Water Street Corridor
Making Improvements and Taking Steps Toward Transformation

March 19, 2013
Principles

**Anchor to Anchor:** Create a distinctive boulevard that accommodates dynamic uses.

**Water to Water:** Activate open space and the riverfront network.

**Day to Night:** Extend the hours of Water Street and engage pedestrians.

Creating a new Vision & Identity

Study completed - May 2010
Develop plan for capital reconstruction & amenities

Kickoff with DOT - July 2011
Study completed - Fall 2012
Goals

- Implement interim and longer-term improvements to create a more vibrant, visually-cohesive, pedestrian-friendly Water Street corridor
- Enhance existing streetscape and open spaces and strengthen east-west linkages between the downtown core and waterfront
- Set the foundation for long-term transformation of the area

Objectives

- Post-Sandy Rapid Response Coordination
- Pedestrian Safety Improvements and Curb Regulation Modifications
- Temporary Public Spaces and East-West Linkages
- Streetscape Design Toolkit Installation
Corporate and retail façades
Large-scale buildings
Four travel lanes and two parking/loading lanes

Mix of historic and corporate character
Small- and large-scale buildings
One travel lane and two parking/loading lanes
Water Street Corridor :: Assessment :: Previous and Current Streetscape

- Long Pedestrian Crossings
- Low S/B traffic volumes
- Heavy Pedestrian Volumes
- Underutilized curb space
Water Street Corridor :: Assessment :: Previous and Current Streetscape

- Inconsistent Paving & Lack of Amenities
- Uninviting waterfront access
- Loading Docks
- Underused POPS
Water Street Corridor :: Rapid Response Toolkit

- Pavement Marking
- New Signage
- Painted and/or Textured Surfaces
- Flexible Delineators
- Curb Regulation Modifications

Canal St at E. Broadway, LES

Allen Street
Water Street Corridor :: Streetscape Design Toolkit

- Lighting
- Pedestrian Improvements
- Tree Planting
- Benches
- Movable Tables/Chairs
- Wayfinding
Painted neckdowns improve crosswalk alignment

Fulton St area to be determined
Whitehall Street and Bridge Street

Delancey and Bowery Streets
Low S/B vehicle volumes allow for lane drop at Old Slip

Maintain existing number of travel lanes north of Old Slip

Enhanced gateway to waterfront and ferry

Painted neckdowns reduce crossing distances and improves crosswalk alignment
Extend existing plaza space at Whitehall north to Broad into underutilized roadway.

Existing bus stops moved to nearside of intersection and existing truck loading moved to far side of intersection.

Closed low volume slip improves mobility along pedestrian desire lines.

Single moving lane organizes and controls traffic around corner.
Curb Regulations

- Adding metered parking at underutilized curbs
- Combining express bus stops where appropriate
- Adding midday loading/standard weekend parking at time of day bus stops
Tree Planting

- Coordinate with DPR to evaluate current tree conditions during spring
- Determine where to plant
- Identify new locations based on improved geometry and new curb regulations
CityBench

- 4 Existing CityBenches installed on Water Street

- Examining potential additional locations, especially at bus stops along the corridor
Questions / Next Steps

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