



# NORTH WILLIAMSBURG TRANSPORTATION STUDY

Process, Findings and Recommendations

June 7, 2018



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# INTRODUCTION

# 1

# PROCESS, GOALS AND OBJECTIVES

## STUDY GOAL

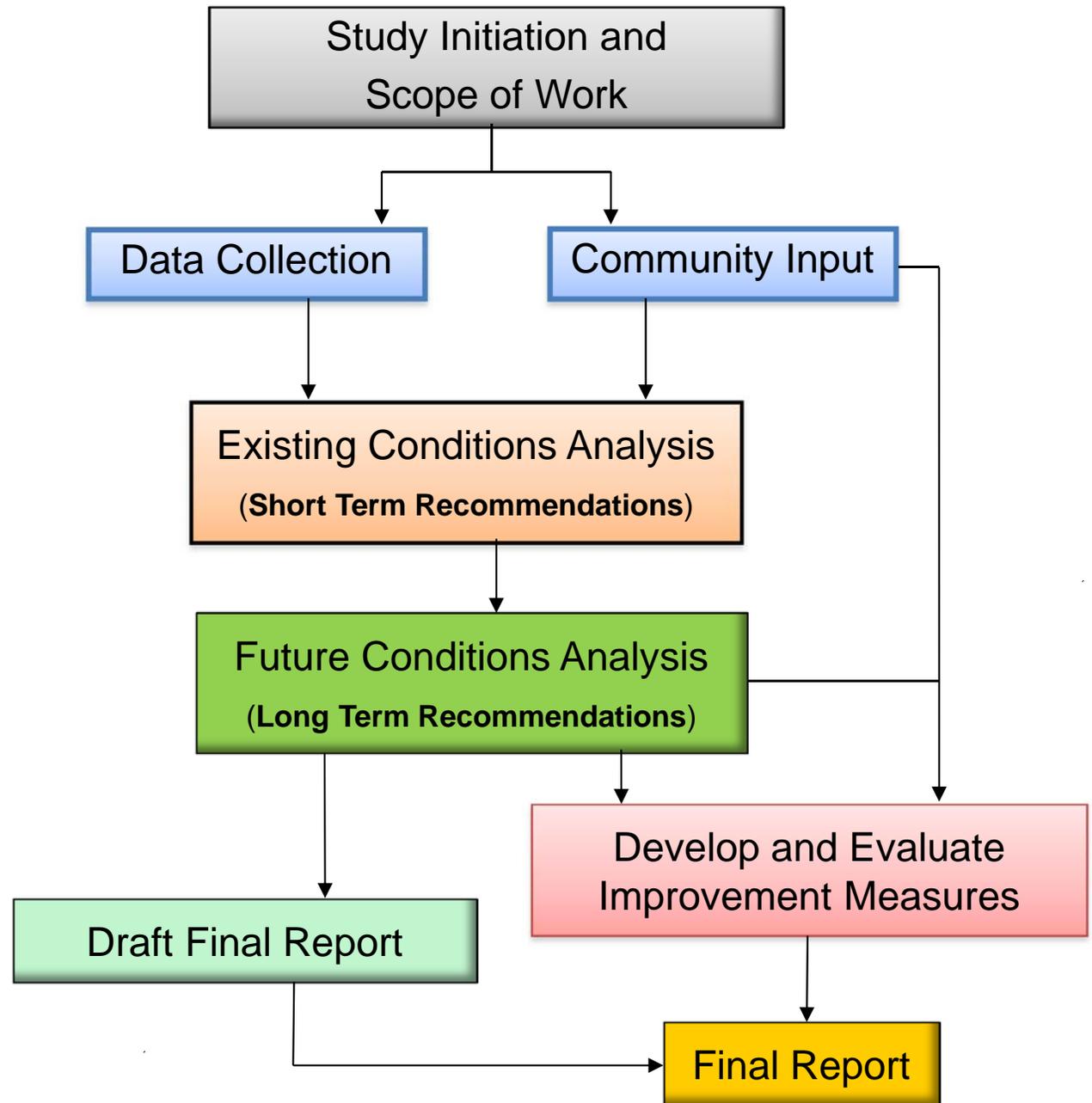
To comprehensively examine and improve travel conditions by all modes and to enhance the quality of life for residents and visitors to the area

## OBJECTIVES

To evaluate existing and future travel and traffic conditions

To facilitate extensive public participation through TAC, public meetings and workshops to document community issues

To generate recommendations and develop improvement measures to address community concerns and traffic and transportation conditions



Ensure coordination with other agencies and initiatives

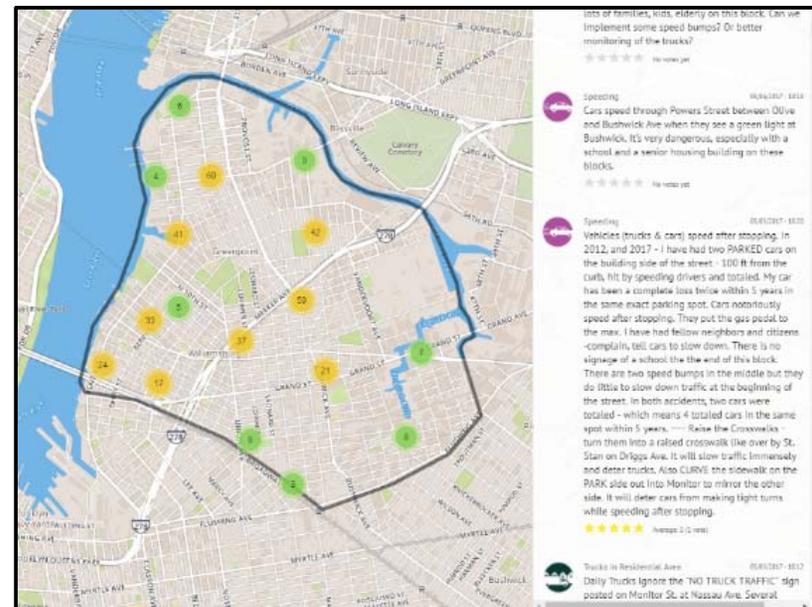
# Study Area and Major Corridors



# Public Outreach and Community Input

- 2 Kickoff Meetings - Summer 2016
- Go Green Festival Booth – Summer 2016
- Existing Conditions Presentation – Spring 2017
- Meetings with Council Members Stephen Levin and Antonio Reynoso
- DOT Web Portal – 380 Comments
- Email Issues Campaign – 75 Comments
- Project Presentations

<https://nycdotprojects.info/n-williamsburg-study>



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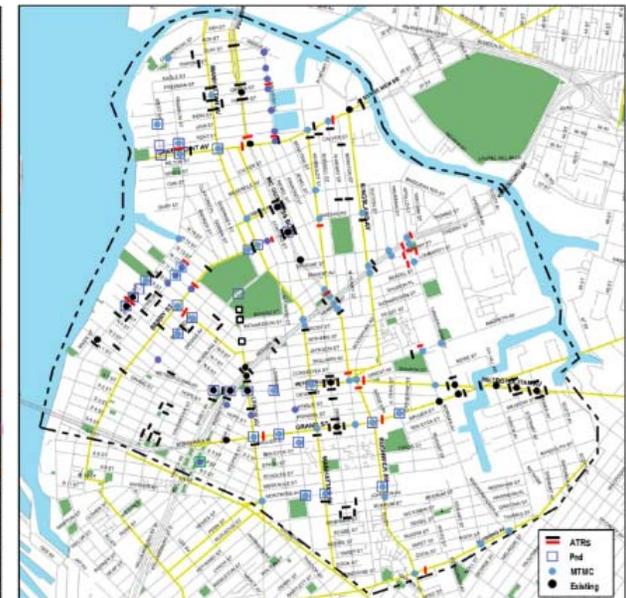
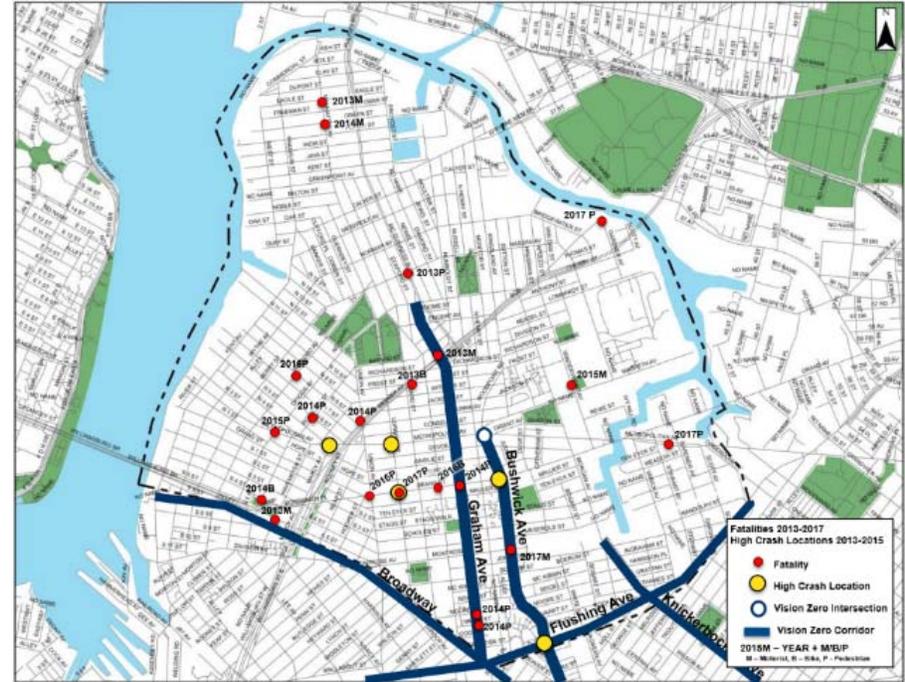
# FINDINGS

# 2

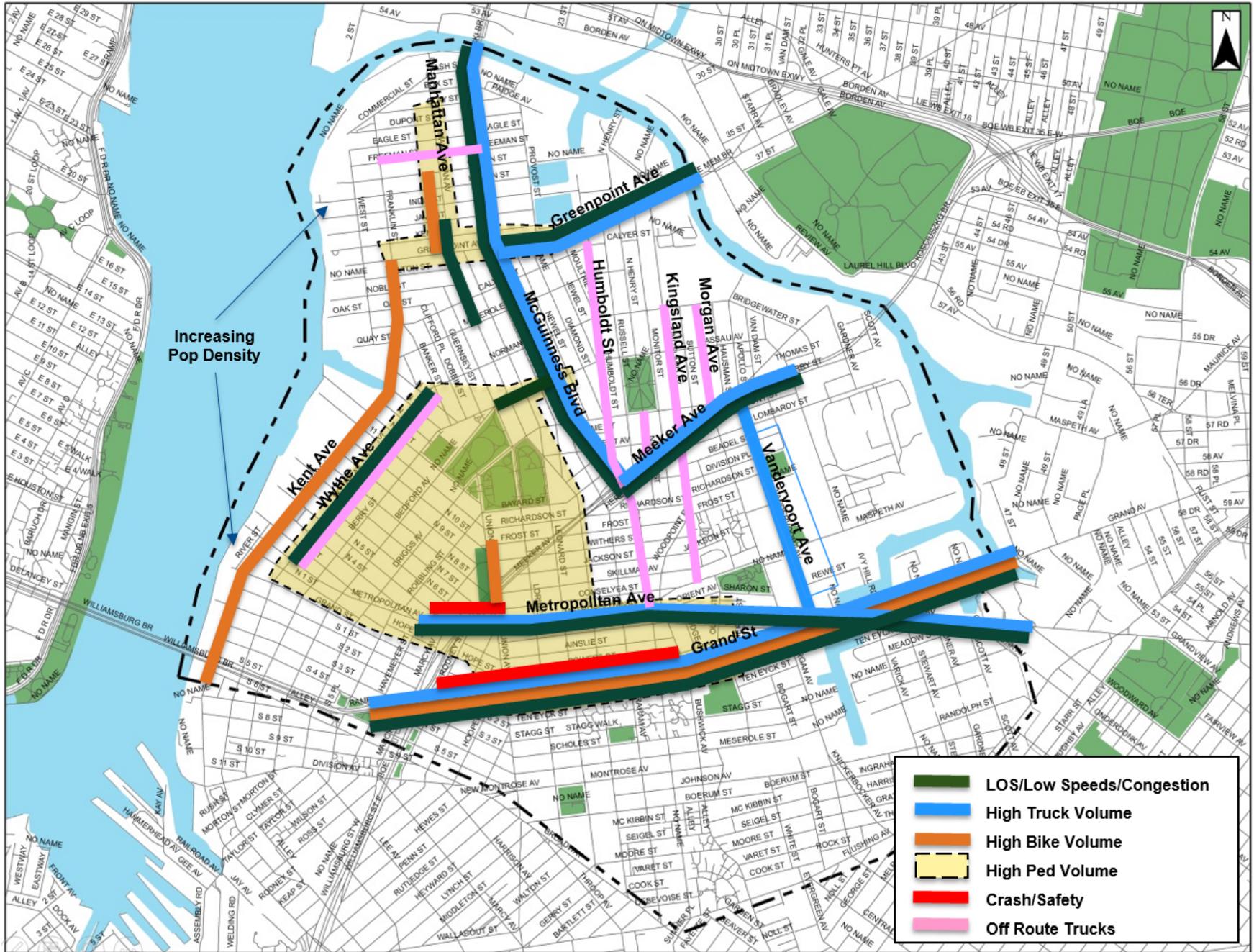
# SUBJECTS OF ANALYSIS

Existing (2016) and Future (2026)

- Demographics
- Zoning and Land Use
- Traffic and Transportation
- Pedestrians and Bicycles
- Goods Movement/Trucks
- Crashes/Safety
- Parking
- Public Transit



# Existing Condition Findings



# Challenges and Constraints

- Multiple Pinch Points/Bottlenecks
- Limited Capacity/Increasing Demand
- Various and Conflicting Uses
- Balancing the Needs of all Street Users

