

Downtown Brooklyn Transportation Blueprint Implementation Framework

The following table contains 60 potential transportation actions that were chosen based on public input and because they address one or more of the six **goals** and the multitude of **issues** developed for the Downtown Brooklyn Transportation Blueprint. The actions range widely in their **status**, from those that are being implemented to those that remain conceptual and require further study before they can be progressed. Eighteen actions have been identified as **priority initiatives**, in order to direct focus on a package of improvements that are achievable in short to medium timeframe.

This table also provides a framework for monitoring the progress of the proposed actions in the future. Shaded columns on the right side of the table are to be periodically completed in the future as the program progresses. **Priority initiatives** already have implementation descriptions and estimated completion dates. Other initiatives that are under study or require more study will be monitored and implementation will be more specifically targeted to the extent that they progress from concept to reality. The table allows for progress to be monitored quantitatively (based on change in project **status** over time), thus providing a "scorecard" for transportation improvements in Downtown Brooklyn.

KEY:

ISSUES

- A Surface Transportation
- A-1 Recurring Traffic Congestion
- A-1-1 Preference for Bridges as Vehicular Crossings into Manhattan
- A-1-2 Through Vs. Local Traffic
- A-1-3 Limited Major Roadways
- A-1-4 Limited Capacity in Shoulder Hours
- A-2 Persistent Spillover
- A-3 One-way Toll at Verrazano Bridge
- A-4 Improvements to the Brooklyn-Queens Expressway
- B Parking and Curbside Issues
- B-1 Parking Supply vs. Demand
- B-2 Excessive Use of Windshield Placards for Curb Parking
- B-3 Competition for Curbside Space
- C High Occupancy Vehicles and Buses
- D Rail Transit
- E Pedestrians
- F Bicycles
- G Waterfront Connections
- H Enforcement
- I Institutional

STATUS

- 5 Implementation Completed
- 4 Being Implemented
- 3 Action Approved
- 2 Under Study
- 1 Requires Further Study

TIER

- 1 **Highly Effective** in addressing issues / short time frame / low cost
- 2 **Moderately Effective** in addressing issues / longer time frame / higher cost
- 3 **Difficult to Implement** / long time frame / large capital investment

GOALS MET

- 1 Accommodate travel demand growth
- 2 Manage congestion
- 3 Through vs Local travel
- 4 Physical/ Fiscal constraints
- 5 Street Management and Safety
- 6 Institutional

| Action # | Issue Addressed | Description | Tier # | Responsible Agency | Goals Met | Priority Initiative? | Description of Full Implementation | Estimated Impl Date | Base Quarter Status | Review Date | Implementation Progress | Current Review Status | Status Last Review | Change From Base Quarter | Change From Last Review | Narrative Assessment of Implementation Progress |
|----------------------------------------------|-----------------|--------------------------------------------------------------------------------------------------------------------------------|--------|---------------------------------------------|------------------|----------------------|----------------------------------------------------------------------------------------------------|---------------------|---------------------|-------------|-------------------------|-----------------------|--------------------|--------------------------|-------------------------|-------------------------------------------------|
| A - Surface Transportation | | | | | | | | | | | | | | | | |
| Short-term commitments | | | | | | | | | | | | | | | | |
| 1 | A-1-3 | Undertake improvements at major intersections – Flatbush/Atlantic/4th, Tillary/Adams, Schermerhorn/Lafayette, Grand Army Plaza | 1 | NYCDOT | 1,2, 4, 5 | Yes | Significant geometric improvements (more than signal timing adjustments) at all four intresections | Fall 2010 | 4 | | | | | | | |
| Sub-total | | | | | | | | | | | | | | 0 | 0 | |
| Under Study or Requires Further Study | | | | | | | | | | | | | | | | |
| 2 | A-1-1 | Initiate Manhattan congestion pricing program | 1 | NYCDOT | 1, 2, 3, 4, 5, 6 | Yes | Implementation of Congestion Pricing Pilot Program | Spring 2009 | 2 | | | | | | | |
| 3 | A-1-2 | Cross-Harbor Rail Freight Tunnel | 3 | TBD | 1,2,3 | | | | 2 | | | | | | | |
| 4 | A-1-3 | Implement Incident Management Program on Major Arterials | 2 | Traffic Management Center | 2 | | | | 4 | | | | | | | |
| 5 | A-1-3 | Convert Furman Street to Two-Way Reversible Operation | 1 | NYCDOT | 2,3,4 | | | | 2 | | | | | | | |
| 6 | A-1-3 | Construct BQE off-ramp to Navy/Ashland | 2 | NYSDOT | 1,2,3 | | | | 2 | | | | | | | |
| 7 | A-1-3 | Upgrade Interchanges between BQE and DB Bridges | 2 | NYSDOT | 1,2,3 | | | | 2 | | | | | | | |
| 8 | A-1-3 | Increase BQE Clearance at Brooklyn Bridge for Trucks | 3 | NYSDOT | 1,2,3 | | | | 2 | | | | | | | |
| 9 | A-4 | Increase capacity of BQE between Atlantic Avenue and Sands Street | 2 | NYSDOT | 1,2,3 | | | | 2 | | | | | | | |
| 10 | A-1 | Incentives for Auto Commuters to Use Alternative Modes | 2 | CommuterLink, Downtown Brooklyn Partnership | 1,2,4 | | | | 1 | | | | | | | |
| 11 | A-1-3 | Reversible lanes on major arterials | 2 | NYCDOT | 1,2 | | | | 1 | | | | | | | |
| 12 | A-1-3 | Expansion of Variable Message Signs to provide real time traffic information to motorists on arterials | 2 | Traffic Management Center | 2 | | | | 1 | | | | | | | |
| 13 | A-4 | Improve on-ramps to BQE at Atlantic Avenue | 2 | NYCDOT, NYSDOT | 1,2,3 | | | | 1 | | | | | | | |
| Sub-total | | | | | | | | | | | | | | 0 | 0 | |
| Total | | | | | | | | | | | | | | 0 | 0 | |

