

## Community Safety Request to DOT

## Task Forces form, DOT initiates safety project

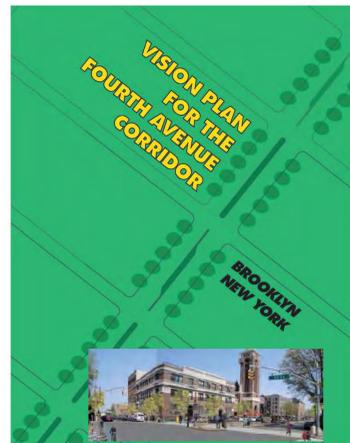
## Community-Driven Arterial Redesign

### 2009

- \* NYPD and CB7 Safety Requests to DOT

### 2010

- \* BK Borough President publishes "Vision Plan for the Fourth Avenue Corridor"



### 2012

- \* DOT begins in Sunset Park: multilingual outreach
- \* Community-driven redesign passes CB7 in May
- \* DOT implements 2.5 miles of corridor redesign: 15th-65th Streets



### 2013

- \* DOT public workshops for Bay Ridge and Park Slope
- \* DOT launches feedback page for Park Slope: [nyc.gov/4thAve](http://nyc.gov/4thAve)



### 2011

- \* Borough President begins 4th Ave Task Force
- \* Park Slope: PSCC Forth on Fourth Avenue
- \* Sunset Park: CB7 4th Ave Working Group, Uprose
- \* Bay Ridge: CB10: "Pedestrian Safety Conditions"
- \* DOT begins 4th Avenue safety corridor project



## April 9, 2013

- \* **Open house** for Park Slope feedback

## NEXT STEPS

- \* DOT presents to CB 6 (May 16), CB 2 (May 21)

**FEEDBACK FORM**

CONTACT INFO (OPTIONAL):  
 Name: \_\_\_\_\_ Organization: \_\_\_\_\_

Please give your feedback less than the back. If you need more space:

1. Do you support the public engineering plan for 4th Ave?  YES  NO

2. What is your opinion of the corridor treatment recommendations you see presented tonight for 4th Ave in Bay Ridge (Bike Lane or Shared Space)?

3. Tell us what you think about recommendations made for particular intersections. Please be specific, mention the corner, crosswalk or vehicle movement of concern.

4. Where would you like to see more loading zones?

5. Where would you like to see bus stop added?

6. Are there additional recommendations you feel are missing or issues about the avenue that were not addressed?

Thank you for your feedback! More project information: [nyc.gov/4thAve](http://nyc.gov/4thAve)

# 4th Ave / EXISTING CONDITIONS + FINDINGS

## Park Slope



DOT asked: "Top Issues on 4th Ave?"

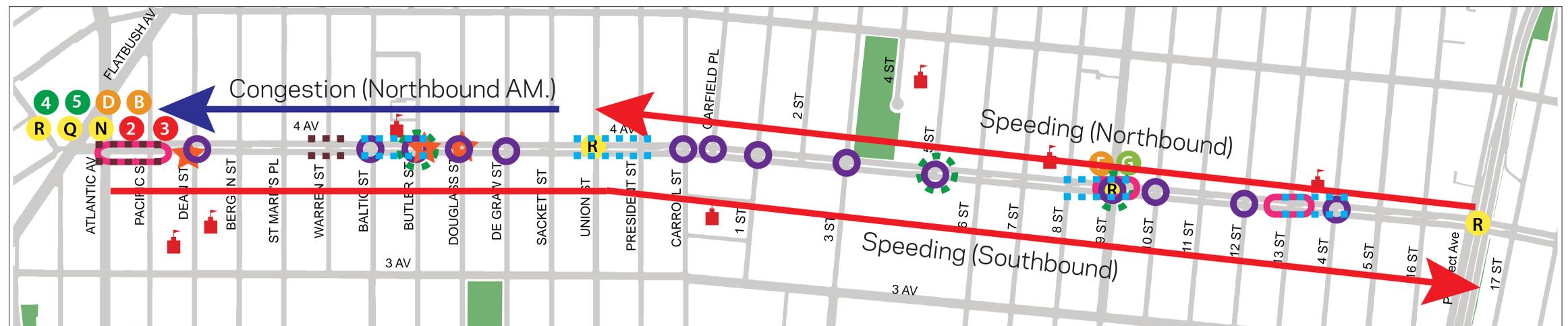
- Speeding
- Pedestrian Safety
- Narrow Medians
- Double Parking
- Safer Crossings
- Beautification

DOT also heard:

- Wide/Highway
- Gas station/curb cuts
- New Schools
- Failure to Yield
- Like Sunset Park section
- Truck Loading
- Lighting
- Daylighting
- Bike Corrals
- Flooding
- Bike lanes
- Changing
- More peds
- 9th St
- Subways
- Traffic Calming

