



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

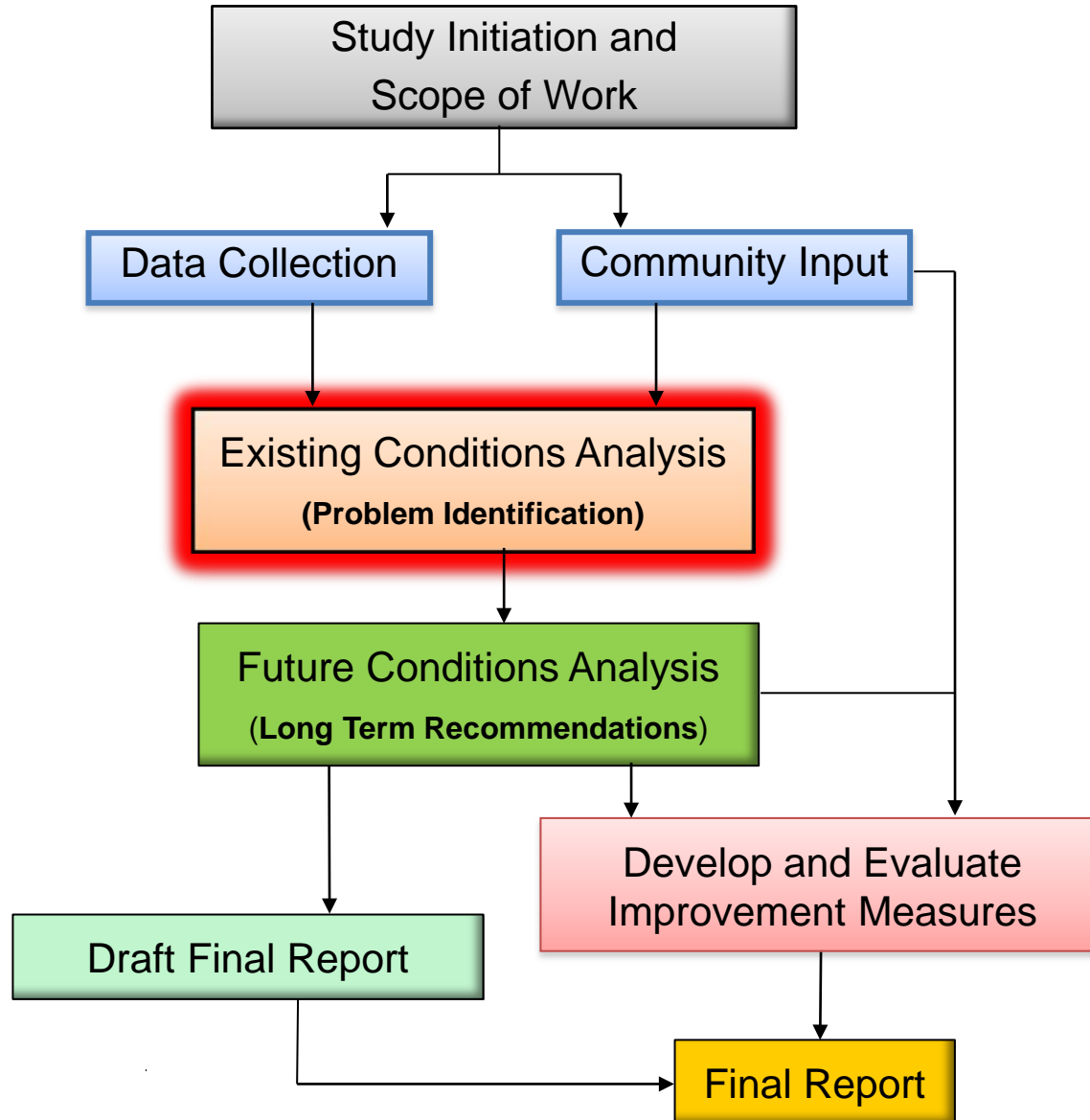
Goal:

