

Red Hook Transit Access and Mobility Improvements



Presentation to Community Board 6
November 17, 2011

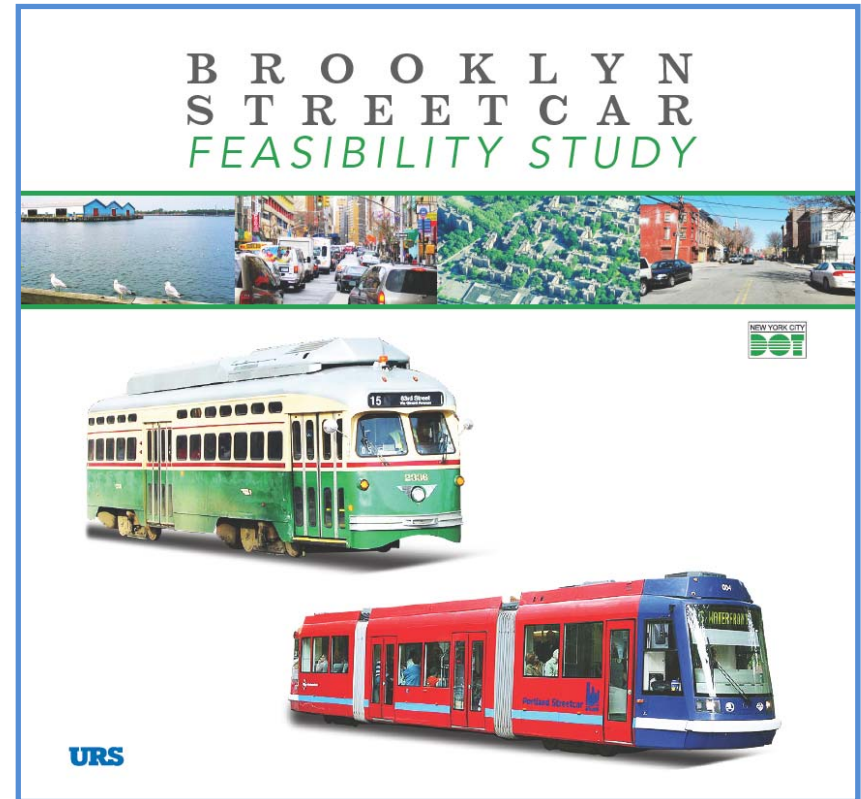


Outline

- Background
- Planning Process
- B61 Bus Enhancements
- Enhanced Pedestrian Environment
- New Intersection at Mill Street/Hamilton Avenue

Background

- 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

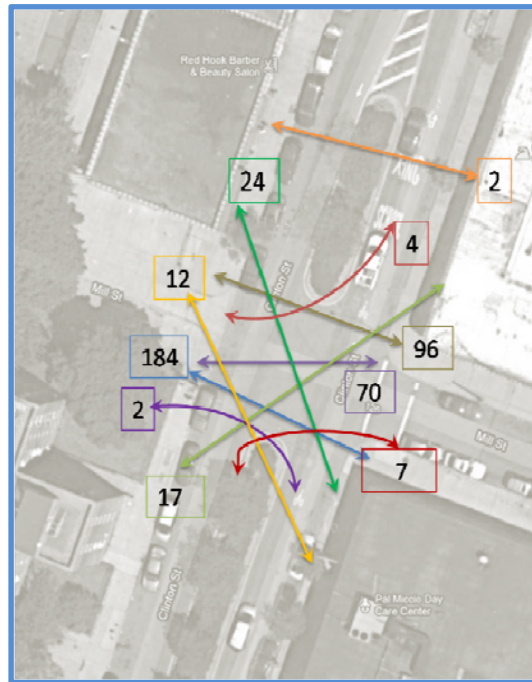


Enhanced Pedestrian Environment

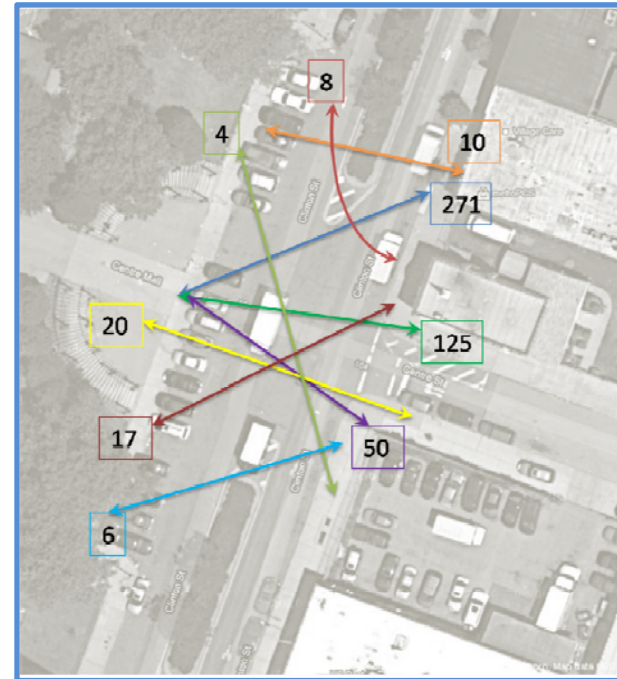
Clinton Street Pedestrian Safety – Data Collection

