



# Seward Park Mixed-Use Development Project

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Manhattan Community Board 3

Land Use, Zoning, Public & Private Housing Committee Meeting

February 15, 2012



# Agenda

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- § Project Update
- § Transportation Information from Draft EIS
- § Pedestrian Safety (NYCDOT)
- § Discussion

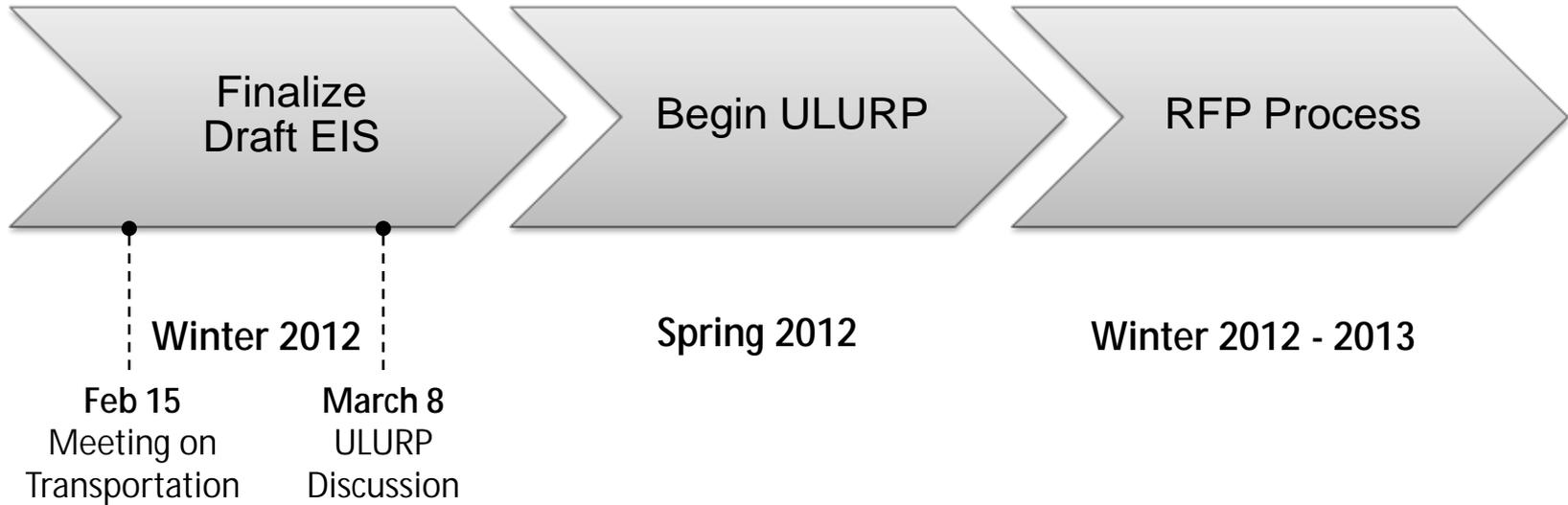
# Project Schedule to Date

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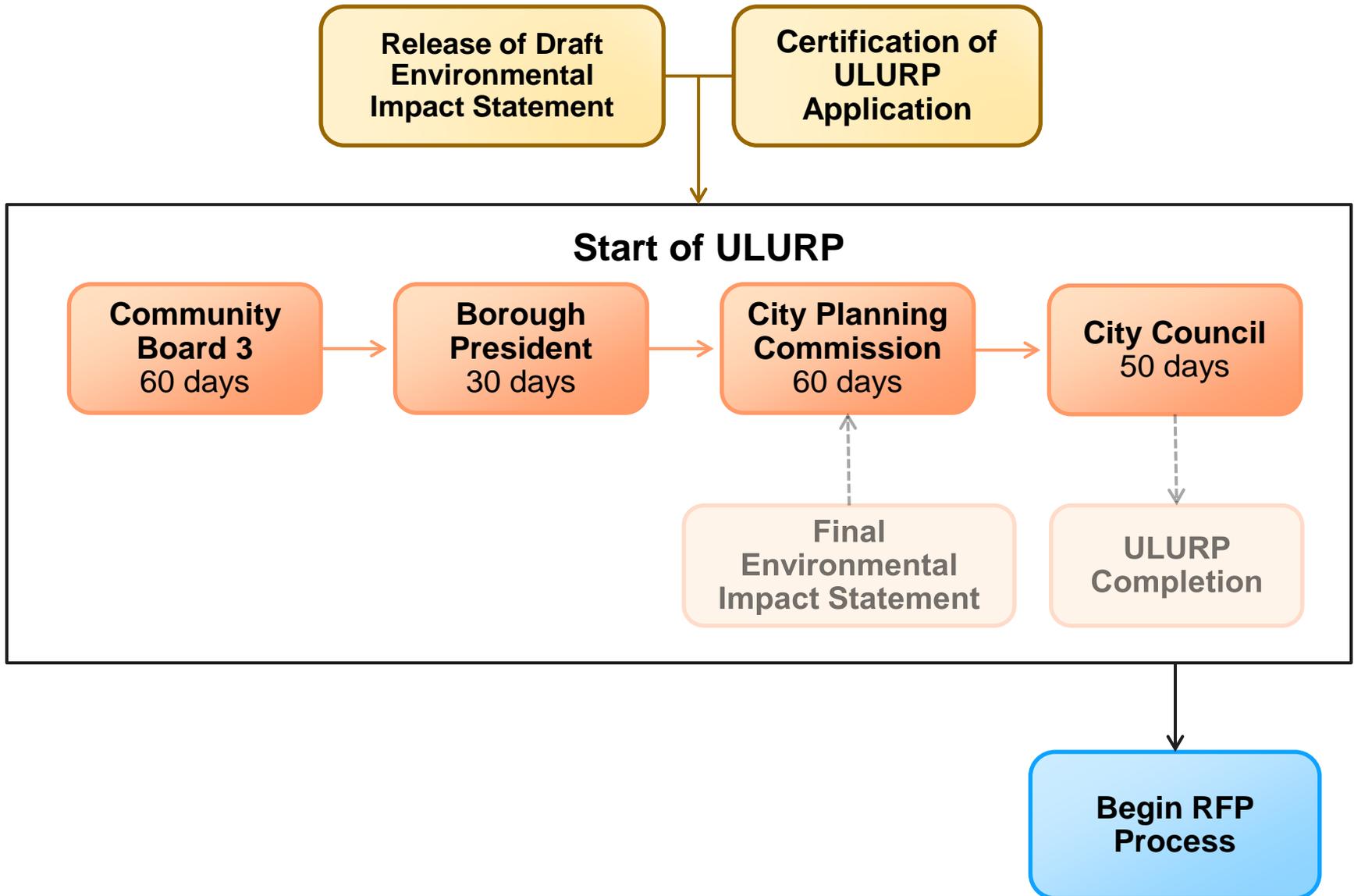


# Project Schedule – Next Steps

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# Overview of Public Review Process



# Project Update

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## § From October 2011 to February 2012:

- § Draft Environmental Impact Statement (DEIS)
  - § Coordination with City agencies
- § ULURP application preparation
  - § Drawings in ULURP application ensure sites are physically developed in accordance with CB urban design principles
  - § March 8<sup>th</sup> meeting: ULURP Discussion
- § Infrastructure
- § Essex Street Market

## **Reasonable Worst Case Development Scenario**

- § What is a “Reasonable Worst Case Development Scenario” (RWCDS)?
  - § Scoping document describes the RWCDS and identifies which environmental areas may be adversely affected.
  - § Represents an illustrative development program of uses, size, design massings allowable under proposed ULURP actions.
  - § Using the RWCDS, the Draft EIS will show the maximum potential environmental consequences of that program.

# Transportation Information from Draft EIS

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§ Areas of Analysis in Draft EIS Transportation Chapter based on the *CEQR Technical Manual*

§ Traffic

§ Transit

§ Parking

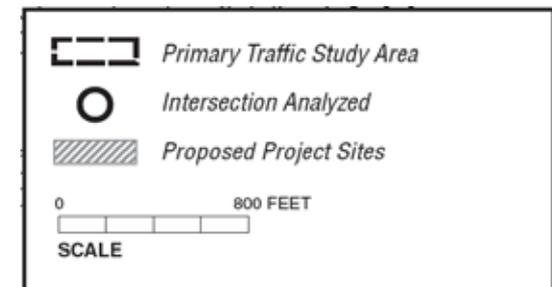
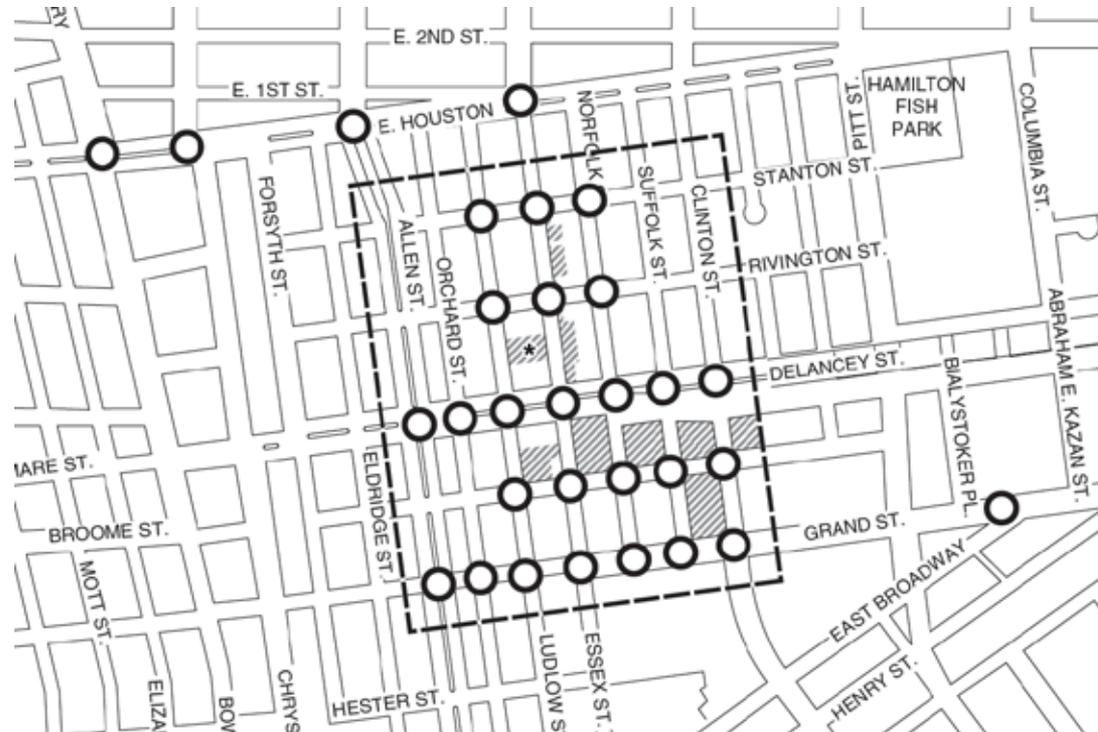
§ Pedestrians

