N 14th St One-Way Eastbound Conversion

Presentation to Brooklyn Community Board 1
February 2020
Project Overview

1. Background

2. Existing Conditions

3. Proposal

4. Next Steps
Background
Freight and Your Community

Project Motivation

- Changing land uses – over half of BK is now zoned for residential uses

- Local construction brings increased truck activity

- Ever-changing nature of businesses (multi-purpose spaces)

- High degree of ped/cyclist activity; greenway access, expanding bike network, parks, etc.
Freight and Your Community

Project Motivation

- 2009 Kent Av One-Way Conversion; where do commercial vehicles go?

- N Brooklyn is one of the top 5 destinations for truck trips (based on goods movement); many trips occur between IBZs

- Rise of e-commerce and on demand delivery; 45% of New Yorker’s get at least one delivery/week
Local and Through Truck Routes

Key Differences

**Local Truck Route Network**
Designated for trucks with an origin and destination within a borough. This includes trucks that are traveling to make a delivery, or for loading or servicing.

**Through Truck Route Network**
Primarily composed of major urban arterials and highways and must be used by trucks that have neither an origin or destination within the borough.

**When can trucks go off route?**

- **Allowed**
  To make a delivery off of a designated route

- **Not Allowed**
  To take a shortcut or avoid traffic
Freight Toolkit
How We Manage Freight

Off-Hour Deliveries Program

Truck Route Wayfinding

Outreach and Partnerships

Truck’s Eye View Program

Truck Route Management

Loading Zones
Existing Conditions
N 14th Street and Safety

Narrow lanes

Few formal crossing points

Conflict points

Vulnerable road users
Turning Movement Counts at Kent Av/Franklin St and N 14th St

Data Analysis

The AM peak period (7:45AM-8:45AM) is when total volume is the greatest at this intersection when considering all vehicles.

94% of the AM peak volume on N 14th St travels in the eastbound direction.

Data is based on actual counts from 11/2019.
Proposal
N 14<sup>th</sup> St between Kent Av/Franklin St to Berry St/Nassau Av – EB One-Way Conversion

- Separate cyclists from vehicles
- Improve turning and through movements for larger vehicles
- Maintain loading/unloading access points for existing businesses

Existing Conditions: N 14<sup>th</sup> St

Proposed Design: N 14<sup>th</sup> St
N 14th St between Kent Av/Franklin St to Berry St/Nassau Av – EB One-Way Conversion

Proposal Implementation

Before

After
N 14th St and Berry St/Nassau Av (SW Corner Only)

- Provide a safer crossing point for pedestrians across Berry St/Nassau Av
- Reduce conflicts at N 14th St and Berry St/Nassau Av for all road users

Existing Conditions: Berry St and N 14th St (SW Corner)

Proposed Design: Berry St and N 14th St (SW Corner)
N 14th St and Berry St/Nassau Av (SW Corner)

Proposal Implementation

Before

After
Next Steps
Next Steps

Timeline

Spring – Summer 2020: Implementation

Late 2020 – Early 2021: Continue project monitoring

Wayfinding

• Truck route wayfinding for the greater area in N Brooklyn

Curb Access

• Potential for new loading zones if warranted or requested

Continued Conversations

• In person outreach conducted
• Offline conversations regarding any concerns can continue
Thank You!

Questions?