Guider Ave at Coney Island Ave
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
Existing Conditions

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

High number of left-turning vehicles with no dedicated phase/lane = delays
Existing Conditions: Coney Island Ave

- Congested, poorly functioning intersection due to high number of left-turning vehicles
- Low-volume left-turn
- Long crossing – 140’
- Awkward alignment
- Wide, unclear lanes
Proposed Plan at Coney Island Ave

- Add additional thru lane
- Align to bridge
- Add left turn lanes and protected signal phases
- Consolidate bus stops to Neptune Ave
- Ban turns to improve intersection processing
- Add additional parking
- Additional greenery
- Extend median
- Add additional thru lane
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

Guider Ave
13 Seconds
Guider Ave Left Turns

Coney Island Ave
74 Seconds

PROPOSED

Guider Ave
33 Seconds
Guider Ave Left Turn

Coney Island Ave
54 Seconds

Coney Island Left Turns
15 Seconds

18 Seconds
**Pedestrian Crossing Time**

**EXISTING**

- Total crossing time: 69 sec.
- Time needed to cross: 47 sec.

**PROPOSED**

- Total crossing time: 44 sec.
- Time needed to cross: 37 sec.

- Total crossing time: 28 sec.
- Time needed to cross: 28 sec.

- Total crossing time: 28 sec.
- Time needed to cross: 28 sec.
Existing Conditions at Neptune Ave

- Wide lanes
- 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
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.
Existing Conditions at Brighton 8th St

Wide, unclear Belt Pkwy exit

Wide intersection allowing high-speed turns

Open intersection geometry
Proposed Plan at Brighton 8th St

Proposed curb extension to be constructed by Parks

Mark off-ramp

Curb extension to be built by property owner
Existing Conditions: Guider Ave

No crosswalks at Guider Avenue and E 11th St

Wide, unmarked lanes at Guider Avenue
Existing Conditions at E 11th St

- No lane markings
- No pedestrian facilities
Proposed Plan at E 11th St

- Mark lanes
- Provide refuge
- Median to be planted by Parks
Project Benefits

- 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