

Guider Ave at Coney Island Ave

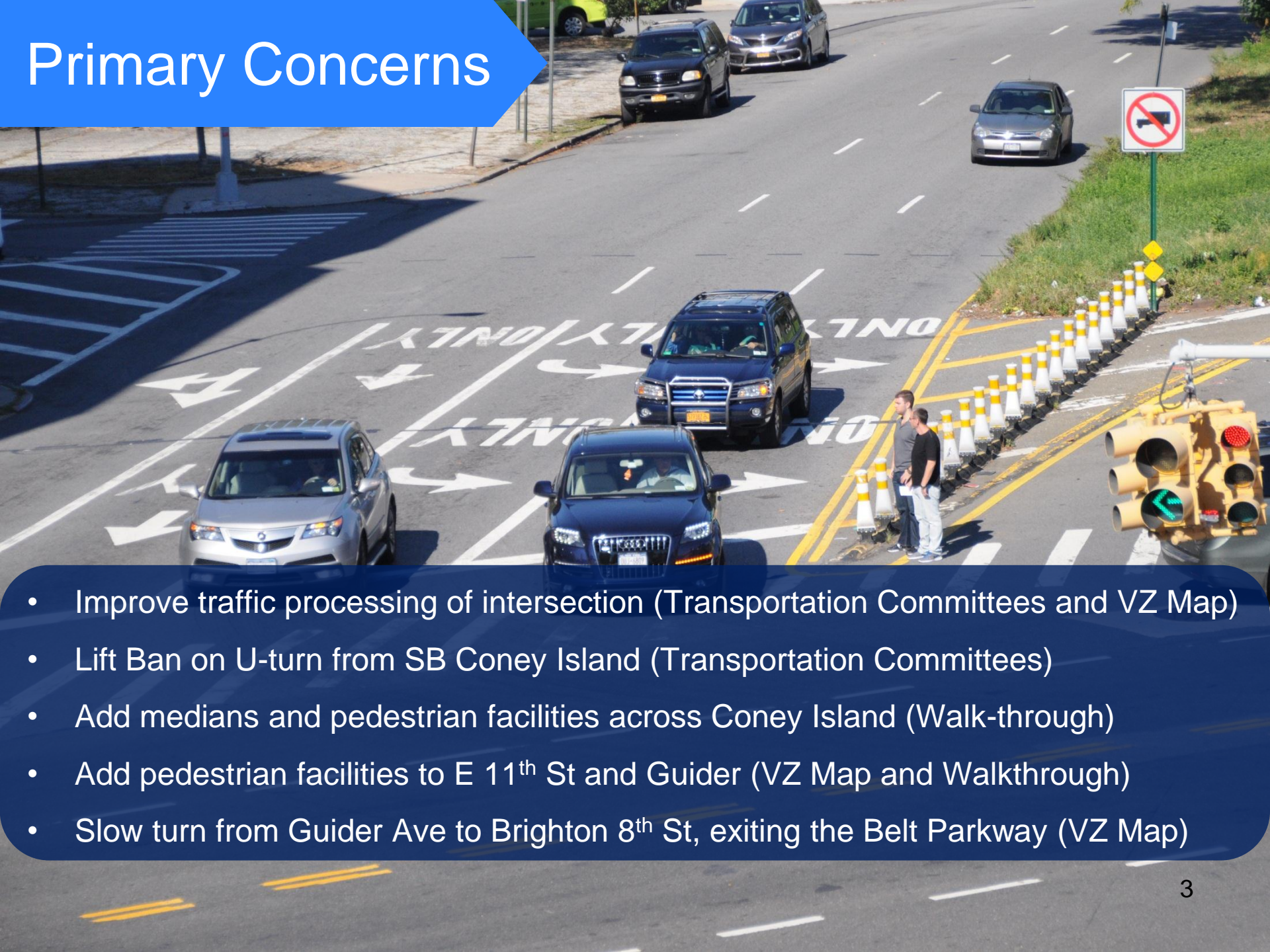


2015

Background

- Request by Community and Councilmember Deutsch
- DOT Commissioner walkthrough with Councilmember Deutsch – June 2014
- Presentation to CM Deutsch and Transportation Committees – Oct 14, 2014
- Walkthrough with CM Deutsch/community/committees – Nov 3, 2014
- Presentation to CM Deutsch and Transportation Committees – June 16, 2015

Primary Concerns



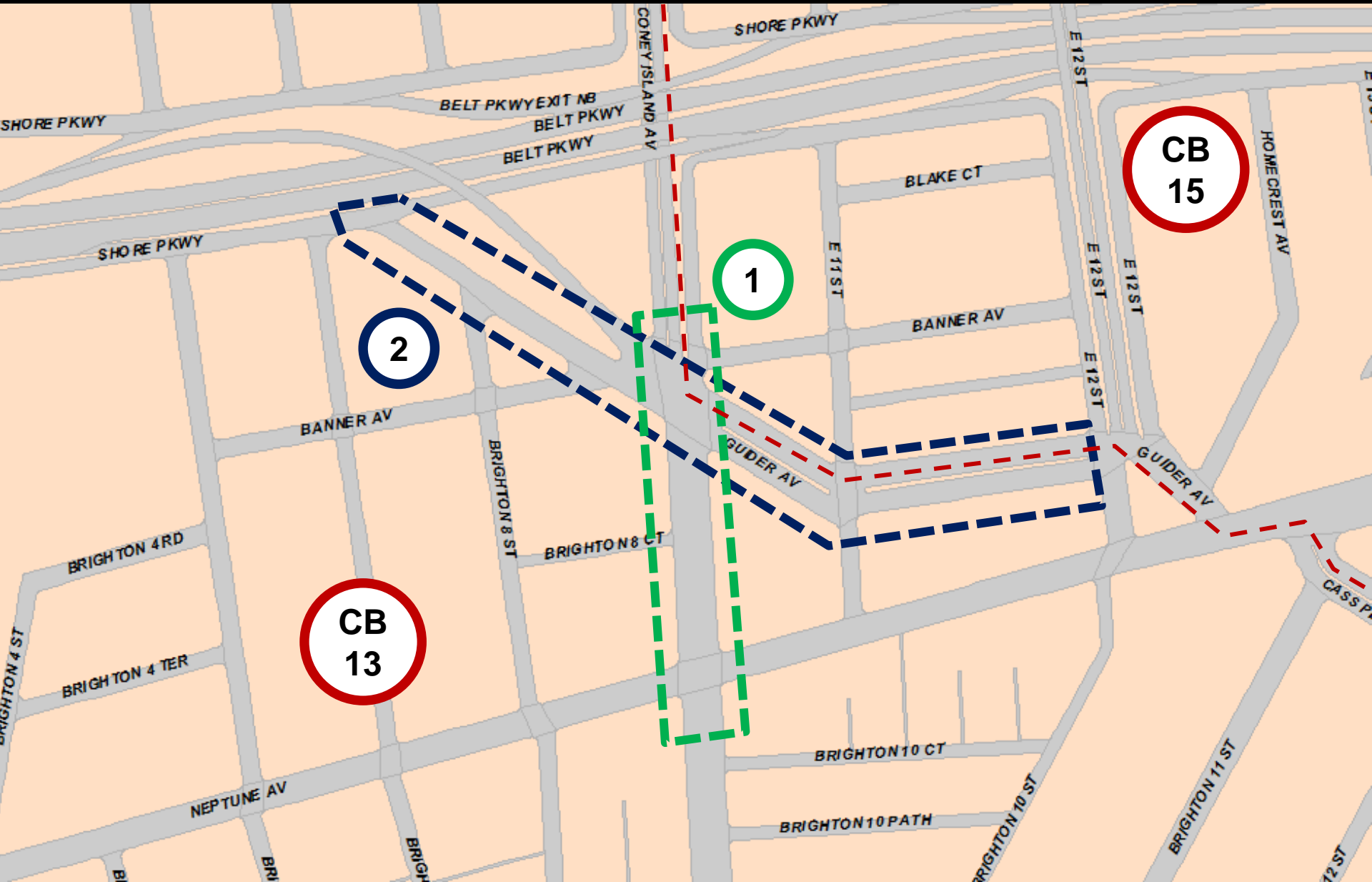
- Improve traffic processing of intersection (Transportation Committees and VZ Map)
- Lift Ban on U-turn from SB Coney Island (Transportation Committees)
- Add medians and pedestrian facilities across Coney Island (Walk-through)
- Add pedestrian facilities to E 11th St and Guider (VZ Map and Walkthrough)
- Slow turn from Guider Ave to Brighton 8th St, exiting the Belt Parkway (VZ Map)

