Context: 4th Ave: 15th-65th Sts

- High traffic volume
  - Parallel to Gowanus Expressway
- High pedestrian volume
  - Retail, Subways, Schools
- Very wide street (88’ wide, with median)
- Very narrow medians and left turn bays
- Community request to improve safety
Before: Why 4th Avenue?

- 7 pedestrian fatalities, 1 motor-vehicle fatality: 2006-2011
- High-crash corridor
  - Ranks in top 10% of corridors in Brooklyn
- High incidence of speeding
  - Up to 80% of vehicles speeding on 4th Avenue
Before: Why 4th Avenue?

- **2’ wide pedestrian refuges**
- **Separated uptown/downtown subway platforms**
- **Double parking blocked right lane, causing swerving**
- **Opposing left in narrow intersections**
Community Engagement

2009
- NYPD and CB7 safety requests to DOT

2010
- BP’s *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

2012
- Public workshop, open house, CB7 Outreach
- 15th-65th Sts built in temporary materials

2013
- Atlantic Ave-15th St: Outreach and build
- 15th-65th Sts: Collected after data

2014
- Sunset Park: 1 Year After data presentation
- Plan for multiphase capital build out
Project Summary

**Before**
- 16' Moving + Parking Lane
- 11' Moving Lane
- 11' Moving Lane
- 11' Raised Median With short narrow turn bays
- 11' Moving Lane
- 11' Moving Lane
- 16' Moving + Parking Lane

**After**
- 13' Wide Parking Lane
- 11' Moving Lane
- 10' Moving Lane With some left turns
- 4' Buffer
- 11' Raised Median with ped refuges
- 4' Buffer
- 10' Moving Lane With some left turns
- 11' Moving Lane
- 13' Wide Parking Lane

- Removed one traffic lane in each direction
- Installed wide parking lane
- Installed wide buffers with some left-turn lanes
Before/After

Before

After

Before 4th Av at 22nd St, looking north

Added 13’-wide parking lanes

Reduced moving lanes from 3 to 2 in both directions, added 4’ buffer to medians
Before/After

4th Av at 20th St, looking north, in front of the Al-Noor School

Before

Added 4’ buffer next to center medians

After

Banned left turns at select low-volume locations and widened pedestrian refuge
Safety – Results

Each before-year period is the 1-year period beginning August 1 and ending July 31. 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

- Pedestrian injuries decreased 29%
- Total crashes decreased 13%
- Crashes w/injuries decreased 8%

4th Av at 25th St, looking south
• Percentage of drivers speeding 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 – Results

• Zero fatalities in the project area since completion

2006-11: 7 fatalities occurred in the project area. One fatality occurred during the project implementation period of August 1 to November 30, 2012. Fatality data as of May 1, 2014.
Mobility – Traffic Volumes

• Northbound (AM) and southbound (PM) traffic volumes increased slightly at most locations

• Pedestrian volumes generally increased at intersections throughout the corridor

Traffic volumes:
Before: Average midweek peak hour volume week of June 14 and June 21, 2010;
After: Average midweek peak hour volume week of October 21, 2013

Pedestrian volumes:
Before: 8-9 am and 5-6pm, September 20, 2010
After: 8-9 am and 5-6pm, October 24, 2013
Travel times were maintained in the northbound direction and increased by less than 90 seconds in the southbound direction (approx. 2.5 miles)

<table>
<thead>
<tr>
<th>ROUTE</th>
<th>BEFORE</th>
<th>AFTER</th>
<th>+/-</th>
</tr>
</thead>
<tbody>
<tr>
<td>NB 4th AV (AM)</td>
<td>10:57</td>
<td>10:42</td>
<td>-0:15</td>
</tr>
<tr>
<td>SB 4th AV (PM)</td>
<td>7:43</td>
<td>9:11</td>
<td>+1:28</td>
</tr>
</tbody>
</table>

Before travel time runs done 11/15/2011 from 8-9 am and 5-6pm. At least 4 runs were completed for each route.

After travel time runs done 2/6/2014 and 11/09/13. At least 18 runs were completed for each route.
Future: 4th Ave Capital Project

- New: Planned 4th Ave capital median project
- Phase 1: 33rd-47th Sts
  - Partially funded
  - Funding applications in progress
- Future Phases: all blocks from Atlantic Avenue to 65th Street

Rendering shown is schematic. Final design, including plantings, not yet determined.
Thank You

nyc.gov/4thave

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