



# McGuinness Blvd

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Complete Street Redesign

May 4, 2023



# Background

On May 18, 2021 the 3<sup>rd</sup> person in a 10-year span was killed in a crash on McGuinness Blvd

Community members and elected officials requested a road diet on McGuinness Blvd

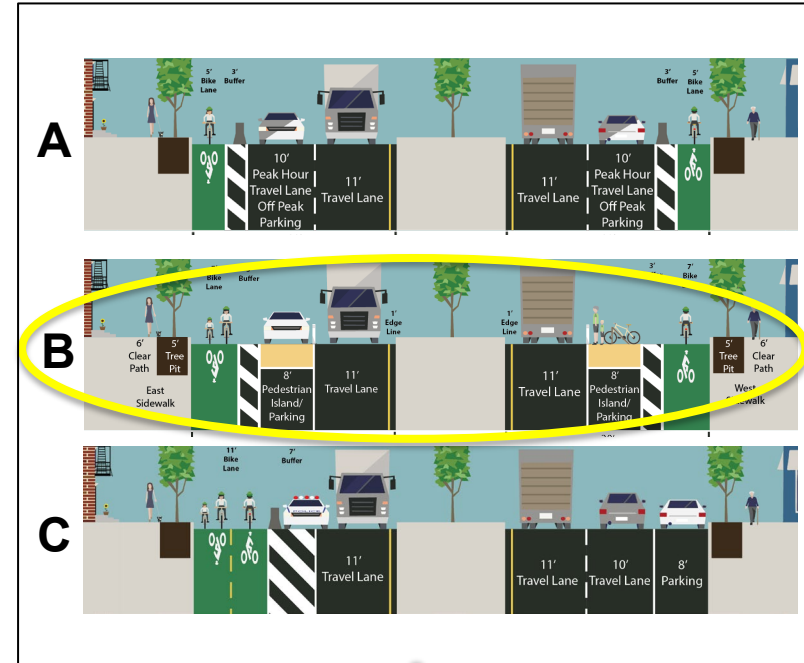
## NYC DOT outreach:

- Community workshops: 8/4/2021, 9/29/2021, 11/11/2021 (with Polish translation)
- Community Board 1 Transportation Committee 6/30/2022
- Town Hall: 11/14/2022
- NYC DOT Street Ambassador outreach (249 intersections, 403 comments)
- Online feedback map (750+ comments)
- Merchant survey (46 businesses surveyed)
- Meetings with industrial businesses, theatrical businesses, safety advocates

Interim intersection safety enhancements installed in late 2022

Strong interest in Option B, parking-protected bike lanes with pedestrian islands, by AM Gallagher, CM Restler, NYS Sen. Gonzalez, BP Reynoso, US Congresswoman Velázquez, and meeting attendees

- Shorten crossing distances
- Discourage cut-through traffic
- Slow vehicular turns
- Maintain most parking spaces



Option B was the most-preferred design concept

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# McGuinness Boulevard Today



