



DOT and Parks: East Village/Lower East Side Waterfront Access Study

Community Board 3 | Feb. 13, 2024

Agenda

- Background and goals
 - Our process
 - Study vision
 - Improvement Concepts
 - Next steps
- Tonight, we'll be sharing opportunities for making the FDR Drive corridor greener, more walkable, and more inviting and improving access to waterfront open space.
 - These opportunities have risen out of a year of community engagement, agency coordination, and analyses.
 - We will incorporate feedback from today's meeting into the final report for the study.

Project Team

City Team

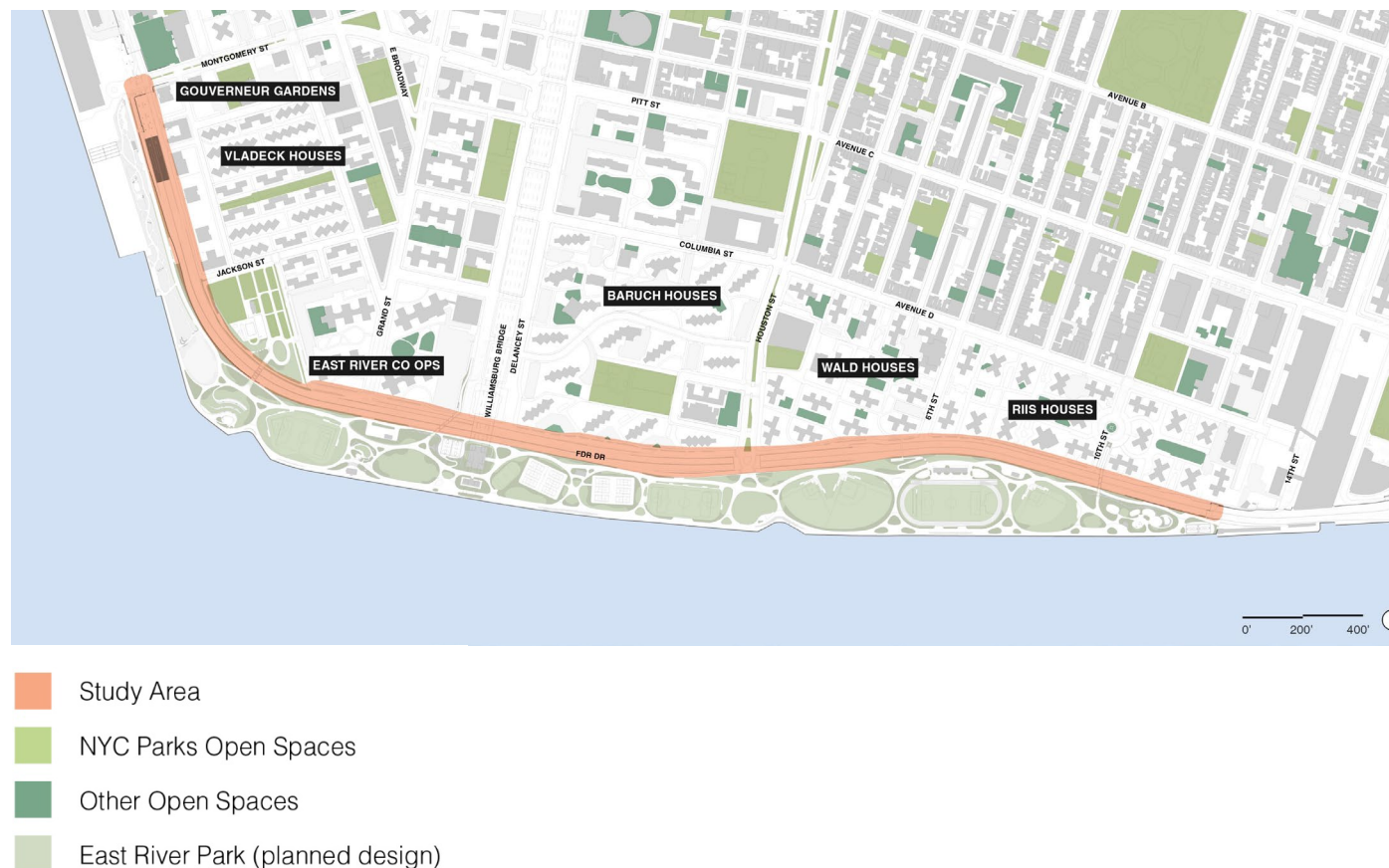
- DOT: Kol Gjelaaj, Gregory Haas, Jennifer Sta. Ines, Kate Scherer
- Parks: Michael Bradley and Sarah Neilson

Consulting Team

- Arcadis
- ONE
- Starr Whitehouse
- Sam Schwartz
- Matrix
- TCT

Study Background & Goals

- Conceptual study to explore potential improvements along and across FDR corridor from Montgomery St to 14th St.
- Study fulfills one of the City's commitments associated with East Side Coastal Resiliency (ESCR).
- Study will help NYC Department of Transportation (DOT) and NYC Parks coordinate with planned capital improvements in the East Village and Lower East Side.
- No capital funding is associated with this study – the study can help city agencies seek funding for future improvement.



Prior Planning Efforts

- This study builds off the many prior planning initiatives completed over the last 20 years on how to improve access and connectivity along the waterfront.

COMMUNITY WATERFRONT PLANS (2004– 2012)

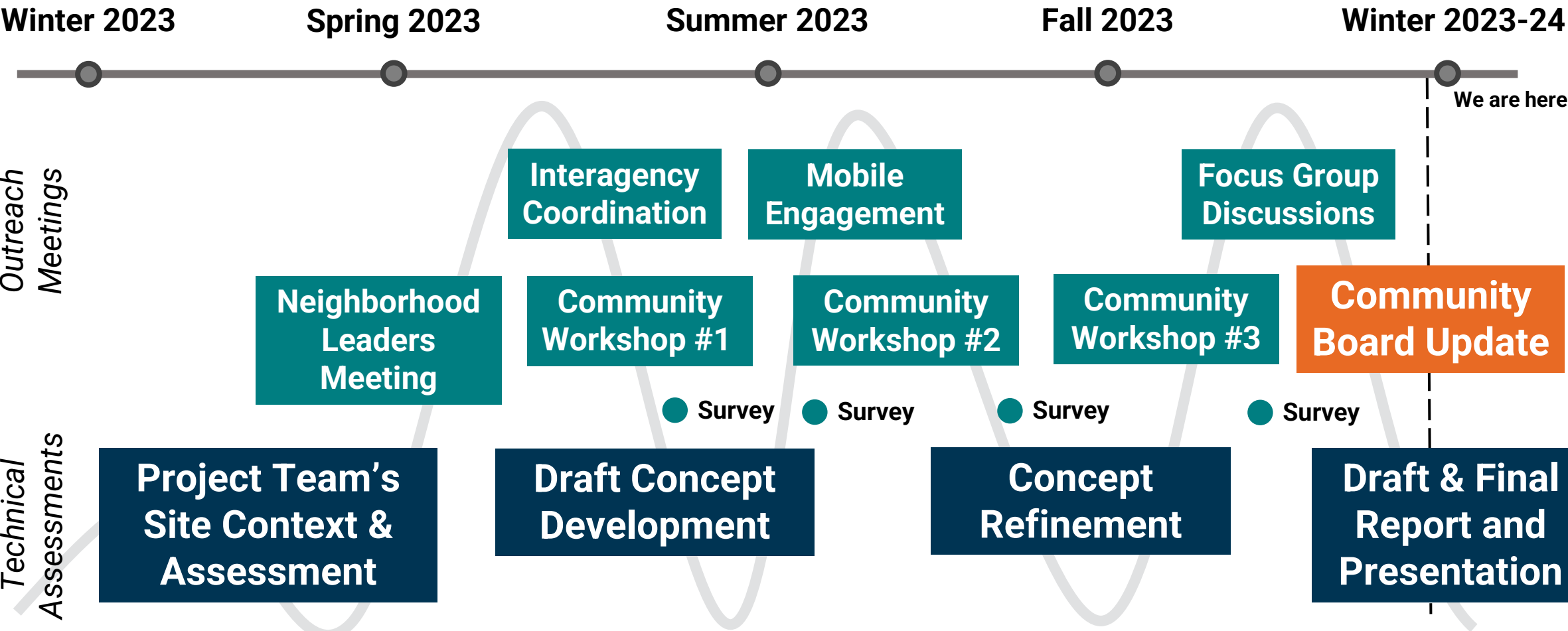


HURRICANE SANDY, REBUILD BY DESIGN, EAST SIDE COASTAL RESILIENCY PROJECT (2012– PRESENT)

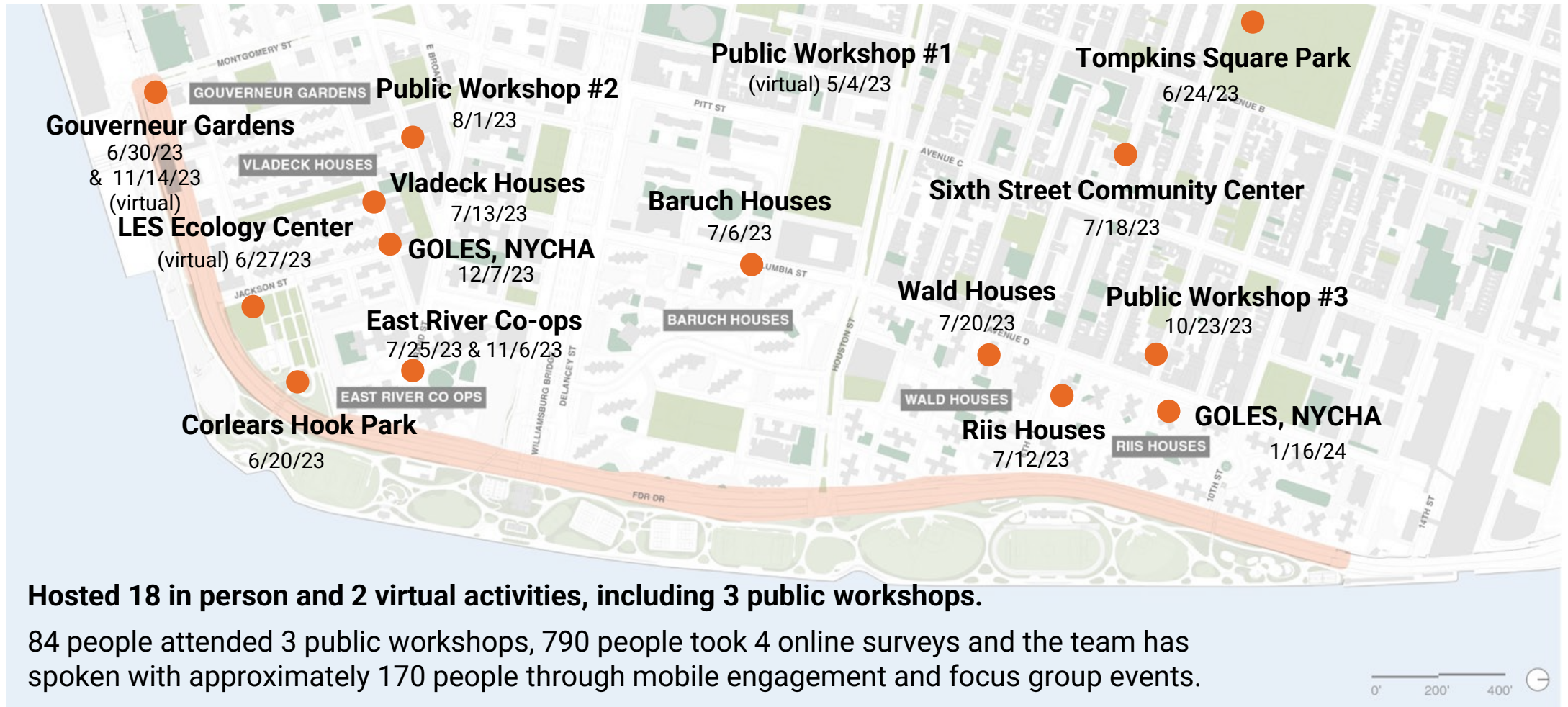


Study Process

Project Schedule



Community Engagement

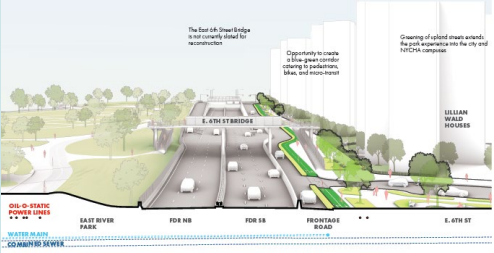
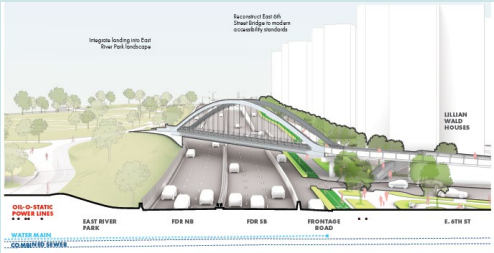


Community Engagement

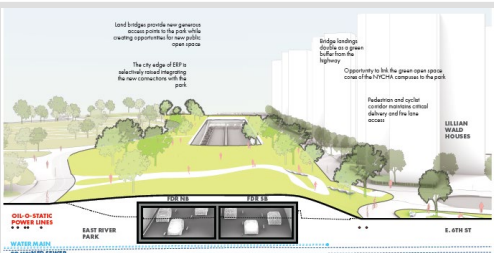
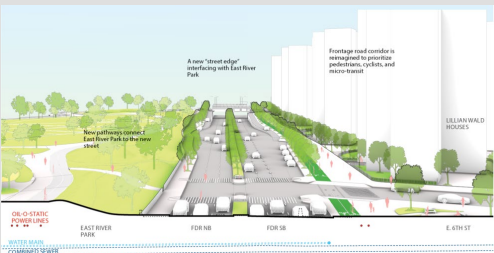


Feasibility Studies

ADVANCED IN ANALYSES

Concepts	Description	Conclusions
Upland Enhancements 	Mobility and greening interventions within the existing right-of-way (sidewalks and streets)	<ul style="list-style-type: none">Creates localized benefits and improves the pedestrian realmLower disruption and time for implementation
Pedestrian Bridges 	Expand on ESCR's network of accessible pedestrian bridges by adding additional bridges and reconstructing existing bridges to the ESCR standard.	<ul style="list-style-type: none">Addresses feedback about need for more frequent connections to the parks and waterfrontCoordination needed around siting of bridge landings

NOT ADVANCED FURTHER

Deck-Over 	Covering the FDR Drive with a continuous deck or small deck segments	<ul style="list-style-type: none">Found infeasible due to space constraints; would result in significant disruption/displacement of NYCHA and other adjacent residences
Boulevard 	Transforming the FDR Drive to a boulevard, similar to West St, by creating signalized intersections, crossings, medians, and new green space.	<ul style="list-style-type: none">Insufficient right-of-way for effective boulevardIncreased congestion due to lower roadway capacity could cause traffic to spill onto local streets, particularly Avenue C, Pitt St. and Montgomery St.Found infeasible at this time due to upstream and downstream considerations; needs to be studied in context of full FDR Drive corridor

Study Vision

Study Vision

- This study provides a vision for green infrastructure, improved pedestrian and bike access, community anchors, and connections to East River Park and the waterfront.
- This vision was created through the community engagement activities held over the past year.
- The recommendations build upon and minimize disruption to the improvements through the ESCR project



GREEN INFRASTRUCTURE



IMPROVED PEDESTRIAN +
BIKE SPACES



COMMUNITY ANCHORS



CONNECTIONS TO
THE PARK

Community Feedback Summary

Round 1: Listen to Community Concerns

- The top issues mentioned include **trees, green space, stormwater management, access to the waterfront, and pedestrian and cyclist safety.**
- The distance between crossings to East River Park can be a **barrier** for waterfront access, especially for seniors and those with young children.
- **Noise and air quality** are top-of-mind concerns related to both physical and mental health.
- The service road and South Street seem to be generally avoided by East Village and Lower East Side residents.