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



Ensure coordination with other agencies and initiatives

Study Area & Major Corridors



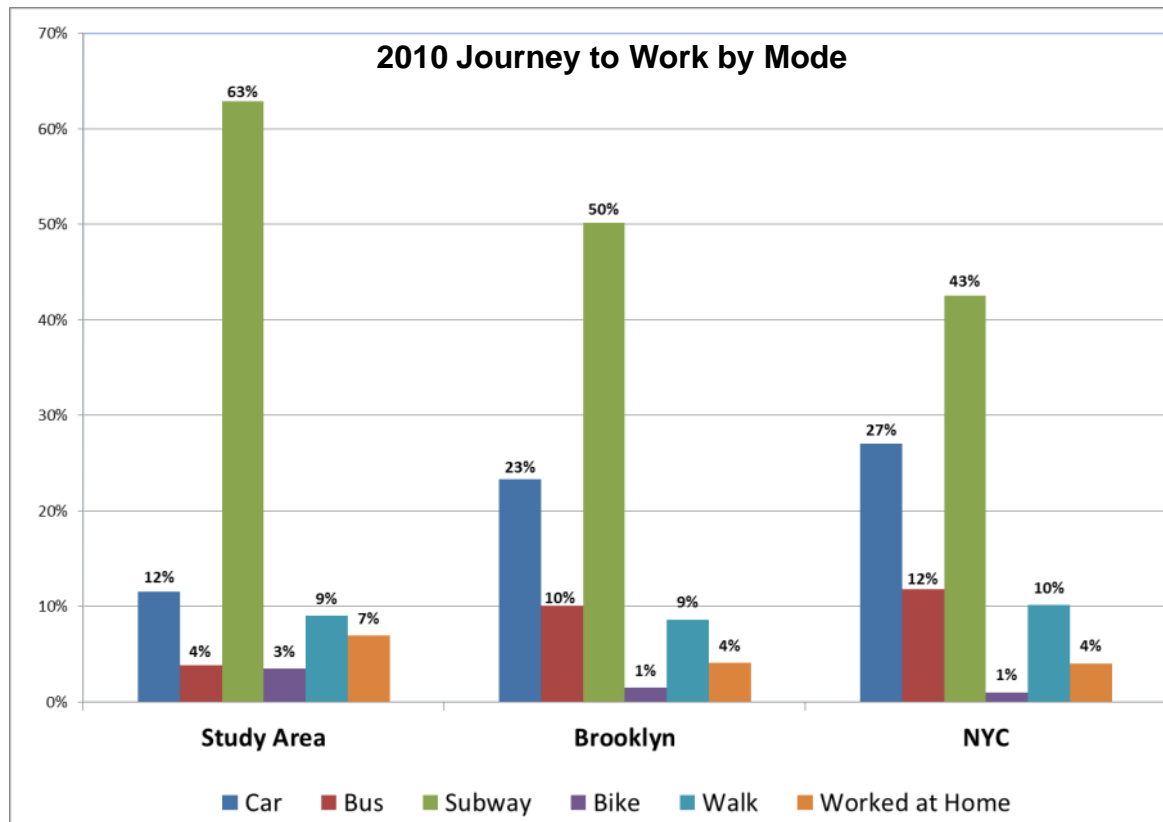
Subjects of Analysis

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

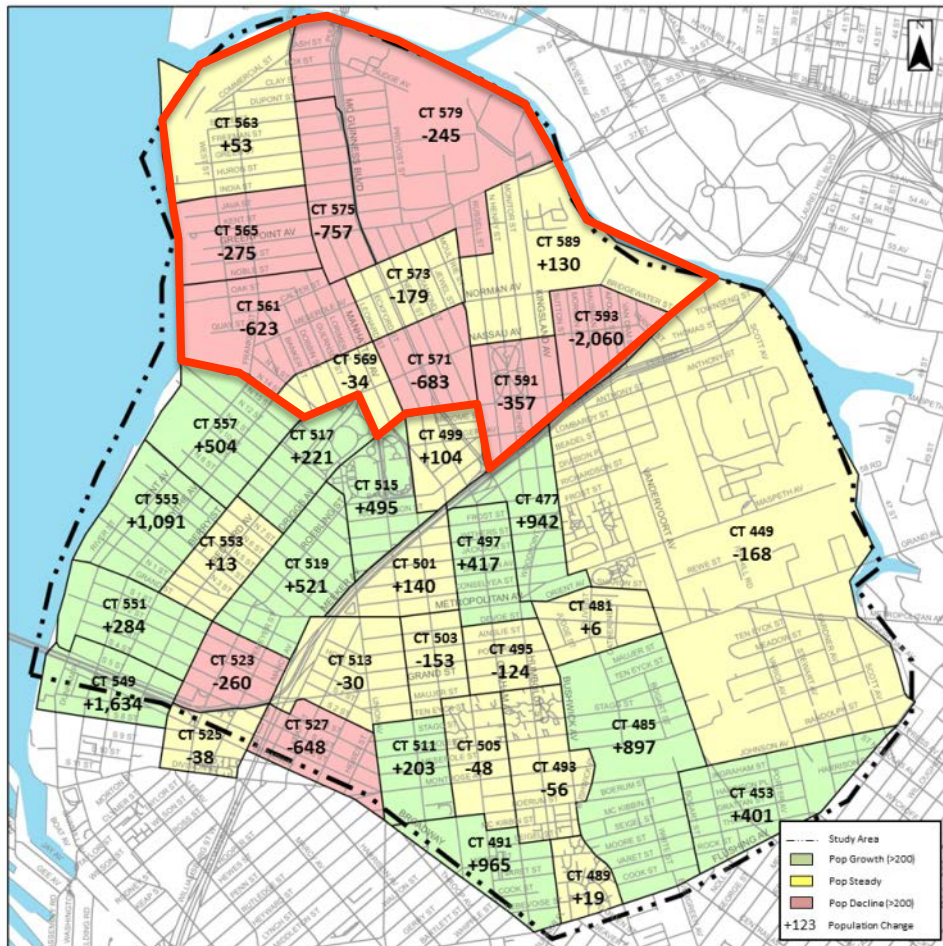


Demographics – Socio-Economic Variables

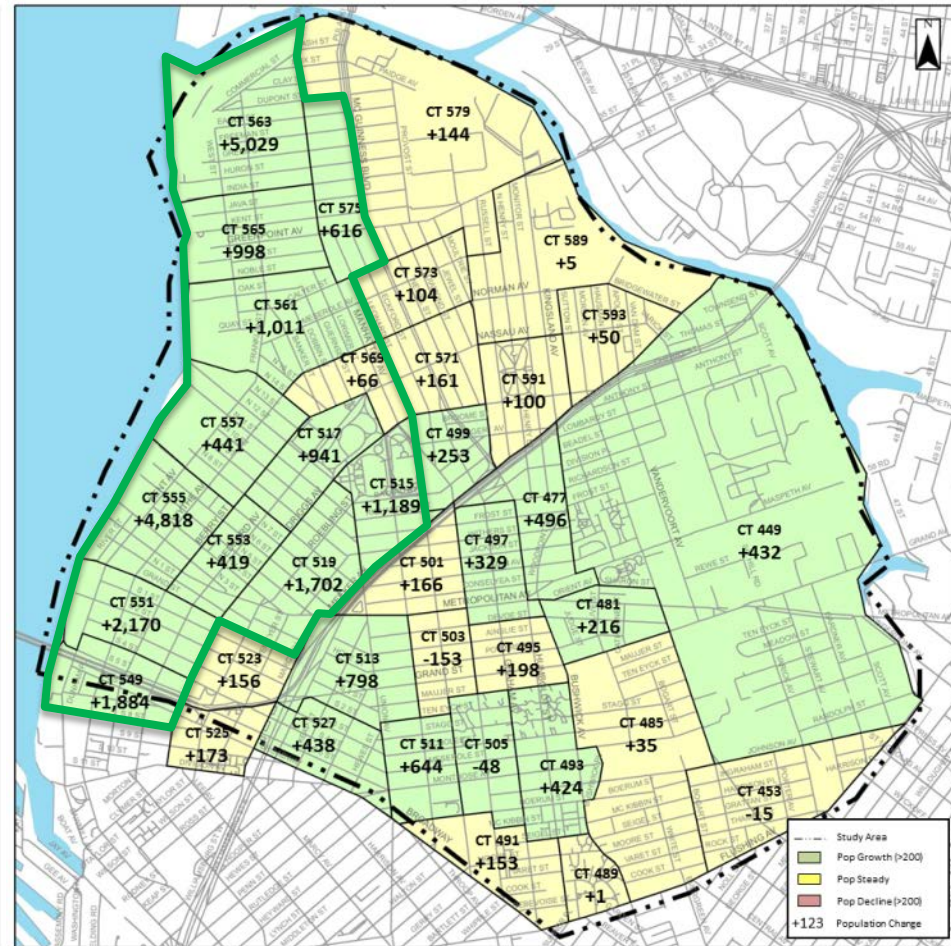
		Study Area	Brooklyn	NYC
2010	Population	125,597	2,552,911	8,242,624
	HHSize	2.3	2.7	2.6
	Median HH Income	\$45,365	\$44,593	\$51,270
	+1 Vehicle	30%	43%	45%
2020	Population	152,835 (22%)	2,648,452 (4%)	8,550,972 (4%)
	HHSize	2.3	2.7	2.6
	Median HH Income	\$68,948 (52%)	\$62,348 (40%)	\$70,184 (37%)
	+1 Vehicle	35%	44%	45%



Demographics - Population Change

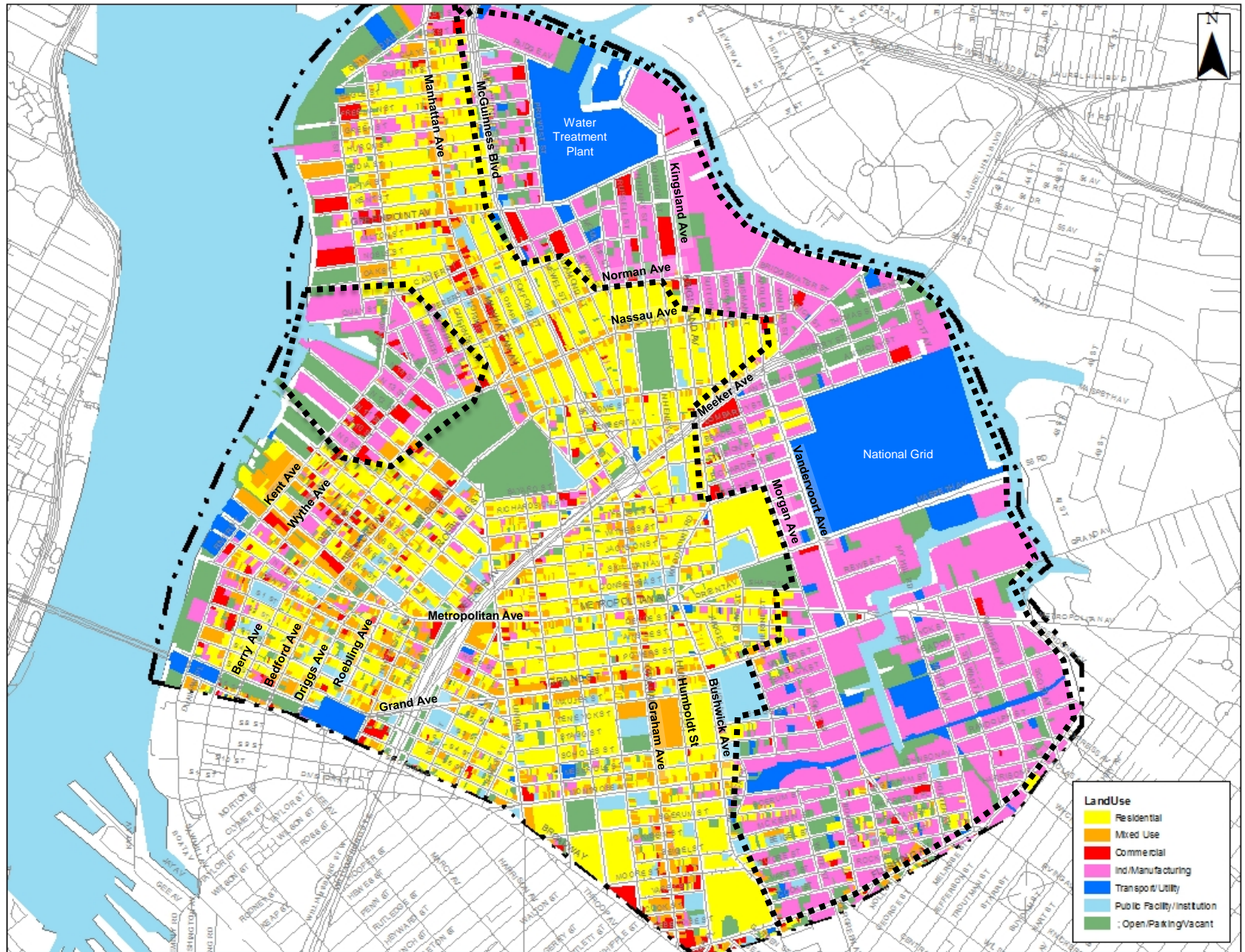


2000 – 2010 (+4,216)

