



# PARK ROW ACCESS

## Bike and Pedestrian Connections

Presented to Manhattan Community Board 1, October 5, 2017



# Park Row : Presentation Overview



## ■ Background

- Park Row Closure
- Proposal Overview

## ■ Park Row, Brooklyn Bridge Connection

- Pedestrian and Bike Access
- Connection to Brooklyn Bridge

## ■ Frankfort St, Dover St

- Connection to Lower Manhattan Bike Network
- Connection to Manhattan Waterfront Greenway

## ■ Summary

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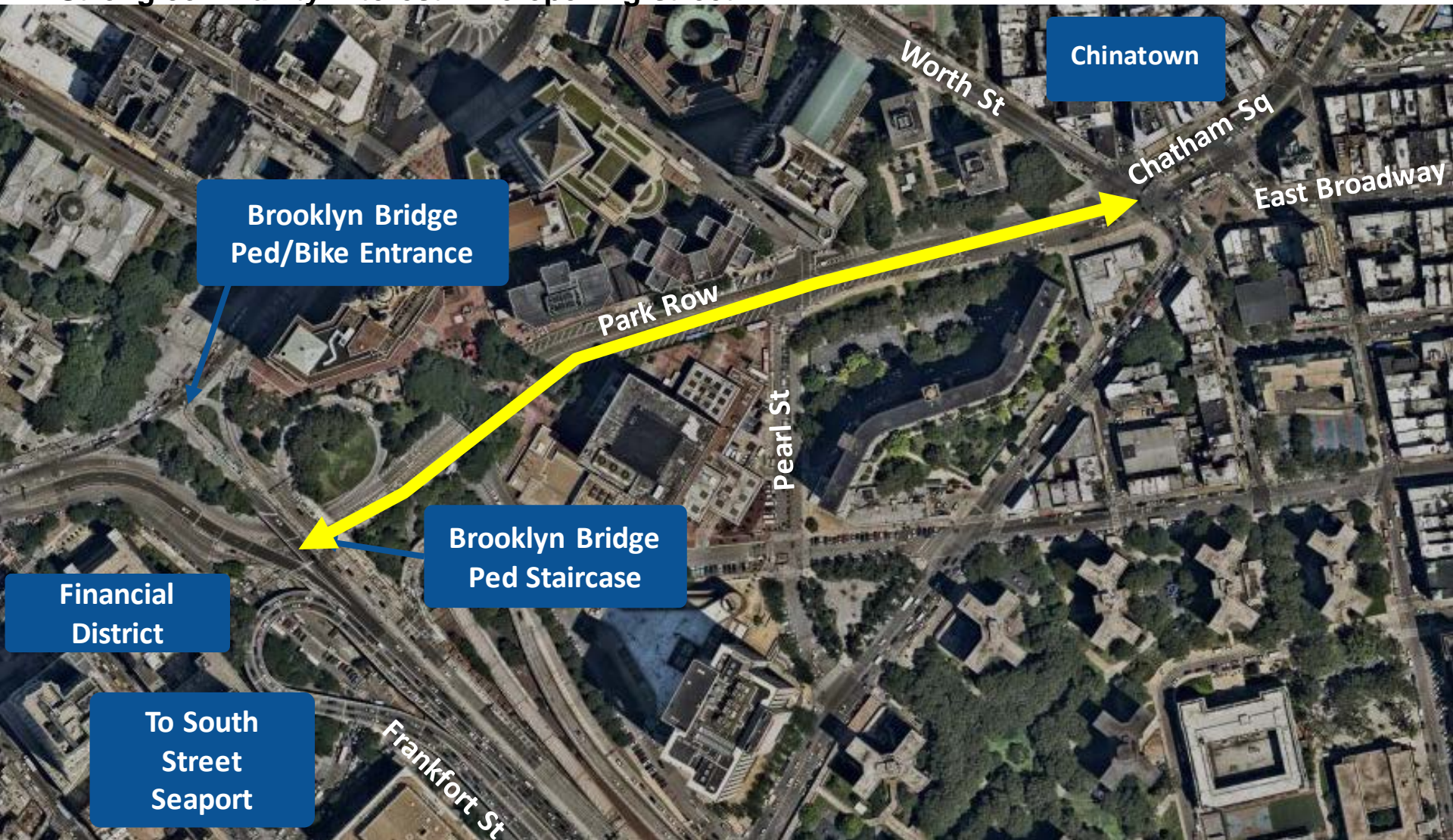
**Background**

1



# Background

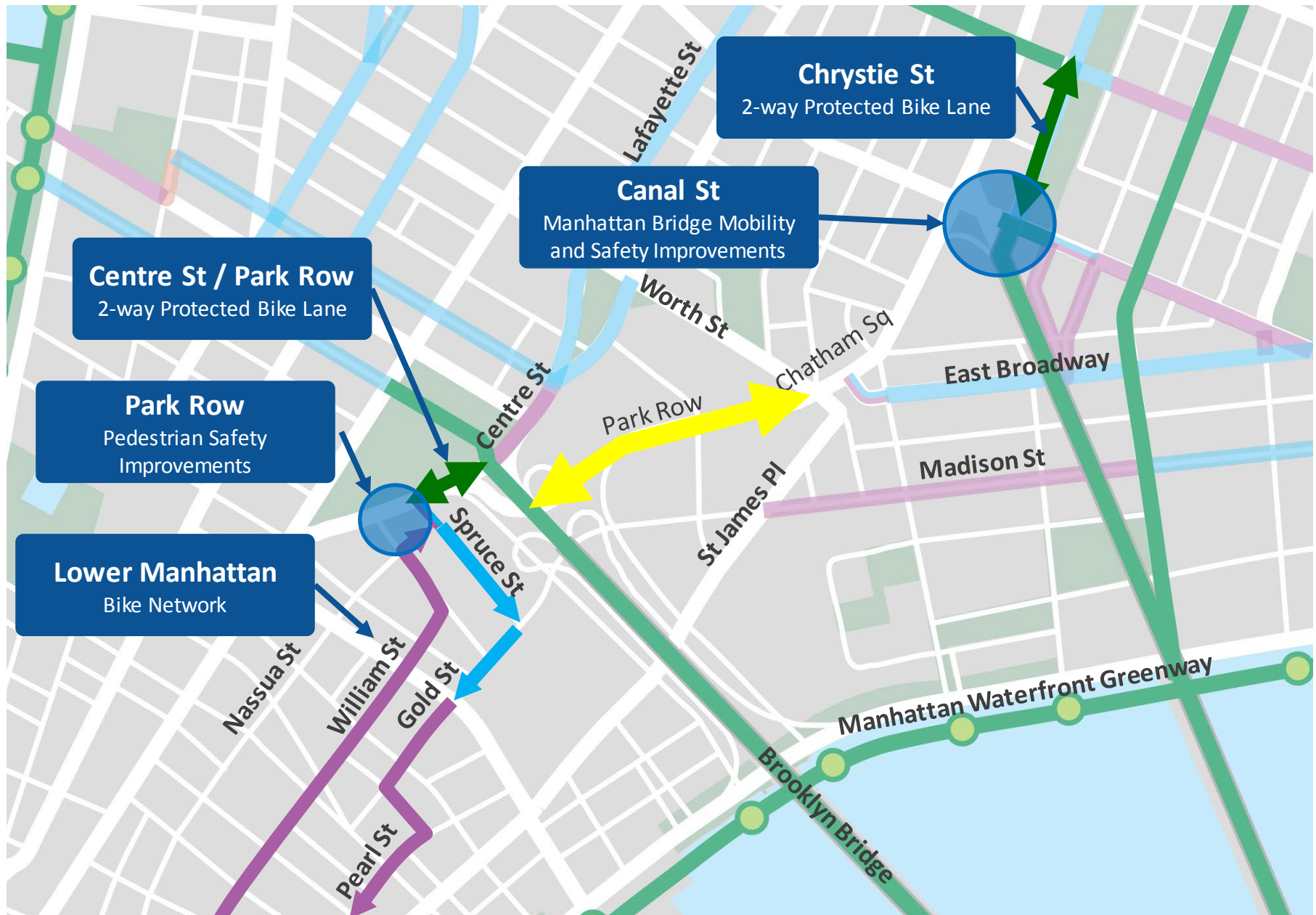
- Park Row provides a key connection between important destinations
- Closed since September 11<sup>th</sup> between Frankfort St and Chatham Sq, access limited to:
  - *NYPD personnel*
  - *M103 and M9 Bus Routes*
  - *Emergency Vehicles*
- Strong community interest in re-opening street





