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**
Background
Background

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

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
Park Row
Brooklyn Bridge Connection
Proposed Improvements

1. Pedestrian and Bike Access on Park Row

2. Two-way Protected Bike Lane on Frankfort St
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
Proposed Improvements

1. Pedestrian and Bike Access on Park Row

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

Park Row, Brooklyn Bridge Connection

*green bike path for illustrative purposes*
Existing Conditions

Park Row, Brooklyn Bridge Connection

Pedestrian and Bike Access on Park Row

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

Roadway Obstructions
Shipping Containers
Planters
“Delta Barrier” - Guard Booth
Jersey/Block Barriers
PD Parking
Pedestrian and Bike Access on Park Row

Existing Conditions

1. Excess Space with Lack of Formal Markings
   - Disorganized PD Parking
   - No Dedicated Space for Pedestrians and Bikes
   - Unpredictable Movements
   - Long Pedestrian Crossing
Proposed Improvements

1. Pedestrian and Bike Access on Park Row

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
Existing Conditions

Frankfort St
No Dedicated Bike connection to Brooklyn Bridge

Unclear Brooklyn Bridge Pedestrian Access
Jersey Barriers
PD Parking

New protected bike connection to Brooklyn Bridge

Two-way Protected Bike Lane on Frankfort St

Park Row
Roadway narrows
Additional barriers

Frankfort St, looking south towards Park Row
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

Two-way Protected Bike Lane on Frankfort St
Extends bike connection to 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

Upgrade pedestrian connection to Brooklyn Bridge staircase
Remove barriers
Relocate NYPD parking
New crossing as feasible
“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)
Proposed Improvements

1. Bike Lane on Frankfort St
2. Shared Lane on Dover St
3. Bike Lane on Gold 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
Shared lanes from Pearl St to Manhattan Waterfront Greenway

- Provides wayfinding
- No impact on capacity or parking
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
Existing
- No Standing Anytime

Proposed
- 8' Parking Lane
- 10' Travel Lane
- 13' Travel Lane

At Spruce St
Existing
- 22' Combined Parking/Travel Lane
- 24' Combined Parking/Travel Lane

Proposed
- 8' Travel Lane
- 10' Travel Lane
- 23' Combined Parking/Travel Lane
Summary
BENEFITS OF DESIGN ELEMENTS

Summary

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
Questions?

THANK YOU!