

# 4<sup>th</sup> Avenue - Bay Ridge

## Corridor Safety Improvements

2013



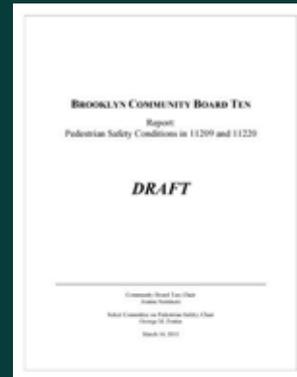
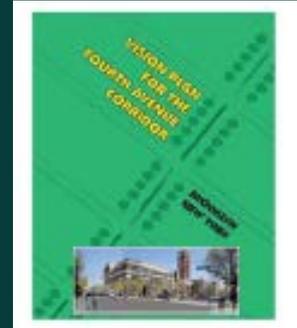
# 4<sup>th</sup> Avenue corridor safety project

## 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: Bay Ridge

Community Safety Request  
to DOT

Task Forces form,  
DOT initiates safety project

Community-Driven  
Arterial Redesign

## Workshop 1/24/13 at PS264

Brainstorm Issues  
and Rank Priorities

Discuss Crash and  
Speeding data

Give input on possible  
street redesigns

## Open House 3/21/13 at PS264

Review Workshop  
Input

Present Initial  
Redesign ideas

Give DOT feedback  
on design

## CB10 T&T 5/13/13

Present to CB10

Get feedback

## CB10 Public Meeting 6/5/13

Present to Public

Get feedback

## CB10 T&T 6/10/13

T&T Discussion

DOT Q&A

## CB10 Full Board 6/17/13

Board Discussion

# Outreach/Advertisement

- Publicity: Borough President, 4<sup>th</sup> Ave Task Force, CB10
- Multilingual outreach (Spanish, Mandarin/Cantonese, Arabic)
- Online via DOT website, 4<sup>th</sup> Ave website, Twitter, Facebook
- [nyc.gov/4thAve](http://nyc.gov/4thAve): What needs improving on Fourth Ave in Bay Ridge?



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

You are invited to discuss the future of 4<sup>th</sup> Avenue between 65<sup>th</sup> Street and Shore Road in Bay Ridge at a public workshop

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

**Date:** Thursday, January 24, 2013 (Rescheduled)

**Time:** 7:00-9:00 p.m.

**Location:** P.S. 264, Bay Ridge Elementary School for the Arts, cafeteria (downstairs), 371 89th Street at 4th Avenue, Brooklyn

**Contact:** Claudette Workman 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)



## What needs improving on Fourth Ave in Bay Ridge?

We received over 60 comments on the Bay Ridge section of 4th Ave between the workshop (January 24) and the open house (March 21). Hearing that many people heard about this website for the first time at the open house, we will keep the feedback form open.

4 of 35

35 Comments

240 online comments received as of 5/13/13

# Why 4<sup>th</sup> Avenue in Bay Ridge?

## Need

- 5 pedestrian fatalities: 2006-2013 (2 in 2013)
- 2 mi: 38 people have been killed or severely injured: 2007-2011
- Top third severest among Brooklyn corridors
- Off-peak speeding: up to 63% speeding above 30 mph limit
- CB10 identified 21 intersections on 4<sup>th</sup> Ave in 2011 safety report



# 2 Recent Pedestrian Fatalities

## Pedestrian struck on Fourth Ave and 86th Street dies at Lutheran Medical Center

Story Comments (8) Image (3)

Tweet 3 Like 44

Previous Next



The aftermath of a scene where a woman was struck at 6:20 a.m. Monday, April 1.

BROOKLYN MEDIA GROUP/Photo by Arthur de Gaeta



Due to concerns like this, the Department of Transportation is working on changes to Atlantic Avenue and Shore Road. Right now, the area is being worked on.

Using feedback from residents, DOT proposed re

MAY 1, 2013 / NEWS / BAY RIDGE

ANOTHER PEDESTRIAN STRUCK ON FOURTH AVENUE IN BAY RIDGE

## Woman "likely to die" after being struck by Cadillac Escalade

By Will Bredderman

### Brooklyn Daily Eagle

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## 4th Ave pedestrian struck by SUV dies



Capt. Richard DiBlasio (left) informs Councilman Vincent Gentile (right) and Gentile's communications director Justin Brannan about the accident. Gentile and Brannan got to the scene shortly after the crash. Eagle photo by Paula Katinas

collision on 82nd and Fourth passed away," he stated.

The victim, described by police as an elderly Asian woman, was walking westbound and was crossing Fourth Avenue near 82nd Street at 10:39 a.m. when she was struck by a white SUV whose driver was making a right-hand turn from 82nd Street onto Fourth Avenue, a Police Department spokeswoman said.

The victim was taken to Lutheran Medical Center. "The driver remained at the scene," the spokeswoman said.

By Paula Katinas  
Brooklyn Daily Eagle

The woman who was hit by an SUV while crossing a Bay Ridge intersection April 30 has died from her injuries, according to police. Capt. Richard DiBlasio, commanding officer of the 68th Precinct, made the announcement on May 1. "Sad news. The pedestrian from yesterday's

Pin it Print this story

...n became a scene of  
...ver struck an elderly  
...d set her teetering on the

...e headed down 82nd  
...e direction of Sunset  
...ear-old woman in the

...e Fire Department said  
...e of its ambulances  
...ought the woman to  
...theran Medical Center,  
...arked unlikely to  
...rvive.

...e driver remained at  
...e scene and a police  
...okeswoman said an  
...vestigation is ongoing.  
...it, she said they had no  
...vidence that the  
...otorist was speeding or  
...eaking any other traffic  
...ws.

...itnesses pointed out  
...at the woman was  
...ready in the crosswalk  
...men struck, and state law  
...ants right of way to  
...ave the light.

...she recognized the  
...tly sees it speeding  
...ough she added she did not witness the accident.

Enlarge this image



Photo by Arthur De Gaeta

Unsafe crossing: This Cadillac Escalade struck an elderly woman crossing Fourth Avenue on April 30, sending her to Lutheran Hospital in critical condition.

### Similar stories

**BAY RIDGE:** Another pedestrian hit in Bay Ridge

**BAY RIDGE:** City eighty-sixes 86th Street left-turn ban

**BAY RIDGE:** Street fight! Traffic safety group demonstrates against Golden

**MIDWOOD:** City: Dorman Square is D.O.A.

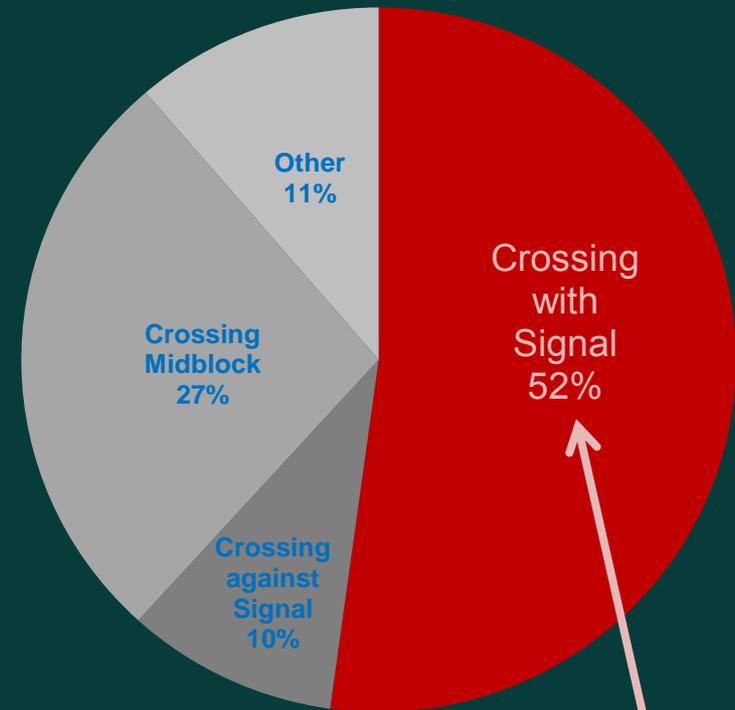
**MEAN STREETS:** City: Time to 86 left turns at Fourth Avenue