# Background

- DOT has recently implemented pedestrian and bike safety and mobility enhancements in the area, improved access to entrances to Manhattan and Brooklyn bridges





# Background

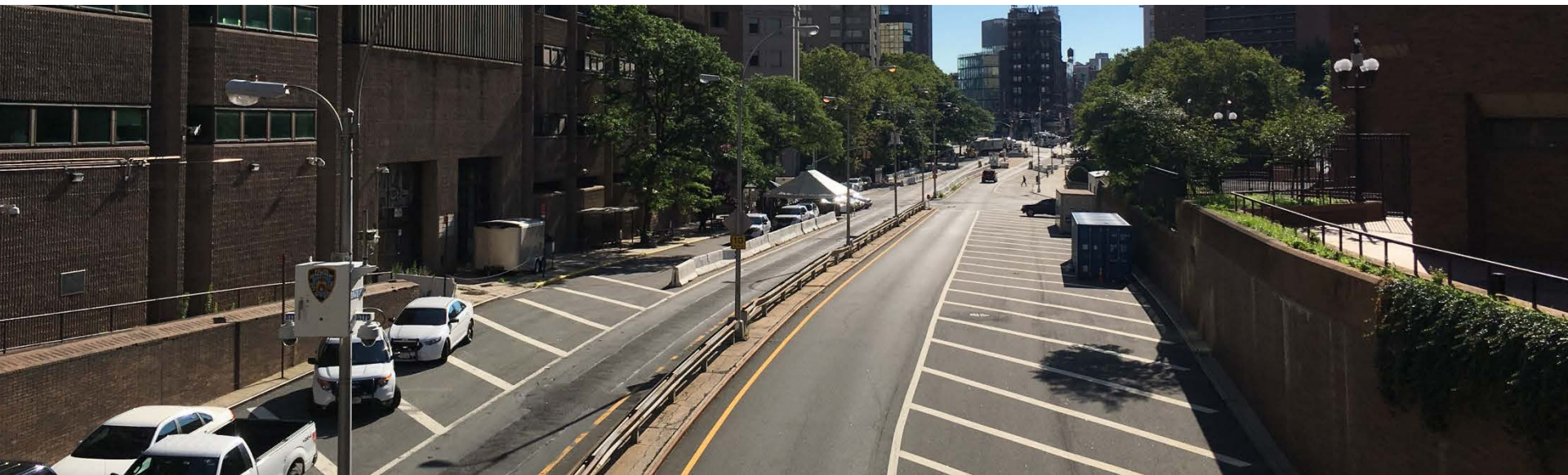
- NYPD and DOT are working together to increase access while maintaining necessary security around One Police Plaza and other critical civil institutions
- NYPD has agreed to allow pedestrian and bike access
- At this time NYPD will continue to restrict access for unauthorized motor vehicles





