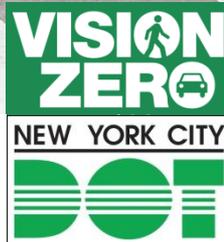


# 4<sup>th</sup> Ave: Capital

## Great Streets: Next Phases



New York City Department of Transportation  
Presented to Brooklyn Community Board 7 on June 2, 2015



# Brooklyn Priority Map

4<sup>th</sup> Ave: Priority Corridor, Intersections (39<sup>th</sup>, 50<sup>th</sup>), and Area



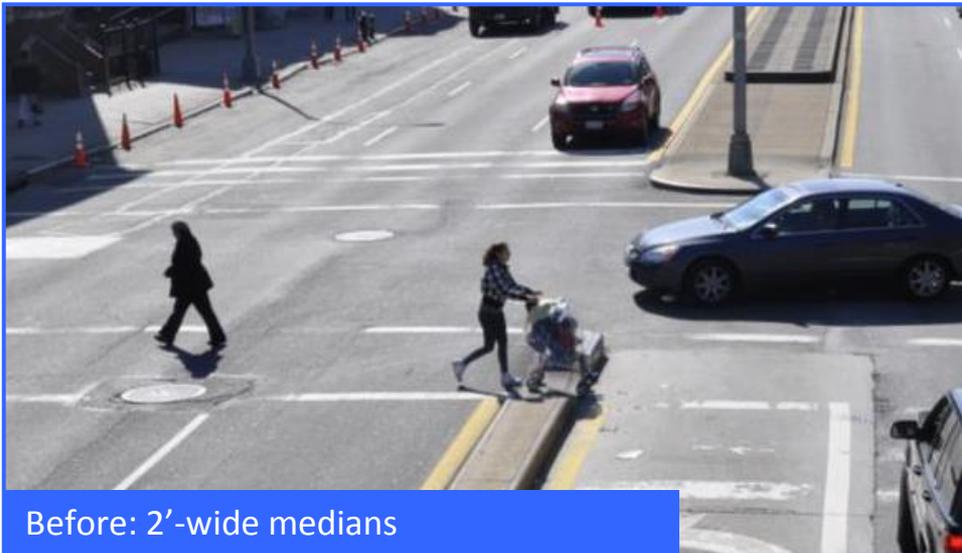
- Priority Intersections
  
- Priority Corridors
  
- Priority Areas

Brooklyn Priority Map

The combined map of Priority Corridors, Intersections, and Areas covers 72% of pedestrian KSI in Brooklyn and shows where DOT and NYPD interventions are most needed. Data from 2009-2013.

# Before: Why 4<sup>th</sup> Avenue?

- Sunset Park (2012): 5 pedestrian fatalities, 1 motor-vehicle fatality: 2007-2012
- Park Slope (2013): 2 pedestrian fatalities: 2008-2013
- High incidence of speeding