**MEAN STREETS:** 'Shore' thing: Neighbors say Ridge road's a crash zone

# Safety Issues: Failure to Yield

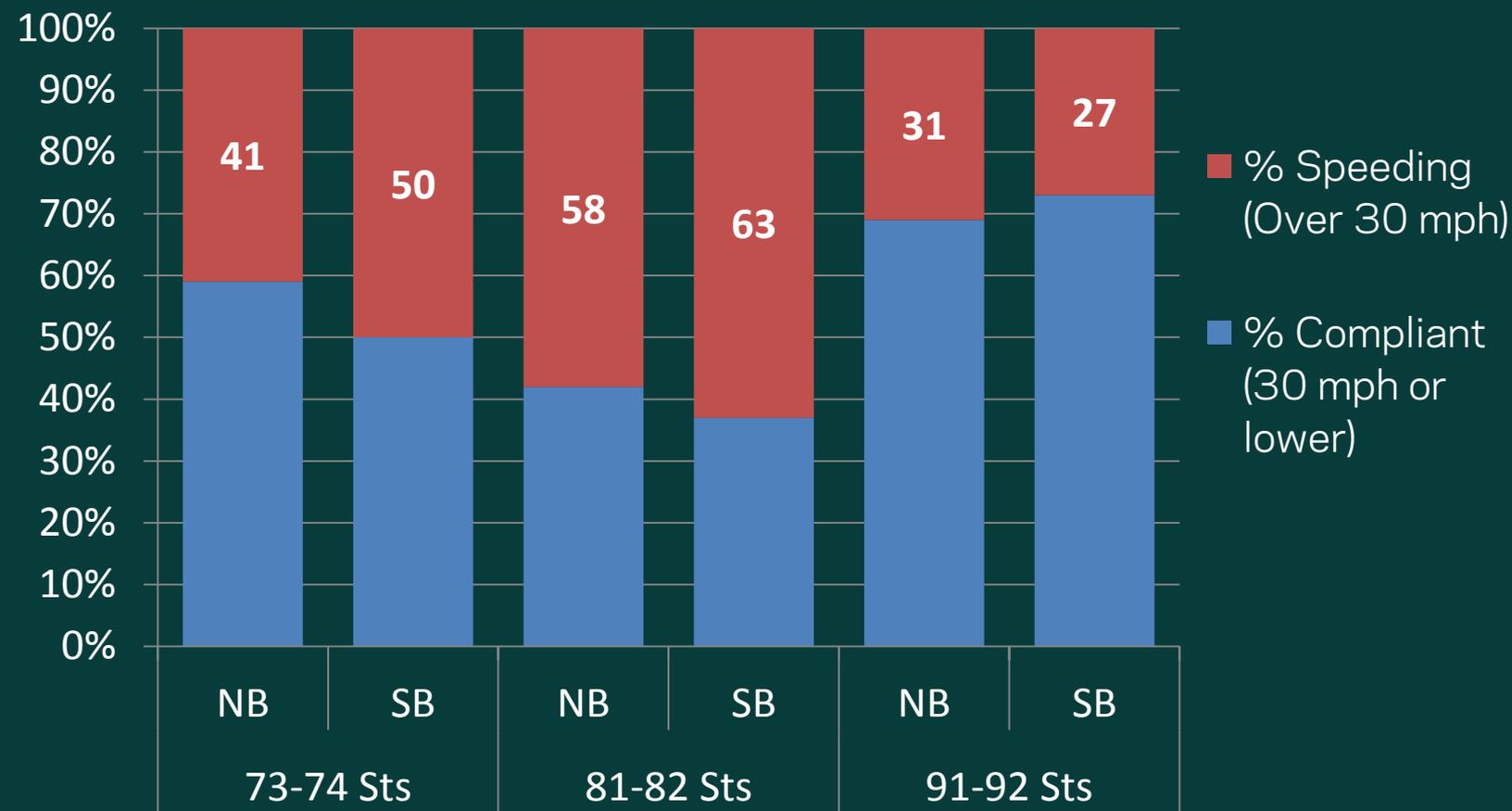
% of known crashes (2007-2011)

- Top 1/3 of Brooklyn streets for severe injuries + fatalities per mile (2007-2011 crashes)
- 5 fatalities: all pedestrians; 3 seniors
- Over 5 times as many pedestrians struck with the signal versus against the signal
- Twice as many pedestrians hit at intersections than crossing midblock



Indicates turning vehicles failing to yield to pedestrians

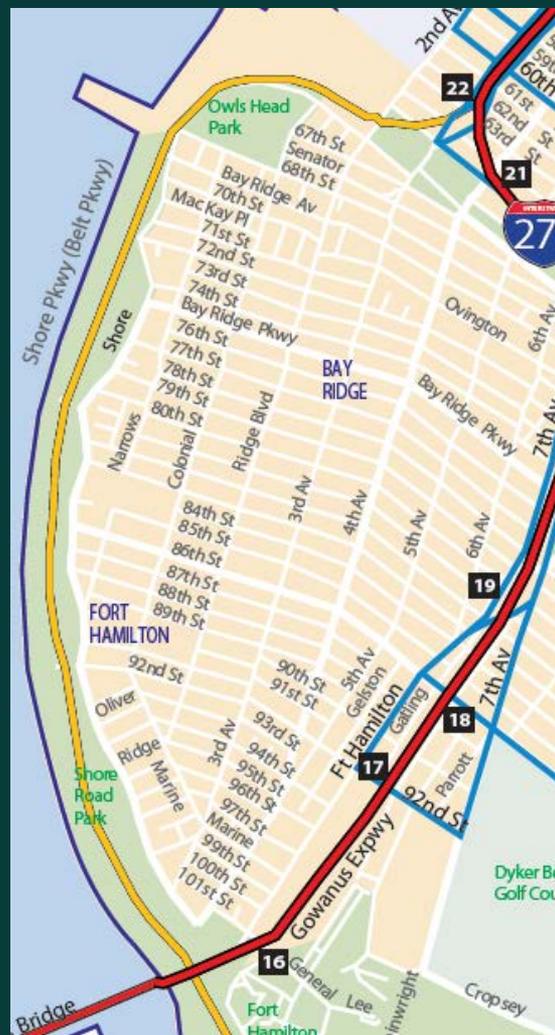
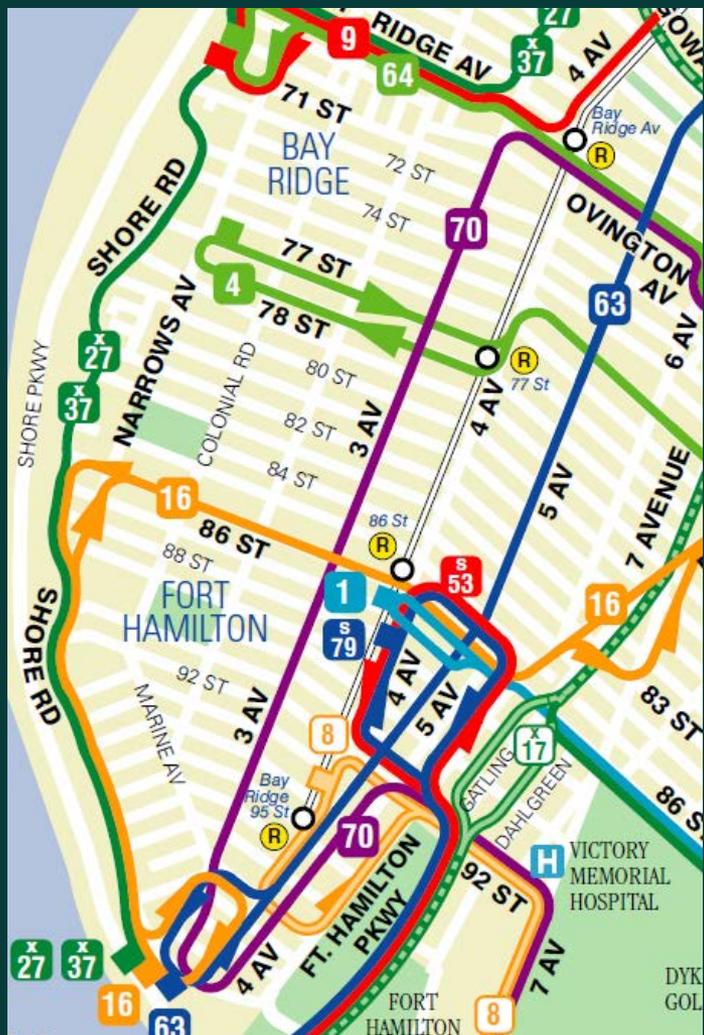
# Safety Issues: Speeding



- Method: Contractor conducted by radar midweek 9-11pm
- More off-hour speeding in residential areas



# Transportation Context



Bus Route: 65-Ovington,  
BR Pkwy-78, 86-Shore Rd

Truck Route: No

Subway: 65-95

# 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 86<sup>th</sup> St turn bans: September 2012



4<sup>th</sup> Ave and 65<sup>th</sup> St: September 2012

# Community Concerns: Bay Ridge

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

- Speeding
- Congestion
- Pedestrian Safety
- Safer Crossings
- Beautification
- Double Parking

