



NORTH WILLIAMSBURG TRANSPORTATION STUDY

Process, Findings and Recommendations

June 7, 2018



INTRODUCTION

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PROCESS, GOALS AND OBJECTIVES

STUDY GOAL

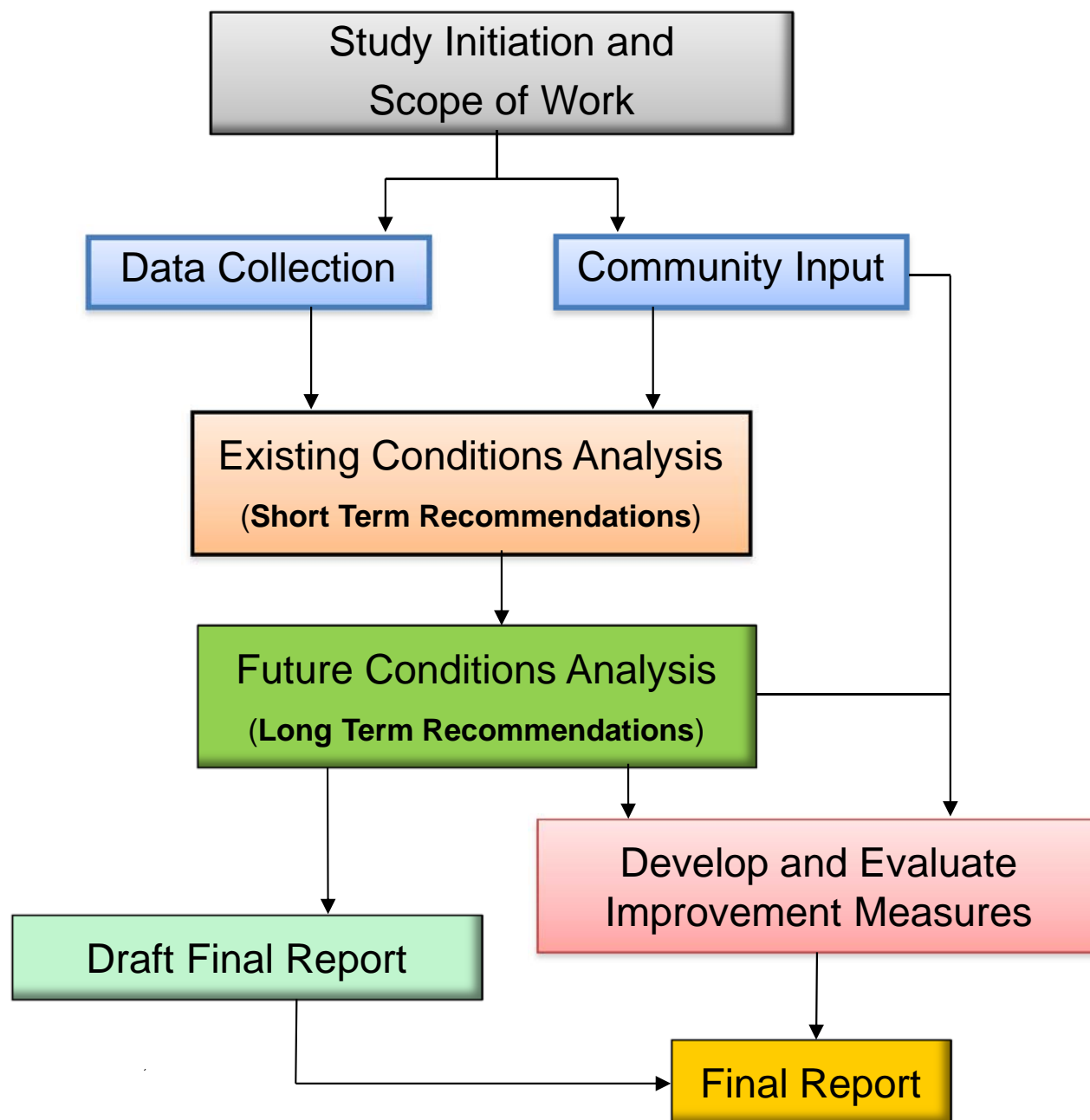
To comprehensively examine and improve travel conditions by all modes and to enhance the quality of life for residents and visitors to the area

OBJECTIVES

To evaluate existing and future travel and traffic conditions

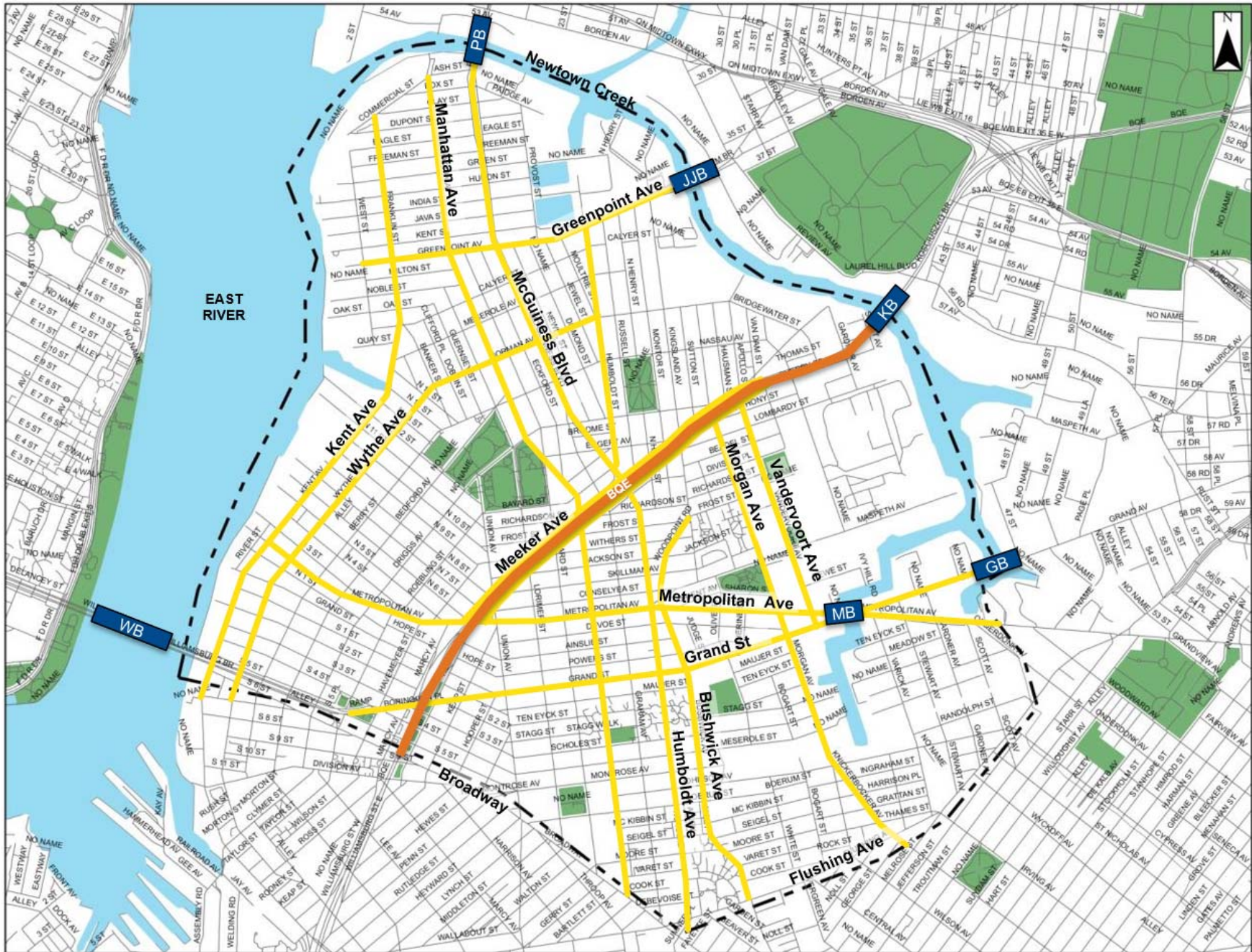
To facilitate extensive public participation through TAC, public meetings and workshops to document community issues

