

4th Avenue - Park Slope

Corridor Safety Improvements

2013



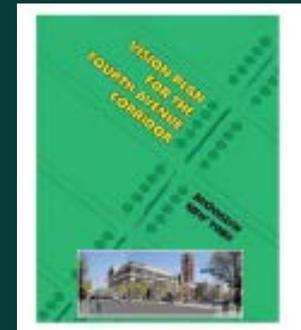
4th Avenue corridor safety project

Project History

- 2009: NYPD/CB7 safety requests to DOT
- 2010: Borough President's report
- 2011: 4th Ave Task Force, CB10 report
- 2012: Phase 1: Sunset Park (15th-65th 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

- 4th Avenue Task Force
- Park Slope Civic Council: Forth on Fourth Committee

Partners

- Brooklyn Borough President's Office

Local Businesses

- Brooklyn Chamber of Commerce: 4th Avenue Merchants Association

Neighborhood Institutions (meetings held/upcoming* spring 2013)

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

Outreach/Advertisement

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



4TH AVENUE SAFETY VISIONING WORKSHOP

You are invited to discuss the future of 4th Avenue between Pacific Street and 15th 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 



Fourth Ave & 9th St.

Add a Comment

Extremely dangerous pedestrian crossing. Because 4th ave is so wide, vehicles turning left onto 9th are looking only for a break in traffic and shoot across with little regard for the crosswalk.

16 of 19

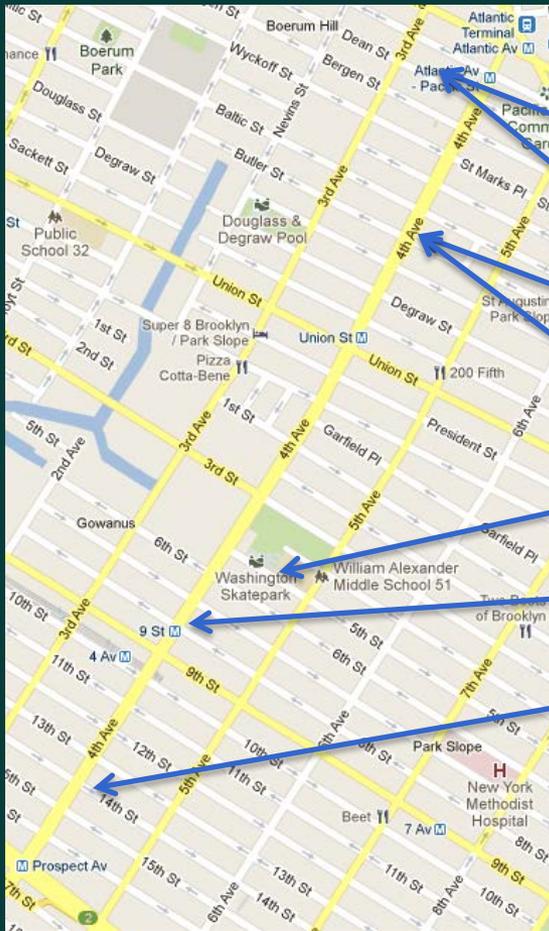
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19 Comments

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 th -5 th	Requests speed humps on 5 th St bet 4 th -5 th Aves
PS 118	7 th -8 th	Pedestrian Safety
PS 124	13 th -14 th	Ban lefts at both 13 th , 14 th

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

Why 4th 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 15th St in 2008
- Off-peak speeding: up to 78% speeding above 30 mph limit



Why 4th Ave in Park Slope?



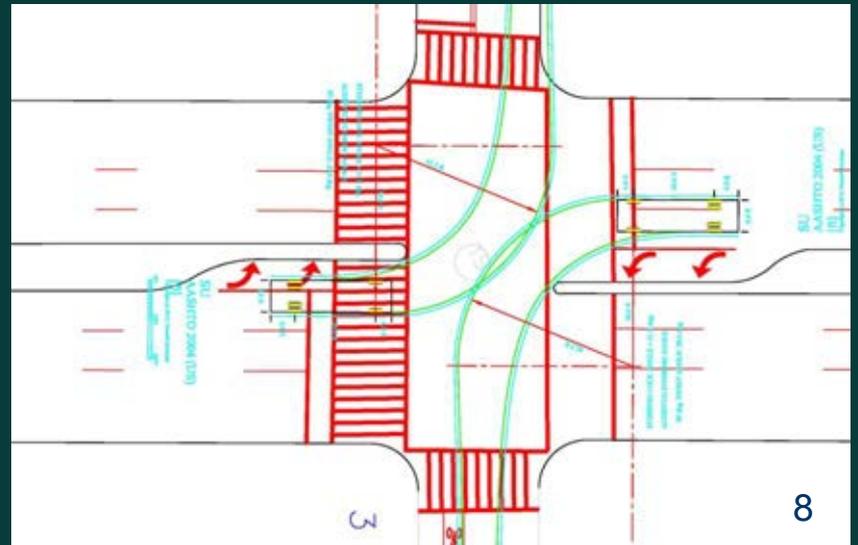
Split R-train platforms mean crossing 4th Ave at grade



2' wide pedestrian medians next to turn bays near subway

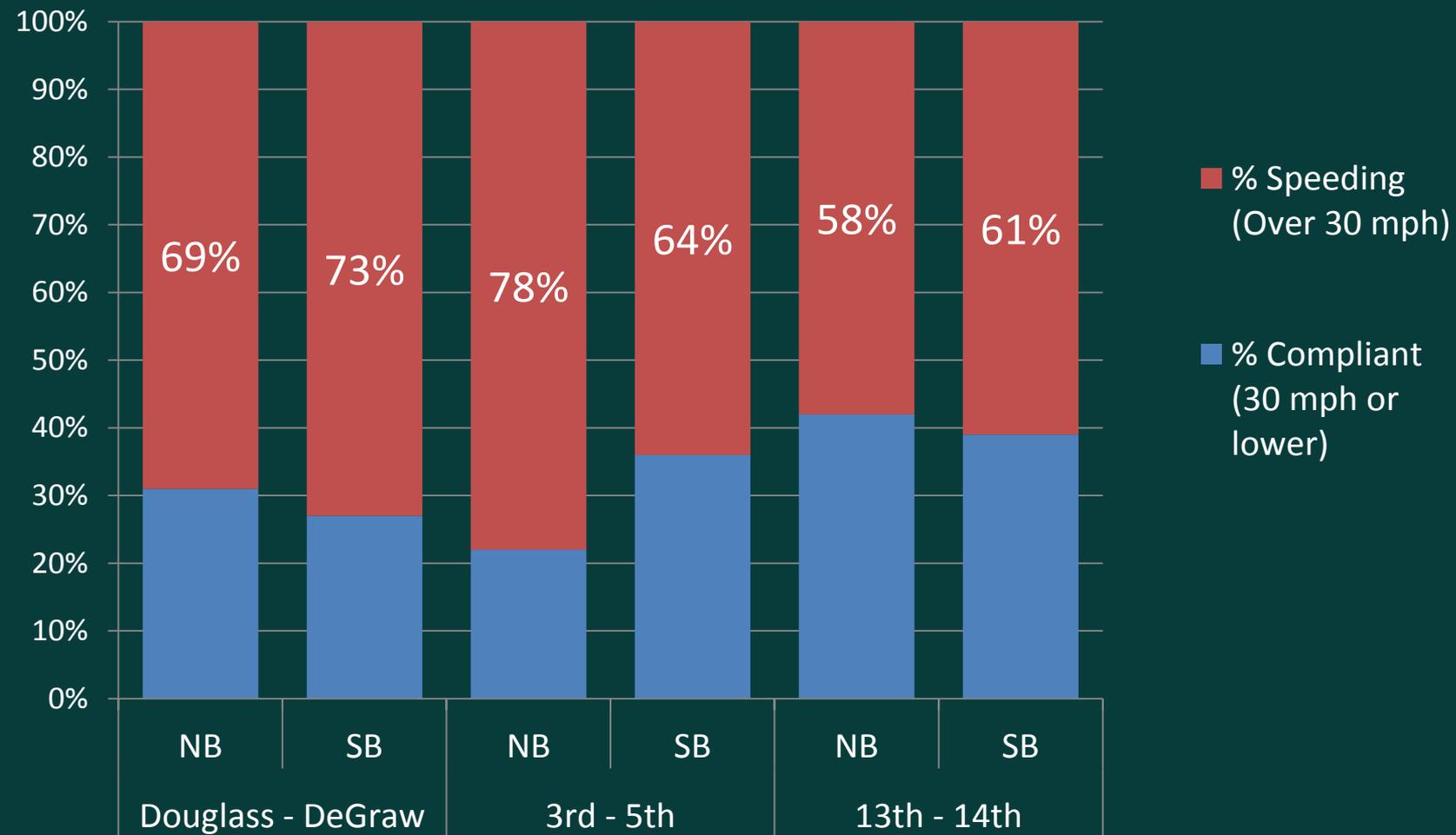


Double parking: 4th Ave functions as 2 lanes (not 3)