## DOT also heard:

- Bus Congestion
- Illegal U-turns
- Car dealerships
- School drop-offs
- Bike safety
- Jaywalking
- Truck Loading
- Weaving
- Left turns



Public Workshop, January 24, 2013



Public Workshop, January 24, 2013

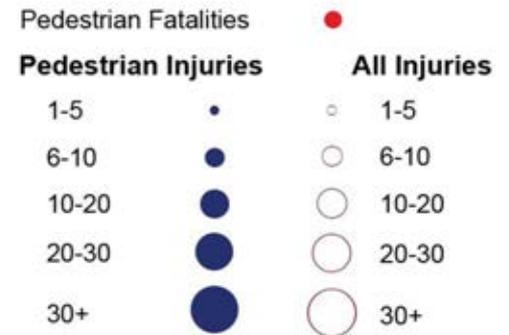


Public Open House, March 21, 2013

# Crash Hotspots



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



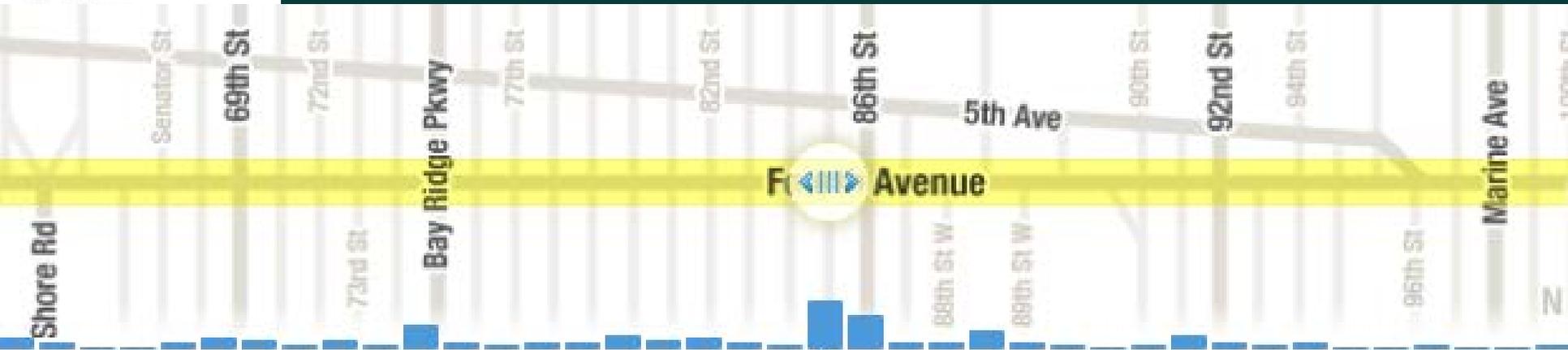
**BR Pkwy:**  
12 pedestrian injuries  
42 overall injuries

