



PARK ROW ACCESS

Bike and Pedestrian Connections

Presented to Manhattan Community Board 3, September 19, 2017

Park Row : Presentation Overview



■ Background

- Park Row Closure
- Proposal Overview

■ Park Row, Brooklyn Bridge Connection

- Pedestrian and Bike Access
- Connection to Brooklyn Bridge

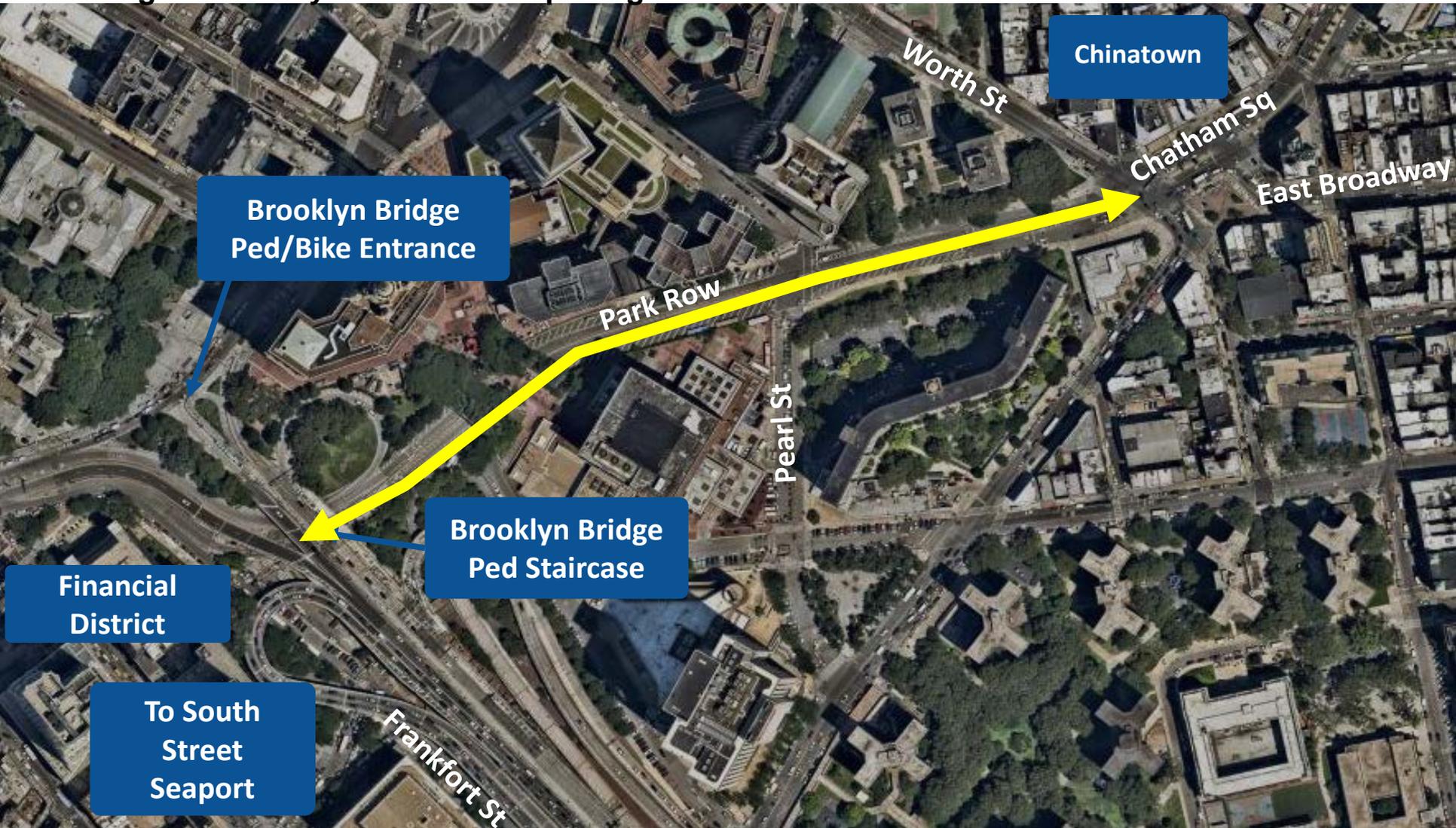
■ Summary

Background

1

Background

- Park Row provides a key connection between important destinations
- Closed since September 11th 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



