NORTH WILLIAMSBURG TRANSPORTATION STUDY

Summary, Recommendations and Implementation

April 10, 2018
INTRODUCTION
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.

Data Collection
Community Input

Study Initiation and Scope of Work
Existing Conditions Analysis (Short Term Recommendations)
Future Conditions Analysis (Long Term Recommendations)

Draft Final Report
Develop and Evaluate Improvement Measures

Final Report
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 Steven Levin and Antonio Reynoso
- DOT Web Portal – 380 Comments
- Email Issues Campaign – 75 Comments

http://nycdotfeedbackportals.nyc/n-williamsburg-study
RECOMMENDATIONS
NYCDOT and other Initiatives
Summary of Recommendations
IMPLEMENTATION / PROJECTS
One-Way Conversions
Eckford St btw Manhattan Ave & Driggs Ave

30’ Two-Way w/ Parking on Both Sides
Eckford St btw Manhattan Ave & Driggs Ave
Eckford St @ Manhattan Ave - Existing

85’ Crossing w/ Soft Turn Radius and no Protection
Distance to nearest Crosswalk – 325’
Eckford St @ Manhattan Ave - Proposed

- **Long Distance to Cross**
  - Unmarked crosswalk is 70’ long
  - Average: 5 (3 votes)

- **No Crosswalk**
  - Mark the unmarked crosswalk
  - Average: 5 (3 votes)

- **Failure to Yield**
  - Shallow uncontrolled turn and unmarked crosswalk combine to encourage speeding and failure to yield to pedestrians attempting the 70’ crossing. Build out the sidewalk to regularize the intersection and narrow crossing and Stripe crosswalks.
  - Average: 5 (3 votes)
N Henry St - Existing

N. Henry – 30’ w/ all side parking
regs on both sides

St. Cecilia

School
N Henry St @ Meeker Ave - Existing

BROOKLYN QUEENS EXPRESSWAY

MEEKER AVE

N. HENRY ST

HERBERT ST
N. Henry St btw Greenpoint Ave & Nassau Ave

Existing

Local Truck Route

Through Truck Route
N. Henry St btw Greenpoint Ave & Nassau Ave

Option 1

- Speeding
  - There’s an entrance to the park and a public ELEMENTARY SCHOOL ps110. Too many cars still speed down this long block. It’s also used as truck route. It’s loud and disruptive to the classrooms in the school and dangerous.
  - Average: 5 (2 votes)

- Trucks in Residential Area
  - So many trucks turn off Greenpoint avenue and race down monitor past ps110. There are speed bumps so it’s so loud and disruptive. Also unsafe! Why on this beautiful park, residential and school street are large trucks allowed?
  - Average: 5 (3 votes)

- Trucks in Residential Area
  - Daily Trucks Ignore the "NO TRUCK TRAFFIC" sign posted on Monitor St. at Nassau Ave. Several Trucks go full speed after the stop sign now this block that includes PS110 public school. Large buses, cement mixers, auto transporters, large tour buses, etc.
  - Average: 5 (2 votes)
Option 2

Local Truck Route

Through Truck Route

Option 2

There's an entrance to the park and a public ELEMENTARY SCHOOL ps110. Too many cars still speed down this long block. It's also used as truck route. It's loud and disruptive to the classrooms in the school and dangerous.

Trucks in Residential Area

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Trucks in Residential Area

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nyc.gov/dot
THANK YOU!

Questions?

Contact: nwilliamsburg@dot.nyc.gov

Web Portal: http://www.nycdotfeedbackportals.nyc/n-williamsburg-study