

# Park Avenue Pedestrian Safety Plan

Proposals to promote pedestrian safety and calm traffic on Park Avenue between Navy and Steuben Streets in the Wallabout area of Fort Greene and Clinton Hill, Brooklyn



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# Executive Summary

The Brooklyn-Queens Expressway both connects and divides. While it connects Brooklyn, Queens, and the East River Bridges, it divides the urban fabric of the neighborhoods it traverses. In the Wallabout area of Fort Greene and Clinton Hill, Park Avenue is the de-facto service road for the BQE. Due to design, neglect, and driver behavior, Park Avenue is an unsightly speedway, hostile to increasing pedestrian volumes.

This project started as a visioning process with the goal of improving the spaces under the elevated BQE. However, based on feedback from the public, the project was transformed into the broader Park Avenue Pedestrian and Traffic Safety Project. With input from the community, city agencies, architects, planners, elected officials, and an Advisory Committee of key stakeholders, this report contains dozens of practical recommendations to improve Park Avenue.

Most of the proposals are intended for the Department of Transportation. Lighting, signage, and re-timed traffic lights are some of the corridor-wide proposals. Both adding and removing on-street parking in strategic locations could also slow traffic and improve safety. The crux of the proposals deal with the intersections. Using a combination of standard treatments, these awkward areas could be greatly improved. Three unique areas – the Navy Street intersection, the NYCHA/Commodore Barry Park superblock, and “The Crossover” near Grand and Steuben – are each treated separately. Other proposals address sanitation issues, street trees, BQE maintenance, and green infrastructure.

# Introduction

Using input and suggestions gathered at community workshops, the Myrtle Avenue Revitalization Project (MARP), in collaboration with Architecture for Humanity New York (AFHNY), has developed a set of recommendations to improve pedestrian safety on Park Avenue in the Wallabout area of Fort Greene and Clinton Hill, between Navy and Steuben Streets. These proposals were developed with guidance from an Advisory Committee, made up of representatives from local block associations, tenants associations, residential developments, community-based organizations, city agencies and other stakeholders. The overarching goals of the interventions proposed here are to improve pedestrian safety and calm vehicular traffic, creating a safer neighborhood corridor for residents and visitors.



# Introduction

The 17-block stretch of Park Avenue, between Navy Street and Steuben Street, crosses through the Wallabout area of Fort Greene and Clinton Hill in Brooklyn, with the elevated Brooklyn-Queens Expressway running directly above it. In the census tracts just north and south of Park Avenue, there are approximately 12,000 residents, six schools, three parks, and numerous retail and light-industrial businesses, as well as various other community facilities like hospitals and churches. Despite these characteristics that commonly describe a residential, pedestrian neighborhood, Park Avenue is often thought of as a 'throughway', dominated by four lanes of fast-moving traffic bracketing a 300+ space parking area. The latter elements have created environmental, travel and sanitation conditions that are unsafe for the many school children, seniors, bus riders and others residents that use Park Avenue daily.

The following report includes both short and long term recommendations to improve safety on Park Avenue through design interventions that calm traffic, optimize pedestrian crossings, and even improve sanitation conditions. In order to see these interventions implemented, MARP is building a strong coalition of community-based support. This report will be distributed to relevant city agencies and elected officials in summer/fall 2012 to advocate for implementation of the proposals presented here.



# The Impacts of the BQE



BQE Construction 1959, Credit: Brooklynpix.com



Historic Photo of the BQE Near the Brooklyn Navy Yard  
Credit: TBTA

The idea for the Brooklyn-Queens Expressway was originated by the Regional Plan Association in 1936 as a way to connect the Gowanus Parkway and the Triborough Bridge. The first part of this plan was completed in 1939, and the later portions of the BQE were completed after World War II by Robert Moses. The next phase of the BQE construction connected the Kosciuszko Bridge and Williamsburg in 1950, and the final phase stretched from southern Brooklyn to the Grand Central Parkway in Queens. Construction was completed in 1964. The BQE stretches 11.6 miles and, presently, sees roughly 160,000 cars per day.

Although considered one of the crowning achievements of Moses, the BQE has often been criticized for cutting through and clearing a number of neighborhoods and communities. Moses envisioned the project as a necessary part of New York's arterial system to aid in national defense, industry and commerce. For the Wallabout area of Fort Greene and Clinton Hill, the BQE has created a physical barrier that slices through these neighborhoods, isolating the northern sections, creating dark, blighted spaces, bringing noise, vibrations, and air pollution, and creating unsafe conditions for pedestrians.

# Community Involvement



Community meeting



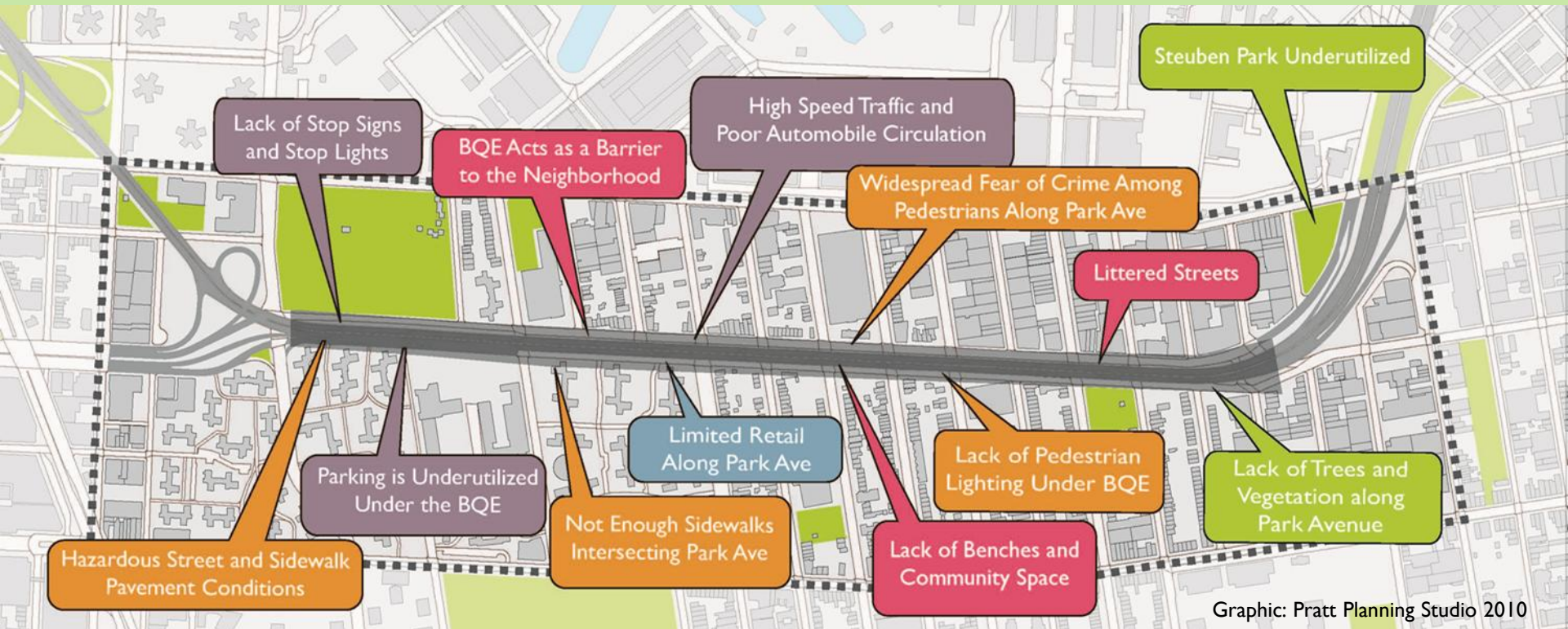
Spacebuster event

During 2009 and 2010, MARP conducted three community workshops about improving the spaces under and around the BQE in the Wallabout area of Fort Greene and Clinton Hill. After reviewing the results, pedestrian safety on Park Avenue was determined to be the priority issue for community residents. Speeding cars, faded cross-walks, dangerous intersections, and an absence of traffic lights are some of the specific problems that the community identified.

