

Flushing Avenue

Brooklyn Waterfront Greenway Improvements



Flushing Avenue Brooklyn Waterfront Greenway Improvements

Agenda

1. Background
2. Existing Conditions
3. Proposed Street Design
4. Brooklyn Waterfront Greenway Next Steps



Background: History

1993 – Greenway Plan for NYC

1997 – Bicycle Master Plan

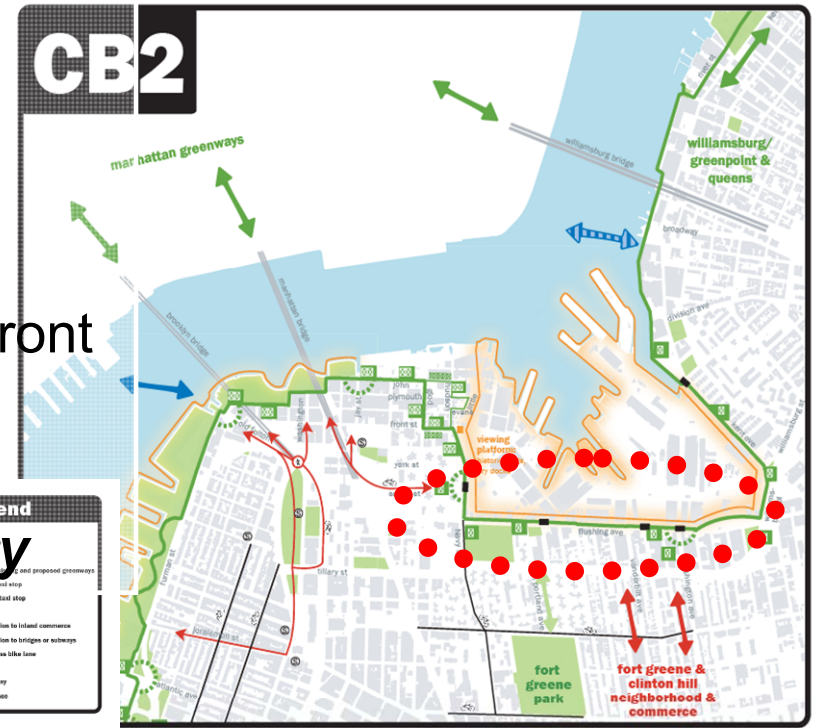
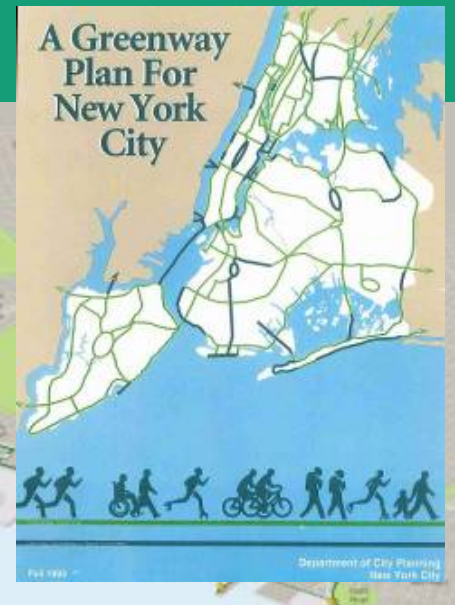
2005 – Brooklyn Greenway Initiative's (BGI) and Regional Planning Association's (RPA) plan for Community Boards 2 and 6

2008 – Brooklyn Greenway Initiative's and Regional Planning Association's Plan for Community Board 1