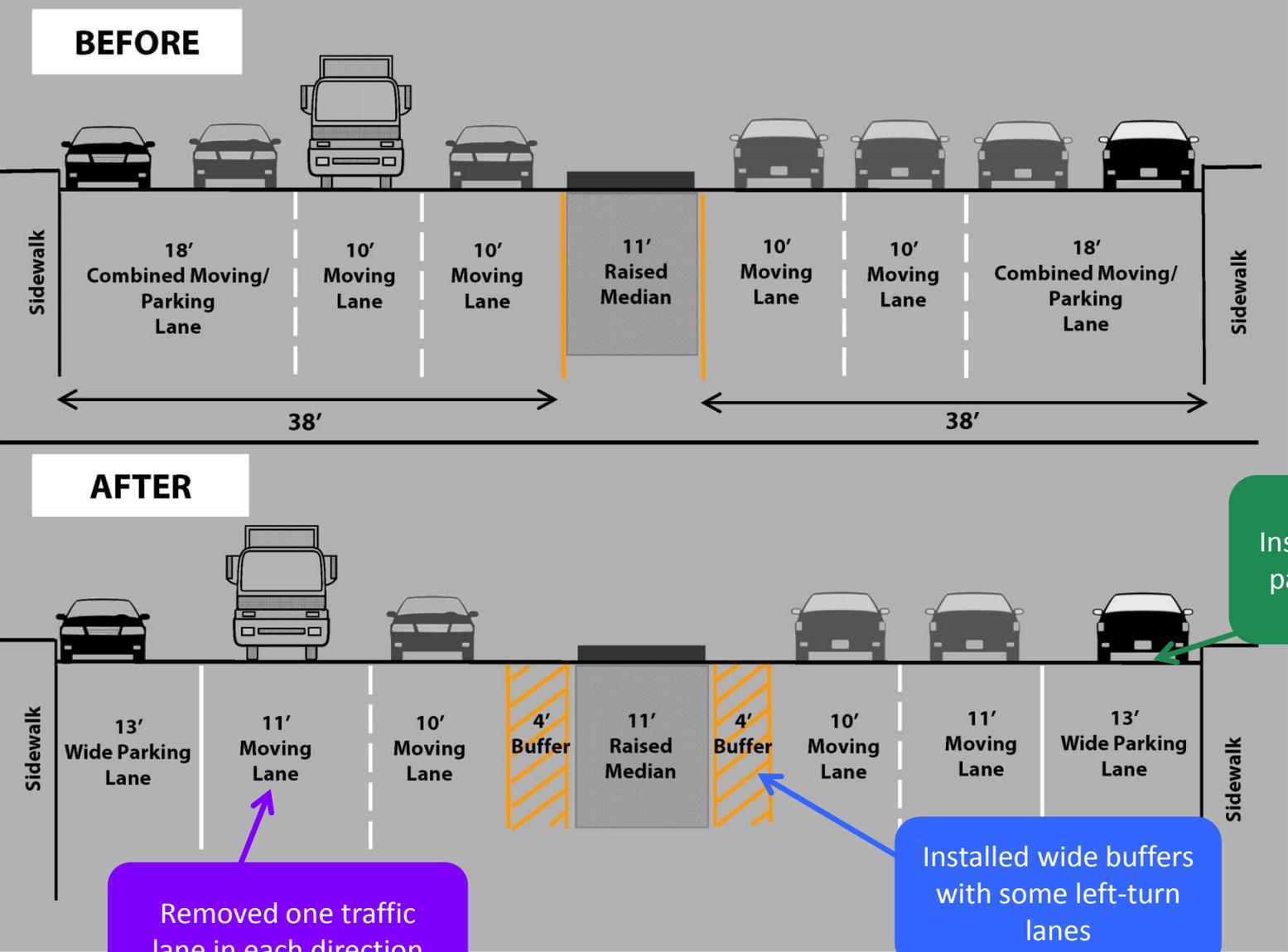


Before: 2'-wide medians

