



5 Avenue Curb Management & Safety Upgrades

Project Progress Updates

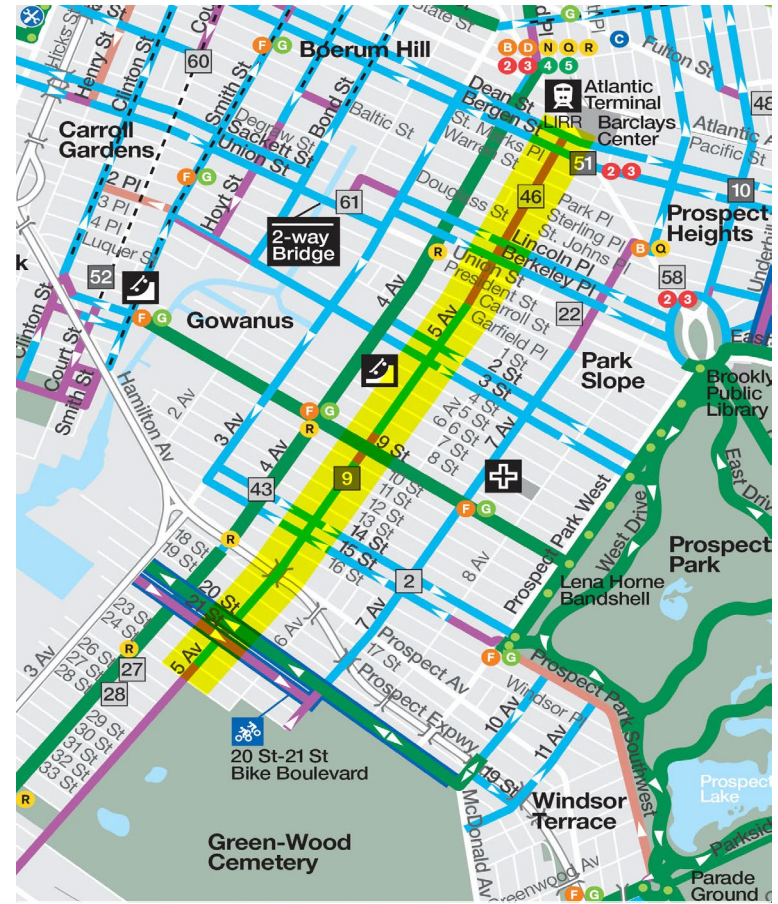
Community Board 6 - 6/17/2026



Project Location

5th Avenue, Brooklyn

- Flatbush Ave <> 24th Street
 - 39 Intersections
 - 1.87 miles
- Community Districts 6 & 7
- Council Districts 38 & 39
- 2 Business Improvement Districts
 - 5 Avenue Park Slope BID – Dean St to 18th St
 - North Flatbush BID – Dean to Flatbush Ave



5th Avenue between Flatbush Avenue and 24th Street

Corridor Challenges

Reason for redesign

- High Activity & Limited Space
- Competition for the Curb
- Safety Challenges



High Activity / Limited Space

Many demands and many modes

- Active and successful commercial corridor
- Narrow Right of Way (ROW)
 - **40' Roadway** - Flatbush Ave <> Carrol St
 - **50' Roadway** - Carrol St <> 24 St
- High pedestrian volumes
 - On sidewalk
 - At crosswalks
- Competition for the curb creates double parking challenges, which:
 - Create dangerous driving and cycling conditions
 - Slows buses and prevents bus stop curb access



