



7TH AVE & 8TH AVE, 39TH ST – 66TH ST

Community Advisory Board – Meeting 2

June 17, 2021





TODAY'S MEETING

- CAB Updates
 - Crash data
 - Traffic analysis
 - Community Outreach
 - 65th St
 - B70 bus
- Design Update
- Ongoing Investigations
- Next steps

CRASH AND INJURY DATA

- 8th Avenue, between 39th St and 66th St, is among the top 10% of Brooklyn streets for rates of people killed or severely injured per mile. 7th Ave is in the top 33%
- 8th Avenue and 60th Street is the intersection with the highest rate of pedestrian severe injuries (3 severe injuries within 5 year study period)
- Pedestrian or cyclist injuries have occurred at every single intersection in the project area (with the exception of 7th Ave and 46th St)

Injury Summary, 2014-2018 (5 Years)

	Total Injuries	Severe Injuries	Fatalities	KSI
Pedestrian	128	11	0	11
Bicyclist	15	1	0	1
Motor Vehicle Occupant	112	7	0	7
Total	255	19	0	19

Source: Fatalities: NYCDOT, Injuries: NYSDOT KSI: Persons Killed or Severely Injured

8th Ave injury data (39th St to 66th St)

Injury Summary, 2014-2018 (5 Years)

	Total Injuries	Severe Injuries	Fatalities	KSI
Pedestrian	105	6	1	7
Bicyclist	17	1	0	1
Motor Vehicle Occupant	130	8	0	8
Total	252	15	1	16

Source: Fatalities: NYCDOT, Injuries: NYSDOT KSI: Persons Killed or Severely Injured

7th Ave injury data (39th St to 66th St)

CRASH AND INJURY DATA (CONTINUED)

- Distribution of corridor injuries shows injuries occur throughout the corridors with intersections in all portions having multiple injuries and severe injuries spread throughout

- Map does not display intersections that had fewer than 10 injuries within study period



CRASH AND INJURY DATA (CONTINUED)

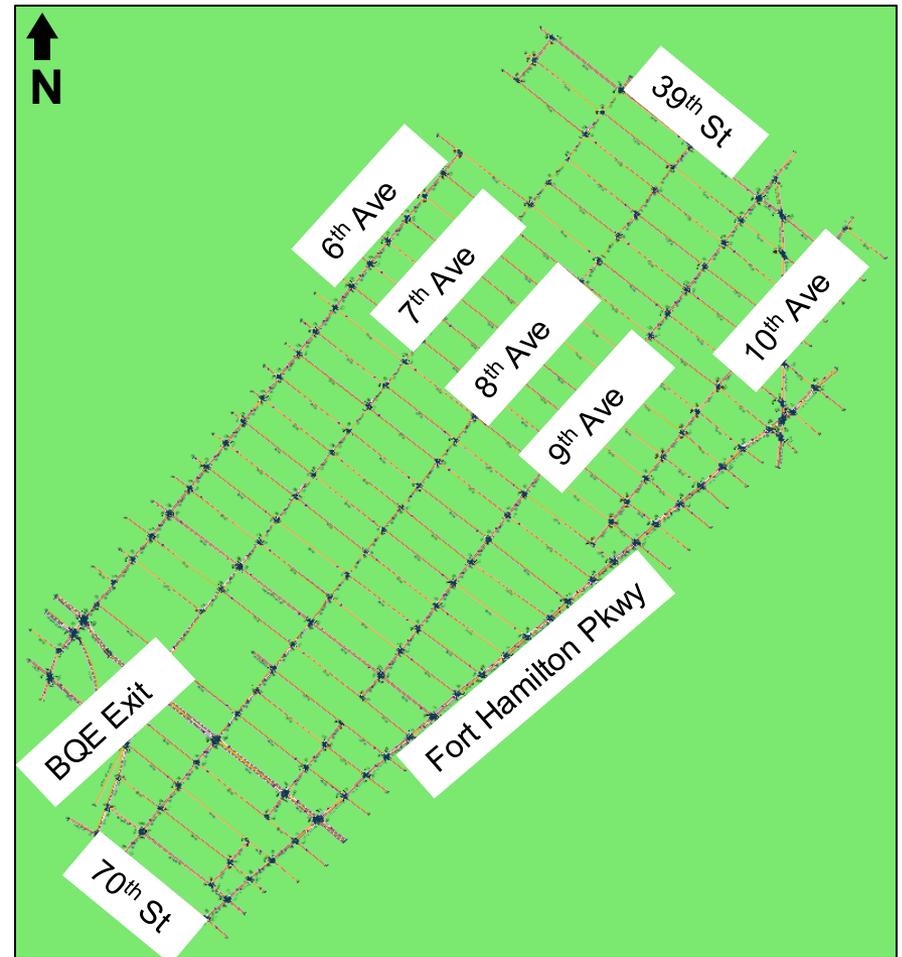
- Top three actions by pedestrians when injured
 1. Crossing in the crosswalk with signal (47%)
 2. Crossing against signal (15%)
 3. Crossing at location with no signal/crosswalk (13%)
- Top three vehicle actions causing pedestrian injuries
 1. Going straight (38%)
 2. Turning left (31%)
 3. Turning right (12%)
- Top three actions by cyclists causing injuries*
 1. Other actions/undefined (22%)
 2. Midblock crashes (16%)
 3. Crossing with signal (9%)

