

COMMUNITY WORKSHOP ON LIVABLE STREETS

SATURDAY, 7 FEBRUARY 2009

FINAL REPORT



PARK SLOPE CIVIC COUNCIL

INTRODUCTION

The Livable Streets Committee of the Park Slope Civic Council takes action on a wide range of issues affecting how the streets of the community are used by all. This very broad remit covers issues from mass transit service to the Civic Council's semi-annual Civic Sweep and Clean Walk to School programs, to traffic and pedestrian safety, to the quality of life on our streets. One of the defining characteristics of Park Slope is the richness of its street life.

On 7 February 2009, the Livable Streets Committee of the Park Slope Civic Council conducted a community workshop devoted to the subject of livable streets – what the concept is, a “toolkit” of physical measures to make streets more livable, specific problem areas in the community, and how these problems might be ameliorated. The workshop was aimed explicitly at ordinary citizens, not transportation or planning professionals or members of advocacy groups. The output of the workshop would be a set of priorities that would inform the Livable Streets Committee in its future activities and advocacy, which would be shared as well with City agencies and elected officials.

The result was a great success. Some 50 enthusiastic members of the community came together on a Saturday morning not only to discuss what is wrong with our streetscape, but to brainstorm solutions. Some of the themes that were raised were familiar, while others were new, “out-of-the-box” thinking. We have an excellent snapshot of what is on the minds of people in Park Slope concerning the streets, how they are used and abused, and the potential for improvement.

This report includes approximately 120 individual findings of “hotspots” by members of the community. Most are transportation-related, but the Civic Council was gratified at the number of “hotspots” that had to do with quality of life and environmental issues. The concept of Livable Streets goes far beyond transportation. Livable streets are safe streets, but they are also quality places.

The findings in this report are divided into seven groups:

- Group “A” - Eighth Avenue/Prospect Park West/Union Street Corridor
- Group “B” - Grand Army Plaza
- Group “C” - Fifth Avenue/Sixth Avenue/Seventh Avenue
- Group “D” - Third Avenue/Fourth Avenue Corridor
- Group “E” - Cross Streets
- Group “F” - Flatbush Avenue
- Group “G” - Issues not specific to a single location

The single biggest set of concerns reported by the workshop participants deals with conditions on Eighth Avenue, Prospect Park West, and Union Street. The first two, being one-way avenues, are widely seen as being speedways, unsafe for all users. Union Street is a bottleneck of traffic going toward Grand Army Plaza. Over the years, the New York City Department of Transportation (NYCDOT) has added traffic signals at unsignaled intersections in this corridor and has worked on signal timing, all in an effort to make conditions on these avenues safer. The consen-

sus from the workshop is that much more needs to be done, and many participants argued forcefully that Eighth Avenue and Prospect Park West be made two-way avenues. Conditions on Eighth Avenue, Prospect Park West, and Union Street are linked inextricably to traffic patterns at Grand Army Plaza, the subject of separate efforts by the Grand Army Plaza Coalition (GAPCo), NYCDOT, and others.

Vehicles moving at high speeds through the neighborhood were a particular cause for concern. Traffic calming was a major item of discussion in the workshop, and there was a consensus that lower speed limits would signal the residential nature of our streets and would improve safety for pedestrians, cyclists, and motorists alike.

The participants noted problems at places such as Bartel-Pritchard Square, Middle School 51, and along Fourth Avenue. Some of the issues on Fourth Avenue concerned the intersection at Ninth Street. One possible solution was very well received by participants; the October 2008 resolution by the Civic Council recommending re-opening a long-closed entrance to the elevated subway station at this location, in order to reduce vehicle-pedestrian conflicts at this busy intersection and better serve passengers living east, i.e. uphill, of that station. The Civic Council's proposal also included improvements to lighting and security, and introduction of a retail component in the same location. MTA New York City Transit has advised that the plans for rehabilitating the Fourth Avenue station had been completed and could not be changed, though the station rehabilitation does not appear in the MTA's 2009 – 2013 Capital Plan. The Civic Council continues to advocate for this solution.