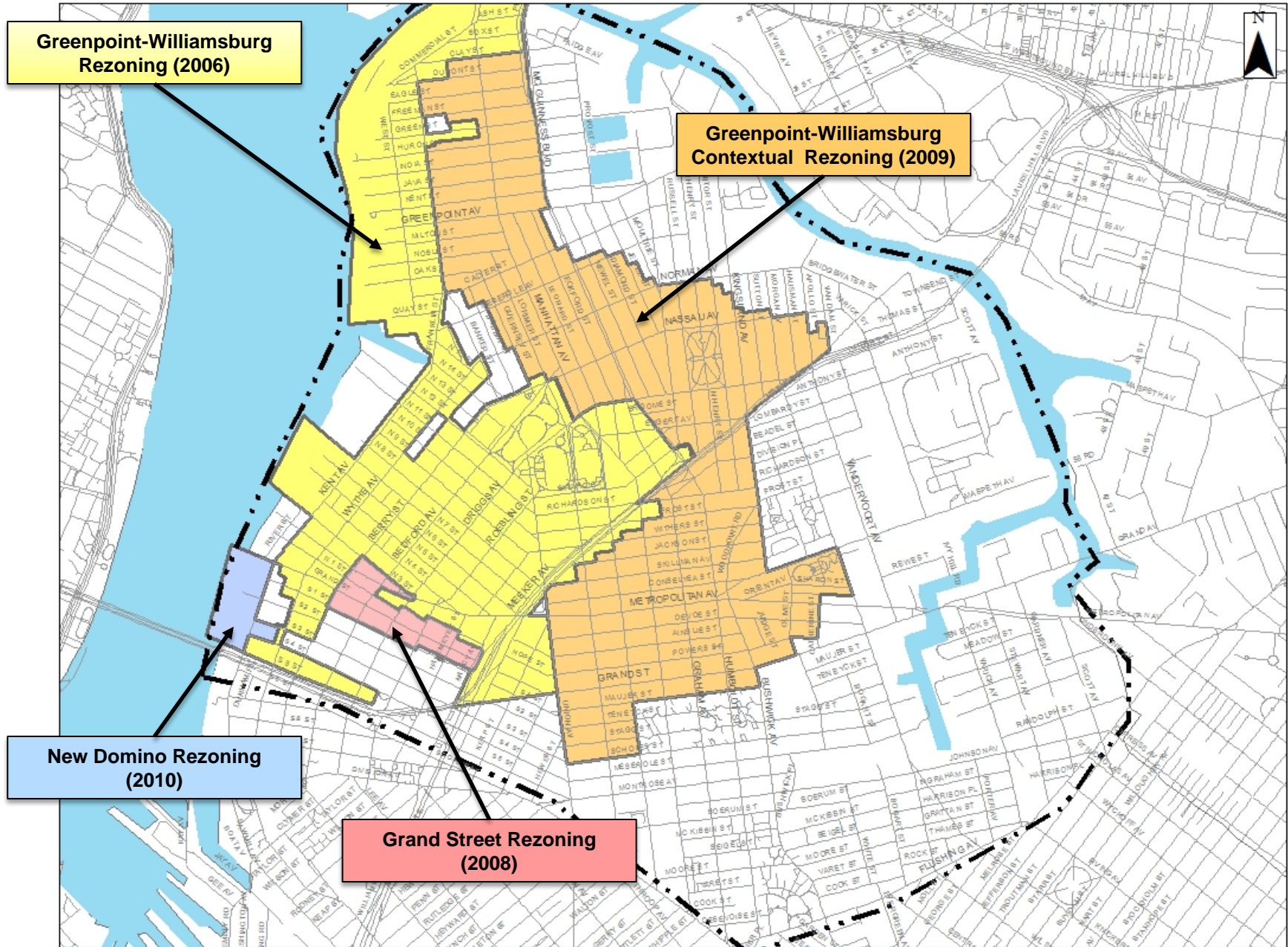


2010 – 2020 (+27,238)

Land Use



Rezoning

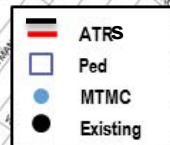


Traffic – Data Collection

- 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



Traffic – Vehicular Volume (PM)

High Traffic Volume:

- McGuinness Blvd (1,000-1,500)
- Metropolitan Ave bridge (1,500)
- Meeker Ave (750)
- BQE Entrance/Exit Ramps @
Metropolitan Ave