Community Ideas from DOT Workshop (February 12, 2013) and website (February 12 - April 1, 2013)

- Top Priority Area
- Double Parking
- Left Turn Ban?
- Median or curb extension
- Bike parking
- Daylighting
- School



Note: Comments not related to DOT capabilities were forwarded to appropriate City agencies



Bergen St: Vehicles block crosswalks at AM rush hours



President-Carroll Sts: Cars parked on east curb

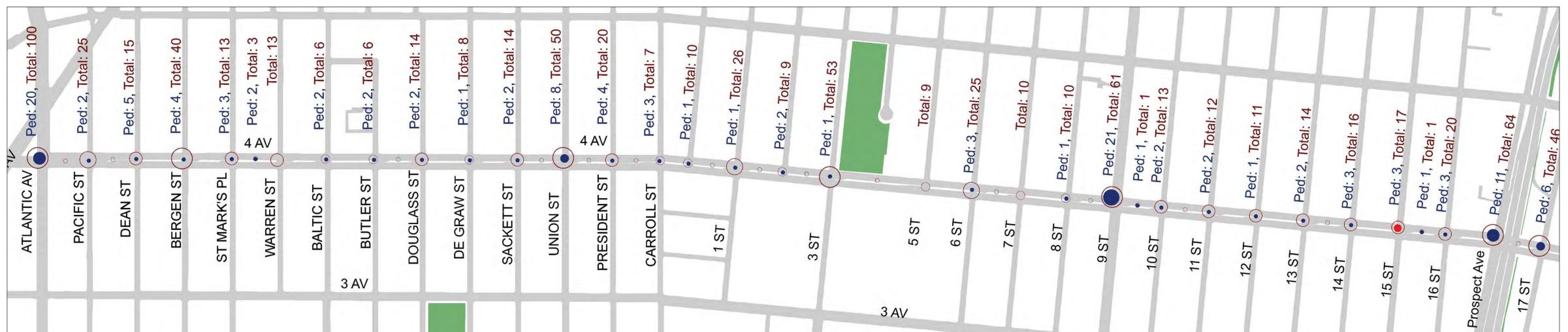
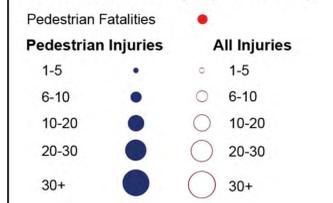


Narrow pedestrian space, narrow left turn bays



9th St: pedestrian-vehicle conflicts near subway

### Pedestrian and Total Traffic Injuries 4th Avenue, Brooklyn (2006-2010)



# 4th Ave / YOU SAID, DOT PROPOSES

## Park Slope

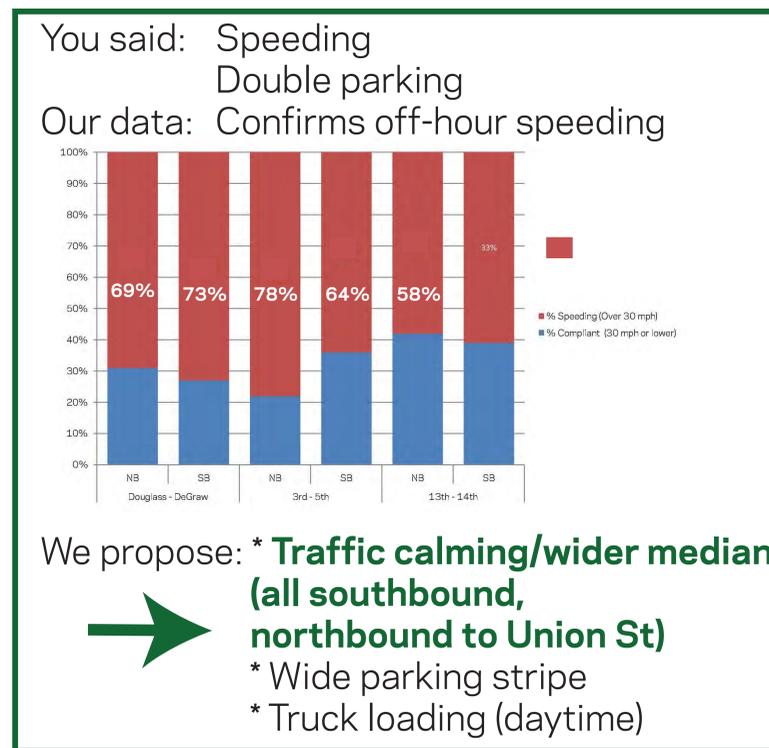


You said: Narrow sidewalk  
Beautification

We propose: \* Median with planters  
\* Widen sidewalk near subway at Pacific St

