



# McGuinness Blvd

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Complete Street Redesign

June 30, 2022



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# McGuinness Boulevard Today



# 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

# Background

**3 people have been killed in crashes on McGuinness Blvd in the past 10 years**

**217 Crashes with injuries between 2015 and 2019**

## 2021 Immediate Safety Provisions

- New crosswalk and pedestrian signal installed at the south side of Bayard St
- Nighttime signal cycle length decreased from 120 seconds to 90 seconds
- [Left Turn Traffic Calming](#) installation
  - Green St, Huron St, India St, Java St, Kent St, Greenpoint Ave, Calyer St, Messerole Ave, Norman Ave, Nassau Ave, Humboldt St/Bayard St (right turn)
- Installation of walking and bicycling path along Meeker Ave underway



## *Injury Summary, 2015-2019 (5 years)*

	Total Injuries	Severe Injuries	Fatalities	KSI
Pedestrian	35	7	0	7
Bicyclists	19	1	1	2
Motor Vehicle Occupant	163	5	0	5
Total	217	13	1	14

**Fatalities, 01/01/2012 – 6/30/2022: 3**



# Outreach History

## AM Gallagher and DOT run Workshops

- August 4, 2021 (106 attended, 177 comments)
- September 29, 2021 (84 attended, 158 comments)
- November 11, 2021 with polish translation (30 attended)

## Street Ambassadors Outreach

(249 interactions, 403 comments)

## Greenpoint Industrial Business Meeting

- February 11, 2022

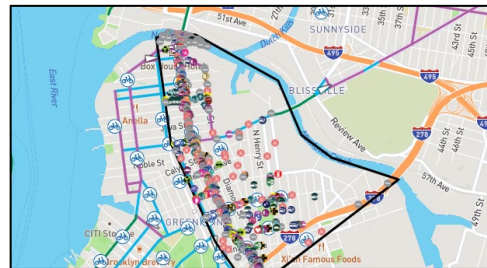
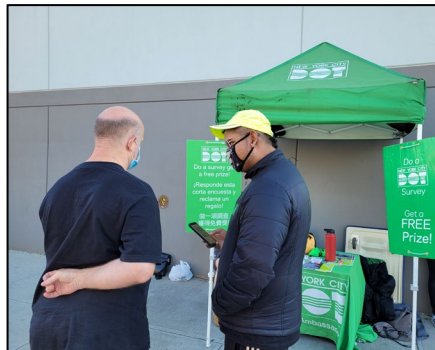
## Theatrical Industrial Business Meeting

- March 8, 2022

## Make McGuinness Safe Coalition Presentation to DOT

- March 7, 2022

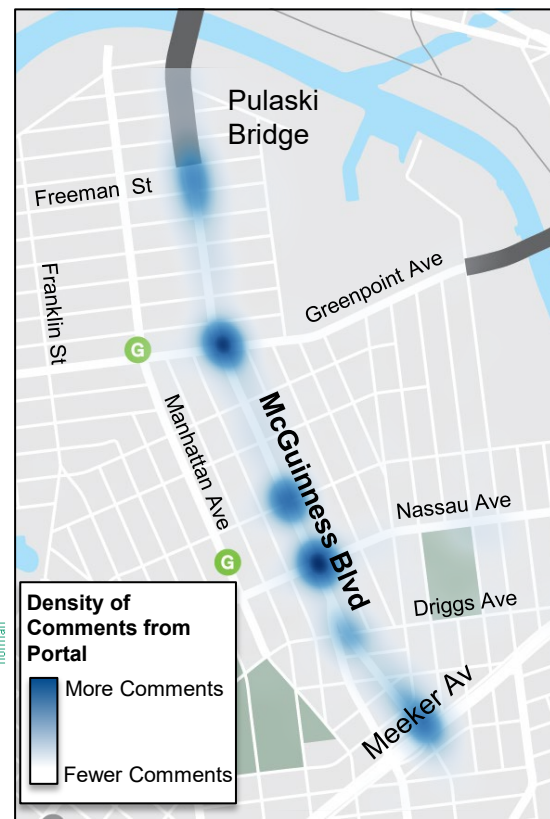
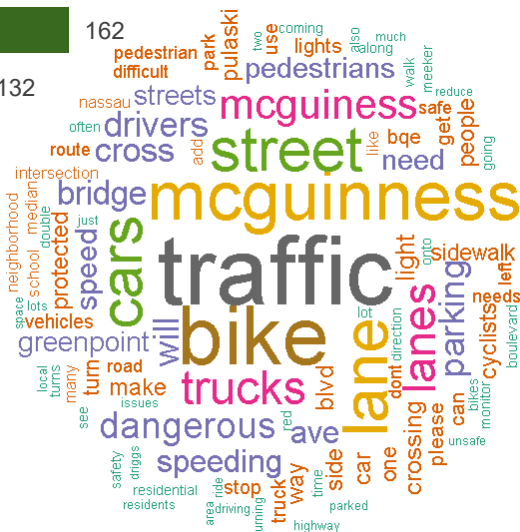
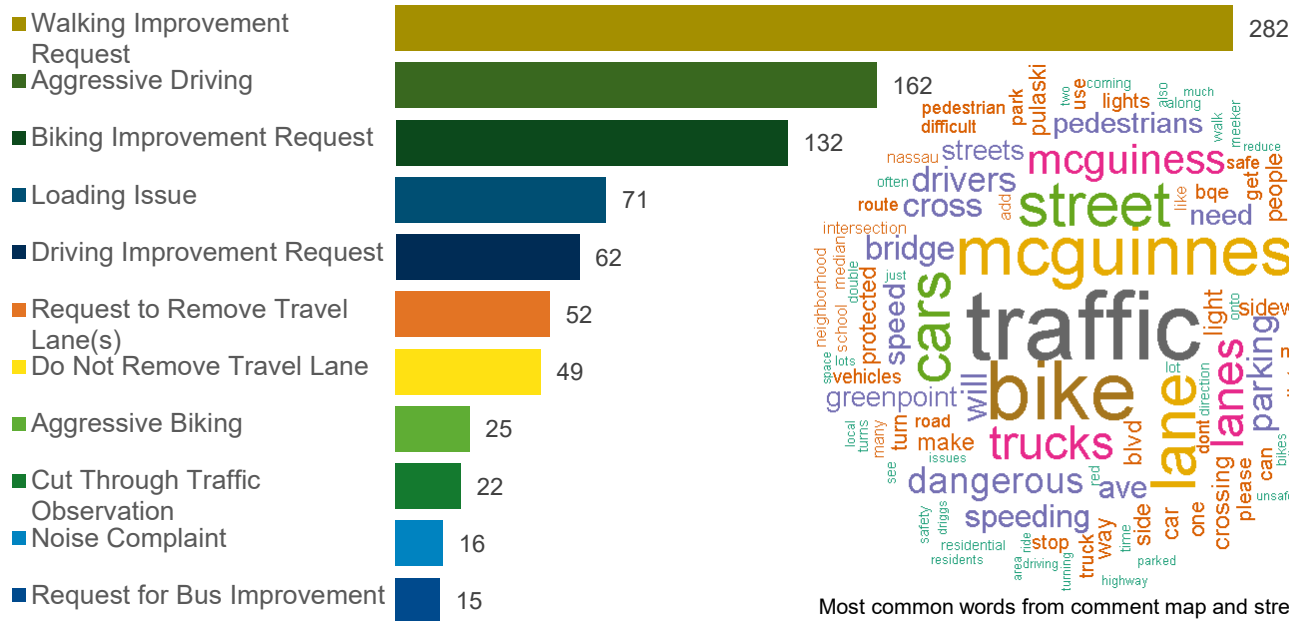
## Online Feedback Map with 744 comments currently



