

High Bridge and Bridge Park Access

Pedestrian and Bicycle Connections – Harlem River Greenway



Commissioner Polly Trottenberg New York City Department of Transportation
Bronx Community Board 4, April 2, 2014



Background:

New Parkland and Pedestrian/Bicycle Paths on the Harlem River

High Bridge

New pedestrian and bicycle connection over river to Manhattan

Opening 2014

Bridge Park

New waterfront park with path connecting to Roberto Clemente State Park

Opening Pending

Roberto Clemente State Park

Potential for expanded use and connectivity

Transportation Context: New Pedestrian and Bicycle Connections

Bridge Park and Roberto Clemente *To the North*

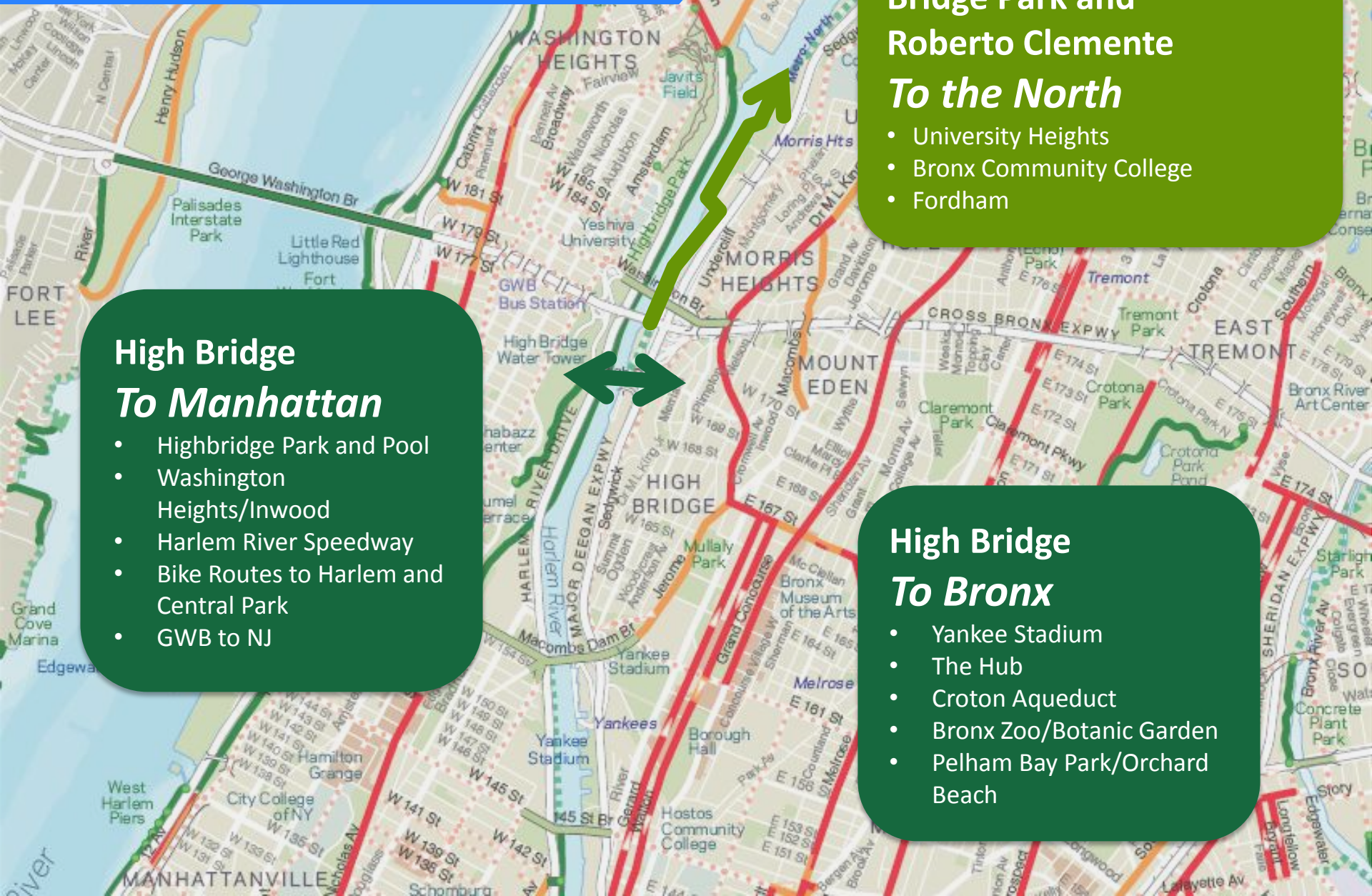
- University Heights
- Bronx Community College
- Fordham

High Bridge *To Manhattan*

- Highbridge Park and Pool
- Washington Heights/Inwood
- Harlem River Speedway
- Bike Routes to Harlem and Central Park
- GWB to NJ

High Bridge *To Bronx*

- Yankee Stadium
- The Hub
- Croton Aqueduct
- Bronx Zoo/Botanic Garden
- Pelham Bay Park/Orchard Beach



Project Overview:

Access to High Bridge

1. **Visibility:** *W 170th Street Corridor*
2. **Safety:** *Crossing E L Grant Hwy*
3. **Network:** *Creating Direct Bike Connections*

Integrating the Waterfront

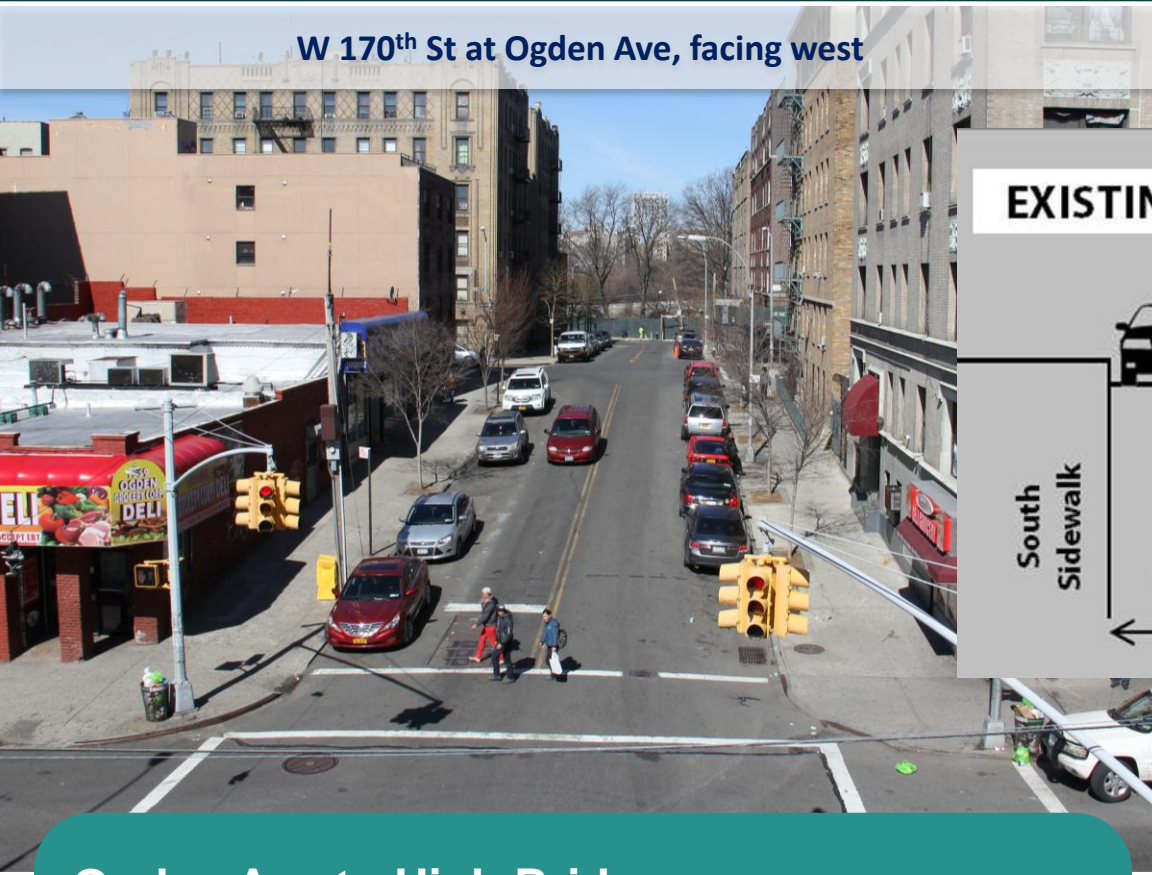
1. **Connectivity:** *Linking the Neighborhood and the Waterfront*
 - University Ave/Undercliff Ave
 - Depot Place
2. **Access:** *Creating a Temporary Greenway Along Waterfront*



