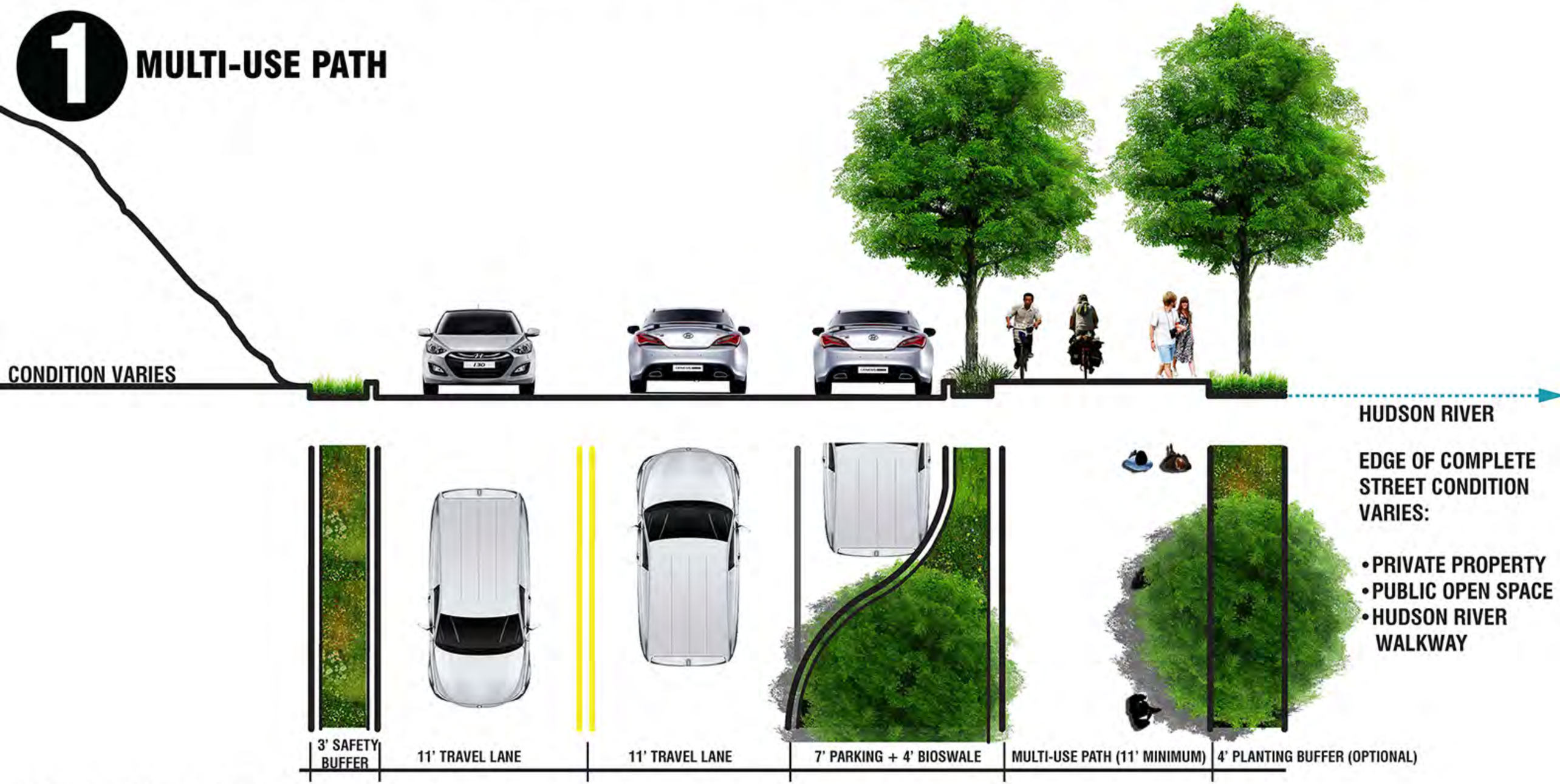
FRANK SINATRA DRIVE VISIONING AND CONCEPT PLAN

SEPTEMBER 15, 2014

FRANK SINATRA DRIVE TYPICAL COMPLETE STREET SECTIONS

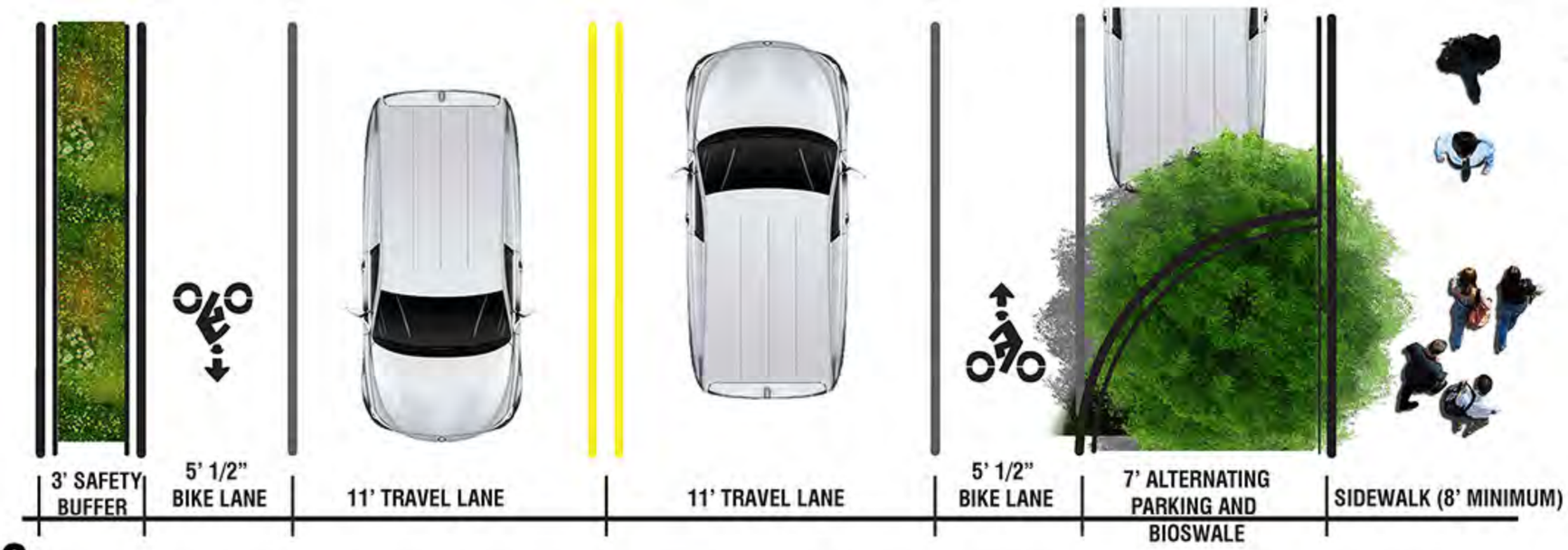
1 MULTI-USE PATH



CHARACTERISTICS:

- BUFFER BETWEEN PARKED VEHICLES AND PEDESTRIAN AND BICYCLES
- CONTINUOUS GREEN INFRASTRUCTURE
- CONTINUOUS EASTERN (OUTBOARD) PLANTING STRIP
- PROPOSED SPEED LIMIT 20MPH
- VARIABLE WIDTH MULTI-USE PATH (11' MINIMUM)
- PEDESTRIANS AND BICYCLES NOT SEPARATED
- POSSIBLE BIKE/PEDESTRIAN CONFLICTS DURING PEAK ACTIVITY PERIODS

2 ON-STREET (CLASS II) BIKE LANE + SIDEWALK



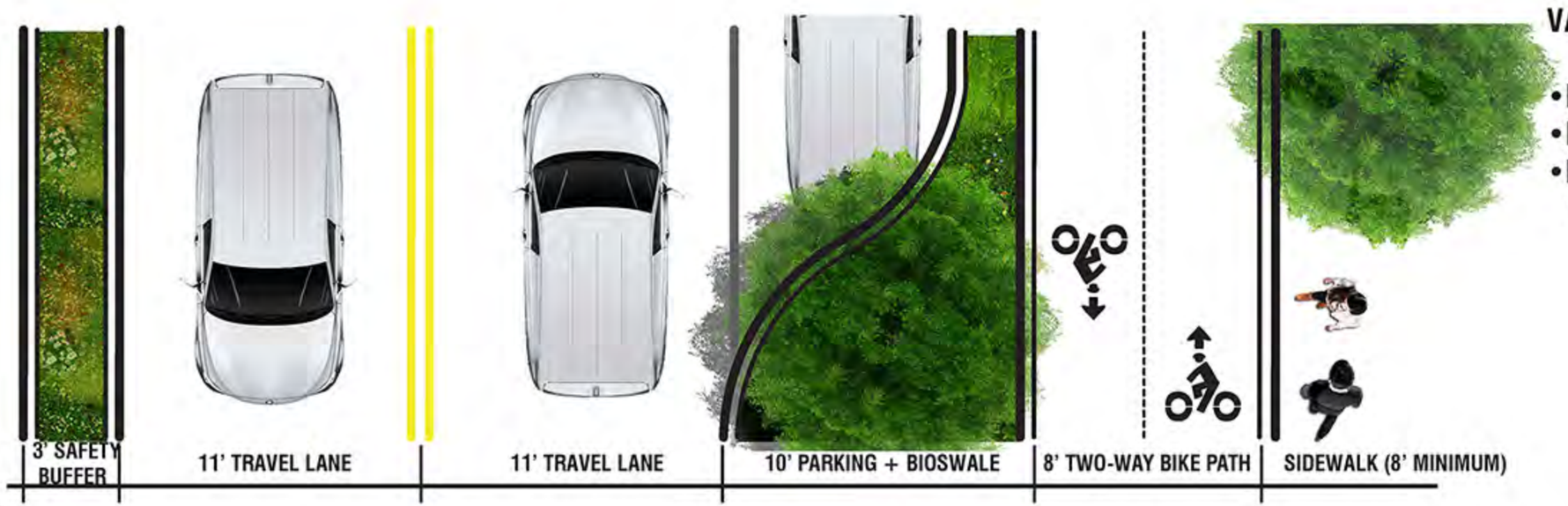
EDGE OF COMPLETE STREET CONDITION VARIES:

- PRIVATE PROPERTY
- PUBLIC OPEN SPACE
- HUDSON RIVER WALKWAY

CHARACTERISTICS:

- SEPARATE PEDESTRIAN AND BIKE FACILITIES
- 5.5' OF DEDICATED BIKE LANE IN EACH DIRECTION
- NO BUFFER BETWEEN VEHICLES AND PEDESTRIAN/BICYCLISTS
- INTERRUPTED GREEN INFRASTRUCTURE
- PROPOSED SPEED LIMIT 20MPH
- ON-STREET BIKE FACILITIES

3 PROTECTED (CLASS I) BIKE PATH + SIDEWALK



EDGE OF COMPLETE STREET CONDITION VARIES:

- PRIVATE PROPERTY
- PUBLIC OPEN SPACE
- HUDSON RIVER WALKWAY

CHARACTERISTICS:

- SEPARATE PEDESTRIAN AND BIKE FACILITIES
- BUFFER BETWEEN PARKED VEHICLES AND BICYCLISTS
- CROSS-SECTION NEARLY MATCHES THAT OF THE SOUTH WATERFRONT
- CONTINUOUS GREEN INFRASTRUCTURE
- 8' OF SEPARATED BIKE PATH
- POSSIBLE SPEED CONFLICTS BETWEEN COMMUTER AND RECREATIONAL CYCLISTS

SOUTH END CONNECTIONS

A

CHARACTERISTICS FOR ALL:

- EXTENSION OF EXCLUSIVE CLASS I BICYCLE PATH
- CONTINUOUS BIKE ROUTES PROVIDED AROUND EXISTING WWII MONUMENT
- BICYCLE SIGNAGE REQUIRED AT FRANK SINATRA DRIVE AND FRANK SINATRA DRIVE SOUTH INTERSECTION
- NO PARKING WITHIN THIS AREA
- SHORTER PEDESTRIAN CROSSINGS AT FRANK SINATRA DRIVE AND RIVER STREET INTERSECTION
- ADDED PARKING ALONG RIVER STREET, SOUTH OF FRANK SINATRA DRIVE
- ADDITION OF PLANTING STRIP OR BIOSWALE

1 MULTI-USE PATH

CHARACTERISTICS:

- VARIABLE WIDTH MULTI-USE PATH (11' MINIMUM)
- DOES NOT EXTEND CLASS I BIKE PATH BEYOND THE FRANK SINATRA DRIVE AND FRANK SINATRA SOUTH INTERSECTION

2 ON-STREET (CLASS II) BIKE LANE + SIDEWALK

CHARACTERISTICS:

- CLASS II BIKE LANE ALONG FRANK SINATRA DRIVE

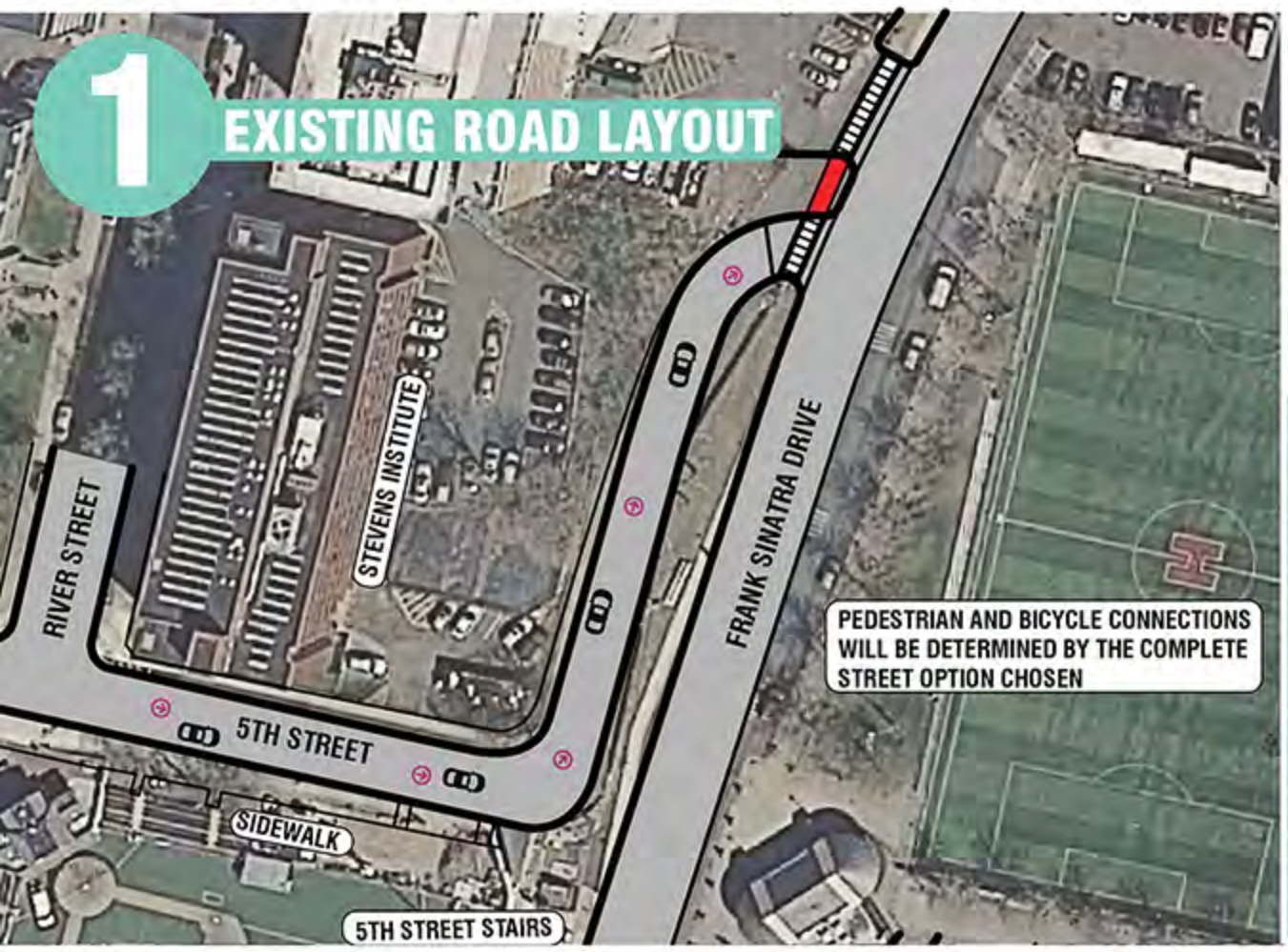
3 PROTECTED (CLASS I) BIKE PATH + SIDEWALK

CHARACTERISTICS:

- DOES NOT EXTEND CLASS I BIKE PATH BEYOND THE FRANK SINATRA DRIVE AND FRANK SINATRA SOUTH INTERSECTION
- PROTECTED CLASS I BIKE PATH ALONG FRANK SINATRA DRIVE

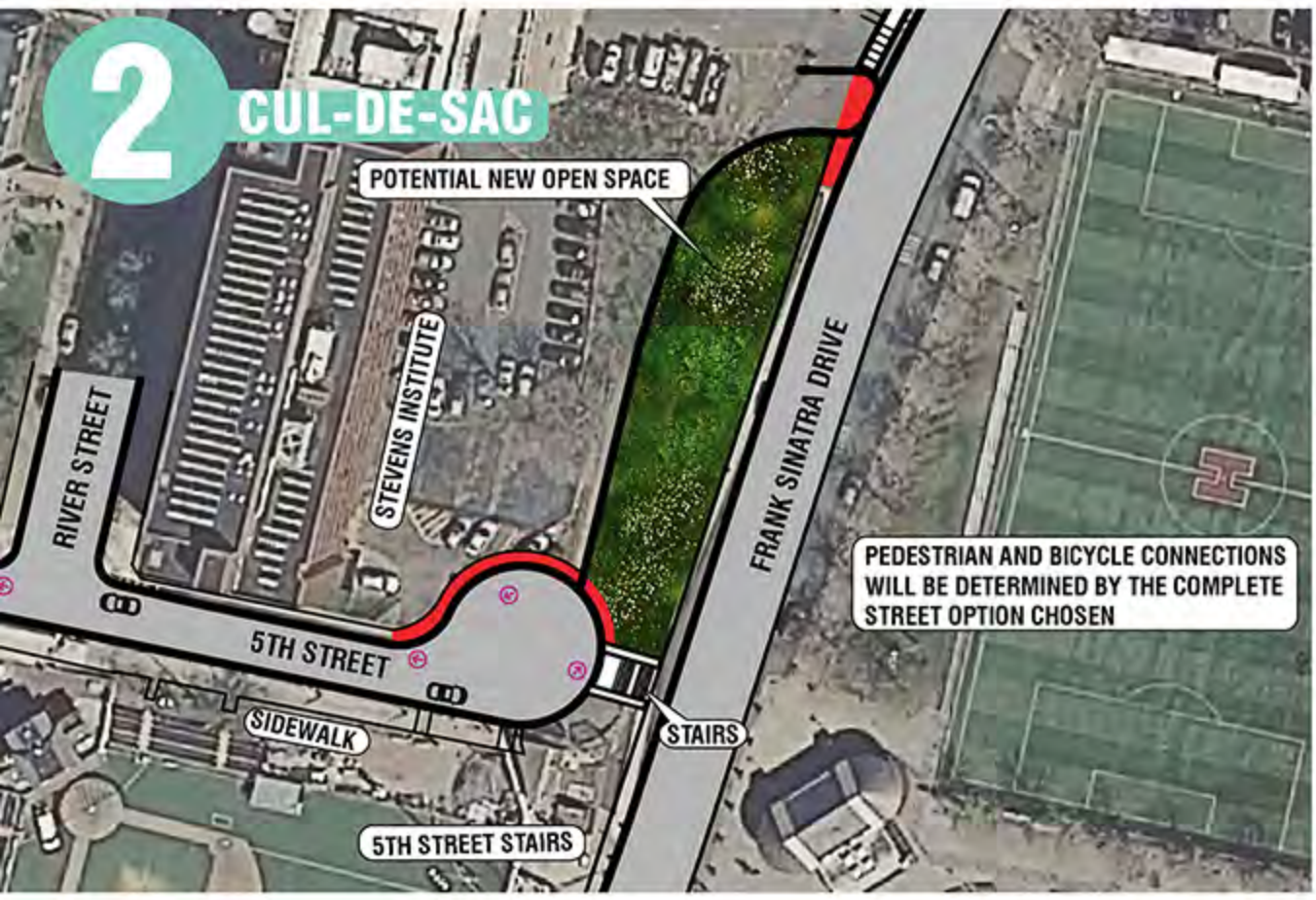
5TH STREET CONNECTIONS

B



CHARACTERISTICS:

- NO ADA ROUTE
- LOW COST
- MAINTAINS EXISTING ALIGNMENT OF 5TH STREET DOWN SLOPE
- NO NEW OPEN/GREEN SPACE
- MAINTAIN EXISTING PEDESTRIAN AND BICYCLE CONNECTIONS
- SEPARATION OF 5TH STREET AND STEVENS PARKING GARAGE TIES-IN TO FRANK SINATRA DRIVE TO CREATE DISTINCT DRIVEWAYS AND SHORTENED PEDESTRIAN CROSSINGS



CHARACTERISTICS:

- NO ADA ROUTE
- MEDIUM COST
- CONVERT 5TH STREET TO CUL-DE-SAC
- MAXIMUM ADDITIONAL OPEN GREEN SPACE
- WOULD REQUIRE USE OF STEVENS' LAND - MAY REQUIRE PURCHASE OR LAND SWAP
- IMPACT TO BICYCLE CONNECTION TO FRANK SINATRA DRIVE
- NO VEHICULAR CONNECTION TO FRANK SINATRA DRIVE

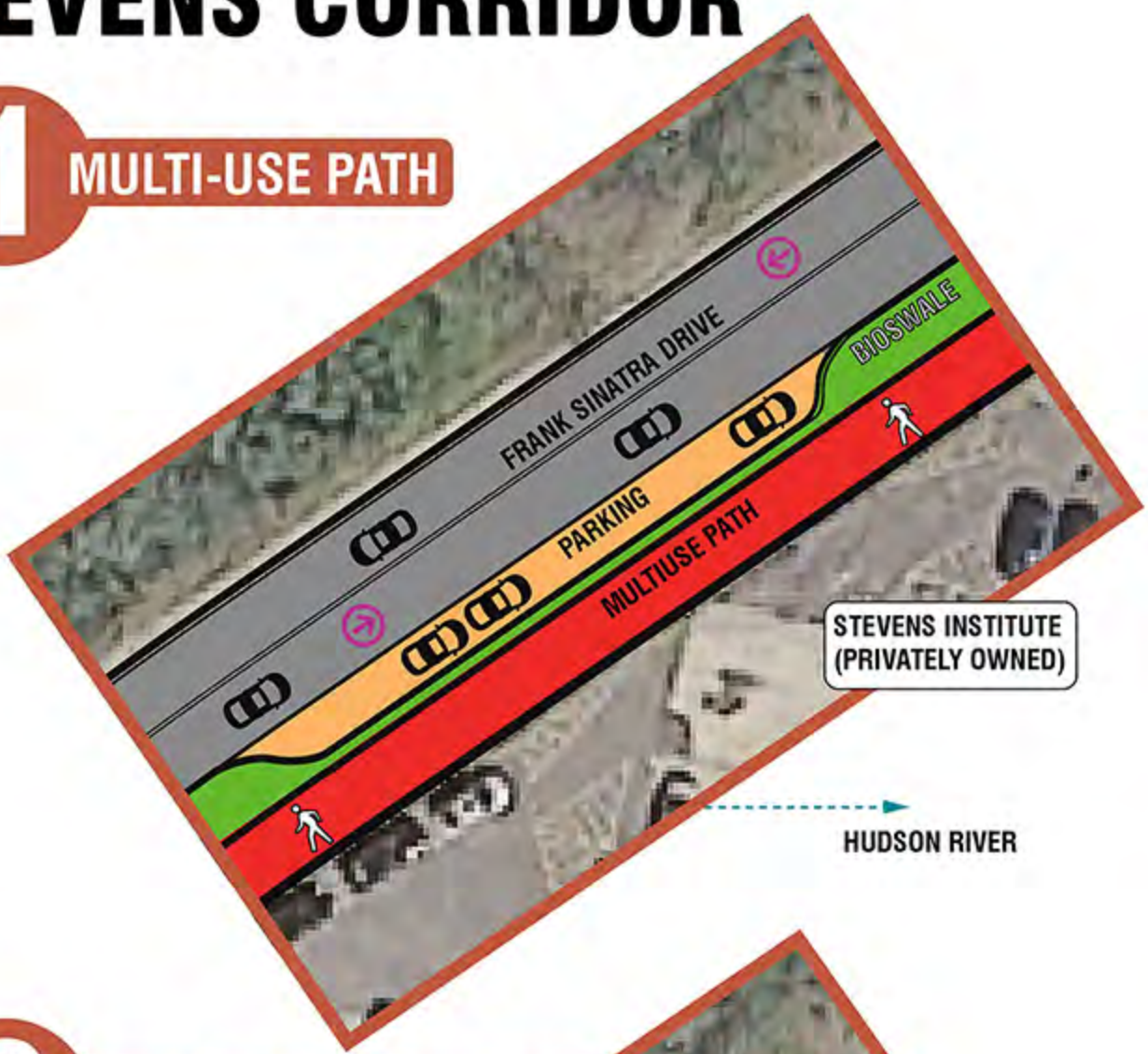
CHARACTERISTICS:

- NO ADA ROUTE
- HIGH COST
- REALIGN 5TH STREET TO "T" INTO FRANK SINATRA DRIVE
- CLOSES EXISTING DRIVEWAY TO STEVENS
- NEW DRIVEWAY CONNECTIONS TO STEVENS PARKING LOT/LOADING DOCK FROM FRANK SINATRA DRIVE PARKING/LOADING DOCK ON 5TH STREET
- MINIMAL ADDITIONAL OPEN/GREEN SPACE
- TWO REALIGNMENT OPTIONS:
  - STEEP ROAD SLOPE (11.5%) BETWEEN FRANK SINATRA DRIVE AND RIVER STREET
  - LESS STEEP SLOPE (8%) EXTENDS GRADE CHANGE PAST RIVER STREET (MAX SLOPE RECOMMENDED BY NJDOT)
- SHORTER PEDESTRIAN AND BICYCLE CONNECTIONS TO FRANK SINATRA DRIVE