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



Ensure coordination with other agencies and initiatives

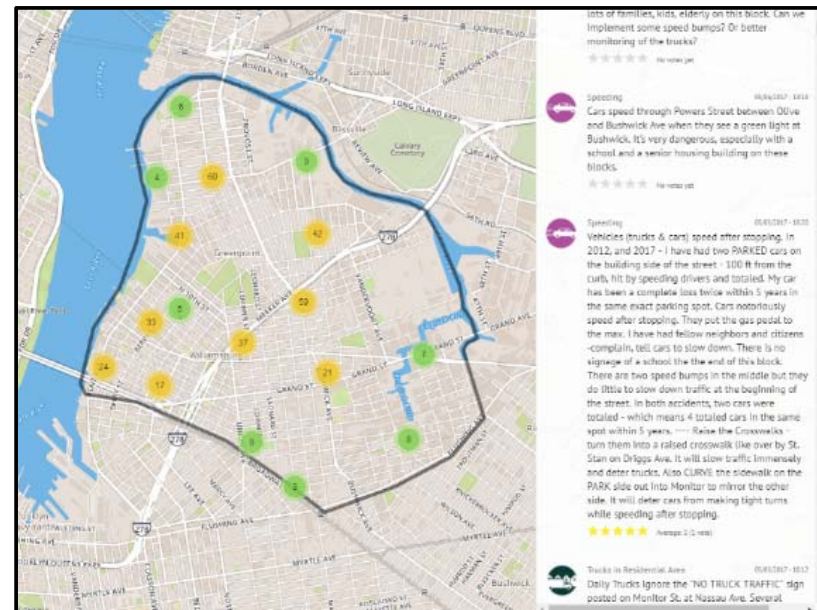
Study Area and Major Corridors



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>



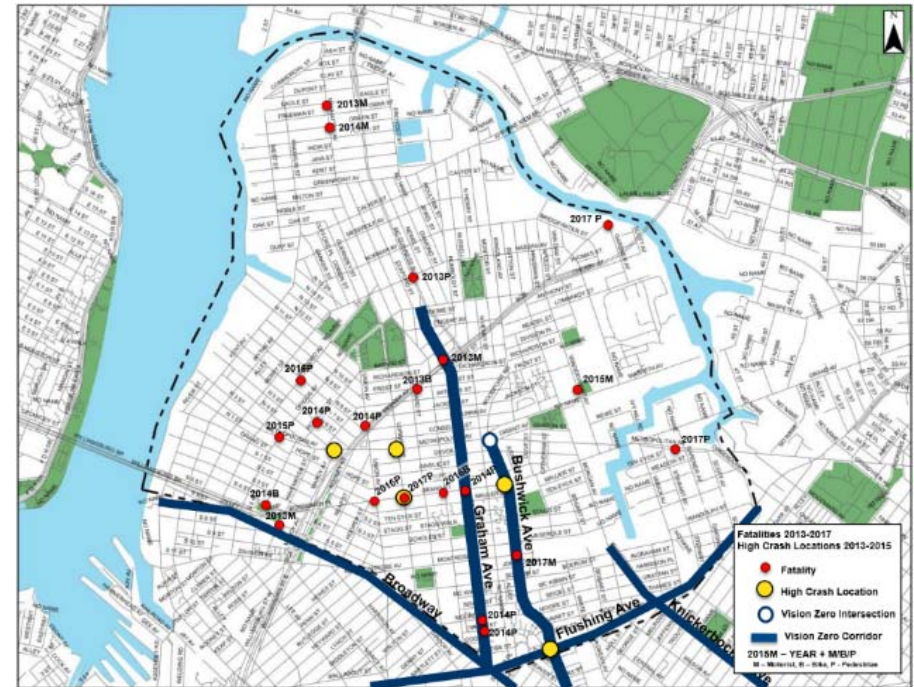
FINDINGS

2

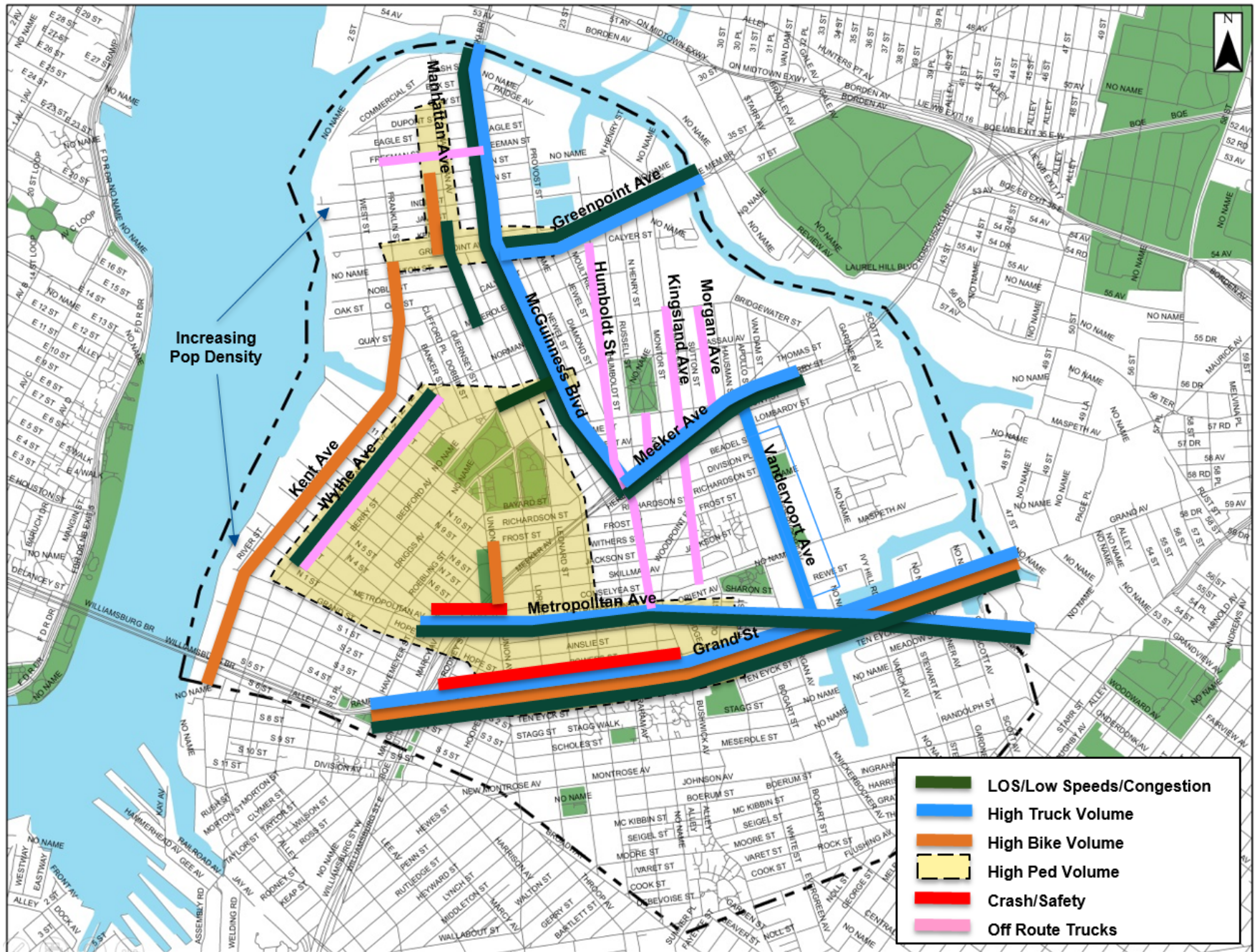
SUBJECTS OF ANALYSIS

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

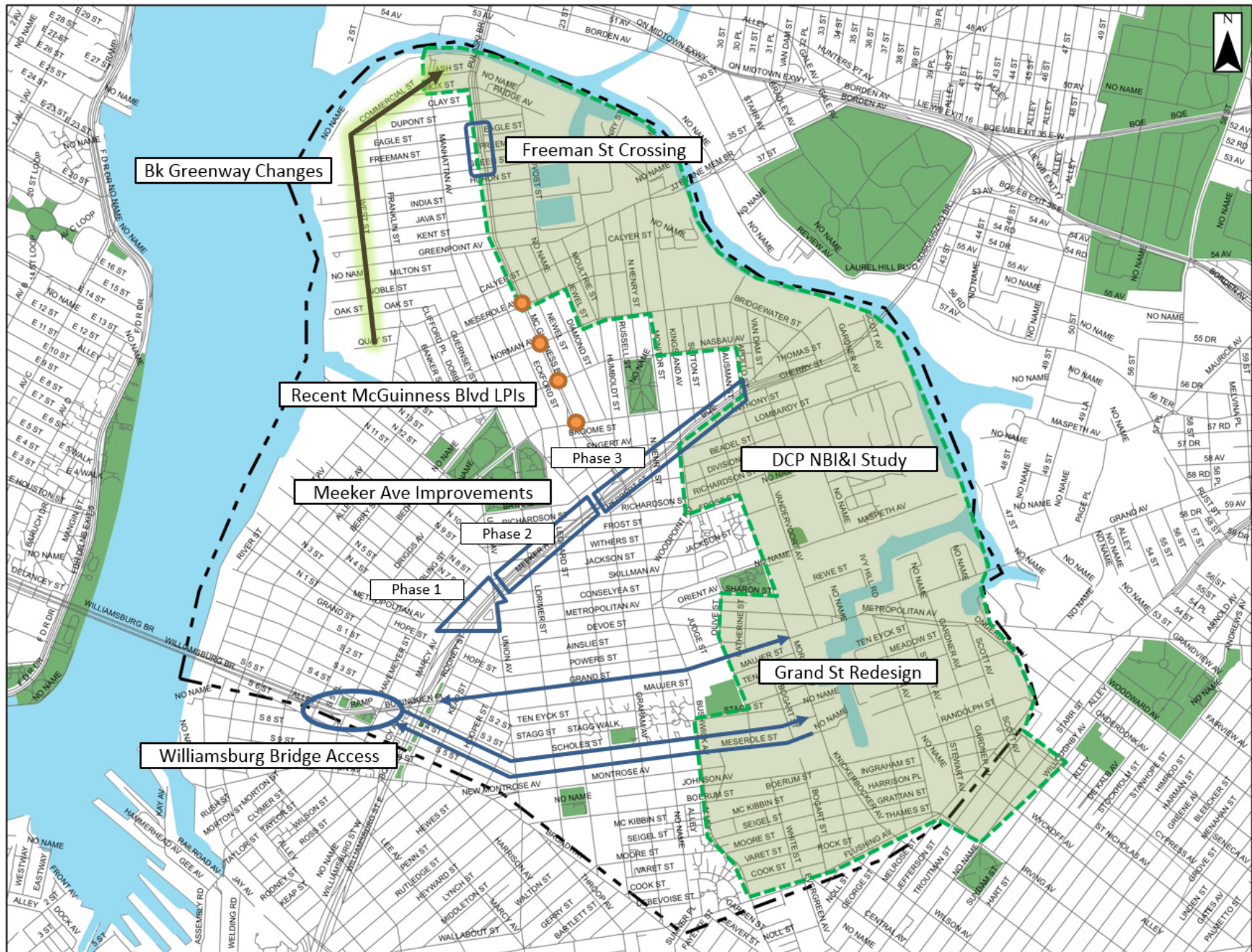
- Multiple Pinch Points/Bottlenecks
- Limited Capacity/Increasing Demand
- Various and Conflicting Uses
- Balancing the Needs of all Street Users



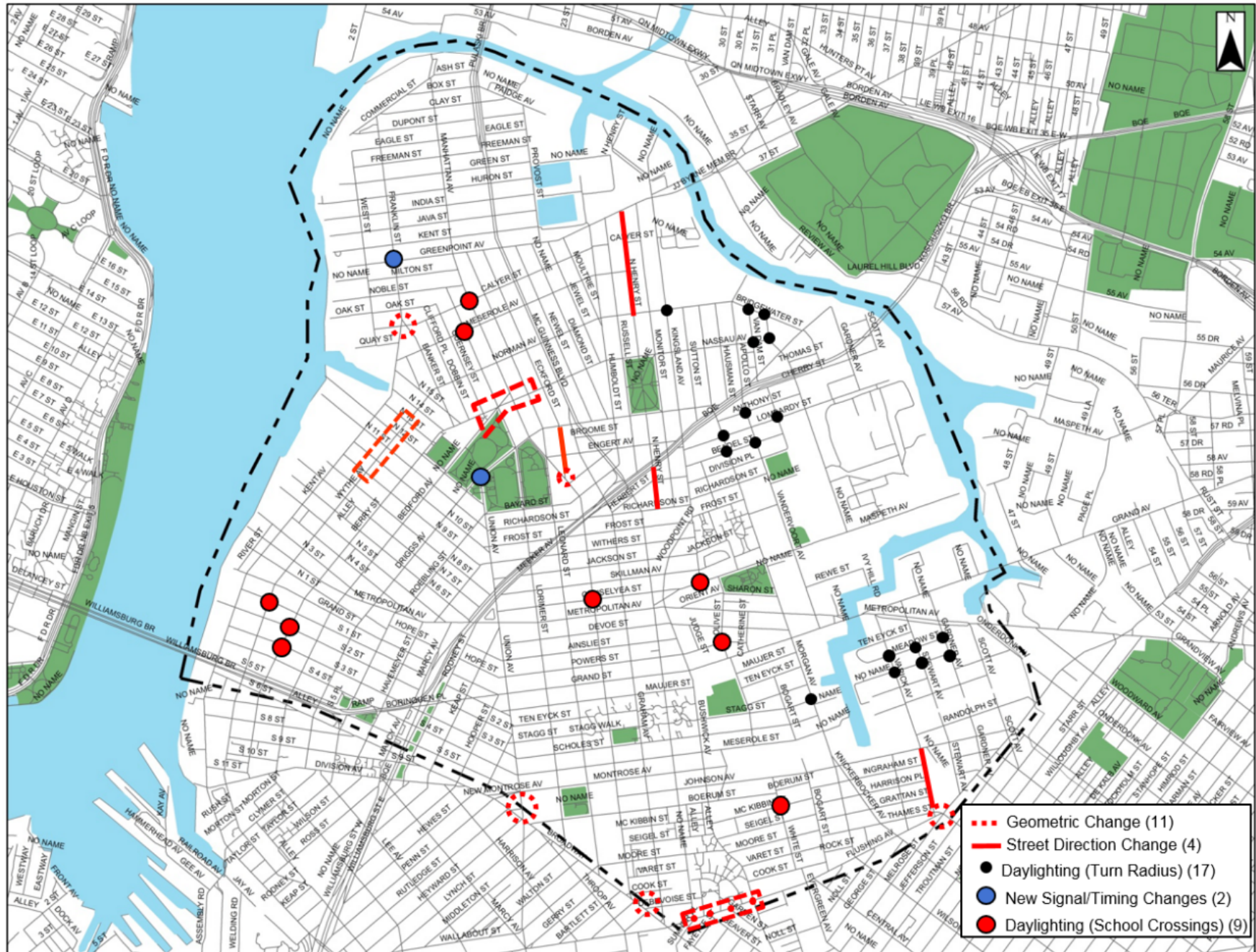
RECOMMENDATIONS

3

NYCDOT and other Initiatives



Summary of Recommendations



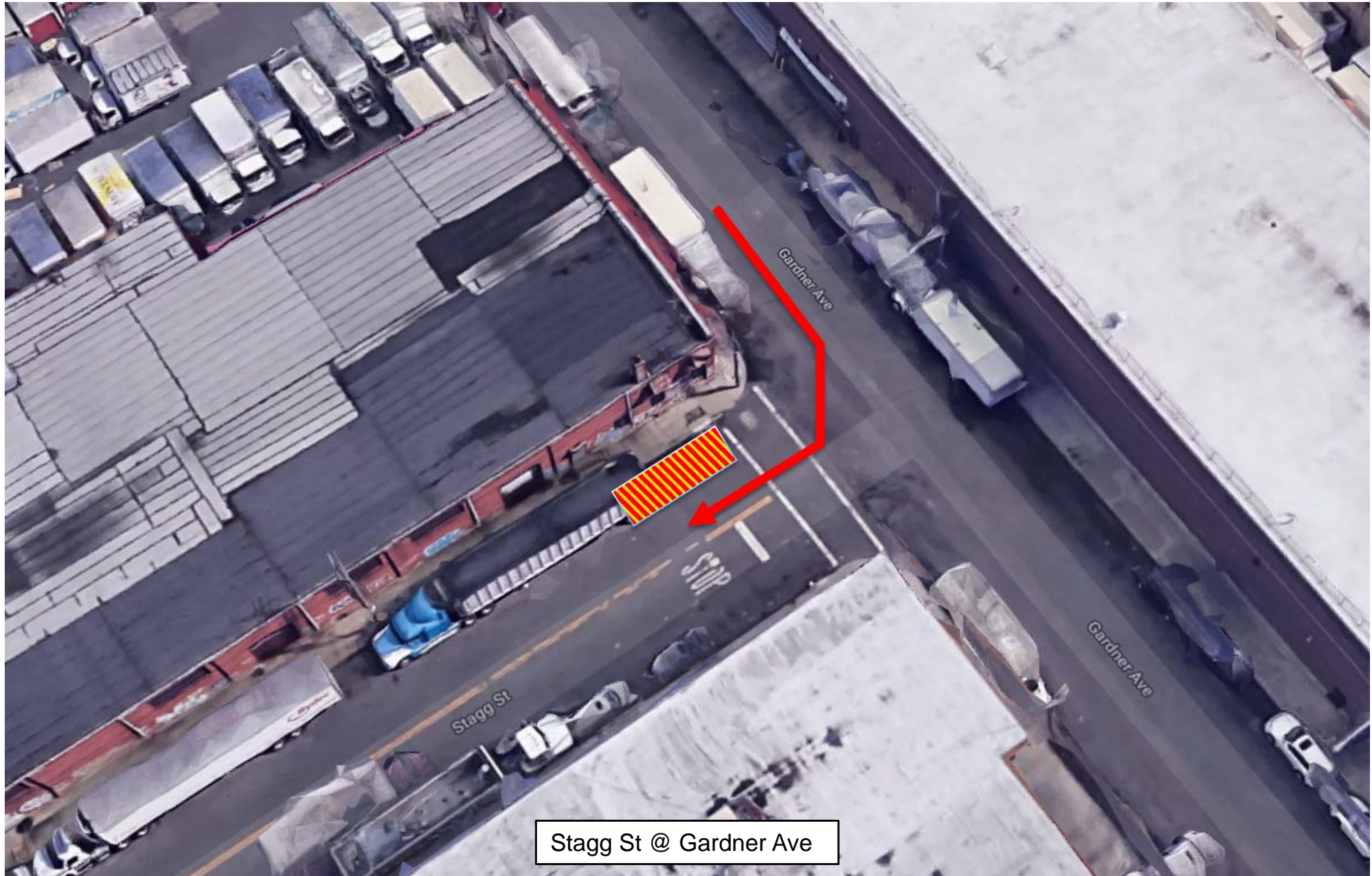
Daylighting (School Crossings)

Crosswalk with Visibility Impaired



Berry St @ S 2nd St

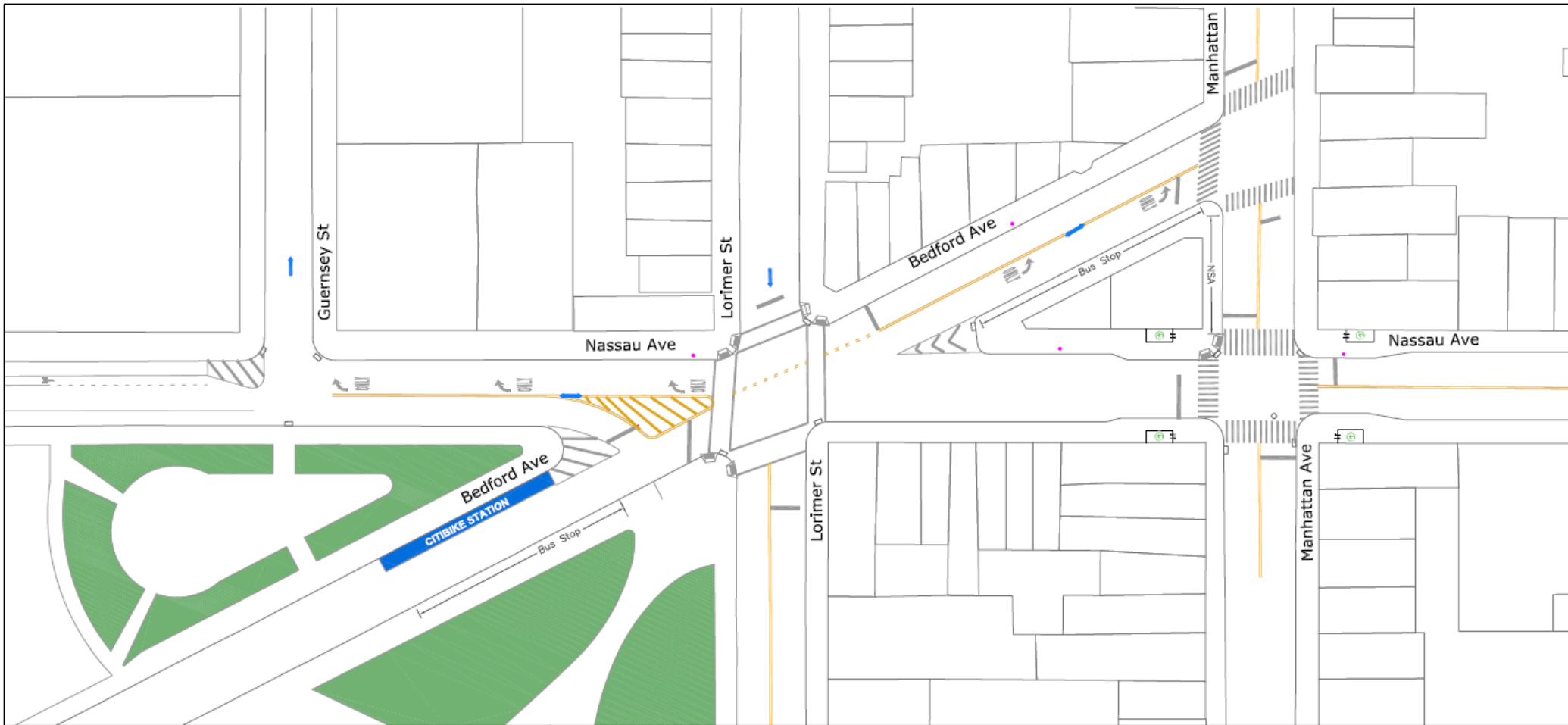
Daylighting (Turn Radius)



Nassau Ave/Bedford Ave/Lorimer St - Context



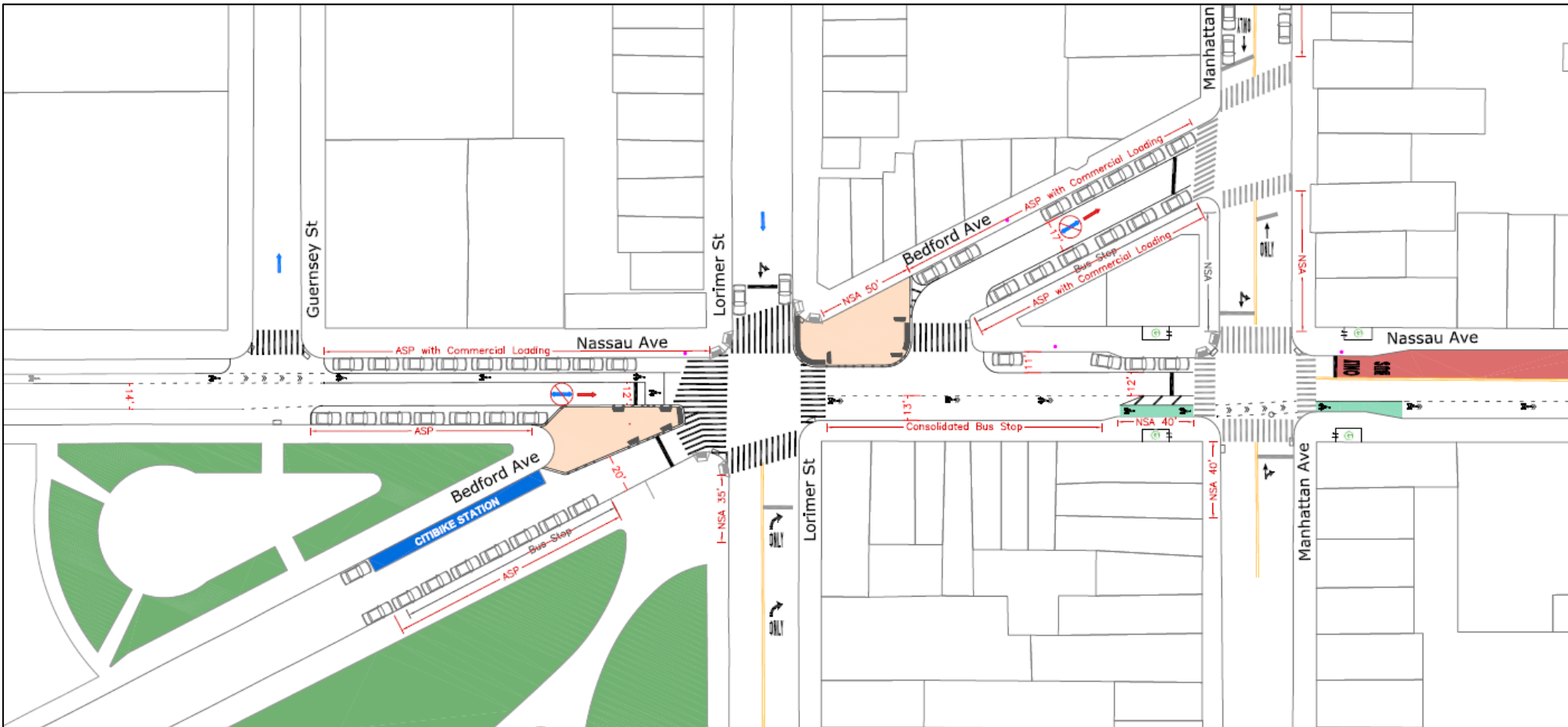
Nassau Ave/Bedford Ave/Lorimer St - Existing



