

# 4<sup>th</sup> Avenue - Park Slope

Corridor Safety Improvements: Atlantic Av to 15<sup>th</sup> St

2013



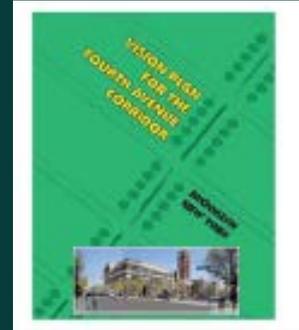
# 4<sup>th</sup> Avenue corridor safety project

## Project History

- 2009: NYPD/CB7 safety requests to DOT
- 2010: Borough President's report
- 2011: 4<sup>th</sup> Ave Task Force, CB10 report
- 2012: Phase 1: Sunset Park (15<sup>th</sup>-65<sup>th</sup> Sts)
- **2013**: Outreach to Bay Ridge, **Park Slope**

## Goals of project:

- Identify street safety concerns
- Develop street design solutions
- Create safer crossings
- Improve safety for all road users



# Process: Park Slope

Community Safety Request  
to DOT

Task Forces form,  
DOT initiates safety project

Community-Driven  
Arterial Redesign

## Workshop 2/12/13 at St Thomas Aquinas Parish Hall

Brainstorm Issues  
and Rank Priorities

Discuss Crash and  
Speeding data

Give input on possible  
street redesigns

## Open House 4/9/13 at St Thomas Aquinas Parish Hall

Review Workshop  
Input

Present Initial  
Redesign ideas

Give DOT feedback  
on design

**CB6** 5/16/13

Present to CB6

Get feedback

**CB2** 5/21/13

Present to CB2

Get feedback

# Stakeholders

DOT has been working alongside neighborhood groups:

## **Community**

- 4<sup>th</sup> Avenue Task Force
- Park Slope Civic Council: Forth on Fourth Committee

## **Partners**

- Brooklyn Borough President's Office

## **Local Businesses**

- Brooklyn Chamber of Commerce: 4<sup>th</sup> Avenue Merchants Association

## **Neighborhood Institutions (meetings held/upcoming\* spring 2013)**

- MS 447
- K 656\*
- PS 133
- PS 369
- MS 51
- PS 118
- PS 124

# CB2/CB6 overlap north of Warren



## 4TH AVE - PARK SLOPE PRESENTATION TO CB6

You are invited to learn about new design proposals for 4th Avenue between Atlantic Avenue and 15th Street and provide feedback. This public presentation to the Community Board 6 Transportation Committee follows a public workshop in February and an open house in April where community members discussed the future of 4th Avenue.

**Sponsors:** NYC DOT, Brooklyn Community Board 6

**Date:** Thursday, May 16, 2013

**Time:** 6:30 p.m.

**Location:** Good Shepherd Services Family Reception Center  
441 4th Avenue (at 9th Street)

**Contact:** CB6 District Manager Craig Hammerman, (718) 643-3027 or  
Chris Hrones at the DOT Brooklyn Borough Commissioner's Office,  
(718) 222-7259

### Project Goals:

Reduce Speeding

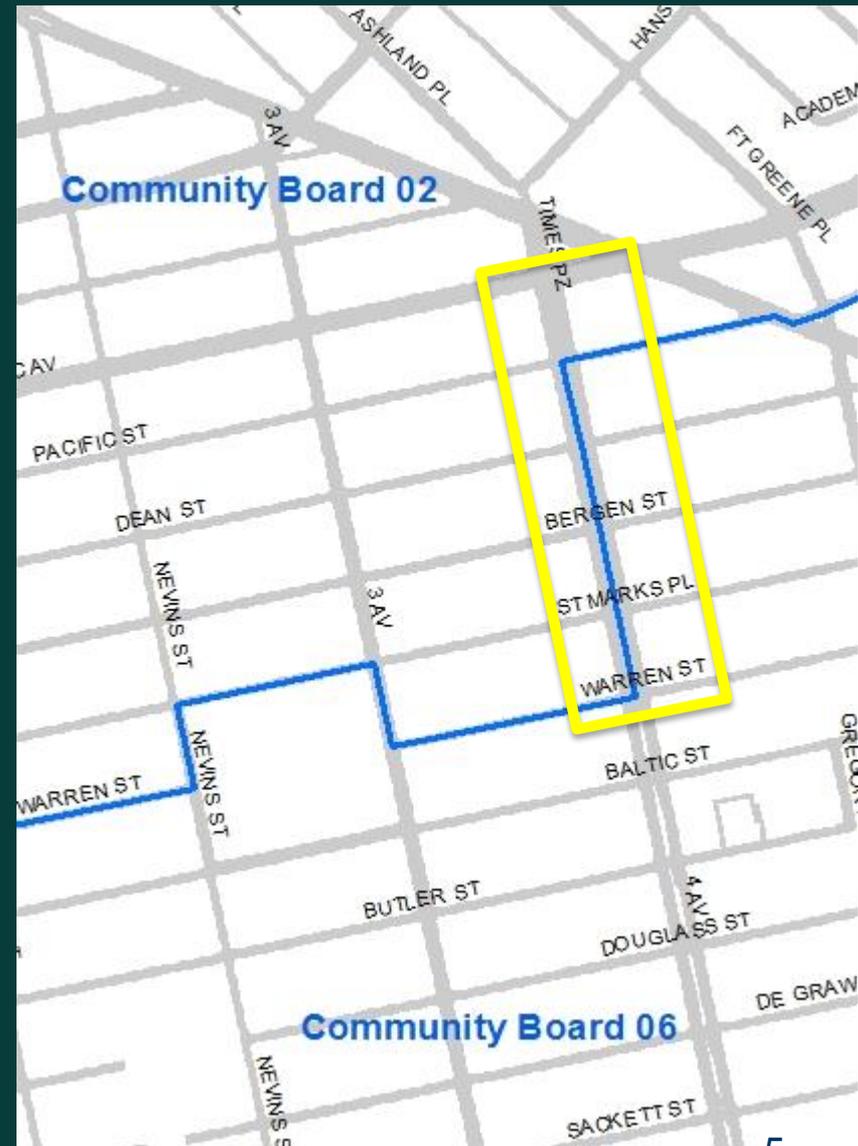
Create simpler turns

Create safer  
pedestrian crossings

Improve safety  
for all users



[www.NYC.gov/4thave](http://www.NYC.gov/4thave)



# Outreach/Advertisement

- Publicity: Borough President, 4<sup>th</sup> Ave Task Force, PSCC
- Multilingual outreach (Spanish)
- Online via DOT website, 4<sup>th</sup> Ave website, Twitter, Facebook
- [nyc.gov/4thAve](http://nyc.gov/4thAve): What needs improving on Fourth Avenue in Park Slope?



**4<sup>TH</sup> AVENUE SAFETY VISIONING WORKSHOP**

You are invited to discuss the future of 4<sup>th</sup> Avenue between Pacific Street and 15<sup>th</sup> Street in Park Slope at a public workshop.

**Sponsors:** NYCDOT, Brooklyn Borough President Marty Markowitz, and the 4th Avenue Task Force

**Date:** Tuesday, February 12, 2013

**Time:** 7:00–9:00 p.m.

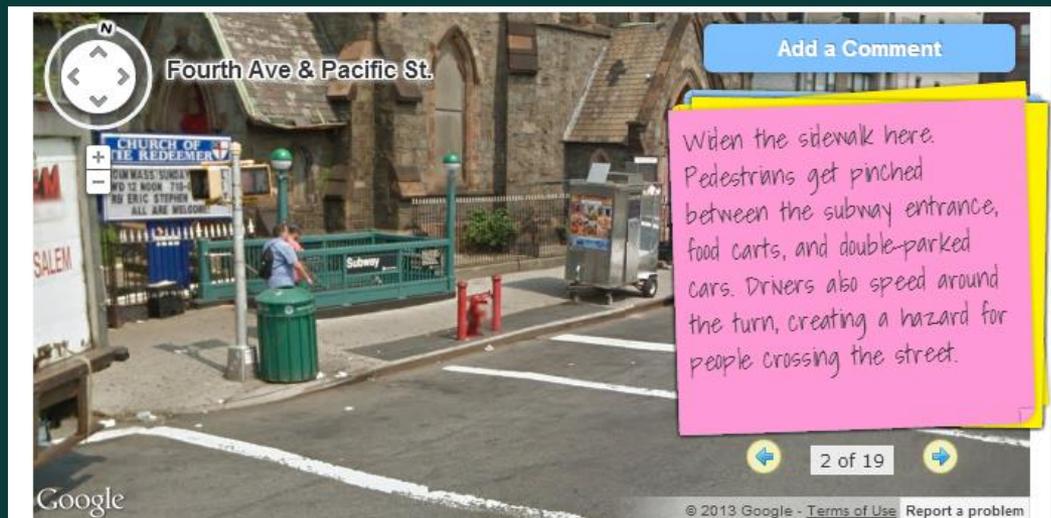
**Location:** St Thomas Aquinas Church, Parish Hall (downstairs, enter on 4th Avenue), 249 9th Street, Brooklyn

**Contact:** Christopher Hrones at NYCDOT, 718-222-7259

**Workshop Goals:**

- Identifying street safety concerns
- Gathering input
- Discussing street design solutions
- Discussing ways to improve 4th Avenue

 [www.NYC.gov/4thave](http://www.NYC.gov/4thave) 



**Fourth Ave & Pacific St.**

**Add a Comment**

When the sidewalk here. Pedestrians get pinched between the subway entrance, food carts, and double-parked cars. Drivers also speed around the turn, creating a hazard for people crossing the street.