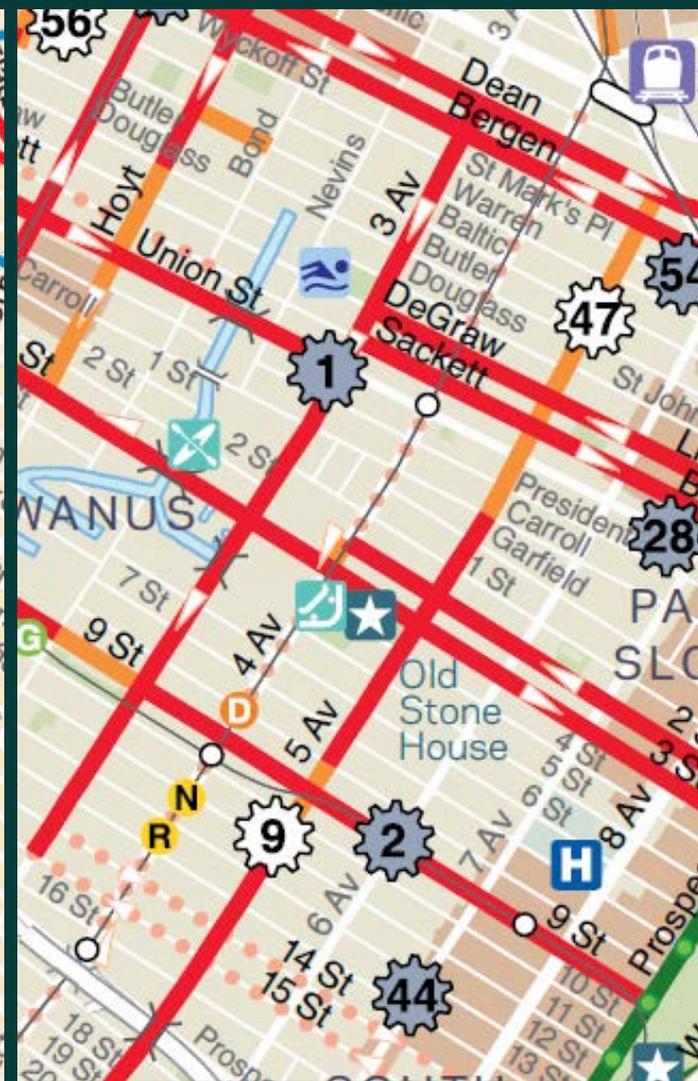
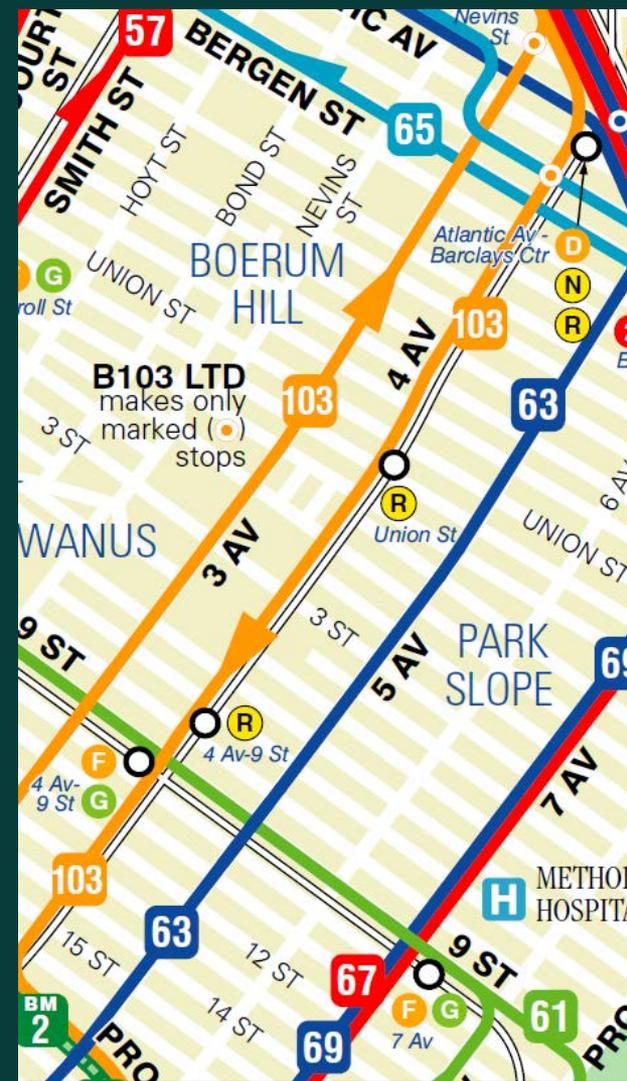
Conflicting opposing left turns

Safety Issues: Speeding



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

Transportation Context

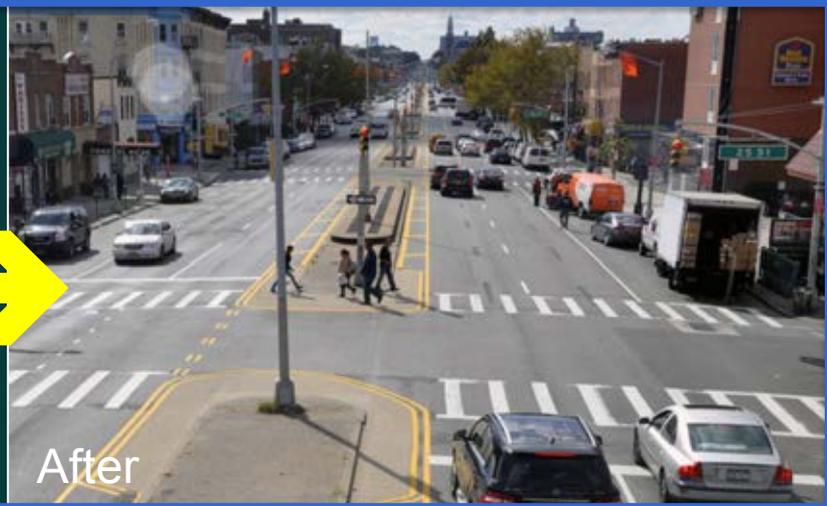
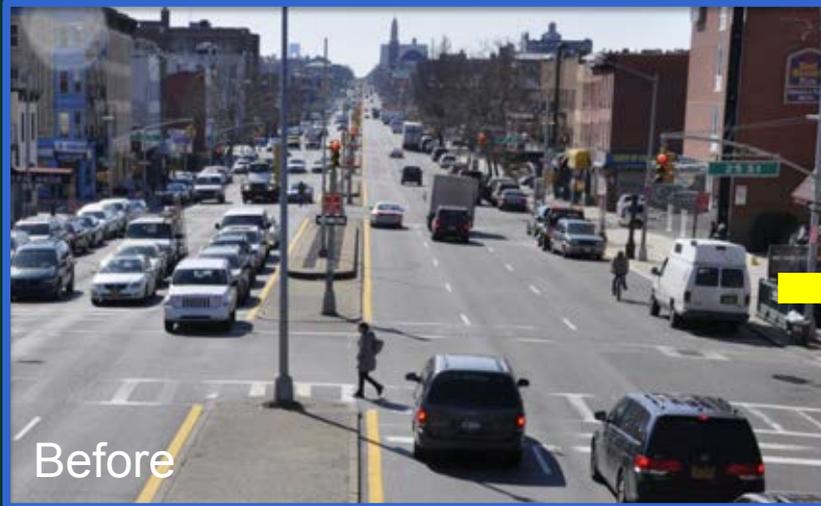


Bus Route: Yes (SB)
Subway: Yes

Truck Route: Yes

Bike Route: No

Recent 4th Ave projects



4th Ave Sunset Park (15th-65th Streets): August-November 2012



4th Ave and 9th St safety projects: 2009, 2011, 2012



4th Ave and Atlantic Ave: August 2011

Community Concerns

DOT asked: “Top Issues on 4th Avenue?”

