

NYC DOT Upcoming & Ongoing Projects

Union Street Bridge

The Union Street Bridge is a movable bridge nearing the end of its useful life, and the New York City Department of Transportation (NYC DOT) has initiated a contract to design its replacement. Alternatives for the new bridge include different models of movable and fixed bridges.

NYC DOT is initiating a navigational impact study which will offer local stakeholders to participate in an evaluation of the feasibility of a fixed bridge as well as continue evaluation of movable bridges. A preliminary notification to the Coast Guard will kick off the process. We expect the study will be completed in 2018.



4th Avenue Re-design

The proposed redesign of 4th Avenue includes:

- Protected bike lanes with pedestrian refuge islands
- Medians
- Landscaping, public art, wayfinding, benches
- Parking/Loading treatments
- Rush hour lane
- 2011 safety improvements (left turn bans, high visibility crosswalks, road diet)



Smart Truck Management Plan

NYC DOT is developing a comprehensive citywide Smart Truck Management plan to better manage freight in New York City. The strategies and actions developed through the Plan will be based on the following guiding principles:

Safety Improve safety for all road users

Congestion Reduction Reduce truck related congestion

Partnerships Expand partnerships with shoppers, receivers, haulers and communities

Environmental Sustainability Improve the trucking industry environmental performance

Infrastructure and Assets Identify, evaluate, and invest in essential freight corridors

Freight Efficiency Support New York City's economy through more efficient goods movement and deliveries

Compliance Monitoring Create a culture of compliance with truck related regulations



STREET SAFETY

The streets of Gowanus host a mix of modes - pedestrians, bicyclists, trucks, and regular vehicles. Each mode has different needs of the street network, and these needs often conflict with each other, resulting in crashes and unsafe street conditions. NYC DOT's first priority is to design and priority safe streets for all street users.



Pedestrians need safe crossings and adequate sidewalks



Bicycles require their own facilities separated from vehicular traffic



Trucks require large turning radii and wide roadways

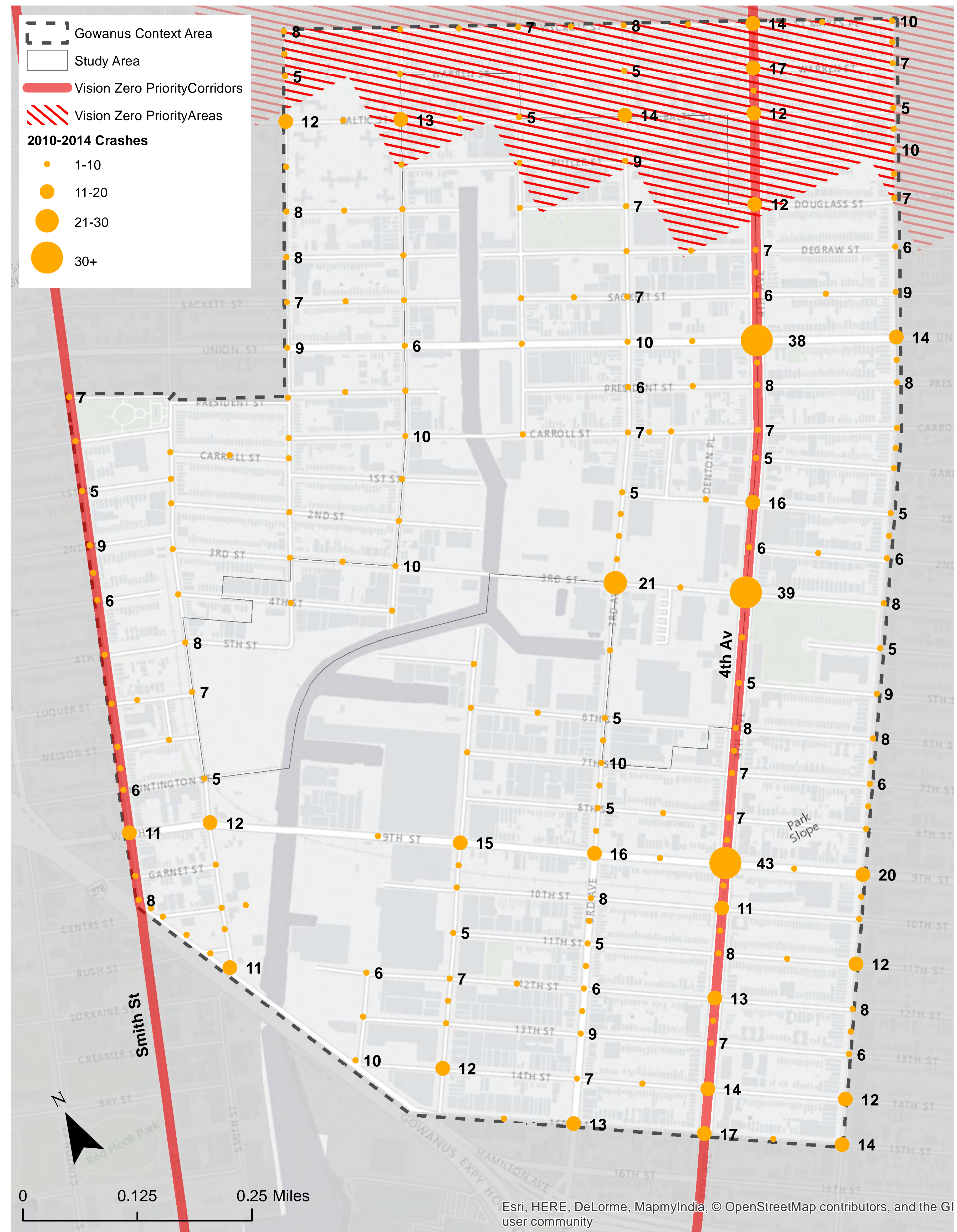
Where do you feel unsafe?