Participants also touched on abandoned buildings, unkempt sidewalks and gutters, threatened reductions in service on the B69 and B75 bus routes, unloading zones for both commercial and residential deliveries, and physically separated bike lanes. Some participants provided drawings to accompany their proposed solutions. One, a proposal for a traffic-calmed Bartel-Pritchard Square, appears on the last page of this report.

This report presents a very comprehensive portrait of the streets of Park Slope, as painted by its residents - the people who know them best. It does not cover every street and every block, but the points raised can be generalized.

I extend sincere thanks to all those who took part in the workshop, to David Kenny for being an excellent moderator, and to the Civic Council's Second Vice President, Lauri Schindler, who worked tirelessly to bring this workshop about. I urge the community, from ordinary citizens to elected officials to professionals, to continue to work with the Livable Streets Committee as we take the findings from the workshop and bring them to bear, to make our streets truly livable.

Michael Cairl
Trustee and Chair, Livable Streets Committee
Park Slope Civic Council
5 March 2009



Map ©2009 Google

MAP OF PARK SLOPE ~ BROOKLYN

Prepared by Park Slope Civic Council

PARK SLOPE CIVIC COUNCIL LIVABLE STREETS WORKSHOP
7 FEBRUARY 2009

"HOTSPOTS" REPORTED BY WORKSHOP PARTICIPANTS

Item #	Location (if applicable)		Description of Issue	Impact on Livability	Proposed Solution
A. 8 AVENUE / PROSPECT PARK WEST CORRIDOR					
A01	8 Avenue		It's a slot-car race. Probably the scariest street in Park Slope.		
A02	8 Avenue		Speed of traffic	Traffic moves too fast because it's one-way. Two recent fatal accidents.	Should be made two-way.
A03	8 Avenue	15 Street to Flatbush Avenue	Especially Union Street and south. Speeding, traffic volume, congestion emanating from 8 Avenue & Union Street, thru traffic orientation	Death, serious injury, quality of life, honking, idling, pollution, etc	
A04	8 Avenue	Prospect Expressway to Flatbush Avenue	This is a SPEEDWAY with double-parking at all the schools, churches, synagogues, and doctors' offices. High speeds, weaving traffic, and poor visibility around double-parked cars.		Re-configure 8th Avenue as follows, left (west) side to right: 2 travel lanes, 1 parking lane, a buffer, and a bike lane.
A05	8 Avenue & PPW		High speeds and poor behavior, especially rapid lane shifting, double-parking and speeding, make these streets un-bikeable.	PPW is the natural access route to Prospect Park bike paths; the traffic conditions are incompatible with biking, especially for children.	
A06	8 Avenue & PPW		Speeding, running lights.		Make these streets two-way; enforce traffic laws.
A07	8 Avenue & PPW		These are speedways		Make them two directions and enforce "local delivery only" for trucks (that otherwise should legally remain on 4th Avenue or below).
A08	8 Avenue Prospect Park West Union Street				Convert both 8th Avenue & Prospect Park West to two-way. Add two-directional bike lanes on PPW, protected by parked cars, as on 9th Avenue in Chelsea. Reduce PPW to one lane in either direction. Expected benefits: Two-way streets would reduce speeds significantly; due to extra roadway capacity on PPW, overall capacity should not be affected. More access routes (via Carroll Street, 1 Street, 3 Street, etc.) to PPW and to Grand Army Plaza would reduce congestion at Union Street. Better allocation of road space.
A09	Prospect Park West	Entire	Cars speed to make all the lights, while at all hours, people are crossing the street with dogs and children/youth to get to the park		
A10	Prospect Park West		Excess capacity & speed		Remove 1 traffic lane; turn into painted Class 1 bike lane buffered by parked cars.
A11	Prospect Park West		Speeding, excess road capacity, difficulty crossing 3 lanes		
A12	8 Avenue	Prospect Park West	Treated as "speed" or just easy pass-thru (even if slowed, no delivery trucks, etc.) also people speed up 9 Street and others to get to 8 Avenue & Prospect Park West.	I watched someone blast up 9 Street at 3:30 yesterday going at least 50 mph.	
A13	8 Avenue	12 Street	Late night/early AM noise from corner bar	Loss of sleep, fear of vandalism	