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

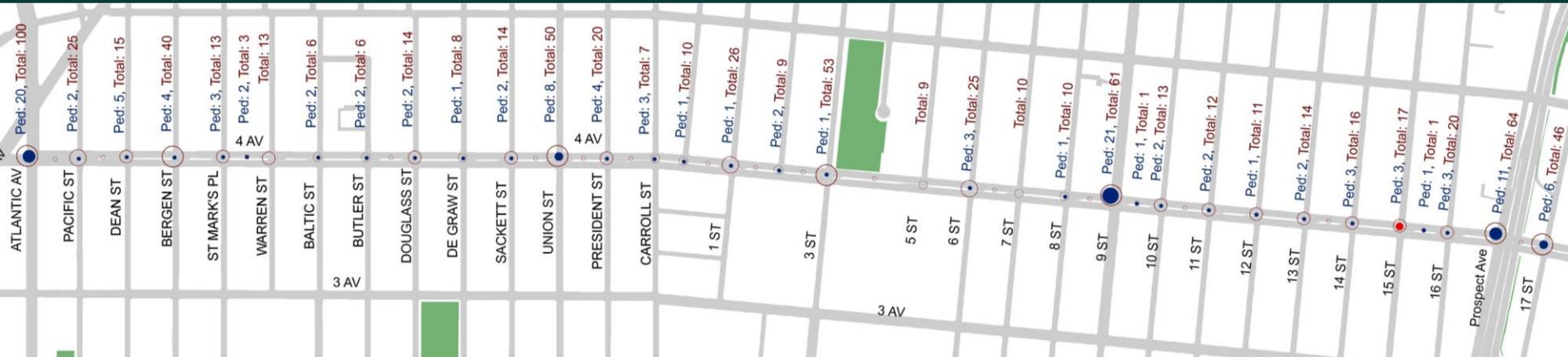
DOT also heard:

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



Public Workshop, February 12, 2013

Crash History



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

Pedestrian Fatalities



Pedestrian Injuries

All Injuries

1-5



1-5

6-10



6-10

10-20



10-20

20-30



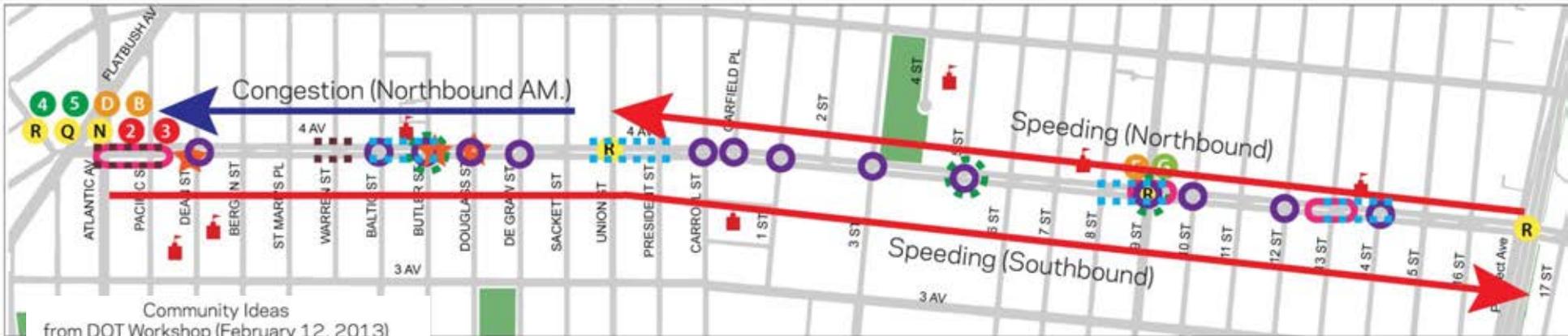
20-30

30+



30+

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 Hotspots



Atlantic Av:
20 pedestrian injuries
100 overall injuries

Union St:
8 pedestrian injuries
50 overall injuries

9th St:
21 pedestrian injuries
61 overall injuries

15th 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



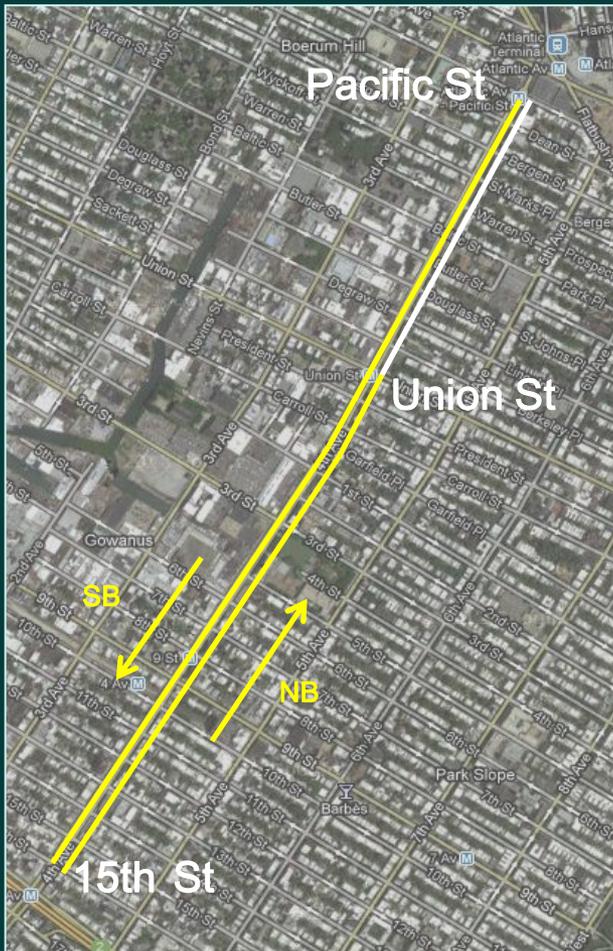
D

- C + In-Street Ped Space



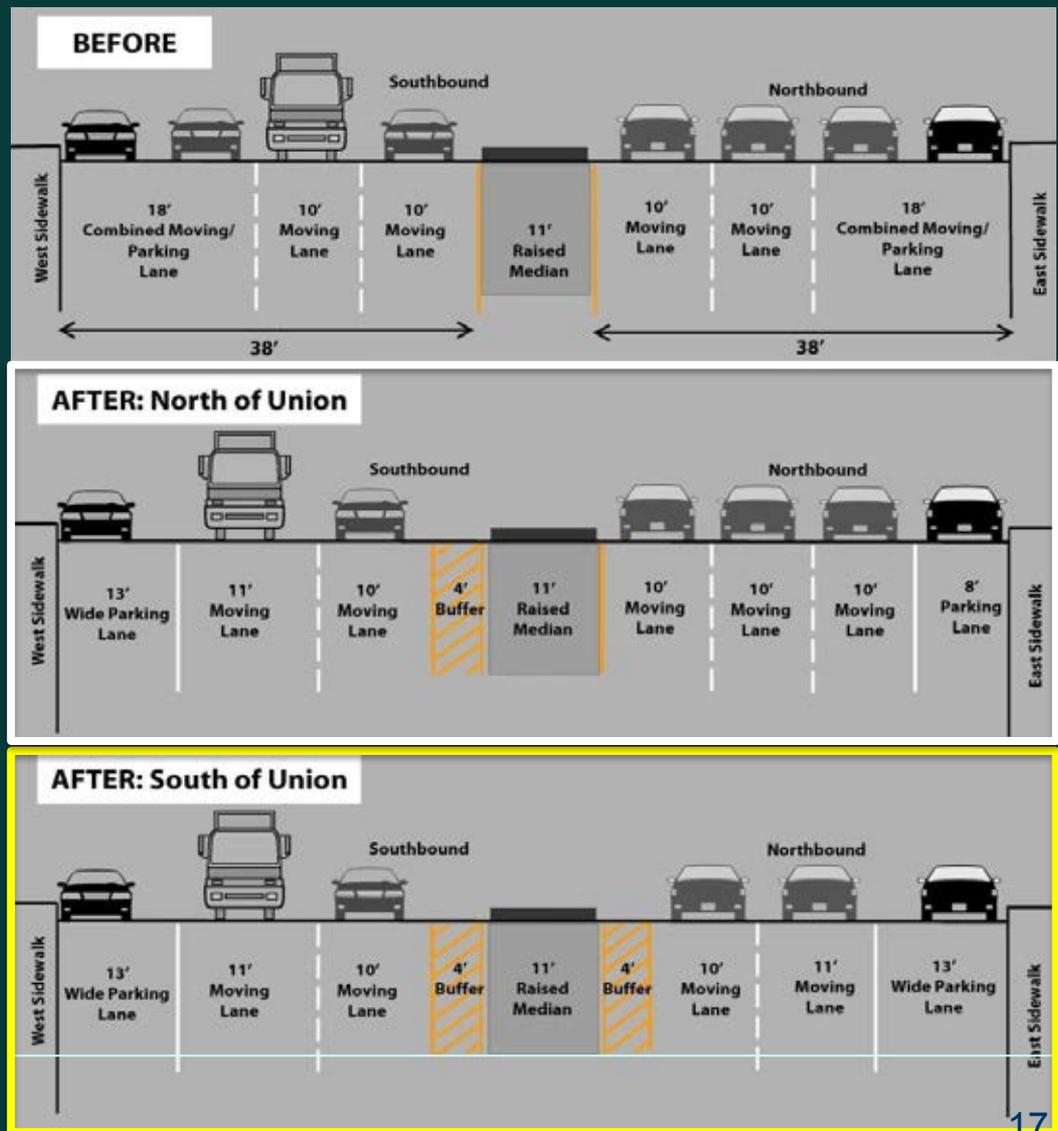
- All designs were received well at the workshop

