Red Hook Transit Access and Mobility Improvements

Presentation to Community Board 6
November 17, 2011
• Background

• Planning Process

• B61 Bus Enhancements

• Enhanced Pedestrian Environment

• New Intersection at Mill Street/Hamilton Avenue
Focus on Red Hook was a result of the recently-completed Brooklyn Streetcar Feasibility Study (BSFS).

BSFS led to the decision that a streetcar in Red Hook is not feasible at this time, but highlighted need for short-term improvements in transit access.

DOT made commitment to the BSFS Community Advisory Committee to study short term alternatives.
Planning Process

- Two Small Working Group Meetings with Elected Officials, CB6, NYC Transit, and Local Advocates
  - June 22 and August 24, 2011
  - Considered opportunities for transit enhancements, new connection at Mill Street, and pedestrian improvements

- Initiated Mill Street/B61 Bus Rerouting Study - June 2011

- Outreach to Red Hook Houses Tenants Associations - September 2011

- Presentation to Community Board 6

- Ongoing Coordination with NYC Transit
B61 Bus Adjustments

• MTA increased service frequencies to reflect ridership changes

• Replacing old model shelters at Lorraine/Hicks and Lorraine/Henry

• Altered Lorraine Street parking regulations to improve daytime bus operational conditions on narrow roadway
Enhanced Pedestrian Environment

- Clinton Street Pedestrian Safety Improvements near Centre Mall
- Urban Art Project/Rehabilitation under Gowanus Expressway at W. 9th Street crossing
Enhanced Pedestrian Environment
Clinton Street Pedestrian Safety – Data Collection

Observed Pedestrian Crossings (May 2011)

<table>
<thead>
<tr>
<th>Time</th>
<th>Mill St</th>
<th>Centre Mall/St</th>
<th>Bush St</th>
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<tbody>
<tr>
<td>AM</td>
<td>173</td>
<td>191</td>
<td>44</td>
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<tr>
<td>Mid-Day</td>
<td>125</td>
<td>188</td>
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<tr>
<td>PM</td>
<td>120</td>
<td>132</td>
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Clinton St and Mill St Desire Lines

Clinton St and Centre St Desire Lines
Enhanced Pedestrian Environment
Clinton Street Pedestrian Safety - Proposal

- Painted sidewalk extension
- Flexible bollards

Requires replacing 6 parking spots

- Shortens pedestrian crossing distances
- Makes pedestrians more visible to Clinton Street traffic
Enhanced Pedestrian Environment
Gowanus/W 9th Underpass

• Additional lighting approved for Gowanus underpass at W 9th Street
  • Permanent lighting to be installed
  • Art Installation will also have lighting component
• Pedestrian fences repaired/reinstalled
• Urban Art Project Installation
  • Collaboration between Brooklyn Arts Council, Red Hook Initiative, and artists
    selected by DOT
  • Spring 2012 installation; 1 year duration
Enhanced Pedestrian Environment
Urban Art Project – Proposed Design
Enhanced Pedestrian Environment
Urban Art Project – Proposed Design
Mill Street Intersection
Existing Conditions

- Significant volumes of pedestrians already cross uncontrolled Mill St/Hamilton Ave/Garnet St intersection (up to 54 per 15 minutes)
  - Heavy Hamilton Avenue traffic volumes and blind spots created by pillars obvious hazards
- Reliability of eastbound B61 reduced by circuitous routing, crowded Smith St/Hamilton Avenue intersection, and heavy industrial activity on lower Smith St
- Current bicycle route between Red Hook Houses and points east is confusing, and requires mixing with heavy truck traffic
Mill Street Intersection

Introduction

• Proposal:
  • Extend westbound Mill Street under Gowanus Expressway and across Hamilton Avenue
  • Reverse Garnet Street between Hamilton Avenue and Court Street
  • Signalize where necessary/warranted

• Benefits:
  • Improves safety at a currently uncontrolled pedestrian crossing
  • Provides eastbound egress from neighborhood paired with westbound W. 9th Street
  • Allows more direct B61 bus connection between Red Hook Houses and subway and improves travel time and reliability
  • Simplifies and enhances bike lane network
Mill Street Intersection
Existing B61 Bus Route

Travel Time:
4:43 (AM Peak); 3:08 (PM Peak)

Red Hook Houses
(8,000 residents)

No Direct Service for Red Hook Houses

Smith/9th Subway Station (F,G)

Frequent Road Blockages Due to Scrap Yard Truck Traffic

Circuitous Routing Through Industrial Area

Existing Route*
*Official B61 EB Route

Delays Encountered at Complex Intersection (Smith/Hamilton)
Mill Street Intersection
Proposed B61 Bus Route

Travel Time:
2:18 (AM Peak);
2:19 (PM Peak)

Red Hook Houses
(8,000 residents)

Serves Red Hook Houses East Via Clinton Street Towards Smith-9th Subway Stop

Re-Routes EB B61 Via Mill/Garnet Streets To Provide More Direct Connection To Subway

Discontinues Circuitous, Slow EB Routing Through Industrial Areas
Mill Street Intersection
Cross-Hamilton Pedestrian Routes

Smith/9th Subway Station (F,G)

Red Hook Houses (8,000 residents)

Clinton/W 9th

Centre/Court/Garnet

Mill/Garnet

Mill/Garnet Crossing
Pedestrians / 15 min observation period

<table>
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<tr>
<th></th>
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<th>PM</th>
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<tbody>
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<td>Max:</td>
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Mill Street Intersection
Conceptual Geometry
Mill Street Intersection
Traffic Study Conclusions

• 50 percent bus travel time savings (2 minutes and 25 seconds) compared to current route section between Lorraine/Clinton and Garnet/Smith during AM peak; 25 percent savings during PM peak (49 seconds)
• No major traffic impacts: acceptable level of service (LOS) impacts at Hamilton/Clinton and Hamilton/Court offset by LOS improvements based on signal timing adjustments throughout study area
• New bus stops proposed for Clinton/Centre and Garnett/Court
• 16 area parking spaces impacted at bus stops and industrial block of Mill Street between Clinton St and Hamilton Ave
• New traffic signals required at Mill/Hamilton, Garnet/Hamilton, and Court/Garnet
Planning process has yielded short term, implementable measures to provide Red Hook with improved access to transit:

- Pedestrian environment improvements provide a better walk between Red Hook and Smith/9th St Subway Station
  - Enhanced crossing at Clinton Street
  - Improvements to Clinton/West 9th Street pedestrian median (lighting, fencing, art)
  - New Mill Street connection includes signalized pedestrian crossing
- Mill Street Connector provides opportunity for improved B61 bus service
  - 25-50% travel times saving between Red Hook Houses and Smith/9th Street Station
  - New Clinton Street bus stop on east side of Red Hook Houses
  - Eliminates unutilized segment of B61 route through industrial part of Red Hook