2 of 19

Google

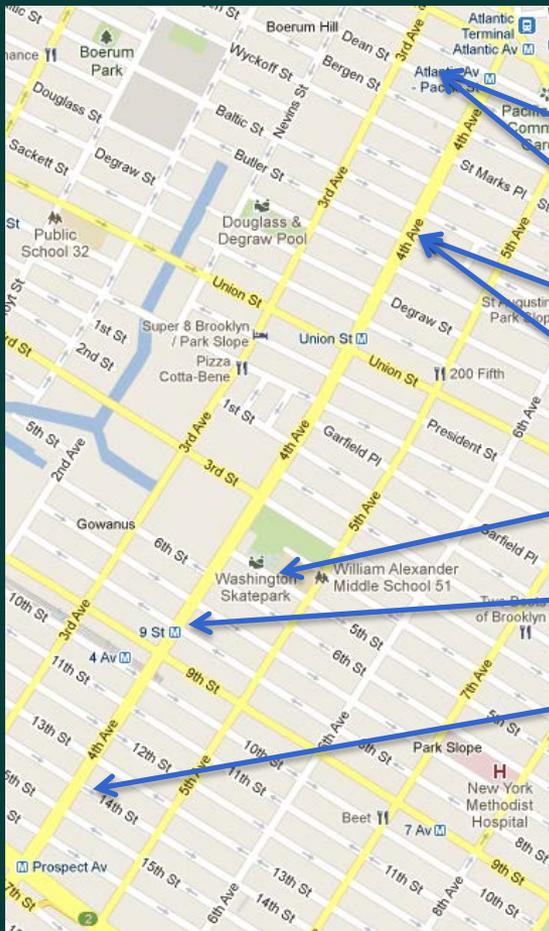
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Atlantic Ave, Pacific St, Bergen St, Warren St, Butler St, Douglass St, Sackett St, Union St, President St, 5th Ave, Carroll St, Garfield Pl, 3rd St, 6th St, 8th St, 9th St, 11th St, 12th St, 13th St, 14th St

19 Comments

405 online comments received as of 5/13/13  
Comments forwarded to other agencies where applicable

# School Outreach Status



School	Street	Main Concern
MS 447	Pacific-Dean	Slow Pacific St/turns
K 656	Pacific-Dean	*Meeting upcoming
PS 133	Baltic-Butler	Pedestrian Safety
PS 369	Baltic-Butler	Buses
MS 51	4 <sup>th</sup> -5 <sup>th</sup>	Requests speed humps on 5 <sup>th</sup> St bet 4 <sup>th</sup> -5 <sup>th</sup> Aves
PS 118	7 <sup>th</sup> -8 <sup>th</sup>	Pedestrian Safety
PS 124	13 <sup>th</sup> -14 <sup>th</sup>	Ban lefts at both 13 <sup>th</sup> , 14 <sup>th</sup>

- Met with 6 principals, discussed operations, and plan tweaks

# Why 4<sup>th</sup> Avenue in Park Slope?

## Need

- 53 people have been killed or severely injured on 1.4mi: 2007-2011
- Ranks in the top 10% of Brooklyn corridors in KSI per mile
- 1 fatality: senior pedestrian at 15<sup>th</sup> St in 2008
- Off-peak speeding: up to 78% speeding above 30 mph limit



# Why 4<sup>th</sup> Ave in Park Slope?



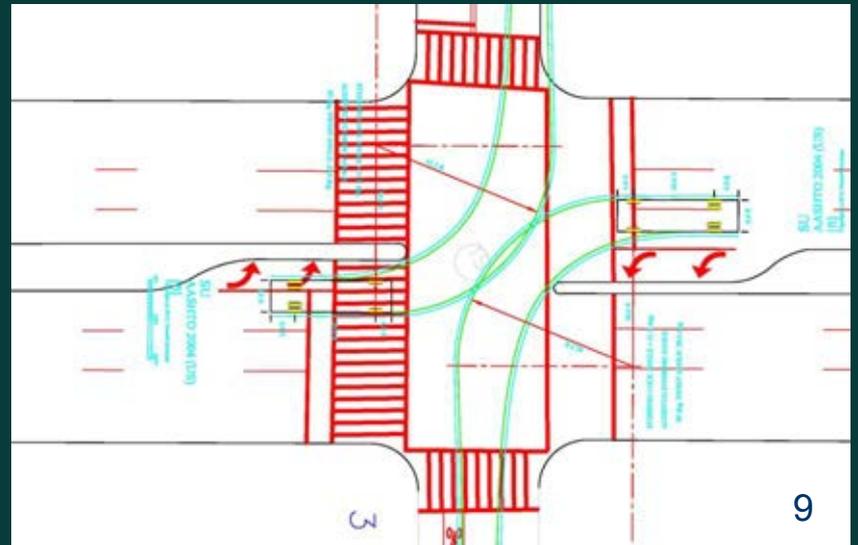
Split R-train platforms mean crossing 4<sup>th</sup> Ave at grade



