



Williamsburg Bridge Approach

Pilot Proposal Briefing to CB3

December 2022



Overview

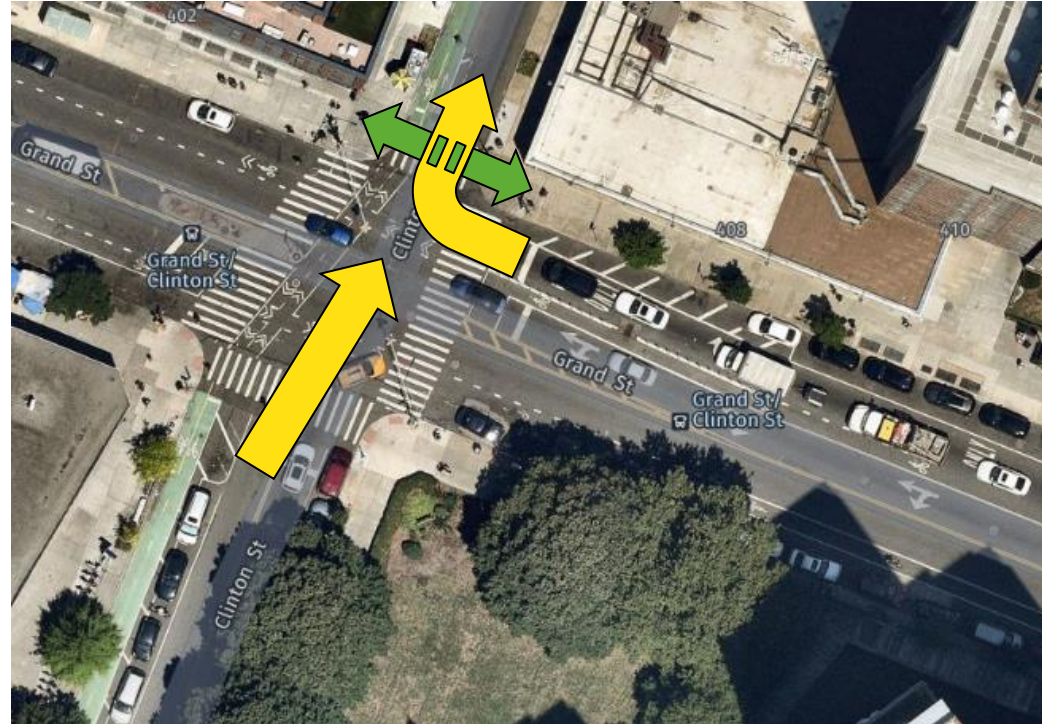
- Traffic on Grand St and other streets used to access the Williamsburg Bridge (WBB) creates safety and quality of life issues for the neighborhood
- Increased development around Delancey St is exacerbating these issues
- NYC DOT has explored different network changes in collaboration with CB3
- NYC DOT has proposed a one-year pilot to improve pedestrian safety and traffic circulation



Scenario considerations

The Grand St / Clinton St intersection is the major conflict point

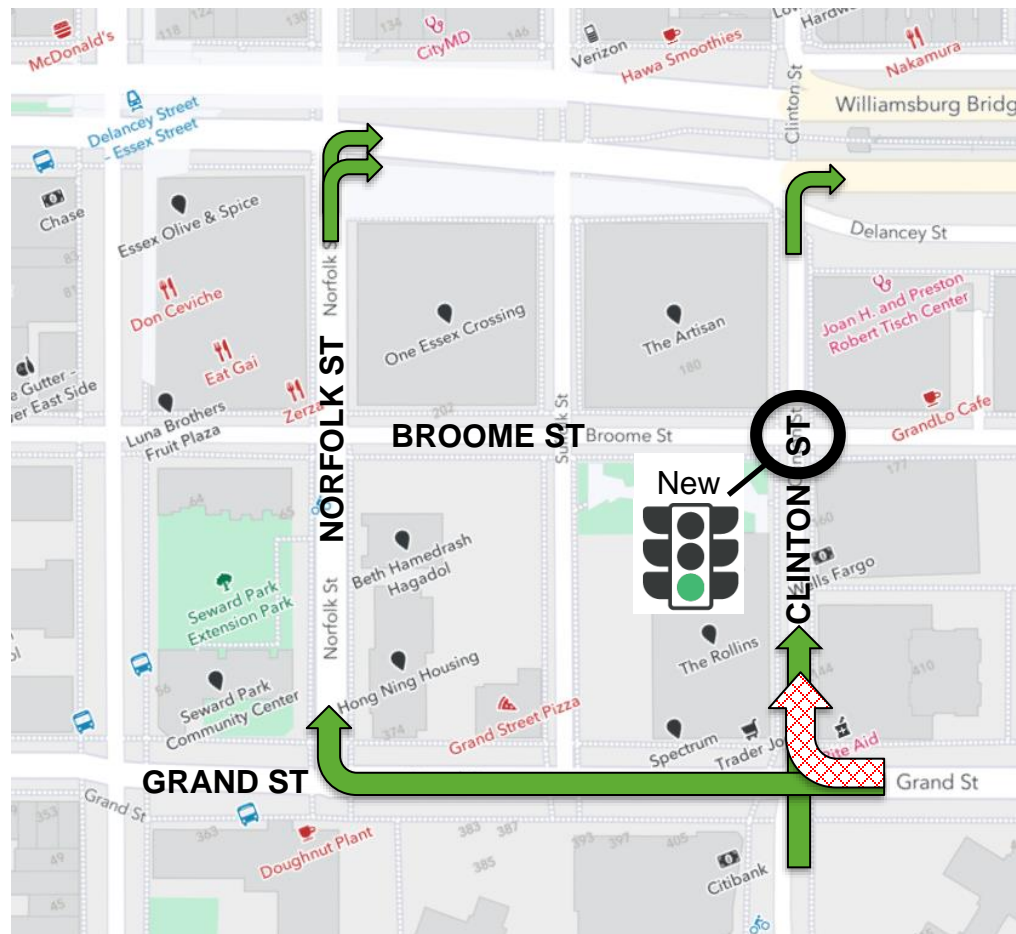
- **Williamsburg Bridge traffic:** Nearly all Clinton St and Grand St bridge traffic feeds into one lane which has a limited through capacity
- **Grand St right turns:** Heavy right turns conflict with the pedestrian crossing
- **Network effects:** Drivers try to avoid this pinch point by cutting through other neighborhood streets



