

**BATTERY PARK
CITY AUTHORITY**

May 1, 2018



**Battery Park
City Authority**



W X Y

HR&A

SOUTH END AVE & WEST THAMES ST STREETSCAPE DESIGN STUDY

Agenda

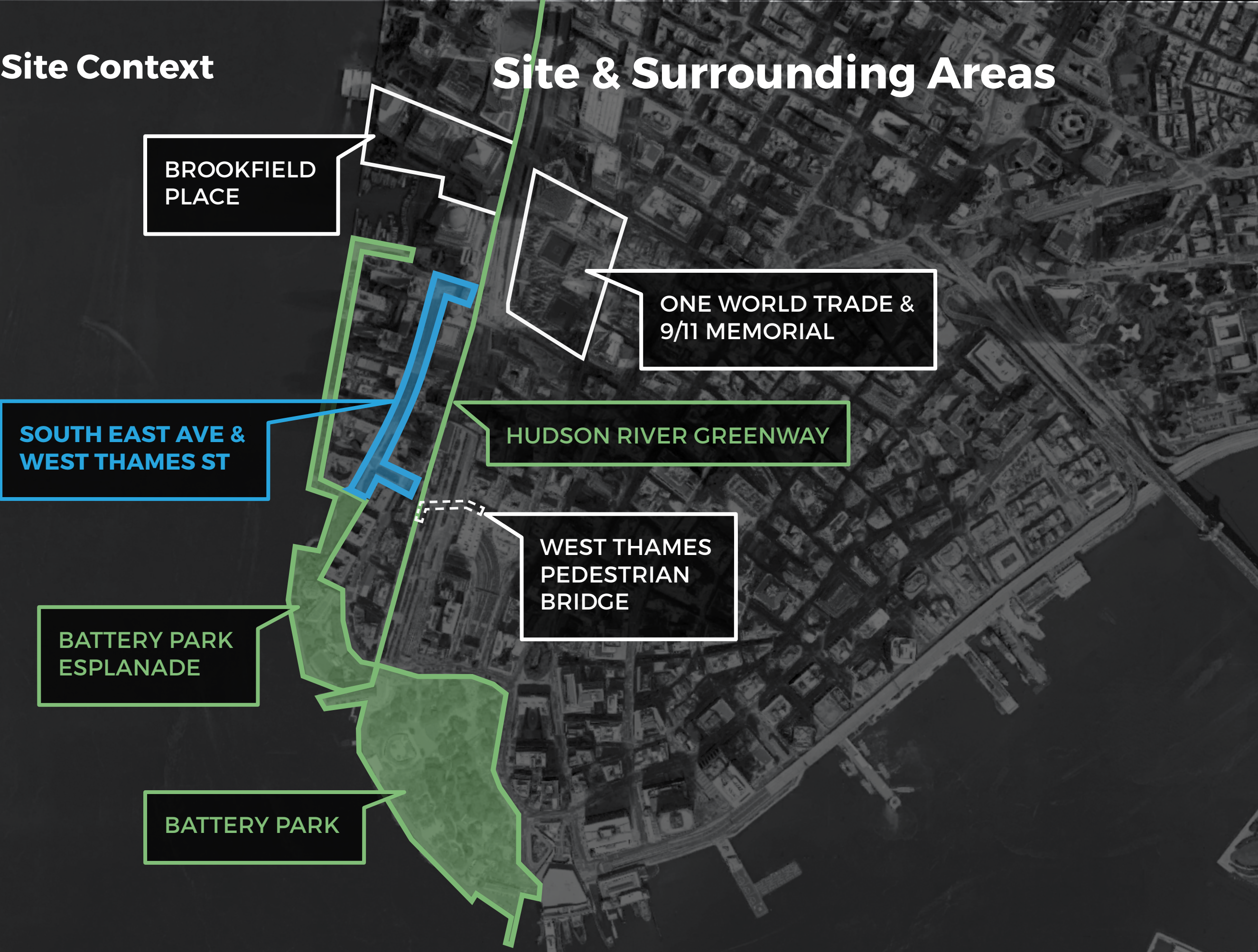
- i South End Ave & West Thames St
 - Site Context
 - Community Engagement
- ii Challenges & Opportunities
 - 1 Vehicular Traffic
 - 2 Bike Safety
 - 3 Pedestrian Safety
- iii Streetscape Recommendations
 - Recommendations Overview
 - Proposed Streetscape Plan
 - Shared Street Precendents