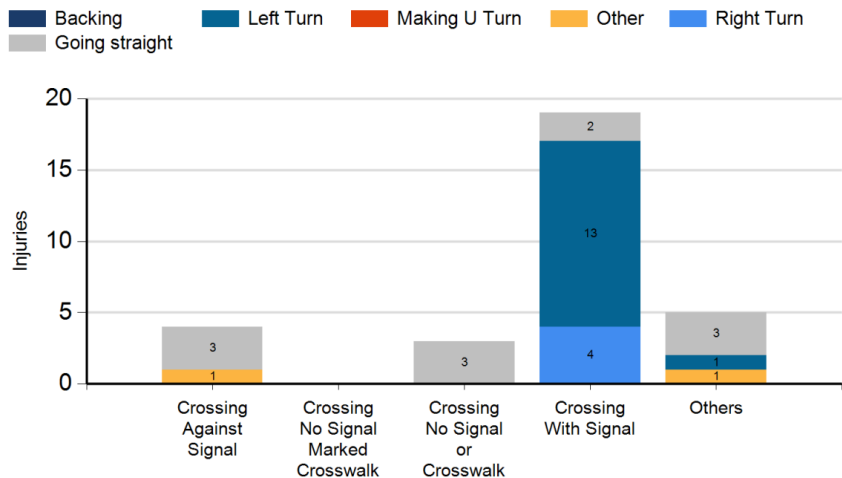
# Safety Issues

**Three people have been killed** in crashes on McGuinness Blvd in the past ten years

**229 crashes with injuries** between 2015 and 2019

Most common pedestrian injury is **crossing with the signal**

Vehicle Action Versus Ped Action, 2016-2020 (5 Years)



*Injury Summary, 2016-2020 (5 years)*

	Total Injuries	Severe Injuries	Fatalities	KSI
Pedestrian	34	6	0	6
Bicyclists	20	1	1	2
Motor Vehicle Occupant	176	6	0	6
<b>Total</b>	<b>230</b>	<b>13</b>	<b>1</b>	<b>14</b>

**Fatalities, 01/01/2012 – 02/02/2023: 3**



# Walking and Using Mobility Devices

## What We Heard

- Feels like a neighborhood boundary
- Feels Unsafe
- Seeing and experiencing close calls
- Difficult for people moving slower

"I always cross midblock; it gives me time to run if cars come at me. It's too dangerous at intersections!"

"McGuinness is no more dangerous than any other street. Wait for the light, and look before you cross."...

"McGuinness is a pretty wide street to cross so I feel incentivized to cross as quickly as possible."

"I avoid McGuinness like the plague. It's not safe. too many close calls."

"McGuinness Boulevard is violent."

# Cars and Trucks

## What We Heard

- Important route for businesses and residents
- Speeding
- Visibility issues

“This stretch of road is a vital artery for commercial traffic heading to and from Long island city to Brooklyn. Brooklyn Queen Expressway to head towards Queens RFK Bridge or towards Varrazanos narrows bridge.”

“Lots of speeding on this stretch of McGuinness northbound. Drivers coming off BQE think they are on a highway!”

“Drivers coming off the Pulaski bridge regularly speed and only slow down if the stop light forces them to. Could we add speed bumps or something to slow things down or reduce the green light interval?”

“[McGuinness] blvd was and always be a commercial roadway. As long as everyone understands that it is mostly trucks that move food [appliances] clothing furniture all around our city. We need this [street] to remain the way it is.”...



# Bicycling

## What We Heard

- Unsafe to bike on the street
- Need separation from cars and trucks
- Difficulty at Pulaski Bridge entrance

"I would like to see bike lanes on McGuinness because cyclists ride on sidewalks a lot."

"Whatever bike route we decide on, it really has to link to the Pulaski Bridge. If there were a 2-way bike lane on the west side of McGuinness, I could use it to get to the Pulaski Bridge."

"I ride on the sidewalk - and stop when a pedestrian is walking on sidewalk - I would never ride on McGuinness"

"Would love to bike on McGuinness as it's the most direct north to south route in the neighborhood but right now way too dangerous"

"Bikers should not be allowed to ride in the street anymore because they do not follow traffic laws, run red lights, and make turns without signaling. If there is such an extreme need for cyclists, then they should ride on the sidewalks which will avoid any potential for collision."

# Existing Conditions: Intersection Issues

## Freeman Street/Pulaski Bridge

- No traffic signal or crosswalks connecting bus stops to bridge path
- Complex bike/bus interactions
- Speeding vehicles/aggressive driving behavior
- Connection between boroughs draws high volumes of people walking and biking
- High incidence of cycling against traffic northbound
- Complex merge between cyclists existing bridge and southbound vehicles on service road