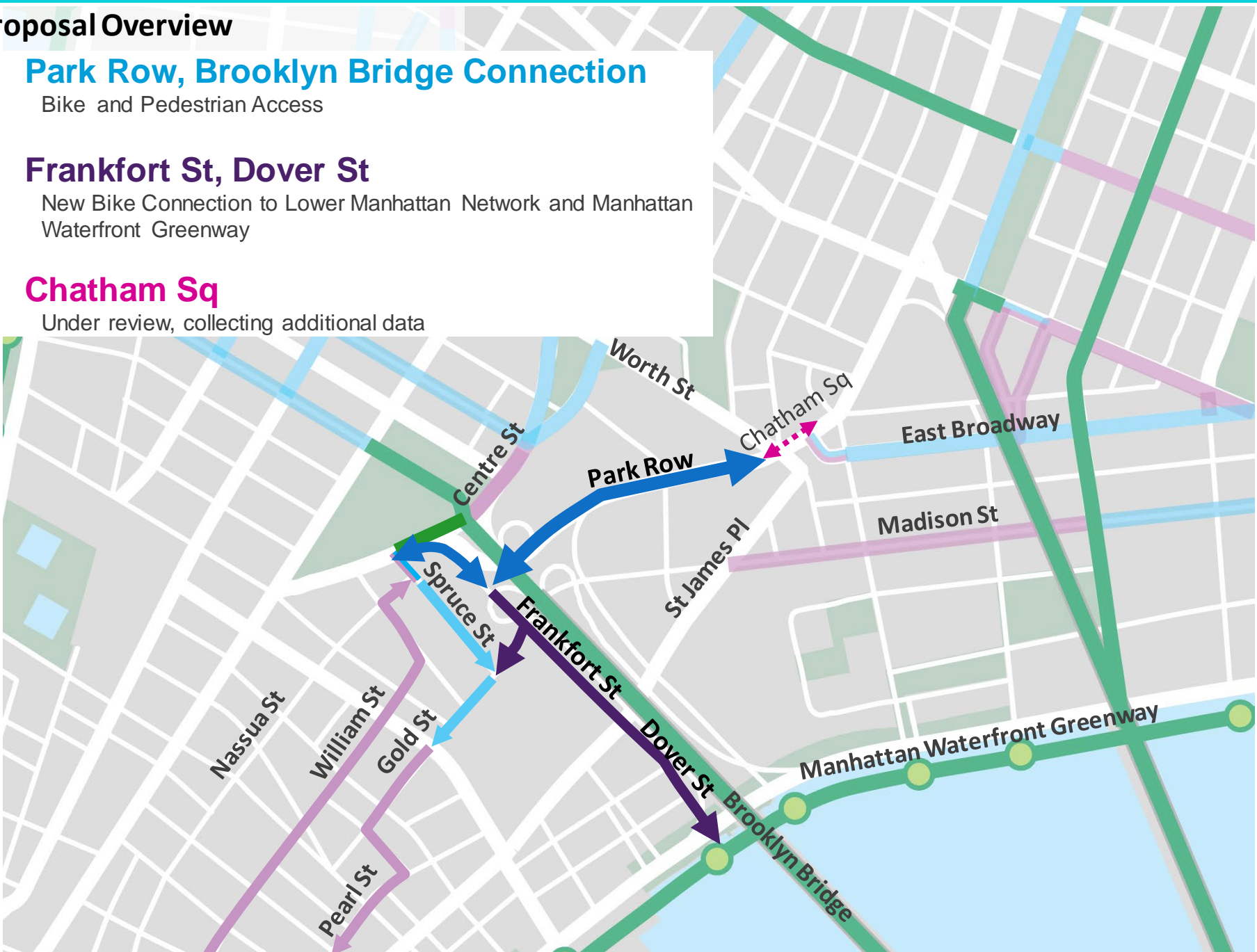
## Project Timeline

- **June – August 2017:**
  - Series of site visits and meetings to examine feasibility of opening Park Row to pedestrians and cyclists (DOT, NYPD, City Hall, DEP)
  - Development of proposed project
- **August 2017:** Elected official and Community Board notifications; DOT/City Hall press conference
- **September – October 2017:** Community Board presentations
- **Fall 2017:** Preliminary implementation, including NYPD removal of conflicting infrastructure, DOT resurfacing and wayfinding installation
- **Spring 2018:** Complete implementation of bike and pedestrian improvements



## Proposal Overview

- **Park Row, Brooklyn Bridge Connection**  
Bike and Pedestrian Access
- **Frankfort St, Dover St**  
New Bike Connection to Lower Manhattan Network and Manhattan Waterfront Greenway
- **Chatham Sq**  
Under review, collecting additional data



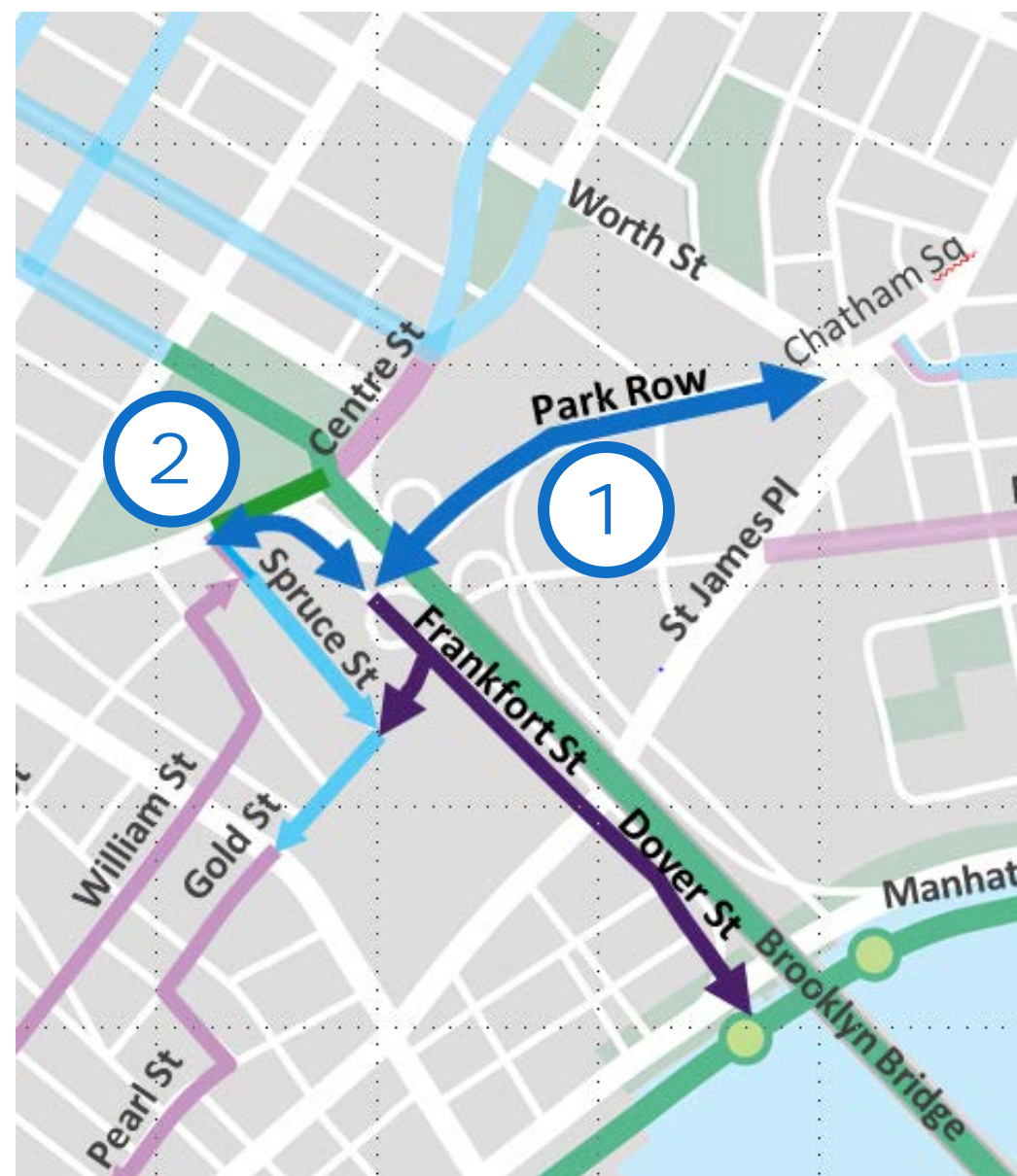


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**Park Row  
Brooklyn Bridge Connection**

