Kent Avenue
Traffic Calming & Bicycle Lanes
Project Background

- April 2008: CB 1 Votes to Support **Brooklyn Waterfront Greenway** long-term vision
  - Includes No Parking for All of Kent Avenue
- DOT seeking to implement interim improvements
  - Before parking demand grows
  - To deliver public benefits as rapidly as possible
- DOT Fall 2008 Project Limits: Quay St to Clymer St
DOT’s Implementation Context

• DOT’s #1 Goal: Improving Safety for All Users

• Building a **Citywide Bicycle Network**: 1997 Bicycle Master Plan

• A Greenway Plan for NYC (1993)

• Mayor’s PlaNYC – A **Greener Transportation Network**
Kent Avenue – A Street that Will Survive with No Parking

A. Small current supply of parking
B. Modest current demand for parking
C. High availability for side & parallel street parking
D. High future supply of parking
A. Small Supply of Current Parking

- Kent Avenue: If unregulated, Kent would offer nearly 700 parking spaces.
- One third of Kent Avenue already is restricted from parking (existing restricted areas -- bus stops, driveways, hydrants, No Standing zones, etc.)
- Only 38% of Kent Ave, ~256 spaces, is “Open Parking”

### SUMMARY OF CURB REGULATIONS

<table>
<thead>
<tr>
<th>Description</th>
<th>Curb Space in Parking Space Equivalents*</th>
<th>Percent of All Space</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>West</td>
<td>East</td>
</tr>
<tr>
<td>Open Parking (Day and Night Cleaning)</td>
<td>123</td>
<td>133</td>
</tr>
<tr>
<td>Open Parking with Morning Regulations</td>
<td>129</td>
<td>0</td>
</tr>
<tr>
<td>Loading/Unloading</td>
<td>19</td>
<td>47</td>
</tr>
<tr>
<td>No Standing</td>
<td>99</td>
<td>131</td>
</tr>
<tr>
<td>Total</td>
<td>369</td>
<td>311</td>
</tr>
</tbody>
</table>

* Parking Space Equivalents consists of a 20 foot continuous space along curb for passenger vehicles and a 30 foot continuous space for truck loading zones.
B. Modest Current Demand for Parking

**Typical Parking Demand**
- Weekdays
  - 240 vehicles (25 commercial)
    - 50% of legal parking space
    - 35% of corridor curbs
- Saturdays
  - 130 vehicles (12 commercial)
    - 30% of legal parking space
    - 20% of corridor curbs
- Nearly two thirds of area households do not own a vehicle

**Current Cycling Activity**
- Weekday 12 hrs (7am – 7pm)
  - 330 cyclists
- Weekend
  - 610 cyclists
C. High Availability for Side & Parallel Street Parking

- Some outdated, overly restrictive regulations
- Wythe Ave - ~50% occupied

River Street

Side Street

Wythe Ave near S. 10th

Wythe Ave b/w S. 5th & S. 6th
D. High Future Parking Supply

- ~3,500 area parking spaces expected from new development
- “Edge” Condominiums – 700 parking spaces
  - 1.5x parking capacity of all of Kent Avenue
Design Objectives

1. Cycling as a Real Transportation Choice
2. Safer Kent Avenue for All
3. Connections & Access to Waterfronts and Neighborhoods
4. Momentum Toward Greater, Greener Long-Term Vision
1. Cycling as a Real Transportation Choice

**Existing Condition**
- No dedicated space for cycling
- Uncomfortable cycling environment when cars parked
- Insufficient room for safe passing by vehicles

**Planned Condition**
- Wide bicycle lanes
- Buffers from moving traffic
2. Safer Kent For All Users

**Existing Condition**
- Low curb utilization, lack of markings makes lanes appear overly wide
- Long stretches without a traffic signal
- Four curves often taken at high speeds

**Planned Condition**
- Marked 11-foot moving lanes will calm and organize traffic
- Center buffer will ensure safer movement at curves

*Existing Curve North of N. 13th St*

*Example Center Buffer at Curve*

*Planned Markings at 13th St Curve*

*Buffered Curbside Bicycle Lane on Vernon Blvd*
3. Connections & Access to Waterfronts & Neighborhoods

- Grand Ferry Park
- Williamsburg Bridge
- East River State Park
4. Momentum Toward a Greener, Greater Vision

- Fall 2008 implementation of interim bicycle lanes and traffic calming
  - Brings rapid safety & quality of life benefits
- One segment of larger waterfront route
- Advancing capital improvements to greenway a priority
  - Create protected paths as rapidly as possible
End of Presentation