



Park Row

Manhattan Community Board 1

May 16, 2024



NYC DOT Public Realm



Community Partnership + Engagement



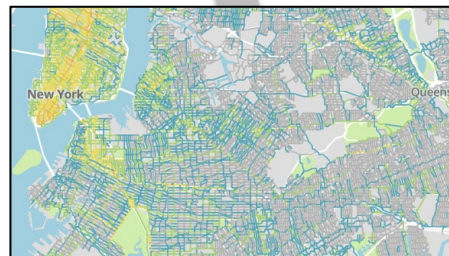
Open Streets



Crossings + Intersections



Dynamic Curb + Corridor Strategies



Comprehensive Planning + Policy



Equity Focused Maintenance



Programming + Concessions



Premier Public Spaces

Chinatown Connections

With \$11.5M in DOS grants, NYC DOT is contributing an additional \$44.3M in City Capital for a total project budget of \$55.8M

The City's project scope includes 3 major components (*state funding in brackets*):

1. Renovating Kimlau Square (\$5M)

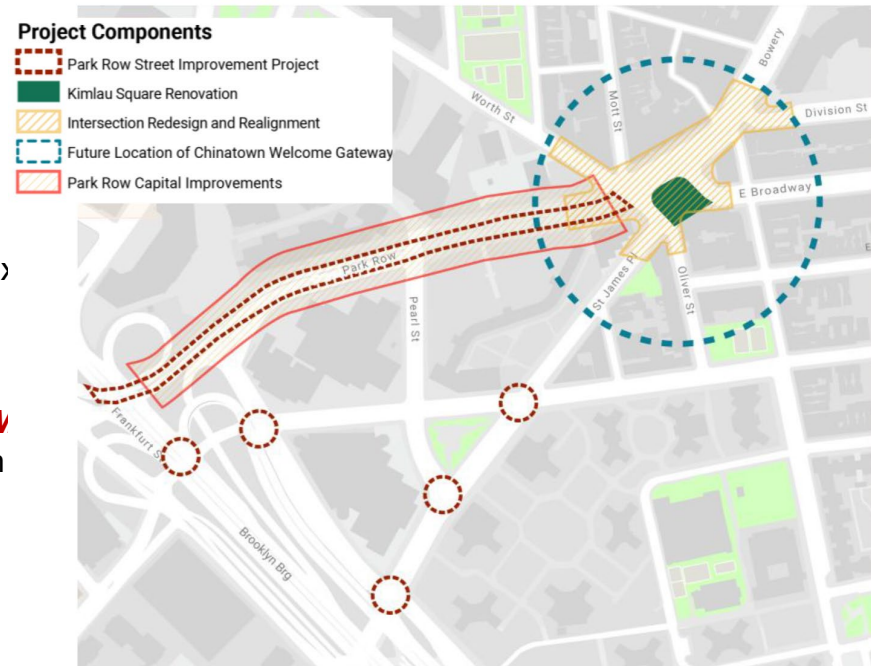
Expand public space at Kimlau Square to support a broader mix of community events, draw visitors into the neighborhood, and provide open space in the heart of the community.

2. Beautifying the Park Row Connection to Chinatown (\$4M)

Implement a Street Improvement Project (SIP) in the near-term to beautify and improve accessibility at Park Row from the Brooklyn Bridge to Kimlau Square, while engaging on future capital improvements in the long-term.

3. Creating a Chinatown Welcome Gateway (\$2.5M)

Build a landmark gateway to commemorate the cultural heritage of the area and draw visitors to the neighborhood



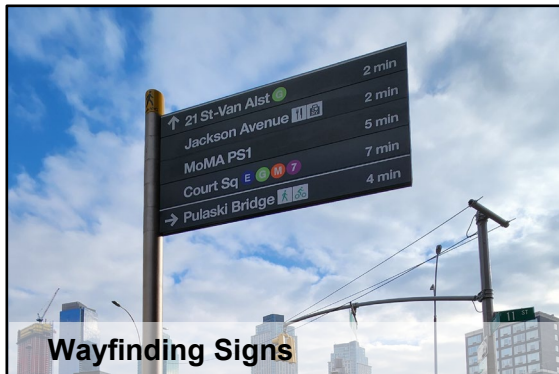
SIP Objectives

- Improve Park Row as a critical pedestrian and bike route connecting lower Manhattan, Chinatown, Brooklyn Bridge, and Brooklyn Bridge Arches.
- Facilitate easier pedestrian access to streets and amenities within the security zone
- Enhance pedestrian safety
- Create welcoming gateways



Annual numbers from 2019, Downtown Alliance, 2019, Welcome to Chinatown, HR&A, and 2018, NYC DOT

SIP Toolkit



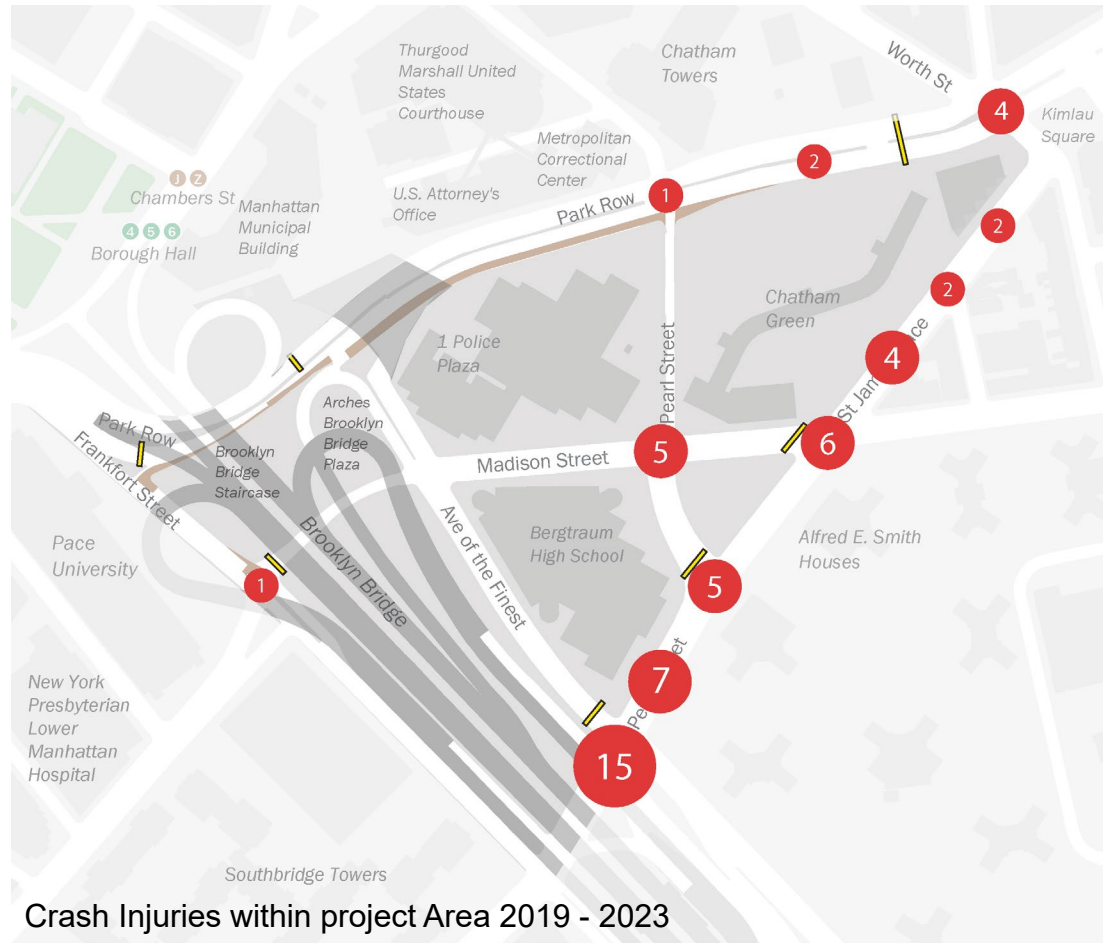
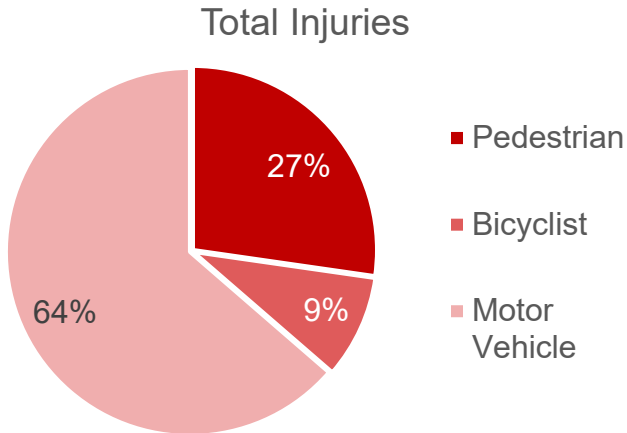
Project Context