5th Ave and 9th St

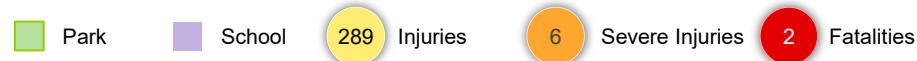
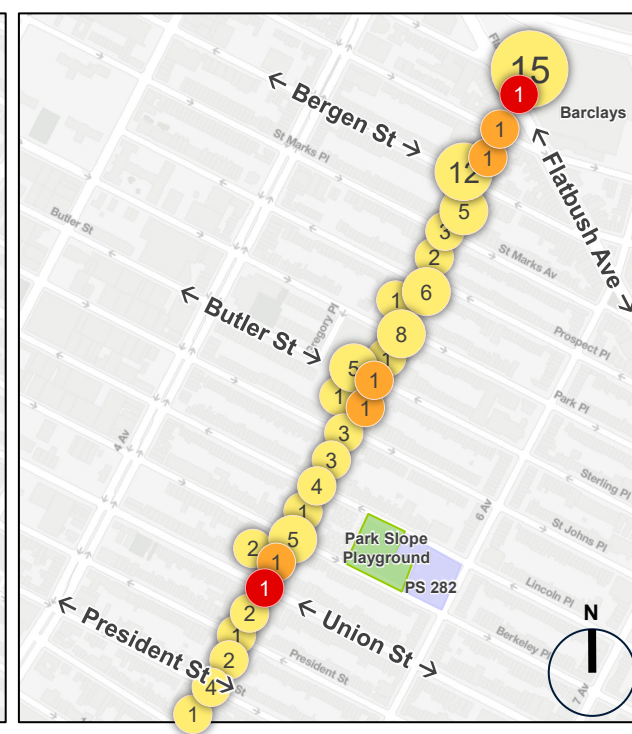
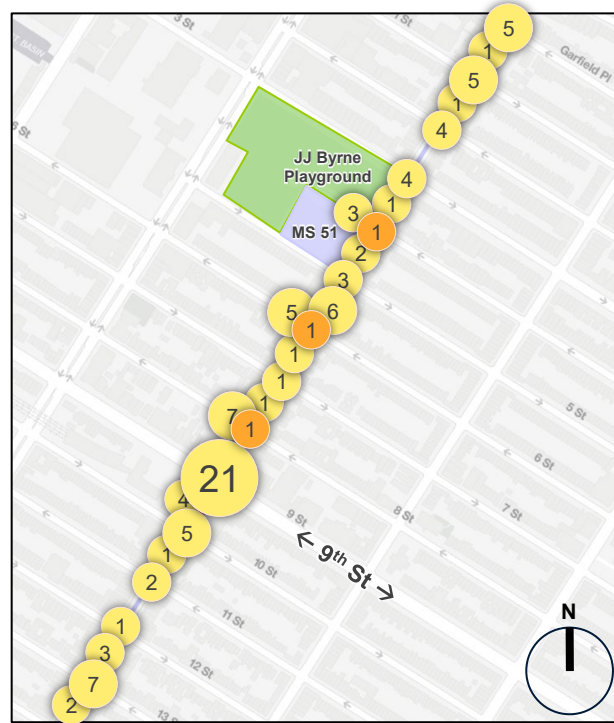
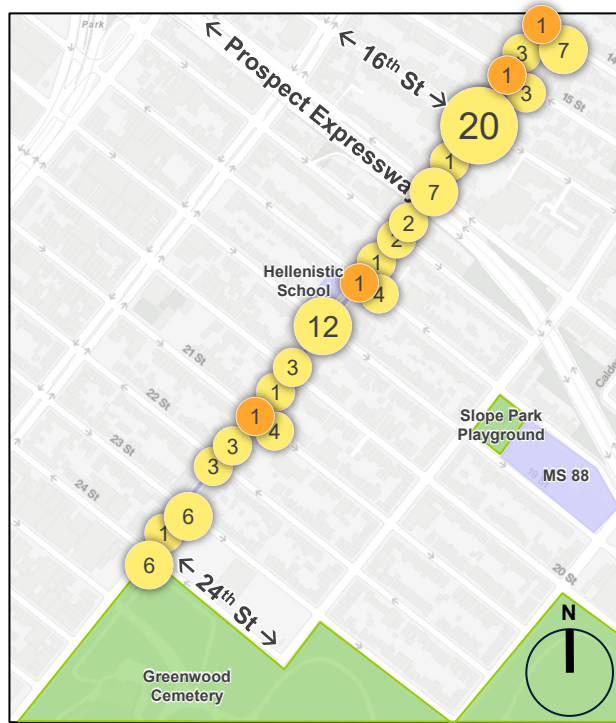
Safety Challenges

- Vision Zero Corridor
- Vision Zero Intersection
 - 5th Ave and 9th St
 - High profile fatalities in 2018
- Killed & Severely Insured (KSI)
 - 8 KSI per mile
 - **Top 33% for Brooklyn** as of June 2025
 - 2 pedestrian fatalities in the last 5 years
 - Flatbush Avenue
 - Union Street
 - 13 Severe Injuries
 - 297 Total Injuries