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A14	8 Avenue	6 Street	Double parking and speeding around corners (hospital traffic). Blockage by ambulances and double-parking by St. Saviour's School lead to congestion, honking and accidents.		<ul style="list-style-type: none"> 1. Have hospital provide more off-street parking for ambulances, etc. in its parking lots. 2. Post and enforce no-horn-blowing signs on 8th Avenue. 3. Reduce traffic on 8th Avenue by making it a two-way street. <p>Expected benefits: Greater safety, less noise and pollution and decreased idling of ambulances. Fewer accidents on 8 Avenue. Less congestion farther down on 8 Avenue, e.g. at Union Street.</p>
A15	8 Avenue	3 Street	Speeding traffic; numerous accidents	Taking life into your hands crossing 8 Ave	
A16	8 Avenue	Carroll Street	8 Avenue is scary, too much like a freeway. Speed of cars takes away from beauty and ease of the avenue.		
A17	8 Avenue	Union Street	Turning cars block crosswalk so pedestrians often can't cross		
A18	8 Avenue	Union Street	Traffic to GAP and Eastern Parkway		
A19	8 Avenue	Union Street	Terrible car backups from the Union Street @ GAP intersection make 8 Avenue & Union Street loud, hostile, and dangerous for blocks.	Noisy dangerous intersections, especially for pedestrians	
A20	8 Avenue	Union Street	Traffic backs up from Grand Army Plaza onto 8th Avenue causing honking, screaming, and accidents as temps rise and people try to beat the traffic-causing accidents.	Excessive noise pollution and a danger, not only to people crossing streets but even accidents where cars jump onto sidewalks.	<ul style="list-style-type: none"> 1. No-right-turn sign prohibiting access to Union from 8th Avenue., so you would have to go to Flatbush or already be on Union. 2. Union Street one way downhill; no entrance to GAP. 3. Speed cameras; the police told me that the one on Eastern Parkway reduced not only speed but ACCIDENTS by over 50%. <p>Expected benefits: "True" traffic flow through a residential neighborhood, and not having 8th Avenue being used as an expressway to Union - GAP - Eastern Parkway.</p>
A21	8 Avenue	Union Street	Right turn onto Union Street		<ul style="list-style-type: none"> 1. Install speeding camera at Garfield Place. 2. No right turn onto Union Street at all, only onto Flatbush Avenue. 3. Make Union Street one way downhill. 4. Make Prospect Park West two-way. 5. Reset the traffic lights for a more even flow. <p>Expected benefits: No accidents.</p>
A22	Union Street	8th Avenue to Plaza Street	Runners and cyclists potentially can be struck/run over by cars		
A23	Prospect Park West	3 Street	Park entrance, traffic magnet, through neighborhood traffic gravitates to this location, speeding up 3 Street to park	Safety and quality of life	
A24	Prospect Park West	3 Street	Speeding cars.		Traffic enforcement