i

South End Ave & West Thames St

Site Context

Site & Surrounding Areas



BROOKFIELD
PLACE

ONE WORLD TRADE &
9/11 MEMORIAL

SOUTH EAST AVE &
WEST THAMES ST

HUDSON RIVER GREENWAY

WEST THAMES
PEDESTRIAN
BRIDGE

BATTERY PARK
ESPLANADE

BATTERY PARK

i Site Context

South End Ave & West Thames Today



Looking North on Albany and South End Ave



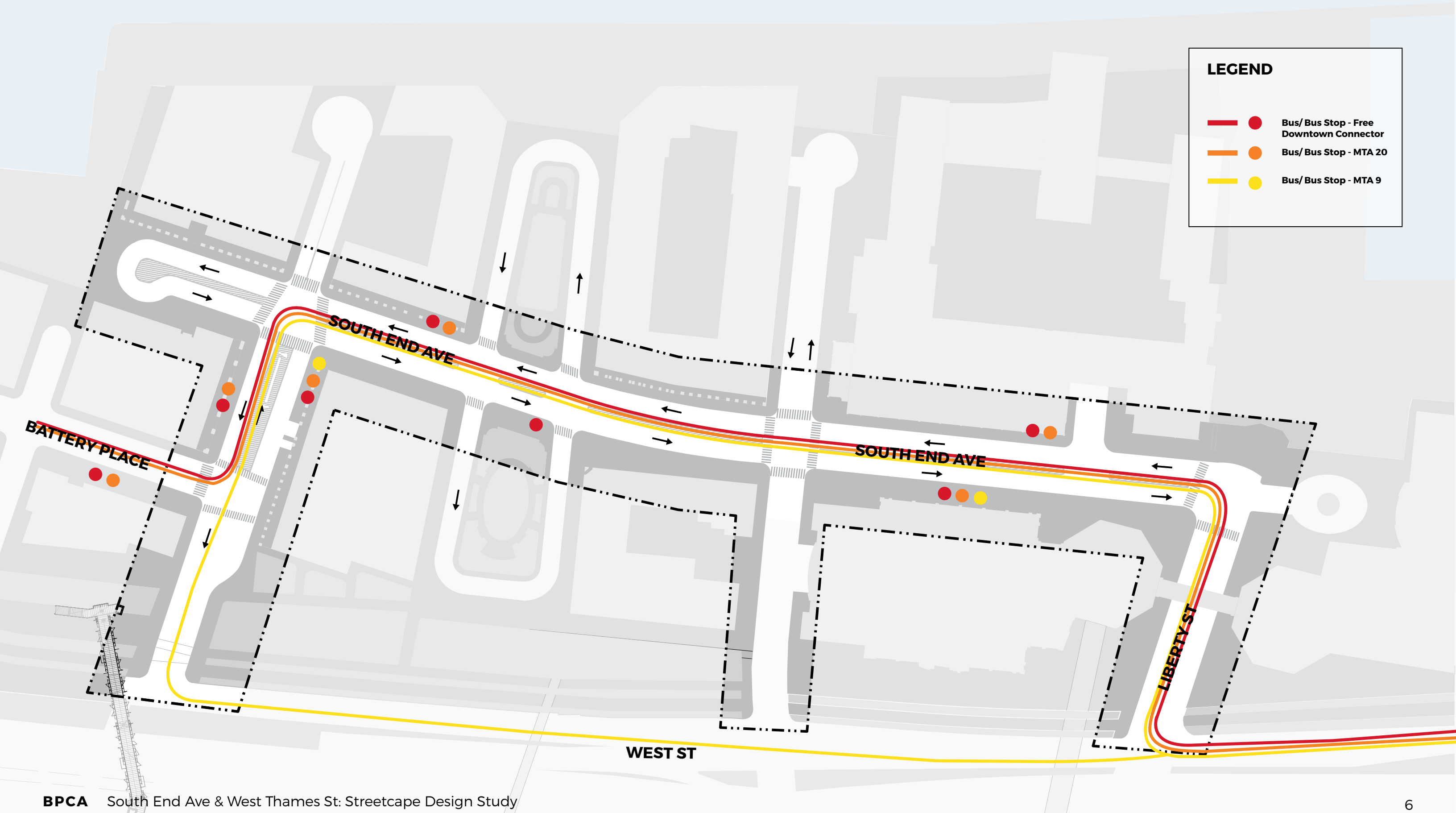
Rector Place at South End Ave

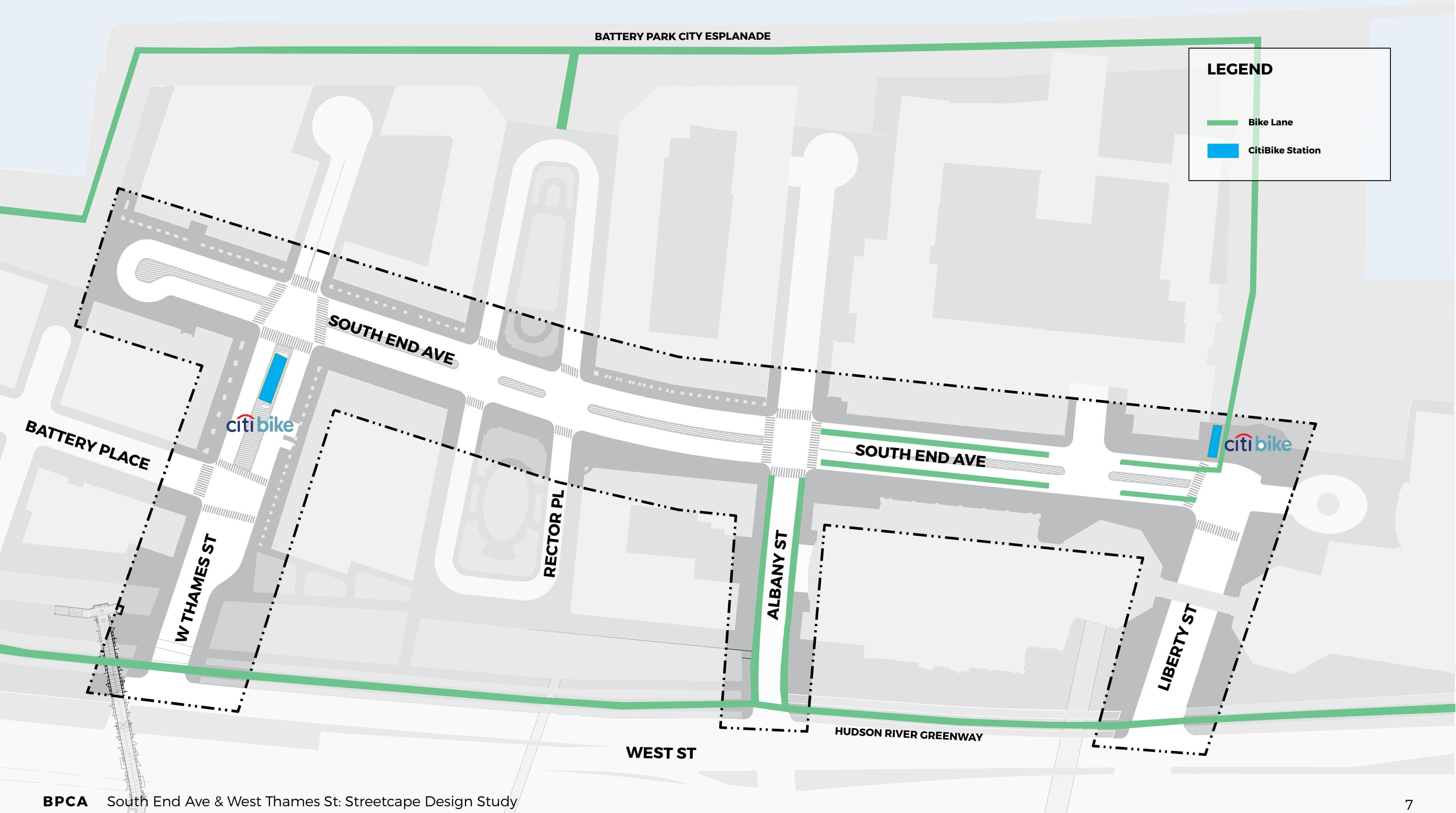


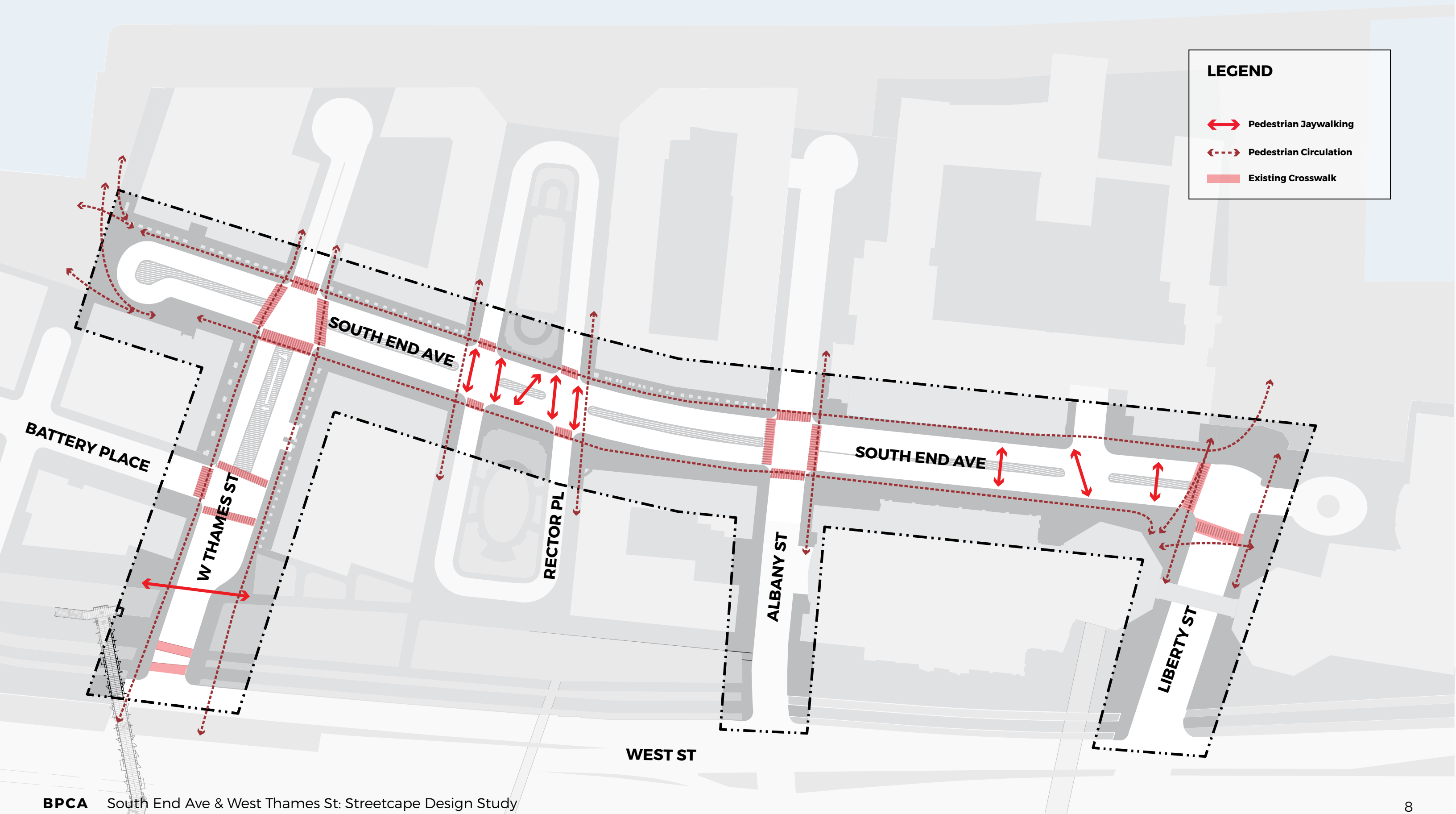
Looking North from Battery Park City Esplanade



Battery Park City Esplanade Seating







i

Community Engagement

Open Houses



Town Hall/BPC CB-1 Committee Meetings

2

community
open houses



Logging over

200

comments

Community Engagement

South End Ave - Resident Survey

The South End Avenue neighborhood was the first area of Battery Park City to be built, before the tremendous growth of Battery Park City and downtown Manhattan. We would like to get your opinion on how the public realm — the streets, sidewalks, and open spaces — works for you and your neighborhood. Specifically, we will be identifying issues and potential improvements to make the streets function better for the residents, workers and retailers who are a part of the neighborhood. All information provided will be used to inform our work and recommendations for potential improvements. All contact information you provide will not be used for advertising purposes and will not be distributed.

This survey should take less than 5 minutes. Thank you for your time.

Required Information

Page 1

1. Building Name (Select one option)

- ☐ Liberty View
- ☐ Liberty Court
- ☐ The Soundings
- ☐ Cove Club
- ☐ The Regatta
- ☐ Liberty Terrace
- ☐ Battery Pointe
- ☐ 225 Redor
- ☐ 1 Redor
- ☐ Liberty House
- ☐ Hudson Tower
- ☐ Hudson View West
- ☐ Hudson View East
- ☐ Sideway
- ☐ Other (please specify) _____

2. Your address

3. Address

4. How are you most likely to use this area? (Select one option)

☐ Yes

☐ No

5. Street address (Answer this question only if answer to Q4 is Yes)

6. How many years have you lived at this location? (Enter a value between 1 and 1000)

7. Where did you live previously? (Select one option)

<input type="radio"/> Somewhere in Battery Park City	<input type="radio"/> Brooklyn, Queens, The Bronx, or Staten Island
<input type="radio"/> Somewhere in Lower Manhattan	<input type="radio"/> Outside of NYC
<input type="radio"/> Midtown	<input type="radio"/> Not applicable
<input type="radio"/> Uptown	

8. How many people live in your household? (Enter a value between 1 and 60)

Surveys

1. Online Resident Survey

568 Responses

2. Intercept Survey Visitors

260 Responses

Visitors: 68
Workers: 192

3. Interviews with a sampling of retailers

ii

Challenges & Opportunities

1 VEHICULAR TRAFFIC

* Comment taken from resident survey.

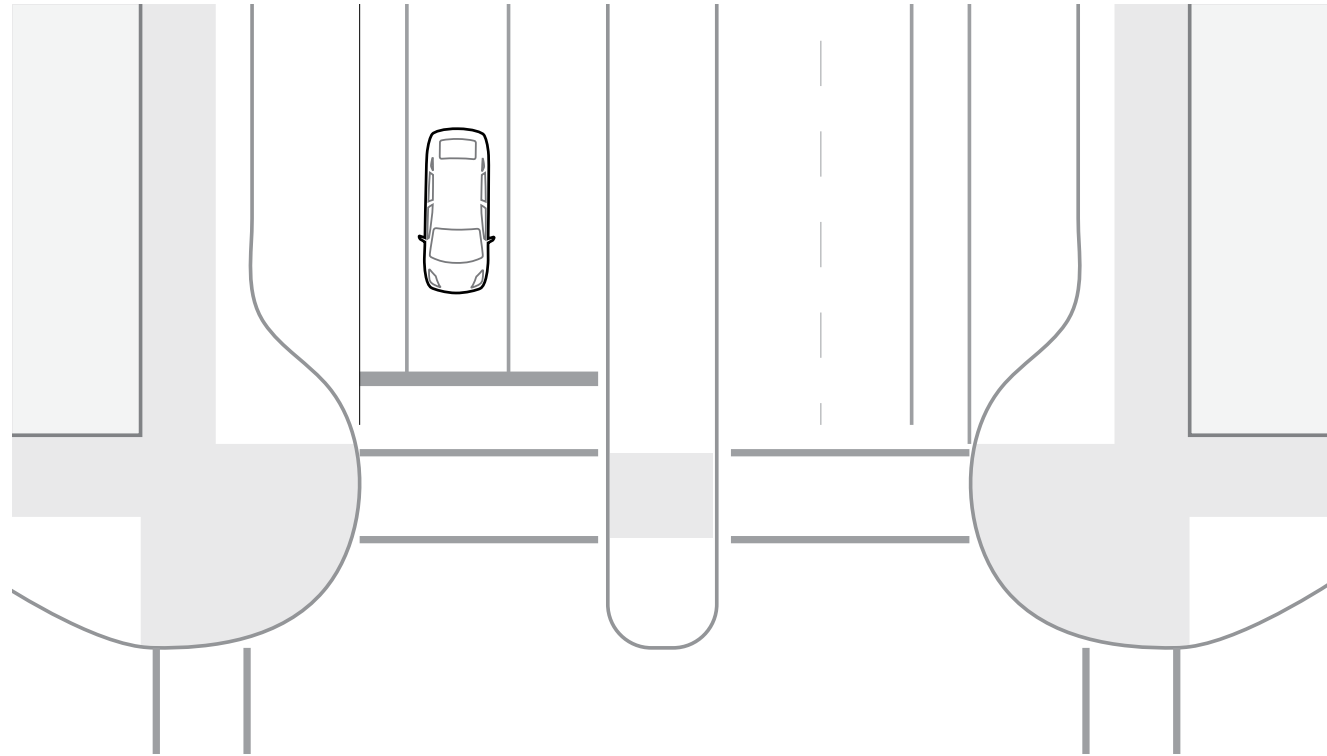
The trucks parking
in the middle of the
street are a huge risk.

Double Parking Leads to Increased Vehicle Maneuvers, Conflict Points & Safety Issues.

Wide traffic lanes allow for speeding and traffic violations like midblock u-turns & double parking.

Designated delivery times and loading zones along the curb.

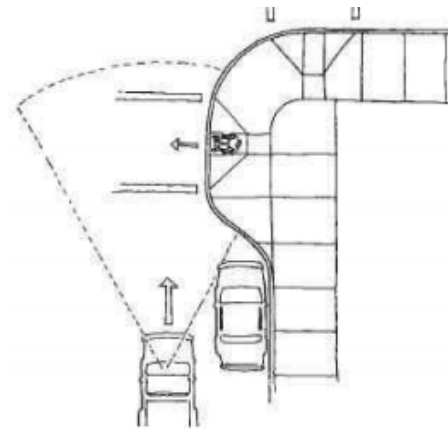
Extended curb narrows lane to prevent illegal u-turns and speeding.



Plan Diagram of Bulb Outs



Curb Bulb Out Example



Curb Extension & Medians

- Reduced crossing distance; minimize pedestrian-vehicle conflicts
- Improved visibility for drivers and pedestrians
- Narrowed roadway = traffic calming, slower speeds
- Additional room for street furniture
- Case study showed a 10% increase in crosswalk usage after installation of median
- The Federal Highway Administration (FHWA) has found that: “Providing raised medians or pedestrian refuge areas at pedestrian crossings at marked crosswalks has demonstrated a **46 percent** reduction in pedestrian crashes.”