Round 2: Discuss Improvement Concepts

- General support for **street improvements** and new **pedestrian bridges**, with desire for more green space with focus on biodiversity, native plants and rain gardens.
- Some attendees expressed support for **decking over the FDR** as the best option for air and noise mitigation and open space creation, but overall, attendees acknowledged that this concept faces many constraints.
- Concerns that **at-grade connections** would increase noise and air pollution and create dangerous conditions for pedestrians.

Round 3: Hear Feedback on Refined Concepts

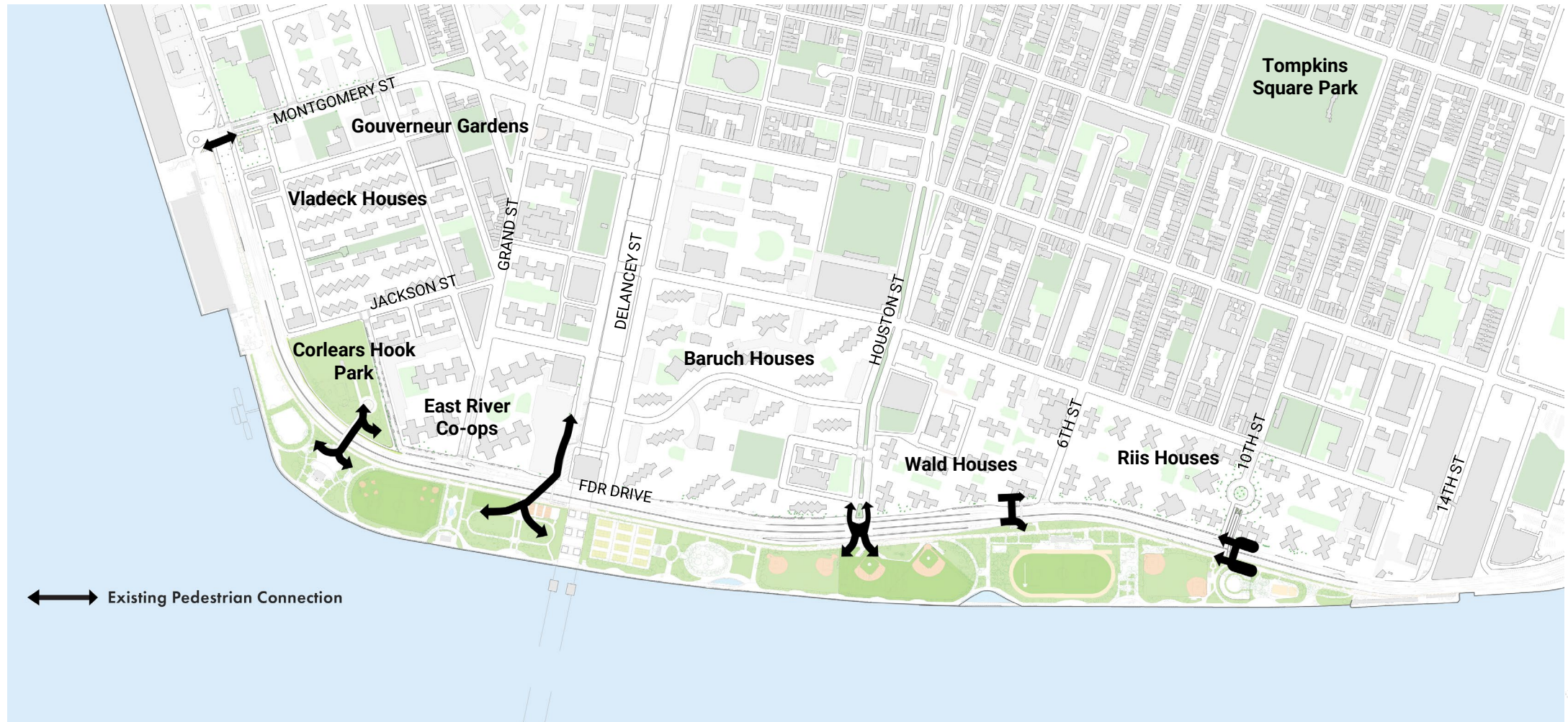
- **Support for pedestrian safety improvements**, especially at the at-grade crossings at Montgomery and Houston Street.
- Concerns about **traffic impacts** to the neighborhood and the potential effects of congestion pricing.
- Concerns about **additional construction.**
- Although many respondents were concerned about preserving **street parking**, others advocated for more trees and prioritizing pedestrian and bicycle safety over parking spaces.
- **Over 60%** of the 84 survey respondents either "Strongly Like" or "Like" each of the improvement concepts.

Overall Plan Diagram

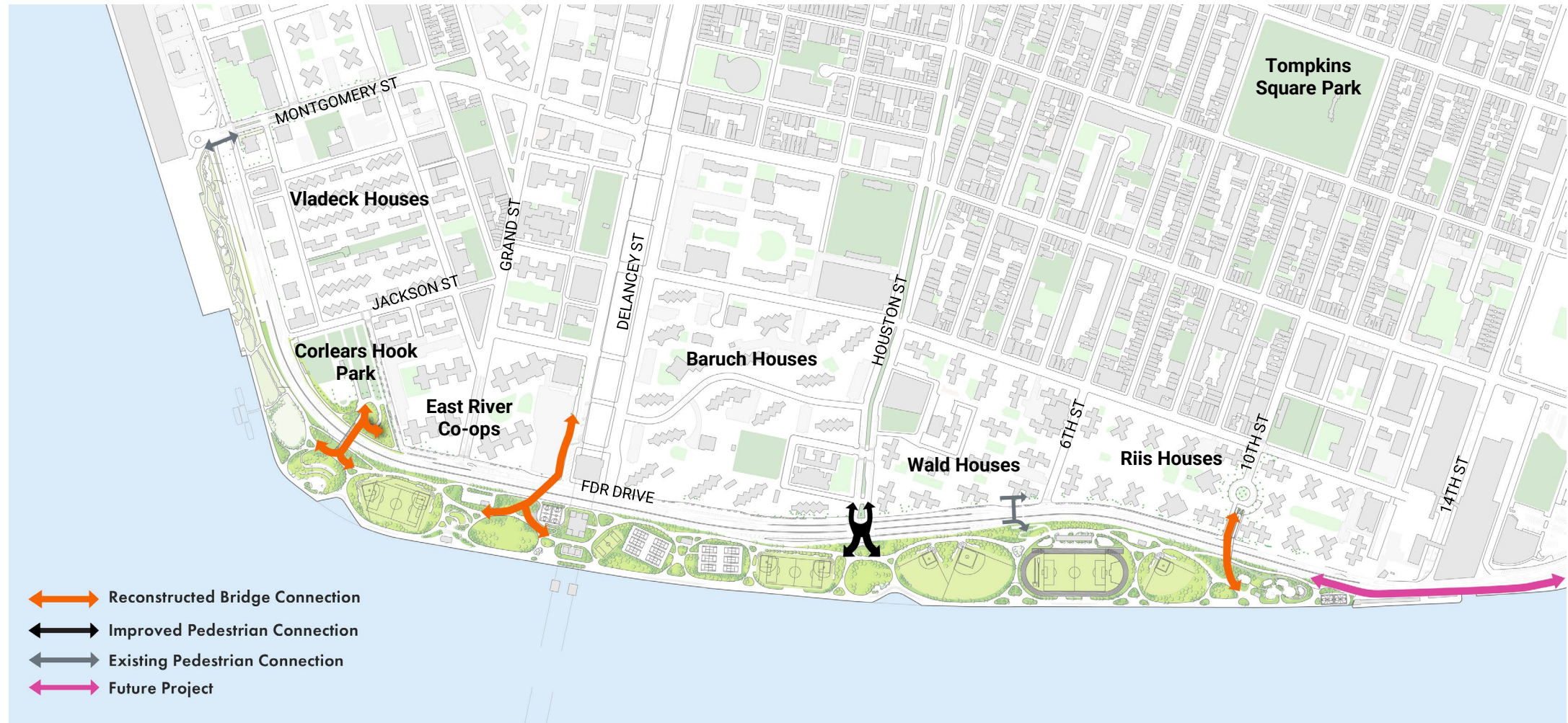


Improvement Concepts

Pre-ESCR | 2020



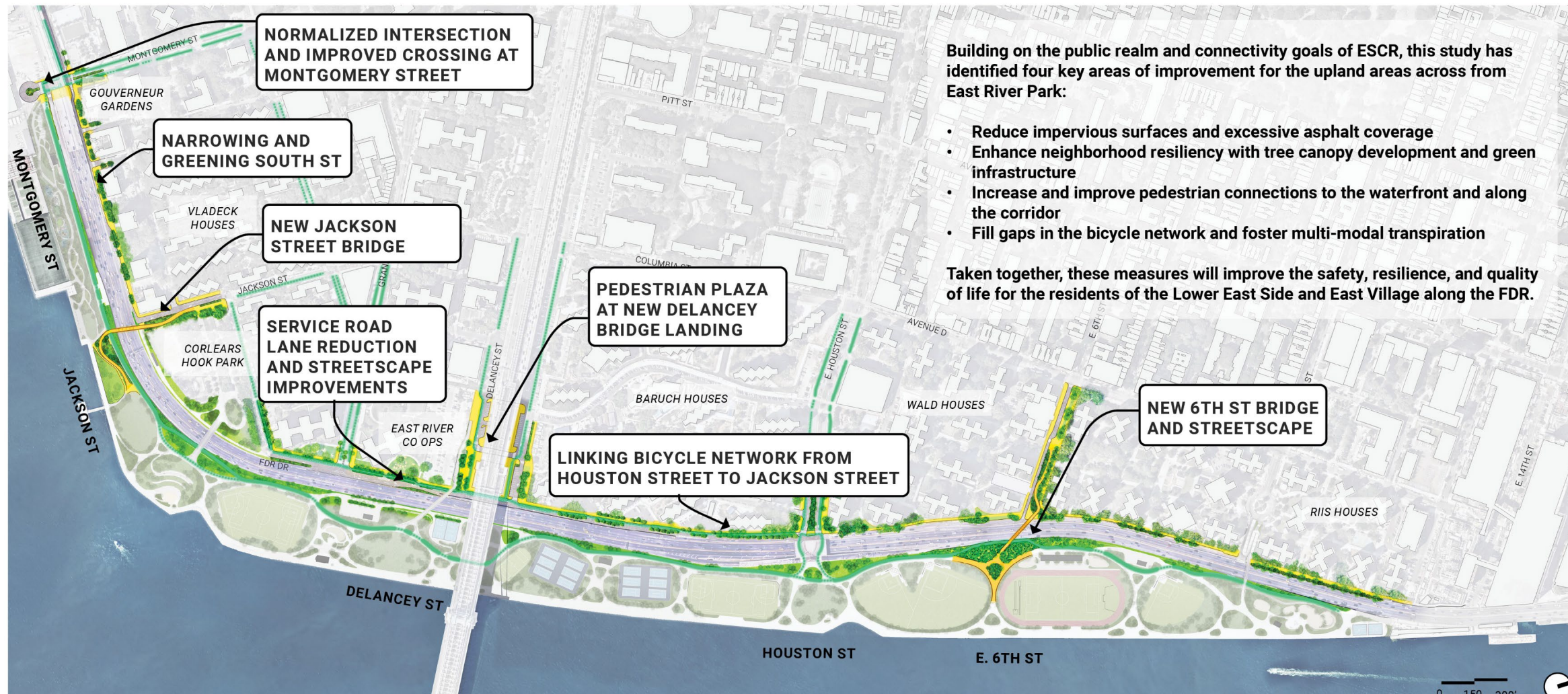
ESCR Improvements | 2026



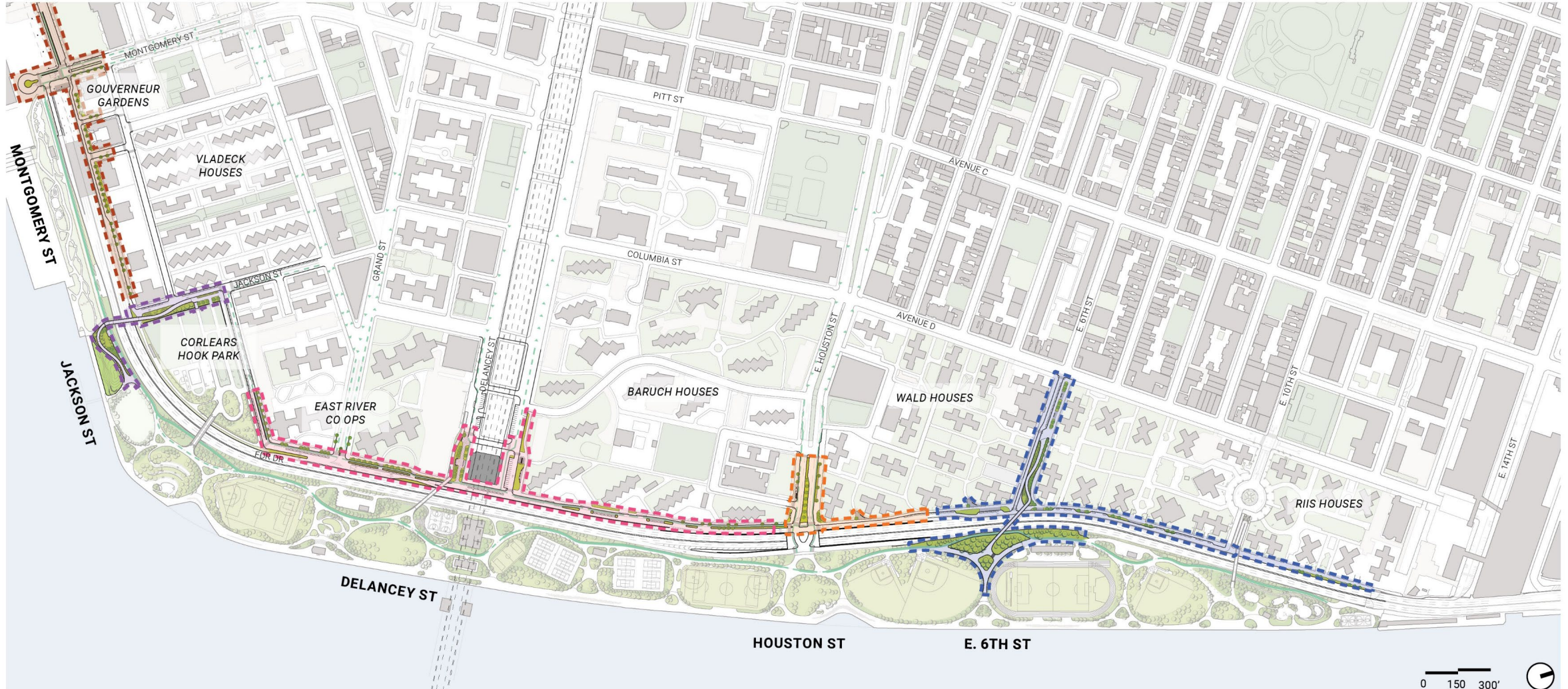
East Village / Lower East Side Waterfront Access Study

Final Presentation | February 2024

Recommended Improvement Concepts



Project Packages



East Village / Lower East Side Waterfront Access Study

Final Presentation | February 2024

Montgomery Street

Scope of Work

- Add curb extension to improve pedestrian safety
- Provide improved lighting under FDR viaduct
- Improved greenway connections
- Green infrastructure and new street trees

Cost: \$12-20 Million

Next Steps

- Coordinate improvements with Pier 42 and Basketball City projects
- Identify maintenance partner and funding for street trees and green infrastructure
- Further study of potential effects on traffic of closing the slip lane under the FDR viaduct.