§ Vehicular and Pedestrian Safety

# Traffic Study Area

## § 30 intersection analysis locations

- § Delancey, Grand, Broome, Houston, Essex and Allen Street locations
- § Other “interior” locations such as Rivington/Norfolk Sts and others
- § Includes added intersections suggested in public comments and by City agencies



# Traffic Data Collection

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## § Peak hours

- § Weekday AM, Midday and PM
- § Saturday

## § All new traffic counts conducted

- § Manual counts
- § 24-hour machine counts
- § Vehicle classification counts

## § Observations

- § Intersection-by-intersection issues
  - § i.e., queuing, intersection spillback, illegal parking or double parking, traffic enforcement agents that override signal timings, and others
- § Congested locations
- § Illegal maneuvers (i.e., left turns, U-turns)

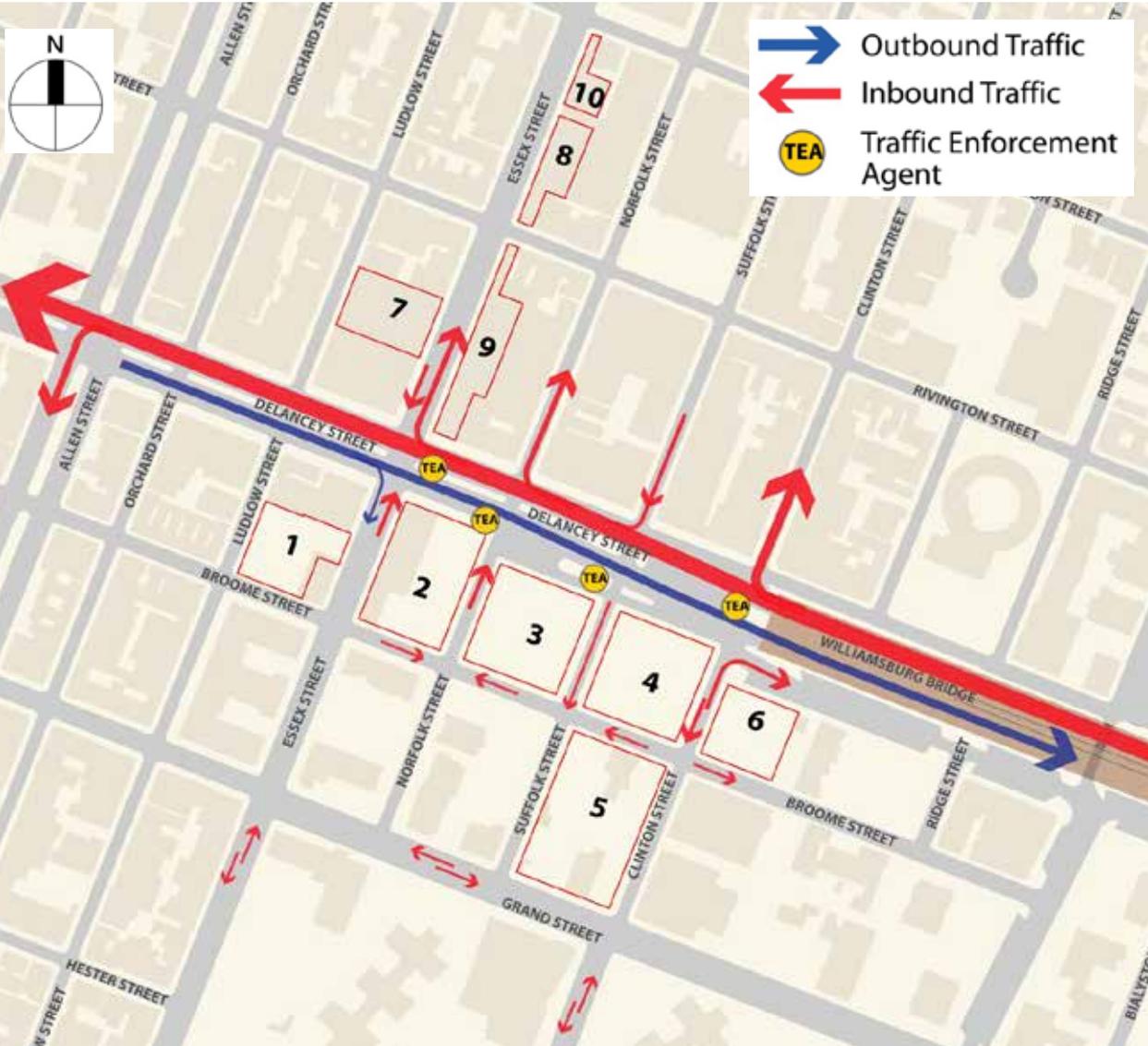
## § On-street and off-street parking inventories and occupancies

# Traffic Level of Service (LOS)

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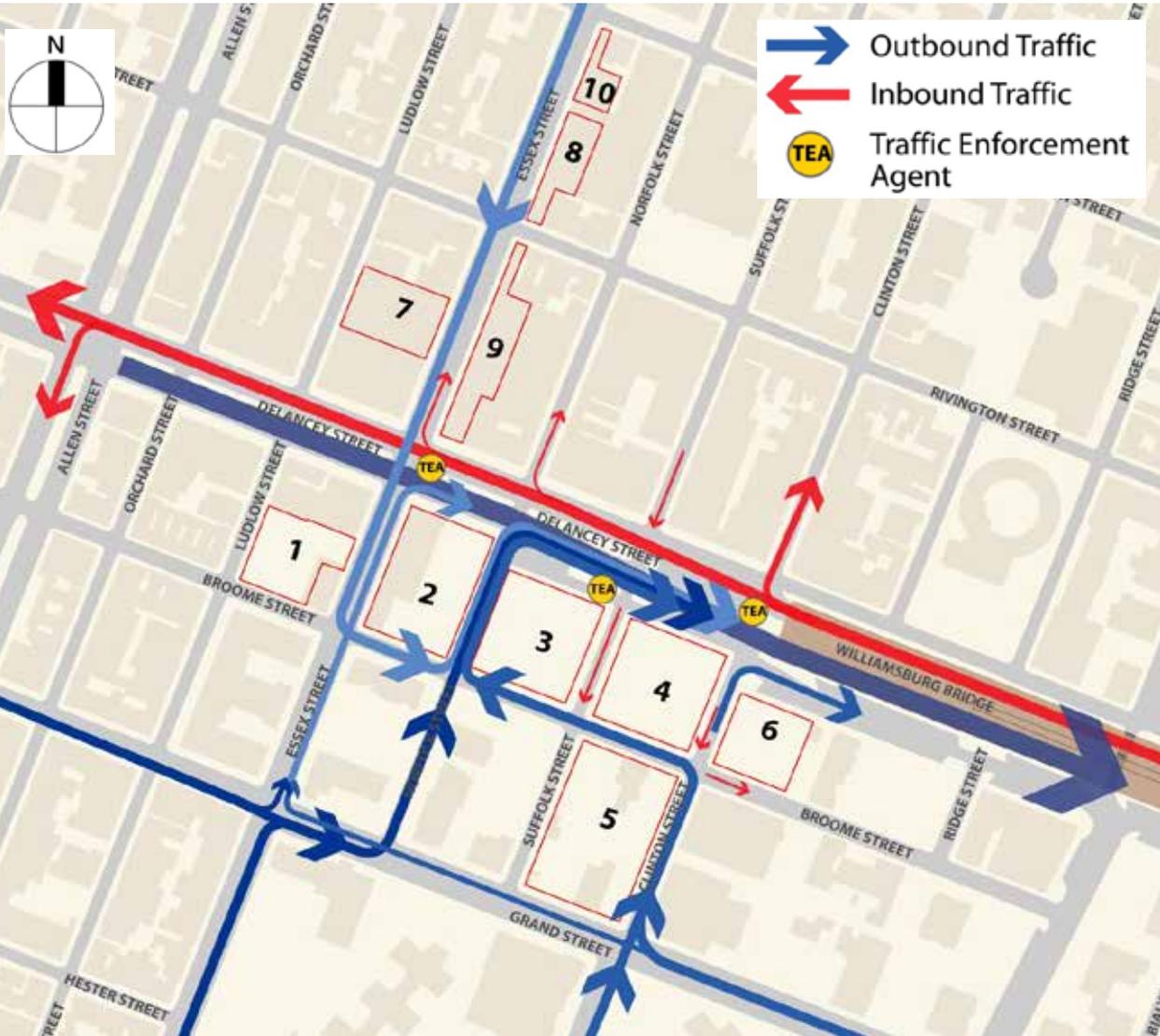
- § Level of service is the measurement of operating conditions at intersections
  
