



Williamsburg Bridge Approach

Pilot Update Briefing to CB3

December 2023



Overview

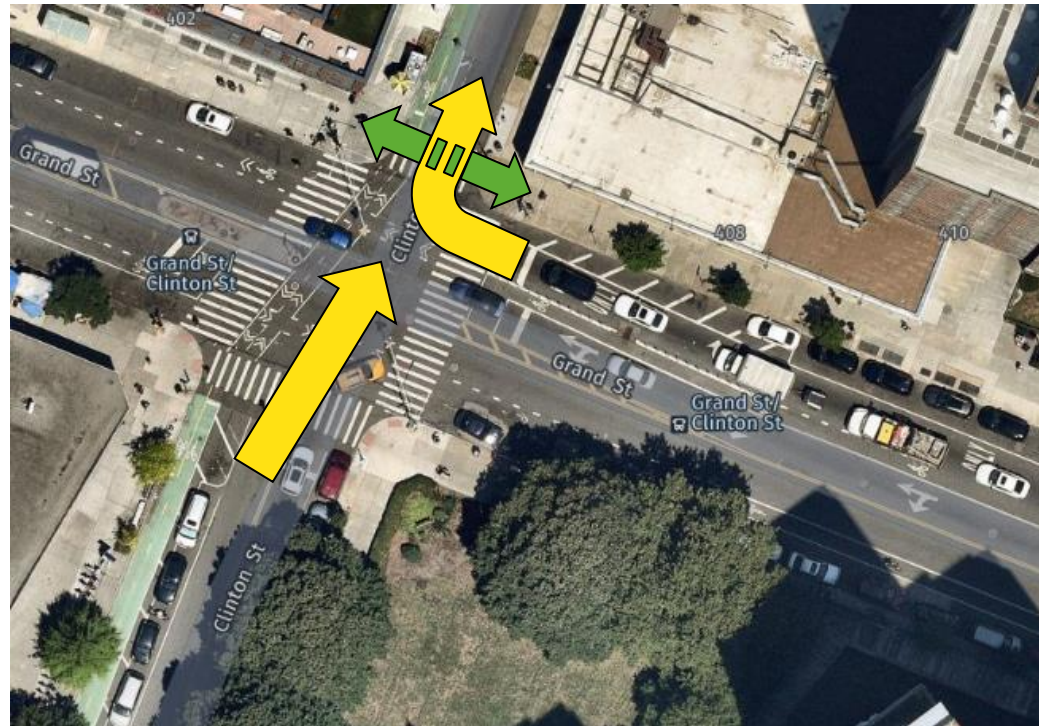
- Traffic on Grand St and other streets used to access the Williamsburg Bridge (WBB) creates safety and quality of life issues for the neighborhood
- Increased development around Delancey St is exacerbating these issues
- NYC DOT has explored different network changes in collaboration with CB3
- NYC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