Montgomery Street

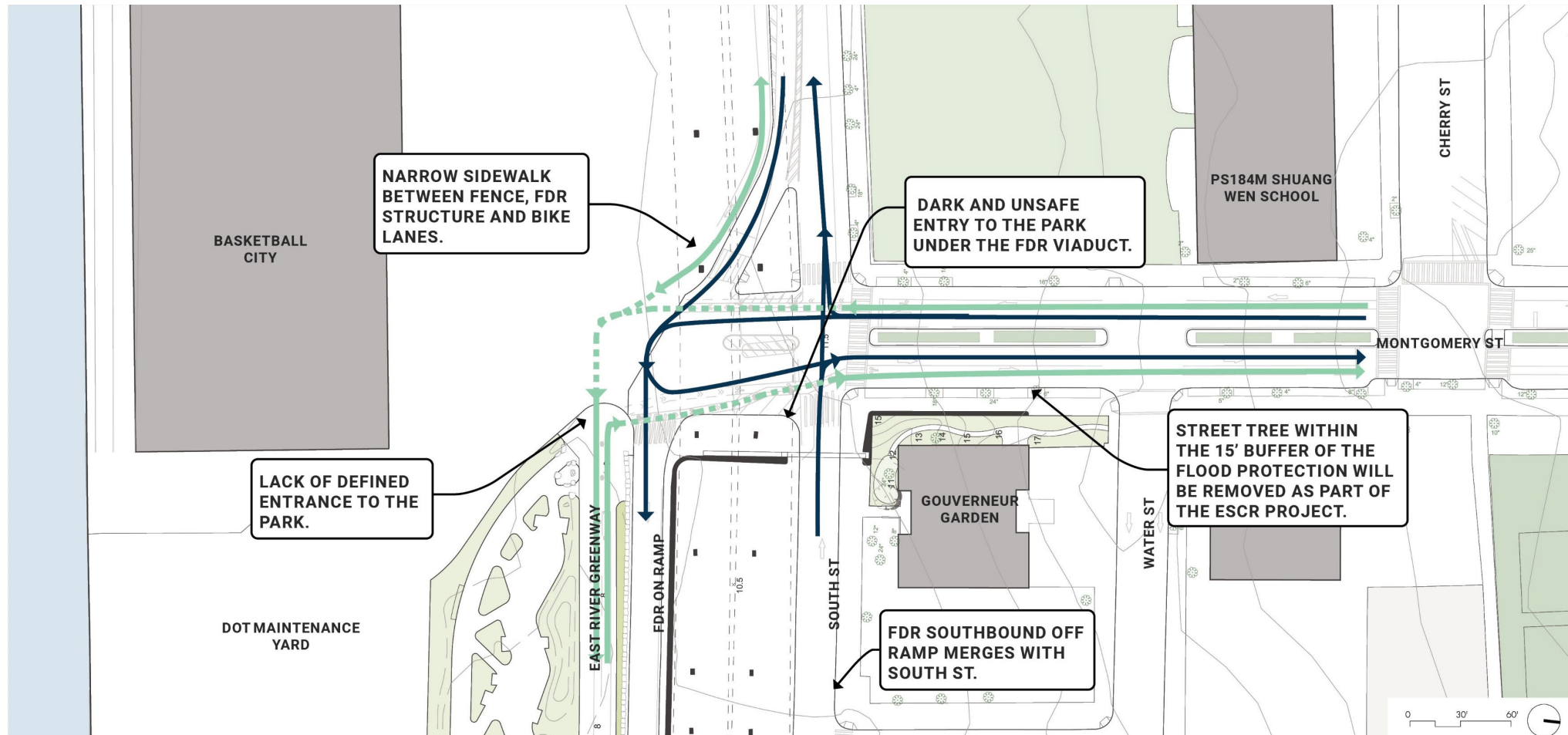
Community Input

- Difficult crossing traffic for pedestrians
- Poorly lit
- Street flooding at intersection of Montgomery and FDR



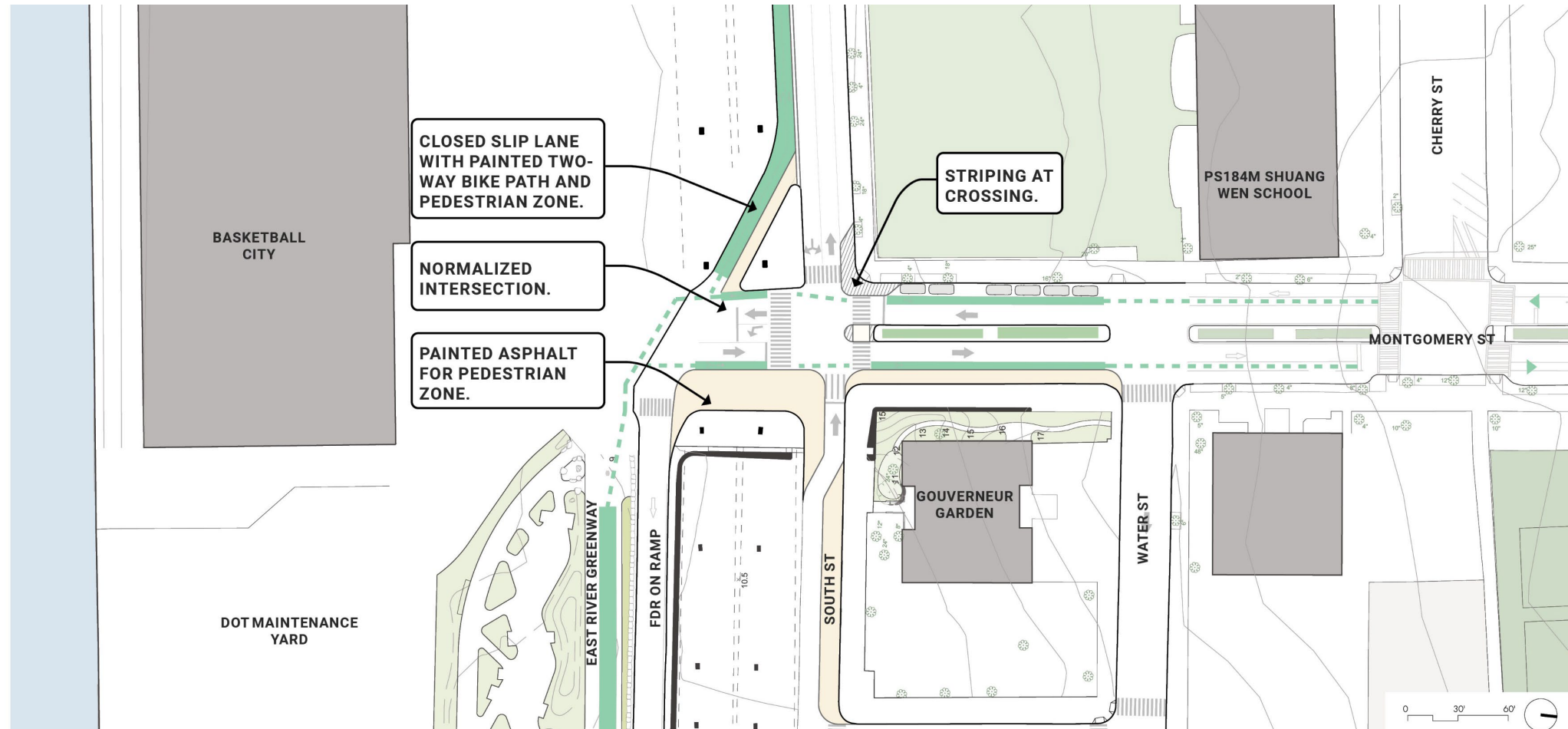
Montgomery Street

Existing Conditions



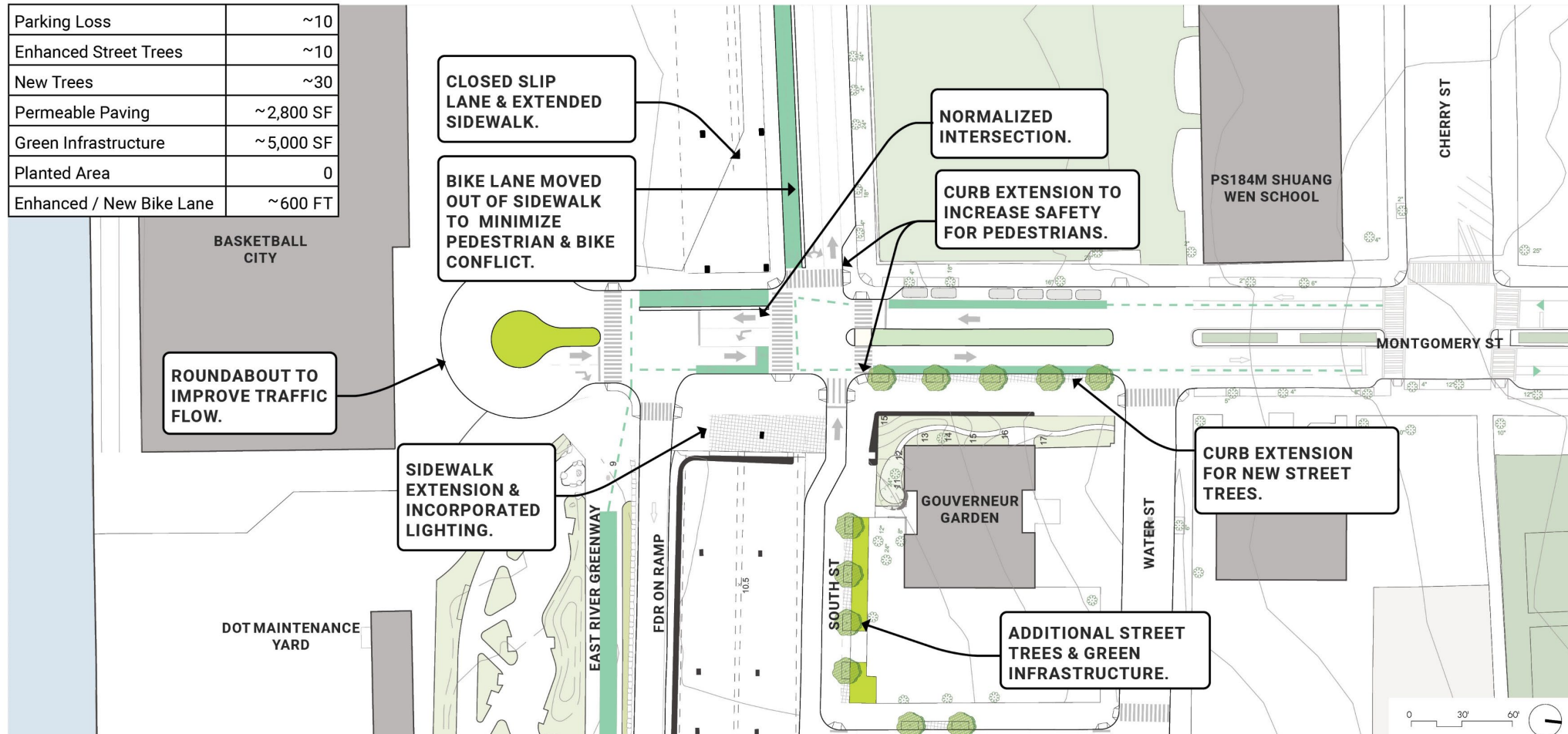
Montgomery Street

Phase 1: Near Term Opportunities



Montgomery Street

Phase 2: Long Term Opportunities

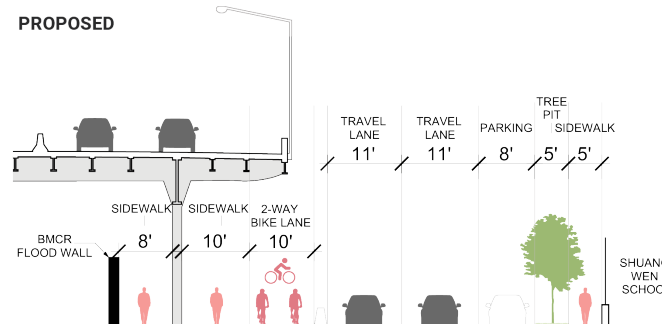
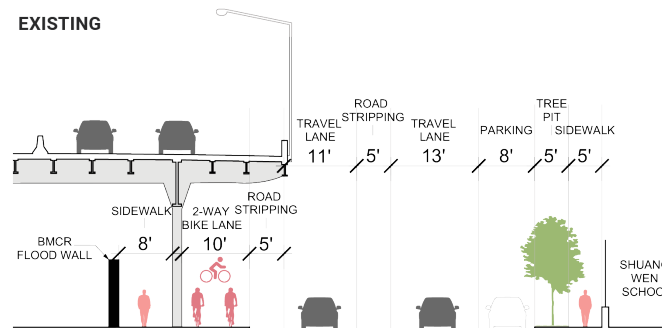


Montgomery Street

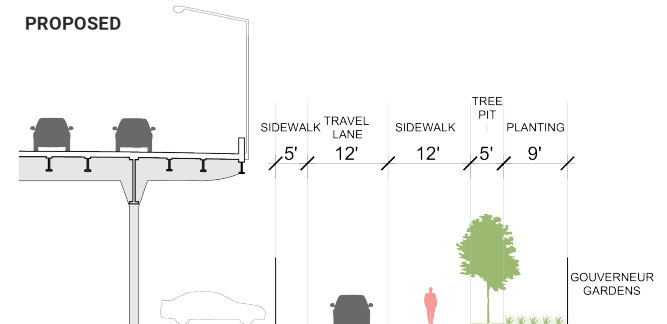
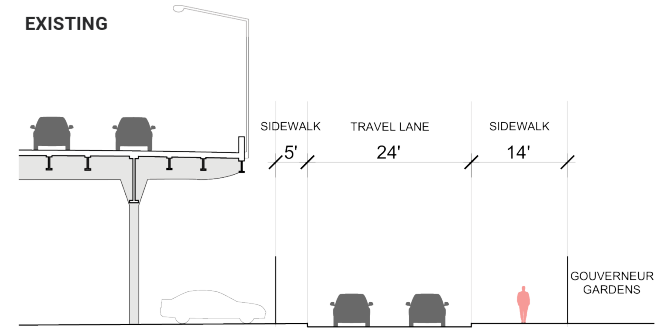
Summary

- Extending the curbs along South Street will create more space for pedestrians, **improving the safety** for using this crossing into Pier 42 and create space for **new street trees and green infrastructure**.
- Closing the slip lane from **South Street to the FDR on-ramp is an opportunity to improve the bike connection** to the greenway and minimize conflicts between bikes and pedestrians, though the traffic implications require additional study.
- **Improved lighting** under the FDR will improve the experience for pedestrians and bikes.
- **Further study** of potential effects on traffic of closing the slip lane under the FDR viaduct is needed, in addition to **further coordination** with Basketball City access plans.