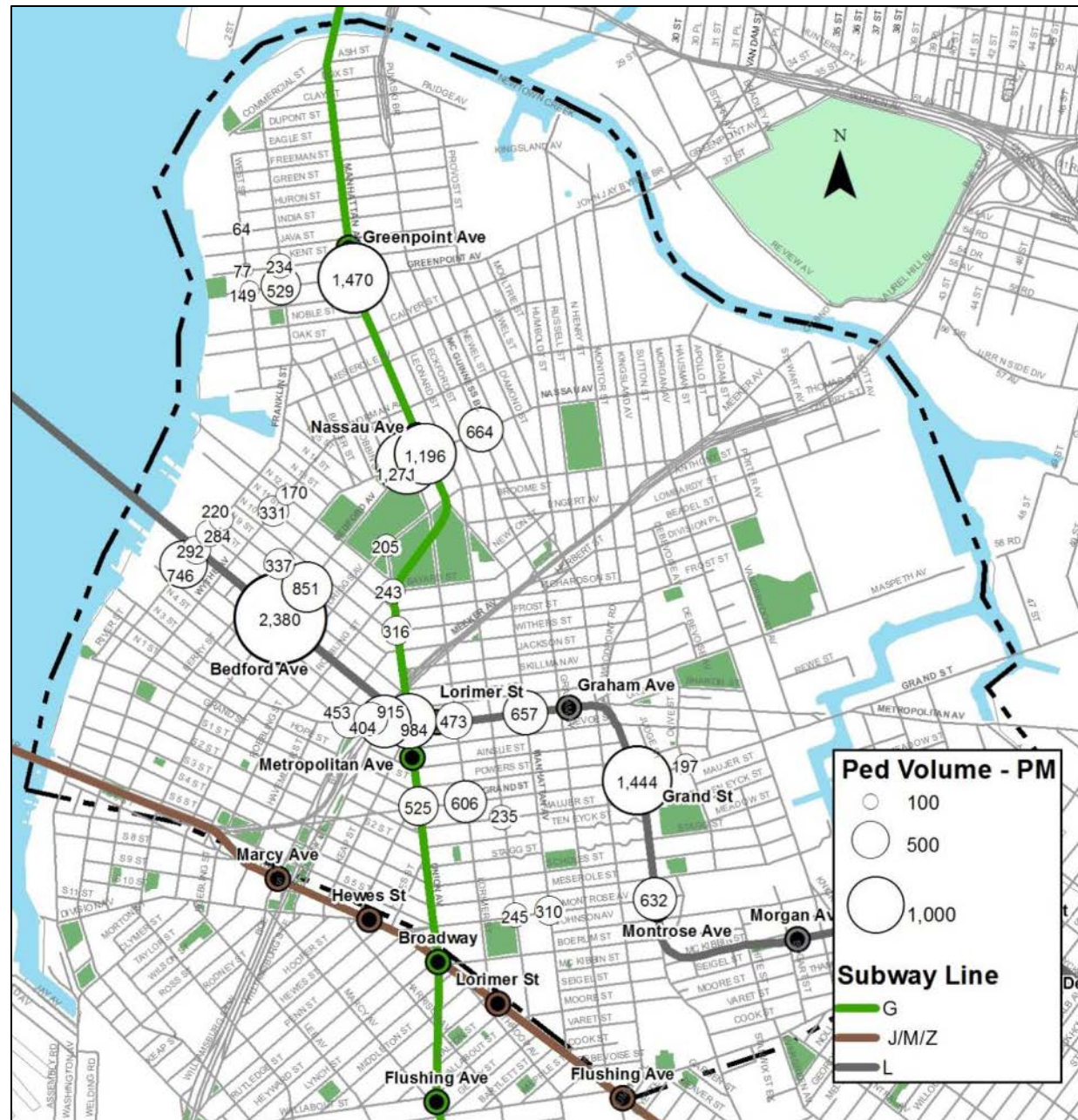


Pedestrians – PM Volume and Special Events

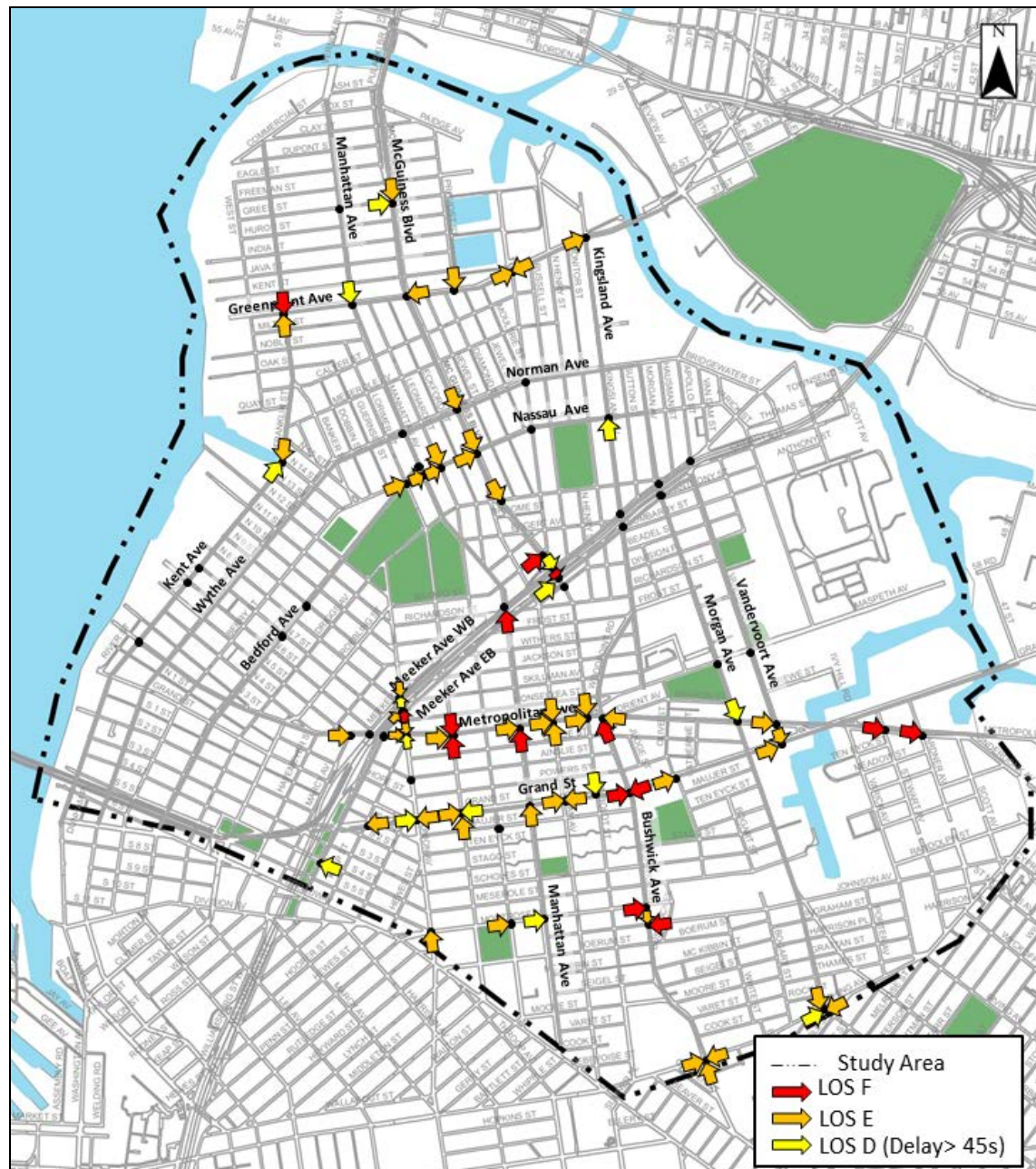
High pedestrian volume observed at subway stations and commercial destinations

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)



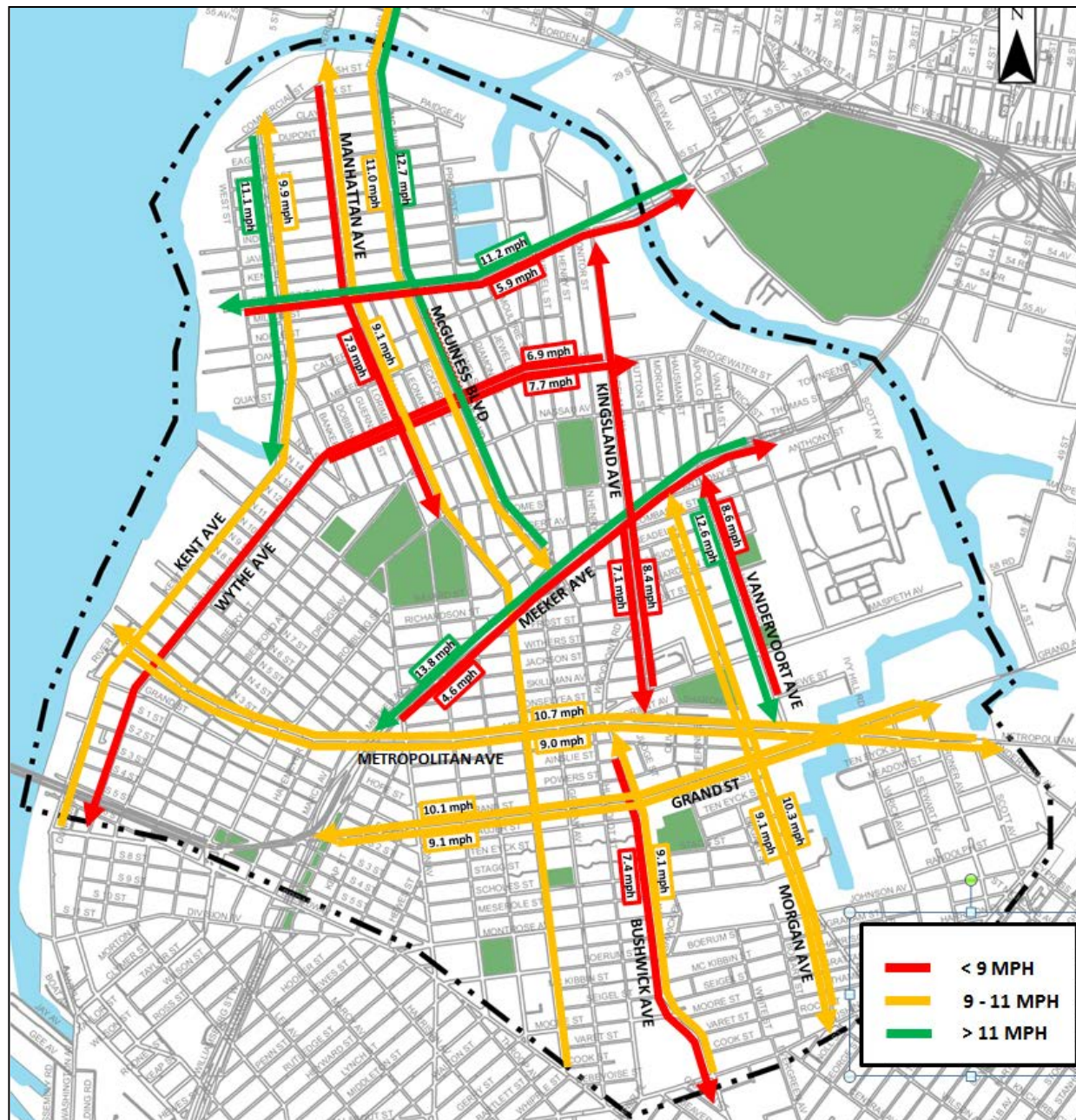
Traffic - Approach LOS (PM)