In late 2010, a team of volunteer consultants from Architecture for Humanity New York (AFHNY) joined the project, conducting site research and facilitating additional workshops, focusing specifically on traffic calming and pedestrian safety. The proposals in this report are the result, in large part, of the research and workshops that have taken place since early 2011, but were influenced by community input gathered at all of the following events:

- April 2009: Spacebuster Workshop facilitated by Pratt urban planning students under the BQE
- September 2010: Parking Day Potluck with Design Trust for Public Space under the BQE
- October 2010: Envisioning Under the BQE Workshop facilitated by Pratt urban planning studio at PS67
- November 2010: Envisioning Under the BQE Workshop for Teens facilitated by Pratt urban planning studio at Benjamin Banneker Academy
- November 2011: Park Ave Pedestrian Safety Workshop with AFHNY at Benjamin Banneker Academy
- February 2012: Surveys conducted by AFHNY at Sacred Heart Church
- April 2012: Advisory Committee meeting; presentation to Community Board 2 Transportation Committee for feedback
- May 2012: Presentation of Draft Proposals for Park Avenue Pedestrian Safety with AFH at Navy Yard Houses
- May 2012: Advisory Committee meeting; presentation to Community Board 2 Transportation Committee (received resolution of support)

# Community Involvement



Community Meetings



# Site Characteristics: Park Avenue



Typical pedestrian behavior and conditions

Surveys and research, along with community input, revealed the following about the current conditions along Park Avenue between Navy and Steuben Streets:

- Diversity of user groups and institutions: User groups include school children and parents, bus riders, seniors, residents, shoppers, workers, bikers, and drivers (both passing through and searching for parking). Institutions include primary and secondary schools, churches, a hospital, parks and various retail and industrial businesses. Large residential developments include Ingersoll Houses, Whitman Houses, Navy Yard Houses, The Chocolate Factory, and Navy Green. The Brooklyn Navy Yard is just one block north of the site.
- Speeding traffic: Traffic is very fast, especially during non-rush hours.
- Difficulty crossing north-south on foot: Many people are unable to cross during one traffic light cycle. Crosswalks are faded and many curb cuts are not ADA accessible throughout the site.

# Site Characteristics: Park Avenue



Litter under the BQE

- High rate of crashes: 76th percentile, mostly rear ends (NYCDOT)
- Poor lighting in some areas: Despite the fact that NYS DOT installed lights under the elevated infrastructure during a rehabilitation project a few years ago, most street corners on the north and south sides of Park Avenue are dark and do not meet NYC DOT minimum standards for street lighting, especially near Commodore Barry Park.
- Lack of greenery: There are very few street trees, even though there are many sites available for trees. Street trees and other plantings are known to help calm traffic.
- Sanitation: The areas under the BQE are very unclean, with rampant littering, illegal dumping, and drainage issues.
- Parking under BQE could be optimized: There are no pavement markings to indicate where drivers should park. This sometimes leads to an inefficient use of space. Furthermore, the street sweeping occurs overnight, which makes it difficult for residents to use the space efficiently.

# Summary of Proposals

## **Sitewide Interventions**

- Retime Traffic Lights to Slow Park Avenue Traffic
- Add Bus Bulbs at Key Boarding Stops
- Add Street Trees
- Daylight Intersections
- Repave and Restripe Parking Areas
- Add Additional Signage
- Add Additional Lighting
- Introduce Median Parking
- Increase Enforcement

## **Intersection Treatments**

- Basic Intersection Treatment
- Left-Turn Lane Treatment
- Enhanced Intersection Treatment

## **Location Specific Interventions**

- Navy/Park Intersection
- Ingersoll Houses/Commodore Barry Park Superblock
- The Crossover at Grand Avenue/Steuben Street

## **Sanitation**

## **Downspout Repair**

## **Green Infrastructure**

# Proposals: Sitewide Interventions



## Retime Traffic Lights to Slow Park Avenue Traffic

Green lights as far as the eye can see may be considered a sign of good luck. However, they are also an invitation to speed. We propose that DOT studies the traffic signal timing and adjusts it with the following goals in mind:

- Reduce the maximum sustained speed that a driver on the corridor can travel.
- Eliminate cycle timing that allows drivers to speed in order to “catch” the next green light.
- Consider increasing the green interval for key cross streets, such as Washington Avenue, Vanderbilt Avenue, and Navy Street.
- Encourage a sustained speed under 30mph.

# Proposals: Sitewide Interventions



Example of a Bus Bulb



Westbound Bus Stop at North Portland

## Add Bus Bulbs at Key Boarding Stops

Bus bulbs have numerous benefits:

- Reduce the need for buses to pull over and pull out when entering and exiting a bus stop, thus reducing travel times.
- Act as a curb extension, which calms vehicular traffic and reduces pedestrian crossing distance.
- Allow for the installation of bus shelters or benches on sidewalks that might otherwise not be able to accommodate them.

Priority needs to go to the busiest stops for boarding passengers. The MTA provided the most recent ridership data available:

Daily boardings, Northbound B62  
(runs east on Park Avenue)

PARK AV NAVY ST	61
PARK AV N PORTLAND ST	52
PARK AV CARLTON AV	86
PARK AV VANDERBILT AV	72
PARK AV WASHINGTON	81
PARK AV RYERSON ST	20
CLASSON AV PARK AV	31

Daily boardings, Southbound B62  
(runs west on Park Avenue)