STEVENS CORRIDOR

C

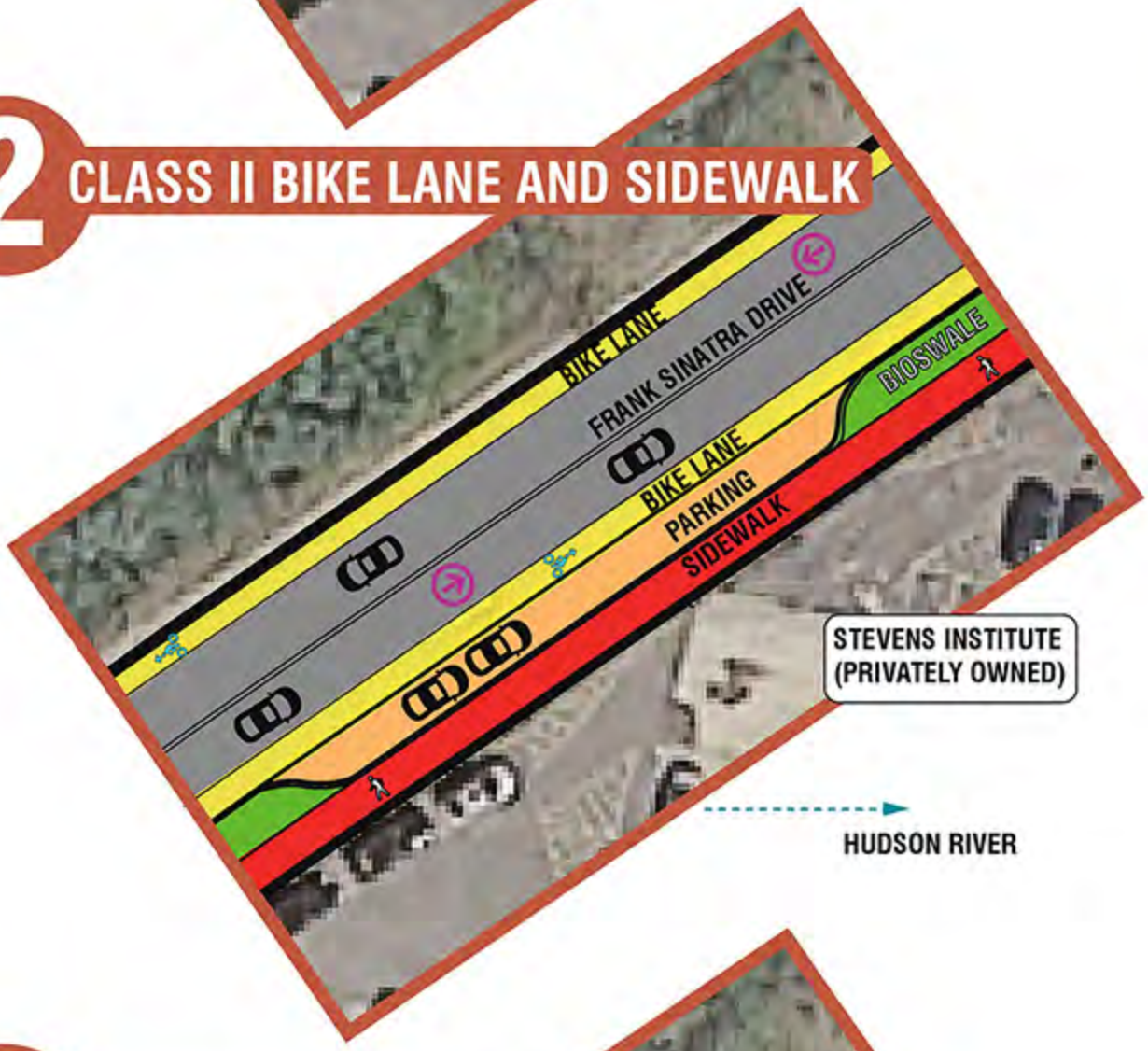
1 MULTI-USE PATH



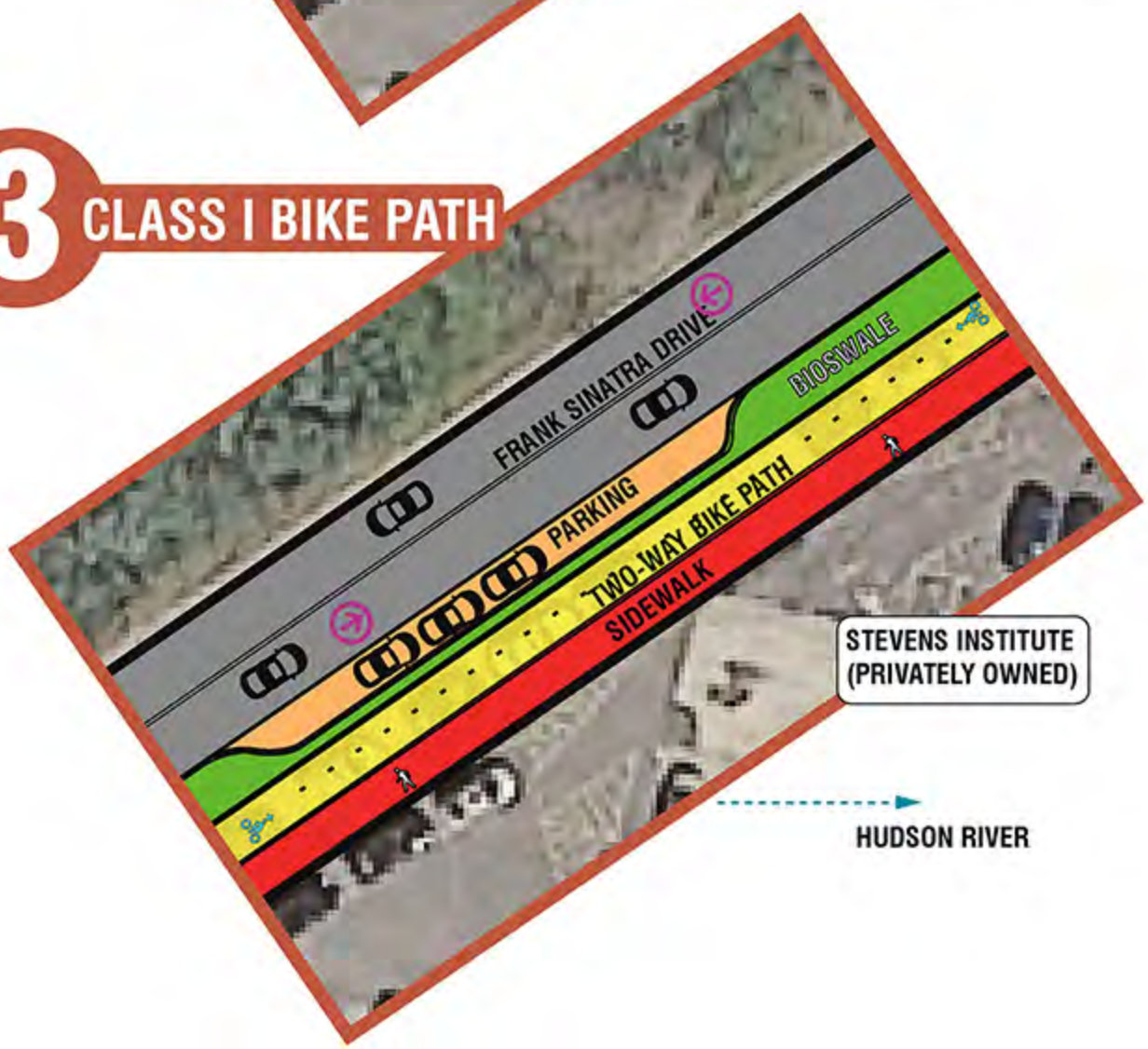
CHARACTERISTICS:

- TYPICAL COMPLETE STREET SECTIONS APPLIED
- ADDITIONAL SIDEWALK ON WEST SIDE, SOUTH OF STEVENS STAIR CASE

2 CLASS II BIKE LANE AND SIDEWALK



3 CLASS I BIKE PATH



THE POINT

D

1 OPPORTUNITY FOR NEW AMENITIES

UNION DRY DOCK PRIVATELY OWNED

SKATE PARK

PEDESTRIAN AND BICYCLE CONNECTIONS WILL BE DETERMINED BY THE COMPLETE STREET OPTION CHOSEN

SYBIL'S CAVE

SPEED TABLE AND PEDESTRIAN WALKWAY. EXACT LOCATION TO BE DETERMINED

STEVENS INSTITUTE

SPEED TABLE

FRANK SINATRA DRIVE

WATER AMENITIES

MAINTAIN 16' CLEAR FOR HUDSON RIVER WALKWAY

SEATING

OBSERVATION SCOPE

SHADE STRUCTURES

FOOD

SEATING AREAS

WATER ACTIVITIES

OBSERVATION SCOPES

SHADE STRUCTURES

FOOD

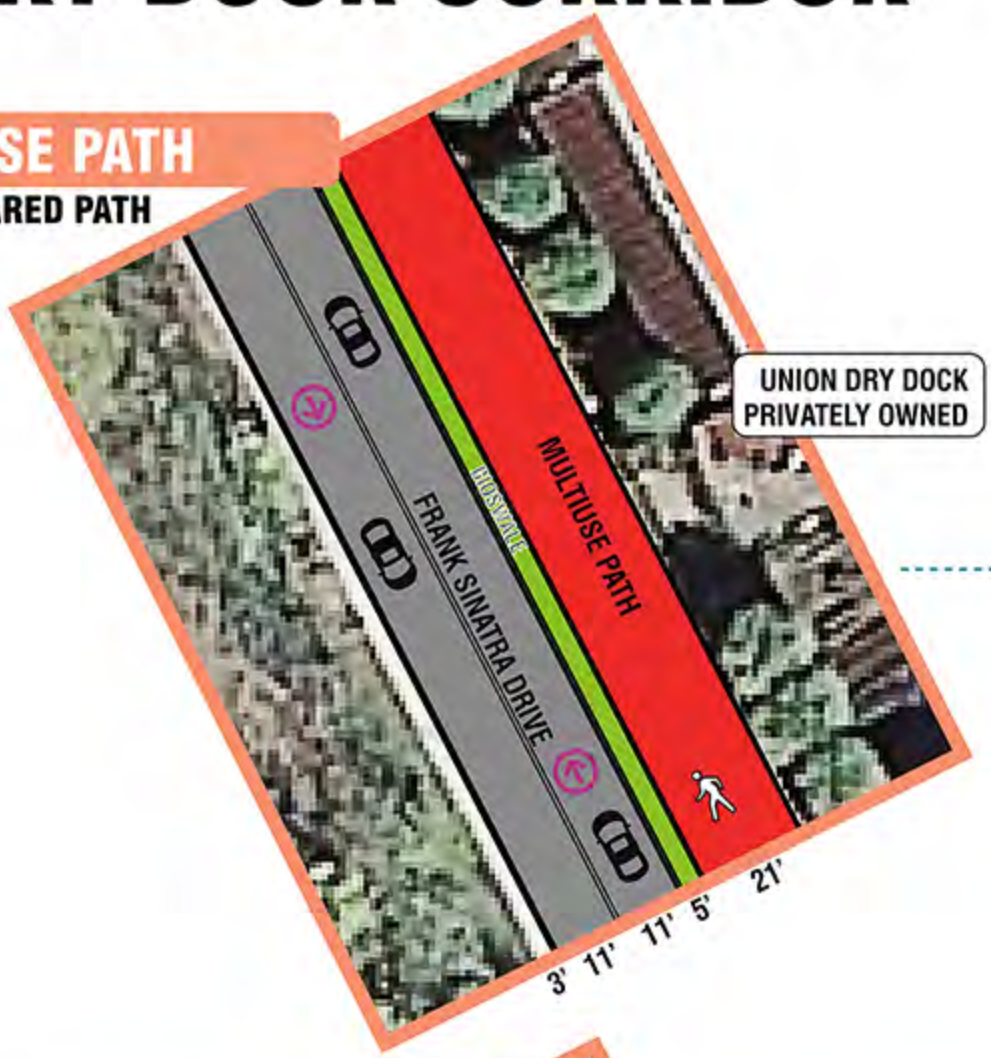