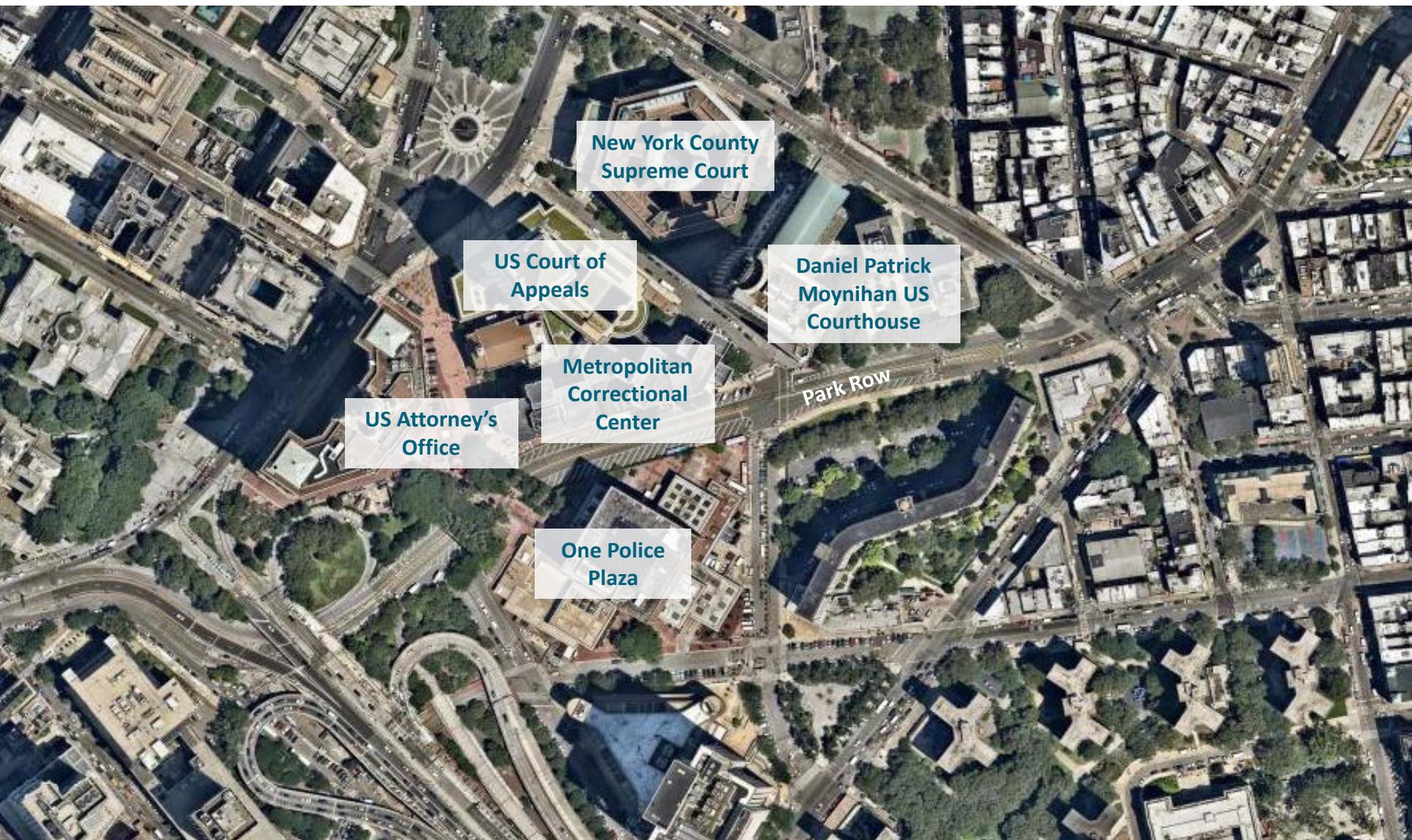
Background

- 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

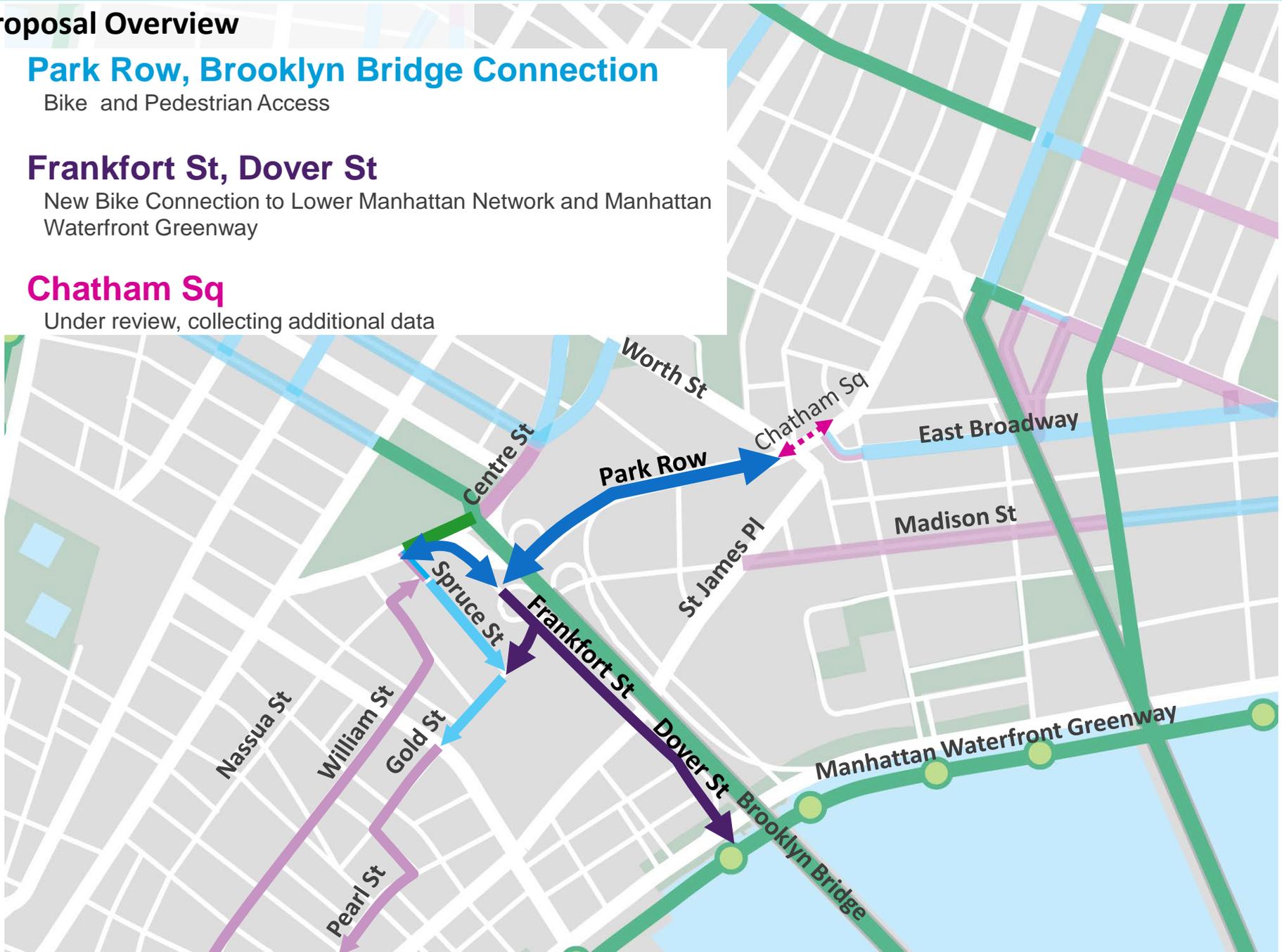
- **June – August 2017:**
 - Series of site visits and meetings to examine feasibility of opening Park Row to pedestrians and cyclists (DOT, NYPD, City Hall, DEP)
 - Development of proposed project
- **August 2017:** Elected official and Community Board notifications; DOT/City Hall press conference
- **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