SOUTH ST SECTION AT SHUANG WEN SCHOOL



SOUTH ST SECTION AT GOUVERNEUR GARDENS



Montgomery Street

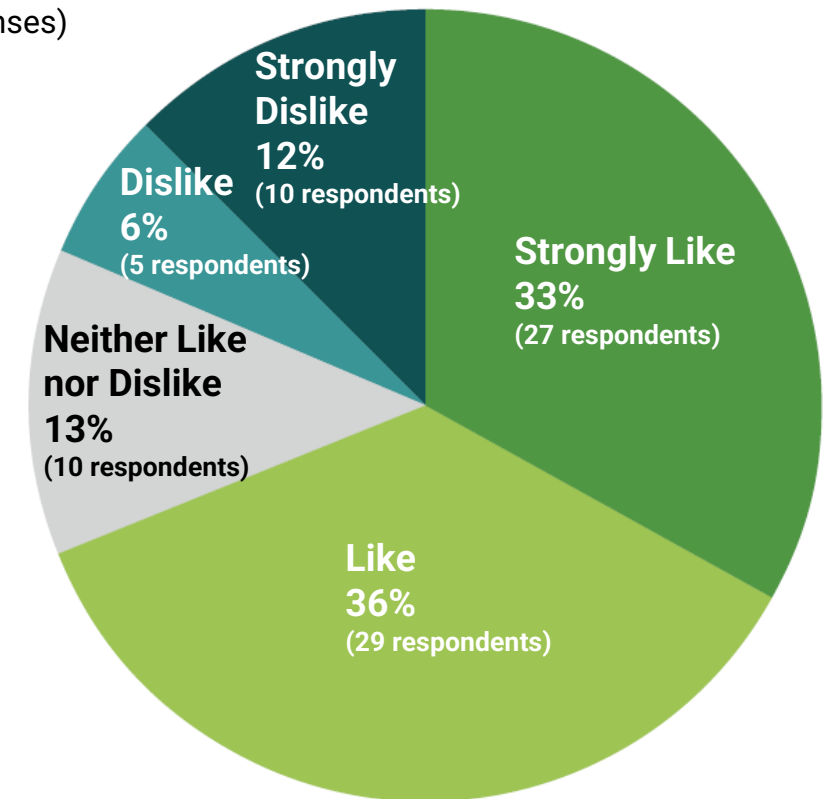
Online Survey Findings

What do you like or dislike about this? What questions or concerns do you have?

- 11 out of 62 respondents had concerns about the loss of street parking.
 - "I think it is a good idea minus removing parking for more trees."
- 8 out of 62 respondents advocated for transforming existing vehicular space.
 - "Like most people in the East Village, I don't own a car, so trading parking spots for public space is a strong positive. More street trees are always appreciated."
- 27 out of 62 respondents support improvements that would enhance pedestrian safety at this intersection, and 8 out of 64 mentioned the importance of bicycle safety.
 - "This is a particularly challenging area for cyclists and walkers and the improvements noted should help."
- 15 out of 62 respondents advocated for more trees and green space.
 - "We need more trees for shade and air and they also function to make safer pathways for bikes and pedestrians. Win-win."

What do you think about this improvement concept?

(81 responses)



Jackson Street

Scope of Work

- Construct a new universal access bridge from Jackson Street to Pier 42
- New bridge requires Jackson Street to be narrowed to accommodate the width of the bridge
- New street trees and green space along sidewalk

Cost: \$34-\$56 Million

Next Steps

- Coordinate improvements with Pier 42 plan.
- Identify maintenance partner and funding for street trees and green infrastructure
- Further study of potential effects on traffic of closing the slip lane under the FDR viaduct.



Jackson Street

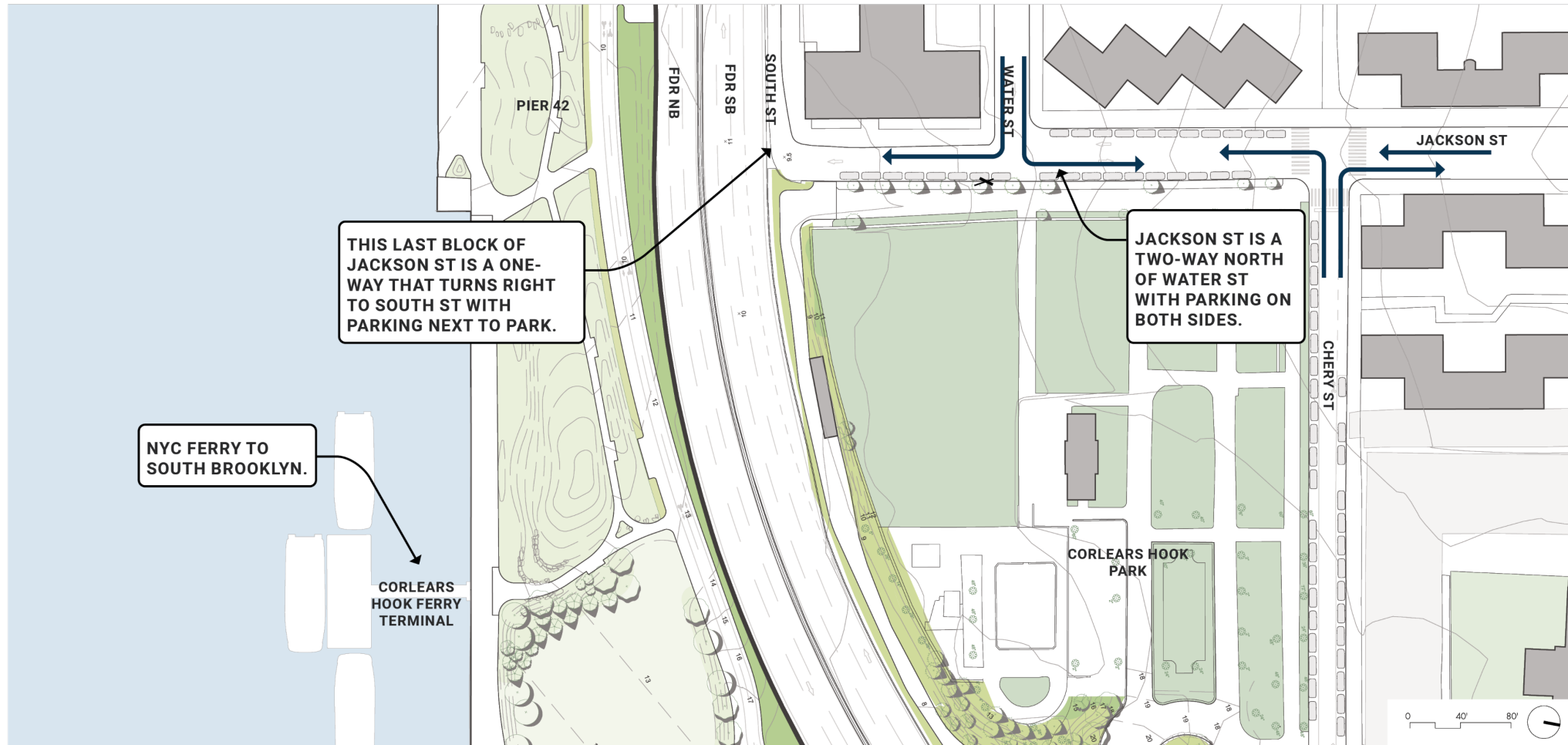
Community Input

- Desire for additional access points to Pier 42 separated from car traffic.
- Desire for more shade and canopy.
- Flooding at intersection of South St. and Jackson St.



Jackson Street

Existing Conditions



Jackson Street

Preferred Potential Improvement Concept

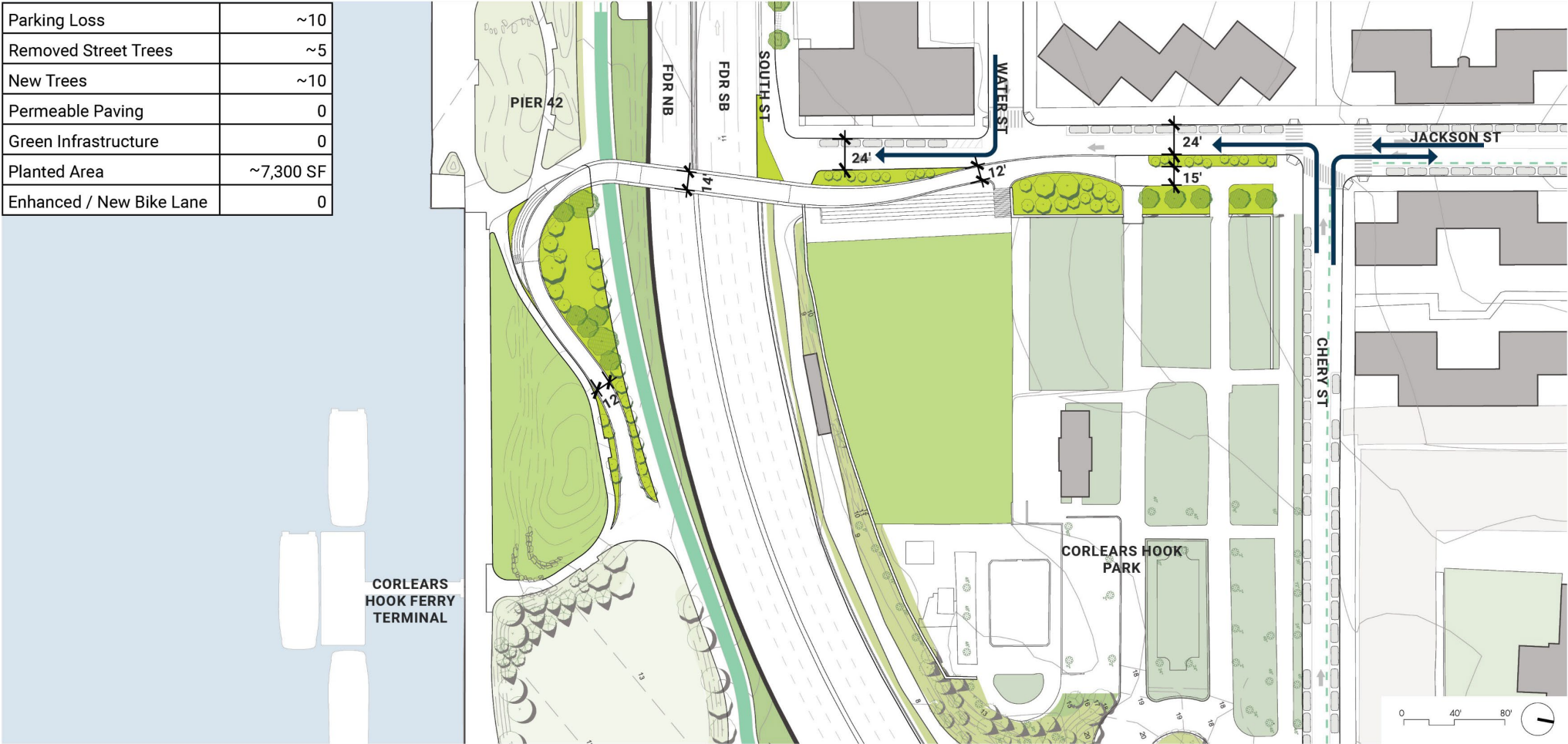
Parking Loss	~10
Removed Street Trees	~5
New Trees	~10
Permeable Paving	0
Green Infrastructure	0
Planted Area	~9,600 SF
Enhanced / New Bike Lane	0



Jackson Street

Alternative Concept: Integrated with Corlears Hook Park Ballfield

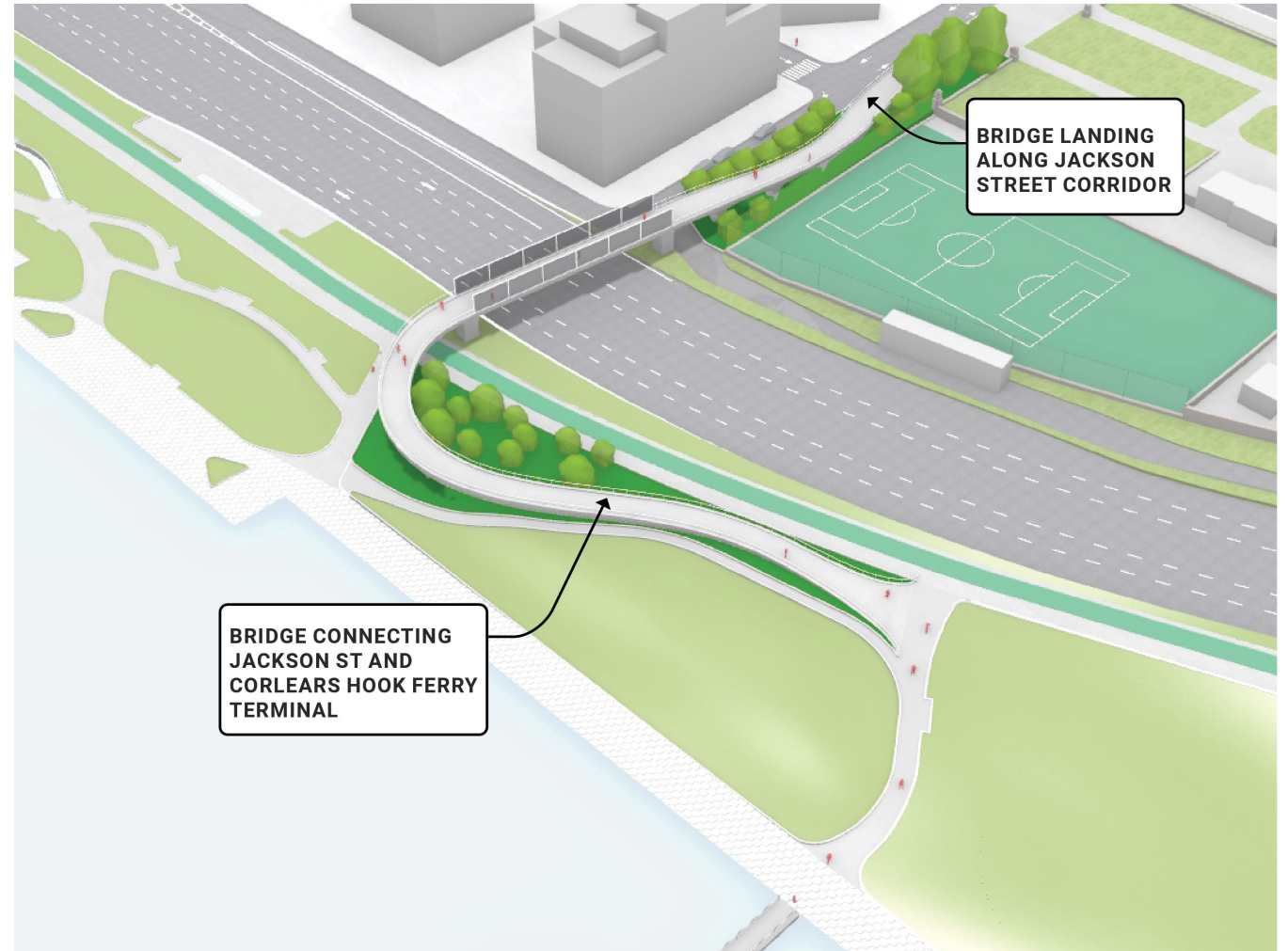
Parking Loss	~10
Removed Street Trees	~5
New Trees	~10
Permeable Paving	0
Green Infrastructure	0
Planted Area	~7,300 SF
Enhanced / New Bike Lane	0



Jackson Street

Summary

- Adding a new pedestrian bridge at this location would **significantly reduce what is currently the largest gap in waterfront access** (1,700 feet of no access from Montgomery Street to Corlears Hook Bridge) and provide a more direct route to the ferry landing than the new Corlears Hook Bridge will.
- In order to make space for a new bridge along Jackson Street, the **street needs to be narrowed** and made one-way between Jackson and Cherry, and parking spaces may be lost. Additional study of these traffic implications is needed before this project can be advanced.
- Additional **coordination** with Pier 42 park is needed.



