BQE OFF Ramp (Exit 31) at Wythe Avenue

Community Board 1 (BK) Presentation

September 10, 2019
Project Background and Operational Issues
Project Background

- Williamsburg community and NYPD voiced concerns regarding excessive queue spillback from Exit Ramp (Exit 31 - Wythe Ave/Kent Ave) onto SB BQE mainline
- Two pedestrian crashes and one severe injury during 2013-2017 period
Operational Issues

- Long queue spillback onto the highway
- Merging section between BQE SB off-ramp and Service Road (Williamsburg Street West) is only ~80 feet
- Operates as two-lanes with a right-turn pocket
- Drivers frequently make left-turns using the middle lane
- Weaving and lane changes
Operational Issues (Cont.)

Vehicles changing lanes
Operational Issues (Cont.)

School buses and cars blocking travel lane during “No Standing During School Days”
Traffic Volumes

Note: Counts were conducted before new span of Kosciuszko Bridge opening and may be different than shown

Peak Hour: 4:00-5:00 PM
XX – Williamsburg St West volume
XX – Off Ramp Volume
Proposed Improvements
Existing
Proposed

- **Jersey Barrier/Plastic Delineators**
  - No turns
  - Extend NSA from 50’ to 150’
  - Loss of 3-4 parking spaces

- Convert from two-way to one-way eastbound

- **Painted Neckdown**

- **Two travel lanes on the ramp (300-320 ft)**
  - No right turns

- **Proposed “No Standing Anytime” along west curb from Wythe Ave to Hewes St**
  - Loss of approx. 6-7 parking spaces
  - Relocate school buses

- **Revise signal timing**
- Coordinate with adjacent signalized intersections
Williamsburg St West - SB Approach Cross-Section

Existing

Parking/ Turn Lane

Travel Lanes

32'

Proposed

Jersey Barrier/Delineators

10' Travel Lane

32'

10' Travel Lane

10' Travel Lane
Proposed Traffic Routes and Street Directions

- **Existing two-way**
- **Proposed one-way (SB)**
- **Possible angle parking**
- **No turns for Williamsburg St W**
- **No right turns for Ramp traffic**

Proposed route for diverted right turns: 44 veh/hr

Proposed route for diverted left turns: 39 veh/hr
Benefits of the proposal

• Improves safety by eliminating weaving btw. Service Road and BQE Exit Ramp traffic
• Increases capacity by providing two-travel lanes for the ramp
• Organizes traffic movements
• Reduces queue spillback on BQE and enhances safety and operations on mainline BQE
• Travel time for ramp traffic is expected to be reduced from current 5.5 min/veh to approx. 1.5 - 2.0 min/veh
• Provides shorter/safer crossing for pedestrians crossing Wythe Avenue
• Improves overall signal operation by coordinating with adjacent intersections
Project Schedule
Next steps

- CB1 feedback
Thank You!

Questions?