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



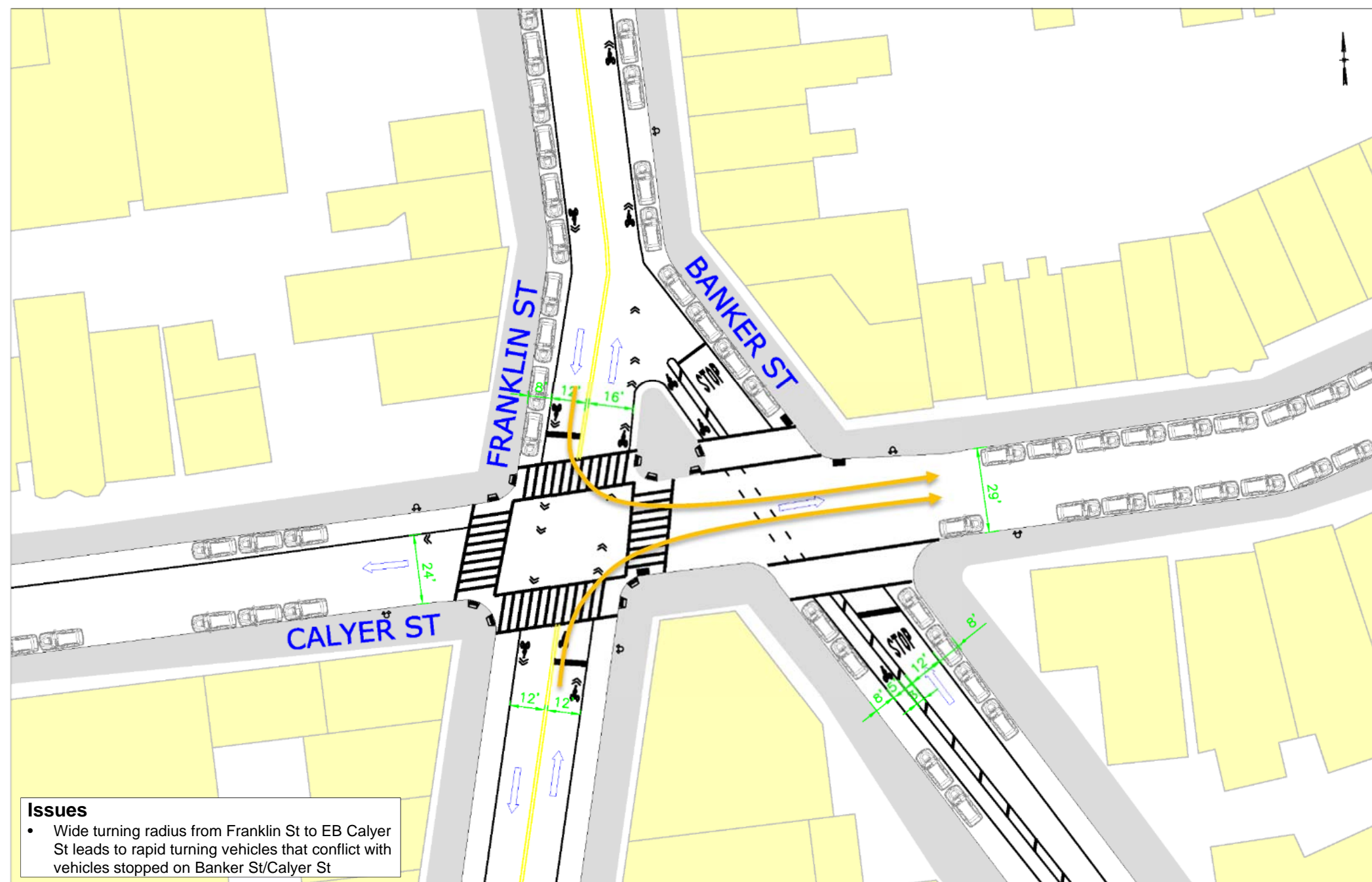
Improvements

- 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)

