



GERRITSEN AVE

Avenue X to Southern Terminus

Corridor Traffic Calming



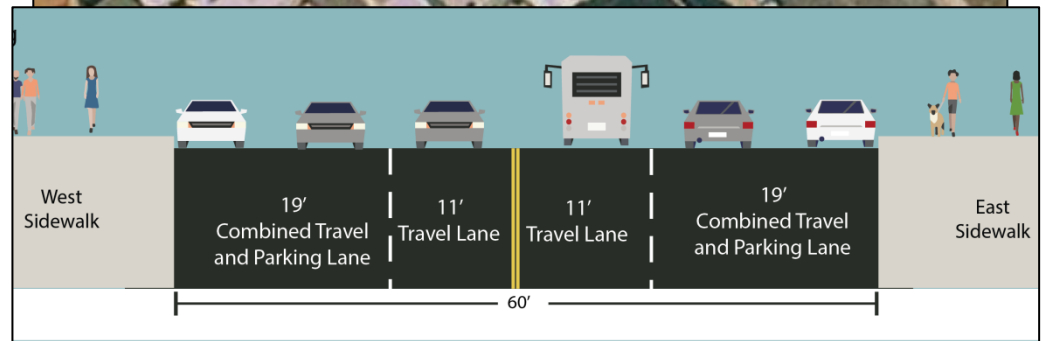
LOCATION

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



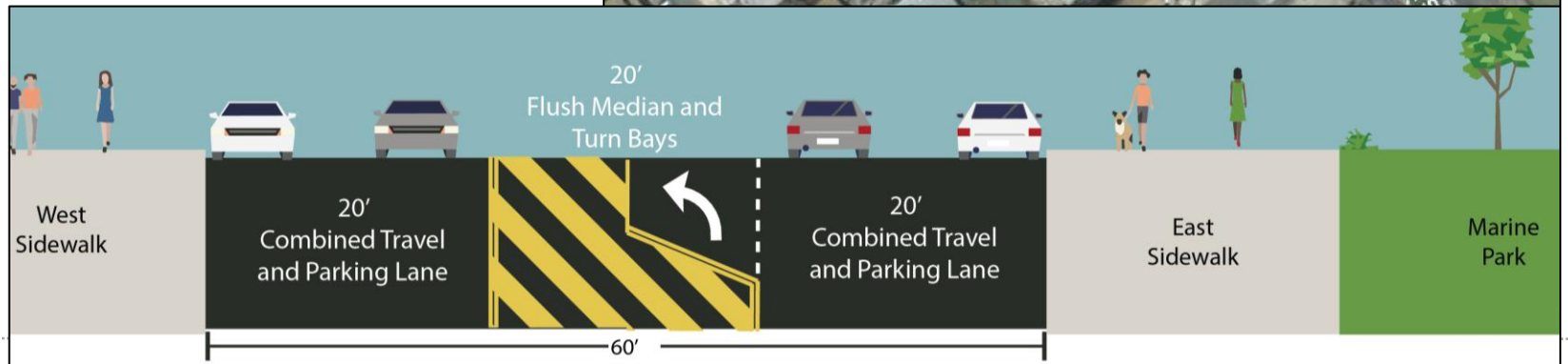
PRE-2005

- 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



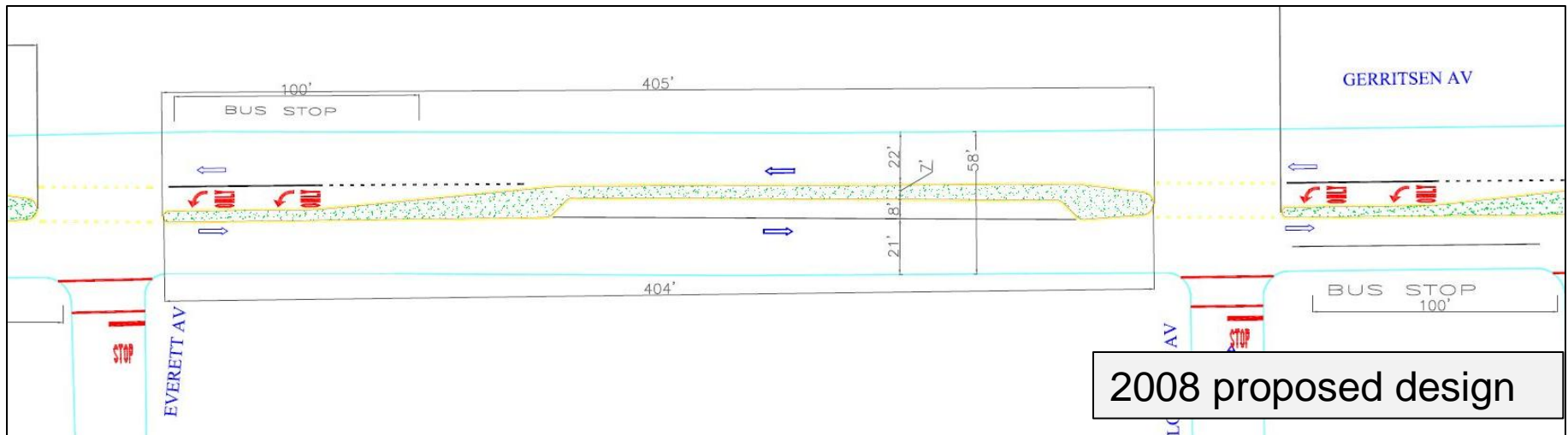
2005 PROJECT