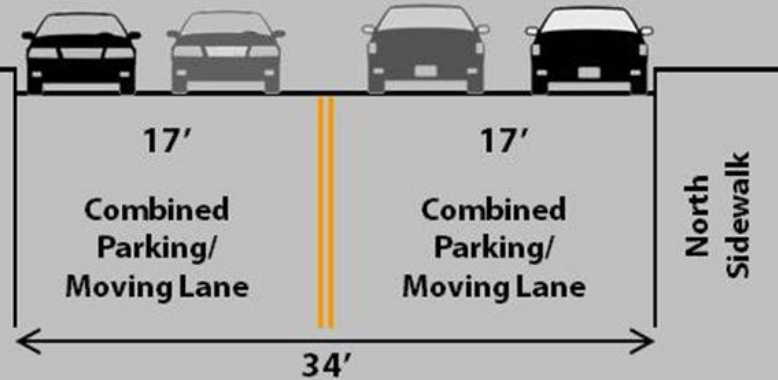
Access to High Bridge—Visibility

Existing Conditions

W 170th St at Ogden Ave, facing west



EXISTING



Ogden Ave to High Bridge

- Entrance to High Bridge not visible
- No visual connection to/from commercial corridor
- Low vehicular volumes: WB 175/EB 199 (east of Ogden Ave: WB 580/EB 511)

Access to High Bridge—Visibility

Existing Conditions

University Ave at W 170th St, facing south



University Ave at W 170th St
Entrances to High Bridge not visible

Access to High Bridge—Visibility

Proposed Solution: Complete Streets Gateway to High Bridge

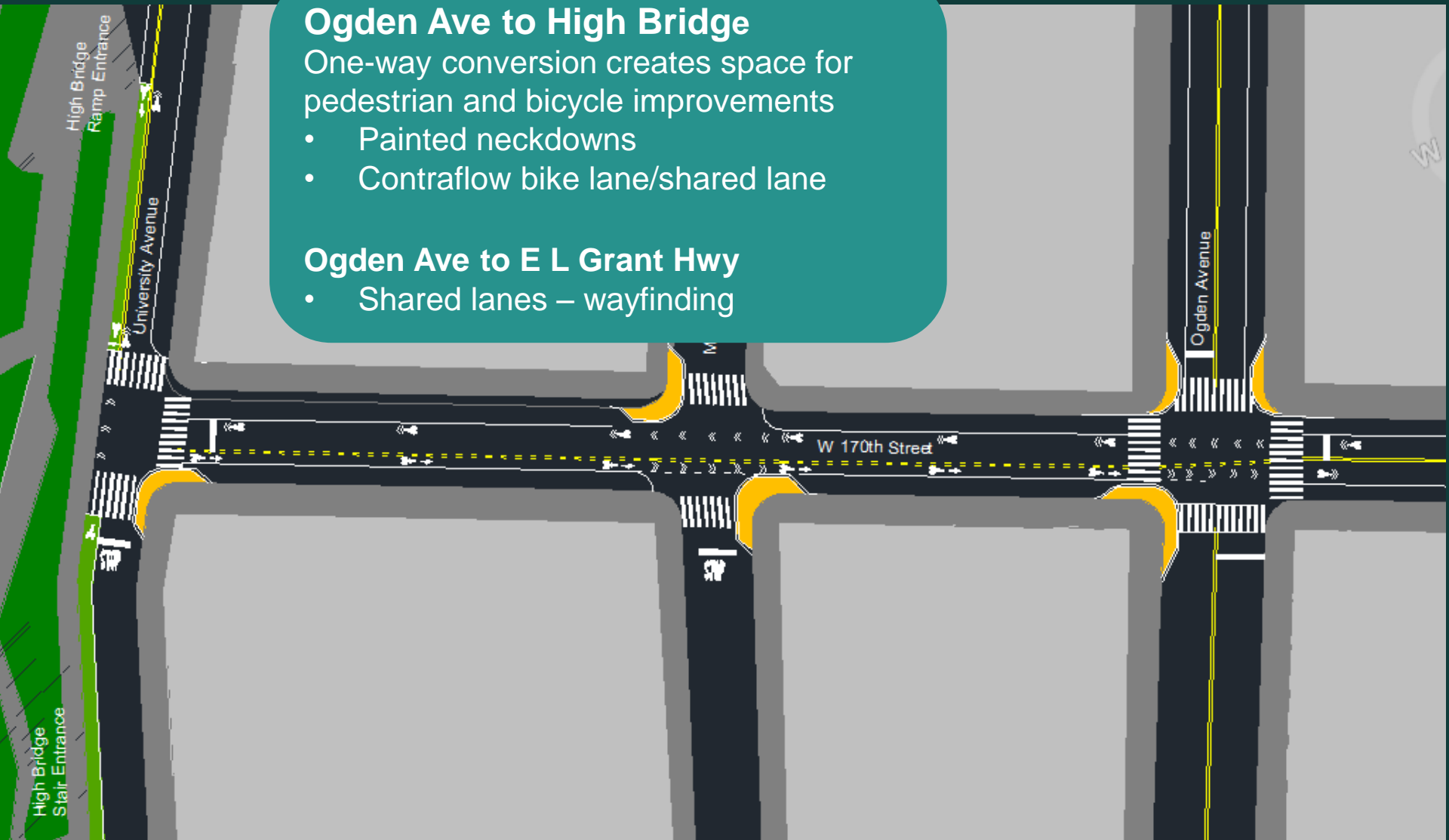
Ogden Ave to High Bridge

One-way conversion creates space for pedestrian and bicycle improvements

- Painted neckdowns
- Contraflow bike lane/shared lane

Ogden Ave to E L Grant Hwy

- Shared lanes – wayfinding

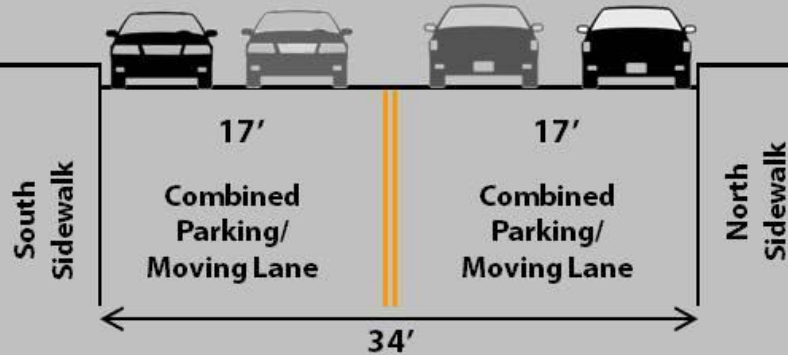


Access to High Bridge—Visibility

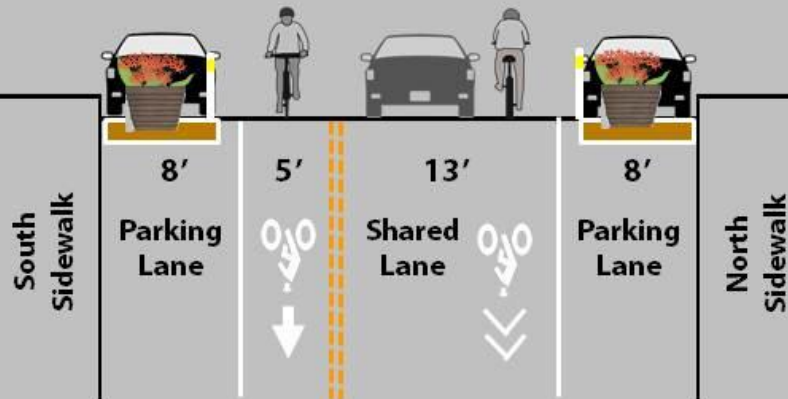
Proposed Solution: Complete Streets Gateway to High Bridge

