



Avenues X and W (86th Street to Ocean Parkway) Street Improvement Project

Community Board 15

May 15, 2024



Avenue X and Avenue W

Presentation Overview

- Background
- Existing Conditions
- Project Proposal
- Next Steps



Ocean Parkway and Avenue X is a complex intersection with many conflict points (top); pedestrians crossing at unsignalized intersection E 3 St (bottom).

Background

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Background

Planning Framework

- Freight Mobility Unit is committed to strategies outlined in *Delivering New York: A Smart Truck Management Plan for NYC*
 - **Safety:** improve the safety of truck travel at intersections and along corridors
 - **Sustainability:** foster the sustainable and environmentally responsible movement of goods
 - **Freight Efficiency:** Improve the efficiency of freight movement to, from, and within NYC
 - **Partnerships & Knowledge:** Grow public and private partnerships to increase knowledge about freight
- The Freight unit aims to address 1) truck priority safety corridors - streets where there is a concentration of truck involved crashes with vulnerable road users (pedestrians and cyclists) and 2) improve safety on existing truck routes for all road users
- In response to several local laws, DOT is actively working to continue to increase the number of loading zones citywide
- DOT has committed to daylighting 1,000 intersections each year to improve safety for all road users



[Delivering New York Plan](#)

Freight Mobility Unit Overview

Freight Toolkit

What We Do: Reduce the impacts of trucks on communities and infrastructure while improving the efficiency of truck deliveries

Manage Demand



Off-Hour Deliveries

Enhance safety, network connectivity & curb access



Expand Loading Zones



Truck Route Enhancements



Street Improvement Projects

Promote sustainable last-mile delivery ecosystem



Truck Electrification & Decarbonization



Truck Safety Education, Outreach, & Partnerships



Truck Safety and Compliance Enforcement Coordination



Microdistribution Hubs



Commercial Cargo Bike Program



Blue Highways

Avenue X (86th St to Ocean Parkway)

Corridor Overview

- Avenue X is a Vision Zero (VZ) priority corridor and a truck priority safety corridor; the corridor bisects multiple VZ corridors including Ocean Parkway
- Multiple schools are along the corridor, including PS 216
- Limited opportunities exist for loading at the curb for businesses near the commercial portion of Avenue X
- During both the AM (7:45 AM-8:45 AM) and PM peak (3:00 PM-4:00 PM) periods over 1600 vehicles pass through the intersection of Avenue X and McDonald Avenue/Shell Road; approximately 7% of vehicles pass through the intersection are a truck or bus



PS 216 on Avenue X at West St

Avenue W (86th Street to Ocean Parkway)

Corridor Overview

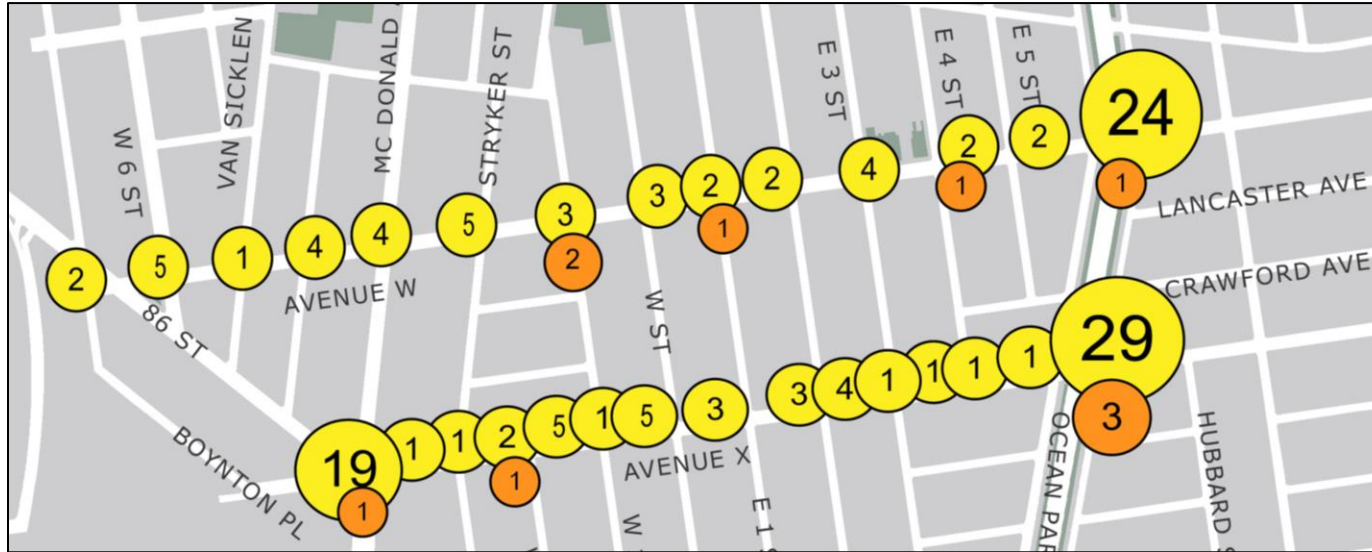
- Avenue W is a mostly residential corridor with some pockets of commercial uses.
- The corridor bisects Ocean Parkway, a VZ corridor.
- Multiple schools and public institutions are on Avenue W
- During both the AM (7:45 AM-8:45 AM) and PM peak (3:00 PM-4:00 PM) periods nearly 1200 vehicles pass through the intersection of Avenue W and McDonald Avenue
- Over 100 pedestrians cross the intersection of Avenue W and McDonald Avenue during the above time periods



Ave W and E 2nd St where pedestrian safety improvements are planned

Crash History Overview

Avenues X and W



From 2019 to 2023 there were 145 crashes resulting in injuries across the project corridors of Avenues X and W

Crash Statistics Overview

Avenues X and W

- Nearly 70% of crashes involve pedestrians crossing at signalized crossings (with the signal) or midblock locations along Avenue X
- 16% of crashes occur at stop-controlled intersections with no crosswalks on Avenue W
- 27% of all crashes resulting in injuries along Avenues X and W occur between 3pm-5pm
- Nearly 20% of collisions involving motor vehicles involve left turns
- Approximately 8 severe injuries happen per mile along the study corridors
- Almost 20% of crashes involving injuries involve a child or senior



Vehicle waiting in a crosswalk as pedestrian crosses in the bike path at Avenue X and Ocean Parkway.



Pedestrian crossing outside cross walk at Ave X and McDonald Ave.

Project Motivation

Merchant Survey Results

- DOT conducted outreach to local businesses on Avenue X in Fall 2023
- Businesses typically received deliveries between 9am and 1pm on weekdays
- 75% of reported incoming delivery vehicles park in front of the business, followed by 16% parking around the corner
- 50% of participating businesses say incoming delivery vehicles double park in front of their businesses due to a lack of loading zones



Reported Delivery Parking Location

	Double Parked	Metered Parking	Bus Stop	In a No Standing zone	Other	Don't Know	Among All Businesses
In front of the business	50%	6%	6%	3%	9%	0%	75%
Around the corner	9%	3%	0%	0%	3%	0%	16%
Across the street	0%	0%	0%	0%	0%	0%	0%
Down the block	0%	0%	0%	3%	0%	0%	3%
Don't know	0%	0%	0%	0%	0%	6%	6%

Project Motivation

Merchant Survey Results

- Double parking reports are highly concentrated on the north facing curb between Shell Road and Stryker Street; nearly 50% of businesses report this as a consistent issues
- Businesses report that signal timing can be improved along Avenue X to alleviate congestion and improve safety for pedestrians crossing
- Congestion near P.S 216 during drop-off and pick-up times, no signal is present at E 2nd Street and Avenue X
- Safety concerns over the intersection of McDonald Avenue/Shell Road and Avenue X – given the complexity of the intersection and multiple conflict points



DOT Street Ambassador team conducting outreach to local businesses on Avenue X

Existing Conditions

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Existing Conditions and Issues



