Project Background
PROJECT AREA AND SAFETY DATA

- Southern border of Trinity Park
- Close proximity to Manhattan Bridge
- High Crash Corridor
- New development throughout area bringing new residents
- Nearby: Farragut Houses, Church of the Open Door, PS 287, Jr High School 265

Nassau St – Bridge St to Navy St, BK
Injury Summary, 2012-2016 (5 years)

<table>
<thead>
<tr>
<th></th>
<th>Total Injuries</th>
<th>Severe Injuries</th>
<th>Fatalities</th>
<th>KSI</th>
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<tr>
<td>Pedestrian</td>
<td>6</td>
<td>1</td>
<td>0</td>
<td>1</td>
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<tr>
<td>Bicyclists</td>
<td>9</td>
<td>2</td>
<td>0</td>
<td>2</td>
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<td>Motor Vehicle Occupant</td>
<td>38</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Total</td>
<td>53</td>
<td>3</td>
<td>0</td>
<td>3</td>
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Existing Conditions
EXISTING CONDITIONS: STREET DIRECTIONS

- **One way westbound**
- **Two way street**
- **BQE**
- **Manhattan Br**
- **Farragut Houses**
- **PS287 & IS265**
- **Trinity Park**
- **Nassau St**
- **Gold St**
- **Navy St**
- **Flatbush Ave Ext**
- **Duffield St**
- **Concord St**
- **S 4th St S**

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EXISTING CONDITIONS - PEDESTRIANS

- Narrow sidewalks and limited access to Trinity Park
- Limited street crossings along multiple block stretch

Trinity Park
Bridge St
Duffield St
Gold St

~10’ wide sidewalk
~3’ wide sidewalk
~2-3’
EXISTING CONDITIONS – VEHICLES

• Gold St to Bridge St: One-way street with two travel lanes and a center median

• Wide roadbed and low traffic volume promotes higher speeds, approaching a Bridge condition

• ~500-530 vehicles on Nassau St in the peak hour
EXISTING CONDITIONS – RAMPS

- Queens-bound BQE to Manhattan connection and Nassau St: both have redundant ramps to Manhattan Bridge
- Nassau connection only open 6am-10am Mon-Fri
• Dedicated right turn lane from Flushing Ave, necessary for high turning volume, causes shift for through traffic
Project Plan
1. Painted sidewalk extension along north curb of Nassau St, providing access to Trinity Park
   - Space utilized from previous channelized median and extra moving lane

2. Curb extensions to provide increased visibility

3. Close excess ramps with channelization
   - Maintain access to Manhattan Bridge via direct ramps
1. Relocated painted median converted to a buffered parking lane to improve alignment at intersections

2. Curb extension to provide increased visibility and shortened crossing
Proposed Configuration: Forsyth St, Manhattan
PROJECT BENEFITS

- Provides pedestrian access to Trinity Park
- Shortens pedestrian crossings
- Calms traffic
- Clarifies traffic patterns
- Improves traffic alignment at intersections
- Removes redundant ramps
- Improves pedestrian/vehicular visibility
• Remove one westbound lane on Nassau St between Gold St and Bridge St

• Install painted pedestrian space / sidewalk along north curb of Nassau St between Gold St and Bridge St

• Add buffered parking lane and re-align lanes on Nassau St between Navy St and Gold St

• Create standard moving lanes throughout

• Close and channelize the excess ramps from the BQE to the Manhattan Bridge
THANK YOU!

Questions?
AM/PM Peak Hour
Date: Oct 2018
PARKING LOSS

Approximately 9 parking spaces removed