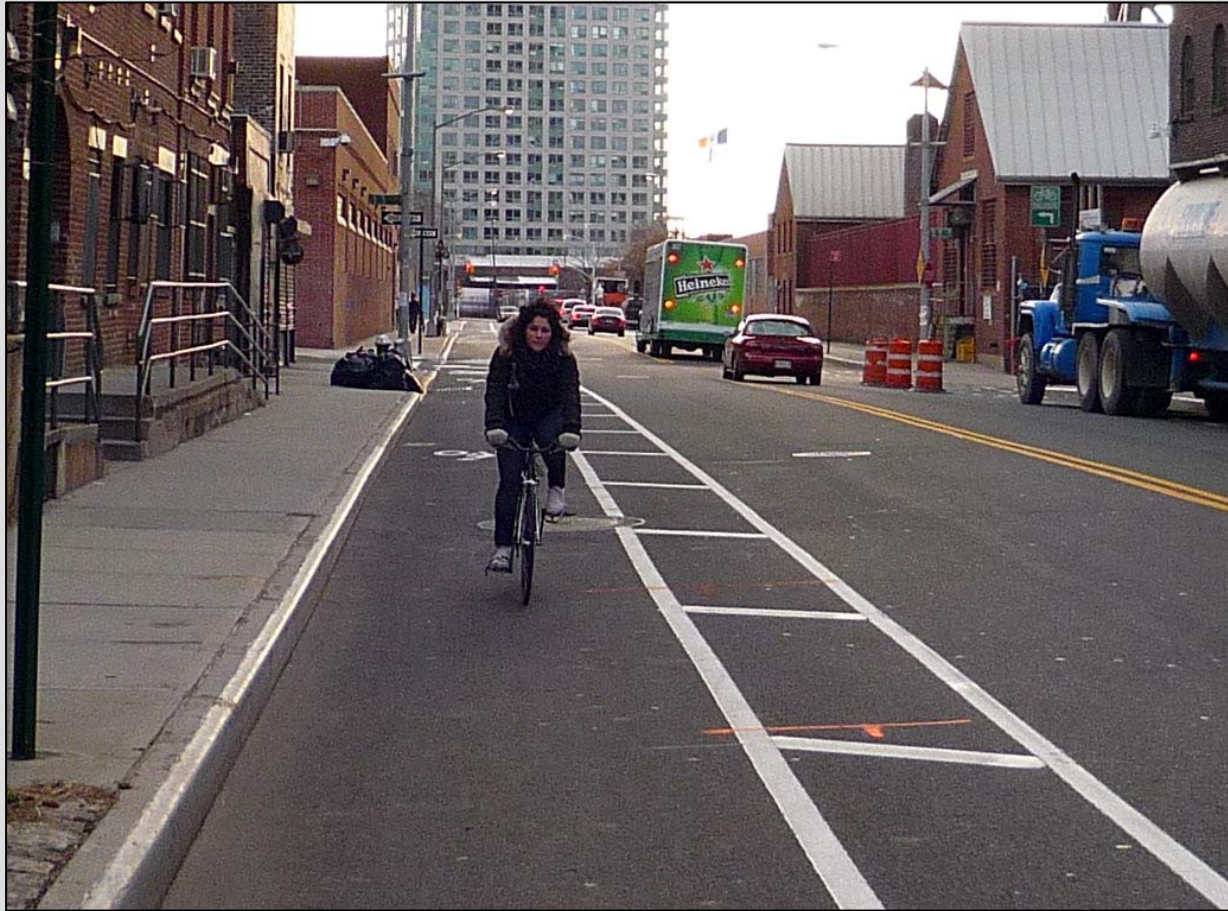


Kent Avenue Improvement Plan: Implementation Update



Office of Alternative Modes
Traffic Operations Bureau

August 7, 2009
Brooklyn



Existing Kent Avenue Conditions

a. Lack of curbside access

- Residents: parking & drop-offs
- Businesses: loading
- Before bike lanes - approximate curbside spaces used regularly :
 - o Weekdays ~240
 - o Weekends ~130

b. Speeding problem

- Lack of parked cars make lanes appear overly wide
- Illegal overtaking over double yellow
- Four curves often taken at high speeds
- Long stretches without a traffic signal

Direction	85th Percentile (mph)	% Over Speed Limit	Max Speed (mph)
Northbound	36	69%	47
Southbound	37	77%	46

c. Bike lane frequently violated

d. Lack of bicycle access from south

- Navy Yard and BQE entrance ramps prohibit direct access
- South of Clymer St, Kent Ave has center median



Objectives for Kent Avenue Redesign

1. Provide Curbside Access
 - Parking
 - Loading
2. Reduce Speeding:
 - Safer Kent Avenue for all users
3. Enhance the Bike Lanes:
 - Waterfront Greenway Path
4. Provide connections & Access to Waterfronts and Neighborhoods
5. Manage Truck Traffic