Rapid Response Toolkit

- Concrete Safety Islands
- Pavement markings
- Signal timing changes
- Signage



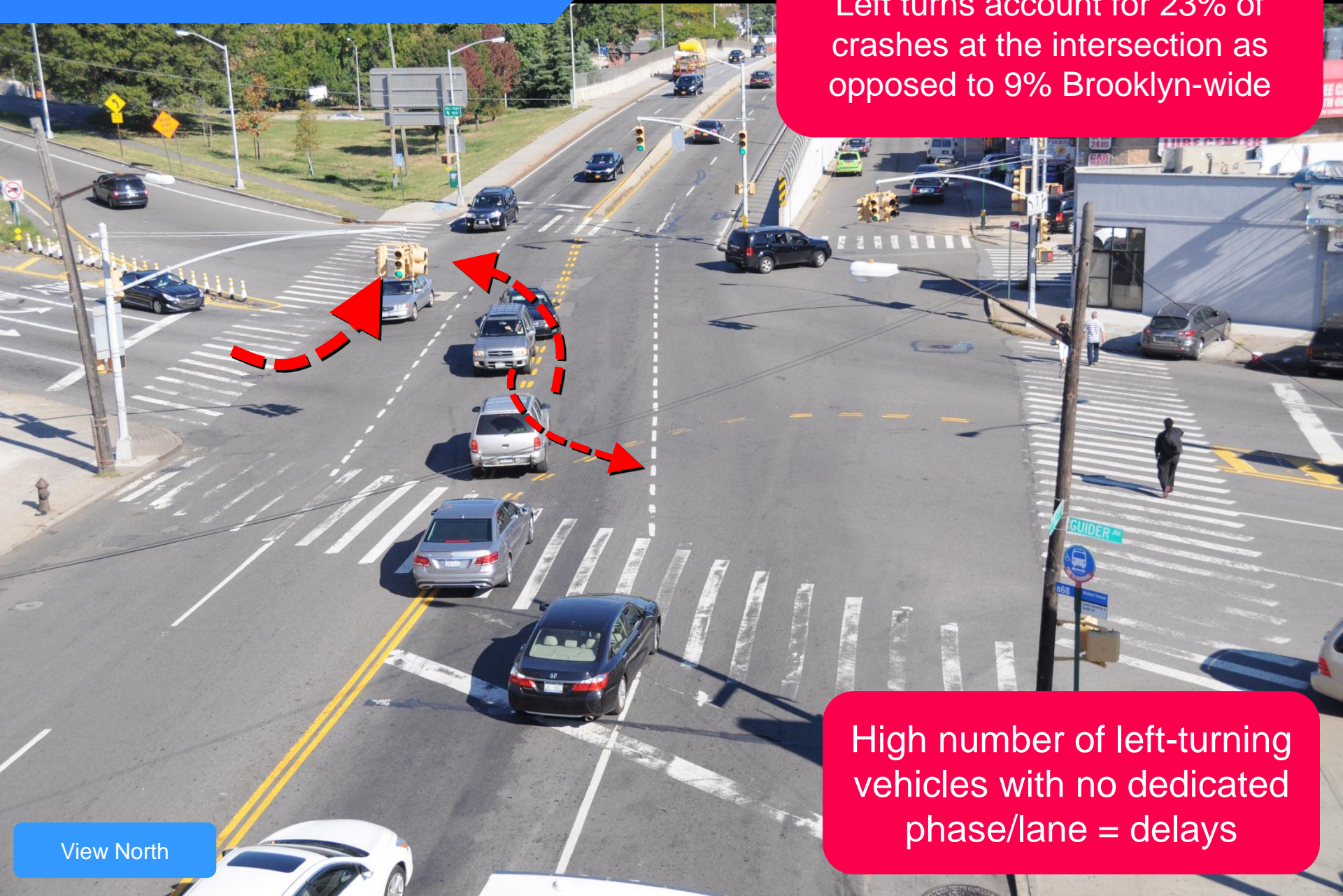
Project Location



Existing Conditions

Safety Data

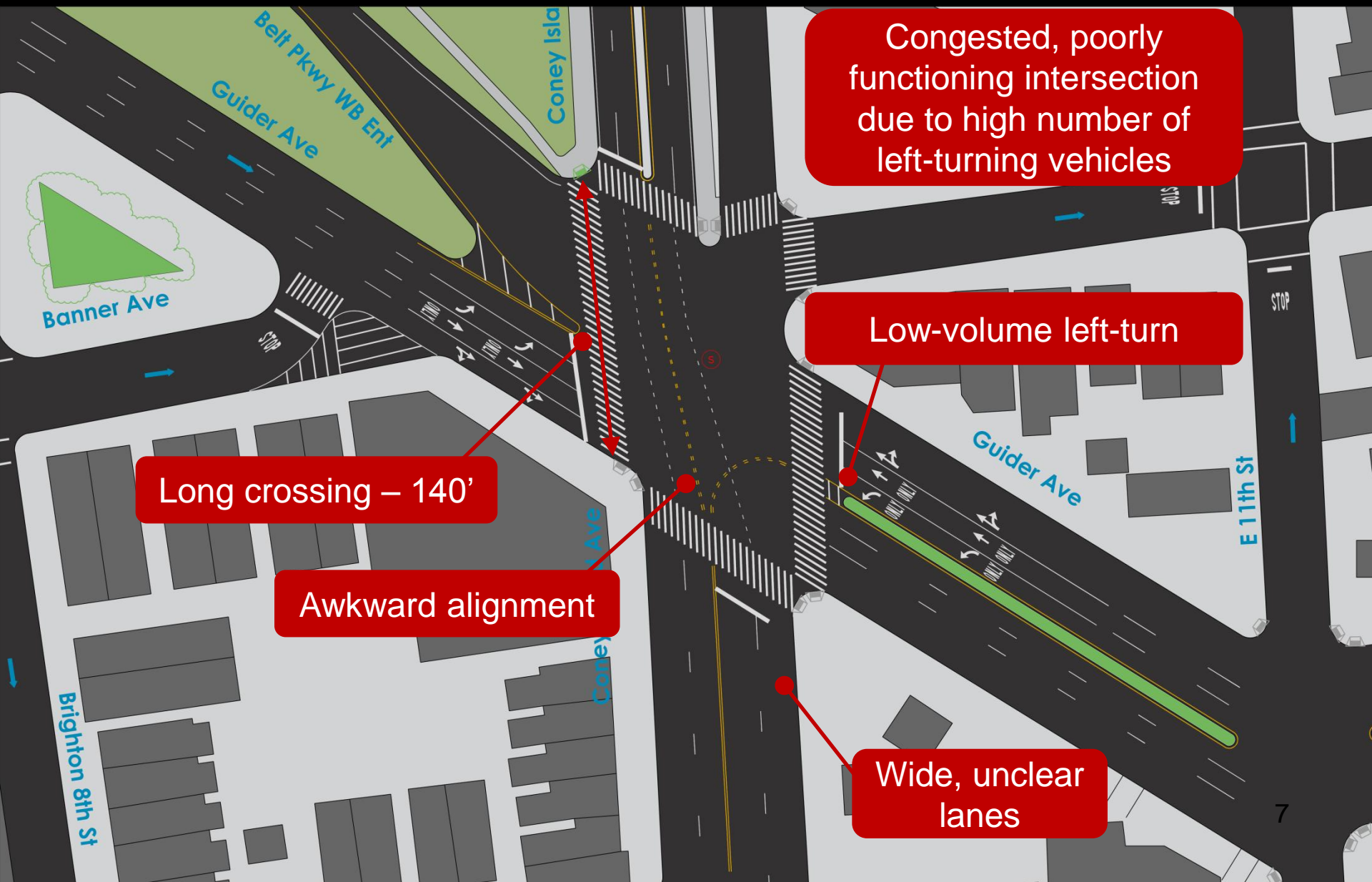
Left turns account for 23% of crashes at the intersection as opposed to 9% Brooklyn-wide