Jackson Street

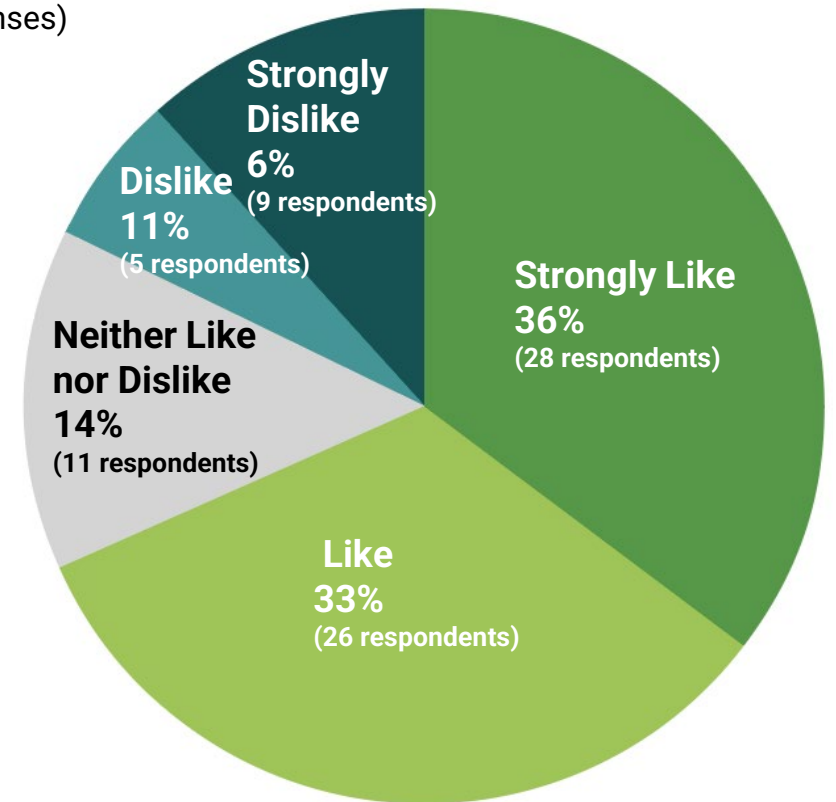
Online Survey Findings

What do you like or dislike about this? What questions or concerns do you have?

- 14 out of 62 respondents had concerns about the loss of street parking.
 - "Parking is already at minimum in that area. The ramp is a good idea but the local residents shouldn't have to give up their street parking."
- 5 out of 62 respondents advocated for transforming existing vehicular space.
 - "I strongly support reducing free car parking spots that create clutter, pollution and unpleasant streetscape."
- 8 out of 62 respondents supported increased ferry access.
 - "I take the NYC ferry to and from work and this bridge would make it easier for me to get to the ferry!"
- 18 out of 62 respondents mentioned their support of the proposed new park connection.
 - "Another bridge to cross over into ER park would be great!"

What do you think about this improvement concept?

(79 responses)



Delancey Street

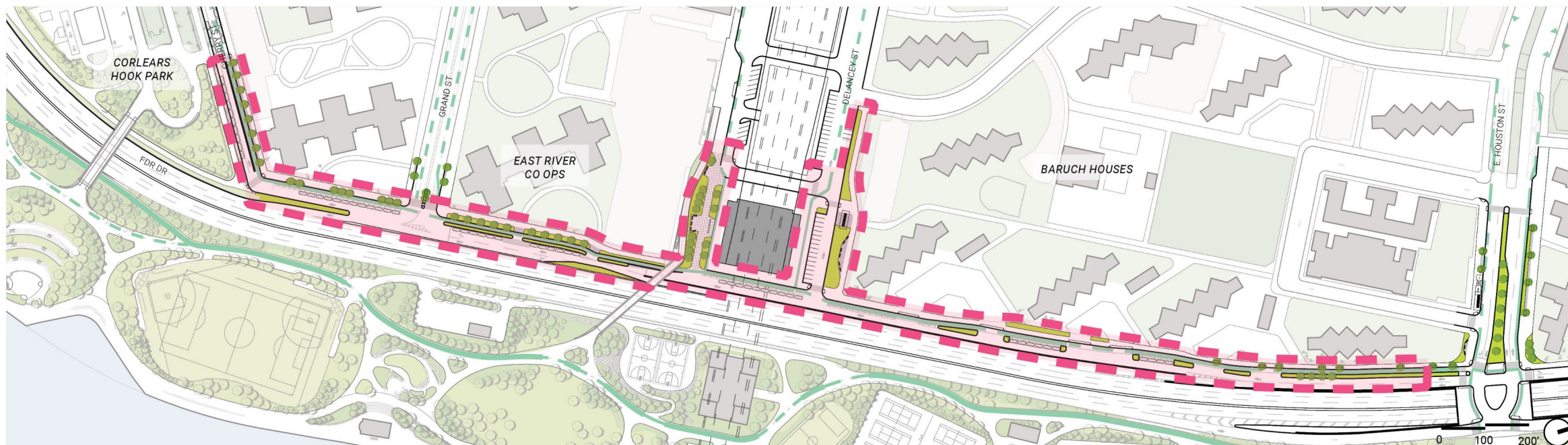
Scope of Work

- Convert Delancey St South from Mangin to FDR Dr service road to a shared street with pedestrian plaza space, creating new green space while maintaining limited vehicle access
- Alter traffic flow to adjust merge between FDR Dr off ramp and FDR Dr service road to reduce one lane of traffic to provide space for other uses
- Add two-way bike path from Corlears Hook Park to Mangin St

Cost: \$27-44 Million

Next Steps

- More detailed traffic analysis to confirm proposed roadway changes.
- More detailed analysis of stormwater management opportunities and coordination with NYCDEP
- Identification on maintenance funding and partner



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Delancey Street

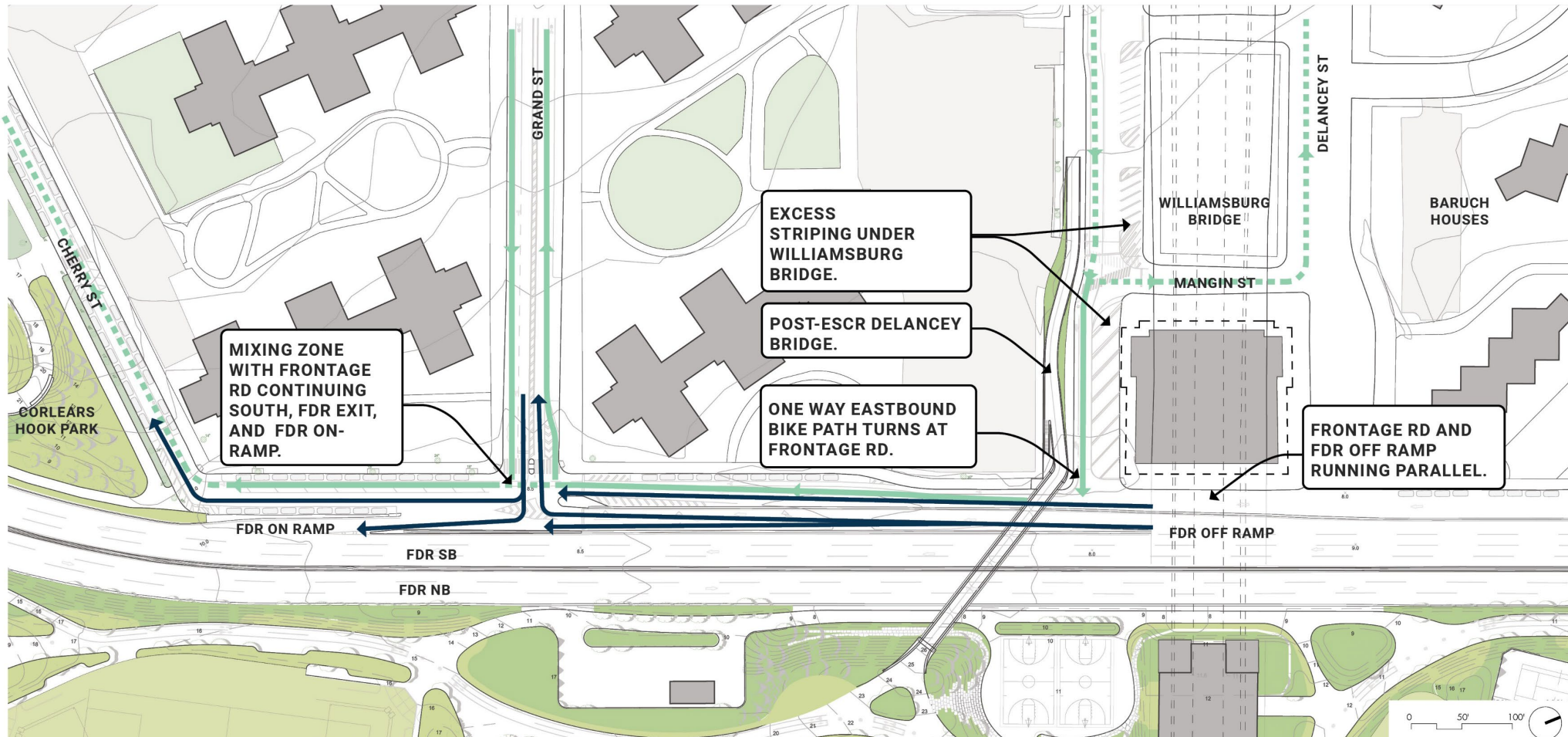
Community Input

- Study traffic impacts caused by closure of Delancey Street and Service road.
- Lack of north/south crossing.
- Lack of continuous bike route.
- Street flooding along Delancey and Grand Streets.



