

# GREENWICH STREET AND WASHINGTON STREET

Between Canal and Horatio Streets

Presentation for Community  
Board 2

## Contextual Redesign

**Janette Sadik-Khan**  
**Commissioner**

December 5, 2007



# Greenwich and Washington Streets

Streets wider than needed for motor vehicles

	Marked Lanes	Roadway Width
Greenwich Street	1	<b>~45 ft</b> Canal – Charles Sts <b>~40 ft</b> Charles -Bethune Sts <b>~33 ft</b> Bethune – Gansevoort Sts
Washington Street	2	<b>35 – 42 ft</b>

# Greenwich Street

Excessively Wide Street (at Morton Street)



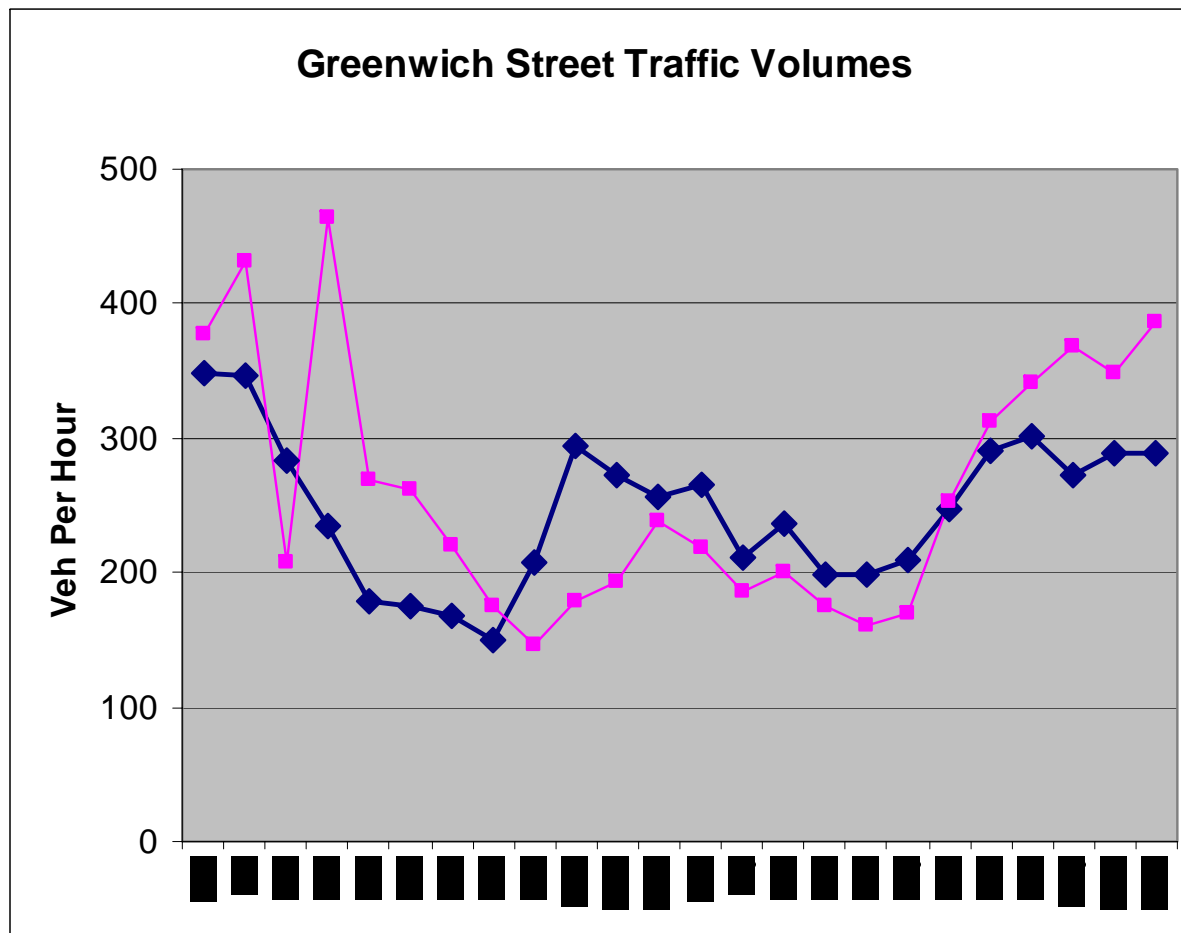
# Washington Street

Excessively Wide Street (at Bethune Street)