W 170th St—Ogden Ave to University Ave

EXISTING



PROPOSED

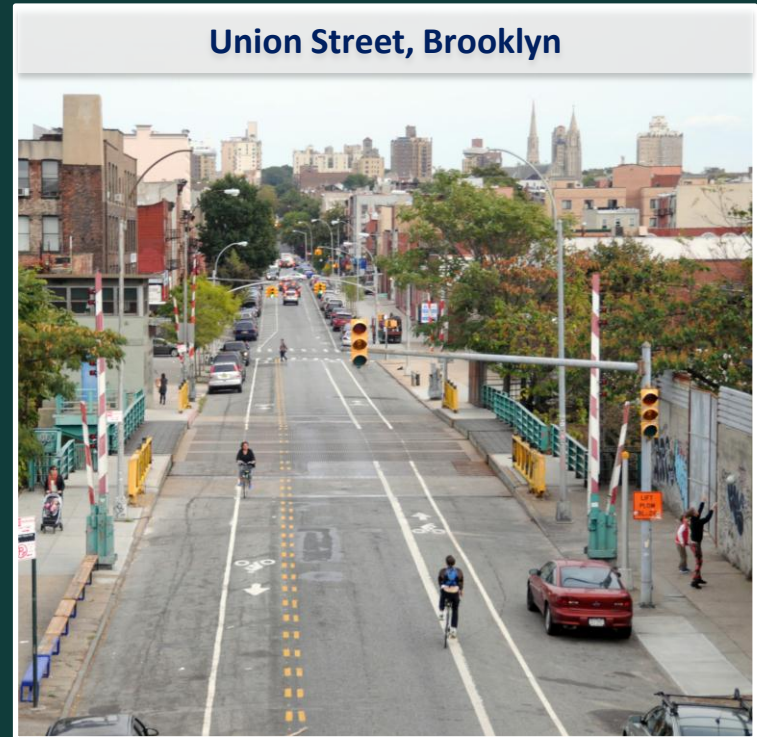


Ogden Ave to High Bridge

One-way WB conversion creates space for pedestrian and bicycle improvements

- Painted neckdowns
- Potential for planters (maintenance partner)
- Contraflow bike lane

Union Street, Brooklyn

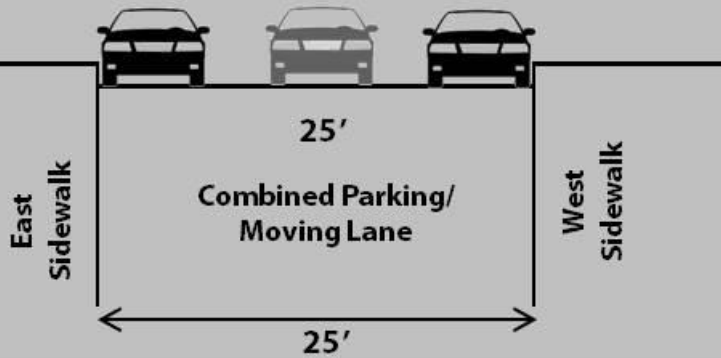


Access to High Bridge—Visibility

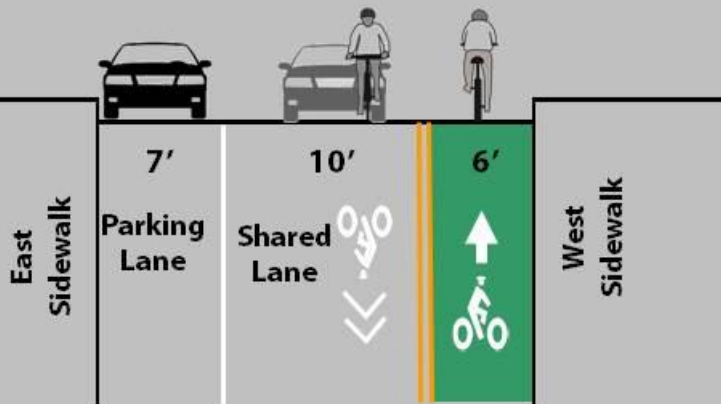
Proposed Solution: Complete Streets Gateway to High Bridge

University Ave in Front of High Bridge

EXISTING



PROPOSED



University Ave between W 170th St and High Bridge Ramp Entrance

- Open up curb and sight lines in front of Bridge entrance
- Removal of 5 parking spaces
- Wayfinding – green paint highlights unique destination
- Allows contraflow bike connection from High Bridge to W 170th St