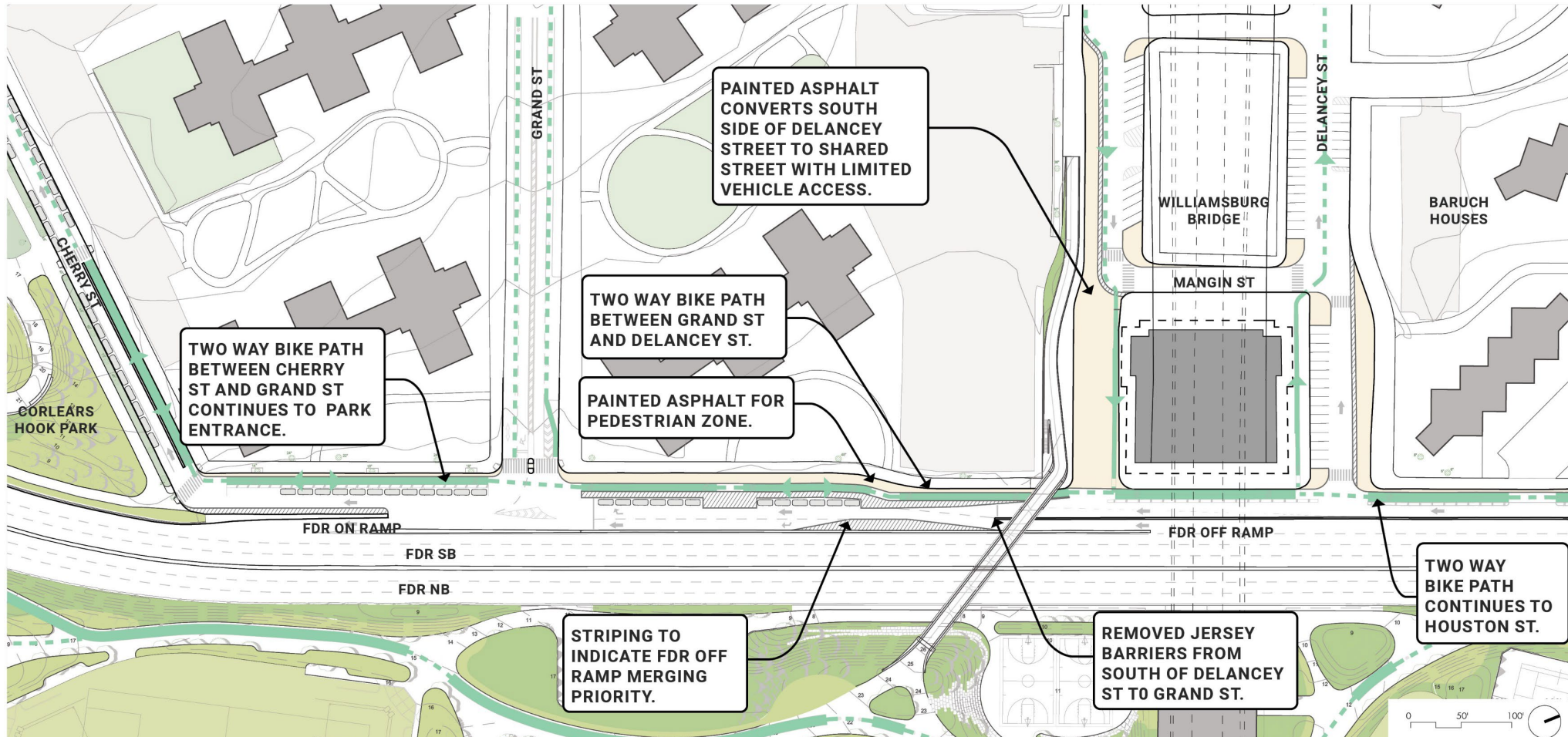
Delancey Street

Existing Conditions



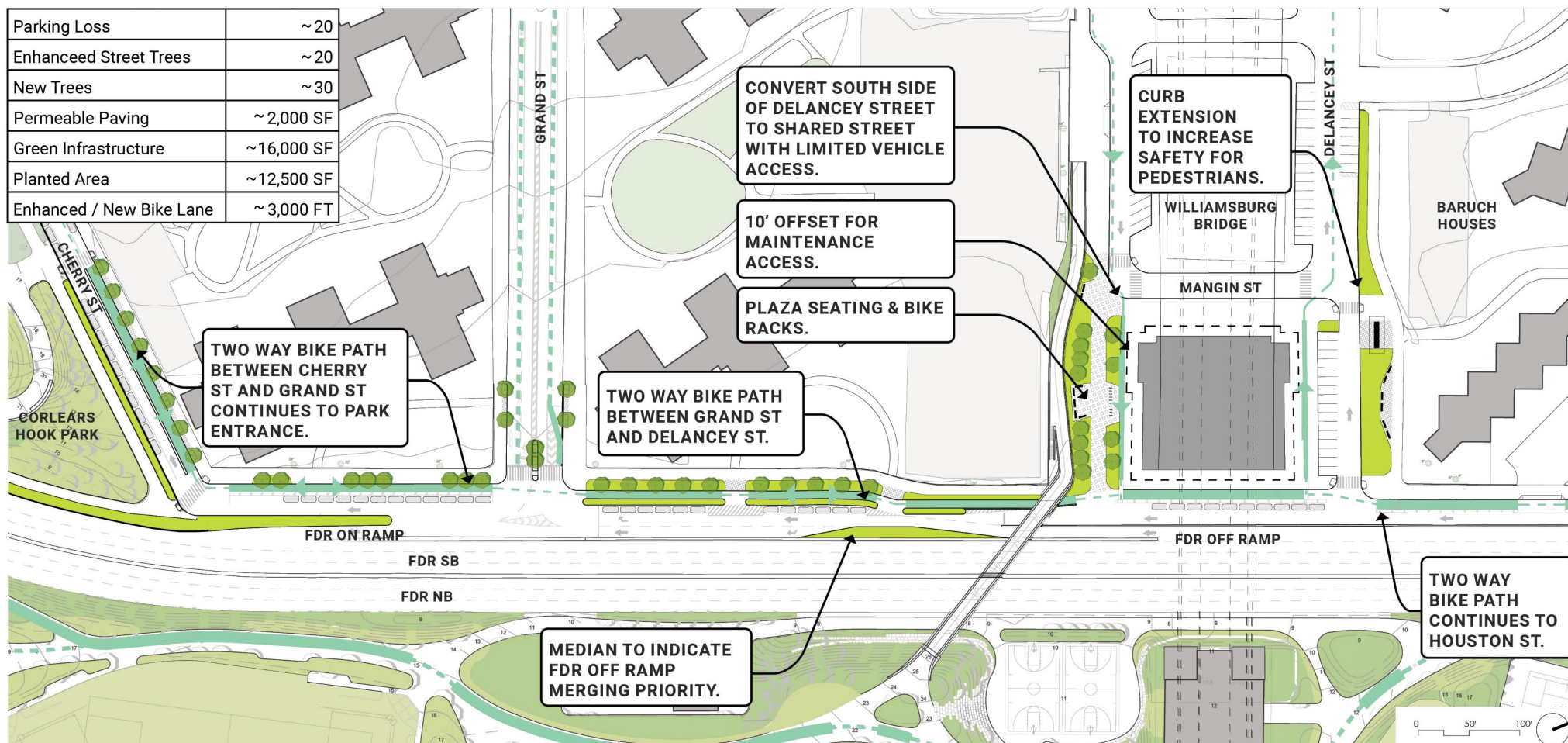
Delancey Street

Phase 1: Near Term Opportunities



Delancey Street

Phase 2: Long Term Opportunities



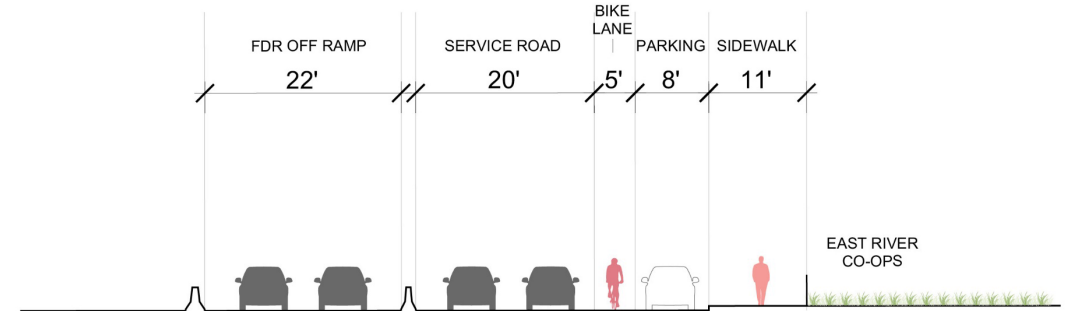
Delancey Street

Summary

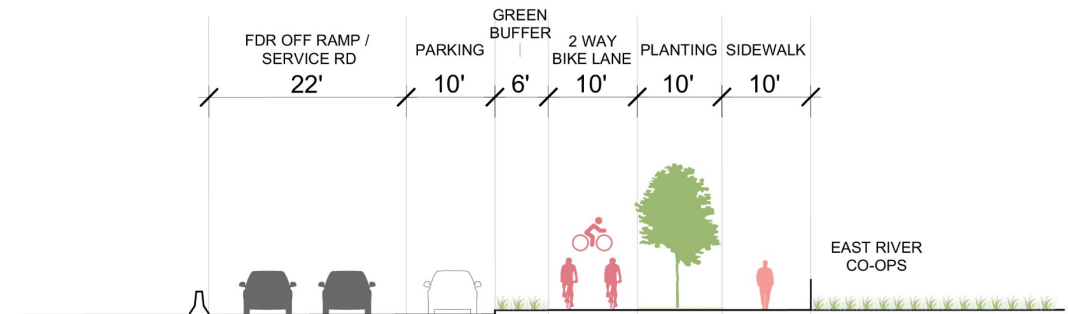
- Converting the south side of Delancey Street to a shared street with limited vehicular access creates the opportunity for a **new pedestrian plaza** adjacent to the new Delancey Street bridge (currently under construction). This also allows for the minimization of the FDR Drive service road between Delancey and Grand Streets which can be used to **improve the streetscape** along the FDR Drive and create a two-way bike path, providing a **continuous two-way bike path** from Cherry to Houston.
- The team has done some preliminary study of these traffic reconfigurations, but **additional analysis** is needed to confirm the viability and safety of these changes for traffic, and of the potential loss of parking spaces.
- The new plaza is **an opportunity to provide stormwater storage and/or green infrastructure** to reduce flooding in this area. These improvements require additional study and coordination with NYC DEP.
- **Funding for maintenance** of the new green spaces and street trees will need to be identified, and potentially a maintenance partner.

FDR DRIVE SECTION AT EAST RIVER CO-OPS

EXISTING



PROPOSED



Delancey Street

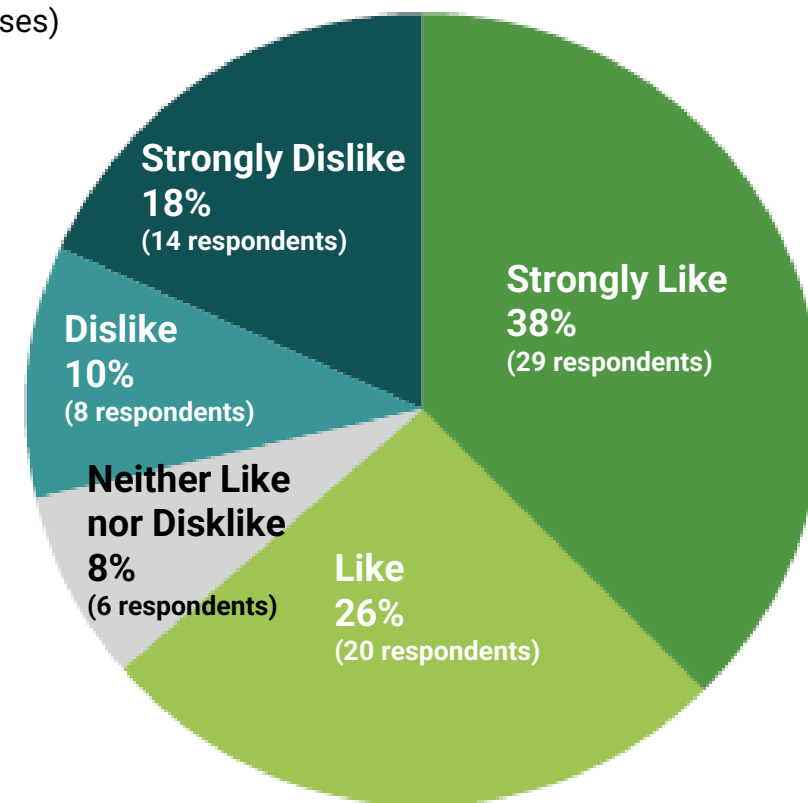
Online Survey Findings

What do you like or dislike about this? What questions or concerns do you have?

- 11 out of 59 respondents had concerns about the loss of street parking.
 - "Elimination of street parking and car travel lanes will create problems for residents."
- 10 out of 59 advocated for transforming existing vehicular space.
 - "I strongly support the removal of the service road and creation of bike/pedestrian space in its place."
- Generally, respondents support improvements that would enhance pedestrian safety at this intersection. 6 out of 59 responses mentioned pedestrian safety.
 - "The entirety of Delancey St needs to be repurposed to be more pedestrian friendly. I strongly support this."
- Other concerns included:
 - Traffic impacts + congestion pricing (15 out of 59 responses)
 - Bike infrastructure (11 out of 59 responses)

What do you think about this improvement concept?

(77 responses)



Houston Street

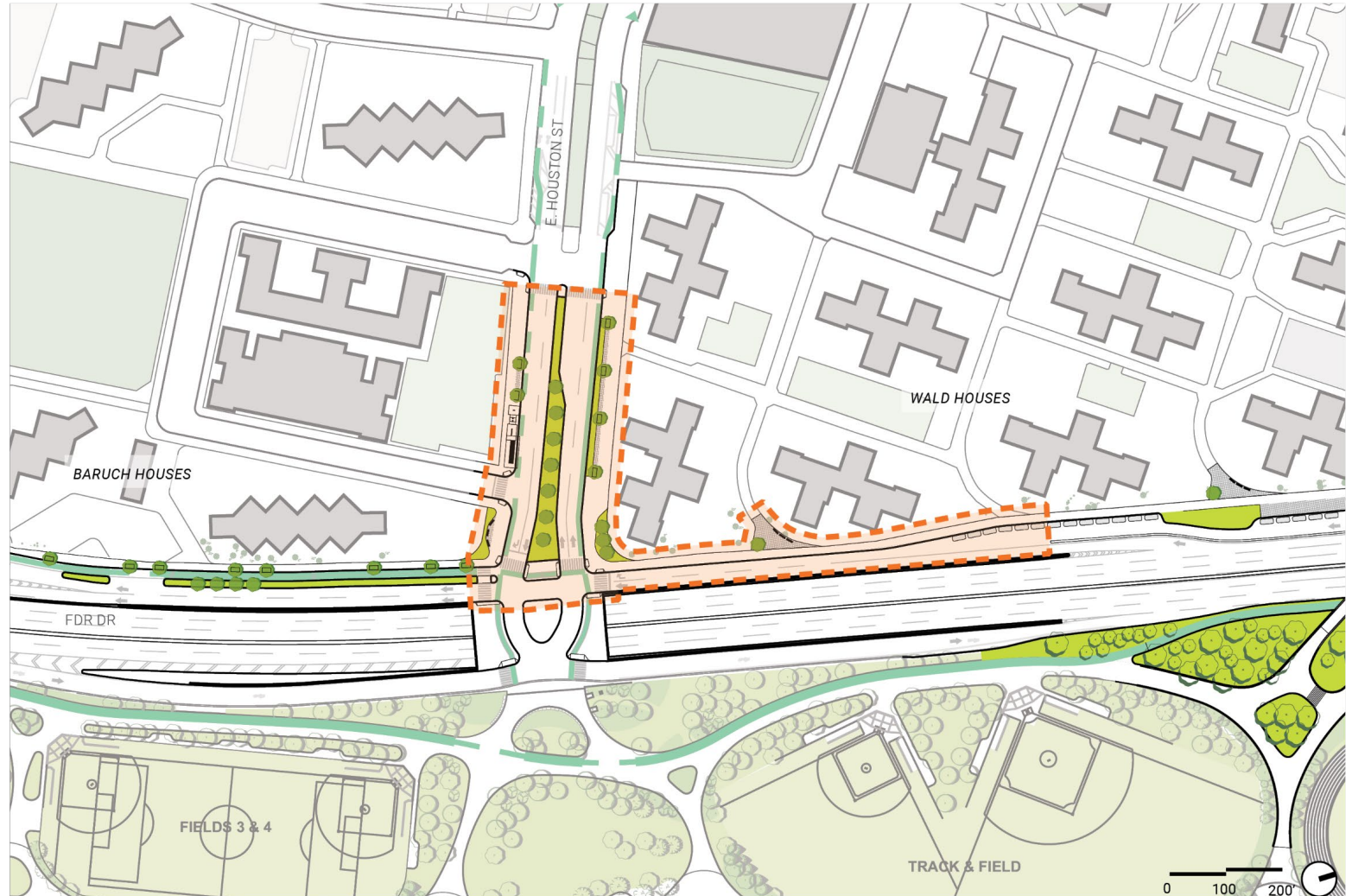
Scope of Work

- Improved pedestrian circulation through new north-south crosswalk across Houston St.
- Curb extensions and bump-outs to improve pedestrian safety and provide space for new street trees and green infrastructure.
- Improved connectivity of bike lane network.

Cost: \$4-\$6 Million

Next Steps

- More detailed traffic analysis of potential impacts to traffic on FDR off-ramp from the new crosswalk.
- Identification of funding and partner for maintenance.