Observed Pedestrian Crossings (May 2011)

	Mill St	Centre Mall/St	Bush St
AM	173	191	44
Mid-Day	125	188	68
PM	120	132	18



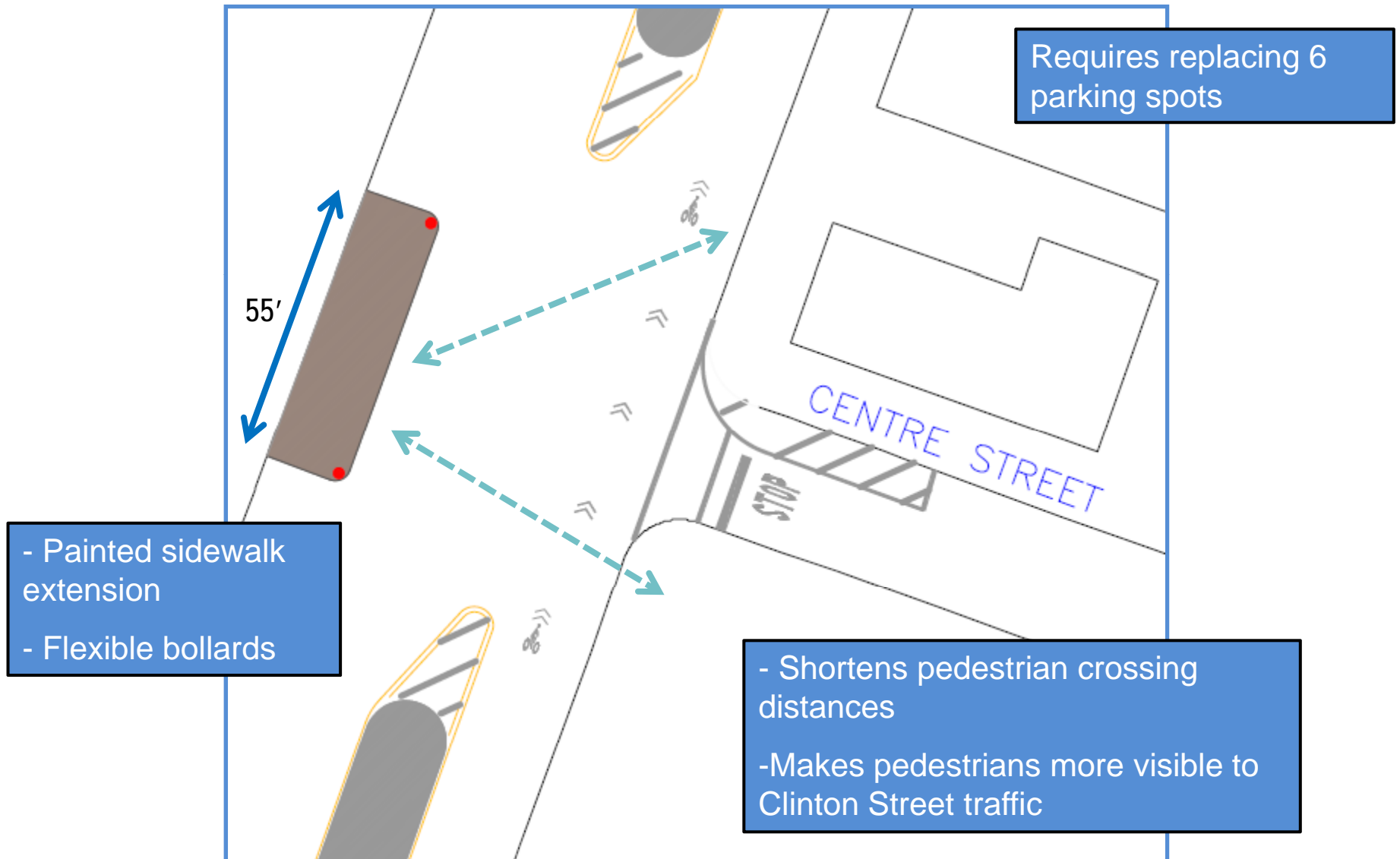
Clinton St and Mill St Desire Lines



Clinton St and Centre St Desire Lines

Enhanced Pedestrian Environment