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

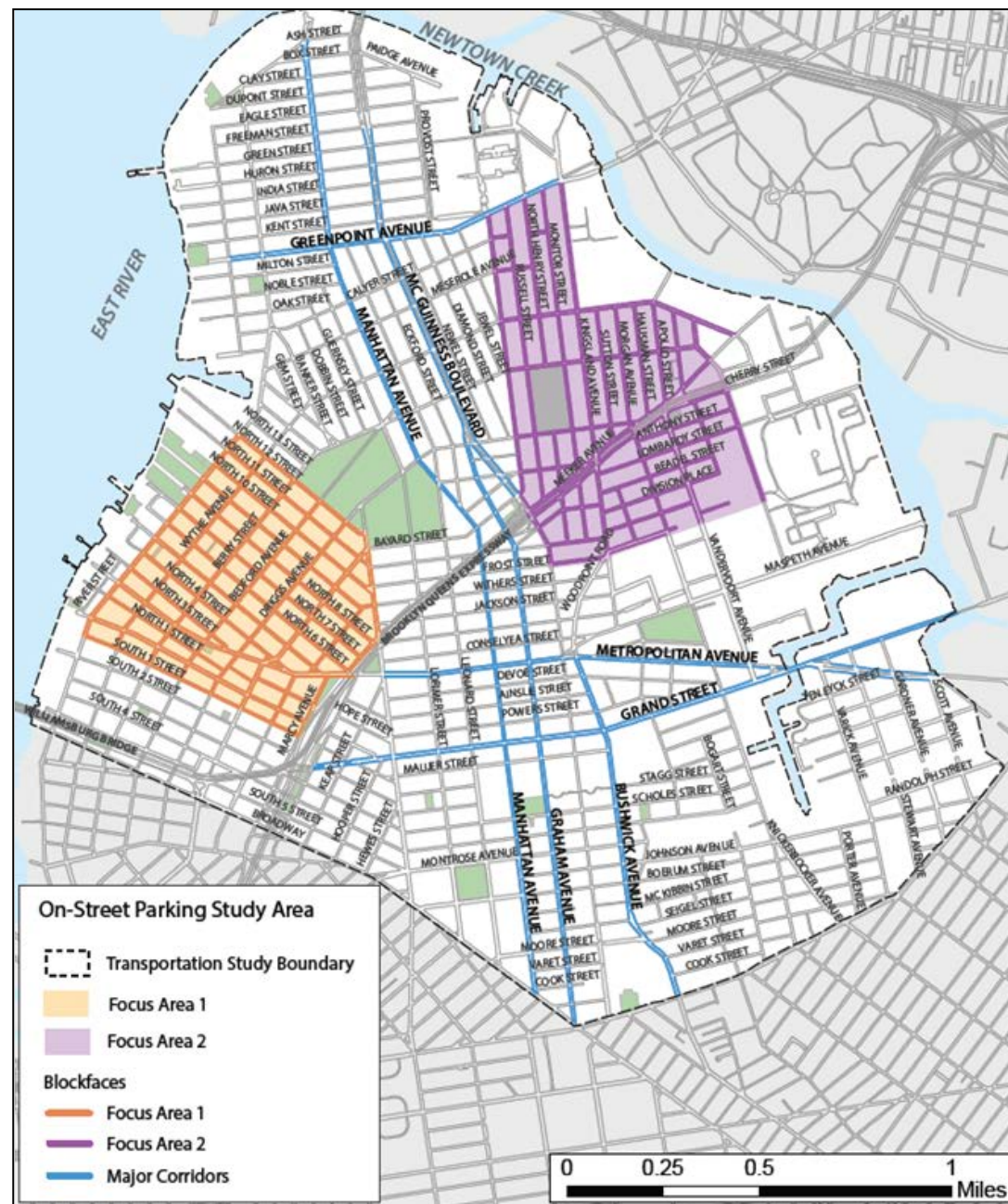
Avg AM Speed: 11.3 mph

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

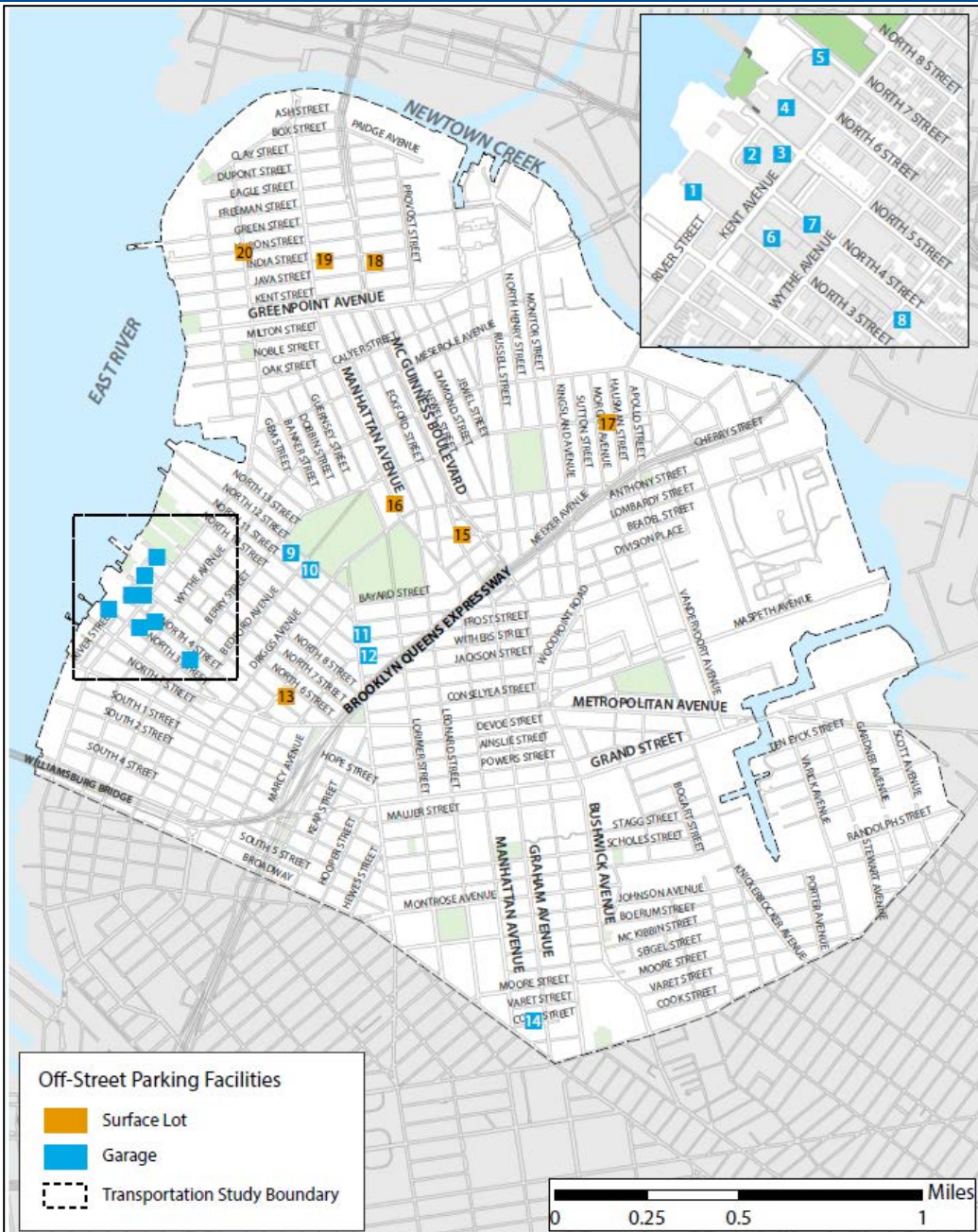
- Industrial Uses
- High AM/MD occupancy
- Low Sat (MD) occupancy

Major Corridors

- Approximately 38% Metered
- Lowest average occupancy across all periods

	AM	MD	PM	Sat
Focus Area 1	78%	83%	71%	86%
Focus Area 2	89%	89%	70%	68%
Major Corridors	75%	85%	69%	78%
Total	82%	86%	70%	77%

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)

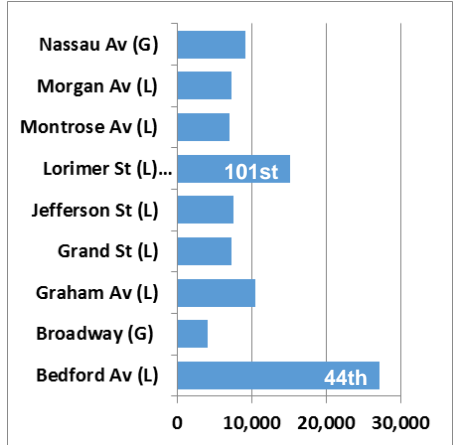
Challenges:

- Manhattan Ave
- Loading/Unloading Needs
- Truck/Bike Conflicts
- Bridge Connections