5th Ave and 9th St - Witnessed a crash caused by a double-parked vehicle

Safety Challenges



Project Updates

Outreach - External

5th Ave Park Slope BID

- Hired WXY to develop a streetscape plan
- Final plan was presented to CB6 in October.
- Proposed easiest and shortest-term treatments align with DOT Toolkit and planned design treatments

North Flatbush BID

- Coordinating with BID on 5th Avenue between Dean Street and Flatbush Avenue

Putting People First On Park Slope's Fifth Avenue

A Vision For The Public Realm

2025

Developed By
Park Slope Fifth Avenue
Business Improvement District

Supported By
New York-Presbyterian
Hospital & Health System

WXY



Project Updates

DOT Outreach

Overview

- October 22nd - November 14th, 2025
- 357 businesses visited for merchant surveys (298 participated)
- 300 interactions with intercept surveys

Locations

- 5th Ave & President St
- 5th Ave & 3th St – SW Corner - J.J. Byrne Playground
- 5th Ave & 9th St – NE Corner
- 5th Ave & 9th St – NW Corner
- 5th Ave & 17th St
- Curb Use Survey – 5th Ave, from Atlantic Ave to 24th St



5th Ave and 3rd St



5th Ave and 9th St

Project Updates

DOT Outreach

Takeaways

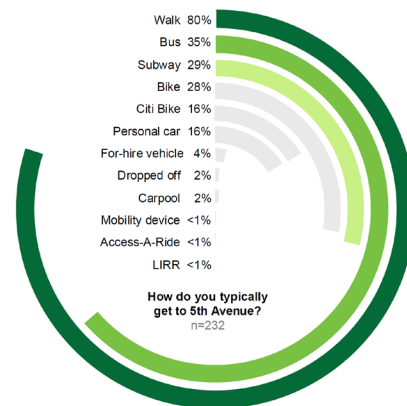
- Walking is the most frequent mode of travel, followed by bus, subway, and bike
- Deliveries mainly between 9am-3pm
- Double parking cited as a major issue
- 5th Ave and 9th St pedestrian pattern is a cause of concern and confusion

Times of Businesses Receive Incoming Deliveries

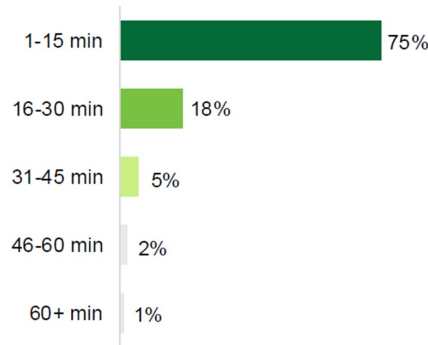
Time	MON	TUE	WED	THUR	FRI	SAT	SUN
11 PM - 5 AM	2%	2%	2%	2%	2%	1%	1%
7 PM - 11 PM							
5 PM - 7 PM			1%	1%			
3 PM - 5 PM	6%	6%	8%	8%	7%	3%	
1 PM - 3 PM	13%	13%	16%	14%	14%	3%	
11 AM - 1 PM	21%	20%	18%	17%	20%	5%	1%
9 AM - 11 AM	16%	12%	14%	14%	14%	6%	1%
7 AM - 9 AM	6%	6%	5%	6%	5%	3%	1%
5 AM - 7 AM	3%	2%	3%	2%	2%	1%	

The Seaborn Map reflects how many businesses received deliveries during certain time intervals compared to all the businesses receiving deliveries.

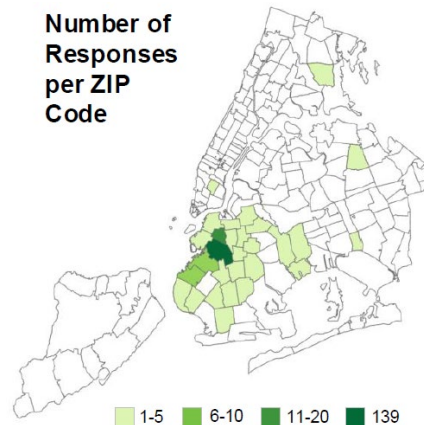
Getting to 5th Avenue



How long did it take you to get to 5th Avenue? n=232



Number of Responses per ZIP Code



- **Wednesday, October 22nd:** President St & 5th Ave
- **Friday, October 24th:** IFO J.J. Byrne Playground
- **Wednesday, October 29th:** 9th St & 5th Ave – NE and NW corners
- **Friday, October 31st:** IFO J.J. Byrne Playground; 17th St and 5th Ave

Project Updates

Intercept Surveys

Common Feedback

- The lack of a dedicated bike lane makes the corridor dangerous for commuters who cycle.
- Double parked cars make driving and biking along 5th Avenue difficult.
- ★ **Semi-truck and box truck delivery vehicles are consistently double parked**, forcing cyclists around them into the oncoming traffic.
- ★ **Buses often cannot pull up to the curb** (because of double parking / vehicles parked in the bus lane) making it dangerous to exit the bus.
- Many residents were concerned about the impact new apartment buildings will have on parking.

