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SHORT-TERM ISSUES

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INTRODUCTION

A significant number of transportation issues have been identified by the public over the course of the Southern Brooklyn Transportation Investment Study (SBTIS). These issues were gathered at a series of Local Area Visioning workshops held throughout 2002 in the communities comprising the study area; as well as from letters and e-mails from the public and members of community, civic and business interests.

Transportation issues have been categorized as being either of short-term or medium/long-term concern. The medium and long-term issues have been reviewed for possible evaluation as part of the multi-modal scenarios presently under development. However, many of the issues fall into the short-term category. Short-term issues include, for example, frequency of bus service on specific routes, traffic signals improvements, and need for crosswalks at various intersections.

The short-term issues have been forwarded to the agencies on the Technical Advisory Committee that are responsible for operating and maintaining the transportation systems. Listed on the following pages are the short-term issues along with agency responses (in brackets) received to date. The list will be updated as additional agency feedback becomes available.

SHORT-TERM ISSUES

New York City Department of Transportation

1. Incident management should be improved along the Belt Parkway. [*Variable message signing and other measures are underway to improve incident management.*]
2. DOT maintenance vehicles use Belt Parkway, in conflict with weight restrictions. [*DOT trucks must travel on the parkway to maintain the roadway.*]
3. Signs prohibiting commercial vehicles are needed at Belt Parkway entrances at Rockaway Parkway. [*Missing signage was replaced in May 2003. Signs include “No Vehicles Over 5 Tons” and “Passenger Cars Only” at the Rockaway Parkway location.*]
4. There is incorrect directional signing for the Belt Parkway at the North Service Road and Voorhies Avenue. [*Repairs were made at this location in May 2004.*]
5. A Belt Parkway trailblazer sign is too close to the corner at Sheepshead Bay Road (it blocks a street sign).
6. Overpasses over the Q line have graffiti. [*NYCDOT Bridges intends to rehabilitate the bridges over the Brighton Line. These projects are in the initial planning stages.*]
7. The pedestrian crossing at Poly Place from the B70 bus stop to the VA Hospital is a problem. [*The signal cycle length in front of the hospital – Poly Place/Cropsey Avenue – was increased to 90 seconds from 60 seconds in summer 2003.*]
8. Synchronize traffic signals along 18th Avenue between Ocean Parkway and 45th Street. [*Signal timing is already computerized. Occasionally, when a connection is lost, the timings are off-line and result in delays. This condition is usually spotted quickly and corrected immediately.*]
9. Adjust traffic signal synchronization to smooth traffic flow on Linden Boulevard, 57th Street, Remsen Avenue and Kings Highway. [*Signal timing was upgraded in the vicinity of Linden Boulevard, 57th Street and, Remsen Avenue.*]
10. Coordinate traffic signals along 4th Avenue from 101st Street to 83rd Street. [*Signal timing is already computerized. Occasionally, when a connection is lost, the timings are off-line and result in delays. This condition is usually spotted quickly and corrected immediately.*]
11. Improve traffic signal timing along Flatlands Avenue to alleviate back-ups. [*Improvements were undertaken in 2003.*]
12. The intersection of 65th Street and the 6th Avenue exit of the Gowanus Expressway presents conflicts between pedestrians and vehicles. Traffic builds up at 65th Street. Improved roadway markings/signage is needed (e.g., a turn arrow). [*Signal adjustments were made in summer 2004. New pavement markings and signage are planned by the NYSDOT for 2005.*]
13. Provide a traffic light at 103rd Street and Glenwood Road to address the problem of frequent accidents.
14. The intersection of Emmons Avenue and Sheepshead Bay Road needs a left-turn signal phase. Sometimes a bus has to wait at least 4 signal cycles before the driver can make the turn. [*A left-turn phase was installed in March 2003.*]
15. Pedestrian-vehicular conflict and insufficient pedestrian crossing time at Avenue Z and Nostrand Avenue. Turn signals are needed at this intersection.