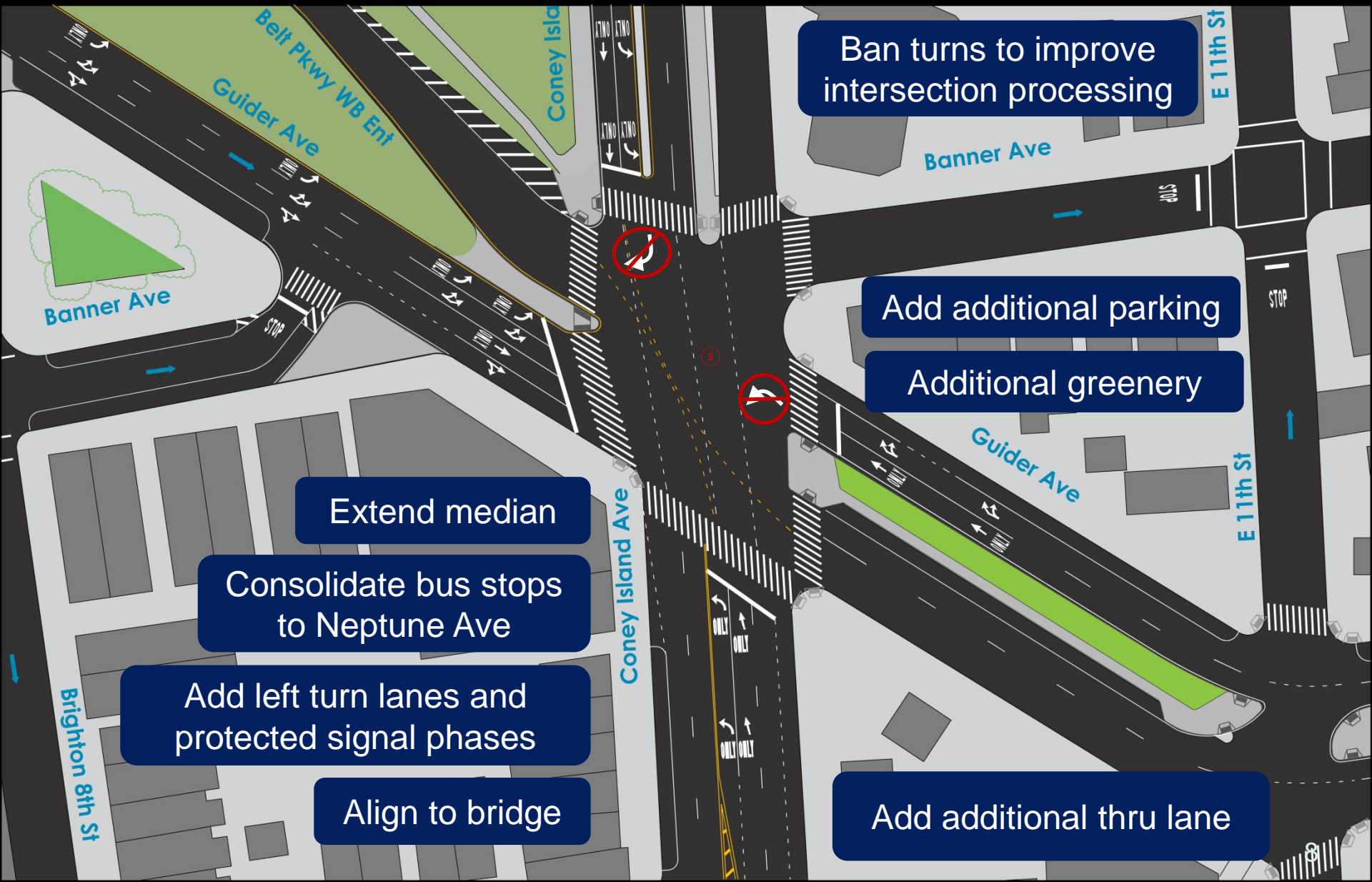
View North

High number of left-turning vehicles with no dedicated phase/lane = delays

Existing Conditions: Coney Island Ave



Proposed Plan at Coney Island Ave



U-Turn Ban

State DOT expressed no interest in lifting the SB U-Turn Ban

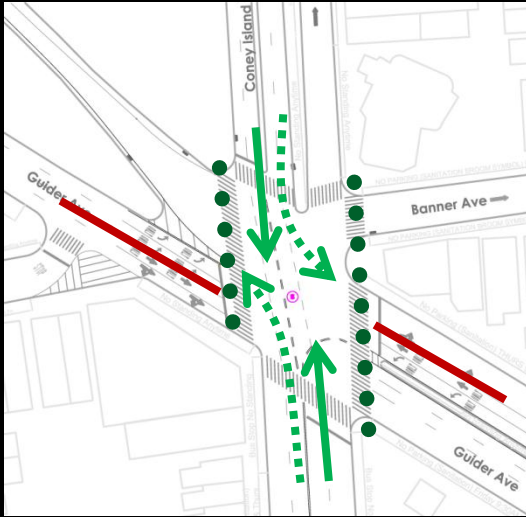
- City Borough Engineering does not wish to overrule the State
- There are safety concerns associated with U-turns at congested intersections
- U-turns are an unexpected movement for pedestrians

This proposal does not prohibit lifting the ban in the future, if it becomes feasible