* 53% of cyclist injuries are unclassified from NYSDMV data

TRAFFIC MODELING

Methodology

- NYC DOT built a comprehensive and detailed traffic model that includes all streets from 6th Ave to Ft Hamilton Pkwy and 39th St to 70th St
- Modeling included all east-west cross streets between 39th St and 70th St
- DOT used origin and destination trip-tracking software (Streetlight) to determine current travel patterns and apply them to proposed conditions



Map of model that DOT created to analyze project impacts

TRAFFIC MODELING (CONTINUED)

Traffic Volumes

- NYC DOT collected multiple days of traffic counts in September 2019 and averaged volumes for analysis
 - Traffic counts included both Turning Movement Counts for peak hour capacity analysis, Automatic Traffic Recorders for 24 hour traffic pattern characteristics, and in field observations by DOT staff
- Identified AM peak hour from 7:30 – 8:30 and PM peak hour from 5:15 – 6:15 for a typical weekday
- Heaviest volumes between 60th St and 65th St with a peak volume of 341 SB vehicles on 8th Ave in the PM peak hour
- North of 60th St, no intersections have more than 250 vehicles per hour in one direction



Screenshot from traffic camera used to collect data – 8th Ave and 57th St

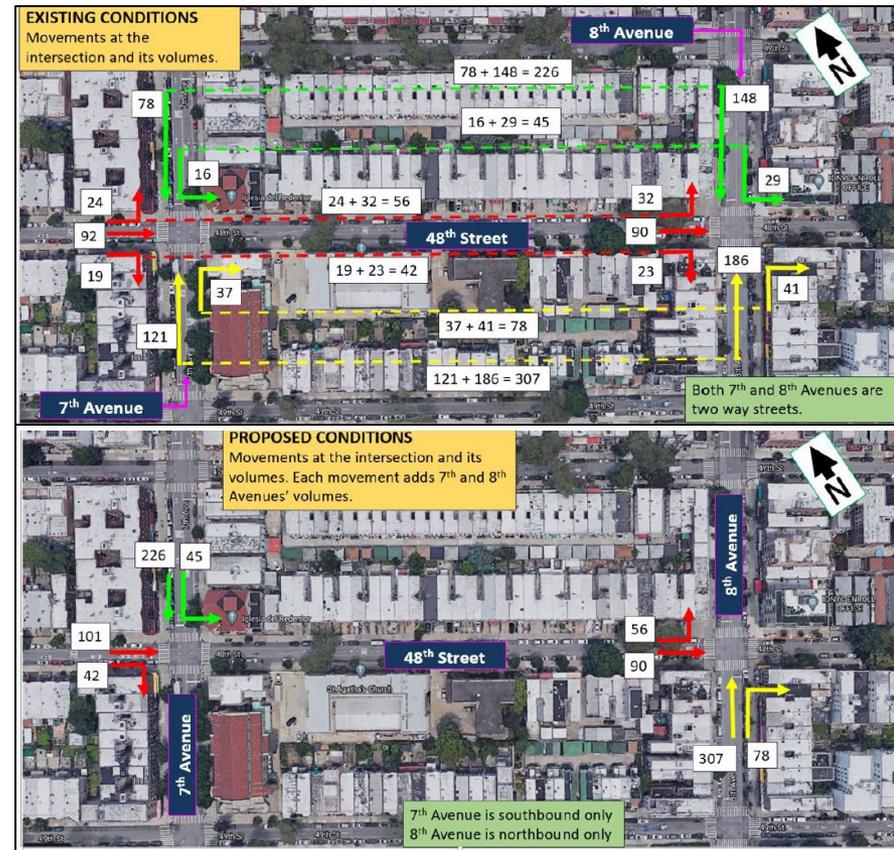
TRAFFIC MODELING (CONTINUED)