Proposal Overview



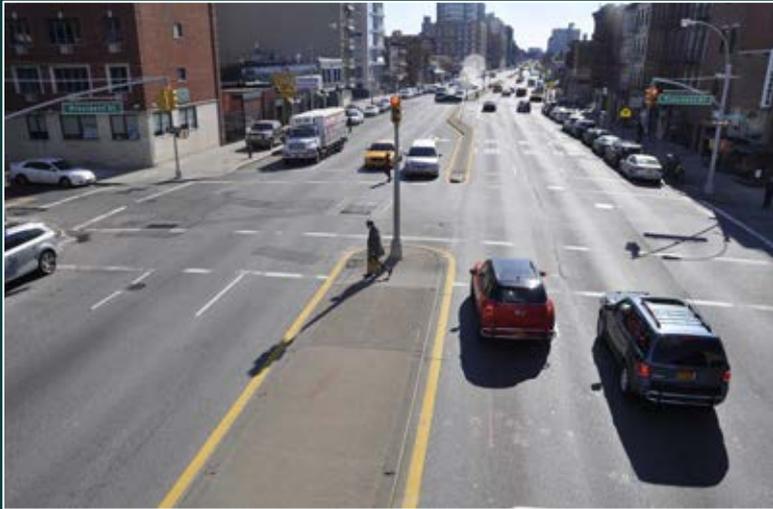
Proposed Lane Reductions:

- SB Pacific to 15th St
- NB 15th St to Union St



Benefits of Proposed Design

Existing



Future



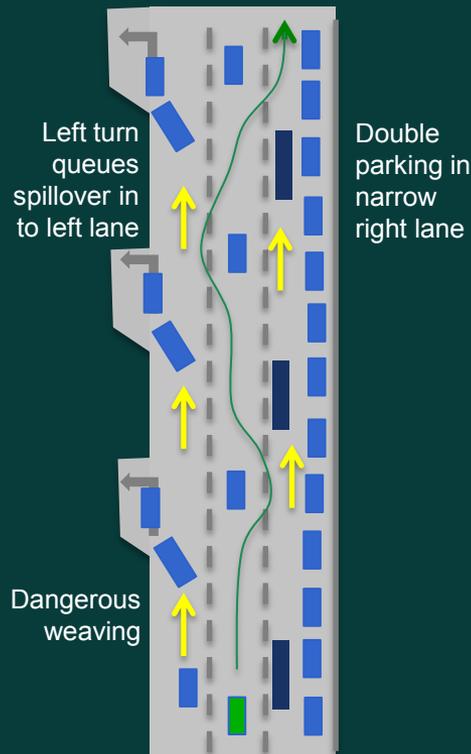
Workshop Design “C”:
The Sunset Park design, with
daylighting and bike corrals

- Less speeding (30 mph limit)
- Less lane changing
- Wider pedestrian refuges
- Left turn bays wider
- Safer for parallel parking
- Wider moving lanes
- Truck loading/muni meter survey
- Daylighting/corrals = increasing pedestrian visibility at corner/turns
- Median greening and public art opportunity

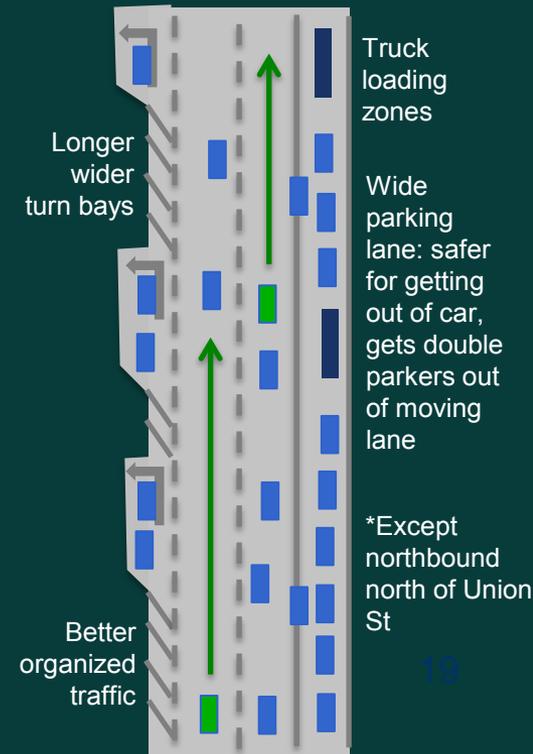
Does one less lane = more traffic?