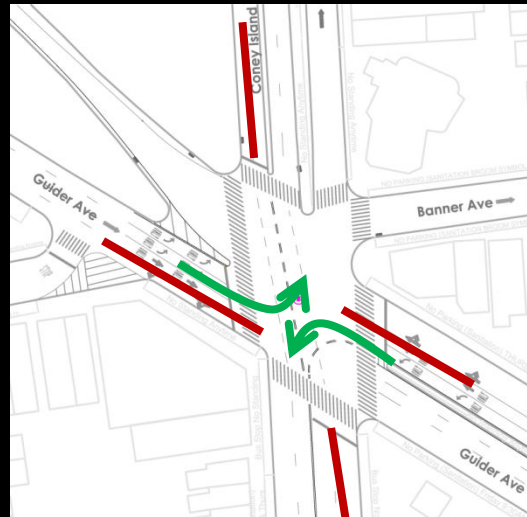


Signal Timing

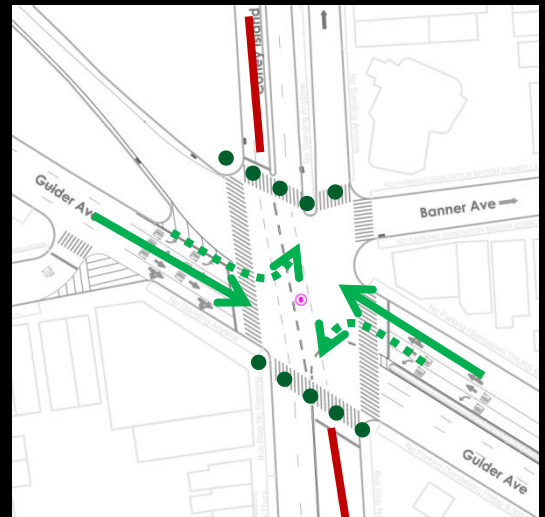
EXISTING



74 Seconds

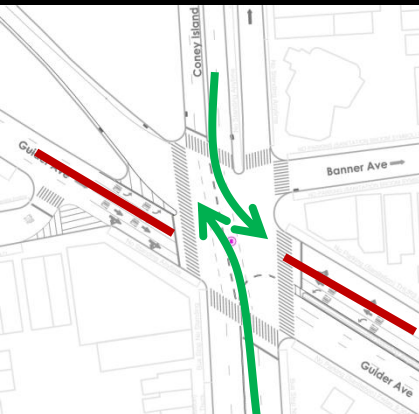


13 Seconds



33 Seconds

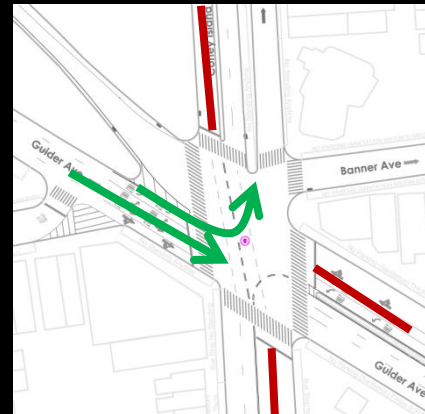
PROPOSED



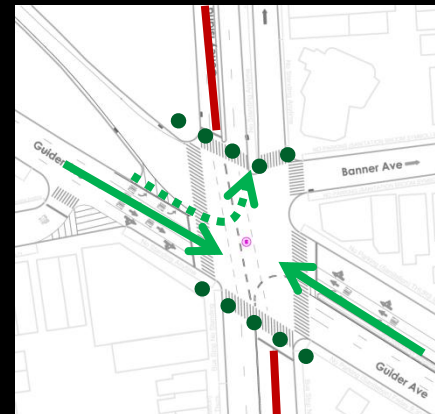
15 Seconds



54 Seconds



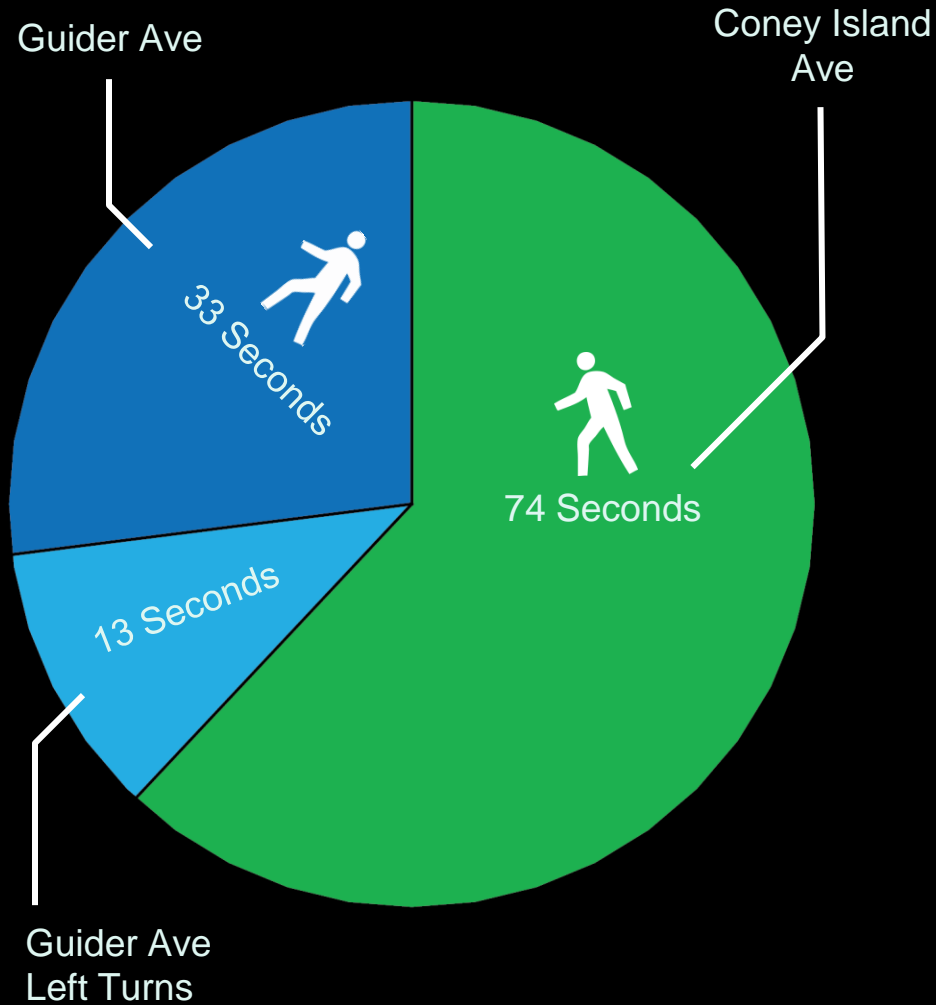
18 Seconds



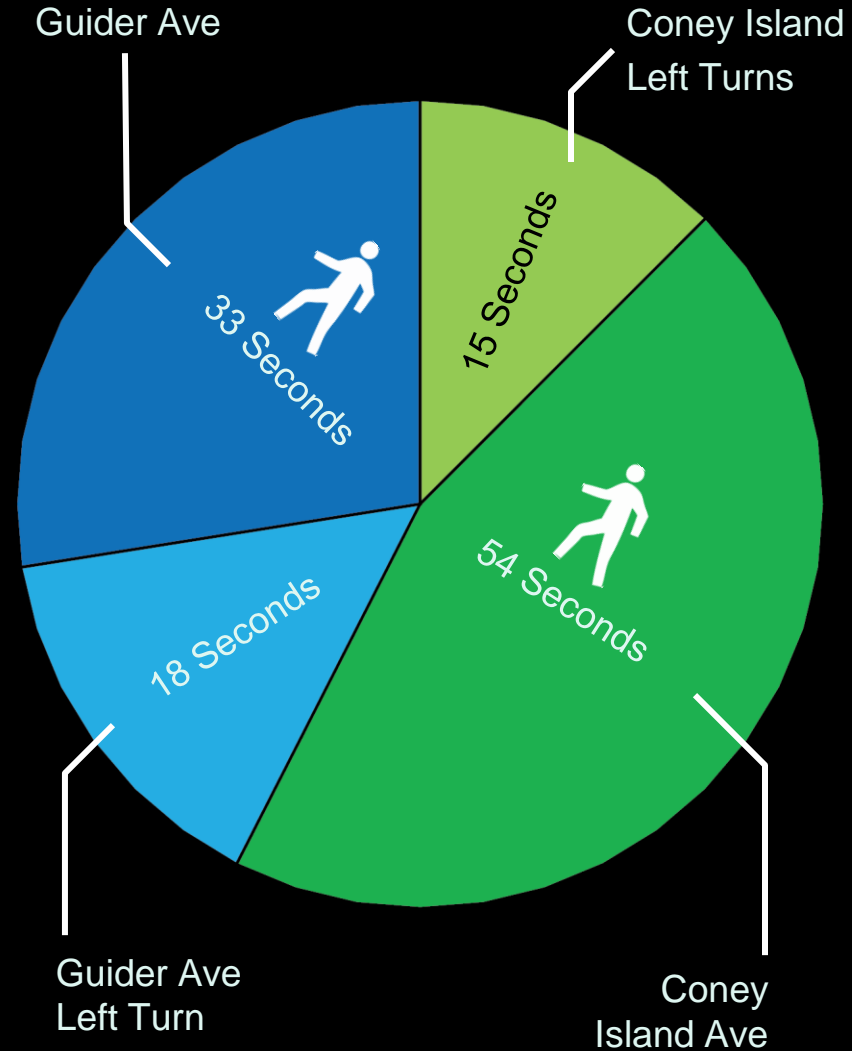
33 Seconds

Signal Timing

EXISTING

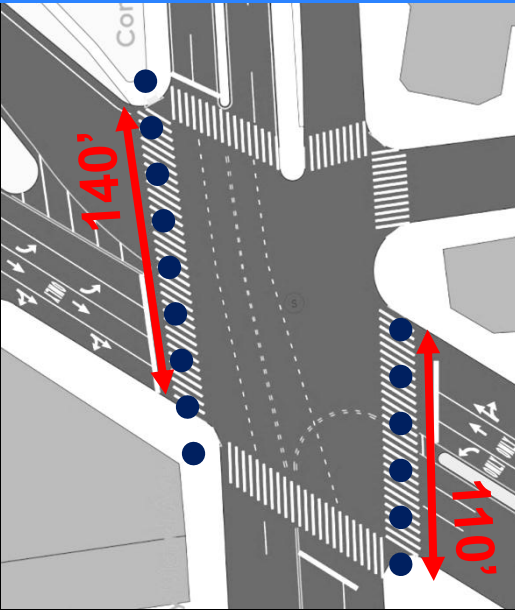


PROPOSED



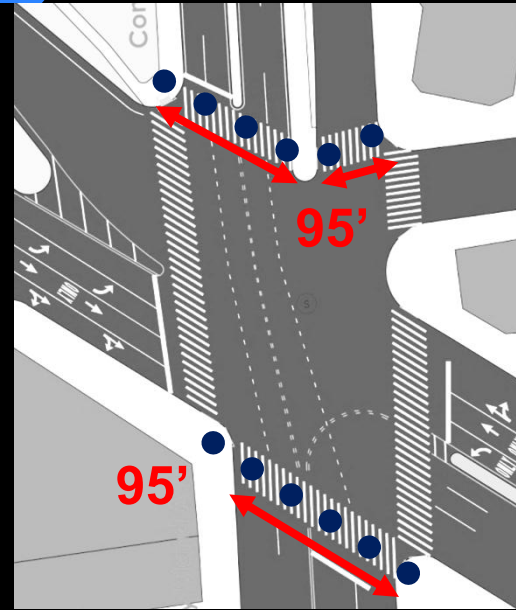
Pedestrian Crossing Time

EXISTING



Total crossing time:
69 sec.

