



4TH AVENUE, BROOKLYN

Project Update

December 2017



PRESENTATION OVERVIEW

- 1. Background & Project History**
- 2. Proposal**
- 3. Outreach & Design Progress**
- 4. Phasing & Next Steps**
- 5. Summary**

Background & Project History

1

NYC MOBILITY

Recent Travel Trends (2010-2015)



+370,000
New York City
residents



+520,000
new jobs

As the city grows, there is higher demand on the transportation system and people are increasingly turning to mass transit, FHV carpooling, and cycling.



+20%
growth
tourists



+10%
growth in
subway trips



+80%
growth in daily
cycling trips

VISION ZERO – GREAT STREETS



New York City's plan for ending traffic deaths and injuries on our streets. Vision Zero was introduced on January 15th, 2014.

4th Avenue is a **Vision Zero Priority Corridor** and one of the program's four *Vision Zero Great Streets* projects.



Project Example: Queens Blvd

CHANGING LANDSCAPE OF CYCLING IN NYC

2017: Safer Cycling report

- Vast majority of cyclist fatalities occur on streets without bicycle facilities
- Most crashes involving cyclists occur at intersections

2014: Protected Bike Lane Study

Safety gains for all road users

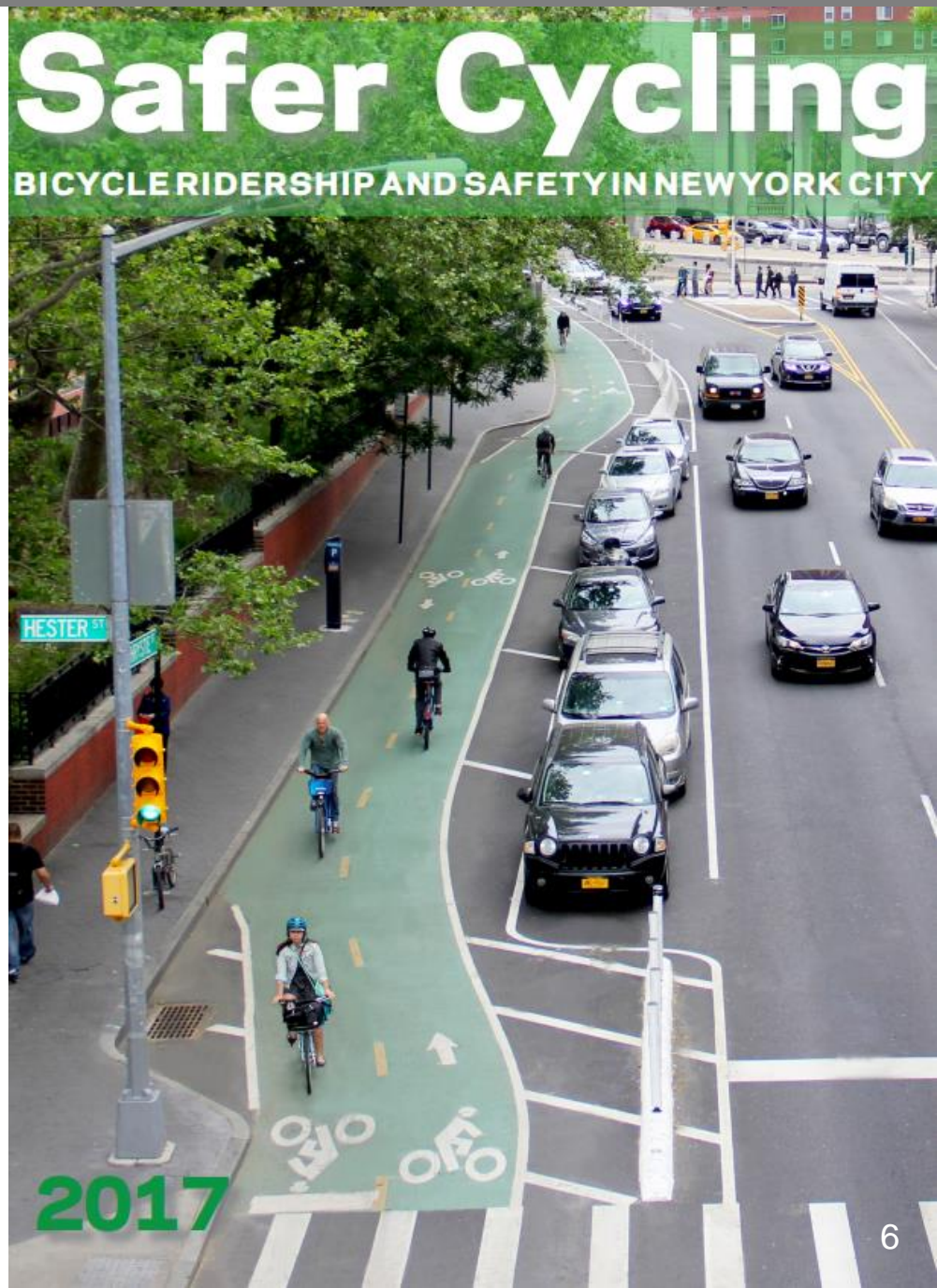
- All injuries down **20%**
- Pedestrian injuries down **22%**
- Motor vehicle occupant injuries down **25%**

2010-2015: New Yorkers riding bikes

- Daily cycling up **80%**
- Brooklyn bike commutes to work up **83%**
- Daily cycling trips up to 450,000

2016: Bike Share expansion

- Brooklyn CB 6 installed fall 2016
- Potential future expansion to Sunset Park



2012-2013 Street Improvement Project

Traffic calming and pedestrian safety improvements transform 4th Ave from a **highway-like** street to a **vibrant neighborhood corridor**