2' wide pedestrian medians next to turn bays near subway

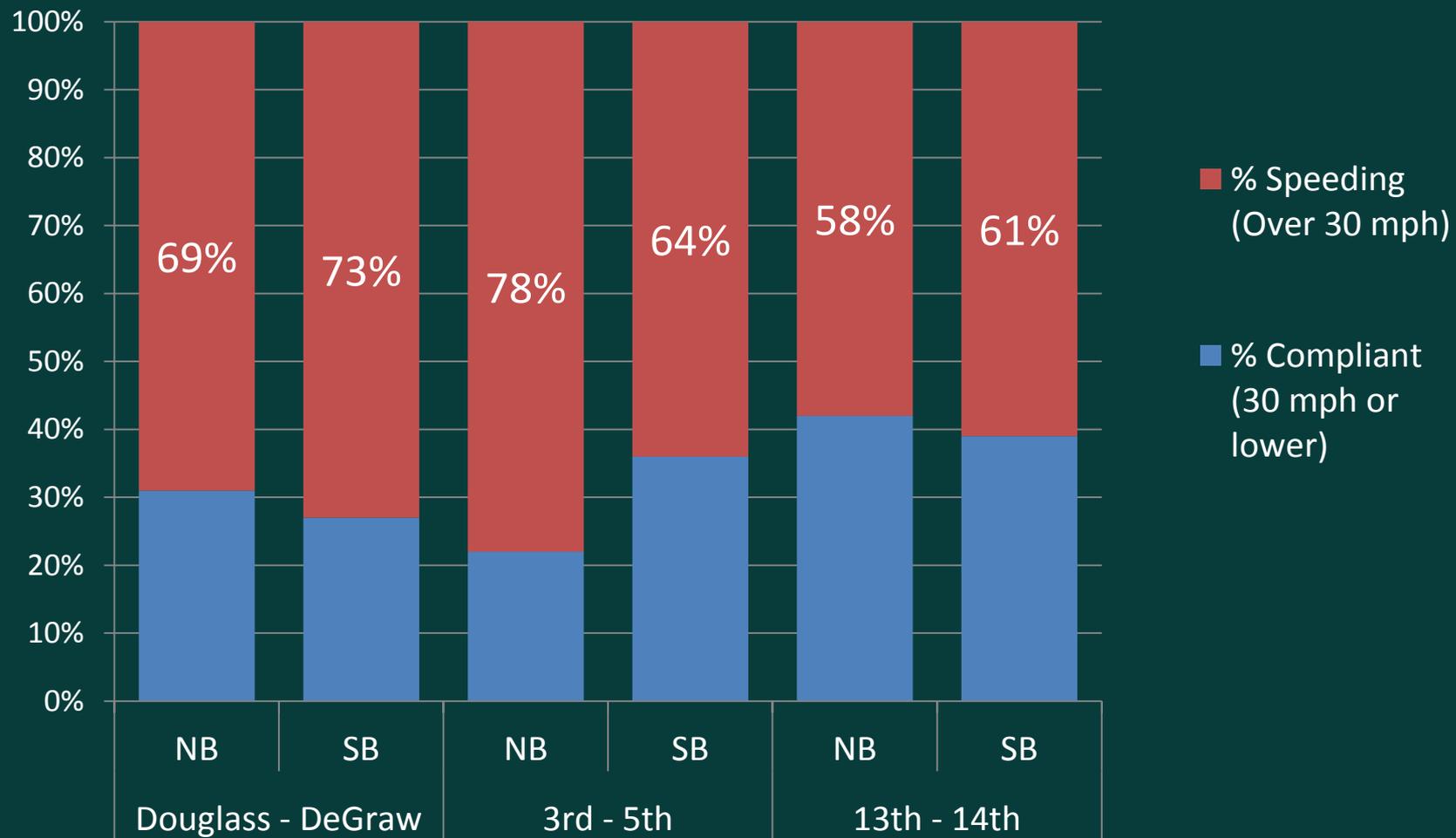


Double parking: 4<sup>th</sup> Ave functions as 2 lanes (not 3)



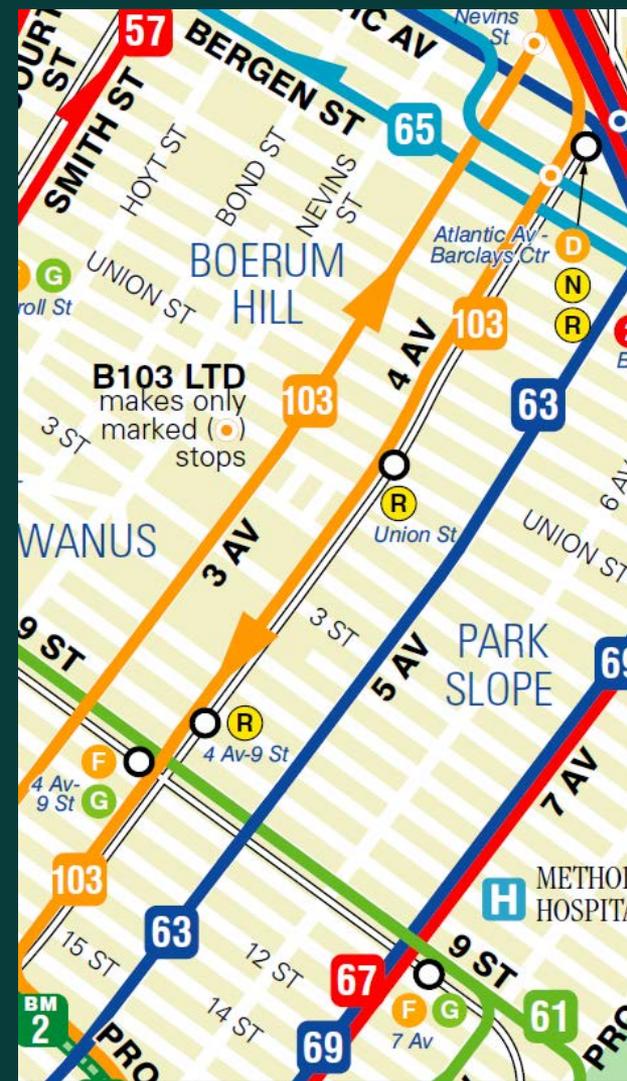
Conflicting opposing left turns

# Safety Issues: Speeding



- Method: Contractor conducted by radar midweek 9-11pm

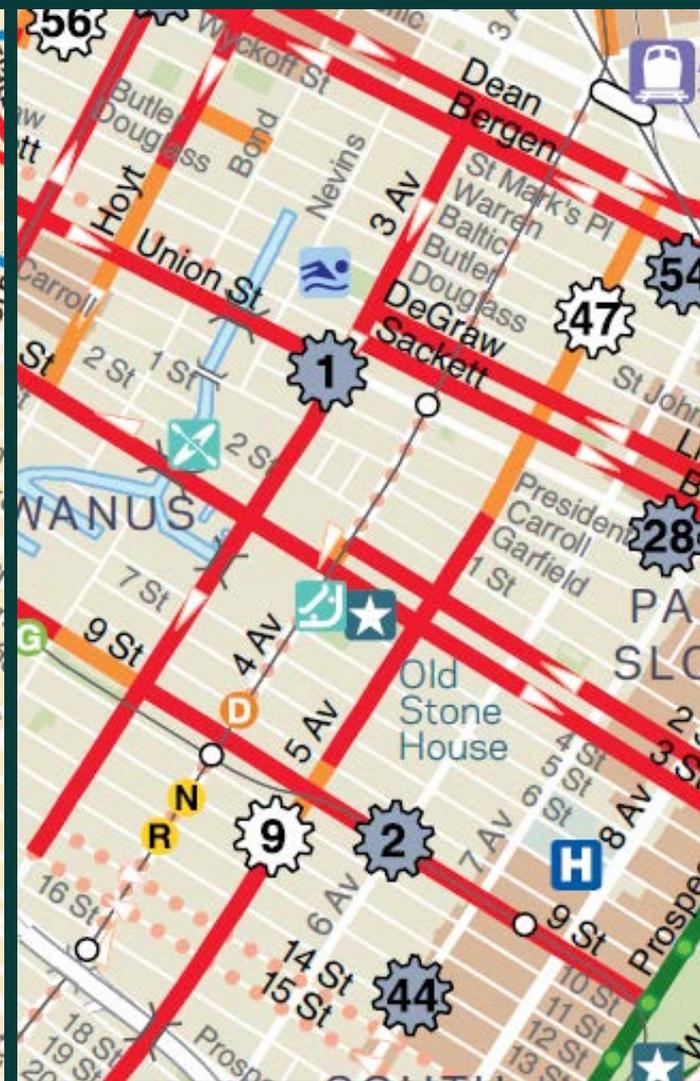
# Transportation Context



Bus Route: Yes (SB)  
Subway: Yes

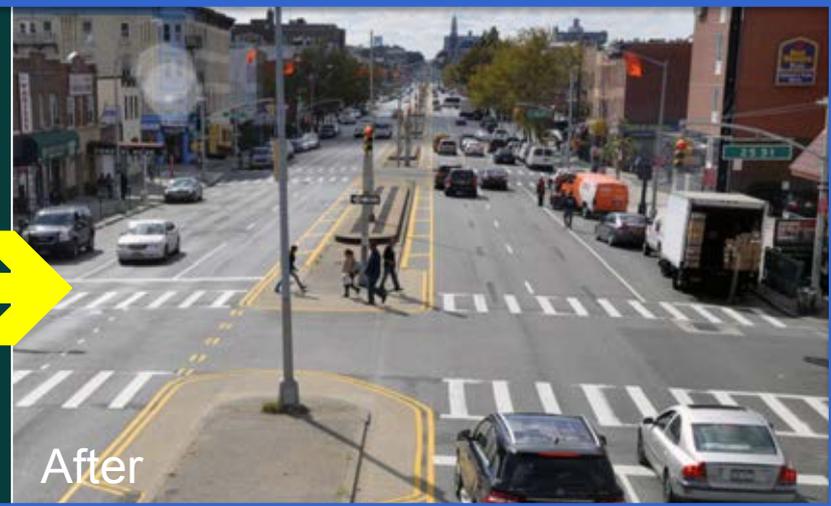


Truck Route: Yes



Bike Route: No

# Recent 4<sup>th</sup> Ave projects



4<sup>th</sup> Ave Sunset Park (15<sup>th</sup>-65<sup>th</sup> Streets): August-November 2012