# What We Heard

Comments were concentrated around uncomfortable intersections like at Freeman St, Greenpoint Ave, Nassau Ave, and Bayard St/Meeker Ave.

## Top Comment Topics from Portal



# 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**

"McGuinness Boulevard is violent."

"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."

"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."...



# Walking and Using Mobility Devices

## Existing Issues

- Long crossings
- Adequate crossing time, but long waiting period
- Most crosswalks across McGuinness Blvd do not have pedestrian islands
- Top crash type for pedestrian injuries is failure to yield





# 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!"

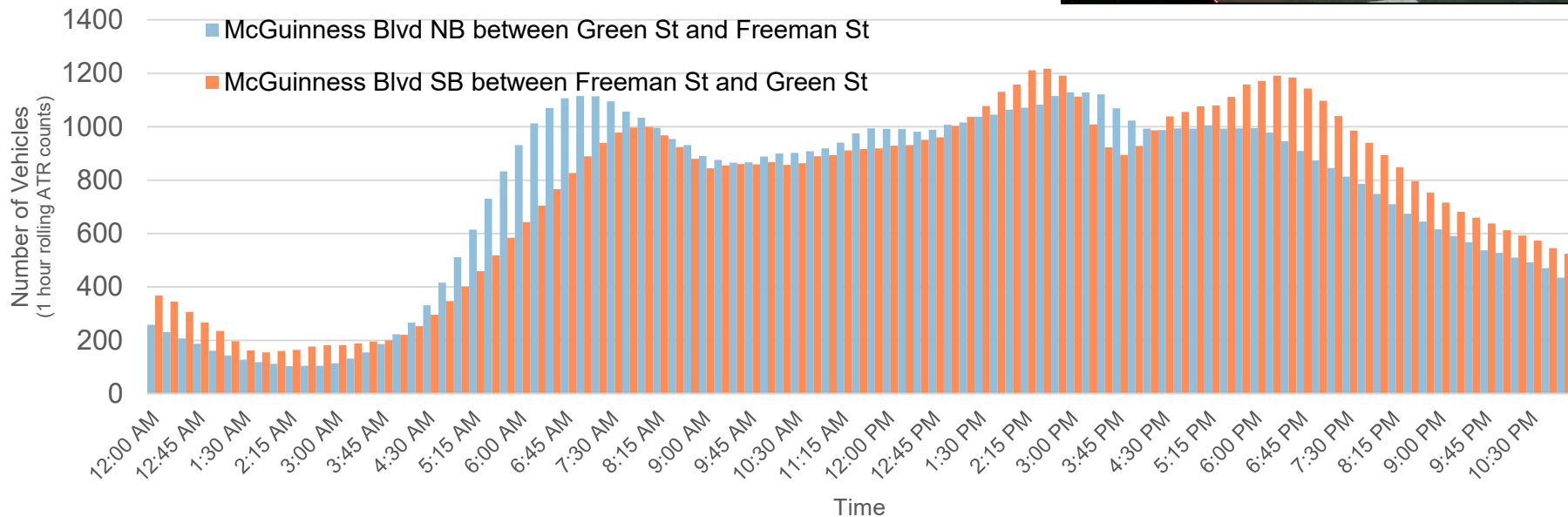
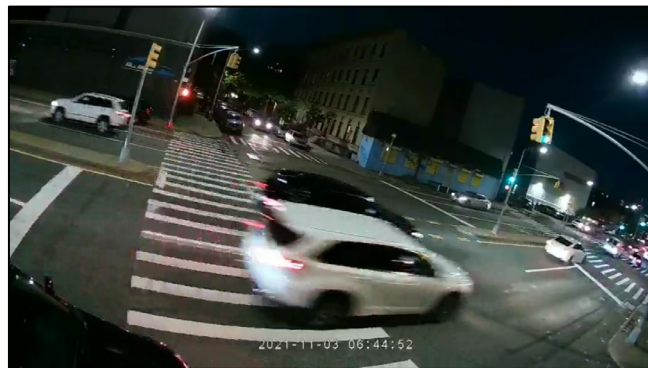
"Drivers coming off the Pulaski bridge regularly speed and only slow down if the stop light forces them to. Could we add speed bumps or something to slow things down or reduce the green light interval?"