NYC DOT summed all intersection movements to analyze proposed conditions

- All northbound volumes from 7th and 8th Ave are assigned to 8th Ave and southbound volumes are assigned to 7th Ave
- Model assumes that existing volumes are kept within the existing street network (7th and 8th Ave, 39th St to 67th St)

NYC DOT design accommodates projected diversions

- Right turn bays and mixing zones added at select locations to ensure more efficient processing of vehicles
- Left turn bay added at 7th Ave and 64th St due to existing and projected circulation patterns
- Left turn bay added to 65th St at 8th Ave to accommodate increase of northbound travel on 8th Ave
- Two lanes added to 7th Ave between 59th St and 65th St and 8th Ave between 65th St and 60th St to accommodate higher traffic volumes



Example of methodology: Existing peak volumes at 7th Ave and 8th Ave at 48th St were maintained and reassigned as per conversion

RESULTS FROM ANALYSIS

- The design right-sizes 7th and 8th Avenues while accommodating projected traffic demands by adding turn bays, mixing zones, and lane additions in combination with signal timing changes
- One-way conversions enhance traffic movement by allowing for more streamlined signal progression and speed management during peak and off-peak periods
- Due to large number of east/west options, no cross streets are expected to receive a disproportionately large number of rerouted/diverted vehicles



A cyclist and vehicle travel on 7th Ave between 44th and 43rd St

OUTREACH

Street Ambassador Business Surveys

- Of businesses engaged, 82% completed merchant surveys
- Most businesses receive deliveries through small trucks
- Most businesses make deliveries with bikes
- Lack of dedicated curb space and double parking are biggest impediments to receiving deliveries
- Businesses reported double parking was constant or frequent particularly between 52nd St and 60th St
- Majority of delivery vehicles double park along 7th and 8th Ave to make their deliveries
- Though deliveries happen throughout the day, they are most concentrated in the morning



OUTREACH

Street Ambassador Intercept Surveys

- 93% of survey respondents identified as Asian
- 57% were residents, 22% worked in the neighborhood, 9% shopped locally, and 8% attended school in the neighborhood
- 88% of respondents arrived on foot or via public transportation
- Largest safety concerns were related to vehicle behavior
- Most common request for improvements was extended sidewalks followed by transit improvements and commercial loading zones



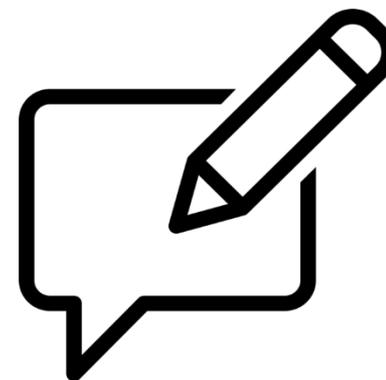
OUTREACH

DOT Presentations

- DOT presented one-way conversions to CB7 leadership and CB 10 Transportation Committee in October and November 2020, respectively, with promise to return in 2021 with full project details
- DOT met with various elected officials, community stakeholders and organizations throughout the end of 2020/first half of 2021
- NYC DOT hosted a public forum intended for the Chinese-American business community and took part in a walkthrough of 8th Ave with business owners in March 2021
- DOT has coordinated closely with sister agencies throughout on review and plans (MTA, DSNY, FDNY, NYPD, SBS)
- DOT hopes to present to Community Boards 7, 10, and 12 later in June