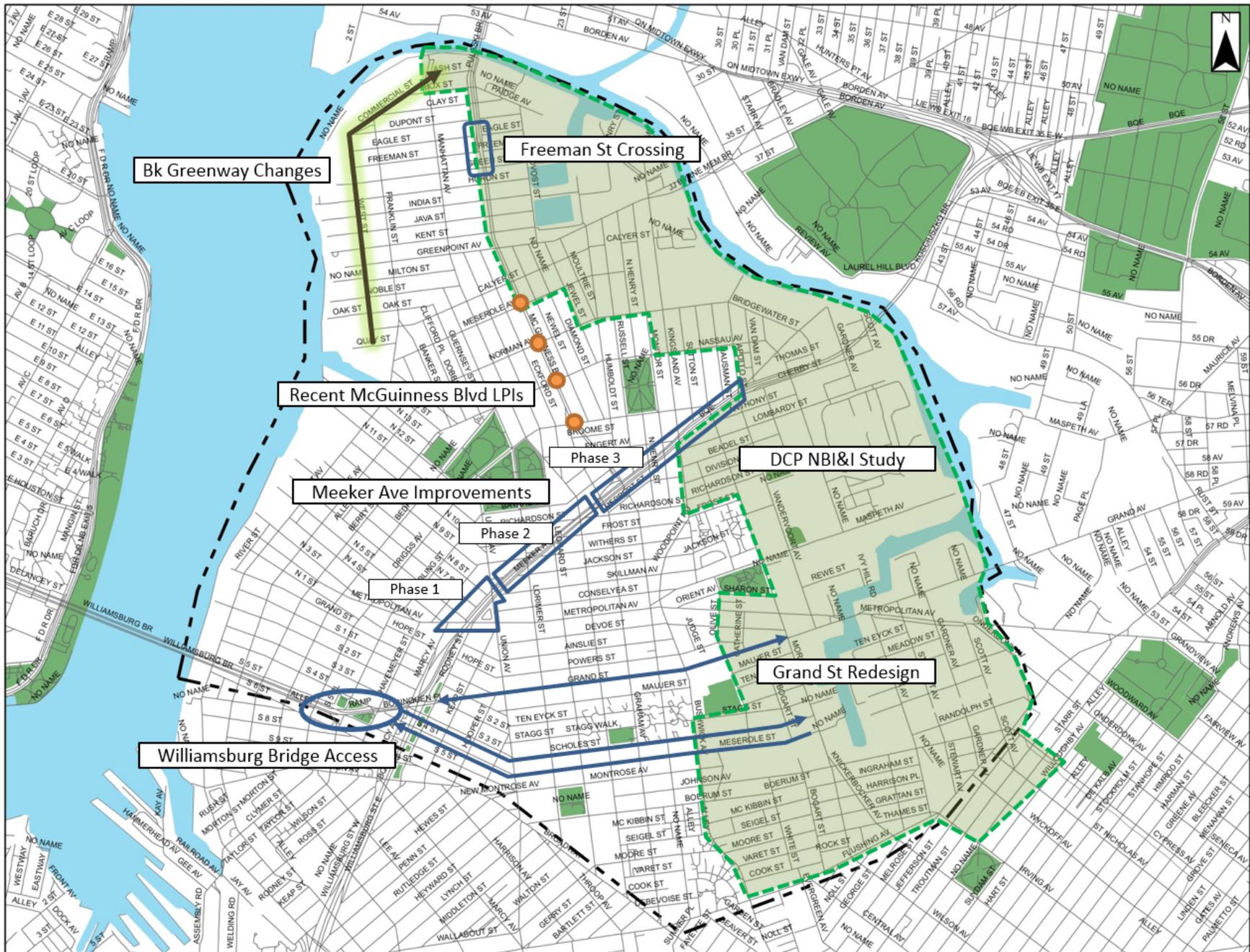


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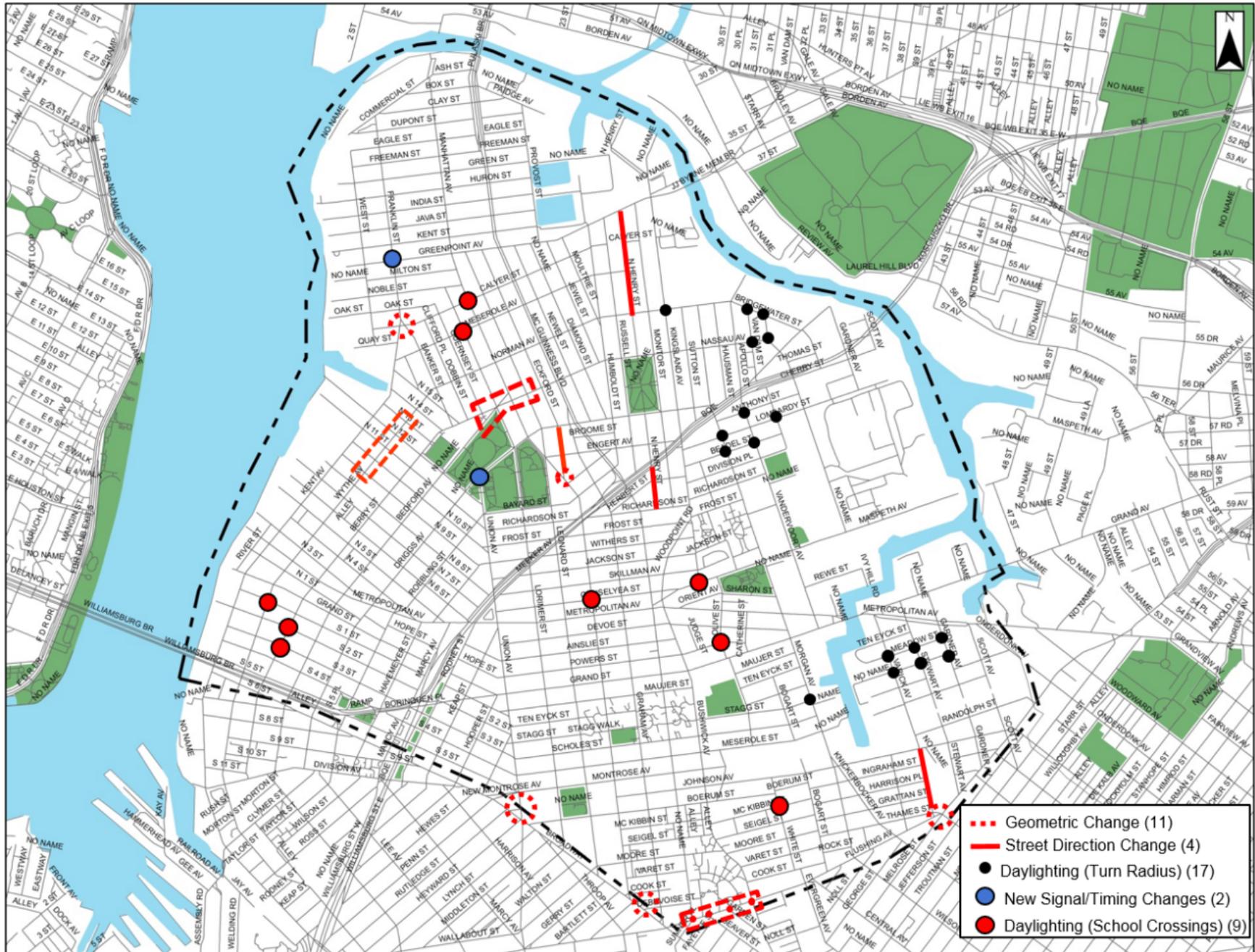
# RECOMMENDATIONS

# 3

# NYCDOT and other Initiatives



# Summary of Recommendations



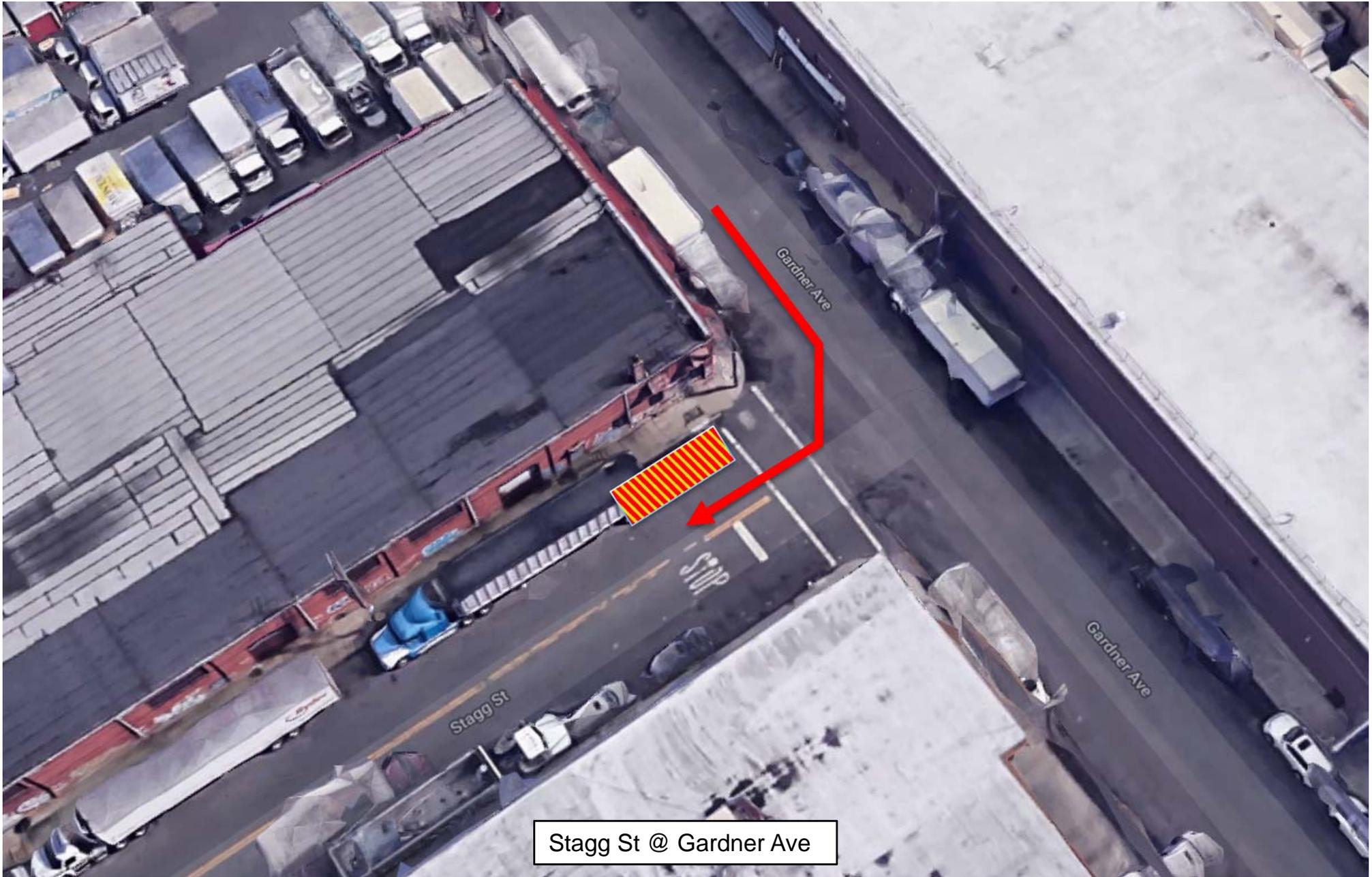
# Daylighting (School Crossings)

Crosswalk with Visibility Impaired

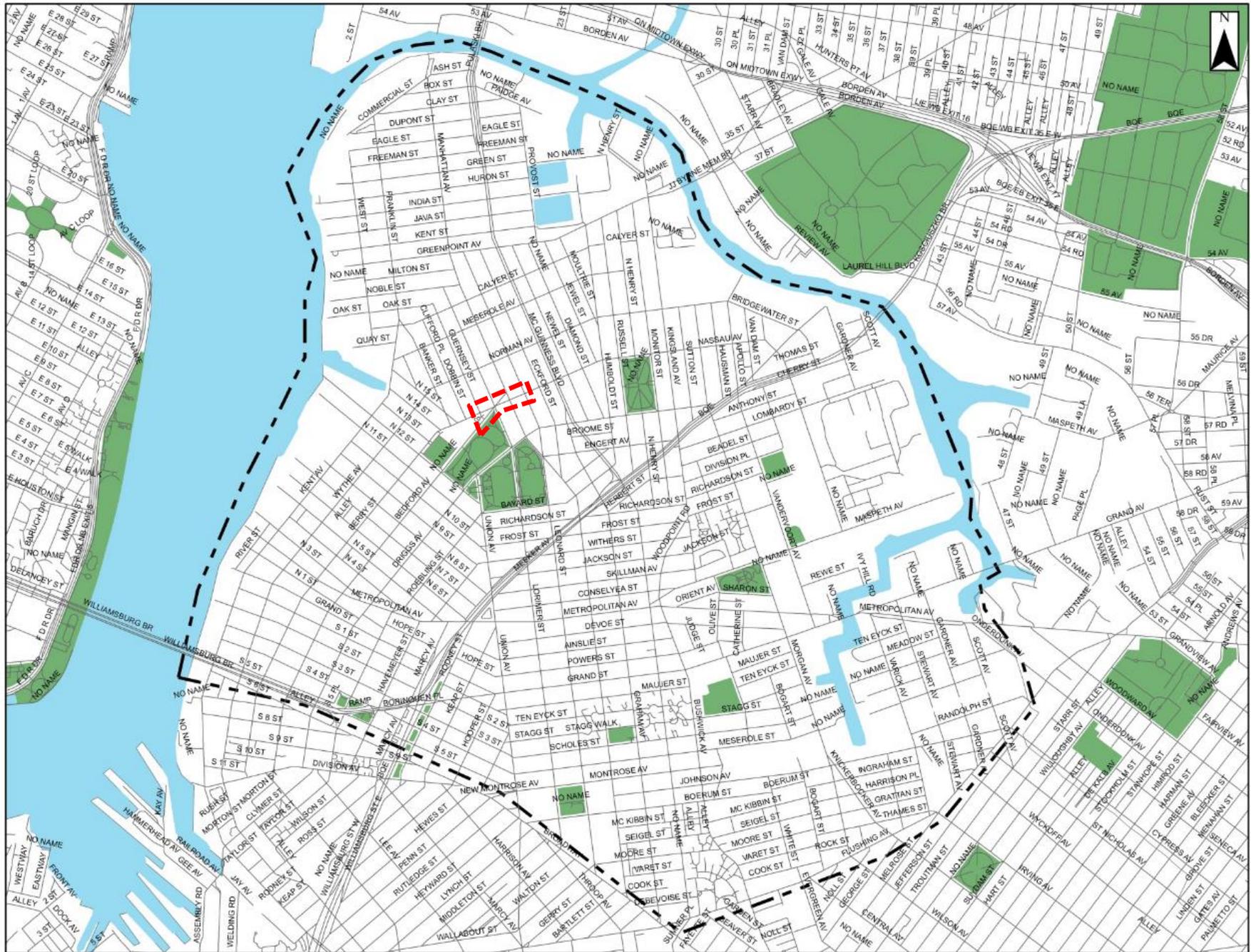


Berry St @ S 2<sup>nd</sup> St

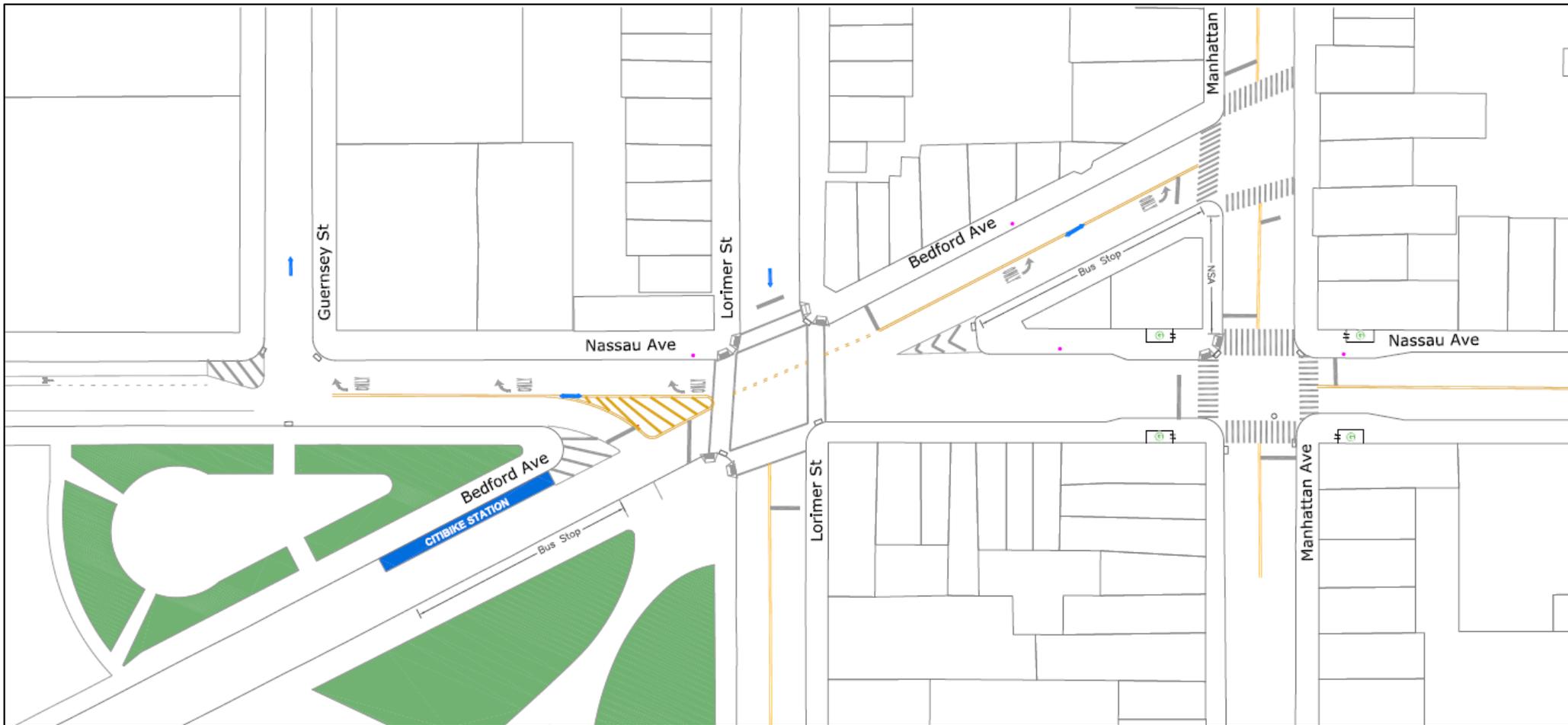
# Daylighting (Turn Radius)



# Nassau Ave/Bedford Ave/Lorimer St - Context



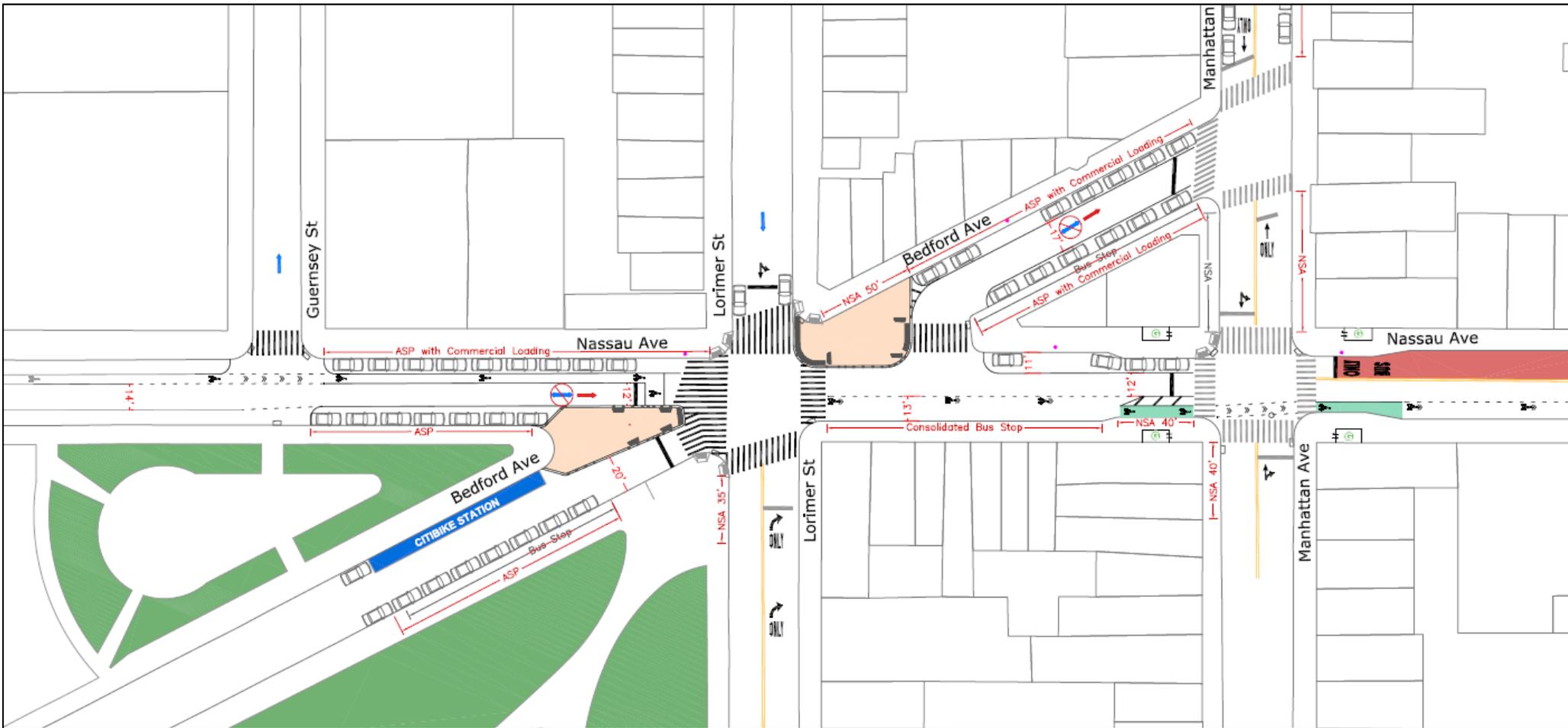
# Nassau Ave/Bedford Ave/Lorimer St - Existing



