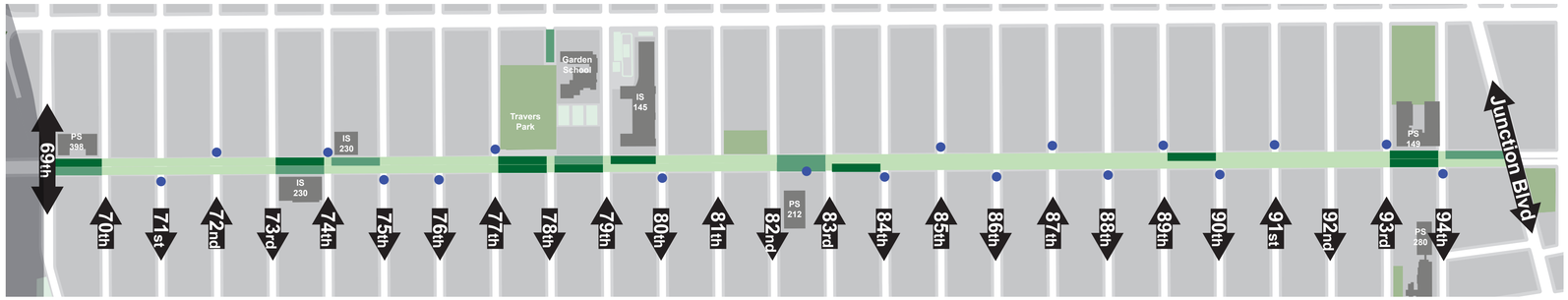
34th Ave Capital Vision

Project Context

Current Design



Corridor History

2018

- Summer: Community calls for safety improvements
- October: Walkthrough with Community Education Council District 30
- Fall/Winter: PTA meetings along 34th Ave corridor
- Winter: Outreach for corridor begins

2019

- Spring: Meetings with 9 School Administrations, PTAs, and CB3 requesting traffic calming, safer crossings, slower traffic, bicycle infrastructure, and diversion from corridor during peak school times
- Summer/Fall: Analysis for traffic calming measures
- Fall/Winter: Continued outreach to schools, residents, CB3, and officials

2020

- May: 34th Ave Open Street launches
- Fall: Outreach to community, officials, and CB3 on future of Open Street

2021

- Winter: Community Listening & Info Session; launch of public survey
- February/March: 34th Avenue design workshops
- June: CB3 presentation
- Summer/Fall: Continued outreach to schools; ongoing traffic data collection
- October: CB3 presentation

2022

- January: Community Education Council District 30
- March-June: CB3 presentations and implementation updates
- Spring: Ongoing design coordination with FDNY, DSNY, NYPD, corridor schools, and Councilmember Krishnan

2023

- August: Implementation of new plaza, 89-90
- Ongoing Evaluation, Education, + Programming

2024

- April: Art project on blocks across the corridor
- May: Implement additional signage to clarify moped usage
- June: Implement pedestrian stamps on corridor to reinforce pedestrian priority
- June: Kick off Capital Visioning
- Late Summer: Implement new plaza, 83-84
- Ongoing Evaluation, Education, + Programming

