

Kent Avenue Traffic Calming & Bicycle Lanes

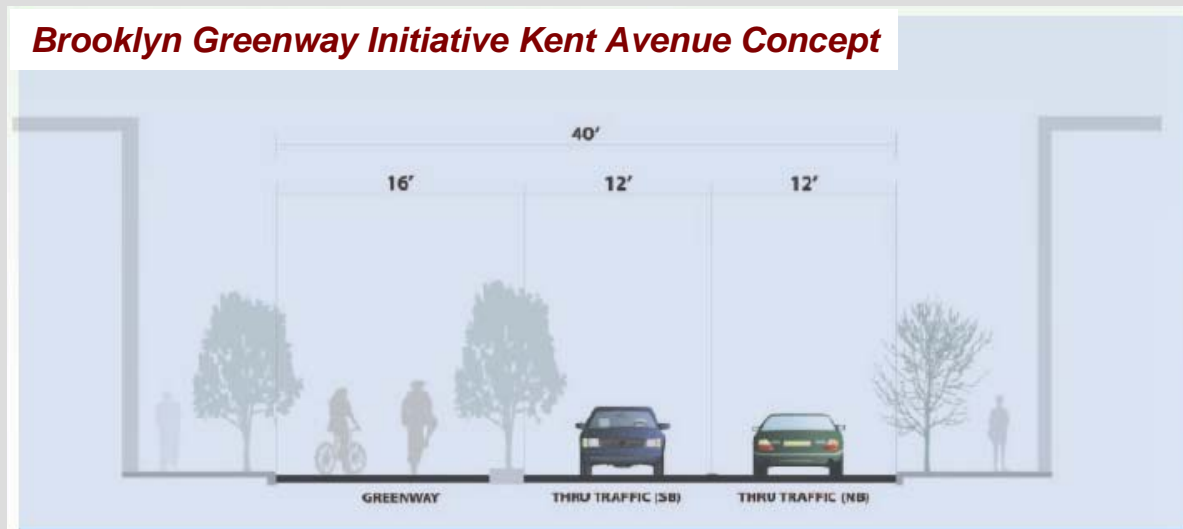


Office of Alternative Modes
Traffic Operations Bureau

September 8, 2008
Brooklyn CB1

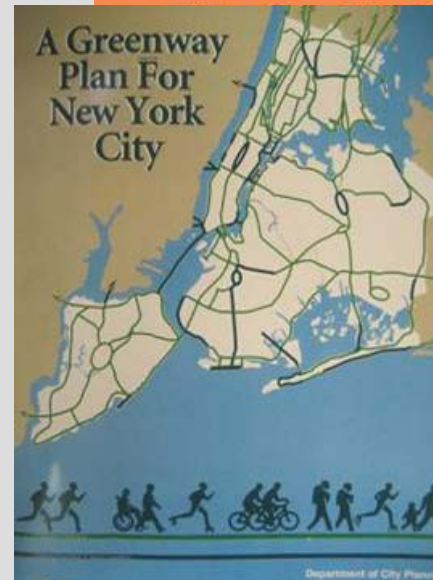
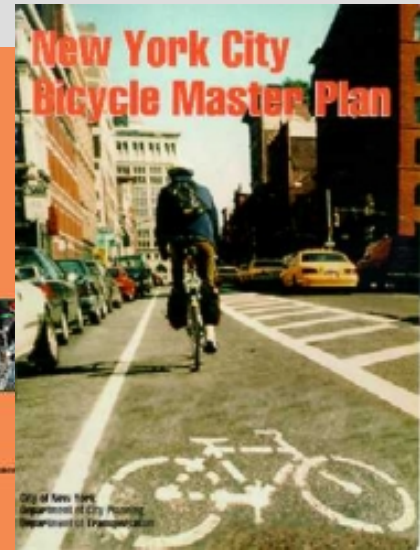
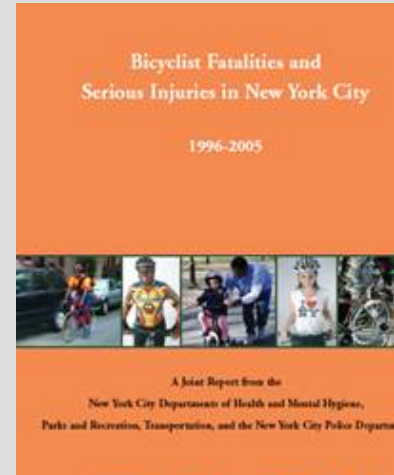
Project Background