Clinton Street Pedestrian Safety - Proposal



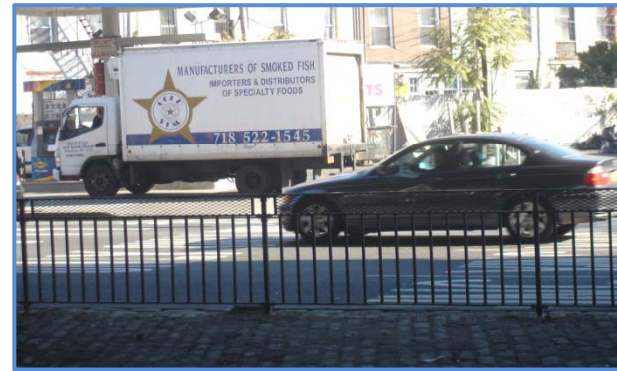
Enhanced Pedestrian Environment

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



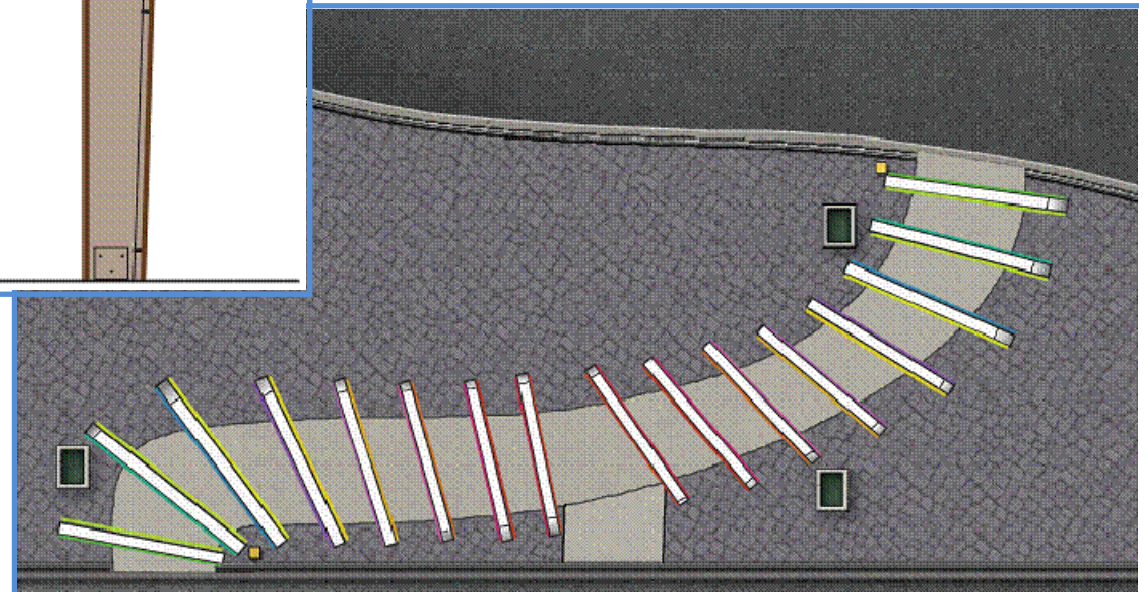
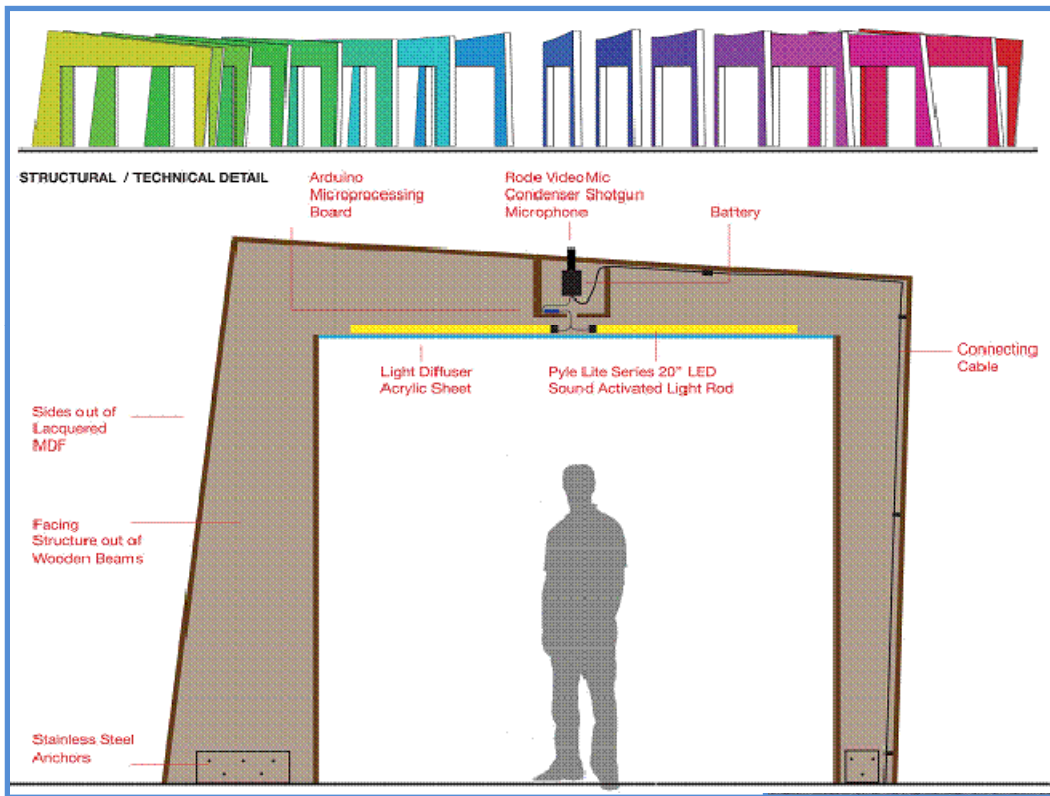
Before



