



WILLIAMSBURG BRIDGE APPROACH TRAFFIC CONCERNS

Update to CB3

October 2018

HOV 3+ Plan for L Train Shutdown

Key elements related to Grand/Clinton discussion

1

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

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

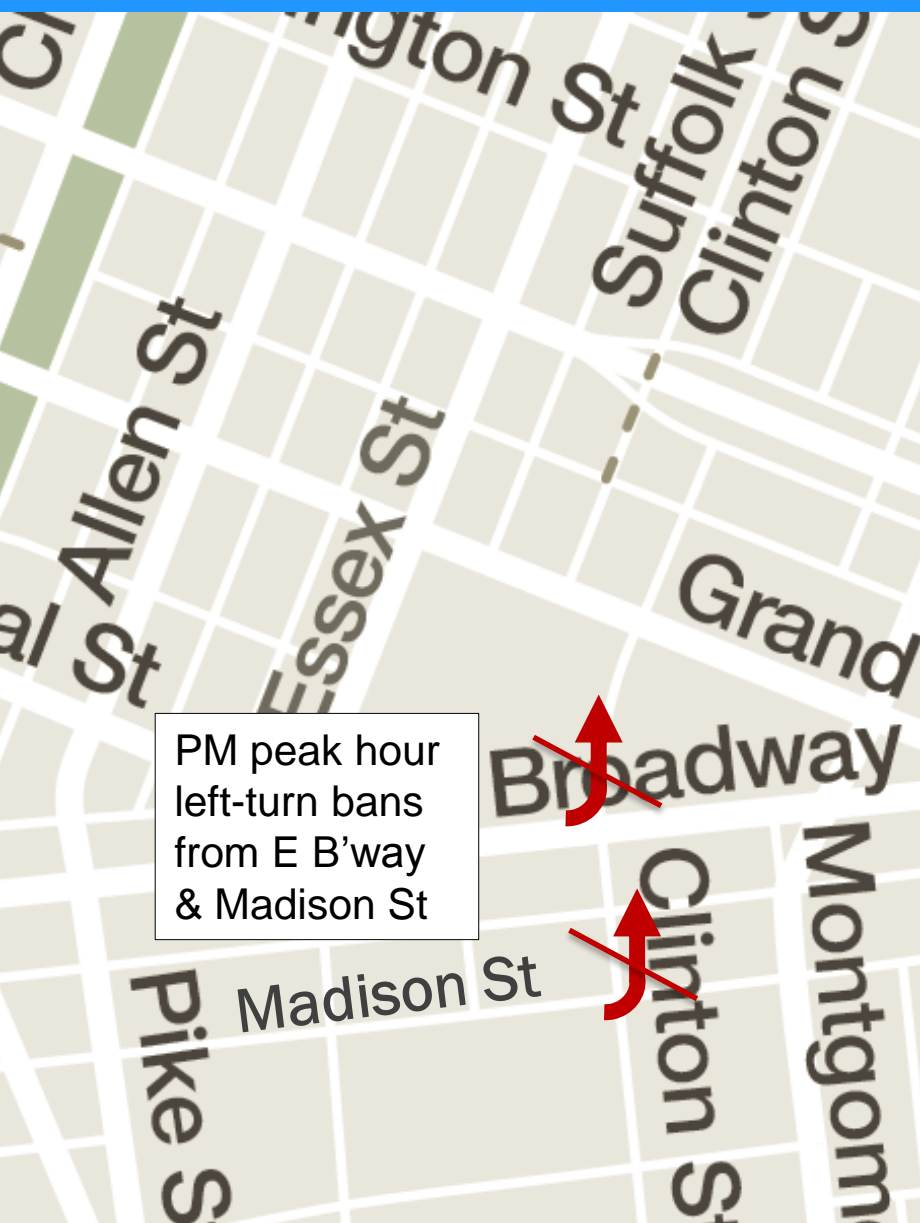
Late Fall 2018

- 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



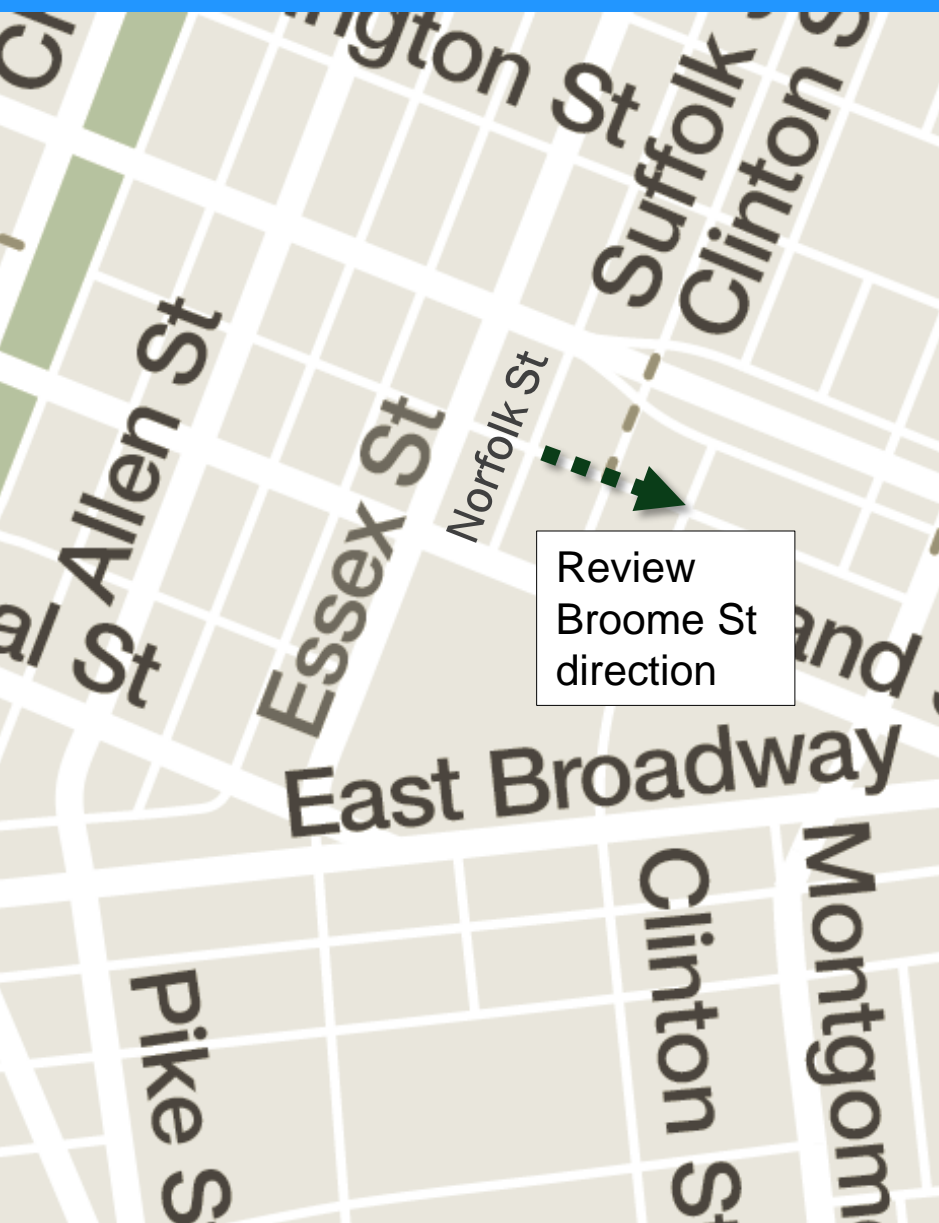
Investigate reducing bridge traffic on Clinton St through left-turn bans