"[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."...

# Cars and Trucks

## Volumes and Speed

- Volumes are high and speeds reduce between about 6AM and 8PM
- Potential for speeding increases at night when volumes drop





# 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"

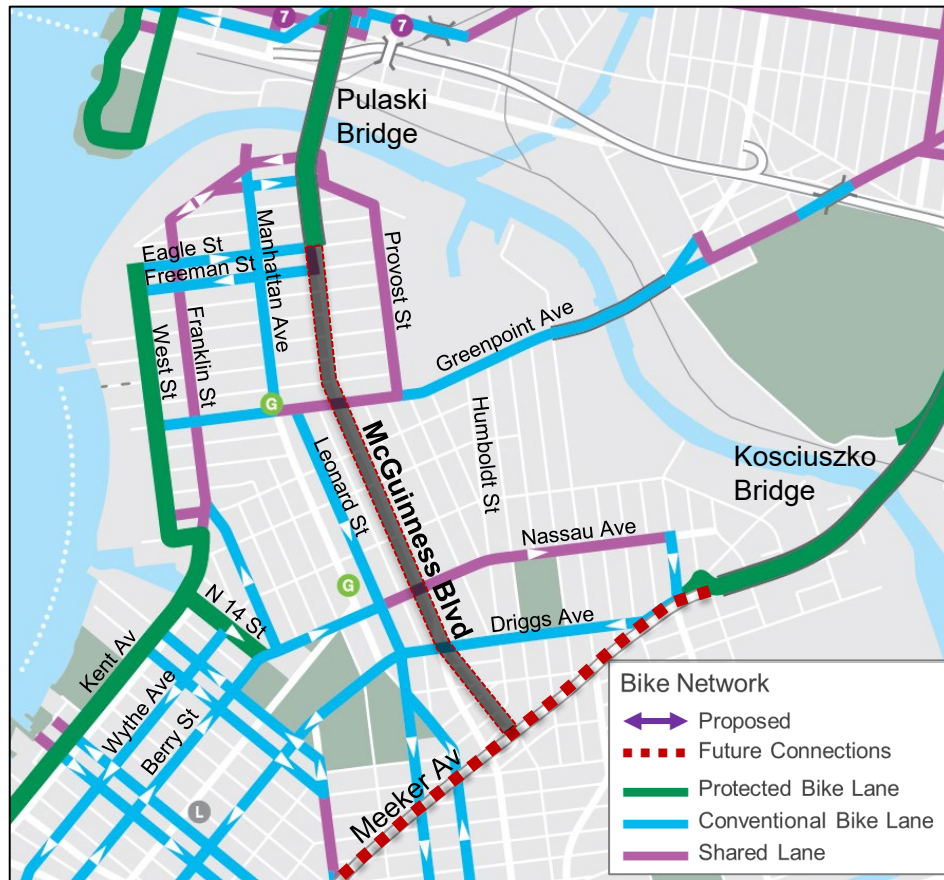
"Would love to bike on McGuinness as it's the most direct north to south route in the neighborhood but right now way too dangerous"

"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."

# Bicycling

## Existing Issues

- No biking facilities on McGuinness Blvd and no direct north-south connection to Meeker Ave
- No strong bike connection between Meeker Ave planned protected bike lane and Pulaski Bridge
- Lack of continuous North-South bicycle routes east of Franklin St
- Challenging and circuitous routing to the Pulaski Bridge entrance





# Existing Conditions: Intersection issues

## Freeman St / 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

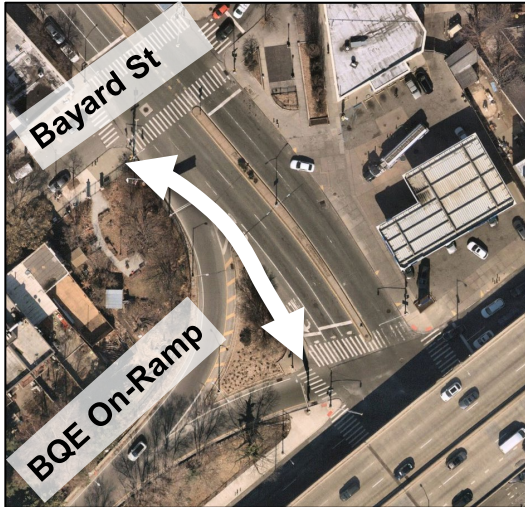


# Existing Conditions: Intersection issues

## Bayard St, BQE Ramp, Meeker Ave

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 Street was a small, residential street

## 1954

- Pulaski Bridge opens

## 1950s

- Oakland St widening

## 1963

- Oakland St renamed to McGuinness Blvd



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# McGuinness Boulevard Redesign Proposal