2008 – UPROSE's Conceptual Plan for Sunset Park Greenway

2009 – DOT-Sponsored Brooklyn Waterfront Greenway Master Plan

Throughout the process DOT has implemented portions of the Greenway



DOT's Role – Pedestrian Improvements



Hillside Avenue, Queens



DUMBO, Brooklyn



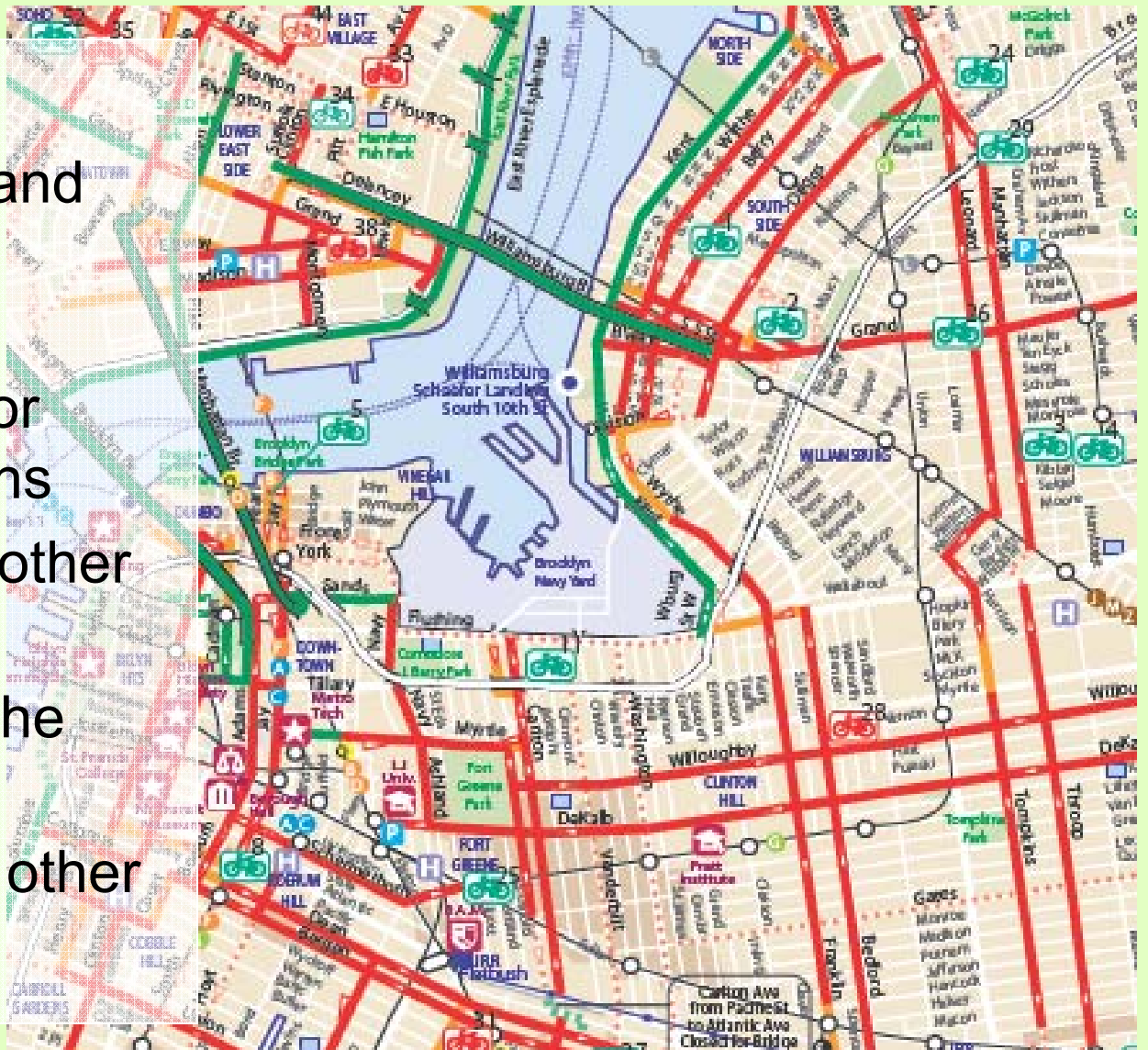
12th Ave, Manhattan



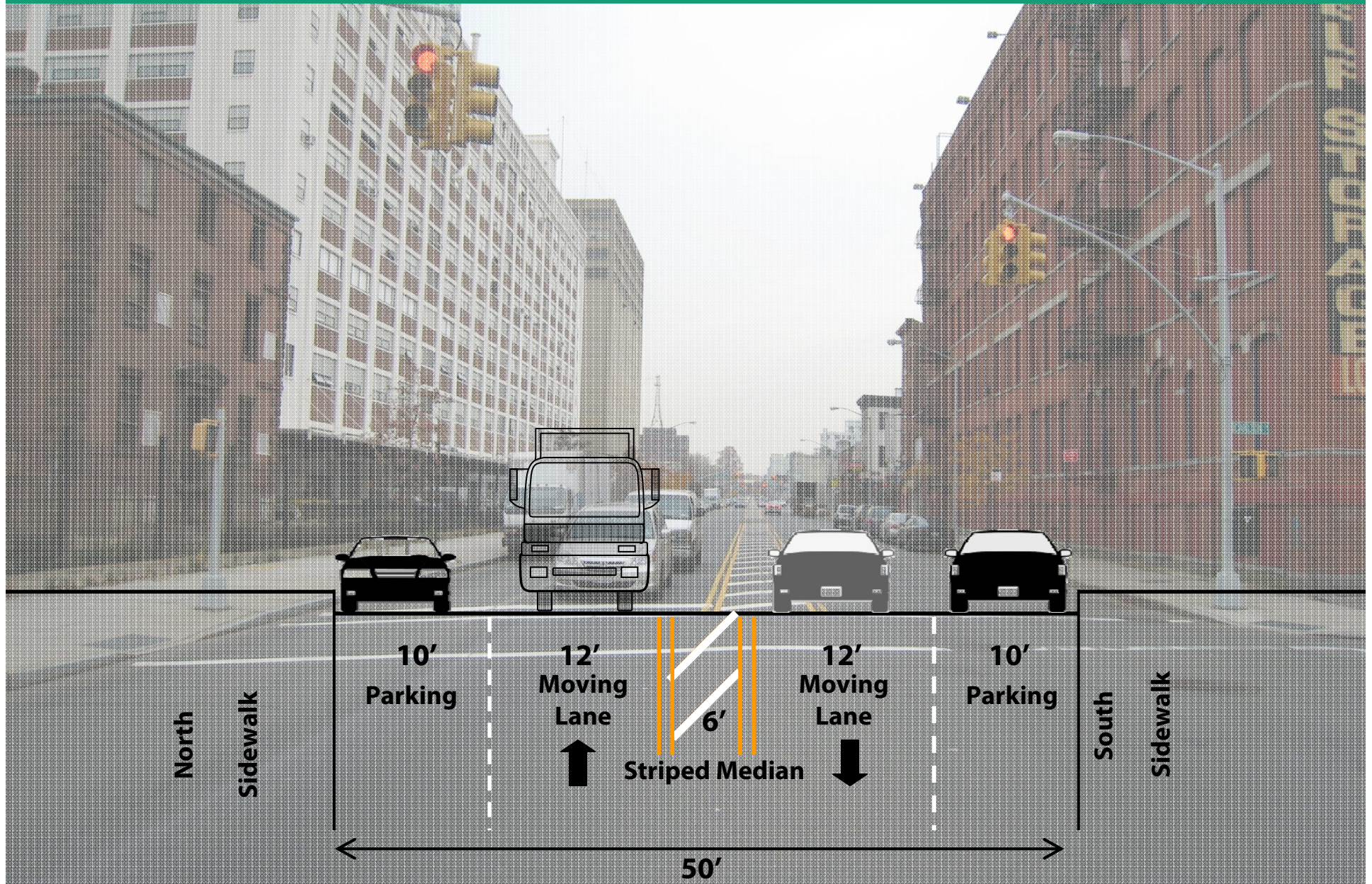
DOT's Role – Bicycle Improvements

NYC Criteria

- Safety to cyclists and other street users
- Accessibility & Directness to major origins/ destinations
- Connections with other routes
- Attractiveness of the route
- Low conflicts with other users