## Issues

- Nassau Ave Bike Lane drops out at Guernsey St
- Difficult merge from Nassau Ave WB to Bedford Ave
- Difficult pedestrian crossings from the two triangles
- One Way street with two way bus operations on Nassau Ave btw Manhattan Ave and Leonard St

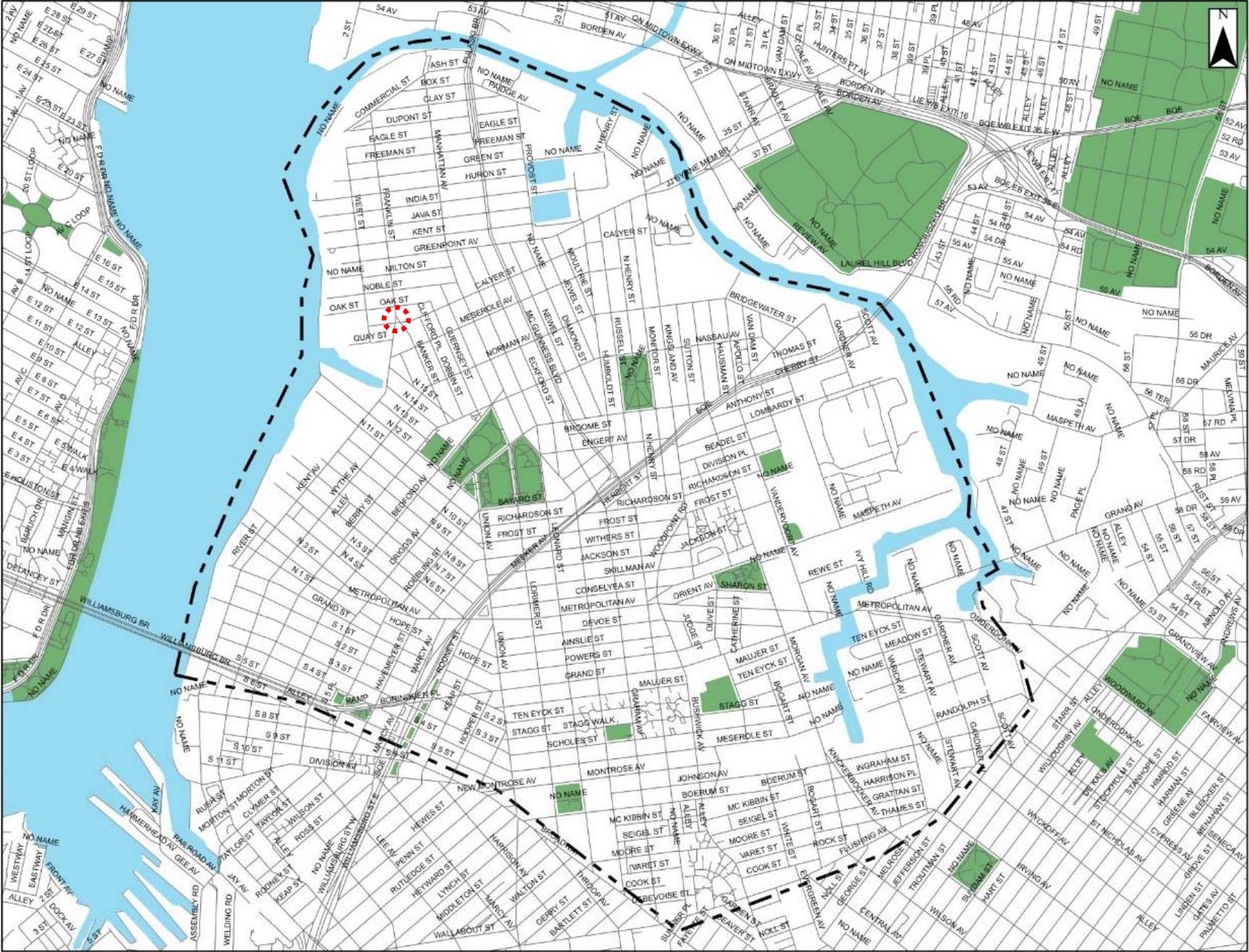
# Nassau Ave/Bedford Ave/Lorimer St - Proposed



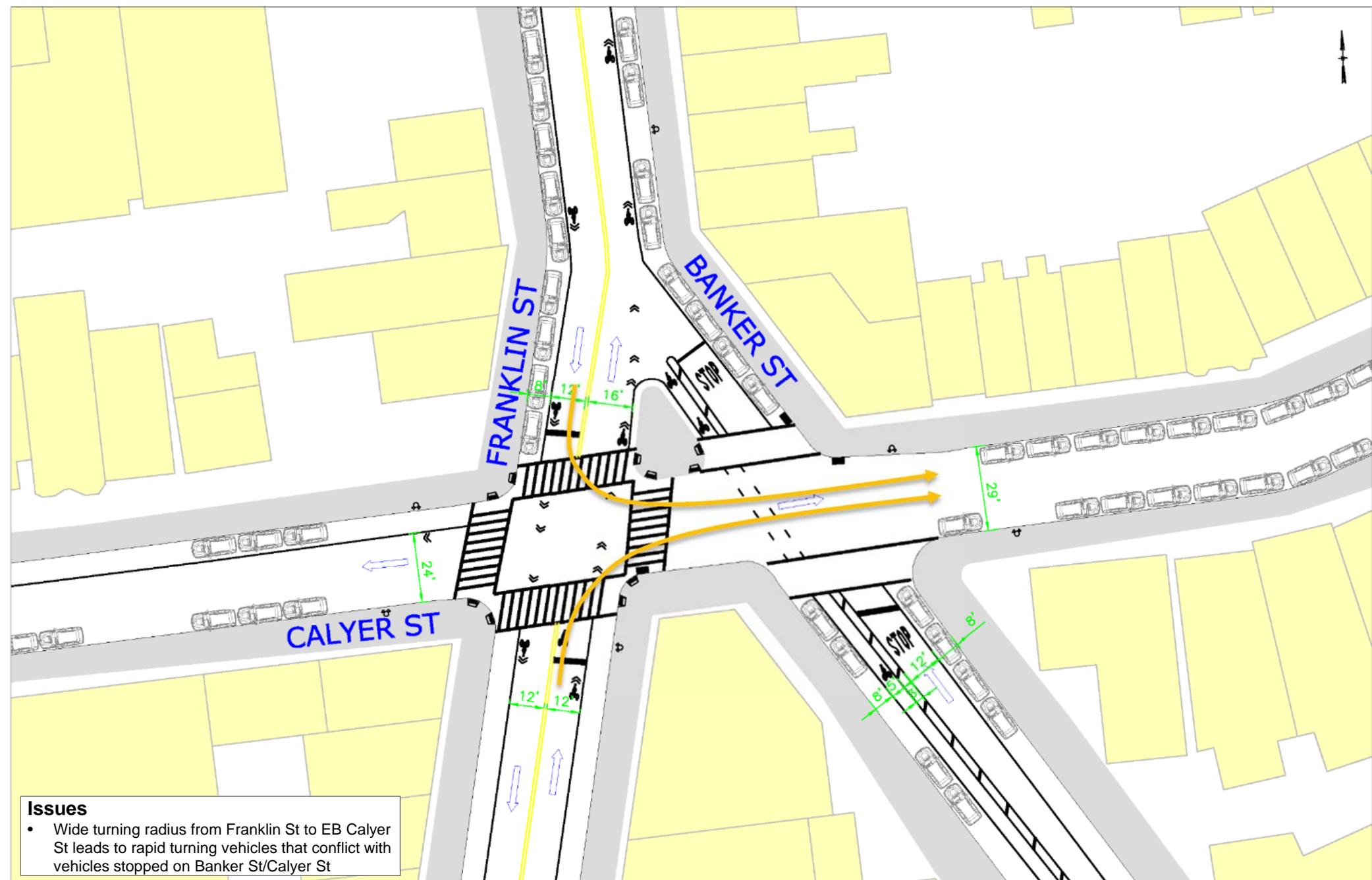
## Improvements

- Bike Lane continues to Bike Box at Lorimer St
- Pedestrian Crossings Normalized
- Consolidated Bus Stop
- Bus Lane Markings to avoid confusion
- Increase in parking supply (22 spaces/Loading Zone area)