The crash map at right shows where crashes happen in Gowanus - the bigger the dot, the more crashes at that location. Most crashes occur along major corridors and intersections, for example 3rd Avenue, 4th Avenue, Union Street, 3rd Street, and 9th Street.

On the map, place a sticker at locations you feel are unsafe as a pedestrian, bicyclist or driver. Share your comments below:

Comments

Crashes in Gowanus (2010-2014)

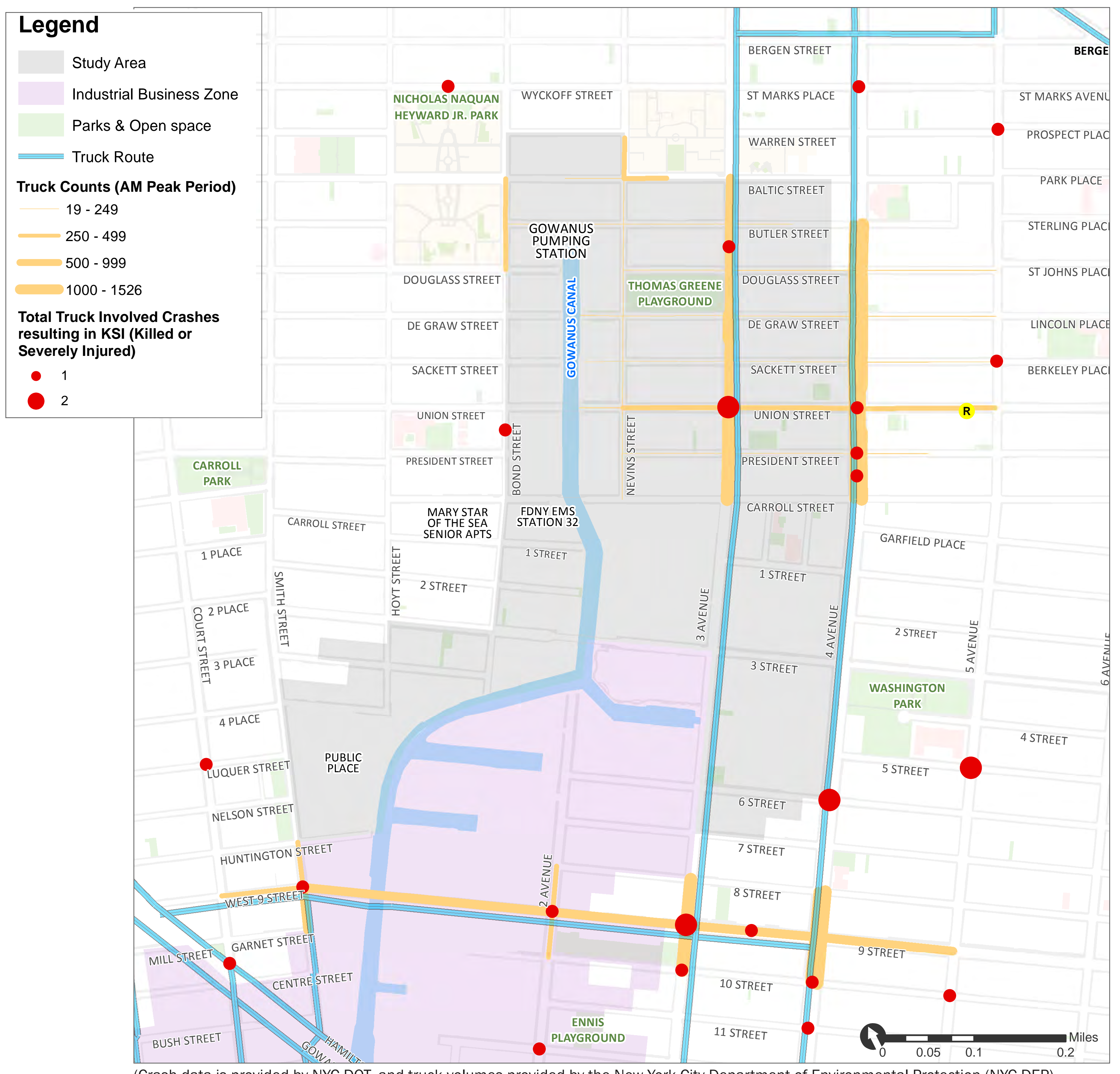


Trucks & Freight Planning

Freight in Gowanus

Gowanus is an important crossroads and hub for industrial activity and freight movement in New York City. The New York City Department of Transportation (NYC DOT) estimates that **210,552 freight trips are produced or attracted by Brooklyn establishments every day, with approximately 18,000 (or nearly 9%) of those trips occurring in the zip codes containing Gowanus.**

The map below shows truck volumes on select segments in Gowanus, and locations where a truck-related crash resulted in someone being killed or seriously injured (between 2003 and 2014). NYC DOT's freight program is working to understand and improve safety conditions related to freight movement in the city.



Smart Truck Management Plan

NYC DOT is developing a plan to improve the quality of life for all New Yorkers through the safe, reliable, and environmentally responsible movement of goods. The Citywide Smart Truck Management Plan will improve our understanding of truck route usage and compliance, movement of goods, needs of shippers and receivers, and community concerns. With input from the community, the Department will then implement a series of strategies and actions to improve operations and enhance the economic vitality and quality of life for all New Yorkers.

For more information, please visit nyc.gov/trucks

Planning & Analysis

NYC DOT is in the process of:

- Engaging with private sector trucking industry operators and public agencies through the project working groups
- Collecting data and identifying existing conditions, including truck travel patterns, parking durations and travel speeds
- Identifying potential recommendations to propose for community input

Strategies to Explore

- Develop a fleet recognition program that encourages companies and truck drivers to comply with best practices in urban freight operations
- Expand the Clean Trucks Program to other truck-intensive areas
- Develop initiatives in coordination with other City agencies to shift goods movement to alternative transportation modes and to implement alternative fuel infrastructure where feasible
- Incorporate cleaner truck requirements and safety technologies in the City's procurement practices
- Expand NYC DOT's Truck's Eye View safety education program
- Expand the NYC DOT Off-Hour Delivery Program
- Study truck route network connectivity and explore opportunities to implement technologies to monitor and enforce off-route activity in coordination with NYPD

FreightNYC

The Gowanus Canal is an important freight movement asset, moving over one million tons of maritime freight each year and supporting eight critical industrial businesses in Gowanus.

