

Williamsburg Bridge Access

Grand and Clinton Streets – Mitigation Update

2014



Post 2012 Project – Grand St

ISSUES

1. Williamsburg bridge-bound vehicles on Clinton back up through Clinton St/Grand St intersection.
2. Long queues on both W/B Grand and N/B Clinton St
3. Westbound Grand St vehicles drive on bicycle lane
4. Pedestrians having difficult time crossing Grand St between Clinton St and Lewis St due to queue

GOALS

1. Increase number of vehicles able to enter Williamsburg Bridge from Clinton St
2. Provide alternative routes to Williamsburg Bridge
3. Improve signage along Williamsburg Bridge bound routes to allow vehicles to make informed decision

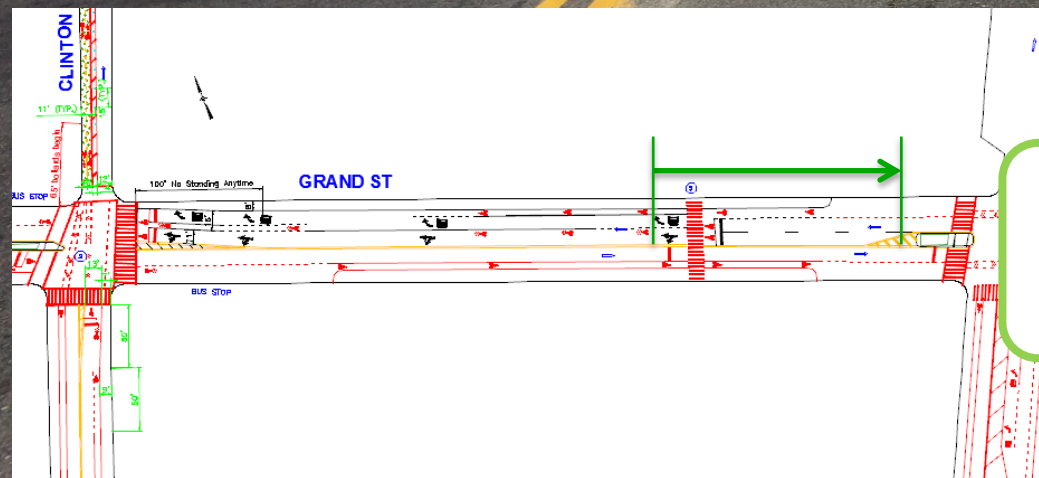
Mitigation #1

Increase the amount of green signal time for northbound Clinton St to enter the Williamsburg Bridge at Delancey St
– COMPLETED MAY 2014



Mitigation #2

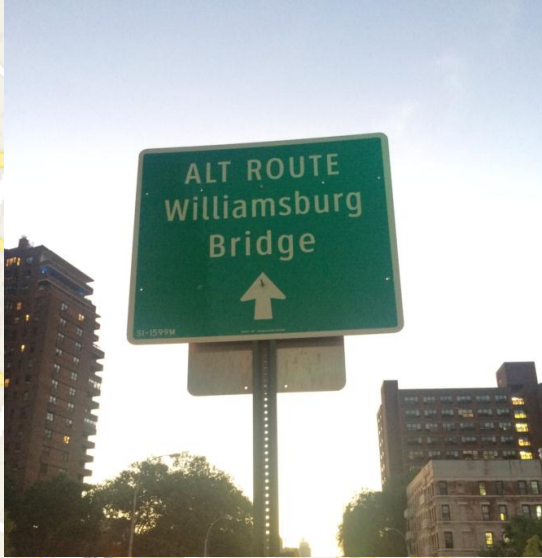
Add second westbound travel lane on Grand St between Pitt St and Clinton St to allow vehicles to bypass the right turning queue and use the Norfolk St entrance to the Williamsburg Bridge - COMPLETED NOVEMBER 2013



Extended turn bay back to Pitt St to improve ability to bypass queue – COMPLETED JUNE 2014

Mitigation #3

Install guide signs along Grand St
to alert motorists to alternate route
to Williamsburg Bridge –
COMPLETED NOVEMBER 2013



Existing signed route
Alternative route via Norfolk



Mitigation #4

Install guide signs along FDR Drive and Houston St to alert motorists to alternate routes to Williamsburg Bridge – PENDING

