



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

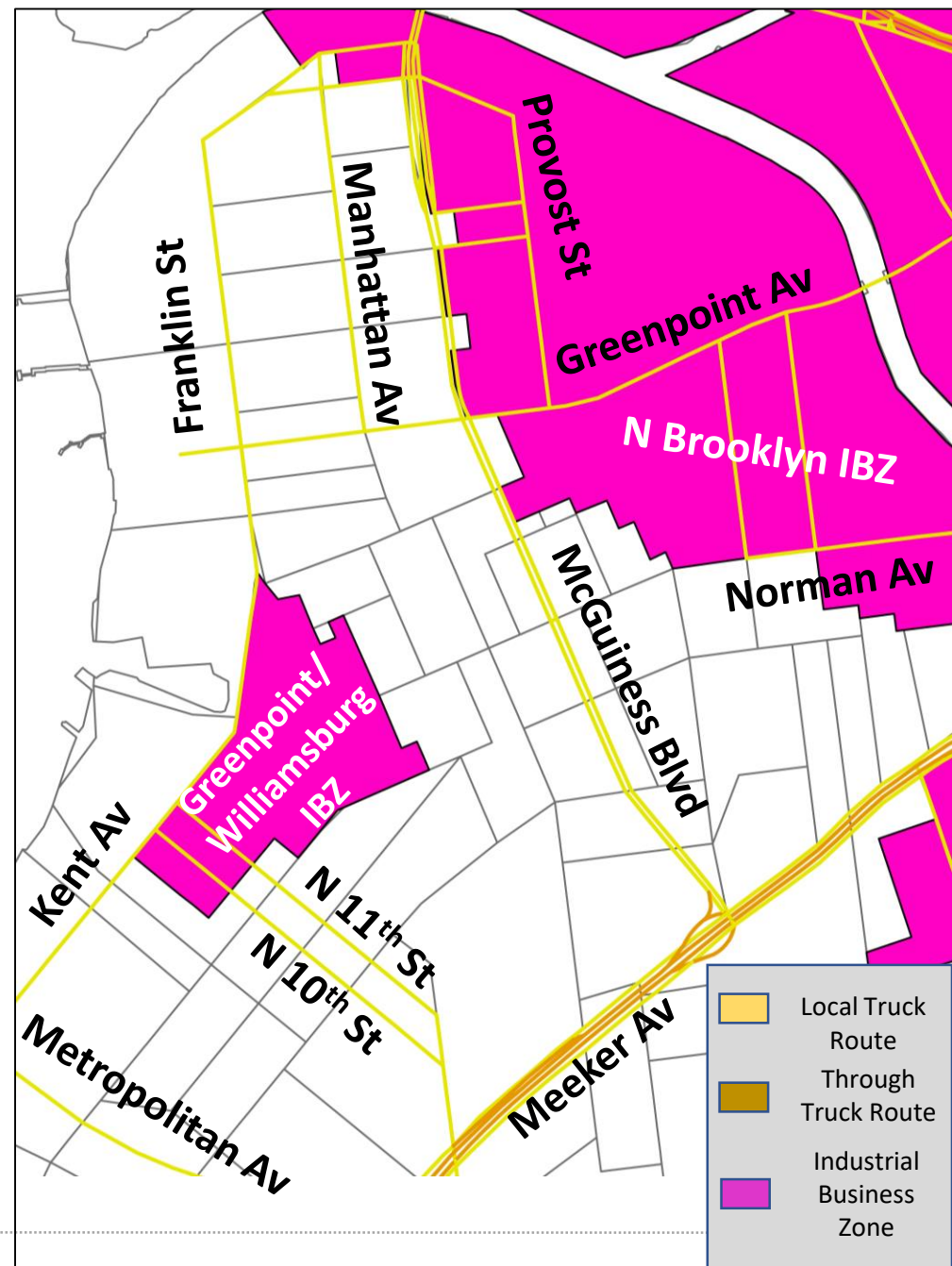
- Changing land uses – over half of BK is now zoned for residential uses
- Local construction brings increased truck activity
- Ever-changing nature of businesses (multi-purpose spaces)
- High degree of ped/cyclist activity; greenway access, expanding bike network, parks, etc.