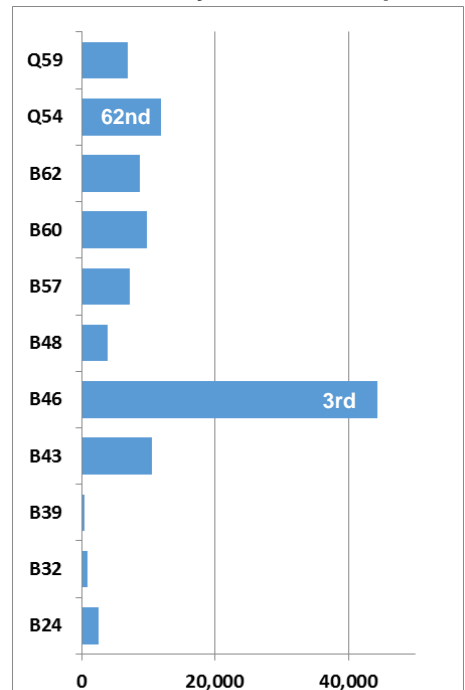
Public Transit



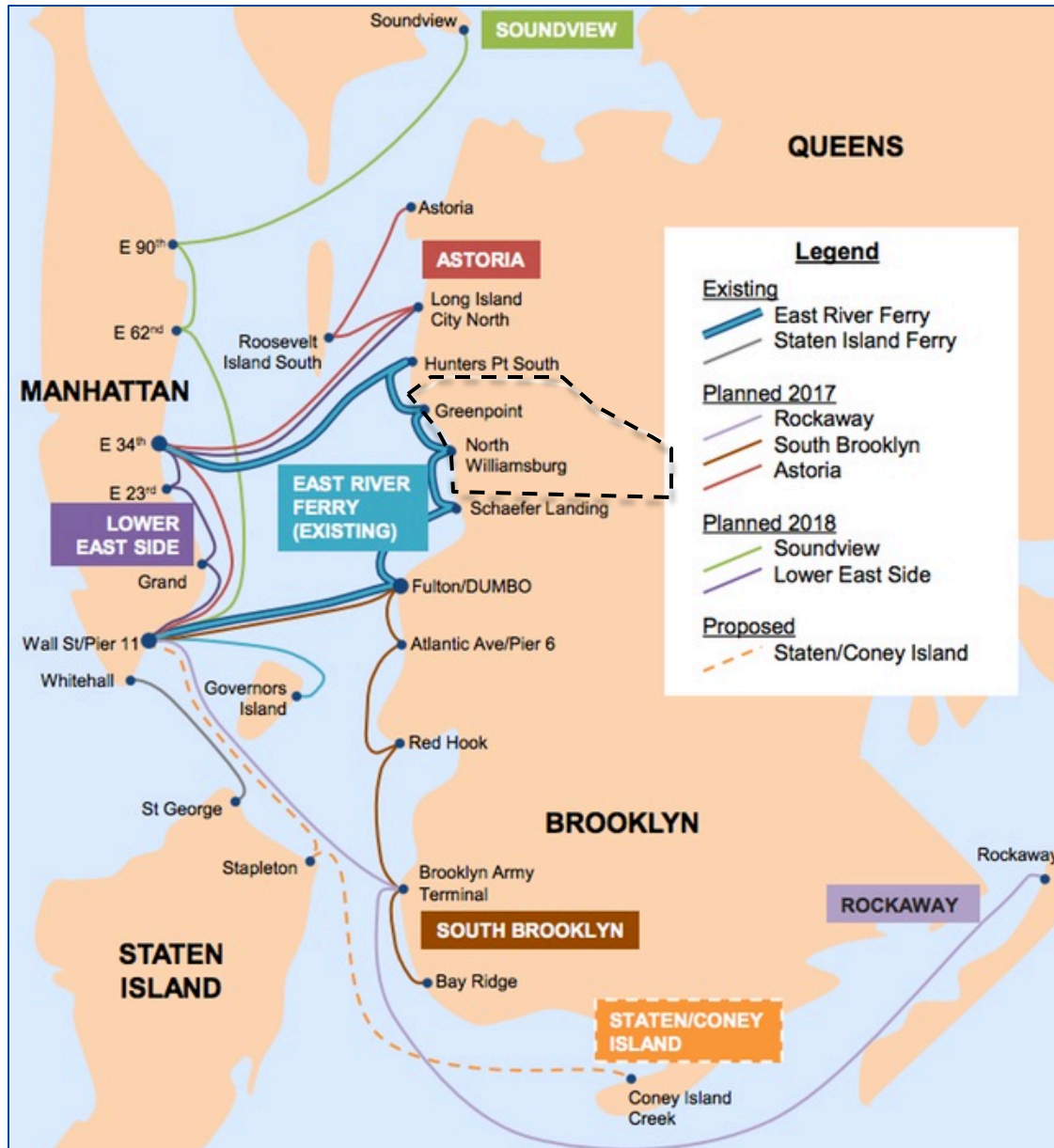
2015 Weekday Subway Ridership



2015 Weekday Bus Ridership



Public Transit - Ferries



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)

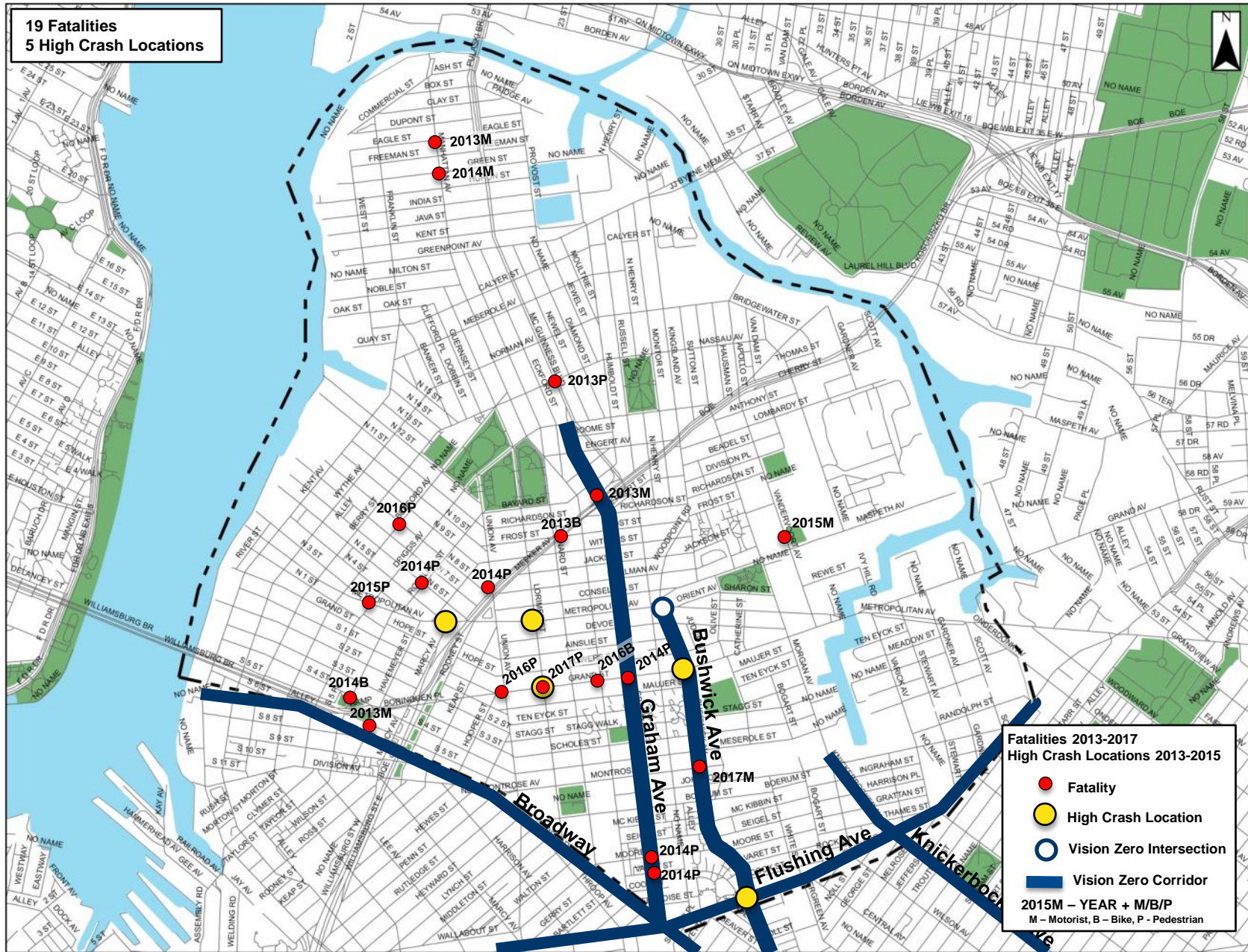


High Truck Volume:

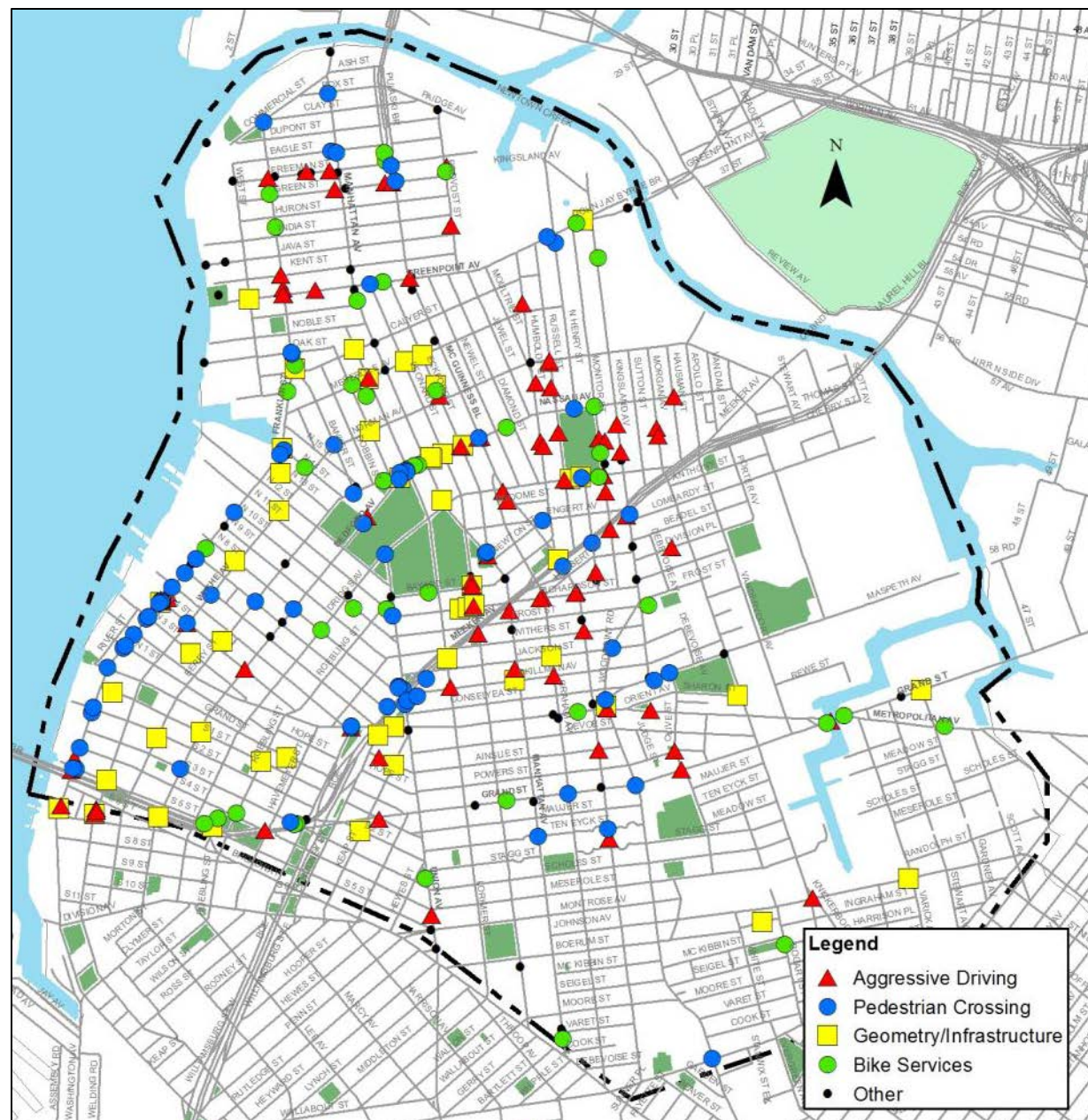
- McGuinness Blvd
- Meeker Ave
- Metropolitan Ave
- Grand St