Surprise Intel

- The crosswalk at 9th Street and 5th Avenue is designed to be a 4-way crossing; yet there was confusion as to how it worked.
- Several parents use cargo bikes to take their children to school.
- E-bikes are seen as traveling too fast and often disobeying traffic lights.
- Many people said parking in the area is very limited and difficult to find.

Notable Interactions

- The team saw someone on a **Citi Bike get clipped** by a truck. The cyclist explained he tried to get around a **double-parked car** and thought the truck would slow down and let him go in front.
- One 75-year-old woman said she was scared to exit the bus when it was not pulled up to the curb, fearing a cyclist might hit her.
- ★ Some participants were unhappy with the **signal timing at 9th Street and 5th Avenue**, even with curb extensions. Cyclists and pedestrians often cross before it is safe to do so.

Word on the Street

- “Whenever I’m biking on 5th, it’s usually only to make a connection to the nearest Protected Bike Lane”.
- ★ “9th and 5th is really confusing and dangerous. I know it was an attempt to make things safer after the tragic incident, but **it doesn’t feel much safer**”.
- “It’s really those trucks and buses. They are reckless in the traffic”.
- “I won’t let my kids bike unless the bike lanes are protected. It makes a huge difference for younger cyclists, cars don’t respect the regular bike lanes”.
- ★ “Double-parked cars and trucks are the issue”.
- ★ “Curb extensions are great at the corners, since the cars go 40 mph and cars don’t see you”.

Project Updates

Merchant Surveys

Deployments

- Monday November 3, 2025
- Wednesday November 5, 2025
- Friday November 7, 2025
- Monday November 10, 2025
- Wednesday November 12, 2025
- Friday November 14, 2025

Common Feedback

- ★ **Double parking** was the biggest complaint amongst businesses and residents alike
 - Most businesses **did not receive shipments at specific times**; rather, their deliveries were sporadic throughout both the day and the week
 - Delivery trucks were consistently **parked in bus stops**.
 - Business owners consistently complained about the price of tickets for double parking.
 - City vehicles (**NYPD, Parks, Sanitation, DOT**) are often **parked illegally**.

Surprise Intel

- Many businesses admitted delivery drivers would rather double park in front of a business, to save time and labor, than park in a truck loading zone down the street.
- ★ Bike parking for delivery cyclists was often overcrowded, with some having to park down the block
- Personal vehicles of people working in construction often put a **hi-vis vest on their dashboard to avoid getting tickets**.

Notable Interactions

- An employee a 5th Avenue Business said delivery parking is never an issue because there is a bus stop outside.
- A 5th Avenue Business said a big problem for them is receiving fines during loading as there delivery drivers have to double park. They mentioned changes should be made but with consideration for all modes of transportation.
- A 5th Avenue Business was vehemently opposed to getting rid of parking spots for no standing zones /zones for trucks. They also said a lot of 5th Avenue residents would be against it

Word on the Street

- “This is New York City, everyone has an opinion and no matter what change you make, someone will be unhappy”.
- “**Double parking is a necessary evil**”.
- “I like bike lanes and want there to be safety, but it **makes it more difficult for us to receive our deliveries**”.
- ★ “[We] **need to have daylighting, short term parking**. Accommodating deliveries comes first, and other uses later. Plan this area for the future”.
- “I don’t know what they [the city] can do. There are so many variables that change block by block. There’s times when I don’t get deliveries for two weeks, and other times multiple per week”.