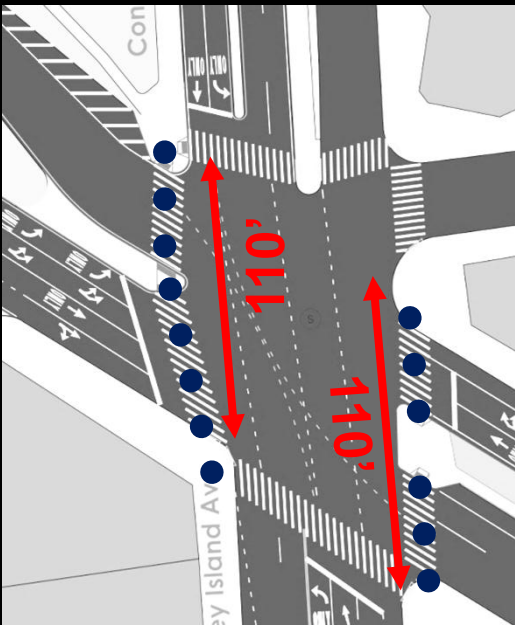
Time needed to
cross: 47 sec.



Total crossing time:
28 sec.

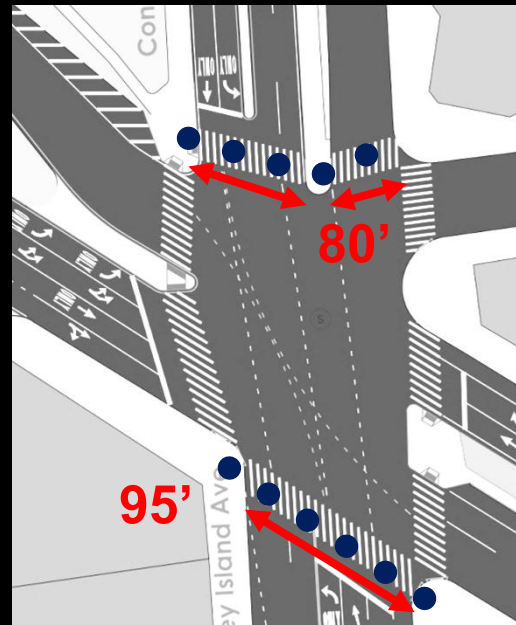
Time needed to
cross: 28 sec.

PROPOSED



Total crossing time:
44 sec.

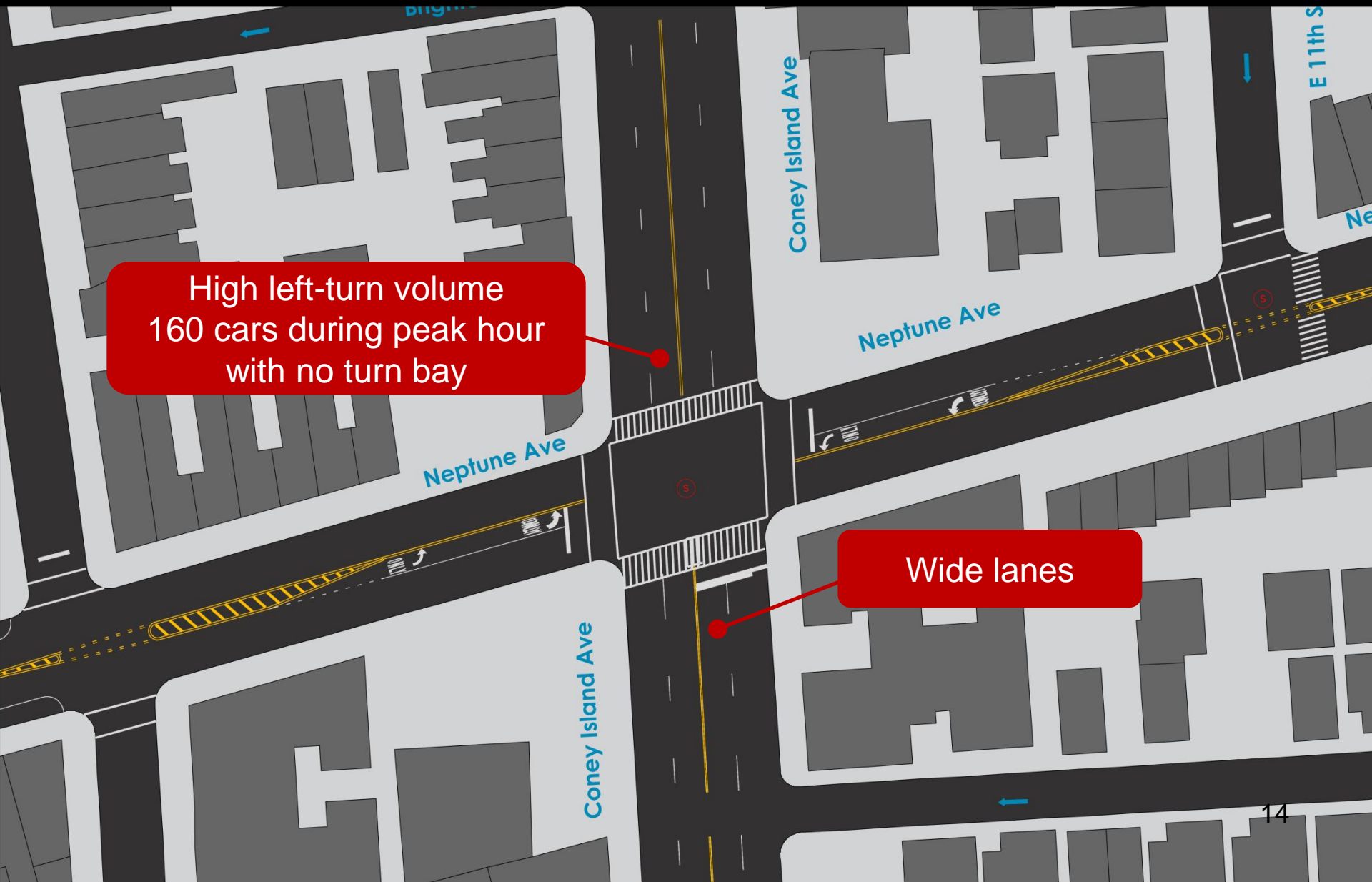
Time needed to
cross: 37 sec.



Total crossing time:
28 sec.

Time needed to
cross: 28 sec.