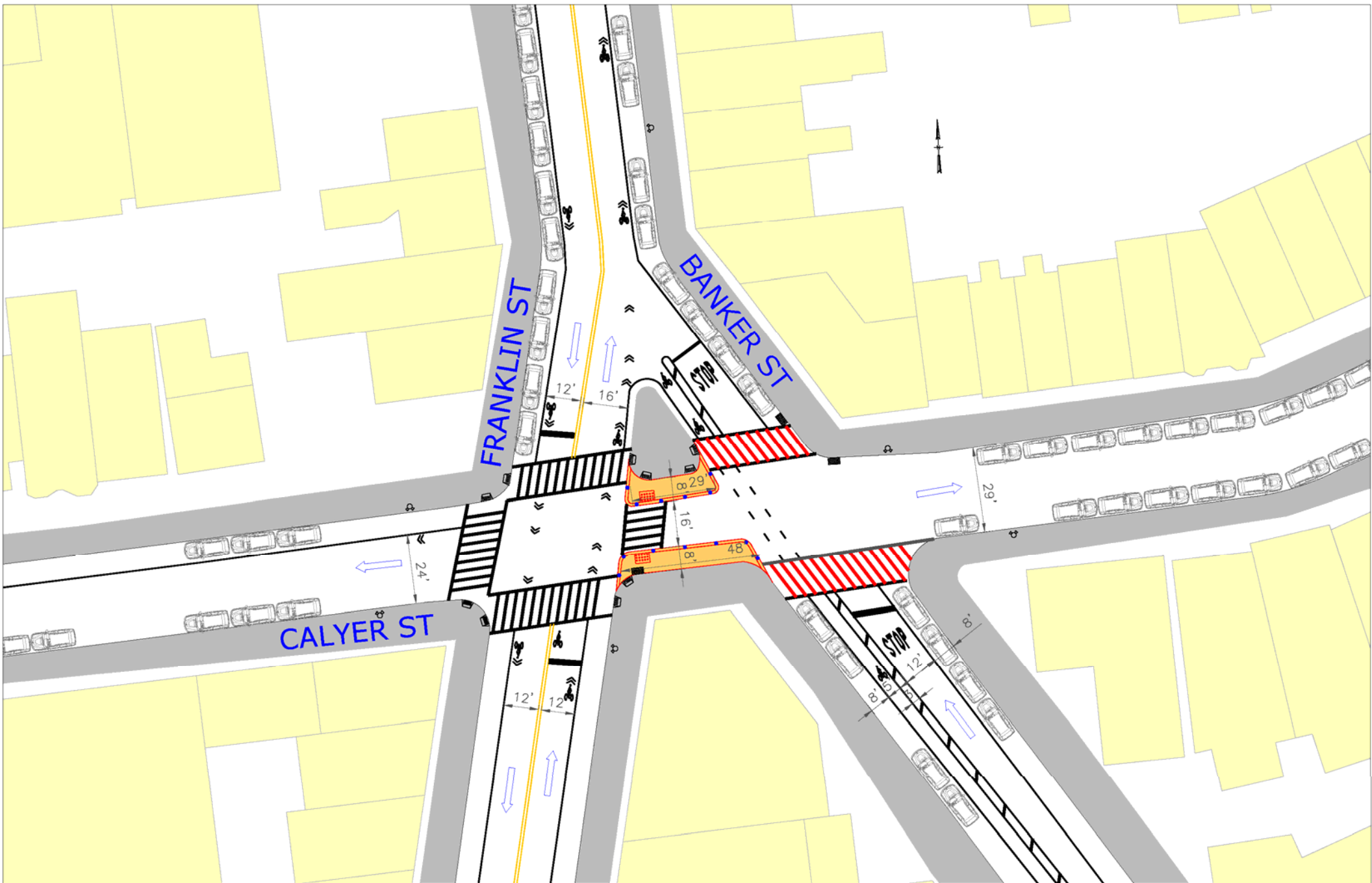
Franklin St/Banker St - Context



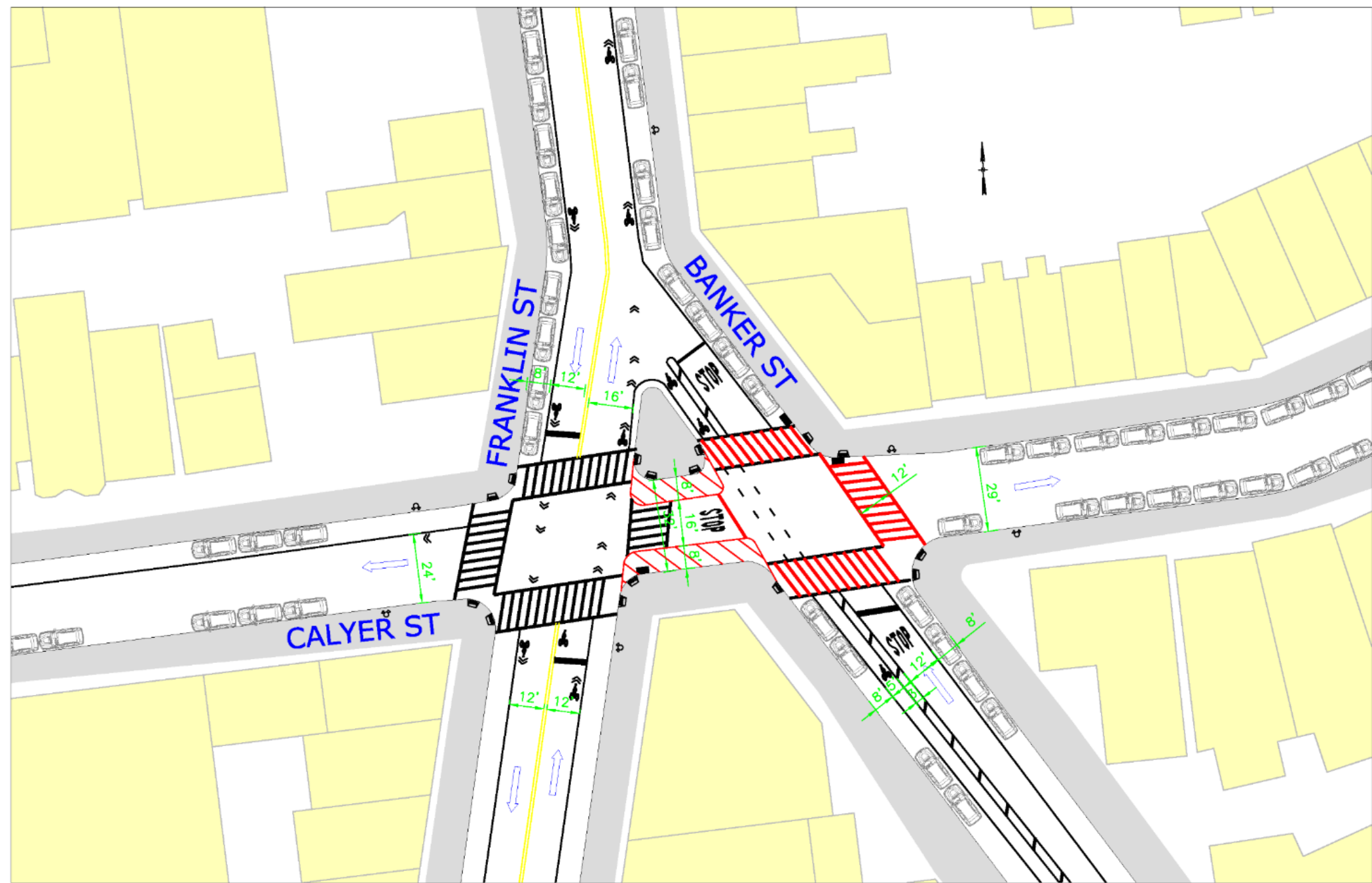
Franklin St/Banker St - Existing



Franklin St/Banker St - Proposed



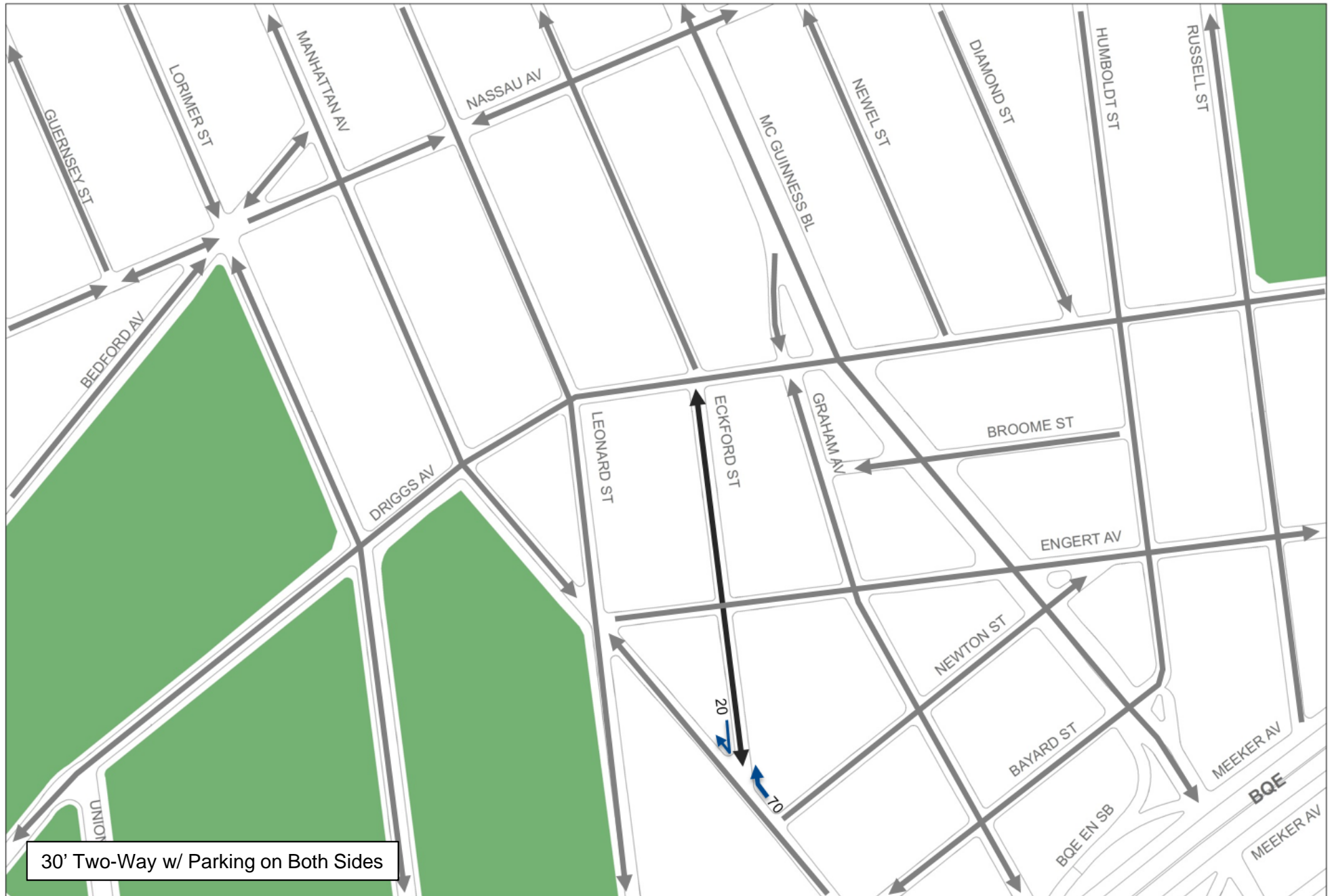
Franklin St/Banker St - Proposed



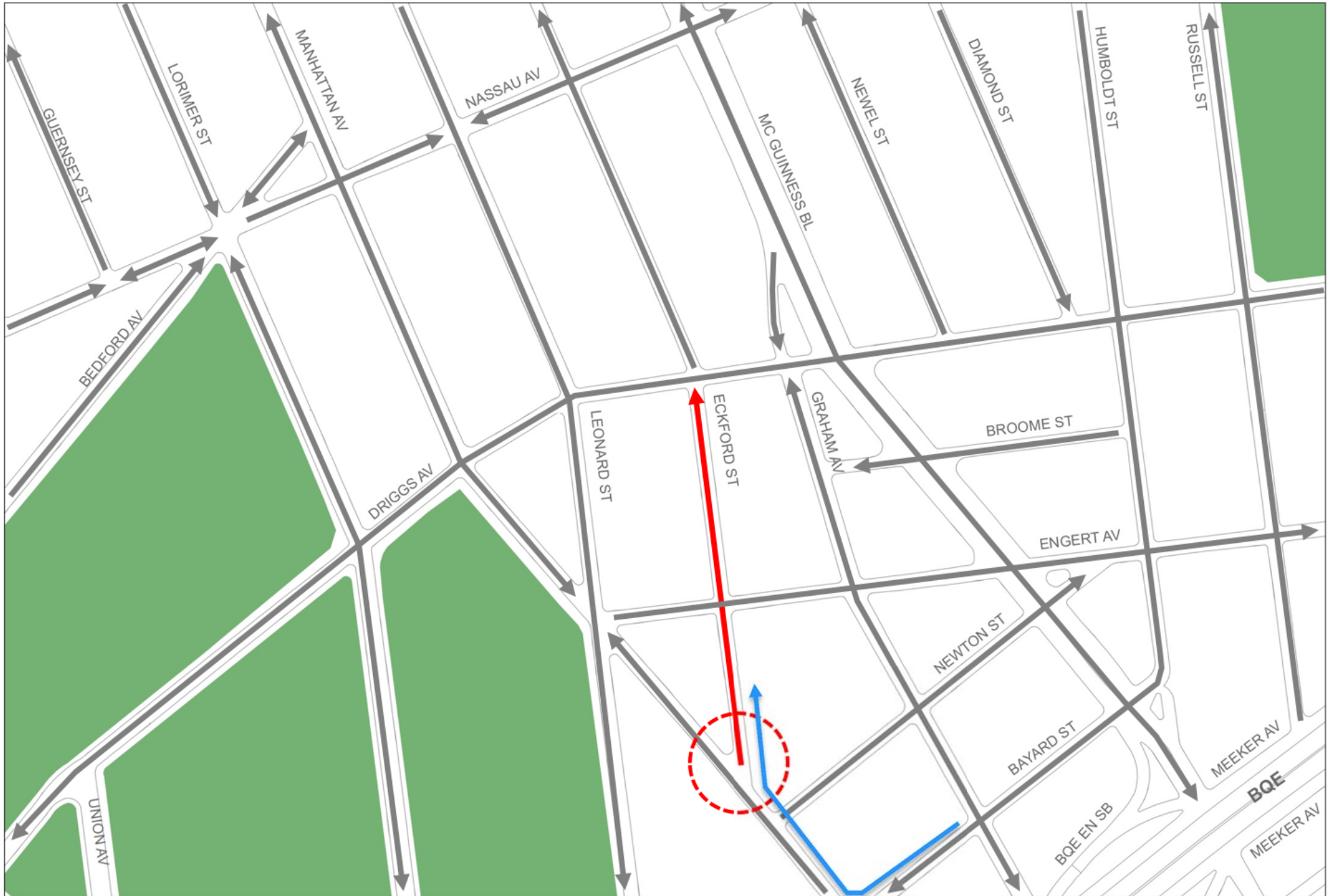
One-Way Conversions



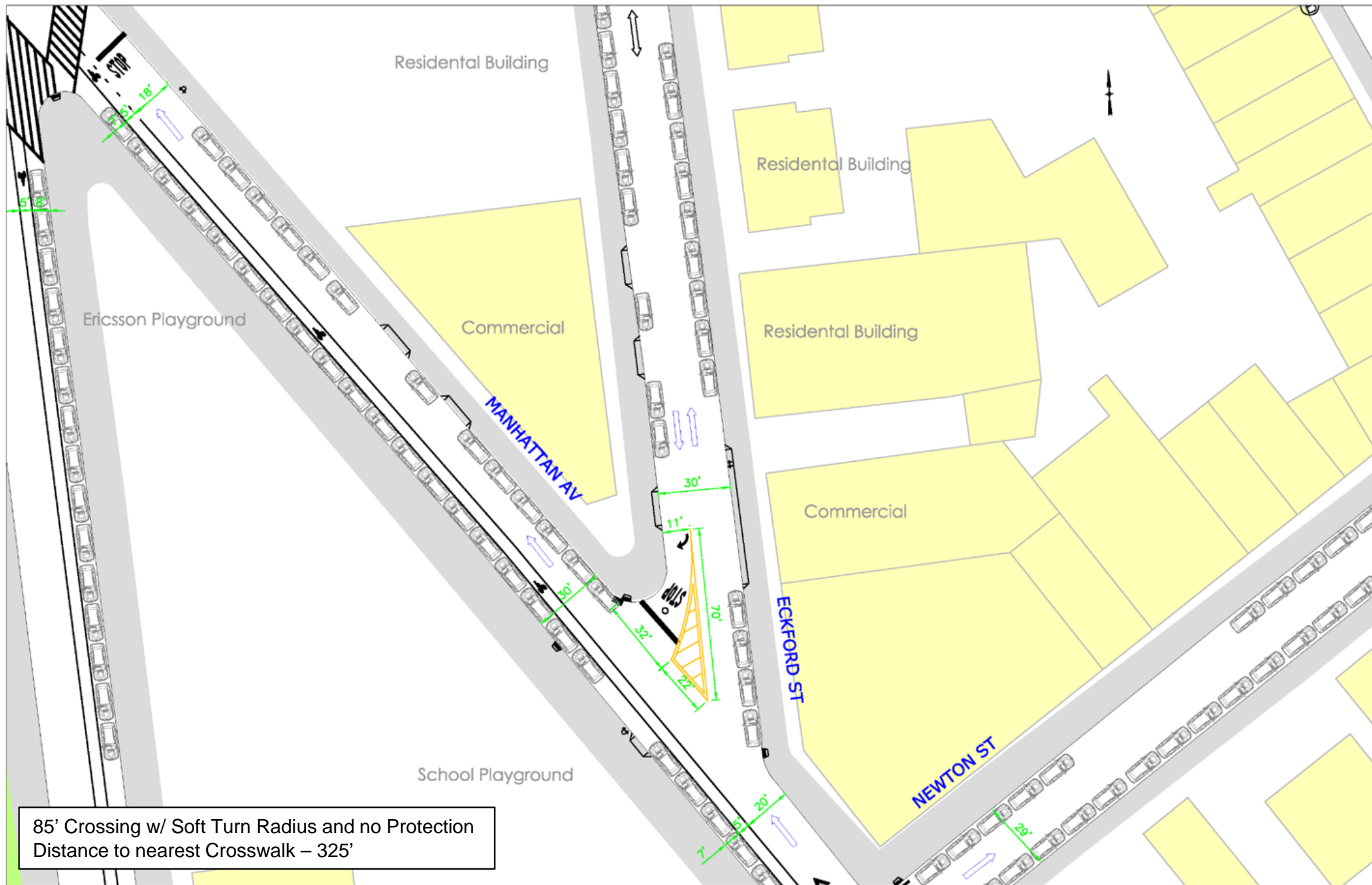
Eckford St btw Manhattan Ave & Driggs Ave



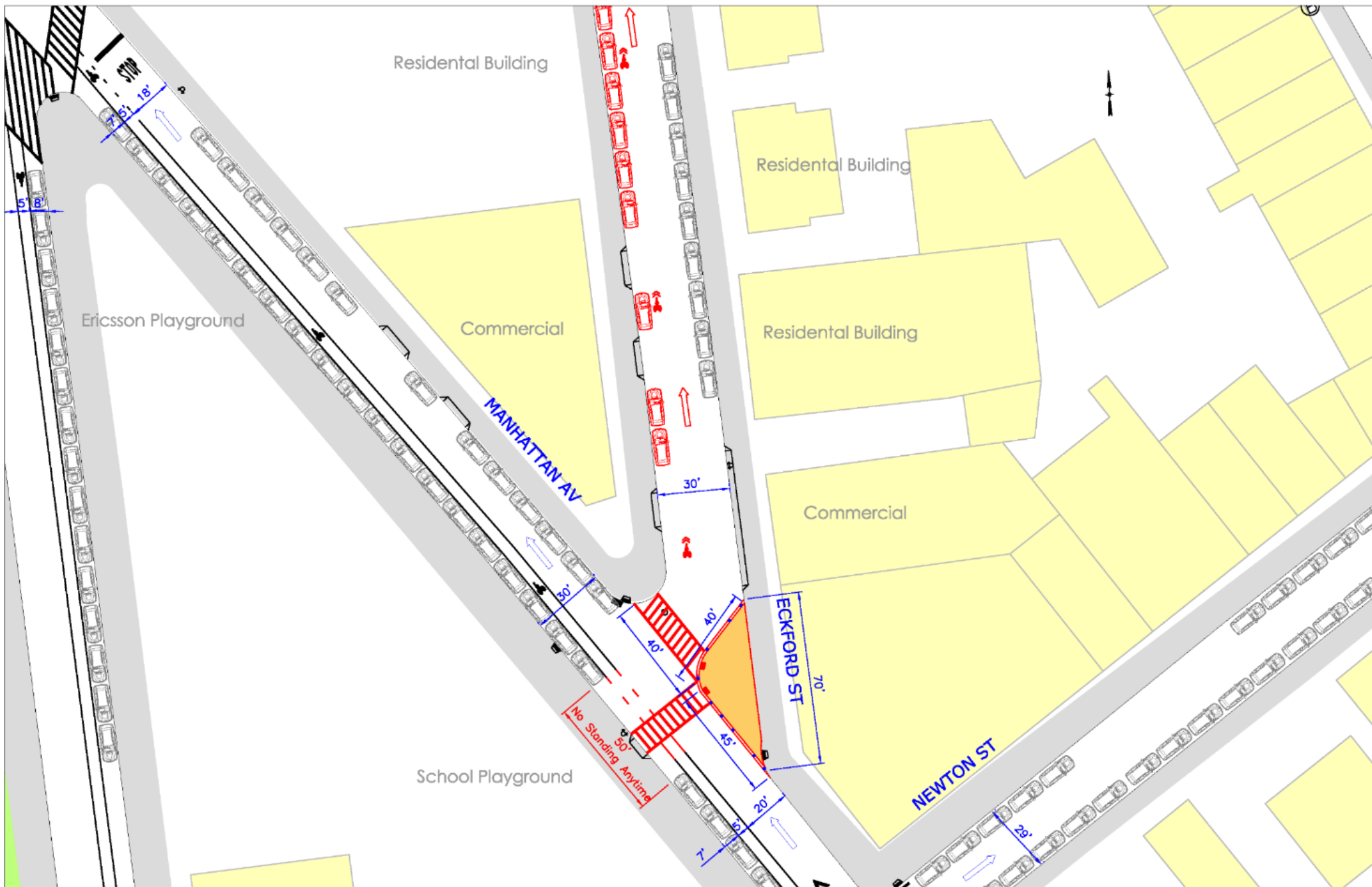
Eckford St btw Manhattan Ave & Driggs Ave