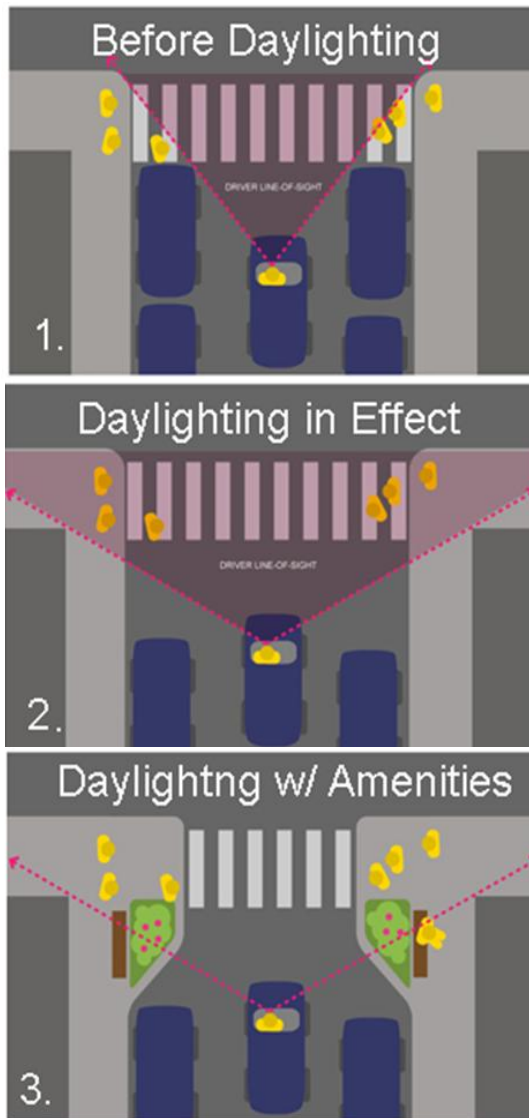
PARK AV RYERSON ST	23
PARK AV WASHINGTON	95
PARK AV VANDERBILT AV	78
PARK AV CARLTON AV	154
PARK AV N PORTLAND ST	219
NAVY ST PARK AV	79

The highlighted stops are the most heavily used, and therefore these locations are recommended for bus bulbs. It is worth mentioning that the sidewalk at southbound (westbound) North Portland is also extremely narrow and would significantly benefit from a bus bulb (see photo at left). Proposed locations are highlighted below in blue.



[illegible]

# Proposals: Sitewide Interventions



Renderings of Daylighting (Graphic: Streetswiki)

## Daylight Intersections

Daylighting – the removal of on-street parking at the approach to an intersection – improves safety by improving the sight lines of a driver approaching an intersection. Daylighting also improves the sightlines of a pedestrian waiting to cross a street.

- We propose 20-foot daylighting on Park Avenue at near-side corners throughout the entire site area. Where vehicle turning is constrained, removing the last on-street parking space is appropriate (see the “Daylighting in Effect” photo). Where street geometry is not constrained, we propose neckdowns (temporary or permanent) to replace the parking and provide space for pedestrians (see the “Daylighting w/ Amenities” photo).

# Proposals: Sitewide Interventions



Typical potholed area under the BQE



Large pothole with trash under the BQE

## Repave and Restripe Parking Areas

The pavement under the BQE is in terrible condition. Pot holes are large and deep. Pavement is uneven. The following are consequences of these conditions:

- Street sweepers are unable to clean inside the large potholes and trash builds up over time.
- Pavement condition adds to the poorly kept feel of the area, and may encourage littering and illegal dumping.
- Water pools in the potholes.

We propose the following:

- NYC DOT routinely repaves every street in the city. The parking area under the BQE should be prioritized and completely repaved.
- Stripe the parking spaces, to encourage drivers to use the space efficiently.

# Proposals: Sitewide Interventions



## Additional Signage

We propose adding the following signage, where appropriate, throughout the entire site:

- Speed limit
- School crossing
- Stop signs at the exits of the parking areas under the BQE (see Intersection Treatments for more details)
- Moveable variable message signs that indicate to drivers how fast they are traveling

# Proposals: Sitewide Interventions

## Lighting

Architecture for Humanity volunteers used light meters to measure light levels throughout the entire site area, including side streets. Although the areas under and adjacent to the BQE are now quite bright due to lights installed by NYS DOT, the immediate side street areas are almost all below the DOT minimum light standards. Please see the following diagram which indicates the low light areas (below 0.5 foot candles).

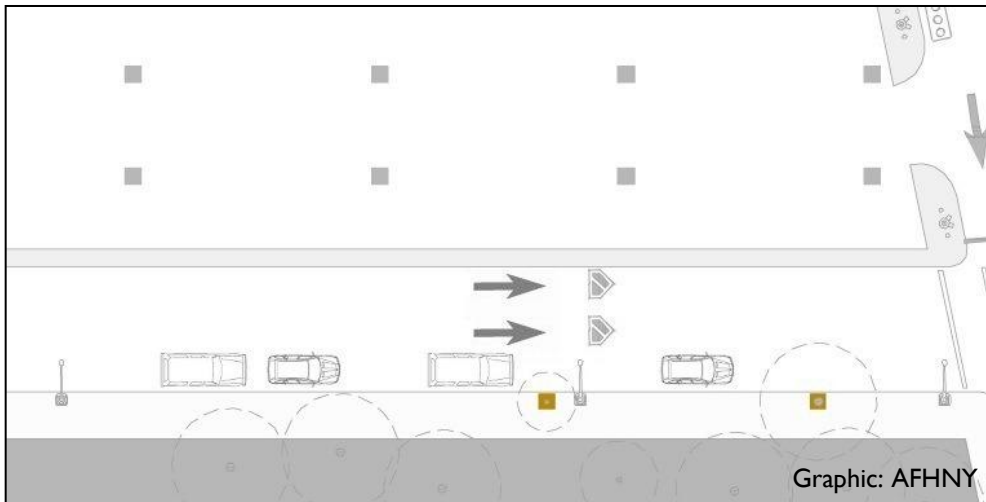
- We request that DOT add lights, as necessary, to bring lighting up to minimum standards. In particular, the area near Washington Hall Park is a priority due to public safety concerns and a lack of lights inside the park, as well as Commodore Barry Park entrances, and the areas near the Soundwaves mural between Grand Avenue and Steuben Street.



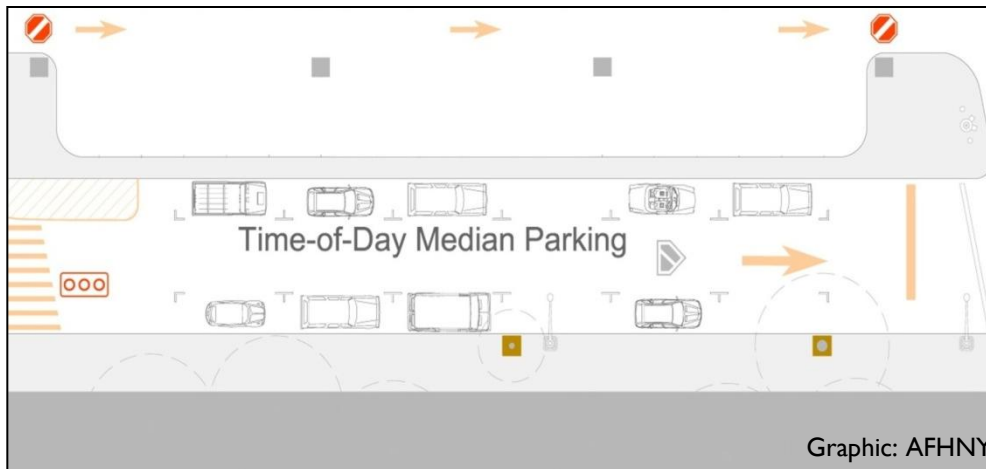
Graphic: AFHNY

Areas of Low Light with Measured Foot Candles (Nov 2011)

# Proposals: Sitewide Interventions



Existing Eastbound Park Avenue



Proposed Median Parking on Eastbound Park Avenue

## Median Parking

Excessive travel capacity and wide open lanes invite speeding traffic, which occurs more often at times of low traffic volume. Data provided by DOT indicates that eastbound traffic is lighter than westbound traffic. This may be due to the BQE off ramp at Kent Avenue, which dumps traffic onto westbound Williamsburg Street, then merges with westbound Park Avenue. There is no off ramp which directs eastbound traffic through the site.