- Park Row closure after 9/11
- Five bus lines serve the area
- In proximity to 4, 5, 6, J, and Z subway lines
- Major residential buildings, including Alfred E. Smith Houses, Chatham Green, Chatham Towers, and Southbridge Towers
- Educational institutions, including Pace University and Murry Bergtraum High School
- Civic institutions, including City Hall, Manhattan Municipal Building, One Police Plaza, Thurgood Marshall United States Courthouse, and U.S. Attorney's Office
- Tourist attractions and neighborhood amenities, including Brooklyn Bridge, Chinatown, and Arches Brooklyn Bridge Plaza
- New York-Presbyterian Lower Manhattan Hospital



Safety Data

- 55 injuries in total
- 2 severe injuries (1 pedestrian, 1 bicyclist)



Recent Outreach Summary

Chinatown Connections virtual and in-person workshops: summer, 2023

- There was general consensus for bike and pedestrian improvements
- Kimlau Square identified as a priority

SIP on-street workshops: April 17 and May 4, 2024

- Participants generally supported proposed improvements that make the area safer and more accessible
- Requests to address conflicts between bikes and pedestrians and improve bus amenities.
- Strong interests in Kimlau Square redesign updates








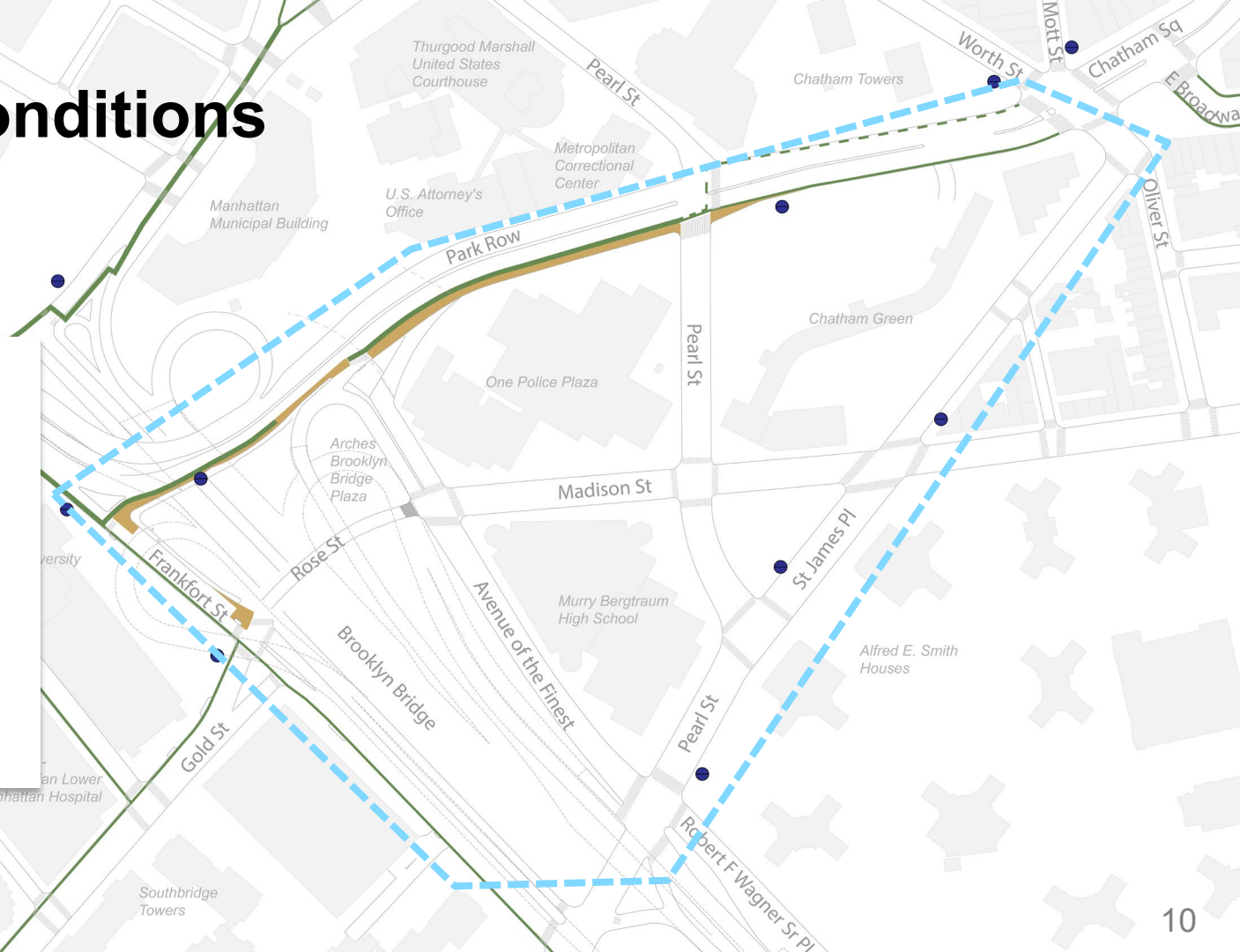
Existing Conditions



Existing Conditions

Legend

-  Painted Pedestrian Space
-  Two-way Bike Lane
-  One-way Bike Lane
-  Project Scope
-  Wayfinding Signs



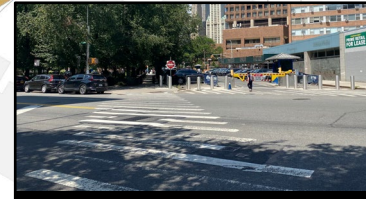
Insufficient and Unsafe Pedestrian and Bike Access



Insufficient Shared Space



Narrow and Obstructed Sidewalk



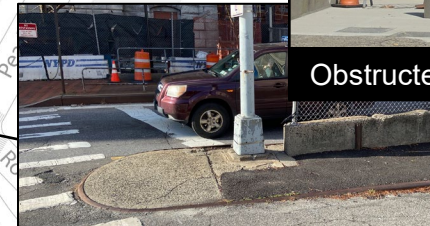
Long Crossing Distance



Obstructed Bike Lane



Obstructed Sidewalk



Narrow Sidewalk



Legend

- Painted Pedestrian Space
- Two-way Bike Lane
- One-way Bike Lane
- Wayfinding Signs