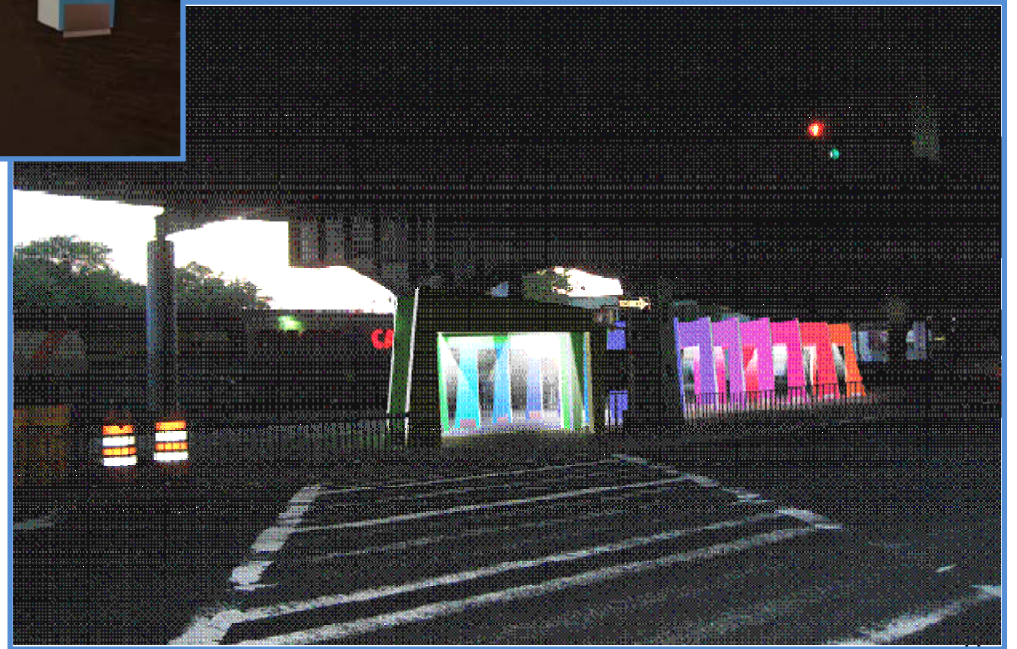
After

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



Eastbound Mill St at Hamilton Ave

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



Westbound Garnet St at Hamilton Ave

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)