Cabrini Blvd, Manhattan



Access to High Bridge: Visibility

Proposed Solution: Wayfinding Signs



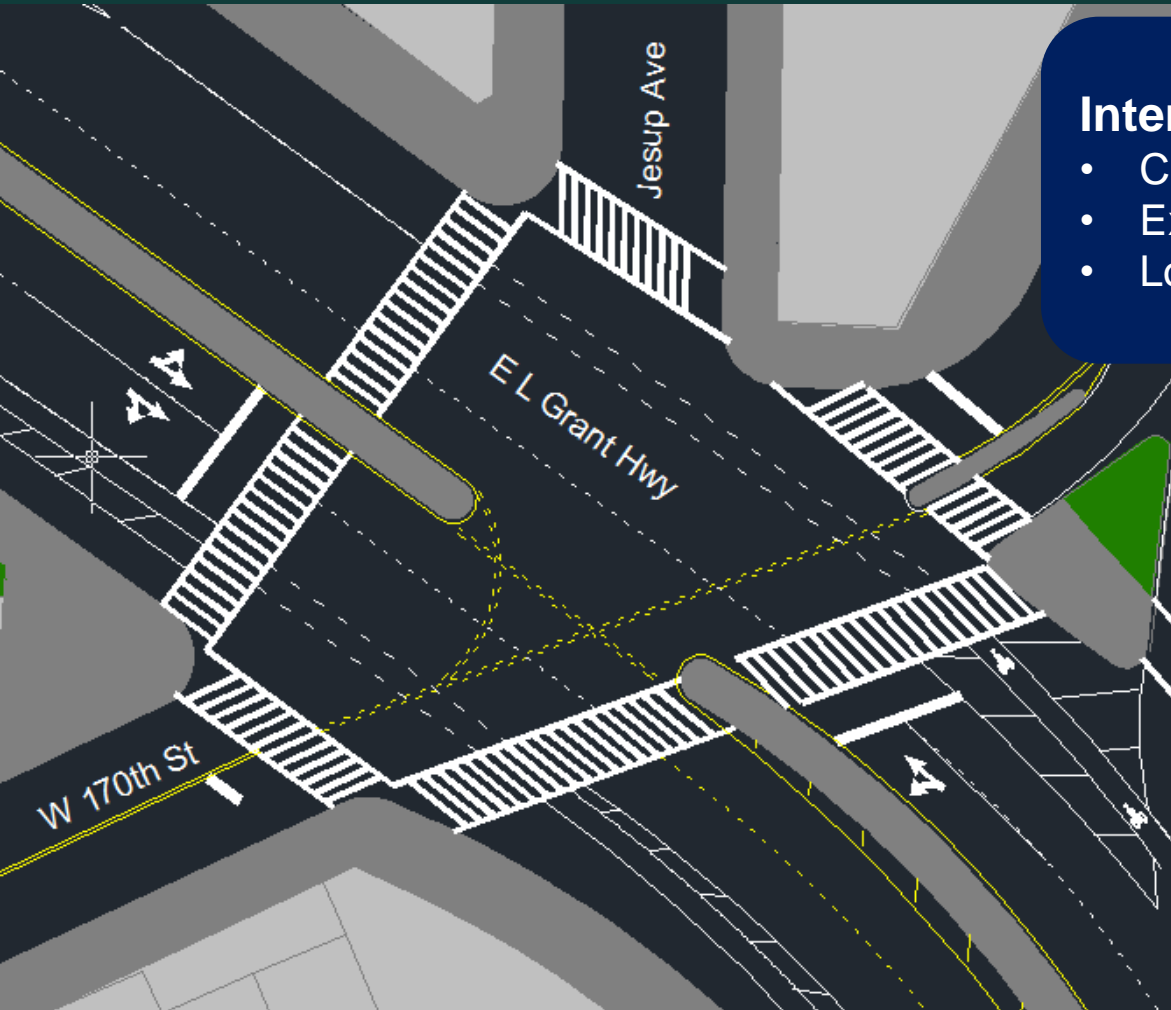
WalkNYC Wayfinding

- Community Workshop, February 2014



Access to High Bridge—Safety

Existing Conditions



Intersection with E L Grant Hwy

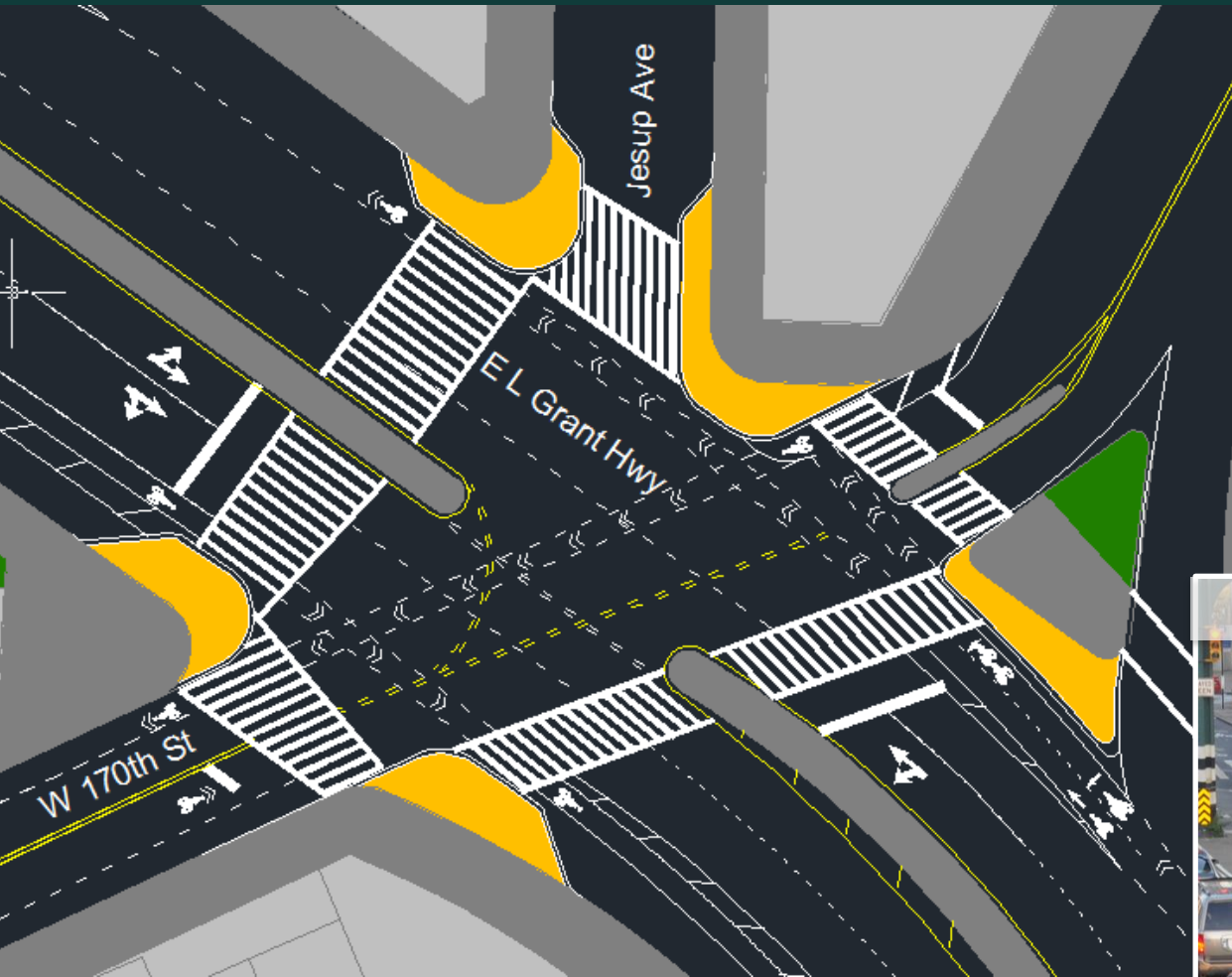
- Complicated 5-leg intersection
- Excess roadway width
- Long crossing distances