# Greenwich Street

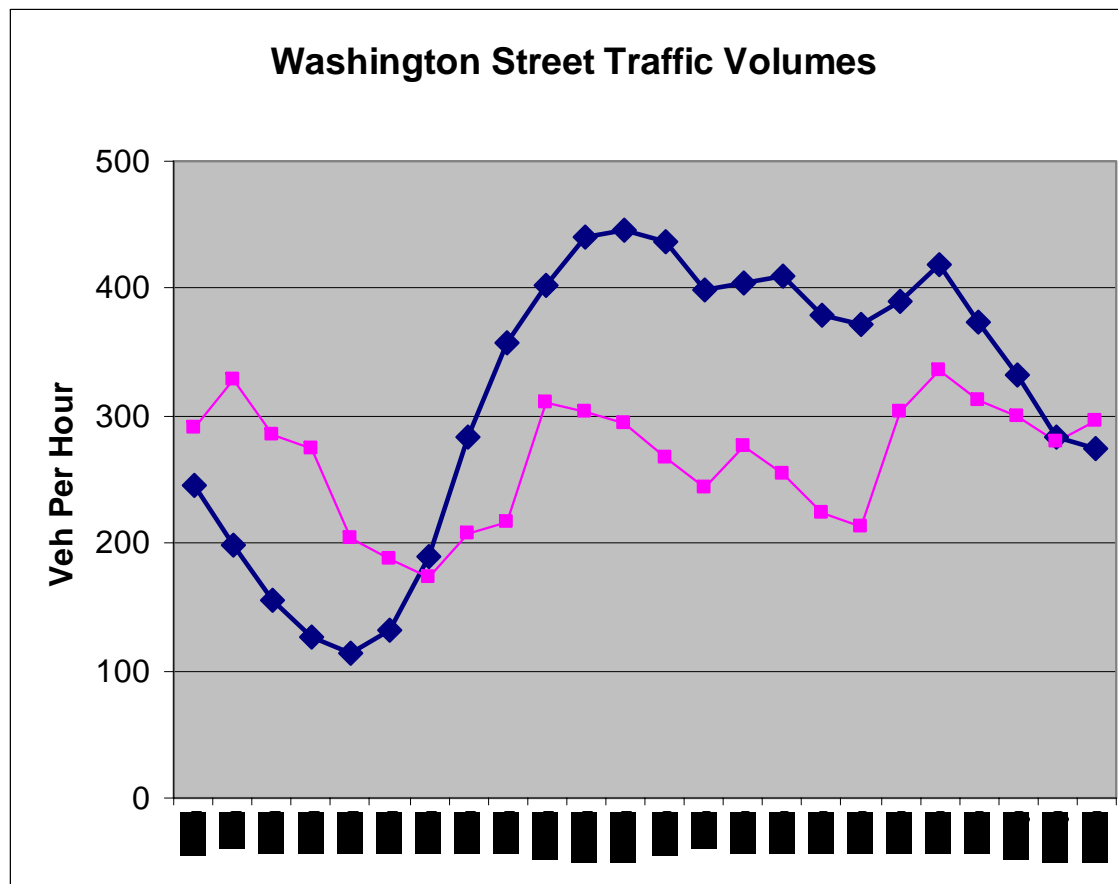
Traffic volumes between Jane and Horatio Streets