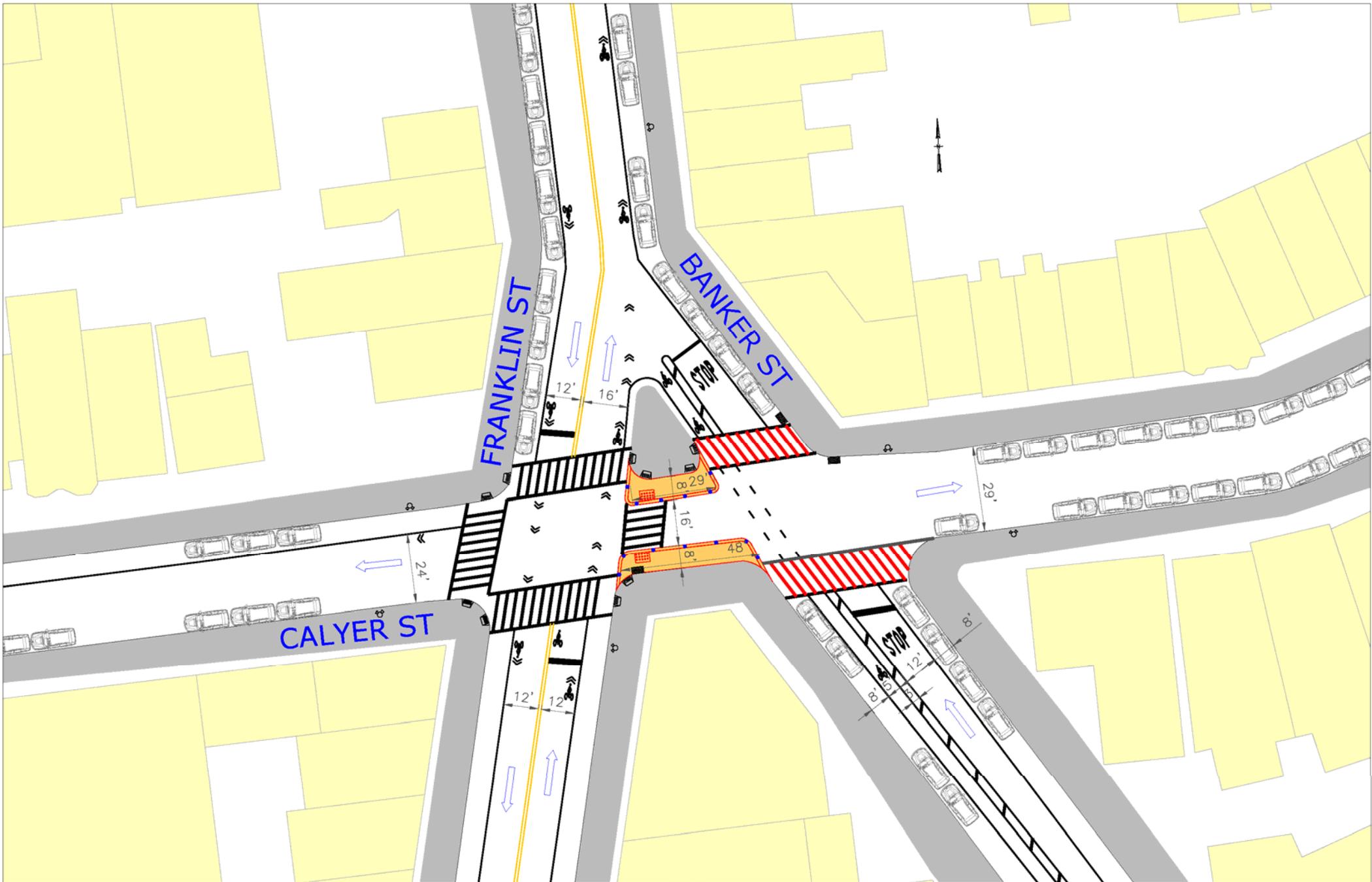
# Franklin St/Banker St - Context



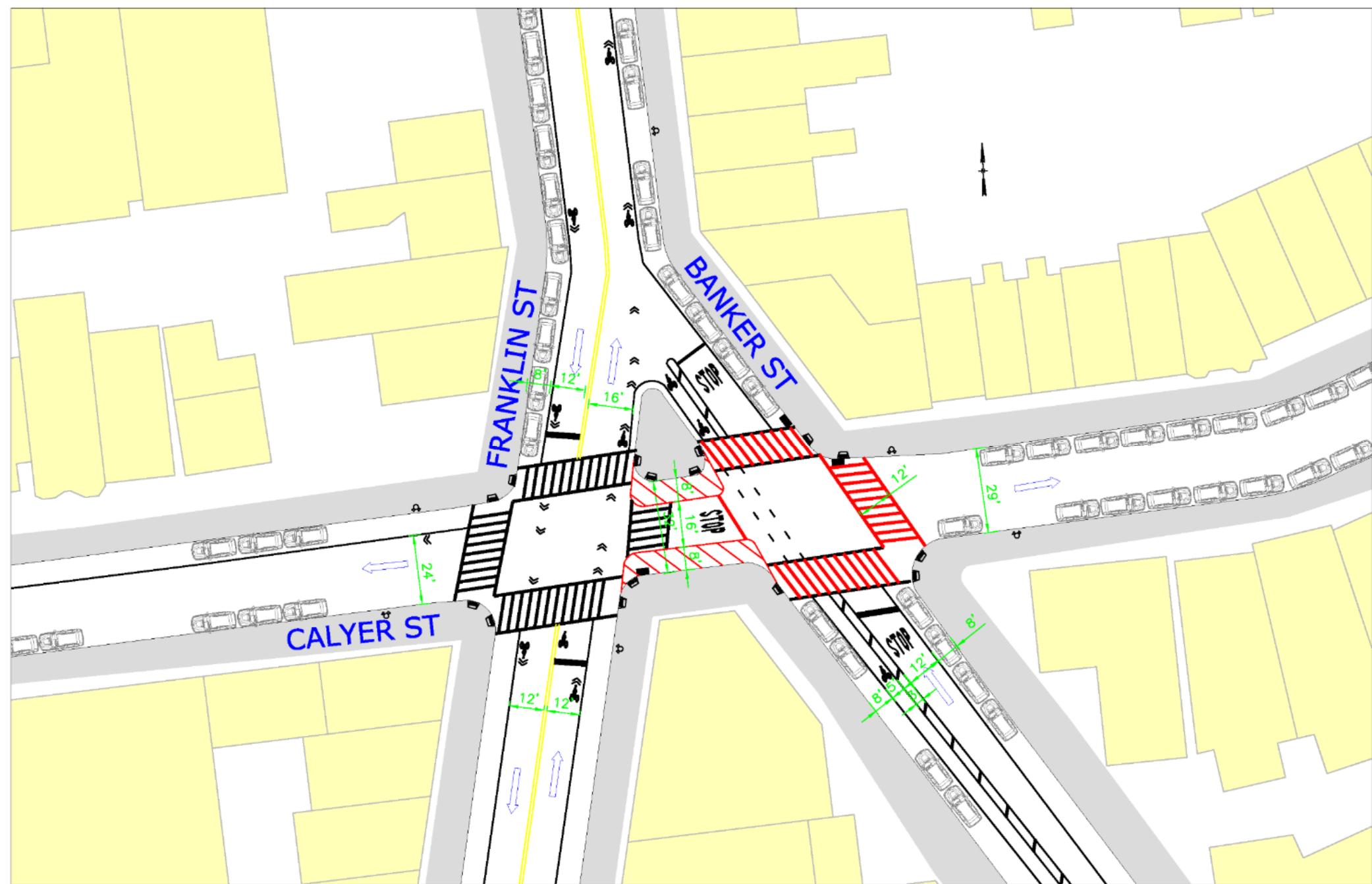
# Franklin St/Banker St - Existing



# Franklin St/Banker St - Proposed



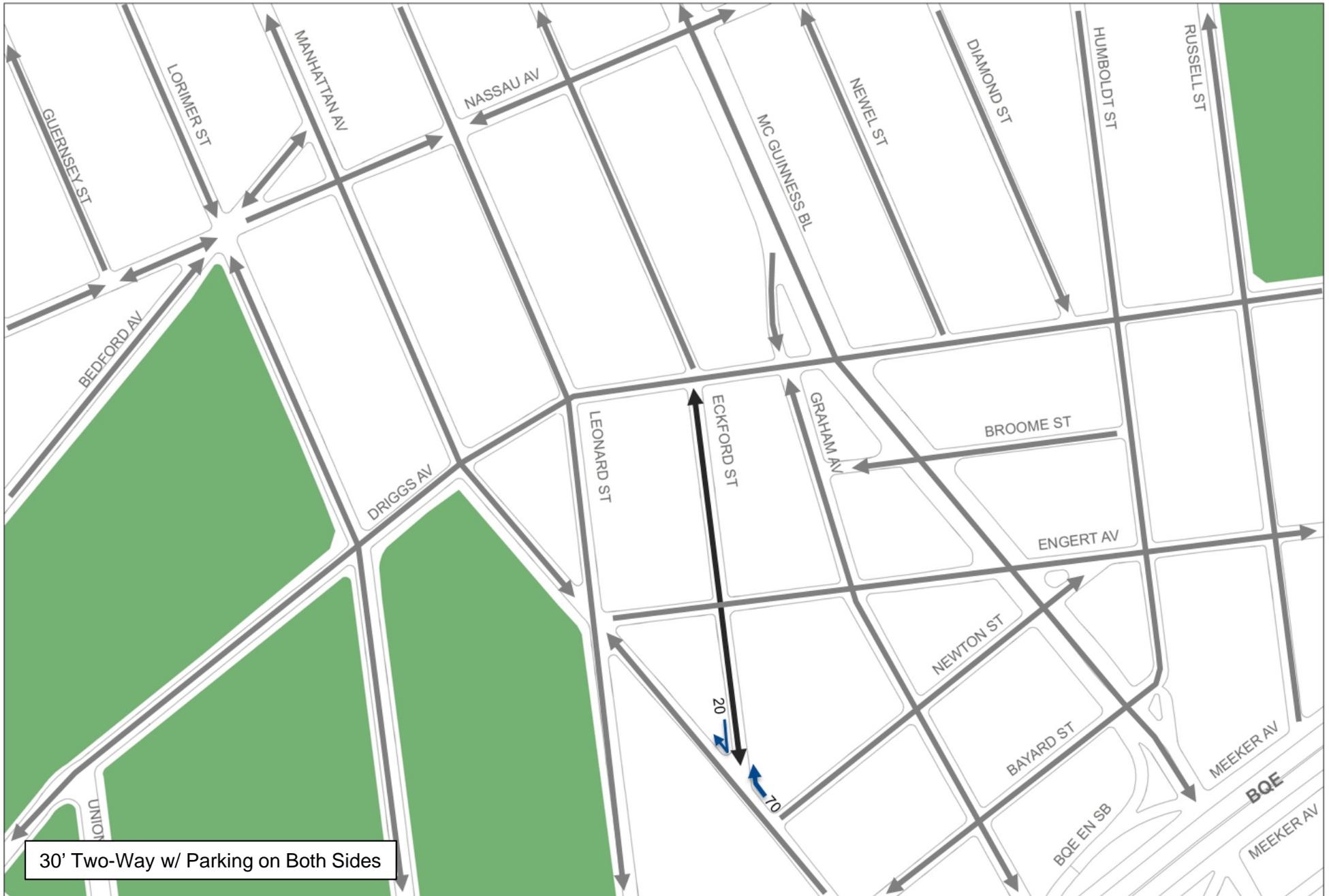
# Franklin St/Banker St - Proposed



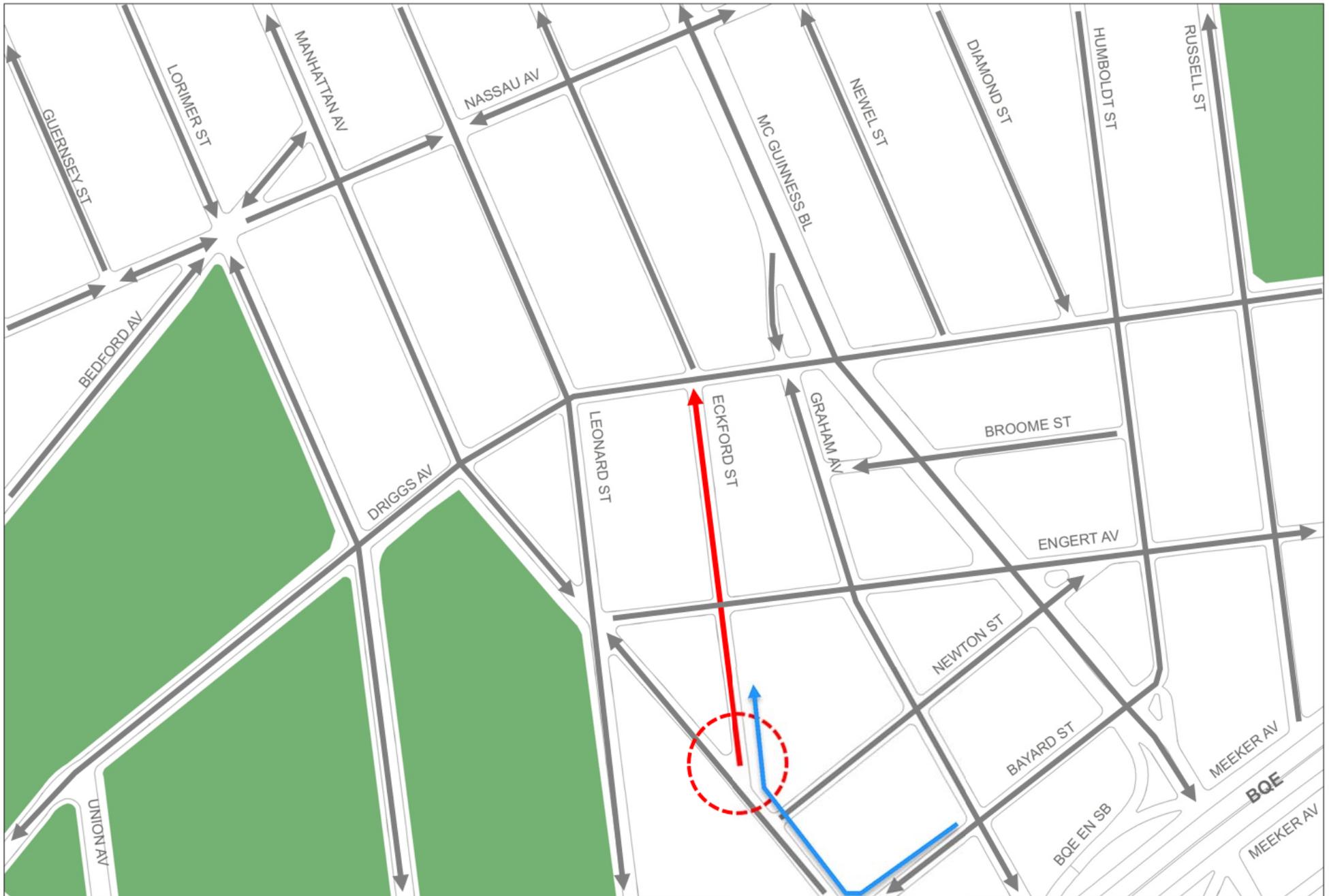
# One-Way Conversions



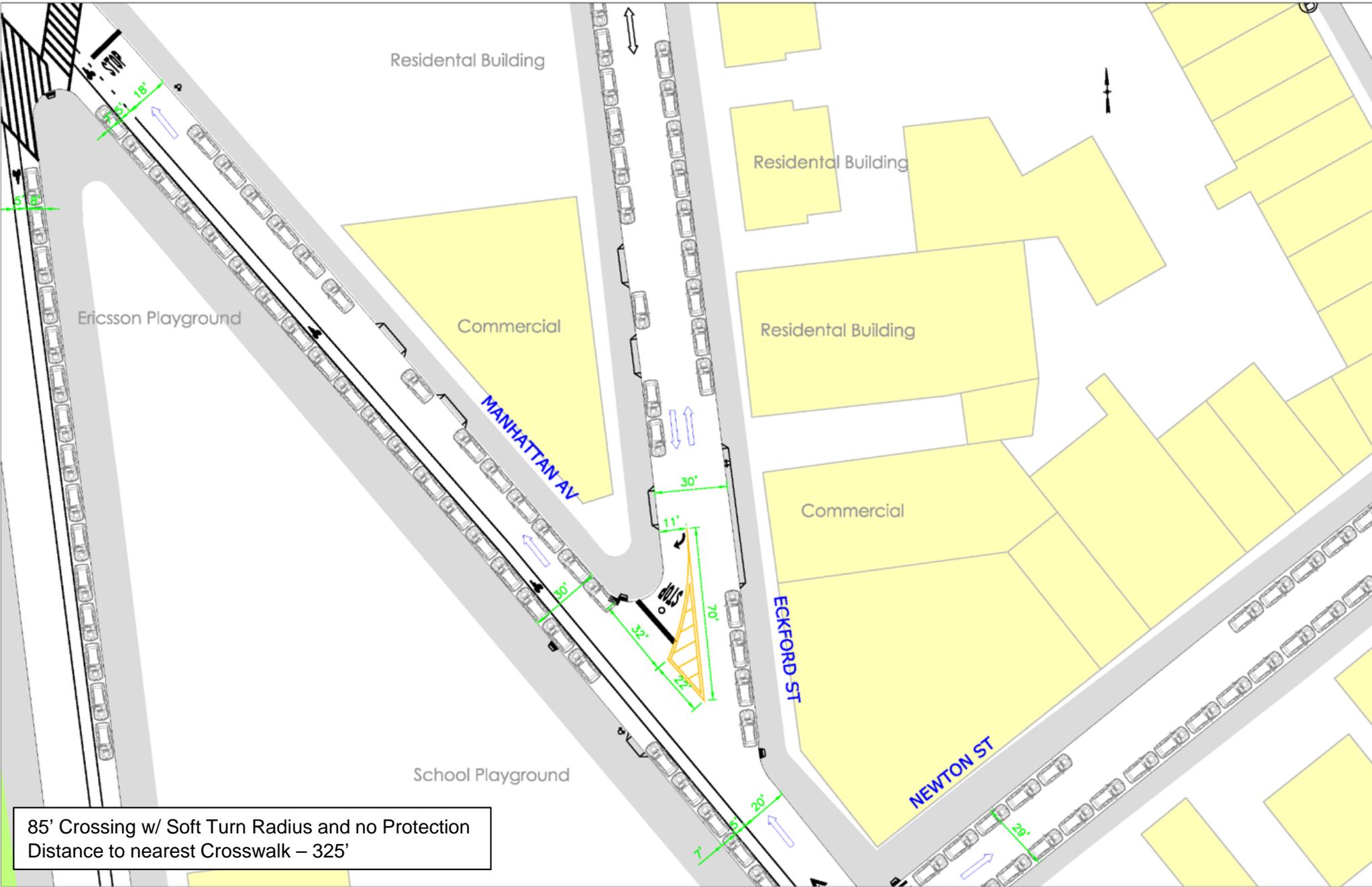
# Eckford St btw Manhattan Ave & Driggs Ave



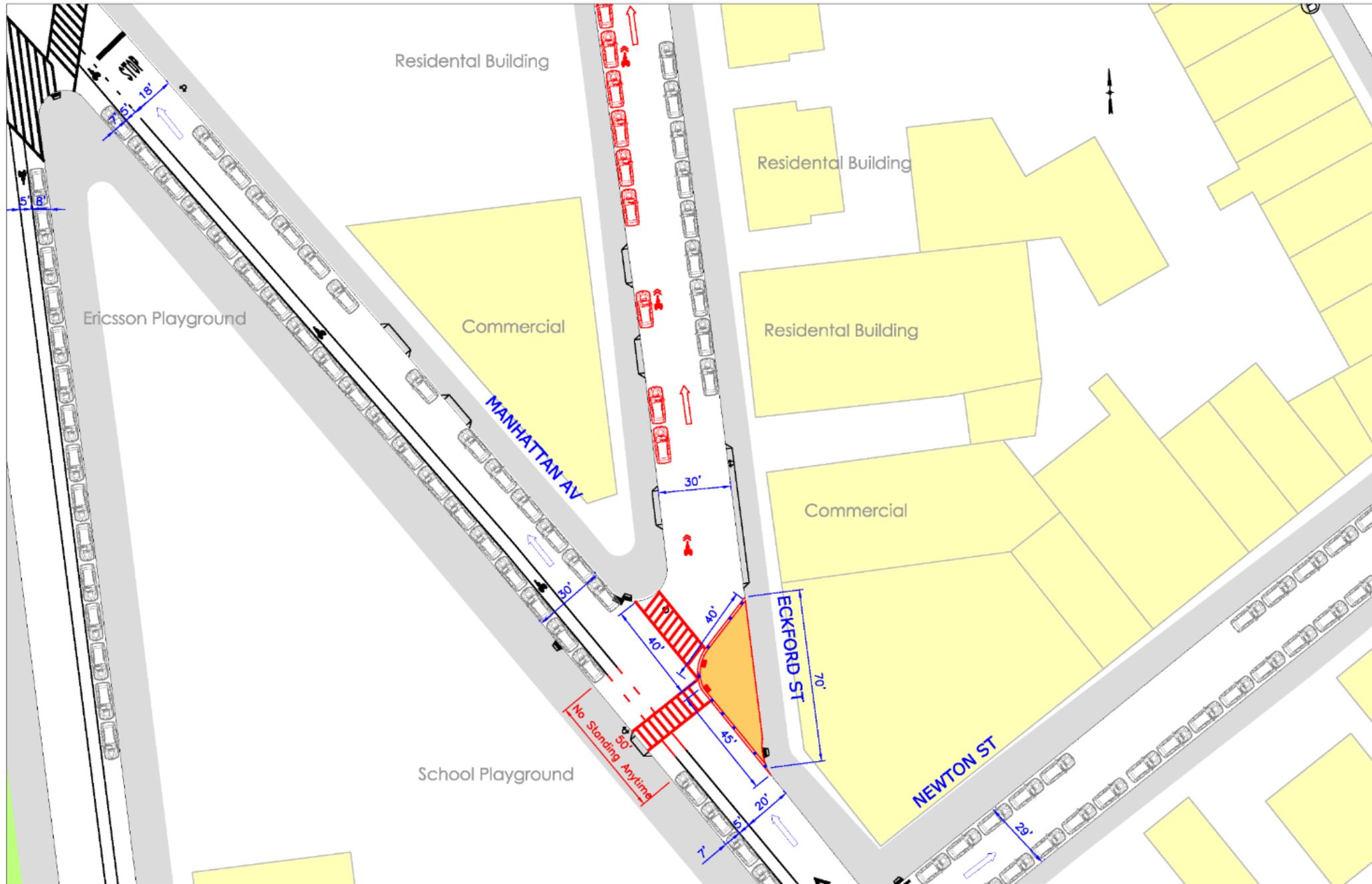
# Eckford St btw Manhattan Ave & Driggs Ave



