4TH AVENUE, BROOKLYN

Project Update

May, 2017
PRESENTATION OVERVIEW

1. Background
   Where we are in the process

2. Proposed Modifications
   Potential for change

3. Discussion
   Table activities, report back to group
Background
4th Avenue Street Improvement Project (Designed 2011, Installed 2012-13)

Improvements:
- Road diet (travel lanes removed)
- High visibility crosswalks
- Left-turn bans
- Painted median tips

Safety data:

15th - 65th St (2012)
3 years after data
- Crashes with injuries decreased 19%
- Pedestrian injuries decreased 34%
- Cyclist injuries decreased 41%

Atlantic Ave - 15th St (2013)
2 years after data
- Crashes with injuries decreased 30%
- Pedestrian injuries decreased 68%
- Total injuries decreased 31%
Traffic calming and pedestrian safety improvements transform 4th Ave from a highway-like street to a vibrant neighborhood corridor.
What’s a Capital Project?

- Major street reconstruction
- Long-term, permanent changes
- Detailed design process
- Multi-million dollar budgets
- Coordination with outside agencies (MTA, DEP, Parks)
4th Avenue Capital Project (previously proposed)

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

Final design currently in process but has capacity for change.
Elected Officials and Community have asked DOT to consider additional complete streets elements in light of changing context

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

2016: Availability of new designs
- Protected bike lanes on two-way streets
- New intersection treatments
  - Calmed crossings
  - Signal treatments
Progress of DOT designs

Queens Boulevard
Queens, 2015

Amsterdam Avenue
Manhattan, 2015

Jay Street
Brooklyn, 2016
Background

3rd Ave
- 6 vehicular lanes
- 2 parking lanes
- No bike lanes

5th Ave
- 2 vehicular lanes
- 2 parking lanes
- No bike lanes south of 23rd Street

4th Ave
- 4 travel lanes + left-turn bays
- 2 wide parking lanes
- No bike lanes
- Shopping and transit

Greenwood Cemetery

Gowanus Canal

Gowanus Expwy
Capital Project (Previously Proposed)

Background

No designated bicycle facility (no change)

ADD pedestrian refuges in medians

Wide parking lane (no change)

MODIFY Build out channelization

ADD trees and plantings to median
Capital Project (Previously Proposed)

EXAMPLE: West Houston St
Manhattan
Background

Capital Project - Potential Improvements

- **ADD** protected bicycle lane
- **ADD** pedestrian refuge islands with landscaping
- **REMOVE** wide parking lane, lost width may impact traffic
- **REMOVE** plantings from median
- **ADD** landscaping on islands

Pedestrians

Bicycling

Parking

Traffic>Loading

Landscaping
Capital Project - Potential Improvements

EXAMPLE: Amsterdam Ave
Manhattan
Capital Project - Potential Improvements

Existing Capital Plan

Proposed Changes to Capital Plan
Capital Project - Potential Improvements

- Parking-protected bicycle lane
- AM rush-hour curbside bicycle lane / Parking-protected bicycle lane
- No bicycle facility (3 NB travel lanes)
CROSS SECTIONS – RUSH HOUR

Proposed Design – Typical section

Proposed Design – Northbound AM Rush Hour Section

Rush Hour Lane: 38 St to Prospect Expy, 7AM-10AM, Mon-Fri
OVERVIEW

**New Elements of Design**
- Protected bike lanes with pedestrian refuge islands

**Modified Elements of Design**
- Medians
- Landscaping
- Parking/Loading
- Pedestrian crossings
- Traffic Impacts

**Unchanged Elements of Design**
- Rush-hour lane (38th St to Prospect Av)
- Public Art, Wayfinding, CityBenches
- Majority of 2011 safety elements:
  - Left-turn bans
  - High-visibility crosswalks
  - Reduced pedestrian crossing distances
  - Road diet
DISCUSSION
Complete Streets Design

New and Modified Elements
DISCUSSION TOPICS

1. Pedestrian Crossings
2. Bicycling
3. Vehicles/Parking/Loading
4. Landscaping/Street Furniture/ Art
PEDESTRIAN ENVIRONMENT

Fewer **median pedestrian refuges**
  - Shift median refuge islands at left turn bays to curbside pedestrian islands (~1/3 of existing median refuges)

New pedestrian refuges would provide **even more pedestrian space.**
  - Narrower roadway, but less space in middle of the roadway
  - Pedestrian crossing distance would be shorter, but same amount of time to cross
  - Islands provide landscaping opportunity
BICYCLING

Add protected bicycle lane

- Connects Park slope, Sunset Park, and Bay Ridge
- Low-stress connections to 4.5+ miles of protected lanes between jobs, schools, subway and shopping
- 8 lane-miles added to bike network

Improve safety for people on foot, in cars, and on bikes

- Narrow roadway provides less opportunity for speeding vehicles
- Removes cyclists from traffic, discourages sidewalk riding
VEHICLES

Maintains road diet, removes wide parking lanes

- Two through lanes + left-turn bays (existing condition)
- Narrowed lane width may slow speeds due to illegal parking

4th Ave functions as a neighborhood street

- Other major streets appropriately handle majority of through-traffic
  - Gowanus Expwy
  - 3rd Ave
PARKING/LOADING

Parking loss
• Remove less than one space per refuge islands (<4 per intersection)

Loading zones
• DOT will study loading needs to modify or expand loading zones
LANDSCAPING

Narrower median, fewer plants

- Less space for understory plantings and trees in the median
- No space for plantings next to subway vents

New refuge islands, more plants

- Landscaping removed from median may be replaced in new islands

2’ of landscaping adjacent to grates removed from plan

Landscaping narrowed by 4’
Summary
THANK YOU!

Questions?