Period	Volume	
	Wkday	Sat
12-1a	349	378
1-2a	347	432
2-3a	284	208
3-4a	234	463
4-5a	178	269
5-6a	175	262
6-7a	167	220
7-8a	149	175
8-9a	208	146
9-10a	295	179
10-11a	273	193
11-12a	257	238
12-1p	265	219
1-2p	211	186
2-3p	236	200
3-4p	199	175
4-5p	198	161
5-6p	210	169
6-7p	247	252
7-8p	290	312
8-9p	302	341
9-10p	272	369
10-11p	288	349
11-12p	288	386

# Washington Street

Traffic volumes between Perry and Charles Streets



Period	Volume	
	Wkday	Sat
12-1a	245	290
1-2a	199	329
2-3a	156	286
3-4a	127	275
4-5a	114	204
5-6a	132	188
6-7a	190	173
7-8a	283	207
8-9a	358	217
9-10a	403	311
10-11a	440	304
11-12a	446	295
12-1p	437	267
1-2p	399	243
2-3p	404	276
3-4p	409	254
4-5p	379	223
5-6p	372	213
6-7p	390	303
7-8p	418	336
8-9p	373	313
9-10p	332	300
10-11p	283	280
11-12p	275	296



# Greenwich Street

## Changing Land Use



# Washington Street

## Changing Land Use





# Greenwich and Washington Streets

## Inconsistent Parking Regulations





# Washington Street

## Existing Channelization



# Greenwich and Washington Streets

(between Canal and Horatio Streets) Existing Mix of Controls

	Signals 	Multi-way Stop 
<b>Greenwich Street</b>	7	7
<b>Washington Street</b>	7	7

# Greenwich and Washington Streets

(Between Canal and Horatio Streets)

Existing Mix of Controls

Cross Street	Greenwich Street	Washington Street
Canal Street	S	S
Spring Street	S	M
West Houston Street	S	S
Clarkson Street	M	S
Leroy Street	M	M
Morton Street	M	X
Barrow Street	X	S
Christopher Street	S	S
W.10th Street	S	M
Charles Street	X	M
Perry Street	M	X
W.11th Street	M	M
Bethune Street	S	S
W.12th Street	S	S
Jane Street	M	M
Horatio Street	M	M

S – Signalized



M - Multiway Stop



X – Stop control  
on cross street  
only



# Greenwich Street

(between Spring and Horatio Streets)

## 2005-2007 Accident Comparison by Control

Control of Major	Number of Intersections	Total Accidents	Total Injuries	Pedestrian Injuries
Signal	6	54	5	3
Multi-Way Stop	7	49	8	4
Uncontrolled	7	33	6	0

	Average per Intersection		
Control of Major	Accidents	All Injuries	Pedestrian Injuries
Signal	9.0	0.8	0.5
Multi-Way Stop	7.0	1.1	0.6
Uncontrolled	5.5	1.0	0.0

Source: NYPD, 2007 data through June

# Washington Street

(between Spring and Horatio Streets)

## 2005-2007 Accident Comparison by Control

Control of Major	Number of Intersections	Total Accidents	Total Injuries	Pedestrian Injuries
Signal	6	53	10	3
Multi-Way Stop	7	80	14	4
Uncontrolled	3	30	6	1

	Average per Intersection		
Control of Major	Accidents	All Injuries	Pedestrian Injuries
Signal	8.8	1.7	0.5
Multi-Way Stop	11.4	2.0	0.6
Uncontrolled	10.0	2.0	0.3