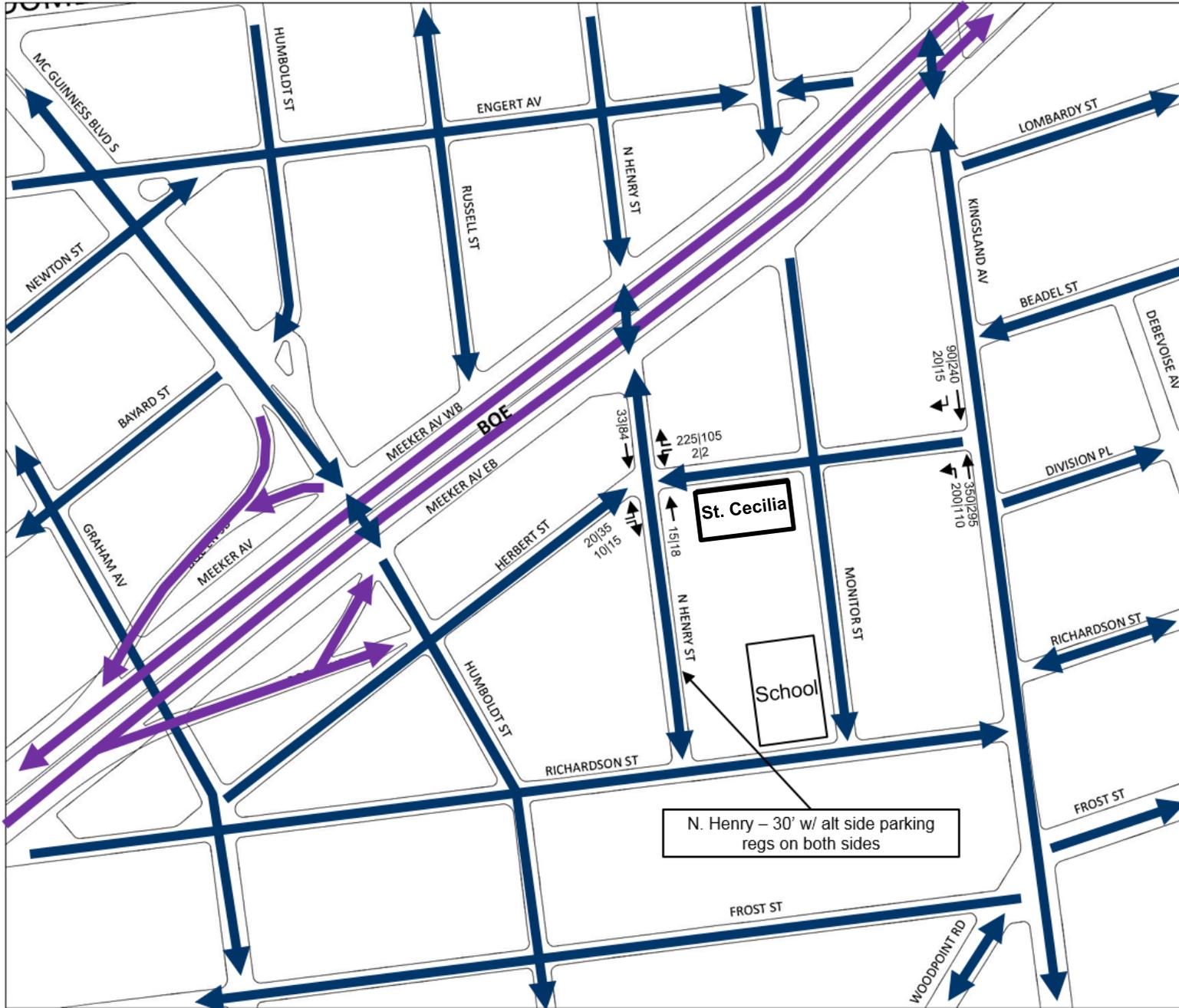
# Eckford St @ Manhattan Ave - Existing



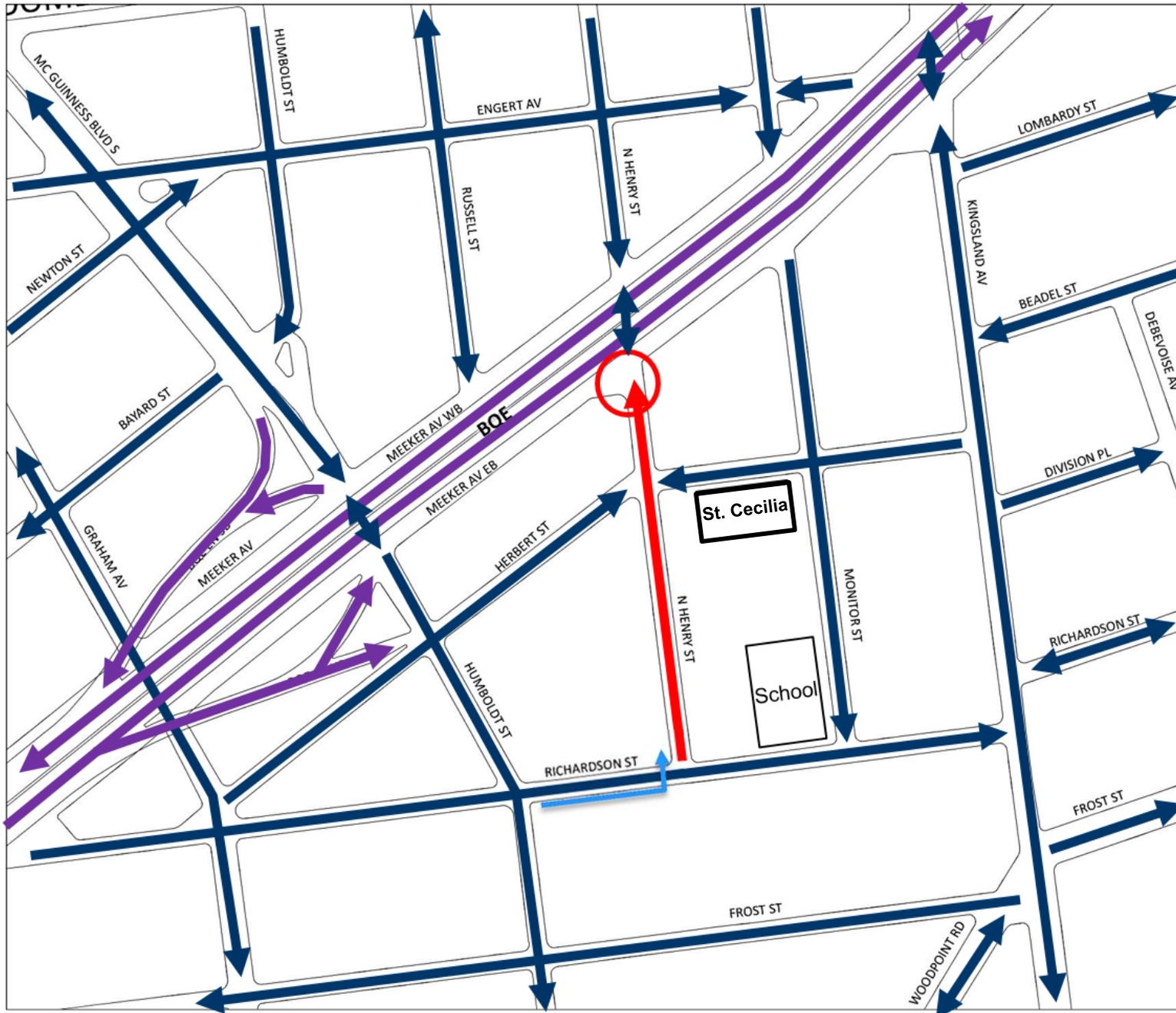
# Eckford St @ Manhattan Ave - Proposed



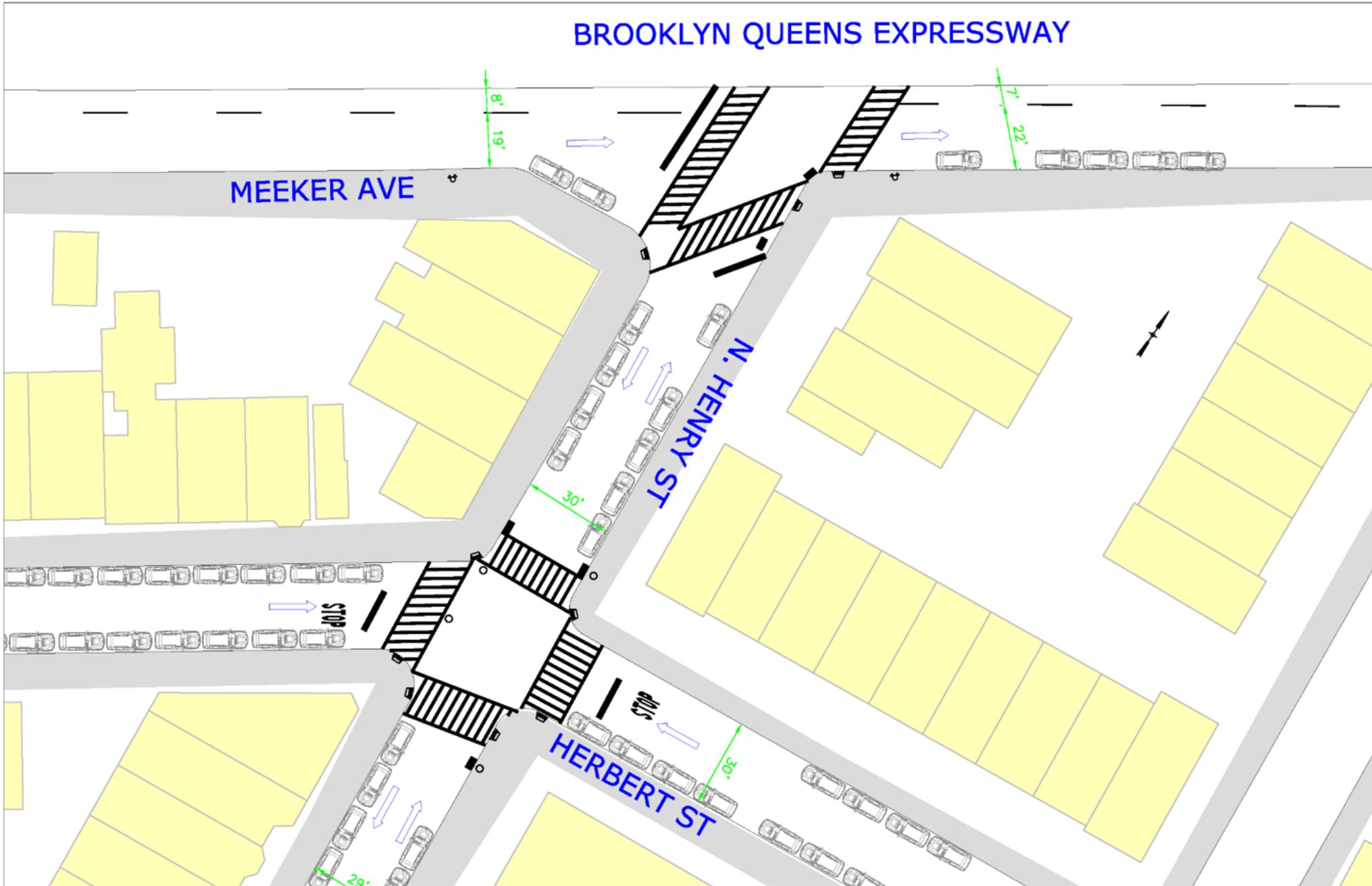
# N Henry St - Existing



# N Henry St - Proposed



# N Henry St @ Meeker Ave - Existing





# N. Henry St btw Greenpoint Ave & Nassau Ave



# N. Henry St btw Greenpoint Ave & Nassau Ave

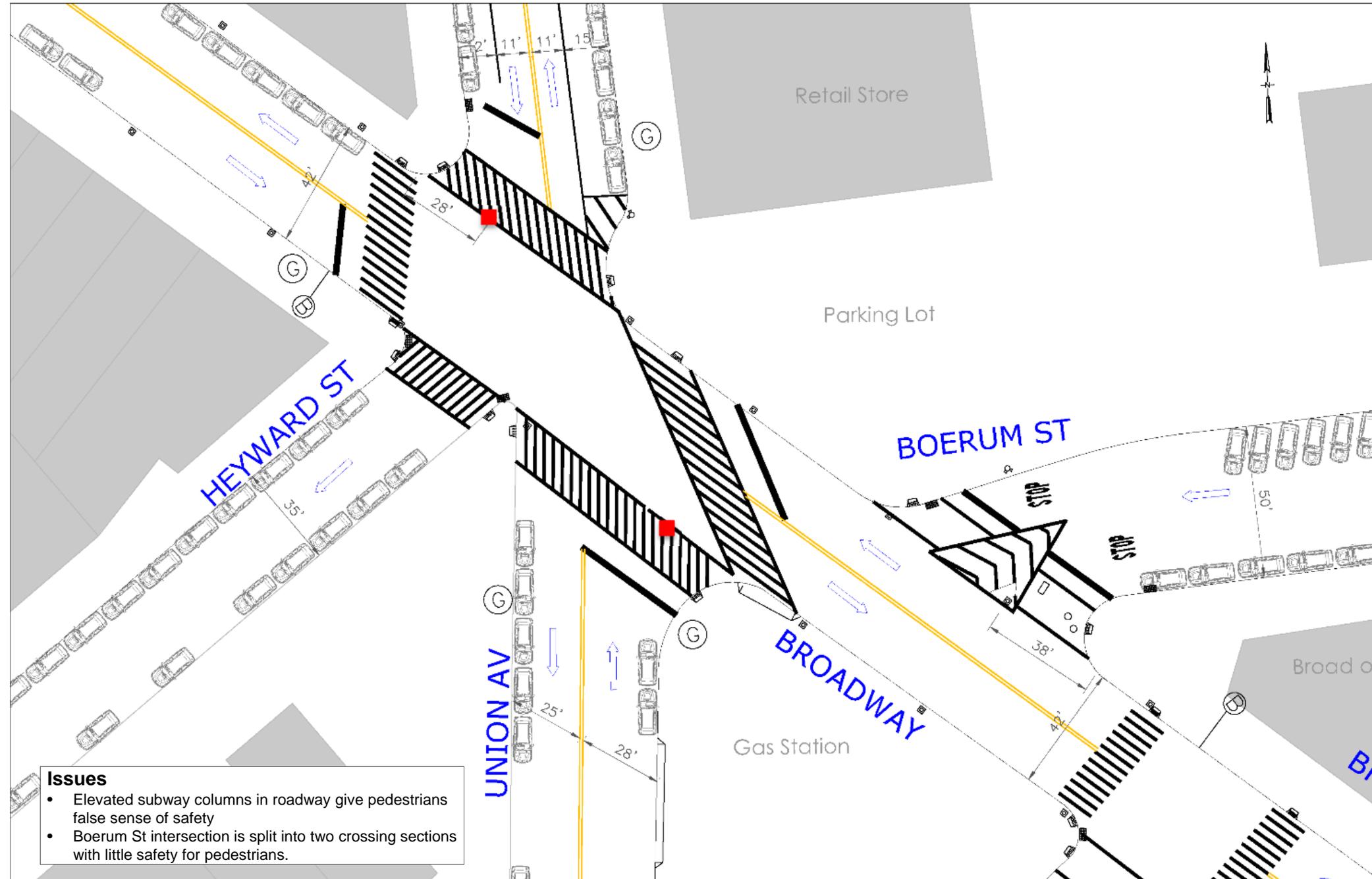




# Broadway Improvements - Context

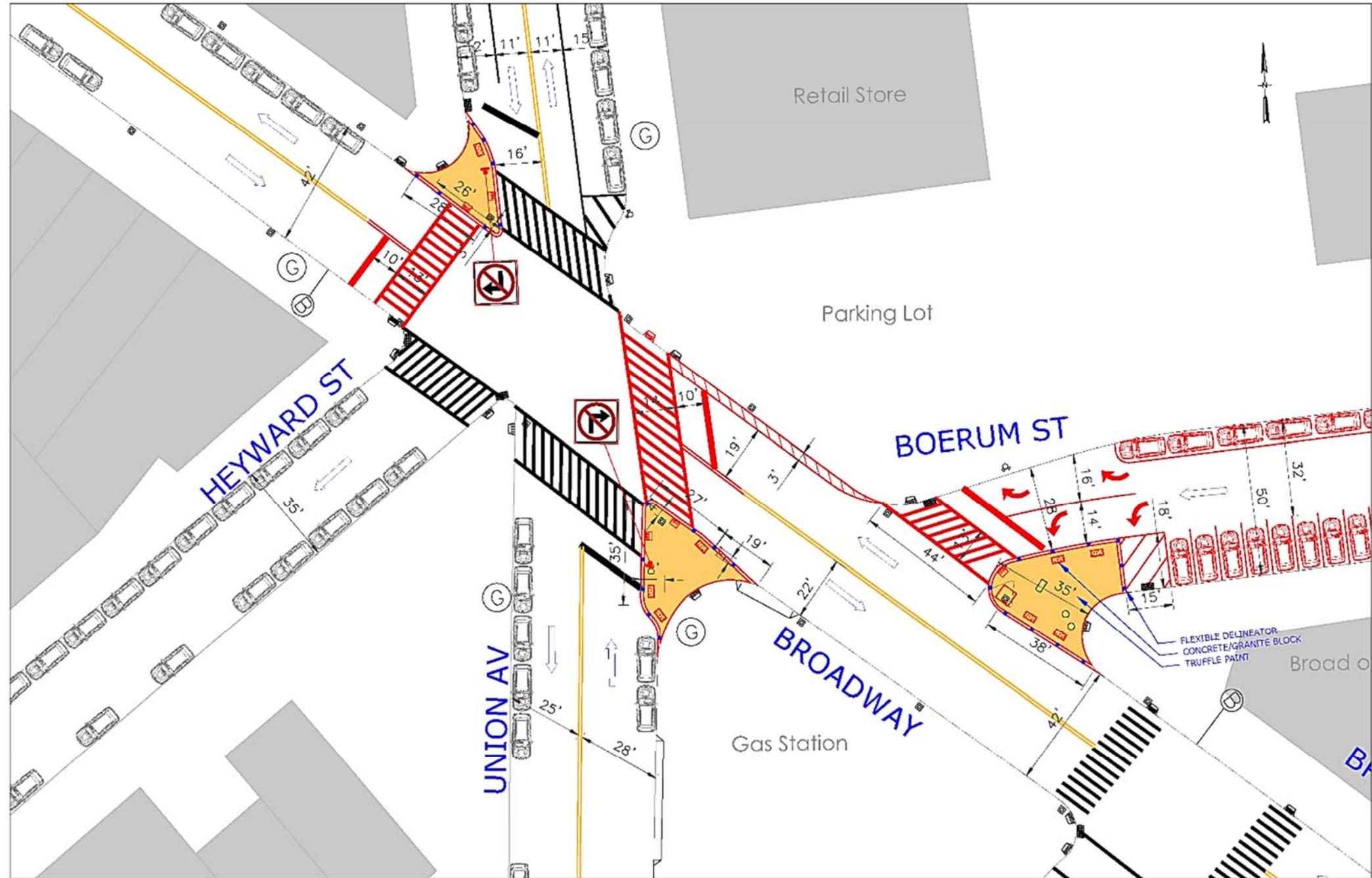


# Broadway @ Union Ave - Existing

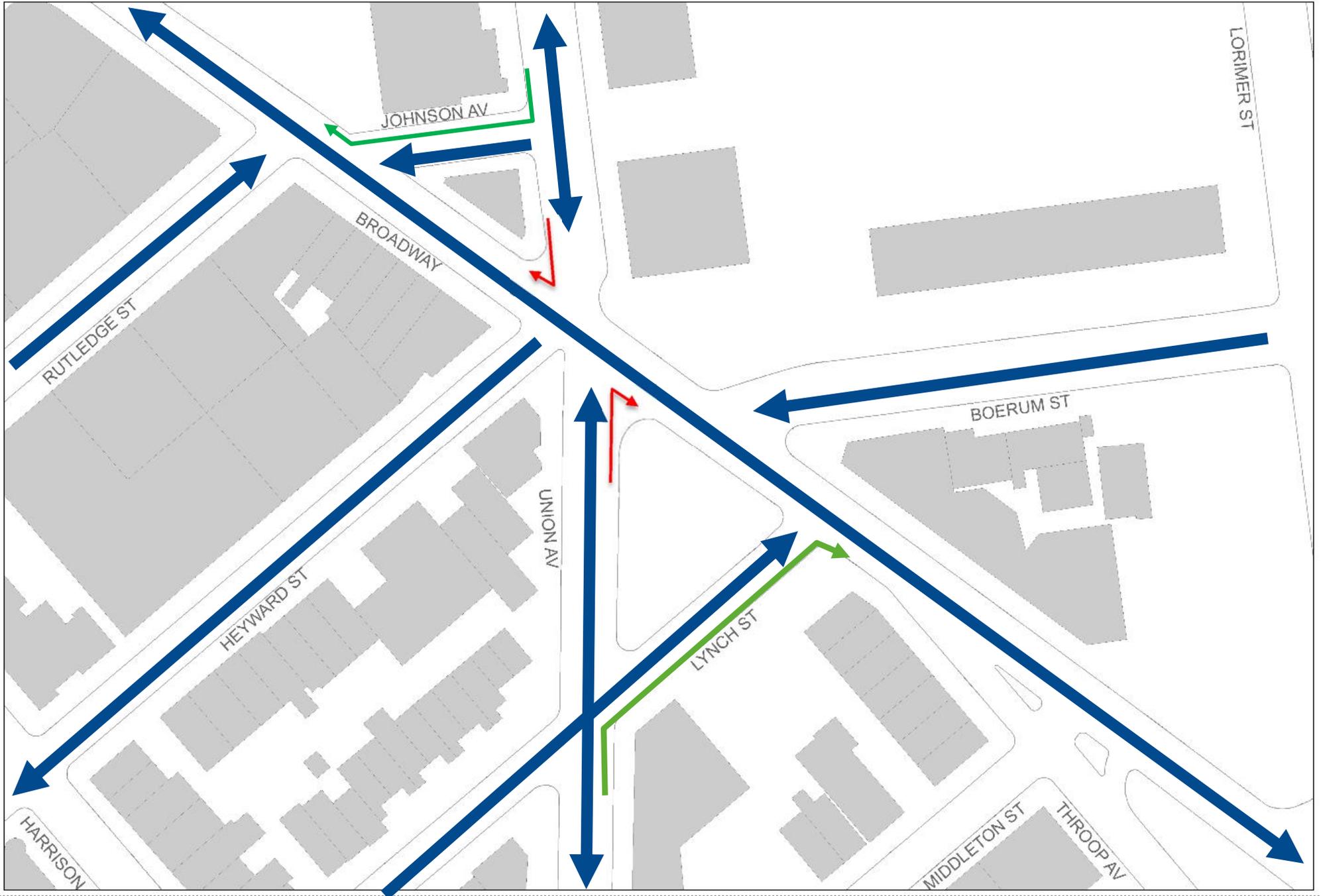


- Issues**
- Elevated subway columns in roadway give pedestrians false sense of safety
  - Boerum St intersection is split into two crossing sections with little safety for pedestrians.