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A25	Prospect Park West	3 Street			Close Park entrance permanently to vehicular traffic. Expected benefits: Eliminate use of Park Slope as a shortcut.	
A26	Prospect Park West	3 Street	Cars make right turn onto PPW without looking for pedestrians crossing PPW to enter Prospect Park (major entrance)			
A27	Prospect Park West	9 Street	Cars on PPW approaching 9 Street speed up to make the right turn onto 9 Street	Crossing 9 Street can be nerve-racking and risky.		
A28	11 Street	Prospect Park West (east & west sides)	No curb cuts	Children and strollers entering playground need curb cuts for strollers, scooters, etc.		
A29	Bartel-Pritchard Square		Crossing and speeding, and Bartel-Pritchard Square being a "roundabout"			Re-think one-way network: Building upon the two-way 8th Avenue and PPW idea, and using the idea of low-speed roundabouts as found in Drachten, Netherlands, remove 3 traffic signals at this location. Expected benefits: safer crossings for pedestrians, more convenient crossings, better walking environment. Lower top speed of traffic but faster travel due to lack of signals.
A30	Bartel-Pritchard Square		Pedestrian crossing			Coordinating lights
A31	Bartel-Pritchard Square	15 Street	Cars whipping around the circle make a quick right turn onto 15 Street – vehicles need to slow down, peds need a gap (predictable) to gain possession of the crosswalk	15 St residents have an inordinate amount of traffic (buses and private vehicles) pedestrians are deterred from crossing		
B. GRAND ARMY PLAZA						
B01	Grand Army Plaza		The lights are staggered so pedestrians are forced to wait in the middle			
B02	Grand Army Plaza		Complex and confusing; traffic impact on surrounding streets			
B03	Grand Army Plaza		A seemingly inefficient handling of growing traffic from all sides (and this is before the Atlantic Yards that would make it worse).	Dangerous to cross. Mis-timed lights cause backups all the way to Carroll Street & 8th Avenue.		
B04	Grand Army Plaza					Close traffic on west side. Run all Flatbush Avenue traffic on east side of GAP. Plaza Street & Union Street provide access to PPW (works with one-way or two-way PPW). Eastbound and southbound traffic to GAP: access by 8th Avenue to Flatbush Avenue. Combine with Class 1 two-way curbside bike lane on PPW; traffic calming. Expected benefits: 1. Massive reorganization of Grand Army Plaza; would become part of the park. 2. More rational Grand Army Plaza. 3. Reduced traffic on Union Street.
C. 5 AVENUE / 6 AVENUE / 7 AVENUE						
C01	7 Avenue		Vans and trucks selling their wares. Sometimes leave motors or generators on all day			
C02	7 Avenue		Walking dogs			

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C03	7 Avenue		Delivery trucks double parking and double parking on all avenues	People drive crazy darting out to get around them.	
C04	5 Avenue & 7 Avenue		Solid store gates, when closed, deaden the avenue and are a good graffiti magnet.		
C05	5 Avenue & 7 Avenue		Delivery truck parking		Create assigned "delivery parking," just like bus stops. Delivery trucks are a REALITY and penalizing them as if they shouldn't be there is unrealistic.
C06	7 Avenue		Sidewalk on the east side of the avenue, by the driveway, is steeply sloped and ices up every winter, and people slip and fall. Too steep a cross-pitch and water pours out of the driveway like a river and freezes.		
C07	2 Street		Abandoned building next to Met Food, m across from P.S. 321. Recently scaffolded building target for vermin, homeless folks. Falling windows.	Dangerous. Smell of natural gas emitting from building. Pieces of building falling. Pigeon coop. Poor quality.	
C08	3 Avenue		Northbound all the way to Atlantic Avenue, there is no clear indication of whether the road is one or two lanes and there is no bike lane. Jockeying cars make biking here very dangerous.	It's so bad, I usually ride my bike on the sidewalk from 3 Street to 1 Street on 3 Avenue.	
C09	3 Street		Abandoned brownstone is an eyesore.	Is it owned by the city? Or abandoned by owner? Can we do something?	
C10	7 Avenue	5 Street	Double parking and speeding around corners (hospital traffic)		
C11	7 Avenue	6 Street	NY Methodist Hospital. Emergency vehicles; huge delivery trucks backing up into 7 Avenue make me nervous.		
C12	9 Street	SE corner of 7 Avenue	A tree was planted too close to the intersection's pedestrian ramp.		
C13	6 Avenue	Union Street and others	Can't see around the corner when turning	Accidents and property damage.	