You said: Dangerous crossing

We propose: \* Left turn bans  
\* Expand median

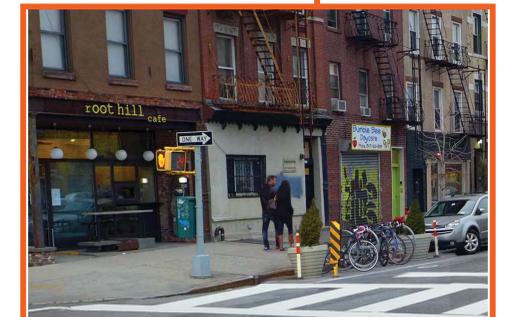
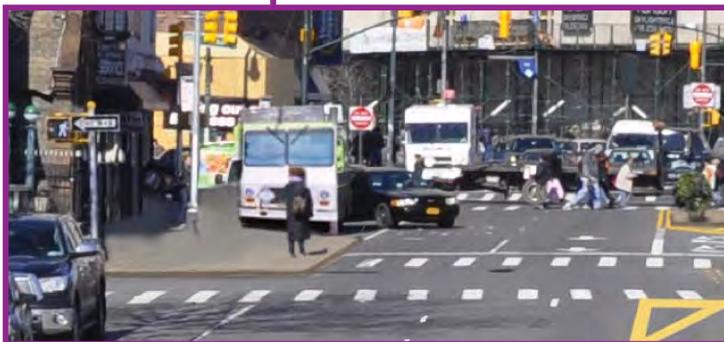


You said: Dangerous turns  
Bike parking  
Beautification

We propose: \* Daylighting  
\* Bike Corrals  
\* Planters

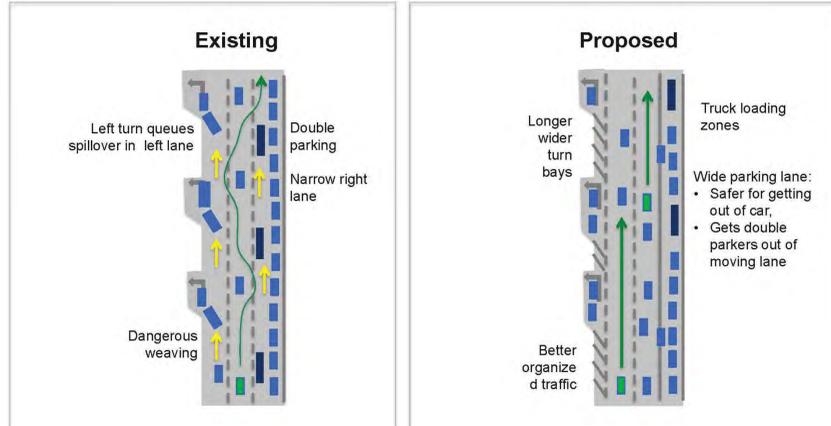
You said: Morning rush hour congestion  
Narrow median

We propose: \* **Retain 3 travel lanes NB from Union St**





### Does one less lane = more traffic?



**No.** Proposal will keep 3 lanes where needed. Only during AM commute northbound are all 3 lanes used, approaching Atlantic.

#### At other times:

- \* >50% speeding
- \* Drivers prefer center lane
- \* Drivers swerve out of left lane
- \* Right lane = speeding/double parking

#### Proposal:

- \* 3 lanes where needed for NB traffic
- \* Better organizes traffic in 2 through lanes elsewhere
- \* Widened left turn lanes

#### Benefits:

- \* Less speeding
- \* Moves double parkers out of the way
- \* Reduces dangerous lane changing
- \* Adds more pedestrian safe space
- \* Shortens crossing distances

### How does this affect school safety?

Most Intersections  
Ped space wider  
(2 -> 6 ft, 10 -> 18 ft)



Some Intersections  
(e.g., near schools)  
Ped space very wide  
(2 -> 18 ft, 10 -> 18 ft)



- \* Lane reduction proposal builds upon existing school safety projects and Downtown Brooklyn Traffic Calming
- \* Median widening reins in speeding
- \* Turn bans near PS133, PS118 and PS124 widens safety refuges at 4th Ave crossings
- \* DOT engaging in school outreach this spring

### More improvements near transit?



- \* Concrete refuge island, curb extension

### Why ban the left at 9th St?



#### Existing Issues:

- \* Highest crash concentration on 4th Ave
- \* Opposing left turns are in conflict, even with left turn signal
- \* Past safety treatments & operational changes: LPI, curb extensions, 9th St road diet, left turn signal
- \* Left turn phase (2012) and LPI reduced green time on 4th Ave
- \* AM congestion northbound

#### Benefits:

- \* Eliminates vehicle-pedestrian conflict
- \* Converts 2 ft median to 18 ft ped refuge
- \* Safe crossing space between R train separated platforms, and near PS118

#### Adaptions:

- \* Local truck deliveries can use 3rd Ave to access 9th St
- \* Many alternate left turn routes
- \* Only 1-3 left turners per cycle at peak

# 4th Ave / CRASH DATA

## Park Slope