- 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



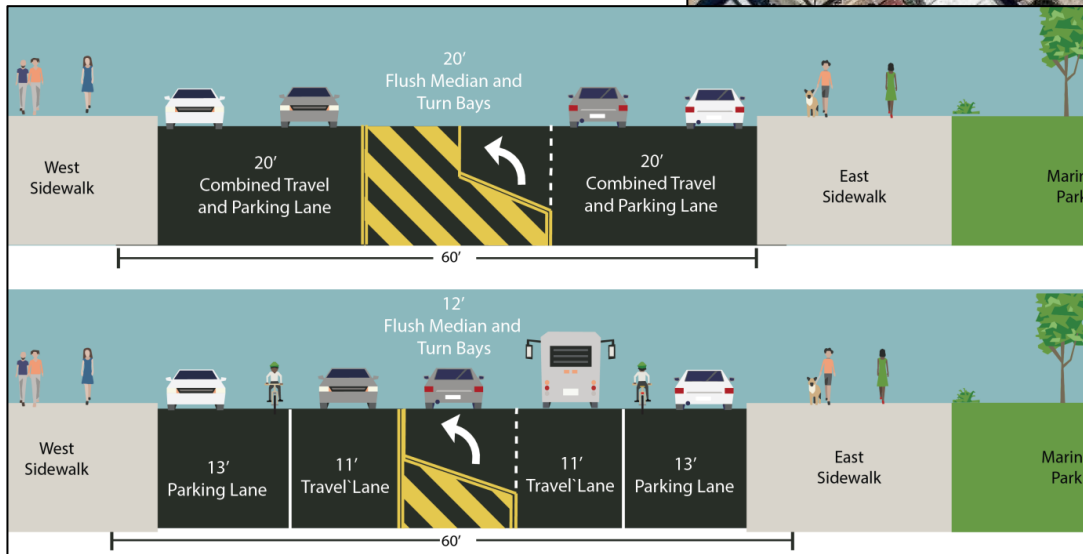
2008 PROPOSED MEDIAN

- 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



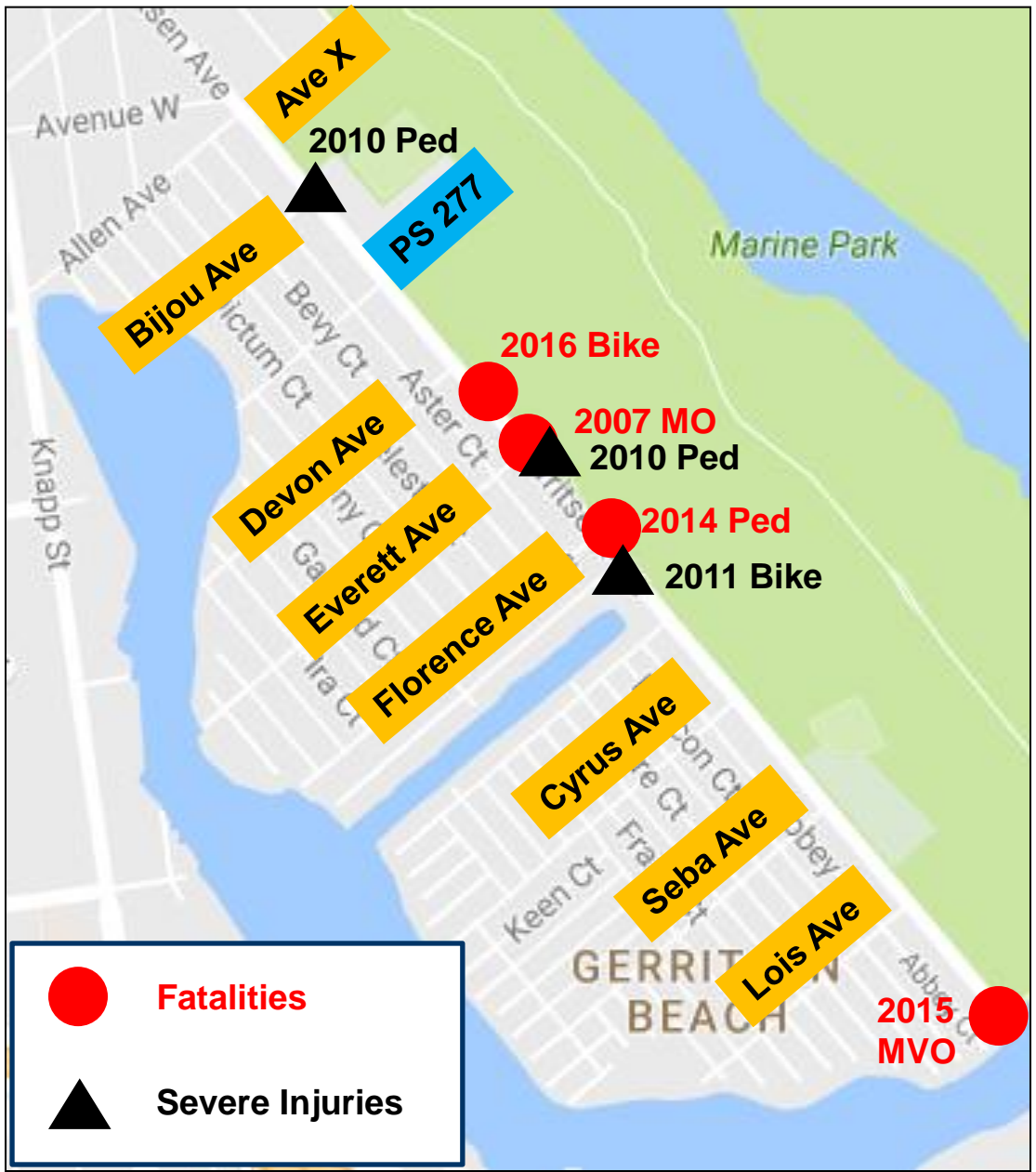
2009 RECONFIGURATION

- 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)
 - Motor Vehicle Occupant (2015)
 - 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