2

## Proposed Improvements



1 Pedestrian and Bike Access  
on Park Row

2 Two-way Protected Bike Lane  
on Frankfort St



# Park Row, Brooklyn Bridge Connection

1

## Pedestrian and Bike Access on Park Row

### Existing Conditions

#### Roadway Obstructions

*Shipping Containers*

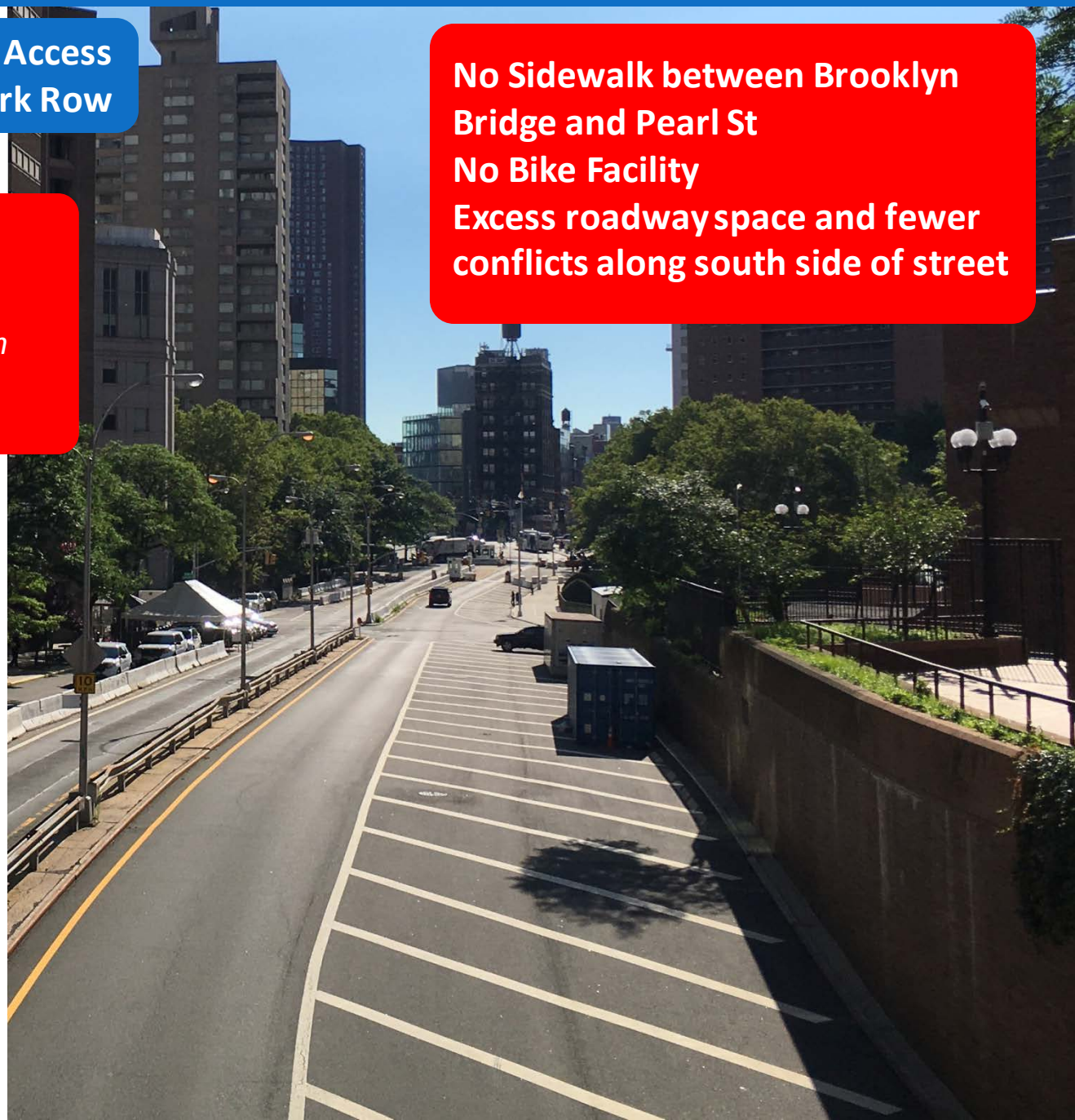
*Planters*

*"Delta Barrier" - Guard Booth*

*Jersey/Block Barriers*

*PD parking*

**No Sidewalk between Brooklyn  
Bridge and Pearl St**  
**No Bike Facility**  
**Excess roadway space and fewer  
conflicts along south side of street**





# Park Row, Brooklyn Bridge Connection

1

## Pedestrian and Bike Access on Park Row

### Proposed Improvements

### Two-way Parking Protected Bike Lane & Pedestrian Space on South Side of Street

*Creates new access for bikes and pedestrians  
Maintains M103 and M9 Bus Routes and Bus Stops  
Organizes PD parking between Pearl St and Frankfort St*