Background

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**

2

Park Row, Brooklyn Bridge Connection

1

Pedestrian and Bike Access on Park Row

Existing Conditions

Roadway Obstructions

Shipping Containers

Planters

"Delta Barrier" - Guard Booth

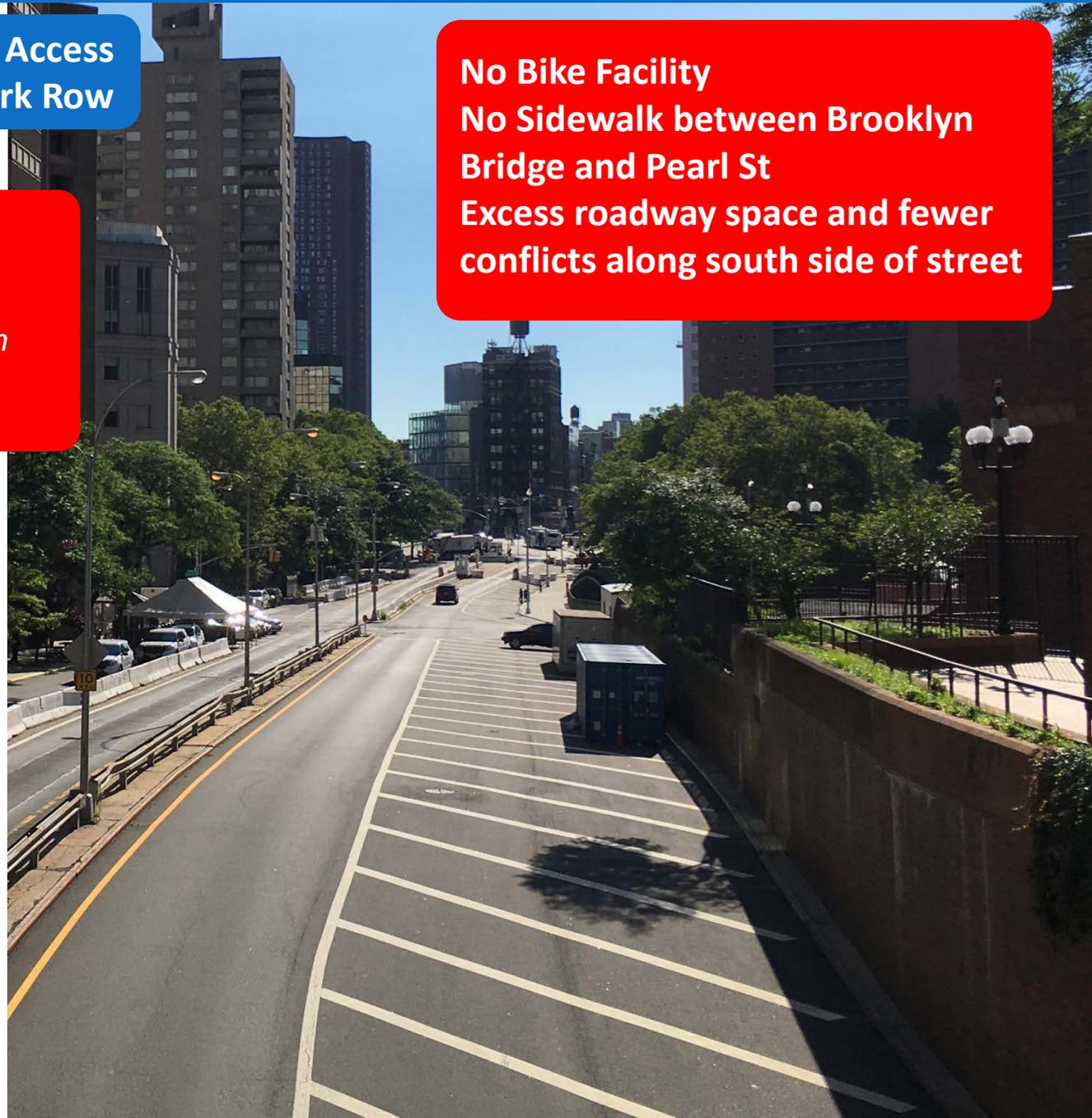
Jersey/Block Barriers

PD parking

No Bike Facility

No Sidewalk between Brooklyn Bridge and Pearl St

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 peds

Maintains M103 and M9 Bus Routes and Bus Stops

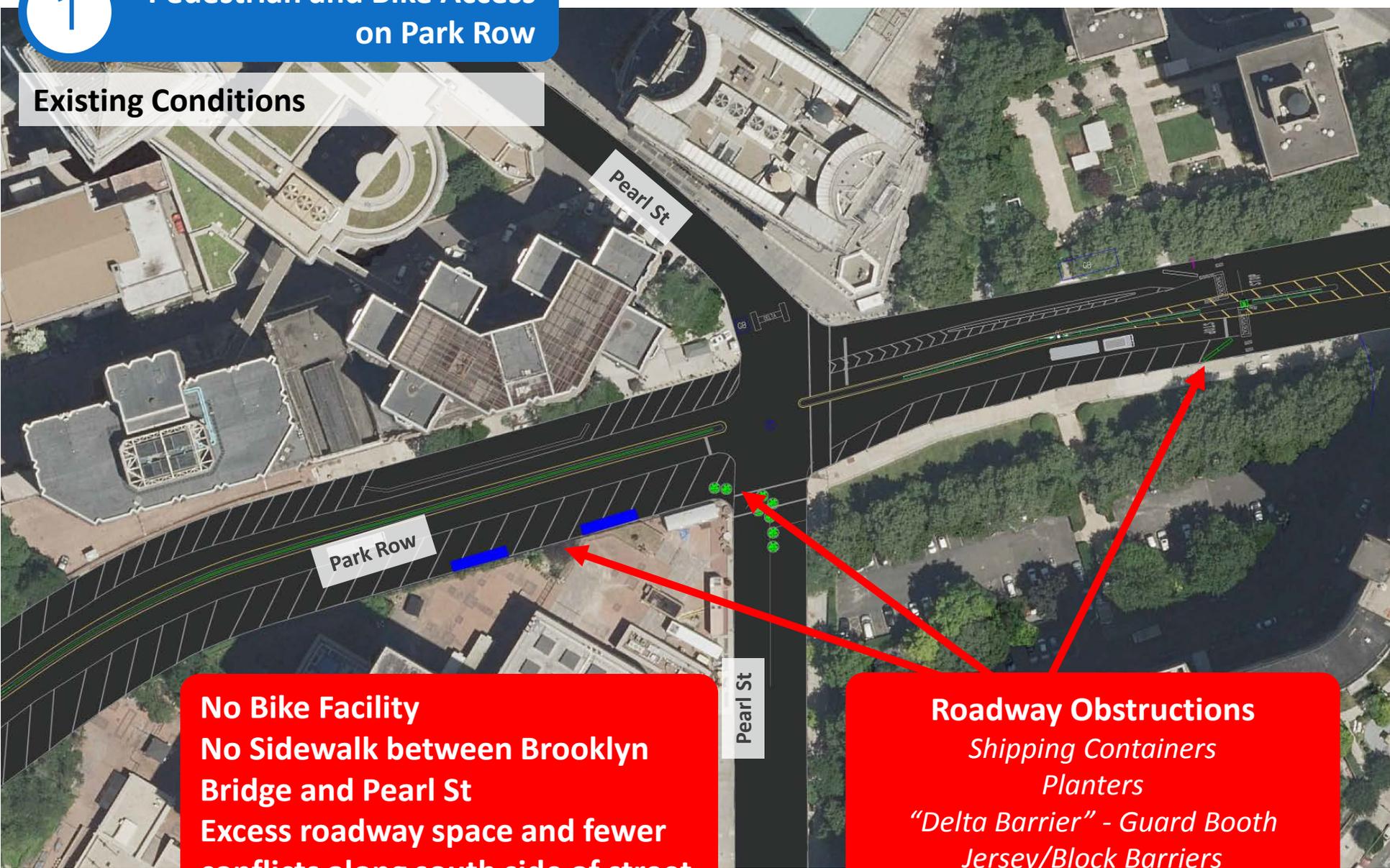
Provides space for NYPD parking



*green bike path for
illustrative purposes*

1 Pedestrian and Bike Access on Park Row

Existing Conditions



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

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

1 Pedestrian and Bike Access on Park Row

Proposed Improvements

New Parking Protected Two-way Bike Path & Pedestrian Space
Maintains M103 and M9 Bus Routes
Provides space for NYPD parking
Separates moving lane from bikes and peds

Protected Two-way Bike Path
Maintains M103 and M9 Bus Routes and Bus Stops
Separates moving lane from bikes
Adequate sidewalk space for peds