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

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

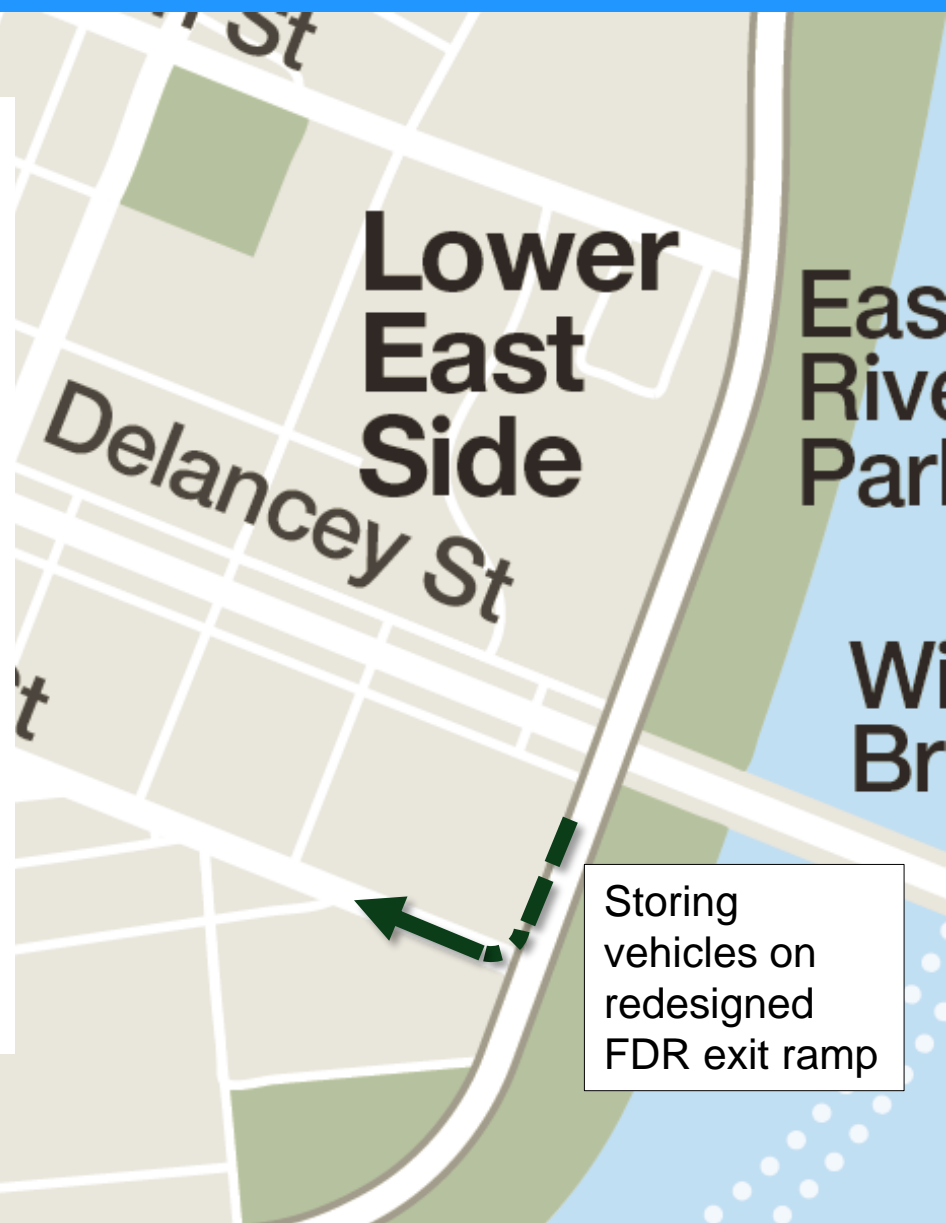
LONG TERM ACTIONS

Investigate storing vehicles on redesigned FDR exit ramp

Findings:

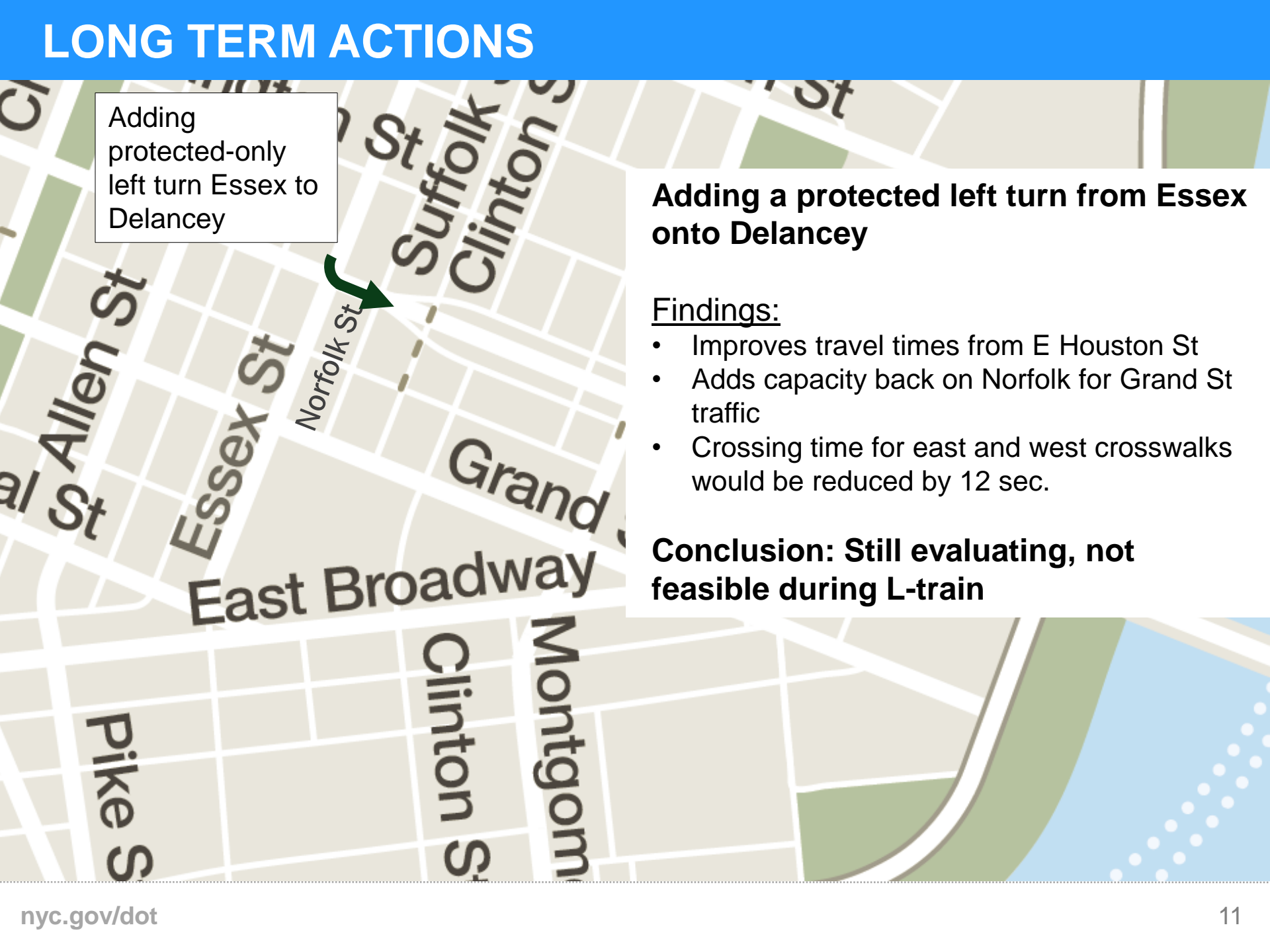
- Large storage area is typically underutilized
- By not allowing all vehicles through in each phase (metering) queue will continue to grow
- Without being able to reliably clear the queue it would back into moving traffic or the E Houston St on-ramp

Conclusion: Concern over queues backing into moving traffic makes this an unsuitable option