- § Level of Service Definitions
  - § LOS A, B and C are considered acceptable
  - § LOS D is considered marginally acceptable/unacceptable
  - § LOS E and F are considered unacceptable

# Traffic Existing Conditions – Key AM Observations



- § Key traffic movement in the morning is across the Williamsburg Bridge and onto Delancey Street
- § Heavy right turns onto Clinton Street
- § Heavy left turn onto Allen Street – first location where left turns are allowed
- § Presence of Traffic Enforcement Agents (TEAs) helps facilitate traffic flow

# Traffic Existing Conditions – Key PM Observations



- § Heavy traffic volume again across Delancey St *towards* the Williamsburg Bridge, but *both* directions have high volumes
- § Left turns prohibited from southbound Essex St onto Delancey St
- § Contributes to traffic on alternate routes to the bridge
- § Creates congestion at Broome & Norfolk Sts and Delancey & Norfolk Sts
- § Illegal left turns from southbound Essex St onto Delancey St
- § Illegal U-turns on Essex Street

# Traffic Existing Conditions – Level of Service Findings

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- § Critical movements at several key intersections are problematic (LOS E or F)
  - Delancey and Essex Streets
  - Delancey and Norfolk Streets
  - Delancey and Clinton Streets
  - Delancey and Allen Streets
  - Allen and Grand Streets
- § Highly trafficked problem locations were double-checked in the field
- § Illegal turns are reflected in the analysis
- § Pedestrian safety issues

# Traffic: Future Conditions Without the Project

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- § Serves as the baseline against which impacts of the proposed project can be assessed
  
- § Studies the future condition without the project being built to determine traffic volumes and levels of service without the project
  - § Assumes 11 years of background traffic growth
  - § Includes traffic expected from significant new unrelated developments in the study area (i.e. planned residential projects, hotels and others)

# Traffic: Future Conditions With the Project

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- § Trip generation projections based on standard CEQR sources and accepted by NYCDOT reviewers
  
- § Projected Trip Generation
  - § Peak hour total vehicle trip generation
    - § Weekday AM: 209 vehicle trip ins and 162 outs
    - § Weekday Midday: 267 vehicle trip ins and 260 outs
    - § Weekday PM: 244 vehicle trip ins and 296 outs
    - § Saturday: 250 vehicle trip ins and 246 outs
  - § Distributed amongst all the development parcels and amongst all intersections within the traffic study area – not concentrated at any one intersection

# Traffic: Future Conditions With the Project

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- § Compare intersection levels of service with the project to levels of service without the project to determine significant impacts
  
- § Define intersections with significant traffic impacts, many of which will be able to be mitigated.
  - § CEQR criteria for significant traffic impacts: 3 to 5 seconds of added delay for locations with unacceptable conditions
  
- § Preliminary analysis is being reviewed with NYCDOT, Conclusions to be included in the DEIS

# Traffic Mitigation

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## § Analysis

- § Currently being completed

- § NYCDOT will review proposed mitigations

## § Typical mitigation measures:

- § Signal timing changes

- § Lane restriping

- § Parking regulation changes

# Parking Analysis – Existing Condition

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- § Existing conditions on project site
  - § Approximately 360 spaces in municipal public parking garage on Site 7
  - § Approximately 400 public spaces on lots south of Delancey Street
  - § Approximately 100 spaces occupied by commercial vehicles on Site 4
  
- § Existing conditions in the neighborhood
  - § Current off-street parking lot and garage occupancy = ~65% in the project area and immediate surroundings
  - § Current on-street parking occupancy reaches as high as 95-100% in the afternoons

# Parking Analysis – Future with project

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- § Future conditions with new development on the project sites
  - § Municipal garage on Site 7 will remain public parking
  - § Up to 500 new spaces in new underground parking garage(s) south of Delancey Street
  
- § Projected new parking demand from development on the project sites
  - § Approximately 250-260 spaces
  
- § Future parking capacity
  - § New underground garages can accommodate majority of cars currently parked on-site and new parking demand
  - § Cars not accommodated in new garages can be accommodated within other nearby lots and garages

# Vehicular and Pedestrian Safety Analysis

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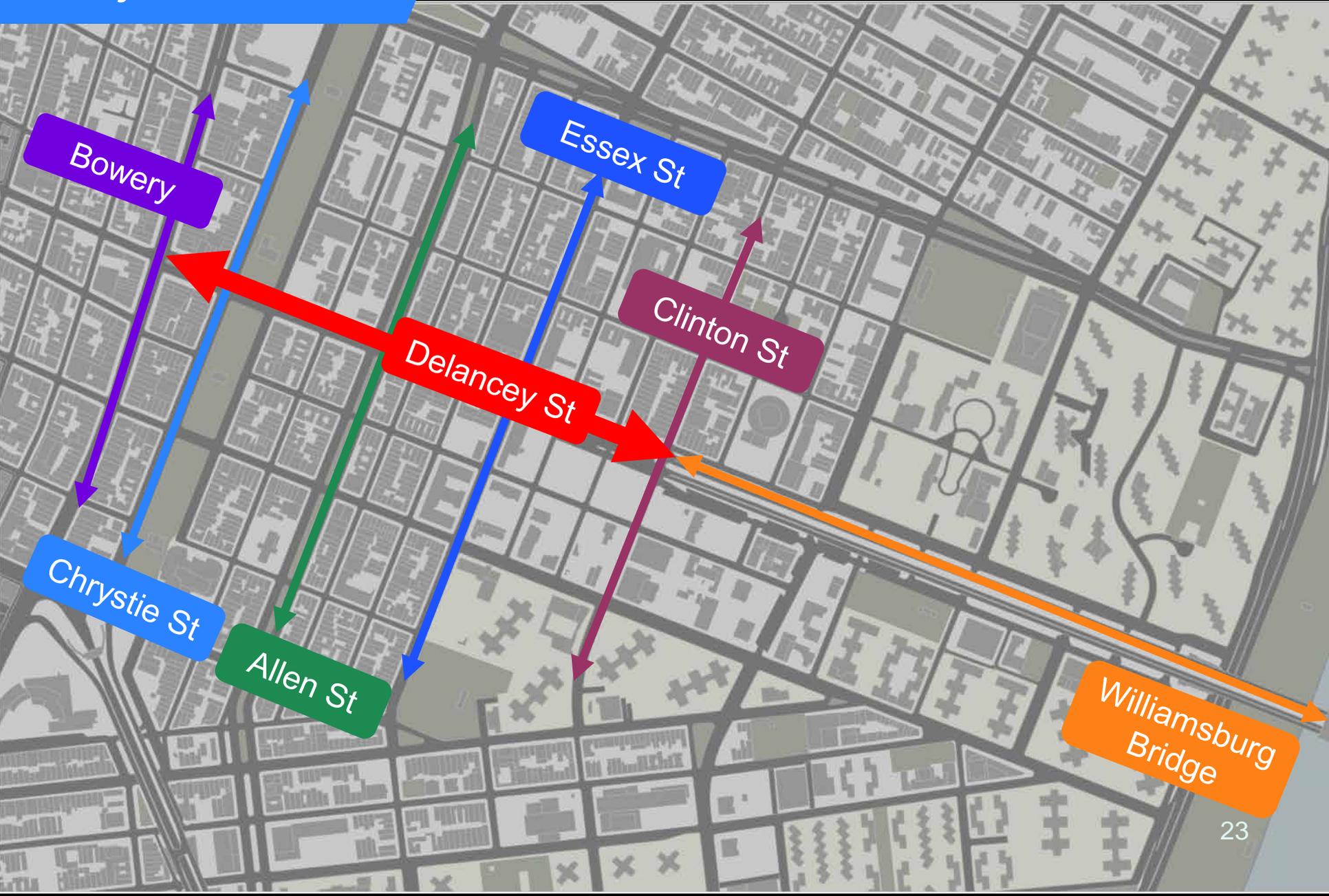
- § Three years of accident data reviewed in detail, as per CEQR Technical Manual guidelines
  
- § Ten intersections identified as high pedestrian accident locations
  - § Delancey Street at Allen, Essex, Norfolk, Suffolk, and Clinton Streets
  - § Houston Street at the Bowery and at Avenue A
  - § Grand Street at Allen, Essex, and Clinton Street
  