Double parking



Lack of signalized intersections leading to unsafe crossings



Frequent mid-block crossings

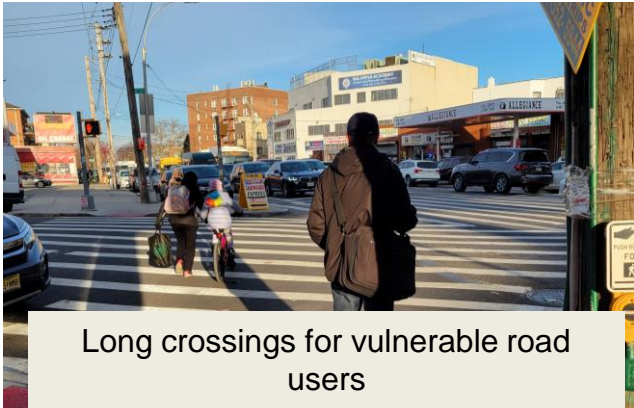


Wide intersections with multiple conflict points

Existing Conditions and Issues



Lack of curb access for local deliveries



Long crossings for vulnerable road users



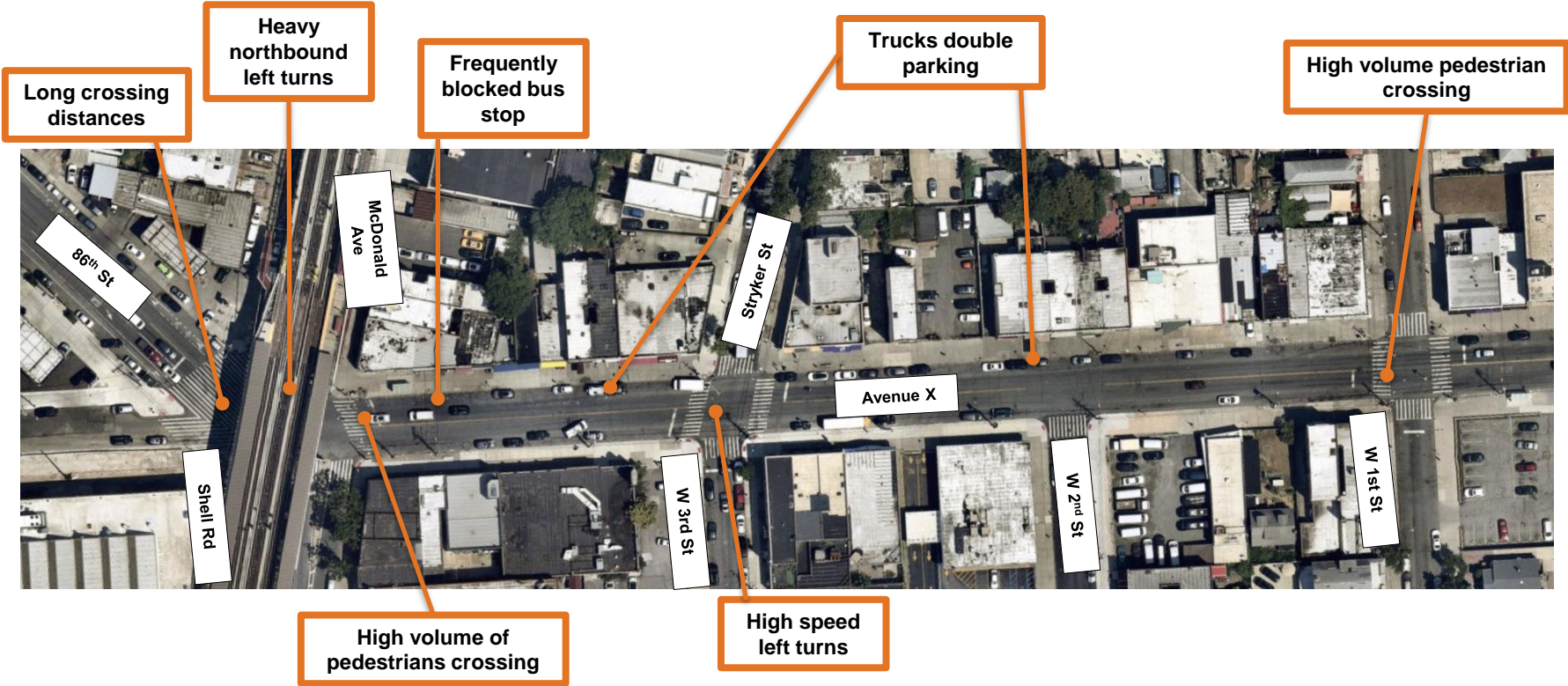
Vehicles encroach on crosswalks



Alternate side parking (ASP) regulations impede early morning loading/unloading

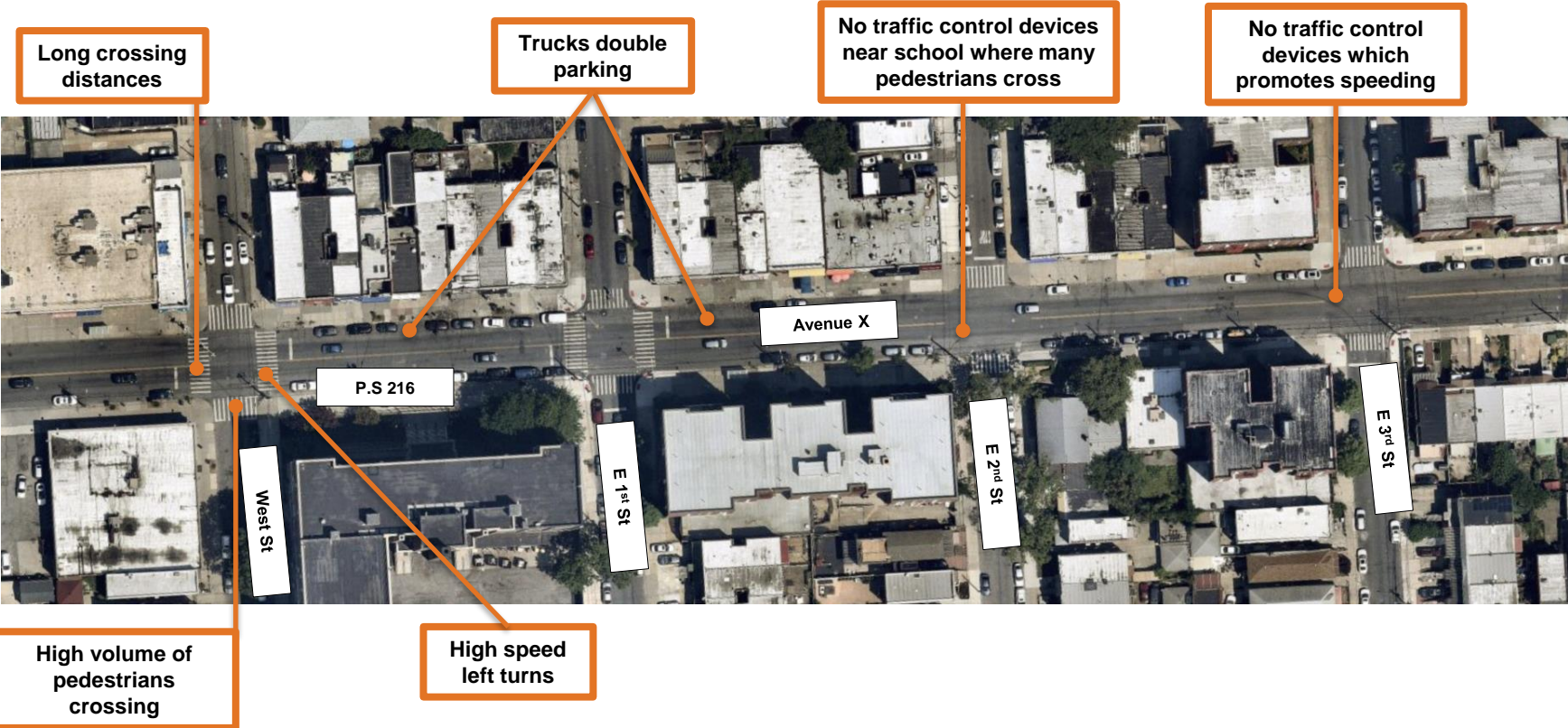
Avenue X – Existing Conditions

McDonald Avenue to West 1st Street



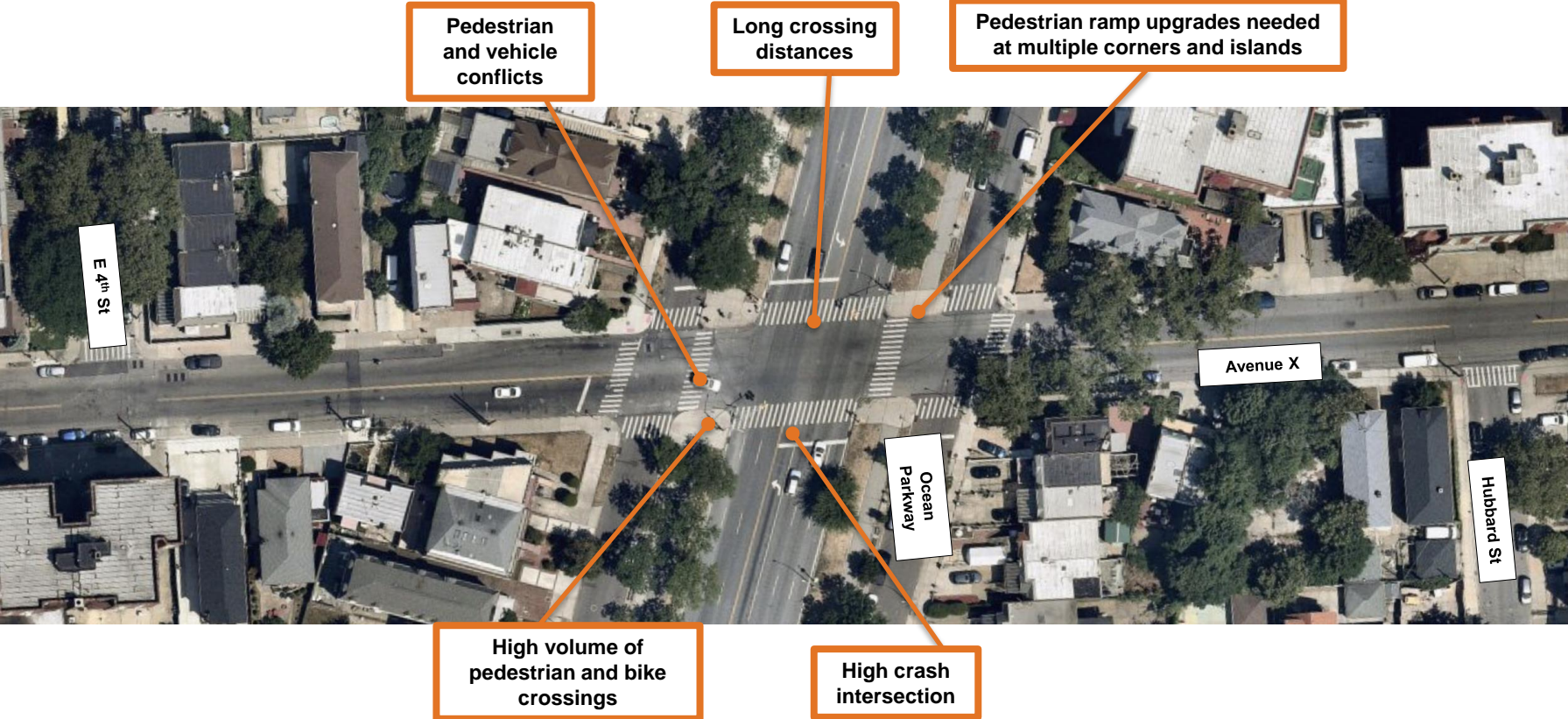
Avenue X – Existing Conditions

West Street to East 3rd Street



Avenue X – Existing Conditions

East 4th Street to Hubbard St



Avenue W – Existing Conditions

McDonald Ave to Ocean Parkway



High crash intersection

Long crossing distance



High instances of left turn involved crashes at E 4th St.