Houston Street

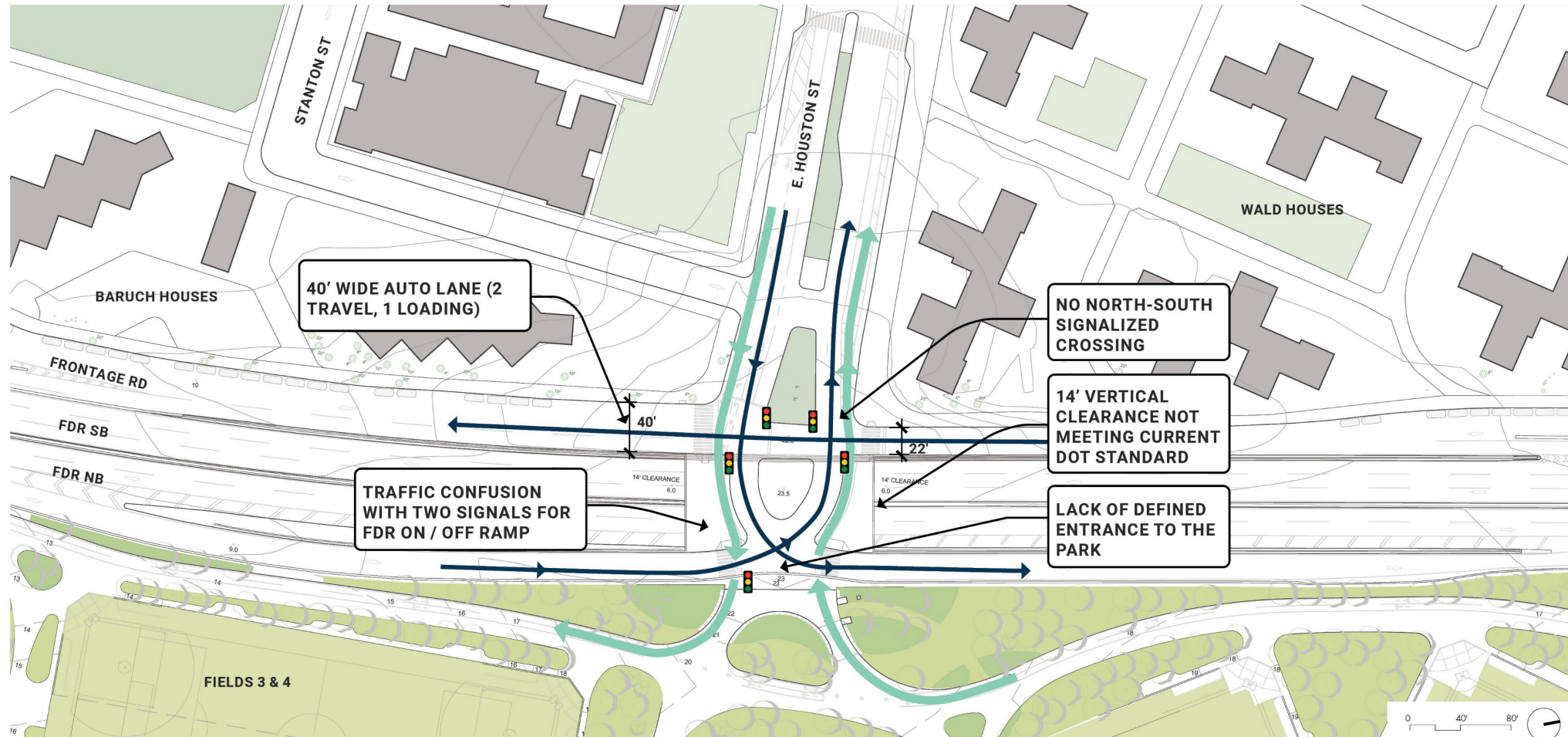
Community Input

- Desire for improved at-grade crossing to East River Park
- Conflict between vehicles exiting FDR and pedestrians crossing to park



Houston Street

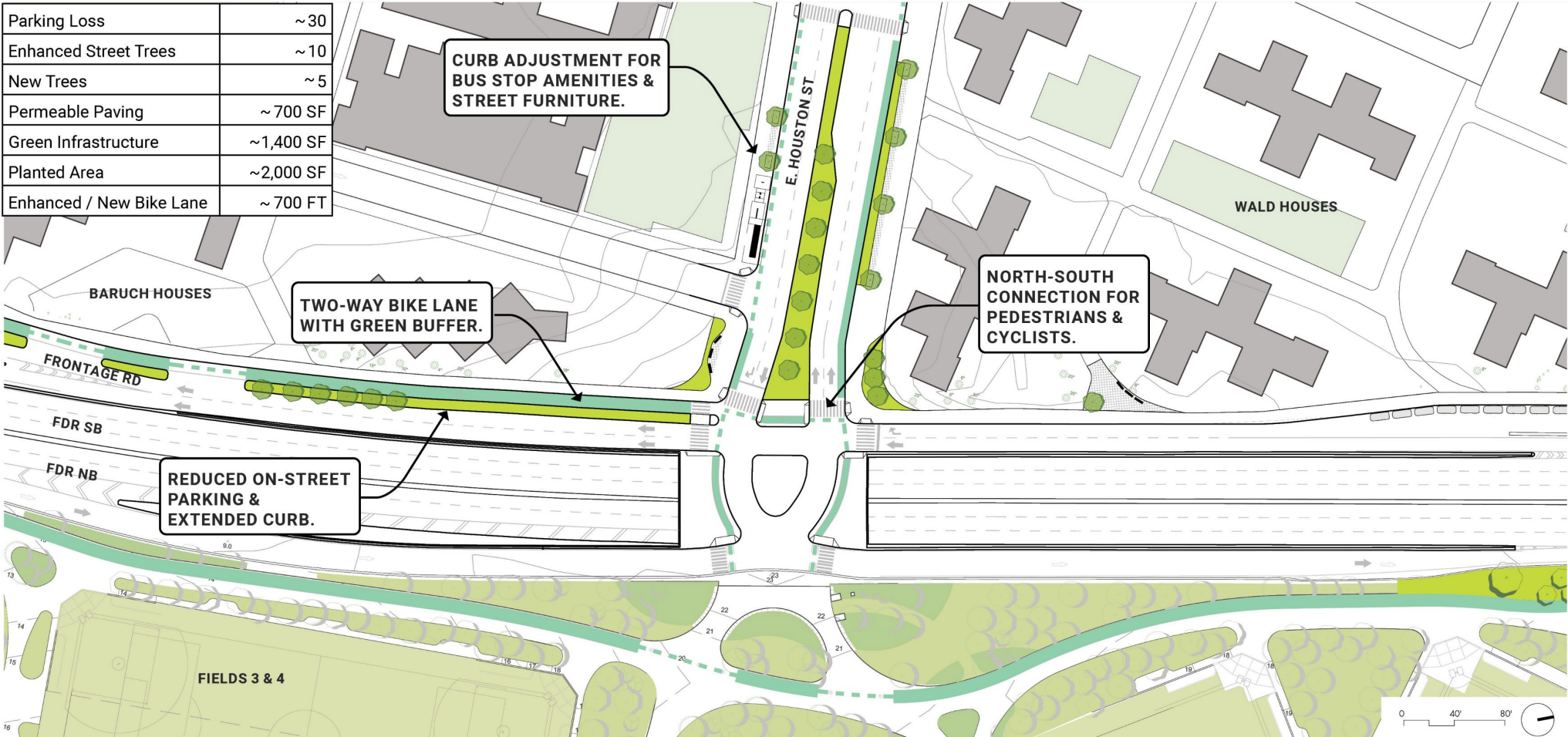
Existing Conditions



Houston Street

Opportunities

Parking Loss	~ 30
Enhanced Street Trees	~ 10
New Trees	~ 5
Permeable Paving	~ 700 SF
Green Infrastructure	~1,400 SF
Planted Area	~2,000 SF
Enhanced / New Bike Lane	~ 700 FT



Houston Street

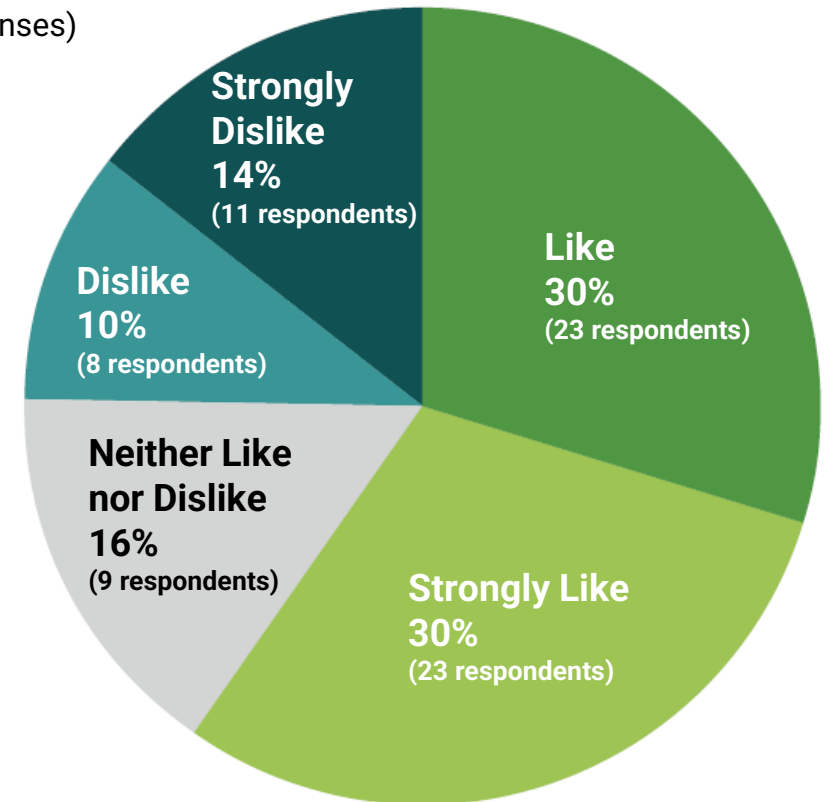
Online Survey Findings

What do you like or dislike about this? What questions or concerns do you have?

- 9 out of 48 respondents had concerns about the loss of street parking.
 - "The elimination of street parking will create problems for residents living in the area."
- 22 of 48 respondents mentioned the importance of pedestrian safety.
 - "I like the improved pedestrian crosswalk in particular."
 - "Would address the dangers crossing between Houston and E River Park."
 - "Much safer for pedestrians. I like the additional green space, trees, etc."
- Other concerns included:
 - Traffic impacts (4 out of 48 responses)
 - More trees and green space (8 out of 48 responses)

What do you think about this improvement concept?

(77 responses)



E. 6th Street

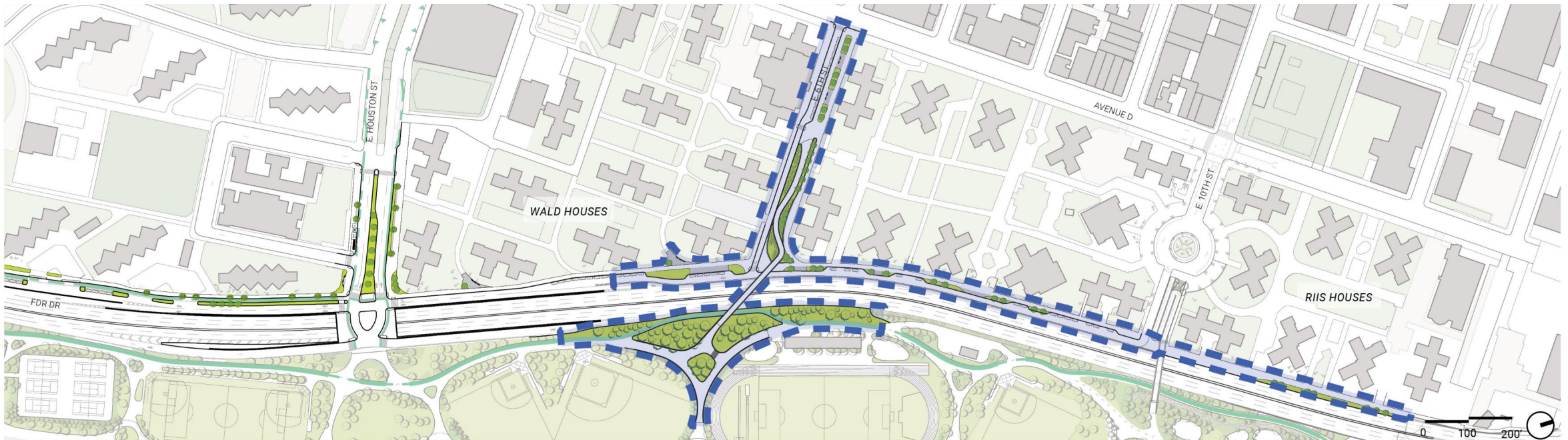
Scope of Work

- Replace existing 6th Street pedestrian bridge with a new universal access bridge that creates a more inviting entrance to the park.
- Convert 6th Street to one-way vehicular travel to increase space for landing

Cost: \$73-\$119 Million

Next Steps

- Coordination with ESCR project for park side landing.
- Further study of potential effects on traffic of conversion of 6th Street to one-way.
- Identification of funding and partner for maintenance of new open space



E. 6th Street

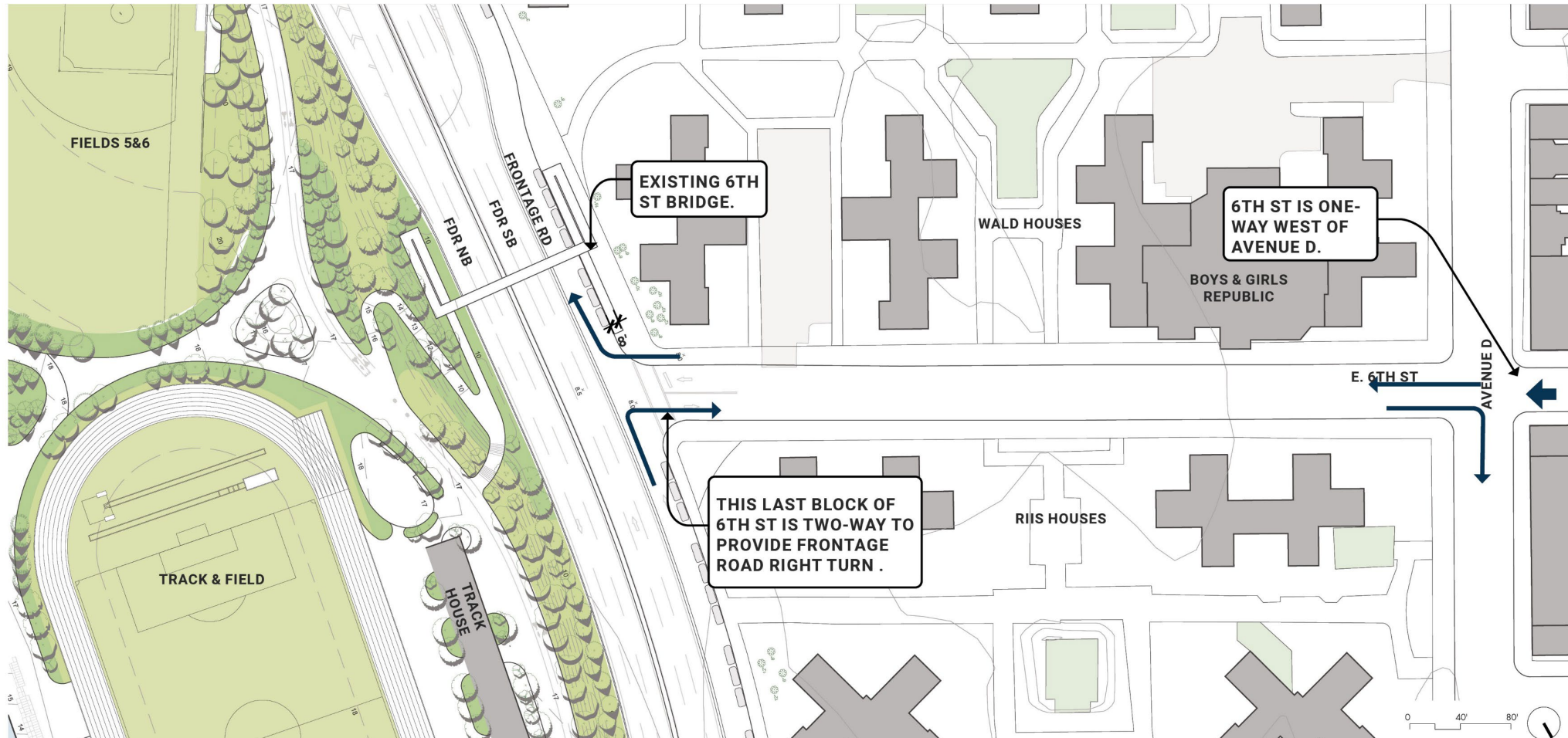
Community Input

- Desire for improved pedestrian bridge that is wider and greener than the existing bridge.
- Need for improved ADA access to the park.