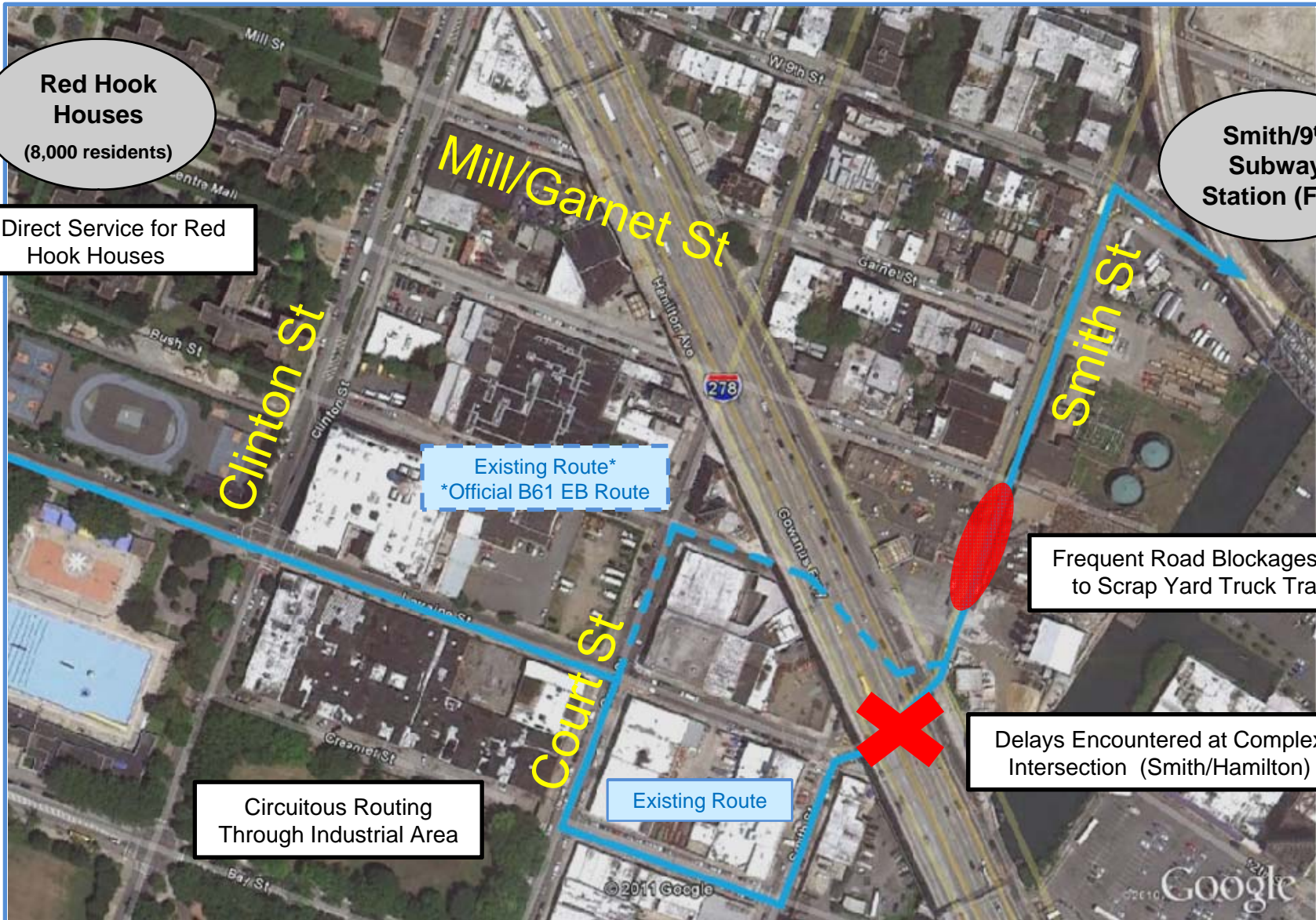
Existing Route*
*Official B61 EB Route

Frequent Road Blockages Due to Scrap Yard Truck Traffic

Delays Encountered at Complex Intersection (Smith/Hamilton)