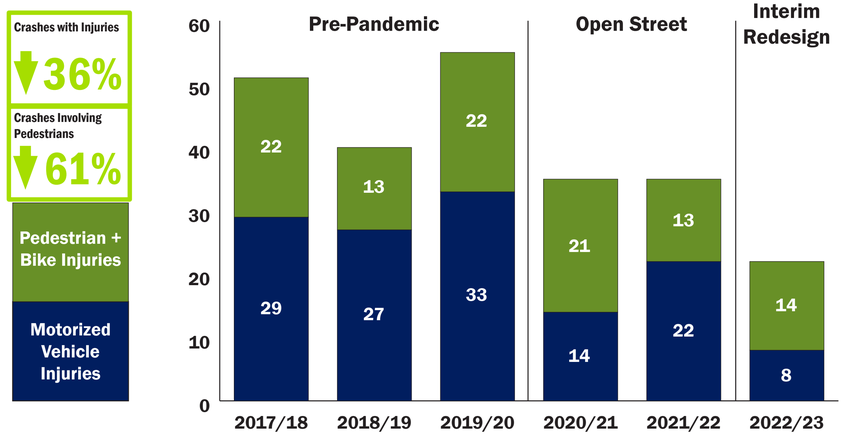
DOT Maintenance, Management & Education

Open Street Partner: 34th Avenue Open Streets Coalition

Maintenance by The Hort

Safety Education

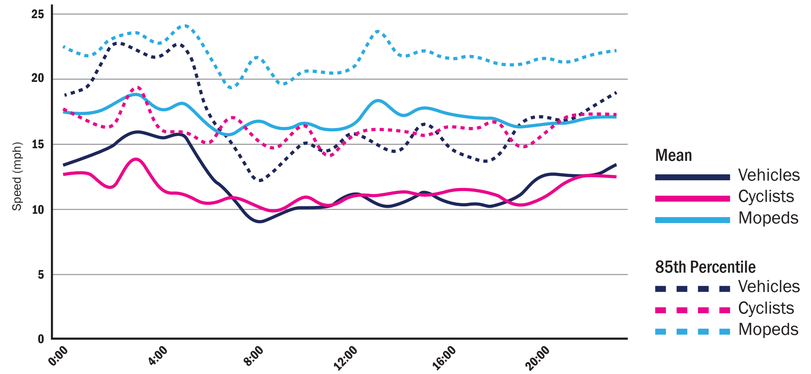
Corridor Safety



Usage Data

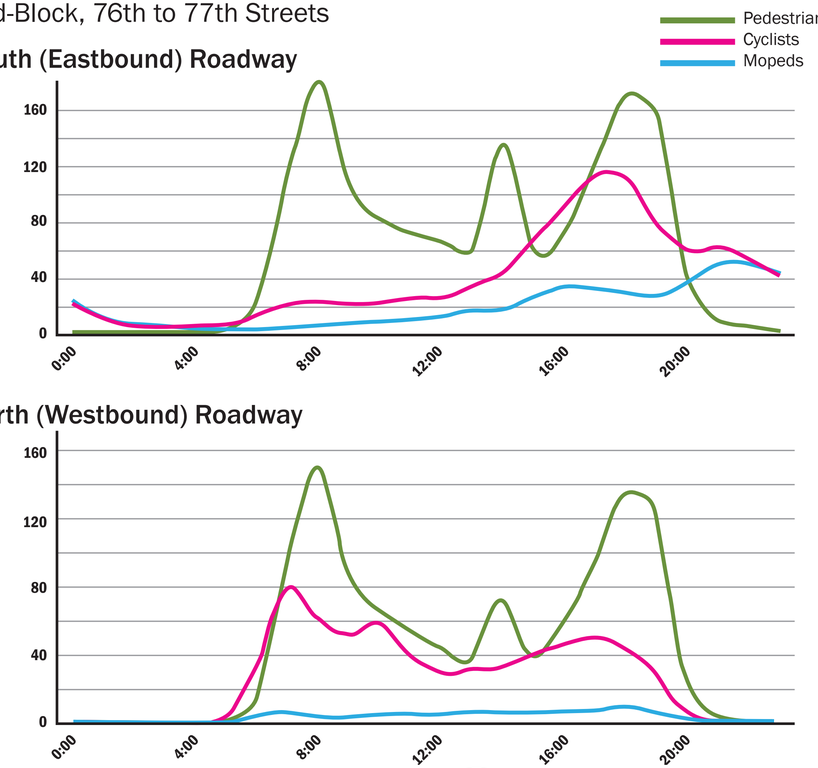
Average Speeds by Mode (2023, May-Oct.)

Mid-Block, 76th to 77th Streets



Average Weekday Volumes by Mode (2023, May-Oct.)

