



# WILLIAMSBURG BRIDGE APPROACH TRAFFIC CONCERNS

Update to CB3

October 2018



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# HOV 3+ Plan for L Train Shutdown

Key elements related to Grand/Clinton discussion

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# PREDICTED TRAFFIC DURING HOV-3

## **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

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# Grand Street Traffic Mitigation (Updates)

# 2

# 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

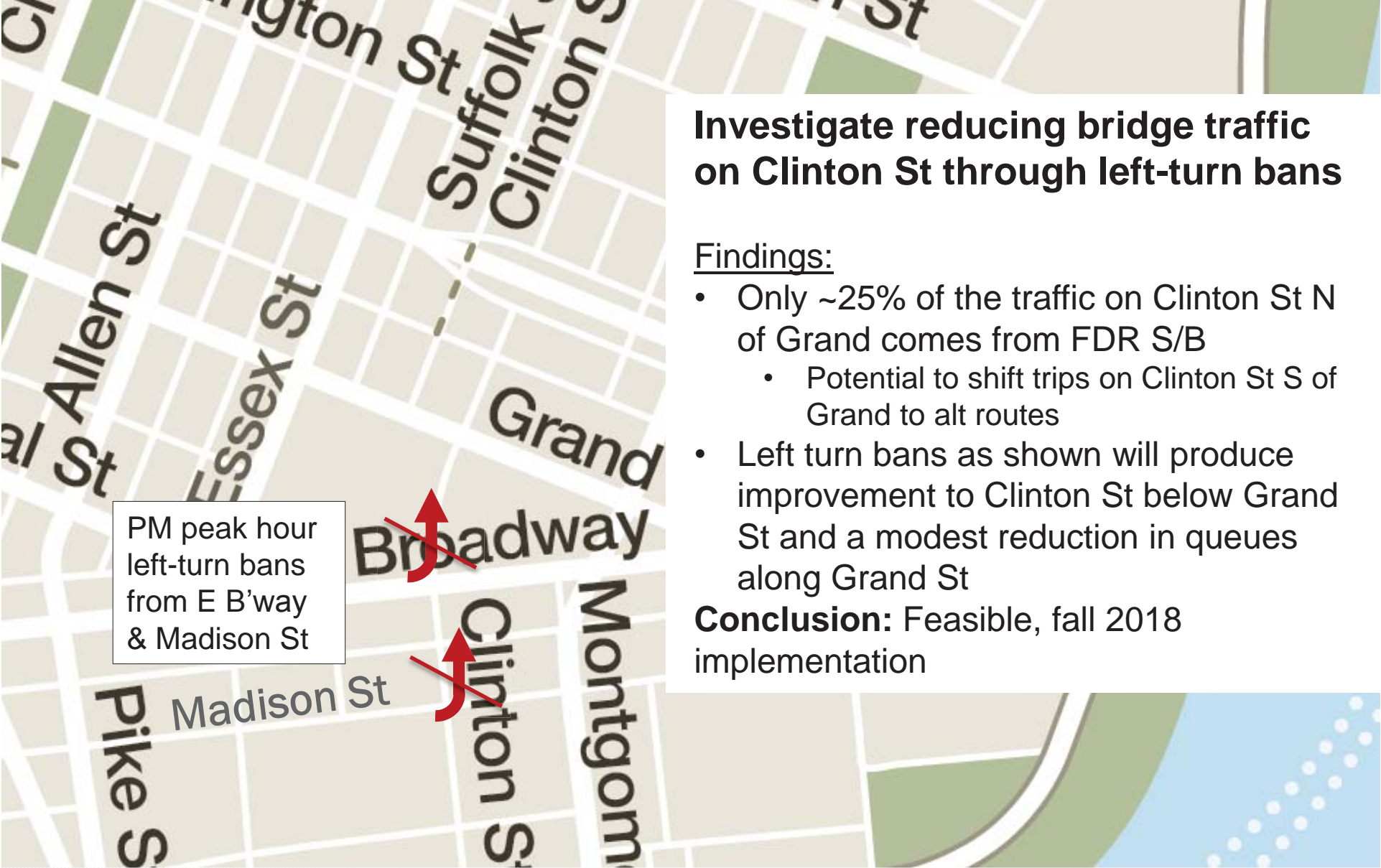
# LONG TERM ACTIONS

## 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

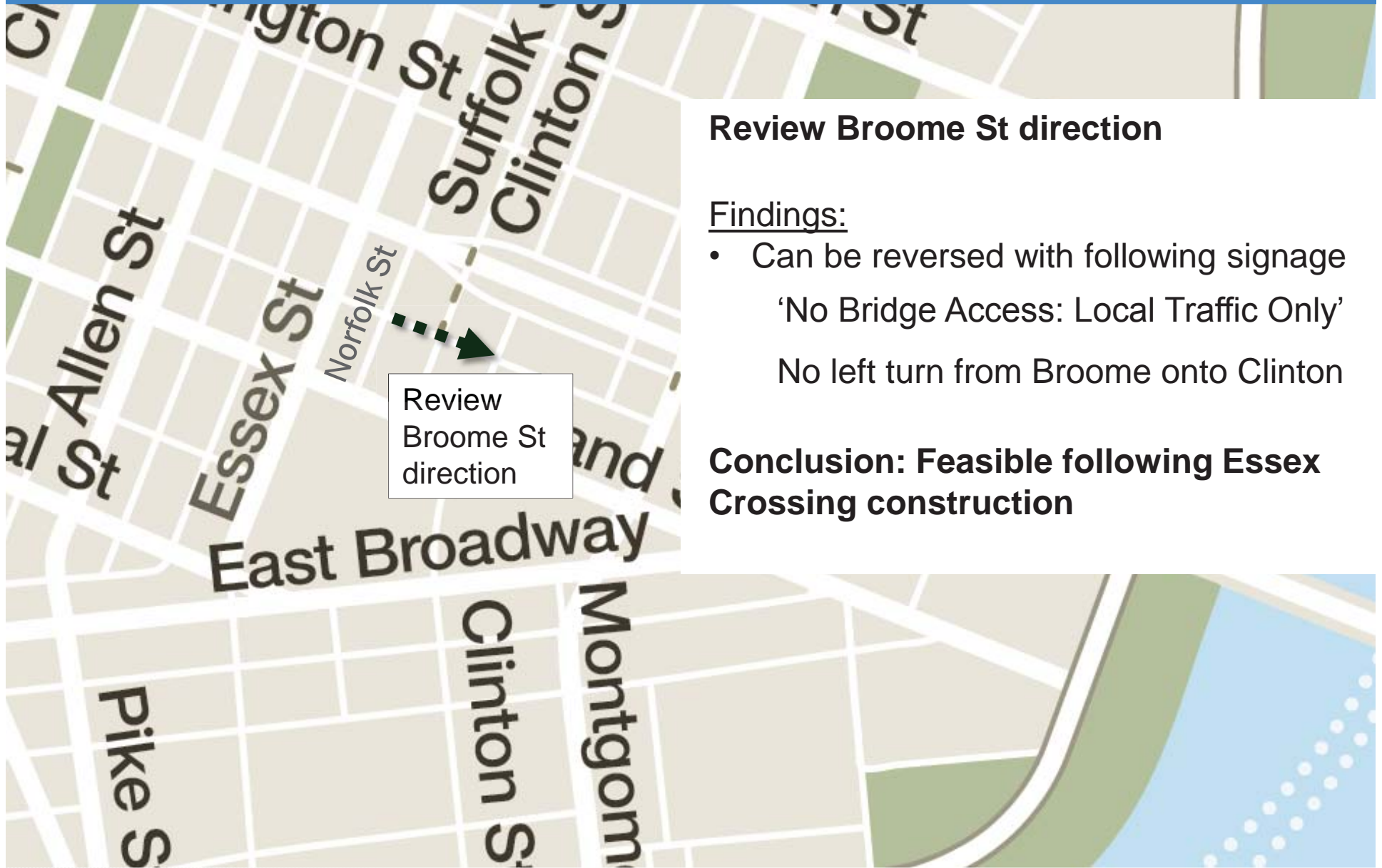
**Conclusion:** Feasible, fall 2018 implementation