15th - 65th St

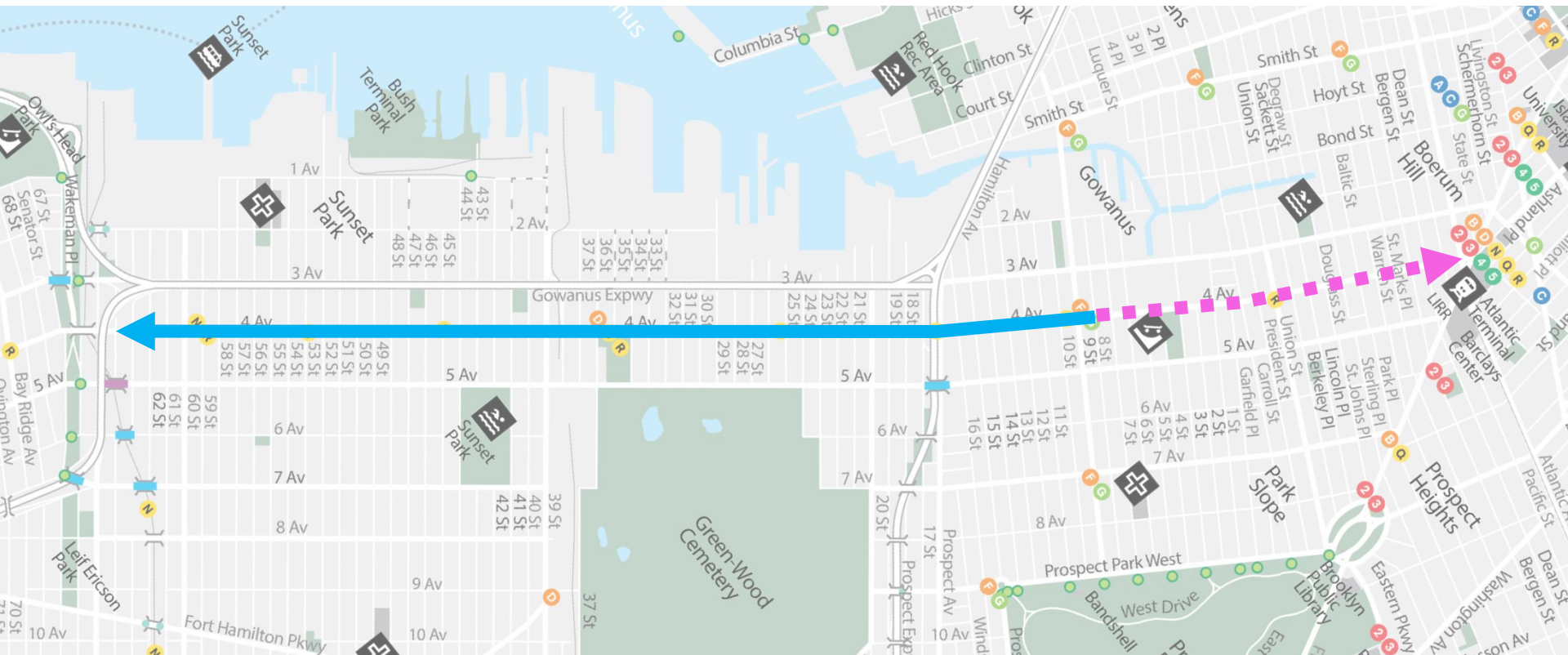
Crashes with injuries decreased **19%**

Pedestrian injuries decreased **34%**

Cyclist injuries decreased **41%**

Project Location

- ← **Ongoing Capital Project Limits:** 8 St – 65 St
- **Future Capital Project Limits:** Atlantic Ave - 8 St



4th Avenue Capital Project (previous design)



Original Capital Project Scope of Work

- Raised medians
- Landscaping: planted median
- Public art
- Benches
- Wayfinding signage



Proposal did not include bicycle facilities, based on 2011 conditions



Elected Officials and Community have asked DOT to consider additional complete streets elements in light of changing context and availability of new designs