Mid-Block, 76th to 77th Streets



bit.ly/34avesurvey

NEW YORK CITY DOT

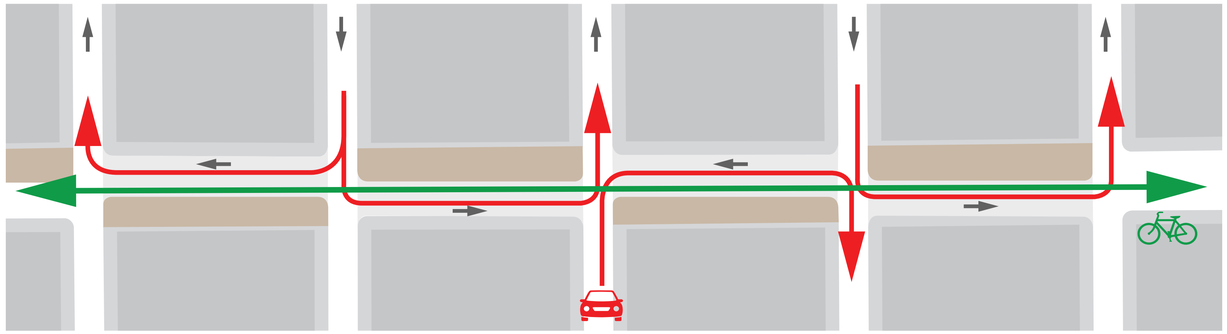
VISION ZERO
Building a Safer City

34th Ave Capital Vision

Corridor Strategies

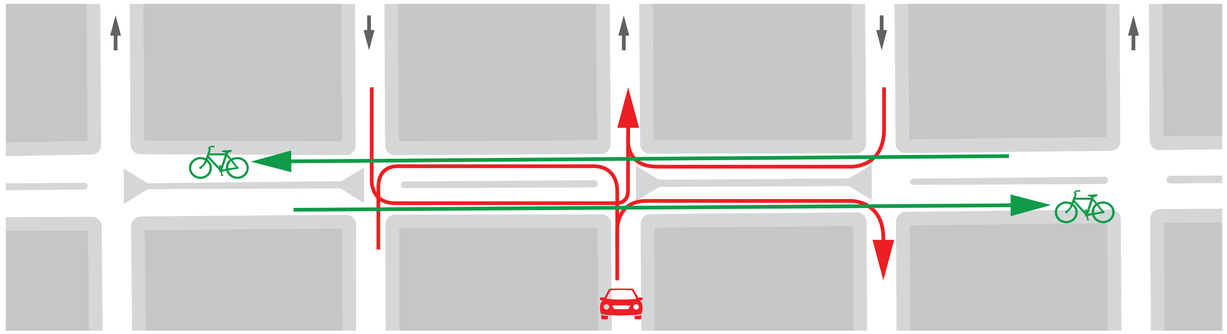
Shared Blocks with Plazas

Vehicle Travel Paths Bicycle Travel Paths



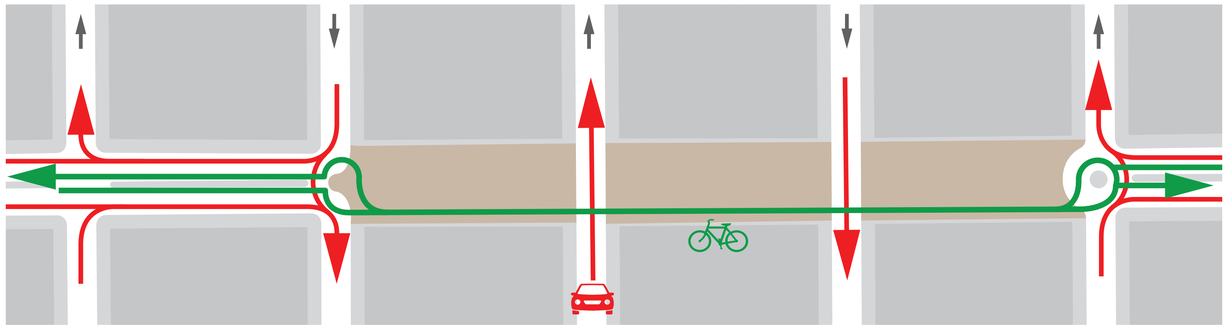
- Two-way bike line dividing the plaza and shared street
- Alternating one-way shared streets reduces vehicles on the corridor while maintaining block access
- Provies pedestrian and public space expansions
- Can include raised intersections or continuous sidewalks