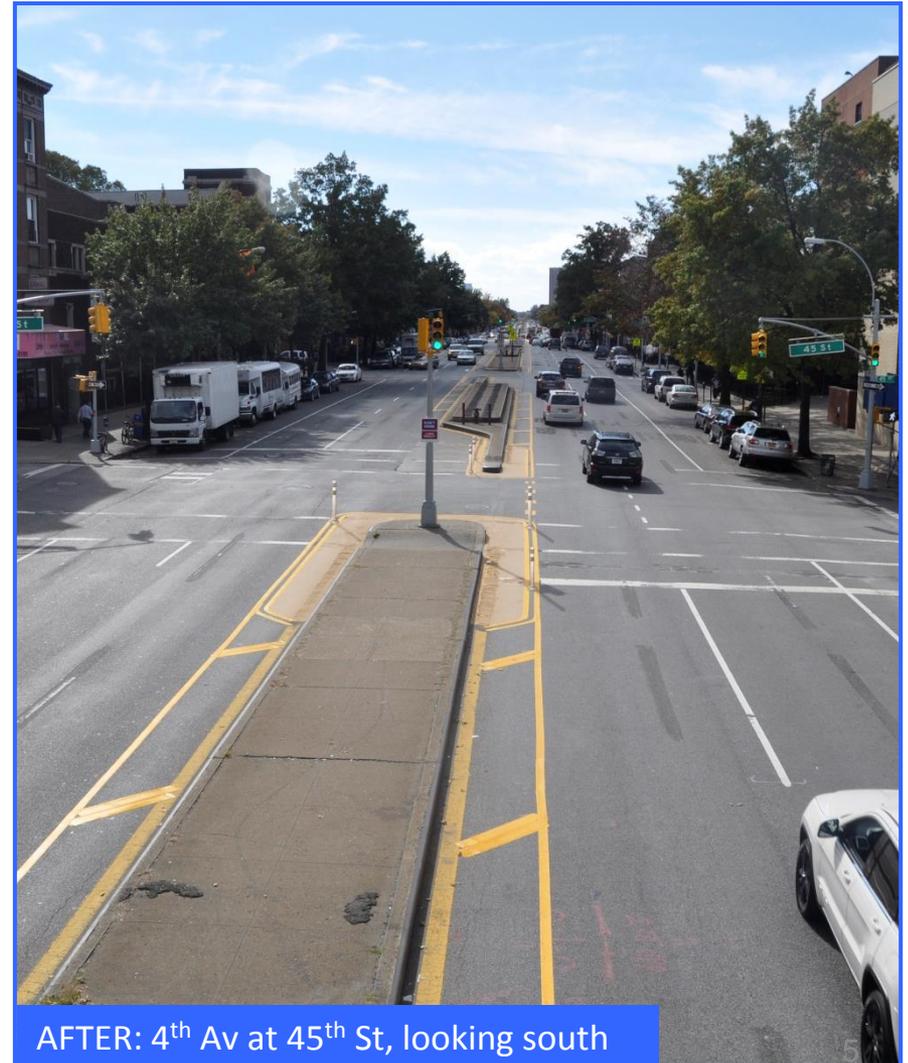
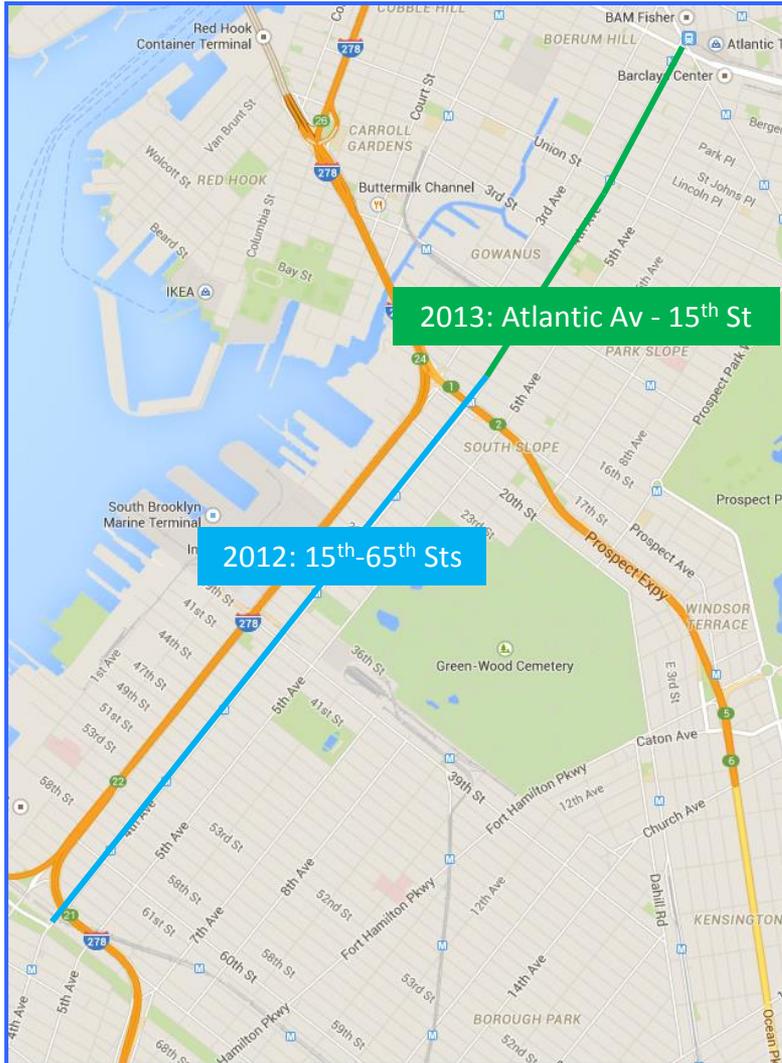