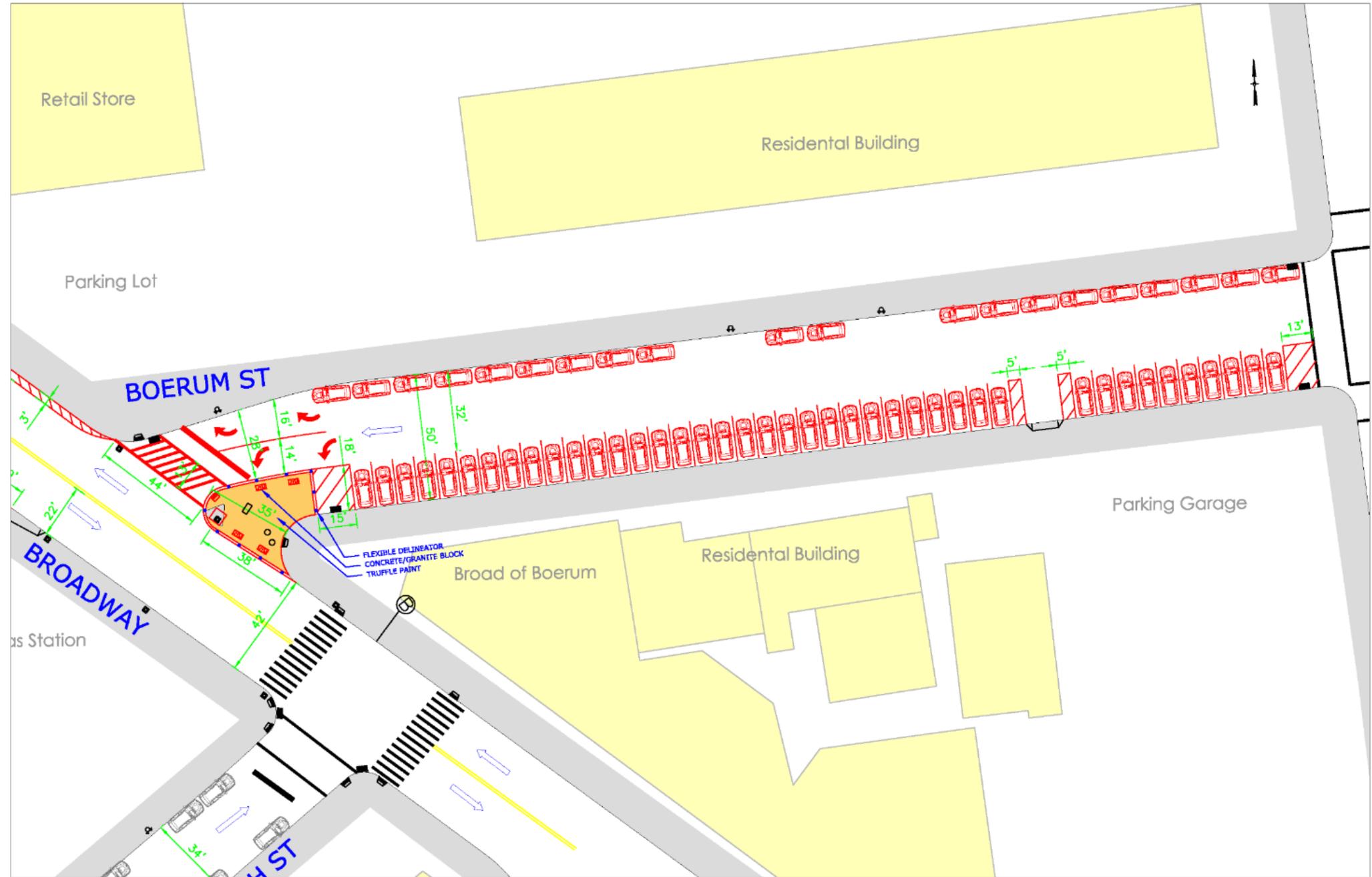
# Broadway @ Union Ave - Proposed



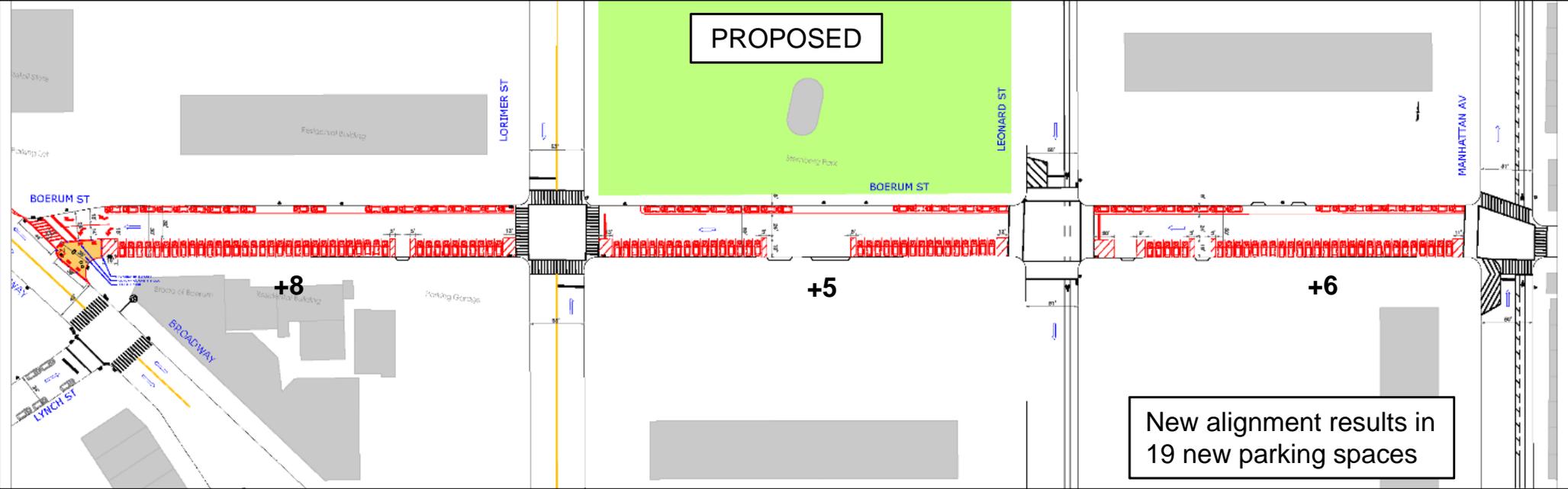
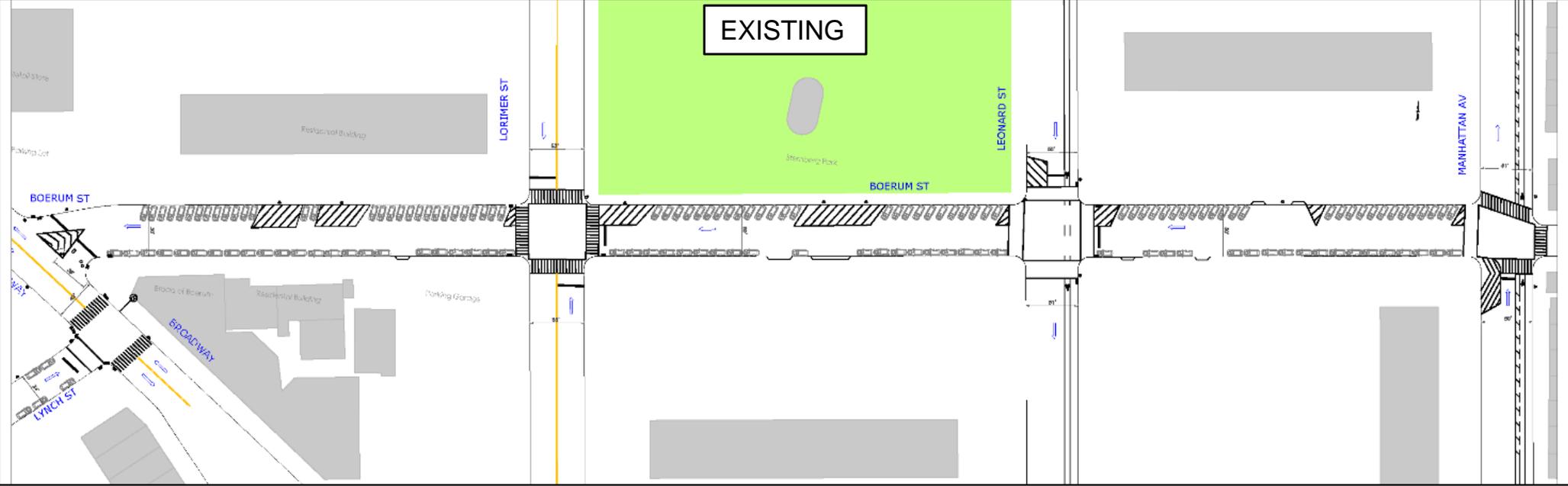
# Broadway @ Union Ave – Diversions



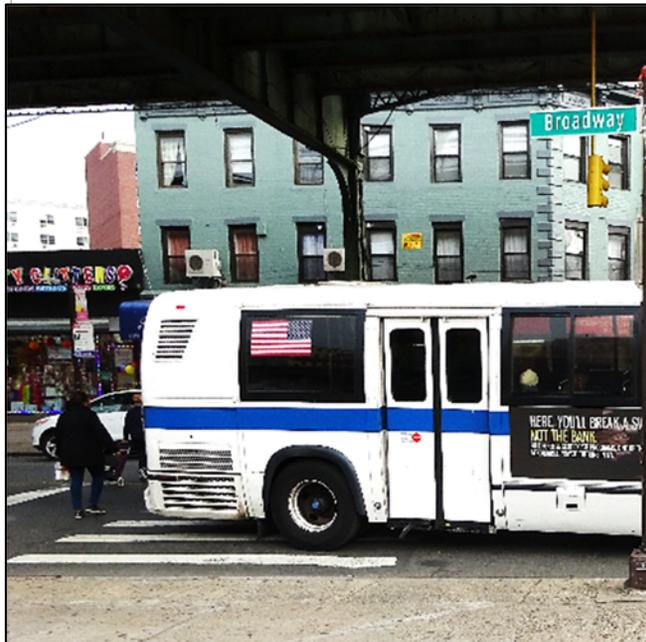
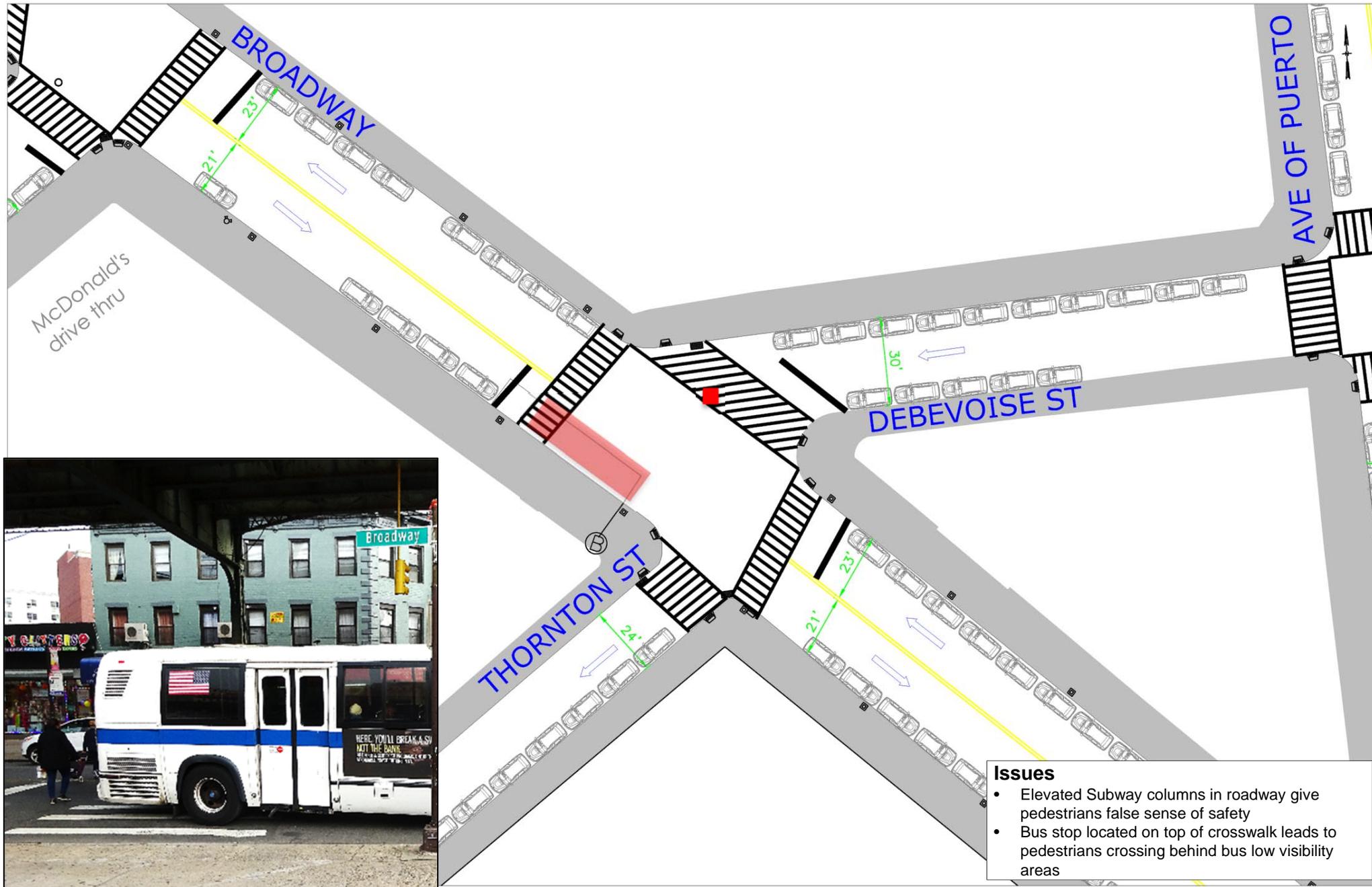
# Broadway @ Boerum St - Proposed



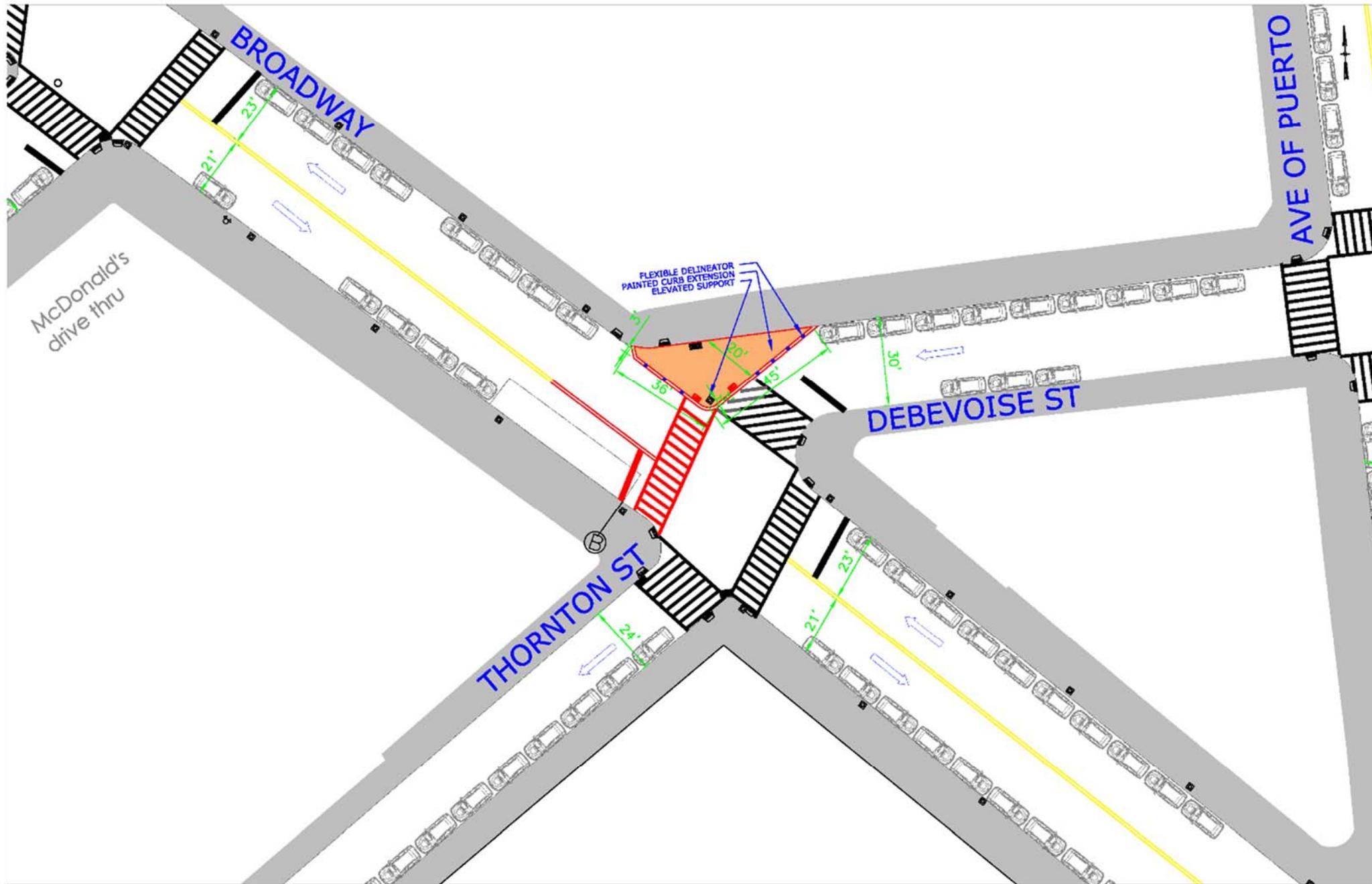
# Boerum Street Realignment



# Broadway @ Debevoise St - Existing



# Broadway @ Debevoise St - Proposed



# Flushing Ave btw Humboldt and Bushwick Ave



# Flushing Ave btw Humboldt and Bushwick Ave

\*Crashes 2012-2016 (Severe Injuries)