Confusing to Navigate

Legend

- Painted Pedestrian Space
- Two-way Bike Lane
- One-way Bike Lane
- Wayfinding Signs



Lack of Wayfinding Signs on Park Row







Existing Wayfinding Signs Not Visible from Park Row Entrance

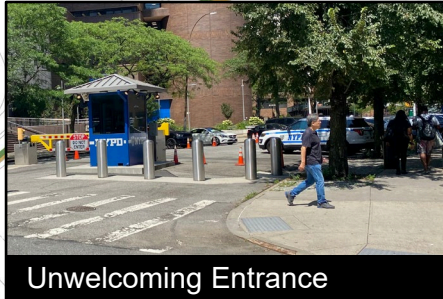
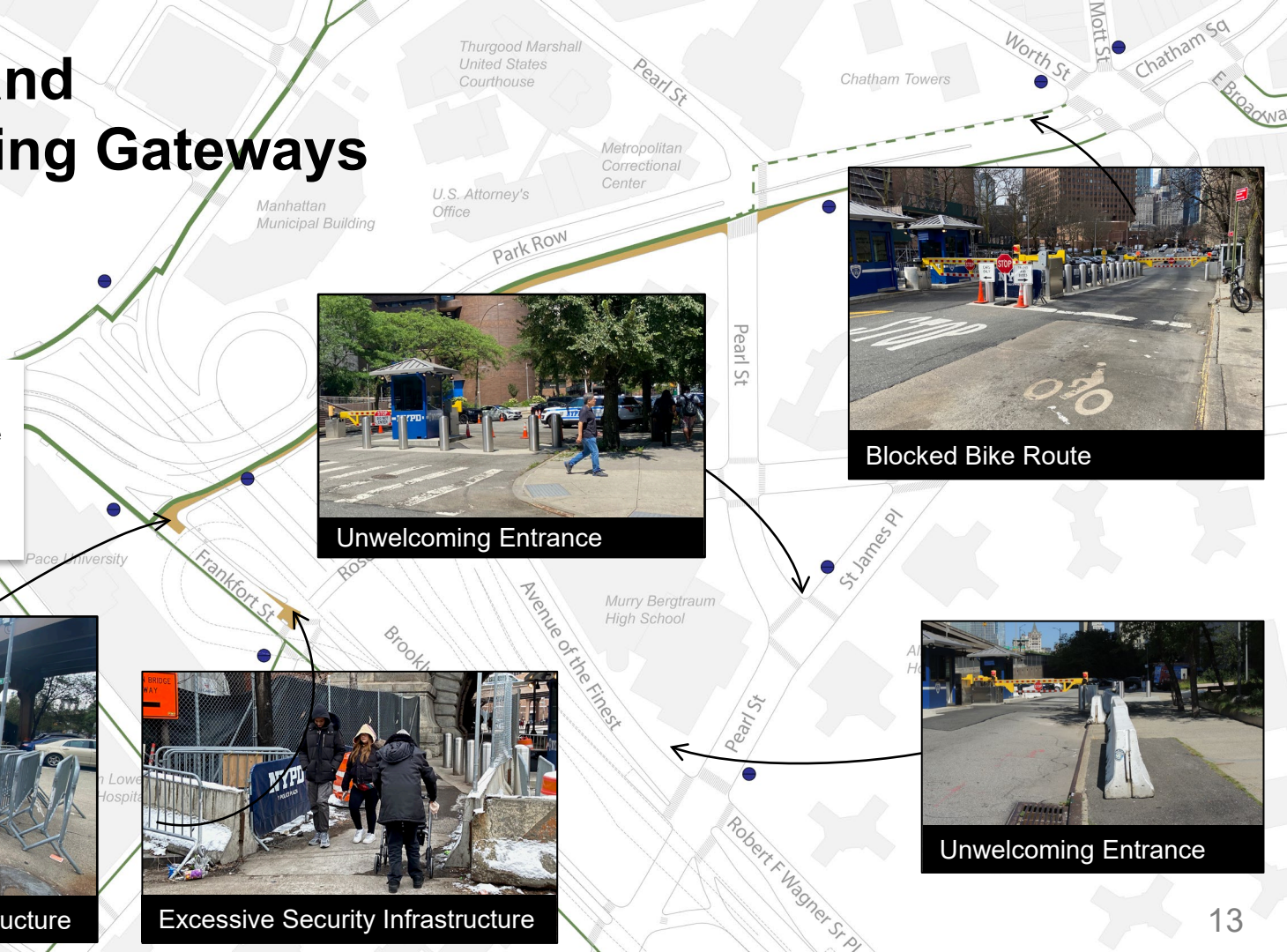


Lack of Wayfinding Signs in Security Zone

Cluttered and Unwelcoming Gateways

Legend

-  Painted Pedestrian Space
-  Two-way Bike Lane
-  One-way Bike Lane
-  Wayfinding Signs