Before: Opposing lefts in small intersections

# Operational Project Summary

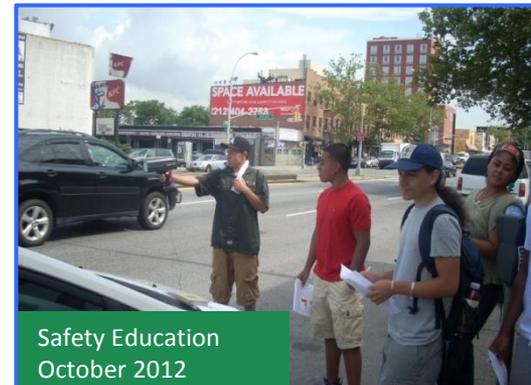


# Operational Project History

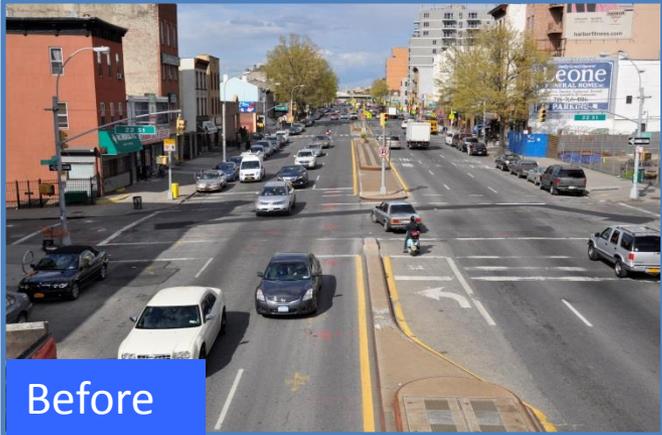


# Community Engagement

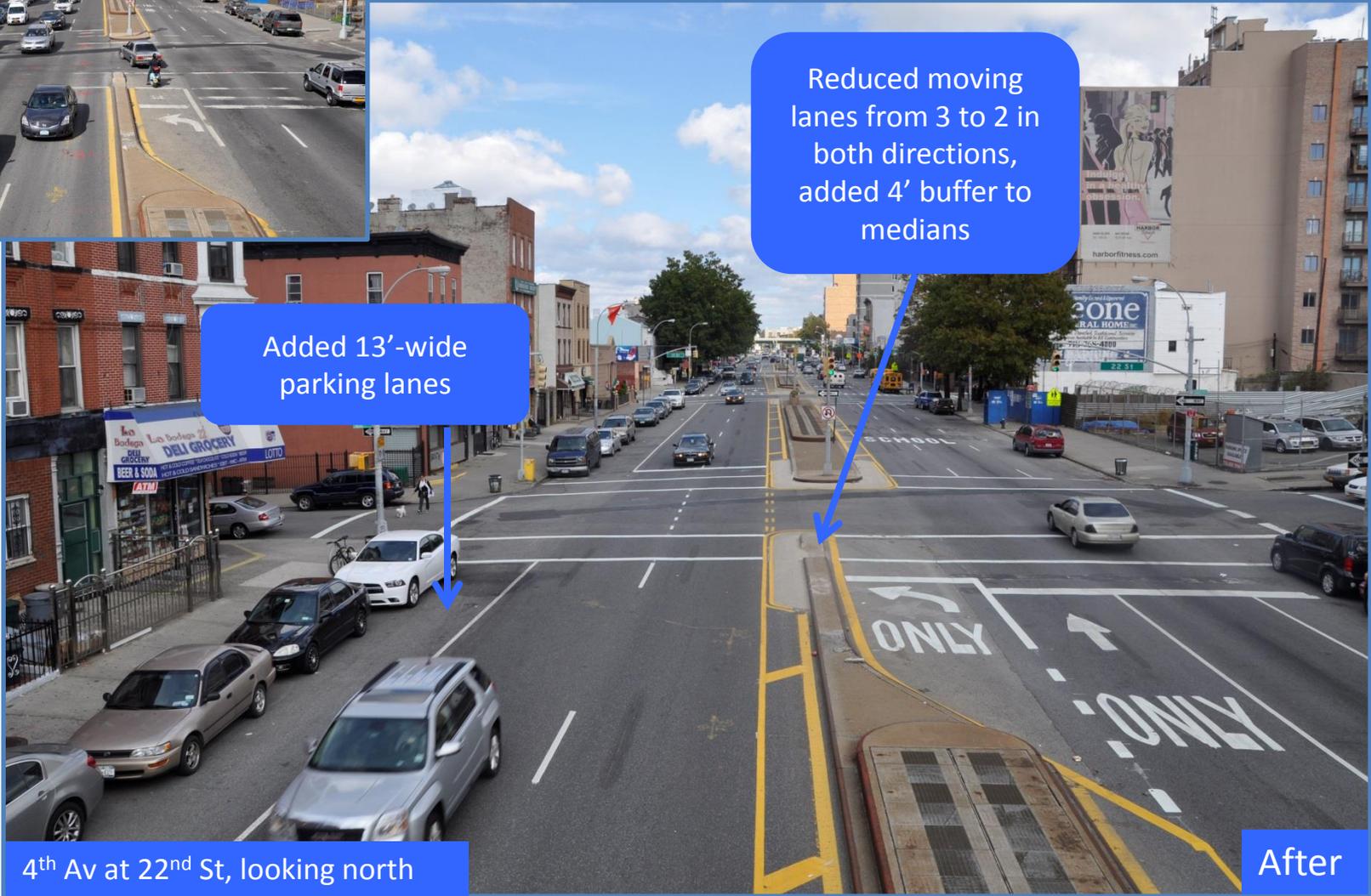
- **2009-2011:** Community Requests, BP's *Vision for the Fourth Avenue Corridor*, Fourth Avenue Task Force
- **2012:** Sunset Park (15<sup>th</sup> – 65<sup>th</sup> St): Workshop, CB7 presentations, [nyc.gov/4thave](http://nyc.gov/4thave)
- **2013:** Park Slope (Atlantic Ave-15<sup>th</sup> St): Workshop, CB2 and CB6 presentations
- **2014:** Sought support for Capital build out, CM Lander Participatory Budgeting, Sunset Park project evaluation presentation
- → **2015:** Park Slope project evaluation, **Capital presentations**



# Before/After



Before



Added 13'-wide parking lanes

Reduced moving lanes from 3 to 2 in both directions, added 4' buffer to medians

4<sup>th</sup> Av at 22<sup>nd</sup> St, looking north

After

# Before/After



4<sup>th</sup> Av at 20<sup>th</sup> St, looking north, in front of the Al-Noor School

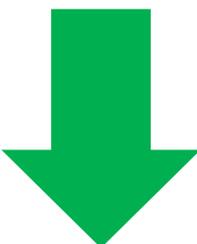
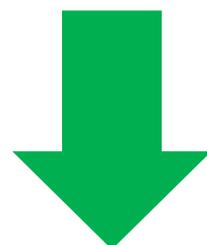
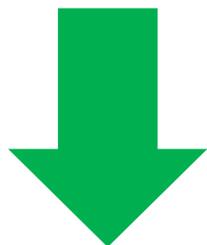
# Safety – Corridor