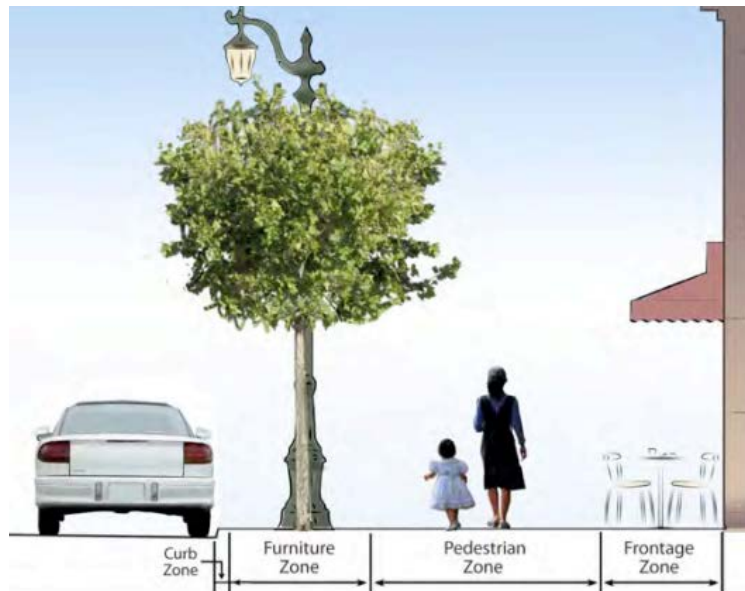
ii 1 Vehicular Traffic



Parking Garage
(Location: 3rd Pl & Battery Park)



Full Street Parking
(Location: Albany and SEA)



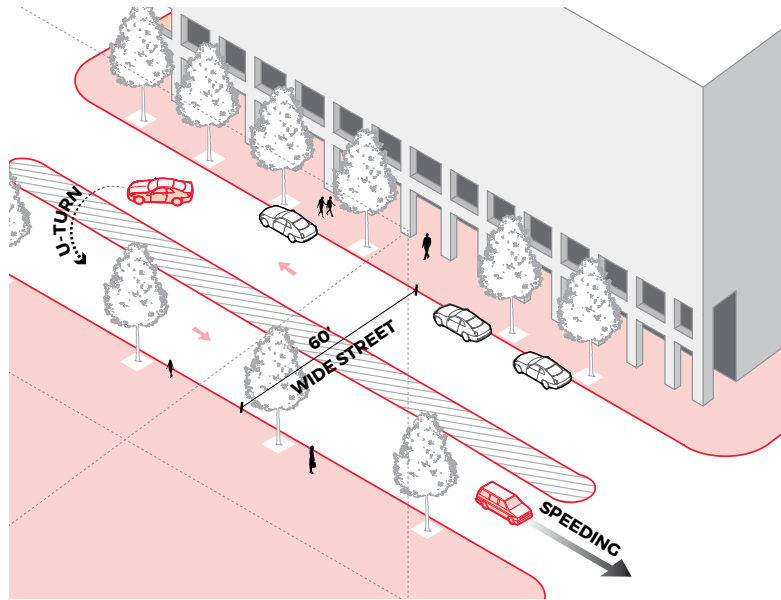
Curb Zoning

Parking

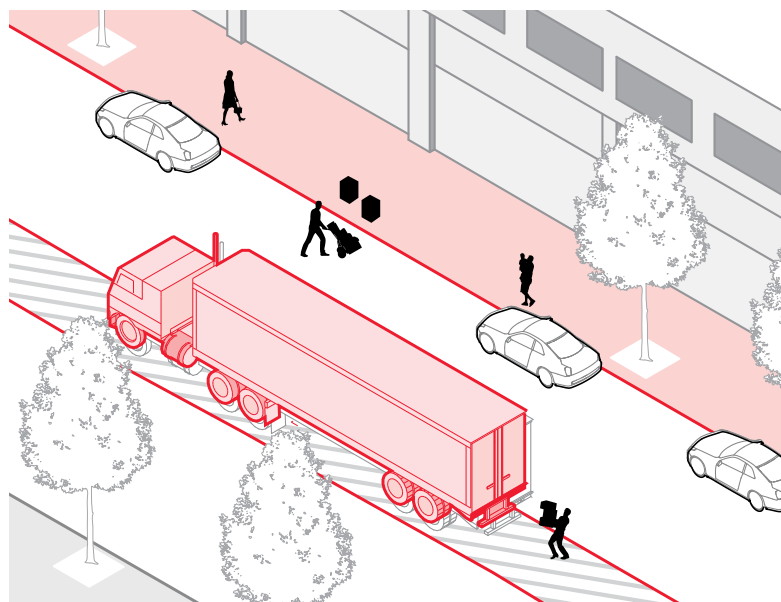
- On-street parking is free and in high demand.
- There are several paid parking garage alternatives nearby.
- During peak hours, cars queuing for garages back up into street traffic lanes.
- Some of local, vehicular traffic are drivers looking for on-street parking.

ii 1 Vehicular Traffic

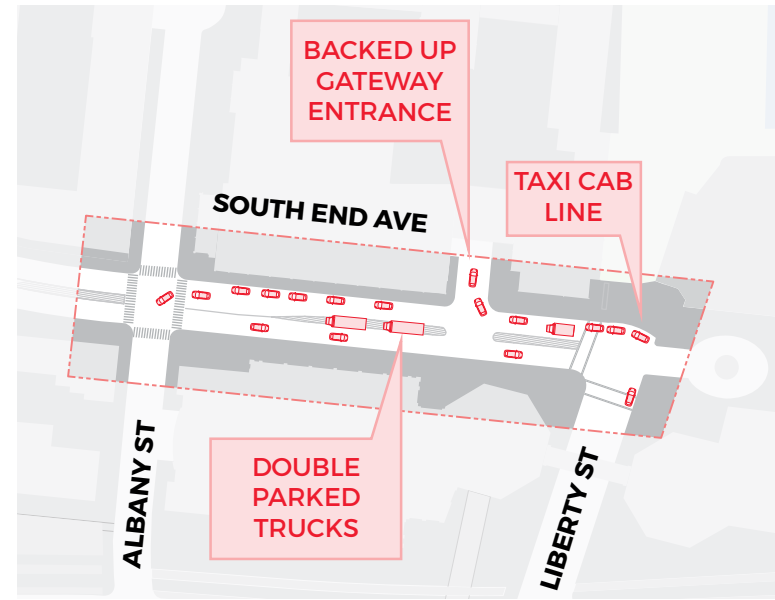
Summary of Challenges



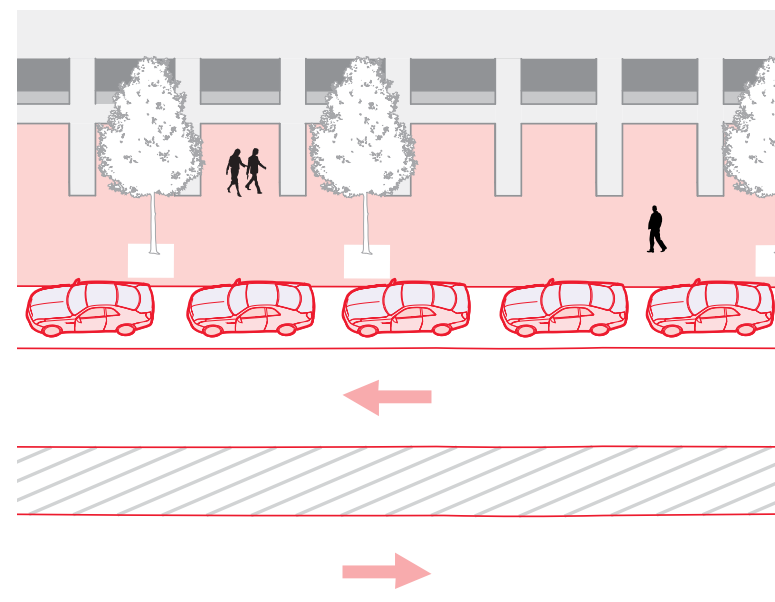
a. Traffic violations & non-permissible uses are largely due to the overly wide street.



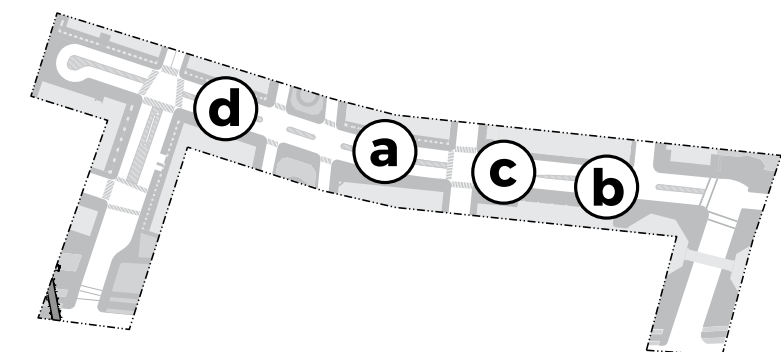
c. Deliveries & loading lack structure, compromise street safety & add to congestion.



b. South End Ave traffic issues are most pronounced between Liberty & Albany St.



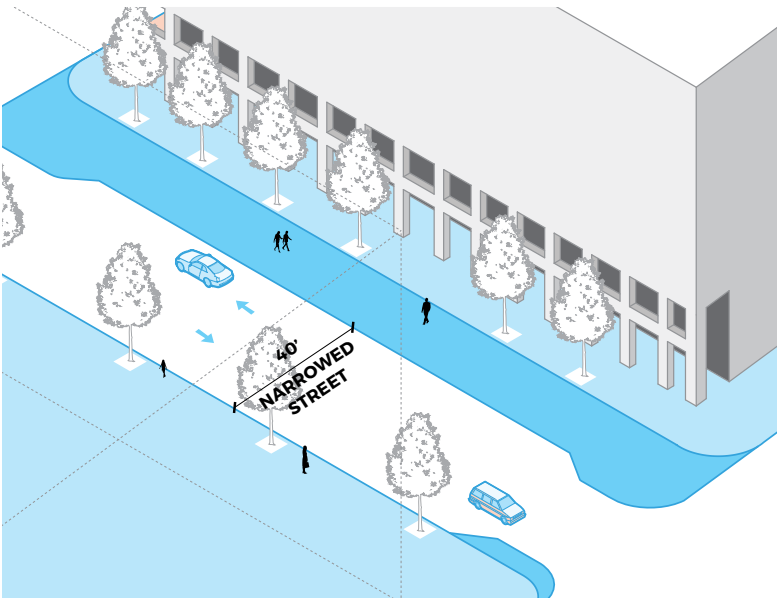
d. On-street parking Demand is a given. How can demand be curbed or discouraged?



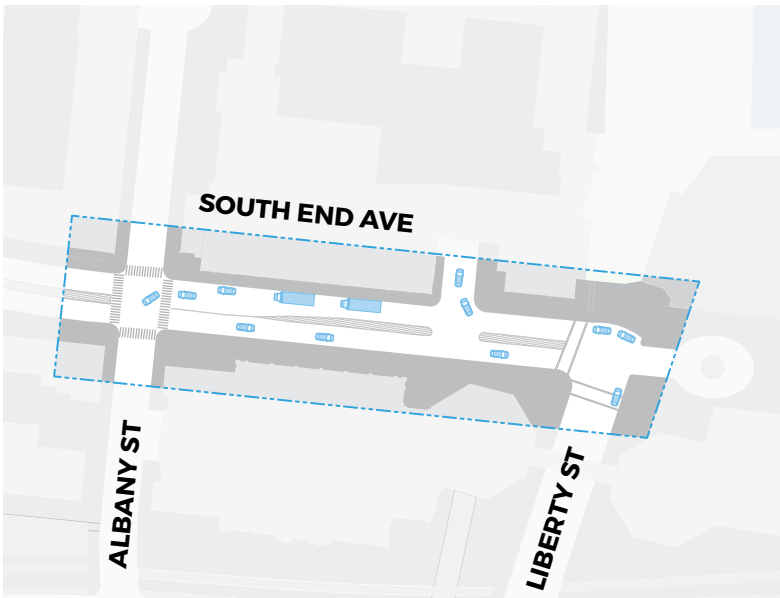
Key Plan

ii 1 **Vehicular Traffic**

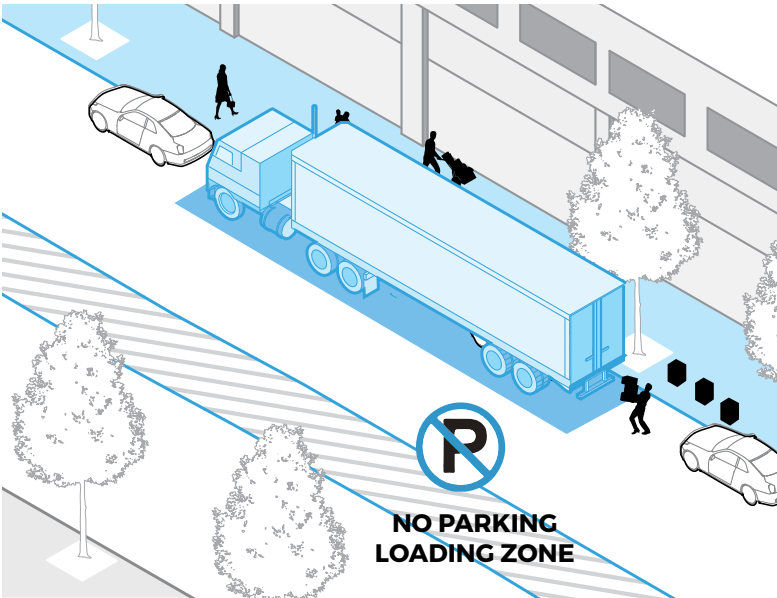
Opportunities



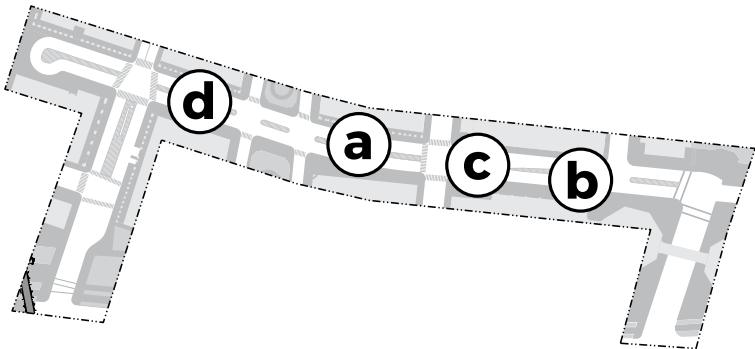
a. Traffic calming & design strategies for narrowing the street.



b. Optimize traffic patterns along South End Ave, particularly between Liberty & Albany St,



c. Create designated areas for delivery/service vehicles & restrict delivery times.



