Kent Avenue Improvement Plan: Implementation Update

Office of Alternative Modes
Traffic Operations Bureau

August 7, 2009
Brooklyn
Existing Kent Avenue Conditions

a. **Lack of curbside access**
   - Residents: parking & drop-offs
   - Businesses: loading
   - Before bike lanes - approximate curbside spaces used regularly:
     - Weekdays ~240
     - Weekends ~130

b. **Speeding problem**
   - Lack of parked cars make lanes appear overly wide
   - Illegal overtaking over double yellow
   - Four curves often taken at high speeds
   - Long stretches without a traffic signal

c. **Bike lane frequently violated**

d. **Lack of bicycle access from south**
   - Navy Yard and BQE entrance ramps prohibit direct access
   - South of Clymer St, Kent Ave has center median

<table>
<thead>
<tr>
<th>Direction</th>
<th>85th Percentile (mph)</th>
<th>% Over Speed Limit</th>
<th>Max Speed (mph)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Northbound</td>
<td>36</td>
<td>69%</td>
<td>47</td>
</tr>
<tr>
<td>Southbound</td>
<td>37</td>
<td>77%</td>
<td>46</td>
</tr>
</tbody>
</table>
Objectives for Kent Avenue Redesign

1. Provide Curbside Access
   • Parking
   • Loading

2. Reduce Speeding:
   • Safer Kent Avenue for all users

3. Enhance the Bike Lanes:
   • Waterfront Greenway Path

4. Provide connections & Access to Waterfronts and Neighborhoods

5. Manage Truck Traffic
Design Proposal

Kent Avenue:

- One-way northbound vehicular lane
- “Floating” Parking Lane on west side
- Loading zones along east curb
  - Potential restoration of approximately 200+ loading/parking spaces
- Two-way bike path along west curb
- Microsurfacing

Grand Street, Manhattan: Parking Protected Bicycle Path
Example of Proposed Design
Detailed Implementation Timeline

• Phase 1: Kent Ave from Clymer Street to Broadway
  – Resurfacing week of August 17
  – One-way conversion: August 22
  – New Signs and Markings: Aug 22 – September 15

• Phase 2: Kent Ave from Broadway to N 14th Street
  – Resurfacing early to mid-September
  – One-way conversion: mid-September
  – New Signs and Markings: late-September to October
Truck Traffic Management

- New Guide Signs to Inform Truckers and other Motorists of Preferred Routes
  - Greenpoint Avenue
  - McGuinness Boulevard
  - Meeker Ave/BQE

- Outreach to Businesses
  - Direct Contact with Truck-Intensive Businesses
  - Detailed Maps of Preferred Routes

- Enforcement - Working Closely with NYPD

- Truck Restriction Signs if Needed
Kent Avenue Redesign

1. Provide Curbside Access
   • Restore parking and loading spaces
   • Working with Kent Avenue businesses to locate loading zones
   • Potential turning conflicts with two-way bike will be mitigated

2. Reduce Speeding:
   • Physically and visually narrow the roadway

3. Enhance the Existing Bike Lanes
   • Establish a two-way separated bicycle path on the west side of the street

4. Provide connections & Access to Waterfronts and Neighborhoods
   • Create an interim Brooklyn Greenway facility

5. Manage Truck Traffic
   • Four Point Plan to Proactively Manage Trucks
END OF PRESENTATION