4<sup>th</sup> Ave and 9<sup>th</sup> St safety projects: 2009, 2011, 2012



4<sup>th</sup> Ave and Atlantic Ave: August 2011

# Community Concerns

## DOT asked: “Top Issues on 4<sup>th</sup> Avenue?”

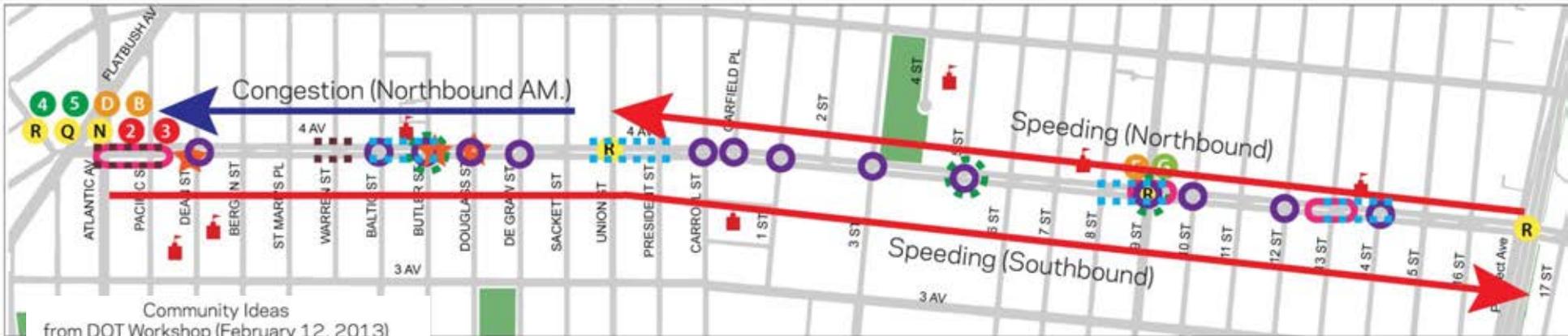
- Speeding
- Pedestrian Safety
- Narrow Medians
- Beautification
- Safer Crossings
- Double Parking

## DOT also heard:

- Wide/Highway
- 9<sup>th</sup> St
- New Schools
- Gas Station/Curb cuts
- Traffic Calming
- Daylighting
- Bike corrals
- Changing
- Like Sunset Park



# Community Feedback



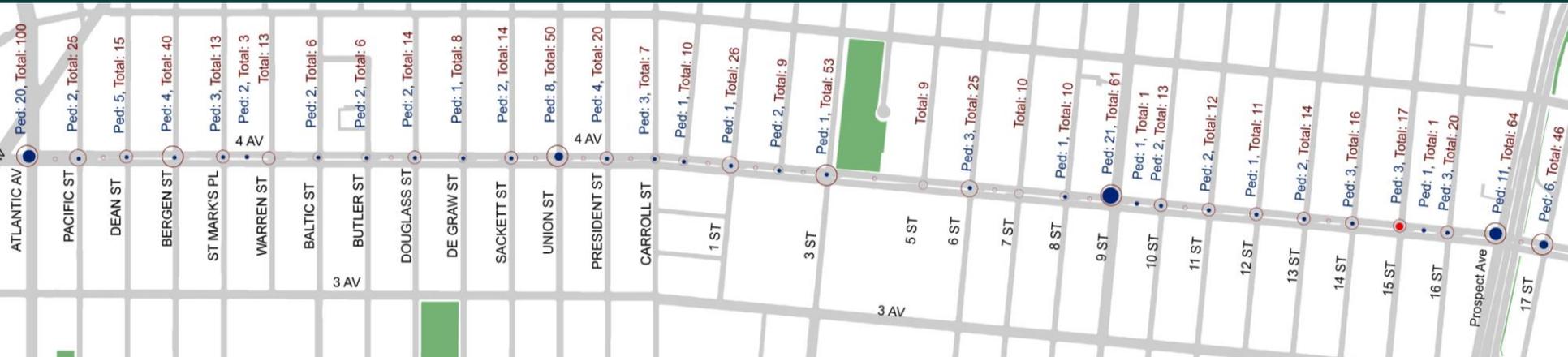
Community Ideas from DOT Workshop (February 12, 2013) and website (February 12 - April 1, 2013)