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

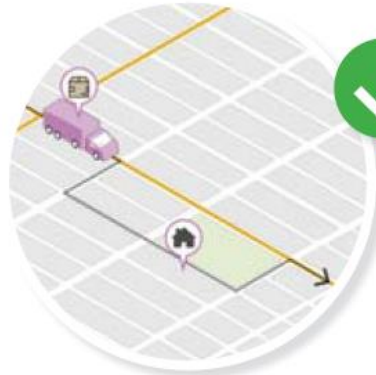
Designated for trucks with an origin and destination within a borough. This includes trucks that are traveling to make a delivery, or for loading or servicing.



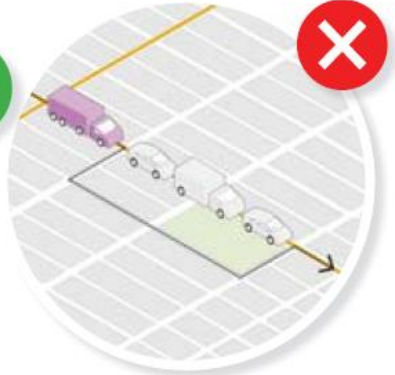
Through Truck Route Network

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



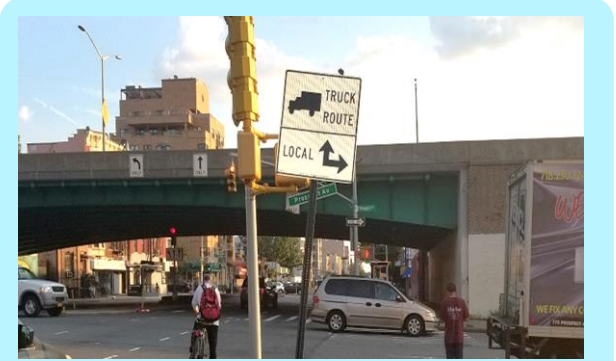
Not Allowed
To take a shortcut or avoid traffic