In recognition of the critical role waterways play in freight movement in New York City, the New York City Economic Development Corporation (NYC EDC) will launch FreightNYC to make comprehensive and strategic investments to strengthen the City's logistics and distribution systems. This will create over 4,000 good-paying direct jobs across barging, docks, rail, and distribution, and support thousands more by providing the infrastructure needed for businesses around the city to grow. The City's investments in FreightNYC will reduce the burden of these costs on local businesses and allow them to continue to grow, hire, and thrive.



Public Transit

Bus Service

Five bus routes serve the Gowanus Study Area, providing access along key corridors on Smith Street, 3rd Avenue, 5th Avenue, 9th Street and to subway stations.

Important transit hubs providing key connections between bus routes and subway lines include the 4th Av-9th Street, Smith-9th Streets and Atlantic Terminal subway stations.

B71

The B71 provided an important crosstown link between neighborhoods and to subway stations in a transit service gap. However, it was discontinued as part of the MTA's 2010 system-wide service cuts, due to low ridership. The community has since advocated for the reinstatement of the B71 and expansion of service to Lower Manhattan.



What do you think about public transit in Gowanus?

What we've heard so far:

- R Station Improvements
- Reinstating B71 bus route service
- Restoring Under-the-Tracks Playground

What else?

Subway

There are five subway stations that serve the Gowanus neighborhood, many of which have experienced growth in use over the past several years. The chart below shows **average weekday subway ridership** for each station in 2010 and 2016.

Station	2010	2016	% Change (2010-2016)
Union St. (R)	6,738	6,582	-2.3%
4 th Av. – 9 th St. (FGR)	11,412	13,394	17.3%
Smith – 9 th Sts. (FG) *	4,763	4,811	1.0%
Bergen St. (FG)	11,618	11,911	2.5%
Carroll St. (FG)	10,002	12,075	20.7%