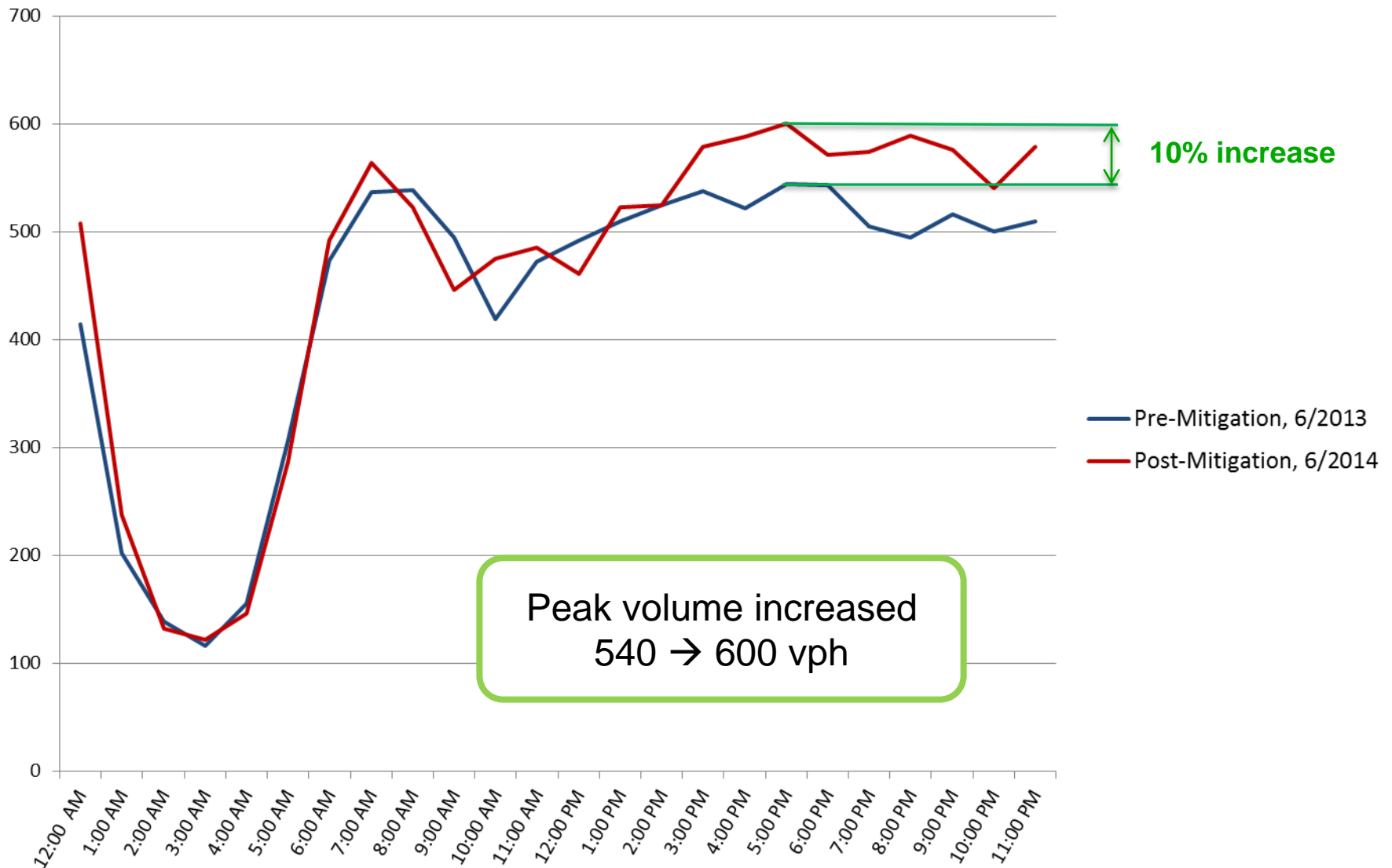


FDR drive signs installed in February

Existing signed route
Alternative route via Houston

Results

N/B Vehicle Volume on Clinton St btwn Grand St and Broome St



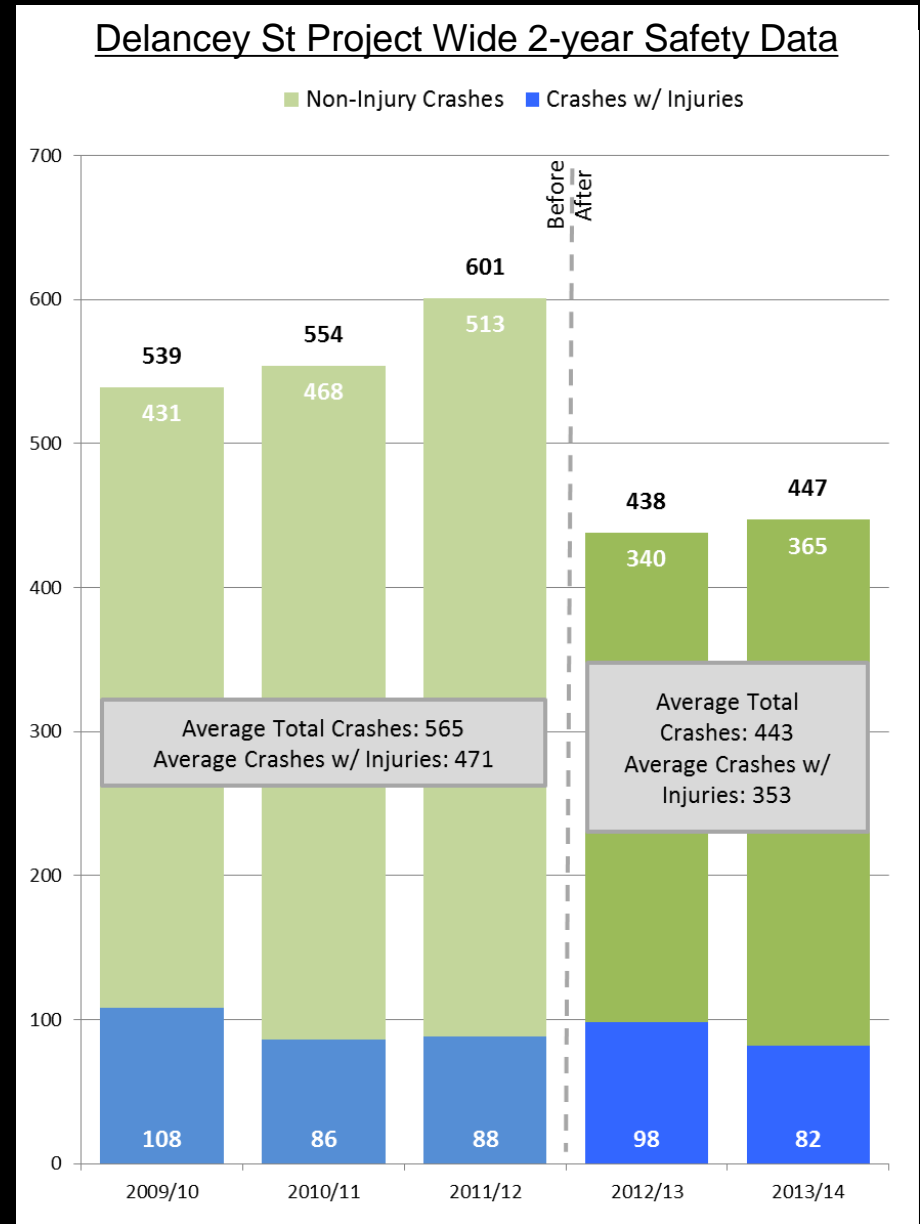
Results

1. Processing over 10% additional volume during peak periods → increased capacity
2. Signed diversions are moving some vehicles to alternate routes → reduced demand
3. Signed diversions allow drivers to make better informed decisions approaching Williamsburg Bridge
4. Improved signal coordination between Grand St and Clinton St minimizes spillback through the intersection

Safety Results

2-Year Project Wide Safety Data

- 22% reduction in total crashes
- 5% reduction in injuries



Next Steps

1. Continue to monitor/measure changes

- Fall travel time runs to determine effect on bridge-bound queues
- Additional traffic volume collection on alternate routes

2. East Houston St construction is wrapping up → further reduce demand for Clinton St entrance to Bridge

3. Evaluate post-mitigation Grand St specific safety data

www.nyc.gov/dot

Thank
You