Freight Toolkit

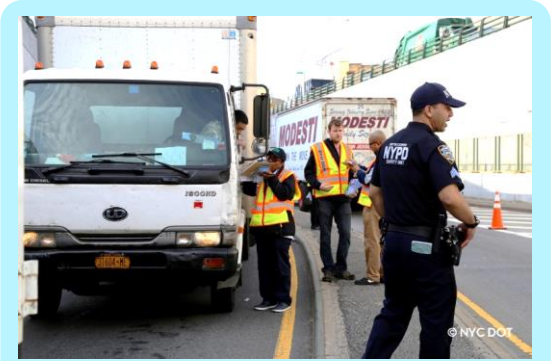
How We Manage Freight



Off-Hour Deliveries Program



Truck Route Wayfinding



Outreach and Partnerships



Truck's Eye View Program



Truck Route Management

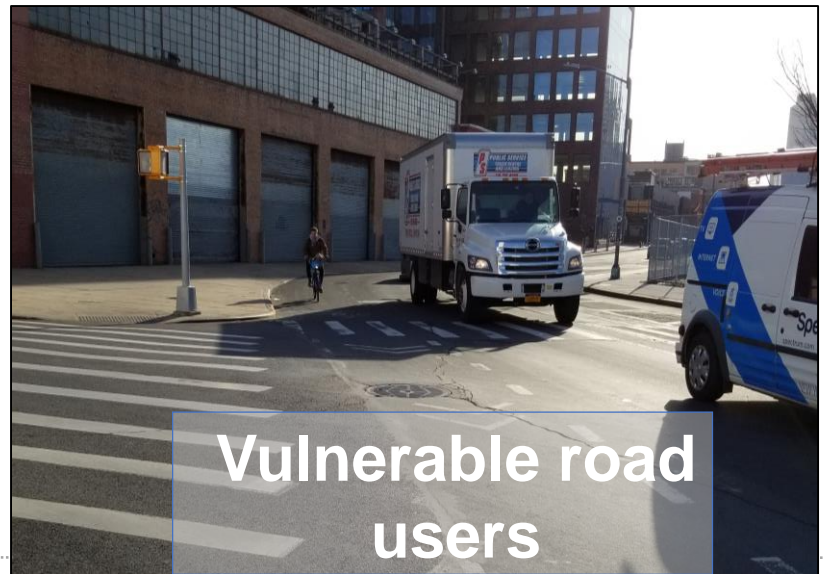
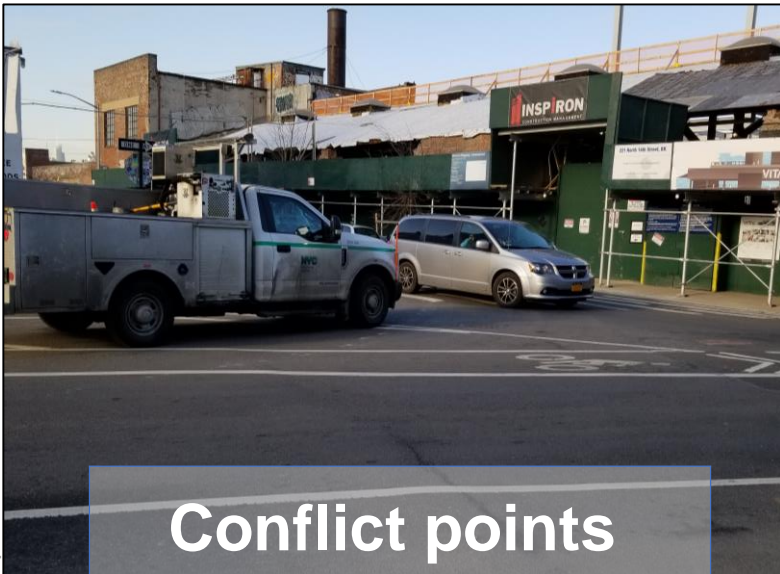
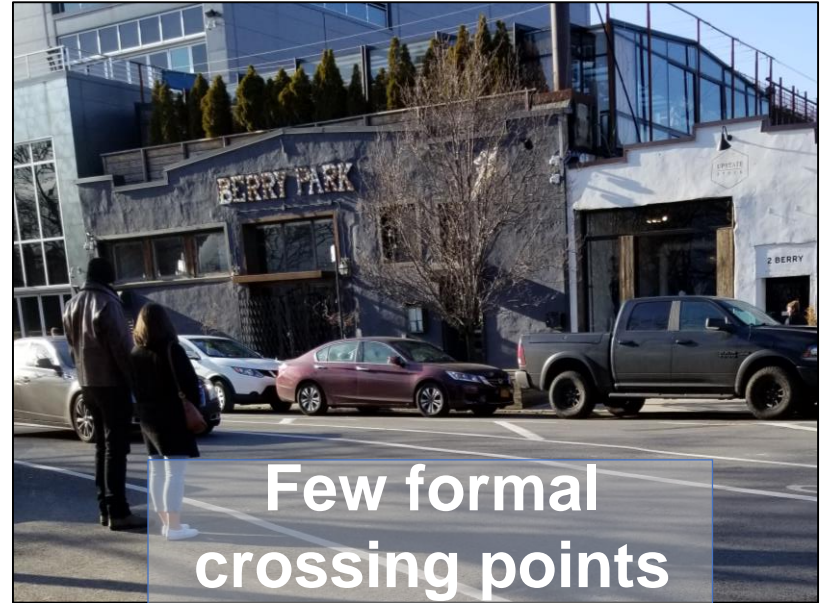