Existing Conditions



Existing Conditions

Bike Counts

Weekday - 313 bicycles per day

Weekend - 337 bicycles per day

Based on 12 Hour (7am-7pm), June 2009

High Bicycle Volume / No Bicycle Facilities / High Truck Volume



Proposed Street Design: Objectives

Objective 1: *Improve safety for all street users.*

Objective 2: *Better utilize roadway.*

Objective 3: *Implement long-envisioned greenway.*

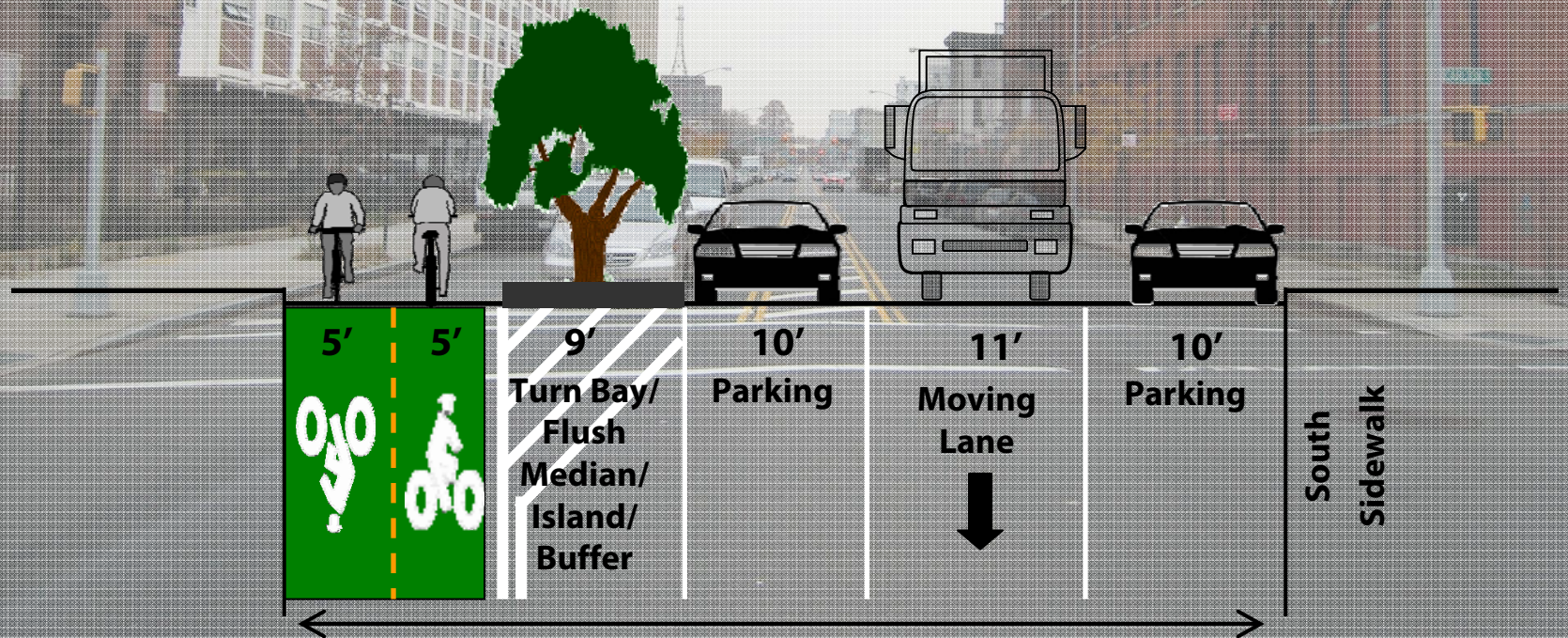
Objective 4: *Maintain vehicle access and mobility.*

Objective 5: *Green the corridor.*

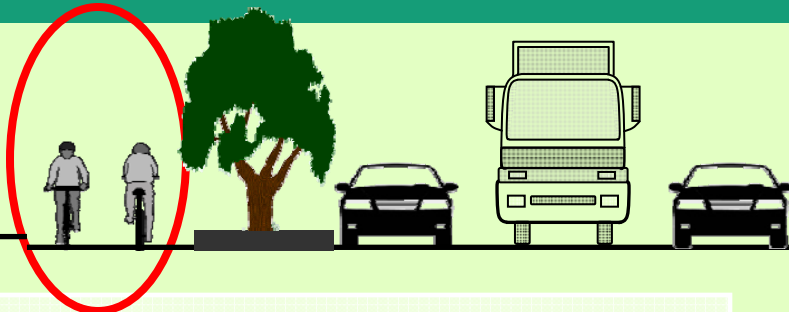


Proposed Street Design

- One-Way Conversion
- 2-Way Protected Bike Path
- 2 Lanes of Parking
- Planted Islands