**86<sup>th</sup> St:**  
24 pedestrian injuries  
52 overall injuries

**BR Ave:**  
8 pedestrian injuries  
37 overall injuries

**Ovington Ave:**  
7 pedestrian injuries  
22 overall injuries

# Community Feedback



35 Comments

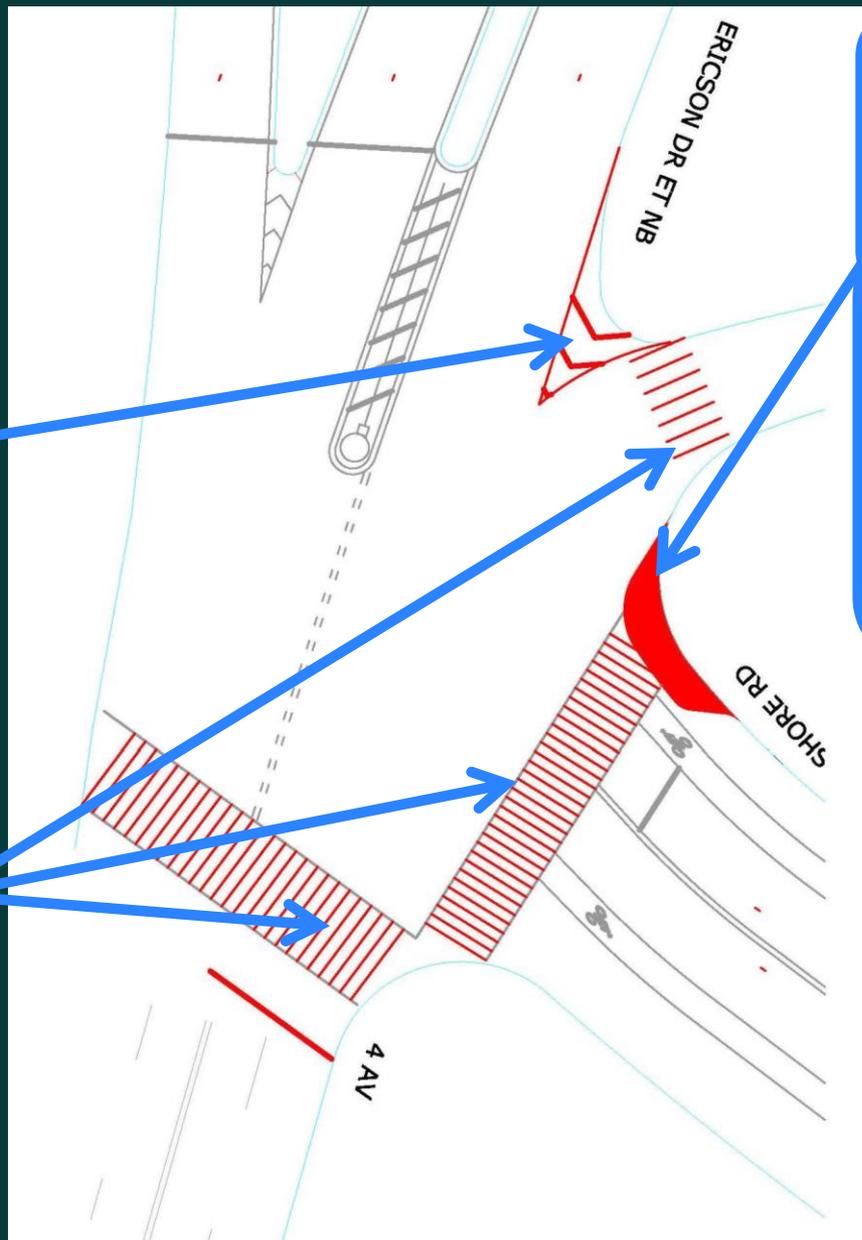
# Shore Rd: Existing



# Shore Rd: Proposed

Add channelization to slow turns

Upgrade crosswalks to high visibility



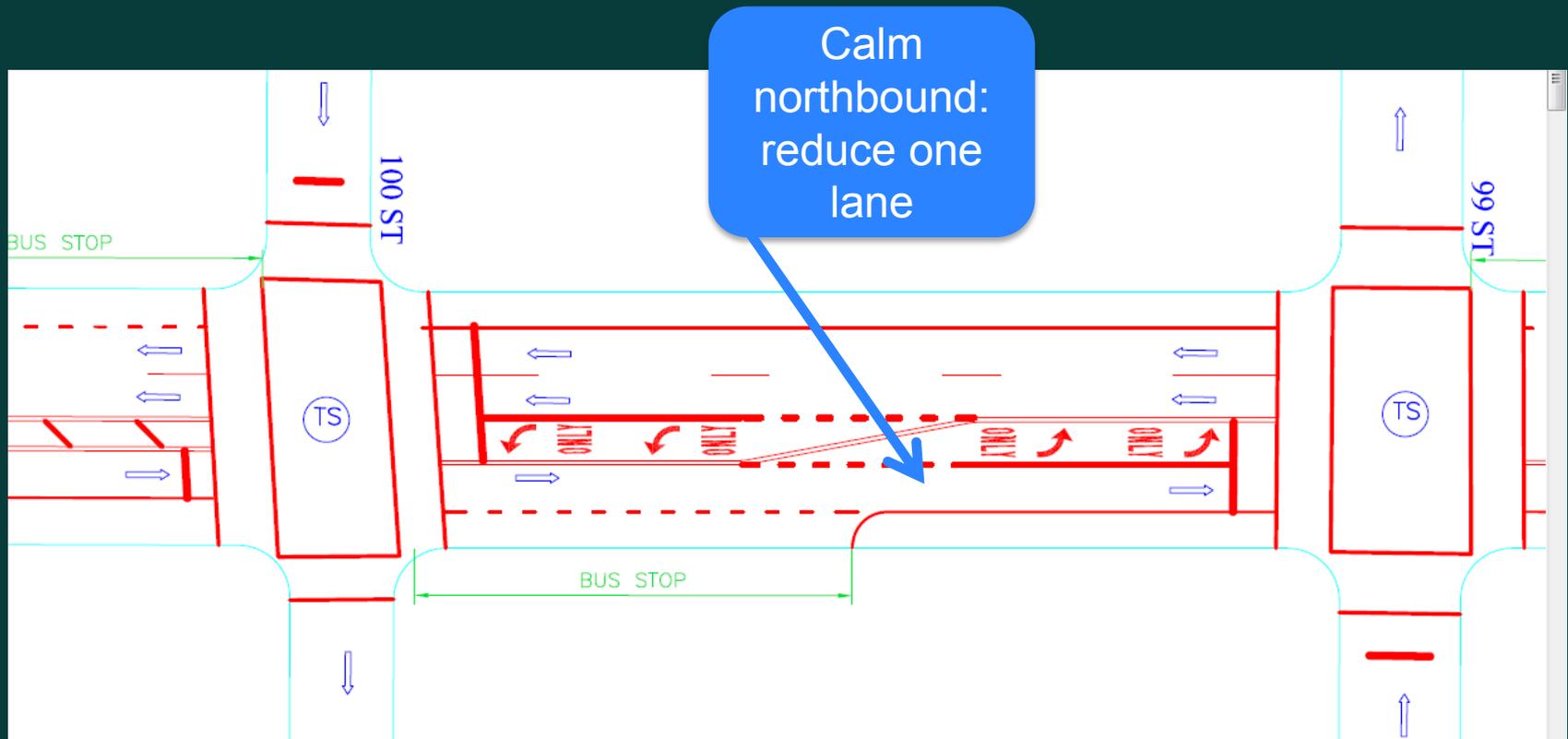
Extend curb to shorten crossing



# 101<sup>st</sup> to 95<sup>th</sup> St: Existing

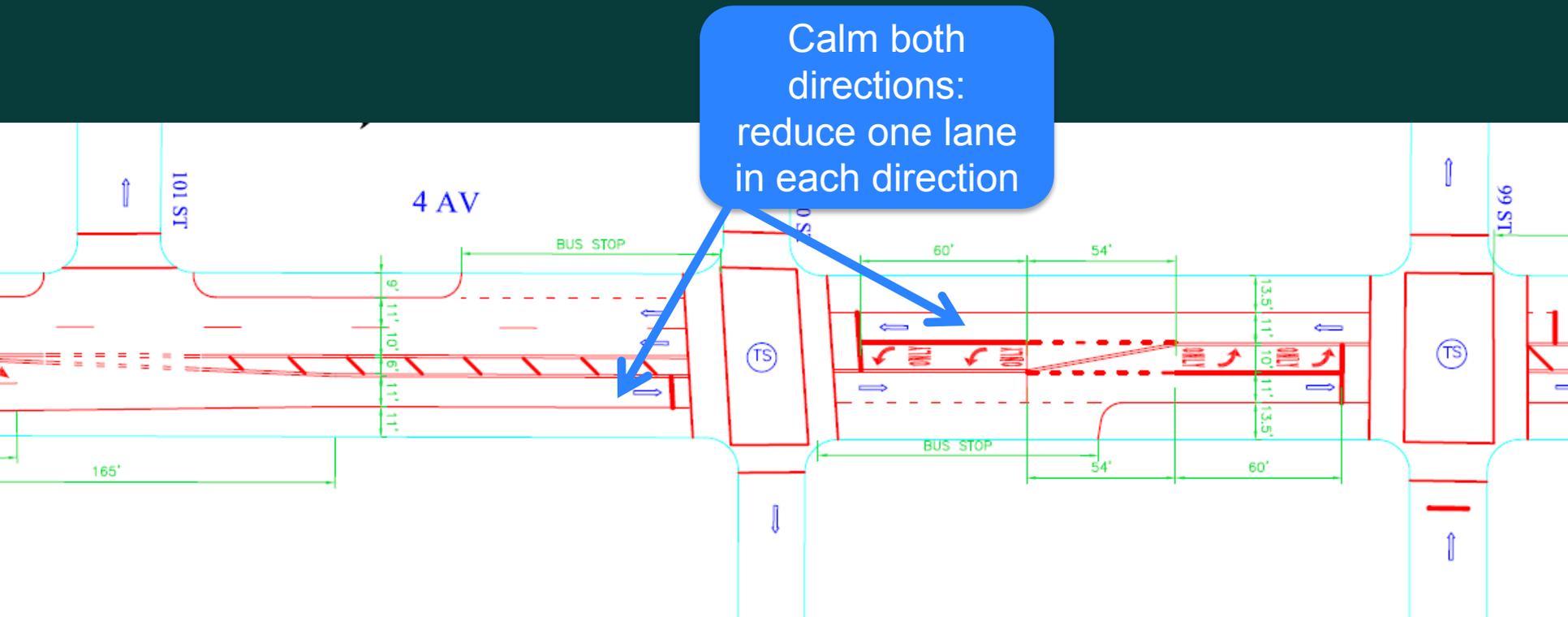


# 101<sup>st</sup> to 95<sup>th</sup> St: T&T Proposal



- Open House feedback: Slow traffic exiting Belt Parkway
- Retains two southbound lanes for businesses with loading/valet