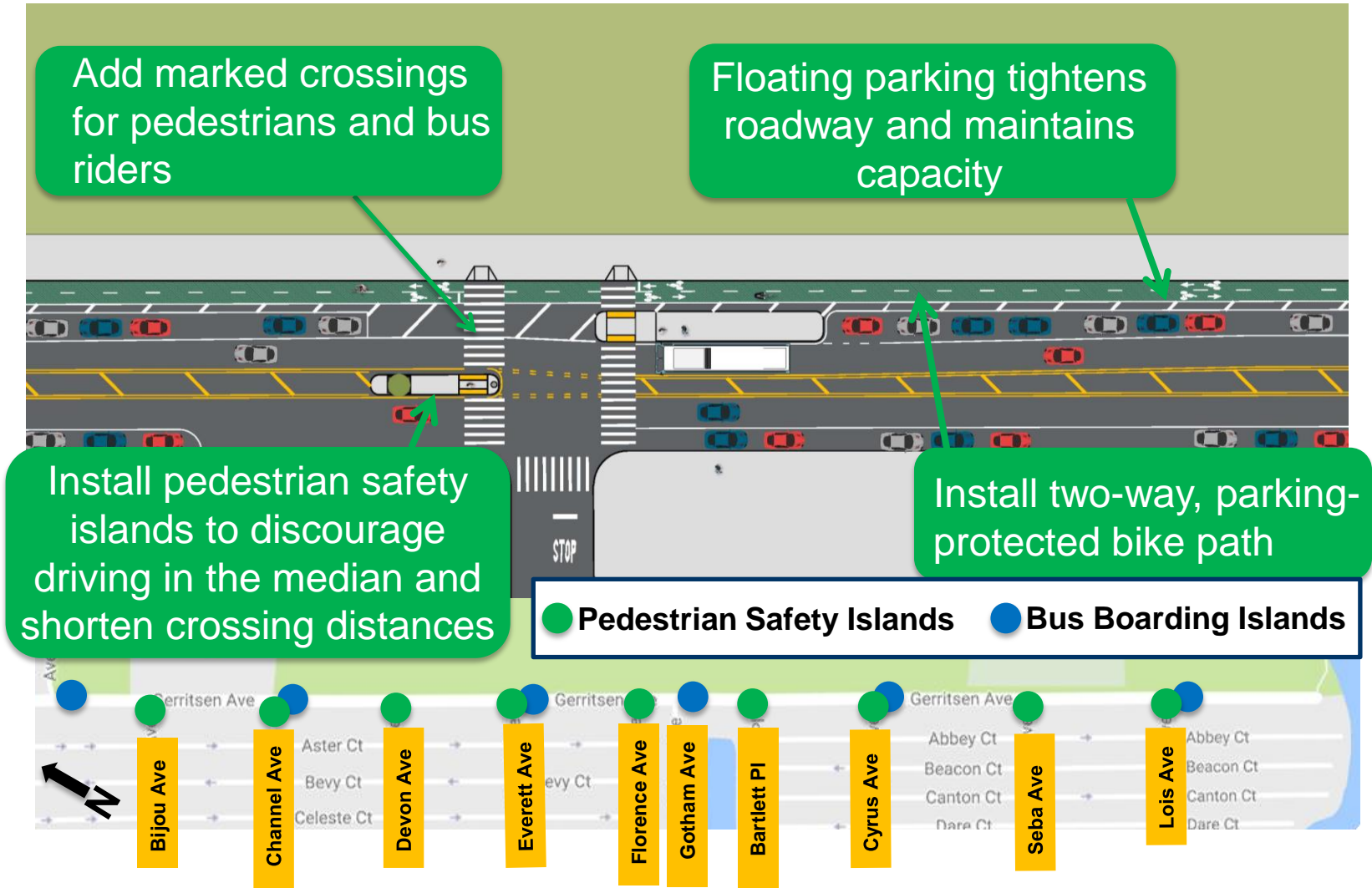


SIGNALS

- 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



