



# 4<sup>TH</sup> AVENUE, BROOKLYN

## Project Update

December 2017



# **PRESENTATION OVERVIEW**

- 1. Background & Project History**
- 2. Proposal**
- 3. Outreach & Design Progress**
- 4. Phasing & Next Steps**
- 5. Summary**

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## Background & Project History

# 1

# NYC MOBILITY

## Recent Travel Trends (2010-2015)



**+370,000**  
New York City  
residents



**+520,000**  
new jobs

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



**+20%**  
growth  
tourists



**+10%**  
growth in  
subway trips



**+80%**  
growth in daily  
cycling trips



## VISION ZERO – GREAT STREETS



New York City's plan for ending traffic deaths and injuries on our streets. Vision Zero was introduced on January 15th, 2014.

4<sup>th</sup> Avenue is a **Vision Zero Priority Corridor** and one of the program's four *Vision Zero Great Streets* projects.



Project Example: Queens Blvd

# 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

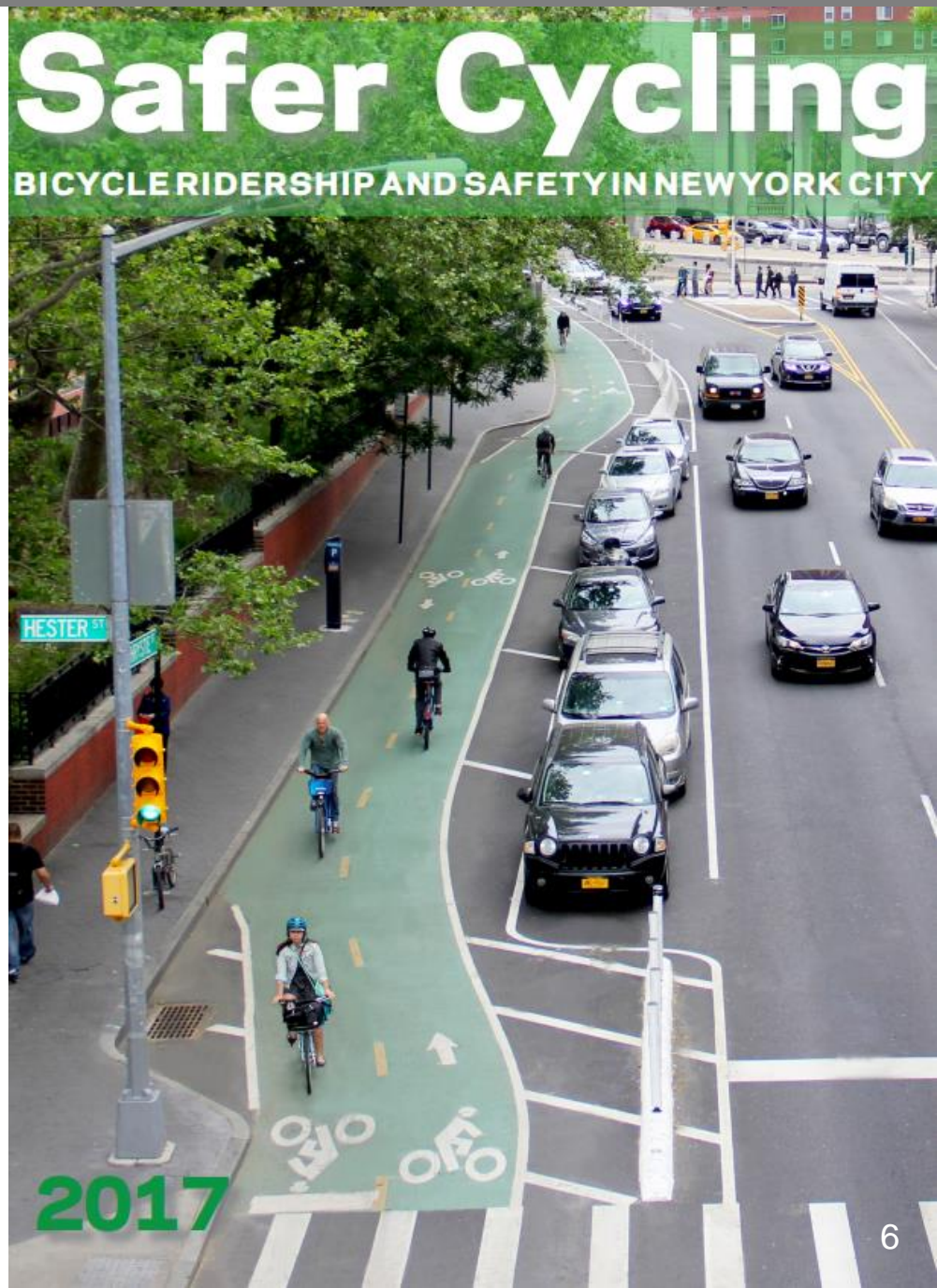
- All injuries down **20%**
- Pedestrian injuries down **22%**
- Motor vehicle occupant injuries down **25%**

## 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





## 2013 Street Improvement Project

**Traffic calming and pedestrian safety improvements** transform 4<sup>th</sup> Ave from a **highway-like** street to a **vibrant neighborhood corridor**