# 101<sup>st</sup> to 95<sup>th</sup> St: Second Option

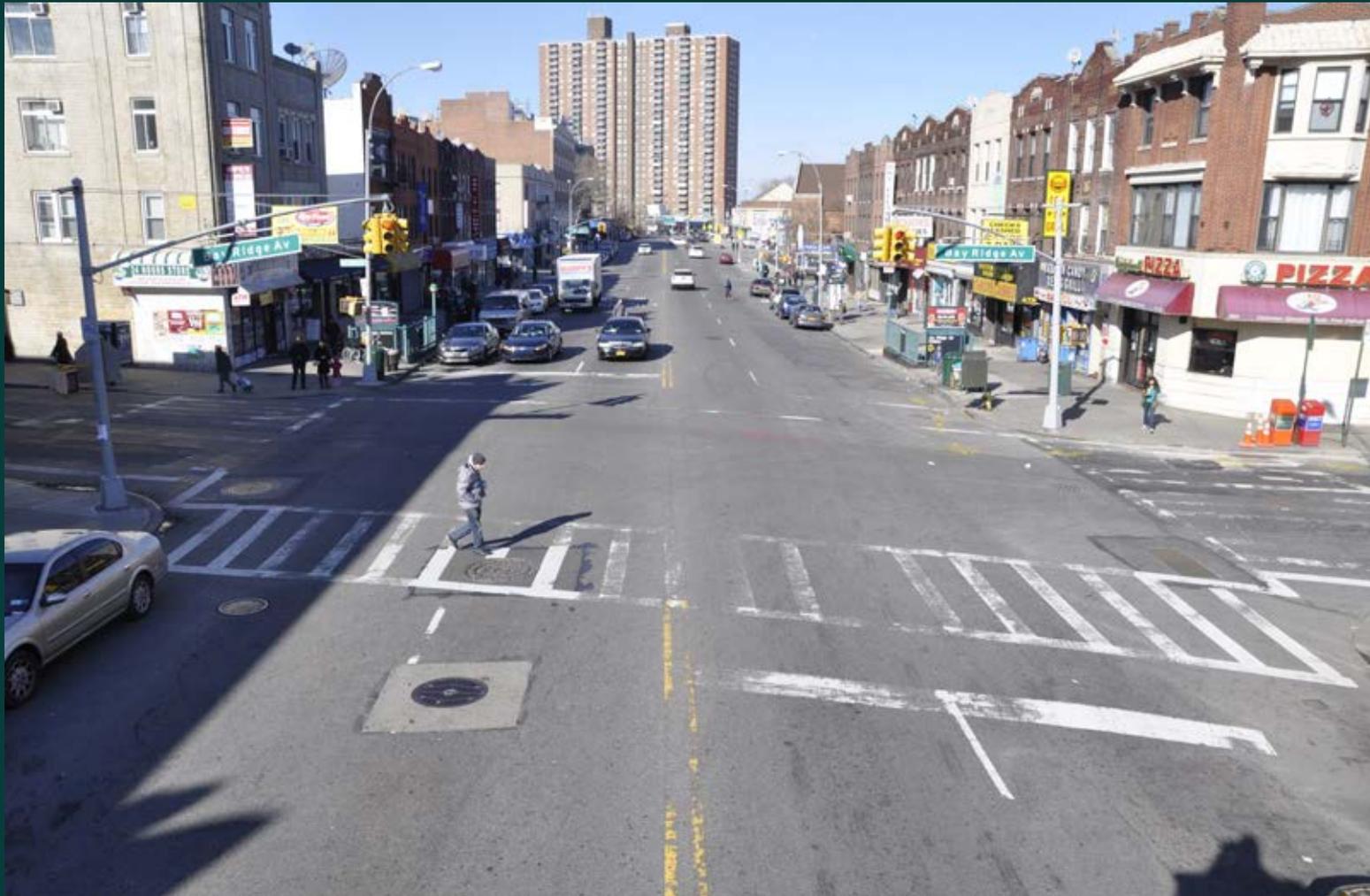


- CB10 T&T feedback 5/13/13: Slow traffic in both directions

# 95<sup>th</sup> to 87<sup>th</sup> St: Existing



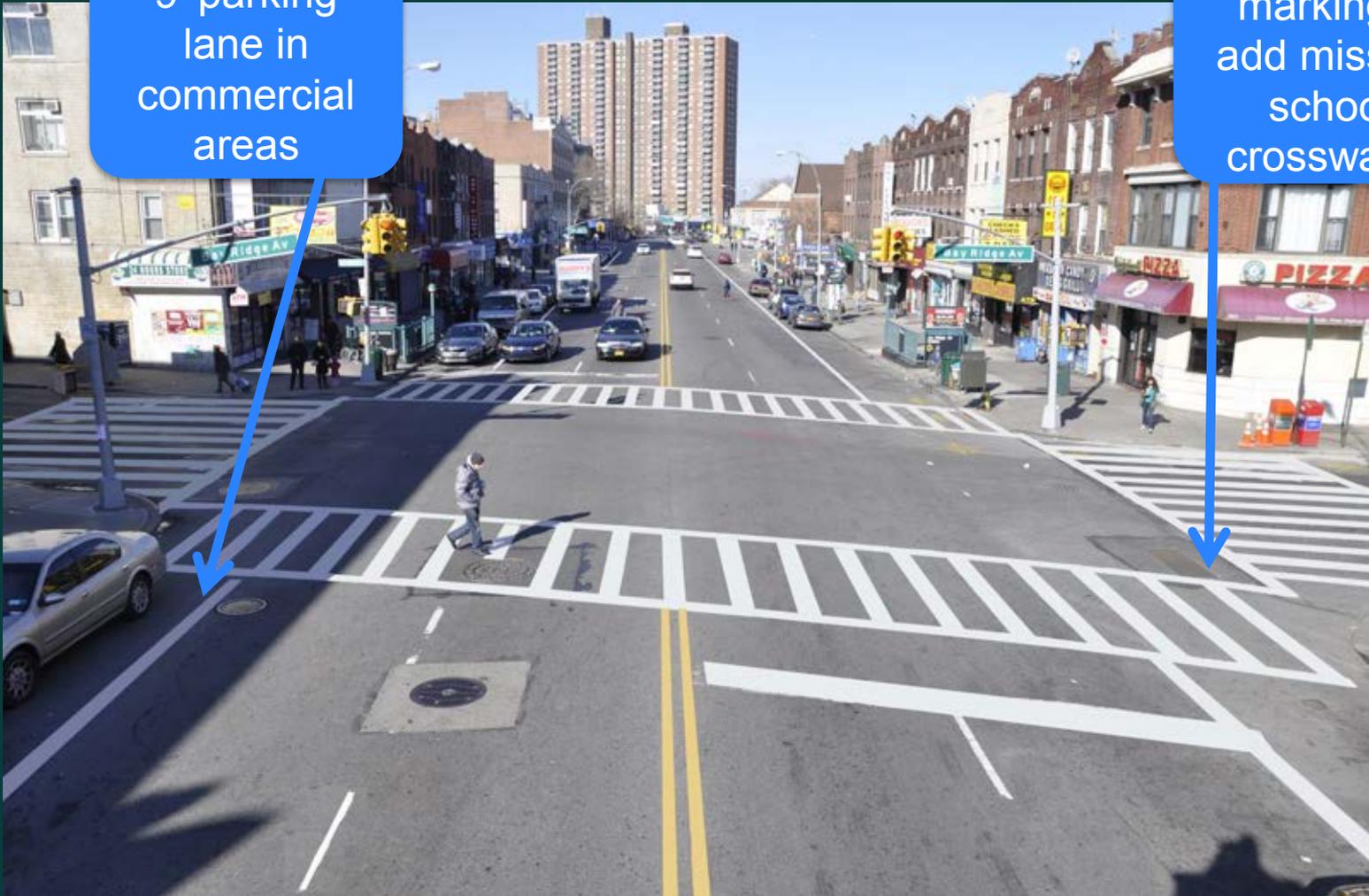
# ... Ovington to 67<sup>th</sup> St: Existing