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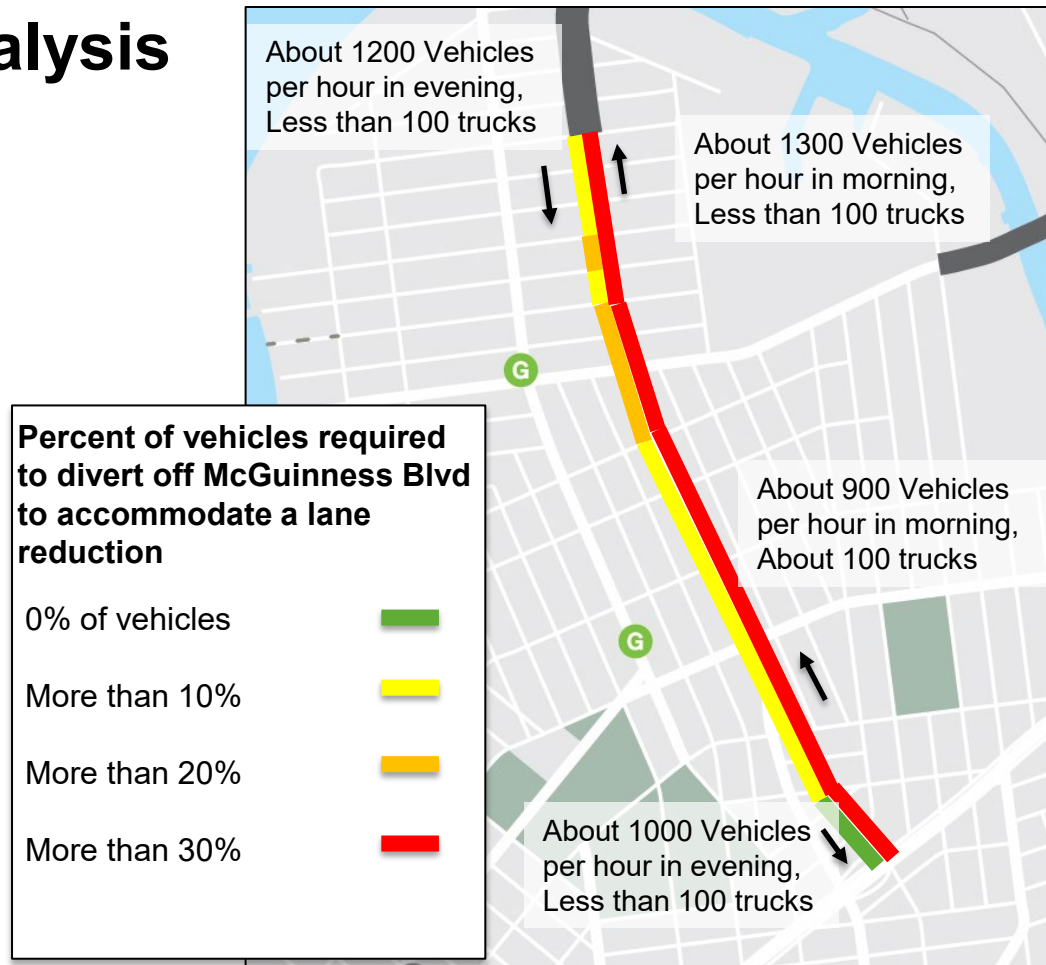
# Travel Lane Removal Analysis

- **Frequently commented on/requested frequently** in community workshops and online portal, and is often a valuable tool in street redesigns
- **Current volumes are 1,000 to 1,300 vehicles per hour in each direction**, exceeding capacity of about 700 vehicles per hour in a single lane

In 2021 DOT collected data and analyzed the lane removal as an initial traffic study.

The following was determined:

- **DOT expects that there would be some increase in traffic** on Manhattan Ave, along with significant congestion on McGuinness Blvd
- **Reduced ability to change signal timings to shorten pedestrian waiting time** to cross McGuinness Blvd without further impacting vehicles processed
- **Maintaining parking could worsen peak hour bottleneck** with travel lane removal and create a standstill if remaining travel lane is blocked



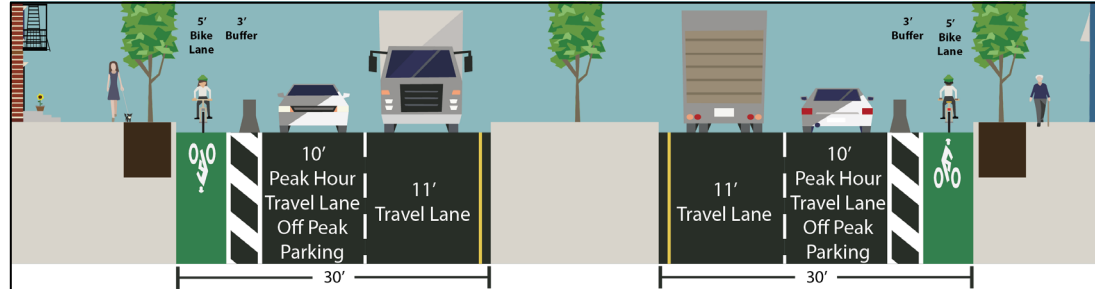
# Trucks and Traffic Patterns

- **There are about 100 trucks per hour** out of the 900-1,300 vehicles traveling the corridor during peak times
- **Most of the traffic along McGuinness Blvd is local** with more northbound vehicles entering or leaving local, Greenpoint streets than southbound vehicles (using traffic counts and cell phone data)
- **Very few alternative routes for cars and trucks exist**, only BQE and LIE for longer trips or taking local streets for shorter trips