Widening the sidewalk and narrowing the roadways would calm traffic and cause cars to slow down. However, the capital expenditures would be high, and traffic flow would suffer during periods of heavier volume. We propose allowing time-of-day parallel parking on the Park Avenue side of both the north and south median, as permitted by traffic volumes.

This solution will:

- Calm traffic when volume is low
- Allow normal traffic flow when volume is high
- Provide additional street parking at off-hours (when residents need it most).

Besides being effective and flexible, this proposal is economical, involving only signage and paint.

# Proposals: Sitewide Interventions

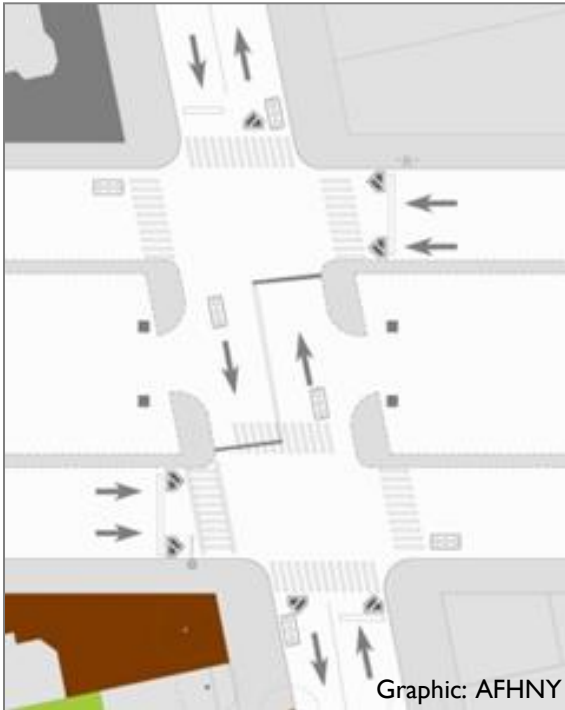
## Increase Enforcement

Physical interventions, like neckdowns and traffic lights, can significantly calm traffic. Unfortunately, Park Avenue will likely continue to attract reckless speeding without proper enforcement of speed limits and traffic laws.

- The NYPD should step up enforcement of the speed limit on Park Avenue, especially at the times when fast driving coincide with high pedestrian activity.
- The installation of temporary variable message speed monitors will show drivers how fast they are going, encouraging 'self-enforcement' of posted speed limits.



# Proposals: Intersection Treatments



Existing Intersection

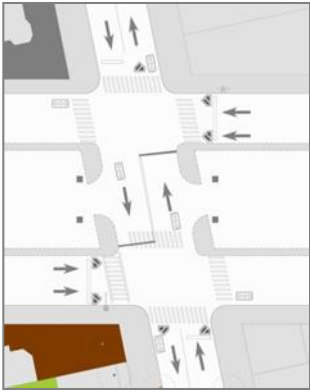
## Intersection Treatments

Most accidents occur at intersections. The intersections along Park Avenue are especially dangerous for the following reasons:

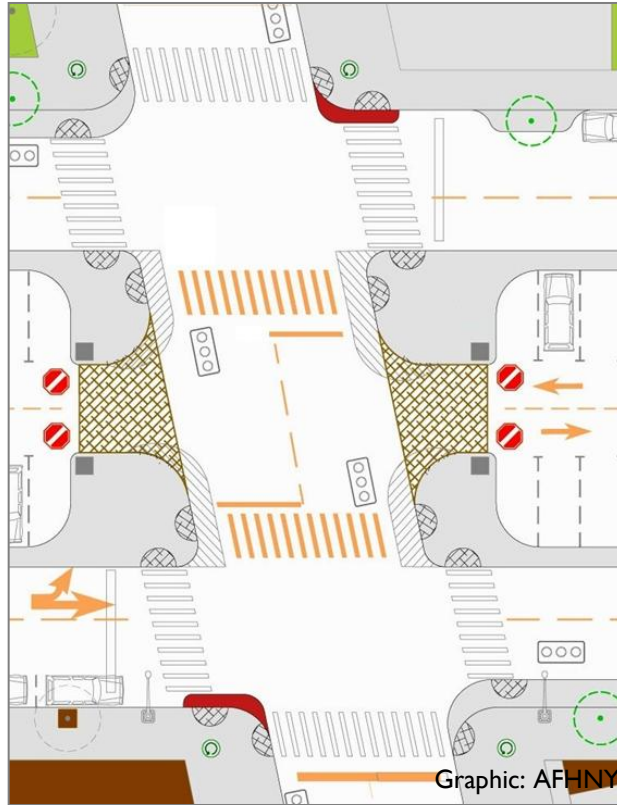
- Speeding traffic, particularly on Park Avenue
- The entrances/exits to the parking areas create an additional conflict point and can confuse both drivers and pedestrians alike.
- The parking area adds effective width to the crossing distance of Park Avenue. This makes crossing on foot difficult for people with small children, the elderly, or disabled.
- Most pedestrian islands lack curb cuts, which forces many users into the cross street traffic when crossing with the light.
- Most exits from the parking areas are not controlled. Drivers are not necessarily aware of crossing pedestrians and can (legally) cross a pedestrian's path without stopping.
- Interior corners cannot be swept, so trash piles up.

DOT is already installing pedestrian ramps at most corners that don't already have them. Most of the median corners under the BQE do not have pedestrian ramps and will be replaced. We propose that DOT adopts these new design standards and implements them when reconstruction occurs.

# Proposals: Intersection Treatments



Existing Intersection



Proposal for a Basic Intersection

## Basic Intersection Treatment

We propose the following series of treatments for at least four intersections along Park Avenue under the BQE:

- Stop signs at exits of parking areas
- Raised crosswalk/driveway at entrances/exits to parking areas
- Curb cuts at pedestrian islands
- Neckdowns (temporary or permanent)
- “No Parking” markings along the cross street under the BQE. Some – but not most – of the current intersections have these markings.
- Explore the possibility of Crosswalks parallel to Park Avenue under the BQE.