Unwelcoming Entrance



Blocked Bike Route



Excessive Security Infrastructure



Excessive Security Infrastructure



Unwelcoming Entrance

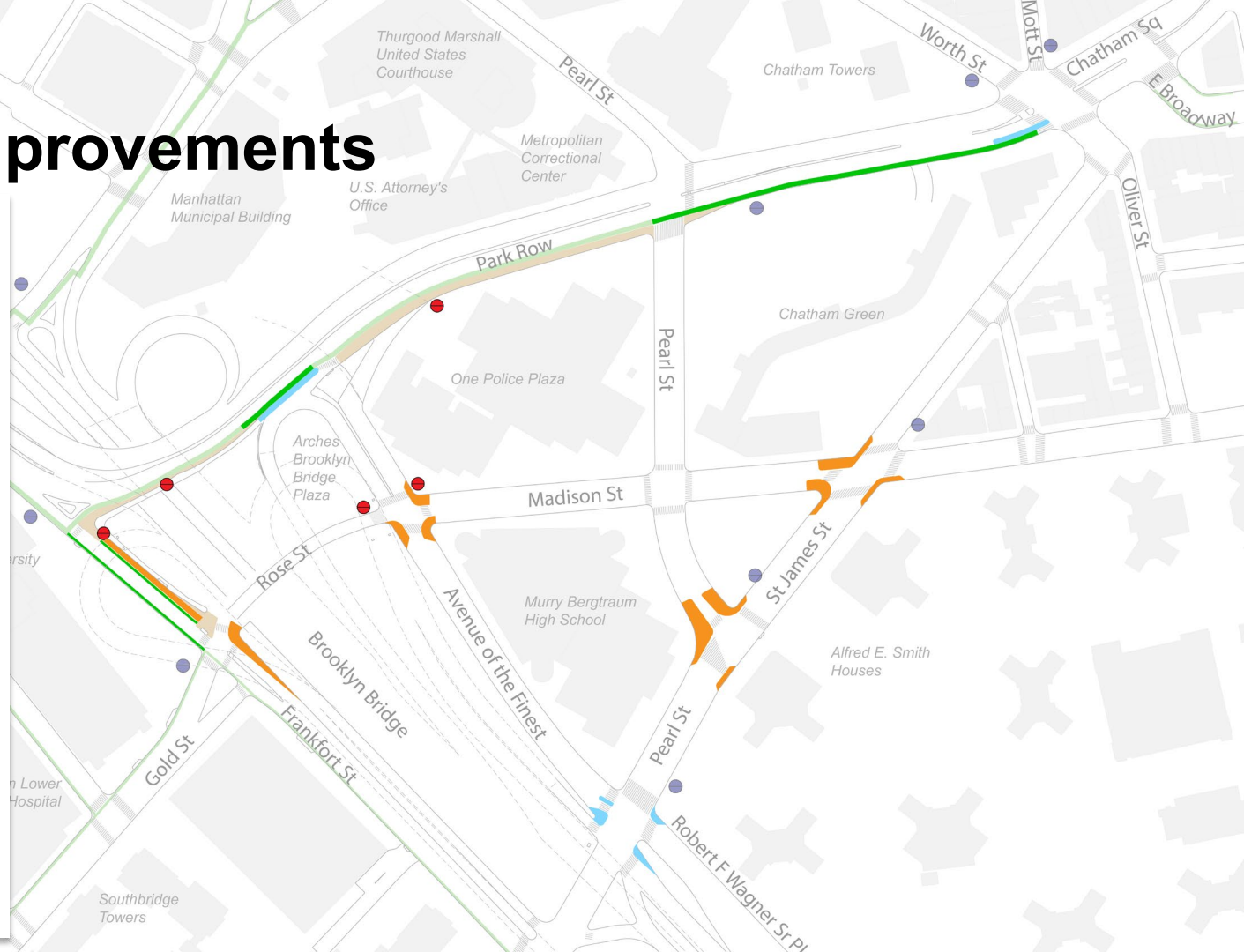
Proposal

2

Proposed Improvements

Legend

- Proposed painted pedestrian space
- Proposed concrete
- Proposed/Upgraded Two-way Bike Lane
- Proposed/Upgraded One-way Bike Lane
- Proposed Wayfinding Signs
- Existing painted pedestrian space
- Existing Two-way Bike Lane
- Existing One-way Bike Lane
- Existing Wayfinding signs

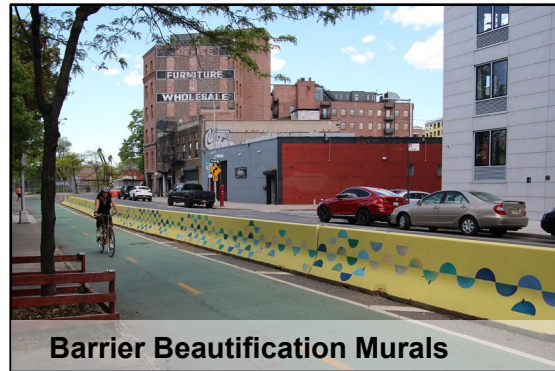


Beautifying the Park Row Connection to Chinatown: NYC DOT Funded NYC DOT Art

- NYC DOT Art will commission site-specific temporary art projects on up to four proposed SIP sites
- An open call (RFQ) to select artists was live April 9 to May 5 and received 165 submissions
- The artist selection process will be a multi-stage process that will include internal NYC DOT units and external stakeholders
- Selected artists matched with final SIP sites in June and engagement with the local community to follow
- Artworks will be installed in late summer and fall

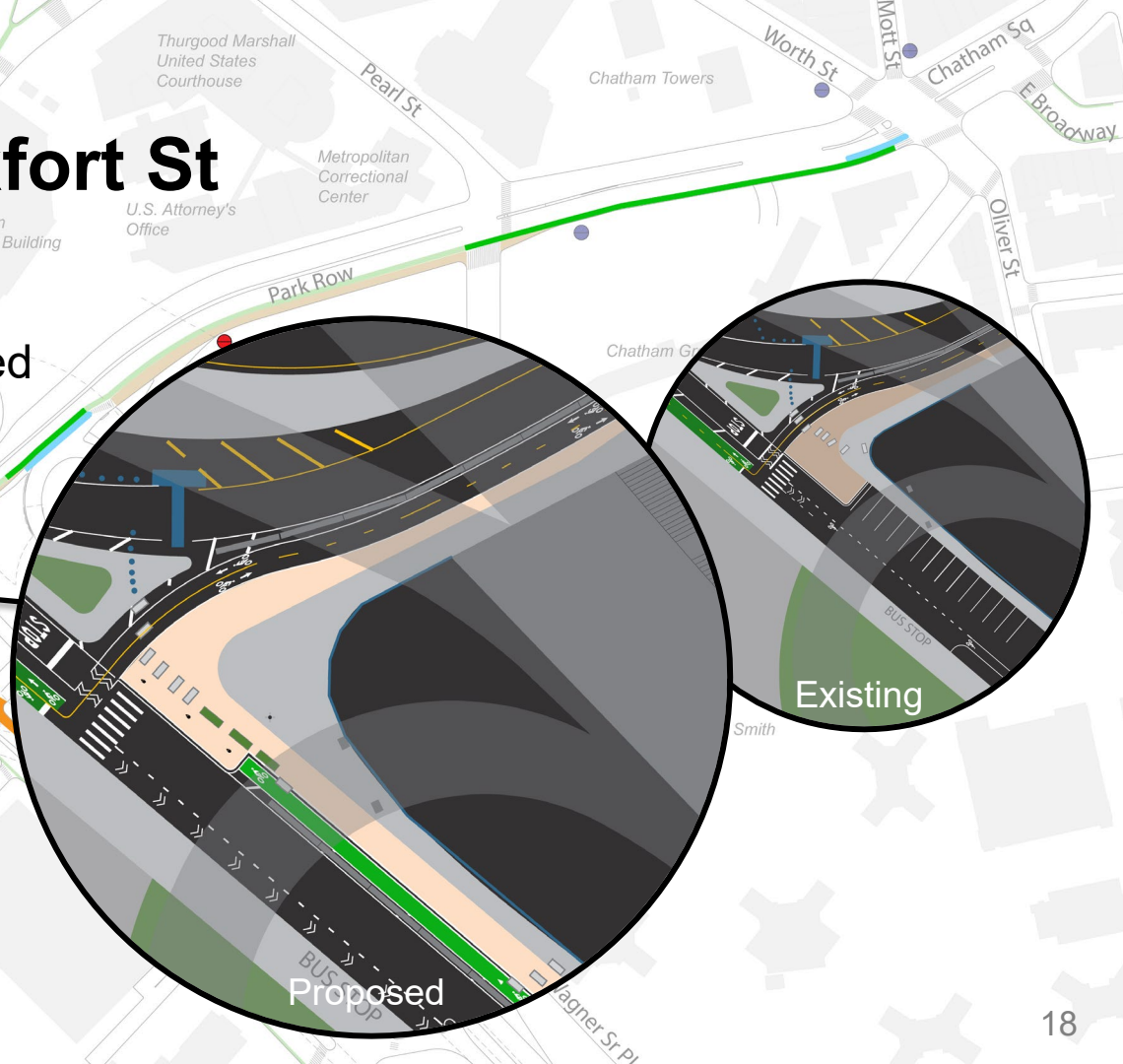


Examples of Temporary Art Treatments



Park Row and Frankfort St

- Painted sidewalk expansion
- New northwest bound protected bike lane on Frankfort St
- Reorganize French barricades and sugar cubes
- Relocate fences to allow more sidewalk space
- New wayfinding sign
- Fence/barrier beautification
- Repurpose 21 AVO parking spaces
- DOT Art opportunity