Queens Boulevard

Queens, 2015



Amsterdam Avenue

Manhattan, 2015



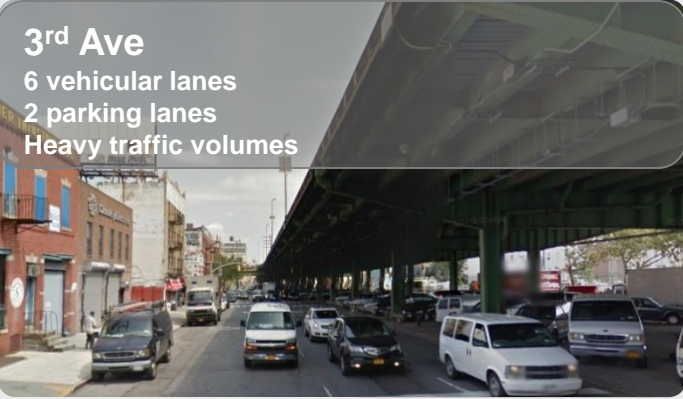
Jay Street

Brooklyn, 2016

Background & Project History

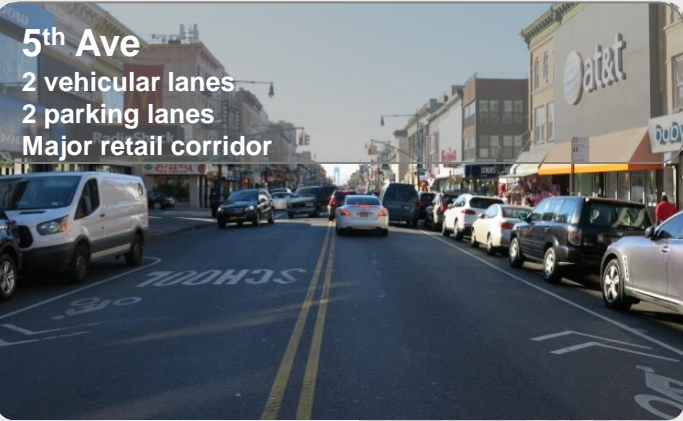
3rd Ave

6 vehicular lanes
2 parking lanes
Heavy traffic volumes



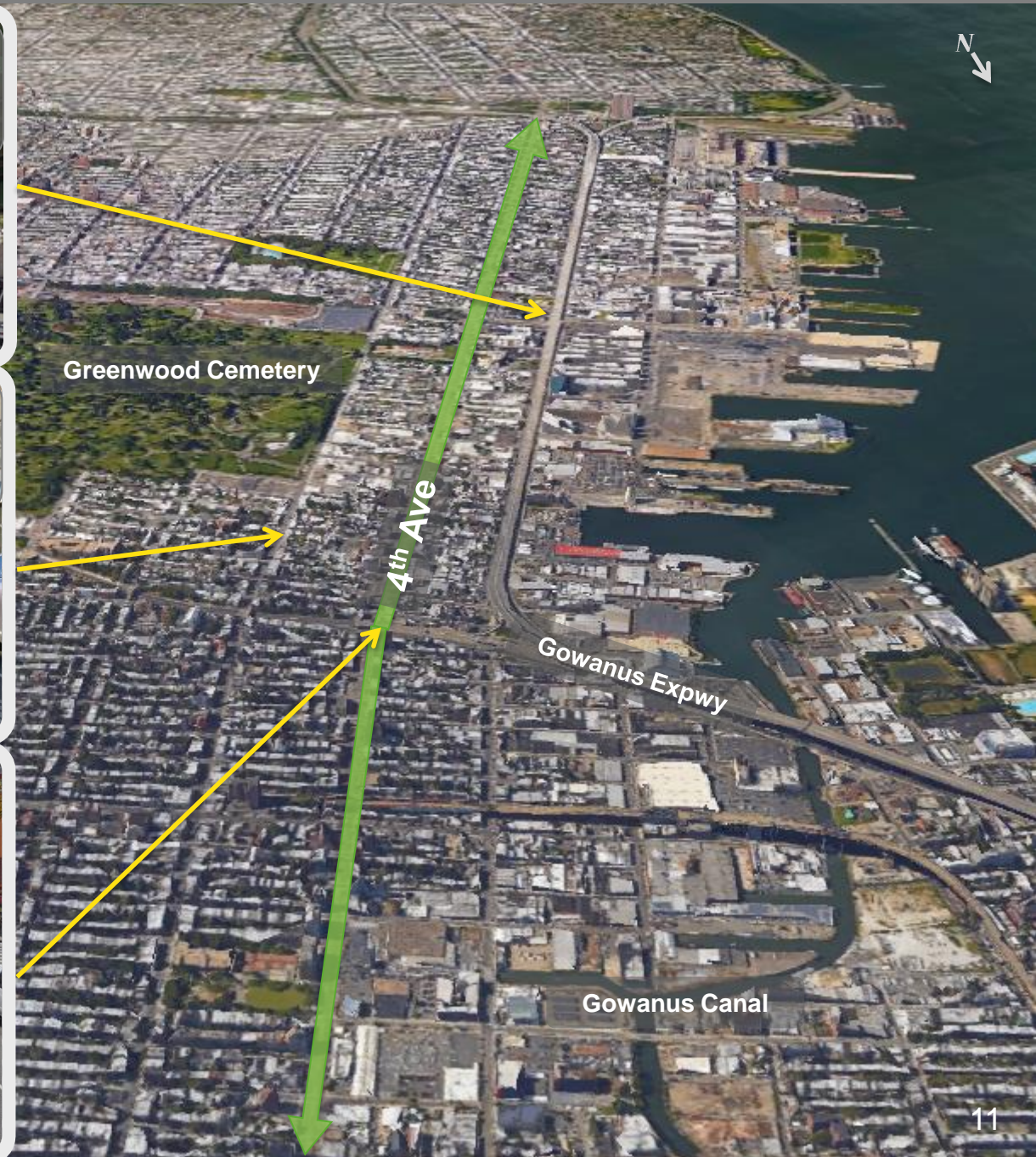
5th Ave

2 vehicular lanes
2 parking lanes
Major retail corridor



4th Ave

- 4 travel lanes + left-turn bays
- 2 wide parking lanes
- Shopping and transit



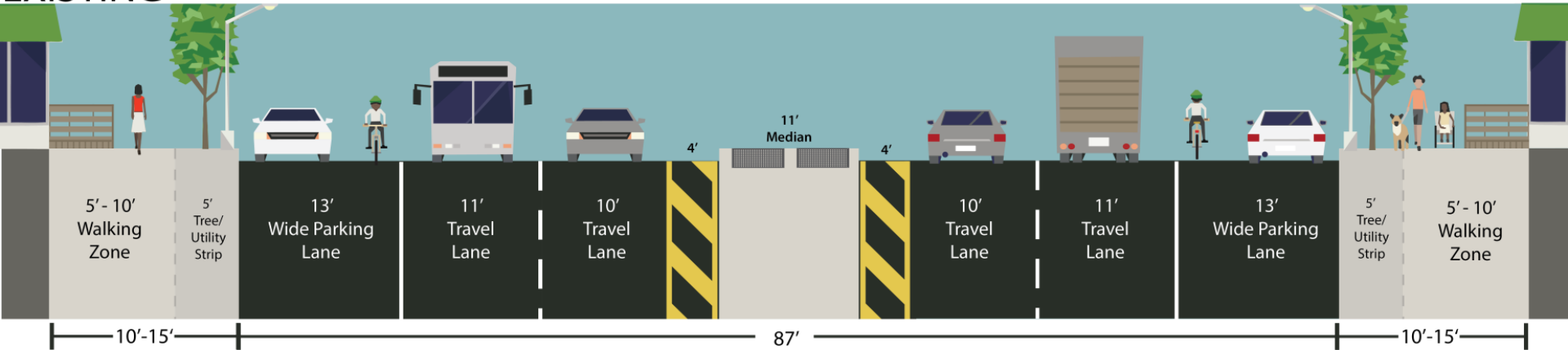
Proposal

Complete Street Design

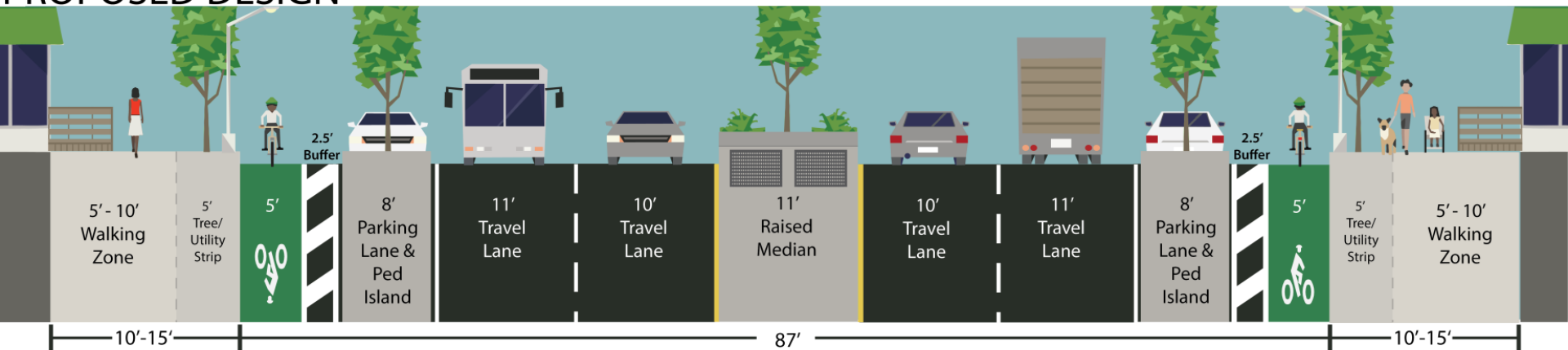
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CROSS SECTION - TYPICAL

EXISTING



PROPOSED DESIGN



COMPLETE STREET DESIGN: *Overview*

Safety

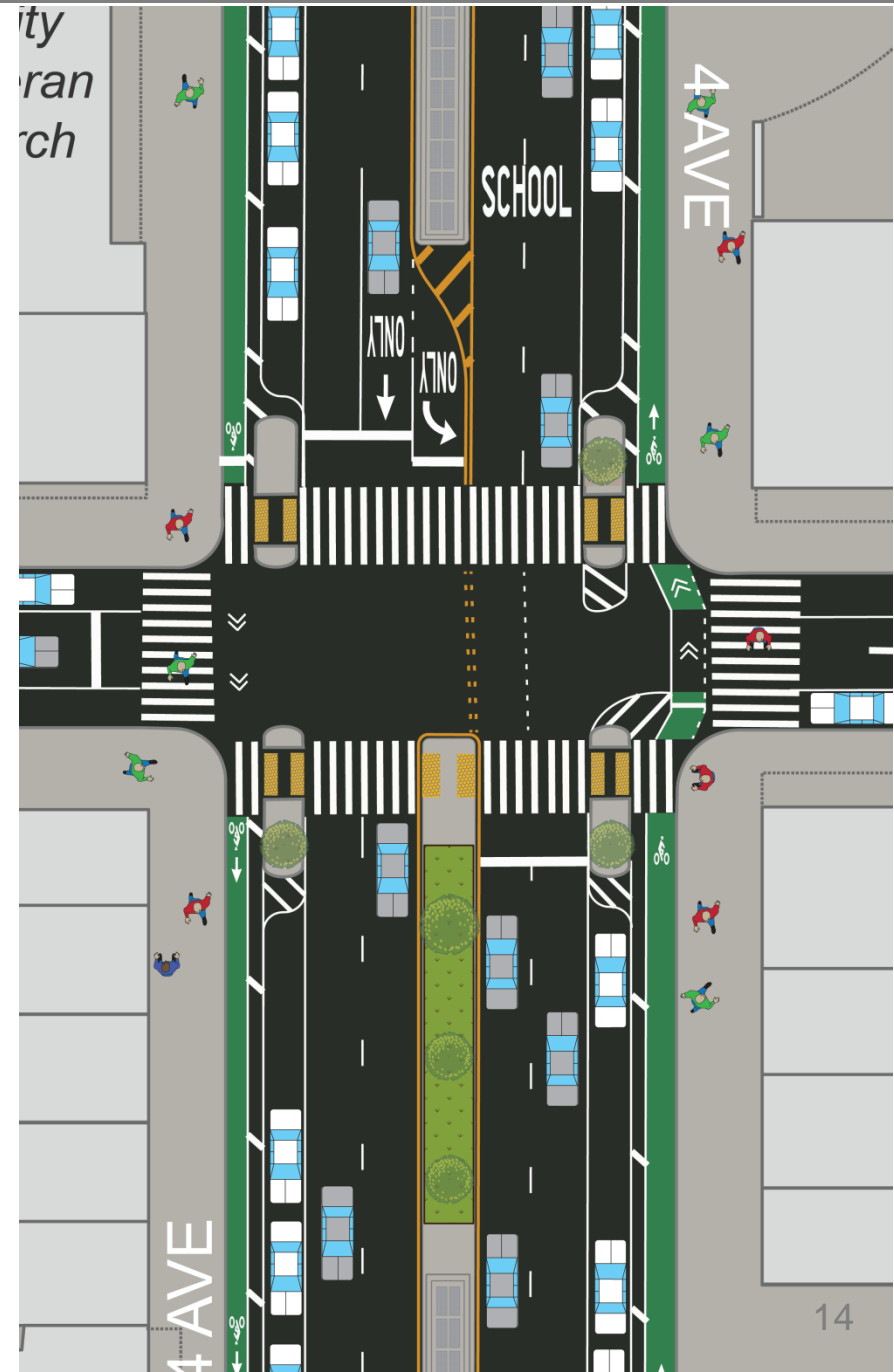
- Protected bike lanes
- Pedestrian refuge islands
- Maintain left-turn bans, high-visibility crosswalks, & road diet