### **Atlantic Ave - 15<sup>th</sup> St**

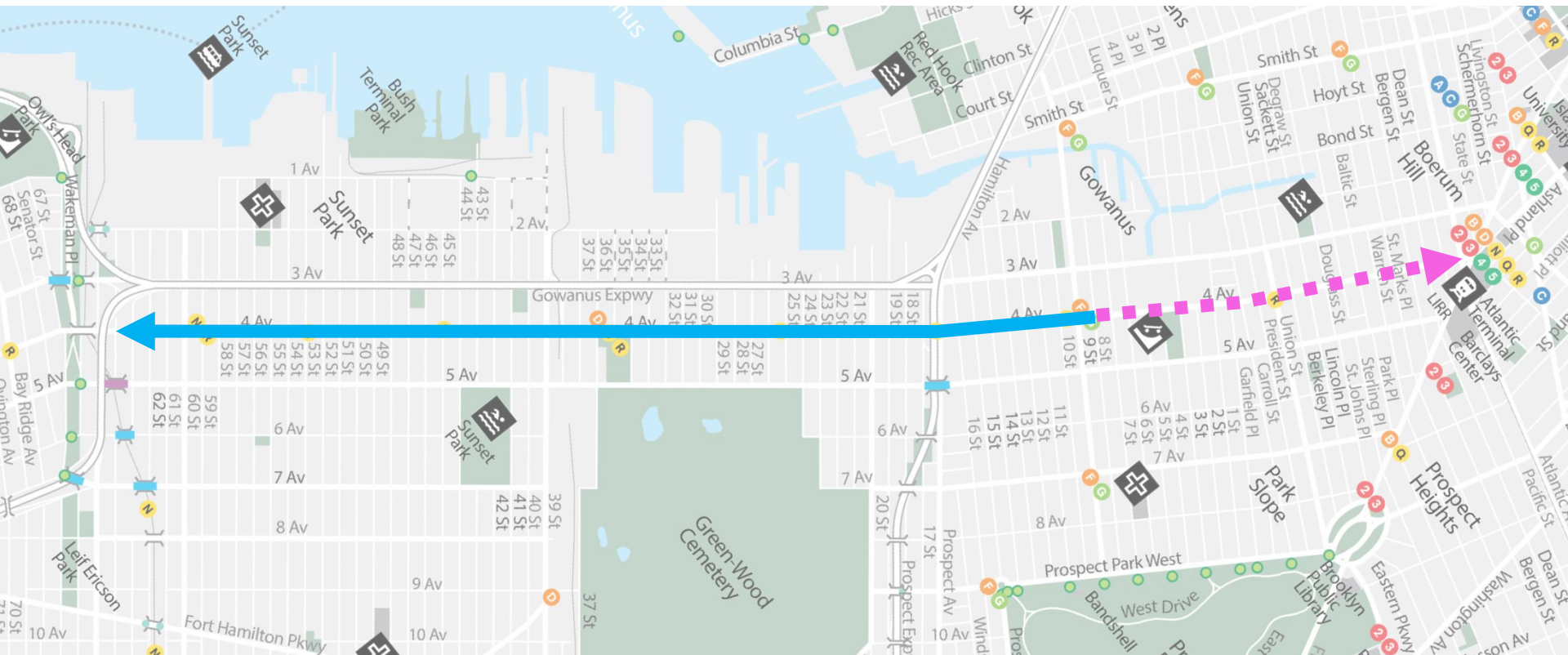
Crashes with injuries decreased **30%**

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





## 4<sup>th</sup> Avenue Capital Project (previous design)



### *Original Capital Project Scope of Work*

- Raised medians
- Landscaping: planted median
- Public art
- Benches
- Wayfinding signage



**Proposal did not include bicycle facilities, based on 2011 conditions**





**Elected Officials and Community have asked DOT to consider additional complete streets elements in light of changing context and availability of new designs**