Project Update

Design Elements

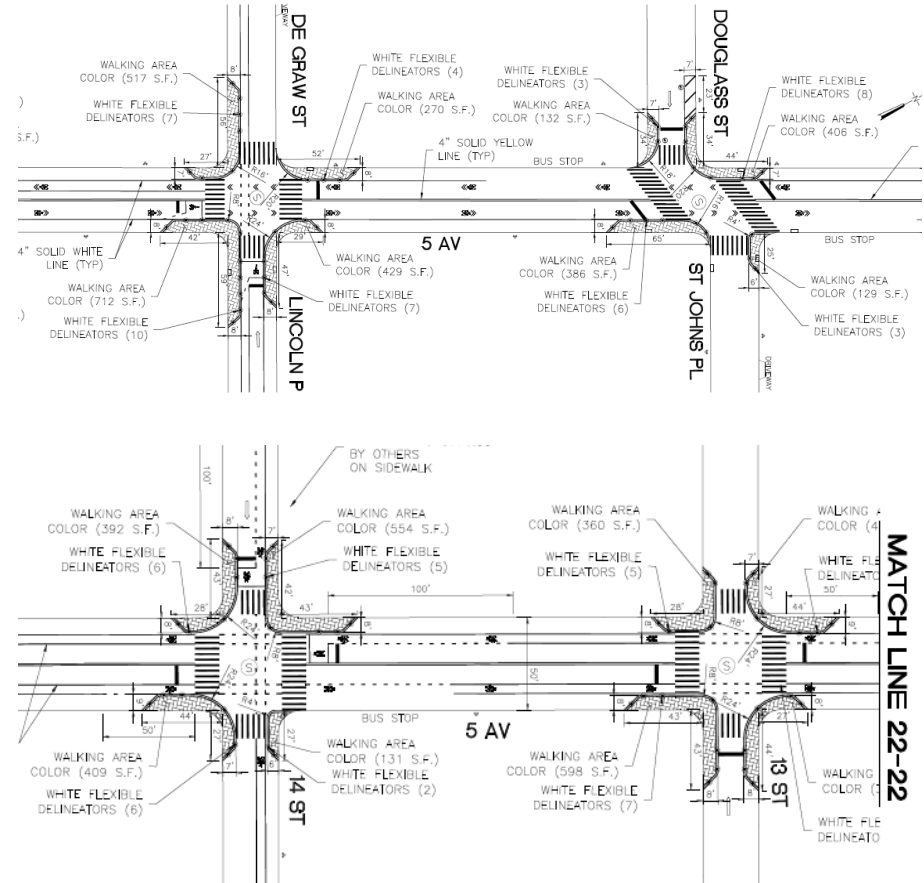
1. Curb extensions with bike corrals at most intersections and remove sidewalk racks to free up pedestrian space
2. In coordination with DOT Parking and DOT Freight, change parking regulations for more turn-over and more commercial truck loading

Project Updates

Design Updates

Project Corridor

- Curb extensions at all corners where feasible
- Daylight approaches to increase visibility and encourages yielding from vehicles
- Harden daylighting to keep them daylight
- Provide bike parking within daylighting and/or high demand locations
- Remove adjacent sidewalk bike parking to increase pedestrian space
- Shorten pedestrian crossings and increase pedestrian area



Project Updates

Design Updates

5th Avenue & Dean Street

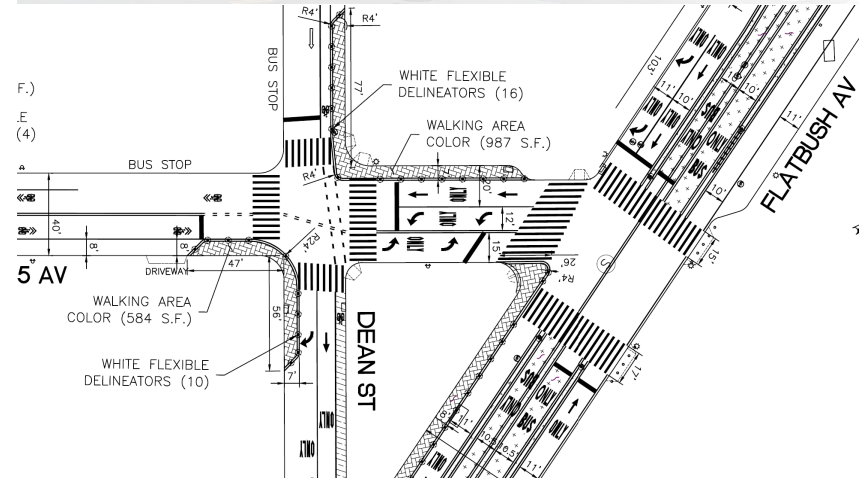
- Commercial delivery cyclist crowding on sidewalks and along parking lane at 5 Ave and Dean Street at both NW and SE corners, with each corner in a different BID.
- DOT, 5 Ave Park Slope BID, North Flatbush BID, and NYPD working in coordination to address the concerns.
- DOT to design larger curb extensions to accommodate and to encourage off-sidewalk parking.
- Evaluating for public e-bike charging cabinet.
- Coordinating with Flatbush Ave redesign and updates.