- § Safety improvement plan being developed by NYCDOT

# Delancey Street

2012



# Project Area



Bowery

Essex St

Clinton St

Delancey St

Chrystie St

Allen St

Williamsburg Bridge

# DOT's Recent Improvements

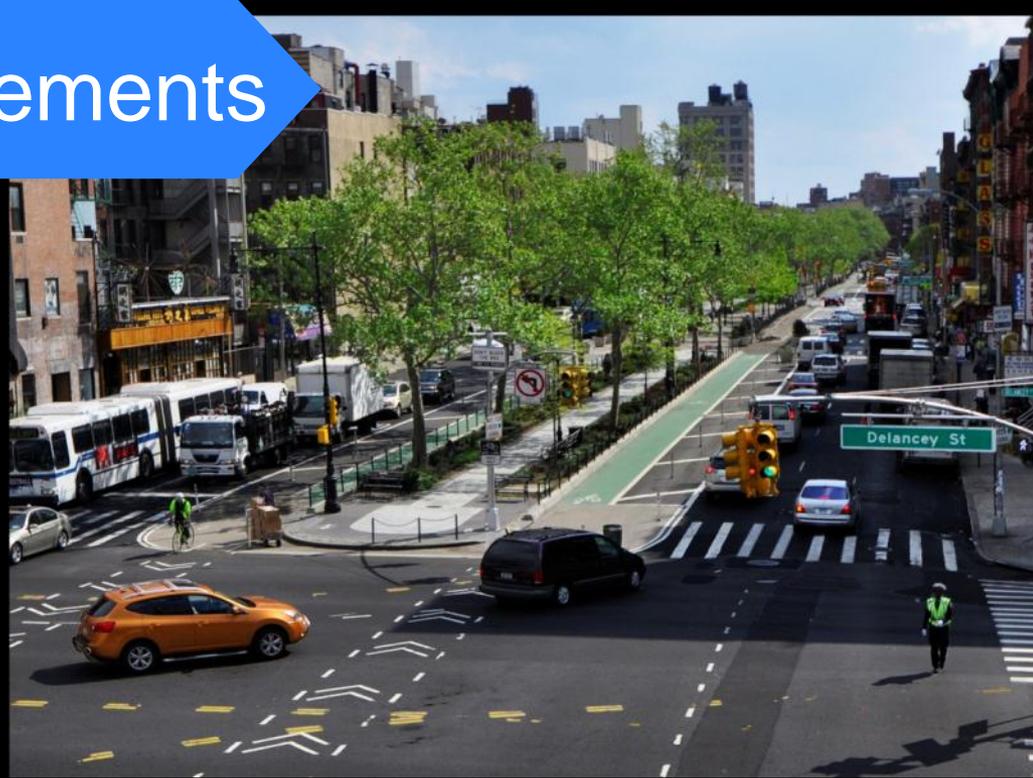
**2008** Bowery safety island

Chrystie St safety islands

Forsyth St painted sidewalk

Clinton St bicycle facility

LPI added at Essex



**2009** Allen St Mall expansions

Delancey St / W'burg Bridge connection

**2010** W'burg Bridge multi-use path reconfig

Rivington, Suffolk, Stanton bicycle lanes

**2011** Countdown signals added to all 19 Crosswalks

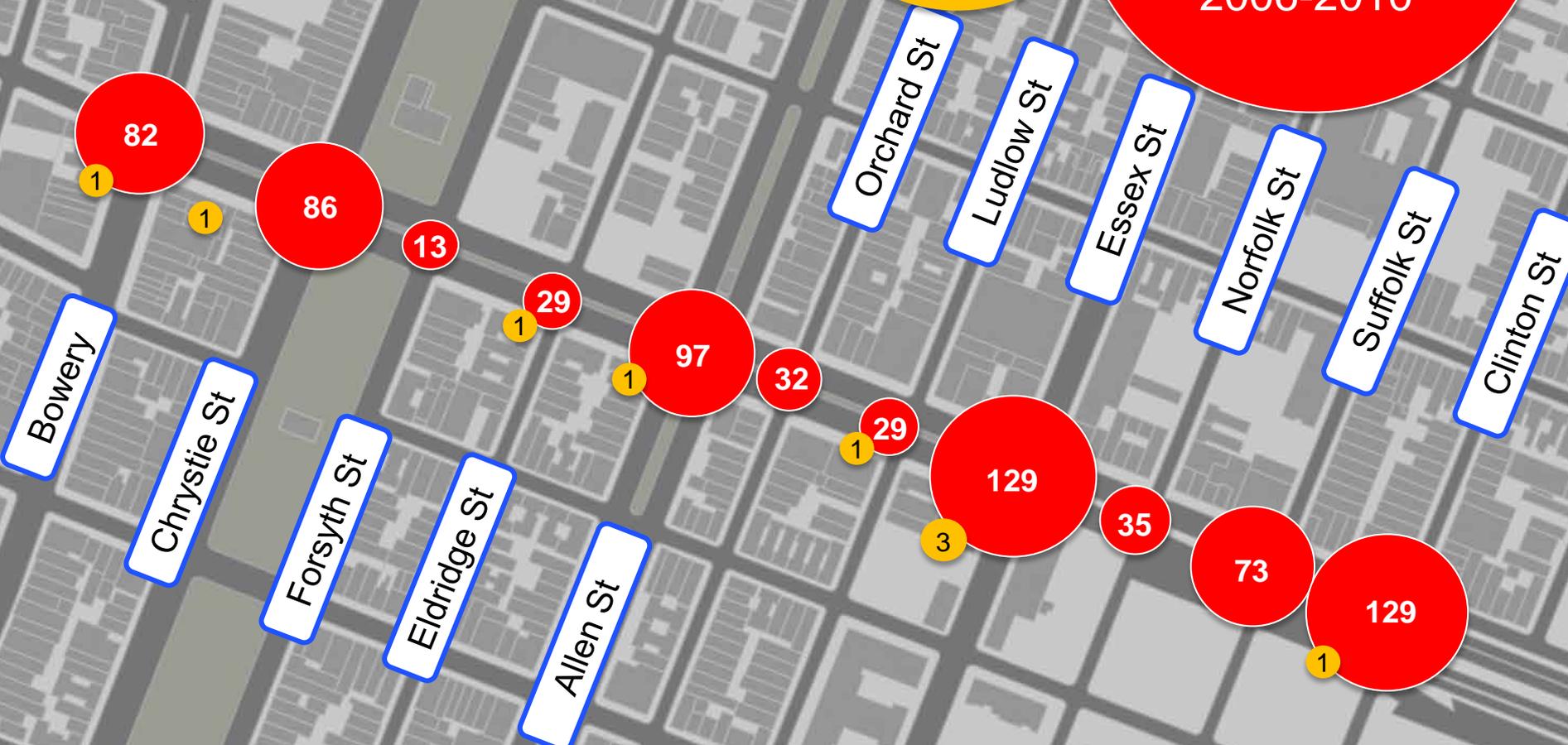
Additional ped crossing time given at  
Norfolk, Ludlow, Orchard and Forsyth



# Safety Data

Total Fatalities 2006-2012

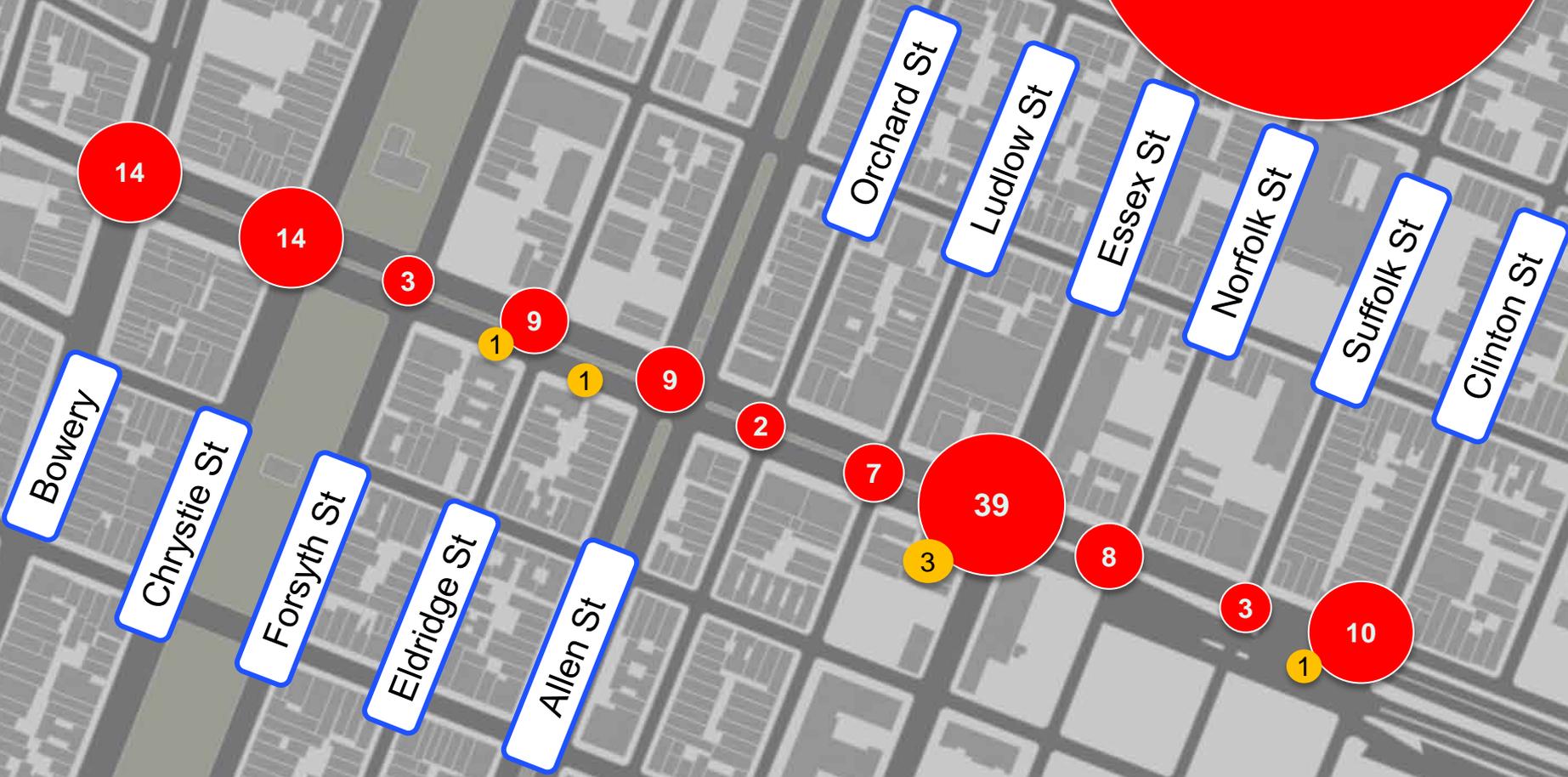
Total (Motor vehicle occupant, bicycle + pedestrian) Injuries 2006-2010



