Agenda

- Introduction
- Project Overview
- Assessment of Effects
- Future Scenario & Analysis
- Goals & Results
- Public Comments
Timeline:

- **3/21/06**: Presented to Community Board 2 Transportation Committee
- **4/11/06**: Community Board 2 approves resolution in support
- **5/6/06**: Project implemented
- **9/06-11/06**: Project evaluated
- **11/21/06**: Public forum held
Introduction

Study Area
Project Overview

- Major Elements:
  - Restricted Use Street (Pedestrian Plaza)
  - Conversion to One-Way Operation
Project Overview
Project Overview

Pedestrian Plaza with amenities:
- tables
- moveable chairs
- planters, various sizes
- bicycle racks
Assessment of Effects

- Purpose:
  - Compare pre- and post-test
  - Compare post-test and future build
  - Guided by CEQR & Local Law for street closures
Assessment of Effects

Data Collection

- ATR (Automated Traffic Recorders)
- Manual Vehicle & Pedestrian Counts
- Curb Utilization Study
- Survey of Retail Businesses
- Field Visits & Observations
- Community Feedback
Assessment of Effects

Parking

- Higher turnover; less all-day parking

<table>
<thead>
<tr>
<th></th>
<th>Pre-Test</th>
<th>Post-Test</th>
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</thead>
<tbody>
<tr>
<td>Parked 4+ Hours</td>
<td>42%</td>
<td>6%</td>
</tr>
<tr>
<td>Parked &lt;4 Hours</td>
<td>58%</td>
<td>94%</td>
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</table>

- Illegal parking: remains high proportion; occupies less area

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<thead>
<tr>
<th></th>
<th>Pre-Test</th>
<th>Post-Test</th>
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<tbody>
<tr>
<td>Parked Legally</td>
<td>20%</td>
<td>23%</td>
</tr>
<tr>
<td>Parked Illegally</td>
<td>80%</td>
<td>77%</td>
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-Assessment of Effects-

- Delivery Access
  - Retail businesses surveyed
  - Deliveries adequately accommodated for all businesses

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<tr>
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<td>Restricted Use Street hurt business?</td>
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<td>12</td>
</tr>
<tr>
<td>One-way Street Conversion</td>
<td>3</td>
<td>10</td>
</tr>
<tr>
<td>inconvenienced deliveries and/or</td>
<td></td>
<td></td>
</tr>
<tr>
<td>customers?</td>
<td></td>
<td></td>
</tr>
<tr>
<td>No inconvenience due to changes</td>
<td>9</td>
<td>4</td>
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Assessment of Effects

- Traffic Network Volumes
  - Automated & manual traffic counts conducted
Assessment of Effects

- Street Capacity & Level-of-Service
  - Level-of-Service analysis performed on post-test traffic volumes
  - Acceptable level of service can be maintained at critical intersections
Assessment of Effects

- Pedestrian Volumes
  - Comparable pre- and post-test volumes
Assessment of Effects

- Pedestrian Volumes
  - Plaza sees high level of use
Assessment of Effects

- Bicycling Conditions
  - Bicyclists observed cutting through the plaza
Assessment of Effects

Conclusions

- No significant negative effects found
- Significant positive feedback received
- Minimal negative feedback received
Future Scenario

- Downtown Brooklyn Rezoning demapped streets for developments

Willoughby Street reverts to 2-way operation

Anticipated future street closures
Future Scenario

- Potential Cul-de-Sac Operations
  - Requires design to handle volumes and turning movements
- Potential for Pearl Street to accommodate vehicle turnarounds
Future Scenario

- Street Capacity & Level-of-Service
  - Level-of-Service analysis performed on future traffic volumes
  - Acceptable level of service can be maintained at critical intersections
Goals & Results

- Goals of the project:
  - Increase safety, mobility and quality of life for pedestrians
Goals & Results

**PRE-TEST:** Busy Pedestrian Crossing with Vehicles at Willoughby Street & Adams Street

Looking southeast

Looking south
Goals & Results

POST-TEST: Safer, More Pleasant Pedestrian Conditions at Willoughby Street & Adams Street

Looking east

Looking north
Goals & Results

Goals of the project:

• Increase safety, mobility and quality of life for pedestrians
• Eliminate the vehicular conflict between Willoughby Street and the off-slip from Adams Street to its east service road
Willoughby Street Plaza Public Forum
November 21, 2006

Goals & Results

PRE-TEST: Vehicle Conflict
Willoughby Street Plaza Public Forum
November 21, 2006

Goals & Results

POST-TEST: Vehicle Conflict Eliminated
Goals & Results

Goals of the project:

• Increase safety, mobility and quality of life for pedestrians
• Eliminate the vehicular conflict between Willoughby Street and the off-slip from Adams Street to its east service road
• Address the issue of illegal parking on Willoughby Street and its egress on Adams Street
Goals & Results

PRE-TEST: Illegal Parking on Adams Street

Illegal Parking
Blocked Bike Lane
Goals & Results

POST-TEST: Illegal Parking Reduced
Goals & Results

Goals of the project:

- Increase safety, mobility and quality of life for pedestrians
- Eliminate the vehicular conflict between Willoughby Street and the off-slip from Adams Street to its east service road
- Address the issue of illegal parking on Willoughby Street and its egress on Adams Street
- Improve the environment and add amenities for pedestrians and bicyclists
Goals & Results

PRE-TEST Pedestrian Environment
Goals & Results

POST-TEST Pedestrian Environment
Goals & Results

- **Goals of the project:**
  - Increase safety, mobility and quality of life for pedestrians
  - Eliminate the vehicular conflict between Willoughby Street and the off-slip from Adams Street to its east service road
  - Address the issue of illegal parking on Willoughby Street and its egress on Adams Street
  - Improve the environment and add amenities for pedestrians and bicyclists
  - Preserve the integrity of the bicycle lane
Goals & Results

PRE-TEST: Blocked Bike Lane on Adams Street
Goals & Results

POST-TEST:

Short-Term: Safer traffic patterns & new bike parking

Long-Term Build: Improve Class II Bike Lane Connectivity
Public Comments

Your comments are appreciated.

Note: Comments may also be submitted in writing.

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Study Area

Study Area

Restricted Use Street
(Pedestrian Plaza)
### Street Capacity & Level-of-Service

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<tr>
<th>Location</th>
<th>Peak Hour</th>
<th>Pre-Test</th>
<th>Post-Test</th>
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<tr>
<td>Jay Street &amp; Willoughby Street</td>
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<td>D</td>
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<td>MD</td>
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<td>Jay Street &amp; Tillary Street</td>
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Assessment of Effects

Legend
- AM/MD/PM Peak Hour
- Level-of-Service
- Pre-Test
- Post-Test
### Street Capacity & Level-of-Service

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<thead>
<tr>
<th>Location</th>
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<th>Intersection LOS</th>
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Future Scenario

Legend
- AM/MD/PM Peak Hour
- Level-of-Service
- Post-Test
- Future Build