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C14	6 Avenue	6 Street	2 separate times cars have crashed and knocked down fence of building on SW corner			
C15	5 Avenue		Bike lane, trucks double parked outside lane stop traffic	Bike lane causes problems for delivery.		
C16	5 Avenue	9 Street in particular	Double parked cars; cars at bus stops	Makes fluid flow of traffic impossible. Creates pollution, honking		
C17	5 Avenue	5 Street to 9 Street	Kids let out for lunch from M.S. 51. Very little supervision from school staff, not enough garbage pails for their trash. They leave the streets filthy.	The street is impossible to navigate when they are out. They have little or no regard for the impact they have on local business or residents.		
C18	MS 51		Groups of kids on street make it difficult to navigate, trash			
C19	4 Street	5 Avenue cul-de-sac	How that Washington Park renovation has started, the areas of the park attractive to children, adults, dogs, etc. is split by a road with traffic.			
C20	4 Street	5 Avenue cul-de-sac	Adjacent to park and Old Stone House. Make into pedestrian mall			

D. 3 AVENUE / 4 AVENUE CORRIDOR

D01	3 Avenue	8 Street	Lack of city services, completely ignored by police, parks, sanitation. Forgotten area.	Health issues, trucks loading in the middle of the night, stray cats (about 50) noise, unclean, graffiti	
D02	4 Avenue		Not safe street for pedestrians to cross. A family member was crossing and was hit by a bus last year.	Zoning changes forces the issue to the forefront. Yes, I do think there is a need for that kind of thoroughfare for trucks. What is the answer?	
D03	4 Avenue		The more street-level pedestrian oriented attractions (bars, restaurants) the more we need to slow or calm traffic.		
D04	4 Avenue		Not enough time to cross the street		
D05	4 Avenue				Container potted plants on median.
D06	4 Avenue		Fast traffic		1. Bike lane protected from traffic by parked cars (reduce 3 lanes to 2). 2. Trees in median. Expected benefits: Slower speeds, ultimately fewer drivers. Prettier. Less pollution. Improved safety.
D07	4 Avenue				Protected bike lanes both sides; trees in the middle.
D08	4 Avenue	Union Street 9 Street Prospect Avenue	Subway arrivals, especially in the evening, result in sidewalk crowding, while high-speed traffic fails to respect (or yield to) pedestrians while turning.	Physical danger, especially from high speeds. Creation of no-go zones for less able pedestrians. Difficulty of subway access.	
D09	4 Avenue	3 Street	I've witnessed accidents of southbound cars trying to make left turns onto 3 Street. Cars encroach on the crosswalk in both directions and it's a blind turn when cars are in the northbound left turn lane.	Dangerous crossing	1. Install left turn signal. 2. Delay green so pedestrians can get a head start. 3. Enforcement of crosswalk encroachment; adding warning strips before the crosswalk could help. Expected benefits: Going to Staples would be a lot easier. Turn would be much safer.
D10	4 Avenue	9 Street	Very, very fast traffic and large volume of pedestrians crossing 4 Avenue coming and going from subway. Crossing is tough and pedestrians cross in erratic ways.	Pedestrians feel threatened by traffic.	

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D11	4 Avenue	9 Street	Bleak appearance for visitors and residents when leaving subway station.		<p>1. Banks of flowers or plants in heavy-duty, large planters; cleaning of façade; neckdowns. 2. Container plants on wider medians on 4 Avenue; 2 dedicated lanes plus a bike lane. A buffered bike lane next to the edge of the road, protected by the parking lane.</p> <p>Expected benefits: Change in character and driving behavior on 4 Avenue; more environmentally friendly. It would make a HUGE statement about who we are and what we want to be in our future.</p>