Long crossing distances

High speed left turns

Poor visibility for left turns

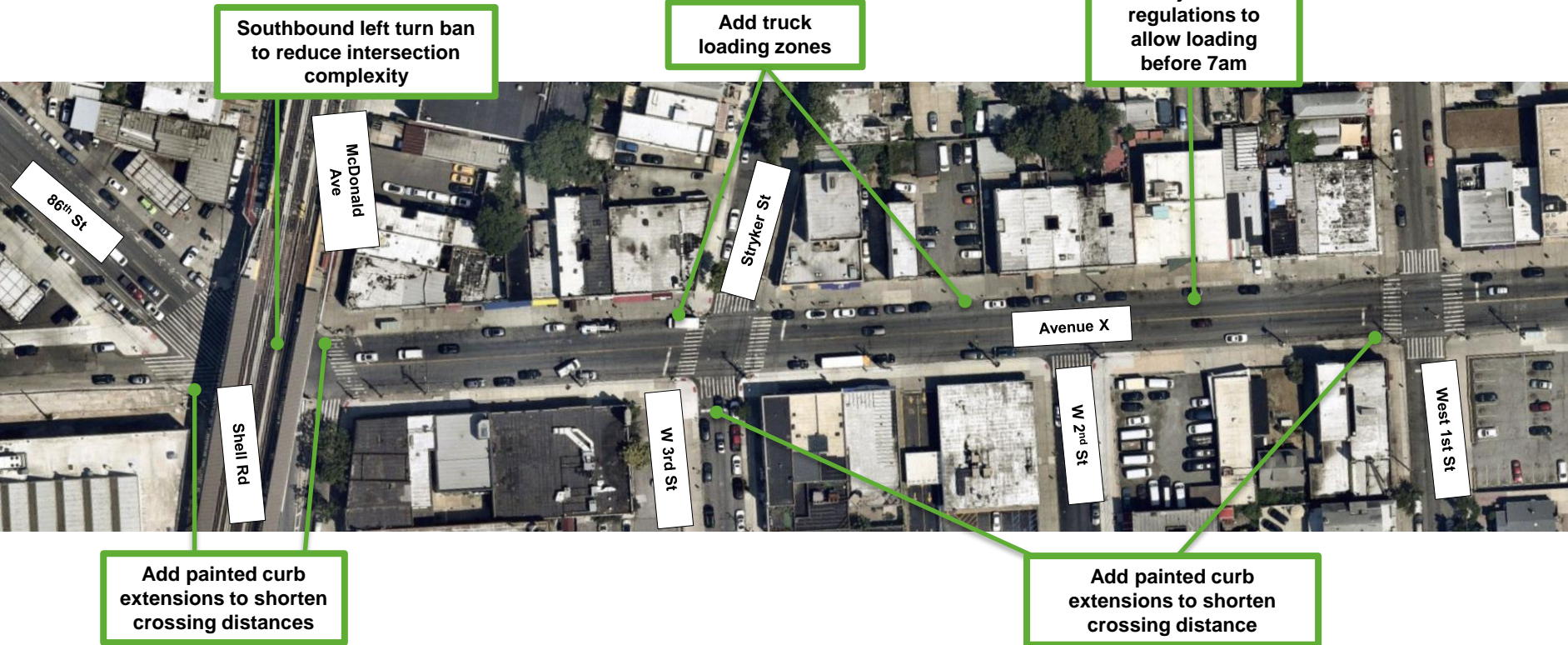
High pedestrian activity

Project Proposal

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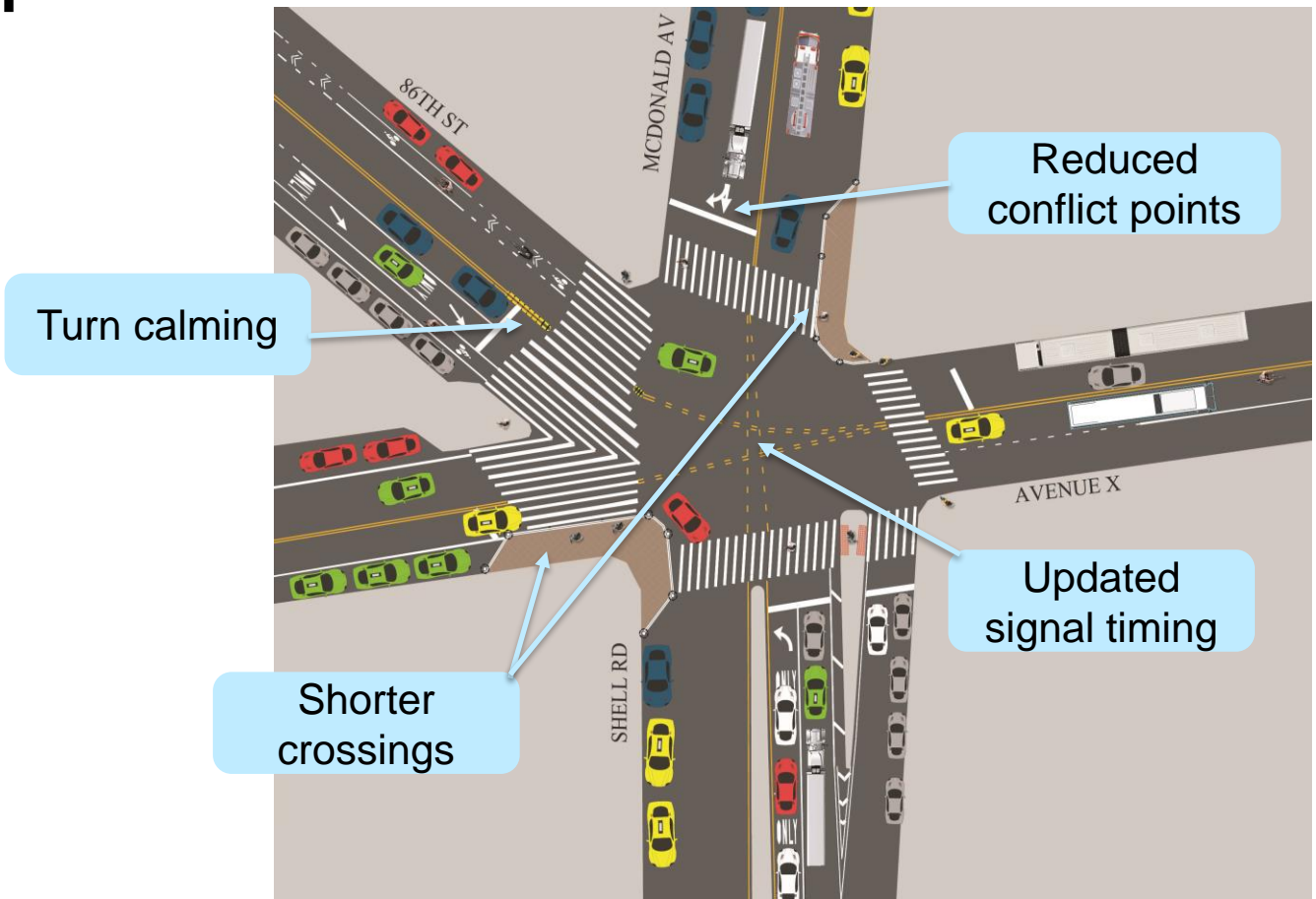
Avenue X Project Proposal

