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.

Sure 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
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

Increasing Pop Density

Legend:
- LOS/Low Speeds/Congestion
- High Truck Volume
- High Bike Volume
- High Ped Volume
- Crash/Safety
- Off Route Trucks
Challenges and Constraints

- Multiple Pinch Points/Bottlenecks
- Limited Capacity/Increasing Demand
- Various and Conflicting Uses
- Balancing the Needs of all Street Users
RECOMMENDATIONS
Summary of Recommendations
Daylighting (School Crossings)

Crosswalk with Visibility Impaired

Berry St @ S 2nd St
Daylighting (Turn Radius)

Stagg St @ Gardner Ave
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 - Existing

Issues
- Wide turning radius from Franklin St to EB Calyer St leads to rapid turning vehicles that conflict with vehicles stopped on Banker St/Calyer St.
Franklin St/Banker St - Proposed
Franklin St/Banker St - Proposed
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
Broadway Improvements - Context

L Train Shutdown (Safety Improvements)
- Hooper St
- New Montrose Ave
- Heyward St
- Flushing 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 – Diversions
Boerum Street Realignment

New alignment results in 19 new parking spaces
Broadway @ Debevoise St - Existing

Issues
- Elevated Subway columns in roadway give pedestrians false sense of safety
- Bus stop located on top of crosswalk leads to pedestrians crossing behind bus low visibility areas
Broadway @ Debevoise St - Proposed
Flushing Ave btw Humboldt and Bushwick Ave
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
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.
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 13th St and N 9th St
Recommendation: PM (4pm-10pm) Parking restrictions on the west curb to provide curb space for loading/unloading to prevent double parking

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
Issues
• Heavy pedestrian crossing volume at unsignalized location

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

*Mped Volume
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