Traffic Operations

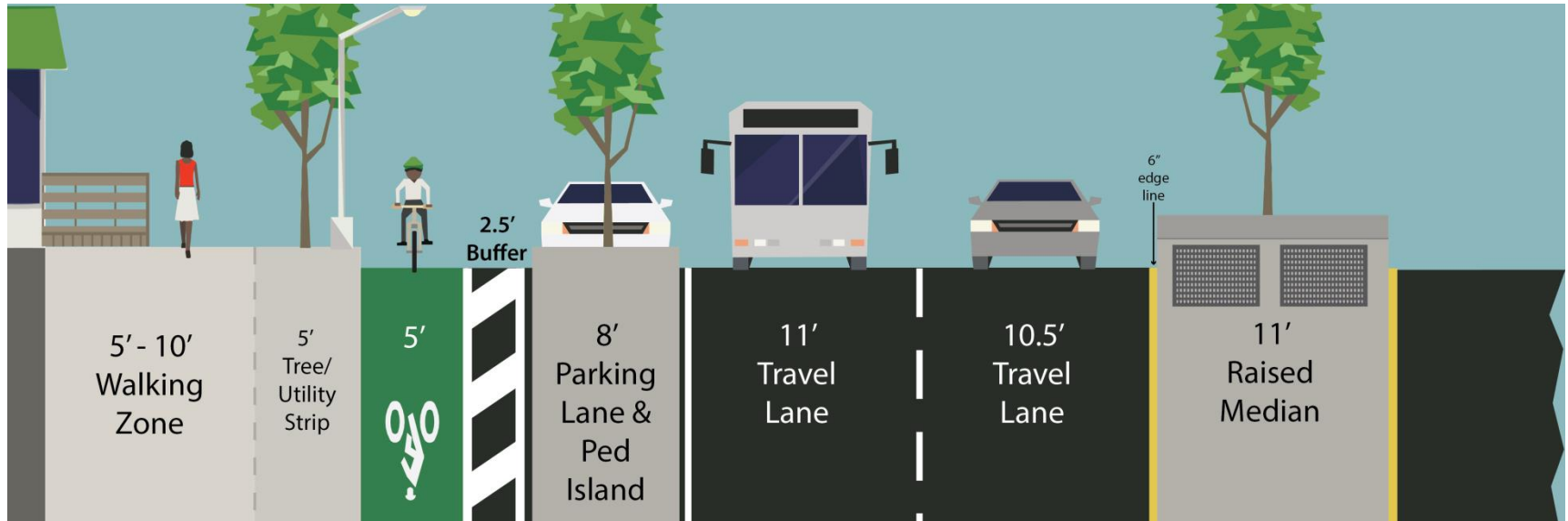
- Maintain existing number of lanes and rush-hour lane (38th St to Prospect Av)
- Identify loading zones and expand metered parking

Streetscape

- Add plantings & trees
- Install wayfinding signs
- Add street seating
- Add public art



COMPLETE STREET DESIGN – BENEFITS



Pedestrians

ADD
pedestrian
refuge islands,
median refuges
where feasible

ADD
Neckdowns at
key pedestrian
locations

Bicycling

ADD
protected
bicycle lane
and
protected
intersection
design

Parking

ADD
loading zones

EXPAND
metering

REMOVE
parking for ped
islands (4/blk)

Traffic/Loading

MAINTAIN
all travel & turn
lanes

CHANGE
wide parking
lane to 8'
parking lane

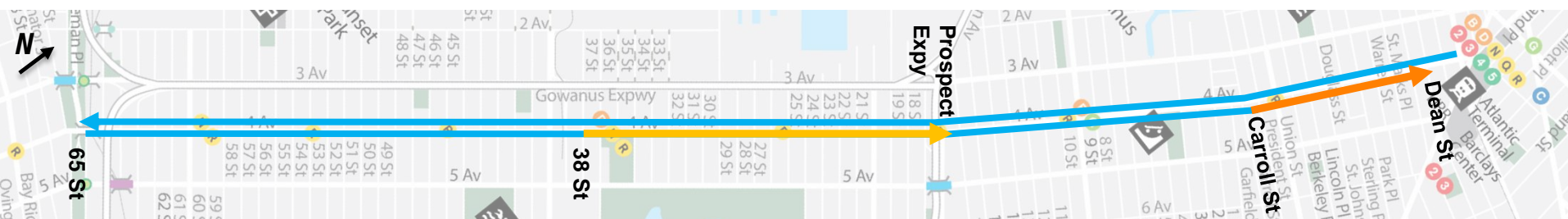
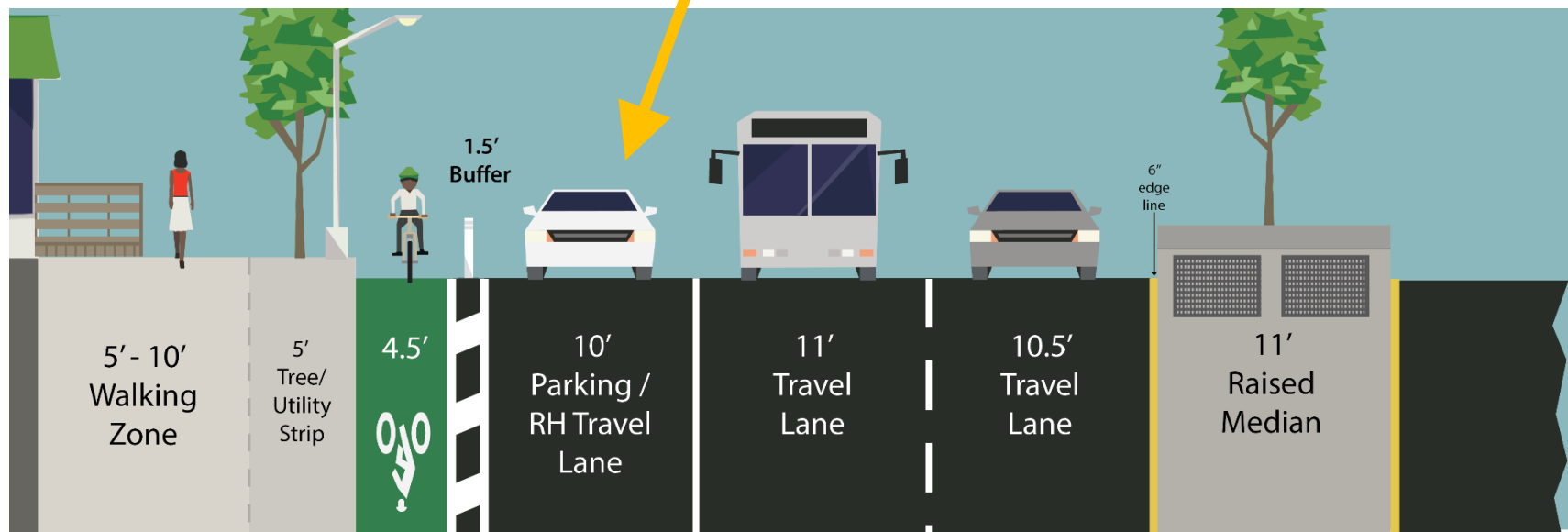
Streetscape