# Safety Data

Pedestrian  
Fatalities  
2006-2012

Pedestrian  
Injuries  
2006-2010



# Crash Details

49% of ped crashes:  
Peds crossing with signal

Turning vehicle  
failure-to-yield

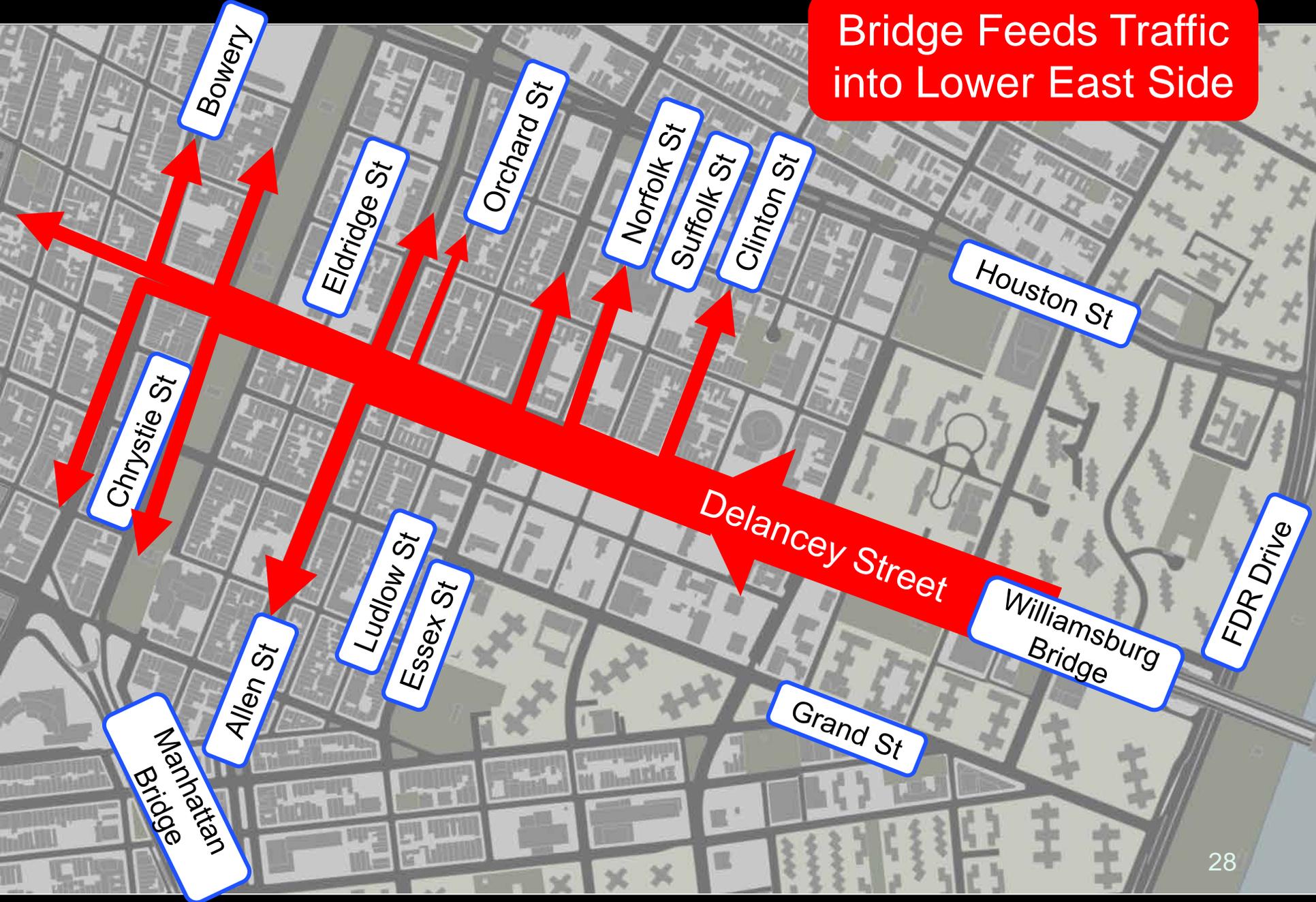
32% of ped crashes:  
Peds crossing against signal

Long crosswalks/not enough  
crossing time for full cross

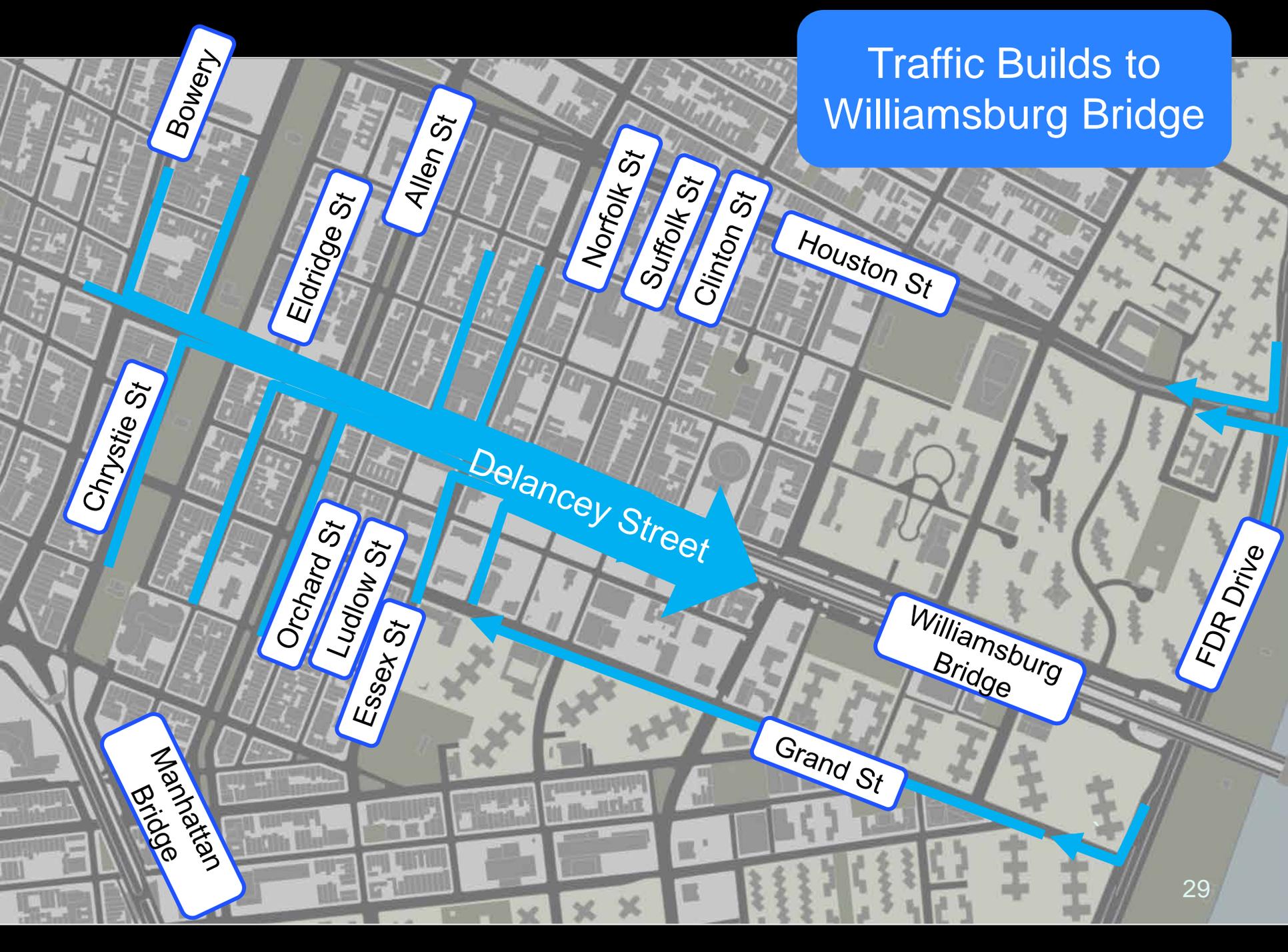
Rear-ending & overtaking crashes  
were over-represented (31%, 20%)  
vs. Borough-wide (25%, 14%)

Speeding and  
unsafe lane-changes

Bridge Feeds Traffic into Lower East Side



Traffic Builds to Williamsburg Bridge



# Focused Solutions

1. Shorten crosswalks
2. Clarify travel lanes
3. Alter signal timing
4. Modify Network
5. Enhance bridge entrance



# Rapid Response Toolkit

- Pavement markings
- Signal timing
- New signage
- Painted and/or textured surfaces
- Flexible delineators