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

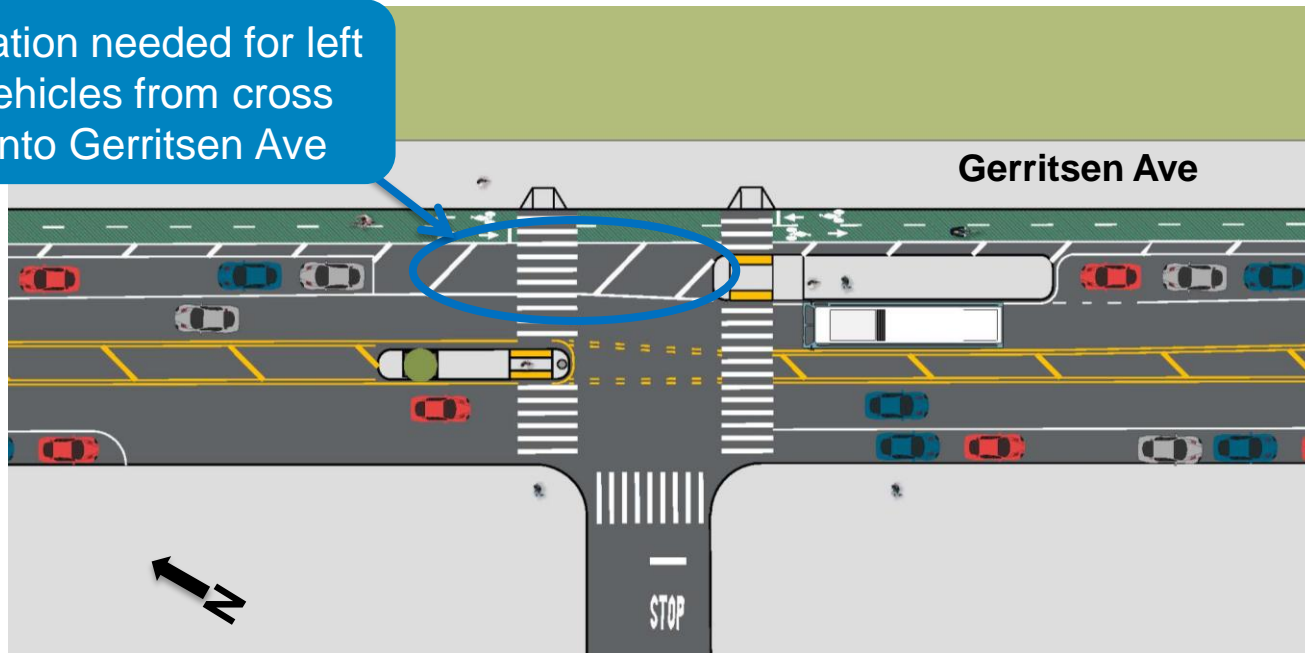


Prospect Park West, BK (2010):