E L Grant Hwy at W 170th St, facing west



Access to High Bridge—Safety

Proposed Solution: Pedestrian/Bicycle Crossing Enhancements



Painted Neckdowns

- Shorter crossings
- Better visibility

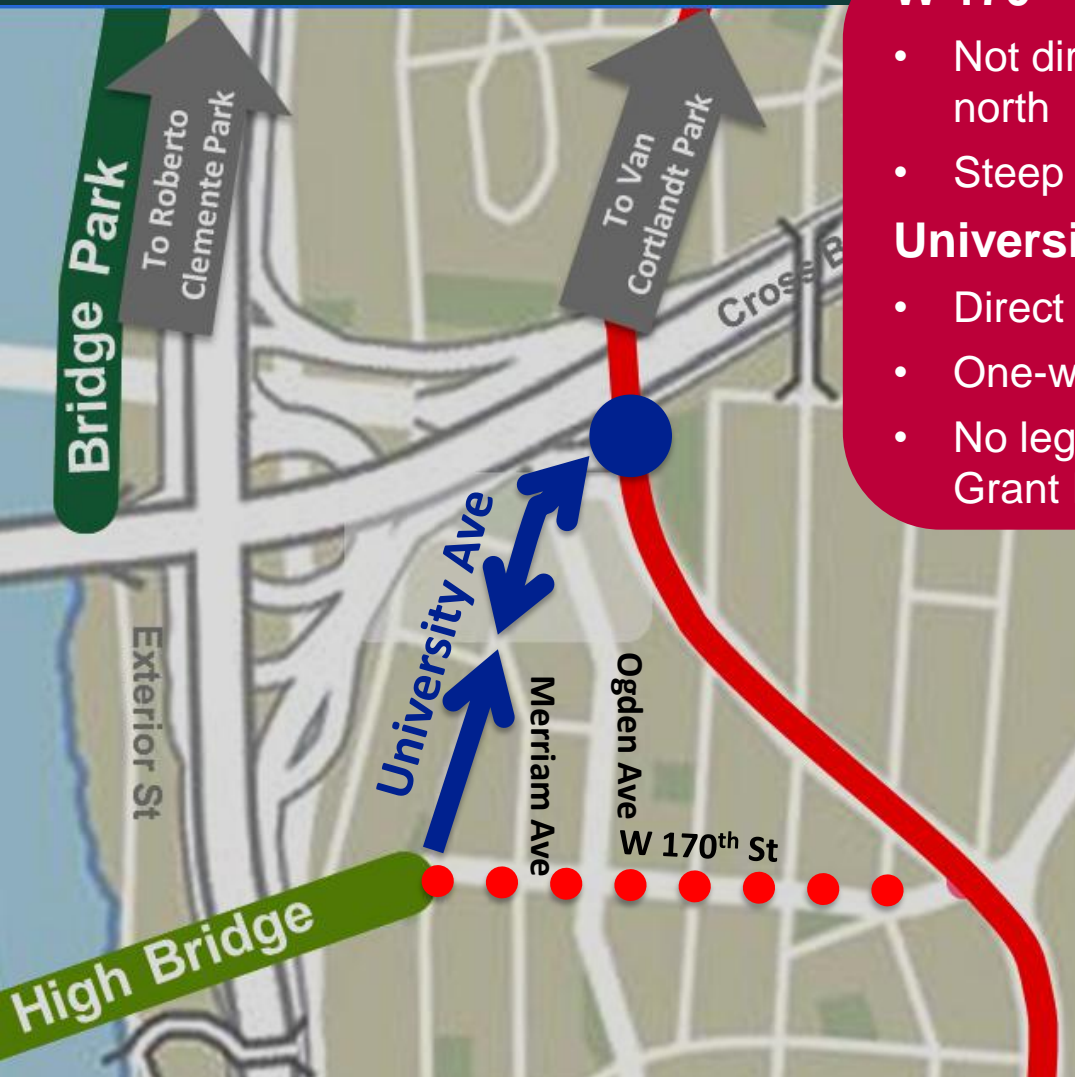
Bike Box

- Safer left-turn for NB cyclists



Access to High Bridge—Network

Existing Conditions



W 170th St

- Not direct route to/from north
- Steep hill

University Ave

- Direct route
- One-way/Two-way change
- No legal left turn onto E L Grant Hwy to continue north

University Ave at Merriam Ave, facing north – change from one-way to two-way

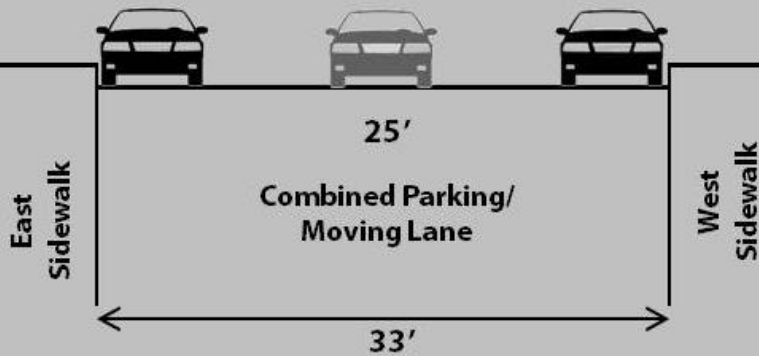


Access to High Bridge—Network

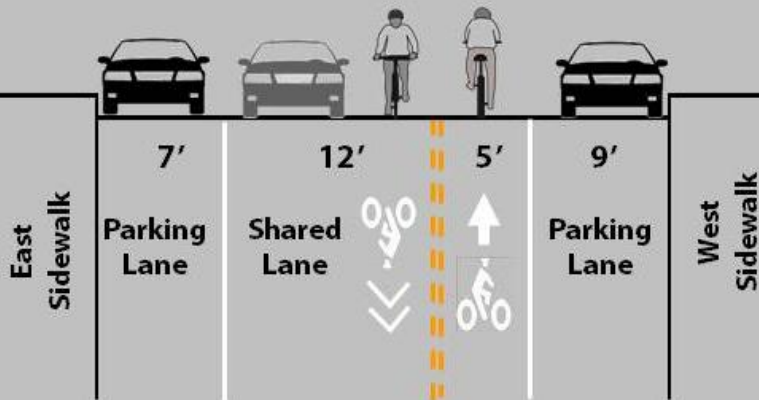
Proposed Solution: Bike Connection on University Ave

University Ave—High Bridge to Merriam Ave
(One-way Section)

EXISTING



PROPOSED



Plaza St, Brooklyn

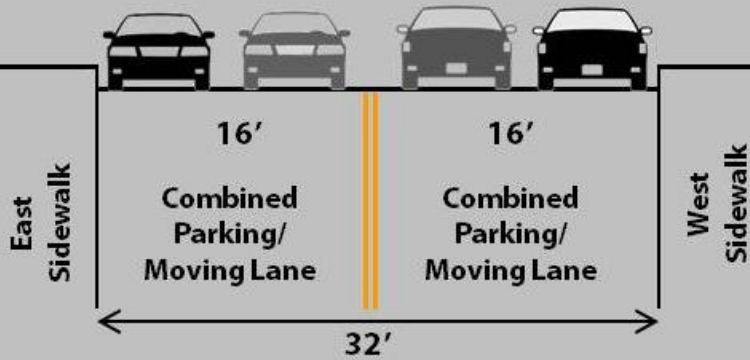


Access to High Bridge—Network

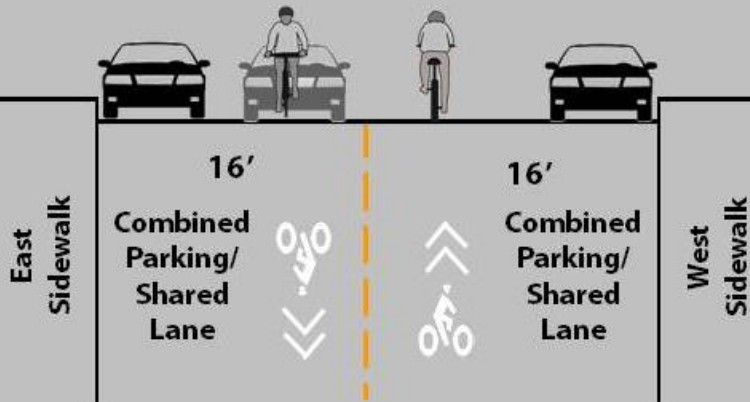
Proposed Solution: Bike Connection on University Ave

University Ave—Merriam Ave to E L Grant Hwy
(Two-way Section)