- **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

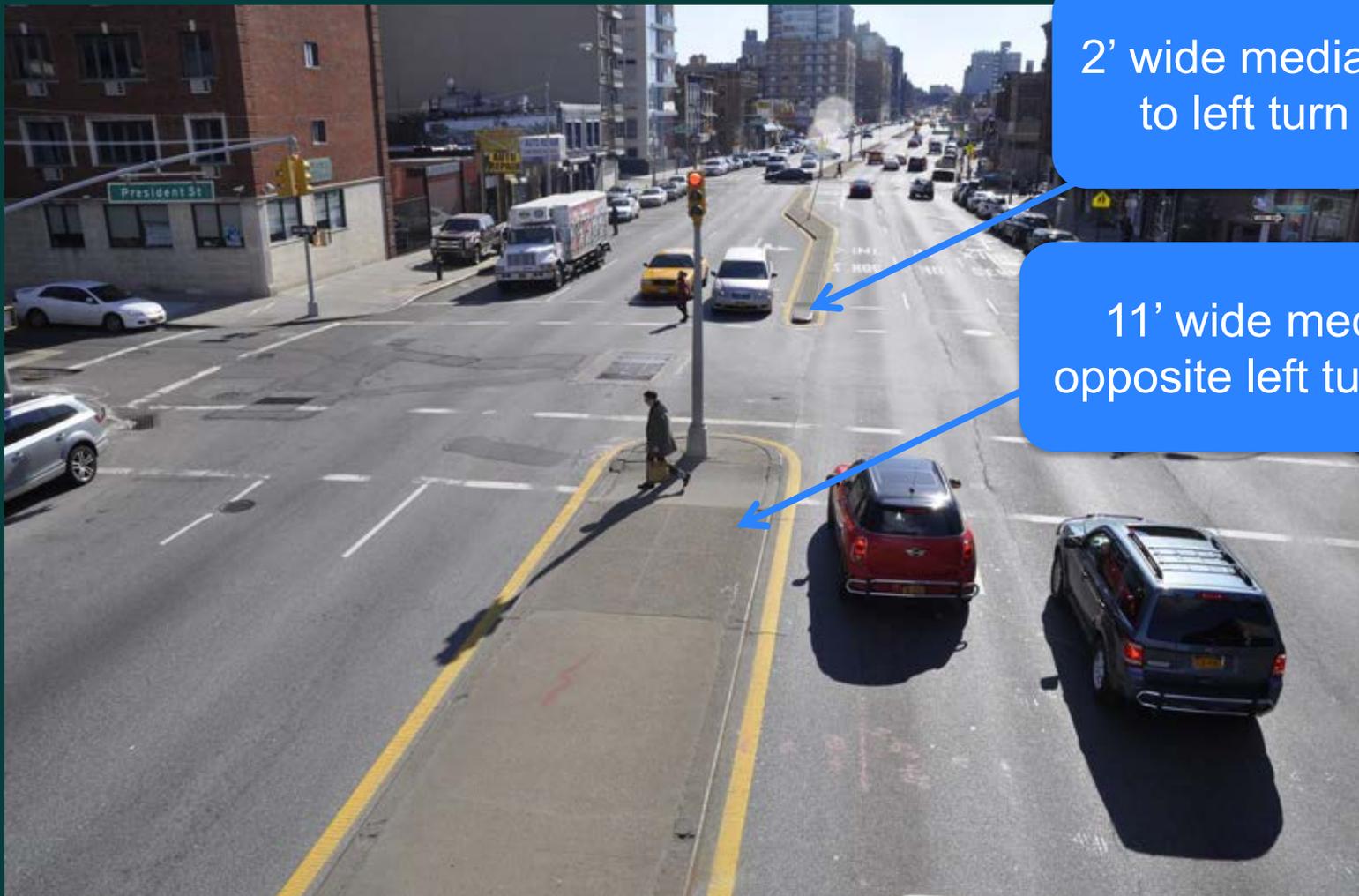
Existing



Proposed



Left Turn Bays: Existing



2' wide median next to left turn bay

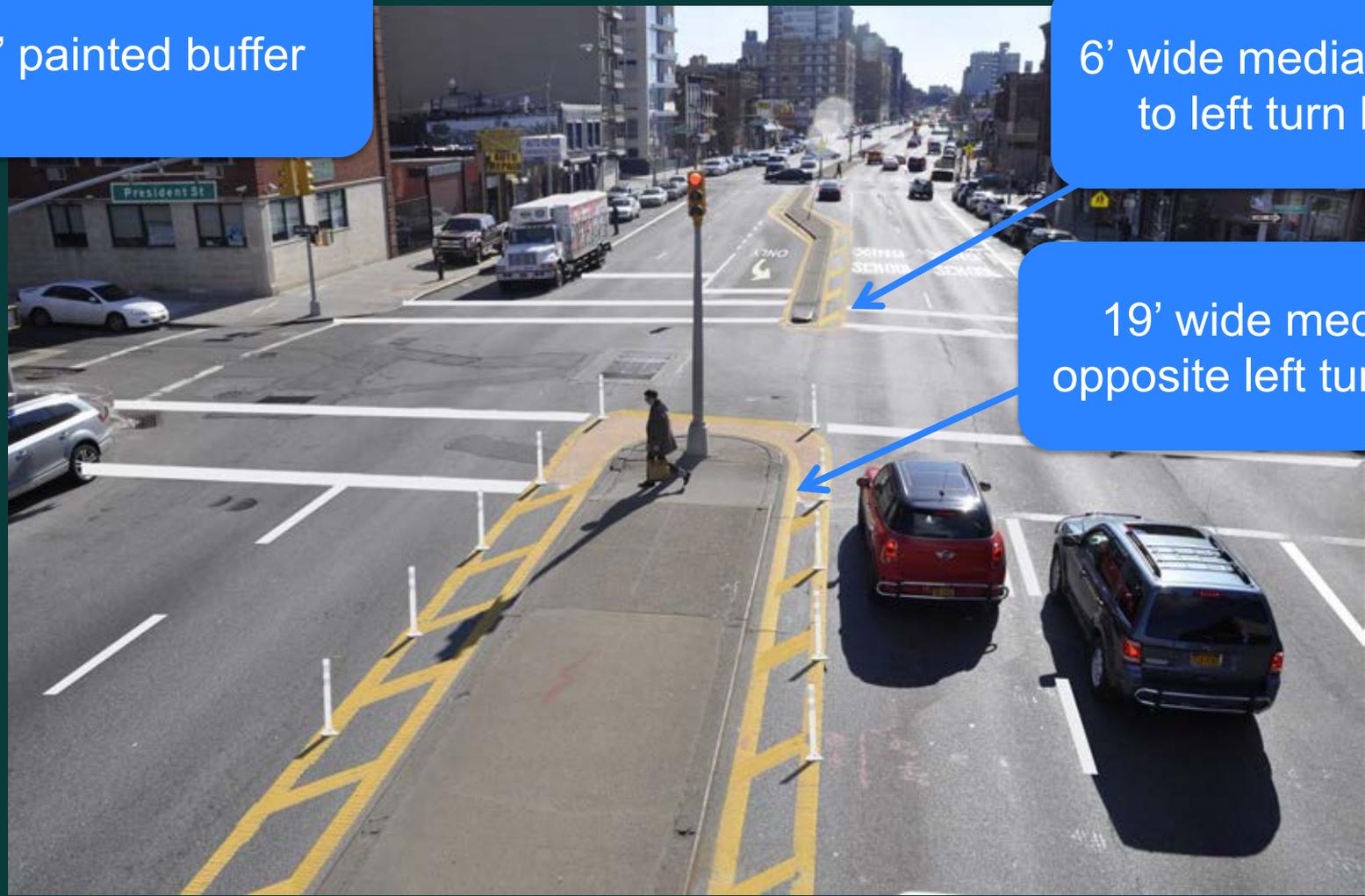
11' wide median opposite left turn bay

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

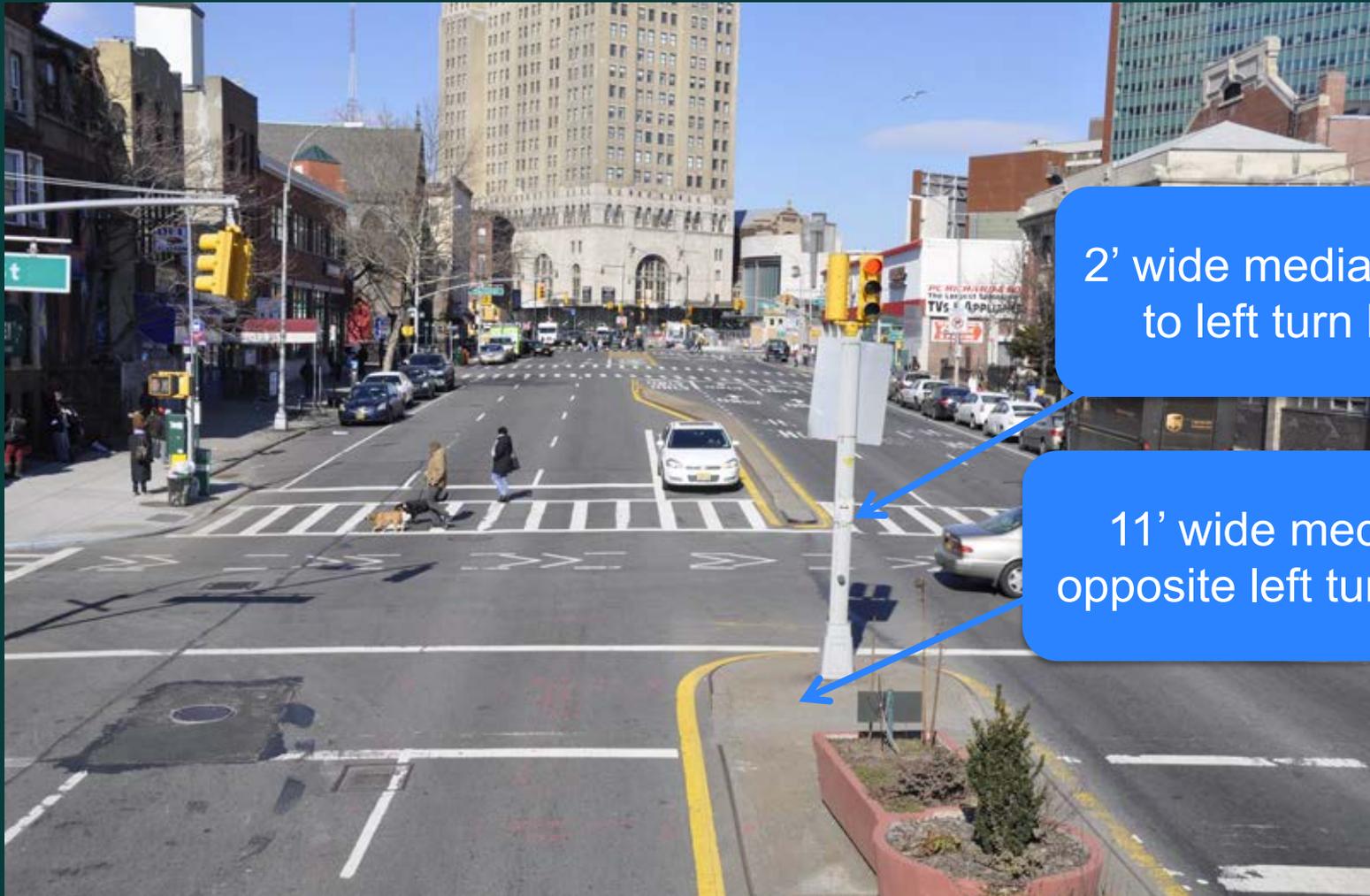


Future



- All 4th 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, 3rd St SB, 8th St NB, 9th St SB, 13th St NB, 14th St SB