Source: NYPD, 2007 data through June

# Greenwich and Washington Streets

Contextual Redesign

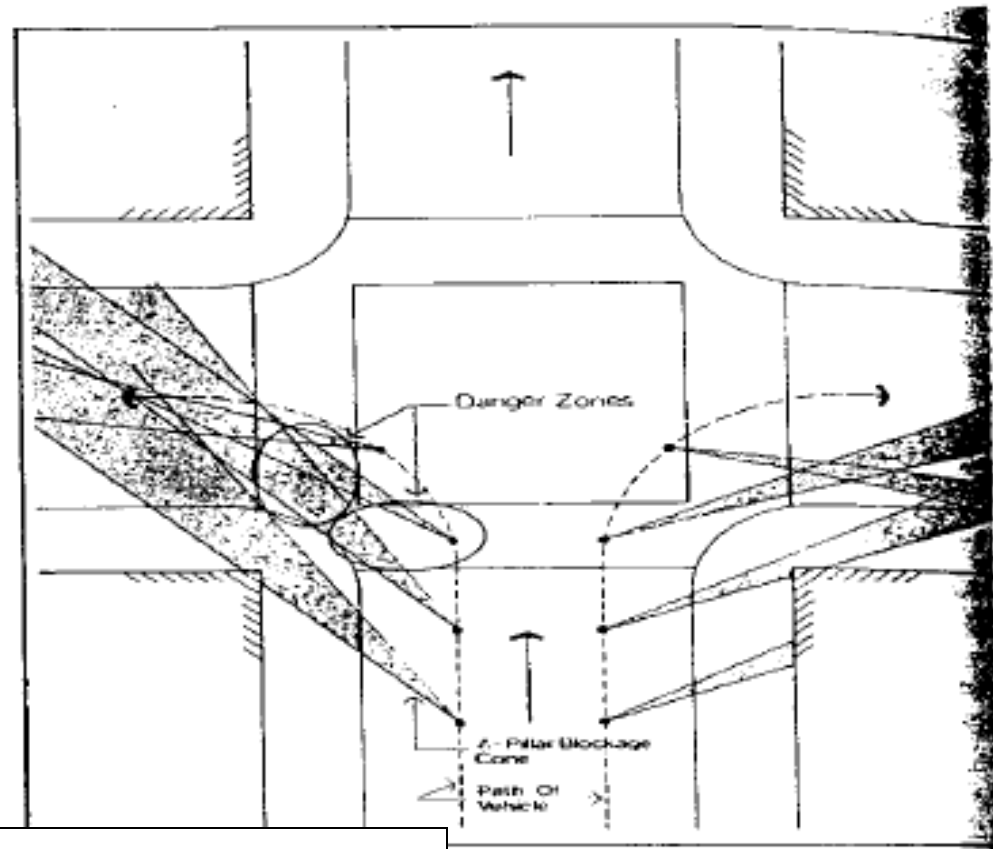
- Parking controls
- Road diet
- Signal upgrades

# Greenwich and Washington Streets

## Contextual Redesign – Parking Controls

- Daylight intersections to reduce visibility problem of left-turning vehicles
- From one-way streets, left turning crashes from one-way streets outnumber right turning crashes 2 to 1
- Greenwich Street: 14 spaces removed
  - W. Houston Street - Leroy Street
  - Barrow Street
  - W. 11<sup>th</sup> Street
  - Jane Street
  - Charles Street
  - Bethune Street
  - Gansevoort Street
- Washington Street: 13 spaces removed
  - Horatio Street
  - Bank Street
  - W. 10<sup>th</sup> Street
  - Clarkson Street
  - W. 12<sup>th</sup> Street
  - Perry Street
  - Morton Street
  - Spring Street