# ... Ovington to 67<sup>th</sup> St: Proposed

9' parking lane in commercial areas

Refurbish markings, add missing school crosswalks



# Commercial areas: Add Loading



Add new zones and/or extend hours

# 88<sup>th</sup> St to 86<sup>th</sup> St: History



- Pedestrian fatality location in 2003, 2005, 2007, and 2013

# 88<sup>th</sup> St to 86<sup>th</sup> St: Proposed



Add pedestrian refuge island in south crosswalk



West Curb: Red curb bus lane, 80' No Stopping Anytime with pedestrian fencing

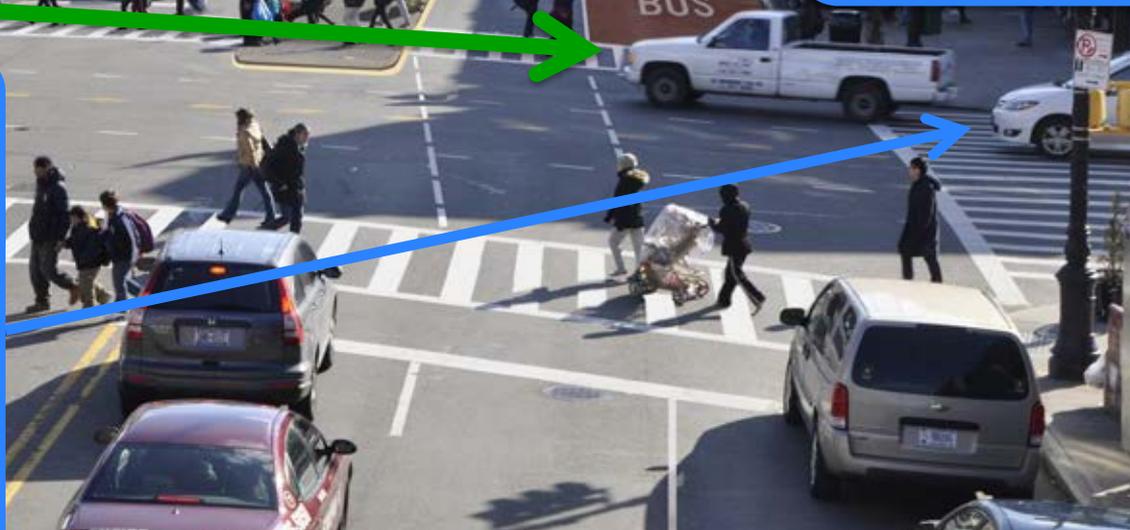
Add southbound left turn bay

# Proposed: Pedestrian crossing



Fence discourages car drop-offs and encourages peds to cross in crosswalk

Extend SW curb to shorten west crossing



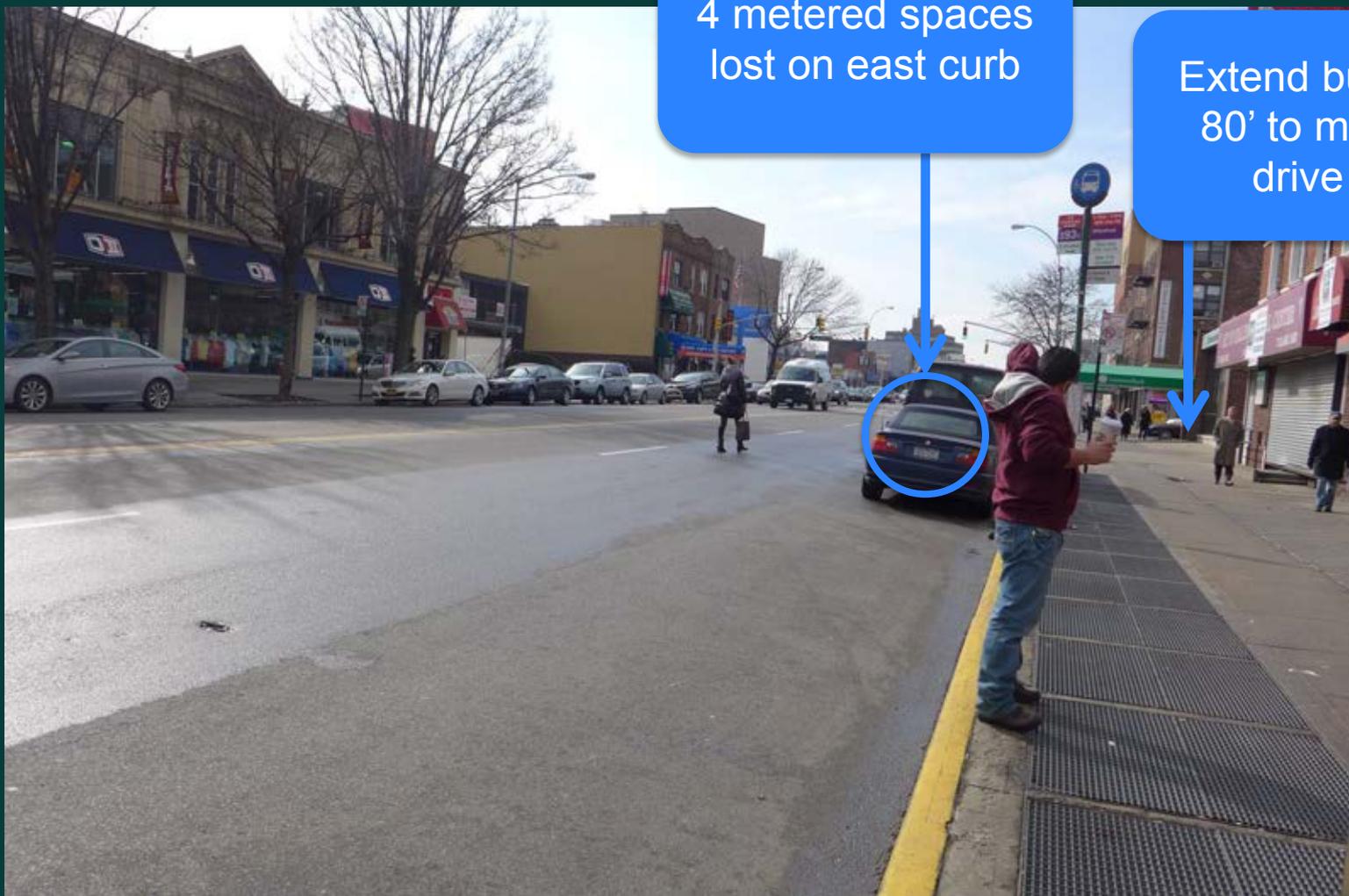
# Proposed: S53/S93 Circulation



87<sup>th</sup>-88<sup>th</sup> St: S53  
First Stop; S93

86<sup>th</sup>-87<sup>th</sup> St: S53  
Last Stop/Layover

# 88<sup>th</sup> St to 87<sup>th</sup> St: Proposed



4 metered spaces  
lost on east curb

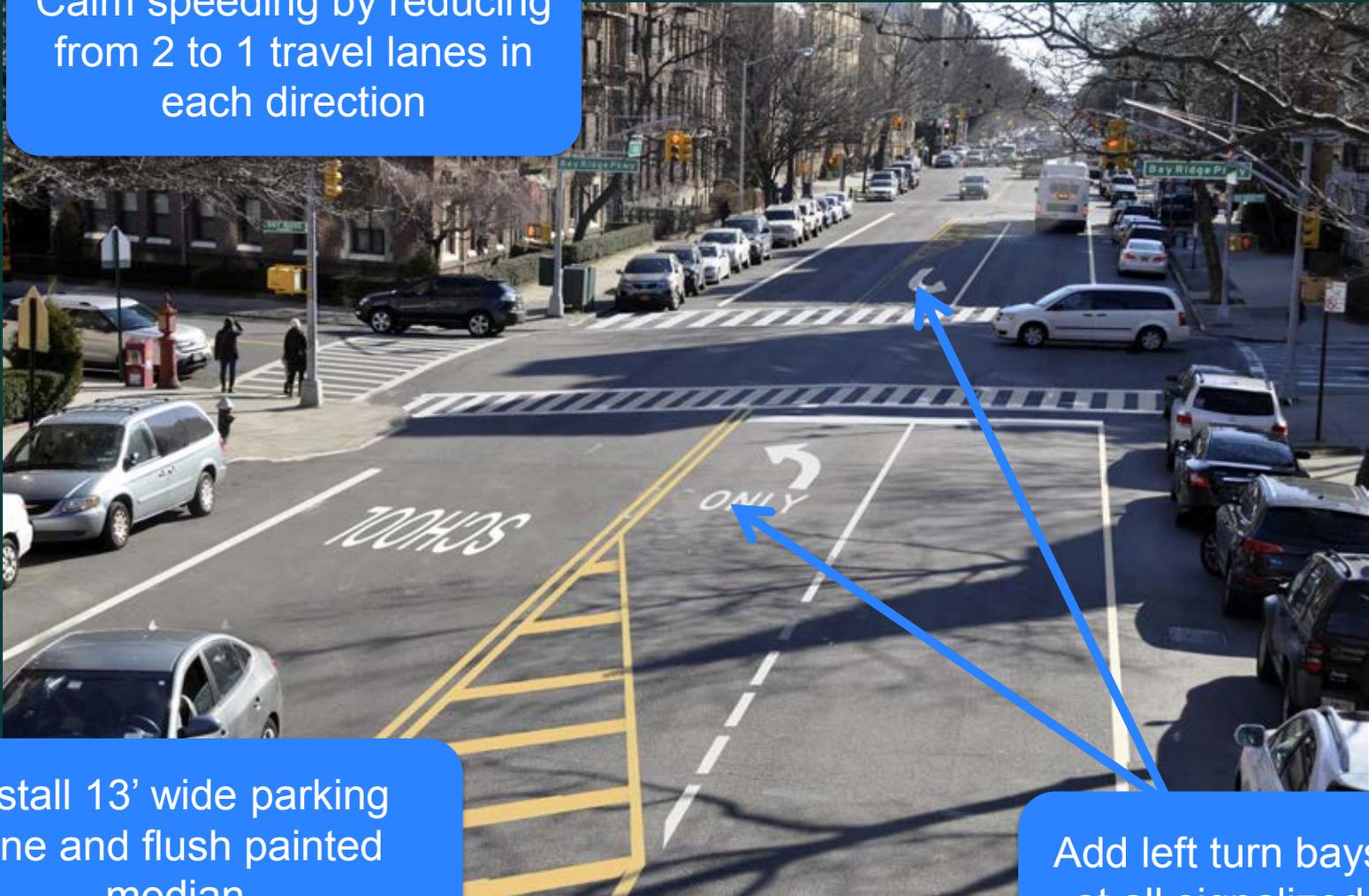
Extend bus stops  
80' to midblock  
drive way

# 86<sup>th</sup> St - Ovington Av: Existing



# 86<sup>th</sup> St - Ovington Av: Proposed

Calm speeding by reducing from 2 to 1 travel lanes in each direction



Install 13' wide parking lane and flush painted median

Add left turn bays at all signalized intersections

# Precedent: West 6<sup>th</sup> St, Brooklyn

4<sup>th</sup> Ave is 60' wide: a common Brooklyn arterial street width

- DOT implemented a calming on West 6<sup>th</sup> St in 2010 near the N train



# Bay Ridge Parkway: Proposed



Extend NE curb to shorten north crossing and slow westbound right turns



- CB10 T&T feedback 5/13/13: Possible at 82<sup>nd</sup>? 85<sup>th</sup>?

# 82<sup>nd</sup> St: Updated



Extend NE curb to shorten north crossing and slow westbound right turns



- 2013 Pedestrian fatality location
- One parking space would be lost

# 82<sup>nd</sup> St: Updated



Extend SE curb to shorten south crossing in front of St Anselm's

A smaller photograph showing a street scene with a red cart filled with items, a person pushing a stroller, and a crosswalk. A blue arrow from the main image points to this area.