Existing Conditions at Neptune Ave



High left-turn volume
160 cars during peak hour
with no turn bay

Wide lanes

Proposed Plan at Neptune Ave

Add turn lanes while maintaining thru lanes



Coney Island Ave Signal Timing Improvements

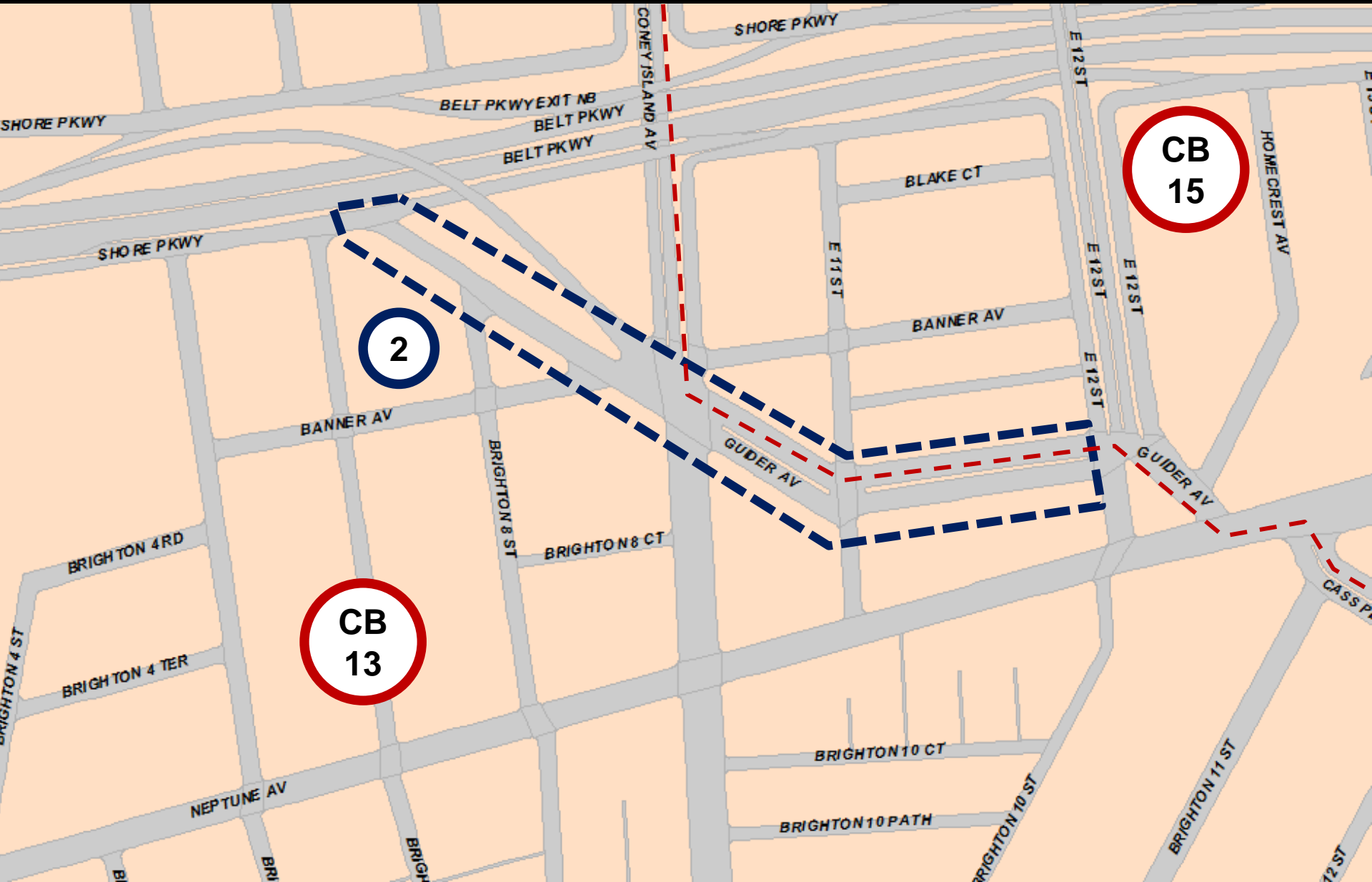


Coney Island Ave and Guider Ave

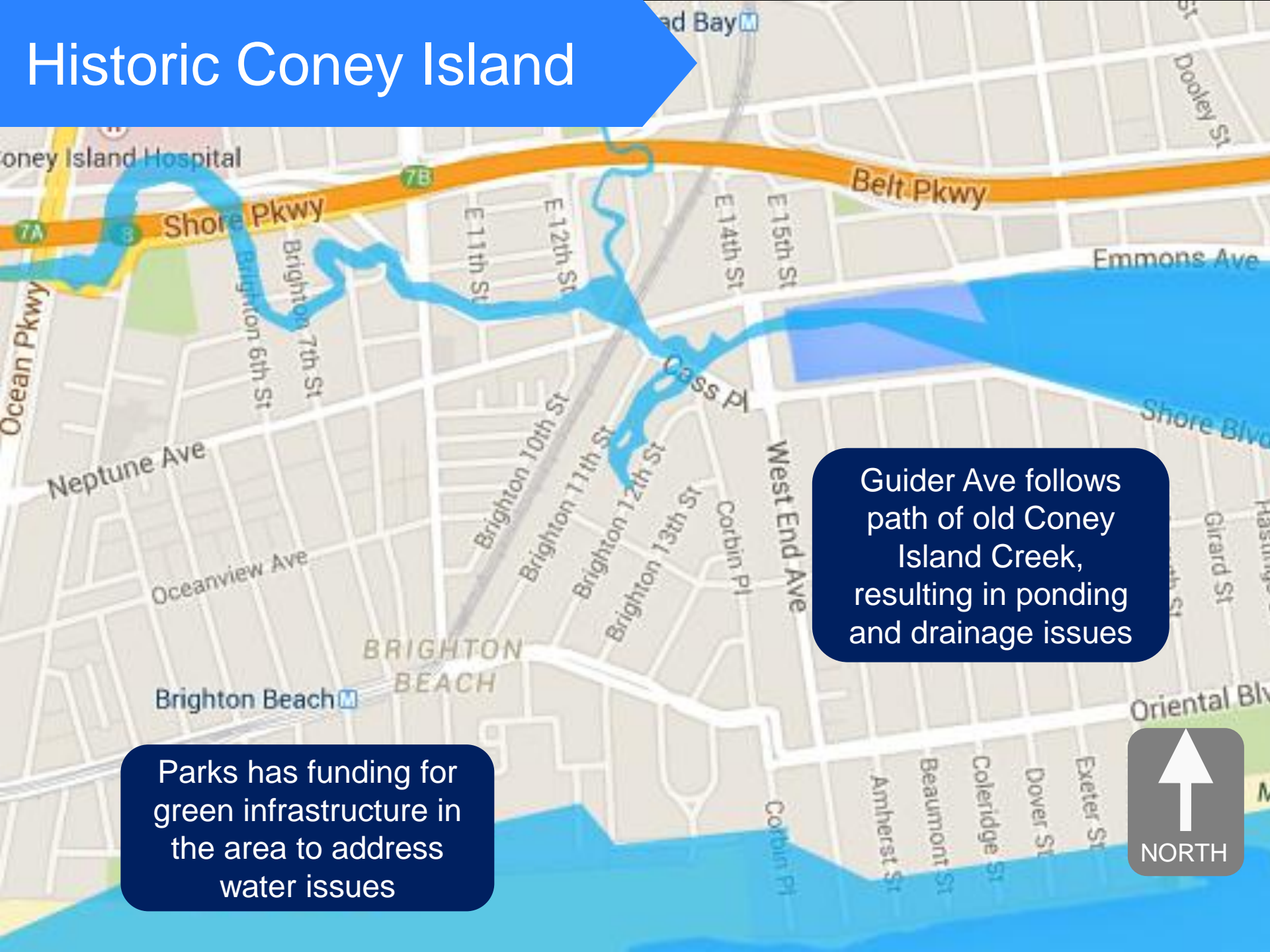
- Change to 120 Sec. cycle at all times
- Add protected left turn phase for Coney Island Ave

- › Change to 120 Sec. cycle at all times to match corridor

Project Location



Historic Coney Island



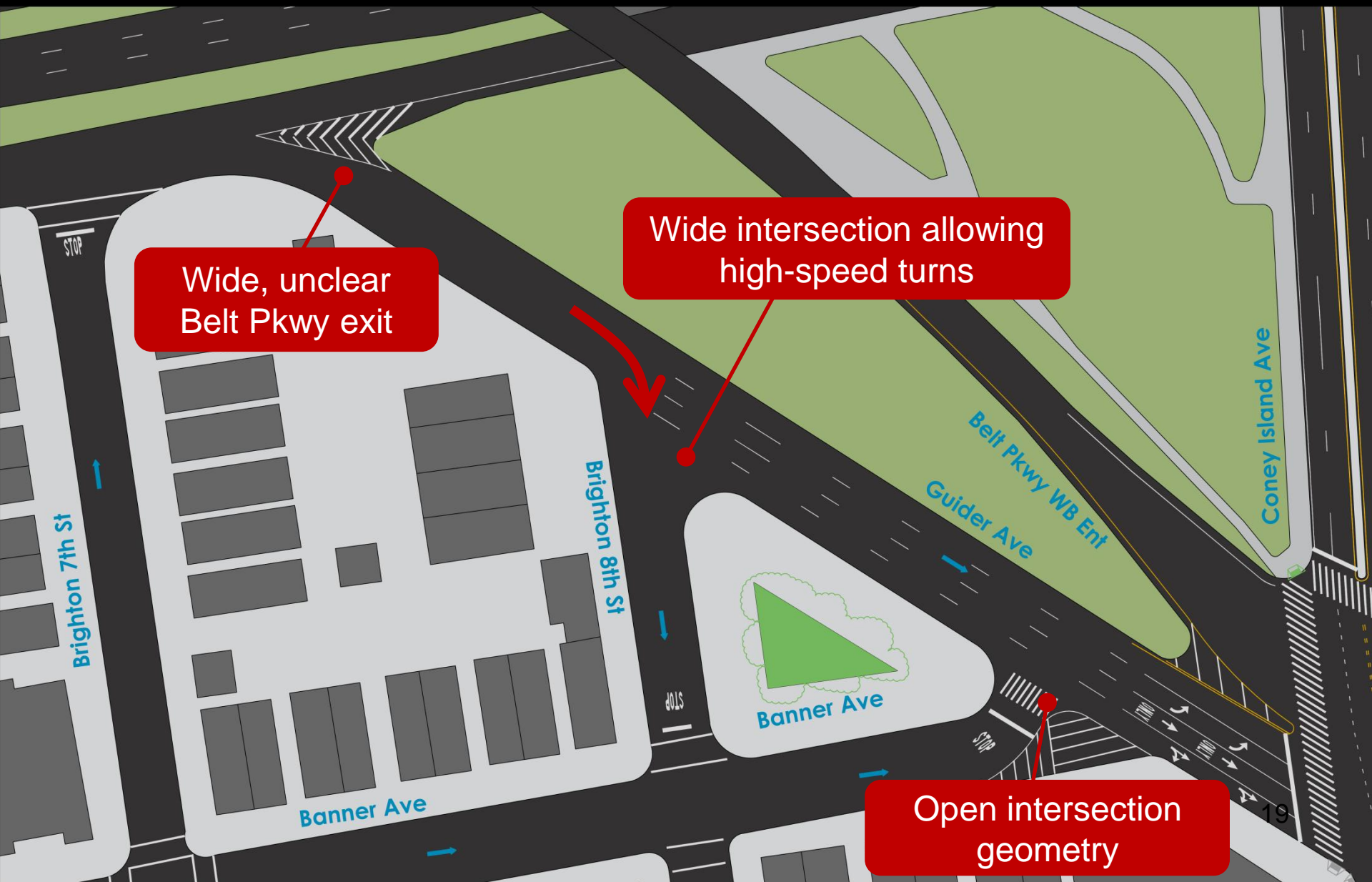
Guider Ave follows path of old Coney Island Creek, resulting in ponding and drainage issues