Circuitous Routing Through Industrial Area

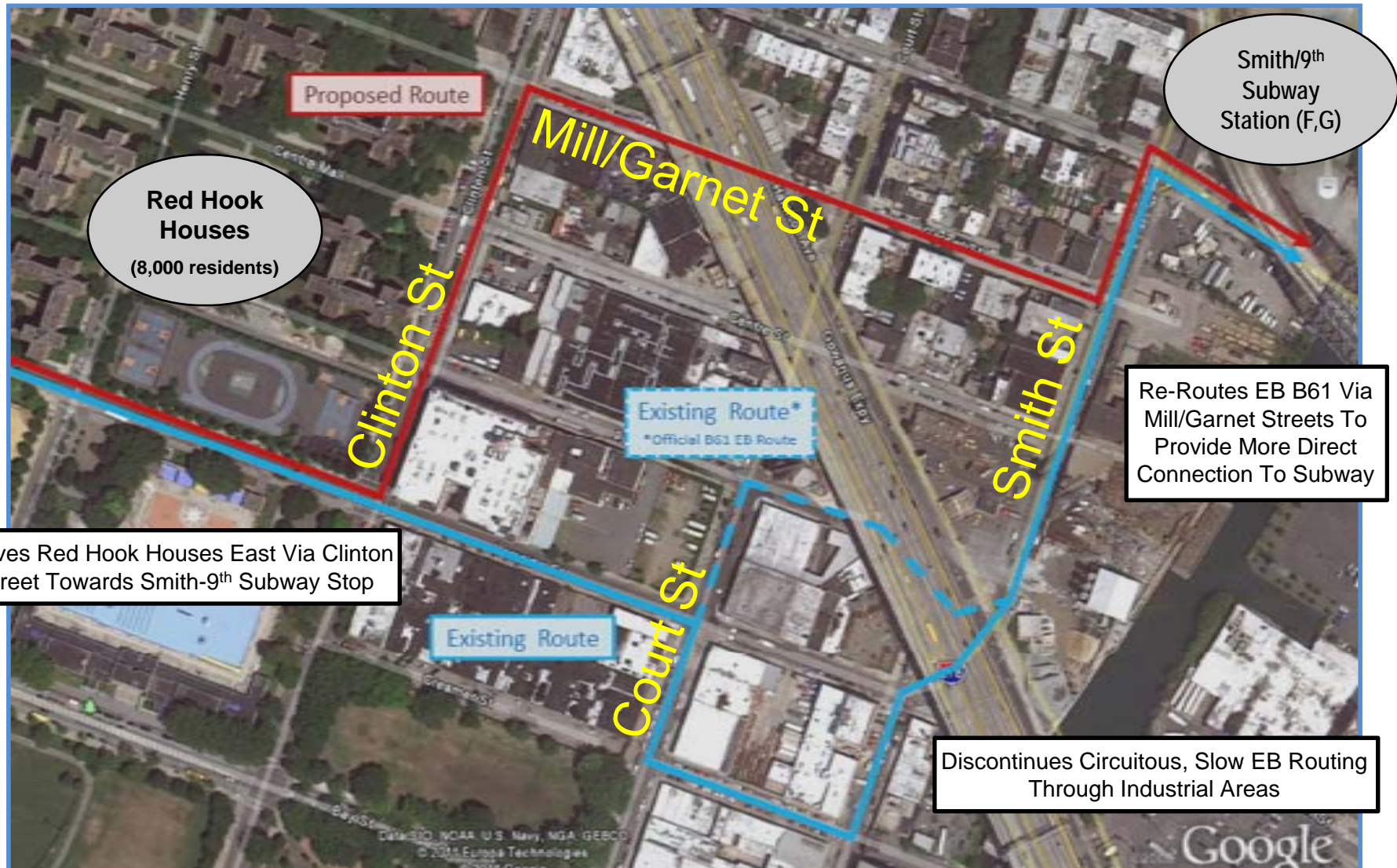
Existing Route



Mill Street Intersection

Proposed B61 Bus Route