green bike path for illustrative purposes



Park Row, Brooklyn Bridge Connection

2

**Two-way Protected Bike Lane
on Frankfort St**

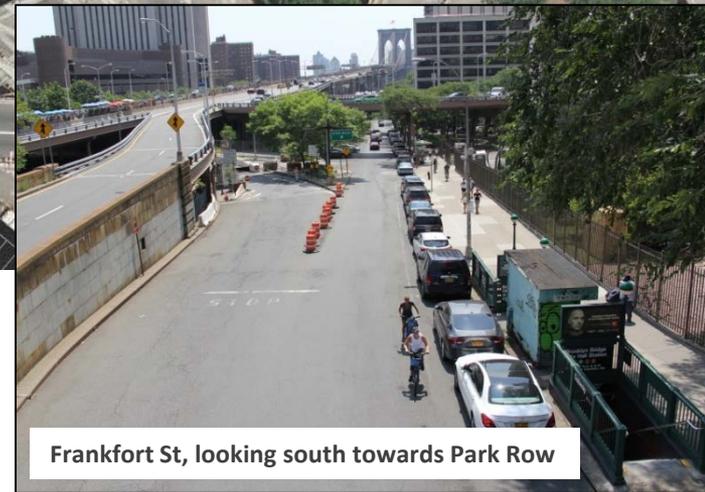
Existing Conditions

**New protected bike
connection to
Brooklyn Bridge**

Park Row
*Roadway narrows
Additional barriers*

Frankfort St
*No Dedicated Bike
connection to Brooklyn Bridge*

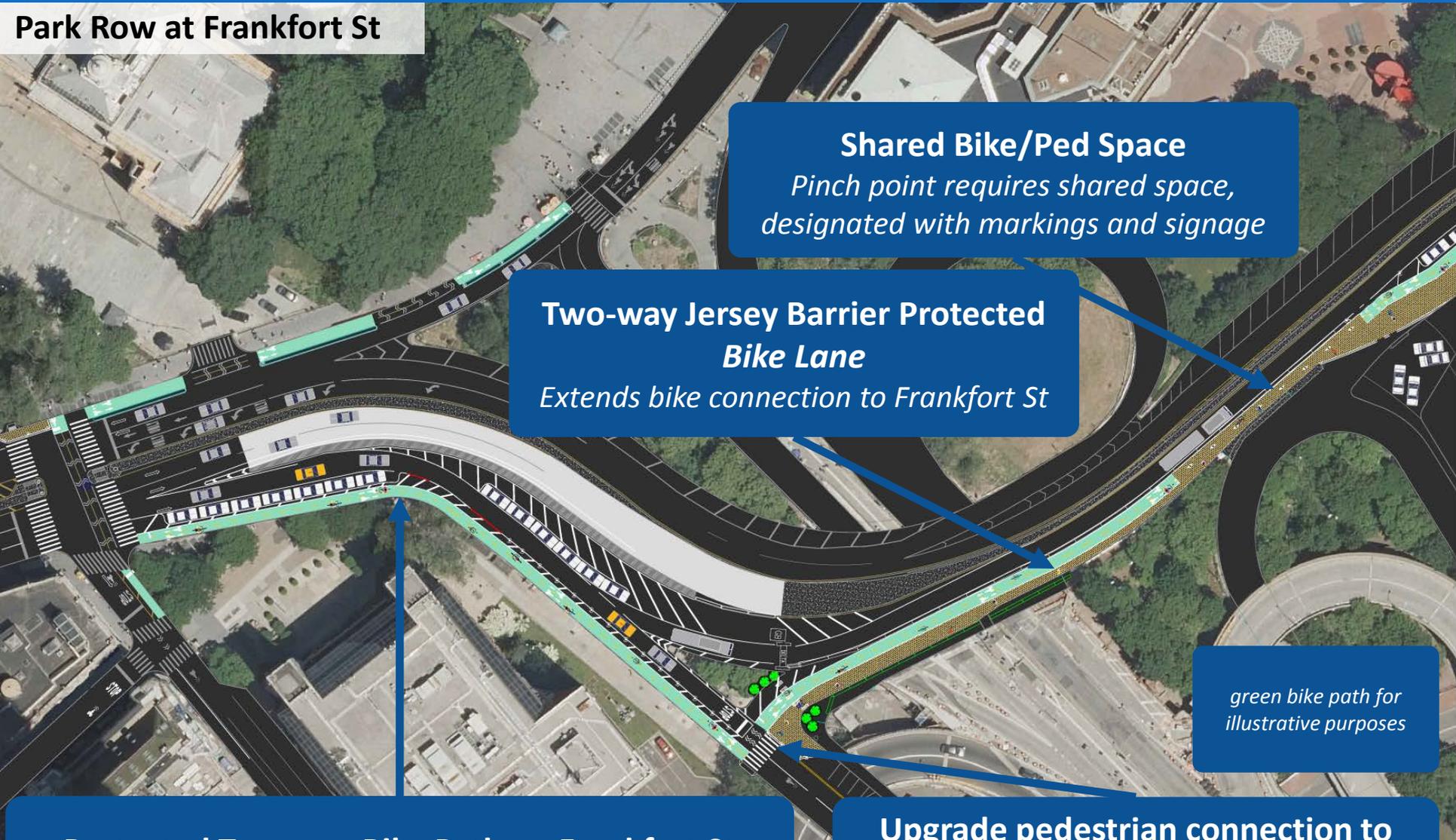
**Unclear Brooklyn Bridge
Pedestrian Access**
*Jersey Barriers
PD Parking*



Frankfort St, looking south towards Park Row

Park Row, Brooklyn Bridge Connection

Park Row at 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

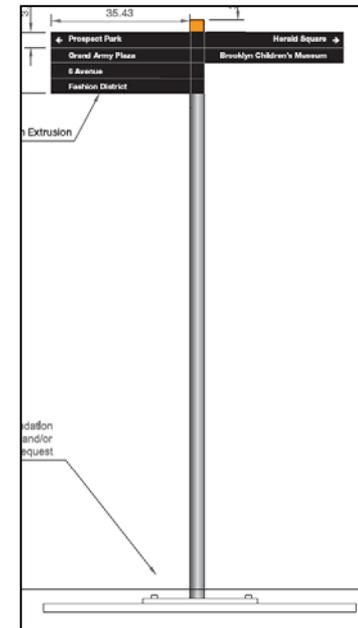
green bike path for illustrative purposes

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*

Park Row, Brooklyn Bridge Connection

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 (September)



Summary

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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

Questions?

THANK YOU!



NYC DOT



NYC DOT



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