Parks has funding for green infrastructure in the area to address water issues

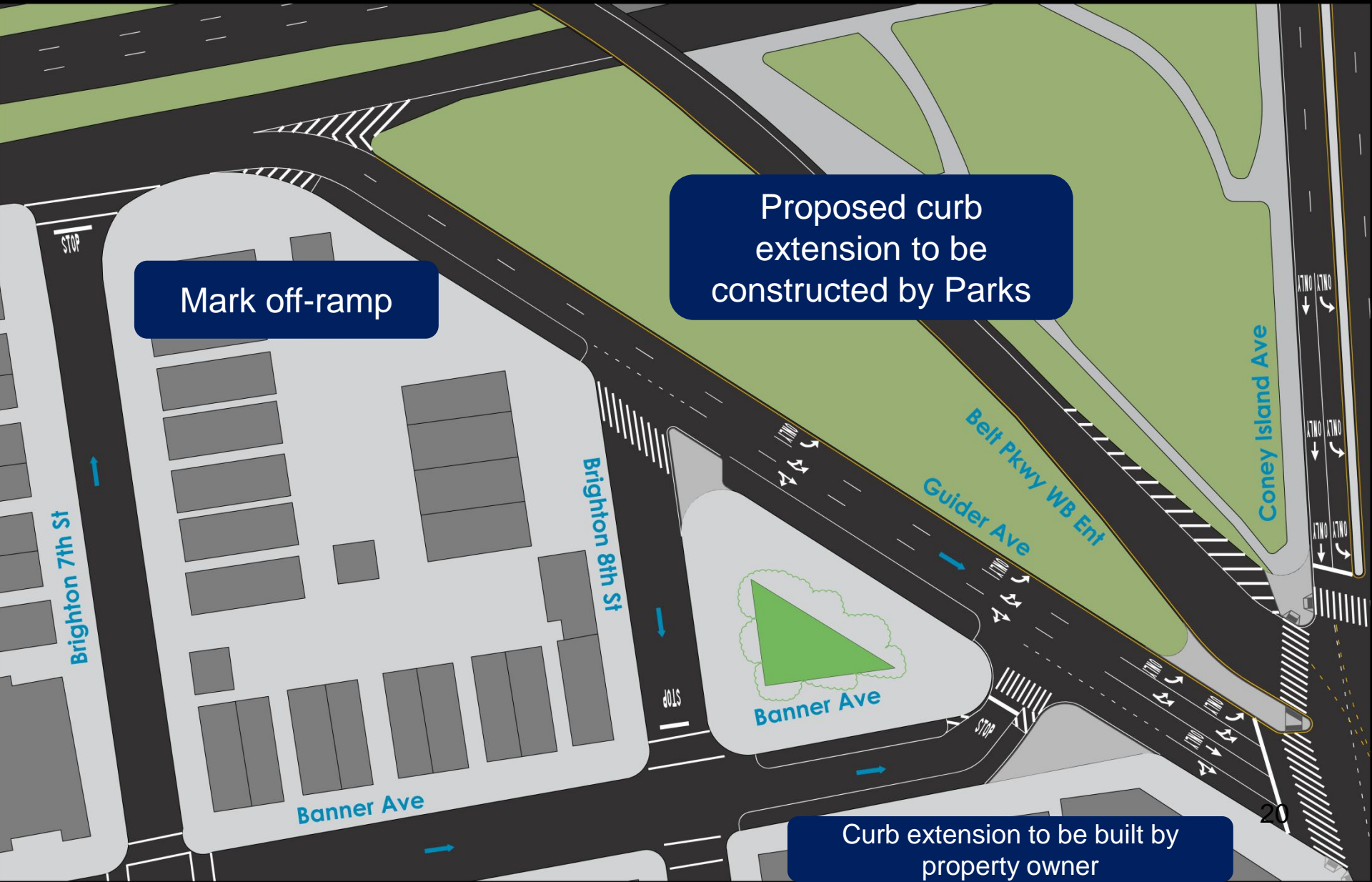


NORTH

Existing Conditions at Brighton 8th St



Proposed Plan at Brighton 8th St

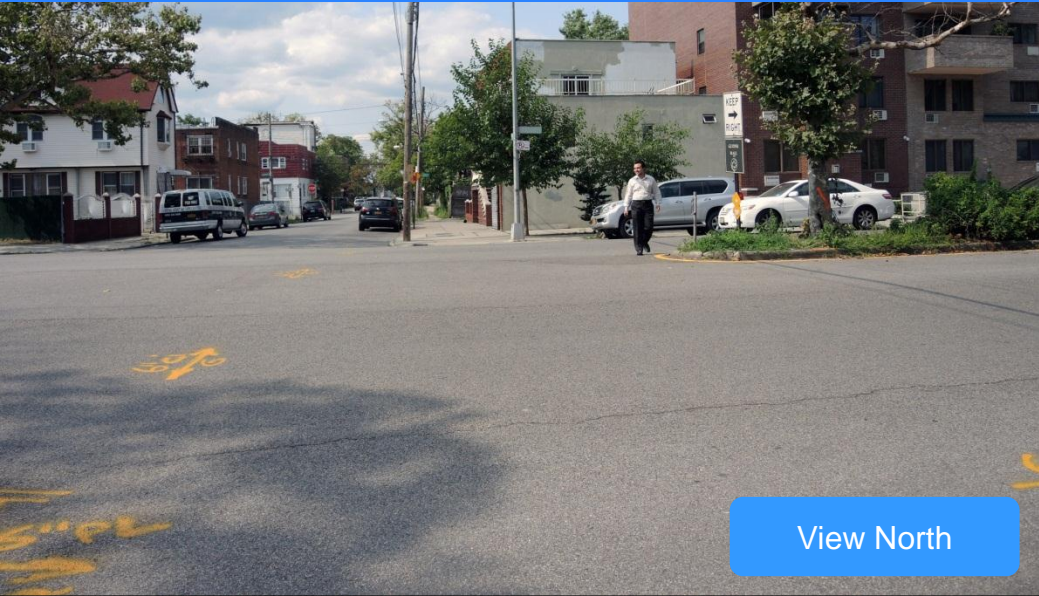


Mark off-ramp

Proposed curb extension to be constructed by Parks

Curb extension to be built by property owner

Existing Conditions: Guider Ave



View North

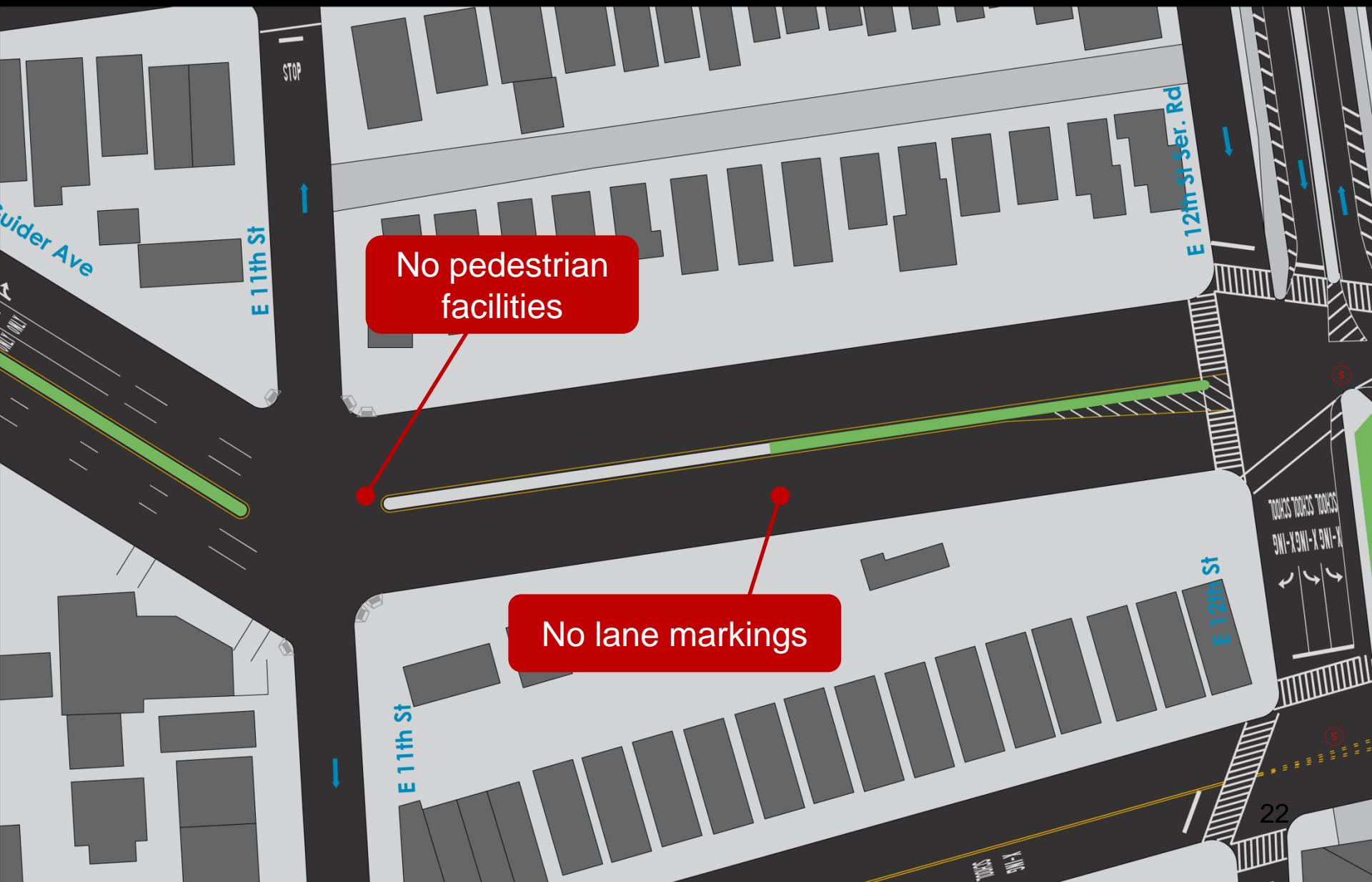
No crosswalks at Guider Avenue and E 11th St

Wide, unmarked lanes at Guider Avenue

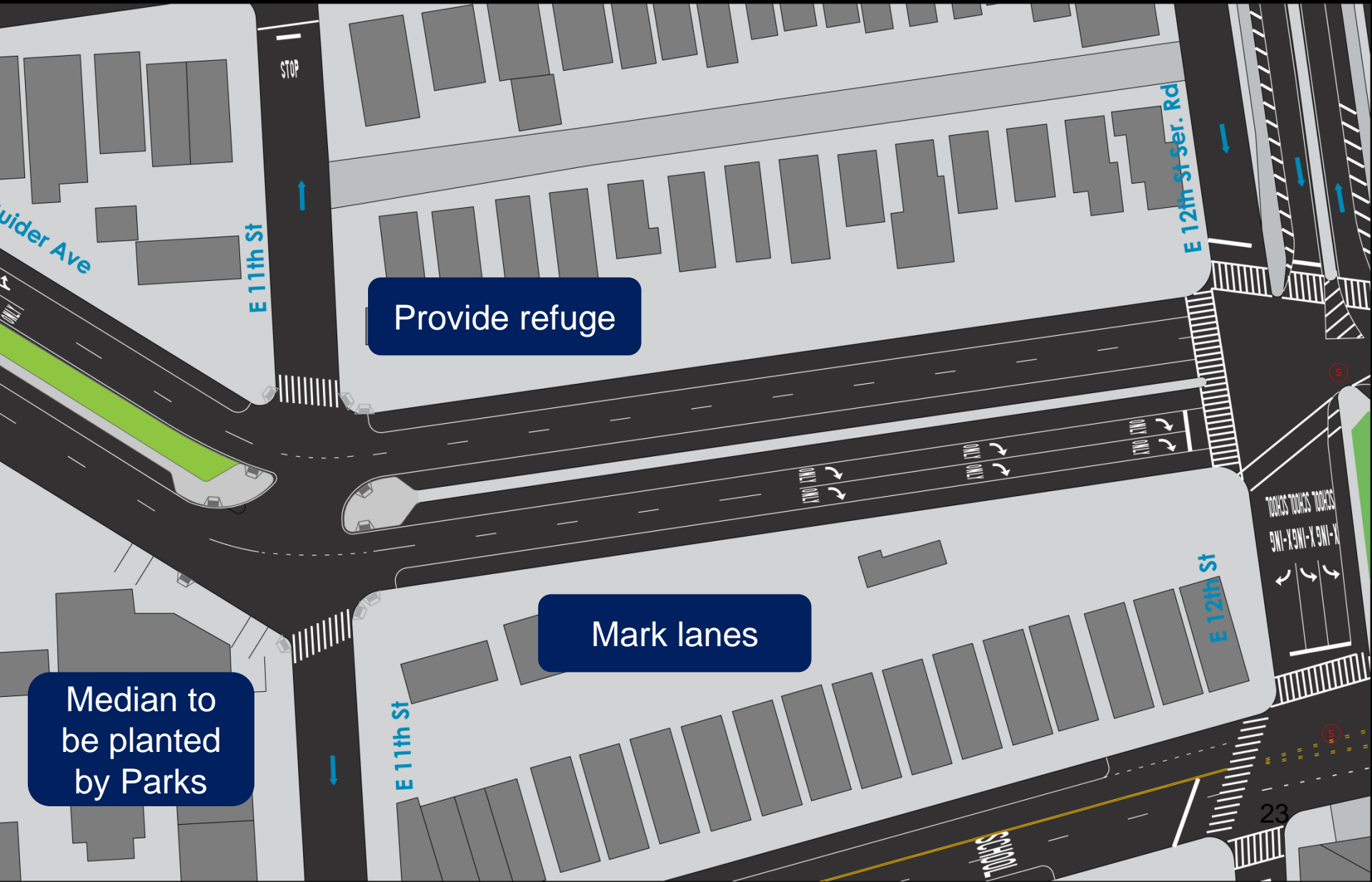


View East

Existing Conditions at E 11th St



Proposed Plan at E 11th St



Project Benefits

- 
- An aerial photograph of a city intersection. A white paratransit van with blue stripes and the text "TC PARATRANSIT" and "ACCESS-A-RIDE" is in the center. Several cars are stopped at the intersection, including a silver SUV and a dark blue SUV. Pedestrians are crossing the street. A green street sign for "KINGSBOROUGH COMMUNITY COLLEGE" is visible. The scene is captured from a high angle, showing the layout of the intersection and the flow of traffic and pedestrians.
- Reduce conflicts for motorists
 - Improve intersection processing
 - Reduce pedestrian/vehicle conflicts
 - Shorten crossings
 - Improve pedestrian access
 - Clarify vehicular movements

Project Summary

Coney Island Ave and Guider Ave

- Add left turn lanes/phase to Coney Island Ave
- Add curb extension to NW corner
- Prohibit SB right turn from Coney Island to Belt Pkwy
- Prohibit left turn from WB Guider Ave to Coney Island Ave
- Extend west median
- Consolidate bus stops

Banner Ave Triangle Greenstreet

- Improve Triangle geometry and add greenery

Guider Ave from Coney Island to E 12th St

- Mark wide lanes
- Add parking to median

Neptune Ave and Coney Island Ave

- Add left turn bays on Coney Island





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Thank
You