Appendix G: Traffic Signal Assessment for Intersection of Franklin Street and Meserole Avenue

Memorandum

To: New York City Department of City Planning
New York City Department of Transportation

Date: November 12, 2025

Project #: 22106.00

From: VHB

Re: Monitor Point EIS – Traffic Signal Assessment for the Intersection of Franklin Street and Meserole Avenue

GO Quay, LLC (the Project Developer), and the Metropolitan Transportation Authority (MTA) (an affiliate of the New York City Transit Authority [NYCTA]) (collectively, the Applicants) are seeking several discretionary actions (the Proposed Actions) to facilitate a proposed development at the Development Site (Brooklyn Block 2590, Lots 1 and 25) (the Proposed Project) in the Greenpoint section of Brooklyn. The Proposed Actions would facilitate a mixed-use development on the Development Site with up to 1,150 residential dwelling units, accessory retail space, and community facility space which would be occupied by the Greenpoint Monitor Museum. In connection with the Proposed Actions, VHB has prepared a traffic study assessing 13 intersections for the weekday AM, midday, PM and Saturday peak hours., which is set for in **Chapter 12, "Transportation**" of the Draft Environmental Impact Statement (DEIS).

The No-Action and With-Action operational traffic analysis in Chapter 12 considers several developments that are expected to be completed by the Proposed Project's 2031 build year. This includes the development project assessed in the 2021 *ACME Fish Expansion FEIS* (the ACME project). As part of their review, the New York City Department of Transportation (NYC DOT) noted that construction of the ACME project has not yet commenced, but could still be completed by the Proposed Project's 2031 build year. Therefore, as directed by the New York City Department of City Planning (DCP), the ACME-generated travel demand and proposed improvements are reflected in the operational analyses presented in **Chapter 12, Transportation** of the DEIS.

As stated in the 2021 *ACME Fish Expansion FEIS*, a new traffic signal would be installed in connection with the ACME project at the intersection of Franklin Street and Meserole Avenue to mitigate significant traffic impacts that would result from the ACME project. Because there is no known timetable for development of the ACME project, DCP requested an assessment to evaluate conditions at this intersection if the ACME project was not developed by 2031, and the signal was not installed.

The following summarizes traffic level of service results for future conditions (No-Action, With-Action, and Mitigation) at the intersection of Franklin Street and Meserole Avenue under two scenarios – Scenario 1 assumes the ACME project with its travel demand and proposed signal (consistent with the DEIS analysis); and Scenario 2 assumes the ACME project is not constructed and no travel demand or improvements associated with the ACME project materializes.

Table 1 presents the traffic level of service results for future No-Action, With-Action and Mitigation conditions under Scenario 1 ("with ACME"). With the inclusion of a traffic signal at the intersection of Franklin Street and Meserole Avenue, there would not be a potential for significant adverse traffic impact at this location, as all of the intersection's movements would operate at LOS C or better during the analyzed peak hours.

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Table 2 presents the level of service results for future No-Action, With-Action and Mitigation conditions under Scenario 2 ("without ACME"). Without the ACME project's travel demand and the traffic signal, there would be a potential for significant adverse traffic impacts at this intersection – specifically the westbound approach would be significantly impacted in the weekday PM and Saturday peak hours. A signal warrant analysis was conducted to determine if installation of a traffic signal would be warranted for this location under Scenario 2. The warrant analysis determined that absent ACME's traffic, the traffic volumes at this intersection would not meet the minimum minor street volume thresholds presented in the *Manual on Uniform Traffic Control Devices, 11th Edition (MUTCD)* to justify installation of a traffic signal. The conditions at this intersection would also not warrant other criteria stipulated in the *MUTCD* (the other warrants evaluate other transportation factors including the intersection's crash history and the magnitude of pedestrian volumes crossing the major street). An all-way stop control would also not be an appropriate mitigation measure per the NYC DOT's guidelines due to the disproportionate traffic and pedestrian volumes between the major and minor streets of this intersection. Therefore, a signal would not be proposed by the Monitor Point project to mitigate these potential significant traffic impacts. In lieu of a traffic signal, these potential traffic impacts would remain unmitigated.

Table 1: No-Action vs. With-Action vs. Mitigation Traffic Levels of Service – Scenario 1 (With ACME)

