NORTH WILLIAMSBURG TRANSPORTATION STUDY

Existing Conditions & Issues Identification

March 30, 2017
Agenda

• Study Goals, Methodology and Boundaries
• Existing Conditions
• Issues and Potential Improvement Locations
• Feedback and Questions
Study Goals and Objectives

Goal:
To comprehensively examine and improve travel conditions by all modes and to enhance the quality of life for residents and visitors to the area.

Objectives:

- To evaluate existing and future travel and traffic conditions
- To facilitate extensive public participation through TAC, public meetings and workshops to document community issues
- To generate recommendations and develop improvement measures to address community concerns and traffic and transportation conditions
Study Process

1. Study Initiation and Scope of Work
2. Data Collection
3. Community Input
4. Existing Conditions Analysis (Problem Identification)
5. Future Conditions Analysis (Long Term Recommendations)
6. Develop and Evaluate Improvement Measures
7. Draft Final Report
8. Final Report

Ensure coordination with other agencies and initiatives
Study Area & Major Corridors
Subjects of Analysis

- Demographics
- Zoning and Land Use
- Traffic and Transportation
- Pedestrians and Bicycles
- Goods Movement/Trucks
- Crashes/Safety
- Parking
- Public Transit
### Demographics - Socio-Economic Variables

<table>
<thead>
<tr>
<th>Year</th>
<th>Study Area</th>
<th>Brooklyn</th>
<th>NYC</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Population</td>
<td>125,597</td>
<td>2,552,911</td>
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<tr>
<td>2010</td>
<td>HHSize</td>
<td>2.3</td>
<td>2.7</td>
</tr>
<tr>
<td></td>
<td>Median HH Income</td>
<td>$45,365</td>
<td>$44,593</td>
</tr>
<tr>
<td></td>
<td>+1 Vehicle</td>
<td>30%</td>
<td>43%</td>
</tr>
<tr>
<td></td>
<td>Population</td>
<td>152,835 (22%)</td>
<td>2,648,452 (4%)</td>
</tr>
<tr>
<td>2020</td>
<td>HHSize</td>
<td>2.3</td>
<td>2.7</td>
</tr>
<tr>
<td></td>
<td>Median HH Income</td>
<td>$68,948 (52%)</td>
<td>$62,348 (40%)</td>
</tr>
<tr>
<td></td>
<td>+1 Vehicle</td>
<td>35%</td>
<td>44%</td>
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</tbody>
</table>

#### 2010 Journey to Work by Mode

<table>
<thead>
<tr>
<th>Mode</th>
<th>Study Area</th>
<th>Brooklyn</th>
<th>NYC</th>
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<tbody>
<tr>
<td>Car</td>
<td>12%</td>
<td>9%</td>
<td>12%</td>
</tr>
<tr>
<td>Bus</td>
<td>4%</td>
<td>3%</td>
<td>4%</td>
</tr>
<tr>
<td>Subway</td>
<td>9%</td>
<td>10%</td>
<td>9%</td>
</tr>
<tr>
<td>Bike</td>
<td>7%</td>
<td>4%</td>
<td>4%</td>
</tr>
<tr>
<td>Walk</td>
<td>9%</td>
<td>1%</td>
<td>1%</td>
</tr>
<tr>
<td>Worked at Home</td>
<td>43%</td>
<td>12%</td>
<td>10%</td>
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</table>
Demographics - Population Change

2000 – 2010 (+4,216)

2010 – 2020 (+27,238)
Rezoning

- Greenpoint-Williamsburg Contextual Rezoning (2009)
- New Domino Rezoning (2010)
- Grand Street Rezoning (2008)
Traffic - Data Collection

- 126 Automatic Traffic Recorders
- 90 Manual Turning Movement Counts
- 36 Pedestrian Counts
- 11 Speed Run Corridors

Peak Hours
- AM: 7:45-8:45
- PM: 5:00-6:00
High Traffic Volume:

- McGuinness Blvd (1,000-1,500)
- Metropolitan Ave bridge (1,500)
- Meeker Ave (750)
- BQE Entrance/Exit Ramps @ Metropolitan Ave
Pedestrians - PM Volume and Special Events

High pedestrian volume observed at subway stations and commercial destinations

Special Events (Summer)

- **Smorgasburg** - Kent Ave @ N 7th St: 4,000 peds (Sat 12pm-1pm)
- **SummerScreen** – Bedford Ave @ N 12: 1,400 peds (7pm-8pm)
- **McCarren Park Farmer Market** – Driggs Ave @ Union Ave: 800 peds (Sat 12pm-1pm)
- **McCarren Park Entrance** - Bedford Ave @ Nassau Ave: 1,250 peds (Sat 12pm-1pm)
PM LOS Corridor Issues:

- Metropolitan Ave (EB)
- Grand Ave
- Greenpoint Ave
- McGuinness Blvd (SB)
- Nassau Ave (EB)
Traffic - Travel Speed (PM)