*green bike path for  
illustrative purposes*

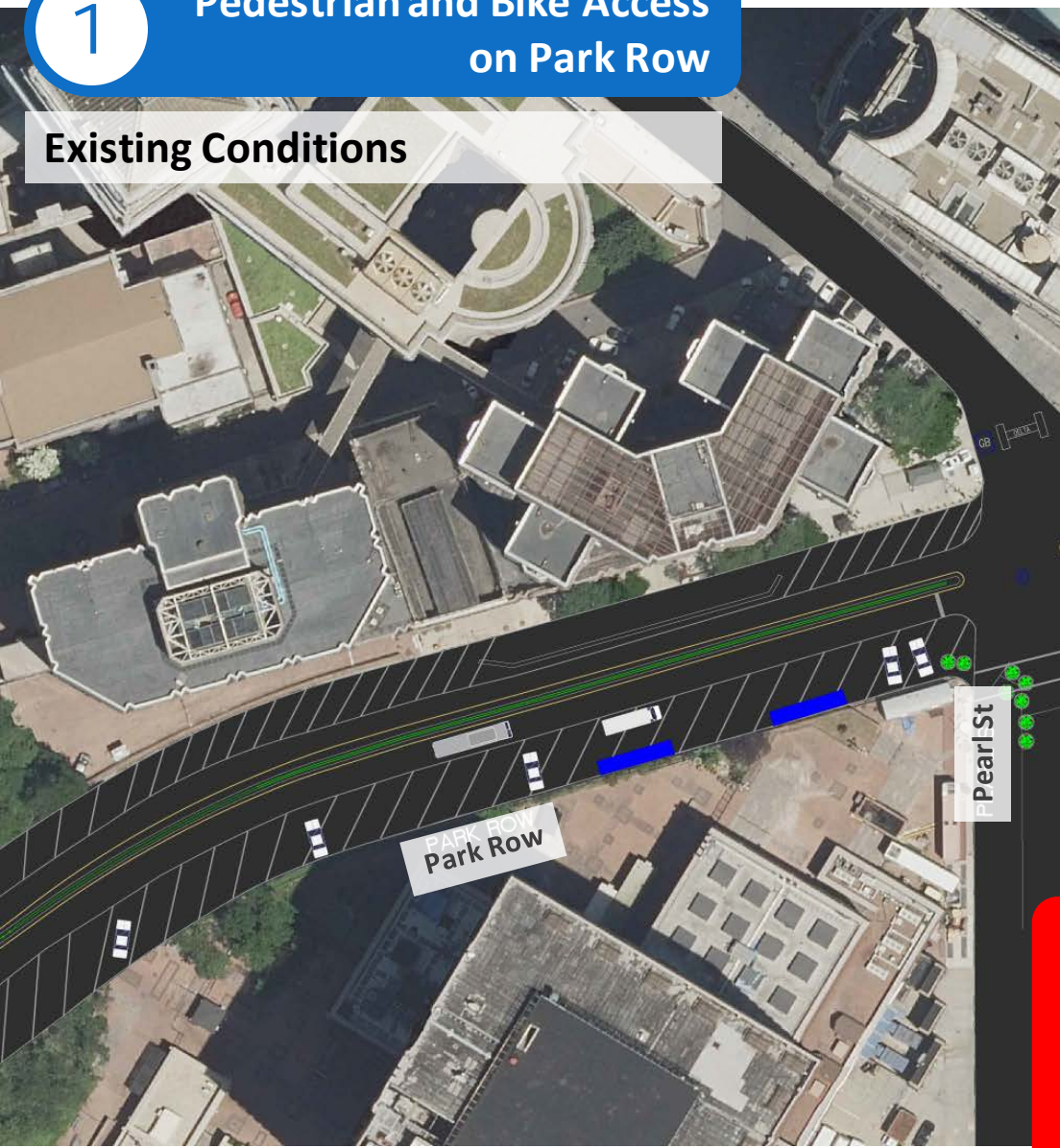




# Park Row, Brooklyn Bridge Connection

## 1 Pedestrian and Bike Access on Park Row

### Existing Conditions



**Roadway Obstructions**  
*Shipping Containers*  
*Planters*  
*"Delta Barrier" - Guard Booth*  
*Jersey/Block Barriers*  
*PD Parking*

**No Sidewalk between Brooklyn Bridge and Pearl St**  
**No Bike Facility**  
**Excess roadway space and fewer conflicts along south side of street**



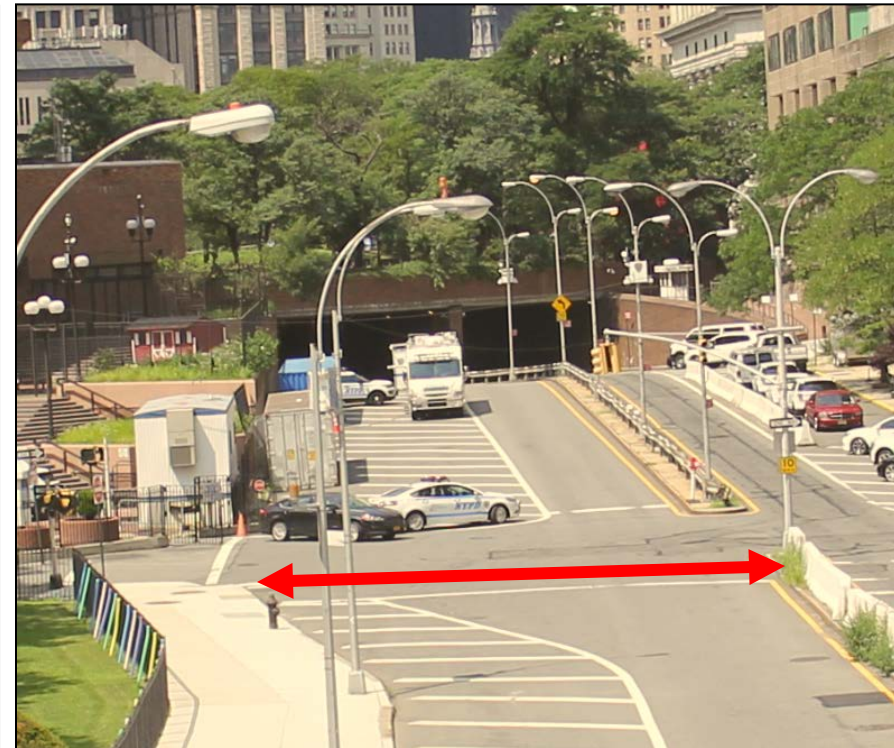
# Park Row, Brooklyn Bridge Connection

1

## Pedestrian and Bike Access on Park Row

### Existing Conditions

**Excess Space with Lack of Formal Markings**  
Disorganized PD Parking  
No Dedicated Space for Pedestrians and Bikes  
Unpredictable Movements  
Long Pedestrian Crossing