Approach		No-Action				With-Action				Mitigation				Mitigation Measures
		Mvt	V/C	Ctrl Delay[1]	LOS	Mvt	V/C	Ctrl Delay[1]	LOS	Mvt	V/C	Ctrl Delay[1]	LOS	
Weekday AM Peak Hour														
Meserole Ave	WB	LR	0.27	16.6	B	LR	0.31	17.2	B	LR	0.31	17.2	B	No significant impact, mitigation not needed.
Franklin Street	NB	T	0.44	10.7	B	T	0.46	10.9	B	T	0.46	10.9	B	
	SB	T	0.36	8.8	A	T	0.40	8.7	A	T	0.40	7.1	A	
Overall Intersection[2]		-	-	**11.0**	**B**	-	-	**11.2**	**B**	-	-	**10.6**	**B**	
Weekday Midday Peak Hour														
Meserole Ave	WB	LR	0.24	16.2	B	LR	0.30	16.9	B	LR	0.30	16.9	B	No significant impact, mitigation not needed.
Franklin Street	NB	T	0.48	11.3	B	T	0.52	11.8	B	T	0.52	11.8	B	
	SB	T	0.35	8.6	A	T	0.38	7.8	A	T	0.38	6.9	A	
Overall Intersection[2]		-	-	**11.1**	**B**	-	-	**11.3**	**B**	-	-	**11.0**	**B**	
Weekday PM Peak Hour														
Meserole Ave	WB	LR	0.65	23.8	C	LR	0.75	28.0	C	LR	0.75	28.0	C	No significant impact, mitigation not needed.
Franklin Street	NB	T	0.56	12.3	B	T	0.60	13.0	B	T	0.60	13.0	B	
	SB	T	0.35	1.5	A	T	0.39	1.6	A	T	0.39	1.6	A	
Overall Intersection[2]		-	-	**12.6**	**B**	-	-	**14.3**	**B**	-	-	**14.3**	**B**	
Saturday Peak Hour														
Meserole Ave	WB	LR	0.27	16.6	B	LR	0.38	18.0	B	LR	0.38	18.0	B	No significant impact, mitigation not needed.
Franklin Street	NB	T	0.56	12.3	B	T	0.60	13.0	B	T	0.60	13.0	B	
	SB	T	0.29	7.5	A	T	0.34	7.3	A	T	0.34	6.6	A	
Overall Intersection[2]		-	-	**11.5**	**B**	-	-	**12.3**	**B**	-	-	**12.0**	**B**	

Mvt=Movement; Ctrl=Control
[1] Control delay is measured in seconds per vehicle.
[2] Overall intersection v/c ratio is the critical lane groups' v/c ratio.
Shading denotes a significantly impacted movement

Table 2: No-Action vs. With-Action vs. Mitigation Traffic Levels of Service – Scenario 2 (Without ACME)

Approach		No-Action Mvt	No-Action V/C	No-Action Ctrl Delay[1]	No-Action LOS	With-Action Mvt	With-Action V/C	With-Action Ctrl Delay[1]	With-Action LOS	Mitigation Mvt	Mitigation V/C	Mitigation Ctrl Delay[1]	Mitigation LOS	Mitigation Measures
Weekday AM Peak Hour														
Meserole Ave	WB	LR	-	25.0	C	LR	-	300+	F	LR	-	300+	F	No significant impact[3]
Franklin Street	NB	LR	-	0.0	A	LR	-	0.0	A	LR	-	0.0	A	
	SB	LR	-	0.0	A	LR	-	0.0	A	LR	-	0.0	A	
Overall Intersection[2]		**-**	**-**	**2.2**	**A**	**-**	**-**	**40.9**	**E**	**-**	**-**	**40.9**	**E**	
Weekday Midday Peak Hour														
Meserole Ave	WB	LR	-	25.1	D	LR	-	300+	F	LR	-	300+	F	No significant impact[3]
Franklin Street	NB	LR	-	0.0	A	LR	-	0.0	A	LR	-	0.0	A	
	SB	LR	-	0.0	A	LR	-	0.0	A	LR	-	0.0	A	
Overall Intersection[2]		**-**	**-**	**2.0**	**A**	**-**	**-**	**78.6**	**F**	**-**	**-**	**78.6**	**F**	
Weekday PM Peak Hour														
Meserole Ave	WB	LR	-	46.5	E	LR	-	300+	F	LR	-	300+	F	Unmitigable
Franklin Street	NB	LR	-	0.0	A	LR	-	0.0	A	LR	-	0.0	A	
	SB	LR	-	0.0	A	LR	-	0.0	A	LR	-	0.0	A	
Overall Intersection[2]		**-**	**-**	**4.7**	**A**	**-**	**-**	**300+**	**B**	**-**	**-**	**300+**	**B**	
Saturday Peak Hour														
Meserole Ave	WB	LR	-	36.6	E	LR	-	300+	F	LR	-	300+	F	Unmitigable
Franklin Street	NB	LR	-	0.0	A	LR	-	0.0	A	LR	-	0.0	A	
	SB	LR	-	0.0	A	LR	-	0.0	A	LR	-	0.0	A	
Overall Intersection[2]		**-**	**-**	**3.6**	**B**	**-**	**-**	**300+**	**B**	**-**	**-**	**300+**	**B**	

Mvt=Movement; Ctrl=Control

[1] Control delay is measured in seconds per vehicle.

[2] Overall intersection v/c ratio is the critical lane groups' v/c ratio.

[3] Per the CEQR Technical Manual guidance, the westbound approach would not be significantly impacted during this time period because the total approach volumes would be below the 90 passenger car equivalent (PCEs) thresholds for significant traffic impacts.

Shading denotes a significantly impacted movement