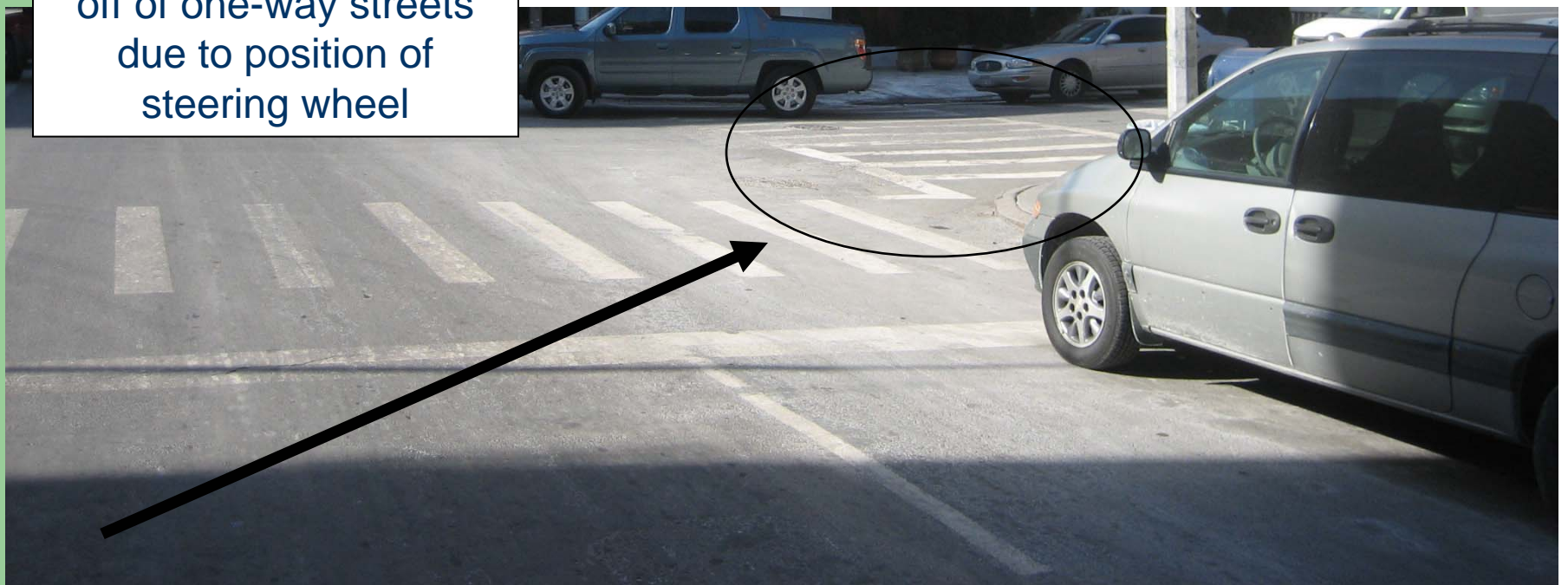




“A Pillar” blocks view to Left  
and tracks forward along  
path of pedestrian going in  
same direction as vehicle



Motorists see crosswalk  
later when turning left  
off of one-way streets  
due to position of  
steering wheel



# Greenwich and Washington Streets

Contextual Redesign – Parking Controls

- Replace truck loading and other No Standing regulations with street cleaning regulations:
  - Greenwich Street: + 62 new daytime spaces
  - Washington Street: + 32 new daytime spaces



# Greenwich and Washington Streets

## Contextual Redesign - Road Diet

- Greenwich Street
  - One travel lane (13 ft wide)
  - Buffer adjacent to parking lanes
  - Bike lane option
- Washington Street
  - One travel lane (13 ft wide)
  - Buffer adjacent to parking lanes
  - Bike lane option
  - Remove painted neckdowns