STREETSCAPE AMENITIES

UNION DRY DOCK CORRIDOR

E

1 MULTI-USE PATH

WIDENED SHARED PATH



UNION DRY DOCK
PRIVATELY OWNED

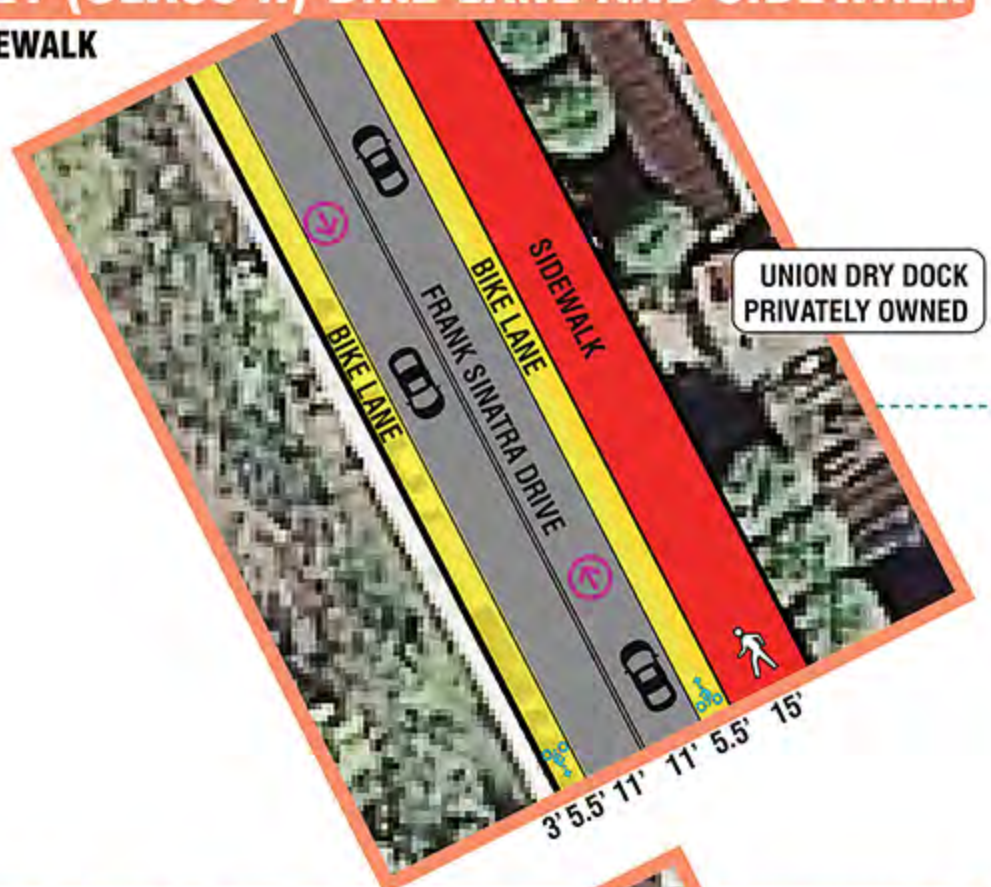
HUDSON RIVER

CHARACTERISTICS:

- PARKING REMOVED FROM TYPICAL SECTION TO INCREASE BICYCLE AND PEDESTRIAN ACCESS
- ONLY SECTION OF PROJECT AREA WITH UNBUILT HUDSON RIVER WALKWAY

2 ON STREET (CLASS II) BIKE LANE AND SIDEWALK

WIDENED SIDEWALK



UNION DRY DOCK
PRIVATELY OWNED

HUDSON RIVER

3 PROTECTED (CLASS I) BIKE PATH AND SIDEWALK

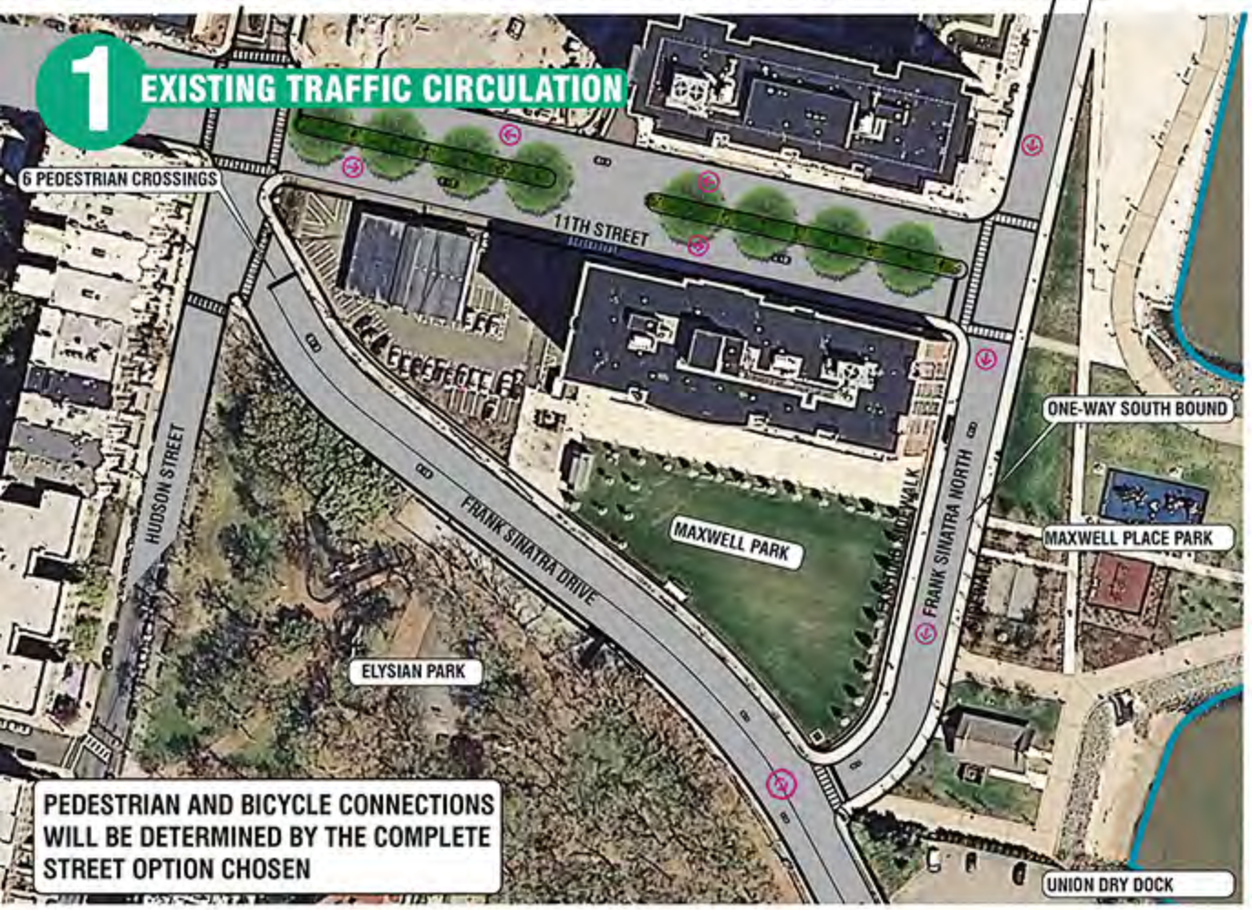
WIDENED SIDEWALK AND BIKE PATH

UNION DRY DOCK
PRIVATELY OWNED

HUDSON RIVER

ELYSIAN CONNECTOR TRAFFIC OPTIONS

F



CHARACTERISTICS:

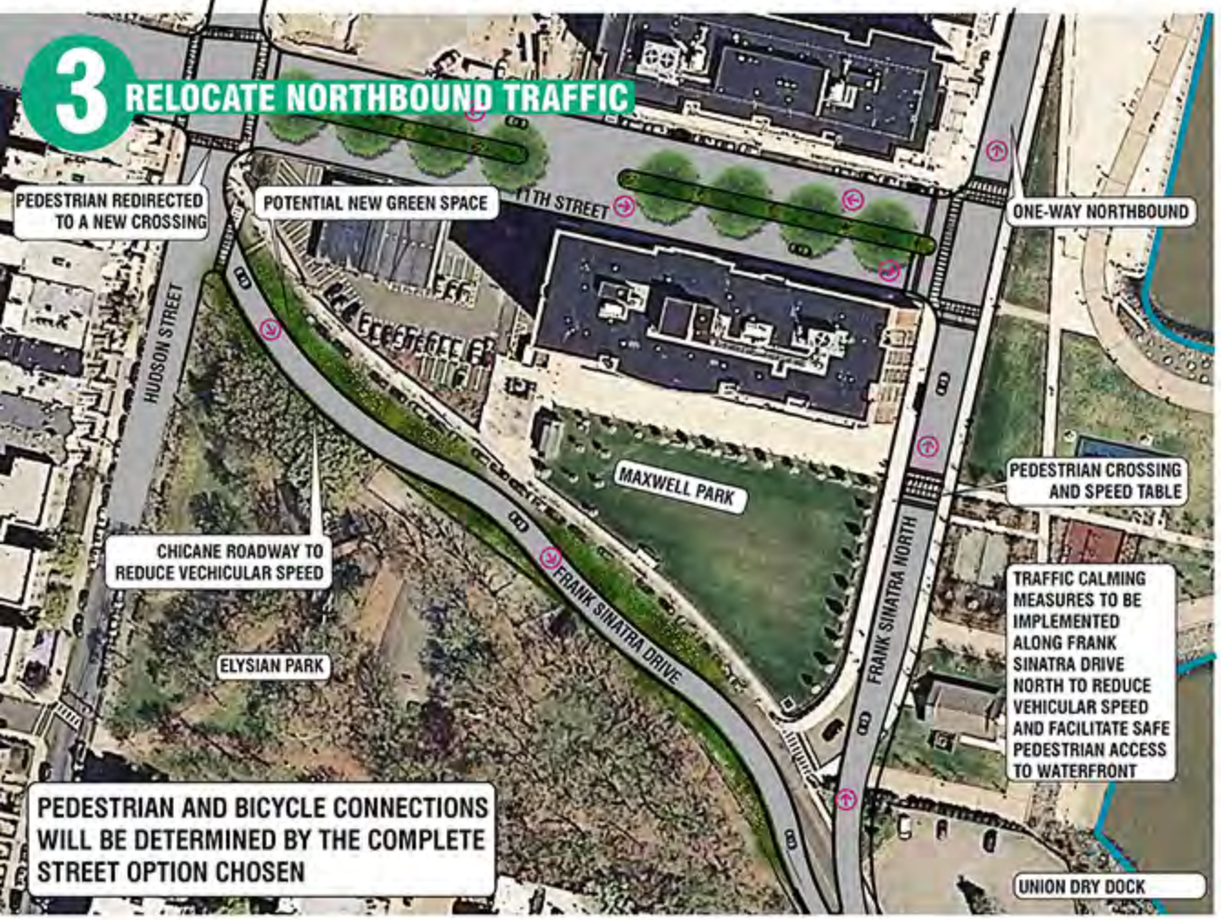
- SAME TRAFFIC OPERATIONS AT 11TH STREET AND HUDSON STREET AS TODAY RESULTS IN LONG VEHICULAR DELAYS AND QUEUES (BACK TO SKATE PARK)
- NO IMPROVEMENT TO PEDESTRIAN SAFETY AT 11TH STREET AND HUDSON STREET
- LOW COST TO IMPLEMENT
- NO INCREASED VEHICULAR TRAFFIC ON 11TH STREET OR FRANK SINATRA DRIVE
- NO NEW GREEN SPACE/PARK SPACE
- NO IMPROVED PEDESTRIAN OR BICYCLE ACCESS TO WATERFRONT

CHARACTERISTICS:

- INTENT OF ORIGINAL CIRCULATION PLAN (AS APPROVED BY PLANNING BOARD)
- REVERSE DIRECTION OF TRAVEL ON FRANK SINATRA DRIVE NORTH, NORTHBOUND INSTEAD OF SOUTHBOUND
- LOW IMPROVEMENT TO TRAFFIC OPERATIONS AT 11TH STREET AND HUDSON STREET BY DIVERTING SOME NORTHBOUND TRAFFIC AWAY FROM THE INTERSECTION
- NO IMPROVEMENT TO PEDESTRIAN SAFETY AT 11TH STREET AND HUDSON STREET
- LOW COST TO IMPLEMENT
- NO PRIVATE LAND REQUIRED TO IMPLEMENT
- MEDIUM INCREASE IN VEHICULAR TRAFFIC ON 11TH STREET AND FRANK SINATRA DRIVE NORTH
- NO NEW GREEN SPACE/PARK SPACE
- NO IMPROVED PEDESTRIAN OR BICYCLE ACCESS TO WATERFRONT

ELYSIAN CONNECTOR TRAFFIC OPTIONS

F



CHARACTERISTICS:

- MEDIUM IMPROVEMENT TO TRAFFIC OPERATIONS AT 11TH STREET AND HUDSON STREET - REDUCTION IN VEHICULAR DELAY AND QUEUES
- IMPROVED PEDESTRIAN SAFETY AT 11TH STREET AND HUDSON STREET - REDUCE NUMBER OF PEDESTRIAN CROSSINGS FROM 6 TO 5
- MEDIUM COST TO IMPLEMENT
- PRIVATE LAND POTENTIALLY REQUIRED FROM UNION DRY DOCK TO IMPLEMENT
- MEDIUM INCREASE IN VEHICULAR TRAFFIC ON 11TH STREET AND FRANK SINATRA NORTH
- NO IMPROVED PEDESTRIAN OR BICYCLE ACCESS TO WATERFRONT
- POTENTIAL NEW GREEN SPACE

CHARACTERISTICS:

- RECOMMENDED AS PART OF THE 2004 MASTER PLAN: THE CURRENT APPROVED PLAN FOR THE REDEVELOPMENT OF THE MAXWELL HOUSE PROPERTY INCLUDES THE EXTENSION OF ELEVENTH STREET EAST TO A NEW PORTION OF SINATRA DRIVE ON THE WATERFRONT. CONSTRUCTION OF THIS NEW ROAD WILL MAKE IT POSSIBLE TO CLOSE THE EXISTING PORTION OF SINATRA DRIVE ADJACENT TO ELYSIAN PARK, WHICH WOULD ENABLE THIS PARK TO BE CONNECTED WITH A PROPOSED NEW PARK ON THE MAXTWELL HOUSE SITE
- NEW OPEN SPACE AND CONNECTIONS
- HIGH IMPROVEMENT TO TRAFFIC OPERATIONS AT 11TH STREET AND HUDSON STREET - REDUCTION IN VEHICULAR DELAY AND QUEUES
- IMPROVED PEDESTRIAN SAFETY AT 11TH STREET AND HUDSON STREET - REDUCE NUMBER OF PEDESTRIAN CROSSINGS FROM 6 TO 4
- HIGH COST TO IMPLEMENT
- PRIVATE LAND POTENTIALLY REQUIRED FROM UNION DRY DOCK
- HIGH INCREASE IN VEHICULAR TRAFFIC ON 11TH STREET AND FRANK SINATRA DRIVE NORTH
- IMPROVED PEDESTRIAN OR BICYCLE ACCESS TO WATERFRONT - CLOSURE OF FRANK SINATRA DRIVE NORTH BETWEEN 11TH STREET AND 12TH STREET TO VEHICLES (PEDESTRIANS, BICYCLES, AND EMERGENCY VEHICLES ONLY)