E. CROSS STREETS

E01	Berkeley Place	7 Avenue – Plaza Street	Traffic uses street as alternative to Union St. High volume and excessive speeds. Many vehicles accelerate to make light at 8 Ave & Berkeley	Danger to cyclists in bike lane, pedestrians and other vehicles	
E02	Carroll Street	8 Avenue & Prospect Park West	Cars trying to beat the light at PPW		
E03	Carroll Street	6 & 7 Avenues	Berkeley Carroll lets out and parents in cars block street and sidewalk.	Can't use sidewalk, must step into street	
E04	Carroll Street	5 & 6 Avenues	Thru-traffic diverting from Union Street races to make light		
E05	2 Street	Between 7th and 8th Avenues	School zone/church zone/kids' restaurant/bike lane. Block is a speed lane for livery cab drivers, pizza delivery guys, etc., trying to make the light onto 7th Avenue (intersection).	An accident waiting to happen; very dangerous considering the number of people.	
E06	3 Street		Speeding cars.		Traffic enforcement
E07	7 Street	5 & 7 Avenues	Speedy traffic running up to 7 & 8 Avenues. Major ambulance route. Meanwhile, there are lots of kids playing/crossing street	Impacts acoustics, livability and safety	
E08	9 Street		Heading east (uphill), hard to see pedestrians crossing (headlights don't shine high enough.		Reflectors in crosswalk, raised crosswalks.
E09	9 Street	3 Avenue to Smith St	No bike lane; too fast. Dangerous; double-parking; bikes on sidewalks.		
E10	9 Street	3rd Avenue to PPW			<p>1. License all bikers; have book of rules; post license plates on bikes. 2. Get laws requiring helmets. 3. Have a "No Takeout" day so restaurant owners would force their delivery guys to obey traffic laws. 4. Enforce the rules; enforce the laws.</p> <p>Expected benefits: 1. Enhance bike traffic to/from the Slope. 2. Reduce accidents and danger to cars, bikes, and pedestrians. 3. Keep track of offenders. 4. Force newcomers to bike by the City's rules.</p>
E11	14 Street	3 Avenue to 7 Avenue	Truck traffic coming up no-truck street	Noise, danger to children, impact on roadway, pollution	

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E12	Prospect Avenue	7 Avenue	Eastbound traffic on Prospect Ave between 8 – 9 am blinded by the sun	Not a problem when school is in session because there is a crossing guard, but weekends & vacations in the winters it's dangerous	
F. FLATBUSH AVENUE					
F01	Flatbush Avenue	to Grand Army Plaza in front of Library	Off-sync pedestrian light, people stay on island in between light and run across to make it going from green market to library/Eastern Parkway	Potential logjam of people on the island	<p>1. Make traffic go underground and have it free flowing without lights and it is flat where pedestrians cross at leisure. Not sure if subways follow that route, but if not, make Flatbush Avenue go underground at this intersection.</p> <p>2. Pedestrian bridge, about 50 - 100 feet down Flatbush.</p> <p>3. Another light on Flatbush, south of GAP, to help slow traffic for pedestrians to cross.</p> <p>Expected benefits:</p> <p>1. Traffic flows without lights; pedestrians cross at leisure. It also would be aesthetically pleasing and would make the Brooklyn Public Library and Greenmarket pavilion larger to promote commerce on weekends.</p> <p>2. Pedestrians could choose to cross at leisure or wait for the light.</p> <p>3. Light would restrict speed buildup heading north on Flatbush to intersection.</p>
F02	Flatbush Avenue	Plaza Street	Turn is problematic		
F03	Flatbush Avenue	Sterling Place	Double/triple parking along Flatbush & across intersections; especially near intersections	Blocks view of traffic for both drivers and pedestrians; forces traffic flow into center lanes, diverts pedestrians into moving traffic.	
F04	Sterling Place	Flatbush Avenue	Cars racing down either Flatbush or Sterling turning onto Sterling at high rate of speed or onto Flatbush at a high rate of speed into pedestrians	Peds crossing with light on Flatbush are often grazed by cars turning legally onto Sterling affecting slow moving people with strollers. Would like to see speed bumps on Sterling between Vanderbilt and Flatbush.	
F05	Long Island Rail Road terminal		No provision for pick-up/drop-off of passengers		
G. ISSUES NOT LINKED TO SPECIFIC LOCATIONS					
G01	All		Intersections where traffic lights are not aligned; people tend to cross against the light		
G02	All		Old, unusable hydrants that take up parking spaces		
G03	All		Double parking outside bike lanes	Huge traffic congestion	
G04	All		Speeding livery trying to make lights, making deliveries, picking up passengers, mostly on side streets		

