

Congested Corridors Project Amboy Road Arden Avenue to Clarke Avenue

Feb. 11th, 2008

Division of Traffic Planning
New York City Department of Transportation

Citywide Congested Corridors Project CMAQ Program

- Federal Funds – Congestion Mitigation and Air Quality Improvement Program
- Major Objectives are to Reduce Congestion and Improve Air Quality

Study Goals

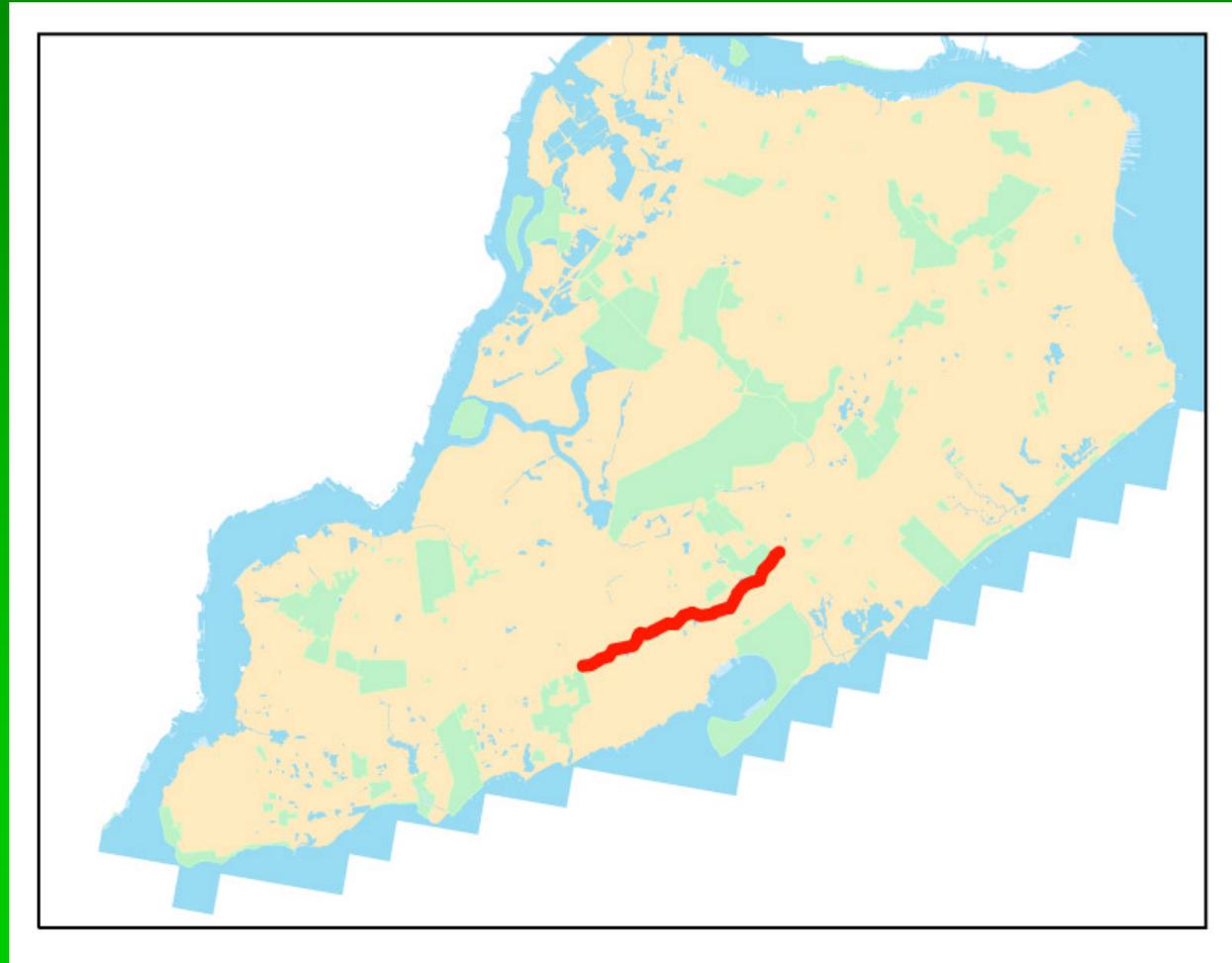
- Improve travel conditions and air quality to enhance the quality of life for the people who live, work and shop in the study area
- Encourage community participation in the process
- Bring the various stakeholders together to identify problems and build consensus on potential solutions

