Project Overview

Improve transportation conditions for all users along the Van Duzer Street Corridor by:

- Discouraging Speeding
- Improving Intersections
- Adding Crosswalks
- Adding Bicycle Lanes
Reduce Speeding
Vehicles Speeding

- Community complaints of speeding
- Large % of vehicles were recorded traveling 5 m.p.h. or more over the speed limit
Existing Conditions

Wide Travel Lanes
Contributes to speeding

Wide Travel Lanes with Channelization
Contributes to speeding and limits parking

Wide Roadway
Extra travel lane contributes to speeding and aggressive driving

Pinch Points
Further traffic calming measures limited by road width and traffic volume

LEGEND
Wide Travel Lanes
Excess Channelization
Wide Roadway
Pinch Points

Existing Bicycle Facilities
Protected Bicycle Path
Bicycle Lane
Shared Lane
Signed Route
Wide Travel Lanes

Example:
Richmond Rd (Van Duzer St to Narrows Rd N)

- Standard width travel lanes discourage speeding
- Provide space for bicycle lane
Wide Travel Lanes with Channelized Roadway

Example:
Van Duzer St (Broad St to Hillside Ave)

- Standard width travel lanes discourage speeding
- Room for additional parking and bicycle lanes in existing channelization
Wide Road

Example:
Targee St (Vanderbilt Ave to Van Duzer St)

- Replace extra travel lane with bicycle lanes and additional parking to calm traffic
- Add right-turn bay at Targee St and Broad St
Pinch Point

Example:
Targee St (Narrows Rd N to Vanderbilt Ave)

- Connect bicycle network
- Alert motorists to presence of cyclists
- Align cyclists in road
Improve Intersections
Intersection Improvements
Improve traffic alignment, add crosswalks, and other improvements

St Pauls Ave & Van Duzer St
Sidewalk ends without crossing option

St Pauls Ave & Grant St
Lack of pedestrian crossing by school

St Pauls Ave & Van Duzer St
Frequent community complaints

Richmond Rd & Narrows Rd N
Poor lane alignment

Swan St & Van Duzer St
Long crossing distance

Van Duzer St & William St
Long distances between crosswalks

LEGEND
- Proposed Bicycle Route
- Existing Bicycle Facilities
  - Protected Bicycle Path
  - Bicycle Lane
  - Shared Lane
  - Signed Route

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St Pauls Ave & Van Duzer St
Normalize intersection

• Intersection cause of frequent complaints
• Poor visibility due to angle of intersection
• Some drivers confused by traffic sign placement
• Loss of parking for merge
• High vehicle speeds

Existing Design

Proposed Design Concept

Improve Visibility
Reorient intersection improves visibility and adds parking

Standard Travel Lane Widths
Discourage speeding with standard travel lane widths

Clear Up Traffic Signs
Allows for better placement of signs
St Pauls Ave & Van Duzer St
Add Enhanced Crossing

• Sidewalk ends without pedestrian crossings
• Pedestrians need to cross to access shops and bus stops
• Nearest crossing 750’ away

Existing Design

Proposed Design Concept

Add Crosswalks
Adds crosswalks where sidewalks end

Increase Visibility
Painted area provides more visibility and more pedestrian space

No Parking Loss
Rearrange existing regulations to avoid parking loss
St Pauls Ave & Grant St
Add Enhanced Crossing

• Lack of pedestrian crossing at school
• Nearest crossing ¼ mile away

Add Crosswalk
Provides pedestrian crossing by school

Increase Visibility
“No Standing Anytime” regulation increases visibility while removing 2 parking spaces
Van Duzer St & William St
Add Enhanced Crossing

- ¼ mile between pedestrian crossings on Van Duzer St
- William St links the larger neighborhood to Bay St commercial corridor
- Nearby bus stop

Proposed Design Concept

Existing Design

Add Crosswalk
Enhanced crossing reduces maximum distance between crosswalks by 36%

Add Painted Curb Extensions
Use existing “No Standing Anytime” regulation to add more pedestrian space and shorten crossing distance
Swan St & Van Duzer St
Add Painted Curb Extension

- Long crossing distance on Swan St
- Poor westbound lane alignment

Proposed Design Concept

Existing Design

Add Painted Curb Extension
Sidewalk extension shortens crossing distances for pedestrians and improves lane alignment
Summary
Parking Changes

• Net gain of 40 full-time parking spaces (20 new spaces, 20 upgraded overnight spaces)
• Net loss of 7 overnight parking spaces

St Pauls Ave at Grant St
Remove 2 spaces for crosswalk

Van Duzer St at St Pauls Ave
Add 3 spaces after change to intersection

Van Duzer St at Shelterview Dr
Upgrade 16 and remove 14 overnight spaces to replace extra travel lane

Van Duzer St at Young St
Add 19 spaces by replacing channelization

Richmond Rd at Narrows Rd N
Add 2 spaces after change to intersection

Swan St at Bay St
Remove 2 spaces for bicycle lane

Van Duzer St at Grant St
Upgrade 4 off-peak spaces to fulltime spaces

Van Duzer St at Beach St
Add 7 off-peak parking spaces in left-turn lane

LEGEND

Proposed Bicycle Route
Existing Bicycle Facilities
• Protected Bicycle Path
• Bicycle Lane
• Shared Lane
• Signed Route
Project Summary

• Narrowed travel lanes and a removal of extra travel lanes would discourage speed
• Improve traffic alignments at intersections would increase safety and address complaints
• Additional crosswalks would shorten distances between pedestrian crossings
• Bicycle lanes would connect to ferry terminal for neighborhoods along corridor
• Changes to road design would allow for additional parking
THANK YOU!

Questions?