Pilot Scenario

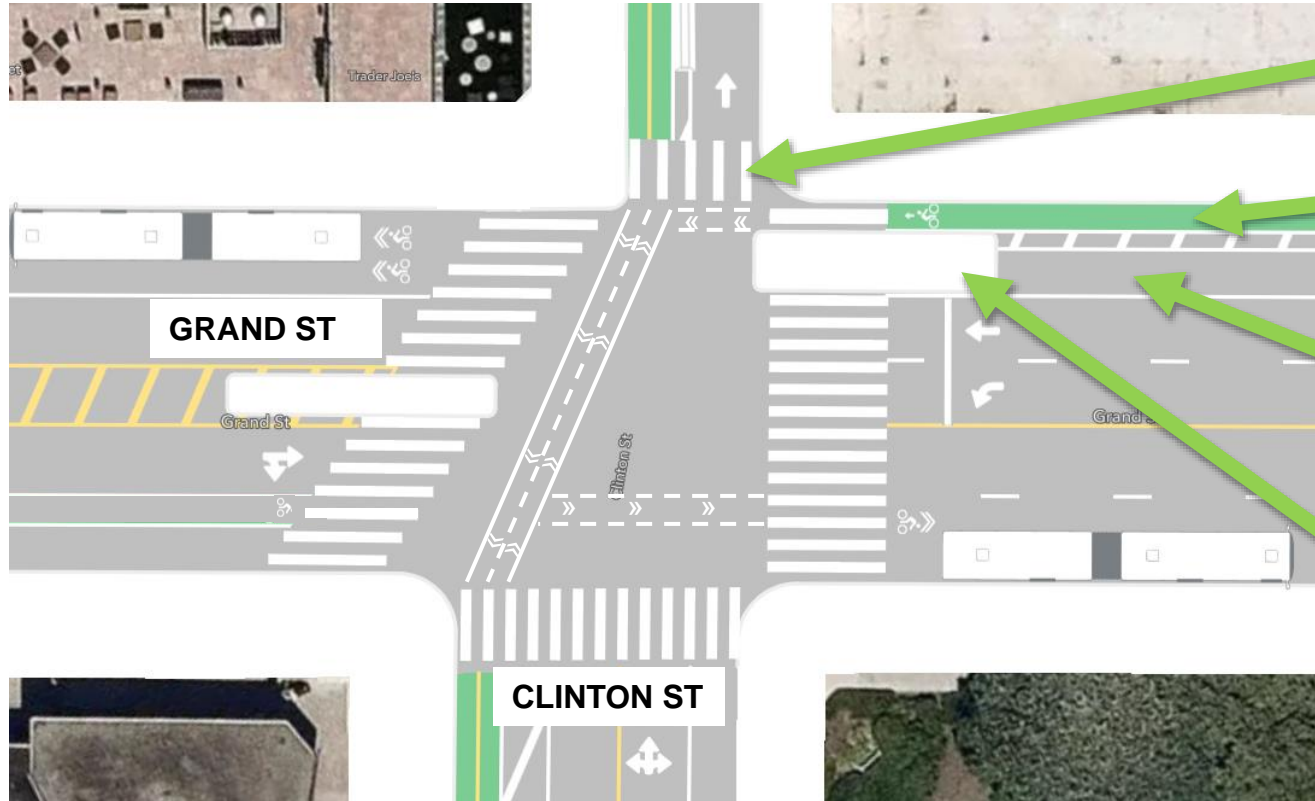
Split traffic between Clinton St and Norfolk St

- **Grand St to Clinton St turn ban**
 - Allows for more time to process vehicles at Clinton St
 - Creates conflict-free pedestrian crossings at Clinton St and Norfolk St
- **Improves travel times:** Decreasing back-ups and network diversions
 - Norfolk is now 2 lanes at Delancey St
 - There is no conflicting crosswalk across Delancey St at Norfolk



Pilot Scenario

Grand St & Clinton St intersection details



Conflict-free crosswalk

Move bike lane to curbside protected lane

Remove right turn lane, add commercial loading zones

Add pedestrian island, physically deterring right turns

NOTE: CONCEPTUAL SKETCH

Summary

- DOT to implement project
- To be installed as a one-year pilot
- DOT will monitor and evaluate performance one-year after the completion of the project
- DOT will continue to conduct outreach to commercial and neighborhood stakeholders in this area
- DOT will continue to conduct outreach to the Broome St corridor public



Thank you!



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