**Queens Boulevard**

Queens, 2015



**Amsterdam Avenue**

Manhattan, 2015



**Jay Street**

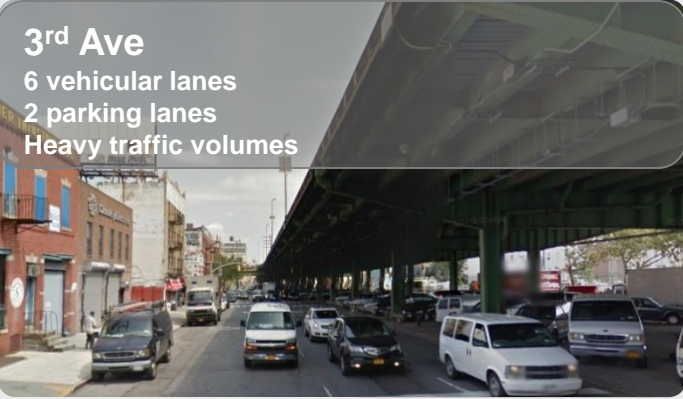
Brooklyn, 2016



## Background & Project History

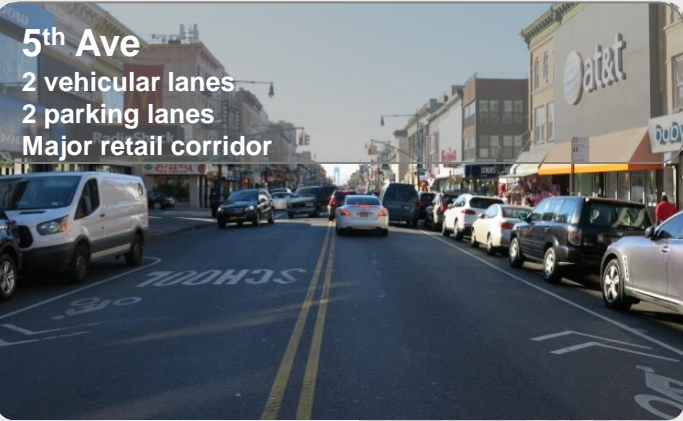
### 3<sup>rd</sup> Ave

6 vehicular lanes  
2 parking lanes  
Heavy traffic volumes



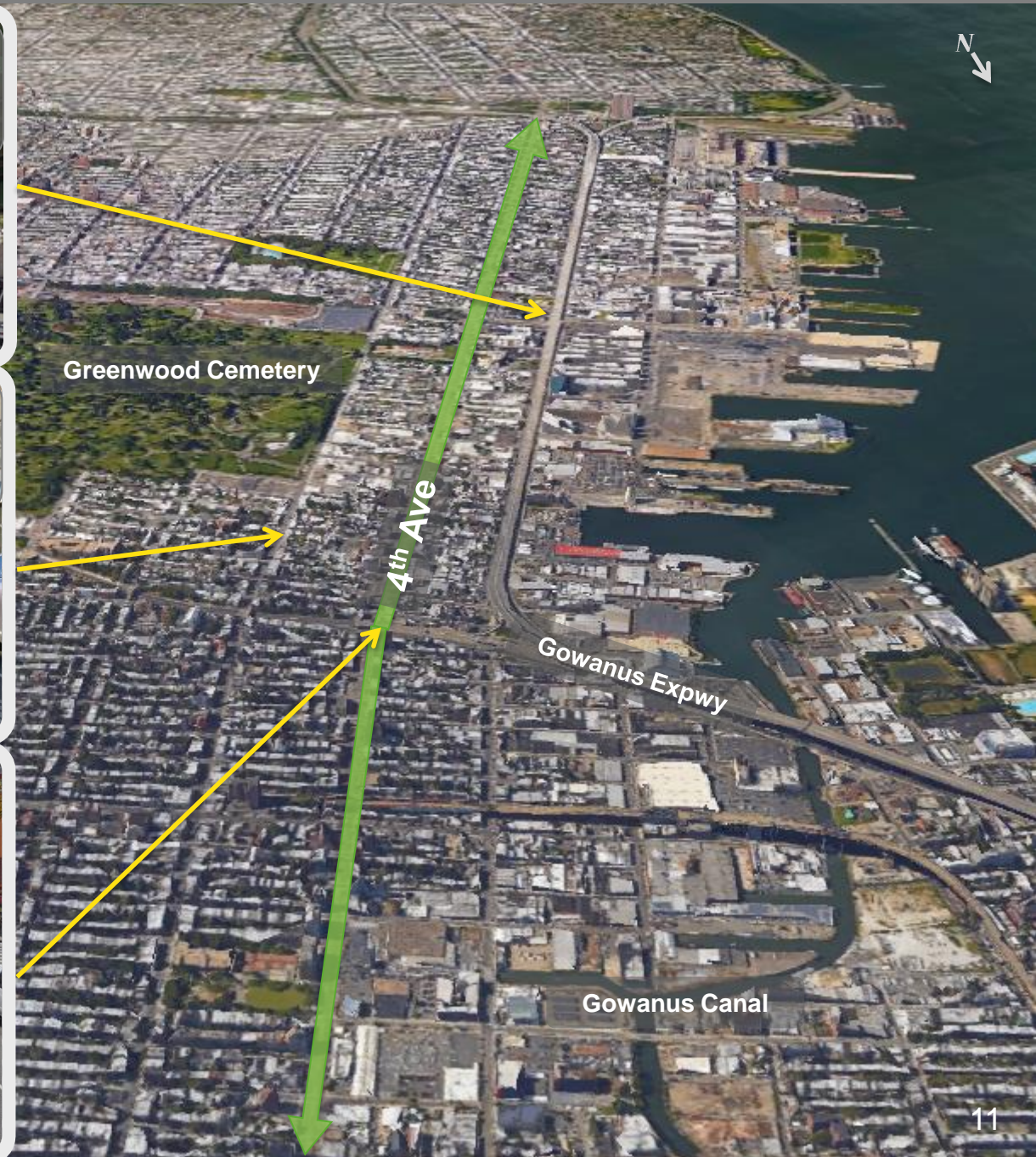
### 5<sup>th</sup> Ave

2 vehicular lanes  
2 parking lanes  
Major retail corridor



### 4<sup>th</sup> Ave

- 4 travel lanes + left-turn bays
- 2 wide parking lanes
- Shopping and transit





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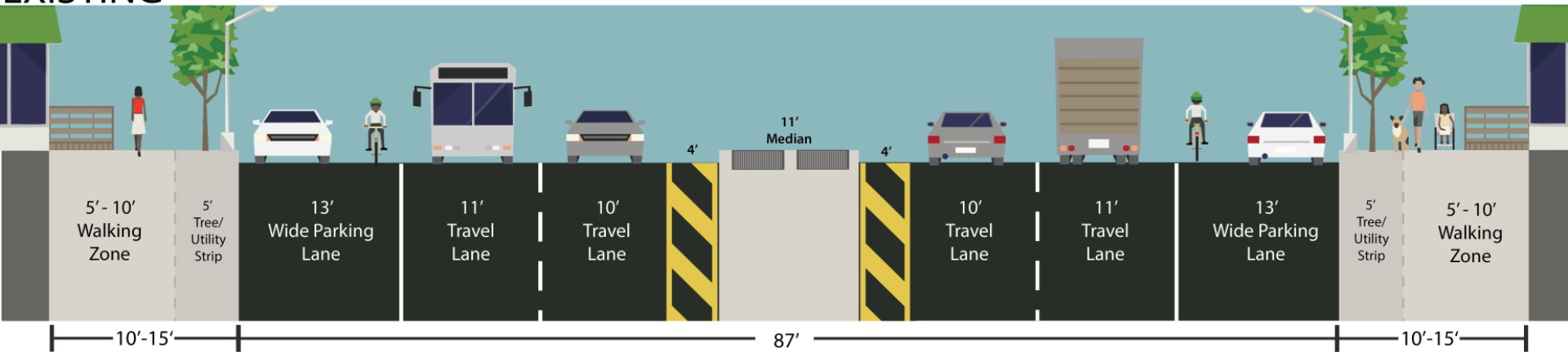
**Proposal**