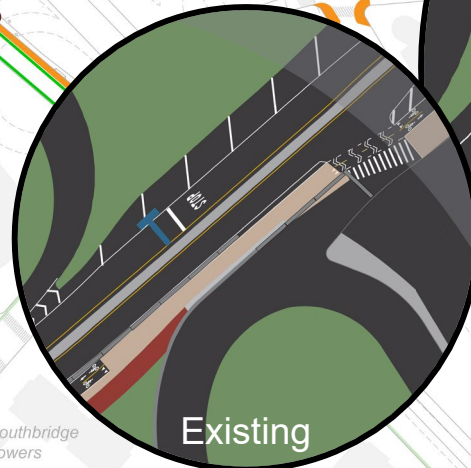


Park Row Pinch Point

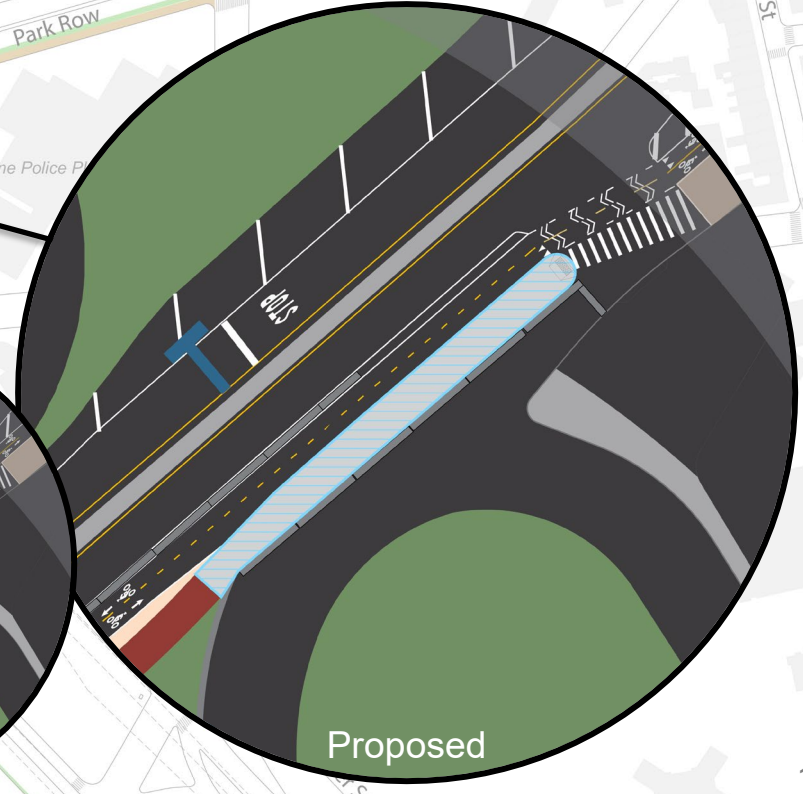
- New ADA-compliant concrete sidewalk
- Dedicated two-way bike lane
- Relocate fences to allow space for new sidewalk