Objectives

- Identify the travel and traffic characteristics and assess the existing and future transportation demands and needs of the study area.
- Reduce vehicular congestion and improve air quality, mobility and safety for all users (vehicle, transit, pedestrians, bicyclists, goods movement) of the street system.

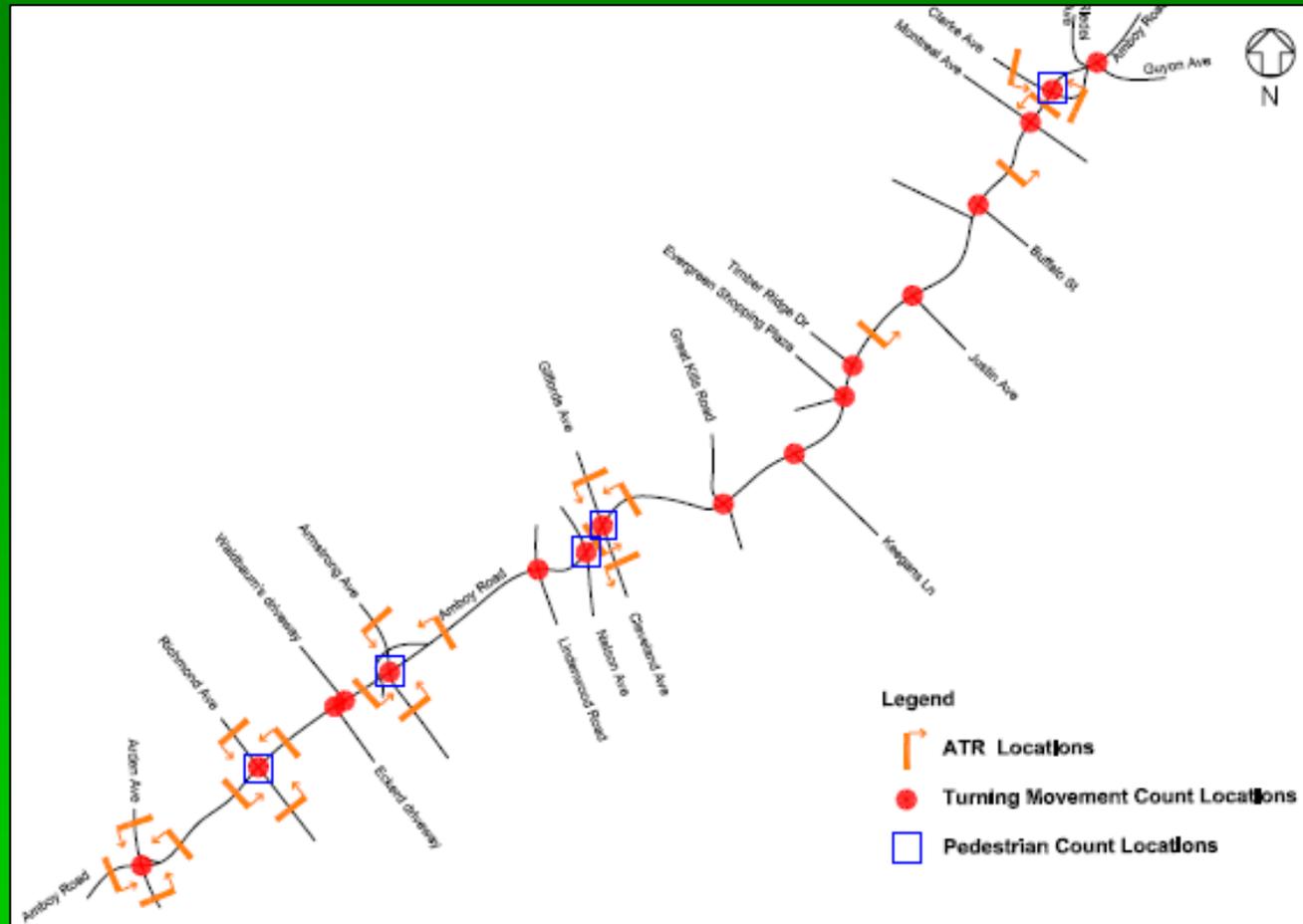
Study Area

- **The Amboy Road corridor from Arden Avenue to Clarke Avenue.**