*Complete Street Design*

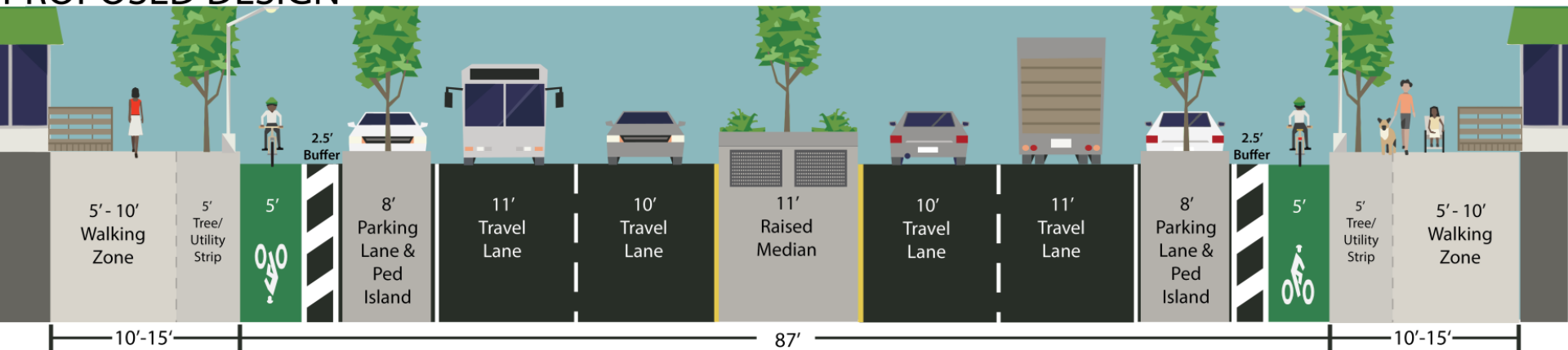
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# CROSS SECTION - TYPICAL

## EXISTING



## PROPOSED DESIGN



## COMPLETE STREET DESIGN: *Overview*

### Safety

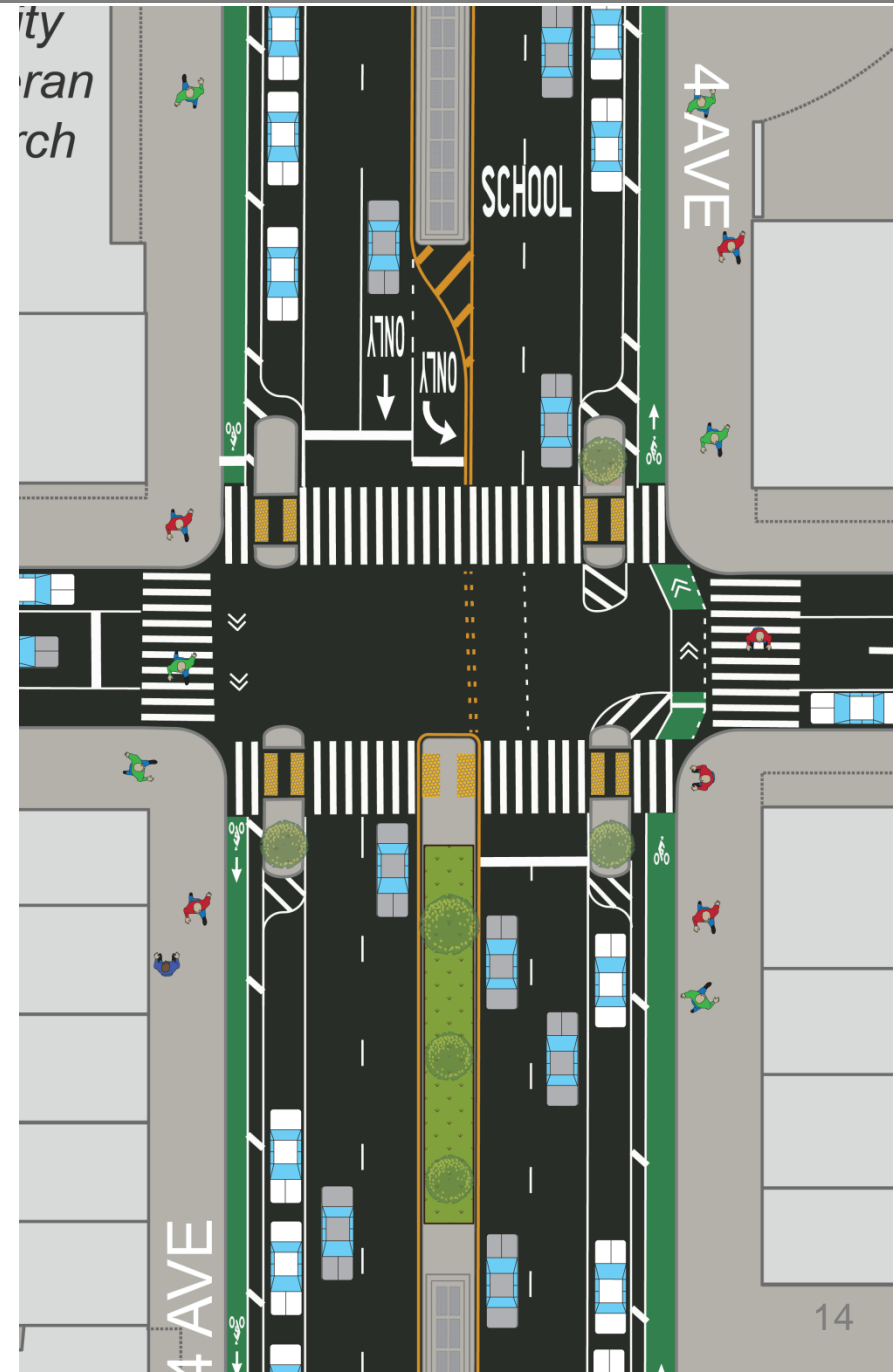
- Protected bike lanes
- Pedestrian refuge islands
- Maintain left-turn bans, high-visibility crosswalks, & road diet