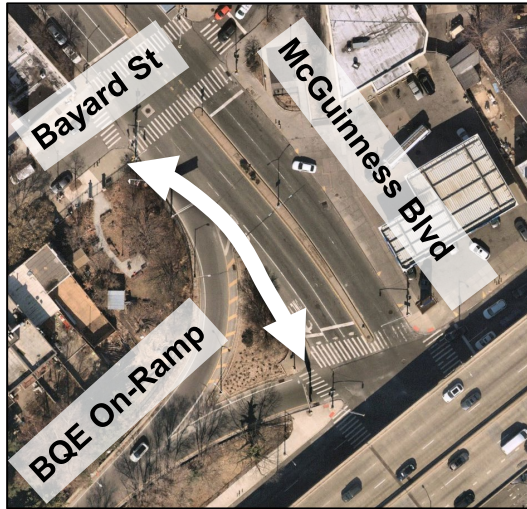


# Existing Condition: Intersection Issues

## Bayard Street, BQE Ramp, Meeker Avenue

Current design prioritizes vehicle movements, lacks human scale design, treated like a highway despite being in the middle of a dense NYC neighborhood

- No west sidewalk between Bayard St and Meeker Ave
- Vehicles speeding at approach to BQE





# Brief History of McGuinness Blvd/Oakland St

- **Pre-1954** Oakland St was a small, residential street
- **1954** Pulaski Bridge opens
- **1950s** Oakland St widening
- **1963** Oakland St renamed McGuinness Blvd



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# Project Updates

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# McGuinness Blvd Merchant Survey

NYC DOT Street Ambassadors surveyed 46 businesses in the summer of 2022

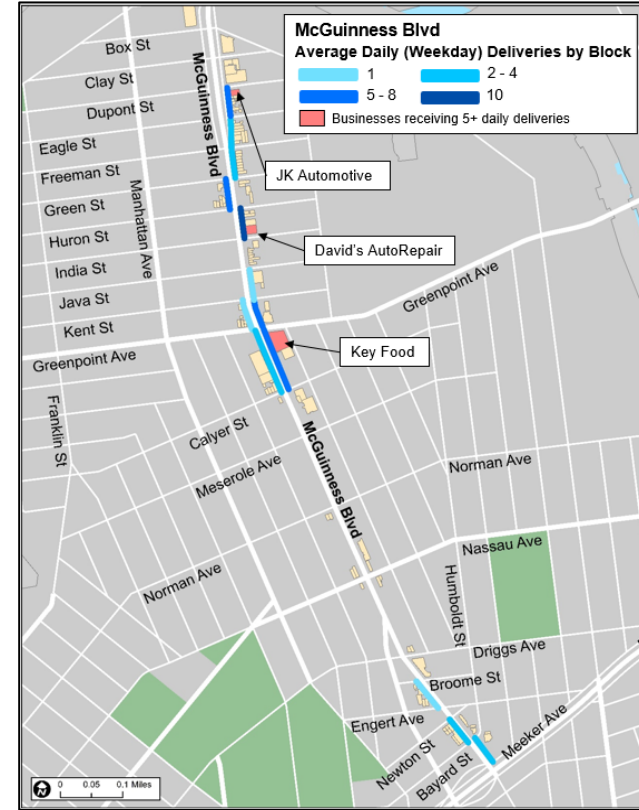
- Most businesses only order supplies when their inventory is low and do not have a set schedule for incoming deliveries.
- Most businesses on McGuinness Blvd do not make outgoing deliveries.
- Some business owners are concerned about losing customers since many of them drive.

## Survey Contents:

- Incoming Deliveries
- Outgoing Deliveries
- Vehicle Size
- Delivery Schedule
- Double Parking Observations
- Customer Peak Hours