Key Plan

2 BIKE SAFETY

* Statistic taken from resident survey.

53%
of households have at
least one cyclist



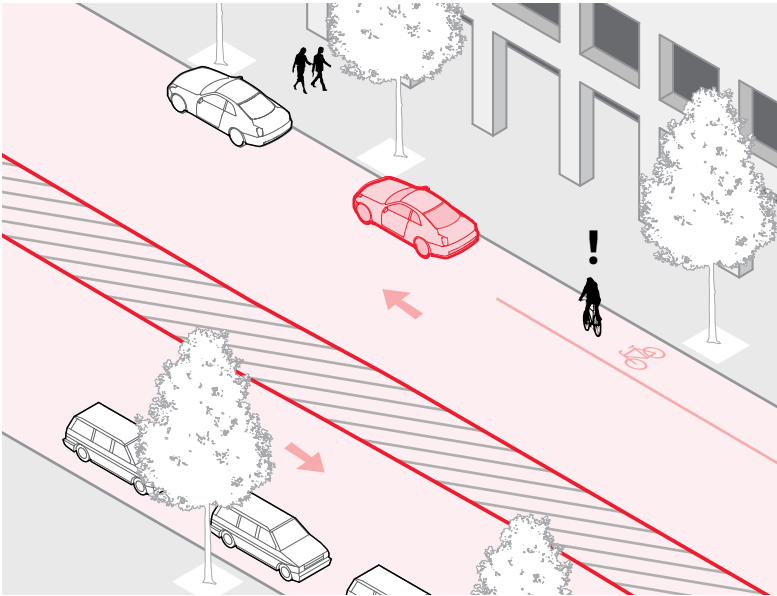
The CitiBike Station on West Thames St is located in the middle of the Street. This is a safety concern.

Discontinuous bike networks cause confusion.

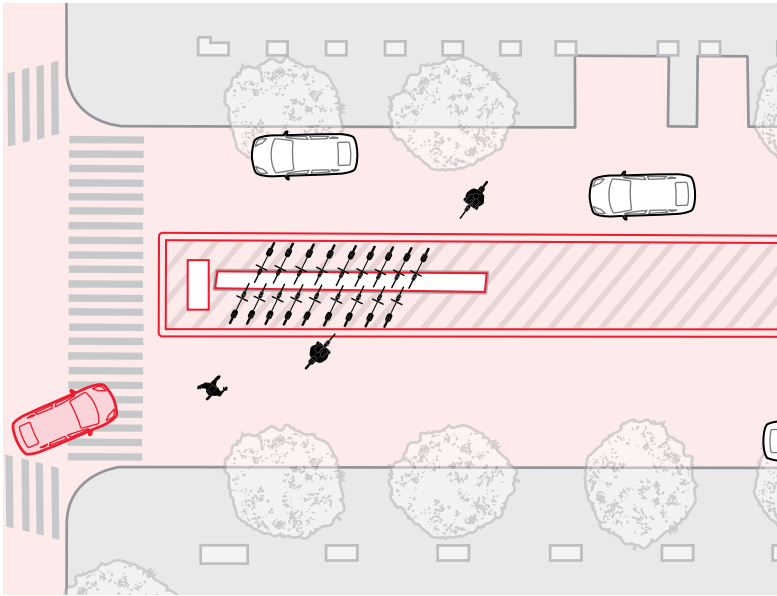
**Sharrow roads
designate the
street as shared
between cars and
bikes.**

**Relocated
CitiBike location
to extended
sidewalk.**

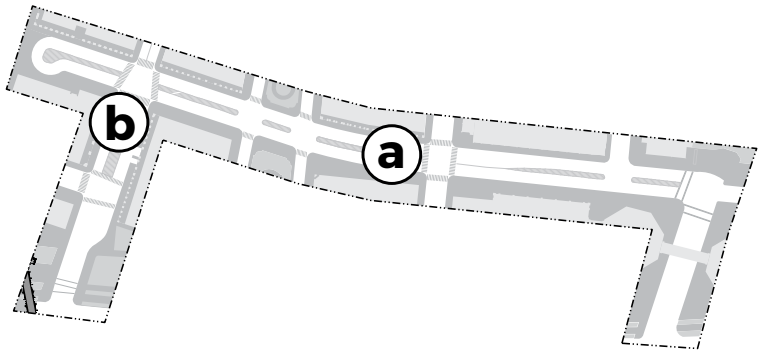
Summary of Challenges



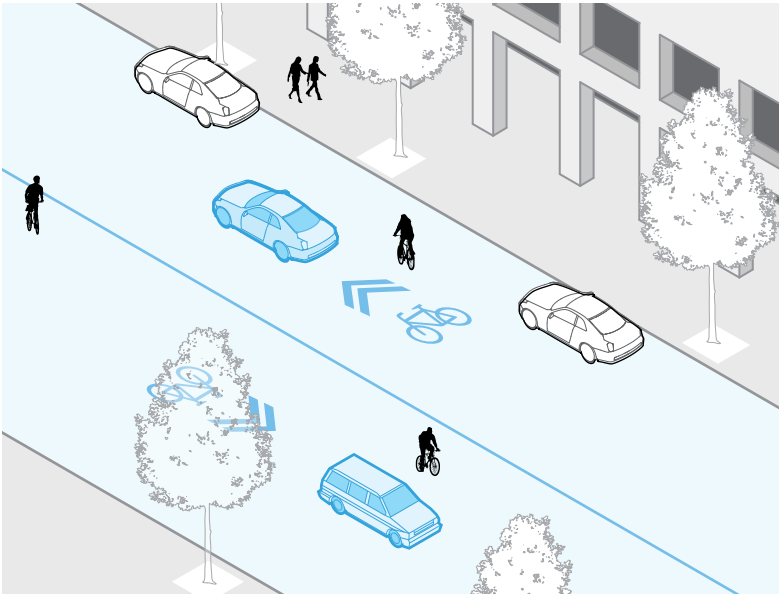
a. Inconsistent Bike Network.



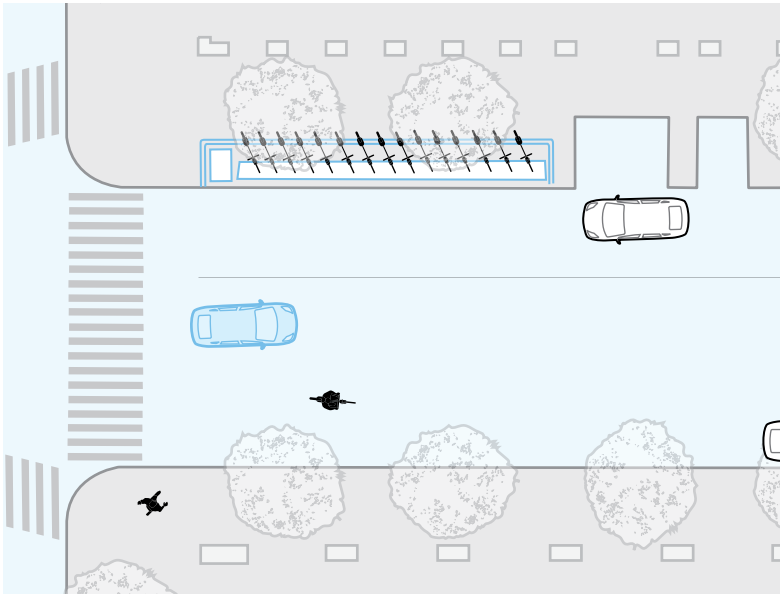
b. Unsafe West Thames St CitiBike Station.



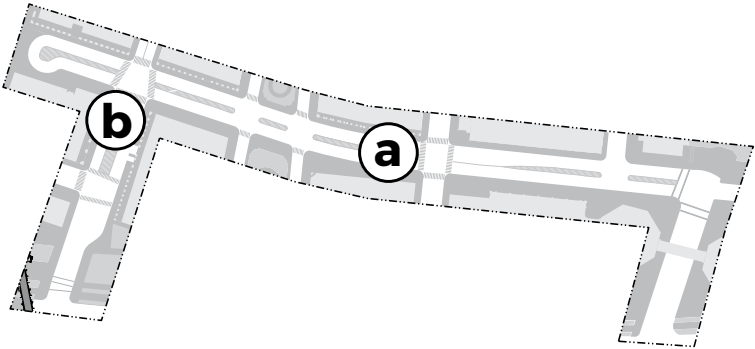
Key Plan



a. Sharrow roads for both bicyclists and drivers.



b. Relocate West Thames St CitiBike Station to be on extended sidewalk.



Key Plan

3 PEDESTRIAN SAFETY

Pedestrian Safety

Lack of Crosswalks & Sidewalk Congestion

Speeding is a major safety concern for pedestrians.

Lack of crosswalks at key locations including at Rector Park and Hudson River Greenway (at West Thames St)

Pedestrian Safety

Raised Crosswalks & Pedestrian Visibility

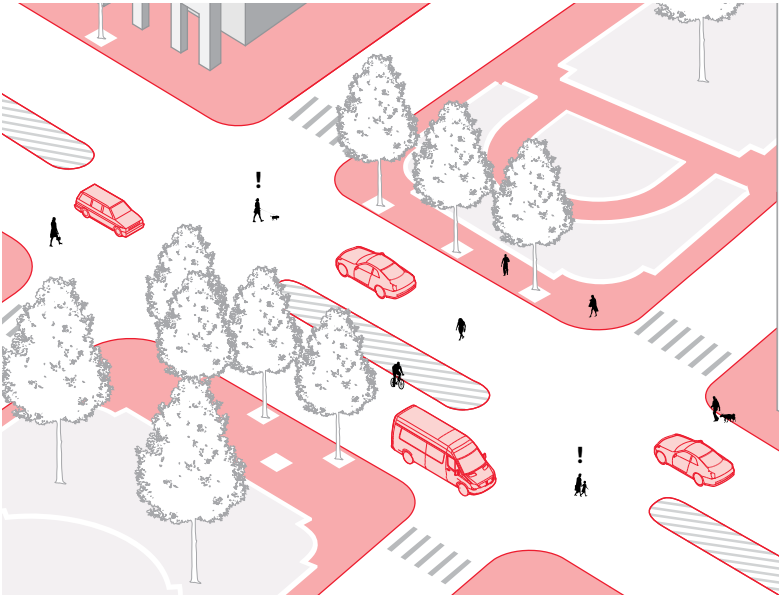
Raised intersection will improve crossing visibility and reduce vehicle speeds.

Raised crosswalk decreases jaywalking/increases usage by 27%.