PUBLIC MEETING RECAP

- Despite interpretation challenges, DOT received 644 comments from 285 participants
- DOT is planning additional opportunities for community members to provide feedback with improved interpretation services
- Most Common Feedback Topics:
 - Parking Changes
 - Sidewalk Extension
 - Bus Changes
 - Enforcement
 - Bike Infrastructure and Safety
 - Traffic



COMMENTS RECEIVED



- **Passenger Parking Changes**

- "...Some people have to drive if they live far and work or have family here, can't walk, or have other mobility challenges."
- "...I am in support of less parking, and more bicycle, pedestrian, transit-oriented infrastructure."



- **Loading/Double Parking**

- "Heavy vehicles, such as delivery trucks and buses, will not be able to pass through the area with one traffic lane when there are double parking vehicles."
- "It's the double parked trucks that load and unload to the stores that cause a lot of the problems... There should be a designated space for them."



- **Sidewalk Extension**

- "Widening the sidewalk will bring in more and more licensed and unlicensed street vendors."
- "The sidewalk expansion will take away valuable needed parking space."

COMMENTS RECEIVED



- **Bus Changes**

- "With the elimination of certain bus stops, how accessible will it be for seniors and those with mobility issues where it is changed to 5 blocks between each stop, especially in winter time?"
- "Is it possible to simply change to one-way lanes without changing bus stops? Why cut bus stops?"



- **Bike Infrastructure and Safety**

- "There are many people in the community who make delivery by using bicycles, electric bicycles, electric scooters and motorcycles... With the introduction of new bike lane, they are going to speed in both directions and it will lead to danger to pedestrians."
- "The delivery cyclists will stand to benefit greatly from this proposal."



- **Traffic**

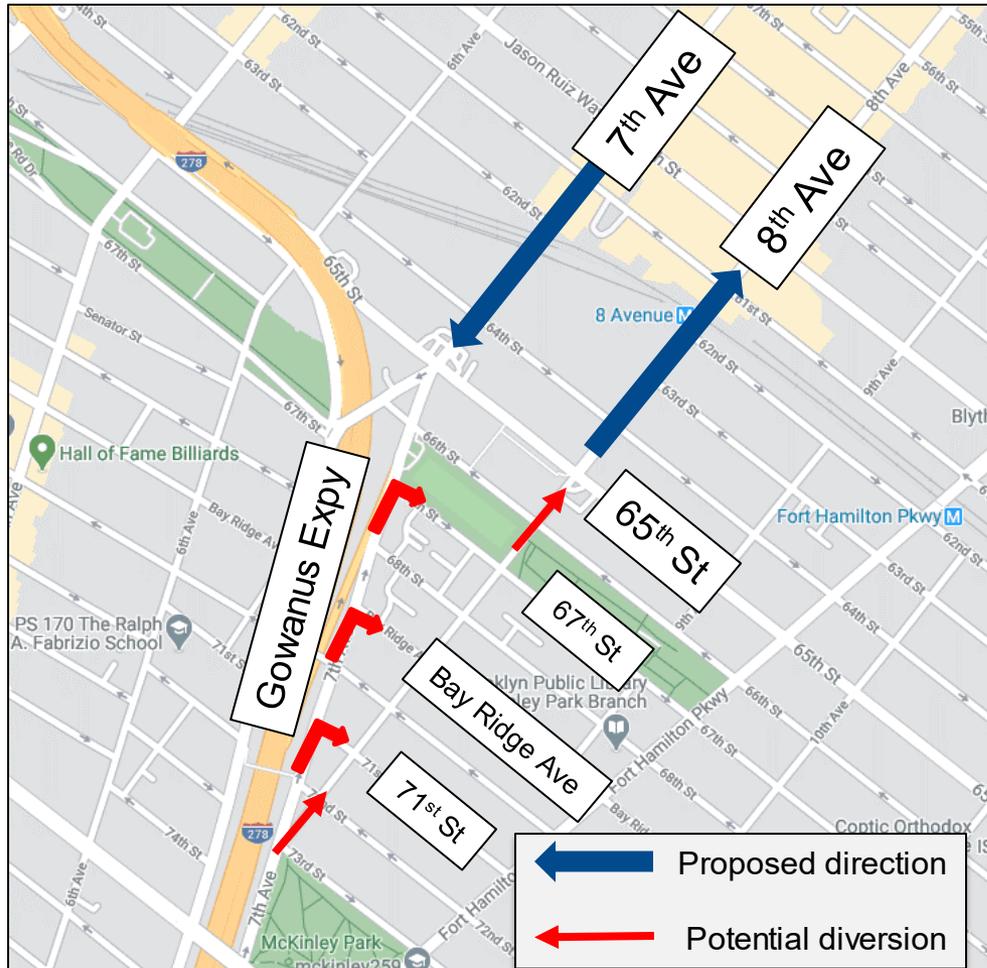
- "The proposed bike lane, buffer and pedestrian expansion will greatly slow down the traffic flow, and cause even more congestion."
- "7th Ave is full of traffic ALL THE TIME, by making it one way you are bringing all the traffic to 8th Ave which makes it worse."