# Potential Designs Under Consideration

A



## Daytime Double Lane with Overnight Parking

- Could be implemented with current analysis

B



## Lane Removal in Each Direction

- Requires more time for analysis

C



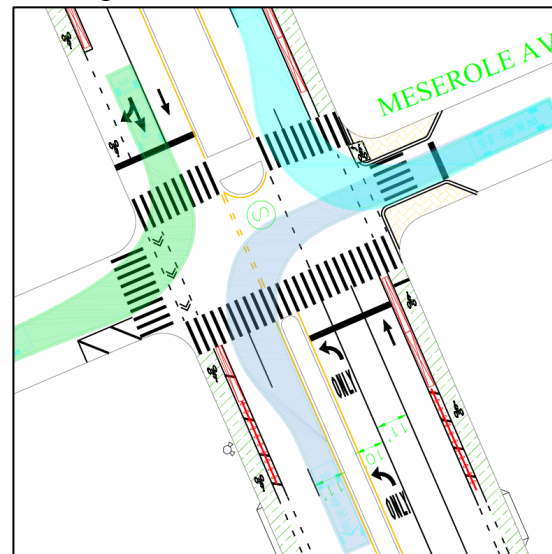
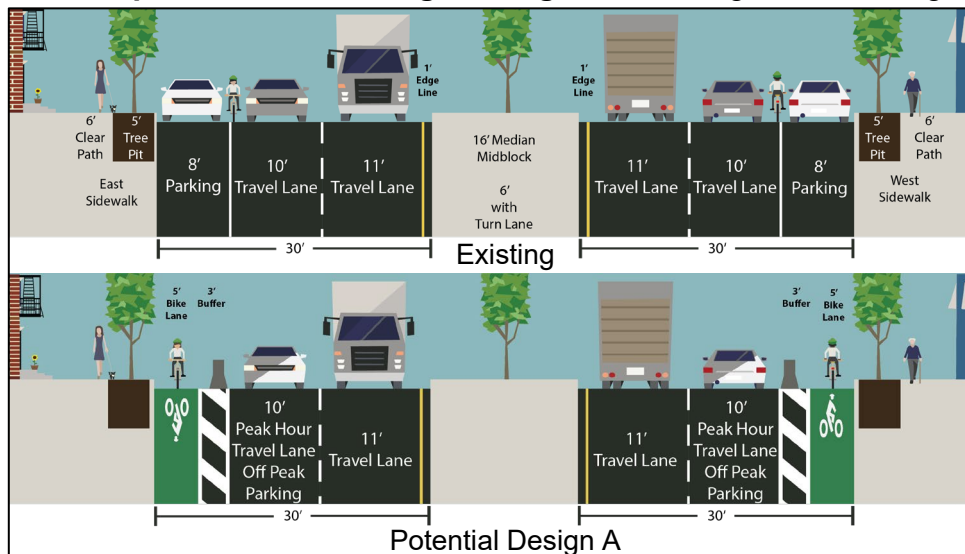
## Lane Removal in Southbound Direction

- Requires more time for analysis

# Potential Design A – Daytime Double Lane with Overnight Parking

## Potential Design A can be installed without further study

- Does not remove a travel lane full time
- Minimizes increase in congestion and neighborhood cut-through traffic by maintaining existing travel lanes in the day.
- Maintain most overnight and weekend parking, change parking regulations to “No Standing” 7am - 7pm
- Discourages nighttime speeding, one travel lane per direction will tighten roadway during low visibility hours
- Creates barrier protected bicycle lane with combination of materials used to prevent blockage
- Work with local businesses to provide loading zone locations adjacent to the corridor
- Shorten pedestrian crossing/waiting time with significant changes to signal timing, more detail on next slide





# Potential Design A

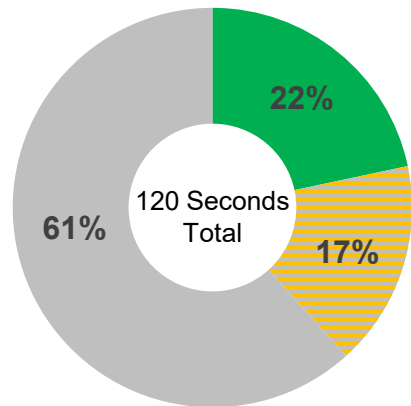
## Signal Phasing Improvements

- **Change signal timing** to give a roughly equal amount of green time to McGuinness Blvd and east-west cross streets
  - **Increase pedestrian crossing time**
  - **Decrease pedestrian wait time and delay**
  - **Improve bus operations** on lines crossing McGuinness Blvd (B24, B48)
  - **Humanize scale of McGuinness Blvd**
- **Install and/or increase leading pedestrian intervals** across McGuinness Blvd



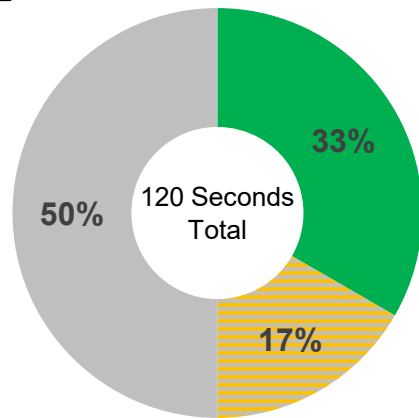
54% Increase in Pedestrian Crossing Time!