- April 2008: CB 1 Votes to Support **Brooklyn Waterfront Greenway** long-term vision
 - Includes No Parking for All of Kent Avenue
- DOT seeking to implement interim improvements
 - Before parking demand grows
 - To deliver public benefits as rapidly as possible
- DOT Fall 2008 Project Limits: Quay St to Clymer St



DOT's Implementation Context

- DOT's #1 Goal: Improving Safety for All Users
- Building a **Citywide Bicycle Network**: 1997 Bicycle Master Plan
- A Greenway Plan for NYC (1993)
- Mayor's PlaNYC – A **Greener Transportation Network**



Kent Avenue – A Street that Will Survive with No Parking

- A. Small current supply of parking
- B. Modest current demand for parking
- C. High availability for side & parallel street parking
- D. High future supply of parking



A. Small Supply of Current Parking

- Kent Avenue: If unregulated, Kent would offer nearly 700 parking spaces
- One third of Kent Avenue already is restricted from parking (existing restricted areas -- bus stops, driveways, hydrants, No Standing zones, etc.)
- Only 38% of Kent Ave, ~256 spaces, is “Open Parking”

SUMMARY OF CURB REGULATIONS				
Description	Curb Space in Parking Space Equivalents*			Percent of All Space
	West	East	Total	
Open Parking (Day and Night Cleaning)	123	133	256	38%
Open Parking with Morning Regulations	129	0	129	19%
Loading/Unloading	19	47	66	10%
No Standing	99	131	230	34%
Total	369	311	680	100.0%

* Parking Space Equivalents consists of a 20 foot continuous space along curb for passenger vehicles and a 30 foot continuous space for truck loading zones.

B. Modest Current Demand for Parking

Typical Parking Demand

- Weekdays
 - 240 vehicles (25 commercial)
 - 50% of legal parking space
 - 35% of corridor curbs
- Saturdays
 - 130 vehicles (12 commercial)
 - 30% of legal parking space
 - 20% of corridor curbs
- Nearly two thirds of area households do not own a vehicle

Kent Avenue at S. 1st Street



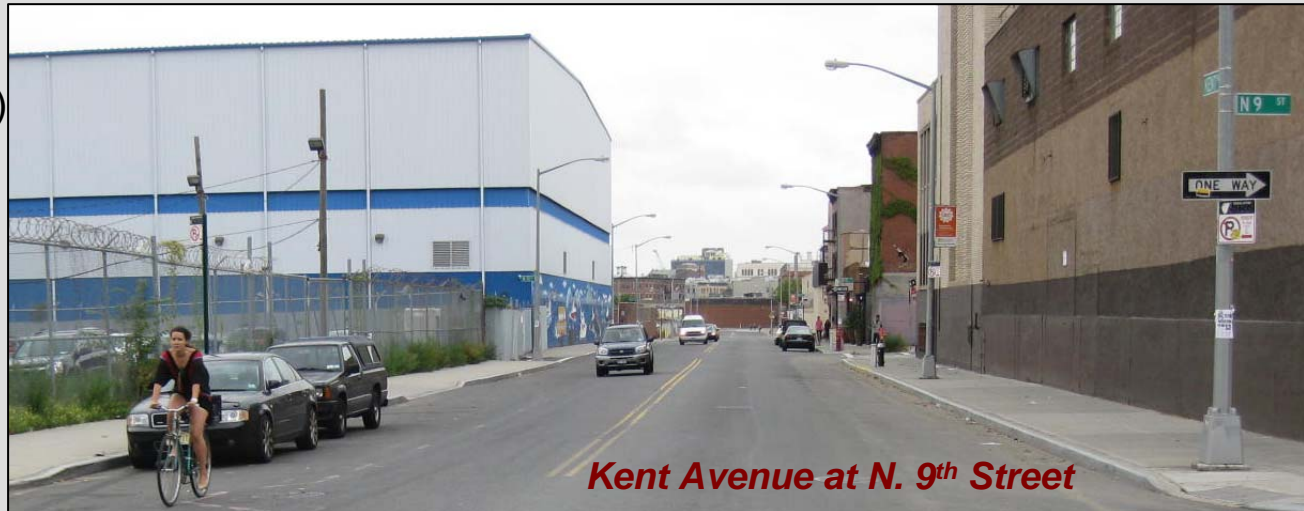
Current Cycling Activity

Weekday 12 hrs (7am – 7pm)