Hicks Street at Congress Street, Brooklyn

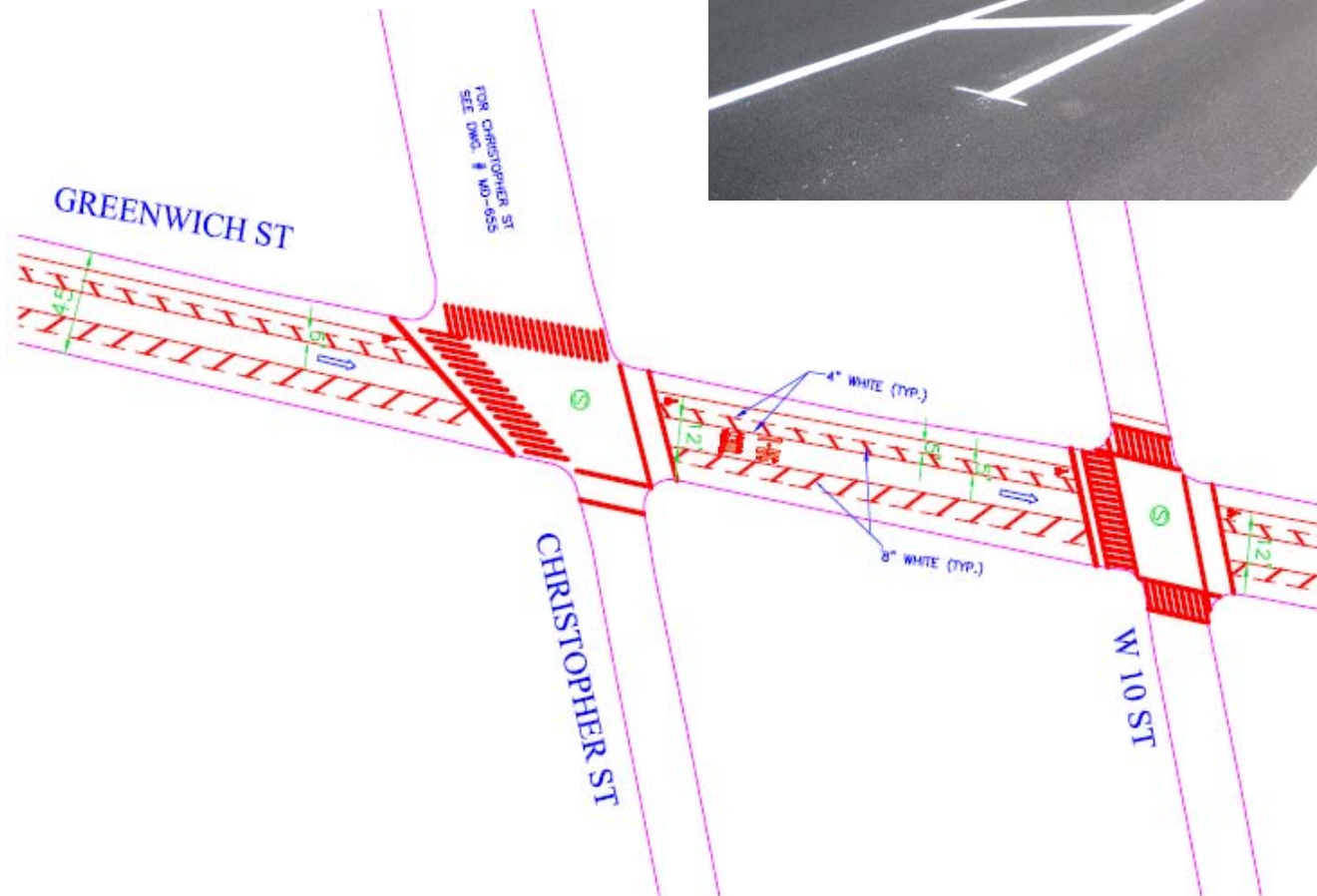


Willoughby Ave at Emerson Pl, Brooklyn



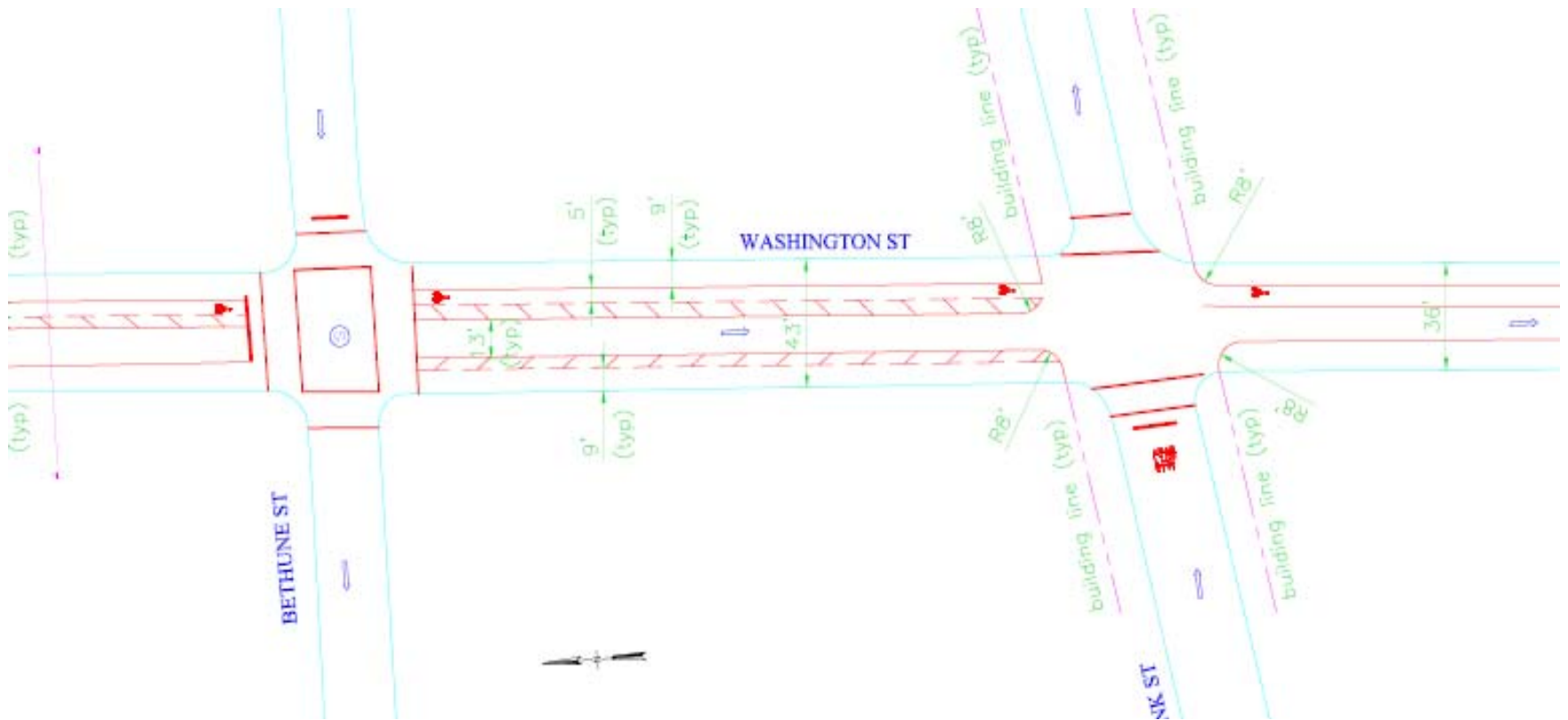
# Greenwich Street

## Road Diet



# Washington Street

## Road Diet



# Greenwich and Washington Streets

## Contextual Redesign – Signals

- Study multi-ways to determine if signals are warranted
- Accident studies
  - **Greenwich Street** at Clarkson, Morton, Jane and Horatio Streets
  - **Washington Street** at Horatio, Charles, Jane, W.11th, Leroy and Spring Streets
- Compliance studies
  - **Greenwich Street** at Morton and W.11<sup>th</sup> Streets
  - **Washington Street** at Jane, W.10<sup>th</sup>, Leroy and Spring Streets

# Project Timing

- Interim Edgeline Stripes w/Hatching for 1 Lane Operation of Resurfaced Washington Street
  - December 2007
- Changes to Parking Regulations including Daylighting
  - Winter 2008, following CB consideration
- Changes in Control If Necessary (Stop to Signal)
  - Following completion of warrant studies
- Bicycle Lane Signs & Markings for Greenwich & Washington
  - April 2008