4TH AVENUE, BROOKLYN

Project Update

December 2017
PRESENTATION OVERVIEW

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

+370,000 New York City residents

+520,000 new jobs

+20% growth tourists

+10% growth in subway trips

+80% growth in daily cycling trips

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

Atlantic Ave - 15th St
Crashes with injuries decreased 30%
Pedestrian injuries decreased 53%
Cyclist injuries decreased 29%
Project Location

**Ongoing** Capital Project Limits: 8 St – 65 St

**Future** Capital Project Limits: Atlantic Ave - 8 St
Background & Project History

4th Avenue Capital Project (previous design)

Proposal did not include bicycle facilities, based on 2011 conditions

Original Capital Project Scope of Work

- Raised medians
- Landscaping: planted median
- Public art
- Benches
- Wayfinding signage
Elected Officials and Community have asked DOT to consider additional complete streets elements in light of changing context and availability of new designs.
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

Greenwood Cemetery
Gowanus Expwy
Gowanus Canal
Proposal

Complete Street Design
CROSS SECTION - TYPICAL

EXISTING

- 5’ - 10’ Walking Zone
- 5’ Tree/Utility Strip
- 13’ Wide Parking Lane
- 11’ Travel Lane
- 10’ Travel Lane
- 11’ Travel Lane
- 10’ Travel Lane
- 11’ Travel Lane
- 13’ Wide Parking Lane
- 5’ Tree/Utility Strip
- 5’ - 10’ Walking Zone

PROPOSED DESIGN

- 5’ - 10’ Walking Zone
- 5’ Tree/Utility Strip
- 2.5’ Buffer
- 5’ Tree/Utility Strip
- 8’ Parking Lane & Ped Island
- 11’ Travel Lane
- 10’ Travel Lane
- 11’ Raised Median
- 10’ Travel Lane
- 11’ Travel Lane
- 8’ Parking Lane & Ped Island
- 5’ Tree/Utility Strip
- 5’ - 10’ Walking Zone
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 bicycle lane
- AM rush-hour curbside bicycle lane / Parking-protected bicycle lane
- No bicycle 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 145 in CB 6)

EXAMPLE: Pedestrian Refuge Island on Amsterdam Ave, Manhattan
Outreach

Community input guiding project development
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
WHAT WE HEARD

- Change rego 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
- Northbound 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

Low parking turnover (especially on blocks without parking meters) prevents people from finding parking spaces near destinations on 4th Ave.

Proposal:
- Conduct **time-lapse parking study** to identify areas where double parking is most prevalent
- 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

Most delivery vehicles cannot find legal parking near destination and are forced to double park and load from travel lane

Proposal:

- Conduct merchant survey to determine loading/delivery needs of businesses on 4th Ave
- Establish sensible, consistent loading zones at locations with frequent or high-volume loading
- Maintain overnight parking for residents
ISSUE: BIKE NETWORK CONNECTIVITY

Based on previous project’s traffic analysis, high vehicular volumes preclude installation of northbound protected bike lane from Carroll St to Atlantic Ave; Rush hour lane from 38th St – Prospect Expy precludes protection during AM rush hour.

Proposal:

- Conduct **new traffic study** to determine current vehicular demands on 4th Ave
- Extend protected bike lanes as far north as possible and connect with existing east-west routes
- Remove or reduce extents of rush hour lane between 38th St and Prospect Expy
Phasing & Next Steps
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
- Fall 2019
- Fall 2021
- Spring 2018

* Original presentation to CB6 on 12/21/2017 omitted this phase
* Original presentation to CB6 on 12/21/2017 noted this phase as beginning in Fall 2018, which was incorrect
* Original presentation to CB6 on 12/21/2017 noted this phase as beginning in Summer 2021, which was incorrect
MATERIALS

In-house (interim)

EXAMPLE: 4th Ave at 13th St, Manhattan
Paint, markings, temporary materials

Capital build-out (permanent)

EXAMPLE: Amsterdam Ave, Manhattan
Concrete, landscaping, underground utilities
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!

VISION ZERO
nyc.gov/visionszero

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