PM peak hour  
left-turn bans  
from E B'way  
& Madison St



# LONG TERM ACTIONS



## 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**

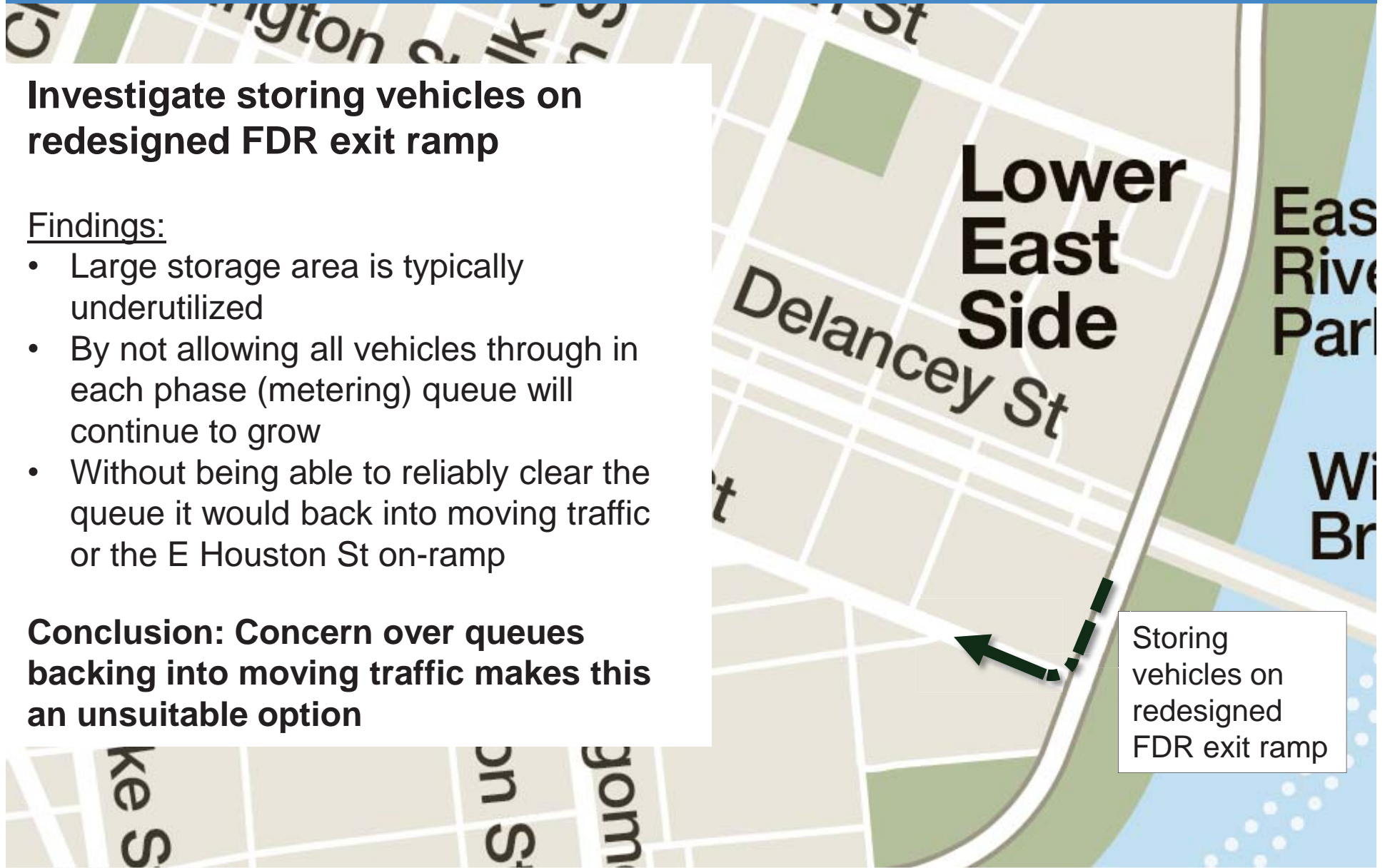
# LONG TERM ACTIONS

## 