- **Community Board 3**



Methodology

- Collect Data
 - Vehicle volumes
 - Speed
 - Turning movements
 - Parking
- Assess existing and future traffic conditions
- Identify transportation issues and concerns
- Analyze potential improvements



Areas of Analysis

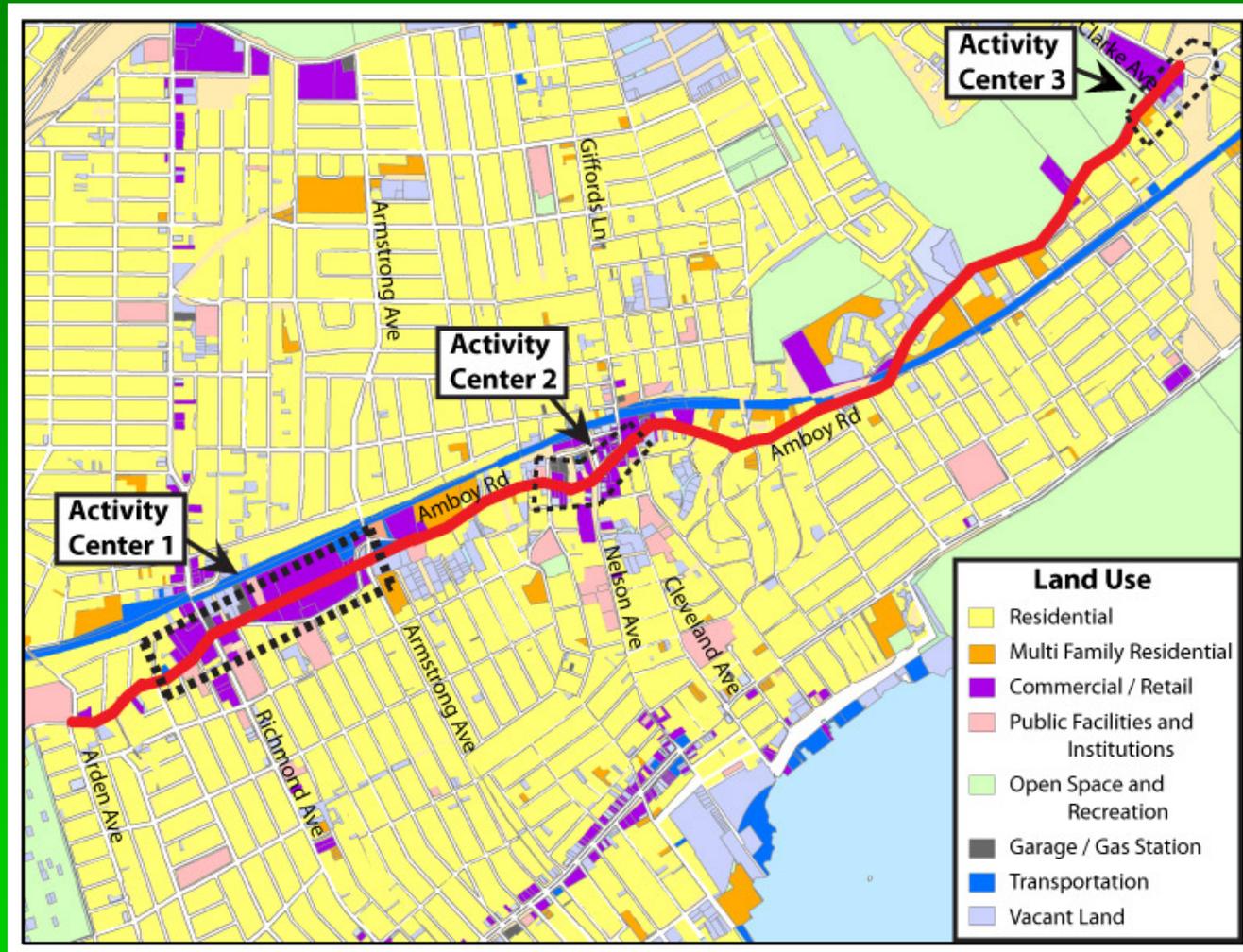
- Demographics
- Land Use & Zoning
- Traffic
- Pedestrian & Bicyclists
- Safety
- Parking
- Transit
- Goods Movement