Typical Existing



■ Walk Time ■ Flashing Don't Walk ■ Do not Cross

Typical Proposed



# Potential Design B – Lane Removal in Each Direction

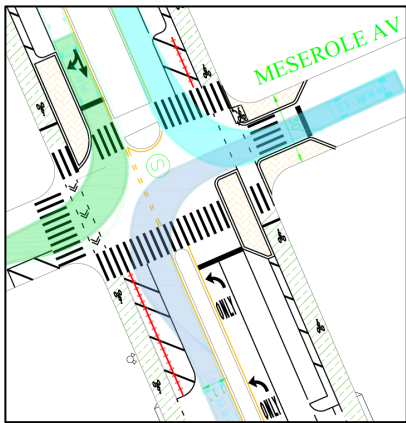
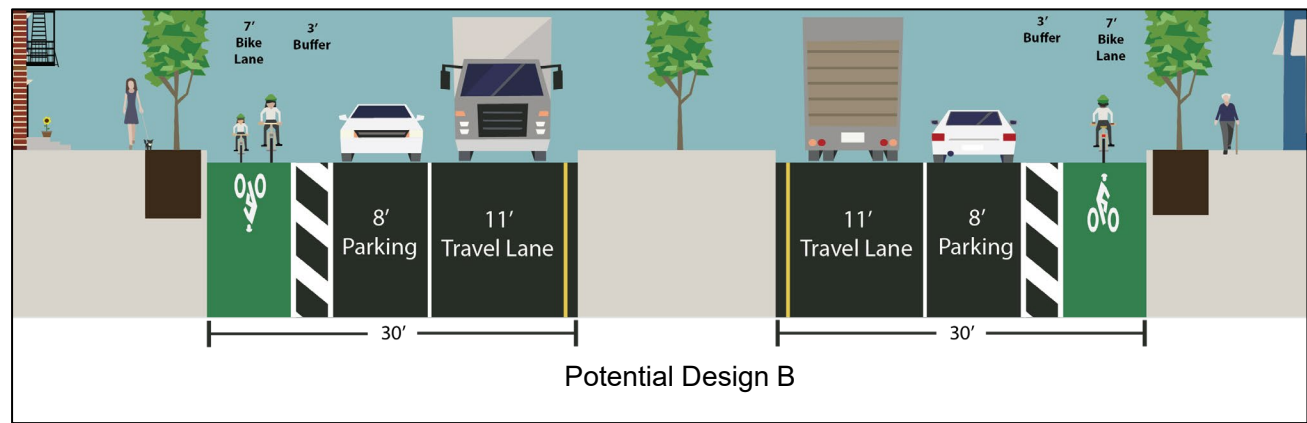
Requires additional analysis to understand traffic diversions

## ADVANTAGES

- **One pedestrian island at each crosswalk** reduces each crosswalk by 23%
- **Keeps most parking/loading space**
- **Parking protected bicycle lane**, 8 to 11 feet wide, wide enough for emergency vehicles
- **Simple signal timing** with one bike lane going in the same direction of cars and trucks on each side of the street
- **Offset crossings**, separated bike, car, truck, right turns

## DISADVANTAGES

- **Requires additional area wide traffic and travel time analysis.** 30 to 40% of traffic will be diverted with vehicles potentially finding other routes. DOT will look to implement improvements where possible on parallel streets.
- **Narrow width requires discussion with FDNY**
- **No pullover space if parking is maintained**, any double parking/loading will fully block through lane and may encourage loading to happen in bike lane
- **Pedestrian crossing/waiting time remains the same**



# Potential Design C – Lane Removal in Southbound Direction

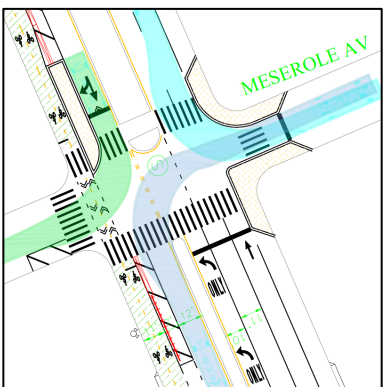
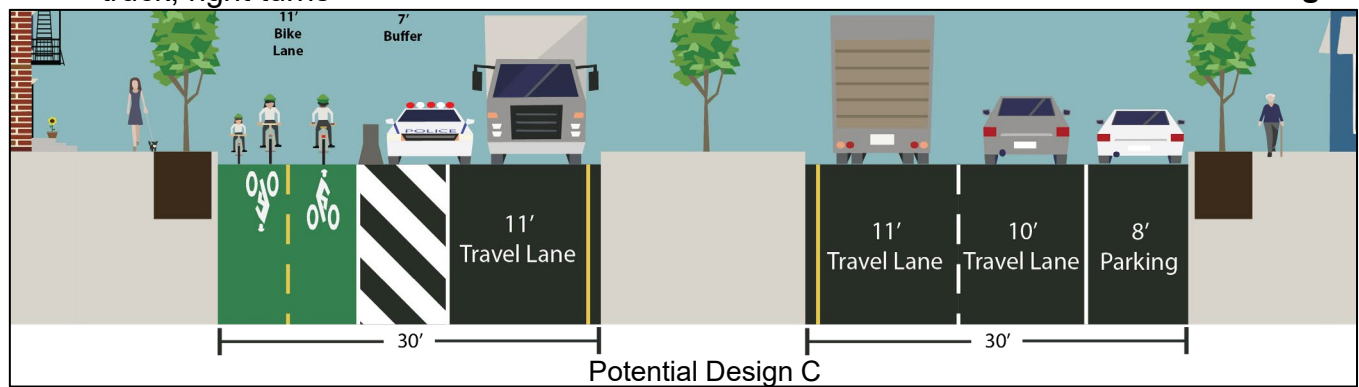
Requires additional analysis to understand traffic diversions