McDonald Avenue to West 1st Street



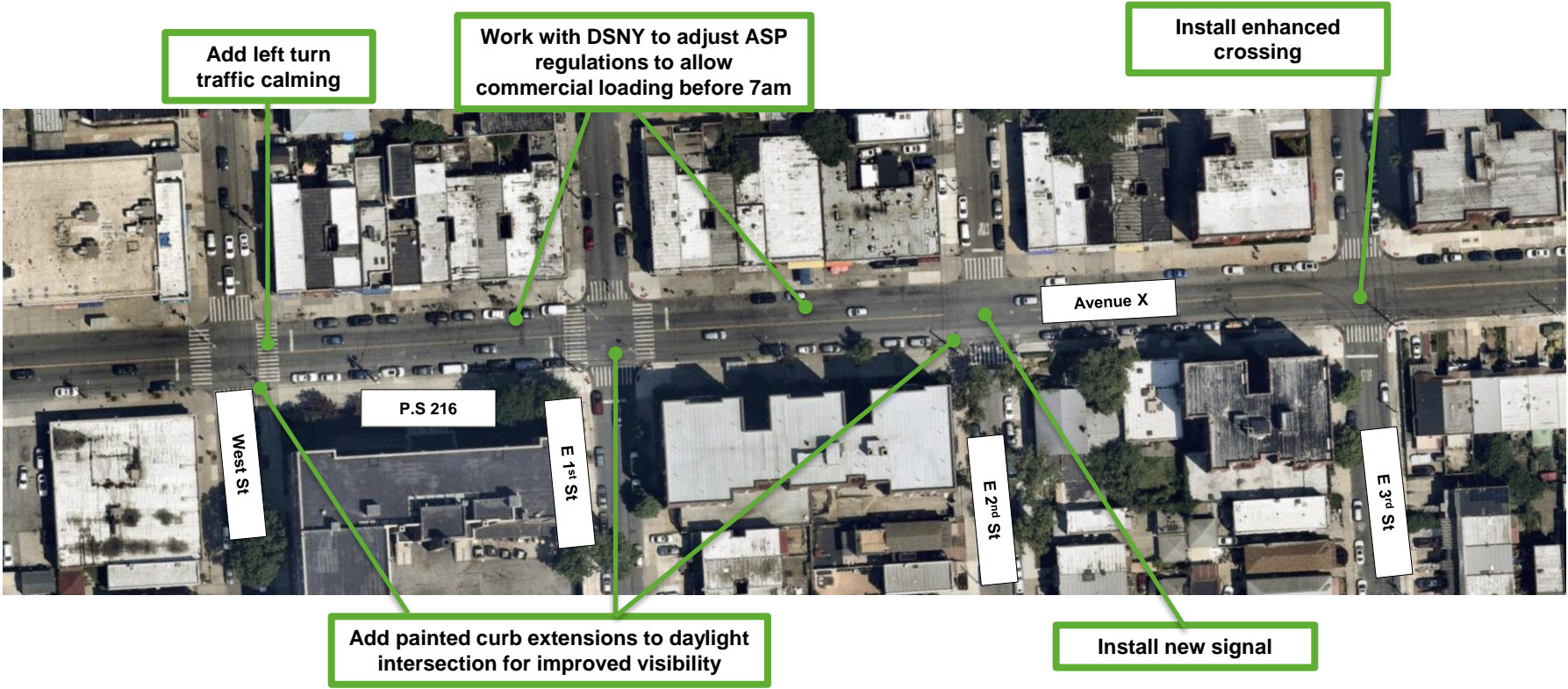
Project Proposal

Traffic Calming



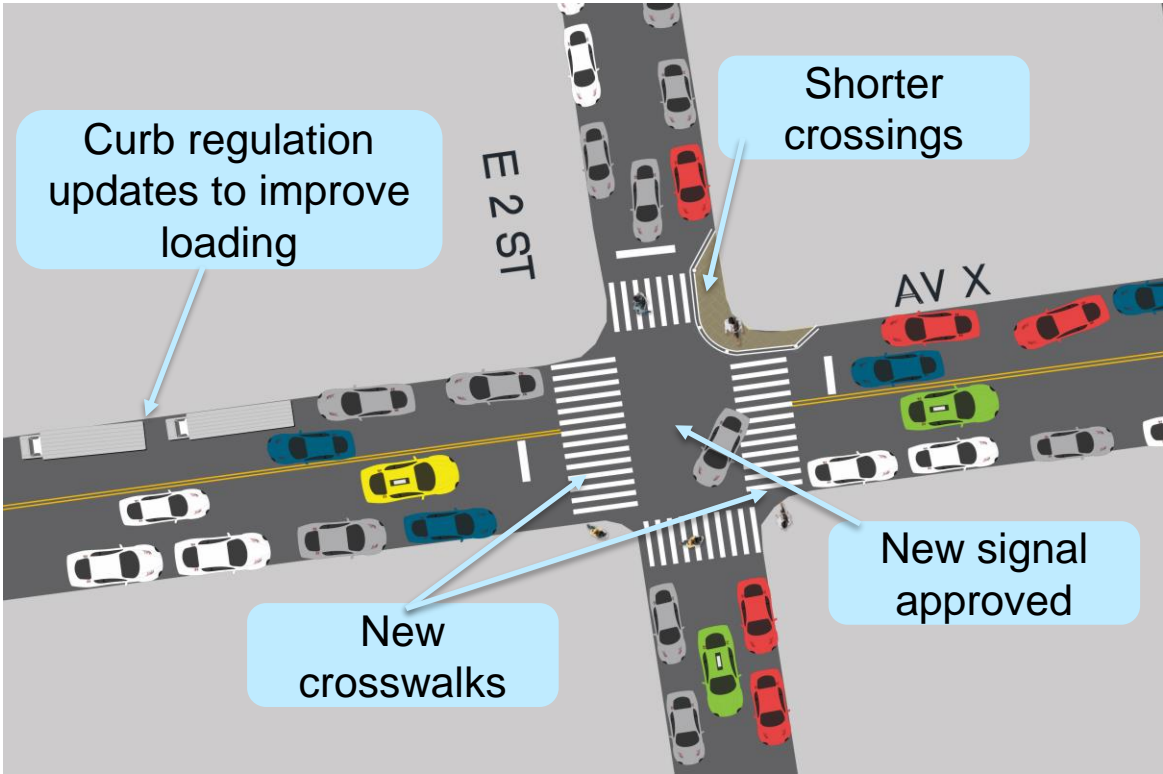
Avenue X Project Proposal

West Street to East 3rd Street



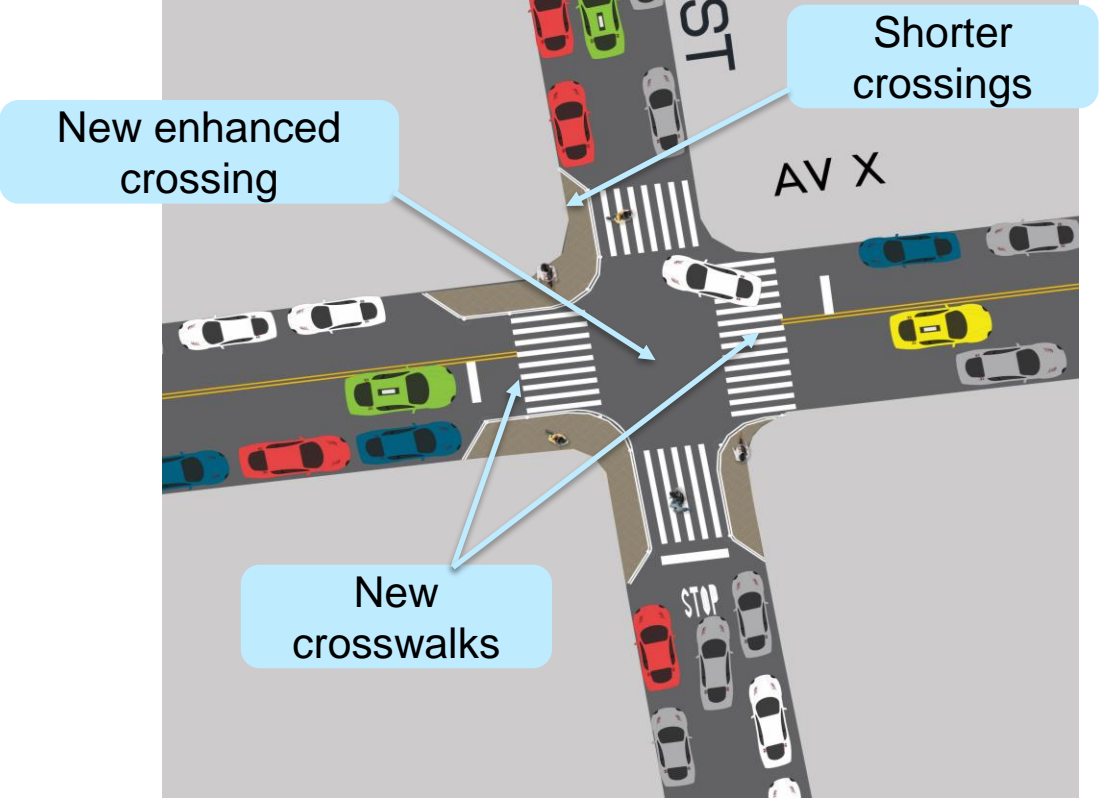
Project Proposal

New Crossing



Project Proposal

New Enhanced Crossing