6 Left turn bans near Schools



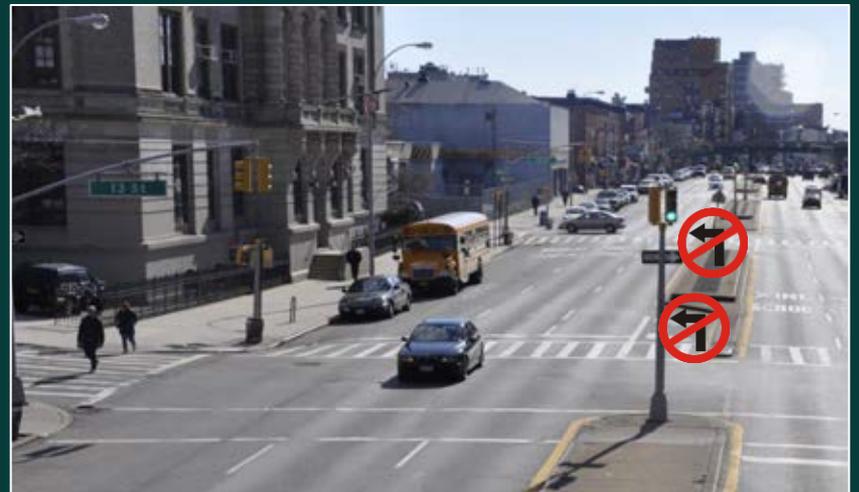
Butler St NB near future PS133



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

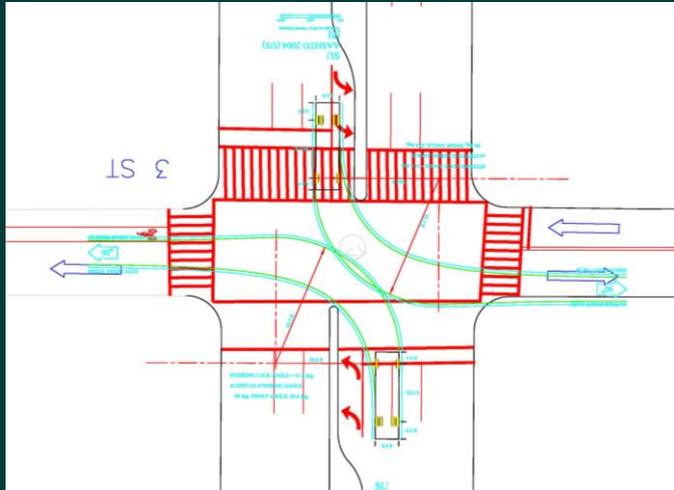


Dean St near express subways, B65, MS447/K656



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

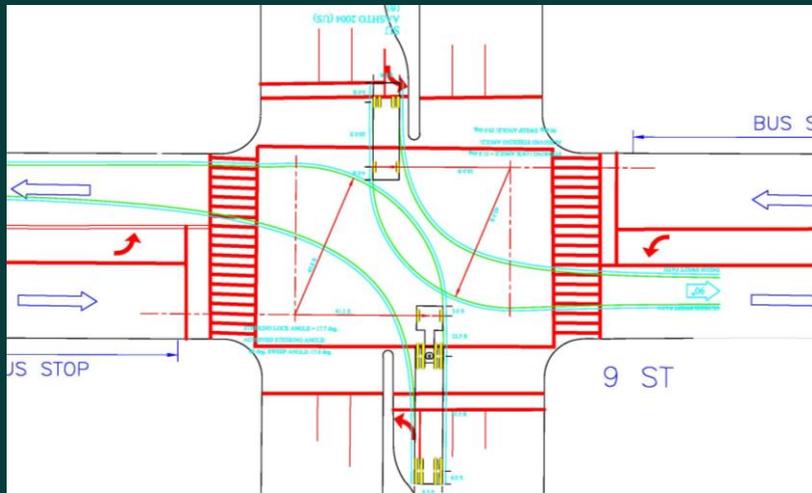
Opposing Left Turns: 3rd St



3rd St SB near MS51, JJ Bryne Playground

- At narrow cross streets, left turns off 4th Ave cross paths
- NB left at 3rd St has a signal phase, and higher turn volume
- Banning the SB left at 3rd makes the NB left safer and creates space for a refuge in the north crosswalk

Opposing Left Turns: 9th St



9th St SB near future PS118, Subways, Buses

- Even at wider truck turns, left turns off 4th Ave cross paths
- NB left at 9th St is a major truck route off 4th Ave
- Banning the SB left at 9th St:
 - Makes the NB left safer
 - Removes conflicts with peds in north/east crosswalks
 - Creates refuge in the north crosswalk between entrances to the split uptown/downtown R-train platforms

9th St: History

- 2004: LPI
- 2009: 9th St diet
- 2011: 4 Neckdowns
- 2012: F/G/R east curb entrance opens bet 9th-10th Sts
- 2012: Lagging Left turn phase



9th St

- Still very chaotic intersection
- Lagging left phase (2012) took 12 sec from NB through

DOT looked at 2 options:

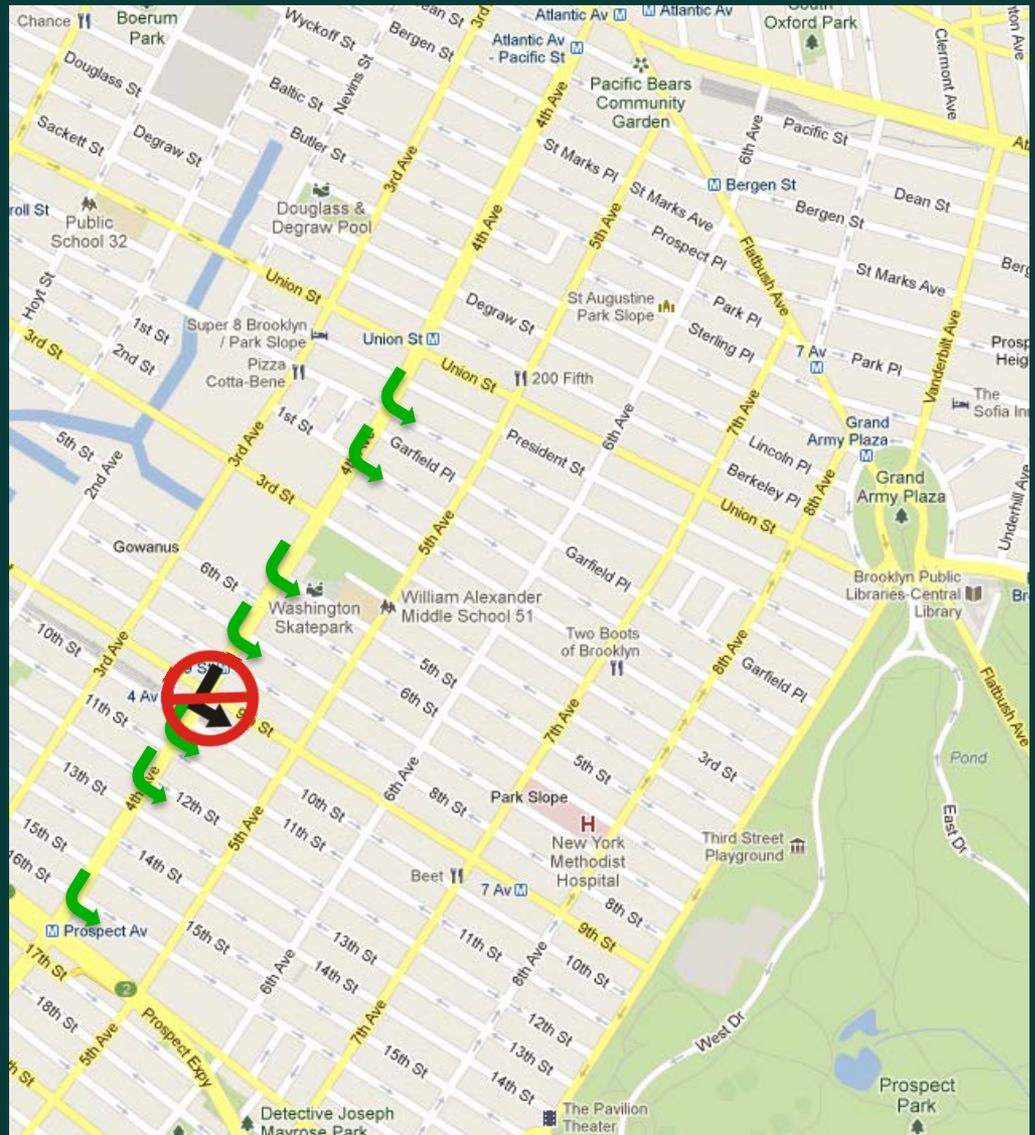
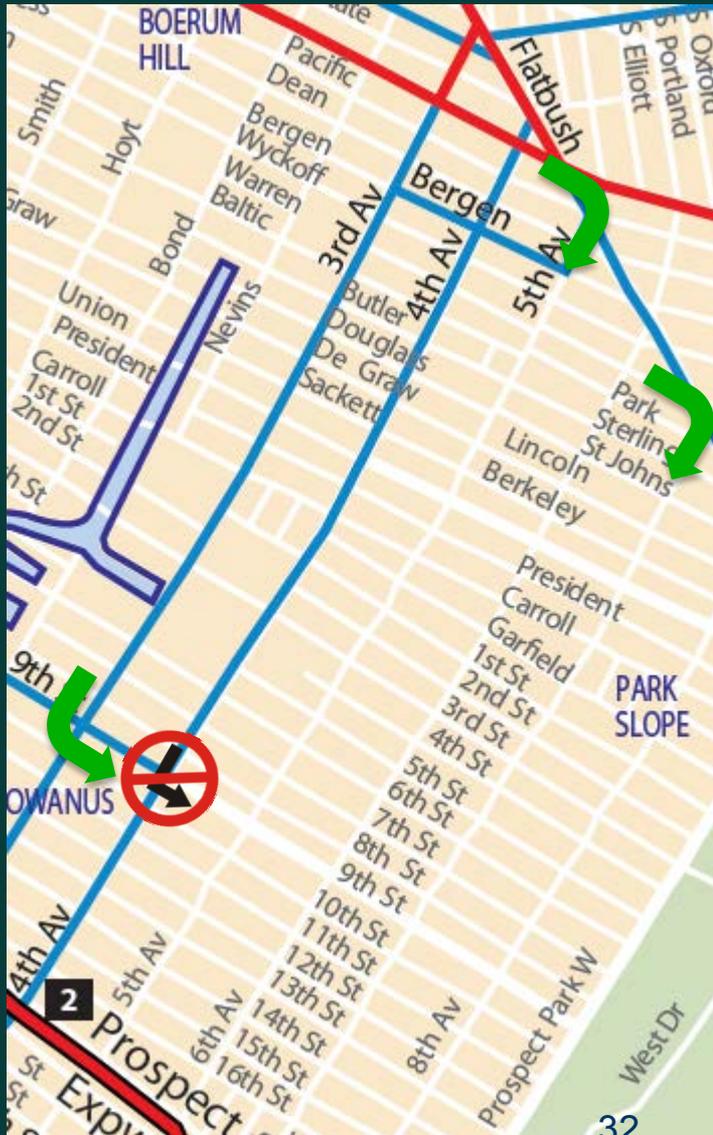
- Keeping the southbound left would require retaining 3 NB lanes from 10th to 7th Sts
- Banning the southbound left turn would permit returning the 12 sec to NB through, the 4th Ave lane reduction, removing a dangerous turn conflict, and simplifying intersection operations