* Smith-9th St. Station was closed from 2011-2013 for renovations

TOOLS: PEDESTRIAN SAFETY

PEDESTRIAN REFUGE



> SHORTENS CROSSING ON WIDE STREETS, PROVIDES SAFER CROSSING

CURB EXTENSION



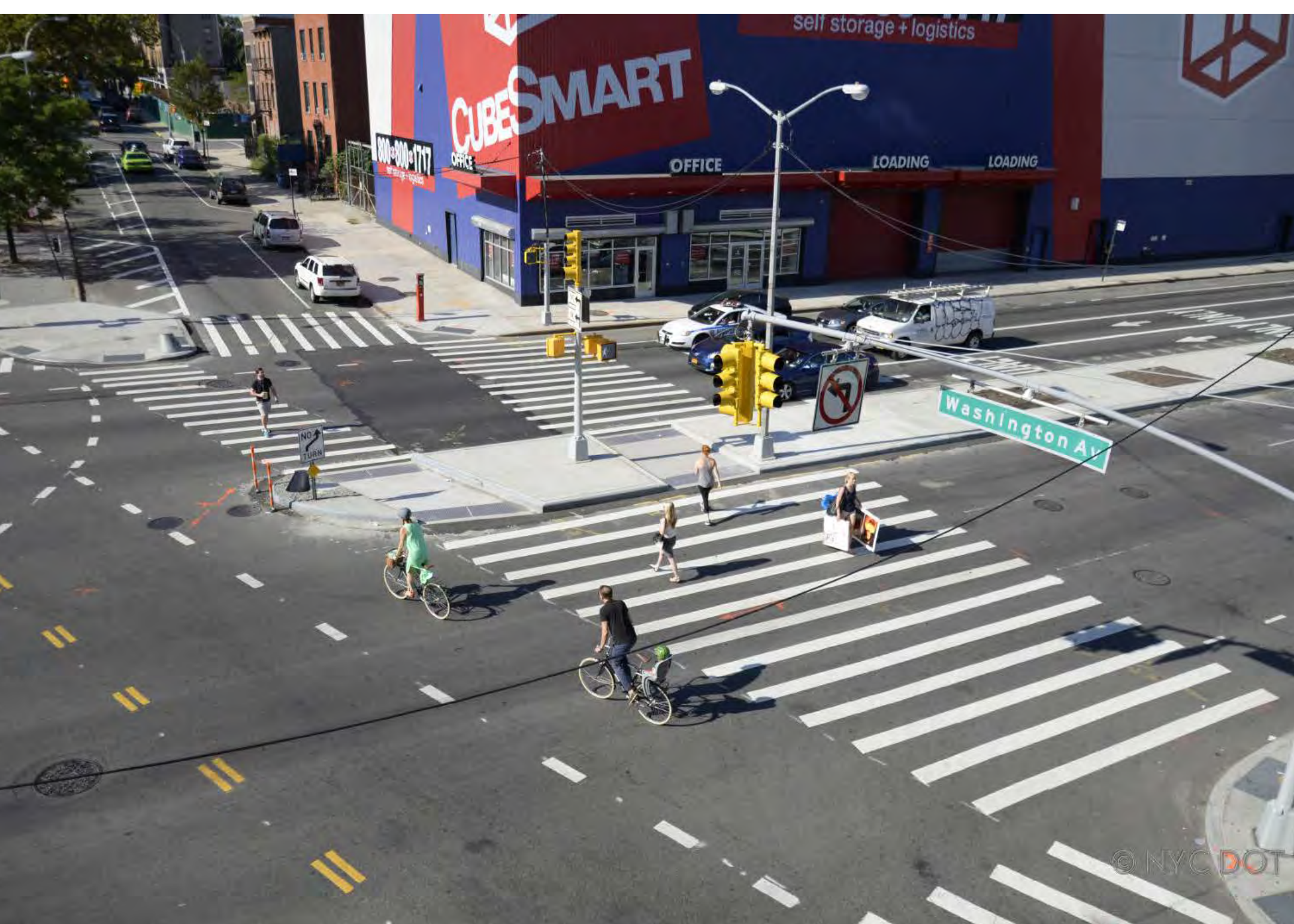
> SHORTENS CROSSING DISTANCE, SLOWS TURNING CARS

SIGNAL TIMING



> LEADING PEDESTRIAN INTERVAL CAN ADD MORE TIME TO CROSS

HIGH VISIBILITY CROSSWALK



> IMPROVES SAFETY FOR PEDESTRIANS CROSSING STREETS

PEDESTRIAN PLAZA



> TRANSFORMS UNDERUTILIZED STREETS INTO VIBRANT, SOCIAL PUBLIC SPACES (FOWLER SQUARE PLAZA)

SHORTEN CROSSING DISTANCE



> NARROW LANES AND PEDESTRIAN CROSSINGS IN LARGE INTERSECTIONS

TOOLS: TRAFFIC CIRCULATION

ROAD DIET



> REDUCES NUMBER OF LANES; ORGANIZES TRAFFIC, LESS SPEEDING (VANDERBILT AVENUE, PROSPECT HEIGHTS)

SIMPLIFY INTERSECTION MOVEMENTS



> BAN LOW VOLUME LEFT TURNS THAT CONFLICT WITH HIGH VOLUME CROSSWALKS

BIKE LANE



> PROVIDE DEDICATED SPACE FOR BICYCLISTS (BOND STREET)

DEDICATED LEFT TURN LANE



> SMOOTHES TRAFFIC FLOW AT INTERSECTIONS; REDUCES CRASHES AND IMPROVES ROAD CAPACITY (4TH AVENUE)

NORMALIZE TURNS



> REGULARIZES IRREGULAR INTERSECTIONS; CREATES SAFER TURNS & IMPROVES DRIVER TO PEDESTRIAN VISIBILITY

PROTECTED BIKE LANE



> SEPARATED FROM TRAFFIC WITH PLANTERS, CURBS, OR PARKED CARS (COLUMBIA STREET)