Loading Zones

Existing Conditions

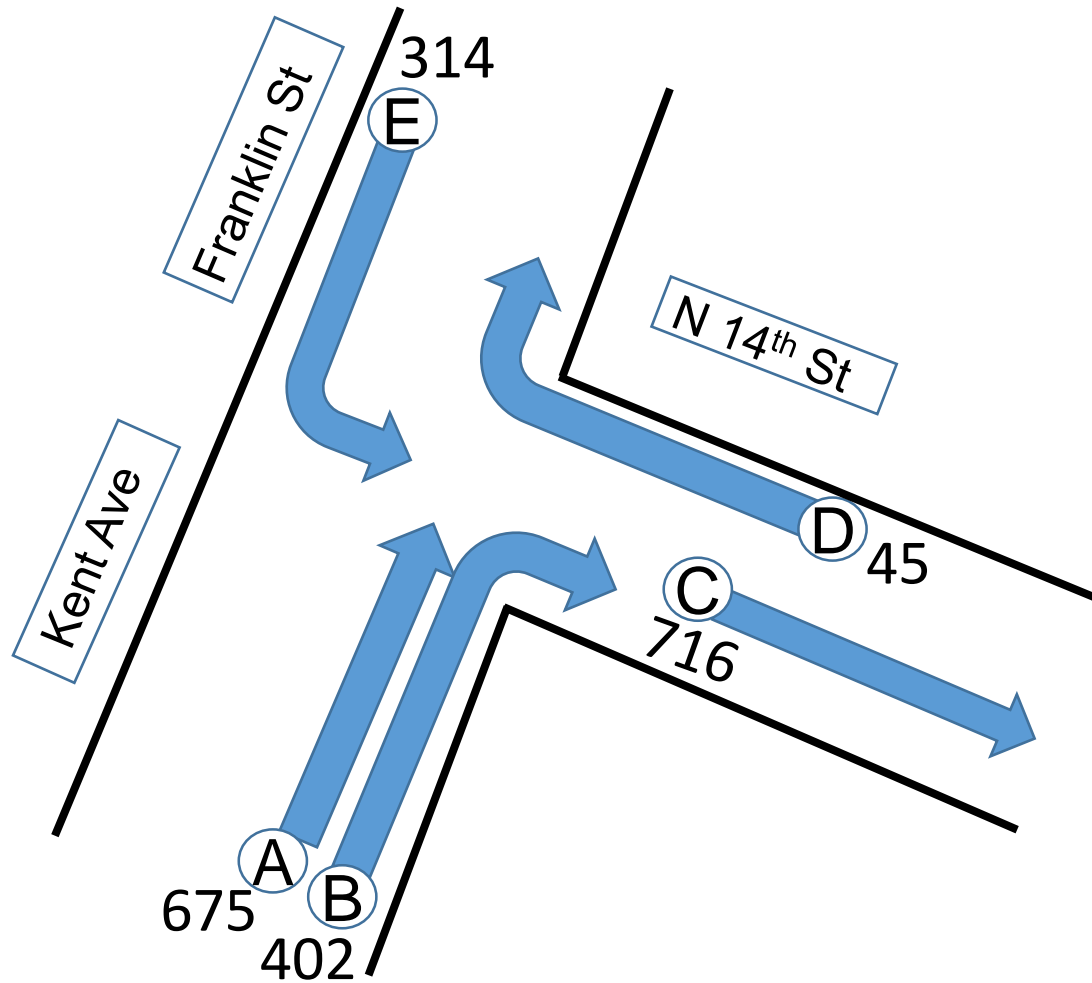
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N 14th Street and Safety