Storing
vehicles on
redesigned
FDR exit ramp

LONG TERM ACTIONS



Adding
protected-only
left turn Essex to
Delancey

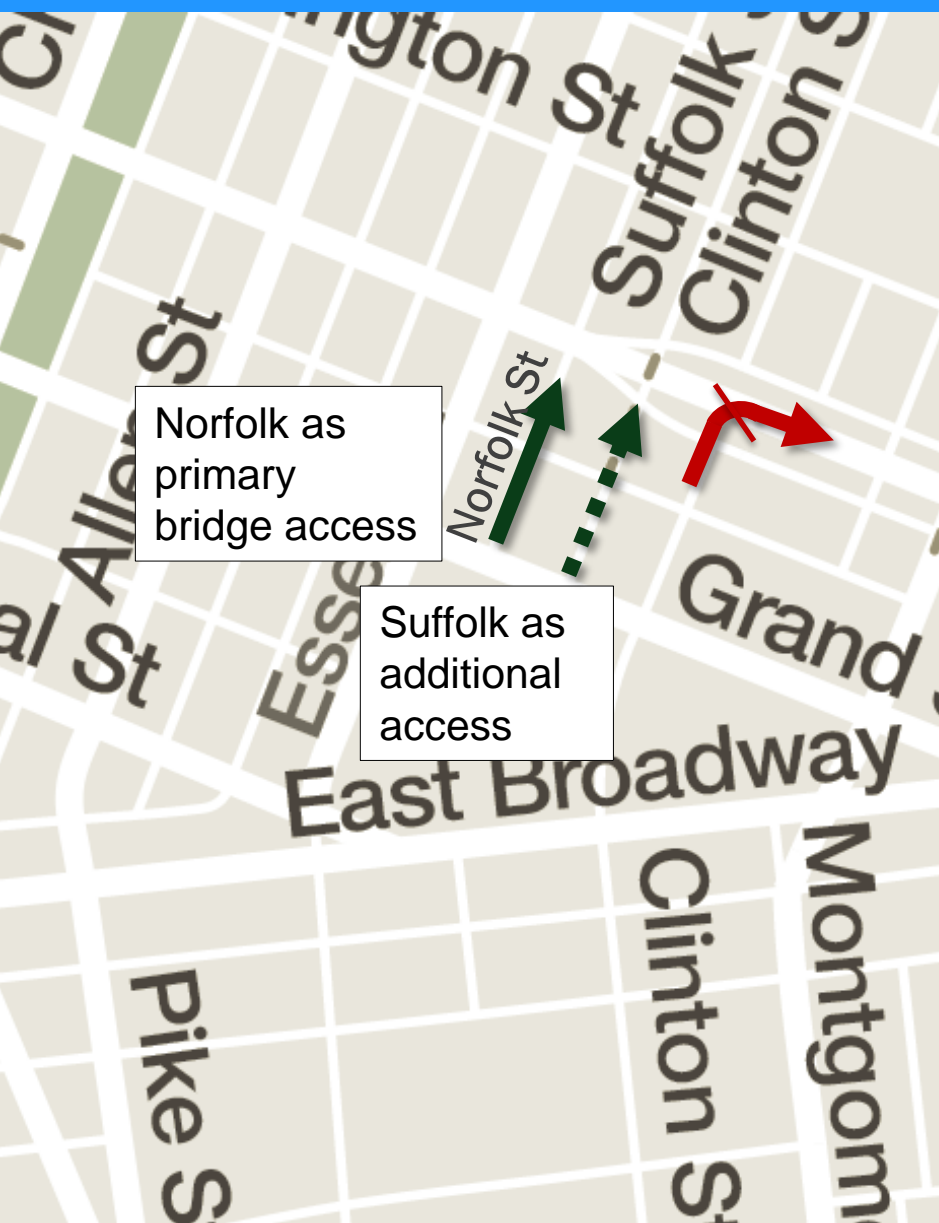
**Adding a protected left turn from Essex
onto Delancey**