- 330 cyclists

Weekend

- 610 cyclists



Kent Avenue at N. 9th Street

C. High Availability for Side & Parallel Street Parking

- Some outdated, overly restrictive regulations
- Wythe Ave - ~50% occupied



Side Street



River Street



Wythe Ave near S. 10th



Wythe Ave b/w S. 5th & S. 6th

D. High Future Parking Supply

- ~3,500 area parking spaces expected from new development
- “Edge” Condominiums – 700 parking spaces
 - 1.5x parking capacity of all of Kent Avenue

What's Going On Here?

This project is being brought
to you by:
173 KENT AVE. LLC

The name of this project is:
KENT AVE. APARTMENT

ANGLES TO VIEW IT

T-111 / www.111kent.com

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Design Objectives

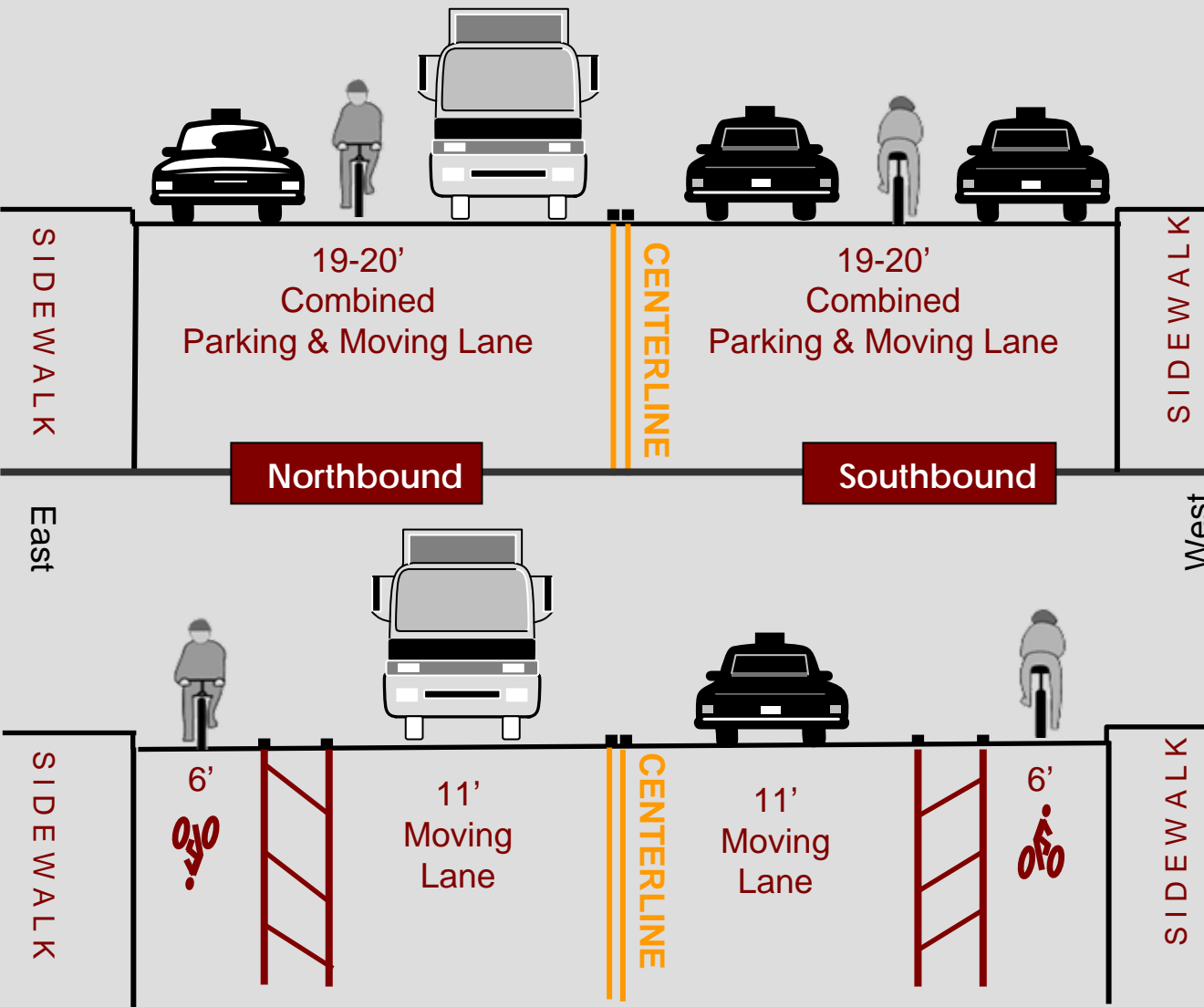
1. Cycling as a Real Transportation Choice
2. Safer Kent Avenue for All
3. Connections & Access to Waterfronts and Neighborhoods
4. Momentum Toward Greater, Greener Long-Term Vision