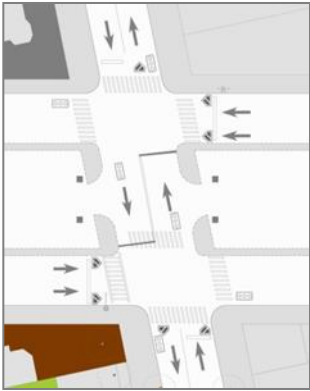
Recommended for the following Park Avenue Intersections:

- Cumberland Street
- Carlton Avenue
- Adelphi Street
- Hall Street

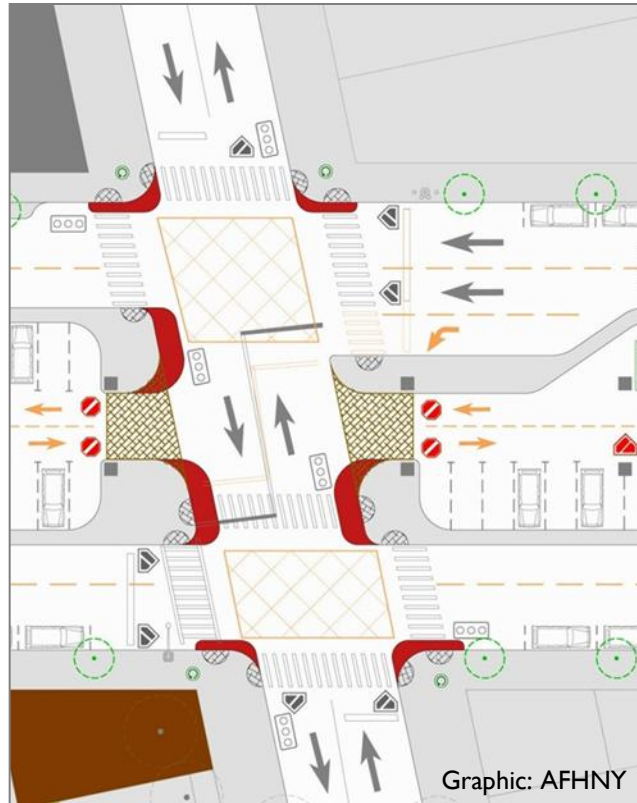


Graphic: AFHNY

# Proposals: Intersection Treatments



Existing Intersection



Graphic: AFHNY

Proposal for a Left-Turn Lane

## Left-Turn Lane Treatment

Washington Avenue, Clinton Avenue, and Vanderbilt Avenue see a large volume of cars that turn left from westbound Park Avenue. At these intersections, we propose a left-turn lane carved from the existing parking area. Other interventions at these intersections would be similar to the “Basic” intersection treatment.

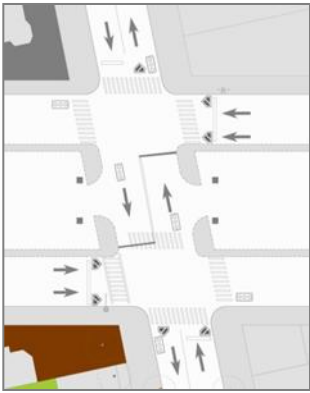
Recommended for the following Park Avenue Intersections:

- Clinton Avenue
- Vanderbilt Avenue
- Washington Avenue



Graphic: AFHNY

# Proposals: Intersection Treatments



Existing Intersection



Proposal for Enhanced Intersection

## Enhanced Intersection Treatment

North Portland Avenue, Clinton Avenue, and Clermont Avenue have more pedestrian cross traffic than other cross streets in the site. For these busier intersections, we propose closing the parking area entrance/exit, which will eliminate the awkward crossing and provide pedestrians with a safe route under the BQE (see graphic). Only one end of each parking area would be closed.

Please note:

- The proposal shown here is conceptual and would need further design iterations.
- Cars will still be able to enter the parking area at the intersections to the east and west of the “Enhanced” intersection.
- Intersections that do not get a left-turn lane or “Enhanced” treatment should receive the “Basic” intersection treatment.



Graphic: AFHNY

# Proposals: Site Specific Interventions

## Location-Specific Proposals

The following proposals deal with three unique sites within the study area:

- Navy Street intersection
- Ingersoll Houses/Commodore Barry Park superblocks
- “The Crossover” near Steuben Street

Treatments are tailored to the challenges and opportunities of each area.



Navy Street approaching Park Avenue, looking north

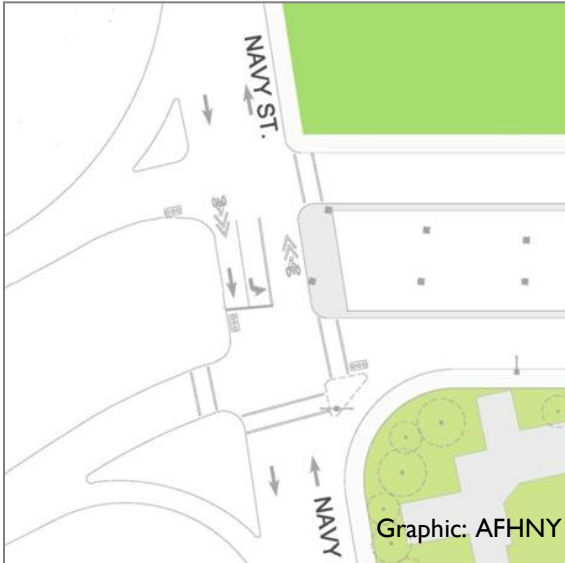


Ingersoll Houses Superblock, south of BQE looking west



The Crossover, looking east

# Proposals: Navy/Park Intersection



Existing Navy/Park Intersection



Multiple cars illegally parked on sidewalk

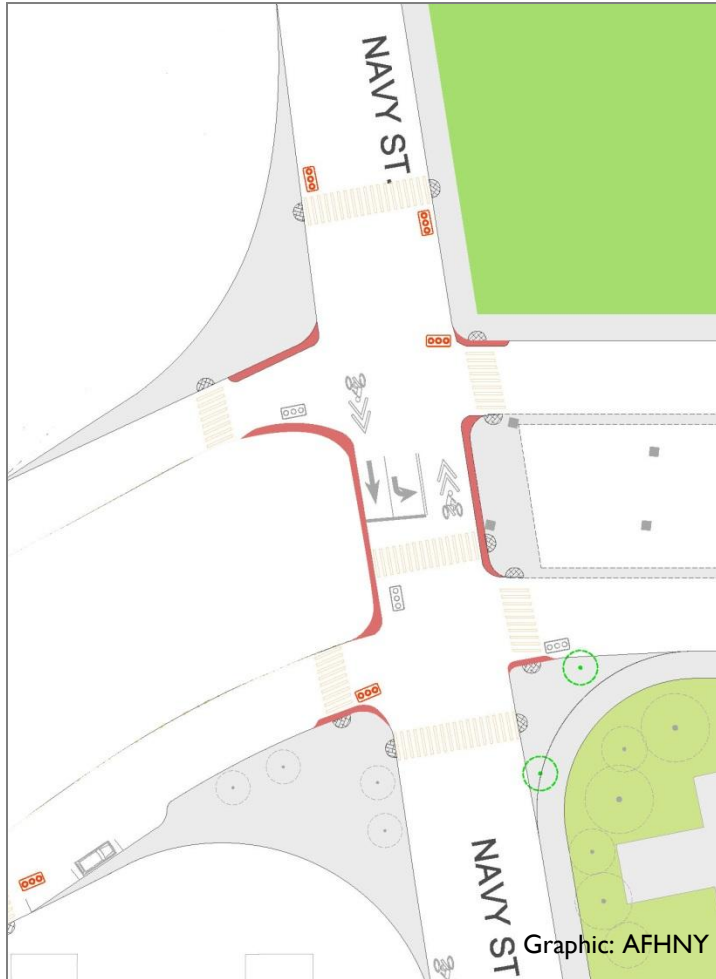
## Existing Conditions

Originally, this intersection was not included in the study area. After countless comments from stakeholders and the Advisory Committee, MARP and AFHNY decided to include the entire intersection and propose specific treatments to address safety.