CONVERSION DETAILS – 65TH ST

- Conversions of 7th Ave & 8th Ave to one-way pairs will have effects on 65th Street between 7th Ave and 8th Ave
- 65th Street and 7th Ave is a very congested intersection due to the BQE exit, existing congestion on 65th Street, and access to and from neighborhood streets
- NYC DOT's proposal will include design elements to minimize impacts on the street while making improvements to vehicle processing and safety



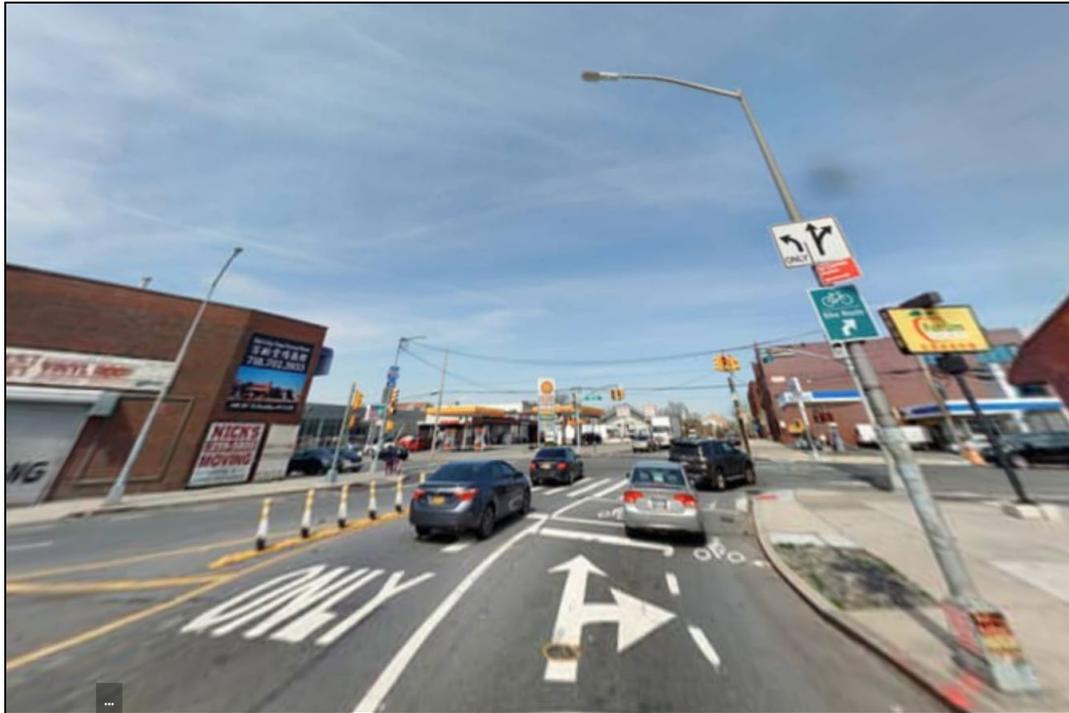
BENEFITS OF PROPOSED CONVERSIONS



Various options for 7th Ave NB vehicles to divert to 8th Ave NB before 65th St

- Proposed design reduces the total northbound volume at 65th St and 7th Ave
 - Northbound vehicles on 7th Ave have multiple options to reroute to 8th Ave before 65th St
- Proposed design improves safety at the intersection of 7th Ave and 65th St
 - Removal of northbound through, eastbound lefts, and westbound rights reduce the total vehicle movements, reducing conflicts and improving safety
- Proposed design minimizes impacts
 - Two thirds of existing northbound vehicles are already turning at 65th St and 7th Ave