1. Cycling as a Real Transportation Choice

Existing Condition

- No dedicated space for cycling
- Uncomfortable cycling environment when cars parked
- Insufficient room for safe passing by vehicles



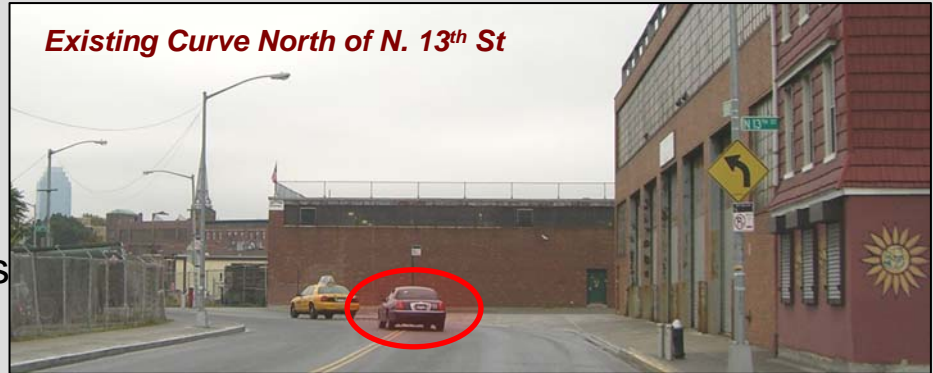
Planned Condition

- Wide bicycle lanes
- Buffers from moving traffic

2. Safer Kent For All Users

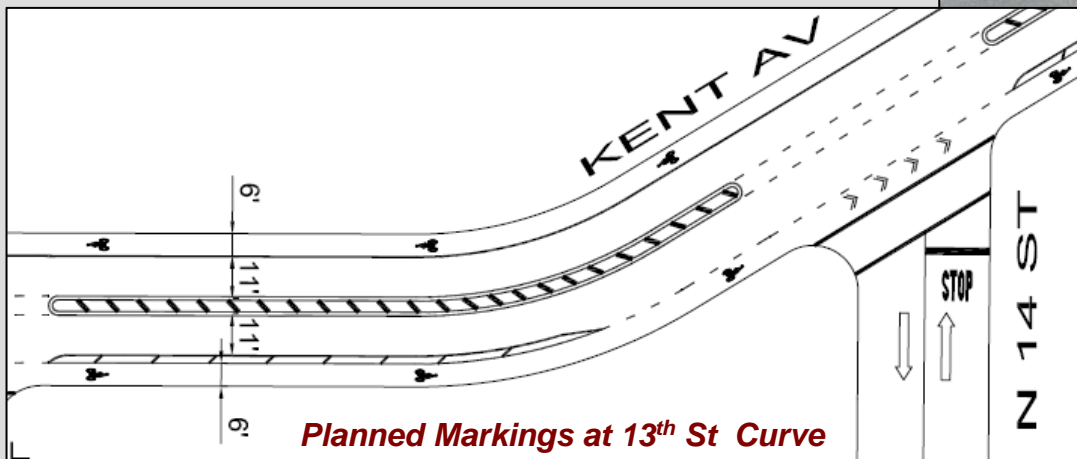
Existing Condition

- Low curb utilization, lack of markings makes lanes appear overly wide
- Long stretches without a traffic signal
- Four curves often taken at high speeds



Planned Condition

- Marked 11-foot moving lanes will calm and organize traffic
- Center buffer will ensure safer movement at curves