Preliminary Findings: Demographics

- Study Area population increased by 15% between 1980 and 2000.
 - Senior population (65+) increased by 56% (to 14.1% from 6.2%) during this time
- Of those living in the Study Area, 59% drove alone to work while 27% used public transportation

Preliminary Findings: Land Use

- The land use along Amboy Road is mainly residential with pockets of commercial and retail activity.
- Three activity centers were identified



Preliminary Findings: Traffic Volumes

- Traffic volumes are substantially higher in the EB direction in the AM peak period than the WB direction
- Volumes are slightly higher in the WB direction in the PM peak period
- Midday traffic remains consistent in both directions (600vph) on the weekdays
- The intersections at Riedel Ave & Guyon Ave had high numbers of turning vehicles

Preliminary Findings: Speeds

- Giffords Lane to Armstrong Avenue - slowest speeds in both directions
 - On weekends, speeds along this segment were 7mph slower in both the EB and WB directions than the average weekday speeds
- Arden Avenue to Armstrong Avenue had fairly consistent speeds on the weekdays
 - 17mph speeds in EB direction
 - Between 15mph and 20mph in WB direction
- Clarke Avenue to Giffords Lane was 15% slower in the EB direction than the WB direction with speeds ranging from 13mph to 17mph on the weekdays
 - Speeds were typically slowest around Justin Avenue
 - Speeds averaged 18mph on the weekends in both directions