16. On Bedford Avenue there is traffic congestion at two intersections in the vicinity of Brooklyn College. These congested intersections could be alleviated by the elimination of parking meters to allow through traffic to bypass vehicles queuing for left turns. *[It is not feasible to install a bypass lane due to the present configuration of the roadway consisting of a parking lane, bike lane and travel lane.]*
17. A turn signal is needed at Canal Avenue and Cropsey Avenue near The Home Depot. *[The “No Left Turn” prohibition was placed at this location as a safety initiative; a left turn is an unsafe maneuver. A traffic signal was installed at the supermarket exit in November 2003. The signal provides for safe pedestrian crossings.]*
18. A left-turn signal is needed at 86th Street and McDonald Avenue, where there are conflicts with southbound traffic on McDonald Avenue. *[A left turn signal phase was installed for northbound Shell Road to westbound 86th Street on October 22, 2002.]*
19. Turn lanes should be added to the intersection of Coney Island Avenue and Avenue J which is very congested and carries heavy truck traffic. *[In August 2003, the Department studied the location for left-turn signals and determined that additional controls were not warranted. Department policy permits re-examination of the same location after 18 months have elapsed.]*
20. A traffic signal should replace the stop sign at the intersection of East 13th Street and Avenue I. A school is present at this location. *[In December 2003, the Department studied the location and determined that signals were not warranted. Department policy permits re-examination of the same location after 18 months have elapsed.]*
21. The traffic signals at the Kings Highway intersections with Linden Boulevard and with 56th Street are out of synchronization with each other. *[A new timing system was installed and fine-tuned in 2002.]*
22. Permit the left turn from Emmons Avenue to East 16th Street.
23. Install a traffic light at 66th Street and 7th Street/Bay Parkway because of the left turn condition.
24. Lengthen the timing of the dedicated left-turn signal for the turn onto Atlantic Avenue from northbound Pennsylvania Avenue. *[Intersection improvements are being made as part of the improvements related to the Gateway Estates development.]*
25. Provide left-turn signals from Pennsylvania Avenue to Flatlands Avenue, and from Flatlands Avenue to Pennsylvania Avenue. *[Left-turn signals are installed in all directions at this location.]*
26. Coordinate traffic signals along Bedford Avenue. *[Signal timing is already computerized. Occasionally, when a connection is lost, the timings are off-line and result in delays. This condition is usually spotted quickly and corrected immediately.]*
27. Lack of traffic lights/pedestrian crossings on 17th Avenue from 75th Street to 79th Street. Replace the stop sign at 17th Avenue and 77th Street with a traffic light. *[A traffic signal was installed at 17th Avenue and 77th Street in winter 2004.]*
28. Repair the inoperative traffic signal pedestrian button at the corner of Nostrand Avenue and Avenue Z. *[The push button was re-installed on November 14, 2002.]*
29. Pedestrian crossings along Ocean Parkway are a problem. In particular, pedestrians are unable to cross at the intersection at Avenue Z and there is a dangerous crossing at Bay Parkway. *[Pedestrian crossing times have been increased at a number of intersections and protected left turns have been installed along Ocean Parkway.]*

30. Crosswalk needed on easterly side of Bay Parkway at West 10th Street. [*This location does not have a stop control device; i.e., stop signs or signals. Crosswalks are only installed at intersections with stop control devices as per Department policy.*]
31. Need crosswalks across Foster Avenue and Farragut Road at East 23rd Street. [*These locations have a stop control device for the minor street – East 23rd Street. Crosswalks are marked across East 23rd Street at the Foster Avenue and Farragut Road intersections.*]
32. Install parking meters at Bay Parkway and W. 7th Street (65th Street). [*Parking on the east side of Bay Parkway between West 7th Street and 65th Street is restricted to allow curb access for the right turn from West 7th Street onto Bay Parkway.*]
33. Replace parking prohibition signs with parking meters on Bay Parkway between West 11th Street and Avenue O. [*The existing “No Parking Anytime” signs were installed to discourage the car wash on the next block from double parking and causing traffic spillback along Bay Parkway.*]
34. Tractor trailers get stuck at the elevated Brighton Beach (Q Line) transit structure crossing Avenue J at East 16th Street. [*There are advance height warning signs at this location.*]
35. Trucks get stuck beneath the overpass at 86th Street and 20th Avenue. [*There are advance height warning signs at this location.*]
36. Trucks get stuck under low overpasses at Kings Highway, Ocean Avenue and Rockaway Parkway. Advance warning signs are needed. [*There are advance height warning signs at these locations.*]
37. Truck signage is needed on Linden Blvd. East of Utica Avenue to the Queens border. [*The Department met with the Linden Boulevard Block Association in October 2002 and has addressed these concerns.*]
38. Signs need to be re-installed prohibiting through trucks on Linden Boulevard, and redirected to the Atlantic Avenue through truck route to the Gowanus Expressway. [*The signs were re-installed in spring 2003.*]
39. Expedite reconstruction of the “jewel” streets in Community District 5. [*Reconstruction of the streets is in the City’s FY2006 program.*]
40. Better sidewalk maintenance is needed on Coney Island Avenue and Ocean Parkway. [*Adjacent property owners are responsible for sidewalk maintenance and repair.*]
41. A bus shelter should be provided on Flatbush Avenue at Church Avenue (B41 route). [*The public can make a direct request for a shelter via the NYCDOT website www.nyc.gov/html/dot/html/permits/franinfo.html#busstopshelter.*]
42. A bus shelter and benches should be provided at the B13 stop at the Gateway mall. [*The public can make a direct request for a shelter via the NYCDOT website www.nyc.gov/html/dot/html/permits/franinfo.html#busstopshelter.*]
43. Bicycle parking facilities are needed in Sheepshead Bay; at Brooklyn Community College; at Kingsborough Community College; at larger subway stations such as Coney Island, Rockaway Parkway, Kings Highway (both the Q and N lines), Eastern Parkway and New Utrecht (where space is available at an old bus turnaround); at Keyspan Stadium; at Newkirk Plaza around the station house; at various locations on Kings Highway; and at Kings Plaza.