Scenario considerations: Previous condition

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

Splits traffic between Clinton St and Norfolk St

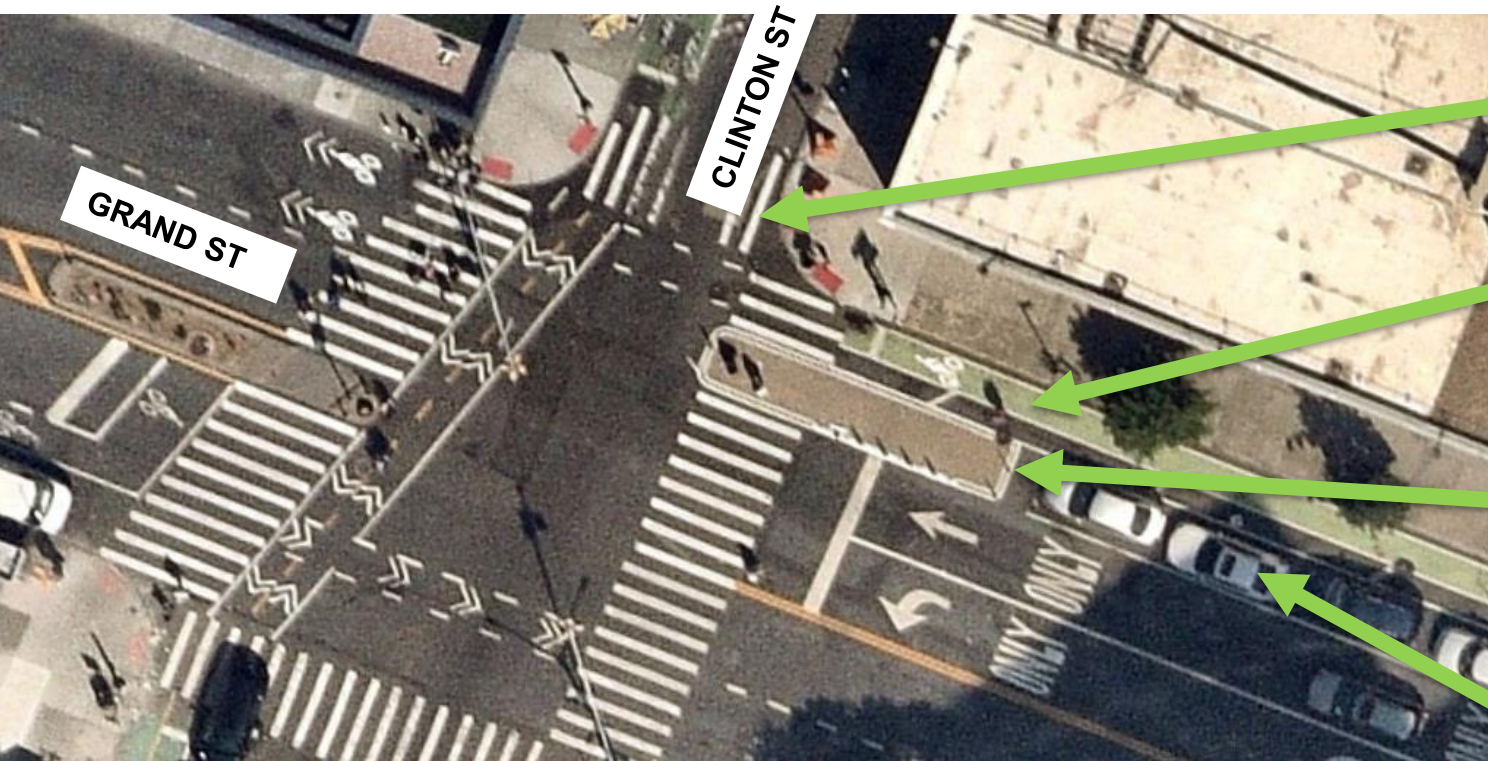
- **Grand St to Clinton St turn ban**
 - Allows for more time to process vehicles at Clinton St
 - Creates conflict-free pedestrian crossings at Clinton St and Norfolk St
- **Improves travel times:** Decreasing back-ups and network diversions
 - Norfolk is 2 lanes at Delancey St
 - There is no conflicting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