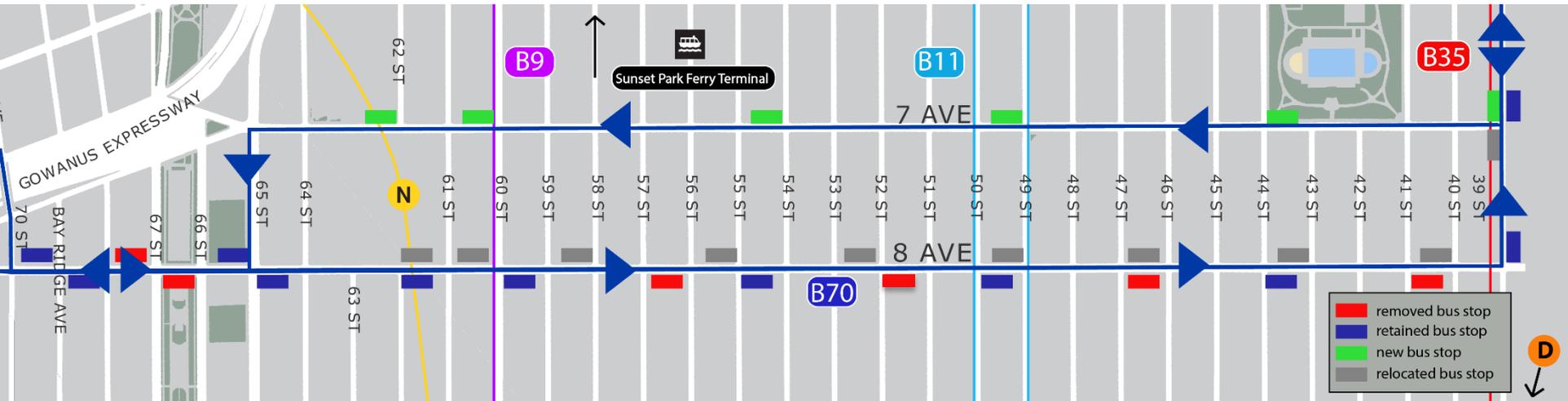
BENEFITS OF PROPOSED CONVERSIONS



Many NB vehicles on 7th Ave merge, change lanes, cross a bike path, and make unpredictable movements approaching 65th St

- Proposal simplifies the northbound approach to 65th St on 7th Ave
 - With only two possible northbound movements and two northbound lanes, the design reduces conflicts and improves predictability for vehicles
- Proposal eliminates northbound cyclist conflict
 - Northbound cyclists will no longer continue onto 7th Ave, removing conflict of right turning vehicles turning across a bike lane