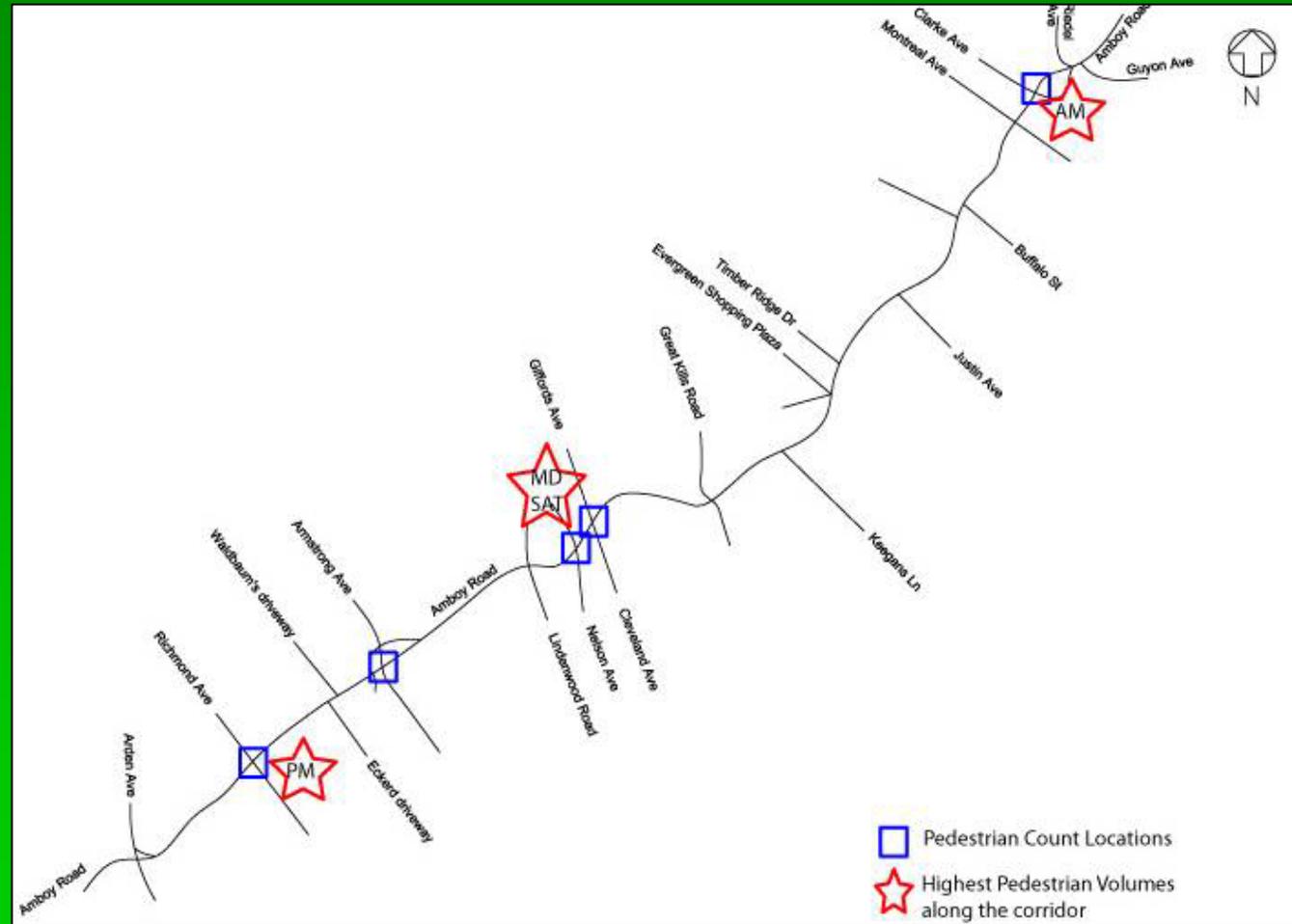
Preliminary Findings: Level of Service

- 11 of the 18 intersections along the study corridor experienced LOS A, B or C during all peak periods
- Guyon Ave had the longest delays and a LOS D or worse during all peak periods.



Preliminary Findings: Pedestrian Activity

- Pedestrian activity occurs mainly on weekday & Saturday mornings.
- Pedestrian patterns vary considerably by time of day
- Maximum of 120/hr peds at Nelson Avenue