EXISTING



PROPOSED



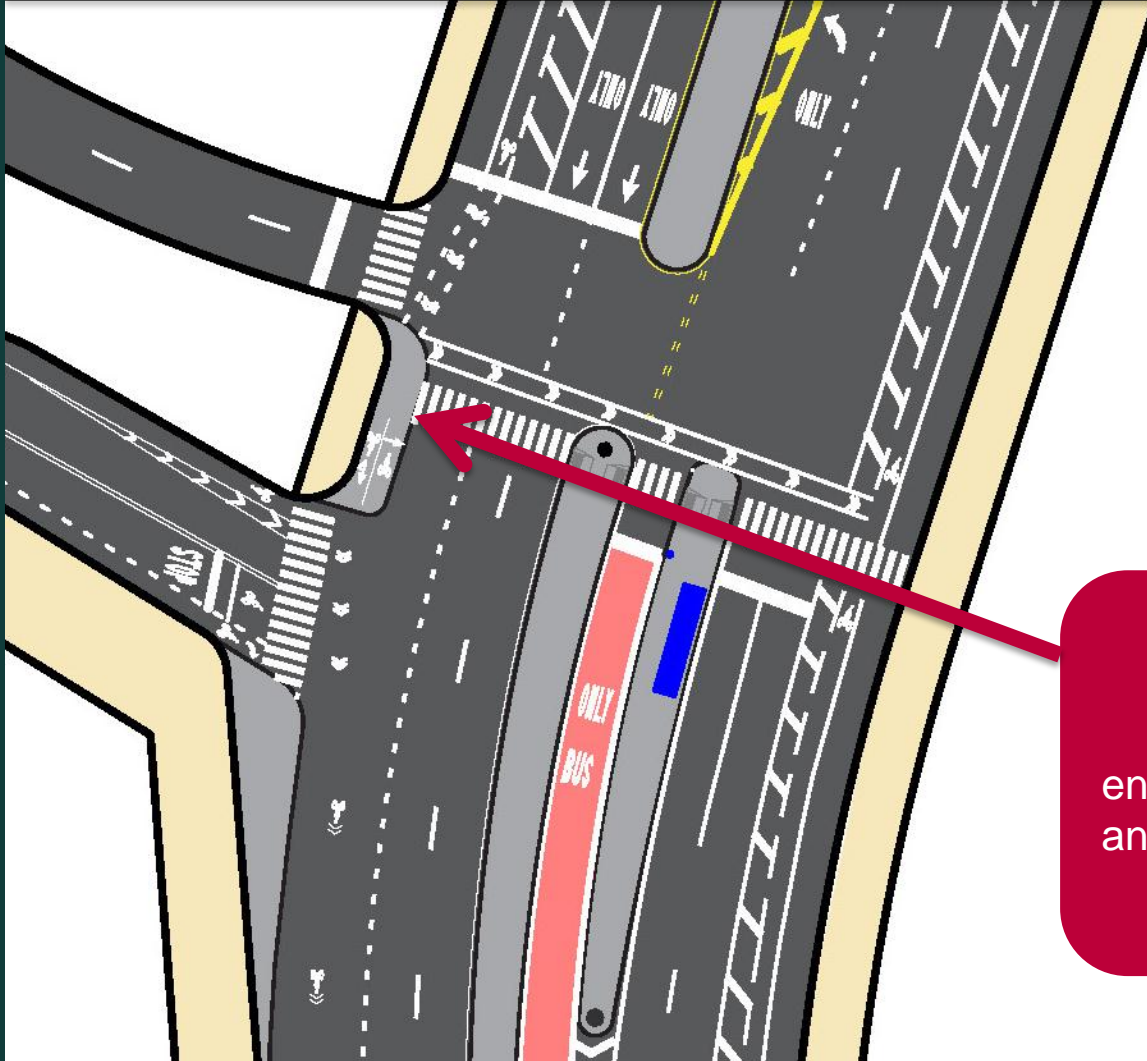
9th Street, Queens



Access to High Bridge—Network

Proposed Solution: Bike Connection on University Ave

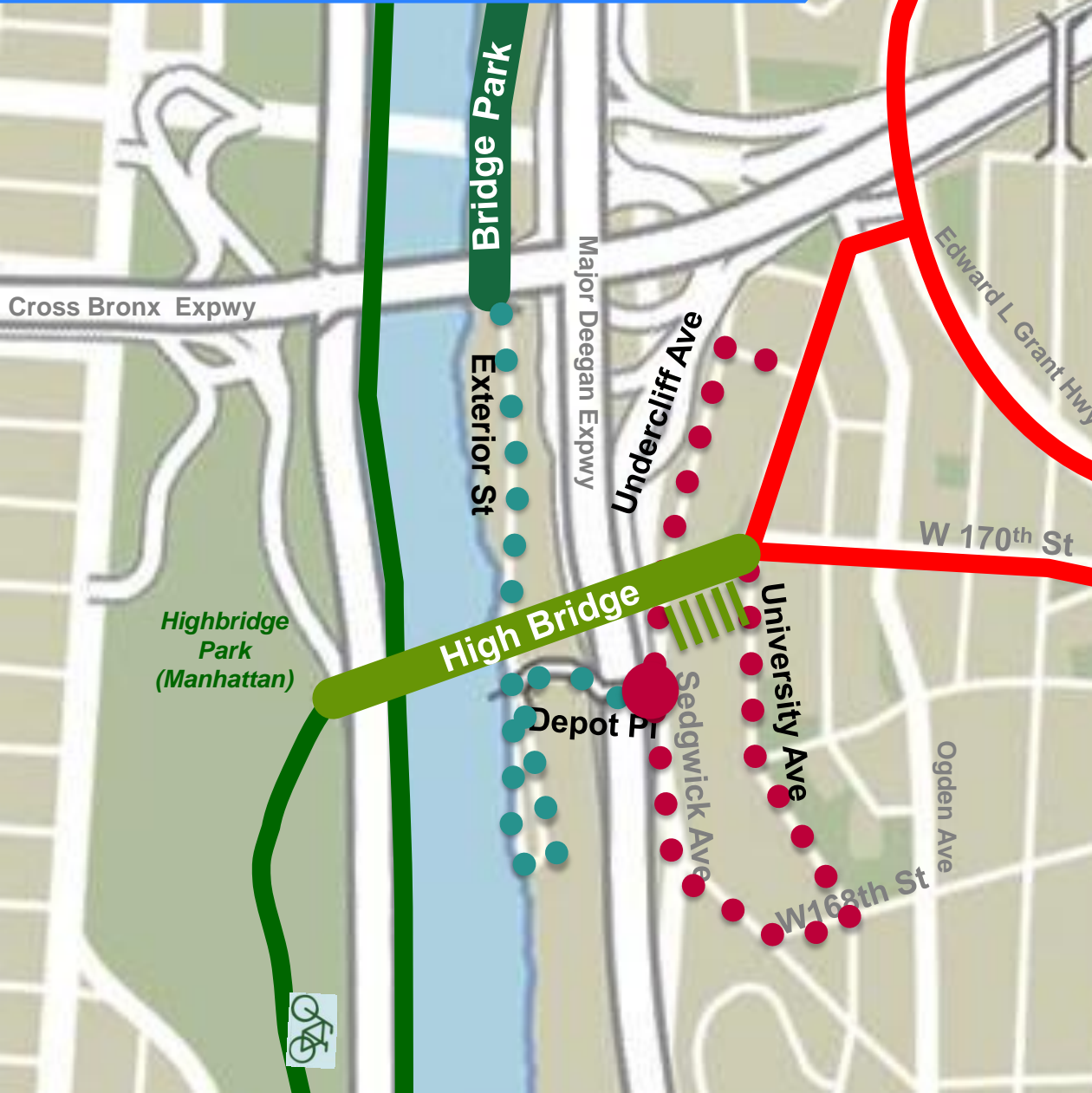
University Ave at Edward L Grant Hwy



**Curb extension with
Two-way Bike Path**
enables cyclists to use signal
and continue northbound

Integrating the Waterfront

Issues Overview



(1) Connectivity:

Linking Neighborhood and Waterfront

- Undercliff Ave
- University Ave
- Crossing at Depot Pl

(2) Access:

Creating Temporary Greenway Along Waterfront

Integrating the Waterfront—Connectivity

Existing Conditions

University Ave at W 170th St, facing south



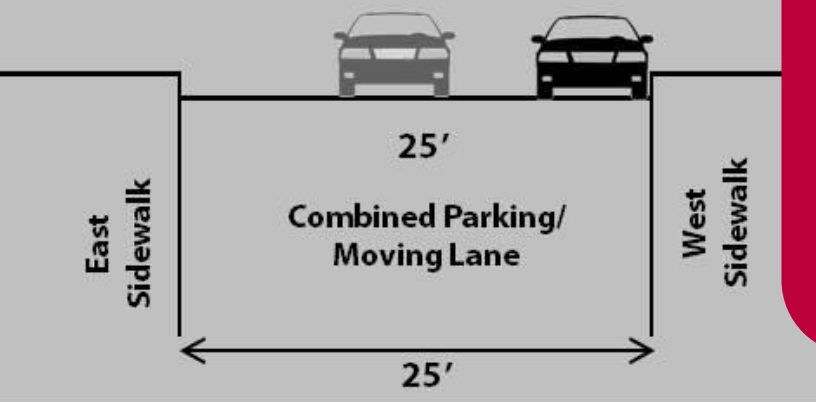
Undercliff Ave at Sedgwick Ave, facing north



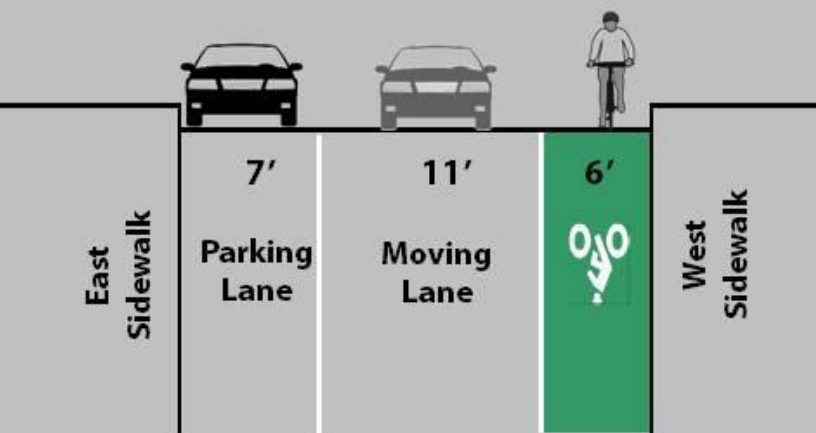
Integrating the Waterfront—Connectivity

Proposed Solution: Bike Connection from Waterfront

EXISTING

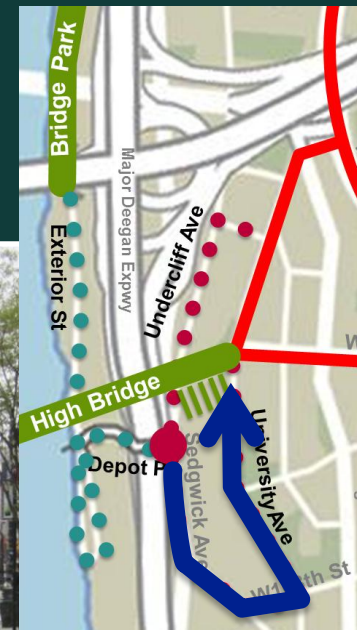


PROPOSED



University Ave—W 168th St to W 170th St

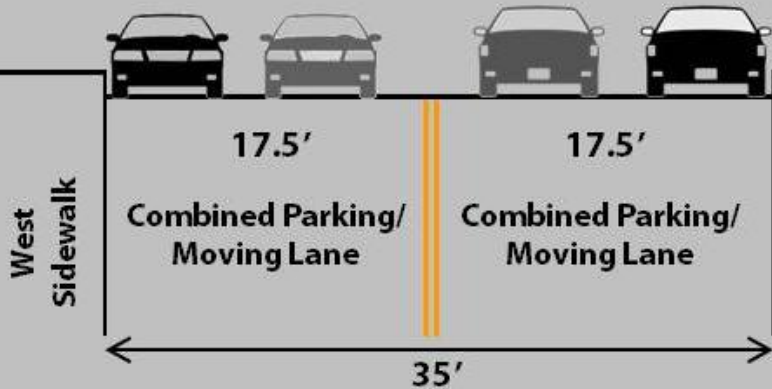
- Shift parking from west to east curb
- Curbside bike lane
- Shared lanes on W 168th St, W 167th St, Sedgwick Ave to complete connection



Integrating the Waterfront—Connectivity

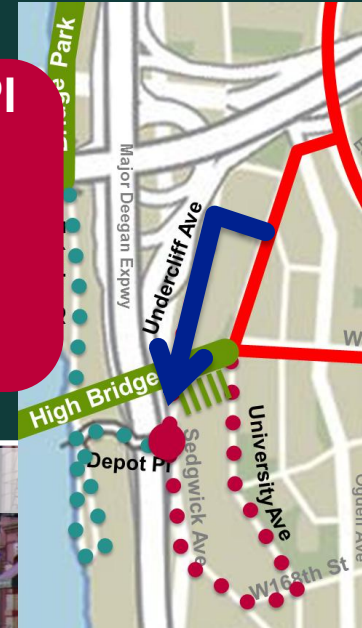
Proposed Solution: Bike Connection to Waterfront

EXISTING

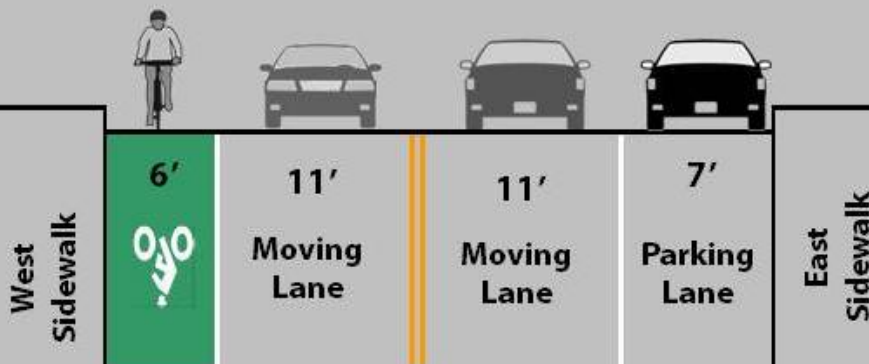


Undercliff Ave—Boscobel Pl to Sedgwick Ave

- Remove parking on west curb (approximately 25 spaces)
- Curbside bike lane
- Shared lane on Boscobel Pl