# Rapid Response Toolkit

## Painted Sidewalk Extension Examples



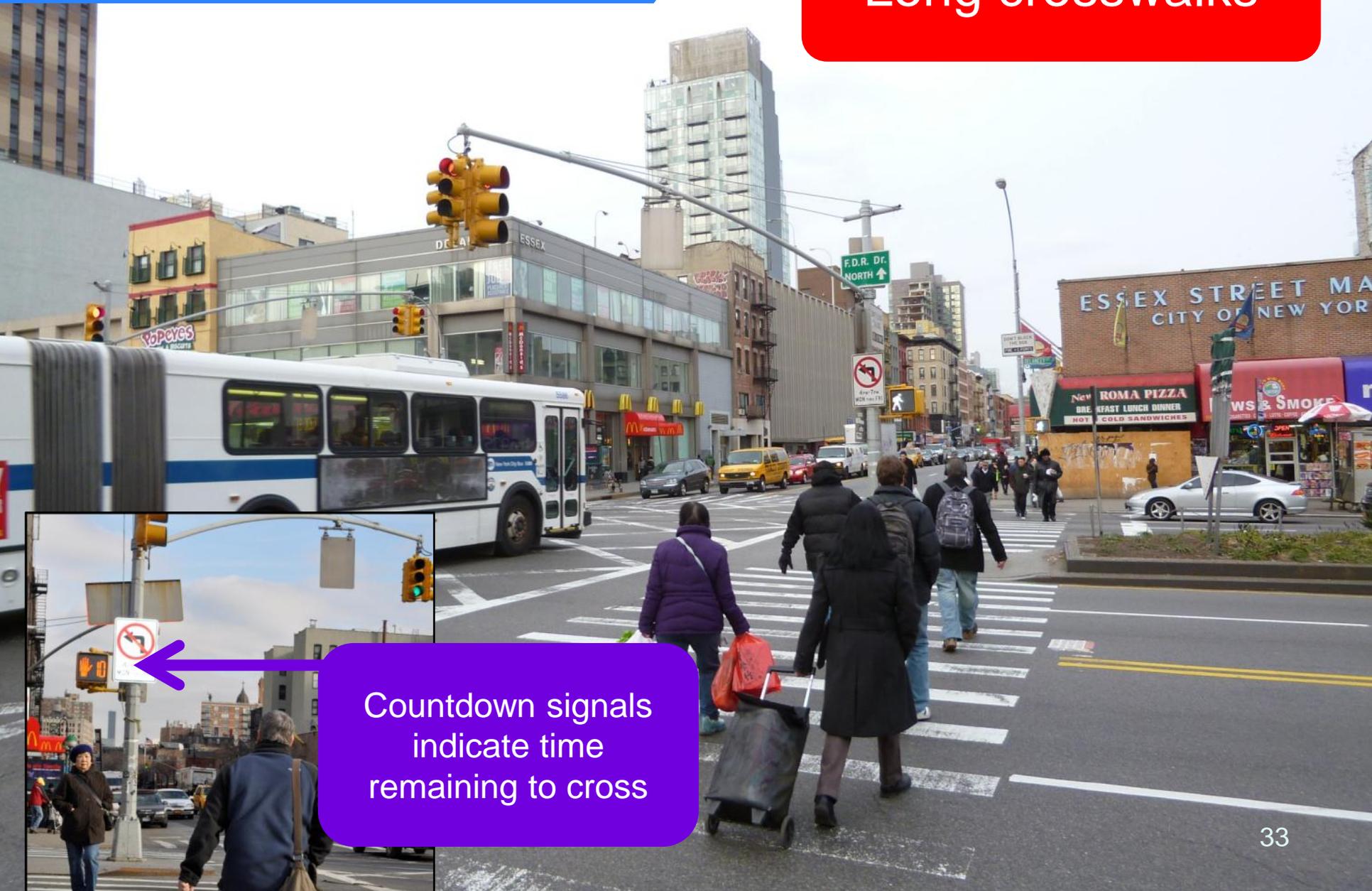
Canal St at E. Broadway  
Lower East Side



Schermerhorn St., Brooklyn

# Pedestrian Issues

Long crosswalks



Countdown signals indicate time remaining to cross

# Pedestrian Issues

Drivers required by law to yield to pedestrians—and often do not



# Clinton St Crosswalk



Existing

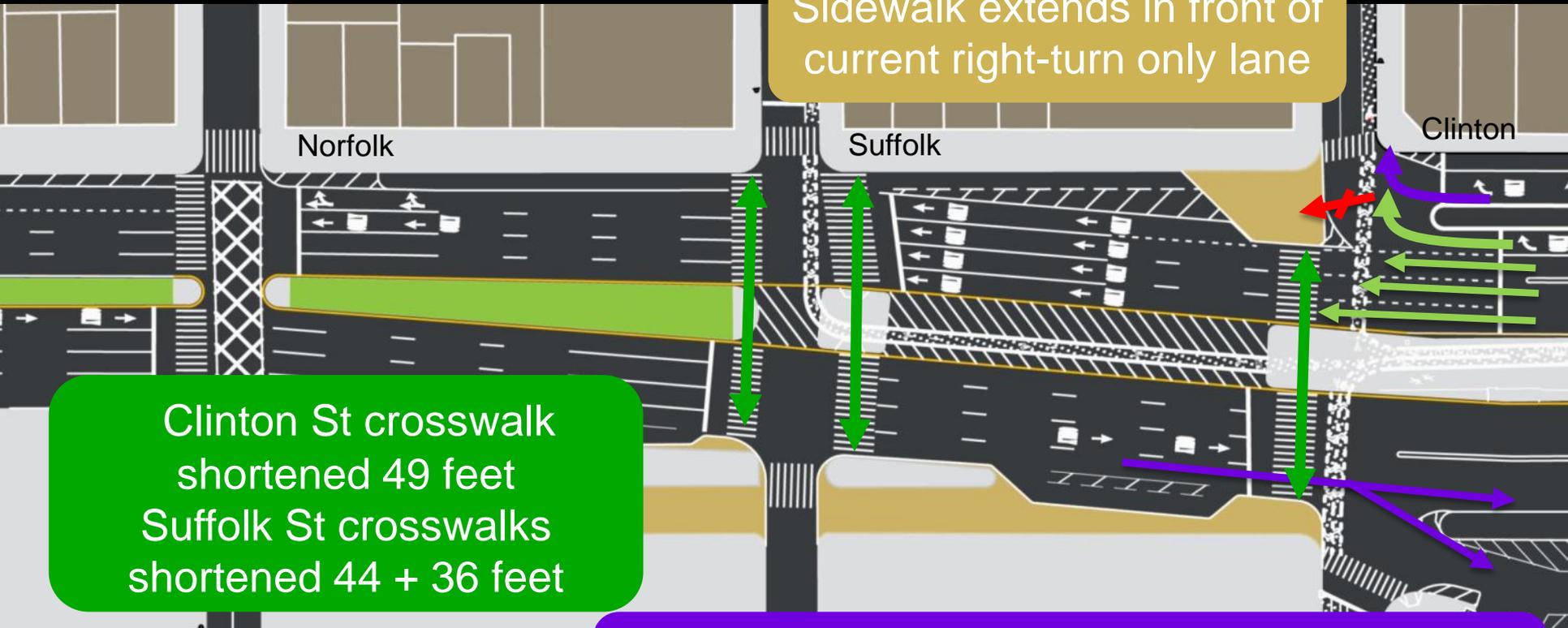
# Clinton St Crosswalk

Shortened 49 feet



Planned

# Shorten Crosswalks



Sidewalk extends in front of current right-turn only lane

Clinton St crosswalk shortened 49 feet  
Suffolk St crosswalks shortened 44 + 36 feet

North service road turns right on Clinton St  
South service road access shifted east

# Essex St Crosswalk



Existing

# Essex St Crosswalk



Planned

# Shorten Crosswalks

Crosswalks shortened ★



Shortens 14 of 19 crosswalks from 5' to 49' for a total of 286 linear feet, effectively provides more crossing time



# Traffic Network Issues



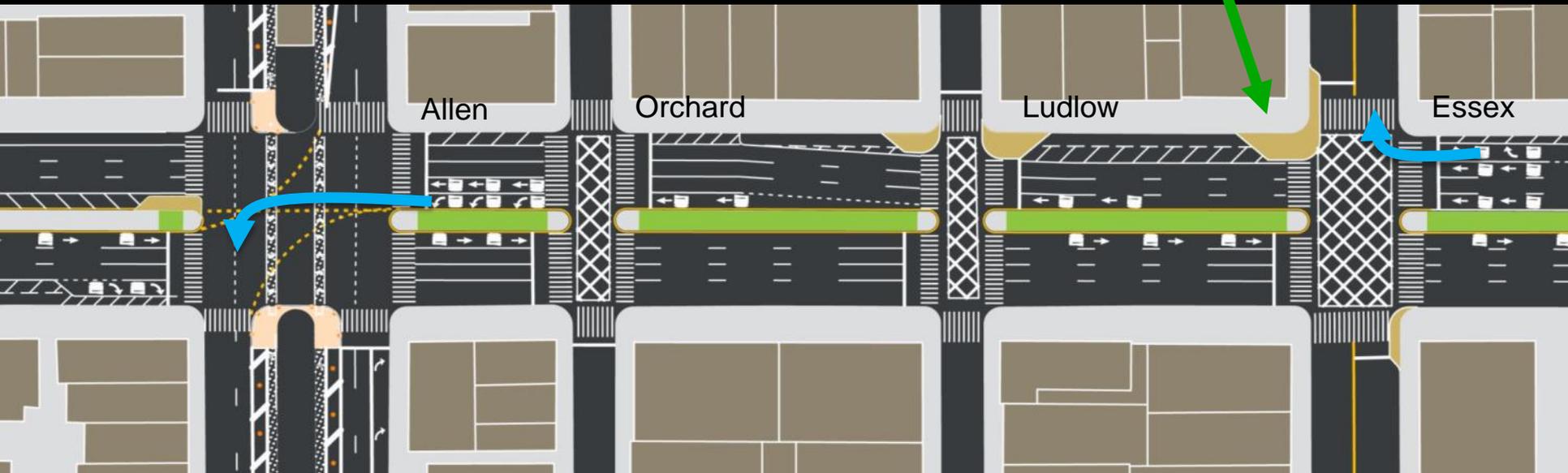
Wide outer lane, not wide enough for parking + adequate moving lane

# Clarify Travel Lanes



Improves alignment

Adds pedestrian space opposite turn lanes



# Traffic Network Issues

Inconsistent roadway profile  
Especially at study area “ends”



Bowery

# Shorten Crosswalks



Takes space in overly wide roadbed...