Choke points at the Metropolitan Bridge and Grand St Bridge

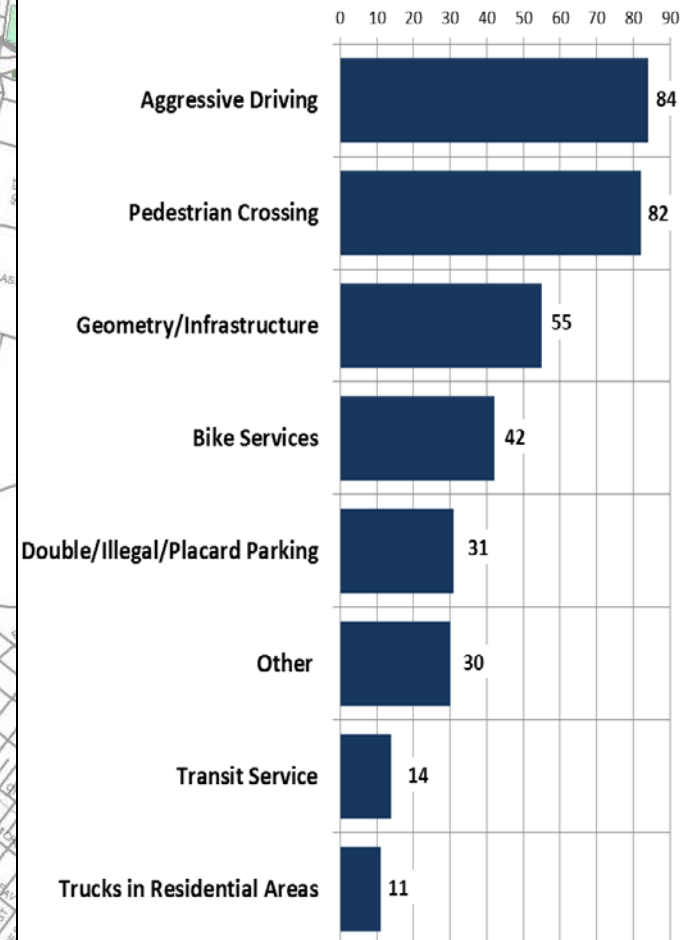
Crashes/Fatalities



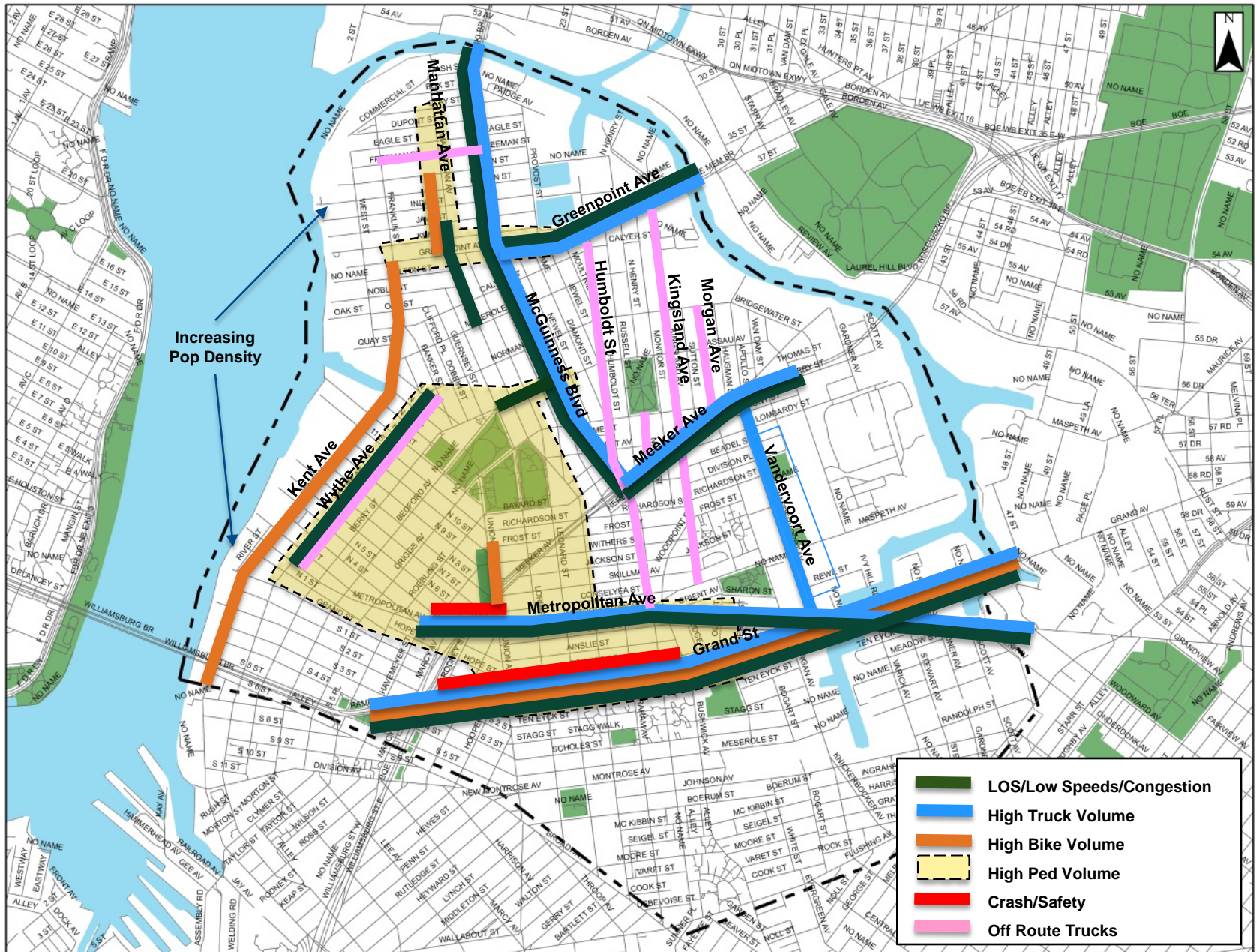
Public Comments



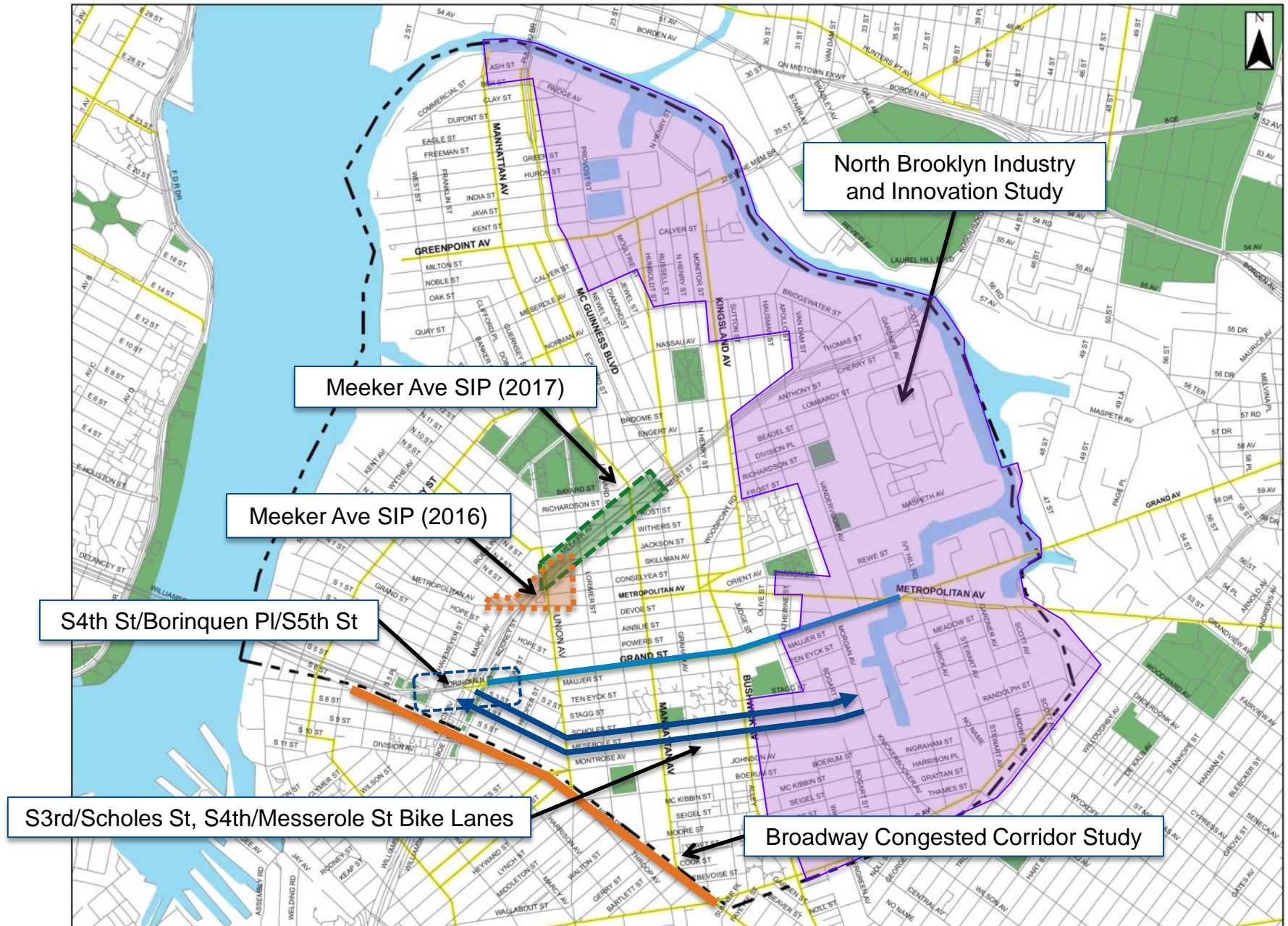
350 Portal Comments



Existing Condition Findings



DOT and Other Initiatives



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

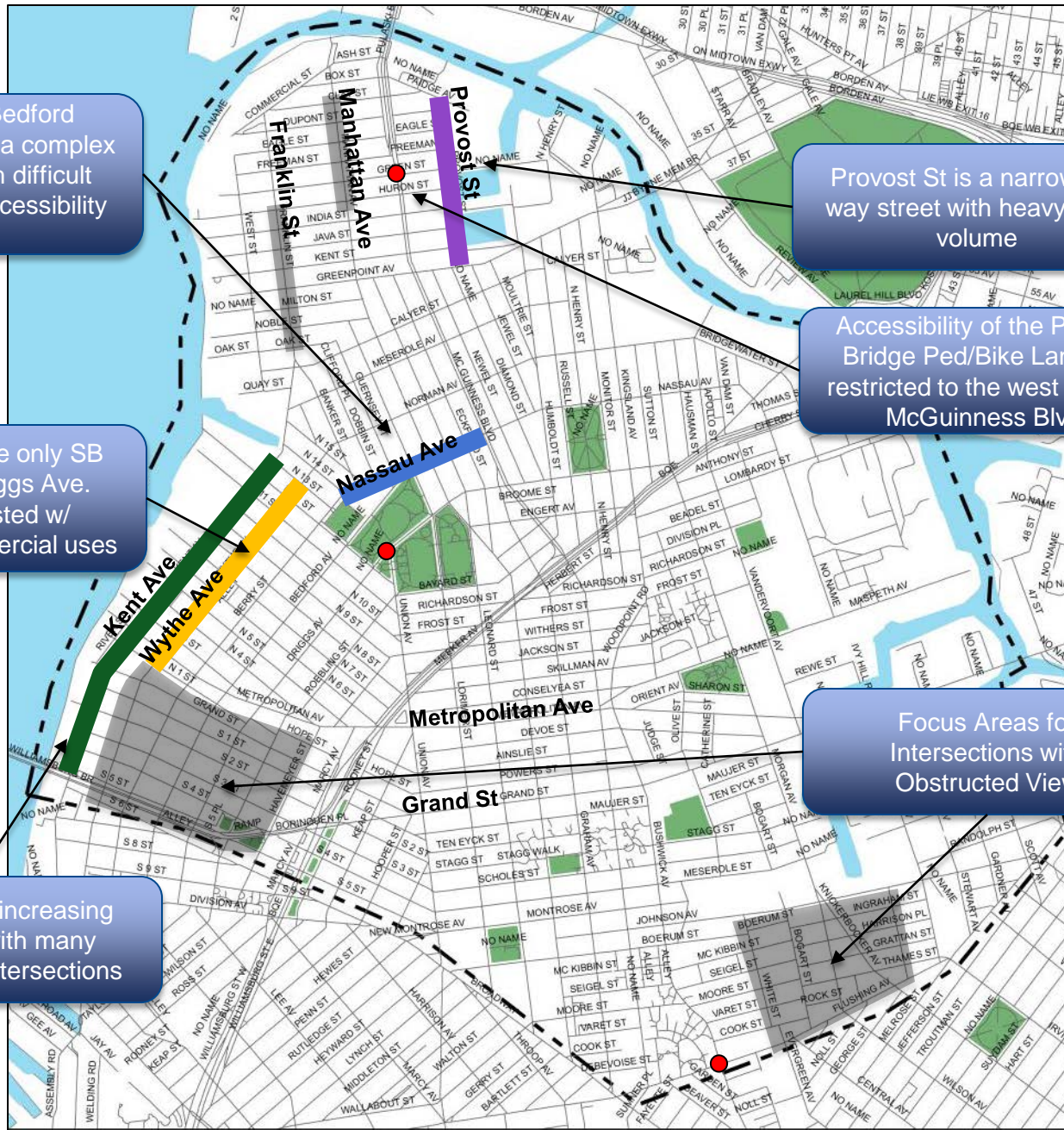
Wythe Ave is the only SB Route until Driggs Ave.
Often congested w/ increasing commercial uses

Kent Ave has increasing population with many unsignalized intersections

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

Focus Areas for Intersections with Obstructed View



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>



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