## 15<sup>th</sup> -65<sup>th</sup> St (2012)

Pedestrian injuries decreased **30%**

Total crashes decreased **18%**

Crashes w/injuries decreased **16%**



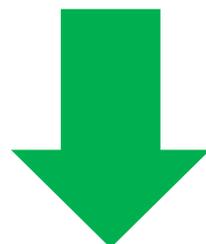
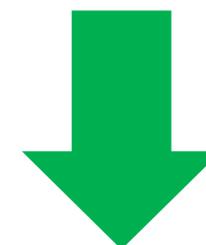
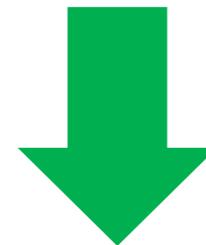
4<sup>th</sup> Av at 25<sup>th</sup> St, looking south

## Atlantic Ave-15<sup>th</sup> St (2013)

Pedestrian injuries decreased **61%**

Total crashes decreased **20%**

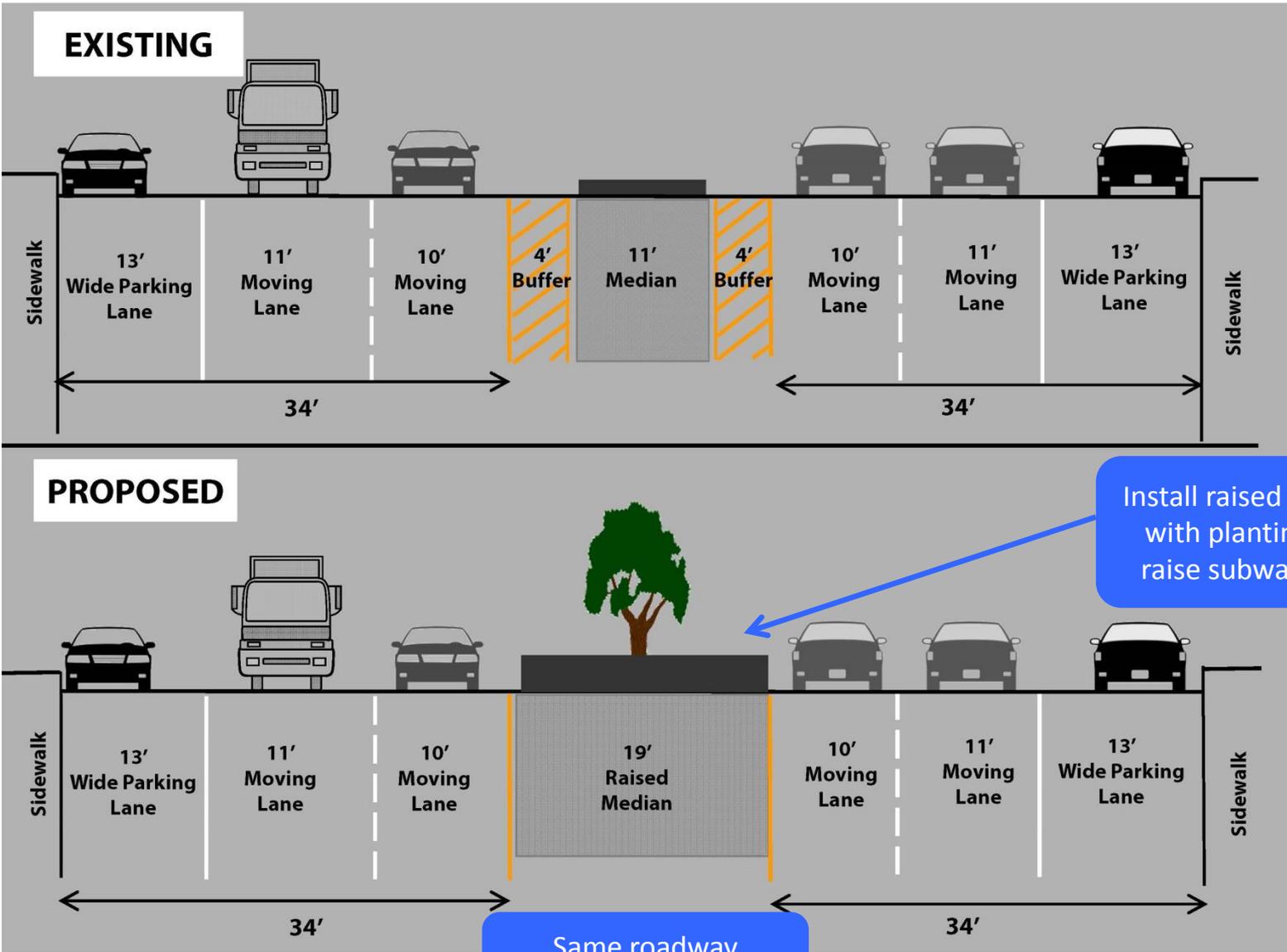
Crashes w/injuries decreased **16%**



The before period is 3 years: August 1, 2009 to July 31, 2012. The 2-year after period is December 1, 2012 to November 30, 2014. The implementation period of August 1, 2012 to November 30, 2012 is excluded. Source: NYPD AIS/TAMS Crash Database