Following are the unique challenges of this intersection:

- Heavy cross traffic
- Three slip lanes that allow cars to make right turns while maintaining speed. Slip lanes belong on highways, not in an urban setting. Not surprisingly, highway-like design brings highway-like speeds.
- A very busy bike lane on Navy, which leads to both the Manhattan and Brooklyn Bridges
- Rampant illegal parking on sidewalks under the BQE and along the BQE on-ramp. Frequently, some of these cars block pedestrian access.

# Proposals: Navy/Park Intersection



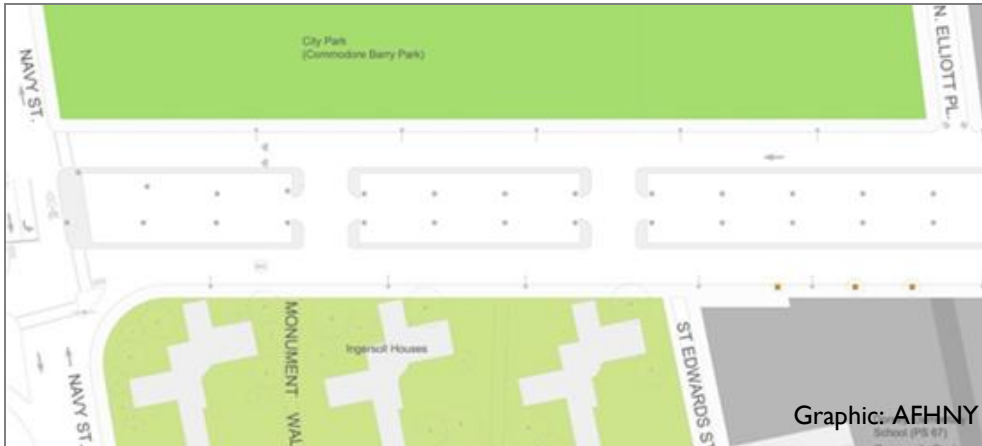
## Proposed Improvements

We propose the following interventions:

- Close all three slip lanes. Right-turning cars will proceed to the main intersection, as they normally do at other intersections. The unused slip lanes should become landscaped pedestrian refuge islands. The results would be reduced turning car speeds and reduced number of conflicts between cars and pedestrians/cyclists.
- Add crosswalks to facilitate pedestrian movement. The intersection is already controlled with traffic lights.
- Discourage illegal parking on sidewalks and elsewhere, through signage, greening, pavement treatments, and/or the installation of bollards or other preventative means.

Proposal for the Navy Street Intersection

# Proposals: Ingersoll/Park Superblocks



Existing Superblocks



Commodore Barry Superblock, Park Avenue side

## Existing Conditions

Superblocks are, unfortunately, a common sight in a pedestrian-heavy city like New York. Superblocks reduce the number of controlled intersections and make pedestrian movements less efficient – and dangerous. Because there are fewer controlled intersections, drivers are encouraged to go faster.

The Ingersoll Houses and Commodore Barry Park superblocks, spanning four blocks between Navy and North Portland, are especially challenging for the following reasons:

- There are two superblocks across from each other.
- Even though there are breaks in the median to allow cars to pass under the BQE, there are no controlled crossings in the four-block stretch.
- The housing and school on the south side and the park on the north side are both large pedestrian trip generators.
- Every parked car under the BQE generates at least two pedestrian trips.
- Westbound Park Avenue slopes slightly downward in this area. That condition, combined with the lack of traffic controls, leads to especially fast driving.

# Proposals: Ingersoll/Park Superblocks

## Proposed Improvements

We propose adding a traffic light and crosswalk at St. Edwards (priority #1) and Monument Walk (priority #2). St. Edwards is the middle of the four-block stretch and is close to a school and an entrance to the park. Monument Walk is a major route to and from Ingersoll Houses. We also propose adding street trees on Park Avenue where they don't already exist (see Sitewide proposals for more information).



Graphic: AFHNY

# Proposals: The Crossover



Existing Conditions of “The Crossover”

## Existing Conditions

Park Avenue between Grand Avenue and Steuben Street is so unique; we needed to give it a name – The Crossover. In this area, the BQE turns from South Williamsburg into Clinton Hill and starts to run parallel above Park Avenue. To the east, Park Avenue is a simple two lane two-way street with a parking lane on each side, similar to countless other streets in New York.

As Park Avenue approaches the BQE, westbound traffic splits off from the eastbound traffic and crosses over to the north side of the BQE. As eastbound traffic approaches this area, the two lanes of travel are reduced to one, in order to match Park Avenue’s width to the east.

The existing conditions produce a number of unsafe conditions:

- The crossover lane has highway-like curves without any controls. This encourages speeding.
- There are no traffic controls in the area, making pedestrian crossing very dangerous.
- The Park Avenue eastbound lane crosses Grand Avenue at an awkward angle. The homes on the southeast corner of that intersection have been repeatedly hit by cars.

# Proposals: The Crossover



Proposal for The Crossover

## Proposed Improvements

MARP proposes a number of interventions to improve safety around the crossover:

- Eliminate the crossover entirely.
- Direct westbound Park Avenue traffic to Grand Avenue, where drivers will turn right and then left to continue westbound on Park Avenue.
- Add treatments on the southwest corner of Park Avenue at Grand to direct cars away from the far corner and past the intersection safely.
- Reconstruct the area under the BQE so that traffic can travel on Grand Avenue from north to south through Park Avenue.
- Add traffic signals and crosswalks at Grand Avenue.

Eliminating the crossover improves pedestrian and vehicular safety. It also opens up a large area under the BQE (left of the Mural Wall in the graphic). This could be used for programming and/or additional parking.

The elimination of the crossover could be done as a capital project as illustrated above and in the graphic. It could also be done with the existing street geometry. That would require only paint, signage, and other safety measures.

# Proposals: Sanitation



Sign displaying existing street sweeping hours

Throughout the planning process, residents and stakeholders often raised specific sanitation-related issues regarding Park Avenue and the areas under the BQE. Since these issues affect the pedestrian experience, we decided to include them. The sanitation-related issues are:

- A lack of corner trash bins at bus stops and near commercial areas.
- Street sweeping regulations under the BQE that negatively impact residents.
- Poor street sweeping effectiveness under the BQE.
- Rampant illegal dumping under the BQE.

## Corner Trash Bins

We request new corner trash bins at the following locations:

- Southeast corner of Park and Washington (bus stop)
- Northwest corner of Park and Washington (bus stop and grocery store)
- Southeast corner of Park at Clinton (high school)
- Southeast corner of Park at Vanderbilt (two bus stops)
- Northeast corner of Park at Cumberland Street (retail businesses)
- Northwest corner of Park at North Oxford (junior/senior high school)
- Northeast corner of Park at North Portland (junior/senior high school)
- Southeast corner of Park at North Portland (bus stop)
- Northeast corner of Park at Navy Street (bus stop)

## Street Sweeping Regulations

Currently, the parking area under the BQE is scheduled for alternate side street sweeping from 3am to 6am, three times per week, six nights total. These regulations pose greater challenges for residents than commuters, and effectively reduce the parking capacity of the area. Nearly every night, one side of the parking area cannot be used. Most other streets in CB2 are now cleaned once per week.