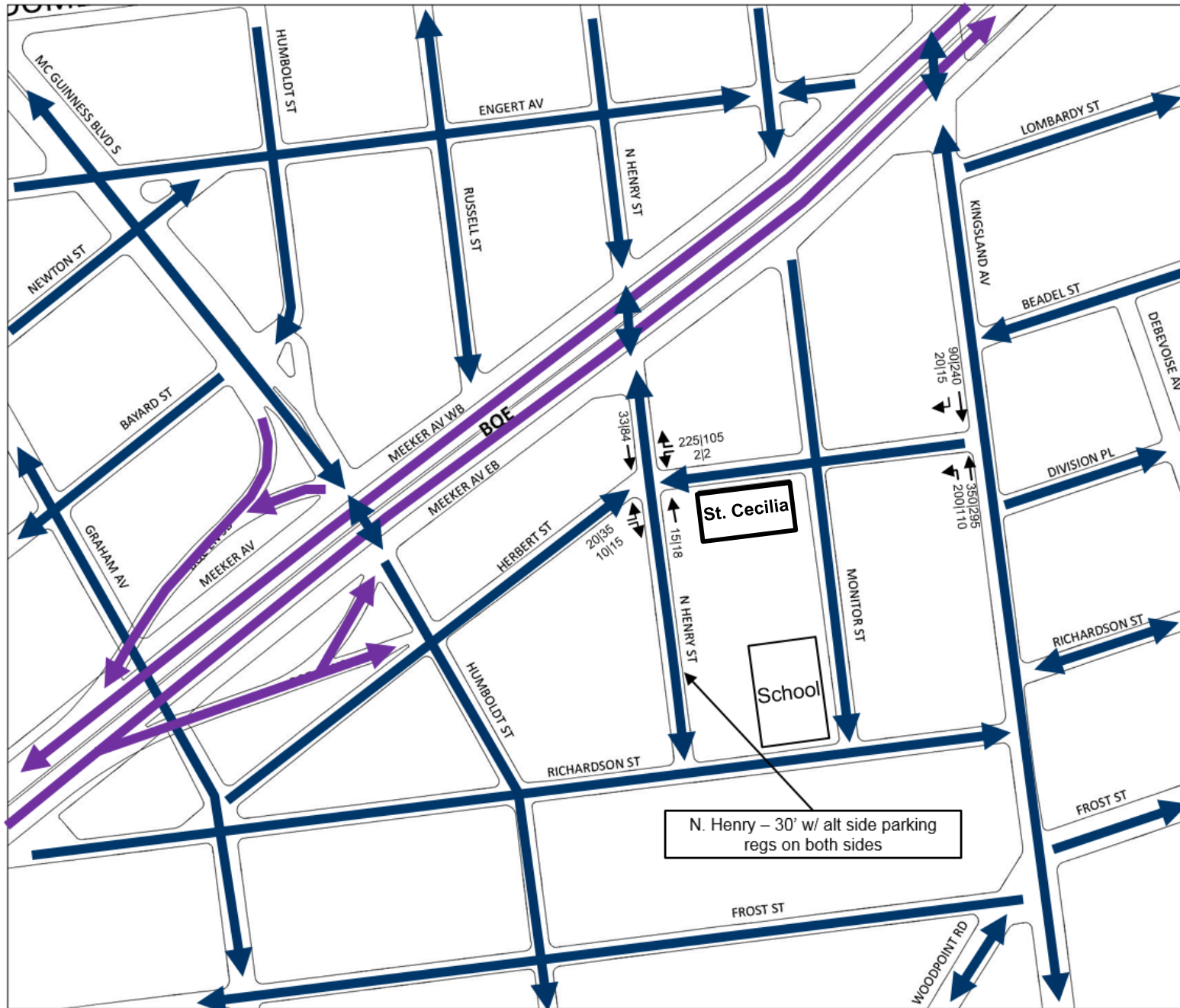
Eckford St @ Manhattan Ave - Existing



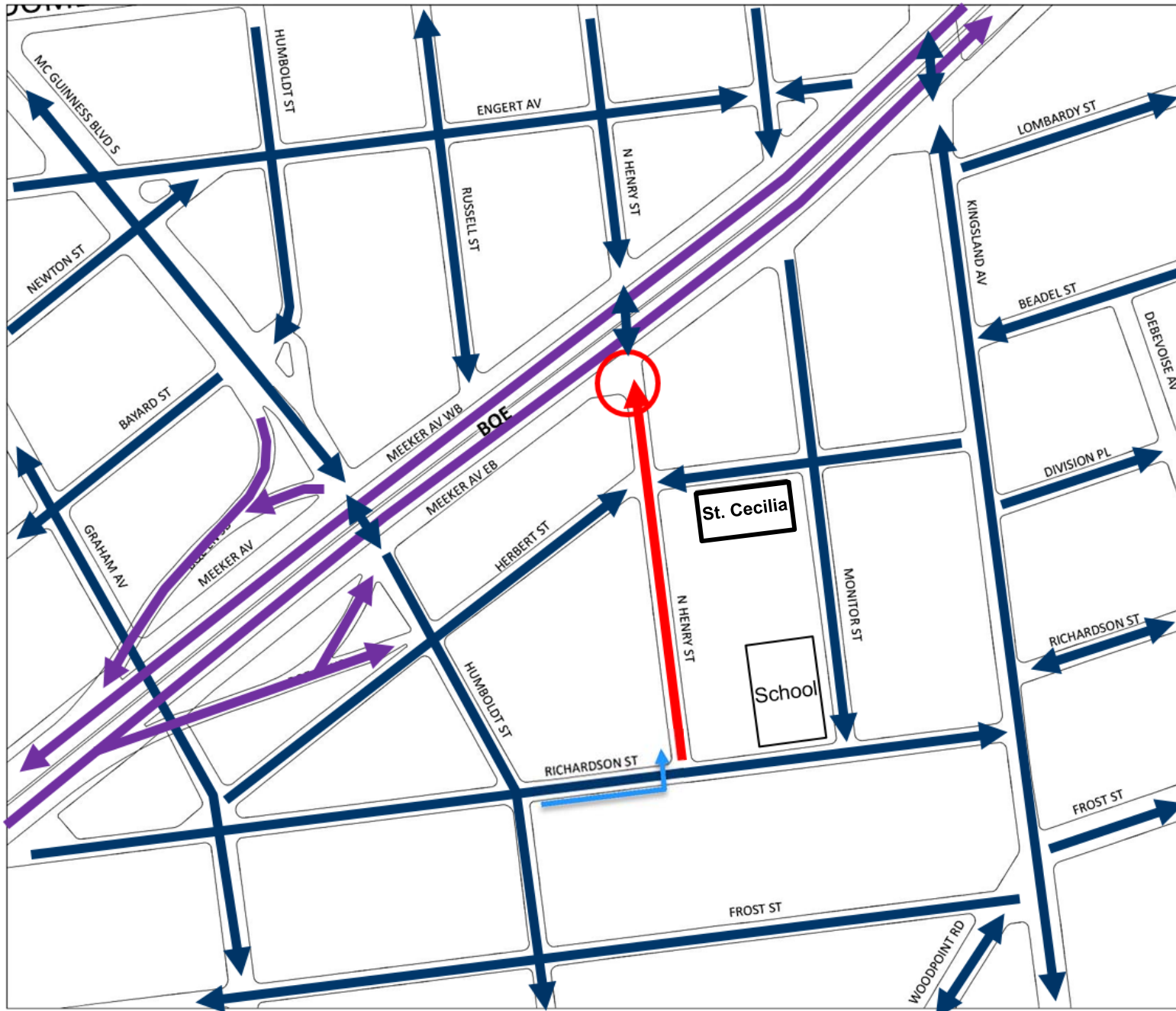
Eckford St @ Manhattan Ave - Proposed



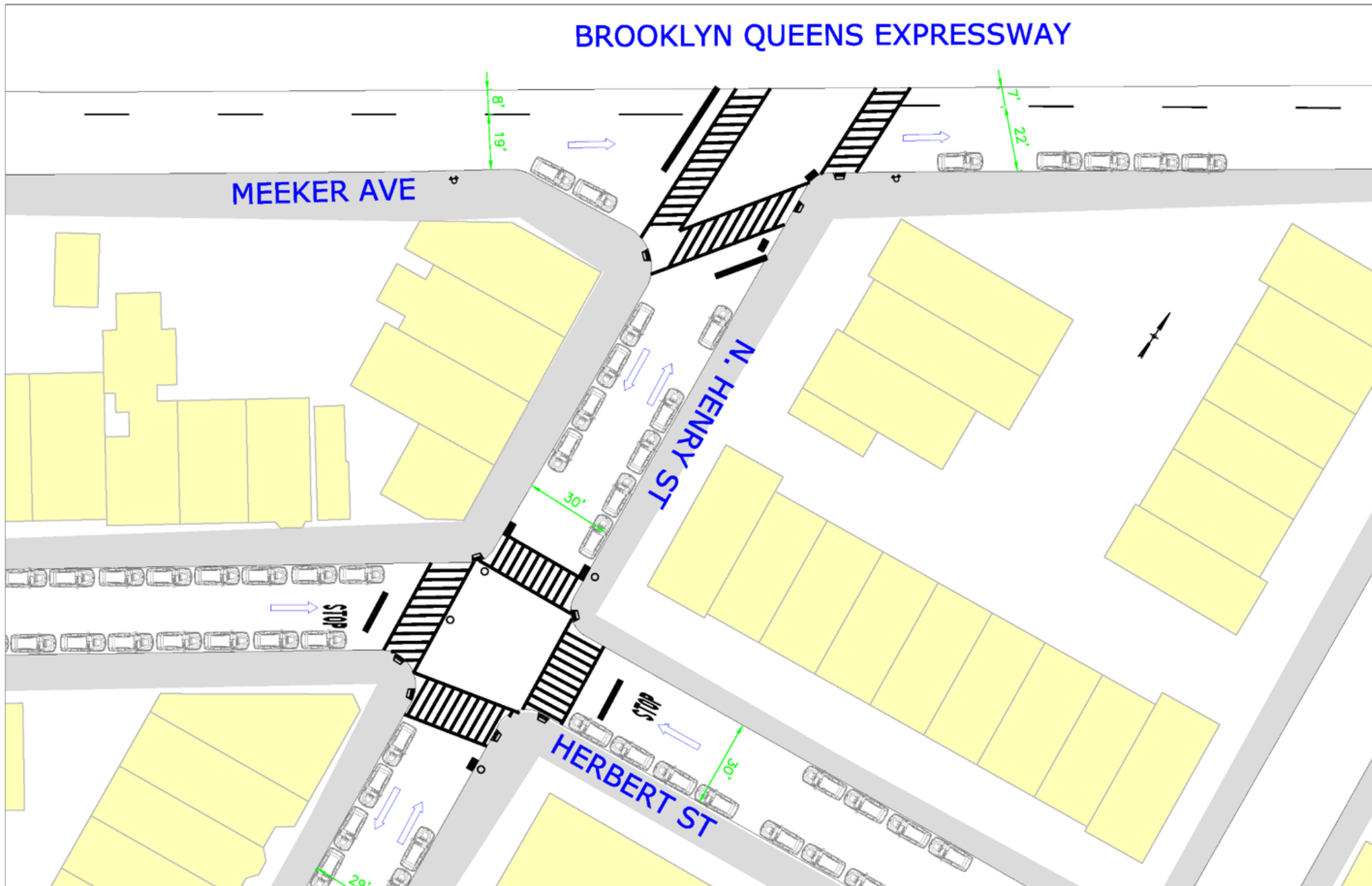
N Henry St - Existing



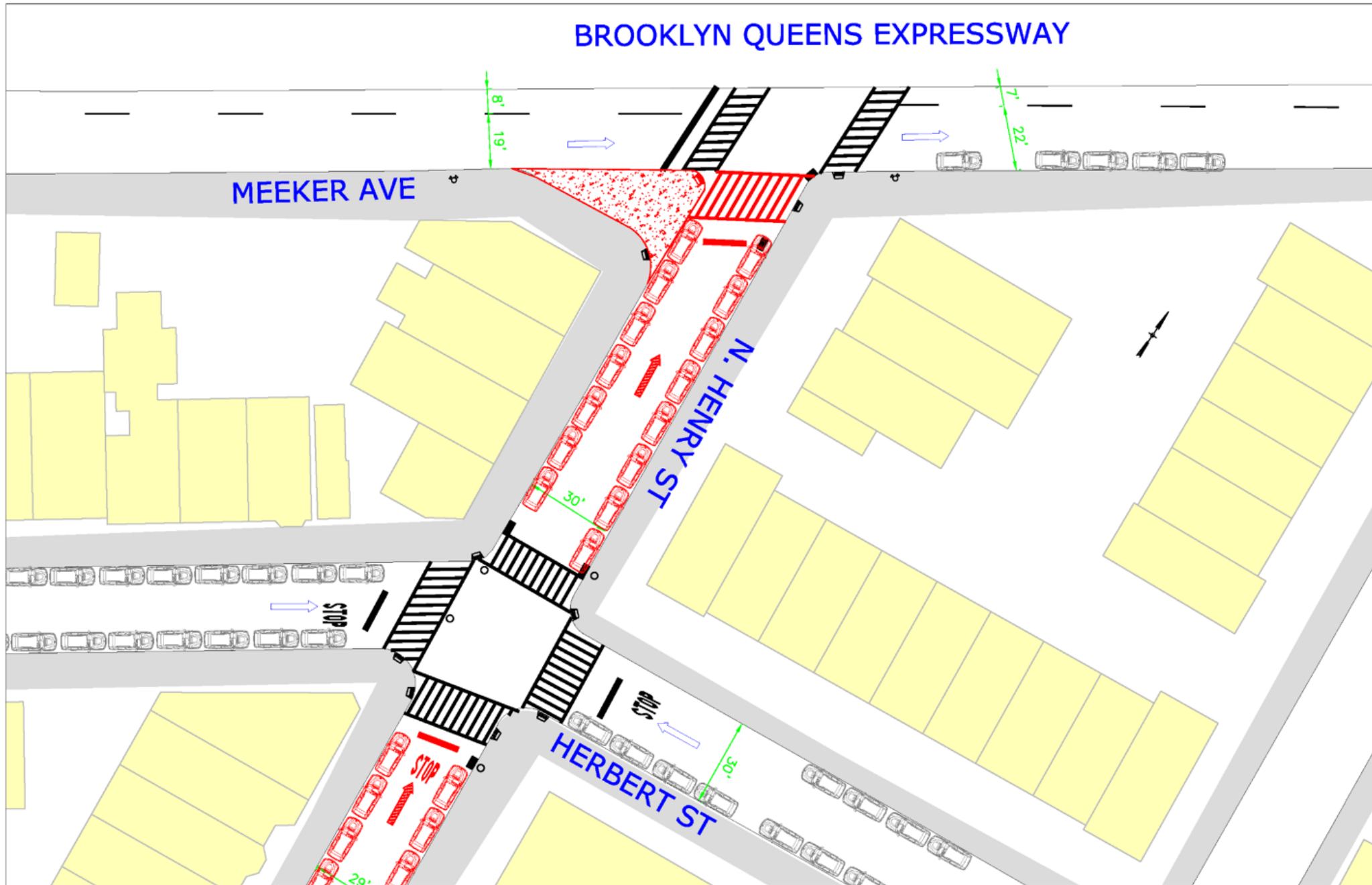
N Henry St - Proposed



N Henry St @ Meeker Ave - Existing



N Henry St @ Meeker Ave - Proposed



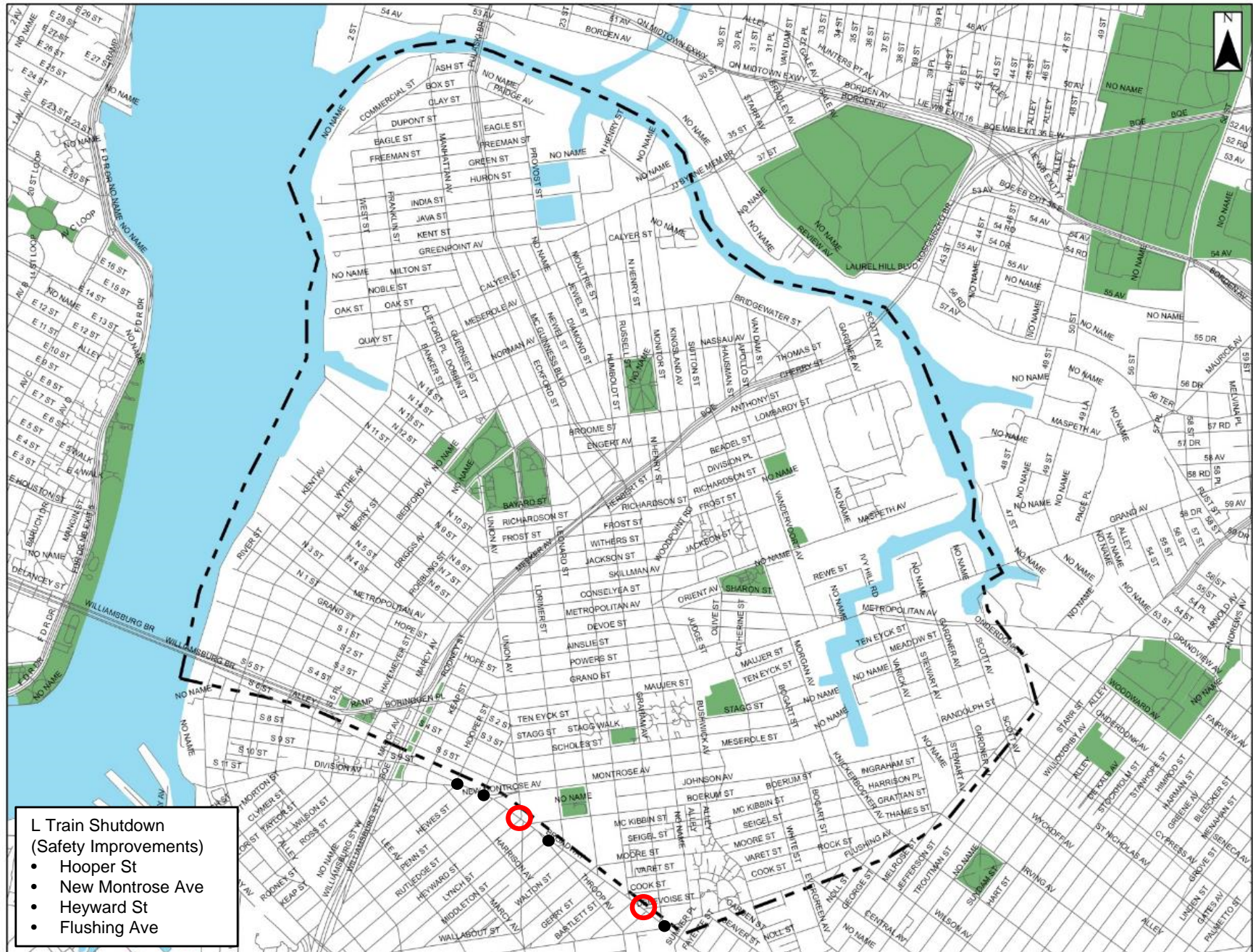
N. Henry St btw Greenpoint Ave & Nassau Ave