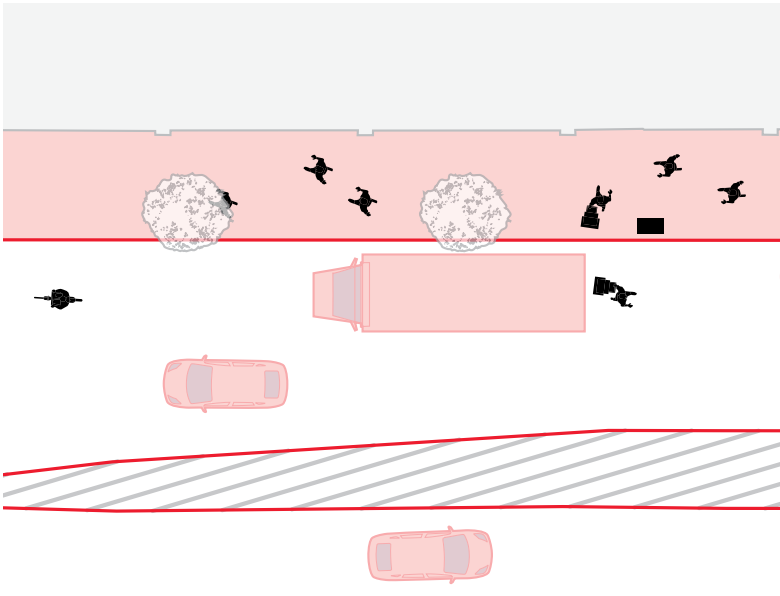
ii

3

Pedestrian Safety

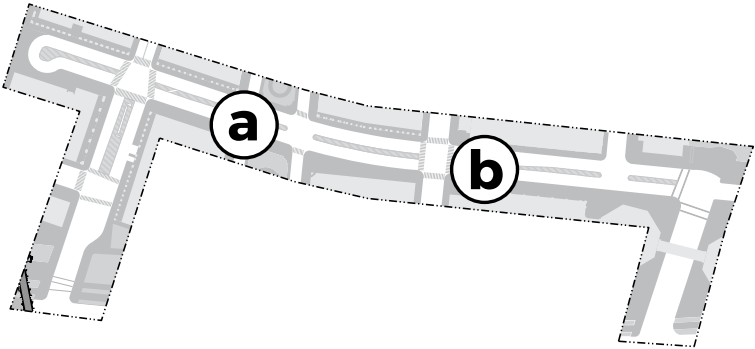


a. Lack of crosswalks.



b. Overly narrow sidewalk in front of Gateway.

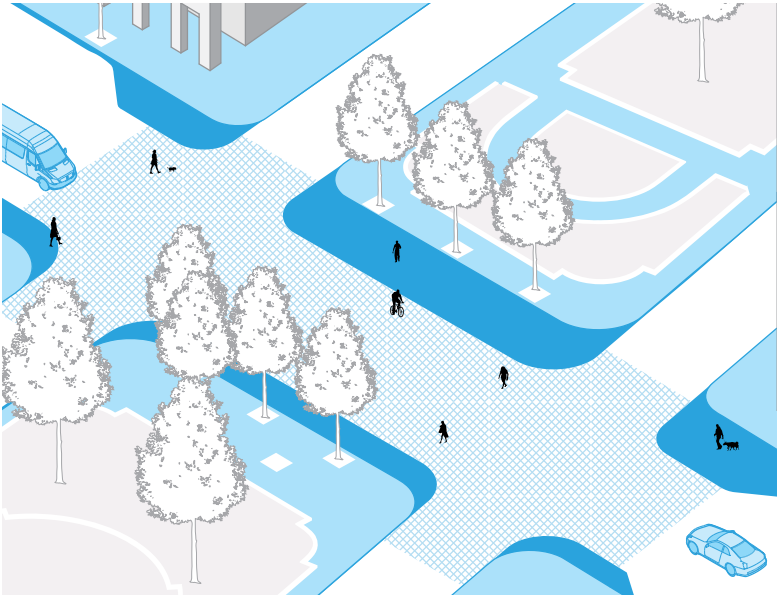
Summary of Challenges



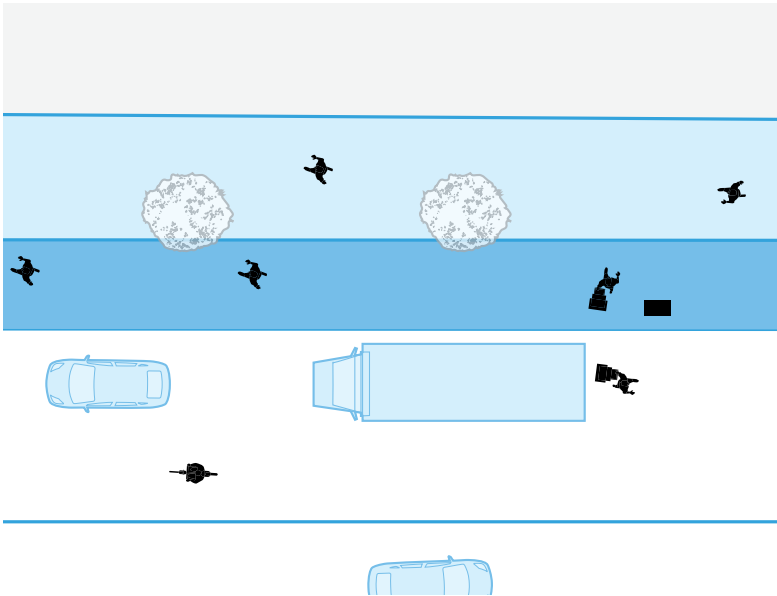
Key Plan

ii3

Pedestrian
Safety

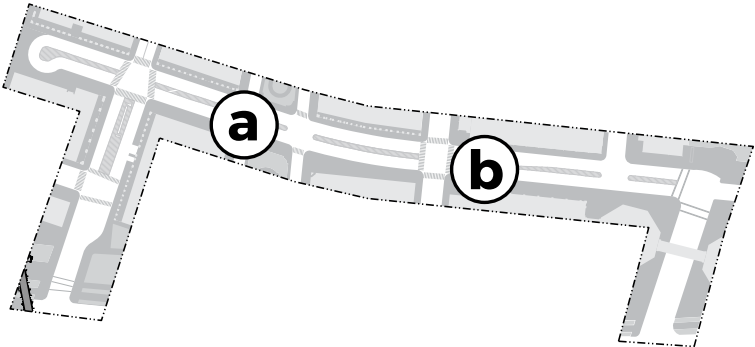


a. New traffic calming raised speed table at Rector Pl & South East Avenue.



b. Widen sidewalk in front of Gateway.