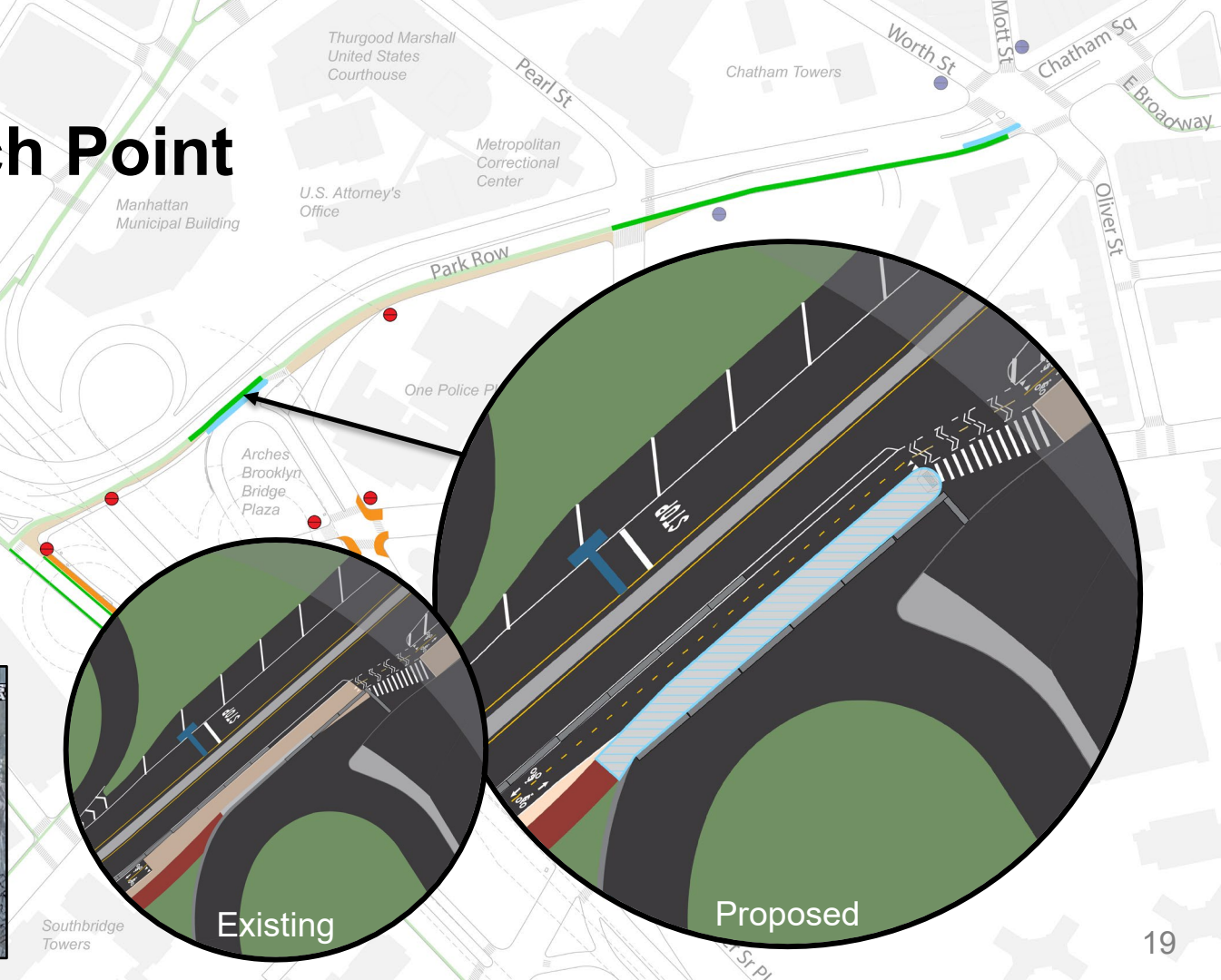
Southbridge Towers



Existing

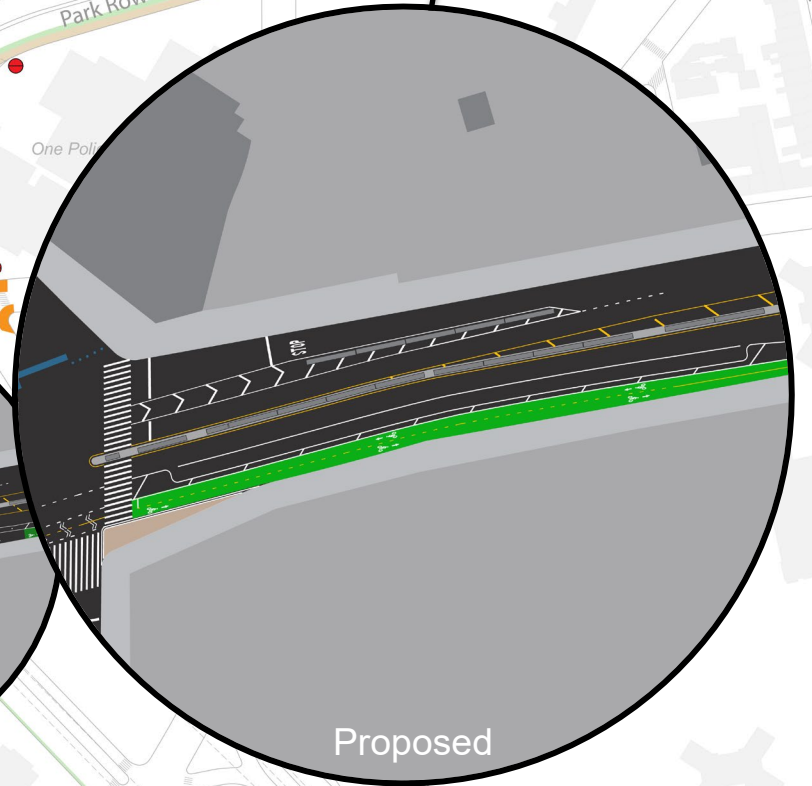
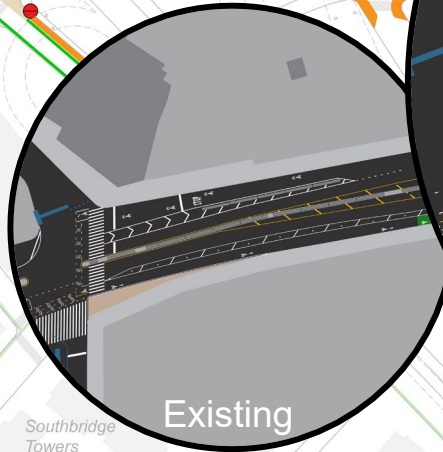


Proposed



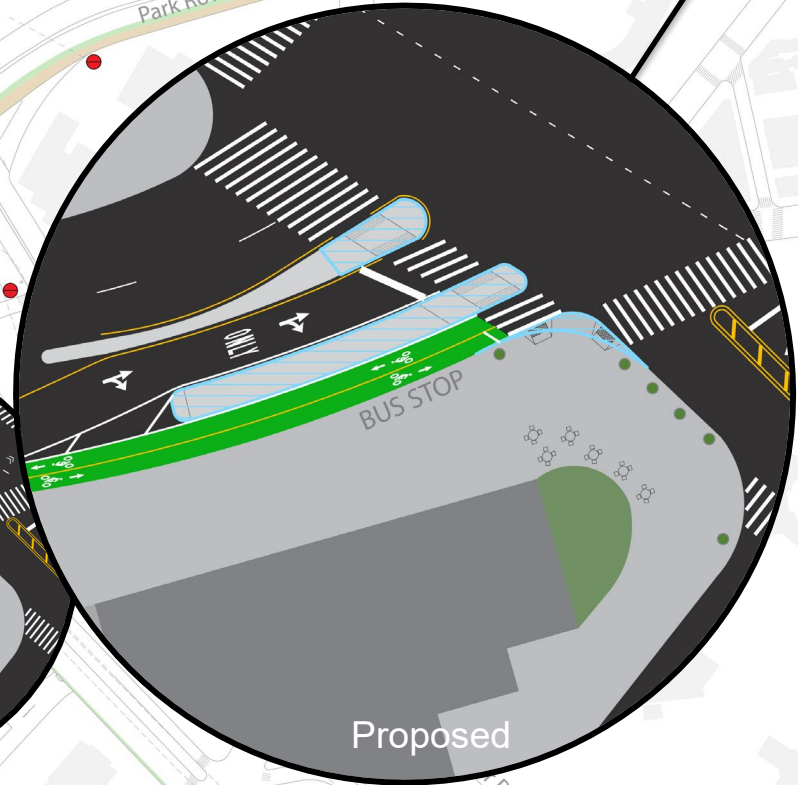
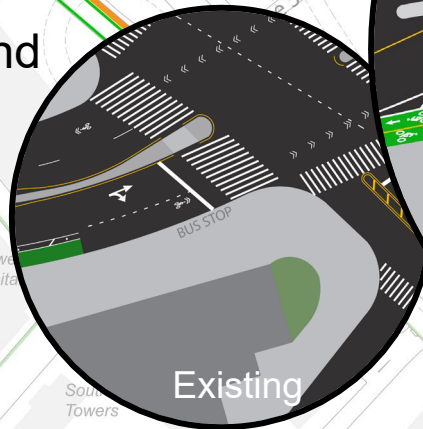
Park Row and Pearl St

- Consolidated two-way bike lane on south curb
- Add 15 parking spaces
- Coordinated with NYPD to reorganize French barricades and parking
- DOT Art opportunity



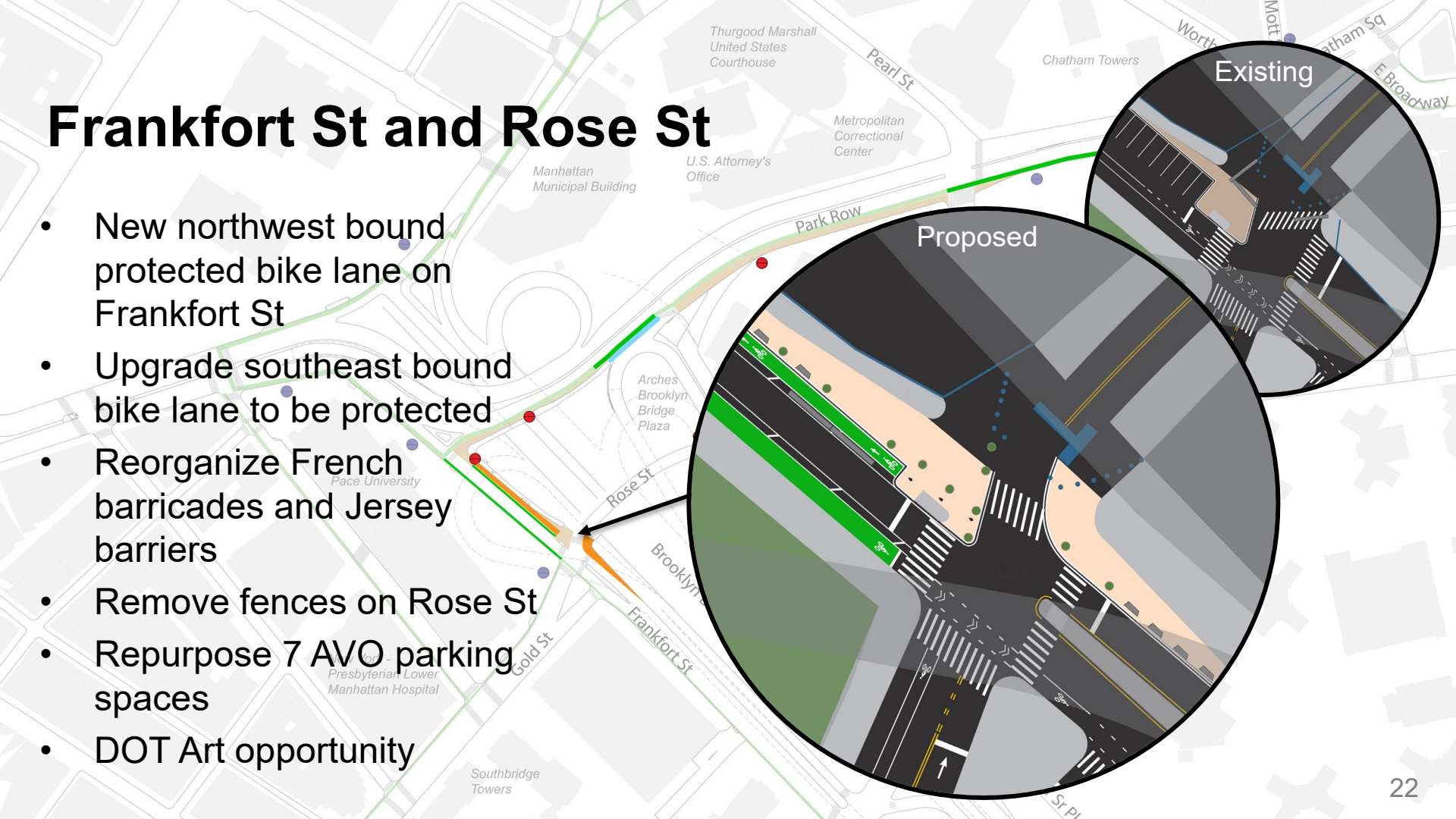
Park Row and Worth St/Oliver St

- Consolidated two-way bike lane on south curb
- New bus boarding island
- New public seating area at Park Row and Oliver St