Pilot Scenario

Grand St & Clinton St pilot intersection details

*Coordination w/
NYPD for traffic
enforcement*



Conflict-free
crosswalk

Moved bike lane
to curbside
protected lane

Added pedestrian
space to narrow
street and deter
right turns

Removed right
turn lane + added
parking

Pilot Scenario

Grand St: Clinton St – Norfolk St pilot intersection details

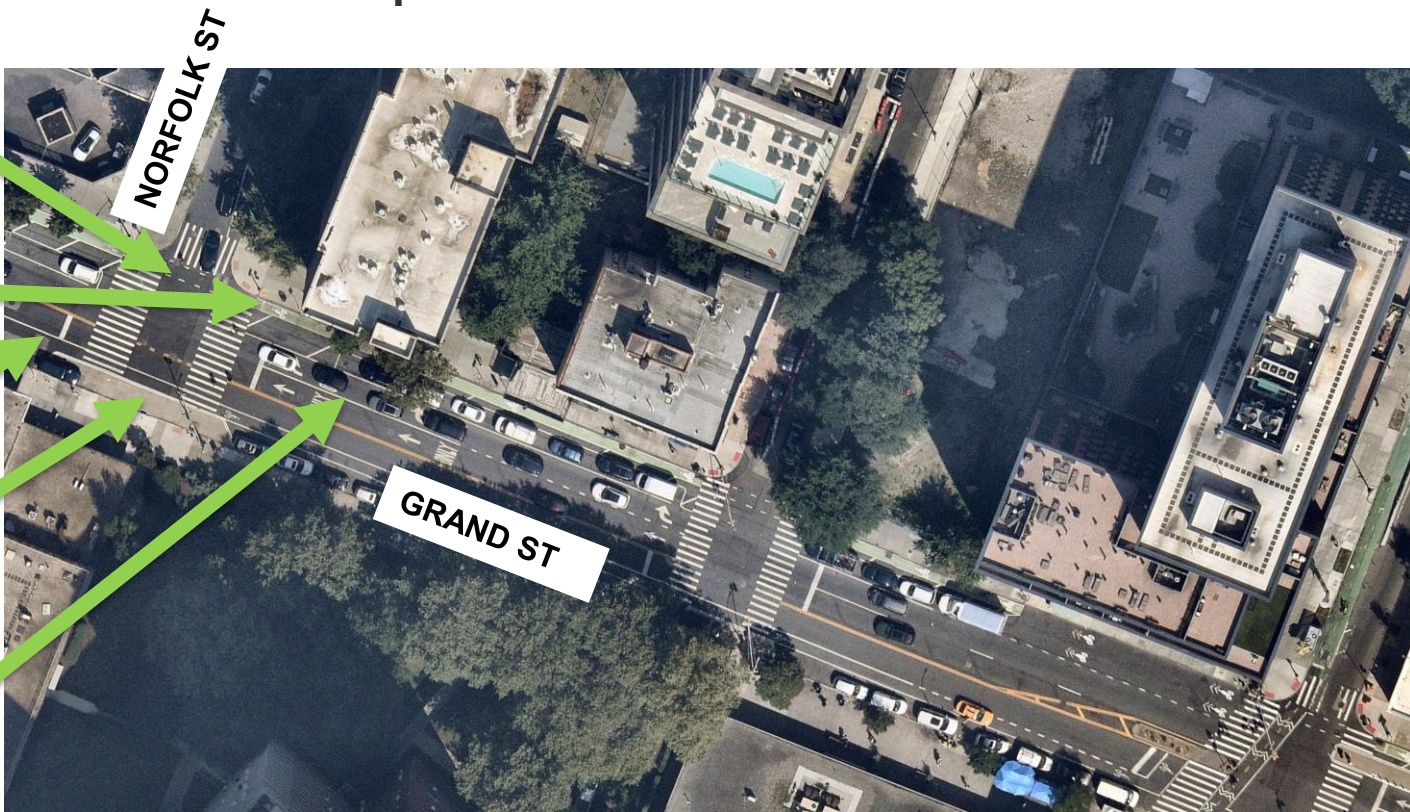
Added green
phase for bicycles

Moved bike lane to
curbside protected
lane with floating
parking

Banned left turn

Added curb
extensions at Norfolk
and Suffolk to improve
pedestrian visibility

Added dedicated
right turn lane with
intersection daylighting



Pilot Scenario

Installation timeline

- Markings installation began in July, vertical elements followed
- Continued installation and general refinements throughout the fall
- Coordinated with NYPD for traffic enforcement at key intersections
- Turn signal added to Grand & Norfolk in mid-November
- Traffic signal installation underway at Clinton & Broome
- No left turn (Grand to Norfolk) signage to come
- Broome/Norfolk crosswalks to be remarked



Pilot Scenario

Project modifications based on local feedback and observations

- **Added rush hour lane to Norfolk (*markings to come*):** As of Nov. 20, 2 lanes during peak periods from Grand – Delancey
 - No Standing 4pm-Midnight Except Sundays*
 - No Parking Monday-Friday 7am-4pm*
 - 1 Hour Parking Saturday 9am-4pm*
- **Continued TEA deployment at Grand & Clinton, Grand & Norfolk, Norfolk & Broome** to assist with traffic and safety
- **Additional green time added to Norfolk St at Delancey St** to reduce queues and intersection blocking



Summary

- DOT recently implemented the pilot plan to improve traffic flow and reduce conflicts along Grand St
- DOT will monitor and report back to CB3 one-year after the changes
- DOT will continue to make modifications throughout the pilot period as needed



Thank you!



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