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|----------------------------------------------|-----------------|---------------------------------------------------------------------------------------------------------------------|--------|---------------------------------------------|---------------|----------------------|-------------------------------------------------------------------------------------------------------------------------------|---------------------|---------------------|-------------|-------------------------|-----------------------|--------------------|--------------------------|-------------------------|-------------------------------------------------|
| B - Parking and Curbside Issues | | | | | | | | | | | | | | | | |
| Short-term commitments | | | | | | | | | | | | | | | | |
| 14 | B-3 | Expand use of munimeters, including rates for commercial vehicle loading where appropriate | 1 | NYCDOT | 1, 4, 5 | Yes | Implementation of Munimeters on at least two additional corridors in study area, and introduction of commercial parking rates | Fall 2009 | 4 | | | | | | | |
| Sub-total | | | | | | | | | | | | | | 0 | | |
| Under Study or Requires Further Study | | | | | | | | | | | | | | | | |
| 19 | B-2 | Develop strategies to reduce agency permit parking in Downtown Brooklyn and increase compliance with existing rules | 2 | NYCDOT, NYPD | 1, 2, 4, 5, 6 | Yes | Introduction of a package of new effective strategies to deal with permit parking abuse in Downtown Brooklyn. | Fall 2008 | 1 | | | | | | | |
| 15 | B-3 | Residential Parking Permit Program | 2 | NYCDOT | 2,4,5,6 | | | | 2 | | | | | | | |
| 16 | B-1 | Extend Manhattan 8% Non-Residential Parking Tax | 3 | City Council | 4,6 | | | | 1 | | | | | | | |
| 17 | B-1 | Carpool / Vanpool Garage Parking Incentives | 2 | City Council | 1,5 | | | | 1 | | | | | | | |
| 18 | B-1 | Utilize existing sites on the periphery of downtown for Commuter Park and Ride Facilities w/ Shuttles | 2 | NYCDOT | 1,2,5 | | | | 1 | | | | | | | |
| 20 | B-3 | Provide Reserved Curbside Spaces for Carpools | 2 | NYCDOT | 6 | | | | 1 | | | | | | | |
| 21 | B-3 | Encourage deliveries during non-peak hours | 2 | Downtown Brooklyn Partnership, City Council | 2,4,5 | | | | 1 | | | | | | | |
| 22 | B-1 | Re-evaluate Accessory Parking Requirements for New Buildings in Downtown Brooklyn | 1 | DCP | 1,4 | | | | 1 | | | | | | | |
| Sub-total | | | | | | | | | | | | | | 0 | | |
| Total | | | | | | | | | | | | | | 0 | | |
| C - High Occupancy Vehicles and Buses | | | | | | | | | | | | | | | | |
| Short-term commitments | | | | | | | | | | | | | | | | |
| 23 | C | Provide real time bus arrival information | 1 | MTA-NYCT | 1, 2, 4, 5, 6 | Yes | Implementation of Passenger Information Signs in Downtown Brooklyn. | TBD | 4 | | | | | | | |
| 24 | C | Designate high occupancy vehicle lane on Manhattan Bridge | 2 | NYCDOT | 1, 2, 4, 5 | Yes | Has been implemented | Fall 2007 | 5 | | | | | | | |
| 25 | C | Provide bus priority at bus "hot spots" – Myrtle, Flatbush, Smith/Jay | 1 | NYCDOT, MTA-NYCT | 1, 2, 4, 6 | Yes | Introduction of one or more bus priority elements on all three corridors. | Fall 2008 | 3 | | | | | | | |
| Sub-total | | | | | | | | | | | | | | 0 | | |
| Under Study or Requires Further Study | | | | | | | | | | | | | | | | |
| 26 | C | Study and initiate greater Downtown Brooklyn transit circulator | 1 | Downtown Brooklyn Partnership, NYCDOT | 1, 2, 4, 6 | Yes | Initiation of service following completion of feasibility study | Spring 2009 | 2 | | | | | | | |
| 27 | C | NYCT local bus terminal in downtown Brooklyn with connections to subway stations | 1 | MTA-NYCT | 1,2,5 | | | | 1 | | | | | | | |
| 28 | C | Comprehensive Commuter Van Plan | 2 | NYCDOT, TLC, NYPD | 4,6 | | | | 1 | | | | | | | |
| Sub-total | | | | | | | | | | | | | | 0 | | |
| Total | | | | | | | | | | | | | | 0 | | |