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**



# LONG TERM ACTIONS

Adding protected-only left turn Essex to Delancey

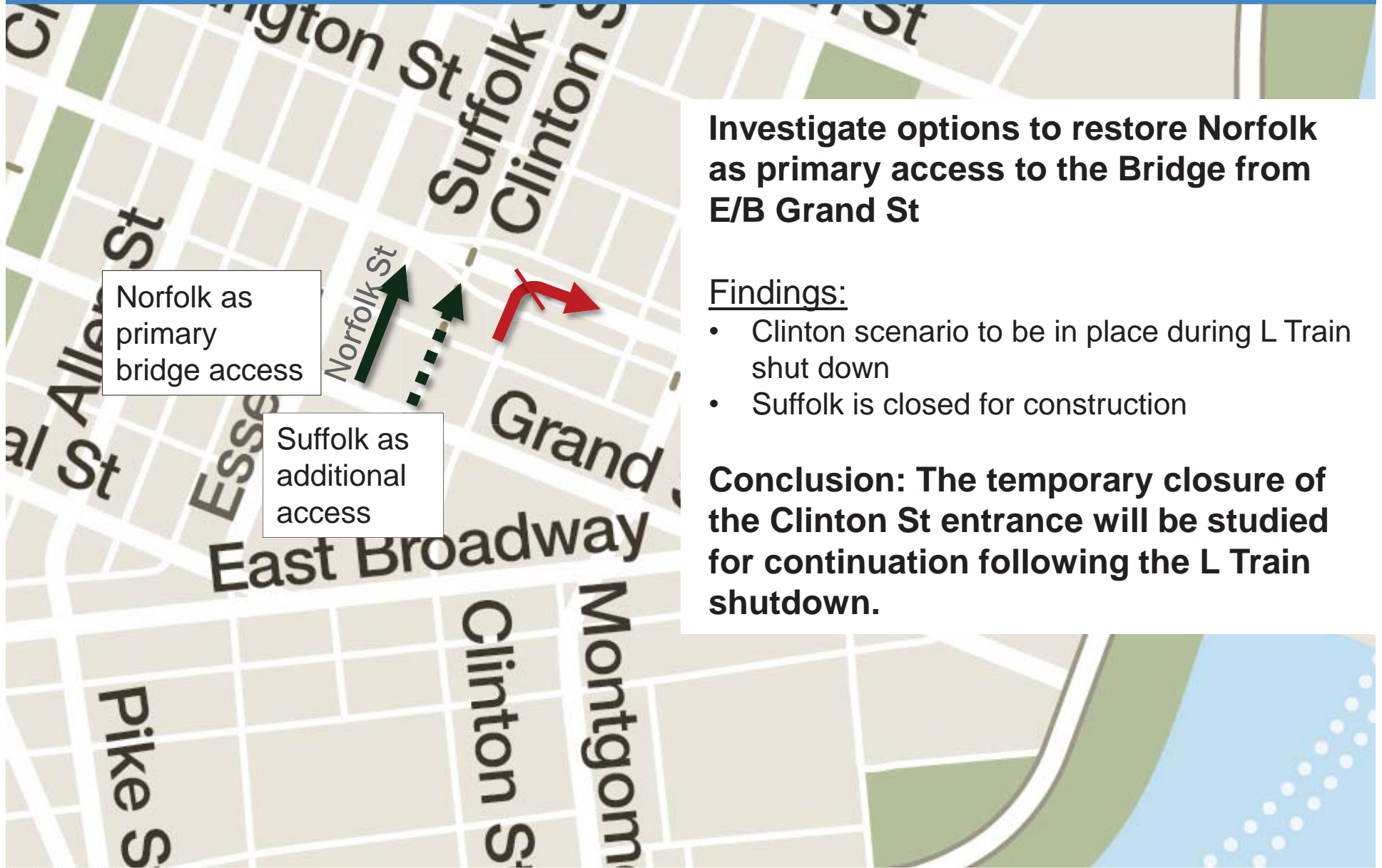
## Adding a protected left turn from Essex onto Delancey