The before period is 3 years: August 1, 2010 to July 31, 2013. The 1-year after period is November 1, 2013 to October 31, 2014. The implementation period of August 1, 2013 to October 31, 2013 is excluded. Source: NYPD AIS/TAMS Crash Database

# Capital Median Proposal



Install raised medians with planting, and raise subway vents

Same roadway configuration

# Capital Median Proposal

Add raised planter over subway tunnel

Raise subway vents as anti-flood mitigation

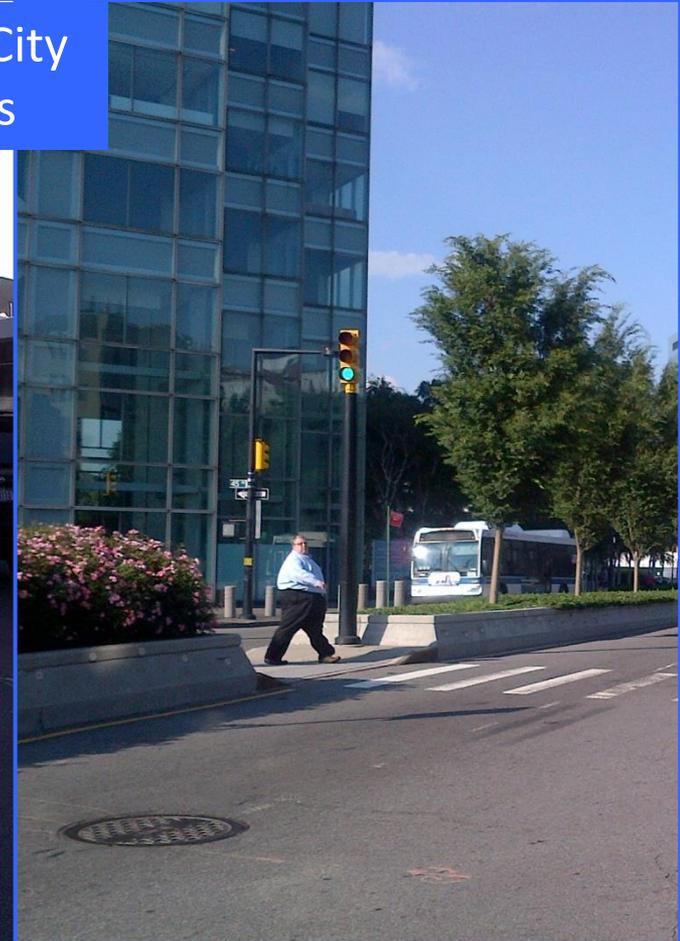
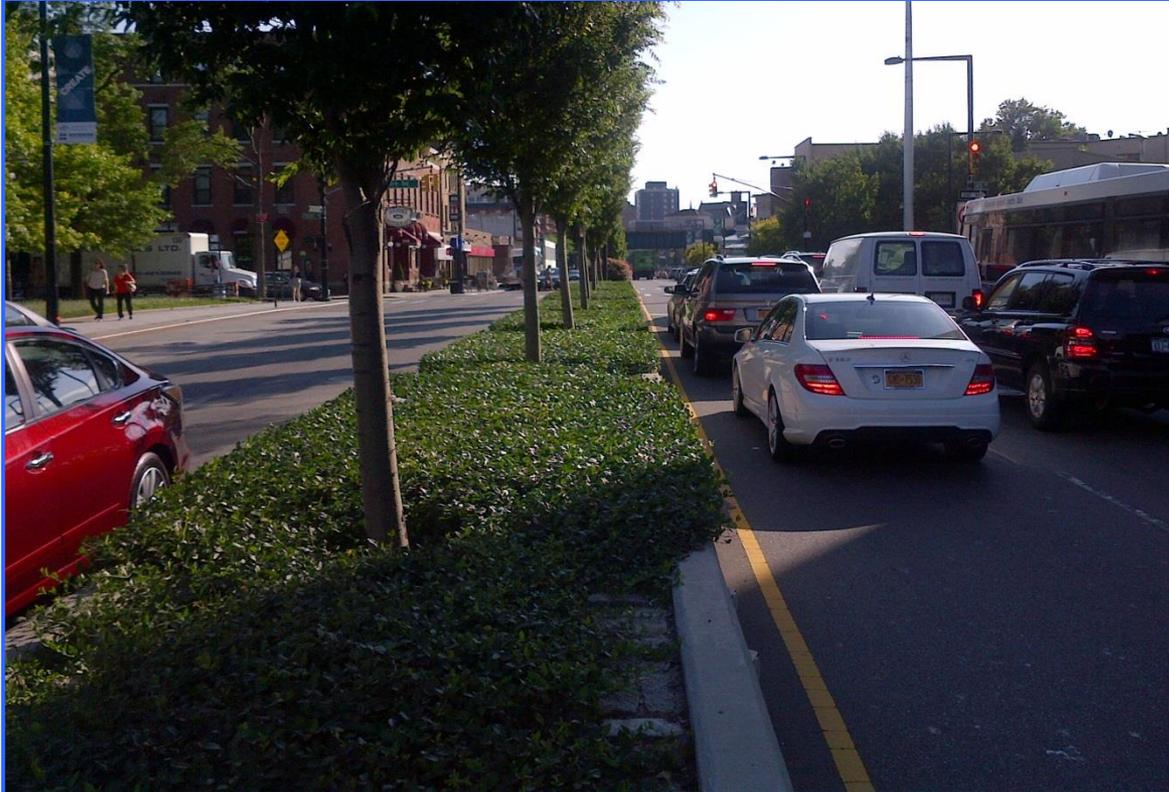