Opportunities

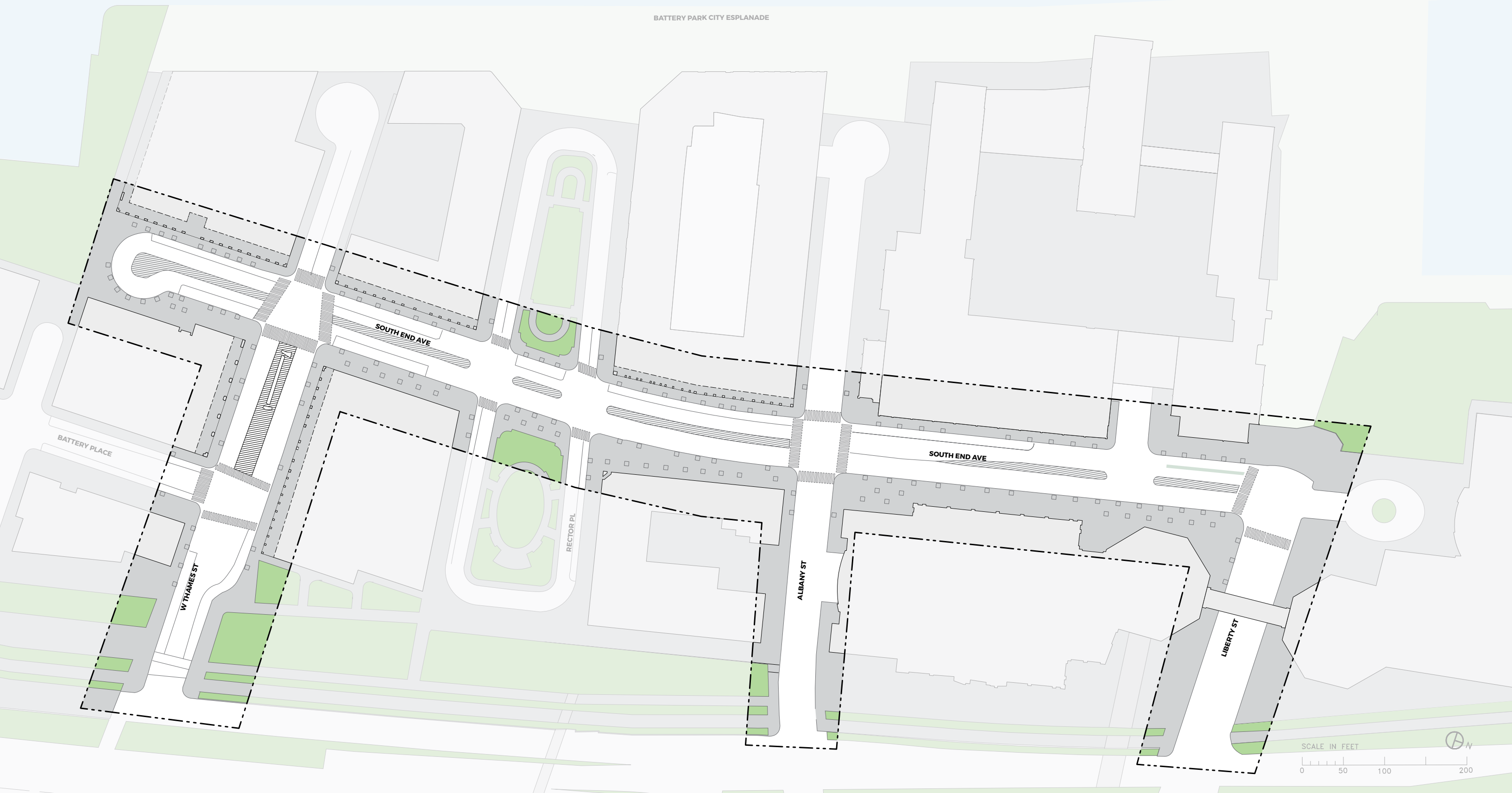


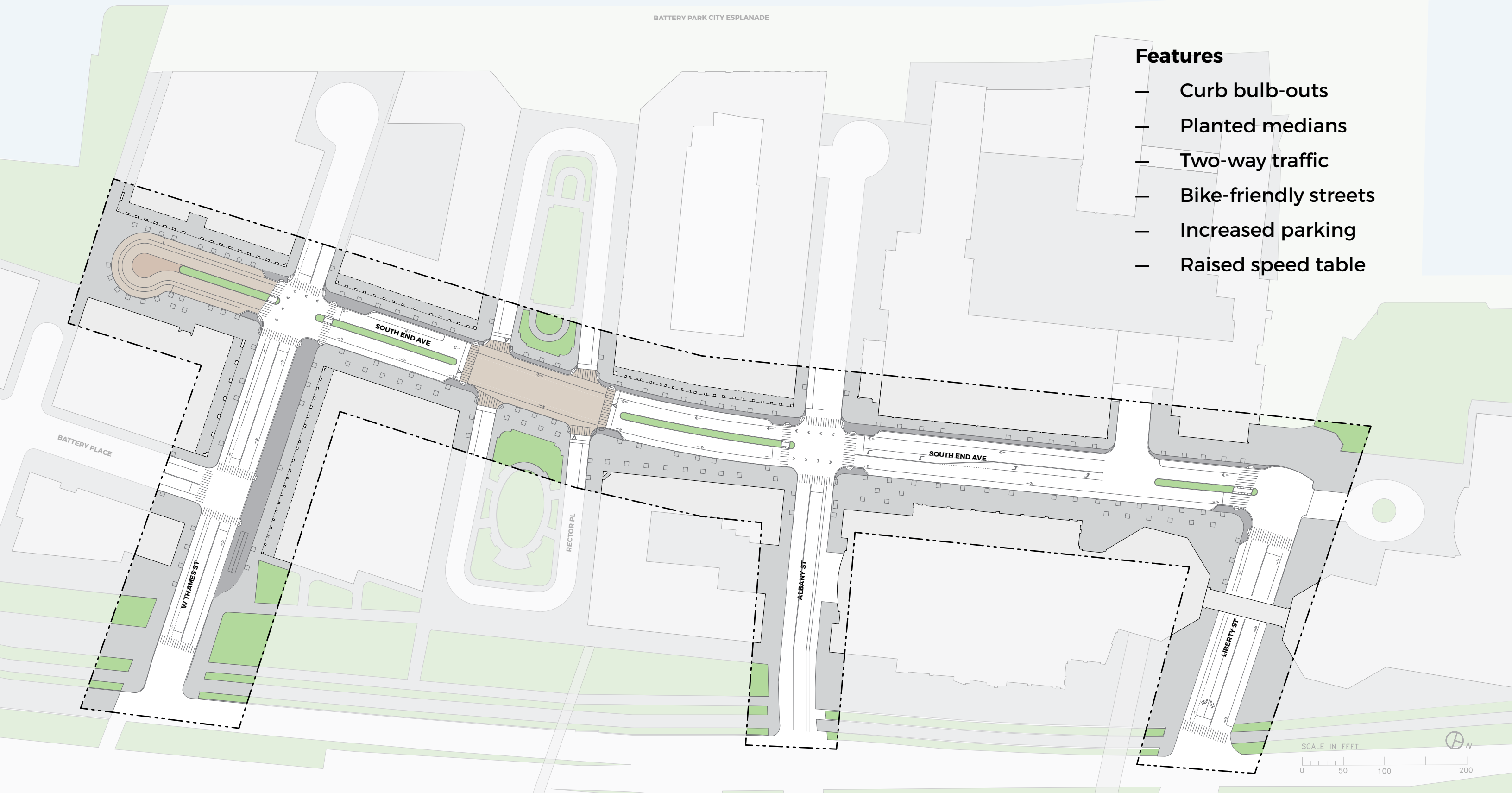
Key Plan

Streetscape Recommendations

Recommendations Overview

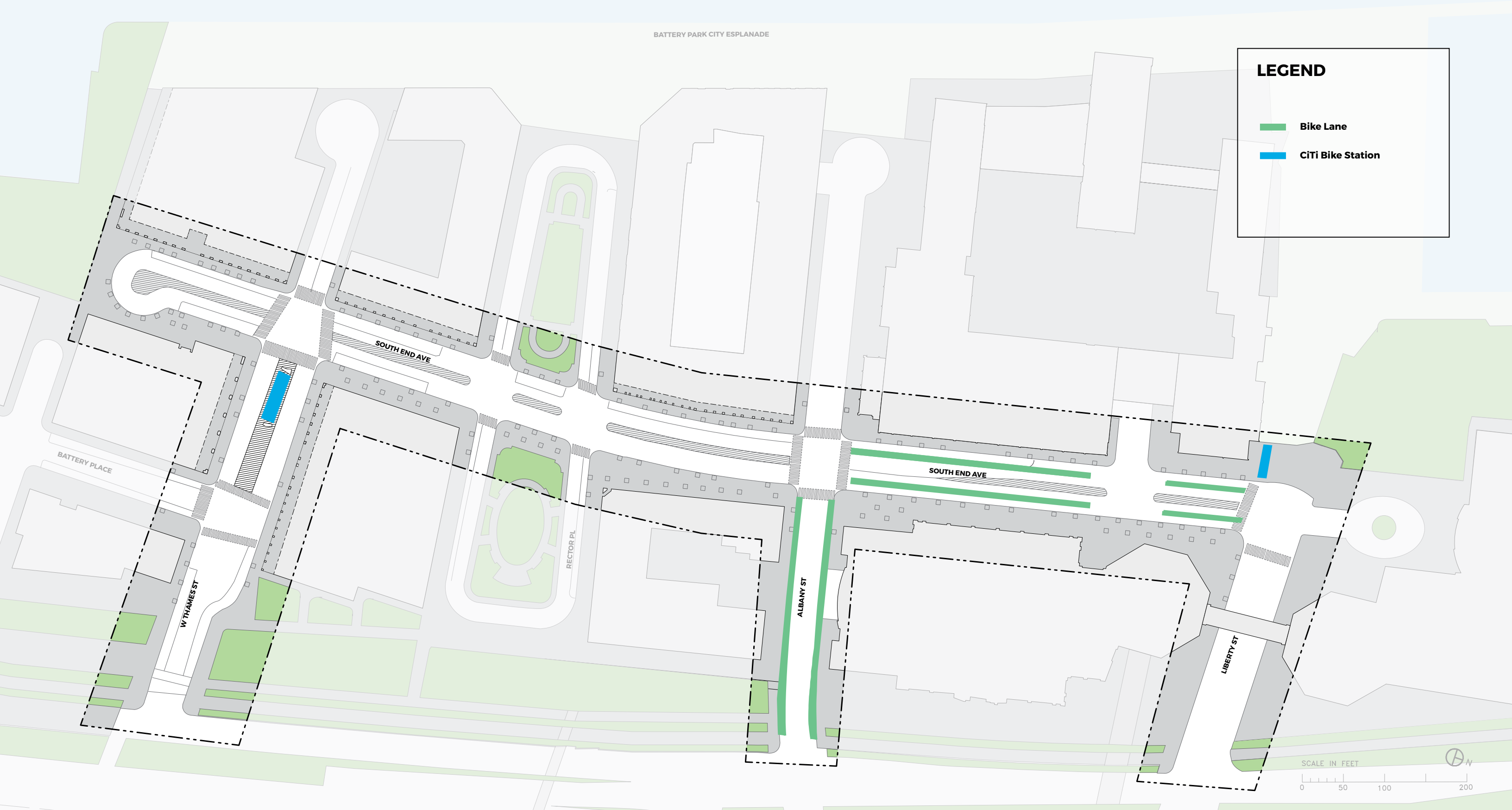
- 1.** Clarifying Traffic Patterns
- 2.** Improved Pedestrian Safety
- 3.** Improved Bike Safety
- 4.** Strategies for Streetscape Improvements