N. Henry St btw Greenpoint Ave & Nassau Ave



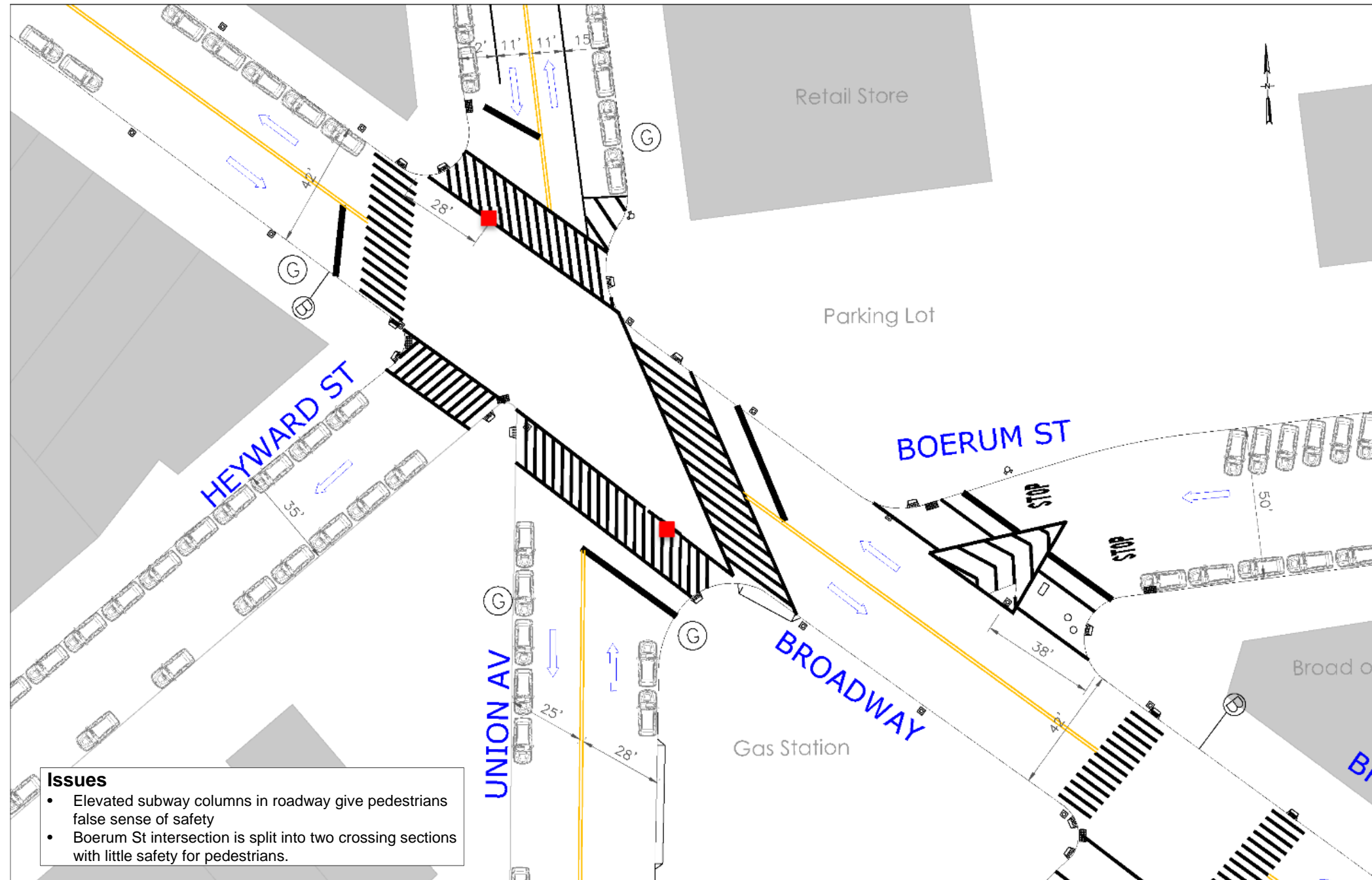
Broadway Improvements - Context



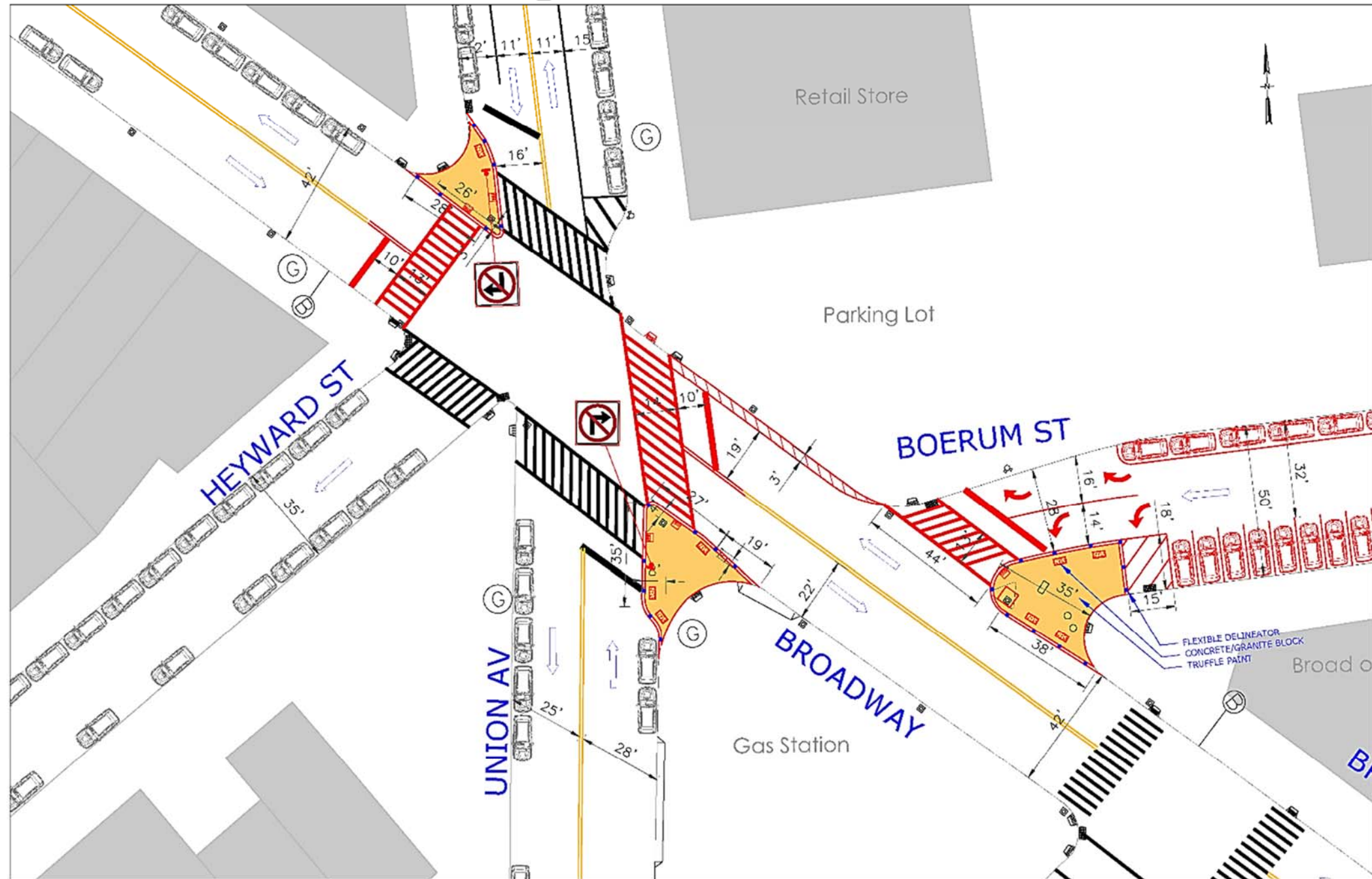
Broadway Improvements - Context



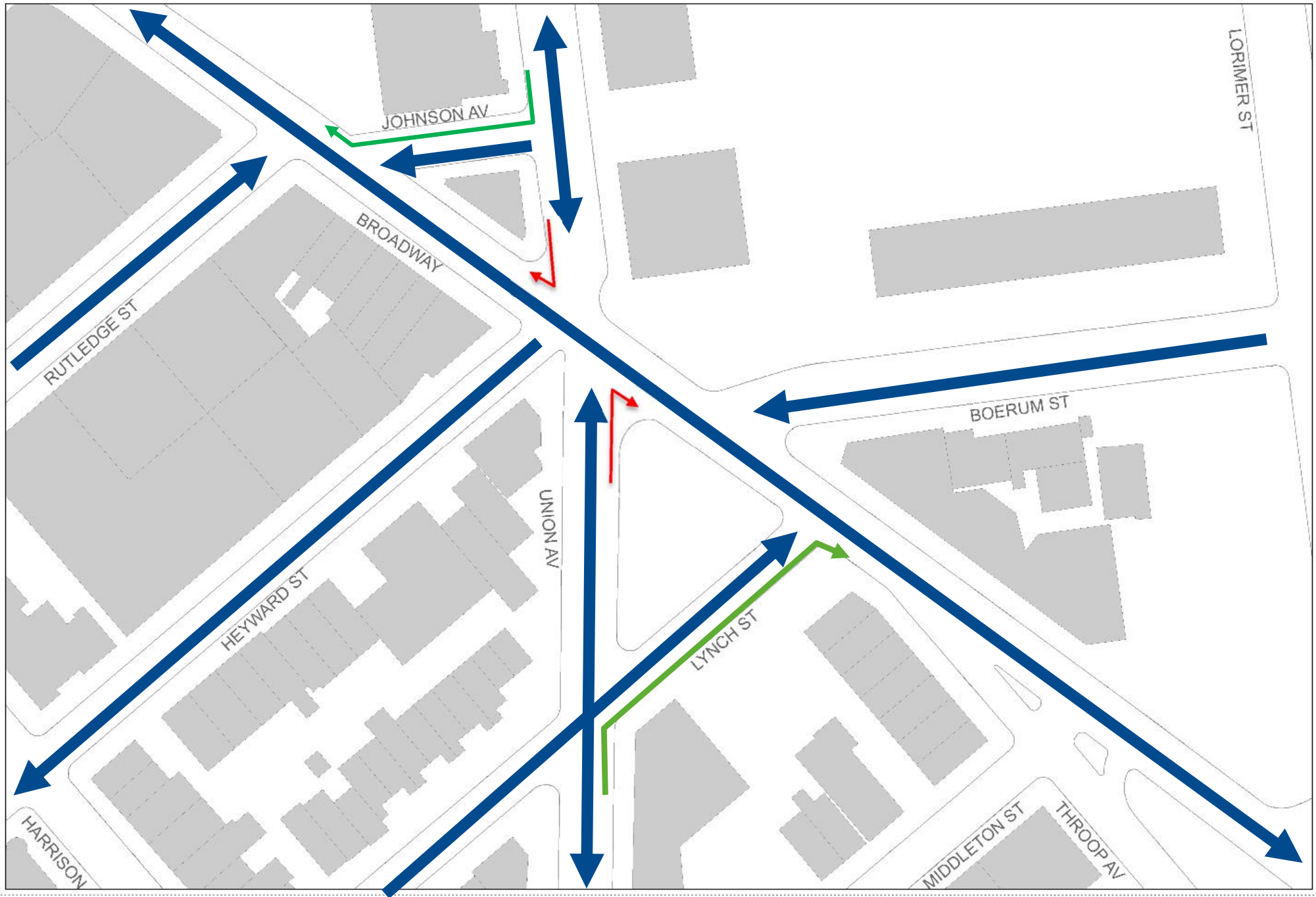
Broadway @ Union Ave - Existing



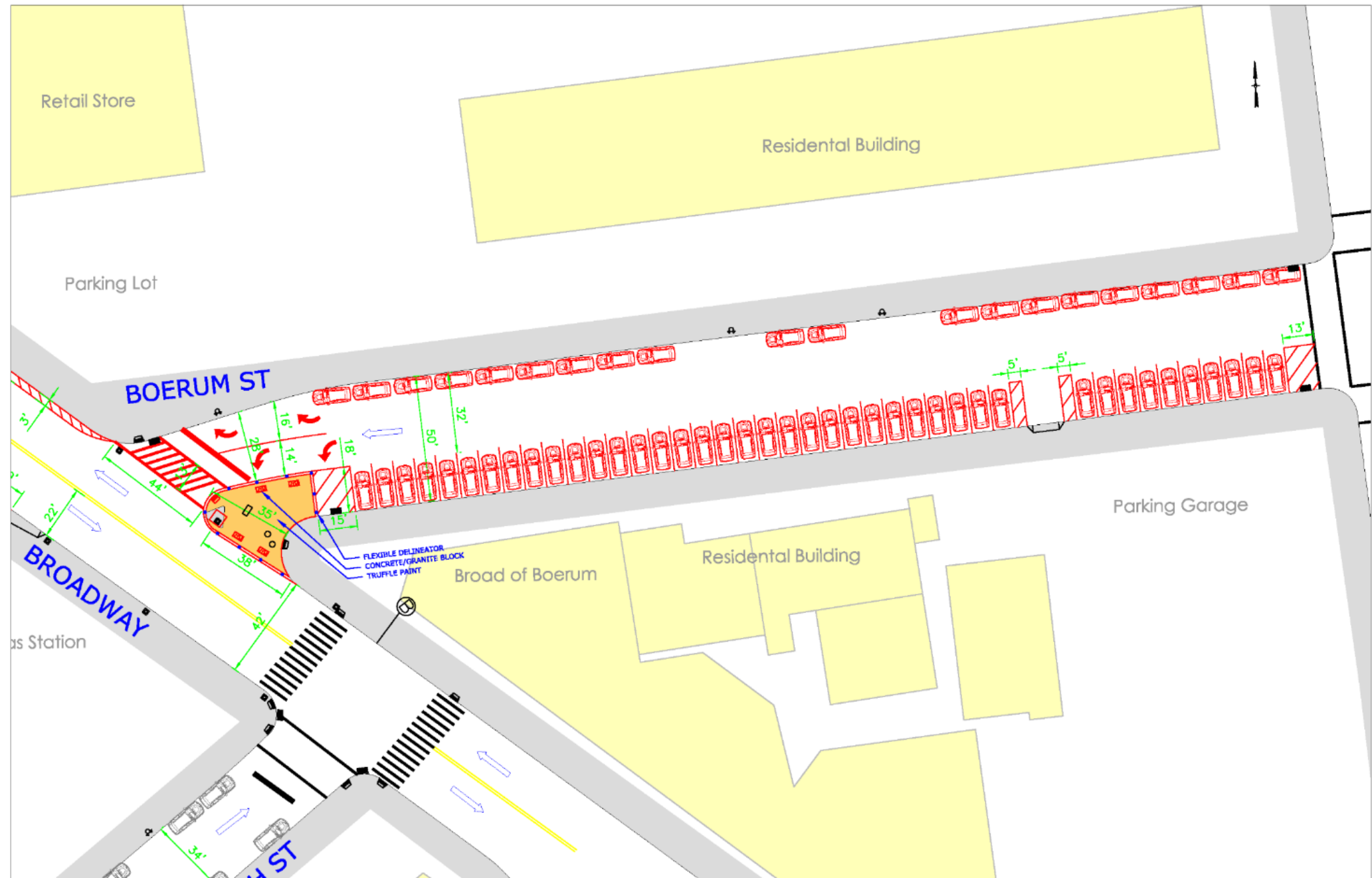
Broadway @ Union Ave - Proposed



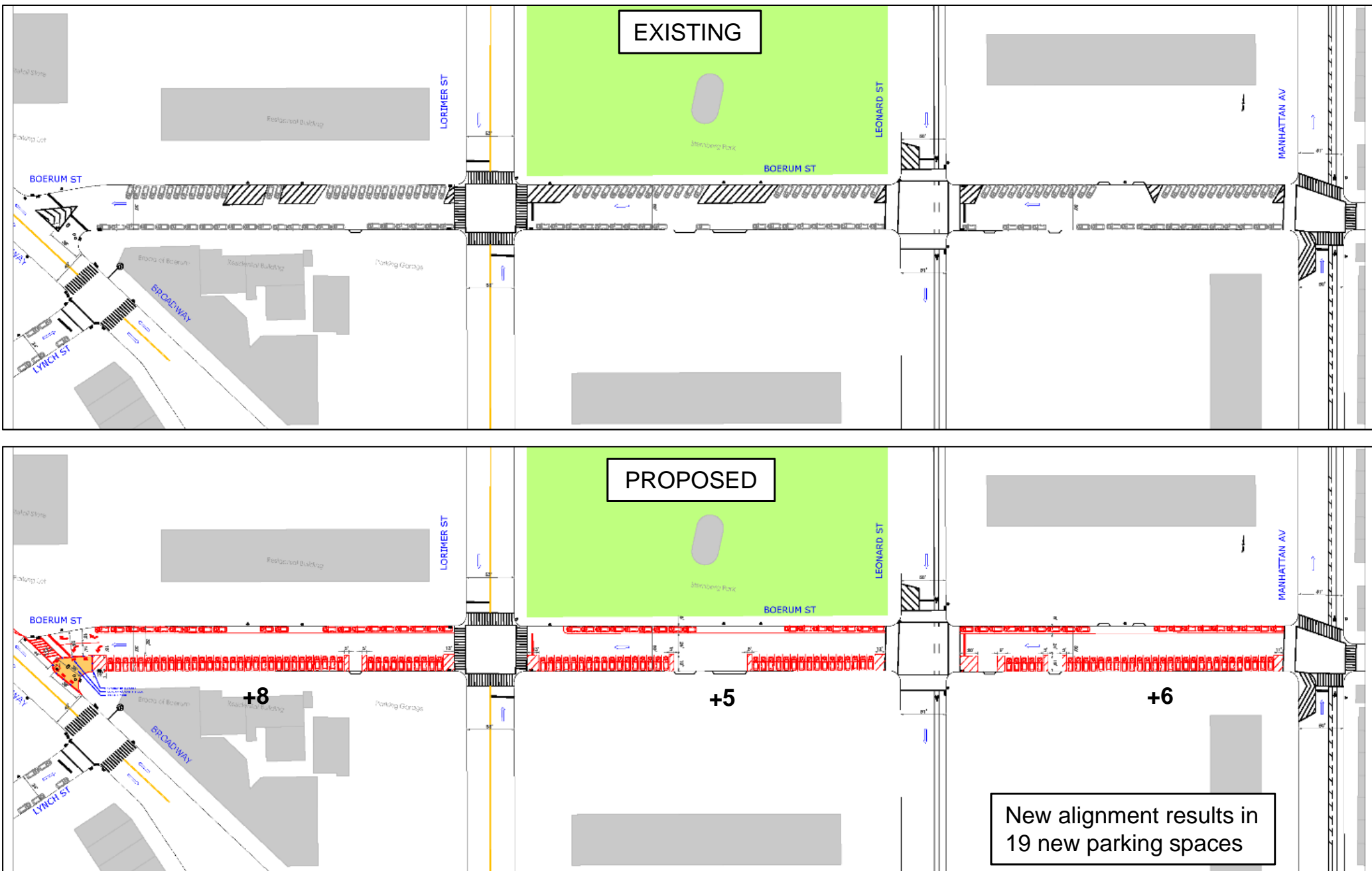
Broadway @ Union Ave – Diversions