Pedestrian cut-thru with bench

Consistent with BP's Vision for Corridor

# Capital Median Proposal

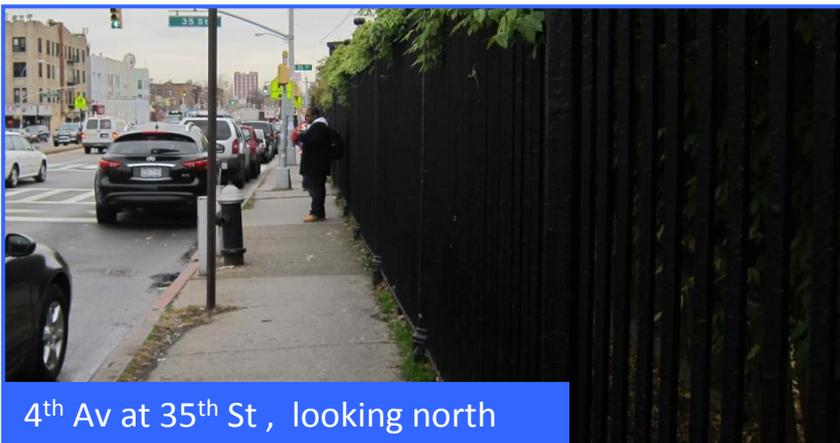
Precedent Median Design: Jackson Ave, Long Island City  
Plantings over subway tunnel with some center vents



# Sidewalk Proposal



Install curb extensions on the south corners of 4<sup>th</sup> Ave and Prospect Ave, near subway, in the east and west crosswalks



Widen east sidewalk of 4<sup>th</sup> Ave next to Green-Wood Cemetery

# Urban Art



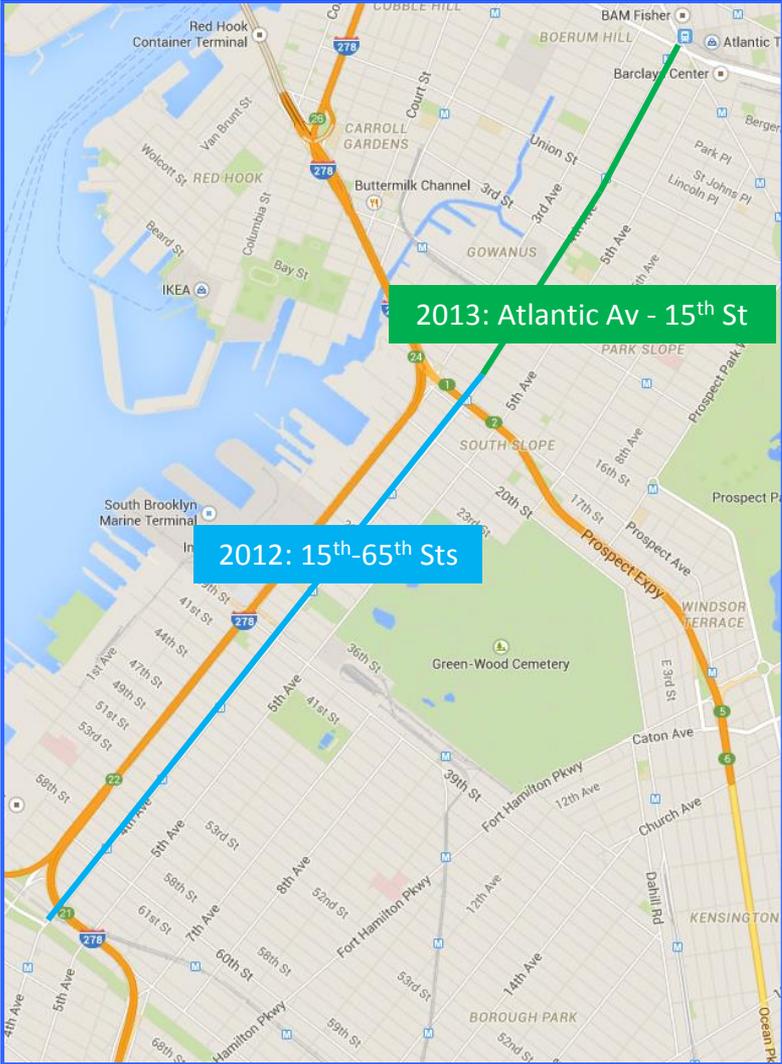
Two Community Commissions (11 month temporary installations, with maintenance partner) have been on the 4<sup>th</sup> Ave median since 2013