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| D - Rail Transit | | | | | | | | | | | | | | | | |
| Short-term commitments | | | | | | | | | | | | | | | | |
| 29 | D | Upgrade Subway Stations | 1 | MTA-NYCT | 1, 2, 6 | Yes | Complete reconstruction of Jay Street-Borough Hall Station (A,C,F) and initiate major improvements at one or more other Downtown Brooklyn Stations | TBD | 4 | | | | | | | |
| 30 | D | Maintain/Improve Subway Reliability | 1 | MTA-NYCT | 1, 2, 6 | Yes | Ongoing | Ongoing | 4 | | | | | | | |
| Sub-total | | | | | | | | | | | | | | 0 | | |
| Under Study or Requires Further Study | | | | | | | | | | | | | | | | |
| 32 | D | Culver Line (F) Express Service | 2 | MTA-NYCT | 1, 2, 4 | Yes | Completion of Culver Line Rehabilitation and Introduction of Express Service | Fall 2012 | 2 | | | | | | | |
| 31 | D | Increase Subway Service in "Shoulders" of Peak Periods and Off-peak periods | 1 | MTA-NYCT | 1 | | | | 4 | | | | | | | |
| 33 | D | Lower Manhattan JFK-Jamaica with Stop in Downtown Brooklyn (or other tunnel between Lower Manhattan and Downtown Brooklyn) | 3 | MTA-NYCT | 1 | | | | 2 | | | | | | | |
| 34 | D | Add New Connections Between Subway Lines | 2 | MTA-NYCT | 1 | | | | 1 | | | | | | | |
| 35 | D | Reduce weekend disruptions to subway service by doing more overnight repairs | 1 | MTA-NYCT | 6 | | | | 1 | | | | | | | |
| 36 | D | LIRR Main Line Corridor Improvements | 2 | MTA-LIRR | 1 | | | | 1 | | | | | | | |
| Sub-total | | | | | | | | | | | | | | 0 | | |
| Total | | | | | | | | | | | | | | 0 | | |
| E - Pedestrians | | | | | | | | | | | | | | | | |
| Short-term commitments | | | | | | | | | | | | | | | | |
| 37 | E | Implement Subway-Sidewalk Interface Project - Improvements at Jay St(A,C,F) and 7th Ave (B,Q) | 1 | NYCDOT | 1, 4, 5 | Yes | Creation of additional sidewalk space and improved crossings around Jay Street subway entrances. Implementation of subway-sidewalk interface recommendations at 7th Avenue Q station | Summer 2009 | 4 | | | | | | | |
| 38 | E | Complete and enhance pedestrian plazas | 1 | NYCDOT, NYCEDC | 4, 5, 6 | Yes | Permanent build-out of Willoughby, Pearl Street and Fulton Mall/Albee Square Plazas | Fall 2009 | 4 | | | | | | | |
| 39 | E | Complete implementation of Downtown Brooklyn Traffic Calming Project recommendations | 2 | NYCDOT | 2, 3, 4, 5 | Yes | Completion of Downtown Brooklyn Traffic Calming Capital Implementation Project, Phases A and B. | Fall 2009 | 4 | | | | | | | |
| 40 | E | Install pedestrian wayfinding signage | 2 | MetroTech BID | 4, 5, 6 | Yes | Installation of Downtown Brooklyn Wayfinding Signs and Kiosks | Spring 2008 | 4 | | | | | | | |
| Sub-total | | | | | | | | | | | | | | 0 | | |
| Under Study or Requires Further Study | | | | | | | | | | | | | | | | |
| 41 | E | Manage Vehicular Turning Movements to Reduce Pedestrian Conflicts | 2 | NYCDOT | 5 | | | | 2 | | | | | | | |
| 42 | E | Improve Pedestrian Connections between Core and Surrounding Areas (e.g. Brooklyn Bridge Park) | 2 | NYCDOT | 5 | | | | 2 | | | | | | | |
| Sub-total | | | | | | | | | | | | | | 0 | | |
| Total | | | | | | | | | | | | | | 0 | | |