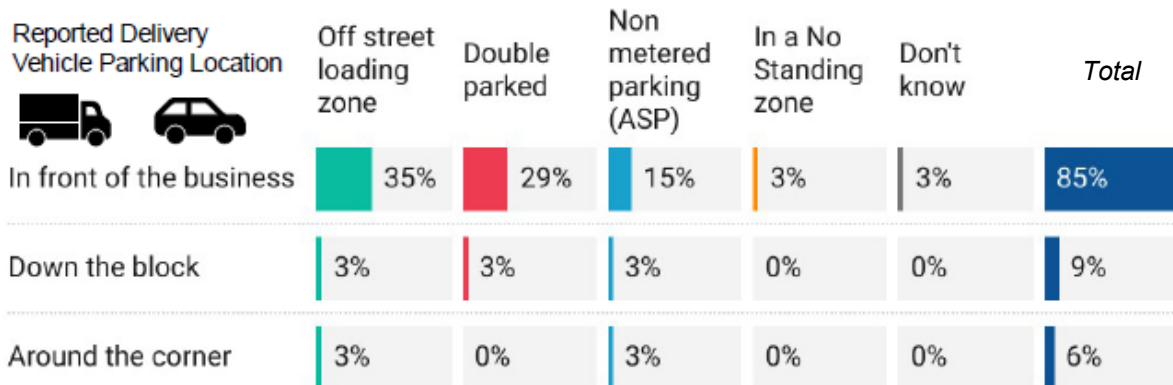
A Street Ambassador surveys David's AutoRepair



Average Frequency of Daily Weekday Deliveries

# McGuinness Blvd Merchant Survey

- 59% of businesses received their deliveries on the street, rather than in an off-street loading zone.
- “Trucks have to double park if a spot in unavailable.”  
- Medical Business
- “Double and triple parking early morning by the corner Dunkin Donuts.” - Food Retail Business



Parking Location of Reported Commercial Deliveries



Parking Location of Reported Commercial Deliveries

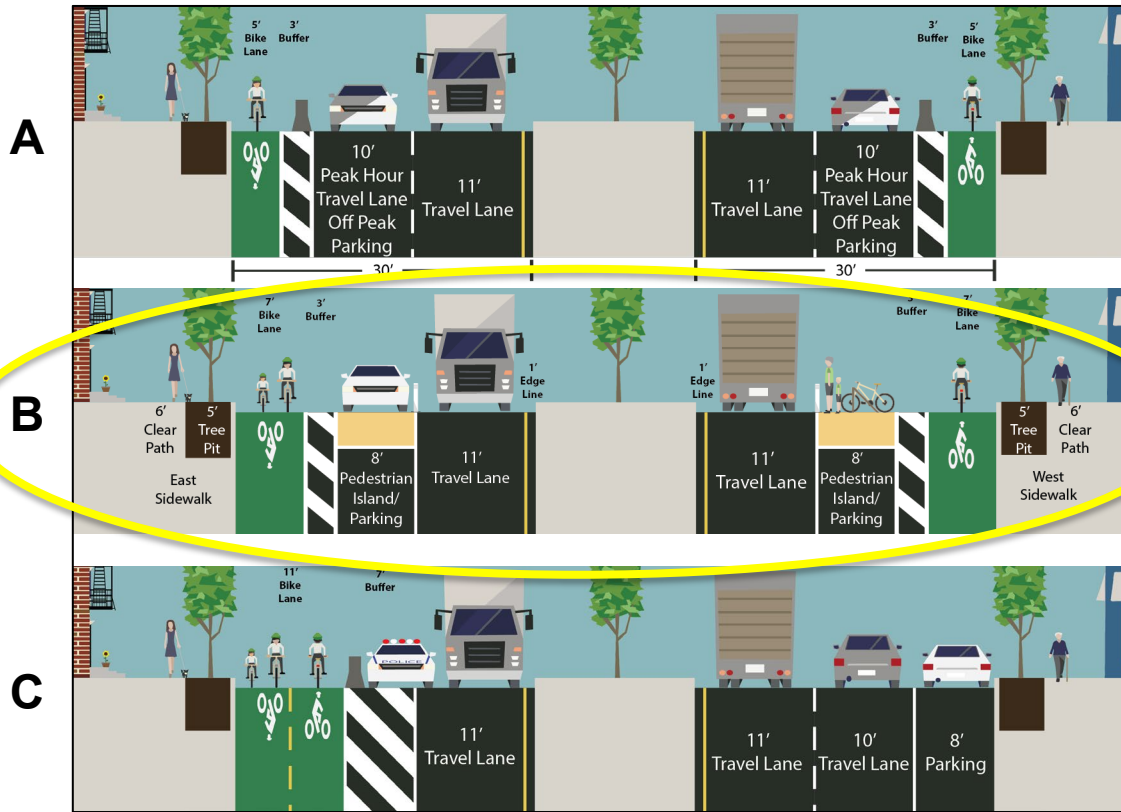
# Safety Enhancements Installed in Late 2022