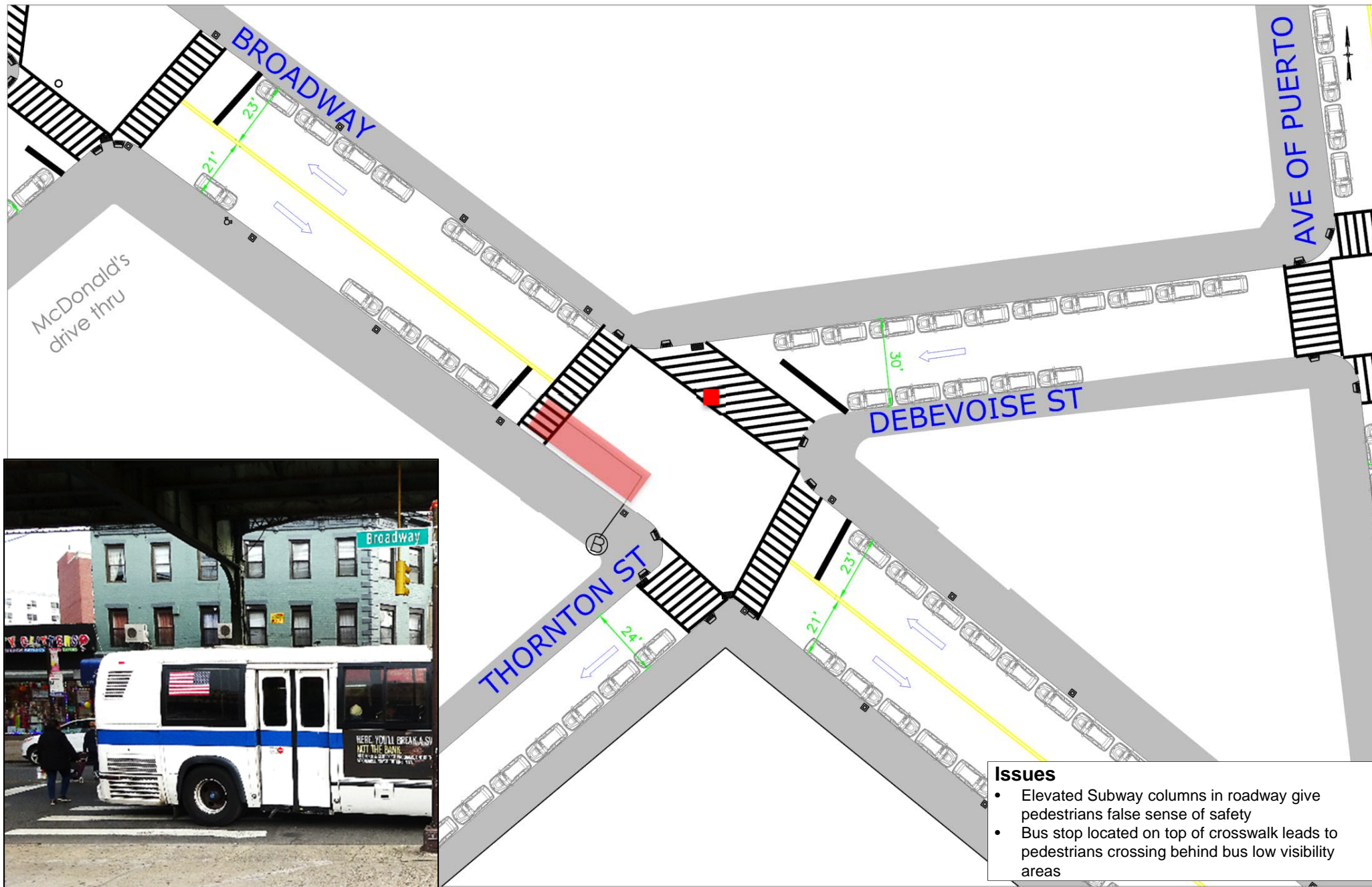
Broadway @ Boerum St - Proposed



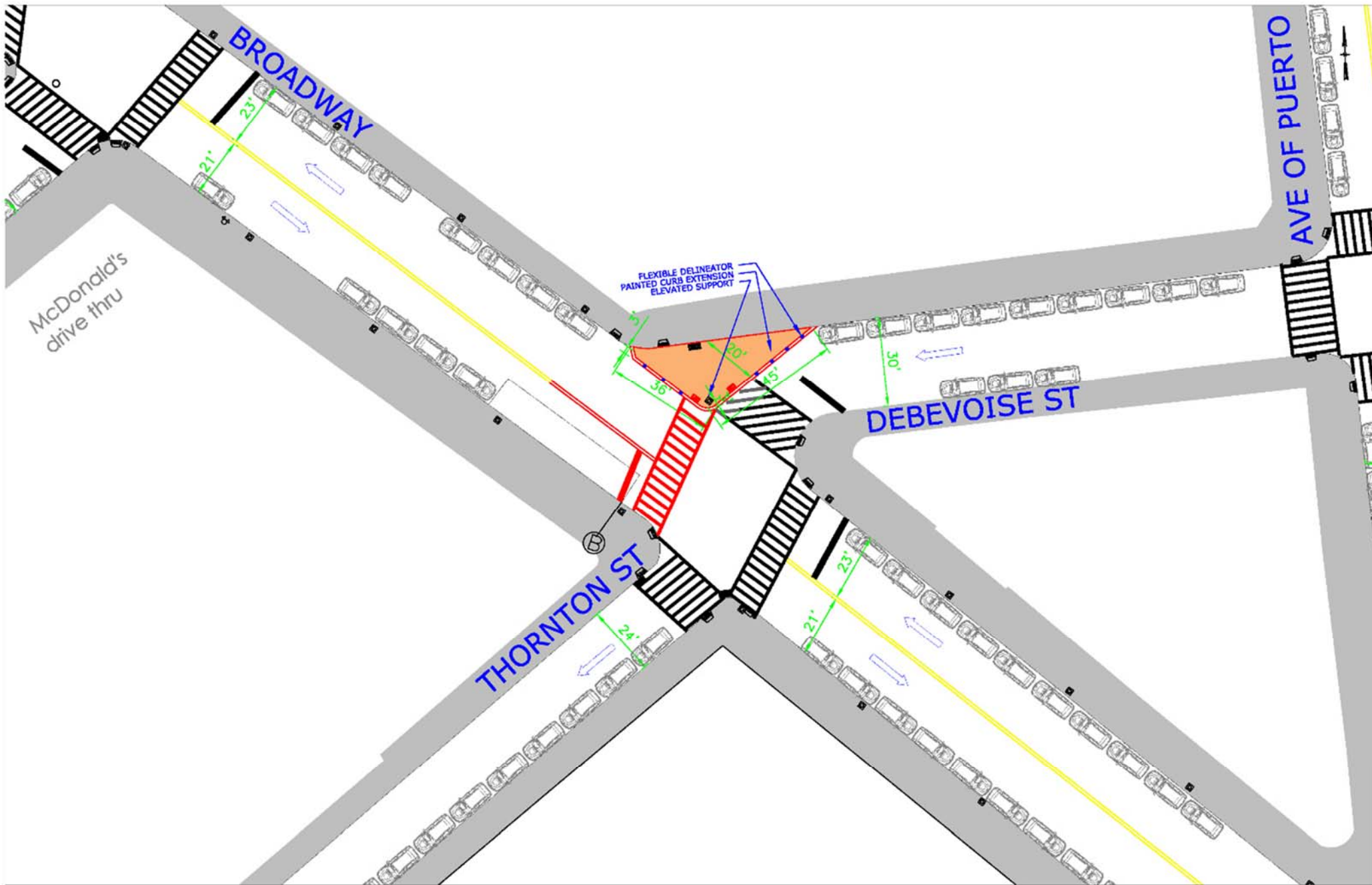
Boerum Street Realignment



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

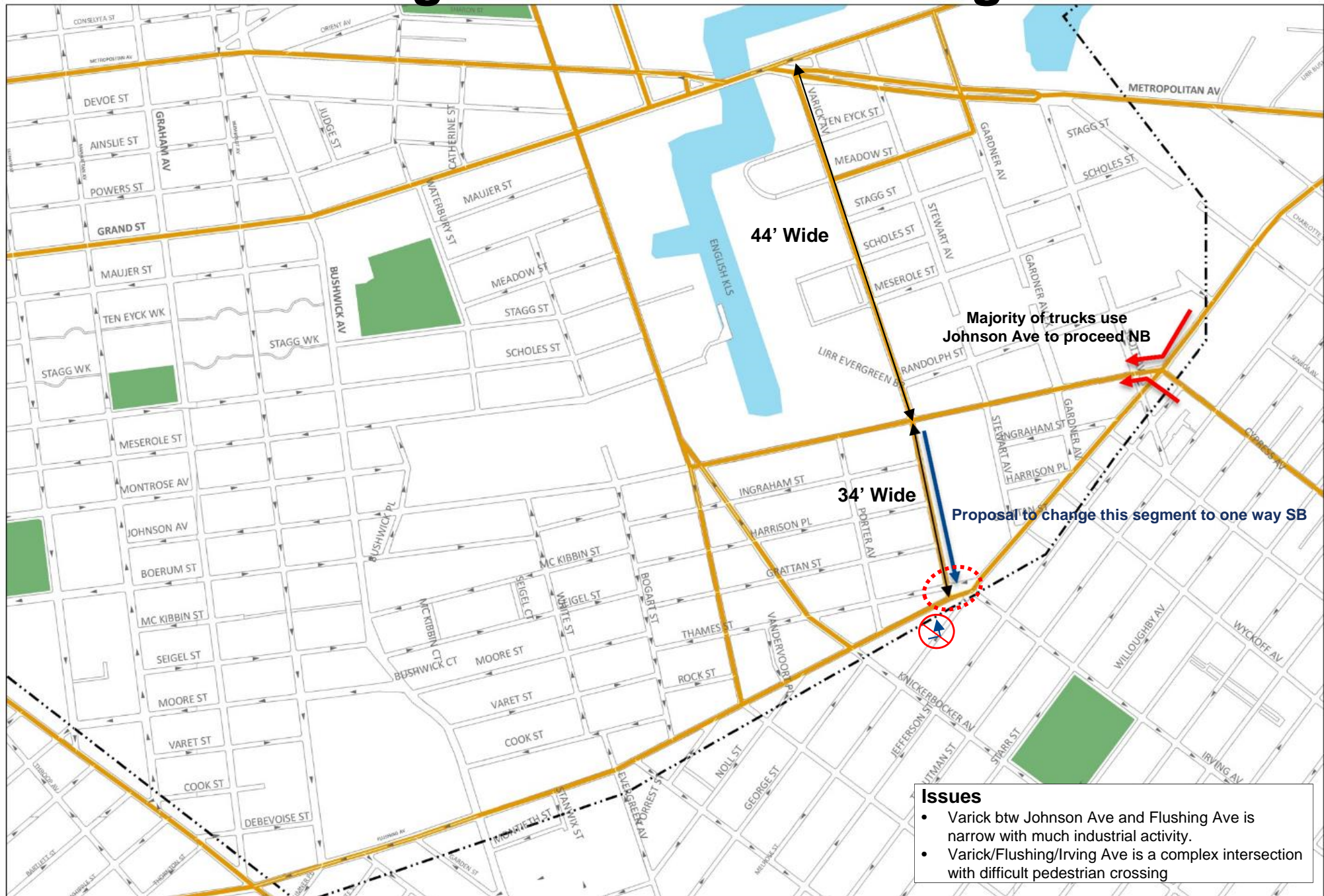
Issues

- 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

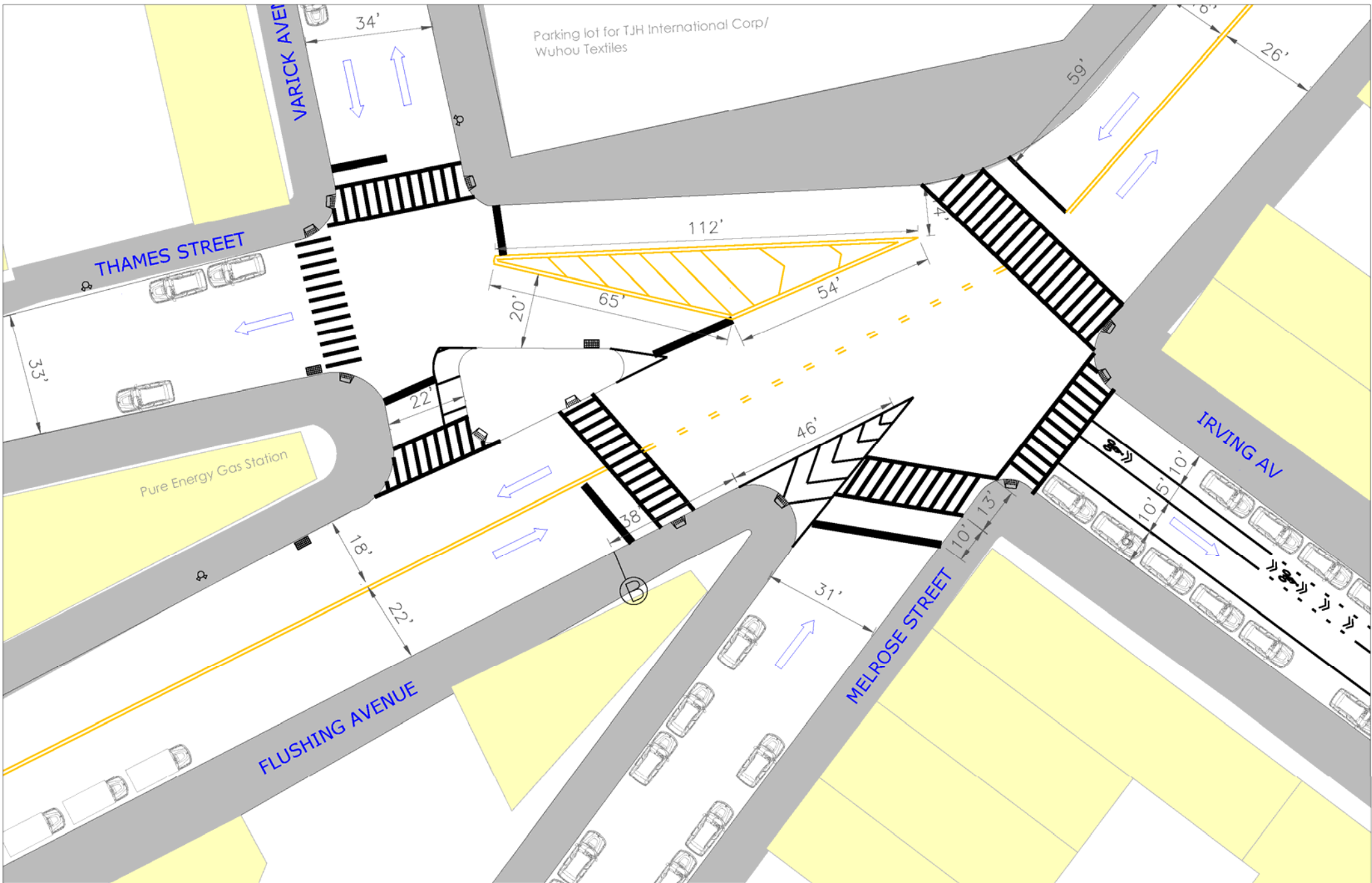
Flushing Ave btw Humboldt and Bushwick Ave



