WILLIAMSBURG BRIDGE
APPROACH TRAFFIC CONCERNS
Update to CB3
October 2018
HOV 3+ Plan for L Train Shutdown
Key elements related to Grand/Clinton discussion
Williamsburg Bridge HOV3+ Plan
Buses, Trucks, and HOV 3+ ONLY
5am-10pm, 7 Days
Manhattan- and Brooklyn-bound

Predicted Right Turn Volumes onto Delancey Street (AM/PM)
from Clinton St* N/B: 142/176 (527/627 existing)
from Norfolk St N/B: 306/276 (270/431 existing)
from Essex St N/B: 8/37 (73/238 existing)

*Clinton St entrance to WBB to be closed, see next slide
CLOSED WBB ACCESS FROM CLINTON DURING HOV-3

- No WBB access from Clinton St
- Vehicles diverted to Norfolk and Essex
- All HOV enforcement will occur on Delancey
- Delancey St South access from Clinton St
- Restores prior traffic pattern
Grand Street Traffic Mitigation
(Updates)
SHORT TERM ACTIONS

Complete

• Remove ‘ALT’ from Williamsburg Br wayfinding and mention of Williamsburg Br from Grand St exit signs until after E Houston St exit (installed since last meeting)
• Walk through with community
• Remove construction barrels on Broome Street
• Complete review of signage in area to ensure guide signage is accurate (community request)
• Clarify bridge wayfinding signage to encourage using Norfolk for bridge access from Grand
• Extend Grand St PM traffic signal progression hours
• Move VMS ‘no honking’ sign further upstream of Clinton on Grand

In progress

• Add quick curb on Grand Street between through and left turn lanes on approach to Clinton
• Add protected left-turn from Essex S/B onto Broome St
LONG TERM ACTIONS

Approximate analysis completion dates

August 2018 (updates today)

• Investigate restoration of Norfolk as primary bridge access from Grand
• Investigate whether a protected left turn could be added to Essex/Delancey
• Investigate storing vehicles on redesigned FDR exit ramp
• Review Broome St direction and travel patterns to improve neighborhood circulation
• Investigate PM left-turn bans from E Broadway & Madison St onto N/B Clinton
• Investigate using Suffolk as additional bridge access from Grand

Late Fall 2018

• Investigate converting Clinton between Grand and E. Broadway to one-way S/B

December 2018

• Investigate using Delancey St South Service Road as main access point for bridge traffic from FDR exit
LONG TERM ACTIONS

Investigate reducing bridge traffic on Clinton St through left-turn bans

Findings:
• Only ~25% of the traffic on Clinton St N of Grand comes from FDR S/B
  • Potential to shift trips on Clinton St S of Grand to alt routes
• Left turn bans as shown will produce improvement to Clinton St below Grand St and a modest reduction in queues along Grand St

Conclusion: Feasible, fall 2018 implementation
Review Broome St direction

Findings:
- Can be reversed with following signage
  - ‘No Bridge Access: Local Traffic Only’
- No left turn from Broome onto Clinton

Conclusion: Feasible following Essex Crossing construction
LONG TERM ACTIONS

Investigate storing vehicles on redesigned FDR exit ramp

Findings:
• Large storage area is typically underutilized
• By not allowing all vehicles through in each phase (metering) queue will continue to grow
• Without being able to reliably clear the queue it would back into moving traffic or the E Houston St on-ramp

Conclusion: Concern over queues backing into moving traffic makes this an unsuitable option
Adding protected-only left turn Essex to Delancey

Adding a protected left turn from Essex onto Delancey

Findings:
- Improves travel times from E Houston St
- Adds capacity back on Norfolk for Grand St traffic
- Crossing time for east and west crosswalks would be reduced by 12 sec.

Conclusion: Still evaluating, not feasible during L-train
LONG TERM ACTIONS

Investigate options to restore Norfolk as primary access to the Bridge from E/B Grand St

Findings:
- Clinton scenario to be in place during L Train shut down
- Suffolk is closed for construction

Conclusion: The temporary closure of the Clinton St entrance will be studied for continuation following the L Train shutdown.
LONG TERM ACTIONS

Investigate option to allow left turns from Suffolk onto Delancey

Findings:
- Reduces travel time from FDR to the bridge for some vehicles
- The newly built left turn lane on E Houston St is not long enough to accommodate the turn queues
- Brings significant traffic through school zones
- Impacts the bike Delancey St bike lane project

Conclusion: Due to the short turn bay and schools in the study area, this is not a preferred option
SHORT AND LONG TERM ACTIONS

Complete

- Remove ‘ALT’ from Williamsburg Br wayfinding and mention of Williamsburg Br from Grand St exit signs until after E Houston St exit
- Walk through with community
- Remove construction barrels on Broome Street
- Complete review of signage in area to ensure guide signage is accurate (community request)
- Clarify bridge wayfinding signage to encourage using Norfolk for bridge access from Grand
- Extend Grand St PM traffic signal progression hours
- Move VMS ‘no honking’ sign further upstream of Clinton on Grand

In progress

- Add quick curb on Grand Street between through and left turn lanes on approach to Clinton
- Add protected left-turn from Essex S/B onto Broome St
- Ban left-turn bans from E Broadway & Madison St onto N/B Clinton in PM hours
- Clinton Street WBB bridge access shift to Norfolk during L-train
NEXT STEPS

Preliminary investigation to be complete by end of year

• Investigate converting Clinton between Grand and E. Broadway to one-way S/B
• Investigate using Delancey St South Service Road as main access point for bridge traffic from FDR exit

For consideration after temporary L Train shutdown/Essex Crossing

• Investigate the continued closure of the Clinton St access to the Williamsburg Bridge
• Investigate Suffolk Street access
• Change Broome St direction to improve neighborhood circulation
• Finalize decision about SB Left Turn phase from Essex
THANK YOU!

Questions?