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

- 10' Parking
- 12' Moving Lane
- 12' Moving Lane
- 10' Parking
- 6' Striped Median

North Sidewalk

South Sidewalk

50'
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
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

- Pedestrians vs. left turning vehicles
- Pedestrians vs. right turning vehicles
- Bikes vs. left turning vehicles
- Bikes vs. right turning vehicles
- 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’
Objective 2: Better utilize roadway
• Westbound one-way does not change dominant movement

![Graph showing Eastbound and Westbound Volumes September 2009]

- 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
Objective 3: Implement long-envisioned greenway
- Link into the existing bicycle network
- Further extend the Greenway

Proposed Street Design

Sands Street
Williamsburg Street West
**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
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
Thank You
Questions and Comments

Williamsburg Street West,
Williamsburg / Fort Greene