Preliminary Findings: Safety

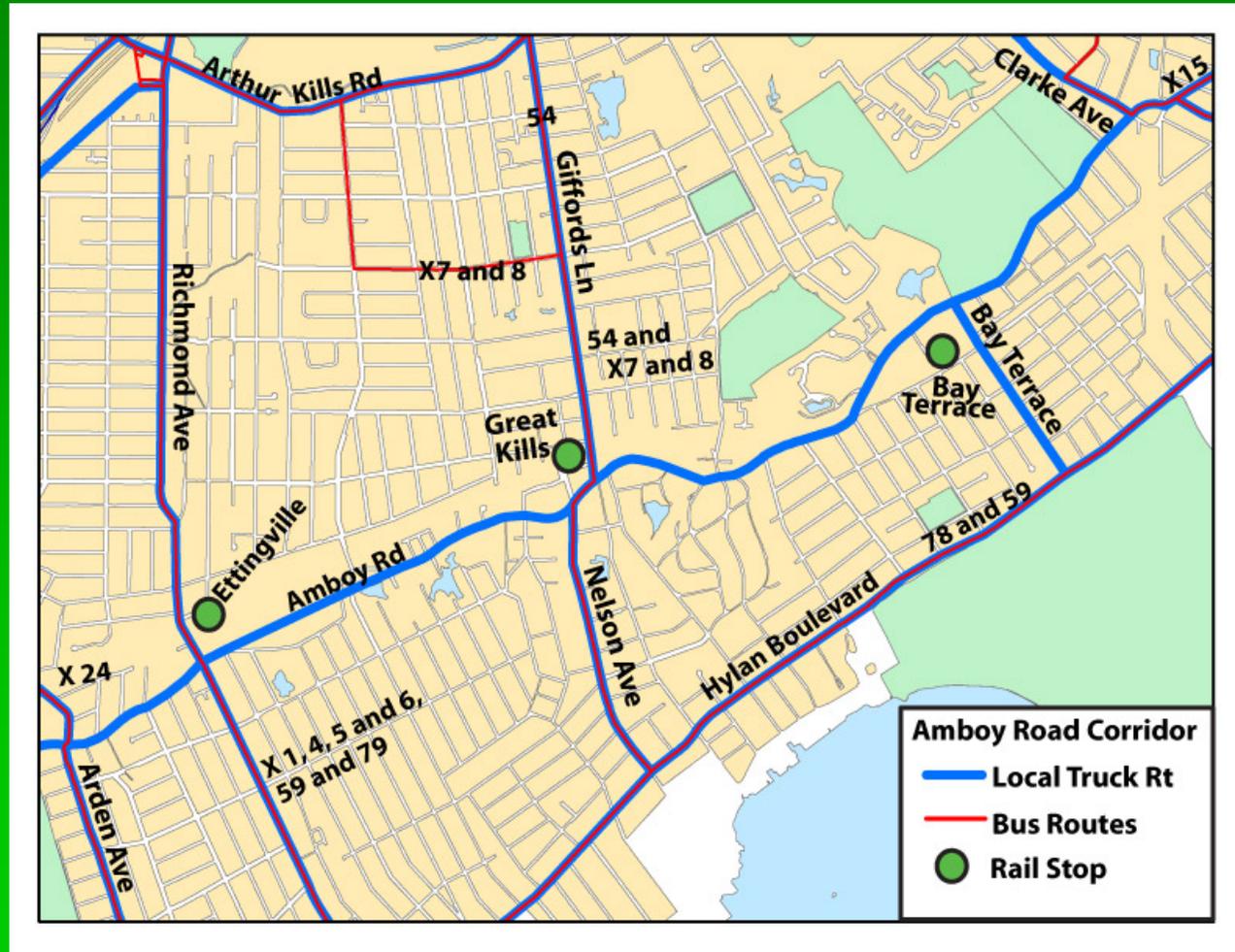
- Between 2003 and 2006, traffic crashes occurred at 37 of the 45 intersections along Amboy Road
 - Six severe injuries and one fatality
 - Only ten intersections had a total of more than ten crashes during this time
 - Richmond Avenue had the most accidents in the four year period (38)
- Pedestrian crashes account for only 5.3% of all crashes
 - └ Citywide, pedestrians represent 50% of all traffic crashes

Preliminary Findings: Parking

- There is limited on-street parking along this corridor and most retail establishments provide off street parking

Preliminary Findings: Transit and Goods Movement

- Truck Routes and Bus Routes cross Amboy Road at Arden, Richmond, Nelson and Clarke Avenues and Giffords Lane. Bay Terrace is also a truck route.
- There are three rail stops adjacent to the Amboy Road corridor.



Community Outreach

- Ongoing process
 - Community Board Meeting
 - 2nd Public meeting to present and receive feedback on proposed improvements
 - Community “Walk/Drive Through”
 - Web Page
 - <http://home2.nyc.gov/html/dot/html/motorist/amboyroad.shtml>
- Contact: HPoole@dot.nyc.gov

Input, Feedback,
Suggestions

or

Questions?