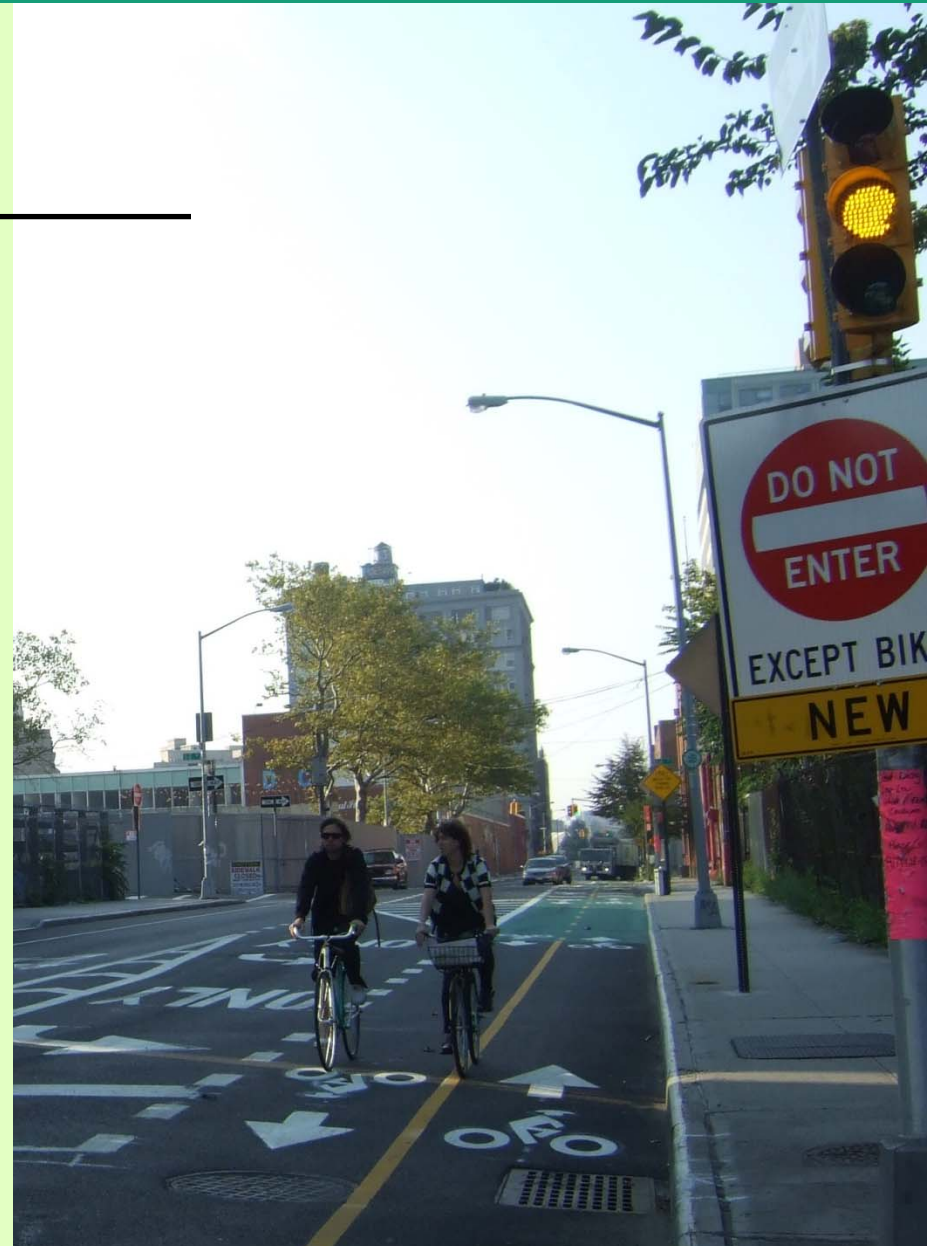


Proposed Street Design



Objective 1: Improve safety for all street users.

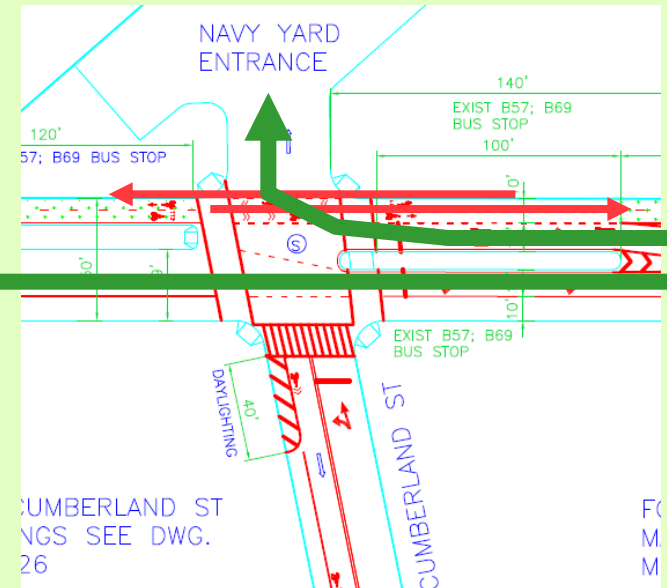
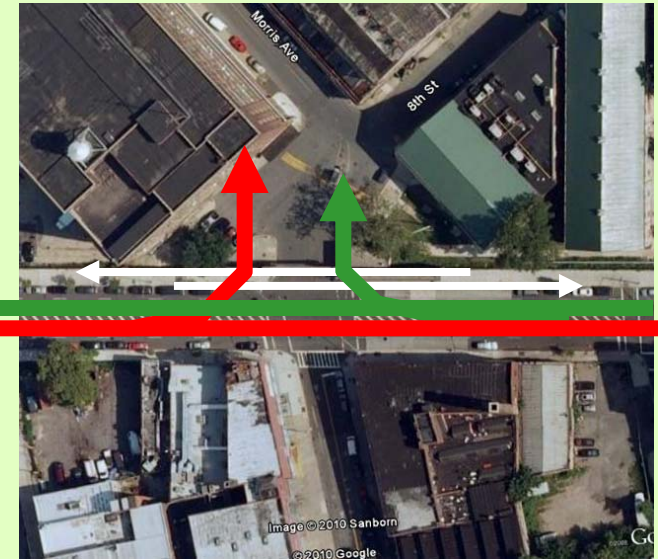
- 1) One-Way street reduces conflicts
- 2) Shorter, simpler crossings
- 3) Two-Way protected bicycle lane