- **Banned lightly-used left turns** off McGuinness Blvd at Nassau Ave, Driggs Ave, and Engert Ave
- Installed painted **median-tip extensions** in place of the corresponding left turn lanes
  - Benefits: **provide refuge** to people crossing McGuinness Blvd who don't make it all the way across, and **slow vehicles turning** onto McGuinness Blvd from side streets
- **Cleared parking** and/or **installed bike corrals** at right turns off McGuinness Blvd at India St, Java St, Greenpoint Ave, Calyer St, Meserole St, Norman Ave, Nassau Ave, Broome St, Engert Ave, Newton St, and Bayard St
  - Benefits: **improve visibility** at corners, and provide **bicycle parking**





# Alternatives Presented to CB 1 in June 2022



Daytime Double Lane with Overnight Parking

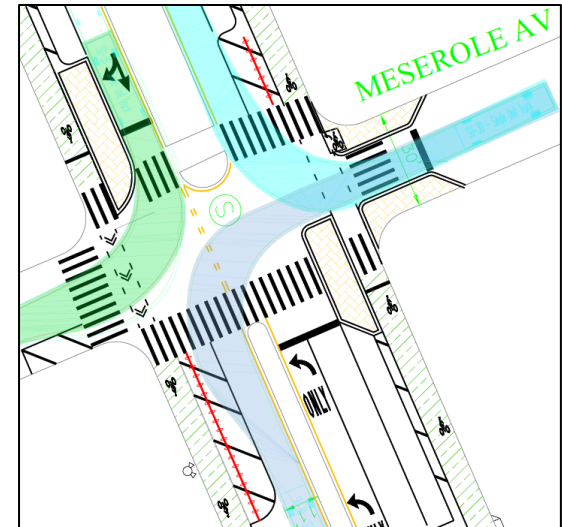
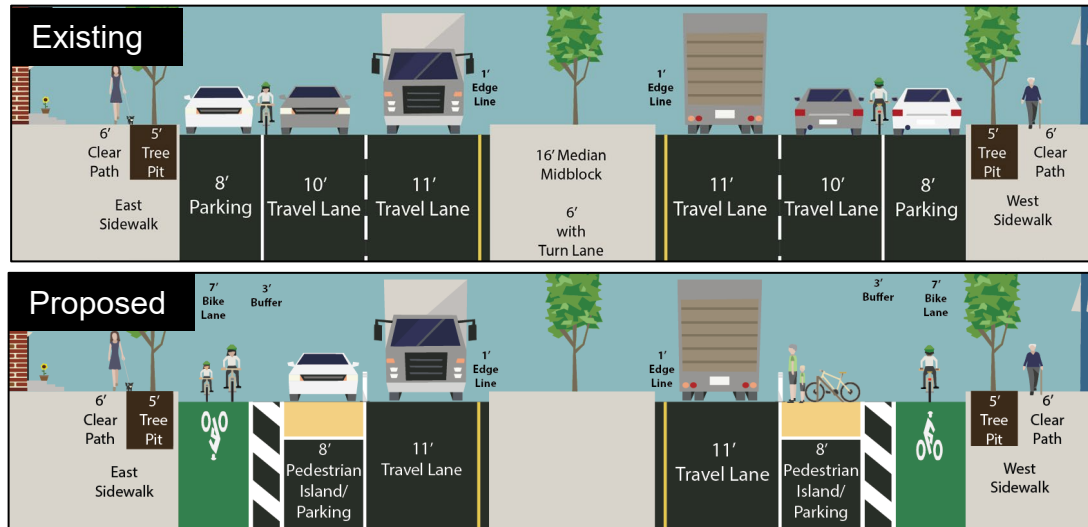
Lane Removal in Each Direction