## ADVANTAGES

- **One painted pedestrian islands and painted curb extensions** reduce each crosswalk by 10-35%
- **Maintains parking on northbound side** with sections used for loading
- **Two-way, barrier protected bicycle lane**, 8 to 11 feet wide, wide enough for emergency vehicles
- **Pullover space on southbound side**, 7 to 10 feet
- **Avoids causing backup on heavier traffic side**, into the BQE
- **Offset crossings/Protected turns**, separated bike, car, truck, right turns

## DISADVANTAGES

- **Requires additional area wide traffic and travel time analysis.** More than 20% of traffic will be diverted with vehicles potentially finding other neighborhood streets. DOT will look to implement improvements where possible on parallel streets.
- **Limited pedestrian island placement due to turn conflicts**, some crosswalks without islands
- **Parking removed from southbound side of the street**
- **Complex signal timing needed for two-way bicycle lane**, protected northbound left turns, and more waiting for all users
- **Pedestrian crossing/waiting time remains the same**



# Additional Upgrades

## Median Tip Extensions

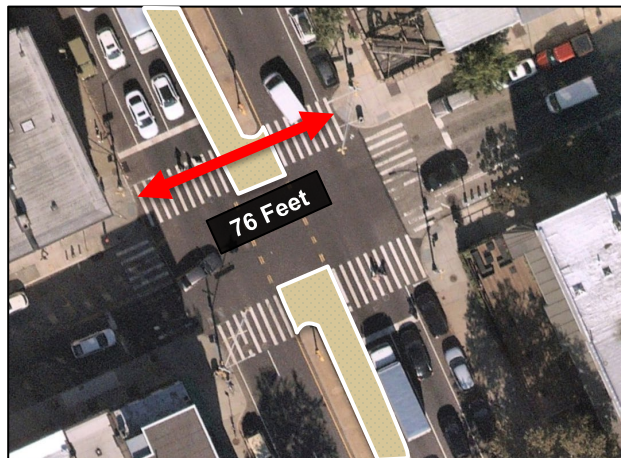
**Nassau Ave/McGuinness Blvd:** Vision Zero Priority Intersection

**Driggs Ave/McGuinness Blvd and Engert Ave/McGuinness Blvd:** skewed intersections result in extra-long crosswalks

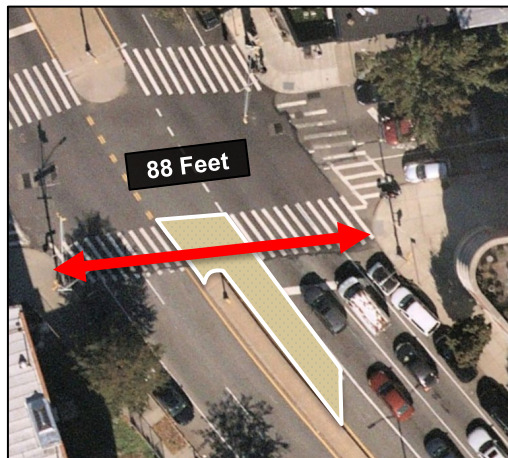
**High concentration** of complaints about walking experience crossing McGuinness Blvd at Nassau Ave and at Driggs Ave

**Proposal:** ban lightly-used left turns at Nassau Ave (northbound and southbound), Driggs Ave (northbound), and Engert Ave (southbound), and build median tip extensions

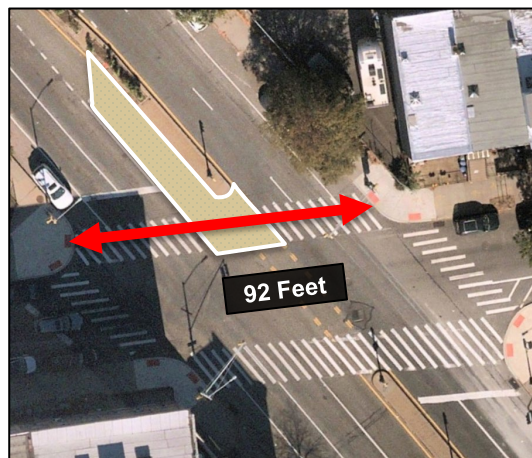
**Benefits:** additional median tip extensions provide refuge to people crossing McGuinness Blvd who don't make it all the way across, and slow vehicles turning onto McGuinness Blvd from side streets