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



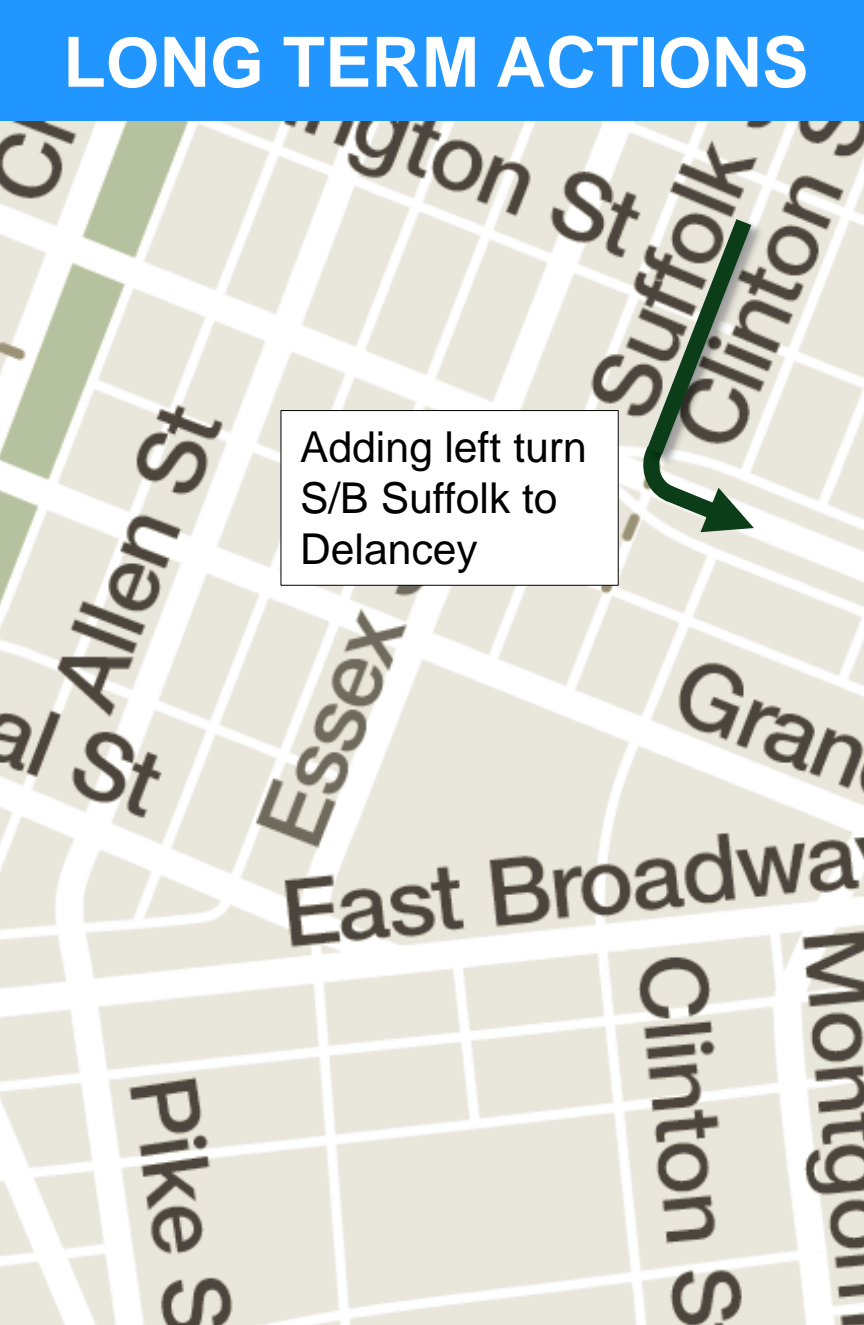
Investigate options to restore Norfolk as primary access to the Bridge from E/B Grand St

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



Adding left turn
S/B Suffolk to
Delancey

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

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- Clarify bridge wayfinding signage to encourage using Norfolk for bridge access from Grand
- Extend Grand St PM traffic signal progression hours
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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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