



PRESS RELEASE

FOR IMMEDIATE RELEASE

Park Slope Community Group Unveils Major Street Safety Proposal After 9,358 Crashes in a Decade

Park Slope, Brooklyn — The St. Johns Community Association (SJCA) today released a comprehensive [Traffic and Pedestrian Safety Proposal](#) calling for urgent improvements to dangerous streets and intersections across Park Slope after **9,358 crashes, 2,722 injuries, and eight fatalities between 2015 and 2025**.

The proposal, developed by the **Park Slope Pedestrian and Traffic Safety Task Force**, outlines both immediate and long-term measures designed to protect pedestrians, cyclists, and drivers while improving neighborhood livability.

“Street safety is not just a policy issue — it’s a community issue,” said **David Weiss**, a member of the Task Force. “For too long, residents have watched dangerous conditions persist on our streets. We believe the time has come for neighbors to organize, work with city agencies, and demand practical solutions that make our streets safer for everyone.”

Residents Demand Safer Streets

The Task Force surveyed **140 residents** about street safety conditions in Park Slope. The results show widespread concern:

- **75%** reported speeding cars, motorized scooters, and bikes as a major problem
- **50%** said red-light violations were a serious issue
- **63%** said they would support removing some parking spaces to improve visibility at intersections and pedestrian safety
- **63%** also supported creating additional loading zones to reduce dangerous double-parking

For many families in the neighborhood, the problem is personal.

“As a mother, I’m always nervous crossing the street with my children,” said **Jessica**, a North Slope resident. “Some intersections feel chaotic — cars turning fast, bikes coming through, and drivers running lights. We love living in Park Slope, but we want to feel safe simply walking to school or the playground.”

Targeting the Most Dangerous Intersections

The proposal identifies **16 high-injury intersections** across Park Slope where crashes have repeatedly occurred.

Recommended safety improvements include:

- **Daylighting** (removing parking near corners to improve visibility)
- **Leading Pedestrian Intervals (LPis)** give pedestrians a head start before cars turn
- **Raised crosswalks and curb extensions**
- **Pedestrian refuge islands**
- **Speed cameras and red-light enforcement**

In several locations, the proposal calls for **larger street redesigns**, including protected intersections and lane reconfiguration.

Major Recommendations

The report highlights several initiatives that could significantly improve safety across the neighborhood.

Safer 8th Avenue Pilot Program

SJCA proposes converting **8th Avenue from Flatbush Avenue to 16th Street into a single travel lane**, combined with bike lanes, curb extensions, and improved pedestrian crossings. The change could begin as a **3–6-month pilot program** using temporary materials before permanent implementation.

Loading Zones to Reduce Double-Parking

The plan proposes **10–14 loading zones along 5th and 7th Avenues**, two of Park Slope's busiest commercial corridors, to reduce congestion and improve safety.

Long-Term Vision for Fifth Avenue

The Task Force also endorses **the Park Slope Fifth Avenue Bid's** redesign of **Fifth Avenue's commercial corridor**, including wider sidewalks, safer crossings, organized bike lanes, improved lighting, and expanded public space to support local businesses.

Addressing the Rise of E-Bikes and Scooters

The proposal also includes a **Park Slope E-Bike and E-Scooter Safety Plan**, calling for:

- public education campaigns
- signage discouraging sidewalk riding
- expanded protected bike lanes
- improved bike parking infrastructure
- enforcement focused on education first

A Call for Action

The St. Johns Community Association is submitting the proposal to **the Brooklyn DOT Commissioner Keith Bray and is seeking support from Community Board 6, District 39th, the 78th Precinct, and local elected officials**. It is urging the DOT to work with residents to implement practical improvements as soon as possible.

“Our goal is simple,” SJCA Chair Nicolas Rossier said. “Park Slope should be a neighborhood where children can cross the street safely, seniors feel protected walking to the store, and pedestrians, cyclists, and drivers can share the road responsibly.”

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