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



Over 400 comments posted on the 4th Avenue website

# Crash History

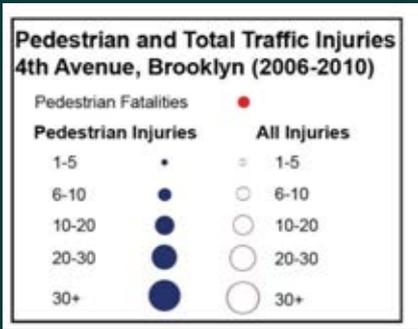


Atlantic Av:  
20 pedestrian injuries  
100 overall injuries

9<sup>th</sup> St:  
21 pedestrian injuries  
61 overall injuries

Union St:  
8 pedestrian injuries  
50 overall injuries

15<sup>th</sup> St:  
1 pedestrian fatality  
17 overall injuries



# Design Ideas Shown at Workshop

A

- Parking Lane
- Minor Upgrades



B

- Left Turn Bans
- Planters
- Loading Zones



C

- B + Road Diet
- Wider Medians
- Wide Parking Lane
- Daylighting



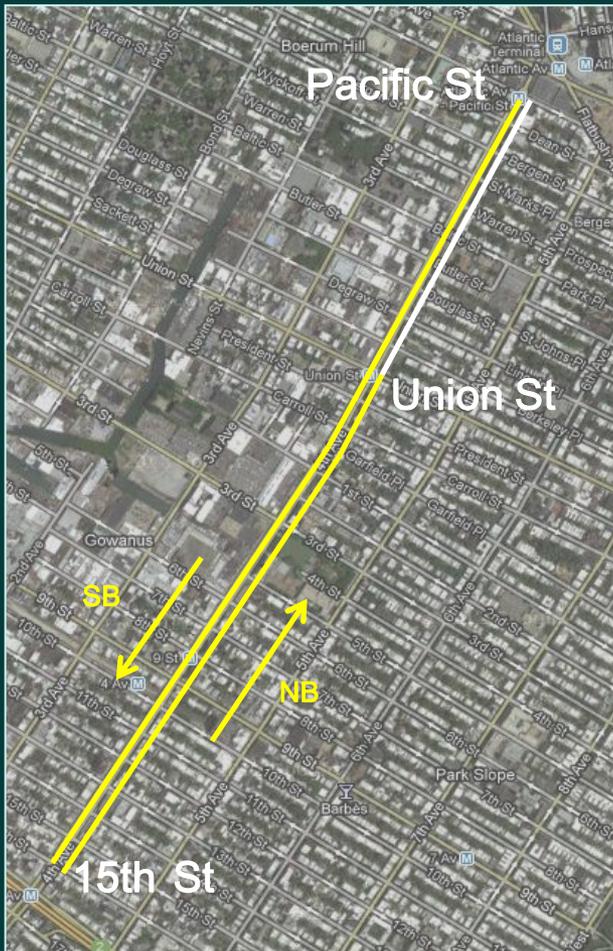
D

- C + In-Street Ped Space



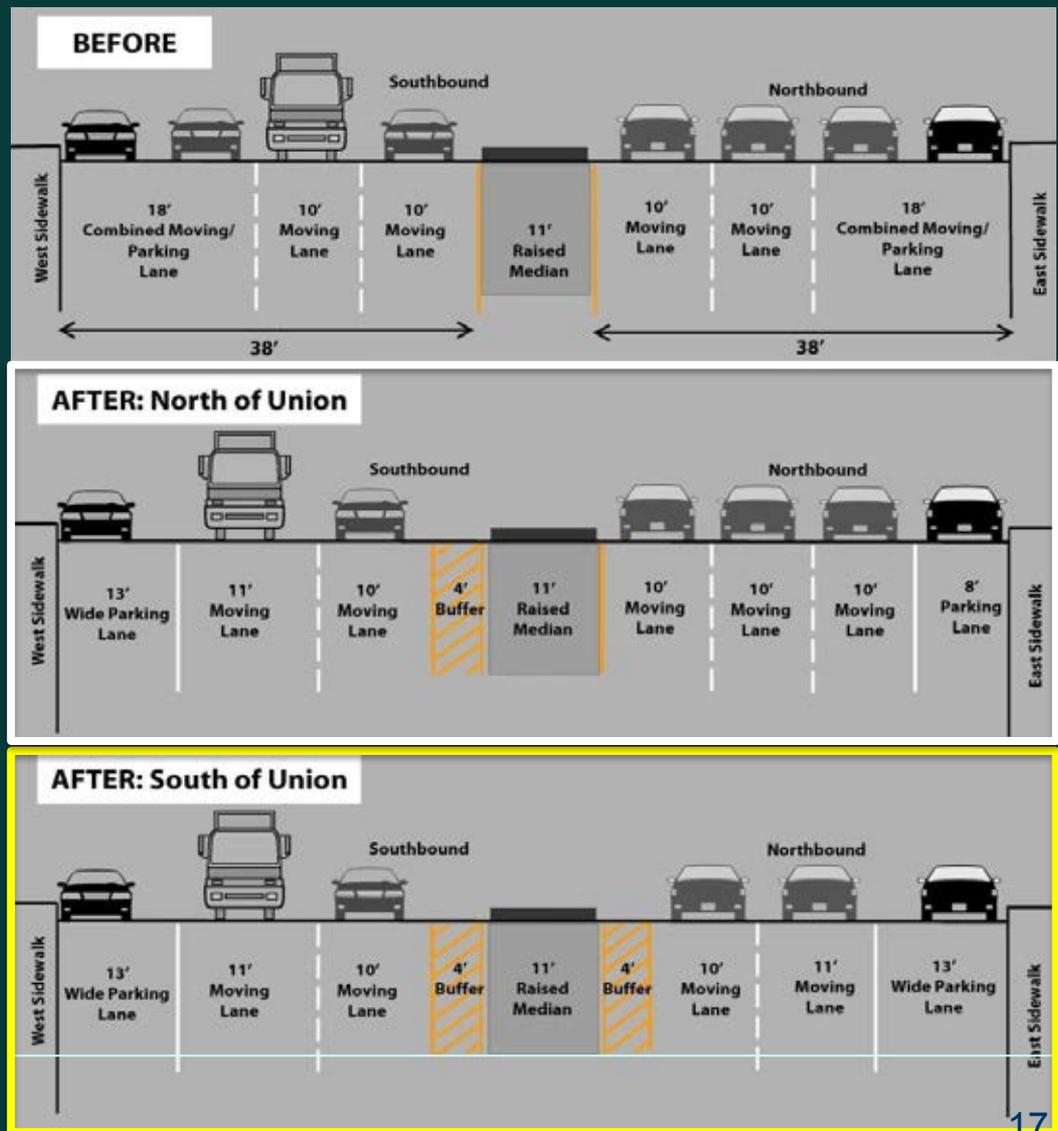
- All designs were received well at the workshop

# Proposal Overview



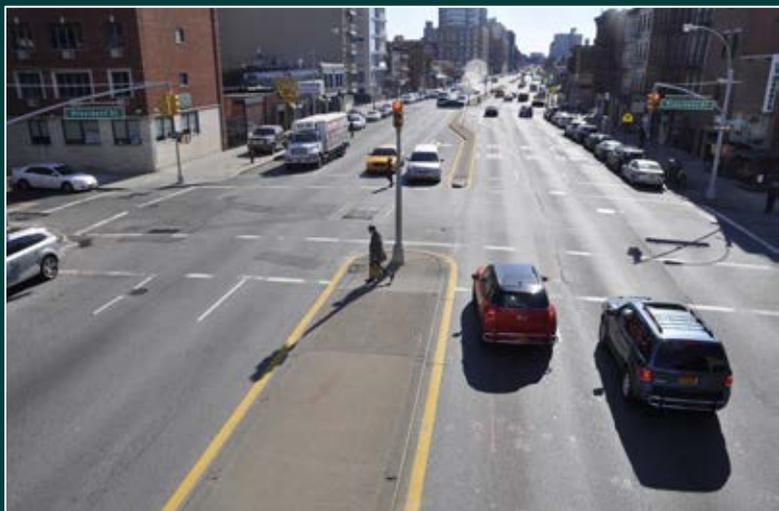
## Proposed Lane Reductions:

- SB Pacific to 15<sup>th</sup> St
- NB 15<sup>th</sup> St to Union St



# Benefits of Proposed Design

Existing



## Workshop Design “C”: The Sunset Park design

- Less speeding (30 mph limit)
- Less lane changing
- Wider pedestrian refuges
- Left turn bays wider
- Safer for parallel parking
- Wider moving lanes
- Median greening and public art opportunity

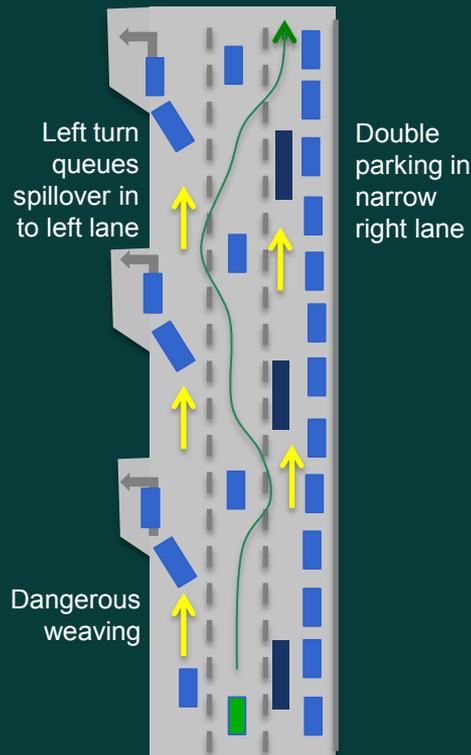
Future



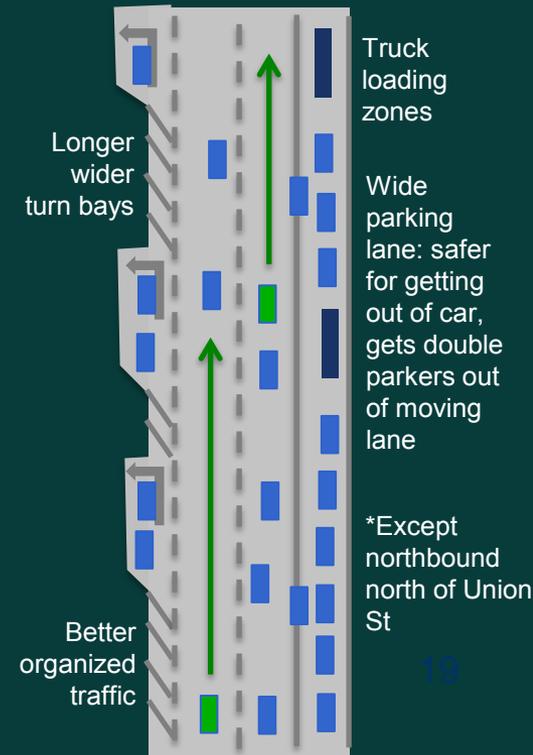
# Does one less lane = more traffic?

- **No:** Proposal keeps 3 lanes where needed: NB north of Union St
- Existing: >50% speeding, drivers prefer center, avoid right lane
- Proposal creates 2 good lanes, wider turn bays and parking lane

