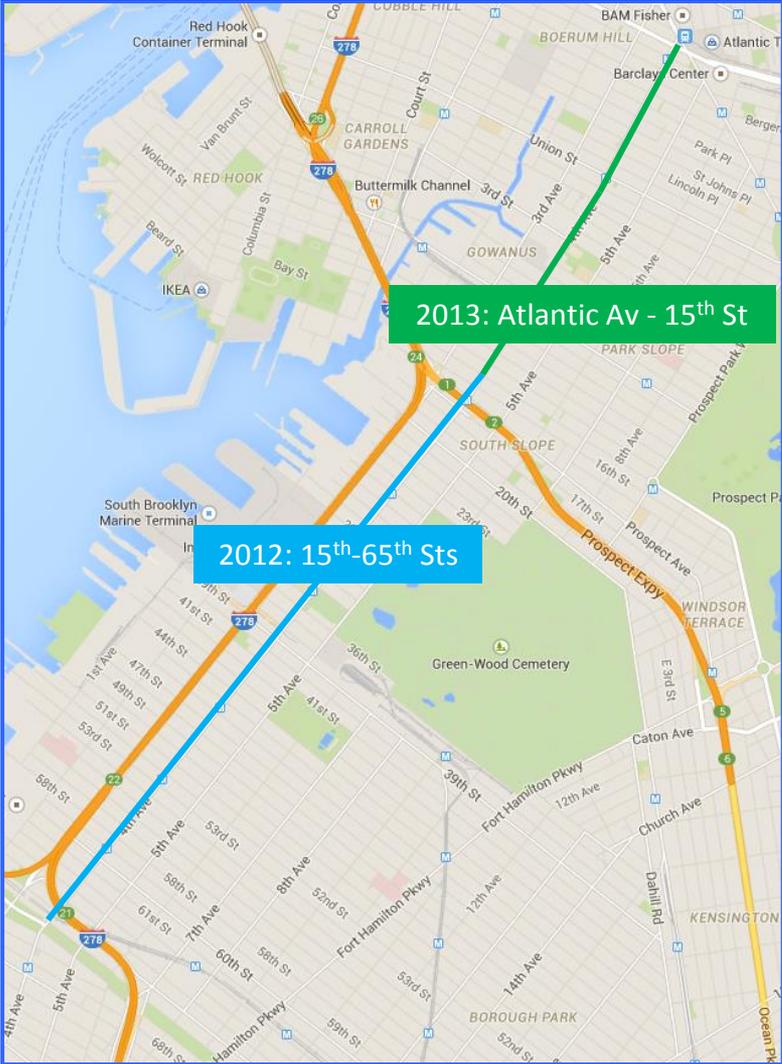


Prospect Ave (CB7): 2015-2016: Partner: Arts Gowanus

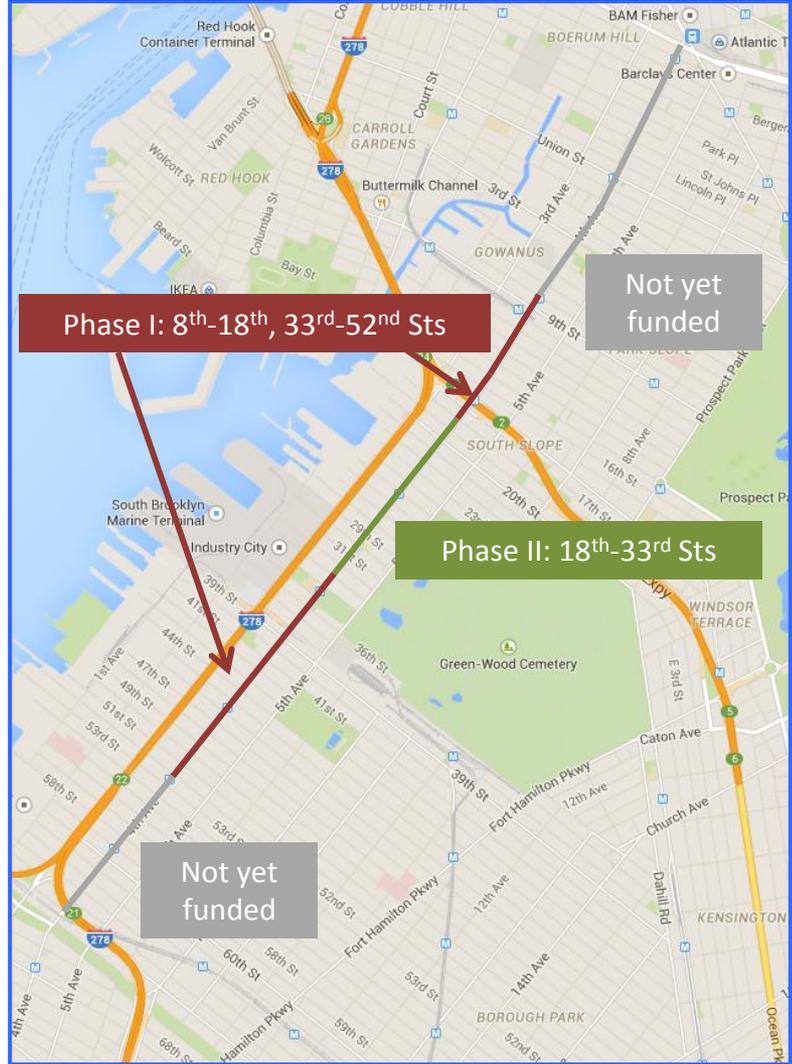
After capital construction, temporary installations will continue to provide opportunities to display the work of many artists

# Capital Project Phasing

## Operational Projects



## Great Streets: Capital



# Capital Timeline Goals

## **Phase I: 4<sup>th</sup> Ave: 8<sup>th</sup> to 18<sup>th</sup> and 33<sup>rd</sup> to 52<sup>nd</sup> Streets (HWK1669)**

- Federal funds require expedited design/construction timeline
- Summer 2016: Design completed
- Spring 2017: Construction scheduled to begin

## **Phase II: 4<sup>th</sup> Ave: 18<sup>th</sup> to 33<sup>rd</sup> St (HWK1669A)**

- Spring 2018: Construction scheduled to begin (estimated)

# Coordination and Future Phases

- Coordinate median design with MTA NYCT
- Coordinate with MTA NYCT C-33835 4<sup>th</sup> Ave Line Rehab capital project: 4<sup>th</sup> Ave from 40<sup>th</sup>-60<sup>th</sup> Sts (Spring 2016-)
- Future Phases: DOT will seek funding for:
  - Atlantic Ave-8<sup>th</sup> St
  - 52<sup>nd</sup>-65<sup>th</sup> St

[nyc.gov/4thave](https://nyc.gov/4thave)

Thank  
You

Contact: DOT Brooklyn Borough Commissioner's Office – (718) 222-7259