# Proposals: Sanitation



We request that street sweeping schedules under the BQE be changed in the following ways:

- Sweep during normal daytime hours, not during the middle of the night.
- Sweep each parking lane once per week instead of three times per week.
- If possible, sweep in the travel lanes under the BQE in addition to the parking lane.

We understand the current challenges that street sweepers face under the BQE. Uneven pavement reduces the effectiveness of the machines. The corners behind the highway supports, which gather trash, can not be swept by the machines at all. MARP's proposals to DOT will help to address both of these issues. Hopefully, street sweeping will be more effective in the future.

## Illegal Dumping

Illegal dumping is a big problem under the BQE. We request that the Department of Sanitation handle illegal dumping as quickly as practical. Illegal dumping that is not removed attracts more dumping. Perhaps street sweeper drivers can inform the appropriate manager each time they see illegal debris on their route. Or perhaps a special crew can be scheduled to remove illegal debris on a regular interval, at least once a week.



Illegal dumping under the BQE

It is quite possible that our proposals for the street sweeping schedule will result in reduced dumping. If cars are allowed to park overnight there will be less space to dump. Furthermore, our proposals to DOT will make the entire area safer and more accessible to pedestrians. This too could result in reduced dumping.

# Proposals: Downspout Repair



Multiple leaks

Three years ago, the New York State DOT completed a rehabilitation of the elevated BQE structure in the Wallabout area of Fort Greene and Clinton Hill. New paint and lighting were welcome additions to the bleak areas under the BQE.

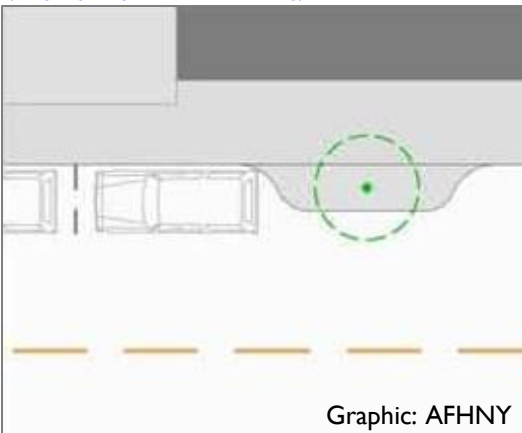
However, the refurbished drainage pipes are already failing in some areas. During rain events, countless leaks – some very large – sprinkle down under the BQE. This water pools in potholes and in corners near columns, compounding the sanitation issues.

- We request that NYS DOT investigate the situation and make the necessary repairs to fix the leaks.

# Proposals: Green Infrastructure



Stormwater Bump outs at Queen Lane, Philadelphia  
(<http://phillywatersheds.org>).



Tree bump out rendering

Green infrastructure reduces the amount of rainwater that goes into the combined storm/waste-water sewer system. This, in turn, reduces the volume and frequency of raw sewage that is dumped into our local waterways via combined sewer overflows (CSO). Green infrastructure can also add beauty to the streetscape, which is sorely lacking adjacent to the BQE. We propose two types of green infrastructure in the site area: tree bump outs and a flow-through stormwater planter.

## Tree Bump outs

Wherever the sidewalks that are too narrow for a sidewalk street tree:

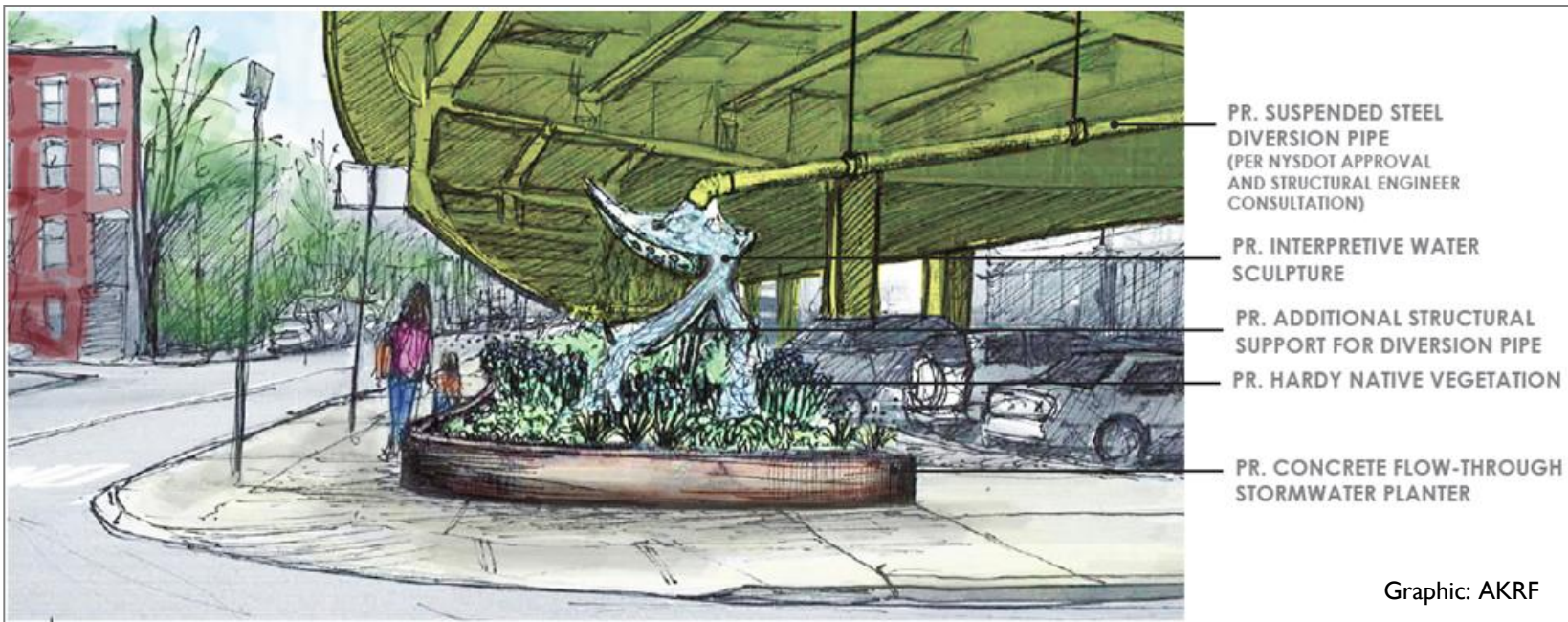
- We propose the creation of tree bump outs – extensions into the parking lane for the purpose of planting a tree and managing storm water runoff. This type of design may not require deconstructing current catch basins and sewer systems. An example from Philadelphia is to the left.

# Proposals: Green Infrastructure

## Flow-through Stormwater Planter

AKRF partnered with MARP to do preliminary design and engineering work for a green infrastructure installation near the “Crossover.” This area contains large areas of underutilized median/sidewalk space as well as downspouts from the elevated BQE.

- During rain events, runoff from the BQE roadway travels through the downspouts and is directed into at-grade catch basins. This presents a unique opportunity to intercept the rainwater and direct it to planted areas, reducing CSO events and adding greenery in a very innovative and visually impactful manner.