### Traffic Operations

- Maintain existing number of lanes and rush-hour lane (38<sup>th</sup> St to Prospect Av)
- Identify loading zones and expand metered parking

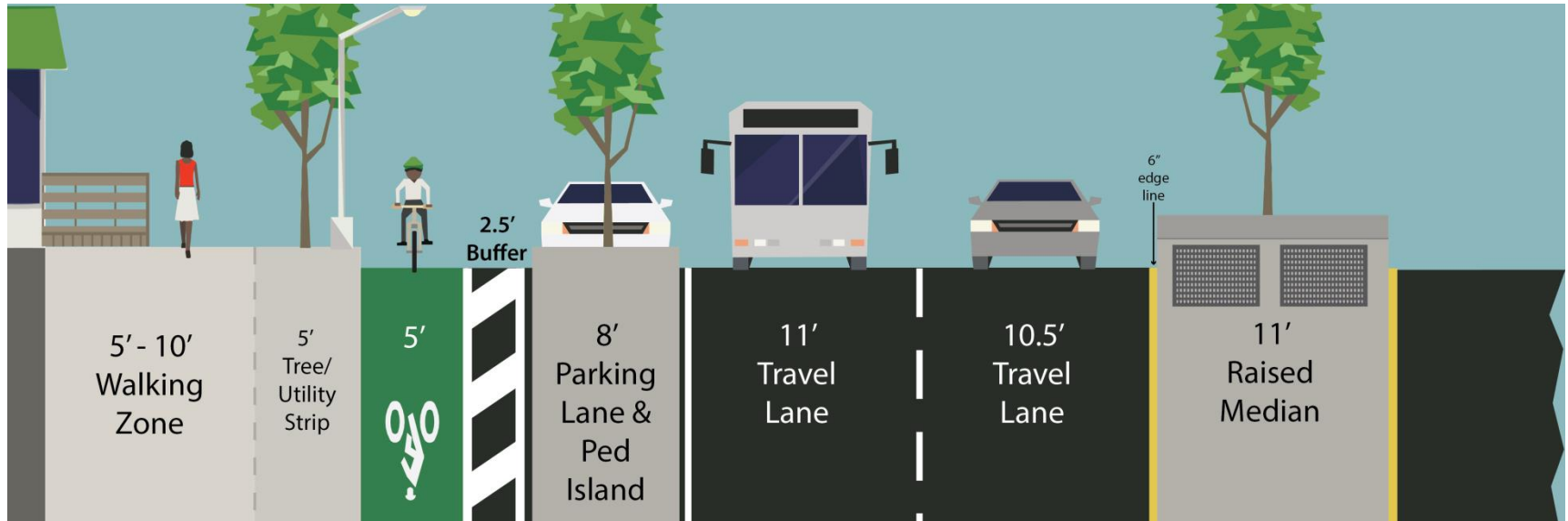
### Streetscape

- 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

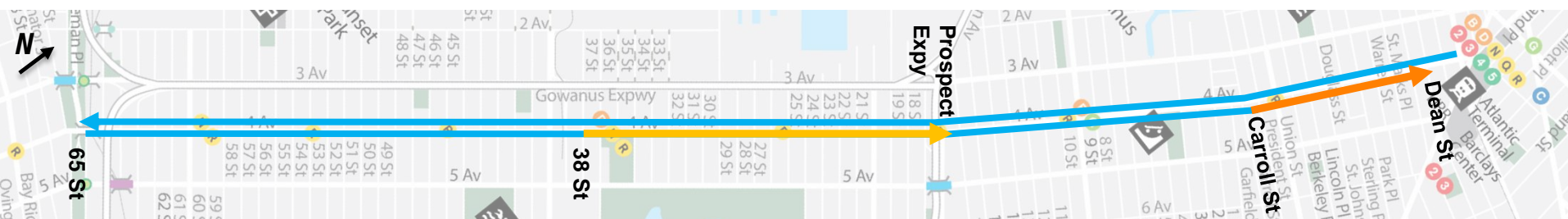
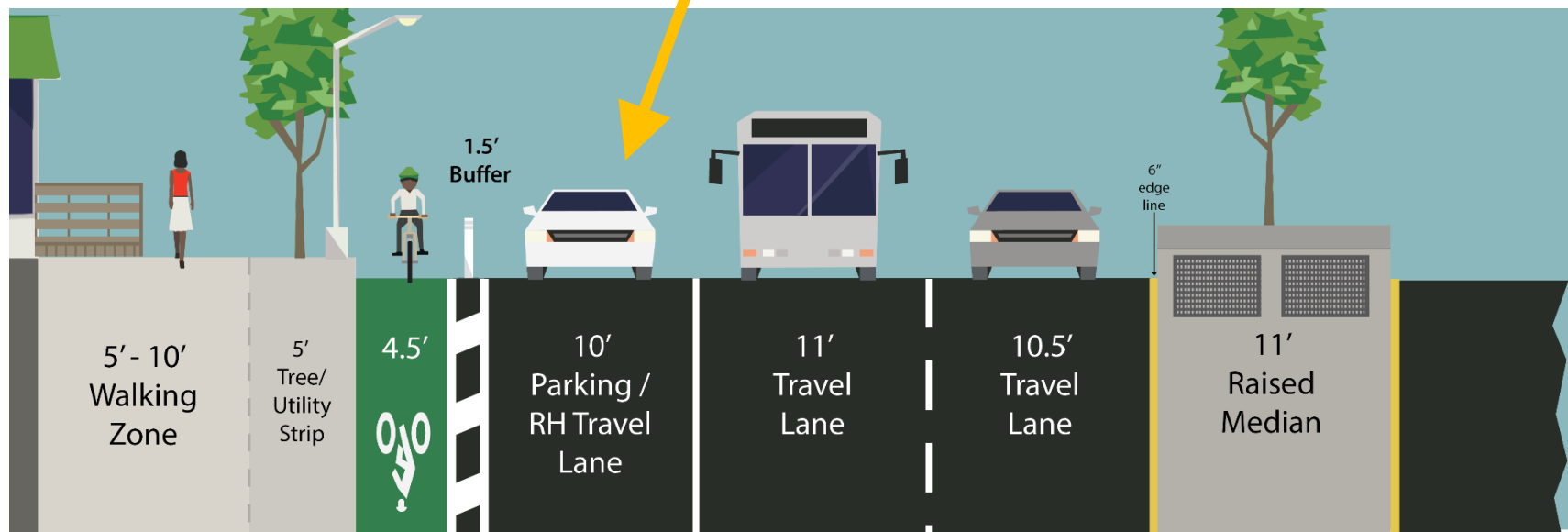
## Streetscape