Diverter Blocks



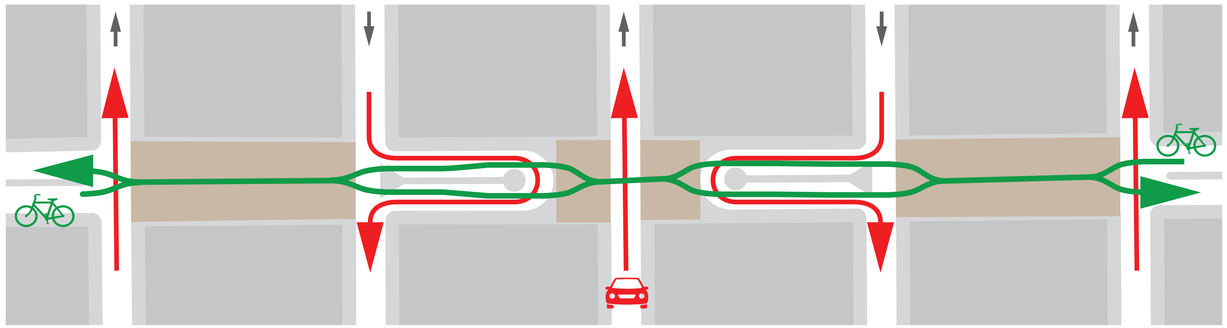
- Separated two-way bike lane that flows with vehicular traffic
- Maintains existing median
- Diverts cars from the corridor but maintains block access
- Can include raised intersections or continuous sidewalks

Plaza Blocks with Traffic Calming



- Curbside two-way bike lane to maximize public space
- Plaza blocks can be paired with speed reducers to slow cross-street traffic and neighborhood traffic circles to calm intersections
- Maximizes public space while offering options for local access
- Can include raised intersections or continuous sidewalks

Plaza Blocks with Access Loops

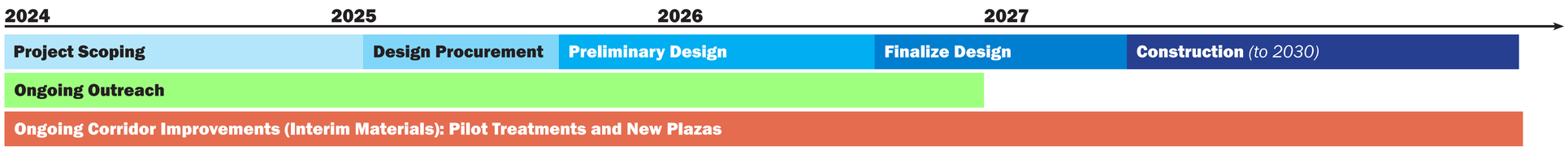


- Two-way bike lane hugging median and through plaza blocks
- Increases public space while maintaining necessary curb and building access on certain blocks
- Can include raised intersections or continuous sidewalks

Project Goals

- 1.3 mile transformation of 34th Ave
- Pedestrian and Cyclist Priority Corridor
- Enhance safety and accessibility
- Create more vibrant public spaces along the corridor
- Traffic calming for motor vehicles and micromobility