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

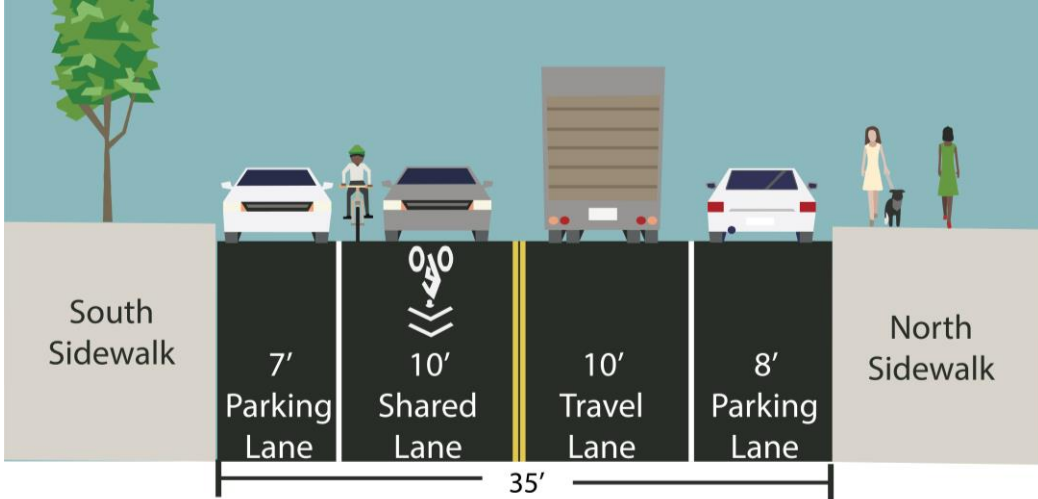
Proposal

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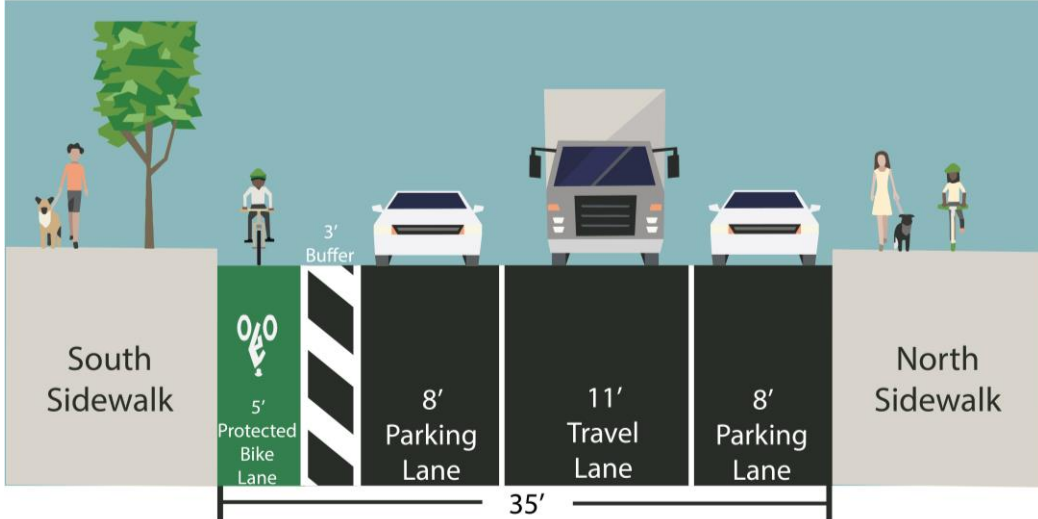
N 14th St between Kent Av/Franklin St to Berry St/Nassau Av – EB One-Way Conversion

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

Existing Conditions: N 14th St



Proposed Design: N 14th St



N 14th St between Kent Av/Franklin St to Berry St/Nassau Av – EB One-Way Conversion

