

#### **7.2.1.8 Furman Street**

Returning Furman Street to its original two-way operation is an important element of the Travel Street strategy for the area. A two-way Furman Street would improve the movement options around the area and, provided the streets are designed and managed appropriately, this improved accessibility could be achieved without significant adverse impact on the surrounding street environment. Indeed, the strategy for Old Fulton Street (described in *Section 7.2.2.10*) has the potential to substantially improve the street environment in this area. The approach at Furman Street reflects the idea that Travel Streets need not carry heavy volumes to fulfill their traffic function. Some Travel Streets, like Furman Street, act as links in the skeletal network that provides direct, though not necessarily high-speed or high-capacity, connections for inter-neighborhood movement. Synchro analysis showing the proposed operations of Furman and Old Fulton Streets can be found in *Appendix F*.

However, as described in *Section 7.3*, given that planning for the Brooklyn Bridge Park is still in its early stages, Community Board 2's Task Force deferred making a decision on how to manage Furman Street.

### 7.2.1.9 Hamilton Avenue

Hamilton Avenue acts as the study area's southern boundary and so this study's investigation is confined to its northern half. While it is recognized that the future reconstruction of the Gowanus Expressway will be an important determinant of the future management of Hamilton Avenue, a number of short term opportunities exist to improve its operations and to limit through traffic intrusion on streets running north from Hamilton Avenue. The intersections of Hamilton Avenue with Clinton, Luquer, Henry and Columbia Streets would all benefit from curb realignment. The plans would create a consistent and direct pedestrian path where none exists today, while retrieving substantial unused road space. The designs also require traffic turning from Hamilton Avenue onto these Living Streets to do so at low speeds, with safety benefits for all users in the immediate local area and the potential for improved environment on streets north of Hamilton Avenue.

The consultants also considered but then recommended against the idea of closing Clinton Street at Hamilton Avenue. This is described in *Section 7.2.3.5*.

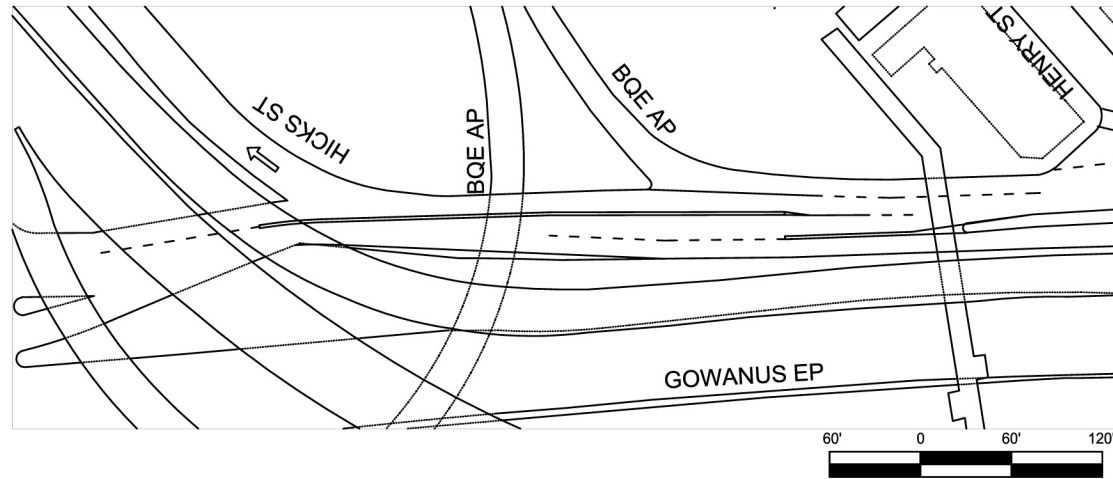
The final element of the strategy for Hamilton Avenue is to address the safety problems caused by traffic weaving from the Gowanus Expressway across Hamilton Avenue traffic to the on-ramp of the BQE (i.e. jumping the line of traffic on the Gowanus/BQE) or to Hicks Street. Two options were explored, one of which would deny access to both the BQE on-ramp and Hicks Street from the Gowanus Expressway by constructing a physical barrier, and the other which would deny access only to the BQE on-ramp. Discussions with the community indicated that the first and more restrictive option was regarded as too extreme and had the potential for an unintended and adverse consequence of forcing traffic traveling from the Gowanus Expressway to the local area north of Hamilton Avenue into Red Hook. The agreed measure addresses the most severe safety concerns at this intersection but does not protect Hicks Street. This measure has been implemented by NYCDOT.

**Figure 7.3. New striping and treatment implemented in 2001 restricts weaving on Hamilton Avenue at the BQE.**



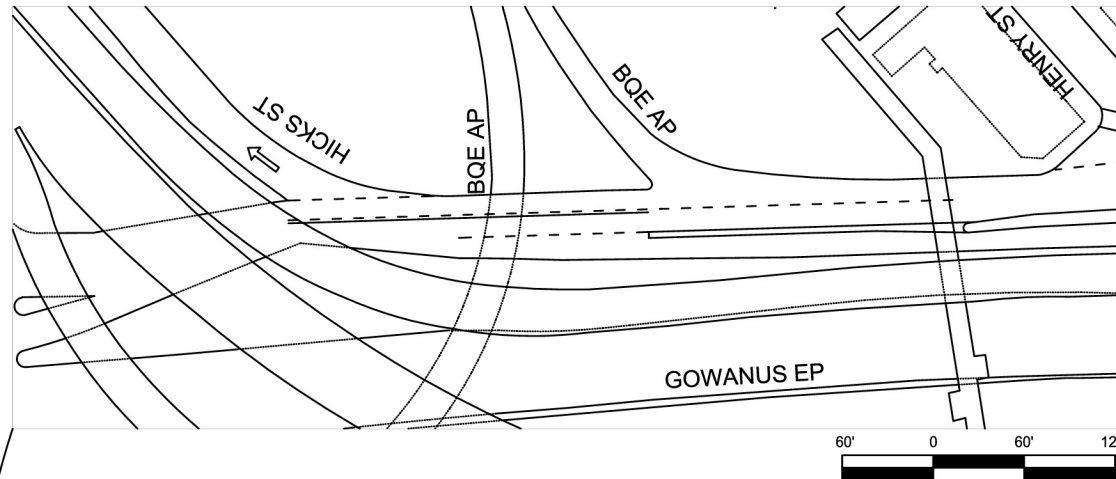
# HAMILTON AVENUE (TRAVEL STREET)

## HAMILTON AVE DISCARDED OPTION



- Pros:**
- Would reduce unsafe weaving on Hamilton Ave
  - Would reduce through-traffic on Hicks St
- Cons:**
- Potential for more traffic on Columbia St

## HAMILTON AVE PREFERRED OPTION



- Pros:**
- Would discourage through-traffic on Hicks St
- Cons:**
- Would not reduce unsafe weaving

1A. Eliminate re-entry onto the BQE from the Hamilton Ave off-ramp from the Gowanus Expressway.  
 1B. Eliminate access onto Hicks St from the Hamilton Ave off-ramp from the Gowanus Expressway.

2A. Discourage access onto Hicks St from the Hamilton Ave off-ramp from the Gowanus Expressway.

- Discourage access onto Columbia St from Hamilton Ave to encourage use of Van Brunt St as a through/truck route.

- Reclaim roadspace
- Slow vehicles turning into Luquer St

- Discourage access from Hamilton Avenue to Clinton St/Huntington St