• Most supported design

Lane Removal in Southbound Direction

# McGuinness Blvd Preferred Roadway Design

- Reduce the number of travel lanes to one per direction; maintaining existing left-turn bays
- Install parking-protected bike lanes along both curbs
- Shorten 25 crosswalks across McGuinness Blvd by more than 20% with painted pedestrian islands
- Slow vehicular turns on and off McGuinness Blvd
- Maintain truck access to North Brooklyn Industrial Business Zone
- Install neighborhood loading zones on each block
- Investigate metered parking on select blocks to provide customer parking
- Remove on average 2 parking spaces per block to improve visibility and maintain clearance for turning vehicles



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## Making it Work

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# Traffic Effects

- DOT expects an increase in traffic delays and travel time for private vehicles on McGuinness Blvd during an initial adjustment period
- Excess volumes are expected to divert to alternative routes (BQE, LIE, local streets)
  - Based on data collected in 2021, vehicle volume reductions of 30% to 40% during the AM and PM peaks would be required to maintain the existing level of service (or traffic flow) after lane removal on McGuinness Blvd
- Cut-through traffic (with neither origin nor destination in Greenpoint) comprises more than 30% of vehicular traffic on McGuinness Blvd
- DOT to monitor conditions and make adjustments as needed



# Monitoring and Mitigation

As neighborhood traffic and loading patterns evolve in response to the new lane alignment on McGuinness Blvd, DOT will monitor roadway conditions and make operational changes in the field:

- Traffic signal phasing and coordination
- Truck loading zones, neighborhood loading zones, curb regulation changes
- Markings and other roadway design elements





# Neighborhood Loading Zone Overview

## Goal:

Reduce the amount of delay and safety issues that stem from double parking by providing dedicated space for vehicles to load and unload goods and passengers, especially on residential streets.

## Target Users:

- Personal vehicles for quick pickup/drop-off of passengers, groceries etc.
- Commercial delivery vehicles for residential and commercial delivery.
- Taxis and FHV for passenger pickup/drop-off

## Current Locations:

280 NLZs throughout the city, **currently expanding into new neighborhoods throughout the five boroughs.**



# Freeman St and the Pulaski Bridge

- **Signalize Freeman St**, adding crosswalks across McGuinness Blvd
- **Install bus boarding island** for southbound buses exiting the bridge to simplify bike/bus/car interactions
- **Reorganize car, bus, pedestrian, and bike movements**



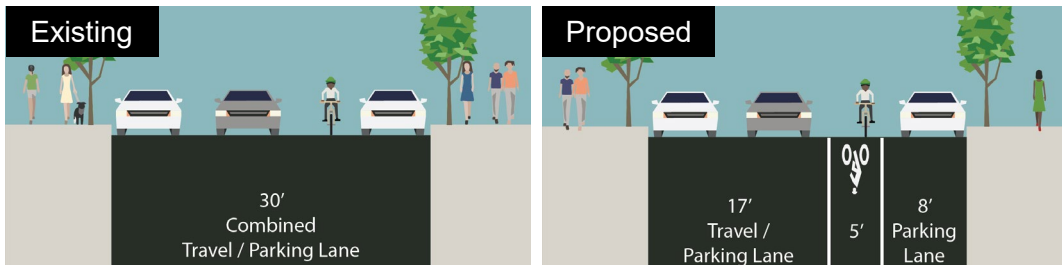
Rendering of Freeman St, facing west across McGuinness Blvd



Rendering of McGuinness Blvd, facing north towards the Pulaski Br

# Bike Network Connections

- Install conventional bike lanes on Freeman St (Provost St to McGuinness Blvd), Green St (West St to Provost St), and the McGuinness Blvd roadways adjacent to the bridge (Freeman St to Ash St)
- Install 2-way protected bike lane along west curb of McGuinness Blvd (Green St to Pulaski Bridge)
- Improves bike connections east to Provost St and north to Ash St
- Improves bike connections to the Pulaski Bridge from points south by providing a more direct route than the existing Eagle St connection
- Helps address high incidence of contraflow cycling on McGuinness Blvd south of the Pulaski Bridge





