4TH AVENUE, BROOKLYN

Project Update

December 2017
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2. Proposal

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5. Summary
Background & Project History
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

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.
Background & Project History

**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
2012-2013 Street Improvement Project

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

15th - 65th St
Crashes with injuries decreased 19%
Pedestrian injuries decreased 34%
Cyclist injuries decreased 41%
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*
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 Expwy, 7AM-10AM, Mon-Fri

5’-10’ Walking Zone
5’ Tree/Utility Strip
4.5’ 1.5’ Buffer
10’ Parking/RH Travel Lane
11’ Travel Lane
10.5’ Travel Lane
11’ Raised Median

Protected bike facilities being analyzed in ongoing traffic study}

Parking-protected bicycle lane
AM rush-hour curbside bicycle lane / Parking-protected bicycle lane
No bicycle facility (3 NB travel lanes)
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 225 in CB 7)

EXAMPLE: Pedestrian Refuge Island on Amsterdam Ave, Manhattan

• Ongoing project to normalize parking along 3rd Ave under Gowanus Expy, combined with increased enforcement will improve parking turnover and increase availability of existing parking
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 regs 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.

North bound 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

Time-Lapse Parking Study

Findings:

• Avg. double parking duration: 5 ½ min. Most double parking is for short errands or pick-ups/drop-offs

• Low parking turnover - Double parking worse where there is no meters

• Blocks with existing metering show higher turnover, greater parking space availability, and fewer instances of double parking

• Subway stations and local retailers generate majority of double parking

Proposal:

• 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

Merchant Survey

Findings:
- Most delivery vehicles cannot find legal parking near destination
- Many (76%) delivery vehicles are forced to double park and load from travel lane

Proposal:
- Establish sensible, consistent loading zones along corridor at locations with frequent or high-volume loading
- Maintain overnight parking for residents
ISSUE: DOUBLE PARKING

Existing **Metered Parking** and **Loading Zones** on 4th Ave from 38th St – 64th St

**Metered Parking**

existing

**Loading Zones**

existing
Proposal: Expand **Metered Parking** and Establish New **Loading Zones**

**ISSUE: DOUBLE PARKING**

**Proposal:**

**Metered Parking**

- *existing*
- *proposed*

22 new locations with the most:
- Active commercial uses,
- Frequent double parking (more than 10/hr during peak)
- Transit connections

**Loading Zones**

- *existing*
- *proposed*

9 new locations with:
- Frequent or high-volume loading
- Lack of safe, legal curb space for loading
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 CB7 on 12/11/2017 omitted this phase
* Original presentation to CB7 on 12/11/2017 noted this phase as beginning in Fall 2018, which was incorrect
* Original presentation to CB7 on 12/11/2017 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: Allen St at Delancey St, Manhattan

Concrete, landscaping, underground utilities
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Summary
CROSS SECTIONS

**Existing**
- 5'-10' Walking Zone
- 5' Tree/Utility Strip
- 13' Wide Parking Lane
- 11' Travel Lane
- 10' Travel Lane
- 4' Median
- 10'-15'

**Interim**
- 5'-10' Walking Zone
- 5' Tree/Utility Strip
- 2.5' Buffer
- 5'
- 8' Parking Lane & Ped Island
- 11' Travel Lane
- 10' Travel Lane
- 11' Median
- 10'-15'

**Capital**
- 5'-10' Walking Zone
- 5' Tree/Utility Strip
- 2.5' Buffer
- 5'
- 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
- 10'-15'
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
THANK YOU!

Questions?