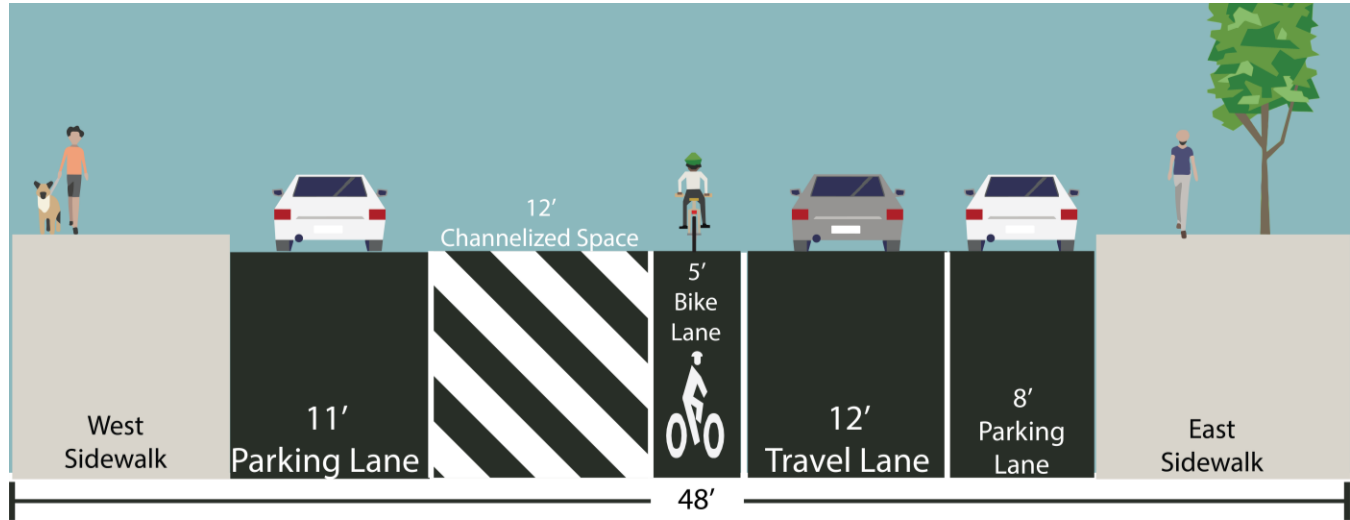
Proposal Implementation



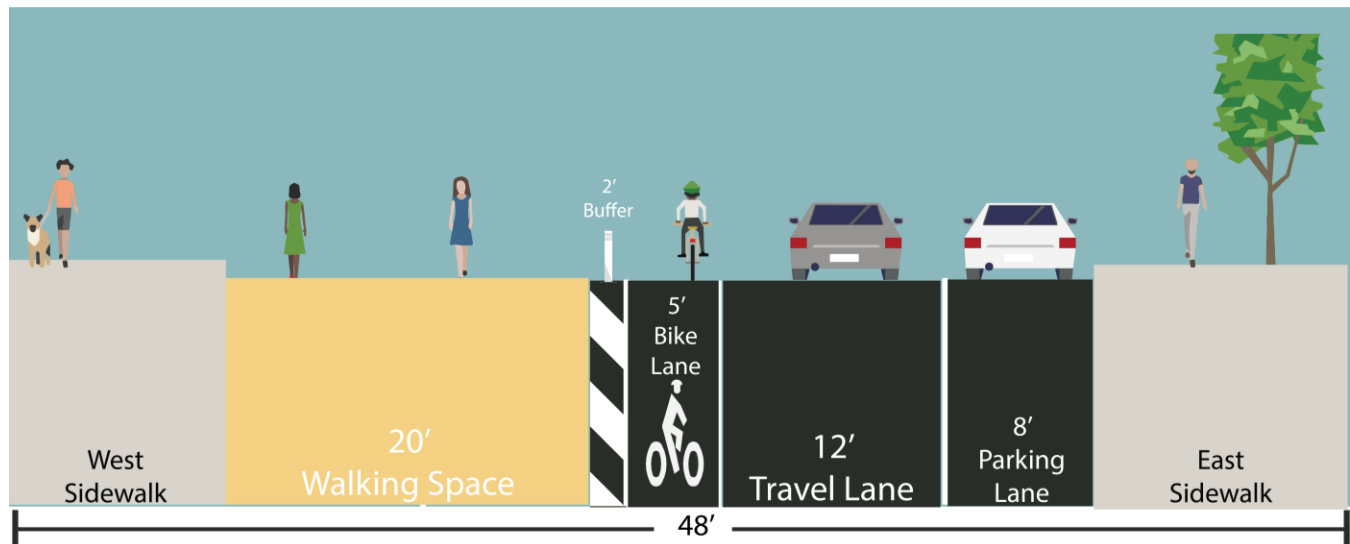
N 14th St and Berry St/Nassau Av (SW Corner Only)

- 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)