Range: 4.6mph - 12.7mph

Avg AM Speed: 11.3 mph
Avg PM Speed: 9.4 mph

Slowest PM Corridors:
- Meeker Ave EB (4.6 mph)
- Greenpoint Ave EB (5.9 mph)
Parking - On Street

### Focus Area 1
- Residential and Commercial Uses
- Highest Saturday (MD) Occupancy

### Focus Area 2
- Industrial Uses
- High AM/MD occupancy
- Low Sat (MD) occupancy

### Major Corridors
- Approximately 38% Metered
- Lowest average occupancy across all periods

<table>
<thead>
<tr>
<th></th>
<th>AM</th>
<th>MD</th>
<th>PM</th>
<th>Sat</th>
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</thead>
<tbody>
<tr>
<td>Focus Area 1</td>
<td>78%</td>
<td>83%</td>
<td>71%</td>
<td>86%</td>
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<tr>
<td>Focus Area 2</td>
<td>89%</td>
<td>89%</td>
<td>70%</td>
<td>68%</td>
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<tr>
<td>Major Corridors</td>
<td>75%</td>
<td>85%</td>
<td>69%</td>
<td>78%</td>
</tr>
<tr>
<td>Total</td>
<td>82%</td>
<td>86%</td>
<td>70%</td>
<td>77%</td>
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</table>
Parking - Off Street

13 Garages
- Average Capacity: 145 Spaces
- Price: $5.30/Hour, $18.10/Day

7 Surface Lots
- Average Capacity: 31 Spaces
Bicycles - Routes and Challenges

High Volume:
- Grand Ave (to/from Williamsburg Bridge)
- Kent Ave (Greenway)

Challenges:
- Manhattan Ave
- Loading/Unloading Needs
- Truck/Bike Conflicts
- Bridge Connections
Public Transit

2015 Weekday Subway Ridership

- Nassau Av (G)
- Morgan Av (L)
- Montrose Av (L)
- Lorimer St (L)
- Jefferson St (L)
- Grand St (L)
- Graham Av (L)
- Broadway (G)
- Bedford Av (L)

2015 Weekday Bus Ridership

- Q59
- Q54
- B62
- B60
- B57
- B48
- B46
- B43
- B39
- B32
- B24

Populations Change

- 62nd
- 3rd
- 44th

19
2015 AM (7:45-8:45) Ridership

- Headways – 10 minutes
- North Williamsburg – 200 Passengers
- Greenpoint – 80 Passengers

Citywide Ferry Service begins June 2017 with prices similar to MTA fare and free transfers among ferry routes
Trucks - Truck Volume (AM)

High Truck Volume:
- McGuinness Blvd
- Meeker Ave
- Metropolitan Ave
- Grand St

Choke points at the Metropolitan Bridge and Grand St Bridge
Crashes/ Fatalities

19 Fatalities
5 High Crash Locations

Vision Zero Intersection
Vision Zero Corridor

Fatalities 2013-2017
High Crash Locations 2013-2015

- Fatality
- High Crash Location
- Vision Zero Intersection
- Vision Zero Corridor

2015M – YEAR + M/B/P
M – Motorist, B – Bike, P - Pedestrian
Public Comments

350 Portal Comments

Legend
- Aggressive Driving
- Pedestrian Crossing
- Geometry/Infrastructure
- Bike Services
- Other

Aggressive Driving: 84
Pedestrian Crossing: 82
Geometry/Infrastructure: 55
Bike Services: 42
Double/Illegal/Placard Parking: 31
Other: 30
Transit Service: 14
Trucks in Residential Areas: 11
Existing Condition Findings

- LOS/Low Speeds/Congestion
- High Truck Volume
- High Bike Volume
- High Ped Volume
- Crash/Safety
- Off Route Trucks

Increasing Pop Density
DOT and Other Initiatives

North Brooklyn Industry and Innovation Study

Meeker Ave SIP (2017)

Meeker Ave SIP (2016)

S4th St/Borinquen Pl/S5th St

S3rd/Scholes St, S4th/Messerole St Bike Lanes

Broadway Congested Corridor Study
Truck Route Signage Improvements

Signage needed where truck routes intersect (89 Intersections)

- 10 Intersections have all signage
- 22 Intersections have some signage
- 57 intersections have no signage
Potential Improvement Areas

- Nassau Ave/Bedford Ave/Lorimer St is a complex intersection with difficult crossings and accessibility issues.
- Provost St is a narrow two way street with heavy truck volume.
- Accessibility of the Pulaski Bridge Ped/Bike Lanes is restricted to the west side of McGuinness Blvd.
- Wythe Ave is the only SB Route until Driggs Ave. Often congested with increasing commercial uses.
- Focus Areas for Intersections with Obstructed View.
- Kent Ave has increasing population with many unsignalized intersections.
Next Steps

- Future Conditions Analysis
- Recommendations
- TAC/Public Meeting (Fall 2017)
- Finalize Transportation Study (Winter 2017)
- Implementation of Projects
THANK YOU!

Questions?

Contact: nwilliamsburg@dot.nyc.gov

Web Portal: http://www.nycdotfeedbackportals.nyc/n-williamsburg-study