34

- Hydrant: no parking would be lost

# 85<sup>th</sup> St: Existing

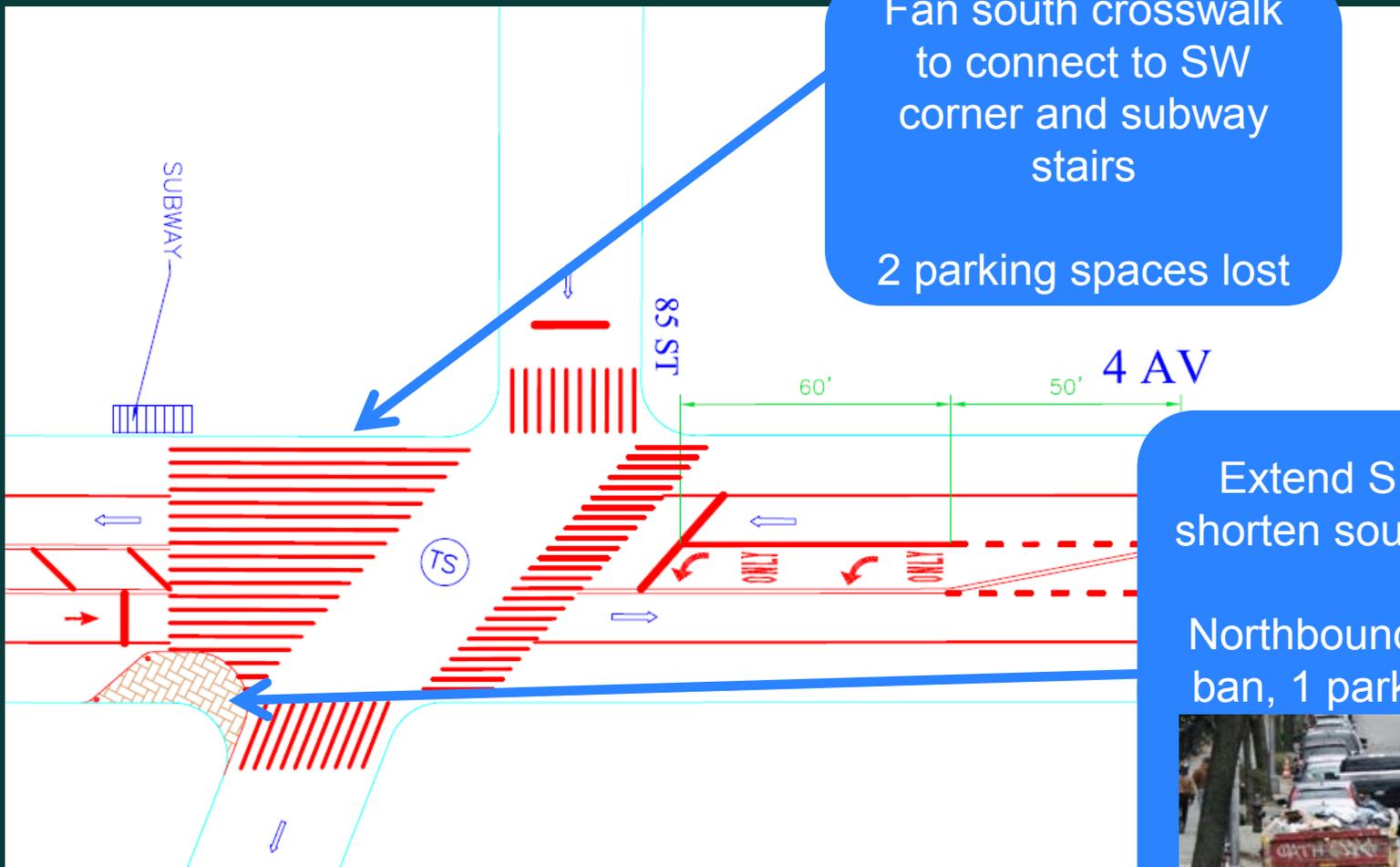


Most skewed intersection in study area.

Many pedestrians cross outside crosswalks.

West curb stairs into subway station far from crosswalk

# 85<sup>th</sup> St: Proposed



Fan south crosswalk to connect to SW corner and subway stairs

2 parking spaces lost

Extend SE curb to shorten south crossing

Northbound right turn ban, 1 parking space



- 3 parking spaces would be lost: 2 west, 1 east
- Upgrade all crosswalk to high visibility