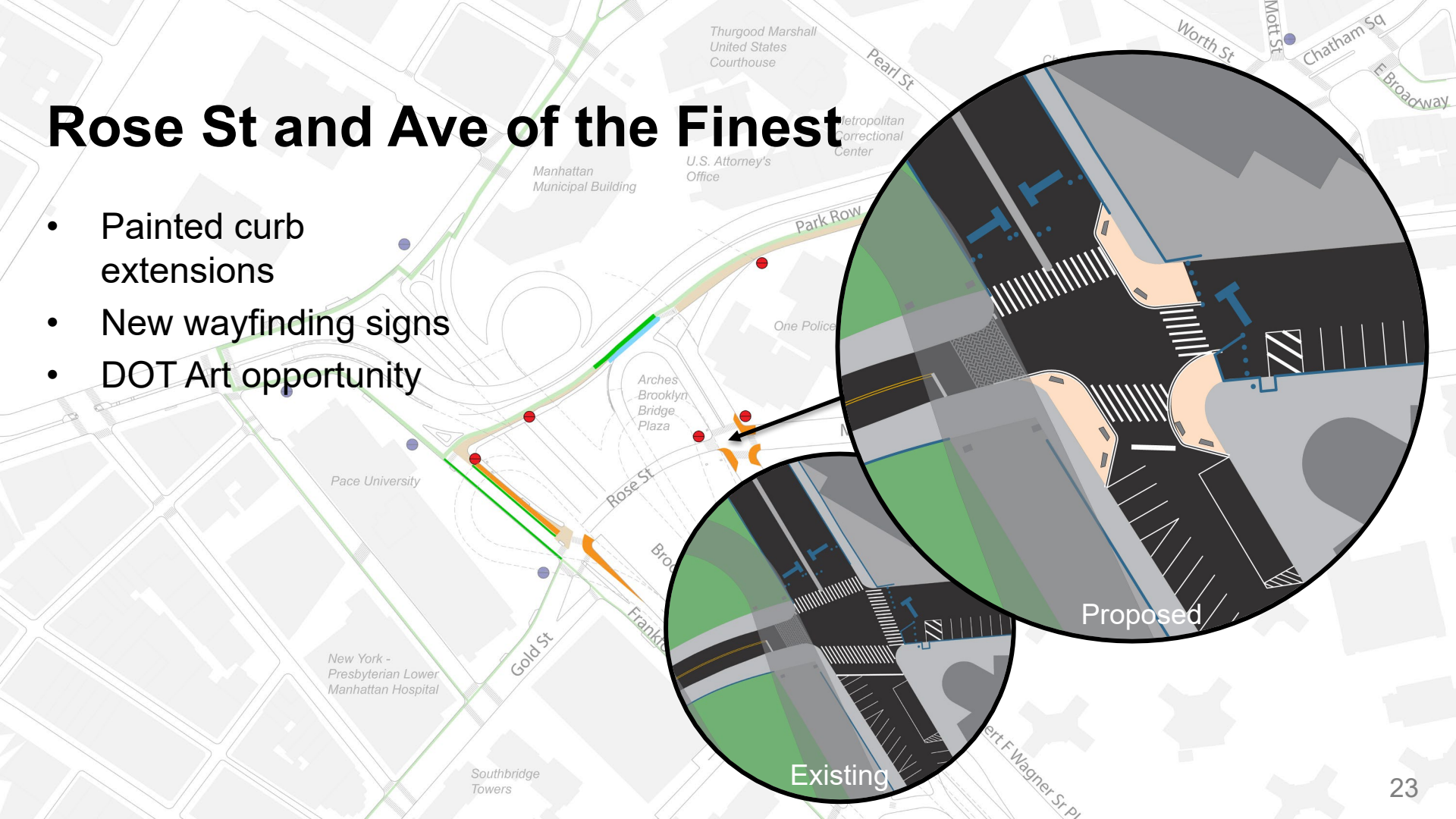
Frankfort St and Rose St

- New northwest bound protected bike lane on Frankfort St
- Upgrade southeast bound bike lane to be protected
- Reorganize French barricades and Jersey barriers
- Remove fences on Rose St
- Repurpose 7 AVO parking spaces
- DOT Art opportunity