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G05	All	Speeding	Speed limits are ignored	<ul style="list-style-type: none"> 1. More posting of speed limits, on signs and on roadbed. 2. Enforcement. 3. Speed humps (some people oppose them as being too spotty, and speed up between them) 4. Greater awareness: Livable Streets Awareness Day; school involvement; houses of worship <p>Expected benefits: reduced stress, safer environment.</p>
G06	All	Speeding		Mid-block curb extensions, cameras for speeders.
G07	All	Residential addresses should be easily visible from the street.		
G08	All	Visibility at corners		"Daylight" corners or park bikes and motorcycles at corners. Bulb-outs at fire hydrants should double as loading/delivery zones on side streets and commercial streets.
G09	All	Future removal of Bus Route B75, and of B69 on weekends		Do not eliminate these routes.
G10	All	Highly uneven and unmarked sidewalks that can be treacherous at night. Difficult to discern when covered in snow.		
G11	All	Ugly concrete on "new" sidewalks. Original concrete was "pebble-dash" with gray concrete/ cement matrix and small pebbles on surface.	New "white" concrete is ugly, and in summer is glaring.	<p>Set standards/specs for old-style pebbled surface concrete and solicit estimates from concrete suppliers and sidewalk specialists; post resources on Civic Council Web site.</p> <p>Expected benefits:</p> <ul style="list-style-type: none"> 1. Enhanced attractiveness of cityscape. 2. Current sidewalk replacements are UGLY. 3. Reproductions of old-style pebble-dash are BEAUTIFUL. 4. See sidewalk on park side of Prospect Park West.
G12	All	Extra-large delivery trucks; too big for turns, etc.		
G13	All	General lack of cleanliness on our streets.		More frequent, but low, fines to encourage owners/landlords to maintain street frontage.
G14	All	Snow and ice not removed from sidewalks		Have non-profit youth serving agencies create list of youth who would clear sidewalks for annual fee, with reduction for the poor who could not pay full fee, or do it themselves.
G15	All Streets	Inefficient parking. Not enough stop and shop parking, need small "people shuttles" like golf carts, light bus, free service for local transport		
G16	All Streets	Speeding cars! Cars drive obscenely fast throughout the neighborhood. I just moved to the city...is this Brooklyn specific? Park Slope specific?	Dangerous, hostile streets, especially for pedestrians. To me this is horrifying and unacceptable.	
G17	Bicycles	On sidewalks, not paying attention to traffic rules, etc.		