# Bayard St to Meeker Ave

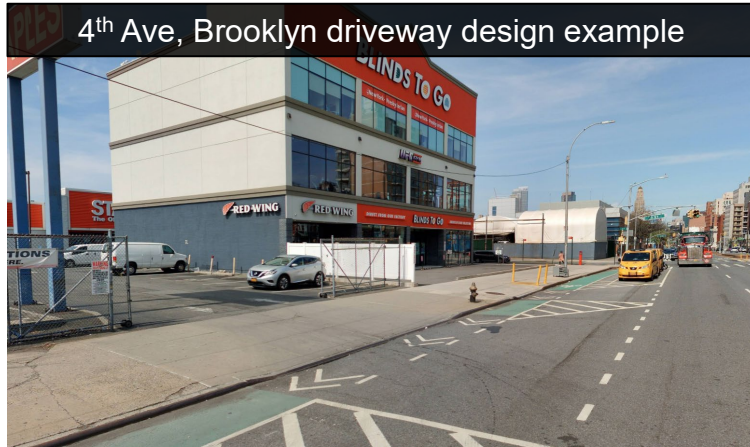
- **Add pedestrian and bicycle space** to the west side of McGuinness Blvd, protected by jersey barrier
- **Slow vehicles** turning onto BQE on-ramp
- **One southbound traffic lane** can be removed between Engert Ave and Meeker Ave to provide walking and biking space



# Driveways

Problematic driveways will receive treatments to allow safe loading along with bicycle and pedestrian crossings

“This is a truck loading area for my grocery store key food What will happen if you put a bike lane there McGuinness is a truck route.”





# Emergency Access

- Emergency vehicles are encouraged to use protected bike lanes as necessary to bypass traffic congestion
- Roadway designs are reviewed with FDNY prior to installation to ensure access



FDNY utilizing a protected bicycle lane on Amsterdam Ave, Manhattan

# In-House Projects vs Capital Projects

Today DOT is presenting the In-House project

- Immediate safety gains with short implementation timeline
- DOT run project
- Lines and markings
- Quickly modified



4th Ave, Brooklyn – In-House Project



Queens Blvd, Queens – In-House Project

The Capital Project will be presented and designed after the In-House project is installed

- Funding allocated by Mayor DeBlasio
- Multi-agency coordination
- Rebuilding the entire right-of-way
- Longer timeline



Allen St and Pike St, Manhattan – In-House Project



Allen St and Pike St, Manhattan – Capital Project



# Next Steps

- Listen to feedback from community board, elected officials, and local businesses
- Finalize design based on comments
- 2023 - In-house corridor installation
- 2023/2024 - Capital project initiation



# Thank You!

Questions?



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# Appendix

# 4



# Pedestrian Safety and Older NYers (2022)

## Key Findings:

- Seniors make up less than 15% of New York City's population, but over 45% of pedestrian fatalities

## Protected Bike Lanes:

- On streets with protected bike lanes, seniors saw a **39% decrease in KSI and a 22% drop in overall injuries**. Non-senior adults saw a **24% drop in KSI and 9% drop in overall injuries**.
- Commonly-used road treatment benefits all adults, it especially improves conditions for seniors.**

## Crash Analysis:

- About 90% of both senior and non-senior adult injuries occur at intersections; 72% of injury crashes occur at signalized intersections



2022

Safety Treatment Effectiveness				
Treatment Name & Safety Features	Senior Pedestrian Injuries	Senior Pedestrian KSI	Non-Senior Adult Pedestrian Injuries	Non-Senior Adult Pedestrian KSI
Protected Bike Lanes 	 <b>22%</b>	 <b>39%</b>	 <b>9%</b>	 <b>24%</b>