**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



### 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**

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## Outreach

*Community input guiding project development*

3



## 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*



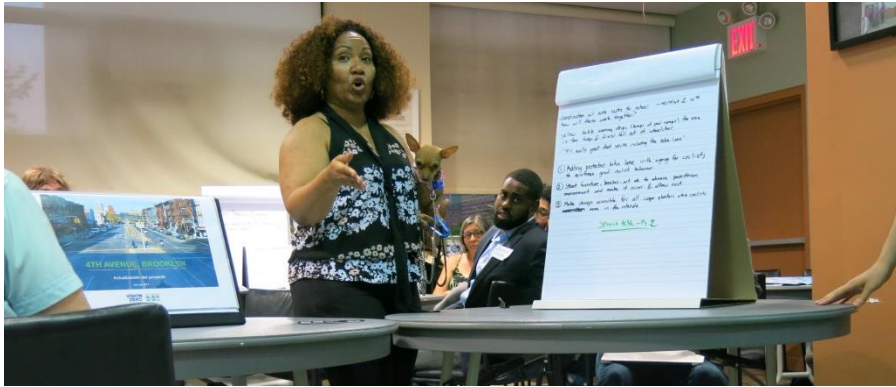
*Mapping exercises*



*Group discussions*



# WHAT WE HEARD



- Change regs to encourage parking turnover for biz districts.

- Cycling is unsafe now, protected bike lane is the way to go

- 65<sup>th</sup> — 40<sup>th</sup> lots of businesses - loading zones needed

NORTH BOUND PBL TO CONTINUE TO TIMES PLZ.  
(OR AT LEAST DEAN / BERGEN)

Double parking makes me avoid biking on 4<sup>th</sup> 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 4<sup>th</sup> 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



*4<sup>th</sup> Ave at Union St: Double parking in wide parking lane*



## 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 4<sup>th</sup> Ave
- Establish sensible, consistent **loading zones** at locations with frequent or high-volume loading
- Maintain overnight parking for residents












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Phasing & Next Steps

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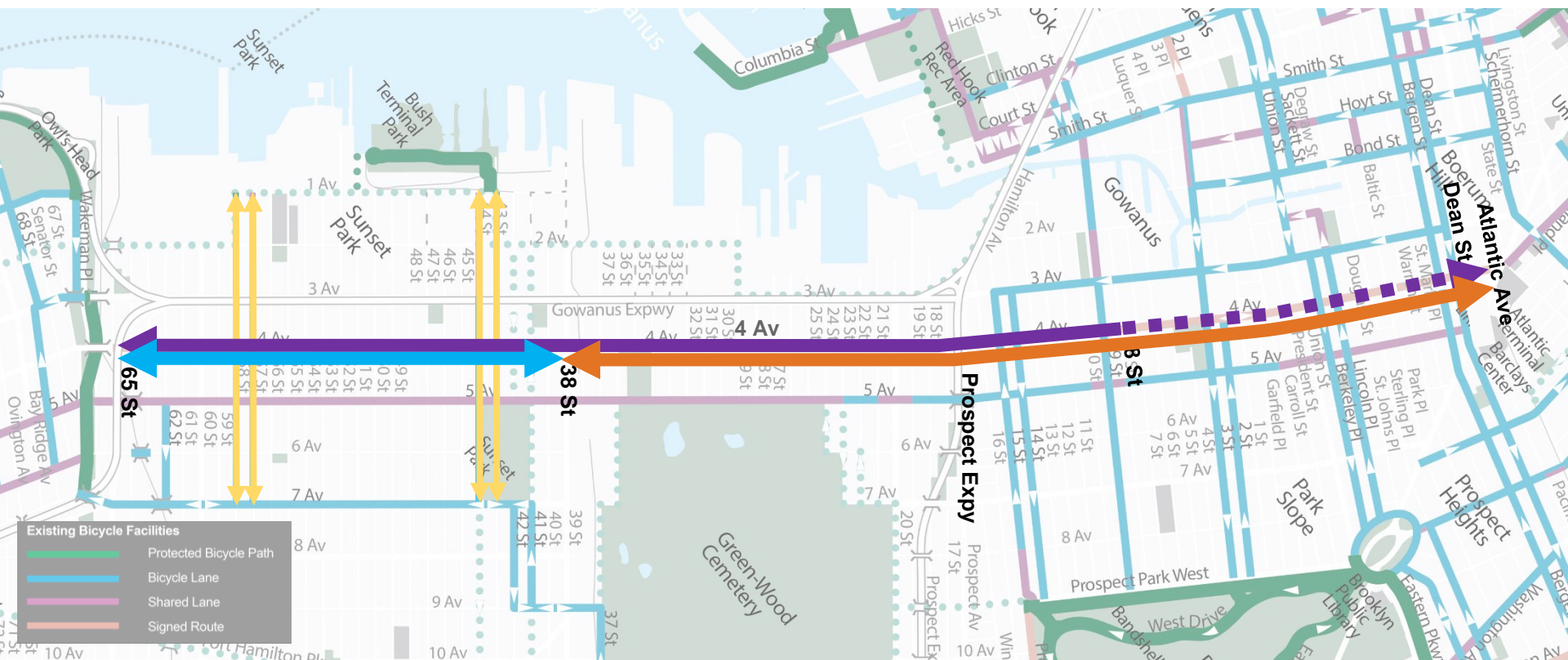
# 4<sup>th</sup> Avenue