Avenue X Project Proposal

East 4th Street to Ocean Parkway

Lengthen bus stops to allow articulated buses to better access the curb

Upgrade pedestrian ramps to be ADA compliant

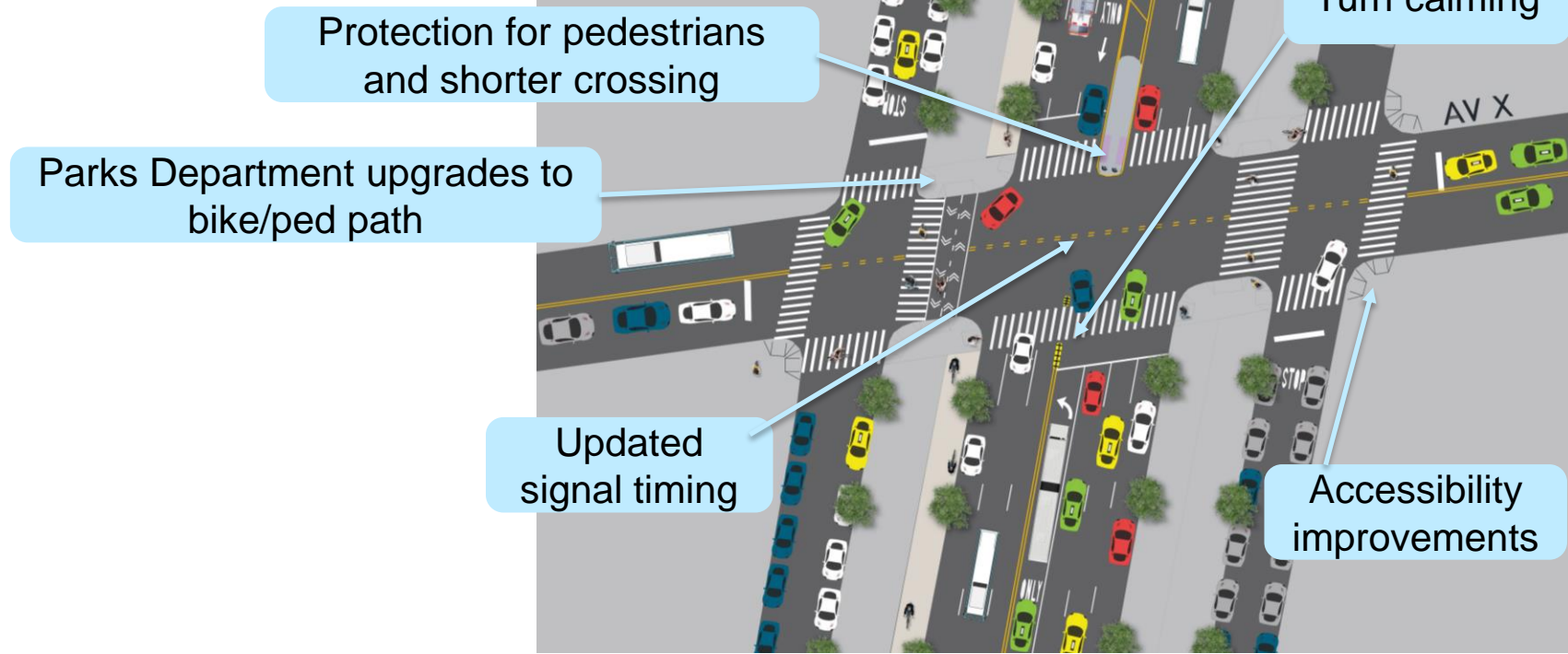
Install pedestrian refuge island to shorten crossing distance; requires southbound left turn ban