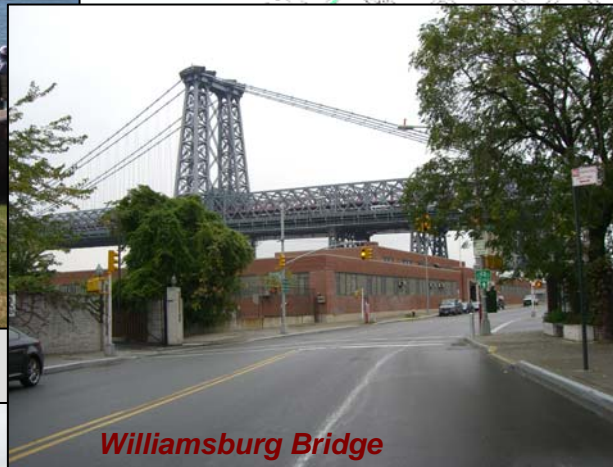


3. Connections & Access to Waterfronts & Neighborhoods

Grand Ferry Park



Williamsburg Bridge



East River State Park



KENT AVENUE ROAD WIDTHS

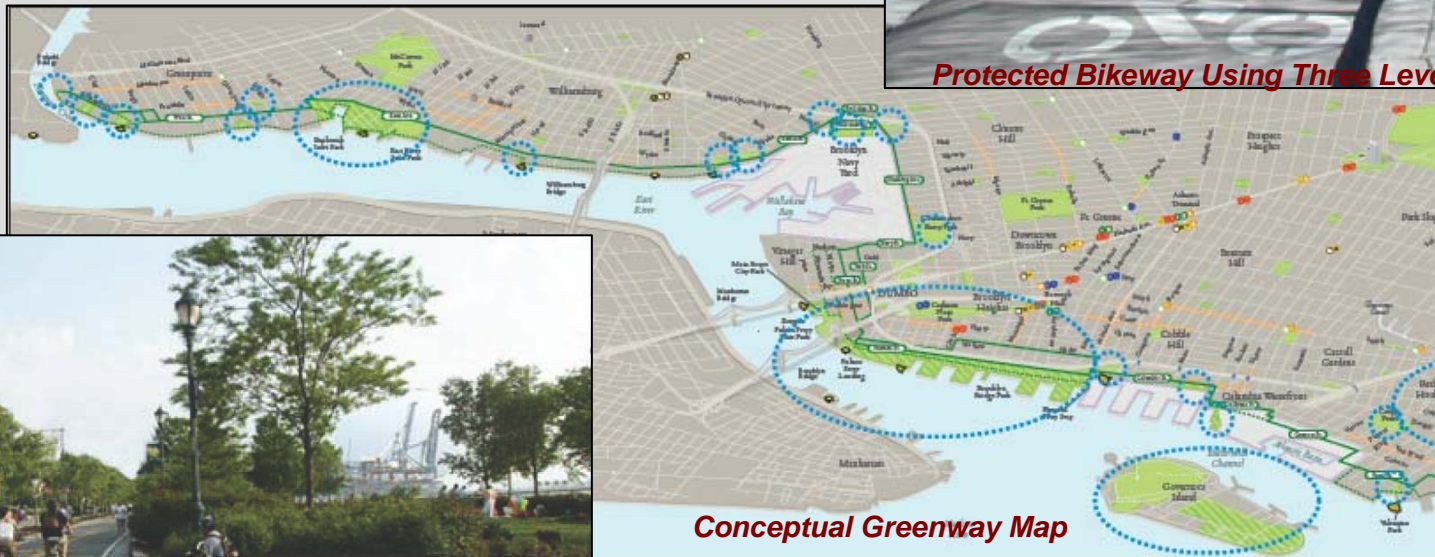
- 25'-0" Roadway Width
- Transition from 30'-0" to 40'-0"
- 40'-0" Roadway Width

4. Momentum Toward a Greener, Greater Vision

- Fall 2008 implementation of interim bicycle lanes and traffic calming
 - Brings rapid safety & quality of life benefits
- One segment of larger waterfront route
- Advancing capital improvements to greenway a priority
 - Create protected paths as rapidly as possible



Protected Bikeway Using Three Level Street



Conceptual Greenway Map



Conceptual Greenway

End of Presentation