Proposed Street Design

Simpler Movements = Safer Street

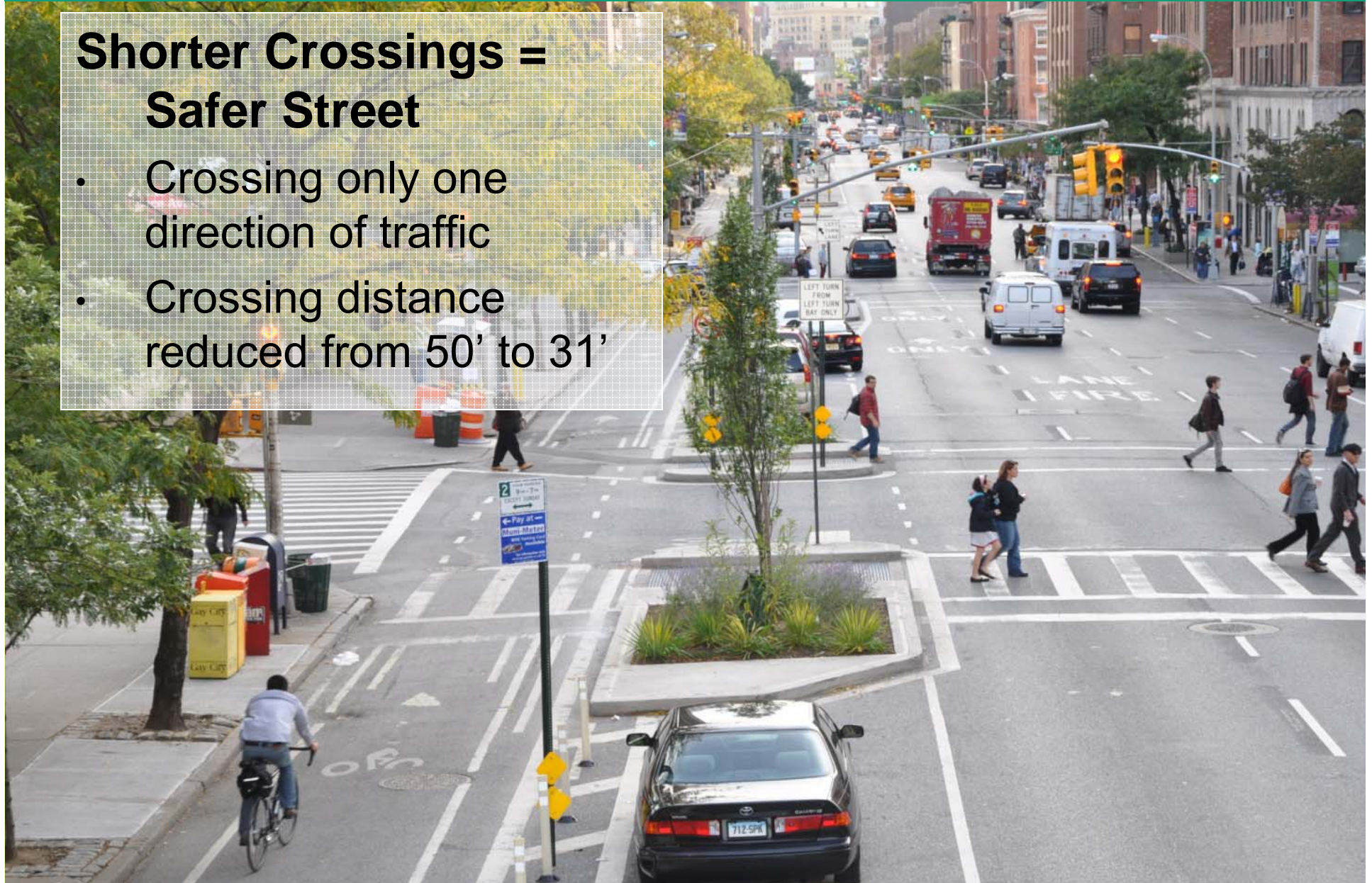
- X** Pedestrians vs. left turning vehicles
 - Pedestrians vs. right turning vehicles
- X** Bikes vs. left turning vehicles
- X** Bikes vs. right turning vehicles
- X** Thru vehicles vs. left turning vehicles



Proposed Street Design

Shorter Crossings = Safer Street

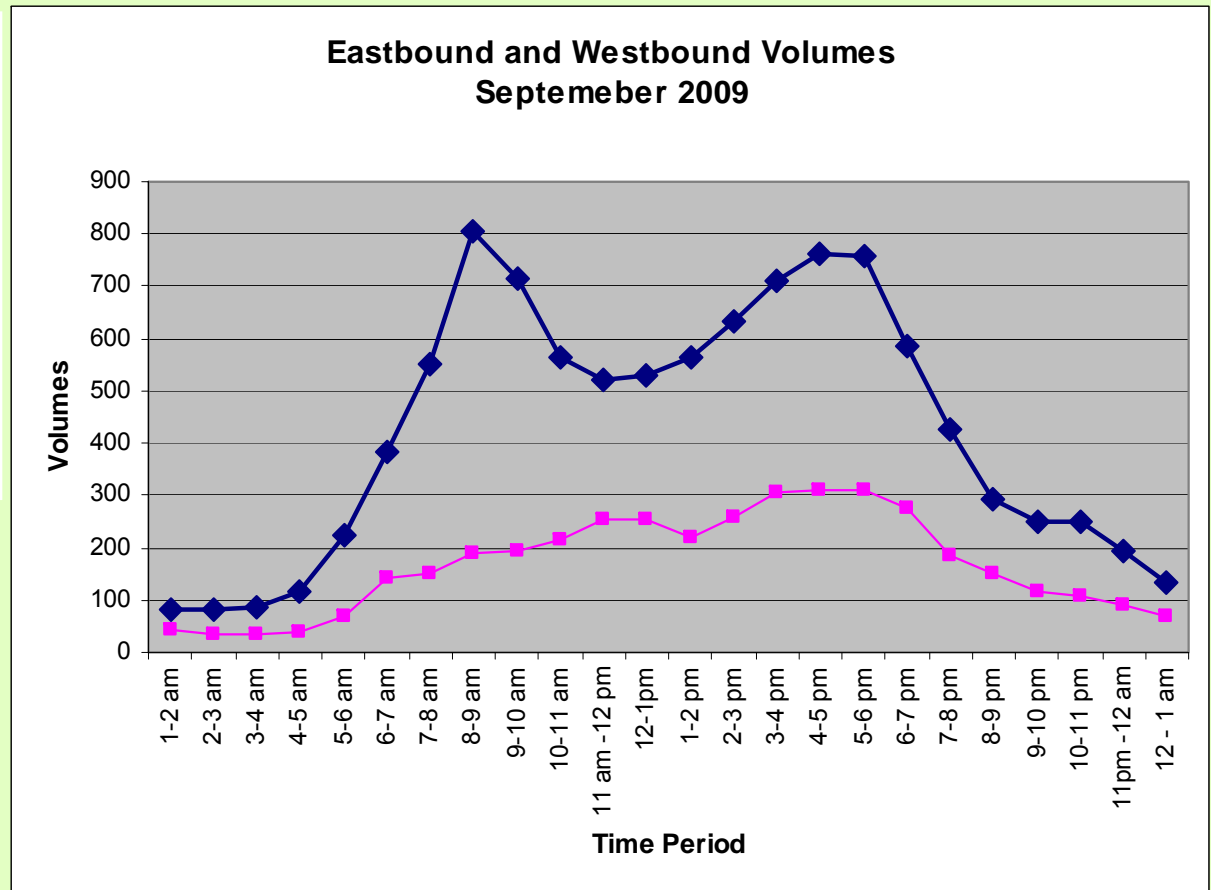
- Crossing only one direction of traffic
- Crossing distance reduced from 50' to 31'