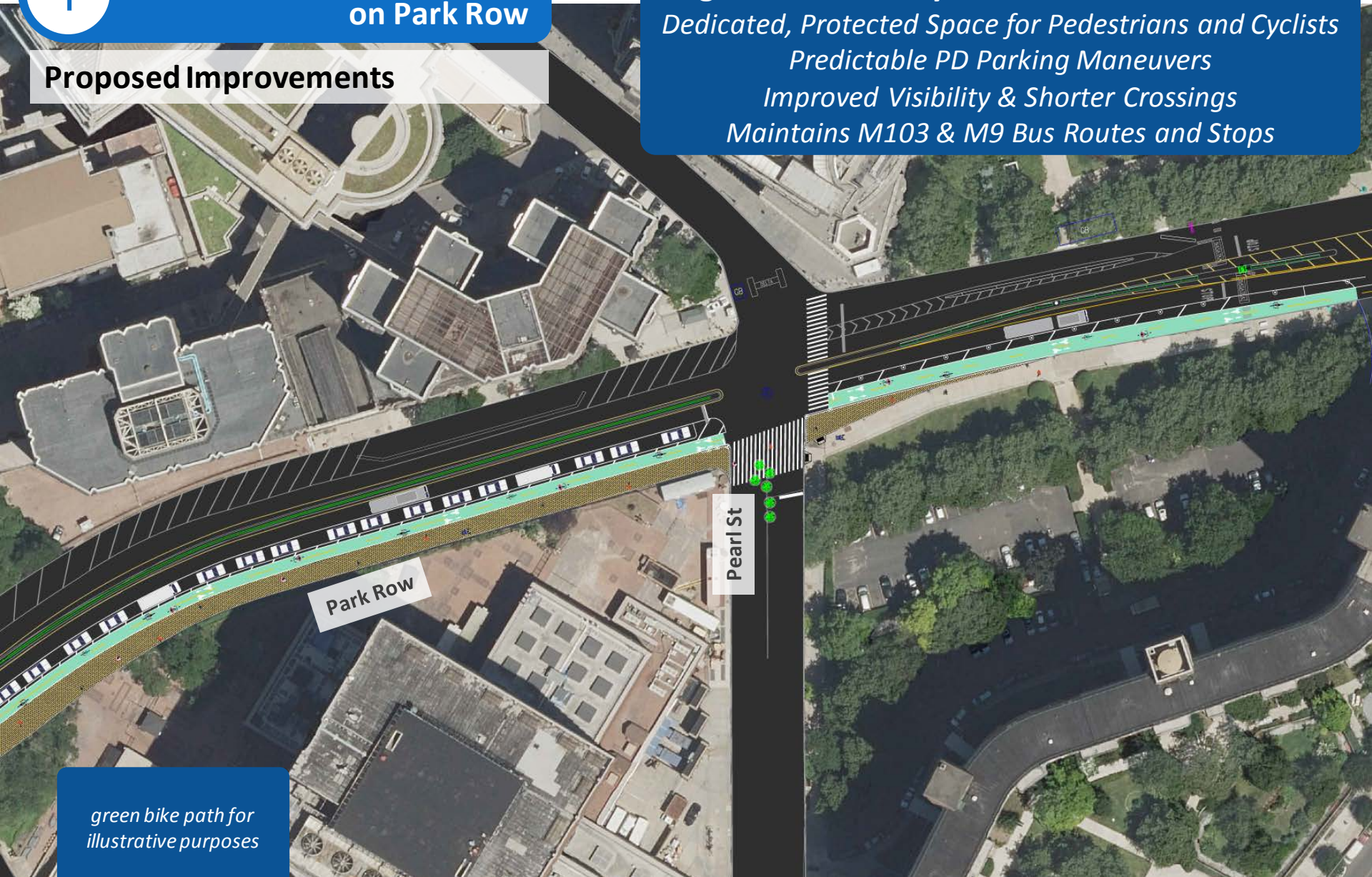


# Park Row, Brooklyn Bridge Connection

## 1 Pedestrian and Bike Access on Park Row

### Proposed Improvements

**Organized Roadway with Standard Lane Widths**  
*Dedicated, Protected Space for Pedestrians and Cyclists*  
*Predictable PD Parking Maneuvers*  
*Improved Visibility & Shorter Crossings*  
*Maintains M103 & M9 Bus Routes and Stops*



green bike path for  
illustrative purposes



# Park Row, Brooklyn Bridge Connection

2

Two-way Protected Bike Lane  
on Frankfort St

Existing Conditions

New protected bike  
connection to  
Brooklyn Bridge

**Park Row**  
*Roadway narrows  
Additional barriers*

**Frankfort St**  
*No Dedicated Bike  
connection to Brooklyn Bridge*

**Unclear Brooklyn Bridge  
Pedestrian Access**  
*Jersey Barriers  
PD Parking*



Frankfort St, looking south towards Park Row



# Park Row, Brooklyn Bridge Connection

2

## Two-way Protected Bike Lane on Frankfort St

### Shared Bike/Ped Space

*Pinch point requires shared space, designated with markings and signage*

### Two-way Jersey Barrier Protected Bike Lane

*Extends bike connection to Frankfort St*

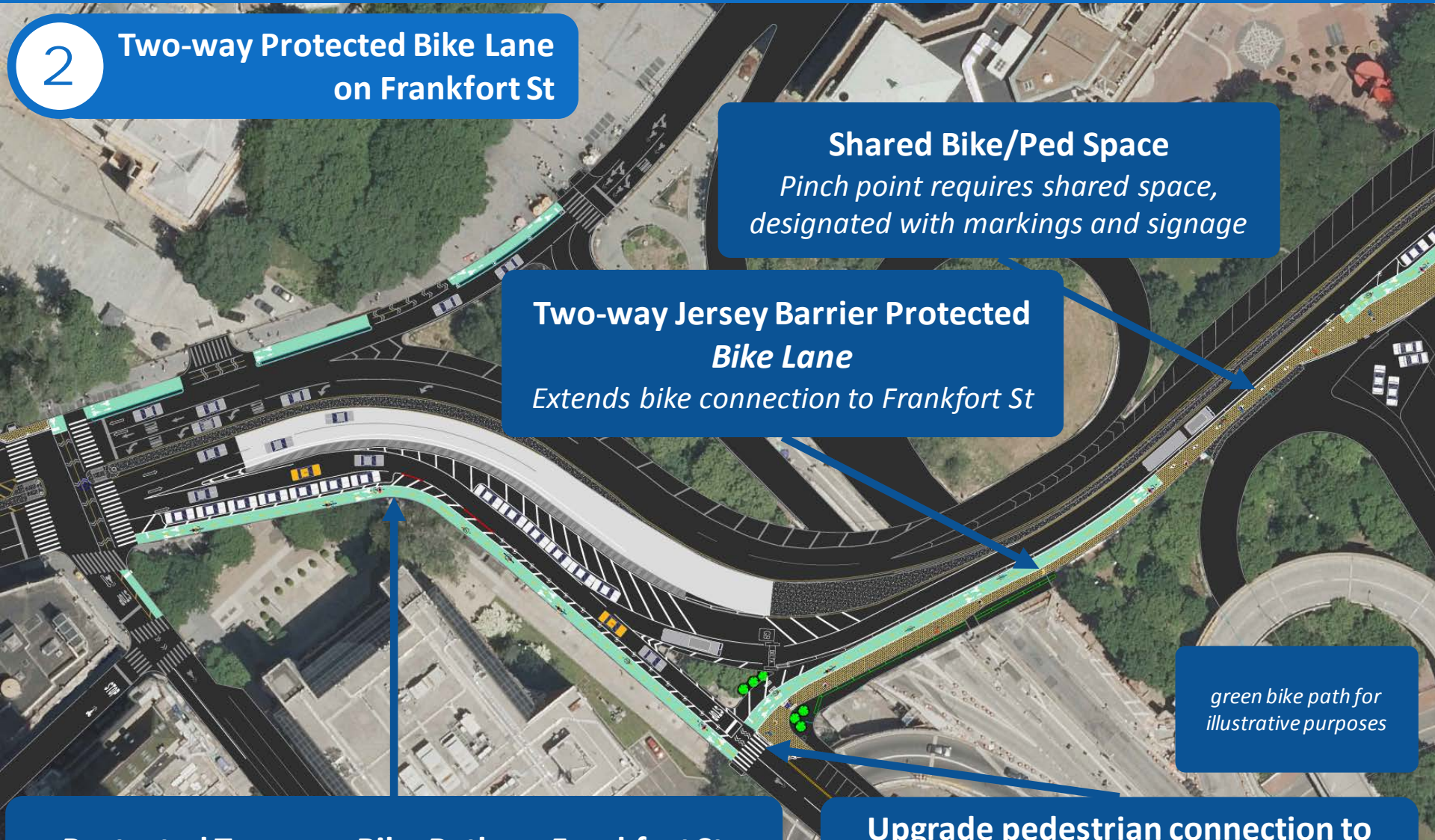
*green bike path for illustrative purposes*