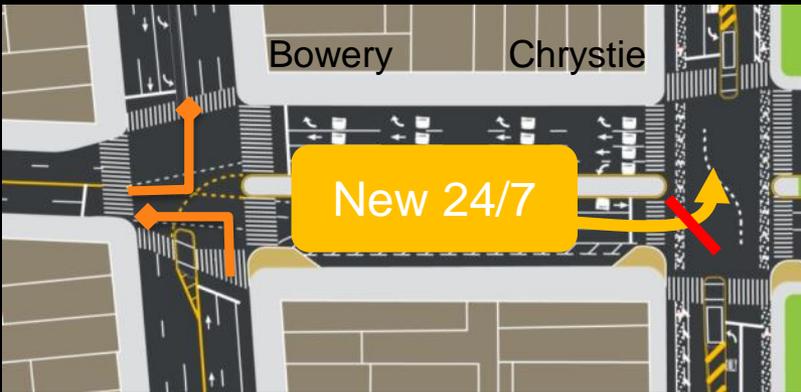
or where fourth lane is not necessary

# Traffic Network Issues



Left-turns aggravate congestion.  
Currently nine 24/7 left-turns bans plus two  
part-time bans at Allen St + Essex St

# Modify Network

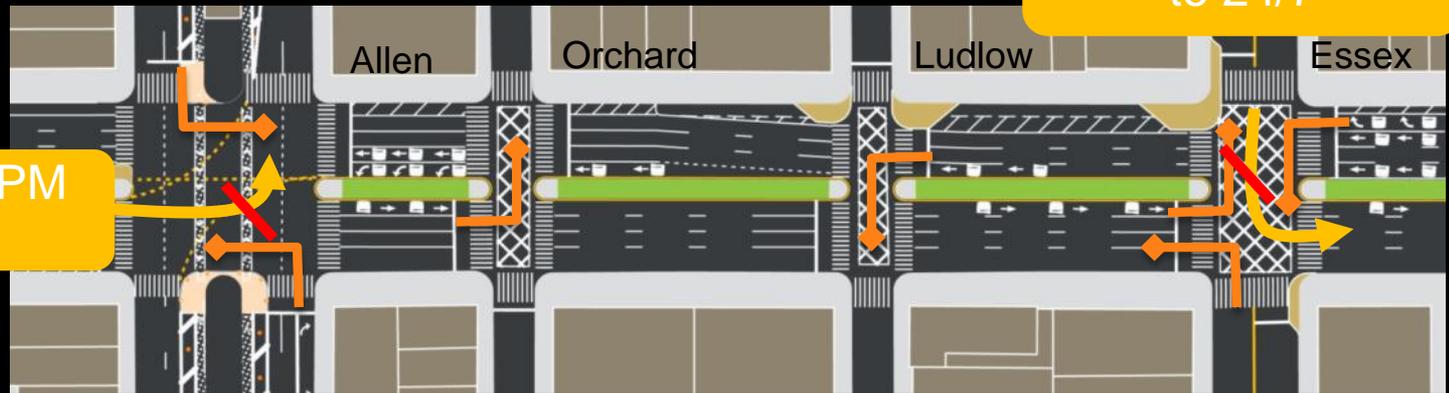


Current turn restrictions = 

New restrictions = 

Extend 4 – 7 PM to 24/7

Extend 7 AM – 7 PM to 24/7



# Traffic Network Issues

Clinton Street access  
to bridge blocked



Delancey St

# Network Issue

Current Signed Route from FDR Drive to Bridge



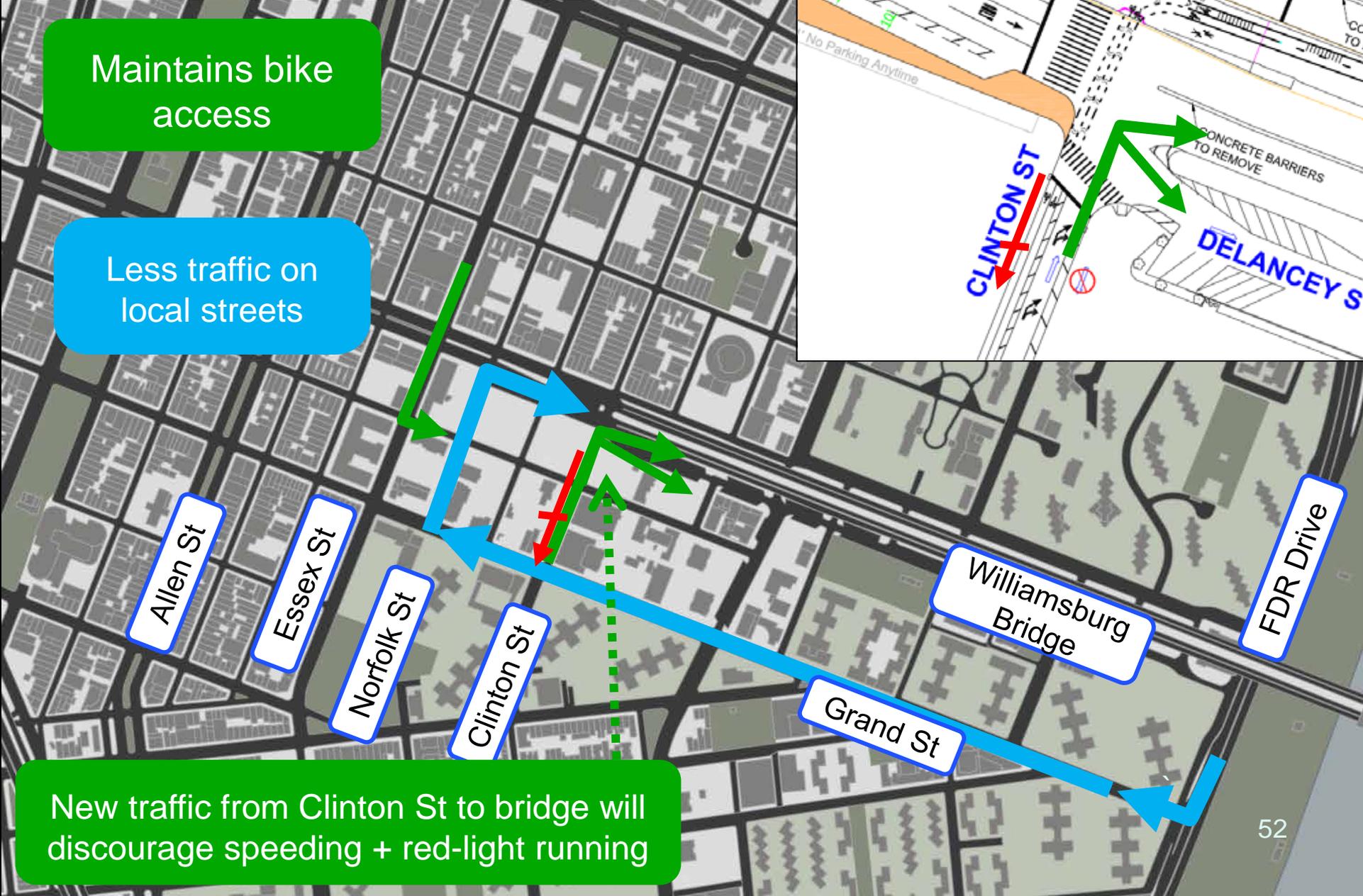
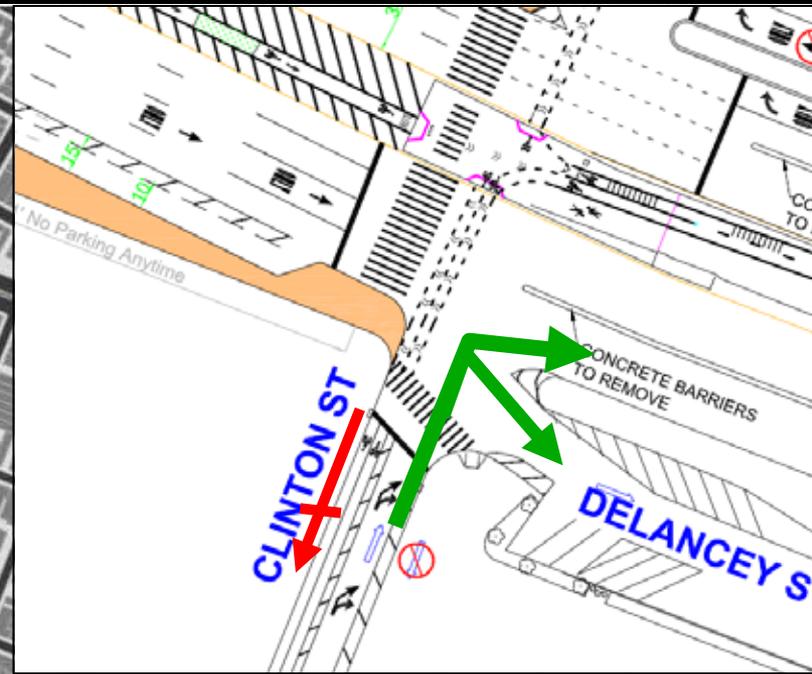
788 vehicles turn right onto Delancey from Norfolk St