## 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 *\* Original presentation to CB6 on 12/21/2017 omitted this phase*
- Fall 2019 *\* Original presentation to CB6 on 12/21/2017 noted this phase as beginning in Fall 2018, which was incorrect*
- Fall 2021 *\* Original presentation to CB6 on 12/21/2017 noted this phase as beginning in Summer 2021, which was incorrect*
- Spring 2018



# MATERIALS

## In-house (interim)



**EXAMPLE:** 4<sup>th</sup> Ave at 13<sup>th</sup> St, Manhattan

Paint, markings, temporary materials

## Capital build-out (permanent)



**EXAMPLE:** Amsterdam Ave, Manhattan

Concrete, landscaping, underground utilities

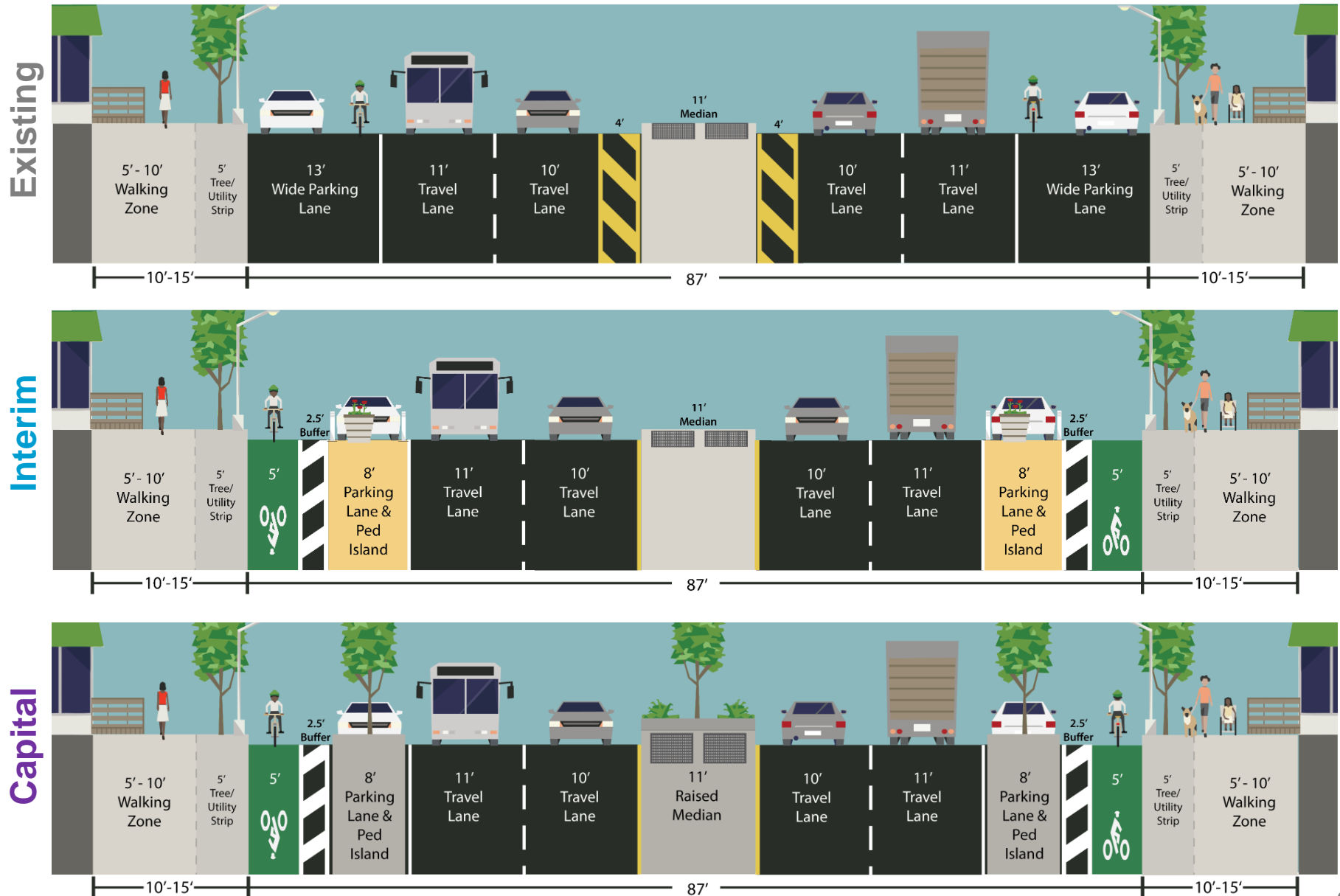
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**Summary**