### Protected Two-way Bike Path on Frankfort St

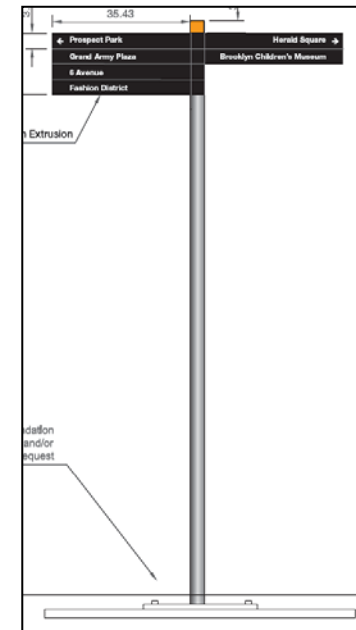
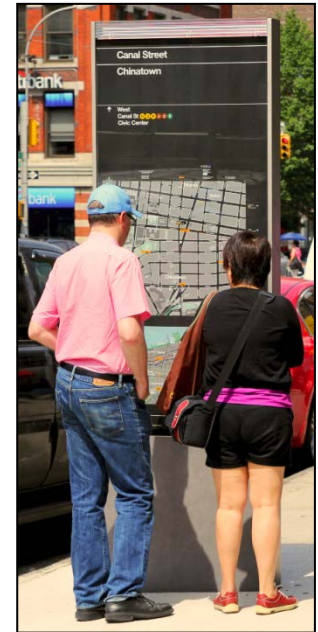
*Completes connection to Brooklyn Bridge  
Requires relocation of parking to west side and the loss of 6 parking spots*

### Upgrade pedestrian connection to Brooklyn Bridge staircase

*Remove barriers  
Relocate NYPD parking  
New crossing as feasible*



## Wayfinding





# Park Row, Brooklyn Bridge Connection

## El – Space: BK Bridge Arches Pilot

### “Under the Elevated” Pilot Project and partnership with Old Seaport Alliance

- Proposed wayfinding graphics “wrap” on Brooklyn Bridge stairs at Frankfort St
- New vendor will be based in container at Frankfort St and Gold St (October)



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Frankfort St, Dover St

3



# Frankfort St, Dover St Connections

## Proposed Improvements



1 Bike Lane on Frankfort St

2 Shared Lane on Dover St

3 Bike Lane on Gold St

# Frankfort St, Dover St Connections

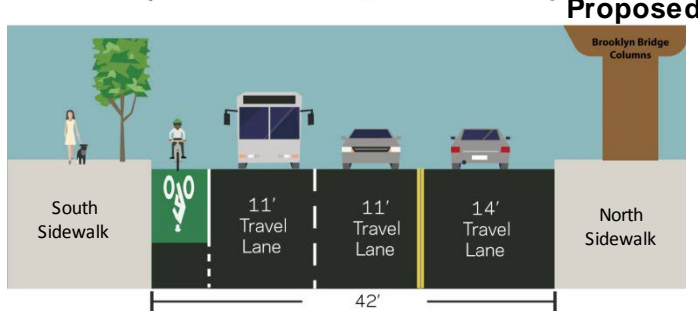
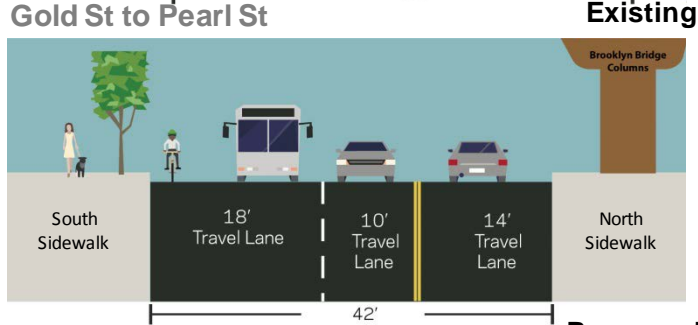
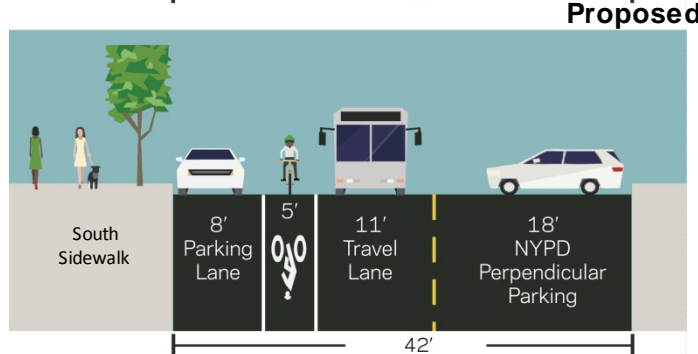
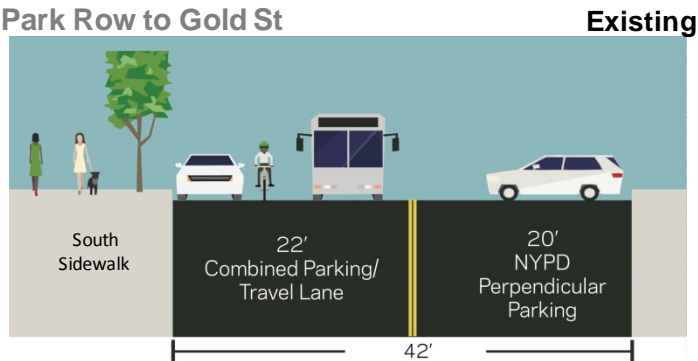
1

Bike Lane on Frankfort St



**Bike lane creates new connection from Park Row to Lower Manhattan Bike Network**

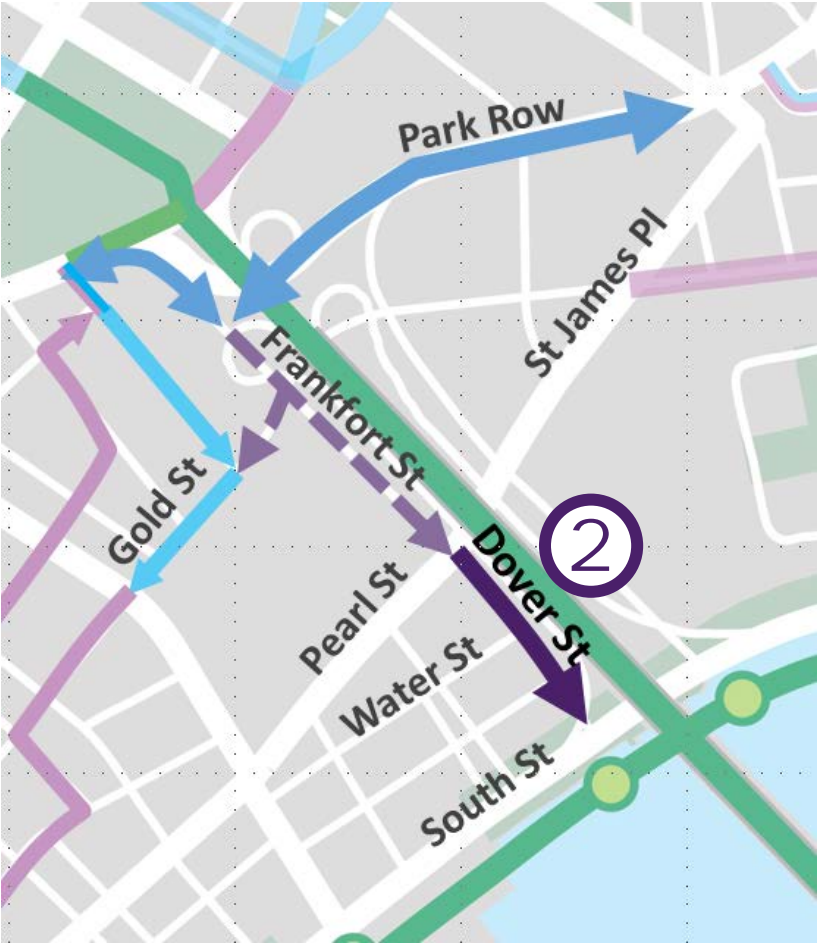
- Organize roadway, calm traffic
- Provide dedicated space for cyclists
- No impact on capacity or parking