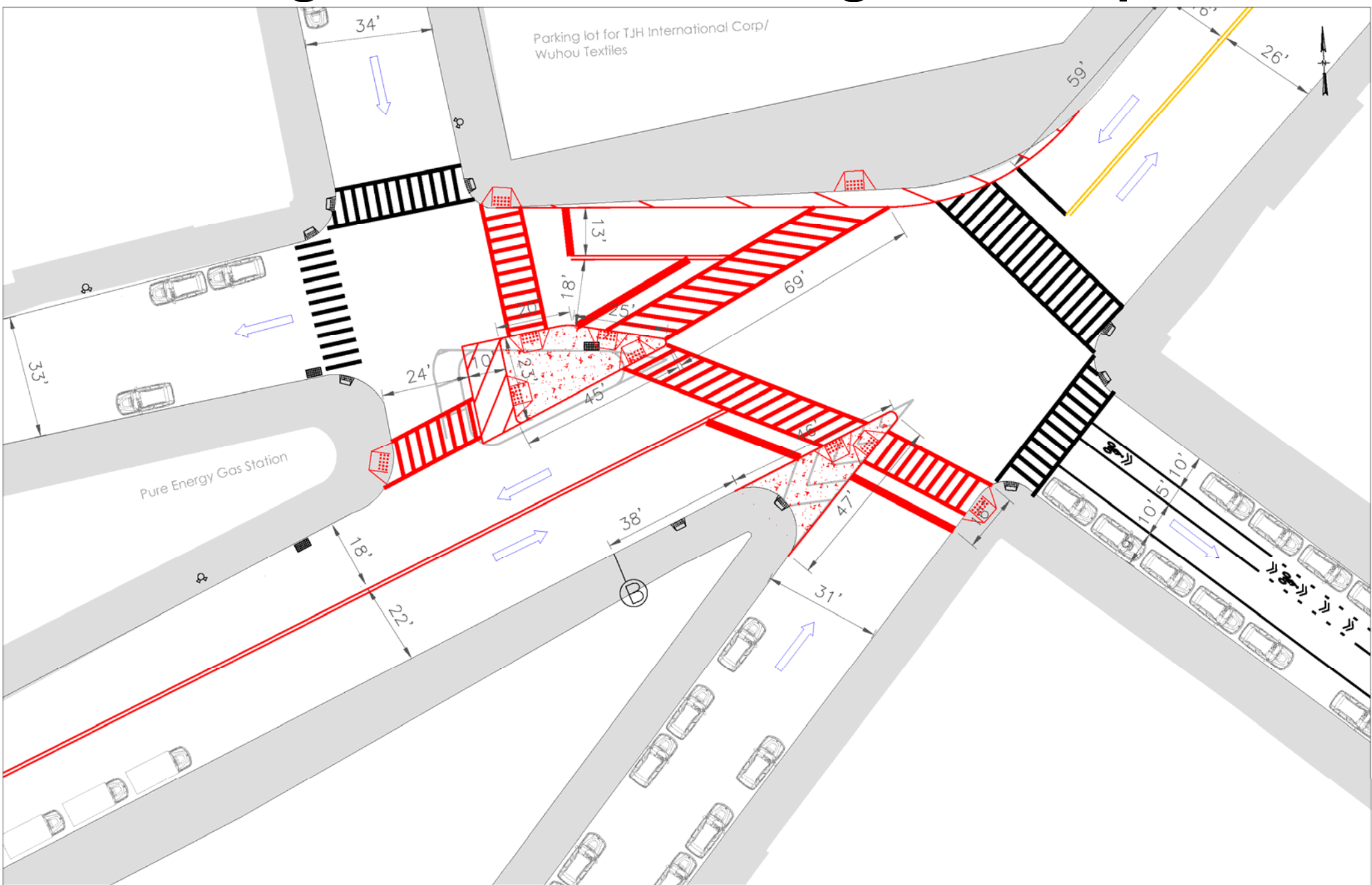
Flushing Ave/Varick Ave/Irving Ave



Flushing Ave/Varick Ave/Irving Ave - Existing



Flushing Ave/Varick Ave/Irving Ave - Proposed



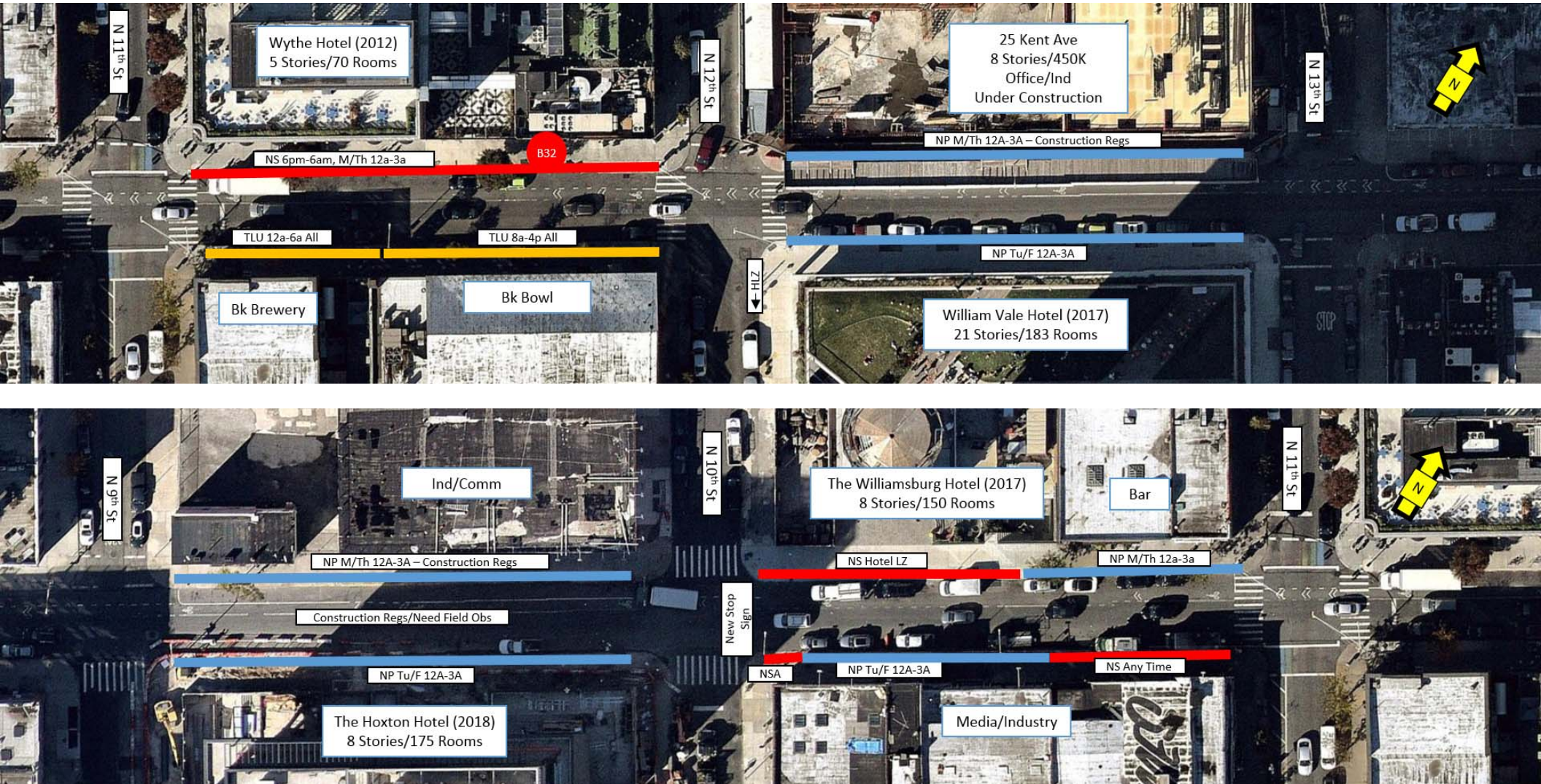
Wythe Ave between N 13th St and N 9th St



Street Direction Context



Wythe Ave between N 13th St and N 9th 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

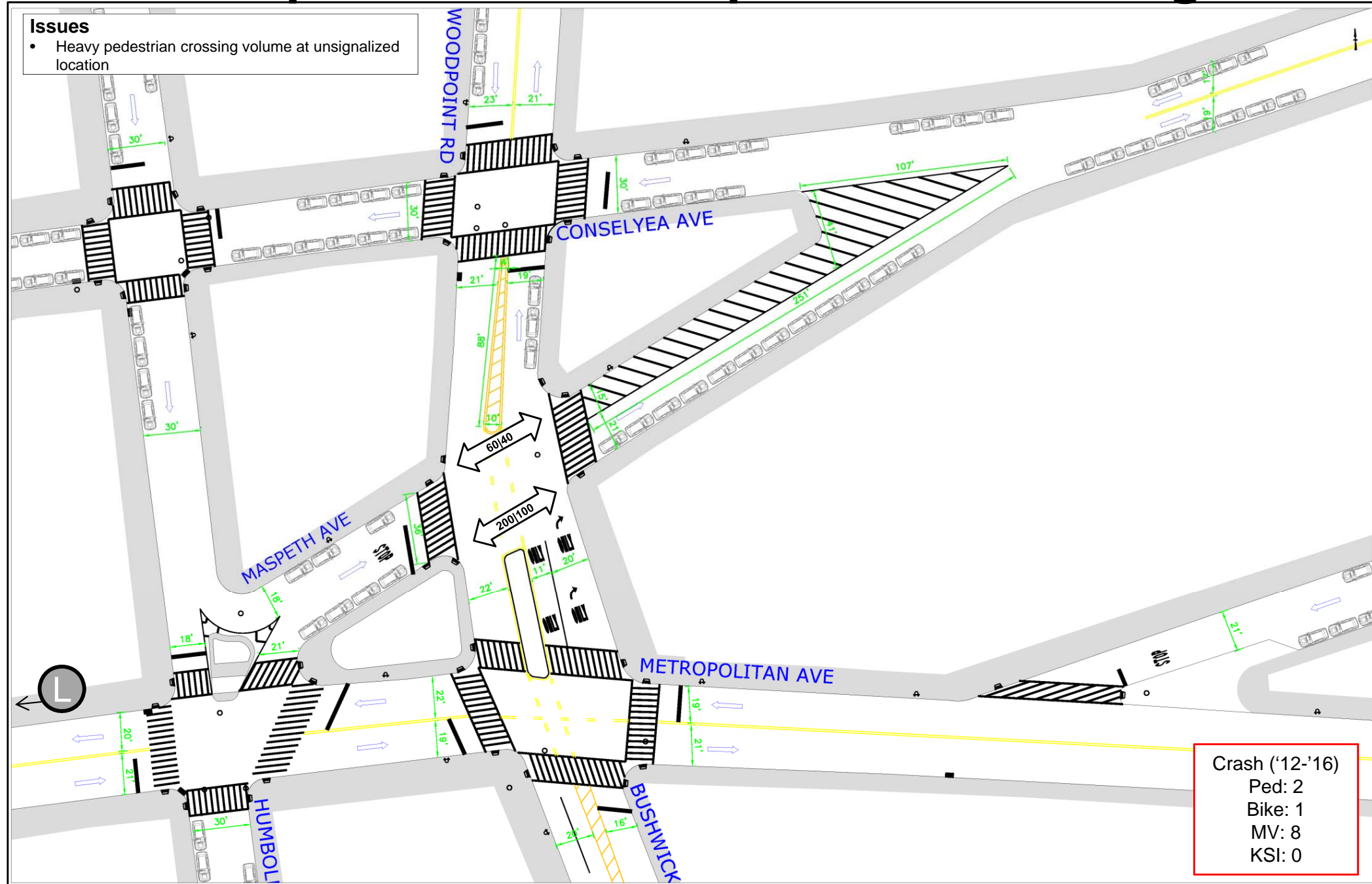
Maspeth Ave & Woodpoint Rd



Maspeth Ave & Woodpoint Rd - Existing

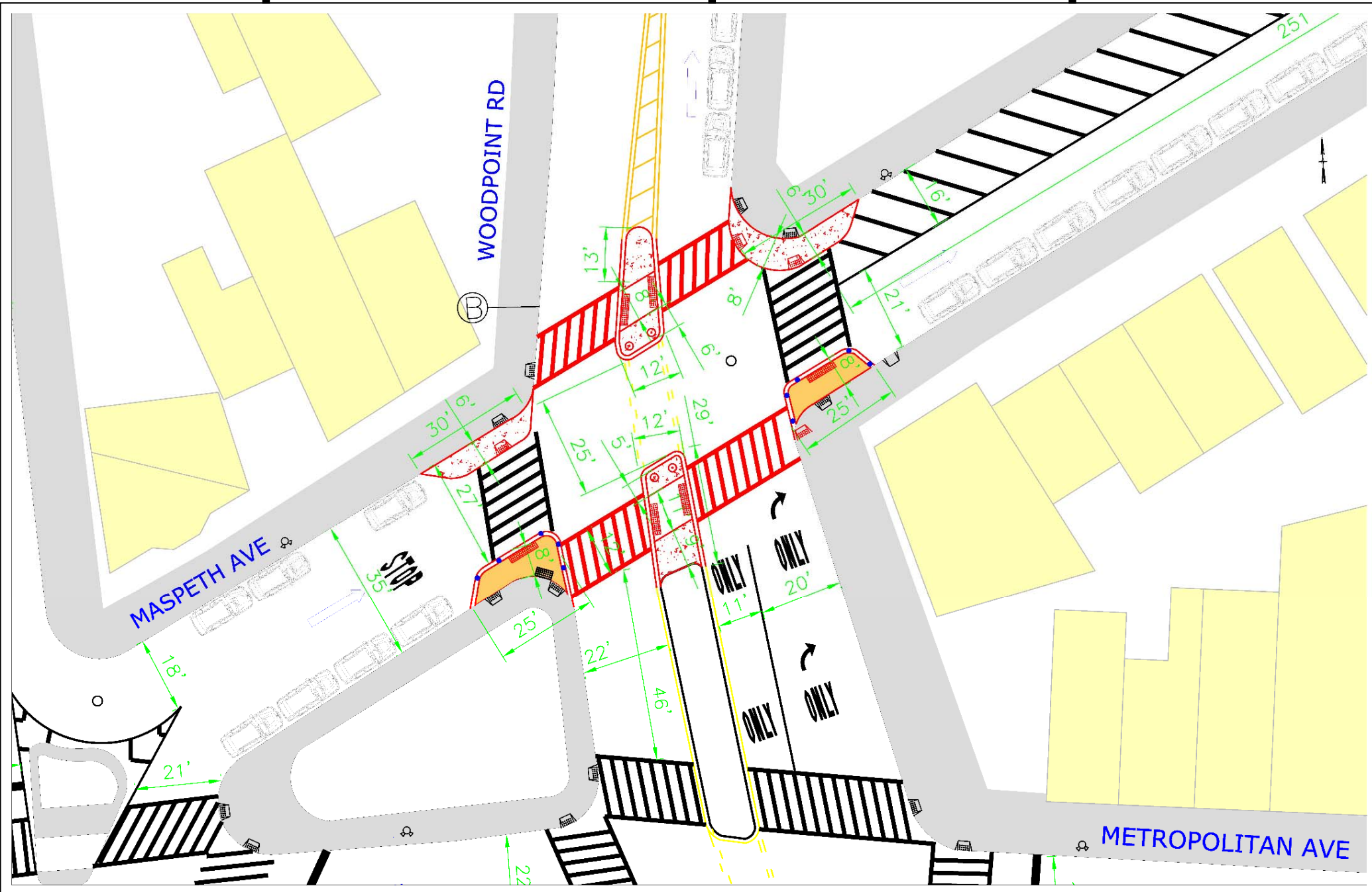
Issues

- 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!

Questions?

Contact: nwilliamsburg@dot.nyc.gov

Web Portal (all previous presentations and community comments)

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



NYC DOT



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