ADD
trees and shrubs
in median and
refuge islands

ADD
benches,
wayfinding,
public art

AM Rush Hour Section

**Rush Hour Lane:
38 St to Prospect Expy,
7AM-10AM, Mon-Fri**



-  Parking-protected bike lane
-  AM rush-hour curbside bike lane / Parking-protected bike lane
-  No bike facility (3 NB travel lanes)

Protected bike facilities being analyzed in ongoing traffic study

BIKE & PED INTERSECTION SAFETY

NYC DOT has been developing new **traffic calming** designs to enhance bicycle and pedestrian safety at intersections



EXAMPLE: 4th Ave at 13th St, Manhattan

BENEFITS

- Expanded pedestrian space shortens crossing distances
- Opens up sight lines improving pedestrians' and cyclists' visibility
- Space for turning vehicles to wait without blocking travel lanes
- **Requires less parking removal than mixing zones**

PARKING IMPACTS

- Loss of ~4 parking spaces per block to accommodate pedestrian refuge islands (approximately 225 in CB 7)



EXAMPLE: Pedestrian Refuge Island on Amsterdam Ave, Manhattan

- Ongoing project to normalize parking along 3rd Ave under Gowanus Expy, combined with increased enforcement will improve parking turnover and increase availability of existing parking

Outreach

Community input guiding project development

3

WORKSHOPS

May 2, 2017

St. Thomas Aquinas Church

~100 participants

May 11, 2017

P.S. 136 Charles O'Dewey

~70 participants

July 12, 2017

Marien Heim Senior Center

~60 participants

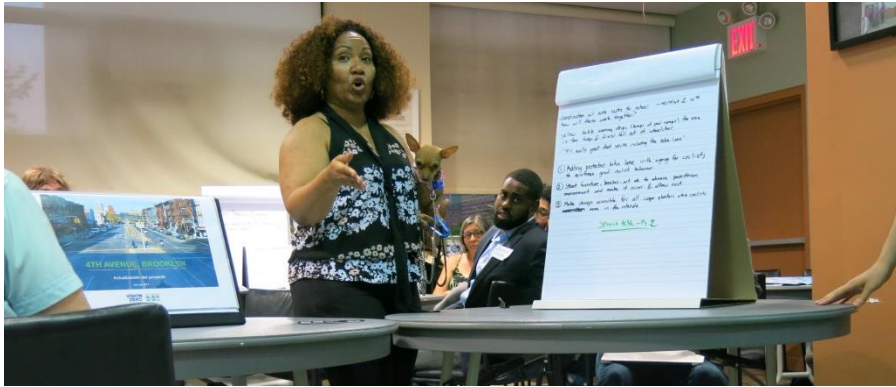


Mapping exercises



Group discussions

WHAT WE HEARD



- Change regs to encourage parking turnover for biz districts.

- Cycling is unsafe now, protected bike lane is the way to go

- 65th — 40th lots of businesses - loading zones needed

NORTH BOUND PBL TO CONTINUE TO TIMES PLZ.
(OR AT LEAST DEAN / BERGEN)

Double parking makes me avoid biking on 4th Ave - and go to other businesses.

IMPROVED SAFETY
IS A PRIORITY
FOR ALL STREET USERS



ISSUE: DOUBLE PARKING

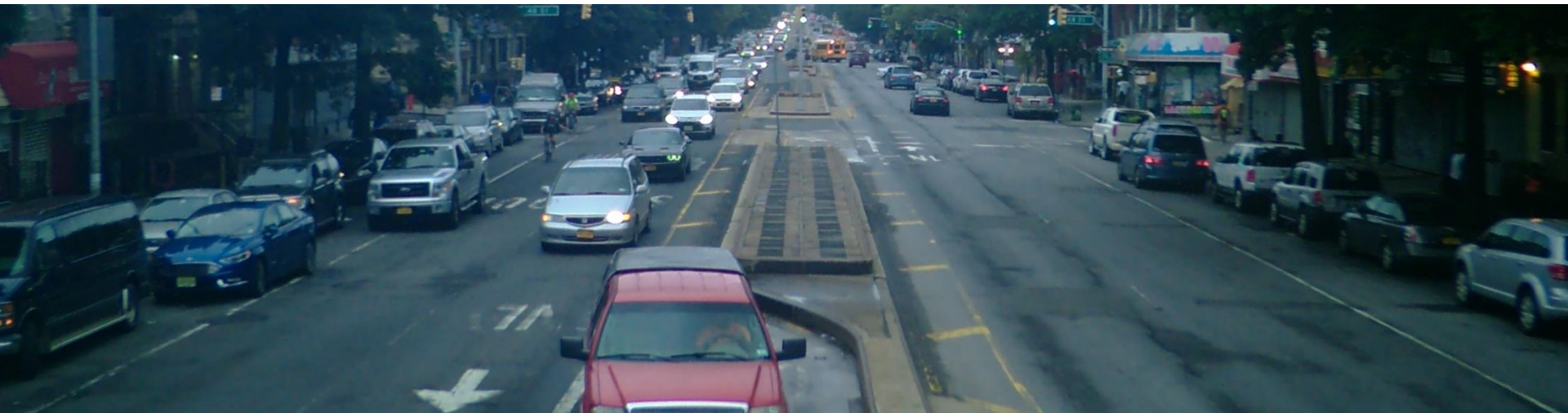
Time-Lapse Parking Study

Findings:

- Avg. double parking duration: **5 ½ min.** Most double parking is for short errands or pick-ups/drop-offs
- Low parking turnover - Double parking worse where there is no meters
- Blocks with existing metering show higher turnover, greater parking space availability, and fewer instances of double parking
- Subway stations and local retailers generate majority of double parking

Proposal:

- **Expand metered parking along blocks with the most:**
 - active commercial uses,
 - frequent double parking (more than 10 instances/hr during peak)
 - transit connections



ISSUE: DOUBLE PARKING

Merchant Survey

Findings:

- Most delivery vehicles cannot find legal parking near destination
- Many (76%) delivery vehicles are forced to double park and load from travel lane

Proposal:

- Establish sensible, consistent **loading zones** along corridor at locations with frequent or high-volume loading
- Maintain overnight parking for residents



ISSUE: DOUBLE PARKING

Existing **Metered Parking** and **Loading Zones** on 4th Ave from 38th St – 64th St