Install left turn traffic calming to slow left turns to Avenue X

Project Proposal

Pedestrian Refuge Islands and Accessibility Improvements



Protection for pedestrians and shorter crossing

Parks Department upgrades to bike/ped path

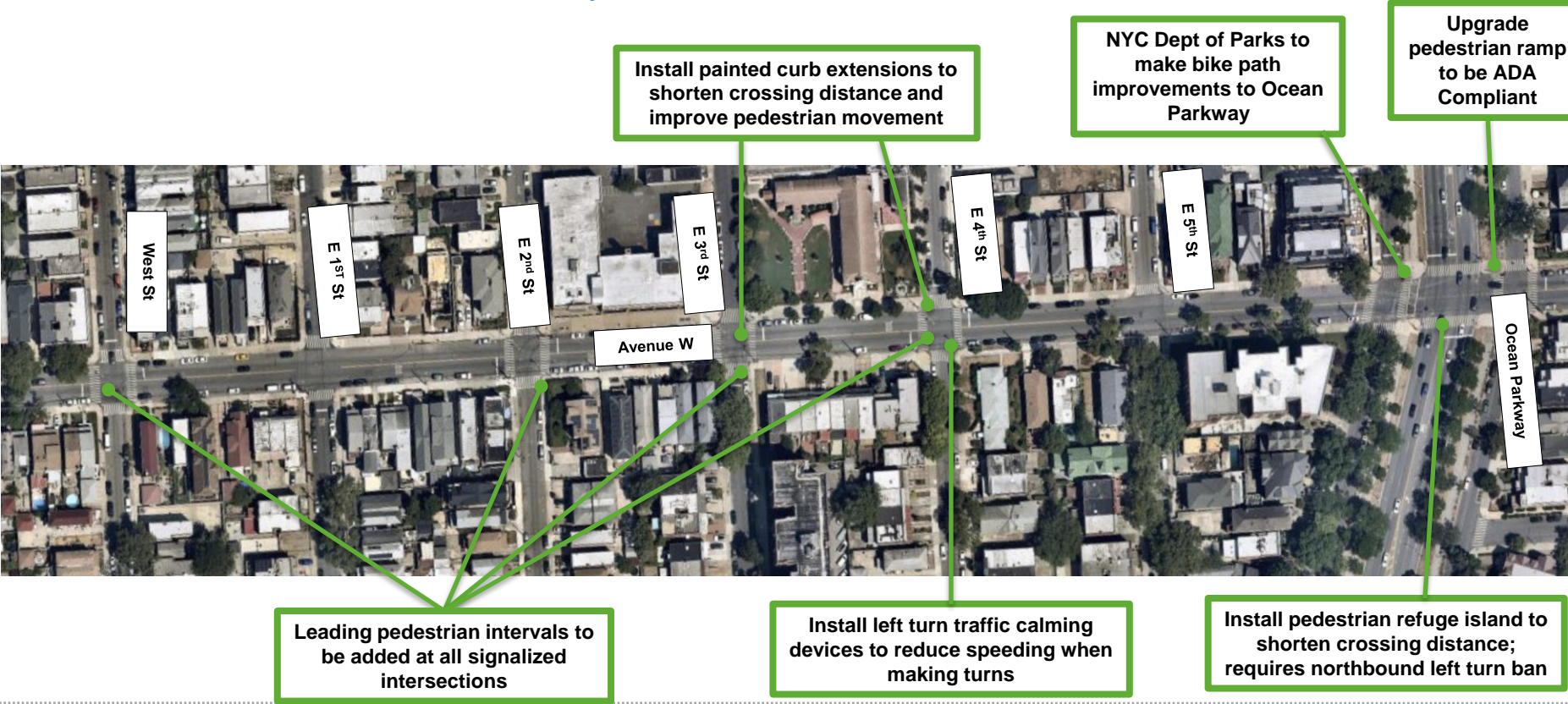
Updated signal timing

Turn calming

Accessibility improvements

Avenue W Project Proposal

West Street to Ocean Parkway



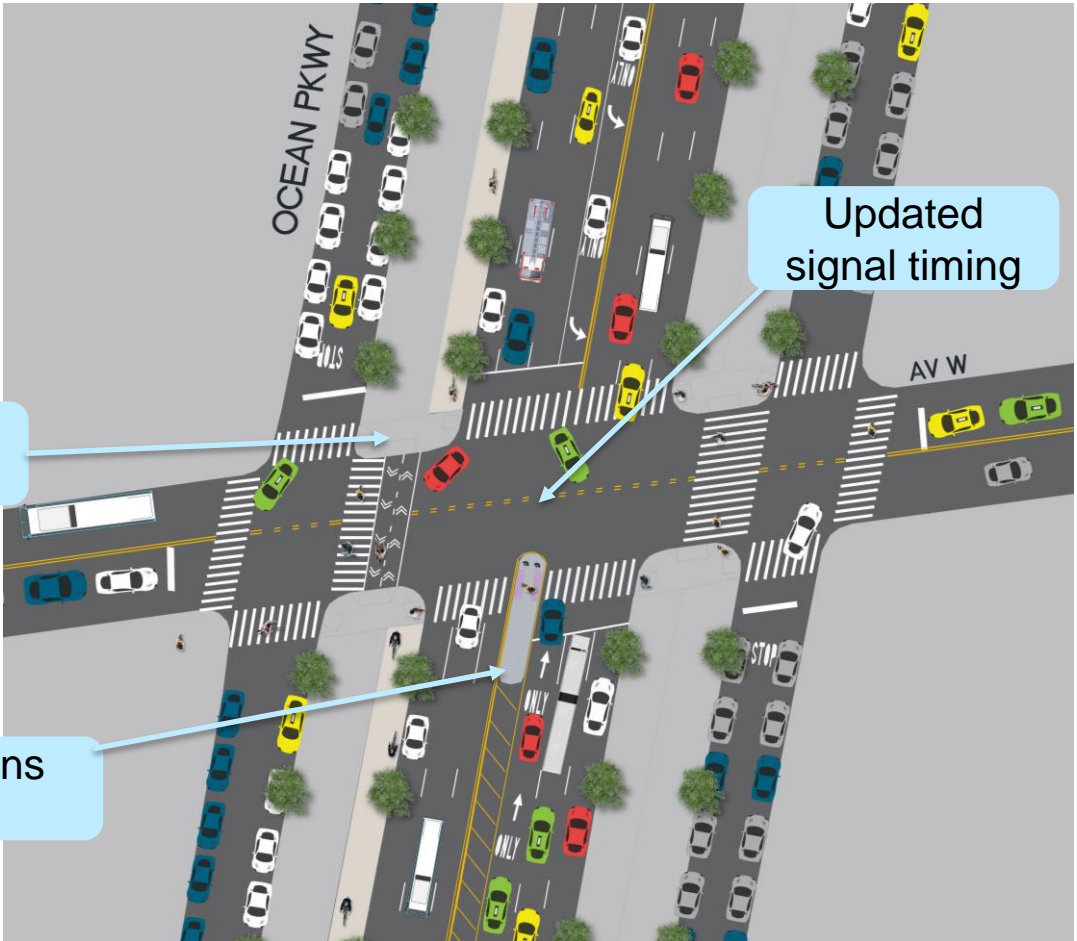
Project Proposal

Pedestrian Refuge Islands and Accessibility Improvements

Parks Department upgrades to bike/ped path

Protection for pedestrians and shorter crossing

Updated signal timing



Avenue W Project Proposal

86th Street to West 1st Street

Install painted curb extensions to shorten crossing distances

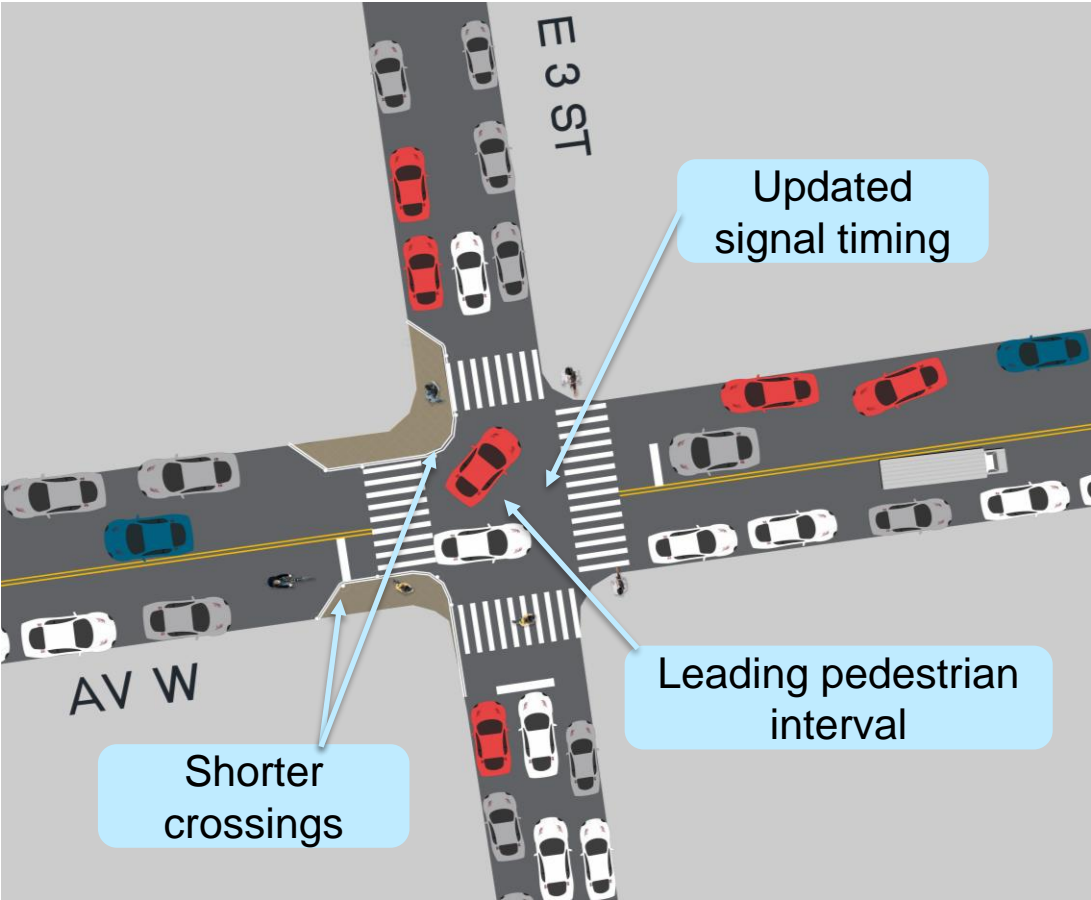
Install painted curb extensions to improve pedestrian visibility



Update signal timing throughout the corridor and add leading pedestrian intervals

Project Proposal

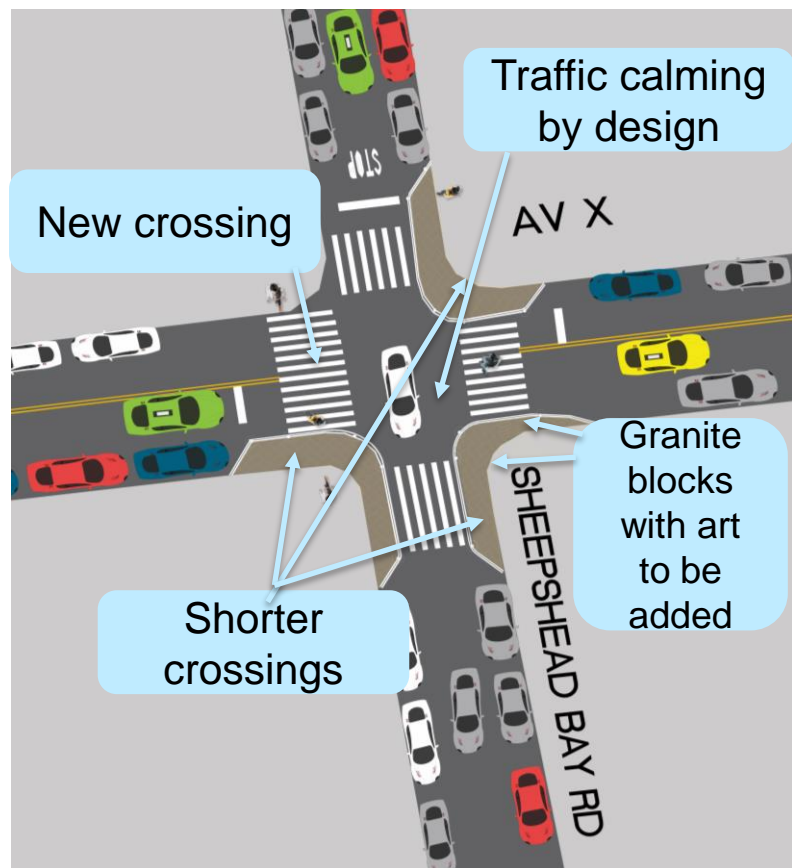
Pedestrian Safety Improvements



DOT Daylighting Initiative

Avenue X and Sheepshead Bay Road

- Daylighting: Spaces removed behind a crosswalk or at an intersection to improve pedestrian and vehicular sight lines.
- In 2024, a mayoral announcement of safety improvements at 2,000 intersections includes raised crosswalks, extended sidewalks, and leading pedestrian intervals.