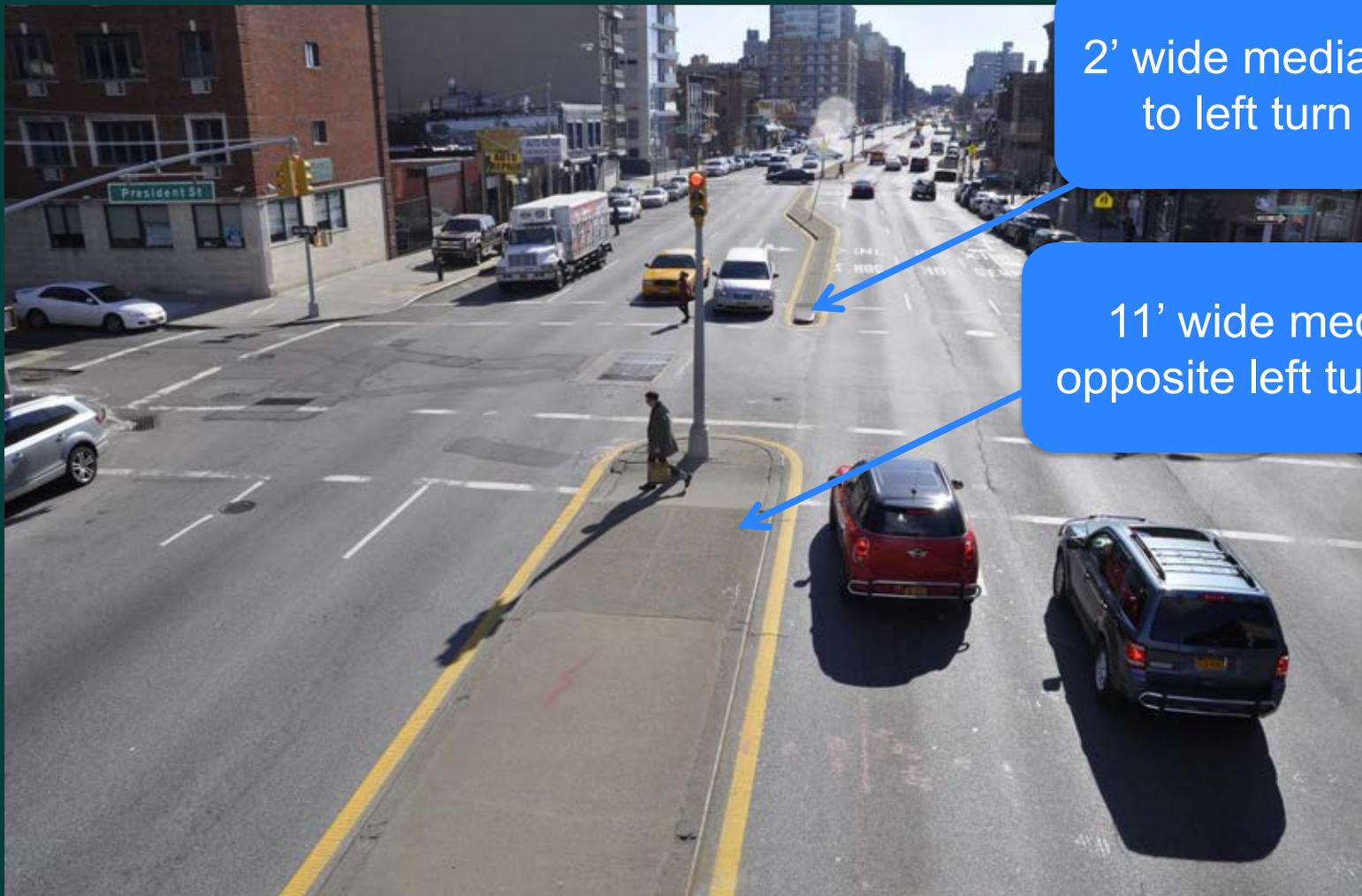
## Existing



## Proposed



# Left Turn Bays: Existing



2' wide median next to left turn bay

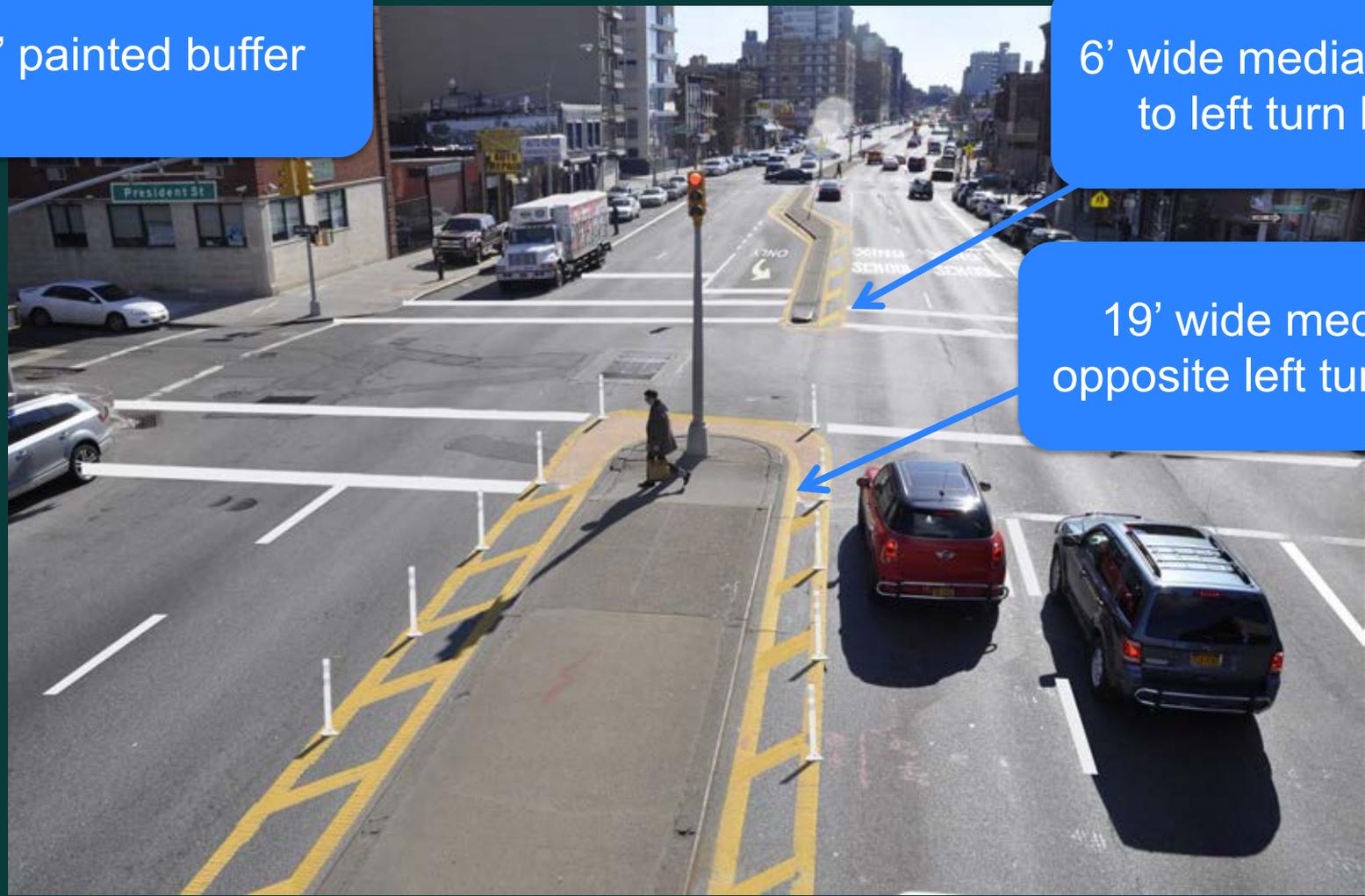
11' wide median opposite left turn bay

# Left Turn Bays: Proposed

4' painted buffer

6' wide median next to left turn bay

19' wide median opposite left turn bay



# Left Turn Bays

Schematic



Existing

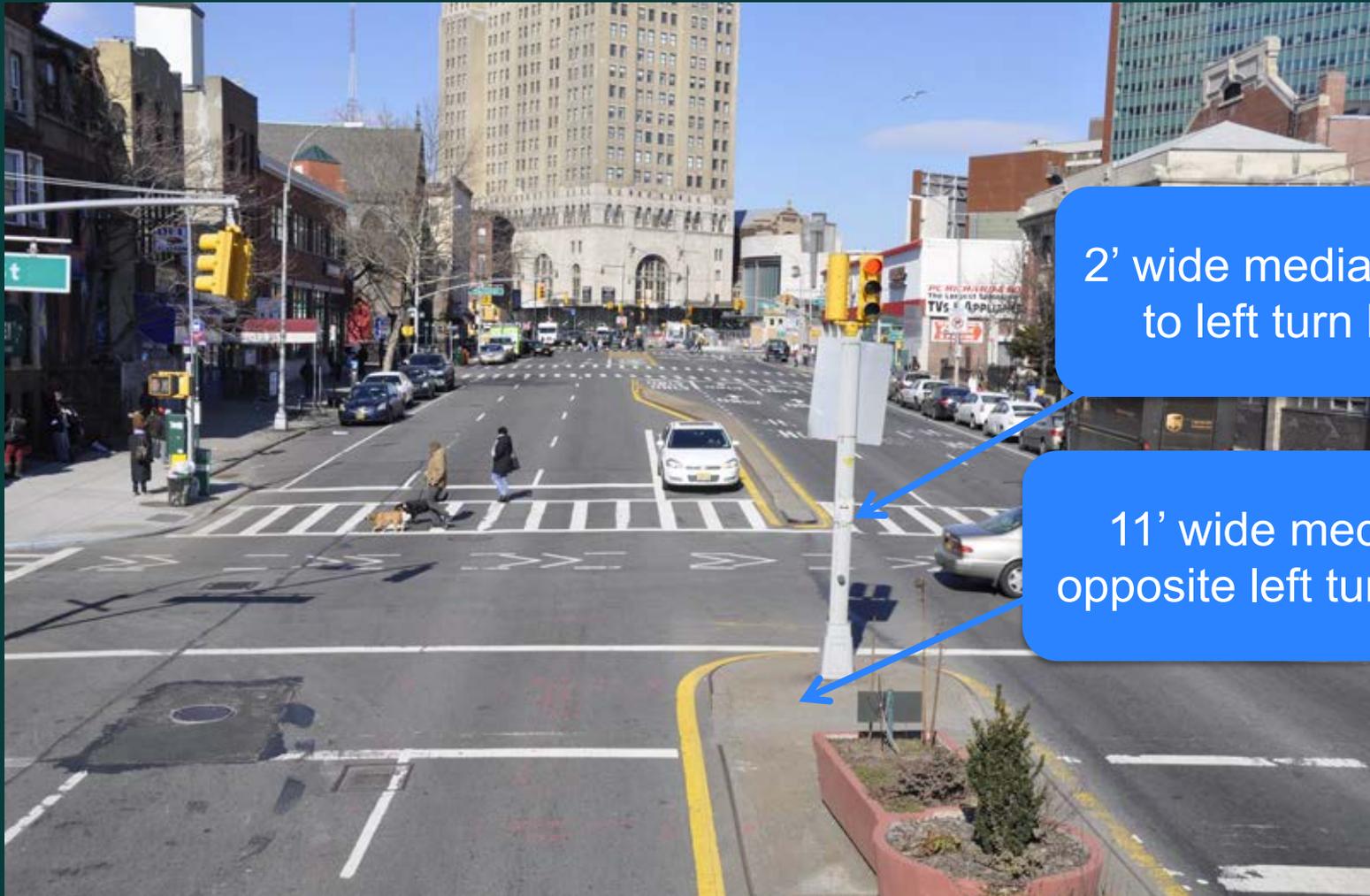


Future



- All 4<sup>th</sup> Avenue crossings gain a wider median
- Most common treatment
  - Crosswalk refuge through turn bay: 2' → 6' wide
  - Crosswalk refuge opposite turn bay: 11' → 15'/19' wide
- Benefits
  - Truck loading zones
  - Widens space for left turn
- 18 locations

# Left Turn Bans: Existing



2' wide median next to left turn bay

11' wide median opposite left turn bay

# Left Turn Bans: Proposed



15'/19' wide median  
next to left turn bay

15'/19' wide median  
opposite left turn bay

# Left Turn Bans

Schematic



Existing



Future