Rendering of Flow-Through Stormwater Planter

# Advocacy and Implementation

Brooklyn Community Board # 2  
350 Jay Street, 8th Floor  
Brooklyn NY 11201-2921  
P: 718-596-5410, F: 718-852-1461  
cb2k@nyc.rr.com

Council Member Letitia James  
67 Hanson Place  
Brooklyn, NY 11217  
P: (718) 260-9191, F: (718) 260-9099  
james@council.nyc.ny.us

State Senator Velmanette Montgomery  
30 Third Avenue, 6th Floor, Room 615  
Brooklyn, NY 11217  
P: (718) 643-6140, F: (718) 237-4137  
montgome@senate.state.ny.us

Assembly Member Joseph R. Lentol  
619 Lorimer Street  
Brooklyn, NY 11211  
P: (718) 383-7474, F: (718) 383-1576  
lentolj@assembly.state.ny.us

Assembly Member Hakeem Jeffries  
55 Hanson place, Room 328  
Brooklyn, NY 11217  
P: (718) 596-0100, F: (718) 596-4992  
jeffriesh@assembly.state.ny.us

Brooklyn Borough President Marty Markowitz  
209 Joralemon Street  
Brooklyn, NY 11201  
P: (718) 802-3700, F: (718) 802-3522  
marty@brooklynbp.nyc.gov

MARP is committed to advocating for the implementation of the proposals described here. We will continue to press on city agencies including Transportation, Sanitation and Parks, and will meet with local elected officials to rally their support.

## **What can you do to help make Park Avenue safer?**

Sign an online petition, available at [www.ParkAvenueSafetyProject.org](http://www.ParkAvenueSafetyProject.org).

Tell your neighbors about the proposals in this report, and ask them to get involved.

Call 311 to report:

- Speeding on Park Avenue and other traffic law violations
- Illegal dumping under the BQE
- Broken or nonfunctioning lighting under the BQE

Call, write, fax or email your elected officials asking them to help improve conditions for pedestrians on Park Avenue (contact information at left).

Contact Brooklyn Community Board 2 to thank them for their support so far, and to make sure these issues stay on their radar.

Share your story! Have you had a brush with danger while crossing Park Avenue? Contact the local press and blogs to keep Park Avenue safety issues in the spotlight.

# About MARP

## *MARP Board*

Dr. Thomas F. Schutte (Chair), Pratt Institute  
Seth Edwards (Vice Chair), JP Morgan Chase  
Bernell Grier (Treasurer), Neighborhood Housing Services of NYC  
Dr. Georgianna Glose (Secretary), Fort Greene SNAP  
Michael Banach, St. Joseph's College  
Luan Cox, GoodWorldCreations LLC  
P. Ann Daniels, Willoughby Walk Co-ops  
John Dew, Clinton Hill Co-ops / Community Board 2  
Gary Hattem, Deutsche Bank Foundation  
Stuart Leffler, ConEdison  
Mike Massiah, Port Authority of NY & NJ  
K. Aletha Maybank, NYC Dept of Health  
Brian Robinson, Gnarly Vines  
Jose Ramon Sanchez, Long Island University  
Sudha Seetharaman, Trilok Fusion Arts  
Lawrence Whiteside, Community Board 2 Land Use Committee

## *MARP Staff*

M. Blaise Backer, Executive Director  
Meredith Phillips Almeida, Deputy Director  
Dominique Bryant, Farm Stand Manager  
Daniel DeSoto, Graphic Designer  
Kassy Nystrom, Program Manager, Food Access Initiatives  
Chad Purkey, Program Manager, Preservation Initiatives  
Raome Quinones, Streetscape Inspector  
Daniel Scorse, Program Manager, Planning & Streetscape Initiatives  
Jennifer Stokes, Program Manager, Business Assistance

The Myrtle Avenue Revitalization Project Local Development Corporation (MARP) is a not-for-profit, 501(c)(3) organization incorporated in 1999, founded with the mission to restore the Main Street of the Fort Greene and Clinton Hill community to a bustling, economically vital neighborhood commercial corridor that provides entrepreneurial, cultural, recreational, and employment opportunities for all those who live, work, study or visit the area.

MARP provides programs in commercial revitalization, business attraction and retention, facade improvement, historic preservation, improving food access, cultural events production, marketing, local tourism initiatives, small business assistance, environmental stewardship, and urban planning and advocacy for the neighborhood and its small businesses.

MARP also manages Myrtle Avenue's Business Improvement District (BID), which provides supplementary sanitation, graffiti removal, district marketing, and beautification services. These programs aim to attract shoppers and new businesses, expand local employment, improve the built environment and the infrastructure along the avenue, protect and maintain historic properties, and improve the overall quality of life for the neighborhood's residents, merchants, and visitors.

For more information, visit [www.myrtleavenue.org](http://www.myrtleavenue.org). To find out more about the Park Avenue Pedestrian Safety Plan, contact Meredith Phillips Almeida at [meredith@myrtleavenue.org](mailto:meredith@myrtleavenue.org), Dan Scorse at [dan@myrtleavenue.org](mailto:dan@myrtleavenue.org), or call 718-230-1689.



# About AFHNY

Architecture for Humanity is a nonprofit design services firm founded by Cameron Sinclair and Kate Stohr in 1999, with a network of more than 40,000 professional architects and designers. Each year 10,000 people directly benefit from structures designed by Architecture for Humanity. Their advocacy, training and outreach programs impact an additional 50,000 people annually.

Architecture for Humanity New York is a local chapter of Architecture for Humanity. AFHNY provides a platform for socially responsible design advocacy; partnering design professionals with local non-profit organizations, schools, government agencies and community groups. AFHNY creates innovative, sustainable, affordable solutions to humanitarian issues. Since the chapter was founded in 2003, they have completed over 40 local projects for underserved New York City communities.

For more information, visit [newyork.architectureforhumanity.org](http://newyork.architectureforhumanity.org).

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## *Architecture for Humanity New York*

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Brooklyn Borough President Marty Markowitz  
Councilmember Letitia James  
Assembly Member Hakeem Jeffries  
Assembly Member Joseph Lentol  
State Senator Velmanette Montgomery  
State Committee Member Lincoln Restler  
Brooklyn Community Board 2 District Manager Rob Perris  
Brooklyn Community Board 2 – Transportation Committee  
New York City Department of Transportation  
New York City Department of Sanitation

## *Park Avenue Safety Advisory Committee*

Derrick Aiken, Auburn Shelter  
Stephanie Bergsman, East Side Resident  
Dominique Bryant, Ingersoll Houses  
Juollie Carroll, Waverly Block Association  
Danelle Davis, The Chocolate Factory  
John Dew, Brooklyn Community Board 2 / MARP Board  
Tammy Dobrez, Pratt Area Community Council  
Valentino Ellis, Banneker High School  
Evan Gregory, East Side Resident  
Jacqueline Hart, Sacred Heart Church  
Becky Holding, Greene Hill School  
Matt Hopkins, Brooklyn Navy Yard  
Chris Hrones, NYCDOT  
Mike Lavery, Department of Parks and Recreation  
Laura MacNeil, Fort Greene Association  
Tahira Moore, Councilmember Letitia James  
Kecia Morse, Navy Yard Houses  
Denise Rios, Hall Street Block Association  
Lisa Robateau, Ryerson Block Association

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