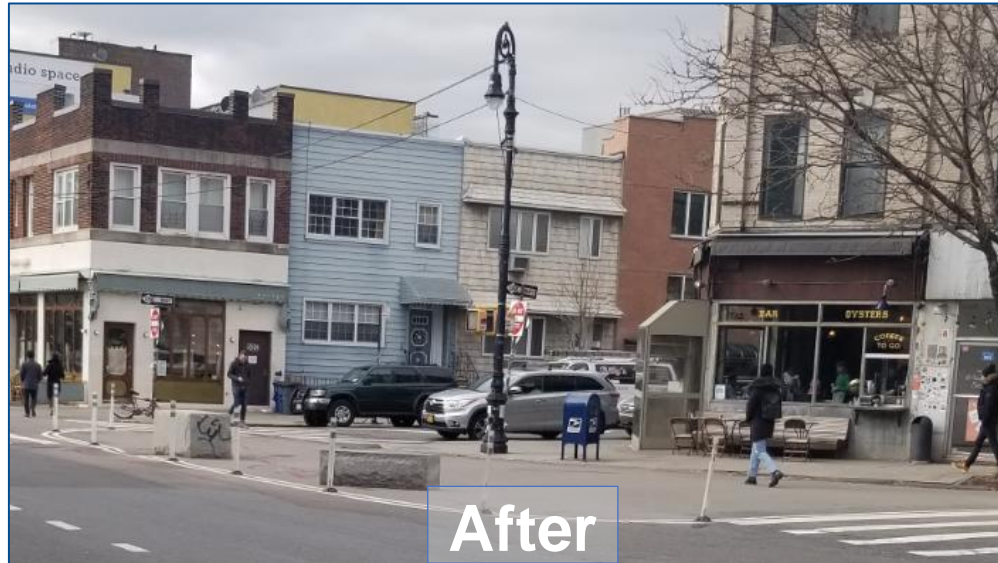


Proposed Design: Berry St and N 14th St (SW Corner)



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

Proposal Implementation



Next Steps

4

Next Steps

Timeline

Spring – Summer 2020: Implementation

Late 2020 – Early 2021: Continue project monitoring

Wayfinding

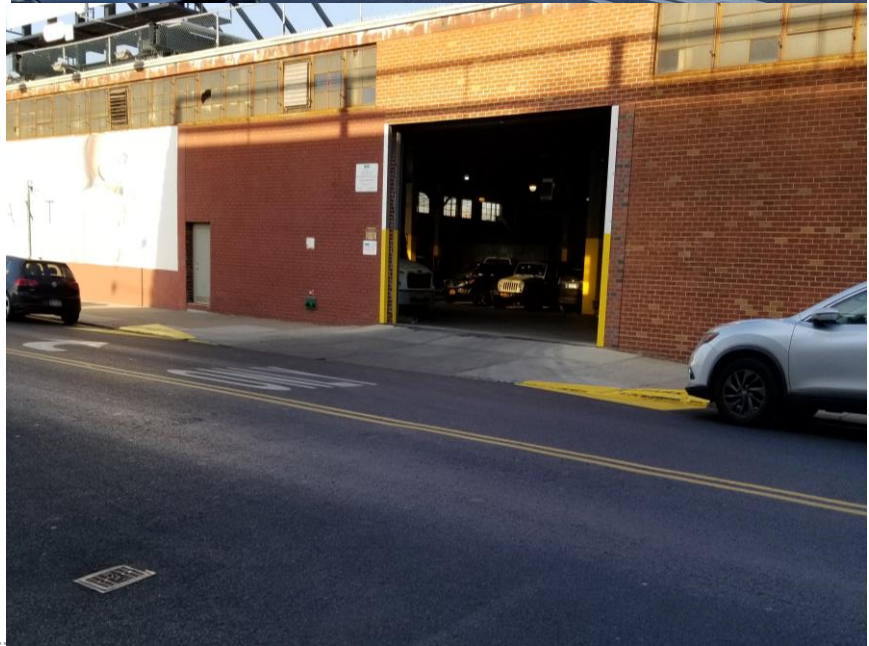
- Truck route wayfinding for the greater area in N Brooklyn

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?



NYCDOT



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