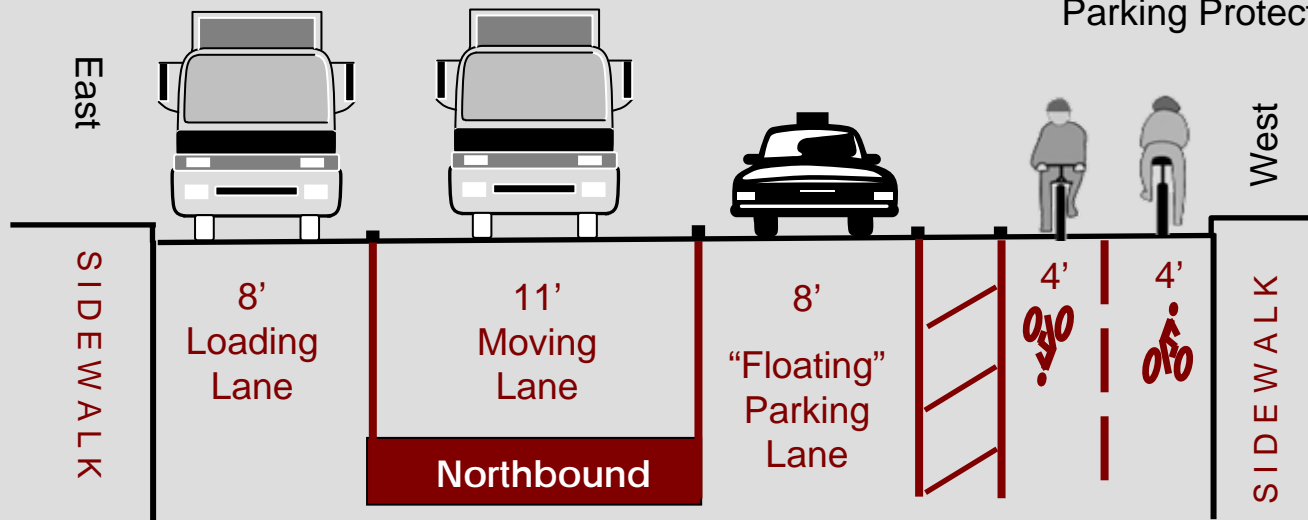
Design Proposal

Kent Avenue:

- One-way northbound vehicular lane
- “Floating” Parking Lane on west side
- Loading zones along east curb
 - Potential restoration of approximately 200+ loading/parking spaces
- Two-way bike path along west curb
- Microsurfacing



Grand Street, Manhattan:
Parking Protected Bicycle Path



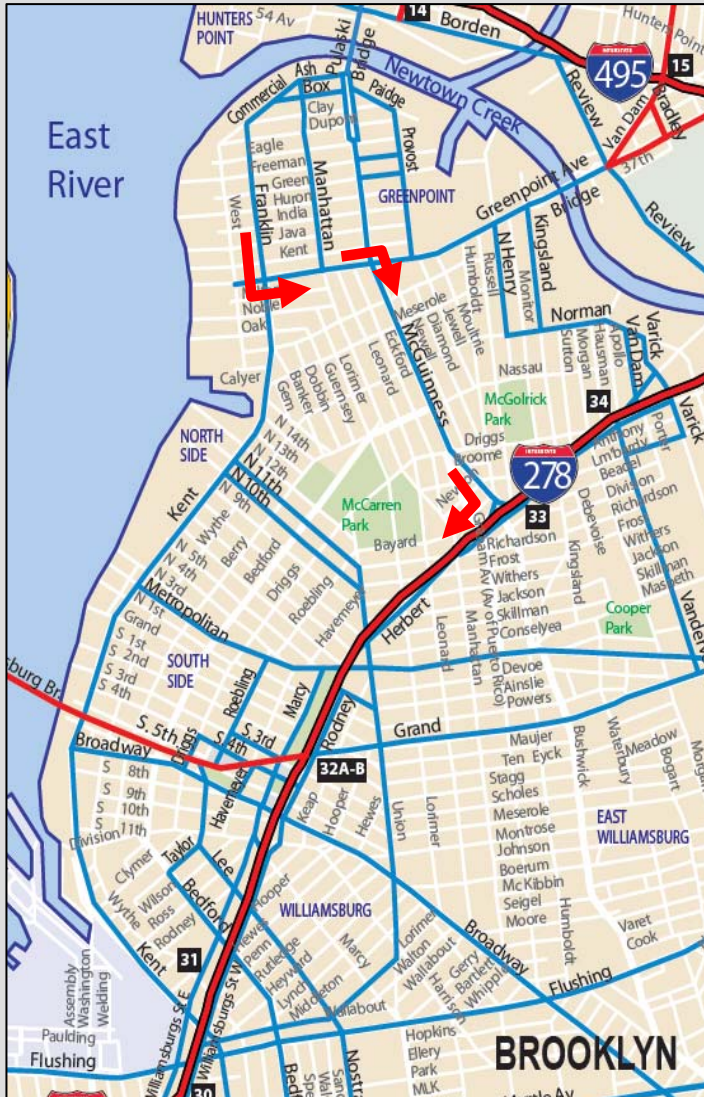
Example of Proposed Design



Detailed Implementation Timeline

- Phase 1: Kent Ave from Clymer Street to Broadway
 - Resurfacing week of August 17
 - One-way conversion: August 22
 - New Signs and Markings: Aug 22 – September 15
- Phase 2: Kent Ave from Broadway to N 14th Street
 - Resurfacing early to mid-September
 - One-way conversion: mid-September
 - New Signs and Markings: late-September to October

Truck Traffic Management



- New Guide Signs to Inform Truckers and other Motorists of Preferred Routes
 - Greenpoint Avenue
 - McGuinness Boulevard
 - Meeker Ave/BQE
- Outreach to Businesses
 - Direct Contact with Truck-Intensive Businesses
 - Detailed Maps of Preferred Routes
- Enforcement - Working Closely with NYPD
- Truck Restriction Signs if Needed

Kent Avenue Redesign

1. Provide Curbside Access

- Restore parking and loading spaces
- Working with Kent Avenue businesses to locate loading zones
- Potential turning conflicts with two-way bike will be mitigated

2. Reduce Speeding:

- Physically and visually narrow the roadway

3. Enhance the Existing Bike Lanes

- Establish a two-way separated bicycle path on the west side of the street

4. Provide connections & Access to Waterfronts and Neighborhoods

- Create an interim Brooklyn Greenway facility

5. Manage Truck Traffic

- Four Point Plan to Proactively Manage Trucks

END OF PRESENTATION

