GERRITSEN AVE
Avenue X to Southern Terminus
Corridor Traffic Calming
LOCATION

- Limits: Avenue X to southern terminus
- Bordered by Marine Park to the east
- No-outlet street with 11 T-intersections
PRE-2005

- Wide open roadway
- High rates of speed
- 2 lanes in each direction
- Lack of marked crossings for pedestrians
- 2004 severe injury of child cyclist prompts design changes
  - Motorist traveling 54 mph in 30 mph
2005 PROJECT

- 4 to 3 conversion with painted center median
- 20’ wide flush median with left turn bays
- Reduced speed limit to 25 mph from 30 mph
2008 PROPOSED MEDIAN

- Sen. Marty Golden went to the community with proposal for Greenstreet medians in Jan. 2008, which was dropped after community opposition
- Greenstreet median may have prevented future fatalities and severe injuries that occurred in flush median
  - 2010 Pedestrian severe injury
  - 2011 Bicyclist severe injury
  - 2014 Pedestrian fatality
  - 2016 Bicyclist fatality
2009

RECONFIGURATION

• Existing conditions

• Narrowed flush median and added bike-friendly wide parking lane

• 4 to 3 conversion with painted center median, turn bays, wide parking lane

• Originally presented to CB with bike lanes, removed after community opposition

• Speeding is still an issue—September 2016 data shows 59-70% of vehicles over the speed limit and a maximum speed of 68 mph
FATALITIES AND SEVERE INJURIES

- 4 fatalities since 2007
  - Motorcyclist (2007)
  - Pedestrian (2014)
  - Cyclist (2016)

- Speed was a factor in most fatality cases

- 2010-2014
  - 2 severe pedestrian injuries, pedestrians were crossing to Marine Park
  - 1 severe bicycle injury, hit by vehicle making u-turn
SIGNALS

- Traffic signals exist at Avenue W/Avenue X, Bijou Ave and Seba Ave (flashing yellow)

- Most recent signal studies were completed at Gotham Ave, Devon Ave, Channel Ave and Everett Ave in August 2016

- Determination:
  - Channel Ave will receive a new signal
  - All other intersections do not meet nationally recognized standards required for signal installation
PROPOSAL – BEGINS OCTOBER 2016

- Install pedestrian safety islands to discourage driving in the median and shorten crossing distances
- Floating parking tightens roadway and maintains capacity
- Add marked crossings for pedestrians and bus riders
- Install two-way, parking-protected bike path

- Pedestrian Safety Islands
- Bus Boarding Islands

Locations:
- Bijou Ave
- Channel Ave
- Devon Ave
- Everet Ave
- Florence Ave
- Gotham Ave
- Bartlett Pl
- Cyrus Ave
- Seba Ave
- Lois Ave
- Abbey Ct
- Beacon Ct
- Canton Ct
- Dare Ct
SAFETY BENEFITS – PEDESTRIAN ISLANDS

- The Federal Highway Administration (FHWA) has found that: “Providing raised medians or pedestrian refuge areas at pedestrian crossings at marked crosswalks has demonstrated a 46 percent reduction in pedestrian crashes.”

W 6th St islands, BK (2010): 25% decrease in pedestrian injuries

Stillwell Ave & Ave P, BK (2009): 70% decrease in total injuries
SAFETY BENEFITS – BIKE PATHS

Prospect Park West, BK (2010): 54% decrease in speeding
PARKING

- **There will be no net parking loss** for this project
- To accommodate crosswalks and islands at intersections, three parking spots will need to be removed on the east side of Gerritsen Ave at each island location
- MTA bus stop consolidation at **Devon Ave, Bartlett Pl, Seba Ave, and dead end** will return parking to east and west sides of Gerritsen Ave

Channelization needed for left turning vehicles from cross streets onto Gerritsen Ave
PROPOSAL

EXISTING

West Sidewalk

13' Parking Lane

11' Travel Lane

12' Median

11' Travel Lane

13' Parking Lane

East Sidewalk

60'

PROPOSED

West Sidewalk

8' Parking Lane

11' Travel Lane

8' Median

11' Travel Lane

11' Parking Lane/Bus Island

4' 4'

East Sidewalk

60'
ENHANCED CROSSINGS

• Unsignalized pedestrian crossing

• Motorists must YIELD when pedestrian is in any portion of the roadway the vehicle is traveling according to NY State law

• 8 proposed for corridor: Avenue X, Devon Ave, Everett Ave, Florence Ave, Gotham Ave, Bartlett Pl, Cyrus Ave, Lois Ave

Amersfort Place at Campus Road, Brooklyn
PS 277

- Met with school on Sept 21st to determine needs
- Very supportive
- DOT to do safety education outreach with school
SUMMARY

• Improved safety for all users: pedestrians, cyclists, transit riders and drivers, returning Gerritsen Ave to a neighborhood street

• Tightening of the roadway to reduce speeding while maintaining one travel lane in each direction

• Reduce likelihood of median crashes

NEXT STEPS

• Begins October 2016
• Working with MTA to consolidate bus stops and maintain parking inventory
• Investigating truck loading needs
THANK YOU!
WHY NOT ALL-WAY-STOP SIGNS?

- Used to determine who has the right-of-way at an intersection – not to control speeding

- Enough time between vehicles on Gerritsen Ave to allow traffic on side streets to cross or enter the main traffic-flow

- Unnecessary stop signs can increase the frequency of rear-end crashes

- Stop compliance is poor at unnecessary stop signs, which can decrease pedestrian safety

- Stop signs do not allow traffic to efficiently travel along corridor during the peak hour