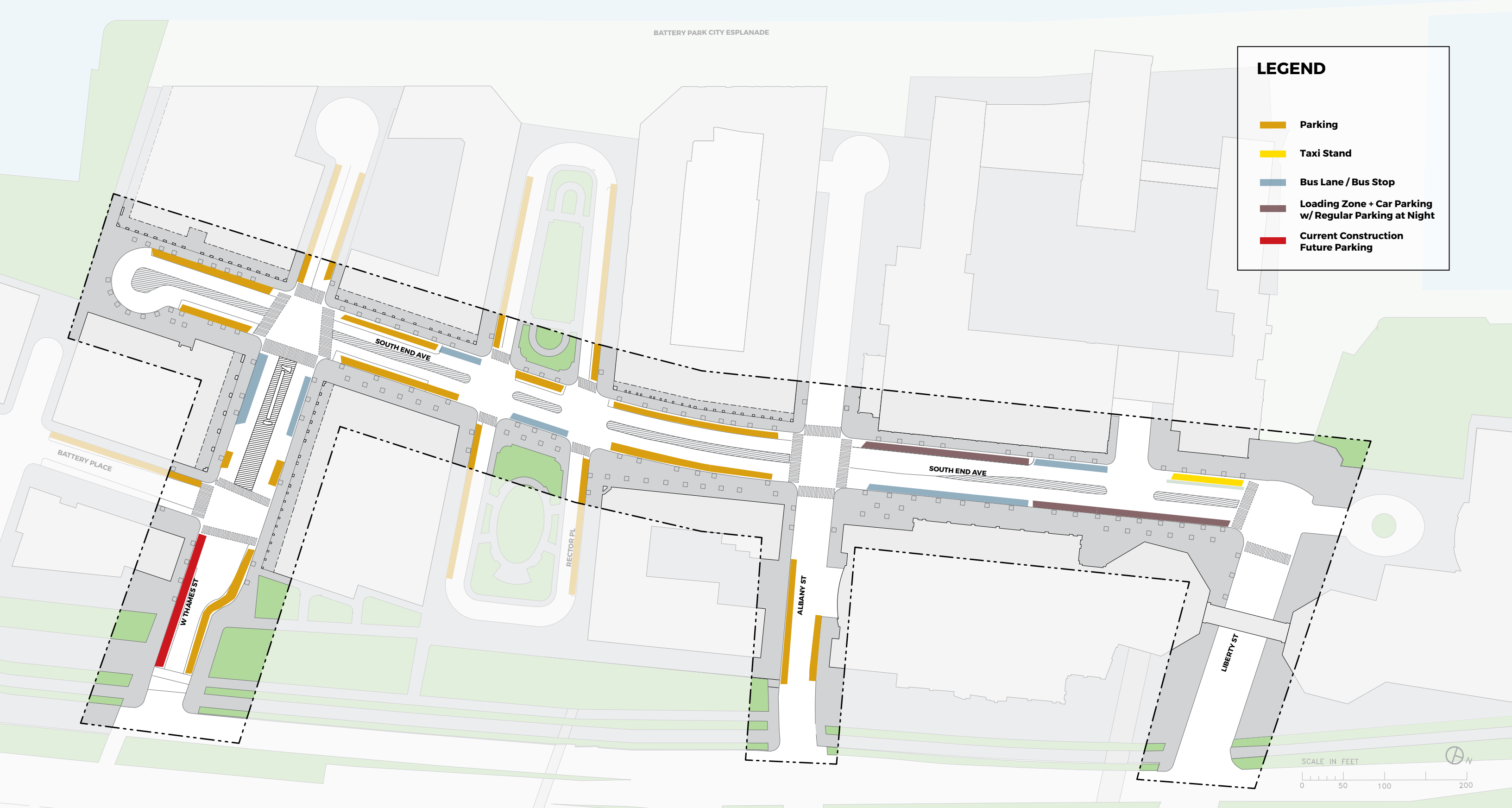


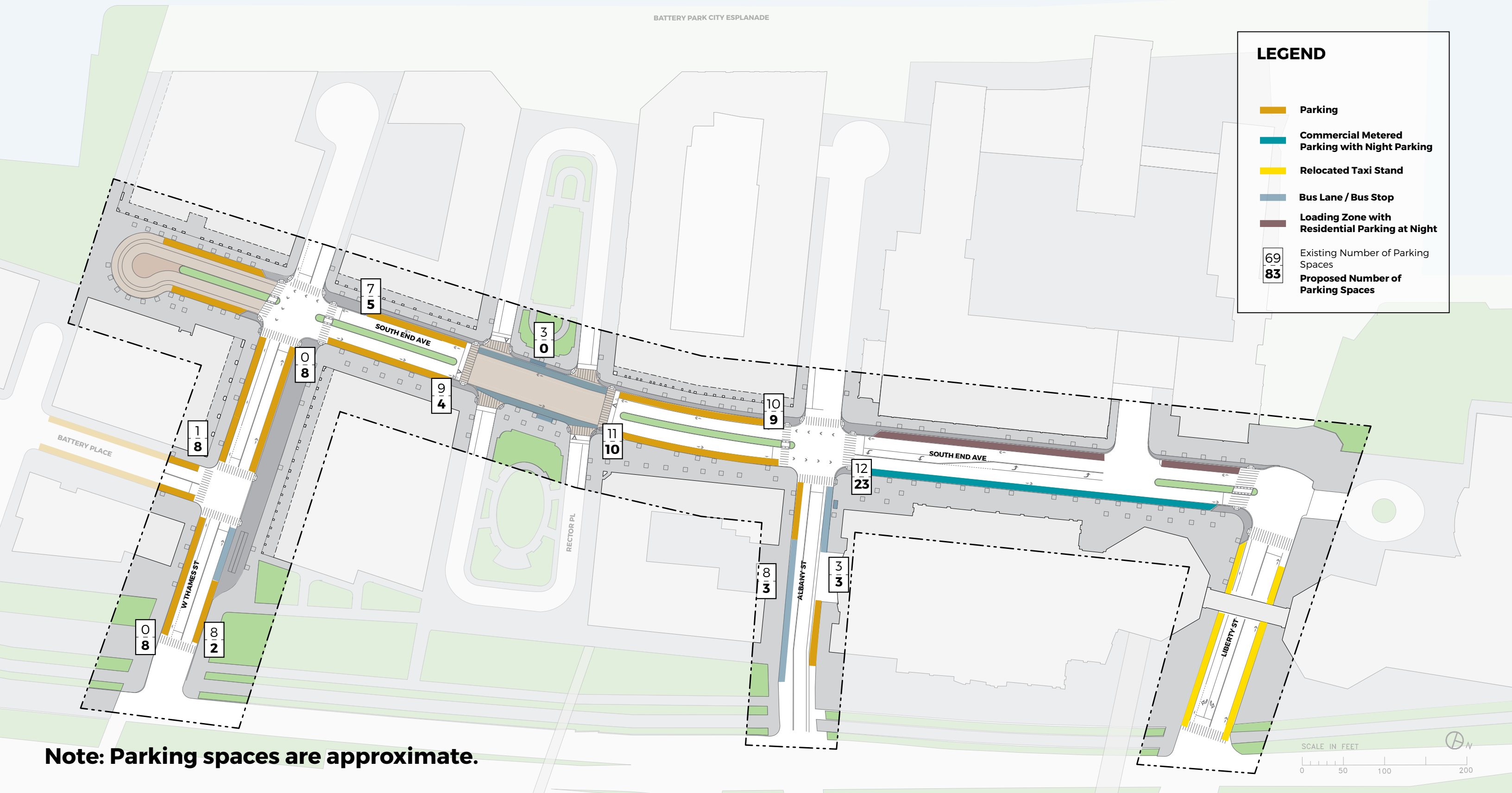




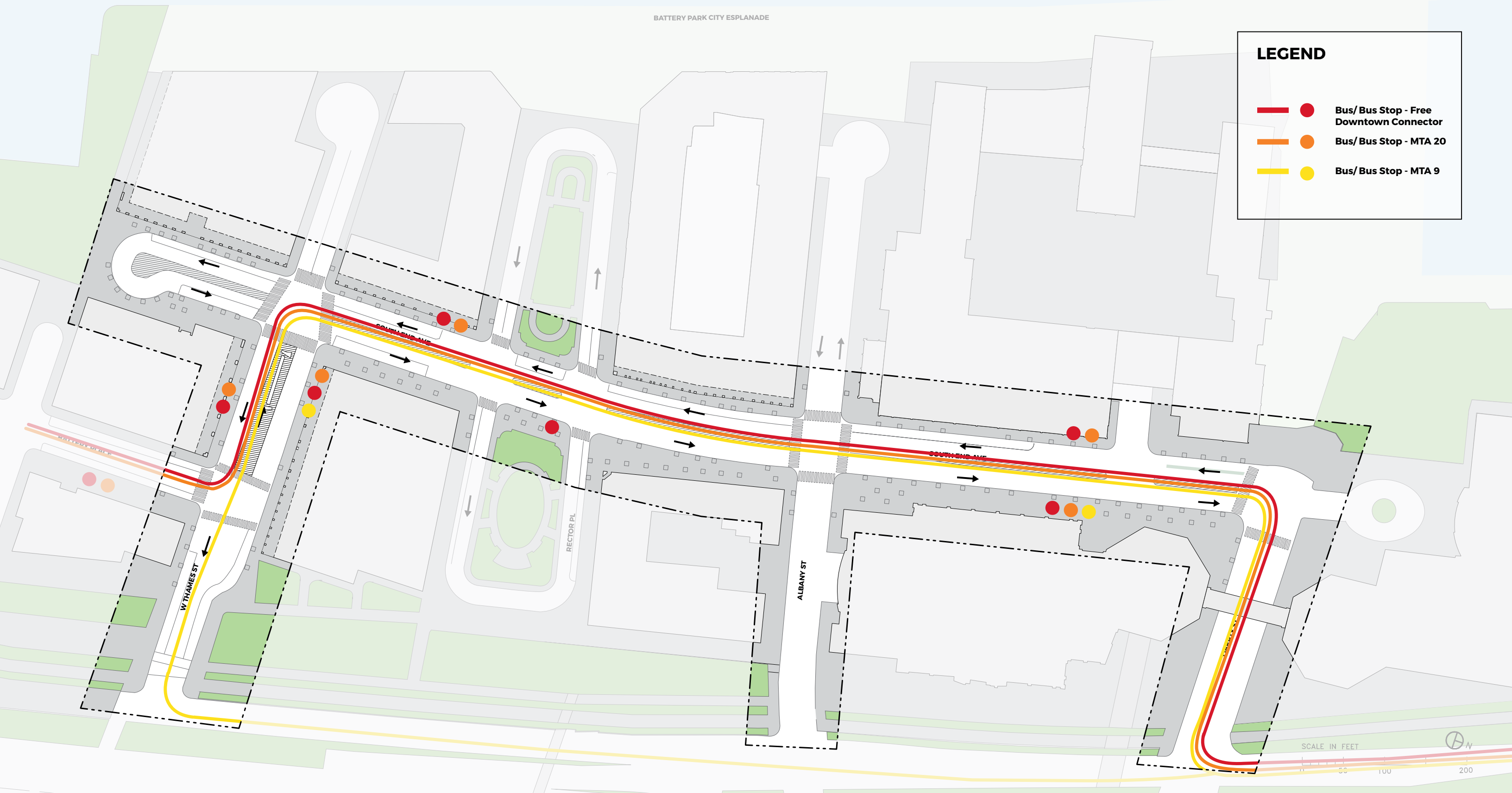


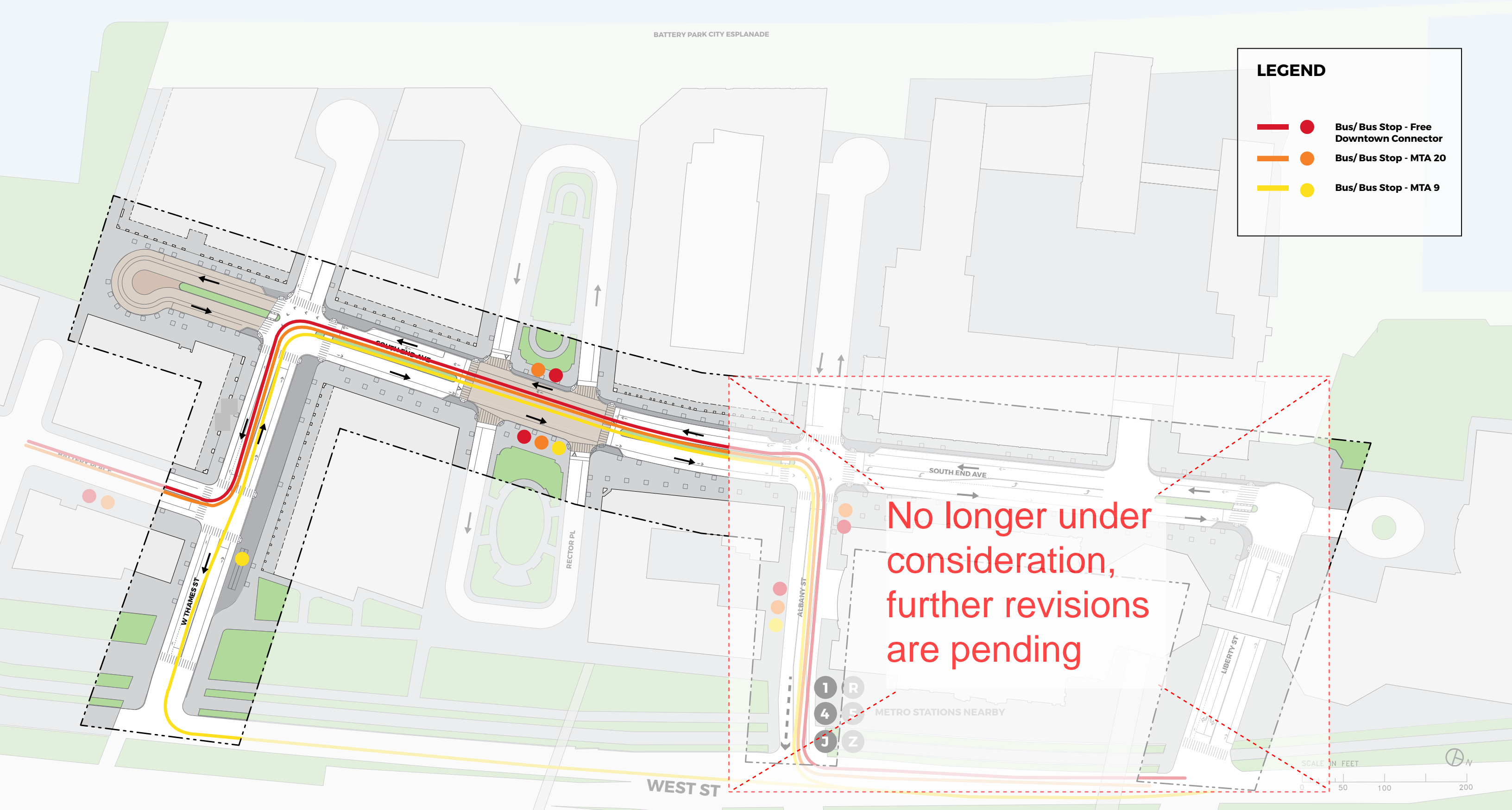






Note: Parking spaces are approximate.