7 Ped  
3 Bike  
23 MV  
KSI: 0

Ped: 4  
Bike: 3 (1)  
MV: 4  
KSI: 1

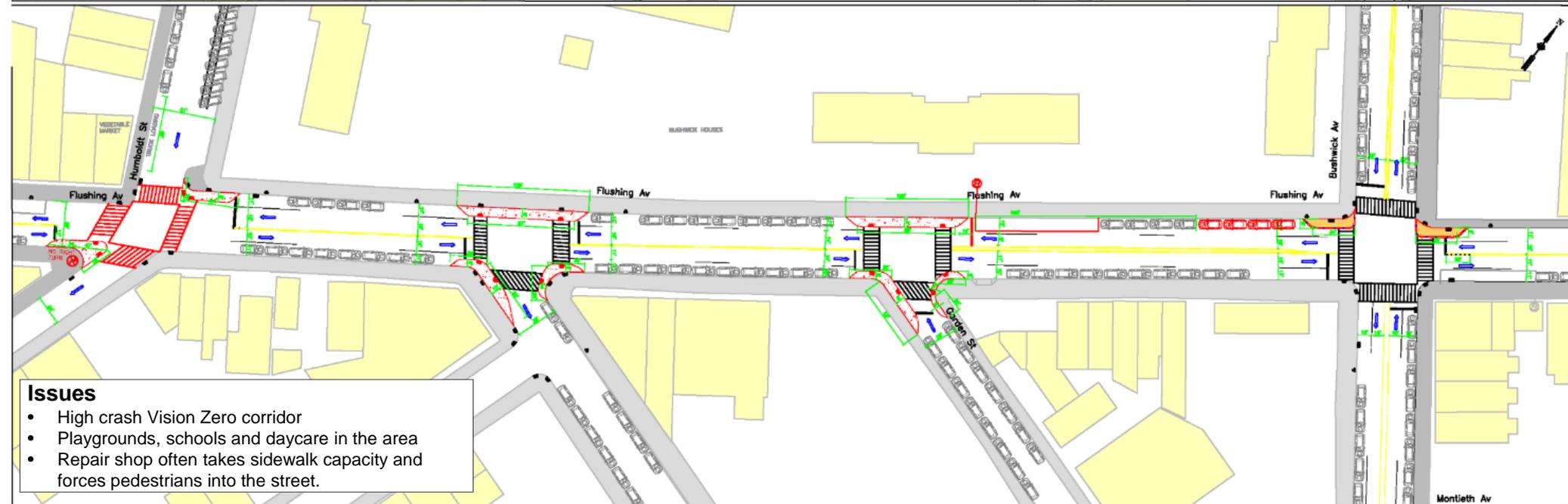
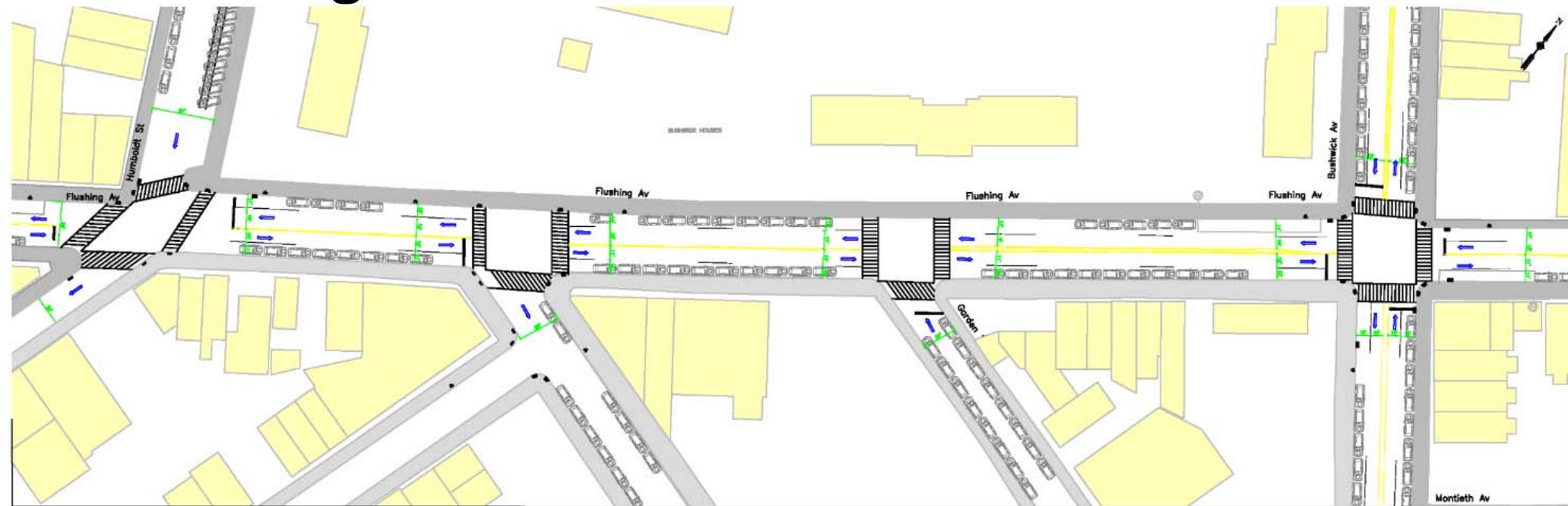
Ped: 5 (1)  
Bike: 2 (1)  
MV: 5  
KSI: 2

Ped: 6  
Bike: 13  
MV: 40  
KSI: 6

## Issues

- Playgrounds, schools and daycare in the area
- Repair shop often takes sidewalk capacity and forces pedestrians into the street.
- B57 Bus Stops on Flushing Ave

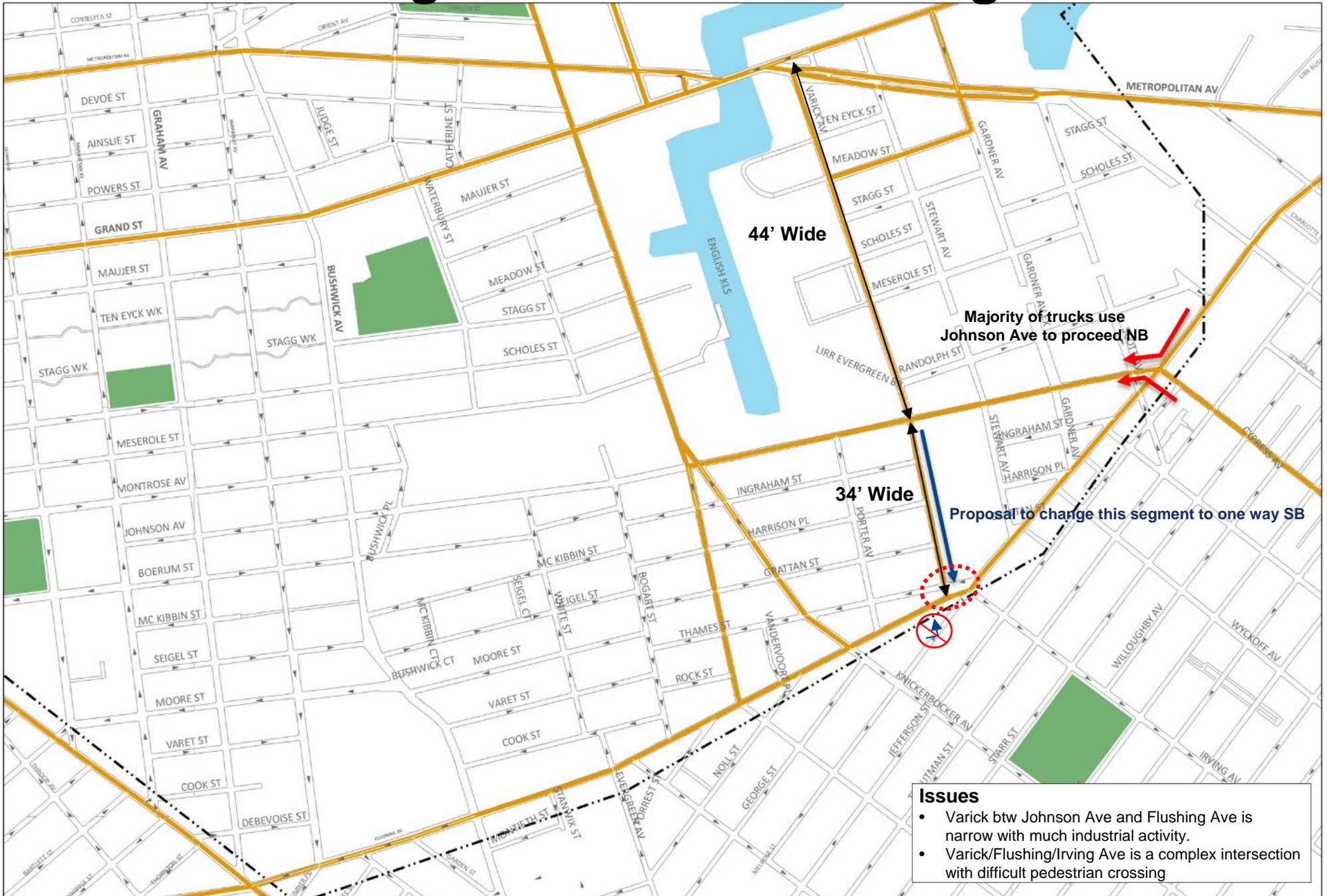
# Flushing Ave btw Humboldt and Bushwick Ave



## Issues

- High crash Vision Zero corridor
- Playgrounds, schools and daycare in the area
- Repair shop often takes sidewalk capacity and forces pedestrians into the street.

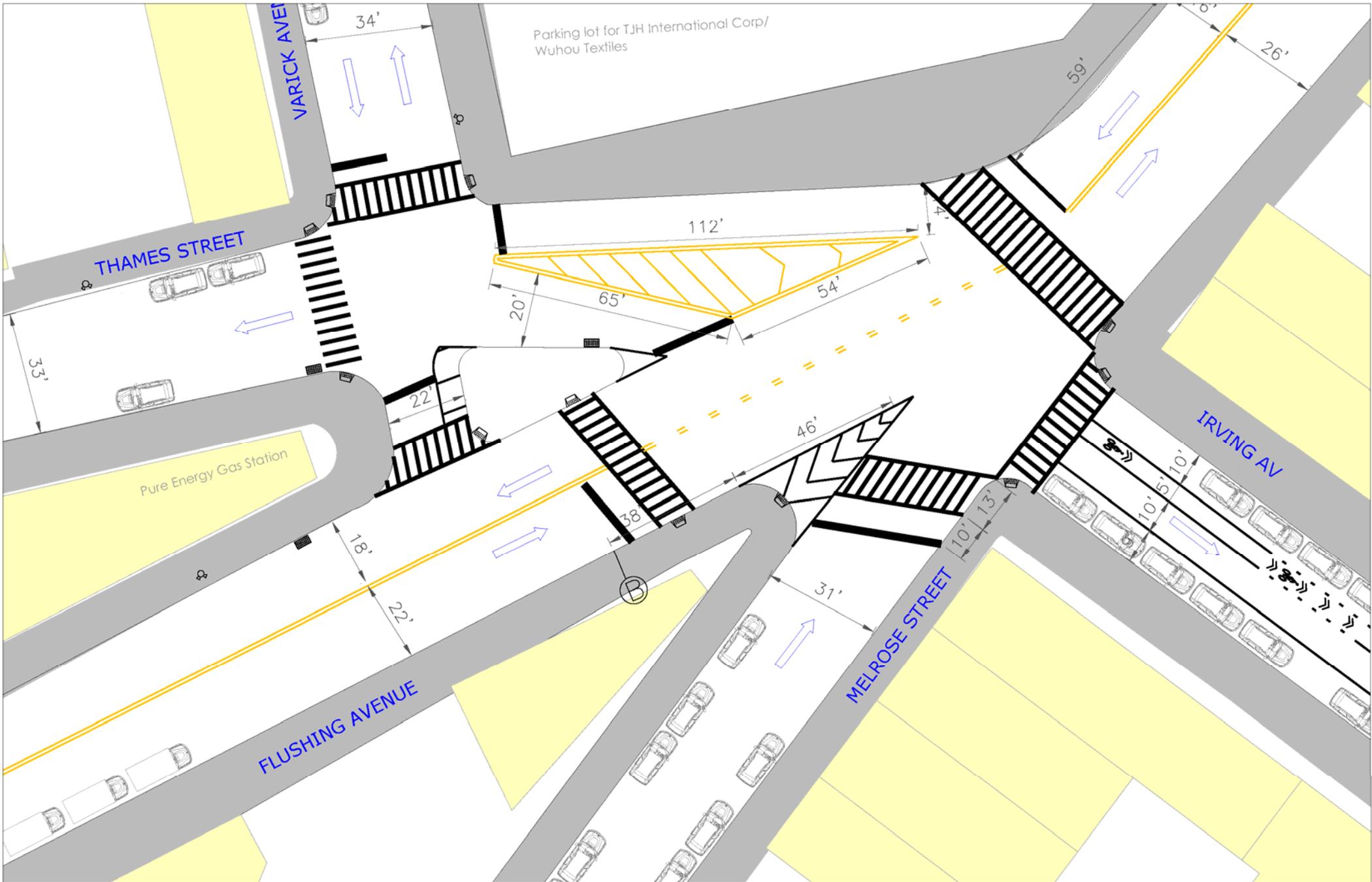
# Flushing Ave/Varick Ave/Irving Ave



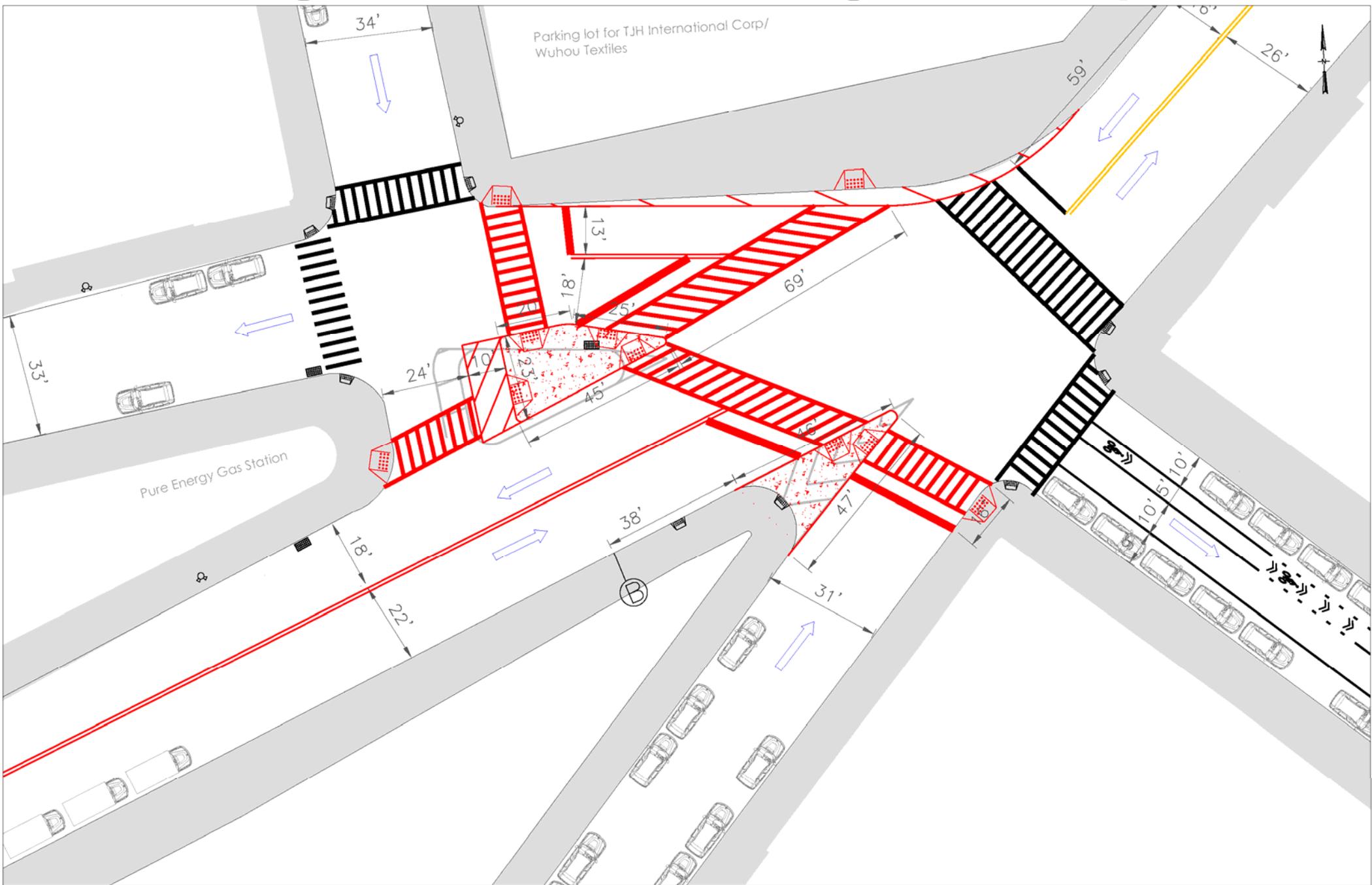
## Issues

- Varick btw Johnson Ave and Flushing Ave is narrow with much industrial activity.
- Varick/Flushing/Irving Ave is a complex intersection with difficult pedestrian crossing

