Existing Conditions
Access and Circulation

- Vehicular access to Pier 5/6 Loop Road via Joralemon Street and Atlantic Avenue
- 312-space parking garage access via Loop Road
- Brooklyn Greenway travels north/south within BBP, adjacent to Loop Road
- B63 bus stop and layover on the south side of Loop Road
- Court Street and Borough Hall subway stations within 10 minute walk
Existing Loop Road
Existing Loop Road

- Long pedestrian crossing
- High vehicle speeds

Pedestrians cross midblock

Truck / bicycle conflicts

Pedestrian / bicycle conflicts

Long vehicle queues for garage

Crosswalk blocked by queues

Bus activity impeded by garage queues
Existing Issues

- Frequent double parking
- Unclear pedestrian/cyclist delineation
- Pick-up/drop-off activity
- Poor sight distance
Existing Issues

Idling at loading dock

Sidewalk and crosswalk not aligned with pedestrian desire line

Narrow sidewalks
Recommendations: Pilot Program
Pilot Program (Concept Design)
Pilot Program (Concept Design)

- Convert to one-way
  - Allows vehicles to pass garage queue
Pilot Program (Concept Design)

Existing

- Relocate stop sign/crosswalk
  - Improves visibility

Proposed

- Designate pick-up/drop-off area
  - Reduces double parking
  - Requires enforcement
- Two northbound travel lanes allow for vehicle passing
- Relocate stop sign/crosswalk
  - Improves visibility
Pilot Program (Concept Design)

- Remove residual bicycle pavement markings
- Convert curb lane into walkway
  - Provides more direct pedestrian path
- Designate shuttle bus area
Recommendations: Long-Term Plan
Long-Term Plan (Concept Design)
Long-Term Plan (Concept Design)

Convert to one-way for entire length of Loop Road
- Allows vehicles to pass garage queue

Realign greenway
- Follows more direct route
- Allows more separation from pedestrian paths

Widen sidewalk
- Provides straight pedestrian path into park
- Shortens pedestrian crossing

Raised crosswalk
- Slows drivers
- Increases awareness of pedestrians

Close “elbow” of Loop Road
- Adds 0.25 acres of open space

Normalize intersections
- Increases visibility
- Shortens pedestrian crossing
- Slows turning vehicles

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Long-Term Plan (Concept Design)

**Existing**
- Raised intersection
  - Slows drivers
  - Increases awareness of pedestrians

**Proposed**
- Two northbound travel lanes allow for vehicle passing
- Designate pick-up/drop-off area
  - Reduces double parking
- Normalize and raise intersection
  - Increases visibility
  - Slows drivers
- Install bike markings and additional signage
  - Separate cyclists and pedestrians
Long-Term Plan (Concept Design)

**Existing**

- Extend curbs
  - Shortens pedestrian crossings

**Proposed**

- Straighten roadway and sidewalks
  - Increases visibility
  - Aligns sidewalk with pedestrian desire line
- Add 0.4 acres of open space
- Designate pick-up/drop-off area
  - Reduces double parking
- Extend curbs
  - Shortens pedestrian crossings

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Next Steps

• November 25, 2014: Presentation to the Community Advisory Council / Community outreach
• Spring 2015: Pilot program implementation
• Summer 2015: Pilot program observations and evaluation / Community feedback / Agency coordination
• Fall 2015: Begin long-term plan implementation
• Ongoing: Review and coordination with design team, NYCDOT, City agencies.