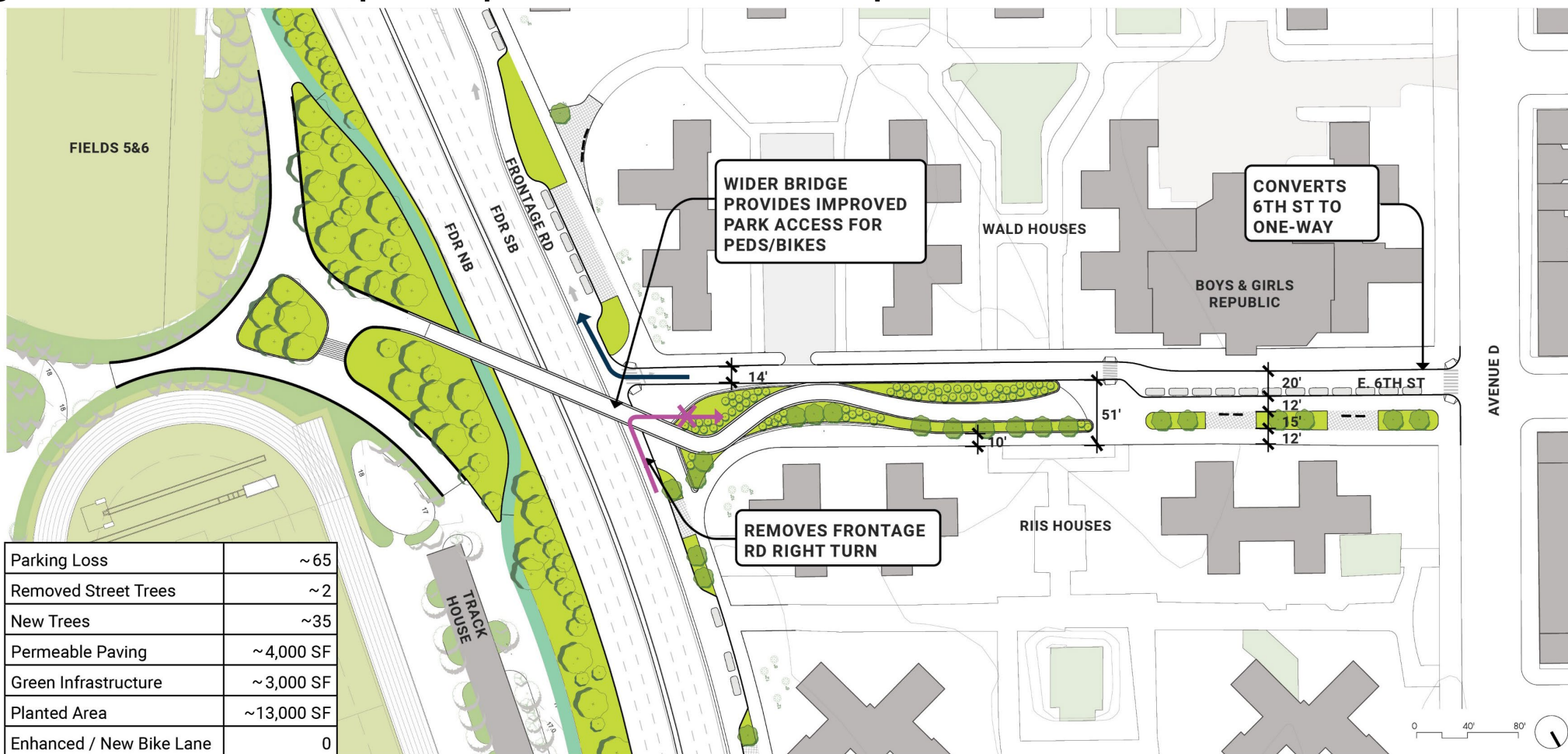
E. 6th Street

Existing Conditions



E. 6th Street

Bridge and Streetscape Improvement Concept



East Village / Lower East Side Waterfront Access Study

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E. 6th Street

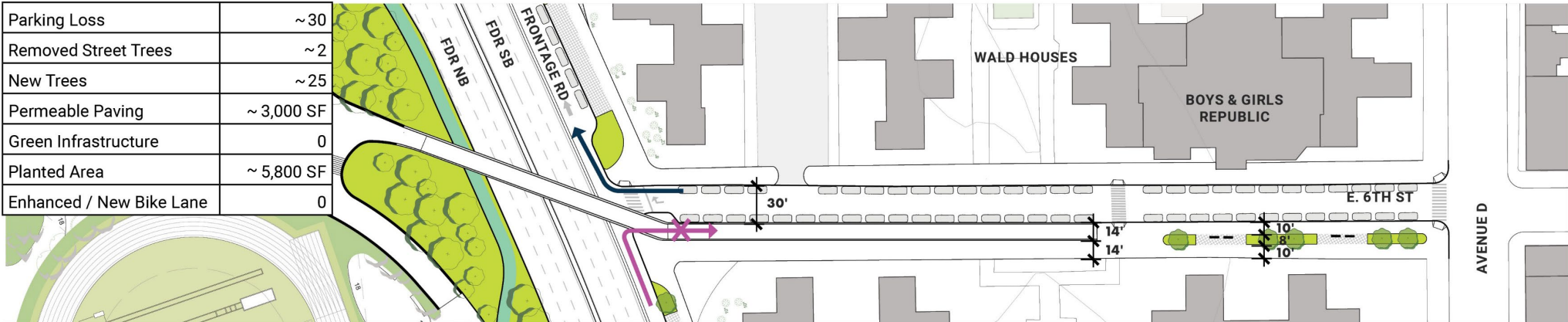
Alternatives

Parking Loss	~ 35
Removed Street Trees	~ 10
New Trees	~ 30
Permeable Paving	~4,000 SF
Green Infrastructure	~1,200 SF
Planted Area	~10,000 SF
Enhanced / New Bike Lane	0



Alternative A

Parking Loss	~ 30
Removed Street Trees	~ 2
New Trees	~ 25
Permeable Paving	~ 3,000 SF
Green Infrastructure	0
Planted Area	~ 5,800 SF
Enhanced / New Bike Lane	0

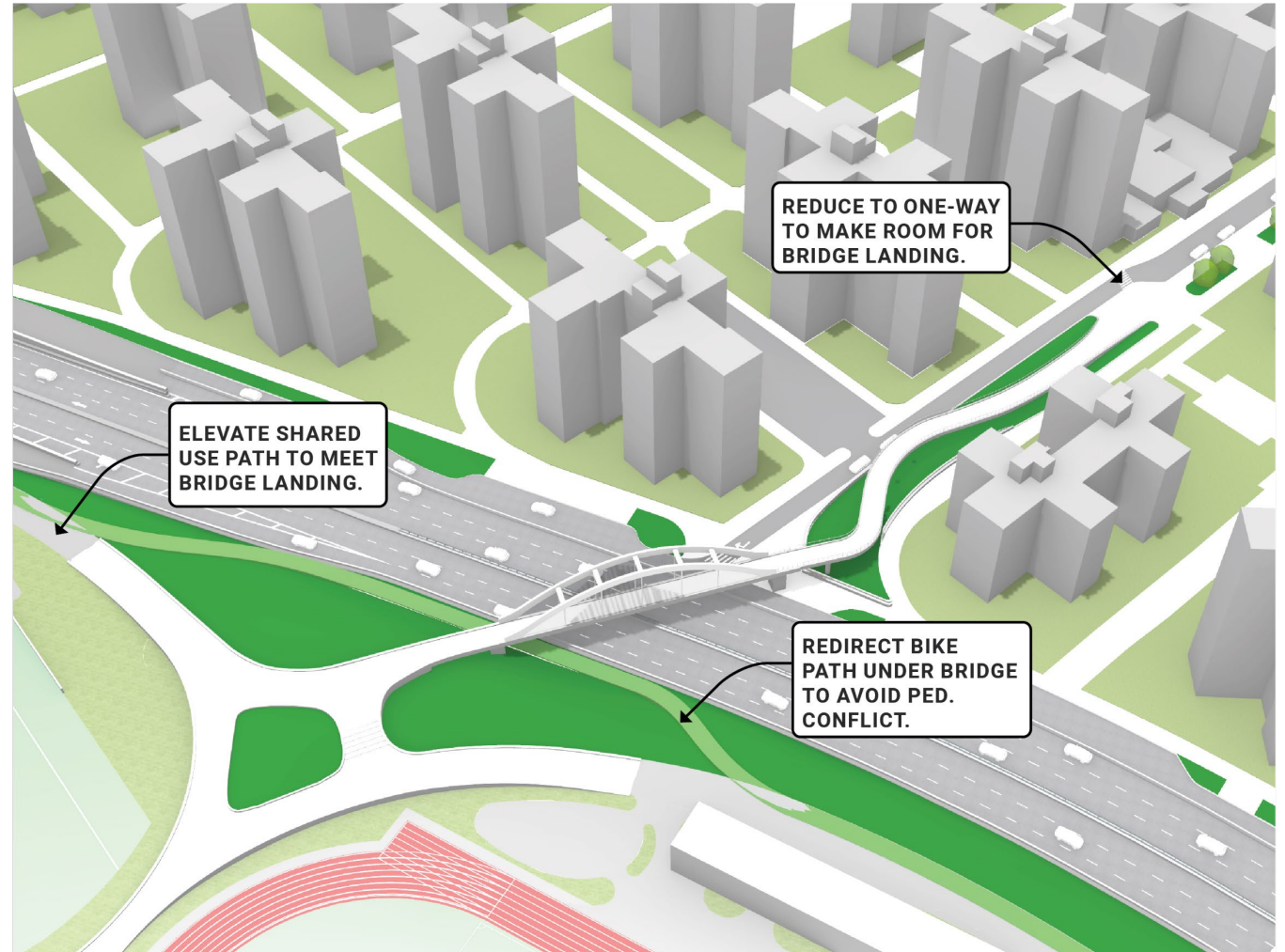


Alternative B

E. 6th Street

Summary

- The current 6th Street pedestrian bridge is outdated and does not provide universal access. In order to provide **a new, wider bridge with an accessible slope**, an alignment within the roadway is necessary. This **requires making 6th Street one-way, and the removal of some parking spaces**. The traffic implications of these changes will require additional analysis.
- Removing the current pedestrian bridge also creates more space along the service road for **streetscape improvements**. Funding for maintenance and partner for the upkeep of these new green space will need to be identified.
- The bridge alignment shown is designed to integrate into the new design for East River Park, though **additional coordination** with NYC Parks is necessary to confirm the design of how the bridge will land in the park.
- The bridge design shown here is similar to what is being used for the new bridges as part of ESCR, but a different type of structure could be used.



East 6th Street

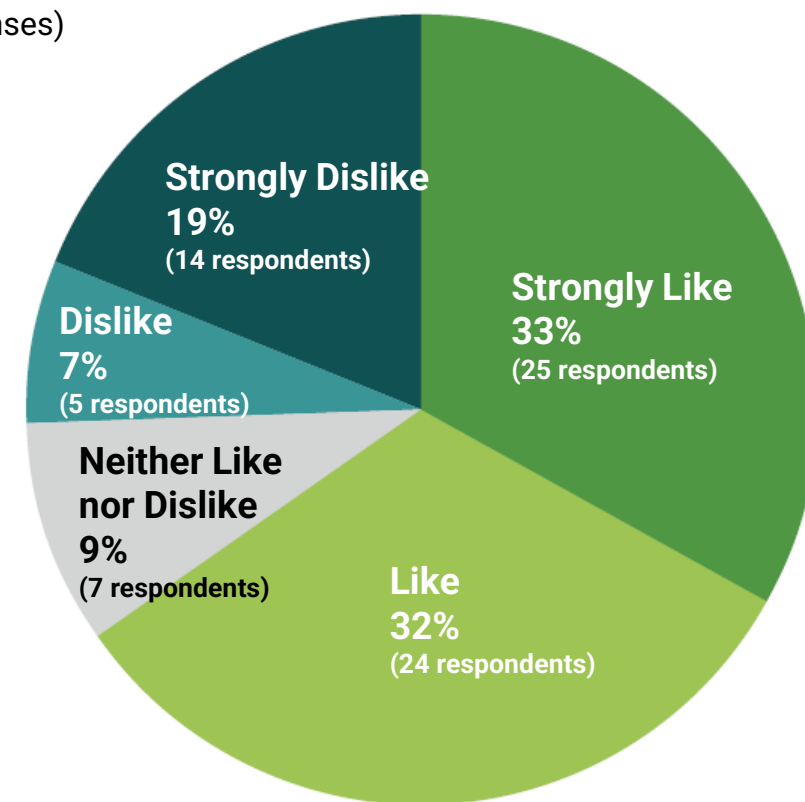
Online Survey Findings

What do you like or dislike about this? What questions or concerns do you have?

- 10 out of 51 respondents had concerns about the loss of street parking.
 - "Parking is important here as we have been affected by bus lanes taking the entire Avenue D."
- 7 out of 51 respondents advocated for transforming vehicular space.
 - "Open 6th street to peds - cars have plenty of other space."
- Generally, respondents prefer the straight bridge design concept over the curved concept.
- Other concerns included:
 - Traffic impacts (7 out of 51 responses)
 - More trees and green space (8 out of 51 responses)

What do you think about this improvement concept?

(75 responses)



Online Survey Findings

Key Themes + Takeaways

- Top issues mentioned were loss of street parking, pedestrian safety, traffic impacts, and connections to the park.
- The responses were divided between residents who supported retaining as much on street parking as possible and residents who prioritized pedestrian space above vehicular space.
- Overall, over 60% of respondents either "like" or "strongly like" the improvement concepts.
- Generally, respondents supported additional green space to the corridor and adjacent streets.

Next Steps

Next Steps

- The team will incorporate feedback from tonight and recent engagement into the final report—**we want to hear if you want DOT and NYC Parks to pursue these projects.**
- Future implementation will involve:
 - Securing funding for design and construction
 - Identifying source of funding for maintenance
 - More detailed transportation analyses
 - Detailed design
 - Additional community engagement and agency coordination

For more information, you can email: NYCDOT Manhattan Borough Commissioner's Office at ManhattanBC@dot.nyc.gov

Q+A