Turn lanes too short.
Either lengthen lanes or
make it no left turns to
smooth traffic.

Extremely dangerous
pedestrian crossing. Because
4th ave is so wide, vehicles
turning left onto 9th are
looking only for a break in
traffic and shoot across with
little regard for the
crosswalk.

9th St SB turn ban: Alt Routes



SB Local Deliveries Take 3rd Av SBL, Flatbush

Cars: Many other options including: 5th, 7th, 10th, 12th, 16th Sts

Highest SB Left Turn volumes

Cross Street	AM	PM
Baltic St	60	60
Union St	38	52
Carroll St	12	52
5 th St	52	44
7 th St	96	32
9 th St	54	57
10 th St	40	40
12 th St	44	40
16 th St	36	73

← Long Turn Bay
← Long Turn Bay,
Evaluating for
speed humps
next to MS51

- 9th St is not the 1st or 2nd highest southbound left
- 1-2 vehicles per cycle would find another route

9th St: Existing



Short turn bay, not a truck route turn, 60 lefts at peak

Conflicts with 466 AM peak hour peds in the east crosswalk³⁴

9th St: Proposed



2' → 19' wide pedestrian refuge

Adds refuge for 708 AM peak hour peds in north crosswalk across 4th Ave

New split phase signal retains protected NB left arrow and returns 12 secs to NB through

Removes conflicts with pedestrians in east crosswalk

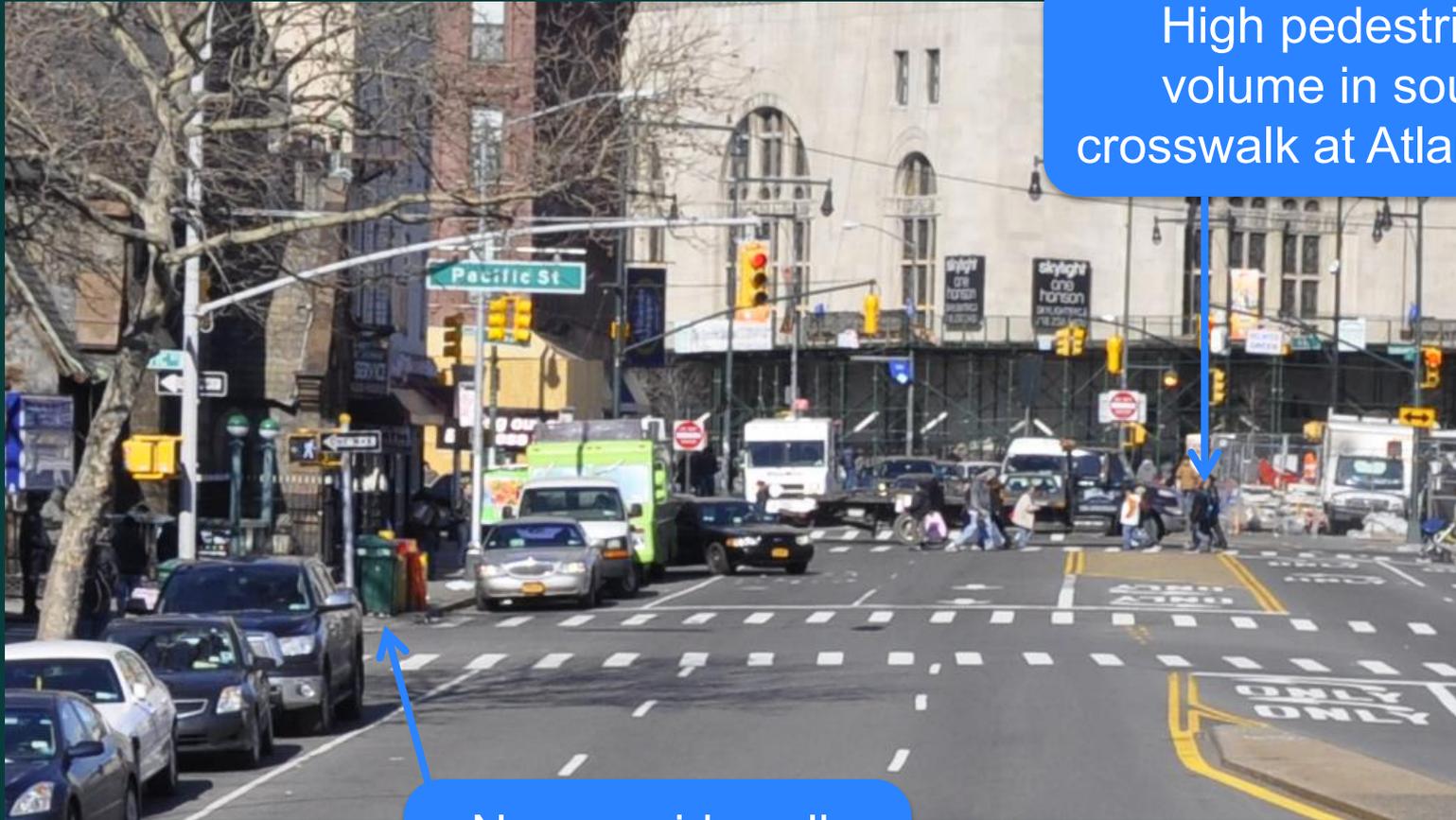
Atlantic Av-Pacific St



4th Ave at Atlantic Ave looking south

4th Ave at Pacific St looking north (near K656, MS447, subways)