Proposed Street Design

Objective 2: Better utilize roadway

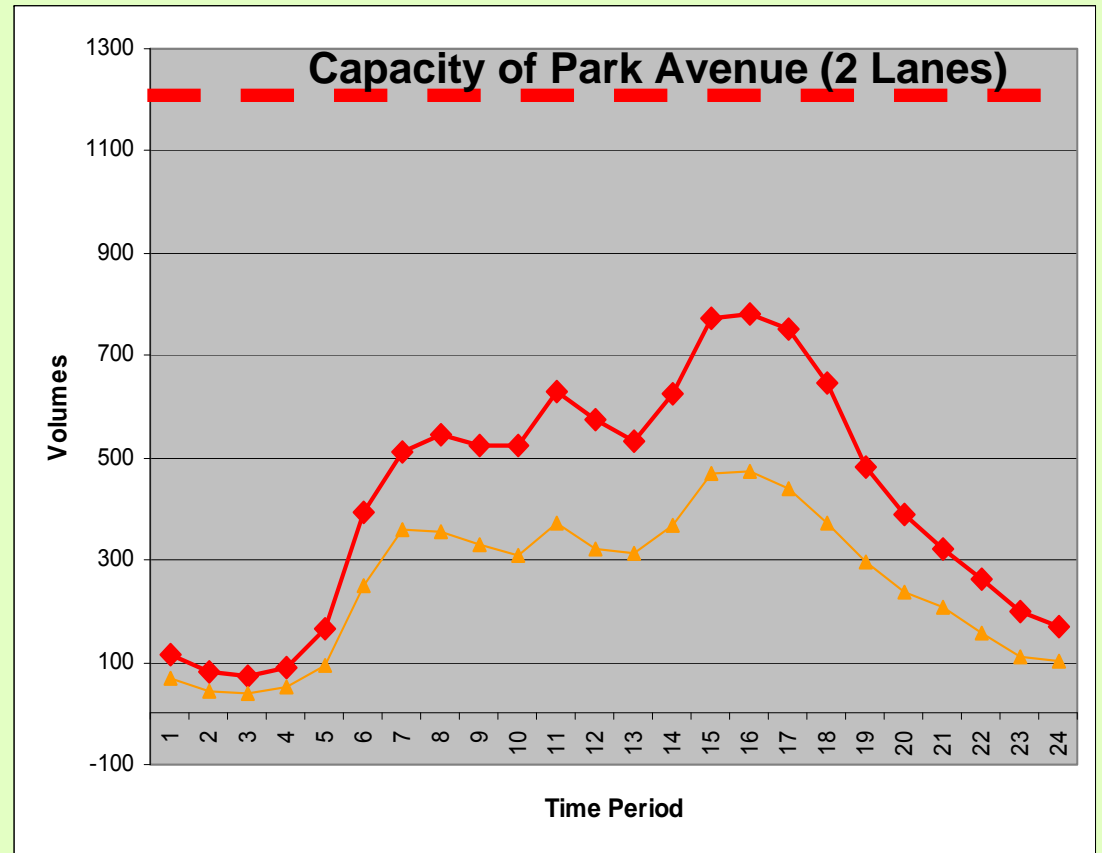
- Westbound one-way does not change dominant movement