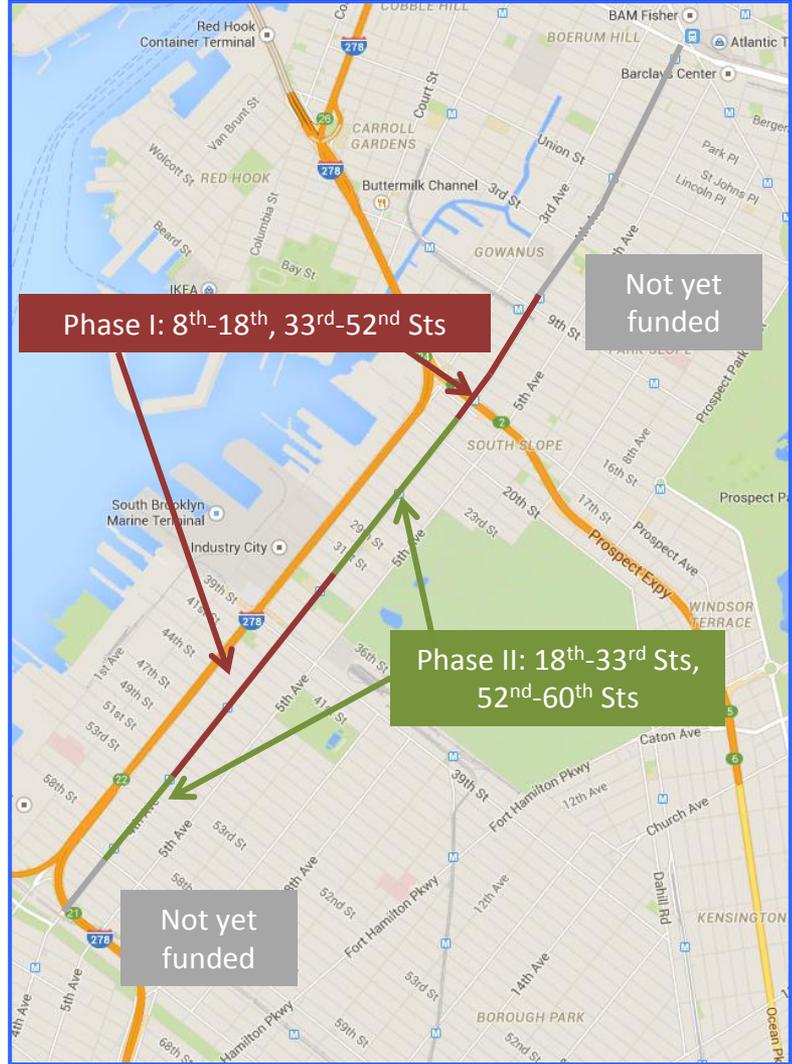
After capital construction, temporary installations will continue to provide opportunities to display the work of many artists

# Capital Project Phasing

## Operational Projects



## Great Streets: Capital



# Capital Timeline Goals

## Phase I 4<sup>th</sup> Ave: 8<sup>th</sup> to 18<sup>th</sup> and 33<sup>rd</sup> to 52<sup>nd</sup> Sts (HWK1669)

- Federal funds require expedited design/construction timeline
- Summer 2016: Design completed
- Spring 2017: Construction scheduled to begin

## Phase II 4<sup>th</sup> Ave: 18<sup>th</sup> to 33<sup>rd</sup> St and 52<sup>nd</sup> to 60<sup>th</sup> Sts (HWK1669A)

- Spring 2018: Construction scheduled to begin (estimated)

## Great Streets: Capital



# Coordination and Future Phases

- Coordinate median design with MTA NYCT
- Coordinate with MTA NYCT C-33835 4<sup>th</sup> Ave Line Rehabilitation capital project: 4<sup>th</sup> Ave from 40<sup>th</sup>-60<sup>th</sup> Sts (Spring 2016-)
- Future Phases: DOT will seek funding for:
  - Atlantic Ave-8<sup>th</sup> St
  - 60<sup>th</sup> St-65<sup>th</sup> St



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

Thank  
You

Contact: DOT Brooklyn Borough Commissioner's Office – (718) 222-7259