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| F - Bicycles | | | | | | | | | | | | | | | | |
| Short-term commitments | | | | | | | | | | | | | | | | |
| 43 | F | Complete Downtown Brooklyn bicycle network | 1 and/or 2 | NYCDOT | 1, 2, 4, 5 | Yes | Implementation of proposed missing links, effectively completing Downtown Brooklyn bicycle network | Spring 2010 | 3 | | | | | | | |
| Sub-total | | | | | | | | | | | | | | 0 | | |
| Under Study or Requires Further Study | | | | | | | | | | | | | | | | |
| 44 | F | Bicycle Wayfinding System | 2 | NYCDOT | 1,2,5 | | | | 2 | | | | | | | |
| 45 | F | Facilitate cycling by providing additional bicycle racks and requiring large commercial buildings to provide storage | 2 | NYCDOT, City Council, DCP | 5 | | | | 2 | | | | | | | |
| 46 | F | "Bike Stations" at Major Hubs | 2 | NYCDOT | 1,2,5 | | | | 1 | | | | | | | |
| Sub-total | | | | | | | | | | | | | | 0 | | |
| Total | | | | | | | | | | | | | | 0 | | |
| G - Waterfront Connections | | | | | | | | | | | | | | | | |
| Under Study or Requires Further Study | | | | | | | | | | | | | | | | |
| 47 | G | Implement Brooklyn Waterfront Greenway | 1 | Multiple | 1,5 | | | | 4 | | | | | | | |
| 48 | G | Improved bicycle/pedestrian connections from Brooklyn Bridge Promenade to DUMBO and waterfront | 1 | NYCDOT | 1,2 | | | | 2 | | | | | | | |
| 49 | G | Create Multi-Modal Transportation Hub on Waterfront | 3 | Multiple | 1 | | | | 1 | | | | | | | |
| 50 | G | Increased Ferry Services | 2 | Multiple | 1 | | | | 1 | | | | | | | |
| Sub-total | | | | | | | | | | | | | | 0 | | |
| Total | | | | | | | | | | | | | | 0 | | |
| H - Enforcement | | | | | | | | | | | | | | | | |
| Short-term commitments | | | | | | | | | | | | | | | | |
| 51 | H | Expand number of Traffic Enforcement Agents | 1 | NYPD | 2, 4, 5, 6 | Yes | Hiring and deployment of 100 level 2 Traffic Enforcement Agents, as outlined in PLaNYC | Winter 2008 | 3 | | | | | | | |
| Sub-total | | | | | | | | | | | | | | 0 | | |
| Under Study or Requires Further Study | | | | | | | | | | | | | | | | |
| 52 | H | Enable all TEAs to issue blocking-the-box tickets | 1 | State Legislature | 2,6 | | | | 2 | | | | | | | |
| 53 | H | Expand the use of traffic enforcement cameras | 2 | State Legislature | 2,6 | | | | 2 | | | | | | | |
| 54 | H | Dedicated Traffic Enforcement Unit | 2 | NYPD | 6 | | | | 1 | | | | | | | |
| Sub-total | | | | | | | | | | | | | | 0 | | |
| Total | | | | | | | | | | | | | | 0 | | |
| I - Institutional | | | | | | | | | | | | | | | | |
| Short-term commitments | | | | | | | | | | | | | | | | |
| 55 | I | Form Downtown Brooklyn stakeholder group to monitor implementation of short-term initiatives | 1 | NYCDOT | 4, 6 | Yes | First meeting of group | Winter 2008 | 4 | | | | | | | |
| Sub-total | | | | | | | | | | | | | | 0 | | |
| Under Study or Requires Further Study | | | | | | | | | | | | | | | | |
| 56 | I | Establish a new regional transit financing authority | 3 | State Legislature | 6 | | | | 2 | | | | | | | |
| 57 | I | Collect and Publish Downtown Specific Transportation Data | 2 | NYCDOT | 6 | | | | 1 | | | | | | | |
| 58 | I | Establish and Monitor Performance Indicators and Thresholds | 1 | NYCDOT | 6 | | | | 1 | | | | | | | |
| 59 | I | Create and Maintain Area-Wide Traffic Operations Model | 2 | NYCDOT | 6 | | | | 1 | | | | | | | |
| 60 | I | Encourage flexible work schedules for downtown Brooklyn employees | 2 | CommuterLink, Downtown Brooklyn Partnership | 6 | | | | 1 | | | | | | | |
| Sub-total | | | | | | | | | | | | | | 0 | | |
| Total | | | | | | | | | | | | | | 0 | | |