TOOLS: PUBLIC SPACE

STREET LIGHT



> ENERGY-EFFICIENT LED STREET LAMP

BENCH



> NYC DOT CityBench

BIKE RACK



> NYC DOT CityRack

STREET TREES



> STREET TREES

WAYFINDING



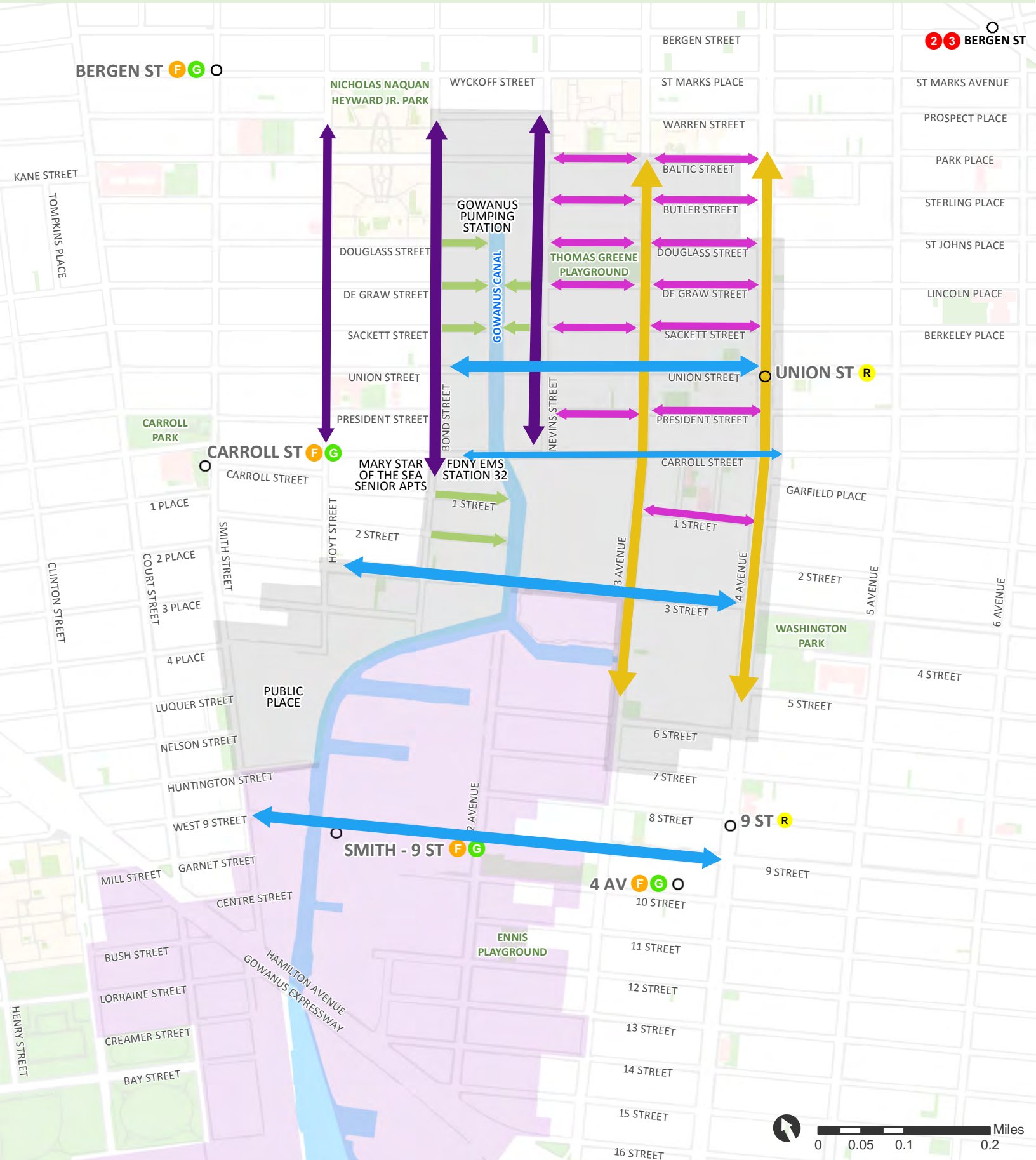
> WALKNYC MAPS

PUBLIC ART



> ARTISTS TRANSFORM THE STREETS WITH TEMPORARY INTERVENTIONS

Street Typologies



Study Area	NYCHA	Major Corridors	Side Streets
Industrial Business Area	Public School	Canal Crossings	Street Ends
Parks and Open Space		Secondary Corridors	

0 0.05 0.1 0.2 Miles