**5**

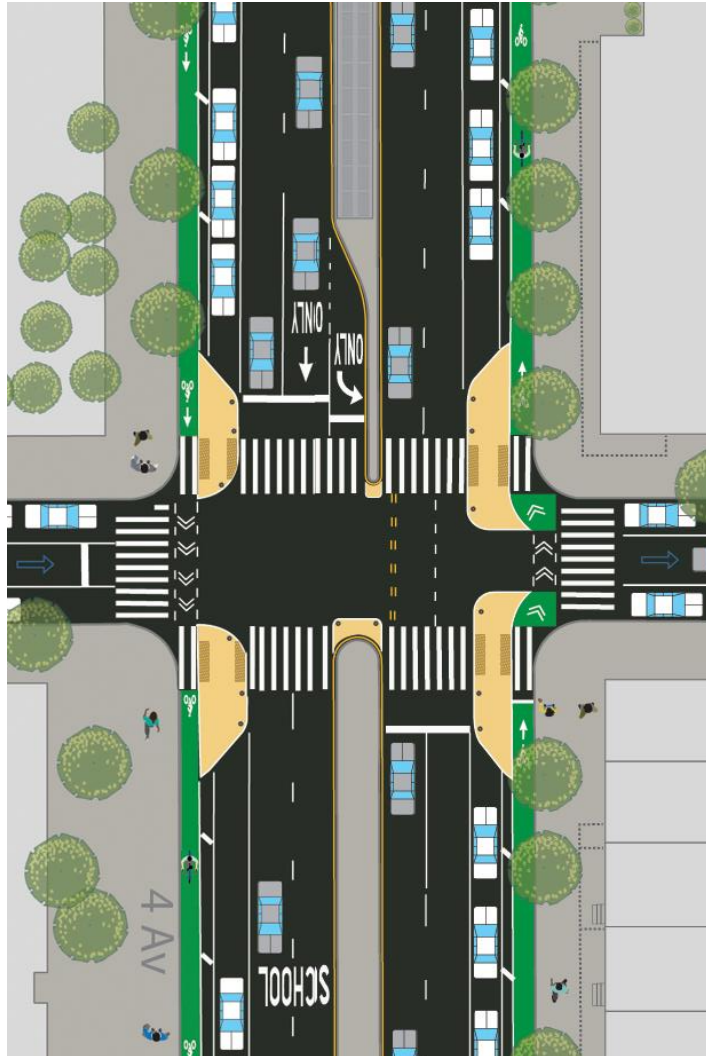


# CROSS SECTIONS

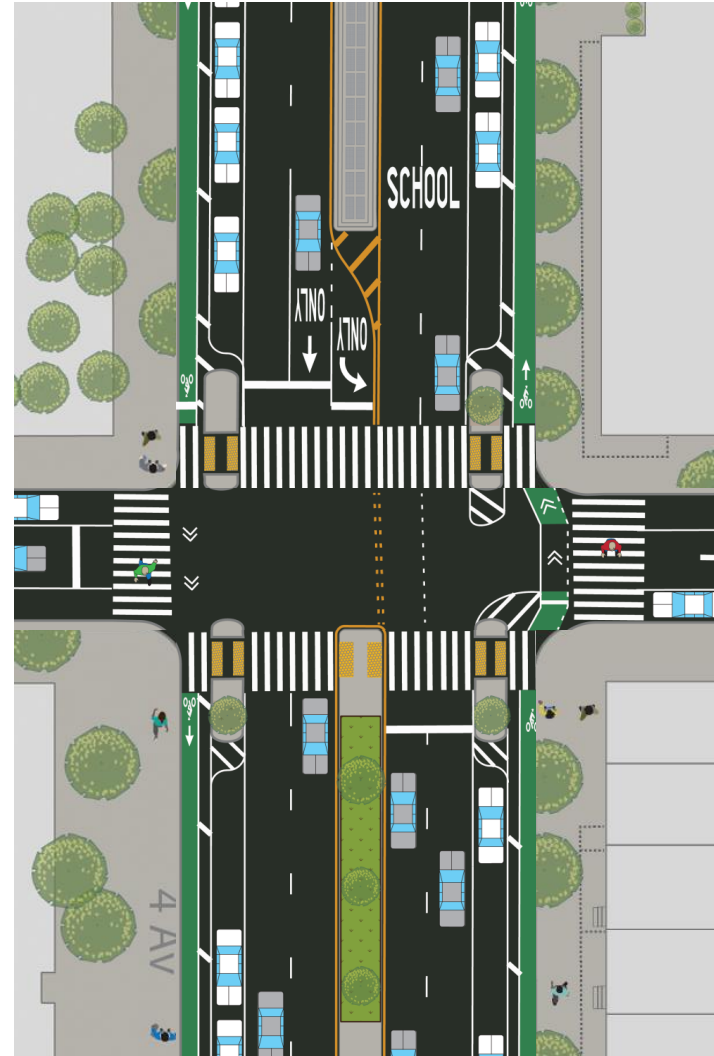


# SITE PLANS

Interim



Capital



- Protected bike lanes
- Pedestrian refuge islands
- Maintain high-visibility crosswalks, left-turn restrictions & road diet

- Maintain existing number of lanes and rush-hour lane (38<sup>th</sup> St to Prospect Av)
- Introduction of loading zones and expansion of metered parking
- Some parking loss to accommodate pedestrian refuge islands (~4 per block, ~225 in CB 7)

- Add plantings & trees (~200 in CB 7)
- Install wayfinding signs
- Add CityBenches







Questions?

**THANK YOU!**