### Findings:

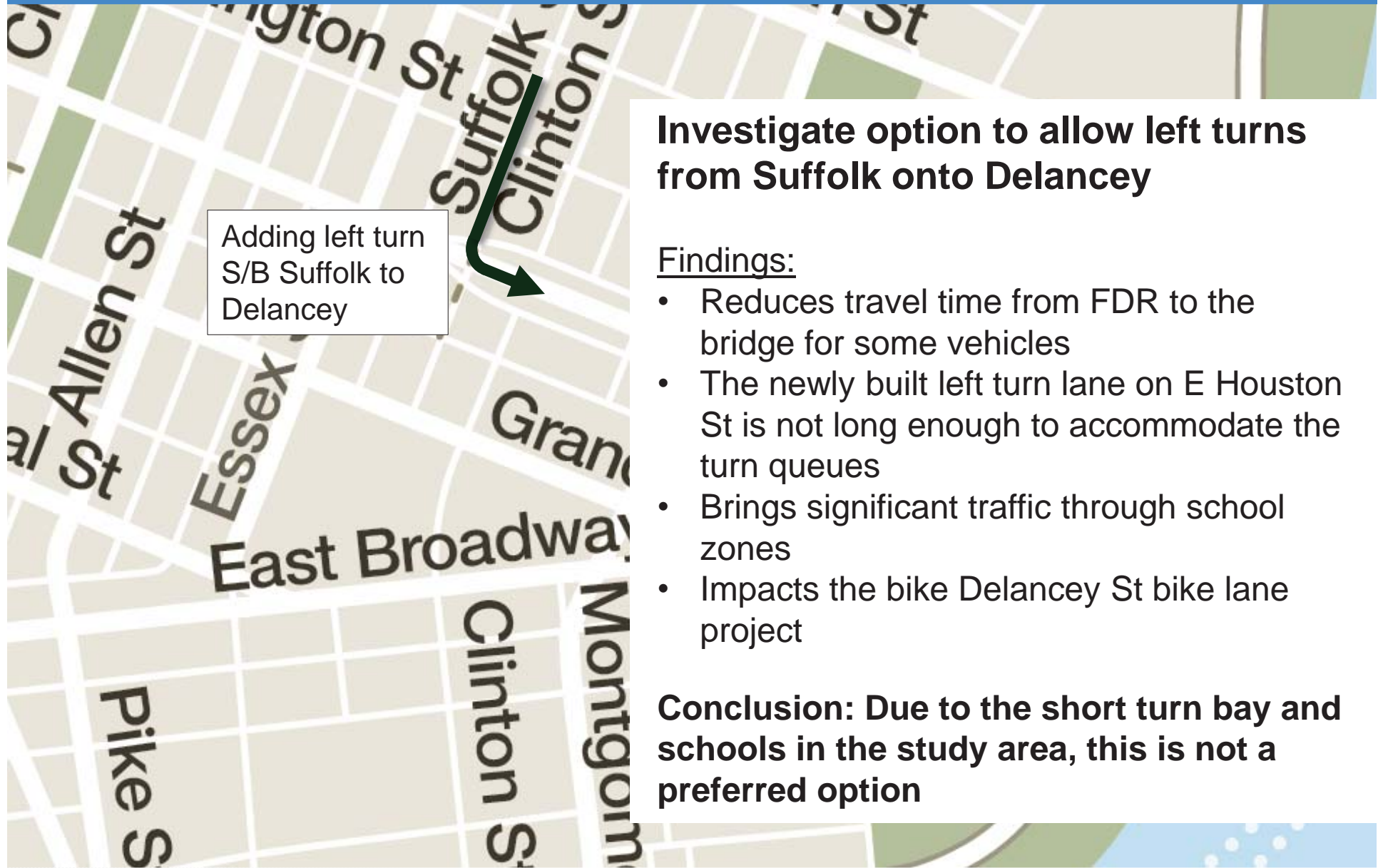
- Improves travel times from E Houston St
- Adds capacity back on Norfolk for Grand St traffic
- Crossing time for east and west crosswalks would be reduced by 12 sec.

**Conclusion: Still evaluating, not feasible during L-train**

# LONG TERM ACTIONS



# 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?



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