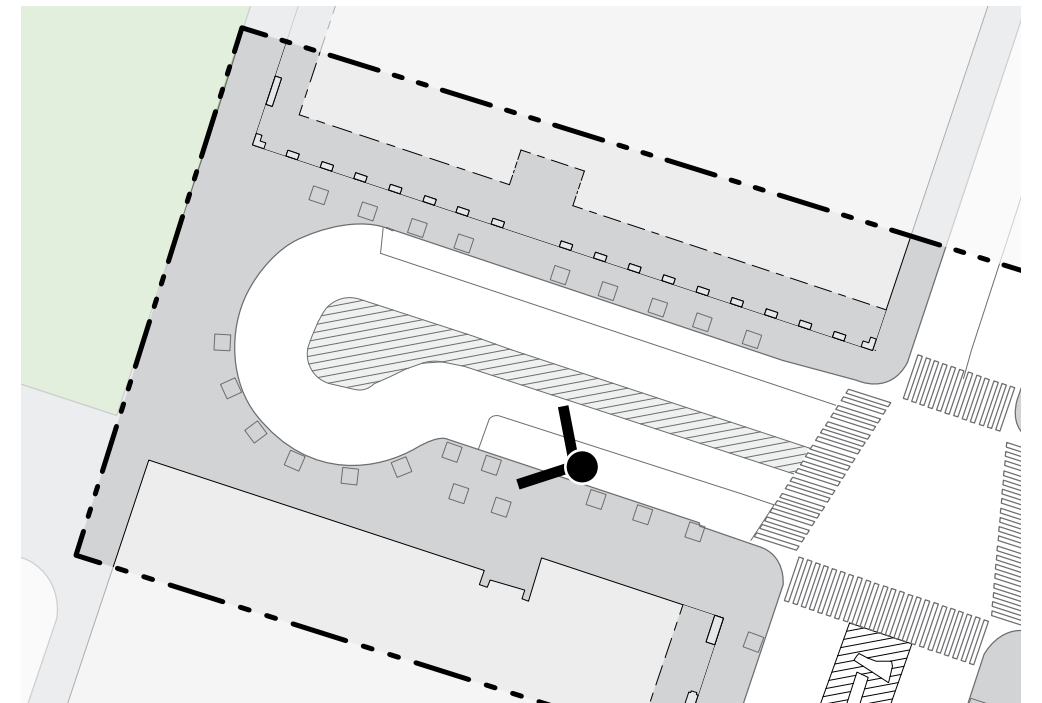
iii

South End Ave South of West Thames St



Existing

- No designated bike lanes
- Lack of medians



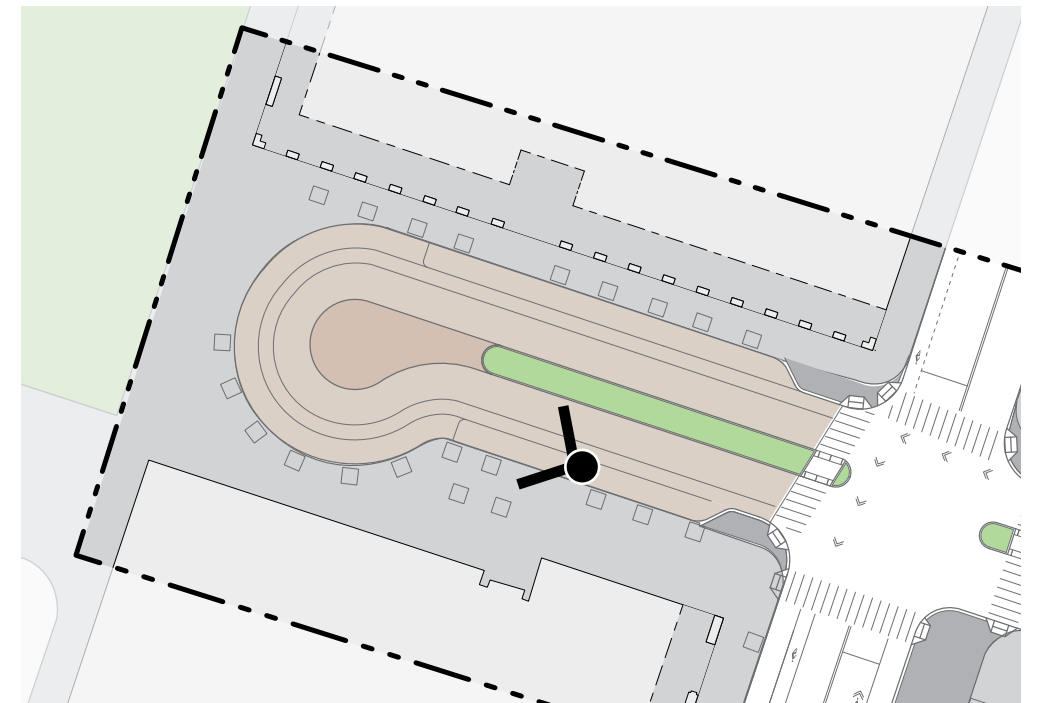
iii

South End Ave South of West Thames St



Proposed

- Designated bike lanes
- Planted medians
- Different pavement material



iii

Rector Place at South End Ave

Existing



- Narrow sidewalks
- No designated bike lanes
- Lack of crosswalks
- Wide street



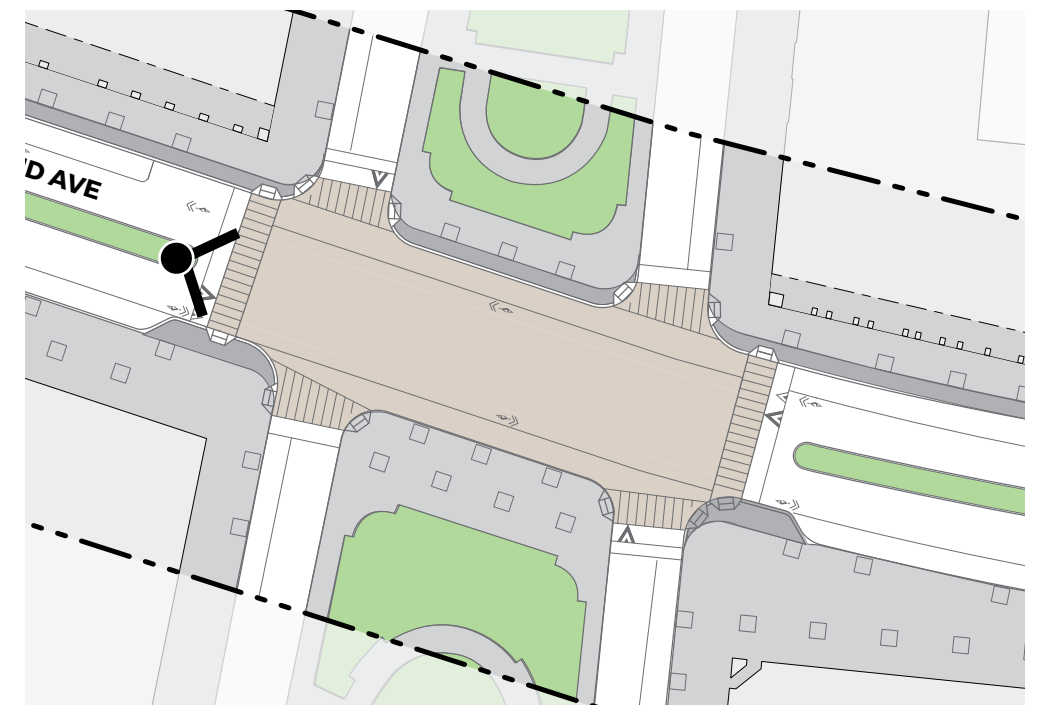
iii

Rector Place at South End Ave



Proposed

- Widened sidewalks
- Sharrow Bike Lane
- Raised speed table as different material



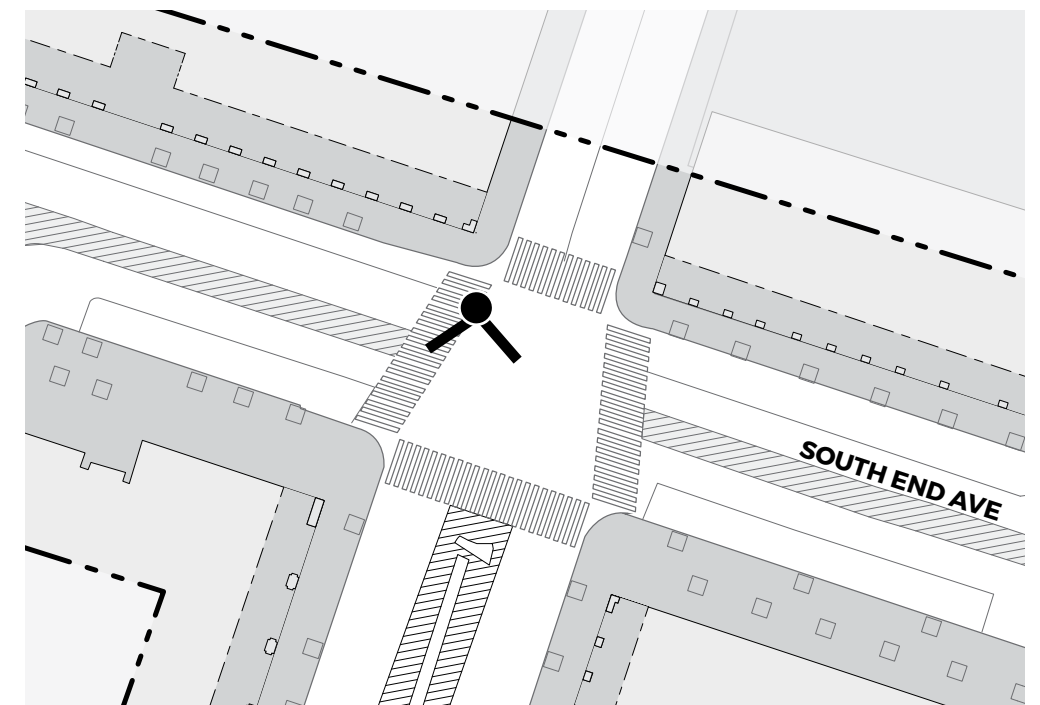
iii

East on West Thames



Existing

- Narrow sidewalks
- No designated bike lanes
- Lack of medians



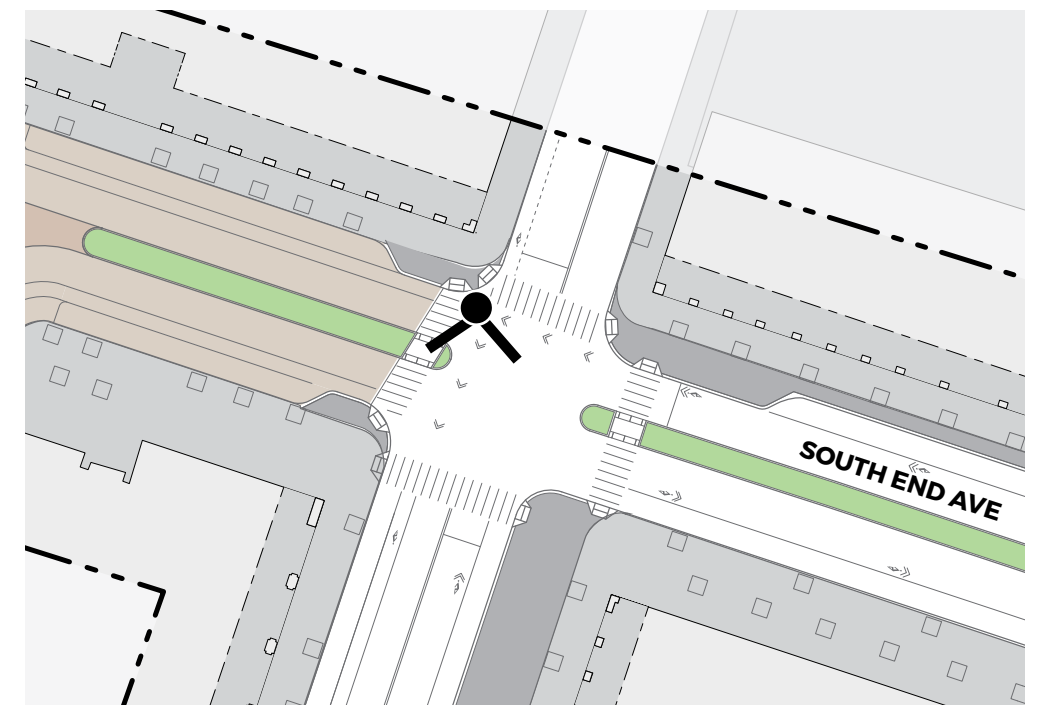
iii

East on West Thames



Proposed

- Widened sidewalks and bulb-outs
- Sharrow/designated bike lanes



iii **Rector Place at South End Ave**

**Examples of
Speed Table**



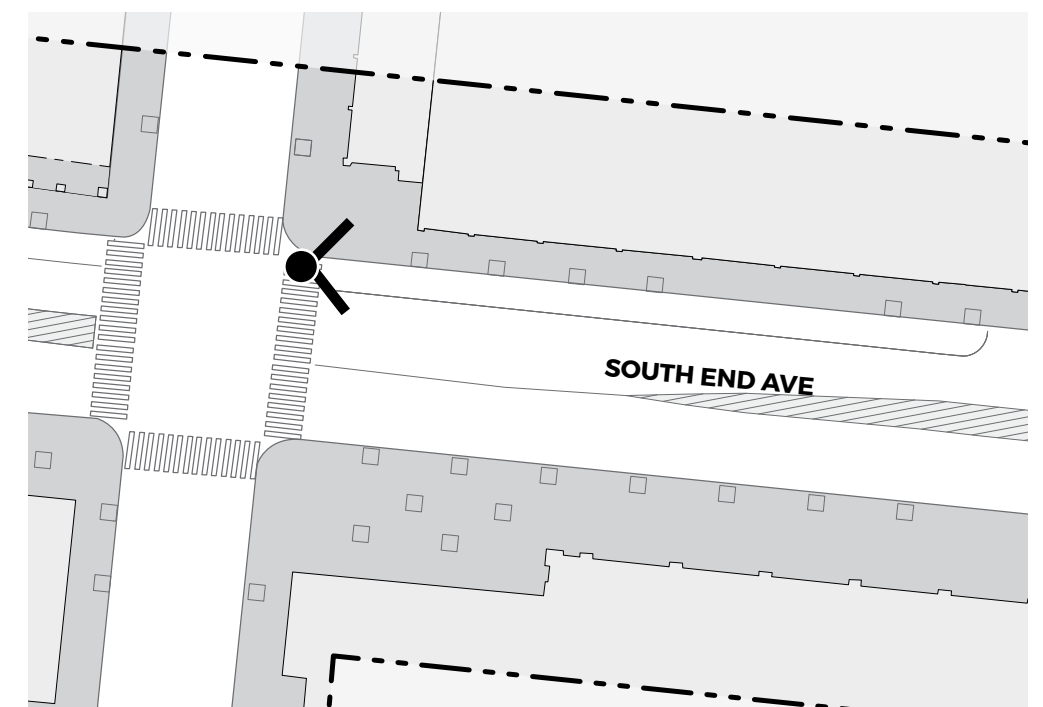
iii

West Side of South End Ave North of Albany St



Existing

- Narrow sidewalks
- No designated loading zones
- Inconsistent bike lanes



iii

West Side of South End Ave North of Albany St



Proposed

- Widened sidewalks and bulb-outs
- Designated loading zones
- Sharrow bike lane