# Open Clinton St to Bridge

Maintains bike access

Less traffic on local streets

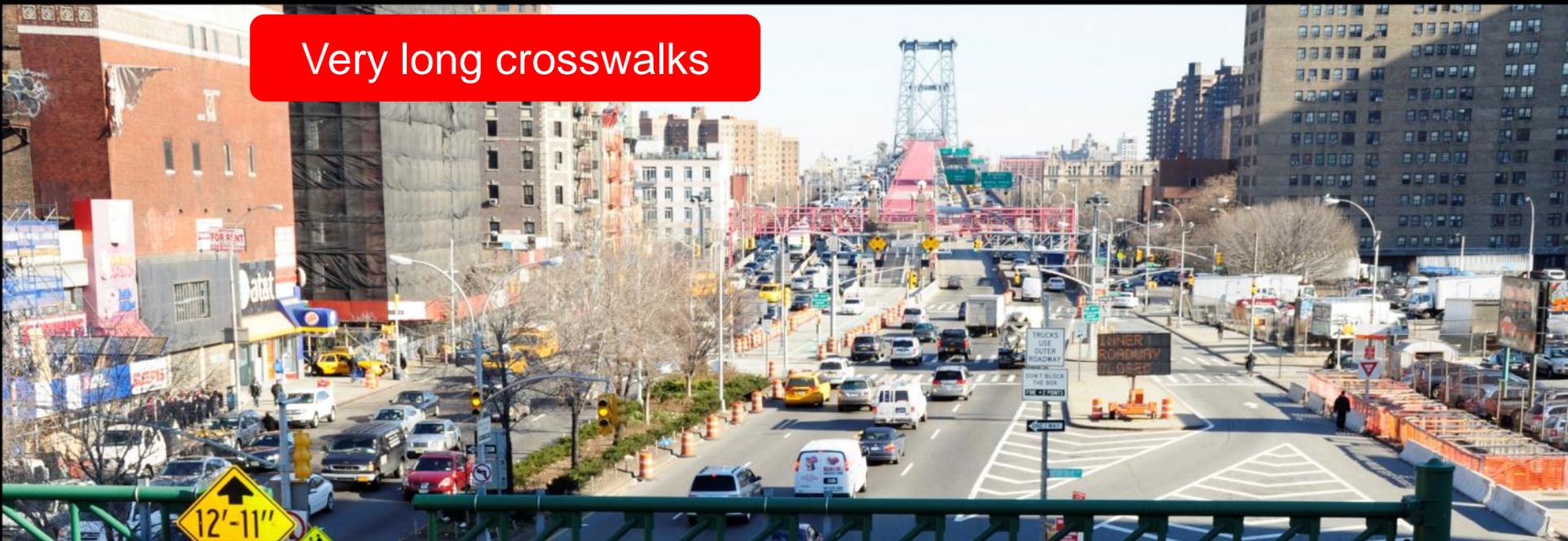
New traffic from Clinton St to bridge will discourage speeding + red-light running



# Enhance Bridge Approach

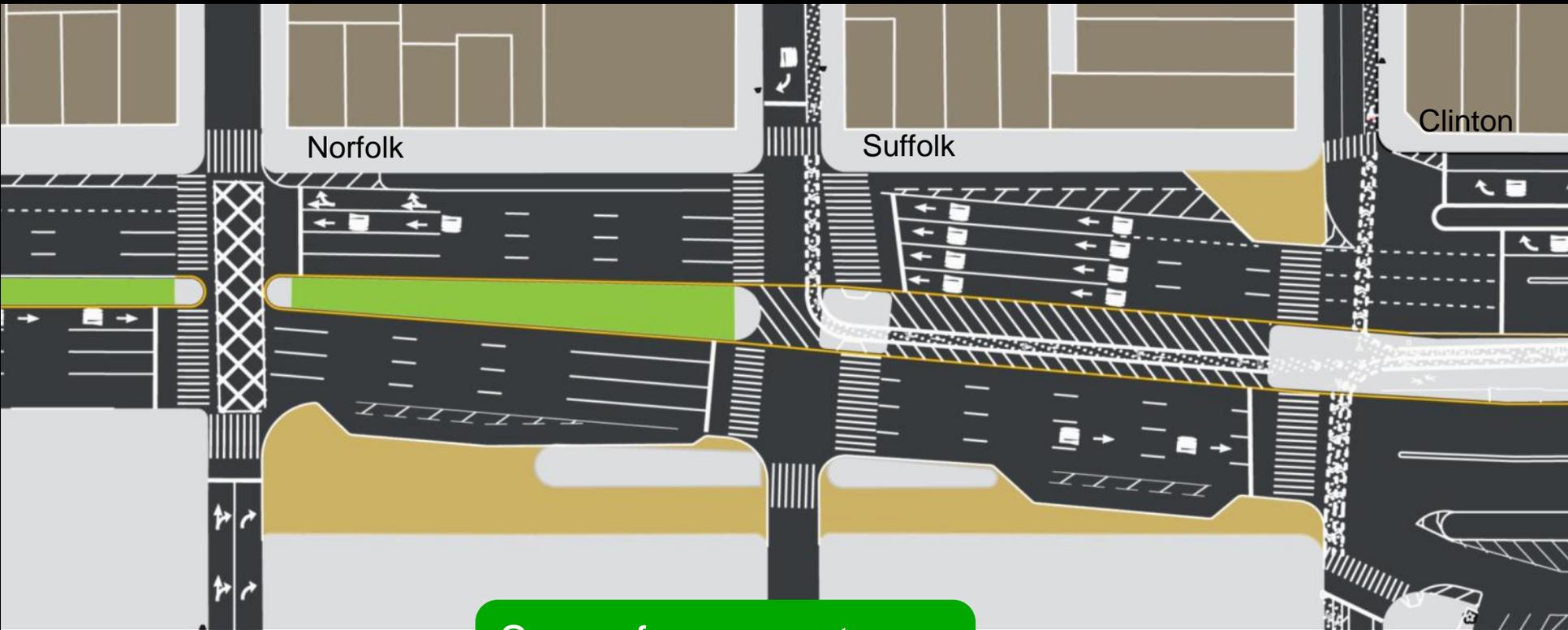


Very long crosswalks



Highway style not local street

# Enhance Bridge Approach



Space for new gateway plaza of 14,160 sq. ft.

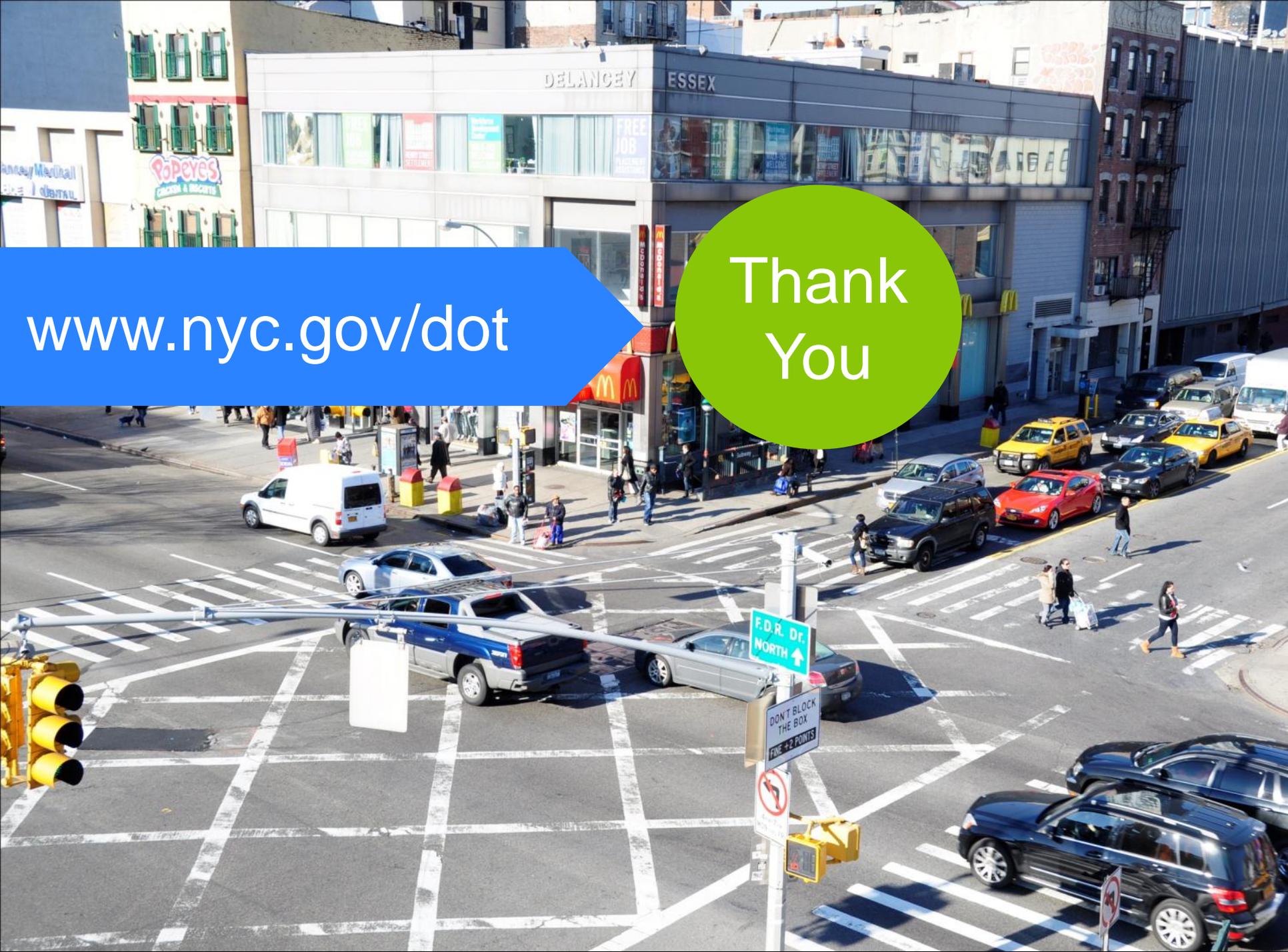
# Enhance Bridge Approach



# Proposal Summary

1. Shorten crosswalks at 14 of 19 locations on Delancey corridor w/new neckdowns and median tip extensions
2. Convert Clinton St between Grand and Delancey to one-way NB, allowing easier and conflict-free access to the bridge from FDR
3. Improve corridor traffic flow with full time LT bans from SB Essex to Delancey, EB Delancey to Chrystie, and EB Delancey to Allen; force bridge service road right-only
4. Investigate signal timing modifications to allow for longer crossing time
5. Create new public space between Norfolk + Clinton





[www.nyc.gov/dot](http://www.nyc.gov/dot)

Thank  
You