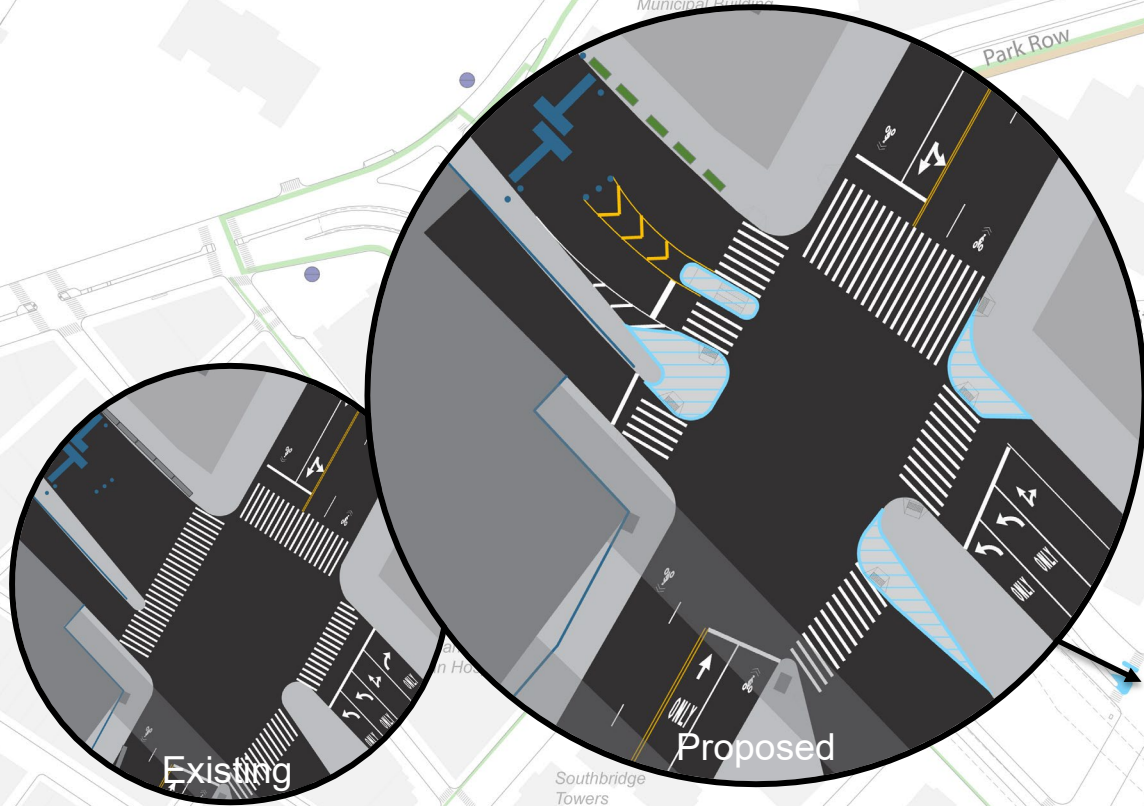


Rose St and Ave of the Finest

- Painted curb extensions
- New wayfinding signs
- DOT Art opportunity

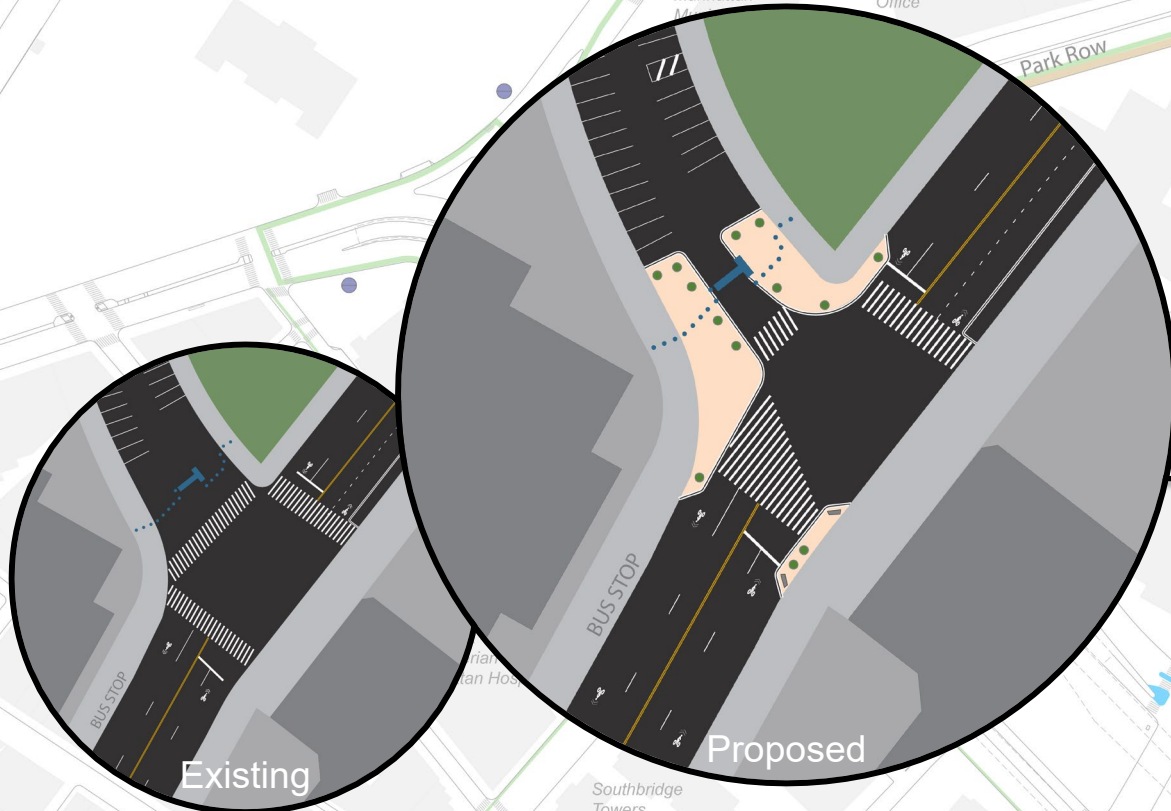


Pearl St and Ave of the Finest



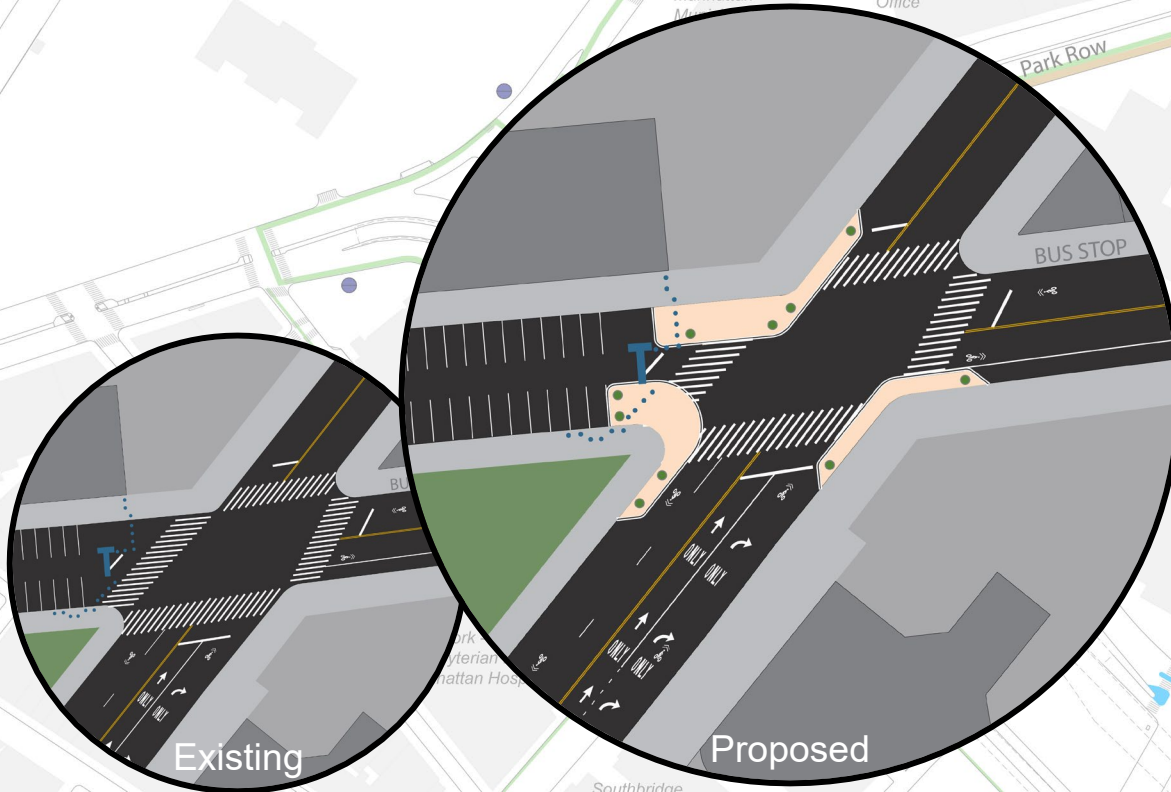
- Concrete curb extensions
- Pedestrian island
- Replace Jersey barriers with security planters

Pearl St and St James Pl



- Painted curb extensions
- DOT Art opportunity

Madison St and St James Pl



- Painted curb extensions
- Signal timing improvement (Leading Pedestrian Interval)
- DOT Art opportunity

Benefits

- Improves pedestrian and bike access to Park Row
- Creates welcoming gateways
- Improves wayfinding
- Provides safer and shorter pedestrian crossings
- Calms vehicle turns



Next Steps

- Ongoing community engagement and agency coordination
- SIP implementation
 - Concrete work, markings, and wayfinding signs installation will start in summer 2024
 - Potential second phase in 2025
- DOT Art
 - Design and Engagement in early summer 2024
 - Art implementation in late summer and fall 2024



Thank You!

Questions?



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