New York City Truck Management and Community Impact Reduction Study

The New York City Department of Transportation is presently conducting an examination of the City's truck route network. The primary purpose of this study is to improve the overall truck route management framework which regulates truck movements in New York City. In doing so, the Department intends to minimize the negative impacts of trucks in residential areas, while providing drivers with the necessary resources to safely and efficiently traverse city streets. The truck route study will not address all localized complaints. The recommendations and initiatives resulting from the truck management study will provide a regional approach for addressing many of the pressing issues relating to the movement of trucks on city streets (i.e., enforcement, better positive and negative signage, etc.). Relevant comments received as part of the SBTIS public outreach effort have been forwarded to the NYCDOT Truck Management Study project team for consideration. These comments identify localized issues dealing with signage, congestion route assignment and safety.

1. Improve signing along truck routes. Signs are too small and only Linden Boulevard is marked. 65th Street is used by trucks, but it is not clearly marked.
2. Trucks have difficulty turning at 18th Avenue to and from 86th Street and Cropsey Avenue.
3. Brooklyn Terminal Market-bound trucks on Claredon Road, Zachary Street, Dean Street pose safety threat to school children.
4. Trucks leave the designated route on Coney Island Avenue and turn onto Newkirk Avenue to cut over to the McDonald Avenue truck route.

Coney Island/Gravesend Transportation Study

The New York City Department of Transportation is presently conducting a study to improve transportation in the Coney Island and Gravesend sections of Brooklyn. The following comments received as part of the SBTIS public outreach efforts have been forwarded to the NYCDOT Coney Island/Gravesend study team:

1. A left-turn signal is needed at Brighton Beach and Coney Island Avenue (eastbound onto Coney Island Avenue under the elevated subway).
2. Increase the green signal time for traffic on West 5th Street at Neptune Avenue. [*Signal improvements are being looked at as part of the Coney Island Study.*]
3. Unsafe intersection (traffic and pedestrian safety) at Bay Parkway and Cropsey Avenue.

New York City Department of Parks & Recreation

1. Bench repairs are needed on Ocean Parkway. [*The Department will repair the benches.*]

MTA and New York City Transit

1. Better signing to the subway is needed at the East New York LIRR Station.
2. A maintenance problem is the accumulation of water in the Brighton Beach Station.
3. The 18th Avenue Station is not adequately cleaned.
4. Install new tiles and provide better maintenance at the 86th Street R train station.
5. The B36 and B44 routes should extend to the front of Sheepshead Bay High School (Avenue X).

6. Monitor bus service provided to schools to see if more service is needed. *[All NYCT bus routes, including bus routes that have a high volume of students, are checked regularly. Frequency and running time modifications are made if ridership levels exceed MTA Board guidelines.]*
7. Increase frequency on the B4 bus route, which now operates with a maximum frequency of 15 minutes. *[All NYCT bus routes, including the B4, are checked regularly. Frequency and running time modifications are made if ridership levels exceed MTA Board guidelines. At this time, NYCT's surveys do not indicate that increased service is warranted on the B4.]*
8. Connection headways between the B63 and B11 bus lines are poor. *[NYCT agrees that bus bunching is a problem in many parts of the City. However, bus bunching is largely the result of traffic congestion. NYCT is studying automatic vehicle location (AVL) technology which could help improve bus reliability and performance.]*
9. The B2 bus is frequently a few minutes late, which makes the subway connection less convenient. *[NYCT agrees that bus bunching is a problem in many parts of the City. However, bus bunching is largely the result of traffic congestion. NYCT is studying automatic vehicle location (AVL) technology which could help improve bus reliability and performance.]*
10. Bunching is a problem on the B9, B37, B44 and B63 routes. *[NYCT agrees that bus bunching is a problem in many parts of the City. However, bus bunching is largely the result of traffic congestion. NYCT is studying automatic vehicle location (AVL) technology which could help improve bus reliability and performance.]*
11. A bus dispatcher is needed at Nostrand Avenue and Avenue U to prevent bunching on the B3 and B44 bus routes (a dispatcher used to be assigned to that location). *[NYCT agrees that bus bunching is a problem in many parts of the City. However, bus bunching is largely the result of traffic congestion. NYCT is studying automatic vehicle location (AVL) technology which could help improve bus reliability and performance.]*
12. The B7, B8, B11, B70, B71, B75 and B82 routes have infrequent or unreliable bus service. *[NYCT surveys of these bus routes do not indicate that the service is infrequent or unreliable. Frequency and running times will be changed if the results of future surveys indicate that modifications are needed. NYCT is studying automatic vehicle location (AVL) technology which could help improve bus reliability and performance.]*
13. Re-route the B49 route around the Sheepshead Bay Q line station instead of crowding Sheepshead Bay Road. Sheepshead Bay Road is narrow.
14. Buses from Staten Island that terminate at 4th Avenue and 86th Street create traffic congestion.
15. There is congestion and vehicular-pedestrian conflicts near a McDonald's restaurant on Flatlands Avenue at 78th Street (adjacent to a high school). This is due to the proximity of the bus stop to the MacDonal'd's drive-through take-out window.