 - 1,000 will receive daylighting treatment to enhance visibility.
- LL66 requires DOT to undertake a daylighting study.
- Sheepshead Bay and Avenue X will be included in the first round of daylighted intersections.



Project Benefits Summary

Improving Corridor Safety

- Shorten crossing distances for pedestrians
- Calm traffic and slow turning movements
- Increase pedestrian visibility
- Provide new crossings
- Improve curb management/access
- Reduce conflict points between motorists and vulnerable road users
- Improve accessibility
- Negligible net parking loss anticipated (around 2 spaces total)



Proposed condition (pedestrian island) for Ocean Parkway and Avenue X (Photo: Hillside Ave and Sutphin Blvd)



Proposed condition (painted curb extensions) for various intersections on Avenue X and Avenue W (Photo: 7th Avenue and Bleecker St)

Next Steps

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Next Steps

Timeline

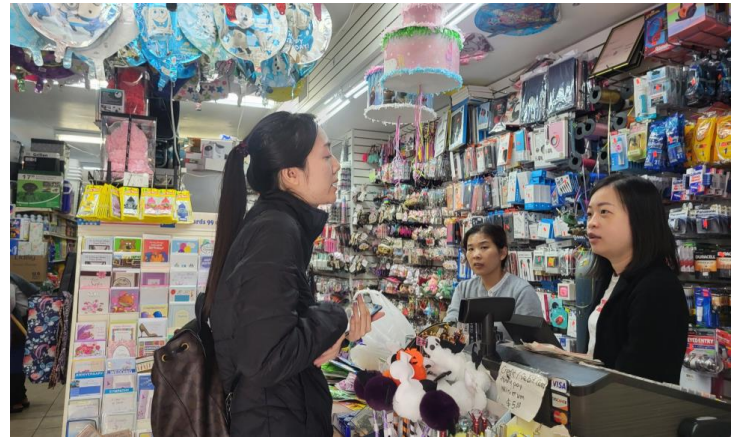
May 2024: CB 15 Presentation

Spring/Summer 2024: Elected official briefings

Spring/Summer 2024: Continued outreach

Late Summer 2024: Planned implementation/
project kick-off

Fall/Winter 2024: Planned continuation of
implementation



The Street Ambassador team completed merchant surveys in October 2023

Thank You!

Questions?