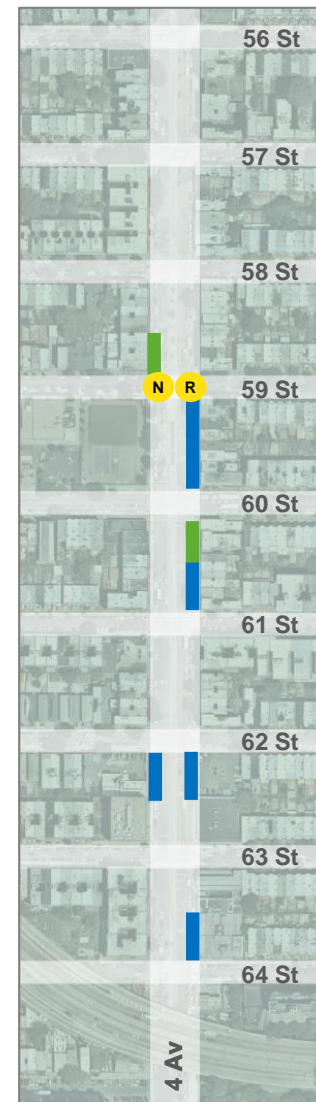
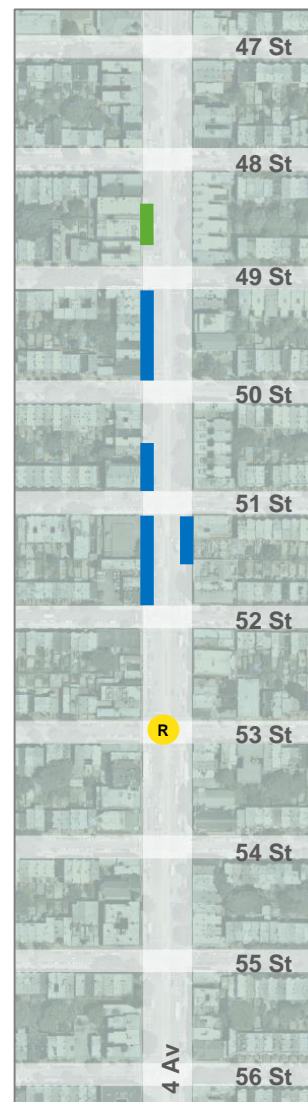
Metered Parking

existing



Loading Zones

existing



ISSUE: DOUBLE PARKING

Proposal: Expand **Metered Parking** and Establish New **Loading Zones**

Metered Parking

existing 

proposed 

22 new locations with the most:

- Active commercial uses,
- Frequent double parking (more than 10/hr during peak)
- Transit connections

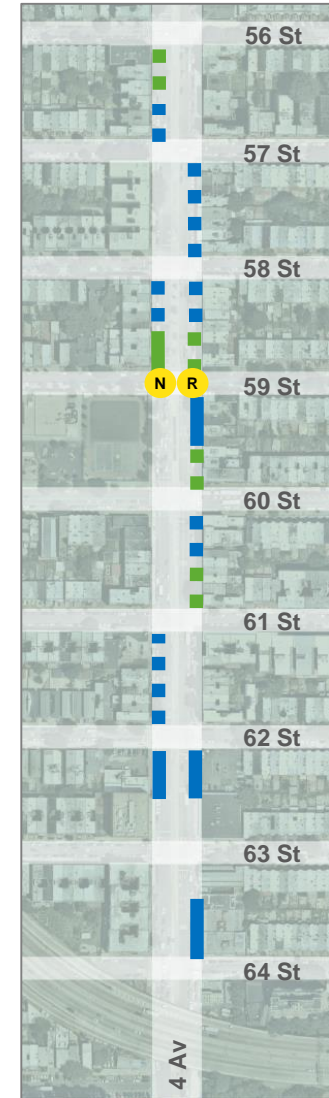
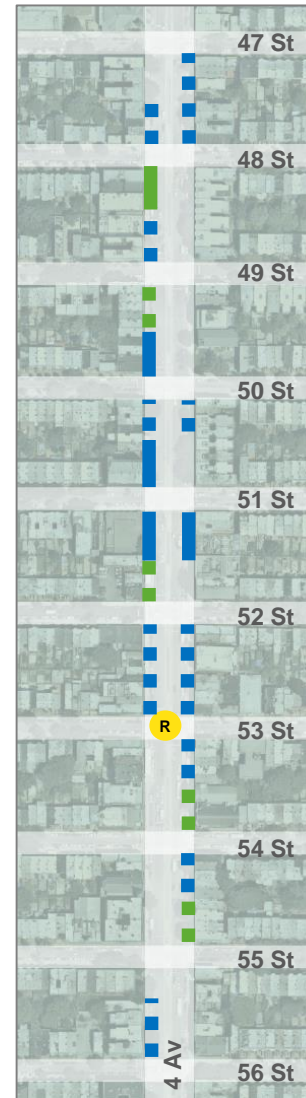
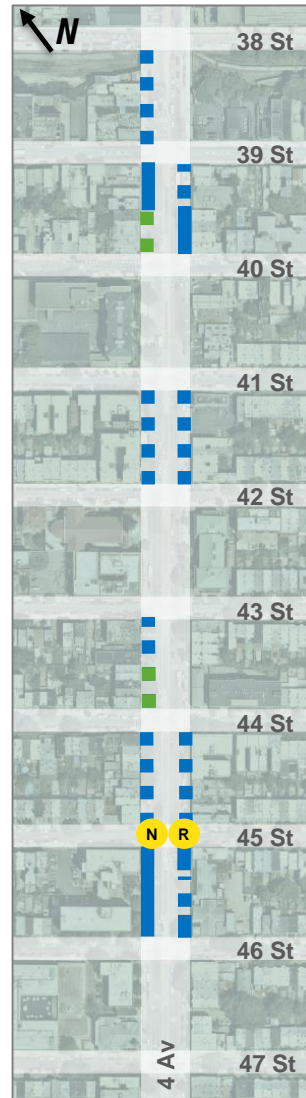
Loading Zones

existing 

proposed 

9 new locations with:

- Frequent or high-volume loading
- Lack of safe, legal curb space for loading








Phasing & Next Steps

4

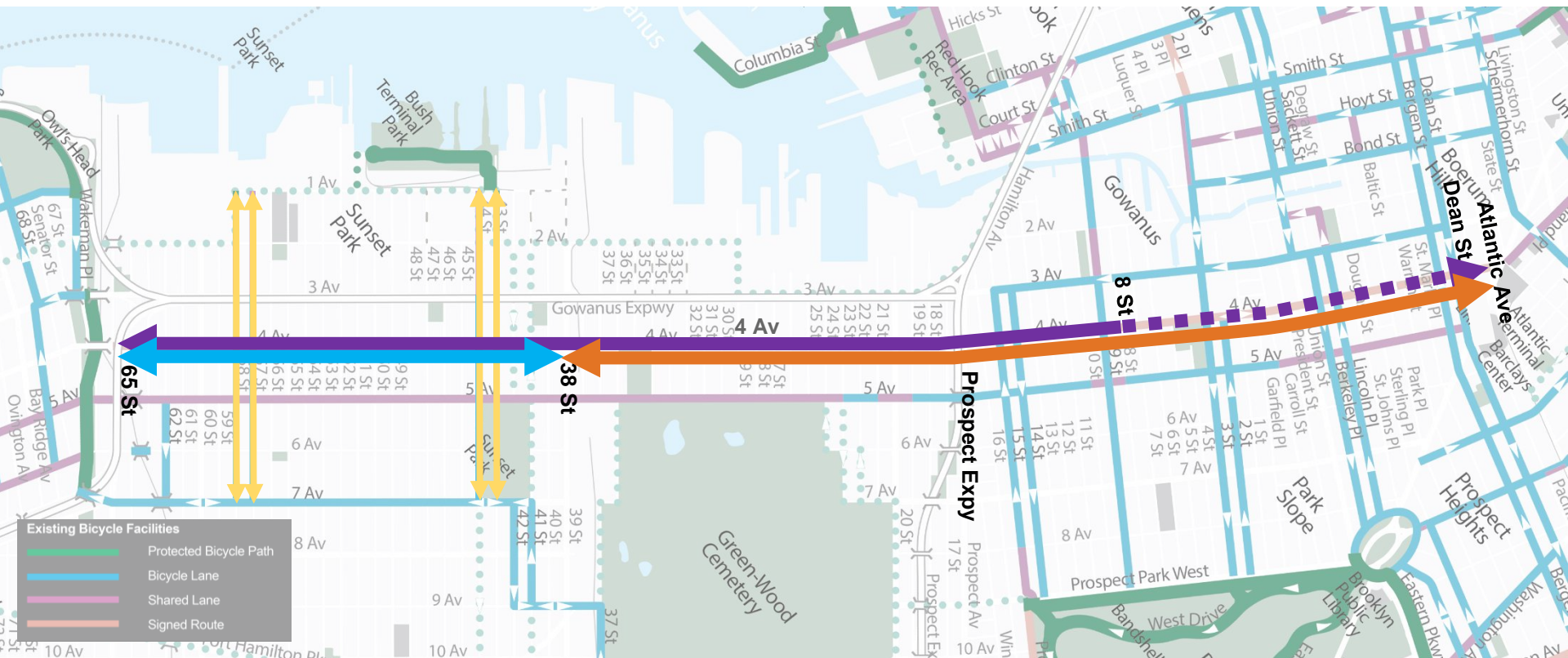
4th Avenue

Project Phase

-  Interim In-House Project (38 St to 65 St)
-  Interim In-House Project (Atlantic Ave to 38 St)
-  Capital Project Ph. A (8 St to 64 St)
-  Capital Project Ph. B (Atlantic Ave - 8 St)
-  Nearby Planned Bike Projects

Construction Start

- Spring 2018
- Spring 2019 ** Original presentation to CB7 on 12/11/2017 omitted this phase*
- Fall 2019 ** Original presentation to CB7 on 12/11/2017 noted this phase as beginning in Fall 2018, which was incorrect*
- Fall 2021 ** Original presentation to CB7 on 12/11/2017 noted this phase as beginning in Summer 2021, which was incorrect*
- Spring 2018



MATERIALS

In-house (interim)



EXAMPLE: 4th Ave at 13th St, Manhattan

Paint, markings, temporary materials

Capital build-out (permanent)



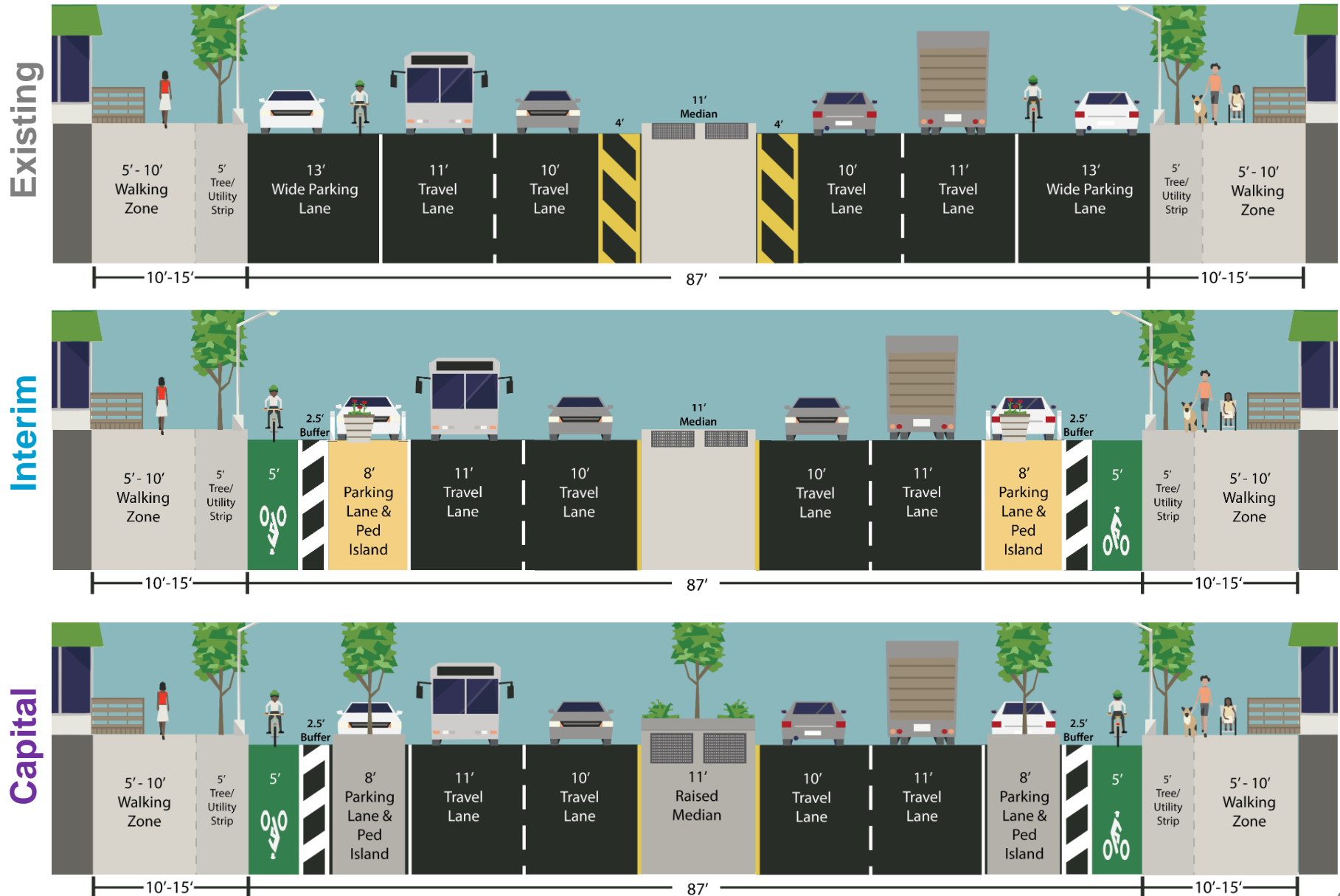
EXAMPLE: Allen St at Delancey St, Manhattan

Concrete, landscaping, underground utilities

Summary

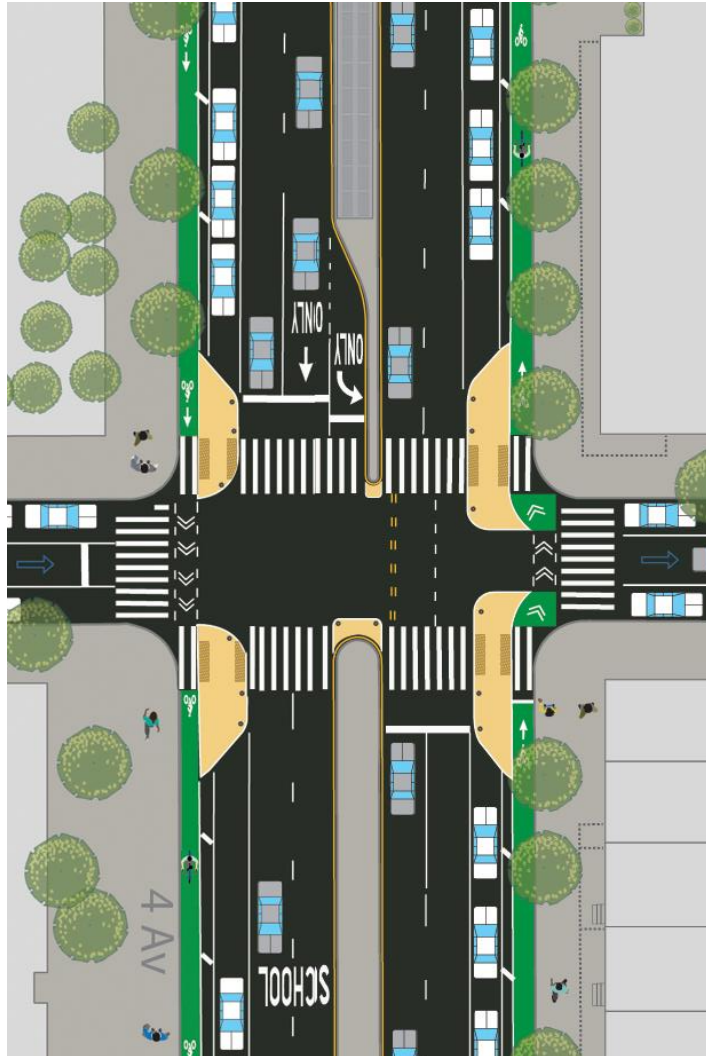
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CROSS SECTIONS