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



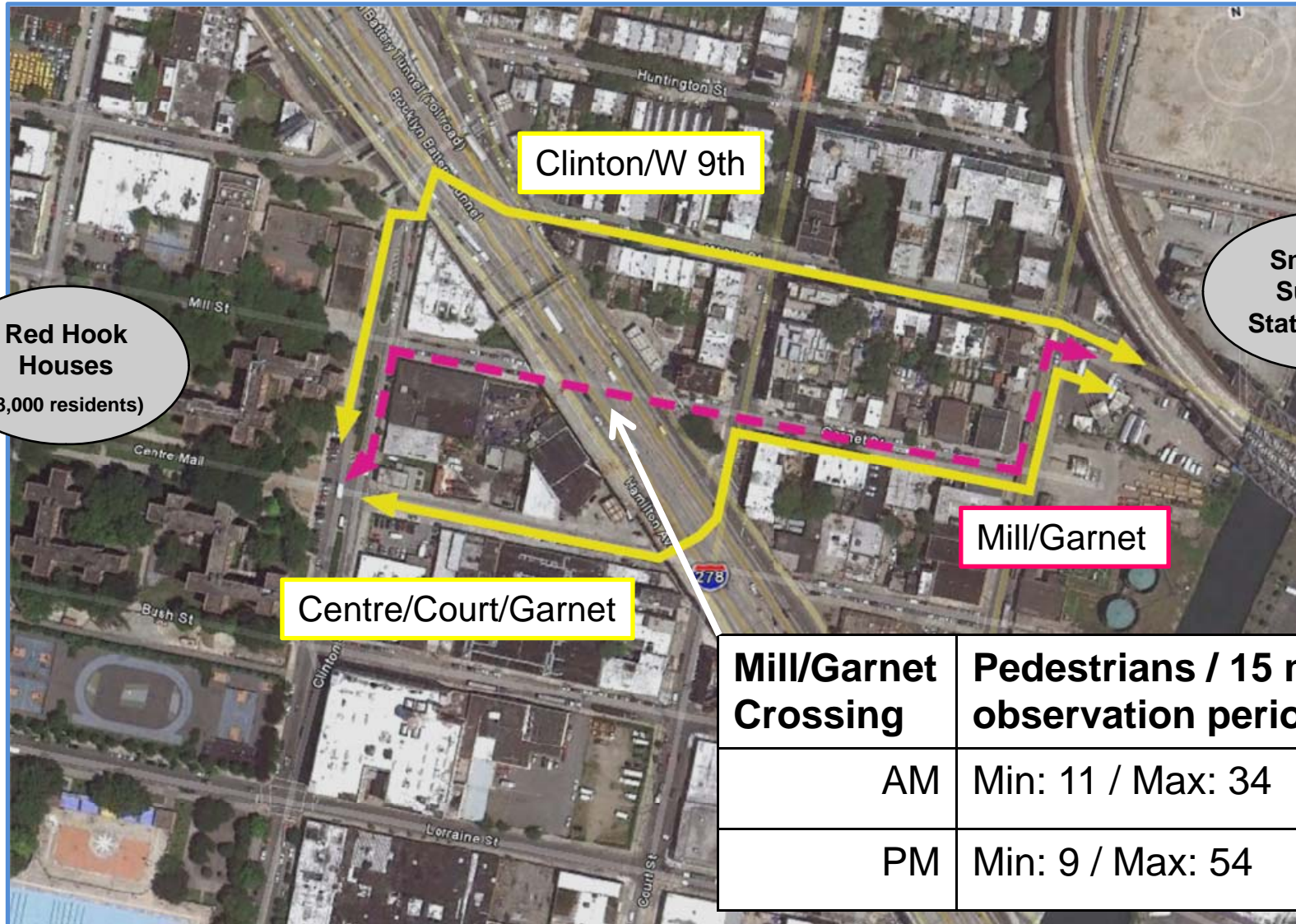
Serves Red Hook Houses East Via Clinton Street Towards Smith-9th Subway Stop