Nassau Ave at McGuinness Blvd



Driggs Ave at McGuinness Blvd



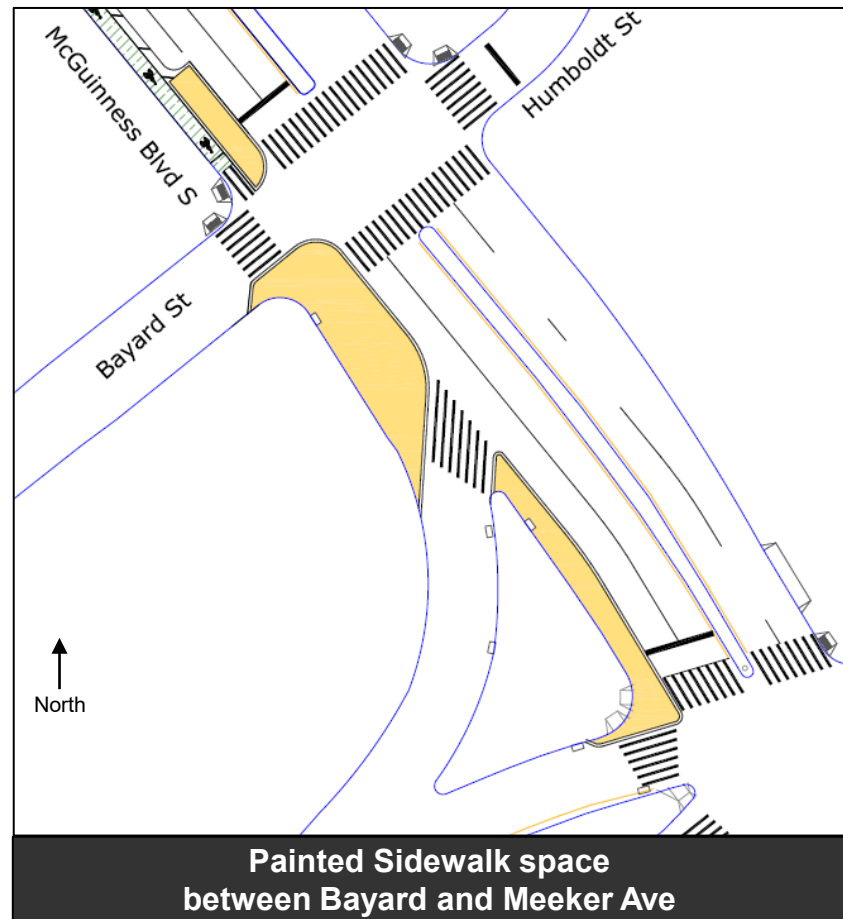
Engert Ave at McGuinness Blvd



# Bayard St to Meeker Ave

- **Add pedestrian and bicycle space** to the west side of McGuinness Blvd
- **Slow vehicles** approaching BQE entrance
- **One southbound traffic lane** can be removed between Engert Ave and Meeker Ave to provide walking a biking space

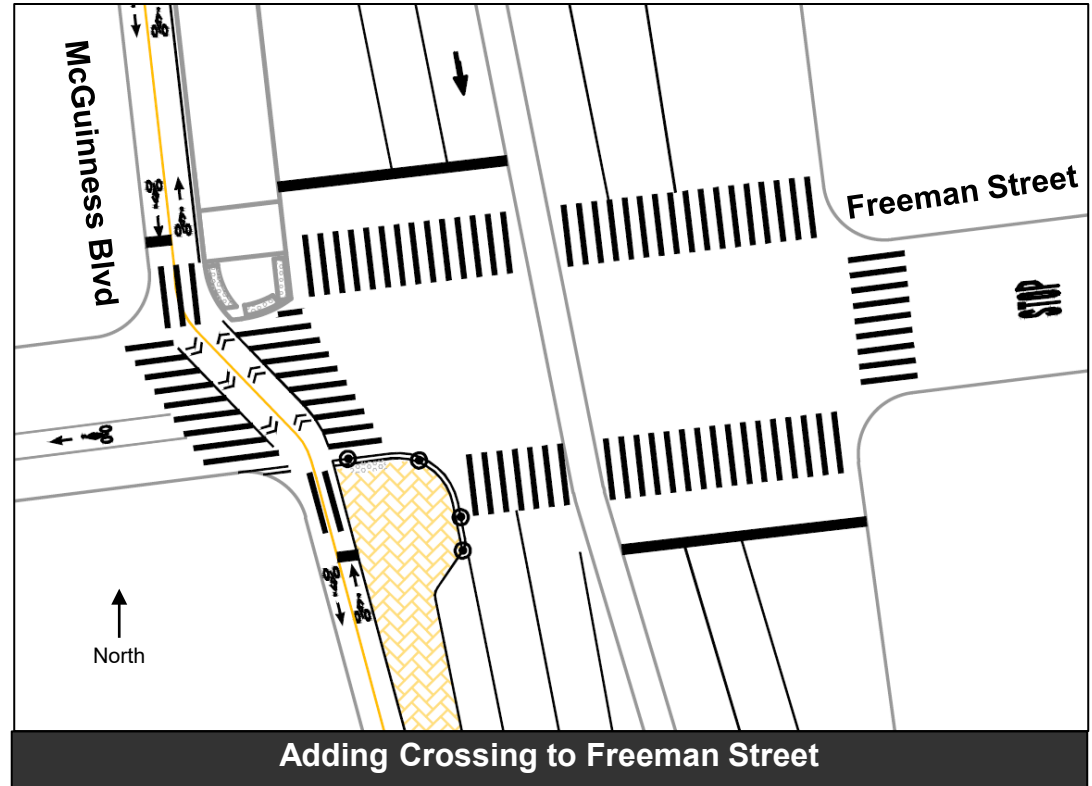
This design is on-going



# Freeman St

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

This design is on-going



# Potential Capital Improvements

## Long Term

- Sidewalk widening
- Median alterations
- Raised bike lanes
- Area-wide traffic study



Example of Capital build of Flushing Avenue with expanded sidewalk and raised bicycle lanes and islands



# Next Steps

- Refine proposal based on tonight's feedback and additional traffic analysis.
  - Present updates in fall
- 2022 - In-house project intersection changes
  - Median Tip Extensions
- 2023 - In-house corridor installation
- 2022 / 2023 - Capital project initiation



# Thank You!

## Questions?



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