54% decrease in speeding

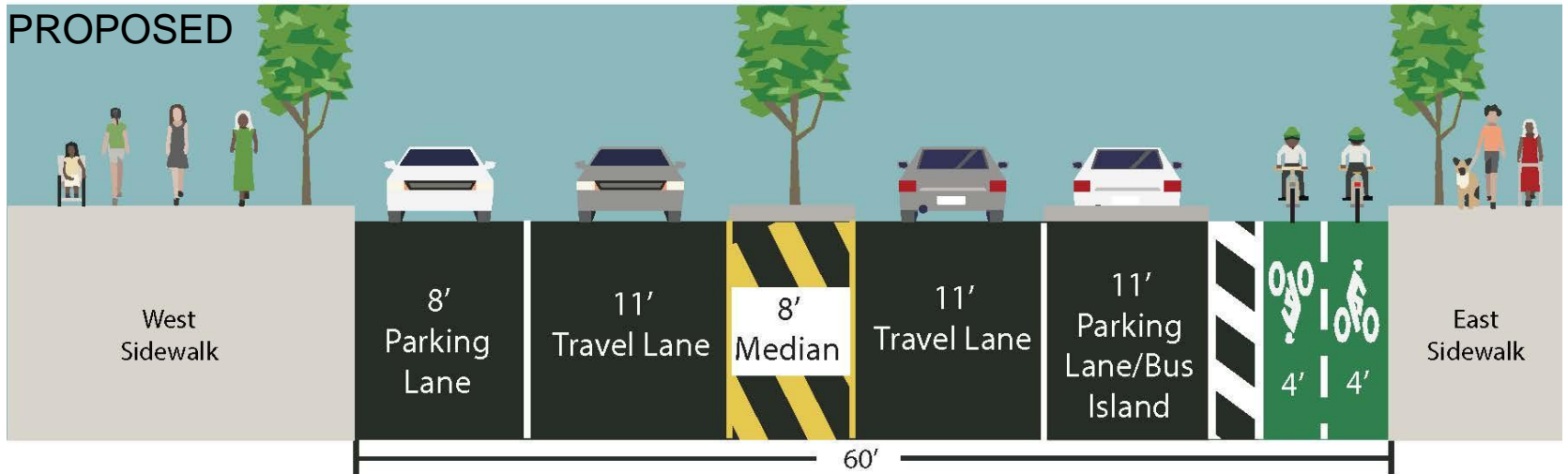
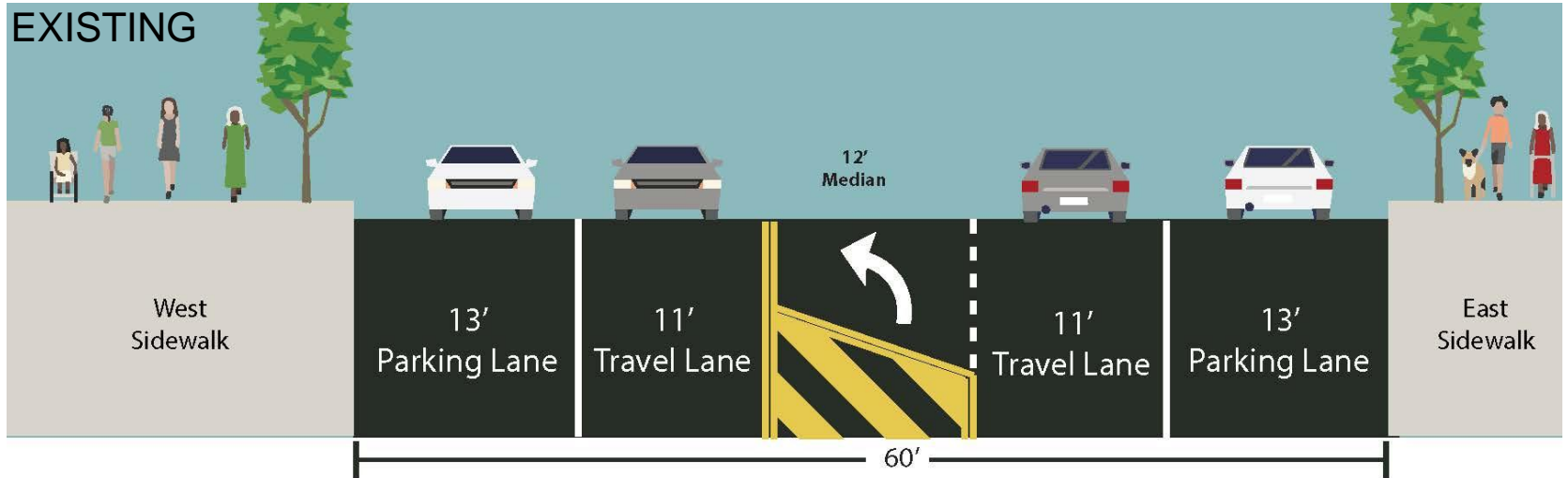
PARKING