# Flushing Ave/Varick Ave/Irving Ave - Existing



# Flushing Ave/Varick Ave/Irving Ave - Proposed



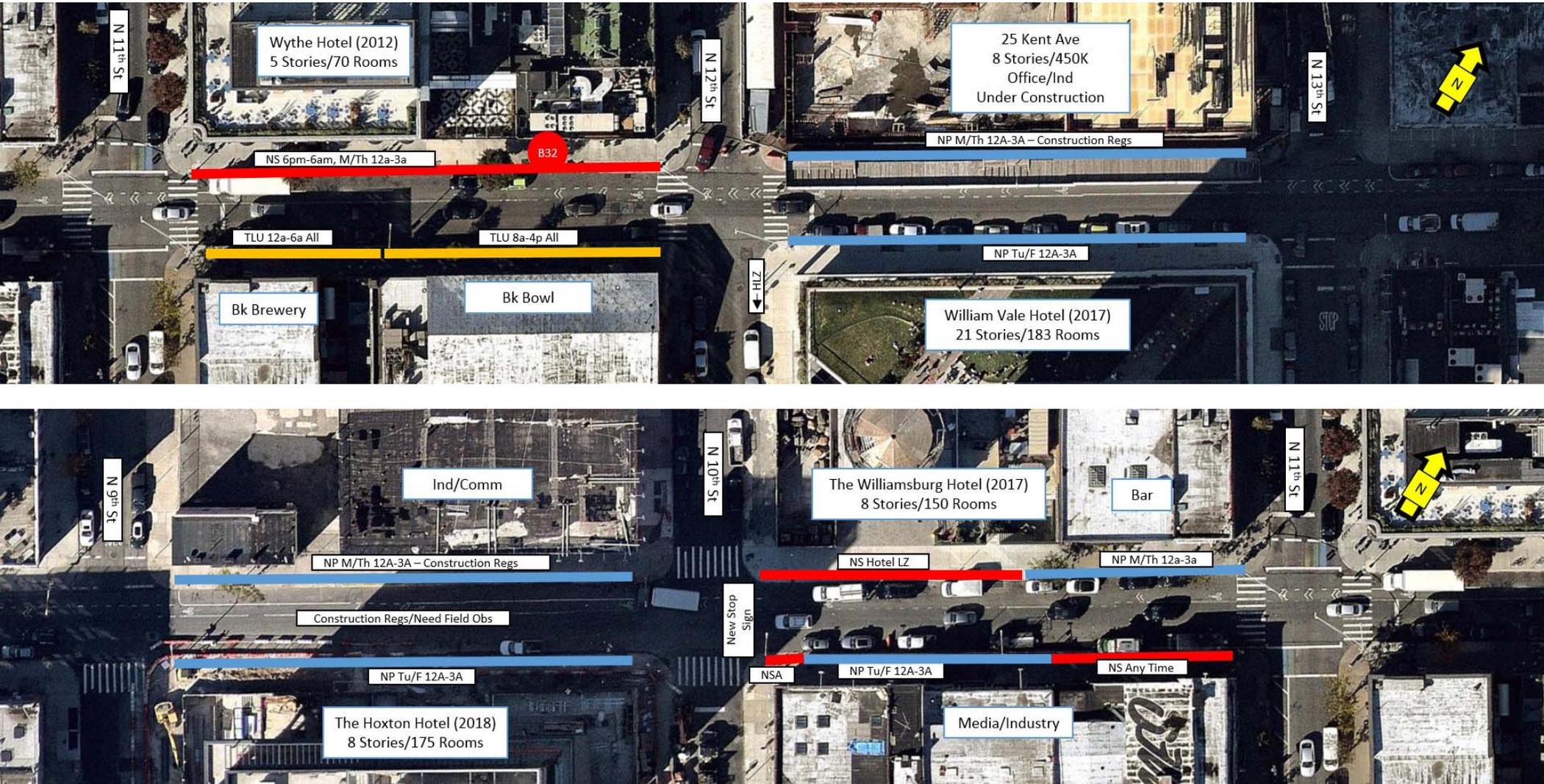
# Wythe Ave between N 13<sup>th</sup> St and N 9<sup>th</sup> St



# Street Direction Context



# Wythe Ave between N 13<sup>th</sup> St and N 9<sup>th</sup> St

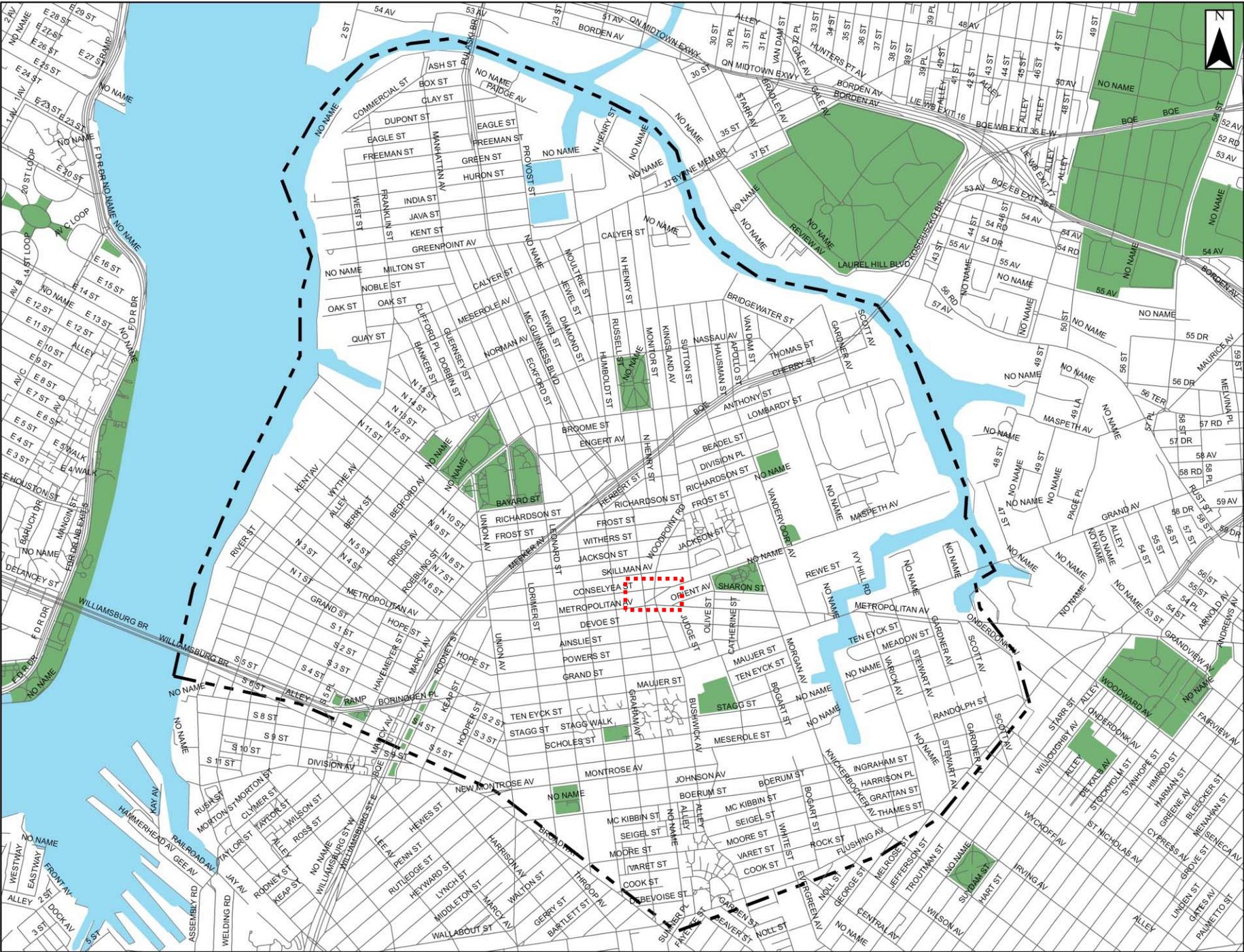


## Issues

- Wythe Ave only SB route for four blocks
- Four Hotels on four blocks and multiple commercial bars/nightclubs results in many double parked loading vehicles

Recommendation: PM (4pm-10pm) Parking restrictions on the west curb to provide curb space for loading/unloading to prevent double parking

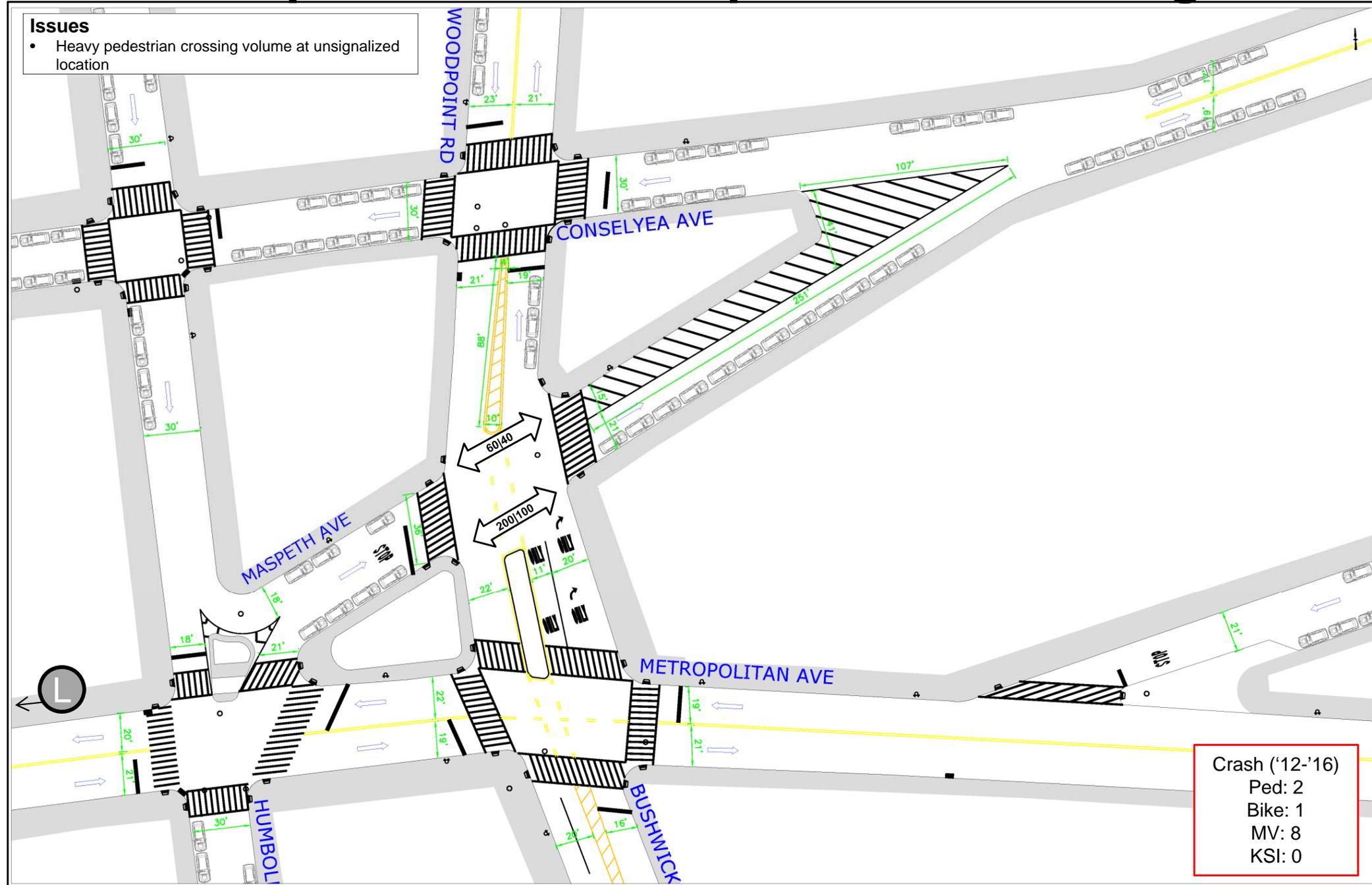
# Maspeth Ave & Woodpoint Rd



# Maspeth Ave & Woodpoint Rd - Existing

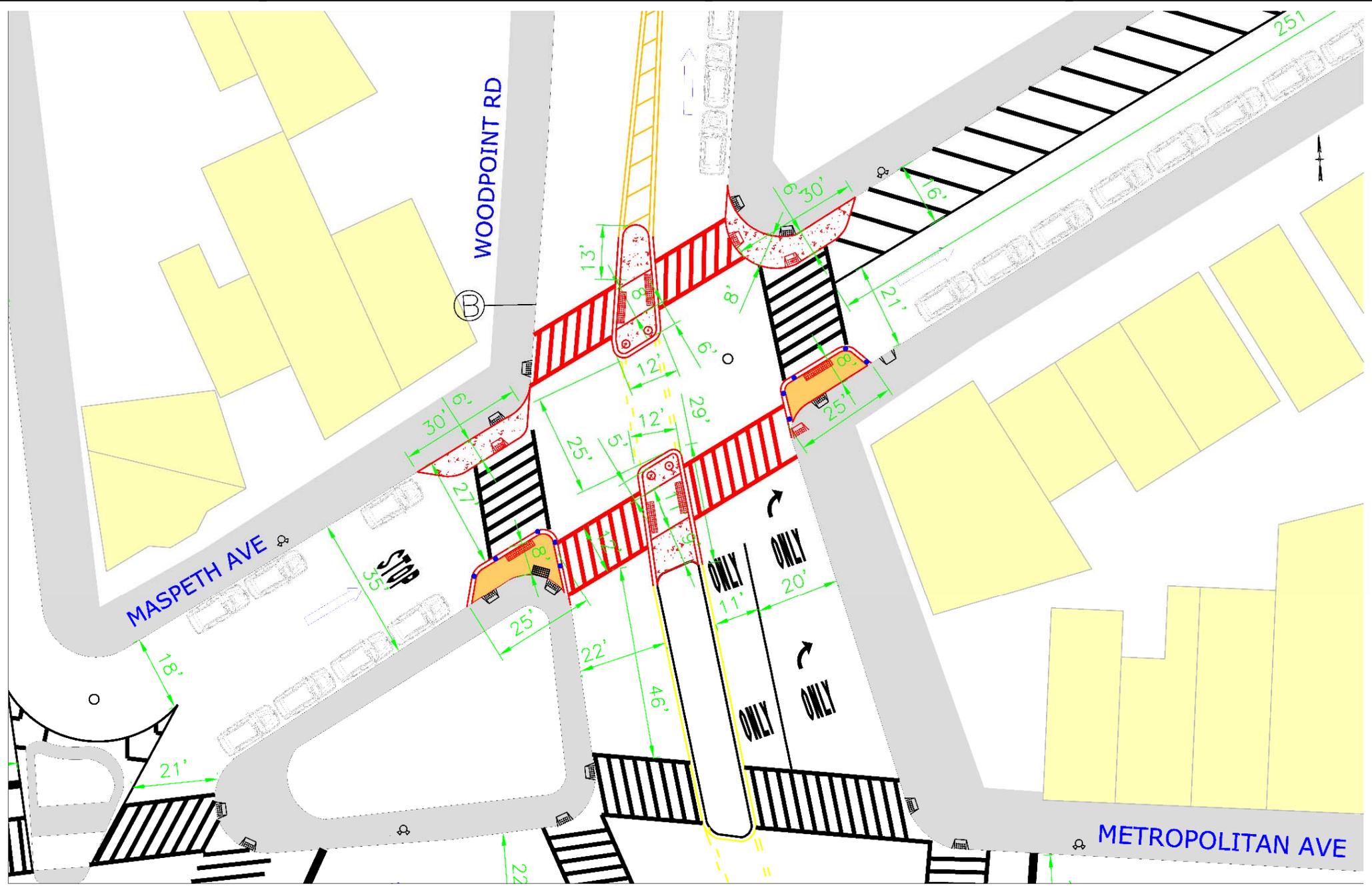
## Issues

- Heavy pedestrian crossing volume at unsignalized location



Crash ('12-'16)
Ped: 2
Bike: 1
MV: 8
KSI: 0

# Maspeth Ave & Woodpoint Rd - Proposed



# Next Steps

- Release the Full Report
- Implementation of Projects



# THANK YOU!

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## Questions?

**Contact:** [nwilliamsburg@dot.nyc.gov](mailto:nwilliamsburg@dot.nyc.gov)

**Web Portal (all previous presentations and community comments)**

- <https://nycdotprojects.info/n-williamsburg-study>



NYC DOT



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