# 85<sup>th</sup> St: Proposed

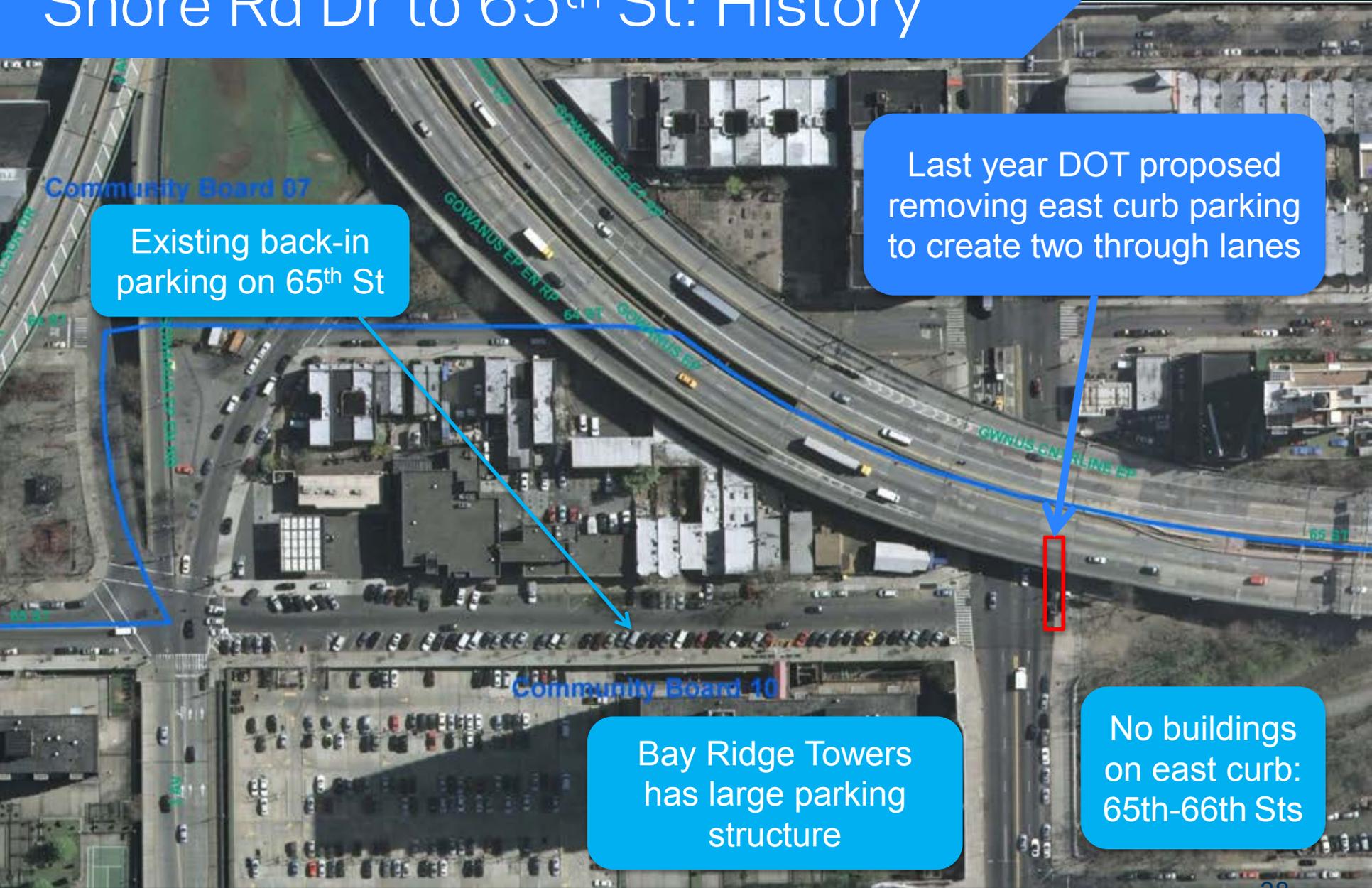


Extend SE curb to shorten south crossing

Ban northbound right



# Shore Rd Dr to 65<sup>th</sup> St: History



Community Board 07

Existing back-in parking on 65<sup>th</sup> St

Last year DOT proposed removing east curb parking to create two through lanes

Community Board 10

Bay Ridge Towers has large parking structure

No buildings on east curb: 65th-66th Sts

# Shore Rd Dr to 65<sup>th</sup> St: Existing



- Morning congestion on the northbound approach to 65<sup>th</sup> Street

# Shore Rd Dr to 65<sup>th</sup> St: Proposed

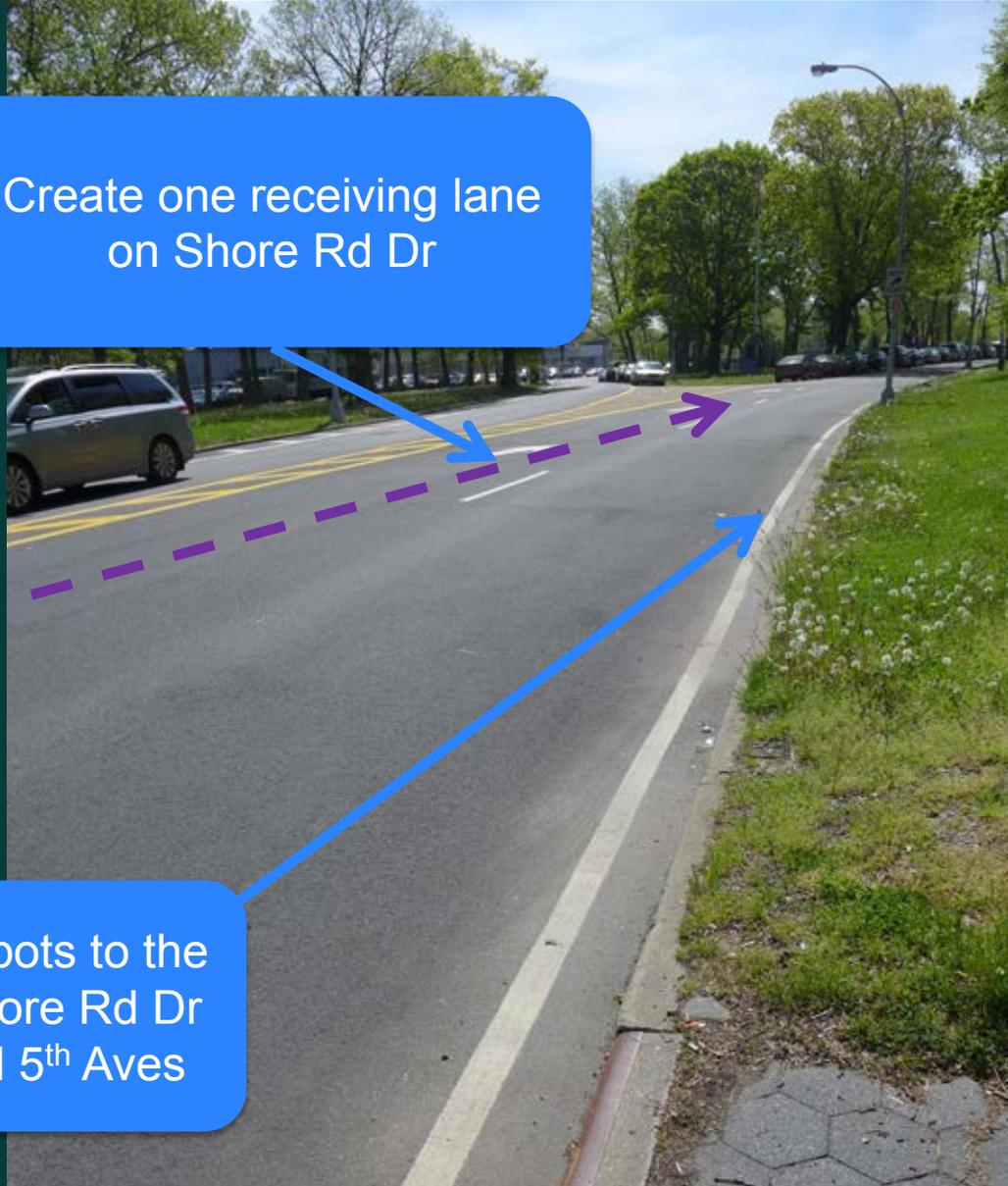
Remove parking spots on the east curb between 66<sup>th</sup> and 65<sup>th</sup> Streets to create second through lane

Create one eastbound through lane off Belt Pkwy off-ramp on to Shore Rd Dr



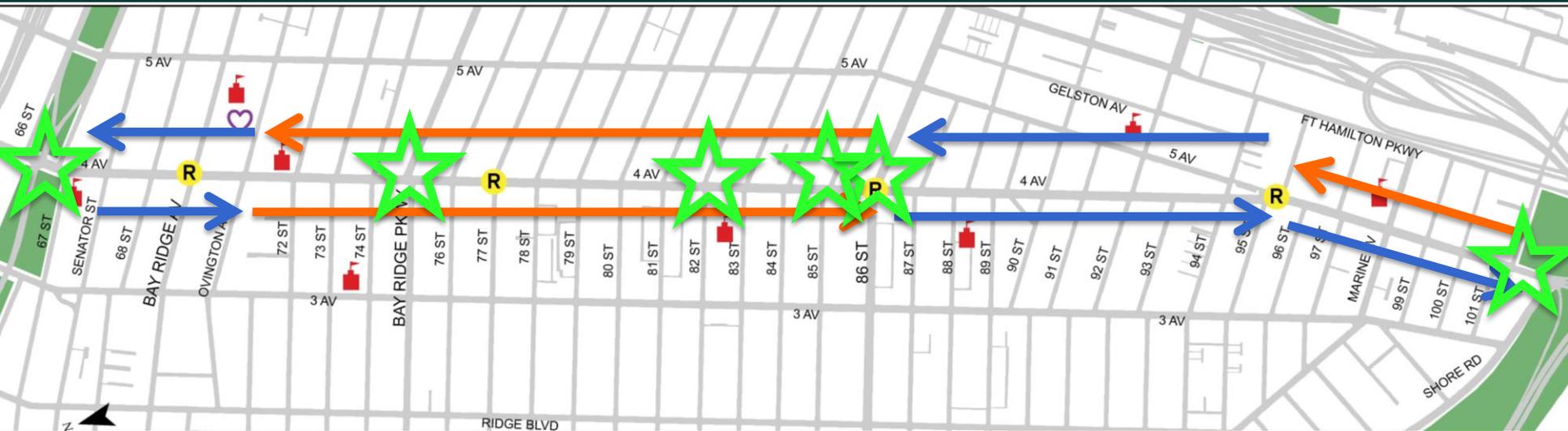
# Shore Rd Dr to 65<sup>th</sup> St: Proposed

Create one receiving lane  
on Shore Rd Dr



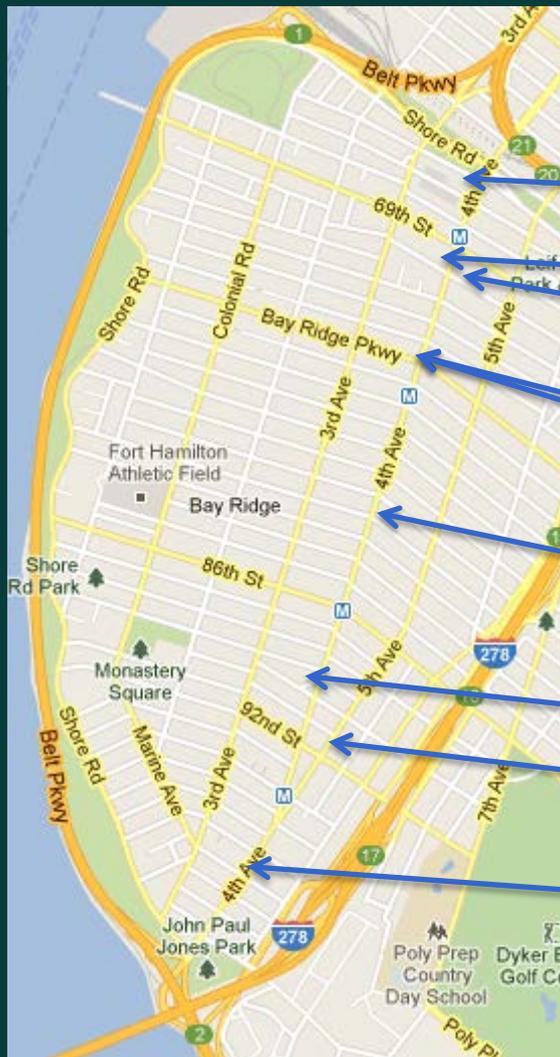
Relocate the 8 spots to the  
south curb of Shore Rd Dr  
between 4<sup>th</sup> and 5<sup>th</sup> Aves

# Overall Recommendations



-  Calm speeding with lane reduction/left turn bays in residential/school areas
-  Retain two travel lanes in commercial areas, add loading zones
-  Key intersection safety improvements

# Next Steps: School Outreach



School	Street
Telecommunications HS	67-Senator
IS 30	69-Ovington
Lutheran Elementary	Ovington-72
Bay Ridge Preparatory HS	73-74
Holy Angels HS	73-74
St Anselm's	82-83
PS264	88-89
PS104	91-92
St Patrick's	97-Marine

# Benefits of Proposal

- Better for Pedestrians
  - Shortens 6 crossings at key cross streets
  - Adds 12 High Visibility and 21 School Crosswalks
  - Slows speeding off-hour traffic
- Better for Drivers
  - Better organizes traffic: adds 22 left turn bays
  - Widens parking lane: safer to open drivers side car door
- Better for Residents and School Safety
  - Calms off-peak speeding in 70s-80s, 100s
- Better for Businesses
  - Adds loading zones for truck loading
- Beautification opportunity on 86<sup>th</sup> St pedestrian refuge

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

**Thank  
You**