- Flushing Westbound Volume
- Flushing Eastbound Volume

Proposed Street Design

- Park Avenue can carry 500-700 cars per hour

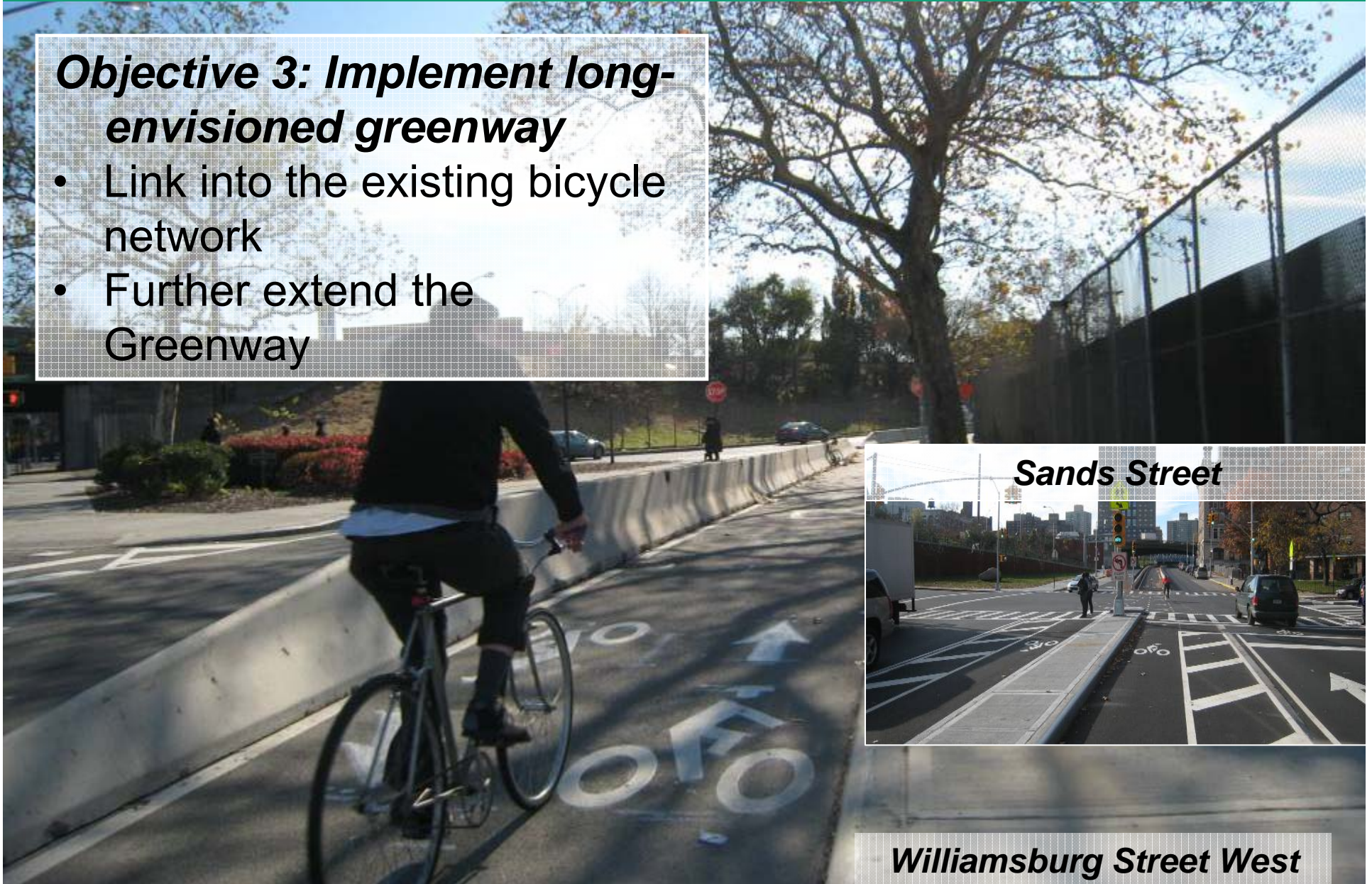


- Maximum Potential Eastbound Park Ave Volume (absorbs Eastbound Flushing Volume)
- Existing Eastbound Park Ave Volume

Proposed Street Design

Objective 3: Implement long-envisioned greenway

- Link into the existing bicycle network
- Further extend the Greenway



Sands Street

Williamsburg Street West

Proposed Street Design

Objective 4: Maintain Vehicle Access and Mobility

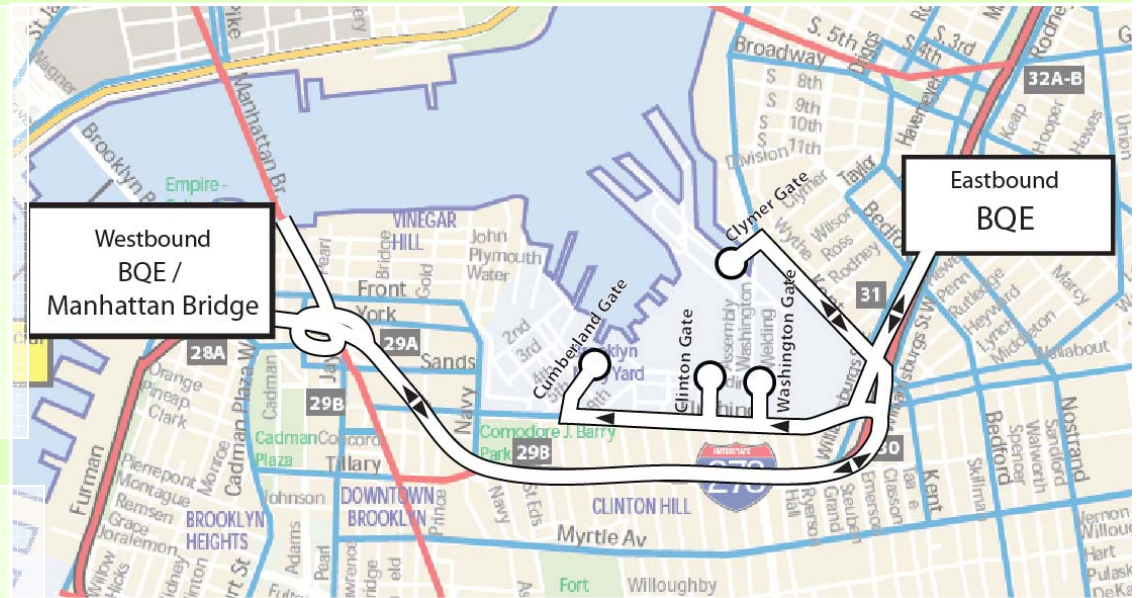
- One-way conversion leads to less local truck traffic
- Turning movements are less complex
- Keeps trucks on the BQE
- Clymer Street is an important truck entrance to the Navy Yard
- Access to and from Flushing Avenue possible on existing and proposed truck network



Proposed Street Design

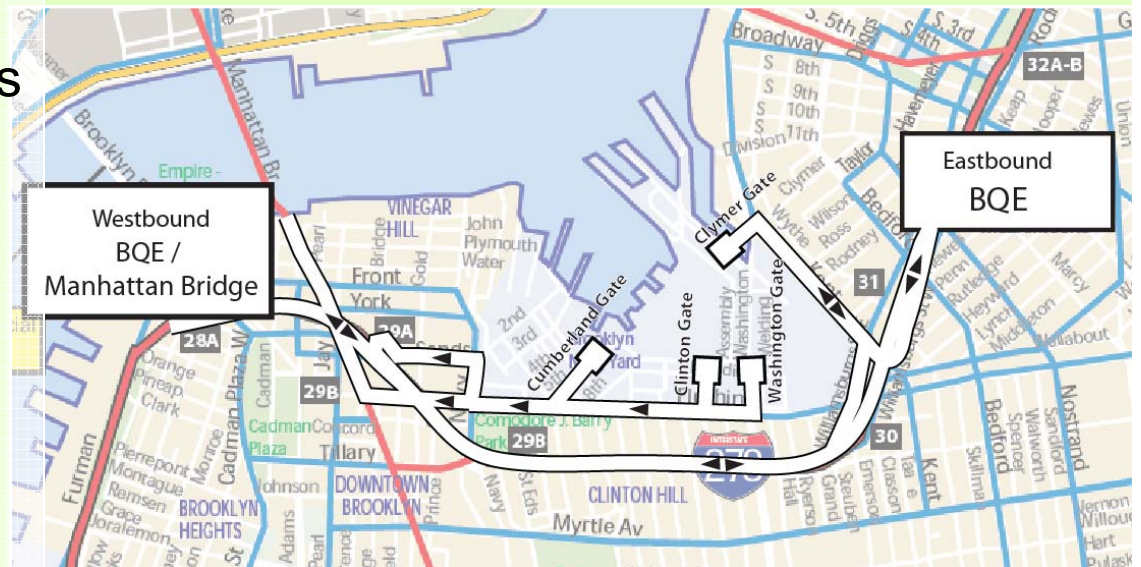
Entering Flushing Corridor

- Truck traffic from the West will be diverted to Flushing Avenue Exit
- Truck traffic from the East will remain the same

