Clinton St & South Street
Manhattan Waterfront Greenway Enhancement
Project Issues

1. Pedestrian Safety on Clinton St
   - School safety
   - Ped & bicycle connection to Williamsburg Bridge

2. Neighborhood Greenway Access
   - Substandard Greenway condition
   - Local gateway to borough-wide network

- Two-way path was built on South Street in 1997 as part of the NYC Comprehensive Waterfront Plan
- Improvements to the Greenway currently under construction south of Rutgers Slip (EDC) and in design north of Montgomery St (DPR)
- Community has requested safety improvements along the corridor following a crash that caused severe pedestrian injuries in 2014
- High Crash Corridor with 24.3 KSI per mile, ranking in the top third of Manhattan corridors
Pedestrian Safety on Clinton St
Clinton St – existing issues

- High concentration of schools, children & families using crosswalks
- Drivers use as access from South St to Williamsburg Bridge, wide travel lane encourages speeding
- Clinton St connects to direct pedestrian & bicycle Williamsburg Bridge access

Existing: Clinton St at Henry St
Pedestrian Safety on Clinton St

Clinton St – proposed improvements

Add 2 way separated bike lanes
- Narrows vehicle lane, calms traffic
- Establishes bike to bridge connection

Convert parking from parallel to angled
- Adds pedestrian space
- Straightens and shortens crosswalks
- Retains largest number of spaces

Precedent: Paerdegat Ave N, Brooklyn

Existing
Proposed
Proposed

Existing

Wide travel lanes encourage speeding

East Sidewalk

20’ Perpendicular Parking Lane

30’ Travel & Parking Lane

50’

West Sidewalk

Bike path narrows travel lane

Proposed

East Sidewalk

20’ Perpendicular Parking Lane

19’ Travel Lane

50’

West Sidewalk
Pedestrian Safety on Clinton St
Clinton St, Cherry St to Henry St - proposed

Existing

Wide travel lanes encourage speeding

50’
Travel & Parking Lane

Proposed

Angled parking recaptures spaces, narrows travel lane & corrects crosswalk alignment

East Sidewalk

20’
Angled Parking Lane

6’
Buffer

16’
Travel Lane

Bike path narrows travel lane

West Sidewalk
Pedestrian Safety on Clinton St
Clinton St, Cherry St to Henry St - proposed

**Existing**

- East Sidewalk
- 26’ Travel & Parking Lane
- West Sidewalk

**Proposed**

- East Sidewalk
- 18’ Travel & Parking Lane
- Parking recaptured on adjacent blocks
- West Sidewalk
Pedestrian Safety on Clinton St
Clinton St, E Broadway to Grand St - proposed

Existing
East Sidewalk
8' Parking Lane
0' 5'
12' Travel Lane
5'
12' Travel Lane
8' Parking Lane
West Sidewalk

50'

Proposed
East Sidewalk
8' Parking Lane
11' Travel Lane
11' Travel Lane
8' Parking Lane
West Sidewalk

4' Buffer

4'
4'

Bike lane redesign allows safe, continuous connection to & from bridge

50'
Pedestrian Safety on Clinton St

Clinton St – proposed parking adjustments

- Angle parking narrows roadway, adds parking on some blocks

Precedent:
Paerdegat Ave N, Brooklyn
Neighborhood Greenway Access
South St - existing

Greenway between Rutgers & Montgomery Sts lacks separation from vehicular traffic
Neighborhood Greenway Access
South St - existing

Existing

Current path bordered by substandard curb & channelized space

Proposed

6" raised safety median separates path from vehicle traffic
Neighborhood Greenway Access
South St, Rutgers Slip to Montgomery St - proposed

Existing

Wide travel lane encourages speeding

19.5' Parking & Travel Lane
11.5' Travel Lane
6' Buffer

Minimal grade separation

Proposed

Travel lanes narrowed to calm traffic

9' Parking Lane
11' Travel Lane
4' Buffer

Safety median utilizes channelized space, enhances greenway experience

6' Concrete Barrier
Montgomery St
South St
Neighborhood Greenway Access
South St at Montgomery St - proposed

**Existing**
- Wide lane at FDR exit, vehicles speed
- Path markings end abruptly before intersection
- Waiting space conflicts with path

**Proposed**
- Shortened crossing, narrowed travel lane, more pedestrian space
- Updated design clearly marks path and adds visibility
- Built-out curb creates comfortable waiting space
Neighborhood Greenway Access
South St- proposed

Median provides location for potential public art installation

Partnership with Paths to Pier 42 Coalition - outreach starts soon
Summary

1. Design for pedestrian safety on Clinton St
   - Improve alignment at school crossings
   - Add ped space
   - Create bike to bridge connection

2. Enhance Greenway on South St
   - Upgrade neighborhood waterfront access
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Thank You