B70 BUS STOP CONSOLIDATION PROPOSAL



Northbound B70

Southbound B70

8th Ave/Bay Ridge Ave

8th Ave/67th St

8th Ave/65th St

8th Ave/62nd St

8th Ave/60th St

8th Ave/57th St

8th Ave/55th St

8th Ave/52nd St

8th Ave/50th St

8th Ave/47th St

8th Ave/44th St

8th Ave/41st St

39th St/8th Ave

39th St/7th Ave

39th St/7th Ave

8th Ave/40th St

7th Ave/43rd St

8th Ave/46th St

7th Ave/49th St

8th Ave/52nd St

7th Ave/54th St

8th Ave/55th St

8th Ave/58th St

7th Ave/60th St

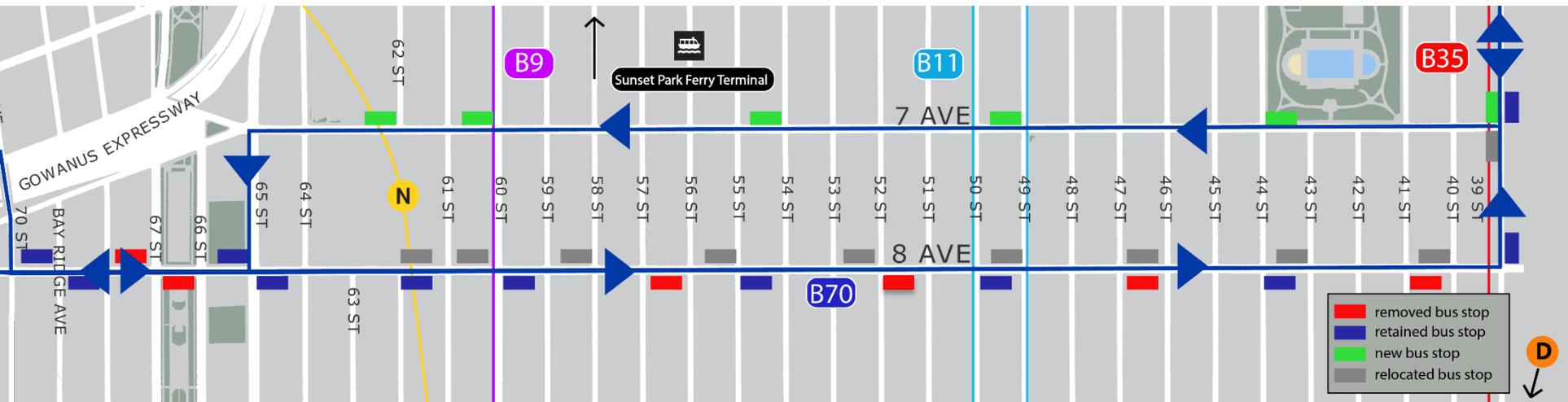
7th Ave/62nd St

8th Ave/65th St

8th Ave/67th St

8th Ave/Bay Ridge Ave

B70 BUS STOP SPACING IMPROVEMENTS



- Stop consolidation significantly reduces time spent pulling in and out of bus stops, reducing travel time
- Faster speeds lead to more productive bus route that makes better connections with subway lines and other key bus routes

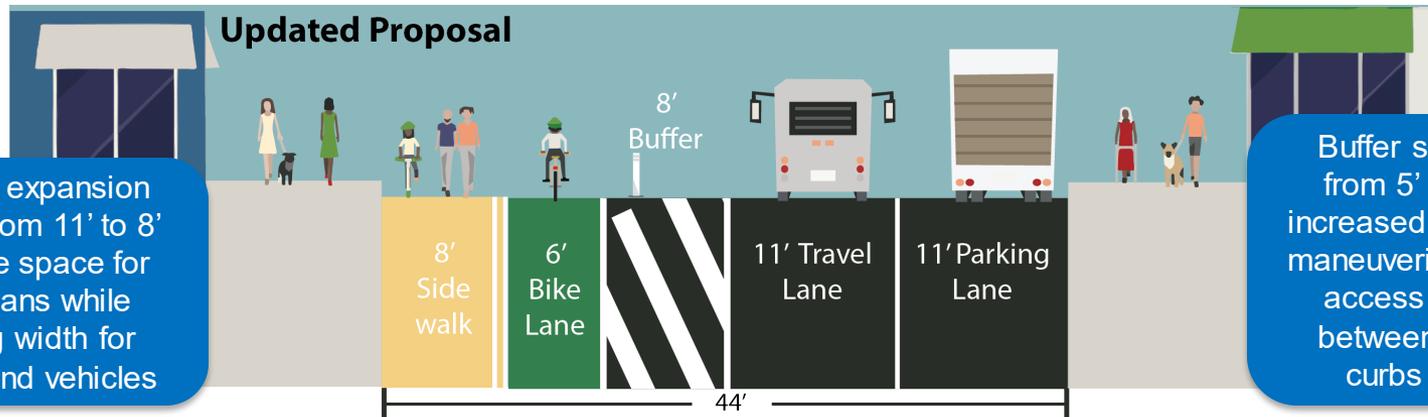
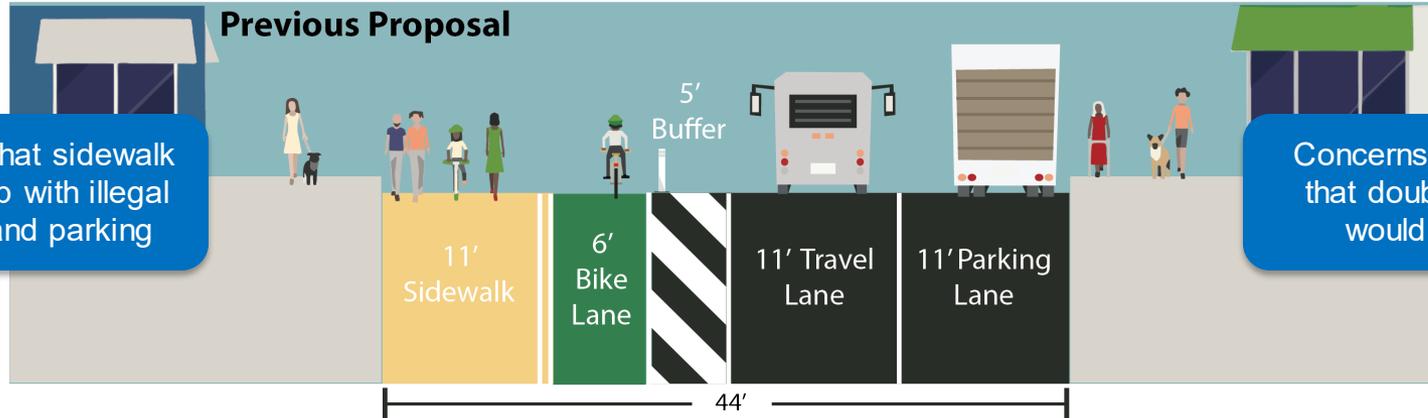
B70 STOP SPACING DETERMINATION