Capital Project Timeline



bit.ly/34avesurvey

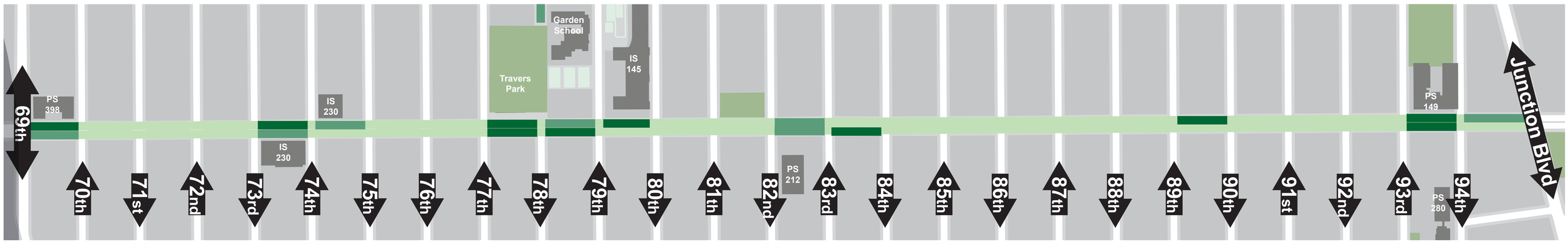
NEW YORK CITY DOT

VISION ZERO Building a Safer City

34th Ave Capital Vision

Block Typologies

WHERE WOULD YOU PLACE THESE BLOCK TYPOLOGIES AND INTERSECTIONS TREATMENTS?



Plazas


Barcelona

Shared Streets


Bell Street, Seattle


Buenos Aires


Shamrock Street, Montreal


Linden Alley, San Francisco


Linden Alley, San Francisco

Limited Local Access


6th Ave, Brooklyn


Long Beach


Notre Dame Street West, Montreal

NEW YORK CITY DOT

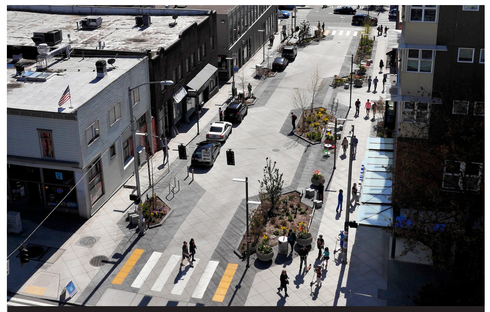
VISION ZERO
Building a Safer City

34th Ave Capital Vision

Capital Toolkit

Design

Plazas



Shared Spaces

Raised Crossing

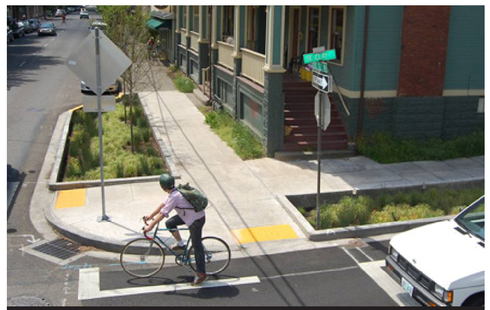
Continuous Sidewalks

Traffic Circles and Speed Reducers

Amenities

Plaza Kiosks

Event Boxes & Lighting

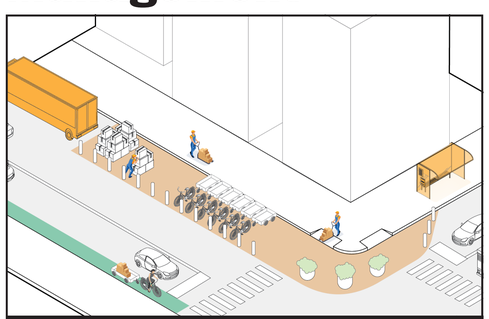


Green Infrastructure

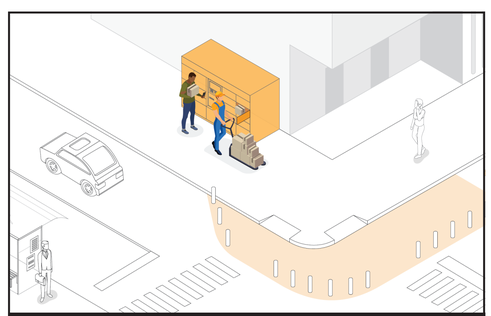
Wayfinding

Drinking Fountains

Management



Micro-Distribution Hubs



Shared Storage Lockers

Green Loading Zones & Cargo Delivery

Waste Containerization

Bike Parking and Charging Stations

bit.ly/34avesurvey

NEW YORK CITY DOT

VISION ZERO
Building a Safer City