5th Ave and Dean St, NW corner



5th Ave and Dean St, SE corner

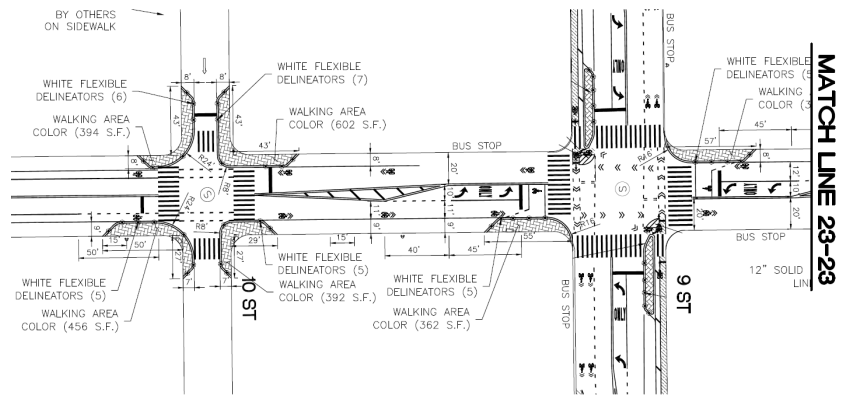
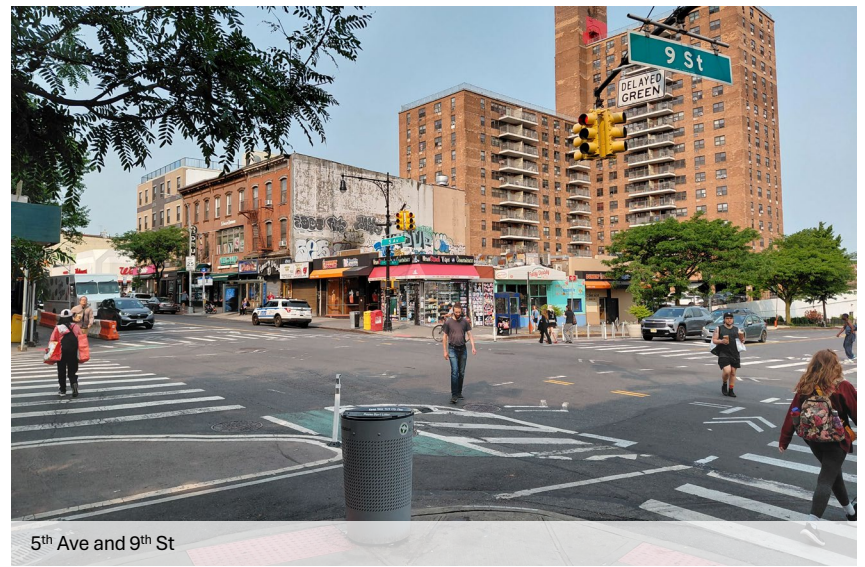


Project Updates

Design Updates

5th Avenue & 9th Street

- DOT is studying the Barnes Dance signal timing and evaluating its effectiveness, potentially reverting and changing signal timing.
- Redevelopment of the SE corner has been factored into the design and the anticipation of increased commercial deliveries.



Project Updates

Design Updates

Bus Updates

- DOT began automatic enforcement on the B63 route in early 2026.
- 5th Avenue design includes new updated design on Flatbush Ave and route changes on the B63, including the removal of the northbound bus stop between Bergen St. and Dean St.



Bus stop at northeast corner of 5th Ave and 9th St

Project Updates

Parking Study Updates

- Took timelapse photography of 10 blocks to study how vehicles using the curb lane space
- Parking study is underway and results will inform proposed changes to curb lane parking regulations, truck loading zones, and metered parking



Next steps

- 1) Present final plan to CB6 in Sept/Oct
- 2) Fall 2026 Implementation (internal capacity depending)
- 3) Continue outreach for Phase 2 (24th St – 65th St)



Thank You!

Questions?



NYCDOT



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NYCDOT