- In pedestrian-heavy locations near subway stops and schools
- Where existing left turn bay is underutilized
- Benefits
  - Crosswalk refuge through turn bay: 2' → 15'/19' wide
  - Crosswalk refuge opposite turn bay: 11' → 15'/19' wide
- 8 locations: Dean SB, Butler NB, Degraw NB, 3<sup>rd</sup> St SB, 8<sup>th</sup> St NB, 9<sup>th</sup> St SB, 13<sup>th</sup> St NB, 14<sup>th</sup> St SB

# 6 Left turn bans near Schools



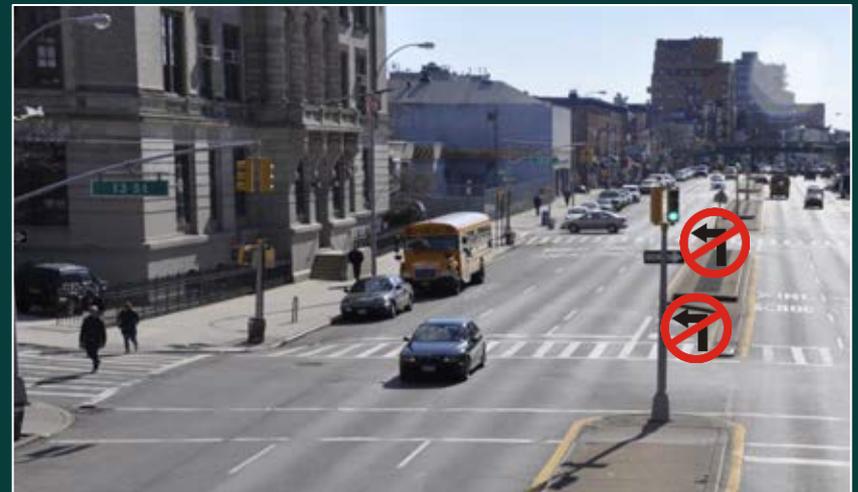
Butler St NB near future PS133



3rd St SB near MS51, JJ Bryne Playground



9th St SB, 8th St NB near future PS118 (current PS133)



13th St NB, 14th St SB near PS124

# Improvements near Transit



Atlantic Av - Pacific St near express subways/buses, schools



Dean St near express subways, B65, MS447/K656



9th St SB, 8th St NB near 4th Ave/9th St subways/buses

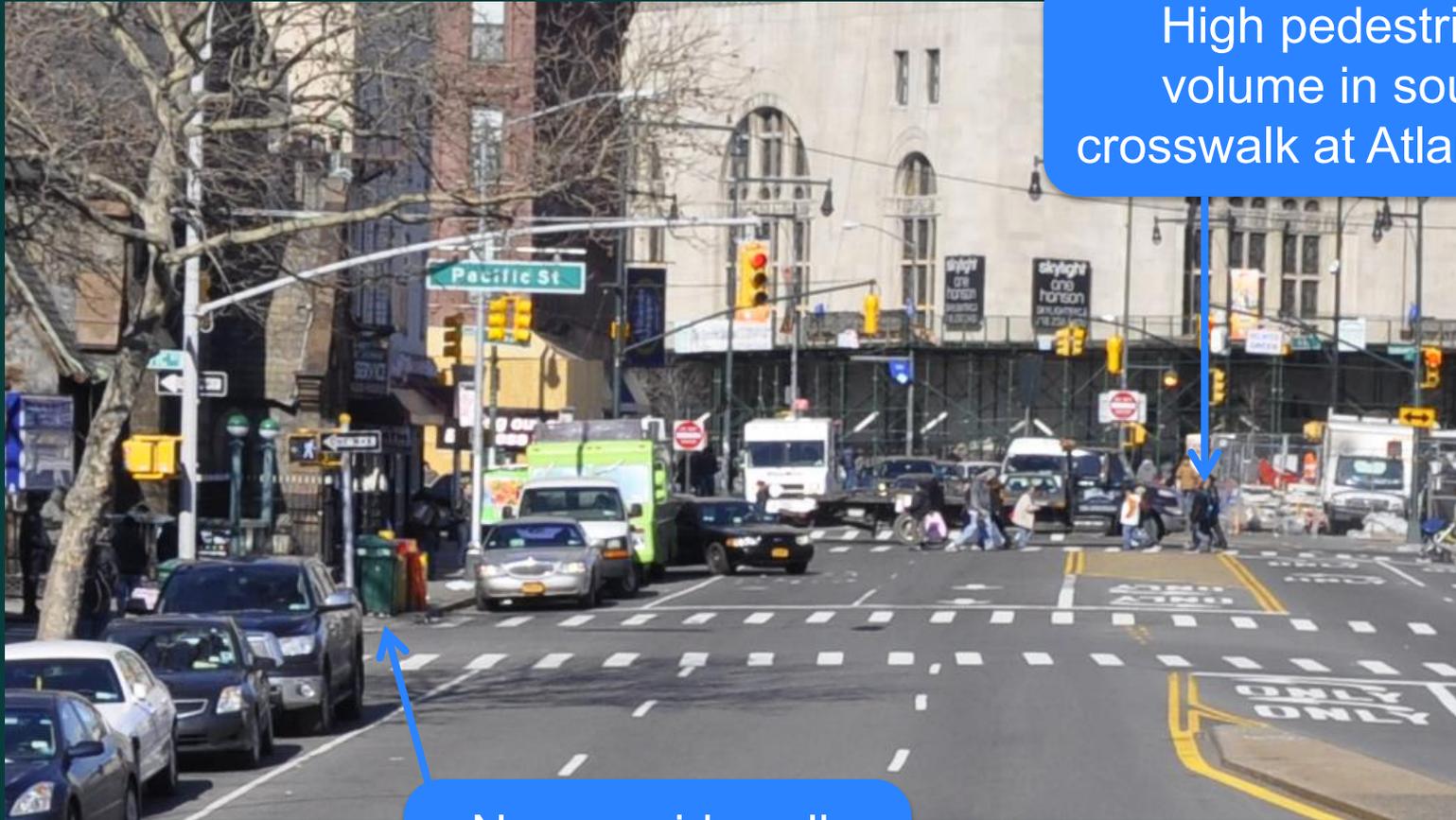
# Atlantic Av-Pacific St



4<sup>th</sup> Ave at Atlantic Ave looking south

4<sup>th</sup> Ave at Pacific St looking north (near K656, MS447, subways)