NYCDOT



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NYCDOT

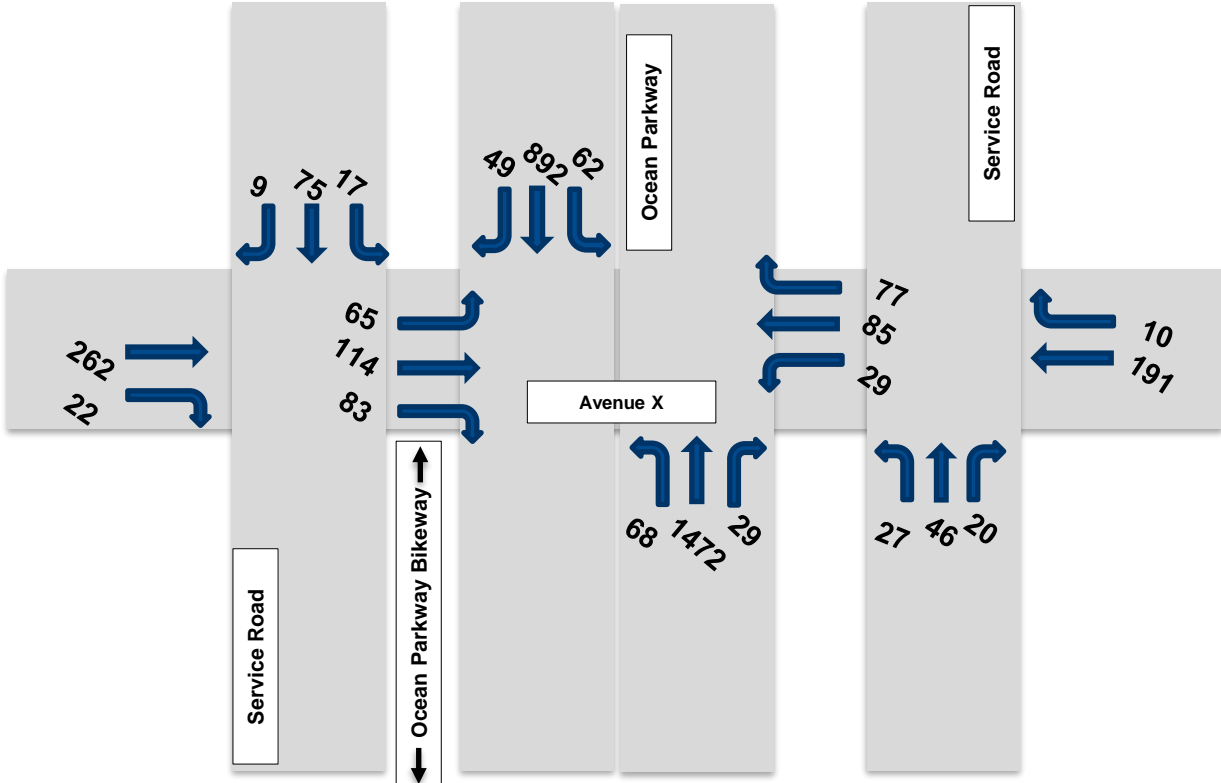
Appendix

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Sample Traffic Counts – AM Peak

Ocean Parkway and Avenue X

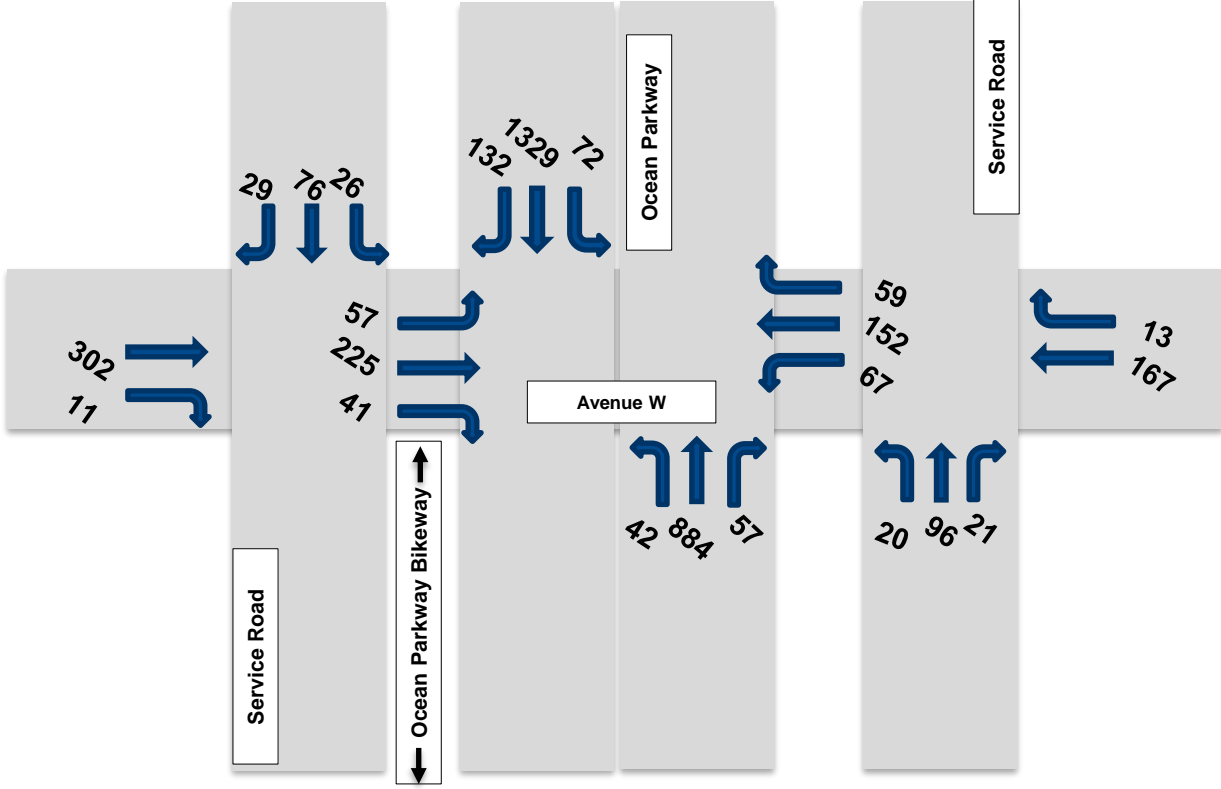
- Over 3000 vehicles pass through the intersection of Avenue X and Ocean Parkway during the AM peak (745-845 AM)
- Around 6% of all vehicles passing through this intersection are trucks or buses
- While Ocean Parkway is not a truck route, it serves as an important route for making local deliveries to local streets



Sample Traffic Counts – PM Peak

Ocean Parkway and Avenue W

- Over 3400 vehicles pass through the intersection of Avenue W and Ocean Parkway during the PM peak (300-400 PM)
- Pedestrians and cyclists face multiple challenges when crossing this intersection due to the large number of possible turning movements by vehicles
- Over 200 pedestrians cross this intersection during the PM peak hour



Turn Restrictions and Traffic Counts

Alternative Routes

Southbound left (SBL) turn ban at Av X and McDonald Av/Shell Rd:

Av X/McDonald: AM Peak

SBL: 18

Assume: 13 vehicles continue south to Avenue Y to turn left, and 5 vehicles turn left at McDonald Av/Av W

Av X/McDonald: PM Peak

SBL: 29

Assume: 20 vehicles continue south to Avenue Y to turn left, and 9 vehicles turn left at McDonald Av/Av W

Turn Restrictions and Traffic Counts

Alternative Routes

Northbound left (NBL) turn ban at Av W and Ocean Pkwy:

Av W: AM Peak

NBL: 42

Assume: 20 vehicles turn left at Av X and 22 vehicles turn left at Avenue V

Av W: PM Peak

NBL: 42

Assume: 22 vehicles turn left at Av X and 20 vehicles turn left at Avenue V

Turn Restrictions and Traffic Counts

Alternative Routes

SBL turn ban at Av X and Ocean Pkwy:

Av X/Ocean Pkwy: AM Peak

SBL: 62

Assume: 52 vehicles continue south and turn left at Av Y or Av Z; 10 vehicles turn left at Av W

Av X/Ocean Pkwy: PM Peak

SBL: 62

Assume: 42 vehicles continue south, and turn left at Av Y or Av Z; 20 vehicles turn left at Av W