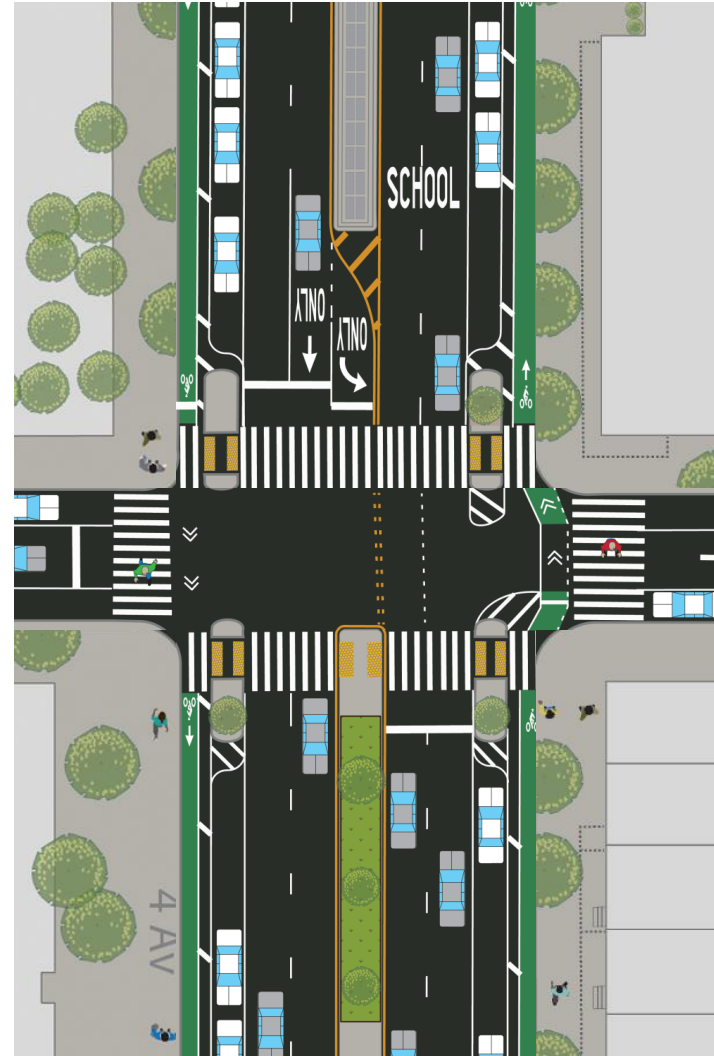


SITE PLANS

Interim



Capital



OVERVIEW

Safety

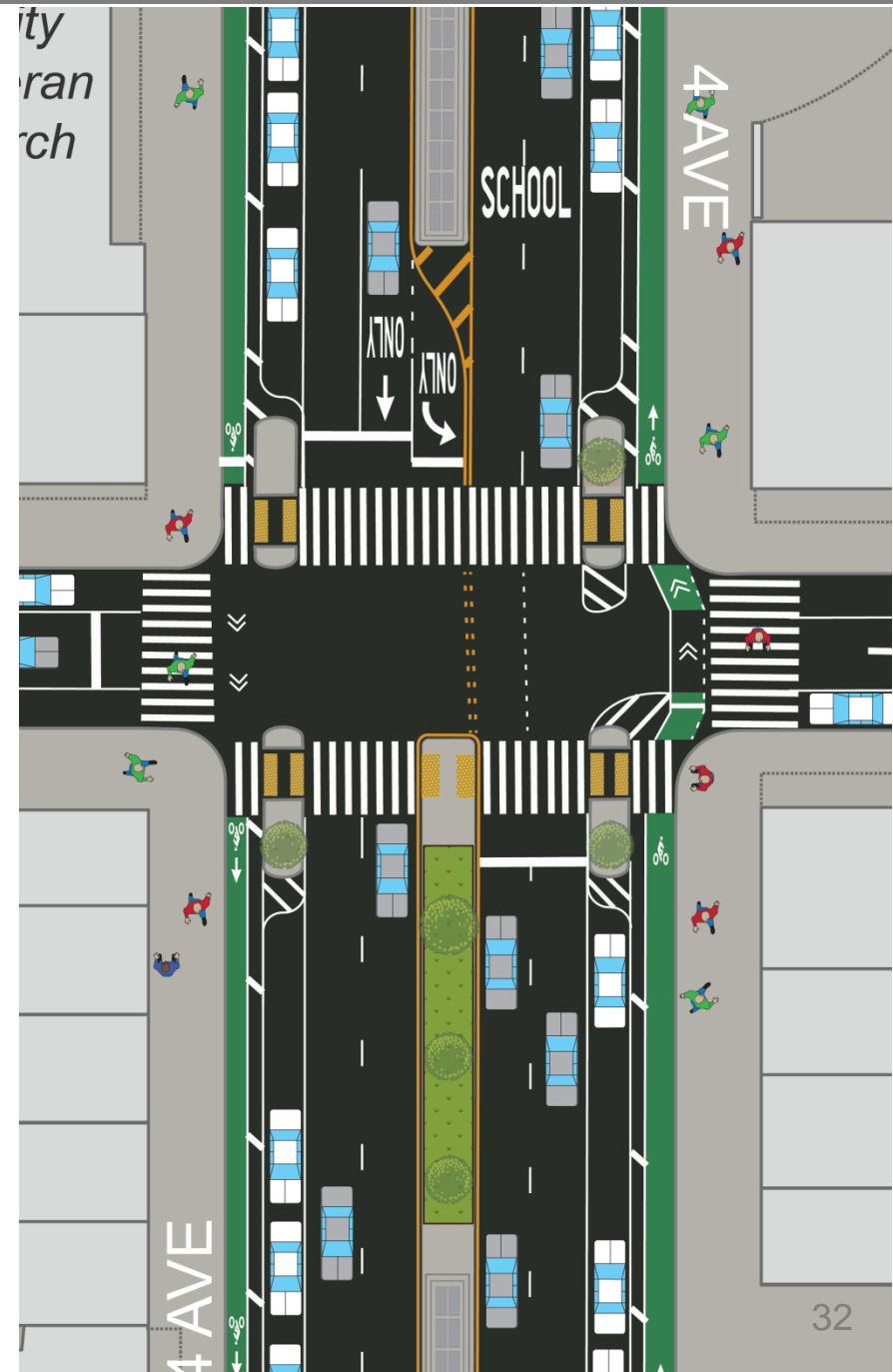
- Protected bike lanes
- Pedestrian refuge islands
- Maintain high-visibility crosswalks, left-turn restrictions & road diet

Traffic Operations

- Maintain existing number of lanes and rush-hour lane (38th St to Prospect Av)
- Introduction of loading zones and expansion of metered parking
- Some parking loss to accommodate ped refuge islands (~4 per block, ~225 in CB 7)

Streetscape

- Add plantings & trees (~200 in CB 7)
- Install wayfinding signs
- Add CityBenches





Questions?

THANK YOU!