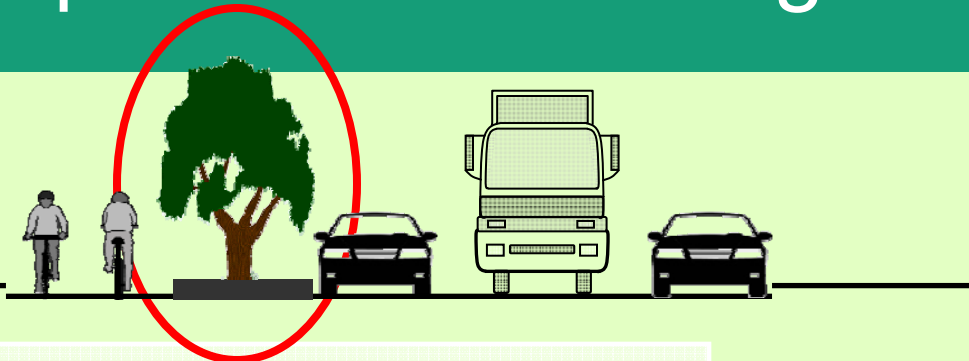


Exiting Flushing Corridor

- Flexibility built into Navy Yard internal circulation
- Other trucks will use Sands Street BQE Entrance and Nassau Street Manhattan Bridge Entrance.
- Truck traffic from the East will remain the same



Proposed Street Design



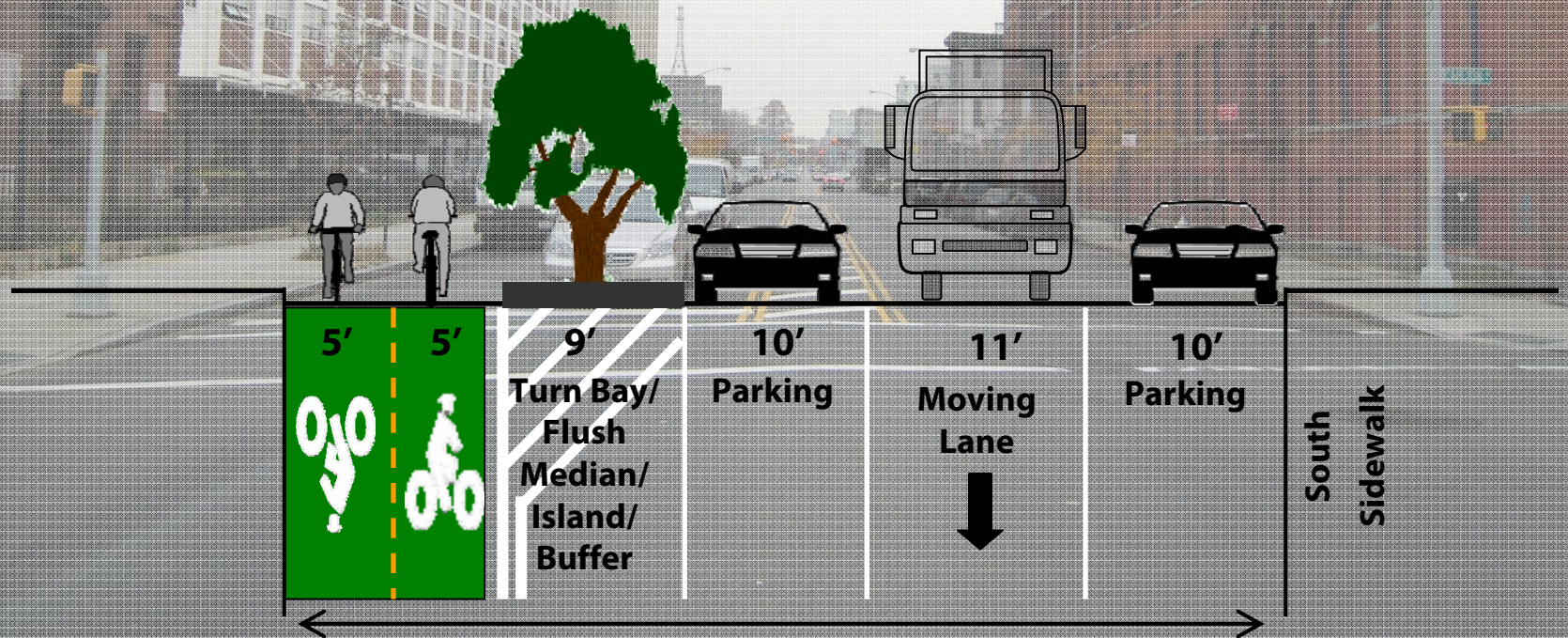
Objective 5: Green the corridor.

- Protected bike lanes are great opportunities for landscaping
- Planted Medians / Pedestrian Refuges



Proposed Street Design

- One-Way Conversion
- 2-Way Protected Bike Path
- 2 Lanes of Parking
- Planted Islands



Next Steps

Flushing Avenue Implementation

Community Input – 2010

Implementation – July, 2010

Master Planning Process

Master Plan Process – March 2010 - 2012

Process will include a plan for 14-miles

Outreach Meetings for all segments start March 25th

- Downtown Brooklyn – March 25th
- Sunset Park – April 8th
- Red Hook – April 13th
- Williamsburg/Greenpoint – April 22nd

Continue to Implement and Integrate Greenway into DOT's Alternative Mode Work Program

Manhattan Ave. Street End Park,
Greenpoint



***Thank You
Questions and Comments***

Williamsburg Street West,
Williamsburg / Fort Greene