

## Baez, Jenny

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**From:** Baez, Jenny  
**Sent:** Tuesday, November 10, 2015 2:25 PM  
**To:** Leung, Jennifer  
**Cc:** Athanailos, Ernest; Merced, Laura; Borock, Alan  
**Subject:** FW: Water St & Gouveneur Slip West and Gouveneur Slip East  
**Attachments:** CM15-0115 and CM15-0116 AW 11102015.docx

Jennifer,

Attached is our report, as requested by CB 3.

**Jenny Baez, P.E**

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**From:** Leung, Jennifer  
**Sent:** Monday, November 09, 2015 9:52 AM  
**To:** Baez, Jenny  
**Cc:** Merced, Laura; Athanailos, Ernest; Borock, Alan  
**Subject:** Re: Water St & Gouveneur Slip West and Gouveneur Slip East

Hi all,  
Just following up, are the summary of the studies available for me to fwd to the community board?  
Thanks,  
Jennifer

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**From:** Leung, Jennifer  
**Sent:** Monday, October 26, 2015 01:49 PM  
**To:** Baez, Jenny  
**Cc:** Merced, Laura; Athanailos, Ernest; Borock, Alan  
**Subject:** RE: Water St & Gouveneur Slip West and Gouveneur Slip East

Great, thanks!

Jenn

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**From:** Baez, Jenny  
**Sent:** Monday, October 26, 2015 1:49 PM  
**To:** Leung, Jennifer  
**Cc:** Merced, Laura; Athanailos, Ernest; Borock, Alan  
**Subject:** RE: Water St & Gouveneur Slip West and Gouveneur Slip East

Jennifer,

We will provide the summaries of the studies to you in about a week. Thank you,

Jenny Baez, P.E

### **Intersection Control Study Summary Report**

This is in reply to your request for a summary of the traffic studies and/or reports performed by the Department of Transportation (DOT) that resulted in the denial of Multi-Way Stop controls at the intersections of Water Street with Gouverneur Slip East and West in Manhattan, New York.

These locations are both T-intersections. Water Street is a one-way eastbound street, while Gouverneur Slip East is a one-way away southbound street and Gouverneur Slip West is a one-way northbound street. The intersection of Water Street and Gouverneur Slip East is uncontrolled, while the intersection of Water Street and Gouverneur Slip West is controlled by a Stop sign for the northbound approach of Gouverneur Slip West.

In order to determine if Multi-Way Stop controls are justified at these locations, DOT conducted engineering studies of traffic conditions, pedestrian characteristics and physical characteristics of the locations. The study included analyses of factors related to the existing operation and safety at the locations (and the potential to improve these conditions), and the applicable factors and guidelines contained in the federal Manual on Uniform Traffic Control Devices (MUTCD).

A full description of the federal Multi-Way Stop applications are available online at <http://mutcd.fhwa.dot.gov/>.

### **Field Observation Data (Manual Counts)**

Manual vehicle and pedestrian counts were conducted at the intersections of Water Street with Gouverneur Slip East and West on June 16<sup>th</sup> and April 20<sup>th</sup> respectively from 8:00 to 9:00 am and from 5:00 to 6:00 pm (manual counts are typically conducted during morning and evening peak hours and during school dismissal times if required).

### ***VEHICULAR VOLUMES***

At Water Street and Gouverneur Slip East A.M. peak hour volumes were 55 vph on the major [Water Street] while P.M. peak hour volumes were 80 vph on the major.

At Water Street and Gouverneur Slip West A.M. peak hour volumes were 140 vph on the major [Water Street] and 55 vph on the minor [Gouverneur Slip West] and P.M. peak hour volumes were 91 vph on the major and 66 vph on the minor.

## ***PEDESTRIAN VOLUMES***

At Water Street and Gouverneur Slip East pedestrian volumes [crossing Water Street] were low - 53 pedestrians during the A.M. peak and 49 pedestrians during the P.M. peak.

At Water Street and Gouverneur Slip West pedestrian volumes [crossing Water Street] were low - 31 pedestrians during the A.M. peak and 48 pedestrians during the P.M. peak.

## ***SPEED***

The 85<sup>th</sup> percentile speed (the speed at which 85% of vehicles travel at or below) on Water Street eastbound was 20 miles per hour (mph), which is not excessive.

## ***CRASH EXPERIENCE***

At Water Street and Gouverneur Slip East we were unable to document any preventable crashes within any 12 month period [between August 2012 and August 2015].

At Water Street and Gouverneur Slip West we were also unable to document any preventable crashes within any 12 month period [between July 2012 and July 2015].

2015 – One total crash as of July 8, 2015.

## **Multi-Way Stop Applications**

Multi-Way Stop controls can be considered when there are five or more preventable crashes within a 12 month period. Such crashes include right angle collisions as well as left turn and right turn collisions.

- At the intersection of Water Street and Gouverneur Slip West, the highest number of crashes have occurred in 2015 (one total crash).
- At the intersection of Water Street and Gouverneur Slip East, we were unable to document any preventable crashes.

Multi-Way Stop controls can be considered when the vehicle volume on the major street approach averages at least 300 vehicles per hour for any eight hours of an average day and the combined vehicular, pedestrian and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same eight hours.

- At Water Street and Gouverneur Slip East A.M. peak hour volumes were 55 vph on the major [Water Street] and 53 combined units per hour (uph) on the minor [Gouverneur Slip East]. In the P.M. peak there were 80 vph on the major and 49 combined units per hour (uph) on the minor.
- At Water Street and Gouverneur Slip West A.M. peak hour volumes were 140 vph on the major [Water Street] and 86 combined units per hour (uph) on the minor [Gouverneur Slip West]. In the P.M. peak there were 91 vph on the major and 114 combined units per hour (uph) on the minor.

### **Conclusion**

In accordance with these engineering studies, we have determined that these locations do not meet any of the aforementioned guidelines for Multi-Way Stop controls. You may resubmit your request for additional intersection controls in 18 months, at which time we will re-study the locations.

CM15-0115, CM15-0116

DOT-270614-Q1L3