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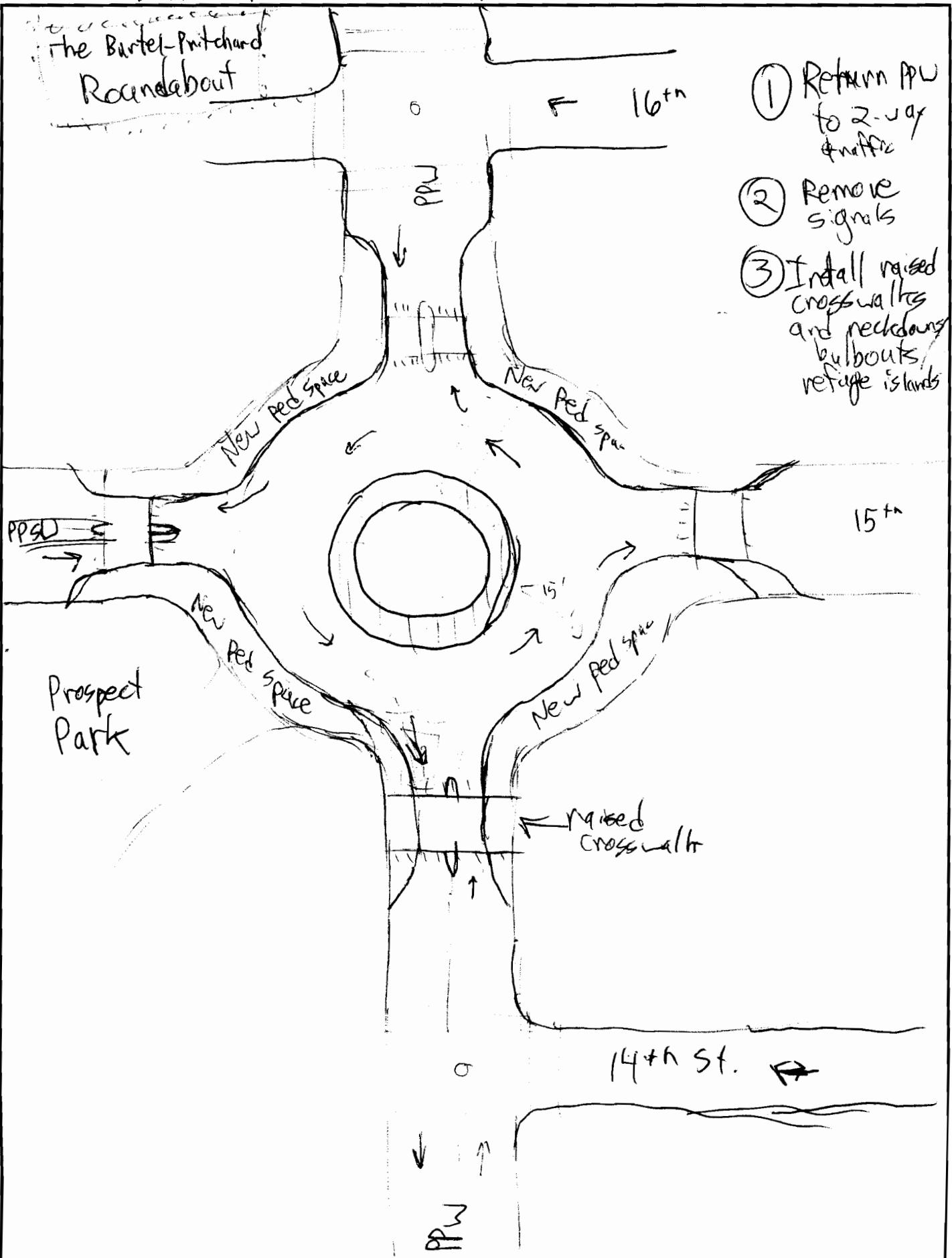
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G18	Bicycles		On sidewalks, not obeying traffic laws		<ol style="list-style-type: none"> Additional bike lanes, on 7 Avenue for example. Enforcement, esp. of riding on sidewalks, but use common sense; if there are no peds on a sidewalk, then it shouldn't be a violation. Allow cyclists to treat red lights as stop signs or yield signs. Awareness campaign.
G19	Bike Lanes		Should ALL be painted green	Enhances visibility and protects cyclists	
G20	Deliveries		Fresh Direct, UPS, speeding to make deliveries on side streets		
G21	Deliveries throughout commercial zones				<ol style="list-style-type: none"> Loading zones - which, however, engender opposition due to lost parking spaces. Perhaps do this in conjunction with RPP and Muni-Meters, which could offset lost parking spaces. <p>Expected benefits: less double parking, better traffic flow, safety improvement.</p>
G22	Delivery trucks				Have business permits for deliveries
G23	Everywhere		Lack of info about tree guards		
G24	Intersections		Most	Limited visibility, long distances and short timings danger to pedestrians	<ol style="list-style-type: none"> Neckdowns for improved visibility. Leading pedestrian intervals. Colored/textured crosswalks.
G25	Livery		Livery and access-a-rides speeding and running red lights		
G26	Parking		We need more garages		
G27	Road salt			Environmental impact including damage to infrastructure and water system	Better alternatives?
G28	Snow		People not clearing sidewalks		
G29	South Slope		Lack of light at night. Trees blocking light and trouble getting them trimmed. Not enough street lights or house lights.		
G30	Speed limit		Enforcement speed of cars; standing in crosswalks		
G31	U turns		On avenues		
G32			Bring back canals, boat shuttle to NY or shuttle to ferry		

CUSTOMER/PROJECT _____
DATE _____ INITIALS _____
SUBJECT Bartel-Pritchard Roundabout

FILE _____
SHEET _____ OF _____

OCEANENGINEERING



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