Kent Ave South

Background: Context

Vital Connections

- Links to many waterfront destinations
- Access to 4 bridges and 4 Ferries
- Connects vibrant neighborhoods
Kent Ave South
Background: Greenway

2009
Kent Ave
Protected Path
N 14th to Clymer St

2010
Williamsburg St W
& Flushing Ave
Protected Paths

Future
Flushing Ave
Capital Project
Supported by CB 2

Kent Ave Facing South
Flushing Ave Facing North
Future of Flushing Ave
New Signals

- NYC DOT recently installed signals at Wilson and Hooper Streets
- New crosswalks
Kent Ave South
Transportation Issues

Vehicular

Residential streets with BQE traffic
1. Speeding – Width
2. Alignment – Number of lanes

Pedestrian and Bicycle

Gap in greenway
3. Bikes on sidewalk
4. SB riders not protected
5. Atypical design
Kent Ave South
Vehicular Issue #1

Speeding

Speed Study on 5/22/2013 found:

- **Northbound:** 82% or motorists exceeding the speed limit
- Average NB speed 36 mph
- **Southbound:** 18% or motorists traveled over the speed limit
- Average SB speed 27 mph
Alignment

- Vehicles speed and queue at the BQE
- NB roadway widens to 2 lanes
  - AM Peak 513 / PM Peak 542
- SB roadway is 1 lane but appears wider due to bike lane and parking
  - AM Peak 407 / PM Peak 675
Kent Ave South
Existing Conditions Illustrating Vehicular Issues

Existing Conditions:
- **24’ of SB roadway**: Parking/Travel/Bike
- **32’ of NB roadway**: Travel/Travel/Parking
Kent Ave South
Solution - Proposed Vehicular Design Improvements

PROPOSED

Narrow the roadway with a 2-way bicycle path

Convert one lane of traffic to a parking lane

West Sidewalk

4’ 4’ 5’ Buffer 11’ Moving Lane 7’ Median 8’ Parking Lane 4’ Buffer 11’ Moving Lane 9’ Parking Lane East Sidewalk

18’ 63’

Bikes off sidewalk
New 2-way bike lane
Parking removed
Parking replaced + 3 spaces
Kent Ave South
Pedestrian and Bicycle Issue #3

NB bikes travel on the sidewalk

- Ridership increasing
- More cyclists using sidewalk

More than 300% Increase in weekend traffic

Kent Avenue Ridership Volumes

<table>
<thead>
<tr>
<th></th>
<th>Nov-08</th>
<th>Average '10</th>
<th>Increase Since '08</th>
<th>% Increase Since '08</th>
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<tbody>
<tr>
<td>Weekday</td>
<td>514</td>
<td>844</td>
<td>330</td>
<td>64%</td>
</tr>
<tr>
<td>Weekend</td>
<td>269</td>
<td>1141</td>
<td>872</td>
<td>324%</td>
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</table>
Southbound riders are not protected

- Greenways should be protected paths
Atypical design
Confusion due to bike routing onto sidewalk:
• Confusing signage
• Wrong-way cycling
• Path is easily missed by unfamiliar riders
Kent Ave South
Existing Conditions Illustrating Ped and Bike Issues

18’ Sidewalks
pedestrians and NB cyclists

5’ Bike lane
does not protect SB riders

EXISTING

5’ West Sidewalk
8’ Parking Lane
5’ Moving Lane
7’ Median
13’ Moving Lane
19’ Combined Moving & Parking Lane
East Sidewalk

18’
63’
Kent Ave South
Solution - Proposed Ped and Bike Design Improvements

Create a continuous bicycle and pedestrian experience

PROPOSED

- Wide sidewalk for pedestrians only
- Consistent bike path for 5 miles
- Protected bike path in both directions

West Sidewalk: 18’

5’ Buffer

11’ Moving Lane

7’ Median

8’ Parking Lane

4’ Buffer

11’ Moving Lane

9’ Parking Lane

East Sidewalk: 63’
Kent Ave South
Overview: Benefits

Vehicular
*Residential streets with BQE traffic*
1. Speeding – Width
2. Alignment – Number of lanes

Pedestrian and Bicycle
*Gap in greenway*
3. Bikes on sidewalk
4. SB riders not protected
5. Atypical design

- **Create** a continuous pedestrian and bicycle experience
- **Narrow** the roadway with a 2-way bicycle path
- **Convert** one lane of traffic to a parking lane

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