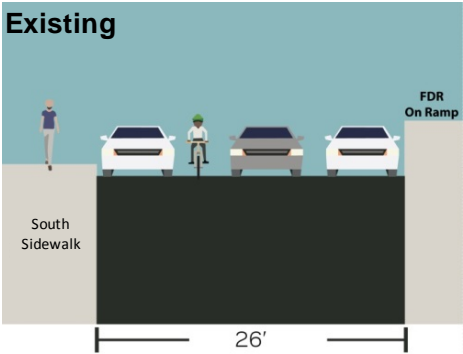


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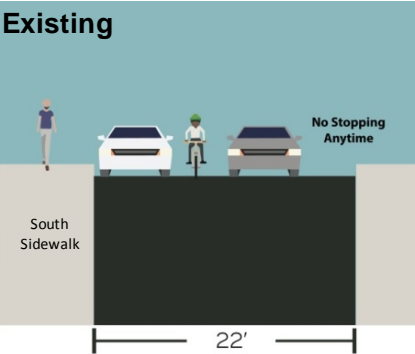
Southbound Shared Lane on  
Dover St



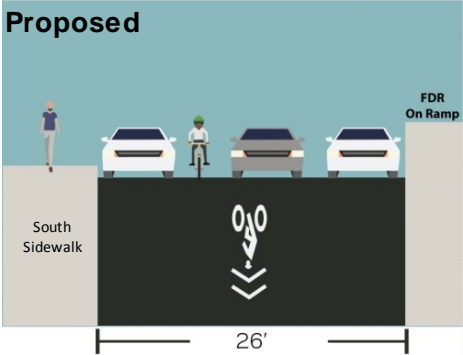
Pearl St to Water St  
Existing



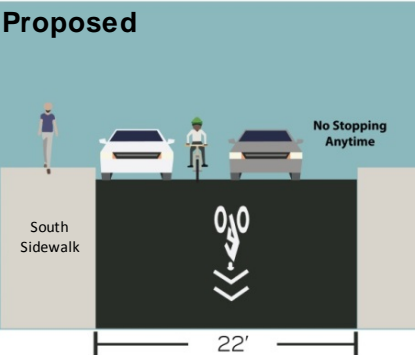
Water St to South St  
Existing



Proposed



Proposed



Shared lanes from Pearl St to Manhattan Waterfront Greenway

- Provides wayfinding
- No impact on capacity or parking

3

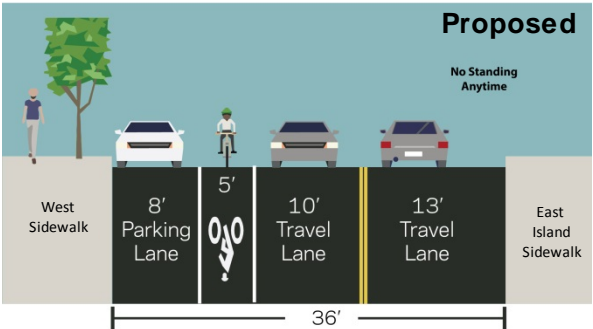
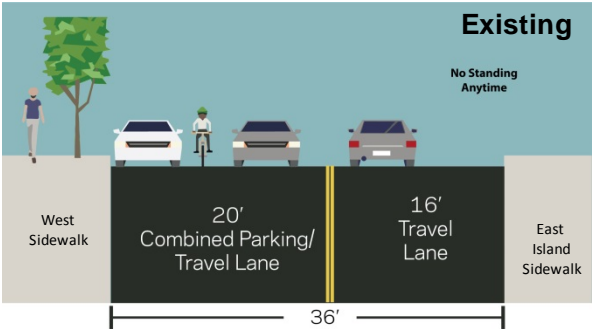
Westbound Bike Lane on Gold St



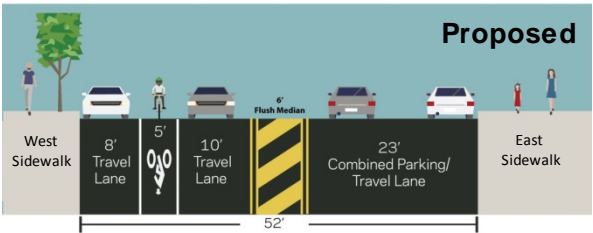
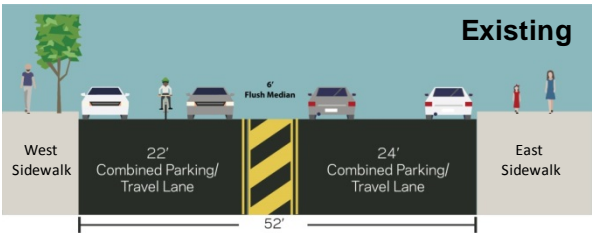
**Bike lanes create new connection from Park Row to Lower Manhattan Bike Network**

- Organize roadway, calm traffic
- Provide dedicated space for cyclists
- No impact on capacity or parking

At Frankfort St



At Spruce St





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## Summary

# 4

## BENEFITS OF DESIGN ELEMENTS

### Roadway markings Vehicles (NYPD and Buses)

- Organize the roadway
- Improves safety
- Improve alignment, and visibility
- Establish standard width; discourage speeding

### Cyclists

- Dedicated space for cyclists
- Increase predictability of cyclists location
- Direct connections to existing network
- Provide wayfinding

### Pedestrian space and high visibility crosswalks

- Creates large pedestrian space
- Creates safer pedestrian crossings
- Improves alignment at intersections
- Discourage drivers from encroaching into crosswalk

**Organized  
roadway**

**Dedicated  
space for  
cyclists**

**Shorter, safer  
pedestrian  
connection**





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# Questions?

# THANK YOU!



NYC DOT



NYC DOT



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NYC DOT