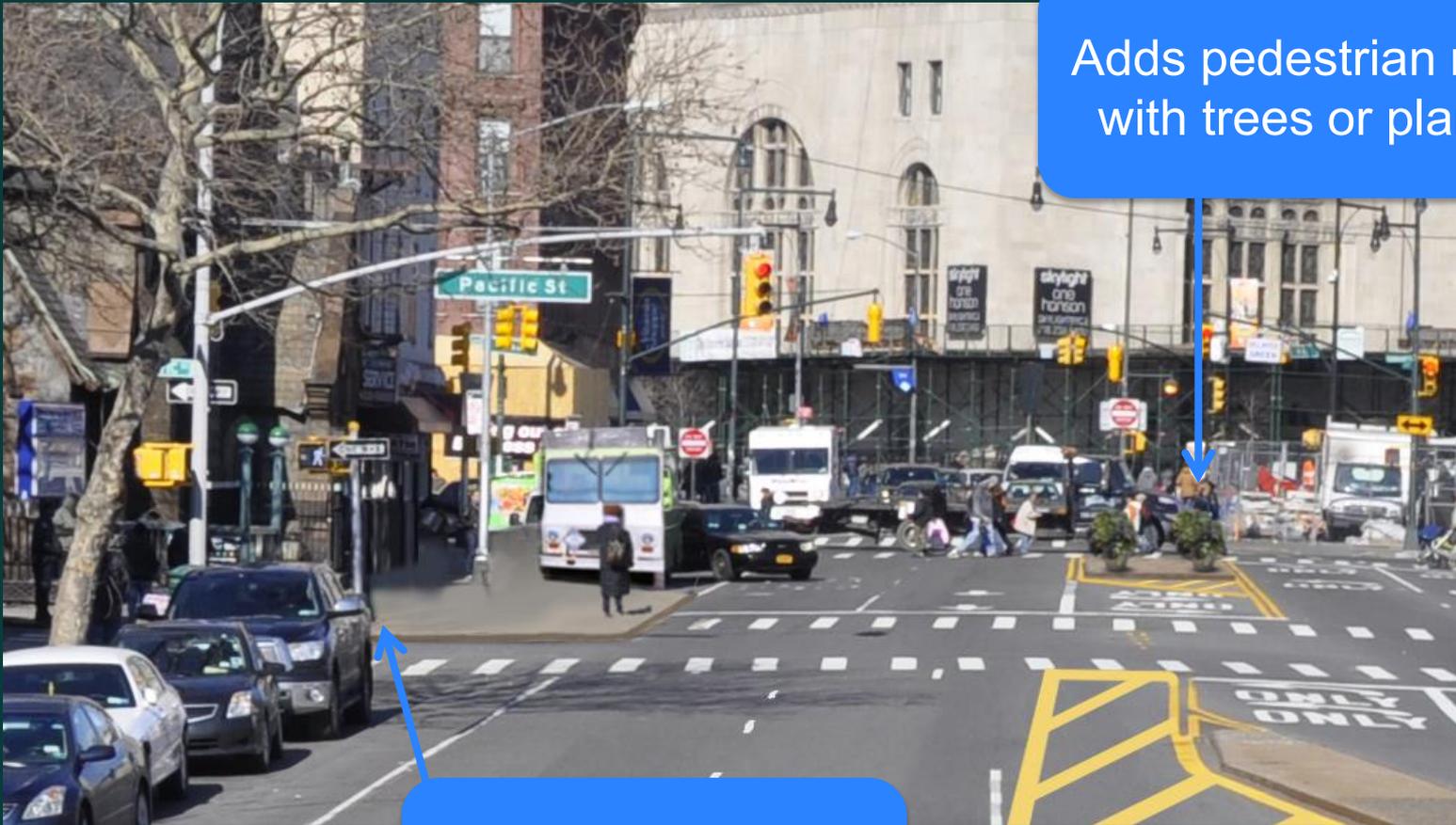
# Atlantic Av-Pacific St: Existing



High pedestrian volume in south crosswalk at Atlantic Av

Narrow sidewalk near subway stairs at Pacific St

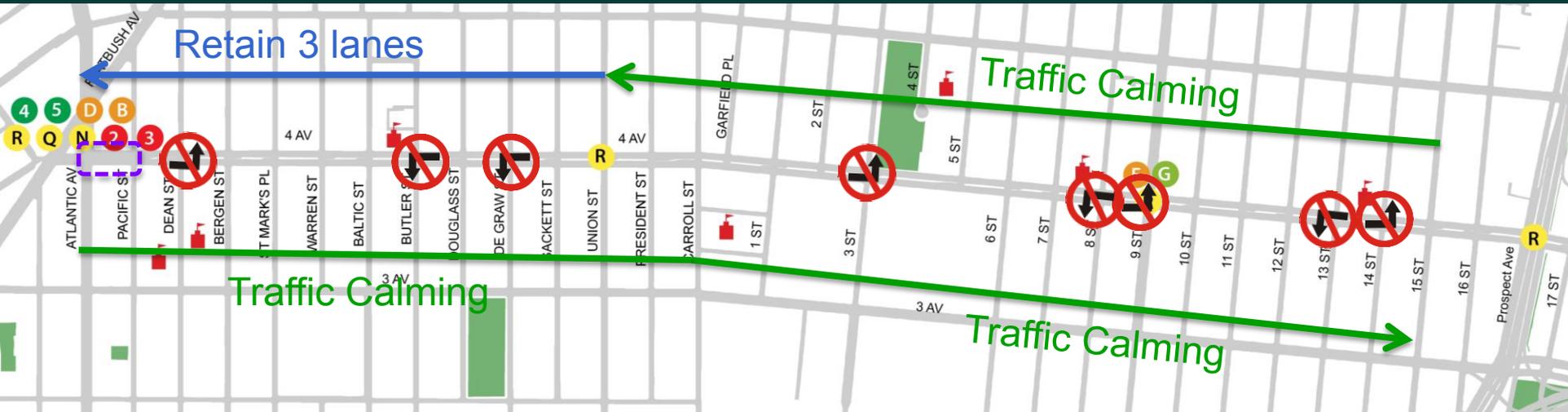
# Atlantic Av-Pacific St: Proposed



Adds pedestrian refuge with trees or planters

Adds curb extension (capital)

# Overall Recommendations



-  Calm speeding with lane reduction, wider medians and wide parking lane
-  Retain 3 lanes northbound Union St to Atlantic Av
-  8 left turn bans/wider medians: near subways and schools
-  Sidewalk widening/new refuge between Atlantic and Pacific

# Benefits of Proposal

- Better for Pedestrians
  - Shortens 50 pedestrian crossings
  - Adds 10 High Visibility and 9 School Crosswalks
- Better for Drivers
  - More comfortable driving experience: improves lane widths
  - Keep northbound AM capacity (Union St to Atlantic Av)
  - Widens parking lane: safer to open drivers side car door
- Better for Residents, Subway Riders, and School Safety
  - Calms off-peak speeding, widens pedestrian refuges
- Better for Businesses
  - Wide parking lane removes loading from moving lanes
- Beautification opportunity on expanded refuges

# Next Steps: Add-Ons

Will return to board in future with proposals

- Curb Management Survey
  - to minimize double parking-related congestion
    - Truck loading zones
    - Muni meters
    - Bike corrals
      - Corner daylighting increases ped-turning driver visibility
      - Requires local business maintenance partner
- Beautification
  - to improve corridor aesthetics
    - Goal: Planters on medians without BID maintenance partner
    - Self-Watering Planter pilot: summer
    - Urban Art: investigating sculptures on medians

[nyc.gov/4thave](https://nyc.gov/4thave)

**Thank  
You**