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

Discontinues Circuitous, Slow EB Routing Through Industrial Areas

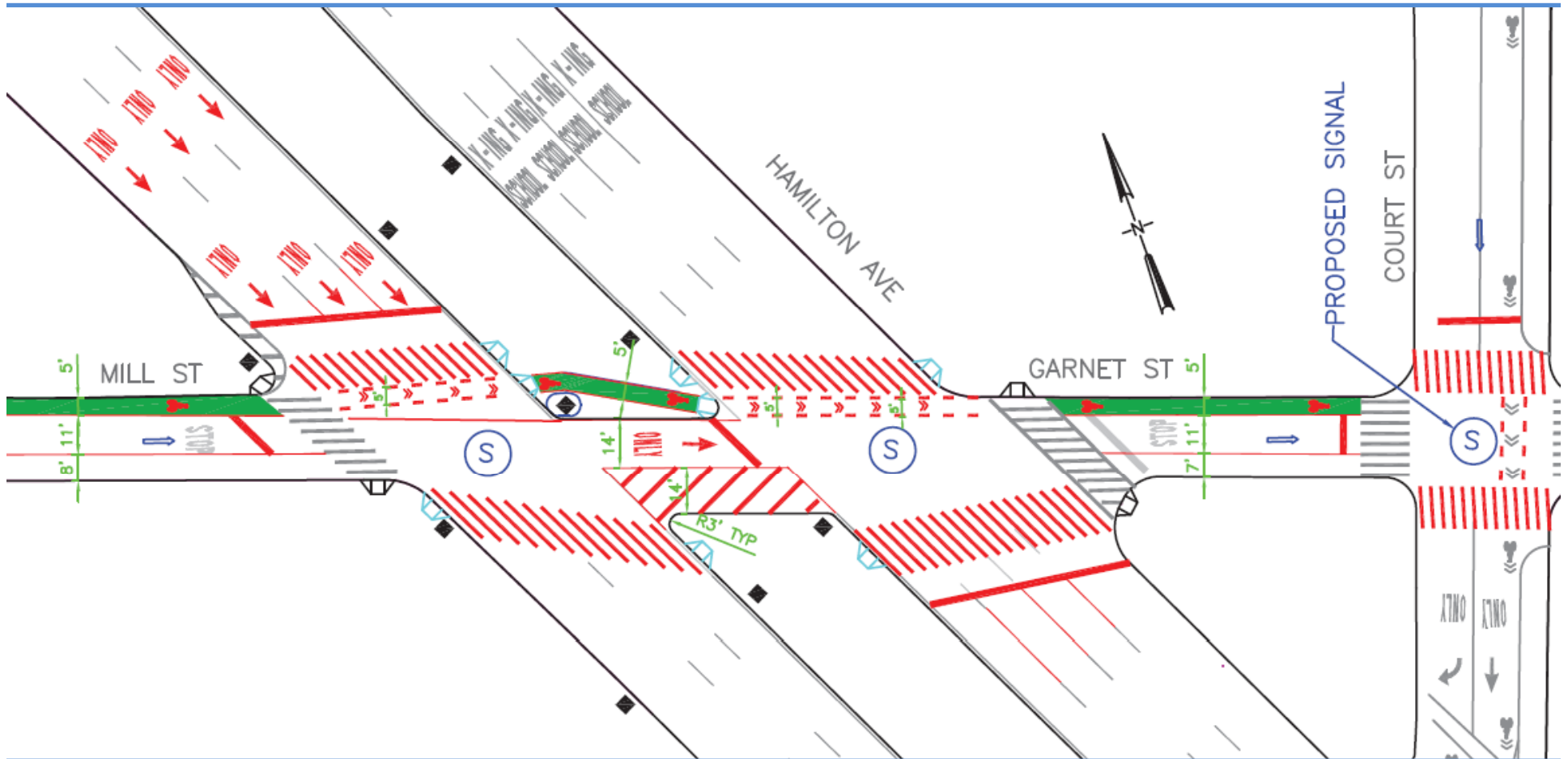
Mill Street Intersection

Cross-Hamilton Pedestrian Routes



Mill Street Intersection

Conceptual Geometry

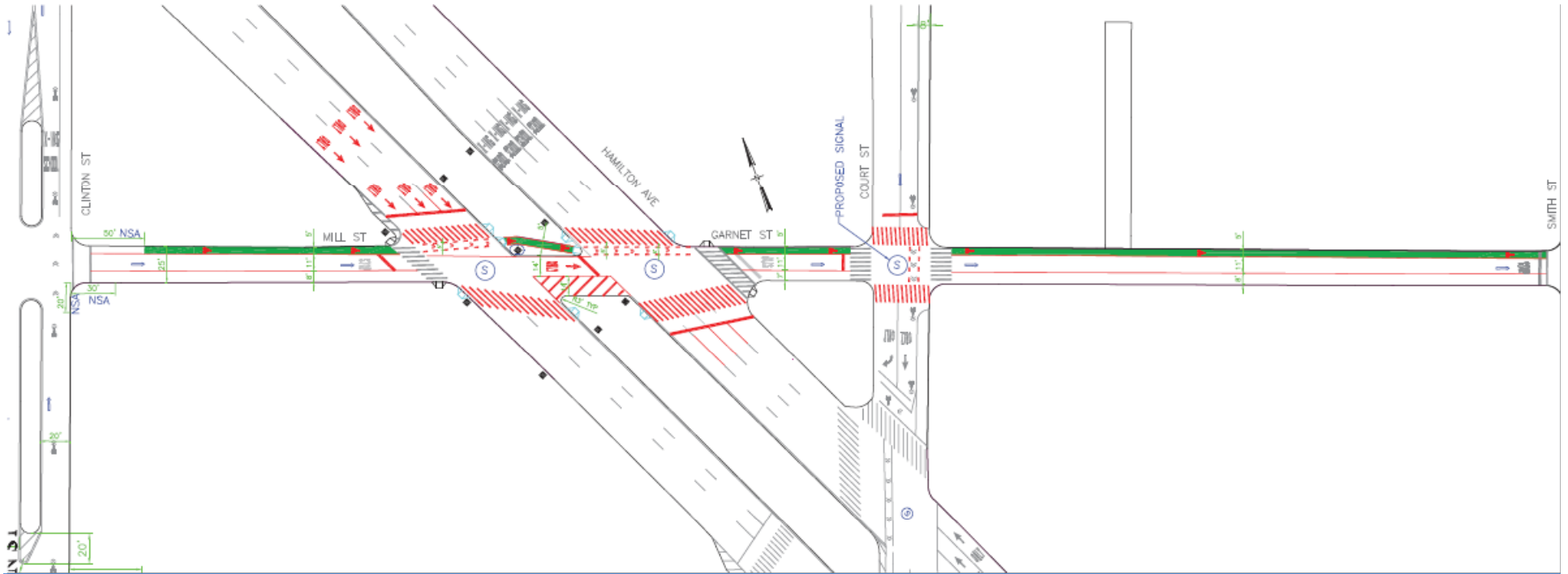


LEGEND

- Proposed Curbline
- Proposed Marking
- Existing Curbline or Marking to Remain
- - - Existing Curbline or Marking to be Removed
- Pillar

Mill Street Intersection

Conceptual Geometry



LEGEND

- Proposed Curbline
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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

Summary/Conclusion

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