Clinton Street
Williamsburg Bridge Access
Presentation to Manhattan CB 3
March 2008
Why are we here?

- Bicycle Fatality & Serious Injury Study – Improve Safety
- Mayor’s PlaNYC – A Greener Transportation Network
- 1997 Bicycle Master Plan
The Williamsburg Bridge is the most heavily traveled bridge for cyclists in NYC.

Bicycle traffic on the Williamsburg Bridge more than tripled from 2000 to 2007.
Williamsburg Bridge: Current Access

- Bridge path starts/ends at Clinton and Delancey Street intersection
- Williamsburg Br. reconstruction - Clinton St. no longer a motor vehicle connection
- There is no legal southbound route from bridge
- Delancey Street: less bicycle-friendly than alternative convenient routes
Clinton Street: Project Overview

- Bicycle Network Connections to and from Williamsburg Bridge
- New Two-Way Access to Grand Street Bicycle Lanes
To The South: Delancey to East Broadway

Existing Conditions

- Clinton is currently one-way northbound between Grand Street and Delancey Street

Planned Conditions

- Convert Clinton from Delancey Street to Grand Street to two-way
- Install bicycle facility markings and signs to roadway.
To The South: Existing

Clinton St bet Grand St & E Broadway
To The South: Proposed

Clinton St bet Grand St & E Broadway
To The South: Existing

Clinton St looking south to Grand St
To The South: Proposed

Clinton St looking south to Grand St
Convert Clinton from one-way northbound to two-way between Grand Street and Delancey Street

Change curbside regulations between Grand St and Broome St:
- No Parking Anytime & No Parking 8am-6pm to No Standing Anytime

Install shared lane signs & markings from Grand St to Delancey and bicycle lane signs & markings from Grand St to East Broadway to guide cyclists to and from the bridge
To The North:
Delancey to East Houston

Existing Conditions
- Clinton is a narrow street in the Lower East Side, with one active curbside
- No dedicated Cycling Space

Planned Conditions
- Install a curbside bicycle lane from Delancey to East Houston
- Provides connection from the bridge to East Village and East Houston bicycle route
To The North: Existing

Clinton St north of Delancey
To The North: Proposed

Clinton St north of Delancey
Green Bicycle Lane Markings

Adams Street: Brooklyn
To The North: The Design

- Curb utilization study: few vehicles loading and unloading on east side can be accommodated by available space on west side
- Alter east side parking regulations from Delancey to East Houston:
  - No Parking Anytime becomes No Standing Anytime
- Install high-visibility curbside bicycle lane
  - Green coating of asphalt
  - Retroreflective white thermoplastic edge line and bicycle symbols
- Edgelines define existing single motor vehicle lane
Next Steps

- Resurfacing: Mid March-Mid April
- Signs & Markings Installation
  - Begin Mid-April
  - Completion Mid-May
More information on recent projects is available at nyc.gov/dot