PROPOSED



Christopher St, Manhattan



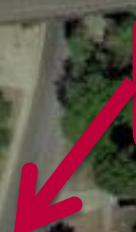
Integrating the Waterfront—Connectivity

Existing Conditions

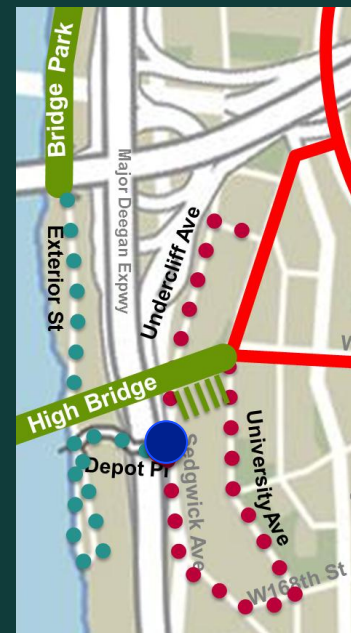
Depot PI at Sedgwick Ave, facing west



Stairs from High Bridge



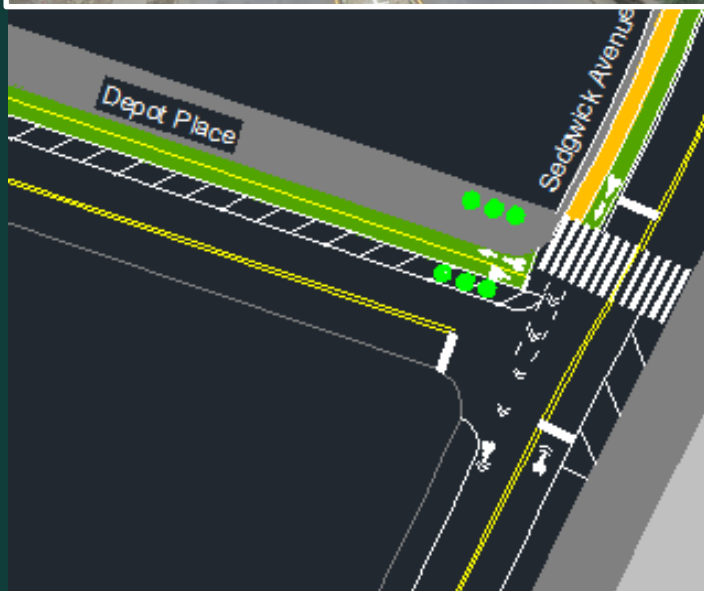
No Crossing to Depot PI



Integrating the Waterfront—Connectivity

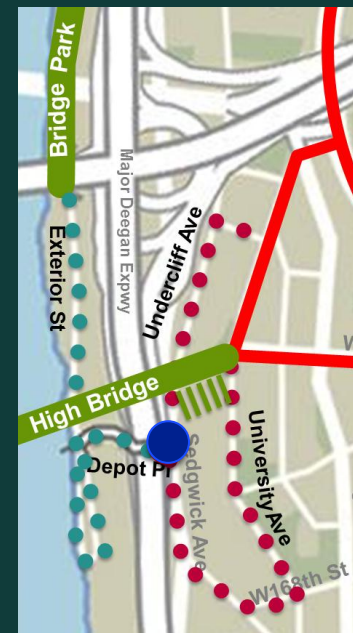
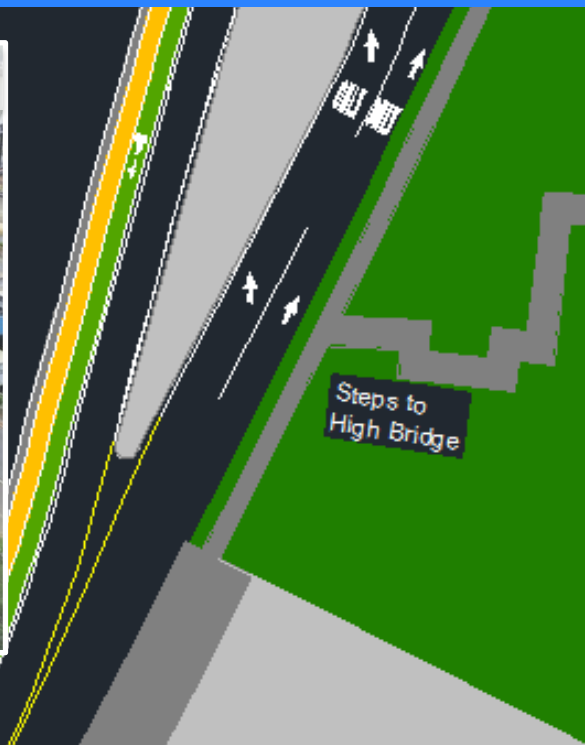
Proposed Solution: Gateway to the Waterfront at Depot Pl

Depot Pl and Sedwick Ave, facing south



Gateway to Waterfront

- Pedestrian actuated signal
- New crosswalk
- Bike path



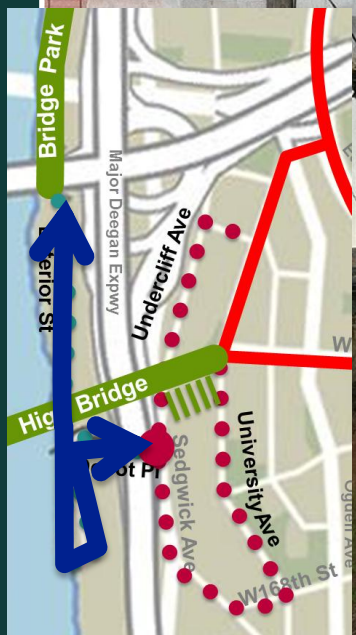
Integrating the Waterfront—Access

Existing Conditions

Exterior St, facing north



Depot Pl, facing south



Exterior St

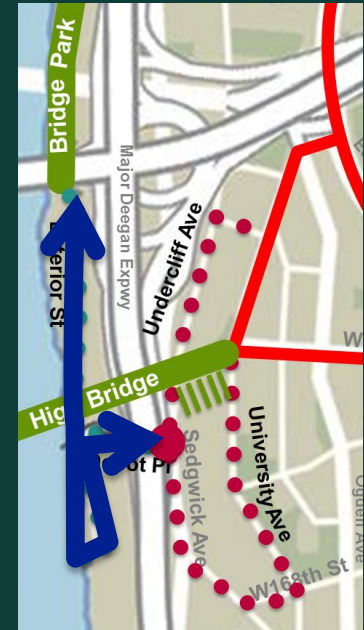
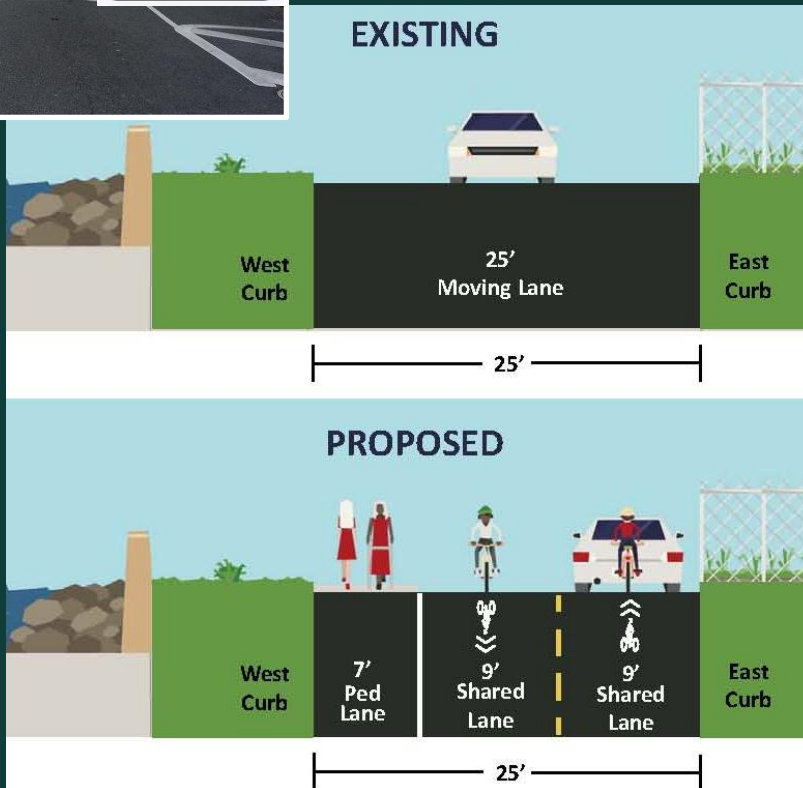
- Roadway along waterfront connects to Bridge Park

Access to Waterfront

Proposed Solution: Temporary Greenway on Exterior St

Temporary Greenway Path

- Gateway treatment
- Roadway repairs
- Markings to designate pedestrian and bicycle space, while maintaining vehicular access as needed



Summary of Project Benefits

- **Enhanced visibility of High Bridge entrance**
- **W 170th St as clear pedestrian and bicycle route connecting High Bridge to commercial corridor and transit**
- **Safer crossing for pedestrians and cyclists at E L Grant Hwy**
- **Improved connections to existing bicycle network**
- **New bike routes connecting High Bridge and neighborhood to waterfront**
- **Safe crossing to Depot Pl**
- **Half-mile of temporary greenway path along waterfront connecting to Bridge Park and Roberto Clemente State Park**



Questions?

Thank
You