- 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



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

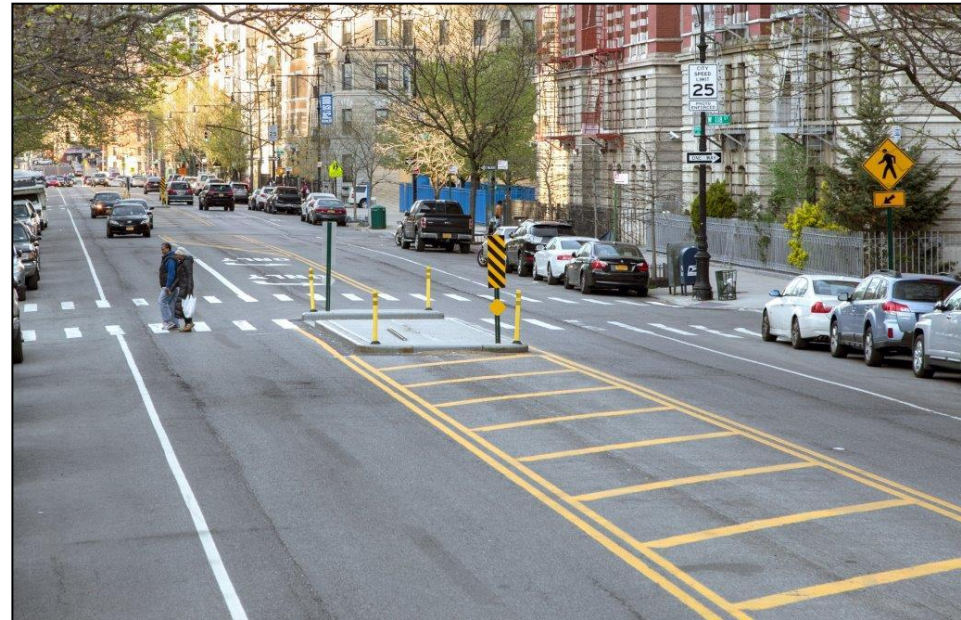


SUMMARY

- 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!



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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