- MTA Review of bus stops:
 - Average stop distance guideline of 750'
 - Number of customers boarding and alighting at the stop
 - Bus stop pair in the opposite direction
 - Key transfer points, nearby uses, or “high-intensity trip generators”
 - Bus stop infrastructure
- All discontinued stops have maintained bus stop 2 blocks away (except for 47th St, 3 blocks)



PEDESTRIAN SPACE

Updated Proposal



ONGOING INVESTIGATIONS

- **Parking changes**
 - DOT investigating with our internal parking team whether and where to provide dedicated spaces to commuter vans
 - DOT investigating feasible changes to angled parking planned for 67th St based off of history provided by CB10
 - DOT investigating updating loading zone hours and locations in order to accommodate trucks while ensuring access is maintained for shoppers and residents
- **Private buses**
 - DOT Bus Stop Management team reached out to private bus companies about proposed changes

NEXT STEPS

- DOT to continue to investigate adjustments to the proposal
- DOT to schedule additional public info session with improved interpretation
- DOT hopes to present to Community Boards in late June as originally proposed
- Implementation planned for later in Summer 2021



THANK YOU!

Questions?



NYCDOT



nyc_dot



nyc_dot



NYCDOT

CHALLENGES WITH ALTERNATE CONVERSION



- The alternate possibility of 7th Ave northbound and 8th Ave southbound leads to new congestion and safety concerns
- Converting 7th Ave northbound would require all northbound vehicles to go through the intersection of 65th St and 7th Ave
- Increased vehicle volumes and conflicts at 7th Ave and 65th St
 - All northbound vehicles on 8th Ave would have to be rerouted to 7th Ave & 65th St
 - Increased vehicles and turn volumes increases vehicle and pedestrian conflicts

Arrows showing the increased turns that would be rerouted to 7th Ave & 65th St if 7th Ave were to be a northbound street

CHALLENGES WITH ALTERNATE CONVERSION



Existing westbound congestion on 65th St at 7th Ave

- If 7th Ave was northbound and 8th Ave was southbound the increased volumes at 65th St and 7th Ave would result in additional safety and congestion challenges
 - Increased westbound to southbound left turns would cause additional conflicts for what is currently the most dangerous vehicular movement at the intersection
 - Increase in westbound volumes and left turns would require additional signal time, resulting in less time given to the northbound approach, increasing congestion