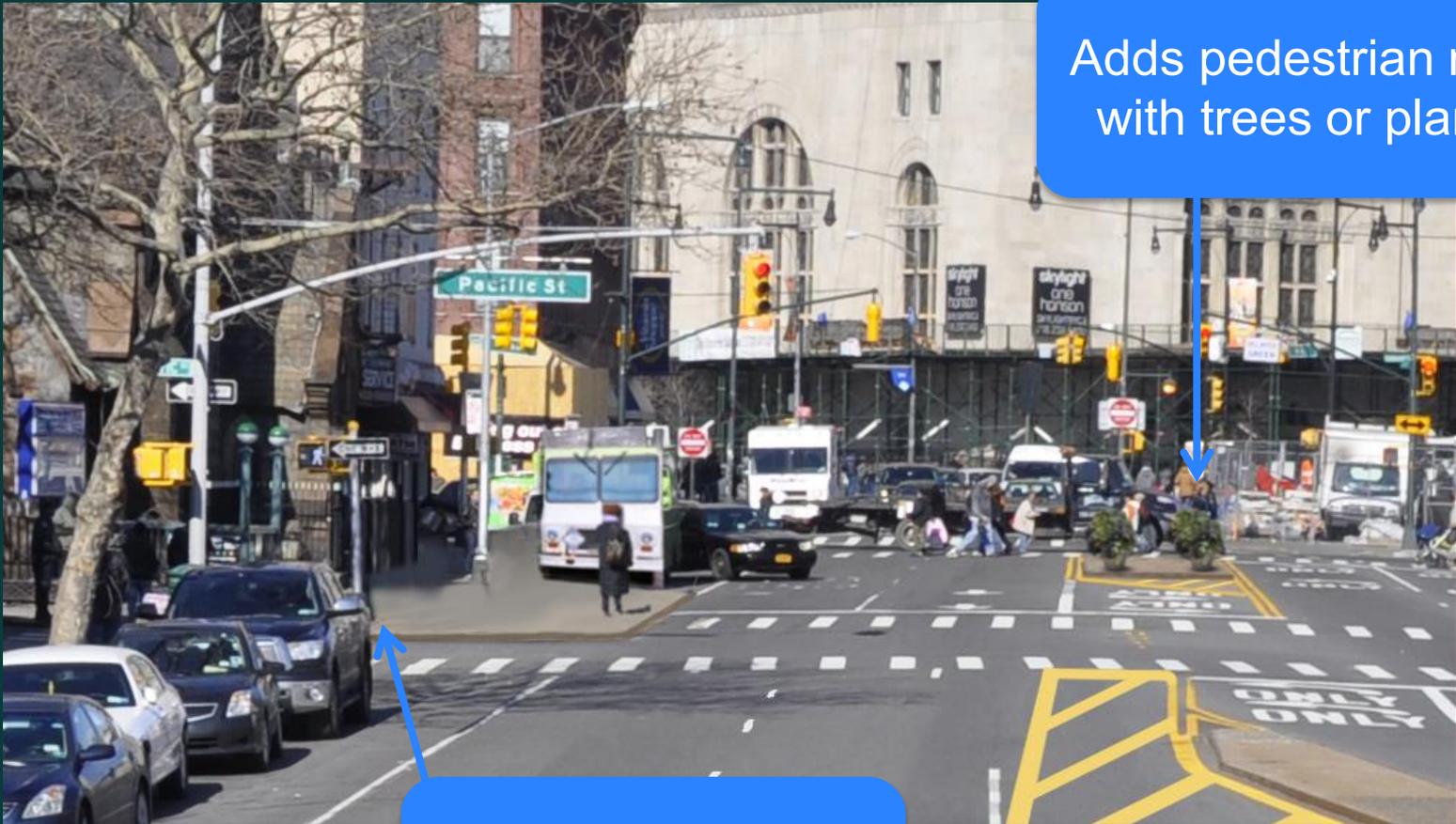
Atlantic Av-Pacific St: Existing



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)

Bike Corrals

Local requests for bike corrals at businesses with bike traffic

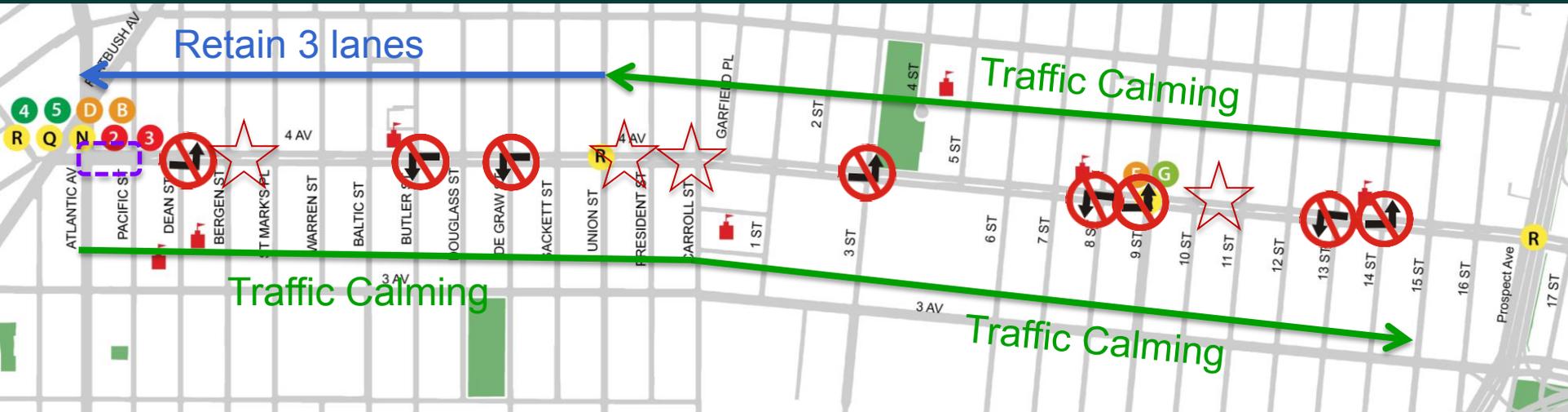
Bike corrals on corners daylight one parking space and increase visibility between drivers and peds



DOT will reach out to 4th Ave businesses about corral maintenance

4th Ave and Carroll St Rendering

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
-  Possible Bike Corral locations

Next Steps: Present to CB2



4TH AVE - PARK SLOPE PRESENTATION TO CB2

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 2 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 2

Date: Tuesday, May 21, 2013

Time: 6:00 p.m.

Location: First Floor Board Room, St. Francis College, 180 Remsen Street (between Clinton and Court streets), Brooklyn Heights

Contact: CB2 District Manager Robert Perris, (718) 596-5410 or Chris Hrones at the DOT Brooklyn Borough Commissioner's Office, (718) 222-7259

Project Goals:

Reduce Speeding

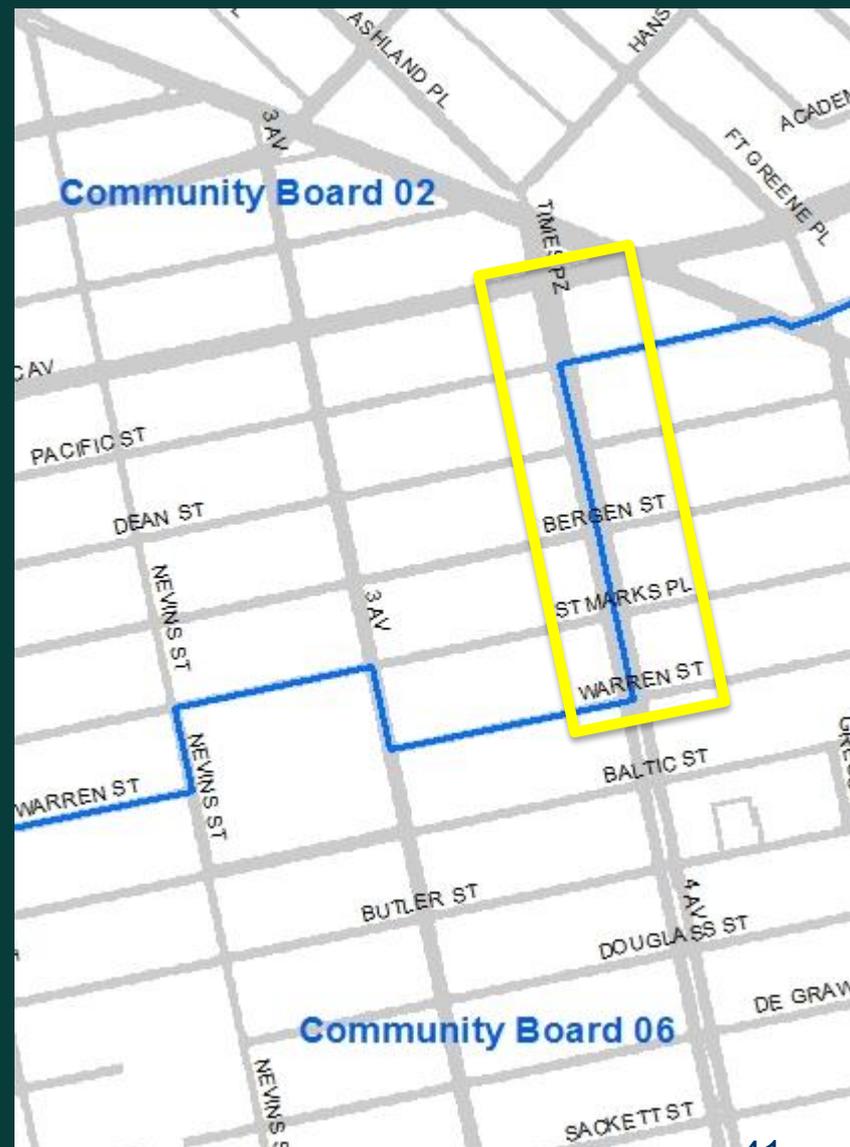
Create simpler turns

Create safer
pedestrian crossings

Improve safety
for all users



www.NYC.gov/4thave



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
 - Adds loading zones for truck loading
- Beautification opportunity on expanded refuges and at corrals

On-going

- Curb Management Survey
 - Loading Zones
 - Muni meters
- Bike Corrals
 - Survey more locations
 - Find local business maintenance partners
- Beautification
 - Goal: Planters on medians without BID maintenance partner
 - Self-Watering Planter pilot: summer
 - Urban Art: investigating sculptures on medians

nyc.gov/4thave

**Thank
You**